



الهيئة العامة للطيران المدني
General Authority of Civil Aviation

Published Every 2 Months By The
General Authority of Civil Aviation, Kingdom of Saudi Arabia

CIVIL AVIATION

Issue 78, September 2013, Dhu al-Qi'dah 1434



**Prince Fahd Chairs Board of
Directors Meeting of both
GACA and Saudia Airlines**

Six Best Cargo Gateways





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مكتبة الطيران المدني

7



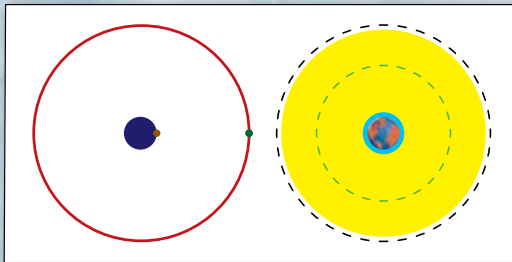
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Facilitation Department: a New Initiative from GACA

On mid June the General Authority of Civil Aviation (GACA) represented by KKIA, Riyadh, in collaboration with the security authorities in charge of passenger screening decided to cancel the extra passenger screening operations conducted before passengers reach departure processing counters limiting the process to their baggage only. Accordingly, passengers screening will be conducted only once before entering the boarding gates zone.

This is a good revision of an old process that might have been appropriate at the time but with the increase in passenger numbers, the congestion became a real problem that necessitated reconsidering the procedures that have been applicable for a long time. It is not new to say that similar facilitations are being carried out in the Kingdom's other airports.

To accomplish this quality facilitation, a lot of meetings and discussions were held behind the scenes between all concerned departments in an atmosphere of close cooperation and team work with the aim of raising the standards of the services provided by the Airport.

Inspired by this, GACA recently established a new department called the "Facilitation Department" independent from other Airport departments to be in charge of reviewing and modifying all processes and procedures to make travel a more exciting and enjoyable experience. Moreover, this contributes to the reduction of the time

spent in pre-boarding procedures.

One of the factors behind the Department's success is its ability to learn the lessons of success experienced by other airports, whether domestic or international, and to map them into Saudi Arabia Airport environment. Other factors of success include listening to our clients, i.e. our passengers and Airport users, provision of appropriate mechanisms for communicating their views and suggestions even their sufferings, through all the available means including the modern social networking tools such as Twitter, Facebook, .. etc.

Of course some seasons require more cooperation efforts to handle the additional travel work load, both in the departure and arrival modes, such as summer holidays, month of Ramadan, and the Hajj season. The first sign of success is the team work spirit which should prevail between all concerned departments. Even passengers should appreciate the importance of their cooperation to the success of what has been made for them.

I must take this opportunity to thank His Highness the President of GACA for stimulating us to do better, to look for the best, to make the necessary plans, and to implement them in the most appropriate way to ensure achievement of the desired goals which are emphasized by Leaders of our beloved Kingdom ■

* VP, General Authority for Civil Aviation

Prince Fahd Chairs GACA Board of Directors Meeting



His Highness Prince Fahd Bin Abdullah President of the General Authority of Civil Aviation chaired on Tuesday evening 30/7/2013 the Board's 11th meeting in his office in Jeddah.

His Highness emphasized at the beginning of the meeting that GACA is determined to continue implementation of its strategy for developing the kingdom's civil aviation industry and enhancing airport services in a manner consistent with the bright expectations of the Kingdom's wise leadership which saves no effort in supporting this vital sector.

He pointed out that the Kingdom's air traffic movements and passenger traffic indicators are witnessing a rapid increase every year due to the great demand for air travel. He added that the numerous projects and radical development presently experienced by our airports will eventually raise their

capacity.

The meeting discussed the goals of GACA's strategic plan for the period 1435h – 1445H, restructuring GACA's IT Sector and transforming it into a company beside a number of other topics listed in the meeting's agenda.

The meeting was attended by His Excellency Dr. Faisal Al-Sugair, Deputy Chairman, and the following Board members: Eng. Faisal Al-Zain, Ministry of Transport; Mr. Saad Al-Mahana, Ministry of Finance; Mr. Bander Al-Wiley, Ministry of Economics & Planning; Mr. Majid Al-Bawardi, Ministry of Commerce; Mr. Saleh Al-Afaleq, Alahsa Chamber of Commerce; Mr. Abdulaziz Al-Ajlan, Riyadh Chamber of Commerce & Industry; Mr. Mazin Batergi, Jeddah Chamber of Commerce & Industry, beside a number of GACA senior officials.

Prince Fahd Chairs Saudia Board of Directors' Meeting

His Highness Prince Fahd Bin Abdullah President of the General Authority of Civil Aviation and Chairman of Saudi Arabian Airlines, presided over on Monday evening 29/7/2013 the Board of Directors' Meeting in the Airlines HQs in Jeddah in the presence of the Board members.

The meeting discussed Saudia financial Statements and operational performance in the first half of 2013, Hajj and Umrah Plan for 1434H, actions taken by the Airlines for modernizing its fleet, upgrading of IT systems, improvement of passenger services, in addition to reviewing achievements in the aspect of privatization.

The meeting also reviewed the high performance level of the companies which emerged from privatization:

The Saudi Airlines Catering, the Saudi Airlines Cargo Co. Ltd. And Saudi Ground Services Co, and the Saudi Aerospace Engineering Industries Company.

At the end of the meeting the Prince assured the Airlines Management, all its employees, strategic units, and its privatized companies of GACA's determination to proceed forward in the



implementation of the Airlines strategic plan for the development of its business, improvement of its services, raising the standard of its performance, provision of required seat capacity to meet international and domestic air transport needs and reach high operational standards to strengthen its competitive edge in the international and regional level.

After that Eng. Khalid Al-Molhem delivered a video presentation about the Airlines operational performance showing the increase in number of passengers transported by Saudia to a record number of 23,903,978 passengers, i.e. an increase of 2,431,495 passengers over 2011 and 6 million passengers over 2008 figures.

He explained that Saudia has concentrated its efforts in the past periods in expanding and developing its international and domestic flights network beside addition of new international stations such as Toronto and LA as well as raising seat capacity.

Eng. Khalid Al-Molhem reviewed Saudia flight punctuality rate in the first half of 2013, Jan – June, where scheduled flight punctuality rate reached (89.59%) compared to (87.49%) in the same period in 2012.

He stated that Saudia has received 65 modern aircraft out of 90 it ordered within its plan for modernizing its fleet in the coming years. He explained that Saudia growth forecast for 2020 is close to 28.5 million passengers.

Privatization Agreement of SAIE

His Highness Prince Fahd Bin Abdullah President of the General Authority of Civil Aviation and Chairman of Saudi Arabian Airlines sponsored the signing ceremony of the Saudi Aerospace

Engineering Industries (SAIE) Company Privatization Agreement and the sale of (30%) of the company to Trabut Aircraft Maintenance Co. Ltd. which is owned by the Integrated Transport Co.

The agreement was signed by Prince Sultan Bin Mohamed Al-Kabeer, Chairman of the Board of Directors of the Integrated Transport Company, and Eng. Khalid Al-Molhem, Director General of the Saudia.

NASAIR operated B747 to Serve Umrah Passengers

The Saudi national air carrier NASAIR started its first Boeing 747 jumbo aircraft flights between Riyadh and Jeddah on Thursday, the 2nd of last Ramadan within a strategic plan to expand the company's fleet to cope with the growing demand for Umrah flights in this holy month, honoring its commitment to serve the Kingdom's Domestic Sector in Hajj and Umrah seasons and official holidays.

It's worth mentioning that the economy class in this aircraft can accommodate up to 470



seats, which will considerably contribute to bridging the gap in the domestic transport market.

On the other hand NASAIR affirmed expanding its fleet with four new A320 aircraft within its plan to add ten A320 aircraft,

all to be delivered during this year. This will definitely enable the company to operate more flights and thus have a good opportunity to meet the growing demand for air transport in the Kingdom's domestic market.

A record passengers figure of 32.6 m through Dubai Airport in the 1st half of 2013

Dubai International Airport passengers' traffic hit a record figure of 32.6 million passengers in the first half of this year, making it the busiest six months in the airport's history, according to the traffic report issued by Dubai Airports.

According to the report, Dubai International Airport handled a total of 5,537,908 passengers in June, a robust growth of 17.5% from the 4,714,746 passengers who passed through the airport in June 2012. With a traffic volume of more than five million passengers in the Following seven consecutive months, the year to date traffic reached 32,662,103 passengers, an increase of 16.9% over a traffic volume of 27,931,639 passengers in the first half of 2012. The average monthly passenger traffic



recorded in the first six months of the year remained at 5.44 million passengers compared to 4.65 million passengers during the same period in 2012.

Aircraft movements in June totaled 30,191 showing an increase of 10.1% from 27,428 movements registered during the same period in 2012. Year to date aircraft movements totaled 182,911, i.e.

an increase of 7.4% compared to 170,249 movements recorded during the first half of 2012. Dubai International Airport handled a total of 202,077 tons of freight compared to 194,992 tons in June 2012, an increase of 3.6%. During the first half of 2013, air cargo volumes rose up by 10.2% to 1,196,894 tons compared to 1,086,456 tons during the same period in 2012.

Source: AACO

Six Best Cargo Gateways

Air cargo performance in 2012 has been a rollercoaster ride throughout the entire year and ended up with no growth at all by the end of the year.

“There were mixed results throughout 2012, with some months posting modest gains while other months posted declines,” says ACI World’s economics director, Rafael Echevarne.

Of the world’s top six gateways, Dubai, Memphis and Hong Kong all reported increases in throughput while Shanghai Pudong, Incheon and Anchorage experienced declines.

By Eng. Ahmad Nada*



1) Hong Kong Int’l Airport

Hong Kong was the world’s busiest gateway last year, experiencing 2.2% growth and handling over four million tonnes of cargo for the first time. The gateway’s cargo facilities will be further boosted this year by the opening of Cathay Pacific new cargo terminal. The \$761 million facility that opened in February will have an annual cargo handling capacity of 2.6 million tonnes, increasing the total cargo handling capacity of HKIA by 50% to 7.4 million tonnes a year.

HKIA’s achievements can be explained by the fact that it is less than five hours away from

half of the world’s population and that HKIA is connected to about 170 destinations.

Last year’s numbers ensured that Hong Kong International Airport remained the world’s biggest cargo gateway by handling 8,000 tonnes more than Memphis International Airport.

2) Memphis Int’l Airport

FedEx hub, Memphis, was the top performing cargo airport for many years, until it was overtaken by Hong Kong in 2010. Despite an annual growth of 2.5% last year, Memphis International Airport nar-

rowly lost the first position to Hong Kong.

The airport’s cargo facilities are seeing that electronic items, such as the latest tablet or smartphone, are now replacing paper as one of the main products going through Memphis, reveals John Greaud, vice president of operations, at Memphis International Airport.

The airport is using FedEx as the means to be able to surpass HKIA. FedEx has switched its aircrafts to Boeing 777 and can now make more fuel-efficient and faster trips to international destinations.



1) Hong Kong Airport



2) Memphis International Airport



3) Shanghai Pudong International Airport

3) Shanghai Int'l Airport

Shanghai Pudong's cargo volume fell slightly to 2.9 million tonnes last year, showing that

even the top performing cargo airports are not immune to the global economic slowdown.

PACTL (Shanghai Pudong

International Airport Cargo Terminal Co Ltd) started operations in 1999 with four customers, handling 2,000 tonnes a month. Fourteen years later it handles more than 110,000 tonnes of cargo a month.

“Understanding and knowing the special requirements of handling different cargo [shipments] will guarantee a vital partnership with all customers and secure the future of the cargo terminal,” the company explains in its promotional material.

4) Incheon Int'l Airport

South Korea's Incheon International Airport handles around 2.45 million tonnes of freight per year. Although its numbers have dipped since 2010, a master plan is in place to ensure future growth, by introducing new a new cargo and logistics facility as well as an integrated facility for manufacturing and research facilities. The new additions will raise the airport's cargo capacity from 4.5 million tonnes to 5.8 million by 2017.

Korea's export strength is in semi-conductors, mobile phones and vehicles, with South Korea enjoying has about a 55% share of the world semi-conductor market, says Minyang Kang, from Incheon's cargo marketing department.

Incheon is expecting to recover from its slowdown this year.

5) Anchorage Int'l Airport

North America's second biggest cargo gateway, Alaska's Ted Stevens Anchorage International Airport (ANC), suffered a near 7% drop in volumes last year to 2.44 million tonnes.

Anchorage's location makes it a natural stop-off point for cargo heading from the Far East to the western half of the United States. FedEx Express and UPS both operate major hubs there. The airport is striving to get back on track in the near future.

6) Dubai Int'l Airport

Dubai raised its cargo volume by 3.9% from 2011 to 2.27 million tonnes of freight in 2012, guaranteeing a top-six status in the process.

Dubai Airports' vice president of cargo, Ali Angizeh, says that although trends have been positive lately, it is too early to predict that they will be sustained, especially with the unstable world economic growth.

Dubai World Central, which opened in 2010, will "continue to grow strongly", Angizeh says, as freight airlines take advantage of the airport's "greater operational flexibility" due to the greater availability of arrival and departure slots.

Staying positive...

Despite last year's declines in air cargo, the industry seems to remain positive.

"Amid the significant downside risks in the Euro area and the fiscal deadlock in the United States throughout the year,



4) Incheon International Airport



5) Anchorage International Airport



6) Dubai International Airport

growth in air freight came to an overall halt in 2012. However, as the global economy and international trade picks up steam, we are optimistic to see

higher growth rates for both passenger and freight traffic in 2013," said Rafael Echevarne ■

* Reference: Thompson, Steven. "Six of the best". Airport World

Airbus & Boeing deliver total of 315 aircraft in Q2

Airbus delivered 151 aircraft in the second quarter of 2013, consisting of 119 A320 family aircraft, 28 A330s and four A380s. Boeing made 164 commercial aircraft deliveries during the second quarter, comprised of 111 B737 NGs, six B747s, eight B767s, 23 B777s and 16 B787s. In May, Boeing resumed deliveries of the B787 Dreamliner, which was grounded in January. The manufacturer continued to produce and store the aircraft through the investigation into battery-related problems.

Of Airbus' deliveries, 56 went to the Asia/Pacific region, 39 to Europe, 10 to Africa/Middle



East, 13 to Latin America/Caribbean and 33 to North America.

Lessor companies topped the list of Airbus deliveries, with AWAS and GECAS each receiving seven A320s. The A320 dominated deliveries with 89 aircraft, followed by 25 A321s. Four A380s were delivered, all to Emirates Airline.

Of Boeing aircraft, 70 went to the Asia/Pacific region, 29 to Europe, 12 to Africa/ Middle East, nine to Latin America/Caribbean,

43 to North America and one to an unidentified customer. American Airlines took delivery of 12 aircraft, receiving nine B737-800s and three long-range B777-300ERs. China Southern received nine B737-800s and one B787-8. There were a total of 94 B737-800 deliveries to 35 separate air carriers and lessors in 20 countries.

Of the 16 B787 deliveries, All Nippon Airways and charter airline TUI Travel PLC each received three of the aircraft; British Airways, LOT Polish Airlines and Japan Airlines received two each, and Air India, China Southern Airlines, Qatar Airways and lessor ILFC each took delivery of one Dreamliner.

UAE, Finland ink open skies agreement

The United Arab Emirates has signed an Open Skies agreement with the Government of the Finland. The two delegations agreed that any number of designated airlines of both parties will have the right to perform scheduled air services between the two countries.

The UAE delegation designated Emirates Airline, Etihad Airways, Air Arabia, RAK Airways and FlyDubai as UAE national airlines under the Agreement. The Delegation of Finland designated its national airlines.

The MoU allows full flexibility on the routes, capacity, number of frequencies

and types of aircraft, in any type of service (passenger or cargo).

The signed memorandum also includes the exercise of fifth freedom traffic rights. In addition, both Parties agreed to allow unrestricted non-scheduled / charter operations between the two countries.

SATELLITE COMMUNICATIONS

Part (1)

(a) History

The first artificial satellite used solely to further advances in global communications was a balloon named Echo 1. Echo 1 was the world's first artificial communications satellite capable of relaying signals to other points on Earth. Its height was 1,000 miles (1,609 km) above the planet after its Aug. 12, 1960 launch. The idea behind a communications satellite is simple: Send data up into space and beam it back down to another spot on the globe. Echo 1 accomplished this by essentially serving as an enormous mirror 10 stories tall that could be used to bounce communications signals

Telstar was the first active,



By Dr. Mohamed Elfatih Elamin*

direct relay communications satellite. Belonging to AT&T as part of a multi-national agreement between AT&T, Bell Telephone Laboratories, NASA, the British General Post Office, and the French National PTT (Post Office) to develop satellite com-

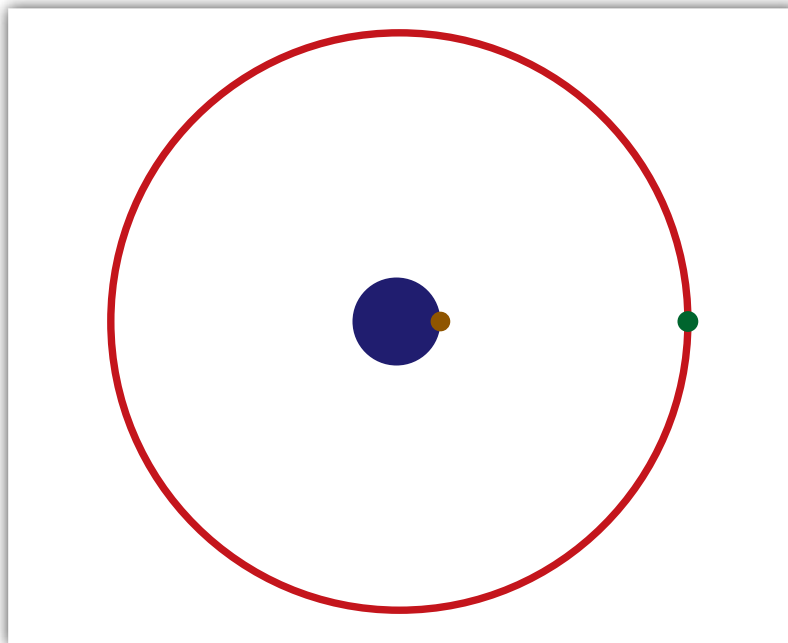
munications, it was launched by NASA from Cape Canaveral on July 10, 1962, the first privately sponsored space launch. Relay 1 was launched on December 13, 1962, and became the first satellite to broadcast across the Pacific on November 22, 1963

(b) Geostationary orbits

To an observer on the earth, a satellite in a geostationary orbit appears motionless, in a fixed position in the sky. This is because it revolves around the earth at the earth's own angular velocity (360 degrees every 24 hours, in an equatorial orbit).

A geostationary orbit is useful for communications because ground antennas can be aimed at the satellite without having to track the satellite's motion. This is relatively inexpensive in applications that require a large number of ground antennas, such as DirectTV distribution, the savings in ground equipment can more than outweigh the cost and complexity of placing a satellite into orbit.

The main drawback of a geostationary orbit is that all ground stations must have a direct line of sight to the satellite. This limits the ground area to 50-60 degrees of either side of the satellite's position, measured in both latitude and longitude; consequently, a geostationary satellite cannot service extreme northern and southern areas of the world. Another drawback is the height of the or-



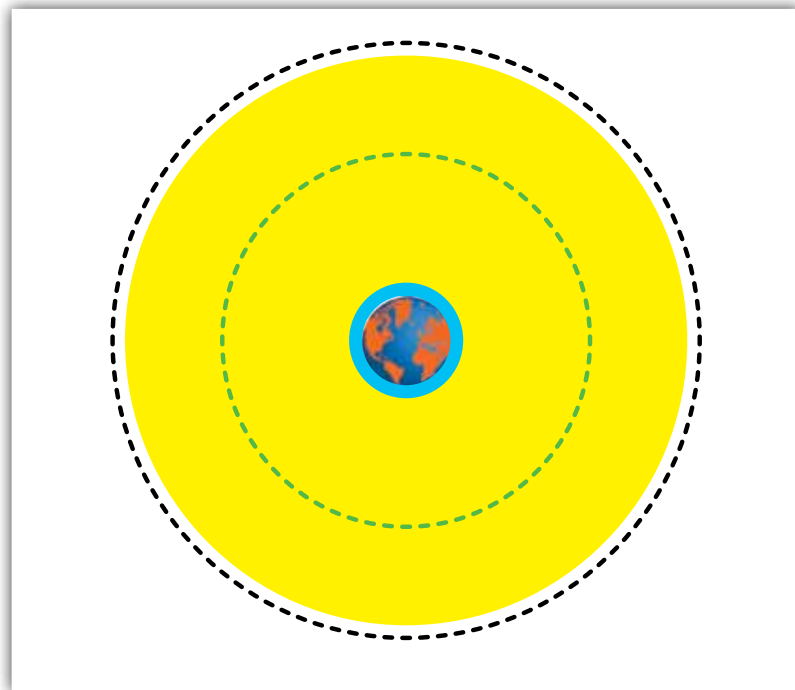
Geostationary satellite

bit, which usually requires more powerful transmitters, larger-than-normal (usually dish) antennas, and higher-sensitivity receivers on the earth. The large distance also introduces a significant delay of ~0.25 seconds into communications.

The first geostationary satellite was Syncom 3, launched on August 19, 1964, and used for communication across the Pacific starting with television coverage of the 1964 Summer Olympics. Shortly after Syncom 3, Intelsat I, aka Early Bird, was launched on April 6, 1965 and placed in orbit at 28° west longitude. It was the first geostationary satellite for telecommunications over the Atlantic Ocean.

On May 30, 1974, the first geostationary communications satellite in the world to be three-axis stabilized was launched: the experimental satellite ATS-6 built for NASA

After the launches of the Telstar through Westar 1 satellites, RCA Americom (later GE Americom, now SES Americom) launched Satcom 1 in 1975. It was Satcom 1 that was instrumental in helping early cable TV channels and The Weather Channel become successful, because these channels distributed their programming to all of the local cable TV headends using the satellite. Additionally, it was the first satellite used by broadcast television networks in the United States, to distribute programming to their local affiliate stations. Satcom 1 was widely used because it had twice the communications capacity of the competing Westar 1 in America (24 transponders as opposed to the 12 of Westar



Low-Earth-orbiting satellites

1), resulting in lower transponder-usage costs. Satellites in later decades tended to have even higher transponder numbers.

By 2000, Hughes Space and Communications had built nearly 40 percent of the more than one hundred satellites in service worldwide. Other major satellite manufacturers include Space Systems/Loral, Orbital Sciences Corporation with the STAR Bus series, Indian Space Research Organization, Lockheed Martin (owns the former RCA Astro Electronics/GE Astro Space business), Northrop Grumman, Alcatel Space, now Thales Alenia Space, with the Spacebus series, and Astrium.

(c) Low-Earth-orbiting satellites

A low Earth orbit (LEO) typically is a circular orbit about 200 kilometres (120 miles) above the earth's surface and, correspond-

ingly, a period (time to revolve around the earth) of about 90 minutes. Because of their low altitude, these satellites are only visible from within a radius of roughly 1000 kilometers from the sub-satellite point. In addition, satellites in low earth orbit change their position relative to the ground position quickly. So even for local applications, a large number of satellites are needed if the mission requires uninterrupted connectivity..

A group of satellites working in concert is known as a satellite constellation. Two such constellations, intended to provide satellite phone services, primarily to remote areas, are the Iridium and Global Star systems. The Iridium system has 66 satellites.

To be continued...

* Technical Advisor - GACA/ANS/SED/COMMUNICATIONS

ICAO predicts continued traffic growth through 2015

World scheduled air passenger traffic grew by 4.9% in 2012, reaching 5.4 trillion passenger - kilometers performed and is expected to increase by 4.8%, 5.9% and 6.3% in 2013, 2014 and 2015, respectively, according to the International Civil Aviation Organization (ICAO). The 4.9% growth in (international and domestic services combined) recorded by airlines of the 191 Member States of ICAO was significantly lower than the 6.6% increase posted in 2011. The number of passengers grew by some 4.7% to almost 3 billion, while departures were up 0.7% to 31.2 million globally. ICAO expects world scheduled air traffic, to grow by 4.8% in 2013, close to the growth rate recorded in 2012.

According to IHS / Global Insight, a major economic forecasting organization, world Gross Domestic Product (GDP) at Purchasing Power Parity



(PPP) in real terms will grow at 3.1% during 2013, up from 3.0% last year.

In the first half of 2013, the European Union (EU) remained mired in recession, while most other key economies grew at lower-than-expected rates. Results for the second half of the year should improve, given the impressive resilience of the US economy, the economic recovery in Japan and the stabilization of Eurozone financial markets.

Despite regional turmoil and a pessimistic short-term economic outlook, the airlines of the Middle East should con-

tinue to register the fastest traffic growth with a 10.2% increase over 2012. This forecast is based on the strong performance of its largest air carriers in gaining market share on international routes outside of the Region.

The airlines of Latin America/Caribbean, Asia/Pacific and African Regions are expected to grow at 7.6, 5.5 and 5.2% in 2013, respectively. Scheduled passenger air traffic in Europe and North America should increase by 4.4% and 2.3% in 2013, respectively, leading to a slightly higher share of world traffic for European carriers than for North American operators. The Asia/Pacific Region will remain the largest market.

Current expectations of a 4.0% (2014) and 4.5% (2015) annual GDP at PPP growth rate for the world economy over 2014–2015 should translate into world air traffic growth of 5.9% and 6.3%, respectively.

EasyJet orders 100 A320neo and 35 A320ceo aircraft

Following its shareholders' approval, easyJet has firmed up the purchase of 135 Airbus A320 family aircraft (100 A320neos and 35 A320ceos). The initial agreement was an-

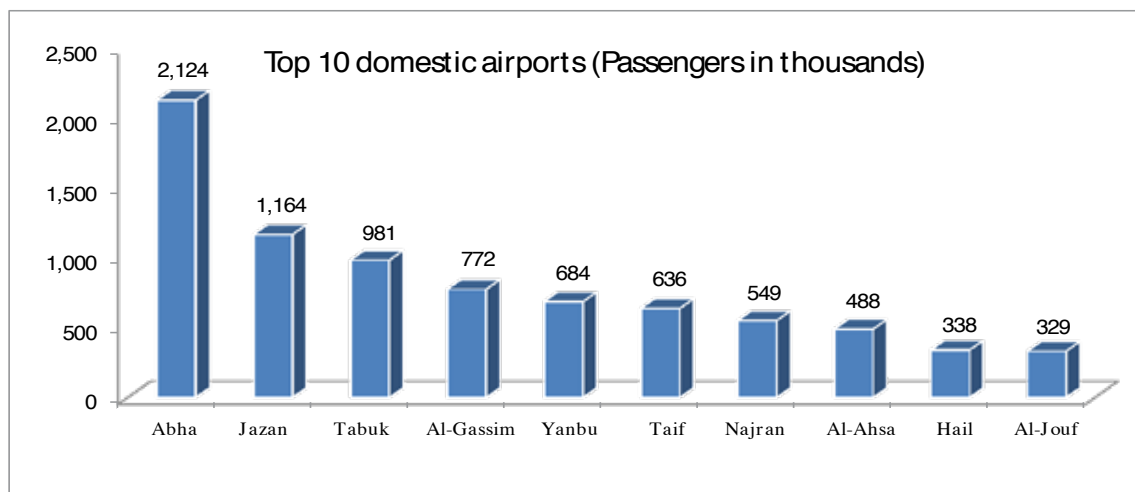
nounced earlier in June. The agreement was concluded following a thorough technical and economical evaluation.

The A320 offers the best

productivity, the lowest operating costs, the fastest turnarounds, and best fuel efficiency of any single aisle aircraft in the 180 seat sector.

Air Traffic Statistics in KSA Domestic Airports (2012)

Rank	Airport	000(PAX)	%	Rank	Airport	Flight	%
1	Abha	2,124	17	1	Abha	18,204	15
2	Gazan, King Abdullah	1,164	26	2	Gazan, King Abdullah	8,729	7
3	Tabuk, Prince Sultan	981	23	3	Tabuk, Prince Sultan	8,104	1
4	Al-Gassim, Prince Naif	772	30	4	Al-Gassim, Prince Naif	7,374	24
5	Yanbu, Prince Abdulmohsin	684	29	5	Yanbu, Prince Abdulmohsin	6,869	42
6	Taif	636	69	6	Taif	5,905	9
7	Nejran	549	14	7	Nejran	5,678	0
8	Al-Ahsa	488	46	8	Al-Ahsa	4,966	-3
9	Hail	338	23	9	Hail	4,358	10
10	Al-Jouf	329	23	10	Al-Jouf	3,839	3
11	Bisha	327	6	11	Bisha	3,332	12
12	Al-Baha	203	15	12	Al-Baha	2,990	18
13	Ar'ar	193	6	13	Ar'ar	2,009	-11
14	Al-Qaisumah ,Hafr Albatin	166	13	14	Al-Qaisumah, Hafr Albatin	1,874	45
15	Al-Gurayat	112	49	15	Al-Gurayat	1,681	2
16	Wadi Dawaser	102	7	16	Wadi Dawaser	1,629	47
17	Sharurah	96	40	17	Sharurah	1,544	-17
18	Turaif	51	1	18	Turaif	946	-24
19	Wedjh	47	-10	19	Wedjh	852	-16
20	Rafha	44	17	20	Rafha	737	-27
21	Dawadami, Prince Salman	19	31	21	Dawadami, Prince Salman	431	11
22	Al-ula	9	-	22	Al-ula	216	-
23	Rabigh	0	-7	23	Rabigh	30	67
24	Total	9,433	24	24	Total	92,297	10



Prepared by :Corporate Planning, Information Center & Statistical Studies, GACA

Forthcoming Aviation Conferences, Exhibitions & Seminars

15 September – 14 November 2013

16 - 18 September

14th Annual Aviation Industry Suppliers Conference
Toulouse, France
speednews.com/aviation-industry-suppliers-conference-in-toulouse

10th World Low Cost Airlines Congress
London, UK
terrapinn.com/conference/world-low-cost-airlines/index.stm

Avionics NextGen
Atlantic City, NJ, USA
aviationtoday.com/nextgen/

17 - 18 September

Airport Security Conference
Prague, Czech Republic
internationalairportreview.com

Aviation Day Africa
Lagos, Nigeria
iata.org/events/Pages/africa.aspx

Asia Pacific Airline Training Symposium - APATS
Bangkok, Thailand
halldale.com/APATS/#
UgwfSWEo59A

17 - 20 September

Australian Airports Association National Conference
Darwin, Australia
airports.asn.au/events/aaa-national-conference/

18 September

Airport Cluster Finland 4th Annual Seminar
Helsinki, Finland
airportcluster.fi/en/Seminars/4thannualeseminar

21 - 22 September

ICAO/McGill Pre-Assembly Symposium
Montréal, Canada
icao.int/Meetings/ICAO-McGill2013/Pages/default.aspx

22 - 25 September

ACI-NA Annual Conference & Exhibition
San Jose, CA, USA
2013.aci-na.org/

24 - 25 September

38th Session of the Assembly
Montréal, Canada
icao.int/Meetings/a38/Pages/default.aspx

24 - 26 September

MRO EUROPE
London, UK
events.aviationweek.com/current/meu/index.htm

25 - 27 September

ASQ Forum Europe
Milan, Italy
aci.aero/Events/2013/9/25/2013-ASQ-Forum-Europe

25 - 28 September

Aviation Expo China
Beijing, China
beijingaviation.com

26 - 27 September

AAAE Airport Pavement Maintenance and Evaluation Workshop
Portland, OR, USA
events.aaae.org/sites/130905/index.cfm

1 - 2 October

Financing Aviation in the Middle East
Dubai, UAE
miuevents.com/fame13

1 - 3 October

Aircraft Interiors Expo Americas
Seattle, WA, USA
aircraftinterioresexpo-us.com/

2 - 4 October

ERA General Assembly
Salzburg, Austria
eraa.org/events/general-assembly/

6 - 7 October

World Routes Strategy Summit (ICAO/World Bank/UBM)
Las Vegas, NV, United States
icao.int/Meetings/wrdss/Pages/default.aspx

6 - 8 October

13th Annual Airport Noise Mitigation Symposium
Reno, NV, USA
events.aaae.org/sites/131001/index.cfm

7 - 9 October

CANSO Africa Conference
Abuja, Nigeria
canso.org/africainconference2013

8 - 9 October

Wings of Russia International Aviation Forum
Moscow, Russia
events.ato.ru/eng/events/wrforum

8 - 11 October

Inter Airport Europe: Smart Airports
Munich, Germany
interairport.com

Latin American & Caribbean Engineering & MRO Summit
Bogotá, Colombia
alta.mro-network.com/

14 - 16 October

International Logistics & Transportation Fair
Shenzhen, China
scmfair.com/en/index.html

15 October

Annual Aviation Finance Summit
New York, NY, USA
aviationfinancesummit.com/

15 - 17 October

Airline Engineering & Maintenance:
North America Conference
Montreal, Canada
[aviationpros.com/event/11076178/
airline-engineering-maintenance-
north-america-conference](http://aviationpros.com/event/11076178/airline-engineering-maintenance-north-america-conference)

16 - 18 October

AAAE/Ricondo & Associates
Passenger Facility Charges (PFC)
Workshop
San Antonio, TX, USA
[events.aaae.org/sites/131008/index.
cfm](http://events.aaae.org/sites/131008/index.cfm)

Air Cargo & Logistics Asia
Conference & Exhibition
Singapore, Singapore
acla.asia/

19 - 20 October

AAAE/ABS Essentials of Airport
Business Management Workshop
Nashville, TN, USA
[events.aaae.org/sites/131004/index.
cfm](http://events.aaae.org/sites/131004/index.cfm)

20 - 22 October

F. Russell Hoyt National Airports
Conference
Nashville, TN, USA
events.aaae.org/sites/130901/

20 - 23 October

58th ATCA Annual Conference &
Exposition
Washington, DC, USA
[canso.org/events/58th-atca-annual-
conference-exposition](http://canso.org/events/58th-atca-annual-conference-exposition)

Air Traffic Control Association
(ATCA) Annual Conference &
Exposition
National Harbor, MD, USA
atca.org/58Annual

21 - 23 October

Aviation Outlook Asia
Singapore, Singapore
[terrapinn.com/conference/aviation-
outlook-asia/index.stm](http://terrapinn.com/conference/aviation-outlook-asia/index.stm)

21 - 25 October

Paperless Aircraft Operations &
ALAG meeting
Singapore, Singapore
iata.org/events/Pages/alag.aspx

22 - 24 October

Ninth Symposium & Exhibition
on MRTDs, Biometrics and Border
Security
Montréal, Canada
[icao.int/Meetings/mrtd-
symposium-2013/Pages/default.aspx](http://icao.int/Meetings/mrtd-symposium-2013/Pages/default.aspx)

Business Aviation Convention &
Exhibition (NBAA2013)
Las Vegas, NV, USA
web.nbaa.org/events/bace/2013/

23 - 25 October

ACI Europe's Airport Leadership &
Change Management Forum
Bologna, Italy
airport-leadership.com/

27 - 29 October

14th Annual AAAE Airport
Customer Service/Volunteer
Ambassador Conference
New Orleans, LA, USA
[events.aaae.org/sites/131006/index.
cfm](http://events.aaae.org/sites/131006/index.cfm)

29 - 31 October

IATA World Passenger Symposium
Dublin, Ireland
[iata.org/events/passenger-
symposium/Pages/index.aspx](http://iata.org/events/passenger-symposium/Pages/index.aspx)

MRO ASIA
Singapore, Singapore
[events.aviationweek.com/current/
mas/index.htm](http://events.aviationweek.com/current/mas/index.htm)

3 - 5 November

29th Annual AAAE Basics of Airport
Law Workshop & 2013 Legal Update
Denver, CO, USA
events.aaae.org/sites/131105/

3 - 8 November

CANSO Global ATM Safety
Conference
Amman, Jordan
canso.org/safetyconference2013

5 - 7 November

AAAO 46th AGM
Doha, Qatar
aaco.org/agm

4 - 6 November

Advanced ATM Techniques
Symposium and Workshops
Montréal, Canada
[icao.int/Meetings/AdvancedATM/
Pages/default.aspx](http://icao.int/Meetings/AdvancedATM/Pages/default.aspx)

AAAE Runway Safety Summit
Savannah, GA, USA
[events.aaae.org/sites/131103/index.
cfm](http://events.aaae.org/sites/131103/index.cfm)

5 - 7 November

AVSEC World
Istanbul, Turkey
iata.org/events/Pages/avsec.aspx

6 - 8 November

Regional Runway Safety Seminar,
Europe and the Middle East
Istanbul, Turkey
[icao.int/Meetings/TurkeyRRSS/
Pages/default.aspx](http://icao.int/Meetings/TurkeyRRSS/Pages/default.aspx)

Air Cargo Americas
Miami, FL, USA
aircargoaerica.com/

11 - 13 November

ACI Airport Exchange
Doha, Qatar
[aaco.org/events/details.
aspx?pageid=4572](http://aaco.org/events/details.aspx?pageid=4572)

Airport Concessions Conference
Sacramento, CA, USA
aci-na.org/event/2420

12 - 14 November

AAAE/CDA Airports Going Green
Conference
Chicago, IL, USA
[events.aaae.org/sites/131108/index.
cfm](http://events.aaae.org/sites/131108/index.cfm)

14 - 15 November

133rd Slot Conference
Fort Worth, TX, US
[iata.org/events/sc133/Pages/index.
aspx](http://iata.org/events/sc133/Pages/index.aspx)