

AIRPORT NEWS & HIGHLIGHTS
B2B OPPORTUNITIES

Airport Cities

From Airports to Airport Cities

The Bi - Monthly Business Magazine Dedicated to 22nd Century Airports. *Airports to Airport Cities*

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Sep - Oct '08

China

Beijing Capital International Airport
World's Largest Terminal Building at \$3.5b



Current Projects & Developments
Sabha Gokcen International Airport



Airport Trends - Safety
Use of Hypoxic Air

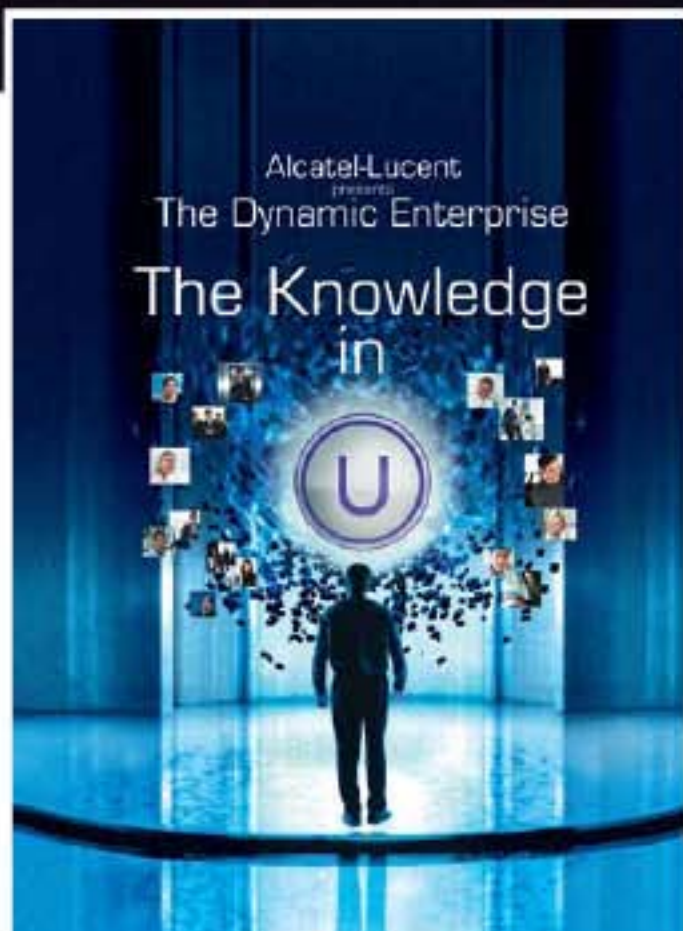


Airport Security
Selection of Locks



Airport Retail
Retail Industry Highlights

Dynamic Airport Communications



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Slowing demand and high oil prices paint a bleak picture

Early September, IATA revised its industry financial forecast and announced a massive \$5.2 billion of loss is predicted in the global airline industry. The association described the situation as 'bleak' and said the industry faces a fuel bill of \$186 billion.

According to official figures, economic weakness had its toll on passenger demand growth which fell to 1.9 pc in July (year-on-year). Cargo demand also contracted by 1.9 pc during the same month as Asia-Pacific carriers saw a 6.5 pc decrease in demand.

Hit by rising oil prices which reached record levels, this year saw the demise of at least 30 airlines across the globe. Business class airline Silverjet finally threw in the towel early summer after negotiations to restart the carrier fell apart. The airline got wide media coverage as an expected loan from an Abu Dhabi-based investment company did not materialize.

As this magazine goes to press, the talk of town is Italy scrambling to save bankrupt airline Alitalia. Losing around \$3 million a day, the airline needs more than \$1.4 billion of investment for a fresh start. Adding to the agony, aviation experts warn that before the end of 2008, we might see 30 more airlines going bankrupt.

IATA DG Giovanni Bisignani is not happy either. He says the negative impact of the industry crisis is universal. Comparing 2007 figures with this year's, North American carriers are expected lose US\$5.0 billion as the profits of Asia Pacific carriers will shrink from US\$900 million to US\$300 million. European profits will tumble from US\$2.1 billion to US\$300 million. The Middle East region seems to be least affected as the carriers' profits will drop

by US\$100 million to US\$200 million.

Learning to Innovate

Though the price of oil has recently dropped below \$100-level (and up again), the impact of economic recession fuelled by the collapse and bailout of financial institutions are felt by people at all levels. Business and leisure travel plans are postponed as more opt for 'stay-vacation' and prefer land travel to air or shorter distances to long-haul flights. On the corporate side, new investment projects are put on hold and ongoing ones are constantly being reviewed to make sure everything goes as planned and costs do not exceed reasonable limits.

However, hard times teach people a lot and pressure them to innovate. Feeling the need for a fundamental change, airlines strive to reduce non-fuel costs through various means which include discontinuing hard-copy inflight magazines, less baggage for crew and even asking them to trim down. Smart use of technology also plays an important role. Latest software helps reduce aircraft turnaround times, promise better utilization of gates, faster check-in, and shorter routes for aircraft from point A to point B.

For the last four years, *Airport Cities* has had the mandate to keep its readers updated on the latest developments in the industry on a wide range of topics from Operations and Technology to Safety & Security, Cargo, Retail and Free Zone. It is our belief that the magazine has established itself as a major and trusted source of information in the region and will continue to innovate and improve with the support of the aviation community. As always, feel free to send your comments, feedback or article contributions to rustu@middleeastlogistics.com

Facing a fuel bill of \$186 billion in 2008, the global airline industry is predicted to incur a massive \$5.2 billion of loss, says IATA. The association also describes the situation as 'bleak' and says the industry needs a fundamental change.

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Making Self-Service the Channel of Choice

By enabling more passengers to self-serve, airlines can reduce operational costs even further and increase ancillary revenues.



Industry reports show that fewer than half of passengers on average currently use airline self-check-in services despite the fact they find them faster and more convenient to use than a manned check-in desk. There are two reasons for this – people are either unable to pay additional fees at many existing kiosks or cannot get assistance when they encounter a problem.

NCR's airline customers have been able to overcome these challenges and achieve self-check-in rates of up to 90%. NCR's robust software application can be used to collect ancillary revenues for additional services – such as baggage, seat or boarding upgrades and in-flight amenities – directly at the self-check-in kiosks. And, NCR Agent Assist alerts airline agents when passengers are having difficulty at the kiosks and allows them to intervene at the device to complete the transaction.

Complementing these benefits, **NCR's Common Use Self-Service (CUSS)**-compliant platform interfaces with a wide variety of IT systems used in the airline, hotel and car rental sectors, which means travellers can access multiple services from the same kiosk.

By running persuasive multimedia content on the kiosks, airlines are able to increase uptake levels of service extras exceeding levels achieved during the booking process. The kiosks will consistently provide up-sell and cross-sell offers to customers that are often omitted by counter staff who face the pressure of large queues. They also avoid the inefficiencies of redirecting passengers to a separate service desks to make the necessary payments.

More than 540,000 NCR self-service devices are currently used in airports, retail stores, financial institutions and

healthcare organisations worldwide. The company is extending its expertise and knowledge of best practices across industries to the burgeoning travel marketplace, delivering proven solutions that are easy to use, reliable and deployed in the right locations to drive high usage rates.

An example of this innovation is the **NCR TouchPort III**, a modular, space-saving self-service kiosk. Incorporating a range of new features, the NCR TouchPort III can read e-passports and electronic/2D barcodes.

The TouchPort III can also be integrated with the **NCR Bag Scale Interface**, which enables passengers to check if they are within the increasingly strict limits set by many carriers. And, **NCR's patented two-sided thermal printer** presents airlines with the opportunity to run advertisements, print airport maps or deliver coupons on the reverse of passengers' boarding passes.

Equally critical to the ultimate success and usage of any self-service deployment is ensuring it's available to travelers when they need it. Applying in-depth knowledge of the travel industry, **NCR Managed Services** provides a single point of accountability that allows our airline customers to increase system availability, improve customer satisfaction, reduce operational costs, and refocus on core business issues.

By introducing these new technologies, airlines can increase the average revenue per passenger while improving their operating margins. In today's competitive environment, this holds the key to success.



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Beijing Capital Int'l Airport, China: Designed by a consortium with a budget of \$3.5 billion, the airport features a main passenger terminal - Terminal 3A, and two satellite concourses - Terminal 3B and Terminal 3C.

10 Current Projects & Developments

Sabiha Gokcen Int'l Airport, Turkey: The consortium composed of Limak, GMR, and MAHB won the bid to develop the airport in Istanbul in July '07. The groundbreaking ceremony for the new int'l terminal was held on 3 May '08.

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COWI: Now aircraft or ATC cabins can be occupied safely for hours without having the risk of any fire starting. COWI is establishing a dedicated global institute based in the Gulf to serve as the forefront for a new technology called hypoxic air.

14 Airport Security

Selection of Locks: The article provides an insight into certain lock-related issues that can place aircraft, cargo, employees, facilities, and the public at risk from sabotage, terrorist attack, intelligence-gathering by criminals, as well as theft, vandalism, smuggling, and personal injury.

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Beijing Capital International Airport Terminal 3: Tradition and Technology Merge to Provide a World Class Experience

Overview

The new Terminal at Beijing Capital International Airport opened ahead of schedule for the 2008 Olympics. Designed and completed in a period of four years, Terminal 3 at Beijing Capital International Airport, the world's largest building and most advanced airport, offers an unparalleled travelling experience, not only in technological, but also in operational efficiency, passenger comfort, sustainability and access to natural light.

One of the most important construction projects for the Beijing

2008 Olympic Games, the construction of Terminal 3 started on 28 March 2004. It opened for trial operations in February 2008 and became fully operational in March 2008.

Designed by a consortium of NACO, Foster and Partners, and ARUP with a budget of US\$3.5 billion, it is far grander in size and scale than the existing terminals, being the largest airport terminal building complex built in a single phase with total scale of 1 million sq m. It features a main passenger terminal - Terminal 3A, and two satellite concourses - Terminal 3B and Terminal 3C.

Uplifting Design

Terminal 3 is designed to be welcoming and uplifting, with the building's aerodynamic roof and its dragon-like form celebrating the pleasure and poetry of flight, according to the main architect Norman Foster. The golden roof is a reminder of the Forbidden City, while the striking interior range of colours from red through orange to yellow evokes traditional Chinese colours.

Terminal 3 and the Ground Transportation Centre (GTC) are located between the existing eastern runway and the future third runway. Together they occupy a floor area of approximately 1.3 million sq m, for the most part under one roof.

The Norman Foster-designed building is colossal and the terminal is said to be the size of 170 soccer fields put together. It is the first building to break the one million sq m barrier, and will accommodate an estimated 50 million passengers per annum by 2020.

Comprising three connected, light-filled sections – T3A, B and C – the simple, symmetrical diagram fans out at either end to accommodate the arrivals and departure halls for T3A (processing terminal and domestic gates) and T3B (international gates).

The satellite T3C (domestic gates) occupies the centre of the diagram. The length of the terminal from north to south is three and a quarter km, and yet the visual links between the three elements are maintained by strong sight lines as well as visual connections between the lower level and an open mezzanine level above.

The building has been designed in such a manner as to allow natural light in all spaces and the generous glazing and skylights maintain a link with the outside and its changing sky. Views along the central axis are marked by the distinctive red columns that run along the external edges of the building into the distance, reminiscent of traditional Chinese temples.

Best Airport Experience

The Terminal 3 makes an important cultural

statement, with a unique appearance and a combination of colours that can be easily identified with Beijing and China as a whole. Designed to provide the best possible airport experience right from entry, the embracing curved cantilever of the terminal greets passengers arriving by road or from the GTC in a single welcoming gesture.

Departures and arrivals are on separate levels. Departing from the usual, the traditional airport diagram has been inverted at T3B, with arrivals on the upper level so as to enable

visitors to Beijing to experience the thrill of this spectacular building from the best vantage point.

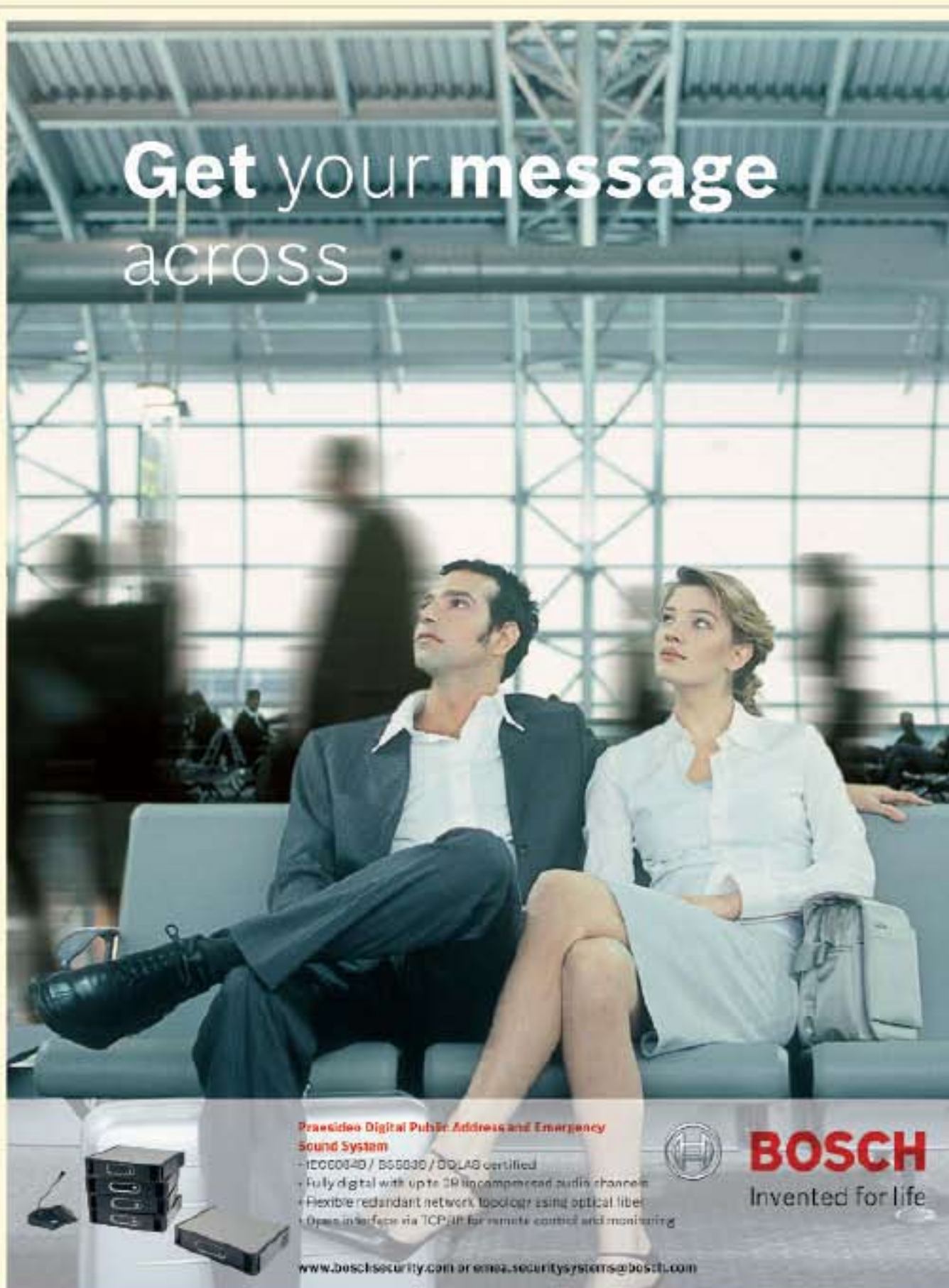
In terms of space, instead of various sprawling buildings occupying a lot of space, T3 has used less land by bringing everything closer for ease of communication in one efficient structure. Yet it is 17 per cent bigger than the combined floorspace of all of Heathrow's terminals 1, 2, 3, 4 and the new Terminal 5, with the design of T3 optimising the performance of materials that were selected on the basis of availability, functionality,

application of local skills, and low cost procurement.

The T3 building is said to be one of the world's most sustainable. It incorporates a range of environmental design concepts such as the south-east orientated skylights, which maximise heat gain from the early morning sun, and an integrated environment-control system that minimises energy consumption.

The single unifying roof canopy dotted with skylights provides

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orientation and brings daylight deep into the building. A vast range of colours has been used at T3 with the colour palette moving through 16 tones – from red at the T3A entrance through to orange and finally yellow at the far end of T3B, which establishes a subtle zoning system that breaks down the scale of the building and enables easy wayfinding.

This colour range is also applied north to south in the ceiling above the arrivals and departures halls, heightening the sense of curvature in the roof plane.

The roof which is a steel space frame with triangular roof lights and coloured metal decking curves and rises at the midpoint to create a dramatic effect with space, and then tapers towards the edges of the building to provide more intimate areas as passengers move towards the gates and the aircraft piers.

The trusses that support the glazing display the same changing colour system in the roof, shifting from red to orange to yellow. The curtain walling has high transparency that

is made possible by extra large mullions, which are generously spaced to allow larger spans of suspended glazing.

Capacity of T3

By 2020 the Terminal 3 will cater for 50 million passengers annually. The number of T3 passengers at peak hour is expected to reach 7,000 international passengers per hour, and 7,360 domestic passengers per hour.

The number of aircraft movements for Beijing Airport T1, T2, and T3, will be up to 500,000 per year. The current capacity of the existing airport's T1 and T2 is 242,000 per year.

Connectivity

APM: A high speed automated people mover (APM) that accelerates to a maximum speed of 80km/hr, helps connect between T3A and T3B, with a journey time of just two minutes over the 2 km connection.

The APM is easily accessed from the main departure level and set within a landscaped 'green' cutting, exposed to daylight and views up and through the building, all of which helps to maintain

a sense of orientation. The APM has services running at 2-3 minute intervals.

Links to Terminal 3 and car parking:

A new dedicated high speed train from Dongzhimen station connects the city to the airport in 12 to 15 minutes. There are 54 pick up bays for 2,436 taxis at peak hour. There are 31 bays for buses, and 69 bays for private cars. There is under cover short term parking for 7,300 cars.

Check-in & BHS

T3 has one of the most modern baggage handling systems in world. It comprises a total of 330 check-in desks connected to a 50 km high-speed tub conveyor system. The system will be controlled by intelligent IT and automation systems, to speed up baggage handling.

In the Baggage Reclaim Hall there are 15 carousels with the time taken for the first bag to reach the carousel being approximately 10 minutes. There are 11 check-in islands in the main hall that cater for domestic and international flights with a total of 292 desks. Further check-in desks will cater for transfers.

T3: Key statistics

- Total airport site (existing + T3 expansion): 4,700 hectares
- T3 comprises T3A, T3B and T3C
- Construction commenced on 28 March '04 and completed 31 Dec '07
- Length of T3: 3.25 km
- Width from tip to tip of concourse: 783 m
- Total area of T3 expansion project: 1,306,000 sq m
 - T3A Area 513,000 sq m
 - T3B Area 387,000 sq m
 - T3C Area 84,000 sq m
 - GTC Area 320,000 sq m (incl. carpark)
- Roof area: 360,000 sq m
- T3 external cladding area: 273,000 sq m
- GTC glazed roof area: 27,300 sq m
- Total 126 aircraft stands (incl. 83 contact)

T3: Construction statistics

- At peak, 50,000 people worked on the site
- There were 10,600,000 cubic m of earthworks
- There are 19,488 foundation piles
- 200,000 tonnes of reinforcement used
- 900,000 cubic m of concrete used
- The roof structure made of 18,930 tonnes of steel
- The roof columns made of 26,830 tonnes of steel
- All building construction was completed by Chinese owned companies



The Norman Foster designed building is colossal and the terminal is said to be the size of 170 soccer fields put together. It is the first building to break the one million sq m barrier, and will accommodate an estimated 50 million passengers per annum by 2020

Main Players - Beijing Capital International Airport Terminal 3

Client	Beijing Capital International Airport Company Ltd.
Joint Venture	NACO Foster Arup
Architect	Foster + Partners
Local collaborating architect (LDD)	BIAD (Beijing Institute of Architectural Design)
Airport Consultant	NACO
Structural & Mechanical Engineers	Arup
Landscape Architect	Michel Desvigne
Lighting Consultant	Speirs and Major
Quantity Surveyor	Davis Langdon
Baggage Handling Consultant	BNP Associates Inc.
APM and Airport Engineering Consultant	Logplan GmbH
Fire Consultant	Arup
Facade Maintenance Consultant	Reef U.K.
Retail Consultant	Design Solutions
Architectural Technical Specifications	Schumann Smith



"The awesome pace of this project has been more about the intelligent deployment, management and organisation of resources rather than the quantity of those resources." Lord Foster, Chairman and Founder of Foster + Partners

General Facts

Beijing Capital International Airport is located in northeast of Beijing, capital of People's Republic of China, and 25.35 km from the Tiananmen Square, centre of Beijing city. The airport that is under the administrative control of Civil Aviation Administration of China officially opened in March 1958. The first terminal in Beijing was built in 1959. The existing Terminal 2 was completed in 1999. The project area for T1 is 78,000 sq m, and T2 is 326,500 sq m.

Source (Info & Images):
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Expansion at full speed at Sabiha Gokcen Int'l Airport

The consortium to operate terminal at Istanbul's second international airport and construct a new one



The groundbreaking ceremony for the new international terminal was held on 3 May 2008 with the participation of the Turkish Prime Minister, Recep Tayyip Erdogan (4th from R) and other senior level officials

The consortium composed of Limak of Turkey (40 pc), GMR Infrastructure Ltd. of India (40 pc), and Malaysia Airports Holdings Berhad - MAHB (20 pc) won the bid to develop the Sabiha Gokcen International Airport (SGIA) in Istanbul, Turkey in July 2007. According to the concession terms, the consortium will operate the existing terminals at SGIA and will construct the new integrated domestic and international terminal capable of handling 10 million passengers per annum.

The duties and rights of the consortium will include carrying out any activity related to handling of aircraft, passengers, baggage, cargo, fuelling etc. Additionally, it will also manage any non-aero commercial business such as duty free shops, food and beverages outlets, a hotel, car park and advertising among others. The multi-level car park will accommodate around 4,500 vehicles, while a hotel adjacent to the terminal will cater to transit passengers, airline crew and others.

At the end of the 20 year concession period, the airport is expected to handle around 35-40 million passengers and 700,000 tonnes of cargo per annum. SGIA will encompass many features including world class infrastructure and facilities offering good connectivity to all parts of Turkey. The airport will have a runway length of

3,000 m giving the airlines a quicker turnaround time.

The consortium envisages that with the new facilities and features, major airlines will increase operations at SGIA. Being in close proximity to the Istanbul Formula One race circuit, the airport is also expected to meet the travelling needs of Formula One fans.

Sabiha Gokcen was launched as the second International Airport of Istanbul in 2001, after the existing Istanbul Ataturk Airport had reached saturation. Since its inception, the airport has recorded a growth of 80 pc.

The consortium plans to increase the annual passenger capacity from 4 million in 2007 to 10 million through the infusion of investments. Currently SGIA has a domestic terminal with a passenger capacity of 500,000 and an international terminal with a passenger capacity of 3 million annually.

Groundbreaking Ceremony

The groundbreaking ceremony for the new international terminal was held on 3 May 2008 with the participation of the Turkish Prime Minister, Recep Tayyip Erdogan and other senior level officials. The Turkish PM handed over the Terminal Operations License to Nihat Ozdemir, the Chairman of the newly formed company, Istanbul Sabiha Gokcen International Airport

Investment Development and Operations Inc. (ISGLA)

The 320,000 sq m new international terminal of Sabiha Gokcen, Turkey's first international airport with Terminal Operations License is expected contribute to the rapid growth of the airport and increase its annual passenger capacity to 15 million. The new international terminal, which will cost Euro 250 million with surrounding facilities, is expected to be completed in 2010.

The Chairman of Istanbul Sabiha Gokcen International Airport Investment Development and Operations Inc., Nihat Ozdemir said that the rapid growth of the airport

will be accelerated. He added: "In parallel with our country's strong growth performance of recent years, total passenger figures increased an average of 14 pc annually in Turkey's airports between 2000 and 2007. This increase has been about 13 pc in Istanbul in the same period, while Sabiha Gokcen managed an increase of six times in comparison with Turkey and Istanbul's averages, and grew about 80 pc.

"These figures show Sabiha Gokcen's potential. Our target is to continue Sabiha Gokcen's fast growth with the help of the dynamism provided by Istanbul's Anatolian side, the new attraction center for the business world and construction sector and our investments. When we complete our new international terminal in 2010, in order to meet the increasing passenger capacity, we will be opening Istanbul's airport of the future."

G.M. Rao, Group Chairman of GMR said, "We would like to affirm to the people of Turkey, that our involvement in the Sabiha Gokcen project, is just the beginning of what we hope will be a long and mutually fruitful association for the GMR Group and your glorious country. We are very keen on partnering and nurturing Turkey's journey of achieving economic growth, by actively participating in its major infrastructure projects in the key areas of energy, airports, real estate and expressways."

Investment Plans

The newly-formed company, which bought Sabiha Gokcen's 20-year operation rights for Euro 1,932 billion, will be investing Euro 250 million. The new international terminal will have a modern design built to international standards.



The terminal and its facilities, to be constructed on a total covered area of 320,000 sq m, will have 96 check-in points, 30 online check-in points, a total of 32 X-ray units and a 3,700 sq m two-storey VIP terminal. The new international terminal will have cafes and restaurants, appealing to different food tastes, and also world class Duty Free shops.

The first investment project of the company at Sabiha Gökçen after the takeover, is to enlarge the Arrival Building of domestic airlines and to also add two baggage carousels. The Cargo Carriers, through new agreements, will be basing additional services at Sabiha Gökçen and warehousing facilities and operations will be improved. With the newly established Istanbul Sabiha Gökçen International Airport Ground Handling Inc., the airport passengers will get the best ground handling facilities.

Handover Process

Meanwhile, effective 1 May 2008, the Havaalani İşletme Havacılık Endüstrileri A.Ş. (HEAS) handed over operations of terminals, cargo, ground handling services and refueling facilities at Sabiha Gökçen International Airport to ISGIA. With



ISGIA has secured a project loan of €336 million in June 2008 to develop new facilities at the airport

the handover, more than 1,000 HEAS employees have been transferred to the new company.

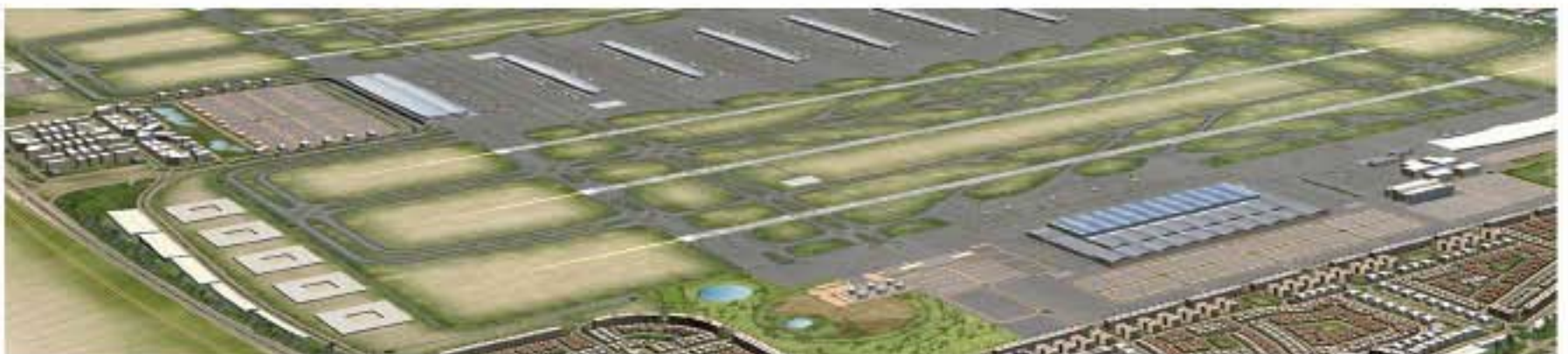
Incidentally, Sabiha Gökçen, the newest amongst the Greenfield airports in Europe, has also been the airport with the highest growth rates between 2002 and 2007. During this period, Sabiha Gökçen International Airport has managed an impressive growth of 29

times. It was followed by Pisa Airport from Italy, which grew 22.48 times and Paderborn Airport from Germany, which grew 10.15 times.

Loan for Development

Istanbul Sabiha Gökçen International Airport Investment Development and Operations Inc., (ISGIA), has secured a project loan of €336 million (around US\$527 million) in June 2008

to develop new facilities at the airport. The debt financing was arranged and underwritten by ABN AMRO and Yapi ve Kredi Bankası A.Ş. and was negotiated by GMR's International Business Division - GMR IBD. The terms of the debt financing include a five year grace period with repayments based primarily on the cash flows generated by ISGIA and allows for pre-payment without a premium.



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Hypoxic Air - Fire Prevention for Aircraft and Airports

COWI sets up a dedicated global institute to serve as the forefront

Models of aircraft and air traffic control towers are getting a new world class safety measure. Now you can safely occupy aircraft or ATC cabins for hours without having the risk of any fire starting. While you breathe healthy, clean and fresh air and nurture your fitness, no fire incident may occur.

The newly patented and extremely simple solution is marking its presence world-wide. The FAA has already proposed regulation to retrofit all commercial airplanes with hypoxic ventilation for fuel tanks. And to assist in its implementation, COWI is establishing a dedicated global Institute based in the Gulf to serve as the forefront for this new technology which is called hypoxic air.

The new technology is simply based on improved air conditioning. HVAC will not only control temperature and humidity, but will also control fire. The system costs roughly the same as gas extinguishing systems but is much more safe and reliable.

The basic design concept of a hypoxic air venting system involves generator

units being fitted into plant rooms or adjacent to, or even in, the rooms being protected. These generators premix hypoxic air for injection either into recirculation ducts or directly into the protected rooms.

The system then establishes the most uniform atmosphere possible (at a predetermined safe oxygen level), and if the space is occupied, continuously vents with fire safe, but breathable air. It is also optimised for low-energy consumption. Hypoxic air fire prevention is fire protection the way of Nature.

What is the Trick?

How can this be? The trick is to reduce number of oxygen molecules to the same level you breathe at altitude of 2,400 m in places such as Mexico City or in an aircraft cabin. At the same time, the number of nitrogen molecules is retained the same at sea level so it barely increases in the mixture.

The body is inert to nitrogen. This subtle combination prevents the combustion process to access oxygen (essential for sustaining combustion)

while the body is not affected. By every breath we take, some oxygen is retained in the blood and the exhaust compares to hypoxic air, although hypoxic air is free of harmful carbon-dioxide.

The body is in effect a hypoxic air generator albeit of low capacity compared to those being manufactured for fire prevention for IT facilities, control rooms, artifacts storage rooms, libraries and vital equipment.

The new technology will impact the way we apply 'clean agents' for fire protection, like inert gas or halo-carbon gas fire extinguishing systems, indeed. Since the prerequisite of such systems is fairly air tight enclosures, hypoxic air systems are direct replacement for the old technology. But hypoxic air technology aspires to go way beyond familiar gas extinguishing applications as well.

It is inherently fully safe to occupy for daily work shifts, providing a holding time of hours even if the generators shut down and refills automatically. So unlike its predecessors, it acts before the fire even starts and

prevents it from even occurring. No longer detectors, actuators, valves, electrical power, pressurized tanks, pipes nozzles and programming are required. The preventive atmosphere is there all the time. Best of all, you will not experience even the tiniest of initial fire damage known as the most annoying drawback of clean agent extinguishing. If a component malfunctions you can safely troubleshoot and fix it in the room itself, and there is no need to evacuate.

Dedicated Institute

COWI has been leading development of hypoxic air venting applications for nearly five years. By establishing a dedicated institute it aims to support end users and public as well as support development of related industry standards.

Another ambition of the institute is to work with aviation authorities and FAA on guidelines for ATC and data centres. Currently, the pertinent and strict safety regime within aviation may be an obstacle for new technologies to be adopted speedily. It is important to clear every



The basic design concept of a hypoxic air venting system involves generator units being fitted into plant rooms or adjacent to, or even in, the rooms being protected. These generators premix hypoxic air for injection either into recirculation ducts or directly into the protected rooms

safety and technical aspect of new technologies, and even though flight crews are subjected to these oxygen levels for hours on shifts in air it has to be considered how air traffic controllers will respond. Massive research has been done by various agencies worldwide on human response to hypoxic air. The results are but favourable. People recover faster from surgery and illness and people get healthier by training or just by occupying or sleeping in hypoxic air.

The hypoxic air, generated in the room, provides the cleanest air you can find. All particles are removed exceeding the best of any HEPA filter – remember we are cleaning air on molecule level CO₂ may be removed. Effectively, hypoxic air offers an autonomous system independent of 'fresh air'. Mind you, outdoor air is neither clean nor 'fresh' compared to pollution free hypoxic air.

Applications are likely to outnumber those of current 'clean agent' fire protection systems for several reasons. Hypoxic air systems are 24/7 systems (and they may be used on call similar to any other extinguishing system if you want to) and all air is made up on site. If your hypoxic air is lost to atmosphere by keeping doors or windows open for extended time, the system refills the enclosure automatically just as air conditioning cools air.

If you remix hypoxic air with by-products from the hypoxic air generator you've got normal air again! This fire protection solution is the most environmental friendly you can ever imagine! Absolutely no substance is added, one is slightly altering the concentration of components of air only, and all within levels experienced by people living at sea level and moderate altitude.

Article courtesy of Geir Jensen
and Amal Tamim, COWI



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Hypoxic air is being considered for vehicles, sea crafts, complete buildings, high rise, storage rooms, tunnels and residential buildings. Conventional technology for providing hypoxic air works by feeding nitrogen into the protected rooms or by releasing premixed air in pressurized tanks for extinguishing.



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It is incumbent upon security professionals to realize that proper selection of locks is of critical importance, if the compromise of their facilities is to be avoided



The most popular high security lock in America can be easily bypassed by the use of a simulated key, produced from a plastic credit card. This lock contains three separate layers of security. The plastic key bypasses two of them, and the paper clip circumvents the third element.

Introduction

Security within an airport environment has very unique requirements with regard to access to critical areas. It is vital that those responsible for the protection of infrastructure, assets, employees and passengers be aware of certain potential vulnerabilities in locks, even high security locks, which are routinely used at airports. This article will provide a brief insight into certain lock-related issues that can place aircraft, cargo, employees, facilities, and the public at risk from sabotage, terrorist attack, intelligence-gathering by criminals, as well as theft, vandalism, smuggling, and personal injury.

Airports: Unique Security Requirements

The world's airports have unique concerns because of the potentially catastrophic consequences that can result from a breach in security. Every airport in the world is virtually interconnected because once a passenger has been cleared through the security of one facility, he often has a free pass to all other airports to which he travels. So it is extremely important that access is properly restricted and controlled for any secure area. Locks provide this control as the first and primary line of defense. While video surveillance, alarms, and other measures may provide defense in depth, it is the locks that are relied upon to stop a penetration or illegal conduct, at the first level.

The large investment in facilities, the high value of aircraft, and the presence of potentially explosive material (jet fuel) makes the selection of locks even more critical. Access to public areas of these facilities must be guarded because in many cases, passengers, workers, and others have the ability to enter areas that are off-limits, unless the locks that bar such access can be circumvented.

We have seen that many breaches in security come from within a facility in order to facilitate outside

attack. If the locks that protect these venues can be compromised, then very serious consequences can result. It is thus even more important that the locks provide certain levels of security against internal threats.

High Security Locks: What are they?

High security locks are manufactured to more stringent specifications and are rated by standards organizations to be secure against specified forms of attack, in comparison to their conventional counterpart. There are three primary tenets to define high security in cylinders: resistance against forced and covert entry, and key control. If any of these functions can be compromised in less than a specified time, then the locks cannot be rated for high security installations.

In this article, we are specifically concerned with

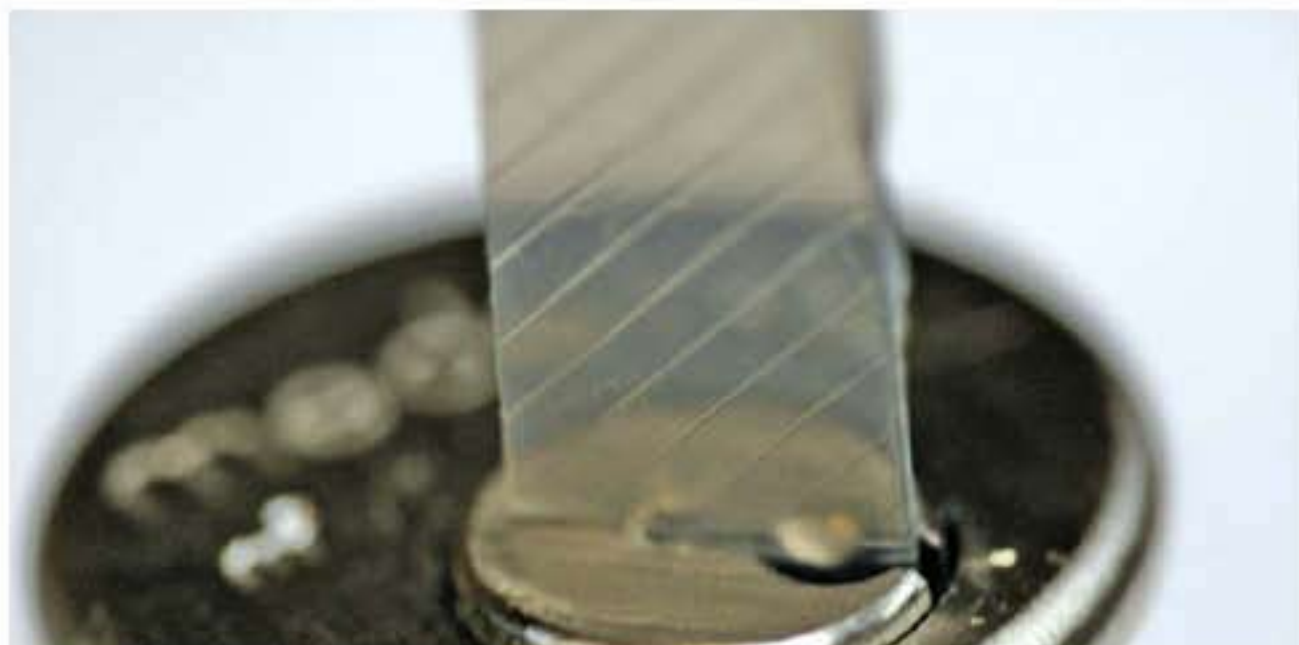
covert entry and key control. In the context of most airport installations, forced entry, at least where electronic surveillance is in effect, is not of primary concern. Covert and surreptitious entry refers to techniques to open locks by methods that do not leave any outward trace of compromise.

In the United States, there is a distinction between covert and surreptitious techniques. It relates to whether an expert can determine whether entry has been attempted or achieved. This is particularly relevant in federal agencies with regard to the protection of classified information but may have less significance in most airport installations. For our purposes, the terms "covert" and "surreptitious" mean the same thing: the bypass of internal layers of security by manipulating critical locking components, or by simulating the actions of the correct key.

Methods of Covert and Surreptitious Entry

Covert entry can take many forms, from very simple to advanced methods. The reader needs to understand that techniques have been developed for many of the locks in the world that are used at facilities that require maximum protection. This includes airports. It is therefore incumbent upon security professionals to realize that the proper selection of locks is of critical importance, if the compromise of their facilities is to be avoided. The problem is compounded because many high security lock manufacturers are unaware of certain methods of bypass and may steadfastly deny any vulnerability, if in fact they are aware of it.

In *Locks, Safes, and Security*, I describe at least forty different methods to compromise high security locks. This list is by no means exhaustive. Mechanical locks can be subject to circumvention through the use of five primary techniques: picking, bumping, decoding, impressioning, and extrapolation of the top level master key for an entire facility. Each of these methods can provide the means to open a lock that is rated to be secure against bypass for a minimum of ten or fifteen minutes. Some of these



A high security cylinder, used in millions of applications, can be circumvented with another form of plastic key, as shown. Once the contours of the key biting are known, a simulated key with the same shape can be employed to force open the lock within seconds.

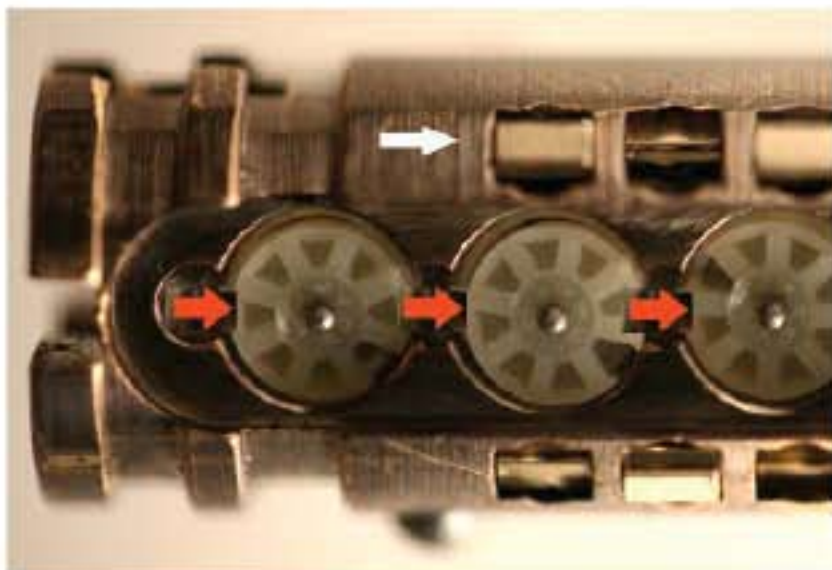
techniques can result in opening such locks in seconds!

Some of my associates and I have developed techniques to bypass many locks that their manufacturers will claim are impossible. This compounds the problem, because most airport administrators rely upon the representations of manufacturers, and the certifications of rating organizations. In our research, we have found many instances where these organizations are either not aware of specific methods of bypass, or do not include them in their specifications for testing. In either instance, the lock will be compromised by a knowledgeable criminal. In certain cases, we have documented that such circumvention is trivial to accomplish.

Key Control and Key Security

In my experience, a greater threat can result from a compromise of key control than by other forms of covert entry. Most mechanical locks utilize keys that can be relatively

Most airport administrators rely upon the representations of manufacturers, and the certifications of rating organizations. In our research, we have found many instances where these organizations are either not aware of specific methods of bypass, or do not include them in their specifications for testing



easy to copy. And if you think that your facility is secure because you employ electronic access control, you may wish to consider whether backup mechanical locks are in place. In most locations, secondary locking cylinders are utilized in the event of an electronic failure. These can usually be easily bypassed, with no audit trail whatsoever.

Virtually all covert methods of entry, be they picking, impressioning, bumping, or decoding, rely upon the simulation of the correct key to open the lock. So, if a restricted blank key can be duplicated, replicated, or simulated, then the lock can be opened. There are two aspects of key control, and unfortunately, only one is addressed in high security lock certifications: physical key control.

The concept of key control relates to the ability to legally protect

keys from unauthorized sale or duplication. This can take the form of patent protected blanks and other attributes. It also relates to the actual physical control of blank keys and how they are cut. Different levels of key control will be established by a manufacturer so that keys to a secure facility cannot be easily obtained or reproduced. But that is only part of the story.

The more relevant criteria is key security. When we set out to compromise all of the levels of protection in Medeco cylinders, we focused on key security. This is because it became a primary component in our ability to create a method that we could employ to open these cylinders. We define key security as the ability to replicate or simulate blank keys or keys with biting (cuts), in order to simulate the internal action of critical locking components.

What is most important is that you select a lock that uses keys that cannot be simulated. If there is a way to replicate or simulate keys, your facility is wide open to relatively simple forms of bypass, including the unauthorized duplication of keys, production of bump keys, and perhaps most important, the extrapolation of the top level master key. If a cylinder can be probed for the TMK, then every lock that is on a master key system can be compromised. In most locks, a determination of the TMK can be made without detection and can be accomplished over a period of time, with little skill.

Locks that are Secure: Multiple Layers of Security

I am often asked which locks are secure. I reply that the term must be taken in context, and relates to several different issues, including access, time, the sophistication of the attacker, and the value of the target. There are certain types of locks that are more secure for airport environments than others.

In my world of covert entry, key security would be at the top of the list as to required criteria. This assumes that the lock has a high security rating, and contains at least two separate layers of security, and preferably three. This usually means that the lock technology employs sidebars or other secondary locking mechanism, and that the keys contain elements that are difficult or impossible to duplicate or simulate. This requirement, of special elements in keys, drastically reduces what I would perceive as acceptable locks, because most keys can be replicated by making impressions or casting.

Very simple techniques exist to use silicone, clay, epoxy, or low melting temperature metals to copy blanks and keys. You should also be aware that relatively inexpensive and portable millings machines can replicate millions of different blank profiles. With the proper software, one of these machines, the Easy Entry (Germany) can produce a blank key from a photograph of the outside of the lock.

Unless a key contains elements that cannot be duplicated or simulated by these techniques, they are definitely not secure. And this insecurity can translate into the total compromise of your facility by semi-skilled operatives, employees, or others that may gain access to a cylinder in public view. A cylinder, for example, that may be used on a bathroom door, and can be removed, decoded, and replaced after deriving the necessary intelligence from its internal components.

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Some manufacturers produce keys with different layers of bitting, or cuts. Some lock manufacturers, including Mul-T-Lock, produce keys with mechanical interactive elements, such as floating pins. However, these can be relatively easy to circumvent, and do not offer any real protection against many forms of entry. I prefer more sophisticated embedded elements to protect keys, and this means magnets.

EVVA, the largest lock manufacturer in Austria, produces a lock

that took more than ten years to develop in a joint project with the engineering departments in two Austrian Universities. The Magnetic Code System (MCS) relies on four embedded rare-earth magnets to control eight individual rotors in the lock. These rotors, which resemble the internal workings of a combination lock in a safe, in turn control two different sidebars.

The locks are employed within the largest master key systems in the

world, and are exceedingly secure. They are also very expensive, but if absolute key control and security is required, this is one of the few locks in the world that will fulfill that requirement. It is essentially impossible to copy these keys, and the factory is the only one that can generate original or duplicates. I advise my clients that the only way to open an MCS is with the correct key. In my latest book, they are the design model for high security locks because they offer absolute key control in a high security mechanism.

The MCS is what key control and key security should be all about.

Conclusion

This article has addressed certain vulnerabilities of mechanical locks. The subject is extremely complicated and requires a thorough analysis of many factors before all security concerns can be met. This includes resistance to covert entry, key control, master keying, the use of interchangeable core locks, reprogrammable locks, access and supervision of critical areas, and cost.

High security locks should be mandatory for all airports. They assure a certain minimum and definable level of quality and security. Be mindful, however, that they do not guarantee to be secure against many different forms of attack that I would expect in any attempted compromise of a major airport facility. The choice of locks is critical because their compromise can cost millions of dollars and the potential loss of life at your facility or someplace very remote in the world. The breach of airport security can result not only in a threat at the local level, but can place innocent persons in jeopardy on aircraft, in cities far from where the breach occurred, and to citizens and infrastructure in very distant venues.



Marc W. Tobias

The author, Marc W. Tobias is a lawyer and recognized physical security expert who routinely consults with corporations, lock manufacturers, and government agencies in the U.S. and overseas with regard to lock design and the bypass of high security locks and systems. He recently lectured in Dubai to a technical security conference. He is the author of six books and just released his latest work with Tobias Bluzmanis 'OPEN IN THIRTY SECONDS: Cracking One of the Most Secure Locks in America'. The author may be contacted at mwtobias@security.org.

Images supplied by:
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Emirates ready to take-off from new terminal



T3 ready: Emirates staff ready to welcome passengers to the airline's brand new home at Terminal 3 of Dubai International Airport

With the announcement of the phased opening of Terminal Three (T3) from 14 October, Emirates has announced its plans to move to its dedicated new home in Dubai. EK843 Dubai-Doha, an Airbus A330-200, is the first Emirates flight to be flagged off from the new terminal.

The first phase of Emirates' operations from T3 will launch all flights to the GCC countries and the

Americas - 40 flights a day, around 15 per cent of the airline's total services. Phase Two will include flights to the rest of the Middle East and Africa as well, increasing operations to 99 flights every day, 37 per cent of all flights.

Flights to Europe will take-off in the next phase, escalating operations to 168 daily flights or 60 per cent of all Emirates' services. The fourth and

final phase will include flights to the Indian Subcontinent, East Asia and Australasia and bring the total to 269 flights every day.

Each phase will commence after receiving a "clean operational chat" from the previous one to ensure customers enjoy a smooth experience. Trials and testing at T3 continue to iron out operational creases and remove any system bugs before the soft opening.

With a total built-up area of 515,000 sq m, the terminal has more than 250 check-in counters at Departures including 126 for Economy Class passengers; 32 for First and Business; 60 Self Service Kiosks both with and without baggage; 10 dedicated counters for Skywards premium members; and 18 counters for outsized baggage located right in the car park.

Emirates has designed an entire floor of lounges in the 10-storied concourse for its premium passengers, with

a capacity for more than 2,000. Lounges for unaccompanied minors and special needs passengers are specially-designed to take the stress off travel. The duty free and retail area will cover 15,500 sq m.

Twin delivery

Meanwhile, Emirates airlines celebrated the twin delivery of two Boeing 777 aircraft which arrived in Dubai on 29 August. The arrival of both long-range models, a Boeing 777-200LR and 777-300ER, brings Emirates' all-wide bodied passenger fleet to 111 aircraft, and adds a further 620 seats to the airline's capacity. Two aircraft together are worth over US\$500 million.

The two new jets will be deployed on Emirates' long-haul routes, and have already been earmarked for its first journeys to North and South America. Emirates also received the first of its 58 Airbus 380s, which could transport up to 489 passengers per flight.

Singapore and Hong Kong sign enhanced aircraft maintenance MoU

The Civil Aviation Authority of Singapore (CAAS) and the Hong Kong Civil Aviation Department (HKCAD) signed an enhanced memorandum of understanding (MOU) on the maintenance of aircraft. This agreement is an expansion of the MOU signed in December 2004 that allowed for both civil aviation authorities to recognise each other's approvals given to maintenance, repair and overhaul (MRO) companies to maintain components of aircraft registered in the country, without the need to obtain separate approval. The enhancement includes the recognition of maintenance of aircraft and engines, in addition to aircraft components.

Before the December 2004 agreement, MRO companies were required to obtain separate approval from the respective civil aviation authority and be subjected to the regulations, audits and standards of that country before they were allowed to maintain components of any aircraft registered in that country. More than 75 MRO companies are expected to reap the benefits of this enhanced MOU.

Upgrading works

CAAS and Takenaka Corporation recently signed a contract on the upgrading of Changi Airport Terminal 1. Takenaka is undertaking the works at an estimated cost of S\$500 million.

The works commenced in May this year. With the concept "Tropical City", the works are scheduled to be completed in the third quarter of 2011.



As part of the works, a new departure kerbside canopy will be constructed to span the entire length of the building façade and extend over the first two lanes of the departure kerbside. A new centralised Departure Immigration will be created to improve passenger flow and the level of service provided. The main terminal building will be extended into the airside by 35 m.

A key highlight of the works is the creation of a new "lantern" structure along Terminal 1's roofline. To be

created in the Departure Check-In Hall, the "Orchid Library" will comprise potted orchids in bloom hovering in a frame, rising from the

Arrival Hall to the Departure Hall.

Airport foam tender simulator CAAS also commissioned the world's first Airport Foam Tender (Fire-Fighting Vehicle) Driving Simulator with a motion platform, at the Singapore Aviation Academy (SAA), the training arm of CAAS. The simulator will enhance the training for CAAS' Airport Emergency Officers operating the foam tenders, providing them an opportunity to be trained and assessed via life-like scenarios in a safe and controlled environment.

The simulator, developed with Chartered Asia Technology Enterprise, was designed based on the existing airport foam tender. The simulator is able to generate various emergency scenarios such as an aircraft fire or crash to enhance realism. With this simulator, the foam tender operators are able to learn to drive the vehicle under different circumstances and terrain, whether day or night and in all weather conditions at Changi Airport. The training sessions can be recorded and reviewed, presenting an effective learning tool that allows the trainer to discuss the performance of the trainees.

Own butterfly garden

Changi Airport officially launched its new facility - the Butterfly Garden - in the heart of Terminal 3's Departure/Transit Mall. The 330 sq m garden is home to more than 1,000 free roaming butterflies. One of the fascinating aspects is the opportunity for passengers to observe the life cycle of butterflies at close range.

The two-storey open-air and non-smoking garden is fully enclosed by a curvilinear shaped roof in stainless steel mesh and glass panels. They serve to keep the butterflies in, maintain exchange of wind and natural air which is vital to the survival of butterflies and maximise the butterflies' flight activity.

Total solutions offered at Ground Handling event in Egypt

A unique event which will provide the opportunity to get to know the latest themes on all issues relating to the total solutions on Ground Handling will take place in Sharm El-Sheikh, Egypt from 13 to 15 January 2009. The exhibition and conference is expected to attract high profile industry professionals, specialists and services providers.

According to the organizer, Al-Fanar Center for Exhibitions & Conferences which was established in 2002 in Kuwait and headed by Chairman Dr. Farid Ahmed Kalendar, exhibitions, workshops, one-on-one interaction through networking and conference sessions under one roof will present an ideal and vibrant forum to explore core solutions aimed at achieving

and streamlining sustenance of the prospective growth anticipated in commercial sector of aviation market.



Chairman Dr. Farid Ahmed Kalendar
Al-Fanar Center for Exhibitions & Conferences

There will be about 40 exhibitor stands offering Products & Services relevant to the strong support of the Ground Handling of passengers cum/and cargo aircraft. Workshop sessions will demonstrate the practical utilities of the tools and techniques. An extended interaction with the experts through networking will be an add-on facility. The participation to the conference will be by invitation only and places will be reserved on first-come, first served basis.

Invited speakers to the high-profile event include a governor from Southern China; executives from Egypt Air, IATA and AACO; Fawaz AbdulAziz Alfarah, Chairman, DGCA Kuwait; and Vice Chairman IATA Ground Handling Council (IGHC).

Silver Air selects JorAMCo to prepare aircraft for UAE registration

Silver Air announced the selection of Jordan Aircraft Maintenance Limited - JorAMCo to finalize all the preparation work required on Silver Air's fleet of Boeing 737-200 aircraft in order to register them in the UAE.

An agreement has been signed for JorAMCo to perform a C check on each aircraft at JorAMCo's facility in Queen Alia International Airport, Amman-Jordan, followed by implementation of necessary modifications needed to bring the fleet up to aviation standards required by the UAE GCAA. The work is currently underway and is to be completed soon.

Martin Andrews, Director of Maintenance with Silver Air stated that "We are pleased to be working with JorAMCo on this project and look forward to having these aircraft in service in a few weeks time. The contract with JorAMCo means that Silver Air can provide aircraft which meet the highest standards of performance and reliability."

Kenya Airways continues partnership with Lufthansa Consulting

Following the support of Kenya Airways by Lufthansa Consulting (LCG) in enhancing the carrier's Operations Control Center OCC at Jomo Kenyatta Airport in Nairobi the airline has recently extended the contract with LCG and assigned the consultants also to define an HCC Hub Control Center concept which will be integrated into the OCC implementation process.

Kenya Airways seeks to establish a synchronized OCC and HCC that will help streamline the operations and flow of information between these two important centers. Lufthansa Consulting will assist Kenya Airways throughout the implementation of the OCC measures, the mapping and setting up of the new communication flows, etc. to have a state-of-the-art OCC infrastructure launched by September 2008.

The OCC-HCC project is intended to increase efficiency and overall performance as well as to be well prepared for the carrier's future growth. The ultimate goal of this project is to raise customer satisfaction by providing better connectivity of passengers and baggage, and improving the communication process during times of service setbacks and disruptions.

Jet Airways inaugurates Dubai link



The inaugural flight by Jet Airways from Mumbai to Dubai landed at Dubai International Airport to on 23 August as scheduled, the airline officials confirmed. This flight marked the arrival of the airline at its 20th international destination, and sixth to the Gulf. The same day, also marked the arrival of Jet Airways inaugural flight from New Delhi to Dubai. Welcoming the dignitaries,

Jamal Al Hai, SVP - Strategy for Dubai Airports said, "It's a pleasure to welcome one of the finest airlines in Asia. The relationship between Jet Airways and Dubai Airport goes back many years even when they were an Indian domestic airline. We look forward to further strengthening this deep-rooted relationship with the onset of Jet Airways flights to Dubai."



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New runway opens at IGI Airport

The inaugural flight touched down on Indira Gandhi International Airport's (IGIA) brand new runway 11-29 on 21 August, the officials announced. This is IGIA's third runway and with it, it becomes the India's first airport to have three operating runways. The runway has been developed by Delhi International Airport (P) Limited (DIAL), a GMR Group led Joint Venture Consortium.

Completed more than six months ahead of scheduled date of February 2009, the 75 m wide runway is among the longest in Asia at 4430 m. Built to Code F standards, the runway is capable of handling new generation large aircraft such as the A380. The runway is also equipped with CAT IIB Instrument Landing System at both ends. In addition, an advanced Surface Movement Guidance System, featuring induction loop sensors has been deployed to track the movement of the aircraft along the runway.

Key Facts & Figures

* The project involved 2.3 million cubic

m of earthwork and embankment filling. The runway is more than 2 m thick.

* Over 650,000 tonnes of asphalt has been used during the construction of the runway.

* Daily supply of aggregate to the project was an average of 500 trucks truck loads per day. 165,000 tonnes of cement was consumed during the construction of the runway.

* Extensive usage of computer simulations was done while designing the rapid exit taxiways & link taxiways.

Completed more than six months ahead of scheduled date of February 2009, the 75 m wide runway is among the longest in Asia at 4430 m and capable of handling the A380

Emirates Computers deploys APMS

Emirates Computers has deployed an Airport Pass Management System (APMS) at the Dubai Airport Pass Office, to automate all the access entry pass permits for employees, contractors and visitors to all Dubai Airport zones, and passenger and flight areas. A variety of Microsoft technologies such as Visual Studio .Net 2003, SQL Server 2000/2005, Microsoft Windows Server, IIS, and Windows Services, among others, were used in the APMS solution.

"Prior to the deployment of such a system, the Dubai Airport Pass Office used to process the passes manually. However, as the number of requests for passes grew, the authorities felt the need for a computerized system that could control their work, and increase productivity and availability," explained Haytham Kamel, VP and GM Emirates Computers, Dubai and Northern Emirates.

The APMS solution was introduced to provide the Dubai Airport Pass Office

with an easy to use web application where they could register companies, create new passes, renew or modify passes, accept online payments and blacklist companies. It was also built with an internal workflow engine that allowed other divisions such as the Airport Security and Police Office with the authority to approve or reject passes online, without the need to pass documents physically between divisions.

"Companies can now request for passes, follow up on pass status, pay for their approved passes all through the internet interface without the need for them to visit the pass office at the Dubai Airport. All transactions and approvals workflow is done online, with the documents getting passed electronically. Companies also get notified by e-mail and SMS for approved passes. Also, seven days prior to the expiration date of the passes, the companies are notified, thus giving them a sufficient period of time to renew passes if they require," he concluded.



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Alcatel-Lucent names Chairman and CEO



Philippe Camus
Non-Executive Chairman Alcatel-Lucent

Alcatel-Lucent recently announced the appointment of Philippe Camus as the company's non-executive Chairman as of 1 October 2008. Ben Verwaayen is appointed as the company's chief executive officer. Camus, 60 was the Co-CEO at European Aeronautic Defense and Space Company (EADS). He is Co-Managing Partner of Lagardère, an international media group, and a partner of Evercore Partners, a New York based investment and advisory firm.

Ben Verwaayen, 56 was CEO of BT from February 2002 to June 1, 2008. Ben was formerly vice-chairman of the management board of Lucent Technologies in the US. Prior to that, he worked with KPN in the Netherlands for nine years as president and managing director of its telecom subsidiary, PTT telecom. Before that, Ben worked for ITT, a predecessor of Alcatel.

"Philippe Camus and Ben Verwaayen are respected and experienced business leaders. Their understanding of this industry with its challenges and opportunities make them the perfect choice to lead and guide Alcatel-Lucent as it moves into this next stage in its development," said the Board in a written statement.

Commenting on his appointment, Philippe Camus said: "Alcatel-Lucent is an undisputed worldwide leader in the telecommunications industry. I am looking forward to contributing to the company's strategic positioning in the context of an industry with challenges but also great opportunities. Our top priority with the board will be to bring full support to Ben Verwaayen in his new mission."

ICF granted Ground Handling license

ICF Ground Handling, the latest venture of Germany's Fraport AG and Turkey's IC Group, has been granted preliminary permission to set up ground handling services at four airports in Turkey.

The two companies have been operating the international Terminal 1, the domestic, and the CIP terminal at Antalya Airport since September 2007. In September 2009 the consortium will also take over operations of the international Terminal 2. The concession for the management and operation of all passenger terminals at Antalya Airport runs until 2024.

Christoph Nanke, supervisory board chairman and his Turkish colleague Firat Cecen announced: "The preliminary permission to set up ground handling activities is a major milestone and recognition of our successful cooperation in the aviation market in Turkey. We would like to take the opportunity to thank

everyone involved for their high degree of dedication to this project."

According to Melih Dipova, general manager of ICF Ground Handling, the joint preparations are well underway with the intention to start ground handling operations at Antalya,

Izmir, Dalaman and Bodrum in the spring of 2009. "We have received very encouraging responses from the airlines serving those airports. Our next major steps will include procuring equipment, recruiting motivated staff and establishing the company's presence at the respective airports."



UAE capital expects 9m passengers in 2008



Abu Dhabi Airports Company (ADAC), the owner-operator of Abu Dhabi International Airport (ADIA), has released its monthly traffic figures for July which show passenger numbers up 26.7 per cent over the same month last year. The airport having handled 5,092,307 arrival, departure and transit passengers from January through July.

Cargo maintained its steady growth with an increase of 15.1 per cent in July 2008 over July 2007's figures. The year-to-date statistics for cargo posted a 15.7 jump over the same seven month period in the previous year. Traffic figures for July also indicated that an average of 27,004 passengers per day passed through the airport.

Terminal 3 will bring the total passenger capacity at the airport to

over 12 million and will act as an intermediate facility until the main centre-piece of the new airport – the 'Midfield Terminal' – comes online in around four years time. The Midfield Terminal's operational capacity when opening will be 20 million passengers per year.

In-Flight Catering passes audit

Abu Dhabi In-Flight Catering Company, which serves Abu Dhabi International Airport and provides the catering services for Etihad Airways and other visiting airlines, received 98 pc overall score of performance.

The in-depth audit is unannounced

and conducted by appointed representatives of IATA – in this case, the audit was conducted by Medina Quality Assurance Services. The purpose of the audit is to monitor and maintain the highest standards of performance of flight catering kitchens around the world and is set against ICQA (In-flight Catering Quality Assurance) guidelines.

New cargo operator at Al Ain

Meanwhile, ADAC has welcomed its latest airline to operate services from the Emirate in the form of Toumaï Air Tchad. The national carrier of Chad, the North African airline operating from N'Djamena Int'l Airport will operate in conjunction with Cargolux a weekly service from Al Ain to N'Djamena. Toumaï Air Tchad will also become the second cargo airline to start operations from Abu Dhabi's second major airport in 2008.



Toumaï Air Tchad aircraft

DWC Real Estate eyes global opportunities



Khalid bin Marib, CEO, DWC Real Estate

The real estate arm of Dubai World Central (DWC) - the 140-sq km, multi-phase urban land development centred around the world's largest airport, DWC-Al Maktoum International Airport, will take its expertise of developing huge urban land projects to emerging markets, in response to international interest generated over the past year.

DWC Real Estate, the entity tasked by Dubai World Central - the brand name of Dubai Aviation City Corporation (DACC) - with designing, building, developing, selling and leasing properties within DWC, will capitalise on its knowledge base and ability to handle mega projects such as Dubai World Central, and establish itself as a global real estate master developer.

"Dubai World Central is a testament to our understanding and expertise of mega developments and applying smart growth principles in sub-urban Greenfields, and the role of planned communities in a regional Greenfield strategy," said Khalid bin Harib, CEO, DWC Real Estate.

"DWC has master planned all world-class civic and leisure amenities within a radius of 10 km. The entity's remit currently constitutes three real estate components spread over a total of 64 sq km and worth billions of dollars - DWC Residential City, DWC Commercial City and DWC Golf City - and land lease within Dubai Logistics City and DWC Aviation City, the project's aviation and logistics components."

DWC Real Estate has been requested by several city development boards across emerging markets to act as consultants to communities and private developers.

DWC Commercial City, which is DWC's business and commerce capital, has incorporated the best of city planning processes from around the world. The master

planning process involved specialists, including urban designers, master-planners, town planners, landscape architects, regeneration and sustainability consultants, and interior designers. The final design will be unveiled towards the end of 2008.

This 14 sq km city will have several high-rise towers and town houses aimed at mid-high income housing requirements. Close to 450,000 people are expected to live in DWC Commercial City with nearly 150,000 estimated people working there.

Also on the final drawing boards is the biggest of DWC's three real estate offerings - DWC Golf City. This 15 sq km city will feature over 5,000 two-storey villas and several multi-storey luxury apartments surrounding the golf courses. Over 150,000 people will stay here and close to 19,000 will work at several hospitality, leisure and sports establishments.

Dubai World Central as an urban land project will be fully operational with all civic amenities across all components between 2015-2020.



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SITA joins MIT Airline Industry Consortium

SITA announced its membership of the Massachusetts Institute of Technology (MIT) Airline Industry Consortium. SITA will participate in the research and educational efforts of MIT's Global Airline Industry Program and will contribute to the development of its strategic aviation research agenda.

Dr. Peter Belobaba, Program Manager of MIT's Global Airline Industry Program said: "Because a full understanding of how the airline industry operates cannot materialize on the MIT campus alone, interaction with industry players is vital. SITA joining the program is both welcome and significant as it has 60 years of experience of working in the air transport community."

Hani El-Assaad, SITA Regional VP ME& Turkey, said: "Our membership of the Consortium will allow SITA to further enhance its focus on the requirements of the Air Transport Industry. SITA has a vast amount of industry knowledge and experience, and combined with MIT's role as a prestigious research and development institution, the Consortium should benefit greatly from this combination."

SITA, which will spend \$110 million in 2008 on research and product development, announced earlier this year the creation of SITA Lab, a world class facility for technology research for the air transport industry.

The MIT Global Airline Industry Program, created in 2000, is focused on developing a body of knowledge for understanding development, growth and competitive advantage in the airline industry. It is an independent center for objective and creative aviation research on topics such as airline industry trends and forces, airline networks and operations, and aviation safety and security. MIT Airline Industry Consortium membership is open to industry suppliers, airlines, aircraft manufacturers, airport authorities, labor groups, and government agencies.

Global IT upgrade

Meanwhile, SITA announced a five-year \$3 million agreement with Middle East Airlines, Lebanon's national airline, to implement and maintain an advanced communication and data infrastructure across 20 of their sites globally. The implementation will result in speed and data access higher than current levels.

Swicorp invests in Jordan Aviation

Swicorp announced it has extended its private equity portfolio of investments to aviation, by purchasing a strategic stake in Jordan Aviation (JATE) for an undisclosed sum. The purchase was made through Intaj Capital, Swicorp's US\$250 million private equity vehicle.

JATE, the leading aircraft wet leasing company in the Middle East, is the first privately owned airline awarded a Jordanian Air Operating Certificate and is one of the youngest airlines to have completed the IATA Operational Safety Audit (IOSA) in 2006. JATE provides wet leasing services to regional and international clients, which consist in

providing fully operational airplanes, including crews and maintenance.

"The Middle East aviation market continues to be the fastest growing and most attractive market globally. In an environment where supply is tight and demand is experiencing steady growth, Jordan Aviation can position itself as a key link in the value chain and take advantage from such environment," said Nabil Triki, Managing Director & Head of Private Equity, Swicorp.

Mohamed Khashman, President and CEO, JATE said, "Over the past 10 years, we have successfully built a

platform which is in a position today to develop into a world-class aviation leasing company. We are pleased to have selected Swicorp as our partner as we look to take the company to the next level".

Khashman added, "JATE has an excellent track record of growth and a strong commitment to customers and employees, which is consistent with Swicorp's values; this transaction is a compelling next step forward in JATE's evolution. Our strategic focus will continue to be providing our customers with superior levels of service and quality".

Face Recognition System deployed in Abu Dhabi



CryptoMetrics Inc. announced it has deployed a Wanted Person Face Recognition System in the capital of the United Arab Emirates. CryptoMetrics worked in collaboration with its exclusive partner in the MENA region, BioDentity Systems LLC.

Robert Barra, Co-CEO of CryptoMetrics, stated that "the Wanted Person Face Recognition System being deployed by the Government will make the United Arab Emirates the first nation to install a proactive and comprehensive critical infrastructure protection and warning system based on face recognition."

The system's initial installation is in the Abu Dhabi International Airport with enrolment stations located across the UAE. As confirmed, the system will be expanded to all ports of entry throughout the UAE.

CryptoMetrics, Inc. produces biometric-enabled systems designed to protect the critical infrastructure and key assets of a nation and its business, as well as contribute to the well being of citizens and visitors. CryptoMetrics technology is used across the world by

countries seeking to enhance security while facilitating the processing of persons travelling, crossing borders and acquiring passports and identification documents.

CryptoMetrics develops and deploys face recognition-based systems in the region under a twenty-five year exclusive partnership with the Ministry of Interior of the UAE and BioDentity Systems LLC.

Surface Surveillance Solution

Meanwhile, Searidge Technologies and its partner in the Gulf region, Bayanat Airports Engineering & Supplies LLC, recently announced the award of a contract by the Abu Dhabi Airport Company (ADAC) to supply the Searidge Technologies IntelliDAR™ system for advanced surface surveillance. IntelliDAR, a non-cooperative system, provides surface surveillance capabilities enabling air traffic controllers to have full situational and visual awareness of the airport's newly constructed runway.

The IntelliDAR system enhances the information provided to air traffic

controllers. In cases of ambiguity, an air traffic controller has the ability to visually validate what is seen on the screen by viewing the target through the real-time video protocol provided by IntelliDAR.

The IntelliDAR system uses a network of digital imaging sensors, coupled with advanced computer vision technology to detect and monitor traffic movements on the airport surface. The system helps to increase the overall safety of the airport surface through eliminating blind spots, detecting non-cooperative targets, and mitigating the risk of possible runway incursion. IntelliDAR requires minimal site preparation along with flexible deployment options.

Dedicated Executive Airport

ADAC also announced it will establish the Middle East's first dedicated executive airport at Al Bateen military airbase 10 km from Abu Dhabi city centre. The Bateen facility will be developed as an exclusive corporate jet facility and ADAC will invest more than AED200 million in additional facilities at the airport, which until now has been a military airbase.

ADAC will develop a 'one-stop shop' business jet facility, offering VVIP and VIP passenger terminals, airport services, maintenance, repair and overhaul (MRO), fuel, handling and all other fixed-base operational services.

ADAC's initial investment will see upgrades to the airfield infrastructure, including runway surfacing, lighting and electrical power, and operational equipment, as well as enhancing terminal facilities and adding stands. Over the longer term, the company will support the development of a corporate jet maintenance, repair and overhaul (MRO) centre at the airport.

Lufthansa Consulting wins Air Service Development contract

Recently, the city of Lodz and Lufthansa Consulting (LCG) signed a contract for the consulting firm to provide support in the field of Air Service Development for Lodz Airport. Lodz, a city in central Poland with 800,000 inhabitants, wants to increase air services to Wladyslaw Reymont Airport Lodz.

Last year, the airport handled more than 400,000 passengers. In recent years, all necessary infrastructures have been improved and are now state of the art.

Lufthansa Consulting will provide an in-depth market positioning strategy, a traffic development concept and a marketing action plan for the airport. Once the basic concept has been developed, LCG will support the airport at international aviation conferences by approaching airlines that have the potential to serve the airport successfully.

Since 1995, number of industrial and service companies have invested in Lodz and driven the demand for increased air services to and from Lodz Airport.

More and more airports are taking advantage of Lufthansa Consulting's Air Service Development product portfolio.

The company offers a wide choice of solutions for airports – ranging from selected route potential analyses through to the complete outsourcing of an airport's airline marketing function.

Logan Teleflex Sorter selected for new T2 at Dublin Airport



Siemens AG has selected a third generation tilt tray sorter (TTS) from Logan Teleflex for the new Terminal 2 development at Dublin Airport. The 250 m long sorter is to be the backbone of a new baggage handling system being developed by Dublin Airport Authority (DAA) and BHS integrator, Siemens. The TTS project is worth €1.3 million and will go live later next year.

Siemens chose the latest Model 700 RF TTS, featuring radio frequency communications. A number of features such as low energy consumption, innovative dynamic 2 speed operation –

further reducing power consumption – low wear and tear and maintenance requirements, were seen as key factors in its favour. In addition, high availability rates of the Model 700 sorter, which has been operating in Dublin's Terminal 1 since 1999, combined with low maintenance requirement also were also key to its selection.

Dave Reynolds, Sales Director of Logan Teleflex, said: "We are delighted to be assisting Siemens with their baggage sorter requirements for the new Terminal 2 project. The Logan's Tilt Tray Sorter is recognised as a world class product, operating as far afield

as China and Canada with high levels of reliability. Over 20 years of research and development have gone into making this the latest third generation 700RF a success."

Featuring a total of six inductions, four of which are dynamic high speed units, each induction incorporates Logan Teleflex's patented re-synchronisation technology, a major design improvement that has ability to eliminate the need for tray infills. The sorter will sort bags to a total of 15 destinations, and will include baggage bar code reading within the sorter package.

Fraport starts operations at Xi'an Airport

The German-Chinese joint-venture Xi'an Xianyang International Airport Co., Ltd. in which Fraport holds 24.5 per cent share was officially launched in Xi'an, China. Fraport is the first foreign airport operator to invest in a non-listed airport in China.

Fraport AG's executive board chairman Dr. Wilhelm Bender took part in the official celebrations and stressed that the Xi'an participation is an essential building block in

Fraport's international expansion. Bender confirmed that the company is currently negotiating other projects in China.

Because of its central geographic location, Xi'an Airport has the potential of developing into a regional hub in the next few years. In addition, China's first imperial city attracts millions of Chinese and foreign tourists annually. In cooperation with local partners and authorities, Fraport will focus on

developing this potential. In particular, establishing more international air routes is a priority, as well as developing retail and real estate business at the airport.

In conjunction with the launch, Fraport officially activated its new Chinese-language website. Chinese Internet users can now learn more about Fraport AG and its worldwide activities and get up-to-date information online in their own language.

THAI catering awarded OSAS 18001: 2007 Certificate



THAI Airways International Catering Services Department was recently awarded OHSAS 18001: 2007 Certificate for occupational health and safety at airports for Bangkok's Suvarnabhumi and Don Muang Airports, Thailand.

THAI Catering Services Department is the first airline caterer in Thailand to be certified for the Occupational Health and Safety Assessment Series OHSAS 18001:2007. The company believes this award reflects the determination of the THAI staff to achieve the high standards required and reflects the company's responsibility to its staff, itself and society.

The OHSAS 18001:2007 covers the safety and prevention of accidents for staff at work; saves costs in the event of an accident; educates employees on occupational health and safety issues; and develops new technology on occupational health and safety issues.

THAI currently serves 74 destinations in 36 countries across four continents. This total includes 12 cities of Europe; 39 destinations throughout Asia; three in the Middle East; five in Australia/New Zealand and the two US gateways. THAI also serves 11 domestic cities, towns and resorts throughout Thailand.

Air Arabia to construct budget hotel



Air Arabia announced it has begun construction of the 300-room budget hotel at Sharjah International Airport. The company also announced that it has appointed Gustav Pegel & Sohn as general contractor for the hotel, which is due for completion in January 2010.

This project follows a management agreement signed last year between Air Arabia and Rotana Hotels, to manage this property under their Centro by Rotana brand. The property, which will include both standard rooms and suites, will offer comfort and convenience for travelers.

"We are very pleased to commence the construction of the Air Arabia Centro Hotel. This is an important initiative and part of Air Arabia's strategy to grow ancillary revenues," said Adel Ali, Board Member and Chief Executive Officer of Air Arabia. "We are also happy to appoint Gustav Pegel & Sohn for this significant project. Pe-

gel have an outstanding track record in the Middle East region, and with their expertise, I am confident we will create a hotel with high-quality standards in construction and amenities."

Pegel, which is headquartered in Berlin, Germany, has been operating for over 135 years. The company is recognised for its capabilities in building, civil engineering, multi-technical and maintenance services across several sectors including, education, healthcare, commercial, retail and industry infrastructure projects.

Unique features of the Air Arabia Centro Hotel will include a full casual-style dining area, in-room wireless Internet connectivity and entertainment, and a range of personal amenities. This is combined with such comforts as gymnasiums and swimming pools, together with on-site business facilities such as private meeting rooms and business centres.

SELEX Sistemi Integrati wins ATC contract at NDIA

SELEX Sistemi Integrati recently announced it was awarded a contract worth \$105 million for the New Doha International Airport (NDIA) in Qatar. The new airport is going to be the first Large System realised by SELEX Sistemi Integrati, a Finmeccanica company, in the ATC (Air Traffic Control) domain. The company will play a leading role, also as integrator of all the equipments for air traffic and meteorological control for the new airport.

SELEX Sistemi Integrati signed a contract with the NDIA Steering Committee to design and provide systems for air and ground traffic control. The airport, which will be completed by 2015, will be able to host about 50 m passengers per year, 320,000 take off and landings per year and a plane parking for 100 aircraft.

In particular, SELEX Sistemi Integrati

will provide radars for air and surface traffic control, a complex control centre made of 36 operator working positions enabled for radar data processing and flight plans management, an automated system for departures and arrivals, a complete meteorological system, plus a computerized system for ground movements, nav aids and ground sensors management.

Besides, the company will supply a system for data transfer of all airport communications, which will be realised through the installation of an optical fibre ring, due to surround the whole airport area. All systems will be delivered within 21 months from the contract signature. The company is present in Qatar since early '80s with the delivery of two radars and a control centre for the current Doha Airport. The Italian company also equipped airports in Abu Dhabi, Jeddah and Riyadh.

Gunnebo to supply ImmSec to Bahrain International Airport

Gunnebo security group has signed an order to supply high security immigration gates, the ImmSec, at the Bahrain International Airport. Gunnebo has existing installations of immigrations systems in both the UK and Japan.

ImmSec is a highly secure and efficient control system that permits only one person at a time to pass through the gate. The initial order is for four trial-lanes of ImmSec into which smart identification card, fingerprint biometric reader and two LCD-monitors will be integrated. Furthermore, Gunnebo's unique system for single person and left items detection, TDAR, will be integrated. The order was received in cooperation with Securicore, Gunnebo's local partner in Bahrain.

"We believe that the ImmSec has a considerable potential at entrance-points that need to combine a rapid flow of people with a high measure of security, as for instance immigration control", says Göran Gezelius, President and CEO Gunnebo AB. "All biometric identification requires the

ID-documents to be pre-programmed, but in return it allows extremely rapid passage at integration points and control stations for those who have biometric travel documentation".

Installation of the first four gates starts in September 2008 and the order has a potential to be expanded to include the whole airport. Bahrain's government has introduced Smart Card Identification to facilitate daily activities and integrate all citizen services via one platform. In connection to this project, the government decided to equip Bahrain International Airport with Electronic Immigration Gates.

ImmSec is Gunnebo's unique system for automated immigration at airports, ports and land borders. The detection system identifies single and multiple configurations of people. Luggage, infants and children are also detected by the system. The integrated overhead detection system verifies single person occupancy and persons fraudulently attempting to violate immigration security protocols.

IATA, EUROCONTROL and CANSO commit to Efficiency Plan

IATA signed a three-party commitment to a Flight Efficiency Plan with EUROCONTROL, and CANSO (Civil Air Navigation Services Organisation). According to the release, the aim of the plan is to expedite efficiency improvements in European air traffic management to achieve annualised savings of 470,000 tonnes of fuel per year in a six-month work program. This will save EUR390 million and reduce CO2 emissions by over 1.5 million tonnes.

"The air transport industry is in a perfect storm of high fuel costs and falling demand. Airlines are expected to lose \$5.2 bn this year and another \$4.1 bn next. Saving fuel is critical to survival and to improving environmental performance," said Giovanni Bisignani, IATA DG & CEO.

"Saving fuel must be a team effort," said Bisignani who signed the agreement with Alexander ter Kuile, Secretary General of CANSO and David McMillan, Director General of EUROCONTROL in Montreal. All three were attending a symposium on future air traffic management organised by ICAO.

The Flight Efficiency Plan focuses

on improvements in five areas: Enhancing en-route airspace design to optimise distances flown; Improving airspace utilisation with enhanced civil/military cooperation and better coordination of flight planning; Improved terminal area procedures, including continuous descent approaches (CDA); Improved airport operations, particularly reducing taxi times; Improving awareness of

**This plan will save
EUR390 million and
reduce CO2 emissions
by over 1.5 m tonnes**

best practices to save fuel. The plan comes in addition to the efforts to improve the performance of the European ATM Network.

Between 1999 and 2007, while traffic grew 25 pc, the total delays caused by lack of air traffic control capacity fell by 66 pc. Routes flown were shortened on average by 4 km. Together these improvements generated 3.5 million tonnes of CO2 savings per year.

RAK Airport selects VideoSphere



March Networks® announced Ras Al Khaimah (RAK) International Airport has selected the VideoSphere™ intelligent video management solution to enhance passenger and asset security in its main terminal and adjacent facilities.

RAK Airport serves 27 airlines linking it to destinations in the Middle and Far East, Central Asia, the Indian subcontinent and Africa. The airport is in the midst of a \$16 million renovation and expansion project, which includes two new terminals, a VIP lounge, automated passenger and baggage handling facilities, and a cargo collection center.

The VideoSphere solution will provide RAK with real-time operational intelligence and advanced video management. More than 100 VideoSphere encoders with embedded video analytics will increase the capabilities of the airport's existing CCTV network by automatically alerting staff to events such as an unattended bag or unauthorized person entering a restricted area.

New VideoSphere recording platforms will ensure extended archiving, while powerful video management software enables efficient administration of the integrated IP video network. The solution will be delivered by Oasis Enterprises, a March Networks systems provider.

"The VideoSphere solution provides the airport with world-class surveillance capabilities in keeping with its state-of-the-art passenger and cargo services," said Basel Al Aref, GM Professional Projects Division, Oasis Enterprises. "The analytics capabilities in particular are of critical importance, enabling the authority to maintain the highest security standards."

Sochi Airport awards contract to Vanderlande Integrated Analytics

Vanderlande Industries has announced it has been awarded the contract for the baggage handling system of Sochi International Airport Terminal in the Russian Federation. The contract of over €7 million will give the airport the capacity to handle the growing number of passengers in their existing terminal.

Sochi is the largest of four airports in the south of Russia that will be renovated in the coming years in order to prepare for the Winter Olympics of

2014. Gelendjik Airport is already being equipped with Vanderlande Industries baggage handling equipment.

The system will consist of 3 modules. Two modules will be used for domestic passengers, one for international passengers. The domestic modules each consist of 19 check-in desks and inline automatic level 1, 2 and level 3 screening. The international module will consist of 12 check-in desks and will also have fully automatic inline screening for levels 1-3,

as well as an integrated customs facility. All screened bags which are security cleared will be transported to a tilted TRIPLANAR™ make-up carousel. The arrival system comprises of three tilted TRIPLANAR™ carousels for each module (two for the international module) and includes the possibility for inline screening of all arriving baggage. The first module will be operational in December 2008, whereas the complete system will be operational before the end of April 2009.

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Siemens Mobility awarded BHS contract at DIAL

Delhi International Airport Ltd. (DIAL) has awarded Siemens Mobility a contract to supply the baggage handling system for the upcoming Terminal 3 at I.G.I. Airport, New Delhi. The system will have a throughput of more than 11,300 pieces of baggage per hour. A baggage X-ray system for full inspection will also be integrated. The total value of the contract amounts to Euros 36 million. Completion of the project is scheduled for March 31, 2010.

The in-line baggage system will

help passengers save time, as they will not have to queue up for pre check in luggage x-ray process. The system creates a seamless transition of baggage from passenger to plane without the need for passengers to queue in a separate line for x-ray screening before check-in.

The BHS includes a combination of conveyor belts, bar code readers and in-line baggage sorters, which in comparison to the existing practice, allows passengers to precede straight to the check-in counter and receive

their boarding pass while the baggage gets checked and assigned automatically. The new in-line process is therefore designed to speed up the passengers' pre-departure processes without compromising security. This step is part of DIAL's efforts to improve the facilities at terminals for passenger convenience.

A multi-level scanning process will make certain that the baggage is fully screened and marked along the way. Bags can be handed in at 168 check-in desks at the departures

level of the terminal, which covers an area of 520,000 sq m. For oversize luggage, there will be five desks available. A total of 28 X-ray stations will be integrated in the system so that all baggage can be subjected to a 100 pc security inspection. The sorting system has been designed for a capacity of over 11,300 bags per hour and has a total length of almost 13 km. Tilt-tray sorters as well as vertical sorters and high-speed diverters will be used. In addition, the system includes make-up carousels.

flydubai orders aircraft worth \$750m



flydubai revealed a package of aircraft orders worth \$750 million for engines and winglets at a recent airshow in the UK. flydubai signed with CFM International, a 50/50 JV between Snecma and GE, for 100 CFM56-7B engines to power the 50 Boeing 737-800/900s ordered.

The engines, valued at \$700m at list prices, are the Tech Insertion configuration, which provide operators with lower fuel consumption, lower emissions and lower maintenance costs. The engine's 1% improvement in fuel consumption lowers CO2 emissions, ensuring a reduction.

In a separate deal, flydubai also signed an agreement worth \$50million for blended winglets from Aviation Partners Boeing (APB). The blended winglets, which are for the 737-800s, add an extra 1.4m to the wingspan of the aircraft and offer a range of environmental benefits, including reduced fuel consumption and lower noise emissions.

flydubai is the new low cost carrier that was started by the government of Dubai in March of this year. flydubai kicked off the Farnborough Air Show with an historic order for 54 Boeing 737-800/900s worth \$4bn US at list prices. This is the biggest order the aircraft manufacturer has ever received from a Gulf-based low cost carrier for the 737.

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www.dubaiindustrialcity.ae

The Third Annual Middle East Logistics Awards (MELA 2008) - all set to be the most spectacular event for the logistics industry in the Middle East - is slated for November 2008. The Middle East Logistics Awards aim to foster a healthy competition among equals in the dynamic and competitive logistics industry. MELA is a brand of excellence in the logistics business that puts the best above the rest.

MELA 2008 and MELA 2007

Log onto www.mela.ae to view the MELA 2008 WINNERS and to witness the august gathering of more than 800 industry stalwarts from the entire spectrum of the Middle East logistics industry, in a gala event held at Madinat Jumeirah, Dubai, UAE, on November 21, 2008. The photos and video clips of MELA 2007 - slated for November 6, 2007, at Madinat Jumeirah, Dubai, UAE - will be uploaded at www.mela.ae immediately after the event.



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Air Seychelles invests in SALTO access control



Air Seychelles has chosen a SALTO electronic access control system to provide advanced security management. The airport awarded the contract to approved SALTO Independent Service Centre, Vidsec Ltd.

The national airline of the Republic of Seychelles, Air Seychelles main base is Seychelles International Airport, Mahé. The airport required a highly secure and reliable solution that could be customised to meet their specific environment.

"Following new security legislation coming into force for airports across the region, where compliance was necessary to maintain their operating licence, Air Seychelles knew that improved management of staff working at the airport and passengers' using it was crucial," comments John Crummock, Sales Director of Vidsec Ltd.

As an access control system tailored for airport use, the SALTO Comfort and XS4 solutions are ideal. The contactless Comfort Mifare range in stainless steel is now used to control access to the engineering stores where complete jet and turbo-prop engines, accessories, high value spares and specialist tools are kept.

XS4 Mifare operated locks meanwhile have been installed on bonded stores within the catering department and also in the main terminal building, controlling access to the main ticketing/check-in area as well as to a number of upper level administration offices. Doors in both the engineering and bonded stores are on-line with access controlled via wall mounted readers using SALTO Virtual Network technology.

This system allows the locks to read, receive and write information via the Mifare operating cards. Since most access related information is kept encrypted on the cards, the wall readers are able to update and receive information from the cards at any time. This means not only is the system easy to use, but its clever functionality also provides 90% of the benefits of a fully on line access control system at the cost of a stand alone system.

The build up of 'on-card' audit trails through normal use gives the airline complete control over access and enabling them to track the movement of staff into and out of these highly restricted areas. With future expansion plans and passenger traffic at Seychelles International Airport expected to grow, the next step will be to implement departmental operation to the SVN system.

MELNTM 2008

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ThyssenKrupp Elevator supplies range of products to Dubai project



Javier del Pozo ThyssenKrupp Elevator

ThyssenKrupp Elevator is proud to have been chosen for one of the world's biggest airport orders, for Terminal 3 and Concourse 2 and 3 of Dubai International Airport expansion project. The company is supplying the new airport with 346 elevators, 170 escalators, 134 moving walks, 125 passenger boarding bridges, six truck lifts, six loading docks, 29 dumbwaiters and 12 trolley elevators.

In case of the Dubai International

Airport project, many products have been customized to suit the client's needs. This includes for example the finishing of panoramic elevators to integrate the false ceiling, the position indicator and car operation panel. Two panoramic elevators with a 8,500 kg loading capacity – the equivalent of 113 people – equipped with shuttle operation and "artificial intelligence" as well as two hybrid combinations of escalator and moving walks are



also being supplied by ThyssenKrupp Elevator.

The use of glass walls and balustrades on elevators, passenger boarding bridges, escalators and moving walks is perfectly in line with the modern, light and open design of the new airport. Installation of panoramic elevators offers various benefits. With the cabs' interior being visible from the outside, passengers can immediately be seen in case of an urgent medical condition. At the same time, airport security is strengthened by better visibility and fewer "blind spots".

Dubai International Airport will be operating 125 glass walled passenger boarding bridges by ThyssenKrupp Elevator. This includes the design and manufacturing of triple bridge stands to serve the Airbus A380. With a total of 25 passenger boarding bridges specifically designed to reach a third door on the upper deck of the giant Airbus, Dubai will be the first airport capable of servicing the A380 efficiently on a large scale.

A full set of new developments was necessary to achieve complete integration with all ancillary equipment which leads to the implementation of an ad-hoc IASS (Integrated Aircraft Stand System). This system is fully incorporated within the Building Management System (BMS) of the airport, exchanging data in real time such as flight schedule and aircraft type, or use of ancillary equipment for further processing and billing.

Another highlight is the four units for the Royal Terminal, installed in two double bridge stands. ThyssenKrupp Elevator is proud of collaborating in such a scope of works and to be the only company capable of supplying this wide range of products. A multicultural and multifunctional organization in itself, this ThyssenKrupp Elevator team in Dubai also services other ongoing projects in the Middle East, reaching airports like Abu Dhabi, Sharjah, Dammam, Jeddah, Bahrain, Cairo and Doha.



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ExecuJet / Hawker Pacific unveil Skypark FBO Malaysia



The ExecuJet Aviation Group based in Switzerland and Hawker Pacific based in Australia have recently been appointed to operate a world class Fixed Base Operation (FBO) at Sultan Abdul Aziz Shah Airport, Subang. ExecuJet Aviation Group and Hawker Pacific signed a joint venture initiative during the EBACE Show in Geneva to include Skypark Malaysia as one of its respective chain of worldwide FBOs.

The joint venture, called Skypark FBO Malaysia Sdn. Bhd., will offer full handling facilities plus VIP lounge and fuel provision. Future plans call for each joint venture partner to independently operate Maintenance Repair and Overhaul (MRO) hangars specialising in their respective

products and services with aircraft parking hangars as part of the broader vision for SkyPark Subang.

"Malaysia is strategically located along the corridor which links the Far East and Australia to Europe and the United States providing a convenient stopover for refuelling and other purposes," said Datuk Ravindran Menon, Executive Director of Subang Skypark Sdn. Bhd.

Sultan Abdul Aziz Shah Airport, Subang is to receive a US\$91 million injection of funds to transform its Terminal 3 into a corporate aviation hub, a redevelopment project being undertaken by Subang Skypark, an independent company. Scheduled for

completion by 2010, phase two of the project involves the construction of dedicated MRO and aircraft parking hangars.

The Skypark FBO Malaysia provides aircraft operators, their passengers and aircrew with a diverse range of professional FBO services for business and private flights, including tailored solutions for VIP, diplomatic and large aircraft operations.

Furthermore, Skypark FBO Malaysia will build the service offering to provide over-flight and landing clearances, organizing in-flight catering and providing a complete menu of ground handling and concierge services including aircraft marshalling, parking, fuel, aircraft valet, hangar, security, customs and immigration, passenger and baggage handling, limousine transfers and hotel accommodation.



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Sabre and Emirates sign distribution agreement

Sabre Holdings has signed a 10-year agreement with EmQuest, the travel distribution division of Dubai-based Emirates. The agreement was signed by HH Sheikh Ahmed bin Saeed Al-Maktoum, Chairman and Chief Executive, Emirates Airline and Group; and Sam Gilliland, CEO of Sabre Holdings.

As part of the agreement, EmQuest and Sabre will launch distribution services in five new African markets including South Africa, Kenya, Tanzania, Uganda and Zambia; providing Sabre solutions, sales, service and support. From 1 January 2009, EmQuest will also distribute Sabre products to travel agencies in

the United Arab Emirates.

Gary Chapman, President, Emirates Group Services said: "Sabre is a global provider of travel solutions and travel content with a focus on service and quality - two traits which resonate with EmQuest's own. We are pleased to have them as partners, and through EmQuest, we look forward to taking the benefits of Sabre's products and services to our travel agency partners across Africa and, starting January 2009, across the United Arab Emirates."

EmQuest's existing agreement with Galileo International LLC for distribution of Galileo and EmQuest



travel services solutions to travel agents across United Arab Emirates will continue until it comes to an end on 31 December 2008.

Etihad orders up to 205 aircraft



Etihad Airways has placed up to 205 wide-body and narrow-body planes worth approx. \$43 billion at list prices at the Farnborough International Airshow. The total deal comprises

100 firm orders, 55 options and 50 purchase rights in a combination of Boeing and Airbus aircraft.

The agreement with Airbus comprises firm orders for 55 aircraft - 20 A320 aircraft; 25 A350 aircraft, powered by Rolls Royce Trent

XWB engines; and 10 A380 aircraft.

The agreement with Boeing comprises firm orders for 45 aircraft - 35 B787 aircraft; and 10 B777-300ER aircraft,

powered by GE90 engines.

The new aircraft are scheduled for delivery between 2011 and 2020 for Abu Dhabi-based Etihad Airways and when delivered will give the national airline of the United Arab Emirates a fleet of more than 150 aircraft.

"That future will see planned investments in infrastructure and projects within the Emirate likely to exceed \$200 billion during the next 10 years.

Etihad Airways serves 45 global destinations covering Africa, Asia, Australia, Europe, the Middle East and North America and this year is on course to carry six million passengers.

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GE and Mubadala launch global business partnership



GE and Mubadala Development Company, headquartered in Abu Dhabi, UAE, announced a framework

agreement on a global partnership encompassing a broad range of initiatives including commercial

finance, clean energy research and development, aviation, industry and corporate learning. The agreement provides for shared capital commitments to new JVs and investment funds, GE said.

Mubadala also plans over time to become a long-term GE shareholder. The multi-faceted partnership will include initiatives in these areas:

- **Commercial finance:** Over the next 12 months, the two companies will establish a jointly owned global commercial financial services business headquartered in Abu Dhabi with best-in-class origination, funding and risk

management capabilities. The two will each allocate \$4 billion in equity for the venture over a three-year period.

- **Investment funds:** GE also intends to commit up to \$50 million to Masdar's second Clean-Tech Fund, focused on multi-geography investments in clean technology sector and companies.

- **Aviation and oil & gas:** GE and Abu Dhabi Aircraft Technologies (ADAT), Mubadala's MRO company, will explore expansion of their MRO capabilities to support GE aircraft engines in service. GE will widen the scope of its JV with ADAT, called Gulf Turbine Services.

Silver Air attracts US\$4 million of new investment

Silver Air announced that two new investors have contributed US\$4 million to the company. The investment is for the expansion of the organization, including upgrading of the company's existing fleet of aircraft. The new finance package will ensure the Silver Air fleet meets the highest standards set by the UAE GCAA. In addition the funding also means that Silver Air can forge ahead with plans to secure an AOC (Aircraft Operating Certificate) in the UAE. Silver Air plans to have a fleet of 10

aircraft by 2010. Steffen Harpoth CEO of Silver Air commented, "This investment is a great step forward for Silver Air. We wish to deliver to our customers the best service, with the best aircraft; this funding strengthens our position even more. It also enables us to build on our vision to be the ACMI carrier of choice for the airlines of the Gulf region. The airlines in the region are experiencing rapid growth and this new investment means that we are perfectly placed to meet their needs."

Shareholders strengthen Sama with additional financing

Sama Airlines in Saudi Arabia, announced that Sama shareholders have decided to strengthen Sama's financial position with further US\$53.33 million of financing.

HRH Prince Bandar bin Khalid al Faisal, Chairman of Sama said: "Sama has achieved a number of major milestones that currently demonstrate how the business is progressing. For instance: 1 million

passengers booked in its first year, a routenetworkserving22destinations across Saudi Arabia and the Middle East, awarded 'Best new brand' by Gulf Marketing Review, 'Best in Aviation' by Arabian Business, among other achievements."

Sama also offers hand-baggage only check-in and preferential assigned seating for families. Sama flies to 12 domestic and 10 int'l destinations.

FAS signs for the first EC135



Eurocopter announced the sale of the first EC135 "l'Hélicoptère par Hermès" helicopter to Falcon Aviation Services (FAS), an aircraft chartering and maintenance company based in Abu Dhabi, UAE. Designed by Hermès Interior and Design and manufactured by Eurocopter, EC135 helicopter will be delivered by the end of this year. FAS earlier announced plans to buy a fleet of 5 Eurocopter helicopters: three EC130 B4 and two AS365 N3.

The new EC135 helicopter reinforces the business portfolio of FAS which presently provides helicopter services for tourism, corporate charter, Search & Rescue and more recently, Offshore Oil Support operations in the UAE and Arabian Gulf region.

The company's headquarters is located at Bateen Airport in Abu Dhabi. FAS launched into helicopter customer support activities in May 2007.

IFC Supports Nepal's Buddha Air

IFC, a member of the World Bank Group, is supporting Nepal's Buddha Air Private Limited, as the airline expands capacity and adopts new fuel efficiency methods that will reduce operating costs significantly. IFC is providing a \$10 million long-term loan to help finance the expansion.

"With IFC's support, Buddha Air can focus on optimizing growth opportunities to strengthen our

operations in the face of rising oil prices and a rapidly evolving competitive landscape," said Birendra Basnet, Managing Director of Buddha Air.

"Infrastructure investments are a priority for Nepal's economic growth. We are pleased to support the development of the aviation sector, which is vital for the country," said Anita George, IFC Infrastructure Director. Air

travel is the most reliable source of domestic transportation in Nepal, because the country's mountainous terrain makes building roads difficult and expensive. It is also the lifeline of the tourism sector.

According to the World Travel and Tourism Council, Nepal's GDP growth is expected to rise from 6.8 percent in 2008 to 7.9 percent by 2018. Given the increasing

contribution of travel and tourism to the economy, the aviation sector will become more important and grow exponentially.

There is also high potential for growth in the mountain-flight segment that caters to about 10 pc of international tourists arriving in the country. Buddha Air plans will focus on expanding this key segment. IFC's investments in the transportation sector amount to \$500 million.

Smiths Medical selects DAFZA as regional base



Ibrahim Ahli, Director of Marketing, DAFZA

Smiths Medical, has recently opened a branch at the Dubai Airport Free Zone, UAE. A subsidiary of the UK based FTSE 100 Smiths Group plc,

the company is a leading provider of medical devices for the hospital, emergency, home and specialist environments.

"As a regional business base, Dubai Airport Free Zone is strategically located at the hub of a market of over 1.5 billion people, encompassing the Gulf countries, Iran, the emerging markets of India and its neighbouring countries, parts of Africa, the Eastern Mediterranean and former Soviet Union," remarked Ibrahim Ahli, Director of Marketing, Dubai Airport Free Zone.

He noted that Smiths Medical is one of nearly 1,425 multinational companies located at the Dubai Airport Free Zone. "Our location adjoining the Dubai international Airport and the easy access to the state-of-the-art Dubai Cargo Village are particularly attractive to companies that depend on time-sensitive shipments," he added.

The Dubai Airport Free Zone located within the Dubai Airport handled a

total of 1.6 million tonnes of cargo in 2007. The Free Zone's range of ready-built and custom-made facilities close to the airport apron is occupied by leading multinationals. Trade through the Dubai Airport Free Zone represents approximately seven percent of the trade and five percent of the GDP in the emirate.

Total foreign ownership, total repatriation of capital and the total exemption from corporate, personal income, and commercial levies taxes are key features that have attracted multinational companies to set up office in the Airport Free Zone. "We also have a one-stop-shop where investors can get all their documentation for licensing, registration and employee sponsorship done, even online," said Ahli. The companies are allowed to operate 24-hours.

IFC Supports Logistics Development in Siberia

IFC, a member of the World Bank Group, is helping expand modern logistics services in Russia's Novosibirsk region by supporting Megalogix's effort to build a 120,361-sq-m logistics center in the region.

IFC has agreed to provide a \$95 million financing package to Megalogix, which is building modern warehouses in major cities across Russia. The package comprises \$40 million in debt financing for IFC's own account and \$55 million in syndicated loans.

Megalogix is a joint venture between the Avalon Group, a leading distributor of consumer goods in Russia; and Raven Russia Limited, a London-listed real estate investment company.

"This is Raven Russia's second project with IFC and highlights the strong relationship we have developed as we expand together across the Russian Federation", said Richard Jewson, Chairman of Raven Russia. "The project demonstrates Raven Russia's ability to expand further into Russia's regional cities and its

continuing success in raising finance for quality projects at competitive rates in the current credit markets."

"Business infrastructure, particularly warehouses, is key to developing the Russian economy," said Dimitris Tsitsiragos, IFC Director for Global Manufacturing and Services. "We are pleased to continue providing financial support to Raven Russia. This will help develop a warehouse network in Russia's frontier regions, and the syndications will help introduce the capital-intensive project

to international banks."

IFC, a member of the World Bank Group, fosters sustainable economic growth in developing countries by financing private sector investment, mobilizing private capital in local and international financial markets, and providing advisory and risk mitigation services to businesses and governments. In FY07, IFC committed \$8.2 billion and mobilized an additional \$3.9 billion through syndications and structured finance for 299 investments in 69 developing countries.

Airport Free Zone key to ADAC's \$6.8b master plan

AECOM International Development conducted a feasibility study for a proposed free zone to be located adjacent to the Abu Dhabi International Airport in the UAE, the company said. The free zone will benefit from the recent expansion of the international airport and a number of large-scale economic development initiatives in the emirate and will form the foundation of a major regional logistics hub.

AECOM International Development determined the competitive position of the proposed free zone and analyzed the legal, regulatory, and institutional requirements necessary for success. AECOM International Development's assessment of the free zone included the identification of select industry sectors that are both appropriate to an airport-based zone and that will contribute to the overall goal of boosting air traffic

for the newly expanded airport, the provision of recommendations on an appropriate zone regime, and a detailed analysis of operations at the Abu Dhabi International Airport to identify areas for improvement. AECOM International Development completed the study by determining the financial feasibility of the project, optimal financing structures, and design of a detailed implementation plan.

Promoting abroad

The business potential and growth opportunities offered by the planned Abu Dhabi Airport Free Zone were among key discussions between business executives and representatives from Abu Dhabi Airports Company at the Global Business Forum in Germany. The project is part of the \$6.8 bn redevelopment plan for the international airport.



Airport Free Zone project is part of the \$6.8 bn redevelopment plan

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Dubai Duty Free's half year sales top \$537 m



Dubai Duty Free announced half year sales of US\$537 million, which represent a 31 per cent increase over the same period last year. DDF, which began operations on 20 December 1983, expects sales to pass the \$1 billion milestone this year.

Included in the activities is the move to Dubai Duty Free's brand new Warehouse and Distribution Centre in Ramoul which began operations in June and will become the centralized

warehouse and distribution centre for the operation. Featuring a semi-automated retrieval and storage system, the 27,000 sq m facility is the largest of its kind in the Middle East. Located next to the Warehouse and Distribution Centre is Dubai Duty Free's new head office, which covers an area of some 6,000 sq m. The opening of Concourse 2 and Terminal 3 will result in an additional 10,000 sq m of retail space for Dubai Duty Free.

Munich Airport offers pre-flight pampering

Turn waiting time into wellness time. That's what the new "Cosmetic Institute Munich Airport" in Terminal 2 is all about. The cosmetic lounge with the spa-like decor has opened in the Duty Free Shop on Level 5, the non-Schengen departure level in Terminal 2, which is used exclusively by Lufthansa and its partners.



The cosmetic studio offers rest, relaxation and beautification to both men and women in an understated setting where they can enjoy any of a wide range of treatments for quick restoration of body, mind and spirit. All passengers can drop in to be revitalized. The Cosmetic Institute also offers an assortment of health and beauty products for sale.

The new oasis of beauty at Munich Airport pampers its customers with renowned products. Passengers who are traveling between Schengen countries, and are therefore not on Level 5 of Terminal 2, can also enjoy the offerings of the new lounge. The staff of Eurotrade, the Munich Airport subsidiary operating the Cosmetic Institute, will arrange for a visit.

According to Munich Airport, no other European airport currently operates a wellness zone of its own with a comparable range of brands.

Dufry strengthens performance in first half

In the first six months of 2008, Dufry's Turnover increased by 15.3 per cent and EBITDA grew by 31.4 per cent before currency effects. Turnover grew by 4.2 per cent to CHF 934.8 million in the first half of 2008 from CHF 896.9 million in the respective period of 2007 and EBITDA rose by 14.8 per cent to CHF 121.6 million compared to CHF 105.9 million respectively.

Turnover in the first half of 2008, measured on constant FX rates, increased by 15.3 per cent. Of this, organic growth accounted for 10.9 per cent while new projects contributed 4.4 per cent to turnover growth. Turnover in comparison to the first half of 2007 grew by 4.2 per cent to CHF 934.8 million from CHF 896.9 m.

Turnover of Region Europe (incl. headquarters) remained flat at CHF 199.3 million compared to CHF 199.6 million. The main reason for this development was a substantial reduction of Alitalia's flight schedule, which impacted the Italian operations, most notably at the Milan

airports. Switzerland, Spain and France saw a turnover growth in line with expectations.

Region Africa continued its strong growth and delivered turnover of CHF 92.6 million, an increase of 20.4 per cent compared to CHF 76.9 million. Morocco continued its dynamic performance by posting double-digit growth and Egypt achieved a good ramp-up of its turnover. Region Eurasia increased its turnover by 19.6 per cent to CHF 125.3 million from

CHF 104.8 million despite negative translation effects from the US\$ in the Russian operations. All operations posted double-digit growth. Growth was further fuelled by the operations at Moscow-Sheremetyevo airport, which was opened in July last year, as well as the new shops in Singapore's T3.

Net earnings for the Group stood at CHF 55.5 million in the first half of 2008 compared to CHF 57.0 million in the same period of 2007.



Autogrill sets up world's biggest airport retail business



The first half of 2008 was marked by important strategic results, though the macroeconomic context was difficult, said Autogrill. With the acquisitions of World Duty Free Europe and the remaining 49.95 pc of Aldeasa, carried out in the first half of 2008, and with that of Alpha Group in 2007, the Group has strengthened its hand in the airport

retail & duty free sector, becoming number one operator in the sector in the world.

Autogrill's presence was strengthened in Asia and the Middle East, with the new concessions in Singapore and Cairo. In 2008 restructuring actions are expected to produce one-off costs of approx. €17m, net of the benefits in the year.

Concession in Egypt

Autogrill announced it is opening first food & beverage operation in Egypt, where its airport division HMSHost Europe has secured a contract at Cairo International Airport. The five points of sale are expected to generate

accumulated sales of approximately €18m over the five year contract.

The proposal was put together in partnership with Sabet, a leading Egyptian operator that also specializes in catering for bus-charters and operates the country's most important motorway service area. The commercial premises under concession cover 1,000 sq m in the new T3 and are scheduled to open to the public at the same time as the whole terminal, scheduled to open in October 2008. The offering will feature international concepts.

Cairo Airport is Egypt's main airport and the second biggest in Africa.

Logan Teleflex establishes JV with KSEC



Logan Teleflex has announced that it has established a Joint Venture with Kunming Shipbuilding Equipment Company (KSEC). The JV will enable airports throughout China and Asia Pacific to benefit from access to Logan Teleflex products and integration skills via a local supplier. The JV will be called Kunming Logan KSEC Airport Logistics Company Ltd (Logan KSEC) and will be a 50:50 joint ownership agreement.

KSEC is an established company based in Kunming, Yunnan Province, in south west China. The company offers high-quality manufacturing and technical capability. KSEC and Logan identified that a combination of products, integration skills, logistics and quality manufacturing would create a locally based provider of BHS systems. This led to discussions between the parties, culminating in the JV agreement being completed by July '08.

"KSEC is a well-known, large automated logistics business that has excellent capabilities, both in terms of production and technical skills. Logan Teleflex brings application, integration, control system, design and knowledge to the Joint Venture.

"KSEC will provide local design and engineering along with quality manufacturing to provide consistent product at competitive prices to the Chinese market. We are excited about this development as Logan KSEC firmly establishes the opportunity to bring our technology and know-how to China and further afield into the rest of Asia Pacific," said Dave Reynolds, Sales Director, Logan Teleflex. Logan has already supplied major BHS systems to Chinese Airports, having recently provided its innovative Tilt Tray Sorters to Wuhan Tianhe Airport's new terminal.

Boeing forecasts continued strong air cargo traffic growth

The Boeing Company projects that the global air cargo market will continue to exhibit strong, long-term growth, according to the company's Current Market Outlook 2008. During the 20-year forecast period, Boeing projects that the industry will grow at an annualized average of 5.8 per cent with the world freighter fleet increasing from 1,948 to 3,892 airplanes.

This growth requires a total of 3,358 airplanes joining the freighter fleet by 2027, taking into account anticipated airplane retirements of 1,414 airplanes, according to the annual Outlook, which was released prior to the 2008 Farnborough Air Show.

The fleet additions will include 863 new production freighters, with a value of about \$206 billion in current U.S. dollars, and 2,495 airplanes from conversions. Widebody freighters will dominate the new production freighter total and 641 will be of the large freighter segment. Demand for new production equipment is driven by operational efficiency and reliability, as well as environmental and regulatory pressures, including noise, emissions and aging.

"The forecast is based on a number of factors, most significantly economic growth in diverse areas of the world," said Jim Edgar, regional director, Cargo Marketing for Asia. "Over the

long-term, global economic growth will drive demand for new, high-value products as well as seasonal perishables that people have become accustomed to enjoying."

More than 60 percent of the fleet additions will be in the widebody category (medium widebody) - with payloads of 40 to 80 tonnes - plus large freighters, increasing their share from 61 per cent of the current fleet to 65 per cent of the 2027 fleet. Consequently, there will be an increase in overall average freighter airplane payload, consistent with prior years' forecasts.

"We expect several trends to continue - dedicated freighters will continue to provide an increasing proportion of air cargo capacity, going to nearly 54 per cent; and the industry will continue to move to larger airplanes," said Edgar.

Boeing freighters continue to provide more than 90 percent of the world's freighter capacity, due to the industry preference for larger Boeing production and converted freighters. Boeing offers a complete family of production freighter airplanes, including 747-8F, 777F, 767F and 737-700C (convertible), as well the Boeing Converted Freighter line - 747-400BCF, 767-300BCF and MD-11BCF - and smaller airplane conversions through proprietary data licensees.

SkyChain links Mercator and SriLankan Airlines

SriLankan Airlines has signed up for SkyChain, the end to end cargo reservation and business management solution offered by Mercator, the Dubai-based business technology provider, which is part of the Emirates Group.

Patrick Naef, Head of Mercator said: "The timing of this partnership is

The solution, wholly developed by Mercator in Dubai, has been designed to manage every aspect of an airline's cargo business. Using the latest Java technology, it transforms information into a powerful asset with data fully utilised to maximise performance, raise service quality and optimise resources. Processes are streamlined and enhanced and the



significant - coming as it does when skyrocketing fuel prices are having a tremendous economic impact on the airline industry. This partnership clearly demonstrates that major players have confidence in our IT solutions to reduce costs and increase revenue.

Mercator plans to complete implementation by the second quarter of 2009. The solution will be hosted out of Mercator's data centres in Dubai and used by authorised SriLankan cargo users out of Colombo and other outstation cargo offices globally.

latest industry developments, such as IATA's e-freight initiative, are fully supported.

Johann Wijesinghe, Head of Worldwide Cargo, SriLankan Airlines, said: "SriLankan Cargo is recognised today as one of the most energetic, technologically-advanced and cost efficient freight operators in South Asia. In our business, timing is everything. This is why we are working with Mercator, which has a proven track record for development, implementation and innovation, to fulfill an ever-increasing list of customer demands."

Companies pass the buck on 'green' logistics costs - Survey

New research by Transport Intelligence suggests that most companies seeking to make their logistics operations more environmentally friendly want someone else to cover the costs. Despite many companies' avowed commitment to 'greening' their logistics operations, it seems that most expect their sub-contractors to pick up the bill. That is one of the findings of the latest survey by Transport Intelligence which examined how companies were reacting to environmental concerns.

The Logistics & Transport Industry Environmental Survey sponsored by Kewill, a leading provider of global trade and logistics software, found that three-quarters of respondents who awarded logistics contracts included sections on environmental compliance in their tender documents.

However, most (54 pc) failed to make provision for the extra costs that could be involved. That will no doubt be a source of annoyance for many logistics companies which will see the environmental measures they are forced to adopt as a cost burden pushed on to them by clients.

In the survey, 70 pc of companies awarding contracts said that environmental compliance was either 'reasonably important' or 'very important'. Survey respondents were also probed about whether their companies' environmental enthusiasm would change in the coming years, given the chances of an economic slowdown. The overwhelming sentiment seemed to be no – but according to two-thirds of respondents, that is largely due to the 'win-win' of implementing green initiatives which bring operational efficiencies and also cut costs. The number who said they would continue to pay more for an environmentally-friendly alternative (17 pc) was balanced by the proportion who said they would base their sourcing decisions on cost alone.

When asked about which specific areas they were undertaking green initiatives in, the highest proportion (33 per cent) identified transportation. That included driver training, hybrid engines and better management of empty running. Equally important were more efficient planning through IT tools and increased administrative efficiencies.

GAC Singapore rises to Heavy Lift air cargo challenge

GAC Singapore recently concluded a major air and sea freight charter using four Antonov AN 124, to move six huge gas compressors from Europe to Southeast Asia. The MAN Turbo gas compressors, plus tools and accessories, were air freighted from the manufacturers facilities in Germany and Switzerland to Singapore and were barged over to Batam, Indonesia, for installation on to the topside module of the FPSO (Floating, Production, Storage & Offloading) Vessel Cidade de Sao Mateus.

"GAC Singapore is extremely happy that we delivered on our promise to Prosafe Productions Singapore," said Jorgen Nielsen, GAC Singapore's Business Manager for Logistics services, "as this was an extremely delicate operation demanding complete co-ordination from all GAC staff in our offices in Singapore and Europe, the supplier's factory in Europe, and the client's staff in Batam."

"Each gas compressor unit is 10 metres long and each weighing 50,000 kgs. The only way we could airfreight them into Singapore was to use one of the world's largest heavy transport aircraft available, the Antonov AN 124," Jorgen added.



"The entire operation demanded clockwork co-operation between all parties," he said, and GAC staff were on hand from point to point to ensure delivery on time to meet Prosafe Productions' tight deadlines. If the compressors failed to reach their destination on time, production schedules would have been compromised."

Jorgen said that in addition to the air component from Europe to Singapore, GAC Singapore arranged for special heavy-lift cranes and low-loader

transporters to move the compressors from Singapore Changi Airport to the Singapore port for loading on to special barges for the sea journey across the Straits of Singapore to Batam, Indonesia. This was achieved through an overnight exercise.

The Antonov AN124 is 68.96 m long – the width of a standard soccer pitch, and stands 20.78 m high – almost the height of a seven-storey building, with a maximum payload of 230,000 kg – the combined weight of nearly 165 average family saloon cars.

Swissport awarded GH licence in South Africa

Swissport International has been awarded a licence to provide such services at ten airports in South Africa. The licence enters into effect on September 1 and will be valid for five years with an option for a five-year renewal.

In South Africa, Swissport provided its ground handling services at four airports between 1998 and 2007. Last year the national airport authority reissued the country's two ground handling licences to new providers, forcing the existing handlers to reposition themselves in the market.

Then, Swissport South Africa embarked on a productive collaboration with South African Airways, under which the carrier has entrusted the ground handling of all its flights to Swissport since last February. In the meantime, the national airport authority has decided to open up the ground handling market to a third provider; and Swissport has now been awarded

this third ground handling licence.

The new licence will enable Swissport to offer its services to other international and domestic airlines in addition to prime customer South African Airways. Swissport South Africa currently has a workforce of some 1,800 personnel

and handles over 200 arrivals and departures a day.

The South African aviation sector has been expanding and maturing over the past few years. Further sizeable growth is expected to be generated by the 2010 World Cup Finals in South Africa.



Effective unmanned surveillance by Axis



Axis Communications introduced auto-tracking functionality to its AXIS 233D Network Dome Camera. Auto-tracking will automatically detect a moving person or vehicle and follow it within the camera's area of coverage. Auto-tracking is particularly beneficial in unmanned video surveillance situations where the occasional presence of people or vehicles requires special attention. Auto-tracking is embedded in AXIS 233D and allows for scalability and

flexibility that are not achievable with analog camera technology.

"Axis' auto-tracking enables a single PTZ dome camera to cover a large area and to automatically detect, follow and record video of moving persons or vehicles," says Gilles Ortega, Regional Manager, Axis Communications, MENA. "In unmanned surveillance situations, the auto-tracking functionality also increases the effectiveness of the solution."

New temperature monitoring tools for airport managers



Airport managers tracking temperature or humidity conditions affecting patron comfort and energy costs can now have the convenience of both real-time data and the ability to download data for further analysis with the redesigned Dickson Graph-at-a-Glance Flat Panel Temperature and Humidity Data Loggers.

The Graph-at-a-Glance data loggers are paperless chart recorders that provide a digital graph enabling managers to immediately visualize environmental trends that have potentially affected airport conditions.

Features of the redesigned Graph-at-a-Glance data loggers include 36 pc greater data resolution in a Jumbo 4.5" x 3.4" display screen; up to 37 pc price reduction; memory card data transfer capability; 32KB storage; and Audio/Visual Alarms.

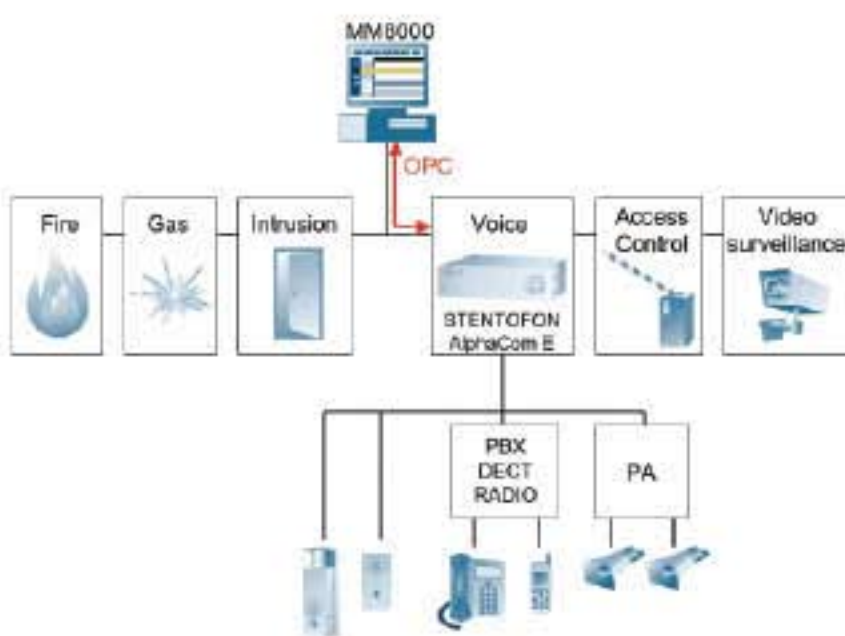
Dickson's Graph-at-a-Glance Flat Panel Data Logger models include: FT300 and FT325 for temperature only; and FH 320 and FH325 for Temperature and Humidity.

Stentofon OPC Server offers interoperability

Zenitel announced the release of its OPC server for the STENTOFON AlphaCom E exchange, which offers a solution that offers interoperability and scalability giving savings in implementation cost and time. OPC is an open standards specification which gives a consistent method of accessing data and controlling system connected hardware. Using hardware like the AlphaCom E exchange, information about the capabilities and status of connected intercom stations is presented in a defined manner to the OPC based system management software package.

The STENTOFON OPC server is a self configuring software package, which needs very little information during commissioning; most information will automatically be extracted by the OPC server.

A typical application is a large building with an AlphaCom E



intercom exchange, CCTV, intruder alarm, fire alarm and access control, all connected to an OPC based management system. The guards

receive information from all these different systems in a recognizable and consistent way which allows for easy operation of the total system.

Segway picks up speed

Segway® Personal Transporters (PTs) are increasingly visible in the Middle East as Segway has expanded its operation from Dubai and opened dealerships in Abu Dhabi, Muscat, Amman, Cairo and Morocco.

The self-balancing Segway PT gives people better mobility, raising them 20 cm above the surrounding crowd, while maintaining a footprint just slightly wider than a person. Because Segway PTs are self-balancing, even when standing still, they can move safely among passengers and travel at up to 19 kph to a distance of 38 km.

With the exception of battery recharging, there is no regular maintenance required on the Segway PT, and battery recharging can be accomplished at any standard

electrical outlet without removing the batteries from the unit. The electrically-powered Segway PT

generates no emissions during operation, with low recharging costs - less than \$0.10 per day.



GCC civil construction to reach \$330 billion



The civil construction boom across the Arabian Gulf will reach in excess of \$330 billion by the end of 2008 – more than ten times the annual investment currently being made in the region's cash-rich oil and gas industries, according to new research.

"The hydrocarbon economies of the Gulf are now an international force with world-class companies creating windfall profits to help governments diversify away from oil," said Bernard Walsh, Managing Director of dmg world media Dubai, organisers

of The Big 5, the trade show for the construction industry and associated suppliers which takes place from 23-27 November 2008 in Dubai, UAE.

"There are huge profits in the oil and gas industry but in 30 years from now – perhaps less – it may be a very different story, so diversification now is key to sustainable long-term growth," he added. The Gulf Co-operation Council (GCC) countries are currently at the centre of the world's most concentrated construction boom – focused particularly on the United Arab Emirates and Saudi Arabia.

The Big 5 research partner Prolead is currently monitoring more than 3,800 active construction projects

across the region worth around \$3.5 trillion in total. The civil projects involved include all commercial, education, health, residential, retail, hotel, leisure, entertainment, theatre, cinema and mixed use buildings along with civil infrastructure such as canals, reclamation, airports, bridges, ports, roads and railways. The \$330 billion value of civil construction projects comes at the end of a steep three-year climb from less than \$30 billion in 2006.

The Big 5 represents several core sectors including: Building and Construction; Water Technology and Environment; Air Conditioning and Refrigeration; Cleaning and Maintenance; Glass and Metal; Bathrooms and Ceramics; Marble and Stone; The Big 5 PMV – the specialist show for plant, heavy machinery and large vehicles will be co-located with The Big 5.

The 'must-attend' air transport event - Airport Exchange

Combining a social program and seven specialist conferences on Security, IT, Ground Handling, Operations, Airport Development, Charges & Network Planning in a constellation around 15,000 sq m of exhibition space, the Airport Exchange will bring together over 2,000 senior decision makers from airports, airlines and suppliers all over the world, the organizers announced.

Taking place from 27 - 29 October 2008 in Berlin, Germany, Airport Exchange is expected to bring together the industry's leading suppliers in one venue to showcase the latest innovations in equipment, technology and services. In a first for Airport Exchange, there will also be an outside area where apron and airfield equipment such as ground handling tugs, winter service equipment and runway sweepers will be on display.

Topics to be covered at the ACI Europe Security Summit include a special ESPAS (European Strategic Partnership for Aviation Security) session; Getting the costs of security under control while maintaining excellence in operations; Coping with pressure from regulators and airlines on security costs; Implementation of Regulatory Framework impacting airport operations; Research, Development and Certification; and The human factor in the security field.

At the IT Summit, delegates will ponder on topics such as the Industry Standards, Recommended Practices and the implications of new processes; Enhancing capacity and performance for air transport stakeholders through enhanced IT; Solving baggage challenges and reducing the number of mishandled bags; Business processes to enhance the passenger experience; and Reducing on airport congestion by moving the passenger and baggage check-in off site.

**Airport Exchange
is to showcase the
latest innovations
in equipment,
technology & services**

Not forgetting the environment, the Airport Development and Supplier Relations Conference will talk about the development towards carbon neutral airports. Topics to be discussed include the case for carbon efficiency; issues and challenges for airports in becoming more carbon efficient; future for carbon efficient airports; working together to reduce the carbon footprint of the airport and the carbon efficient or carbon neutral airport.

Record attendance expected at World Route Development Forum



The Route Development Group is now gearing up for the world's largest gathering of the route development industry. Airline and airport decision makers will set out for Kuala Lumpur, Malaysia to take part in the 14th World Route Development Forum (Routes) from 12 - 14 October, hosted by Malaysia Airports Holdings Berhad.

A record attendance is forecast including more than 300 of the world's top airlines, covering every market sector – network carriers, regional operators, low-cost carriers, charter airlines and the cargo airline community.

Routes is the platform where the world's airports can pro-actively attract the attention of the world's airlines through a structured programme of one-to-one meetings and a format designed for maximum networking. Over 1,000 airports will be represented and take advantage

of this networking opportunity this year. Additionally, representatives from the world's tourism authorities, economic development agencies, tour operators, aircraft manufacturers, data suppliers, investors and service providers will be present, making Routes the ultimate air transport networking forum.

Mike Howarth, CEO & Founder of Routes said: "There may be talk of a slowdown in the world economy, but you would not know it looking at the registration for this year's Routes. We are already ahead of this point last year. Even in difficult times, there is a great need for airlines and airports to work together. New air services often take two to three years to be put into practice, so many delegates will now be planning for the next upturn."

There will be a number of innovative co-located events, which will offer overlapping networking opportunities for all attending Routes delegates.

Airport Expansion – strategic business platform for decision makers

naseba successfully hosted the first exclusive Airport Expansion India Congress in 2007 focusing on the latest trends in Airport Expansion in India. To help suppliers meeting demand, naseba created the Airport Expansion India Congress, a strategic business platform specially designed for decision makers from Indian airports, regional departments of civil aviation, key players on regional airport projects as well as consultants and contractors. The 2007 edition gave over 100 participants a chance to capitalize on billions of dollars worth of airport expansion projects in progress.

The second edition of Airport Expansion India Congress to take place from 10 - 11 November 2008 in New Delhi promises to offer a unique B2B format adapted to the delegates' prospecting strategy. The format of the event is exclusive, as the organizers privately invite 100 senior-level airport professionals from India and abroad.

The conference agenda includes case studies to be presented by international

experts addressing the topics and issues facing the Indian airport industry; and structured streams on airport investment & financing; airport development & operations. There will be interactive panel discussions between the airports professionals from India and abroad on the challenges facing their roles today.

Conference topics will focus on airport privatization models; innovative revenue sources to mitigate the rising costs of airport operations; airport charges; effective utilization of HR; route development; privatization and public-private partnership of Indian airports; airport planning, design, construction and development case studies; master planning; marketing; creating airport cities and developing low cost airport terminals.

The delegates will hear about airport expansion, privatization and operational applications through real life case studies, meet other decision makers from Indian airports in a true business-to-business environment.

inter airport China focuses on a massive market

Organised in response to industry requests, inter airport China 2008, which is to take place from 2 - 4 December, will be the third of these events to take place in Beijing. With the organizers' experience in staging inter airport events globally and the success of previous exhibitions in China, this latest show will again provide companies serving the airport sector with an opportunity to present their capabilities in a unique dynamic market. According to the organizers, the last Beijing exhibition in 2006 attracted over 130 exhibitors from 23 countries.

The event has the support of the Civil Aviation Administration of China (CAAC), the China Aviation Supplies Import & Export Group Corporation (CASGC) and the China Civil Aviation Technology & Equipment Co Ltd.

A key feature of inter airport China will be a Meet the Buyers Program, open to all exhibitors at the show. Senior officials from eight of China's leading airport authorities will outline

their development plans, a process that will assist suppliers' understanding of where future business opportunities might be found.

CAAC says that 97 new airports are to be built in the country by 2020. This will increase the number nationwide to 244. The plan is a response to predicted growth in passenger traffic of 11.4 pc annually up to 2020, with air cargo tonnage increasing at annual rate of 14 pc over the same period.

Coordinated national stands for exhibitors from France (UBIFRANCE), Germany (GATE) and the UK (BASEA) are also being organized. Tom Ho, Show Director said: "Our two inter airport exhibitions this year offer great opportunities for companies seeking business in two civil aviation markets that are growing very quickly." inter airport India is organized by Mack Brooks Exhibitions and its partner in India, InterAds Ltd, while Mack Brooks is the sole organizer of inter airport China. The next of these takes place in Munich, Germany, in October 2009.

INDUSTRY EVENTS CALENDAR 2008

NAME	DATE	LOCATION	CONTACT
September			
International Aviation CO2 Conference	8 - 10	Budapest, Hungary	aviation-co2.com
Aviation Industry Suppliers Conference	15 - 17	Toulouse, France	speednews.com
Interairport India	11 - 13	New Delhi, India	interairportindia.com
Jet Expo	17 - 19	Moscow, Russia	jetexpo.ru
World Low Cost Airlines Congress	23 - 24	London, UK	lowcostairlinesworld.com
Very Light Jets Europe	12 - 13	Barcelona, Spain	mluevents.com
October			
Transportation & Communications Technology Summit	9 - 10	Dubai, UAE	iraqdevelopmentprogram.org
AlrShow	9 - 12	Ankara, Turkey	cnr-alrshow.com
Routes World Development Forum	12 - 14	Kuala Lumpur, Malaysia	kualalumpur.routesonline.com
ME&A Airfinance Conference	13 - 14	Dubai, UAE	airfinanceconferences.com
India Aviation 2008	15 - 18	Hyderabad Airport, India	india-aviation.in
Business Travel Show	20 - 21	Dubai, UAE	businesstravelshow.ae
Airport Exchange	27 - 29	Berlin, Germany	airport-exchange.com
TFWA World Exhibition	27 - 31	Cannes, France	tfwa.com
November			
Low Cost Airlines World MENA	3 - 5	Al Ain, UAE	terraplann.com
International Travel Catering Association	3 - 5	Dubai, UAE	itcanet.com
Airport Expansion India	10 - 11	New Delhi, India	airportexpansionindia.com
ACI World Safety Seminar	18 - 19	Beijing, China	acl.aero
Big 5 PMV	23 - 27	Dubai, UAE	big5pmv.com
ME Duty Free Conference	25 - 26	Abu Dhabi, UAE	tfwa.com
China Airport Retail Expo	26 - 29	Shanghai, China	glsevents.com
World Travel Awards ME	27	Abu Dhabi, UAE	worldtravelawards.com
December			
Indian Business Aviation Expo	1 - 3	Mumbai, India	mluevents.com
China Aviation Outlook	4 - 5	Beijing, China	terraplann.com
GCC Airlines Conference	7 - 8	Dubai, UAE	datamatixgroup.com
January 2009			
Intersec	18 - 20	Dubai, UAE	intersecexpo.com
MRO Middle East	21 - 22	Dubai, UAE	aviationweek.com/conferences



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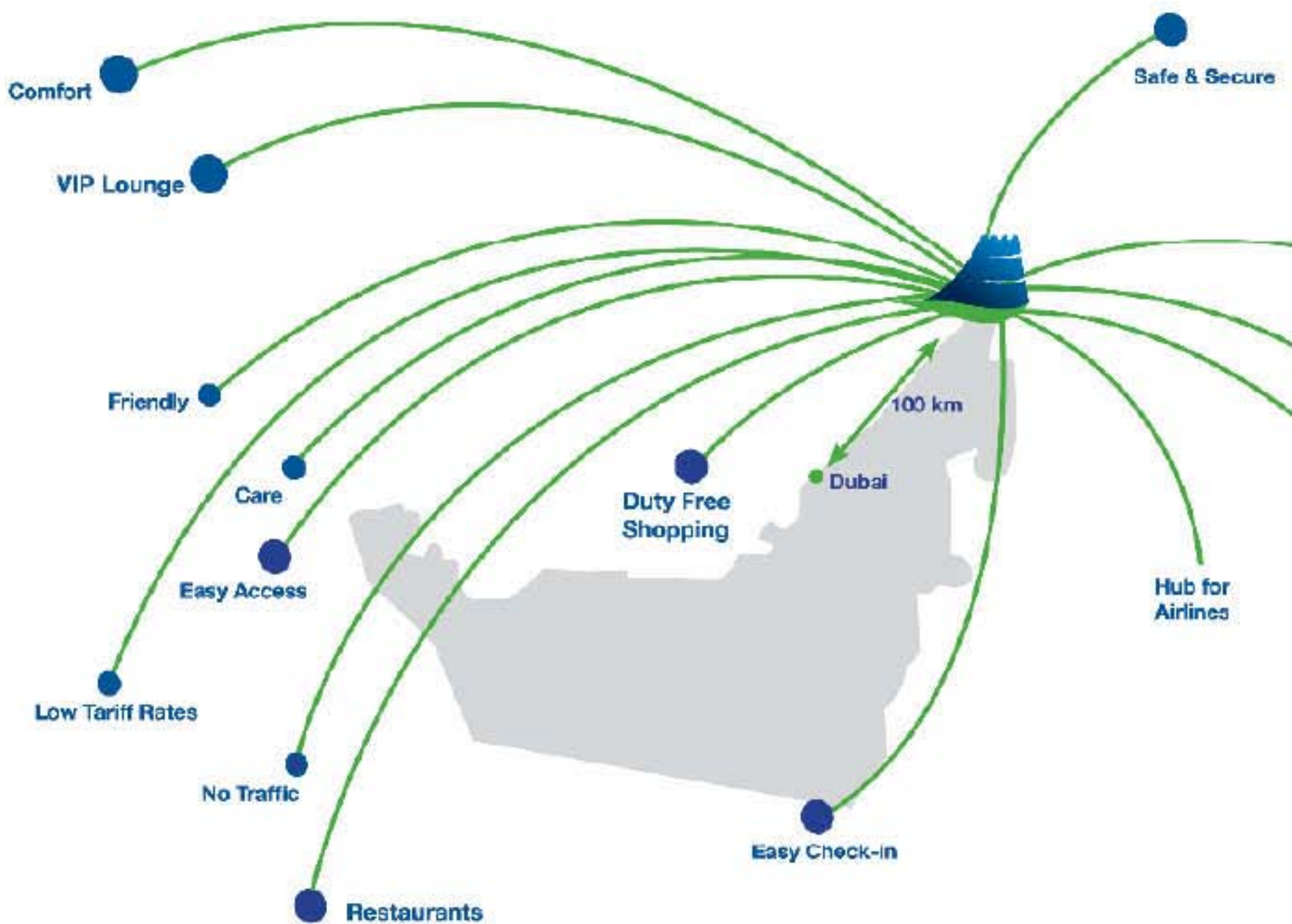
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