

ACI World AIRPORT DEVELOPMENT NEWS

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Focus on Latin America & Caribbean

BRAZIL

The country's USD 3 billion plan to build or upgrade remote airports to handle freight seeks to end dependence on cargo shipments along the Amazon and on pot-holed roads that contribute to transport costs twice the U.S. average. Auctions will be held for the rights to operate 270 regional airports to boost air traffic for passengers and cargo, according to Aviation Minister Wellington Moreira Franco. Brazil also may offer subsidies to construct airports and for airlines to add regional routes, providing a 'big stimulus' for aircraft manufacturer Embraer, he said. **The plan is part of the Government's bid to find USD 240 billion in private infrastructure investment and follows the sale of concessions to run major passenger hubs in 2013.**

At 8.5 million km² (3.3 million square miles), Brazil accounts for almost half of South America's land mass and is the world's fifth-biggest country by area. But its aviation infrastructure is lacking behind to reach the nation's farthest corners. Minister Moreira Franco has asked Congress for subsidies for airfares, for the renovation of old airports, for new airport construction, and for the creation of airlines and the support of regional units at existing carriers. He said the subsidies have yet to be defined and are being discussed by the Treasury Department. -- The Government estimates that the Regional Aviation Plan would generate BRL 7.3 billion in private investment, according to EPL, the Government's planning and logistics company.

Brazil will invest BRL 1.7 billion (USD 733 million) in works in the northern region of the country with the goal of having at least 95% of the population living within 100 km of an airport capable of receiving scheduled commercial flights. The works are being carried out under the country's Regional Aviation Plan and should benefit 67 airports. Three airports will be built from scratch, one on Pará state's Marajó island and the other two in Roraima state in the towns Bonfim and Rorainópolis. Existing airfields will be transformed into regional airports while the ten airports already receiving scheduled flights will be upgraded. The Government also plans to send a proposal to Congress to implement a ticket subsidy via a national civil aviation fund, bringing flight prices closer to interstate bus fares.

The Government has also earmarked BRL 1.6 billion (USD 691 million) for regional airport development in south-eastern states. A total of BRL 816 million will be invested in 33 airports in Minas Gerais and BRL 361 million in 19 airports in São Paulo state. Another BRL 273 million will go toward nine airports in Rio de Janeiro and BRL 177 million has been assigned to four more in Espírito Santo. -- All projects are part of a plan by SAC, the Civil Aviation Department, to launch about BRL 7.3 billion in works for a total of 270 regional airports (see above). The plan was announced by President Dilma Rousseff in 2012 already.

A new BRL 1.2 billion (USD 503 million) international airport is planned in the southern state of Rio Grande do Sul, according to the state's infrastructure department Seinfra. After defining the town of Portão as the new airport's location, the state government has been working to speed up Federal Government actions to get the project under way as soon as possible. Currently, the Civil Aviation Department (SAC) is evaluating options such as building the airport through public works or by offering a concession which could involve a public-private partnership (PPP). Funding for further technical studies and basic plans for the project is expected to be provided shortly by the Federal Government's Phase 3 Growth Acceleration Plan (PAC).

The airport, named '20 de Setembro', will be built on a 2,500-hectare lot in Portão, some 33 km north of Porto Alegre. To be an alternative to the state capital's 'Salgado Filho International Airport', the new

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facility is expected to have two 3,200-m by 45-m runways, international passenger and cargo terminals with an operational capacity of 40 million passengers per year. Construction is expected to take five to eight years.

The 'Airports of the Future' consortium, formed by the Brazilian construction firm Odebrecht and the Singaporean operator Changi Airport Group, assisted by consultants Arup, **had won a 25-year concession to develop and manage Rio de Janeiro International Airport (GIG)**. In a first stage, **planned improvements include creating at least 26 new aircrafts gates, a new aircraft apron, and a new parking garage**. The initial phase, which is scheduled to be complete by January 2016, will include special accommodations for the 2016 Olympic Games to be hosted in Rio. Additional terminal processing, aircraft gates, car parking, and a new runway will be built by the end of the concession period.

The Aeroportos Brasil consortium, concessionaire of Viracopos Airport in São Paulo state, is disputing a BRL 170 million (USD 76.4 million) fine for failing to complete construction of the airport's new terminal by the 11 May 2014 deadline. The consortium is also being fined BRL 1,700 each day by the Federal Government for working past the completion date and believes that the penalty should be calculated in proportion to the percentage of work not completed. According to Operations Director Marcelo Mota, the project was 92% advanced as of 11 May. Four out of the 22 months allotted to the project were spent obtaining environmental permits alone, the executive added. A work progress report was being reviewed by ANAC, the national civil aviation agency, and the results of the review were to be presented to Aeroportos Brasil at the end of the World Cup (13 July), during which some 10 million extra passengers used Brazil's airports.

Works at Viracopos totalling some BRL 9 billion are scheduled to be completed by end-October 2014. The airport is designed to handle 22 million passengers annually by 2022. -- In February 2012, a 30-year concession went to the Aeroportos Brasil – Viracopos S.A. consortium, established by the Brazilian firm Triunfo Participações e Investimentos - TPI (45%), UTC Participações (45%) and the French Egis Airport Operation (10%). The consortium is led by national airport authority Infraero with a 49% stake, with the three other partners holding a combined stake of 51%.

CHILE

The Public Works Ministry (MOP) will again amend the USD 655 million tender to increase competitiveness at Santiago's 'Arturo Merino Benítez International Airport' (SCL). The change aims to make it mandatory for the new airport operator to set up a competitive framework when awarding parking, shops, restaurants, and other complementary services with the aim to avoid direct awarding of these services, such as the contract signed between the airport authority and the Spanish firm Aldeasa to operate duty-free shops until 2022. **This is the third change to Santiago's airport tender documents** since its launch, after extending the deadline for technical proposals and bids and easing the requirements for companies to participate. **The project involves construction of a 200,000-m² terminal with two wings exclusively for international flights and another two alternating between international and domestic flights.**

The airport tender is the first big infrastructure project to be awarded under President Michelle Bachelet's administration. The tender was initially expected to be launched in 2013 under former President Sebastián Piñera's administration, but disputes between MOP and aviation authorities delayed the project. It suffered further delays when Bachelet took office as the new administration changed tender rules to allow more companies to bid in the process. Technical and economic proposals are now due on 18 November 2014, with bids being reviewed on 18 December. The concession will be awarded in the first quarter of 2015, and **the winning consortium would take over the airport's operation once the current concession ends on 30 September 2015.** The airport expansion is expected to accommodate 29 million passengers by 2030 and 50 million by 2045 (2013: 15.3 million passengers; +8%). Santiago accounts for nearly 70% of Chile's airport passenger traffic.

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Nine groups have so far been prequalified for the tender. They include Grupo Pudahuel (comprising Spain's Ferrovial Aeropuertos and the local firms Echeverría Izquierdo and ICAFAL Inversiones); Italy's Astaldi, Grupo Costanera, Agencias Universales, and Sacyr's Concesiones Chile; Nuevo Pudahuel (comprising the French airport operators Aéroports de Paris and VINCI Airports; Consorcio Aeropuerto de Santiago (including A Port Chile and Flughafen Zürich AG; Invepar, and OHL Concesiones Chile also pre-qualified. Spain's Aena Internacional, Colombia's Grupo Odinsa, and Mexico's Aeropuertos de Cancún are on the waiting list. The successful consortium will be expected to construct and manage the new international terminal (Terminal 2) and upgrade, expand and operate the domestic terminal in return for a **20-year concession, with an option for a five-year extension.** The Government is insisting that the new airport operator must hold at least a 25% stake in the winning consortium and be able to demonstrate that it has operated/managed an airport handling in excess of 20 million passengers annually for a minimum of five years.

PERU

The Argentinian infrastructure company Corporación América is preparing for significant commercial investment at Cusco's planned Chinchero Airport, after its consortium won the concession to construct and manage the new facility. In late April 2014, the Peruvian State agency, ProInversion, announced the award of the concession to the Consorcio Kuntur Wasi consortium, formed by Corporación América together with local partner Andino Investment Holding. The award of the 40-year concession was based on the sum that the winning consortium requested in financial contribution from the Peruvian government (to an agreed maximum of USD 458 million) towards the airport construction. Kuntur Wasi's winning bid sought just USD 264.7 million; Consorcio Aeroportuario Imperial (Grupo Odinsa and Mota Engli Perú) requested USD 348 million, and Consorcio Aeroportuario (Vinci Airports, Vinci Concessions and Graña y Montero) requested USD 411 million. Tender documents set the initial investment to build the new airport at USD 539 million, increasing to USD 658 million when factoring in future extension and renovations.

Kuntur Wasi will be responsible for building the new airport, which will replace Cusco's downtown 'Alejandro Velasco Astete Airport', with completion targeted for late 2020. New commercial developments will be integral to the plans for the new airport, according to Ezequiel Barrenechea, Corporación América's Director for Latin America and the Caribbean. The new airport is forecast to handle more than 2.6 million domestic and international passengers annually in 2021. Signing of the concession contract with Peru's Ministry of Transport & Communications was expected in early July 2014. From that date Kuntur Wasi will have 360 days in which to define and submit the final project. In addition to the investment sum, the consortium "will pay the Peruvian state an annual levy on all aeronautical incomes that exceed an agreed amount, which is estimated to be around USD 35 million a year," Barrenechea said. -- In 2010, Corporación América and Andino Investment Holding won the concession to operate six airports in Peru at Andahuaylas (Apurímac), Ayacucho, Juliaca (Puno), Puerto Maldonado (Madre de Dios), Arequipa, y Tacna.

Planning for the expansion of Lima's 'Jorge Chavez International Airport' by concession holder Lima Airport Partners (LAP) is expected to begin during 2014, with construction starting in 2015. As established by the Concession Agreement, LAP will have five years to complete construction of a second runway, after 100% of the land for the runway has been handed over to LAP by the end of 2015. However, there is a possibility that the current schedule could be delayed further as the land has a busy avenue that traverses it on the northern end. To deal with this issue, a tunnel must be built prior to construction of the runway. This would enable construction of the runway to begin in 2016 or 2017.

Fraport's global expertise continues to maintain the airport in optimal conditions, allowing for more efficient services and keeping operating expenses relatively stable. -- The JCIA Concession was granted by the Ministry of Transportation, Communications, Housing & Construction (MTC) which expires in 2031,

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nine years after the maturity of the rated notes, and with an automatic right of renewal for an additional ten years upon receipt of written notice from LAP.

ECUADOR

The CEO of Corporación Quiport has advised that in the past year USD 74 million has been invested in the Ecuadorian Airport City development. Speaking with *RoutesNews*, Andrew O'Brian said these investments include a new logistics centre, and a new corporate centre connected to the terminal, offering a food court and services for airport users. It has also invested in a new 600-m² international VIP lounge, the expansion of duty-free offerings, and a new five-star 140-room hotel at the airport. Route development, he advised is central to the success of the Airport City development: "Our plans are to continue growing the airport city with improvements in terms of route development, infrastructure, and service levels. In 2014, we expect to see important growth so, **as part of our master plan, we have already started the expansion phase with a total investment of about USD 18 million to benefit passenger and cargo operations.** We have already started construction of a five-star hotel with a key real-estate developer in the country."

Quito International's terminal was opened for general aviation on 16 January 2014, offering private and corporate flights. The next phase of its master plan will see a total investment of about USD 15 million on a 5,260-m² terminal expansion and two new air bridges. Cargo will also be prioritized, with the company forecasting 28% growth in flower exports during the main flower cargo season. **The airport's cargo expansion plans include a 14,000-m² area, located on the south side of the current platform,** and a connecting taxiway.

* **A year ago, the new Quito International Airport opened to serve the more than 5 million passengers who fly to or from Ecuador's capital city each year.** The new airport, constructed, managed and operated by concessionaire Quiport, was highly anticipated. The old facility had been located in the middle of Quito, with no scope to expand, and was actually considered a safety hazard for local communities. The new facility is the newest greenfield airport in South America with a 4,100-m runway. It offers modern infrastructure and the latest technology and services for airlines and passengers. One of Quiport's main focuses is on working closely with airlines on route development initiatives, and with other stakeholders on the development of Quito Airport City. The airport operator has also focused on co-ordinating with the Ministry of Tourism on joint marketing activities. This work has started to bear fruit, with a number of new frequencies and routes being announced. Since the opening of the new airport, Quito has landed a new route to Buenos Aires with Tame; a new three-times weekly service to Madrid with Iberia; and a new non-stop route to Mexico with Aeromexico. KLM has also increased its frequency to Amsterdam to daily flights. With Ecuador being a major exporter of agricultural goods and flowers, the cargo side of the business has also seen some positive developments. In June 2013, the airport welcomed Etihad Cargo's first B.747-800F. The operator is currently flying a three-times weekly service. Emirates SkyCargo also started trial operations.

COLOMBIA

The country's three concessioned airports have shown significant growth over the past ten years, each increasing passenger flow by over 200%. Bogotá's El Dorado International Airport, which was concessioned in 2007, grew 235%, passing from 7 million passengers in 2003 to 25 million in 2013. Cartagena's 'Rafael Núñez Airport' grew 224% from 1 million passengers in 2003 to 3.3 million in 2013. Finally, although the concession packet for the six airports in Colombia's north-eastern region was awarded later, in 2010, these airports have collectively also increased by over 200%, to more than 4 million passengers.

Colombia's national infrastructure agency ANI is also planning to launch an additional two airport tenders totalling COP 546 billion (USD 300 million). The concessions would be for the expansion, operation and maintenance of airports serving the cities of Barranquilla, Neiva, Armenia, and Popayán. One tender is for Barranquilla's 'Ernesto Cortissoz Airport', for which ten groups have

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prequalified, while the other involves the remaining three airports. The concession could result in a 3.5 million increase in passenger traffic.

The USD 132 million project at Barranquilla calls for carrying out improvement work, including improving the freight and passenger terminals and upgrading the runway and taxiways. National aviation authority Aerocivil took over the operation of the airport in February 2012, following a year-long review process which determined that the then operator, Aeropuertos del Caribe (Acsa), failed to meet the necessary standards .

MEXICO

Air transport officials are reviewing design plans for a new MXN 120 billion (USD 9.23 billion) Mexico City Airport, with plans reportedly involving a six-runway gateway to be built near Lake Texcoco, with operations targeted to begin by 2018 to replace the capacity-constrained 'Benito Juarez Airport' (MEX). The current airport, Latin America's second busiest after São Paulo's Guarulhos International, regularly exceeds maximum operating capacity. Building a new city airport was discussed for years. Consortiums have submitted bids to design the airport's terminal, including Mexican and international architects such as Foster + Partners and Fernando Romero, and Teodoro González de León and TAX, led by Alberto Kalach. Competitors were invited to present their tenders in November 2013, and in January 2014, the consortia were asked to submit market studies detailing design plans and costs by April. The Government is expected to announce a winner for the tender sometime in summer 2014.

Government transport officials have already developed an airport master plan for Mexico City with assistance by the engineering consultancy group Arup, based on a four-runway and one-terminal gateway serving 30 million passengers by 2018, when it would replace the current airport. By 2060, the airport would be upgraded to include six runways and two terminals to handle 60 million passengers, with a train linking the terminals. Transport Minister Gerardo Ruiz Esparza was previously reported as saying that work could begin in 2014 on the project, which would be financed with private and public money. -- The existing Mexico City Airport handled a record 31.5 million passengers in 2013.

CAYMAN ISLANDS

More than KYD 120 million will be required at the three Cayman Islands airports over the next two decades to meet the growing demands of the islands' tourism industry, according to a master plan for redevelopment. The bulk of that cost – some KYD 90 million – will be for the severely overcrowded central gateway in Grand Cayman, 'Owen Roberts International Airport' (GCM). The redevelopment of that airport will start in the first half of 2015, according to Tourism Minister Moses Kirkconnell. The expansion project, which includes more than doubling the size of the airport terminal, repaving the tarmac and runway and - in the longer term and if financially feasible - putting in a taxiway parallel to the runway, was reviewed for public comment by more than 200 people recently. **Construction on the expanded terminal buildings is planned in stages, starting with the expansion of the departures area and the addition of a new lounge, retail and restaurant area on the second floor, with completion of the first section to be done with minimal impact to users of the current terminal.** Some portions of the redevelopment project would be left to the private sector, if it wants to invest in them. Minister Kirkconnell, who is also the Cayman Islands Deputy Premier, said decisions to redevelop the airport at its current location rather than build a new facility – proposed by consultants from WSP Canada Inc. and accounting firm PricewaterhouseCoopers (PwC) – were largely driven by the urgent need to comfortably accommodate more passengers in the often congested GCM terminal. Simon Conway with PwC indicated that new airport construction on Grand Cayman at today's costs would be in the region of KYD 113 million. The Cayman Islands is currently forbidden from engaging in long-term borrowing for public projects by the United Kingdom via legal requirements in the Framework for Fiscal Responsibility, and consultants had disregarded the use of public-private partnerships to fund airport redevelopment.

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The initial phase of redevelopment at Owen Roberts is expected to cost KYD 50 million over the next five years and will be paid out of existing local funds, Minister Kirkconnell said. Some KYD 90 million in investment would be required to redevelop the Grand Cayman airport over the next 20 years, according to a master plan for redevelopment of Cayman's airports. **The overall redevelopment project as proposed encompasses all three airports in the Cayman Islands**, including Little Cayman Airport and 'Charles Kirkconnell International Airport' in Cayman Brac. However, the first five years of the project focus solely on Owen Roberts Airport, which is expected to bring the majority of economic returns. A proposed new airport for Little Cayman would have work begin within the next six to seven years under the plan, while the Brac Airport improvements – mainly safety-related – would be put off for another decade.

ANTIGUA & BARBUDA

Construction of a new passenger terminal at 'VC Bird International Airport', one of the biggest infrastructure projects ever undertaken by the Caribbean country, is on course to be completed by September 2014. Antigua & Barbuda, already one of the most prosperous nations in the Caribbean, is counting on the new terminal to help bolster its lucrative tourism and offshore financial services industry. "More than 70% of the construction has been completed," reported local newspapers quoting the Antigua & Barbuda Prime Minister Baldwin Spencer, who paid a visit to the construction site in March 2014. Built by China's construction company Civil Engineering Construction Corporation (CECC), the new terminal should be able to handle 1,800 passengers per hour. It covers an area of 23,000 m² and features four boarding bridges, escalators, elevators, and a modern security system. The terminal will have 46 check-in counters, 15 self-check-in kiosks, five baggage carousels, a mini food court, multiple VIP lounges, a bank, and retail stores. Also under construction is a new carpark in front of the old terminal, along with airport offices. Once completed, all incoming and departing flights will be operated out of the new facility. A Government estimate found that around USD 50 million worth of economic impact had been generated in the country due to the airport project.

Antigua is popular as a stop-off point for U.S. cruise ships. Maintaining a good business relationship with the outside world is critical to Antigua, whose tourism sector accounts for nearly 60% of GDP and 40% of investment. But online gaming, another source of income in the Caribbean country, has caused trade disputes with the United States, which wants to impose restrictions on Internet gambling sites. Proximity with the U.S. Virgin Islands and Puerto Rico also makes Antigua vulnerable to narcotics traffickers from Central America, who try to use it as a transit point for shipping drugs to North America.

ST VINCENT & THE GRENADINES

Prime Minister Ralph Gonsalves has announced that the XCD 700 million international airport at Argyle, under construction for the past six years on the country's East coast, will be completed by mid-2015, even as the main opposition New Democratic Party (NDP) continues to cast doubt on the project. The Government is still in need of cash to finish the project, although it had secured the USD 80 million that the International Airport Development Company (IADC) said it needed to complete the project. The Government says it is still awaiting the USD 9.25 million from the sale of land to two developers in Canouan as well as the disbursement of the final XCD 10 million of an XCD 40 million loan from the Venezuela-based ALBA bank.

Gonsalves told a recent sitting of Parliament that late in 2013 the USD 28 million terminal building along with the electrical substation was handed over to the International Airport Development Company (IADC), the state company responsible for building the airport, by the Taiwanese contractor Overseas Engineering Construction Company. Gonsalves remains confident that it will happen, saying that at the end of 2013, 89% of the earthworks had already been completed and sea defence works, which began on 12 August 2013, would extend into mid-2014. At the same time, he expected the final layers of asphalt and concrete pavement of the aprons, taxiways, and the 9,000-ft runway to begin by end-September 2014. Work on the control tower and aircraft rescue and fire-fighting building is scheduled to be completed in August.

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Other Regions

U.S.A.

Airports Council International – North America (ACI-NA) CEO, Kevin Burke, and AAAE CEO, Todd Hauptli, have written a joint letter to President Obama to highlight the significant capital improvement needs that exist for the nation's airports, and to support the President's call for an upgrade in the country's transportation infrastructure. The two officials stated that: "Our nation's airports are a fundamental component of our nation's transportation infrastructure, welcoming more than 700 million passengers annually and processing roughly 27 million t of cargo. Collectively, airports make a tremendous contribution to U.S. GDP - more than USD 1.2 trillion — and employ more than 1.3 million people."

To successfully meet future capacity demands with safe, efficient, and modern facilities that passengers and cargo shippers expect in an increasingly competitive global market, the officials said that AAAE and ACI-NA agreed that investment needed to be made to maintain and modernize U.S. infrastructure. "Next year's [2015] re-authorization of the FAA provides us with the opportunity to do just that by modernizing the locally set and collected, but federally capped passenger facility charge (PFC) user fee, paid by passengers who use their airports," the letter said. "The PFC user fee has not been adjusted since the year 2000. As a result of significant construction cost inflation, the current USD 4.50 PFC user fee has lost approximately half of its purchasing power. America's airports are finding it increasingly difficult to make the necessary improvements to remain a hub of economic activity for their communities and stay competitive in the global aviation marketplace. While we appreciate the Administration's continued support for increasing the PFC user fee, we are calling on Congress to modernize the PFC user fee by adjusting it to USD 8.50 to restore its purchasing power and allowing it to keep up with inflation going forward."

GERMANY

On 12 August 2014, Fraport AG, the owner and operator of Frankfurt Airport (FRA), was granted the building permit from the City of Frankfurt for the planned Terminal 3 (T3).

Construction of the new terminal, which will rise on the airport's southern side, is an integral part of Fraport's Airport Expansion Programme as approved in the official zoning procedure. The new terminal has been designed as a modular construction concept to be implemented in phases. Phase 1 will include the central terminal building and two piers to serve up to 14 million passengers per year. Commenting on Fraport's successful application for the T3 building permit, Executive Board Chairman Dr Stefan Schulte said: "We are pleased that the City of Frankfurt has now issued the building permit for our new Terminal 3. In particular, I would like to extend special thanks to Fraport's construction planning experts for their excellent job and to the City of Frankfurt's building supervisory authority, which once again has demonstrated its expertise and professionalism in dealing with highly complex construction projects." Fraport expects Frankfurt Airport to need additional capacity – which will be available after completion of the first T3 construction phase – by no later than 2021. In the aviation industry, business planning must take a long-term view. Current forecasts confirm that FRA will experience sustainable growth in the future. For example, the long-term traffic forecast issued by the German Ministry of Transport and Digital Infrastructure expects passenger figures to grow by an annual average of 2.5% by 2030. Thus, aviation is Germany's fastest-growing mode of transport. Frankfurt Airport has already exceeded this value, posting average passenger growth of 3% in recent years – due to FRA's significant international hub function. The current trend shows that passenger figures will continue to rise, with growth reaching 2% to 3% by the end of 2014. Based on this future traffic growth, the capacity of Terminals 1 and 2 is expected to be exhausted by 2020.

Dr Schulte explained the next steps: "We will now examine this estimate further, using detailed forecasts. On this basis, we will be able to assess requirements for future terminal capacity. The deciding

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factor is that we will continue to be able to provide our passengers with the necessary capacity and a wide range of flight connections with the best possible services and processes.

German companies are very successful on the global market, which secures and creates jobs and prosperity in Germany. Prerequisites for this success are direct, fast and reliable flight connections to the rest of the world. This is the role of Frankfurt Airport for the region, the State of Hesse, and Germany as a whole. Thus, demand-driven expansion of capacities – as already provided for in the earlier zoning decision – is essential.”

In the first construction phase, Terminal 3 will feature 24 terminal docking positions at the two piers. When fully completed, T3 will provide 50 aircraft docking positions. Overall, planning for the passenger terminal focuses on highly efficient energy standards. The design of the building’s technical systems, for example, will completely eliminate the need for external heating. T3 will be linked to the existing Terminals 1 and 2, as well as the airport train stations, by expanding FRA’s baggage conveyor and Sky Line Peoplemover systems.

INDIA

In a major step forward for the Navi Mumbai airport project, the Union Civil Aviation Ministry has cleared the revised tender document submitted by the state's nodal development agency CIDCO recently. Aviation Minister Ashok Gajpathy Raju’s approval of the draft paves the way for floating of tenders by CIDCO for the proposed airport, which was conceived some 27 years ago. In the meantime, Cidco has extended the deadline to submit requests for qualification (RFQs) based on the revised tender to 2 September 2014. In the February round of RFQs, leading companies like Zürich Airport, Ferrovial Aeropuertos, Tata Realty & Infrastructure, Mumbai International Airport, Srei Infra Finance, Samsung-C&T, IL&FS, GMR Group, Essel Infraprojects, Gensler, UK Trade & Investment, and Vinci Concessions India among other had submitted their bids. But with the Tatas having two airlines, Tata Realty is not eligible for bids.

The revised document has brought significant changes which allows airlines to hold stakes of up to 26% from the 10% earlier in the private consortium and allowing foreign airlines to participate in the bids. In all, according to the revised document, a 74% stake will be held by the private consortium, while CIDCO will retain the remaining 26%. The INR 140 billion airport project, has been held up due to issues relating to land acquisition and environment clearances and is already delayed by almost four years. The project affected people (PAPs) from several villages had opposed land acquisition and also refused to accept various compensation packages offered by the state government. However, after several months of hectic negotiations, PAPs finally agreed to the Maharashtra government's offer of 22.5% developed land for every hectare acquired by the state government. As part of the package, they are also to be provided one floor space index (FSI) for 12.5% of the developed land and 2.5 FSI for another 10%. -- Once fully operational, the proposed airport will have the capacity to handle 60 million passengers per year.

Green Airports

New Zealand

A new initiative launched on 7 August 2014 will see Auckland Airport in New Zealand work with its tenants to try and save more than 6 GW hours of energy over a three-year period.

The amount of energy saved would be enough to power 750 homes for a year and is worth more than NZD 2 million. The scheme is supported by the Energy Efficiency and Conservation Authority (EECA) and will see the airport invest more than NZD 3 million in projects to manage and measure energy use over the next three years. It is also planning to cut carbon dioxide emissions by up to 1,000 t per year. Adrian Littlewood, Auckland Airport’s CEO, said: “The company is at a point in time that enables us to build on the excellent energy saving efficiency work undertaken over the past few years, to create an airport of the future that is efficient, resilient and sustainable. To do this we need to expand our focus beyond our operational boundaries to our airport hub, our airport business district and the growing airport

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community. We need to engage, educate and facilitate change. We are therefore delighted to be able to continue and deepen our relationship with EECA through this three-year programme.”

Working in coordination with more than 100 tenants throughout the airport, the initial project will begin with Auckland International’s business district and the installation of an energy monitoring system. Initially, the airport will work directly with eight tenant companies to improve energy use and will setup workshops for the wider group. Its energy efficiency will be rated under the NABERSNZ scheme and will be independently verified. #983.CON11

U.S.A.

Portland International Airport has secured a USD 331,653 FAA grant to cut down emissions to improve air quality. The airport will use alternative fuel vehicles through the FAA’s Voluntary Airport Low Emission (VALE) programme, which has been designed to reduce sources of airport ground emissions in areas of marginal air quality. The grant will be used to purchase six compressed natural gas buses that will transport airport passengers and employees from the terminal to parking and rental car facilities.

The VALE programme was implemented by the FAA in 2005 to help airport sponsors to meet their air quality responsibilities under the Clean Air Act. The programme enables airport sponsors to use Airport Improvement Programme (AIP) funds and passenger facility charges to purchase low-emission vehicles, refueling and recharging stations, gate electrification and other airport-related air quality improvements. The VALE programme, which supports the objectives of the President Obama’s Climate Action Plan, helps airports to reduce ozone emissions annually by approximately 466 t.

Italy

European researchers have developed a new software and sensor system to lower carbon emissions and energy costs in airports by 20%. The development was backed by funding from the European Commission (EC), under the EU’s Seventh Framework Programme for research and technological development. The new system, known as CASCADE, will allow Italian airports to lower energy consumption by 6,000 MW/hr, which is equivalent to about 42,000 t of CO² a year. CASCADE is currently being tested in Rome’s Fiumicino and Milan’s Malpensa Airports. Fraunhofer Institute for Solar Energy Systems CASCADE project coordinator, Nicolas Réhault, said: “Airports are complex. We have gained a lot of know-how on how these infrastructures work. This can be replicated to other highly complex buildings such as hospitals and banks and it could be downscaled to simpler things, too.” CASCADE features sensors and meters, which detects faults such as fans operating unnecessarily, control errors, as well as simultaneous heating and cooling. The information on the faults will be then communicated to a central database. The system also suggests corrective actions to the energy management and maintenance teams such as resetting controls or replacing faulty detectors.

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