

# CIVIL AVIATION

Issue 86, Jan 2015, Rabi' al-awwal 1436



Council of Ministers Approves the  
Kingdom's 2015 Budget  
with 15,531.6 million SR allocated for GACA

## Innovative Shape-shifting Wings For More Aerodynamics





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ICAD Headquarters  
Sary Road and Khalidiya Street  
PO Box Jeddah 117188  
Building Jeddah 101, Floor 7  
Jeddah, KSA-21391  
Telephone: +966-12-616-6771  
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Edited & Designed by



Awaan for Consulting  
and Media Studies

Jeddah Tel&Fax 01-2-6779388

P.O.Box 13108  
Jeddah 21493  
kd@awaan.net.sa

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# Modern Airports: A homogeneous combination of Facilities and Manpower



No one doubts the importance and necessity of investment in infrastructure projects to any country, and when it comes to airports this becomes even more important and essential, as apart from their economical importance, airports are modern gateways to any country. They are specially designed for welcoming millions of travelers coming from inbound and outbound destinations. For this same reason modern airport facilities make a big difference as they contribute to the good impressions and feelings one gets when passing through airports as a traveler or a visitor.

On the other hand, any modern airport will not be able to accomplish its desired objectives if its management is traditionally minded and doesn't believe in the importance of modernization and adoption of new developments in airport management. The bottom line is that though construction of modern airport facilities is very important, it isn't just sufficient to produce an efficient facility capable of meeting all its customers' demands.

Investment in the human factor and in infrastructure, buildings, services, and utilities must go side by side. As any development that focuses on one of those two aspects, and ignores the other will lead up to a complete failure. Modern buildings and facilities that conform to all the 21st century requirements pose a good environment for an advanced administrative, organizational, and technical performance provided that we have a wise leadership, modern management, and well-trained cadres.

The question is: How to invest in the "human factor" who is supposed to run huge modern facilities such as major modern advanced airports? What are our priorities? What's important and what's most important? The following thoughts may be worth while to consider in this matter:

- Review organization charts, policies and procedures defining the organization to ensure that all prevailing organizational processes are flexible and adequate for achieving set objectives. Lines of vertical authority should be kept at minimal level.
- Grant employees the necessary freedom for making independent decisions under well defined authorities and responsibilities. Most important is to establish a teamwork spirit and limit issuance of rigid instructions that might have an adverse impact on customer service and fulfilling requirements.
- Look for in-house talents and provide them the required care they deserve, attract those who have high technical and administrative skills, those who have positive attitudes and can closely cooperate with others.
- All selected elements must be trained and developed to raise their managerial, operational, and communication skills and ensure they fully understand the nature of the organization's work.
- Review the organization's mission, strategic objectives, and standards on a continuous basis and make sure that all employees are aware of the importance of these strategic objectives and standards being the main compass that directs their work and activities.
- Develop an incentive system to reward those whose performance surpasses set standards.

All the above points have been observed by the Saudi General Authority of Civil Aviation (GACA) in its applicable practices and strategies. The New King Abdul-Aziz International Airport's planned opening next year will be a quality shift in performance. We are confident that our Saudi youth is capable of overcoming all the challenges ahead of them, and of accomplishing all its aspirations with strong solidarity and determination. All this would never have been possible without the close follow up and supervision of His Highness Prince Fahd Bin Abdullah, President of the General Authority of Civil Aviation who leads the civil aviation sector with all required competence and foresightedness.

## Council of Ministers Approves the Kingdom's 2015 Budget with 15,531.6 million SR allocated for GACA

On Thursday 25/12/2014 The Council of Ministers presided by His Royal Highness Prince Salman bin Abdul-Aziz Al Saud, Crown Prince, and Minister of Defense has approved the Kingdom's general budget for fiscal year 2015 for a total amount of 860 billion SR.

Total funds allocated to GACA is SR 15,531,577,000 and total funds allocated to the Saudi Arabian Airlines is SR 28,478,000,000.



## SCTA and Saudia sign a Cooperation Memorandum

HRH Prince Sultan Bin Salman Bin Abdul Aziz, President of the Saudi Commission for Tourism & Antiquities (SCTA) met on Sunday 14/12/2014 at SCTA's HQs in Riyadh, Eng. Saleh Al-Jasir, DG of the Saudi Airlines (Saudia) in the presence of a number of key officials from both organizations and discussed all aspects of possible cooperation between SCTA and Saudia.

During the meeting, the Prince and DG, signed a Complementary Cooperation Memorandum to strengthen cooperation ties between the two organizations and enhance the domestic tourism sector which is developed within SCTA's Comprehensive Development Project. The project focuses on establishing cooperation agreements with business partners, identification of priorities, and

acceleration of tourism development projects and programs with the aim of making a radical quality shift in national tourism, investment, and heritage. The agreement covered areas of cooperation such as supporting the expansion of domestic air travel program, SCTA's National Conventions and Exhibition Program.

Cooperation between the two parties also includes allocation of shop spaces for displaying and selling handicraft products in Saudia domestic and international offices, in-flight sales, and cooperation in promoting national urban heritage through leaflets, footages, and publications.



# Commissioning of New KAIA Baggage Handling System

**G**ACA has started the operational testing of the New KAIA Baggage Handling System. Eng. Mohamed Abed, Asst. VP for Projects, GACA, has stated during the start of the commissioning phase on Wednesday 10/12/2014 that the new airport's Baggage Handling System handles all arriving, departing, and transit passengers' baggage with adequate efficiency and speed. The baggage system is an automated system that ensures conveying passengers' baggage from check-in counters to the aircraft in just 9 minutes without the human intervention. He added that the system is one of the World's most advanced, secure, safe, fast, and flexible baggage handling systems.

Eng. Abed explained that the system includes 31km-long conveyor belts of which 9 km use the (Tub Trax) container system and all use (SCADA) control system. The system has 62 self check-in machines,



46 control units, 230 standard check-in counters, 11 bulky baggage processing counters, 16 baggage claim belts, and 16 transit baggage processing counters. Moreover, the system has a baggage sorting section, a 4000-baggage storage area, 4 baggage collection points, and 32 conveyor belts for loading baggage to aircraft. Eng. Abed further added that these operational testing guarantee the well-coordinated smooth

operation of New KAIA Project. He assured that all airport required installations are already on site such as this system, the Automated People Mover, all passenger processing counters, and other necessary installations. He highlighted the importance of the current commissioning phase which checks the operational efficiency of systems and make sure that they are working in the most appropriate way.

## KKIA Inaugurates the Duty Free Shops and Terminal (4)

**K**KIA opened the «Duty Free Shops» on 12th of last November on a total area of around 2000 square meters in the departure levels of the two international terminals (1 and 2). The Duty Free Shops are operated by the «World Duty Free Group», a specialized international company

with operations in 19 countries.

On the other hand, KKIA opened on 3/11/2014 Lounge (4) in the departure level of Terminal (3) for domestic flights to provide services to all passenger categories under a new concept. The new Lounge (4) has a total area of 1200 square

meters and 200 passengers accommodation capacity at one time. The lounge is equipped with all necessary amenities. It's noteworthy to mention that about six months ago Riyadh Airport has opened lounge 3 for 1st class passengers in the same Terminal (3).

## 17.4% Increase in Traffic at Abu Dhabi International Airport

Abu Dhabi Airports announced that passenger traffic at Abu Dhabi International Airport increased by 17.4% in the month of October. A total of 1,689,983 passengers passed through Abu Dhabi International Airport in October 2014, compared with 1,439,356 in the same month of 2013. There were 13,700 aircraft movements in October 2014, representing a 15.2% increase over the 11,891 movements that took place in October 2013. Cargo activity in October 2014 was 72,170 tons handled at the airport's three terminals, a 16% increase when compared to October 2013.

In October 2014, the top five



routes from Abu Dhabi International Airport were Bangkok, Doha, London Heathrow, Manila,

and Bahrain. The top five routes accounted for 17% of all traffic through the capital's airport.

## Growth of Passenger traffic within the Arab World

International passenger numbers within the Arab world are estimated to have grown by 5.8% in October 2014 compared to October 2013. This follows an increase of 15.9% in September 2014 over September 2013.

Passenger numbers within the Arab world reported a 12.4% growth between

July 2014 & September 2014 compared to same period in the previous year.

Passenger numbers within the Arab world reported a 12.5% increase between August 2014 &

October 2014\* compared to same period in the previous year.

*Source: AACO*

Passenger traffic within the Arab World	* Oct 2014 over Oct 2013
Within Arabian Peninsula	2%
Within Near East	32.2%
Within North Africa	6.5%
Between Arabian Peninsula & Near East	6.2%
Between the Near East and North Africa	9%
Between Arabian Peninsula & North Africa	3%

\* Estimated



## DIB Signs USD 230 Million Aircraft Financing Deal with Air Arabia

Dubai Islamic Bank (DIB) and Air Arabia announced on 19 November 2014 the signing of an aircraft financing deal to facilitate the delivery of six new Airbus A320 airplanes during 2015. The signing ceremony was held in DIB head office in the presence of senior executives from both parties. The USD 230 million Ijara facility will finance the delivery of a new aircraft every two months starting from this January. The program culminating with the final unit being handed over by the end of 2015.



## Qatar Airways Cargo Wins ‘Rising Star Carrier’ Award



Qatar Airways Cargo has been named “Rising Star Carrier of the Year” at the 2014 Payload Asia awards in the Industry Choice Category.

The event, which was held in Singapore, honored the industry’s top

performers at a gala dinner and awards ceremony.

The Rising Star Carrier of the Year award was an acknowledgement of Qatar Airways Cargo’s growth in recent years and its customer service and product innovations.

## MEA Announces Launch of New Aviation Academy

Middle East Airlines announced the establishment of an aviation academy for initiating and training pilots at its headquarters in Beirut’s Ra’ik Hariri International Airport, an MEA statement said.

Mr. Mohamad El-Hout, Chairman - Director General of Middle East Airlines, was quoted as saying that the academy would start operating in April 2015, offering specialized pilot training in a first phase, to be fully completed by early 2016. The academy consists of a built area of 14,000 square meters above ground and 23,000 square meters underground.

# Dubai Approves \$32bn Second Airport Expansion Plan

**H**H Sheikh Mohammed bin Rashid, Vice-President and Prime Minister of the UAE and Ruler of Dubai, viewed the plans and decided to approve the development which should see the airport's capacity rise to more than 200mn passengers a year when it is complete.

Al Maktoum International Airport at DWC will be developed in two phases. Phase one will include two satellite buildings which will jointly be able to handle around 120mn passengers annually and accommodate up to 100 A380 superjumbos at any given time. This first phase will take 6 - 8 years to complete and the project will cover an area of 56km<sup>2</sup>.

Phase two will then see the airport's capacity increased to 200mn passengers a year, a quarter more than the previously planned ultimate capacity of 160mn.

The announcement comes as passenger traffic continues to grow at Dubai International Airport and is expected to reach almost 100mn by the end of 2020.

"Our future lies at DWC. The announcement of this AED120bn development of DWC is both timely and a strong endorsement of Dubai's aviation industry.



With limited options for further growth at Dubai International, we are taking that next step to securing our future by building a brand new airport that will not only create the capacity we will need in the coming decades but also provide state of the art facilities that revolutionize the airport experience on an unprecedented scale," said Paul Griffiths, CEO of Dubai Airports.

Griffiths added that the aviation sector was a vital part of Dubai's economic growth and was expected to support more than 322,000 jobs and contribute 28% of the Emirate's gross domestic product (GDP) by the end of the decade.

DWC began accepting passengers in October 2013 and currently has a capacity of about 5mn people per year. It opened some four years later than originally planned after a financial crisis forced Dubai to revise some of its mega-projects.

Dubai officials have not said how they will fund the new expansion plans. Big international carriers, including Emirates, have so far not indicated any plans to move to DWC, with just a handful of airlines currently operating out of the facility. Authorities have not said what will happen to Dubai International if the big airlines do leave it.

## Turkish Airlines Records US\$ 690 M Profit in The First 9 Months of 2014



**T**urkish Airlines' first nine months 2014 consolidated financial statements were reported to Borsa Istanbul. Compared to the same period of 2013, sales revenue increased by 33% (15% in USD terms) reaching 18.4 billion TRY.

Turkish Airlines recorded 1.154 billion TRY operating profit in the third quarter of 2014, implying a 38% increase compared to the same period of 2013 and completed the first nine months of 2014 with 1.467 billion TRY operating profit.

Net profit stood at 1.373 billion TRY for the third quarter and 1.545 billion

TRY (increasing 87%) for the first nine months of 2014. During the first nine months of 2014, 41.4 million passengers were carried implying a 14% increase in passenger traffic. Available seat kilometers (ASK) and revenue passenger kilometers (RPK) increased by 17%, resulting a stable load factor of 79.7%. Number of international-to-international transfer passengers increased by 23% reaching a 43% share within total international passengers.

Turkish Cargo also witnessed a 20% tonnage growth and carried 491 thousand tons of cargo in the first nine months of 2014.

## CEO: Oman Air to be Profitable by End of 2017

Oman Air is targeting profitability by the end of 2017, CEO Mr. Paul Gregorowitsch said at the Arab Air Carriers Organization AGM in Dubai. The airline has made consistent losses in recent years as it invests heavily in fleet expansion. Mr. Gregorowitsch said the carrier had created some USD 1 billion in benefits for the wider economy in 2013.

Speaking during a panel discussion on the future of Arab carriers, Mr. Gregorowitsch said, "We are on a journey, step-by-step, to become profitable." He accepted that the Omani government "can't support [the airline] indefinitely." Asked if Oman Air was considering joining an alliance, he said the airline was "currently looking at cooperation, not so much an alliance." It would prefer to create some sort of joint venture with another carrier on specific markets or routes.



# Talent Scarcity: Myth or Reality?

Ahmed Nada \*

## Demanding new Talent

There is no doubt that the aviation industry has continued to expand during the past few years, especially in developing countries. Will airlines be able to secure enough talented professionals to satisfy consumer demands? As the generation of baby boomers retires, the gaps need to be filled in by young talent – this becomes one of the industry’s challenges in the next few years.

Earlier this summer, Boeing released its 2014 Pilot and Technician Outlook. According to its projections, the aviation industry will require 533,000 new commercial airline pilots and 584,000 new commercial airline maintenance techni-

cians, between 2014 and 2033.

An audience survey at IATA’s 70th Annual General Meeting last June showed that 80% of the audience is worried about staff shortages. Airlines around the world are doing their best to secure the required talent.

According to an IATA analysis of the matter, aviation is growing rapidly and it will clearly need to attract significant amounts of new employees. A focus on the long-term growth trend of 5%-6% per year is essential.

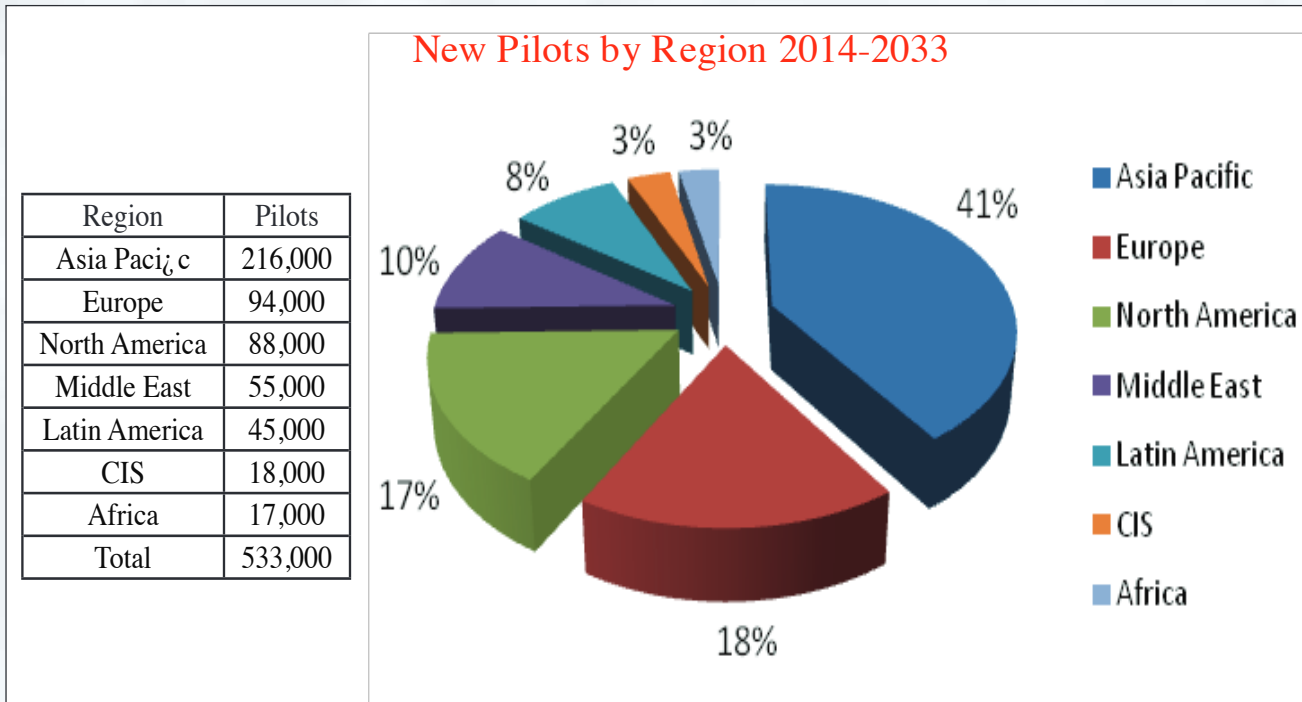
## Coping with the Challenge

“The challenge of meeting the global demand for airline professionals cannot be solved by one company or in one region of the world,” said Sherry Carbary, VP, Boeing Flight Services. “This is a global issue that can only be solved by all of the parties involved—airlines, aircraft

and training equipment manufacturers, training delivery organizations, regulatory agencies and educational institutions around the world.”

Lise-Marie Turpin, VP, Air Canada Cargo, believes that the ongoing changes within the aviation industry are making airlines increasingly dynamic helps attract new young professionals. “[The aviation industry] is an increasingly volatile industry, and thus extremely challenging—and I think this is the main attraction to many,” she says.

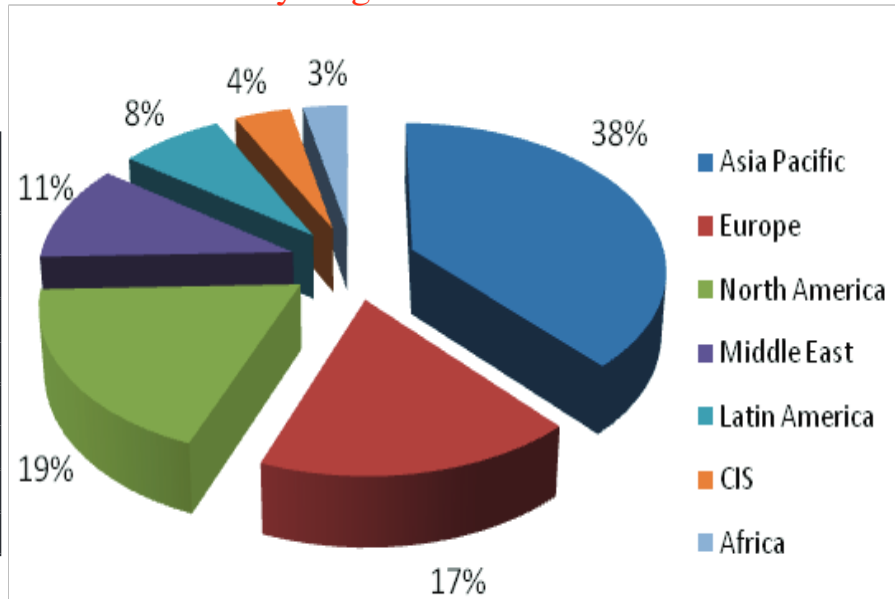
According to Turpin, the initial experience of the air transport industry is paramount. “Our experience is that employees who have been with us for a certain number of years tend to stay with the industry,” she says. “Those hired more recently from outside the industry, either enjoy it and tend to stay on or they opt out





### New Technicians by Region 2014-2033

Region	Technicians
Asia Pacific	224,000
Europe	102,000
North America	109,000
Middle East	62,000
Latin America	44,000
CIS	24,000
Africa	19,000
<b>Total</b>	<b>584,000</b>



within the first two years. In other words, the first two years are critical to retaining talent.”

Alex Cruz, CEO of Vueling, said that his airline has thousands of applicants for the 100 pilot positions and 300-400 cabin crew positions recruited every year. He clearly does not see an issue for his airline to find the right talent.

Having received the Randstad Award for the third year in a row, Singapore Airlines has no problems attracting new talent. In addition to Changi Airport, the airline is seen as a world-class company that has a positive impact on the world. “Our national carrier strives to achieve excellence in all facets of their business. As a result, they are universally admired not only in Singapore, but around the globe.” said Mr. Michael Smith, Randstad Country Director.

#### Looking forward

Companies are not only relying on their marketing strategies and

great reputations to attract new talent. They are also being proactive by making sure that future professionals are trained to be at the highest standards.

In Boeing, training programs will focus on enabling airplane operators to take full advantage of the latest features of the new generation of airplanes, including 787 Dreamliner and 737 MAX.

Pratt & Whitney Canada, a leader in the aerospace industry signed a 3-year agreement, earlier this year, with Temasek Polytechnic, an educational institution in Singapore, establishing a cross training partnership. This means that the institution’s lecturers will receive advanced hands-on training from Pratt & Whitney experts on the latest engine technologies. The lecturers will then carry what they have learned to the students pursuing degrees in the Aerospace field, thus ensuring and developing industry-ready talent.

“With Asia becoming a growth engine for the global aviation industry, attracting and retaining talent are integral to a business’ success. Our partnership with Temasek Polytechnic gives us access to some of Singapore’s brightest minds and will serve as a platform to keep our employees relevant to industry approaches and trends. We’re confident that this effort will develop further talent to maintain Singapore’s leadership position as a regional aviation hub,” said William C. Kircher, VP, Singapore Overhaul & Repair and President, UTC Aerospace Singapore.

The aviation industry clearly faces a challenge in attracting new and young talent, but the companies are diligently up to the task.

#### References:

- Boeing
- IATA

\* Engineer at Ericsson



## Innovative Shape-shifting Wings for More Aerodynamics

With several researchers working together, NASA and a Michigan-based research company debut and successfully fly the first airplane to incorporate the latest technology in wing design - shape-shifting wings.

**Khadija Osman \***

It has been approximately a hundred and eleven years since humans were able to successfully bring the very first airplane to flight; an airplane of simple design that was not even able to remain airborne for an entire minute long. We have come a long way since the airplanes of 1903 - with a better understanding of physics and aerodynamics, and technology unimaginable to people of that time. In this modern era, we have better been able to determine the most important features that maintain and propel aircraft through the sky, including one of the most eminent parts of any aircraft - the wing. Scientists have made so many improvements to the airplane wing over the years, and yet still attempt to improve flying through experimentation on altering wing structure. This year, in fact, a potentially revolutionary design was realized, incorporating the basic ideas behind the wing technology of that very first airplane to fly back in 1903 - “wing-warping”.

Wing-warping” was a feature of wing design used by the Wright brothers in their airplanes where pulleys twisted the trailing edge of the airfoil. That more dynamic concept has long since been dismissed in favor of the modern mechanical wing flap, an innovation from the year 1911, where small flaps on the wings of aircraft aid the airplane in climbing, descending, and decreasing speed. While these mechanical flaps function successfully for their intended use, they do maintain one frustrating flaw to airplane designers - they are aerodynamically inefficient at the joint where the main wing meets the trailing flaps, due to gaps and acute angles. Working

with NASA, a Michigan-based aviation research company has developed a new take on an old throwback to the “wing-warping” concept used with the very first aircraft. That is they have developed a system NASA refers to as ACTE (Adaptive Compliant Trailing Edges) a variable geometry system that “warps” the wings of the aircraft during flight, while maintaining a more aerodynamic structure than the mechanical flaps

The design has been in development since 2001, and is made from aerospace materials that are integrated into the trailing edge of the airplane wing. It can be manufactured into new





wings, or even installed into existing wings. The technological concept behind the shape-shifting design is distributed compliance: each element across the structure shares the load of the deformation as the entire structure flexes and alters into a curved shape free of gaps that can smoothly cut through the wind. The shape-shifting structure incorporates actuators and sensors that, while with very little strain, enable it to perform this sort of shape-morphing. It smoothly curves, bends and twists while blending into the rest of the wing, altering the shape and angle on various settings to improve aircraft propulsion and movement. The design is supposed to aid in distributing pressure more evenly throughout the entire wing, which results in less strain on the wing in any one area. The foils are described by one of the key mechanical engineers and designers as being, “optimized to resist deformation under significant external aerodynamic loading and

are just as stiff and strong as a “conventional flap

There are advantages to this new technology, as it is supposed to reduce fuel consumption by 4 - 8 percent, and eventually even 12 percent with certain specifications. Noise pollution emitted by aircraft is also said to be reduced by 40 percent on landing with the use of this system, and the more sleek design will allow for less build-up of ice and debris during flights. It is also worth noting that the new design makes aircraft wings much lighter than the currently used heavy mechanical flaps, which allows for a larger fuel tank in the wing, something many commercial airlines will be especially interested in as it can potentially extend the operational range of many aircraft

Within recent weeks NASA initially test flew an aircraft boasting the ACTE shape-morphing wing design, the Gulfstream III, which was fitted with the new

technology. The first flights were successful, though the wings were locked and remained fixed during takeoff and landing. As future tests are conducted they plan to make use of each setting to determine which will be feasible for commercial jet use

It seems almost full-circle that we are now rethinking the basics of a concept some would've thought archaic and outdated. Though the new mechanics and industrial design do not in any way resemble the “wing-warping” of the Wright brothers' first flying aircraft, the old ideas have finally proven themselves as worthwhile concepts, and served as the inspiration for something that seems so new and post-modern

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\* *Journalist and Aviation Researcher*

## European Low Fares Airline Statistics 2013

### By PAX

Airline	Country	PAX (Millions) 2013	Average Load Factor (%) 2013	Number of Daily Flights Dec. 2013
Ryanair	Ireland	81.4	83.0	1600
EasyJet	UK	61.4	89.3	1163
Norwegian	Norway	20.7	80.0	423
Vueling	Spain	17.2	79.6	335
Wizz Air	Hungary	13.5	86.1	238
Flybe	UK	7.5	59.0	402
transavia.com	Netherlands	6.5	90.0	126
Jet2.com	UK	5.6	90.7	178
Volotea	Spain	1.4	N/A	N/A
SverigeÅyg	Sweden	0.8	72.0	61
<b>Total</b>		<b>216.0</b>	<b>84.0%</b>	<b>4,526</b>

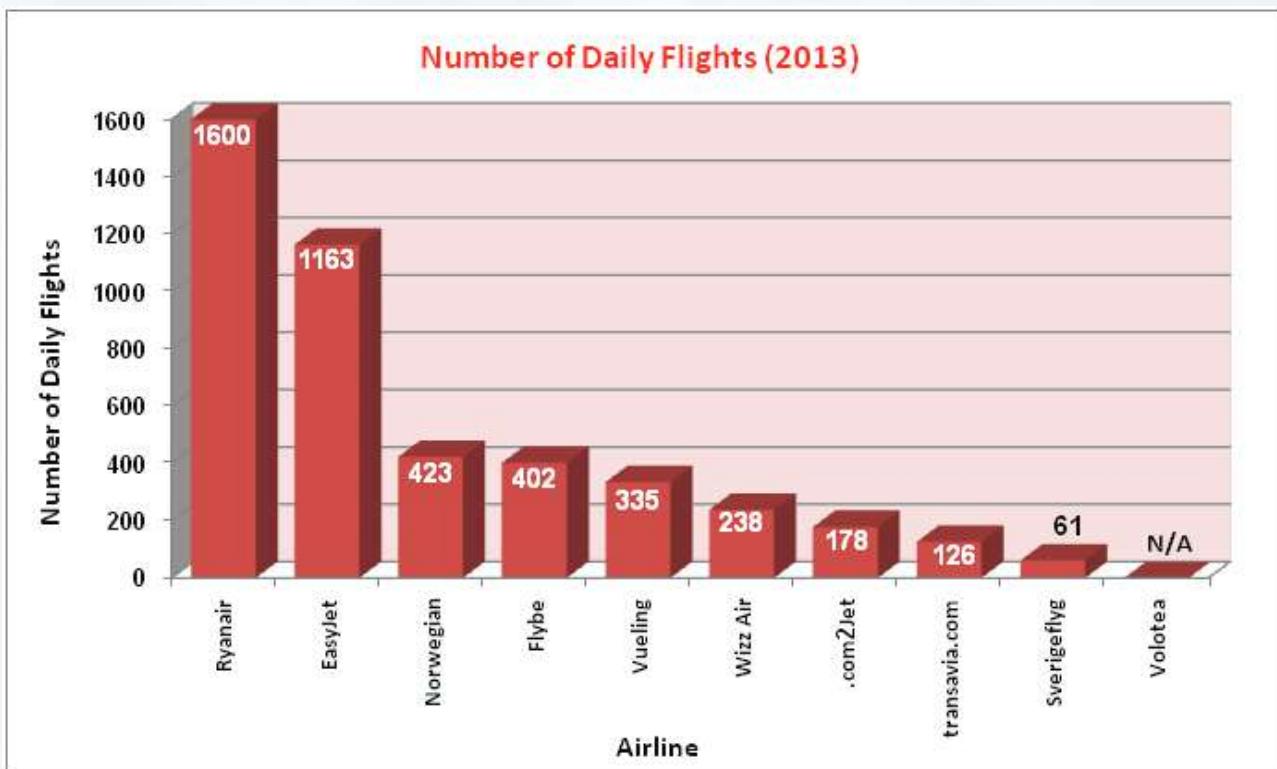
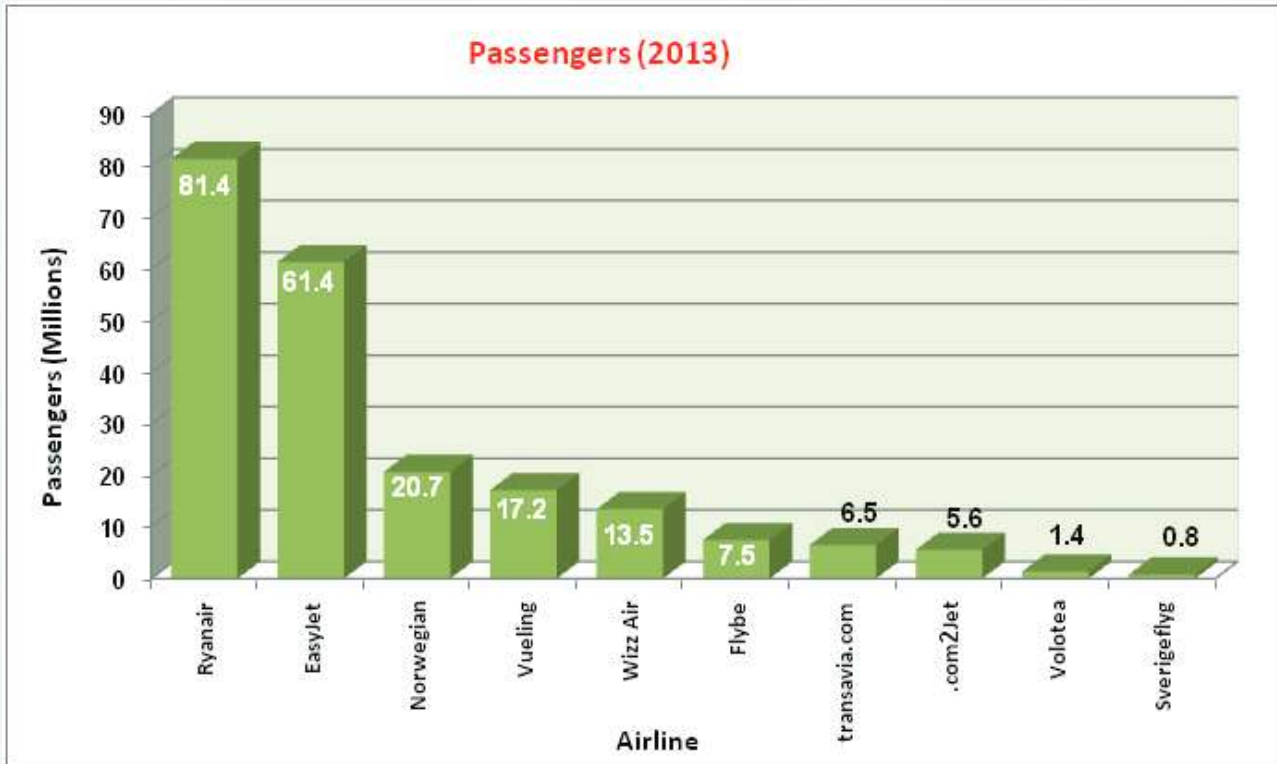
### By Countries Served (December 2013)

Airline	Countries Served	Destinations	Full Time Employees
Wizz Air	35	95	1764
EasyJet	34	139	9089
Norwegian	33	128	3200
Vueling	33	126	2015
Ryanair	30	185	9000
transavia.com	25	99	1217
Jet2.com	19	57	2600
Flybe	14	73	2193
Volotea	7	57	350
SverigeÅyg	3	16	140

### By Fleet (December 2013)

Airline	No. of Aircraft	Average Fleet Age	Fleet Type
Ryanair	303	5.0	303 x B737-800
EasyJet	217	5.3	64 x A320, 153 x A319
Flybe	98	5.6	12 x Embraer 190, 14 x E195, 2 x E170, 9 x E175, 45 x Bombardier Q400, 2 x ATR42, 12 x ATR72
Norwegian	86	4.5	74 x B737-800, 9 x B737-300, 3 x B787
Vueling	66	7.2	62 x A320, 4 x A319
Jet2.com	50	22	11 x B757-200, 32 x B737-300, 7 x B737-800
Wizz Air	45	4.2	45 x A320-200
Transavia.com	30	9.1	21 x B737-800, 9 x B737-700
Volotea	12	N/A	12 x B717
SverigeÅyg	10	11.3	1 x Saab 340, 4 x Saab 2000, 5 x ATR72/500
<b>Total</b>	<b>915</b>	<b>6.4</b>	-





Source: ELFAA



**14 February**

Swing Under the Wings  
Ashland, NE, USA  
[sasmuseum.com/swing/](http://sasmuseum.com/swing/)

**15 – 19 February**

Airport Sector Mission to UAE and Saudi Arabia  
Dubai, UAE  
[britishaviationgroup.co.uk/events/airport-sector-mission-to-uae-and-saudi-arabia/](http://britishaviationgroup.co.uk/events/airport-sector-mission-to-uae-and-saudi-arabia/)

**16 – 18 February**

7th annual Loyalty conference  
Istanbul, Turkey  
[qightglobalevents.com/Loyalty2015](http://qightglobalevents.com/Loyalty2015)

**16 – 20 February**

Bangalore Airshow  
Bangalore, India  
[atwonline.com/bangalore-air-show](http://atwonline.com/bangalore-air-show)

**17 – 18 February**

1st International Human Factors Conference  
Frankfurt, Germany  
[human-factors-conference.com/](http://human-factors-conference.com/)

**18 – 20 February**

ACC/AAAE Airport Planning, Design and Construction Symposium  
Denver, CO, USA  
[events.aaae.org/sites/150201/index.cfm](http://events.aaae.org/sites/150201/index.cfm)

**19 February**

NBAA West Palm Beach Regional Forum  
West Palm Beach, FL, USA  
[nbaa.org/events/forums/](http://nbaa.org/events/forums/)

**21 February**

Ottawa Careers in Aviation Expo  
Ottawa, Canada  
[careersinaviation.ca/expo/ottawa/schedule](http://careersinaviation.ca/expo/ottawa/schedule)

**21 – 22 February**

Northwest Aviation Conference and Trade Show  
Payallup, WA, USA  
[washington-aviation.org/NACoverview.html](http://washington-aviation.org/NACoverview.html)

**24 – 26 February**

Leadership Conference  
Tucson, AZ, USA  
[nbaa.org/events/leadership/2015/](http://nbaa.org/events/leadership/2015/)

**25 February**

ATW's 41st Annual Airline Industry Achievement Awards  
Washington, DC, USA  
[atwonline.com/atws-41st-annual-air-line-industry-achievement-awards](http://atwonline.com/atws-41st-annual-air-line-industry-achievement-awards)

**25 – 27 February**

Legal Symposium  
Seoul, South Korea  
[iata.org/events/Pages/legal-symposium.aspx](http://iata.org/events/Pages/legal-symposium.aspx)

**ACI Economics and Finance Conference**

London, UK  
[aci-economics.com/](http://aci-economics.com/)

**26 – 27 February**

Aircraft Maintenance Russia and CIS  
Moscow, Russia  
[events.ato.ru/eng/events/1892/detail/](http://events.ato.ru/eng/events/1892/detail/)

**1 – 3 March**

Air Cargo Conference  
New Orleans, LA, USA  
[aci-na.org/event/5213](http://aci-na.org/event/5213)

**Business Aircraft Finance, Registration & Legal Conference**

Bonita Springs, FL, USA  
[web.nbaa.org/events/chance-registration-legal-conference/2015/](http://web.nbaa.org/events/chance-registration-legal-conference/2015/)

**2 March**

29th Annual Commercial Aviation Industry Suppliers Conference  
Beverly Hills, CA, USA  
[speednews.com/commercial-aviation-industry-suppliers-conference](http://speednews.com/commercial-aviation-industry-suppliers-conference)

**2 – 3 March**

Airline Fleet & Finance Summit Asia  
Singapore, Singapore  
[capaevents.com/ehome/index.php?eventid=109266&](http://capaevents.com/ehome/index.php?eventid=109266&)

**2 – 4 March**

29th Annual Commercial Aviation Industry Suppliers Conference  
Beverly Hills, CA, USA  
[atwonline.com/29th-annual-commercial-aviation-industry-suppliers-conference](http://atwonline.com/29th-annual-commercial-aviation-industry-suppliers-conference)

**3 – 4 March**

AAAE/ACI-NA Washington Legislative Conference  
Washington, DC, USA  
[events.aaae.org/sites/150302/index.cfm](http://events.aaae.org/sites/150302/index.cfm)

**5 March**

Aviation Week's Laureate Awards  
Washington, DC, USA  
[laureates.aviationweek.com/la15/public/enter.aspx](http://laureates.aviationweek.com/la15/public/enter.aspx)

**8 – 10 March**

AAAE/Great Lakes Chapter AAAE National Air Service Conference  
Tucson, AZ, USA  
[events.aaae.org/sites/150304/](http://events.aaae.org/sites/150304/)

**9 – 11 March**

South Central Chapter AAAE Annual Conference and Exposition  
Tulsa, OK, USA  
[aaae.org/meetings/meetings\\_calendar/mtgdetails.cfm?Meeting\\_ID=090057](http://aaae.org/meetings/meetings_calendar/mtgdetails.cfm?Meeting_ID=090057)

**10 – 12 March**

World Cargo Symposium  
Shanghai, People's Republic of China  
[iata.org/events/wcs/Pages/index.aspx](http://iata.org/events/wcs/Pages/index.aspx)

**Passenger Terminal EXPO**

Paris, France  
[passengerterminal-expo.com/world\\_airport\\_awards.php?n=new](http://passengerterminal-expo.com/world_airport_awards.php?n=new)

For over 20 years Arabasco has been the market leader in the Middle East for corporate aviation support service. Innovation and customer service have been key in Arabasco maintaining this position and Arabasco continues to grow its service portfolio.

- Arabasco provides premier FBO facilities at both King Abdulaziz International Airport – Jeddah, King Khalid International Airport – Riyadh and our new facility at Yanbu Airport
- Arabasco maintenance services include Repair Station approvals for the Saudi Arabian Presidency of Civil Aviation, the US Federal Aviation Authority and the Aruban Registry.
- Our highly qualified Engineering team have 2 or more industry qualifications PCA Mechanics certificate, FAA A & P certificate or ICAO Type II License.
- Recent addition to Arabasco services is our rapidly expanding aircraft management program where owners can relax in the knowledge that their high value asset is being well cared for.
- A new venture between Arabasco and Emirates National Oil Company (ENOC) in providing aviation fuel at Jeddah airport. The new company, United Gulf Aviation Fuel Company (UGAFCO), provides an efficient and competitive service to the aviation market.

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# # #

Fax: (+966 2) 685 0342  
# # #

SITA: JEDARUV  
E-mail: sales@arabasco.com

لتزيد من المعلومات يرجى الاتصال على فريق التسويق والمبيعات على الأرقام التالية:

تليفون: ٥٣٥٠ ٦٨٥ (٢ ٩٦٦) فاكس: ٠٣٤٢ ٦٨٥ (٢ ٩٦٦) سیتا: JEDARUV  
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عرباسكو  
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A joint venture between Emirates National Oil Company (ENOC) and Arabian Aircraft Services Company (ARABASCO) was established to supply fuel to all type of private, commercial and military Aircrafts at King Abdul Aziz International Airport (KAIA) the second busiest Airport in the Gulf.

UGAFCO has been operational at KAIA since August, 2004 and extending fueling services to many International and General aviation customers through its state of the arts equipments with latest the Quality/safety features such as digital pressure control module, electronic meters and electronic tickets printers. The Company thrust in operation is to ensure the compliance of best practices in the Industry are followed at KAIA, conforming to the best International safety/Quality standards.

UGAFCO is the technology trend setter at KAIA and the only Company having AVR 2000 fuel data management system installed on all its equipments. Both ENOC and ARABASCO, the joint venture partners of UGAFCO believe in the development of latest technology and best trained personnel to maintain the highest Customers Services Standards. UGAFCO is committed for operational excellence.



UNITED GULF AIRCRAFT FUELING COMPANY  
King Abdulaziz International Airport P.O. Box 9094, Jeddah 21413 KSA  
Tel: +966 2 685 5502 Fax: +966 2 685 5373 E-mail: riasat.ali@arabasco.com

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ARABASCO

