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AIRPORT DEVELOPMENT (Russia & the CIS States)

BELARUS

A transport and logistics complex will be built near Minsk National Airport within the next five years according to Transport & Communication Minister Ivan Shcherbo. The facility will occupy 120 hectares, and around USD 300 million will be invested in the project in the next ten years. The Belgian company AOI NV (Antwerpse Ontwikkelings en Investeringsmaatschappij NV) is the investor and general operator. AOI NV is one of the biggest logistics companies in the Benelux region with a logistics park in Meer (on the Netherlands-Belgium border) and activities in the Kaunas Free Economic Zone in Lithuania and in a free economic zone in Ukraine. There are plans to build a multi-modal transport and logistics centre able to handle cargoes delivered by all transport modes (air, rail, and road). Railway tracks, a motorway, and a second runway will be built there. -- At present, project operations for five transport and logistics facilities are under way in Belarus, with investors chosen already. All in all, the programme for developing Belarus' logistics infrastructure till 2015 envisages building 24 transport and logistics centres. In 2009, the Minsk Free Economic Zone registered eight new resident companies, including seven companies with foreign capital (Russia, Turkey, Belgium, and Azerbaijan). In 2008, the Minsk Free Economic Zone registered eleven resident companies. #871.1

Minsk National Airport plans to double its transit potential, Transport & Communications Minister Ivan Shcherbo said during the presentation of a new scheduled flight to Amsterdam in August 2009. In his words, the National Airport was designed to serve 3.2 million passengers a year. "Yet the company annually handles only 1 million people. With the transit potential growing, we hope this figure will grow to 2 million per year," Shcherbo said. The new Amsterdam flight is believed to develop the airport's transit potential. The three-times-weekly flight will enable Belarusians and transit passengers to use one of the world's largest airlines, Air France/KLM Royal Dutch Airlines, a partner of Belavia, Director General of the national airline Anatoly Gusarov said. -- The Belavia national airline is based at Minsk National Airport. Founded in 1996, Belavia accounts for nearly 65% of the Belarusian air transport market. The company serves destinations in 20 countries, meeting all international security standards. Belavia joined the IATA Operational Safety Audit (IOSA) in 2008 and intends to join the Sky Team global airline alliance. #871.2

RUSSIA

Aeroflot, Russia's largest airline, started operations from the new, state-of-the-art Terminal D at Moscow-Sheremetyevo International Airport on 26 November 2009. The carrier's



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successful migration to the new terminal, equipped with SITA advanced IT systems, involved moving all 148 domestic and international Aeroflot flights and a further 16 Aeroflot Nord and seven DonAvia flights. Oleg Volkov, Deputy IT Director of Aeroflot, said: "SITA's integrated technology is bringing significant benefits to our airline operations and passenger services. Having all our flights, domestic and international, operating from the one terminal will be a huge advantage and facilitates the delivery of a very high level of self-service to our passengers, through all phases of the journey from check-in to boarding to bag management."

In what is the largest airport systems integration project ever undertaken in Eastern Europe, SITA has equipped the new Sheremetyevo terminal with systems that enable it to handle 12 million passengers annually or more than 5000 per hour at peak travel times. Passengers will enjoy speedy self-service check-in at 24 common-use kiosks and dedicated bag-drop areas that are available to all airlines operating in the terminal. In addition, 100% passenger-bag reconciliation has been implemented which ensures that the right bag gets on the right flight and is assigned to the right passenger, significantly reducing the risk of inconvenience to passengers.

More than 40 SITA personnel were based at the terminal during the project implementation and were on standby as the first Aeroflot flights took off. Albert Sherbakov, General Manager, JSC Terminal, said: "This is an exciting time for us; the whole team, which includes airport, airline and SITA staff, has been living for months in anticipation of this moment when the first Aeroflot flights would take off. The preparations were thorough and the execution has been meticulous."

The airport systems integration includes the deployment of the SITA AirportConnect Open common use check-in platform, more than 200 CUTE (Common Use Terminal Equipment) workstations, 24 CUSS (Common Use Self-Service) kiosks, a baggage management and reconciliation system, more than 300 flight information display monitors, and the airport operational database. Ilya Gutlin, SITA's Regional Vice President Eastern & Central Europe, said: "Sheremetyevo Terminal D sets a new standard for passenger processing in Russia. The SITA systems will provide the highest level of customer service and the most efficient use of airport capacity. It will become a magnet for passengers and airlines who want the benefits of the most modern IT systems."

JSC Terminal, the terminal operator, can also be confident that the technology implemented is future-proofed as SITA's AirportConnect Open remains the only fully-integrated common-use platform supporting CUPPS (Common Use Passenger Processing Systems), the new global IT standard for passenger check-in and boarding, the existing CUTE standard, as well as web and CUSS kiosk applications. -- Terminal D will serve anchor tenant Aeroflot and other members of the SkyTeam Alliance, including Alitalia, Delta, KLM, and Korean Air and will be in full operation by February 2010.

The new terminal – formerly called Terminal 3 - is a property of Aeroflot, which will transfer its international and domestic flights to the new facility. The first flights operated from the terminal were those on the busy route to/from St Petersburg on 6 December 2009. Sheremetyevo Airport will meet growing requirements of the largest megalopolis of the country after the commissioning of the new terminal. Due to unique architectural solution – 'a swan with widespread wings' – the terminal project became a laureate for the architectural ARX Awards for 'Best object of transport infrastructure'. The beauty of architectural forms, which includes a 125-m arch over a passenger bridge linking a parking garage with the terminal and two canopies, 100 m and 150 m long, designed by Germany's Arnold company (#822.CON1), are combined with high functionality and world-class standards.

The 170 000-m² building houses 15 000 m² of commercial concessions, which includes 25 duty-free and duty-paid stores and 18 food & beverage outlets. Aer Rianta International has the



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exclusive rights to the duty-free business, while SSP will operate six food & beverage outlets in the terminal. The other major F&B concessionaire will be Rosinter, Russia's leading casual dining chain, which will operate 13 outlets across a total of 1465 m², both pre- and post-security. The retailer will invest RUR 175 million (USD 5.5 million) in the project. Rosinter will operate a TGI Friday's, an Il Patio Italian restaurant, six Costa Coffee outlets, two Russian restaurants, a bar, and will manage the terminal's staff canteen. #871.3

Russian Federation Minister of Transport Igor Levitin joined other officials in late August 2009 in laying down a time capsule launching the construction of a new terminal at Vladivostok's 'Knevichi International Airport' in Russia's Far East. The project for a new 47 000-m² passenger terminal with a capacity of 3.5 million people annually is one of the key points of the programme to organize the Asia-Pacific Economic Co-operation (APEC) summit in 2012. Total capital investments will be USD 175 million. Germany's Hochtief will design and build the terminal. Energy-saving technologies and materials complying with the highest ecological standards will be used in building the new terminal. In accordance with the order of the President of the Russian Federation, 52.12% of Vladivostok International will be transferred to Sheremetyevo International Airport for implementing the airport modernization programme. #871.4

* Dmitry Kalinin, Deputy Director General in charge of Economics & Finance of Moscow's Sheremetyevo International Airport has announced that SVO is to create the largest air hub in the Russian Far East at Vladivostok Airport. Implementation of this project will boost air travelling among the residents of the Russian Far East, increase the mobility of the population, contribute to regional infrastructure development, and decrease unemployment. Spearheaded by Sheremetyevo Airport, Vladivostok Airport will be turned into a large international aviation node, which will facilitate social and economic development in the region and will help to fully implement Russia's transit potential. #871.5

Moscow-Domodedovo (DME) is the largest hub not only in Russia, but also in Eastern Europe, with 82 carriers operating flights at present (30 from Russia, 15 from the CIS, 37 foreign carriers). A proactive development strategy brought the airport's route network to 218 destinations, 92 of which are quite unique and are operated only and exclusively from DME in the Moscow region. The airport's long-term development strategy embarks upon an ambitious, yet realistic plan of transforming DME into the largest multi-modal transportation hub linking air traffic between Europe and Asia.

According to the results of the 2008 ACI (Airport Council International) annual Airport Service Quality Survey, Domodedovo was amongst top five international airports in categories: 'Best Airport by Region' (Europe), 'Best Airport by Size'. By receiving such high appraisal from passengers, Domodedovo became the only Russian airport among the acclaimed international leaders. According to the Skytrax 2008 independent rating, DME was among the three leading airports in Eastern Europe. -- 13 July 1992 - a date that marked a new era of development for Moscow's Domodedovo Airport - since on this day, the Government of the Russian Federation issued an official order conferring DME the status of an international airport. Coming on to the international arena intensified the airport's development even more: all main production facilities were fully reconstructed and brought into compliance with the highest international quality standards. As a result, Domodedovo became a contemporary state-of-the-art airport offering a wide range of services to both airlines and passengers. #871.6



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Russia's travel retailer Kapo Duty Free has won the tender to operate the duty-free concession at Yekaterinburg-Koltsovo Airport's international terminal (#834.15). The tender was managed by consultancy firm Concession Planning International. Kapo, which has been operating the duty-free outlet at the airport since 2003, now is the sole duty-free operator in the new 5000-m² terminal, which opened in June 2009. The concession covers a 770-m² classical duty-free shop, a 70-m² last-minute outlet, and a shop in the VIP terminal. The retailer has operated with Gebr. Heinemann as supplier at the location since 2003. -- Koltsovo Airport serves Russia's third-largest city, Yekaterinburg (ex-Sverdlovsk), the gateway to the Urals region. The airport hopes to handle 450 000 international passengers in 2009. #871.7

Russia is a country where Hochtief AirPort (HTA) has been active for a good many years, e.g. by preparing master plans and studies for the St. Petersburg, Omsk, Sochi, Krasnodar, and Anapa airports. Recently, HTA's planning experts developed a scenario for the future development of Tyumen-Roshchino Airport in Siberia. Despite the financial crisis, which has created economic turbulence, Russian airports handled around 50 million passengers in 2008, some 10% more than the year before. Although at the moment seats in Business Class and on international flights often remain empty, domestic air transport is set to go on developing positively. Aeroflot, for instance, is expecting a passenger growth of 3% in 2009 and is putting 24 new aircraft into operation to cope with this growth. Transaero, the market leader in domestic flights, is talking about an anticipated traffic increase of 5% to 7%.

Ansgar Fischer, head of Master Planning at Hochtief AirPort, has been involved with Russian airports for many years and he also takes a positive view of the market environment. "Naturally enough, we are feeling the impact of the crisis. Numerous projects have been put on hold for the time being, but we expect that the market will recover quickly." He points out that the Russian economy has often suffered setbacks, such as in the 1990s, but that these were followed by substantial catching-up processes.

Another factor is that the Russian government is pumping a lot of money into upgrading the country's transport networks in the period between 2010 and 2015. Some EUR 35 billion is to be invested into civil aviation, e.g. to finance 100 new runways and 678 new aircraft. This is support of the kind many airports desperately need, because according to Gennady Kurzenkov, the head of Russia's Federal Air Transport Agency, just 62% of the country's airports have properly paved runways, and most of these are more than 20 years old. The major international airports, such as those in Moscow and St. Petersburg, are of course exceptions to this rule. The airport in Tyumen, for which Hochtief AirPort recently prepared a master plan, is also in a solid condition. All the same, says Ansgar Fischer, the infrastructure there no longer meets international standards and is insufficient to handle modern aircraft. That is important, though, because the Russian airlines are eager to replace their antiquated fleet by new, more fuel-efficient models. Landside facilities are also in need of refurbishment. "In Tyumen, we are enjoying very close and constructive co-operation with Roshchino Airport," says Fischer and adds that the administrative district, which with its huge reserves of oil and gas is one of the richest in the country, is also supporting modernization of the airport. Roshchino plays an important role as a hub for passengers with connecting flights to the northern parts of Siberia, and for this reason needs new operational areas for aviation and new buildings.

In a feasibility study completed in 2007, HTA had already established that the only way of meeting international safety stipulations and passenger expectations regarding comfort, convenience and service quality would be to construct a completely new terminal at Tyumen



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Airport. In a follow-up assignment, the HTA experts concentrated on the development of a passenger terminal. The first of three construction phases is geared to a volume of 2 million passengers a year; altogether the master plan has a 20-year horizon. Ansgar Fischer describes the design of the terminal, conceived by Malaysian architect Hin Tan, as "local in character but making an international statement". Particularly the lighting design and the wood elements on the side walls reflect the influence of the city of Tyumen. At night, the airport is a blaze of blue light, in line with the illumination of other important architectural landmarks in the city. Previously, Hin Tan designed the new terminal for the HTA airport holding in Tirana/Albania. Up to now, the airport has used only the more distant of the two runways for take-offs and landings, but since the airport operators are set on growth, HTA has integrated the nearer runway into its traffic concept. This increases the potential for handling more aircraft and also for saving time and kerosene by cutting taxiing operations. HTA and the airport intend to continue their co-operation. Fischer sees this as confirmation of the standard of the work he and his team have done and is convinced that Roshchino Airport will help boosting the region's economy. #871.8

UKRAINE

The Donetsk-based Altcom financial and industrial group, the main contractor of the Donetsk Airport construction project and the builder of its new runway, is ready to finish construction and reconstruction of the terminal by 15 January 2011, if financing is stable, says the group's Board Chairman, Oleksandr Tislenko. Altcom's Deputy Director General Mykhailo Kovalev told Interfax-Ukraine that this is stipulated in a contract signed between Altcom and the Donetsk regional state administration. The contract is worth UAH 1.3 billion, and the amount could change after the final approval of the project, which is being designed by architects from Croatia. Kovalev said that, if in May 2010 it were clear that the budget financing is not enough for building the new airport terminal for 30 000 passengers per day, the group would stop work at the objects and an alternative option proposed by Siemens Ukraine would be realized, which foresees construction of a temporary reserve passenger terminal within eight months. #871.9

* During their visit to Ukraine within the framework of the city's preparations for hosting the 2012 European Football Championship, UEFA experts noted the progress in reconstructing Donetsk Airport in eastern Ukraine and in building Terminals F and D at Kyiv-Boryspil Airport. UEFA expert on airports, Peter Hampson, said after the presentation of the Donetsk terminal project: "We are very pleased with what we saw." Meanwhile, UEFA experts noted that the obvious risk that remains is Boryspil's Terminal D. "We have received assurances that its construction would be completed on time," said Hampson. In turn, the President of the Football Federation of Ukraine (FFU) Grigory Surkis believes that experts objectively assess the progress of Ukraine in the realization of the airport projects, which until then had caused the most criticism from UEFA. -- On 13 May 2009, UEFA had named Ukraine's Kyiv, and possibly Donetsk, Lviv, and Kharkiv as the cities to stage EURO 2012 matches. #871.10

Ukraine's main airport, Kyiv-Boryspil International, could reduce growing passenger congestion with two new terminals over the next couple of years if airport authorities can finalize a deal with the country's leading carrier, Aerosvit. With Ukraine scheduled to host the 2012 European football championship jointly with Poland, the country is going to have to move things along quickly. The airline has been locked in a legal tug of war with airport authorities since early 2005, when a Ukrainian court challenged Aerosvit's 2003 acquisition of land for construction of a fourth terminal



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at Boryspil. Airport authorities accused Aerosvit of illegally obtaining the building site through patronage from former President Leonid Kuchma. They claim Kuchma pushed through the deal on behalf of his son-in-law, Viktor Pinchuk, who had an interest in Aerosvit. Airport authorities used a court decision from the spring of 2005 to halt construction of Aerosvit's new terminal, which they say would stunt development of their own fledgling terminal project. Now, after more than two years of court battles played out in the media, the Government has called for a peaceful resolution of the conflict. The Cabinet has passed an order that recognized the airline's right to build an additional terminal. #871.11

* Vice Premier Ivan Vasiunik has announced that the new Terminal D at Boryspil International Airport will have its first passengers by December 2011. According to Vasiunik, a final agreement has been reached for the commissioning of the terminal with Dogus Insaat, the Turkish construction company. Vasiunik also said that the airport's F terminal would be commissioned in April 2011. According to a preliminary contract, the original construction period was to be 29 months; in connection with the preparations for the Euro 2012 European Football Championship, Ukraine later decided to decrease the term to 26 months. Finance for the USD 377 million project will come from a credit from the Japan Bank for International Co-operation (USD 167 million) and the airport's own funds (USD 210 million). The project foresees construction of a passenger terminal, an aircraft apron, roads, parking lots, and other objects. The new terminal will be able to handle up to 14 000 passengers at any one time and will be equipped with an integrated state-of-the-art departures check-in system with 100% hold baggage screening supplied by Logan Teleflex and its local agent and partner Gate Technologies. The new system is part of the on-going development at the airport. – Currently, Boryspil has three passenger terminals. #871.12

SITA has won a USD 9 million contract in Ukraine for airport systems integration (ASI) for Kharkiv International Airport's new USD 205 million terminal. The agreement was reached with New Systems AM, a member of the DCH group and handling agent for Kharkiv Airport. The new terminal will go into operation in April 2010 and is expected to handle up to 1000 football fans per hour at peak arrival and departure periods during Euro 2012. SITA will provide the new terminal with fully integrated IT systems by next summer's operational period with all applications running on a common network infrastructure, including check-in, boarding, baggage management, security, and access control. Vladimir Vasilchenko, Director General, New Systems AM (DCH Group), said: "We are proud that this is one of the first airport systems integration projects to be undertaken by SITA in eastern Europe and we expect that it will not only double our capacity and modernize our information systems but ensure a very good process flow for all arriving and departing passengers, particularly during Euro 2012."

SITA's Airport Management Solution (AMS) for Kharkiv International includes a suite of integrated operations software for airports that supports planning, tracking, real-time and irregular operations, flight displays, aeronautical billing and reporting. AMS will help the airport by taking the complexity out of many processes, simplifying data management, and making airport operations more straightforward. The two core components are AirportCentral, an airport operations database, and AirportVision, an information display system for airports and airlines that provides real-time flight and related information to all stakeholders and to the public on a variety of display devices within the airport, on web-sites, and at off-airport locations. Ilya Gutlin, SITA Regional Vice-President for East & Central Europe, said: "Kharkiv Airport will be a technology showcase for the region when work is completed. Both airlines and passengers will benefit from shared IT infrastructure which will reduce costs and ensure that there are no bottlenecks for passengers." #871.13



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* New Systems AM is a member of the DCH group and the handling agent for Kharkiv International Airport. The airport is being reconstructed according to a business plan developed by Airport Consulting Vienna (Austria), and the Airport Research Center (Germany). With the help of DCH, Kharkiv will have a modern international airport able to handle Airbus A320s and Boeing B.737s after its reconstruction. The new terminal will have a total area of 20 000 m² and allow an increase in capacity to 650 000 passengers by the year 2011. Besides, reconstruction of the airport hotel is planned alongside with construction of a modern parking garage. Furthermore, according to the requirements of UEFA, new office premises and other facilities will be provided. Contact via: www.dch.com.ua #871.14

MOLDOVA

Le Bridge Travel Retail, Europe's newest duty-free concessionaire, has just embarked on a series of store openings on the Moldovan frontier with Romania and also opened a first 500-m² store at Chisinau Airport, which serves the Moldovan capital. At a grand opening for the operation in Chisinau, the company's President Franck Arif said: "I believe Moldova will one day become a major market for luxury goods. It lies at a crossroads of 100 million people in Europe. Duty-free is a new beginning for us - one that gives us the opportunity to link together with the world's biggest brands - but we want to be present on the domestic market, too, as a major force in luxury goods. That is our big long-term aim." He added: "We hope that our investment - which is EUR 3.5 million in these stores - helps those brands see that we are serious, that we believe in the dream of a luxury market for Moldova, and that other brands will join them." -- Le Bridge's traditional business is the manufacture and distribution of dairy products - including ice cream and butter - as well as logistics and the distribution of some leading international brands such as BAT, Imperial Tobacco, and P&G in Moldova. #871.15

ARMENIA/AZERBAIJAN

The airport Armenians plan to build in Shusha, in what Azerbaijan calls the 'occupied territory of Nagorno-Karabakh', will not be recognized by any international organization, Azerbaijan State Civil Aviation Administration Chief Arif Mammadov has said. "If any aircraft lands at this airport, the Azerbaijani side will take appropriate legal action against that airline company. I think this airport will not be recognized by international airlines either," he added. "There is a similar situation in Cyprus. International organizations and airlines don't recognize the airport in Northern Cyprus [Ercan] as an international one," he said. He added that the State Civil Aviation Administration and the Ministry of Defence regularly bring to the attention of international organizations that Armenia violates international conventions and rules of use of Azerbaijan's airspace. -- The root cause of the Nagorno-Karabakh conflict is the arbitrary inclusion of Armenian-inhabited Nagorno-Karabakh within Azerbaijan by Soviet dictator Joseph Stalin in 1921. Nagorno-Karabakh is currently a de facto independent republic in the South Caucasus, but is officially recognized as part of the Republic of Azerbaijan. #871.16

GEORGIA

The operator of the Tbilisi and Batumi international airports, TAV Georgia, won the ISO 9001:2000 Quality Management and ISO 14001 Environmental Management accreditation following a process that had begun on 1 May 2008. Speaking at the certificate presentation ceremony, TAV Georgia General Manager Burak Birhekimoglu said: "Our aim in establishing the ISO 14001 Environmental Management system is to monitor the environmental impact of our airport services and



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other activities and thus be in a position to keep any potential hazards to the environment in check. ISO 9001:2000 Quality Management, on the other hand, will benefit us by determining the standards of service we offer at the airports, thus helping us constantly improve and develop those services, thereby contributing to customer satisfaction. These certificates represent a first in Caucasus airports in airport, terminal and ground-services operations. This accreditation represents a major milestone in our operating systems and allows us to take our rightful place in transferring our years of experience and know-how into the mainstream in Georgia. We are determined to continue to offer all our services in high standards, in an environmentally-sensitive fashion and within the parameters of sustainable development in every airport we operate." #871.17

KAZAKHSTAN

Almaty Airport, which has seen a number of new international services in 2008 and 2009, has carried out an apron reconstruction that complies with international standards and has added parking stands equipped with engineering services for long-haul aircraft. The airport's second runway, built between 2006 and 2008 (#854.14), was put into operation earlier in 2009 and now can take all types of aircraft without any restrictions. Total cost of construction of the second runway came to USD 87 million, USD 50 million of which was borrowed and USD 37 million was from the airport's own funds. -- Almaty Airport often serves as alternate for the airports of Tashkent, Bishkek, Urumchi, Astana, Karaganda, and other cities. For instance, in 2007 Almaty was used as an alternate airport 28 times, and 42 times in 2008. #871.18

Malaysia Airports Holdings Bhd (MAHB) and JSC International Airport Astana have agreed to terminate the Trust Management Agreement for Astana effective 4 June 2009 (#859.OPS5). MAHB said the decision was made mutually since the expertise, knowledge and experience gained by Astana from working with MAHB have enabled the airport to manage and operate independently. During the two years under the Trust Management Agreement (TMA), Astana, the second largest international airport in Kazakhstan, significantly improved its performance. Astana's passenger traffic of 1.317 million in 2008 was an increase of 12.7% on 2007. The cargo volume recorded a 10.34% growth in 2008 to 5217 tonnes, while aircraft movements showed an increase of 2.25% to 21 839. Astana also won the 'Best Airport of Commonwealth of Independent States' award in 2007 for the category of airports with more than 1 million passengers per year. "This increase in passenger traffic and the award received by Astana International Airport provides evidence that Malaysia Airports has met the objectives of the TMA," MAHB said. #871.19

TURKMENISTAN

For several years now, Turkmenistan has been intensively engaged in modernizing its infrastructure in order to strengthen its position in the global economic community. One of the key projects is the new Ashgabat International Airport. In February 2009, the Turkmen Ministry of Civil Aviation invited Hochtief AirPort (HTA) to develop the functional and architectural concepts for the new airport. Just one month later, HTA was given the opportunity to present its comprehensive plans for the airport to the country's political decision-makers. In preparing the plans, the company was able to draw on the findings from a feasibility study it had completed the year before. Although the Government has not reached a decision yet, it is worthwhile to take a look at the ambitious



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ideas proposed by HTA and its partners. These foresee the expansion of Ashgabat, Turkmenistan's capital, to the west and the north; the city will thus grow in the direction of the airport. Hence, the HTA concept provides for a prestigious axis from the city centre right through to the airport. Situated on a small hill, the airport terminal will then provide a clear view of the capital. In conceiving the design for the new airport, the Swiss architects Herzog & de Meuron - renowned for such extraordinary projects as Beijing's Olympic Stadium - and HTA studied Turkmenistan's cultural heritage, as manifested especially in the art of carpet making. In line with the country's flag, the airport's monumental roof structure cites the traditional carpet motifs of the five national tribes. In addition to this concept, HTA devised a master plan for the entire airport infrastructure. If the contract is awarded, the company would be responsible not only for functional planning but also for construction project management, commissioning, facility management, and on-the-spot training for airport employees. The construction partner would be the Hochtief subsidiary Leighton Contractors, Malaysia. #871.20

TADJIKISTAN

The current capacity of Dushanbe Airport, serving the country's capital, is up to 200 passengers per hour. The airport is inviting investors for building of a new international terminal with a capacity of 500 passengers per hour. The airport staff and that of subdivisions of the SVAE 'Tajikistan' provide all necessary aerodrome services, including ground handling and flight catering. Dushanbe Airport also supervises operations of the local airports such as Khorog, Vanch, Rushan, Khovaling, Garm, Ishkashim, Murgab, Djirgital, Tadjikabad, Tavildara, and Sagirdasht. #871.21

CENTRAL ASIA

The Leipzig/Halle airfreight hub is viewed as a showcase project in the logistics sector. A delegation consisting of 30 people from the Black Sea area came to the airport on 24 November 2009 in order to find out more about its modern and efficient structures: delegates responsible for logistics policies in Armenia, Azerbaijan, Georgia, Moldova, and Ukraine inspected the apron area and the World Cargo Center (WCC) during their trip. The official visit from 22 to 28 November was organized as part of an EU-financed project to develop international logistics centres along the Europe/Caucasus/Asia corridor and was accompanied by representatives of the Directorate-General for Energy & Transport at the European Commission (DG TRAN). #871.22

Other regions

ITALY

The development of Rome-Fiumicino Airport will see a capital expenditure of EUR 3.6 billion in the period to 2020 (#868.29), with new infrastructure projects that will improve both quality and capacity. Projects include: operation of the new Pier C, completion of works on the new Alitalia-dedicated boarding area A, construction of a new baggage-handling system, a new multi-storey parking garage, a new automated peplemover, and a new runway. This will increase the passenger handling capacity to 55 million annually and provide direct and indirect employment for 210 000 people. The first module of the new North Terminal will be operational in 2020 and will double capacity to 100 million passengers annually. #871.23



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GREAT BRITAIN

On 7 December 2009, the House of Commons Transport Committee backed plans to build a third runway at London-Heathrow, but said it was unconvinced by proposals to expand Stansted Airport. The Committee's conclusions are only advisory and are not binding on the Government. It said it supported the GBP 8 billion expansion of Heathrow on economic grounds, while the case for a second runway at Stansted had been damaged by projected slower growth in passenger numbers following Britain's economic recession. The Government has given its support to both airport expansions, which will have to undergo lengthy planning procedures in the face of local and environmental opposition before they can go ahead.

BAA said in November 2009 it would not submit its planning application for the Heathrow expansion until after the next general election, due by June 2010 and the planning process for the project could take up to four years. The Conservatives, forecast by opinion polls to win the election, oppose a third runway for Heathrow on environmental grounds. A public inquiry into the expansion of Stansted remains on hold while BAA challenges a competition watchdog ruling that it should sell the airport. The Committee said there was a better case for adding an extra runway to Gatwick Airport which BAA sold to private equity fund Global Infrastructure Partners in October 2009 (#868.OPS1). The Committee said Heathrow was unlikely to operate as a hub for regional U.K. traffic, even with a third runway, and called on the Government to link it to a proposed high-speed rail route to the north of Britain to maximize its benefit to the economy. #871.24

Belfast International has opened the second phase of its GBP 10 million terminal redevelopment. The new link is a glass-fronted building, the height of two double-decker buses. John Doran, the airport's CEO, told invited guests who attended the opening that in the last five years more than GBP 50 million of private investment had gone into the airport's infrastructure. While he lamented briefly the passing of the iconic moving walkway into history, his focus was very much on the future. "Much of the money spent here has literally gone into holes in the ground or into equipment that passengers never see but which is nevertheless vital to maintain our infrastructure capacity at a level that can deal effectively with any requirement that the demands of the regional economy can throw at us for the foreseeable future," he said, adding: "This economic powerhouse for Northern Ireland directly employs 5500 and accommodates more than 5 million passengers annually. As the second largest airport on the island of Ireland, it provides vital support to our 24-hour economy with virtually unlimited runway capacity. The scale of this investment means that Belfast International Airport will have the capacity to cater for absolutely all of the regions air passenger traffic for decades to come. But it could do so much more if the Northern Ireland Executive joined it in partnership to develop its full potential for the benefit of the entire region and all its people." Doran said it was disappointing and frustrating, for example, that the airport still has a 1960s road network at its front door and no motorway link to the city centre. And while it was accepted that there was underdeveloped tourism potential in Northern Ireland, it was not adequately recognized that strong support for appropriate international air access was urgently required before tourist numbers would appreciably grow. #871.25

Belfast City Airport, the Northern Ireland city's other airport, opened a GBP 6 million terminal expansion on 29 November 2009. The new facilities include a rebuilt departure lounge on the first floor, capable of accommodating 12 000 passengers per day, new shops and restaurants. The airport



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retail space has been increased by 60% and arriving tenants include World Duty Free, WH Smith, Bushmills Bar, Harvest Market restaurant, and Lavazza Coffee. In time for the main Christmas traffic, 'George Best Belfast City Airport' will also unveil its new security zone and the management of the facility has said it will help reduce queue times. Airport CEO Brian Ambrose said passengers would experience a remarkable difference as this important private investment will improve the customer experience as the airport attempts to remain at the top in the industry in terms of accommodating boosting traveller numbers. Mr Ambrose further explained that the remainder of the construction work would be finished in March 2010. -- The latest CAA figures show that the airport saw a 7.9% increase in passenger numbers in October 2009 compared with the same month in 2008. Total throughput for the year is expected to top 2.5 million. #871.26

GERMANY

Since Lufthansa Cargo set up its business operations at Leipzig/Halle Airport and AeroLogic began flying in July 2009, demand for exporting live animals, particularly horses, has grown significantly. A large quarantine shed measuring 250 m² started operations at the airport on 30 November 2009 so that the animals are provided with the best possible care at all times. It is equipped with heated boxes for large animals like horses, cows, or sheep. The building also houses recreation rooms for the animal handlers and was built in line with current EU rules governing the import of animals. The airport has been licensed by the Federal Office of Consumer Protection since 2 September 2009 to not only import and handle farm animals in transit (according to Section 33a of the Animal Protection Transport Order), but also export them. #871.27

Hof/Plauen Airport in Upper Franconia has completed the first stage of its EUR 8.2 million modernization programme (#835.28) which has comprised a runway and apron rehabilitation, a new hangar to service the Cirrus aircraft that will serve the vital scheduled flights to Frankfurt from March 2010, a new service station, and a carpark extension. A terminal upgrade and new tower are part of the EUR 3 million second expansion stage.

The realignment of the future 2500-m runway and parallel taxiway at Kassel-Calden Airport (#855.21) started in late November 2009 with the deforestation of 13 hectares of land to the west of the runway where the future B7 federal highway will be routed. Another 4 hectares of forest will be removed in winter 2010/11 for the approach lighting system. To compensate for the forest clearing, mitigation measures are planned on 50 hectares around the airport (e.g. planting of low-growing trees and shrubs). #871.28

SOUTH AFRICA

Airports Company South Africa (ACSA) has announced that Durban's ZAR 7 billion new international airport at La Mercy is well on track, with more than 86% of the project already completed. The air traffic control tower has been handed over to the Air Traffic Navigation Services, the airfield lighting has been commissioned and the boarding bridges are in the commission stage and are being tested. At the end of 2009, contractor Ilembe Consortium is expected to deliver 25% completion of the passenger terminals to ACSA.

On the future of the old Durban International, ACSA said once the new airport was fully operational by May 2010, the current facility would be decommissioned as an airport and all aviation business would be



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relocated and conducted at the new airport. The current site will become a 'prime piece' of property, with plans to dispose of it. The disposal of the property will be conducted by a task team that consists of ACSA, the Department of Trade & Industry, the National and Provincial Governments, and eThekweni Municipality. -- The 2010 Soccer World Cup event is being planned to be managed from the new airport, with the old airport used in case of an emergency and possibly to park aircraft should it be required, and only during the event. #871.29

INDIA

Work on the proposed Kannur Airport in Kerala (#826.44) is likely to begin before 31 March 2010 and a major portion of it is expected to be completed by 2011. The project - to be executed on PPP basis - is likely to entail an outlay of INR 2.5 billion. Kerala Industrial Infrastructure Development Corporation is the nodal agency for the implementation of the project. Land acquisition of 1200 hectares has already been completed, and the second phase of acquisition of land is likely to be completed by March 2010. #871.30

VIETNAM

Japan will fund a second airport terminal in Hanoi, its ambassador said on 3 December 2009 as the country looks to improve its poor infrastructure amid criticism from business leaders. The Japanese loan will support a second terminal at Hanoi's Noi Bai International Airport, a new connecting road, and a high-tech park, Ambassador Mitsuo Sakaba told an annual meeting of World Bank and other officials. Noi Bai is the country's second international gateway after Tan Son Nhat in southern Ho Chi Minh City. With the new loan, Japanese overseas development assistance (ODA) to Vietnam for the current fiscal year will reach about USD 1.6 billion, Mr Sakaba said in talks between Vietnam and its aid-givers, known as the Consultative Group. Japan is Vietnam's largest aid donor. Speaking to reporters, Mr Sakaba could not give the exact size of the new loan but said financing will be done in stages and that the 'official signing will be made sometime in February next year'. #871.31

U.S.A.

As air travel to and from New Orleans continues to grow to nearly the level it had attained before Hurricane Katrina, 'Louis Armstrong International Airport' is embarking on USD 755 million in modernization projects that will be highlighted by construction of a new concourse and the eventual abandonment of two old ones. The airport has identified 16 projects and has started design or construction on ten of them. Some of the work is already apparent such as bright new signs and lighting at the terminal kerbside, part of a USD 9 million effort. One of the critiques of the airport is that food service shuts down in the early evening and doesn't reflect the 24-hour rhythms of the city it serves. Some of that is a function of the light flight load in the evenings, but the hope is that as the airport expands its flight schedule and makes some key interior design changes, things will liven up. Most immediately, the airport is making the terminal and concourses feel more modern, replacing 1980s-style flight-information monitors with flat screens in February 2010. Contract bids arrived in November 2009 for renovating the toilets, improving the terminal façade, and expanding Concourse D with a new rotunda that includes six departure gates and more dining and retail options. The New Orleans Aviation Board (NOAB) is also building a USD 96.5 million bond-financed Consolidated Rental Car Facility. Construction is estimated to start in May of 2010 with anticipated completion in 2012. "In 2010 the

travelling public will begin to see the exciting and fun part of the modernization programme," said Patricia Malone, interim Aviation Director since July 2009. "Over the course of the next few years, we'll see Armstrong International change dramatically into a facility our community can take great pride in."
#871.32

AUSTRALIA

On 2 December 2009, Melbourne Airport unveiled its new passenger concourse – the first stage of the airport's AUD 330 million international terminal expansion (#863.5). Officially opening the 7000-m² expansion, Minister for Industry & Trade Martin Pakula said the new concourse allowed Terminal 2 to operate a further three aircraft parking bays, including two gates with dual-level boarding bridges to accommodate the A380. "Three new airlines are commencing international services from Melbourne this month in addition to the 23 that currently operate," Mr Pakula said. "International passenger numbers are also rising, with an increase of 2.8% last financial year. These magnificent new facilities will ensure international visitors to Victoria have a first-class arrival and departures experience." Stage 2 of the development will create an entirely new international passenger precinct and add more than 5000 m² of new passenger lounge, café, duty-free and specialty shop space to Terminal 2. "The new precinct will feature 10-metre high windows providing spectacular views into the airfield, and has been designed to incorporate signature elements and design features of Melbourne architecture," Pakula said. "By late 2011, passengers will have unrivalled views of the Melbourne airfield, and an international terminal that is above and beyond anything seen in this country."

The airport's CEO Chris Woodruff said the AUD 330 million redevelopment will continue to revolutionize the international passenger experience at Melbourne Airport. "This cutting-edge expansion has been designed with the traveller experience in mind. Floor to ceiling windows allow passengers to be closer to the runway than ever before while innovative, environmentally friendly features such as automated blinds and CO2 detection will ensure maximum comfort," he said, adding that a collaborative approach had ensured a successful completion. He thanked all staff, airlines and handling agents for their outstanding support so far. "This is one of the largest private infrastructure sites in Victoria and, when completed, will have seen over 2000 people working on the development since the airport was built in the late 1960s," Woodruff said. "With the bulk of heavy construction now complete, we can turn our attention to the public interface which will feature brand new security screening, passport control, and a retail offering." #871.33