

SHOW DAILY

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United Arab Emirates

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DAY ONE

SUNDAY, 11th NOV. 2007



INTERNATIONAL AEROSPACE

Dubai Airshow Aspires To Be The Biggest International Event

The 10th edition of the Dubai Airshow, is completely sold out, and has broken all the international event's previous records of size, exhibitor and aircraft numbers and aircraft displayed as it readies for its final showing at the Airport Expo Dubai. The largest ever Dubai Airshow is a barometer for huge Middle East Aviation growth, says HH Sheikh Ahmed. The growth is in tandem with its 2009 move to a new, purpose-built facility at Dubai World Central, the huge urban aviation community being built in Jebel Ali, 30 kilometres north of Dubai city centre.

With 850 exhibitors from



His Highness Sheikh Ahmed Bin Saeed Al Maktoum, President, Dubai Civil Aviation Authority (DCAA), and Chairman of Dubai Airports at the press conference.

50 countries - a 40% increase on 2005 participation - and

covering more than 35,000 square metres, with more than

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The Red Arrows Arrive In Dubai

The Red Arrows acrobatic flying display team arrived in Dubai. During their visit to the emirate, the team will demonstrate the performance of the Adour-powered Hawk trainer aircraft, with daily displays at the Dubai Airshow.

John Boughton, Director, Sales and Marketing, Rolls-Royce Defence Aerospace said ahead of the show, "We are delighted to be supporting the Red Arrows for their visit to Dubai and we are sure that they will prove to be a star attraction at this year's airshow. We are proud of our long-term partnership with the United Arab Emirates and believe that there are great opportunities for this relationship to flourish in the future."



The United Arab Emirates Air Force & Air Defence has been a Rolls-Royce customer, which powers the Air Forces

fixed-winged fleet with the Adour engines. The UAE Air Force operates the Hawks in the two-seat trainer variant, powered by the Adour Mk871 and Mk861.

Rolls-Royce also provides the powerplant for United Arab Emirates Air Force and Air Defence's Lockheed Martin C-130 military transport and Aermacchi MB339 aircraft. The company has a long history of supporting UAE's fleet with over 100 military engines already in service with the United Arab Emirates Air Force & Air Defence, in addition to its considerable presence in the country's airline, marine and energy sectors.



TODAY'S PROGRAMME

Sunday, 11th November 2007

Room A

- 09.00am Dubai 2007 official opening at Royal Pavilion
- 10.00am Press conference Lockheed Martin at Press Conf. Room Mezzanine Floor East Hall
- 11.00am Press conference DAE Press Conf. Room at Mezzanine Floor East Hall
- 12.00nn Press conference BOEING at Press Conf. Room Mezzanine Floor East Hall
- 01.00pm Press conference Lockheed Martin at Press Conf. Room Mezzanine Floor East Hall
- 02.00pm Press conference BOEING at Press Conf. Room Mezzanine Floor East Hall
- 03.00pm Press conference Airbus at Press Conf. Room Mezzanine Floor East Hall
- 04.00pm Press conference NAS at Press Conf. Room Mezzanine Floor East Hall
- 05.00pm Press conference FICCI at Press Conf. Room Mezzanine Floor East Hall

Room B

- 10.30am Press conference ATR at Press Conf. Room Mezzanine Floor East Hall
- 11.30am Press conference EMBRAER at Press Conf. Room Mezzanine Floor East Hall
- 12.30pm Press conference Gulf Stream at Press Conf. Room Mezzanine Floor East Hall
- 01.30pm Press conference Bombardier (Tentative) at Press Conf. Room Mezzanine Floor East Hall
- 02.30pm Press conference Cessna at Press Conf. Room Mezzanine Floor East Hall

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Dubai Airshow Aspires To Be The Biggest International Event

140 aircraft on display, Dubai Airshow 2007, is now firmly on the map of the international aviation arena and has secured its mantle as the world's third largest global aerospace event after Le Bourget in Paris and Farnborough in the UK.

"The scale of growth in the show over the past two years - which amounts to some 40% in booked floor space, reflects the massive growth the Middle East's aviation industry is experiencing across all segments," said His Highness Sheikh Ahmed Bin Saeed Al Maktoum, President, Dubai Civil Aviation Authority (DCAA), and Chairman of Dubai Airports. "Regional carriers are expanding fleets and networks, there is huge investment in the region's aviation infrastructure, the aviation service sector is attracting a considerable influx in FDI, and the training and development of the industry's regional talent pool is moving forward at pace. This year's event being the largest in the event's 18 year history there is a clear signal that the global aerospace industry is now prioritising activities in this region."

Fairs & Exhibitions (F&E), which organises the show in conjunction with Dubai Civil Aviation Authority and Dubai Airports and in collaboration with the UAE Armed Forces, has managed to accommodate growth despite space restrictions at Airport Expo Dubai.

"We have been creative in floor space planning, narrowing aisles, increasing outdoor pavilion space and even using space under stair wells to satisfy unprecedented demand,"

said Virginia Kern, Chairman, F&E. "We are also in the happy position of already receiving requests for space allocation at the 2009 event, which we can now accommodate with greater ease thanks to the investment of the Dubai Government in the new, purpose-built site in Jebel Ali."

F&E says the geographic appeal of the Dubai Airshow is now spreading, resulting in huge demand from new-to-market exhibitors.

"This year we have some 130 newcomers from 24 countries - which accounts for more than 10% of the overall exhibitor profile," explained Alison Weller, Director - Aerospace, F&E. This year's show also has 11 national pavilions, 91 chalets and 15 outdoor pavilions with first-time representation from five countries - the Cayman Islands, the Philippines, Ethiopia, Afghanistan and Luxembourg.

National pavilions at the show will represent Austria, Canada, France, Germany, India, Jordan, the Netherlands, Sweden, the Ukraine, UK and USA.

Dubai Airshow 2007's expansive aircraft fleet also encompasses a number of new-to-market models ranging from strike fighters to trainers, from VIP business jets to heavy cargo carriers and the latest in the very light jet (VLJ) range.

This will include regional debuts from the Cirrus SR22 G3, the Eclipse 500, the Dassault Falcon 7X, the Sino Swearingen SJ30, and the MD 902 helicopter.

The Airbus A380 superjumbo will be back for the show's

daily flying display which will also see military giants fly including the Russian MIG 29 multi-role fighter aircraft, the block 60 Lockheed Martin F-16, one of the most popular attack aircraft in its class, the USAF's legendary fighter and the F-117A Nighthawk Stealth Fighter attack.

Three international aerobatics team will also feature in the daily flying display. These are Britain's Red Arrows flying the BAE Hawk, the Patrouille de France in the Dassault/Dornier AlphaJet and Spain's Patrulla Aguila, which is making its Arabian Gulf debut in the Casa C-101 Aviojet.

The show is also set to have its largest-ever delegations programme with top civil and military officials from 77 countries having been invited to attend in a programme devised by DCAA, Dubai Airports, the UAE Ministry of Defence and the UAE Airforce.

The new Dubai Airshow site, at Dubai Exhibition World in Jebel Ali, is again set to lift the benchmark for world-class aerospace show facilities. It will cover 425,000 square metres - double the size of Airport Expo Dubai - with 42,000 square metres of exhibition space earmarked for the 2009 event.

"Expansion will be phased in as the show continues to develop with an overall capacity of 70,000 square metres possible," said Khalifa Al Zaffin, Executive Chairman, Dubai World Central. "Another USP will be that from 2012, the site will be linked to the Dubai Metro, the emirate-wide mass transport system, the

first phase of which is currently under construction.

"We will also increase the chalet line for the 2009 outing, with plans to accommodate more than 130 per show. Car parking facilities will also be significantly increased with space for more than 4,000 cars available, rising to 7,000 for subsequent events. In addition, the reception building and support facilities will more than double with 20,000 square metres made available for the next show, rising to 35,000 square metres going forward.

Dubai Airshow 2007 is open to industry-linked visitors only with a turnout of 40,000 aviation professionals anticipated.

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Sunday, 11th November 2007

03.30pm Press conference
Rosoboronexport Public Relations at Press Conf.
Room Mezzanine Floor East Hall

04.30pm Press conference EM
BRAER at Press Conf.
Room Mezzanine Floor East Hall

05.30pm Press conference at
Press Conf. Room Mezzanine Floor East Hall

Room C

10.00am Press conference Booked at Press Conf. Room Mezzanine Floor East Hall

11.00am Press conference Booked at Press Conf. Room Mezzanine Floor East Hall

12.15pm Press Conference Emirates at Press Conf. Room Mezzanine Floor East Hall

01.00pm Press Conference DCA at Press Conf. Room Mezzanine Floor East Hall

02.00pm Press conference Dubai World Central at Press Conf. Room Mezzanine Floor East Hall

03.00pm Press conference Boeing at Press Conf. Room Mezzanine Floor East Hall

04.00pm Press conference Booked at Press Conf. Room Mezzanine Floor East Hall

05.00pm Press conference Booked at Press Conf. Room Mezzanine Floor Reception Building

Jordan Out In Force At Dubai Airshow

A strong Jordanian aviation contingent, including The Royal Jordanian Air Force and Jordan Aircraft Maintenance Limited (JORAMCO), will fly the flag for the Kingdom at the Dubai Airshow 2007.

The Jordanian Government is embarking on a dedicated privatisation programme within its aviation sector which includes the sale of a 74 per cent stake in its flagship carrier,

Royal Jordanian Airlines, with a stipulation that a minimum of 51 per cent remains in Jordanian hands.

Royal Jordanian has also committed to a replacement programme of its fleet December 2006 for four Boeing 787s, which will join the fleet in 2010. The order is part of a three-year modernisation and expansion campaign through which it will bring its fleet from 21 aircraft in 2006 to 35 units

in 2009, including the six new A320 aircraft added in 2006, as well as Embraer 195s and 175s.

In parallel to the Royal Jordanian's expansion and privatisation plan, the government also announced a US\$ 600 million programme to upgrade and expand the Kingdom's principle gateway, the Queen Alia International Airport.





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JXB's AED One Billion Runway Complete



Dubai World Central International Airport (JXB), set to be the world's largest, at Jebel Ali in Dubai, United Arab Emirates, has completed in record time, the construction of its A-380 enabled 4.5 kilometre CAT III runway in the projected 600 days.

Built by the UAE's Al Naboodah Contracting for AED one billion, the runway is the first tender to be fully executed within Dubai World Central, the mammoth 140 square kilometre urban aviation community, which is centred around JXB.

The runway, designated 12/30 because of its geographic location, will now undergo a period of strenuous tests and trials over the next six to eight months to fulfil its CAT III-C requirements - a precision instrument approach and landing capability with zero metre visibility for aircraft.

"Dubai World Central is enabling us to take the future into our own hands," said His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman, Dubai Aviation Corporation - Dubai World Central.

"The completion of the first runway, capable of handling any new-generation aircraft, signals the advent of a new era in Dubai's aviation and transportation history - a fulfilment of the vision of the late ruler of Dubai, Sheikh Rashid bin Saeed Al Maktoum, who set aside land for an additional airport in Dubai nearly 30 years ago."

That vision has been taken

forward by His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, who decreed that we should make history, not wait for it. When JXB is fully operational by 2015 we will be geared for any transportation challenge of this century.

JXB's AED 100 million first passenger terminal, being built by Arabtec/Max Bogl JV, a UAE-German joint venture, catering to low-cost, regional and charter airlines is 40 per cent complete with the finishes and MEP tender due to be awarded before the year end.

"The first terminal will cater to nearly seven million passengers annually, which will serve to take considerable load off Dubai International Airport (DXB) in terms of flights over the next three to four years,"

explained Khalifa Al Zaffin, Executive Chairman, Dubai World Central. "The two huge mega terminals and the six concourses designed to handle in excess of 120 million passengers annually is currently in the design stage by a team of international architects and technical consultants," he added.

"Taking such huge passenger flows, baggage handling, car parks, check in counters, security checks, facility management, amenities, flight paths, ground handling, taxiing flows, roads and infrastructure and air traffic control into consideration, has been our first priority in planning the airport and by mid-2008 we will announce the final design of the mega airport terminals," said Khalifa Al Zaffin.

Dubai World Central will make announcements about the

new airport's heliport and executive jet facilities during this month's Dubai Air Show.

Updating on the current status of the various airport structures Khalifa Al Zaffin said that Arabtec/Max Bogl JV are currently building the AED 278 million cargo terminal which currently 50 per cent complete and the AED 143 million Air Traffic Control (ATC) tower and navigational aids building, which is 25 per cent ready. At 92 metres, the Middle East's tallest freestanding ATC tower is 70 per cent ready and it will be due for completion by February 2008.

"Our Phase One of the major airport infrastructure projects are on schedule for completion between February to June 2008," stated Al Zaffin. "Our contractors and suppliers share our vision to being the largest airport in the world and the best airport project executed globally, so we are ensuring the efficient completion of each individual contract."

Other JXB projects include the construction of the AED 908 million aprons and associated taxiways contract, which is over 75 per cent complete, the AED 108 million Fuel Farms tendered to another UAE-German joint venture, Thermo/Amak JV; and the navigational aids package, worth AED 120 million and shared by UK's Park Air Systems and Thales of France, experts in air traffic control and defence solutions.

Two key contracts worth AED 161 million for emergency services were awarded recently to Convergent Value Engineering LLC, an Abu Dhabi-based metallic installation contracting company, for a total of four fire stations and five police facilities buildings. These services will be exclusively for the use by JXB.

Currently, there are 18 on-site construction projects with over 9,000 workers and staff members that are helping the mammoth city rise from the desert. That number is expected to increase substantially over the next three years as at least 40 tenders are awarded in coming months.

"Of the 30 tenders already awarded, 20 have been spe-





Proffitt, CEO, DLC, “But with the cargo terminals ready by mid-2008 many DLC tenants whose warehousing and logistics facilities are ready by then can

mercial City, which will feature hundreds of office tower blocks, and Golf City which will have over 5,000 villas and two 18-hole golf courses.

City	Area (sq km)
Dubai Logistics City	21.5
DWC Commercial City	14.5
DWC Aviation City	4.7
DWC Residential City	8.6
DWC Golf City	15.8
Airport	68.0
Exhibition City	4.1

cifically for JXB’s infrastructure and the rest spread over DWC’s real estate and logistics components,” said Abdulla Al Falasi, DWC’s Marketing and Corporate Communications Director. “The biggest non-JXB tender awarded so far has been the Dubai Logistics City (DLC) Headquarters and Office Park buildings worth AED 1.5 billion.”

Dubai World Central creates the world’s first truly integrated multi-modal logistics platform

with all transportation modes, logistics and value-added services, such as product manufacturing and assembly in a single-bonded free zone environment made up of the airport city components - DLC, JXB and Aviation City, and the adjacent Jebel Ali Port and Free Zone, through a customs-bonded road corridor.

“The DLC Office Park is nearly 20 per cent complete and will be ready for tenant use in March 2009,” said Michael

begin to use the airport as cargo flights commence towards the end of next year.”

The tenders for other DWC real estate components are also expected to commence soon with Staff Village accommodation, IT offices, and infrastructure for developers to commence construction. The real estate components include: Residential City, which will offer a combination of freehold and leased quality homes; Com-

“Dubai World Central will not only cater to the region’s economic growth but will be a strong catalyst for our next level of development as a truly global commercial, trade and logistics hub,” said Sheikh Ahmed.

“With Dubai World Central we have strengthened the emirate’s plans for aviation advancement which plays a key economic development role as we head towards a post-oil scenario.” **SHOW DAILY**

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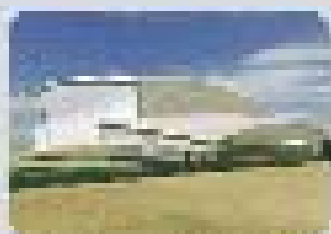
Photo: F. Hochmann - Dassault Aviation



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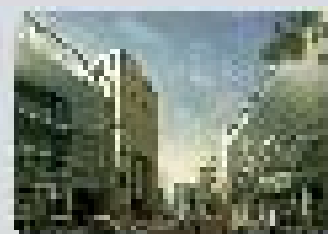
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Dubai Air Show to display over 140 Aircraft

Over 140 aircraft from across the globe will be on display at the 10th edition of the Dubai Airshow, which begins today at the Airport Expo Dubai, including a host of new-to-market models ranging from strike fighters to trainers, from VIP business jets to heavy cargo carriers.

This year's static display will boast its largest ever aircraft showing including regional debuts from, the Cirrus SR22 G3 - the world's fastest-selling, single-engined four-seater aircraft; the Eclipse 500, the forerunner in the Very Light Jet (VLJ) market and the quietest jet in history; the Dassault Falcon 7X, which is the original 'fly-by-wire' long range business jet claiming to be the "first aircraft to be designed entirely on a virtual platform", and the Sino Swearingen SJ30, the world's fastest longest range light jet.

The Russian MiG 29 multi-role fighter aircraft and the block 60 Lockheed Martin F-16, one of the most popular attack aircraft in its class, will also take to the skies during the show's daily flying display as well as the Airbus A380, adorned in the company's livery as it makes its return to the UAE.

And to celebrate the Dubai Airshow's 10th Anniversary, which expects up to 40,000 visitors, this year's flying display will feature performances by three of the world's top aerobatics display team - Britain's

Red Arrows flying the BAE Systems' training Hawk, the Patrouille de France in the Dassault/Dornier AlphaJet, and Spain's Patrulla Aguila, which is making its Arabian Gulf debut in the Casa C-101 Aviojet.

"The aircraft fleet we will have on display is unparalleled regionally or internationally and is testament to both the reputation of the Dubai Airshow and the importance of the Middle East to the global aviation market. It includes some of the world's most advanced, state-of-the-art aircraft, many of which are touching down here for the very first time," said Alison Weller, Director-Aerospace, Fairs & Exhibitions - which organises the show.

"The wide diversity of aircraft shows the depth and breadth of our exhibitor portfolio and we know visitors to the Dubai Airshow will be in for a major treat as they will see first hand the very best the industry has to offer."

Helicopters also feature heavily in the 2007 showing with the MD 902 Helicopter making its regional exhibition debut. Boasting state-of-the-art patented "NOTAR" (No Tail Rotor) technology, which increases passenger and by-



UAE Air Forces F-16 Block 60

stander safety, reduces pilot workload and lowers external noise levels, the MD is a sought after model for EMS services throughout the region, especially as it is well equipped to deal with the Middle East's high temperatures.

And joining military heavyweights MiG and the F-16, is the USAF's legendary fighter, the F-117A Nighthawk Stealth Fighter attack, the world's first operational stealth aircraft, as well as Abu Dhabi-based Adcom Military Industries, which is displaying its Unmanned Aerial Vehicle (UAV) Yabhon range including the new jet-powered, high-speed diving target drone, designated the 'Yabhon HMD'.

The 2007 showing of the Dubai Airshow will boast up to 900 exhibitors from 50 countries and cover a massive 35,000 square metres of hall space with a further 90 chalet units.

A key element of this year's show is the high propensity of new-to-market exhibitors - 130 to date from 24 countries - accounting for one tenth of the show's entire exhibitor profile.

Amongst those lining up for the Dubai Airshow for the first time are: the UAE's own Mubadala Aerospace Division and Falcon Aviation, which supplies point-to-point air services with its helicopter and jet fleet; a string of exhibitors from the USA including Cirrus, which designs, manufactures and markets general aviation composite aircraft; Switzerland's

Grob Aerospace, one of the world's largest and most experienced composite aircraft manufacturers; Germany's Henkel Aerospace, which makes aerospace structural adhesives; Russia's International Association of Space Activities and Sweden's Volvo Aero, which makes hi-tech components for aircraft rocket engines.

Dubai Aerospace Enterprise, the global aerospace manufacturing and services corporation headquartered in the emirate, is to also make its debut for 2007 as the event's first-ever host-sponsor. The move is a clear indication of Dubai's growing importance on the global aerospace stage and the Dubai Airshow's role of attracting world-class companies.

The five day show which will end on November 15, will feature 11 country pavilions and first-time representation from the Cayman Islands, which will see its government registry take part; Afghanistan, represented by Safi Airways; Luxembourg by maintenance service provider CAE Aviation, the Philippines with Beechcraft spares stockist Aerospace Products International and Ethiopia which will be represented by its national carrier.

This year's Dubai Airshow will be the last at Airport Expo Dubai, with future growth being accommodated by a move in 2009 to a purpose-built site at Dubai Exhibition World, which is being built at Dubai World Central, the huge urban aviation complex currently underway at Jebel Ali, 30 kilometres outside Dubai city.



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ABU DHABI International Airport Redevelopment: Catering For Half A Century Of Growth



HE Khalifa Al Mazrouei,
Chairman and Managing Director of
Abu Dhabi Airports Company (ADAC)

Abu Dhabi is investing close to USD 7 billion to build the world-class airport facilities that will cater to the growth of the Emirate for the next 40-50 years.

Abu Dhabi International Airport (ADIA) is the focus of a large-scale development to ensure it can facilitate the major development of the capital Emirate. Huge investments are

being made in infrastructure, new industries, tourism, educational facilities, sports, and cultural projects, which are putting Abu Dhabi on the world map as one of the leading business, cultural, events, and sports centre.

In response to the strong traffic growth over the last decade, ADIA has increased its capacity to seven million passengers in September 2005, following the renovation of its Terminal 1 and the creation of a second terminal. As the growth continues to gain pace even further, a host of new projects are in the pipeline, which include the construction of two new passenger terminals, a second runway, an air traffic control complex, a cargo terminal, and a free trade zone. These will provide the infrastructural support needed for Abu Dhabi's drive to become a major business and tourist hub.

Addressing both short and long term needs, the programme will, by the end of 2010, deliver passenger capacity

up to 20 million passengers per annum, nearly triple the current capacity of 7 million passengers. Eventually the programme will allow the Airport to grow beyond 40 million passengers and 2.5 million tonnes of cargo per annum.

An essential element of the programme, which is being led the Abu Dhabi Airports Company (ADAC), will cater to the needs of Etihad Airways, whose fast-track expansion has acted as a further stimulant to the Airport's growth since the flag carrier was launched in 2003. Currently operating 29 wide-bodied aircraft, by 2010 Etihad Airways plans to have 50 aircraft flying to nearly 70 destinations from its base at ADIA.

The two additional terminals will come successively on line by 2008 and 2010, with Terminal 3 ready in mid 2008, enabling Etihad's growth until the Midfield Terminal, the centre piece of the redevelopment programme, which will come on stream by the end of 2010. The plan also includes a second

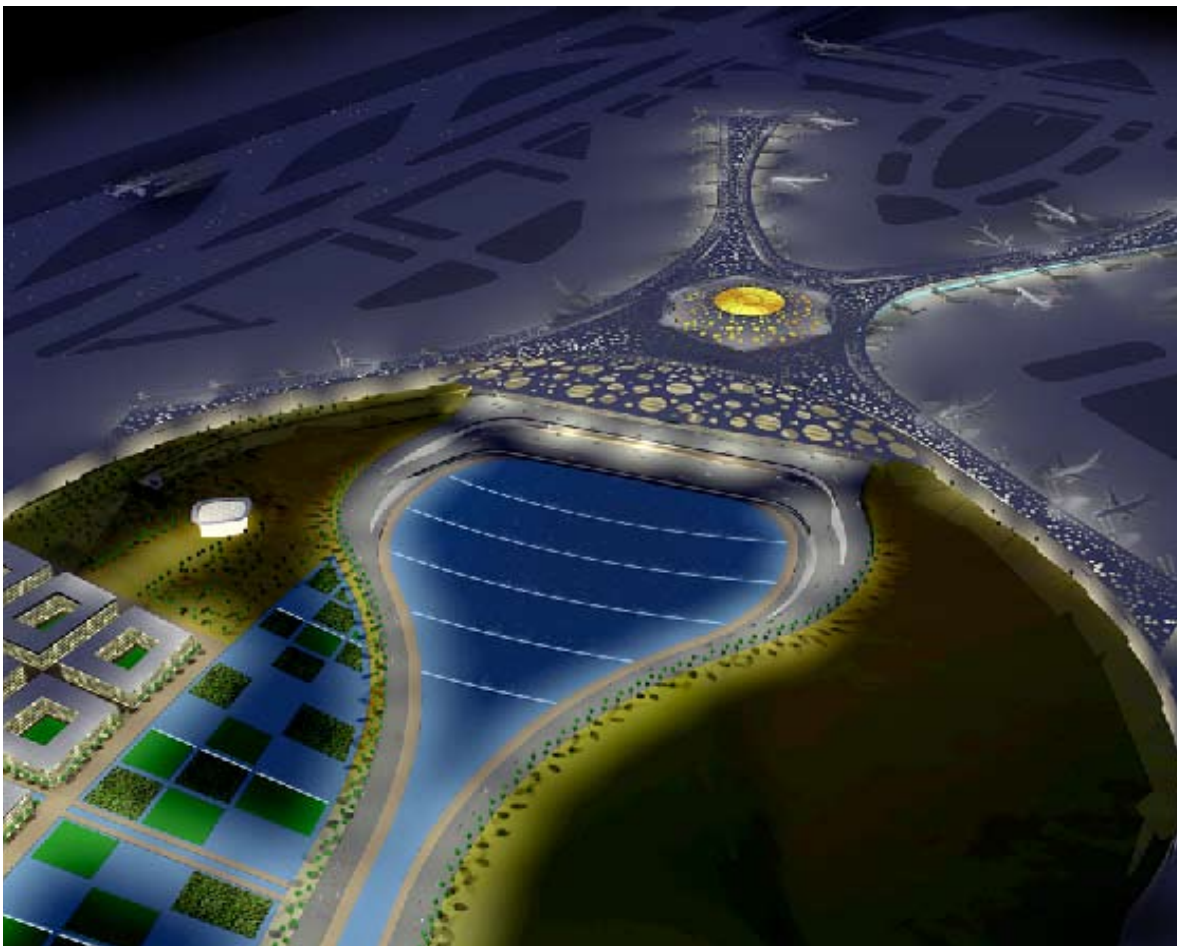
runway, a new traffic control complex, a free trade zone and a host of other economic development projects.

The master plan is based upon phased implementation of the airport facilities. This incremental approach addresses both short and long-term requirements, and supports the growth of the home-base airliner, Etihad.

On the land side, a lot of attention will be given to eliminating congestion and ensuring a pleasant experience for the passenger. World-class technologies and systems will be applied to make sure the Airport provides a superb customer experience. At the same time, due emphasis is given to ensuring that the current great advantages of Abu Dhabi Airport - particularly the quick and efficient passage of passengers through the Airport - are retained and further enhanced. An essential element of the expansion programme will support both the growth of Etihad network and new foreign airlines, which will trigger both passenger and cargo traffic.

A spur of these developments have being undertaken keeping in mind immense traffic growth and the popularity of the airport. For instance, during the first half of 2007 (January to June), the total passenger traffic reached the milestone of 3.071 million, an increase of 27 per cent over the 2.414 million passengers in the same period in 2006. In the same period aircraft movements increased 7 per cent to 39,300.

In the month of August 2007, the Airport handled a total of 707,671 passengers, a 32 per cent rise over the 536,201 passengers seen in August 2006. The number of aircraft movements increased by 10 per cent during the same period, rising from 6,156 in August 2006 to 6,785. While cargo volumes also registered an increase to 27,015 tons in August 2007 from 23,601 tons last year, a growth of 14.5 per cent.



An aerial view of the Midfield Terminal Complex, which will boost the Airport's capacity to 20 million passengers by 2011.



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*Comparison of fuel burn, CO2 and NOx emissions for engines.



Rolls-Royce achieves milestones in the Middle East



Boeing 787-Dreamlines with Rolls Royce Trent Engine

Rolls-Royce is demonstrating its continued contribution and success in the Middle East region by showcasing its civil as well as defence aerospace portfolios at the Dubai Airshow.

The Trent aero engine family, which has been immensely successful for the company, since its selection will be displayed on the engine manufacturers stand. Rolls-Royce will be highlighting the technology of the Trent 1000, which is the launch engine for the Boeing 787 Dreamliner, and Trent 900, which has now entered service on the Airbus A380. The latest

member of the family, the Trent XWB, is currently the only engine available for the A350 XWB.

In 2006, the Middle East saw a 13.1 per cent increase in passenger traffic, more than 5 per cent higher than

the global average, and IATA continues to see the Middle East generating the strongest growth in demand for international travel. Rolls-Royce aims to help airlines meet this demand with its diverse product and services portfolio through continued investment in technology and capability.

Emirates, which was the first airline to select the Trent engine back in 1991 has now added two more members of the Trent engine family to its fleet. The premier airline now operates 29 Airbus A330s powered by the Trent 700 and ten A340-500s and 600s, for which

the Trent 500 is the sole engine.

The other airlines that are using the Trent engines in the Middle East region include Qatar Airways, Etihad and Gulf Air, which use the Trent engine to power their Airbus A330, A340 and Boeing 777s. This year has marked unprecedented growth for Rolls Royce with the company being awarded their largest-ever single order worth US\$ 5.6 billion for the Trent XWB engines with a long-term TotalCare agreement from Qatar Airways at the Paris Air Show.

In addition, Etihad will be the first operator in the region for the Trent 900-powered A380. Long-term Rolls-Royce customer Saudi Arabian Airlines has also played its part in the region's aviation growth.

The corporate jets that will be on display at the show will include the Cessna Citation X, which is powered by the AE2100, the Tay and BR710 powered Gulfstream G450 and G550, the BR710-powered Bombardier Global Express and the AE3007-powered Embraer

Legacy.

On the military side the company will be displaying the latest variant of the Adour engine, the Mk951 and the RTM322 turboshaft engine, which powers the NH-90.

The engine manufacturer has a strong history in this division with Royal Saudi Air Force operating their Tornado, Hawk and C-130 aircraft powered by Rolls-Royce and its partners. The Egyptian Air Force also operates 15 of its Commando helicopters powered by the Gnome and C-130s powered by the T56.

A number of Rolls-Royce powered military aircraft will be on display at the show. These include two military transport aircraft, the Alenia C-27J powered by the AE2100, which has been recently been selected for Joint Cargo Aircraft (JCA) programme for the US Army and US Air Force. The Lockheed Martin C-130, also on display, is powered by the T56 engine.



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Abu Dhabi's Prestige Jet debuts at Dubai Air Show

Prestige Jet, the new, fast-growing, private aviation company operating out of Abu Dhabi International Airport, is making its Dubai Air Show debut at the 2007 event.

The airline will be showcasing its full range of services from private charters to aircraft management services. Chairman, HE Ghaith Ben Hamil Al Ghaith says that several significant announcements concerning strategic partnerships and aircraft will also be made during the week.

"The Dubai Air Show comes at an important time in our growth programme," he said.

Business has exceeded all our expectations since we were

launched last summer and as a result we are actively seeking to increase the size of our fleet and the services we offer.

Al Ghaith said the growth in private air charter travel across the Middle East is being fuelled by a new global business environment, where more and more people, from businessmen to government leaders across the Middle East are demanding faster and more reliable modes of transport.

"They are increasingly aware of the benefits in efficiency and productivity that private jet travel can bring," he said.

"In fact, private jet travel and executive charter flights are no

longer seen as a luxury, but a necessity, and its flexibility and privacy has resulted in remarkable double-digit market growth in demand in the Middle East region over the past few years.

Another key reason for this boom in the industry is attributed to the growth of major international events in the area, and the rise of Abu Dhabi and other Arab Countries as hubs of business and foreign investments.

"One cannot deny that competition is also increasing the availability and competitiveness of this form of travel," he adds. "Contrary to popular belief the fee for chartering a business jet can be very cost effective if a

trip is well planned.

"Prestige Jet currently uses GIII, Challenger 604, and Challenger 601 aircraft to serve key markets of the Gulf, Europe and the Far East. As we operate a fleet of diversified, new generation aircraft, this affords us greater flexibility to use both commercial and private airfields as starting points which can save passengers an enormous amount of time."

"We are looking forward to Dubai Airshow 2007 and are confident that the show will do much to raise our profile in the marketplace," Al Ghaith concludes.



Emirates SkyCargo Bags Best Air Cargo Carrier Award

Emirates SkyCargo bagged the Best Air Cargo Carrier trophy for the second year running at the glittering Second Annual Middle East Logistics Awards (MELA 2007) recently. Emirates SkyCargo's leadership came for equal praise when Ram Menen, Emirates' Divisional Senior Vice President Cargo, was adjudged Personality of the Year (Air Cargo Industry).

Held at the The Joharah Ballroom in Madinat Jumeirah, MELA 2007 attracted around 800 of the who's who of the logistics industry from 12 countries across the Middle East and Europe.

Accepting the Best Air Cargo Carrier award on behalf of Emirates SkyCargo, Jassim Saif, Emirates, Vice President Cargo, UAE said, "This award is truly significant as we have now bagged the top prize at



Ram Menen, Emirates' Divisional Senior Vice President Cargo receives the award

both editions of MELA, in 2006 and 2007. We are absolutely delighted, and would like to thank the organisers and our logistics and industry partners for their overwhelming vote of support. Additions to our fleet

and the opening of the Cargo Mega Terminal and continuous enhancements to our services will ensure that our customer relationship bonds are further strengthened."

Ram Menen mentioned, "It

is always an honour to be recognized by your industry peers and this award will occupy pride of place in my 31-year career in aviation. I would like to thank the organisers and the industry for conferring this honour on me. Emirates SkyCargo's success has its foundation in the vision etched by our Chairman and Chief Executive, His Highness Sheikh Ahmed bin Saeed Al-Maktoum. I dedicate this award to the Emirates SkyCargo team for their commitment and unstinting support over the years that have propelled the division to new heights in the industry."

Last month, Emirates SkyCargo was feted by the Spanish and Latin American airline industry with the coveted Premio Flyer Award 2007 at the 3rd Aviation Night held at the Palau Nacional in Barcelona.

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UK Aviation Consultancy IBA Group Now In Dubai

IBA Group, the Crawley, UK-based independently-owned aviation consultancy, has opened an office in Dubai in response to growing demand for its expertise from the region. IBA Group has already advised and is working with many banks, several start up airlines, existing operators, MRO's and in particular new investors in the region.

"The Middle East is a booming market - with more and more new start airlines and private jet companies com-

ing into the region. Financial institutions, banks and leasing companies are looking for independent and technical advice to help their clients realise their plans and this is where IBA Group fits in," said IBA Managing Director Phil Seymour. IBA is getting approaches on two levels - from the international financing fraternity it has supported and advised for nearly 20 years - and directly from Middle Eastern entrepreneurs fronting new aviation ventures. "It made commercial sense to

establish a base in Dubai and provide a constant presence in the region." Phil Seymour and IBA Group Sales Director Terry Fox will be attending the Dubai Show this week.

IBA's office is at the city heart of Dubai at Emirates Tower on the Sheikh Zayed Road. It has committed to this venture in conjunction with the Farnborough Aerospace Consortium (FAC). Further consolidating its link with FAC, IBA will be exhibiting for the first time at the Dubai Airshow on the FAC

stand in the UK Pavilion (Stand No W332F).

IBA is doing considerably more work in corporate aviation with a number of new projects close to fruition and the handling of a sizeable amount of UK CAA E3 certification work, involving overseas registered private jets coming onto the UK register. It recently advised Merrill Lynch Global Structured Finance & Investment, acting as asset manager on a corporate aircraft secured financing facility.



Lufthansa's European Fleet Gets New Look

Soon, Lufthansa will take delivery of the first of 60 new Airbus A320 family aircraft. The new jets will bring considerable improvements in terms of customer comfort. Usable cabin width, for example, has been increased, which will especially benefit passengers in window seats, giving them more room at shoulder height. New window surrounds make the windows

appear larger, which also adds to the feeling of space. The overhead bins have been enlarged to provide more stowage space for passengers. Moreover, improved insulation in the outer cladding will reduce noise levels in the cabin, thereby further enhancing the travel experience.

The modern, light cabin design also gives a foretaste of the future interior of the A380

as well as of the Airbus A340-600 aircraft ordered by Lufthansa, which are due for delivery. The individual passenger control units with an air vent, reading light and flight attendant call button have also been remodelled in keeping with the new design of the future Lufthansa flagship. The cabin wall and ceiling panels have likewise been redesigned.

The Airbus on order is highly fuel efficient, low-noise, low-

emission aircraft that will enable Lufthansa to continue to achieve environmentally sound, climate-friendly growth. Lufthansa has ordered 170 aircraft with a list price of more than 14 billion euros as part of its policy of fleet modernisation and planned capacity growth. The Lufthansa Group fleet currently comprises 500 aircraft.



National Development To Meet Gulf Pilot Demand

More than 8,000 commercial pilots will be needed over the next 20 years to satisfy demand from expanding Middle East carriers, holding up huge career opportunities for Gulf nationals, according to one of the UAE's leading flight academies.

Horizon International Flight Academy (Horizon), which is based in Al Ain, the second-largest city in Abu Dhabi emirate, says massive fleet development among the region's commercial carriers, including Emirates, Etihad and Qatar Airways, is spurring demand.

"The only thing that can be done to meet the shortfall is to train more people for careers as pilots. The pilot profession is appealing more to Emirati youth including women who have begun to show an interest. Horizon is at the forefront of meeting this demand by offering internationally recognised flight instruction locally," said Moham-

med Humaidan Al Zaabi, General Manager, Horizon - which is a wholly owned subsidiary of Abu Dhabi government's Mubadala Development Company.

"Aerospace experts are predicting the world's aviation fleet will double to more than 35,000 aircraft by 2025, with three out of every five wide body aircraft delivered over the next 10 years going to the Middle East and Asia. The career potential for locals is huge."

Horizon, which has over 90 per cent UAE national enrolment, is now planning a major recruitment drive at the 2007 Dubai Airshow, which will be held from the 11-15th November at Airport Expo Dubai, to increase programme uptake rates and meet increasing demand.

"The Academy is noted for its rapid expansion and we will continue to keep up with the pace. Our expansion plans for the coming five years will see our capacity doubled," added

Al Zaabi. "We offer the opportunity for students wishing to undertake cost effective pilot training courses that do not want to base themselves in the traditional European and North American training markets. With much of the new demand for pilots originating in the Middle East, it makes sense to train them here."

Horizon, in conjunction with the UAE's national carrier, Etihad, has also launched a joint initiative to train the next generation of local pilots. Targeting UAE nationals, between the ages of 18-30, students are groomed to become a First Officer for the airline, with extensive ground school and flying training with single and multi engine aircraft.

"The aim is to have regular intake of Etihad students joining Horizon to develop a cycle to feed the airline. We hope that this will go some way to encouraging the development of UAE national pilots and better meet

market," added Al Zaabi. Industry training ranks high on the Middle East's aviation agenda as the region develops its own indigenous aerospace sector which has led Dubai Airshow organisers, Fairs & Exhibitions (F&E) to expand, by 50%, the specialised training and simulation pavilion which successfully debuted at the 2005 show.

"Demand is such that the pavilion is now sold out with major names, including international training and simulation provider CAE and the diversified Emirates Link Group (Elite), which represents Stockholm's SAS Flight Academy, Aviation Australia, Careflight and PHS Professional Helicopter Services," explained Alison Weller, F&E's Director, Aerospace Division. The training & simulation pavilion is being presented in co-operation with ETS News, the global magazine and website for aviation training industry.





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GE Invests And Delivers In Jet Power For The Middle East



Al-lamadani Muhammad

Investing and delivering is part of GE's heritage and nothing demonstrates this more than the continuous investment in advanced technologies for its Aviation business. From the best selling wide-body engine—the CF6—to GE's most fuel-efficient and lowest emissions jet engines ever—the GENx, GE has made its mark in the aviation industry with technologically advanced, reliable products that delivery value to its customers.

"Research and development is a core concept at GE," said Muhammad Al-Lamadani, GE Aviation sales pole general manager for the Middle East, Eastern Europe and the Commonwealth of Independent States (former Soviet Union). "We have invested more than \$1 billion (USD) in research and development of advanced technologies that allow our engines to be more fuel efficient, quieter, and produce fewer emissions.

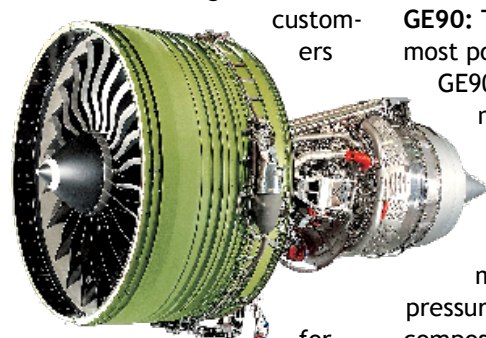
"You can see the dramatic technology improvements as you look from our first commercial engine, the CF6-6, to our newest wide-body powerplant, the GENx," explained Al-Lamadani. "Yet, GE also ensures its existing products benefit from these advancements by incorporating new technologies into upgrade offerings for our rapidly growing fleet of installed engines. Our R&D commitments help all of our product lines in the long run."

Customers in the Middle East have welcomed the technology that GE has to offer. Today, more than 1,000 GE and CFM*

engines are in service with airlines and armed forces in the region with more than 600 engines on order.

Highlights on GE and CFM56 engines flown in the Middle East:

CF6: GE's CF6 engine family is the cornerstone of widebody, high bypass ratio turbofan engine for GE and has been among the most utilized and reliable jet engines powering more than 10 models of wide-body aircraft. The engine has established an unparalleled operational record for reliability with more than 300 million flight-hours worldwide. Starting in 1971 with the 40,000 lbs. thrust CF6-6, the engine's newest model, the CF6-80E1, is capable of producing 72,000 lbs. of thrust. The CF6 programme continues to evolve with the infusion of new technology and materials to ensure the engine continues to deliver strong value to



customers for years to come. The CF6 engine is the most prevalent widebody engine across the Middle East today. Qatar Airways operates a large Airbus A330 fleet powered by CF6 engines. Earlier this year, the airline set an on-wing record for the CF6-80E engines operating in a hot, sandy environment after accumulating more than 4,300 cycles in four years of service. Other Middle East CF6 operators include Emirates, Kuwait Airways, Saudi Arabian Airlines, Etihad Airways and Gulf Air.

CFM56: CFM International, a 50/50 joint company between Snecma (SAFRAN Group) and General Electric Company, is the world's leading supplier of

commercial aircraft engines with its CFM56 engines. The engines power Boeing 737 and Airbus A320 and A340 aircraft and have achieved an impressive service record with more than 17,000 engines in services around the world. In fact, every two seconds, a CFM56-powered aircraft takes flight somewhere in the world. Emirates Airlines operates eight CFM56-powered A340-300 aircraft and was the first airline to order the CFM56-5C/P upgrade. Jazeera Airways purchased 35 CFM56-5B-powered Airbus A320 aircraft. Air Arabia operates nine Airbus A320 aircraft, powered by the CFM56-5B engines. Earlier this year, ALAFCO (Aviation Lease and Finance Company (KSCC)) announced it would purchase six firm, six option CFM56-7B-powered Boeing Next-Generation 737 aircraft. The engine order is valued at approximately \$100 million at list price, including spare engines.

GE90: The world's largest and most powerful engine, the GE90 couples proven technology and reliability features of commercial and military engine programmes with technology advancements, such as a high-pressure-ratio compressor and composite fan blade technology. Powering Boeing's 777 aircraft, the GE90 engine family has grown to include several derivatives and has set a world's record at 127,900 pounds of thrust with its latest engine, the GE90-115B. The engine has a rapidly growing presence in the Middle East. Emirates Airlines has 47 GE90-powered Boeing 777-200LR/F, -300ER aircraft on order and has been flying Boeing 777-300ERs for the past two years. Qatar Airways has 14 Boeing 777-300ERs and eight Boeing 777-200LR Worldliners powered by the GE90 engines on order with deliveries beginning this year.

GP7200: The Engine Alliance, a joint venture between GE and Pratt & Whitney, created the

GP7200 engine, which is built upon the heritage of the highly successful GE90 and PW4000 families. Certification testing on the GP7200 engine is complete, and Emirates Airlines will be the first airline to put the GP7200 engine into service. Emirates Airlines is the largest customer for the Airbus A380 and the Engine Alliance and will operate 55 aircraft and a total of 220 GP7200 engines. To manage the new engine fleet, Emirates is opening a jet engine testing facility, designed and financed in cooperation with GE. The indoor test cell facility is one of the world's largest and most sophisticated, capable of testing aircraft engines up to 150,000 pounds of thrust.

GENx: The GENx engine, which will power the Boeing 787 Dreamliner and 747-8 Intercontinental aircraft, combines proven technologies with breakthrough innovations. Based on the architecture of the GE90, the GENx will succeed GE's CF6 engine, the best-selling engine for wide-body aircraft. Compared to the CF6, the GENx will offer 15 per cent improved fuel efficiency, lower noise levels, and reduced exhaust (Nox) emissions. The GENx is the world's only jet engine with both a front fan case and fan blades made of composites for greater durability and weight reduction. The GENx engine recently completed flight-testing and is wrapping up its certification testing. ALAFCO has selected the GENx engine to power its 12 firm, six option Boeing 787 aircraft, six of which will be operated by Oman Air. Emirates Airlines has purchased 10 Boeing 747-8 Intercontinental aircraft, powered by the GENx engines.

To help support customers in the Middle East region, GE is establishing a new technology facility, the GE Technology and Learning Center, at the Qatar Science & Technology Park. The center will provide engine maintenance and fleet management training for customers and will be fully operational next year.



Boeing's Debuts The 737-Airborne Early Warning And Control Aircraft In The Region

U pbeat with the record sales for the year, Boeing will spotlight a wide range of products and services across commercial and defense markets at the Show. "Boeing comes to Dubai with a record backlog, strong momentum and clear strategies in both our commercial airplane and defense businesses. We are proud to be in partnership with the Middle East that stretches

back more than a half century, and we are committed to meeting the needs of our customers throughout this fast-growing region and to further developing and expanding our long-term partnerships," says Tom Downey, Senior Vice President, Communications, Boeing ahead of the show.

On the defense side, the manufacturer will have the flying displays that include the

Boeing 737 AEW&C

The 737 Airborne Early Warning & Control (AEW&C) aircraft is a system that provides airborne surveillance, communications and battle management.

Currently, the company has firm orders to deliver 10 aircraft to Australia and Turkey, which are already in production. Australia has purchased six AEW&C systems while Turkey has purchased four, the extensive flight and radar testing of these ordered aircraft are. South Korea has also signed a contract to acquire four AEW&C systems.

The 737-700 is equipped with Northrop Grumman's Multi-role Electronically Scanned Array (MESA) antenna with integrated identification friend-or-foe capabilities. MESA offers optimal performance in range, tracking and accuracy



737 Airborne Early Warning & Control (AEW&C) aircraft

with the ability to continuously track targets of interests while maintaining 360 surveillance coverage. The antenna also has the capability to track airborne as well as maritime targets simultaneously.

The system also includes a flexible, open architecture and an extensive

communications suite. With 10 consoles it can perform multiple missions from the same platform. It also offers long-range endurance with up to 9 hours on station that could be extended with its air-to-air refueling capability.

The 737-700 features the state-of-art avionics, navigation equipment and flight deck features, which enables the aircraft to require minimal downtime for maintenance.

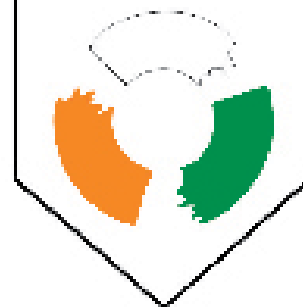
F-15E Strike Eagle and F/A-18 Super Hornet, which will showcase the capabilities these next-generation fighter planes.

While the static will include, the regional debut of Boeing's 737 Airborne Early Warning and Control aircraft, in addition to an E-3 AWACS, B-1B Lancer, C-17 Globemaster III military transport aircraft and a UAE Land

Forces AH-64 Apache.

The commercial side will be completed by Royal Jet, which will display a Boeing Business Jet and the Boeing Capital Corporation will host a financiers and investors conference, recognizing Dubai's leading regional role as a financial center on November 13.

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CFM Successfully Tests Ester-Based Biofuel on CFM56-7B Engine

LEAP56 Program Makes Significant Progress

CFM International announced that they have successfully carried out an initial test of a CFM56-7B engine using an ester-type biofuel at Snecma's Villaroche facility near Paris.

The biofuel used for the test is 30 per cent vegetable oil methyl ester blended with 70 per cent conventional Jet-A1 fuel. The objective of this test to check the operation of a jet

to develop solutions based on the mixtures of jet fuel and second-generation biofuels. For instance, it is currently focusing on the evaluation of alternative fuels made using biomass (offering properties closer to those of jet fuel), which also offer better environmental performance. The company is also participating along with its parent companies, CFM International in a number of emissions-

"CFM International is satisfied with this first CFM56 engine test using a biofuel, which is another major step towards an ecologically friendly Jet engine delete economy," said Eric Bachelet, President and CEO, CFM.

LEAP (Leading Edge Aviation Propulsion) 56 Program

CFM International also announced that its advanced technology acquisition program, LEAP56, is progressing on schedule with several significant component and rig tests on track for 2007 and early 2008.


Eric Bachelet, president and CEO, CFM said that, "With LEAP56, we are focusing our efforts on engine architecture, advanced aerodynamics, materials, and environmental technologies to address the major challenges we see in the future. The goals we have set are aggressive by any measure, but we are committed to validating and maturing the technology that will continue to meet our customers expectations over the long term."

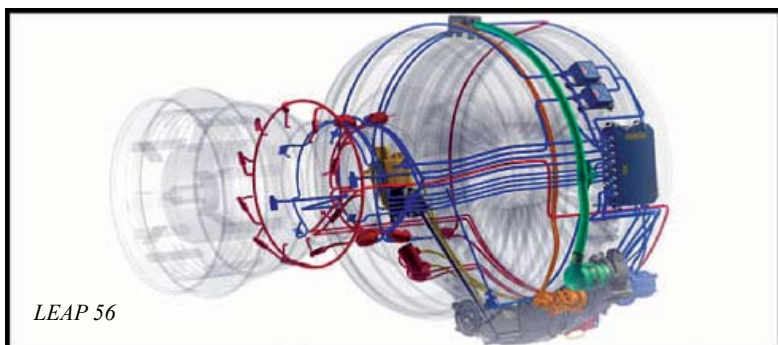
Compared to the current CFM56 Tech Insertion configuration, the LEAP56 is targeting a reduction in number of categories, which include a 10 - 15 per cent lower fuel consumption, 15 per cent lower maintenance costs, 25 per cent longer initial on-wing life, a 10

- 15 decibel reduction in noise and a 60 per cent reduction in NOx emissions. CFM intends to meet all of these goals without any sacrifice in the reliability standards.

In 2007 and early 2008, CFM will complete a composite fan case containment test, along with fan aerodynamic and bird strike tests, TAPS combustor, and high-pressure compressor rig tests, in addition to high- and low-pressure turbine component tests. The company will also complete component tests on the resin transfer molding (RTM) fan blade and the ceramic matrix composite (CMC) high-pressure turbine nozzles.

The current LEAP56 configuration incorporates an RTM fan and composite fan case. The ultra-high pressure ratio core includes an eight-stage high-pressure compressor driven by a high-efficiency single-stage high-pressure turbine.

The core will incorporate third generation three dimensional aerodynamic design airfoils; the advanced TAPS II (Twin-Annular, Pre-Swirl) combustor; and advanced aerodynamics, materials, and cooling technology in the high-pressure turbine. The highly efficient low-pressure turbine with reduced parts count will also incorporate advanced, low-weight materials such as Titanium Aluminide. 



LEAP 56

engine using a fuel made from biomass, without making any technical changes to the engine. This type of biofuel has the capability to reduce 20 per cent net reduction of carbon dioxide (CO2) emissions compared with current fuels.

"Our goal is to support the industry in identifying replacements for traditional hydrocarbon-based fuels, including synthetic fuels that use a mixture of biofuels and jet fuel," said Pierre Thouraud, Vice-President, Engineering, Snecma.

CFM is running engine tests

focused initiatives, including the U.S. CAP (Climate Action Partnership), French Calin, and European Alpha-Bird programs.

Currently, there are a number of major challenges that need to be met with in order to find alternative fuels in the aviation industry, including energy density, thermal stability (avoiding coking at high temperature), use at very low temperatures (freezing) or high temperatures, lubricating effect with materials used, and the availability of mass production facilities worldwide.

Jet Aviation Basel Signs Completions Contracts and LOI for 9 Wide and Narrow Body Aircraft


Jet Aviation Basel announced at this year's Dubai Air Show that since EBACE 2007 it has signed completions contracts and LOIs for two A340, four BBJs and three B787 aircraft to be completed through 2014. The company also confirmed that it has begun construction of a new 9,600 square metre wide-body hangar to be completed in the first half of 2008. This year, the Basel completions center delivered a Boeing 747-400, two Airbus ACJs, one Avro RJ70, a Boeing

727 and 13 Dassault Falcon 50, 900 and 2000 aircraft with VIP interiors to customers.

"Since this year's EBACE and over the course of the summer there has been a great concerted effort to complete the negotiations and sign new completions contracts and LOIs for nine additional wide and narrow body aircraft. We are very pleased with the trust and confidence customers place in our capabilities and the quality of our work," said Andre Wall, COO of Jet Aviation EMEA and Asia, adding, "to handle this

unprecedented high demand and to meet the ambitious deadlines for aircraft delivery through 2014, we will open a new wide-body hangar in Basel in the first half of next year and create more than 200 new jobs."

In addition to the new completions contracts, Jet Aviation Basel will also outfit more than 20 green Falcon jets annually on behalf of Dassault Aviation. Currently, the facility is working on VIP interiors for a B757-200, an Airbus A330-200, a B747-400, and ten Dassault

Falcon 900 and 2000 aircraft that will be delivered within the next nine months. Norbert Marx, senior vice president and general manager of Jet Aviation Basel said, "Within the last few months we have invested heavily in our facilities, employees and processes and are well prepared to meet these future challenges. We will continue to accept further completions business, however only to the extent that we can schedule them without compromising the quality of our work." 



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Mubadala Introduces Abu Dhabi Aircraft Technologies Company To Become Top Tier, Total Care MRO Service Provider

Mubadala Development Company (Mubadala) has unveiled Abu Dhabi Aircraft Technologies, a company positioned to become a top-tier total care provider in the maintenance, repair and overhaul (MRO) industry.

Mubadala, a strategic investment and development company established and wholly owned by the Government of the Emirate of Abu Dhabi, is transforming the former Gulf Aircraft Maintenance Company (GAMCO) into Abu Dhabi Aircraft Technologies. The new company is targeting a US \$800 million revenue stream by 2012, and plans to invest more than US \$500 million during the same period.

“Abu Dhabi Aircraft Technologies has been formed to expand the existing business and to convert the company into a total care provider,” explained Waleed Al Mokarrab Al Muhairi, COO of Mubadala. “This will be achieved by increasing capabilities, enhancing the pool of expertise and entering new markets through partnerships, joint ventures and potential acquisitions.

Abu Dhabi Aircraft Technologies is positioned to be the foremost independent MRO provider in the Middle East and a major player in India and Europe. With leading-edge technologies and a favourable cost structure, it will provide shorter turnaround times



John Byers, CEO, ADAT & Waleed Al Mokarrab Al Muhairi, COO, Mubadala

through total maintenance solutions and classic MRO services for commercial and military airframe, engines and components.

The announcement of Abu Dhabi Aircraft Technologies is a cornerstone for Mubadala’s aerospace strategy and furthers the development of the aviation sector in Abu Dhabi.

“Growth is being driven by rapid UAE and Middle East fleet expansions, with an addressable market of some US \$4.5 billion. Given this scenario our goal is to grow revenue from a current consolidated base of US \$300 million to US \$800 million by 2012 with US \$500 million in investment, primarily in facilities. We will leverage Abu Dhabi’s premier geographic location at the heart of this

growth to cater to regional, European and Asian customers,” said John Byers, CEO of Abu Dhabi Aircraft Technologies.

“Change has been driven by industry demand as trends shift towards increased outsourcing, focused not just on cost savings, but also on service and quality. We will achieve our aim by developing several key cornerstone clients, developing value-added, knowledge-based services and expanding engine and component capabilities.”

Investment will include a state-of-the-art dedicated heavy maintenance hangar, which can accommodate three fully-adjacent B777 aircraft and will soon break ground. This will be followed by an identical hangar in the second phase of the expansion plans, taking the

total number of widebody bays to thirteen.

Plans also include the construction of an A380-size, fully-automated paint hangar and of a fully-dedicated light maintenance facility at the new midfield terminal complex at Abu Dhabi International Airport, starting with a hangar capable of accommodating two, fully-adjacent A380 aircraft. Additional line stations are also planned for the midfield terminal complex to achieve maximum on-time performance for departures out of the new Abu Dhabi International Airport. Abu Dhabi Aircraft Technologies has also set up outstations to provide line maintenance services at other UAE airports, including Sharjah International, RAK International, Al Ain International as well as the Al Bateen and Al Minhad airbases to serve the UAE Air Force.

“Abu Dhabi Aircraft Technologies will be a flagship operation of Mubadala’s aviation business”, says Al Muhairi, “and will bring significant benefits to the UAE capital”.

“We expect Abu Dhabi Aircraft Technologies to generate a superior return on investment, be an important addition to Mubadala’s and Abu Dhabi’s aerospace proposition and continue strong relationships with airline customers.”

Boeing Completes Painting of First Peace Eagle Airborne Early Warning and Control Aircraft

A newly painted Peace Eagle Airborne Early Warning and Control (AEW&C) aircraft is shown in Turkish Air Force colours outside a Boeing hangar in Seattle.

The aircraft has made its first international flight this month when it travelled to the Dubai Air Show in the United Arab Emirates, where it is on static display from Nov. 11-15.

Boeing is building the first of

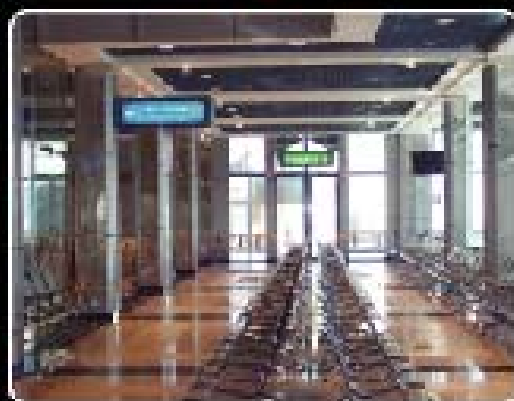
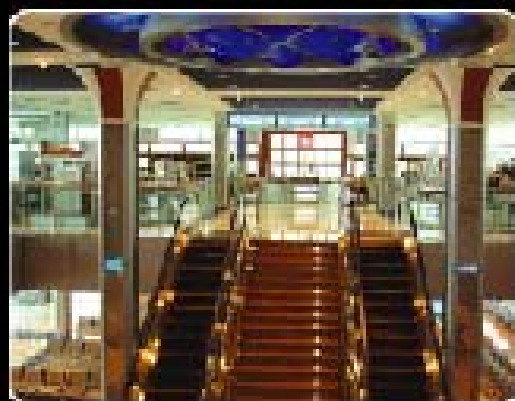
four AEW&C aircraft for Turkey’s Peace Eagle programme in Seattle while Turkish Aerospace Industries in

Ankara, Turkey, is building the remaining three aircraft with significant participation from various Turkish industry suppliers. Functional checkout of the mission systems is under way with development flight-testing beginning next year.



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Silverjet Business Class Airline Offers Private Jet Experience

It is 'civilised', flying to London with exclusively business class airline Silverjet launching daily flights between Dubai and London from November 19 2007

After the much talked about London-New York service, the new British private jet style carrier is set to bring its innovative

the price.

As the only commercial airline in the world to offer private terminals with dedicated security channels at both ends of a route, the Silverjet service is designed to take the stress out of flying by facilitating its customer's entire travel journey, with business class ameni-

Silverjet.

With check-in required just 30 minutes prior to departure, customers can avoid queues and enjoy a range of personalized concierge services upon arrival, including valet parking, meet and greet baggage drop, hot and cold refreshments and chair-side check-in and immigration.

The company has paired up with some of the UK's leading hospitality providers to help deliver the ultimate in-flight experience aboard its signature Boeing 767 jet.

Complemented by modern furnishings and interiors inspired by the infamous One Aldwych Hotel in London, the refurbished jet has 100 seats in a 2x2x2 configuration which convert into 6ft 3 inch flat beds, in addition to individual privacy screens and a specially designed ladies-only toilet.

Passengers can also enjoy other exclusively tailored services, including sumptuous restaurant-quality meals, freshly prepared halal food, a Qibla service, a 'sleeper service' during night flights, and advanced entertainment options including a personal digital in flight system with noise reduction headsets to enable passengers to fully relax.

Flights will arrive and depart

from Dubai's Executive Terminal, where Silverjet is the only commercial airline with access and which had previously only been used by private jets. Located right next to Airport Expo, the Executive Terminal is just a few minutes away from Dubai International Airport (DXB).

The exclusive carrier also has its own private terminal at London Luton Airport - commonly referred to as the private jet capital of the UK and the least congested airport in London - located only 32 miles away from the centre of the city.

Silverjet flights will depart Dubai daily at 1030 and arrive in London Luton Airport at 1445. Return flights depart from London Luton at 2100 and arrive in Dubai at 0830. Connecting flights to New York Newark are also available, departing London Luton Airport at 1645 and arriving 1945 EST.

The launch of the new service is prompted by the fact that nearly 400,000 people fly annually in business class cabins between London and Dubai, but that number is likely to increase dramatically as Dubai continues to position itself as a global commercial and tourism capital.



air travel concept to Dubai, offering one of the most pleasurable and hassle-free commercial flying experiences in the world.

Judging by good advanced sales, Dubai's discerning travellers seem to have warmly welcomed the fresh new mode of travel, which will provide them with the luxury and convenience of a private jet at a fraction of

ties along the way.

"Audiences in the Middle East have traditionally been very receptive to trademark British customer hospitality and service, as well as acutely appreciative of quality high-end products and services - making Dubai readier than ever for the Silverjet experience," said Lawrence Hunt, Founder and CEO,

Qatar Airways gears up for Dubai Air Show and WTM

Qatar Airways is gearing up for two key travel industry events next week by participating at the prestigious Dubai Air Show and World Travel Market being staged in London.

Chairman of Qatar's Civil Aviation Authority, Abdul Aziz Al Nuaimi, will head a delegation, including Qatar Airways Chief Executive Officer, Akbar Al Baker, from Doha to the Dubai Air Show, where the airline will have a dedicated chalet together with a stand in the exhibition hall.

The airline will showcase its fine hospitality with a luxurious chalet draped in its burgundy corporate colours. The airline's award-winning lie-flat First Class seat-cum-bed and two

Business Class seats will be on display at Qatar Airways' exhibition stand.

World Travel Market is one of the industry's premier travel trade events bringing together airlines, hotels, car rental companies, tourist boards and cruise lines for four days of business.

Qatar Airways will be showcasing a mock-up of its unique First Class lounge which is fitted onboard the carrier's long-range Airbus A340-600 aircraft, currently used on flights between Doha and both London Heathrow and Washington DC.

Al Baker said both events were highly important for Qatar Airways to maintain its high profile across the travel industry.

"Dubai Air Show and World Travel Market are key events where we have traditionally enjoyed our participation - and this year is no exception as we are again privileged to be taking part in such prestigious shows," he said.

"We look forward to a highly productive week to build and renew business partnerships, welcoming visitors to our chalet and exhibition stands at both events." Qatar Airways currently operates a modern fleet of 58 all-Airbus aircraft to 79 destinations across Europe, Middle East, Africa, Far East, Indian subcontinent and North America. The highlight of this year's expansion has been the launch of flights to New York (Newark) and Washington DC -

the airline's first move into the North American market.

With a growing international network, more travellers have an opportunity to use Qatar Airways' Premium Terminal at Doha International Airport, exclusively for departing First and Business Class passengers.

The Premium Terminal features facilities including a spa, jacuzzi, exclusive duty free shopping, business centre and fine dining restaurants. Built in just nine months, the US\$90 million terminal is the world's first commercial passenger building dedicated to First and Business Class passengers and offers departing and transit passengers with excellent.





Solar Plane's Test-flight In 2008

A prototype of the "Solar Impulse" round-the-world solar plane should make its first piloted flight in autumn 2008, the Swiss project leaders said recently.

The reduced-size model of the aircraft - which will have a wingspan of 61 metres, the equivalent of an Airbus A340 airliner - is currently being built in northern Switzerland to test



The model of the aircraft powered by the sun is being built in Switzerland.

the cutting-edge technology involved in its construction.

If successful, the dainty 1.5-tonne plane could make a pioneering 36-hour flight through the night in 2009, piloted by round-the-world ballooning pioneer Bertrand Piccard.

Piccard said the first flight just metres above the runway at Duebendorf would mark the "moment of truth" after nearly

two years of computer simulations.

One of the big challenges for solar flight is how to store enough energy from its array of solar panels to keep the ultra lightweight aircraft flying in darkness. While pilotless drones have already accomplished the feat, it is far more difficult with the added size and weight of pilot on board.

The \$94 million project aims to emulate the achievement of aviation pioneer Charles Lindbergh - who in 1927 made the world's first solo, non-stop transatlantic flight - but with a solar-powered twist.

The project's goals include a transatlantic crossing in 2011 before what would be a historic, fuel-less circumnavigation of the globe.

About 150 specialists from six countries are involved in designing Solar Impulse, which is expected to break new ground with its aerodynamics, control systems, energy efficiency, materials and structure. One of the challenges will involve stretching carbon sheet just a few tenths of millimetres thick over lengths of up to 20 metres

Deals Galore Expected At Dubai Air Show

All eyes will be on Emirates as they make a number of blockbuster announcements. At the pre-show press conference, HH Sheikh Ahmed hinted there could be more than the \$21.3 billion worth of deals announced last year.

Middle Eastern airlines recently ordered aircraft worth \$24 billion at the Paris Airshow. All eyes will be on Emirates which already has orders pending with Airbus to the tune of 55 aircraft. Air Arabia, Qatar Airways and Yemenia are the other airlines expected to make big-ticket orders.

The demand for aircraft is prompted by the growing surge in air travel, which is expected to grow at between 6 and 8 per cent a year for the next two decades in the Middle East and Asia. The emergence of low cost carrier is making flights cheaper in a region where more people have incomes that allow them to travel.

Middle Eastern airlines are also growing rapidly because the government of the region

are using their oil wealth to buy new aircraft and develop an aerospace industry. The region with its central location is also geographically well placed to act as a global hub.

Emirates, Etihad and Qatar Airways are also forward looking airlines aiming to be the best in the region and are opting to create the youngest possible fleets. These airlines hope to meet the need of tourists flying in and out of the region.

The huge demand for aircraft is also fuelling the need for developing the aerospace industry. With the formation of DAE, the Dubai government could be on track to building jets for commercial aviation and perhaps compete with some of the biggest companies in the world.

Mubadala, the Abu Dhabi owned investment vehicle, also has ambitious plans to create highly skilled aviation jobs for its small population. They plan to build a research and development facility with Boeing and a manufacturing capability eventually.



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Dubai Air Show Delegations' Programme Largest To Date

The five day Dubai Airshow which begins today, will have its largest-ever delegations' programme with top civil and military officials from 77 countries having been invited to the world's third largest airshow.

The delegations' programme has been devised by the Dubai's Civil Aviation Department, the UAE Defence Ministry and the UAE Airforce.

"The geographic reach of the delegations programme is wider than ever reflecting the growth in the past two years of the Middle East's aviation reach with more carriers from more countries now using the UAE as an arrivals and departure base," said Alison Weller, Director-Aerospace, Fairs & Exhibitions (F&E), which organises the Dubai Airshow.

"This is particularly good news for this year's show, which is the largest to date, as Dubai's delegations' programme has also been particularly successful and a key selling point for the event. Through it, exhibitors get to meet the highest level of decision makers in a

business setting, something that could take months, if not years, to achieve."

The invited delegates will come from various parts including North and South America, Europe, the Middle East, Indian Sub-continent, North Africa, the Mediterranean, Africa, Russia and the Far East. They include: Defence ministers and air force commanders, transport ministers, heads of airlines and civil aviation authorities and chiefs of staff.

In addition to the high-powered delegations, the event, which is open only to industry visitors, is expected to attract a turnout of up to 40,000 aviation professionals.

"Our industry-only policy has stood the show in good stead over the years and has helped ensure Dubai maintains its ranking as one of the top three global aerospace events," said Weller.

Close to 900 exhibitors from 50 countries are participating at the show - with 130 of these being new to the region.



Wichita firms preparing for Dubai Air Show

The Wichita's aviation industry is well represented at the 10th Dubai Air Show in Dubai, United Arab Emirates.

The show, which runs through Nov. 11 to 15, is expected to draw about 40,000 visitors and up to 150 civil and military delegations from 50 countries.

"It's an extremely important show for us," said Hawker Beechcraft spokeswoman Jackie Berger.

Hawker Beechcraft, Bombardier Aerospace, Cessna Aircraft and Spirit AeroSystems will spotlight their products and services to the Middle East at the show.

They are among the 900 exhibitors from 48 countries slated to have exhibits there.

The number of exhibitors scheduled for this year is up 40 per cent over the 2005 show, making it the largest show to date. The show is every two years.

The Middle East is considered one of the fastest-growing business jet markets, expected to generate revenues of about \$102.24 million per year, orga-

nizers say.

Economic growth in the Middle East is well above the growth rate of the world's economy, and Dubai is a diverse global financial center ripe for sustained economic growth.

In past years, most of the business jets sold in the Middle East were very large models, larger than Cessna's offerings. That's changed and the market has matured, said Cessna Aircraft spokesman Doug Oliver.

"You see aircraft of all shapes and sizes now, so there has been a growing market for aircraft (in) the Cessna range," Oliver said. "It's a big market."

Cessna's Citation X, Sovereign and the XLS-Plus are popular in the Middle East, he said.

Hawker Beechcraft has seen a rise in sales in the region of the Premier 1A light jet, its light-midsize Hawker 750 and its midsize Hawker 900XP, the company said.

Boeing will spotlight a range of its products and services and will release its Middle East market outlook on Sunday.



S. Korea to aggressively sell T-50 to UAE

South Korea will seek a breakthrough in its drive to export its new-generation lead-in fighter-trainer in Dubai next week, when the United Arab Emirates (UAE) hosts the region's major air show.

The UAE is on the top of the

shortlist of potential buyers of the T-50 Golden Eagle supersonic trainer jet, priced at 23 billion won (US\$25 million) per plane.

The Korea Aerospace Industries (KAI) developed the aircraft in partnership with

Lockheed Martin and began mass production in 2005. The T-50 is the first trainer to use electronic fly-by-wire and digital flight controls for precision manoeuvring. It can be modified into a light-combat plane.

The UAE is expected to select the winning bidder later this year or early next. The contract will involve dozens of jets. Some defense sources put the number at 60.

"Lee Sun-hi, commissioner of the Defense Acquisition Program Administration (DAPA), will leave for Dubai to support the KAI's last-ditch efforts

to clinch the deal," a DAPA spokesman said.

Air Force Chief of Staff Gen. Kim Eun-gi will also support the arms sales at the biennial air show, he added.

The KAI's T-50 is competing with Alenia Aermacchi's M-346 for the contract.

Foreign media reported that the decision on the winning aircraft may be made at the end of the Dubai air show that runs from Nov. 11 to 15. The show brings together more than 800 defense firms from about 50 nations.

If the KAI wins the contract, South Korea will become the world's sixth country to sell supersonic trainer jets.

The KAI expects that a deal with the UAE will enhance the international reputation of the T-50.

It hopes to sell the aircraft to Greece, Singapore, the U.S. and some other countries in the Middle East.





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Middle East Carriers To Loose Net Profitability By Half - IATA

The net profits of Middle Eastern airlines is expected to arrive at less than half or US\$200m in 2007 compared to the earlier forecast of US\$500m, predicts International Air Transport Association (IATA) in its latest September 2007 forecast.

The forecast however highlights its revised total international profit outlook upwards for 2007 to USD 5.6 billion.

In June-07, the industry body's forecast was bullish about international airline prospects. It predicted that the total industry net profits of approximately USD 5.1 billion for the full year, reversing the losses experienced since 2000. Middle East carriers were expected to generate USD 500 million in net profits under the guidance, the same level as reported in 2006.

However, IATA cut the expected 2007 profits for Middle East carriers to USD 200 million, although a reason for the downward revision was not disclosed. In the Middle East, carriers are now expected to achieve profits of USD300 million in 2008, a USD 100 million improvement over 2007, but just half the USD600 million previously forecast for 2008.

Although the worldwide 2007 forecast has been raised over the previous estimation, IATA is less positive about airline prospects for 2008. The forecast for industry profits has been cut

from the previous USD 9.6 billion to USD 7.8 billion, a reduction of 23 per cent.

Despite warning against profits, IATA suggested that the region still has room to expand. The report says that the Middle East has consistently been the most dynamic region for airline growth in recent years. Since 2003, Middle East carriers increased their share of global passenger capacity from approximately 4 per cent to nearly 8 per cent.

The groundswell in demand is expected to continue due to high levels of regional economic growth, as well significant investment by Middle East governments launching aviation infrastructure and by airlines in new routes and adding long-range aircraft capacity.

According to IATA, despite the massive growth of recent years, average weekly frequencies at major Middle East hubs still remain well below those offered by established hubs, such as Singapore or Hong Kong.

The report suggested that though several of the established players in the region are still struggling to reverse their losses, further restructur-



ing of cost bases would help to improve the region's overall profitability.

IATA has also warned that further capacity growth is not a guarantee for continued profitability, and that "fleet expansion plans should be closely tied to realistic market development projections". New capacity may also place downward pressure on yields as competition increases.

The industry body has also cautioned that the region is susceptible to market fluctuations, as it is "exposed to the vagaries and cyclical nature of global energy markets."

Premium demand strong to/from region

Despite these general warnings, the Middle East region enjoys some of the highest rates of growth in premium demand globally, accounting for four of the top ten fastest growing premium route regions for the year to date, IATA said.

Levels of premium traffic to/from the Middle East were far above industry averages according to the most recent IATA data. Internationally, premium traffic has grown by just 2.0 per cent this year (and 1.0 per cent in July 2007).

In comparison to the slow industry average, premium traffic to/from the

Middle East continues to boom. For the seven months to the end of July 2007 premium traffic to/from the Middle East grew 16.4 per cent year-on-year. In the same period, the premium traffic from the Middle East to Europe and Asia rose 13.0 per cent and 22.3 per cent, respectively, while premium traffic to Africa grew 24.2 per cent. Premium traffic between the Middle East and the Southwest Pacific was slightly more muted, up 7.1 per cent in the month.

Inside the Middle East, premium traffic has been much slower, increasing just 1.2 per cent year-on-year in the first seven months of 2007 and falling 10.7 per cent year-on-year in July-07.

Liberalisation Necessary For Regional Growth

The Arab Air Carriers Organisation (AACO) has called on Middle East governments to relax restrictions on intra-regional travel, in order for the region to fully capitalize on the current high levels of economic growth.

AACO considers short-haul traffic in the region to be at a "stalemate", which will require significant political will and resolve to overcome. The industry body also believes that Arab governments should relax their regulatory grip on domestic markets and liberalise further to allow more private carriers to operate in the region.





However, in a positive sign, there are several private start-up carriers slated to launch operations in the region in the next six months. This includes Kang Pacific Airlines, Ajwaaa, a Bahrain-based private start-up which plans to launch international operations before the year end and Wataniya Airways.

The recent success of LCCs such as Jazeera Airways and Air Arabia, shows how new entrants have succeeded in driving demand for intra-regional air travel. The future of Sama and nas air, which have recently ended the Saudi Arabian Air-

narrowbody equipment, and alter their focus to include more intra-regional operations. Wide-body aircraft dominate Middle East carrier fleets, representing over 50 per cent of total aircraft operated (and a proportionally greater slice of ASKs), while narrowbodies account for just 36 per cent, a reverse of fleet mixes in most other regions.

Turboprops and regional jets account for the remainder. Regional jets account for just 50 aircraft in the region, although the fleet doubled in size in 2006, "a sign that the Arab aviation industry is shifting", ac-



lines' domestic monopoly, will be watched with interest.

According to AACO, Arab airlines should invest more in

cording to AACO.

Etihad has already moved to switch its focus. Last month it announced it would add six

A320s to its fleet, the first time it has operated narrowbodies, from 01-Sep-07. The new aircraft will be used to grow its Middle East and short-haul network, allowing the carrier to redeploy widebody aircraft more efficiently.

Meanwhile, sweeping changes are needed to ensure growth. "The current regulatory regimes in the region require change to allow a wider ownership base to promote better operational

efficiencies for airlines." AACO added.

While AACO forecasts that the region's current high growth rates (nearly three times the world average) will continue, it believes that structural changes are needed if continuous double-digit growth is to be maintained in anything but the short term.

Source: IATA
- Masooma Jariwala

German Air Navigation Service Provider DFS Presents Consulting Solutions In Dubai

The German air navigation service provider DFS is for the first time present its consulting, simulation and training solutions at its own stand during the Dubai Airshow from 11 to 15 November. DFS will also display the next generation of its arrival management system 4D Planner, the multiradar tracking and air situation display system PHOENIX and the air traffic management simulator NEWSIM. The systems were developed by DFS and are used in Germany and other countries.

The German air navigation service provider directs its consulting services at international markets. A special focus lies on the Gulf region: "We decided to take part in the 10th Dubai Airshow because we want to enhance our long-standing relationships and expand our activities in this region", said DFS Chairman and CEO Dieter Kaden. "Air traffic

is growing strongly in the Gulf region and in Asia. This will lead to complex and high-density air traffic areas, which will challenge the existing air traffic control infrastructure and organisations. As we have been managing this complexity and density in central Europe for many years, our advanced know-how is especially valuable in these regions". Currently, DFS advises Bahrain's Civil Aviation Affairs on the replacement of primary and secondary radar systems and is implementing, together with the US Integration Solutions International (ISI) company, a global navigation satellite services monitoring system for the General Authority of Civil Aviation (GACA) in Saudi Arabia. DFS is responsible for the quality assurance of the approach and departure procedures developed during the project and for the training of the GACA procedure

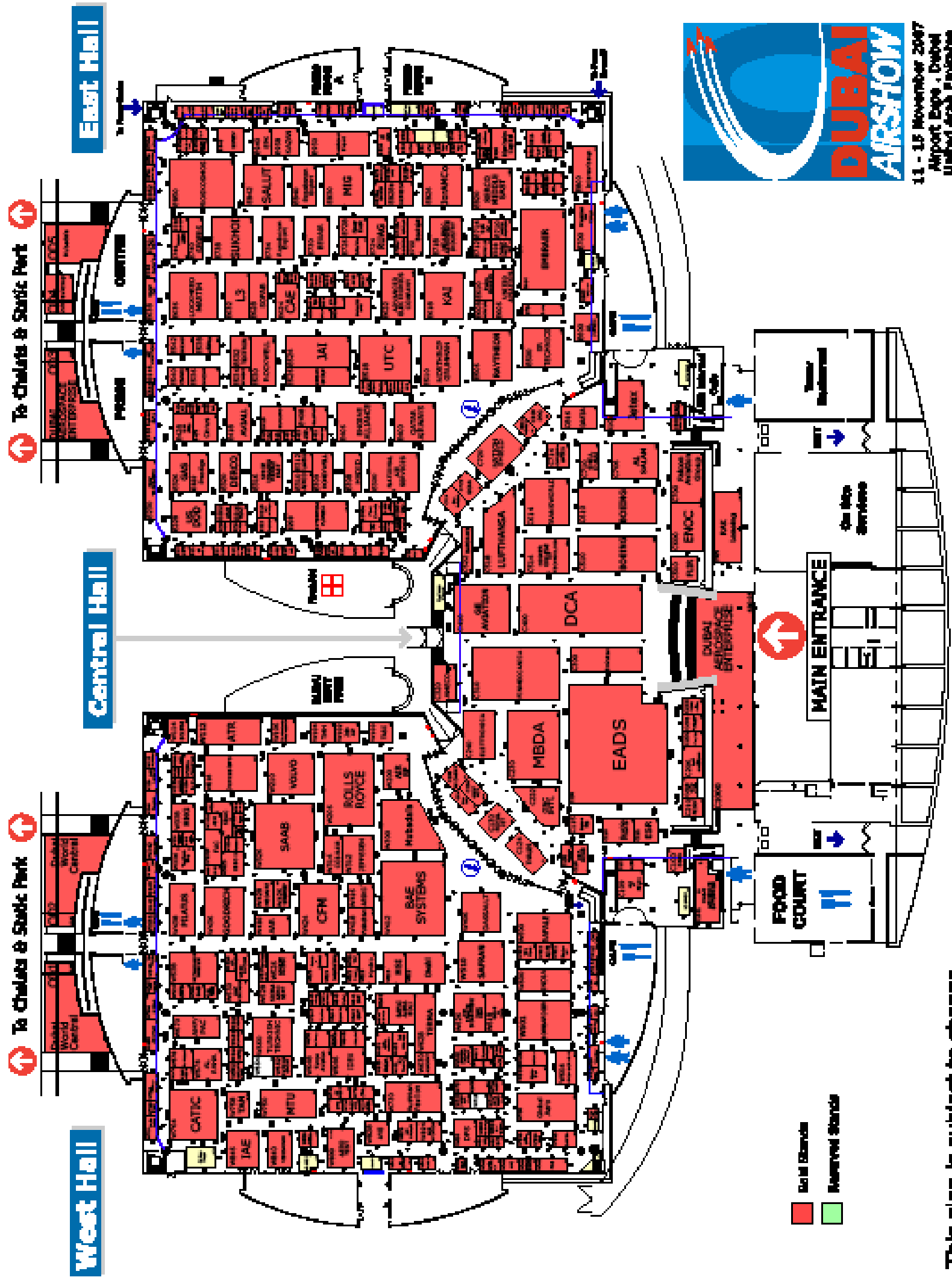
planners.

DFS has more than 50 years of experience in providing air navigation services and advises organisations from all over the world on air traffic management matters. This includes air traffic services audits, operational, organisational and financial concepts and planning, safety management, studies, system design and implementation, as well as training.

Based on its technical and operational know-how, DFS has developed its own ATM systems: The 4D Planner helps reduce the average approach time and allows for continually optimised sequencing at airports. It supports air traffic controllers through systematic planning and decision support based on reliable predictions. The system can be integrated with departure management systems. The open modular multiradar tracking and air situation display system

PHOENIX can be easily supplemented and processes data of up to 50 radar stations simultaneously. Flight plan data, weather radar data, local weather information and data from several direction finders may be also processed and displayed. It is primarily used at control towers but also as a fallback system at control centres. The ATM simulator NEWSIM is the latest development of the company and can be used for radar and emergency training and for the evaluation of airspace structures.

Ensuring service quality and safety are the highest concerns of the German company: In the year 2000, the International Air Transport Association (IATA) named DFS the best air navigation services organisation in the world with regard to safety, punctuality, efficiency and cost awareness.



This plan is subject to change



Company	Stand	Chalet	Outdoor	Country
A.I.A.D. and MOD Italy	C236			Italy
A.I.M.S. International	E200c			Canada
AABE Textiles BV	E623n			Netherlands
AAR Aircraft Component Services	W430			Netherlands
AAR Aircraft Services	W430			USA
AAR Cargo	W430			USA
AAR Composites	W430			USA
AAR Corp	W430			USA
AAR International Inc	W430			USA
AAR Landing Gear Services	W430			USA
AAXICO	W220e			UK
ABC	W618, W610			France
Abu Dhabi Aircraft Technologies	W300			UAE
Abu Dhabi Police (GHQ) Airwing Department	W634			UAE
Abu Dhabi UAV Investments	W300			UAE
AC Aircraft Sales	W633			Austria
Academy of Technical Training	W535			UAE
ACE Ingenierie	W614a			France
ACROHELIPRO Global Services Inc	W340			UK
Action Aviation			OD6, Static	UK
AC-U-KWIK	E1010			USA
Adams Rite Aerospace	E720a			USA
ADCOM Military Industries - AMI	W680		Static	UAE
ADNEC/IDEX	W646			UAE
ADNOC Distribution		A65		UAE
ADPI	W502			France
ADS Aerospace Ltd	W332			UK
ADUAVI (Abu Dhabi Unmanned Aerial Vehicle Investments)	W300			UAE
Advanced Electronics Company (AEC)	E622			Saudi Arabia
Advanced Target Systems - ATS	W680			UAE
AEM Limited	W332g			UK
Aeradio Technical Services WLL	E820			Bahrain
Aero Cabin	W614			France
Aero Kool Corporation	E208			USA
Aero Quality Sales	W333			UK
AeroComm Ltd	W809			UK
Aerolabs "Aircraft Piston Engines"	W18			USA
Aerolux	E720b			UK
Aerports De Paris Group	W502			France
Aerosafe Products	W440			UAE
AeroSat Avionics LLC	W630			USA
Aerospace Australia Limited	W335			Australia
Aerospace Engineering Group	E208			USA
Aerospace Industries Association of America		A63		USA
Aerospace Products International	E109			Philippines
Aerospace Technologies Group Inc	E104			USA
Aerospace Wales	W332, W216			UK
Aerostar Maintenance International Limited (AMIL)	W220c			UK
Aerosup Inc	E104			USA
Aerotest Australia Pty Ltd	W830			Australia
Aerotest Jebel Ali	W830			UAE
Aerotest Limited	W830			UK
Agarwal Rubber Limited	W600			India
AGSE Corp	E108			USA
AgustaWestland	C310		OD7, Static	Italy
AIME 2008	W900			UK

Company	Stand	Chalet	Outdoor	Country
Air Ambulance Technology GmbH	W730			Austria
Air BP - BP Middle East	W200	A41a		UAE
Air Charter Guide (The)	E1010			USA
Air Data	E426			Canada
Air Data Ltd	E812			UK
Air France Industries KLM E&M	W626			France
Air Livery PLC	W226			UK
Air Partner PLC	W534			UAE
Air Quarius	E1024			South Africa
Air Technology Engines Inc	E208			USA
Air Transport World	E918			USA
Airbus	C220	A45 - A48	Static	France
Aircell LLC	W220b			USA
AirChem Consumables FZCo (ACC)		C2		UAE
Aircraft Bluebook	E1010			USA
Aircraft Electric Motors	E608			USA
Aircraft Maintenance & Engineering Corp	C320			China
Aircraft Manufacturing Factory	W670			Pakistan
Aircraft Transparencies Repair	E208			USA
Airfoil Services	W750			Germany
Airfreight Aviation Ltd - Helicopter Mi-8/Mi-17 Maintenance Base	E1020			UAE
AirLiance Materials	518			USA
Airlift Technologies International	E208			USA
AIROD Sdn Bhd	E310			Malaysia
AIROD Turbopower	E310			Malaysia
Airport Cities	W910			UAE
Airshow Inc	E530			USA
Airtech	E514b			UK
AIS - Aerospace International Services	E514b			UK
Akzo Nobel Aerospace Coatings	W538			Netherlands
Al Ain Airshow	E934			UAE
Al Borj Machinery Co LLC	E1000			UAE
Al Idari Business Magazine	W542			UK
Al Jundi Journal	E600			UAE
Al Khayala Airlines	E300			Saudi Arabia
Al Masood Oil Industry Supplies & Services	W662			Lebanon
Al Raha Group for Technical Services (RGTS) W674		A3	OD13	Saudi Arabia
Al Shaheen	W700			UAE
Al Tiba Advertising & Promotion	W809			
Albert Muehlenberg Apparatebau GMBH & CO KG	W736			Germany
Albret Pourteau	W104			France
Alenia Aermacchi	C310		OD8, Static	Italy
Alenia Aeronautica	C310		OD8, Static	Italy
All Metal Services Ltd	W332c			UK
Allied International Corporation USA	W537			USA
Allied Wings Canada	E200d			Canada
Almaz-Antey Concern JSC	E924 - E930			Russia
Almulla Jewellery Co LLC	E712			UAE
Alpha Aviation Group	E623j			UK
ALROUND e.V. & ALROUND Service GmbH	W649a			Germany
Alsalam Aircraft Co	C706	A50		Saudi Arabia
Amado Tools	W600			India
AMC - Aircraft Management and Consulting	W906			France
Ameco Beijing	C320			China



Company	Stand	Chalet	Outdoor	Country
Ameron Global Product Support	E720a			USA
AmEuro Metals	W538			Netherlands
AMH & Diamond Aircraft		C8		Qatar
Amman Airport	E524, E526			Jordan
Amsafe Aviation	W668			UK
Amsonic Sa	E852			UK
Anker-Teppichboden Gebr Schoeller GmbH & Co KG	W645a			Germany
Antavia	W332g			France
Antonov ASTC	W604			Ukraine
Aon	C110			UK
Aon Abu Dhabi	C110			UAE
Aon Bahrain	C110			Bahrain
Aon Dubai	C110			UAE
Aon Middle East LLC	C110			UAE
Aon Saudia Arabia	C110			Saudi Arabia
Aon Sharjah	C110			UAE
API - USA	E109			USA
Aquarotter GmbH	W515			Germany
Arab Defence Journal	W542			UK
Arab Wings	E524, E526			Jordan
Arabian Fuels Technology Center	C120			Saudi Arabia
ARGE OFFSET	W730			Austria
Argo Aviation International Ltd	E906			UK
ARINC	W416			UK
Armada International	E944			Switzerland
Armed Forces Journal	C118			USA
Arrow Aviation Services PVT LTD	W537			India
Art of Flight	C109			UK
asscom	W515			Germany
asscom-MSI	W515			Germany
Associated Aircraft	W836			UAE
Association for Unmanned Vehicle Systems International (AUVSI)	E815			USA
ATC Literature	W226			UK
Atlantic Turbines International Inc	W340			Canada
ATR	W112			France
Australian International Air Show 2009	W335			Australia
Austrian Federal Economic Chamber	W730			Austria
Avalex Technologies	E1004			USA
Avdel Aerospace (A division of Avdel (India) Pvt Ltd)	W600			India
AVE.COM	W828			UAE
Aveko SRO	E414			Czech Republic
Aventure Aviation	E608			USA
Aviaexport Plc	E940			Russia
Aviall Services Inc	E418			USA
AVIANT Kyiv Aviation Plant	W604			Ukraine
Aviation Australia	E623a			Australia
Aviation Guide - Emerging Markets	E1008			UAE
Aviation International News	Office			USA
Aviation Management Solutions	W632			Turkey
Aviation Satellite Channel	E524, E526			Jordan
Aviation Services Management	E222			UAE
Aviation Technological Academy (ATA)	E524, E526			Jordan
Aviation Training International Ltd	E623K			UK
Aviation Week	W740			USA
Aviator and Aviation Est	E426			Canada
Avicorp Middle East (AME)	W440			UAE
Avio-Diepen BV	W538			Netherlands

Company	Stand	Chalet	Outdoor	Country
Avionic Equipment	E1004			USA
Avionics Mobile	C614			UAE
Avionics Mobile Services	W332g			UK
Aviosign	E608			USA
Av-Reps	E608			USA
Avtron Manufacturing Inc	E214			USA
AVTURA Ltd	W332			UK
AX4 Power	E914			USA
Axitude Srl	C238			Italy
Azairtechservice JSC	W724			Azerbaijan
B/E Aerospace Inc		C7		USA
BAE Systems	W412	A23	OD9	UAE
BAE Systems Saudi Arabia		A57		Saudi Arabia
Bardawil Aviation Co	C522			UAE
Base Ops International Inc	E812			UK
BCI	W812			France
BDLI e.V. - German Aerospace Industries Association	W640			Germany
Beagle Aerospace	W332			UK
Belgraver Aircraft Interiors	W538			Netherlands
Bell Helicopter Textron		B3, B4		USA
Beriev Aircraft Company	E942			Russia
BEXAIR (Bahrain Executive Air Service Co)	E730		Static	Bahrain
Bharat Electronics Ltd	W600			India
Bhatia Aerospace	W600			India
Blenheim Capital Partners	E900			UK
Blue Sky Aviation	E1018			UAE
Blue Sky Network	E104			USA
Boeing Company (The)	C510, C610	A17 - A19		USA
Boeing Company (The)	C510, C610	A17 - A19		USA
Bombardier Aerospace	W601	A15, A16		Canada
Bond Aviation Solutions	E623j			UK
Bookajet	E722			UK
Breeze-Eastern	E1002			USA
Britten-Norman	W220d			UK
Broadcast Microwave Services	E952			USA
Bundesverband Der Deutschen Luft Business & Commercial Aviation (B/CA)	W640			Germany
C4AS	W740			USA
C4ISR Journal	W700			UAE
CAE	C118			USA
CAE Aviation	E624			Canada
Canada c/o Aerospace Industries Association of Canada	W12			Luxembourg
Canada Pavilion	E200			Canada
Canadian Air Force	E200d			Canada
Careflight	E623a			Australia
Cargo Village News	W910			UAE
Cayman Islands Investment Bureau	W527			Cayman Islands
Cayman Islands Shipping Registry	W527			Cayman Islands
Central Connect Airlines	W102			Czech Republic
Centrax	W836			UAE
CERT/Higher Colleges of Technology	C514			UAE
Cessna Aircraft Company		A10	Static	USA
CFM International	W424			France
Chapman Freeborn Aviation Svcs	W734			UAE
Chateauroux Air Center	W614			France
Chemring Group	W220a			UK



Company	Stand	Chalet	Outdoor	Country
Chemring Plc	W220a			UK
Chernyshev - Moscow				
Machine-Building Ent JSC	E830			Russia
Chevron		A6		UAE
China National Aero-Technology Import & Export Corporation	W764	A7		China
Cirrus Design Corporation	E425	C6	Static	USA
Civil Aviation Authority of the Cayman Islands	W527			Cayman Islands
CJS (Continental Jet Services)	C714			UAE
Clark Institute Of Aviation	E623j			UK
CMC Electronics & Transaero	E230			UAE
Cobham plc	W314			UK
Combi Box System Scandinavia AB	W440			Sweden
Comlux Aviation AG	W635			Switzerland
Composite Industries	W618, W610			France
Consolidated Oilfield Services	E1003			UAE
Cosco Aviation (FZE)	E1003			UAE
Cosco General (TRD)	E1003			UAE
Cosco International Airlines	E1003			UAE
Crane Aerospace & Electronics	E540			USA
CS-Soft s.r.o	E820			Czech Republic
Curtiss Wright Controls	E828b			UK
Dahra Logistics & Marketing LLC	W800			Oman
Dana Executive Jets LLC	E704			UAE
Dar Al-Handasah	C206			UAE
Dar Assayad Publishing Group	W542			UK
Dassault Aviation	W406	A31, A32		France
DCA Radio	E1022			UAE
Defence Export Services Organisation (DESO)	W332d			UK
Defense News Media Group	C118			USA
Defense Technology International	W740			USA
Delair Air Traffic Systems GmbH	W643			Germany
Department of Civil Aviation	C400	A40, A41		UAE
Derco Aerospace Inc	E320			USA
DFS Deutsche Flugsicherung GmbH	W810			Germany
DHL Aviation, Bahrain	C201			
Diamond Aircraft		C8	Static	Qatar
Diamond Aircraft Industries GmbH	W730			Austria
Diehl Aerospace	W512			Germany
Diehl Aerosystems	W512			Germany
Diehl BGT Defence GmbH & Co KG	W512			Germany
Diehl Defence	W512			Germany
Diehl Raytheon Missile Systeme GmbH	W512			Germany
DIEHL VA Systeme Stiftung & Co KG	W512			Germany
DIMO Corp Middle East	C100			UAE
DME Corporation (Simulation & Training)	E208			USA
Dnata		A55, A56		UAE
Doncasters Group Ltd	W216			UK
Driessen	W538			Netherlands
Dubai Aerospace Enterprise	C1000, C1001		OD3, Static	UAE
Dubai Airport Free Zone Authority	C816			UAE
Dubai Airports	C400	A40, A41		UAE
Dubai Airshow 2009	W900			UK
Dubai Duty Free	C400			UAE
Dubai Logistics City				UAE
Dubai World Central			OD1,	

Company	Stand	Chalet	Outdoor	Country
Dunlop Equipment	W912		OD2	UAE
Dyers International	W332m			UK
DynCorp International	E536	A14		USA
EADS	C220	A45 - A48		Netherlands
Eastern Aero Marine	E744			USA
Eastern SkyJets	C115			UAE
Eclipse Aviation	W114	B1, B2		USA
Eclipse Services	E200f			Canada
Ecolink	E608			USA
Economic Development Commission of Florida's Space	E208			USA
Edgar Hausmann GmbH	W644			Germany
Edwards & Associates, Inc.		B3, B4		USA
EEPRO Electronics	W222			Turkey
Elekroland Ltd	W222			Turkey
Elettronica	C240			Italy
Elite Jets	C234			UAE
Elite Traveler	E1006			USA
Embraer	E614	A11a, A11b	STATIC	Brazil
Embry Riddle Aeronautical University	E208			USA
Emirates Airline	C300	A25, A26, A27		UAE
Emirates Aviation College	C300			UAE
Emirates Aviation Services LLC	W904			UAE
Emirates Engineering	C300			UAE
Emirates Hotels & Resorts	C300			UAE
Emirates Institution Advanced Science & Technology	E828c			UAE
Emirates Link Group	E623a			UAE
Emirates NBD		A54		UAE
Emirates Sky Cargo	C300			UAE
Emojet	W342	A43		UAE
EMS SATCOM	E200f			Canada
ENERGIA	E850			Russia
Energy Aerospace / Energy International	W836			UAE
Energys Ltd	W333			UK
Engine Alliance LLC	E406			USA
ENOC (Emirates National Oil Company Ltd)	C600	C3, C4		UAE
Enterprise Florida	E208			USA
EPK	E940			Russia
ESR Technology LLC	E602			UK
ESR Technology Ltd	C111			UAE
Esterline	E726			USA
Ethiopian Airlines	E602			Ethiopia
ETPS - Empire Test Pilots' School	W332e			UK
Eurep Industries	W618, W610			France
EuroAvionics Navigationssysteme GmbH & Co KG	W649			Germany
Eurocopter	C220	A45 - A48	Static	France
Europe Aviation	W612			France
Evans & Sutherland	E530			USA
Excel Industrial Co Ltd	E514e			UAE
Execujet Aviation Group	E542			UAE
ExecuJet Middle East	E542			UAE
F&E Aerospace	W900	A22		UK



Company	Stand	Chalet	Outdoor	Country
Fair Aviation & Composite Industry Hessa Co	E1023, E1024			Iran
Falcon Aviation Group Limited	C700	B5, B6		UAE
Falcon Aviation Services	C700			UK
Falcon Express Cargo Airline	C700			UAE
Falcon Express Inc	C700			UAE
Falcon Ground	C700			UAE
Falcon Integrated Logistics	C700			UAE
Farnair Europe	C700			Hungary
Farnair Handling - Hungary	C700			Hungary
Farnborough Aerospace Consortium	W332f			UK
Farnborough International Limited	W106			UK
Federal Space Agency	E850			Russia
FedEx Express	C210			UAE
Fighter Gifts	E430			UAE
Finmeccanica SPA	C310			Italy
Fipart GmbH	W649a			Germany
Flame Enterprises	W440			UAE
Fleet Canada Inc	E200e			Canada
Fleet Industries	E200e			Canada
Flight Office				UK
FlightSafety International	E708			UK
FLIR Systems Dubai	C500			UAE
Flyer Group (AirQuarius)	E1024			UAE
FMC Technologies	E208			USA
French MOD Delegation Generale pour l'Armement (DGA)	W618			France
Frequentis AG	E820			Austria
FTO Holdings Ltd	E728			Jordan
Fujairah International Airport	W418			UAE
Future Metals	C614			UAE
G&C International FzCo	C222			UAE
Gainjet Aviation SA	E828g			Greece
GAMCO		A30		UAE
GDR Publications Ltd	E623F			UK
GE Aviation	C410	A24		USA
GE Infrastructure Security	E820			USA
GE Inspection Technologies	W806			Germany
GE Sensing	W806			UAE
Gelbyson Srl	E746			Italy
General Civil Aviation Authority	C722			UAE
Gerber Technology USA	E1000			USA
German Federal Ministry of Economics and Technology	W640			Germany
GIFAS	W618, W610			France
Gifts Foundation «STATUS» Ltd	E840			Russia
Global Aerospace Logistics	W700	A62		UAE
Global Aviation And Services Group	E818			UAE
Global Aviation Services	E326			UAE
Global Communication & Software Systems	W700			UAE
Global Defence Review	E623			United Kingon
Global Inflight Products	E900			USA
Globavia	E720a			UK
GMF Aero Asia	W530			Indonesia
GMT Gummi-Metall-Technik GmbH	W642			Germany
Goodrich	W436			UK
Gore Design Completions	E412			USA
Government of Ontario	E100			Canada
Gözen Air Services	E956			Turkey
Gozen Aviation Security	E956			Turkey

Company	Stand	Chalet	Outdoor	Country
Gravitas	E104			USA
Grob Aerospace		A8	OD11	Switzerland
Gulf Jet		A49		UAE
Gulf Technical Trading & Services LLC		A33, A34		UAE
Gulfstream		A12	STATIC	USA
Hadid International Aviation Services	E308			UAE
Hale Hamilton Valves Ltd	W332			UK
Hamilton Sundstrand	E518			USA
Hammond ODV	W440			UAE
Handtmann A-Punkt Automation GmbH	W649			Germany
Hansair Logistics Inc	E102			UAE
Hawker Beechcraft Corporation		A36	Static	USA
Hawker Pacific Aerospace	C518			USA
Hawker Pacific Airservices Ltd	W526			UAE
Hawker Pacific Avionics	W526			UAE
Hawker Pacific Hydraulics	W526			UAE
HeavyLift International Airlines	W738			UAE
Heico Aerospace	E538			USA
Helisota Ltd	E828			Lithuania
Hellenic Aerospace Industry	E718			Greece
Henkel Aerospace		C2		France
High Standard Aviation	E208			USA
Higher Colleges of Technology / CERT	C514			UAE
Honeywell	E309			USA
Horizon International Flight Academy	E828a, W300		STATIC	UAE
Houchini Aerospace	E914			USA
HPH LTD	E414			Czech Republic
Humanitarian Air Services	E112			UAE
Hycom Aircraft Support	W532			Germany
Hycom Oil Hydraulics	W532			Germany
Hydrautest	W618, W610			France
HYDRO-Geraetebau GmbH & Co KG	W518			Germany
Hypercoat Aviation Supplies FZE	E102			UAE
IBA Group Ltd	W332			UK
IDEX 2009	W646			UAE
IFWExpo Heidelberg GmbH	W640			Germany
Ilyushin Finance Co	C113			Russia
IMP GmbH & Co KG	W641			Germany
IMP Middle East	W641			UAE
Industrial Metals International Ltd	E104			USA
Inkotec Aircraft GMBH	W645			Germany
In-Services (Middle East)	W716			UAE
Integrated Dynamics	W426			Pakistan
Integrated Systems	E632			USA
International Aeradio (Emirates) LLC	E820			UAE
International Aero Engines	W846			USA
International Aerospace	W714			India
International Association of Space Activities Participants (IASP)	E850			Russia
International Aviation Supply	E800		OD4	Italy
International Governor Services	C614			UAE
Interturbine Logistik GmbH	W524			Germany
Intheaimet	E810			USA
ISE Ltd	E514b			UK
ISNR- Abu Dhabi 2008	E428			UAE
ITP Business Publishing	W17			UAE
ITP Group, Industria de Turbo Propulsores SA	W742			Spain
ITW Military	E914			USA
Ivchenko Progress Design Bureau	W606			Ukraine
JA Asset Based Leasing GmbH	W633			Austria



Company	Stand	Chalet	Outdoor	Country	Company	Stand	Chalet	Outdoor	Country
Jafza - Jebel Ali Free Zone		A42		UAE	Liechti Engineering AG.doc	E852			Switzerland
Jane's Information Group	E748			UAE	Lifestyle Magazine	E1006			USA
Jazeera Airways	W648			USA	Lighting Science Group	E208			USA
Jemarius Trading & Services	W104			UAE	Limbach-Flugmotoren GmbH & Co KG	W649a			Germany
Jeppesen	W312			Germany	LLC RPC "Optolink"	E920			Russia
Jet Aviation Business Jets	E546	A13		Switzerland	Lockheed Martin Corporation	E636	A20, A21	Static	USA
Jet Aviation Dubai LLC	E546	A13		UAE	Lufthansa Systems	C518			Germany
Jet Aviation Management AG	E546	A13		Switzerland	Lufthansa Technical Training	C518			Germany
Jet Aviation Saudi Arabia	E546	A13		Saudi Arabia	Lufthansa Technik AG	C518			Germany
Jet Innovations LLC	E623i			UAE	Lufthansa Technik Budapest	C518			Hungary
Jet Partner	W344			Turkey	Lufthansa Technik Philippines	C518			Philippines
Jet Support Services Inc	W913			USA	Lupa Aircraft Models	E114			Netherlands
Jetalliance Flugbetriebs GmbH	W633			Austria	M/S Therelek Engineers Private Ltd	W600			India
JetEx Flight Support	C810	B8, B9		UAE	MAIDIS	W700			UAE
JOB AIR - Central Europe					MAK Controls & Systems Pvt Ltd	W600			India
Aircraft Maintenance as	W102			Czech Republic	Marion Fabrics	E102			UAE
Job Air Logistics	W102			Czech Republic	MATCON	W600			India
Jordan Aeronautical systems Company (JAC)	E524, E526			Jordan	maximus air cargo	E700			UAE
Jordan Aerospace Industries	E524			Jordan	MB Aerospace	W332h			UK
Jordan Aircraft Maintenance LTD (JorAMCo)	E826			Jordan	MBDA	C230			France
Jordan Airline Training & Simulation (JATS)	E524, E526			Jordan	MEBA 2008	W900			UK
Jordan Airmotive Limited Co (JALCo)	E526			Jordan	Mechtronix	E1030			Canada
Jordan Group	E526			Jordan	MedAire	W428			USA
Jordan International Air Cargo (JIAC)	E526			UK	Media One	E108, W910			UAE
JP Jets Jordanian Private Jets Services	E524, E526			Jordan	Media Prima	W770			UAE
JSC "State Machine Building Design Bureau "Vympel" by name T.T. Toropov"	E734			Russia	Medlink	W428			USA
JSC Tbilviamsheni	W758			Georgia	Meggitt Aftermarket Services	W912			UK
Jupiter Airlines	W828			UAE	Meggitt Safety Systems	W912			UK
KAI	E618		Static	Korea	Messier-Bugatti	W510			France
Kaletron AS	E623d			UAE	Microwave Radio Communications	E422			USA
Kallman Worldwide Inc	E900b			USA	Mid East Flyer	E1024			South Africa
Kam Air	E910			Afghanistan	Middle East Business Aviation Association (MEBAA)	W546			UAE
KAM Aviation FZC	E910			Afghanistan	Middle East Interiors	.			Bahrain
Kaman Fuzing Division	E208			USA	Middle East Oil Supplies (MEOS)	W444			UK
Kang Pacific Airlines	W22			UAE	MIDEX		C9		UAE
Kärcher	W647			UAE	MIDEX Airlines		C9	Static	UAE
Karl Storz Endoskope GmbH & Co KG	W662			Germany	MIDEX International		C9		UAE
Kazan Helicopters	E938			Russia	Military Times Media Group	C118			USA
KBR		A11d		UAE	Missile Defense Agency	E816			USA
Kearsley Airways Ltd	W340, W836			UK	MMPP SALUT	E842			Russia
Kellstrom Industries	E408			USA	MNG Technic Aircraft Maintenance Service Inc	W338			Turkey
Kelvin Hughes	C614			UAE	Monch Publishing Group	E814			Germany
Key Aviation	E210			UK	Moog Inc - Dimo Corp Middle East	C100			USA
Khrunichev State Research and Production Space Center	E850			Russia	Motor Sich JSC	W608			Ukraine
Kilgore Flares LLC	W220a			UK	Moving Terrain Air Navigation Systems AG	E623m			Germany
Kimoha Entrepreneurs Ltd	E220			UAE	MRO Teknik Servis San.Ve Tic.A.S	W632			Turkey
KLM	W626			France	MSI Aircraft Maint Services Intl GmbH and Co KG	W515			Germany
Korea Aerospace Industries	E618	A11	Static	Korea (South)	MTU Aero Engines	W750			Germany
Korry Electronics Co	E726			USA	MTU Aero Engines North America	W750			USA
L3 Communications	E632	A5		USA	MTU Maintenance Berlin-Brandenburg	W750			Germany
Laversab INC	E110			USA	MTU Maintenance Canada	W750			Canada
Le Bas International Air Charter	W16			Ireland	MTU Maintenance Hannover GmbH	W750			Germany
Le Bozec	W104			France	MTU Maintenance Zhuhai	W750			China
LEKTRO	E312			USA	Mubadala Development Company	W300		OD5	UAE
Liberty Aerospace Inc	E208			USA	Muirhead Avionics	E726			UK
					Muller Machines Ltd	E852			Switzerland
					myTechnic	W632			Turkey
					Nasair	E300			Saudi Arabia
					Nation Shield magazine	C720			UAE



Company	Stand	Chalet	Outdoor	Country
National Air Services (NAS)	E300	A44		Saudi Arabia
navAero Ab	E534			Sweden
Near East Aviation	E728			Jordan
Neotex	E102			UAE
Netherlands Aerospace Group	W538			Netherlands
Netjets Middle East	E300			Saudi Arabia
NGC Marketing Ltd	W222			Turkey
Nordisk Aviation Products	W676			Denmark
Nortel		B7		UAE
Northrop Grumman Corporation	E510	A1, A2 C5	OD14	USA UAE UK France Germany UAE USA USA New Zealand UAE Pakistan UAE USA USA Sweden UK UK Russia UAE Germany France USA Australia Italy Switzerland Germany USA UAE Canada Canada USA UK UAE UAE Sweden Switzerland Canada Qatar UK Netherlands UAE Russia
Offset Program Bureau				
Olympus Industrial	W444			UK
Omicron	W104			France
OPTIMARE	W638			Germany
Orenda Aerospace	C614			UAE
Otto Instrument Service Inc	E418			USA
Overhaul & Maintenance	W740			USA
Pacific Aerospace Limited	W908			New Zealand
PacMin / PRECISE Trading LLC	C202			UAE
Pakistan Aeronautical Complex	W670		STATIC	Pakistan
Palm Aviation	E610			UAE
Paramount Logistics	E954			USA
Parker Aerospace	C800			USA
Parker Hannifin Corporation Aerospace Group Stratoflex Products Division	E418			USA
Parts and Repair Technical Services Inc	W664			USA
Patria Helicopters AB	W652			Sweden
Pattonair	W14			UK
Penny & Giles (A Curtiss-Wright Company)	E828b			UK
Perm Motors Group	E734			Russia
Permagard FZE	W678			UAE
Peters Engineering GmbH	W730			Germany
PGA Avionics SA	W618, W610			France USA
Phoenix Fuel LLC	C821			USA
PHS - Professional Helicopter Services Pty Ltd	E623a			Australia
Piaggio Aero Industries S.p.A.	W300		OD5, STATIC STATIC	Italy Switzerland Germany USA UAE Canada Canada USA UK UAE UAE Sweden Switzerland Canada Qatar UK Netherlands UAE Russia
Pilatus Aircraft Ltd	W438			Switzerland
Piper Germany	W649a			Germany
Potomac Aviation Technology CORP	W18			USA
PPG Aerospace	C820			UAE
Pratt & Whitney Canada	E518			Canada
Pratt & Whitney Canada Service Centre Europe GmbH	E518			Canada
Pratt & Whitney, a United Technologies Company	E518	A35		USA
Precise Trading LLC	C202			UK
Prestige Jet	E322, C202		Static	UAE
Prime Aerospace, Singapore & UAE	E200a			UAE
Priority Aero Maintenance AB	W652			Sweden
PrivatAir	E411			Switzerland
Provincial Aerospace Ltd	E200b			Canada
Qatar Airways	E400	A60, A61		Qatar
QinetiQ	W332I			UK
Quality Aircraft Painting Services-QAPS	W538			Netherlands
Quick Link Aviation Services FZE	E818			UAE
Raduga State Machine Building Design Bureau Limited	E734			Russia

Company	Stand	Chalet	Outdoor	Country
Rafale International	W500			France
RAK Cargo	C905			UAE
RAK Leasing LLC	C905			UAE
RAK Link	C905			UAE
Rapiscan Systems	W332a			UK
Rapiscan Systems UK	E820			UK
Rashed Abdul Rahman Al Rashed & Sons Co	E808			Saudi Arabia
Raytheon Australia	W908			New Zealand
Raytheon Company	E506	A64	OD12	USA
RBI Hawker Limited	W526			UAE
Red Box	W440			UK
Reed Exhibitions	E428			UK
Reiser Systemtechnik GmbH	E414			Germany
Religare Enterprises Ltd	W600			India
Remote Diagnostic Technologies Ltd (RDT)	E750			UK
Reshetnev NPO PM	E850			Russia
Robinson Helicopters	C222			UAE
Rockwell Collins	E530			USA
Rohde & Schwarz GmbH & Cc KG	W525			Germany
Rohi stoffe gmbh	W645a			Germany
Rohill Technologies	W538			Netherlands
Rolls-Royce plc	W206			UK
Rosoboronexport - Federal State Unitary Enterprise	E930, E840, E734, E924			Russia
Rover Systems	W426			Pakistan
Royal Aeronautical Society	W536			UK
Royal Falcon	E514d			Jordan
Royal Falcon Cargo	E514d			Jordan
Royal Jet	C130	A37, A38		UAE
Royal Jordanian Air Force (RJAF)	E524, E526 E724			Jordan Switzerland
Ruag Aerospace				
Rudolf Wulfmeyer Aircraft Interior GmbH & Co KG	W650			Germany
Rus Aviation	W824			UAE
Rusiya Al-Yaum Satellite				
TV News Channel	E1026			Russia
Russian Federal Property Fund	E840			Russia
Russian Institute of Space Device Engineering	E850			Russia
S A Flyer	E1024			South Africa
Saab AB	W326			Sweden
Sabena technics	W622			France
Safi Airways Ltd	E714			UAE
Safitex Trading LLC	E714			UAE
SAFRAN	W510			France
SAFT	E418			France
SALUT FSUE, MMBPE	E842			Russia
SAMCO Aviation	E954			Saudi Arabia
Satair Middle East FZCO	W540			UAE
Satcom Direct Inc	E856			USA
Satcom1	E413			Denmark
SATCOM1 Canada	E413			Canada
SATCOM1 France	E413			France
SATCOM1 Sweden	E413			Sweden
SBAC	W216, W332			UK
Scandinavian Avionics MENA	C201			Bahrain



Company	Stand	Chalet	Outdoor	Country	Company	Stand	Chalet	Outdoor	Country
Schaublin Machines SA	E852			Switzerland	Sukhoi Design Bureau	E738			Russia
Schaublin SA	E852			Switzerland	Sun Test Systems b.v.	W538			Netherlands
Schenker DB Logistics	W442			UAE	SUNAERO	W614, W618			France
Schiebel	W730			Austria	Super AWOS (Automated Weather Observation Systems)	W18			USA
Schroth Safety Products GmbH	W641			Germany	Swedish Aviation Group, SAG	W652			Sweden
SCOTTY Group Austria GmbH	W730			Austria	Swedish Space Corporation	W652			Sweden
SE Ivchenko Progress	W606			Ukraine	Swiss UAV	W718			UAE
Seabird Aviation Jordan LLC	E410			Jordan	Symetrics Industries	E208			USA
Seal Dynamics Inc	E538			USA	TAC Europe	W332			UK
Seal Dynamics UK	E538			UK	Tactical Missiles Corporation JSC	E734			Russia
Security & Detection	E632			USA	TAG Aeronautics Ltd		A28, A29	Static	Canada
Segers Aviation SA	E740			UAE	TAG Aircraft Interiors	E240	A28, A29	Static	Canada
SELEX Communications	C310			Italy	Take-off Magazine	E1028			Russia
SELEX Sensors and Airborne Systems (S&AS) Ltd	C310			UK	TAM (TBILAVIAMSHENI)	W758			Georgia
Semarius Trading & Services	W104			France	TAP Maintenance & Engineering	E423			Portugal
Sennheiser	W640			UK	tasc aviation	W100			UAE
Sennheiser Vertrieb und Service GmbH & Co KG	W649a			Germany	Teac Aerospace Technologies	E216			USA
Serck Aviation	W912			UK	TechFinity Inc	E514c			USA
Serco Middle East	E820			UAE	Techman-Head (T.M.H.)	W104			France
SERCO-IAL	E820			UAE	Technip TPS	W104			France
Sertur Air	W501			Turkey	Techno Sky Srl	W336			Italy
Shell Markets (Middle East) Ltd	C710	A39		UAE	Teledyne Controls	W766	C1		USA
Shephard Group (The)	C801			UK	Telex Communications	E200a			Singapore
SHRO Informatics	W600			India	Terma A/S	W628			Denmark
SIATI	W600			India	Testek Inc	E623i			USA
Sicma Aero Seat	W528			France	Test-Fuchs	W518			Austria
Sigma Aerospace Ltd	W340			UK	TEST-FUCHS Ing. Fritz Fuchs GmbH	W518			Austria
Signature Flight Support	W666			UK	Textron Systems	E532			USA
Sikorsky, a United Technologies Company	E518			USA	TFC GmbH	W521			Germany
Skandia	E854			USA	TG Avisia	W332			UK
Sky Aviation Services	C724			UAE	THALES	C124	A53		France
Skysoft-ATM SA	E820			Switzerland	ThalesRaytheonSystems			OD15	France
Skywards	C300			UAE	The Mexmil Company	E720a			USA
Smart Approach	E820			UK	Thermo LLC		A4		UAE
Snap-On Tools International	E638			Greece	Thielert Aircraft Engines	W768			Germany
SNECMA	W510			France	Thrane & Thrane	C200			Denmark
SOFAB Aerospace	E628			Saudi Arabia	TIMCO	W648			USA
SOKOL	E830			Russia	Titan Aviation Group	E1018			UAE
Southeast Aerospace Inc	E208			USA	Titan Pegasus	E1018			UAE
Space Imaging Middle East LLC	E316	A9		UAE	TPA Middle East FZCO	W540			UAE
Space Reconnaissance Center	E316			UAE	Trade Oil Aviation	E812			UK
SPAR	E632			USA	Training & Simulation Journal	C118			USA
Spectrum Aeromed	E544			Germany	Transworld Aviation FZE	C614			UAE
Speednews Inc	E1010			USA	Trepel Airport Equipment GmbH	W522			Germany
Spirit Aerosystems Inc	E418			USA	Triumph Accessory Services Inc	E212			USA
SR Technics	E500			Switzerland	Triumph Group - EE Ltd	C614			UAE
Stahlwille Eduard Wille GmbH & Co KG	W644			Germany	Triumph Group Inc	E212			USA
Standard Aero	W836			Canada	Triumph Thermal Systems Inc	E720a			USA
Star Aviation Group	W808			UAE	Turbomecanica / I.A.R.	W722			Romania
Star Navigation Systems Group Ltd	W24			Canada	Turkish Technic	W660			Turkey
State Machine Building Design Bureau	E930, E840, E734, E924			USA	TÜV NORD AG	W503			Germany
Status Gift Fund	E840			Russia	UAE Armed Forces Surveillance & Recon Technologies	E316			UAE
Stemme UMS			Static	Russia	UAE General Civil Aviation Authority	C722			UAE
Stork Aerospace	W538			Germany	Ulan-Ude Aviation Plant JSC	E734			Russia
SUKHOI Aviation Holding Company JSC	E738			Netherlands	Ulbrich Stainless Steels & Special Metals Inc	E950			USA
Sukhoi Civil Aircraft Company	E738			Russia	Ultramain Systems Inc	E118			USA
					Umeco Repair and Overhaul	W332g			UK



Company	Stand	Chalet	Outdoor	Country
United Arab Emirates Armed Forces - Chief of Staff		A66		UAE
United Arab Emirates G.H.Q. Armed Forces		A58, A59		UAE
United Aviation	E710			Kuwait
United Aviation Charters	E606			UAE
United Aviation Fuel	E606			UAE
United Aviation Services	E606			UAE
United Nations/ World Food Programme/ Humanitarian Air Services	E112			UAE
United States Air Force 60th Anniversary Commemoration Task Force	E116			USA
United Technologies Corporation	E518	A35		USA
University of New South Wales	E623e			Australia
US Aircraft Corporation	W826			USA
US Department of Commerce	E106			UAE
US Department of Commerce	E104			USA
US Department of Defense	E228			USA
US Navy			Static	USA
Vaisala Oyj	E820			Finland
Vauth & Sohn GmbH & Co KG	W641			Germany
Vector Aerospace	W340			UK
Vector State Corporation	W20			Ukraine
Vibro-Meter	W912			UK
Viessmann Kältetechnik AG	W840			Germany
Vision Waves Aviation & Defence Consulting	W538			Netherlands
Vital Link Europe Ltd	W332			UK
Vitrociset SpA	W654			ITALY
VNIIEM	E850			Russia
Volvo Aero Corporation	W210			Sweden
VSI (Vision Systems International LLC)	E415			USA
Vtool	E414			USA
Vulcanair S.P.A.	C238		Static	Italy
Vympel by name I.I. Toropov JSC	E734			Russia
Wallan Aviation		A10		USA
Wallop Defence	E726			UK
Washington State Office of Trade & Economic Dev	E900			USA
Weber Aircraft Inc	E908			USA
Weihai Guangtai Airport Equipment Co Ltd	C208			China
Wentworth & Affiliates Inc	E954			USA
WESCAM	W12			Luxembourg
WESCO	C614			UAE
WGI Inc	W814			USA
Whittaker Controls	W912			UK
Willow Tex	E854			USA
Wingselectro	W440			USA
WINSLOW LifeRaft Company	E208			USA
Wood Group Turbopower Inc	E208			USA
World Aircraft Sales Magazine/ AvBuyer.com	E1023			UK
World Airline Services Ltd	W804			UAE
World Food Programme	E112			UAE
World Fuel Services	E812			UK
Xerolet International LLC	E208			USA
ZACHER Leiter- und Steigtechnik GmbH	W518			Germany
Zahrani International Aviation Services	W654			Saudi Arabia
Zodiac	W716			France
Zodiac Groupe	W528			UAE

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