

ACI World AIRPORT DEVELOPMENT NEWS

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Focus on Middle East

ISRAEL

The Israel Airport Authority moves full speed ahead in advancing the construction of 'Ramon Airport' in Timna according to schedules set by the Authority's council and Transport Minister Yisrael Katz.

The Minister had announced on 27 August 2015 that "the International Ramon Airport is a top-priority national project, which will contribute to the development of employment, construction, and tourism in Eilat." The Israel Airport Authority has approved the Danya Cebus company to build the passenger terminal and the supporting facilities at Ramon Airport in Timna. The 30,000-m² terminal is estimated to cost about ILS 400 million (USD 102 million) and will serve over one million passengers a year. It will include comfortable passenger halls for both local and international flights, as well as duty-free shops. The bid for building the new terminal was announced less than a year and a half since work started on the site. A control tower that is currently being built rises to a height of 50 m, runways are being paved, alongside parking positions for widebody and mid-size aircraft, stands for turbo-prop aircraft, parking garages for vehicles, and a four-lane road system linking the airport to Eilat in 10 minutes. Following the lessons learned during 'Operation Protective Edge' in summer 2014, Minister Katz has decided to extend the runways of Ramon Airport to 3,600 m instead of 3,100 m in order to allow all kinds of aircraft, including large widebody jets, to take off and land in Timna, providing an additional alternate airport in Israel.

The airport in Timna is the first new civilian airport built in Israel since the country's declaration of independence in 1948.

Minister Katz has decided to name the airport after Ilan and Assaf Ramon, as a gesture of appreciation of the State of Israel to the Ramon family (Ilan Ramon is the late Israeli astronaut and his son, Assaf, an IDF pilot who died in the course of duty). The construction of an all-Israeli airport has generated a wide international interest from companies that specialize in airport construction. Ramon Airport will function as an additional Israeli airport and will replace the Eilat and Ovda airports for local and international flights. The airport's construction cost is estimated to be around ILS 1.7 billion (USD 433 million). Katz has noted that "the evacuation of the existing airport in Eilat will allow further development of the city's northern part, an addition of thousands of residential units and hotel rooms in the city, and will drastically improve the resident's living conditions." Eilat's old airport, located at the heart of the city, operates next to structures and hotels, which limits the city's development options. The construction of Ramon Airport in Timna will release large spaces for construction of houses and hotels and will increase the number of tourists and employment opportunities in the city.

Israel's Government has held discreet talks with neighbouring Jordan over concerns that the new airport at Timna will pose a safety hazard for Jordan's Aqaba Airport, only 10 km away.

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Israel plans to complete construction of the airport by the end of 2016. Jordan complained in June 2015 to ICAO over the possibility of dangerously overlapping air corridors. Transport Minister Yisrael Katz said: "We are in co-ordination with various agencies, handling contacts with them discreetly, and the fact is that construction is progressing and the airport will function." The Transport & Road Safety Ministry had issued a statement insisting that the airport at Timna "is being built in accordance with ICAO regulations and, as such, does not create safety risks for the airport at Aqaba."

In 1994, the two countries had signed a peace agreement that included several joint economic and infrastructure projects, including a jointly operated airport that never came to fruition. The chances for the joint airport fully dissipated when Israel started in 2013 to construct the Timna airport, around 20 km north of Israel's resort city Eilat, and less than 10 km from Aqaba. The head of Jordan's Civil Aviation Regulatory Commission, Mohammad Amin al-Quran, told Israeli media at the time: "When we found out about the location of the new Israeli airport, we realized there was a problem. Based on the details we have, the plan does not meet international standards. The distance between the Jordanian international airport in Aqaba and the airport that Israel wants to build is insufficient, and this could endanger planes and passengers on both sides.

SYRIA

According to a prominent Syrian monitoring group, Russian forces are working to expand the apron of Latakia Airport near Jableh in the coastal province of Latakia, which is a stronghold of President Bashar al-Assad and the Alawite sect, from which the Assads descend. The report comes amid rising concern among U.S. officials of increased Russian military activity in Syria. Russia, a long-time backer of Syria's government, denies that it is trying to bolster Assad and instead says its increased military activity is part of the international effort to defeat the Islamic State of Iraq and Syria (ISIS), the militant group that has wreaked havoc in both Syria and Iraq.

Another report says that **Latakia Airport has been completely upgraded**. The ground was levelled, a new runway was built for Russian aircraft, and shelters have been installed to house more than 20 Russian aircraft. Russians also recently set up an air traffic control tower near Tartous, used by Russian forces as a naval base that gives them an access to the Mediterranean. Associated Press, quoting a former Lebanese general with knowledge of the Syrian military, had reported that there were plans to build a military base in the coastal town of Jableh, more than 20 km south of Latakia city. The airport, known by its old name Hemeimeem, already houses a military base, and has come under shelling from militants who have advanced in the countryside of the province. It is the second most important Government-controlled airport in Syria after Damascus. The Hemeimeem airport was renamed the 'Basil al-Assad International Airport' after the brother of the current president, who died in a car accident in 1994. According to the Syrian Civil Aviation Authority website, the airport's tarmac is currently 3,000 yards long and 49 yards wide. It only has one terminal. The head of the Britain-based Syrian Observatory for Human Rights, Rami Abdurrahman, said witnesses, including officials inside the airport, describe the tarmac development as planned to ensure larger aircraft can land at the airport. "It could mean there will be more supplies or that they want to turn it into an international airport," Abdurrahman said. He also said that there are plans to develop another rural airport east of Latakia city. Russian aircraft arrived in recent weeks carrying military equipment and hundreds of **Russian military advisers who are also believed to be studying the expansion of Damascus International Airport**.

JORDAN

The Ministry of Transport is developing plans for a light rail link between central Amman and 'Queen Alia International Airport'. The proposed line would run for around 35 km on the existing Hedjaz Jordan Railway corridor between Amman station in the Al Mahatta district of the city and Jeeza, where a 2-km branch would be built to a new station at the airport. The European Bank for Reconstruction & Development has been asked to provide support, and had invited experienced consultants to express interest by 30 June 2015 in a contract to undertake an initial assessment of the outline feasibility of the scheme. The consultant would advise on options, including the choice of gauge

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(the existing line is 1,050 mm gauge), the use of tram, tram-train, or main line rolling stock, and the potential for suburban rail services. The study will also consider the potential for private-sector involvement. Because of uncertainty about the ridership levels, EBRD envisages this could be through an operating concession or lease with the public sector retaining the demand risk. The study is to be funded from the European Commission's Neighbourhood Investment Facility.

KUWAIT

In a re-tendering process, the construction unit of Turkey's Limak Holding, in a joint venture with the local construction firm Kharafi National, has won a tender to build the new terminal at Kuwait International Airport for USD 4.34 billion. The same consortium had its earlier more-expensive bid dismissed. The Government's Central Tenders Committee (CTC) now said that the Limak-Kharafi consortium had submitted the lowest bid during the re-tendering process. This tender was the largest secured by a Turkish construction company abroad in one package, according to a statement. Around 5,000 people will be employed in the construction project. The new terminal will initially have a capacity of 13 million passengers annually and will be expanded to have a 25-million passenger capacity in the future. Limak will provide repair and maintenance services in the two years after it completes and transfers the building, the financing of which will be provided by Kuwait. The company will also manage the operational transition process of the terminal following the construction period. The architectural design of the project is being undertaken by Foster & Partner in the U.K. The new 90,000-m² terminal will be used by Kuwait Airways and will feature 30 gates. It will be linked to the existing terminal through a new tunnel. Eight gates will be able to handle the A380. A second phase, currently at the conceptual stage, involving new terminals and infrastructure will theoretically elevate the annual passenger capacity at KWI to 55 million.

-- Limak İnşaat is proceeding to become a global Turkish brand by taking rapid and resolute steps to this end, Limak Holding's CEO Nihat Özdemir said, adding that they have undertaken major projects in airport construction and operations in recent years. Limak Holding, part of the consortium building Istanbul's third airport, built the new terminal at Istanbul's Sabiha Gökçen Airport as well as the new terminal at Prishtina Airport in the Kosovo. Currently, it is constructing the second terminal of Cairo Airport in Egypt. The company also recently announced it had won a tender to build a new terminal at the Rostov-on-Don Airport in Russia.

BAHRAIN

Prime Minister Prince Khalifa bin Salman al-Khalifa has announced the details of a planned USD 815 million expansion of Bahrain International Airport. The contract is due to be awarded by December 2015 and includes seven key projects like a new 201,500-m² passenger terminal with arrival and departure lounges, 18 new aircraft stands, refuelling bays, and seven new boarding bridges, bringing the total to 14 initially and 24 later. Capacity at the airport is to increase to 13.5 million passengers a year. The expansion will be completed by the first quarter of 2019, with work starting imminently. In a presentation, Transport & Telecommunications Minister Kamal Ahmed detailed the multi-phased plan and budget, in addition to technical designs of lounges and other facilities. The scheme is one of a number of development projects in Bahrain worth USD 2.2 billion that are being funded by the Government and the USD 10 billion Gulf Development Fund, pledged to Bahrain by its neighbours in 2011. The airport scheme includes mainly the Bahrain International Airport Modernization Programme (AMP) and many development projects that will be implemented soon in the fields of housing, electricity and water infrastructure, sanitation, education, social development, roads and the design of sites for the new cities.

QATAR

The new Hamad International Airport (HIA) served a record 28 million passengers in its first full year of operations, recording a 23.6% year-on-year increase from the number served in its previous hub at Doha International Airport. From June 2014 to May 2015, HIA saw 28,047,750

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passengers arriving, departing and transferring through the airport. The new airport also handled more than 1 million tonnes of cargo in its first year in its two-storey, 55,000-m² cargo facility, demonstrating a 12% increase compared to the previous hub. Furthermore, HIA recorded an 11.4% increase in the number of handled aircraft, which now stands at 193,173, operated by 36 airlines. Located in the midfield area, **HIA's cargo terminal is capable of simultaneously handling 5,700 shipments and up to 1.4 million tonnes of cargo annually.** Upon completion of the second terminal, capacity for processing will increase to 2.5 million tonnes of cargo making it almost the largest cargo terminal in the world. The two-floor cargo facility incorporates warehouse spaces, Automated Systems/Retrieval Systems (ARAS) mezzanine, offices and shops. The split-level facility boasts 11 wide-body aircraft standing bays, 42 loading docks and 31 landside truck-loading facilities. With advanced scanning technology, it will ensure the complete safety and security of the facility, its staff and cargo.

To meet demand from strong traffic growth, the authorities are already addressing future capacity needs of Hamad International. One expansion project, called **The North Node**, is already under way, adding 130,000 m² to the existing passenger terminal by 2016 and bringing the total floor area to 600,000 m². There will be eight additional contact gates (for a total to 41) and 3,700 m² of retail and F&B space, plus 5,400 m² of lounge space and a 100-room hotel. Separately, **Concourses D & E will be expanded** between 2015 and 2019/2020, involving the addition of a new 60 m wide, 1.3 km long concourse to accommodate an increase in annual passenger terminal capacity to 53 million in more than 1 million m² of space. The number of contact gates will reach 61, and there will be 14 remote gates. The airport expansion will also include a connection to the Red Line of the Doha Metro, which is currently under construction.

Since starting operations on 27 May 2014, HIA has won numerous industry accolades – six Skytrax 2015 awards at Skytrax Airport Award ceremony at Passenger Terminal Expo 2015 in Paris, and the 'Strategic Project of the Year' award at 2015 Global Projects of the Year awards ceremony organized by CG/LA Infrastructure. It also performed well in the surveys by Airport Service Quality in the first quarter of 2015, which includes being ranked first in the Middle East for Cleanliness of Airport Terminal, Speedy Baggage Delivery, and Comfort of Waiting Areas. "We owe our accomplishments to our focus on customer satisfaction. We put the customer at the heart of everything we do," Badr Mohammed al-Meer, CEO at HIA, said. "With this in mind, we have invested in a bespoke research programme to get to know our passengers and their needs. We not only offer passenger services, we also offer an overall passenger experience. **Our future development strategy will focus on increased capacity and additional facilities.** The development of our core aviation facilities is based on forecasts of passengers, aircraft growth figures and KPIs relating to service levels, which will dictate our development plan. We have also created processes and management structures to manage and deliver our multi-million-dollar future investment programmes strategically."

IRAN

To meet pent-up demand for passenger air travel and improve the country's transit potential in the region, the Government plans to build seven new international airports around Tehran, each with the capacity of receiving long-haul flights, in the next ten years after the lifting of sanctions allows it. The plan was announced by Abbas Akhundi, Minister of Roads & Urban Development, at the opening of the first Iran Transportation & Urban Development Summit in Tehran on 4 October 2015. Akhundi underlined that the administration seeks to attract foreign investments to improve domestic infrastructure and transit projects, including the intended airports, and has eased the related regulations in this regard. "We will put the projects out to tender in the future to attract the needed funds," he said.

Akhundi also said that 'Imam Khomeini International Airport' (IKIA) in Tehran had been planned originally to handle 50 million passengers per year, but can only handle 6 million at present, so a second terminal will be inaugurated in 2016 with a capacity of 5 million passengers. Called the 'Salam' terminal, it will become operational within the next 13 months to offer services to Hajj pilgrims. To facilitate the transport of passengers, the national railway network is to be linked to the IKIA terminals, and linking

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this airport with highways is also on the agenda. Tehran's other airport, Mehrabad International, handles about 13 million passengers, but most of these are domestic. At Mehrabad, no investments were made for 40 years and investments have not been made in Iran's navigation system for eleven years. Minister Akhondi added that Iran needs USD 250 million in investments to upgrade the country's navigation system as the number of international flights in the Iranian airspace has increased from 500 to 1,000 a day following the events in Ukraine.

The Government is said to be looking to build additional terminals at 27 airports, and was planning USD 8 billion of new construction work in the Araz, Qom, and the IKIA regions.

There are 67 airports in Iran, but only 43 of them operate. About USD 28 billion of contracts in air, road, rail, maritime and urban transit systems were opened to investors at the above-mentioned summit. The country's four public and private airlines presently rely on some 250 ageing Boeing, Airbus and Tupolev aircraft, and they have struggled to find spare parts for them during the sanctions regime. Akhundi said **Iran plans to buy 500 new passenger aircraft over the next ten years**, and a number of manufacturers around the world have been competing for a share of this USD 20 billion market. Boeing and Airbus have expressed their willingness to resume co-operation with the Islamic Republic once the sanctions have been removed in 2016. -- Iran is planning a rapid expansion of its aviation sector as part of a general upgrading of transport infrastructure in the wake of the landmark deal to freeze its nuclear programme in return for the lifting of sanctions. That deal, reached in July 2015, explicitly prioritized "the sale of commercial passenger aircraft and related parts and services to Iran".

Iran plans a USD 2.8 billion expansion of 'Imam Khomeini International Airport' (IKIA), with the French industrial group Bouygues and Aéroports de Paris in talks to carry out the project.

The plan is to build a new terminal, to be called the 'Iranshahr Terminal', with the capacity to handle 20 million passengers a year. The airport, about 40 km south of Tehran, currently handles 6 million air travellers. The existing terminal will be used for domestic flights, currently operating from Mehrabad Airport, once the project is complete.

Iran's Minister of Transport & Housing, Abbas Akhondi, had visited the Paris Air Show in June 2015 on the invitation of the French government and met a number of officials, while Aéroports de Paris officials travelled to Tehran in August 2015 to get Iran's green light for a partnership in the development of the new terminal. Representatives of about 200 French companies visited the Iranian capital along with Agriculture Minister Stephane Le Foll and Minister of State for Foreign Trade Matthias Fekl, looking to exploit trade opportunities in the country. France already opened a business development office in Tehran. -- The idea to build IKIA was conceived before the Islamic Revolution in 1979, with original designs prepared by a U.S. consortium in order to make it a regional air travel hub, but because of post-Revolution events, the airport was inaugurated only in May 2004.

Iran has introduced 15 airport projects to potential investors in the first Iran Transportation & Urban Development Summit (ITUDS 2015), held on 3 and 4 October 2015.

Foreign participants from France, the U.K., Spain, Finland, South Korea, Italy, Germany, Belgium, China, Turkey, Denmark, Qatar, the United Arab Emirate, and Russia had registered for participation in the event. Gholam-Hossein Baqerian, the Deputy Director for Planning & Supervision in Iran Airports Company (IAC), said the projects, worth USD 2 billion, include developing five airports in the cities of Tehran, Shiraz, Mashhad, Isfahan, and Ahwaz, as well as the construction of airport hotels, VIP salons, terminals, parking lots, and infrastructural installations. He said ITUDS provides a very proper opportunity to introduce different transport and urban development projects to investors. He anticipated that the investors will welcome the projects, as the investment packages offer many incentives. Iran's Transport & Urban Development Minister Abbas Akhondi had announced that 121 projects, worth EUR 25 billion, would be offered to the investors at the summit in eight sectors: rail transport, road transport, air transport, marine transport, urban development, energy saving, port industry, and airport industry. The projects are planned to be financed through four methods: BOT (build-operate-transfer), BLT (build-lease-transfer), leasing, and lease purchase.

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OMAN

After a series of delays caused by issues such as the arrest of illegal workers and technical difficulties, the development of the New Muscat International Airport is now at an advanced stage. Phase 1 of the airport will open in late 2016, about one year later than planned. Costing some USD 1.8 billion, the new airport development is the single biggest civil construction project in Oman's modern history. It has included construction of a new state-of-the-art passenger terminal, an air cargo terminal, a 100 m tall air traffic control tower, two runways, more than 8,000 carpark spaces, and a civil aviation headquarters building. The 29-gate terminal will be able to handle 12 million passengers annually. Three subsequent phases are planned, bringing the airport's handling capacity progressively up to 24 million, 36 million, and 48 million. Some 9.5 million passengers used the congested airport in 2014. As the Sultanate seeks to reduce its dependence on oil and aims to diversify its economy, the airport operator **Oman Airports Management Company (OAMC) proposes to set aside 4,500 km² in the vicinity of five local airports**, all of which are under construction or being expanded, **for long-term development of the aviation sector**, including a maintenance hub, a conference centre, and free trade zones. The proposal fits into Oman's bigger plan to expand the transport and logistics sector. - The Government will invest around 40% of the project value, with private investors invited to provide the remaining 60%.

UNITED ARAB EMIRATES

Abu Dhabi's USD 2.9 billion Midfield Terminal Complex (MTC) project, located between the airport's two runways, **is expected to be complete in 2017. At 700,000 m², it will be considerably bigger than both Dubai International's Terminal 3 and London-Heathrow's Terminal 5.** It will effectively double the capacity of Etihad Airways' home base to about 30 million passengers annually and includes 106 passenger bridges, 156 check-in counters, and 48 self-service kiosk areas. The developers of the MTC - which will be used exclusively by Etihad, the Abu Dhabi flag carrier - promise it will be one of the U.A.E. capital's most architecturally appealing structures, with a massive curved roof as its centrepiece. The design gives the impression that the roof is floating on 18 steel arches, which feature the world's longest indoor arch spanning 180 m, at a height of 52 m and with a weight of around 700 tonnes. In addition to 28,000 m² of retail and food & beverage outlets and 27,500 m² of airline hospitality lounges, the terminal will also have an 8,400-m² indoor park, a transit hotel, and a heritage and culture museum. The authorities also hope the MTC will help attract new investments into Abu Dhabi. Ali Majed al-Mansoori, Chairman of Abu Dhabi Airports, recently said of the project: "We are extremely proud to maintain our track record of achieving key construction milestones safely in spite of the project's architectural complexity." -- The MTC project – also known as Midfield Terminal Building (MTB) - is expected to be 70% complete by the end of 2015. Commissioning is scheduled in the fourth quarter of 2017. There is currently an army of about 20,000 workers on the 3.5 million m² site. Once the MTC is operational, overall airport capacity will increase to 45 million passengers per year. In addition to the MTC, the airport is also pushing ahead with its Capacity Enhancement Programme at Terminals 1 & 3.

Other Regions

GREAT BRITAIN

Heathrow Airports Holdings Ltd has started the tendering process for work on its GBP 17.6 billion third runway, although the Government has not yet given the project the green light. The airport has called for expressions of interest from firms in four areas of work ahead of main construction getting under way. These are programme management, information management, construction advice, and design and technical advice. Interested firms had until 16 October 2015 to respond, after which Heathrow will compile a shortlist and invite these companies to tender in November. It is understood that the decision to begin tendering early has been taken so that Heathrow's supply

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chain is ready to begin work as soon as the Government makes a decision. **A decision on preferred bidders is expected in early 2016.** The news came a week after Transport Secretary Patrick McLoughlin announced that the Government would make a decision on Heathrow's expansion before the end of 2015. Speaking at the recent Conservative Party conference in Manchester, Mr McLoughlin said: "People have strong views, rightly, but Sir Howard Davies' commission has produced a powerful report. And we will respond by the end of the year."

In July 2015, the Airports Commission had recommended Heathrow ahead of Gatwick as the preferred location for airport expansion in the South-east. The decision was met with strong opposition from some politicians as well as Gatwick Airport, which has questioned Sir Howard's recommendation on the grounds of air pollution and "complexities in construction" not being fully considered. -- Heathrow hopes to start construction work by 2020 and complete the third runway in 2025.

GERMANY

More than 400 employees of Fraport AG simultaneously turned the symbolic first sod on 5 October 2015, marking the ground-breaking and start of construction for Frankfurt Airport's new Terminal 3. This symbolic act has set the stage for securing the airport's future competitiveness and, consequently, new job opportunities in the Frankfurt/Rhine-Main region. Speaking at the ceremony, Fraport AG's Executive Board Chairman Dr Stefan Schulte stated: "Terminal 3 will meet the highest demands for service and quality. As Germany's most important airport – particularly for intercontinental flights – Frankfurt will be able to continue offering first-class services and modern infrastructure to our passengers and Germany's export-driven economy. Terminal 3 will also serve as an attractive showcase for the entire Frankfurt/Rhine-Main region. Construction of this outstanding facility will ensure that Frankfurt remains Germany's Gateway to the World."

State of Hesse Prime Minister Volker Bouffier added: "The construction of Terminal 3 is an important step in ensuring Frankfurt Airport's future viability and, thus, Hesse's position as a leading economic location in the world. Fraport AG's massive investment of EUR 2.5 to 3 billion in the new terminal is creating significant added value for the region, which deserves our respect. Furthermore, as one of the largest infrastructure projects in Germany, Terminal 3 will allow Hesse's Gateway to the World to remain a key global aviation hub, where existing jobs will be strengthened and new ones added. Consequently, Frankfurt Airport will continue to serve as a vital economic engine. The Hesse government remains committed to helping Germany's largest and most important airport, so that Frankfurt Airport can continue to be beneficial to our economic location – securing many thousands of jobs, while further reducing the airport's environmental impact on the region."

The first phase of the innovative and sustainable Terminal 3 complex – which will be able to serve up to 14 million passengers per year – will be erected by 2022 at the south of Frankfurt Airport (FRA). Current passenger capacity in Terminals 1 and 2 will be exceeded soon because of the continuing increase in passenger traffic. The challenging Terminal 3 project will require seven years of construction. Therefore, it is important to start the project now. With Terminal 3, Fraport AG will elevate its high quality and service requirements to new levels.

At the ground-breaking event, the company's Supervisory Board Chairman Karlheinz Weimar said: "Our future Terminal 3 will strengthen Frankfurt Airport's competitive position internationally. With my many years of experience at Fraport, which is regarded as one of the world's most successful airport operators, I am certain that this ambitious project will be realized on time and on budget. Fraport has tremendous expertise for creating passenger terminals, ranging from Pier A-Plus in Frankfurt to the recently constructed new terminals in St. Petersburg, Varna, and Burgas – as well as passenger terminals previously built in Delhi and Antalya."

The first construction phase officially launched now, will include the main terminal building and two piers to serve up to 14 million passengers per year. At a later date, two more piers can be added to expand the overall capacity of Terminal 3 to some 25 million passengers per year. By installing a new SkyLine peplemover system to link Terminal 3 with the existing terminals on the north side of FRA, Fraport will ensure the best transfer options and optimal intermodal connections for all

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passengers and guests. The spacious Terminal 3 will feature impressive dimensions and architecture. **Its basic surface area comprises about 90,000 m².** The terminal hall has an exterior height of 33 m and a clear interior height of 20 m, which promises a unique spatial experience for passengers. The hall will offer space for up to four check-in areas with a total of 104 counters, up to 54 baggage drop-off machines and, initially, some 40 ticket counters – which can be increased depending on future requirements. Terminal 3 will offer 29 security control positions for departing and transfer passengers, and 10 baggage claim belts for arriving passengers. Continuing the nomination of the existing piers at FRA North, the two new piers at Terminal 3 will be called 'H' and 'J'. They will be 400 and 600 m long, respectively. Encased with glass on both outer sides, the Terminal 3 piers will provide a total of 24 urgently needed aircraft docking positions – including 20 positions designed for widebody jets like the Airbus A380 and the Boeing 747.

ITALY

Hong Kong's Sixiang Holding is leading a consortium of private investors intent on building a new EUR 15 billion airport in northern Italy. Provisionally called 'Europe 1', the holding wants the new airport to be located along the high-speed rail line currently under construction between Brescia and Verona. Initially occupying a 38-km² site with an additional 17 km² available for future expansion, Europe 1 hopes to open with four runways in 2020. Eventually, it could have up to six, which would make it a major new European hub. The consortium is also talking about the airport having a potential capacity of up to 100 million passengers per year, which could help the continent overcome the predicted shortfall in airport capacity over the next 20 to 30 years. In addition to domestic and intercontinental terminals, it would be designed to have dedicated first-class and private jet terminals. Part of Europe 1, including a spaceport for sub-orbital flights, is being designed by Luis Vidal + Architects, one of the firms retained to develop the Colorado Front Range Spaceport.

Sixiang Holding, which has a 10% stake in Europe 1 and leads the investor consortium together with London-based Aviation Economics (now Aviation Strategy), recently announced that it is seeking an airport operator for the initial three-year start-up phase of airport operations. Most of the investors are large institutions based in Europe, Asia, and North America, as well as important airport and infrastructure operators. The projected EUR 15 billion in funding is fully provided by the private investor pool.

The planned expansion of Dubai's 'Al Maktoum International Airport' (AMIA) will be completed in the first quarter of 2022 by which time its annual passenger capacity will increase from the current 5 million to 130 million via 7 million by early 2016 and 26 million per year by 2017. These figures were revealed by Dubai Aviation City Corporation's Chairman Khalifa al-Zaffin in the aviation newsletter Via Dubai. "Our current aim for Al Maktoum International Airport is twofold: to attract more airlines to operate from the airport and ease passenger traffic at Dubai International until such time that Phase 1 of the new airport is ready," he said.

In 2014, Dubai announced that it will spend AED 120 billion (USD 32.67 billion) on expanding the capacity of AMIA to accommodate 200 million passengers. **The expansion, which is expected to be the biggest airport project in the world, would take place in two phases over six to eight years,** Dubai Airports said. Phase 1 will include two satellite buildings that will jointly be able to handle around 120 million passengers annually and accommodate up to 100 A380s at any given time. Upon completion, the entire development will cover an area of 56 km².

Dubai, which is aiming to be a regional aviation hub, has invested massively into developing airport infrastructure over the last few years. Its main airport - Dubai International - is currently implementing a USD 7.8 billion expansion plan including building Concourse 3 and revamping Terminal 2. The new Concourse D is scheduled to open later in 2015. Dubai, which has limited oil reserves when compared with Abu Dhabi, is expected to benefit strongly from its focus on aviation. According to a report by research firm Oxford Economics, Dubai's aviation sector is projected to support over a million jobs by 2030 with the total economic impact on the Emirate to grow to USD 88.1 billion.

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SAUDI ARABIA

A group led by Germany's Hochtief AG has secured a EUR 1.3 billion (USD 1.45 billion) contract to expand Riyadh's 'King Khalid International Airport'. Hochtief has a 55% stake in the joint venture, which also includes Mumbai-based Shapoorji Pallonji Mideast and the local firm Nahdat Al Emaar. The company said in a statement that it has signed an agreement with the Saudi General Authority of Civil Aviation (GACA) to redesign, upgrade and expand two existing terminals, and demolish and refurbish other parts of the airport infrastructure. The work to upgrade the existing terminals has already started and should be completed by May 2019. This project is the first part of GACA's extensive programme to develop and expand the airport's facilities at a cost of EUR 4 billion. Apart from refurbishing and expanding the existing Terminals 3 and 4, the contract also involves the demolition and reconstruction of the aprons inclusive of apron lighting and fuelling facilities. The expansion of terminals 3 and 4 will increase the airport's capacity from the 15 million passengers a year to 25 million. Construction is also under way on a new fifth terminal. The contract further covers construction of new terminal lounges and operation buildings, as well as the installation of baggage-handling and security systems. The project is being masterplanned by Netherlands Airport Consultants. Architectural design is by HOK International, the firm that designed the original airport nearly 30 years ago. Aecom subsidiary Consult Maunsell will carry out project management and Buro Happold will look after M&E design. Marcelino Fernández Verdes, CEO of Hochtief, said: "We are delighted to have won this major contract. It reinforces our position as an important infrastructure construction group and shows that our international expertise and the know-how of our engineers in the area of complex, large-scale projects are greatly appreciated by our clients."

Since the Spanish majority owner of Hochtief, Actividades de Construcción & Servicios (ACS) SA, appointed him CEO in 2012, Fernandez Verdes has unravelled a decade-long push into services to concentrate on infrastructure and mining contracts. He has sold airport-operating and residential development businesses while using proceeds to extend ACS's control over Hochtief with a series of share buybacks.

U.S.A.

Construction began on 2 November 2015 at Orlando International Airport as part of a USD 1.1 billion capital improvement plan. Construction crews are busy building a train depot and a six-storey parking garage, as well as extending a peplemover system that will connect to the main terminal a mile to the north. The Greater Orlando Authority is trying to accommodate the growth of the airport and is increasing customer service. The project includes four separate rail systems that will move passengers to separate terminals. The new moving platform is set to be completed in 2017. Visitors can also expect to see an expansion to the Customs and Border Protection area. There will also be a new cell phone lot equipped with restrooms, Wi-Fi, 200 parking spots with access to Terminals A and B. The price tag is USD 114 million. The ticket lobbies on both sides of the main terminal soon will be rebuilt at a cost of USD 146 million and the baggage-handling system is getting a USD 40 million facelift. Airsides 1 and 3 will have their shuttles linking them with the main terminal replaced at a cost of USD 62 million. A north cellphone waiting lot also will be opened, while the southern one will be improved. The cellphone lots, which will have permanent restrooms and Wi-Fi, will cost a total of USD 13 million. And the taxiways used to go between the four runways and the aprons around the airside, will be improved. Along with other enhancements, that cost is around USD 300 million. All told, that brings the current slate of construction to USD 1.1 billion.

Most of the work, including the garage, peplemover, and train station, should be complete by late 2017. The southern buildings initially will serve the All Aboard Florida train that will run from the airport to Miami. But the garage, peplemover and road and other **improvements also will accommodate a planned USD 1.8 billion southern terminal that primarily would handle international travellers**, the airport's fastest-growing segment of passenger traffic. At present, Airside 4 at Terminal B

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handles much of the airport's international travel and features airlines such as Delta, British Airways, Virgin Atlantic, and Emirates.

Orlando International Board members earlier in 2015 set aside USD 100 million to start designing the future terminal, which could open as early as 2019 - if the airport passenger count hits 38.5 million. It was more than 36 million in 2014 and appears to be on track to hit 37.5 million this year. The airport's two biggest carriers, Southwest and Delta, have opposed the southern expansion, saying it is unnecessary and could drive up ticket prices. But a recent survey by the U.S. Travel Association found that passengers are willing to pay more for a better flying experience. -- All the work in Orlando is being financed through a combination of selling bonds that typically are repaid over 30 years; grants and loans from the Federal and State governments; and an extension of a USD 4.50 fee on every ticket into and out of the airport.

Green Airports

On 30 October 2015, The Airport Authority Hong Kong (HKA) released its Sustainability Report 2014/15 titled 'Growing Together'. The report details HKAA's sustainability performance and management approach in the fiscal year ended 31 March 2015, covering the areas of economic contribution, airport growth, operational excellence, the environment, and people and the community. Jack So Chak-kwong, chairman of the authority, said: "Sustainability is central to maintaining the competitiveness of Hong Kong International Airport (HKIA), and indeed of Hong Kong. More specifically, the expansion of the airport into a three-runway system is essential to maintaining Hong Kong's pre-eminence as the financial, tourism and logistics hub for the region. As we have taken into account the views of our airport business partners, other key stakeholders and members of the public in the development of this report, we will continue to consult them in the next phase of our growth." The HKAA has established the HKIA Technovation Board to drive systematic, long-term innovation and technology development at the airport. On the environmental front, HKIA remains on track toward achieving its airport-wide carbon intensity reduction target of 25% by the end of 2015, and is in the process of developing future carbon reduction targets with associated reduction strategies.

The Sustainability Report 2014/15 can be viewed here:

http://www.hongkongairport.com/eng/media/publication/sustainability-report/SD-reports-2014_15.html.

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