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AIRPORT DEVELOPMENT International News

Each issue of Airport Development focuses on a different region of the world, with global news at the end of this section. A list of past focus regions published in recent years can be downloaded from the Bonus section in the subscriber pages of our website.

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EGYPT

Prior to the opening of Egypt's airport to international flights from 1 July 2020, a work plan had been developed, including inspecting the country's airports continuously to ensure implementation of all procedures and controls taken by the Civil Aviation Ministry, Minister Mohamed Manar had said, such as providing the airports with a system of thermal cameras to detect the temperature of passengers and continuing comprehensive sterilization and disinfection work, as well as applying social distancing among travellers and obliging everyone to wear masks. Procedures will also include sterilizing all aircraft before and after each flight and making sure all passengers wear facemasks inside the plane. Also, places in aircraft are allocated for people with chronic diseases who cannot put on masks for a long time, while the last two rows in each plane will be allocated to isolate passengers who may show some symptoms of infectious diseases. This followed a series of remarks Manar had given to explain the steps Egypt will follow to prevent the spread of the novel corona virus in light of the state's decision to reopen airports and resume international flights to tourist attractions in the governorates of South Sinai, Red Sea and Matrouh. Domestic tourism and flights to coastal cities also were back from 1 July. The Egyptian state has set a plan to restore all activities in the country step by step. #1125.1

The Ministry of Civil Aviation started implementing a plan to develop Sphinx International Airport (SPX) by establishing an additional terminal building as part of on-going efforts to boost Egypt's vital tourism industry after years of political instability and security concerns. This should increase capacity at the airport from 300 passengers an hour to around 1,000, or 1.2 million travellers annually. This is in line with the strategic goals of Egypt's 2030 vision, which aims to achieve economic development, revitalize tourism, increase passenger traffic, and boost development rates in various governorates. The airport is a response to the Sustainable Developmental Strategy (SDS) under Egypt's Vision 2030 that aims to attain the country's economic development plan by promoting Egypt's tourism as well as facilitating passenger traffic and travel rates.

Inaugurated in January 2019, Sphinx International Airport is characterized by its distinguished geographical location west of Cairo along the Cairo - Alexandria desert road, near to the Giza pyramids, the much-anticipated new Grand Egyptian Museum, and archaeological sites. In December 2019, Sphinx International Airport received the first international flight coming from Jordan, with 104 passengers on board. This opened a new service between Jordan and Giza Governorate. The total area of the terminal buildings of Sphinx International Airport is about 26,000 m² and currently includes one arrivals hall and one departures hall, a VIP lounge and five ticket counters, a mosque, and a parking lot able to accommodate hundreds of cars, as well as an area for customs, the administration, and customer service centres. The airport is well designed with a 3,650-m runway suitable for receiving large aircraft and its outline allows future expansion for much larger capacity should there be any plans for the upgrade.

The technical equipment includes a modern air traffic control system with a 50 m high tower, an Instrument Landing System (ILS), and a Distance Measuring Equipment (DME). Sphinx International airport also comes equipped with a high-efficiency security system, which includes X-ray devices for passengers and inspecting cargo, the latest thermal surveillance cameras, and automatic fire alarms. The construction cost was about EGP 300 million. Egypt's 33rd airport serves the cities of October 6, and Sheikh Zayed, as well as the governorates of Fayoum, Beni Suef, Minya, Menoufia, and Gharbiya. SPX Airport will handle charter flights, as opposed to Cairo International Airport. #1125.2

Authorities at Egypt's Marsa Alam International Airport (RMF) near Port Ghalib have installed a new security scanning system at a cost of EGP 60 million. The new system, which includes a Computer Tomography X-ray (CTX) explosive detection device, will be in full operation before the end of 2020. Equipment to improve passenger security at the airport, which witnesses heavy foreign tourist traffic from Russia and Europe, comes amid on-going efforts to encourage foreign visitors to Egypt's Red Sea resorts. Tourism to the area fell sharply in the last few years, a result of Russian and British flight bans after the 2015 bombing of a Russian airliner in Sinai. Before the corona pandemic, Egypt's tourism sector had witnessed remarkable growth: Arrivals were up to 17.8 million in 2019, compared with 11.3 million in 2018, an increase of 57.5%. In December 2019, the first U.K. flight since the 2015 ban landed at Sharm El-Sheikh International Airport (SSH), and low-cost airline EasyJet also announced that it would resume flights between the U.K. and the airport from June 2020. Russia also had suspended flights to Egypt following the airliner bombing, killing all 224 people on board. But in 2018, Russia's largest airline, Aeroflot, resumed flights to Cairo. In late January 2019, a Russian security delegation charged with conducting an inspection tour of the airport praised beefed-up security measures taken in Terminal 2, which included the installation of an explosive detection device. The visit was part of the process for the resumption of regular charter flights from Russia to Egypt's resorts along the Red Sea. -- Efforts have also been made to boost security at Hurghada International Airport. #1125.3

Tourism and airline companies are ready to take advantage of the new Berenice (Baranis) International Airport (SQK), according to Abd al-Naby Abu al-Hassan, director of a tourism company in the area. On 15 January 2020, Egyptian President Abdel Fattah al-Sisi and U.A.E. Crown Prince Mohamed bin Zayed attended the opening ceremony of the new airport with a capacity of 600 passengers per hour, built at a cost of EGP 430 million. At the same time they launched the Berenice military base, the largest military base in the Red Sea area. The airport is located south of Marsa Alam, an area popular with tourists on the Red Sea. Marsa Alam International Airport, meanwhile, is located 60 km north of the city. Abu al-Hassan said that the airport will serve the tourist resorts in South Marsa Alam and will provide services for charter flights at the same prices of other Egyptian airports. The distance from the airport to areas popular with tourists is about 100 km by car. Meanwhile, tourism expert Maged al-Qady has affirmed that Berenice Airport was constructed in line with international standards and was built out of necessity, adding that the airport should boost investment opportunities in the area. A number of projects in the area had previously been cancelled due to the lack of a nearby airport, he said, arguing that the project provides a strategic national dimension to development efforts south of Marsa Alam. **The airport is also part of the state's development strategy Vision 2030,** Qady said. -- In another sign that Egypt's tourism sector is on its way to recovery, Sharm el-Sheikh Airport was ranked as the fastest growing airport in Africa in 2019, while Hurghada Airport ranked third in passenger numbers. #1125.4

Terminal 2 of Sharm El Sheikh International Airport (SSH) was enlarged and started trial operation in November 2019. The total annual capacity of the airport was increased to 9 million passengers, up from 7 million before. There are plans to increase the capacity further to 20 million

passengers per year as the number of tourists visiting the resort city is rising, in particular during the winter season. For now, the number of gates was raised to 12 from 8. The total cost of development works at the airport has reached EGP 800 million so far. The Ministry of Civil Aviation has also upgraded the security systems inside and outside the airport. A perimeter fence and modern surveillance cameras have been installed around the airport. Passport checking counters have also been increased to ensure the regularity and easy flow of passengers. The Ministry also inspected all facilities of the airport and the surveillance camera room to be assured of the services provided to passengers, especially during check-in. -- T2 is one of the Ministry of Civil Aviation's projects to develop Egyptian airports, raise the efficiency of its infrastructure, and increase its capacity while providing it with the latest global technological systems.

Terminal 2 has three floors, eleven boarding bridges, nine gates, 72 check-in counters, 18 passport control counters for departing passengers, and 16 passport control counters for arriving passengers. Its total area is 90,000 m². That is in addition to six and nine baggage carousels that serve departing and arriving passengers, respectively. Moreover, the runway was upgraded, and the colour of the buildings was unified. The development works included the entrance, the customs department, and the security system. Also, the frequency of training workshops held for the employees was increased. #1125.5

The local engineering, procurement, and construction (EPC) firm Hassan Allam Construction (HAC) has won a contract for the construction of Cairo International Airport's traveller that will link Terminal 2 with a multi-storey parking garage.

With the construction of the traveller, passengers and visitors will be able to access the airport's busiest terminal building easily. Calling the traveller a 'challenging project', HAC said that construction work on the project will be implemented on a fast-track basis. HAC has experience in carrying out challenging and complex projects, the company said and was awarded the contract due to its competitiveness and its ability to continuously deliver complex projects in record time and on budget. The company takes into account international quality and safety standards, while delivering the projects. -- In 2019, HAC along with Australian Securities Exchange-listed Fluence Corporation won an EPC contract to design and build a seawater desalination plant to serve Egypt's under-development New Mansoura City. The plant will have a capacity of 40,000 m³ per day, with a future expansion capacity of 80,000 m³ per day. #1125.6

* **The Egyptian government is planning to build a fourth terminal at Cairo International Airport to increase its capacity,** the Cairo Airport Company said. The airport operator has drawn up all necessary studies to build the new terminal to reduce traffic at the airport's other three terminals, chair Ahmed Fawzy said in a statement. The plan to set up the new terminal is part of a series of development projects being carried out at the airport. These include an upgrade to Terminal 1 as well as to the airport's baggage-handling system. -- The airport's third terminal was built ten years ago. #1125.7

Egypt's Minister of Aviation Younes al-Masri opened Terminal 2 at Hurghada International Airport (HRG) of the Red Sea Governorate following the completion of all development and construction works, which included increasing the terminal capacity and efficiency. The terminal has 11 departure gates equipped with boarding bridges, nine departure gates served by buses, 72 check-in counters, two counters for large luggage services, 18 passport control counters for outgoing passengers and 16 immigration counters. The terminal includes an automatic luggage transfer system with six conveyor belts to carry passengers' baggage and nine electric conveyor belts to receive incoming baggage. In November 2017, Hurghada Airport management had transferred all international departures and arrivals from Terminal 2 to the new Terminal 1 during the development and renovation phase. The Arab Contractors Company undertook a comprehensive development process for the airport that included installing protections from rainfall in the departures and arrivals halls, implementing modern security

equipment, and developing the sorting area for departure baggage. During the inauguration of T2, the Chairman of the Egyptian Airports Company, Wael al-Nashar, said that the cost of development works at Hurghada Airport totalled EGP 1 billion, adding that the development works will cover the increasing number of flights to Hurghada during the summer season, while the winter remains the season with the highest number of tourist arrivals. Meanwhile, Minister of Tourism Rania al-Mashat asserted that Hurghada is one of the most attractive Egyptian cities for tourists. She pointed out that passengers use the airport to visit the cities of Hurghada, Gouna, Sahl Hasheesh, Safaga, and Qosier. #1125.8

LIBYA

The Minister of Transport, Milad Ma'atug, held discussions with airline officials in June 2020 to re-open and resume flights from Mitiga International Airport (MJI), in addition to the start of maintenance and development work at Tripoli International Airport (TIP). The goal of these proposals is to recommence international flights from both airports, according to the Information Office of the Ministry of Transport. This was agreed during a meeting to initiate the programme of maintenance and preparation works, initially for flights from Mitiga International Airport. It is hoped that Mitiga Airport would be ready for operation in approximately four weeks from the date of the meeting, according to the Information Office.

Tripoli International Airport will require big sums of funds to be refurbished, or actually rebuilt from scratch; yet, given the current financial situation of Libya, such an operation should be put off for the time being. The only thing that may be done currently is to clean the airport area, fencing it, and start a phased plan with estimates of the rebuilding costs. It should be noted that some of the old structures still exist after the renovation that was started prior to February 2011, along with the unfinished part carried out by Khalifa Alghawail's government. The plan should take into consideration to ultimately merging all three sections of the airport for a modern TIP. #1125.9

Libya's Airports Authority (LAA) has revealed that a meeting was held in March 2020 at its Tripoli headquarters on the development of Tripoli's Mitiga Airport. The meeting was with the Dhirwa Group Holding Company which has signed a Memorandum of Understanding with the LAA to develop Mitiga. The two parties agreed to prepare preliminary studies on the development of the airport in preparation for the conclusion of a PPP concession contract. The report said that the meeting included experts through a video call from the Tunisia branch of KPMG, as the advisory office in charge of preparing a feasibility study for the project. During the meeting, the latest developments and preparation stages of studies and clarification of the views of all parties involved in the project were discussed. It was also agreed that the advisory office would visit Libya soon to meet with specialists from the LAA and other stakeholders. #1125.10

Benghazi Municipality and the head of the Eastern Libya 'Interim Government's' General Authority for Transport agreed on 6 July 2020 to take a number of measures related to the maintenance, expansion, and development of facilities at Benghazi's Benina International Airport. The measures include the maintenance, modification and expansion of the existing arrivals hall, maintenance of the runway, the public workshop, and the baggage system. The works will include the supply of surveillance cameras, inspection equipment and generators, and the maintenance of all facilities within the airport. #1125.11

The Interim Government of Eastern Libya has signed an agreement with the Bank of Commerce & Development, Libya's first and largest private bank, to finance and construct a passenger terminal at Benghazi's Benina International Airport (BEN), the Libyan state news agency LANA has reported. The agreement is a BOT (build, operate, transfer) model valid for 25 years,

after which the Bank returns the airport to the Libyan state. The terminal will meet 'full specifications and international standards', built on a 2.5-hectare plot of land allocated to the bank by the Eastern Government. #1125.12

TUNISIA

In March 2019, the Minister of Transport Radhouane Ayara announced the construction of a new international airport for the capital Tunis on government-owned land at Utique in Bizerte governorate, 40 km from Tunis. The airport, first proposed in 2012, was projected before the corona crisis to serve 10 million passengers by 2030 and 20 million by 2050. The estimated cost of the project was TND 2.047 billion (EUR 690 million). It would ultimately replace Tunis-Carthage and liberate 830 hectares of prime land in the capital. A major extension of the existing airport would cost TND 930 million and cause a number of unacceptable environmental impacts. Therefore, it was turned down by the European Investment Bank (BEI), contacted to finance the project. Since the Cartage facilities are close to saturation at 6.23 million passengers in 2018, minor modernization is planned at a cost of TND 190 million (upgrading and extending the baggage handling and delivery system), bringing the annual handling capacity to 7.5 million passengers. #1125.13

The International Air Transport Association (IATA) has called on the government of Tunisia to urgently provide financial relief measures for the aviation industry in order to mitigate the effects of the Covid-19 crisis on the nation's economy. IATA estimates that revenues generated by airlines in the Tunisian market will fall by USD 600 million in 2020, 47% below 2019 levels. That puts at risk 92,700 Tunisian jobs and USD 1.2 billion of Tunisia's GDP, which is generated by aviation and its supply chain as well as air transport-dependent tourism.

"Tunisia's economy is heavily dependent on tourism. Air transport is essential in providing connectivity and supporting tourism, which is a key economic driver for the country. The Government has introduced broad taxation-related relief measures but given the central role that air transport and tourism play in Tunisia's economy, special attention must be placed on providing aviation-specific relief," said Muhammad Albakri, IATA's Regional Vice President for Africa and the Middle East. IATA urged the government to kindly consider aviation-specific financial relief measures to ensure that the sector will be capable of driving the recovery. These could include some or all of the following: • Direct financial support to passenger and cargo carriers; • Financial relief on airport and air traffic control (ATC) charges and taxes; • Reduction, waiver or deferral of government-imposed taxes and fees.

"As we look to restart the industry, we call on the government to provide the necessary relief to ensure smooth and quick recovery for the air transport and tourism sectors as they are key drivers in Tunisia's economy. We also look to the government of Tunisia to facilitate expediting the needed implementation and modernization of the airline distribution programmes and mechanisms within the air transport sector. Allowing for modernization across various processes will mean faster recovery and greater competitiveness for the Tunisian market which has always been one of the leading tourism nations in Africa and the Middle East," said Albakri. #1125.14

ALGERIA

SITA, the global IT provider to the air transport industry, has been selected to provide key systems to support the smooth opening and operation of Algeria's new international terminal at Houari Boumediene International Airport. The new terminal, which opened to the public in April 2019, is among the first few airports in North Africa to use SITA's Airport Management Solution – a suite of integrated software applications designed to effectively manage airport operations from the terminal to the airfield. Using the solution, the airport is able to centrally manage everything from passenger processing, baggage handling, to the real-time allocation of fundamental resources

across the terminal. SITA has also installed more than 156 common-use check-in and boarding gates as well as a dozen self-service kiosks to be used by airlines operating from the new terminal and has also implemented a baggage-reconciliation system which will be vital in delivering every bag to the correct destination while more than 320 flight displays screens across the terminal will keep passengers informed at every step. It is in the control room of the airport where SITA systems will deliver the biggest benefit to the airport. The airport operations team will have access to real-time data to better anticipate, plan and control operations. This will give Algiers Airport a better overview of all activities across the new terminal, resulting in proactive and co-ordinated decision-making across the airport. In this way, SITA will help Algiers Airport deliver the most efficient operation and passenger experience across the new terminal and will help the country achieve the strategic goal of enhancing its airport infrastructure and transforming its aviation sector. **The new Terminal 4 is expected to accommodate 10 million passengers a year, raising the airport's overall capacity to 18 million passengers.** -- SITA's solutions are present in more than 1,000 airports globally and its Airport Management Solution is being used across Europe, Asia, North America and the Middle East, including most recently at Malta Airport and Billy Bishop Toronto Airport in Canada. #1125.15

MOROCCO

As part of its strategy to increase international and regional capacity, Morocco's Airports Authority ONDA has carried out major infrastructure projects, including the extension of Terminal 1 at Casablanca International Airport and a new terminal at Guelmim (GLN). Air transport indicators are looking good for Morocco's airports before the corona crisis. The country registered record traffic in 2018 with more than 22.5 million passengers and 10.43% growth. The trend continued in 2019, with commercial traffic growth of 11.18% to 25.06 million total passengers. For years, ONDA has been working on several projects to build capacity and support this growth. The extension, renovation and modernization of Terminal 1 at the Casablanca hub was one of the major schemes. It was inaugurated in January 2019 by King Mohammed VI. **The new terminal is dedicated to Royal Air Maroc and its partners.** According to ONDA, this will provide the hub with the required capacity for the smooth running of the entire process by providing more comfort, quality of service, and enhanced passenger experience. "We will also work towards making Casablanca the main hub of the African continent," said Abdelhamid Addou, Chairman and CEO of Royal Air Maroc.

"The extension of Mohammed V brings an additional capacity of 7 million passengers to the airport, which now has an overall capacity of 14 million passengers per year," said Zouhair Mohammed El Aoufir, ONDA's Director General. "Terminal 1 has the best systems and new-generation equipment." This new airport infrastructure is in line with Morocco's ambition for its airport network and responds to the sustained growth in air traffic.

Terminal 1 covers a surface area of 76,000 m². It has eight new aircraft parking stands, including three for long-haul aircraft, such as the A380, and nine telescopic bridges. The commercial 'walk-through', which is an innovative concept of duty-free shops located in the passenger circuit, offers a diversified choice of national and international brands.

All functions and links between T1 and T2 enhance the quality of service and respond to the significant growth in air traffic in the country until 2019. Among the innovations, the airport has an automatic baggage-handling system. The common user terminal equipment (CUTE) system manages 5,000 bags per hour from two check-in areas with a total of 84 counters. There is also a baggage reconciliation system (BRS), explosive trace and narcotics detection equipment, and a body scan system.

During the inauguration ceremony, El Aoufir also presented other completed airport projects – the new air terminals at the Zagora and Errachidia airports – as well as the second national air navigation safety control centre, located near Agadir's Al Massira Airport. ONDA had also commissioned a new terminal at Guelmim Airport in the centre of the country. The existing terminal had an area of only 210 m² and an

apron capacity of three aircraft. The new Guelmim terminal covers a surface area of 7,000 m², with a capacity of 700,000 passengers per year. It includes the extension and upgrade of the aircraft movement area to accommodate long-haul carriers. Like Casablanca, the new terminal will be equipped to meet international standards in terms of safety, security and quality of service. According to ONDA, it will accommodate passengers in the best conditions, in a good ambiance, and with maximum comfort. "The construction of this new terminal is part of ONDA's strategy to increase the capacity of regional airports," said El Aoufir.

ONDA has launched several other airport projects: the new Nador Airport terminal, to be commissioned at the end of 2020, and a new terminal in the 'City of Lights', Rabat (RBA), which will accommodate up to 4 million passengers. A study has also been commissioned for the setting up of an airport dedicated to business aviation in the city of Tit Mellil as part of a public-private partnership. #1125.16

The Moroccan Airports Authority ONDA has announced plans to build a second airport at Marrakech, in addition to opening new terminals in all the major Moroccan city airports by 2025. ONDA also aims to build a third terminal at Casablanca's International Airport to increase the handling capacity from 10 million to 23 million passengers. As part of the national plan, Agadir's Al Massira Airport (AGA) will see an extension to raise capacity from 2 million to 7 million passengers. All the projects are set to be completed by 2025. The objective of the plan is to increase Morocco's annual airport capacity of around 60 million passengers and reduce congestion problems. The year 2019 was marked by several foreign airlines launching direct flights to different Moroccan cities. -- Casablanca Airport reached 10 million passengers on 26 December 2019 while Agadir Airport reached 2 million passengers on 1 January 2020. ONDA organized a ceremony to celebrate the achievement at both airports. #1125.17

CAPE VERDE

Ineco continues its work in the Cape Verde archipelago so that the growing number of international visitors can enjoy the best airport facilities, which are vital to the island country. The Spanish company had supervised the enlargement of the passenger terminals of the Sal (SID) and Boa Vista (BVC) airports, which have the largest volume of tourists.

In 2016, the airports in Cape Verde – four international airports and three used only for domestic flights – totalled 2,215,892 passengers, 11.5% more than in 2015. The growth of international passengers, up 22%, was especially significant. Tourism is the key engine driving the country's dynamic air-travel market, which already contributes a third of its GDP. Cape Verde is an archipelago, a former Portuguese colony, located off of Africa's Atlantic coast, approximately 500 km from Senegal, and consists of ten islands, seven of which have airfields. Its long beaches and natural riches attract more and more visitors every year, which has boosted international air transport.

Ineco has been working closely and continuously with the authorities of Cape Verde for 14 years to ensure that the airport network, managed by the public entity Aeroportos e Segurança Aérea (ASA), lives up to the growing demand for air transport. The company has drafted the work projects, which focus on external renovation, enlargement of saturated areas, and increased comfort and quality of the passenger service offer. The construction is being carried out by a Spanish consortium (Acciona Infraestructuras-Aberdore), while Ineco, with a team of five people, supervises the works at both airports.

Of the four international airports in Cape Verde, Sal ('Amilcar Cabral Airport') is No. 1 with 53% of the total traffic. It was also the one that grew the most in 2016, with 914,696 passengers, 17.2% more than in 2015, according to data from ASA. Of these, almost 754,000 were international passengers. In 2019, SID handle 1.19 million passengers (+14.6%).

To meet this increase in demand, provided for in the Plan that was also developed by Ineco, the adaptation work of the current terminal building has been undertaken, covering a total area of 6,464 m².

To this end, a mixed solution has been chosen, consisting of both remodelling the existing areas and building an additional 2,022.66 m² of new spaces. Likewise, the plan includes actions to improve the operating revenues of non-aeronautical activities at the airport, increasing the area allocated for shopping. The former international departures area has been restructured, giving way to new departure lounges in a new building of around 1,110 m², built as an improvement to the airside façade towards the aircraft parking apron. This boarding area includes a new executive lounge, and a 500-m² open-air patio with a pool area from which the project gets its name: Oasis. The space that is no longer occupied by the departure lounges (1,400 m²) has become a new open-plan area for passengers after inspection and passport control, where restaurants and shops are located. The arrivals area is being extended to the north with new structures that will house the new unified room, with double capacity, two new baggage claim areas and a more extensive passport control area. The offices of the authorities, such as the police quarters and customs offices, etc., will be located in this new area. In order to increase comfort levels and to keep passenger service levels as high as possible, the quiet season, during which traveller flow is much less, is being used to perform works.

In 2016, Boa Vista's 'Aristides Pereira Airport' saw the second largest passenger growth, with a total of 465,049, 10.2% more than the previous year, of which around 400,000 were international passengers. Traffic has been booming since the inauguration of a completely new airport and had reached 513,000 passengers by 2017.

In an effort to respond to the dynamic growth in the region and the country, ASA had an investment plan for 2018 - 2020 aimed at enhancing operational efficiency, developing and upgrading the airport infrastructures and conditions in order to be better positioned in the global aviation market. The new competitive environment has also prompted the company to develop its non-aeronautical business providing new offerings at the major international airports while increasing passenger experience.

#1125.18

Other regions

PHILIPPINES

The new passenger terminal at Clark International Airport (CRK) is more than 99% complete and full operations will start in January 2021, the Department of Transportation (DOTr) said on 10 July 2020. "Under the 'Build, Build, Build' programme of the Duterte Administration, construction work for the airport expansion project is being rolled out at an accelerated pace. Amid the current pandemic, stringent health and safety measures were put in place, when work was resumed," the DOTr announced on social media. DOTr called the facility a 'keystone' in the economic development of Central Luzon, which is north of Metro Manila. **The new terminal will help CRK triple its passenger volume from 4.2 million to 12.2 million yearly** and ease air traffic at Manila's 'Ninoy Aquino International Airport' in Pasay City.

CRK has been operated and maintained by the private consortium Lipad since 2019. Closed since April 2020 due to the pandemic, it resumed international flights for returning Filipinos on 5 June. The Bases Conversion and Development Authority funded the terminal project at a cost of PHP 15 billion. Megawide-GMR has been building the structure since late 2018. Lipad had announced that the airport would re-open by July 2020. #1125.19

Two groups are interested in upgrading the Philippines' main airport in Manila after a consortium of tycoons said its PHP 102 billion (USD 2.1 billion) proposal was no longer bankable amid the pandemic, prompting calls for the Government to reconsider its policy of not offering financial backing for big building projects. Modernizing the ageing and congested Manila Airport was among the largest projects of President Rodrigo Duterte's USD 180 billion 'build, build, build' planned infrastructure overhaul, his signature economic policy. "There are two more who are

interested in the project at the terms we have indicated," Finance Secretary Carlos Dominguez said at a virtual press briefing on 8 July 2020. "We are not worried about it."

A local construction group, Megawide Construction Corp., together with India's GMR Group, had earlier submitted a counterproposal for the project. Megawide-GMR also designed and built the passenger terminals of Mactan-Cebu International Airport which opened in June 2018. Dominguez also said that the San Miguel conglomerate is pushing ahead with a USD 15 billion project for a new airport in the nearby province of Bulacan. The breakdown in talks between the Government and the NAIA consortium could revive calls for the Government to rethink its refusal to provide guarantees for PPP projects. President Duterte's administration has sought to reinvigorate the paralyzed economy through aggressive infrastructure building.

A consortium of seven conglomerates, including Aboitiz Equity Ventures Inc, Ayala Corp, Alliance Global Group Inc., LT Group Inc., Filinvest Development Corp., and JG Summit Holdings Inc. said they could only push forward with the airport project under the revised terms which the group had proposed, and which the Government rejected. **"The far-reaching and long-lasting consequences of the corona virus pandemic on airline travel, airline operations, and airport passenger traffic necessitated a review of the assumptions and plans to ensure that the NAIA Project will be viable in the new normal,"** the consortium said in a joint statement. Negotiations with the consortium have been terminated and its original proponent status has been revoked, the Department of Transportation said in a statement. -- Meanwhile, San Miguel Corp. is proceeding with its PHP 734 billion plan to build what would be the nation's largest airport in Bulacan province, Dominguez said. Construction is expected to start later in 2020 and finish within four to six years, Public Works Secretary Mark Villar said at the briefing. #1125.20

AUSTRALIA

The first aircraft used Brisbane Airport's new parallel runway on 12 July 2020, 15 years after planning began to give the River City an extra stretch of tarmac. The finished product is expected to be completed at a cost of AUD 1.1 billion, AUD 200 million under budget, after eight years of construction. The airport expects passengers to increase to 50 million annually by 2040 – about twice the 2019 volume (24.1 million in 2019). The completed new Brisbane Airport runway runs parallel to the existing main runway. The Federal Government had approved the major runway development plan on 18 September 2007. Since 2012, 324 subcontractors – 90% of which were based in south-east Queensland - have worked 3.3 million hours to build the 3,300-m strip on a 360-hectare reclaimed site, made possible by pumping 11 million cubic metres of sand from Moreton Bay through a 4.5-km pipeline.

Site preparation and reclamation works were completed in May 2017, triggering the start of construction of the AUD 120 million Dryandra Road Underpass, which opened in October 2018.

The new stretch of tarmac will be Brisbane Airport's third runway, but an existing one has been clogged by parked Virgin Australia aircraft in recent months. In December 2019, the last of the 100,000 tonnes of high-strength asphalt was laid, the final layer of the runway's pavement design. The first part of 2020 was spent on the final touches: 120 km of runway and taxiway markings, installation of navigational aids and control tower systems, and finishing the ground lighting. Brisbane Airport Corporation Chief Executive Gert-Jan de Graaff said the new runway was a catalyst for change in Brisbane. "This new runway is so much more than asphalt," he said. #1125.21

IRAN

There are now 51 airport development projects in the country, of which 28 will be inaugurated by March 2021, according to Mohammad-Reza Zahmatkeshan, an official with Iran Airports Company. Back in May 2020, President Hassan Rouhani, Minister of Roads and Urban Development Mohammad Eslami, IAC Managing Director Siavash Amirmokri, and other officials

commissioned two new airport development projects via a virtual conference. The first project was the new runway at Ramsar International Airport (RZR) in the northern Mazandaran Province. With the new runway, medium freight aircraft like the Airbus 320 can land and take off at the airport. According to Director General of Mazandaran Province Airports, Sa'dollah Vatankhah, the development of Ramsar Airport's new runway started in fiscal March 2009-10 with an investment of IRR 1.1 trillion (USD 6.23 million). The Ministry of Transport and Urban Development's news service stated that the second was the development of the apron at Sari International Airport (SRY). The apron covers an area of 14,000 m². It was constructed with an investment of IRR 72 billion (USD 407,932) -- As Amirmokri had announced previously, IAC plans to inaugurate 21 aviation projects worth IRR 10 trillion (USD 56.65 million) in the current fiscal year. The company has 12 projects worth EUR 9.2 million on its agenda for the upcoming years. #1125.22

According to the Managing Director of the Payam Special Economic Zone, Nader Sanagou-Motlaq, **Payam International Airport will again operate passenger flights to Ahvaz, Kish, and Mashhad. The flights had been stopped due to the outbreak of the new corona virus.** Payam Airport was established in 1997 as a cargo-only airport. The increasing population of Alborz, the province where it is located, prompted authorities to devise plans to develop a passenger terminal for the airport. Payam Special Economic Zone's fourth development phase was launched in April 2020 on an area of 165 hectares. According to Nader Sanagou-Motlaq, this is its biggest development phase as the three previous development phases covered an area of 114 hectares. The new phase will see the development of the zone's information and communications technologies' sector. -- Payam is the closest special economic zone to Iran's capital city Tehran, having attracted a multitude of companies with significant investments in a wide range of areas, including ICT, pharmaceuticals, health, oil and gas. Payam International Airport, located at the heart of the zone, is owned by Iran's Information and Communications Technologies Ministry. The capacities existing in Payam Zone have encouraged Iranian and foreign investors to make more investment in this zone. Sanagou-Motlaq had announced recently that an aircraft engine repair centre is going to be established at the airport. According to the official, the country's biggest aircraft overhaul centre will be established in co-operation with MAPNA Group. #1125.23

GREAT BRITAIN

A Development Consent Order (DCO) for Manston Airport, near Ramsgate in Kent, has been granted to BDB Pitmans by the Planning Inspectorate of the Department for Transport. The BDB Pitmans team led by Partner Angus Walker, acted on behalf of the developer, RiverOak Strategic Partners (RSP). The scheme will **transform the site into a dedicated air freight facility with the capacity to handle at least 10,000 air cargo movements per year.** It will also offer passenger, executive travel, and aircraft engineering services. The application was submitted to the Planning Inspectorate by RiverOak Strategic Partners Ltd on 17 July 2018 and accepted for examination the following month. During the examination, the public, statutory consultees, and other interested parties had the opportunity to give evidence, and a recommendation was made to the Secretary of State on 18 October 2019. The Planning Inspectorate's Chief Executive, Sarah Richards, said: "The Planning Inspectorate is committed to giving local communities the opportunity of being involved in the examination of projects that may affect them."

RSP has pledged GBP 300 million to rebuild Manston Airport as a global freight hub with some passenger capacity, which it hopes will address gaps in the U.K.'s trading infrastructure, providing dedicated air freight capacity adjacent to the London airport system, and to provide a significant boost to the U.K. economy. **Plans for construction will be phased over 15 years** and will include 19 freight stands and four passenger stands for aircraft as well as warehousing and fuel storage

to meet the forecast demand. For the time being, the plans for passenger flights have been pushed back a year or two until there is more clarity on the consequence of the corona pandemic.

Angus Walker, Partner at BDB Pitmans, said: "We are delighted to have secured consent for a development that is anticipated to bring 23,000 jobs to East Kent creating a significant boost to the region and the wider economy. **To secure the first-ever DCO for an airport is a significant achievement:** Not least given the successful challenge to the Airports National Policy Statement (ANPS) putting Heathrow expansion in doubt. It is testament to the hard work of the sector-leading team at BDB Pitmans that we are able to maintain a 100% record when it comes to successful grants of DCOs for clients. To do so for a project of such national significance cements our position as sector-leading for infrastructure projects." The DCO will come into force on 30 July 2020. Construction will begin in 2021 with the airport aiming to operate first cargo services in the first quarter of 2023. #1125.24

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