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GACA President: «Air Transport Contribution to GDP will Reach SR 100 Billion»

Nigeria plans to establish a Flag-Carrier



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Dr. Faisal H. Al-Sugair

VP, General Authority
of Civil Aviation

In the coming year (2015), new King Abdul-Aziz International Airport (KAIA) will enter its commissioning phase, and shortly after, it will commence its Phase 1 of full operation to accommodate 30 million passengers annually.

On the other hand, in Riyadh, King Khaled International Airport (KKIA) Development Project will complete its Phase 1 in few years to start full operation to accommodate an almost equivalent number of passengers.

What is the significance of all this? What is its impact on the economy of the two major cities, Jeddah and Riyadh? Definitely, the benefit on the economical level will be quite substantial for many reasons, including but not limited to, the contribution of both airports to GDP, increase of number of nationals employed in the two airport facilities, as well as in the private sector's associated projects. As new airports have great potentials, air carriers operating to and from them presently and in future are apt to employ more nationals to run their operations, and in turn, contribute to the improvement of their services, increase their number of flights, and attract more customers.

A comprehensive report entitled "Find-

ings of the Economic Impact of Commercial Airports in 2013" prepared in the USA by the firm CDM Smith were issued last September indicated that the total GDP contribution of American airports has exceeded one trillion dollars (one thousand billion dollars.) Moreover, the total number of jobs supported by this sector reached 9.5 million jobs with total payroll of more than 350 billion US dollars a year.

Mr. Kevin M. Burke, President and CEO of ACI-NA said, "Not only does our commercial aviation system rely on such a robust network airports throughout the US, but so do a myriad other industries. Our airports connect the people, products, and services that comprise the US economy with markets across the country and around the world."

No doubt that the big projects currently being built in our domestic and international airports will give our national economy, in the foreseeable future, a big advantage, which in turn will lead to increased growth in most of our national economy's other sectors and ultimately will improve most of other aspects in our life.

I would like to take this opportunity to extend my deepest appreciation and thanks to our wise leadership for saving no effort in supporting our air transport industry. My deep appreciation and thanks as well go to HH the President of GACA for his wise leadership of this great organization, and the support and kind pursuit for its projects and operations.

NEWS

NEWS

GACA President: "Air Transport Contribution to GDP Will Reach SR 100 Billion"

In an interview with Al-Youm Newspaper published on 21/9/2014 HH Prince Fahd Bin Abdullah, President of the General Authority of Civil Aviation (GACA) discussed a number of important issues and shed some light on the «Comprehensive Strategic Plan for the Development of the Kingdom's Civil Aviation Industry» which was approved earlier by the Council of Ministers. He stated that the plan included a recommendation to review the jet fuel prices in the Kingdom's airport. The purpose of the fuel study is to come up with a well structured plan that will enhance the aviation industry and support fair competition practices in the Kingdom. A ministerial committee was formed to accomplish this mission. Indeed, the committee's recommendations were submitted to the Supreme Authorities for approval.

In answering a question about the civil aviation sector's contribution to the Kingdom's economy, he revealed that, according to studies prepared by IATA, the sector contributes to the Kingdom's GDP by over SR30 billion annually, or about 1.8% of the Kingdom's GDP. This contribution is envisaged to go up in the next five years to more than 50 billion Riyals, or 3.2% of the Kingdom's GDP. Prince Fahd added saying: "we expect this contribution to grow up to around SR100 billion in the next decade if everything goes planned".

With regard to liberating the Kingdom's airspace, he stated that the objectives of the Strategic Plan include:

- Development of all necessary legislations and regulations to liberate the civil aviation sector gradually and in a well planned manner.
- Stimulate air carriers to provide sufficient number of flights to cope with the increasing demand for air travel by granting more new domestic air carrier licenses to serve domestic airports particularly those characterized by low traffic rates.



- Conclusion of more bilateral agreements with other countries around the world.
- The adoption of a restructuring plan for the domestic air travel network aiming to increase number of flights as well as seating capacity. Phase 1 of the said plan resulted into the rise of number of domestic passengers by more than 20% in the last two years.

In answering a question about the future traffic volume in Alaha Airport, Prince Fahd explained that 2013 statistics show that total number of passengers served by Alaha Airport reached 186,000 passengers compared to around 19,000 in 2009. As for international flights which were introduced in November 2013, number of passengers accommodated during November and December 2013 exceeded 3000 passengers. He added that Al-Ahsa airport air traffic volume, will exceed 300,000 passengers annually during the period 2015-2020. International passengers will constitute a considerable percentage of this figure due to GACA's policy calling for introduction of more international flights to ease the pressure on King Fahd International Airport.

SR 5 B Airport Projects Approved



HH Prince Fahd Bin Abdullah, President of the General Authority of Civil Aviation (GACA), has approved a number of airport development projects worth totaling of more than SR5 billion, the Saudi Press Agency reported. The projects include the following:

- 1- Construction of King Abdullah Airport in Jazan
- 2- Development of Arar airport
- 3- Maintenance and operation of air navigation equipment and systems in the Kingdom.

- 4- Operation, maintenance and custodial services at King Khaled International Airport in Riyadh and King Fahd International Airport in Dammam.
- 5- Other projects in some of the Kingdom's airports.

Prince Fahd said that the awarding of these projects shows the government's extra support for the aviation industry as it plays a major role in developing the social and economic maps in the Kingdom.

TAV Airports Owns 40% of Istanbul Sabiha Gökçen



TAV Airports has signed a share purchase agreement with Limak Group for the acquisition of 40% shares of Istanbul Sabiha Gökçen Airport.

After the transfer of shares, TAV and Malaysia Airports Holding, which has 60% shares, will be partners and have equal rights in the management of the Turkish gateway.

TAV Airports CEO and president, Sani Şener, says "Throughout the years, we have built a network of airports that are operated by TAV with a collaborative approach in Skopje, Ohrid, Tbilisi, Batumi, Riga, Enidja, Monastir, Ankara, Izmir, Bodrum, and Gazipaşa.

"Especially, we have created a very strong synergy between Istanbul and Madinah. All these airport operations benefit from the scale and scope of the operations, services and knowhow of our main hub in Istanbul.

"It is the reason why having a presence at SabihaGökçen, which will become the sec-

ond airport of Istanbul when the new airport opens, had become a must."

He adds: "Having a presence in both Istanbul Atatürk and SabihaGökçen Airports in the next five to six years will help raising productivity and enhancing services to the benefit of our airlines and passengers clients.

SabihaGökçen Airport was put into service in 2001, and operations were undertaken by Limak-GMR-Malaysia Airports consortium for 20 years, but this year GMR sold its shares to Malaysia Airports and left the consortium.

In 2013, Istanbul SabihaGökçen Airport served 15.5 million passengers with 32% increase in the first eight months of 2014 compared to the same period last year.

The capacity is set to be increased with the construction of a new runway and additional parking places for aircraft, and works are underway to connect Kadıköy-Pendik metro line to the gateway.

Air France-KLM Unveils 2020 Strategic Plan

Air France-KLM has revealed the details of its Perform 2020 initiative, the successor to its Transform 2015 strategy.

While maintaining competitiveness and continued revival of the group's financial position, the Franco-Dutch airline aims to focus on the three areas for future development.

In a persistently challenging market, Air France-KLM sees increasing its exposure to growth markets, ongoing efficiency improvements and services upgrades as crucial to reinforce its key strengths moving forward.

With Transform 2015 due to be completed by the end of the year, chairman and CEO, Alexandre de Juniac, commented: "Perform 2020 will be supported by two main levers: growth, which we are looking to capture in a number of areas, and competitiveness combined with financial discipline.

"By 2020, we will have built an air transport group focused on a leading long-

haul network at the heart of global alliances, with a portfolio of unique brands, restructured short and medium-haul operations with a reinforced presence in the low-cost segment in Europe."

Air France-KLM aims to maintain strict capacity discipline with growth for 2015-2017 period predicted to be between 1% and 1.5%.

A central core of Perform 2020 is the accelerated de-

velopment of Air France-KLM's presence in the European leisure market, under its low-cost subsidiary Transavia, based on the two existing companies - Transavia France and Transavia Netherlands.

The airline also plans to unveil new Transavia bases created in other European countries to foster a more pan-European model of operation, though hasn't disclosed exactly which countries as yet.



ACI Asia-Pacific Reports 3.5% Traffic Growth in July

ACI Asia-Pacific has reported that the region recorded a 3.5% increase in passenger traffic in July compared to the same month in 2013.

The airport trade body says it maintained a steady growth rate for the month of July 2014, and Asia-Pacific airports recorded a year-on-year increase of 3.5% while gateways in the Middle East posted a rise of 5%.

Year-to-date passenger traffic from January to July 2014, the Middle East continued to lead the region with a strong increase of 8.4%, while the Asia-Pacific posted growth of 4.2%.

The top five busiest airports in the region were Beijing Capital International Airport (+1.6%), Tokyo Haneda Airport (+5.6%), Dubai International Airport (+4.9%), Hong Kong International Airport (+6.1%), and Jakarta-Soekarno-Hatta Airport (-5.2%).

Tokyo Haneda's growth was partially attributed to the strong increase in international passenger traffic, up by 21.7%, where as Jakarta was impacted by slowdown of domestic passenger traffic with a drop of 6.4%.

The Middle Eastern airports continued to demonstrate steady growth for the year to date, with Abu Dhabi International Airport up 19.7%, and Doha International Airport up 14%.

Other airports in the region reporting growth rates in excess of 15% include Bangkok Don Muang (21.5%), Kaohsiung (20.5%), Chiang Mai (19.4%) and Goa (17.4%).

ACI Asia-Pacific says freight volumes continue to show signs of strong recovery with improvements in global trade and commerce.

Cargo traffic recorded robust growth for the month of July 2014 with Asia-Pacific airports recording a year-on-year growth of 6.8% while the Middle East recorded growth of 12%, and year-to-date growth was 5.1% for Asia-Pacific and 9.6% for the Middle East.

The strong growth in the Middle East was primarily driven by the recent expanded operations at Doha and Dubai World Central.



China Plans New Dalian Airport on Reclaimed Land

Plans have been revealed to build an airport on the coast of Dalian, in northeast China, as part of a 26.5 billion yuan (\$4.3 billion) development project.

Dalian International Airport will be built on a 20.9 square km (8.07 square mile) artificial island, which will be created on the coast of China using reclamation land.

It will join other gateways built on the coast, such as Japan's Nagasaki Airport, New York La Guardia Airport, which is built of steel piles into the seabed on the coast, and Japan's Kansai International Airport in Osaka.

Dalian officials explain that; Dalian's existing Zhoushuizi International Airport has been overloaded, after three transformations, transport capacity will reach saturation at about 2016.

"Dalian airport building plots can be very limited, because there is very little land in Dalian, where the airport can be built very scarce. Since 2002, the Dalian municipal government on the organi-



zation of both military and civilian experts to carry out a site work.

"Experts repeatedly argued by the parties and the ratio of long-term election, the conclusion is no longer large civil airport land sites within 100 km from the main city limits of optional, Golden State Bay Maritime basically have the ideal conditions for the construction of the new airport, is currently the only equipment selected sites."

Dalian reclamation projects, including the construction of the new airport and airport construction project will be completed in two phases the airport says, while local reports, claim

the new gateway will have four runways, and it would become one of the world's biggest airports to be created through land reclamation.

Zhoushuizi International Airport, which is China's 17th busiest is set to outgrow its design capacity within five years, and in 2013, it handled more than 14 million passengers, up 5.6% from 2012.

China's airports in total handled more than 754 million passengers last year, up 11% compared to 2012, and China is developing its airport infrastructure and is aiming to bring the total number of gateways to more than 220 by the end of 2015.



Helsinki Airport to Expand Services under One Roof

Operator Finavia has outlined its development program that will continue until 2020, and plans for increasing transfer traffic capacity will be based on a one-roof concept with all new facilities located in a single building.

Airport director, Ville Haapasari, explains: "This allows us to keep distances short and services easily accessible and provide a customer-friendly airport experience."

"This concept makes it easier to boost the number of transit passengers. Transferring from one gate to another will be easy and quick as it can be done in one terminal."

Compared with the other models, the one roof concept is the best option in terms of operational efficiency and customer-friendliness. It is also an ecological solution because a single terminal reduces the need for services such as bus transport."

In addition to the extension of the terminal, there will be more aircraft stands on the apron and additional deicing capacity, in which the



emphasis will be placed on environmental aspects.

There will also be more parking spots for both wide-bodied and narrow-bodied aircraft, while additional passenger bridges are planned.

Finavia says the extension at Helsinki Airport will take place in three stages, and first it will enlarge the facilities for long-haul passengers and increase the number of spots for wide-bodied aircraft for transit traffic.

Transit capacity will be further increased and the service level for European and domestic flights improved.

Finavia intends to expand Terminal 2 to cover the ground traffic area so that the check-in, security control and baggage drop will all

take place in one departure/arrival hall.

The three stages of the development program will be divided into smaller projects, and will continue until 2020.

Helsinki Airport is undergoing its largest ever service overhaul with all restaurants, cafes and shops upgraded and the gateway will have 70 new or refurbished shops and cafes.

The apron will be enlarged so the terminal can be expanded and the capacity of the aircraft stands increased.

The development program will cost about €900 million and is expected to increase passenger capacity to 20 million, while generating 5,000 more permanent jobs at the airport.

Some Aviation Terms: Made Simple



Airport Surface Detection Equipment

is a sophisticated technology. It integrates data from a variety of sources, including radars and aircraft transponders, to give controllers a more reliable view of airport operations. Controllers in the tower see the aircraft on a continuously updated color display map and are able to spot potential collisions

Airborne Collision Avoidance System (ACAS)

is defined as: an aircraft system based on surveillance transponder signals which operates independently of ground based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

Air/Ground Communication Service

is a service provided from an aerodrome or



Dr. Mohamed Elfatih Ebinin *

a remote site to give information to pilots of aircraft flying in the vicinity by means of radio signals

CAT I (Category I) Approach

A precision instrument approach and landing with a decision height not lower than 60m (200 ft) and with either a visibility not less than 800m (2400 ft), or a runway visual range not less than 550m (1800 ft) (ICAO – IS&P

Annex 6).

CAT II – Category II – Approach

A precision instrument approach and landing with a decision height lower than 60m (200 ft) but not lower than 30m (100 ft) and a runway visual range not less than 350m (1200 ft). (ICAO – IS&P Annex 6).

* Technical Advisor - GACA/ANS/SED/COMMUNICATIONS

Cover Story



Nigeria Plans to Establish a Flag-Carrier

With the aviation demand growing in West Africa over the last few years, Nigeria begins a project leading towards the formation of a national airline.

Khadija Osman *

Located on the coast of West Africa, Nigeria, a country with an approximate population of 174 million people, is in talks with private investors to establish a flag-carrier for the growing country that does not have one. Since independence from Britain in 1960, Nigeria lived a series of civil wars and military dictatorships. In 2011, the first fair presidential election for the country took place. Since then the government has been working towards modernizing the country. Nigeria's growing economy has even overtaken South Africa and the country now has the largest economy on the continent, an economy worth more than 500 billion dollars. Nigeria's last national airline, Air Nigeria (formerly Virgin Air Nigeria, established in 2004) ceased all operations in 2012, after Virgin Group - a prominent investor - withdrew business 2 years earlier. And prior to the formation

and demise of Air Nigeria, Nigeria Airways Ltd. had ceased operations in 2003.

According to the Minister of Aviation, Oostia Chidoka, the aviation sector of the country contributes as little as 0.4% to Nigeria's Gross Domestic Product (GDP). In a recent interview with Bloomberg TV Africa, Chidoka revealed that plans were in the works with private investors to debut a national airline in order to boost the aviation sectors contribution to the Nigerian economy. The 2 billion dollar plan will aid towards remodeling terminals, as well as establishing a flag-carrier.

Just last year Nigeria received a 500 million dollar loan from the Export-Import Bank of China in a separate endeavor to improve aviation in the country. That sum of cash was saved for rebuilding terminals in four cities, including the capital Abuja, Lagos, Port Harcourt, and Kano. The winning bid went to China Civil Aviation Con-

struction Corp. According to Chidoka, they are working on completely altering the face of those four main airports, and are encouraging private investing towards that. The Nigerian government is also in the process of building 13 cargo airports across the country to export perishable agricultural produce, such as tomatoes and mangos. Chidoka also stated that the plan has already been provided with 1 billion dollars of money from the state, and will receive another billion as the project is carried out over the next four years. This project is considered a huge success.

Last September, the country officially retained a Category-One certification by the FAA, although several other countries were downgraded from this status during the year. Nigeria is also looking to comply with the ICAO standards of safety, as the organization will soon conduct safety audits on its airports. So far there have been many improvements



to the nation's airports, all of which have been successful, including new luggage screening and handling systems, air-conditioning, stand-by power reserves, and escalators, among many others.

The nation hopes to achieve what both Ethiopia and Kenya have in recent years in terms of national aviation growth. Ethiopian Airlines Enterprise grew recently to being the second largest carrier in sub-Saharan Africa, after South African Airways, with a modern fleet featuring Boeing 787 Dreamliners. It flies to more

destinations in Africa than any other airline on the continent, and became a member of Star Alliance in December, 2011. Kenya Airways, the third-largest airline in Africa has also been growing, with the investment of the Air France-KLM Group. Kenya Airways has been a Sky Team member since 2010. It started its first route using a 787 Dreamliner last June flying from Nairobi to Paris.

Economy-wise, West Africa is becoming an aviation expansion target since it lacks a dominating local carrier. As Nigeria grows fi-

nancially and technologically, the need for travel and transport has been growing. According to World Bank data, Nigeria passengers have increased from around 520,000 in 2003, to 3.74 million passengers in 2013. With these figures, and with the remodeling of national airports and the establishment of a flag-carrier, the nation's potential for large profits in aviation seem to be a certainty; and needless to say, Nigeria is quickly rising on the global aviation stage.

* English Instructor, Aviation Researcher and Journalist

Together... We can soar to greater heights



- The Arabian Petroleum Supply Co. (APSCO) has a leading position in aviation fueling services, enjoying over 53 years of experience in the Saudi market.
- APSCO Aviation activities include into-plane fueling and fuel depot operations covering most international and domestic airports kingdom-wide.
- APSCO is the first Saudi fueling company to become a strategic partner with the International Air Transport Association (IATA), a member of the Joint Inspection Group (JIG), a member of the Fuel Technical Committee in the Arab Air Carriers Organization (AACO) and certified by the (ISO 9001:2008) UKAS Quality Management System.
- APSCO is committed to providing high-quality aviation products and services to customers, toward the highest international aviation standards.
- APSCO has performed various projects in close cooperation with GACA and airport authorities on development of into-plane facilities and fuel depots at many airports in Saudi Arabia.



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