

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
 Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

## Contents

<b>Focus on Southeast Asia .....</b>	<b>1</b>
<b>Other Regions .....</b>	<b>7</b>
<b>Green Airports.....</b>	<b>9</b>

## Focus on Southeast Asia

### MYANMAR

**Construction and initial feasibility studies of the Hanthawaddy Airport in Bago have commenced in August**, the Department of Civil Aviation said. Bago, formerly known as Hanthawaddy, is the capital of the Bago Region in Myanmar. It is located 91 kilometers north-east of Yangon. The first phase of the new airport, a joint venture between Myanmar and Japan, is slated to be complete in 2027 with help from the Japan International Cooperation Agency (JICA). JICA will now conduct an environmental impact assessment and the draft report was submitted to the Ministry of Natural Resources and Environmental Conservation in October.

Located around 80 kilometers from Yangon, **the new airport will cost between USD 1.5 billion and USD 2 billion to develop and when complete, will be the biggest airport in Myanmar.** The Hathaway is expected to replace the Yangon International Airport, which government officials said will reach full passenger capacity by 2020, based on the passenger growth rate before COVID-19. The new airport is expected to bring additional tourists and cargo which will help to boost the economy and trade. It will also drive investment in road construction, water and power distribution and infrastructure such as wastewater treatment plants, according to the Department of Civil Aviation. The plans call for the construction of a runway of 3600 meters (11,811 feet), a terminal with an annual capacity of 12 million passengers, and a total of 42 aircraft. In a second phase a second parallel runway will be constructed.

**The Hanthawaddy Airport project was first launched in the early 1990s** but had difficulties securing the finances needed to take off. A tender for the project, to be implemented under a Public Private Partnership, was initiated in 2012. A South Korean consortium led by Incheon International Airport Corporation won but disagreements led to a fresh tender being launched in 2014. This was subsequently won by a Japanese-Singaporean consortium that included Changi Airports International. The agreement expired in 2018 with construction yet to commence.

### THAILAND

**The USD 1.46 billion northern expansion of Bangkok’s Suvarnabhumi airport is being revised**, to meet “new normal” requirements, according to Airports of Thailand (AoT). AoT president, Nitinai Sirismatthakarn, says the process will take 1 or 2 months to complete. The airport’s new northern terminal will have the capacity to handle 30 million passengers a year, with Nitinai remaining optimistic about a return to normal figures next year. He says the availability of effective Covid-19 vaccines should fuel a return to normality, with passenger traffic at Suvarnabhumi eventually reaching pre-Covid numbers of 65 million in 2023.

He adds that the construction of the satellite boarding concourse, called SAT-1, should be completed in 2022, with plans also being drawn up to extend the airport’s existing terminal toward the east and west.

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

The satellite will have 28 close contact stands and is expected to increase the airport's capacity by 15 million passengers per year. An Automated People Mover, an electric train system, is planned to transport 6,000 people per hour using an underground tunnel connecting to the main terminal which is about a kilometer away.

**In the past the proposed northern expansion has drawn criticism from experts who alleged it was poorly designed and would do little to alleviate overcapacity at Suvarnabhumi.** The experts insisted a new terminal should be built to the south of the airport instead of expanding the existing terminal, as stipulated by the master plan. The northern zone where the expansion is earmarked is not suited to handle additional facilities, they added. They reasoned that a southern terminal would provide more room to cope with growing passenger traffic over the long run and be more easily accessible. Responding to the criticism, AoT has not ruled out building a southern terminal. In fact, the south terminal has been incorporated into the airport expansion plan to be undertaken from 2025 to 2030. The plan, which also involves constructing a fourth runway, would push the airport's handling capacity up to 150 million passengers per year and 120 flights an hour, according to AoT.

**The Airports of Thailand (AoT) board approved a master plan for the third-phase development of Bangkok's Don Mueang Airport** costing an estimated USD 1.30 billion. The expansion scheme, which will increase the airport's capacity to 40 million passengers a year—up from 30 million at present—includes a 3.4-kilometer automated people mover system (APM), 12 aircraft stands, and a so-called "junction terminal", housing retail space and car park buildings. The APM system will boost the airport's capacity to handle increasing passenger numbers and should also ease congestion at the airport, which has caused spill-over traffic jams on the adjacent Vibhavadi Rangsit Road.

**The planned new junction terminal will cover 100,000 square meters and incorporates commercial space to boost the airport's non-aviation income by 40% to 50%.** The current status of the plans is unclear but are likely to be delayed due to the COVID-19 pandemic. According to procedure, the development plan would be submitted to the Transport Ministry and the National Economic and Social Development Council for review before it goes to the cabinet for approval. Changes to the project will be included in the environmental impact assessment report to be considered by the Civil Aviation Authority of Thailand. The bidding for the third-phase development project is expected to take place next year.

In the meantime, **the airport is using the COVID-19 as an opportunity to revamp the interior of the international terminal.** Costing THB 126 million (USD 3.85 million) the work involves three sub-projects: improvement of the air-conditioning system; a re-carpeting job; and a switch to LED lights to save energy. The project was expected to begin in July and be completed by the end of 2020.

**The government is considering building a THB 25 billion (USD 827 million) greenfield airport** in Nakhon Pathom province, west of Bangkok. Deputy Transport Minister Thaworn Senneam has said that the demands of air transport keep rising every year, particularly private jets - with about 2,000 now operating in Thailand - and charter flights. Suvarnabhumi and Don Mueang airports were already congested.

Thus, the Department of Airports has conducted a study on building a new airport in Nakhon Pathom to take the pressure off the Bangkok airports and provide added convenience for travelers. He said the airport would be built on about 560 hectares of land in Nakhon Pathom. The site was chosen after about 10 locations were surveyed for suitability. **The private sector would be invited to jointly invest in the project,** the deputy minister said.

The project study was to be completed and submitted to the transport minister over the summer. If all procedures went smoothly — including the Environmental Impact Assessment, acquisition of land and efforts to bring local people onboard — the plan could be ready for cabinet approval in 2021.

**Construction could begin in 2023. It would take three years to complete, with the planned opening in 2026,** Mr Thaworn said. Jarun Meesomboon, deputy director-general of the Department of Airports, said the new airport was expected to handle about 30 million passengers a year. The current

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

status of the plan is unknown. Timelines are likely to be pushed back due to the slowdown in traffic following the COVID-19 crisis.

**U-Tapao International Airport near Pattaya, Thailand, is undergoing a major upgrade to become one of the most innovative airports and multi-modal transport hubs in the Asia region.** The development project, dubbed U-Tapao International Airport and Eastern Airport City Development Project, is a part of Thailand's Eastern Economic Corridor (EEC) Scheme which seeks to develop the country's eastern provinces. The upgrade project will involve an estimated investment of THB 290 billion (USD 9 billion) and create 15,600 jobs a year in the first five years. The expanded airport is expected to commence commercial operations in 2025.

**The U-Tapao airport will be turned into Bangkok's third international airport and linked with Don Mueang International Airport and Suvarnabhumi International Airport via high-speed train services.** Combined, the three airports would be able to handle 200 million passengers a year. Spanning 1,040 hectares, the airport is a joint civil-military airport located 30 kilometers away from Pattaya. The upgrade project will enable the airport to handle both passenger and cargo aircraft. Currently, the airport boasts one 3,500-meter (11,483-foot) runway and a passenger terminal. Currently, a new 20,000 square-meter (215,278 square-foot) terminal with a capacity of 3 million annual passengers is being built. In 2019, U-Tapao Airport handled 710,000 passengers.

**Future plans include the construction of a parallel runway and a third passenger terminal.**

The size of the third terminal will depend on future traffic development but the master plan allows for a terminal building of 450,000 square meters with an annual capacity to handle 60 million passengers annually. Other elements of the plan are a ground transportation center, a logistics and cargo complex with a capacity of three million tons of cargo annually, a free trade zone, an MRO boulevard and "Airport City-type" developments such as commercial areas.

The U-Tapao Airport project will be built and exploited by the BBS consortium, which comprises Sino-Thai Engineering and Construction, Bangkok Airways and BTS Group Holdings, which won the bid as it offered the best return to the state — THB 305 billion (USD 10.1 billion) under a 50-year contract. Narita International Airport Corporation will be hired to run the airport, which is owned by the navy.

**The Department of Airports (DoA) of Thailand is planning to spend THB 5.8 billion (USD 191 million) upgrading airports across the country next year.** DoA Acting Director-General Thawi Kesisamang said the huge investment in key regional airports is "urgent mission". The department plans to conduct bids for the projects from early next year, he added. Among them are the construction of taxiways at Krabi airport, plans to build new terminals at Narathiwat and Buri Ram airports respectively and projects to expand the number of airports stands and an international terminal at Surat Thani airport.

**In the 10-year airport development plan worth THB 35 billion (USD 1.16 billion), up to THB 27 billion (USD 897.88 billion) will be allocated for major upgrades at 17 airports between 2019 and 2022.** The rest will go to further airport development until 2027. Meanwhile, Transport Minister Saksayam Chidchob proposed extending the runway length at 38 airports from 2,100 (6,890 feet) to 2,400 meters (7,874 meters) to serve large aircraft.

## MALAYSIA

**Malaysia Airports Holdings Bhd (MAHB) is reprioritizing airport investments due to the COVID-19 pandemic.** Chairman Datuk Seri Dr Zambry Abdul Kadir said it was important for the airport operator to replace ageing assets in the Kuala Lumpur International Airport (KLIA). "However, the current situation causes us some limitation in undertaking the physical asset replacement," he said. In June MAHB reportedly said it had slashed its planned MYR 1.8 billion (USD 442 million) capex for 2020 by 82 per cent as the airport operator embarked on an aggressive cost-optimization plan amid the Covid-19 pandemic.

**The prioritized focus included its ageing aerotrains and baggage handling system, runway upgrades, commercial reset for retailers and the "Airports 4.0" digital initiative at selected**

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

**local airports.** He, however, added that the revised capex might be subjected to a further review depending on MAHB's financial position. "We may defer some upgrades but at the moment we need to re-prioritize," he said, adding that the upgrading work would take about two to three years and would be done in phases. The 23-year old aerotrains, he said, were not able to accommodate KLIA's 32 million passenger traffic annually as the trains were designed for a maximum capacity of 25 million passengers. "Hence, we need to supplement passengers with bussing. We need to rebuild new tracks for the new trains with enhanced technology.

## **The Senai International Airport expansion project is expected to be completed in mid-2021.**

Senai International Airport CEO Md Derick Basir said the MYR 20 million project (USD 4,93 million) would boost the terminal building's annual capacity by one million passengers to five million passengers. The project includes the extension of the existing arrival and departure halls towards the south of the existing terminal building.

**Key elements include the construction of four new departure and boarding gates,** additional new seating area, a covered walkway connecting to aircraft parking bays, installation of additional baggage handling system and installation of escalators and elevators to link the existing terminal building to the new area. The airport, which is owned and operated by Senai Airport Terminal Services Sdn Bhd (SATSSB), had been experiencing strong growth before COVID. In 2019, the airport handled total of 4.2 million passengers, a significant increase from the 3.5 million passengers handled in 2018. "The growth was mainly attributed by the increased capacity created by the introduction of new routes and the additional flight frequencies to existing routes such as Kuala Lumpur, Penang, and Seoul," Basir said.

**A Master Plan studying the expansion Kota Kinabalu International Airport (KKIA) was to be finalized this year.** Before the COVID-19 pandemic hit, Kota Kinabalu International Airport was quickly reaching its passenger capacity of 9.5 million annual passengers. In 2019, the airport had handled in 9.45 million passengers.

The State Government is determined to build a new airport. However, according to the 2008 National Airport Master Plan 2008, KKIA has a maximum capacity of 21 million passengers annually, a figure which is only expected to be reached in 2037. The Master Plan Study is intended to undertake a review of KKIA's long-term planning and development. One of the development options is to turn Terminal 2, a general aviation terminal which is said to be underutilized into a general aviation terminal.

## **SINGAPORE**

**Singapore will pause the construction of the fifth terminal at its Changi Airport for at least two years,** Transport Minister Khaw Boon Wan said recently. Mr Khaw cited "great uncertainties" about the future of the aviation and travel industry amid the Covid-19 outbreak. Singapore is conducting a "major thorough study" on the future of aviation in the years following the pandemic, said Mr Khaw. Mr Khaw said the pause will allow the authorities to consider changes that need to be made to the project to meet the needs of post-pandemic travel. Overall, Mr Khaw said he was optimistic that the Changi air hub would continue to expand with demand and that aviation in the Asia-Pacific would continue to grow.

**The fifth terminal was due to be completed in the 2030s and would be capable of accommodating 50 million passengers per annum in its initial phase.** Within recent years Changi has completed its 225,000 square-meter (2,421,879 square-foot) Terminal 4 (Oct-2017). Terminal 4 increased the airport's capacity by 16 million passengers per annum, bringing the overall total to 82 million.

In addition, in February 2020, the renovation project of Terminal 2 started. The multi-year expansion project itself will add 15,500 square meters (166,840 square feet) to the terminal building and increase Changi Airport's capacity by five million passengers per annum. Works are scheduled for completion around 2024. In 2019 the airport handled 68.3 million passengers.

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

## INDONESIA

**The design and planning work for a fourth terminal Soekarno-Hatta International Airport is targeted for completion in 2021.** Groundbreaking is scheduled to take place in January 2022.

Terminal 4 will sit on 130 hectares of land owned by airport operator Angkasa Pura II — the state-owned airport operator, which operates the airports in western Indonesia.

**With an estimated investment of IDR 11 trillion (USD 777 million), Terminal 4 is expected to have a capacity of 45 million passengers per year,** larger than Terminal 3, which has a yearly capacity of 25 million passengers. Terminal 4 is built in anticipation of an expected surge in international passengers, the long-term outlook of which has not changed due to the COVID-19 pandemic.

The construction of Terminal 4 will follow smart mobility, smart environment and smart security concepts with self-check-in counters, self-baggage drop locations and full-body x-ray scanners.

**It is currently unclear what effect the COVID-19 pandemic has on the timeline of the project to construct a new large-scale airport for Jakarta.** Construction of the new Soekarno-Hatta

International Airport II in Karawang, West Java, is currently expected to commence in 2028, according to the local administration. The Karawang Development Planning Board (Bappeda) head Eka Sanatha said the new airport would cover a 3,000-hectare plot of land in Ciampel and Pangkalan districts, making it larger than the original Soekarno-Hatta International Airport in Cengkareng, Banten.

The airport would supplement the existing Soekarno-Hatta International Airport and downtown Halim Airport, which in recent years has developed into a focal point for low-cost carriers. **According to the current timeline, pre-construction planning, including a detailed engineering design study, would kick off in 2027, with construction expected to begin in 2028.**

In 2017, state-owned airport operator PT Angkasa Pura II (AP II) announced that it planned to construct Soekarno-Hatta International Airport II to accommodate the increasing number of passengers and planes. AP II president director Muhammad Awaluddin estimated that the number of passengers at the existing Soekarno-Hatta International Airport would reach 100 million annually by 2025, while the capacity of the existing airport was only 60 million annual passengers. In 2018, the airport handled 66.9 passengers.

**In addition to the new Soekarno-Hatta International Airport II, three new smaller airports will be built to serve the greater Jakarta region.** The government intends to build three new airports in Tenjo, Teluknaga, and Pandeglang — outlying districts of surrounding Jakarta — the Minister of Transportation Budi Karya Sumadi said. The airports will be complimentary to support Soekarno-Hatta International Airport in Jakarta. Budi said the aim of building the new airports is to meet the growing mobility of the growing population. “Imagine Jakarta in 2045, we have to prepare the airports as alternatives. In the developed countries, the amount of the airport [in large cities] can be up to six, so we are preparing from now on,” he explained.

**As many as 39 local and foreign investors have expressed interest in partnering with state-owned airport operator PT Angkasa Pura II to develop Kualanamu International Airport in Medan, North Sumatra, into a world-class regional hub.** Angkasa Pura II president director Muhammad Awaluddin said that most of the companies came from East Asia, West Asia, Southeast Asia and Europe, while eight were Indonesian companies. “We plan for the selection process to be completed by the fourth quarter of 2020,” he said in Jakarta on Monday, adding that his company would be open to proposals until June. The airport operator is seeking a strategic partner to help expand Kualanamu airport’s capacity to welcome international arrivals, allowing it to compete with the regional hubs of Changi International Airport in Singapore, Kuala Lumpur International Airport and Suvarnabhumi Airport in Bangkok. “The candidates must have the capability to boost international traffic to Kualanamu and make it a regional hub for destinations in East Asia and South Asia,” said Awaluddin. “Together, we will redesign and improve Kualanamu’s capacity,” he said, expressing hope the airport could become as important as Soekarno-Hatta International Airport in Tangerang, Banten. Kualanamu is more strategically

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

located than Soekarno-Hatta, as it is closer to many Asian countries, such as China, Singapore, Thailand and Malaysia, as well as countries in the Middle East and Europe. However, international flights to the airport account for only 11 percent of its total traffic. "The target is for international flights to account for 40 to 45 percent of the airport's traffic," he said. Angkasa Pura II plans increase the airport's capacity to 40 million passengers per year from 8 million at present. In 2019, the airport handled 12 million passengers.

**Angkasa Pura Airports in Indonesia has announced that 26 international and national companies have participated in the procurement process of management and development of Lombok International Airport.** The companies passed the pre-qualification process include: Royal Schiphol, Incheon Airport, Changi Airport, GMR Airport, Malaysia Airport BHD, Munich Airport, Vinci Airport, Fraport, Egis International, Titan Global Group, China Construction, Bechtel Enterprise, Scott Brownrigg, Lotte E&C, CU Phosco, Serco, Itochu Corporation, DAA International, AENA Internacional, AERTEC Solutions, ADP International, Toyota Tsusho, Mitsubishi, ASTRA Infra, Adhi Karya, and Waskita Karya.

**Lombok airport will be developed under DBFOT (Design-Build-Finance-Operate-Transfer) procurement with a concession period of 30 years.** The estimated investment value for the project is IDR 10.3 trillion (USD 698.52 million). The next procurement stage will involve the preparation of qualification documents by potential partners and evaluation of qualification documents (December 16-January 28, 2021). The announcement of the pre-qualification results is scheduled for January 29, 2021. Angkasa Pura Airports is currently developing Lombok International Airport. This development was carried out to support the plans for the 2021 MotoGP in Mandalika. The development is carried out by extending the runway from the previous 2,750 meters to 3,330 meters, allowing wide-body aircraft such as the Boeing 747-400 to land. The terminal capacity is being doubled to 7 million passengers per year. Other infrastructure, such as aircraft parking space and aprons, are also being refurbished to increase the airport's capacity.

**The government has officially begun the construction of Kediri Airport in Kediri regency, East Java, which is expected to be completed in two years to help close the economic gap in the province.** State-owned airport operator Angkasa Pura I (AP I) will manage the planned privately funded airport in Kediri and integrate its operations with Surabaya's Juanda International Airport to accommodate rising travel demand and economic activity in East Java.

**Designated as a national strategic project, Kediri Airport will be developed in three phases under a public-private partnership scheme with a concession period of 30 to 50 years.** AP I signed a memorandum of understanding with publicly listed tobacco company Gudang Garam to develop what would be called Dhoho Kediri Airport, 20 kilometers from central Kediri. Gudang Garam's subsidiary Surya Dhoho Investama will oversee developing the first-ever airport to be fully funded by the private sector in Indonesia. AP I president director Faik Fahmi said the airport would be crucial to take some of the pressure off the overburdened Juanda International Airport in Surabaya, which is around a two-hours' drive from Kediri. Surabaya is Indonesia's second-largest city and a thriving economic hub. "This is important because Juanda's current capacity is increasingly inadequate for its growing traffic. With a capacity of only 16 million [passengers a year], Juanda had to accommodate 21 million passengers in 2018," said Faik. "East Java needs an alternative airport to accommodate and boost traffic growth as well as economic activities in the region."

**Gudang Garam will spend up to around IDR 10 trillion (USD 732 million) to acquire 457 hectares of land needed for the airport** to be built near the village of Grogol. Earlier last month, Transportation Ministry Civil Aviation Director General Novie Riyanto said the airport would serve domestic flights, while Juanda airport would focus on international flights for the East Java area. The airport's future development is flexible. "If tourism is developed in southern East Java, the airport can be for tourism. However, if industry and agriculture in East Java develop, we might also use it for cargo", Gudang Garam director Istata T. Siddharta said.

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

**The first phase of construction is to be complete by April 2022. The airport is projected to serve 1.5 million passengers after the first phase of construction and eventually accommodate more than 10 million.** With a runway of 3,300 meters in length the airport can accommodate aircraft up to the size of Boeing B777 and Airbus A350.

**State-owned airport operator PT Angkasa Pura II, which manages most airports in the western part of Indonesia, has reduced its capital expenditure this year to IDR 1.4 trillion (USD 92.8 million),** which is less than 20 percent of the initially earmarked IDR 7.8 trillion (USD 552.3 million), President director Muhammad Awaluddin said the capital expenditure (capex) would focus on several airport development projects and airport facility and security system improvement. "Several multilayer development projects are still ongoing this year, for example, the construction of the commercial area, offices and hotels that are integrated with the Soekarno-Hatta Airport building. The work on a design plan for Soekarno-Hatta's Terminal 4 will also be continued this year and it is set to be completed in 2021, with the groundbreaking [ceremony to be held] in January 2022," said Awaluddin on a statement released on Tuesday.

**The company's director of engineering, Agus Wialdi, said Angkasa Pura II had made a significant cut to its budget following the sharp drop in aircraft and passenger traffic at its airports due to the pandemic,** which has taken a toll on the operator's revenue. "Cutting costs is one of our main measures to cope with the impact of COVID-19. Operations at Angkasa Pura II's airports have been significantly reduced as we are adjusting to the passengers and aircraft traffic," said Agus. Cost-cutting measures include suspending the Soekarno-Hatta Skytrain service, cutting electricity use by 46 percent and slashing water use by 60 percent at Angkasa Pura II airports across Indonesia. Angkasa Pura II manages 19 airports in western parts of Indonesia, including Kualanamu International Airport in Medan, Halim Perdanakusuma Airport in Jakarta, Depati Amir in Bangka Belitung Islands, Supadio in Pontianak, Radin Inten II International Airport in Bandar Lampung and Sultan Mahmud Badaruddin II in Palembang, among others.

**One of the options to maintain the level of investment in its airports, Angkasa Pura II (AP II) is searching for a strategic partner to jointly develop some of the airports it manages.** says AP II's president director Muhammad Awaluddin said: "Medan's Kuala Namu International airport is one such airport, and discussions with potential candidates are ongoing. We are pursuing the development of airports with a strategic partner, so that we can share the capital expenditure and allow their development plans to continue [as planned]," He adds: "Through project financing with the strategic partner, Angkasa Pura II and the partner can share the risk and burden, with an aim of maintaining the competitiveness of the national transportation sector".

**Besides the search for a strategic partner for its airports, AP II is also aiming to grow its business inorganically, by acquiring new airports and moving into adjacent business.** No other details were shared.

## Other Regions

### AUSTRALIA

**Melbourne's long-awaited airport-to-city rail link route has been unveiled, with a promise to get travelers to their destination in less than 30 minutes.** Prime Minister Scott Morrison and Premier Daniel Andrews announced the route on Saturday, committing billions in funding for the historic project, which will connect Victoria's regional and metropolitan rail networks. The reality of an airport-to-city rail journey has been much-anticipated by Victorians, who unlike Australians in other states, have not been able to catch a train to their airport but instead had to rely on an expensive Skybus service or taxis. **Construction is expected to kick off in 2022 and be completed by 2029.** Melbourne Airport Rail will see 10-minute turn-up-and-go services running from Melbourne Airport through the city, with direct

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

connections to sites including Melbourne University, the Parkville medical precinct, Melbourne Central and Flinders Street stations, and the St Kilda Road business precinct.

## GREATER CHINA

**The National Development and Reform Commission has officially approved the feasibility study report for the construction of Terminal T3B and a fourth runway at Chongqing Jiangbei International Airport.** The project, which will cost an estimated USD 3.27 billion will start construction in 2021. A 3,400-meter (11,155-foot) runway and corresponding taxiway system will be built on the east side of the third runway. Terminal T3B is a boarding satellite serving Terminal T3A and will offer 2,350,000 square meters (2,529,519 square feet) of floor space. The apron will boast 148 stands. The project also includes air traffic control and fuel supply projects, as well as the renovation of the T1 terminal. Once completed, Jiangbei International Airport will have four runways, an annual passenger capacity of 80 million, an annual cargo capacity of 1.2 million tons, and 580,000 aircraft movements.

**The National Development and Reform Commission has also approved the construction of a new terminal and runway at Changsha Huanghua Airport. The project involves the construction of a new Terminal 3,** which will boast 500,000 square meters (5,381,955 square feet) and a third runway measuring 3,600 meters (11,811 feet) and a 285,000 square-meter (3,067,714 square-foot) integrated cargo handling facility. When completed in 2030, the airport will be able to handle 60 million passengers a year and an annual cargo throughput of 600,000 tons. In 2019, Huanghua Airport handled 26.9 million passengers. A second phase will see the construction of a fourth terminal opposite Terminal 3, as well as a fourth runway.

## UNITED KINGDOM

**London City Airport in the UK has issued its new masterplan, detailing how the airport can develop in a sustainable and responsible way under its long-term vision.** The masterplan follows a 16-week discussion carried out mid-last year. This plan was finalized after the consideration of all comments received from residents, stakeholders and passengers during the consultation period. Due to the Covid-19 pandemic, the masterplan, which was originally scheduled to be published in March, was postponed as focus shifted to provide support to passengers, staff and local communities. The new masterplan, which is a non-statutory document, will replace the airport's previous 2006 master plan.

**The new plan outlined how London City Airport can provide capacity for up to 11 million passengers and 151,000 aircraft movements per year** by using the existing runway to the optimum in line with government policy. It aims to assist in London's recovery from the pandemic by supporting 5,300 local jobs and providing improved connectivity to more domestic and European destinations. To decrease its overall carbon emissions and become net-zero by 2050, the airport intends to work in collaboration with the key industry, governmental and community associates.

## UNITED STATES

**After two years of work, a new 23,319 square meter FedEx Express complex has opened at Ontario International Airport in Ontario, California.** The facility boasts nine wide-body aircraft gates, 14 feeder aircraft gates and 18 truck docks. The airport is located about 50 kilometers from downtown Los Angeles. The new space on the northwest side of Ontario International Airport is triple the size of the space FedEx previously occupied. The shipping giant previously had its operation on the airport's south side.

The 30-year lease for the new space was approved in June 2018 by the Ontario International Airport Authority (OIAA). Under that agreement, the OIAA handled clearing the space for the new FedEx facility and the environmental impact report and analysis. FedEx took on constructing operational, maintenance and administrative facilities in addition to making infrastructure improvements. Representatives from FedEx and the OIAA appeared excited about the opening of the new facility.



# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

**In October 2020, Ontario saw 81,834 tons of cargo, an increase of 20.36% increase over October 2019.** Cargo volume year to date is up 18.6% in 2020 over 2019, according to data from the airport. FedEx competitor UPS also operates a hub at Ontario International. Between that operation and the newly expanded FedEx operation, Ontario International is likely to continue to see increases in cargo volume in the months ahead.

## Green Airports

**The ACI World Annual General Assembly has emphasised that climate change, adaptation and resilience should be included in airport recovery plans and remain key issues for the sector.** Climate change is a global challenge that requires worldwide collaboration and action. ACI World recognises the unprecedented impact of Covid-19 on the aviation sector and that the entire sector will need a supportive regulatory framework in which to recover. The ACI World Annual General Assembly has resolved to urge governments to support airports recovery by providing policies, investment, and incentives to decarbonise the sector and make it more resilient. Furthermore, airports should keep climate mitigation, adaptation and resilience as key parts of their strategies and recovery plans and identify opportunities to 'build back better' by keeping sustainability and resilience at the core of their recovery strategies.

"Sustainability is one of the key pillars of our industry and climate change continues to pose the highest long-term risk that the world faces and that is far-reaching impacts, including an increased risk of emergence of future pandemics," ACI World Director General Luis Felipe de Oliveira said, adding: "While airports contribute only a small fraction to the total level of industry emissions, we are focused on a carbon neutral goal for 2050 with some regions achieving the milestone earlier than that. Almost 70% of airport operators who responded to the ACI survey on Resilience and Adaptation to Climate Change in 2019 reported that they had already been impacted by adverse weather patterns and conditions. Comprehensive climate change resilience and adaptation risk management strategies are needed to ensure the continuity of operations and airports are looking for opportunities to build back better, where sustainability is at the core of these recovery plans, balancing: environmental protection, social welfare, and economic development."

ACI World has advised members to consider multiple solutions for decarbonisation and to a gradual transition to net zero carbon in the long-term and to continue to conduct risk assessments, including them as in integral part of master planning.

**Christchurch Airport (CHC) in New Zealand has taken a major step forward in its commitment to fight against climate change, becoming the first airport in the Asia-Pacific region to reach Level 4 - Transformation in ACI's Airport Carbon Accreditation scheme.** This achievement follows ACI's recent announcement of the introduction of two further levels of accreditation - Level 4 Transformation and Level 4+ Transition - to mark the industry's ongoing commitment to 'Build Back Better'. Christchurch Airport, which was previously accredited at Level 2 – Reduction, has successfully upgraded to Level 4 Transformation, one of the highest levels of accreditation, by taking swift actions to transform its operations to achieve CO2 emissions reduction in alignment with the Paris Agreement. To attain this accreditation, CHC has also addressed broader emissions in its carbon footprint that include all the significant operational sources on- and off-site. Furthermore, the airport has demonstrated evidence of actively engaging and leading its stakeholders towards delivering emissions reductions.

Olivier Jankovec, director general ACI Europe, commented: "The announcement that Christchurch Airport has reached Level 4 Transformation of Airport Carbon Accreditation underlines the airport's strenuous efforts to decarbonise and to take its climate goals to the next level. We congratulate the airport on its achievement and on its firm steps towards creating a more sustainable journey. This recognition is also a clear signal that, despite the lasting impacts of the Covid-19 pandemic, airports of all sizes and in various

# ACI World AIRPORT DEVELOPMENT NEWS

A service provided by ACI World in cooperation with Momberger Airport Information [www.mombergerairport.info](http://www.mombergerairport.info)  
Editor & Publisher: Martin Lamprecht [martin@mombergerairport.info](mailto:martin@mombergerairport.info) Founding Editor & Publisher: Manfred Momberger

world regions are strengthening their commitment to build back better, to operate in a more sustainable way and to protect their local communities from climate change.”

**For airports to reach their sustainability goals – such as the aim of net-zero carbon emissions by 2050 - they must look for areas of improvement throughout their entire business.** Transitioning from diesel to electric ground support equipment (e-GSE) is an important step toward carbon-neutrality because it reduces on-site CO2 emissions. For example, Seattle-Tacoma International Airport’s adoption of e-GSE saves roughly 10,000 t of greenhouse gases and saves about USD 2.8 million in fuel expenditures per year. It also provides safety improvements and reduces operational costs. Making the transition from diesel-powered GSE to e-GSE improves the respiratory health of airside workers and reduces noise pollution to provide them a safer and quieter work environment.

Many of the world’s largest airports, including Amsterdam Schiphol, London Heathrow, and Hong Kong International, are already reducing their carbon footprint using electric ground support equipment. Every chance to reduce emissions counts, and the impact of transitioning from diesel-powered GSE to e-GSE can be substantial. For example, Amsterdam Schiphol has invested in e-ground power units (e-GPU) to provide energy to on-the-ground aircraft, which reduce CO2 emissions by 90%. Singapore Changi Airport now has 80 electric baggage tractors operating on the airside, which has already saved 627 t of CO2 emissions. The airport has installed 26 common-use charging points to encourage the adoption of electric baggage tractors. This common-use approach eliminates ground handlers’ need for their own dedicated e-baggage electric chargers, which reduces costs and minimizes the space needed for the charging infrastructure. Changi already has a fully electric fleet in one terminal and aims to convert the majority of diesel-powered GSE to electric powered by 2030.

While many airport sustainability initiatives take place at an individual airport level, airport ground services company Swissport is expanding e-GSE throughout its operations in more than 300 airports. Between 2016 and 2018, Swissport more than doubled its e-GSE vehicle fleet, among them electrical cargo lifters and battery-powered aircraft pushback tractors and aims to increase the proportion of e-GSE in their fleet to at least 50% by 2025.

Gaining access to reliable, green energy is an important step in ramping up e-GSE adoption. E-GSE use reduces carbon emissions but to make a greater impact, their electricity source must come from clean energy, like microgrids. These can play an important role by providing essential backup power to prevent costly, disruptive power outages and give airports more control over their energy use. This sustainable power can also be used to energise equipment like e-GSEs. For example, New York JFK Airport is improving sustainability and energy reliability using state-of-the-art microgrids that will help the airport reach its goal of 100% renewable energy usage.

**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 / Sustainable Aviation (CON), Airport Information Technology (AIT) and Maintenance Base (MRO). A Calendar of Events is part of every subscription. For more information and to order an annual subscription, please visit [www.mombergerairport.info](http://www.mombergerairport.info)

**WORLDWIDE AIRPORT TENDERS (WAT)** portal with daily project alerts, the exclusive, customizable business opportunities portal dedicated to the airport industry by **Momberger Airport Information**. **FREE trial** for 7 days - [follow the link](#) for more information and to sign up for your free trial.