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AIRPORT DEVELOPMENT

(Southern Europe)

ITALY

Fondi Italiani per le Infrastrutture SGR SpA (F2i) has initiated discussions with Ferrovial SA regarding acquiring a controlling stake in GE.S.A.C. S.p.A., the operator of Naples-Capodichino Airport (#883.OPS1). Reuters reported that F2i's Board has asked CEO Vito Gamberale to discuss the airport deal, valued at EUR 150 to 200 million, with Ferrovial. The Spanish company holds a 65% stake in Capodichino Airport through BAA Airports Ltd. It intends to sell non-core assets such as Naples Airport to repay its massive debt, reported to be GBP 1.54 billion. "There are various interested parties in the airport and we are studying their proposals," a source close to BAA's parent company Ferrovial said. #885.1

Officials at Bologna Airport have begun a call of bids for the remodelling of the passenger terminal. An announcement was made in the European Union's official gazette in order to determine which company will care for hub requalification, construction supervision, and security co-ordination during the project's execution phase. A starting amount of EUR 21.5 million was mentioned. Work must be completed within 720 days from the assigned date. – Bologna Airport handled 2 459 962 passengers (+14.9%) and 30 644 aircraft movements (+7.7%) in the first half of 2010. #885.2

Following the completion of work on the 2800-m secondary runway of Pisa's 'Galileo Galilei Airport' and its commissioning in March 2010, work can now start on an extension of the 3000-m primary runway, expected to cost EUR 16 million. A 400-m extension of the southern runway end will allow aircraft taking off to the north to fly higher over the city, reducing the noise level considerably. Additionally, LED airfield lights will be installed to save energy and increase operational reliability in bad weather conditions since they will reduce RVR from 550 m to 200 m. The runway project is part of the Strategic Plan 2010 – 2013, which foresees investments of EUR 110 million at the airport and includes the setting up of a cargo village and a peplemover link between the airport and Pisa's Central Station. -- Pisa is a military airport open to civil aviation. Therefore, the Italian Air Force is responsible for the management of the runways, the airport control towers, the navigation radio aids and radar control for approaching aircraft. #885.3

Under its 'Cagliari 2010' project, Cagliari-Elmas Airport in Sardinia will invest EUR 30 million on runway rehabilitation, an apron extension bringing the number of aircraft stands from 16 to 25 (and 40 later), airfield access improvements, and a new general aviation terminal and apron (#870.14). SOGAER, the operating company, has split the work into two packages, starting with

the apron extension later in 2010. The project should be completed in two years' time. Other future projects at the airport include the relocation of the fuel depot, a new cargo village, and a 300-m walkway to the nearby railway station. The latter project is being financed by the Sardinia Regional Government. #885.4

The European Commission has approved EUR 800 000 for Bergamo-Orio al Serio Airport under its TEN-T 2009 programme. The funds are a contribution towards the cost of a feasibility study on intermodality and surface access at Bergamo Airport. -- The TEN-T programme consists of hundreds of projects – defined as studies or works – whose ultimate purpose is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to it. TEN-T projects, which are located in every EU Member State, include all modes of transport. #885.5

Rome-Fiumicino Airport has a new transfer baggage-handling system, called 'NET 6000' after the name of the location ('Nuovo edificio transiti', new transfer building) and capable of handling as many as 6000 baggage items per hour. The facility with 1200 linear metres of conveyors went into operation in record time: Aeroporti di Roma started works in March 2010 and the facility was completed in just four months. It is located within the airport area, halfway between the domestic and the international terminals. The system is designed to control and handle the baggage of transfer passengers automatically and as fast as possible. So far, this was carried out manually by handlers, which required higher resource deployment by ground handling services. Moreover, this new system will cut down the possibility that handled baggage is lost or mis-sorted, resulting in a baggage-passenger matching rate close to 100%. With an overall capital expenditure of EUR 20 million, this is the largest transfer baggage handling system ever implemented in Italy. The system extends over more than 7000 m² on two levels. It features all the main functions of a BHS (Baggage Handling System): baggage loading, identification, tracking and tracing, security screening and basket sorting.

The whole facility is governed by the Elsag Datamat MBHS (Multisorting Baggage Handling System), based on cross-belt technology, which can handle 6000 baggage units per hour. The system comprises a number of carts, each equipped with a bi-directional motor-propelled conveyor for loading, routing and sorting baggage to the appropriate destination, i.e. the 42 bays served. In practice, baggage is carried to the handling centre on carts directly from the aircraft and - through five entry gates - it is loaded into the system on as many conveyor belts, all taking baggage to the core of the system. Along the way, the destination code of each baggage unit is picked up via RFID (Radio Frequency Identification) devices and optical-sensor laser systems. The baggage loaded on the sorter is taken to the appropriate gates, where it undergoes security controls in compliance with IATA regulations and is sorted according to the appropriate flight. Here, operators pick up the baggage and scan the bar code with a RFID and optical-sensor device to match each item with the passenger's destination. #885.6

'Altroconsumo', the largest independent and non-political consumer organization in Italy, has ranked Trieste-Ronchi dei Legionari Airport as the fifth best in Italy as to quality of the infrastructure, punctuality, accessibility, and safety/security. The survey was carried out between September and November 2009 among more than 10 000 European travellers and covered some 150 airports worldwide. The top-ranking Italian airports were Bologna, Cagliari, Olbia, and Turin. A general comment on Italian airports was the lack of attention to passenger rights and to the environment. – Trieste Airport will soon have a new shopping area to complete its services offer. #885.7

MALTA

The Board of Directors of Malta International Airport plc has reconfirmed Julian Jaeger, seconded from Vienna International Airport, **as Chief Executive Officer for another three-year term.** The contract was signed on 17 June 2010. Commenting about the decision, MIA Chairman Karin Zipperer said that the past 18 months were characterized by huge challenges in the international travel industry. She added that the Board is confident that Mr Jaeger's reconfirmation as CEO is a sign of continuity in the right direction. Ms Zipperer concluded that MIA's performance during the international crisis was satisfactory and highlights the commitment shown by Mr Jaeger and his management team and staff to overcome these turbulent times. When referring to his reconfirmation as CEO, Mr Jaeger said that he is very proud of MIA's accomplishments during his tenure as CEO, and he looks forward to continue the hard work together with all the staff at MIA, so that Malta International Airport continues to grow and become a leading European airport in its class. #885.8

* **Malta International Airport plc has issued its financial results for 2009 which show a 3% increase in revenue and a net profit of 2%, the latter corresponding to an increase from EUR 8.66 million in 2008 to EUR 8.84 million in 2009,** which given the economic scenario is a notable result. The comprehensive income of MIA in 2009 increased from EUR 45.11 to EUR 46.45 million. This represents a 2.3% decrease in aviation revenue, and conversely a remarkable 20% increase in non-aviation revenue resulting in an overall 3% increase. The number of passengers that passed through MIA in 2009 was 6.1% below that of 2008.

These results have been achieved primarily because of the decisions taken in previous years to invest EUR 5.5 million in the airport's commercial areas (#870.9). **The increase in revenue results from the positive concessionaire performance which registered an increase of 16%, the VIP product with its increase of 23%, as well as revised rental agreements which registered an increase of 55%.** The company, moreover, also made a great effort to contain its operating costs. Its staff costs have increased only marginally by 0.6%, while other operating costs registered an additional 5%, depreciation has increased by 7% reflecting the investments undertaken, while financial costs decreased by 25.2%.

The Directors of MIA have, therefore, proposed a final net dividend of EUR 0.057 per share which brings the total dividends for the year to EUR 0.117 per share. The result of 2009 warrant the continuation of MIA's policy to make use of any opportunities from which more revenue could be generated in order to alleviate its economic dependence on aviation and related activities. At present it is already effectively and actively engaged in its diversification strategy in marketing its **new landside Business Centre** which is expected to start operation in the latter half of 2011. -- The company has now announced a revised forecast of 6% for 2010 in view of the recent passenger growth and a better understanding of airline schedules for the forthcoming season. #885.9

CROATIA

A contract should be signed by the end of 2010 with a private partner that would build a new terminal at Zagreb Airport (#878.29). The new facility should be built in three phases, according to Airport Director Tonci Peovic. In the first phase a passenger building of 40 000 m² - enough space for 3 to 4 million passengers - should be constructed, with three boarding bridges. This first phase would cost EUR 150 million. In the second phase, when passenger numbers reach 5 million annually, the terminal should be expanded with passenger bridges on the western side of the building, costing an additional

EUR 72 million. In the third phase, boarding bridges would be added to the eastern side of the terminal at a cost of EUR 44 million. The first phase is expected to be completed by the year 2015. Peovic has also suggested several financing options (Build, Operate, Transfer - BOT, owners' own money and loans, European Union Cohesion Funds or co-operation with a strategic partner). He considers the BOT model to be the best solution since the project would be carried out by a company that would invest money in the building of the terminal and for that reason would also have the greatest interest in attracting new passengers. That private partner would then manage the airport for 20 to 30 years and afterwards give the management right back to the owners, in this case the State, Zagreb City, Zagreb County, and the city of Velika Gorica. – Zagreb handled 910 646 passengers in the first half of 2010, down from 961 445 in the same 2009 period. #885.10

The new 500-m² duty-free store located in the new Terminal B at Dubrovnik Airport is trading some 20% ahead of the old store with no discernible increase in passenger traffic, according to the airport's commercial partner Gebr. Heinemann. The new store created for its long-time customer is a very modern shop with the latest fittings. It is part of a new building opened in May 2010. The German company advises Dubrovnik Airport with the architecture and the assortment of items on offer and analyzes the passenger flow in terms of where they are coming from and where they are flying to. The airport's future terminal facilities (the new Terminals A and B and the reconstructed Terminal C) can handle more than 2 million passengers a year from 2013 and its opening marks the latest stage of reconstruction of Dubrovnik-Cilipi Airport, in line with the recommendations of IATA and international standards. Once completed, the terminal complex will be the largest in Croatia and the first to feature passenger bridges. -- Heinemann has had a long-term relationship with Croatian airport operators for several years, having worked in partnership to rebuild most of the country's leading duty-free airport shops since the war ended in 1995. #885.11

* **Dubrovnik Airport ended 2010 with a HRK 20 million (EUR 2.7 million) profit despite a small decline in the number of passengers.** Airport head Roko Tolic said he was moderately satisfied since the airport had had a good year despite the recession. He expects the number of passengers will rise by 2% to 1 142 000 in 2010, with Terminal B finished. It has an area of 13 700 m² and will have cost HRK 160 million. Croatia Airlines is still the most important carrier at Dubrovnik, followed by Dubrovnik Airline, British Airways, EasyJet, and Norwegian Air Shuttle. The U.K. remains the major market for tourists arriving in Dubrovnik. #885.12

Zadar Airport has built a brand new General & Business Aviation Terminal, the only one in Croatia designed and created to the latest modern standards, giving passengers and aircraft crew all the luxury they need. It is designed as a two-floor building. The ground floor is used for passenger handling and features a cafe bar and places for refreshment and relaxing. On the first floor there are tree apartments in case that the passengers or the crew want to take a break before reaching their final destination. #885.13

SLOVENIA

Airport operator Aerodrom Ljubljana d.d. is projecting a 5% to 10% increase in passenger traffic in 2010 amid signs of a recovering global economy. In 2008, 1.7 million passengers used the airport, which was 20% more than 2007. However, passenger traffic in 2009 declined to 1.5 million passengers due to the economic crisis which impacted the aviation industry, according to Sales &



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Marketing Director Janez Krasnja. For 2010, the trend is set to change for the central European country, he said, adding that **Asian countries are expected to be among the contributors to the better traffic volume at Ljubljana Airport.** "There is a growing interest from Asian people to visit Europe," he said in a recent interview. Ljubljana Airport is the major and central airport of Slovenia situated 23 km northwest of the city. It is connected to all major European cities and airports. People from Asia are not always going to travel to only the well-known destinations of Europe such as London and Paris, but may want to experience 'new' destinations like Slovenia, Krasnja said. Currently, there are two to three chartered flights yearly from Japan Airlines which have been a sort of springboard to lure more Asians to Slovenia as an investment and tourism destination. On the airport's cargo business, Krasnja said while the majority of its revenue came from the passenger segment, it is also planned to expand its cargo business. As part of efforts to attract more cargo business, Aerodrom Ljubljana was also offering special incentives for newly introduced cargo routes like up to 50% discount for landing, cargo handling and centralized infrastructure. Krasnja said Aerodrom Ljubljana was keen to attract Asian cargo carriers to its airport as the present contribution from the cargo business to revenue was below 10%. Expanding the cargo business would be done through partnerships with Asian and Middle East airlines as well as through the acquisition of an express mail logistics centre, and also through improving and growing the airport's capacities. #885.14

On 4 June 2010, the Transport Ministry published a call for bids for a 30-year lease on the use of the infrastructure and the management of Maribor Airport. The deadline for bids is 7 September 2010. Currently rented by Aerodrom Maribor, a company owned by the troubled car-seat covers maker Prevent, 'Edvard Rusjan Maribor Airport' is Slovenia's second biggest. Earlier in 2010, the Ministry said it would launch an overhaul of infrastructure at Maribor Airport. The EUR 15 million project, funded with EUR 11.1 million coming from the European Regional Development Fund, is expected to be concluded in 2013. -- The airport opened to commercial traffic in 1976 and renovated its runways in 1999. In 2007, the airport reported 1480 flight operations, 31 936 passengers and over 19 tonnes of cargo. #885.15

SERBIA

Belgrade's 'Nikola Tesla Airport' has won a prestigious European award, EURO ANNIE, for the largest number of new airlines operating through this airport in the past year. Global network ANNA, engaged in professional analysis of passenger air traffic at 250 airports in Europe, made this decision as, from August 2009 to August 2010, the airport attracted ten new airlines engaged in scheduled traffic. There were 40 664 aircraft movements at the airport in 2009, with a total of 2 384 007 passengers. Growth has been spurred by the increasing amount of new airlines opening new routes to Belgrade. TAROM, the flag carrier of Romania, started a route from Bucharest to Belgrade in December as well as Malev, the Hungarian national airline, which opened a route from Budapest to Belgrade. This growth has been spurred by the Open Skies agreement, which came into effect in Serbia on 1 January 2010 and lifted restrictions on international airline landing rights, moving Serbia away the policies of protecting the national airline, JAT.

Another important change in policy which has spurred airline growth in Serbia is visa liberalization for Serbian citizens travelling to the Schengen area. Speaking at the 32nd International Fair of Tourism in Belgrade, Dr Velimir Radosavljevic, Director General of Belgrade Airport,

said: "I think the main issue is visa liberalization. During January and February, we had an increase of 15% to 20% to European countries which signed the Schengen Agreement." The Schengen Area now comprises of 25 European countries which have no internal border controls designed to make international travel easier and spur economic growth. As a result of the visa liberalization, the number of Serbian passengers to European destinations has increased by 20% comparing with the same period last year. With good reason, Dr Radosavljevic went on to say: "I think Belgrade Airport is one of the most prospective airports in the Balkan Region." Currently, the airport is running at almost 50% passenger capacity but has a maximum capacity of 5 million passengers per year. In 2009, Belgrade Airport made a net profit of EUR 18 million. There is talk of a bi-lateral agreement with the United Arab Emirates for Etihad Airways and Emirates Airlines to open new routes to Belgrade. #885.16

The military airfield in Ladjevci will be reconstructed into a civilian airport, as arranged by Labour Minister Rasim Ljajic on a visit to Turkey. The investment is worth EUR 13 million, and part of the money will be allocated from the budgets of Serbia and Turkey. Ljajic informs that relations between Serbia and Turkey have never been better and points out the importance of Turkish support to its investors in Serbia. Ljajic also says the two countries discussed further investments of Turkey in Serbia. #885.17

BOSNIA-HERZEGOVINA

Minister of Transport & Communications Nail Seckanovic has announced that the Government secured EUR 735 million for investments in motorways, airports, and railways. These assets were mostly secured through loans from European banks and funds. "This is a crucial year, in which we can make a huge step forward towards a more intensive construction of motorways and reconstruction of railways, and in other capital investments," he said at a round table on economic perspectives in the country. #885.18

On 1 July 2010, an agreement for preparing the project documentation for the extension of the Sarajevo terminal building and an increase of the airport's capacities was signed by representatives of the P.C. Sarajevo International Airport Ltd and NACO, the Dutch consultants. Funds in the amount of EUR 724 000 come from the grant of the Fund for Technical Co-operation of the Kingdom of the Netherlands. A Grant Agreement worth EUR 25 million was also signed at Sarajevo Airport by representatives of the European Bank for Reconstruction & Development (EBRD) and the airport company. The loan will be used for extending the infrastructure and enhancing the capacity of Sarajevo International Airport: Extension of the passenger terminal, construction of a new, fast taxiway and enlargement of the apron. Due to the project, the terminal floor area, now about 10 000 m², will be enlarged by an additional 7000 m². Pointing out that this project resulted from long-standing co-operation between EBRD and the airport, its General Manager, Bakir Karahasanović, said: "Extension of the terminal building will not only solve future development necessities of Sarajevo International Airport, but will also enable provision of top quality services to passengers, while the airport as a whole will contribute to a better image of the country." -- These Agreements are a continuation of numerous activities aimed at expanding Sarajevo Airport. #885.19

ALBANIA

On 23 April 2010, the company that operates Tirana International Airport (TIA) celebrated its fifth anniversary. The concession agreement was signed on 23 April 2005, starting a company that turned into a solid investment and now is demonstrating both strength and success. "We continue to operate with the conviction that every challenge presents a unique opportunity. Our business model is based on enduring relationships with our partners and stakeholders. It has enabled TIA to achieve significant project milestones in the previous year. We develop our businesses rapidly by catching chances from the growing demand for air transportation in this country and by the positive developments taking place in Albania. And we believe that in the years to come we will grow bigger and stronger," said Holger Linkweiler, Chairman of the Administrative Council of Tirana International Airport.

The extension itself became necessary when **the airport reached the number of 1 million passengers in one year already in 2007 – only 9 months after opening the new passenger terminal and two years ahead of the original plans.** After completing the extension of the terminal in 2009, TIA is working continuously to maintain high standards and realize growth in traffic figures which everyone expects from this solid investment. TIA has recorded a 10% growth in passenger figures in 2009. The company expresses its sincere gratitude to its shareholders, the responsible ministries and state entities, lenders, service providers, concessionaires, airlines and other clients for providing continuous support to the airport and making this success possible. "Together, we have created a vision whereby the name of Tirana International Airport has become synonymous with excellence, innovation, honour, integrity, outstanding quality and service. We need to keep this vision. I believe in our professionalism and the excellent team spirit that we have." said Andrea Gebbeken, Chief Executive Officer of TIA. #885.20

MACEDONIA

Turkey's TAV Airports Holding took over the management of 'Alexander the Great Airport' in Skopje/SKP and 'St. Paul the Apostle International Airport' in Ohrid/OHD as of 1 March 2010 (#876.OPS5) and will operate the two airports for the next 20 years. The start of construction of the new cargo airport near the central Macedonian town of Štip, initially planned for March as well, will have to wait for "several years" in order for "certain measurements compliant with international standards to be taken," Prime Minister Nikola Gruevski said. The airport was intended to boost Macedonia's fruit and vegetable exports by offering a quick route for fresh goods to European and other markets.

TAV Holding was the only contestant and winner of the airport tender in September 2008. The company has agreed to invest more than EUR 200 million in Macedonia and will pay between EUR 30 and 40 million in total concession fees to the Macedonian Government over the 20-year concession period. Citing financial difficulties caused by the global economic crisis, TAV asked - and got - two postponements of the building start date in 2009. The Government then set a start date in March 2010 as the last deadline. TAV Holding began laying the groundwork in Skopje and Ohrid on 2 March and will complete the new Skopje terminal by late 2011. -- The company said it plans to significantly raise the number of passengers using both Macedonian airports once it takes over their management. #885.21

BULGARIA

Greek operator Goldair Handling has been granted a license to provide full passenger and ramp ground handling services at Sofia International Airport (#884.OPS13). The Transport Ministry has given a license to the company's Bulgarian subsidiary since Sofia International Airport is very alike to the Greek airports well known to Goldair Handling with its almost 25 000 departures per year, including both scheduled and charter flights. Goldair Handling is thus the only Greek-owned company engaged in full handling services in two neighbour countries, Cyprus and Bulgaria. "This new investment is part of a regional development strategy to countries with the same traffic structure as Greece," says Mr Kallinikos, Executive Vice President of Goldair Handling. The company initially plans to invest EUR 12 million at the airport. #885.22

Passenger numbers at Bulgaria's three main international airports trebled from 2.2 million in 2000 to over 6.6 million in 2008, before falling by 9% in 2009 to just over 6.0 million travellers. Growth has focused primarily on Sofia since 2004, while traffic to the Black Sea summer destinations of Burgas and Varna has not grown as dramatically. Varna was the busier of the two Black Sea airports until 2003, but by 2009 Burgas was handling some 40% more passengers. While Sofia's traffic is year-round, thanks to serving as the gateway to the Bulgarian ski market, Burgas and Varna are much more seasonal. In summer 2009, Burgas' peak month of July saw the airport handle 50% more passengers than Sofia in its peak month of August. In 2009, the U.K. was responsible for around 18% of the traffic at Burgas, with 306 000 passengers. About 85% of these were travelling on charter flights operated by both U.K. and Bulgarian carriers. Varna has a few more scheduled services in winter including flights to Budapest, Moscow and Vienna. #885.23

The first LEED building award for energy and environmental design in Bulgaria has gone to the Sofia Airport Center office complex, built by a joint venture of Tishman International and GE Real Estate. A presentation by Tishman International highlighted the new building development at the international business park now being set up in the Bulgarian capital. Carlo Marzot, Tishman's design engineering representative and Managing Director of EZ MEP International, presented the first LEED-certified building in Sofia Airport Center, outlining the definitions of sustainable construction and energy efficiency and the benefits of both programmes in shopping areas. Console shutters and a double-glazed solar glass façade aim to reduce effects of heat and sun. The complex has an energy-efficient system for building management (BMS), which monitors the outside temperature and regulates the air conditioning system. -- LEED (Leadership in Energy and Environmental Design) is an internationally recognized certification scheme of 'green' buildings. The use of ecological materials in the construction of the latest Class A office building, and the design features ensuring a healthier, safe and efficient working environment for tenants, put the site in the rankings for the sustainable development LEED award. #885.24

GREECE

Volos/Nea Anchialos Airport (VOL) - the international Airport of Central Greece - has a new baggage handling system (BHS) installed by Logan Teleflex earlier in 2010. The system has significantly improved customer services at the airport which is experiencing growth and is in the process of upgrading its facilities under a multi-stage programme. A rail station immediately adjacent to the

airport terminal and accessible by an elevated walkway will be completed in 2013. The airport is served by seasonal charter flights from Central Europe and the U.K. and by low-fare carriers. #885.25

TURKEY

On 12 July 2010, Gazipaşa Airport (GZP) near Antalya, whose construction started in 1991, received its first ever scheduled flight - a 66-seat ATR 72 aircraft operated by Borajet Airlines and coming from Istanbul's Sabiha Gökçen Airport (SAW). The flights will be operated daily five times a week, Monday to Friday. Borajet's General Director Kadir Peker, local officials, representatives of political and non-governmental organizations, and numerous institutions and tourism agencies that have contributed to the development of tourism in the region were among the first passengers that arrived at Gazipaşa Airport, which will be operated by TAV Gazipaşa until July 2034. The airport has the capacity to serve 500 000 passengers annually. It includes a 2144-m² terminal building and a 150-space carpark. -- On 21 August 2007, TAV Airports Holding was granted the right to operate Antalya Gazipaşa Airport against the yearly lease charge of USD 50 000 + VAT; with submission of 65% of the revenue generated from operation activities to the Government. The airport has gained significant importance with the recent acceleration in the growth of Turkey's aviation industry and is expected to make a great contribution to the development of Turkey's tourism sector. #885.26

The State Airports Management General Directorate (DHMI), despite preferring to use private firms to build and renovate its airport terminals, is shouldering the burden of constructing and upgrading smaller airports in Anatolia to bring the opportunity of flight to its economically smaller provinces. According to the Anatolia news agency, the DHMI is setting out to renovate the infrastructure and terminals of many of the smaller airports in Turkey. **DHMI currently has 13 projects in its portfolio, all of them focused on improving the quality and capacity of airports in Anatolia.** In Balıkesir, DHMI is working to lengthen the main runway and build a new terminal. In addition to this, the runways of Erzincan Airport, soon to be designated an international airport, will be revamped in the span of three months, while new domestic and international terminals will be completed by the end of 2010. Sivas, Kayseri, Hatay, Batman, Kars and Mardin are also set to receive new terminals. Moreover, DHMI has asked five firms for bids to build a new hanger to store Government aircraft at Ankara's Esenboğa Airport. This project is planned to be completed a year after a contract is signed. #885.27

CYPRUS

The second development phase of Larnaca International Airport, to be completed in 2013, provides for the expansion of the new terminal to handle 9 million passengers a year, and for a 500 m runway extension to 3500 m. The design of the new 98 000-m² terminal includes 16 boarding bridges and is intended to reflect the proportions of a medieval aqueduct located in the city. – The new terminal facilities, built and operated by the Hermes Airports consortium, were inaugurated on 10 November 2009 and can accommodate up to 7.5 million passengers annually (#870.1). #885.28

The two Cyprus airports have chosen Nedap's AEOS as their security management system since it combines an open architecture and configurable software components, enabling the two airports to be more in control of enforcing tight security procedures. Another important

reason to choose AEOS is its capability of managing access control at both airports simultaneously. The implementation took place through Glosec Holdings Ltd, the local subsidiary of Nedap's certified business partner Orad Ltd from Israel. The implemented AEOS security management system at Larnaca International Airport consists of 88 Nedap proximity readers and 11 000 Mifare cards. At Paphos International Airport, the AEOS system consists of 28 Nedap proximity readers with 5000 Mifare cards. The project not only includes security management systems, but also CCTV, logical biometric log-in to computers and a central command and control system. With these systems in place, the airports will be able to meet present demands as well as future security requirements. #885.29

Other regions

SPAIN

The country's only privately-owned international airport - 'Don Quijote Airport' in Ciudad Real - is filing for bankruptcy after mounting EUR 290 million in debt in just two years of operations. The airport was financed by CajaSur, a failed Spanish bank which is controlled by the Roman Catholic Church and was seized by the Bank of Spain in May 2010. The airport cost its private investors about EUR 1.1 billion to build and support, but has been largely criticized for failing to match demand. Ciudad Real, in the area of Castilla-La Mancha, is a thriving tourist centre and can be reached easily from Madrid, which is just one hour's train ride away. Despite being in bankruptcy protection, the Regional Government of Castilla-La Mancha has announced it is to purchase Ciudad Real Airport via a public company. -- Ciudad Real Airport had just two services, one to London-Stansted operated by Ryanair and another to Palma de Mallorca, flown by Air Berlin. The single-runway airport can handle 10 million passengers a year, however, it has been estimated that it received just 55 000 passengers in 2009. #885.30

FRANCE

The Drome departement has invested EUR 5.1 million in a runway rehabilitation project at Valence-Chabeuil Airport in the Rhone valley. Based on the French decentralization law of 13 August 2004, ownership of the airport was handed over to the Drome General Council on 1 January 2007. The new owners immediately started a programme to maintain operational safety at the airport. In addition to work on the 2100-m runway, including the modernization of airfield lighting systems, the perimeter fence was repaired, a new water loading station built for forest fire fighting, and the fuel distribution system upgraded. Egis Aménagement/Egis Avia acted as consultant for the works which were implemented by Sacer-Colas (runway and apron work) and ETDE/Sacer (airfield lighting). The programme for 2011 includes the automation of the fuel supply system, upgrading of the carpark, and construction of a hangar for the aero club. – Valence Airport handles some 25 000 aircraft movements per year and employs a staff of 300. #885.31

GREAT BRITAIN

The new passenger terminal at London's Battersea heliport opened for business in mid-July 2010, a week before the Farnborough Air Show. The new facility replaces those which have been in use since the heliport first opened in 1959. The terminal features sound-proofed and air-conditioned passenger lounges, meeting rooms, conference facilities, a customer drop off area, underground secure parking, and a dedicated heliport reception area. The development also includes additional helicopter

parking capacity, a rebuilt and upgraded control tower, and modern facilities for the heliport's fire & rescue team. -- The south London heliport in Battersea is managed by PremiAir, which charters helicopters, for the heliport owners, the von Essen Group. Von Essen is due to open a hotel, the Hotel Verta, at the heliport later in 2010. David McRobert, PremiAir's Group Managing Director, said about the terminal: "From a business aviation perspective it is now a superb facility and in conjunction with Hotel Verta, it really will provide heliport users with immediate access to an exceptional range of on-site services that are unique in the business aviation world." #885.32

U.S.A.

LAN Cargo opened its new cold storage facility at Miami International Airport, the largest airline-operated facility of its kind at an airport in the United States. The existing cold storage facilities were expanded by 32 000 ft² and have temperature control systems that maintain specific conditions to preserve perishable goods. This is a crucial aspect in the treatment and care of products like flowers coming from Ecuador and Colombia, asparagus from Peru, salmon from Chile, and blueberries from Argentina, amongst others.

The Chilean company invested USD 4 million in the expansion of the current facility, which included a significant focus on technology. This investment doubles the airlines' capacity to process perishable goods, which are the main export products from Latin America to the U.S.A. and to Europe and Asia via Miami International Airport. -- The new facility forms part of the over 430 000 ft² that LAN Cargo has at the airport including export and import terminals, cold storage facilities, warehouses and offices. The warehouses also include equipment with the latest technology for the automated handling of pallets; this ensures maximum care of the cargo and preservation of the cold chain. LAN Cargo's facilities in Miami meet the highest standards of environmental protection. #885.33

INDIA

Maharashtra Chief Minister Ashok Chavan met Environment Minister Jairam Ramesh on 6 July 2010 and sought speedy clearance for the Navi Mumbai airport project. "The capacity of Mumbai Airport has saturated and we have acquired 80% of the land for the Navi Mumbai airport. We have replied to all the queries made by the Ministry," Chavan said, hoping that in the next meeting on 21 July progress would be made regarding the new airport. The Chief Minister said proposals for silence zones near hospitals, helipads and one-time clearance for Varsova-Nariman Point sea link were also discussed in the meeting. He said the State government had submitted a proposal for helipads for police and security requirements in the wake of 26/11 attacks in Mumbai and also for medical emergencies. "We have identified three to four such places which need clearance from the Environment Ministry. We have got positive indications on all our proposals subject to environmental clearance," Chavan added. #885.34

The USD 64 million terminal at Ahmedabad's 'Sardar Vallabhbhai Patel International Airport' was inaugurated on 4 July 2010. Initially the building was conceptualized as an international terminal but it will be used for domestic flights until it becomes fully functional in a few months (#875.11). It will have a capacity of 2200 passengers per hour, departing and arriving. The terminal is conceived with a distinctive roofline, making reference to the form of kites associated with an international annual festival held in the city. The kite-shaped cut-outs form skylights, while the surrounding surface area is a membrane of ceiling finish from below and roofing above. The terminal will benefit from the abundant

daylight through the skylights, sheer glass, and louvered facades. To alleviate energy efficiency in the city's extreme climate, air-conditioning is concentrated only in the first 3 to 4 m of space where it most affects passenger comfort. A 500-m underground travelator connecting the domestic and international terminals is one of the highlights. After the existing domestic airport building is converted into an international terminal, the existing international terminal will be used for Haj pilgrims and other purposes. According to the Airports Authority of India, Ahmedabad Airport is seeing a greater than 20% annual growth rate in domestic traffic, with a 75:25 domestic/international split. New facilities to be added include an inline X-ray baggage inspection system integrated with departure conveyor system, CUTE check-in counters and glass aerobridges with visual docking system. #885.35

INTERNATIONAL

In a message to ACI members, Angela Gittens, Director General ACI World, writes: "In continuing to align with ICAO in its efforts to promote the interests and excellence of airports around the world, **the World Governing Board (WGB) has directed management to present a plan to relocate the World office to Montreal, the site of ICAO headquarters.** Although this has been a subject of discussion from the very beginning of ACI in 1991, the development of the Safety Strategy and the ever-closer collaboration with ICAO on airport training, have prompted the Board proposal to relocate. Geneva has been a generous and strategically productive host to the World office with its central location and proximity to other global organizations. Geneva Airport has provided strong support to ACI World since its creation. We have also been fortunate to attract a multi-national staff from this cosmopolitan city and take advantage of its central location, with convenient connections to our member airports around the world. We will be sad to leave.

Nevertheless, ICAO is in Montreal and the Secretariat and national delegations of civil aviation are ACI World's main stakeholders for representing our members on global issues.

Montreal is also home to other global aviation organizations and has an excellent airport with a supportive management that has provided manifold services to our ICAO liaison office. We look forward to the opportunities the move will present. The parameters for the plan, as stipulated by the WGB, are that the costs not result in an assessment increase to the Regions and that key staff are retained so that we are able to ensure continuity in the valuable services we provide to our members. **Assuming that the WGB approves the relocation plan, it will be presented to the General Assembly for discussion and ratification by members at the annual conference in Bermuda on 2 November 2010.** If approved, we have much to do to prepare for this new chapter for ACI. It is fitting that this transition will occur in the 20th anniversary year of the organization as we continue to unleash the power of the world's airports." #885.36

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