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Press Release

RISING TO THE PINNACLES OF SUCCESS

“Dubai’s emergence as the region’s trade, business and tourism centre has great significance for the emirate’s aviation sector. Investment in projects across the tourism, hospitality, leisure and entertainment sectors currently exceeds £177 billion. And with ambitious projects underway across the aviation sector it is expected that visitor figures will reach an impressive 15 million visitors by 2010. As part of the Dubai Strategic Plan 2015, the Dubai Government is investing a total of £43 billion in numerous civil aviation and aerospace industry projects to further its vision for the creation of the world’s leading aviation and logistics hub.” said **Ian Scott, director of the UK and Ireland representative office of Dubai Tourism and Commerce Marketing (DTCM).**

Connected to 200 destinations across five continents through more than 118 airlines, **Dubai International Airport (DIA)** accounts for over 27 per cent of all passenger and aircraft movement in the region. Growing at an average of over 15 per cent per year since 2002, DIA is now ranked in the top 10 of the world’s busiest airports compared to 30th position in 2002. And to fuel this rapid growth further, £2.2 billion is being invested in the **Dubai International Airport Expansion Programme**. This expansion will triple the airport’s existing capacity, with figures of 75 million passengers each year being forecast on its completion in 2009. The new Terminal 3 and Concourse 2 are scheduled to be fully operational by mid 2008 and the development of Concourse 3, which is dedicated specifically for the A380 super-jumbo, is expected to be completed in 2009. This will make DIA the only airport in the world to have a terminal consigned purely to the A380.



DIA has reported strong overall growth figures for the first half of 2007 and has registered passenger movement rising by 17.9 per cent over the same period in 2006. The airport handled a total of 127,568 flights during the half year period ending June 2007 compared with 116,543 flights in the first half of 2006.

Expansion plans are also underway for **Dubai Cargo Village** (DCV) which is currently ranked 11th worldwide in terms of cargo movement, and is the busiest in the region. The project involves the development of a mega cargo terminal which will augment the total annual capacity of DCV to 2.8 million tonnes. The mega cargo terminal is scheduled to be operational by the end of 2007.

While DIA's expansion nears completion, plans to further establish the emirate's position as a gateway to the region are underway with the development of **Al Maktoum International**. £16 billion is being invested in the project which will expand Dubai's aviation and logistics infrastructure radically and consolidate its ambition to become the world's premier aviation hub. Upon completion it will be the world's biggest airport with a capacity to handle 120-150 million passengers, almost double the annual passenger throughput of London Heathrow. The scale of the area being developed will allow for six parallel runways (each 4.5km in length) to operate simultaneously with no interruption to service.

Al Maktoum International will have two luxurious passenger terminals; one entirely dedicated to Emirates Airlines fleet and the second which will service other regional and international carriers. A third terminal is designated for low cost carriers. Further to this, 16 cargo terminals capable of handling over 12 million tonnes of cargo annually are also under development. The first of the six runways was completed earlier this month, enabling freighter operations to begin in 2008. The airport will be linked to the existing DIA via an express light rail system and dedicated road



network. A customs-bonded road and rail corridor will also be developed to link the two airports which will facilitate fast and efficient cargo and passenger movement.

However, the ambitious plans are not restricted to the terminals, concourse and cargo facilities. The project includes extensive development plans for residential, leisure, commercial and logistics zones, which upon completion will be the fourth largest air facility in land area covering a land mass twice the size of Hong Kong Island. The first terminals are due to open in mid 2008 and the entire project is expected to be fully built and operational by 2017.

There are currently 139 direct weekly flights to Dubai from the UK and Ireland, with over 54,000 seats. This will increase to 146 flights each week and over 55,000 seats when British Airways increases its frequency over the winter period (17 December 2007 to the end of March 2008), and with the launch of Silverjet's daily service from London Luton (18 November 2007).

In 2007, **Emirates**, the international airline of the United Arab Emirates, launched new services between the UK and the emirate. *“Emirates has had a tremendous year of growth in 2007 with many developments to its UK services. In September, we added our sixth departure point with the start of a daily non-stop service from Newcastle to Dubai – increasing the choice of flights we offer UK travellers to 98 non-stop flights each week - five daily services from Heathrow, three from Gatwick, two from Birmingham and Manchester, and one from Glasgow and Newcastle”.* **Vic Sheppard, vice president UK & Ireland, Emirates.**

Dubai's enterprising vision is demonstrated across all its development projects but nowhere is more evident than in the aviation sector. The scale of these projects alone has led some to name this as the most ambitious venture to date.



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