



A service provided by **ACI World** in cooperation with **Momberger Airport Information** www.mombergerairport.info

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

EUROPE

<u>Great Britain:</u> Plans for building a four-runway airport near Heathrow, estimated to cost between GBP 40 and 60 billion, will be submitted to the Government as a solution to the current aviation crisis, The Independent on Sunday (IoS) has revealed. According to the paper, a "world-leading infrastructure firm" that has worked on major aviation projects in North and Latin America is assessing sites west and northwest of the London airport, with sites in Oxfordshire and Berkshire being considered as potential locations. Also the U.S. architectural firm Gensler is proposing a floating airport on the surface of the River Thames Estuary. Dubbed the 'London Britannia Airport', its concourse would sit in the centre of the Thames Estuary, surrounded by runways that float and are tethered to the seabed

The news comes as Justine Greening, the Secretary of State for Transport (now moved to be the minister responsible for international development in David Cameron's first cabinet reshuffle), was set to launch a call for evidence on how to increase airport capacity in the U.K. after plans to build a third runway at Heathrow were heavily opposed. Other options being considered include a Thames Estuary airport in Kent.

The major feasibility study has been commissioned by a consortium of British businesses, which is expected to reveal itself within weeks and is understood to have started talks with Chinese sovereign wealth funds over funding the airport. Discussions with junior Department for Transport officials are also believed to have taken place over the summer, although sources indicated that Greening was not aware of the details of the plan, The IoS reported. The consortium wants the new airport to have four runways to compete with other major, growing airports such as Amsterdam-Schiphol, which has six, and Germany's Frankfurt and France's Paris-CDG airports, which have four.

Norway: Oslo Airport has revealed ambitious plans for a new extension of the international terminal until 2017, which will more than double commercial floor space from the current 12 500 m². With that project completed, commercial revenues would surge from just over EUR 300 million in 2011 to EUR 550 million by 2020. Phase 1 of the expansion project will create capacity for 28 million passengers (by 2017), with Phase 2 extending this to 35 million later. The NOK 12.5 billion (USD 2.2 billion) project will be financed substantially with commercial income, the largest proportion of which derives from duty-free sales (worth EUR 200 million in Arrvials alone in 2011, according to concessionaire Gebr. Heinemann). The new extended airport facility will add 117 000 m² of total space to the existing 148 000 m². Tenders for the spaces in the new facility will be held in around three years' time. Gebr. Heinemann's duty free contract runs to 2017. Other work that has been completed to improve the commercial offer while alleviating the pressure on space includes a EUR 2 million mezzanine development that houses new F&B units and seating areas.

France: Lyon-Saint Exupéry Airport has launched its EUR 260 million investment plan for the next five years, the main project of which is the extension of Terminals T1 and T3, expected to cost EUR 110 million in the initial stage. The project will focus on delivering a number of benefits such as optimizing profitability and capacity in order to accommodate an estimated 10 million passengers by 2020 while continuing to support the growth of low-cost airlines. **Key figures of the terminal** improvements: 70 000 m² of extra space when the project is complete, 40 000 m² of which by 2016; 10 000 m² commercial floor space, including 4500 m² of shops and restaurants; two additional widebody aircraft stands at Terminal 1 (for A380); four additional medium-haul aircraft stands at Terminal 3; total project construction cost: EUR 200 million. The overall aim of the extension as part of the investment programme is focusing on maximizing the capacity of T1 and T3. As the extension accounts for 75% of the total investment plan, the remaining 25% will be utilized to increase parking capacity (3000 spaces), develop the freight zone, extend Lyon-Bron Airport, and develop a building site for a fuel depot.

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

The airport has also launched CDM (Collaborative Decision Making), in co-operation with Eurocontrol and the French ATC authority. This system will assist participants involved in the control of air traffic management to exchange operational data in real time. Synchronized through an IT system, the programme will deliver economic (optimization of resources), environmental (control of emissions), and strategic benefits. Lastly, the airport's aeronautical revenue, currently at 45% of total revenues, is targeted to rise to over 50%, brining additional income for future activities of the airport. The Rhone-Alpes Region served by the two Lyon airports is the second most attractive region for foreign investment in France. Lyon has also been ranked 19th among the Dynamic European Cities and third most popular destination for business travel. In addition to its economic activity, the region is also a major tourism destination, offering a variety of historical and cultural attractions and - being the gateway to the Alps - establishes it as one of the most attractive European leisure destinations during the winter season.

Germany: Because of cost overruns totalling around EUR 1.2 billion admitted by the Board of Flughafen Berlin-Brandenburg GmbH, the opening of the new Berlin airport (BER) could be further delayed. A delay from 3 June 2012 to 17 March 2013 had already been announced officially. Any additional public money injected by the shareholders of Berlin Airports – the Federal Government and the State governments of Berlin and Brandenburg - would have to be approved by the European Commission. It is not clear whether the EU Competition Directorate would approve the injections and how long the process would take. There will also be no funding without some sort of controls. One way around these problems could be the selling of bonds to the private sector. Meanwhile, the interim operation of Berlin's two other airports, Tegel and Schönefeld, is expected to cost up to EUR 150 million, and there is lost revenue at BER's commercial partners (airport hotel, Airport Center office complex, parking facilities, retail and F&B operations) likely amounting to another EUR 80 million. The airport's major airlines, Lufthansa and Air Berlin, are claiming for compensation payments caused by the delayed opening. In addition, debt service costs for loans until 2030 are said to be at least EUR 1.7 billion.

In the meantime, **the Berlin airport operating company has claimed damages from the airport planning consortium, PG BBI**, in the amount of at least EUR 80 million for faulty planning. It is also reported that the smoke extraction system has succeeded in channelling fumes from the building in a simulated power outage in July 2012. -- **Horst Amann**, a former Fraport manager responsible for the planning of Terminal 3 at Frankfurt Airport, **has been appointed COO of Flughafen Berlin-Brandenburg GmbH** as of 1 August 2012.

The new satellite terminal at Munich Airport will add an annual handling capacity of 11 million passengers from summer 2015. This will bring the airport's total capacity to 35 million per year, a figure that may be reached earlier (18.52 million passengers were recorded in the first six months of 2012, 3.3% more than in the same 2011 period). The 27 additional apron positions can be reached through 52 gates. The centre of the 609 m long and 53 m wide satellite is a 9000-m² 'Market Square' with shops and F&B outlets. A 400 m long underground rail shuttle line connects the satellite in two minutes with Terminal 2, where passengers check in or claim their baggage. The hourly capacity is 9000 passenger in each direction. Construction of the EUR 650 million satellite started on 23 April 2012. Construction costs are shared 60%:40% by FMG, the airport operator, and Lufthansa, as in the case of Terminal 2.

<u>Spain</u>: AENA Airports is completing an Airport Efficiency Master Plan, which aims to improve the profitability of the 19 airports in its network with less than 500 000 passengers per year by implementing measures such as flexibility, keeping multi-role staff, and reducing costs. The main goal

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

is to adapt the costs of these airports to the current level of demand which has diminished due to the economic crisis.

Croatia: The new operators of Zagreb Airport, the ZAIC consortium (Zagreb Airport International Company) comprising Aéroports de Paris Management (a subsidiary of Aéroports de Paris), Bouygues Bâtiment International (a subsidiary of Bouygues Construction), and Viadukt (a Croatian construction company), has announced that construction of the new terminal will begin in mid-2013 at the earliest. According to the concession contract, signed with the Croatian government, the new operators are obliged to begin construction by 11 April 2013. However, Aéroports de Paris insists that the original time frame outlined in the contract was "too optimistic". While the Government can sanction or even terminate the contract with Aéroports for not adhering to the concession agreement, local media report that such a move is highly unlikely as it could jeopardize the ratification of the country's European Union accession agreement.

Jérôme Marmet from Aéroports de Paris says that **it will take some six months for the finances of the new terminal to be finalized**. Insiders claim that land ownership issues, environmental case studies, and the actual design of the terminal building are yet to be sorted out. Furthermore, they claim that construction is unlikely to begin before autumn 2013 and is estimated to take two years. In February 2012, the Croatian Deputy Prime Minister, Radimir Čačić, said: "Construction work on the new terminal will start by the end of the year." He added that the new terminal will help boost tourism and will also provide a chance for Croatia to become a regional hub in the Balkans.

The French offer to take over Zagreb and build the new terminal was the only one received after a controversial year-long tender in 2011. Plans to build a new terminal at Zagreb Airport have been floating around for more than a decade. As well as operating the new terminal (and the existing one until the new one is built), the ZAIC consortium will also manage the cargo terminal, carparks, and future property developments. **The concession contract constitutes a total investment of EUR 324 million**: EUR 236 million for the design and construction of the new terminal and EUR 88 million for the life cycle of the airport infrastructure for the 30-year concession period.

<u>Greece</u>: Lufthansa Consulting has been commissioned by the Hellenic Republic to advice on developing public-private partnership arrangements for 37 regional airports. The project is part of a larger restructuring effort by the Greek Government to privatize state companies and infrastructure and it includes important international airports like Thessaloniki, many prominent island airports and tourist gateways like Rhodes, Corfu, Kos, Mykonos, Santorin, and Zakynthos, but also smaller airports currently handling little traffic. Lufthansa Consulting as leading air traffic advisor, its technical advisory partners Doxiadis Associates and Alanna Consulting Group as well as financial and legal advisor teams will be in charge of elaborating a strategy for optimal and sustainable development of these airports.

Among the wide range of tasks assigned to the traffic and technical advisory consortium are: assessments of infrastructure, operations, commercial and service quality performance at all airports as well as the preparation of air traffic forecasts, a master investment programme, and a strategic national airport policy. At a later stage, Lufthansa Consulting will play an essential role in preparing the tender documentation and contributing to a successful transaction process. -- "Lufthansa Consulting was nominated from a large selection of renowned aviation and management strategy consultancy firms," explains Dr Andreas Jahnke, Lufthansa Consulting's Managing Director. "We have been involved in over 25 airport privatization projects across the globe, advising governments, financial institutions and investor consortia. Our company has thus gained an excellent track record in successfully privatizing airports, often under very challenging economic, political and cultural circumstances."

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

Turkey: The Government has started the building process for the third Istanbul airport by nationalizing a plot of land for the project. A tender call for the TRY 10 billion airport is expected shortly, according to Transport Minister Binali Yıldırım. Speaking to reporters after a fastbreaking meal on 1 August 2012, Yıldırım said the airport would be built under the build-operate-transfer (BOT) model, and that the High Planning Commission (YPK) was in the final stages of making its decision. The first construction stage of the airport will be completed by 2015, and the airport will be able to accommodate 90 million passengers in its first stage. The location that has been chosen for the airport is 80% on public land, while the remaining 20% will be obtained through nationalization. "The location of the airport has been determined. It will be on the European side in the northern part of the city near the Black Sea," the Minister said. Yıldırım also addressed concerns about Istanbul Atatürk Airport's concession contract, saying it was valid until 2021 and that the third airport would not impact the deal, adding that Atatürk Airport's function would change to become an inner-city boutique airport, and with the expected increase in air traffic, both airports would be necessary. When asked about potential names for the third airport, Yıldırım said that they were considering the possibility of conducting a survey and asking the Turkish people for their views on the matter. -- A third airport in Istanbul, the largest city in the country, has long been on the agenda as Atatürk Airport on the European side and Sabiha Gökçen on the Asian side are struggling to meet the rising demand with mainly Turkish Airlines, the national flag carrier, boosting its flights and the city attracting more visitors. Some foreign investors from Japan, France, China and Germany among others, have already shown interest in the airport, which will be constructed in three phases.

NORTH AMERICA

<u>U.S.A.</u>: Bradley International Airport (BDL) in Connecticut has revealed plans to build a new 19-gate passenger terminal, Terminal B, and carry out airside and landside improvements to meet future air travel demand. The first phase of the staged development on the site of the old Murphy Terminal, closed in 2010, will be completed in 2018 and the second in 2028. A report on the project also outlines plans for a modified roadway systems to access the terminal, new approach roadway alignments, a new parking garage and consolidated car rental facility, airside aircraft parking aprons and taxilanes, airside and landside utilities, and power generation to the new terminal.

According to the report, the first phase – demolition of the old terminal, site preparation, and part of the new terminal – would cost USD 650 million and would be funded through Federal and State funds.

The proposed U-shape design for the new terminal will feature two gates among the 19 for widebody aircraft - an asset Bradley currently lacks. A utility plant, to be built west of new terminal, would meet the facility's power, heat and cooling demands.

The Port of Seattle Commission has announced that Seattle-Tacoma International Airport will undergo a USD 230 million upgrade aimed at providing a modern facility and additional amenities for passengers. The North Sea-Tac Airport Renovations (North STAR) project will be a joint venture between the port and Alaska Airlines, the airport's largest airline. It will include facilities modernization, seismic upgrades, traveller amenities enhancements, three new gates, and a new roof-top lounge for Alaska Airlines, soon to be the sole tenant in the North Satellite. "This project directly addresses our Century Agenda goal to meet the region's air transportation needs at Sea-Tac Airport for the next 25 years," said Commission President Gael Tarleton. "The north satellite is 40 years old and has had only limited upgrades. It's due."

Alaska Airlines will work with the port throughout the project with the goal of improving its customers' experience from airport drop-off to flight departure. Additional renovations will

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

include various improvements to the main terminal, the C and D concourses, and the airfield. "With more gates, ramp area and other facilities needed to grow the airline, the investments in the North Satellite will enhance the travel experience for our customers and employees and greatly improve our operational efficiency," said Karen Gruen, Alaska Airlines' Managing Director of Corporate Real Estate. "The North STAR partnership with the Port of Seattle is an investment in our future and community."

Alaska Air Group will continue to use Concourses C and D for operations as well, which will receive upgrades to the current Horizon Air-operated facilities. The renovation will be completed in stages to carefully co-ordinate construction around continued operation of the North Satellite and create the least impact to passenger traffic. Design contracts will be awarded soon and visual renderings for the project are expected to be released by mid-2013. Construction is expected to start no later than winter of 2014, with completion in late 2016.

Funding for the project will come from a combination of airline-related charges and the Airport Development Fund. The estimated cost breakdown for the port's portion of the renovation is USD 194 million. Alaska's portion of the work will include building out the interior of its new roof-top lounge and employee spaces at the North Satellite. Final financial figures are still to be determined as the design is being completed. Alaska Airlines will become the sole user of the North Satellite as part of an airline realignment scheduled to be completed in 2013. The realignment will move ticket counters and gate locations for several airlines to make efficient use of the airport. The realignment is necessary due to airline mergers and the need for Alaska Air Group to consolidate operations at the North Satellite. The public will see six airlines (American, Frontier, Hawaiian, JetBlue, United/Continental, and Virgin America) move from their current spaces to new locations. No service interruptions will affect passengers or operations.

LATIN AMERICA & CARIBBEAN

Brazil: The Government is nearing the creation of InfraeroPar, a federal airport concession management company, which will handle the Government's share in the concessions of the Brasília and São Paulo state's Guarulhos and Viracopos international airports. The company, to be a subsidiary of national airport authority Infraero, will go through final approval evaluations by civil aviation department SAC in the next few weeks. The objective is to give Infraero better conditions to carry out future airport concessions in Brazil as well as abroad. InfraeroPar is being established with BRL 600 million (USD 295 million) in initial capital. "Funding will come from Infraero coffers and be divided among each airport tendered [for concession]," Infraero's Finance Director Mauro Pacheco said. The latest change to the company design plan is that it will be formed under a model developed by BNDESpar, the equity arm of national development bank BNDES, Pacheco added. The concession holders for the three airports are the consortia Invepar-ACSA for Guarulhos, Aeroportos Brasil for Viracopos, and Inframérica for Brasília, all of which won tenders in February 2012 during an auction that raised BRL 24.5 billion. Contracts were signed on 14 June 2012 at the ANAC headquarters in Brasília.

ASIA-PACIFIC

<u>India</u>: Outlining aviation and tertiary sectors as thrust areas, Goa Chief Minister Manohar Parrikar has said a new international airport at Mopa in North Goa will be ready in the next three years. The Government will invite global bids to construct the facility by September/October 2012. The technocrat Chief Minister from the Bharatiya Janata Party, who took over the reins earlier in 2012, was quoted as saying that the investment required for the new airport will be around INR 38 billion (USD 680 million), with Phase 1 requiring INR 25 billion. Parrikar stressed that aviation is a key focus area for the tourism-driven state economy. "I want to develop Goa as a hub for both cargo as well as

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

passengers," he said, but conceded that there are limitations with the present air infrastructure at Dabolim Airport, where joint usage in co-ordination with the military creates problems.

Parrikar said the proposed Mopa airport, for which up to 90% of land acquisition is complete, will increase the passenger-carrying capacity up to sixfold compared with the existing facilities at Dabolim. He said his government will be interested in teaming up with a private player if some proposals come along in the aviation sector and in setting up cargo facilities. There is a vast catchment area around Goa, in Belgaum, Hubli, Kolhapur, and Ratnagiri, from where produce horticulture products can be exported. "If Goa is developed as a cargo hub, the airport can be made economically viable much faster than an all-passenger facility because that is where the money lies," he stressed. Moreover, the Government will also be interested in tying up with potential partners who offer education around aviation, in the hospitality and engineering side. The government will bring down the 12% value-added tax charged on aviation to 4% for aviation-related companies, he said.

A special permanent task force has been set up to oversee development of all existing and upcoming airports in Maharashtra, Civil Aviation Minister Ajit Singh and Chief Minister Prithviraj Chavan announced in a joint statement on 18 June 2012. The task force will have members from the civil aviation sector and the State. Clearing encroachments from the airport area and rehabilitating them will be one of the most important tasks of the team. Singh and Chavan took an aerial view of the international and domestic airports, as well as the Juhu aerodrome in the morning, and discussed their development with high-ranking officials accompanying them. He also visited Terminal 2 at Mumbai's Chhatrapati Shivaji International Airport, currently under construction.

Hurdles to the development of other airports in Maharashtra, including the ones proposed at Chakan in Pune and at Navi Mumbai, and of an aviation hub at Nagpur were also discussed. Sources said 134 acres of land are yet to be acquired for the development of the aviation hub there. Negotiations are on between plot owners and the state for the acquiring of land for the Navi Mumbai airport. New packages are being considered to acquire land for the project. A proposal to ease congestion by developing the Juhu general aviation airfield near Mumbai to handle some city traffic was discussed.

Singapore: Upgrading work for Changi's oldest terminal (T1) was completed by Changi Airport Group (CAG) with a ceremony on 18 July 2012. Started in May 2008, the SGD 500 million T1 upgrading project has given the terminal a fresh and rejuvenated look. Works were carried out to refurbish the terminal's interior design and finishes, as well as improve the passenger flow at key areas such as the Departures Check-in Hall, Departures Transit Mall, and Arrivals Hall. About 22 000 m² have also been added to the building, bringing the total floor space of T1 to about 308 000 m². The larger floor area provides for more spatial comfort, better passenger flow, additional facilities and expanded retail and F&B offerings. Developed on the thematic concept of a 'Tropical City', the upgraded T1 reflects Singapore's reputation as a garden city. Improvements to the façade and terminal facilities were done with the aim of improving the airport experience for passengers. Changes were made to the layout of the terminal, with the introduction of better way-finding elements. Higher ceilings, improved lighting, wider thoroughfares, and thoughtful landscaping have all contributed to a high-quality experience that is synonymous with the Changi Experience.

A major challenge facing the project engineers was to carry out the upgrading even as T1 remained operational. This meant that works had to be done in phases during the four-year period to accommodate the different operational requirements of the terminal's users. A total of 1.5 million manhours were utilized during the project, and at its peak, 385 workers could be found on site, toiling round the clock to ensure that inconveniences were kept to a minimum. A highlight of the revamped Departures Check-in Hall is the addition of the world's largest kinetic art sculpture. Known as Kinetic Rain, this

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

sculpture is made up of a total of 1216 bronze droplets, moving in synchrony to a specially choreographed dance every day. A video can be found at www.youtube.com/fansofchangi.

To enable Changi Airport's continued growth, CAG is embarking on plans to develop the existing open-air carpark fronting T1 into an aviation-related, mixed-use complex in a project that will increase T1's handling capacity by 14% to 24 million passengers annually. As part of this project, some of the T1 public areas will be expanded, allowing for more space for aviation facilities such as the baggage claim hall, arrivals hall, carpark, and taxi bays. The needs of today's travellers have evolved and it is important for Changi Airport to keep up-to-date with these changes in order to remain relevant to passengers. Hence, the mixed-use complex will host facilities for travel segments such as fly-cruise and fly-coach which are increasingly popular.

Mr Lee Seow Hiang, CAG's CEO, said: "Terminal 1 holds a special place in the hearts of many Singaporeans, given its long history. We are pleased to have retained its heritage while preparing it for the future. With a contemporary ambience and improved facilities, passengers and visitors will continue to have a world-class airport experience in T1. ... At CAG, we believe in the importance of constant rejuvenation in order to keep the Changi Experience refreshing. With this in mind, we are embarking on the implementation of various enhancements and improvements around Changi Airport to meet the changing needs of our customers and prepare for future growth. While infrastructure upgrades are important, we place a strong emphasis on 'heartware' too. With our airport partners, our focus will also continue to be on ensuring that the Changi Service DNA – personalized, stress-free and positively surprising - is infused in the airport experience at Changi."

Indonesia: The expansion of Jakarta's Soekarno-Hatta International Airport began on 2 August 2012 with a ground-breaking ceremony at the facility. Once the expansion project is complete in 2014, capacity at the airport will have increased from 22 million passengers a year to 62 million. The USD 805.6 million expansion project will increase annual passenger capacity of Terminal 1, which serves domestic routes, from 9 million to 18 million, and the capacity of Terminal 2, which serves international routes, from 9 million to 19 million. The annual passenger capacity of Terminal 3, currently designated for budget carriers, will be expanded from 4 million to 25 million and will absorb half of the total estimated investment. A new apron is also planned to accommodate up to 30 widebody aircraft, such as the Airbus A330 and the Boeing 747. -- The airport currently has four aprons that can handle up to 125 wide-body aircraft.

WESTERN ASIA

<u>Bahrain</u>: Bahrain International Airport is to undergo a major ten-year revamp under a massive development plan to boost capacity and keep pace with the Kingdom's current air traffic needs. Deputy Premier Shaikh Mohammed bin Mubarak al-Khalifa received Transport Minister Kamal Ahmed recently who outlined the two-phased scheme. The airport will undergo comprehensive maintenance work during Phase 1; then it will be expanded to boost capacity to keep pace with Bahrain's current air traffic development. The second phase features ambitious plans. A new state-of-the-art airport will be built as part of the decade-long strategy.

<u>Kuwait</u>: The Government will spend USD 6 billion to almost double the number of passengers its international airport is able to handle by the end of 2016. Work will begin in 2012 on adding a second terminal and renovating infrastructure to raise capacity to 13 million passengers, Kuwait Civil Aviation President Fawaz Abdul-Aziz al-Farah told reporters. Phase 1 projects are worth USD 2.5 to 2.9 billion. Some 16 international companies have expressed interest in the project. The airport, built to

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

handle 7 million travellers a year, received 8.5 million passengers in 2011, and the figure may exceed 9 million this year, he said. -- The expansion is part of Kuwait's USD 111 billion four-year development plan announced in February 2010 to build a subway and rail network, expand the airport, and construct power stations, hospitals, roads, and a port for the nation of 3.7 million people. Kuwait International Airport's capacity may be expanded to 25 million passengers by 2025 and 50 million people by 2035, al-Farah said. The emirate's main carriers are Jazeera Airways KSC, a low-cost operator, and state-owned Kuwait Airways Corp.

Qatar: Opening of the much-anticipated New Doha International Airport (NDIA) has been delayed and passenger operations will not start until the second half of 2013. The original scheduled opening date was 12 December 2012, but this has been delayed due to the airport operator deciding to part company with a key contractor. "However, some NDIA facilities will open around the end of this year, including cargo, the VIP Terminal, and the maintenance base for Qatar Airways," according to Akbar al-Baker, Chief Executive of the airport and of Qatar Airways. An operational readiness programme – ORAT (Operational Readiness and Airport Transfer) – is under way already. In an interview with The Moodie Report, Al-Baker reaffirmed his vision that NDIA will be a ground-breaking international airport of the highest quality. "We want a world-class facility. We will not compromise on quality. We will not compromise on standards. I think when you put everything together, there will be no other airport of such a high standard... including the high level of finishing and the high quality of materials that have been used," he said.

Saudi Arabia: Sumitomo Mitsui Banking Corp. (SMBC) has arranged a syndicated loan of USD 750 million for the Madinah Airport project. The loan, which meets Islamic financing principles, is believed to be the largest-ever Islamic financing facility arranged by a Japanese bank. With European banks having become cautious about lending, SMBC hopes to enhance its presence in the Middle East through Islamic financing, which prohibits interest. The syndicated loan will finance the Madinah Airport expansion, assessed to be worth USD 1.2 billion, that will allow the airport to double its annual passenger capacity to 8 million within the next several years through construction of a new terminal, apron, and rapid exit taxiways. Capacity is expected to be further increased to 16 million passengers annually by the end of the concession period. As the project operator's financial adviser, SMBC arranged the syndicated loan, which involves three Saudi banks. The loan was arranged through the so-called Istisna'a, a Shariah mode of financing widely used by Islamic banks and financial institutions.

U.S. consultant Hill International has won the contract to project-manage the USD 7.2 billion expansion programme at Jeddah's 'King Abdulaziz International Airport' (KAIA). Hill will be providing project oversight, value engineering, and training services during design and construction of the programme. "The expansion of KAIA will be a landmark development for the Jeddah region and for the Kingdom of Saudi Arabia," said Raouf Ghali, President of Hill's PM group. The contract awarded to Hill by Saudi's General Authority of Civil Aviation (GACA) is worth USD 3.8 million. The main construction package for the KAIA expansion was awarded to Saudi Binladin Group in 2010. **The project includes a new terminal with a capacity of 30 million annual passengers, a transport centre and railway station to accommodate new high-speed trains serving Makkah and Madinah, a new air traffic control complex, and taxiways, airsides, landside road network, utilities, and support buildings**. The new facilities are expected to be operational in 2014 when the airport's capacity rises to 30 million passengers a year with completion of the first project phase. -- KAIA has embarked on its latest

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

improvement programme in response to a projected annual volume of 70 - 80 million passengers by 2035.

Hill International, a global leader in managing construction risk, has 3200 employees in 110 offices worldwide, providing programme management and consultancy.

<u>U.A.E.</u>: AECOM Technology Corporation, a leading provider of professional technical and management support services for government and commercial clients, has been awarded the USD 85 million construction management contract for the new Midfield Terminal Complex at Abu Dhabi International Airport. The firm will carry out the work in association with Hill International as the prime sub-consultant. Chairman & CEO John Dionisio said: "We are very pleased to have been selected by Abu Dhabi Airports Company to participate in this prestigious project, which is a significant investment in the Emirate's growth and its position as the capital of the United Arab Emirates. With a global network of expertise in the aviation and construction sectors, Aecom is perfectly placed to serve our client's needs."

Under the five-year contract, which starts immediately, Aecom will take responsibility for managing many aspects of the construction of the USD 3 billion Midfield Terminal, which includes a 697 000-m² terminal building as well as the associated airside and landside infrastructure. The terminal will be built by a joint-venture consortium between Arabtec, Turkey's TAV Construction, and Greece's Consolidated Contractors Co. (CCC). The partnership has announced that it had finalized the funding arrangements required to deliver the project. The terminal is scheduled to open during 2017. Passenger facilities will also include more than 27 500 m² of airline hospitality lounges, a transit hotel, and a heritage and culture museum. To further cater to the needs of the facility's large capacity, there will be 18 000 m² of retail space and 10 000 m² of international restaurants. It will be able to handle more than 30 million passengers and will have sufficient piers to accommodate 65 aircraft, including the Airbus A380.

The terminal has been designed in a way that it offers superior passenger experience, and meets the highest quality and service standards. ADAC is targeting to achieve the IATA A-level of service, which is for the highest levels of space allocation for passenger processing areas. The MTB will feature several green elements, based on which it is targeted to achieve Two Pearl Rating of the Urban Planning Council. The terminal's sustainable elements will consist of high-performance angled glass, which will offer superior insulation, reduced heating, and increased air-conditioning efficiencies. The terminal will be marked by suspended ceiling and natural stone flooring.

Operational highlights include: Piers will accommodate up to 65 aircraft, including the Airbus A-380; check-in is capable of handling around 8500 passengers per hour; check-in will provide 165 conventional counters and 48 self-service kiosks; baggage system designed to process over 19 000 bags per hour with over 22 km of conveying lines and 10 reclaim carousels; 136 security screening lanes for passengers and a further 25 for staff. The building will be constructed using approximately 69 000 tonnes of steel, more than 680 000 m³ of concrete, and nearly 500 000 m² of steel and glass cladding, 135 000 tonnes of rebar, 360 000 m² of suspended ceilings, and 325 000 m² of natural stone flooring.

Oman: The Ministry of Transport & Communications has set up a National Committee for Airport Development to speed up the massive expansion programmes of the two international airports and development of four greenfield regional airports. "This committee follows up the work on a daily basis. We are working on improving the development programmes of these airports," commented Said Hamdoon al-Harthy, Undersecretary (Port Affairs) at the Ministry. The Government is investing billions of dollars on expanding the Muscat and Salalah airports, and for building

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

four regional airports at Sohar, Duqm, Ras al-Hadd, and Adam. Addressing the Economic Forum in late May 2012, Al-Harthy said there are many impediments in completing the airport development work on time, as many contracting firms are involved in implementing different packages of the development project. "These companies have many problems among them. As per the plan, the Muscat and Salalah airport expansions, which will enhance the passenger handling capacities to 12 million and 2 million, respectively, will be completed by the first quarter of 2014." He added that the four regional airports that will link interior regions with Muscat are being developed for meeting the growing travel demand from tourists, businessmen and local communities. For instance, the Duqm Airport development is mainly for supporting the industries coming up there, while an airport in Ras al-Hadd is needed to meet the demand from tourists who visit the area. When operational, Duqm Airport will serve as a new gateway into a region with significant economic, industrial and commercial potential. Some of these airport development projects are ahead of schedule, while others are behind.

AFRICA

<u>Mozambique</u>: Tests on the new domestic terminal of Maputo International Airport began in August 2012 and take two months to complete, with the official opening planned in October.

The final touches now being applied include the cooling system, electrical appliances, safety equipment, escalators, and a FIDS (flight information display system). The new terminal will have 14 check-in desks, one more than at the international terminal, and capacity to handle 300 departing passengers and 225 arriving passengers. Construction of the domestic terminal, covering an area of 13 200 m², is estimated to cost USD 32 million, and the contractor for the project is China's Anhui Foreign Economic Construction (Group) Co. Ltd (AFECC). -- The domestic terminal will have a bigger service capacity than the international terminal because Maputo Airport deals with more domestic than international flights. The present runway can handle Airbus A340 and Boeing 757/767 aircraft. The runways and aprons will be further modernized to accommodate other types of aircraft in the rapidly increasing air traffic sector.

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