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# **ACI World AIRPORT DEVELOPMENT NEWS**

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

### Focus on EUROPE

**Eastern Europe** 

#### **RUSSIA**

The Government has published a resolution on turning over to public ownership the two companies related to Moscow's third-largest airport, Vnukovo, OAO Vnukovo Airport and OAO Vnukovo International Airport. The resolution was drafted by the Ministry of Economic Development and signed on 31 December 2013. It says, among other things, that the programme for Federal-property privatization in the 2014 to 2016 period envisions an ending of the Government's shareholding in OAO Vnukovo International Airport and OAO Vnukovo Airport prior to 2016 with taking appropriate account of the previous decisions taken by the President and Government of the Russian Federation on the development of the Moscow Air Hub. At present, the Federal Government owns 74.74% in the former company and 25% plus one share in the latter.

According to the authors of the resolution, privatization of the joint-stock companies will generate revenue for the Federal budget. **Privatization will be accompanied by consolidating other assets related to Vnukovo Airport - ZAO Fuel and Refuelling Company, ZAO Vnukovo Investment Company, OAO Vnukovo Invest, and OOO Aviatekhinvest.** The selling of shares will be handled by OOO Renaissance Broker who will organize the sale on behalf of the Russian Federation. OOO Renaissance Broker was selected under the guidelines approved by the Ministry of Economic Development based on experience gained by the contractor and on the criteria of the minimum revenue the sale should generate, the resolution says.

Singapore's Changi Airports International Pte Ltd (CAI) has signed a Memorandum of Understanding (MoU) to develop Vladivostok International Airport. The MoU, which was entered with The Far East and Baikal Region Development Fund, Primorsk Region Administration, and State Corporation Bank for Development & Foreign Economic Affairs (Vnesheconombank), also involves the development of the airport infrastructure into an airport city. Far East and Baikal Region Development Fund intends to play an active role in implementation of this important project in the region, a joint statement said. The airport capacity will grow as the infrastructure in the surrounding area develops. There are already plans to develop an automobile plant, seaports, as well as an entertainment zone in the vicinity.

#### **UKRAINE**

**The Cabinet has approved the design for upgrading Dnepropetrovsk Airport at a cost of UAH 2.11 billion** (USD 250 million), the Information-Analytical Bulletin of the Cabinet of Ministers informs. UAH 1.476 billion will be allocated for construction, UAH 114.9 million for new equipment, and UAH 519.5 million for other expenses. The estimate for Stage 1 is UAH 1.706 billion, Stage 2 – UAH 403.8 million. It is planned to raise all necessary funds for the project under State guarantees. Reconstruction is expected to take 26 months. Analysts of the Infrastructure Ministry state that modernization of the airport will increase the flow of passengers and goods by 4% to 5%.

The country's airports are being modernized under the State Target Programme of Airport Development till 2023. The total cost of the Programme is UAH 19 billion (USD 2.25 billion). Experts expect the number of air passengers to increase 2.5 times by 2023. To attract more private investment into the operation of airports and other infrastructures, airports are divided into a flight section (i.e. runways, etc.) and a passenger section (terminals, etc.). The flight section is not subject to privatization. As to the passenger section, there are possibilities for private investors.

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### **South-eastern Europe**

#### **TURKEY**

General design work for the third Istanbul airport has been completed and construction is set to begin in May 2014, according to the Chairman of Limak Holding, Nihat Ozdemir. The new airport will be built near Lake Terkos on Istanbul's European side, between the Black Sea regions of Yeniköy and Akpinar. This is the area where the Environment & Urban Planning Ministry is also planning to build 'Istanbul Metropolitan', a massive 1.5 million-person satellite city, a 30-mile canal to divert shipping from the Bosporus, and a third Bosporus bridge and road network to connect the region with the greater Istanbul area and Asia. The Ministry of Transport had reported that the new airport would be able to handle 90 million passengers annually upon opening in 2019 already, and would gradually be expanded to a world-record-setting 150 million annual passengers. The tender to build Istanbul's third airport was awarded on 4 May 2013 to the Cengiz/Kolin/Limak/Ma-Pa/Kalyon consortium, a joint venture of Turkish companies, which has promised to pay the Government EUR 22.1 billion for a 25- year concession, starting from 2017.

The global consulting firm Arup Associates, headquartered in London, is developing the master plan for Istanbul's new airport, working with the Turkish consortium of Cengiz, Kolin, Limak, Ma-Pa, and Kalyon which also picked U.K. consultants Grimshaw Architects in partnership with Haptic Architects and the Oslo-based Nordic Office of Architecture to design the terminal complex, set to become the world's largest with a gross floor area close to one million square metres for the first terminal. "We are glad to be able to respond to the high demands of the client and create an exceptional solution, both in terms of functionality and architecture," said principal partner of Nordic Office of Architecture, Gudmund Stokke. -- The master planning commission follows on from Arup's role as technical advisor to the consortium during the concession bid stage in the first quarter of 2013. The airport will replace the existing Atatürk Airport and is designed to provide the capacity needed to support the continued rapid growth of air traffic in the city and the hub operations of Turkish Airlines. The first phase, including three runways, a major passenger terminal complex, cargo and other support facilities, will have a capacity of 90 million annual passengers.

#### **Western Europe**

### **BELGIUM**

Construction of the 'Connector', a new building that will link the departures hall of Brussels Airport to Pier A above ground, is well under way. Once completed, the new building will make a world of difference in terms of passenger experience and comfort, the airport predicts. Many passengers consider the existing tunnel from the terminal and the fact that they have to change floors using elevators and escalators a nuisance. That is why the tunnel, which is used by over 10 million passengers every year, will be replaced by a spacious surface building. The new Connector will allow passengers to walk straight from the check-in desk to their gate in Pier A or B, without changing floors. In the opposite direction, the building will provide arriving passengers with a smooth passage to the baggage reclaim hall and the exit.

The building, scheduled to open by the beginning of 2015, will include a central platform for access and security screening as well as border control for travellers departing from both Pier A and Pier B. This will considerably increase the efficiency of the screening process, as the peak hours for security in both piers are complementary. Moreover, the building will offer plenty of space for a commercial area. The challenge is huge: The construction site is located in the centre of a busy international airport, which will remain fully operational throughout the building works, without compromising passenger comfort. -- The conceptual phase and the functional planning of the building were completed by end-2011. In August 2012, CTHM (Chapman Taylor – bureau Happold – MOSS) was commissioned by Brussels Airport to draw up the building plans. The Connector represents an investment of EUR 71 million, BRU's largest investment since building Pier A in 2002.

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#### **FRANCE**

**GFC Construction, a subsidiary of Bouygues Construction, has been contracted to design and build the new Terminal 1 of Lyon-Saint Exupéry Airport**. Aéroports de Lyon, the operating company, awarded the EUR 142 million contract to a consortium headed by GFC Construction, which also includes the architects RHSP and Chabanne & Partners, Technip TPS, Cap Ingélec and Inddigo. The European Investment Bank will provide a EUR 140 million loan that will help fund on-site infrastructure development. **The new Terminal 1 will cover 70,000 m² on three levels**. Construction will take the form of an extension to the current T1 and T3, bringing the airport's annual passenger capacity to around 10 million. Construction is expected to begin in autumn 2014, with the first phase scheduled for handover in 2016.

#### **ITALY**

Milan-Malpensa Airport is undergoing a major makeover in anticipation of the Expo 2015. Terminal 1 will be completed, and all areas that have been operating since 1998 will be rebuilt to be in line with the layout of the new spaces. The resulting 'New Malpensa Airport' will be an elegant, bright and airy state-of-the-art steel and glass facility, with an aerodynamic design, marble floors and zinc-titanium cladding. The new T1 will have a 13,000-m<sup>2</sup> shopping area with 46 stores, accessible to all passengers whether travelling to a Schengen or a non-Schengen destination. It will include a 2,500-m<sup>2</sup> duty-free area operated by Dufry. The new mall will increase total commercial space in the departures area to 23,000 m<sup>2</sup> with around 100 restaurants, bars, and shops. The airport company SEA Group said: "The design of the new shopping gallery will have a strong Italian flavour, and in tribute to the city of Milan will resemble the Galleria Vittorio Emanuele in appearance. It will be home to some of the world's best-known luxury brands, all concentrated in a 'Luxury Square'. The new gallery will become a destination in its own right, rather than a mere passage area." In preparation for the EXPO, Milan Malpensa is also becoming more efficient. Future technological services will include websites, special apps, and the itiView navigation software. Terminal 1 will have a total surface area of 350,000 m<sup>2</sup>, 90 boarding gates, and up to 270 check-in desks, and 41 passenger boarding bridges. It will make Malpensa the first Italian airport able to accommodate two Airbus A380s simultaneously, boarding passengers through three bridges. The restyling of Terminal 1 will involve a surface area of 18,000 m<sup>2</sup> involving the arrivals hall, the check-in level, and the entrance to the airport from the railway station (for an investment of EUR 30 million). The architect is Gregorio Caccia Dominioni. (article with information from The Moodie Report / www.moodiereport.com)

#### **SPAIN**

Designs have been revealed for a 3.8 million m² aerotropolis development, which would turn Málaga Airport (AGP) into a technology and logistics hub. A newly-created visualization shared with GlobalAirportCities.com shows the 1.7 million m² of industrial and tertiary space, one million ft² of office space and over one million m² of parks and green space in the Airport City Alhaurin de la Torre (AGP Airport City) development. Industrial, commercial, leisure and retail space will be linked via an internal shuttle system, connected to the airport and - further afield - to a rail station, highways, and a port.

A holding company called the 'Center for Integrated Services for Airport Development & Strategic Impulse' (CSI-IDEA) is spearheading the project which, they say, will contribute 4% of Andalucia's economy and provide 25,000 direct and 80,000 indirect jobs. Development has already begun in the vast district with headquarters for the project currently under construction, though progress is slow due to political inertia. -- Limited plans were first revealed in 2005 as part of a General Urban Plan approved by the Government, but plans were halted in 2010 after an environmental inspection. But the project continues to receive interest, with Arab businessman Khalid Ahmed al-Darwish agreeing earlier in 2913 to mediate with potential investors in the Middle East. The proponents believe **the development would turn Málaga Airport into the hub for travel to Euroasia, Africa and America and generate EUR 240 million for the local economy.** 

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**Central Europe** 

#### **POLAND**

The Ministry of State Treasury and the Ministry of Transport are considering the creation of a Polish Aviation Holding (PHL) that would include national airline LOT, the operator of Warsaw's Chopin Airport, and several service companies. It could be created by summer 2014. "We are considering various options, which would allow for as much synergy as possible between aviation companies. PHL is one of them," said Deputy Treasury Minister Rafał Baniak. "It's an interesting idea," added Transport Minister Sławomir Nowak. "We're working on a solution that would save LOT from the worst-case scenario," he explained. Putting the cash-strapped air carrier in a holding with companies that are profitable would help cover airline losses and make it easier for the Treasury to sell its stake in LOT in the long run. The infrastructure portion of the holding, worth about EUR 500 million, would not be eligible for sale. Other entities within PHL could be privatized. A minority stake in the holding could also be sold in an offering for individual investors. In total, the estimated value of the holding would add up to EUR 2.5 billion.

#### **GERMANY**

Frankfurt Airport to the appropriate construction supervision agency of the City, as planned. Construction of the new terminal is part of the expansion of Frankfurt Airport, which has been approved in a zoning decision. The new Terminal 3 is to be built in a modular style. During the first construction phase, for which the application has now been filed, a central terminal building with two piers and capacity to serve 14 million passengers per year will be built. There are plans to add two more piers later on, with overall capacity of as much as 25 million passengers annually. "The crucial thing in air traffic is to have a long-term perspective. All of the forecasts confirm our expectation of sustainable growth in Frankfurt. With the new Terminal 3, we will be creating the airport infrastructure and handling facilities to cover demand for the coming decade. That's why we are starting out early on in order to have the necessary capacity available when it is in fact needed," emphasized Dr Stefan Schulte, Executive Board Chairman of Fraport AG, when the request was filed.

The current analysis and forecast of traffic development assumes that the capacity in Terminals 1 and 2 will be sufficient for about the next seven to eight years. With this as background, the permit request is now being submitted so that construction work can start in 2015 and the first section of T3 can be put into operation starting in 2021 to serve the demand expected at that time. The floor space for the first section will be about 90,000 m², and the gross floor area (GFA) about 306,000 m². The two piers built in the first project phase will have 24 close-in aircraft stands (the full extension will have 50). The overall building plans are geared toward a high standard of energy efficiency. The technical facilities concept, for example, is designed to ensure that the building can manage completely without any supply of external heating energy. Most of the demand for cooling energy will be met from renewable sources. The necessary connection between T3 and Terminals 1 and 2 as well as the train stations will be ensured by extending the baggage conveyor system and the Skyline peoplemover. The new terminal will also have an additional connection to the A5 motorway and its own parking area, with more than 2,500 spaces.

Despite a slight reduction in passenger numbers in 2013 to around 9.7 million, Stuttgart Airport is pursuing an ambitious investment programme totalling EUR 818 million over the next ten years. Included in the programme is the headquarters building for Ernst & Young, a parking garage with a long-distance bus terminal, and a new office complex. A 28,000-m² DHL Express logistics centre was commissioned in autumn 2013 already. The airport, which expects a turnover of EUR 230 million and a profit of EUR 20 million for its 2013 business year, has raised loans totalling EUR 210 million to support the investments.

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#### THE NETHERLANDS

The European Investment Bank (EIB) has agreed to provide a 20-year, EUR 200 million loan to finance a major project at Amsterdam-Schiphol Airport that will allow design and construction of a central security area for non-Schengen passengers. This will separate arriving passengers from departing travellers, eliminate security screening at gates, and include a new mezzanine floor above check-in for security checks. The scheme will redevelop the terminal building to improve passenger facilities and allow connecting passengers to be checked more efficiently and is expected to significantly improve the punctuality of flights. Project preparation started in 2012 to ensure minimal disruption of airport users during the construction phase. Building works are expected to be completed by mid-2015.

"This transformation will create hundreds of construction jobs and help make travelling through Schiphol easier." said EIB Vice President Pim van Ballekom. Schiphol Group's Chief Financial Officer Els de Groot said: "We welcome the EIB's continued support for our airport investments, following successful funding by the EIB in the last decade of other important Schiphol projects, including the fifth runway and the 70 MB baggage system programme. **To remain Europe's preferred airport, we will invest an additional EUR 500 million in the coming years**. An important part of this is directly related to creating a central security facility for the entire terminal. **Gate security checks for flights to non-Schengen destinations will disappear and be replaced by five central security filters**. This will both improve passenger comfort and significantly enhance the efficiency of the passenger-handling process for both the airport and airlines."

### **Northern Europe**

#### **GREAT BRITAIN**

The U.S.-based global design firm Gensler Architects has presented a futuristic design for a new London hub airport, to be built on reclaimed land in the Thames Estuary to the east of London. At an estimated cost of GBP 47 billion (USD 75 billion) 'London Britannia Airport' would provide six runways and, working on a 24-hour basis, could serve 172 million passengers per year. The runway configuration would reportedly allow three or four aircraft to operate at the same time and in all weather conditions. According to the BBC, the consortium behind the plan has said that the airport could be located within seven years on 'Boris Island', a new purpose-built island in the Thames Estuary. The island would be accessed by rail and sea links and would connect via high-speed rail to multiple U.K. locations. London would also be connected via a one-stop extension of the current Crossrail system. There, passengers would be able to check-in via a dedicated on-land check-in facility. According to Gensler, London Britannia Airport would position the capital as the global gateway for Europe in what would be the world's most innovative infrastructure development this century.

Testrad (Thames Estuary Research and Development), the organization launched by advisors Doug Oakervee and Bridget Rosewell to London Mayor Boris Johnson to drive the proposals, advises that - if approved - its plans would provide an estimated 200,000 direct and indirect jobs. Within its plans, Testrad proposes that Heathrow Airport be 'recycled', which could almost entirely fund the new estuary airport, with LHR's land holding a development value of GBP 45 billion, they say. Testrad proposes the Heathrow land should become a 'technopolis centre for regional high-technology enterprise' as well as providing new homes and parkland for 300,000 people. Testrad's proposals call for developed connective public transportation networks, homes, schools, university and technical colleges, R&D centres, hospitals, cultural facilities and parks", and the organization advises that: "Employment opportunities in service, technology, engineering and myriad other industries will grow to serve existing historic Thames Estuary communities, and boost the regeneration of inner East London." "The project avoids flying over densely populated areas of London and the south east, removing completely the noise contours and impact which have bedevilled millions of people throughout and around London over the past 40 years," a Testrad spokeswoman said. The proposal, which obviously avoids the problems of other land-based airport alternatives, is one of more than 50 submitted to the U.K.'s **Airports Commission**, which was set up by the Conservative government to ascertain the best way to

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meet the country's air transport capacity demands. The Commission is currently assessing the viability of the various proposals before reaching a conclusion after the U.K.'s 2015 general election in an attempt to avoid the decision affecting votes.

Parsons Brinckerhoff, the global engineering consultancy, has been appointed under Gatwick Airport's new Engineering Design Framework to provide multi-disciplinary design services in support of the airport's current and future expansion plans. The new framework was established to procure the fullest range of design activities to support the development, modification, operation and maintenance of physical infrastructure as part of the airport's continuing capital investment programme. The four-year appointment (extendable for a further year) replaces the airport's current architect-led and civil engineering-led design frameworks. Under the framework, Parsons Brinckerhoff will lead the project delivery process with a multi-disciplinary team of specialists including Grimshaw Architects, Gebler Tooth Architects, Chapman Taylor, and Excova. PB specialists will provide the engineering design solutions.

"Gatwick Airport is crucial to the U.K.'s economy and international connectivity," said Parsons Brinckerhoff UK Director of Sustainable Building Services, David Luscombe. "The airport's strategic growth over the next ten years aims to position it as the international 'airport of choice' for the U.K. and Europe, delivering a world-class service to its passengers. This new framework will help ensure that this growth benefits from the very best world-leading design expertise."

#### **SWEDEN**

**Swedavia has announced plans to invest SEK 13 billion** (USD 2.01 billion) **at Stockholm-Arlanda Airport**. The capital improvement programme follows sharp increases in passenger numbers, with over a million more travellers recorded at Arlanda in 2013 alone. Today, close to 21 million passengers travel through the airport and by 2040, the number is expected to rise to nearly 35 million, an increase of just over 2% per year. **The 30-year plan has been split into two phases and aims at increasing the airport's capacity and efficiency**. The first phase, which will extend across a period of ten years, covers the development of Terminal 5, including a new pier designed to handle larger aircraft for long-haul destinations, expanded security areas, and additional commercial space. Swedavia estimates that an initial investment of SEK 7 billion will be made for the first development stage, which will also include additional parking spaces close to the terminal and a new environmentally sustainable operations area. The inauguration of the airport's new Terminal 2 in 2013 was the first step towards long-term development at Arlanda.

"Stockholm-Arlanda Airport plays a key role in enabling Sweden to realise opportunities for national and international exchanges. With this investment, we are enhancing not just the airport's competitiveness but also the potential for continued growth in Sweden," said CEO of Swedavia, Torborg Chetkovich.

The area near the airport will also undergo changes with new and modern office buildings nearby to create a dynamic cityscape. The plan follows the inauguration of Clarion Hotel Arlanda Airport in December 2012. The next step will be the establishment of Sky City Office One, a 15,000-m² office building located next to the airport. "Developing long-term sustainable solutions will be integral to the future Stockholm-Arlanda Airport. This will enhance our attractiveness and is also important since the area around the airport will employ an estimated 50,000 people by the end of the period," said Airport Director Kjell-Ake Westin.

### **FINLAND**

Airport operator Finavia Corporation will launch an extensive development programme at Helsinki Airport with the goal of retaining good flight connections in Finland and improving HEL's position as a leading transit hub in the tightening international competition. The programme, costing about EUR 900 million, will be carried out between 2014 and 2020 and the focus will be on increasing check-in and transit travel capacity and on improving traffic arrangements. The airport is getting prepared to serve 20 million passengers in the early 2020s. Developing the commercial offer is

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closely interlinked with the airport's development programme. "Passengers do not want any hitches and they expect quick transfers, high-quality services, and a wealth of experiences. In a highly competitive environment, the success of an airport depends on these factors, and they must also be the focus areas at Helsinki Airport. One third of all passengers choose their flight routes on the basis of the transit airport," says Kari Savolainen, Finavia's CEO.

The Helsinki Airport development programme 2014–2020 is expected to have an employment impact of 14,000 person-years. It will start in Terminal 2 with capacity increasing measures in the check-in and security control areas; development of the Congress area; automation of check-in and bag-drop activities (all scheduled for 2014); and will be followed in 2015 by transit traffic capacity improvements; more apron stands for widebody aircraft used in non-Schengen traffic; the potential extension of T2 by building a satellite terminal (these works can be implemented in stages in 2015–2020 in accordance with the demand). Finavia is also planning to extend Terminal 2 into the areas of carparks P1 and P2.

The extension of the airport after 2015 will not have any effect on the existing aircraft noise zones because they are not expected to change the manner in which the runways are used. At the same time, more detailed design work will start and final decisions on priorities concerning the new facilities will be made. All available space within the terminals will be reviewed to identify potential commercial use, with space increasing from 11,200 m² to 13,000 m². The use of commercial space will be re-evaluated and reallocated to better meet consumer expectations and maximize sales and revenue.

### **Other regions**

### **PHILIPPINES**

Rehabilitation of Terminal 1 at Manila's 'Ninoy Aquino International Airport' (NAIA) started on 23 January 2014 to mark the Department of Transportation & Communications (DOTC) 115th founding anniversary. The PHP 1.3 billion (USD 28.66 million) project will include structural retrofitting, improvement of mechanical, electrical, plumbing, and fire protection facilities, and architectural works of the decades-old building. The project will be led by the Filipino construction firm D.M. Consunji, which won the DOTC contract to undertake the works in December 2013. The project is expected to take one year to complete and finish by January 2015. Certain areas of the terminal will be closed for renovation during the course of the project's implementation. Closures will be carried out in six phases, each lasting a total of 60 days. Phase 1 of the project is now under way, with affected concessionaires in T1 clearing the area. Passengers will feel the impact, when actual rehabilitation works begin on the initial areas boarded up.

#### **INDIA**

The new Terminal 2 at Mumbai's 'Chhatrapati Shivaji International Airport' (CSIA) was inaugurated on 10 January 2014. International passenger operations will start on 12 February, while domestic operations will be integrated with the terminal from 2015. Built by a private-sector consortium led by GVK, the new integrated T2 is an iconic mega-structure measuring 439,000 m² that will set global benchmarks in airport infrastructure development. Featuring a highly compact design by New York-based Skidmore, Owings & Merrill LLP (SOM), CSIA's annual passenger handling capacity is expected to increase from 32 million to 40 million. Traversing across four-levels, the vertical and compact design of T2 integrating all operations (International, Domestic, Cargo, Ground Handling, Security, Retail, etc.) under one roof, enables enhanced passenger servicing and operational efficiency. There are 208 check-in counters, 60 emigration and 72 immigration counters, 52 boarding bridges, ten baggage carrousels (expandable to 14), served by an automated baggage system handling 9600 bags per hour, 10,900 seats, 102 toilets, 161 elevators, escalators, and travellators. T2 also features 200,000 ft² of retail space, lounges, one day hotel and one transit hotel, and 200,000 ft² of landscaped garden. GVK rebuilt the airfield by upgrading runways and adding new taxiways to ease the congested air traffic. Only in 2011 did it start work on Terminal 2.

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The design of Terminal 2 draws inspiration from India's national bird, the Peacock. The terminal will be home to India's largest public display of art, titled 'Jaya He' (Glory to India), spread across 3 km encompassing all four levels. Artefacts occupy around 80,000 ft² in the departure area and curve along the contours of the building, with delicately-carved doorways, decorative toran art, terracotta horses, lamps, wooden temple chariots, masks, bows of snake boats, mythical creatures and other figures. Reflecting GVK's environment stewardship, T2 was built to be highly energy and water efficient. The terminal will feature a multi-level carpark with the ability to accommodate 5200 cars, making it one of the largest in the country. Access is by a dedicated six-lane, 3.2-km elevated expressway. The INR 55 billion state-of-the-art terminal is LEED Gold certified and is Code F compliant, i.e. ready to handle A380-type aircraft.

Dr G V K Reddy, Executive Chairman, GVK Mumbai International Airport Pvt. Ltd, said: "The opening of Terminal 2 is an important milestone. Over the years, we have developed expertise in executing challenging and complex infrastructure projects. T2 reiterates our commitment towards building a better India." Prime Minister Dr Manmohan Singh said during the official opening that there are plans to develop and operate 50 more airports across the country in Tier-2 and Tier-3 cities under the PPP model. "The success of the T2 (CSIA) should give a boost to other PPP projects in the country which are under implementation or at the planning stage." He said that five such airports in the country now handle about 57% of the total passenger traffic and around 70% of the cargo traffic. -- The five airports with private investment are Mumbai, Delhi, Bangalore, Hyderabad, and Kochi.

#### U.S.A.

In late January 2014, the Hillsborough County Aviation Authority Board approved a budget of USD 928 million for the first phase of Tampa International Airport's master development plan. The capital improvements will transform accessibility and speed of transit. Commercial upgrades and new concession space will also be central to the airport's plans over the next five years. "This is a significant step toward making our 20-year vision for Tampa International Airport a reality, as well as putting thousands of people to work and contributing to the Tampa Bay region's economy," said the airport's CEO Joe Lopano. "These initial projects will help us decongest roadways and curbsides, allow rental car companies to grow, and begin to set the stage for the doubling of passenger capacity projected over the next couple of decades." To cope with these additional uses, the airport's plan outlines USD 48 million of road improvements. Most of this development is scheduled to complete in 2020.

First-phase projects include a USD 417.5 million automated peoplemover leading from the main terminal to a USD 318.7 million consolidated rental car centre, a USD 122.5 million main terminal expansion and other roadway and facility improvements. The first phase, incorporating the APM, is expected to be complete by autumn 2017. Design and construction of Phase 1 of the master plan is expected to create or save more than 9,000 jobs valued at USD 370 million to the economy over the next four years, according to analysis by airport consultant Ricondo & Associates. The first phase is also expected to boost tourism spending in the region by USD 620 million over the next 20 years. Once the first phase of the concession programme is complete by 2018, Tampa Airport expects sales to surge. The first full year after that is expected to generate USD 122 million in concession sales against USD 87 million in 2013. -- The master plan, which was approved by the Board in April 2013 after more than a year of analysis and public meetings, will be funded through bonds, grant funding, and public/private partnerships.

San Francisco Airport (SFO) plans to spend USD 4.1 billion over the next decade to fund a major upgrade of its facilities. The investment will lead to the creation of more than 36,000 jobs, according to San Francisco Mayor Ed Lee, who announced the figures. The main source of money for these capital projects will be general revenue bonds. "SFO's ten-year capital improvement plan ensures that our airport can achieve its goal to create a world-class facility and continue to be a vital source of job creation in Bay Area," said Lee. "SFO is an engine which helps power our local economies, bring tourism and jobs to the entire region and this investment in our infrastructure keeps that engine running strong."

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Capital improvement projects funded by the plan include renovations to the Terminal 3 concourse and security checkpoint areas as well as a full renovation of Terminal 1's boarding area B and the creation of a 400-room luxury hotel within the airport grounds, pending environmental approval. -- SFO handled 44.5 million travellers in 2012. The estimate for 2013's traffic calls for about the same number of travellers.

#### **PERU**

Lima's 'Jorge Chavez International Airport' is to be upgraded under a USD 850 million plan for the staged construction of a new major passenger terminal, increased aircraft parking, a new cargo terminal, three additional access roads, and ultimately a second landing strip and taxiways, according to the Transport & Communication Ministry (MTC). The Ministry has provided 7 million m<sup>2</sup> to Lima Airport Partners (LAP) to start the expansion of the airport in January 2014. Of the total area, 3.9 million m<sup>2</sup> have already been handed over to the concessionaire. The renovation process will be carried out by LAP, granted with a 30-year concession to manage the main Peruvian airport, and it is slated to be ready in 2016. Minister Carlos Paredes stressed that the provision of land is part of the Government's commitment in the sixth addendum signed with LAP, with the aim of renovating the facility and increase its capacity to handle up to 30 million travellers a year. -- Since LAP took over the role of airport operator in 2001, it has invested USD 313 million to improve 'Jorge Chavez Airport'.

#### **BRAZIL**

On 30 December 2013, the national development bank BNDES said it will provide BRL 1.5 billion (USD 635 million) in long-term financing to the private operator Aeroportos Brasil — Viracopos S.A., complementing a BRL 1.2 billion bridge loan it provided at the end of 2012 to the group managing the airport, which includes Brazilian companies Triunfo Participações e Investimentos (45%), UTC Participações (45%) and the French Egis Airport Operation (10%). The bank also agreed to buy part of the BRL 300 million in debentures to be sold by the group at a future date.

UTC, Triunfo and Egis had agreed to pay about BRL 3.8 billion for the rights to operate Viracopos Airport in Campinas, a city about 100 km north of São Paulo, for 30 years. The airport is undergoing construction to expand annual capacity by 14 million passengers ahead of the upcoming World Cup soccer tournament. If passenger growth follows Government estimates, by the end of the concession period Viracopos could surpass São Paulo's Guarulhos International Airport as the country's biggest, with almost 90 million passengers a year. -- Among the three main airports in the state of São Paulo, Viracopos has shown the highest rate of growth in traffic over the last few years.

**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 <a href="https://www.mombergerairport.info">www.mombergerairport.info</a>