

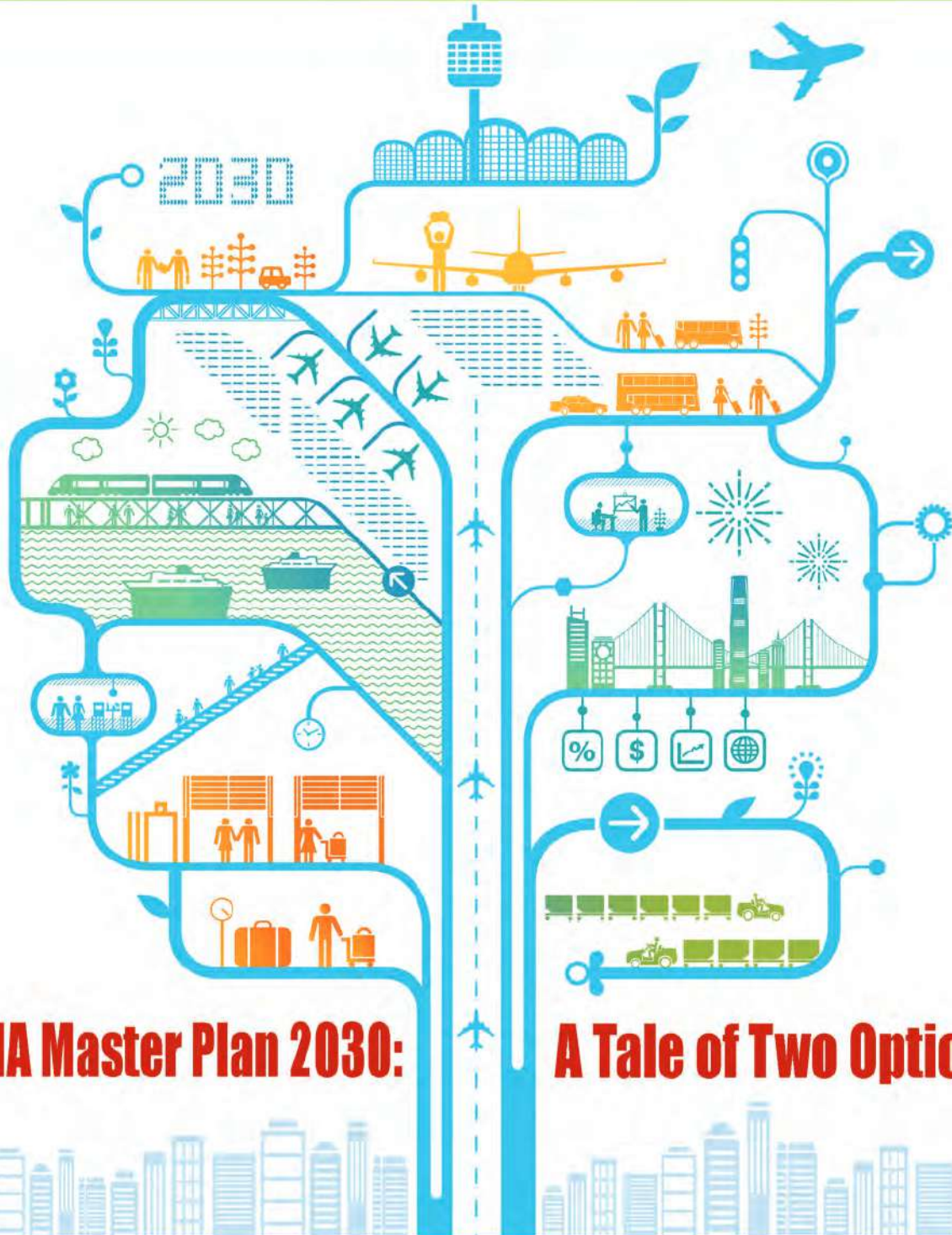


الهيئة العامة للطيران المدني
General Authority of Civil Aviation

A Bimonthly Magazine Published by the
General Authority of the Civil Aviation, Kingdom of Saudi Arabia

CIVIL AVIATION

Issue 69, March 2012, Rabea II 1433



HKIA Master Plan 2030:

A Tale of Two Options



GACA : A New Era is Emerging



IATA AND CIVIL AVIATION AUTHORITIES

The positive cooperation existing between the civil aviation authorities in any country and airlines operating to and from that country is an indisputable issue, and unavoidable choice if to assume that development and prosperity of the aviation industry in any country is to last, and as well, meeting the expectations of the stakeholders, starting with passengers and ending with investors.

Few months back had elapsed when IATA had a new director general Tony Tyler, former chief executive of Cathay pacific, who had succeeded Giovanni Bisignani as IATA director general. According to the opinions of the concerned experts, it becomes obvious that there are big differences between the two schools of thought, and as well the great influence played by IATA in the aviation industry worldwide and on domestic levels as well.

However, more important is the vision carried by the new Director General to the role of the international organization, the challenges it is facing, and its relationship with other international organizations in the aviation industry. Similarly important, the approach which he intends to implement in dealing of IATA with civil aviation authorities worldwide, and also the type of relationship IATA is trying to build and maintain.

No doubt that the interests of IATA members appear sometimes to be in a continuous repulsion with the issues handled by the civil aviation authorities worldwide, though one has to admit that there are great areas of intersection leading to the promotion and development of civil aviation industry. For example, the fees issues implemented by airports on air carriers remain most of the time

a source of debate and controversy, since it constitute a financial burden on air carriers (as it is deducted from their profits, although it is finally diverted to the end user). While it constitute an important revenue to cover the costs of operations and maintenance and other costs of airports, in addition to the provision of proper services and continuous improvements.

The safety factor resembles an important element which is strongly agreed upon by both parties, as safety always comes first: passenger safety, aircraft safety, staff safety for both sides: airports and air carriers. Nevertheless, the interpretation, procedures, and cost remain a source of controversy between the two parties.

On the other hand, both parties agree and disagree over the issue of security and its implementation methods and procedures. While all confirm its importance, still every action taken by an airport management has its consequences and burdens on the air carrier, which translates eventually to additional costs, whether being financial or operational costs.

As for the General Authority for Civil Aviation in the kingdom of Saudi Arabia, we do appreciate and value the great steps and efforts recently paid by IATA as general, and also the initiatives taken to promote and simplify air travel procedures and processes, such as electronic tickets and use of barcode and self-service kiosks and others. At the same time, we look forward for more close cooperation with the international organization (IATA) which will be in the good of this vital industry worldwide, in a way that serves the interest of this sector in our beloved country ■

* VP, General Authority for Civil Aviation



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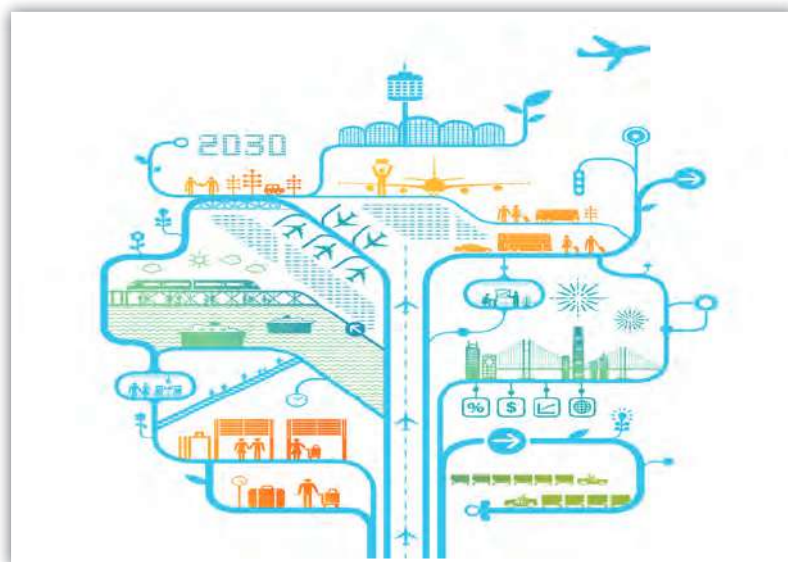
HKIA Master Plan 2030: a tale of two options

Hong Kong International Airport is weighing up the two options proposed by the Master Plan 2030 to handle the unexpected demand for capacity

The three-month public consultation period for the Hong Kong International Airport (HKIA) Master Plan 2030 concluded last September with more than 29,000 feedback submissions received. Following a period of growth far outstripping predictions, Hong Kong authorities are examining options to cope with the rising demand for airport space. In 2010 HK IA set new annual records with 50.9 million passengers, 4.1 million tonnes of cargo and 306,500 air traffic movements. These figures equate to 90 per cent of the airport's capacity.

The International Air Transport Association (IATA) forecasts that, by 2030, yearly passenger throughput at HKIA will reach 97 million, cargo volume will reach 8.9 million tons and aircraft movements will increase to 602,000.

The Hong Kong Airport Authority (HKAA) has committed HKD9.3 billion (USD1.2 billion) to the Midfield development project that will accommodate demand to 2015. Midfield development will include construction of an L-shaped passenger concourse and an additional 20 aircraft stands, 11 of which will be served by passenger boarding bridges (PHBs); the extension of the current Automated People Mover system from Terminal 1 to the new passenger concourse; enhancements to the existing baggage-handling system; and the building of a new cross-field taxiway.



The Master Plan 2030, put together by consultants led by AECOM, outlines two development options that were put out to public consultation.

Option one

The first option is to maintain the existing two runway system but to expand the terminal footprint and apron facilities to boost capacity. Under the first phase of this option, the terminal area would be increased by 14 per cent, equating to an additional 82,000 m², and the number of check-in counters would grow from 56 to 112. There would also be extra baggage-reclaim carousels, immigration, customs and security facilities as well as more space for amenities. The cost for this phase would be US\$0.89 billion.

The second phase of option one would include the expansion of

the First Midfield Concourse and the addition of a second I-shaped passenger concourse. Twenty additional stands for freighters and 20 PBB-served passenger aircraft stands would also be built, with an estimated cost for this phase of US\$1.07 billion.

The third phase would see the US\$0.3 billion extension of the Automated People Mover system at the Midfield. At a cost of US\$0.27 billion the baggage-handling system would be enhanced, including the development of a high-speed conveyor.

The final phase for option one would see the expansion and improvement of landside transport facilities and the road network surrounding the airport, costing an estimated US\$0.49 billion. Additionally, two multi-storey car parks would be built with space for 2,800



cars and coach staging, and the limousine lounge would be moved.

This option represents only a medium-term solution projected to last for nine years to 2020. Under this option, the maximum capacity for the airport would be 74 million passengers and 6 million tons of cargo.

HKAA Chairman Marvin Cheung Kin-Tung said: “The current two-runway system is forecast to be saturated by around 2020, and beyond that HKIA will not be able to meet additional demand.”

The alternative

The second option, which airlines and businesses say is the only viable solution, is the addition of a third runway.

Airports Council International (Ad) has backed the third-runway option. Speaking at a conference organized by Aerospace Forum Asia in Hong Kong, Director General of ACI Angela Gittens said: Hong Kong faces keen competition from neighboring airports for originating and destination traffic, transit traffic and cargo services. Competition also comes from other transport modes, particularly high-speed rail.

“Our industry’s growth is inevitable; the question is which airport operators will step up to provide the capacity to meet demand,” she added.

If the third-runway option is adopted, HKIA would be able to meet capacity demands up to 2030 and possibly beyond, according to HKAA. The estimated cost would be US\$11.1 billion at 2010 prices.

According to projections, a third runway would enable HK IA to handle a maximum of 620,000 flights a year, or 102 flight movements per hour, and meet forecast annual passenger throughput of 97 million and cargo of 8.9 million tons by 2030.

Consultants to Master Plan 2030 have determined that a third runway would be best placed to the north of, but parallel to, the existing runways. This would require the reclamation of 650 hectares of land. According to HKAA, some of the environmental concerns that have been highlighted include damage to the habitat of the Chinese white dolphin, air quality, noise pollution and increased carbon levels.

As well as a third runway, the second option would incorporate many of the upgrades and expansion plans covered in option one.

A third runway, related taxiway systems and airfield facilities would cost an estimated US\$0.97 billion, and this would be coupled with US\$1.8 billion being spent on third-runway aprons, 58 new passenger flight stands and new pas-

senger concourses.

Passenger terminal two would be reconfigured at a cost of US\$1.2 billion to accommodate both arrivals and departures and 36 new remote stands would be built at the Midfield.

According to HKAA, if a third runway is not adopted and the airport reaches full capacity by 2020, it would force airlines to consider using different destinations or larger aircraft with less frequency, which would have a negative impact on customers by driving up prices while reducing choice and convenience.

In 2008 the economic contribution generated by the aviation industry in Hong Kong was HKD78 billion (US\$10.1), or 4.6 per cent of Hong Kong gross domestic product (GDP). It created 62,000 direct jobs and 124,000 indirect and induced jobs.

Under the third-runway option, 141,000 direct and 199,000 indirect jobs would be created by 2030.

The Social Sciences Research Centre at the University of Hong Kong has been tasked with collating and analyzing the data gathered, after which the Airport Board will present us recommendation to the Hong Kong Government ■

Source: Jane’s Airport Review – Dec. 2011/Jan. 2012

GACA President Rejects European Carbon Tax

HRH Prince Fahd bin Abdullah President of the General Authority for Civil Aviation and Chairman of the Board of Directors of the Saudi Arabian Airlines has assured the Kingdom rejection of the European Carbon Tax implemented by European Union on all flights operating to European airports.

Prince Fahd added that the kingdom's rejection of the scheme is also shared by several major countries such as USA, China and India. He manifested that the resolution is issued unilaterally, while Chicago Convention states that such matters should be referred to the general assembly for voting.



GACA Invites Bids for New Carrier License

The General Authority for Civil Aviation has invited all interested investors to express interest in acquiring a new air carrier's licenses to operate domestic and international flights from and to the Kingdom airports. The Authority has stated that interested parties should apply by January 22, 2012 and the deadline for submission is Sunday, March 18, 2012. The submitted documents should

follow the guidelines and instructions advertised in the local daily newspapers and in GACA's official website.

GACA is seeking to create a wider competitive environment in the Kingdom's air transport sector to cope with the increasing demand, and to offer consumers more options.

GACA has manifested that the competition shall include a series of procedures and

benefits which shall be offered by the Authority. GACA shall be flexible in terms of the freedom of choice of the cities to be served, and the base location.

GACA's shall provide more details soon regarding the RFP. Qualified bidders will be invited to attend an audio – visual presentation, and will have the opportunity to discuss further their views and address their concerns.

GACA Awarded Best Network Management Project

The General Authority for Civil Aviation has received an award for the best project of network management in the Kingdom of Saudi Arabia for 2011. The award was delivered for H.E. Dr. Faisal Al Sugair the Vice President of the Authority on Saturday 11/2/2012 by Engineer / Ziad Mortaja the Executive President of HP company in The Kingdom of Saudi Arabia . Engineer Mortaja has declared that GACA is the winner overall in Europe, the Middle East and Africa.

Engineer Ziad also pointed that awarding of this prize is always based on several criterion, among which is conformity with (ITIL) standards (the most



recent measure), and the size of the infrastructure and system speed are also taken into con-

sideration beside the system's potentials and quality.

HSBC leads successful SR15 bn Sukuk issuance for GACA

HSBC Saudi Arabia Limited led a very successful SR15bn 10-year Sukuk issuance for the General Authority of Civil Aviation (GACA). The funds from the Sukuk issuance will be used for the construction of the new King Abdul Aziz International Airport in Jeddah.

Walid Khoury, CEO of HSBC Saudi Arabia Limited, said: "This issuance is the largest single-tranche Sukuk ever issued in the kingdom. Moreover,

the transaction is fully Shari'ah compliant, guaranteed by the Ministry of Finance and approved by Saudi Arabian Monetary Agency (SAMA) for repability. Our dedicated team worked closely with GACA to meet all of their requirements and helped in setting another benchmark in Sukuk issuance in the Kingdom".

Fahad Al-Saif, Director and Head of Debt Capital Markets at HSBC Saudi Arabia Limited said: "The GACA Sukuk issuance has

conceptually set the new risk-free rate for the Saudi Arabian markets. We are always keen to help lead the development of Islamic financing industry and Saudi capital markets through innovative solutions such as this issuance. This transaction stresses our integrated Islamic and innovative financing solutions capabilities which HSBC is committed to deliver in Saudi Arabia".

Qatar and Etihad Airways Receive International Awards

Qatar Airways has received top accolades at the prestigious Business Traveller USA magazine awards ceremony in Los Angeles.

Readers voted the Five-Star carrier Best Airline for International Travel for the third consecutive year at its 23rd annual Best in Business Awards. The airline was also awarded Best Business Class to the Middle East. The awards recognized 35 different travel service providers in 54 categories.

The awards follow two other accolades from Business Traveller sister publications around



the world; Best Business Class Airline by Business Traveller Middle East and Best Airline in the Middle East and Africa by

Business Traveller Asia Pacific.

Meanwhile Etihad Airways has been voted “Best International Airline”, as revealed at the Airports Company South Africa (ACSA) Feather Awards on December 7. The award recognized Etihad Airways’ exem-

plary service at both Cape Town International Airport and Tambo International Airport over the last year. The ACSA Feather Awards are based on the results of monthly passenger feedback surveys conducted throughout the year, evaluating; Airline service quality average; Quality management system average; and a 15-minute on-time performance average.

Emirates A380s Ready for Digital Passengers

Passengers on a growing number of Emirates A380 aircraft will now be able to surf, share, email, or tweet their way onboard as the airline launches Wi-Fi internet connectivity with OnAir on 11 of its current 19 superjumbos.

The remainder of the A380 fleet is being fitted with the connectivity systems and should all be fully operational by the middle of 2012. New A380s joining the airline fleet will be already installed with the OnAir system ahead of delivery.

Customers will be able to access the service of the Wi-Fi in the sky onboard their flight using their Wi-Fi enabled devices



including smartphones, tablets and laptops. All customers have to do is open up their device’s wireless connections, log on to the OnAir network and follow the simple steps to access the internet.

As part of a proving phase, customers onboard many A380 flights have been using the service for many months already as the system was installed and activated on the first few A380s last year.

Gulf Airports See New Surges in PAX

Passenger throughput at Dubai International Airport grew 7.8% during the first 11 months of the year to 46.28 million, according to Dubai Airports. The airport, which has a capacity of 60 million passengers annually, is just under four million passengers short of crossing the 50 million mark. Passenger traffic grew by 8.9% in November to 4,431,673, compared to 4,070,296 in the same month in 2010.

The GCC provided the largest increase in passenger numbers in November (134,491), followed by South Asia (77,375), Russia and the CIS (69,786), and Western Europe (48,830). The contraction in traffic on Middle Eastern routes continued in November, falling by 17,538 passengers. During the month, aircraft movements totaled 29,093, up 8.5% from 26,823 in the same month of 2010.

The year to date (January-November) flight movements increased by 6% to 296,799, compared to 279,888 in the same period in 2010. Freight growth was flat with cargo volumes almost at par with the corresponding period last year.

Dubai International Airport handled 191,658 tonnes of



freight in November, a marginal decrease of 0.4% from the 192,405 tonnes handled in the same period of 2010. The year to date freight movement reached 1,999,898 tonnes compared to the 2,033,828 tonnes handled in the corresponding period last year, a drop of 1.7%.

On the other hand, Abu Dhabi Airports Company (ADAC) said its flagship gateway Abu Dhabi International Airport handled more than 1.1 million passengers in November, the fifth consecutive month that the airport has welcomed over one million passengers.

Abu Dhabi International Airport saw a 16% surge in passenger traffic in November compared to the same month

last year. Cargo traffic also rose, with over 42,000 tonnes handled, a 7% increase over the same period in 2010.

Meanwhile total passenger traffic at Muscat International Airport rose by 14% to 5,345,386 passengers for the period ending October 2011, compared with 4,699,413 passengers for the same period last year. The growth is attributed to the increase of a number of flights of some airlines including

Oman Air, Air India Express, flydubai, Qatar Airways and Lufthansa. The total unloaded and loaded freight also rose by 3%, with total shipment of about 82,347 tonnes ending October 2011 compared with 80,015 tonnes during the same period in 2010.

Kuwait to Build New \$ 3.3B Terminal in 2016



The Kuwaiti ministry of public works has said a new USD 3.3 billion passenger terminal presently under construction at Kuwait International Airport is due to open in September 2016. The new terminal will have capacity to accommodate 13 million passengers annually in the first stage, with the ability to increase this number to 25 million and to 50 million in later stages.

Boeing, Air France-KLM Finalize Order for 25 787s

Boeing and Air France-KLM Group have finalized an order for 25 Boeing 787-9 Dreamliners, with options. The order was signed in late December 2011 and was recorded on Boeing's Orders & Deliveries website, attributed to an unidentified customer. A preliminary agreement was first announced on September 16, 2011.

The Boeing 787-9 Dreamliner is a slightly larger version of the 787-8 and will carry 250-290 passengers on routes of 8,000 to 8,500 nautical miles (14,800 to 15,750 kilometers). The 787 provides airlines with incredible fuel efficiency, resulting in exceptional environmental performance. The airplane uses 20% less fuel than today's similarly sized airplanes. It also travels at a speed of Mach 0.85, which is similar to the speed of today's fastest wide-body airplanes.

The order increases the num-



ber of 787-9s on order to 305 airplanes. The 787 Dreamliner family, including the 787-8 and

787-9, has accumulated a total of 860 orders from 59 customers located all over the world.

Etihad Airways is Biggest Shareholder in Airberlin

Etihad Airways has agreed to increase its stake in airberlin, Europe's sixth largest airline, to 29.21%, becoming airberlin's largest single shareholder.

The strategic move, announced in Berlin by Etihad Airways Chief Executive Officer James Hogan and airberlin CEO Hartmut Mehdorn, connects the airlines' extensive networks and frequent flyer programs to offer travelers 239 destinations across 77 countries.

Under the agreement, Etihad Airways will have two seats on the Board of Directors of the



Air Berlin PLC. The two companies will seek anti-trust immunity, which would allow

greater coordination of route networks and of sales and marketing activities.

Muscat and Salalah Airports to Build New Aerobridges

The Tender Board awarded the contract for construction of mobile aerobridges and passenger terminals at Muscat and Salalah international airports at a cost of USD 16.12 million. The bridges will be designed to cater to all types of aircraft.

According to Oman Airports Management Company authorities, the new terminal at Muscat International Airport will be complete by 2014 and will have the capacity to handle 12 million passengers annually.

Further expansions planned in three subsequent phases will ultimately boost the airport's capacity to 24 million, 36 million and 48 million passengers.



Also, looking at the increase in passenger traffic over the last few years a new expanded international arrival terminal is currently being designed.

The new terminal at Salalah

airport envisages an expansion in capacity of about 1 million passengers annually by 2014. The airport has been designed to cater up to 6mn passengers annually.

IT solutions continue to evolve

IT providers continue to supply new solutions for airport operations managers, with the knock-on aim of improving the passenger experience.

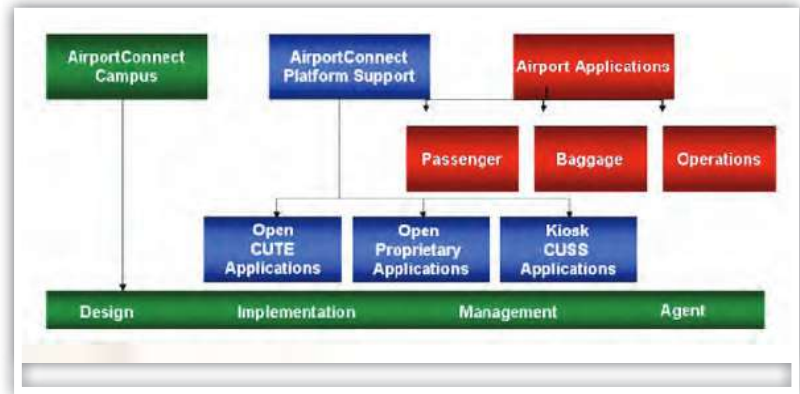
Italy-based STE, for instance, undertakes network design and also integrates solutions, using either in-house software or that provided by partners. It has been in the airport market since 1986 and has a strong presence throughout Italy, either as a supplier or as a servicing agent.

“There is a lot of business in CUTE [Common Use Terminal Equipment] servicing, which is a very specialized area,” said airport IT Sales Manager Bruno Chiaranti. “We don’t mind how big the airport is, because it’s the application that interests us, although we normally aim at markets of under 10 million passengers. Having said that, we do have contracts in airports in both Rome and Milan, but we only look after parts of the total system there.”

Among STE’s own products are solutions developed for smaller airports. It also has a Local Departure Control System, which is fully integrated with weight and balance aircraft safety calculation. This can also be supplied as a standalone unit and is distributed by SITA.

“We have installed FIDS (Flight Information Distribution System) in several Italian airports and also in Cape Verde. We went there initially to install common user terminal equipment and also ended up supplying FIDS and the IATA message management system,” Chiaranti told Jane’s.

Istanbul-based TAV Information Technologies (IT), which has prod-



ucts in 14 airports, has been contracted by Saudi GACA to install its solutions in both Jeddah and Dammam airports. “For both these new clients, we are providing (Airport Operation Data Base) AODB, FIDS and RMS said TAV IT General Manager Bin-nur Guleryuz Onaran.

Although the TAV suite is modular, it is not uncommon for an airport to take the entire range of products, while others will just opt for the FIDS module, as was the case for the two most recent contracts at the Turkish airports of Batman and Erzincan.

Onaran believes the future of airport IT solutions will be centered around enhanced mobility, whereby passengers will use their IDs and boarding pass barcodes to pass through the airport as quickly as possible and be tracked by the airport as they do so, receiving retail promotions and airport information via their mobile devices.

Another trend, she believes, will be for companies such as TAV IT to become airport IT operators in their own right. The company already does this at two airports in Tunisia, two in Georgia, two in Macedonia and four in Turkey, while providing

second-level support at two more Turkish airports.

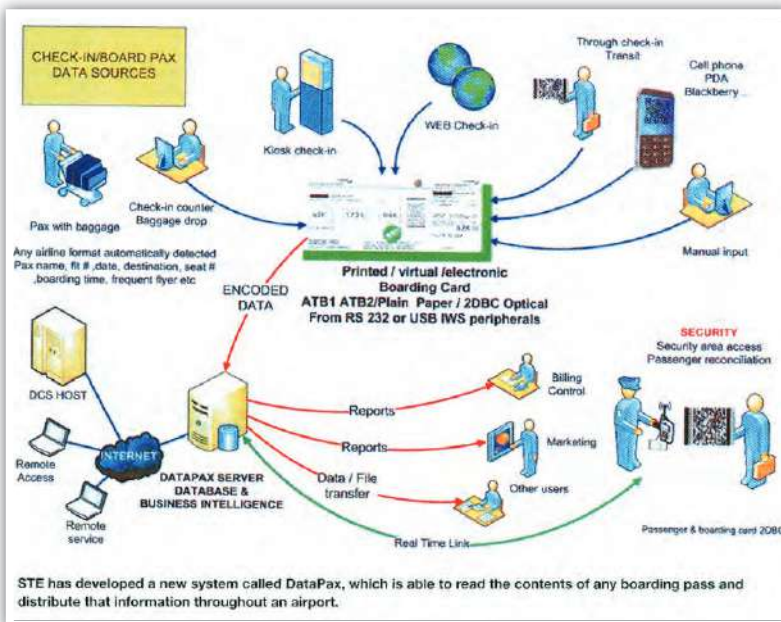
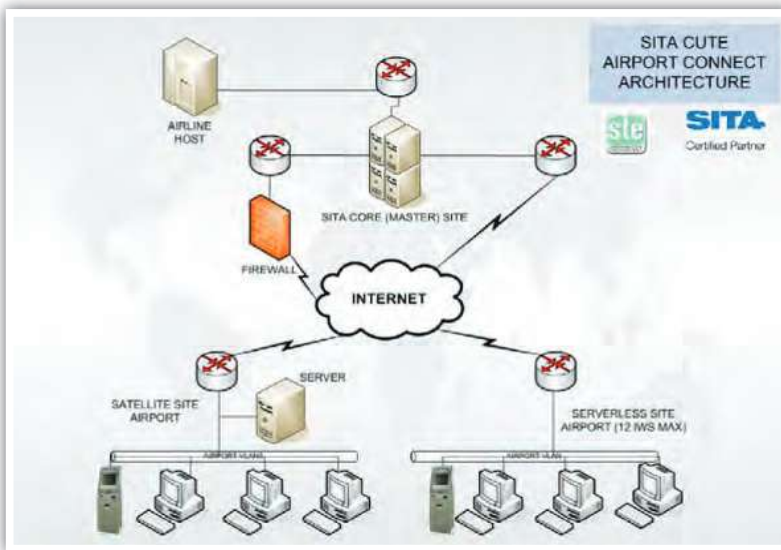
“There is always an ROI [Return On investment] on the products we sell. Sometimes this return will be tangible, sometimes intangible, being seen in improved customer satisfaction,” she stressed, adding that IT must be highly functional if an ROI is to be made.

As an example, she cited the company’s RMS module, which optimizes the use of passenger boarding bridges with applicable aircraft. It also ensures that the correct number of check-in desks are open for the expected levels of traffic and that optimum use is made of the conveyor system, thereby saving money for all concerned.

Multi-airport environment

The Amor Group, following its acquisition of FS Walker Hughes in June 2010, has worked closely with the Manchester Airports Group (MAG) to create a multi-airport IT environment. Previously, each separate MAG facility had its own systems, but the need to consolidate resources meant that all four airports - Manchester, East Midlands, Bournemouth and Humberside - now op-

Future airport IT technologies are likely to focus on enhanced passenger service



erate from a single system, enabling them to be managed centrally from Manchester.

The Chroma airport suite encompasses a full range of operational processes from check-in to flight departure, allowing all data associated with that flight to be easily retrieved, not least for purposes of billing.

Projects Director Gary Walker explained that Chroma replaced

MAG's previous system, Amos, developed by FS Walker Hughes. "Chroma is inherently more resilient and offers greater functionality across various airport functions," said Walker.

All elements of the modular Chroma suite - including the AODB element - are used by MAG as part of an integrated package. The data from these integrated systems is validated and disseminated to the

appropriate airport users, enabling key operational and strategic decisions to be based on accurate information.

Importantly, each module has been designed to function as a standalone product. As a result, if an airport acquires just the billing module or FIDS system, these can be configured to interface with an existing AODB.

"A number of our Chroma customers have taken a sub-selection of the overall suite, usually including the AODB and FIDS. However, one customer simply requested the FIDS module, while other smaller operators also rarely require our full-scale resource management system, in contrast with the larger airports, which will take a much broader range of products," Walker told Jane's.

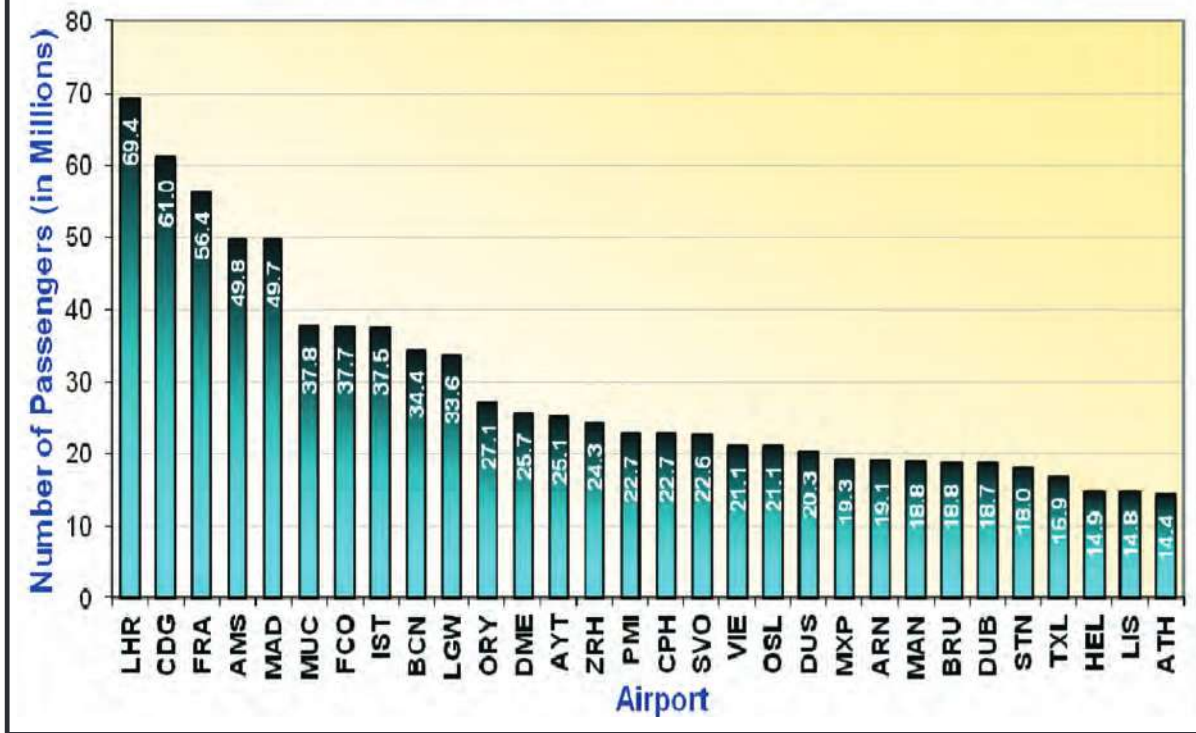
He said that the installation process tends to be relatively straightforward, but can be followed by a lengthy process of user acceptance testing, ensuring that the modules meet key operational requirements. Installations usually prove easiest whenever Chroma's AODB is taken as part of the package, because that means simply having to integrate existing systems to enable accurate data to be captured from handling agents and key operational systems within the airport ■

Source: Jane's Airport Review - Dec. 2011/Jan. 2012

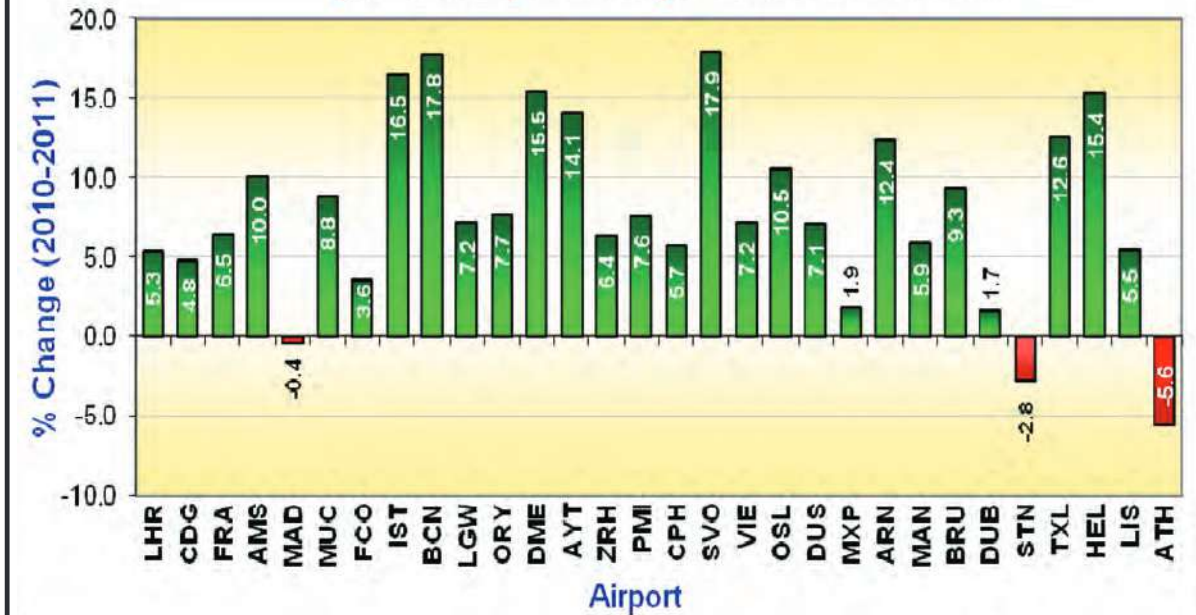
Top 30 European Airports (Ranked by Passengers 2011)

| Rank | Country | Airport | City | IATA Code | 2010 | 2011 | % Change |
|------|-------------|-------------------|-------------------|-----------|----------|----------|----------|
| 1 | UK | Heathrow | London | LHR | 65881660 | 69390628 | ▲5.3% |
| 2 | France | Charles de Gaulle | Paris | CDG | 58164612 | 60970551 | ▲4.8% |
| 3 | Germany | Frankfurt | Frankfurt | FRA | 53009221 | 56436255 | ▲6.5% |
| 4 | Netherlands | Schiphol | Amsterdam | AMS | 45211749 | 49755252 | ▲10.0% |
| 5 | Spain | Barajas | Madrid | MAD | 49866113 | 49662512 | ▼0.4% |
| 6 | Germany | Munich | Munich | MUC | 34721605 | 37763701 | ▲8.8% |
| 7 | Italy | Leonardo da Vinci | Rome | FCO | 36337050 | 37651700 | ▲3.6% |
| 8 | Turkey | Atatürk | Istanbul | IST | 32143819 | 37452187 | ▲16.5% |
| 9 | Spain | El Prat | Barcelona | BCN | 29209536 | 34399180 | ▲17.8% |
| 10 | UK | Gatwick | London | LGW | 31375290 | 33645285 | ▲7.2% |
| 11 | France | Orly | Paris | ORY | 25203969 | 27139076 | ▲7.7% |
| 12 | Russia | Domodedovo | Moscow | DME | 22253529 | 25701610 | ▲15.5% |
| 13 | Turkey | Antalya | Antalya | AYT | 22013027 | 25113635 | ▲14.1% |
| 14 | Switzerland | Zürich | Zürich | ZRH | 22878251 | 24337954 | ▲6.4% |
| 15 | Spain | Palma de Mallorca | Palma de Mallorca | PMI | 21117417 | 22726459 | ▲7.6% |
| 16 | Denmark | Copenhagen | Copenhagen | CPH | 21501750 | 22725517 | ▲5.7% |
| 17 | Russia | Sheremetyevo | Moscow | SVO | 19123007 | 22555000 | ▲16.7% |
| 18 | Austria | Vienna | Vienna | VIE | 19691206 | 21106292 | ▲7.2% |
| 19 | Norway | Gardermoen | Oslo | OSL | 19091036 | 21103199 | ▲10.5% |
| 20 | Germany | Düsseldorf | Düsseldorf | DUS | 18988149 | 20339466 | ▲7.1% |
| 21 | Italy | Malpensa | Milan | MLP | 18947808 | 19303131 | ▲1.9% |
| 22 | Sweden | Arlanda | Stockholm | ARN | 16962416 | 19069065 | ▲12.4% |
| 23 | UK | Manchester | Manchester | MAN | 17759173 | 18806098 | ▲5.9% |
| 24 | Belgium | Brussels | Brussels | BRU | 17181000 | 18786034 | ▲9.4% |
| 25 | Ireland | Dublin | Dublin | DUB | 18431064 | 18741095 | ▲1.7% |
| 26 | UK | Stansted | London | STN | 18573592 | 18047594 | ▼2.8% |
| 27 | Germany | Tegel | Berlin | TXL | 15025600 | 16919820 | ▲12.6% |
| 28 | Finland | Vantaa | Helsinki | HEL | 12883399 | 14865871 | ▲15.5% |
| 29 | Portugal | Portela | Lisbon | LIS | 14035273 | 14805624 | ▲5.5% |
| 30 | Greece | Athens | Athens | ATH | 15303127 | 14446963 | ▼5.6% |

Top 30 European Airports (Ranked by Passengers 2011)



European top 30 Passenger Airports (2010 - 2011) Percentage Increase or Decrease



Source: ACI

Forthcoming Aviation Conferences, Exhibitions & Seminars

1 March – 30 April 2012

4 - 7 March

23rd Annual AAAE/Southeast Chapter AAAE Airport Finance & Administration Conference
 Daytona Beach, FL, USA
events.aaae.org/sites/120305/index.cfm

5 March

CANSO EGM & CEO Conference
 Amsterdam, Netherlands
canso.org/ceoconference2012

5 - 7 March

26th Annual Commercial Aviation Industry Suppliers Conference
 Beverly Hills, CA, USA
speednews.com/ConferenceInfo.aspx?conferenceID=21

6 - 8 March

ATC Global 2012 Exhibition and Conference
 Amsterdam, Netherlands
atcglobalhub.com/events

7 - 9 March

4th ACI Airport Economics & Finance Conference & Exhibition
 London, UK
aviationbusinessjournal.aero/events/

Cygnus Aviation Expo
 Las Vegas, NV, USA
cygnusaviationexpo.com/

8 - 9 March

CANSO Global ATM Operations Conference
 Amsterdam, Netherlands
canso.org/operationsconference2012
 37th Annual FAA Aviation Forecast Conference
 Washington, DC, USA
faa.gov/news/conferences_events/aviation_forecast_2012/

12 - 15 March

NBAA 39th International Operators Conference
 San Diego, CA, USA
nbaa.org/events/ioc/2012/

13 - 15 March

IATA World Cargo Symposium
 Kuala Lumpur, Malaysia
iata.org/events/wcs/Pages/index.aspx

15 - 16 March

AAAE Next-Generation Leaders Forum
 Alexandria, VA, USA
events.aaae.org/sites/120309/index.cfm

Airline Operational Efficiency & Cost Management Workshop
 Singapore, Singapore
iata.org/events/Pages/oecm-singapore.aspx

19 - 20 March

2012 Minnesota Aviation Maintenance Technician Conference
 Brooklyn Center, MN, USA
dot.state.mn.us/aero/avoffice/events/maintenance/maintconf.html

19 - 21 March

Aviation Outlook MENA
 Dubai, UAE
terrapinn.com/2012/aome/

20 March

Airside Safety Workshop
 Dubai, UAE
iata.org/events/Pages/airside-safety.aspx

20 - 21 March

Airline Operational Efficiency & Cost Management Workshop
 Beijing, China
iata.org/events/Pages/oecm-beijing.aspx

21 - 22 March

6th Aviation & Environment Summit
 Geneva, Switzerland
canso.org/events/6th-aviation-environment-summit

7th Aviation Security Summit
 Canberra, Australia
informa.com.au/conferences/transport/aviation/aviation-security-summit

26 - 28 March

CANSO Middle East Conference
 Cairo, Egypt
canso.org/middleeastconference2012

26 - 29 March

Public Safety & Security Spring Conference
 Vancouver, Canada
aci-na.org/event/549

27 - 29 March

Asian Business Aviation Conference & Exhibition (ABACE)
 Shanghai, China
abace.aero/2012/

28 - 30 March

IATA FIDAE Wings of Change Latin American Aviation Summit
 Santiago, Chile
canso.org/wingsofchange

1 April

17th Annual National Air Service Conference
 Austin, TX, USA
events.aaae.org/sites/120402/index.cfm

2 - 4 April

Eastern Region Airports Conference
 Hershey, PA, USA
faa.gov/airports/eastern/airports_news_events/

5th ACI Europe Regional Airports
 Conference & Exhibition
 Ljubljana, Slovenia
aci-europe-rac.com/

3 - 6 April

55th Annual AEA International
 Convention & Trade Show
 Washington, DC, USA
aea.net/convention/DC2012/

10 - 11 April

ICAO Regional Aviation Security
 Conference
 Manama, Bahrain
[www2.icao.int/en/AVSEC/
 Pages/RegionalAviation
 SecurityConferenceBahrain.aspx](http://www2.icao.int/en/AVSEC/Pages/RegionalAviationSecurityConferenceBahrain.aspx)

10 - 13 April

Next Generation of Aviation
 Professionals Symposium
 Montreal, Canada
[canso.org/events/
 nextgenerationofaviation
 professionalssymposium2012](http://canso.org/events/nextgenerationofaviationprofessionalssymposium2012)

12 April

Business Aviation Regional Forum
 Van Nuys, CA, USA
nbaa.org/events/forums/20120412/

14 April

New England Aviation Safety Expo
 Nashua, NH, USA
[faa.gov/news/conferences_events/
 aviation_expo/](http://faa.gov/news/conferences_events/aviation_expo/)

14 - 18 April

46th International Aviation Snow
 Symposium
 Buffalo, NY, USA
[snowsymposium.org/cfiles/home.
 php](http://snowsymposium.org/cfiles/home.php)

16 - 18 April

Northwest Mountain Region
 Airports Conference
 Seattle, WA, USA
[faa.gov/airports/northwest_
 mountain/airports_news_events/
 annual_conference/2012/](http://faa.gov/airports/northwest_mountain/airports_news_events/annual_conference/2012/)

IATA Ops Conference 2012

Rio de Janeiro, Brazil
[iata.org/events/Pages/Ops-
 Conference-2012.aspx](http://iata.org/events/Pages/Ops-Conference-2012.aspx)

16 - 19 April

Operations & Technical Affairs
 Conference
 Las Vegas, NV, USA
aci-na.org/event/544

Environmental Affairs Conference

Las Vegas, NV, USA
aci-na.org/event/545

17 - 18 April

Fire Safe Oman 2012
 Muscat, Oman
[airportsinternational.com/2012/01/
 fire-safe-oman-2012/](http://airportsinternational.com/2012/01/fire-safe-oman-2012/)

General Aviation in the Middle East 2012

Dubai, UAE
miuevents.com/game2012

17 - 19 April

57th Annual Corporate Aviation
 Safety Seminar
 San Antonio, TX, USA
nbaa.org/events/cass/2012/

**World Aviation Training Conference
 and Tradeshow**

Orlando, FL, USA
halldale.com/wats/

**ICAO Regional Seminar on MRTDs,
 Biometrics and Border Security**

Rio de Janeiro, Brazil
[icao.int/Meetings/mrtd-brazil2012/
 Pages/default.aspx](http://icao.int/Meetings/mrtd-brazil2012/Pages/default.aspx)

18 - 20 April

ICAO Air Transport Symposium
 Montreal, Canada
[icao.int/Meetings/iats/Pages/default.
 aspx](http://icao.int/Meetings/iats/Pages/default.aspx)

Passenger Terminal Conference

Vienna, Austria
[passengerterminal-expo.com/
 conference.php?n=conf](http://passengerterminal-expo.com/conference.php?n=conf)

18 - 21 April

The Global Show for General
 Aviation
 Friedrichshafen, Germany
aero-expo.com/

23 - 24 April

32nd Annual New York Airfinance
 Conference
 The Plaza, NY, USA
[euromoneyseminars.com/
 EventDetails/](http://euromoneyseminars.com/EventDetails/)

23 - 25 April

NEXTGEN AHEAD
 Air Transportation Modernization
 Conference
 Washington, DC, USA
[aviationweek.com/events/current/
 nextgen/index.htm](http://aviationweek.com/events/current/nextgen/index.htm)

**ACI Europe Airport Trading
 Conference and Exhibition**

Oslo, Norway
aci-europe.org/

24 - 26 April

Airport Infra Expo 2012
 Sao Paulo, Brazil
airportinfraexpo.com.br/eng/

**China Air Cargo Development
 Forum & Exhibition 2012**

Tianjin, China
gisevents.com/2012/aircargo/

25 April

China Aviation Summit
 Beijing, China
[everestevents.co.uk/events.
 asp?eventID=72](http://everestevents.co.uk/events.asp?eventID=72)

25 - 27 April

Airport Cities, World Conference
 and Exhibition
 Denver, CO, USA
globalairportcities.com/events/

27 - 29 April

Aircraft Interiors Expo
 Hamburg, Germany
aircraftinteriorsexpo.com/

29 April

84th Annual AAIE Conference &
 Exposition
 Phoenix, AZ, USA
events.aaie.org/sites/120501/