air cargo update

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Middle East - Africa - Asia and beyond

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Vol. 8 Issue 11, No. 69, December 2018

Astral Aviation
Reaching the unreachable

Sanjeev Gadhia, Astral Aviation CEO

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The Lounge

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EDITORIAL

air cargo update

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Middle East, Africa, Asia & beyond

Air Cargo Update serves as a platform to share news and discuss critical issues within the Air Cargo Industry from the Middle East, South Asia and African region.

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Editor's Note

Slow but stable

The air cargo industry has experienced slow growth this year compared to 2017 but experts believe it remains strong with prospects for better yields in 2019.

A number of unfavorable political decisions with global impact affected the overall growth in the industry.

Across many major trading nations around the world, new export orders have fell contributing to a slowdown on global trade growth. Freight volumes noticeably increased, however, during certain seasonally adjusted FTKs.

In the Middle East, IATA reported year-on-year growth in international FTKs flown by Middle Eastern airlines slowed to 5% in October from 6.3% the previous month. Europe and the Asia-Pacific remain seeing steady growth though slowly.

In this edition, we'll bring you the story of Astral Aviation which began in Kenya out of the necessity to provide air freight in Africa. From modest beginnings, the company has sustained growth for the past 18 years, providing jobs to people while helping businesses, and more importantly, helping communities.

On **The Lounge**, we have a former aerospace engineer turned aviation journalist now considered communications guru in the aviation industry with a wealth of marketing and communications experience having been with Airbus since 1984. His fascination with aerospace prompts him to create model spacecrafts.

In India, we visit Kannur International Airport, Kerala's newest airport which officially opened up to international flights this month after the state experienced devastating floods in August. We'll also touch on the story of industrial parks which are getting more attention these days.

These and more news and features in the December 2018 edition of **Air Cargo Update**.

Happy holidays!

Gemma Q. Casas
Editor-in-Chief

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The LOUNGE

The aviation marketing guru with affinity for spacecraft and Neil Armstrong

David Velupillai
Marketing & Communications Director, Airbus Corporate Jets

Sitting comfortably in a sofa inside the huge Airbus Corporate Jet (ACJ) displayed at the recently held the Middle East and North Africa Business Aviation Association (MEBAA) Show in Dubai, David Velupillai met with **Air Cargo Update** and looked back at his over 40 years aviation career.

With the Airbus team, Velupillai flew aboard the luxurious jet for the show, one of the perks of being with the world's second largest space company and the top 10 in defense.

"We were lucky enough, the team and I, flew in this aircraft from Europe," says David on flying with the latest model of ACJ. "The thing about an airbus corporate jet is it got this comfortable space. You have a much better travel experience because you can talk face to face with people. The cabins are wide and tall so it's very easy to move around."

David has worn many hats in his long and illustrious aviation career which began when he completed his Bachelor of Science (BSc) Honors Degree in Aeronautical Engineering from Bristol University in the UK. After graduation, he worked as design engineer at the Hawker Siddeley Aviation, Hatfield.

He also worked as aviation journalist reporting on airlines, avionics, engines and spaceflight, eventually becoming the technical editor of the Flight International Magazine in 1978.

In 1984, he joined the Airbus Press Department in Toulouse where David says he had the "opportunity to share in, and communicate on, the birth and evolution of all of the modern Airbus airliner families, from the A320, through the A330/A340 and A350, and up to the double-deck A380."

In 2006, David was promoted Marketing Director for Airbus Executive & Private Aviation where he was mainly involved in marketing all of the company's corporate jets. He is currently responsible for Airbus Corporate Jet Communications worldwide.

With his engineering background, journalistic experience and fluent spoken French and English, David thrived in the corporate world of Airbus, flying in style to as many cities as you can possibly think and meeting topnotch names in global business, entertainment and politics.

His journey from engineering to journalism unto the corporate media may have been farfetched but David is content and happy with the turn of events and the many surprising ways it has rewarded him.

David shares his favorite poem is "The Road Not Taken" by Robert Frost which talks about designing your own path.

In his spare time, David says he spends it doing models of aircraft and spacecraft. "I'm interested in all kinds of aviation and space so at home I'm making models of spacecraft. I'm also a fan of the moon landing."

Neil Armstrong, the American astronaut who made history on July 20, 1969 as the first man who landed on the moon, is his personal hero.

Asked why, David says: "Neil Armstrong is somebody who is quite reticent. He didn't say very much. He's an engineering test pilot. He's someone who has overcome so many personal tragedies. One of his children died at a young age and his house burned down in a fire. But despite all this, he did fly to the moon."

"He's a modest man with many great achievements and accomplished great things."

Cargolux brings high-value Chinese artifacts to Luxembourg

LUXEMBOURG: Cargolux's expertise in handling high-value cargo was highlighted once again when it transported invaluable historical artifacts between Zhengzhou and Luxembourg as part of a cultural exchange agreement between China's Henan Museum and the Musée National d'Histoire et d'Art (MNHA).

A total of 3 tons comprising 145 cultural artifacts were carefully loaded aboard Cargolux' flight CV975. They arrived at Luxembourg after a 10-hour flight from the carrier's China hub in Zhengzhou to its home base in Luxembourg.

The collection will be displayed at the Musée National d'Histoire et d'Art (MNHA), as part of an exhibition entitled "The Origins of Chinese Civilization: Archeological Treasures from Henan". These items, that provide an overview of 3000 years of Chinese heritage, include some of the earliest-known examples of Chinese bronze ritual vessels and jade ornaments dating back to the Xia and Shang Dynasties.

"Cargolux is honored to have been entrusted with such an important and invaluable shipment. Our expert teams, who are well-versed in the transportation of sensitive and precious cargo, have meticulously prepared this move to ensure a smooth transport process," said Richard Forson, Cargolux President and Chief Executive Officer.

Transporting fragile artwork and ancient artifacts in particular requires special attention, often involving months of careful planning and coordination. A successful endeavor requires not only the use of customized packaging but also extra careful handling, both on the ground as well as in the air.

GLOBAL NEWS

China Post and Lufthansa Cargo forge joint freight operation

Li Xiong, Vice President of China Post Group Corporation, right and Peter Gerber, CEO and Chairman of the Executive Board of Lufthansa Cargo.

FRANKFURT: The official postal service of the People's Republic of China, China Post Group Corporation, made a new strategic agreement with Lufthansa Cargo that calls for a joint freight operation.

Li Xiong, Vice President of China Post Group Corporation, and the CEO and Chairman of the Executive Board of Lufthansa Cargo Peter Gerber recently met in Beijing and inked an agreement deepening the companies' business relations.

Considered the foundation of their new strategic cooperation, the agreement mandates a weekly cargo capacity of one Boeing 777 freighter on the Shanghai (PVG) – Frankfurt (FRA) route.

"In recent years, the cooperation between China Post and Lufthansa Cargo has enjoyed constant growth. The eCommerce business is in a vigorous development. Both China Post and Lufthansa Cargo are now upgrading and innovating their business model. Under the concept of the "Joint Freight Operation", the two sides have reached a further consensus on capacity agreement. This time, we will jointly build a more stabilized and comprehensive channel of air mail transportation connecting China and Europe," said Li Xiong.

Gerber said the new agreement underscores the growing importance of cross-border trade between China and Europe.

"We are very pleased that the excellent collaboration with China Post, which has been going on for many years, is now even gaining new quality within the framework of a strategic cooperation. It also reflects the growing importance of the cross border eCommerce market. Together, we will be able to achieve even more for our joint customers on one of the world's most important trade lanes," Gerber highlighted.

Both companies have been working together excellently for a long time also on other major Chinese stations, with focus on Beijing and Guangzhou. In addition to the capacity agreement, both companies are jointly working on shortening transportation times, improving quality and further developing digitalization.

American Airlines Cargo delivers 10 tons of chestnuts a day

FORT WORTH, Texas: During recent weeks, American Airlines Cargo has been carrying more than 10 tons of sweet chestnuts a day between Rome's Fiumicino Airport and New York JFK to ensure customers in the US can enjoy the traditional treats during the festive season.

Used in soups, desserts, flours and creams, the chestnuts originate in the Campania region of south west Italy around Naples. They are harvested in the mountains and placed into jute sacks before being delivered into American Airlines Cargo facility in Rome. Highly prized by confectioners, there is increasing demand for the sweet treats in America because of very limited local production.

The jute sacks are fixed onto wooden pallets and need to be kept away from direct sunlight while in transit before being loaded onto American's daily, B777-200 flights from the Italian capital to New York.

The seasonal traffic usually only occurs for a couple of weeks in mid-October but with the growing demand, this year's season has already been running for six weeks and has been extended through November.

"Whether its chestnuts roasting on the streets of New York or families preparing a traditional stuffing to accompany their Turkey at Thanksgiving or Christmas, our team in Italy has worked hard with our shipper and forwarder partners to deliver record tonnages of chestnuts this year," says Richard Hartmann, American's Regional Cargo Sales Manager.

American provides one of the largest cargo networks in the world with cargo terminals and interline connections across the globe. Every day, American transports cargo between major cities in the United States, Europe, Canada, Mexico, the Caribbean, Latin America and Asia.

Saudia Cargo transports Formula-E to the Kingdom

JEDDAH: Saudia Cargo transported 58 cars, spares and different equipment for the Saudia Airlines' sponsored FIA's Formula-E championship held for the first time in Riyadh on December 13-15.

The cargoes were carried from several European destinations into King Khalid Airport in Riyadh with a total of 58 cars aboard several aircraft with combined load exceeding 220 tons.

These heavy loads were carried for the 2018 Saudia Ad Diriyah E-Prix. The Saudi Arabian Airlines sponsored event took place at Ad Diriyah, a UNESCO world heritage site and the historical capital of the Kingdom, serving as the host for the E-Prix, one of the biggest annual global sporting events.

Formula E, officially the ABB FIA Formula E Championship, is a class of auto racing that uses only electric-powered cars. Inspired by innovation, this race utilizes eco-friendly electric energy.

The inaugural championship started in Beijing in September 2014,

and it tours the most iconic cities around the world, such as New York, Paris, Hong Kong and now the series fifth season opening race is starting in Ad Diriyah.

Coming in line with the Kingdom's Vision 2030, the three-day festival provides a wide variety of entertainment activities, from the Formula-E races to live musical live performances to the Allianz E-Village, an area full of innovative electric cars and gaming platforms, providing an excellent opportunity for fans and families to discover the world of Formula E.

Earlier in the year, Saudia Cargo carried all the equipment of the World Wrestling Entertainment (WWE) event to the Kingdom for the 'Crown Jewel' tournament and transported two satellites from Riyadh to Shanghai. Further, ground handling took a special care facilitating the delivery of the valuable authentic Russian portrait by Wassily Kandinsky which was displayed in the future investment initiative in Riyadh.

GLOBAL NEWS

Emirates SkyCargo flies champion of the race that stops a nation

DUBAI: Cross Counter, the champion of the 158th edition of the Melbourne Cup, Australia's biggest horse racing event commonly referred to as the race that stops a nation, successfully returned to Dubai from Australia via Emirates SkyCargo.

The three-year-old horse was flown back on November 11 aboard a dedicated Boeing 777 freighter along with seven other horses from the Dubai-based Godolphin stables—Folkswood, Benbatl, Blair House, Emotionless, Comicas, Best Solution and Prize Money.

Emirates SkyCargo is no stranger to transporting equine athletes on its freighter aircraft and regularly flies premium horses from leading stables around the world, including Godolphin, for racing competitions and other equestrian events.

Earlier this year, the carrier undertook the largest air horse charter for the FEI World Equestrian Games, flying 500 horses on 19 flights between Liege, Belgium and Greenville-Spartanburg, USA. Emirates SkyCargo has previously also transported horses for the Longines Global Champions Tour and the Dubai World Cup.

"We would like to congratulate His Highness Sheikh Mohammed bin Rashid Al Maktoum and Godolphin on their historic victory at one of the world's most prestigious horse racing events," said Nabil Sultan, Emirates Divisional Vice President, Cargo. "Emirates SkyCargo is proud to have flown Cross Counter to Dubai. We give the highest level attention to detail for the welfare of the horses and strive to create a peaceful and comfortable ambience on our flights allowing the equine champions to hit the ground running."

Charlie Appleby, Godolphin's trainer, said: "Cross Counter is now back home in Dubai, following a smooth journey from Australia, where he'll enjoy a well-deserved rest. Thank you to all of the team at Emirates SkyCargo for their care and attention in transporting our equine stars around the world."

Emirates SkyCargo has developed Emirates Equine, a specialized air transportation solution for horses which ensures that four legged champions can travel in an environment designed to maximize comfort and safety. Emirates Equine complies with all requirements set by international and national authorities for transport of horses including IATA's Live Animals Regulations (LAR).

To maximise the care and attention given to horses during the flight, all of Emirates SkyCargo's Boeing 777 freighter aircraft have provision for qualified horse grooms and vets to travel with the horses. This allows them to regularly check on the welfare of the horses in the aircraft.

Emirates SkyCargo has also invested in creating dedicated facilities on the ground, including a horse lounge and ramp at Dubai World Central (DWC) to minimise any chances of stress and injury to the animal during the loading process.

Brussels welcomes Avianca Cargo and Latin America's flower industry

BRUSSELS: Belgium welcomed last month Avianca Cargo's maiden voyage that aims to connect Latin America's flower industry to Europe.

With its own fleet of A330-200 cargo aircraft, the Colombia-based Avianca Cargo intends to offer its customers an extended network in Europe, operating direct cargo flights to Brussels. The central location of Brussels makes it easy to connect cargo to the flower auction in Amsterdam, the main operation and consolidation center in the continent for the flower industry.

"The main purpose of this operation is to continue supporting the expansion of the flower industry and other perishable products in Latin America, as well as to offer a cargo transportation service to our customers in Europe and Asia to Latin America," said Gerardo Grajales, Executive Vice President of Business Units at the airline.

Steven Polmans, Head of Cargo and Logistics at Brussels Airport, said South America is still an "underserved market to and from Brussels" and Avianca's presence will offer new opportunities between the routes.

"We are really pleased to welcome Avianca Cargo and the opportunity we can offer to our market with increased connectivity and capacity for pharmaceuticals, automotive and other commodities from our region to Miami, Colombia and the rest of South America," said Polmans.

Dnata finally fully acquires 121 Inflight catering

DUBAI/NEW YORK: dnata, one of the world's largest air services providers, says it has completed the acquisition of New York-headquartered inflight and VIP caterer, 121 Inflight Catering.

The acquisition allows dnata to significantly expand its operations in the United States, further strengthening its global network of catering businesses.

Founded in 2007, 121 Inflight Catering offers premium catering services to commercial airlines and private jets from its facilities at New York JFK and Nashville International Airport. Employing a dedicated team of more than 350 highly-skilled culinary professionals, 121 Inflight Catering serves 21 international airlines and hundreds of private aviation customers.

Over the past year dnata has invested significantly in growing its global catering network. The company's most recent milestones include the opening of a new catering facility in Dublin, Ireland, and the acquisition of Qantas Airways' catering division in Australia. dnata is also in the final stages of completing its new Vancouver facility - its first catering facility in Canada – which will formally open in 2019.

As one of the world's leading inflight caterers, dnata's catering team now operates from 62 locations in 11 countries, producing over 320,000 world-class meals every day.

Besides the flight catering facilities at New York-JFK and Nashville International Airport, the acquisition also includes two separate restaurants. 121's flight catering operations will be rebranded to dnata and continue to operate under the guidance of the existing 121 management team.

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GLOBAL NEWS

Coyne Airways to expand global network and business

LONDON: Coyne Airways is marking its 25th anniversary this year with news of expanding its existing business in the Caspian, its 50 markets in the Middle East and Africa, to beyond as part of the company's global expansion plans.

With that comes also the announcement that Tristan Koch is joining the airline in January 2019 as the new managing director. Based in London, Koch's responsibilities will cover the original markets Coyne pioneered around the Caspian, as well as 50 markets in the Middle East and Africa, which it now serves.

"The appointment of Tristan marks an important landmark in Coyne's history as we celebrate 25 years of serving niche markets," said Larry Coyne, Founder and serving Chief Executive Officer (CEO) of Coyne Airways.

"We are expanding our existing business and extending our operations to new territories, and Tristan is very much part of that planned growth. He brings a wealth of cargo experience and will spearhead the next phase of Coyne's development. Since we began our operations in 1994 we have prided ourselves on our pioneering spirit seeking to offer our customers solutions in difficult places," he added.

Koch has over 18 years of experience in the air cargo industry, including senior roles at British Airways, and, most recently, American Airlines, where he was Managing Director Cargo Sales, EMEA ISC.

"I have been lucky enough to work for two of the greatest airlines in the world," said Koch. "I am looking forward to using that experience to help Larry and the Coyne team deliver this exciting new chapter in the company's history."

Tristan Koch

Larry Coyne

"Coyne has built a class-leading reputation for delivering freight solutions in the Caspian and elsewhere based on true collaborative partnerships with its customers, and I am excited to be given the opportunity to help grow the business further."

Coyne Airways operates to some of the world's most difficult to reach destinations, including the Caspian, Afghanistan, Iraq, and Africa, with headquarters in London, UK and a hub in Dubai, United Arab Emirates.

The cargo carrier is building its network to expand its existing markets around the Caspian and to link up its operations to the Gulf and Africa.

"Our aim is to increase frequency into the Caspian and control the movement of a greater proportion of the freight on the capacity we control," said Liana Coyne, Coyne Airways' Chief Operating Officer, in charge of the carrier's Dubai hub. "We are happy to consider full or part-load capacity of carriers serving China, the Middle East, and Africa to achieve this."

Volga-Dnepr Group opens Operations Base at Houston George Bush Intercontinental Airport

HOUSTON: Volga-Dnepr Group has opened an Operations Base at Houston George Bush Intercontinental Airport to give customers in North and South America faster and more economic access to its unique range of delivery solutions.

The base is an expansion of the Group's sales office, which was established in Houston in 2001. The move will ensure the airline's customers in the Americas, including its longstanding and major clients in the oil and gas, heavy machinery, energy and aerospace sectors, will now benefit from immediate local expertise and services which meet all of their specialist logistics requirements.

Konstantin Vekshin, Executive President, Charter Cargo Operations of Volga-Dnepr Group, commented: "With the inauguration of the new Operations Base, the Group will dedicate one of its 12Antonov An-124-100 freighter aircraft as well as crews, technical support teams and special loading equipment for unique cargoes to the Houston facility."

"The Base will be staffed by load planning engineers and loadmasters, operations, navigation and ground handling specialists, and provide unique and specialized on-site engineering and delivery solutions to enable the safe and secure transportation of heavy and outsize cargoes. The commitment brings us even closer to our customers geographically and enhances our ability to provide special 'out of the box' solutions which make our customers' lives easier," he added.

Houston Aviation Director Mario Diaz says the addition of Volga-Dnepr Group's new operations base will create some 40 new jobs in the area and will boost business activities.

"Houston Airports remains committed to developing and improving intermodal connectivity, and new service offerings such as Volga-Dnepr's operations base help us achieve our mission by further connecting the people, business, cultures, and economies of the world to Houston," said Diaz.

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WFS to handle Air Europa's cargo in 9 airports

LONDON: Air Europa, Spain's second largest airline, has chosen Worldwide Flight Services (WFS) as its cargo handling partner at nine major airports across Europe involving more than 38,000 flights a year.

The three-year contract, which starts this December, gives WFS responsibility for handling the airline's cargo volumes in Amsterdam, Brussels, Frankfurt, London Gatwick, London Heathrow, Paris Charles de Gaulle, Paris Orly, and Milan Malpensa, as well as at Air Europa's Madrid hub.

WFS will handle cargo onboard more than 38,000 flights a year from the nine airports, with Air Europa's volumes in Madrid alone exceeding 50,000 tons per annum. All of the airline's flights from Belgium, France, Germany, Italy, the Netherlands, and the UK – operated by Boeing 737-800, Airbus A330-200 and Embraer 195 passenger aircraft – fly directly to Madrid, from where its network connects to some 60 cities globally.

Jordi Pique, General Manager of Air Europa Cargo, said WFS has time and again demonstrated its ability to handle such task with its considerable resources.

"The relationship with WFS represents a powerful opportunity for Air Europa to significantly expand our services in Europe," said Pique. "We're excited to partner with WFS as we focus our combined energies on serving our large range of customers with leading airfreight solutions."

Dan Parker, SVP Commercial Cargo – EMEAA at WFS, added: "Air Europa is a very important customer of WFS in Madrid, so this contract to extend our partnership across the airline's network in Europe reflects their confident in the service, safety and security we provide, and emphasizes the strength of the WFS network."

Founded in 1971 and headquartered in Paris, WFS is the world's largest air cargo handler and one of the leading providers of ground handling and technical services with annual revenues of over EUR1.2 billion. Its 26,400 employees serve more than 270 airlines at 198 major airports in 22 countries on five continents.

TIACA and Air Cargo Belgium launch masterclass on digitization and data sharing

MIAMI, FLORIDA: TIACA and Air Cargo Belgium, the community organization at Brussels Airport, have teamed up to offer a masterclass next month exploring how the air cargo supply chain can leverage digital transformation and data sharing as enablers for growth.

The 'Connected Air Cargo Masterclass' will feature important debates including building a connected air cargo community, using technology as an enabler, and digital transformation best practice, when it takes place at BRUcargo's Air Cargo Academy in Brussels, Belgium, from January 30-31, 2019.

The Masterclass will also include a seminar on the story of BRUcloud, an open data sharing platform that enables the different stakeholders to work more "integrated" and act as a network.

"We are living in a period of great change for the airfreight industry, and it is imperative that supply chain professionals learn how to take advantage of emerging technologies and trends, as well as explore new ways of collaborating," said Steven Polmans, Vice Chairman, TIACA, and Head of Cargo and Logistics at Brussels Airport Company.

In addition to the Masterclass, TIACA offers the Professional Development Workshop Series, co-organised by the Strategic Aviation Solutions International (SASI). The training program covers a range of topics from building management skills to insight sharing sessions about the whole supply chain.

Earlier this year, TIACA teamed up with UK-based aviation consultancy TSA Group for an extensive training program for air cargo professionals, including the development of several new courses aimed at providing participants with a complete overview of the aviation industry.

Steven Polmans, Vice Chairman, TIACA

LOGISTICS NEWS

DP World and NIIF to invest $3B in India's ports & logistics

Dubai's DP World and the Indian National Investment and Infrastructure Fund officials posing for a photo.

DUBAI: Dubai's DP World and the Indian National Investment and Infrastructure Fund (NIIF) are investing up to US$3 billion in ports logistics and related sectors across India.

The firms, through their investment vehicle, the Hindustan Infralog Private Ltd. (HIPL), have made two recent major investments valued at US$168 million.

In October, HIPL won the bid to develop and operate the Free Trade Warehousing Zone at India's largest container gateway – Jawaharlal Nehru Port Trust (JNPT) for US$78 million with 65% of the equity coming from DP World and 35% from NIFF. HIPL earlier acquired 90% stake in multimodal logistics company Continental Warehousing Corporation (Nhava Sheva) Ltd.

India's Free Trade Warehousing Zone comes with a long-term concession of 60 years and will be developed across 18 hectares at JNPT's Special Economic Zone, a key gateway hub handling approximately 5mn TEU's per annum which equates to 33 percent of India's container traffic.

Sultan Ahmed bin Sulayem, Group Chairman and CEO of DP World, said he's delighted to have won the long-term concession to develop the Free Trade Warehousing Zone.

"DP World has a proven track-record in developing trade-zones & HIPL will aim to leverage on our global expertise to build out this much needed-capacity to support India's fast-growing export-import trade," he said.

The Free Trade Warehousing Zone's strategic proximity to the port and the upcoming Navi Mumbai International Airport and western dedicated freight corridor, gives it direct access to global and domestic markets.

This will offer long-term advantages to domestic/global traders and manufacturers by facilitating a reliable and swift flow of cargo and improving effectiveness of the supply chain. More importantly, it will position India as a global trading hub and further support the government's 'Make in India' campaign. The facility is expected to be operational by 2020.

ADNOC and INPEX to explore LNG bunkering partnership

Shigeharu Yajima, left, with Capt. Abdulkareem Al Masabi.

ABU DHABI: ADNOC Logistics & Services (ADNOC L&S) and INPEX CORPORATION (INPEX) agreed to jointly explore opportunities for LNG bunkering in the UAE and potentially to other regions, including Southeast Asia.

The companies believe the use of liquefied natural gas (LNG) as a fuel on non-LNG carriers will grow significantly as ship owners seek new compliance solutions to meet the 2020 IMO's global sulfur cap.

Capt. Abdulkareem Al Masabi, CEO of ADNOC L&S, said their goal is to offer safe and LNG fuelling solutions to customers.

"ADNOC L&S has a long-established history in LNG shipping as well as bunkering operations. Our goal, through this partnership, is to offer safe and efficient LNG fuelling solutions to our customers. With the support of our sister company, ADNOC LNG, as well as our partner, INPEX, we see a significant opportunity to become a major player in the LNG bunker market," he said.

Shigeharu Yajima, SVP Global Energy Marketing Division, INPEX, said their companies "share the responsibility, as global energy companies, to provide our customers with a safe and efficient fuel that is compliant to international emissions regulations."

"As outlined in VISION 2040, our long-term corporate vision, we will look to develop gas demand in Asia and other growing markets. LNG bunkering will be a key component to the creation of natural gas demand. INPEX aims to become a key player in natural gas development and supply in the Asia and Oceania region during the period until 2040," Yajima added.

ADNOC and INPEX have had a strong and well-established partnership since 1973 with INPEX's participation in the Umm Shaif and the Lower Zakum fields, within the former Abu Dhabi Marine Areas (ADMA) concession reported the Emirates State News Agency WAM.

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COVER STORY

Astral Aviation

Reaching the unreachable

Africa, Kenya in particular, has long been familiar with the name Astral Aviation. It's been the region's reliable air freight company that communities and businesses depend on to safely transport relief aid and cargo for the past 18 years.

Africa's need to connect to the rest of the world, even its remotest parts, inspired a UK-educated Kenyan-Indian entrepreneur to venture into air freight industry. State-owned freight carriers in Africa just came out in recent years leaving the private sector to handle humanitarian missions and open up opportunities for African entrepreneurs seeking business across the globe.

"My inspiration was derived on the challenge to access the inaccessible, connect the disconnected, and reach the unreachable," Sanjeev Gadhia, founder and CEO of Astral Aviation told **Air Cargo Update** in an email interview.

Gadhia, a banker by profession, first set up a logistics company in Kenya at age 25 after earning his degree in London. Seeing the African communities' need to be connected, he decided to set up Astral Aviation and his gamble paid off.

"Aviation plays an important role in trade and development in Africa, however, the reality is that Africa is fragmented due to its size and number of countries which make up the continent," explains Gadhia.

"During the past 18 years, we have uplifted the lives of various communities in Africa, whether it is exporting their flowers, vegetables and fish to the markets of Europe, or importing medicines & humanitarian

> **Astral Aviation is a fairly small airline in Africa. However, we have some big plans for the region. We uplifted approximately 40,000 tons of cargoes in 2017 and expect a similar tonnage in 2018**

cargoes to communities, who are at life's edge," he proudly says.

Great challenges

Serving Africa early on has been very tough for any air freight carrier, including Astral Aviation, due to violence, sectarian and tribal conflicts, lack of infrastructure, bureaucracy & unstable governments.

Gadhia said South Sudan and Somalia were among the countries in Africa extremely difficult to serve in the early years because of violence and security issues.

"We had several challenges coming from the private sector, such as lack of regulations, infrastructure, compliance & bureaucracy in some of the regions we operated in," he said.

"By far the biggest challenges were the political and security risk which we encountered in very difficult regions such as South Sudan and Somalia, when we commenced our scheduled flights over 8 years ago, although the present situation is very safe," he added.

South Sudan only became an independent country in 2011. It has the third largest oil reserves in Sub-Saharan Africa and is also rich with petroleum, iron ore, copper, diamonds, zinc, tungsten, among other minerals and natural resources.

But despite its vast natural resources, it remains one of the world's most underdeveloped with high illiteracy rates.

After decades of civil unrest, Somalia, on the other hand, is slowly rebuilding itself. It has the largest population of camels in the world actively traded across the region.

Up for expansion

Last year, Astral Aviation handled 40,000 tons of cargo and expects to handle similar volume by end-2018. But the company has bigger plans for the coming years with the help of its new shareholder NAS/Network Airline Services which has offices in over 30 countries around the world.

"Astral Aviation is a fairly small

COVER STORY

airline in Africa. However, we have some big plans for the region. We uplifted approximately 40,000 tons of cargoes in 2017 and expect a similar tonnage in 2018," shared Gadhia.

Astral Aviation currently has a team of 60 employees. In addition to its head office in Nairobi, Kenya, it also concurrently hold offices in Tanzania, Uganda, Rwanda, Somalia, South Sudan, Comoros and Mozambique.

"We are expanding our fleet by acquiring B737F and B767F in 2019 with new destinations intra-Africa and also to and from DWC. We are setting up a hub in West Africa in 2019 and in South Africa in 2020 which will enable us to implement our Pan African vision of having three hubs in Africa which will cover 60% of the continent," shared Gadhia who noted that their biggest market remains the intra-African market.

Additionally, the company is also exploring business opportunities in using commercial drones for cargo which would enable even the remotest parts of the continent access to freight.

"We are working on several projects using commercial drones which will enable us to offer unique and innovative solutions to Africa's problems," Astral Aviation's CEO added.

Though small, Astral Aviation has built a trusted name for itself in the very competitive air cargo industry and Gadhia says every day is a great moment for their team for they know that they are making a difference.

"It's an honor and privilege to be a part of the fastest growing aviation industry in the world. Our greatest moment is felt every day when we make a difference in the lives of the

people we serve and the partners who entrust us with their cargoes," says Gadhia. "A proud moment is winning the Stat Times 'African Carrier of the Year Award' four times in a row at the Air Cargo Africa event."

Tough yet ripe for growth

Africa remains a tough place for aviation business due to a number of factors but it also has huge potentials for growth.

"Africa is a tough place to run an aviation business due to the dominance of foreign carriers who control 80% of the passenger and 85% of cargo traffic to and from the continent. High cost of business, Lack of Infrastructure, Political Risk, Weak Regulatory Framework and Lack of finance are some of the challenges we have experienced," explained Gadhia who noted that in terms of aviation, Africa represents only 2% of trade.

Citing the International Aviation Transport Association's (IATA) research and forecast, Gadhia said "33 countries in Africa will Africa will experience high level of growth, with very encouraging signs of liberalization with the adoption of SAATM (Single African Air Transport Market).

SAATM is a flagship project of the African Union seeking to create a single market for the air transport industry in Africa. Once fully enforced, it would mainly liberalize flight frequencies and capacity limits in the continent.

The banker turned aviation entrepreneur

Born in the lakeside town of Western Kenya, Sanjeev Gadhia was educated in Bangalore, India and studied at the University of London for his degree in banking and finance.

Sanjeev's exposure in the aviation industry began at 17 when he worked for his uncle's travel agency in London where he specialized in selling package holidays to the US and Canada, inspiring his great interest in traveling.

Upon his return to Kenya, at age 25, he set up his own company dealing with procurement and logistics.

"My interest in aviation was in the glamorous passenger business, however, on my return to Kenya, I felt the need to specialize in air-cargo due to the lack of freighters in East and Horn of Africa, to meet the humanitarian requirements of the UN," recalls Sanjeev who is a banker by profession.

At 30, Sanjeev branched out to aviation, establishing Astral Aviation which specializes back then in sending aid and relief to the region and eventually diversifying in project cargoes in Tanzania.

"My journey continued to diversify into Western aircraft which we operated in the East African region after which our JV with Network Airline Services/ANA Aviation UK resulted in us operating 2 x B747F's between Africa and Europe," the entrepreneur said.

Though small compared to other air carriers in the region, Astral Aviation sustained growth over the past 18 years.

Astral currently operates a fleet of F27 (5 tons), DC9 (15 tons) and B727-200 (24 tons) Freighter within its intra-African network spanning to 50 destinations, in addition to a wet-leased B747-400 Freighter on the Nairobi – London and Liege sector.

For Sanjeev, success is a journey, not a destination. It involves a lot of work, dedication and perseverance.

"The journey of an entrepreneur is based on hard-work, commitment and self-confidence. Patience and perseverance is an important trait for success. In Africa, we have many opportunities and even more challenges, with the temptations of taking short-cuts which often lead to devastating results. There is no short-cut to success which is a journey and not a destination," Sanjeev shared.

About Astral Aviation

Within its intra-African network, which encompasses 50 destinations, Astral operates a combination of scheduled and adhoc charters along with value-added leasing services. Its interline agreements with over 20 Interline Partners; along with preferential agreements with the leading global and local freight forwarders; and partnerships with over 25 global GSA's, facilitate the consolidation of cargoes at the freighter-friendly Jomo Kenyatta International Airport and Liege Airport.

Astral Aviation has been a recipient of International Award in Excellence in Air Cargo, African Carrier of the Year in 2011, 2013, 2015 & 2017 by Stat Times.

Astral Aviation is a member of :

- **African Airlines Association (AFRAA)**
- **The International Air Cargo Association (TIACA)**
- **Kenya Association of Air Operators**
- **Kenya Private Sector Alliance (KEPSA)**
- **Kenya National Chamber of Comm-erce & Industry (KNCCI)**
- **Neutral Air Partner (NAP)**
- **IATA ICH (Non-Airline Member)**

FEATURE

Kannur International Airport:
Another gateway to 'God's own country'

The nearly Rs. 2,300 crore ($3 billion) airport is located at Mattanur and is spread over 2,300 acres of land. The airport has parking bays for 14 Code E aircraft (like the Boeing B-777 and Airbus A330) or 20 Code C aircraft and will be able to handle 2,000 passengers at a time.

The southern Indian state of Kerala, fondly called 'God's Own Country', has been a major tourist destination, not just for domestic but also international travellers with its never-ending array of coconut palms, sun blanched beaches, enchanting backwaters and affable people.

There is a lot of tourist traffic to Kerala. Not just tourist traffic, the expat living, mostly in the Middle East, travel to and from Kerala often. The airport is looking at the catchment area of Kodagu and Mysuru in Karnataka as well as Kerala's hilly districts of Wyanad, Kannur and Kasargod. In the absence of a nearby international airport, people of this region have had to travel either to Mangalore, Bangalore or Kochi to catch international flights.

To cater to the air traffic demand, the tiny state of Kerala is getting its fourth International airport at Kannur (previously named Cannanore), thus, becoming the first state to have the most international airports in the country.

The other three international airports are—Thiruvananthapuram, Kochi and Kozhikode (Calicut). The first trial flight operations began at the Greenfield airport of Kannur in end-September 2018 when an Air India Express 737-800 flew in from Thiruvananthapuram.

Expressing satisfaction at the first run, the Managing Director of Kannur International Airport Ltd (KIAL), V. Thulasidas, said this was the first trial as per the guidelines of the Director General of Civil Aviation

(DGCA). "As far as we are concerned, we are ready with all the mandatory tests. Once tests are done, we are getting another aircraft. Once the DGCA gives the license, then it's the role of the Airports Authority of India (AAI). We expect the tests to be completed by the end of this month."

Incidentally, the airport, even before the first trial flight, was active when the State was hit by devastating floods. Naval aircraft engaged in rescue and relief operations had used this airport.

Runway fit for big aircraft

The nearly Rs. 2,300 crore ($3 billion) airport is located at Mattanur and is spread over 2,300 acres of land. The airport has parking bays for 14 Code E aircraft (like the Boeing B-777 and Airbus A330) or 20 Code C aircraft and will be able to handle 2,000 passengers at a time.

Kannur Airport is forecast to serve over 1.5 million international passengers annually. The highlight of the Greenfield airport is that it will have a runway of 3,050 metres and after 18 months, its length is to increase to 3,400 metres and eventually touch 4,000 metres to accommodate even Code F aircraft (Airbus A-380). When it hits 4,000 metres it will be as good as airports at Delhi (4,430m), Bengaluru (4,120m) and Hyderabad (4,260m).

The airport has a runway suitable for Code E aircraft, like the Boeing B-777 and Airbus A-330. The integrated 95,000 sq meters terminal building, the eighth largest in India, has been built with state-of-the-art facilities.

The passenger terminal building is

on 1.033 million square feet and has 48 check-in counters and 16 each emigration, immigration and customs counters. There are three conveyor baggage belts; 12 escalators and 15 elevators. A 750-metre flyover to the terminal taking passengers to different levels is ready for use.

Tailored for international tourists

The need for longer runway has been due to the anticipated movement of international air traffic. Kerala's airports have a distinct trend wherein there are more international travellers than domestic traffic.

In fact, Kerala has beaten Delhi and Mumbai in terms of international travellers vis a vis domestic. Take the instance of Thiruvananthapuram International Airport where out of 100 passengers flying the international: domestic ratio was 56:44 and at Cochin International Airport it was 52:48. The reason is well-known: A number of Keralites

FEATURE

are working in the Middle East and they travel at least once a year to their native places.

It is reported that 13 percent of Kannur's population is employed overseas.

However, with the opening of airports in India and increased connectivity between cities, it is expected that there will be increased domestic traffic and experts are already stating that the gap between international: domestic traffic would be narrowed down in the years to come. In Thiruvananthapuram in 2016-17, the growth rate of domestic passengers was 22 per cent while it was only 8 per cent for international passengers, thus indicative of a trend that will get accentuated.

It is in this background that the Kannur International Airport sees a lot of promise. Besides, KIAL expects a sizable population from North Kerala which might use the airport than going to places such as Kozhikode which is about 100 km away or even Mangalore which is about 150 km away.

The advantage of Kannur Airport is that it is a Greenfield Airport with modern amenities. As mentioned, it has a longer runway, bigger parking bay and a bigger terminal which is going to be an attraction to travellers.

The airport is privately owned and the government has just a minority stake, thus giving the airport authorities room to be flexible and quick in decision-making. The KIAL Board has already given approvals to start a cargo complex, flight catering, ground handling and two hotels in the airport premises.

Regional Connectivity Scheme

Mr. Thulsidas, former Chairman of Air India, has stated that the Kannur International Airport will get busy soon as many international airlines and domestic airlines have expressed keen interest of operating from here.

Initially, under the Regional Connectivity Scheme (RCS) or called 'UDAN' (Ude Desh Ka Aam Nagrik – Common man will fly), Kannur airport will operate to 11 destinations. Under the RCS scheme, domestic airlines will offer cheaper flights.

The RCS has a cap of a maximum fare of Rs. 2,500 (US$35) an hour. The fare for a distance of 151 to 175 km is Rs. 1,420 (US$20); up to 200 km is Rs. 1,500 (US$21) with a ceiling of a maximum of Rs. 3,500 (US$48) for a total distance of 800 km.

The government will compensate the airlines through the viability gap funding (VGF) scheme wherein the funding is by the Central and State Governments and the majority stakeholder of the airport company.

The domestic destinations will be connected by private low cost carriers IndiGo and SpiceJet who have won RCS bids. The domestic destinations include Bengaluru, Delhi, Chennai, Goa, Hubbali, Thiruvananthapuram, Sholapur, Kochi and Hindon (Ghaziabad).

Similarly, international airlines such as Emirates, Qatar Airways, Etihad, Gulf Air, Air Asia, Oman Air, Air Arabia, flydubai, SriLankan Airways, Jet Airways, Air India and Air India Express have expressed interest to operate to and fro Kannur. Air India Express is planning flights to Abu Dhabi, Dubai, Muscat, Sharjah and Riyadh.

Besides, the expats the number of inbound tourists is on the rise. Kerala has been rated by the Lonely Planet as the third best destination in Asia for holidaymakers to visit this year. In 2017, Kerala had nearly 11 lakh international tourist arrivals and with Kannur airport in place, the number should go up.

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FEATURE

OpticalLock: Signed, Sealed, Delivered

"The versatility of the padlock form factor allows the OPTi-100's use in a variety of security applications. Applications include protection of high value goods while in transit or in storage such as electronic components and consumer electronics, pharmaceuticals, jewelry, sensitive documents, currency, artwork, defense related equipment and aerospace components and election ballots."

- Carol Fuller, CEO of OpticalLock

Theft takes heavy toll on the cargo industry every year with losses amounting to billions. But today's advanced technologies and cargo tampering devices are bent on protecting the goods while in transit.

If there's not enough protection, physically or by law, cargo transiting to another country en route to its final destination, may be stolen or tampered with.

Increasing cargo volumes globally demand stringent regulations and protection, according to industry experts.

In a report titled 'Cargo handling Equipment' market by Application (Air, Land & Marine) Equipment, Propulsion and Region – Global Forecast to 2025 published by Markets and Markets, it was pointed out that cargo handling market equipment is projected to rise at a CAGR of 3.61%, during the forecast period, to reach market size of $28.02 billion by 2025.

Carol Fuller, CEO of OpticalLock, explains to **Air Cargo Update** how OpticalLock ensures the cargo arriving safely with zero chances of it been compromised.

Protection and Security

The OpticalLock OPTi-100 series of devices includes three components: lock hardware, cloud-based management software and a field user mobile app to provide multiple layers of security for the protection of high value goods.

The OPTi-100 combines the functionality of a traditional padlock, GPS tracker, wireless alerting and a security seal, plus much more. Unlike many Internet-connected devices, the OPTi-100 was designed with the highest levels of cyber security throughout all of the system's hardware and software components.

Fuller notes, "The versatility of the padlock form factor allows the OPTi-100's use in a wide variety of security applications.

Typical applications include protection of high value goods while in transit or in storage such as electronic components and consumer electronics, pharmaceuticals, jewelry, sensitive documents, currency, artwork, defense related equipment and aerospace components and election ballots. While this list represents some common uses, the product is applicable to the protection of any goods that are considered 'high value' (whether monetary or otherwise) where the container, trailer, closet, room or building can be secured by a padlock".

Simple-to-execute solution

OpticalLock provides a high-tech, simple-to-execute solution to the worldwide problem of high value goods storage and cargo tampering. The product is based on proprietary fiber-optic technology and combines with web-based management software to provide secure, real-time mapping and wireless alerting of any anomalous events.

Real-Time Benefits include:

Wireless alerts to designated users upon unauthorized entry, tampering attempts or other anomalous events

Remote tracking and location information worldwide via onboard GPS

Assurance that the OPTi-100 has not been tampered with via the OPTiShield™ technology in conjunction with Field User Mobile App.

Onboard sensors which to warn of conditions dangerous to the lock's operation such has extremely high temperatures, excessive moisture, violent impact, low battery levels, etc;

Authorization required via the Field User Mobile App to open an OPTi-100 without triggering an alert.

Sophisticated GeoFencing technology, which generates alerts for designated events, such as exiting a specified route, arriving at a designated location, or exceeding the time, set aside for the completion of a trip.

Other benefits

The OpticalLock Management Software stores all data, which can be helpful in managing security and logistics operations. Some examples:

Gaining an understanding of common geographic areas or typical

Carol Fuller

times where attempted theft or tampering occurs

Audit trail reports of by whom and when locks were opened

Reports tracking the frequency of GeoFencing anomalies and other triggered alerts

Maps of current OPTi-100 inventory location and availability for logistics planning purposes.

The Management software includes a powerful ad hoc report writer, which enables users to generate customized reports and present their data in a personalized manner.

Cargo tampering reduction

OpticalShield is a unique fiber optic technology developed and patented by OpticalLock. This technology increases security and reduces tampering in our products because it generates a signature unique to each OPTi-100 padlock, which cannot be recreated. This ensures that it is impossible clone or duplicate the device. In addition, if attempt are made to compromise the shackle of the OPTi-100 the OpticalShield will trigger an alert, which is sent to designated personnel.

FEATURE

"Additionally, OpticalShield technology is broadly applicable in a number of other markets where tamper-detection is critical. OpticalShield is available to select partners via licensing for inclusion in non-competitive products".

The OpticalLock management software is a cloud-based application delivered as a Software-As-A-Service (SaaS) subscription, requires no software installation, only access via any Internet connected device with a standard browser.

It provides for configuration and monitoring of all lock inventory, granting of permissions to various categories of users of the OpticalLock system, as well as enabling the many features and benefits discussed elsewhere in this Q&A. Examples include real-time tracking, geo-fencing, real-time wireless alerts, notification of any relevant events or anomalies with the OPTi-100 units in service, as well as a report writer for reporting and long term planning purposes.

The OPTi-100 contains a GPS module which sends location data to the Management Software. This allows real-time tracking of the devices from within the mapping functions of the management software, as well as enabling premium management software features such as geo-fencing and real-time alerts.

"As mentioned before, the management software is the monitoring console which allows users to track their devices on maps in real-time as well as generate alerts in real-time for any anomalous events that the lock encounters, including unauthorized attempts at entry".

The management software also monitors and stores data generated by the lock's on-board sensors such as temperature, motion, time, battery level, light intrusion.

Replacing traditional padlock

Each OpticalLock has a unique signature that cannot be duplicated. Used in place of a traditional padlock, the OpticalLock is placed on the shipping container or storage room door (as well as anywhere else a padlock can be used) and its unique signature is electronically registered.

While the room is unattended or while the container is in transit, OpticalLock include GPS location functionality as well as real-time quiet alarms with automatic wireless alerting which are activated upon any attempted tampering with the lock.

Upon reaching its destination or when a storage room is accessed, the signature of the container's OpticalLock is securely verified via our Field User Smartphone App, ensuring that it matches the OpticalLock signature registered in our encrypted, cloud-based database when the shipping container or storage room was originally locked.

The OpticalLock system also features powerful, web-accessible management console software which enables the user to track the location of high value goods on high resolution maps, receive alerts on any tampering attempts or unusual events as well as manage your lock inventory and report on and analyze your usage data.

"Because the OPTi-100 is packaged in the same form factor as a common padlock, it can be utilized anywhere a padlock hasp is available to secure a container, vehicle storage compartment, warehouse cage or room. In addition, the OPTi-100 series includes options such as GSM cell network and WiFi, making in flexible enough to connect via available communications channels, indoor or outdoor".

Unique security combination

"We came up with the original idea as a way to prevent and deter counterfeit parts and products from entering the US supply chain. This was especially true for parts and products that supplied the US DOD which interfered with effective mission execution, as well as the fact that companies worldwide lose about $653.77 billion per year because of this activity (Havoscope-Global Black Market Information).

"And we believe it is very unique. The OpticalLock OPTi-100 series updates the venerable, widely used common padlock with high tech security features for the 21st century. We believe that the combination of this universal padlock form factor with features such as GPS tracking, real-time alerts, fiber-optic based tamper evidence technology and wireless communications is unique and powerful in securing the supply chain industry.

"We believe it should become standard equipment for any cargo company whose customers are concerned with theft or potential tampering of their valuable cargo.

We believe that the Opticallock products can play a significant role in reducing cargo theft, by providing real-time tracking and alerts during attempted theft but also by providing a powerful deterrent which will make thieves focus on other, less protected shipments.

Tamper detection technology

Traditional mechanical locks can be cut and easily replaced: they can beduplicated, broken, or tampered with in such a way that the internalmsecurity mechanism of the lock is bypassed and the lock become useless.

The OpticalLock approach is different. The OPTi-100 is more than a justa lock. If tampered with in any way, it sends silent wireless alerts to management, providing real-time actionable intelligence to thwart theattempt immediately.

And unlike traditional padlocks, it cannot be duplicated. The OpticalShield™ fiber-optic, tamper-detection technology, requires each unique fiber-opticsignature to be matched to the OPTi-100's original signature recordedwhen manufactured. No two can ever be identical.

"In addition to robust security and theft prevention, the OpticalLock System includes a cyber-secured, cloud-based tracking and management reporting system. All combine to provide you with absolute confidence in yourstorage and shipping integrity," concludes Fuller.

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INDIA NEEDS MORE WELL CONNECTED INDUSTRIAL PARKS

Anuj Puri, Chairman, ANAROCK Property Consultants Private Limited, says government investments on industrial parks are paying off with the international market now looking at India as a reliable export/import source.

An industrial park is defined as an area reserved for developing industries with ready access to major infrastructure and transportation. Usually initiated and funded by state governments with preplanned projects developed, managed and regulated by a government entity, they often lead to success with the right formula and to devastating losses if not utilized.

In recent years, private sector-led industrial parks have emerged in India such as the Information Technology Park (ITPL), Bangalore; Infocity, Hyderabad; Technopark, Thiruvananthapuram, among many others.

Anuj Puri, Chairman, ANAROCK Property Consultants Private Limited, said government investments on industrial parks are paying off with the international market now looking at India as a reliable export/import source.

"Transport infrastructure is a vital ingredient for a nation's growth, and the incumbent Government is taking decisive steps towards creating it. The deployment of necessary support infrastructure has definitely increased, even involving the PPP model involving foreign companies. In fact, countries with the appropriate expertise and resources now view India as a major market that can harness their skills and technology in connecting the width and breadth of the country," said Puri.

"While the infrastructure creation may seem slow if we look at the overall numbers, the fact is that India is the fastest-growing economy precisely because of this new focus on infrastructure creation. Connectivity between seaports and airports with major industries is being ramped up and we will see the industrial sector grow manifold because of this in the years to come," he noted.

Globally India's developing mixed economy ranks as the 6th largest economy by nominal GDP & the 3rd largest by purchasing power parity.

Cumulative benefits

Industries that operate within an industrial park usually enjoy a lot of benefits in terms of taxes and incentives, including buying and selling raw materials and products, thus, reduce their production costs.

Industrial parks also offer readily available skilled labor force, repair, maintenance, and services facilities. They also help companies gain access to banks and other financial institutions.

Puri explained the idea of having an industrial park was based on several principles which mainly involves the allocation of specialized infrastructure in selected areas with the aim of decreasing costs connected to building infrastructure, thus, increasing a country's capabilities to attract new investors.

These parks have readily available infrastructure such as roads, water, telecommunications and electricity, thus, enabling companies to immediately operate their business.

Often, these parks are located outside of the cities because of the vast land of property required. But newly-built ones are now connected to important highways and roadways, facilitating easy transportation of goods manufactured.

"Industrial parks choose remote locations because their land requirements are massive and land is cheaper in remote locations. Also, many industries must be located away from residential areas because of their emissions and effluents, meaning that their presence can have negative ramifications for the environment and human life. In other words, the problems brought on by the remoteness of location are largely self-induced," explained Puri.

"That said, industrial parks still depend on manpower and logistics, and both people and goods need to be able to move between them without having to face impossible odds brought on by infrastructure deficit," he added.

But under the Narendra Modi government industrial parks are being connected to seaports and airports for easy transportation of commodities.

"Thankfully, the incumbent government is taking these issues very seriously, not least of all because of the need to generate employment and the 'Make in India' program. Moreover, given the massive amount of funding flowing into the infrastructure and logistics sectors, we will definitely see progress on this front in the years to come," said Puri.

"Connectivity between seaports and airports with major industries is being ramped up and we will see the industrial sector grow manifold because of this in the years to come," he noted.

Connectivity setbacks

The main aim of an industrial park is to provide solution to a cluster of industries with ready infrastructure. Connectivity plays a major role when it comes to the location of the industrial park.

The type and the size of the industries located in the park plays a major role when connectivity is

FEATURE

concerned. For example, if there are export oriented units then it is advisable that the park is located close to the seaports and airports. The case is the same for industries that need imported goods to manufacture their final products.

Close proximity to main highways, roads, seaports and airports are very important for many companies in industrial parks as it means reduced time in transporting products, saving them valuable time and resources.

Road connections and traffic density also play a major role in the swift delivery of goods to seaports or airports. But many of the Indian states are not well connected sea and the option left is that the park can be connected via rail or inter land container depot.

This connectivity will not only reduce the transportation time but will reduce the cost incurred in the same. Wide and smooth roads are needed in India to make the connectivity better for the industries in the remote areas. A popular trend which is generally seen these days is to set up eco system of industries within the same region.

Some industries have strong sea freight logistics support, enabling them faster routing of products within the country. Logistics affects directly or indirectly the production cost of any industry. Proximity to the sea coast is one of the most cost effective ways to transport cargo.

The Indian government and the private sector both agree better infrastructure & modes of transportation will improve business in the country gearing up to be a leading global manufacturer in various industries.

The country has also embraced automation to speed up the manufacturing process along with building more smart warehouses.

"Automation is a major focus area in countries where labor costs are high. While this is not the case in India, warehousing and logistics have necessarily been adopting new relevant technologies for the movement, storage and inventorying of goods because of the higher efficiency that technology offers," said Puri.

"The proliferating ecommerce sector has been a major driver behind tech-boosted efficiency in India, and has in fact made logistics and warehousing one of the biggest focus areas for private equity funding and other institutional investments," he added.

With a young population, India's economic outlook remains positive. Its exports for 2017-18 was valued at over US$300 billion, mainly on agricultural, fuels and mining products.

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Disruptive technologies:
Business aviation's future
game changers

"Driving a car used to be a luxury only afforded to the extremely wealthy. But I see a future, driven by technology and reduced costs, where business aviation will become much more affordable and commonplace."

Badr Al-Olama, Head of Aerospace, Mubadala Investment Company

Technology has changed the way we live in so many ways but the foreseeable future may even surprise you with disruptive technologies seen as game changers even in sectors like business aviation where only the moneyed and the privileged are accustomed to.

Badr Al-Olama, Head of Aerospace, Mubadala Investment Company, told delegates at the recently held three-day The Middle East and North Africa Business Aviation Association (MEBAA) Show he sees the future where business jets would also be available to the public.

"Driving a car used to be a luxury only afforded to the extremely wealthy. But I see a future, driven by technology and reduced costs, where business aviation will become much more affordable and commonplace," said Al-Olama in his speech.

He pointed out that disruptive companies such as Uber and Tesla have taken inspiration from the aerospace sector. "Conventional airline travel has always been based on ride-sharing. Uber took this concept and digitised it. Tesla's driverless vehicles follow the lead shown by the aerospace industry in terms of flight automation."

Al-Olama sees a number of disruptive technologies on the horizon. Mubadala has already provided 3D printed thermoplastic parts for Etihad, with Al-Olama pointing out that fast, cost-effective 3D printing sits perfectly with the business aviation sector, for example printing bespoke and obsolete parts, adding: "it makes such good sense, and represents an enormous opportunity."

Mubadala is also working with IBM in the AI sector, where the aviation expert sees business aviation as fertile ground for AI-based technology – especially in terms of flight deck automation and cost-saving predictive maintenance.

Al-Olama opined electric engines are more likely to be adopted by business aircraft before commercial airlines, and called for virtual testing of aircraft and products to speed up time to market.

"In the highly dangerous and expensive nuclear industry, they test new plants using simulation, so why can't we do this in the aerospace sector? We have to run real physical tests, which are time-consuming and costly. We can create 'digital twins' of aircraft and parts and run simulations, saving time and costs."

Air Taxi

With more people living in urban areas in different parts of the world, traffic congestion becomes an inherent problem. And time has become a very valuable resource. Air taxi using helicopters is meant to address this issue.

Sameer A. Rehman, Managing Director Middle East & Africa of Bell Helicopter, a Textron Inc. Company, said air taxi is now fast becoming a common mode of transport in busy Asian cities like Hong Kong,

FEATURE

Singapore, Jakarta, Tokyo and soon the Philippines.

Rehman says technology is making this new wave of transport more affordable to the masses and Bell Helicopter is up for the challenge.

Bell has introduced the Urban Air Taxi concept and last month announced it is teaming up with Electric Power Systems (EPS), for the development of energy storage systems for Bell's vertical take-off and landing (VTOL) aircraft and on-demand mobility (ODM) solutions.

EPS develops high-performance, low-cost energy storage systems such as batteries, power electronics, thermal management systems and battery management systems for high-reliability applications. These energy storage systems will be designed to provide the energy resource for the hybrid propulsion system.

Nathan Millecam, CEO of EPS, explained: "Our Energy Storage System leverages advanced active battery management technology that enables our battery module to improve life, reduce cost, and meet stringent FAA safety requirements around cell containment in thermal runaway at a very light weight."

Bell continues to build the ODM network and is responsible for the design, development and production of the Air Taxi, while EPS will lead the design, development, testing, production and support of the energy storage systems.

Resilient despite challenges

Ali Alnaqbi, Founding & Executive Chairman of MEBAA, said the business aviation sector remains resilient despite many internal and external challenges.

He described the Middle East as a maturing region when it comes to business aviation but still has a long way to go to reach full potentials.

"Resilience is the key word this year – we are seeing steady growth and positive signs despite a global slowdown and regional political issues. Exhibitors this year have reported high quality, serious visitors and this is the best possible outcome MEBAA can wish for," said Alnaqbi.

"The Middle East is now a maturing region in terms of business aviation, and while we have a long way to go, geographically, this area will always have a vital, strategic role to play in the global business aviation arena."

According to MEBAA Market Insights, provided by market research partner WingX, the UAE business jet market comprises 64% heavy jets, 32% ultra-long range jets and 4% midsize jets. Bombardier aircraft dominate the local market, with 40% of the UAE's business jets, followed by Gulfstream with 23.5%, Dassault with 13% and Embraer with 10.8% market share.

Considered as the largest business aviation event in the Middle East, The MEBAA Show, drew once again the crème de la crème of the global business aviation industry with 452 exhibitors alongside some of the region's biggest buyers.

H.H. Sheikh Rashid bin Hamdan al Nahyan, Chairman, Presidential Flight, the Abu Dhabi based VVIP and VIP flight operator, was among the many regional VVIP visitors who took a tour of the MEBAA Show halls and examined some of the 34 aircraft on static display at the event.

Boeing Business Jets took advantage of the global gathering to reveal its BBJ 777X wide-body business aircraft, which breaks the record for the longest-range business jet – at 11,645 nautical miles (21,570 kms) – which means it can circumnavigate the globe with one refuel.

Bell Helicopter gave visitors their first glimpse of a production 505 at the static display area, alongside its 429 twin and 505 light single models at the show. UAE-based EDIC Horizon Flight Training Academy signed an agreement with Bell - which has some 800 aircraft flying in the region - for two 429s at the MEBAA Show.

Looking to gain a foothold in the world's fastest growing business aviation market, some 24 companies attended the biennial event for the first time, from across the region and the world.

MEBAA represents over 260 companies and offers a number of products and services to these members, including MEBAA Insurance and networking events to provide a platform for member discussions and ensure the business aviation community remains at the forefront of this ever-changing industry.

Ethiopian and EU agree to establish international business school

Ambassador Johan Borgstam, Head of the European Union Delegation to Ethiopia, seated left, and Tewolde GebreMariam, Group CEO of Ethiopian Airlines, seated right during the signing ceremony.

ADDIS ABABA: Ethiopian Airlines and the European Union have agreed to establish the Ethio-European International Business School (EEIBS) enabling the airline to offer MBA at Ethiopian Aviation Academy under the EU's Transformation Triggering Facility program.

The state-owned Ethiopian is the biggest airline in Africa and runs its own aviation academy which train people to become pilots, flight attendants, aircraft mechanics, airport personnel, among other positions in aviation industry that are in high demand.

Ambassador Johan Borgstam, Head of the European Union Delegation to Ethiopia, and Tewolde GebreMariam, Group CEO of Ethiopian Airlines, signed the agreement on December 4, 2018 in Addis Ababa.

GebreMariam said the world-class MBA program is a significant development that would help many Africans in their professional lives.

"Once established, the school will be a significant addition to the leadership courses we are delivering at our Aviation Academy, an ICAO designated Regional Training Center of Excellence. We look forward to launching the MBA courses and shape as many young African minds as possible, adding value to their academic and professional lives," he said.

Borgstam said the program is an important project that will provide quality education to young Ethiopians and others in the region.

"Investing in training and education is critical for the realization of Ethiopia's development strategy. The European Union invests heavily in human capital development in Ethiopia and supports government efforts to improve the business environment and the implementation of the industrialization agenda," the diplomat said, adding, the program is deemed to help address the challenges of youth unemployment in the country.

Etihad Aviation Training ties up with Gulf Air in flight training

ABU DHABI: Etihad Aviation Training (EAT) has signed a contract with Gulf Air to offer full flight simulator training to Gulf Air's Boeing 787 Dreamliner pilots.

As part of the agreement, Gulf Air will dry lease EAT's Full Flight Simulators at the training facility located in Abu Dhabi. The training will be conducted by Gulf Air instructors at the Etihad Training facility.

"Etihad Aviation Training is pleased to welcome Gulf Air instructors and pilots to the comprehensive training facility in Abu Dhabi. 2018 has been a strong year for the organization since its relaunch in January as a commercially focused operation offering aviation training to a global client base," said Paolo La Cava, Accountable Director, EAT.

Gulf Air's Chief Operations Officer Capt. Suhail Abdulhameed Ismaeel said: "We are happy to work hand in hand with our friends in Etihad Aviation Training and use their facilities to train our flying crew. This is the start of ongoing projects with Etihad Airways and Etihad Aviation Training."

EAT currently boasts 11 Full Flight Simulators (FFS) including three Airbus A320 FFS devices and two Boeing 787 devices. The facility is expanding and will soon open a third B787 FFS device which will be available in Abu Dhabi to third party customers.

AIRLINES

Air Astana to launch new flights between Uzbekistan and Europe

ASTANA: The national carrier of Kazakhstan, Air Astana, will offer new flights to Tashkent, Uzbekistan via its Astana hub from London Heathrow, Frankfurt and Paris CDG starting March 29, 2019 through the summer.

Tashkent flights originating from London Heathrow will run three times weekly; from Frankfurt four times per week and twice a week from Paris.

Timings have been optimized for seamless and convenient transfers to Tashkent through Astana's newly completed airport terminal. Flights are already available now to purchase from www.airastana.com or from Air Astana's ticketing offices.

Richard Ledger, Vice President Marketing and Sales, Air Astana, said the airline is delighted to serve the Tashkent market which has huge potential for growth.

"We are delighted to be able to offer this twice weekly service to Tashkent from three of our European departure airports on what we believe will be a highly popular route. Interest in the Silk Road destinations continues to grow and the addition of Tashkent offers passengers the perfect opportunity to combine a visit to Kazakhstan with Uzbekistan to further explore the region's fascinating history," he said.

Lead in return fares from London to Tashkent start from £386* for Economy Class, and £1,643* for Business Class.

Fares are valid for year-round departures from London including the peak season.

Aviation District and D J Aviation to build two hangars

DUBAI: The Aviation District in Dubai South and D J Aviation, an Emirati company, has signed a Memorandum of Understanding (MOU) to construct two hangars set to be completed by the end of 2019.

Tahnoon Saif, Chief Executive Officer of the Aviation District at Dubai South expressed satisfaction over the signing of the MOU, saying: "The Aviation District in Dubai South is proud to have such partnership with UAE national partners, indicating the mutual trust and confidence."

Extending over an area of approximately 11,000 sqm, the two hangars will offer local, regional and international clients, various services including; aircraft parking, service provision and aircraft management, as well as regional management services, customer relationship, commence charter sales, setting up full A6 AOC structure, and fueling. The hangers will also provide maintenance covering; line maintenance, and cleaning.

Ibrahim Al Mulla, CEO of D J Aviation thanked His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai for the support he extended to the aviation sector in Dubai. He also thanked Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, and Chairman of Dubai World for encouraging such projects.

New fare structure at flydubai has more choices for economy travelers

DUBAI: flydubai has launched new fare types—Lite, Value and Flex bundles—to give passengers more options when traveling in Economy.

Passengers travelling in Business continue to benefit from great value for money with the existing business class fares that include a generous

checked-in baggage allowance, meal options from an internationally inspired menu, complimentary inflight entertainment and many other add-ons, the company said.

Hamad Obaidalla, Chief Commercial Officer at flydubai, said the offer which took effect on December 2, is the latest in a series of product innovations the budget airline is initiating to enhance its services.

"As we enter a new chapter of the airline's maturity we remain committed to innovation & meeting the changing demands of our customers," said Obaidalla.

Jeyhun Efendi, Senior Vice President Commercial Operations and E-commerce for flydubai, said the choices are tailored to travelers with different travel needs & preferences.

"We recognize the challenges and the opportunities that come from operating in such a diverse network. Passengers travelling on flydubai to Muscat, Moscow or Helsinki have different travel needs and preferences and the new fare types will help enhance their flydubai experience by simplifying the booking journey and offering the option to choose between unbundled or bundled packages," said Efendi.

flydubai carried more than 10.4 million passengers in 2017 and since its inception in 2009 has built a network of 90 destinations in 46 countries spanning from Bangladesh in the east, Finland in the west, Russia in the north and Zanzibar in the south.

The new fare structure is complemented with a revised meal offering for passengers travelling in Economy.

All new bookings from December onward will be required to choose a fare type and the meal product available for the Value and Flex fare types respectively. The meal options will vary depending on the route, duration of the flight and time of day and includes sandwiches, hot wraps, hot meals and bento boxes.

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RAK Duty Free gets a makeover

RAS AL-KHAIMAH: The modernized Duty-Free retail space in Departures and Arrivals terminals of the Ras al-Khaimah International Airport in the UAE was recently unveiled in anticipation of more tourists visiting the emirate.

One of the smaller emirates in the UAE located approximately 100-km northeast of Dubai, Ras al-Khaimah (RAK) has always been associated with traditional shipbuilding, maritime commerce and quarrying. But in recent years it had seen increase on tourist arrivals rate.

"Enhancing the airport to meet best international standards comes as a natural step due to the significant role we play in creating positive first impressions and experiences among tourists. We are focused on supporting the vision of our leaders and are proud to contribute to the ongoing growth of the tourism sector in the Emirate of Ras al-Khaimah," said Sanjay Khanna, CEO of Ras al-Khaimah International Airport.

RAK officials celebrate the Duty Free expansion project with a cake and sweets.

The improved RAK Duty Free is seen to enhance passengers' shopping experience by housing a wide selection of prestigious brands, as well as premium confectionary, beverages and cosmetics brands.

officially inaugurated its new-look Duty Free shopping area yesterday, following extensive renovations. Senior officials from the Ras al-Khaimah government, RAK International Airport management, and Ras al-Khaimah Tourism Development Authority, RAKTDA, presided over the ribbon cutting ceremony and unveiled the remodelled stores.

The Duty-Free retail space in Departures and Arrivals terminals were upgraded in response to an increasing number of passengers in recent years.

Kenya is first nation to adopt TIACA's CSQ tool at all airports

MIAMI, FLORIDA: Kenya is set to become the first country in the world to adopt TIACA's new Cargo Service Quality (CSQ) tool nationwide, in a bid to improve standards at all airports across the nation.

Kenya Airports Authority (KAA) is aiming to implement the online tool at all Kenyan cargo hubs by mid-next year, allowing forwarders to rate and review the service quality they receive at airports, which can then in turn use the data to drive up performance.

"When the TIACA system is fully adopted by mid-2019, we will be able to provide visibility and transparency to customers and improve relationships with service providers by creating service quality benchmarks," said Evans Michoma, Commercial Manager – Cargo, KAA.

"The tool will also allow us to make business decisions based on cost considerations with less emphasis on quality of services letting us improve our products and services across the board."

The online tool is the brainchild of TIACA Board members who came together last year in an effort to set new global benchmarking standards for the worldwide airfreight industry to adopt, and in turn enhance quality across the chain.

Airports that took part in the pilot scheme over the summer spanned the globe, including India's Delhi Indira Gandhi International Airport and AAICLAS Chennai Cargo Terminal, Indonesia's PT Jasa Angkasa Semestra, Hong Kong's Asia Airfreight Terminal, and Singapore Airport Terminal Services (SATS) Ltd, among others.

"TIACA ran a successful pilot of Cargo Service Quality tool over the summer which involved a total of 179 forwarders and 18 airports, and the feedback has been overwhelmingly positive," said Sanjiv Edward, Chief Commercial Officer, Delhi International Airport, and TIACA Board member, who is a main driving force behind TIACA's Cargo Quality Initiative.

In order to raise cargo service standards, the tool is made up of four parts: Benchmarking, Assessment, Improvement, and Excellence. The tool allows participating cargo terminals to provide ratings on several factors including process, technology, facilities, regulators, and general airport infrastructure, among other variables.

Dubai to introduce Sky Pods

DUBAI: Holding the record as the world's longest driverless metro line, Dubai is about to outdo its own record with the introduction of Sky Pods, the AI-powered autonomous vehicles traveling at speed of 150 kph.

Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of Dubai Executive Council, described the pods as "a futuristic mobility system that requires one tenth the infrastructure of conventional transit systems."

The project is part of the Roads and Transport Authority's (RTA) continuing research on how to utilize artificial intelligence, autonomous mobility and shared mobility/transport for public benefits.

"Dubai thinks out-of-the-box... It is taking bold steps with the aim of kick-starting a revolution in transportation by undertaking new projects such as the Dubai Sky pods, a futuristic mobility system that requires one tenth the infrastructure of conventional transit systems," tweeted Sheikh Hamdan who inspected this month two models of Sky Pods that will be introduced in the city which will host World Expo in 2020.

Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of Dubai Executive Council, second right, describes the pods as another revolutionary invention in the transport industry.

Unibike, the first Sky Pod model, can hold 1 to 5 riders traveling at maximum speed of 150 kph. In an hour, that could translate to 20,000 riders.

Unicar, the other model, is designed to travel up to a distance of 200 km, with 6 maximum passengers. That's about 50,000 riders per hour traveling at maximum speed of 150KPH.

Dr. Chieko Asakawa

AI suitcase for the blind

TOKYO: It won't be long and the visually impaired can independently travel at airports with the development of the "AI suitcase."

This AI-powered lightweight suitcase for the blind developed by IBM is equipped with image-recognition camera to detect surroundings and LIDAR (Light Detection and Ranging to measure distances to objects), reported the BBC.

It's the brain-child of Dr. Chieko Asakawa who at age 14 lost her vision after damaging her optic nerve in a swimming pool accident. Since then, the Japanese computer scientist has devoted her time to help transform the lives of other visually impaired people across the world through her inventions and innovations at IBM Japan where she works as a researcher, mainly developing software programs for the visually impaired computer users.

Her condition didn't deter Dr. Asakawa from going to the university. She studied English literature and a computer science course for the blind before earning her Ph.D. in Engineering at the University of Tokyo. She is credited for creating the early digital Braille innovations and creating the world's first practical web-to-speech browser.

She also developed NavCog, a voice-controlled smartphone app that helps blind people navigate complicated indoor locations. The app is currently available in Tokyo and the US but IBM Intends to make it public globally later on.

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EXECUTIVE MOMENTS

Lufthansa Cargo AG appoints new board member for operations

Harald Gloy

FRANKFURT: Harald Gloy has been named to the Executive Board of Lufthansa Cargo AG responsible for operations. His appointment will take effect on January 1, 2019.

The 46-year-old industrial engineer succeeds Sören Stark who has led Operations since April 2016 and will become the new COO of Lufthansa Technik on January 1, 2019.

Gloy is currently responsible for global component services at Lufthansa Technik and is also the spokesperson for the division Board. Previously, he held managerial positions in the area of engine and aircraft base maintenance.

"I am very pleased that we have been able to engage Harald Gloy, an experienced member of the Lufthansa team, as Board Member Operations," said Harry Hohmeister, member of the Executive Board of Deutsche Lufthansa AG and Chairman of the Supervisory Board of Lufthansa Cargo. "Thanks to his comprehensive experience in logistics and in managing large operational areas, he will continue to further guide Operations into the future and strengthen the role of Lufthansa Cargo in the face of strong competition."

As Board Member for Operations, Gloy will be responsible for handling in Frankfurt, Munich and the Lufthansa Cargo Service Center, as well as for Global Handling Management, Flight Operations & Transport Management and Security.

Gloy studied Industrial Engineering at the TU Berlin and Arizona State University. After some early roles with Lufthansa Technik Logistik, he began his career with Lufthansa Technik in Business Development in 2003 and headed up the Aircraft Overhaul and Modification unit in Hamburg from 2006 onwards.

Gloy is a Member of the Board of Hamburg Aviation e.V. and a Member of the Supervisory Board of the Centre of Applied Aeronautical Research (ZAL) in Hamburg.

B&H Worldwide makes new strategic appointments

LONDON: B&H Worldwide has named Gary Wilson as the new Managing Director of the B&H Group and Mark McKenna has been promoted to a new position, Head of Global Operations & Quality. Wilson is a highly accomplished financial director with significant board level experience in driving efficiency and growth in international businesses. He has spent the last three years working closely with B&H's Group CEO Stuart Allen on shaping the group's strategic development including current initiatives to increase the B&H presence and services in Europe ahead of BREXIT, expansion of B&H's hub in Miami and the further expansion of the company's 24/7 Control Tower in Asia.

McKenna has been responsible for

Mark McKenna

leading the EMEA team and has been at the forefront of streamlining operational processes and interaction with key clients. In his new role, he will take the global lead in standardizing operations and service quality across the network, improving productivity and ensuring that B&H's service delivery remains best-in-class. He will also be based at Heathrow.

Stuart Allen

"These two individuals lead by example within our organization and their new and enhanced roles will ensure our continued growth is underpinned by both strategic and operational excellence worldwide. I am delighted that we are able to promote from within as we continue our international growth and expansion," said the company's Group CEO Stuart Allen.

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Dubai South I www.meacl.com

January 29-30, 2019

Breakbulk Middle East

Breakbulk Middle East is the only exhibition and conference in the region specifically designed for the project cargo and breakbulk industry. Under the patronage of the Federal Transport Authority, more than 60 exhibitors, representing the end-to-end value chain for the transport of oversize cargo, will be present at the event, with some of the leading names in the regional and international sector attending.

Expect lively panel discussions, case studies and thought leadership in this two-day conference and exhibition, with key industry members sharing their knowledge and experience.

Dubai World Trade Center

February 11-12, 2019

Air Cargo Africa 2019

AIR CARGO AFRICA 2019 is the mega event set for in February at the Casino Convention Resort, Emperors Palace in City of Ekurhuleni. This year's theme "Liberalization & Modernization: The way to push frontiers of excellence in air freight industry in Africa." Expect an engaging global air cargo community to explore and strengthen networking corridors with the African Continent.

Casino Convention Resort, Emperors Palace, South Africa

February 19-21, 2019

AVSEC World 2019

AVSEC World in Miami, Florida, USA, will showcase the dynamic security environment and provide a forum to address the challenges that the industry faces. The Conference unites professionals in the security sphere to discuss current issues and actions to be taken to manage risks in the aviation industry today.

With over 450 security experts representing the full spectrum of the aviation industry, this is the security event to attend and to expand your networks.

Hilton Miami I Miami, Florida

February 26-28, 2019

Dubai Airshow 2019

The 2019 edition of the Dubai Airshow will once again bring the aerospace community together. Show on show, the Dubai Airshow delivers an unrivalled gateway to established and developing markets – with 80% of the world's population located within eight hours of one of the UAE's airports this is where the industry comes to make connections. Dubai Airshow 2017 gathered together 1,200 exhibitors from 63 countries, over 79,380 trade visitors with 159 aircraft on display. The event generated an order book of $113.8 billion, the biggest in its history.

DWC, Dubai Airshow Site

www.dubaiairshow.aero

November 17-21, 2019

To view Careers in Aviation Industry visit:
http://www.aircargoupdate.com/index.php/careers

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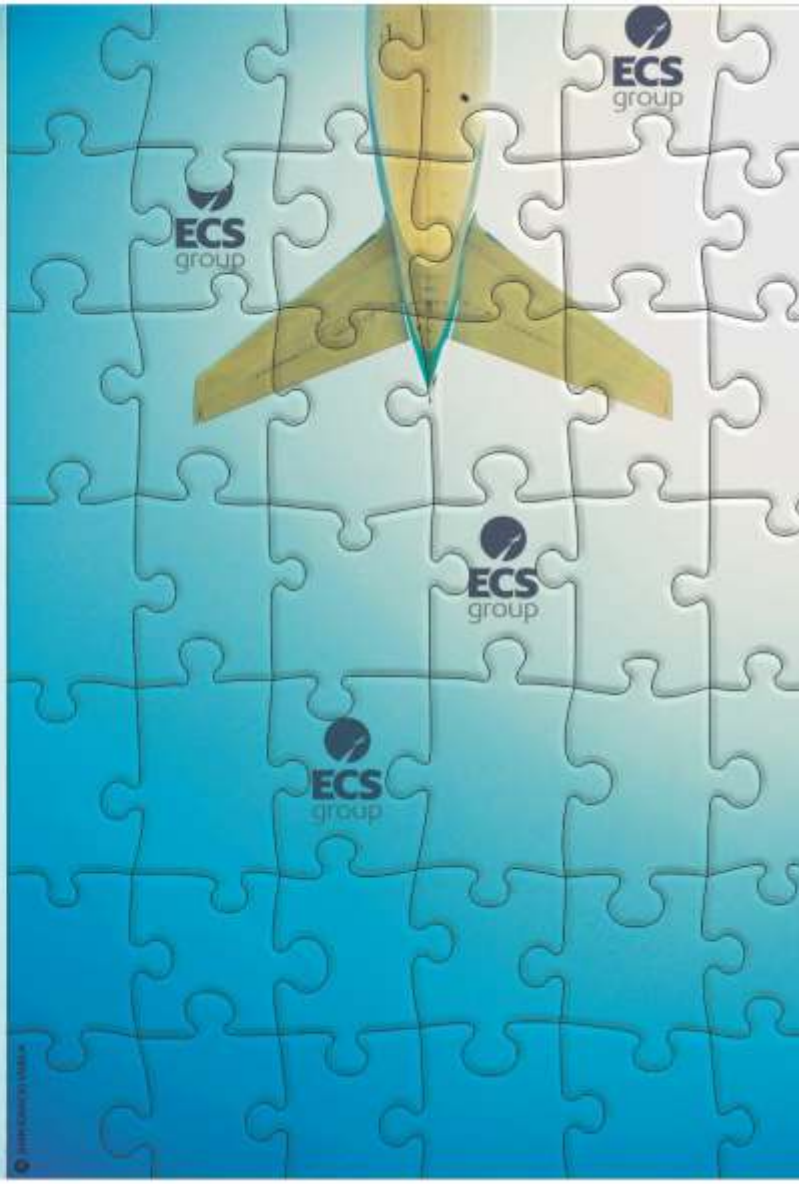

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