

# SHOW DAILY

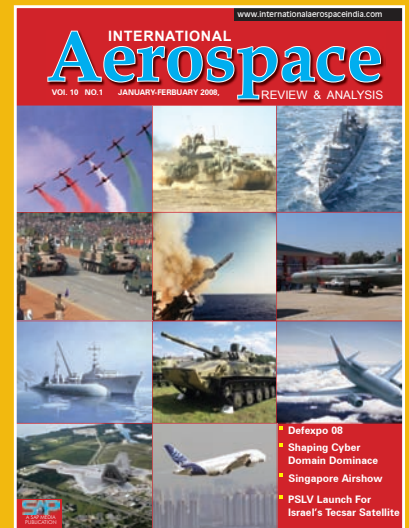
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INTERNATIONAL AEROSPACE

## Future Mega Airports: Hopes & Challenges Ahead



H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority and Chairman of Dubai Airports has officially opened the Airport Show at Airport Expo Dubai.

It was a grand opening to a grand show as the Dubai Airport Show was officially opened on Monday morning by H.H. Sheikh Ahmed Bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority and Chairman of Dubai Airports. Sheikh Ahmed was accompanied by Laith Kubba and Nick Webb, Directors of Streamline Marketing Group, organisers of the Exhibition and other senior DCAA officials, as he cut the ribbon to officially inaugurate the Show. The show itself is the largest

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### Industry Leaders Agree To Historic Declaration

The leaders of the world's airlines unanimously agreed to a resolution calling for governments, airports and labour to take immediate action to help the industry survive the growing financial crisis. The resolution was made at the International Air Transport Association's (IATA) 64th Annual General Meeting and World Air Transport Summit.

"Extraordinary times call for extraordinary measures. Airlines are an engine for global prosperity and failure amongst them would send shockwaves throughout the world economy," said IATA Chairman and TAP Portugal CEO Fernando Pinto.

The resolution comes after a recent spike in fuel prices that has led to two-dozen airlines ceasing operations or filing for bankruptcy. "Many more will not survive," Pinto said.

#### The declaration made six specific calls to action:

- \* Governments must eliminate archaic rules that prevent airlines from restructuring across borders.

- \* In view of existing fees and charges, governments must refrain from imposing multiple and additional

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## Dubai: Tomorrow's Global Hub

Dubai has achieved status as one of the most preferred high-end tourism destinations and an unsurpassed trade and logistics hub, said Khalifa Al Zaffin, Executive Chairman of Dubai World Central (DWC), in his keynote address on the opening day of the Airport Show.

"This situation has and will continue to impose tremendous pressure both on the airspace and the airports infrastructure. The challenge for the Dubai Civil Aviation Authority, Dubai Airports and Dubai World Central is to jointly develop innovative and sustainable solutions



Khalifa Al Zaffin, Executive Chairman of Dubai World Central (DWC),

that will continue to provide and expand the airspace and airport infrastructure necessary to

continuously match this strong growth" Al Zaffin said

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# Future Mega Airports: Hopes and.....

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airport construction, operations, technology and services exhibition to be staged anywhere in the world this year.

He then toured the main exhibition hall, talking with representatives from the world's leading airport supply and construction companies. Growth in the region's aviation sector and increasing air passenger traffic shows no sign of slowing. The International Air Transport Association has estimated the average rate of growth in passengers carried at 6.8 per cent per annum in the Middle East until 2011. Airbus predicts that Middle East passenger traffic will grow at 7.1 per cent per annum until 2015, compared to a global average of 5.3 per cent.

## Stage is Set

The rapid pace rate of airport development in the region and the projected increase in passenger and cargo traffic were among many issues to be addressed on the first day of the inaugural 'Future Airports' Conference, running in tandem with the Airport Show at the Airport Expo Dubai.

Featuring senior representatives from civil aviation authorities, airports, and build and supply companies, the Future Airports conference provides an important forum for aviation leaders from the Middle East, South Asia and Africa to share their vision of future airports and discuss pertinent issues surrounding rapid aviation growth in the region.

The Future Airports Conference opened with a keynote session led by Paul Griffiths, CEO, Dubai Airports, Khalifa Al Zaffin, Executive Chairman, Dubai World Central, Inderjit Singh, Senior Vice President, Dubai Aerospace Enterprise and Andreas Schimm, Director, Economics and Programme Development, Airports Council International. The session included an update on construction works at major airports in the region and how future airports will influence regional economic development.

## Vision of the Future

DWC Senior Vice-President



Sheikh Ahmed Bin Saeed Al Maktoum inspects the Dubai Airport development masterplan

Inderjit Singh underlined the entire concept of 'vision' in realizing the future airports dream. He pointed out that in 1947, nine million passengers globally traveled by air, less than ½ % of the then world's population. Whereas in 2007, the figure was 4.4 billion passengers, 68% of global population handled by the world's airports, airlines and aircraft –which is eighteen million passengers a day. "Airports have progressively evolved from rudimentary airstrips of yesterday through to lavish modern airports of today, from City Airports to Airport Cities, Air Commerce Clusters and the 'Aerotropolis'", Singh commented.

But what ails the industry, he said, was the lack of balance between industry's three main constituents: Airports, Airlines, & Aircraft manufacturers and this problem needed to be urgently addressed.

## Stupendous Growth & Complex Challenges

Dubai Airports CEO, Paul Griffiths, in his presentation, said within the next few years, collective annual capacity of airports in the region will reach 400 million passengers, "with Dubai constituting almost 50% of that total. He said the region was witnessing the highest growth rate in aviation-40% higher compared to the world average. Dubai traffic is growing at the rate of 20% per annum, mak-

ing DIA the fastest growing airport among the world's top 30 largest airports with passenger traffic of more than 34 million last year and set to surpass 40 million in 2008.

Dubai airport is now the 27<sup>th</sup> largest in the world, Griffiths explained, and based on current growth rates could be within the world's top 10 in five years. Also, projections are that Dubai passenger traffic is likely double in volume in the next 7 years.

"And this poses some complex capacity challenges", said the Dubai Airports CEO.

"Airspace, not only in the immediate vicinity of Dubai, but throughout the GCC region, is an area requiring clear coordination to maximize capacity." He added that "our projections suggest that peak hourly movements will have to increase by up to 50% to accommodate growth over the next 7 years at a time when we are witnessing other ambitious growth plans in the region".

"On the ground, we are balancing aggressive growth rates against a constrained campus at DIA combined with an expedient development programme at DWC to ensure growth is not constrained. DIA will have to cope with up to 65-70m passengers before any large-scale transition can happen to the new airport at Jebel Ali", Griffiths emphasized.

T3/C2 and the new C3 have been designed to meet

the challenge. Other challenges that DWC was proudly facing, Griffith said, were challenges of energy efficiency and environmental responsibility, operating efficiency designed around the customer's needs, breakthrough innovation enabled by technology and seamless and effective security and immigration, as well as an elimination of the traditional check-in.

## A Perfect Setting

Attracting a record lineup of 600 suppliers from 40 countries, and over 100 civil aviation authorities and airports, the Eighth Dubai Airport Show heralds this major unprecedented boom in Airport Development. It is against the backdrop of the mega airport project that the importance of this exhibition is all the more significant. Expansion works at Dubai International Airport worth US\$4.5 billion, including a third terminal and two new concourses will enable the airport to handle up to 70 million passengers annually and the Abu Dhabi International Airport expansions will increase the airport's capacity to 40 million passengers per annum.

The new US\$10 billion Dubai World Central Al Maktoum International Airport will have two mega terminals, six runways and six concourses when complete, and a capacity of more than 120 million passengers annually. Qatar's US\$5.5 billion Doha International Airport will have the capacity to handle 60 million passengers in 2020.

Nick Webb, Director of Streamline Marketing Group said: "The Airport Show provides the perfect place for the region's civil aviation authorities and airports, to meet and do business with airport suppliers and contractors from around the world. We're confident that the show will continue to grow in line with the phenomenal growth of the region's aviation sector and the many exciting airport projects on the horizon."

- Amitabh Joshi

# Dubai: Tomorrow's Global Hub

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Dubai International Airport has aspirations to be publicly recognized as the world's best airport and to endeavour to retain that status for the future, undoubtedly a huge challenge. "The challenge for Dubai International Airport is to continuously anticipate the future and to define strategies to develop and build the necessary infrastructure well before it is required to ensure the world's highest service levels at our airports are provided and maintained", said Al Zaffn.

In terms of accomplishments, Al Zaffn said it is worth noting the ongoing developments at Dubai International Airport, namely the Terminal 1 Expansion, Terminal 2 Expansion, the Cargo Mega Terminal, the new Royal Air Wing facility and the Terminal 3, Concourse 2 and Concourse 3 projects. "In this respect we are anticipating that all these new facilities will ultimately bring the airport's capacity to approximately 70 million passengers per annum by the year 2015. Dubai International Airport plans to enhance and then to outgrow its current status as a large hub in the region and enter the world stage to become the world's leading international airport hub", he added.

According to Al Zaffn, airports of the future will no longer merely be portals for passengers and cargo. The efficient processing of passengers and cargo at large airports is simply not enough any more. International airports will increasingly become the focal points for the development of global commerce, industry and tourism, residential facilities, entertainment, shop-



ping, business and conferences. Major airports will act as catalysts for the growth of supporting intermodal ground connections.

"As a direct consequence of these factors we have seen already the development of Airport Cities in some countries. The Airport City concept will continue to develop – or more importantly prompt development – beyond the boundaries of what is technically airport land", Al Zaffn remarked.

The DWC Executive Chairman said that international airports are driving and shaping business locations and urban development to create an emerging airport-orientated urban form – 'the aerotropolis'. "In effect, the airport will become the city within a city, the catalyst at the centre of metropolitan growth, a nucleus comparable to a central business district in a conventional city".

A key characteristic of Airport Cities is that their success is based upon development outside as well as within the immediate environs of the aviation complex. Such airports serve as regional multimodal transportation and commercial nexuses characterised by strings and clusters of airport-linked business parks, industrial and logistics complexes, retail, hotel and entertainment centres, wholesale merchandise marts,

and residential developments along airport arteries up to 20 kilometres from the airport.

Al Zaffn also shed light on Dubai World Central (DWC). "DWC is a significant development comprising seven clustered zones, namely, Dubai Logistics City, Aviation City, Golf City, Commercial City, Exhibition City, Residential City and Humanitarian City. The entire development covers an area of 140 square kilometres. It is adjacent to the Jebel Ali Free Zone and is bordered by both the Emirates Road and the new Outer Bypass Road. Once completed, the workforce and residents combined are estimated to be around of 980,000 people living and working in DWC" he said.

DWC will be a self-contained city, with its own dedicated light rail system which will be linked to the Dubai Metro system and a high capacity road network. The entire DWC development will be built upon the latest 'smart' technology making it the most advanced development of its type anywhere in the world.

"Within DWC, Al Maktoum International Airport will be unique in the very true sense of the word. The airport's ultimate planned annual capacity comprises 12 million tonnes of cargo and 160 million passengers, which makes it the largest airport conceived in the world to date. Moreover it will provide passengers with an unrivalled travelling experience and cargo operators with state of the art technology and facilities", Al Zaffn observed.



- Amitabh Joshi

## Industry Leaders Agree To Historic Declaration

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punitive taxes and other measures that will only deepen the crisis.

\* State service providers must invest to modernise air transport infrastructure urgently, eliminating wasteful fuel consumption and emissions.

\* Business partners, in particular monopoly service providers, must become as efficient as airlines are now. If not, regulators must restrain their appetite with tougher regulation.

\* Labour unions must refrain from making irresponsible claims and join the effort to secure jobs in aviation and indeed in other industries.

\* In the interest of the global economy and the flying public, we urge authorities to enforce the integrity of markets so that the cost of energy reflects its true value.

"The airline industry is sending a clear message to governments, partners and labour. We are in crisis. Governments, labour and our business partners must understand this. And they must act," said Giovanni Bisignani, IATA Director General and CEO.



## Countach Group Provides Core Services to the Aviation Sector

The Countach Group was formed in Dubai in 1996 with a view to offering specialty products and services for the construction industry in the region. The Group has since grown into a well-diversified, professionally managed company which continues to enjoy a position of eminence in the Middle East, Africa and India. The Group's interests include specialty-building materials, structural engineering

products, healthcare products and services, communications & security systems, environment-monitoring systems among others. One of the Group's core competence areas is in the design, fabrication, supply and installation of communication towers and air traffic control cabins.

The Countach Group is in the process of installing four units of 70 m tall communication towers for the General

Civil Aviation Authority in Abu Dhabi. These masts are aesthetically designed structures produced to mount communication equipment on the top. Work is currently under way in collaboration with the Group's technology partners M/S Alifabs, UK and installation partners M/S Shanghai Metallurgical Construction Company, China. The project was expected to be completed by the end of May 2008.

Countach is also involved in the fabrication of visual control cabin including the interior fit-out for the prestigious Maktoum International Airport in Jebel Ali, Dubai. The company is also in discussions with the Airport Authority of India for various on-going projects in the country as well as with the Governmental Agencies in Oman for Airport Development projects in the Sultanate.

# Redefining An Entire Industry



(L-R) Andreas Schimm, Inderjit Singh, Rudy Vercelli, Khalifa Al Zaffin, Paul Griffiths

Also addressing the keynote session were Rudy Vercelli, CEO Abu Dhabi Airports Company (ADAC) and Andreas Schimm, Director, Economics & Programme Development, Airports Council International.

Known by many in the industry as the man with the magic touch Vercelli, was earlier this year appointed by the Abu Dhabi Airports Company as its CEO. With massive expansion both at Dubai and Abu Dhabi airports, he is a key player in developments.

He became ADAC's first CEO, reporting to the Board of Directors. He has had a successful career developing and managing growing airports, including Doha, Buenos Aires and Mumbai International.

Earlier this year, maintaining

its position as one of the fastest growing airports in the region, Abu Dhabi International Airport logged a robust 32.7 percent passenger growth and 16.9 percent for aircraft movements in February, over the same period last year.

Earlier, in his presentation, Andreas Schimm, ACI Director Economics and Programme Development, said airports in the United Arab Emirates can be expected to handle over 200 million passengers in 2020 climbing to overall traffic volumes similar to those of much larger countries like Brazil, Canada or Italy.

"A little further west, Qatar is shaping up to become the third major player in the Arabian Gulf. With 200 long haul aircraft on order by Qatar Airways and the new Doha International Airport

designed to accommodate 50 million passengers from 2015, Doha is establishing itself as an alternative destination and transit point", Schimm said.

According to Schimm, Emirates Airlines in the foreseeable future will operate the world's largest long haul fleet. Its number of long haul aircraft will ultimately exceed 300. "Dubai International Airport today already serves 205 international destinations, 15% more than the world's biggest airport for international traffic, London Heathrow. This number will rise further as Emirates' fleet currently serving over 100 destinations is growing rapidly towards the projected 300 aircraft", said Schimm.

He pointed out that the success of Dubai Airports and Emirates critically depend on

progress made in the rest of the world in the areas of liberalization, capacity and economics. "Dubai's liberal aviation regime has been the cornerstone of its success. Basically, any airline from any country may fly any frequency to Dubai under a reciprocal agreement between the two countries", said Schimm.

And while airports are keen to win new carriers and to add new routes to their destination portfolio, said Schimm, governments when negotiating traffic rights with other countries are not always similarly enthused as they are inclined to consider and protect the interests of their national aviation industry, first and foremost, their national carriers.

"Airports worldwide must be allowed to benefit fully and equally from the effects of liberalization and deregulation. Our



H.H. Sheikh Ahmed bin Saeed Al Maktoum



Inderjit Singh



Deep in debate during the session

business prospects must not be hampered by protectionism of governments in favour of their national carriers”, pointed out Schimm.

With passenger numbers booming, one of the strongest points the ACI official hit home was that “the largest airports are no longer driving the growth of our industry. This is not for lack of demand. It is because their ability to respond to increasing demand is constrained for regulatory, financial or geographical reasons”.

He said large airports are all too often no longer the service

hallmarks of the industry as they are operating beyond the capacity they were designed for, negatively impacting passenger experience and operational performance.

Airports are major contributors to national and local economies. 4.5 million People are directly employed by or at airports worldwide. Another 3 million jobs depend on direct airport employment. “The airport industry alone contributes over 450 billion USD to the world economy, which is equivalent to 1% of world GDP. The contribu-



Rudy Vercelli

to the world economy is 2.3% of global GDP”, said Schimm.

The keynote event was followed by two sessions which addressed the environmental implications of future airports led by Dr Mark Watson, Senior Advisor, Corporate Environmental Affairs at the Society of British Aerospace Companies and Dr Peter Marx, Vice President of Environmental Management at Fraport AG.

Later in the day, Pierre Bourgin, Director, Business Development at ADPI, provided an overview of best practice in airport infrastructure and opera-

importance of IT, baggage handling systems, security, airport accessibility and the environment and airport cities.

On the demand issue, he said that passenger traffic will keep increasing till 2025, despite rising fuel costs. One of the key factors in passenger satisfaction, it turns out, is in keeping down the stress levels to a minimum for the air traveler. Whether this covers check-in procedures, baggage handling or long waits at the airport-fundamental changes needed to be made. Simplifying travel with new e-technologies



Paul Griffiths



Pierre Bourgin



Andreas Schimm

tions, and Jeff Griffiths, Executive Vice President and CEO of Washington Consulting Group and Achim Baumann, Regional Manager of DFS Deutsche Flugsicherung GmbH discussed increasing congestion in Middle East skies and offered solutions for airspace management.

ADPI is Europe’s second largest airport group, handling 86.4 million passengers in 2007. Talking about airport infrastructure and operations, Bourgin said the key elements were evolution of the demand, increasing

was another factor. RFID (radio frequency identification) for bags and boarding passes, virtual check-ins, virtual duty-free kiosks, interactive messaging on mobiles to passengers and virtual controls like biometry and e-passport were the way of the new travel experience. Overall, the number of counters will decrease and self-service will increase. Bourgin also pointed out that eco-friendly measures and the development of airport cities were the keys to the future.

- Amitabh Joshi.

# Indian Airport Development takes off

The role of the Airport Authority of India (AAI) is to manage the 127 airports and develop the airport infrastructure. And AAI is doing just that with 35 new airports likely to be completed by 2010. Of which most will be completed by 2009 and the rest will be completed by 2010.

This augurs well for India which has been growing at a fast pace and badly needs the infrastructure to cope with the growth. S. Raheja, Executive Director (Engg) attributes the AAI growth story to the organization being consistently profitable. Our overall profit is increasing over the years and we are financing all these project with our internal resources. Profit after tax for the year 2007-08 is expected to be more than Rs. 980 crores (approx 250 million US\$).

AAI has earmarked Rs.40,000 crore (US\$10 billion) for the development of airports over a period of five years. The estimated cost of development and modernization of the 35 selected non-metro airports will be approxi-



(L-R) S. Raheja, Executive Director (Engg) & T. Premnath, General Manager (Public Relation) AAI

mately US\$1,280 million. This does not take into account the city side development which will be done through private sector participation by formation of JVC/private consortium and is estimated to be more than US\$349 million.

Chennai and Kolkata are among the important metro airports under development keeping in view the current traffic trends. Chennai airport will cater to 23 million passengers and is expected to be ready by 2010 at the cost of Rs.2000 crore. Kolkata will cater to 20 million passengers and will also be ready by 2010

and will cost Rs.2000 crore.

AAI has also drawn up plans to upgrade CNS/ATM infrastructure in the country, both in terms of additional provision of equipment and upgradation of technology, including automation and shifting from Ground Based Navigation to Satellite Based Navigation. The cost should be in the vicinity of Rs.1,000 crore (US\$250 million) over a period of time, says Raheja.

GPS Aided Geo Augmented Navigation (GAGAN) system will soon be launched. This system will make India the fourth country in the world

to operationalise it. This will help to handle more traffic and further help ATCOs to handle heavy traffic with ease, says Raheja. The GAGAN (Satellite Navigation) project is being done in collaboration with ISRO and will cost Rs.700 crore (US\$175 million). Needless to say all airports will be environment friendly with water being recycled wherever possible. Heating and cooling costs will also be contained.

The Airports Authority of India (AAI) was formed on 1st April 1995 by merging the International Airports Authority of India and the National Airports Authority with a view to accelerate the integrated development, expansion and modernization of the operational, terminal and cargo facilities at the airports in the country conforming to international standards.

With AAI stepping up their scale of operations more and more Indians in remote corners will fly. Already growth in traffic is in the region of 22-25 per cent. The growth in air traffic is a sure sign that India is a nation on the move. **SHOW DAILY**

# DWC Restructures Project



Abdulla Al Qurashi

Dubai World Central - one of Dubai's most strategically important infrastructure developments - has restructured its free zone to enhance the project's operation as

the new airport draws close to commencing its cargo operations.

Dubai Logistics City (DLC) - the world's first truly integrated multi-modal logistics proposition - and DWC Aviation City have been brought together within one free zone unit, creating a powerful logistics and aviation component to support the world's largest airport - DWC-AI Maktoum International Airport.

Michael Proffitt, previously DLC's CEO, has been appointed as Senior Advisor, while Abdulla Al Qurashi has been tasked to head the free zone entity as its CEO.

"Proffitt has been instrumental in developing DLC from its inception in 2005 and raising it to a global scale in terms of

its awareness," said HH Sheikh Ahmed bin Saeed Al Maktoum, Chairman, Dubai City of Aviation Corporation - Dubai World Central, Government of Dubai.

"His advisory position will enable him to focus on the next phase of DWC's Free Zone plans as he also promotes the project internationally through his industry connections and his expertise."

Proffitt caps a 28 year career in the logistics industry which has seen him hold senior



Michael Proffitt

positions with global logistics companies in the UK, Switzerland and Germany

Al Qurashi will manage and oversee all key operations of the project's two vital logistics and aviation components through his 23 years experience in the logistics, free zones and technology sectors. **SHOW DAILY**

## Indira Gandhi International Airport Contract for Sensis Advanced Surface Movement Guidance and Control System


**S**ensis Corporation has been recently awarded a contract by the Airports Authority of India to expand its Advanced - Surface Movement Guidance and Control System (A-SMGCS) at Indira Gandhi International Airport (New Delhi, India). The expanded A-SMGCS will provide surveillance coverage to address a terminal and runway expansion project. The expansion will include additional Sensis Multi-static Dependent Surveillance (MDS) multilateration sensors and a second Surface Movement Radar.

According to a company statement, "Sensis A-SMGCS is designed with the future in mind, enabling the system to be augmented to accommodate the growth of the airport. The design flexibility -- in addition to the ability to support future technologies such as ADS-B -- makes Sensis A-SMGCS an economical surveil-

lance solution."

Sensis' A-SMGCS at Indira Gandhi fuses data from multiple surveillance sources, including Sensis MDS, X-band radar and an ADS-B-based vehicle tracking system, to deliver accurate and reliable data to the Sensis Multi-Sensor Data Processor (MSDP). The MSDP fuses the surveillance data with advanced collision detection and alerting functionality to provide controllers with visible and audible alerts when an incursion may occur. Sensis A-SMGCS has been operational at the airport since 2006.

Internationally, Sensis is deploying its A-SMGCS at Brisbane, Melbourne and Sydney Airports in Australia and Hong Kong International Airport.

In the United States, Sensis' A-SMGCS is being deployed at 35 airports through the FAA's Airport Surface Detection Equipment, Model X (ASDE-X) program. 

## Americans find Airport Scanner Device too intrusive


**T**he new millimeter wave scanners recently installed in New York and Los Angeles airports allow security screeners to virtually strip search travelers for concealed weapons and drugs. However, activists say these body scanners are an infringement on the American people's right to privacy.

The machines are about the size of a revolving door, and they use electromagnetic waves to create a computerized picture of a passenger's entire body. In fact, these black-and-white, three-dimensional images reveal a person's nude body.

Barry Steinhardt, director of the American Civil Liberties Union's Technology and Liberty Project, said, "The images that I've seen are quite revealing. Steinhardt indicated the images are more vivid than the Transportation Security Administration are leading the public to

believe.

TSA officials insist that the scanning system ensures the privacy of the traveler. The faces of the passengers are blurred, and the images are viewed in a separate room. Scanning operators will have no interaction with the passengers, and none of the images will be recorded or stored. However no one wants to just rely on a promise from the TSA that no image will ever be saved. If the metal detectors are set off they have the choice to be "body scanned" or frisked. It won't be long before the convenience of these machines will take over all other previous forms of security.

The scanners are already being used in seven countries at international airports. In addition to John F. Kennedy and Los Angeles International the scanners are also being used at several courthouses and jails in five U.S. states. 

## Auckland Airport to boost New Zealand tourism

**A**t TRENZ 2008, Auckland Airport announced its commitment to growing New Zealand tourism through a substantial programme aimed at improving the visitor experience. The programme will reinforce the work of the tourism industry and manage the anticipated growth in visitors to New Zealand. Auckland Airport management

said, "New Zealand tourism and Auckland Airport share many of the same challenges and aspirations. We all want more people to come here and leave our shores with a deep emotional attachment to our beautiful country. We are playing our part by getting ready to promote and service the growth of New Zealand tourism and to reinforce our industry efforts."

## Geneva Airport Figures Show Increase


**G**eneva International Airport has reported record net profits for 2007 of SFr 51 million (\$49.5 million), up from SFr 38.7 million in 2006.

Turnover rose by 9.8 per cent to SFr 281.1 million, the airport announced recently.

"All financial indicators are in good health," said an airport spokesman. "This will enable the airport to continue

its role as an economic motor for Geneva and the entire region."

Airport Authorities reckon, one shouldn't sit back on these figures, "exceptional though they are", saying a new terminal was needed to deal with future demands.

In 2007 Geneva airport served 10,806,653 passengers, a 9.5 per cent increase on 2006. 



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## Web 2.0 Creates New Challenges to Secure Information Everywhere

Week after week, the variety of new ways security of information can be breached is making news headlines, from breaking into Paris Hilton's confidential Facebook account to unauthorized access of electronic passport files of U.S. presidential candidates.

Availability of so much information online, plus the steadily increasing range of access – remotely or wirelessly while on the go – results in a myriad of opportunities for security hooligans to hack into confidential information or unleash crippling viruses and worms.

Each creative, new way to share information through Web 2.0 applications and every new type of device accessing wireless networks like smart phones or network connected MP3 players, brings with them unique risks to security. While social networking sites like Facebook and Second Life were created as communities for sharing personal interests and information, the power of their collaborative technologies are also used by companies for business purposes, subjecting corporate networks to yet another external level of security risk.

The much publicized Facebook breach in March, 2008 resulted in a hacker gaining access to Hilton's information through routine 'tags' inserted into family photos for easy sharing. Facebook quickly corrected the security flaw, but as its privacy policy\* posted on its web site warns, "...Although we allow you to set privacy options that limit access to your pages, please be aware that no security measures are perfect or impenetrable."

Every hyperconnected enterprise faces this kind of security paradox. The openness and sheer volume of available information that make Web 2.0 applications such powerful business tools also open them to potential liability because the Web was designed to share, not to protect. The many access points

that allow customers, remote and mobile users into a trusted corporate network potentially allow cyber-thieves in as well, as they continually look for holes in new applications to slip past security, like the photo tags on Facebook.

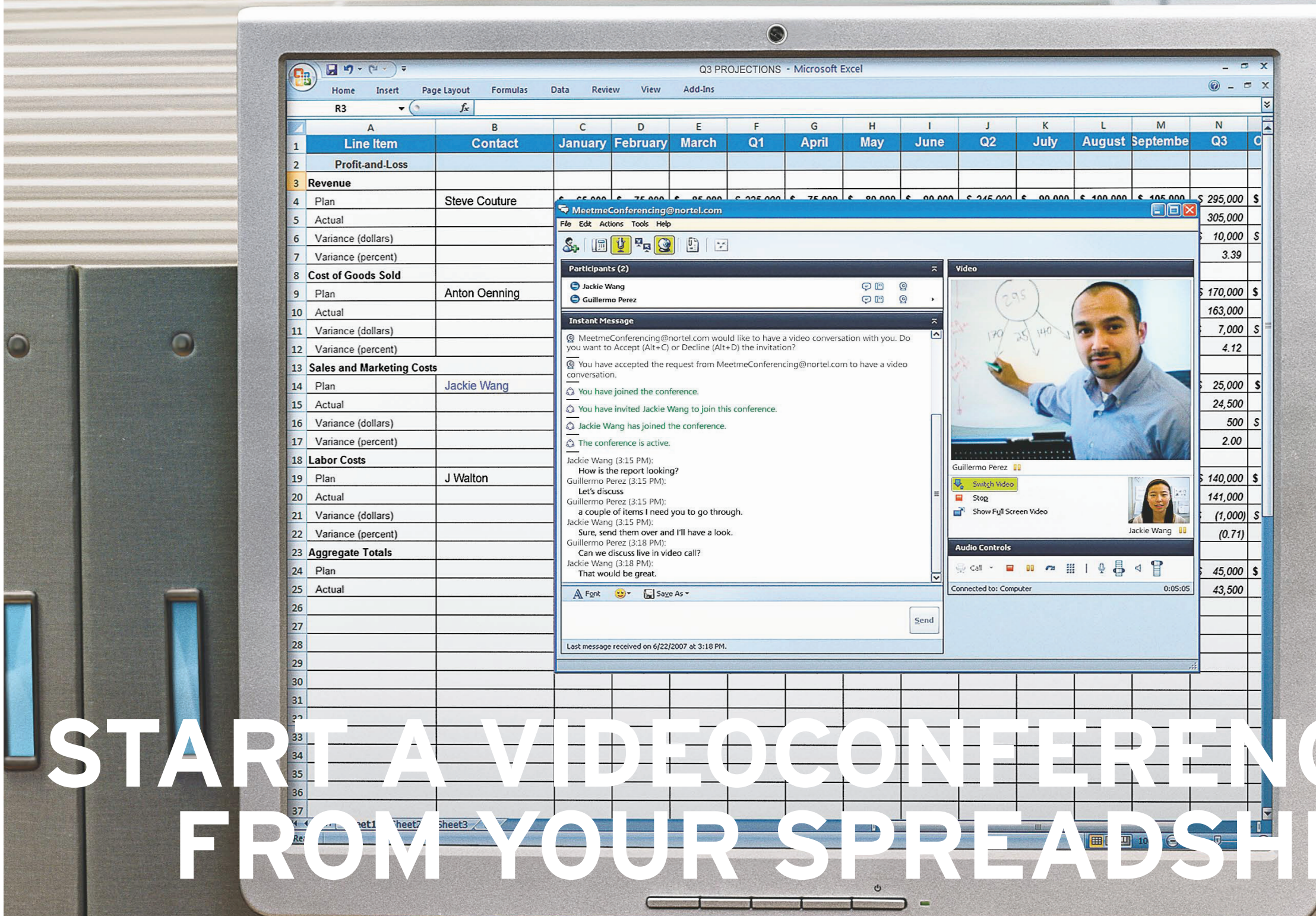
Web 2.0 applications can transform web browsers into security battlefields that need to be defended as vigorously as each computer and mobile device accessing the network in a trend that is escalating. Hyperconnectivity – where everything that can be connected, will be – is continuing to drive huge increases in devices, users and applications accessing networks. Nortel estimates that, by 2010, there will 10 devices connected to the network for every person using them, resulting in five billion connection points around the world.

Even when security is designed to be high for corporate information, employees often disregard their company's safeguards, in practice, adding another level of risk that's hard to defend against. UK-based, IT Governance Limited recently issued a report\* based on its survey that found 68 percent of employees admit to bypassing their employers' information security controls in order to do their jobs.

"Employees aren't being malicious when they do things like send a highly confidential document to a colleague through public IM services like Yahoo or connect their laptop to WiFi at an airport. They are probably just trying to use some valuable time to make progress on their work," says Ionut Ionescu, director of Security Services for Nortel in Europe, Middle East and Africa (EMEA).

"Security is usually taken for granted or it is not a top priority for busy employees who are trying to get things done quickly," says Ionescu, who provides consulting services for enterprise security to Nortel customers. "That further compli-

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## Web 2.0 Creates New Challenges....

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**Hassan Hamadani**  
Middle East Marketing Manager,  
Nortel

cates the challenge for today's IT professionals who must keep security tight across all devices and applications without putting so many restrictive barriers in place that they slow down business processes and productivity."

Shackling an enterprise with too many security features, for example, can slow corporate web servers to a crawl as they bog down with processing-inten-

sive tasks like encryption and decryption of all data, causing network delays that can seriously disrupt the real-time quality needed for live Webcasts or VoIP conversations.

"It's a constant balancing act between what's an acceptable level of risk and when does security get so restrictive that it's too much?" Ionescu asked. "While the complexity of securing the enterprise today across so many interconnected devices and applications is certainly much higher, the basic approach is simple and the principles are no different from how things worked with Web 1.0."


"Security is still all about defending the perimeter," he says. "But where you once had only one perimeter to defend around the whole corporate network, like a moat around a castle controlling who could enter, you now have lots of little perimeters, lots of little defensive circles that have to be placed

around each device and many of the applications. In effect, the corporate network is like a castle that has been opened to the public and each of its rooms now requires protection from each visitor whether that involves a person or another machine. Security becomes very granular and complex. It is no longer – install a firewall and forget about it."

When collaborating with customers on their security issues, Ionescu applies Nortel's Layered Defense approach which is designed to ensure there are no single points of security failure in a network. This is accomplished by using multiple approaches to security enforcement at multiple areas within a network, including access points, virtual private network (VPN) routers, encryption, firewalls, plus network core protection, to isolate and eliminate any threat that happens to slip through all other layers.

"Despite the publicity sur-

rounding high-profile breaches, when you consider all the millions of electronic banking, commerce and other business transactions that are safely completed every minute of every day, around the world, security technologies are already doing a monumental job," says Ionescu.

"But the advice I always give to our clients is to never take anything for granted. What was secure yesterday may not be secure today," he said. "Just because things are made easy – posting pictures on the Web rather than emailing them to friends. Or are made cheaper – think VoIP calls versus traditional calls – it doesn't mean that their level of security is high enough. Every individual and every business has to weigh the real level of security against the value of their risk when using any ICT systems. Be vigilant and never assume anything is safe until it's been checked and is continuously re-checked." 

## Abu Dhabi Welcomes Five New Airlines in 2008



Saeed Al Mulla, Senior Development Director, ADAC showing the model of the new Abu Dhabi Airport to HH Sheikh Ahmed Bin Saeed Al Maktoum during his visit to the ADAC pavilion. On extreme left his Paul Griffiths, CEO, Dubai Airports

**A**bu Dhabi Airports Company (ADAC), the owner-operator of Abu Dhabi and Al Ain International Airports (ADIA), recently welcomed its 38th international airline to operate from the Emirate, taking the total number of carriers to start services to and from Abu Dhabi in 2008 to five – in this year alone.

Cargoitalia, Italy's private freighter airline, became the airport's 38th airline to operate out of the UAE capital from Milan-Malpensa Airport and joins an ever increasing number of airlines who find themselves attracted to the benefits of operating from the UAE capital and Emirate.

MIDEX Airlines, another cargo-only airline, was the

first to start operations this year when in January it commenced services from Al Ain International.

February saw the arrival of Fly Yeti, the Nepalese airline which is set to capitalize on the increasing traffic flow being seen between the UAE capital and Katmandu.


The busiest month of the year so far was

April with two airlines arriving within the same week. These came in the form of the Indian commercial airline Jet Airways and the Saudi Low-Cost Carrier (LCC) Nas Air.

Jet Airways, India's largest and first privately-owned airline to connect the Sub-Continent and the Gulf region, saw its inaugural flights into the

UAE commence on 23 April with daily services from New Delhi and Mumbai to Abu Dhabi.

Welcoming only the airline's second destination out of its domestic market, Abu Dhabi also saw the arrival of Saudi Arabia's first low cost carrier (LCCs) – Nas Air. The airline's four-times a week service to Jeddah is set to play a significant part in the pilgrimage travel segment as well as connecting the UAE capital with Riyadh and, from its KSA domestic network, many other of the Kingdom's cities.

An Abu Dhabi Airports Company spokesperson said: "We are pleased to recognize the increasing interest from international airlines looking for easy and efficient access into the UAE and from the region and we intend to continue on our agenda of offering such services to an increasing number of airline partners." 



# Red Alert On Green

**E**nvironment challenges cloud booming aviation industry as huge airport growth continues. Like every other aviation sector, the Middle East is facing a major environmental hurdle as massive airport development continues to spiral around the region.

Research shows that 18% of fuel is wasted each year through airport infrastructure and operational inefficiencies, amounting to a whopping 120 million tonnes of carbon dioxide worldwide.

## Massive Growth

This comes at a time when the Middle East and North Africa (MENA) region will have the largest aviation growth in the world between 2008 and 2011, with almost 40 per cent more growth than the global average, according to recent research by the International Air Transport Association (IATA).

As the region's aviation sector continues to experience phenomenal growth, governments and airport authorities are finding that they need to

create action plans to combat the potential environmental impacts of increased passenger and cargo air traffic.

Leaders in the aviation field have converged at the inaugural 'Future Airports' conference at the Airport Show in Dubai, to discuss the environmental issues surrounding major airport expansion and other key topics related to future airports.

## Fuel Duel

'Aviation growth brings numerous economical advantages to the region, along with goods and tourism. However, airports and aeroplanes are major contributors to carbon emissions, and it is important to start a dialogue about any environmental implications versus economical development', said Nick Webb, Director of Streamline Marketing Group, organisers of the Airport Show.

'The amount of fuel being wasted every year is startling and a major concern to both the aviation industry and its customers. There are a lot of options available to lower CO2 emissions- from reducing air-

plane taxiing time to the use of alternative fuel for the ground support equipment.

I think the aviation industry has the ability, desire and resources to overcome this environmental hurdle", Webb said. The Future Airports conference will run for the first two days of the Airport Show.

The conference will open with a panel discussion to present environmental options for future airports. Top representatives from the United Nations Environmental Programme and the Society of British Aerospace companies have been invited to speak.

## Mapping the Future


The conference will also cover topical and pertinent issues within the aviation industry such as airspace management, security and safety as well as airport infrastructure and operations, all featuring high calibre speakers from aviation and government organisations.

'The Middle East, South Asia and Africa region is growing at an unprecedented rate,

with numerous projects and expansions now valued at over US\$68 billion. In Dubai alone, developments are worth US\$21 billion, including the new US\$10 billion Al Maktoum International Airport in Jebel Ali, which is set to be the world's largest international airport,' Webb continued.

'This is a crucial point in the aviation industry where future designs and concepts can incorporate features to reduce the environmental impact, from noise pollution to local air quality. This is great opportunity for aviation leaders to discuss the options and solutions", he said.

The Airport Show will be the largest aviation trade exhibition in the world in 2008 and is well established as a major forum for the selection and pre-qualification of suppliers for regional airport development.

Now in its 8th year, the Airport Show will also host three specialised conferences on Ground Handling, Aviation Security and Air Traffic Control, in addition to the Future Airports conference. 

# BAA Loses on Account of Airport Security Costs

**B**AA, the owner of Heathrow, Gatwick and Stansted airports, figures revealed that rising costs for hiring security staff and maintenance had pushed it into a loss in the first quarter of the year, despite booming passenger numbers.

The airport operator, owned by Spanish construction group Ferrovial, also wrote down the value of its properties at Heathrow, Gatwick and

Stansted by £97 million.

As a result, profits of £89 million in the first quarter last year turned into a £62 million loss in the three months to the end of March this year.

This was despite growth in the number of passengers at the UK airports of 0.9 per cent to 32.3 million.


According to a BAA Executive: "Our operating profit was clearly affected by higher security and maintenance costs,

reflecting the importance we place on delivering a safe and convenient service to passengers, through higher standards and better facilities."

He said the company hired an extra 2,200 security staff mostly in the second half of last year to cut queues and implement tighter security measures, as part of regulatory requirements.

There were also exceptional costs of £20 million at

Heathrow Terminals 1 and 2 where British Airways is moving out and £34 million to prepare the new Terminal 5 for its disastrous opening on March 27.

BAA is battling to refinance some £10 billion of its debt and Ferrovial and other shareholders recently had to inject an additional £400 million into the company to increase the chances of the refinancing reaching completion. 

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REGD. OFFICE: 13/D, Laxmi Industrial Estate, New Link Road, Andheri (W), Mumbai - 400 053. INDIA Tel: 91-22-2635 8083/84 Fax: 91-22-2630 5184/85 Email: [sappl@bom8.vsnl.net.in](mailto:sappl@bom8.vsnl.net.in), [www.sapmagazines.com](http://www.sapmagazines.com)

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SINGAPORE OFFICE: Sap Media Singapore Pte. Ltd. Merchants Building, 76, South Bridge Road, #03-00 Singapore - 058706 Tel. : (65) 62967613 / 64382341 / 64384881 Fax. (65) 64384886

# Wireless Tech to make travel smoother



The active RFID tags used in the SPOPOS project.

Copenhagen Airport tested a new wireless technology developed by a consortium that included Lyngsoe Systems. The technology is designed to provide passengers with a more relaxed start to their journey as well as reduce the number of flight delays. Passengers, airlines and the airport can see a number of opportunities for the technology.

On 15 May, a test was performed with the assistance of 106 passengers onboard the SAS flight bound for Sharm el Sheikh. The passengers agreed to participate and gave their name and mobile number in return for an active RFID tag the size of a credit card.

With the RFID tag in their pocket and 25 readers placed around the terminal, it is possible to identify the whereabouts of an individual passenger within an area specified in the system as a "zone". Lyngsoe Systems has been working with RFID for many years and run the world's largest RFID network. Using the established RFID technology, the Gatecaller, a new functionality has just been added.

The Gatecaller is a functionality that makes it easy for the personnel at the gate to send an SMS to a passenger who will be late for boarding if no action is taken. Each passenger carrying an RFID tag is visible to the personnel at the gate as a green, yellow or red dot in a graphical overview of the airport divided into zones. If red, they are actually

already too late for boarding once the walking and queue time from where they are to the gate has been taken into account, and they will delay the flight if no action is taken. This new proactive approach to the boarding process makes it possible to reduce the number of flight delays caused by late arriving passengers and also allows the passengers to have a more relaxed experience in the airport.

"We could achieve a far less stressful airport environment by using this technology, as the about 300 calls a day over the loudspeaker could be eliminated. In the longer term the gate personnel can send an SMS to late passengers or restrict calls over the loudspeaker to the area in the airport where the passenger is. This means that the noise level will be lower making the airport a calmer place to be", says Henrik Bjørner Sørensen, marketing manager for Copenhagen Airports.

Jim Andersen, a passenger from Copenhagen who participated in the test said, "I think it is absolutely harmless. I actually forgot I had the tag in my pocket. I can clearly see some possibilities for the technology. For example, it can help ensure that the travelers reach the right gate in time. I could also imagine that I would make use of the possibility to receive an SMS with travel tips for my destination."

Like Jim Andersen, many other travelers can see the benefit of the technology and

are not bothered by the fact that airport personnel can follow their movements. An independent survey conducted in Denmark recently showed that 74 percent of the 800 respondents were positive about the use of the technology and, of these, 60 percent would feel more secure.

"Today, we have had demonstrated that the new wireless technology will give the gate personnel a better overview of where the passengers are in the airport," explains Henrik Bjørner Sørensen. "At the same time the passengers have the security of knowing that they will get an SMS or a call if they are about to be late for the gate. It has been proven today that the technology works in practice, and we will now develop the system further so that the passengers can see the advantage of using the system. Among other projects, we are working on establishing a service that the passengers can register for if they wish to receive information on their travel destination, such as weather, restaurant recommendations or other tourist information."

"At Lyngsoe Systems, we have been working with tracking and management of many different types of assets with RFID technology for many years, but using the technology in the service of people is new for us," says Jan Poulsen, Business Development Manager, Lyngsoe Systems. "It has therefore been extremely important for us to evaluate the reactions of the users – especially the passengers, but also the gate personnel in the airport."

Also, Scandinavian Airlines can see a huge potential in the new technology in the longer term. "In SAS, we participate

in the test and follow the development closely because we take an interest in all new technologies that can make the journey simpler and smoother for our customers. We want to be leading in this area," says sales- and marketing director Lars Bording, SAS. "Today, for example, our customers can perform their check-in on their mobile and we are also testing identification using fingerprints (biometrics) on domestic flights at the moment. We are happy with today's positive test of this new technology as currently about four percent of all SAS departures out of Copenhagen are delayed due to late passengers. SAS would have more flights leaving on time if we can get more customers through to the gate on time and



An early stage of the test on 15 May, when the passengers who have checked-in are still in good time for the flight and are shown as green dots in the system.

without stress."

The research project to develop this technology is called SPOPOS, the Danish acronym for "tracking technology personal and operator services". The SPOPOS project is the first in the world to combine RFID tracking and Bluetooth tracking, which provides double-checked positioning while also allowing direct communication with passengers over their mobile phone or by paging them on the speaker system in the area where the passenger is. Behind the project are Copenhagen Airport, the IT University of Copenhagen, DTU/Risø, Lyngsoe Systems, Blip Systems and the Alexandra Institute.





## Afghan Civil Aviation Ministry participates in Dubai Airport Show 2008

The Ministry of Transportation and Civil Aviation (MoTCA) of Afghanistan, represented by Kabul International Airport President Najeed Maqsoodi, will debut at Dubai Airport Show 2008. This will be Afghanistan's first involvement in an international industry event. Mr. Maqsoodi will host visitors to MoTCA's booth and looks forward to meeting old friends as well as making new ones at this year's show. "Interpersonal relationships are extraordinarily important in this industry and I'm grateful for the opportunity to represent my Minister, HE Hamidullah Qaderi, as well as my country at this important venue. I am looking forward to forging new friendships with colleagues from around the world," Maqsoodi said. "I hope to share the story of Afghan aviation

and our efforts to rise from the ashes of war. In many ways, our story is much like other countries, only made much more difficult by a myriad of social and political challenges," Maqsoodi said, "but I am convinced that with the help of the international community, our Ministry and my industry colleagues, we will succeed."

The Government of Afghanistan, Ministry of Transportation and Civil Aviation (MoTCA) has responsibility for the oversight of the country's civil aviation system. The present Ministry of Transport and Civil Aviation was formed in 2004 by merging the previous Ministry of Transport with the Ministry of Civil Aviation and Tourism. It is headed by a Minister and there are three deputy ministers (technical, policy and

planning, and administration). Kabul International Airport (KIA) is the primary international air hub for Afghanistan and the principle point of entry for international travelers and commercial cargo in the country. It is the first point of contact for business and other travelers entering Afghanistan.

For a land locked country like Afghanistan, airports have a significant economic role. The quality of airport infrastructure, which is a vital component of the overall transportation network, contributes directly to a country's international competitiveness and the flow of foreign investment. It is now increasingly recognized by the Government that aviation, far from being a mere mode of transportation for an elite group, is crucial for sustainable development of trade and tourism. ICAO

forecasts predict worldwide growth in air traffic at 5% a year or doubling in volume of traffic every 14 years. This is a fact recognized at all levels of decision-making within the Government of Afghanistan (GoA).

Kabul International Airport (KAIA) is the main international airport for Afghanistan. The airport currently supports both civilian and military air operations, and has been identified as one of two airports in Afghanistan to be upgraded to meet International Civil Aviation Organization (ICAO) standards. Kabul International Airport currently supports over twenty-five thousand civil and military operations and over a quarter-million emplane-ments annually. More than three-hundred thousand tons of cargo are handled each year. 

## Cobham Unveils its Newest Innovation

Cobham PLC ("Cobham"), the Air Traffic Control Product Group has announced its latest development. Cobham's Flight Information Display System (FIDS) Interface is the easy to use, accurate, cost effective and automated solution for the provision of configurable flight information to third party FIDS or management systems.

The FIDS can be deployed at any facility with access to SSR radar data and a source of flight plan data (either manual or automatic). FIDS is highly configurable to al-


low customers to configure when and what messages are provided. Potential uses of the system include applications for Baggage Handling Operatives, Aircraft Replenishment Teams and Engineers details of in-bound Flights; notification to Automatic Flight Payment Billing systems of landings & take-offs and alerting of Emergency Services to Inbound Flight Emergencies (Fire, Malfunction and related emergencies).

In general use FIDS calculates its information through detailed and constant analysis

of Aircraft activity, using the direction, speed and height information within the configured inbound zones. If a flight is determined to be inbound, its Mode 3/A Code is compared with the Flight Plan Database to confirm that it is a scheduled inbound flight and, if so, the arrival message is output. Arrival messages can be customised to suit individual requirements.

FIDS comes supplied with a customised 4U Rackmount or Tower PC, running Windows XP which hosts the FIDS Software. The system includes

several external interfaces supporting SSR over Serial and UDP, as well as Serial based Flight Plans. Dual Network Ports coupled with the inbuilt Firewall technology ensures the input and output systems remain independent.

The FIDS software comprises the Flight Plan Database (FDP) & SSR processing technology found on our RDS 1600 product, Flight Analysis software and a configuration system allowing operators to configure up to 10 monitoring zones and 50 different message styles. 


## Tensator Launches New Crowd Control Technology at Dubai Airport Show

Queue management and airport specialist, Tensator, will unveil a brand new eQ™ call forward media system at the Dubai Airport Show 2008 that will open up a wealth of technological possibilities within the airport industry, helping to reduce waiting times, increase staff efficiency and generate

extra revenue.

Renowned for inventing the Tensabarrier®, the world's first retractable post, Tensator is a preferred supplier within the airport industry, and products can be seen in airport terminals globally, including Sharjah International Airport and the new Heathrow Terminal 5.

Tensator's eQ™ call forward media system operates on a first-come, first-served single line configuration with a range of barriers to manage the waiting passengers from the queue to the check-in desk. Customers are called forward to each position by the press of a calling button from behind the desk, making

the queuing process quicker and reducing the overall waiting time. There is also the opportunity to project marketing messages or passenger information on linked digital screens to entertain waiting customers and generate extra revenue streams. Tensator officials can be contacted at Stand CC 13. 

Name	Country	Stand Nos
3M Rochford Thompson	UK	
ACO (Al Mostaqbal)	Germany	
ACR Gulf Limited	UK	
Acudor Products (Al Mostaqbal)	USA	
ADAC - Abu Dhabi Airports Company	UAE	
ADP Ingenierie (ADPi)	France	
AEROPORT EPINAL MIRECOURT	France	
AFTEC	UK	
Aigis Blast Protection	UK	
Aiport Tech.com	UK	
Air & MAK Industries INC (MakControls)	USA	
Air BP - BP Middle East	UAE	
Air-a-plane	USA	
Aircraft Support Industries	Australia	
Airport & Aviation Services (Sri Lanka) Ltd (AASL)	Sri Lanka	
Airport Equipment srl	Italy	
Airport Tech.com	UK	
Airports Authority of India (AAI)	India	
Airports Council International	Switzerland	
Airpotech (Division of GCSS)	UAE	
Al Amana Air Conditioning Trading Co. Ltd	UAE	
Al Jaber Asphalt & Lubricants LLC	UAE	
Al Mostaqbal Building Materials Trading Est	UAE	
Al Sayegh Brothers	UAE	
Al Shirawi Contracting (CCM)	UAE	
Al-Mulla Group (Opentec)	Kuwait	
Ales FZCO	UAE	
Alifabs (Countach)	UK	
Aljac Fuelling Componets (Meggitt)	UK	
Almex (Opentec)	UK	
ALPHA 55 (Figueras)	UAE	
Alpha Star Sanitaries & Tiles LLC	UAE	
Alphasource Trading (Bahraja Trading)	UAE	
ALTO General Aviation Services GmbH	Germany	
Amana Group	UAE	
American Science and Engineering, Inc.	USA	
Ammeraal Beltech Holding B.V	Germany	
AMT Datasouth Corporation (Opentec)	USA	
Ansir Systems (Asif Lighting)	Australia	
Ansul (Haven)	USA	
APC MGE	UAE	
APS Gulf	UAE	
Arconas (Gulf Business Foundation)	Canada	
Arempa International Limited FZE (Caddie)	UAE	
Argos Vip Private Handling srl	Italy	
ARINC	UK	
Arnold AG	Germany	
Asif Lighting Equipment	UAE	
AssureTec Systems Inc. (Opentec)	USA	
Astac	UK	
Astrophysics Europe	Italy	
ATG Airports	UK	
Atlas Telecommunications	UAE	
AUDAX-Keck GmbH	Germany	
AudioSoft	UK	
Augier SA (OCEM)	France	
Aura Light International AB (Cavotec)	Sweden	
Autronica (Haven)	Norway	
Avalon Academy	India	
Avery Hardoll Division of Meggitt	UK	
Aviation Consultants & Training	UAE	
Aviation Parts & Support Corporation	USA	
Aviation Resource Ltd	UK	
Aviation Zone (MADC)	India	
AviationJobSearch	UK	
AviaVox B.V.	Netherlands	
Avicorp Middle East	UAE	
Avtura	UK	
Axa Power APS	Denmark	
Axima Services	Belgium	
BAAB Doors (ME Insulation)	UAE	
Badi Pintura (Cloisall)	Spain	
Bahraja Trading LLC	UAE	
BarcoView - Traffic Management - ATC (Bayanat)	Belgium	
Bartsch International	Germany	
Bayanat Airports Engineering & Supplies	UAE	
BCS Conveyer Solutions Ltd.	Australia	
BEIJING BOWEI AIRPORT SUPPORT LTD. (Xinfa)	China	
Belgian Trade Centre (Flanders)	UAE	
Betafence	UAE	

Name	Country	Stand Nos
Bin Ghurair Trading (ME Insulation)	UAE	
Blast Deflectors Inc (GCSS)	USA	
Blue Lines	Iran	
Blue Stream Environmental Tech LLC	UAE	
Bond Communications	UAE	
Boryspil International Airport	Ukraine	
Bosch Security Systems	UAE	
BOUYER	France	
Broadway (Transnorm)	UAE	
Butzbach GmbH Hangar Doors	Germany	
C A Danaid A/S	Denmark	
C.C.M. srl	Italy	
CA Danaid	Denmark	
CAA	UK	
Cairo Airport Company	Egypt	
Carmanah Technolgies Corporation (GE Solar)	Canada	
Catcon	Germany	
Cavotec Middle East FZE	UAE	
CEM Systems	UK	
CGT (Cavotec)		
China Public Security Publisher/	Hong Kong	
China Aviation Security Journal		
CIAT AIRPORTS	France	
City Gourmet	UAE	
Civil Aviation Affairs	Bahrain	
Civil Aviation Authority	Sudan	
Civil Aviation Authority	Uganda	
Civil Aviation Authority of Nepal	Nepal	
Civil Aviation Authority Pakistan	Pakistan	
Clipsal Middle East FZC	UAE	
Cloisall Co. LLC	UAE	
CNA Integrated Technologies LLC	Singapore	
CNS Systems AB	Sweden	
Cobham	UK	
Colson Transportwielen B.V.	Netherlands	
Combi (Bahraja)	Japan	
Combi Box System (Avicorp)	Sweden	
COMBITHERM GmbH	Germany	
Conrac MENA FZE	UAE	
Continental Industrie - Marechal Electric (Avicorp)	France	
Conrac GmbH	Germany	
Controlware GmbH	Germany	
Cooper (Haven)	UK	
Cooper Crouse-Hinds LLC	UAE	
Copperchase Limited	UK	
Corgan Dy.	UK	
Cortec (United Corrosion)	USA	
Countach	UAE	
COWI	Denmark	
Crawford Middle East	UAE	
Crowcon (Haven)	UK	
CSE-International (BAG)	UK	
CTI Systems GmbH	Germany	
Custers Hydraulica B.V.	Netherlands	
Cyrus Group (Cavotec)	UAE	
Cytech	UK	
Daimler AG	Germany	
Damarel Systems (Opentec)	UK	
Dan Dryer A/S	Denmark	
Danish Airport Group	Denmark	
Danish Export Association	Denmark	
Dar Al Handasah (Shair and Partners)	UAE	
Data Capture Systems (Intermec)	UAE	
Datastrip	UK	
DCC Doppelmayr Cable Car	Austria	
DEBBAS Electric (Schmidt)	UAE	
DEDIENNE AEROSPACE	France	
Densit Aps	Denmark	
DESCHAMPS	France	
Digital Images Intl. Pty. Ltd. (Opentec)	Australia	
Dilogos (Flanders)	Belgium	
DIRICKX Groupe	France	
DISYC S.A. DE C.V.	Mexico	
Djibouti International Airport	Djibouti	
Dnata (Emirates Group)	UAE	
Douglas Equipment Ltd. (Generex)	UK	
Dreger Consulting (Controlware)	Germany	
DSR Ltd. (Ales)	Hungary	
Dubai Airport Free Zone Authority	UAE	
Dubai Airports	UAE	

Name	Country	Stand Nos
Dubai Aviation City (DWC)	UAE	
Dubai Aviation Club (DCA)	UAE	
Dubai Cargo Village (DCA)	UAE	
Dubai Duty Free (DCA)	UAE	
Dubai International Hotel (DCA)	UAE	
Dubai Logistics City (DWC)	UAE	
Dubai Police/Avsec centre	UAE	
Dubai Technology Partners LLC	UAE	
Dubai World Central	UAE	
DV Tel	UK	
Eastern Trading (Tyco Thermal)	UAE	
ecoGSE GmbH (Proveo)	Germany	
Efaflex GmbH & Co. KG	Germany	
Efla	Finland	
EGIS AVIA	France	
Egsa Alser - Algeria Airports	Algeria	
Electrophysics (Atlas Telecom)	UK	
Elgin Sweepers (Generex)	USA	
Emirates Airline (Emirates Group)	UAE	
Emirates Glass LLC	UAE	
Emirates Group	UAE	
Emirates Neon Group	UAE	
EMPIC GmbH (Munich Airport)	Germany	
Enav	Italy	
Energy International Corp - Aviation Division	UAE	
Ensto Czech (Transcon)	Czech Republic	
ERA Corporation	USA	
ERNI Licht-Technik AG (NIVATEC)	Switzerland	
ESR Technology FZCO	UAE	
Eubiq Middle East FZC	UAE	
Eurofurniture s.r.l.	Italy	
Eurotec Projects Development (AXA Power)	Denmark	
Excel Industrial Co. Ltd.,	UAE	
Exhibitions India	India	
ExtraCo Fibre Glass & Prefab Houses LLC.	UAE	
FAC (Farnborough Aerospace Consortium)	UK	
Fahrion Produktionssteme GmbH & Co. KG	Germany	
Ferfor (DTP)	Spain	
FiberNet (United Corrosion)	Italy	
Figueras International Seating S.A	Spain	
FKI Logistex	Denmark	
Flames (Avicorp ME)	USA	
Flanders Investment & Trade	Belgium	
Flowcon International	Denmark	
Flughafen Munchen GmbH (Munich Airport)	Germany	
Fluid Control Trading	UAE	
Flyport development GmbH	Germany	
FMC Technologies	UAE	
FOD BOSS (Generex)	Australia	
Frequentis AG	Austria	
FS Walker Hughes (Bayanat)	UK	
Fujairah International Airport	UAE	
Fyber Sens (Atlas Telecom)	USA	
GATE - German Airport Technology & Equipment	Germany	
GATE GSE	France	
GBA Products (Meggitt)	UAE	
General Authority of Civil Aviation (GACA)	Saudi Arabia	
General Civil Aviation Authority (GCAA)	UAE	
Generex Avio	Lebanon	
GERFLOR	France	
German Airport Technology and Equipment (GATE)	Germany	
German Federal Ministry of Economics & Technology	Germany	
GeSecurity	UAE	
GESolar FZ LLC	UAE	
Gilardoni SpA	Italy	
Glidepath	New Zealand	
Globe Uniforms llc	UAE	
Goldhofer Aktiengesellschaft	Germany	
Group 4 Securicor	UAE	
Gulf Airports Services Association	UAE	
Gulf Business Foundation	UAE	
Hale Hamilton (Valves) Ltd	UK	
Hamburg Messe & Congress	Germany	
Harlan Global Manufacturing (Avicorp)	USA	
Haven Fire & Safety LLC	UAE	
Helios Technology Ltd. (FAC)	UK	
Herz	Austria	
Hobart Ground Power	USA	
Hoelt & Wessel (Opentec)	Germany	
Honeywell (BAG)	UK	

Name	Country	Stand Nos
Honeywell Airport Systems GmbH	Germany	
Hort & Wessel	Germany	
Host Systems	UK	
HTS Worldwide (FAC)	UK	
Hummel GmbH & Co. KG	Germany	
HYDRO-Geraetebau GmbH & Co. KG	Germany	
Hygood (Haven)	UK	
IAVNA -International Airport Visual & Navigational Aids Ltd (Asif Lighting)	UK	
ICC	UK	
ICM	Germany	
ICM Airport Technics (DTP)	Germany	
IER	France	
Ikan Media Fz LLC/Construction World (ME)	India	
Ikusi - Angel Iglesias, S.A.	Spain	
Industry Networks	UAE	
INECO-TIFSA	Spain	
Infinova (Zio)	USA	
Infologic Nederland B.V (Al Sayegh)	Netherlands	
Inform GmbH	Germany	
Ingersoll Rand Security Technologies	UAE	
Insight Media/Airport World & Asia-Pacific Airports	UK	
Inter-Roller Engineering Limited	Singapore	
Interlabels	UAE	
Intermec Technologies Middle East	UAE	
International Air Transport Association	Canada	
International Security Technology Ltd. (Opentec)	China	
ITP Business Publishing/Aviation Business & CW	UAE	
Jane>s International Airport Review	UAE	
JBK-BICC (Tyco Thermal)	Qatar	
Jeppesen Australia Pty Ltd. (Bayanat)	Australia	
Jewers Doors Limited	UK	
Kabul International Airport	Afghanistan	
Kaphs S.A.	Switzerland	
Kazarooi Trading Company (Wanzl)	UAE	
Keri Systems Incorporated (Zio)	USA	
Key Publishing/Airport International	UK	
Khartoum New International Airport (KNIA)	Sudan	
King Hussein International Airport	Jordan	
KLIA INFORMATIK SDN. BHD	Malaysia	
Koninklijke Boon Edam Group Holding B.V.	Netherlands	
Kusch+Co Sitzmobelwerke GmbH & Co KG	Germany	
L-3 Communications	UK	
Lavi Industries - Beltrac (Generex)	USA	
Lechmotoren GmbH	Germany	
Lenzlinger (Fahrion)	Germany	
Leoni-Studer Cable (Energy Intl.)	Switzerland	
LG Electronics (Al Sayegh)	Korea	
Lindner AG Lindner Airports	Germany	
Logan Teleflex (Axima)	UK	
LORD INGENIERIE	France	
LS Leaderflush Shapland (Al Mostaqbal)	UK	
Luxcom Technologies (Bayanat)	Canada	
Lyngsoe Systems	Denmark	
MACE (Royal Boon Edam)	UAE	
Macron Safety Systems (Haven)	UK	
Magnatech (Portec)		
Maharashtra Airport Development Co. Ltd	India	
Mak Controls & Systems Private Limited	India	
Marantec (ME Insulation)	USA	
Materna	Germany	
Matteograssi	UAE	
MEA Polymer Beton B.V.	Netherlands	
Media One	UAE	
Media One	UAE	
Media One	UAE	
Mediterranean Building Materials (Zoeffig & Co Ltd)	UAE	
Megadoor (Crawford)	USA	
Meggitt Fuelling Products	UK	
Mercator (Emirates IT) {Emirates Group}	UAE	
MEYERINCK (Cavotec)	Germany	
Middle East Insulation LLC	UAE	
Ministry of Transport & Aviation	Afghanistan	
Mototok International GmbH (Alto)	Germany	
MULAG Fahrzeugwerk	Germany	
Multi Electric	USA	
Munich Airport International	Germany	
MUSTHANE	France	
NAFFCO	UAE	
Nagpur Airport (MADC)	India	

Name	Country	Stand Nos
Nagpur Cargo Hub (MADC)	India	
National Paints Factories Co. Ltd.	UAE	
National Tiles & Block Co. Ltd	UAE	
National Trading & Projects Co.LLC (AXA Power)	Oman	
NATS	UK	
NAVCONTROL	France	
Nedap Middle East	UAE	
Nedap N.V.	Netherlands	
Neenah Foundry Co. (Al Mostaqbal)	USA	
Netherlands Airport Technology	Netherlands	
Newronge Enterprises Company	China	
NIVATEC EUROPOLES	Germany	
Nivatec Eurocoles	Switzerland	
Nortel	UAE	
Northrop Grumman Mission Systems	UAE	
Novoferm Bgt (ME Insulation)	Netherlands	
OCEM Spa	Italy	
Omega Professional SRL	Italy	
Ooms Airport Technology Services	Netherlands	
Opentec Systems	UAE	
ORTEC B.V.	Netherlands	
Pacific Control Systems LLC	UAE	
Panasonic	UAE	
Panduit	UK	
Park Air Systems (Bayanat)	UK	
Pascall & Watson	UK	
Perma Pipes Middle East	UAE	
Permatex Middle East Trading (Sika)	UAE	
PERT Engineering (Portec)	Hong Kong	
Petroliam Nasional Berhad	Malaysia	
Phoenix Metal Products (Generex)	USA	
PML Plast GmbH	Sweden	
Portec Flomaster	USA	
Proveo GmbH	Germany	
Pyrolave (Countach)	France	
Pyrotenax (Tyco Thermal Controls)	UK	
Qeshm International Airport	Iran	
QinetiQ Airport Technologies	UK	
Queen Noor Civil Aviation	Jordan	
Qurum International LLC (Aigis Blast)	UAE	
R W Armstrong + Associates	UAE	
Rapid Access	UAE	
Ras Al Khaimah International Airport	UAE	
Raytheon	USA	
Real Time	UK	
Red Box (Avicorp ME)	UK	
Regula (Atlas Telecom)	Uzbekistan	
Remote Control	UK	
RESA	France	
Resalco (ME Insulation)	Netherlands	
RGB Consulting (C.C.M.)		
RHS Italia Spa	Italy	
Rice Lake Weighing Systems	USA	
Ricochet AS (Bayanat)	Norway	
Rochford Thompson (Opentec)	UK	
ROTOMOULding (Cloisall)	Austria	
ROYAL TARGET GENERAL TRADING (Gilardoni)	UAE	
S.T.E. Servizi Tecnici per l'Elettronica S.p.a.	Italy	
SABA Dinxperlo B.V.	Netherlands	
Saco Airport Equipment B.V.	Netherlands	
Safegate Group	UAE	
SAMIFI	France	
<b>SAP Media Worldwide Limited</b>	<b>India</b>	
<b>International Aerospace</b>		
SAT Consult (Transcon Ltd.)	Germany	
Satam / Bin Seddiq International	UAE	
SBAC /BAG	UK	
Schmidt Airport Equipment GmbH	Germany	
Schopf Maschinenbau GmbH	Germany	
Seal & Go B.V.	Netherlands	
SeaTrail LLC	UAE	
Segway	UAE	
Selex Sistemi Integrati	Italy	
Sell2Arabia	UAE	
Sensis Corp. (Bayanat)	USA	
Sharp Middle East (DTP)	Japan	
Shenzhen CIMC Tian Da Airport Support Ltd	China	
Sialkot Intl Airport Ltd. (SIAL)	Pakistan	
Sichuan HSQ Cooling Equipment Co. Ltd	China	
Siemens Airports	Germany	
Sika Korrosionsschutz GmbH	Germany	

Name	Country	Stand Nos
Silk Road Gen Trading	UAE	
Skysoft - ATM	Switzerland	
Smart Approach	UK	
SMG	UAE	
Smith Detection	UAE	
Snead and Associates	USA	
Solid Stone (Countach)	India	
Sovereign Publications Ltd.	UK	
Spanish Embassy	UAE	
Strojexport A.S (Transcon)	Czech Republic	
Subway International BV	USA	
Superior pipeline Fittings	UK	
Superior Pipeline Fittings (Al Mostaqbal)	UK	
Syrian Civil Aviation Authority	Syria	
Systems Controls Limited	New Zealand	
Systems Interface	UK	
TAC Europe (FAC)	UK	
Taha Al Fahim Group (Gilardoni)	UAE	
Tailor Made Systems Ltd. (Bayanat)	UK	
TCR Intl. (Flanders)	Belgium	
Techno Sky S.r.l.	Italy	
TechtradeDoors	Lebanon	
Tecnomech s.r.l.	Italy	
Tedopres Asia Pte Ltd	Singapore	
Tensator	UK	
THALES	France	
Thyssen Krupp	UAE	
Thyssen Lifts & Escalators LLC	UAE	
Tiger Profiles & Insulation LLC	UAE	
Timsan	Turkey	
TLD Europe	France	
TMS Photometrics Ltd. (Asif Lighting)	UK	
TOPEX	Romania	
Topsystem Systemhaus GmbH	Germany	
Touch Aviation (BAG)	UK	
TQ Systems (Munich Airport)	Germany	
Tracetek- Raychem (Tyco Thermal Controls)	Belgium	
Transcon Electronic Systems Ltd	Czech Republic	
TRANSNORM SYSTEM GmbH	Germany	
Tranzeo Inc. (Opentec)	Canada	
TREPEL Airport Equipment GmbH	Germany	
Tridum (Pacific Controls)	USA	
Trilectron	USA	
Tunisian Civil Aviation and Airport Authority (OACA)	Tunisia	
Tyco Thermal Controls	UAE	
U.A.E Contractors Association/Contractors News	UAE	
UAE General Civil Aviation Authority	UAE	
UBi France	France	
UFA Inc (Munich Airport)	Germany	
Ufis-AS (DTP)	Austria	
ULMER AERONAUTIQUE	France	
Unimark Inc. (Opentec)	USA	
UnionCamere Lazio	Italy	
United Corrosion Technologies	Jordan	
United Security	UAE	
USIMAT-SERMEEES	France	
Van Der Graaf	Canada	
Vanderlande Industries Nederland b.v.	Netherlands	
Vestergaard Company	Denmark	
Viessman Kaltetechnik	Germany	
Vision pacific Co	Thailand	
Vitrociset Spa	Italy	
Wanzl Metallwarenfabrik GmbH	Germany	
Water Blasting Technologies	USA	
Weber (Asif Lighting)		
Weigel Hochdrucktechnik GmbH & Co. KG	Germany	
Weihai Guangtai Airport Equipment Co. Ltd.	China	
WIBE AB (Cavotec)	Sweden	
Wilson Engineering	New Zealand	
Wings Electro (Avicorp)	USA	
Workbridge A/S	Denmark	
World Check	UK	
Xinfa Airport Equipment Ltd.	China	
Zacher (C&J Engg)	Germany	
Zamil Steel	Saudi Arabia	
Zeiss (Atlas Telecom)	UK	
Zio Technologies LLC	UAE	
Zoefitg & Co Ltd	UK	
Zuhair Fayez Partnership	Saudi Arabia	