

1: Aviation Annual Report

ICAO's Annual Report of the Council provides the world aviation community with comprehensive insight into the yearly programmes, activities and achievements of the Organization. These are pursued in support of ICAO's Strategic Objectives and the mission defined for it by the Convention on International Civil Aviation (Chicago Convention).

Along with our host, Airports of Mauritius, we look forward to welcoming you to the beautiful island of Mauritius! Contact us at [aci](mailto:aci@airportsmauritius.com). We start on an optimistic note and expect to build on the many successes of ACI forecasts a healthy year for airports in terms of passenger and traffic growth, yet is cognizant that global economic growth remains weak and that as advanced economies slowly get back on course, the slowdown in key emerging markets is muting overall growth in global output. We continue to expect an inexorable rise in demand for air service due to global demographic factors while mindful of worrying influences that could bring short- to medium-term slowdowns in that rise. Signs of popularity for increased protectionism in some Western countries, which could unravel the trend of Open Skies and air service liberalization; the reaction to incidents of organized and individualistic terrorism attacks on 6 aviation-related targets; and the always-present threat of higher energy prices are just some of the more obvious issues. But, the evidence of history supports the longrun resiliency of the industry where connecting people, places, cultures and commerce is paramount in the shared mission of the aviation community. Our forecast provides a picture of air transport as a primary means of globalization with continued increases in the movement of people and goods by air. Global traffic surpassed the 7 billion passenger mark in 2016, and we expect this figure to double by 2035. We see the majority of future passenger growth coming from international traffic and from emerging economies. So, for many airports and many governments, the challenge is to meet the capacity needs of their air service market. As a result, optimization of existing infrastructure and investment in new airport infrastructure will remain necessary to sustain the economic vitality of their communities and their countries. Private investors are showing willingness to accept these challenges and public owners have increasingly accepted a privatized approach to meeting the need, but sustainable success requires a balanced contract framework and a regulatory system capable of incentivizing that success. The conference will cover such pertinent topics as:

- These are just two of the exciting events in the ACI event lineup. I hope to see you at as many of these as possible as we learn and develop solutions to make our airports and our communities successful. Additionally, no area of the country nor mode of transportation should be left behind in this process. President-elect Trump and the new Congress have an opportunity to leave a lasting legacy for this and future generations. By making essential new investments in our transportation infrastructure, we can rebuild our roads, bridges, airports and seaports to truly make America great again!
- For the sole month of November, international passenger traffic increased 5.5%. Since its inception, AIA has been an ambitious and worthy addition to the European airport network—one that is always looking to innovate and push the boundaries of excellence in all aspects of airport management and efficiency. In that spirit, it was one of the earliest advocates of the need for a carbon standard for the airport industry and has been an active participant in the Airport Carbon Accreditation programme from the very outset. So my heartfelt congratulations to the entire team at AIA on their achievement of becoming carbon neutral—another of their ambitions realised!
- Commercial activities have become an integral part of global airport operations, in turn leading to increased airport developments which further promote this vibrant and fast growing trend. The way forward for African airports. Significant progress was made on several fronts, such as Airport Excellence APEX in Safety and Security and Airport Carbon Accreditation as the region proudly welcomed our first two carbon-neutral airports into the programme. Strong engagement with the ICAO Regional Offices was maintained while relations with industry partners were strengthened. Our region was the driver of global passenger traffic in growth and will remain so in with an anticipated compounded annual growth rate of 6. ACI Asia-Pacific looks forward to working with its members to capture this growth and to sustain and surpass the achievements made to date. At the time of its opening in 2001, Incheon Airport was considered no different than any other international airport, but in the years since, Incheon has exceeded all expectations and demonstrated extraordinary growth,

cementing its status as a world-class airport. Incheon Airport Aviation Academy has gained international recognition as a top-tier aviation training institute. Incheon is truly a mega-airport in every sense, ranking eighth in the world in international passenger traffic and third in the world in international cargo movements in . That same year, Incheon Airport connected to cities as the premier gateway airport in Northeast Asia, served over 49 million passengers. Consultative groups, and collective and comprehensive systems that bring together stakeholder knowledge, have yielded significant customer service innovations. Additionally, The secret to outstanding airport service: Communication and cooperation Incheon Airport hosts roughly tenants, contractors and concessionaires, and is home to approximately 40, employees. Although it is challenging to engage such a large number of stakeholders, Incheon is committed to ensuring that all stakeholders share the same values and maintain the highest level of service. To this end, Incheon has a long-term strategy in place to ensure customer satisfaction. The Customer Service Improvement Committee, which comprises representatives from airport tenants and contractors, 11 Cover story Incheon Airport hosts roughly tenants, contractors and concessionaires, and is home to approximately 40, employees. The best practices in customer service are published as a booklet, effectively allowing the airport to share innovative ideas with stakeholders and ensure everyone working on the airport site is aligned. Achieving global mega-hub status Incheon Airport continues to expand its operating systems and facilities to handle rapid passenger growth. Following completion of first-phase construction in , a concourse building and a third runway were built and completed in as part of second-phase construction. Currently, third-phase construction is underway and is scheduled to be completed by the end of . Third-phase construction is a megaproject worth KRW4. It features a second passenger terminal T2 with a capacity of 18 million passengers; 56 passenger aprons; and a second Transportation Center with airport railroad platforms and bus terminals. Other elements of the project include intra-airport shuttle trains; a 6. Moreover, to improve the transit experience for passengers, transit amenities such as capsule hotels, sports facilities, an arcade, an internet zone, showers and comfortable seating are provided. In addition, passengers can enjoy performances and concerts at the giant, four-story-high open space known as the Great Hall, and relax at nature-friendly lounges and rest areas filled with plants and trees. The main feature of the third phase is T2, the construction of which focuses on maximizing passenger convenience, integrating amenities and facilities, and reducing congestion. Leading-edge technologies are being incorporated in T2 to build eco-friendly, intelligent and energy-saving systems. Some changes from the existing passenger terminal T1 include reduced walking distance between the airport railroad and T2. Furthermore, the new bus terminal at T2 will be indoors for passenger convenience. Commercial facilities will be clustered based on their functions, and the passport control area and security Air-City: Aviation, tourism and culture all wrapped into one In order to gain momentum in attracting new passengers and becoming a mega-hub, Incheon Airport is developing the Air-City, an extensive offering of hotels, cultural facilities, logistics complexes, maintenance, repair and overhaul facilities and integrated resorts. Paradise City and Inspire Integrated Resort, scheduled to open in and respectively, bring together luxury accommodation options, shopping malls, convention centres, foreigner-only casinos and various recreational facilities such as a theme park, a water park, an aquarium and a 15,seat indoor arena. Ensuring the safe movement of passengers and cargo is no longer the only function of an airport. Incheon Airport will continue to develop its expanding role as an economic, cultural and social centre to generate new demand, all the while providing passengers with an exceptional airport experience. The objectives of the initiative is to: More information and admission requirements: Economics Moving the industry forward By Charles E. However, the intrinsically cyclical nature of the aviation industry, and the uncertainties around future oil prices and growth in developing markets, should drive the industry towards a balance between business expansion and careful planning against potential economic downturns. In past editions, the Symposium and the Conference focused on topics that the attendees prioritized and suggested through feedback surveys. Based on this approach, in we will follow up on the major topic of public-private partnerships PPPs in order to understand how the airport industry has been progressing, as well as to identify next steps. PPPs have been covered in previous iterations of the event, generating considerable interest among attendees. Groups of participants will work together to build an action plan for a given airport case study under the coordination and guidance of assigned industry experts.

Additionally, other sessions will include topics of current interest such as Brexit, along with several networking events, including lunches and a Gala Dinner. Thus, even in the midst of a global economy that has remained weak for several years, airports in these markets continue to post high year-over-year growth rates. Air transport liberalization, the proliferation of the low-cost carrier business model and large populations with rising incomes have bolstered the propensity for air travel in these markets. Notwithstanding, air transport demand in Europe and North America rebounded over several years in concert with a broader, but slow, economic recovery in these regions. This has resulted in a convergence in passenger traffic growth rates in emerging markets and advanced economies. Many emerging markets in Asia-Pacific and elsewhere are net exporters, whereas other economies, such as the United States and Europe, are net importers of this trade flow. This explains the linkages in these growth levels. Emerging markets and developing economies should be broken up into economic groupings and prospect markets for a more in-depth understanding of their relative performance in overall air transport demand. India is also a major market poised for growth in the years to come due to the combination of a liberalized market, an increase in incomes and a significant population base. Each of these countries has a large population base, and each demonstrates a promising investment climate and an openness to trade. The MINT countries have experienced more subdued growth mainly due to the weakened positions of Nigeria and Indonesia; however, this downturn is expected to be short-lived. Air cargo shows a lower growth rate for BRICS countries mainly due to a deterioration in trade and commerce in some key emerging markets. The Chinese slowdown, coupled with Brazilian and Russian recessions, has pulled down the relative growth rate. These countries remain Dissecting the emerging markets South Korea 1 Republic of Korea is classified as an advanced economy according to IMF classifications. Nevertheless, it is included for the purpose of N analyses related to airport traffic. At the same time, however, the higher growth rates in the emerging markets also came with higher downside risk. Similarly, the evolution of air cargo volumes was vulnerable to economic shocks over the same period. Emerging aviation markets A deeper understanding of global growth in air transport demand requires a cross-cutting approach that focuses specifically on aviation. These airports have been among the fastest-growing in the world over the past decade. The index, which is made up of 18 markets, draws on airports from the BRICS nations, as well as airports located in other emerging markets that were analyzed in the previous sections. Selection for inclusion in the index is based on countries that have at least one high-growth airport that handles over 15 million passengers or more than , metric tonnes of air cargo in a year.

2: #casa releases annual report Assistance to the Aviation Industry

The Annual Report of the Council of ICAO provides the world aviation community with comprehensive insight into the programmes, activities and achievements of the Organization in support of its mission as defined by the Convention on International Civil Aviation, namely, the safe and orderly development of international civil aviation.

3: Annual Report of the ICAO Council:

ANNUAL REPORT. i. General Aviation Manufacturers Association. IN REVIEW. S. the Council of the International Civil Aviation Organization's (ICAO).

4: Results and reports | IAG Limited

ICAO Annual Safety Report:: Asia Pacific Region The objectives of this RASG-APAC Annual Safety Report are to gather safety data from various sources, analyse the main aviation safety risks in the Asia Pacific region and identify possible migratory measures for enhancing aviation safety in a coordinated manner.

5: Global ANS Performance Report - The ANSP View | CANSO

6 Annual Report Civil Aviation Authority of New Zealand The year has seen good progress on the journey of the Aviation Security Service toward its vision of.

6: Annual Reports of the Council

Aviation Investigation Bureau Annual Report 5 ACRONYMS Acronym Definition ACAC Arab Civil Aviation Commission ADREP Aviation Data Reporting Program - ICAO AIB Aviation Investigation Bureau.

7: ACI World Report - February by Airports Council International - Issuu

IATA Annual Review - IATA - Home.

8: ACI Annual Report " by Airports Council International - Issuu

3 SACAA Annual Report 31 August Mr Joseph Mkhacani Maswanganyi Minister of Transport Private Bag X PRETORIA Honourable Minister Maswanganyi, It is a pleasure and honour to submit the South African Civil Aviation Authority's /17 Annual Report.

9: ICAO Annual Safety Report :: Asia Pacific Region on Behance

I am pleased to present the annual report for the eighteen month financial period ending 31 December As in the previous financial year, Authority's the.

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