Issue 03 – 2011

ACI World AIRPORT DEVELOPMENT NEWS

A service provided by **ACI World** in cooperation with **Momberger Airport Information** www.mombergerairport.info
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EUROPE

Great Britain: **Gatwick Airport has launched a three-month consultation of its draft master plan that will look ahead to 2020**. The new plan, which supersedes the 2006 interim master plan published under the previous ownership, will set out in detail the developments required for the airport to make the best use of its single runway. Stewart Wingate, CEO of Gatwick Airport, said: "Our ambition is to compete to grow and become London's airport of choice. Today we set out our vision for the future and how we can grow to handle 40 million passengers by 2020. Our plans focus on continuing to improve service levels by investing in the airport, our employees, and in the communities we serve. I encourage those who live and work around Gatwick to share their views with us."
Gatwick is exploring ways of using its existing runway more efficiently, either by growing traffic during off-peak periods or bringing in newer, larger aircraft to encourage growth in passenger numbers. The airport also plans to increase the number of on-airport jobs to 1700, double the number of local support jobs by 2020, and aims to generate a further GBP 300 million for the local London and South East economies. Rail links to the airport will be improved by 2020, with the construction of a GBP 53 million rail station enhancement scheme by Network Rail beginning in 2012, to which Gatwick contributed GBP 7.9 million. **The airport is already undergoing GBP 1 billion worth of investment**, including a new GBP 45 million security area and a GBP 75 million North Terminal expansion.

France: **After a first Economic Regulation Agreement (ERA) with its airline customers, mainly dedicated to the opening of new capacities in terminals, Aéroports de Paris believes that the main strategic guidelines for the 2011-2015 period should aim at increasing the competitiveness and attractiveness of the Paris platforms and improving service quality and customer satisfaction** while enabling the company to create value. Aéroports de Paris is thus proposing: A commitment in favour of a decisive improvement in service quality; an investment programme focussing among others on **renovating the oldest terminals and optimizing existing facilities**; a balanced approach of regulation, leading to a fee moderation policy over the 2010-2015 period, in exchange of an adjustment of the regulated scope under which retail activities, as well as real-estate diversification activities, would be removed from the regulated asset base; continued productivity gains and constant improvements in operational performance.
The quality of service is a major strategic challenge in terms of competitiveness, attractiveness and image. That is why Aéroports de Paris is proposing to set itself ambitious targets in this area, using all available levers: An investment programme under which significant resources (over EUR 700 million between 2009 and 2015) would be dedicated to service quality policy, and in particular to renovate the oldest terminals, so as to boost significantly the quality of the facilities and reduce disparities in public perceptions between terminals; a customer culture roll out at all levels of the company; implementing specific projects, for example routing for connecting passengers; and the introduction of more ambitious indicators in the next ERA than those contained in the first agreement, with the emphasis on indicators that directly measure passenger satisfaction.
Aéroports de Paris is suggesting that the next ERA investment programme should mainly focus on operations improving the quality of facilities and services provided, and optimizing existing facilities. The programme would thus be structured around the following themes: Maintaining the delivery schedule for Paris-CDG's Satellite 4 (third quarter 2012), a key component in improving both passenger satisfaction and the hub's competitiveness; improving service quality and optimizing existing facilities, in particular by continuing to renovate satellites at P-CDG Terminal 1, fully restructuring Terminal 2B, the junction between Terminals 2A and 2C, gradually **implementing a single passenger security checkpoint**, including a link between the Terminal 2E and 2F departure lounges; reconfiguring Halls 3 and 4 of the Orly-Ouest terminal and optimizing Schengen passenger traffic in the Orly-Sud

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terminal: and finally, 2011-2015 investment would see significant resources allocated to developing three of the fundamental pillars of Aéroports de Paris' strategy: extending and optimizing retail space, accelerating the development of property, and principally property diversification; and sustainable development, particularly via ambitious energy consumption reduction targets.
With EUR 2.367 billion invested by Aéroports de Paris, the 2011-2015 period would represent a fall in investment of over 20% (2010 euro equivalent) relative to the amount invested in the 2006-2010 period. The following five-year period (2016-2020) is expected to be characterized by a similar level of investment. Taking into account the change in scope proposed by Aéroports de Paris, EUR 1.752 billion (in 2010 euros) would be invested within the regulated scope over the 2011-2015 period.

The Netherlands: Since 7 September 2011, some 40 ground transport vehicles in the fleets of Amsterdam Airport and KLM have been powered by 100% BioDiesel. Both parties are making efforts in introducing more sustainable transport vehicles at the airport, where a number of electrically-powered vehicles are already in use. However, as electric power is not currently suitable for all vehicle types, the use of BioDiesel presents a sustainable alternative. **The BioDiesel that Schiphol and KLM will be using for ground transport consists of 100% spent cooking oil and contains no fossil fuels**. The supplier, SkyNRG, also supplies sustainable kerosene for aircraft flown by KLM, Thomson Airways, and Finnair.

Germany: **The Supervisory Board of FMG, the Munich Airport operating company, has welcomed the ruling in the planning permission process in favour of the airport's third runway**, including the conditions for the protection of the airport's neighbours and the surrounding region. The entire Supervisory Board, including the employee representatives, unanimously approved a statement calling for the prompt implementation of the planning approval decision. This course of action is necessary to eliminate the capacity bottlenecks already arising today and steadily worsening, and to enable the airport to cope with the traffic volume anticipated in the coming years. The Board added that the rapid realization of the third runway would allow the airport to continue with its successful development, including all of its positive economic effects. **The Supervisory Board welcomed and reaffirmed the decision by the FMG Executive Board to refrain from exercising its right to implement the planning approval decision immediately pending a review by the top Bavarian Administrative Court**. In addition, the Supervisory Board stressed that FMG will finance the third runway with its own earnings, and will not require public funds to implement the project.

Austria: According to Flughafen Wien AG's new CEO Christoph Herbst there is no alternative to building a third runway at Vienna International Airport. Herbst, speaking at a recent meeting of supporters and opponents of the project, said VIE would become a 'regular airport' if the number of runways was not increased, while another runway would strengthen it in its role as an important hub. He claimed that VIE's quality of services would deteriorate if the airport's request to set up a third runway, 3680 m long, was rejected. VIE can cope with more than 70 flight movements at the moment, according to Herbst. Up to 100 take-offs and landings would be possible with three runways, he added. – At the meeting in early September 2011, 36 experts heard the points of supporters and opponents of the EUR 1.8 billion runway project. A decision is expected for next year.

Spain: On 13 October 2011, the Development Ministry said it has delayed the privatization of its two largest airports by three months as bidders have asked for more time to secure financing. The new deadline has been set for 31 January 2012, well after the country's general elections in late November 2011. The delay represents another setback in the Socialist government's privatization drive, aimed at lowering Spain's public-debt load and reducing its financing needs. "The bidding groups

have reiterated their interest in participating in the auction, but say that given the growing tensions in global financial markets they need more time to secure the necessary resources," a Ministry statement said. The move underlines how Europe's bank-financing markets are under strain owing to uncertainties over whether banks will have to take bigger write-downs on Greek debt and how much capital they will be required to hold to meet new regulatory rules.
The Government had confirmed earlier that a total of seven groups have signed up for the privatization of the country's two main airports, in bidding that is expected to raise EUR 5.3 billion. The Development Ministry said in a press release that six bidding groups signed up for **Madrid-Barajas Airport** and another six for **Barcelona's El Prat**. Spain expects to award licenses for the country's two largest airports to two separate and competing companies. It seeks to raise about EUR 3.7 billion from the privatization of Barajas Airport and EUR 1.6 billion from El Prat. The privatization forms part of Spain's austerity drive to shed assets, cut public spending, and lower funding pressures.

Georgia: On 14 September 2011, President Mikheil Saakashvili laid the foundation store for the airport in the Black Sea port city of Poti. It will have the longest runway in the entire Caucasus region. "This is a very important project," he said, stressing that the water supply was improved and the infrastructure for business and trade development was created at the airport site and the adjacent free trade zone. The airport will receive tourists from all over the world and distribute them among Anaklia, Zugdidi, and Mestia. He also instructed the Ministries of Economy and Infrastructure to develop a plan of developing the Bakhmaro resort in the Guria region, which was very popular during the Soviet period. "Poti Airport will unite the entire region and will operate in any weather. This airport will bring us revenue and help solve the employment problem," he said. He thanked the Arab company 'Rakia' and encouraged other investors to actively invest in Georgia. -- Some 98.2% of the funds for the new project were provided by the private investor Ras al-Khaimah Investment Authority Georgia (Rakeen) from the UAE.

NORTH AMERICA
U.S.A.: The Philadelphia International Airport's Capacity Enhancement Programme (CEP) is to receive US 466.5 million from the Federal Aviation Administration (FAA) following a Letter of Intent issued on 27 September 2011. The award, which will be the FAA's second largest single award ever made, will go part way to funding the USD 6.4 billion CEP. Additional finance will come from airport revenue bonds and a variety of other funding sources such as user fees and additional grants. "This substantial award demonstrates the FAA's commitment to our planned airport expansion, which is vital to the economic fortunes of the region and to the airport's status in the increasingly competitive global aviation marketplace," said Mayor Michael A. Nutter.
The CEP is a comprehensive programme that will be implemented in phases over the course of 13 years. When completed in 2025, the CEP will have added a new runway parallel to the Delaware river and extended two existing runways to increase capacity and allow for simultaneous, independent aircraft operations in poor weather conditions, thereby **reducing delays**. The project will also modernize the airport complex with new terminal facilities, a new ground transportation centre, new cargo facilities, and a peoplemover system. "The CEP will enable the airport to enhance the region's position by providing more efficient access and increased competitive stature," said Airport CEO Mark Gale. "Additionally, the CEP is anticipated to create more than 10 000 jobs in the region. Completion of the CEP is expected to increase the airport's overall economic impact by USD 12 billion to USD 26.4 billion annually, which underscores the importance of this programme." -- According to the FAA, Philadelphia International Airport is the ninth-busiest in the country and has experienced "recurring delays due to the growing volume of traffic." The airport accommodated 30.7 million passengers in 2010 and is expected to handle up to 52.2 million by 2030.

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Atlanta's Hartsfield-Jackson International Airport is embarking on an update of its master plan to prepare for growth over the next 20 years. The airport has not updated its master plan since 1999. Therefore, the airport's General Manager Louis Miller made updating the plan a priority when he took office in late 2010. On the 4700-acre airport site, "there's a lot of expansion capabilities for the airport but we don't know what they are," Miller said. "I can't define them right now, so that's why we're going to do the master plan."
Possibilities for growth at ATL include a south gate complex and a sixth runway. After soliciting proposals, the airport selected Ricondo & Associates, a Chicago-based aviation consulting firm that specializes in airport master planning and other related work. Now Atlanta City Council needs to approve the contract covering the master plan update and on-call airport planning services for three years, with an option for a two-year renewal. The contract is worth up to USD 3 million for the first year. The master plan update itself is expected to take 18 months to complete, involving tenants, airlines, other airport users and the community through public meetings.

Canada: Vancouver International Airport (YVR) estimates that its economic impact in 2010 - generated in part from the more than 23 000 direct airport jobs - amounted to CAD 5.3 billion in total gross domestic product and CAD 11.7 billion in total economic output. Through an airport improvement fee on passengers, and prudently managed borrowing, **YVR's operators have invested CAD 2.3 billion for capital projects** - beginning with a new international terminal in 1996, and an additional runway in 1997. It added West Coast aboriginal art, a public observation area for visitors, an atrium linking the domestic and international terminals, and a link to the Canada Line urban rail service. The improvement fees contributed CAD 1 billion toward those projects. **Its next project is a high-speed baggage system** that is expected to cut by half the amount of time it takes for international passengers using YVR as a transfer stop to make connecting flights.
YVR has twice been named Best North American Airport by Skytrax, a U.K.-based consultancy that surveys international travellers for its annual World Airport Awards, most recently in 2010. The Air Transportation Research Society ranked it in the 2010 North American top five for cost competitiveness. Through a subsidiary, Vancouver Airport Services (YVRAS), YVR manages 19 other airports around the world - in Canada, Chile, the Bahamas, Jamaica, the Dominican Republic, Cyprus, and the U.K. (Liverpool, Robin Hood Airport Doncaster/Sheffield, and Durham Tees Valley Airport).

LATIN AMERICA & CARIBBEAN
Mexico: Mexican airport operator Grupo Aeroportuario del Centro Norte, S.A.B. de C.V., known as OMA, announced in July 2011 the placement of MXN 1.3 billion in five-year peso-denominated Notes (Certificados Bursátiles) in the Mexican market. The interest rate on the Notes is the 28-day TIIE (the Interbank Equilibrium Interest Rate) plus 0.70%. The notes received a rating of mxAA+ from Standard & Poor's and AA+ (mex) from Fitch. **OMA expects to use the proceeds of the offering to repay MXN 1.006 billion in existing debt. The balance of the proceeds is expected to be used to fund committed investments under OMA's Master Development Programme for its 13 airports in nine states of central and northern Mexico, as well as to make strategic investments**. This is the first issuance of Notes by any of the Mexican airport groups, and the transaction will lower OMA's cost of debt and improve its debt maturity profile. OMA's airports serve Monterrey, Mexico's third largest metropolitan area, the tourist destinations of Acapulco, Mazatlán, and Zihuatanejo, and nine other regional centers and border cities. OMA's strategic shareholder members are ICA, Mexico's largest engineering, procurement, and construction company, and Aéroports de Paris Management, subsidiary of the Paris airport operator. OMA is listed on the Mexican Stock Exchange (OMA) and on the NASDAQ Global Select Market (OMAB).

Grupo Aeroportuario del Pacífico, S.A.B. de C.V. (GAP) is investing MXN 360 million to initiate work to conclude construction at Terminal 4 at the Los Cabos International Airport. This terminal will provide improved comfort and efficient service for airlines and their passengers. Construction work was awarded to construction company Aldesem through a competitive bidding process and is expected to be completed in the third quarter of 2012. The total cost of this project is about MXN 600 million, of which MXN 240 was invested in 2007 related to the building's foundation and structure. Construction of the new terminal responds to the needs of greater capacity for the development of tourism in the Baja Peninsula.

Netherlands Antilles: In the next ten years, Curaçao's Hato International Airport will be expanded considerably by its operator, Curaçao Airport Holding N.V. (CAH). A corresponding Master Plan was presented in August 2011. The main terminal will be expanded with a shopping mall on the southern side and a terminal for private aircraft will be added on the eastern side. Additionally, **an area for future space flights by Space Expedition Curaçao (SXC) will be provided**. Short-term measures include the renewal of passenger boarding bridges and the installation of two more bridges by January 2012. The parking lot will get a separate drop-off lane.
Curaçao Airport Holding believes that Hato International Airport should evolve according to an **Airport City concept**, exceeding the need for growth based on projected tourism growth, in order to create new non-aeronautical revenue sources, both to compete and to better serve the traditional aviation functions; stimulate and facilitate increasing passenger and cargo traffic; serving as a catalyst and magnet for landside business development.

Panama: The Government wants to develop Panama City's international airport into a transport hub in the centre of the American continent. The scheme is intended to encourage major parcel service providers into investing around EUR 600 million by 2015. The money should flow into the expansion and modernization of Tocumen International Airport and enable it to develop into an Americas hub for goods transport (motto: 'Hub de las Americas'). Central America has lagged behind other regions of the world in airport city and aerotropolis development. This is about to change. A major new initiative is under way in Panama to catapult the region to the forefront of such airport-linked development. This initiative will leverage Panama's strategic location between North and South America and its rapidly expanding and modernizing hub airport to drive commercial development on airport property and its surrounding areas.
After nearly three years of intensive works, modernization of the airport is now a reality that has placed Tocumen in a prominent position as one of the most modern and technologically advanced airports in Central and South America. With an investment of more than USD 85 million in equipment and infrastructure, Tocumen S.A. has responded to the expectations raised by the international community for both passengers and cargo services.
In conjunction with a team of consultants from ICAO and IATA, Tocumen, S.A. also prepared a Master Plan for the Development of Tocumen International Airport until 2035, based on the progress and growth of air transport and the commercial development of the country.

Brazil: The country's state development bank BNDES may finance as much as 70% of the investment needed in airports the Government plans to privatize in 2011, Civil Aviation Minister Wagner Bittencourt said. The Government plans to auction contracts on 22 December 2011 for private investors to run three airports in São Paulo, Campinas, and Brasília. The initiative will allow Brazil to expand capacity and meet rising demand for air travel before the 2014 FIFA World Cup and the Olympic Games in 2016. "BNDES's financing will probably be around 70%, since that's the usual figure in infrastructure projects such as these ones," Bittencourt said in an interview on 11 August 2011.

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According to the Government, about BRL 6 billion (USD 3.7 billion) is needed in investment by 2014 to expand and upgrade the country's 66 state-owned airports. The three airports that the Government plans to sell account for about BRL 2.6 billion of the investment. -- Brazil's airports are struggling to cope with annual average growth in passengers of 10% over the past seven years resulting not least from an increase in the country's middle class.

Chile: **In response to increased air traffic during the past decade, the Ministry of Public Works has formed a plan to improve and expand the country's airports, including southernmost Punta Arenas**. The Ministry will invest USD 285 million in airports between 2011 and 2014. The projects will improve the transport of passengers and cargo in three major regions of the country. According to the Airport Management Department of the Ministry of Public Works, **over 15 projects are under consideration**. Three-quarters of the investment will go to the conservation, expansion, and improvement of airport infrastructure. The rest will be used for the replacement, construction, standardization, and analysis of airports throughout the country. The Metropolitan, Los Lagos and Magallanes regions have been targeted for 72% of this investment. Santiago will receive 31% of the funds for projects to expand 'Arturo Merino Benítez Airport' in 2013. These projects will allow Chilean airports to handle the increase in passengers and cargo. In just a decade, international and local passenger demand has almost doubled.

Colombia: **Aerocivil, Colombia's aviation authority, has invited consultancy bids to update the master plan for Bogota's El Dorado International Airport**. The consultancy contract, open to U.S. firms, involves planning a 30-year development strategy that includes financial analysis and cost estimates. The winning firm will estimate demand, establish criteria for capacity improvements. and plan for the airport's connectivity to the capital and surrounding region. Work also includes addressing local and international safety standards and evaluating future land acquisition required for long-term development, according to the tender notice on the U.S. Federal Business Opportunities website. The U.S. Trade & Development Agency (USTDA) is financing the consultancy with a USD 891 840 grant.
El Dorado is Colombia's busiest airport, handling more than 17.8 million passengers at its two terminals and 586 000 tonnes of cargo in 2010. The airport's master plan was last updated in 2001.

ASIA-PACIFIC

India: **The Chairman of the City & Industrial Development Corporation (CIDCO), Pramod Hindurao, has said that the acquisition of land for the proposed Mumbai International Airport near Panvel has been completed up to nearly 70% and the issues of people displaced by the project are being settled**. He confirmed that the priority of the organization is to solve problems relating to Project Affected Persons (PAPs) and farmers who are displaced on account of the major projects that are planned or on-going in the Navi Mumbai region. With regard to compensation to be given to the farmers, he said discussions were under way between the representative of the Government and CIDCO. About the status of work related to the airport project, Hindurao said the state government and CIDCO wanted to speed up the project and hence would ensure that the issue is amicably settled. -- The project, once through, will handle nearly 61 million passengers annually and generate enormous opportunities for trade, ancillary industry and above all employment opportunities.

Indonesia: **Japan's new Trade Minister Yukio Edano has promised that Tokyo will help Indonesia construct an airport and a harbour in the Jakarta area during a bilateral ministerial meeting on Japanese investment in Indonesia**. Edano, who was on his first overseas trip as Trade Minister, expressed his willingness to promote Japan's exports of infrastructure, saying: "Japan's technologies and its accumulated experiences will be very effective for infrastructure development in

Indonesia." -- In Jakarta and its vicinity, which is undergoing rapid urbanization, airport, harbour and other infrastructure are in need of being upgraded, and Indonesia plans to construct another international airport and other facilities with the help of Japan by around 2020. Japan will support the project through loans and other financing initiatives while urging Japanese companies to win orders to design and to construct such infrastructure in Indonesia. Japan expects business resulting from contracts to total several trillion yen.

<u>Hong Kong</u>: **Angela Gittens, Director-General of Airports Council International (ACI), spoke at a conference organized by the Aerospace Forum Asia in Hong Kong to review arguments for and against construction of a third runway and associated facilities proposed by AAHK in the Hong Kong International Airport Master Plan 2030**. She started by highlighting the social and economic benefits that travel and tourism industry brings to the society. She then presented ACI's forecast which showed that Asia-Pacific has recorded, and will continue to record, the strongest growth in both passenger and cargo throughput comparing to other regions in the world. Hong Kong will benefit from the high GDP growth of China and is forecast to reach 100 million passenger throughput by year 2027. At the same time, Hong Kong faces keen competition from neighbouring airports for originating and destination traffic, transit traffic as well as cargo services. Competition also comes from other transport modes, particularly high- speed rail. **To stay competitive, Gittens suggested that Hong Kong should build capacity to cope with air traffic growth before the traffic is diverted to other airports**. She added that for any development to be sustainable, it requires the reconciliation of environmental, social and economic demands, the three pillars of sustainability. Aircraft noise, greenhouse gas emissions, and local air quality are some of the key areas to be considered regarding environmental concerns.

<u>Australia</u>: **Sydney Airport is close to capacity with increasingly long delays forecast and a knock-on effect across Australia, a new study has showed**. The report, conducted by consultants Booz and Company for a government inquiry into possible sites for a second airport, predicted five-hour delays within a decade without another facility. It also highlighted the airport's limited ability to accommodate new flights, stifling growth. Almost half of all scheduled flights in Australia land or take off at Sydney's Kingsford Smith Airport and there have been plans for a second site near the city for 30 years. But nothing has materialized so far, with several areas proposed and rejected. The Federal Government though has once again committed to nominating a site.
The annual number of passengers passing through the facility increased 30.7% to 33 million during the period 2000-2009. This represents an average annual growth rate of 3.1%. A study, published in the Herald, highlighted the burden on passengers through the day if morning flights were disrupted. By 2015, it suggested that if flights were limited to 55 an hour in the 7 am - 9 am peak due to bad weather, it would take three hours for the airport's schedule to recover. The delays would have a knock-on effect at other airports whose flights link with Sydney. By 2020, the same morning delay would set back the flight timetable by five hours, it said.

<u>New Zealand</u>: **Auckland International Airport Ltd is reviving plans to combine its international and domestic terminals and build a second runway, with a timeline for these major development projects to be decided soon**. The projects have been on the airport's master plan for several years, but now AIAL intends to bring them to fruition. Preparatory work on a new runway had actually begun, but was shelved in 2009 as a result of the global financial crisis. The first stage of the new domestic facility, to be built beside the international terminal, would be finished within three years. The second stage would be completed a few years later, along with the new runway. At that point, the current domestic terminal could be removed.

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WESTERN ASIA

Saudi Arabia: On 7 August 2011, the General Authority of Civil Aviation (GACA) opened the new international terminal at 'Prince Muhammad International Airport' in Madinah that can handle 35 flights daily and improve services to pilgrims. "The new terminal has the capacity to accommodate 600 passengers per hour," GACA said, adding that the capacity would double to 1200 passengers once the second phase of the airport project is completed. The second phase includes construction of the first floor, which will be completed by the end of September 2011. Efforts are also under way to expand the airport's aircraft parking facility to accommodate five large-size planes at a time. Earlier in 2011, GACA completed construction of two passenger lounges at the airport for Umrah passengers. Since the beginning of the 2011 Umrah season, the airport received more than 700 000 pilgrims who arrived and departed on 2800 flights. GACA intends to increase the airport's monthly capacity from 400 000 passengers to 1 million.

The Madinah Airport expansion has reduced the pressure on King Abdulaziz International Airport (KAIA) in Jeddah, the main gateway for foreign pilgrims.

AFRICA

Senegal: The Government has secured EUR 406 million in long-term financing from several banks for completing the new Dakar airport. A Ministry of International Co-operation & Infrastructure statement said on 18 September 2011: "A group of several banks has agreed to provide financing amounting to EUR 406 million for the AIBD.SA (Aéroport International Blaise Diagne)." Senegal is seeking to replace its existing Dakar airport at Yoff with a new one outside the city, in part to ease traffic in the capital but also to boost capacity in an effort to become a regional hub. The financing will come from the African Development Bank, the French Development Agency, the West African Development Bank, the Industrial Development Corporation of South Africa, the Islamic Development Bank, the French bank BNP Paribas and other banks from Canada and Saudi Arabia, according to the release. The terms were not disclosed, and the release did not say when the project is expected to be completed. -- Work on 'Blaise Diagne Airport', named after a Senegalese political leader elected to the French National Assembly in 1914, started in 2007 in Diass, 45 km east of the capital Dakar. Earlier reports said the new airport would be operational in 2012.

The new international airport will replace the current 'Leopold Sedar Senghor International Airport' at Dakar-Yoff to meet the projected traffic by 2025. When completed, it will be able to handle 3 million passengers and 80 000 aircraft movements annually, which is expected to relieve the air and road congestion at the existing Dakar airport. Initially a 42 000-m² terminal, double the size of the existing one, will be built on two levels and will have direct access to six boarding bridges. To start with, the airport will have 30 aircraft parking positions and will be able to accommodate larger aircraft such as the Boeing 747-400.

Kenya: Over 100 international and regional construction companies have expressed interest in the tender documents available from the Kenya Airports Authority (KAA) for the re-development of Nairobi's 'Jomo Kenyatta International Airport' (JKIA) into a first-class international airport with the capacity to handle 9 million passengers a year. Ground-breaking is due for early 2012, and construction of the new terminal and surrounding facilities should be completed within 24 months.

Built in the late 1970s and opened officially in 1978, taking over from the old Embakasi Airport, which now serves as Kenya Airways' head office and maintenance base, the airport at the time was state-of-the-art, but its maximum capacity of only 2.5 million passengers has long been exceeded. Congestion now marks all facilities, as over 6 million travellers are crowded through departure and arrival lounges, while the single runway is seen as a major capacity and operational constraint. National carrier Kenya Airways (KQ), set to double its fleet over the next few years, is said to be very keen to see construction of the new terminal and final **planning for a second runway** completed on the fast track, and there has long been speculation if KQ would not eventually be compelled to build its own integrated terminal where international and domestic departures and arrivals could be handled under one roof without having to change terminals. International airlines also continue to have a keen eye on flying to Nairobi, especially from the Far and South East, where there are vast gaps in the route network of direct flights to Nairobi. Japan, Australia, or Singapore are just three countries with the potential to uplift passengers and cargo on scheduled flights to Kenya.

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.
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