

ACI World AIRPORT DEVELOPMENT NEWS

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Focus on Africa

MAURITANIA

Located on the main road between Nouadhibou and Nouakchott, 25 km from the city, **the new Nouakchott International Airport will have a capacity of 2 million passengers and will be able to receive new generation aircraft like the Airbus A380.** The development of the airport will be carried out in accordance with ICAO and IATA guidelines. The project includes a passenger terminal, a cargo terminal, two Category 4F runways, aircraft parking, a presidential lodge, a technical block, a control tower, auxiliary buildings for the optimal operation of the airport, and housing for on-call staff. The airport will ensure a high level of service (IATA 'B' level) with stable traffic conditions, few delays, and a high level of comfort for passengers and their luggage. -- Egis has carried out studies and supervision of works for the new Nouakchott International Airport. The supervision includes EPC support, consultancy for approval of design plans and works, site management, assistance with operational acceptance, and the airport's transfer of operations. Developer: Najah for Major Works (NMW) S.A., which is part the local Groupe Ahmed Saleck Mohamed Lemine (ASML); Architect: Créa Aménagements (Mauritania).

GHANA

President John Dramani Mahama has announced that the Government would build three new airports to augment the existing ones and make air travel accessible to all Ghanaians.

The new airports would be sited at Ho, Bolgatanga, and Cape Coast. President Mahama made this statement when he broke the grounds for work on the **expansion project of Tamale Airport**, which will be turned into an international airport for the Northern Region. The USD 100 million Phase 1 of the expansion programme would include installation of aeronautical ground lightening, extend and expand the runway up to 4,000 m with additional aprons, a perimeter road, and a security fence, upgrading the airport to accommodate Boeing 747s. President Mahama said with the globalization it was expedient for the Government to upgrade facilities at various airports to current international standards. He said apart from Tamale Airport, similar upgrading would be provided at Kumasi Airport in order to have three international airports, while the Takoradi and Wa airports would get permanent terminals.

IVORY COAST

Abidjan Airport is getting a 3700-hectare aerotropolis, called Aérocity d'Abidjan, which will eventually provide jobs for up to 30,000 people. Of the total area. 70 hectares will initially be used for aviation and logistics-related activities, 77 hectares for services, 20 hectares for commercial and leisure

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activities, 25 hectares for an exhibition centre, 260 hectares for green belts, 92 hectares for residential zones, and 35 hectares for a city park.

NIGERIA

President Goodluck Jonathan has inaugurated 'Sir Ahmadu Bello International Airport' at Birnin Kebbi in Kebbi State with a call on commercial airline operators in the country to bring down airfares in order to attract more patronage. He also said **the Federal Government was committed to completing all airport rehabilitation projects for the rapid development of the country.** The President noted that the inauguration of the new airport was evidence for the growing size of the nation's aviation industry. Jonathan emphasized that with the advent of the Peoples Democratic Party (PDP) administration, no fewer than six states - Kebbi, Bauchi, Delta, Jigawa, Akwa Ibom, and Gombe - had developed and completed airports in the country. The Kebbi airport was initially conceived as an airstrip in 2005 by former Governor Adamu Aliero, but upgraded to an international airport with state-of-the-art facilities at a cost of NGN 7.8 billion in order to handle Boeing 747 aircraft.

ANGOLA

At least 15 million passengers will pass annually through the new international airport of Luanda, under construction at Bom Jesus in the municipality of Icolo e Bengo in Bengo province. Completion is scheduled for mid-2017. According to State Secretary for Construction, António Flor, 10 million passengers of the annual total will be international and the remaining 5 million domestic passengers. Flor remembered that in the longer term the airport could reach 60 million passengers and could rival Johannesburg as a hub in Southern Africa. Works on the construction site are divided into four areas: the airfield zone, terminals, air traffic control area, and support facilities. The new international airport is being built 40 km southeast of the centre of Luanda on an area of 1,324 hectares and will have two runways, 3,800 m and 4,000 m long, of which the southern one will be suitable for the Airbus A380. The terminal will cover an area of 160,000 m² with a capacity of handling up to 13.152 million passengers per year initially. The cargo terminal of 6,200 m² has a capacity of 35,000 tonnes per year. A highway and express rail link are two possible options to connect the new airport to the capital. The airport is being built by a consortium of China International Fund Ltd (CIF Airport Construction) and Brazil's contractor Odebrecht. The cost of the airport is estimated by several sources at around USD 3 billion. A Chinese credit line is financing the project, though details are scarce. – Luanda's existing airport, 'Aeroporto Internacional Quatro de Fevereiro', is bursting at the seams despite renovation and expansion. Elsewhere in the country, the newly refurbished airport in Luena opened for operations in August and the one in Uíge reopened in September 2014.

MOZAMBIQUE

The new international airport in the northern port city of Nacala was inaugurated officially by President Armando Guebuza on 13 December 2014. The USD 250 million airport has a 3,400-m runway capable of receiving Boeing 757s and 767s and had been under construction since September 2011 with financial assistance from Brazil. BNDES, Brazil's state-run bank, had earmarked some USD 200 million for building the airport by Brazilian contractor Odebrecht. Brazil's Fernandes Arquitectos Associados designed the airport, and Figueiredo Farraz Consulting & Project Engineering has also worked on the one-storey development. The heart of the design is a central hall, featuring a mezzanine, where retail and food concessions, administration and operation offices will be situated, along with the airport's main waiting and lounge area. Nacala's terminal has 16 check-in desks, two departure lounges (for domestic and international flights), and capacity to handle half a million passengers per year. There will also be a cargo terminal capable of handling 4,600 tonnes annually. Ethiopian Airlines and South African Airways are reported to be interested in using the airport, while the first company to operate out of Nacala is the national airline LAM (Mozambique Airlines) with three flights a week between Maputo and Nacala. In May 2014, LAM revealed that it is considering using its new Boeing 737s (which are due to arrive in May 2015) to fly from Nacala to Dubai in the United Arab Emirates and to Mumbai in India. – **Nacala Airport is the**

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country's fourth major civil aviation investment of the past decade. The others are the complete reconstruction of domestic and international terminals at Maputo Airport, the rehabilitation of Pemba Airport in the far north, and the transformation of Vilankulo Airport in Inhambane province into an international airport, aimed essentially at the tourist trade.

ZIMBABWE

The upgrading of Victoria Falls International Airport, which includes an additional terminal and runway, scheduled for completion by late April 2015, will be delayed by three months.

The extension has been necessitated by procurement bottlenecks and rains. After clearing these bottlenecks, completion of the Chinese EximBank-funded USD 150 million project has been moved to July 2015. The project was 50% complete by the end of November 2014. Site Engineer Owen Nyama said rains that fell last season saw the Chinese contractor requesting more time. **The project is set to transform the airport to international standards** enabling it to handle bigger aircraft. Civil Aviation Authority of Zimbabwe CEO David Chawota said it was envisaged that upon completion, international airlines would fly directly to and from Victoria Falls with long-haul, widebody jets, unlike at present where only national and regional airlines use the airport.

Construction work aimed at upgrading the airport includes a three-storey international terminal and a new 4,000-m by 60-m runway while the existing runway will be strengthened and used as a full-length taxiway. A new control tower with state-of-the-art equipment and a new fire station will also be built, the aircraft parking area will be extended, and a new carpark built to accommodate 400 vehicles, as well as provide for long-term parking. According to Ronnie Masawi, Airport Manager, the new runway will cater for widebody aircraft, and the new International Terminal will be able to handle 1.2 million passengers annually. The project will see the existing terminal building upgraded and turned into a domestic terminal. A new landside and airside road network will also be provided.

The project's main contractor is China Jiangsu International. Transport Minister Obert Mpofu said: "This is a clear testimony of our close links with China and confirms the capacity of Chinese companies in doing business at that high level," He added that more work still needs to be done at Harare International Airport and other tourist airports like Kariba and Buffalo Range. The Government has demonstrated commitment to supporting aviation infrastructure through the introduction of a levy that is being used to fund refurbishment work.

ZAMBIA

National Airports Corporation Ltd (NACL) says construction of the new passenger terminal at Lusaka's 'Kenneth Kaunda International Airport' (LUN) is expected to start soon, and upgrade works at two other major airports will be announced in due course, pending funding modalities to be agreed with the Government. In an interview, NACL Managing Director Robinson Misitala said that preliminary works had since been completed with actual construction works expected to start following a final consultative meeting with stakeholders. He said construction of the KKIA expansion project would be prioritized. "What we have agreed is that there are priority facilities like the terminal building, fire station, control tower, and the VIP facility. He said NACL was expecting to state its position on when **upgrade works at Ndola's 'Simon Mwansa Kapwepwe International Airport' (NLA) and Mfuwe International Airport (MFU)** would start after funding modalities with the Ministry of Finance are finalized.

The new Lusaka Airport will get a two-storey terminal building of 34,500 m² with 22 check-in counters, 12 border channels, and 6 security check counters; a VIP terminal (4,000 m²); a new air traffic control building and tower (2,000 m²); a new NACL office/shops complex (1,200 m²); an airport hotel of 80 rooms (to be constructed in phases); a new carpark (22,200 m²) although the existing one is large enough; a new cargo terminal (5,000 m²) and new aprons and taxiways.

President Michael Sata had commissioned the KKIA construction and expansion project in November 2013. The total cost of the project, which will turn Lusaka into a regional aviation hub, is USD 385 million. The building of the terminal will be done by a consortium of China Jiangxi and

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local consultants to be led by Asphalt Roads Zambia. It will allow the redesigned airport to handle 4 million passengers a year, double its current capacity. – Zambia is at the centre of two regional growing markets and, therefore, offers immense opportunities for both local and foreign investors. The Southern African Development Community (SADC) has about 277 million people and a GDP of USD 575.5 billion while the Common Market for Eastern and Southern Africa has a population of roughly 459 million people and a GDP of USD 508 billion. "In this vein, Lusaka which is about 2 hours away from most sub-regional capitals by air, is therefore ideal to be a regional hub for passengers and cargo," President Sata said.

TANZANIA

The USD 66 million expansion project at Mwanza Airport that began in June 2012 is scheduled to finish in October 2015. The Lake Victoria airport has already earned international status since construction began and, upon completion, will become a transport hub in the Great Lakes region with the capability of welcoming larger aircraft, including Boeing 747s. The expanded airport will be able to serve over 2 million passengers annually from the current 500,000 passengers a year. Expansion and improvements to the airport include the renovation of the control tower, lengthening of the runway from 2,000 m to 3,300 m, and improvements to the departure and arrival terminals, the parking areas for passenger and cargo aircraft, and for cars. The Beijing Construction Engineering Group (BCEG) of China is charged with completing the project using the USD 53 million in funding from the Tanzania Government, combined with a USD 13 million loan each from the Arab Bank for Economic Development in Africa (BADEA) and the OPEC Fund for International Development (OFID).

Mwanza Airport Manager Ms Esther Madale pointed out that expansion activities at the airport were going on smoothly, as the contractor has already started the second phase of gravel level building before upgrading all runway areas to tarmac level. The Chinese group had earlier reportedly threatened to pull out of the project after the Government delayed the release of funds.

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KENYA

On 5 November 2014, **Agence Française de Développement (AFD) and the Kenya Airports Authority (KAA) signed a non-sovereign loan agreement of USD 66 million for rehabilitating Mombasa Airport's airside pavements, including airfield ground lighting and the upgrading of power and water supplies.** The loan will also be used to provide environmental and social enhancement measures. The financing scheme, the first of its kind to be signed by the KAA, is very innovative: a credit without the guarantee of the Government of Kenya. This demonstrates that AFD trusts the KAA to reimburse the loan and that AFD can support key investment projects which are in line with the Government's policy – Vision 2030 for projects of parastatals without Treasury guarantee.

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The project aims to improve the quality and the safety and to reduce the maintenance cost of Moi International Airport (MBA), the second largest in Kenya. The airport has recorded a significant growth of traffic over the last 30 years. More than eighteen airlines (charter and scheduled) serve connections to more than twenty cities in the region and in Europe. Mombasa and the Coastal region are renowned tourist destinations, welcoming more than one million tourists annually. The city is also a commercial and business platform in the East African Community with the port of Mombasa being the hub port of the region. Moreover, improving air connection between Mombasa and Nairobi is key to providing an alternative to road travel. The civil aviation sector plays a major role in Kenya, both for the integration of the Kenyan economy in East Africa and its integration into the international economy, and for the development of international tourism and exports, particularly horticultural products.

ETHIOPIA

ADPI, the French consultant, has been awarded the consultancy contract for the passenger terminal expansion project at Addis Ababa's Bole International Airport. When the Ethiopian Airports Enterprise (EAE) floated an international bid for supervising the construction of a state-of-the-art passenger terminal at a cost of USD 250 million, 38 companies bought the bid documents. Only five international consulting firms later submitted bid proposals. **The winner will also conduct a research for the new mega airport project which is planned to be constructed outside of Addis Ababa.** EAE is contemplating building a giant international airport in a low-land area outside of the capital and has already identified three locations. Reports indicate that the new airport forms part of a new metropolitan capital master plan.

Expansion work at the existing passenger terminal is already under way by China Communications Construction Company (CCCC). A loan for the cost of the project was secured from the Export-Import (EXIM) Bank of China. The new terminal will house boarding areas, lounges, recreation centres, shopping malls, offices and other facilities. New boarding gates, boarding bridges, and new parking areas are part of the expansion project which is aimed at transforming the passenger terminal into a state-of-the-art facility and boosting its capacity. The expansion work being carried out includes constructing a new passenger terminal as an extension of the current terminals, and a new VIP terminal. The latter is the first of its type in Ethiopia. It will be dedicated to leaders, senior government officials, diplomats and other dignitaries and will have various saloons, lounges, conference rooms, recreation centres, duty-free shops, an IT centre, and an exclusive parking lot. -- At present the two terminals at Bole International accommodate 6.5 million passengers every year. When the new terminal is completed, the airport will have an annual capacity of 25 million passengers.

The Ethiopian Airports Enterprise (EAE) is seeking bidders for the construction of Hawassa Airport, the design of which has been completed. The airport's blueprint comprises an airfield which has been designed by the Transport Construction Design Enterprise (TCDE). The terminal has been designed by a private consulting firm named Bereket Tesfaye Consulting Architects and Engineering and will comprise a five-storey building with a VIP lounge, security check points, baggage handling, restaurant, kitchen, and a terrace. Construction of the airport and terminal were scheduled to begin by the end of 2014. Upon completion, Hawassa will be Ethiopia's 19th airport.

-- Hawassa, 275 km south of the capital, is a predominantly tourist spot and the capital city of the Southern Nations, Nationalities and People's Region (SNNPR). In 2005, the city received a total of 631,000 local and international tourists. Hawassa is home to the BGI Brewery, Millennium Pepsi Cola Plant, Hawassa Textile Factory S.C, several hotels, and an industrial zone.

DJIBOUTI

President Ismail Omar Guelleh, on 19 January 2015, laid the foundation stones for a new major airport in Ali-Sabieh and a smaller one at Ras Syan, costing a combined total of USD 599 million. "The project, its scope, and the ripple effect on other areas of activity, is an historic opportunity to jump-start the economy of the entire region," Guelleh said during the ceremony at the

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future capital airport. Named after Djibouti's first President, the new 'Al-Haj Hassan Gouled Aptidon International Airport' at Bcidlele, 25 km south-west of the present airport, will be able to serve 1.5 million passengers annually from 2018, with a 2800-m runway in Phase 1, to be lengthened to 3,600 m in Phase 2. It also will be equipped to process 100,000 tonnes of cargo annually and is expected to create around 500 jobs. -- The budget also covers construction of a smaller, 350,000-passenger/year airport called 'Al Haj Ahmed Dini Ahmed International' named after the former prime minister. It will be located at Ras Syan near the Sept Frères islands tourist area, some 300 km north of Djibouti City and will be completed by 2016. It will get a 3,000 m by 60 m runway. **Contractor for the airports is China Civil Engineering Construction Corporation (CCECC).**

Moussa Ahmed Hassan, Djibouti's Minister for Equipment & Transport, said: "The investment in transport infrastructure in Djibouti will act as a catalyst for economic growth and development. The airports form part of the major transport infrastructure investment programme, enabling the country to build on its position as a key regional trade hub." -- The two new international airports will complement Djibouti's existing USD 5 billion seaport investment plan. Djibouti will start work on liquefied-natural-gas and crude-oil terminals in 2015, which will add to four new ports already being built that will quadruple cargo handling to almost 80 million tonnes annually. A direct rail link with Addis Ababa is also currently under construction and will be completed later in 2015. Djibouti's economy is forecast by the World Bank to grow 6.5% in 2015, the highest estimate for the whole of the MENA region.

EGYPT

President Abdel Fattah al-Sisi has inaugurated development works at Hurgada International Airport, including a new passenger terminal and the expansion of Hurgada harbour at a total cost of EGP 170 million. In a short statement, the President stressed the importance of working as quickly as possible with the aim of satisfying the ambitions of Egyptians as the coming stage will witness the inauguration of many development projects. The President inspected development works at Hurgada International Airport and spoke with many tourists and Egyptians at the airport to get acquainted with their opinion on the new developments aimed at serving passengers and maintaining their safety. – President al-Sisi has also issued directives to prepare a traffic plan for the area of Cairo Airport and ordered to complete development work at Cairo Airport, including a comprehensive logistics service area, a free-trade zone, hotels, and a conference centre.

The Islamic Development Bank (IDB) has approved USD 230.2 million for the second development phase of Sharm el-Sheikh Airport, after previously having allocated USD 226.8 million to the project, which seeks to increase the annual capacity from 7.5 million passengers to 18 million to become Africa's third biggest airport after Johannesburg and Cairo. The project will take four years to complete. The IDB will provide funding in the form of a leasing contract, one type of Islamic funding, and the Ministry of Finance will provide Government guarantee of repayment.

"With the new approval, IDB contribution to the project reaches USD 457 million," the bank said. The newly approved funds come as part of the USD 814.2 million package the IDB will provide to 'Muslim communities' in countries such as Lebanon, Bangladesh, and Uzbekistan. The bank stated that the approved financings will be allocated to various sectors such as air transport, power, water, roads, and human development in the 56 member countries of the IDB. The bank will also be providing education and vocational training in Muslim communities in non-member countries. – The IDB is a multi-national bank located in Saudi Arabia, which holds a 26.5% stake, making it the largest shareholder, while Egypt owns 9.22%. Libya, Iran, Turkey, United Arab Emirates, Kuwait, Pakistan, Algeria, and Indonesia also own shares in the bank.

Cairo Airport Company now is the operator of Cairo International Airport, which since 2005 and until the end of January 2014 had been managed by global airport operator Fraport AG. The German company claims its nine-year management contract at the airport was a great success. In

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February 2014, Fraport's Chief Financial Officer, Dr Matthias Zieschang, said it had been "a win-win project for both, Cairo and Fraport".

Cairo International Airport's Terminal 2 is currently being refurbished and expanded by Turkish construction firm Limak Holding. The USD 387 million project – financed by the World Bank – started in January 2012 and is scheduled for completion in 2015, when the complex will be equipped to handle 8.5 million passengers annually. It follows on construction of a third parallel 4,000-m runway, a seasonal terminal with capacity to accommodate 3.5 million passengers annually, and an automated peoplemover. An extended Metro Line linking Cairo Airport with Giza is expected to become fully operational by 2019. Elsewhere in Egypt, Hurghada is set to get a new 91,500-m² terminal capable of handling 7.5 million passengers a year and a second 4,000-m runway, built by the local company Orascom Construction Industries (OCI). Plans are also on the table for a capacity doubling, USD 350 million third terminal at Sharm el-Sheikh and terminal extensions at Abu Simbel, Marsa Matrouh, and Taba.

LIBYA

The impact of 2011 uprising that led to the fall of the Ghadaffi regime continues to be felt in Libya today in terms of the uncertainty over whether previously planned projects at a number of gateways will either start or be completed. Work on the USD 825 million upgrade of Benghazi's Benina International Airport, for example, was interrupted by the uprising and has yet to resume. It included plans for a new Aéroports de Paris Ingénierie (ADPi)-designed terminal, runway and apron. The airport now plans filling the void by opening a new temporary passenger terminal, being built by Korea's Nemo Partners. That company also began work on a new terminal at Misrata Airport in 2013, and there is positive news elsewhere as work has begun on a new USD 450 million terminal at Sebha with a capacity to accommodate 3 million passengers annually. The terminal has also been designed by ADPi. The Libyan Civil Aviation Authority – responsible for the development, management and operation of the country's 25 airports – says that work has restarted on the USD 2.5 billion expansion of Tripoli International Airport. The multi-faceted expansion project originally included plans for new ADPi-designed 175,000-m² East and West terminals to be built by an international consortium comprising Brazil's Odebrecht (50%), Athens-based Consolidated Contractors Company (25%), and Turkey's TAV Construction (25%).

ALGERIA

Spain's engineering and technology group SENER is a key player in infrastructure development in Algeria. Present in the country since 2005, where it has a subsidiary company based in Algiers, it has been awarded a **contract for control towers** by Entreprise Nationale de Navigation Aérienne (ENNA). In a consortium with an architectural firm, SENER designed the control towers of the airports of Algiers, Oran, Constantine, Gardaïa, and Tamanrasset, being responsible for the development of aeronautical engineering, the equipment, and the building structure. The company has also prepared the master plan for the development of Algiers Airport.

MOROCCO

A large number of projects have either recently been completed or are under way at the country's smaller airports. They include terminal facelifts at Agadir and Dhakla; runway upgrades at Bengueric and Benslimane; new lounges, equipment and infrastructure at Al Hoceïma, Laayoune, Oarzazate, and Tangier; construction of a new 1,200-m² terminal at Errachidia; a new terminal building and take-off runway at Oujda; and a new terminal at Tan Tan. The projects come with a combined price tag of EUR 320 million, of which EUR 240 million will come from the African Development Bank (AfDB) through a loan arrangement. Elsewhere, projects to expand the terminal building at Casablanca's 'Mohammed V Airport' is close to completion. The gateway is also getting a new 30,000-m² cargo terminal capable of handling 150,000 tonnes of freight per year and has unveiled plans for a new 50,000-m² Terminal 4 and a third runway. Marrakech-Ménara Airport is looking to construct a new 50,000-m²

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Terminal 3, which will increase its annual capacity to 10 million passengers by 2016. The project, which will be financed through a loan from the AfDB, follows on the planned expansion of Terminal 2 and the soon-to-be completed extension of T1. Also included is an apron expansion for eight additional short/medium-haul aircraft and seven long-haul aircraft, and a 1,000-space carpark. In 2014, Ménara Airport handled 4,034,410 passengers (+5.38%).

Other Regions

INDIA

The new National Democratic Alliance (NDA) government has decided to develop four airports in public private partnership (PPP) mode instead of fully privatizing six airports, as planned by the previous UPA government. The four airports to be developed are Kolkata, Chennai, Ahmedabad, and Jaipur. The Government - through the Airports Authority of India (AAI) - has already put out new RFQ (required for qualification) documents for private parties to bid accordingly. Though the Guwahati and Lucknow airports were also to be privatized, the new Government has decided not to do so as they were no takers for them. The AAI, facing a changed business scenario as more airports are run under PPP mode, will focus on maximizing non-aeronautical revenues.

"The reason for scrapping the earlier plan was disagreement between the Government and the private players over concession agreement," said a senior AAI official. The private player will have to spend INR 4.72 billion within three to five years upon completion of the bidding process which begins with private players filling in the RFQ by the end of January 2015 and will end in three months. In the previous plan, the private player had to spend INR 7 billion. According to officials, AAI will also make concerted efforts for augmenting the business potential in the cargo business which hitherto has not been exploited to its full potential.

The AAI has built a new terminal and other aeronautical infrastructure at Ahmedabad at a cost of about INR 6 billion. Private players are expected to build a domestic terminal, resurface the runway and taxiways, set up a Cat-2B lighting system at approach (for operating flights in low visibility), relocate the existing Met Office, expand the apron for the new terminal, erect an operational boundary wall on the cantonment side, and modernize both the airport's landside and airside.

AUSTRALIA

Adelaide Airport will begin work on a major terminal expansion, a 250-room hotel, and an office complex within five years after the Federal Government approved AUD 1 billion of investment. The airport's Managing Director Mark Young said planning for the three key projects would be progressed in 2015, with construction expected in the next two to five years. "Terminal expansion is something that is required," he said. "We'll do 8 million passengers this year and the original terminal design was for something a little bit less than that. We are down to final detailed designs for the terminal expansion and will be commencing stakeholder negotiations very shortly. For the hotel we believe the time is right - we'll be putting it to market during the course of the year - looking for a developer and operator."

The Government has signed off a 30-year master plan for the airport, which forecasts AUD 1 billion to be spent in the next five years on major projects, including an expansion of the southern end of the main terminal. The expansion plan shows an ultra-modern international airport. The master plan released in October 2014 - a document required under the Airports Act 1996 for Australian airports every five years to guide development strategies - forecasts an annual 3% increase in aircraft movements over 20 years. Other infrastructure projects planned for the next five years include an expansion of the international arrivals hall, additional international arrival gates, an expansion of the main security check point, and more retail space and airline lounges. In the longer term, a light rail corridor has been mooted, allowing for a possible future tram link to the city and there is a plan to triple the number of domestic and

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international terminal aerobridges by 2044, accommodating new-generation aircraft including the A380 and Dreamliner.

"The approval of our master plan allows us to plan and commit to appropriate levels of infrastructure to stay ahead of our growth and maintain our reputation as one of Australia's most modern airports," Mr Young said. "We're confident we can bring our 30-year vision to life within the framework put in place by the master plan." Adelaide Airport is South Australia's largest employer at a single site. About 8,500 people work within the airport precinct, and there are a further estimated 9,000 jobs across the state associated with airport activity - a total of 17,500 jobs. Mr Young expects this to grow to 37,500 jobs within the 20-year forecast. -- Adelaide Airport's annual passenger numbers are forecast to increase from 807,000 in 2013 to 2.81 million in 2034 for international flights, and from 6.1 million in 2014 to 14.1 million by 2034 for domestic flights. However, there are no proposals to change the 11 pm to 6 am curfew.

INDONESIA

The Regional Government of the tourist resort province of Bali will accelerate preparations in 2015 for the development of a new airport in Buleleng Regency because the project has been included in the National Mid-Term Development Plan," according to Ketut Artika, the head of Bali's Transportation Service. He said that next year the project was expected to have entered a number of preparation phases, including a feasibility study and site selection. "Although officially no location has been decided, yet considerations tend to point to the eastern part of Buleleng," Ketut said. Other stages of the new airport project included the master plan, an environmental impact analysis, and other studies. There will be discussion on whether the new airport will be managed by the private sector, the Government, or by a public-private partnership. Besides drawing up a plan for the construction of the airport in Buleleng, the Government has also designed a number of supporting studies, such as road infrastructure leading to the eastern region of Buleleng. The plan to develop the airport - which is expected to reduce the capacity problems of Denpasar's Ngurah Rai Airport - was initiated in 2010. Ketut said his office had calculated that the number of passengers that could be accommodated by the Ngurah Rai Airport would reach 14 million in 2015. Currently, the number of passengers increased by 14% per annum and in 2025 the number of passengers is expected to soar to 25 million people. "Ngurah Rai has a high potential, but it is impossible to construct another runway to match the surge in air traffic," he said.

CHINA

Chinese regulators have approved the construction of a new USD 11.2 billion airport in Chengdu to cater to rapidly growing passenger traffic, marking the second massive airport investment within a year. Chengdu's new airport will have three runways and will be capable of serving 40 million passengers a year and 320,000 aircraft movements annually. Featuring a 520,000-m² terminal complex, the airport will be able to handle the world's largest passenger aircraft. "China is working on easing congestion at major airports, which is leading to prevalent delays and increasing passenger frustration." With construction anticipated to start by the end of 2015, the airport is set to be ready by 2025. The latest plans would make Chengdu the third major mainland city in China to have a second airport, after Beijing and Shanghai. Claimed to be the fifth busiest airport in China, Chengdu's existing Shuangliu International Airport already is a hub for domestic and international operations. -- China has seen rapid passenger traffic growth, with its airports catering to over 754 million passengers in 2013, up 11% from 2012 and 86% from the past five years.

PERU

Work is on-going on a USD 1.06 billion expansion of Lima's 'Jorge Chávez International Airport' by concessionaire Lima Airport Partners (LAP), plus USD 488 million in the modernization of the country's regional airports, according to a statement by Transport & Communications Minister José Gallardo. The airport will require a significant investment programme to execute the construction of a second runway, as established in the concession agreement with LAP and

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to expand the airport to meet future demand. Construction of the new runway is expected to begin in 2016 after the successful transfer of land by the Government. This is expected to occur at the end of 2015 when the Nestor Gambetta tunnel, which traverses the land, is completed. As established by the Concession Agreement, LAP will have five years to complete the second runway, after 100% of the land for the runway is received. Construction of the new terminal is expected to be carried out in phases in order to allow flexibility of timing so that capacity demands are met as reached. -- In 2014, Peru received about 3 million tourists, generating USD 3.3 billion in revenue and the industry is expected to grow 9% in 2015, according to the Ministry of Trade & Tourism.

BRAZIL

According to Brazil's new Minister of the Civil Aviation Department, Eliseu Padilha, much will be done in 2015, the first year after the recent election. The year begins with several changes that have occurred in the Government's management team. On 6 January, Eliseu Padilha, who also was Minister of Transport in 1997, took over the Ministry of Civil Aviation Secretariat. According to him, regardless of the signs given by the new Finance Minister, Joaquim Levy, that the new government will cut spending, there are plenty of resources for the regional aviation programme, which will be a priority of his administration. The funding for the programme will be done by the National Civil Aviation Fund (FNAC), which should raise BRL 4.2 billion this year. "Aviation has its own resources, it does not depend on the Union transfers", he said. The Minister also said that he will spare no effort for the first biddings of the regional aviation to begin in 2015. **"We will rebuild or build 270 regional airports, and the projects of 229 of these airports are already in development,"** he said. "With the programme, 96% of the population will be served with regular flights and quality service. That is the goal. And the Amazon region will receive special care for that goal to also be achieved there."

According to him, **there is no defined position on the participation of foreign capital in these enterprises, but the customer service is already developing studies in this direction.** "To enable the regional aviation, perhaps one of the variables is to suggest to the President [Dilma Rousseff] to review the layout of the Brazilian Aeronautical Code, which prohibits such participation. For now, studies are still being developed, and were still not sent to Civil House [Presidency of the Republic of Brazil]."

In addition to the bids from regional airports, Padilla also said the major airport concessions programme will continue in 2015, although it is not yet defined which ones will be granted. The new model, however, must bring a mix of airports with higher and lower profit potential. "There is still no decision on the airports that will be awarded. We can compensate airports with more profit potential with others with less potential. But these are preliminary studies."

Green Airports

A consortium of aviation, biofuel and research interests have awarded a contract to construct the world's first BioEnergy pilot project that will use desert land and seawater to produce sustainable aviation fuel in the United Arab Emirates. The project, which is expected to be operational by late summer 2015, is based on research carried out at the Masdar Institute of Science and Technology in Abu Dhabi into using coastal seawater to raise fish and shrimp for food, whose nutrient-rich wastewater then fertilises oil-rich halophyte plants that can be harvested for aviation biofuel production. The Sustainable BioEnergy Research Consortium (SBRC) was founded by Masdar, Etihad Airways, Boeing and Honeywell UOP, and later joined by aerospace companies Safran and GE. Masdar CEO, Dr Ahmad Belhoul, said that the research had enormous implications for producing food and fuel in water- and arable land-constrained regions. "Considering that about 20% of the world's land is desert and 97% of the world's water is salt water, this approach turns a land and water resource scarcity problem on its head by creating a BioEnergy solution applicable in countries around the globe," Belhoul said.

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Halophyte plants thrive in arid desert conditions and do not require fresh water or arable land to grow. After the fertilization process, the effluent is passed through cultivated mangroves before being discharged back into the sea, further removing nutrients and providing valuable carbon storage. According to the SBRC, the goal of the pilot project, which has been awarded to Abu Dhabi-based International Mechanical & Electrical Co (IMECO) and is to be built at Masdar City, is to demonstrate the integrated BioEnergy process as a commercially viable and sustainable system with respect to essential food and fuel production, suitable land use, reduced carbon emissions and wastewater clean-up. The contract award was announced during Abu Dhabi Sustainability Week, which focuses on energy and water security, climate risk and sustainable development.

Brisbane Airport Corporation (BAC) has been presented with a Level 1 Mapping Airport Carbon Accreditation (ACA) certificate from the Airports Council International (ACI) for its efforts in managing the carbon emissions at Brisbane Airport. The ACA programme is independently administered and certifies airports at four different levels of accreditation: mapping, reduction, optimization and neutrality. To reach the first stage, BAC identified all carbon emission sources under its control, calculated its annual carbon emissions and compiled a carbon footprint report, verified by an independent third-party. Patti Chau, regional director of ACI Asia-Pacific, said: "I wish to congratulate BAC for its effort in attaining this recognition by Airport Carbon Accreditation – the institutionally endorsed environmental programme for airports worldwide. Since its launch in 2009, 115 airports in the world have been accredited, including 22 in the Asia-Pacific region. BAC's achievement has once again shown that airports in our region are committed to and have taken actual action to reducing CO2 impact at airports."

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