

ACI World AIRPORT DEVELOPMENT NEWS

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EUROPE

GREAT BRITAIN: By the end of April or in early May 2013, **London City Airport is expected to apply for planning permission for new stands in the east of the airport and a parallel taxiway to allow for an increase in the number of maximum aircraft movements.** LCY already has approval for an annual figure of 120 000 movements per year, substantially above the current 70 000 limit. **Key to the airport expansion is the introduction of the Bombardier C series aircraft with can seat up to 130 passengers.** The new Canadian aircraft is due to be operated by at least SWISS in 2015, and will open up a whole series of airports hitherto not within the range of the Embraer and Avro aircraft used at present. However, the C series will not fit into the current stands. Also planned is the possibility of increasing the area to the east of the present terminal building behind the current drop-off area. A doubling of the potential passenger throughput will also require a rethink of the present airside lounge, currently first-rate and the result of much work over the past few years in filling in the airside atrium and constructing excellent eateries and other airport facilities.

The Manchester Airport Group (MAG) has completed its acquisition of Stansted Airport (#945.OPS3). As part of the transaction, Australia-based Industry Funds Management (IFM) has taken a 35.5% equity interest in the enlarged group. **MAG has a detailed integration plan in place to ensure a seamless transition of ownership and operations at Stansted which will maintain business as usual for passengers and customers.**

IRELAND: **Following the separation of Shannon Airport from the Dublin Airport Authority on 1 January 2013, the airport started operations on a solid footing by way of a debt-free balance sheet and a business plan with an immediate focus on growing passenger numbers and route development.** The airport will also work towards the development of the **International Aviation Services Centre at Shannon**, which is targeting the creation of a significant number of primarily aviation-related jobs within a three-to-five-year period, building on the existing cluster of 40 aviation-related companies in Shannon currently. The second of a two-phase process for the new Shannon Airport entity will see the **merging of the airport by 1 July 2013 with activities of a restructured Shannon Development**, including its considerable land-bank and associated rent-roll. Since the airport is being promoted as a centre of excellence for the industry, this has led to a number of foreign direct investment inquiries, especially for maintenance and other aerospace projects. **FBO services are available at Shannon from Jetex Flight Support, Signature Flight Support, and Universal Aviation.** Dubai-based Jetex has established a joint venture with Westair to operate an FBO there. The facility includes an executive terminal, with pilot and passenger lounges and a flight-planning room, and 40 000 ft² of hangar space. Westair/Jetex also provides fuelling and EASA-approved maintenance for several business jet types. Quintessentially Aviation is to develop a **VIP lounge for corporate jet traffic** operated from Al Bateen Executive Airport in Abu Dhabi to Shannon. Some of the larger aircraft – such as the B.737 and B.767 and Airbus A319 – operating from the Middle East, together with U.S.-based jets, account for almost 50% of Shannon's traffic. Overall, there were about 4500 business jet movements at the airport in 2011.

NORWAY: **"While many European countries are experiencing a decline or stagnation in passenger traffic, Avinor is approaching 50 million passengers a year.** We are now spending several billion kroner in increasing capacity to meet the needs of business and travellers all over the country," says Dag Falk-Petersen, CEO of Avinor. While ACI (Airports Council International) Europe reports recession, decline and stagnation in air traffic within the European Union, passenger traffic to and

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from Avinor airports has increased by almost 5%. However, Avinor's CEO urges caution against thinking that the economic crisis will not also affect developments in Norway.

DENMARK: A new Growth Committee gets powerful players to join forces in bolstering Copenhagen Airport for the intense international competition with other airports and regions. The airport is a driver of growth and jobs in all of Denmark and in southern Sweden, and the committee has been entrusted with the task of identifying ideas and concrete initiatives that will ensure continuing growth in the number of routes and improvement of international accessibility. The Growth Committee has been established by Copenhagen Airport, and Jens Kramer Mikkelsen, CEO of CPH City & Port Development and former Mayor of Copenhagen for 15 years, will be the Committee's chairman. **The preliminary action plan includes topics such as an opening of the large neighbouring Russian market for more airline services to Denmark;** new initiatives to attract more inbound travellers to the region; further development of the cargo hub and the perspectives for an Airport City. The Committee will seek inspiration from initiatives that have strengthened other hubs in Europe and in other parts of the world.

NORTH AMERICA

U.S.A.: America's airports need to complete USD 71.3 billion worth of essential infrastructure projects between now and 2017, according to a new report issued by Airports Council International – North America (ACI-NA). The projects include major runway and terminal expansions that are required to keep pace with passenger growth forecasts. *The ACI-NA 2013 Capital Needs Survey* provides information on all airport projects over the next five years, not just those that are eligible for Airport Improvement Program (AIP) funding, as is the case with the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). The survey shows that commercial and general aviation airports have USD 71.3 billion in total projects that are considered essential by the airports and airport users, and the available funding for airport infrastructure projects falls far short of that amount.

"The 2013 Capital Needs Survey makes the case for additional infrastructure investments to ensure the safety and security of the travelling public," said ACI-NA President Greg Principato.

"Driving these investment requirements is aging airport infrastructure and expected increases in demand over the long term. Further, these projects also help reduce passenger delays and facilitate price and service competition for passengers across the United States," Principato continued.

The U.S. Chamber of Commerce, U.S. Travel Association (USTA), American Society of Civil Engineers (ASCE) and Building America's Future have also raised concerns about the impact of not enhancing airport infrastructure. "The aviation sector supports millions of American jobs and generates a tremendous amount of economic activity," said Janet Kavinoky, Executive Director of Transportation Policy at the U.S. Chamber of Commerce. "Necessary maintenance and modernization investments must be made to renew and upgrade aging aviation infrastructure and to **put in place a state-of-the-art air traffic control system.** These investments will ensure that future demand in business, passenger, and cargo traffic can be accommodated and that the U.S. airline industry remains competitive globally," Kavinoky added.

"Over the next decade, projected increases in domestic and international travel to the U.S. will accelerate growth in middle-class jobs and keep America globally competitive," said Roger Dow, President & CEO of the U.S. Travel Association, citing a recent report. **"The FAA predicts there will be one billion air travellers per year in the U.S. by 2024.** And the Obama Administration has set a goal of attracting 100 million overseas visitors by 2021, which would create an additional 1.3 million American jobs and USD 859 billion in spending. But in order to realize these benefits, we must make significant investments in our airport infrastructure. **Without world-class airports, America will be less connected as a country, less productive as a society, and less competitive in a global economy,"** added Dow.

"Congestion at major airports remains an issue and has significant effects on our nation's economy," said Gregory E. DiLoreto, President of ASCE. "ASCE's recent economic report found that if we do not address

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the capital needs for airports and continue at current investment levels, we will face a loss of USD 416 billion in GDP by the year 2020.”

“This report clearly outlines the serious needs of airports in the United States,” said Marcia Hale, President of Building America’s Future. “Airports of all sizes need billions of dollars not just to repair and maintain their service levels, but to increase capacity and ensure America stays competitive in a global economy. We hope our elected leaders heed the call and commit to a long-term infrastructure plan that will meet the critical needs of our transportation systems,” she concluded.

During a media briefing, ACI’s Principato also stressed that **the existing Federally-mandated funding system fails to meet U.S. airport capital needs for modernizing airport capacity which is critical for a safe, efficient and globally competitive aviation system.** “These data also make the case for an increase in the local user fee used by airports to fund development. The value of the Passenger Facility Charge has declined dramatically in inflation-adjusted terms since Congress imposed the PFC ceiling in 2000,” Principato said.

SOUTH & CENTRAL AMERICA

BRAZIL: Infraero, the State-owned airport operator, has modernization works under way at many of the country’s airports. The **main projects** include runway and apron rehabilitation work, upgrading of Terminals 1 and 2 and the cargo terminal at Rio de Janeiro-Galeão; construction of the second-phase runway and apron extension at São Gonçalo do Amarante Airport; modernization and expansion of the passenger terminal and access road system at Manaus Airport and at ‘Tancredo Neves International Airport’, Belo Horizonte-Confins; apron and cargo terminal expansion at Curitiba Airport; upgrading and expansion of the passenger terminal, carpark and road system at Cuiabá Airport; expansion of the passenger terminal of Foz do Iguacu/Cataratas Airport; expansion of the runway and apron at Macapa Airport; construction of a new apron at Parnaíba Airport; construction of a new cargo terminal at Porto Alegre Airport; expansion of the passenger terminal, apron and road system at Fortaleza Airport; new passenger terminal, utilities building, apron, taxiway, carpark and access road system at Florianópolis Airport; control tower and apron expansion at Salvador International Airport; new control tower and fire station at Vitória Airport.

The Federal Government has approved the international airport concessions of Rio de Janeiro’s Galeão (‘Tom Jobim’) Airport and Belo Horizonte-Confins ‘Tancredo Neves Airport’, which total some BRL 11.4 billion (USD 5.52 billion). Tenders are schedule to be launched in August 2013 and the bidding competition is set for September, according to Civil Aviation Minister Wagner Bittencourt, who officially announced the news on 20 December 2012 when presenting the Government’s airport logistics investment programme. “We are expecting BRL 4.8 billion in investment for Confins and BRL 6.6 billion for Galeão,” said Bittencourt. Companies wishing to participate in the process must have experience in airports with an annual traffic capacity of at least 35 million passengers. Majority shareholders of other airport concessions will not be able to participate. -- Earlier in 2012, meetings regarding concessions were held with Germany’s Fraport, France’s Aéroports de Paris, Dutch company Schiphol Group (Amsterdam Airport), and Heathrow Airport Ltd in London.

According to the airport logistics investments programme, measures are also under way to stimulate regional airports. “During Phase I of our plan, a total of BRL 7.3 billion has been earmarked for 270 airports,” said Bittencourt. States in the northeast are receiving the most in funding, with BRL 2.1 billion earmarked for 64 airports. In the north, BRL 1.7 billion has been destined for 67 airports, while in the country’s mid-west, BRL 900 million is available for 31 airports. Finally, the southeast is receiving BRL 1.6 billion for 65 airports, and the south, BRL 1 billion for 43 airports. The Minister also announced the creation of Infraero Serviços, as strategic partner of national airport authority Infraero. This new group will be able to expand Infraero’s scope to assist airports not operated by the authority.

President Dilma Rousseff had earlier indicated that Brazil would embark on an ambitious programme to build at least 800 regional airports, bringing service within 60 km of any city with at least 100 000 residents. Speaking in Paris, Rousseff had said that the country “needs more than railways.

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Some people in Brazil can travel only by air." She also said that airports are "a necessity for the country's growth". Statistics indicate that commercial air transport has grown over 120% over the past decade, with more than 30 million people travelling by air for the first time during that period. The President reaffirmed the need to reconcile fiscal responsibility and growth in order to overcome the current economic downturn. The Government, she said, has also been working to resolve infrastructure bottlenecks, reduce bureaucracy and create a favourable environment for investment so as to build an economy capable of generating innovation.

CHILE: Since the traffic situation at Santiago's 'Arturo Merino Benitez International Airport' (AMB) has exploded between 2010 and 2011, reaching a peak of 14.8% growth in passenger numbers, the Public Works Ministry (MOP) has announced a new plan that will expand capacity in stages. For MOP Minister Laurence Golborne, AMB's current position is the result of "not having planned for a long-term situation." However, MOP, together with civil aviation authority DGAC and the Air Force, have tried to manage the influx of passengers in the past two years, they are now working on a **new master plan consisting of three expansion stages:** the first, currently being executed by concessionaire SCL, involves making improvements and upgrades to AMB's existing facilities, and making better use of underused sections of the terminal. Total investment for this stage is about USD 65 million, giving SCL a two-year extension of its concession contract. This will allow the airport to serve 15 -16 million passengers by 2017, when work is scheduled to be completed.

SCL General Manager Alfonso Lacámara explained that the process is still in the administrative stage, but SCL expects to begin work in February 2013, and anticipates the project's completion by end-2013. Stage 2 of the new master plan involves the re-concessioning of AMB, with a planned investment of USD 700 million for a period of 15 years. **The new concession will include construction of a new terminal to serve international flights, while the existing facilities will be converted into a domestic terminal.** The new 200 000-m² T2 will consist of two wings exclusively for international flights, and two additional wings that will swing between international and domestic flights. Additionally, the new project involves construction of new taxiways and the expansion of existing ramps, which will have the capacity to serve larger aircraft, including the Airbus A380.

MOP expects to launch the concession process in July 2013 and a contract award is expected for 2014. The concession will kick off at the end of the existing one, in September 2015. At that time, the new concessionaire will be in charge of carrying out the project's definitive engineering, expected to take 15 months, followed by 36 months of construction. The new AMB should be completed between end-2019 and early 2020. Golborne said it will be up to the authorities in charge beyond 2020 to evaluate the best dates for the third stage, which will allow the terminal to serve 50 million passengers by 2045.

The third stage involves construction of a third terminal on AMB's north side, moving the maintenance area currently located there to the west and the Air Force section to the east.

As for access to the new terminal, the master plan includes reserving a stretch of land for the day in which Santiago's Metro is expected to arrive at the airport. This part of the project incorporates construction of up to three metro stations - one multimodal station outside the airport and two inside to connect the terminals.

PERU: The private investment promotion agency ProInversión has relaunched a bidding process for the concession of Cuzco's new USD 420 million Chinchero International Airport, to be awarded in December 2013. The 40-year, co-financed concession entails the design, construction, financing, operation, and maintenance of the new facility which will replace Cuzco's existing 'Alejandro Velasco Astete Airport', which can only handle a limited number of daytime flights. Chinchero Airport is expected to handle 2.6 million passengers annually by 2021. First called in August 2010, the tender has been suspended for months due to the decision by the Transport & Communications Ministry (MTC) to review the concession, which led to a new financing scheme - a co-financed concession instead of a self-sustainable one - **the contract period grew to 40 years from 30 years.** The management of the airport was excluded from the concession scheme. According to the new agenda approved by

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Proinversión, the agency will be working together with interested parties to come up with a definitive version of the contract by 25 November 2013. Qualified bidders will have until 18 December to file their technical and financial offers, with the final contract to be awarded on 23 December 2013. -- The Government recently gave the go-ahead for local authorities to acquire the lands needed for the new airport.

COLOMBIA: Construction of the future domestic terminal at Bogotá-El Dorado, the country's main airport, is scheduled to be finished in July 2014. The phased project has been designed by Zyscovich Architects, whose other projects in Colombia include the expansion of six regional airports. According to Bernard Zyscovich, President & Managing Principal of the firm with offices in Colombia and the United States, the terminal replacement is among the largest ventures under way in Colombia and one of the hemisphere's largest current airport projects. At nearly 1.9 million ft², the project includes a variety of features to enhance airport efficiency, including a six-lane entrance that can accommodate 80 000 vehicles daily, 64 check-in counters, 45 immigration lanes, restaurants, and duty-free shops, and a high-tech baggage claim area. **The new facility will initially serve as El Dorado's new international terminal** before the addition of two new concourses allows it to handle domestic traffic. **The terminal is expected to be able to accommodate 30 million passengers annually by 2014.** The design also incorporates natural light and ventilation to maximize energy efficiency, and a rain collection system for irrigation and toilets.

Juan Pulido, Manager of OPAIN, the company that manages the airport, said on 9 November 2012 that several agreements were signed to speed up the construction of the new terminal. The airport's current foundations are not compatible with the modernization project and the old El Dorado will be demolished once the new terminal is able to handle the country's air traffic, Pulido added.

MEXICO: Mexico City International Airport (AICM) is operating in excess of regulations that determine the number of landings and takeoffs permitted, according to Guillermo Heredia, President of the national chamber of air transport, Canaero. By law, the airport is allowed to carry out 54 operations (landings or takeoffs) per hour but is often reaching up to 70. "This is a high risk situation," said Heredia. While the President defines the situations as high risk, he claims that air traffic controllers in the airport are "ensuring the security of passengers."

Capacity at the airport is saturated, registering some 26.3 million passengers in 2011, up 2% over the prior year. It is currently impossible to increase the number of flights or destinations per day as the airport simply has no more capacity. The lack of capacity also causes up to 40% of the delays experienced in the airport on a day-to-day basis, said Heredia. As a result of the current limitations, **"we think construction of a new airport is of the most urgent importance and we expect the Government to make an announcement in the short term specifying the location and schedule for the project,"** said the President. Studies for the project are already well advanced, if not complete, and the initial phase of construction would take between three to four years. "This would be a trans-administration project and could be the biggest infrastructure investment that this country has ever seen," said Heredia.

ASIA-PACIFIC

CHINA: While other parts of the world are hit by economic downturns, China is seeing an airport construction boom driven by local governments, eager to develop their city or region. **In 2012 alone, the National Development & Reform Commission (NDRC),** the country's top economic planning agency, **approved 24 projects to build new airports, and the CAAC said that the country plans to build 82 new airports and expand 101 existing ones between 2011 and 2015, with an estimated investment of around CNY 100 billion (USD 15.9 billion).** The new airports are planned mainly for the western provinces, including Gansu, Qinghai, Xinjiang, Sichuan, and the north-eastern province of Heilongjiang. Airport expansion will be carried out primarily in Wuhan,

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Nanning, Chongqing, Harbin, Haikou, and Ningbo. In October 2012, the NDRC approved the renovation of two airports in Gansu and Shanxi and the building of a new one in Inner Mongolia.

The NDRC also approved the building of a new airport in Yunnan Province, the latest in a string of infrastructure investments aimed at boosting China's aviation capacity. The airport in the south-western province will be near a scenic spot to facilitate tourism and will be able to handle up to 450 000 passengers and 900 tonnes of cargo annually by 2020.

By 2015, China will have 230 airports, up from the current 182, says Huang Min, Director of Infrastructure at the NDRC. Most of the new facilities will be feeder airports in the central and western regions of the country. About 80% of the population will be within 100 km of an airport by the middle of this decade. Additional building is projected to increase that percentage by nine points by 2020.

Li Jiexiang, head of the CAAC, said that China's civil aviation development required some degree of advanced thinking because: "China now has only 182 commercial airports. The number is no more than 300, if general aviation airports are also counted. **I would say that the airport sector in China is underdeveloped, rather than overdeveloped.**" Li admitted that most of China's airports are now running at a loss, since airports are built and run by local governments, just like public utilities, and the governments are obliged to pay operators for any losses. **In 2011, 80% of the 180 civilian airports in the country lost a combined CNY 2 billion, said Huang Min, Director-General of the NDRC's Basic Industry Department.** Despite this, the entire industry had a net profit of CNY 4.6 billion because profits from large airports more than offset losses from smaller ones. In 2011, local governments had to pay on average CNY 15 million for loss-making airports, according to a CAAC report. But to many local officials, the sum is insignificant compared with the many business opportunities that come with an airport.

An official in Fuyang, Anhui province, said that, although the local government paid CNY 60 million for the city's airport, the overall dividends now amount to CNY 600 million. The airport is seeing a steady rise in passenger traffic, from just 17 666 in 2009 to 110 000 a year later. Because of the beneficial effects an airport can have on the local economy, local governments tend to be over-optimistic about traffic flow estimates when submitting airport construction projects. Excessive optimism often leads to oversized runways and terminals, and eventually to huge losses. Unfortunately, most local officials prefer large-scale projects as if they were ashamed to build a small airport. In some cases, the hastily built airports also pose safety issues.

Preparatory work has started on Beijing's new international airport at Daxing, which ultimately will be able to handle an impressive 130 million passengers a year. However, the project to build a new airport for Beijing has not officially been approved by the authorities. Huang Min, Director of the Basic Industries Department of the NDRC, said that the building of a new airport in the capital was part of the tasks stated in the nation's 12th Five-Year Development Plan (2011-2015). Work currently under way for the approval of the project includes research on the scale, construction standards, and the market orientation of the airport to be built. The project must be approved by the State Council, China's cabinet, before construction is allowed to go ahead. Huang said that the new airport is expected to ease the traffic strains currently weighing on Beijing Capital International Airport as busy routes and massive passenger flows are leading to flight delays.

When commissioned in 2017, Daxing's annual capacity will be 80 million passengers. At that size, the USD 12.5 billion project would surpass both Atlanta International and London-Heathrow to become the busiest aviation hub in the world. -- Located about 50 km south of the city centre, it will have eight runways and access to a comprehensive ground transport network, including high-speed trains and inter-airport trains.

Netherlands Airport Consultants BV (NACO) has won the design competition. Rik Krabbendam, Managing Director, said: "Since the new airport will predominantly handle domestic traffic, the challenge was to fit in 100 million passenger movements on the landside areas of the new airport." Incorporated into the design are all modes of public transport, which will be processed in a Ground Transportation

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Centre in front of the terminals. The layout of the runways, taxiways and aprons have been carefully designed to keep taxi distances as short as possible, thereby lessening fuel burn and CO2 emissions.

China is building the world's highest civil airport in Daocheng (Tibetan: Dabpa), Garze Prefecture in Sichuan province. The prefecture remains one of Tibet's most troubled regions, with large-scale Chinese security deployments. Construction of Daocheng-Yading Airport at an altitude of 4410 m began in June 2012. Its completion in 2013 will open routes to the western Chinese cities of Chengdu, Chongqing, Kunming, Guiyang, and Xi'an. The CNY 1.5 billion (USD 237 million) project will have an annual passenger capacity of around 500 000 in 2013. Alongside the runway and terminal, the local government has started building roads, power transmission projects, and hotels with a total investment of CNY 3.218 billion. The prefectural government hopes to attract 1 million tourists and raise CNY 1.5 to 2 billion in tourism revenue in 2015 after completion of the projects. The airport is located 130 km from the Yading scenic spot, a nature reserve whose alpine valleys and amazing scenery has won it the titles of 'The last Shangri-La' and 'The last pure land on the blue planet'.

CHINA – Hong Kong: Airport Authority Hong Kong (AAHK) has welcomed the Study Brief for the Environmental Impact Assessment (EIA) of expanding Hong Kong International Airport (HKIA) into a three-runway system. The Study Brief, which was issued by the Director of Environmental Protection, outlines the scope of environmental issues to be addressed in the EIA study and their related requirements, covering air quality, water quality, noise, marine ecology, fisheries, hazards, etc. Stanley Hui, Chief Executive Officer of AAHK, said: "Receiving the Study Brief is important because it will serve as a guide for how we conduct the EIA study. The next step is to embark upon the EIA process, which is expected to take about two years to complete. We are dedicated to carry out this work in a highly prudent, transparent and professional manner as always. We will not underestimate the challenges ahead, and will leave no stone unturned to explore all possible ways to avoid, minimize, mitigate, and compensate for potential environmental impacts."

To facilitate stakeholders' exchange of views on the EIA and related issues, AAHK has extended invitations to environmental experts, green NGOs, academia, district councillors, community leaders and other stakeholders to join technical briefing groups and community liaison groups. In addition, activities like exhibitions, talks, airport visits, and roundtable briefings will be organized to foster better understanding of the airport development plans and the EIA.

AAHK has also launched a dedicated website (www.threerunwaysystem.com/en) to provide updated information about the airport's plan to expand into a three-runway system, including the Study Brief and other information for public access. Newsletters will be issued to provide updates on the planning work related to the three-runway system. In accordance with the requirements under the EIA Ordinance, AAHK will include all study findings and possible mitigation measures in the EIA report. AAHK has also pledged to undertake air quality studies under the EIA process by benchmarking against the proposed new Air Quality Objectives (AQOs) announced by the Government.

TAIWAN: The TWD 46.7 billion (USD 1.58 billion) Taiwan Taoyuan International Airport's (TTIA) new Terminal 3 area project, which is scheduled for completion in 2018, calls for the development of the new terminal building, concourse and aprons, as well as service roads, ground service and operations facilities, taxiway system, and new passenger access roads. It also includes connecting the new terminal with the existing Terminal 2. The 4.8- hectare (11-acre) area between the two terminals will be developed as a multi-functional facility that will accommodate the airport's ground transportation centre, parking facilities and commercial real estate, with entertainment, shopping, and conference centres. Terminal 2 and 3 will both have stations served by the regional light rail system.

The new terminal will be critical as the airport expands from its current 25 million passengers and 1.77 million tonnes of cargo each year to an estimated 59.8 million travellers and 4.48 million tonnes of cargo annually by 2030. The plan for the Terminal 3 area will also help

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facilitate Taiwan's vision for the development of the Taoyuan region surrounding TTIA, which has been called the '**Taoyuan Aerotropolis Project**'. The region is slated for immense growth and economic development through new commercial, industrial and residential construction. – The local firm T.Y. Lin International Taiwan (TYLI), in a joint venture with NACO Netherlands Airport Consultants and Parsons Brinckerhoff, has been awarded the Technical Service of the General Consultancy for the TTIA new Terminal 3 area.

MONGOLIA: On 23 April 2012, construction work began at the new international airport for Ulan Baatar in Tuv province (#928.27) to satisfy the rising international passenger and freight transport volume. Prime Minister Sukhbaatar Batbold said the new airport would further facilitate Mongolia's air transport and thus promote the country's economic development. Mongolia would build the airport in accordance with international air transport standards so that a sound development of the country's aviation industry could be ensured, Batbold said at a start-up ceremony of the project. He also said the funding for the project worth JPY 28.8 billion (USD 358 million) will come from a loan agreement reached between the Mongolian government and Japan Bank for International Co-operation in 2008. According to the project plan, the airport, some 60 km away from Ulan Baatar, would be completed in 2015. By 2019, it would have a capacity to handle 1.65 million passengers and 11 900 tonnes of freight annually. The number of international flights to Mongolia would also be significantly promoted by constructing a bi-direction runway rather than the one-direction runway at the current 'Chinggis Khan International Airport', the biggest international airport of Mongolia, located near the capital city.

SOUTH KOREA: According to a long-term plan on airport development announced in January 2011, the Ministry of Land, Transport & Maritime Affairs is not permitted to start a new study on airport operations until 2014. The Ministry, however, recently decided to advance the original plan by one year as some airports such as Jeju International and Gimhae International are currently operating at near-full capacity. "It takes more than a year for a feasibility study and another seven to ten years for new construction or expansion work. Considering the time limit, within which airports can maintain normal operation, we need to start research early," said a Ministry official. **The Ministry** has already submitted a new budget plan of around KRW 1 billion (USD 885 000) to the Ministry of Strategy & Finance and **plans to look into the passenger and runway capacities of the nation's 17 airports starting in 2013**. According to the state-run Korea Research Institute for Human Settlements, **the runway capacity of Jeju Airport is expected to reach full capacity by 2019**, more than five to six years earlier than the Land Ministry's projection. The airport saw 112 696 flights in 2011, up from 103 426 in 2010, while the number of travellers also surged from 12 million in 2008 to 17 million in 2011. **Gimhae International Airport near Busan also posted a record number of passengers in 2012**, with the figure increasing 26.4% to reach 2.04 million in the first six months. **"The necessity of developing the Jeju and Gimhae airports has long been raised amid a surging demand in passengers**. But we need to make a final decision through a thorough study based on accurate demand figures," said another Ministry official. -- Building new airports for the Busan region and the Jeju holiday island have been campaign pledges of key presidential candidates ahead of the presidential election in early December 2012. But experts say a cautious approach must be taken, pointing out that new airports could dampen the economy of existing airports if their economic impact is not carefully studied. Of the 16 regional airports operated by Korea Airports Corp., 13 (all except Gimpo, Jeju and Gimhae) are suffering chronic deficits from low demand. In 2011, the Land Ministry ditched a plan to build a new international airport in the southeast - a campaign pledge of the Lee Myung-bak administration in 2007 - citing insufficient economic viability. -- Incheon International Airport is owned separately by the State-run Incheon International Airport Corp.

JAPAN: In the two years since its fourth runway came into use, Tokyo-Haneda Airport has added flights to Europe, the U.S.A., and Asia in its push to offer around-the-clock international service. The airport previously focused on domestic travel and some regional charter

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flights to Seoul, Hong Kong, Beijing, and Shanghai. The fourth runway, launched on 21 October 2010, changed that by supplying 60 000 take-off and landing slots annually for international routes, enough for around 80 daily flights. New services were added, connecting to 16 foreign cities in ten nations by winter 2010, including Bangkok, Singapore, Paris, London, and New York. Since the 2012 summer schedule, the total grew to 17 cities in twelve markets with the addition of a route to Denpasar/Indonesia, and a cargo flight to Taipei.

Haneda's proximity to central Tokyo is a distinct advantage, as airport is located just 15 km from Tokyo's Shingawa station, while Narita Airport is about 60 km from Tokyo's Nippori station. Business travellers have begun using Haneda's international flights, which typically depart late at night or in the early morning, as a way to shorten their trips. Similarly, a growing number of people are taking late-night flights to kick off their weekends and go to nearby overseas destinations. -- **The Transport Ministry will increase the international slots at Haneda to 90 000 by the end of fiscal 2013.** This is expected to allow more airlines to offer long-haul flights across the Pacific and to Europe that depart midday, now limited to shorter flights to Asia. An expansion project for the international terminal started in October 2012 in preparation for the added slots, with completion scheduled for the end of fiscal 2013.

SRI LANKA: The Government commissioned the country's second international gateway, named Mattala Rajapaksa International Airport, in Hambantota District in the Southern Province on 18 March 2013. The airport has a 3500-m code 4F runway and is capable of handling 1 million passengers annually. The IATA city code is HRI and ICAO location indicator is VCRI.

AUSTRALIA: Perth Airport's AUD 120 million Domestic Terminal (Terminal 2) will open on 2 March 2013, less than 18 months after construction started. The new terminal is the first to be built at the airport for 26 years and Broad Construction Services (WA) enlisted more than 250 personnel who spent over 500 000 hours to construct the building. The T2 features 16 check-in counters and space for new self-service and bag drop technology for faster and easier check-in; a spacious departures lounge with high-quality retail, food & beverage choices; 14 aircraft gates accessed via covered walkways, providing protection from the elements; and three large baggage reclaim belts to minimize waiting times. "This is the first of our major projects to be completed and comes at a time when there is continuing strong growth in aviation activity to regional Western Australia, driven largely by the resource sector's fly-in, fly-out (FIFO) workforce model. The opening of T2 represents a major step forward in meeting the requirements of the resource sector," said Brad Geatches, CEO of Perth Airport.

WESTERN ASIA

TURKEY: A tender for the third Istanbul airport with an estimated annual passenger capacity of up to 150 million will be held on 3 May 2013, Transport Minister Binali Yıldırım announced on 23 January 2013 as he explained the project in a press conference. "The duration of the operation lease will be 25 years and companies will bid over the amount they will pay for the lease for 25-year operation," said Yıldırım. **The project (#936.30) will be conducted using a Build-Operate-Transfer arrangement with the co-operation of the private and public sectors,** with 80% owned by the public and 20% acquired through nationalization.. The state will guarantee the amount of passengers and tariff levels for a certain amount of time.

The announcement for the new airport's tender was published in national newspapers. The tender's price specifications are set at TRY 100 000 Turkish liras and the amount of the bid bond will be EUR 40 million, according to the announcement.

"We hope to finish this project in three or four years," Prime Minister Recep Erdoğan said during his weekly address to his parliamentary group in Ankara on 22 January 2013. Istanbul's current Atatürk International Airport (IST) and the smaller 'Sabiha Gökçen Airport' (SAW) on the Anatolian side of Istanbul are barely meeting increasing passenger demand. TAV Airports, who operate Atatürk Airport, partnering with Aéroports de Paris (ADP) and Limak Holding, operator of the second Istanbul airport, Sabiha Gökçen, are among the companies that have expressed interest in operation rights to the new

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airport. AIC Group, which owns Turkish airline company Atlasjet, will also bid for the project with a consortium including the Italian design company One Works and investment firm TRKMW. Among foreign airport operators, Schiphol Group, which operates Amsterdam Airport, also is interested in the project.

JORDAN: Airport International Group (AIG), the consortium responsible for the rehabilitation, expansion and operation of **Amman Airport** under a 25-year concession, **opened its new terminal on 3 March 2013** with inaugural flights to Athens, Doha, and Sharm el-Sheikh. The full transfer of all flights to the new building was completed on 21 March. Kjeld Binger, CEO of AIG, said: "By starting with three initial departure flights, RJ and AIG are in the process of preparing for the full transfer of all operations to the new terminal. This operation represents an exciting phase for us at QAIA as we are introducing a new traveller experience by leveraging modern facilities, advanced work mechanisms, and cutting-edge passenger handling systems."

In November 2007, AIG became responsible for the operation of the airport, the rehabilitation of existing facilities, and construction of the new 100 000-m² passenger terminal. **Designed by Sir Norman Foster, the new facility will have the capacity to handle 9 million passengers per year when it is fully operational**, nearly tripling the airport's previous capacity of 3.5 million passengers. AIG's total capital commitment for the project was originally USD 700 million, but later increased to USD 800 million after the group injected additional funds to facilitate further expansion and improvement of the design. Funding for the project has been secured through the International Finance Corporation (the commercial arm of the World Bank), the Islamic Development Bank, and a syndication of commercial lenders, as well as shareholder equity.

So far, the airport has had two passenger terminals connected via a link bridge and has seen annual passenger numbers grow 40% in the last four years, with a record 6.3 million using the airport in 2012. **Improvements of the existing terminal facilities** include increasing the size of the check-in areas, the refurbishment of retail space and increasing the mix of duty-free shopping and food & beverage outlets. An upgrade of the baggage-handling system and security checking will also be implemented. It is hoped that the improved facilities will help QAIA develop as a transit hub, and as an economic engine for the region. -- Located 35 km from the centre of Amman, Queen Alia International Airport was inaugurated in 1983 to become the country's key gateway to the world. The airport, which extends across 19 million square metres, includes two parallel runways of 3660 m each. There are currently 44 airlines flying from QAIA with 1220 flights per week.

QATAR: **Up to twelve airlines started operating from Doha's new Hamad International Airport when the facility opened on 1 April 2013.** Flights of these low-cost carriers or airlines that do not require lounge facilities will operate out of Concourse B and utilize the eastern runway, the longest of the two runways at just under 5000 m. Akbar al-Baker, CEO of Qatar Airways, which manages the airport, said that there was still no specific date for the carrier to move its full operations over to Hamad International, although he confirmed this would happen by the end of the year. The current Doha International Airport will remain open to passenger services until Qatar Airways moves its entire operations to the new facility. The airline currently operates 121 aircraft to 125 destinations worldwide. Within three years, it will own more than 170 aircraft flying to some 170 destinations.

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