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ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information <u>www.mombergerairport.info</u> Editor & Publisher: Martin Lamprecht <u>martin@mombergerairport.info</u> Founding Editor & Publisher: Manfred Momberger

Focus on AFRICA

Editor's note – Airport development is showing great potential in Africa, as our regional feature in this issue of the ACI World Airport Development News shows. Airport investment and expansion projects have suffered in most regions of the world during the past few years, due to recession and political uncertainties. African airline traffic and airport growth, while starting from a lower base, has suffered relatively little during the same period of time. The continent is slowly maturing and stabilizing in economic and political terms, while a middle class with more disposable income and higher air travel propensity emerges in many regions. There is also a geo-political aspect to the continent's economic development that affects airports: the emergence of China as a major force of influence. China has become very active in airport infrastructure projects, supported by very favourable financial terms through its government. This is a concern to governments in Europe and the United States, which traditionally have had strong influence in business and politics in much of Africa. The potential erosion of their influence vis-à-vis the growth of Chinese interest in the region would seem to drive a renewed interest by western powers to be more active in major development projects in Africa. African airports, as well as airlines, passengers and shippers stand to benefit from all of this.

Martin Lamprecht, Managing Editor & Publisher, Momberger Airport Information

AFRICA - IATA calls for African governments to take full advantage of aviation as a catalyst for growth and development. "Nowhere is the potential for aviation greater than on the African continent - the home to a billion people spread across 20% of the world's land mass. Economic reforms and political stability have spurred growth and development. South Africa is the newest member of the BRICS grouping of states. And the 50th anniversary of the African Union reminds us of its vision for an integrated, prosperous and peaceful Africa, driven by its own citizens and representing a dynamic force in the global arena. Aviation is well placed to contribute to these and the other long-term goals so vital to the development of Africa," said Tony Tyler, IATA's Director General & CEO at the organization's 69th Annual General Meeting (AGM) and World Air Transport Summit in Cape Town on 2 May 2013.

Safety is the biggest challenge facing African aviation. "IATA's 20 Sub-Saharan members are performing in line with the global average on safety as are the 24 Sub-Saharan airlines that have met the 900+ standards of the IATA Operational Safety Audit (IOSA). But if we look at the entire African industry, safety remains a challenge with an overall accident rate many times the global average. This AGM is an opportunity to send a clear signal to the region's governments that world-class safety is possible in Africa and that we support their commitment to achieving it by 2015," said Tyler.

Other key issues in Africa include Costs: The high cost operating environment in Africa places the continent's airlines at a competitive disadvantage that impedes the important role that aviation connectivity could play. Fuel: Fuel is 21% more expensive in Africa than the global average. Government policies towards aviation in Africa tend to see it as an 'elite' product, rather than as a critical component of the continent's economic infrastructure. As a result, it is heavily taxed - often in violation of ICAO principles that prohibit the taxation of jet fuel for international operations. Moreover, despite high infrastructure charges, the failure to invest in fuel supply infrastructure has resulted in frequent supply disruptions that cripple the operations. Angola, Ghana, and Uganda have begun to address fuel issues, setting a good example of progress. Taxation: Africa also suffers the impact of onerous direct taxes on tickets. Solidarity taxes, tourism taxes, VAT, sales taxes and infrastructure levies and taxes all make connectivity more expensive. This limits the power of aviation to drive economic growth, which would be a much greater source of revenue for governments. Liberalization: African economic growth will demand better connectivity - integrating African economies and connecting them to world. This must be better enabled by government policies. Aviation already has a significant footprint in Africa - supporting

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USD 67 billion in economic activity annually and 6.7 million jobs. For example, in South Africa, aviation supports some 350 000 jobs and contributes about ZAR 74 billion to South African GDP.

ETHIOPIA - The Ethiopian Airports Enterprise (EAE) will build four new airports in line with playing its part in the country's Growth & Transformation Plan (GTP). The Enterprise has plans of increasing the number of airports from the existing 17 to 21 during the GTP period, extending to 2015. Renovating and upgrading of existing airports with an ETB 1.29 billion budget is part of the Plan. Presently, the EAE is administering 15 airports and two airstrips out of which four have international standard (Addis Ababa's Bole International, Mekele, Dire Dewa, and Bahir Dar). The country's eighteenth airport is under construction in Kombolcha with an investment of over ETB 60 million. The nineteenth, named General Hayelom Araya Airport, will be built near Shire, Mekele district in the Tigray region. The site of the other two airports, which might be in the Somalia region, is under study.

SUDAN - The prohibitive price tag of between USD 1.3 and 1.8 billion, coupled with U.S. sanctions, have delayed the New Khartoum International Airport project. Although the country had access to vast petroleum reserves and there was a boom in the local economy thanks largely to record world crude oil prices in the last few years, the secession of South Sudan in June 2011, and along with it, the loss of oil fields that lie on the frontier, could now prove to be hazardous to the Sudanese economy. The airport project in itself was originally scheduled to be completed by 2010, but persistent delays in funding have meant that it will most likely only be operational in 2014 at the earliest. News reports state that basic roadwork and water infrastructure has been completed at the construction site, though it is still unclear what time line the main contractors - the China Harbour Engineering Company - are adhering to. The contract was awarded in 2009.

LIBYA - Construction of Tripoli's new airport, which is expected to welcome over 20 million travellers a year, has started. According to the project Director Abdel Majid Saddah, the magnificent project which is being supervised by ADPI, the French research consultancy group, will be implemented by six companies including Vinci of France, Odebrecht of Brazil, and TAV of Turkey. The over 1000 hectare project is capable of handling at least 100 aircraft at any one time. It will have a car-parking capacity for 4400 vehicles.

Transport Minister Mohammed Abu Ajila is optimistic that **the new terminal will result in radically changing Libya's air transport industry** as the new facilities will attract and develop air travel and cargo movement between Libya and the rest of the world, particularly the European Union. It is also expected to support air transport and international investment to create more job opportunities in the country.

ALGERIA - The 2010-2014 Public Investment Programme is planned within the framework of a development strategy launched in 2001 with the Economic Recovery Programme (PSRE) 2001-2003, followed in the 2004-2009 period by a new development programme, called the Economic Growth Support Programme (PSCE). The objective from a strategic point of view is to provide the country with basic modern infrastructure and make these facilities a prime asset for attracting Foreign Direct Investment (FDI) and encouraging national investments. It is also important to develop human resources in order to strengthen the foundations of sustainable development and economic growth, which remain dependent on public spending. The third objective is to develop production capacities through public investments, particularly those related to industry and agriculture. The 2010-2014 Public Investment Programme was adopted by the Council of Ministers on 24 May 2010. It provides for a total investment of DZD 21.214 billion (USD 268 billion). The transport sector will receive DZD 2.816 billion (USD 35.6 million), to be spent mainly on modernizing and extending the railway network, improving urban transport, and upgrading the airport infrastructure. Among the main activities planned within the framework of the programme is the building of seven airport terminals.

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SIERRA LEONE - The Government has signed a USD 190 million agreement with the Chinese Railway International Company for construction of a new airport. The project has been called an 'Aviation City' with a modern international airport at Mamama, 60 km from the capital Freetown. It will be the biggest infrastructural development to be undertaken in the country. Transport & Aviation Minister V.C. Minah commended the Chinese ambassador Kuang Weilin for his committed co-ordination for the success of the four-year project and called on other ministries to collaborate in the process. The Lands Minister Alimamy Patt-Sowe said land has been provided for construction work and that his Ministry would do more for the speedy completion of the new airport. The Chief Marketing Director of China Railway International, Xiaohong, lauded the efforts of newly-elected President Dr Ernest Bai Koroma for the "huge infrastructural uplift" of the country. He said his company would continue to collaborate with the government of Sierra Leone to complete the project in record time.

Sierra Leone's only international airport is located in Lungi, a small town 13 km across a river to the north of downtown Freetown. Lungi was a former British airbase during the first and second world wars and then became a commercial airport. Reaching the same is not easy: From Freetown, travellers either must undertake a four-hour road journey, or use an aged ferry or a faster water taxi. The West African country rich in minerals has only recently come out of an eleven-year civil war. Hence its construction sector is booming now.

GHANA - Stakeholders in the aviation industry have welcomed the Government's plans to construct a new international airport in the Dangbe-East District of the Greater Accra Region, but have cautioned that any such development must incorporate modern and efficient means of ground transport to and from the airport since there is almost always heavy traffic on the Tema motorway that passes near the proposed airport site. The Government signed a Memorandum of Understanding with China Airports Construction Corporation (CACC) in 2012 to undertake a feasibility study for the proposed new airport. CACC, owned by the Chinese government, is offering a full range of services in civil airport construction. The estimated construction cost is expected to be known after completion of the feasibility study, which Ghana Airport Company Ltd (GACL) sources say will take about 18 months.

The country urgently needs to develop its long-envisaged international airport to ease mounting pressure on Accra's Kotoka International Airport and to sustain its status as a business hub in West Africa. "Airlines jostling for space at KIA keep asking what we're doing about the challenge," Transport Minister Dzifa Ativor said when she led a high-powered industry team, including Doreen Owusu-Fianko, the Managing Director of Ghana Airports Company, and officials of the Ghana Civil Aviation Authority (GCAA) and the Ministry of Roads & Highways to inspect land earmarked for the project at Ningo in Dangbe-East District. The sector minister assured that 16 000 acres of land, about an hour's drive from Accra, will be duly acquired by the Government.

Ghana Airports Company Ltd will continue with the Phase 3 rehabilitation project at Kotoka Airport to facilitate and enhance passenger movements and experience in the terminal as well as airside aircraft movements. Regional airports will also undergo a facelift to support the growing domestic traffic while the programme for upgrading Tamale Airport as an alternative international airport to KIA, which has been initiated, will continue. -- Ghana is in the process of drafting a new Airport Bill for parliamentary approval that is set to improve the aviation industry.

NIGERIA - The remodelling of 'Murtala Mohammed International Airport', Lagos, is aimed at making it the preferred West African hub that would attract more international flights, President of a new aviation think tank, Stakeholders Square Table, Capt. Balarabe Usman (rtd) has said. When work is completed at the airport, it would meet all the necessary conditions for its certification by ICAO and would be designated as a regional hub because most passengers in West and Central Africa still emanate from Lagos Airport. According to Usman, expansion of the terminal, installation of new conveyor belts for quick baggage delivery, upgrading of the air-conditioning system, and overall rehabilitation of the

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terminal would entirely improve and hasten facilitation and attract more airlines into the country. The group therefore commended President Goodluck Ebele Jonathan and the Minister of Aviation, Princess Stella Oduah, for the massive improvement that has taken place in the country's aviation industry in past year. Usman said the group has noted the country's airports, which had suffered infrastructural decay in the last 15 years, had suddenly turned into huge construction sites, due to the **on-going remodelling projects, designed to modernize all Nigerian airports**, in line with existing international standards and practices.

ZAMBIA - The Parliamentary Committee on Transport & Communications has approved the proposed site for building the new ultramodern 'Simon Mwansa Kapwepwe International Airport' in Ndola. In 2012, the Government - through the Zambia Forest and Forest Industries Corporation (ZAFFICO) - allocated 2000 hectares of land to facilitate the shifting of the airport from its current base in Itawa due to the mining activities that have accelerated in the city's light industrial area. The proposed site for the new airport along the Ndola - Mufulira road is said to be ideal as it would make it easy for investors from other towns to access Ndola's central business district. National Airports Corporation (NAC) Managing Director Robinson Misitala said the architectural firms which are being considered for the tender had already began submitting their proposed plans for the outlook of the new facility. Once the design is complete, the new-look international airport will be constructed at a cost of USD 520 million. The facility will have the capacity to accommodate 2 million passengers annually, with more room for expansion.

KENYA - The Government has completed the financing arrangements for the new Terminal 4, second runway, and other related facilities at Nairobi's 'Jomo Kenyatta International Airport', estimated to cost well over USD 650 million at current prices. The required cofinancing package is expected to include the Government's contribution, internal funding by the Kenya Airports Authority, and funds from global development banking institutions and from Chinese banks, which - if correct - could mean that Chinese contractors would be appointed in a give-and-take model seen with many other large-scale projects. Main beneficiary of the airport expansion will be Kenya Airways, which is banking on an opening not later than 2016. Fleet expansion and more flights would put the current terminals under intolerable strain. Airline sources have expressed their satisfaction with the development and hope for early groundbreaking to finally see the congestion inside and outside of the present Terminals 1 and 2 come to an end. The new T4 will be purpose-built to include a one-stop security checkpoint and fast-track facilities for premium-class passengers, and the latest technology at the check-in counters and baggage loading systems, besides more spacious general lounges and dedicated First and Business Class lounges by airlines and concessionaires.

RWANDA - The Government has finally awarded the contract for the new international airport at Bugesera to the winning bidder, the China State Construction Engineering Corporation. The move was overdue and anxiously awaited by RwandAir, whose expansion drive depends largely on the new airport coming on line in a few years' time. The Rwandan national airline is expected to start direct long-haul flights after their two ordered B.787 Dreamliners have been delivered and then urgently requires state-of-the-art facilities capable of catering to the traffic expected by then. With the fullest support of the Rwandan government, RwandAir is turning Kigali into a major hub for transit passengers, who are using the airline to fly beyond Kigali to the growing number of African and Gulf destinations.

The cost of the new state-of-the-art airport is expected to top USD 650 million at current prices, a massive investment by Rwanda as part of creating infrastructure to position the country better as a leisure and MICE tourism destination (Meetings, Incentives, Conferences and Exhibitions) as well as an ICT and mining/manufacturing hub in central Eastern Africa. The present airport, while conveniently located near the city, is bursting at the seams as RwandAir literally doubled passenger numbers over the last two years and is expecting a further significant rise of point-to-point and transit passengers in 2013,

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while other international airlines like Brussels Airlines, KLM, Qatar Airways, Turkish Airlines, Kenya Airways, Ethiopian Airlines, South African Airways, and Air Uganda have added flights, stretching handling capacity of Kanombe beyond its intended limits. Work is currently going on at Kanombe to enlarge the passenger departure lounge and gate spaces for the transition period until Bugesera comes online by 2016-2017.

MAURITIUS - The new terminal at Sir Seewoosagur Ramgoolam International Airport (SSRIA) has celebrated its first commercial test flight. Louis Berger serves as the programme manager of the airport expansion project on behalf of Airport Terminal Operations Ltd, a company formed by Airports of Mauritius Ltd (AML) and Aéroports de Paris Management. The U.S. consultant has been responsible for design reviews and approvals, project management, and construction supervision of the new terminal, capable of handling 4 million passengers a year. It was built with an environmentally sustainable design that maximizes solar energy use. Diego Rincón, Vice President & Director of Louis Berger's Global Aviation Business segment, said: "Since establishing a Mauritian branch in 2010, Louis Berger has expanded its presence in the Indian Ocean and adjacent regions. This project presents an opportunity to contribute to tourism growth and development by leveraging modern, state-of-the-art facilities and mechanisms to enhance travel to and from the island." -- Since the soft opening of the terminal in March 2013, additional trial flights and training processes have been ongoing. Construction of the new terminal began in March 2010 and start-up operations will begin in summer 2013.

Other regions

EUROPE

GREAT BRITAIN - London-Gatwick has marked a key milestone in its EUR 1.4 billion transformation as demolition started on the airport's second oldest pier, Pier 1, to be replaced by new pier facilities. In partnership with Vinci Construction UK, the new and innovative design will deliver easier access from the departure lounge and spacious departure gates where passengers can enjoy panoramic views of the airfield. It will also have dedicated areas for both families and the business traveller. The project requires co-ordination of three different elements – passenger facilities, airline facilities, and a new baggage system in a single building. With the new pier, the project will deliver a completely new baggage system for the South Terminal.

GERMANY - To accelerate the opening of the long-delayed future Berlin Brandenburg Airport (BER), CEO Hartmut Mehdorn has presented his SPRINT action plan to the Supervisory Board of the operating company, Flughafen Berlin Brandenburg GmbH. Mr Mehdorn will personally oversee the action plan which will bring together all processes that are related to the opening of BER, from the remaining construction work to approvals, trial runs, and the opening itself. **SPRINT will be co-ordinated by a dedicated Project Management Office** which will be located at BER. SPRINT will also establish a centre of competence that will oversee all technical aspects of the project such as evaluation of the current state of construction work, liaison with companies involved in the project and documentation. Moreover, all training necessary for the move to BER and to ensure the operational readiness of the new airport will become part of SPRINT. Mr Mehdorn added: "The remaining work at BER will be divided up into 20 to 30 modules. The managers responsible for each module will be announced over the coming weeks. Our technical centre of competence will rely on both internal and external know-how, and we will talk to everyone who can make a positive contribution to the swift opening of BER."

Matthias Platzeck, the State Premier of Brandenburg and Chairman of the airport's Supervisory Board, promised the Board's full support for the new direction taken by the operating company: "It is the right decision to set the course for a swift opening of BER. We are clearly noticing that things are moving forward since the appointment of Mr Mehdorn."

One of Mehdorn's latest suggestions is a partial opening from October 2013. "The airport could be opening this year," he told the German newspaper *Bild*, adding that October was a possible date to

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unveil the northern low-cost part of the airport and that the British carrier EasyJet could be the first airline to move in. Another option is to open the cargo centre early.

The Supervisory Board also approved the revised business plan for the current year. According to the latest calculations, the shareholders will provide EUR 650 million for the realization of BER (so far EUR 900 million were planned for on the basis of an opening on 27 October 2013). A first tranche of EUR 192 million was already provided to the airport operating company by its shareholders in January 2013 (EUR 71 million each from Berlin and Brandenburg, EUR 50 million from the Federal Republic).

ITALY - The reopening of Runway 2 at Rome-Fiumicino on 13 June 2013 marked the closing of the first construction site of the 'Development Plan of Fiumicino Sud', into which ADR invested about EUR 24 million. Runway 2 is used for 95% of all FCO take-offs, with an average of 450 movements per day; a factor that made it necessary to minimize the time of the works, completed in just four and a half months. Nonetheless, during this period, through appropriate organization, the full functionality of the airport never was affected. The works provided for the complete renovation of all systems and surfaces on more than 300 000 m². About 500 000 cubic metres of materials were moved and over 200 km of cables laid. Hundreds of visual navaids, used for landings in minimum visibility conditions, were replaced. Over 300 people were involved and 200 construction vehicles were used. A large percentage of the workforce employed came from local firms. Thanks to the effective collaboration of the firms engaged on the site, it was possible to re-open the runway one month ahead of schedule, despite the particularly adverse weather conditions during the first part of the year.

NORTH AMERICA

U.S.A. - San Francisco International Airport (SFO) has announced a USD 4.1 billion, ten-year Capital Improvement Plan aimed at upgrading its infrastructure. The funding will be used to renovate the concourse and security checkpoint in Terminal 3 and upgrade the Boarding Area B in Terminal 1. A 400-room on-site luxury hotel is also planned, pending environmental approval. The plan is expected to create more than 36 000 jobs over the next ten years.

"SFO's ten year capital improvement plan ensures that our airport can achieve its goal to create a world-class facility, and continue to be a vital source of job creation in Bay Area," said Mayor Edwin M. Lee. "SFO is an engine which helps power our local economies, bring tourism and jobs to the entire region, and this investment in our infrastructure keeps that engine running strong." "The approval of the Capital Improvement Plan will ensure that we can elevate the air travel experience for all customers at SFO," said Airport Director John L. Martin. "We will continue to develop our airport to the standard established in Terminal 2, offering world-class amenities, locally-sourced concessions, and environmentally sustainable facilities." SFO is the 22nd busiest airport in the world with 44 399 885 passengers (+8.5%) recorded in 2012. -- Renovation work is under way on the airport's Boarding Area E, near the connecting walkway to Terminal 2, with scheduled opening for the public in early 2014.

On 24 May 2013, Delta Air Lines, the Port Authority of New York & New Jersey (PANYNJ), JFK International Air Terminal LLC (JFKIAT), and Schiphol Group opened the new Terminal 4 at New York's JKF International Airport, part of a USD 1.4 billion redevelopment programme. "The state-of-the-art Terminal 4 facilities have been years in the making and Delta people, global customers, and the residents of New York now have the international hub facility that they expect and

deserve," said Richard Anderson, Delta's CEO. The first phase of Delta's Terminal 4 expansion includes: • Nine new and seven renovated international gates;

• Improved and renovated check-in areas, including a dedicated Sky Priority check-in; • A centralized security checkpoint; • New dining and retail offerings; • A new 7315-m² flagship Delta Sky Club with the first ever Sky Deck at Delta; • A Sky Club outdoor terrace; • An in-line baggage system to streamline and improve the baggage handling system; • Improved Customs and Border Protection, baggage claim and re-check facilities

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With the 105 460-m² expansion of Concourse B, the JFKIAT-managed T4 now measures almost 610 000m², making it one of the largest terminals in North America. Delta partner Virgin Atlantic Airways also operates out of T4. In addition to the T4 expansion, Delta earlier in 2013 announced Phase 2 of the Terminal's redevelopment plan that will include an additional eleven gates on T4's Concourse B. Construction will start immediately. Upon completion in summer 2015, Concourse B will house a total of 27 Delta gates and replace Delta's current Terminal 2 regional jet facility. "Delta's USD 1.4 billion investment in this State is further proof that New York is a prime destination for businesses to grow and thrive," New York Governor Andrew Cuomo said. "This investment was critical in improving JFK's infrastructure, created more than 1000 construction jobs, and demonstrated the strength of our Minority Women-owned Business Enterprises (MWBE) participation. We look forward to Phase 2 of Delta's JFK investment and thank them for their continued partnership and commitment to the State." New York Mayor Michael R. Bloomberg added: "Over the past six years, Delta has doubled the number of employees based at JFK and created quality construction jobs, with a focus on local hiring and priority to MWBEs. We look forward to their continued expansion and partnership with New York City."

SOUTH & CENTRAL AMERICA

BRAZIL - Munich Airport operator FMG and the airport operating company Aeroportos Brasil Viracopos (ABV) have signed an agreement as the basis for extensive consulting services by FMG. Under the agreement, FMG will not only guide the launch of the new terminal building and aprons at Campinas Airport in the state of São Paulo, but will also provide planning support for the expansion of that airport and its traffic development. In addition, FMG will advise the local management on the introduction of state-of-the-art processes to boost quality and efficiency. The consulting agreement with Viracopos is worth about EUR 7 million and is set to run initially through to the end of 2014. Munich Airport will be involved in the areas of flight operations, management tasks, safety and quality assurance. Experts from Germany will be on site in Brazil to help optimize the airport's expansion planning.

Since Munich Airport opened in 1992, FMG has deployed its internationally respected expertise at many locations all over the world prior to the opening or expansion of airports. It has taken on projects in various countries, in particular in the preparatory stages for the launch of

It has taken on projects in various countries, in particular in the preparatory stages for the launch of operations or relocation of airports. Most recently, FMG was in Quito/Ecuador, providing support with the successful transfer to a new airport location and ensuring operational readiness. The agreement now signed with ABV marks Munich Airport's first entry into the Brazilian market. For its work in Brazil, Munich Airport will establish a Brazilian subsidiary.

ABV manages Campinas International Airport, which is about 100 km north of São Paulo. It is one of two major airports in the São Paulo region and is also Brazil's busiest cargo airport. The Munich consultants will focus on preparing to open the facility and provide support with on-going operations, airline marketing, and traffic development. The Bavarian specialists will also contribute their expertise in IT systems and the c-oordination of ramp operations as well as the ongoing development of a master plan.

ASIA-PACIFIC

AUSTRALIA - Melbourne-Tullamarine Airport has released a preliminary draft Master Plan for its future development for public comment. The 2013 draft Master Plan sets out the vision for the development of the airport over the next twenty years to cater for the 64 million passengers who are forecast to come through MEL each year by 2033 (29 million in 2013). Specifically, the 2013 draft Master Plan includes: • A proposed **new runway to meet capacity demands**. With the existing two-runway system expected to reach capacity around the end of the decade, Melbourne Airport has proposed a new east-west runway. The third runway will be located 2 km to the south of the existing east-west runway and will be 3000 m in length. • **Long-term road solution**. An elevated loop road built above the existing road network is proposed to cater for more vehicles and reduce travel time as the number of passengers using the airport grows. The loop road will be constructed in stages over several years, with the first stage expected to begin in 2015. • **Environment Strategy** addressing the key environmental

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issues associated with the airport's operations and proposed actions to protect and improve the environment. • **Ground transport**. The draft Master Plan includes details of initiatives to facilitate the movement of people to and from the airport, including a proposed airport rail link and upgrades to roads and transport connections. • **Airport safeguarding**. The Master Plan sets out the importance of state and local planning policies and controls to land-use and development around the airport, to protect communities that surround the airport.

The 2013 draft Master Plan also includes updated Australian Noise Exposure Forecasts (ANEF) contours which show the areas affected by aircraft noise. These noise contours are updated every five years when a new master plan is prepared. In order to help the community better understand the impact of aircraft noise in their area, an online noise tool has been developed to show the forecast noise impact, including changes to noise contours. The noise tool is available at www.melbourneairport.com.au/noise-tool

According to Melbourne Airport CEO, Chris Woodruff, the 2013 draft Master Plan is an important milestone in the development of Melbourne Airport, and an important blueprint for Victoria's economic future. "The draft Master Plan highlights the economic and social importance of Melbourne Airport and how its future growth will continue to drive the Victorian economy, including more than doubling spending by interstate and international visitors from AUD 8.5 billion to 18 billion by 2033; growing the number of jobs directly related to airport operations from more than 14 000 now to 23 000; and more than doubling the airport's contribution to Gross State Product from AUD 1.47 billion to AUD 3.2 billion over the next couple of decades."

The draft Master Plan also sets the scene for a AUD 10 billion investment in airport infrastructure over the next two decades. "Melbourne Airport is about to embark on the most significant period of growth since it opened in 1970, and the publication of our preliminary draft Master Plan is an opportunity for all Victorians to comment on our plans," Mr Woodruff said. -- The plan will be submitted to the Ministry of Infrastructure & Transport for approval following a 60-day public consultation process.

WESTERN ASIA

TURKEY - The Government has selected the winning all-Turkish Limak/Cengiz/Kolin/Ma-Pa/Kalyon consortium for the third Istanbul airport after the five members had proposed **EUR 22.15** billion (USD 29 billion) plus VAT for the BOT project (construction and 25-year operation). Istanbul's third airport is one of the largest infrastructure projects in Turkey's recent history, and under current plans is set to be the largest airport in the world. Construction work on the airport is to begin next year, and services on all six runways should start at the end of 2018. The first-phase physical infrastructure will cost USD 10 billion. -- The three other BOT tenders bids were from TAV Airport Holding/Aéroport de Paris, the IÇ Holding/Fraport consortium, and Makyol Insaat. The project is part of national targets set by Turkey to be reached by the centennial of the foundation of the republic in 2023, requiring heavy investment in energy, finance, and infrastructure. The country aims to enter the rankings for the top-ten economies of the world by reaching a GDP level of USD 2 trillion, up from its current USD 782 billion.

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