

ACI World AIRPORT DEVELOPMENT NEWS

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

EUROPE

Great Britain: Plymouth Airport could become a GBP 25 million to 30 million 'world-class international gateway' under plans being worked on by a group of business people campaigning to save it.

On 23 December 2011, the Viable group unveiled a vision for the Derriford site which would see the runway extended, a new terminal built, and land turned over for lucrative commercial use. Viable will discuss the plans with Plymouth City Council.

The Sutton Harbour Group (SHG), which operates Plymouth on a 150-year-lease from Plymouth City Council, closed the airport on 23 December 2011 saying it is not economically sustainable. But Viable, which opposed the closure, disagrees with the suggestion that Plymouth cannot support a top-class aerodrome. **Basing its design on London City Airport, Viable envisages a facility that could eventually handle up to 1 million passengers a year.** The phased project would take up to ten years to fully realize, initially seeing the reopening of the airport with restricted operations and limited services. But the group said that after about three years, the operation could be expanded dramatically. Its vision is for the runway to be extended from 1160 m to its maximum 1390 m, so larger aircraft can be welcomed. A runway loop would mean aircraft can wait for take-off slots, diminishing delays. But ahead of this, a simple initial resurfacing of the runway would only cost GBP 500 000, Viable said, a quarter of the expected cost. A new, larger terminal could be built, at right angles to the current terminal, which would be demolished. That, along with using the current carpark, would free space to create a commercial hub, which could be turned into a mixed-use scheme containing elements such as a conference centre, shops, offices, a hotel, and possibly even a cinema, with short-stay car parking. These developments could bring in about GBP 7 million. A new building could be constructed at the upper end of the site, which would house private aircraft and the Royal Navy's Flag Officer Sea Training (FOST) team.

Belgium: Liege Airport has just finalized an extensive investment programme as part of its expansion strategy.

Over EUR 11 million will be invested in 2012 for a new EUR 5 million, 6100-m² cargo-handling facility in the north zone which completes the three that have already been built; a EUR 4.6 million fourth storage tank for the fuel farm and improvements to the flow rate of the pipeline, given the development of air traffic and the growing need for aviation fuel (JET A-1). Furthermore, storage capacity also needs to be improved. Adapting the pipeline, the infrastructure linked to this; a new EUR 1.2 million Border Inspection Post (BIP) in the north zone (one has been operational in the south zone since 2003) so that controls can be carried out on fresh produce and live animals in the best conditions. **2012 will also see the completion of significant construction projects** such as the 6100-m² cargo handling facility (operational from March), the inauguration of a 6500-m² business centre in the south zone (in September), the 2200-m² extension for a cargo handling facility in the south zone, and construction of a 2000-m² business centre in the north zone. **The total available surface area of cargo-handling facilities will thus increase from 20 000 m² to more than 34 000 m².** Luc Partoune, CEO of Liege Airport, explains: "All these developments are designed to support business growth and to supply a quality of service adapted to the demands of cargo companies and logistics businesses working on the site."

Poland: Two new airports will begin operating in 2012. Modlin, a former military aircraft facility located near Warsaw, is being modernized at a cost of PZN 300 million and will check in its first passengers just in time for Euro 2012. Maximum capacity is planned at 2 million passengers annually. An **airport near Lublin**, called Świdnik by the Polish media, will handle its first flights in October and will be the first Polish greenfield airport to be built since World War II. Part of the site is located on the premises of the PZL Świdnik helicopter works. Construction work started in November 2008. Airport management is planning for a total of 300 000 passengers during the first year, but its capacity could be expanded to 1 million annually.

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Russia: Within the framework of tourism development at North Caucasus resorts, reconstruction of six existing and construction of four new airports is planned in this region of Russia. According to specialists of the Resorts of the North Caucasus group, modernization of transport and logistics systems is needed due to expected tourist flows, which will reach up to 40 000 per day. The airports of Krasnodar (Krasnodar territory), Maykop (Republic of Adygea), Makhachkala (Dagestan), Mineralnye Vody (Stavropol region), Nalchik (Kabardino-Balkaria) and Vladikavkaz (Republic of North Ossetia) will be reconstructed in accordance with modern technical requirements. This will create multi-functional airfield complexes capable of carrying out passenger and cargo service and catering to the majority of aircraft types of both domestic and foreign production. **New airports will be constructed in Zelenchuskaya (Karachaevo-Cherkessia), Mamison (Republic of North Ossetia, near the Georgian border), and Matlase (Republic of Dagestan).**

“Transport accessibility in the North Caucasus could be an important comparative advantage to European resorts. Most resorts in Europe are located far from their nearest airports. For instance, Courchevel is 180 km from Lyon and 140 km from Geneva [but has its own STOLport, Ed.]. We on the other hand can build airports in close proximity to the resorts,” said the Deputy General Director of the Resorts of the North Caucasus group, Yuri Tyrtyshev. “If we want tourists from around the world to come to Southern Russia to holiday, then we are obliged to provide appropriate levels of service. Regarding the airport complexes, we must properly adhere to international norms of aviation safety, terminals, catering and utilities. Of course, by modern standards, airports also need to be equipped to meet the needs of people with disabilities. In addition, there is a need to provide parking space for both personal and public transport, rental cars, grounds to establish communication with the resorts, etc.,” said a company representative.

NORTH AMERICA

Canada: The Calgary International Airport Authority is currently undertaking the single largest expansion of Calgary International Airport in its history. Part of that expansion is the airport’s CAD 620 million runway development programme, which includes a new 14 000-ft runway - the longest in Canada - an aircraft parking apron, taxiways, a central de-icing facility, and other associated infrastructure. The runway expansion represents more than a million square metres of paving. The construction management contract is being undertaken under a joint venture consisting of PCL Construction Management Inc., Parsons Canada Ltd, and Dufferin Construction Company. Dufferin will be handling the paving portion of the contract as part of an ‘own forces’ arrangement. The work started in April 2011 and site preparation is well under way, says Peter Rudolf, Director, Airfield Development with the Authority.

The new runway, scheduled to open to air traffic in May 2014, will be 14 000 ft long by 200 ft wide and run parallel to the airport’s other north-south runways. Plans for the runway were initiated in the 1970s with the land reserved and airport zoning secured for the project at that time. City planning has likewise already recognized height and land use restrictions in anticipation of the project. Rough grading of the site was carried out by North American Rock & Dirt Inc. (Broda Construction Group). Excavation work in preparation for construction involves the removal of 7.5 million cubic metres of earth, now almost complete. “The overall structure of the runway is 46 inches deep,” says Rudolf. “That includes a surface course of 18 inches of Portland cement, and 27 inches of gravel and granular sub-base, including eight inches of cement-stabilized base, a lean concrete mix that provides a solid surface for the pavement structure and adds to its strength.” Rudolf notes that the massive excavation and paving project is only part of the construction story. “The runway will require extensive utility support, including navigational aids, duct systems, electrical systems and conduits, and more than 5000 runway and taxiway lights,” he says.

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The Vancouver Airport Authority is going to spend CAD 1.8 billion over the next ten years on upgrading and modernizing YVR to remain competitive as North America's best airport. "YVR is facing increasing competition from other airports; both travellers and airlines have choices," said Larry Berg, the Authority's President & CEO. "In order to remain competitive and an airport that British Columbia can be proud of, we must continue to invest in projects that make it easier and faster for passengers and their baggage to move through the airport." To finance the programme, the airport-improvement fee at YVR will jump from CAD 15 to 20 from 1 May 2012. The upgrade would include terminal improvements, in particular upgrades to the original areas of the 1968 Domestic Terminal Building, a new high-speed baggage-handling system, safer, extended runways, and more than 700 m of dedicated walkways to make it easier for international-domestic connections.

USA: After releasing a request for information in December 2011, **the Port Authority of New York & New Jersey has attracted the interest of several domestic and international developers for its USD 3.6 billion overhaul of LaGuardia Airport's main terminal.** The bi-state agency received 15 proposals from private investors for the project, which will be operated under a public-private partnership model. The firms have proposed to construct, operate and finance a new 1.3 million ft² Central Terminal Building to replace the aging facility, which opened in 1964. According to the Port, the 15 investors who responded to the RFI specialize in airport construction and development, facility operations and management firms and concession developers. In addition, half of the respondents have an international presence in the commercial real-estate market. The Port is currently reviewing the plans, which could lead to the release of a formal request for proposals. -- The announcement comes shortly after the Port's new Executive Director, Patrick Foye, called for the agency to "refocus its core mission" back to infrastructure and economic development."

Massport, the operator of Boston-Logan Airport, has approved a five-year, USD 1.078 billion spending plan to fund 340 projects as part of the its fiscal year 2012-2016 capital improvements programme. The largest initiative in 2012 is construction of the Consolidated Rental Car Facility. Massport hopes that the USD 300 million project will enhance customer service, ease airport roadway and terminal kerbside congestion, and replace rental car diesel buses with alternative fuel buses to improve air quality. Airfield improvements include an expanded, decked safety area for Runway 33L with a material arresting system to safely stop an aircraft that overshoots the runway. The plan includes the USD 85 million upgrade of Massport's facilities; the renovation and rehabilitation of Terminals B, C and E to accommodate airline growth and relocation; and a bypass road in East Boston for commercial traffic headed to and from the airport. The USD 1.078 billion capital programme includes USD 301 million in Massport funding, USD 233 million in Customer Facility Charges, USD 195 million in Federal grants, USD 144 million in revenue bonds, USD 130 million in Passenger Facility Charges, and USD 75 million in a TIFIA loan. Massport receives no State tax dollars.

Logan Airport will receive the lions share (87%) of the funding, with maritime projects (5.6%), Worcester Regional Airport (2%), and the general aviation facility Hanscom Field (1%) of the investment.

LATIN AMERICA & CARIBBEAN

Panama: **Panama City's Tocumen International Airport (PTY) recently completed construction of its North Pier, a 21 000-m² passenger terminal, expected to be fully operational by April 2012.** The North Pier will increase the airport's capacity from 6 to 9 million passengers per year. State-owned management company Tocumen S.A. said that the Colombia-based consortium Aerotocumen built the USD 100 million North Pier, which includes 12 gates, up to 27 new spaces for concessions, ramp and taxiway upgrades, as well as providing new access to the cargo terminal. **The next phase of construction will be a USD 750 million South Pier expansion**

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project that will add 30 new gates. The airport expects to open international bidding for the work by the end of 2012. Tocumen aims to consolidate PTY's position as the leading international airport in Central America, a hub of choice for inter-American services linking 59 destinations in Central, North and South America and the Caribbean. Airlines operating at PTY provide service to 24 countries. PTY handled 884 616 boarding passengers between January and July 2011, with 985 558 deplaning passengers and 1 438 011 in transit.

Brazil: Airports Company South Africa (ACSA) has won a bid for the expansion, maintenance and operation of São Paulo's Guarulhos Airport in Brazil. ACSA, in partnership with Investimentos e Participações em Infra-Estrutura S.A. (Invepar), will own 51% of Guarulhos International Airport concession, with Infraero owing the remaining 49%. ACSA will provide airport management through a technical service agreement to the concession. "In addition to the investment return on capital contributions, ACSA will be paid airport management fees. The next step is for the consortium partners to finalize the signing of the concession and other related agreements by May 2012. The concession is for a 20-year period," said Bongani Maseko, ACSA's Acting Managing Director.

Some of the immediate tasks include preparing detailed operational plans for the 2013 FIFA Confederations Cup, the Pope's visit for the World Youth Day in 2013, and the 2014 FIFA World Cup.

The national airport authority Infraero has awarded a BRL 153 million (USD 82 million) tender to a four-company consortium to remodel a terminal at Rio de Janeiro's Galeão International Airport. The group, which will carry out various works at the airport's Terminal 1, is made up of companies MPE, Consbem, Paulo Octávio, and IC Supply Engenharia. The consortium was the only bidder in the auction, which took place at the end of December 2011. The group initially offered to perform the work for BRL 192 million, after which Infraero countered with a price that was 30% lower. The consortium then offered BRL 163 million, and the final agreement of BRL 153 million was reached two price points later. Work is due to start in April 2012, and the 20-month project should be completed by December 2013. -- Galeão Airport, also known as 'Antônio Carlos Jobim Airport', handled 12.2 million passengers in 2010.

Colombia: The Andean Development Corporation (Corporación Andina de Fomento - CAF) has approved a USD 50 million loan for the modernization of Bogota's El Dorado Airport. The money will be used by OPAIN S.A., the airport operator, for the modernization, expansion, administration, operation, maintenance and commercial use of Bogota's international airport. "We are very happy to be able to finance a priority project for Bogota and the country, taking into account that the present airport in the capital has been in existence for over 50 years and in 2010 registered the third highest number of passengers of Latin American airports and is reaching its saturation level," said Victor Traverso, CAF's director and representative in Colombia. In 2014, Bogota hopes to have an entirely renovated airport terminal, measuring an additional 150 000 m² and 33 boarding bridges. The building of a second airport for the city of 8 million is being investigated, after airport authorities said that even the expansion may not be enough to cover the growth in air travel.

ASIA-PACIFIC

Singapore: Changi Airport is to close its Budget Terminal on 25 September 2012, with work set to begin on an ambitious new Terminal 4, scheduled to open in 2017. The new terminal with a capacity of 16 million passengers per year, more than twice the capacity of the current budget terminal, will offer a range of big commercial opportunities, with Changi Airport Group (CAG) pledging "a wide choice of retail and food & beverage offerings as well as passenger amenities that will better serve the needs of travellers." It will be designed to enable efficient passenger processing and quick turnaround of

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aircraft, and will not have boarding bridges. Currently the Budget Terminal, which handled more than 4.6 million passengers in 2011, caters to low-cost traffic from Berjaya Air, Cebu Pacific, Firefly, South East Asian Airlines, and Tiger Airways. These will move to Terminal 2 in September 2012. The airport company said: "While Changi Airport, with a total capacity of more than 70 million passengers per annum, still has room to accommodate air traffic growth, CAG believes in planning ahead to ensure there is capacity to handle further increase in traffic demand." Over the past decade, passenger traffic at Changi Airport has increased at a compound annual growth rate of 5.2%. In 2011, Changi handled a total of 46.5 million passenger movements, a year-on-year increase of 10.7%. Singapore-based carriers – Singapore Airlines, SilkAir, Tiger Airways, Jetstar Asia and Scoot – have ordered new aircraft and foreign carriers are also planning to grow their air links with Singapore, said CAG.

China/Hong Kong: As many as 73% of 24 242 respondents in a three-month study backed building a third runway at the city's airport at a cost of HKD 136.2 billion (USD 17.4 billion), while 11% said they preferred developing the two existing runways and 16% remained neutral. The survey, commissioned by the Hong Kong Airport Authority and carried out by Hong Kong University, was to gauge public opinion on the mammoth project, which was expected to cost six times the HKD 23 billion price tag to build the original Chek Lap Kok airport, which opened in 1998. The Authority will now recommend the third runway option to the Government, which was expected to make a decision on whether to go ahead before the end of March 2012.

The third runway was one of two proposals made by the Airport Authority, which has been looking at ways to handle rapidly growing air traffic demands. The airport is expected to reach its capacity about 2020, with the Authority predicting demand by 2030 to reach 97 million passengers and 8.9 million tonnes of cargo, requiring 602 000 aircraft movements per year. The Authority said a third runway is essential if Hong Kong is to maintain its position as an international aviation hub and would bring economic benefits worth HKD 912 billion by 2061. However, it has met with opposition from environmental campaigners. Airport Authority Chief Executive Stanley Hui promised to avoid, minimize, mitigate and compensate for environmental impacts.

Fiji: Work is expected to begin later in 2012 on the redevelopment of Nausori International Airport at a cost of nearly FJD 60 million, according to Tony Gollin, CEO of Airports Fiji Ltd. The upgrade was long overdue and addresses issues that continue to adversely affect the airport's operations. Work will progress in three stages and is scheduled to be completed over a ten-year period. Mr Gollin said that background planning for Stage 1 work is well under way and mobilization on site is expected to begin in December 2012, once the necessary planning approvals and land acquisition having occurred. Stage 1 work will take a year to complete and will involve improving the operational safety of the current runway at the airport. This will entail widening the runway, strengthening the adjacent grass runway strip, building internationally required runway end safety areas, and installing approach lighting to allow for night-time operations. In Stage 2 a new international terminal is to be built on a site where hangars are now located. This will provide much improved passenger services. An extension to the runway from its present 1868 m to 2300 m, long enough to accommodate larger aircraft such as the Boeing 767 and Air Pacific's proposed Airbus A330 aircraft, is scheduled in Stage 3 of the development.

WESTERN ASIA

Sri Lanka: Arrangements have been made to double the passenger handling capacity at the country's airports to 12 million by 2015 from the current 6 million. Under an ambitious five-year plan launched in 2011 by the Economic Development Minister to boost tourism, Sri Lanka targets 2.5 million tourist arrivals by 2016. The country expects to reach a target of one million tourist arrivals in 2012 already. Col. Prasanna Wickramasooriya, Chairman of Airport & Aviation Sri Lanka Ltd, said that air

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cargo handling services will also be raised in parallel to the increase in the passenger handling capacity. He said that **the second international airport at Mattala in Southern Hambantota district will be opened at the end of 2012 and will handle 60% of all air cargo services and 40% of the passenger traffic.** Mattala, built on an area of 2000 hectares, would be an eco-friendly airport and the amount spent on the entire project will be USD 200 million. The second stage of the project is to be completed by 2018. The Chinese government provides financial assistance.

By 2018, Colombo's 'Bandaranaike International Airport' (CMB) will be upgraded to cater for 6 million passengers, equivalent to a 100% increase. A domestic terminal will be set up in parallel to domestic aviation service development. **Tenders for the LKR 350 million second development and expansion phase will be called in April 2012,** Civil Aviation Minister Priyankara Jayaratne said. The airport will provide air passengers with more modern facilities and services with the completion of the second phase. Under this project, a new pier (40 x 300 meters) will be constructed with eight boarding gates and 14 passenger boarding bridges; with a dedicated gate comprising two passenger boarding bridges for the operations of the Airbus A380. The airport currently has only one passenger pier serving eight gates. In addition, other airport facilities will significantly be improved and a duty-free shopping complex will be built, together with many other facilities.

Deputy Economic Development Minister Lakshman Yapa Abeywardena has said that **the Japanese government has agreed to provide a yen loan amounting to approximately LKR 40 billion through the Japan International Co-operation Agency (JICA) for the development work of the airport.**

Ratmalana will be developed as a city airport so as to operate parallel to Colombo. Small aircraft which are now operating to and from Colombo will operate from Ratmalana Airport, once it is developed as a city airport.

India: Growth projections for air passenger traffic in India suggest an additional requirement of 30 functional airports over the next five years and 180 in the next decade, according to Planning Commission estimates. The passenger terminal capacity in all airports, expected to be 230-240 million in 2012, is likely to grow to 370 million, the estimates, drawn up in accordance with the investment plans of the airport operators, show. While five private airports at Delhi, Mumbai, Hyderabad, Bangalore, and Cochin handle 60% of air traffic, state-run Airports Authority of India (AAI), which used to cater to the entire sector, now handles the rest. **Based on data the Planning Commission has received from the AAI and the industry, Indian airports require a significant investment of about INR 675 billion during the 12th Plan period (2012-2017),** of which around INR 500 billion is likely to be from the private sector. Noting these projections, the Planning Commission has suggested that support from the state governments to develop airports was 'vital' as it would generate trade and tourism opportunities in the respective Indian states.

A working group of the plan panel on the civil aviation sector has also suggested that there was "a greater need to come up with a 'no frills' airport model without compromising on safety and security". In a bid to encourage and facilitate airport development, it has recommended, among other things, exemptions on income tax and service tax for developers. "There is a need for the Government and the industry to work together and bring down airfares in order to make air travel affordable for middle class population, without at the same time affecting the viability of the airline operations in the country," the Planning Commission working group said. It recommended **granting of infrastructure status and IT exemption to 'brown-field' airport expansion business, benefits under the 'Served from India Scheme', and non-imposition of service tax on Airport Development Fees.** Noting that there was divergence of opinion between the Airports Economic Regulatory Authority (AERA) and the industry, it said there was a need for "a stable, transparent and predictable regulatory regime with a mechanism for time-bound resolution of issues to **create a sense**

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of certainty in the sector". The plan body also asked the Government to support the efforts of Indian companies which were winning global bids for development and operation of international airports. Observing that a large number of institutional clearances were required for airports, it said facilitation by the Government was an absolute necessary. In this context, it gave the example of a National Facilitation Committee, headed by the Cabinet Secretary that played a key role in the development of Terminal 3 at the IGI Airport in Delhi.

Bangladesh: The Government has selected three locations for the new USD 7.2 billion 'Bangabandhu Sheikh Mujib International Airport', which will provide the capital Dhaka with two new runways. A high-level meeting held at the Civil Aviation Ministry made a recommendation for the site in Trishal county of Mymensingh district covering 2600 hectares of land. About 1000 acres of Bangladesh Army land remain unused in the area, which could be an advantage. Currently, a pre-feasibility and comparative study is under way and will be submitted for approval, following which a request for qualifications and for proposals will be issued. The Government is also looking for a new site, possibly on the other side of the Padma river, subject to a feasibility study.

Earlier in 2012, about 20 000 villagers protested against the Government's plans to build a new airport south of Dhaka in Munshiganj district. The farmers, whose land the Government wants to acquire for the project, set fire to a police camp, burned a police vehicle, and blocked roads. The Government says the farmers will be adequately compensated for their land. Critics of the plans say the country's existing airports are not operating at capacity.

Pakistan: The Pakistan Civil Aviation Authority (PCAA) will continue implementing its on-going mega projects during the year 2012 "for the betterment of stakeholders and the development of the country". The PCAA has spent billions of rupees on these projects, including the upgrading and construction of new airports during the year 2011. According to media co-ordinator Ismail Khoso, **construction work at Islamabad's 'Benazir Bhutto International Airport', Pakistan's first greenfield airport project, is being carried out at full pace** and it will play a major role not only in the national but also international aviation sector after completion by June 2013. It will be a state-of-the-art airport capable of handling Airbus A380 operation with modular facilities for both domestic and international passengers and cargo for which respective annual handling capacities will gradually grow from 6.5 million passengers and 10 000 tonnes of cargo to 25 million passengers and 150 000 tonnes, at par with international standards. The airport is to serve as a major hub for all aviation activities in the region.

Development work of the existing infrastructure at Multan Airport for Boeing 747 and Boeing 777 operations during the next 15-20 years will be completed as per schedule. The Government also has approved PCAA's plans for the New Gwadar International Airport Project under the Public Sector Development Programme (PSDP). The Sultanate of Oman will provide a USD 17.5 million grant for this project. Land measuring 4300 acres located along the coastal highway was acquired and handed over to the PCAA in May 2008. An allocation of PKR 7.675 billion along with the master plan was approved by the Executive Committee of the National Economic Council (ECNEC). **Construction work of a new airport at Thar (Islamkot) is also in progress.**

The PCAA has already launched the upgrading or augmentation of existing precision approach and navigational aid systems as well as the radar network to facilitate more efficient and secure operations of aircraft in Pakistan's airspace. Following an audit by the ICAO Universal Safety Oversight Audit Programme (USOAP), the PCAA is now recognized as one of the top aviation agencies in the world. On the other hand, the top management promoted 550 employees to the next higher grade besides 60 officers and staff members awarded PCAA Commendation Certificates for their exceptional services to the organization during the year 2011.

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Turkmenistan: Plans for a new international airport to serve the capital Ashgabat are under way. The facility will be named 'Oguz Khan International Airport'. The State Information Agency of Turkmenistan has announced that the new airport will feature the latest aviation communications technology. Large companies from France and Germany have expressed interest in the project and are pushing for its completion. -- Vinci beat out Turkey's Polimeks, Germany's Hochtief, and France's Bouygues to be awarded the airport contract. It is not known whether the new airport will result in the demolition of the current airport, built in 1990 and referred to as Ashgabat International or 'Saparmurat Turkmenbashi International Airport' after the previous president, Saparmurat Niyazov, who aspired to transform Turkmenistan into 'a new Kuwait'.

Afghanistan: The Asian Development Bank (ADB) has announced the completion of four airports that are expected to play a major role in the economic development of the landlocked country. The airports involved a funding of USD 35.3 million, of which USD 29.1 million was in the form of an ADB loan. **The four airports - Chaghcharan, Faizabad, Maimana, and Qalai-Naw - are all located in northern Afghanistan,** bordering Tajikistan, Uzbekistan, and Turkmenistan. They were all existing structures which have been rehabilitated with 6.6 km of new runways, 4800 m² of taxiway, 21 600 m² of apron, 1013 m² of new passenger terminal buildings, 12.4 km of airport boundary fence, apron security fencing and gates, and 2420 m² of staff housing, along with all the requisite infrastructure. The project was plagued by several months of delays, mainly caused by non-responsive bidding and deterioration in security. The delay resulted in an increase of 87.2% in construction costs. ADB's completion report says: "The prolonged state of conflict in Afghanistan has resulted in large-scale deterioration of the civil aviation infrastructure and a depletion of skilled personnel. In addition to the lack of maintenance, the deterioration was accelerated by the heavy damage inflicted by prolonged civil strife and military operations. **Afghanistan relies significantly on the civil aviation sector for keeping most of its remote communities within reach of much needed humanitarian aid and basic public services.** Rehabilitating and strengthening the civil aviation sector is crucial for extending the reach of the Government in Kabul, thereby facilitating stabilization and integration of the country. **The airports will help facilitate year-round air travel to some 2 million beneficiaries.** The nearest larger townships are at least 2-3 days drive by land. They will also help improve government service delivery to these remote, neglected, conflict-affected regions. ..."Rehabilitation of the airports will also help create employment, generate income at the household level, improve safety, improve the spread of medical facilities, help reconcile different ethnic groups, and unify the country politically." The report adds that "air transport is now possible all year round. Before, no air operations were possible for almost three months during the winter.

Oman: The ambitious development plan to expand Muscat Airport has been accelerated with the Oman Airport Management Co. advancing the opening date to October 2014. The construction part is expected to be completed by April 2014. This will be followed by six months of soft operations during the transition phase of moving from the old building to the new terminal. The project had run into delays after tropical cyclone Gonu flooded the site in 2007. This led to the decision to remove basements and underground areas, resulting in a complete redesign. Oman's Transport & Communications Minister Dr Ahmad bin Mohammad al-Futaisi announced the change on 17 October 2011 during a visit to the airport. The USD 5.2 billion project will include a new 334 995-m² passenger terminal capable of handling 12 million passengers annually, with the potential for expansion to handle up to 48 million. **The work is being carried out by Denmark's contractor COWI in a joint venture with Larsen Architects and Copenhagen Airports** and includes runways, approach roads, terminals, baggage-handling systems, the control tower, and all the other buildings and installations. Aéroports de Paris subsidiary **ADPI is the project management consultant.**

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Qatar: The New Doha International Airport (NDIA) is set to open by the end of 2012, according to the Director of the NDIA Steering Committee, Bernardo Gogna, who made a presentation at the recent Qatar Projects 2012 conference. He explained that if the thousands of contractors who are currently working on the various buildings as part of the development can hand over their work on time, then the project will come together by the end of 2012. However, he explained that while the Committee can offer support and advice, and put pressure on the companies to deliver, it is up to those involved to conduct the work on time and ensure that it is completed according to schedule. Gogna said that discussions were currently ongoing about the transfer of operations from the old airport to the new site, with **deliberations focusing on whether it should take place in phases or during an overnight transition**. He said that if the Committee opted for a phase-by-phase transition, the switch would have to be made within two to three months of the initial move, so either way the transfer of operations would take place within a relatively short time. Gogna also spoke about the **medium- and long-term plans for the NDIA**, which will involve an increase in annual capacity from around 24 million passengers, when it opens, to nearly 50 million in 2020. -- **The present airport site will be demolished and redeveloped as part of Doha's overall urban development**, but there is no timeframe for this work, as the site currently provides a number of services which are not going to move to the NDIA. Their operators are now searching for new headquarters, which could take some time.

Gulf Co-operation Council: The six Gulf Co-operation Council (GCC) states plan to spend around USD 90 billion on overhauling their airports by 2020 to cope with passenger numbers that have grown annually by 10%. The region is scheduled to see eight new runways and the refurbishment and expansion of a number of airports and military bases, as Gulf states move to position themselves as global travel hubs. "To name a few developments, Dubai has allocated USD 10 billion, Abu Dhabi has allocated USD 6.8 billion, Qatar USD 11 billion, Jeddah USD 1.5 billion, and Muscat USD 1.2 billion," Khaled Almazroui, General Manager of Fujairah International Airport, said in a speech at a recent aviation event in Dubai. Aviation has been earmarked as a key growth area for the Gulf over the next decade. The wider Middle East is forecast to see 400 million air travellers by 2020, according to IATA data.

UAE: Dubai-based Arabtec Construction LLC has been awarded an AED 561 million (USD 152 million) contract from the Dubai Aviation City Corporation (DACC) to carry out Phase 3 of the Dubai International Airport Expansion project. The company will be responsible for structural works, mechanical, engineering and plumbing (MEP), special airport system (SAS), finishes and site works for the Terminal 2 expansion. The contract will have a duration of 25 months from the start of work. Greg Christofides, CEO of Arabtec Construction, said: "This project demonstrates Arabtec's track record in carrying out infrastructure works for airports, where this is the twelfth project awarded to Arabtec relating to civil aviation work. Projects completed at Dubai Airport and Dubai World Central included equipping passenger terminals, control towers, energy centres, maintenance hangars, cargo buildings, and fuel storage and distribution facilities."

Saudi Arabia: After meeting investors ahead of issuing its debut Islamic bond ('sukuk'), the General Authority for Civil Aviation (GACA) offered a SAR 15 billion sukuk which was three times oversubscribed. This sukuk, fully guaranteed by the Saudi Ministry of Finance, is the first in a series of Islamic bonds from GACA to part-fund the SAR 27.1 billion (USD 7.23 billion) development of Jeddah's 'King Abdulaziz International Airport', to be finished by the end of September 2012. HSBC Saudi Arabia was the sole lead manager for the offering, having worked with GACA to structure the sukuk programme. The offering, sale and delivery of the ten-year sukuk, which matures in 2022, was limited solely to Saudi nationals and sophisticated investors and those other legal persons with a permanent

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establishment in the Kingdom, holding a current commercial registration number issued by the Ministry of Commerce & Industry. -- In December 2011, Prince Fahd bin Abdullah, President of GACA, had told Al Arabiya television that it would issue a sukuk within one or two months which would be paid back by revenues from the Authority. Saudi Arabia is currently implementing multi-billion dollar infrastructure projects and revamping many of its airports to cater for the growing number of passengers. Annual traffic at Saudi airports has reached 30 million passenger arrivals and is expected to double to 60 million over the next ten years, according to figures from GACA.

Riyadh's 'King Khalid International Airport' is to be expanded three-fold in size within the next five years, to accommodate rapidly rising passenger traffic said GACA's Ali al-Zahrani, Director General for Corporate Planning. The Government is planning multi-billion dollar projects to expand its airports to meet this growth. "We developed a comprehensive master plan with a conceptual design for the four terminals that will raise the capacity at Riyadh Airport from 12 million to 24 million," Zahrani told Reuters in Jeddah in mid-December 2011. He said he could not give an estimate for the project costs which would either be Government-financed or GACA would issue sukuk, or Islamic bonds, to finance the expansion. "We expect the project to be done within the next five years," he said.

AFRICA

Nigeria: The Government plans to upgrade eleven airports at a cost of NGN 16 billion in the first phase, according to George Uriesi, Managing Director of FAAN. There will be road shows or investment summits in three regions of the world by April 2012 since the FAAN is looking for partners to invest in the projects. The second phase will cost another NGN 16 billion, which will be approved by the National Assembly in this current budget proposal. By early 2013, Nigeria wants to have new structures coming up in Port-Harcourt, Lagos, and Abuja, with new terminals being built either with the combination of Government and private money or purely with private money. However, building new structures is not the problem, but keeping them adequately maintained.

Togo: The first Airport Council International (ACI) pilot project for the airport excellence in safety programme (APEX in safety) is being carried out at Lomé-Tokoin Airport in order to provide an independent assessment of the factors affecting safety at the airport and to identify industry 'best practices' that can be brought to bear to enhance safety.

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