



الهيئة العامة للطيران المدني
General Authority of Civil Aviation

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General Authority of Civil Aviation, Kingdom of Saudi Arabia

CIVIL AVIATION

Issue 74, January 2013, Rabe' I 1434



**Qatar Airways and Gulf Air
win domestic air licenses**



London Luton's New Master Plan

across the region

many reputed banks

one stands out from the rest



...al World, significantly
... following a capital injection of more
... of capital notes from the Abu Dhabi govern
... March 2009. Union National Bank, another
... bank, posted a significant increase in Tier 1 capital.

TOP 25: MIDDLE EAST (\$M)				
Regional ranking	World ranking	Bank	Country	Tier 1 capital
1	126	National Commercial Bank	Saudi Arabia	76.17
2	128	Emirates NBD	UAE	7257
3	138	Riyad Bank	Saudi Arabia	6721
4	142	First Gulf Bank	UAE	6063
5	143	Bank Hapoalim	Israel	5993
6	144	Samba Financial Group	Saudi Arabia	5992
7	146	Al Rajhi Bank	Saudi Arabia	5859
8	147	National Bank of Abu Dhabi	Saudi Arabia	5795
9	148	Bank Leumi le-Israel B.M	Israel	5697
10	154	Kuwait Finance House	Kuwait	47
11	165	Arab Bank	Jordan	
12	166	Abu Dhabi Commercial Bank	UAE	
13	194	National Bank of Kuwait	Kuwait	
14		Banque Saudi Fransi	Kuwait	
15		National Bank	Saudi Arabia	



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Civil Aviation: Keeping Pace

The year 2012 has come to an end and a new one is unfolding. The cream of last year's end was the anniversary of the international civil aviation day on the 7th of December followed by the 5th Air Services Negotiations Conference (ICAN2012). All these celebrations took place in the Kingdom of Saudi Arabia specifically in Jeddah, the jewel of the Red Sea.

From the fascinating Red Sea coast to the vast airspace to aviation industry which is for some is nothing more than an airport and an aircraft flying over it or taking off from its runway. Whereas in reality aviation industry is a complicated one with intermingling components and activities.

If we look at technology from the air navigation perspective we will definitely notice rapid changes and intensive development processes in the short and long run triggered by the accelerating growth in air traffic, particularly over the geographically close busy airports. This necessitates continuous efforts to reduce the risks rising from the close proximity of airspaces and the time aircrafts have to wait before taking off and landing.

ICAO, being the authority concerned with studying this kind of very important cases, launched a major initiative to come up with radical solutions to upgrade ANS spaces and geography by benefiting as much as possible from the existing installations and to set transitional plans for getting maximum benefit from technological development to the extent that enables reaching a global accord in this area.

To accomplish part of this important goal, ICAO sought assistance from the International Coordinating Council of Aerospace Industries Associations (ICCAIA) which represents

industry associations in USA., Europe, Japan, Brazil, Russia, and Canada. According to its head: (ICCAIA sees the ICAO Block Upgrades as the initiative that will facilitate interoperability and thus allow manufacturers to provide these more cost-efficient solutions where only minor local adaptations are required).

ICAO expects the world to spend around 120 billion US Dollars in the next decade in upgrading air transport systems. The European SESAR and the U.S. NEXTGEN are accountable for a big portion of this cost.

Intensive rapid work is being carried out in the Arabian Gulf Region for modernization and upgrading of ANS systems due to the great density of aircraft take-off and landing movement coupled with the big growth in air traffic which surpasses announced international rates. In fact, thousands of aircraft are daily flying over our Arabian Gulf which has a limited geographical area. This calls for considering improving and developing ANS systems, technologies, and manpower resources to ensure safety of our skies and, in turn, our aircraft, passengers, and airports.

The Kingdom of Saudi Arabia went far ahead of its sister states in this respect as several years ago it announced the introduction and implementation of a new navigation system that divides the Kingdom's airspace into two regions; higher and lower. Each has different surveillance and radar systems that allow civil aircraft to fly safely across the Saudi airspace.

Under the wise leadership of HH Prince Fahd Bin Abdullah, President of the General Authority of Civil aviation, we are heading with determined steps toward our well-planned objectives. May Allah guide him ■

* VP, General Authority for Civil Aviation



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7



CENTRALIZED ICAO NEGOTIATION EVENT
PRODUCES

8



Taipei outlines \$1.4bn Airport City
development plan

9



Air Arabia reports Q3 net profit
of USD 61.53 million

INTERNATIONAL CIVIL AVIATION
ORGANIZATION 12





Qatar Airways and Gulf Air win domestic air licenses

Qatar Airways, Gulf Air and its associates have been selected as the new airline companies to operate domestic and international services from and to Saudi Arabia. The General Authority for Civil Aviation (GACA) announced the decision on 28/12/2012.

Both the winning companies will complete the final procedures to get the licenses that will take three to six months depending on their preparedness to launch services. GACA has evaluated the bids in three phases with the help of a technical consultancy company from the United States to identify the best companies that could adhere to the best and safest international standards of air passenger transport.

Qatar Airways and the Gulf Air consortium were found to be in agreement with the demands of GACA to protect the interests of Saudi travelers



with their capability to bear long-term operation costs, possession of a sufficiently strong fleet needed for domestic and international flight operations, Saudi Press Agency reported.

After inviting the bids in January, GACA short-listed seven companies out of 14 companies that eyed the Saudi skies for operations. According to an earlier statement, the new entrants to the Saudi airlines business would have the freedom to choose any Saudi airport as their hub to operate domestic and international flights.

During the selection process, the technical consultancy

company helped GACA look into the bidder companies' profiles, including their technical capabilities, experience in air transport and financial capabilities to viably establish and operate an aviation company.

During the third stage in early October, Gulf Airlines consortium and Qatar Airlines were declared the two top-ranking bidders. Gulf Airlines' documents showed that it had excellent operating plans for the Saudi domestic and international flights in business and guest classes, said GACA.

The Qatari company's files also displayed its capability to offer quality service to passengers. With a population of more than 27 million, including 8 million expatriate workers, apart from millions of pilgrims traveling to and from the Kingdom, Saudi Arabia offers a lucrative market for airline companies.

CENTRALIZED ICAO NEGOTIATION EVENT PRODUCES 130 NEW AIR SERVICES AGREEMENTS

MONTREAL, 13 December 2012 - The International Civil Aviation Organization's (ICAO's) 2012 Air Services Negotiation Conference (ICAN 2012) concluded yesterday with participating States signing a total of 130 new air services agreements.

Held this year in Jeddah, Kingdom of Saudi Arabia, the 8–12 December ICAN was hosted by the General Authority of Civil Aviation and brought together over 350 air service negotiators from 62 States, representing every world region. Over 350 meetings were held during the five-day event.

“The ICAN process and its continuing success clearly demonstrates that ICAO is best positioned to provide this type of service to our Member States,” stressed ICAO Council President, Roberto Kobeh González. “Traditionally, States would have to travel to each of their partner nations to conduct these types of negotiations. The ICAN setting provides for a far more efficient and cost-effective venue allowing for regional, plurilateral or multilateral negotiations.”

ICAN agreements provide the basis for expanding market access and route connectivity between States, which in turn, bring benefits to consumers and contribute to the development of local communities and wider economic interests of the countries concerned.

The attending delegates highly commended ICAO for continuing to provide the ICAN forum and praised the event's excellent networking opportunities. They also expressed their gratitude for the special ICAN seminar session which allows participants to learn about latest trends and developments in air transport, discover related ICAO policies and guidance and exchange information.

“We take great pride in hosting this ICAN



Prince Turki Bin Faisal

event in our country,” commented His Highness Prince Turki Bin Faisal, Chairman of the closing session. “It benefits not only Saudi Arabia but also all participating States, as its results will help the development of air transport services and promote friendship and understanding between peoples of the world.”

“ICAO's efforts have provided a convenient platform to facilitate aviation relations and improve air links and services between States such as Kuwait” said Mr. Fawaz Al-Farah, Director General of Civil Aviation, Kuwait. His country signed a total of 11 agreements at ICAN 2012, seven of which involved open skies arrangements.

“The United States has participated in all five ICANs to date, and we found it provides tremendously valuable opportunities for meeting partners around the world,” echoed Mr. Wendell Albright, Director of the U.S. State Department's Office of Aviation Negotiations. “I congratulate ICAO and the host for organizing this successful event.”

Taipei outlines \$1.4bn Airport City development plan

The Chinese government has approved a NTS\$1 billion (\$34.2m) project for Taipei International Airport, which aims to develop the gateway into a fully-fledged airport city and generate 8,000-10,000 jobs. According to local reports in *The China Post*, the billion-dollar upgrade will see the expansion of business and shopping centres in and around the gateway and transform the surrounding area into a “business commercial corridor”.

Yeh Kuang-shih, the Chinese deputy minister of transportation, said: “It is estimated that private investment in the project could reach NTS\$20-40 billion (\$684.4m-\$1.4bn).”

According to Yeh, the land that runs along the outer bounds of the airport would be developed into an “industry corridor” with hotels, conference halls, a convention centre and shopping malls. He explained that the Civil Aviation Administration and China Airlines Operations, currently in buildings on the east side of the airport, would be relocated and the 5 hectares of land would be renovated to create the corridor.

Meanwhile, Chang Chi-chiang, a spokesman



for Taipei’s Mayor Hau Lung-bin, said that as Taipei Main Station is the hub for the Mass Rapid Transit (MRT) system, Taiwan Railways Administration and the high-speed rail, the addition of an airline hub would make transportation in Taipei even more convenient.

Chang added: “There will be a conference meeting between the private sectors and government officials by the end of the month. That way, the government can effectively meet the needs of all businesses involved.”

“A total of NTS\$30 billion is expected to be invested into this project, while roughly 8,000 jobs could be created.”

Tender process to begin for \$6.5bn Istanbul airport

A new \$6.5 billion airport planned for Istanbul will be put out to tender before the end of this year, the head of the infrastructure department of Turkey’s Ministry of Transport and Communication has announced.

Metin Tahan, general manager of the General Directorate of Infrastructure Investments at the ministry, said that both domestic and international interest for the project has been building up since its announcement last August.

The new gateway will be the third for the city and sit alongside the current Istanbul Ataturk

and Sabiha Gokcen airports.

Tahan said: “We have been receiving information requests from interested parties from all over the world”, adding that the project will be opened for bidding before the end of this year.

Turkish conglomerates such as Sabanci, Limak, IC Holding and TAV, alongside many foreign companies, are reportedly interested in the project, which will be contracted using a Build-Operate-Transfer (BOT) model.

The new airport is intended to ease the burden on the city’s two existing airports, which are struggling to accommodate mil-

lions of passengers visiting or passing through Turkey.

The first section of the new airport will comprise three runways and three taxiways, with a 100 million passenger capacity terminal due to be operational by 2016.

The new gateway will be located in the north-western part of Istanbul and will accommodate around 150 million passengers annually once fully operational.

Istanbul Ataturk Airport is the main hub of Turkish Airlines and is located on the European side of the city, while Sabiha Gokcen Airport is located on the Asian side.

Air Arabia reports Q3 net profit of USD 61.53 million

Air Arabia Group announced its financial results for the third quarter of 2012, demonstrating its ability to deliver strong profit quarter after quarter. For the three months ending September 30, 2012, Air Arabia reported a net profit of USD 61.53 million, an increase of 126% as compared to USD 27.23 million in the corresponding period in 2011; reflecting the airline's strong financial position and outstanding performance.

The carrier's turnover for the third quarter reached USD 227.6 million, an increase of 19% compared to the same period last year.

The carrier enjoyed ever increasing demand for its services, registering 14% increase in passenger traffic to 1,368,728 in the third quarter of this year. Air Arabia's average seat load factor – or passengers carried as a percentage of available seats – for the same quarter stood at an



impressive 82%.

Air Arabia's net profit for the nine months of 2012 stood at USD 93.11 million, an increase of 75% compared to USD 53.09 million for the same period in 2011. During the first nine months of this year, the company registered a turnover of USD 0.595 billion, an increase of 21% compared to the same period last year. The airline served more than 3.9 million passengers during the first nine months of 2012, an increase of

12% compared the same period last year while the average seat load for the same period stood at a strong 83%.

In the other hand Air Arabia announced that it has welcomed 458,316 passengers in October 2012, an increase of over 22% compared to the corresponding month in 2011. The airline also reported that the average seat load factor for the month stood at 80%, registering an increase of 3% over the figure for October 2011.

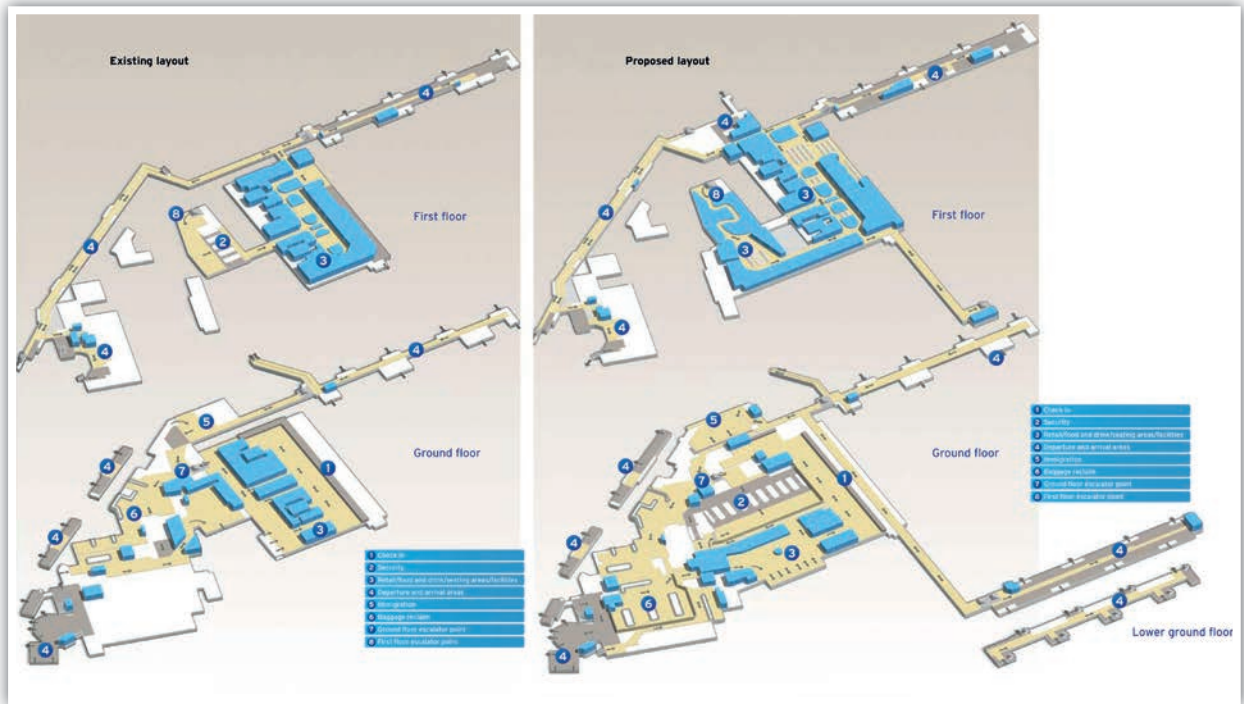
Shenzhen Airlines joins Star Alliance

Shenzhen Airlines has become the 27th member of Star Alliance and the second Chinese carrier in the alliance's network.

The carrier's formal membership comes after 16 months of integration work, helped by its sponsor and parent Air China.

Shenzhen Airlines, which has bases in Shenzhen and Guangzhou, will add five new Chinese destinations: Juzhou, Linyi, Qinhuangdao, Shijiazhuang and Zhoushan to Star Alliance's network.





London Luton's New Master Plan

London Luton Airport Operations Limited (LLAOL) has a concession with London Luton Airport Limited (LLAL) – a company wholly owned by Luton Borough Council – to operate the airport on its behalf until 2031. A series of sustainable developments are planned to enhance the passenger experience and provide additional capacity – the aim being to ensure that London Luton continues to play an important role as what it describes as ‘London’s local airport’.

The airport handled 9.5 million passengers in 2011 and its vision is a bigger, better airport, fulfilling a crucial role in providing more, high quality capacity in the London airport system.

“The Mayor of London has proposed a new hub in the Thames Estuary to deal with the constraints on medium and long haul aviation capacity in London and the South East. This will put Luton at the heart of solving the

burden on point-to-point short haul operators who want to grow.”

The airport has three key objectives, two of which are to make London Luton a ‘bigger’ and a ‘better’ airport. The three main components of the proposed initial development phase would include: Improvements to the terminal building through the construction of a new pier, and a new layout which can be achieved through minor extension works

that won’t disrupt the running of the airport; extending the taxiway to increase the number of aircraft movements, creating new aircraft stands, and upgrading existing ones; and constructing two new traffic lanes to the south

One of the most significant proposed improvements to the terminal building is a two-storey extension at the front of the building, which will provide around 5,300sqm of additional floor space. The works will enhance the existing terminal building by bringing together the various existing building elements into a single cohesive structure, forming a focal point within the Central Terminal Area. The single terminal structure will be a highly flexible facility designed to



Economic impact

London Luton already makes a significant contribution to the local economy. According to its figures, the airport has an annual economic impact of £780 million (€980m) – a figure forecast to increase to £998 million (€1.3bn) over the period covered in the Master Plan. The statistics relating to jobs are equally impressive. Direct employment is currently 8,200 jobs, which the airport believes will rise to 9,900. The proposed development will increase levels of direct and indirect employment associated with operation of the airport. Meanwhile, increased passenger throughput will boost the economic value of the airport to both the local and regional economy. The airport currently generates £187 million (€235m) in annual revenue for local and central government; that figure is forecast to grow by £65 million (€82m) to £252 million (€316m) over the course of the Master Plan ■

Source: ACI Magazine

rationalize passenger flows and remove the crossover of departing and arriving passengers.

The Master Plan foresees an increase in access by public transport to more than 40% of passengers by 2017; a package

of mitigation measures to minimize the airport's noise impact; and an annual reduction in carbon emissions. London Luton Airport can fulfill its potential of being both bigger and better, for airlines, passengers and communities.

Composite Materials in Aircraft Manufacturing



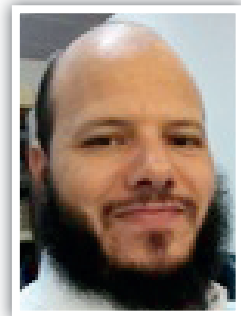
The first flyable composites-intensive A350 (Courtesy of Airbus, Dec. 2012)

There is a current surge in the use of Fiber Reinforced Plastics (FRP) composite materials in aircraft manufacturing due to mainly their potential weight savings, flexibility to tailor design for optimum mechanical performance, better fatigue/corrosion resistance and less assembly parts. The reason that composite materials offer greater weight savings compared to aerospace metals is because of their higher strength-to-weight ratio (especially carbon fibers) compared to metals. Consequently FRP composite materials usage would result in improved performance, greater payloads, longer range, and fuel savings. However, understanding the constituents of these materials and their properties will make it more appreciable to comprehend the role of these materials in the aviation industry.

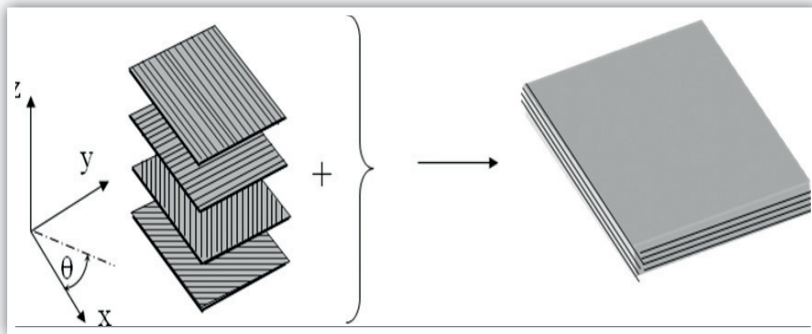
Composite materials are usually a mixture of at least two materials that have dissimilar properties leading to a material with a completely new set of

characteristics. Out of the many types that exist, Polymer Matrix Composites (PMC's) are the most common in aircraft structural components. In these materi-

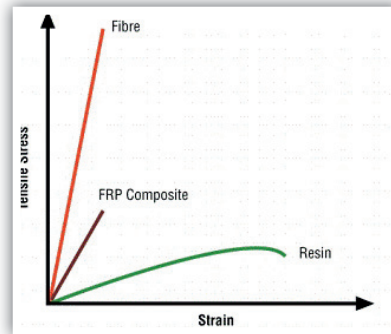
als, polymer based matrix (such as epoxy resin) is reinforced by a variety of fibers but mainly carbon, glass or aramid for aircraft manufacturing. The fibers



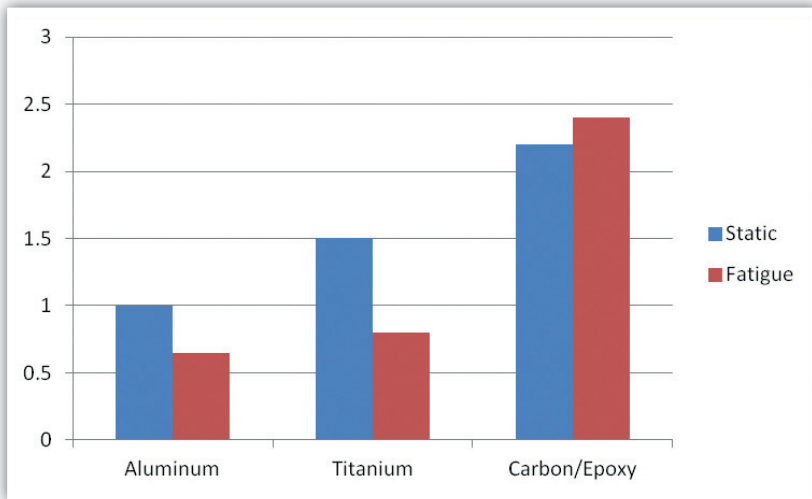
**By Dr. Mostefa
Burchak***



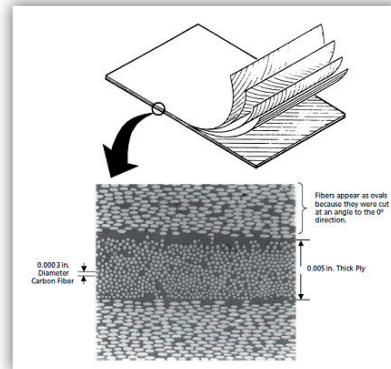
Composites ply by ply lay-up illustration



Difference in Stress/Strain curve between Resin, Fiber and Fiber Reinforced Plastic Composite



Aircraft materials relative structural efficiency (compared to aluminum alloys)



Flat composite laminate containing fibers at $\pm 45^\circ$, 0° and 90° angles

strength (e.g. the capacity of a fiber 1 mm² in area to carry a certain amount of weight) can be as little as 35 MPa and as high as 3.5 GPa (where 1 GPa = 1000 MPa and 1 MPa = 1 N/mm²) but that strength goes lower when the fibers are added to the matrix system. The fibers are the primary load carrying element whereas the matrix carries other less critical loads, distributes the load between the fibers in tension and prevents the fibers from buckling under compression load.

Glass fibers such as the widely used E-glass are low cost, high density, less stiff and have good

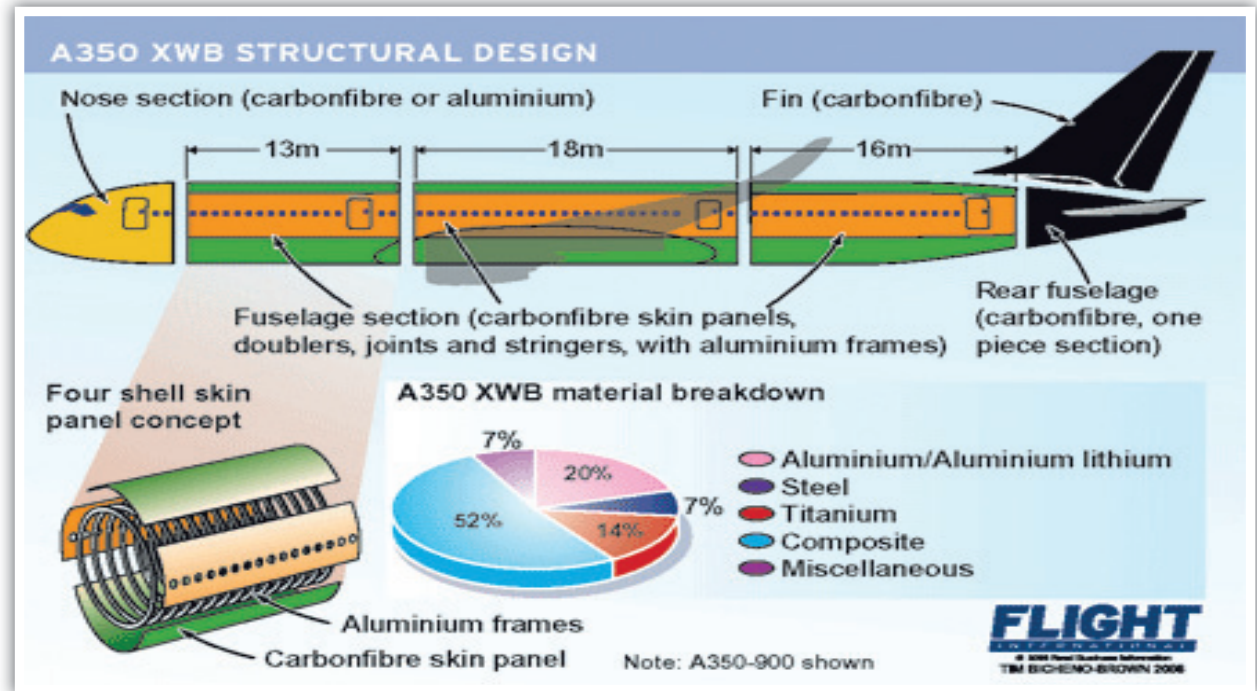
corrosion characteristics. There are also stronger glass fibers than E-glass such as the S-2 glass fibers. Glass fibers are usually used for non critical stiffness and low cost applications.

Carbon fiber has the best overall properties but it does not come cheaper than other types of fibers used in aircraft manufacturing. Carbon fibers are good conductors, have low density and good fatigue characteristics. On the negative side, their weakest point is their poor impact performance.

Sometimes carbon is termed "graphite". However, carbon fibers contain around 95% carbon

and graphite fibers around 99% carbon. For specific strength and stiffness, carbon fibers are the fibers of choice. Aramid fibers known under the trade name Kevlar, offer low density and high toughness making them suitable for impact driven designs. They have good tensile strength but poor compression strength.

The matrix is either thermoset (e.g. epoxies) or thermoplastic (e.g. PEEK). Some features of thermosets include cure by a catalyst, cannot be re-softened and have a shelf life about one year when stored at a tempera-



Over 50% composites usage in the upcoming Airbus A350

ture of around -18°C . Their operating temperature ranges between 150°C and 300°C . On the other hand, thermoplastics do not need a chemical reaction, can be re-softened and have an infinite shelf life. Their operating temperature ranges between 90°C and 215°C . Although thermoplastics offer many advantages over thermoset resins, thermoplastic resins usage is hampered by their difficulty in processing and bonding.

PMC's are either uni-directional or woven laminated plies with the fiber direction being aligned with the anticipated structural load direction on the aircraft. For example, since the wing will bend mainly upward during flight, the upper skin will be compressed whereas the bottom skin would be under tension. Consequently, an optimum design would mean that most

of the fibers should be aligned longitudinally (wing root to tip) but not transversely. But since other less critical transverse loads are expected, such as in the case of torsion loads, other fibers are aligned at $\pm 45^{\circ}$ angles and others are aligned at 90° (about 10% of the total skin) to the wing longitudinal direction.

Additionally, composites are also used with core materials such as honeycomb and high strength foams to produce light and stiff sandwich structures.

For general aircraft design considerations, composite are standardized to $0^{\circ}, \pm 45^{\circ}, 90^{\circ}$ symmetric and balanced lay-ups unless specific elastic tailoring is required (e.g. certain helicopter blades). For simple analysis of composite laminate properties, a well known technique called Classical Laminate Analysis

(CLA) theory is usually applied. CLA can be found in a form of a simple computer program (sometimes available for free) that requires the user to have basic composite knowledge to be able to run it.

Fabrication processes in composite materials are another big chapter in composite materials and therefore require an article of their own. In summary, these processes include the following techniques: Manual Lay-up and Vacuum Bagging, Automated Tape Laying and Vacuum Bagging, Filament Winding, Fiber Placement, Resin Transfer Molding (RTM), Vacuum Assisted Resin Transfer Molding (VARTM) and Pultrusion ■

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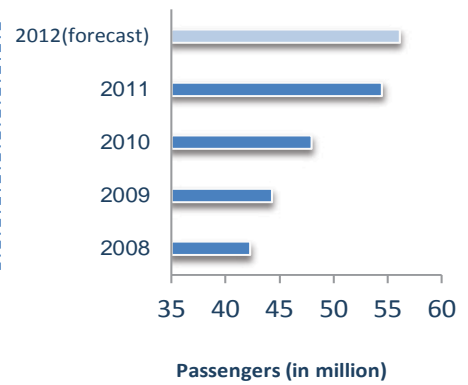
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Passengers Movement at Kingdom's Airports (in thousands)

Airport		2008	2009	2010	2011	Average Annual Growth
International	King Abdulaziz	17,643	17,757	19,893	22,898	9%
	King Khaled	11,540	12,674	13,616	14,889	9%
	King Fahd	4,164	4,422	4,835	5,531	10%
	Prince Muhammad	3,321	3,507	3,224	3,549	3%
Domestic Airports		5,642	5,927	6,385	7,594	11%
Totals		42,310	44,287	47,953	54,460	9%

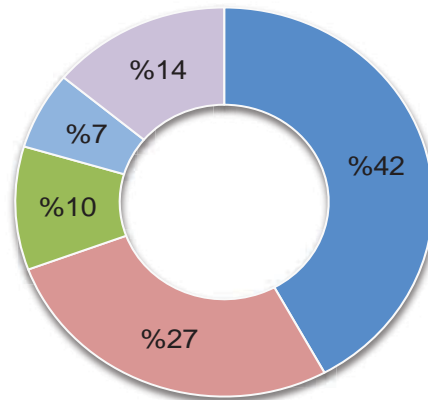
Airport		Forecast 2012	
		Passengers	Growth
International	King Abdulaziz	23,585	3%
	King Khaled	15,335	3%
	King Fahd	5,752	4%
	Prince Muhammad	3,620	2%
Domestic Airports		7,821	3%
Totals		56,114	3%

Passengers Movement at KSA Airports



Passenger Market Share 2011

- King Abdulaziz
- King Khaled
- King Fahd
- Prince Muhammad
- Domestic Airports

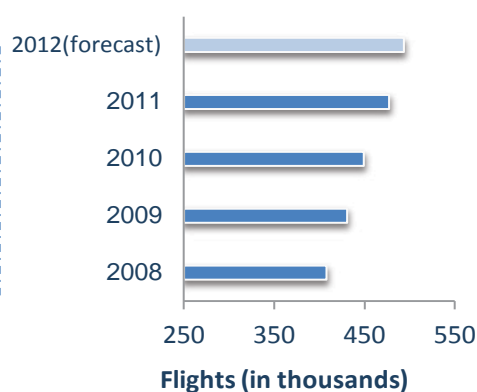


Number of Flights at Kingdom's Airports

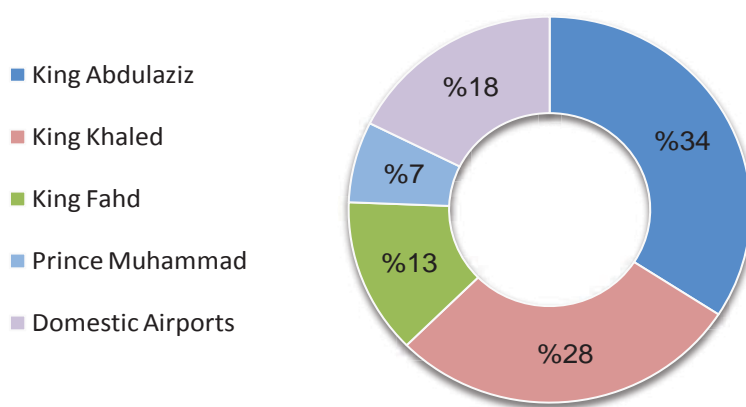
Airport		2008	2009	2010	2011	Average Annual Growth
International	King Abdulaziz	138,599	142,505	153,656	162,838	6%
	King Khaled	114,429	127,666	129,612	135,757	6%
	King Fahd	50,926	51,166	56,516	62,060	7%
	Prince Muhammad	31,466	34,161	30,591	32,315	1%
Domestic Airports		72,567	75,039	78,641	84,032	5%
Totals		407,987	430,537	449,016	477,002	5%

Airport		Forecast 2012	
		Flights	Growth
International	King Abdulaziz	167,723	3%
	King Khaled	139,830	3%
	King Fahd	65,163	5%
	Prince Muhammad	34,254	6%
Domestic Airports		86,553	3%
Totals		493,523	3%

Number of Flights at KSA Airports



Flights Market Share 2011



Source: ELFAA

Forthcoming Aviation Conferences, Exhibitions & Seminars

1 January – 31 February 2013

6 - 10 January

27th Annual Aviation Issues Conference
Maui, HI, USA
events.aaae.org/sites/130101/index.cfm

9 - 10 January

Airport Expansion Summit China
Beijing, China
opplandcorp.com/airport/

9 - 11 January

Risk Management Conference
Las Vegas, NV, USA
aci-na.org/event/2406

15 January

Aeropolitical Course - European Aviation Competition Law Part 2
Amman, Jordan
aaco.org/EventsDetails.aspx?pageid=4266

16 January

Aviation Industry
London, UK
adsgroup.org.uk/articles/32678

18 - 20 January

Wings over Wairarapa
Masterton, New Zealand
wings.org.nz/

21 - 23 January

MRO Middle East
Dubai, UAE
events.aviationweek.com/current/mme/index.htm

22 - 23 January

AACO Amadeus Steering Board Meeting
Beirut, Lebanon
aaco.org/EventsDetails.aspx?pageid=4279

AIME - Aircraft Interiors Middle East - Exhibition and Conference
Dubai, UAE
aime.aero/

22 - 24 January

2013 Customer Service Seminar
Amelia Island, FL, USA
aci-na.org/event/2410

15th Annual Global Airfinance Conference

Dublin, Ireland
euromoneyseminars.com/Calendar.aspx?CategoryID=0

22 - 25 January

NBAA Schedulers & Dispatchers Conference
San Antonio, TX, USA
nbaa.org/events/sdc/2013/

23 - 24 January

Airline Merchandising, Ancillary Revenue and New Commercial Models
London, UK
flightglobalevents.com/revenue2013

23 - 25 January

AAAE Airports and the Rental Car Industry Workshop
San Diego, CA, USA
events.aaae.org/sites/130102/index.cfm

25 - 26 January

13th Annual Great Lakes Aviation Conference
Ypsilanti, MI, USA
greatlakesaviationconference.com/

26 January

Southwest Chapter AAAE Accreditation Final Interview Workshop
Monterey, CA, USA
aaae.org/meetings/meetings_calendar/

29 - 30 January

Aviation Safety Culture
Dubai, UAE
aviationsafety.ae/

29 - 31 January

The Trinity Forum
Abu Dhabi, UAE
aci.aero/About-ACI/Events/The-Trinity-Forum

30 - 31 January

The 2nd edition of Emerging Airports Conference and Exhibition
Dubai, UAE
emergingairports.com/

30 January - 1 February

Low Cost Airlines World Asia Pacific
Singapore, Singapore
terrapinn.com/conference/low-cost-airlines/index.stm

31 January

3rd runway at Heathrow Seminar
London, UK
westminsterforumprojects.co.uk/forums/event.php?eid=541

1 February

Continuing Airworthiness Management Summit
London, UK
aeropodium.com/cp/cams.html

5 February

Air Transport Safety Conference
Moscow, Russia
events.ato.ru/eng/events/safety/

6 February

Legal Aspects of Aircraft Leasing and Financing
Dubai, UAE
aeropodium.com/law/aircraftleasing.html

Aviation Professionals Conference
Moscow, Russia
events.ato.ru/eng/events/proff/

6 - 8 February

ACC/AAAE Airport Planning, Design and Construction Symposium
New Orleans, LA, USA
events.aaae.org/sites/130201/index.cfm

2013 CEO Forum & Winter Board of Directors Meeting
Miami, FL, USA
aci-na.org/event/2542

7 - 8 February

Business Aircraft Finance, Registration & Legal Conference
Bonita Springs, FL, USA
nbaa.org/events/finance-registration-legal-conference/2013/

Secure Freight Forum

Geneva, Switzerland
iata.org/events/Pages/secure-freight-forum.aspx

10 - 12 February

Routes Americas
Cartagena, Colombia
events.ubm.com/event/2208/routes-americas

12 February

2013 FAC State Summit
Tallahassee, FL, USA
floridaairports.org/meetings/meetings.asp?id=47

12 - 13 February

Leadership Conference
Austin, TX, USA
nbaa.org/events/leadership/2013/

13 - 15 February

Hamburg Aviation Conference
Hamburg, Germany
hamburg-aviation-conference.com/

14 - 15 February

CANSO Global ATM Operations Conference
Madrid, Spain
canso.org/opsconference2013

15 February

2nd International US Corporate Aviation Summit (USCAS)
Miami, FL, USA
aeropodium.com/cp/uscas.html

15 - 16 February

Midwest Regional Aircraft Maintenance Symposium & Trade Show
Des Moines, IA, USA
iapama.com/symposium.html

17 - 19 February

IATA Legal Symposium 2013
Berlin, Germany
iata.org/events/Pages/legal-symposium.aspx

19 - 20 February

Indian Business Aviation Expo 2013
Delhi, India
miuevents.com/ibae2013

19 - 21 February

Regional Airport Development
Sydney, NSW
regionalairports.com.au/Event.aspx?id=825604

20 - 21 February

Aircraft Maintenance Russia
Moscow, Russia
events.ato.ru/eng/events/mro

20 - 22 February

Air Cargo Africa Conference
Johannesburg, South Africa
aviationbusinessjournal.aero/events/

23 - 24 February

Northwest Aviation Conference & Trade Show
Puyallup, WA, USA
washington-aviation.org/NACoverview.html

25 - 27 February

Airline Retail Conference
Hong Kong, China
airlineretail.com/current-event

The 5th Greener Skies Aviation and Environment Conference
Hong Kong, China
greenerskies.com.hk/

26 - 27 February

2013 Air Charter Safety Symposium
Ashburn, VA, USA
acsf.aero/en/cev/50

28 February

Business Aviation Regional Forum
Long Beach CA, USA
nbaa.org/events/forums/20130228/