

ACI World AIRPORT DEVELOPMENT NEWS

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Editor & Publisher: Martin Lamprecht martin@mombergerairport.info Founding Editor & Publisher: Manfred Momberger

Focus on SOUTH-EAST ASIA

BANGLADESH

The Government will restart the process of constructing Bangabandhu International Airport initiated during its last term, but backtracked at the end of its tenure. The new airport, about 60 km from the capital Dhaka, could be an alternate for the city's 'Hazrat Shahjalal International Airport' (DAC). "We will start afresh the proposed Bangabandhu Airport. I've already held a meeting and had discussions about it," said Civil Aviation & Tourism Minister Rashed Khan Menon after inaugurating the high-speed taxiway built under a project of the Danish International Development Assistance (Danida) at DAC. The high-speed taxiway will enable incoming aircraft to reach the terminal at DAC in a shorter time, requiring less fuel and saving time for passengers. Menon also said he would give top priority to upgrading the Cox's Bazar Airport to boost the tourism industry. To this end, he would complete all formalities in three months.

The proposed Bangabandhu 'Sheikh Mujib International Airport' is to be built under a public-private partnership and is expected to cost up to USD 7.2 billion. Several sites are under study, with Char Janajat on the southern banks of the Padma river being the most likely. – Bangladesh has three international and five domestic airports, all of which are under-used for lack of proper management.

On 12 May 2014, the Government approved a proposal to appoint an international conglomerate for implementation of the expansion work of Dhaka's 'Hazrat Shahjalal International Airport', aiming to double its capacity. The Cabinet Committee on Purchase approved the proposal for appointing the conglomerate consisting of Yooshin Engineering Corporation (Korea), CPG Consultants Pte. Ltd (Singapore), and Development Design Consultants Ltd (Bangladesh). **The expansion work costing BDT 398.9 billion includes construction of a second runway, third terminal, and other infrastructural development,** as the Civil Aviation Authority of Bangladesh (CAAB) plans to cope with ever-growing passenger numbers at the airport which has seen very little expansion work since 1980. Presently, the annual growth rate of passengers and freight at the airport is 13%. If the growth rate remains unchanged, expansion of the airport will be required after 2018. Now the airport is capable of serving 8 million passengers annually, but handles only 5.3 million.

MYANMAR

The Department of Civil Aviation (DCA) will issue a tender in October 2014 for the upgrading of 39 underdeveloped domestic airports, inviting local and foreign companies to compete for contracts. This would be the first time in Myanmar that domestic airports are opened to private investors and the Government says the move would help offset the cost of running the airports and would free up funds that could be better spent elsewhere. In November 2013, the DCA called on companies to register their interest and proposals for improving some of Myanmar's 69 domestic airports to improve capacity and infrastructure. DCA Director General Tin Naing Tun is quoted in the press as saying that 'many' companies have registered their interest, but most of the firms were Burmese.'

The country's aviation industry is expected to grow rapidly in the coming years, and the number of foreign tourist visits and domestic air passengers is projected to rise from 4.2 million in 2013 to 30 million in 2030, according to DCA estimates. International and domestic airports are set for a surge of investment and upgrades. The Government has been seeking foreign investors for building the new USD 1.5 billion Hanthawaddy International Airport, which will serve as the second airport to that of the capital Yangon.

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In February 2014, the Government invited Singapore's Changi Airport Group, South Korea's Yongnam Holdings Ltd, and Japan's JGC Corp. to start negotiations on a tender to build and operate the new airport. However, work on the project faces additional delays because the four short-listed competitors for the job will have to submit new bids because of 'a major change in project policy', since the Government has agreed to seek Official Development Assistance (ODA) for implementing the project. To make the competition fair, the Government decided to invite all four short-listed bidders to send in their tenders again. The bidders also include a consortium made up of Vinci Airport of France and Taisei Corp of Japan. The deadline was on 22 April 2014. Originally, the project was targeted to finish by 2018, but it will now take some more time. In August 2013, a consortium led by South Korea's Incheon International Airport Corp. was named as the preferred bidder to build Hanthawaddy International Airport, but those discussions were said to have broken down.

In November 2013, aviation officials awarded a USD 150 million contract to upgrade Yangon's old Mingaladon International Airport to a consortium led by a firm belonging to the local Asia World Group, Pioneer Aerodrome Services, and Mitsubishi Corp. which is heading up a group of Japanese firms that will also revamp Mandalay International Airport. The group includes Jalux, with Serge Pun's SPA Project Management Ltd. While those contracts are still being drawn up, they had not faced the financing difficulties of the Hanthawaddy project because the capital investment required is much smaller.

THAILAND

Airports of Thailand PLC (AoT) Director Makin Petplai has confirmed that the second-phase development of Bangkok's Suvarnabhumi Airport is on schedule, but he acknowledged that the impact of political conflict in Bangkok has decreased the number of passengers. He revealed that the overall revenue in the first quarter of 2014 increased by only 5.1%, much lower than the expected 10%, mainly due to the political conflict which has prevented Suvarnabhumi Airport from achieving its expansion target. However, AoT has developed contingency plans to maintain the overall outcome of 2014 at a satisfactory level by reducing the airport fees and promoting Thai tourism in co-operation with the Tourism Authority of Thailand (TAT).

At the city's second airport, the first phase of the Don Mueang development plan will be completed by the end of 2014. It is designed to serve 30 million passengers currently, rising to 40 million passengers in 2015. AoT already has started the second and third phases of refurbishing Bangkok's second airport, with a budget of THB 3 billion, covering Terminals 1 and 2 as well as the runways and taxi ways. At present, seven airlines operate at Don Mueang, offering 23 domestic routes and 24 international routes.

AoT is now urgently working on the development of the second phase of Suvarnabhumi Airport. Makin said that the construction layout is being concluded and it should be possible to open the auction in May 2014. So far the plan is still on schedule and the development project is expected to be completed in 2017. In its present phase, Suvarnabhumi Airport has the capacity to service 45 million passengers a year. It will later have the capacity to handle 60 million passengers annually. **When the development plans are completed, the two Bangkok airports will have a combined capacity of 100 million passengers a year by late 2016.** In 2014, AOT expects 80 million passengers.

Airports of Thailand (AoT) has announced an ambitious plan to invest THB 36 billion to build airport cities in Bangkok and Phuket. President Makin Petplai said that AoT will apply the management system of Hong Kong's Chek Lap Kok International Airport since there are some similarities in their features, which should be helpful in developing three major Airport Cities at Suvarnabhumi and Don Mueang in Bangkok and at Phuket. Airport cities will cater to three categories of people: tourists, regular passengers, and business travellers. Total investment for the three projects will be THB 36 billion with a target to service 100 million travellers in 2016. Mr Makin said the airport city development in Bangkok will be in conjunction with the launch of the Red and Green Lines of the electric mass transit rail service, while setting up the Phuket Airport City will take three years.

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AoT will invest about THB 10 billion to construct monorails to connect Bangkok's two airports with the electric train on the Red and Green Lines as part of its fourth-phase development plan to cope with its increasing passenger flow. The airports' departure, arrival and cargo terminals will be renovated. In addition to the second phase of Suvarnabhumi Airport development costing THB 62.5 billion, AoT also plans to improve areas surrounding the airport, including 37 plots of land, in order to generate more income. The AoT President said renovation of Suvarnabhumi Airport will cost THB 6 billion and the Airport City will stretch to a 5-km radius around the airport.

Apart from the three international airports in Bangkok and Phuket, the Chiang Mai, Chiang Rai and Songkhla airports will also be expanded to handle the growing number of air travellers, according to Airports of Thailand. Development planned for Chiang Mai will improve the airport's capacity as a hub for the northern region. Feasibility studies are under way. Mae Fah Luang Airport in Chiang Rai will also be improved. Hat Yai Airport in Songkhla will be upgraded, to supplement Phuket International. The number of people passing through the six AoT airports has increased continuously in 2013 to a total of 86.13 million. In 2012, traffic rose by 7.87% and 15.46% in 2011.

MALAYSIA

On 2 May 2014, Malaysia opened what it calls the world's largest airport built specifically for low-cost airlines, KLIA2, a project driven by the phenomenal growth of budget travel. The privately-funded USD 1.2 billion facility near the main Kuala Lumpur International Airport (KLIA), built by a joint venture (JV) between UEM Construction Sdn Bhd and Bina Puri Sdn Bhd, was originally targeted to open three years ago but has been hit by repeated delays, amid concerns over safety and sub-par construction, even as costs have doubled. The new KLIA2 budget terminal will begin operations with an initial 56 daily flights, increasing the load as airlines move full operations over from a nearby existing facility in coming days.

Analysts and the travelling public have agreed that the opening of a new budget terminal was long overdue. The current low-cost terminal is a cramped and bare-bones facility that resembles a bus station. Capacity is 15 million passengers, but about 22 million squeezed through in 2013. **The gleaming KLIA2 covers an area about four times the size of the facility it is replacing.** Its modern design features soaring ceilings, natural lighting, peplemover belts, and improved connectivity with access to an existing express airport train to Kuala Lumpur, 50 km away.

Malaysia-based Malindo Air, the Philippines' Cebu Pacific Air, Singapore's Tiger Airways, and Indonesia's Lion Air and Mandala Airlines were the initial operators of a **smooth opening**, joined on 9 May by the region's low-cost leader AirAsia. About 24 million passengers are expected to pass through KLIA2 in the first 12 months, and annual capacity is 45 million. Current capacity at the main KLIA terminal is roughly 40 million, but expansion plans are in the works. "KLIA2 will cement Kuala Lumpur's position as a thriving hub for both low-cost and full-service travel," said Bashir Ahmad, Managing Director of state-owned airport operator Malaysia Airport Holdings Bhd (MAHB) which built KLIA2.

The opening of Gateway@klia2 in the new low-cost carrier terminal will be a boost in making Malaysia the leading hub for budget airlines and global aviation industry, says Acting Transport Minister Datuk Seri Hishammuddin Tun Hussein. "I am satisfied and impressed with the final preparations made to open the KLIA2, particularly in terms of Gateway@klia2 and public transport connectivity," he said in a speech after officiating the opening of the Express Rail Link station at KLIA2 on 30 April 2014. Gateway@klia2 is managed by Segi Astana Sdn Bhd, a joint venture between WCT Holdings Bhd and Malaysia Airports Holdings Bhd. It has 350,000 ft² of net lettable space spanning over four levels and a 6,000-bay multi-storey parking garage. Built on the 'airport in a mall' concept, it is able to house 110 outlets ranging from food & beverages to fashion. The transport hub within Gateway@klia2 complex is also set to accommodate various modes of public transport that include trains, buses and taxis. "The hub will be able to service up to 2,000 passengers at any time," Hishammuddin said. -- Since the services and facilities at KLIA2 are comparable, if not better than KLIA, users of equivalent facilities at both terminals

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should pay a similar passenger service charge (PSC), IATA has said, suggesting that both terminals charge a PSC of MYR 44 to 45.

Malaysia Airports Holdings Bhd (MAHB) is reported to be in the preliminary stages of planning for another satellite building at Kuala Lumpur International Airport (KLIA). The new satellite will have more than 30 gates to cater for 25 million passengers and is estimated to cost nearly MYR 2 billion. There will be a rail link from the main terminal, similar to the existing satellite building at KLIA. The original plan for KLIA was to have four satellite buildings, each to cater for 25 million passengers, totalling 100 million passengers. There may also be plans to dedicate one satellite for Oneworld alliance members. -- A total of 64 airlines currently operate out of KLIA, of which three were flying out of the low-cost carrier terminal (LCCT) in Sepang, now replaced by KLIA2. -- MAHB handled 40 million passengers in 2013, of which 25 million came through KLIA and 15 million from the LCCT. The Government spent about MYR 10 billion on developing KLIA 15 years ago to cater for up to 25 million passengers.

SINGAPORE

A massive expansion of Changi International will take place right next to the Air Show site near the airport. It includes a third runway and a fifth terminal, and will eventually double the hub's capacity to 135 million passengers per year. The development forms part of a master plan announced by Singapore Prime Minister Lee Hsien Loong in 2013. On the right side of the Airport Show entrance road is land that was reclaimed from the sea 25 years ago. Currently hidden in its middle lies Changi Air Base East (CAB East), a parallel runway, and a small airbase used by the Republic of Singapore Air Force (RSAF) to house an F-16 squadron. By 2020, construction will extend that runway at the 02R end in a south-westerly direction to become the airport's third runway. Between it and the current Changi Coast Road (which will close), the new Terminal 5 will emerge by 2025. Almost 40 km of new taxiways will connect the area with the current airport.

Another part of the master plan calls for the closure of Paya Lebar Air Base (PLAB). Until Changi opened in 1981, it served as Singapore's international airport. Since then, it has housed the RSAF's C-130 and two F-5 squadrons, one of which was replaced with F-15s in 2012. However, it is surrounded by housing, a commodity Singapore desperately needs to accommodate its ever-growing population, forecasts for which show a rise from 5.5 million to 6.9 million by 2030.

* **Part of Tanah Merah Country Club will be acquired by the Government to build new taxiways as part of Changi Airport's expansion plans.** This expansion involves construction of a three-runway system for the upcoming Terminal 5, which requires new taxiways to be built around an existing runway to facilitate the safe and efficient movement of aircraft. The new taxiways will also link existing airport facilities, such as Terminals 1, 2 and 3, to new facilities at Changi East like the future Terminal 5.

INDONESIA

According to Transportation Deputy Minister Bambang Susantono, **Indonesia plans to build 62 new airports in the coming five years so that the number of airports in the country would increase to 299.** "There are now 237 airports in Indonesia,... 13 are managed by airport operator PT Angkasa Pura I, 13 by PT Angkasa Pura II, and the remaining ones are operated by the UPT of the Directorate General of Air Transportation," he noted in a written statement in April 2014. The sizes of airports operated by the Air Transportation Directorate General are not as large as airports found in various big cities in Indonesia, he explained. But the smaller airports are important for accessibility in the regions. Many of the new airports will be developed in Indonesia's eastern regions. The distribution of airports in Java and Sumatra is one for every 100 km, in Kalimantan and Sulawesi for 60 km, and in Maluku, Nusa Tenggara, and Papua for 30 km, he said.

Transportation Ministry Director General for Air Transportation Herry Bakti Gumay had advised Indonesian authorities to plan 25 years ahead for necessary airport expansion after

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it was revealed that ten airports under development to account for the ASEAN Open Skies Policy are not keeping pace with the growth in passenger numbers. The ASEAN Open Skies Policy brings down barriers to trade, easing the flow of labour and goods and boosting tourism. Salahudin Rafi, Operational & Technical Director of state-owned airport operator PT Angkasa Pura II, said: "The increase in airport capacity in Indonesia is still significantly below the annual growth in the number of passengers. Hence, airport infrastructure development must be accelerated to anticipate the drastic growth in passengers."

The Ministry of Transportation (MoT) intends shortly to start Phase I of a public-private partnership (PPP) scheme to develop regional airports by opening management bids for the Bandar Lampung's Radin Inten II, Komodo, and Palu's Mutiara (Central Sulawesi) airports, the first three of ten airports. The MoT described these three airports as being "facilities that would attract the most interest" and expects to receive competitive tender offers. MoT's Director Bambang Tjahjono advised that in March 2014 the national airline Garuda Indonesia was the first company to file an expression of interest to develop Komodo Airport in Labuan Bajo, East Nusa Tenggara, due to its tourism potential. The other seven airports are: Bengkulu, Jayapura Sentani, Matahora, Palangkaraya, Tjilik Riwut Tannung, Tarakan Juwata, and Ternate Babullah. – In the meantime, 38 investors have expressed an interest in managing and upgrading the ten non-commercial airports across the country. Of these, 26 were foreign investors, consisting of 13 companies from Japan, three Singaporean firms, two Spanish companies, two from Australia and one each from South Korea, Malaysia and New Zealand.

State-owned airport operator PT Angkasa Pura I plans to build three more runways at Surabaya's Juanda International Airport in East Java to accommodate the growing number of flights, the company's General Manager Trikore Harjo has said. "Construction of the new runways will be completed by 2017 and they will be fully operational one year thereafter. Currently, we are still conducting a feasibility study. We expect construction to start soon," Harjo said according to the *Antara* news agency. The airport will also be equipped with a hotel, office buildings, and other public facilities. Meanwhile, East Java Governor Soekarwo said that the decision to improve Juanda Airport's capacity was the correct one, considering that 31% of Indonesia's domestic trading activities take place in East Java province. The new runways would improve efficiency in goods transportation to and from East Java. Improvements to the airport's capacity are also important to accommodate the growing number of passengers traveling through the area every year. On average, Juanda Airport serves 17.6 million passengers per year. By 2018, the number of passengers is estimated to rise to 40 million per year.

As air traffic congestion worsens at the country's main international gateway, Jakarta's 'Soekarno-Hatta International Airport', the Government has committed to back the land clearing needed to pave the way for the airport's expansion. The Transportation Ministry will allocate the funds needed for building the third runway from the 2015 State budget. The runway, which is intended to ease air traffic congestion, will be able to accommodate the movement of an additional 100 aircraft per hour. Deputy Transportation Minister Bambang Susantono said construction of another runway was the only solution, before the development of the new Karawang Airport, just east of Jakarta, begins in 2015. The budget needed just to clear the land for the 3,660-m by 60-m runway is IDR 4 trillion (USD 350 million). This has led airport operator Angkasa Pura II (AP II) to turn to the Government for financing. "I guess there is no other way than to develop the third runway, but the problem is that Government Regulation No. 40/2012 on airport development stipulates that State budgets should not finance commercial airports," Bambang told the press recently. "The regulation [must be revised] as mentioned in a recent meeting with the Vice President," he added. According to him, funds would be allocated from the 2015 state budget.

The third runway is crucial as AP II data shows that the annual number of passengers at Soekarno-Hatta was 60.13 million in 2013, nearly three times its annual capacity of 22

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million passengers. Salahudin Rafi, Operational & Technical Director with AP II, said with Government support, the operator was optimistic that runway construction could begin in 2016, as mentioned in the airport's master plan. "With the new runway, the airport can accommodate 87 million to 100 million passengers per year," Rafi said.

AP II earmarked IDR 26.2 trillion to develop Soekarno-Hatta between 2010 and 2016, with IDR 11.1 trillion allocated for 2014. The operator also aims to complete the expansion of the third terminal, to accommodate 25 million passengers annually, next year. According to Rafi, AP II plans to revitalize the first terminal at Soekarno-Hatta by expanding it to 204,445 m² by 2017 from the current 144,635 m² to accommodate 18 million passengers annually. The second terminal will also be expanded from its current 154,936 m², with capacity of 9 million passengers a year, to 168,546 m² to accommodate 19 million passengers in 2016.

In the meantime, the relocation of commercial flights to Halim Perdanakusuma Airport in East Jakarta since 10 January 2014, as well as an improved navigation system, will ease congestion at the airport. "Soekarno-Hatta has been better this year with the relocation of commercial flights to Halim," Bambang said, adding that the airport's two runways would see capacity increase as of 15 June 2014, when the airport would serve 72 flights per hour, from the current 64, following its improved navigation system. Regarding the Karawang Airport project, Bambang said it was still waiting for revisions to West Java's spatial planning, as airport development is not currently mentioned. Karawang Airport is part of the Central Government's master plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI) and will be constructed under a public-private partnership (PPP) programme.

The provincial administration has invited interested investors to develop a new international airport in Buleleng, north Bali - a project that has been long delayed. "We will study all the proposals and plans on the new airport from potential investors and developers before we decide on the most appropriate one," Governor Made Mangku Pastika told journalists after meeting with people from PT Pembangunan Bali Mandiri, one of the interested companies. Pastika has received two proposals so far, one from PT Pembangunan Bali Mandiri and one from Canada-based Airport Kinesis Consulting (AKC). The local firm has presented the company's second-stage feasibility study on the development of Buleleng Airport. "Our new feasibility study focused on cultural and religious-based development, avoiding any disturbances to places of worship, cemeteries, and cultural heritage sites," Nur Hasan Ahmad, director of PT Pembangunan Bali Mandiri, said. Also the impact of noise pollution faced by people around the airport would be reduced as it would be away from residential areas. If the Indonesian government issued a permit, the project could start within ten months from the permit issuance.

TIMOR-LESTE

'Presidente Nicolau Lobato International Airport' (DIL) near the capital Dili will be upgraded to handle widebody jets. Formerly, the largest aircraft at the mixed-use airport were the B.737 and C-130. The Government of Timor-Leste is finalizing a decision to develop a public-private partnership (PPP) for the Dili Airport development project. A pre-bidding conference was held in March 2013. The development will include a runway extension to 2500 m and other infrastructure improvements. The only international airport in Timor-Leste handled around 150,000 passengers in 2012 through regular connections to Darwin, Denpasar, and Singapore. The airport is generally in a poor condition and needs substantial improvement and development to meet increasing passenger numbers and to support the tourist market. The Government's objectives for the Dili Airport PPP are to boost tourism and other economic sectors by building stronger aviation links with major Asian hubs, and by putting in place the infrastructure needed to enable this growth and plans to join ASEAN, improve the level and efficiency of airport services, meet and maintain minimum level international airport standards set by ICAO and IATA (Level of Service C). – The former Comoro airfield of the Portuguese territory was re-baptized in honour of an important independence leader.

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PHILIPPINES

Filipino-owned Megawide Construction Corporation and Bangalore-based GMR Airports Ltd will be paying the Government PHP 14.4 billion (USD 325 million) as 'premium payment' to begin work on the expansion of the Mactan-Cebu International Airport. All in all, the project, which will modernize the country's second-largest aviation hub, is estimated to cost PHP 17.5 billion (USD 395 million). Megawide Chief Marketing Officer Louie Ferrer said the amount represents the bid made by the consortium in December 2013 and has been paid already. The Department of Transportation & Communications (DOTC) earlier had given GMR-Megawide 20 days to complete necessary requirements before signing the airport expansion contract. The PHP 14.4-billion payment was one of those requirements. The other is an irrevocable letter of credit in the amount of PHP 180 million. The project is the biggest airport Public-Private Partnership under the Aquino administration. It aims to modernize the Cebu airport with building a new international terminal with an annual capacity of 8 million passengers and expansion of the existing terminal. The existing building has been accommodating 6.7 million passengers since 2012, way over its design capacity of 4.5 million. The airport will also feature retail and entertainment components such as a mall, restaurants, and airline lounges. -- The DOTC had finally awarded the coveted public-private partnership deal to the frontrunner in the bidding for the Government's first airport PPP, after having resolved issues raised by the second-closest bidder, Filinvest that delayed the process by almost three months.

The Government will push through the construction of a replacement for Manila's aging and congested 'Ninoy Aquino International Airport' amid an unsolicited proposal from the San Miguel Corporation (SMC) to separately develop its own international gateway, Transportation Secretary Jose Emilio A. Abaya has said. "We are waiting for something that is not there, so it is safe for the Government to proceed with the project," he said, referring to the SMC proposal to construct its own international airport in Metro Manila. **The Government plans to shut down and sell NAIA after 2018 and develop a new air hub on reclaimed land in Manila Bay to improve the air-transport service in the metropolitan region.** There remains, however, the option to continue operating the main gateway while constructing a new one, or to develop the twin-airport system wherein the Government would jointly develop Clark International Airport and NAIA. Abaya **said preliminary findings from the feasibility study conducted by the Japan International Co/operation Agency (JICA) showed that Sangley Point in Cavite and Laguna de Bay have met the parameters set by the Government for the location of the new air hub.**

The SMC plan is to build an airport that doubles the capacity of the current international gateway in the country's capital. It will sprawl over an 800-hectare area with four runways and higher passenger capacity. NAIA has only a single-runway system on a 400-hectare site in Pasay City. When finished, the SMC-proposed air hub would be exclusively available for flag-carrier Philippine Airlines in the first few years. San Miguel owns a 49% stake in the carrier.

In 2012, all terminals at NAIA handled a record annual passenger traffic of 31,558,002, making it one of the busiest airports in Asia. Amid the proposed replacement, two of NAIA's terminals are currently undergoing rehabilitation. In August 2013, Takenaka Corp. bagged the USD 40 million contract for the completion of the system works of Terminal 3. The requirements include baggage handling, flight-information displays, computer terminals, gate co-ordination and fire-protection systems. It is expected to be finished by the second half of 2014, so as to maximize the capacity of the third terminal, which currently operates at 52% capacity. Meanwhile the 30-year-old Terminal 1 is undergoing structural retrofitting, improvement of mechanical, electrical, plumbing and fire-protection facilities, and architectural works. D.M. Consunji Inc., the construction arm of DMCI Holdings Inc., won the PHP 1.64 billion contract for rehabilitating the decades-old terminal in December 2013. NAIA 1 has a passenger capacity of 8 million annually, almost double its original capacity of 4.5 million passengers per year. The Government plans a phased transfer of foreign carriers operating at T1 to T3 as part of its decongestion measures.

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Other regions

TURKEY

The new EUR 265 million domestic terminal at Izmir's 'Adnan Menderes International Airport' in western Turkey has officially been opened. TAV EGE, a fully owned subsidiary of the international airport development and operating group TAV Airports, has developed the new terminal to support growing domestic and international travel and the overall wider economic development of Izmir. **Built by TAV Construction, the new terminal has a total area of some 200,000 m² with eight passenger boarding bridges. It is located immediately alongside the existing international terminal.** This simplifies passenger transfer and provides a single consolidated building for operation by TAV EGE.

Mott MacDonald acted as technical advisor to a consortium of lenders on the project, providing technical assistance leading to a successful financial close. The consultancy also led the development of an environmental and social action plan during the project's due-diligence phase, which was implemented by TAV EGE and monitored by the consultancy during construction through monthly site visits. Additionally, Mott MacDonald reviewed project progress, quality assurance and control, health and safety and IT and systems to make sure that the terminal was fully operational and ready for the first day of operation. Adrian Dawes, Project Director at Mott MacDonald, said: "A particular focus area for us during this project was ensuring the lenders' environmental and social requirements were implemented during the construction and operation phases of the project. Feedback from TAV EGE and TAV Construction has shown that they found our contributions and observations very useful in assisting them to deliver this major fast-track project."

The foundations for Istanbul's third airport will be laid in June 2014, according to Finance Minister Mehmet Şimşek who was speaking at the Turkish-Arab Economic Forum recently. "The third airport is indispensable for Turkey. It will take the load off the shoulders of Atatürk Airport," Şimşek added, stressing that Istanbul's two existing airports were currently working over capacity. The third airport, which is being built in a forested area of northern Istanbul, close to the city's last reservoirs, was awarded to a consortium of five Turkish companies – Çengiz, Kolin, Limak, Ma-Pa, and Kalyon – for EUR 22.1 billion in a tender held on 3 May 2013. The start of construction has been delayed due to several setbacks, including reported funding struggles for the winning consortium. Istanbul's Fourth Administrative Court also ordered a stay of execution of the Environmental Impact Assessment (ÇED) report, which was issued by the Environment Ministry on 21 January 2014.

QATAR

Hamad International Airport welcomed a celebratory Qatar Airways' VIP flight on 30 April 2014 for the airport's highly anticipated soft opening. The Qatar Airways A320 aircraft, which left Doha International Airport just before 11:00 am, landed on Hamad International's Easterly runway shortly afterwards. On board the inaugural flight were VIPs and other dignitaries, including Transport Minister Jassim al-Sulaiti, Chief Executive Officer of Qatar Airways, Akbar al-Baker, and Chairman of the Qatar Civil Aviation Authority, Abdul Aziz Mohammad al-Noaimi. Also on board were NDIA Project Director Bernardo Gogna, together with other members of the New Doha International Airport Steering Committee. Following the soft launch, ten airlines will be operating fully from Hamad International Airport. These are: Biman Bangladesh Airlines, Flydubai, Air Arabia, Iran Air, Air India Express, Yemenia, Pakistan International Airlines, Syrian Airlines, Pegasus Airlines and Nepal Airlines.

Qatar Airways will move its entire hub operations to the new airport on 27 May 2014, once First and Business Class lounges are finished. -- Hamad International Airport is the world's latest global gateway and will raise the bar on passenger expectations, thanks to its state-of-the-art facilities and passenger-focused design. Designed to accommodate 30 million passengers annually, rising to 50 million upon full completion, the airport covers an area of 29 km² and is 60% built on land reclaimed from the Gulf.

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Editor & Publisher: Martin Lamprecht martin@mombergerairport.info Founding Editor & Publisher: Manfred Momberger

BRAZIL

The Labour & Employment Ministry (MTE) has suspended construction work at Viracopos International Airport in Campinas City in São Paulo state because the construction site was potentially unsafe, the Government news service Agência Brasil reported in mid-May 2014. It identified scaffolding and the provision of worker safety equipment as areas that needed addressing. Work on above-ground structures, including lobby and access bridge areas, has been halted. MTE demanded Consórcio Construtor de Viracopos (CCV), which is carrying out the work, to look into the allegations and file a formal request to restart works once all safety standards are met. According to the construction company, all safety requirements had been fulfilled and it will make all necessary adjustments requested by the ministries, the report said. -- The Viracopos airport concession holder is a special purpose company comprising Brazilian-led consortium Aeroportos Brasil, which has a 51% stake in the operation, and national the airport authority Infraero, which holds the remaining 49%.

NEPAL

The Government has signed a construction agreement with China CAMC Engineering Co. for the development of the second international airport in the Himalayan country. Ratish Chandra Lal Suman, chief of the Civil Aviation Authority of Nepal (CAAN), and Luo Yan, Chairman & President of China CAMC, signed the memorandum of understanding (MoU) in Kathmandu on 22 May 2014. With the MoU signing, construction of Pokhara Regional International Airport is certain to be implemented. The Government had been preparing to develop the airport as an alternative for Kathmandu's existing Tribhuvan International Airport, the country's only international airport for the last four decades. Nepali government officials hailed the Chinese government for supporting Nepal's aviation sector. During the ceremony, Yan said her company will spare no effort to ensure every international standard while constructing the airport. She also expressed commitment to accomplish the project within the set time frame. As per the MoU, the Chinese contractor should complete the project within three years from the day it started construction. "This agreement is a milestone in Nepal's aviation history," Suman said.

KAZAKHSTAN

Two Malaysian firms, KLIA Consultancy Services, and its partner, TRC Synergy Bhd, are finalizing discussions with the Akimat of Astana (Astana mayor's office) on building the proposed USD 1 billion new Astana International Airport. Malaysia External Trade Development Corp. (MATRADE) Deputy CEO Datuk Dzulkipli Mahmud said KLIA Consultancy Services will be working with TRC Synergy Bhd, which covers preliminary engineering design, planning, profile drawings, and estimated project construction and maintenance costs. KLIA Consultancy is involved in the project management and business advisory services while TRC Synergy is an investment holding company, with its subsidiaries engaged in construction and property development.

Publisher's note: The articles in this special report, compiled for **ACI World**, are edited samples from the biweekly **Momberger Airport Information** newsletter, published since 1973. The newsletter is an advertising-free, global airport news service that consists of 8 modules and allows subscribers to customize their own newsletter package. The items in this **ACI World** report represent only a small sample of the main module (Airport Development) of **Momberger Airport Information**. Additional modules that subscribers can select include: Airport Operations (OPS), Ground Support Equipment (GSE), Air Traffic Services (ATC), Consultant & Contractor (CON), Airport Information Technology (AIT) and Maintenance Base (MRO). An extensive Calendar of Events (CAL) is part of every subscription. For more information and to order an annual subscription, please visit www.mombergerairport.info