



SHOW BUSINESS



Driving sustainability

Bahrain's ruler, King Hamad bin Isa Al Khalifa, and the president of the UAE, Sheikh Mohamed bin Zayed Al Nahyan, took to an electric buggy to tour the show as the event's agenda homed in on sustainability.

Meanwhile, the UAE's national carrier, Etihad Airways, announced that on Sunday it will operate the first contrail prevented flight across the Atlantic with a 'net zero' flight from Washington to Abu Dhabi.

The region has been praised for its direct efforts in support of the net zero initiatives, both for incentives and action, and, like its leadership, is firmly in the driving seat for progress.



Leading by example: President of the UAE, Sheikh Mohamed bin Zayed Al Nahyan (left) and Bahrain's ruler, King Hamad bin Isa Al Khalifa in an electric buggy at the show



▲ Air Arabia Group CEO, Adel Ali

BEMOANING MISSING 'GREEN TAXES' AND FUEL SAVINGS LOST

TAXING OUR PATIENCE

Billions of dollars paid by airline passengers in departure charges or supposed 'green taxes' have failed to be reinvested in sustainable technologies, a Gulf airline CEO said at the show yesterday.

"We've not seen a dollar of that spent on sustainability," Air Arabia Group CEO, Adel Ali, told his audience. And hard-won fuel savings could be lost in a few minutes because of inefficiencies at airports or air traffic control centres,

he told a conference session "The path to net zero".

With politicians and financial backers gathering at Sharm-El-Sheikh in Egypt for the COP 27 environmental conference, there is renewed interest in environmental issues, particularly those that affect the airline industry, the session heard.

As a high-profile industry, aviation regularly comes under fire from environmental campaigners, despite the considerable efforts

the industry invested in cutting emissions.

Transport as a whole accounts for 27% of global emissions, but only 2% comes from aviation. The industry has made huge efforts to tackle that 2% – much more than other transport sectors, said Kamil Al-Awadhi, IATA's regional VP, Africa and Middle East.

Al-Awadhi, former CEO of Kuwait Airways, said airlines often faced an uphill struggle to cut their emissions. "I worked for months to

save one tonne on a six-hour route to London, only for the aircraft to be held for 20 minutes over the capital [by air traffic control] burning everything I'd saved."

Al-Awadhi and Ali gave examples where short flights were followed by a long taxi at the arrival airport, or where aircraft were kept holding for a gate to become available – more occasions where fuel was wasted. Airports and air traffic controllers had to play their parts in reducing emissions, they said. ▲

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MRO hangar capacity set to swell at Bahrain airport

MENA Aviation Real Estate, a subsidiary of Bahrain-based MENA Aerospace Enterprises, is planning to expand its general aviation hangar at Bahrain International Airport.

The company's current hangar, at 6,400sqm, is a two-bay structure that can take aircraft up to Boeing 757 size. "During the past eight years that we've been in operation, we've noticed a shift in type of aircraft, with people moving to narrow-bodies rather than wide-bodies," said Dr Mohammed Juman, MENA Aerospace's founder and MD.

The expansion will add 4,200sqm in a new building, to be

operated by MENA Technics, and will be combined with the launch of the group's full-service MRO facility by MENA Technics and Aviance Global.

Unlike the current building, the new structure will be open-span, allowing more efficient use of

its space. The new building will increase the company's ability to provide maintenance services for both commercial and private aircraft, as well as private jet parking.

"We've found there's a huge demand for private jets and private jet maintenance," said Juman.



There will also be a focus on narrow-body maintenance, for which "we're seeing a huge demand globally", said Juman. "There are no facilities available in the whole region." Additionally, it will be possible to service military aircraft.

Highlighting the merits of diversity

Want your business to fly? Improve your D&I. That's the name of a talk at today's Women in Aviation forum (10am) in Theatre 1.

D&I, of course, is diversity and inclusion and the talk will provide practical suggestions to improve it and watch it have a positive effect on a company's bottom line.

Keynote speaker Jane Hoskisson, director, talent, learning, engagement and diversity, IATA, said: "Companies with a diverse workforce

have better business results, better employee engagement and better product offerings. We are shifting the dialogue from D&I is the right thing to do, to D&I is the right thing to do to improve your business results."

Fellow speaker, Daisy Omissi, SVP external communications Rolls-Royce Civil Aerospace, added: "We will give tangible calls to action. Things people can go away and do personally, but also things their organisations can do.

"There will be real practical takeaways to help move the dialogue within each organisation and, hopefully, within the industry as a whole."

Hoskisson concluded: "Our analogy is that if you have an airline, you need a mixed fleet. It is the same with people. You need a mix of people, to give you the flexibility and agility to serve your diverse customer base better." A panel during the forum will discuss ways to break down barriers for women in aerospace.

NEWS IN BRIEF

Technology the key to net zero

Rolls-Royce senior vice-president for Middle East and Africa, John Kelly, praised the region's governments and industry for their positive approach towards the net zero efforts.

"You could expect them to sit back with all their available carbon resource but, in fact, they are pushing forward with financial support for projects in areas like SAF and encouraging initiatives."

Rolls-Royce is leading the charge to provide tangible solutions to the net zero challenges.

"Technology is the answer – not the enemy," Kelly said. "We must take incremental steps and innovate over time. There is no single solution."

Jane Hoskisson, director talent, learning, engagement and diversity, IATA (left) and Daisy Omissi, SVP external communications Rolls-Royce Civil Aerospace, will address the WIA forum



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Arabian Aerospace Show Business is published by Times Aerospace Publishing Ltd

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Printed by Al Hilal Group

Advertising TIMES Aerospace Publishing Ltd
3-4 Rumsey House, Locks Hill, Rochford, Essex SS4 1BB, UK
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HIMARS on the hit parade

A US Army M142 high mobility artillery rocket system (HIMARS), which has been doing such a great job for the Ukraine Army against Russia, is a surprising inclusion in the static display.

Built on a five-ton truck (pictured right), the HIMARS can fire six GPS- guided multiple launch rocket system (GMLRS) rockets with pinpoint accuracy, within a 15-300km range.

As one of the members of the team said: “We operate in the indirect fire mode, which means you can’t see the target...”

GPS coordinates are generally keyed into the HIMARS communications system at the command-and-control centre, after the target has been detected and pinpointed by a reconnaissance aircraft, unmanned aerial system or possibly a satellite. The rockets are then unleashed on the target’s coordinates.

The example in the static park is operated by the Kansas ANG, which was flown into Bahrain from Kuwait on board a C-130J Hercules.

The small Army team supporting the



Alon Wornes

HIMARS is responsible for getting the truck into position (probably under trees), preparing the system for action and other wider technical roles.



▲ From left: Steven Small, brand director, Routes; minister of industry and commerce, Zayed Rashid Alzayani; and Mohamed Yousif AlBinfalsh, CEO of Bahrain Airport Company

All Routes lead to Bahrain

The Bahrain Airport Company (BAC), operator and managing body of Bahrain International Airport (BIA), yesterday signed a MoU with Routes World for the country to host Routes World 24.

Routes attracts global airports and airlines, as well as tourism companies, to come together to discuss the future of route development.

Routes World 24 is expected to attract representatives from between 250-300 airlines and more than 500 airports.

“This is one of the major events in the industry and we are looking forward to showing Bahrain off to

the world,” said Yousef AlBinfalsh, chief executive officer of BAC.

“Visitors will experience our modern airport with its new passenger terminal, as well as seeing what the country offers as a tourist destination.

“We will also be putting on an exciting line-up of special events during Routes World 24.”

Steven Small, brand director – Routes, added: “Bahrain is a strategic gateway between the east and west, and an important regional aviation hub providing seamless global communications. It made it the perfect venue to host the next event.”

Kitting out the military

Sniper Trading has been kitting out military types in Bahrain for nearly 13 years.

MD Adel Alna’ar now has three stores in the kingdom and boasts 22 brands from the US and Europe, including 5.11, which is on display at the show.

Although here to develop new business, he pointed out that 50% of the people passing his stand at the show were already wearing his

clothing brands.

The specially designed clothing and boots offer flexibility and comfort to military, civil defence, airport, customs and other wholesale customers, including staff at the Bahrain International Circuit.

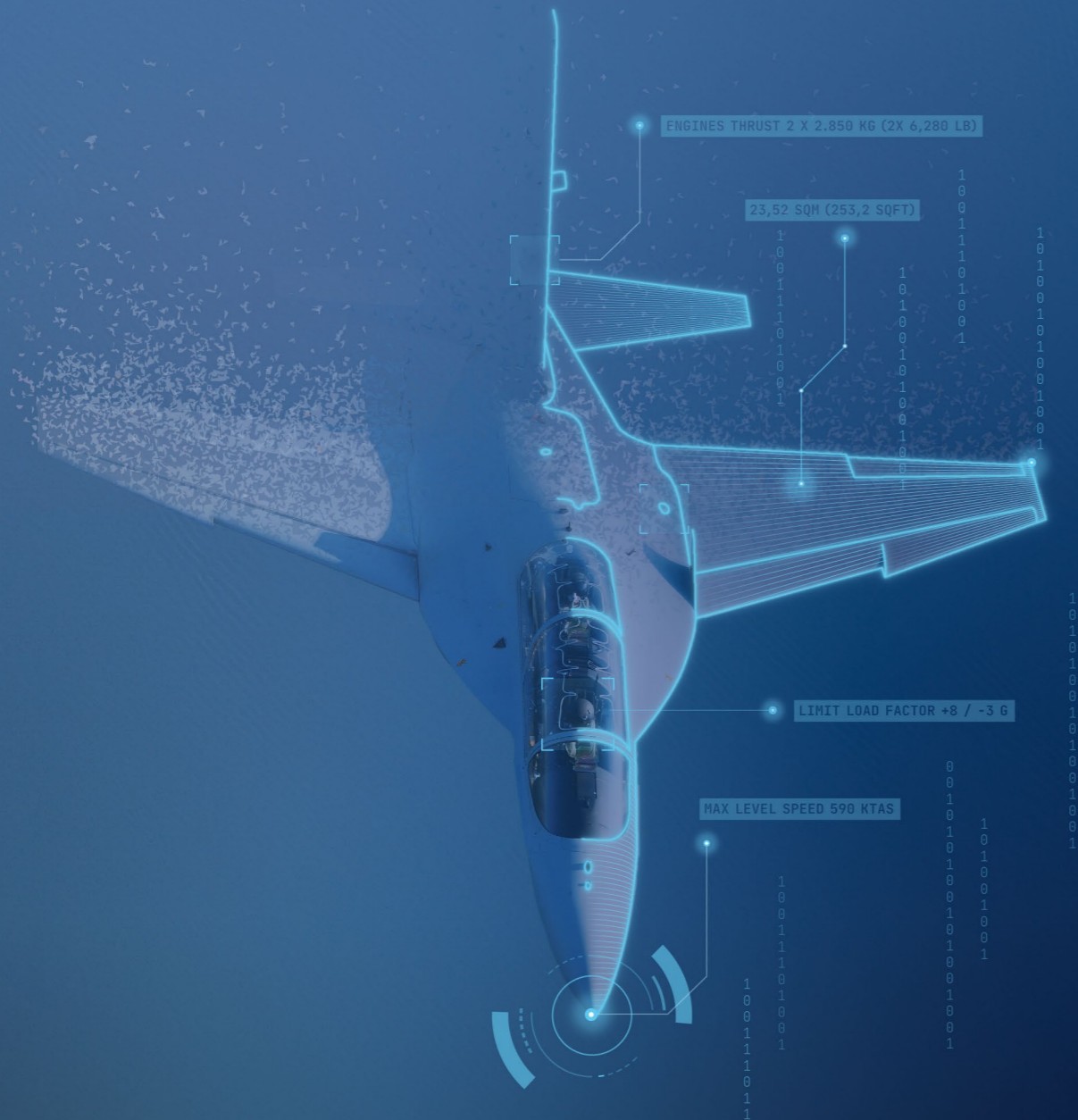
“The flexibility is important, as military pilots are flying for long hours, and this level of comfort allows them to stay with the task long term,” he said.



▲ Sniper Trading’s Wessam Jarirah with the company’s specially designed clothing and boots

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▼
Italo Rossini,
– the M-346
integrated
training system
is the “best
solution”



Leonardo aiming for M-346 training revolution

Leonardo believes that, with the massive number of fighters that have been ordered or are now in service in the region, there is a huge requirement for new training systems.

Speaking at the show yesterday, Italo Rossini, VP Middle East and North Africa said: “We believe we have the best solution with the M-346 integrated training system.”

In addition to one customer already operating the M-346, Rossini believes there will be a lot

more in the Middle East. One is already in the final phase of negotiation for a significant number of aircraft.

“All the countries have been briefed on the system; they know what we can do. Some of the roles that the M-346 can fulfil will reduce training carried out on new expensive fighters,” he said.

Air forces have the potential to buy the aircraft or send students to the International Flying Training School (IFTS) – a partnership between the Italian Air Force and

Leonardo. “But it is not just about the cost savings, it is also about the aircraft’s flying characteristics. It boasts fly-by-wire capabilities, modern aerodynamics, and full training simulation that an older system cannot fulfil,” said Rossini.

The M-346 could be an ideal solution for the RBAF, which does not have the air space to carry out its own training. As Rossini said: “The RBAF could acquire the aircraft and base them at an overseas location or send students to the IFTS.”

▲ NEWS IN BRIEF

Milestone celebration for UAE Space Agency

The UAE Space Agency is celebrating the 25th anniversary of the UAE space programme and the success of the Emirates Hope Mars mission.

Abdullah Al Marar, head of the space projects section, said: “Al Thraya, for mobile satellite services, was our first space endeavour in 1975, and it was through Al Thraya that the UAE space programme became an operator in 1997.”

The agency’s Mars mission was successfully launched, reached the orbit of the Red Planet, and is now approaching the end of the first scientific phase of the mission in May next year.

Al Marar said: “We have provided terabytes of data from the Hope mission and it has been a catalyst and an accelerator to growth of the UAE space sector.

The next mission, due to be launched by 2028, will explore the asteroid belt.

Al Marar said: “It will fly by six asteroids and rendezvous with a seventh by 2033. This mission will stimulate the space industry in the UAE, particularly in the private sector.”

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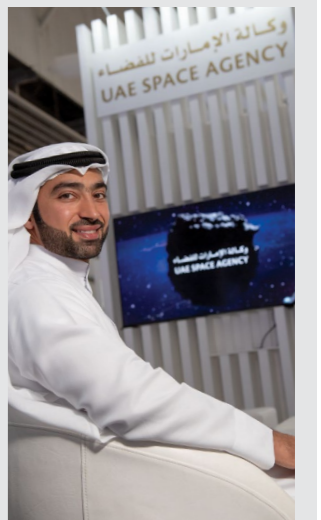
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Eyes on the Earth

King Abdulaziz City for Science & Technology (KACST), the Saudi Arabian national science agency, is showcasing the Arabic platform it has developed for NASA’s Eyes on the Earth programme.

The fabulous glowing globe gives an insight into a range of global climate events and monitors the vital signs of the planet, including the changing levels of air temperature, ice and water, carbon dioxide, carbon monoxide, sea level, soil moisture, ozone, gravity field and water vapour in real time, using NASA’s satellites and data.



▲ Abdullah Al Marar, head of space projects

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Checking out Saudi's investigation bureau

The Aviation Investigation Bureau of Saudi Arabia (AIB), an independent governmental entity under the direct supervision of the General Authority of Civil Aviation (GACA) chairman, is showing off its technical abilities here in Bahrain.

"We complete independent

investigations to eventually produce a report that will include recommendations to prevent future incidences happening again – the main goal for us is to keep the skies safe," said Ehab Sabri, senior technical adviser.

The AIB investigates civil incidents and accidents within

Saudi territory. It can be also be called in if other countries request help with their own investigations.

"Our equipment is very sophisticated and we keep up with the latest technologies," said Sabri.

"We have a full flight data recorder laboratory where we download and analyse flight data and voice recordings."

Sabri said incidents vary from commercial passenger jets to smaller fixed-wing or rotary aircraft, as well as ATC and ground incidences.

"We do everything according to the ICAO national standard," he added.

"Our remit covers Saudi aircraft or aircraft operated by Saudi nationals over the high seas or territories not owned by any country, in accordance with conditions and controls set forth in the investigation regulations," concluded Sabri.



▲ NEWS IN BRIEF

Healthy delivery

Bell announced at the show that it has delivered a third Bell 429 helicopter to Kuwait International Aircraft Leasing. It will be used by the country's ministry of health for medical emergency services (HEMS). "I'm delighted to see this delivery and honoured that the Kingdom of Kuwait has chosen a Bell platform to add to its existing fleet – there couldn't be a better testament than this," said Sameer Rehman, managing director, Bell.

Cutting-edge Viper

L3 Harris' new Viper Shield AN/ALQ-254(V)1 EW system is set to be integrated on the Royal Bahraini Air Force F-16 Block 70s. The system will provide cutting-edge offensive and defensive EW capabilities for the F-16 Block 70/72s in partnership with Lockheed Martin. The RBAF is the Viper Shield launch customer and will be followed by Bulgaria, Morocco, Slovakia and Taiwan.

Jordanian dreams

Royal Jordanian Airlines (RJ) plans to replace its fleet of Boeing 787s in the next few years... with more 787s. RJ's CEO, Samer Majali, said that he hoped to increase the current fleet of seven 787-8s to around 11 new examples over the next five years. The new arrivals would likely be the larger -9 or even -10 models.

The drones buzz

It is reported that, in the next 20 years, millions of new drones will enter our skies, creating a complex aviation ecosystem and a range of significant safety and security challenges. One company hoping to tackle this is Thales. The company is at the show highlighting its solutions for the entire drone ecosystem.

Fuelling discussion

Boeing has been keen to talk about the KC-46 air-to-air refueller at BIAS. So far 65 of the 179 aircraft on order by the US Air Force have been delivered, the Japanese Air Self Defence Force has received two of its required four, while the Israeli Air and Space Force has an outstanding order for four.



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Living the life of luxury

Bahrain-based luxury goods company, Designer Shaik, is at the show presenting its exclusive range of class fragrances, jewellery, gifts and fashion goods.

"We were invited here by the Bahrain Ministry of Transport as we are a well know brand in Bahrain – everything is designed and assembled here," said Amani Al Asfoor, communications officer – a member of the family-run company.

"The company's design concept has become synonymous with the four palaces of the Shaik – Palace of Nature, Palace of Fashion, Palace of Jewels, and Palace of Instruments – developing and creating luxury products to an internationally acclaimed high standard," said Al Asfoor.

"Already we have 800 points of sale around the world."



▲ Amani Al Asfoor, communications officer, demonstrating one of the company's watches and luxury scents



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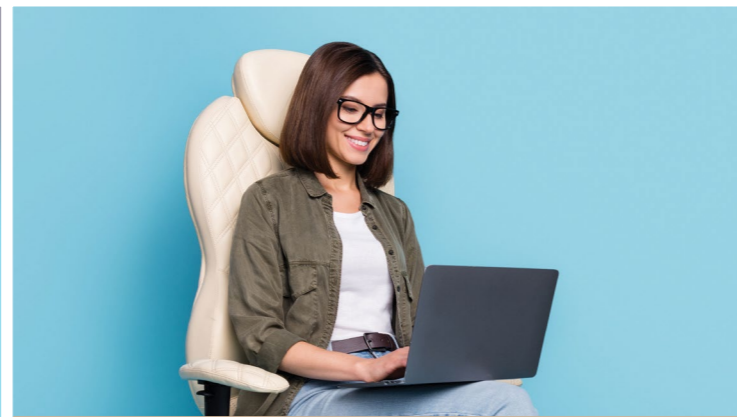
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Padding out again for an airshow hat-trick

The Saudi-based INAT group of companies has been doing the air show rounds in the region after recently exhibiting in Saudi Arabia and Abu Dhabi.

Now INAT is in Bahrain to highlight its aviation sector helipad and lighting solutions.

"We do complete turnkey solutions for helipads from covering the design, planning and engineering, to equipment supply, installation, testing and commissioning, as well as offering full

technical support to our clients," said Talha Ansari mechanical engineer.

"The helipads can be based anywhere, on a roof or the ground, and we make sure to supply essential supporting equipment including fire suppression, navigation and communications aids, as well as weather monitors and, importantly, the lighting systems.

"For example, in order to conduct night-time operations, a heliport must be equipped with specific lighting appliances, as

does a hospital helipad. These can be low, medium or high intensity."

The company's clients include the Saudi Border Guards, Sulaiman Al Habib Medical Group, and the National Air Ambulance operator in Saudi.

"We want to be seen here, not just to meet new clients but to speak with current clients too about us providing the ongoing maintenance helipads they need. It is essential to keep them well maintained."



H marks the spot: Talha Ansari at the show

Out on its own... but not for long

The Cirrus Aircraft Vision Jet on the static park is currently the only example of the aircraft in the GCC – but not for long. Nine of the revolutionary single-seater jet aircraft have been ordered by customers in the UAE and Saudi Arabia.

Stefano Cestarelli, regional sales director, Cirrus Middle East, said: "We have orders from a number of owner/operators in the region. We expect deliveries to begin in the second half of next year."

The world's first single-engine personal jet is FAA and EASA certified, but will need GCAA and GACA certification before operation in the region.

Cestarelli said: "This is an owner/operator's aircraft. It is easy to fly and the pilot and co-pilot have the best seats in the air." The jet has a maximum range of 2,000km, at a cruising speed of approximately 564kmph, and accommodates up to five adults and two children.



Francesca Massani and Stefano Cestarelli with the region's only Cirrus Vision Jet

NEWS IN BRIEF

The road to net zero

Corrin Higgs, director environment and sustainability marketing at Airbus, addressed students and delegates at BIAS on the challenges of making aviation more sustainable.

He outlined the commitment of the aviation industry to net zero by 2050, the challenges that entails, and the solutions being developed by Airbus and other aviation players.

He defined Airbus' plans to accelerate its sustainability by shifting to decarbonised electricity, accelerating use of sustainable aviation fuel in operations, and pioneering innovative solutions for the company's logistics.



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Bahraini F-16D shows off its operational readiness

A single Royal Bahraini Air Force Lockheed Martin F-16 Block 40, parked in the static display, is fitted with a Sniper advanced targeting pod.

The aircraft was delivered in 2018 as part of an urgent operational need by the RBAF.

The Sniper ATP detects, identifies, automatically tracks and laser-designates small tactical targets at long ranges. It also supports employment of all laser- and GPS-guided weapons against multiple fixed and moving targets.

The RBAF became the 25th customer of the Sniper when the system was ordered in early 2017.

Attached to the F-16D's centre-line hard point is a Northrop Grumman AN/ALQ-131 (V) electronic countermeasures pod, which detects threats and then jams them. In recent years the pod has been upgraded with new digital technologies to keep up with more sophisticated threats.

The jet is also equipped with



A single Royal Bahraini Air Force Lockheed Martin F-16 Block 40, parked in the static display, is fitted with a Sniper advanced targeting pod

AIM-120C AMRAAMs for beyond-visual-range missions and two AIM-9 Sidewinders for the shorter-range needs.

The load-out is likely to represent the aircraft's operational configuration during the Yemen War missions, which the RBAF has now stopped.

Lockheed Martin does have aspirations to upgrade the RBAF Block 40s to the F-16V configuration with a new AN/APG-81 AESA radar, but so far nothing has materialised.

The RBAF F-16D in the static display is fitted with all the systems required for an operational mission.

▲ NEWS IN BRIEF

Riyadh calling the defence community

Without a doubt, the most astounding success of the international aerospace and defence show circuit in the past year came from Riyadh at the inaugural World Defense Show in March.

Now the organisers are here at the Bahrain show to promote the next edition – due in February 2024 – to the defence industry.

The show was developed by the General Authority for Military Industries (GAMI) as part of the kingdom's 'vision 2030', which includes a plan for a thriving Saudi defence industry.

Show CEO, Andrew Pearcey, said yesterday that the growth potential remains untapped.

"The shift towards localisation represents a significant opportunity for the global defence community," he added. The 2024 edition will be focusing on the future and will include tailored networking opportunities for exhibitors and delegates to forge partnerships with the local defence eco-system.

NEWS IN BRIEF

Hay, hay, hay!

Bahraini cargo airline, Texel Air, has invested around \$250 million in state-of-the-art heavy-duty non-collapsible HAY horse stalls.

The stalls will be used on Texel Air's full fleet of aircraft, accommodating up to 21 horses per flight plus grooms for each horse.

HAY horse stalls are certified by EASA and offer the options of kick-doors, ramp entrances, vibration-damping base, easy water and feeding access, and adjustable ventilation to reduce stress and guarantee the safety of the horse during transport.



Why the GCC remains so Hawkish

There are three different variants of the extremely successful BAE Systems Hawk in evidence here at BIAS.

In addition to the RBAF Hawk Mk129 in the static display, the RAF Red Arrows are present with six Hawk T1s, while the Royal Saudi Air Force's Saudi Hawks team is flying seven Hawk Mk63s.

The last of nine Hawk Mk167s for the Qatar Emiri Air

Force have now left the BAE Systems production line and are flying with the joint RAF-QEAF training unit, 12 Squadron at RAF Leeming in the UK. They were the last Hawks to be built by BAE Systems in a production line that lasted almost 50 years. There have been nearly 200 BAE Hawk sales to all six air forces of the GCC – Bahrain, Kuwait, Oman, Qatar, Saudi and UAE.



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Why Edge focuses on a two-pronged attack

Hamad Al Marar, president of Edge's missiles and weapons cluster, has been speaking at the show about the two companies in his division.

"The main difference" he explained, "is that Halcon Systems, launched in 2017, is 100% owned by Edge, whereas Al Tariq is a joint venture with South African aerospace company Denel."

Al Tariq has developed three precision-guided missiles (PGMs), aptly called Al Tariq. Hamad continued: "In-house engineering capabilities cover all of Halcon, whereas Al Tariq's Denel partnership sees them being shared."

Calling on the vast experience of the South African company has undoubtedly assisted Al Tariq, which has three different types of PGMs – the 250lb Mk81, 500lb Mk82 and 1000lb Mk83 – with the latter currently in development.

The company has developed a series of different guidance system kits for all three different weapons.

Al Tariq PGMs are known to be in operational use with the UAEAF&AD and Egypt. "We have three main categories of weapons coming out of Halcon – the P-2 (smaller Desert Sting series designed for unmanned aerial vehicles), P3 Thunder



▶ Hamad Al Marar, president of Edge's missiles and weapons cluster with the Thunder P-4 missile

(P31/Mk 81 and P32/Mk82) and P4 Thunder 2,000lb/Mk 84. The P31 and P32 are in operational in different seeker configurations with the UAEAF&AD."

Al Marar explained why the missiles have the same name as the company. "Because I wanted the teams to have a complete focus on the PGMs," he said. "Edge works with a very sophisticated customer, the UAEAF&AD, but this does not give us any advantage – we have to compete, be reliable and commercially viable. This ensures that we are agile and

accommodating to our customer, so that our production lines are geared to work low-volume, high-mix, high-end products.

"That makes us very accommodating for any client to come to us and ask how we could solve their need. With the bigger [international] companies it's not a solution but a product."

Meanwhile, Halcon is also developing a 250km range SABR cruise missile for the local customer that could offer different iterations to accommodate other requirements.

▲ NEWS IN BRIEF

Relay runner makes appearance

After making a surprise appearance at last year's Dubai Airshow, a US Air Force Bombardier Global Express E-11A BACN (battlefield airborne communications node) is being exhibited here at BIAS.

The beyond-line-of-sight relay aircraft is flown by the 430th Expeditionary Combat Squadron (ECS).

During the height of the war with the Taliban in Afghanistan, the much-modified business jet flew out of Kandahar, but the unit now resides at Prince Sultan Airbase in Saudi Arabia after a brief period at Al Dhafra in UAE.

Saudis get together

Saudi Arabian flag-carrier, Saudia, has signed an MoU with the Saudi Company for Visa and Travel Solutions (SVTS) for wider collaboration.

The two organisations will share the use of each other's office spaces around the world and co-invest in technological solutions for online interconnectivity.

The MoU also proposes joint operations support bureaus to help run day-to-day activities



Tractor crew have skills to beat the spills

Saudi's Aramco has brought an Air Tractor AT-802A to the static display. It is one of three that the company uses as environmental control aircraft focusing on oil pollution, as can be seen from the spray-bars underneath.


The three American agricultural aircraft are based out of Damman on the east coast, where Aramco's aviation department is housed.

Air Tractor pilot Stelios Kotzikos, who flew the aircraft to

BIAS, said: "Four times a year we update our oil spill skills in exercises, when we practice dropping dispersants."

Aramco is currently looking at bigger options, not to cover just oil pollution control but aerial firefighting too, with both the Dash 8-Q400 and the Leonardo C-27J under consideration.

The south of the country, which boasts lush vegetation, is susceptible to fires.



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Why DHL has a bright Gulf future

The bright yellow and red Boeing 767-300F on the flightline is symbolic of express parcels transporter DHL's significant expansion in the Gulf in recent years.

The -300F can handle 55 to 58 tonnes of cargo and fly it up to nine hours.

This compares to the 40-tonne payload and 4.5-hour endurance of the legacy 767-200s that the larger model is steadily replacing.

As part of its efforts to get the maximum performance out of its aircraft, DHL is retrofitting winglets to them. In flights of more than around six hours, the aerodynamic devices can cut fuel burn by around 4% to 4.5%.

This expansion of the fleet – Bahrain-based DHL's Middle East

operation now uses 15 aircraft compared to eight just three years ago – is based not only on the surge in demand for cargo operations when Covid-19 grounded most passenger airliners, but on booming e-commerce flows.

Covid saw millions of people worldwide taking to ordering goods online. "That's not abated," said Richard Gale, the region's vice-president aviation.

On top of that, however, the conflict in Ukraine and the closure of Ukrainian and Russian airspace has boosted Bahrain's position as one of DHL's four global cargo hubs. A few years ago, DHL's Middle East freight flows were very largely regional in nature. Today, there is much more emphasis on long-haul traffic.



Net gain – the Covid uptick of millions taking to ordering goods online has not abated

"More than 75% of all our block hours are now intercontinental. Four years ago, it was close to zero," said Gale. "The geography of Bahrain is very interesting," he added. "It's right bang in the mid-

dle between Europe and Asia." Additionally, the boom in e-commerce traffic in countries such as Saudi Arabia means that DHL's fleet is likely to be busier than ever in the next few years.



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Alaujan's big appetite for Bahrain



Mohammed Al Matrook, group operation manager for Alaujan with the company's rationed food packs for the military

Bahrain company, Alaujan, is at the show in collaboration with Loyalty Support Services (LSS) – Jordan's largest provider of life support services.

The company is looking to attract the Bahrain National Guard and Bahrain Royal Guard with its rationed food packs for the military.

"LSS produces high-quality military rations in the form of cooked and dry meals ready-to-eat (MREs), which we provide as comprehensive, self-contained, single-serving packages," explained Mohammed Al Matrook, group operation manager for Alaujan.

"Each unit is a complete meal,

consisting of an entree, starch, snack, dessert, cold beverage, coffee, and an accessory and condiment package."

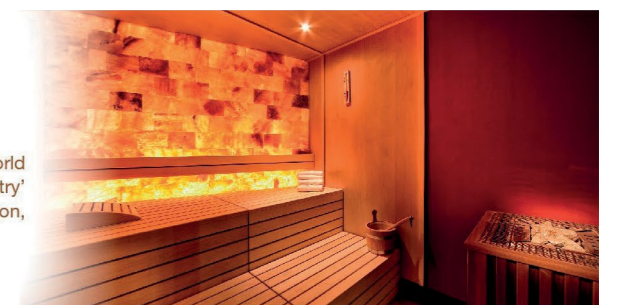
Its MREs are fully customisable and can be designed to meet any specifications, based on calorie count, dietary restrictions, price point, religious certifications, or any other criteria the clients have.

"A soldier requires between 3,000 and 3,600 calories a day," said Al Matrook. "We make sure that the packs have all the right nutritional ingredients, including vitamins and minerals, for operations that require physical activity to maintain strength and hydration."



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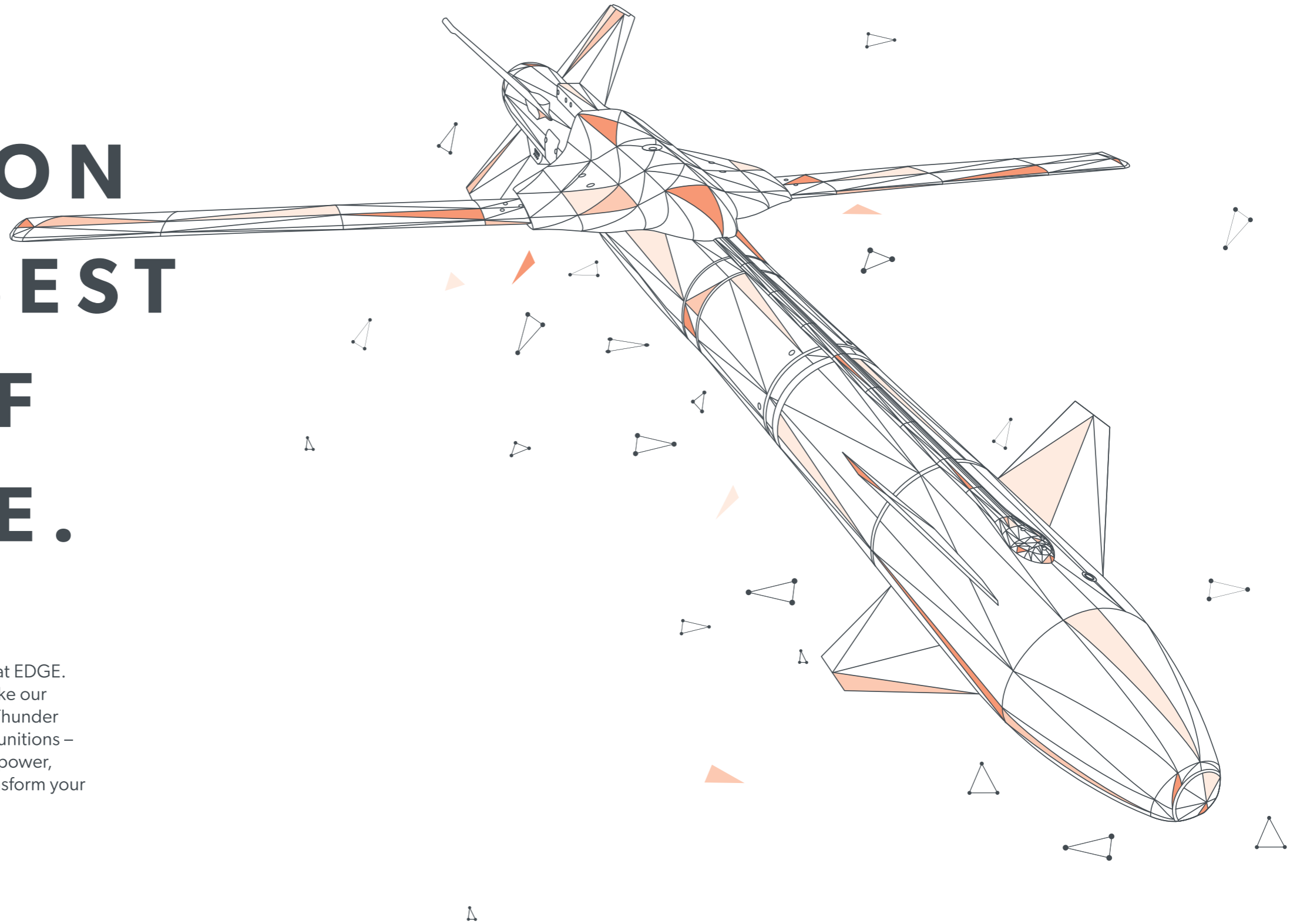
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