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AN OFFICIAL DAILY NEWSPAPER OF THE 15TH WORLD ROUTE DEVELOPMENT FORUM

Beijing Daily

Monday | 14th September 2009

CAAC boss bangs drum for international services



THE 15th World Route Development Forum opened to the beat of drums yesterday, with a traditional ceremony to bring good luck to the show. The theme of the event is 'opening to the outside' and Li Jiexiang, chief of the General Administration of Civil Aviation of China (CAAC), forcefully beat the drum for more business. "I sincerely hope that foreign air carriers will start operating more services to China," he said. His well-received passionate speech indicated that with the economy recovering, this forum will play a key role in providing more opportunities for China's civil aviation department.

Continued on page 3...



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Continued from cover...

In an optimistic tone Mr Li continued: “We have been seeing the recovery of the world economy and China is leading that process – after all the hard years, this year China’s economic growth rate will be more than 8%.”

The figures for air travel are equally impressive; in the first half of this year domestic traffic increased over 20%, while international traffic is up 38% year-on-year.

Mr Chen Gang, Deputy Mayor of Beijing, said that the World Route Development Forum would help the further enhancement of Beijing Capital International Airport and its goal of developing into a large international hub. “In an increasingly globalised world, airports are not only bridges connecting parts of the world, but are also catalysts for regional economic development,” he said. The success of the last year’s Beijing Olympic Games has also increased cooperation with the rest of the world, he explained, adding that the City of Beijing attaches great importance to the development of the airport and aviation-related businesses. There are plans, for example, for construction of an airport industrial park.

Mr Li added that current policy will be used to strengthen the “three doors” of China: to speed up the regional hub construction; to improve the primary route network; and to facilitate regional airport development.

More than 200 airlines from over 120 countries will attend the forum, as well as 500 airports, 50 tourism and trade organisations, 10 international organisations and 100 suppliers. Altogether, 3,000 people will attend, a major increase on the previous 14 forums.



Zhang Zhizhong, general manager of the Capital Airport Group, explained that the Group hopes to show more of China, of Beijing and of civil aviation achievement.



Mr Chen Gang, Deputy Mayor of Beijing, said that the World Route Development Forum would help the further enhancement of Beijing Capital International Airport and its goal of developing into a large international hub.



Li Jiaxiang, chief of the General Administration of Civil Aviation of China (CAAC): “I sincerely hope that foreign air carriers can operate services to China.”



Abu Dhabi soon to welcome Air Asia X; will host Routes in 2012

ON 1 NOVEMBER Abu Dhabi will be hosting the final round of the increasingly unpredictable F1 motor racing world championship. This will no doubt boost traffic at the airport which last year grew by 31% to just over nine million passengers. This year growth has been more modest at just under 10% but the airport has still seen the launch of several new routes from Etihad, its home carrier, most recently to Chicago O'Hare, the airline's second transatlantic route.

Air Asia X has revealed plans to serve Abu Dhabi from its Kuala Lumpur base, and five times weekly services will start on 24 November using an A340. The airline is interested in creating a mini-base at the airport to serve regional destinations.

Other airlines that have started new routes in 2009 include Bahrain Air (to Bahrain), Sun Air (to Khartoum), Jat Airways to Belgrade (via Larnaca), Safi Airways (to Kabul) and some new routes by Air India Express. Later this month



A model of the new midfield terminal complex which will open in 2013. Etihad currently accounts for around 65% of the airport's 9 million passengers. Traffic is growing by over 8% in 2009.



Ukraine International will start twice-weekly services to Kiev, while Etihad's global ambitions see the airline start new services to Cape Town (via Johannesburg) and Hyderabad before the end of the year.

Abu Dhabi has revealed that it will be the host for the 18th World Route Development Forum in 2012. This is the year before its new midfield terminal complex, capable of handling 20 million passengers, is scheduled to open.



Mark Povall (left), route development manager, Abu Dhabi Airports Company and local hospitality staff welcoming guests with tea and cakes to their stand. From 24 November Air Asia X will be flying to the airport from its Kuala Lumpur base. The airline is considering the idea of making Abu Dhabi a mini-hub for future regional development.

Barcelona's T1 becomes home for more oneworld airlines and Vueling

LAST WEEK saw a number of additional carriers join Iberia in Barcelona's Lord Rogers-designed, award-winning Terminal 1. Fellow oneworld airlines American Airlines, British Airways, Finnair, Malev and Royal Jordanian all joined Iberia in the new terminal from 9 September. Vueling, the low-cost carrier which recently merged with clickair and is now part-owned by Iberia, also moved into the new facilities last week.

Traffic at the airport is down 13.3% for the first eight months of 2009 though in August the reduction in passenger numbers was down to just 7.7%. The leading airlines at the airport based on current scheduled seat

capacity are Vueling (26.7%), Iberia (13.1%) and Spanair (12.9%). Vueling (which now included the former clickair network) operates to 41 destinations across Europe.

Two-thirds of Iberia's capacity is on the key Madrid route where it offers over 200 weekly departures. The leading non-Spanish airlines are easyJet (7.0%), Lufthansa (4.6%) and Air France (2.6%). easyJet currently serves 15 destinations from the airport, eight of which are in the UK.

New routes from the airport this summer include Croatia Airlines to Zagreb, clickair/Vueling to St Petersburg, Air Arabia Maroc to Casablanca, jet4you to three destinations



in Morocco, Andalus to Gibraltar and Wizz Air to Prague. This winter there are new services to Copenhagen and Stockholm Arlanda with Norwegian, while from next summer bmibaby will start flights from East Midlands. Next June also sees the launch of Air Canada flights to both Montreal and Toronto.

The OAG Times

Hosted Networking Stand #25

MONDAY, SEPTEMBER 14, 2009

1929 WAS THE START OF THE OAG BUSINESS. TO MARK THE OCCASION, WE TAKE A FOND LOOK BACK OVER THE LAST 80 YEARS...

1931: Amy Johnson flies solo from the UK to Australia.

1936: Douglas rolls out DC-3 Dakota.

1945: IATA (International Air Transport Association) founded, with 57 members from 31 nations.

1946: first issue of the ABC Air Guide, with maps and tips for travellers.

1952: De Havilland Comets, the world's first commercial jetliners, began service.

1958: The start of sorting and sequencing flight schedules of all airlines and presenting them by city pair.

1962: OAG began providing data to the first computer reservations systems and produced its first customised timetables for airlines.

1965: OAG pioneered the introduction of transfer connections in its products.

1970: The first jumbo jet, the Boeing 747, entered airline service with Pan Am.

1970: OAG pioneered portable travel information with the launch of the OAG Pocket Flight Guide.

1972: OAG was an active participant in the development of the IATA Standard Schedules Info Manual (SSIM) for the interchange of airline schedules data.

1976: Concorde began passenger service.

1982: First OAG Airline of the Year Awards.

1982: HRH The Princess Royal opens The World Timetable Centre in Dunstable, UK. This is still OAG's head office.

1983: OAG pioneered the electronic revolution in travel data with the launch of the OAG Electronic Edition, with booking capabilities added two years later.

1988: First flight of a Boeing 747-400.

1991: OAG continued its pioneering spirit with the launch of its first floppy disk product and the industry's first PC-based travel planning tool on CD-ROM – so revolutionary, it was supplied with a plug-in CD drive.

1993: Official Airline Guides Inc bought by UK-based ABC International's parent. All products rebranded as OAG.

1995: The Boeing 777 airliner, the world's largest twin-engine jet, began passenger service.

1998: Hong Kong Kai Tak Airport closes.

1998: OAG launched its first browser-based travel information product and also OAG MAX, its pioneering analytical tool.

1999: As an early adopter of wireless technology, OAG made its flight information available on the Palm VII wireless organizer, followed a few months later by its first WAP mobile phone application.

2001: 9/11.

2003: For the first time, a low cost carrier (Southwest Airlines) carries more US domestic passengers in a month than traditional US majors.

2003: Air France and British Airways each make their final Concorde flight.

2004: Boeing launches the 787 Dreamliner.

2005: First flight of Airbus A380, the world's largest passenger plane.

2006: OAG is bought by United Business Media to strengthen its transportation and travel business interests, predominantly BACK Asset Management and Analytical Services. This combined OAG's worldwide airline services including schedules distribution, timetables, codeshare services and connections marketing, with BACK's



aviation intelligence covering global aircraft fleets, capacity supply, traffic demand, and financial/operating performance. These two businesses have since become integrated under the OAG brand, creating the world's most accurate single source of airline information.

2007: OAG's rich fleet information is further enhanced by the acquisition of MRO forecast databases from AeroStrategy.

2007: Open Skies agreement between United States & European Union.

2008: United Business Media creates UBM Aviation as its dedicated company for the global aviation community with OAG as its leading brand.

2008: OAG implements its state-of-the-art technology platform, having invested \$14m.

2009: OAG launches RoutePlanner, its latest interactive timetable and route mapping tool, with SAA and Prague Airport as its first customers.

2009: OAG utilises its data management expertise and technological capabilities to develop a prototype Pandemic Disease Tracking System.



Germanwings adding destinations this winter and next summer from Cologne / Bonn base

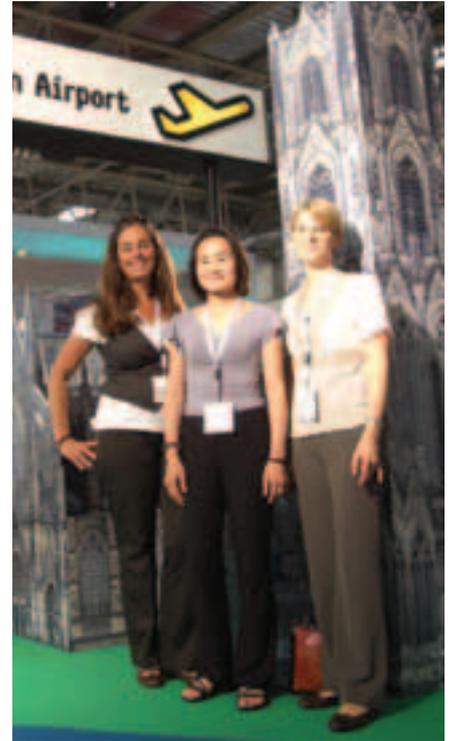
GERMANWINGS is continuing to develop its base at Cologne/Bonn airport with the addition of several new destinations this winter. Hamburg, Klagenfurt, Manchester, Salzburg, Venice Treviso and various winter sun destinations will be added to the airline's existing network of over 50 destinations. Next



anna.aero's editor Ralph Anker enjoying a refreshing Kölsch while chatting with Maike Wülbers, business development, Cologne/Bonn airport.

summer there will also be additional new services to Copenhagen and Madrid.

So far this year traffic has fallen by around 8% though in July passenger numbers were down just 5.1%. New routes launched this summer include Germanwings starting flights to Kiev Borispol (in competition with Wizz Air) and TUIfly starting double-daily flights to Vienna (in direct competition with Austrian and Germanwings). Germanwings remains the leading carrier at the airport serving over 50 destinations this summer and accounting for almost 40% of scheduled capacity. TUIfly has around 22% of capacity serving 40 destinations. This winter the airport expects to welcome new services from Istanbul Sabiha Gökçen airport operated by Turkish Airlines. The route is already served by both Pegasus and Sun Express.



Cologne/Bonn airport's marketing team of Kerstin Schweitzer, head of business development with Chi Mee Yuan, business development and Maike Wülbers, business development, posing in front of a scale model of Cologne's famous cathedral. The airport will welcome several new routes this winter operated by Germanwings plus a new Turkish Airlines service from Istanbul Sabiha Gokcen.

Istanbul's second airport growing at 30%; Turkish Airlines to introduce international routes this winter

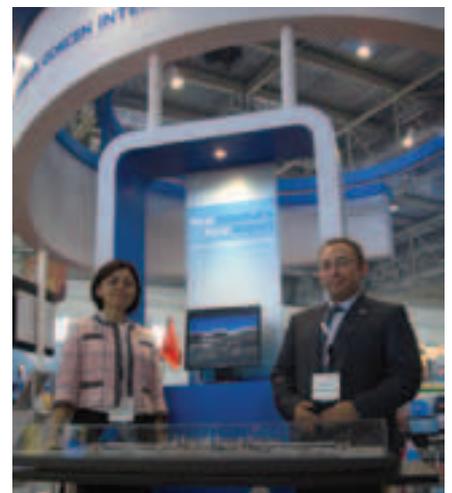
ISTANBUL'S SABIHA GÖKÇEN airport is one of the fastest growing airports in Europe with traffic up over 30% in the first eight months of this year. Last year the airport ranked fifth in Turkey with 4.3



Server Aydın, CEO of Istanbul's Sabiha Gökçen, highlighting some of the many new developments at the airport which is growing by more than 30% this year.

million passengers but it has its eyes set on climbing to third (behind Istanbul Ataturk and Antalya) before too long. This winter Turkish Airlines will increase its presence at the airport from two aircraft to seven with the introduction of international services to Amsterdam, Berlin Schönefeld, Cologne/Bonn, London Stansted, Moscow Domodedovo, Munich and Stuttgart. All of these routes will be served daily. It will also start a new domestic service to Adana.

Also new this winter are five new routes with Sun Express, four of them to Germany. Dortmund, Düsseldorf, Hamburg and Nuremberg will all be served with a few weekly services, as will Zurich in neighbouring Switzerland. Next year demand at the airport is likely to be boosted further by Istanbul celebrating its status as European City of Culture.



Asiyat Khasanova, commercial aviation manager and Batu Üner, marketing expert of Istanbul's Sabiha Gökçen proudly presenting the airport's new terminal which will be boosted by new international services from Turkish Airlines starting this winter.

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The new Medialounge unit has matured into an elegant infotainment lounge with groundbreaking air-cleaning performance and many new creative features, for example:

- New exclusive and elegant design, sturdy and spacious.
- Modular concept. Modules can be added to reach a capacity from 8 pax at a time to 60.
- The air-cleaning delivery rate are remarkable and just one filter tower will clean about 1200 m³ air per hour, removing all harmful substances and odours leaving just clean air.



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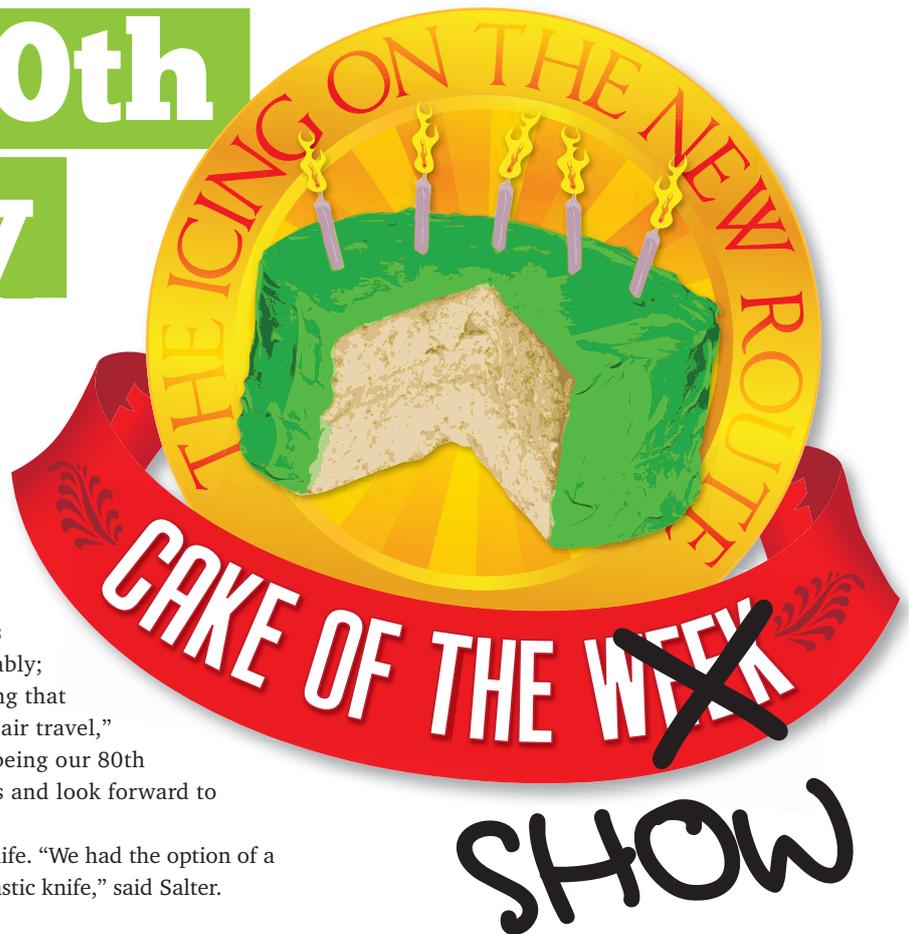


Mory Camara, international sales manager – EMEA, OAG, gives a demonstration to Olivier Oudegeest, business analyst, Martinair.



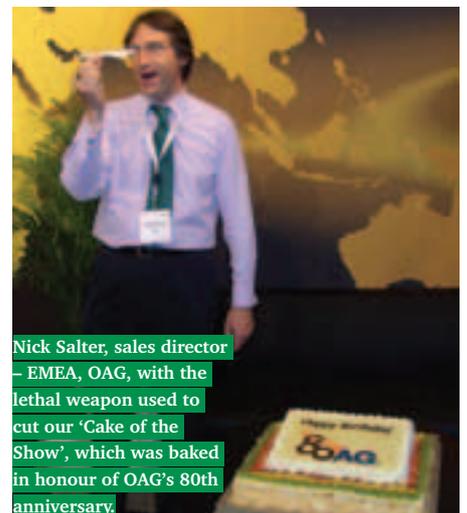
Nick Salter, sales director – EMEA, OAG; Satish C Chhatwal, member (finance), Airports Authority of India; Wallace Wong, regional sales manager, OAG; and S R Raghavendra Rao, executive director (planning), Airports Authority of India.

OAG's 80th birthday party



OAG celebrated its 80th anniversary in style yesterday with a party and our 'Cake of the show'. "OAG has been gathering flight schedules and serving the needs of the aviation industry for 80 years now and in that time aviation has changed immeasurably; demand for air travel has never been greater. One thing that has remained consistent is that OAG is at the heart of air travel," said Nick Salter, sales director – EMEA. "Despite this being our 80th anniversary, we are very much a 21st century business and look forward to serving our customers for the next 80 years."

The one thing OAG was unable to obtain was a cake knife. "We had the option of a Chinese karate chop or a plastic knife – we chose the plastic knife," said Salter.



Nick Salter, sales director – EMEA, OAG, with the lethal weapon used to cut our 'Cake of the Show', which was baked in honour of OAG's 80th anniversary.

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Exclusive: baboo, Air Mali and Ryanair feature in new Marseille routes

NOT CONTENT with announcing last week that it had dodged the recession so far this year (with a 3.9% traffic increase Jan-Aug) Marseille told *anna.aero* yesterday that it has also secured a range of other new services for the winter season which should help it sustain further gravity-avoiding growth.

From November baboo starts twice daily services to its Geneva home, scheduled in such a way as to make day trips possible, along with a further daily service to Milan/Malpensa.

Two new African airlines will also be arriving at Marseille: Air Mali will operate twice weekly to Bamako with MD-83s while Air Burkina will be operating to Ouagadougou three times weekly with the same equipment.

Ryanair continues to play a big part in Marseille's good fortunes – it will increase its offer from 66 weekly flights to over 100 as Biarritz is added along with Basel (both five weekly) while new services to Nantes will operate twice daily and to Tours (three/weekly). Meanwhile Brest is promoted to daily – up from four/weekly – while similarly Lille schedules are doubled to twice daily.



Julien Boullay, Marseille's marketing and communication director, and Romain Wino, marketing project manager, stopped by to tell us the good news about all the new services.

Skol! US Airways' manager international route planning, Brian Council (far right) dropped by for a drink with the Swedish airports. The airline, already serves the Swedish capital with daily Philadelphia services, is seen here in discussion with Tora Berg, Stockholm/Arlanda's business development manager, Björn Ragenbrink (intercontinental cargo) and Mats Rodgerson, senior manager route development.



The crew you can count on!



Whether you need information, advice or assistance, the Aviation Marketing Team at Hamburg Airport is always there for you. Give us a call. Jörgen Kearsley, Gesa Zarembo and Alexandra Ringel look forward to hearing from you. We have also put a lot of useful information together for you in our virtual lounge for airline partners at www.ham-lounge.de.

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For more information visit:

www.ham-lounge.de





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- ✕ 80 passenger airlines; 20 cargo airlines
- ✕ 200 passenger destinations



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Changi's lucky draw

SINGAPORE CHANGI is holding a lucky draw at its stand every day. Two lucky winners per day will each receive an iPod.

Michelle Phua, senior marketing manager, Marketing & Brand Division, explained that big news is the corporatisation that occurred on 1 July, which saw the creation of Changi Airport Group. "This will enable us to better serve business opportunities," she said. "We can also provide consultancy services to other airport companies."

The main strategy here in Beijing is to keep network planners informed of the significant tourism potential in Singapore. Two major developments will be realised in 2010 – Singapore's first casino will open and the Olympic Youth Games will take place. Also, Singapore launched the first-ever night Formula One Grand Prix last year. "We want to make sure planners are aware of these major tourist developments taking place in Singapore," said Phua. "Airlines flying to Asia should use Singapore as a hub, as we have great connectivity."



Changi opened Terminal 3 last year, which with a capacity of 21 million has increased overall capacity to 70 million.

The Budget Terminal, dedicated to low-cost carriers, is also undergoing expansion, which will be complete at the end of 2009. The terminal's capacity is being almost doubled to seven million passengers per year. "We need the volume to cater for the number of low-cost carrier services," said Phua.

While Tiger Airways is the main tenant of the Budget Terminal, Cebu Pacific also uses the facility and Indonesian carrier Firefly recently began doing so.

"The main strategy here in Beijing is to keep network planners informed of the significant tourism potential in Singapore."



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India expanding 48 airports

AIRPORTS AUTHORITY OF INDIA, a governmental body managing around 100 airports, is planning expansion and upgrading work at 48 of its airports. Of the total, 66 airports are currently operational, with others gradually being opened and revitalised. S.R. Raghavendra Rao, executive director (planning), said: "The government is not averse to opening new gateways."

He explained that major expansion is taking place at Chennai and Kolkata. The expansion at Chennai will enable the airport to handle 16 million domestic passengers in 2012-13 and seven million international passengers in 2017-18.

US\$660m is being invested in the current financial year across all airports, while the five-year plan from 2007 to 2012 will see a total of US\$2.5bn invested. "This will be spent on visible airport infrastructure and airspace infrastructure," said Rao. Airports Authority of India also performs the airspace management.

AAI plans to develop 35 non-metro airports in two phases. In Phase 1, 24 airports have already been completed,



Airports Authority of India is expanding 48 airports, with major expansion taking place at Chennai and Kolkata. The five-year plan will see US\$2.5bn invested in the period to 2012.

with the remaining 11 to be completed by March 2010.

Rao explained that the aim at the World Route Development Forum is to secure airlines to the already-available infrastructure. There is considered to be considerable potential for flights to key tourist destinations, such as Goa, and places

of religious significance, such as Gaya, which is located south east of New Delhi.

GPS Aided Geo Augmented Navigation (GAGAN) is a system being implemented by AAI, which will enhance the accuracy and integrity of GPS signals to meet precision approach requirements. The project will be implemented in three phases.

Open Skies double Kuwait International's traffic

IT IS two and a half years since an Open Skies policy was adopted at Kuwait International Airport – a policy that has seen traffic almost double to 7.5 million passengers in that time. Sami Alhulaibi, engineering director, explained that the airport infrastructure is being expanded, including a terminal extension, which will see capacity increase to 20 million passengers per year. The airport is currently choosing a consultant for the project.

New international carriers that have begun using the airport recently include Jazeera Airways and Wataniya, while United Airlines also flies to Kuwait. "We are trying to market Kuwait International here in Beijing and the Open Skies policy has helped," said Alhulaibi.

Competitive pricing is a key part of the strategy to attract carriers to fly to Kuwait and fly through the airport. The airport proposes incentives for new and returning carriers to operate at Kuwait International.



The Open Skies policy adopted two and a half years ago at Kuwait International has almost doubled traffic to 7.5 million. Incentives are proposed for new and returning airlines to operate at the airport.



Tianjin's dual strategy

VISITORS to the Tianjin Binhai International Airport (TBIA) stand will be able to see a detailed artist's impression of what the airport will look like in the future, as it showcases plans to grow capacity significantly by 2015. The focus will be on simultaneous growth across cargo and passenger services, Ms Cuiying, a marketing representative from the airport told *anna.aero*.

The latest projects include construction of a second parallel runway, which is expected to be completed by early summer next year. "We will then be the fourth airport in China with two runways," said Cuiying. The other three airports are Beijing, Guangzhou and Shanghai. The new runway is designed to serve A320s and will have a dedicated assembly line,

located onsite. By 2015, the airport will have grown its capacity, with two new terminals.

"Our aim is to become an international logistics centre and a major gateway to northern China. We have already become the secondary airport of Beijing," said Cuiying.

30 airlines operate the airport's commercial traffic, with 19 scheduled routes to North-East Asia and Europe and nine airlines serving cargo. Five airlines have bases at the airport: Air China, low-cost carrier Okay Airways, Tianjin Airlines, Grandstar Cargo and Xiamen Airlines. Cuiying explains that the airport hopes to grow as a base for airlines. The airport expects to double throughput from 4.64 million passengers seen last year to 10 million by 2011.

Growth agenda

WANG WEIYU, deputy general manager, Heilongjiang Airports Management Group Co Ltd, shared his aims at the show for growing new routes at Harbin Taiping International Airport, which is among its portfolio of nine airports in north-east China (they also include Qiqihar, Mudanjiang, Jiamusi, Heihe, Mohe, Daqing, Yichun and Jixi).

"Harbin is an important international hub and we would like to add services to destinations in Russia, Japan, South East Asia and North America. We are confident that we will secure these routes and the local government is fully supporting us."

Fully TSA security certified, Harbin Taiping International Airport is the fourth city in mainland China that can fly directly to the USA – after Beijing, Shanghai and Guangzhou. Located in the centre of North East Asia, the airport is strategically positioned as a hub for the region and is the largest northernmost airport of China. In 2008, throughput reached just under five million annual passengers.

By 2015 Harbin aims to be a regional hub airport as well as the travel distribution centre of North East Asia.



Tourism drive

GUIYANG Municipal Tourism Bureau is entertaining visitors to the show with delightful song by the Dong people - one of the many minority groups in south west China – with aims to boost visitor numbers through the city's Guiyang International Airport. The airport lies in the capital of southwest China's Guizhou Province.

"The Dong people only know song and not words - they are beautiful singers. We want them to express this to the world and make people aware about the city of Guiyang and the surrounding Province," said Tu Bo, deputy director, Guiyang Municipal Tourism Bureau.

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Egypt's incentive programme for new airlines

EGYPT'S airports are undergoing a period of significant expansion, as Mohamed El Sioufi, head of commercial development sector, explained. Terminal 3 at Cairo opened last year and a new terminal will open at Borg El Arab at the end of 2009. El Sioufi explained that the Borg El Arab facility will serve Alexandria and the north coast of the Mediterranean. It will have a capacity of 1.5 million, with the development also seeing a new control tower and a huge cargo village.

Looking further forward, a new terminal will be opened at Asyout in 2010. Meanwhile, Hurghada will receive a new runway, terminal and apron expansion in 2012, with similar developments to be complete at Sharm El Sheikh in 2013. That follows the opening of a new terminal at Sharm El Sheikh in May 2007 with a capacity of 3.5 million. The new facilities at Hurghada and Sharm El Sheikh will each have a capacity of 7.5 million.

The Hurghada project is being undertaken due to particularly heavy traffic. US\$217m is being invested at the airport, with a new control tower also planned. Extension of the apron will enable the airport to handle widebody aircraft, which are expected to



"The incentive programme is simple – a discount on landing fees, parking and passenger handling fees," said El Sioufi. **"We also offer free offices to all new airlines."**

visit Hurghada in the coming years as part of a long-term strategy to execute a second stage of development that will see growth to 15 million passengers per year.

"The statistics for air traffic show that, in spite of the financial crisis and the decline of global air transport, we have had an increase of 4% across our airports compared with the same period in 2008," said El Sioufi. "We saw a decline in traffic at the end of 2008 and the beginning of 2009, and traffic is now really picking up."

EASTERN VISION

Egyptian Airports Co. has come to Beijing with an extensive marketing strategy, supported by an incentive programme for new airlines opening new routes to Egypt. It is also emphasising the message that traffic is increasing compared with last year. "The incentive programme is simple – a discount on landing fees, parking and passenger handling fees," said El Sioufi. "We also offer free offices to all new airlines."

This year, Egyptian Airports Co. is targeting the Far East. It is targeting Chinese airlines for example and some European carriers. "According to our statistics and vision should generate more business in Egypt," said El Sioufi.



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Happy Landings.

billi hopes to be a hero for Bordeaux*



billi is a play on “Bordeaux illico” (or “Bordeaux straight away”). The new €5.5 million low cost terminal opens next May.



BORDEAUX will open a new low-cost, purpose-built terminal next May, aimed at increasing the number of no-frills airlines operating from the airport by offering the desired cost base and fast 25-minute turnarounds. The terminal, to be called billi (the name stands for “Bordeaux illico” (which means “Bordeaux straight away”) will cost around €5.5 million.

Announcing the arrival of billi, Pascal Personne, CEO of Bordeaux Airport said, “Our research highlighted a real need for a product tailored to accommodate the low-cost airlines, a product that would sit alongside our existing regional and international airport products. billi was conceived with the backing of the French government and key regional stakeholders. We look forward to welcoming many low-cost airlines

delivering a growing number of tourists and business travellers to our region”.

According to data from the French airports association around 14% of Bordeaux’s traffic in 2008 was on low-cost airlines (the equivalent of half a million passengers). This compares with 33% at Nice, 13% at Lyon, 17% at Marseille and 15% at Toulouse. Bordeaux will be the third major French airport (after Marseille and Lyon) to take the path of diversifying into offering dual conventional and low cost facilities by opening an entirely separate terminal. But talking to anna.aero yesterday Jean-Luc Poiroux, development director, was keen to stress “that does not mean that billi is the same as the other French low cost terminals – billi has been built from scratch, it’s not a converted building – we asked our many existing low cost airline customers what they wanted and it’s entirely based on that research.”

Poiroux also thinks that billi will benefit from an important shift in attitudes in central government – “our airport is 60% owned by the Republic of France – when these kind of stockholders approve a strong

low-cost airline strategy they are buying into it – literally.”

Indeed there are strong strategic factors driving the need for Bordeaux to enhance its low cost base – in 2017 the new TGV line comes to town – Poiroux estimates that this will take away around half of its 1.6m Paris traffic so new ways to diversify are essential.

Poiroux reports that meetings have been set up with “all” the main low cost airlines attending Routes Beijing to explain the strategy.



Bordeaux’s development director, Luc Poiroux (right) visits anna.aero in the exhibition yesterday to explain billi: “Not all low cost terminals are the same.”

* “Billy, don’t be a hero” was UK number one hit for Paper Lace in 1974 and US number one for Bo Donaldson & The Heywoods.

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Wake up and smell the flowers



Tanzania has a substantial team and an exhibit to match. In contrast with some African nations Chinese investment in the Tanzanian economy is not as strong as European and (notably) Canadian competition. However, improved air access could change this and meetings have been arranged with Air China and Hainan.

KILIMANJARO

International Airport hopes Routes/Beijing will help it win some of the existing tourist and freight business currently picked up by Mombasa in neighbouring Kenya. The airport has seen regular 15%+ traffic hikes in the previous seven years, achieving 521,000 in 2008 (250,000 of which is directly international with a further 85,000 transit). But Pascal Kirenga, head of commercial services, is fiercely targeting the existing 150,000 passengers using both Mombasa and other points as he believes Kilimanjaro is much better positioned to offer visitors doorstep access to the safari parks and Africa's highest mountain.

The airlines Kilimanjaro is planning to meet here in Beijing show where Kirenga sees the potential:

EUROPE

British Airways, Iberia, Turkish, Swiss, Virgin Atlantic

MIDDLE EAST

Gulf, Emirates, Qatar, Oman Air, RAK Airways

NORTH AFRICA

Egyptair and Libya's Afriqiah Airways

NORTH AMERICA

Delta, US Airways

CHINA

Hainan

Significantly Kirenga also told *anna.aero* that South African Airways has also "requested" to meet him at the fair.



Pascal Kirenga, head of commercial services Kilimanjaro International Airport and Serena Shao, tourism services manager, Tanzania Tourist Board. The Tanzanians are offering best Robusta and Arabica coffee to delegates visiting the exhibit – but it is flowers which are the real airfreight opportunity.

FLOWER POWER

Kirenga is also carrying some very attractive figures on his laptop concerning fresh flower exports. Currently the region exports 15,000 tonnes of fresh flowers by air – but only 3,000 tonnes from Kilimanjaro. "With 40 tonnes a week currently going to diverse markets we don't yet have a dedicated freight operator – but obviously the existence of a 200 tonnes a week market

for air freighted flowers should be of interest to several airlines attending this event."

Meanwhile his friends and colleagues from the other airports and the Tanzania Tourist Board are no less ambitious with Tanzania Airports Authority's F.L. Makasi reporting that Dar-es-Salaam and the other regional airports have meetings with BMI, Turkish, Oman Air, CSA, Virgin Atlantic, Rossiya, Malaysia, and Air China.

Runway Northwest lined up as central airline attraction as signs of recovery continue

“**WE** are strongly positioned and have excellent growth potential in passengers and airfreight, particularly because of our new runway” the new Fraport executive board chairman Dr Stefan Schulte told shareholders on Thursday. Stressing that the company will participate “over-proportionately” in future global air traffic growth, Dr Schulte outlined the management’s core belief: “Air transportation has been and will continue to be a growth market which will return to four or five percent growth in only a few years... and FRA will certainly share in this growth.”

Traffic decline at FRA is already lessening and forecast declines of up to 9% for 2009 have already been downgraded to only 5-6%.

As a result Fraport is pushing ahead with its annual €billion strategic capital expenditure programmes. Runway Northwest is central to this as is the new terminal capacity including Pier B and construction of the new Pier A-Plus, complete with its innovative retail marketplace.

OUTSTANDING CHINESE LINKS

Talking to anna.aero in the exhibition yesterday, Roland Weil, assistant vice premier sales, robustly listed the advantages he says Fraport maintains over other competitors, placing intra-European links as as the key attraction to long haul

807 days to go until the 2012 winter schedule – and the increased access opportunities offered by Runway Northwest.

Roland Weil, assistant vice premier sales, is not as laid back as the photo suggests: “Asia Pacific is obviously a key market – we are well positioned for when the airlines return to growth ...I think you’ll see a couple of surprise announcements when this happens.”



airlines wanting connection and feed. “Every airline planner knows the European gateway closest to Asia is Fraport– you just have to look at a map – and Runway Northwest ensures that it will have the capacity to provide the connections they

need when they get there.” Weil keeps his cards close to his chest about where he sees the specific opportunities, although it is likely that some Chinese airlines will undoubtedly be interested in non-stops from certain major cities.

And there it is: A road to China? Runway Northwest.



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- 4.500 sqm duty free area → 400 sqm conference center → A VIP building, CIP and business class lounges → An airport hotel with 128 rooms → Car rentals → Banking services → Ground handling services → Flight operation, cargo control and communications services → Multi aircraft parking system, allowing simultaneous service to 8 wide body aircrafts (IATA code E) or 16 narrow body aircrafts (IATA code C) → EDS (Explosives Detection Systems) baggage screening → Cargo handling (Cargo warehouse facilities)
- Ramp handling services → Refueling



Kunming targets Middle East

YUNNAN AIRPORT GROUP (YAG) is looking at opportunities for international growth at Kunming Wujiaaba International Airport, with a focus on the Middle East and a drive to boost tourism in the airport's Yunnan Province. Wearing traditional costume, The Dai people—an ethnic group in the airport's Province—have been demonstrating their weaving techniques and embroidery skills, handing out handmade crafts and lucky charms at the stand. By highlighting the local culture, Yunnan Airport Group hopes to attract international attention from airlines.

“It is very important for our airport to attract visitors as currently our traffic is currently in Asia. We would like to open new routes from Dubai - the Middle East is a very important connecting point to China,” said Lu Fang, deputy chief, operation & management centre, Yunnan Airport Group.

Located in south-west China, Wujiaaba Airport is also looking to develop as a national gateway hub, connecting South East Asia and South Asia. By 2015, the airport expects passenger handling capacity to reach up to 40 million.



Shanghai to boost transfer traffic

SHANGHAI PUDONG AIRPORT is looking to grow services off the back of its new International Transfer Hall, which has been open since July. Four foreign airlines are using the facility at the airport's Terminal 2: Swiss Airlines, Air New Zealand, Virgin Atlantic and Lufthansa. Lu Yao, marketing department, Shanghai International Airport Co, explained that the minimum connection time has been halved to one hour, allowing for faster connection time to other key cities.

According to Yao, Shanghai International Airport Co. will be in discussions with Vietnam Airlines and British Airways at the one-to-one meetings today. “We want to



continue developing to become an air hub for the Asia Pacific,” she said.

The 2010 Expo is also being promoted at the stand to continue driving passenger volumes through the company's two

airports: Hong Qiao Airport (SHA) and Shanghai Pudong International Airport (PVG). “We estimate the event will help us to reach 84 million annual passengers next year for both airports,” said Yao.



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Tianjin's dual strategy

VISITORS to the Tianjin Binhai International Airport (TBIA) stand will be able to see a detailed artist's impression of what the airport will look like in the future, as it showcases plans to grow capacity significantly by 2015. The focus will be on simultaneous growth across cargo and passenger services, Ms Cuiying, a marketing representative from the airport told *anna.aero*.

The latest projects include construction of a second parallel runway, which is expected to be completed by early summer next year. "We will then be the fourth airport in China with two runways," said Cuiying. The other three airports are Beijing, Guangzhou and Shanghai. The new runway is designed to serve A320s and will have a dedicated assembly line,

located onsite. By 2015, the airport will have grown its capacity, with two new terminals.

"Our aim is to become an international logistics centre and a major gateway to northern China. We have already become the secondary airport of Beijing," said Cuiying.

30 airlines operate the airport's commercial traffic, with 19 scheduled routes to North-East Asia and Europe and nine airlines serving cargo. Five airlines have bases at the airport: Air China, low-cost carrier Okay Airways, Tianjin Airlines, Grandstar Cargo and Xiamen Airlines. Cuiying explains that the airport hopes to grow as a base for airlines. The airport expects to double throughput from 4.64 million passengers seen last year to 10 million by 2011.

Growth agenda

WANG WEIYU, deputy general manager, Heilongjiang Airports Management Group Co Ltd, shared his aims at the show for growing new routes at Harbin Taiping International Airport, which is among its portfolio of nine airports in north-east China (they also include Qiqihar, Mudanjiang, Jiamusi, Heihe, Mohe, Daqing, Yichun and Jixi).

"Harbin is an important international hub and we would like to add services to destinations in Russia, Japan, South East Asia and North America. We are confident that we will secure these routes and the local government is fully supporting us."

Fully TSA security certified, Harbin Taiping International Airport is the fourth city in mainland China that can fly directly to the USA – after Beijing, Shanghai and Guangzhou. Located in the centre of North East Asia, the airport is strategically positioned as a hub for the region and is the largest northernmost airport of China. In 2008, throughput reached just under five million annual passengers.

By 2015 Harbin aims to be a regional hub airport as well as the travel distribution centre of North East Asia.



Tourism drive

GUIYANG Municipal Tourism Bureau is entertaining visitors to the show with delightful song by the Dong people - one of the many minority groups in south west China – with aims to boost visitor numbers through the city's Guiyang International Airport. The airport lies in the capital of southwest China's Guizhou Province.

"The Dong people only know song and not words - they are beautiful singers. We want them to express this to the world and make people aware about the city of Guiyang and the surrounding Province," said Tu Bo, deputy director, Guiyang Municipal Tourism Bureau.

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anna.aero's

exclusive interview

With Bernard Berger, GMR's Head Of Business Development

How is working for an airport and dealing with airlines different from working for an airline (Ryanair) and dealing with airports?

Firstly, working at Ryanair is not like working for any other airline! I enjoyed having had the opportunities of creating a European and North African network for Ryanair, a lot on my own personal initiative and inclination, something that I could not have enjoyed in any other air carrier. Having spent 20 years at Ryanair though, the opportunity to diversify my personal portfolio to embrace the airport side was one not to be overlooked and I was also delighted to have had the opportunity to move from one growth area (low cost) to another (the Indian aviation market) with the GMR Group. Having had the airline background, I am in an excellent position to understand what the airlines need and broker the relationship between the needs of the airline client and that of the airport. One other thing in common is that I left one team of excellent, dedicated, visionary people and joined another team set in the same mould.

The new Terminal 3 will open next year, increasing capacity to more than 60 million passengers per year. What is your strategy and forecasts for filling this capacity?

Delhi International Airport is working on three fronts: (a) creating a new Airline Marketing team to maintain relationships with existing carriers to encourage their expansion of business and with new airlines to have them open business (b) in the process of creating a menu of financial incentives to encourage the creation of new business (c) ensuring that the new terminal is as hub-compatible as possible, creating a new transit gateway between Europe, Africa, Middle East regions and Asia/Pacific regions, and between all world regions and Indian domestic points.

What in your view is the biggest



constraint to future growth in the Indian air travel market?

The high cost of aviation fuel here is a constraining factor which may be examined at Government level; there are also some Bilateral (mostly 5th freedom) issues which could inhibit some new business opportunities.

How competitive is the Indian domestic airline market? Are fares and service levels significantly different between airlines?

Air Fares are becoming more competitive as the low cost model expands. (Leading domestic airlines are operating far more flights in their Low cost arms) this evolution matches similar trends in Europe, the Americas, SE Asia and Australasia in particular.

Do you see further consolidation in the Indian domestic market?

Thus far we have seen no mergers and acquisitions following the takeover of Air Deccan by Kingfisher and Air Sahara by Jet Airways. One can never rule out further mergers and takeovers but we are not in the business of predicting this. One thing which HAS happened is that after months of slowdown on the domestic front, Delhi has seen three months of growth in its domestic traffic and should end the year slightly ahead of the previous year.

What are the relative strengths and weaknesses of Delhi and Mumbai as international gateways to India?

I would rather speak of the positive attributes of Delhi alone. Delhi International sits on a very large piece of real estate on



Novosibirsk International Airport Tolmachevo (OVB) offers modern airport and airdrome infrastructure, up-to-date ground support equipment, as well as highly trained personnel for superior ground handling services for a wide range of aircraft.



The airport's existing infrastructure consists of:

- Passenger terminals (after reconstruction) for domestic and international travel with a capacity of 2650 pass/per hour
- New class A cargo terminal suitable for handling all types of air cargo with an annual throughput capacity of over 50,000 tons
- Operating CAT1 runway and new CAT2 runway to start operating in December 2009. Both runways are 3,600 m (11,811 ft) long and 60 m (197 ft) wide and have pavement strong enough for take-off and landing of almost all types of modern aircrafts including MD-11, B-747-400, An-124.
- Sixty-two aircraft parking places on the apron of which seventeen are equipped with centralized refueling system. The capacity of the system is 1000 cu. m./per hour and provides the possibility to service B-747 within 30 minutes)
- Modern SkyPort Hotel****
- Modern catering facility
- New class A logistic center within the airport's perimeter (total area 40,000 sq m).

Up-to-date ground support equipment includes cargo loading-unloading equipment (Commander, CLT and Trepel loaders), passenger airbridges, Schopf apron towing tractors, new Tempest de-icing vehicles, TMD air start units, pneumatic lifters and a wide range of rescue equipment, as well as various types of inspection, security and communication devices.

Below is the main list of available ground support equipment and vehicles:

- Stairs for different types of aircraft
- Heating machine with 18-meter arms for hot air supply (80°C) in cabin in winter conditions
- Tow bars for all types of aircraft
- Hydraulic axle jack
- Towing tractors for aircraft with MTOW up to 400 tons
- Air conditioner for aircraft compartments
- Deicing vehicles LMD-2000 and Tempest (Burya)
- Lavatory servicing vehicles
- Air start units A-86 and TND-250
- Airfield power supply units
- Airfield sweepers
- Emergency air bag lifting systems.

The following types of cargo loading/unloading equipment are available at the airport:

- Loader Commander 15i (7 ton)
- Loader Commander 30i (15 ton)
- Loader CLT-8 (3.6 ton)
- Loader Trepel PCL-70/37-WP (7 ton)
- Loader ZIL APK-KM (7 ton)

The new cargo terminal provides conditions for handling and storage all categories of domestic and international cargo. The premises for animals, cold storage as well as heated premises for plants are also available.

The passenger service and cargo handling procedures, infrastructure facilities and equipment operated at Novosibirsk Airport (Tolmachevo) comply with International standards and requirements.

Reference:

Novosibirsk International Airport (JSC Tolmachevo Airport) is the largest airport complex in Siberia and the Far East.

The airport is the sixth largest in Russia in the volume of passenger traffic.

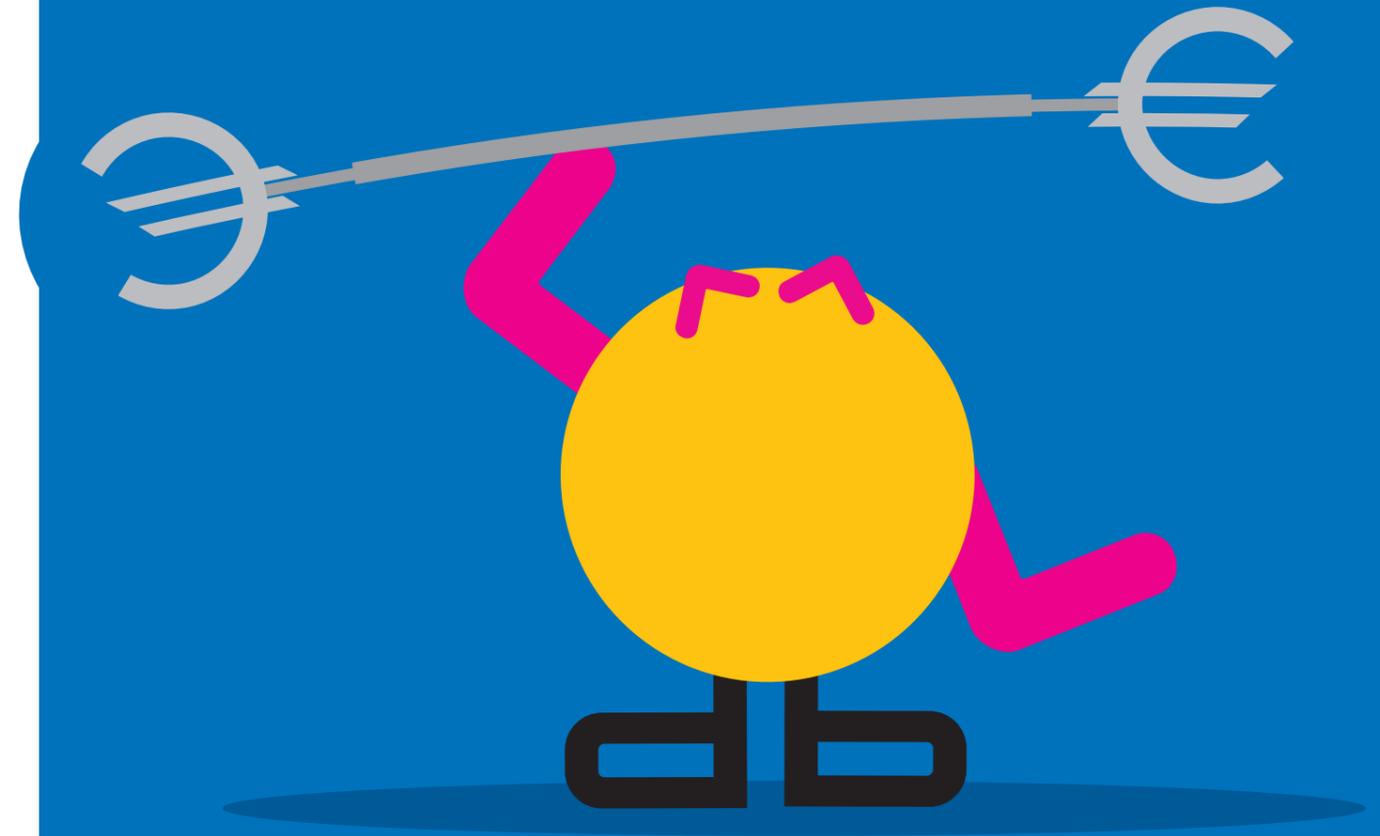
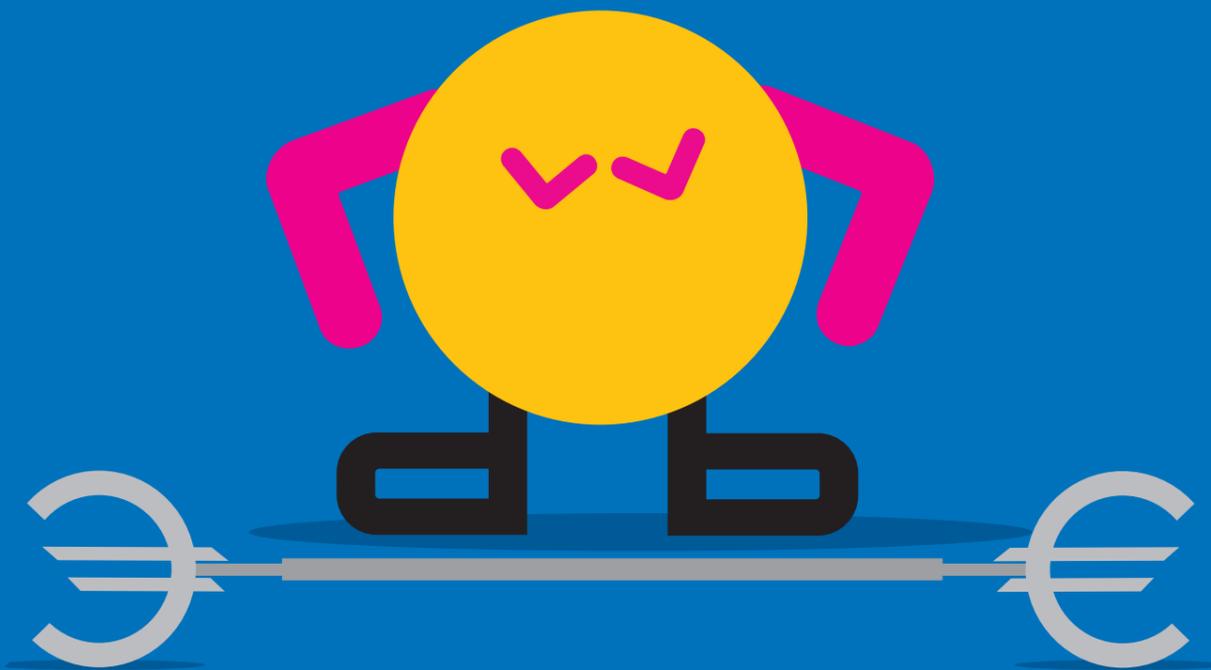
Tolmachevo airport is one of the largest regional international hubs.

The amount of cargo and mail handled at Tolmachevo in 2008 reached 20,500 tons (+10.9 % as compared to 2007). The passenger traffic in 2008 increased up to 2.109 ml. passengers (+10.7 % as compared to 2007). In 2008 the airport operated 13,860 flights (+14 % year by year).

Novosibirsk International Airport (Tolmachevo) is a part of Novoport group, which strategically manages 7 airports and several concurrent businesses (fuel stations, cargo companies etc.) in Russia and operates in such cities as Novosibirsk, Barnaul, Tomsk, Chelyabinsk, Bryansk, Astrakhan and Chita.

Please, read the information about Novosibirsk International Airport Tolmachevo (OVB) Master Plan and infrastructure development projects in Beijing Dailies issue 15.09.2009

Lift your business at
Bordeaux Airport...



with the next generation of
low cost terminal.

Billi launches in spring 2010. And we're putting all our weight behind it to help you make the most of the growing low cost travel potential in south west France.

Turnaround times of 25 minutes. Streamlined ground handling systems to speed passengers and luggage through check-in and boarding. Competitive, flexible pricing to suit the needs of the low cost airline.

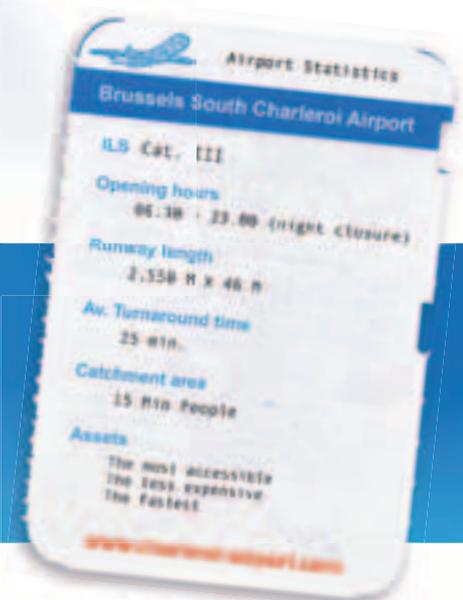
To see how we're raising the bar in the low cost market, talk to the Billi team:

Catherine CARAGLIO: caraglio@bordeaux.aeroport.fr Jean-Luc POIROUX: JeanLucPoiroux@bordeaux.aeroport.fr

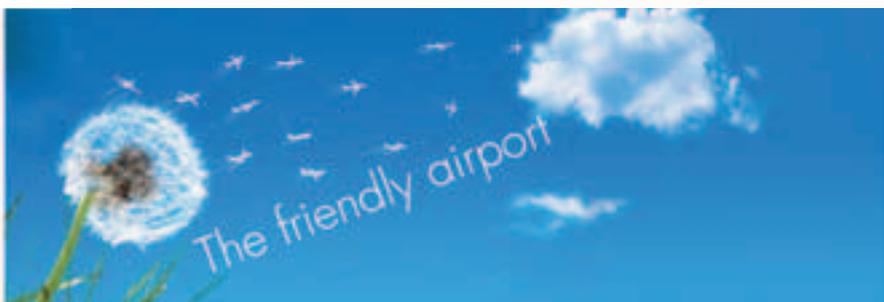


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which the new T3 is being built (with a 2010 opening) with plans and room for a further modular expansion as traffic continues to grow. Delhi has three runways, two of which can be used at any one time and a mixed mode operation will be in place shortly increasing the maximum movements per hour from 40 plus to 60 plus. It is the only airport in India with two separately-operable runways. International air traffic 2004-2008 has increased by 41% in Delhi. Domestic traffic 2004-2008 has increased by 62% in Delhi in the same 4 year period. The growth in international air traffic in Delhi over this 4 year period has represented 23% of all the growth in international air traffic in India, something no other Indian airport has achieved. Delhi and its environs are expanding fast, both in terms of population with the growth and expansion of the satellite cities of Gurgaon and Noida, and also in terms of economic diversity with the main expansion being in IT, Pharmaceuticals and BPO (outsourcing). Delhi is THE place to grow in India. It is already the largest domestic airport and will become in due course with T3 the largest international airport also. It has been for the last 3 months the largest airport in India in terms of overall passenger movements.

On international routes from Delhi do you see growth coming primarily from Indian or non-Indian carriers?

Year to date growth on international routes has been around 6%, modest compared with past years but magnificent when compared with up to double digit decreases in traffic in many other countries. There have been a few new routes launched by both Indian and foreign carriers, e.g. Kyrgyzstan Airlines recently launched a weekly Delhi - Bishkek service, Pamir Airlines opened a new twice-weekly Kabul service, GMG Airlines a new thrice-weekly Dhaka service, and for the Winter 2009-10 season, Air India is extending its daily Delhi – London Heathrow service onto Toronto and Jet Airways will operate a new daily Hong Kong service. The rest of the increase has been load factor related. We are targeting 2010's T3



opening as an opportunity to attract new routes by both current and new air carriers, Indian and foreign. Another important point is the impending Air India Star Alliance membership, which should open up many new opportunities given the new connectivity which T3 will provide for both AI itself and its Star Alliance partners.

How many of your international markets are truly liberalised? How restrictive are the bilateral agreements and how much are they holding up potential growth?

As in most situations, there are many Bilateral Agreements which exist whose benefits have not been fully taken up or not taken up at all. For example, there is an effective open skies agreement in place already with the USA, yet only about 25% of traffic to US points travels directly; so here is a fantastic opportunity for growth to target as the US starts the slow but steady road to economic recovery. On the other hand, there remains some work to be done increasing 5th freedom rights. It must be noted within this discussion that the Government of India is very aware of the potential of a major air hub in Delhi and has a supportive and open approach to the issue of traffic rights.

The 2010 Commonwealth Games will be held in Delhi, what sort of opportunity does this represent? Are any impacts lasting?

In anticipation of the Games, huge urban infrastructure projects, particular urban rail and flyover construction, are taking place which will allow access into and travel within Central Delhi to be much easier than today. There will be an increased hotel stock. Delhi has a chance to present a brand new face, highlighting its amazing historical monuments, showcasing its top hotels and conference facilities to a global audience and its new role as a major air hub to the rest of Asia and to all of India; this impression should last and be communicated on the return home, whetting the appetite of others to visit Delhi both as the Gateway to India and in its own right.

What has surprised you most about working in India?

The biggest challenge compared with Ireland on a personal level is a logistic one. In Ireland, I lived 15 minutes' drive from the airport and had the freedom and mobility effected by having one's own car. Here, expats rely on drivers, which reduces one's independence, and traffic can be even more formidable than Dublin's notorious snarls. One also needs to go by car from one part of the city to another whereas in Dublin, one parked and then walked everywhere.

If Ryanair ever starts a long-haul operation are you confident that you could get them to serve Delhi?

If such an event ever occurs, I imagine that N America would be the initial focus. Again, if such an event occurs, any expansion in another direction will depend on the granting of traffic rights. As of now, India, unlike the USA or Morocco, for example, has not signed an overall Bilateral Agreement with the EU, single country bilaterals remain in place and an Irish-registered carrier as of today could only commence flights to India from Ireland.

Indian domestic returns to growth in June; intl up all Q2

AFTER continuing to fall in April and May, India's domestic air traffic returned to growth in June with passenger numbers up a significant 5.2%. It was last June when domestic demand first began to fall since when monthly traffic has been down, typically between 10% and 20%. To see an overview of India's domestic air traffic development see our Global Trendwatch feature.

India's two busiest airports, Delhi and Mumbai, both registered domestic growth in June of 6.5% and 3.8% respectively. Domestic traffic was also up 8.5% at Kolkata, but Chennai (-3.6%), Hyderabad (-5.6%) and Bangalore (-6.5%) all still reported a drop in passengers. Among smaller airports there was impressive growth reported at Bagdogra (+88.9%), Amritsar (+78.7%), Varanasi (+51.1%) and Chandigarh (+45.9%).

INTERNATIONAL GROWTH RESUMES

After a poor first quarter when traffic fell in both February and March, the second quarter has seen sustained growth in the international market.

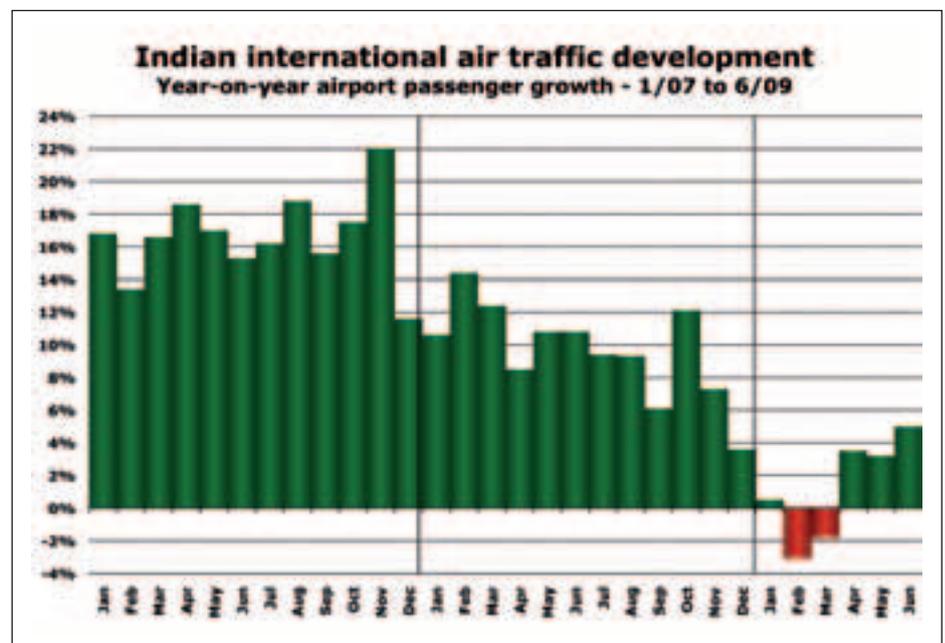
The two busiest international hubs had mixed fortunes as Delhi's international traffic rose by 7.2% but Mumbai's traffic fell by 6.8%. Among the other major international airports Bangalore's international traffic was up 28.1%, Hyderabad was up 10.8%, Calicut was up 10.6% and Cochin up 8.6%.

Overall traffic (domestic and international combined) was down 5.5% in the second quarter of 2009, but June's overall growth of 5.2% suggests that overall traffic growth in 2009 may be positive.

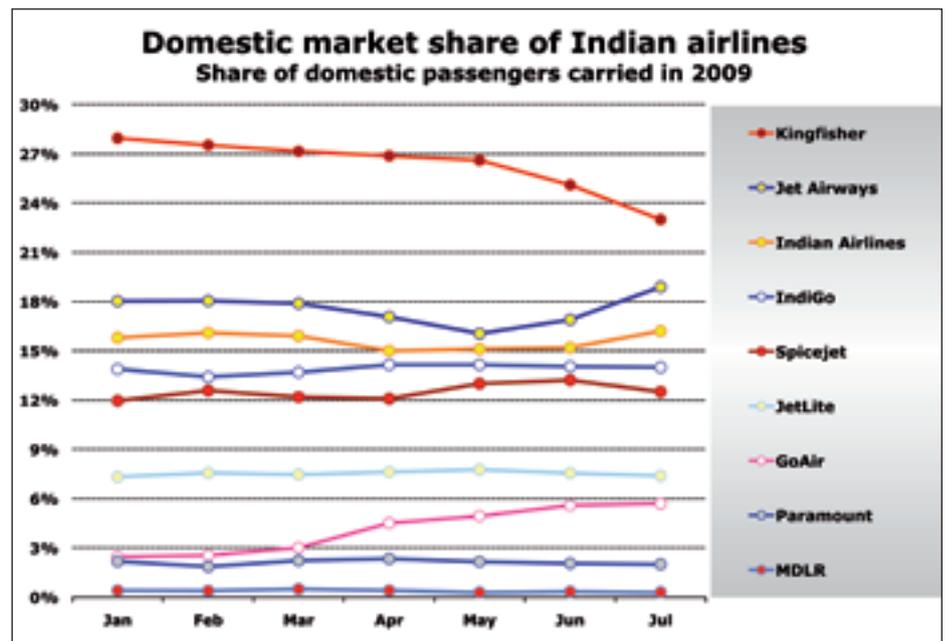
KINGFISHER LOSES DOMESTIC MARKET SHARE TO JET

Figures provided by the Ministry of Civil Aviation for each of the airlines in 2009 reveals that GoAir has more than doubled its market share in 2009 from under 3% to just under 6%.

Kingfisher's market share lead has gradually been eroded in recent months and in June it carried fewer than one in four of every domestic passenger. Combining the market shares of Jet Airways and JetLite in June produced a market share of 26.3%. As a result Jet Airways and its subsidiaries have now surpassed Kingfisher to become the leading Indian domestic airline.



Source: Airports Authority of India



Source: Ministry of Civil Aviation

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19.3 million passengers (2008)

19 minutes by rail to Oslo

Connections to 30 Scandinavian airports

44% business travellers and 56% leisure travellers

New spectacular Opera House in Oslo

OSLO AIRPORT

EU markets:

Flag carrier dominance declining as LCCs continue to grab market share

THIS week Ryanair took delivery of another 737-800 bringing its active fleet to 200 aircraft. With over 30 bases across Europe the airline is undoubtedly the epitome of a pan-European airline which has successfully taken advantage of the liberalisation of the air travel market within the EU.

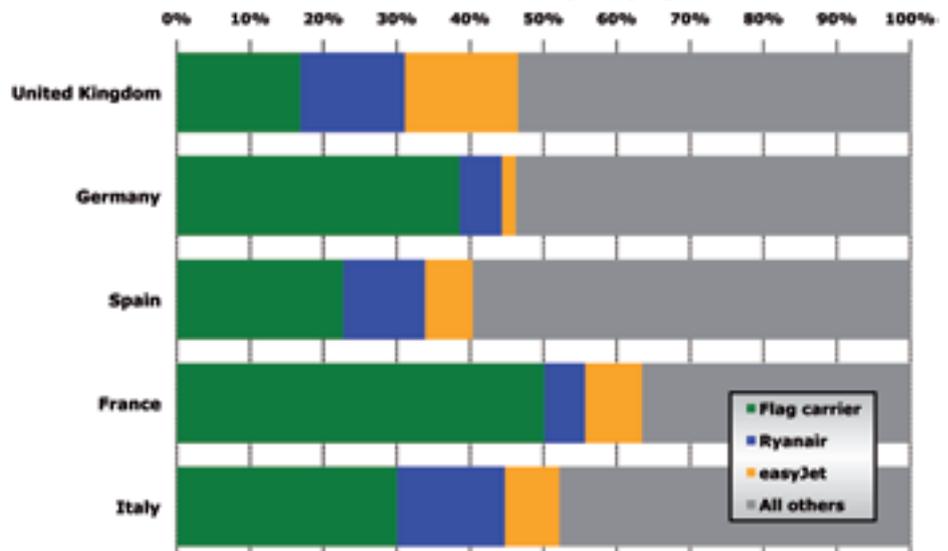
Europe's air travel markets can be split into two main categories. The five major European markets of France, Germany, Italy, Spain and the United Kingdom, whose airports handled around 910 million passengers in 2008 and a further 12 medium sized country markets which catered for a further 370 million passengers last year.

An analysis of current scheduled capacity reveals which national flag carriers still have a major share of their home country market and in which markets Ryanair and easyJet, the two largest truly pan-European carriers, have made a significant impact.

In the largest EU market (UK airports handled almost 240 million passengers last year), British Airways, easyJet and Ryanair have similar market shares. This analysis includes all routes (including long-haul) which is how British Airways (BA) has managed to stay ahead of its low-cost rivals. However, BA has the lowest market share in its home country of any major European flag carrier, with just 17% of scheduled capacity measured by departing seats. Iberia is the next least dominant with just 23% of its home market which may explain why these two 'niche' airlines are still considering a merger of some kind.

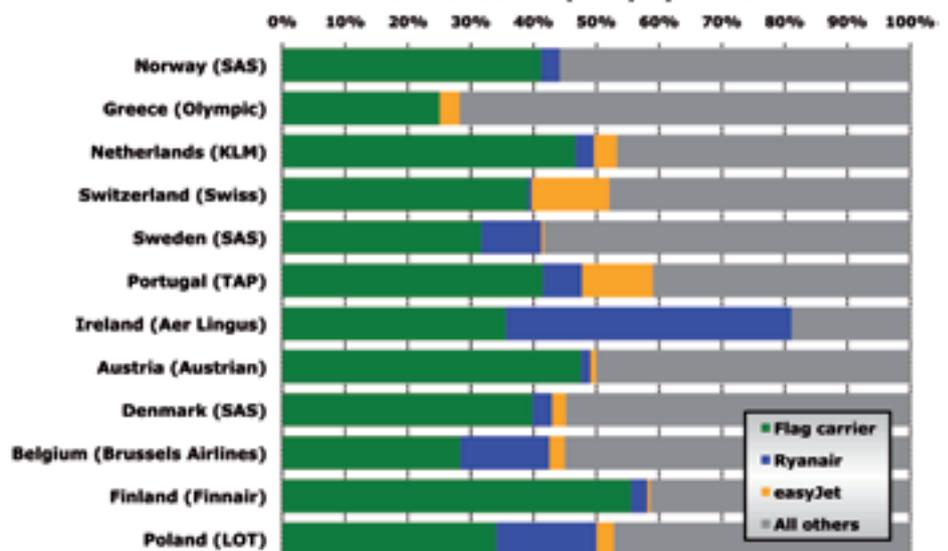
Air France has done best to maintain a dominant position in its home market thanks to its almost unchallenged position in the domestic market. Despite its downsizing the New Alitalia has managed to maintain a 30% share of Italian capacity.

Big 5 European air travel markets
Market share of scheduled seat capacity by carriers



Source: OAG Max Online for w/c 7 September 2009

Medium 12 European air travel markets
Market share of scheduled seat capacity by carriers



Source: OAG Max Online for w/c 7 September 2009

access granted

analyze
airport and
connecting traffic
point of sale
passenger yields

identify
new routes
new market
opportunities

prepare
business cases
for targeted
airlines
benchmarks
for competitive
airports
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Ever seen a European leader happy to see MOL before? Neither had we. Portugal's José Sócrates (right) seems to be genuinely delighted to meet Ryanair boss Michael O'Leary for the launch of the airline's 33rd base at Porto. As the epitome of a pan-European airline which has benefitted from the EU's Single Market, Ryanair is spearheading a campaign to get the Irish to "Vote Yes to Europe" in a referendum on the Lisbon Treaty on October 2. (The Irish voted "no" in June 2008, but this probably wouldn't be the first time Ryanair has risked being unpopular.)

Among secondary local airlines Flybe has an 8% share of the UK market with bmi (including bmibaby) grabbing a 6% share. In Germany airberlin has a 15% share of capacity, while Germanwings (part of Lufthansa) has a further 5%. In Spain, the new Vueling (which absorbed clickair) which is part-owned by Iberia has a 10% share of the market, and Air Europa another 8%. In Italy Meridiana has a 7% share.

FINNAIR ONLY LEGACY CARRIER WITH MORE THAN 50% OF CAPACITY

Across the medium-sized markets flag-carriers typically have between 30% and 50% of national scheduled capacity. The exceptions below this level are Olympic (25%) and Brussels Airlines (28%) while Finnair (56%) continues to maintain an extremely dominant position in the Finnish market.

Ryanair has a bigger market share than easyJet in eight of these

12 markets, with easyJet bigger in Greece, Netherlands, Portugal and Switzerland, but conspicuous by their absence in the Irish and Norwegian markets. In Norway, Norwegian is a strong rival to SAS with 31% of the national capacity, while in Greece Aegean is already bigger than Olympic with 26% of the market. Ryanair is now also bigger than Aer Lingus in Ireland. Transavia's 8% share in the Netherlands means that KLM owned airlines account for more than half of all capacity. Other notable market shares include Wizz Air's 19% of the Polish market (greater than Ryanair), Blue1's 13% of the Finnish market and Cimber Sterling's 13% of the Danish market.

Given the current trends in traffic demand among the legacy carriers it seems clear that they will continue to see their market share eroded by a range of secondary, regional, hybrid and low-cost carriers. It will be interesting to see this time next year which, if any, of the flag carriers has managed to maintain, or even grow their market share.



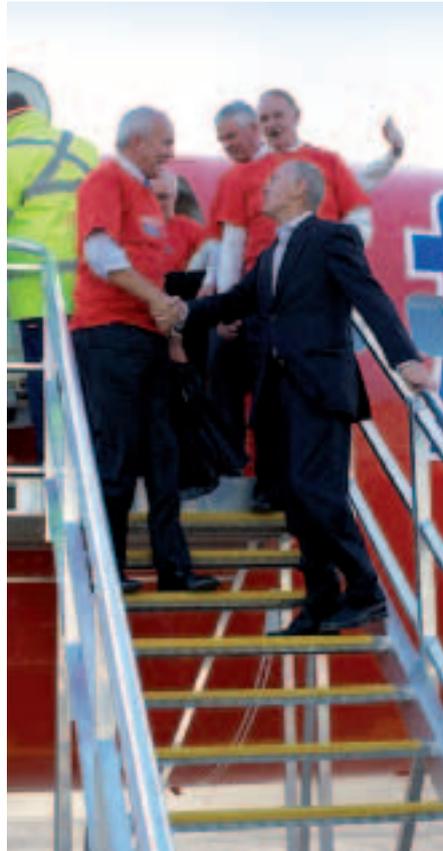
Global route news

New routes launched during the last week (Saturday 5 September - Friday 11 September)

Route of the Week:

Pacific Blue's Brisbane to Hamilton

PACIFIC Blue has added two further international routes connecting Australia and New Zealand. Sydney (SYD) is now connected to Queenstown (ZQN) with two weekly flights while Brisbane (BNE) is linked with Hamilton (HLZ) three times per week. Air New Zealand (five weekly flights) and Qantas (three weekly flights) already operate between Sydney and Queenstown, while no other carrier operates the Hamilton to Brisbane route.



Kiwiana characters launch Pacific Blue's new services from Brisbane to Hamilton. They were born in Otorohanga- the official Kiwiana town of New Zealand, situated in the Waikato Region (same region as Hamilton).

AER LINGUS has launched another new route from its new base at London Gatwick (LGW). Vilnius (VNO), the capital of Lithuania, will initially be served with three weekly flights before increasing to daily at the start of the winter season. The only other scheduled service between the UK and Vilnius is provided by Lithuanian start-up airline Star1 which began four-times weekly flights from London Stansted in July using a 737-700. Vilnius has been served by Aer Lingus since May 2007 from its home base in Dublin. This summer the airline is operating three weekly flights from the Irish capital. As the airline has increased its short-haul flying activity it has reduced its long-haul (transatlantic services). Last August long-haul flights accounted for 45% of the airline's ASKs (available seat kilometres). Last months this proportion had fallen to 38%. So despite a 7.7% increase in passenger numbers in August to 1.09 million, capacity as measured by ASKs was down 0.7%. Network load factor increased by 2.4 percentage points to 83.0%.

AIRASIA added three new routes to its network this week. From Kota Kinabalu (BKI) in Malaysia it has begun daily flights to Brunei (BWN). The scheduled flight time is just 40 minutes as the two airports are just 165 kilometres apart. Also started this week are two more routes from Malaysian regional airports to Singapore (SIN). Miri (MYJ) will get four weekly flights while Tawau (TWU) will be linked thrice-weekly. AirAsia now serves 14 destinations from Singapore; seven in Malaysia, five in Indonesia and two in Thailand, generated over 400 weekly flights to and from Singapore. Kathleen Tan, Regional Head of Commercial, AirAsia, said "We are proud to open-up new markets as these sectors are not served. Students, families and foreign workers can now take advantage of our low fares and renew their social ties more frequently or even indulge in leisure holidays to both countries. There are countless attractions in East Malaysia and Singapore as it entails a wonderful journey of discovery into its culture, heritage and adventure. Our recent initiative to remove the administration fee reiterates AirAsia's commitment to offer big value so everyone can fly following our move to abolish fuel surcharge last year."

Cake of the Week:

jetBlue's Boston to Baltimore/ Washington

JETBLUE has entered the highly competitive Boston (BOS) to Baltimore/ Washington (BWI) market by starting four daily flights with its 100-seat Embraer E190s. America's two other major LCCs also operate in the route; AirTran with 57 weekly flights and Southwest with 32. Southwest only entered the market last month when it started operations at Boston for the first time. In August jetBlue carried almost 2.2 million passengers, an increase of 4.4% on the last August. The number of flights increased by 7.7% but the average sector length flown has fallen almost 6% to 1,079 miles. The average load factor fell slightly from 87.1% a year ago to 86.6%. In the first eight months of 2009 jetBlue's passenger numbers have remained unchanged at 15.4 million.



AIR INDIA EXPRESS has added another route to the Middle East. From this week the airline is flying three times per week between Amritsar (ATQ) and Abu Dhabi (AUH) using a 737-800. Ahmad Al Haddabi, Senior Vice President of Airport Operations at ADAC, said: "ADAC is delighted to offer its customers greater connectivity and to be part of the growth of our long standing airline customer. India is one of our largest markets and passenger traffic is increasing every month, showing that there is strong demand for this service. ADAC is extremely pleased to support the growth of another low cost carrier at Abu Dhabi International Airport, giving our passengers even more reach and options for travel." Air India and Air India Express now connect Abu Dhabi with nine destinations in India with 36 weekly flights.

BAHRAIN AIR is complementing its existing thrice-weekly service to Jeddah with a new four-times weekly service between Bahrain (BAH) and Riyadh (RUH). There will be a single flight on Wednesdays and Fridays and two flights on Sunday. Gulf Air currently operates 10 weekly flights between the two cities while Saudi Arabian Airlines offers three weekly flights. Bahrain Air now serves 17 destinations non-stop from Bahrain with two further destinations, Baghdad and Najaf.

Think mp

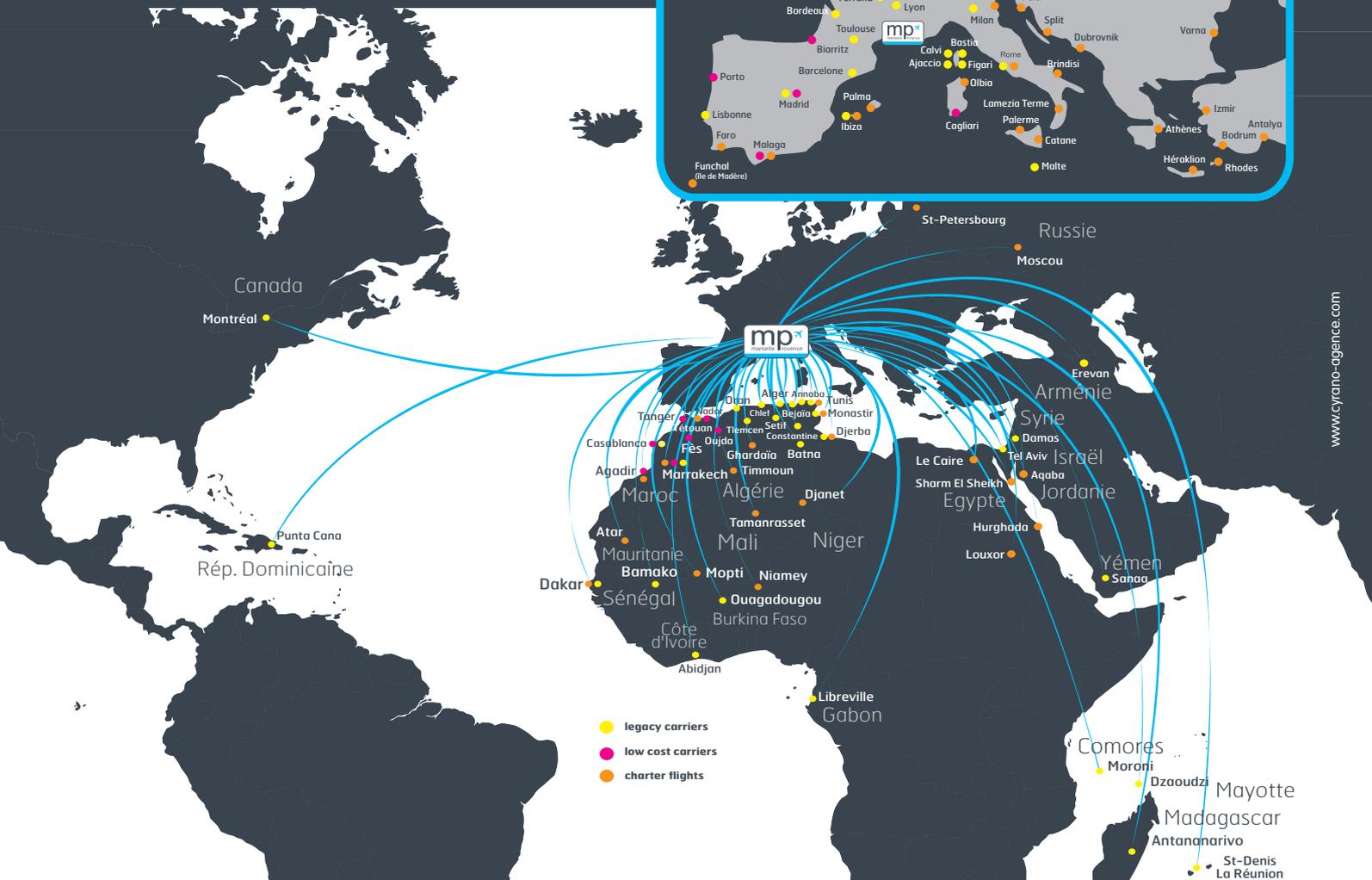
marseille provence

Marseille Provence Airport (mp) is ideally located on the Mediterranean, at the intersection of air, rail and road networks. It is the Gateway to the South of France - to Marseille (the 2nd biggest city in France with a booming economy and dynamic tourism), to Provence & French Riviera. The airport's catchment area totals over 20 million leisure and business air travellers.

mp's facilities live up to every expectation an airline might have. It works hard to maintain the **lowest airport charges amongst France's top 10 airports**. And its very successful low-cost terminal, mp2, is number one in Europe.

mp continues to set new traffic records, scoring the **highest increase in passenger volume in Europe for 2009**. This achievement has nothing to do with luck! And it's certainly not about to change... In these times of crisis, can you afford not to land at mp?

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To find out more, contact Julien Boullay, Marketing Director: boullay@mrs.aero or +33 4 42 14 27 72

Global route news

New routes launched during the last week (Saturday 5 September - Friday 11 September)



Greek growth

AEGEAN Airlines has begun serving Istanbul (IST) from its base at Athens (ATH). Flights operate daily using an A320. The route is already served twice daily by Olympic while Turkish Airlines operates 18 weekly flights between the two cities. Athens airport reported a 2% increase in passenger numbers in July, though this was driven primarily by an increase in domestic traffic of 8.3%. International traffic was down 1.2%. Aegean recently reported passenger growth of 9% for the first six months of 2009, carrying almost three million passengers. Domestic demand was up 3% to 1.7 million passengers but international traffic increased by an impressive 20% to 1.3 million. According to the airline international traffic at Greek airports during this period was down 10% indicating that Aegean has gained considerable market share over its competitors. International growth was supported by the launch of new routes to Barcelona, Berlin, Brussels, Paphos, Paris and Venice. At the start of the winter season London flights will transfer from Stansted to Heathrow. In May the airline was accepted as a future member of the Star Alliance.



Back to base

RYANAIR returns to Saint Etienne (EBU) airport near Lyon this week. It will operate twice weekly (Wednesday and Sunday) flights to Porto (OPO). Saint Etienne was last used by the airline in 2005 when it ceased its London Stansted service which had begun back in May 1998. This brings to 17 the number of destinations served by Ryanair from its new Porto base. In 2005 Saint Etienne airport handled over 100,000 passengers (mostly on the Stansted route) but in 2008 the figure had fallen to below 10,000 the majority on charter flights.



St Etienne airport's President, Andre Mounier hosts the inaugural ceremony for Ryanair services to Porto.



SKYEXPRESS of Russia (not to be confused with now defunct SkyEurope of Slovakia) has begun another route from its base at Moscow Vnukovo (VKO) airport. It will now serve Krasnodar (KRR) daily. This was one of four routes launched last week by Avianova, a new Russian low-cost carrier. This brings to 10 the number of domestic destinations served by Sky Express which began operations in January 2007. In the first six months of 2009 the airline carried 301,286 passengers, making it Russia's seventh busiest domestic airline. Aeroflot and S7 both carried just over 1.4 million passengers during the same period followed by UTair with 1.34 million. SkyExpress has also carried over 75,000 passengers in the first half of this year on international charter flights. The airline operates a small fleet of 737-300s and -500s.



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This is what it's all about...

(New routes starting between now and Christmas)

ANNA.AERO keeps busy by tracking the many new route announcements made by the world's airlines throughout the year. We have identified almost 400 new routes starting in the next three and a half months but we can't guarantee that we've identified all of them.

So if we don't have your airline or airport's new route(s) please let us know by e-mailing our editor at ralph.anker@anna.aero. For our weekly round-up of new route launches, complete with competitor analysis and promotional photos and celebrations, visit our website at www.anna.aero.

Start Date	Airline	From	Code	To	Code	Aircraft
14-Sep-09	Dragonair	Hong Kong	HKG	Guangzhou	CAN	A320/1
14-Sep-09	Golden Air	Stockholm Arlanda	ARN	Kiruna (via OER)	KRN	S2000
14-Sep-09	Porter Airlines	Toronto City	YTZ	Boston, MA	BOS	Q400
14-Sep-09	Pacific Blue	Wellington	WLG	Sydney	SYD	B738
15-Sep-09	Jet Airways	Mumbai	BOM	Dhaka	DAC	B73G
15-Sep-09	Kingfisher	Mumbai	BOM	Hong Kong	HKG	A330
16-Sep-09	IndiGo	Kolkata	CCU	Dibrugarh	DIB	A320
16-Sep-09	Kingfisher	Mumbai	BOM	Singapore	SIN	A330
16-Sep-09	Ryanair	Oslo Torp	TRF	Paris Beauvais	BVA	B738
17-Sep-09	Bahrain Air	Bahrain	BAH	Najaf	NJF	A320
17-Sep-09	Kenya Airways	Nairobi	NBO	Ndola	NLA	B738
17-Sep-09	airBaltic	Riga	RIX	Frankfurt	FRA	B735
17-Sep-09	airBaltic	Riga	RIX	Warsaw	WAW	F50
18-Sep-09	Indonesia AirAsia	Jakarta	CGK	Ho Chi Minh City	SGN	A320
19-Sep-09	Sun D'Or	Tel Aviv	TLV	Dusseldorf	DUS	B738
20-Sep-09	Wizz Air	Prague	PRG	Venice Treviso	TSF	A320
20-Sep-09	Wizz Air	Rome Fiumicino	FCO	Bratislava	BTS	A320
21-Sep-09	Sun-Air (BA)	Billund	BLL	Stockholm Bromma	BMA	FRJ
21-Sep-09	Wizz Air	Bucharest Baneasa	BBU	Catania	CTA	A320
21-Sep-09	Wizz Air	Budapest	BUD	Weeze	NRN	A320
21-Sep-09	Zest Air	Clark	CRK	Hong Kong	HKG	A320
21-Sep-09	Shandong Airlines	Hangzhou	HGH	Nanning	NNG	CRJ700
21-Sep-09	Shenzhen Airlines	Jinjiang	JJN	Manila	MNL	JET
21-Sep-09	Air Europa	Madrid	MAD	Lisbon	LIS	E190
22-Sep-09	Aer Lingus	Belfast International	BFS	Tenerife Sur	TFS	A320
22-Sep-09	Wizz Air	Katowice	KTW	Memmingen	FMM	A320
22-Sep-09	Wizz Air	Katowice	KTW	Venice Treviso	TSF	A320
23-Sep-09	Alaska Airlines	Seattle-Tacoma, WA	SEA	Houston, TX	IAH	B738
25-Sep-09	Thai AirAsia	Bangkok	BKK	Taipei	TPE	A320
25-Sep-09	Shenzhen Airlines	Shenzhen	SZX	Singapore	SIN	B738
26-Sep-09	Gulf Air	Bahrain	BAH	Najaf	NJF	A320
26-Sep-09	Ukraine International	Kiev	KBP	Abu Dhabi	AUH	B737
28-Sep-09	Avianova	Moscow Vnukovo	VKO	Naberezhnye Chelny	NBC	A320
29-Sep-09	United	Chicago O'Hare, IL	ORD	London (Ontario)	YXU	CRJ200
29-Sep-09	British Airways	London City	LCY	New York JFK, NY	JFK	A318
29-Sep-09	S7	Moscow Domodedovo	DME	Kaliningrad	KGD	A319
29-Sep-09	Oman Air	Muscat	MCT	Munich	MUC	A332
30-Sep-09	Etihaad	Abu Dhabi	AUH	Cape Town (via JNB)	CPT	A332
30-Sep-09	Jet Airways	Delhi	DEL	Hong Kong	HKG	A332
30-Sep-09	Oman Air	Muscat	MCT	Frankfurt	FRA	A332
30-Sep-09	Ryanair	Oslo Rygge	RYG	Madrid	MAD	B738
01-Oct-09	Ryanair	Bremen	BRE	Memmingen	FMM	B738
01-Oct-09	Emirates	Dubai	DXB	Durban	DUR	A332
01-Oct-09	Mexicana	Monterrey	MTY	New York JFK, NY	JFK	A319
01-Oct-09	Oman Air	Muscat	MCT	Munich	MUC	A332
01-Oct-09	jetBlue	New York JFK, NY	JFK	Barbados	BGI	A320
01-Oct-09	Ryanair	Oslo Rygge	RYG	London Stansted	STN	B738
01-Oct-09	United (SkyWest)	San Francisco, CA	SFO	Kansas City, MO	MCI	CRJ700
01-Oct-09	Air China	Shanghai Pudong	PVG	Vienna	VIE	...
01-Oct-09	airBaltic	Tallinn	TLL	Turku	TKU	F50
02-Oct-09	Ryanair	Bremen	BRE	Oslo Rygge	RYG	B738
02-Oct-09	Carpatair	Bucharest	OTP	Ancona	AOI	S2000
02-Oct-09	Egyptair	Cairo	CAI	Copenhagen (via OSL)	CPH	B738
02-Oct-09	Ryanair	Oslo Rygge	RYG	Bremen	BRE	B738
02-Oct-09	Ryanair	Oslo Rygge	RYG	Brussels Charleroi	CRL	B738
03-Oct-09	US Airways	Philadelphia, PA	PHL	Barbados	BGI	A319
03-Oct-09	Afriqiyah	Tripoli	TIP	Beijing	PEK	A330
05-Oct-09	Eastern Airways	Aberdeen	ABZ	Bergen	BGO	J41
05-Oct-09	Porter Airlines	Halifax	YHZ	St John's	YYT	Q400
05-Oct-09	Eastern Airways	Newcastle	NCL	Bergen	BGO	J41
05-Oct-09	Delta	Philadelphia, PA	PHL	Paris CDG	CDG	...
06-Oct-09	AirTran	Baltimore/Washington	BWI	Indianapolis, IN	IND	B717
06-Oct-09	AirTran	Baltimore/Washington	BWI	New Orleans, LA	MSY	B717
06-Oct-09	AirTran	Milwaukee, WI	MKE	Indianapolis, IN	IND	B717
06-Oct-09	AirTran	Milwaukee, WI	MKE	Pittsburgh, PA	PIT	B717
08-Oct-09	Airnorth	Darwin	DRW	Mount Isa	ISA	...
08-Oct-09	Airnorth	Gold Coast	OOL	Mount Isa	ISA	...
10-Oct-09	Vietnam Airlines	Hanoi	HAN	Fukuoka	FUK	A320
11-Oct-09	Arkefly	Amsterdam	AMS	Kathmandu	KTM	B738
11-Oct-09	Qatar Airways	Doha	DOH	Amritsar	ATQ	A320
12-Oct-09	Jet2.com	Newcastle	NCL	Sharm El-Sheikh	SSK	B757
15-Oct-09	easyJet	Rome Fiumicino	FCO	Athens	ATH	A319
16-Oct-09	Zest Air	Cebu	CEB	Bacolad	BCD	MA60
16-Oct-09	Zest Air	Cebu	CEB	Davao	DVO	MA60
16-Oct-09	Zest Air	Cebu	CEB	Ilo-ilo	ILO	MA60
16-Oct-09	Zest Air	Cebu	CEB	Zamboanga	ZAM	MA60
16-Oct-09	Air Dominicana	Santo Domingo	SDQ	Miami, FL	MIA	B734
16-Oct-09	Air Dominicana	Santo Domingo	SDQ	New York JFK, NY	JFK	B734
16-Oct-09	Zest Air	Zamboanga	ZAM	Sandakan	SDK	MA60
17-Oct-09	Zest Air	Cebu	CEB	Cagayan de Oro	CGY	MA60
21-Oct-09	WestJet	Toronto	YYZ	Miami, FL	MIA	B73G
22-Oct-09	AirAsia X	Kuala Lumpur	KUL	Chengdu	CTU	A330
22-Oct-09	easyJet	Milan Malpensa	MXP	Prague	PRG	A319

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Start Date	Airline	From	Code	To	Code	Aircraft
22-Oct-09	WestJet	Toronto	YYZ	Atlantic City, NJ	AIY	B73G
23-Oct-09	Alaska Airlines	Seattle-Tacoma, WA	SEA	Atlanta, GA	ATL	B738
25-Oct-09	Ethiopian Airlines	Addis Ababa	ADD	Mombasa	MBA	
25-Oct-09	Turkish Airlines	Antalya	AYT	Stockholm Arlanda	ARN	B738
25-Oct-09	Aegean Airlines	Athens	ATH	London Heathrow	LHR	A321
25-Oct-09	Thai Airways	Bangkok	BKK	Brisbane	BNE	B772
25-Oct-09	Air China	Beijing	PEK	Tokyo Haneda	HND	A321
25-Oct-09	airberlin	Berlin Tegel	TXL	Phuket	HKT	A332
25-Oct-09	Brussels Airlines	Brussels	BRU	Milan Linate	LIN	AR8
25-Oct-09	Egyptair	Cairo	CAI	Almaty	ALA	B738
25-Oct-09	AirArabia Maroc	Casablanca	CMN	Rome Fiumicino	FCO	A320
25-Oct-09	germanwings	Cologne/Bonn	CGN	Hamburg	HAM	A319
25-Oct-09	germanwings	Cologne/Bonn	CGN	Klagenfurt	KLU	A319
25-Oct-09	germanwings	Cologne/Bonn	CGN	Manchester	MAN	A319
25-Oct-09	germanwings	Cologne/Bonn	CGN	Salzburg	SZG	A319
25-Oct-09	germanwings	Cologne/Bonn	CGN	Tenerife Sur	TFS	A319
25-Oct-09	germanwings	Cologne/Bonn	CGN	Venice Treviso	TSF	A319
25-Oct-09	Qatar Airways	Doha	DOH	Goa	GOI	A320
25-Oct-09	Emirates	Dubai	DXB	Luanda	LAD	B773
25-Oct-09	germanwings	Hamburg	HAM	Salzburg	SZG	A319
25-Oct-09	Cathay Pacific	Hong Kong	HKG	Jeddah (via Dubai)	JED	A333
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Amsterdam	AMS	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Berlin Schoenefeld	SXF	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Cologne/Bonn	CGN	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	London Stansted	STN	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Moscow Domodedovo	DME	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Munich	MUC	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Stuttgart	STR	A320
25-Oct-09	Turkish Airlines	Istanbul Sabiha Gokcen	SAW	Adana	ADA	A320
25-Oct-09	firefly	Kota Bharu	KBR	Singapore	SIN	ATR72
25-Oct-09	Aer Lingus	London Gatwick	LGW	Bucharest	OTP	A320
25-Oct-09	Aer Lingus	London Gatwick	LGW	Eindhoven	EIN	A320
25-Oct-09	British Airways	London Gatwick	LGW	Male (Maldives)	MLE	B777
25-Oct-09	British Airways	London Gatwick	LGW	Montego Bay	MBJ	B777
25-Oct-09	Aer Lingus	London Gatwick	LGW	Tenerife Sur	TFS	A320
25-Oct-09	Aer Lingus	London Gatwick	LGW	Warsaw	WAW	A320
25-Oct-09	British Airways	London Heathrow	LHR	Las Vegas, NV	LAS	B777
25-Oct-09	JetStar	Melbourne	MEL	Sydney	SYD	A320
25-Oct-09	jetBlue	New York JFK, NY	JFK	St Lucia	UVF	A320
25-Oct-09	Tiger Airways	Singapore	SIN	Krabi	KBV	A320
25-Oct-09	Wizz Air	Sofia	SOF	Eindhoven	EIN	A320
25-Oct-09	Norwegian	Stockholm Arlanda	ARN	Barcelona	BCN	B738
25-Oct-09	Norwegian	Stockholm Arlanda	ARN	Tenerife Sur	TFS	B738
25-Oct-09	Ryanair	Stockholm Skavsta	NYO	Memmingen	FMM	B738
25-Oct-09	JAL	Tokyo Haneda	HND	Beijing	PEK	
25-Oct-09	Afriqiyah	Tripoli	TIP	Manila via Dubai	MNL	A330
26-Oct-09	Ryanair	Alicante	ALC	Friedrichshafen	FDH	B738
26-Oct-09	firefly	Alor Setar	AOR	Singapore	SIN	ATR72
26-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Birmingham	BHX	B738
26-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Madrid	MAD	B738
26-Oct-09	Gulf Air	Bahrain	BAH	Erbil	EBL	A320
26-Oct-09	Baboo	Geneva	GVA	Bologna	BLQ	Q400
26-Oct-09	easyJet	Geneva	GVA	Rome Fiumicino	FCO	A319
26-Oct-09	Ryanair	Gran Canaria	LPA	Dusseldorf Weeze	NRN	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	Frankfurt Hahn	HHN	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	Liverpool	LPL	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	London Luton	LTN	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	London Stansted	STN	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	Madrid	MAD	B738
26-Oct-09	Ryanair	Gran Canaria	LPA	Porto	OPO	B738
26-Oct-09	British Airways	London Gatwick	LGW	Sharm El-Sheikh	SSH	B777
26-Oct-09	Ryanair	Tenerife Sur	TFS	Barcelona Girona	GRO	B738
26-Oct-09	Ryanair	Tenerife Sur	TFS	Bournemouth	BOH	B738
26-Oct-09	Ryanair	Tenerife Sur	TFS	Madrid	MAD	B738
26-Oct-09	Afriqiyah	Tripoli	TIP	Brazzaville	BZV	A319
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Bristol	BRS	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Dublin	DUB	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	East Midlands	EMA	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Frankfurt Hahn	HHN	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Liverpool	LPL	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	London Stansted	STN	B738
27-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Shannon	SNN	B738
27-Oct-09	Royal Air Maroc	Casablanca	CMN	Dubai	DXB	B763
27-Oct-09	Ryanair	Gran Canaria	LPA	Barcelona Girona	GRO	B738
27-Oct-09	Ryanair	Gran Canaria	LPA	Brussels Charleroi	CRL	B738
27-Oct-09	Ryanair	Gran Canaria	LPA	Dublin	DUB	B738
27-Oct-09	Ryanair	Gran Canaria	LPA	Glasgow Prestwick	PIK	B738
27-Oct-09	germanwings	Hamburg	HAM	Klagenfurt	KLU	A319
27-Oct-09	Wizz Air	Kiev	KBP	Venice Treviso	TSF	A320
27-Oct-09	Aer Lingus	London Gatwick	LGW	Arrecife (Lanzarote)	ACE	A320
27-Oct-09	Ryanair	Porto	OPO	Karlsruhe/Baden	FKB	B738
27-Oct-09	Ryanair	Porto	OPO	Weeze	NRN	B738
27-Oct-09	Ryanair	Tenerife Sur	TFS	Birmingham	BHX	B738
27-Oct-09	Ryanair	Tenerife Sur	TFS	Brussels Charleroi	CRL	B738
27-Oct-09	Ryanair	Tenerife Sur	TFS	London Luton	LTN	B738
28-Oct-09	Norwegian	Aalborg	AAL	Las Palmas	LPA	B738
28-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Barcelona Girona	GRO	B738
28-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Bournemouth	BOH	B738
28-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Dusseldorf Weeze	NRN	B738
28-Oct-09	Wizz Air	Bucharest Baneasa	BBU	Forli	FRL	A320
28-Oct-09	Norwegian	Copenhagen	CPH	Las Palmas	LPA	B738
28-Oct-09	Ryanair	Gran Canaria	LPA	Birmingham	BHX	B738
28-Oct-09	Ryanair	Gran Canaria	LPA	East Midlands	EMA	B738
28-Oct-09	Ryanair	Tenerife Sur	TFS	Bristol	BRS	B738
28-Oct-09	Ryanair	Tenerife Sur	TFS	Porto	OPO	B738
29-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Brussels Charleroi	CRL	B738
29-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	Glasgow Prestwick	PIK	B738
29-Oct-09	Ryanair	Arrecife (Lanzarote)	ACE	London Luton	LTN	B738
29-Oct-09	Ryanair	Gran Canaria	LPA	Bristol	BRS	B738
29-Oct-09	Ryanair	Gran Canaria	LPA	Shannon	SNN	B738
29-Oct-09	easyJet	Manchester	MAN	Marrakech	RAK	A320
29-Oct-09	Jin Air	Seoul	ICN	Bangkok	BKK	B738
29-Oct-09	Jin Air	Seoul	ICN	Macau	MFN	B738

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Start Date	Airline	From	Code	To	Code	Aircraft
30-Oct-09	Ryanair	Edinburgh	EDI	Arrecife (Lanzarote)	ACE	B738
30-Oct-09	AeroSvit	Kiev	KBP	Shanghai	PVG	B763
30-Oct-09	jetBlue	New York JFK, NY	JFK	Kingston	KIN	A320
31-Oct-09	Norwegian	Aalborg	AAL	Las Palmas	LPA	B738
31-Oct-09	Cimber Sterling	Billund	BLL	Las Palmas	LPA	B73G
31-Oct-09	Jetairfly	Brussels	BRU	Enfidha	NBE	B738
31-Oct-09	Jetairfly	Brussels Charleroi	CRL	Enfidha	NBE	B738
31-Oct-09	Jetairfly	Brussels Charleroi	CRL	Murcia	MJV	B738
31-Oct-09	germanwings	Cologne/Bonn	CGN	Gran Canaria	LPA	A319
31-Oct-09	germanwings	Cologne/Bonn	CGN	Las Palmas	LPA	A319
31-Oct-09	Norwegian	Copenhagen	CPH	Dubai	DXB	B738
31-Oct-09	Norwegian	Copenhagen	CPH	Gran Canaria	LPA	B738
31-Oct-09	Norwegian	Copenhagen	CPJ	Las Palmas	LPA	B738
31-Oct-09	Ryanair	Edinburgh	EDI	Tenerife Sur	TFS	B738
01-Nov-09	Etihad	Abu Dhabi	AUH	Hyderabad	HYD	A320
01-Nov-09	airberlin	Dusseldorf	DUS	Krakow	KRK	
01-Nov-09	Ryanair	Gran Canaria	LPA	Bournemouth	BOH	B738
01-Nov-09	WestJet	Hamilton	YHM	Punta Cana	PUJ	B73G
01-Nov-09	Continental (CommutAir)	Houston, TX	IAH	Cleveland, OH	CLE	Q200
01-Nov-09	Continental	Houston, TX	IAH	Edmonton	YEG	B737
01-Nov-09	Continental (ExpressJet)	Houston, TX	IAH	Washington Dulles, DC	IAD	ERJ145
01-Nov-09	WestJet	Kamloops	YKA	Vancouver	YVR	B73G
01-Nov-09	airberlin	Karlsruhe/Baden	FKB	Vienna	VIE	EQV
01-Nov-09	WestJet	Kelowna	YLW	Puerto Vallarta	PVR	B737
01-Nov-09	TACA	Lima	LIM	Mexico City	MEX	A319
01-Nov-09	Southwest	Milwaukee, WI	MKE	Baltimore/Washington, MD	BWI	B73G
01-Nov-09	Southwest	Milwaukee, WI	MKE	Kansas City, MO	MCI	B73G
01-Nov-09	Southwest	Milwaukee, WI	MKE	Las Vegas, NV	LAS	B73G
01-Nov-09	Southwest	Milwaukee, WI	MKE	Orlando, FL	MCO	B73G
01-Nov-09	Southwest	Milwaukee, WI	MKE	Phoenix, AZ	PHX	B73G
01-Nov-09	Southwest	Milwaukee, WI	MKE	Tampa Bay, FL	TPA	B73G
01-Nov-09	airberlin	Nuremberg	NUE	Rome Fiumicino	FCO	EQV
01-Nov-09	TACA	San Salvador	SAL	Orlando, FL	MCO	E190
01-Nov-09	WestJet	Toronto	YYZ	St Maarten	SXM	B73G
01-Nov-09	WestJet	Toronto	YYZ	Varadero	VRA	B73G
01-Nov-09	WestJet	Victoria	YYJ	Puerto Vallarta	PVR	B737
02-Nov-09	Air Madagascar	Antananarivo	TNR	Guangzhou (via Bangkok)	CAN	
02-Nov-09	easyJet	Liverpool	LPL	Fuerteventura	FUE	A319
02-Nov-09	easyJet	London Gatwick	LGW	Porto	OPO	A319
02-Nov-09	easyJet	London Luton	LTN	Tel Aviv	TLV	A319
02-Nov-09	easyJet	Lyon	LYS	Nantes	NTE	A319
02-Nov-09	easyJet	Madrid	MAD	Amsterdam	AMS	A319
02-Nov-09	Ryanair	Oslo Torp	TRF	Krakow	KRK	B738
02-Nov-09	easyJet	Rome Fiumicino	FCO	Amsterdam	AMS	A319
02-Nov-09	easyJet	Rome Fiumicino	FCO	Lamezia Terme	SUF	A319
02-Nov-09	easyJet	Rome Fiumicino	FCO	Lisbon	LIS	A319
02-Nov-09	WestJet	Toronto	YYZ	Freeport	FPO	B73G
02-Nov-09	WestJet	Toronto	YYZ	Holguin	HOG	B73G
03-Nov-09	WestJet	Calgary	YYC	Ixtapa/Zihuatanejo	ZIH	B73G
03-Nov-09	Ryanair	Edinburgh	EDI	Brussels Charleroi	CRL	B738
03-Nov-09	Ryanair	Edinburgh	EDI	Gdansk	GDN	B738
03-Nov-09	Ryanair	Edinburgh	EDI	Girona	GRO	B738
03-Nov-09	Jetairfly	Liege	LGG	Enfidha	NBE	B738
03-Nov-09	easyJet	Liverpool	LPL	Arrecife (Lanzarote)	ACE	A319
03-Nov-09	easyJet	London Luton	LTN	Sharm El-Sheikh	SSH	A319
03-Nov-09	Ryanair	Oslo Rygge	RYG	Alicante	ALC	B738
03-Nov-09	Ryanair	Oslo Rygge	RYG	Barcelona Girona	GRO	B738
03-Nov-09	Ryanair	Oslo Rygge	RYG	Milan Bergamo	BGY	B738
03-Nov-09	Ryanair	Oslo Torp	TRF	Lodz	LCJ	B738
03-Nov-09	Ryanair	Oslo Torp	TRF	Rome Ciampino	CIA	B738
03-Nov-09	Tiger Airways	Singapore	SIN	Hat Yai	HDY	A320
04-Nov-09	Ryanair	Edinburgh	EDI	Gran Canaria	LPA	B738
04-Nov-09	Ryanair	Edinburgh	EDI	Memmingen	FMM	B738
04-Nov-09	Ryanair	Edinburgh	EDI	Oslo Torp	TRF	B738
04-Nov-09	easyJet	London Gatwick	LGW	Agadir	AGA	A319
04-Nov-09	easyJet	London Luton	LTN	Paphos	PFO	A319
04-Nov-09	easyJet	London Stansted	STN	Fuerteventura	FUE	A319
04-Nov-09	easyJet	London Stansted	STN	Paphos	PFO	A319
04-Nov-09	Ryanair	Madrid	MAD	Fez	FEZ	B738
04-Nov-09	Ryanair	Madrid	MAD	Marrakech	RAK	B738
04-Nov-09	Ryanair	Madrid	MAD	Tangier	TNG	B738
04-Nov-09	WestJet	Toronto	YYZ	Cayo Coco	CCC	B73G
04-Nov-09	WestJet	Toronto	YYZ	Providenciales	PLS	B73G
04-Nov-09	Ryanair	Weeze	NRN	Agadir	AGA	B738
04-Nov-09	Ryanair	Weeze	NRN	Fez	FEZ	B738
05-Nov-09	AirTran	Fort Lauderdale, FL	FLL	Harrisburg, PA	MDT	B717
05-Nov-09	Ryanair	Madrid	MAD	Nador	NDR	B738
06-Nov-09	WestJet	Kelowna	YLW	Cabo San Lucas	SJD	B737
06-Nov-09	easyJet	Manchester	MAN	Copenhagen	CPH	A319
06-Nov-09	easyJet	Manchester	MAN	Munich	MUC	A319
06-Nov-09	WestJet	Ottawa	YOW	Montego Bay	MBJ	B73G
07-Nov-09	WestJet	Abbotsford	YXX	Puerto Vallarta	PVR	B737
07-Nov-09	germanwings	Cologne/Bonn	CGN	Fuerteventura	FUE	A319
07-Nov-09	WestJet	Comox	YQQ	Puerto Vallarta	PVR	B737
07-Nov-09	FlyGlovespan	Glasgow	GLA	Sharm El-Sheikh	SSH	B757?
07-Nov-09	Virgin Atlantic	London Gatwick	LGW	San Juan (via Antigua)	SJU	B744
07-Nov-09	WestJet	Ottawa	YOW	Punta Cana	PUJ	B73G
07-Nov-09	WestJet	Prince George	YXS	Puerto Vallarta	PVR	B737
07-Nov-09	WestJet	Thunder Bay	YQT	Punta Cana	PUJ	B73G
07-Nov-09	WestJet	Victoria	YYJ	Honolulu	HNL	B73G
09-Nov-09	Finnair	Helsinki	HEL	Miami (via Halifax)	MIA	757
09-Nov-09	Alaska Airlines	Oakland, CA	OAK	Kahului/Maui, HI	OGG	B738
10-Nov-09	Alaska Airlines	Oakland, CA	OAK	Kona, HI	KOA	B738
13-Nov-09	Spirit Airlines	Fort Lauderdale, FL	FLL	Armenia (Colombia)	AXM	A319
14-Nov-09	Pacific Blue	Perth	PER	Phuket	HKT	B738
15-Nov-09	LACSA	San Salvador	SAL	Cancun	CUN	A320
15-Nov-09	TACA	San Salvador	SAL	Roatan	RTB	ATR42
16-Nov-09	Alaska Airlines	Portland, OR	PDX	Chicago O'Hare, IL	ORD	B73G
17-Nov-09	JetBlue	San Francisco, CA	SFO	Fort Lauderdale, FL	FLL	A320
18-Nov-09	Virgin America	Los Angeles, CA	LAX	Fort Lauderdale, FL	FLL	A319
18-Nov-09	Virgin America	San Francisco, CA	SFO	Fort Lauderdale, FL	FLL	A319
19-Nov-09	American (Eagle)	Charleston, SC	CHS	Miami, FL	MIA	ERJ145
19-Nov-09	American (Eagle)	Knoxville, TN	TYS	Miami, FL	MIA	ERJ145

Start Date	Airline	From	Code	To	Code	Aircraft
19-Nov-09	American Airlines	Los Angeles, CA	LAX	Santa Fe, NM	SAF	ERD
19-Nov-09	American (Eagle)	Miami, FL	MIA	Governor's Harbour	GHB	ATR72
19-Nov-09	American (Eagle)	Miami, FL	MIA	North Eleuthera	ELH	ATR72
19-Nov-09	American (Eagle)	Miami, FL	MIA	Treasure Cay	TCB	ATR72
19-Nov-09	American Airlines	St Louis	STL	Fort Myers, FL	RSW	MD90
19-Nov-09	American Airlines	Washington Dulles, DC	IAD	San Juan	SJU	B738
20-Nov-09	Continental	Houston, TX	IAH	Frankfurt	FRA	B762
20-Nov-09	Allegiant Air	Orlando Sanford, FL	SFB	Duluth, MN	DLH	MD80
21-Nov-09	Star1	Vilnius	VNO	Milan Malpensa	MPX	B73G
22-Nov-09	V Australia	Brisbane	BNE	Phuket	HKT	B77W
23-Nov-09	AirAsia X	Kuala Lumpur	KUL	Abu Dhabi	AUH	A340
26-Nov-09	Lufthansa	Dusseldorf	DUS	Dubai	DXB	A343
26-Nov-09	TAP Portugal	Lisbon	LIS	Algiers	ALG	ERJ145
30-Nov-09	Air Canada	Montreal	YUL	Houston, TX	IAH	CRJ705
01-Dec-09	Norwegian	Copenhagen	CPH	Barcelona	BCN	B738
01-Dec-09	Cimber Sterling	Copenhagen	CPH	Geneva	GVA	B737
01-Dec-09	Norwegian	Copenhagen	CPH	Geneva	GVA	B738
01-Dec-09	Cimber Sterling	Copenhagen	CPH	Salzburg	SZG	B737
01-Dec-09	Norwegian	Copenhagen	CPH	Salzburg	SZG	B738
01-Dec-09	Cimber Sterling	Copenhagen	CPH	Verona	VRN	B737
01-Dec-09	germanwings	Dortmund	DTM	Salzburg	SZG	A319
01-Dec-09	V Australia	Melbourne	MEL	Los Angeles, CA	LAX	B773
01-Dec-09	Jin Air	Seoul	ICN	Wuhan	WUH	B738
01-Dec-09	Norwegian	Stavanger	SVG	Las Palmas	LPA	B738
01-Dec-09	Norwegian	Stavanger	SVG	Salzburg	SZG	B738
01-Dec-09	Norwegian	Stockholm Arlanda	ARN	Geneva	GVA	B738
01-Dec-09	Norwegian	Stockholm Arlanda	ARN	Salzburg	SZG	B738
01-Dec-09	Norwegian	Trondheim	TRD	Las Palmas	LPA	B738
02-Dec-09	US Airways	Charlotte, NC	CLT	Rio De Janeiro	GIG	B767
03-Dec-09	V Australia	Melbourne	MEL	Phuket	HKT	B77W
03-Dec-09	Air Pacific	Nadi	NAN	Hong Kong	HKG	B767
03-Dec-09	Air Pacific	Nadi	NAN	Hong Kong	HKG	B763
04-Dec-09	bmibaby	Belfast International	BFS	Prague	PRG	B737
04-Dec-09	bmibaby	East Midlands	EMA	Prague	PRG	B737
05-Dec-09	Air Canada	Calgary	YYC	Honolulu	HNL	B763
05-Dec-09	Air Canada	Calgary	YYC	Kahului/Maui, HI	OGG	B763
05-Dec-09	Air Canada	Calgary	YYC	Kahului/Maui, HI	OGG	B763
05-Dec-09	British Airways	London Gatwick	LGW	Innsbruck	INN	A319
06-Dec-09	Air Canada	Calgary	YYC	Honolulu	HNL	B763
06-Dec-09	Qatar Airways	Doha	DOH	Melbourne	MEL	B772
06-Dec-09	Air Canada	Montreal	YUL	Fort Myers, FL	RSW	A320
06-Dec-09	Air Canada	Montreal	YUL	Fort-de-France	FDF	A319
06-Dec-09	WestJet	Regina	YQR	Cancun	CUN	B737
07-Dec-09	Aerogal	Guayaquil	GYE	New York JFK, NY	JFK	B767
07-Dec-09	WestJet	Regina	YQR	Mazatlan	MZT	B737
07-Dec-09	WestJet	Toronto	YYZ	Cancun	CUN	B737
07-Dec-09	WestJet	Winnipeg	YWG	Cancun	CUN	B737
08-Dec-09	WestJet	Regina	YQR	Puerto Vallarta	PVR	B737
08-Dec-09	WestJet	Vancouver	YVR	Puerto Vallarta	PVR	B737
09-Dec-09	WestJet	Montreal	YUL	Cancun	CUN	B737
09-Dec-09	WestJet	Regina	YQR	Cabo San Lucas	SJD	B737
10-Dec-09	WestJet	Saskatoon	YXE	Mazatlan	MZT	B737
10-Dec-09	WestJet	Toronto	YYZ	Cozumel	CZM	B73G
11-Dec-09	WestJet	Saskatoon	YXE	Puerto Vallarta	PVR	B737
12-Dec-09	Wizz Air	Bucharest Baneasa	BBU	Grenoble	GNB	A320
12-Dec-09	Wizz Air	Cluj Napoca	CLJ	Grenoble	GNB	A320
12-Dec-09	easyJet	Geneva	GVA	Copenhagen	CPH	A319
12-Dec-09	Continental	Guam	GUM	Osaka Kansai	KIX	B738
12-Dec-09	WestJet	Kelowna	YLW	Cancun	CUN	B737
12-Dec-09	Air New Zealand	Rotorua	ROT	Sydney	SYD	A320
12-Dec-09	WestJet	Saskatoon	YXE	Cancun	CUN	B737
12-Dec-09	WestJet	Victoria	YYJ	Cancun	CUN	B737
13-Dec-09	Sunwing	Montreal	YUL	Fort Lauderdale, FL	FLL	B738
15-Dec-09	easyJet	Geneva	GVA	Sharm El-Sheikh	SSH	A319
15-Dec-09	easyJet	Geneva	GVA	Toulouse	TLS	A319
15-Dec-09	JetStar	Singapore	SIN	Phuket	HKT	A320
16-Dec-09	WestJet	Vancouver	YVR	Lihue	LIH	B73G
17-Dec-09	Delta	Atlanta, GA	ATL	Brasilia	BSB	B757
17-Dec-09	AirTran	Atlanta, GA	ATL	Nassau	NAS
17-Dec-09	AirTran	Baltimore/Washington	BWI	Nassau	NAS
17-Dec-09	US Airways	Charlotte, NC	CLT	Honolulu	HNL	B767
17-Dec-09	Wizz Air	Gdansk	GDN	Eindhoven	EIN	A320
17-Dec-09	Wizz Air	Gdansk	GDN	Milan Bergamo	BGY	A320
17-Dec-09	Blue1	Kittila	KTT	Dusseldorf	DUS	M90
17-Dec-09	easyJet	Lyon	LYS	Brussels	BRU	A319
17-Dec-09	easyJet	Lyon	LYS	Edinburgh	EDI	A319
17-Dec-09	WestJet	Montreal	YUL	Las Vegas, NV	LAS	B73G
17-Dec-09	AirTran	Orlando, FL	MCO	Key West, FL	YVW	B73G
17-Dec-09	AirTran	Orlando, FL	MCO	Nassau	NAS
17-Dec-09	US Airways	Phoenix, AZ	PHX	Montego Bay	MBJ	A319
17-Dec-09	US Airways	Phoenix, AZ	PHX	Telluride, CO	TEX	Q400
18-Dec-09	bmibaby	East Midlands	EMA	Cork	ORK	B737
18-Dec-09	Wizz Air	Gdansk	GDN	Bergen	BGO	A320
18-Dec-09	Continental Micronesia	Nadi	NAN	Guam	GUM	B738
18-Dec-09	Continental Micronesia	Nadi	NAN	Honolulu	HNL	B738
18-Dec-09	Delta	New York JFK, NY	JFK	Freeport	FPO	CRJ900
18-Dec-09	Jin Air	Seoul	ICN	Osaka Kansai	KIX	B738
19-Dec-09	bmibaby	Birmingham	BHX	Grenoble	GNB	B737
19-Dec-09	easyJet	Birmingham	BHX	Grenoble	GNB	A319
19-Dec-09	bmibaby	Cardiff	CWL	Grenoble	GNB	B737
19-Dec-09	bmibaby	East Midlands	EMA	Grenoble	GNB	B737
19-Dec-09	Blue1	Kittila	KTT	Paris CDG	CDG	M90
19-Dec-09	easyJet	London Gatwick	LGW	Grenoble	GNB	A319
19-Dec-09	Air Canada	Montreal	YUL	Samana	AZS	A319
19-Dec-09	Delta	New York JFK, NY	JFK	Puerto Plata	POP
19-Dec-09	Air Canada	Toronto	YYZ	La Romana	LRM	A320
21-Dec-09	Air Canada	Ottawa	YOW	Providenciales	PLS	A319
25-Dec-09	Air Canada	Montreal	YUL	Puerto Vallarta	PVR	A319
25-Dec-09	Air Canada	Vancouver	YVR	Varadero	VRA	B763
26-Dec-09	Cimber Sterling	Copenhagen	CPH	Geneva	GVA	B73G
26-Dec-09	Cimber Sterling	Copenhagen	CPH	Salzburg	SZG	B73G
26-Dec-09	Cimber Sterling	Copenhagen	CPH	Verona	VRN	B73G
26-Dec-09	bmibaby	Manchester	MAN	Grenoble	GNB	B737

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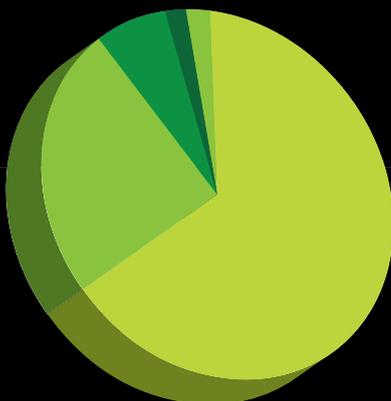
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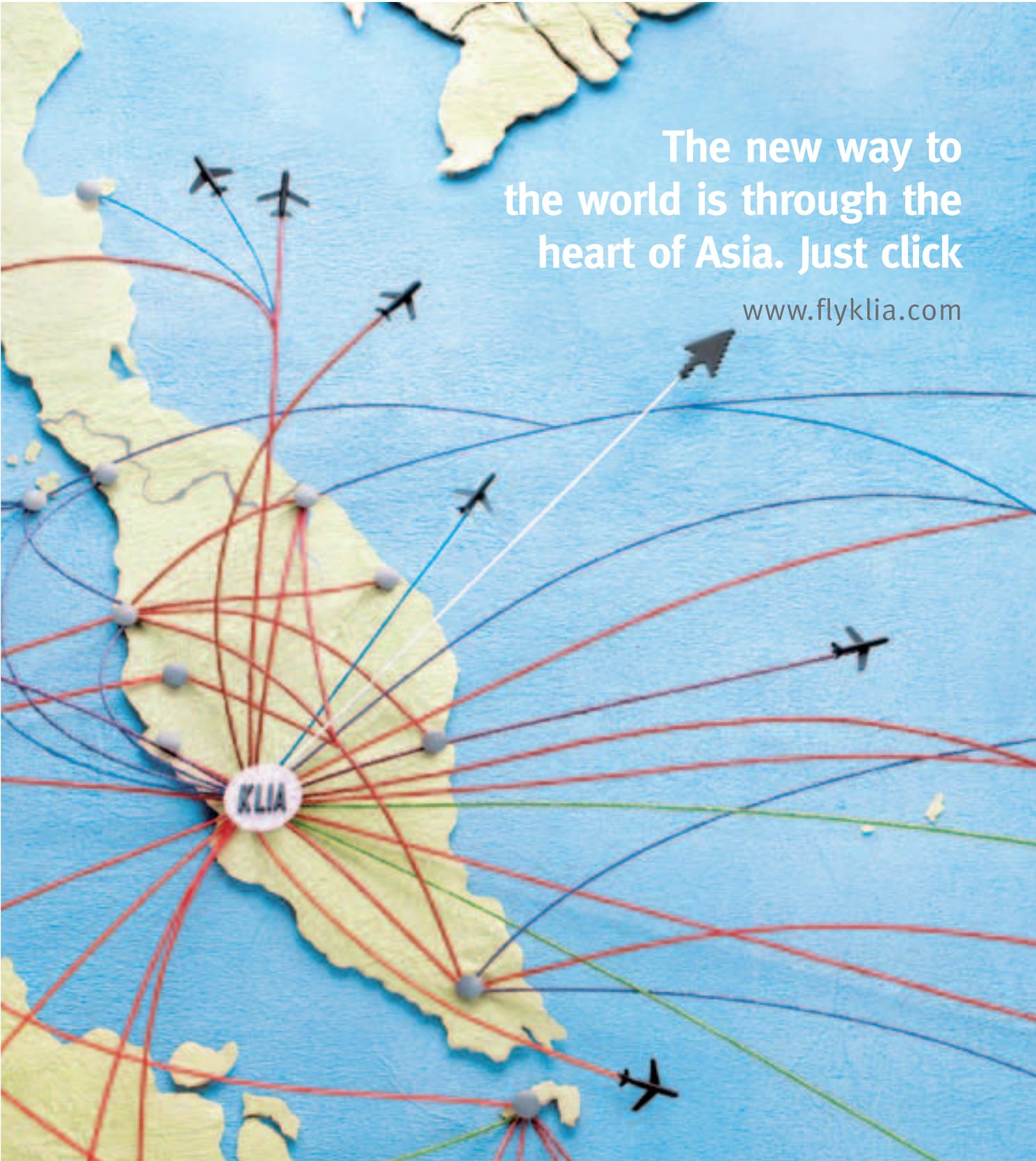
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Website Leaderboard (728x90)				
1 Month		4,000.00	6,000.00	
3 Months	FREE • 6 Month Route Shop Entry	8,400.00	12,600.00	30%
6 Months	FREE • 6 Month Route Shop Entry • 1 Month Banner on The Route Shop Homepage	14,400.00	21,600.00	40%
12 Months	FREE • 12 Month Route Shop Entry • 2 Months Banner on The Route Shop Homepage	19,200.00	28,800.00	60%
Website Skyscraper (160x600)				
1 Month		3,300.00	4,950.00	
3 Months	FREE • 6 Month Route Shop Entry	6,930.00	10,395.00	30%
6 Months	FREE • 6 Month Route Shop Entry • 1 Month Banner on The Route Shop Homepage	11,880.00	17,820.00	40%
12 Months	FREE • 12 Month Route Shop Entry • 2 Months Banner on The Route Shop Homepage	15,840.00	23,760.00	60%
Newsletter Banner (468x60)				
1 Month		5,000.00	7,500.00	
3 Months	FREE • 6 Month Route Shop Entry	10,500.00	15,750.00	30%
6 Months	FREE • 6 Month Route Shop Entry • 1 Month Banner on The Route Shop Homepage	18,000.00	27,000.00	40%
12 Months	FREE • 12 Month Route Shop Entry • 2 Months Banner on The Route Shop Homepage	24,000.00	36,000.00	60%
Newsletter Vertical Banner (120x240)				
1 Month		4,300.00	6,450.00	
3 Months	FREE • 6 Month Route Shop Entry	9,030.00	13,545.00	30%
6 Months	FREE • 6 Month Route Shop Entry • 1 Month Banner on The Route Shop Homepage	15,480.00	23,220.00	40%
12 Months	FREE • 12 Month Route Shop Entry • 2 Months Banner on The Route Shop Homepage	20,640.00	30,960.00	60%



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The Route Shop Super-store on



AIRPORTS IN **The Route Shop**

The Route Shop is a super-store of viable airline routes which uses anna.aero as a permanent shop window to promote vacant air services.

Route Shop Usage Statistics

30,000+ visitors a month to anna.aero including 6,000 per month clicking through to The Route Shop.



The Partnership with ACI EUROPE and ACI North America

In the age of e-commerce, the Route Shop is an important membership benefit and is a recommended benchmark electronic product for air service development. All member airports also benefit from a 10% discount on published prices.

The Route Shop Advertising Rates

The Route Shop Listing	Bonus	€	\$	Saving
6 Months	10% off for ACI Members	1,299.00	1,948.00	
12 Months	10% off for ACI Members	1,948.00	2,922.00	25%
The Route Shop homepage banner (728x90)				
1 Month	10% off for ACI Members	2,000.00	3,000.00	
3 Months	10% off for ACI Members	4,200.00	6,300.00	30%
6 Months	10% off for ACI Members	7,200.00	10,800.00	40%
12 Months	10% off for ACI Members	9,600.00	14,400.00	60%

Banner Formats: JPEG, FLASH/SWF, Animated GIF, Animation Length: 30 Seconds. Max File Size: 50Kb

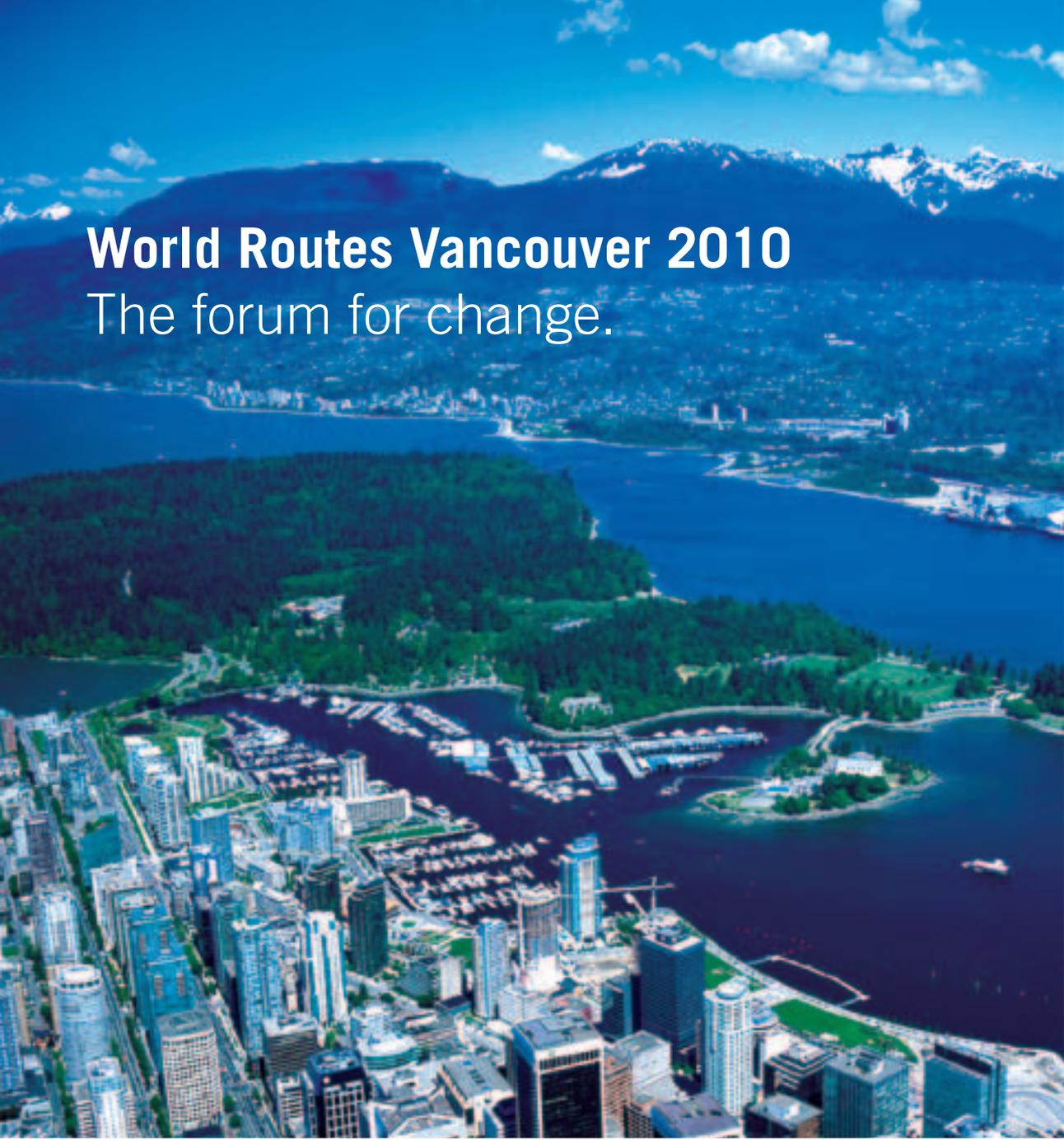
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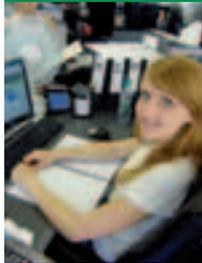
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● Bahrain
 ■ Far East



225 million years ago



135 million years ago



Present day

***After 225 million years drifting closer and closer,
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The Middle and the Far East have a lot in common. Both are booming economies. Consequently, business potential is promising. And growing trade between two continents is a major opportunity for an airline.

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After 225 million years let's make the final link, look into commencing scheduled flights into Bahrain.

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