

GLOBAL AIRPORT DEVELOPMENT NEWS

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Europe

NORWAY

The lack of a modern replacement for Widerøe's Dash 8-100/200 fleet is increasing pressure to consider longer runways at Norway's regional airports. Widerøe is Norway's largest regional airline and the principal operator of state-supported public-service routes linking remote communities with larger cities and onward connections. It operates 26 Dash 8-100/200 aircraft, each with 39 seats, which remain among the few aircraft capable of serving the country's short-runway network. The type is no longer in production.

The issue is especially relevant at Ørsta-Volda, Førde, Sogndal and Sandane airports, which are included in Norway's next southern public-service air-route tender. Their runways range from 970 m to 1,110 m, with available landing distances sometimes shorter due to runway configuration. Terrain and winter conditions add to the operational challenge.

ATR stopped work on an ATR 42-600 short take-off and landing variant in 2024, removing the most obvious new-build replacement. Widerøe was the sole bidder for the short-runway airports in the previous southern tender.

Norway has 21 airports with runways below 1,199 metres. As the Dash 8 fleet ages, policymakers may need to extend selected runways, adjust service requirements or support the operation of older aircraft for longer. #1279.DEV1

IRELAND

Waterford Airport has submitted plans for a EUR 30 million redevelopment programme that would support the return of commercial passenger flights. The application covers a two-storey, 3,672 m² extension to the terminal, with arrivals and departures facilities, a duty-free shop, café, offices, exhibition space and operational rooms. It also includes 16,553 m² of hangars with office accommodation, storage, parking and electricity-substation buildings.

A dedicated fixed-base operator facility would provide separate lounge, reception and landside-to-airside access for business and private aviation passengers. The proposal also includes an additional fire-engine bay at the airport fire station.

The terminal plans form part of a wider programme already under way. Waterford Airport is extending its runway to 2,287 m and widening it to 45 m to accommodate larger commercial jet aircraft.

Located 9 km from Waterford city, the airport has not operated scheduled commercial routes for about a decade. It aims to resume such services by late 2027 and eventually handle up to 400,000 passengers annually. #1279.DEV2

Galway City Council and Galway County Council have ended their current redevelopment process for the former Galway Airport site (County Galway) after none of the six expressions of interest met the required standard. The councils acquired the 47 ha site for about EUR 1.1 million in 2013, two years after commercial passenger services ended. They sought proposals in April 2025 for long-term development, subject to zoning and planning approval. An assessment panel found that none could realise the site's full potential and recommended creating a dedicated delivery entity to coordinate its future instead.

Located about 7 km east of Galway city, the former airport includes a passenger terminal, apron, control tower, hangars, Jet A-1 fuelling facilities, instrument-approach equipment, car parking and a

1,289 m grooved asphalt runway. Runway 08/26 restricted operations by most jet airliners. The final scheduled commercial flight departed in October 2011.

Potential uses have included housing, offices, healthcare or a hospital campus, sports and music facilities, industrial or cultural development, and retaining an area for air-ambulance operations. Applicant details remain confidential. Reports differ on whether any proposals included aviation use, so no aviation component can be confirmed. #1279.DEV3

UNITED KINGDOM

Birmingham Airport (West Midlands) has published a draft framework to increase capacity to 30 million passengers a year by 2041 without building another runway.

The plan centres on enlarging and integrating the existing North and South terminals, with terminal space expected to increase by around 60%. It envisages additional baggage facilities, larger arrivals and departure areas, new piers and a long-term satellite boarding building north of the terminal.

Aircraft-stand capacity would rise from 42 to between 70 and 75, supporting more direct gate boarding and additional widebody aircraft. Airfield works would focus on taxiways, holding areas and runway access to improve use of the existing single runway. No runway extension is proposed.

Early projects, targeted for 2026–31, include expanded baggage handling and reclaim areas, departure-lounge works, new northern apron stands, a fuel farm and power and heating upgrades. Later phases could add terminal capacity, further stands, new piers and revised internal roads.

The airport also proposes about 9,000 net additional passenger parking spaces, alongside relocated bus, coach, taxi and car-hire facilities. It expects rail use to grow, particularly if the planned HS2 Interchange station and automated people mover are delivered.

The Master Plan is not a planning application. Each scheme will require separate design, funding, environmental assessment and approval. #1279.DEV4

GERMANY

Germany's planned government aviation complex at Berlin Brandenburg Airport could cost up to EUR 2.5 billion, compared with an earlier estimate of EUR 344 million.

The project would expand the existing temporary government terminal rather than construct a separate new VIP terminal, an earlier proposal abandoned in 2022. However, revised requirements have increased the planned site from approximately 30 hectares to almost 60 hectares.

Current plans include command, guard and operational buildings, aircraft hangars, taxiways and an underground fuel-supply system. They also provide for relocating the German government's air transport wing from Cologne-Wahn Airport to BER, expanding and modernising its fleet, and accommodating around 1,100 personnel.

The complex is planned to include 26 aircraft parking positions, although the government fleet currently comprises 15 aircraft and three helicopters. It is scheduled for completion by 2038 at the latest.

The Federal Institute for Real Estate, known as BImA, said the estimate includes expected construction-price increases and a risk allowance, but that project documents still require further definition. Germany's Taxpayers' Association has called for the scheme to be reassessed, arguing that its scale exceeds operational need. #1279.DEV5

Bremen Airport will receive additional logistics space under Germany's EUR 1.35 billion Deployment Hub Bremerhaven 2031 programme, which is intended to strengthen military and NATO transport capacity.

The federal government, German armed forces and the state of Bremen have signed a declaration of intent covering more than 40 infrastructure projects at Bremerhaven port and Bremen Airport. In a defence contingency, the sites would be used to move allied personnel and equipment.

The programme includes port works such as a heavy-load bridge and handling areas, quay and basin upgrades, a fire station, and improved road and rail connections. Bremen Airport's role is to support the onward deployment of personnel and materiel alongside the port.

The German federal government will provide EUR 1.35 billion. Bremen's state government will contribute EUR 200 million, with further funding expected from private investors. Work is expected to begin in 2026 and be completed by 2031. #1279.DEV6

Elbe Flugzeugwerke and Mitteldeutsche Flughafen AG will assess infrastructure requirements at Dresden Airport to support the aircraft manufacturer and maintenance provider's long-term development.

The discussions will examine aircraft-parking and apron capacity, particularly for EFW programmes involving widebody aircraft including the Airbus A330 and Airbus A380. The partners will also seek closer coordination on military aviation activities.

Mitteldeutsche Flughafen AG, which operates Dresden Airport, said EFW's requirements will be incorporated as early as possible as airport infrastructure changes are considered. No specific works, investment value or delivery timetable were announced.

EFW is a joint venture between ST Engineering and Airbus. Based at Dresden Airport, it develops and manufactures aircraft components, performs maintenance and repair services, and converts passenger aircraft into freighters.

The company employs approximately 2,200 people and has completed passenger-to-freighter conversions for more than 40 customers. Its future plans are intended to support the long-term competitiveness of the Dresden site, where it is a major employer and industrial tenant. #1279.DEV7

SPAIN

Aena expects to begin construction on a EUR 1.5 billion (USD 1.7 billion) expansion of Málaga-Costa del Sol Airport in 2029. The programme is expected to take about seven years and will be delivered in phases while the airport remains fully operational. The first EUR 852 million (USD 969 million) is included in Aena's 2027–31 investment programme, including approximately EUR 570 million (USD 648 million) of regulated airport investment. The remaining funding is expected in the subsequent five-year regulatory period. Detailed design and construction procurement are still under way.

The project will reconfigure passenger and operational flows across the airport. Passport-control space is planned to increase sixfold, security-screening areas will more than double and arrivals capacity will triple. The programme also includes new screening technology, expanded boarding areas, apron and parking capacity, and a duplicated taxiway connection between the two runways.

The existing link is a single, two-way lane that prevents aircraft from passing each other.

The airport will use a "build before demolish" approach, opening replacement facilities and transferring passenger flows before rebuilding or removing existing areas. Aena has also reserved space for possible future rail development, including a potential high-speed rail connection and a link towards Marbella.

The expansion is intended to prevent bottlenecks in individual systems rather than address an immediate overall capacity shortage. Airport director Sergio Millanes said existing facilities could handle more than 36.5 million passengers annually, but passport control, security and boarding areas are approaching their theoretical limits during peak periods. #1279.DEV8

Aena has tendered a EUR 16.58 million contract to renew the runway, apron and associated airfield infrastructure at San Sebastián Airport. Works are scheduled to begin in early 2028 and finish in spring 2029. The project will require the closure of runway 04/22 for about 40 days during autumn 2028, when the most extensive works are planned. Airlines and airport-service companies will be given advance notice to move or reschedule operations through alternative airports.

The runway will receive new pavement and grooving, upgraded drainage and ducting, and LED airfield lighting. The project also covers enlarged turning areas at both runway ends, updated markings and lighting, and touchdown-zone lights.

On the apron, Aena plans to reconstruct pavement, reorganise aircraft stands, build a new taxiway and improve drainage. The contract is at tender stage; a construction contractor has not yet been selected. #1279.DEV9

PORTUGAL

Portugal's government has asked ANA – Aeroportos de Portugal to bring forward the opening of the proposed Luís de Camões Airport at Alcochete to 2034.

Infrastructure Minister Miguel Pinto Luz said the government had requested a collective effort from ANA and other public bodies to shorten the project timetable. ANA has indicated that accelerating the programme would depend on faster decisions by environmental, financial, infrastructure and other authorities, rather than solely on the airport operator.

ANA's current technical timetable envisages construction beginning around 2030, completion by the end of 2036 and operations beginning in 2037. The government's 2034 target is therefore an ambition rather than a confirmed opening date.

ANA is due to submit its financial report in January 2027 and its complete application in January 2028. The project must also secure the demilitarisation of the Alcochete firing range and delivery of connecting road and rail infrastructure.

The airport is estimated to cost EUR 7.9 billion to EUR 8.9 billion at 2024 prices and will be privately financed. Initial capacity is expected to be approximately 56 million passengers annually, with potential expansion to 85 million. Plans include a rail link intended to provide a journey time of around 20 minutes from central Lisbon. Humberto Delgado Airport will remain Lisbon's principal airport during construction. #1279.DEV10

Albergaria-a-Velha municipality (Aveiro District) will ask its municipal assembly to consider granting public-interest status to a proposed privately financed cargo airport.

In this context, public-interest status is a local planning designation recognising a project's potential strategic benefit. It does not grant planning permission, approve construction or confirm that an airport will be built.

The proposal concerns a potential airport on about 400 ha in the municipality's southern area.

Albergaria-a-Velha, in central Portugal, has promoted industrial development and recently expanded its industrial zone to about 448 ha.

The municipality has not named an investor, provided a cost estimate, published a layout or confirmed a timetable. It has described the proposal as a possible logistics and economic-development project that could attract businesses, create jobs and give local companies access to new markets.

Any airport development would still require land-use decisions, technical and environmental studies, aviation certification and other statutory approvals. #1279.DEV11

ANA plans to invest EUR 687 million across Portugal's airport network between 2026 and 2028.

The programme, excluding VAT and stated in current prices, is included in documents supporting a consultation on regulated airport charges. ANA forecasts investment of EUR 165 million in 2026, EUR 215 million in 2027 and EUR 307 million in 2028, compared with EUR 128 million in 2025.

Lisbon Airport (Lisbon, Portugal) is allocated EUR 388 million, or 56% of the total. This includes EUR 231 million for the airport's Operational Improvement Plan and EUR 64 million for capacity projects. ANA has not published a project-by-project allocation, but its wider Lisbon development programme includes Terminal 1 expansion, a new aircraft parking apron, border-control facilities and further Terminal 2 works. The Terminal 1 scheme includes a southern pier, around 33,000m² of additional terminal space and 12 gates, ten with boarding bridges.

Francisco Sá Carneiro Airport (Porto, Portugal) is allocated EUR 80 million. ANA's wider programme includes runway resurfacing, a new airport operations control centre and terminal modernisation.

ANA also plans EUR 78 million for its Azores airports, EUR 63 million for Faro Airport (Faro, Algarve, Portugal), EUR 57 million for Madeira Airport (Funchal, Madeira, Portugal), and EUR 3 million for Beja Airport's civil terminal (Beja, Alentejo, Portugal). No detailed allocations have been published for these projects. #1279.DEV12

ITALY

Forlì Luigi Ridolfi Airport (Emilia-Romagna) has submitted a EUR 220 million development plan to Italy's civil aviation authority, ENAC, covering terminal expansion, maintenance, business aviation, training and logistics. The plan would add 2,300 m² to the departures and boarding areas, alongside six new check-in desks, a 420 m² food lounge, upgraded security screening and baggage handling, a refurbished arrivals area, new commercial space and parking improvements. It also includes a dedicated VIP terminal, fast-track facilities, private lounges, concierge services and a new aircraft apron for business aviation.

The airport also plans a 7,000 m², 22 m-high maintenance hangar and a 38,000 m² apron. The facility would accommodate up to four Airbus A321 or Boeing 737 aircraft simultaneously and could be expanded to 28,000 m² of covered maintenance space. The programme also proposes Italy's first inflatable hangar as a modular maintenance facility.

The plan remains subject to final ENAC approval. It projects employment growth from around 400 people across 25 companies today to 600 by the end of 2027 and 1,000 by 2030. It also includes a future digital control tower, logistics and commercial areas, and a potential runway extension to 3,000 m, subject to land acquisition and further approvals. #1279.DEV13

Bologna Guglielmo Marconi Airport (Italy) is preparing a 2030–2046 master plan designed for approximately 15 million passengers annually. Airport president Enrico Postacchini said the longer-term development programme could involve around EUR 300 million of investment. The airport's existing master plan provides capacity for approximately 12 million passengers by 2030, while the new 2030–2046 plan has yet to be submitted to the relevant authorities for approval.

Under the current programme, approximately 30,000 m² of new terminal facilities are planned by 2030, roughly doubling the existing terminal area. Preliminary ground investigations have already started.

Ongoing works include expansion of the baggage handling system and additional Schengen boarding gates, scheduled for completion in 2027. A subsequent phase will add a new pier, passenger boarding bridges and further terminal space, increasing passenger-handling capacity by more than 40%.

#1279.DEV14

Gino Lisa Airport (Foggia, Apulia) has received environmental compatibility approval for its 2035 master plan, allowing Aeroporti di Puglia to continue the administrative process.

The plan outlines more than EUR 160 million of investment to modernise the airport and support both commercial aviation and public-service operations. Runway upgrades have already been completed.

The passenger-terminal project is in detailed design, while a contract for aircraft-parking apron works is being finalised. Other schemes in advanced design include a fire-service station, a civil-protection base, a digital control tower, hangar refurbishment and a photovoltaic plant.

The master plan also identifies a role for the airport in emergency response, including support during seismic, flood, wildfire and health emergencies.

Environmental compatibility is not final development approval. Aeroporti di Puglia must now obtain confirmation that the plan is compatible with local land-use requirements before individual projects can proceed to construction. #1279.DEV15

MONTENEGRO

Airports of Montenegro has outlined proposed terminal, apron and operational works at Podgorica Airport and Tivat Airport. At Podgorica Airport (Montenegro), the operator proposes a northern terminal extension with two additional departure gates, refurbishment of the arrivals area and a new eastern pre-boarding zone. Other potential works include a reconfigured car park, an 850m high-voltage cable, extra terminal space in a western steel structure and a technical apron for inactive aircraft.

The operator will also assess whether military infrastructure could provide additional aircraft parking. It may seek to acquire former Vektra Airways facilities, subject to the outcome of the airline's bankruptcy sale.

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At Tivat Airport (Montenegro), planned works include canopies at Terminals 1 and 2. Airports of Montenegro is also considering converting Hangar Gate 5 into a dedicated general and business aviation terminal with VIP facilities and parking.

The operator is reviewing the potential future use of Kapino Polje Airport in Nikšić. A new master plan will set out longer-term capacity, infrastructure, investment and financing requirements for Podgorica and Tivat. Montenegro's airports handled 2.02 million passengers in the first seven months of 2026, up 19.4% year on year. #1279.DEV16

Plans to redevelop Berane Airport envisage the opening of an initial phase in 2029. The proposed Air Park Berane development includes a new terminal, runway, control tower and access roads. It is presented as an ICAO Category 4E airport, capable of accommodating large widebody aircraft. The plans also include biometric boarding, two premium lounges, retail and food-and-beverage outlets, a five-star hotel, a rooftop terrace and an indoor green area.

The project promoters propose an artificial intelligence-based airport-management system, Starlink satellite communications and energy-independent operations. They also present a four-lane road connection to Podgorica, with a proposed journey time of around 35 minutes. No airlines or routes have been announced.

Berane Airport, also known as Dolac Airport, is near the town of Berane and formerly handled scheduled passenger services. It now has limited aviation use, and its 1,900m paved runway is not registered for civil aviation.

Montenegro's government, Berane municipality and German investor Maik Steinmüller signed a 2023 memorandum covering the project. Geological investigations at the site were completed this year, but construction approval, financing and a confirmed delivery timetable have not been announced.

#1279.DEV17

POLAND

Port Polska has launched 31 investment procurement procedures worth more than PLN 14 billion (USD 3.6 billion) for its planned airport, rail and road network.

The packages form part of the PLN 131.7 billion (USD 33.7 billion) 2024-2032 programme. Port Polska reported PLN 7.42 billion (USD 1.9 billion) in investment and operating expenditure from all funding sources as of 31 July.

At the future airport (Baranów, Mazowieckie, Poland), trial piling for the passenger terminal has been completed and is undergoing load testing before main foundation works begin. Site facilities, temporary utilities, access roads and manoeuvring areas are also being established. Existing contracts cover terminal design, piling design and works, baggage handling, airside support buildings, cargo facilities and a data-processing centre.

The programme also includes a PLN 2.44 billion (USD 624 million) high-speed rail tunnel in Łódź, where tunnel-boring-machine assembly is under way. Port Polska is separately tendering a 90km road network linking the airport with the A2 motorway, national road 50 and local roads.

The airport is planned as part of an integrated transport hub between Warsaw and Łódź.

#1279.DEV18

Kraków Airport has begun construction of Terminal T6, a PLN 537.7 million (USD 138 million) expansion that is expected to increase annual passenger capacity from 8 million to 16 million.

The airport marked the project's formal start on 29 September. T6 will add 45,000 m² to the existing 54,000 m² terminal and is scheduled to open in mid-2029. It will relocate non-Schengen arrivals and departures to the new extension, with a central retail and food-and-beverage area.

The terminal will include 11 gates, three vertical circulation cores, 54 passport-control booths, 20 automated border-control gates, expanded waiting areas and a two-level business lounge. The design also includes accessibility improvements, a green roof and photovoltaic panels.

Kraków Airport expects to handle approximately 15 million passengers in 2026, well above the terminal's original design capacity. Terminal T6 is part of an airport investment programme worth

more than PLN 4 billion (USD 1.03 billion), intended ultimately to support up to 20 million passengers annually. #1279.DEV19

Krosno Airport (Subcarpathian Voivodeship) is seeking funding for a PLN 45 million (USD 11.6 million) runway-extension and infrastructure programme. The city-owned airport is a general-aviation facility in south-eastern Poland, currently handling pilot training, recreational flying and business aircraft rather than scheduled passenger services. Movements rose from almost 15,000 in 2024 to nearly 19,000 in 2025, with more than 20,000 forecast for 2026.

The proposal would extend the 1,100 m runway to 2,000 m in two stages, adding 600 m and then 300 m. It also includes wider taxiways, lighting, drainage, retention tanks, radar monitoring and a hydrant system for firefighting aircraft.

The city says the upgrades could support emergency response, defence activity, research and aviation training. It has also identified a potential future alternate-airport role for Rzeszów-Jasionka Airport, though no formal arrangement exists.

Krosno City Council has approved associated budget changes and plans to apply within eight weeks to the European Funds for Podkarpacie 2021–2027 programme. The city would provide about PLN 23 million (USD 5.9 million), while seeking almost PLN 22 million (USD 5.7 million) in European Union funding. No works can begin unless the application succeeds and a grant agreement is signed. #1279.DEV20

ROMANIA

Iași Airport is advancing a programme of terminal, cargo, airfield, energy and air-traffic-control projects, with work scheduled through 2028. A second photovoltaic park, valued at RON 32.3 million (USD 6.8 million), is under design and construction and is due for completion in May 2027. The project includes RON 20.5 million (USD 4.3 million) in non-repayable funding and is intended to reduce energy costs and improve energy independence. Fire-detection and suppression systems at Terminals 1, 2 and 3, and the airport fire station, are due for completion in October 2026. The airport has also completed airfield-lighting upgrades, hold-baggage screening security improvements, automated border-control gates and contaminated-water collection from the de-icing apron.

Terminal 3 is to be reconfigured and modernised, including a public-transport stop and parking facilities. Detailed design is due in October, with construction planned for 2027–28. In a related project, non-Schengen passenger processing will move to Terminal 4 in 2027, releasing space for the Terminal 3 works.

Terminal 2 is proposed for conversion into a cargo terminal, with construction planned during 2027. Runway and movement-area rehabilitation remains at the documentation stage, with studies due in September 2027 and delivery dependent on approvals and funding. #1279.DEV21

TÜRKİYE (TURKEY)

Ground investigation and land-reclamation works have begun for a new airport north of Trabzon Airport (Trabzon, Trabzon Province, Türkiye). The project will be built on reclaimed land in the Black Sea, requiring around 97 million tonnes of fill and a 6,000m protective breakwater. The construction contract, valued at TRY 48.2 billion (USD 980 million), was signed in January following a December 2025 tender.

Plans include a 3,240m by 45m runway, a parallel taxiway of the same length, a 1,370m by 155m aircraft apron and a 400m by 120m safety apron. The development would also include a 110,000m² passenger terminal, a 30,000m² covered car park for 1,250 vehicles, and 35,000m² for the technical block, air traffic control tower and support facilities.

About 13 million tonnes of excavation are planned to raise the existing airport area to the new reclamation level. The project is scheduled for delivery in three phases over approximately seven years.

The new airport is designed for 10 million passengers annually. Trabzon Airport handled 3.87 million passengers in 2025 and 2.70 million in the first eight months of 2026. #1279.DEV22

Russia & C.I.S.

RUSSIA

Yakutsk Airport (Sakha Republic) is developing plans to reconstruct its international terminal, a project listed for delivery between 2026 and 2028 under the federal long-term development plan for the Yakutsk urban agglomeration. It would expand the terminal from 5,500 m² to 12,800 m² and double processing capacity from 100 to 200 passengers per hour. Planned works include reconfigured arrivals and departures areas, a passenger boarding bridge and apron improvements needed to accommodate widebody aircraft.

The terminal is expected to handle both international and domestic services, with annual passenger throughput projected at up to 60,000.

Yakutsk is the capital of the Sakha Republic in north-eastern Siberia, where aviation provides essential links across one of Russia's largest and most remote regions. The airport serves as the republic's principal air gateway, connecting Yakutsk with domestic destinations and international markets.

The terminal scheme forms part of a wider programme to renew airport infrastructure across the Sakha Republic. The project remains in the design phase, with no construction start date announced.

#1279.DEV23

UKRAINE

Lviv regional authorities are considering a potential new airport near Radekhiv in western Ukraine. The proposed site is between Radekhiv and the villages of Uzlove and Pavliv in Sheptytskyi district, approximately 62km north of Lviv. It lies beside the Lviv–Lutsk road and near a former Soviet-era agricultural runway, as well as a rail connection serving a sugar factory in Pavliv. Lviv is western Ukraine's largest city and an important transport, business and cultural centre near the Polish border. It is currently served by Lviv Danylo Halytskyi International Airport, south-west of the city centre. Before Russia's full-scale invasion, the airport handled domestic and international services, including routes to European hubs and leisure destinations. Civil aviation has been suspended across Ukraine since February 2022.

Regional officials see potential for an airport-led logistics and freight hub at Radekhiv, supported by a reconstructed rail connection. The project remains at an early consideration stage, with no feasibility study, funding plan, project scope or construction timetable announced.

The discussion comes as residential-development proposals near Lviv Airport could limit its long-term expansion. City authorities have argued that the land should be reserved for airport development, including a potential cargo terminal. #1279.DEV24

KAZAKHSTAN

Almaty International Airport is planning a further expansion programme covering its domestic terminal, airfield, cargo facilities and landside infrastructure.

The project includes modernisation of the domestic terminal, airfield improvements, new aircraft de-icing facilities, cargo-terminal expansion, parking upgrades, improved links between the international and domestic terminals, and enhancements to baggage handling and apron operations. It is intended to increase operational capacity and support the airport's role as a regional passenger and cargo hub. The programme follows the opening of a new international terminal in 2024, which raised the designed annual passenger capacity from 3 million to 14 million. Almaty handled 12 million passengers in 2025, nearing that capacity level.

A Bank of America-led international lending syndicate has provided USD 670 million to finance the next development phase. The Eurasian Development Bank is contributing USD 100 million as senior co-lender, alongside Merrill Lynch International, Société Générale, the Turkic Investment Fund and Kazakh banks. The financing matures in 2033. #1279.DEV25

North America

CANADA

Canada has committed CAD 85.5 million (USD 60.4 million) to rehabilitate the airfield at Rankin Inlet Airport (Nunavut). The Arctic Infrastructure Fund grant will support rehabilitation of

about 141,000 m² of pavement, including the 1,829 m Runway 13/31, Taxiways A and C, and associated apron areas. The government expects the works to improve safety, reliability and capacity, while extending the airfield's service life by 15 to 20 years and reducing future maintenance needs. The airport is a key passenger, cargo, medical-evacuation and supply gateway for Nunavut's Kivalliq region. Its runway can also accommodate Canadian Armed Forces fighter and transport aircraft, giving the investment civilian and defence relevance.

The announcement coincided with the opening of a larger terminal building, supported previously by almost CAD 63.5 million (USD 44.8 million) from Canada's National Trade Corridors Fund.

The latest funding covers the rehabilitation programme. No construction contractor, construction start date or completion timetable has been announced. #1279.DEV26

Canada's federal government will provide CAD 22.4 million (USD 15.8 million) for infrastructure supporting aerospace and industrial development at Kelowna International Airport (British Columbia).

The funding will extend electricity, water and sewer services across more than 66.77 hectares of land on the airport's eastern boundary, enabling the development of a runway-accessible industrial park. The project forms part of a CAD 58.8 million (USD 41.5 million) programme approved by the City of Kelowna. The remaining CAD 36.4 million will be financed through the Municipal Finance Authority and repaid from airport reserves.

Construction is due to begin in spring 2027 and finish by the end of 2028. De Havilland Canada, Wildcat Helicopters and FireSwarm Solutions have expressed interest in using the site.

Kelowna International Airport, British Columbia's second-busiest airport, handled 2.3 million passengers in 2025. Its 2024–33 masterplan includes CAD 422 million of further upgrades.

#1279.DEV27

UNITED STATES

Louisville Muhammad Ali International Airport (Kentucky) has confirmed plans to build a 5,575 m² international concourse, providing the airport with facilities to accommodate scheduled international passenger flights for the first time.

The concourse will include four dual-use passenger boarding bridges, allowing gates to serve domestic or international aircraft. The Louisville Regional Airport Authority expects to issue construction tenders in November, begin work in January and complete the project in approximately three years. No airlines or international routes have yet been announced.

The project advances a Federal Inspection Services facility previously identified in the airport's SDF Next capital programme. It will include facilities for US Customs and Border Protection and will be built east of the existing terminal.

Louisville currently handles international cargo services but has no scheduled international passenger flights. The airport handled more than 4.8 million passengers in 2024.

The international concourse is part of the wider USD 1 billion SDF Next programme, launched in 2019 to modernise the terminal and airfield. Other projects include a new security checkpoint, a microgrid and upgrades to Concourse A and B. #1279.DEV28

Abilene Regional Airport (Texas) has broken ground on the first phase of a USD 70 million terminal modernisation and expansion programme.

The initial phase will add about 440 m² to the boarding area, increasing seating capacity from around 60 passengers to approximately 200. Airport officials said the current space had become crowded as airline service and flight frequencies increased.

The wider programme will add roughly 2,040 m² to the terminal. Planned works include upgraded security and gate areas, baggage-claim improvements, new elevators and restrooms, a nursing room, enhanced concessions, and improvements to heating, ventilation, fire-suppression and accessibility systems.

USD 20 million of funding comes from a local bond approved by Abilene voters in 2025, with the remaining USD 50 million provided through federal grants. Construction will take place while the airport remains open, and passengers have been warned to expect disruption during the next 18 months.

The city expects the programme to be completed in 2028. #1279.DEV29

San Diego International Airport (California) plans to open a post-security connector between its new Terminal 1 and the Terminal 2 East headhouse in early 2029.

The 40,000ft² (3,716 m²) Terminal 2 East Connector Building will replace the existing walkways serving Gates 20 and 21. It will provide a secure connection between the terminals for the first time, allowing passengers and airport staff to move between them without leaving the airside area.

The facility will include new hold rooms, passenger boarding bridges and two narrow-body aircraft gates, alongside concessions, restrooms and public artwork. HOK is designing the project in collaboration with the airport and Sundt Construction.

Works will also modify the adjacent kerbside area, including a pedestrian plaza, native landscaping, signage, an employee-screening checkpoint and a convenience store accessible to passengers and staff. The plans retain space for a future transit station.

The project is targeting LEED v4 Gold certification, with design measures intended to improve energy efficiency and reduce solar heat gain. #1279.DEV30

US Senator Eric Schmitt has introduced the Modern Skies Act, which would provide approximately USD 30 billion for airport infrastructure and air traffic control modernisation, subject to congressional approval.

The proposal includes a USD 10 billion pilot programme to modernise or rebuild passenger terminals at up to three medium-hub airports. It is intended to test whether substantial federal investment can increase capacity, support airline competition and improve connectivity for smaller communities.

A further USD 10 billion would fund airport infrastructure, including USD 5 billion for terminal modernisation, USD 3 billion for discretionary Airport Improvement Program projects and USD 2 billion for air traffic control towers and facilities, including digital-tower technology.

The remaining USD 10 billion would support the next phase of US air traffic control modernisation, covering telecommunications, a common automation platform, controller workstations and advanced traffic-flow management. The bill builds on USD 12.5 billion approved by Congress in 2025 for air traffic control upgrades. #1279.DEV31

Latin America & The Caribbean

TURKS AND CAICOS

JAGS McCartney International Airport (Grand Turk) is preparing a phased redevelopment programme to modernise the terminal, expand passenger facilities and improve landside access at the main airport serving the territory's capital island. The programme includes refurbishment of terminal interiors, check-in, security screening, arrivals and departures areas, passenger circulation, retail and public amenities. Plans also call for a 700 m² terminal expansion, primarily to the west of the existing building, increasing total terminal space from approximately 2,200 m² to 2,900 m².

Landside works are expected to include redesigned drop-off and pick-up areas, parking, pedestrian routes, landscaping and wayfinding. The parking redevelopment will provide at least 230 spaces and automated payment systems. A tourism monument, park or other landmark feature is also planned to create a stronger sense of place.

The Turks and Caicos Islands Airports Authority has issued a tender for a multidisciplinary consultancy to develop the project's designs, costs, implementation plan and future construction-procurement documents. The selected consultant will prepare a phased roadmap through 2032 while ensuring the airport remains operational during redevelopment. Tender submissions close on 28 October 2026. More information [here](#). #1279.DEV32

BRITISH VIRGIN ISLANDS

Two bids have been received for the first phase of expansion at Terrance B. Lettsome International Airport (Beef Island), which involves extending the western end of the runway by 240 metres. The British Virgin Islands Airports Authority opened the tender submissions

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on 30 September. An evaluation team will now assess the proposals before the government provides further information. The bidders and their proposed contract values have not been disclosed.

The contract includes the design, construction, testing and commissioning of the runway extension, as well as responsibility for correcting defects.

The runway project is the first procurement stage of a wider airport-expansion programme. Its future development has been linked to continuing discussions with the United Kingdom over financing and borrowing limits. The British Virgin Islands government has said the full project could exceed the territory's debt-ratio thresholds, requiring UK approval for additional borrowing. #1279.DEV33

MEXICO

Morelia International Airport (Michoacán) will undergo a terminal expansion worth more than MXN 1 billion (more than USD 55 million). Grupo Aeroportuario del Pacífico (GAP) said the scheme forms part of the airport's 2025–2029 development masterplan. Works are expected to start in December and will be phased while the terminal remains operational.

The project will expand the departure lounge from four to six boarding gates, increasing gate capacity by 50% and the area by 128%. It also includes larger international-arrivals, immigration, customs and baggage-reclaim areas, automated immigration-processing equipment, and upgraded security facilities.

The report identifies 2027 as the main construction period but gives differing completion dates, referring both to 2028 and 2029. GAP's latest public filing schedules completion of the terminal expansion in 2028.

Morelia International Airport, also known as General Francisco J. Mújica International Airport, is located 27 km from Morelia in the municipality of Álvaro Obregón. It serves domestic and international traffic for Morelia and surrounding municipalities. The airport has a 3,408 m runway, a single main terminal, four contact gates and eight remote boarding positions. #1279.DEV34

EL SALVADOR

El Salvador's CEPA has launched a tender to expand the passenger terminal at El Salvador International Airport. Bids are due by 20 November for the second procurement under a USD 195 million Inter-American Development Bank-backed airport-modernisation programme. The new terminal facilities will be built east of the existing Phase 1 terminal and are intended to improve service quality and accessibility for passengers with reduced mobility.

The tender follows September's procurement for a solar-equipped parking structure. About 94.7% of the programme funding is allocated to construction and associated works.

Planned works also include an enlarged aircraft apron, an extension of taxiway Foxtrot, and a rescue and fire-fighting services building with access roads. CEPA, El Salvador's state-owned ports and airports authority, is overseeing the programme.

Separately, CEPA reports that the terminal structure at the new Pacific International Airport in Conchagua is more than 30% complete. #1279.DEV35

BRAZIL

Brazil's Ministry of Ports and Airports is updating its National Airport Plan, known as PAN, to identify civil-aviation infrastructure needs through 2050. The plan will assess future passenger and cargo demand, urban growth, regional economies and the capacity of Brazil's existing airport network. It is intended to identify where airports may require expansion, operational upgrades or, in some cases, assessment of a potential new facility.

The work forms part of the federal government's wider National Logistics Plan 2050, which examines transport infrastructure across all modes. PAN focuses specifically on aviation.

The updated plan will include revised passenger and cargo origin-and-destination data, demand forecasts and scenario modelling. The ministry will also use socioeconomic and cost-benefit analysis to compare possible infrastructure investments.

The process does not approve airport projects or establish construction timelines. If PAN identifies a future need for a new airport, authorities would still need to undertake separate feasibility, site-selection, environmental-licensing, design, financing and delivery studies. #1279.DEV36

ARGENTINA

Aeropuertos Argentina has outlined the principal Buenos Aires projects within its USD 1.5 billion, 2027–31 investment programme for its 35-airport network. Buenos Aires' Ezeiza International Airport, the country's main international gateway, is allocated USD 794 million. This comprises USD 600 million for terminal development, USD 160 million for airfield works and USD 34 million for cargo facilities.

The operator plans a new 35,000m² international-arrivals terminal to replace the existing building, which it says cannot be expanded. The facility would include a 3,000m² baggage-reclaim hall with 14 belts, new biometric immigration and customs areas, and dedicated kerbside facilities for taxis, ride-hailing vehicles, buses and private cars.

Existing international areas in Terminal A would become a 10,000 m² domestic terminal. Alongside the international-departures terminal opened in 2023, this would create linked areas for international arrivals, check-in and domestic departures and arrivals, intended to improve transfer flows.

Ezeiza's international pier would expand by 15,000 m², adding six gates, waiting areas and passenger services. The airfield programme covers renewal of runways, taxiways, aprons, markings and lighting. Current works include rehabilitation of runway 17/35, Hotel and Alfa taxiways, and construction of the Golf aircraft apron. Cargo investments include a 15,000m² courier terminal under construction and 3,000m² of additional export warehousing and cold storage.

Buenos Aires' Aeroparque Jorge Newbery is allocated USD 200 million for terminal expansion. A new southern domestic pier of approximately 14,000m² would add six boarding-bridge gates, waiting areas, passenger services and a VIP lounge. The wider project would add 14,500m² of terminal space and refurbish 3,100m².

Domestic works are intended to ease congestion through an additional 2,800m² of public circulation and boarding space, larger security-screening areas, more check-in positions, upgraded baggage processing, an extra domestic baggage-reclaim belt and additional food-and-beverage facilities.

International security, immigration and boarding areas would also be expanded, doubling the international section's passenger-processing capacity, according to the operator.

Separate works under way are adding 3,000m² to domestic boarding and security areas. More than USD 85 million of projects are also being completed this year, including an enlarged northern apron, check-in-hall refurbishment and changes to the international-arrivals road layout. Aeroparque handled 17.8 million passengers in 2025 and is forecast to exceed 18 million this year. #1279.DEV37

REGION

Latin America and the Caribbean will require approximately USD 178 billion of airport investment over the next 30 years to modernise infrastructure and maintain service levels, according to Airports Council International Latin America and Caribbean (ACI-LAC). ACI-LAC presented the estimate at the ACI World and ACI-LAC Annual General Assembly in Lima, Peru. It forecasts regional passenger traffic will reach 809 million in 2026 and rise to approximately 1.5 billion by 2045.

The association said capacity pressure is already evident, with around 54% of regional flights operating at congested airports. Bogotá, Mexico City, Lima and São Paulo are among the region's most constrained gateways.

ACI World has urged governments to include airport capacity in long-term infrastructure planning, reform slot-allocation rules and provide stable regulatory frameworks that support investment. It estimates that airports worldwide will require USD 4.6 trillion of investment through 2055.

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Africa

KENYA

Kenya has signed a funding agreement for a feasibility study into a proposed commercial spaceport. The study will assess technical, commercial and financial viability, investment requirements and the potential structure of a public-private partnership. A Transaction Advisor has been appointed to carry out the work and support the competitive selection of a private-sector partner.

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Earlier Kenya Space Agency procurement documents identified the general Kipini area, between Malindi and Lamu on Kenya's coast, for a satellite-launch facility. However, the final location has not been confirmed. The advisor is expected to evaluate potential sites and recommend the most suitable location for launch activities.

The agreement was signed by Public-Private Partnerships Directorate Director General Kefa Seda and Kenya Space Agency Director General Major General Hillary Kipkosgey.

Kenya is seeking to use its equatorial location and east-facing coastline to support launch operations, alongside planned and existing coastal road, water, energy and port infrastructure. The government expects a viable project to attract private investment, develop skills and space-related industries, and create a revenue-sharing mechanism for the state. #1279.DEV39

Middle East

SYRIA

Syria has begun rehabilitating Latakia International Airport to allow passenger flights to resume, although no reopening date has been announced.

Latakia Airport is near the Mediterranean coastal city of Latakia, serving Syria's coastal region. Before commercial services were suspended in October 2015, it handled domestic and limited international flights. The closure followed intensified military activity at the adjacent Khmeimim air base. Syria's civil aviation authority took over management of the airport on 9 August 2026.

The airport has two asphalt runways: a principal 2,797 m by 45 m runway and a secondary 2,400 m by 30 m runway. It also has a passenger terminal, terminal apron, air traffic control, approach control and ground control services, VOR/DME navigation equipment, aircraft ground handling and Jet A-1 fuelling facilities.

Technical teams are now assessing and rehabilitating the terminal, supporting buildings, equipment and operational systems. The authority said services would resume only after safety, technical and operational standards had been met. No project cost, contractor, completion date or airline programme has been disclosed. #1279.DEV40

Asia Pacific

PAKISTAN

Pakistan Airports Authority plans to upgrade Hyderabad Airport (Sindh) as an alternate airport for Karachi, Sukkur and Nawabshah.

Work is expected to begin shortly, according to sources at the authority. The proposed scheme would extend the airport's runway from 7,000 ft to 11,500 ft, allowing it to accommodate Boeing 777 aircraft.

The project would also upgrade passenger facilities for flights using the airport. Pakistan Airports Authority is considering Hyderabad as a potential regional hub, which could support the return of domestic scheduled services.

Under the proposed emergency-diversion arrangement, aircraft bound for Karachi, Sukkur or Nawabshah could land at Hyderabad during adverse weather or other operational disruptions. Passengers could then continue by road to Karachi or other destinations for onward travel.

The airport has not handled commercial scheduled services since 2013, when Pakistan International Airlines operated its last commercial flight from Hyderabad.

The runway extension and related passenger-facility upgrades remain at the proposal stage. The authority has not announced a project value, construction timetable or airlines that may operate domestic services from the airport. #1279.DEV41

INDIA

Mumbai International Airport (Maharashtra) plans to invest INR 20 billion (USD 208 million) in airside infrastructure to increase peak-hour capacity from 46 to between 52 and 55 aircraft movements.

The programme will add and reconfigure taxiways, rapid-exit taxiways and apron areas at the passenger terminals, cargo facilities and general-aviation area.

Planned works include an eastern parallel taxiway between E5 and E7 on Runway 14/32, an extension of Taxiway M incorporating a bridge over the Mithi River, and improvements to the western parallel taxiway.

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Mumbai International Airport operates two intersecting runways, meaning simultaneous take-offs and landings are not possible. The upgrades are intended to reduce runway occupancy times, aircraft backtracking and departure delays, allowing more efficient aircraft sequencing within that constraint. The airport will also upgrade its advanced surface-movement guidance and control system, expand multilateration coverage, strengthen surveillance technology and develop a dedicated crew terminal.

In a separate programme, the airport will begin phased redevelopment of Terminal 1 in January 2027, starting with demolition and reconstruction of the northern section of Terminal 1B. The approximately 60-year-old section represents around one-third of Terminal 1's capacity and has been identified as a safety concern.

The work will temporarily remove around 5 million annual passengers from service, equivalent to 9% of the airport's approximately 55 million annual passengers. The remaining 91% of traffic will continue to operate. Once redevelopment is complete, Terminal 1's annual capacity is expected to rise by one-third, from 15 million to 20 million passengers, while restoring historical airline slots and creating additional capacity.

Airlines using the affected section may temporarily relocate services to Navi Mumbai International Airport. The operator said the transition would be temporary and that the two airports will serve complementary roles within the Mumbai metropolitan area. #1279.DEV42

Netaji Subhas Chandra Bose International Airport (West Bengal) plans to expand its southern apron under an INR 3.37 billion (USD 35 million) project due for completion within three years. The apron, where aircraft are parked, serviced, loaded and refuelled, will add capacity for aircraft stands, ground handling and servicing as passenger traffic continues to recover and grow. The airport handled approximately 22 million passengers in 2025, including around 11 million in the first half of the year.

The project forms part of a wider capacity programme. The integrated terminal's annual capacity has increased from 26 million to 28 million passengers, while 60,000 ft² (approximately 5,575 m²) of additional international-terminal space is planned for immigration, customs, retail and food-and-beverage facilities.

Runway capacity has increased from 35 to 45 movements an hour following new taxiways and rapid-exit taxiways. Longer term, the airport aims to reach an annual capacity of 45 million passengers by 2032–33, including a proposed new U-shaped international terminal with 21 passenger boarding bridges and an increase in aircraft stands from 73 to 132. #1279.DEV43

Tamil Nadu is preparing to seek central government site clearance for a proposed airport at Manikaneri (Tamil Nadu), intended to improve air access to the pilgrimage and tourism destination of Rameswaram. The Tamil Nadu Industrial Development Corporation plans to apply to India's Ministry of Civil Aviation for the initial regulatory clearance after the Airports Authority of India assessed shortlisted locations. Manikaneri was selected from five original candidate sites, with Kumbaram also advancing to further examination.

The proposed airport would occupy approximately 243 hectares in Ramanathapuram district. Land-acquisition work is under way, but the project has not yet received site clearance, construction approval, a confirmed budget or delivery timetable.

Rameswaram is currently reached largely by road and rail. The state first announced the airport proposal in 2025, citing the need to improve access to religious and tourism sites including Ramanathaswamy Temple, Dhanushkodi and Arichalmunai, while supporting regional economic activity.

Site clearance would confirm the location's suitability for airport development; further technical studies, statutory approvals and funding decisions would still be required before construction could begin. #1279.DEV44

The Airports Authority of India has begun pre-feasibility studies for three proposed greenfield airports at Ranka, Martam and Sadam in Sikkim (India). A multidisciplinary AAI team is assessing the sites' technical, operational and aviation suitability, as well as their potential to improve regional accessibility and air connectivity within the Himalayan state.

The studies are being undertaken under India's Greenfield Airports Policy 2008 and provisions applicable to the country's northeastern states. They will provide preliminary technical input for the government's further consideration of the proposals.

Sikkim currently relies on Pakyong Airport, near Gangtok, for scheduled air services. The state is also accessible through Bagdogra Airport in neighbouring West Bengal.

The state Tourism and Civil Aviation Department stressed that the work is an initial technical assessment only and does not represent approval to construct or develop any of the three airports. Any future project would remain subject to the studies' findings, regulatory approvals, environmental and other statutory clearances. #1279.DEV45

India plans to expand its airport network to 400 facilities by 2047 as passenger demand continues to outpace airline capacity. Civil Aviation Minister Kinjarapu Ram Mohan Naidu said the country has more than 166 airports, compared with 74 operational airports in 2014. The government aims to increase annual passenger traffic from approximately 240 million to 1.3 billion over the same period.

Naidu said revenue passenger kilometres grew at a compound annual rate of 7.3% over the past decade, ahead of 7% growth in available seat kilometres. The difference indicates that demand has risen faster than airline capacity.

India has 66 airports under development and plans a further 100 over the next decade, according to the minister. The programme includes new airports, terminals and regional-connectivity infrastructure under the UDAN scheme.

Civil Aviation Secretary Sameer Kumar Sinha said the network is continuing to add new cities and strengthen international connectivity through bilateral arrangements. Weekly service entitlements with Azerbaijan have increased from seven to 21, while those with Uzbekistan have risen from 18 to 28.

India has also shifted its Indonesia arrangement from frequency-based limits to a cap of 15,000 seats in each direction. #1279.DEV46

The Kerala branch of India's governing Bharatiya Janata Party (BJP) has asked the federal Civil Aviation Ministry to assess a site for a proposed Sabarimala Airport (Pathanamthitta, Kerala).

Sabarimala is a major Hindu pilgrimage centre in the southern Indian state of Kerala. State BJP president and legislator Rajeev Chandrasekhar has proposed a feasibility study of about 1,214ha (3,000 acres) at Kodumon Estate, near Pampa, the principal access point for pilgrims travelling to the temple.

The proposed assessment would be carried out under India's Greenfield Airports Policy, which governs new-airport development, and would require consultation with the Kerala state government. It would examine whether the site and associated infrastructure could support an airport.

Visitors currently generally arrive through Kochi or Thiruvananthapuram before continuing for several hours by road. The request is an early political proposal only: no site has been approved, and no funding, construction timetable or government decision has been announced. #1279.DEV47

SRI LANKA

Colombo Bandaranaike International Airport has begun mobilisation for a Terminal 1 expansion intended to increase annual passenger capacity to 10 million. Maga Engineering Ltd. is undertaking the one-year project, which includes 36 additional check-in counters and a new lobby area. Mobilisation marks the start of site preparation and preliminary works before full construction progresses.

Sri Lanka's Deputy Minister of Ports and Civil Aviation, Janitha Ruwan Kodithuwakku, said three further projects associated with the Terminal 1 programme are expected to be awarded within two months. The government aims to complete all four packages within 12 months.

Bandaranaike International Airport is Sri Lanka's principal international gateway, located north of Colombo. The terminal works form part of efforts to increase capacity as the country seeks to accommodate future growth in international passenger traffic.

No project value, detailed scope for the additional packages or firm completion date has been announced. #1279.DEV48

VIETNAM

Phu Quoc International Airport (Kien Giang Province) has received approval for a revised masterplan that expands the airport's supporting aviation, commercial and training infrastructure alongside its terminal and airfield development. The revised 2021–30 plan, with a vision to 2050, increases planned aircraft parking capacity and reconfigures several operational areas. Approximately 42 aircraft stands are now planned around Terminal 2 and the existing apron, compared with around 30 in the previous plan, while a further 45 stands are allocated between Terminal 1 and the VIP and general-aviation area.

The masterplan also enlarges the northern maintenance-hangar area from 24.7 to 30.4 hectares. It relocates the aviation-fuel facility to the north of the airport, increasing its area to 7.2 hectares, and moves the airline-catering facility beside Terminal 2.

New land allocations include 51 hectares for hotels, commercial and service facilities, airline offices and operations centres, plus 12.6 hectares for an aviation-training facility. The overall airport-planning area has been adjusted from 1,050.1 to 1,040.43 hectares, reflecting changes to land reserved for an internal light-rail route. #1279.DEV49

MALAYSIA

The Pahang state government has provided updated cost, phasing and approval details for its long-discussed Aerospace City development, including a proposed international airport targeted to open in late 2031. The 4,856 ha project is expected to have a development value of MYR 30 billion–MYR 40 billion (USD 7.3 billion–USD 9.8 billion) over 15 years. The proposed airport would cost MYR 1.2 billion–MYR 1.6 billion (USD 294 million–USD 392 million), handle 2 million passengers annually and include a 4,100 m runway.

The state said the airport would provide additional civil-aviation capacity because the existing Sultan Ahmad Shah Airport shares airspace with the Royal Malaysian Air Force. It is intended to accommodate narrow-body aircraft, some wide-body operations and cargo activity linked to Kuantan Port.

Pahang Aerospace City is planned to include maintenance, repair and overhaul facilities, data centres, drone and eVTOL activity, and a proposed Space City. Four of seven industry precincts have been approved; the remaining three, including a proposed free-trade zone, remain under discussion.

Development is expected to proceed in parallel across three phases, with 60% to 70% complete by about 2035. Cherating Gateway, a transit-oriented development connected to the East Coast Rail Link, is targeted to begin activity in February 2027. #1279.DEV50

MONGOLIA

Ulan Bator Chinggis Khaan International Airport is planning a major expansion to raise annual passenger capacity to 5.2 million, around 3.2 times its current level. The programme includes a new passenger terminal, taxiways, aircraft aprons, parking, access roads and supporting utilities. Mongolia will separately fund a new cargo terminal and related relocation works. The project responds to stronger-than-expected traffic growth since the airport opened in 2021 and is intended to support rising passenger and cargo demand, trade, investment and tourism connectivity. Japan has agreed to a JPY 158.3 billion (USD 1.0 billion) concessional loan for the expansion through the Japan International Cooperation Agency. The 40-year loan includes a 10-year grace period and carries a 1.1% annual interest rate.

Construction is expected to be completed by December 2033. #1279.DEV51

SOUTH KOREA

South Korea's Ministry of Land, Infrastructure and Transport has approved the design plan for Busan's Gadeokdo New Airport, despite reported gaps in the verification of its ground-stabilisation method. The Central Construction Technology Deliberation Committee approved the plan on 22 September, 15 days after its submission by a Daewoo Engineering &

Construction-led consortium. The site-development project has a reported cost of KRW 10.7 trillion (USD 7.9 billion).

The airport is planned on reclaimed land connected to the mainland. Its construction requires stabilising water-saturated seabed materials before major earthworks can proceed.

The consortium selected a prefabricated vertical-drain method, which uses plastic drainage strips to remove water from soft ground and consolidate the soil. A trial near the project site reportedly showed no problem in soft mud layers, but the drains did not adequately penetrate harder sandy layers, which account for 11% of the planned treatment area.

Engineers cited in the report warned that incomplete drainage could create uneven settlement. This is particularly relevant because the planned runway would extend across both land and reclaimed seabed.

The ministry's decision allows the project to advance towards planned construction activity, but further technical verification may be required to resolve the reported concerns. #1279.DEV52

South Korea's regional-airport programme is facing higher budgets and mounting risks to construction schedules.

Costs have risen by more than 10% at five of the six airport schemes included in the 2021-25 national airport-development plan. Ulleung Airport (Ulleung County, North Gyeongsang) has recorded the largest increase, with its budget rising 83.7% to KRW 905.9 billion (USD 676 million). The project's planned completion has moved by four years to December 2029, citing procurement delays, compensation negotiations and revised passenger-demand forecasts. Heuksan Airport (Sinan County, South Jeolla) has been reassessed at KRW 641.1 billion (USD 479 million), around 4.5 times its original estimate. The revised design has triggered a new feasibility review, which could further delay the project.

Budgets have also increased for Daegu-Gyeongbuk New Airport, the proposed second Jeju Airport and Gadeokdo New Airport (Busan). Gadeokdo's cost has risen 11.9% to KRW 13.98 trillion (USD 10.4 billion), while its targeted opening has slipped from 2029 to 2035.

Funding constraints, design changes, compensation costs and legal challenges are adding pressure across the programme. #1279.DEV53

JAPAN

Japan's airport system will require about USD 80 billion in investment through 2056, including USD 29 billion during the next decade, according to Airports Council

International Asia-Pacific & Middle East. The industry body estimates that publicly announced projects cover USD 13.5 billion, or 47%, of the USD 29 billion required between 2026 and 2036. That compares with project coverage of about 65% across the wider Asia-Pacific and Middle East region. Japan's passenger traffic is forecast to rise from 266 million in 2025 to about 424 million in 2056, an increase of around 60%. Regional traffic is expected to grow much faster, from 3.9 billion passengers in 2024 to 11.6 billion by 2056.

ACI said Japan will need to modernise and renew existing airports rather than add new greenfield capacity. The estimate therefore includes infrastructure replacement and improvement requirements as well as capacity investment.

The figures are an industry assessment, not a government funding commitment or a list of approved projects. #1279.DEV54

JAPAN

Kobe Airport (Kobe, Hyōgo Prefecture) has appointed a preferred consultant to prepare a terminal-expansion plan for scheduled international flights from April 2030.

Kobe City selected the Gyros-Hata Design joint venture to develop the basic plan by December 2026. The work will define the required terminal size, passenger flows, boarding-gate configuration, baggage handling, security capacity, preliminary cost and delivery programme.

The brief assumes passenger boarding bridges as the principal boarding method. This differs from the airport's second terminal, which opened in 2025 for domestic growth and international charter services using bus boarding. Buses and mobile stairs could still be retained as supplementary options.

The city's 2030 vision targets seven million annual passengers, compared with 3.61 million in 2024. A separate demand forecast estimates 5.12 million domestic and 1.90 million international passengers by 2030.

The appointment starts a planning exercise rather than an approved construction project. Any move to basic design remains subject to budget approval and agreement on the eventual scope.

#1279.DEV55

Vertiports

Noida International Airport (Jewar, Uttar Pradesh, India) has signed an agreement with ePlane Company to prepare infrastructure and operating procedures for future electric air-taxi services. The memorandum of understanding covers proof-of-concept space at the airport, potential vertiports, charging stations, operating procedures and a vertiport-management system. It also considers airport-to-airport transfers, urban flights and air-ambulance services across the Delhi National Capital Region.

The ePlane Company is developing the e200X, an electric vertical take-off and landing aircraft, or eVTOL. Its full-scale prototype is undergoing ground testing, while the company pursues certification and operational clearances from India's aviation and security regulators.

The airport operator, Yamuna International Airport Private Limited, will align its procedures for potential eVTOL operations. Both parties plan to work with air-traffic control, regulators and state authorities on safety rules, airspace integration and fleet scheduling.

The agreement does not authorise commercial air-taxi flights or confirm a construction timetable for vertiports. #1279.DEV56

Japanese eVTOL developer SkyDrive will assess whether rooftop emergency landing sites in Osaka City (Osaka Prefecture) can be converted into vertiports. The feasibility study forms part of Japan's Cabinet Office Super City Initiative and will be undertaken with Chodai, Kansai Electric Power and the Organization of Airport Facilitation. It will examine 146 existing rooftop emergency helipads, which were built for disaster response rather than commercial aviation.

The partners will assess high-rise buildings with designated emergency landing zones, using airspace maps to examine potential operations by district and check compliance with Civil Aeronautics Act requirements. The work will also analyse building-induced wind, simulate noise from eVTOL take-offs, landings and flights, and establish safe operating conditions.

On-site assessments will consider floor-load capacity, charging requirements, electrical upgrades, passenger flows during diversions and arrangements for recovering aircraft after mechanical failures. The study will also estimate conversion costs.

SkyDrive and its partners will consult bodies including the Osaka Municipal Fire Department on emergency scenarios and operating rules. The objective is to protect the sites' disaster-response role while assessing their potential use for daily eVTOL services and informing future vertiport standards.

#1279.DEV57

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