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AIRPORT DEVELOPMENT (Southern & Western Africa)

CONGO (Brazzaville)

At Maya-Maya Airport in Brazzaville, Egis Avia designs the renovation of the existing movement areas, a new runway and its related taxiways, and the extension of the military and commercial aprons. SGEC-Congo (Vinci Group), who signed a 'design and build' contract with the Délégation générale des Grands Travaux of the Congo (sponsor), sub-contracted to Egis Avia the design part, aiming at refurbishing the movement areas of Brazzaville's Airport and building a new runway. While maintaining the former runway in operations, the project includes a new 3300 x 45 m runway within the current airport limits and the associated taxiway. In order to increase the airport's availability and performances, this Egis Avia project includes the dimensioning of Cat. 1 ILS platforms (glidepath and localiser) for this new runway. Additionally, a new military parking area and the associated taxiway will be constructed to accommodate ten parking stands for Mi24, Mi8, Mi 17 helicopters as well as two modular stands for B.747-400 or Il-76 cargo aircraft. To cope with this new runway capacity, the project includes the extension of the commercial apron to a surface area of 196 000 m² as well as the marking of the new aeronautical areas. For a better optimization of operations, Egis Avia handles this part in close co-ordination with the new terminal building project, designed by a Chinese company. Following the new design by Egis Avia, this area will have a total capacity of 21 parking stands, accommodating ICAO code B to code F aircraft (for A380). #857.1

BOTSWANA

Expansion work is under way at Francistown Airport to provide a new terminal building, an air traffic control tower, and a crash, fire & rescue building to accommodate the operation of Boeing 737s and aircraft of a similar class. Construction is expected to be completed by May 2010 at cost of over USD 215 000.

-- Improvements will also be made at the terminals at Gaborone's 'Sir Sertse Khama Airport', and at the Maun, Kasane and Ghanzi airports. Design consultancy work for the relocation of the Tshabong and Hukuntsi airstrips is on-going, while a new site for the relocation of the Serowe airfield is still in the process of being identified. #857.2

The Ministry of Works & Transport is eager to have the BWP 433 million expansion project of Gaborone's 'Sir Seretse Khama International Airport' (SSKIA) completed in time for FIFA Soccer World Cup in South Africa in 2010. Minister Johnnie Swartz says the Government is holding regular meetings with the contractor SinoHydro Corporation, and the consultant NACO-SSI, to ensure that

the project is completed within time and cost frames. Following a fast-track tender system in 2008, SinoHydro was given from 10 June 2008 to 11 May 2010 - a period of 23 months - to complete the project. The expansion will also see the extension of the concrete runway by 1000 m to 4000 m and construction of a new parallel asphalt taxiway running the entire length. Thirty-three additional hangar plots will also be included. WBHO Construction has been contracted for the runway side of the project. "We had a briefing from them in January [2009] and they said the work was on schedule," Swartz said recently. "We told them we would be coming back to check on them. They said they are slightly behind, especially on the runway because of the rains this year. However, they are confident that they will finish on time."

The project consists of building a new state-of-the-art passenger terminal and the extension of the existing runway compliant with IATA requirements. The two-phase project will see the construction of the new terminal on a separate site between the existing terminal and the aircraft apron and an extension to the main carpark. The second phase will involve construction of a new building on the site of the existing terminal and further work on the new separate terminal that will include carparks and aircraft parking aprons. According to officials, Phase 1 is due for completion by November 2009, paving way for the start of Phase 2.

NACO-SSI's Resident Principal, Mark Skelton, says the new terminal is meant to accommodate large-bodied aircraft and to increase peak volume arrivals per hour. SSKIA currently accommodates 120 passengers per peak hour; after May 2010, the expanded airport will be capable of handling up to 870 passengers per peak hour. Areas have been identified to push this figure even further depending on passenger levels after the year 2025.

Another issue involves consulting with stakeholders who will be affected by the project. By dividing construction into two phases, the contractors and consultants are hoping to minimize disruption and keep the existing buildings and facilities fully operational. The stakeholders referred to include car-rental and tourist companies operating from within the existing terminal building. #857.3

The CAA of Botswana has submitted a five-year business plan for the commercialization of the country's airports to the Minister of Works & Transport Johnnie Swartz for approval (#850OPS2). When fully operational, the CAAB will have 800 staff, the bulk of them from the DCA, although they will have to go through a new recruitment process. The Government has already shown its commitment to the plans by its recent move to liberalize domestic and regional carriers. Botswana is also going to ensure that the country is competitive in the market by charging the right fees, which already are the lowest in the region at the moment. #857.4

ZAMBIA

In a competitive open tender for the supply of an Aeronautical Information Management (AIM) system, the country's National Airports Corporation Ltd (NACL) has selected Ubitech as its supplier of choice. This project enhances Ubitech's growing presence in Africa and underlines Ubitech's key understanding of the unique regional requirements. Ubitech has been contracted by NACL to provide the industry leading Spatia AIM system for the management of Zambia's critical aeronautical information. Once deployed, Spatia AIM will fully automate NACL's AIS/AIM operations, provide online pre-flight briefing tools, and bill aircraft operators for their use of NACL's products and services. The tender evaluation revealed that no other bidder possessed the adequate experience, in both AIS/AIM and aviation billing, to offer NACL a complete package that met their requirements. Spatia is

designed in true modular fashion to adapt to any customer's specific information management requirements including Static & Dynamic AIS data, eAIP, Aeronautical Charts, Procedure Design, and Billing. #857.5

Built 71 years ago as a British Royal Air Force base, Ndola Airport will now be rebuilt and brought into line with modern aviation requirements at a cost of ZMK 1 billion. Plans are in place to renovate the concourse and carpark, and the passenger check-in process will be computerized. The process will be completed within two months and used for domestic and international flights. Officials say a new terminal and passenger lounge are also planned for Ndola, as is the lengthening of the runway by 500 m to 3000 m. It is expected that passenger traffic will increase to 1 million travellers annually once the renovations are complete. The airport is the second largest in Zambia, and the main hub for mining activity in the country. It offers popular flights to Johannesburg and Lubumbashi. #857.6

President Rupiah Banda has directed the Communications & Transport Minister, Dora Siliya, to immediately release funds to expand Mansa Airport. Mr Banda said in order to develop the tourism sector in the province, there was a need to expand the airport to allow increased air traffic. He said Luapula Province had some of the most beautiful waterfalls in Zambia such as Ntumbachushi, Lumangwe and Kabwelume waterfalls which were only second to the Victoria falls. Mr Banda said such investment would generate employment and significantly help reduce the poverty levels among the people in the area. #857.7

SWAZILAND

The Millennium Project Unit (MPU) will deliver Sikhuphe International Airport and land the first aircraft by March 2010. This represents Phase 1 which comprises infrastructure and buildings in the new airport that is expected to accommodate 300 000 passengers per year. This was revealed on 20 April 2009 by MPU Project Manager Lloyd Dlamini when addressing a team of ambassadors from the Gulf and Arab States who were in the country to explore avenues of co-operation and development between their countries and Swaziland and also to fund some of the aspects of the project. The new airport comprises a 3600-m Cat. 1 runway together with a taxiway, apron, terminal building, ATC tower, fire station, police station, fuel farm, supporting building, access roads, security fencing, and others. Minister of Economic Planning & Development, Prince Hlangusemphi, said they were looking forward to the participation and support of all the friends of Swaziland in the project. "The ambassadors have airlines in their countries and these also operate in Africa. They have a wealth of experience in this regard and we want to see how they can encourage their people to use our facilities," said the Prince. -- Large-scale relocation of people living in the area of the future airport has started, not without protests from the concerned. Their love for the king is the only thing keeping residents from boycotting the whole project. #857.8

SOUTH AFRICA

Construction of the ZAR 7 billion Greenfield La Mercy International Airport in Durban, due for completion in the first quarter of 2010, is on track, especially with regards to the cargo and passenger terminal buildings and the 64 m high air traffic control tower, according to Airports Company South Africa (ACSA). "We are on track with the milestones that we have set ourselves. The project is now

looking like the vision we had. I am extremely proud of our achievements so far," said Sean van der Valk, Project Manager at ACSA in a statement. Terence Delomoney, General Manager of Durban International and National Airports, added that ACSA was keeping a watchful eye on the progress of the project. "We are happy with the achievements so far. Our teams are ensuring that all operational and statutory processes will be adhered to and complied with so that we are able to meet the deadline."

The construction site has been a hive of activity, despite civil works at the aprons and main access road having been brought to a halt due to the exceptionally rainy weather over the past southern summer months. Various specialist teams have been busy locally and internationally testing some of the bulk infrastructure such as the air bridges, baggage systems, cargo systems, and public parking systems. The bulk of the electrical works and fuel pipelines are currently being completed to ensure the road changes that are currently taking place on the access and road interchange will be finished on time.

The terminal floor plan has been approved following consultations with stakeholders and possible tenants of office space within the terminal. "The cargo handling teams have commenced with their programme with the first sections of the ULD rack structures already installed in the building together with the construction of the aprons around the cargo building already started in January 2009," said Mr van der Valk. The mobilization of the Glidepath baggage-handling system has been completed with the first sections of the baggage conveyor already positioned on the arrivals mezzanine level.

Construction of the roof of air traffic control tower is being completed after the tower was hoisted in December 2008. Further consultations are taking place with Air Traffic and Navigation Systems (ATNS) to review their requirements in terms on the internal layout. The 3700-m runway, taxiway and aprons projects are progressing well with the bulk earthworks and layer works on schedule.

As the construction of the new airport is taking shape, ACSA is busy with other areas that are critically related to the project, said Mr van der Valk. These include the operational readiness and relocation programme that will assist ACSA and the relevant stakeholders to plan and implement the transition from the current site to the new airport by the deadline. ACSA has also, in line with the project programme, advertized and issued tenders for the retail opportunities at the airport consisting of shops and car-rental desks. The retail tenders have been issued and once the tenders have gone through a strict evaluation process, the successful business tenants will need to move on site by the beginning of August 2009. #857.9

Johannesburg's 'OR Tambo International Airport' started operating multi-use terminals on 1 April 2009 in order to process international and domestic flights interchangeably. According to the Airports Company South Africa (ACSA), the international and domestic terminals were replaced by Terminal A and Terminal B. "Terminal A will extend from the Central Terminal Building (CTB) atrium to what was previously known as the international terminal, while Terminal B will extend to what was previously known as the domestic terminal," ACSA said.

Passengers will benefit by this decision, because all they need to know is from which terminal the airline they are flying with, will be operating. Passengers can obtain this information at the time of booking their tickets. To assist them, the airport will also be putting up temporary signs that show which airlines operate out of each departure terminal. "The benefit of making the terminals multi-use will allow the airport to be more efficient in the use of existing infrastructure, thus minimizing the dependence on more construction of new buildings to create capacity," ACSA said. However, the check-in counters in the existing international departures hall will continue to be used for international flights only. The multi-use

CTB departures facility will be used by both international and domestic airlines allowing those airlines with domestic and international flights to use the same check-in counters. #857.10

Since September 2006, IATA has been consulting with the Airport Company of South Africa (ACSA) on a bi-annual basis, monitoring their proposed CAPEX plans for Cape Town (CPT), Durban (DUR), and Johannesburg (JNB) airports. At the Airport Consultative Committee (ACC) meeting in late January 2009, IATA received confirmation from ACSA that they had reduced their CAPEX plans from ZAR 27.0 billion to 19.3 billion. The sudden downturn in traffic and a revised forecast by ACI indicating that traffic will stagnate for between 15 to 18 months had prompted ACSA to heed IATA's previous cautionary recommendations. In a previous ACC meeting in August 2008, IATA had forewarned ACSA that the airline industry was in a perilous state and could not afford further large-scale expansion programmes. Specifically, IATA advised that ACSA: Should 'sweat' their existing assets, ensuring that the capacity of all existing passenger and cargo terminals be used at optimum levels; Should reduce the scope of current projects and/or defer individual projects; Ensure future capacity enhancement projects were demand led.

During the January 2009 ACC meeting, ACSA announced that it had deferred a new realigned runway and associated taxiways at CPT with an estimated cost ZAR 2.0 billion and a new midfield passenger terminal complex with capacity for 13 million passengers a year and a new midfield cargo terminal at JNB. -- IATA worked closely with local airline representatives, including the Airlines Association of Southern Africa & Board of Airline Representatives in South Africa, to limit ACSA's request (to the Regulator) to increase charges - down from 46.4% to 18.5%. #857.11

Airports Company South Africa (ASCA) had issued tenders for a series of speciality retail and food & beverage commercial opportunities at Cape Town International Airport that closed on 30 April 2009. The outlets are scheduled for phased openings in November 2009 and April 2010. The retail opportunities are spread throughout the airport's Domestic Departures Terminal, Domestic Arrivals Terminal (landside), and Retail Plaza (landside). The Retail Plaza (landside) speciality concessions complete the balance of first phase retail development at Cape Town and include a 45-m² open concept store; a 31-m² Biltong store, and a 48-m² music store. Each of the concessions is scheduled to begin trading on 1 November 2009.

The Domestic Departures concessions, also scheduled to begin trading on 1 November, consist of a 57-m² music shop; a 76-m² apparel shop; a 105-m² sports shop; a 90-m² curios shop; a 25-m² gift shop; a 57-m² fashion accessories store, and a 120-m² pub complete with a 34-m² 'Chill Room'. In addition a second phase of concessions to begin trading on 1 April 2010 has also been announced, including a 248-m² coffee shop; a 230-m² restaurant; a 39-m² confectionery store; a 39-m² eyewear store, and a 105-m² regionally-themed gifting and wine shop. The Domestic Arrivals (landside) completes the final phase of the invitation to tender and includes a 53-m² florist; 53-m² confectionery store; and two mobile phone outlets measuring 31 m² and 34 m², respectively. The Arrivals stores are scheduled to begin trading in April 2010. #857.12

Sophisticated drug detection devices are to be installed at the country's major airports to prevent drug trafficking, following the arrest of South African Airways (SAA) crew members at London-Heathrow earlier in 2009. The detection devices are one of the recommendations made by a special task team established to review the additional measures put in place by SAA after the first

incident in January when a crew member was arrested on the same charges. The task team, comprising representatives from the airline, Airports Company South Africa (ACSA), Customs, and the South African Police Service (SAPS), was also expected to identify immediate additional measures aimed at curbing drug trafficking.

The task team recommended that the luggage of crew members be physically searched with the aid of sniffer dogs. Other recommendations include the installation of updated scanner technology with narcotic detection capabilities and that searches be conducted on both inbound and outbound aircraft to ensure no unauthorized goods are on board aircraft. The task team also said there should be improved co-ordination between SAPS and Customs Dog Units. Bongani Maseko, ACSA's Operations Director, said ACSA would continue to work with SAA, the Police and Customs to ensure that the resolutions of the task team are implemented. #857.13

NAMIBIA

The Minister of Works & Transport, Helmut Angula, has said that the jet fuel crisis crippling the Keetmanshoop Airport for the past two years will soon be resolved. Angula said Cabinet recently ordered the Minister of Mines & Energy to make budgetary provision for the rehabilitation of airport storage facilities. -- The second largest airport in the country, with one of the best landing strips, has become a 'white elephant' since aircraft are unable to refuel there. Keetmanshoop Airport, located some 500 km south of Windhoek, has the potential to handle big aircraft and to become an aircraft maintenance centre for Namibia. Keetmanshoop also has customs and immigration services and is able to handle cross border traffic into southern Namibia. The Karas Regional Council says it will soon start revamping the airport in preparation for an influx of air travellers who will flock to the 2010 FIFA Soccer World Cup to be hosted by South Africa. In Namibia, air traffic is expected to increase by over 36% during this period. #857.14

Due to the on-going upgrading of facilities at Walvis Bay Airport, the useful runway length has been reduced to 1675 m, with due consideration of the safety margins. Nevertheless, the airport can still accommodate aircraft up to the performance and weights of the B.737-200 series. The new expanded dimension of the runway (3500 x 60 m) will enable the airport to handle widebodied aircraft soon. These changes will elevate the status of Walvis Bay as Namibia's second international airport. In this regard, the NAC intends to expand the terminal building to accommodate 500 passengers from its current capacity of accommodating 200 at any one time to coincide with the projected growth in passenger numbers. Apart from the expanded runway and taxiway, the on-going development includes a state-of-the-art ILS that will enable movements even during overcast weather conditions. This makes Walvis Bay one of only few airports in Southern Africa to boast with such technology, which is more useful for an airport at the coast where overcast conditions often prevail. Due to its strategic location, which forms part of Namibia's Economic Processing Zone (EPZ), the airport will be the major export hub of fish and other resources to the rest of Africa and Europe. Passengers can also enjoy the scenic beauty when taking off from Walvis Bay Airport in the Namib Desert. -- Namibia Airports Company (NAC) is on record that it has received enquiries from four international airlines and airline agents for point-to-point and hub operations. The airport is ideal for smaller belly consignments as it links well to all continents. Walvis Bay Airport is further ideal as a refuelling destination for flights between southern Africa and North America. Currently, direct flights from southern Africa to the U.S.A. stop over in Dakar/Senegal, for refuelling before embarking on the final leg across the ocean. #857.15

ANGOLA

The Government is to spend over USD 400 million on its airport infrastructure ahead of the 2010 FIFA soccer tournament (#837.17), including USD 74 million on upgrading Luanda Airport to increase its capacity to 3.6 million passengers a year. The airport's runway will be redesigned and airport car-parking will be increased to accommodate 650 cars. The number of airport check-in desks will increase from 12 to 28, while the airport's boarding gates will be widened. ENANA, the Angolan airport authority, also plans a USD 130 million facelift at Catumbela Airport in Benguela Province, and a USD 99 million revamp at Lubango Airport at Huila.

The works carried out in the domestic terminal of the airports of Luanda and Luena, the on-going works in the cities of Dundo, Mbanza Congo, and Kuito, reflect the efforts of ENANA to improve the image and security of these infrastructures and respective institutions. As part of the programme of the central government, the works are aimed at empowering these airports with functioning and operational conditions, and equipping them according to international standards. Therefore, the firm has been developing a series of actions in order to improve gradually, firstly the general image of the infrastructures, and secondly provide better working conditions. ENANA expects that all its efforts and achievements be rewarded with the participation of the population in the conservation of the infrastructures and other new facilities. #857.16

* Transport Minister Augusto da Silva Tomás has urged 'Brick by Brick' building contractor to finish on time the repair works of the Benguela airport set by October 2009. After visiting the airport in early May 2009, the Minister expressed concern over the lack of building materials to finish the repair works, and according to foreman Rafael Xavier da Silva, some of the used materials do not pass the quality control. The Minister stressed the importance for Angola to have all airports operational to successfully respond to the challenges of development, and asked the local officials of his portfolio to follow up the works on a weekly basis. Meanwhile, 'Brick by Brick' managers have pledged to finish the repairs during the agreed term. #857.17

Thirty large, medium and small size airports are being repaired in Angola by the National Company of Airports Exploration & Air Navigation (ENANA). This was revealed by ENANA Managing Board Chairman, Jorge Correia de Melo, during a press conference. He said on the occasion that for the repair of the airports, the State had set aside in 2007 about USD 400 million being used under the Public Investment Programme. The amount is being used both for the construction and rehabilitation of infrastructures and equipping with technical means that include air navigation aid systems. According to the Chairman, the country's air security has improved a lot with the conclusion of the long-distance communication system project, while another parallel VHF communication system with a satellite connection is underway. "A contract for the purchase of one more radar system for the Luanda terminal region has been authorized and signed and we are more and more improving all systems in accordance with the International Civil Aviation Organisation (ICAO) recommendations," he said. He mentioned some of the airports being repaired: Dundo, Uíge, Damba, Quimbele, Sumbe, Benguela, Malanje, Namibe, Lucapa, Nzeto, Cahama, and Capanda. -- Angola has more than one thousand airstrips throughout the country, with the local authorities claiming that they be repaired. #857.18

NIGERIA

The Federal Government said in April 2009 it would embark on building a new international terminal wing for Abuja's 'Nnamdi Azikiwe International Airport'. Minister of Aviation, Babatunde Omotoba, said this during a meeting with top officials of Lufthansa Technik of Germany to work out modalities for building the NGN 4 billion second runway at the airport. Omotoba said when completed, the new terminal will replace the existing one, which would be converted to a domestic terminal. He said President Umaru Musa Yar'Adua was desirous of transforming Abuja into a world class airport, to be the hub of aviation in Africa and the envy of all. He described the visit as a major milestone and the first real accomplishment of the path "we designed and agreed upon last November, with the help and support of the Nigerian President and President Köhler of Germany." #857.19

The Lagos State Government may have secured the approval of the Federal Government to build its own airport. Pressure from the State Government on the Federal Government for approval to build the airport at Epe had been overwhelming, so that President Umaru Yar'Adua has given his nod of approval. The State Government is to begin work on the project, depending on the necessary permits from the relevant agencies of the Federal Ministry of Aviation. The project is linked to the development of an export processing zone (EPZ) in the Lekki-Epe axis of Lagos. Lagos is large enough to conveniently accommodate more than one airport, so that those on the Island do not have to come to 'Murtala Muhammed Airport' at Ikeja to board an aircraft. -- The approval may conflict with the concession agreement between the Federal Airports Authority of Nigeria and Bi-Courtney Aviation Services Ltd on expanding Lagos Airport. Bi-Courtney built the new Domestic Terminal 2 at 'Murtala Muhammed Airport' (MMA2) on a build, operate and transfer (BOT) basis. #857.20

Governor Ibrahim Shekarau of Kano State has described the resumption of work at the domestic wing of Malam Aminu Kano International Airport (MAKIA) as a welcome development. He stated this while receiving a delegation from the Federal Airports Authority of Nigeria (FAAN) in Kano, which was led by FAAN's Commissioner, Monitoring & Evaluation Directorate, Alhaji Ibrahim Garba, as well as contractors and consultants handling the abandoned project. Shekarau assured that his administration would continue to accord the airport priority attention. He said the reconstruction of the airport bridge, renovation of the VIP lounge, and the provision of street lights at the airport were undertaken by the State Government. The Governor added that his administration had also included the rehabilitation of the airport's control tower in the 2009 budget to enable the airport regain its past glory. #857.21

In late April 2009, Kwara State Governor Dr Bukola Saraki has given 42 days to Stabilini Visinoni Construction Company handling the Ilorin International Airport Cargo Terminal to complete the project (#800.6). Dr Saraki expressed worry over the delay in the completion of the cargo terminal. He noted with displeasure that the project was taking longer than anticipated, adding that the State Government will not compromise its speedy completion. The cargo terminal, he explained, is of great importance to the State, warning that any unnecessary delay over the completion of the project is no longer acceptable. Dr Saraki, however, appealed to the contractor to speed up work on the project to meet the new delivery date, pointing out that by "middle of June, the project must be completed and delivered." The site engineer of the project, Eng. Femi Toyinbo, who conducted Dr Saraki round the

project, assured that the company will double efforts to meet up with the completion deadline. -- The Ilorin Cargo Terminal, when completed, is expected to be the first modern cargo terminal in the country with underground world class facilities. #857.22

The Plateau State Government has expressed determination to build and expand the runway of Jos Airport. The airport's facilities are inadequate; hence the State Government decided to expand the facilities, particularly the runway, and look out for other things which need to be put in place so that the Federal Government can be asked to upgrade the airport to international status. The Plateau State Government will finance everything, including the runway, any required offices, and the expansion of facilities at the airport before the Ministry of Aviation inspects the facilities for upgrading the airport to international standard. #857.23

The Federal Government may have plans to increase the passenger service charge (PSC) from NGN 350.00 to NGN 1000 in order to make more money available for maintaining the country's airports. The Minister of Aviation, Babatunde Omotoba, said that the request for the increase was yet to be approved. However, he absolutely supports the increase because the Federal Airports Authority of Nigeria (FAAN) would need more money in order to effectively maintain the nation's 21 airports. Omotoba reiterated the Federal Government's plan to build second runway at Abuja Airport and explained why it is overdue. He also promised to expand the terminals at the airport. The Minister also spoke on the passenger boarding bridges at the international wing of MMA (Lagos) and said that soon air conditioners would be installed in all of them to put an end to the scorching heat that welcomes passengers arriving or boarding aircraft. #857.24

GHANA

In an interview, Essie A. Sackey - Director General, Ghana Airports Company Ltd, said: "We are in the final stages of a new Master Plan, we are looking at our terminal growth, how we can expand it, so to have more shops. It would be pleasant for people just to come here and shop. Not only airline passengers but other people as well. We are looking for some infrastructure development - airline offices, various facilities etc. - so to have a wave of property development. And the process has started already by ensuring any interested parties to participate." #857.25

IVORY COAST

U.K.-based aviation consultancy Alan Stratford & Associates is advising the Government on the renewal of the concession agreement at Abidjan International Airport (#855.CON4). The current concession, which expires in 2011, is held by AERIA, a consortium comprising the French-based airports group Egis Avia, Marseilles Airport, and local investors. -- In 2008, the airport handled 965 000 passengers, an increase of 3.7% on the previous year. There are plans for a new freight terminal, an extension to the passenger terminal, and an airport business park. #857.26

TOGO

Because Lomé Airport is developing as a convenient hub for cargo transshipment and distribution to neighbouring states, the cargo facilities are completely saturated when widebody freighters are unloaded or loaded. Construction of new cargo facilities as well as new passenger terminal is planned to plans prepared by Aéroports de Paris. However, construction has yet to start. #857.27

CHAD

N'Djamena Airport, briefly closed for civilian traffic in February 2008 when rebels prepared to launch an offensive on Chad's capital, is indispensable to the deployment in Chad of a European peacekeeping force of 3700 troops, mainly French. They are mandated by the United Nations to protect refugees from the crisis in Sudan's western Darfur region, as well as internally displaced people in Chad and the Central African Republic. After a delay because of the insurgency, commanders and a military spokesperson for this force, EUFOR Chad-CAR, said they wanted to deploy on the ground as quickly as possible, but the military part of N'Djamena airport lacked the capacity for their huge Antonov transport aircraft. #857.28

CAPE VERDE

'São Filipe Airport' on Fogo Island, the fourth busiest in the archipelago, is getting a 20-km paved road link to the town of São Filipe later in 2009. However, it will take some time until the airport's runway will be extended by 300 m and upgraded to allow ATR 72-500 operations. -- Practically the whole island is an active volcano, almost 3000 m high, that has been periodically active, last erupting in 1995. The volcano is the island's major attraction for international tourists who fly in from Sal or Boa Vista. #857.29

Other regions

ALGERIA

Fourteen domestic airports are under threat of closure because they are on the verge of bankruptcy in the wake of the economic downturn, which has hit air transportation around the world. There are also accusations of mismanagement and squandering of resources within the Algerian Airport Services Organization, operator of 17 airports in the North African country. Officials at the Transport Ministry are asking to investigate appointments within the organization, responding to claims that employees there are receiving undeserved inflated salaries. The Ministry of the Interior said revenues from the airports under threat of closure are not enough to cover the salaries of the employees, according to press reports. The affected airports will not include the main international airport in the capital Algiers. The airports on the verge of closure are dispersed throughout the country, some of them as far as 2000 km from Algiers. Closing down airports in the far reaches of the country is likely to affect the whole economic market, including impeding the transportation of cargo, affecting trade and hindering people who commute for work. #857.30

EGYPT

Cairo International Airport's state-of-the-art new Terminal 3 began operations on 27 April 2009. T3 will be home to EgyptAir and the Star Alliance airlines serving Cairo. The USD 340 million facility increases the airport's capacity by more than 11 million passengers a year, to 22 million. The soft opening will be implemented in four phases to ensure that systems and processes are working to the highest levels, enabling customers to make their way through the facility as easily and speedily as possible. Terminal 3 will revolutionize duty-free shopping in Egypt. With close to 4000 m² of retail space, the shops offer passengers popular international brands and introduce exclusive brands new to the Egyptian market. The new terminal will also include food & beverage areas with local and international brands. The concessions contract for all T3 duty-free shops was assigned to Egypt Air Duty Free.

Terminal 3 was first unveiled to the media in December 2008, when President Hosni Mubarak officially inaugurated the facility. Egyptian Civil Aviation Minister Ahmed Shafiq said: "The new Terminal 3 is part of a far-reaching strategy, as directed by President Mubarak. It will play a leading role in confirming Egypt's position as a world centre for business, finance, sports and culture. This first phase of our ambitious airport expansion project is now complete. The terminal not only embraces a stunning design, but a whole range of new facilities." Upgrades continue at Terminals 1 and 2 with renovated facilities, VIP Lounges, and The Air Mall. Current projects include a new control tower and a new third runway to accommodate future traffic developments. Further developments include a five-star hotel, an Automated People Mover, and an extended metro line linking the airport with Giza. #857.31

MAURITIUS

The Government has confirmed that construction work is to start on the new MUR 11 billion (USD 325 million) terminal at 'Sir Seewoosagur Ramgoolam International Airport' in September 2009 (#856.22). According to a statement by Prime Minister Dr Navin Ramgoolam, the new terminal will comprise around 57 000 m², include a new duty-free shopping area and have a capacity for 4.5 million passengers. It is also designed to help Mauritius achieve its aim of doubling tourist arrivals by 2015. -- In 2008, the airport handled 2 452 807 international passengers. #857.32

GREAT BRITAIN

Belfast International Airport has confirmed that work is starting immediately on a GBP 10 million terminal overhaul. This will see construction of a new two-storey glass facade at the front of the terminal which will house lifts, stairs and escalators to the Departures concourse and will create space for more than 20 retail and food & beverage outlets. The current landside security search area will also be relocated to the departures area to speed up the time it takes passengers to get through the airport. Completion is expected by the summer of 2010. The development brings to over GBP 35 million the amount invested in the airport in the last five years. -- In 2008, 5.2 million passengers moved through the airport much the same as in 2007. Málaga remains the most popular destination. #857.33

BELGIUM

From 3 to 28 August 2009, works will be carried out at Brussels Airport which require the temporary closure of the runways at different intervals. From 3 to 10 August, the available length of Runways 07R/25L and 02/20 will be reduced and the ILS will be down. This means that during this period several aircraft types will only be able to use Rwy 07L/25R. Work will be carried out in the touch-down zone of Rwy 02/20. From 10 to 18 August, Rwy 02/20 will be entirely closed to traffic, i.e. no take-offs or landings will be allowed in either direction. The two parallel runways will remain entirely available in the 07/25 direction. The runway will be resurfaced (± 5 cm) and will get a new anti-skid layer (± 3 mm). The centreline lighting will also be replaced. From 18 to 28 August, Rwy 07R/25L will be entirely closed for take-offs and landings. The two other runways (07L/25R and 02/20) will be fully operational. During this period, the surface layer of runway exit C2 will be renovated, as will the upper sub-layer wherever necessary. The lighting will also be replaced. The dates mentioned are target dates; however, exceptional weather conditions may affect the timing. The renovation works are necessary to guarantee passenger safety and need to be carried out in pursuance of the international air traffic safety obligations. Work is carried out in August because the summer months offer the best conditions in terms of available daylight hours, rain, and expected air traffic. #857.34

GERMANY

Berlin Airports, the operator of the two Berlin airports, presented plans to build a cargo terminal with a starting capacity of 60 000 tonnes at the recent 'Transport Logistic 2009' international trade fair in Munich. The building represents the first module of a cargo centre for cargo carried by passenger aircraft at the new BBI Capital Airport. The advantages of such a facility, which can be expanded in modules, are direct access to aprons and close proximity to passenger aircraft, enabling cargo for long-haul destinations to be reloaded in no time at all.

A Europe-wide call for tenders will be held for the construction of the building. The pre-qualification phase of the two-stage tendering competition will start in spring 2009 and be announced in the Official Journal of the European Union. Contracts are expected to be awarded in early 2010 on the basis of the granting of hereditary building rights with a building obligation. -- Thanks to an increasing number of intercontinental flights, Berlin offers a conceivable alternative for cutting pre- and post-carriage costs for air cargo to North and East Germany, as well as to West Poland and Scandinavia. Competitive all-inclusive prices are already available for cargo charters of all sizes from Berlin-Schönefeld Airport, 24 hours a day. #857.35

ITALY

A Chinese delegation visited Sicily in February 2009 to evaluate the setting up of an intercontinental airport as a logistics hub near Enna in the centre of the island. The planned airport with a 5000-m runway would interact with Catania-Fontanarossa, which is primarily a passenger airport – the fourth-busiest in Italy – and the seaport of August, which the Chinese would also upgrade. The Chinese delegation led by the CEO of HNA Airport Group, Tan Xiang Dong, has offered to finance EUR 300 million of the new airport's costs, with the Sicily Region and private investors accounting for the remainder. The HNA Group is registered with China's State Administration of Industry & Commerce since January 2000. The Group has expanded its activities in air transport, airport management, hotel business, tourism business and other related industries. -- Apparently, the Chinese want to build an airport and a seaport for their exports to Northern Africa and Northern Europe and create a tourist hub for the next generation of Chinese travellers. They want to build in Sicily because they forecast an increase in consumers' expenditures in North Africa and the Middle-East. As matter of fact, some data show that the southern Mediterranean area is the second area in the world - after Asia - to attract the most foreign investments. #857.36

* Catania-Fontanarossa Airport in Sicily has commissioned its bypass taxiway to Runway 26, allowing - together with a new terminal building (#809.24) - the doubling of passenger capacity to 12 million per year by speeding up the taxiing processes. Future projects include an extension of Runway 08/26 from 2435 m to 3000 m and light-rail and mainline-rail links with the City of Catania. #857.37