

ACI World AIRPORT DEVELOPMENT NEWS

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Focus on South-east Asia

INDIA - A committee in the Prime Minister's Office will review infrastructure projects worth INR 1.5 trillion which include the Kolkata and Chennai airport projects, Mumbai's elevated rail corridor, and an expressway project. A recent meeting headed by Prime Minister Manmohan Singh decided the committee headed by Pulak Chatterji, Principal Secretary to the Prime Minister, would ensure that key infrastructure projects in seven sectors can be rolled out in the next six months under the Public Private Partnership (PPP) mode. **Targets were also set for developing key infrastructure projects, including 51 new low-cost airports, two new international airports at Imphal and Bhuvaneshwar, and eight greenfield airports under PPP schemes.** Many of the new airports would come up in smaller towns such as Bokaro, Vijayawada, and Tezpur across eleven states. A financing-cum-implementation model will also be created for clearing the large backlog of sanctioned projects worth over INR 2 trillion.

After a delay of over three years, Mumbai International Airport Ltd (MIAL) has started the first stage of development on 200 acres of land around the airport in Sahar by inviting Request for Qualification (RFQ) from private developers to build hotels and other hospitality projects in the first phase. The project will be India's first 24x7 business and leisure hub, claims airport operator GVK. Christened as 'GVK Skycity', MIAL says the hotels, convention centres, retail and entertainment centres (including theme parks, shopping malls, and commercial spaces) will be developed on the lines of Bangkok Airport over a period of 8-10 years. Once complete, the project will change the skyline of Mumbai's suburbs. It will also turn the area near the airport into a hub not only for air passengers and business executives but also for local residents.

The project has been designed by the Hong Kong office of the U.S. architectural firm HOK. The land parcel for which the RFQ has been issued is vacant and in the possession of MIAL. Skycity is being built in such a manner that an international passenger who comes there would have the urge to stay there as long as he could. According to reliable airport sources, Maharashtra Urban Development approved the proposal a few months ago and then the RFQ was issued. The delay happened because it took time to remove existing structures from the land parcel. MIAL is already in litigation with HDIL after it terminated its contract with it for failing to shift and rehabilitate slum dwellers from around the airport within the stipulated time. The Government has meanwhile cleared the development project that was stuck over security concerns for some years. – Mumbai's 'Chhatrapati Shivaji International Airport' (CSIA), which is among the busiest airports in Asia, serves 40 million passengers every year.

On 4 July 2013, the Central Government approved the privatization of the Chennai and Kolkata airports, which are currently operated by the Airports Authority of India (AAI) and have been modernized with substantial AAI resources. The new terminals at the two airports might be leased out to private concessionaires who would be asked to pay a compensation for the investments made. AAI decided to privatize the older terminals by bringing in a joint-venture partner to manage operations at the two airports. The new terminals built by AAI in both cities may be leased out to a private concessionaire at a pre-determined fee. Kolkata's 'Netaji Subhash Chandra Bose International Airport' in West Bengal and Chennai International Airport in Tamil Nadu, would be the first checked off the list in the Government's plans to privatize 15 airports across the country. AAI has also sought approval from the Government to raise INR 10 billion through issue of tax-free bonds to develop 50 low-cost airports in the country.

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MALDIVES - President Mohamed Waheed Hassan Manik has pledged to make Male's 'Ibrahim Nasir International Airport' (INIA) a world-class facility after the debacle following the ousting of GMR and the stalling of all development work. Speaking at the ceremony to inaugurate the Food Court area with world renowned food chains Burger King, The Coffee Club, and Thai Express at the airport, President Waheed underlined some of the projects planned for the development of INIA. He said that he was hopeful there would be major investments at the airport and expressed confidence that the Government would soon be able to acquire financing to **build a new runway**. The President further stated that the food court was the first big project in a series of many that would lead to the final destination in airport development. He also underlined the developmental benefits of the project to the country as many young Maldivians would find employment in the new outlets. President Waheed expressed appreciation for The Minor Food Group, a Thai based leading food operator, for taking the initiative to establish world-famous and well-known food chain brands in the Maldives.

MYANMAR - Construction on the new Hanthawaddy International Airport in the Bago region **will begin as soon as a final agreement is reached with the preferred bidder, the Incheon Airport Consortium**. According to U Kyaw Soe, Director General of the Directorate of Airport Standards, Supervision & Inspection, **four consortia had submitted final bids** of which two would be chosen: one as the lead developer and another as a supporting developer. The four applicants were Singapore's Yongnam-CAPE/ JGC Consortium, France's VINCI Airport Consortium, Japan's Taisei Consortium; and South Korea's Incheon Airport Consortium. The terms of the contract have not yet been confirmed, but the airport will be constructed as quickly as possible and would be operated by the winning bidder for the next 50 years. The project, located 77 km north of Yangon Airport, is expected to cost up to USD 1.1 billion and take five-and-a-half years to complete. **It will span 9690 acres (3920 hectares) and be able to handle more than 10 million passengers a year initially**. The construction site is an old airfield, built for Japanese military aircraft during World War II.

Airport construction will be in three phases: The first phase includes a 12 000-ft runway, a terminal for up to 12 million passengers annually, and other airport facilities. The second phase would upgrade the airport to handle 15 million passengers. The runway and terminal facilities will be expanded if the number of passengers rises to 25 million in the final stage. Capacity could later be expanded to 30 million if the Government's ambitions for the site are realised. -- Myanmar currently has two international airports, in Yangon and Mandalay. Both are set for major upgrades.

THAILAND - The country's current tourist boom has stretched major airports beyond their original capacity. While **Bangkok's Suvarnabhumi Airport**, Asia's sixth-busiest, was built to handle 45 million passengers a year, **it is already seeing 53 million passengers annually**. Eventually, the airport could handle as many as 120 million passengers a year. Suvarnabhumi is now getting ready for a new passenger terminal, more parking bays, and a new runway that will enable it to handle 60 million fliers by 2017. Airports of Thailand (AoT) announced that it will spend THB 62 billion (USD 2 billion) on the project.

Expansion projects are also under way at Thailand's two smaller airports, Don Mueang International and Phuket International. The former, located north of Bangkok and reopened in 2012 to help relieve congestion at the main airport, is handling 16 million travellers annually, but was intended to handle only 10.5 million. The renovation of its second terminal is expected to be completed within a year to boost capacity to at least 20 million passengers. Phuket International, which handles travellers heading to Thailand's famous beaches, is stretched as well, with 9.5 million passengers a year, well above the 6 million it was designed for. The airport is now constructing a new terminal and more parking bays. -- Airports of Thailand Plc (AoT) is adopting a fast-track approach to address the capacity shortfall at Thailand's top three airports. The move will accelerate development beyond the existing time lines.

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MALAYSIA - Kuala Lumpur International Airport 2 (KLIA2) will no longer be a low-cost terminal, but Malaysia's first hybrid airport with upgraded Business Class services, alongside total international passenger segregation, said Deputy Minister of Transport, Ab. Aziz Kaprawi. The upgraded services at the airport under construction have been requested by AirAsia. "KLIA2 has an inbuilt segregation of arriving and departing international passengers and from two storeys, the building has become three, contributing to the increase in construction cost to MYR 4 billion (USD 1.2 billion), inclusive of government facilities and infrastructure such as control tower, elevated highway, ERL platform, and utilities. The segregation is also to strengthen safety and address the human trafficking issue," said Aziz.

The Minister of Transport during his recent visit to the KLIA2 site, was assured by Malaysia Airports Holding Bhd's (MAHB) contractors UEM Construction Sdn Bhd/Bina Puri Holdings Bhd joint venture that the **works at the terminal will be completed on 30 April 2014 to enable the 2 May 2014 opening.** The contractors have blamed poor soil conditions for the delay. AirAsia Bhd, the main user of KLIA2, had requested the Government to set up an independent body to probe the much-delayed construction of the new airport. MAHB insists that there is no 'cost overrun' in the construction as any increase in cost is due to an increase in scope to cater to the stakeholders' requirements.

The purpose-built mega terminal some 2 km away from the existing Kuala Lumpur International Airport **has the capacity to cater to 45 million passengers,** with 68 boarding gates, fully automated baggage system, aerobridges, a new control tower, and a 4000-m runway. **KLIA2 has undergone some major design changes in order to address the requirements of all airport users and stakeholders, and to ensure a satisfactory level of comfort and safety for the passengers.**

These changes have included an increase in terminal floor space from 150 000 m² to 257 000 m², in land area from 4.84 million m² to 11.19 million m², in runway length from 2500 m to 4000 m, in the number of boarding gates from 55 to 68, from a two-storey to a nine-storey building structure, from a semi-automated to a fully-automated baggage handling system, and an elevated road from 8 km to 15 km.

'KLIA Aeropolis', the KL International Airport's mega property development project, has immense potentials to emerge as a significant airport city in Asia in the next five to ten years. Prof. John D. Kasarda, Director of the Centre for Air Commerce of the University of North Carolina's Kenan Institute of Private Enterprise, said KLIA, with good connectivity to the city, and Malaysia Airports Holdings Bhd's (MAHB) systematic implementation of components of the aerotropolis concept, would drive the success of KLIA Aeropolis. "There are no real risks to KLIA developing into a major aerotropolis as the airport area has so much land," Kasarda said in an interview. Known as the 'Father of Aerotropolis', Kasarda said KLIA's position as a major aerotropolis would also depend on the amount of investment it attracted. "In the past, airports were mainly perceived as transportation hubs. But today, it has evolved into a much broader concept as a business, leisure and medical destination termed as aerotropolis."

KLIA Aeropolis has a huge landbank of 8966 hectares. Over 2428 ha has been developed. Under the KLIA Aeropolis master plan, 2731 ha has been approved for commercial development. The project, which will have a commercial business district, a free commercial zone, a theme park, hotels, facilities for meetings, conferences and exhibitions, and natural conservation and green tourism zones, is expected to be completed within the next five to ten years. MAHB's General Manager of Corporate Planning, Randhill Singh, said the company had been cautious and systematic in its approach in developing the landbank at KLIA. -- Considered the 27th busiest airport in the world by passenger volume, KLIA handled 39.9 million passengers in 2012 and was expected to grow between 7% and 10% this year. "Given all these positives, we believe the time is now ripe for some very exciting developments to commence," Randhill said. The KLIA Aeropolis development is expected to contribute significantly to MAHB's stated goal of diversifying its revenue base to achieve 60% of its revenue from non-aeronautical sources.

SINGAPORE - Changi Airport Group (CAG) has appointed an architecture and design consortium for the overall design and construction of Changi Airport's Terminal 4. Members of

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the appointed Consortium include: SAA Architects Pte Ltd (Lead Agency), Benoy Ltd, AECOM Singapore Pte Ltd, and Beca Carter Hollings & Ferner (SEA) Pte Ltd. SAA Architects is one of Singapore's leading architecture firms. It has won numerous Building & Construction Authority Green Mark Awards for projects such as the Nex and Jem malls. U.K.-based design firm Benoy is recognized for works such as the ION Orchard shopping mall. AECOM Singapore and Beca Carter Hollings & Ferner (SEA) are renowned civil and structural engineering, and mechanical and electrical engineering consultants, respectively. The appointment of the Consortium follows a design competition which saw five consortia comprising Singapore and internationally renowned firms submitting proposals. The Consortium is now working closely with CAG's operations and development teams to integrate operational requirements into the design of T4 to ensure that the unique Changi Experience is preserved and further enhanced for travellers and staff working in the terminal.

Workshops will be conducted with various stakeholders, including airlines, ground handlers, immigration and security agencies, retail and food & beverage operators, as well as other users to ensure that the T4 design meets the needs of each party. The end objective is to ensure that T4, when operational, will deliver a seamless and refreshing experience for travellers, and also be a place where staff will feel proud and motivated to work. **The two-storey terminal is being designed with the flexibility to meet the operational needs of both regional full-service and low-cost carriers.** Demolition of the previous Budget Terminal is almost complete and groundbreaking for T4 is scheduled for the fourth quarter of 2013, with operations to begin in 2017.

The plans and designs for T4 are being fine-tuned and will be released when ready. Yam Kum Weng, CAG's Executive Vice President (Air Hub & Development), said: "We thank the many participants in our competition. We were impressed with their passion in wanting to help shape Changi Airport's future. The SAA-led consortium delivered the best proposal which encapsulated our vision for T4 by breaking new ground in passenger experience for travellers, while ensuring smooth and efficient operations for airlines and airport agencies. ... Architecturally, the design of T4 will be functional, and yet have its own distinct character compared to the other three terminals at Changi Airport. **Due to height restrictions and the area of the site available, T4 will be smaller in terms of physical space and handling capacity. Our focus for the development of T4 will be on its interior and ensuring that the design and layout continues to be passenger-centric and user-friendly.** It will offer what passengers want - a good range of leisure amenities, convenient facilities and attractive commercial offerings."

Yeo Siew Haip, Managing Director of SAA Architects & Project Director for the development of Terminal 4, said: "SAA Architects has been making our mark on cosmopolitan skylines across the region. We are honoured to be appointed the Lead Agency for the T4 project. Our role is to lead and manage the consortium of specialist consultants from 13 different companies and to work closely with CAG to meet the requirements of multiple stakeholders in order to deliver the new terminal within three years. We are committed to bring the travellers' experience to new heights, contributing to Singapore's goal of being a leading aviation hub." -- **Construction of Terminal 4 will start later in 2013 and work will begin on a third runway next year.** Plans are being finalised for the building of a new complex where the T1 open-air carpark is now located. In the longer term, there is T5, which will be ready in the middle of the next decade, said CAG's Senior Vice-President (Engineering & Development), Koh Ming Sue.

INDONESIA - In a bid to accommodate surging air travel demand, state-owned airport company PT Angkasa Pura I (AP I) is set to expand three crowded airports in Semarang, Central Java; Banjarmasin, South Kalimantan; and Surabaya, East Java, over the next five years. AP I, managing airports in the country's eastern areas, is now assessing the planned projects. Its President Director Tommy Soetomo said that studies were currently being finished for each project and it planned to team up with international partners to build better airport facilities. "We plan to finish all the studies by the end of this year because we have to keep up with the economic growth and rising demand from customers," he said on the sidelines of the Airports Marketing Forum 2013. **"We plan to build at least a new terminal in each airport and they should be ready in the next five years."**

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The increasing market demand can be seen from the rising number of passengers passing through the airports each year. Traffic at Banjarmasin's 'Syamsuddin Noor Airport', for instance, reached almost 4.5 million passengers (+11%) in 2012. In the next five years, the figure is expected to reach 10 to 12 million passengers. Soetomo also said that AP I wanted to turn Juanda International Airport in Surabaya into a hub for business and leisure activities by building a new runway, hangar and business complex in the future. As a first step, he said that AP I was collaborating in a hotel business with the French Accor brand. The firm has recently opened the Ibis Budget Surabaya Airport Hotel with 144 rooms and small meeting facilities. **AP I would collaborate with South Korea's Incheon Airport to develop Juanda**, he added. In addition, AP I's Corporate Secretary Farid Indra Nugraha said that they had just finished a study on 'Achmad Yani Airport' in Semarang, where around IDR 1.1 trillion (USD 112.2 million) need to be invested for a new terminal. "We plan to build a terminal to increase the capacity to 10 million passengers. We are currently waiting for approval from the military because the land belongs to them," he said, adding that the airport's total annual capacity was currently 5 million passengers. Moreover, he said that the development of Ngurah Rai International Airport in Denpasar, Bali was on track and the new international terminal was expected to start operations in September 2013, a month before the Asia Pacific Economic Co-operation (APEC) meeting. The development of the 285-hectare airport, which costs the firm IDR 2.7 trillion, is aimed at boosting its capacity from 9 million passengers to 25 million annually. The project, which began in May 2012, will double the size of the airport's international terminal to 130 000 m² from 65 800 m², while the domestic terminal will be five times larger from the previous 13 000 m² to 65 800 m². A new apron able to accommodate up to 20 widebodied aircraft such as the B.747 and A380 would be built and also a terminal for private aircraft passengers in partnership with ExecuJet Aviation Group from Switzerland.

The State-owned construction firm Adhi Karya is working on a feasibility study for new runways off the coast of Jakarta to help alleviate air traffic congestion at 'Soekarno-Hatta International Airport' as the initial expansion plan is being delayed. State Enterprises Minister Dahlan Iskhan said the current runways have reached their maximum capacity, with up to 69 take-offs and landings in an hour. "There have been 170 proposed flights we had to reject because of that issue," Dahlan told reporters. **The airport is operating at more than double its designed capacity of 22 million passengers per year with more than 51 million passengers using CGK annually**, according to Transportation Ministry data. Airport operator Angkasa Pura II allocated IDR 11.7 trillion (USD 1.09 billion) for a massive makeover that would expand Soekarno-Hatta's capacity and make it a world-class facility handling 62 million passengers annually. The plan included acquiring some of the 830 hectares of land for a third runway and a fourth terminal. However, as the Government - responsible for land acquisition - is in dispute with residents over how much to pay for the land needed, Dahlan is looking for alternatives. "The plan is to build a runway close to shore, as a third runway in the current location is not possible," Dahlan said. The Minister is expecting Adhi Karya to file its study in September 2013, which will also include the possibility of connecting the runway by monorail to the airport, a new terminal, and a toll road built over the sea. -- **Adhi Karya is among a group of state construction and development firms working on infrastructure projects in Indonesia** that are endorsed by the government. The firm has won several contracts to extend a number of airports including Bali's Ngurah Rai International and 'Soekarno-Hatta International' in 2013.

VIETNAM - At a recent conference held by the Ministry of Transport in Hanoi, Vietnam's aviation officials agreed that a major new airport should be built to ease the burden on Ho Chi Minh (HCM) City's Tan Son Nhat International (SGN). "We should have started construction by now, in order to have the first phase completed by 2020," said Nguyen Nguyen Hung, Board Chairman of State-owned Airports Corporation of Vietnam (ACV), which manages the country's 22 civil airports. **The planned airport is located some 35 km outside Ho Chi Minh City in Long Thanh District, Dong Nai Province.** Tran Quang Chau, Chairman of the Aviation Science & Technology Association, said the project should have top priority, given the demand for domestic air travel and Vietnam's ambition to

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make Long Thanh Southeast Asia's next major transit hub. Hung said **a final draft of the report by Japan Airports Consultants (JAC) must be completed quickly so that the Government can submit it to the National Assembly for approval at its October 2013 session. If approved, construction could begin in 2014**, he said.

According to the report, Tan Son Nhat International was not designed to handle the 20-25 million annual passengers expected by 2018-2020, making it crucial that a new airport is built in Long Thanh. The report estimates that the proposed 5000-hectare airport could serve 25 million passengers annually with its initial two runways. When construction of a third runway is completed in 2030, it would be able to handle 52 million passengers a year. After 2030 and with four runways, it could serve up to 100 million passengers, handle 5 million tonnes of cargo, and be capable of completely replacing Tan Son Nhat (which handled 12 million passengers and 278 000 tonnes of cargo in 2012).

JAC provided a scenario for the planned new airport that would have it handle 80% of international flights and 20% of domestic flights that currently serve HCMC. Tan Son Nhat, which was a military base during the Vietnam War, would eventually be used mostly to handle domestic passengers and the remaining 20% of international flights. The consultant said the scenario could create favourable conditions to supplant Tan Son Nhat with Long Thanh airport by 2030. Tan Son Nhat could become a back-up airport, or it could be closed. Japan's Mitsubishi Corp., Taisei Corp., Japan Airport Consultants Inc., and Narita International Airport Corp. used capital from JICA to conduct research on the project.

The total cost to construct the new Long Thanh airport has been estimated at USD 7.8 billion. According to the ACV, investment in the airport can be compared to a likely USD 9.1 billion project to extend Tan Son Nhat Airport in HCM City or USD 7.5 billion to clear Bien Hoa Airport from dioxin contamination. In the first phase of construction, the cost for the new airport would be more than USD 5.6 billion, some 53% of which would come from Official Development Assistance (ODA) loans and the State budget, according to Hung. The rest would be funded by the private sector. Dong Nai's provincial government said more than 10 000 local residents would have their land revoked to make way for the project, spanning 25 000 hectares covering six communes in Dong Nai. The local government has asked that VND 470 billion (USD 22.1 million) be allocated to those residents as compensation and more than VND 6.6 trillion (USD 310 million) be spent to build a resettlement area for them. -- The development of Long Thanh International Airport was initially adopted by the former Prime Minister in 2005. In 2011, Prime Minister Nguyen Tan Dung approved a more detailed project for the airport.

CAMBODIA - Cambodia Airports, of which France-based Vinci Group is major stakeholder, sees tourist numbers taking off and therefore plans to increase the capacity of the terminals at Phnom Penh and Siem Reap to around 4 to 5 million passengers a year. As Phnom Penh Airport will soon reach its capacity limit, Cambodia Airports decided to launch new terminals in Phnom Penh and Siem Reap for an investment of about USD 100 million. Construction of the first phase will start in December 2013 after the projects have been validated by the Government. The size of the cargo terminal at Phnom Penh International Airport will also be increased, following a 50% growth in cargo import and export in 2012.

PHILIPPINES - Various business groups have declared support for a Government plan to implement a two-airport system for Luzon, designating Manila's 'Ninoy Aquino International Airport' (NAIA) as the southern aviation hub and Clark International Airport (CIA) as the northern aviation centre for the region. The plan is seen by the private sector as helping to enhance air connectivity not just in Luzon but also throughout the rest of the country. The stakeholders formalized their support at a ceremonial signing of 'Clark: The Dual Airport Declaration' held recently at the Makati Shangri-La Hotel. The declaration also said: "We are calling for the Philippine government to fast-track development of Clark's infrastructure to meet current and future passenger, carrier and cargo growth." The Government has approved construction of an interim terminal with a 2.5 million passenger capacity, and the Department of Transportation & Communications (DoTC) is studying the possibility of building a

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new budget terminal with a capacity of 10 million passengers for Clark International in support of the Department of Tourism's mandated target of 10 million tourist arrivals by 2016.

In pushing for the dual-airport system, the declaration signatories pointed out the many advantages of making Clark a second international gateway complementing the NAIA, which they said has already exceeded its runway capacity limit. The group noted that Clark is the

fastest growing airport in the Philippines with a 71% passenger growth in 2012 over 2011. Clark's catchment area consists of 23 million people from Regions 1, 2, and 3, as well as the Cordillera Administrative Region and the northern environs of Metro Manila, making Clark the ideal northern airport for Luzon's dual-airport system. Clark is around 80 km or an hour and 30 minutes away from Metro Manila by road or just an hour's drive via the high-speed NLEX toll road, with supporting road infrastructure including the Subic-Clark-Tarlac Expressway and Tarlac-Pangasinan-La Union Expressway.

CIA's runways are considered the best in the country in orientation, length, and capacity, the declaration asserted. Additionally, Metro Clark is an alternative to and an independent economic centre for Metro Manila, anchored by the Clark airport complex, Clark Freeport Zone, and Subic-Clark logistics corridor. Metro Clark's "further and immediate development will contribute to decongesting Metro Manila, increasing economic activity north of Manila and opening new markets for export," the document said. Signatories of the declaration include representatives from Air Asia Philippines, American Chamber Foundation Philippines, Asia Foundation, Clark Investors and Locators Association, DHL Global Forwarding (Phils.), Global Gateway Logistics City, Intercommerce Network Services, Jamco Philippines, Japanese Chamber of Commerce & Industry of the Philippines, Philippine Academy for Aviation Training, Philippine Chamber of Commerce & Industry, Philippine Exporters Confederation, Inc., SIA Engineering, Subic Bay International Terminal Corp., Subic-Clark Alliance for Development, Tigerair Philippines, and United Portusers Confederation.

Other regions

EUROPE

GREAT BRITAIN - The Mayor of London is backing a new airport in the inner Thames Estuary which could open in 2029, as he attacked ministers for "sitting around like puddings" and doing nothing as rival cities abroad build vast airports in an attempt to win a greater slice of global trade. Mr Johnson is submitting three proposals to a Government-appointed Airports Commission, although he suggested that a development on the Isle of Grain would strike the best balance between economic benefits and reducing the negative effects of aviation on local communities and the environment. The plans also include transforming Stansted "out of all recognition" and a new airport built on an artificial island in the outer Thames Estuary off the Kent coast – a project dubbed 'Boris Island' after it received early backing from the Mayor.

In addition to building a new airport to the east of London by 2029, the Mayor proposes that the Government spends GBP 15 billion of taxpayers' money to buy Heathrow, close the airport, and regenerate the area by building up to 100 000 new homes. However, Daniel Moylan, the Mayor's chief adviser on aviation, admitted it could take up to 25 years to completely regenerate the area around Heathrow. Mr Johnson said expanding Heathrow Airport would be "nuts" and also discounted a "dual hub" solution, involving an extra runway at Gatwick, which would do "absolutely little or nothing to increase connectivity," he added.

Shortly after the Mayor's proposals were made, **Heathrow Airport submitted three proposals to the Airports Commission for solving the lack of hub airport capacity in the U.K. by constructing a third runway** to the north, north-west, or south-west of the existing airport. These three options will allow the airport to scale up its capacity from 480 000 flights a year to 740 000. While the cheapest option is estimated to cost GBP 14 billion, the most expensive would come to GBP 18 billion. The two west-side options are preferred by Heathrow over the third option as they deliver a full-length third runway while minimizing the noise impact on the local community and reducing the need for compulsory house purchases. These options are the results of a study undertaken over the last year. As per findings,

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the north-west option was found to perform better on noise and residential property impact. The south-west option performs well on noise and residential impact but is costlier to build with a longer time scale and complex construction. The north option, which is the quickest and cheapest, offers the least noise benefits with the biggest residential property impact. The two west-side options are different from the one proposed earlier by BAA.

Colin Matthews, Heathrow's CEO, said: "After half a century of vigorous debate but little action, it is clear the U.K. desperately needs a single hub airport with the capacity to provide the links to emerging economies which can boost U.K. jobs, GDP and trade. It is clear that the best solution for taxpayers, passengers and business is to build on the strength we already have at Heathrow. Today we are showing how that vision can be achieved whilst keeping the impact on local residents to an absolute minimum." -
- The airport officials believe that the third runway will allow the U.K. to compete with international rivals and provide capacity for the future. It is also being argued that a third runway would provide benefits to the U.K. worth GBP 100 billion. If approved, the new runway could be in place by 2029.

Gatwick Airport has revealed details of its final submission to the independent Davies Commission which is looking at raising airport capacity in the South-East of the U.K. and will report after the next parliamentary elections in 2015. Chief Executive Stewart Wingate said Gatwick wanted a **second runway to be positioned south of the existing airport** and there was a "robust and compelling case" for going ahead with the plans. Building **an extra runway at Gatwick could be privately financed** and was "the best and most deliverable solution".

Several options have been put forward for increasing aviation capacity including the expansion of Gatwick in West Sussex, the expansion of Heathrow, the building of a new hub airport in the Thames Estuary, and greater use of existing regional airports across the South East. Mr Wingate said expansion at Gatwick would cost between GBP 5 billion and 9 billion and the second runway could be open by 2025. The cheapest runway option at Heathrow would cost GBP 14 billion and become operational by 2025 at the earliest. The Gatwick plans had the support of business groups, including the Gatwick Diamond Initiative and Sussex Enterprise and local authorities including West Sussex County Council and Kent County Council. He added: "**A two-runway Gatwick, as part of a constellation of three major airports surrounding London, will also provide flexibility in an industry where the only constant is change.**" Other world cities, including New York, Tokyo, Paris, and Moscow, also operated a multi-airport or 'constellation' system and could handle greater numbers of passengers than cities relying on a single hub.

The airport has set out three options for configuring and operating a southern parallel runway. Gatwick said the first option would have a capacity of 60 to 66 million passengers a year by 2050, compared with Option 2 which could take up to 82 million and the third option allowing up to 87 million a year. Earlier, Mr Wingate said studies had shown the numbers of people impacted by noise from a two-runway Gatwick would range from 3300 to 11 800, and the airport would be able to keep within European and national air quality standard limits.

BULGARIA - All passengers at Varna Airport will now be serviced from the new Terminal 2, officially opened to the public on 27 August 2013. The old Terminal 1 was closed for flights after 41 years of operation. Terminal 2 was designed with contemporary interiors and features modern passenger service systems. The terminal also has shopping areas, cafes and restaurants. The design aims to maintain the holiday mood of passengers during their stay at the airport and includes characteristic elements of Bulgarian architecture and nature. At 20 000 m², the new passenger service area in Terminal 2 is approximately three times bigger than that of the old terminal. Construction of the BGN 75 million T2, built in 20 months, is the largest investment made at Varna Airport in recent decades. Its construction was part of the airport operator Fraport Twin Star Airport Management's investment programme. "The new terminal has capacity for 1.8 million passengers and a total area of 20 000 m², which could be extended, if needed," said Dimitar Kostadinov, Director of Varna Airport. Terminal 2 boasts to be one of the most modern airport facilities in Bulgaria and has the most contemporary service

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systems. -- Varna Airport, located near the northern Black Sea coast, is the third largest in Bulgaria after the Sofia and Burgas airports.

AFRICA

KENYA - On 7 August 2013, a massive early-morning fire destroyed the International Arrivals Hall at Nairobi's 'Jomo Kenyatta International Airport, forcing the closure of East Africa's largest airport and the rerouting of all inbound flights. Flights already en route were diverted to the coastal city of Mombasa, to Dar es-Salaam, Entebbe, and the Kenyan cities of Eldoret and Kisumu. No serious injuries were reported, but two people were treated for smoke inhalation. The fire broke out on the 15th anniversary of the bombings of the U.S. Embassy buildings in Nairobi and Dar es-Salaam, but there were no immediate signs of terrorism.

Dark black smoke was visible across much of Nairobi as emergency teams battled the blaze. Passengers reported a slow response by **the airport's fire brigade which may not have had enough fire engines available to respond. Some of the CFR vehicles on site were from private security firms.** The fire raged for more than four hours before being contained, though flames still persisted two hours later. The fire gutted the International Arrivals Hall, where passengers pass through immigration and retrieve their luggage. The Kenya Airports Authority has closed the airport until further notice, but arrangements are being put in place to restore normal operations.

Leaders across the world and development partners have meanwhile pledged to support the Kenyan government in the rehabilitation of Nairobi Airport. U.S. President Barack Obama, who spoke with President Uhuru on phone, offered America's support following the devastating fire. Leaders from the East African region said they would allow Kenya to use airports in their countries until the rehabilitation is complete and senior executives of the World Bank also said they would give their immediate financing offers for rehabilitating JKIA. APA Insurance, the insurer of the Kenya Airports Authority (KAA), said it will take full responsibility for the losses incurred and had sent loss adjustors to the site to take stock of the damage. In the meantime, Transport Cabinet Secretary Eng. Michael Kamau said **KAA will establish a temporary terminal as restoration efforts continue.**

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