

Published biweekly – available by annual subscription only – details & order online at: www.mombergerairport.info
Publisher: **Martin Lamprecht** martin@mombergerairport.info – Founding Editor: Manfred Momberger
News Editors: **Paul Ellis** paul@mombergerairport.info – **Marnix** (Max) **Groot** max@mombergerairport.info

Momberger Airport Information by *Air Trans Source Inc.* – international news & data – published **since 1973**

AIRPORT DEVELOPMENT International News

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

Focus Region: Southern and Eastern Africa

Other Regions from page 9

Southern Africa

CAMEROON

By 2030, the Cameroon government plans to build a new passenger terminal and a second runway at Douala airport, the country's main hub. Domestic airports will undergo a makeover.

This is one of the major projects of the air transport sub-sector contained in the National Development Strategy 2020-2030 (SND30), the country's new economic compass, which was made public last November. In anticipation of the overall growth of the sector, the Central African country also plans, over the next ten years, to conduct feasibility studies "for the development of a world-class airport located in the metropolitan area of Douala".

But in the meantime, the renovation of the current terminal will continue. Last summer, the operating company, Aéroports du Cameroun (ADC), launched an international call for tenders for the design, engineering and execution of the reconfiguration and renovation works of the passenger terminal (EUR 48 million before taxes). This project, to be delivered by 2022, aims to increase the airport's current capacity from 1.5 million to 2.5 million passengers per year.

As part of the SND30, North Cameroon will not be left out. Garoua International Airport, the third in the country, will benefit from an upgrade. In addition, the plan for the next decade also envisages the modernization of secondary airports (Bafoussam, Ngaoundéré, Bamenda and Bertoua), which are "little used, and often degraded". #1145.1

GABON

Libreville has become the first airport in Central Africa to attain ICAO's aerodrome certification.

The ceremony for the presentation of the aerodrome certificate took place on May 8th. Léon Mba Libreville International Airport is Gabon's largest airport and its main gateway with an annual throughput of 1.2 million passengers and 40,000 tonnes of freight. Reflecting its prominent status, the airport must meet international standards in terms of technical operation.

An investment of around USD 350,000 was made for the various studies and designs, the upgrading of facilities and infrastructure, the various staff training and the payment of the fee relating to the certificate,

"The issuance of certification to an aerodrome signifies, for aircraft operators and other organizations using it, that it meets the specifications for installations, technical operation, operating procedures and that it is able to continue to respond to them for the duration of the certificate. This certificate is a guarantee of safety for airlines, passengers and partners, and strengthens the commercial value of Libreville airport to all users," says GSEZ (Gabon special economic zone) Airports, the airport manager. The main gateway to Gabon thus consolidates its title as the first and only airport in Central Africa to obtain this certification, valid for 3 years (from April 9, 2021 to April 8, 2024). On the occasion of the presentation of the precious document, Zo'o Minto'o the director of ICAO for West and Central Africa

called on other nations to follow suit: "Aviation is so interconnected that everyone has an interest in adhering to the agreed requirements and implementing them effectively", he said on the occasion. It was in August 2018 that Léon Mba Libreville Airport obtained its ICAO certification for the first time. At that time, the airport was managed by the Libreville Airport (ADL) company. In October of the same year, it gave way to GSEZ Airports, the local subsidiary of the Singaporean multinational Olam, following the expiration of the concession contract in progress since June 1, 1988. The country is now considering certifying its two other international airports (Franceville and Port-Gentil). #1145.2

ANGOLA

Work on the new Luanda International Airport will resume this year. In addition, the project will not need additional financing. The government announced that the airport will be completed in two years, adding that some logistical problems related to the displacement of Chinese technicians, due to the covid-19 pandemic, are being solved. The works of the new Luanda International Airport, under construction by Chinese contractors for over a decade using Chinese credit lines, had to undergo design changes to adapt the passenger terminal to updated standards of modernity, innovation, and passenger comfort.

The airport will boast two parallel runways of 4,200 meters (13,780 feet) and 3,800 meters (12,467 feet), a passenger terminal of 160,000 square meters. The airport will have an annual passenger capacity of 15 million and a cargo capacity of 600,000 tonnes (1,722,225 square feet). According to the minister of transport, Ricardo Viegas d'Abreu, the project already had an approved financing of US 1.4 billion to complete the works, which he considered "more than enough" to complete the project. "It was necessary to reassess the project, we ensured that technical adjustments were made, and we agreed on the need for no additional funding, it was possible to accommodate", underlined the government official.

After the conclusion of the works, the new Luanda International Airport will still have to undergo a period of tests and certifications, before it starts operating, he added.

The various public contracts and contracts involving works for the new Luanda International Airport and road accessibility are estimated at more than USD 6.3 billion. #1145.3

NAMIBIA

The Namibia Airports Company (NAC) intends to invest over TZS 1.3 billion (USD 560 million) in infrastructure development across all eight airports in the country within the next five years to improve compliance, operational efficiency, and revenue generation. NAC CEO Bisey Uirab explained that TZS 250 million (USD 17.9 million) being pumped into Hosea Kutako International Airport (HKIA) is aimed at creating a world-class southern African hub. During a progress report on HKIA's renovations, which at end of January 2021 stood at 75%, Uirab said: "These projects are meant to address immediate safety and security concerns at the two airports as well as the congestion situation, particularly at HKIA."

The HKIA expansion project includes two business lounges, forex banks, duty-free shops, more immigration counters, and more retail spaces to diversify shopping. NAC spokesperson Dan Kamati said the HKIA completion date has been shifted to March 2021 for terminal two, which is the arrival point, while June 2021 is the anticipated date for terminal one to be transformed to cater for domestic flights. "We aim to attract more international passenger and aircraft traffic from across the globe, including Asia and the Americas, and also to ensure that HKIA is in full compliance with national and international safety and security standards," said Bisey Uirab.

Despite the Covid-19 pandemic challenges that have decimated global and regional air travel, Uirab said over TZS 174 million (USD 12.5 million) was invested in the Eros and HKIA projects in the 2019/20 and 2020/21 financial years.

At a time when global air travel is at an all-time low, Uirab confirmed that government assisted in terms of funding for NAC to seamlessly execute the projects. But NAC still requires another TZS 143 million (USD 10.2 million) for capital expenditure projects planned within the 2020/21 and 2021/22 financial years.

More projects lined up include the HKIA apron expansion, HKIA CUTE system, the Ondangwa apron rehabilitation, the Katima Mulilo runway holding bay, the Walvis Bay airside boundary wall, Walvis Bay electronic equipment, and HKIA road upgrade. #1145.4

SOUTH-AFRICA

South-African airport operator ACSA is postponing airport expansion projects due to the impact of the COVID-19 pandemic. One of the major impacted projects is the proposed ZAR 7 billion (USD 500) expansion of Cape Town International Airport with a second parallel runway and new international and domestic departure lounges. In the meantime, ACSA has strengthened its financial position and secured funding to bolster its liquidity and sustain its business through to the 2023/24 financial year. CEO Mpumi Mpofu says that the company's estimate of three-year funding support that may be required has fallen from mid-2020 estimates of up to ZAR 4 billion (USD 287 million) to about ZAR 600 million (USD 43 million) only in the 2023/24 financial year. "We are in a much better place than we were in mid-2020. While there is still a great deal of uncertainty about a recovery in air travel, we have successfully implemented most of the commitments we made in response to the impact of Covid-19 and are on track with further measures," said Mpofu. The core of these commitments is a reduction in annual operating expenditure of ZAR 1,2 billion (USD 85.9 million) and the deferment of infrastructure projects of some ZAR 14,5 billion (USD 1 billion). Capital expenditure up to 2024 is capped at ZAR 1 billion (USD 71.6 million) a year for maintenance and refurbishment that is required to keep airports operating safely and efficiently. Capital expenditure projects that are based on assumptions about growth in flights and passenger numbers have been postponed. **ACSA's expenditure levels post-COVID will be 40% lower than pre-Covid budgets.** The funding position has been bolstered by the **sale of the company's 10% interest in Mumbai International Airport** for a net ZAR 1,27 billion (USD 91 million) after tax, while **an offer is being considered for ACSA's interest in Guarulhos International Airport in São Paulo, Brazil.**

The company has commenced a process for the potential monetisation of some of its ZAR 7,7 billion (USD 552 million) investment property portfolio. The impact of Covid-19 on ACSA revenue and profit has been profound, says Mthethwa. Revenue in the first half of the 2020/21 financial year was ZAR 685 million (USD 49 million) compared to ZAR 3,5 billion (USD 250 million) for the same period in the 2019/20 financial year. First half profit in 2019/20 was ZAR 125 million (9 million) with the pandemic fallout leading to a loss of ZAR 1,47 billion (USD 105 million) in the first half of 2020/21.

The number of departing passengers in 2020 fell by 65,8% compared to 2019, from 21.6 million to 7,4 million passengers. The decline in domestic departing passengers was 61,9% with international departing passengers falling by 74,6%. In 2020, seats made available by airlines for destinations within South Africa and between the country and international destinations were 41% of the previous year's levels. So far in 2021, seats published are at 74% of 2019 levels.

The optimistic recovery scenario prepared by Airports Council International has global traffic returning to pre-pandemic levels in 2023 and in 2025 on a more pessimistic estimate. Mthethwa says the company is closely monitoring drivers of airport traffic specific to Covid-19. These including travel restrictions, consumer health concerns, the sustainability of virtual business practices, passenger experience of airports and airlines, ticket prices, consumer spending and the global rollout of vaccination programmes. He says the company's strategic focus up to 2025 is to extend and defend core businesses and to explore emerging businesses. "Our vision remains to be the most sought-after partner in the world for the provision of sustainable airport management solutions by 2030. In spite of the tight focus on

immediate priorities, we have in place a strategy that will take us through the recovery and into renewed growth over the next nine years," says Mthethwa. #1145.5

ESWATINI

The government of the Kingdom of Eswatini, formerly and still commonly known in English as Swaziland, through the Eswatini Civil Aviation Authority (ESWACAA) plans to construct an 850-kW solar plant at King Mswati III International Airport, initially named Sikhuphe

International Airport in Lubombo. To this end, the ESWACAA has advertised a tender for the construction of the facility under the build, own, operate, and transfer (BOT) project model. The selected company will be responsible for financing, building, owning, and operating the future solar power plant. According to the tender document, at least 15% of the total value of the labor during the construction of the plant will have to come from Eswatini, as well as 10% of the materials used in the implementation of the solar power plant project. The tender document also indicates that the selected IPP will sign a 20-year Power Purchase Agreement (PPA) with the Eswatini Civil Aviation Authority.

The electricity generated from the future solar power plant is expected to reduce the dependence of the King Mswati III International Airport on the grid of the Eswatini Electricity Company (EEC), which is struggling to meet the demand for electricity in the Southern Africa country. The state-owned utility, formerly known as Swaziland Electricity Co, has only around 60 MW of power generation capacity, which is only enough to meet approximately 10% of the kingdom's electricity demand. It imports most of its power from Mozambique and South Africa via the Southern African Power Pool.

In order to increase its power generation capacity, the Eswatini Energy Regulatory Authority issued, in 2019, a tender for the development of 40 MW of solar generation capacity by 2020 and 40 MW of biomass by 2021. #1145.6

Eastern Africa

MOZAMBIQUE

Construction work on the Xai-Xai International Airport, in southern Mozambique, is delayed by five months, due to the travel restriction to the country by Chinese experts to continue the work, said an official source. The director of Infrastructure Services for the Province of Gaza, whose capital is Xai-Xai, Alberto Matusse, said, in statements, that the closure of air borders due to covid-19 is preventing the departure of specialists from the China to Mozambique. "There are efforts to create urgent conditions for the arrival of Chinese specialists, because their trip was conditioned by the covid-19", declared Alberto Matusse. Regarding the progress of construction, Matusse said that the construction of the airport buildings is 60% advanced, the runway 50%, the airport perimeter fence 60% and concrete laying 24%.

The construction works for the Xai-Xai International Airport were launched by the Mozambican President, Filipe Nyusi, on October 5, 2018 and are estimated to cost around USD 75 million.

The airport construction deadline stipulated in the specifications was 36 months, from October 2018 to March 30, 2021, the date on which the contractor would deliver the work to the government of China, which, in turn, would pass on to his Mozambican counterpart.

The airport will have a runway of 1,800 meters (5,905 square meters). The airport is the result of support from the governments of Germany and China. The airport is being built by the Chinese state-owned company China Aviation International Construction and Investment Co Ltd. The first stone for the construction of this airport was laid in early October 2018, in a ceremony attended by the President of Mozambique Filipe Nyusi and the Chinese ambassador to Mozambique, Cui Aimin. #1145.7

ZIMBABWE

The USD 153-million Robert Gabriel Mugabe International Airport expansion project is on course despite delays caused by the Covid-19 pandemic, with the contractor Jiangsu International of China having completed 45 percent of the work. Expansion will see the construction of an international passenger terminal building with four boarding bridges, associated aprons, a secondary radar system, construction of a VVIP pavilion, and an airfield ground lighting and communication system. The existing international terminal building and the domestic terminal building will also be refurbished, with the project increasing the airport's processing capacity to six million people per annum from 2.5 million. Modernisation of the airport is in line with Government's thrust to rehabilitate aviation infrastructure across the country as it seeks to attract more international airlines and visitors. All the raw materials required for the project are already on site. However, the contractor has had to cut down on the number of employees on site from 500 to 100 due to limited accommodation for the workers. #1145.8

ZAMBIA

The expansion of Lusaka's Kenneth Kaunda International Airport is nearing completion.

The overall completion of the USD 360-million project stands at 87%, while the new passenger terminal is 96% completed. Other elements of the project include the construction of a hotel, a rescue and fire services station, an air traffic control tower, a presidential pavilion, a cargo terminal, an airport shopping mall, and an airport office complex.

Construction of the new passenger terminal at the airport began in June 2015 and was expected to take four and a half years to carry out. It was designed by China Airports Corporation, while China Jiangsu is the construction contractor.

Zambia Airports Corporation Limited (ZACL) has for the past few years been engaged in major infrastructure development projects to upgrade the four international airports namely Kenneth Kaunda, Simon Mwansa Kapwepwe, Harry Mwaanga Nkumbula and Mfuwe. These infrastructure development projects were embarked on to accommodate the anticipated increase in traffic, cargo volumes and passenger numbers. #1145.9

Simon Mwansa Kapwepwe International Airport, formerly known as Copperbelt International Airport is nearing completion. The ultra-modern facility is set to become Zambia's second largest airport after Kenneth Kaunda International Airport. The airport is currently under construction, 16 kilometers from the old Simon Mwansa Kapwepwe Airport, near the historic Dag Hammarskjöld plane crash site. The airport became world news last month after an Ethiopian Airlines plane mistakenly landed at the unopened airport.

With Copperbelt being a mining region, the international airport is expected to boost economic activities as more commercial airlines will start landing in the province. This will make it easy for foreign business executives to fly directly to the Copperbelt as opposed to landing in Lusaka first, and then connecting to the region either by road or air.

According to the contractor on site, the ultra-modern airport has a 12,000 square metre terminal building, featuring three boarding bridges and the capacity to accommodate one million passengers. It also has a gate to receive some of the world's largest airplanes such as the Airbus A-380, which has a longer wingspan than the Boeing 747-8, which the old airport could not accommodate. Furthermore, the airport premises will be equipped with a number of amenities, among them a hotel, which will be constructed by Urban Hotels. According to Zambia Airports Corporation Limited, the new airport will be handling 8,000 tonnes of cargo and 20,000 take-offs per annum. Ndola Chamber of Commerce and Industry president Paul Chisunka commended Government for embarking on the project, which he described as Zambia's largest infrastructure project on the Copperbelt since independence. "It gives us pride that the project is being constructed in the heart of Copperbelt Province, which is Ndola. We believe this project will open

up the transportation arteries and increase access to a variety means of transports," he says. Mr. Chisunka says the size of the airport itself gives an indication that large cargo planes will be landing there to facilitate the transportation of huge consignments in and outside the country. He says once Copperbelt International Airport opens, Ndola will become one of the sought-after destinations for business and vacation because of the upcoming airport and supporting infrastructure. Contractor for the project is Chinese AVIC International Holding Corporation. #1145.10

TANZANIA

Tanzania's Deputy Minister of Transport Elias Kwandikwa reported construction for the new Dodoma Msalato International Airport is due to begin after the financial year 2020/2021.

In December 2019, the African Development Bank approved a USD 272.12 million loan to Tanzania for the construction of a new international airport in Dodoma, the country's capital. Dodoma is located in the centre of the country, approximately 450 kilometers west of the former capital and main port city of Dar es Salaam. The new airport will be built in the district of Msalato, 12 kilometres from the capital. The project involves the construction of high-capacity airport infrastructure to meet the expected growth in air transport from the city's new role as the administrative capital of Tanzania.

Work will be carried out over four years and will include a passenger terminal, a single runway, including modern air navigation equipment. The project includes other related operational services like a fuel distribution system, water supply systems, electrical power distribution substations, and a fire-fighting service. The new facility is expected to handle at least 50,000 aircraft and one million passengers per year, most of which will be international passengers.

The funding package comprises a USD 198.6-million loan from the bank, USD 23.52 million from the African Development Fund, and USD 50 million in co-financing with the Africa Growing Together Fund, a co-financing facility of the People's Republic of China managed by the ADB. As of late 2019, the ADB portfolio in Tanzania comprised 21 public and two private-sector operations, with a total commitment of approximately USD 2.1 billion. #1145.11

The newly built Geita Airport opened for traffic earlier this year. Late last year the airport, located in Northern Tanzania, passed a successful operational readiness assessment conducted by the Tanzania Civil Aviation Authority (TCAA). In January, Air Tanzania started a bi-weekly flight to Geita from Dar-es-Salaam. If the service performs well, the frequency will be upped to three times weekly.

The Geita Airport project is part of the National Transport Policy which requires each region having an airport with capacity to handle aircraft with seating capacity between 70 and 100. The investment made by the government is aimed at stimulating economic growth in the area. Geita Region, located in northern Tanzania, contributes 40 per cent of the total national gold production and the region is rich in agriculture, tourism, horticulture, and thus the new airport is expected to augment investment in these sectors. #1145.12

The USD 15-million refurbishment of Songea Airport will bring new opportunities to people in the southern part of the country.

The airport, located seven kilometers west of Songea Municipality, is operated by Tanzania Airports Authority (TAA). The project included extension of the runway from the current 1,625 meters (5,331 feet) to 1,740 meters (5,708 feet) to enable it to handle larger aircraft up to Airbus A220 size. Songea Airport Manager, Jordan Mchami said rehabilitation of the airport includes expansion of the runway. He said previously the airport was able to handle small planes carrying not more than 13 passengers.

Other improvements include a new passenger terminal, with an hourly capacity of 150 passengers, and an expanded apron, allowing the airport to handle six large aircraft simultaneously. The airport will also

boast a business park, offering business opportunities to Songea residents as they can open shops, restaurants, and hotels, according to a TANROADS manager. #1145.13

The Tanzania government is implementing improvements at airports around the country.

Recent projects include the expansion of four local airports in Shinyanga, Kigoma, Tabora and Sumbawanga which cost about USD 60 million. Currently underway are the expansion of Musoma airport, extension of the runway of the Dodoma airport and the installation of aeronautical ground lighting (AGL) at Dodoma, Mwanza, and Tabora airports. Plans are being prepared for the expansion and renovation of Bukoba, Mwanza, Arusha, Nachingwea and Iranga airports. In order to enhance airspace surveillance capacity, the government bought four radar systems, which were installed at Julius Nyerere International Airport (JNIA) in Dar es Salaam, Kilimanjaro International Airport, Songwe and Mwanza airports. #1145.14

RWANDA

Rwanda's Minister of Infrastructure Claver Gatete stated construction work on Kigali Bugesera International Airport has returned to pre-pandemic levels, following the easing of restrictions on the number of workers allowed on site. Mr. Gatete said the first phase of construction, including the runway, is 40% complete and the second phase, including terminals and other facilities, will commence in two months. He said the project may be complete by the end of 2022 "if all goes according to plan". The USD 400-million airport will feature a 30,000-square-meter passenger terminal with 22 check in counters, 10 gates, six boarding bridges and capacity for 1.7 million passengers per annum and a single 4,200-meter runway.

The construction project is a joint effort between the Rwandan government and Qatar Airways, which owns a 60 percent stake in the proposed airport. Works on the airport began in 2017. The initial plan was to complete the project by the end of 2021. #1145.15

UGANDA

The expansion of Uganda's Entebbe International Airport is over 70 percent completed.

The project includes refurbishing the airport's two runways, extension of the passenger terminal, and construction of a new cargo center. According to Fred Bamwesigye, acting director general of Uganda Civil Aviation Authority (UCCA), the new cargo center's aircraft parking apron, the cargo terminal building, the landside and airside access roads, the expansion of aircraft parking apron 1, and the extension of the taxiway Alpha have all been nearly completed.

"The overall progress for the upgrade and expansion of Entebbe International Airport is at 75 percent level of completion," he said. To further boost the aviation industry, another USD 9.5-million project is ongoing to upgrade the country's air navigation services and to automate its international airport.

"All these initiatives will go a long way in improving safety, efficiency of airport systems and attainment of sustainability through strengthening of all resources available at UCAA," the official said. The upgrade and expansion of the airport is carried out by China Communications Construction Company (CCCC). #1145.16

KENYA

Kenya Airports Authority has embarked on a USD 8,65-million renovation programme at the Jomo Kenyatta International Airport. The 12-month upgrade, which aims at refurbishing the departure halls at the two terminals will also improve the check-in activity and enhance passenger lounge experience for the customers using the airport.

The development will also ease passenger flow and increase efficiency due to the centralisation of security screening procedures and the reallocation of available floor spaces to international departure

gates. "The refurbishment and facelift of the T1B and 1C aims to align the passenger experience in these terminals to match what is offered at T1A," KAA acting managing director Alex Gitari said. "The remodeling project is an integral part of the ongoing JKIA Customer Service Improvement Plan (CSIP) which was formulated from feedback from our stakeholders and customers. To expedite the implementation of this project, airlines that have been operating from Terminal 1B and 1C are being temporarily relocated to Terminal 1A and Terminal 2," he added.

KAA has in the recent years cancelled a number of projects including construction of the second runway and the Green Field terminal. The JKIA is a major hub for passengers connecting to Europe, US and the Middle East. Kenya's delay with the expansion of JKIA comes at a time when regional countries are revamping their airport infrastructure as they position themselves to attract global airlines. #1145.17

The Kenya Airports Authority (KAA) is set to upgrade Kisumu International Airport to improve customer experience and reposition the facility as a regional aviation hub.

The USD 11-million upgrade will see the passenger building expanded to handle one million passengers per year up from the current 500,000. KAA Business Development Manager Jimmy Kebati said the pavement and taxi apron will be extended to the old airport to create space for setting up a cargo unit at the facility. This, he said will enhance the capacity of the airport which serves the entire western region to attract direct international flights. He disclosed that Ethiopian Airlines and Qatar Airways have already expressed interest in flying direct to Kisumu International Airport, adding that once the expansion is complete more airlines will come on board.

The expansion, he disclosed, is expected to be completed by April next year ahead of the Afri-Cities Conference slated for April 26 to 30, 2022 in Kisumu. KAA, he said, has already leased land to a private developer to set up a cargo-handling unit at the airport to assist farmers in the area export fresh produce. "Traditionally KAA does not build cargo facilities. What we do is lease land to private developers to put up the infrastructure, which we have already done," he said. The facility, he said, will encompass a transit line, park houses, warehouses, and cold rooms for storage of fresh produce before airlifting. Kisumu Governor Prof. Anyang Nyong'o said the expansion of the airport, which serves the entire western region was long overdue. Governor Nyong'o said the airport development was key in unlocking the region's economic potential to spur investments, create jobs and reduce poverty. He said the agriculture sector will benefit immensely once the cargo terminal is operationalised, adding that farmers from the region will be able to transport fresh produce to other parts of the country and to the international markets. #1145.18

ETHIOPIA

A major terminal expansion at Addis Ababa's Bole International airport was completed and opened last fall. Featuring thermal scanners and touchless tech as standard, the new Ethiopian Airlines terminal was the world's first to be completed during the pandemic. The USD 300-million Terminal 2 boasts a floor area of 86,000-square-meters (925,696-square-feet) and is said to have been designed with counters with eight e-gates, touch-free sanitizer dispensers and physically distanced gate seating. The next-generation terminal is part of the airline's strategy to continue investing in infrastructure. **With capacity to serve 22 million passengers a year, Africa's main transit hub is now home to the continent's second largest capacity airport after South Africa's OR Tambo International.**

Terminal 2 Bole International, Ethiopian Airlines. "We are now providing a contactless experience," stated Ethiopian Airlines' Miretab Teklaye, director of integrated marketing. "Using the Ethiopian mobile app, you can book, pay, check in, print tags, drop baggage, scan your boarding pass at immigration, or at the lounge. It's about empowering the customer to own the experience end to end."

Terminal 2 was built in multiple stages over three years, with future plans in place for the redesign of Addis Ababa's domestic terminal by 2021, as well as a USD 5 billion airport just 39 kilometers south-east of the capital. Ethiopian's veteran CEO Tewolde GebreMariam recently shared that the airline's choice to diversify over the years had proven to be "a life-saving decision". #1145.19

Other Regions

AUSTRALIA

The Federal Government is providing USD 51 million to upgrade the Newcastle Airport runway, which is expected to generate thousands of local jobs and create new travel and export destinations for the region. The runway will be widened to accommodate longer range domestic and international passenger services as well as significantly increased large freight capabilities to benefit local exporters. This will maximise the benefits of works already completed on the terminal to upgrade international arrivals and departures processing. Newcastle Airport estimates these improvements could create around 4,400 full-time jobs, deliver an additional 850,000 visitors to the region and add USD 10 billion to the local economy over the next 20 years.

Prime Minister, Scott Morrison, said the airport investment was a game changer and would provide significant economic benefits for the Hunter and Central Coast community. "This funding leverages our significant defence investments at RAAF Base Williamtown, not only creating local economic benefits but also making it easier for the entire local community to travel domestically, and once open again, to travel internationally to many new locations", Morrison said

The upgrades to Code E status would mean larger aircraft like Boeing 777s and Airbus 330s could land in Newcastle, with twice daily international flights expected alongside increased daily direct domestic flights. The work will be done alongside RAAF's scheduled runway maintenance at the Williamtown base. Pending parliamentary approvals, construction is expected to start in late-2021 and be completed in 2023. #1145.20

GREECE

The Greek government and the Superfund are proceeding with the process of privatization the smaller Greek regional airports. Germany's Fraport, which manages the country's 14 largest regional airports, is closely looking at the privatization of Greece's 23 smallest airports. The country's Superfund recently gave the signal for the start of the procedures. It started the process of selecting a consultant for the concession of the Kalamata airport in which the Konstantopoulos group, that controls the neighbouring tourist complex Costa Navarino, has shown interest. The group is expected to look for an international partner with experience in airport management in order to claim the concession contract in Kalamata, southern Greece.

The concession model of the 23 smaller airports seems to be flexible. It looks to include either an autonomous concession (as in the case of Kalamata), or a concession with grouping, or simple management contracts through Public-Private Partnership (PPP). During the previous SYRIZA-ANEL government, a consultant had been hired who had grouped the 23 airports according to their passenger traffic. The first group, with an annual traffic of over 100,000 passengers, included the airports in Karpathos, Chios, Kalamata, Alexandroupoli and Araxos.

The government and the Superfund are proceeding with the processes of privatizing the smaller airports as some of them have very high upgrade needs. Paros Airport, for example, was upgraded in 2016. But a tender of around 50 million euros is already being prepared to build a new 8,400-square-meter passenger terminal and extend the runway length by 400 meters, to expand the aircraft parking floor. and develop vehicle parking and fuel facilities. The same applies for other airports as the majority of tourists who visit our country (almost two in three) arrive by plane. At least this is what 2019 data shows, prior to the pandemic.

The list of 23 airports includes some located on tourist islands such as Paros, Milos and Naxos. The same list includes airports that need to be upgraded to meet the regulations of international aviation organizations. The list includes airports in Alexandroupoli, Ioannina, Araxos, Kalamata, Astypalea, Kalymnos, Icaria, Karpathos, Kasos, Kastelorizo, Kastoria, Kythira, Leros, Milos, Paros, Skyros, Chios, Syros, Ko Anzialis, Nea Anzialis, and Lemnos. Requests for the improvement of passenger airports (Ioannina, Chios, Naxos, Kalamata, Kasos, Kastoria, Kozani and Paros) have been submitted and are already being considered for several. Finally, some airports (Kalamata, Araxos, Nea Anchialos, Skyros and Chania) also have a military operation with activities that limit the capacity of airports for civil aviation.

Advisers to the previous government had estimated that the investment interest is zero for the airports in Leros, Sitia, Nea Anchialos, Kalymnos, Skyros, Syros, Astypalea, Kastelorizo, Kastoria, Kasos and Kozani. On the other hand, airports in Kalamata, Alexandroupoli, Ioannina, Paros, Milos, Naxos, Chios, and Lemnos were considered to be the most attractive. #1145.21

UNITED KINGDOM

Luton council has insisted that it is not scaling back plans to expand the city's airport following reports that it has decided to delay building a second terminal to save USD 1,415 billion. The airport had concluded a consultation in 2019 on doubling capacity from 16 million to 32 million passengers by 2041. But Graham Olver, London Luton Airport Limited (LLAL) chief executive, was quoted as saying the firm would begin a new consultation on revised plans. "Terminal Two remains a very key part of our plans," Olver said. "It is just the phasing that is changing." Olver suggested that the new scheme would consist of two phases, with work first being carried out on upgrading the airport's existing terminal before a second terminal was built. The council, which owns LLAL, has admitted that it expects the new terminal will be completed at a "later stage in the process".

It was later reported that the second terminal would be built by 2045, four years after the original intended completion date. The council said the airport's second terminal would now be built at a later stage. The council also said that the scale of the wider scheme's earthworks will be "significantly reduced", which it said accounted for the majority of the anticipated savings.

It said that the changes are due to feedback it had received from locals who want further management of the airport's environmental impacts. It is taking a "fresh look" at sustainability at the airport, including "developing an innovative and ground-breaking initiative to ensure that all future growth at Luton can be green growth".

The council said it did not believe locals would "necessarily regard this as 'scaling back'" because it would continue to seek planning consent to double the airport's capacity. It added: "We hope they acknowledge our commitment to significantly improving the airport's environmental impacts and determination to work up a pioneering approach to green managed growth that will monitor, measure and use environmental impacts to support the airport's growth rather than passenger numbers alone."

In December, the airport said it did not expect to recover to pre-pandemic levels for several years after passenger numbers dropped by 90% year-on-year in the previous month. #1145.22

UNITED STATES

A new concourse extension opened at Baltimore/Washington International Thurgood Marshall Airport. The USD 48-million project added 5,110 square meters (55,000 square feet) to Concourse A, which serves Southwest Airlines. The expansion includes: five new gates, three new food and retail concessions, new airline hold rooms and jet bridges, and upgraded restrooms. "BWI Marshall Airport serves as a critical engine for economic development and job creation," Gov. Larry Hogan said in a press release after he cut the ribbon. "Our investment at BWI supports Maryland tourism and trade. As the state and the travel industry continue to recover, I want to thank our dedicated airport employees who have worked so hard to provide healthy, safe travel for our passengers."

The capital improvement finished as air travel demand spiked. BWI screened 24,423 passengers on May 13. That was the airport's busiest day since the coronavirus pandemic struck Maryland in March 2020. This is part of a month-long surge in traffic. April saw 502,153 departing passengers, which was up 1,312 percent compared to April 2020. The early days of the pandemic saw a 96 percent reduction in air travel compared to spring 2019. Airlines have noticed this travel itch. Southwest has added at least seven new routes from BWI in recent months.

"As vaccination rates climb, Americans are eager to travel," BWI Executive Director Ricky Smith said in a separate release. "We expect passenger growth to accelerate in coming months. The airport and our partners remain focused on providing healthy, safe travel for our customers." #1145.23

Big and bold, that's how a proposed overhaul of Cleveland Hopkins International Airport is being described. The plans are part of the airport's new master plan rolled out recently to City Council's Transportation Committee. The transformative 20-year master plan rolled out for Cleveland City Council's Transportation Committee calls for USD 2 billion worth of upgrades to the airports aging terminals and overall campus. "Our land side operations, our roadways, our parking, our rental car, all of that was not ever considered for the type of airport that we are now," said Airport Director Robert Kennedy. Cleveland Hopkins was hit hard during the pandemic seeing a 60% drop in airline passengers in line with the industry as a whole, but studies show the rebound in Cleveland is occurring at a faster pace and they expect the number of flyers to grow over the next 20 years and to adequately accommodate them, the airport itself needs to grow.

When the airport was a hub, a large number of travellers that came through the airport never left the grounds, but today 98% of travellers start or end their flight in Cleveland so the need is great to create more walkable parking spots, more ticketing and check-in space and security screening areas large enough to handle the volume in a post 9-11 era.

As a result, the major part of the plan calls for the overhaul of the concourses, with four of them totally being built anew and only one being renovated in part because of their age, over 65 years old in some cases. "Many of these facilities, they're past their useful life so a program that is associated with more new construction vs. renovation is going to be in the long term much more beneficial," said Dennis Kramer, chair of planning and engineering. The roadways around the airport would also be redesigned with an elevated connecting road tied directly to Interstate 71 built to eliminate all airport traffic from State Route 237.

"Approximately 95% of airports in the country, similar sized to us or larger have a configuration of just like this where they have a direct connection to a major interstate," Kramer said.

Airport leaders stress the USD 2-billion price tag is not one that would be footed by local taxpayers, but 100% user fee funded with the work occurring in phases over the next 20 years to allow for the airport to remain operational. The master plan has been in the works for more than a year and a half will go to the FAA for a six-month review. #1145.24

The New York Governor has announced a USD 250-million grant to overhaul airports in the state in a bid to support regional economic development. Of the total grant amount, USD 230 million will be offered via the new Upstate Airport Economic Development and Revitalization Competition. This will be for projects supporting upgrades at commercial passenger service airports. The remaining USD 20m will be offered from the Governor's Aviation Capital Grant Program, which focuses on the safety, infrastructure and economic development projects at smaller airports across the state. A further USD 16.5m funding has also been made available. This was formerly allocated through the Aviation Capital Grant Program in this year's executive budget. The new programme builds on the success of the initial Upstate Airport Economic Development and Revitalisation Competition announced in 2016 and the revamp of JFK and LaGuardia airports.

New York Governor Andrew Mark Cuomo said: "We went through a year of stagnation because of the pandemic and as we work to build this state back better than it was before, now is the time to think about how we can excel on both a national and international level.

"Our airports are the front doors of our state, they drive business and attract tourists from all around the world. New York is leading the way among all other states in rebuilding and modernising our airports and these critical investments will allow us to continue to transform our airports into the 21st-century facilities, fuelling economic growth for decades to come."

The new scheme, which is open to 24 airports in the state, will be administered by the New York State Department of Transportation (NYSDOT). **Airports across the state can apply to fund a single project or a programme of projects.**

Funding will be offered for enhancing security screening, terminal expansion or the **rehabilitation and development of new boarding concourse and concession areas**. Airports planning new upgrades to move passengers efficiently with improved distancing during and after the Covid-19 pandemic can also apply for the funding. In addition, grants will be provided to airports for deploying contactless technology, as well as cleanliness and disinfection solutions. #1145.25

WORLDWIDE AIRPORT TENDERS (WAT) portal with daily project alerts, the exclusive, customizable business opportunities portal dedicated to the airport industry by **Momberger Airport Information**. **FREE trial** for 7 days - [follow this link](#) for more information and to sign up for your free trial.