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EUROPE

Germany: The countdown for Berlin's new airport has started. Less than one year from now, the new airport for the region around Germany's capital city will open, to be named 'Berlin Brandenburg Willy Brandt'. The opening also marks the end of the three-letter codes of the city's former airports: TXL (Tegel), THF (Tempelhof) and SFX (Schönefeld). **BER will be the international code for all flights to and from Berlin.** BER stands for the vision of a strong, internationally networked business site which also includes a high-capacity, high-performance airport which significantly shortens travelling times to many destinations all over the world and has competitive operating hours.

Spain: **During the next financial year, the activity of AENA will be divided between the recovery of air traffic – a total of 197 million passengers (+2.8%) is expected at Spanish airports – and budgetary austerity, in order to minimize the effects of the economic crisis**. Major investment by the Ministry of Public Works, through AENA (more than EUR 17 billion between 2000 and 2010) has permitted the modernization of the network of airports and air navigation systems, which now provide sufficient capacity to handle the current and expected increase in demand forecast for the next few years. **In 2011, AENA envisages an investment of EUR 1.328 billion**. This figure is the result of the analysis and re-programming of the investment plan which permits delaying non-urgent investments, but in no case does this imply stopping or suspension of any planned works, nor rescinding of any contract. In addition, this re-programming does not affect any of the planned activities with regard to security, environment, and the Single European Sky. In 2011, AENA hopes to count on an operating income of more than EUR 3 billion. The National Budget bill contemplates a review of airport fees, which includes a reduction in tariffs at 31 of the 47 AENA airports and an increase only in the larger airports, in which there has been heavy investment.

United Kingdom: London's Heathrow and Gatwick airports are spending almost GBP 3.8 billion on makeover projects to stem an exodus of passengers and airlines, put off by their crowded lounges and faded concrete. At Heathrow, the roof is being added to a GBP 2.6 billion replacement terminal reckoned by owner BAA Ltd to be one of Europe's biggest building sites. Gatwick has a GBP 1 billion spending plan that includes cladding one of its two aging terminals in glass and steel. While the plans won't immediately add capacity at the runway-restricted airports, BAA and Gatwick's owner, Global Infrastructure Partners, say the spending is vital to retain flyers and lure back others lost to award-winning developments at hubs including Madrid, Munich, and Paris-CDG. The latter has an area four times that of Heathrow.
The current programme at LHR involves the reconstruction of Terminal 2, Heathrow's oldest building dating from 1955. Once that is complete in 2013, the 42-year-old Terminal 1 will be demolished and integrated with Terminal 2 over six years to create a single complex able to handle 30 million people annually, the same number accommodated by Terminal 5. **At Gatwick, work on renovating the North Terminal is more advanced and construction will be completed shortly**, with carriers including British Airways and EasyJet, the airport's two biggest clients, due to move in from September 2011, according to Chief Executive Officer Stewart Wingate. While Heathrow remains Europe's busiest airport, its 2010 total of 65.9 million passengers was 0.2% lower than in 2009. Among European peers, traffic rose 7.4% at Rome-Fiumicino, 6.2% in Munich, 4.1% in Frankfurt, 3.8% in Amsterdam, 2.8% in Madrid, and 0.2% at Paris-CDG. Gatwick's total of 31.4 million passengers in 2010 was the lowest in seven years and 3.8 million below the 2007 peak.

NORTH AMERICA

USA: The Los Angeles Board of Airport Commissioners has approved a USD 5 billion budget for Los Angeles World Airports (LAWA) for the fiscal year that began on 1 July 2011. About

half of LAWA's spending plan is set aside in reserve funds, but the airport agency's operating budget is expected to increase nearly 4%, to USD 681.4 million, to pay for day-to-day expenses at Los Angeles International Airport and its sister airports in Ontario, Van Nuys and Palmdale. Most of LAWA's operating budget will pay for salaries and benefits of more than 3500 employees, with the rest going toward public safety, maintenance and environmental assessments. The airport agency is also projecting an overall 3.8% increase in revenue to nearly USD 864.2 million over the next year as passenger traffic continues to increase at LAX. The rising revenue is driven primarily by anticipated increased spending at eateries, shops and ground transport throughout LAX, along with hikes in debt service recovered through landing fees and building rents.
Another USD 1.8 billion will be set aside for LAWA's capital budget to pay for a series of airfield and terminal improvements, along with equipment and vehicle purchases. On its own, LAX's operating costs during the 2011/12 fiscal year are expected to increase 5.1% to USD 596.9 million, while revenue is projected at nearly USD 774.9 million. LA/Ontario International Airport will run on a USD 65.5 million budget over the next year, a 2.8% cut from last year. Van Nuys Airport will be allocated USD 15.2 million, an 8% cut in operations. Even though it does not offer any commercial flights, Palmdale Regional Airport will see a 12% spending increase in operating expenses to USD 4.8 million. The increase comes after the Airport Commission recently agreed to allow an outside company to handle maintenance at Palmdale Airport rather than LAWA staffers.

USA: Construction on the first phase of the USD 1 billion redevelopment project at Houston's 'George Bush Intercontinental Airport' will begin by the end of 2011. Phase 1 of the three-phase project will create a new Terminal B south concourse dedicated to domestic regional jet operations. In addition, United Airlines announced that it is extending its lease on Terminal C to 2027. Built in 1969 as one of the airport's two original terminals, Terminal B has reached its maximum capacity. The USD 161 million south concourse project will replace the existing south side flight stations with a 225 000-ft² facility to accommodate United's fleet of regional aircraft, allowing for both operational flexibility and a better customer experience by providing improved and expanded gate lounge space, concessions and restroom facilities.
Construction of the entire redevelopment project is planned over the next seven to ten years, with Phase 1 expected to be completed in late 2013. **The Houston Airport System is partnering with United on the project**, and the new construction will be a significant investment into the local economy by creating many jobs. "Together, we serve millions of customers at an important international gateway and by investing in our infrastructure, we are ensuring that we may serve even more global passengers for many more years," said Mario Diaz, Houston Airport System Director of Aviation.

Canada: Edmonton International Airport will have to double capacity by 2035 in order to keep up with oil development in northern Alberta, a spokesperson said during an open house on 16 April 2011 to publicly present its draft master plan for the next 25 years. The past few years have brought a lot more passenger and cargo flights heading up north due to growth in the northern resource sector. If development in the resource sector keeps pace, the airport - the gateway to the North - will have to keep up. Edmonton Airport handles about 6.5 million passengers per year and for a few years this past decade, was the fastest growing airport in Canada. It is already about 500 000 passengers over capacity, and at its current rate of growth, could almost double its traffic to 12 million passengers per year by 2031 and surpass 13 million by 2035. The draft master plan includes additional gates, commercial development in and around the airport, setting aside land for a potential high-speed train link, and a third runway by 2030. The public can view and comment on the plan online until 27 April, and the plan will then go to Transport Canada for approval later in 2011.
On 20 April 2011, construction began on a CAD 16 million multi-tenant cargo facility, and more than half

its space is already leased. Work on the project was initiated by a group of Saskatchewan First Nations with a feasibility assessment completed in 2010 and the subsequent establishment of an equal partnership between the First Nations investment group and the Terracap Group, an Ontario-based property development group. Edmonton Air Cargo Development Group Ltd Partnership will own the building, which will open in early 2012. The facility will provide 5000 m² of cargo-handling space, with the airport authority providing 22 000 m² of cemented apron space. -- In 2010, the airport authority prepared 200 acres adjacent to the primary runway at a cost of more than CAD 20 million, and the new cargo facility is the first building at this site.

LATIN AMERICA & CARIBBEAN

Brazil: A study by Brazil's Economic Research Institute released on 14 April 2011 stated that it is unlikely that the country's airports will be ready in time for the 2014 World Cup. The study went as far as stating that "ten (airports) would be operating in a critical situation". The study recommended sweeping changes of the airports' investment programmes in order to get the airports completed on time. "'If the usual timelines for infrastructure projects in Brazil are maintained, ten of the 13 passenger terminals will not be completed by 2014,'" the report said, adding that "'the low efficiency in the execution of investment programs is worrisome.'"

Brazil is investing USD 20 billion in infrastructure improvements not just for the World Cup, but for the 2013 Confederations Cup and 2016 Olympics. Of that, USD 3 billion are earmarked for airports that are expected to serve 600 000 visitors for the month-long tournament. – Brazil's substandard airport infrastructure was one of the greatest concerns when it was awarded the right to host the World Cup not only because they require massive renovations, but because the country is so large, air travel is the only way to travel between most cities. The Brazilian Football Federation and organizing committee had already expressed their concern about the delays in airport renovations and the Government study is just the latest question mark in Brazil's building projects.

Costa Rica: The Government will invest CRC 1.34 trillion (USD 2.66 billion) to improve and modernize the country's port, airport and highway infrastructure over the next few years, according to the 2011-14 National Development Plan which lays out ten strategic projects to improve the transport sector, including four major highway programmes, requiring a total investment of some CRC 254 billion. The Government is also planning investments of CRC 100 billion in port improvements, including construction of a new grain terminal at the Caldera seaport and a container terminal at Limón-Moin port. **Airport projects include construction of a remote apron area and of a taxiway and apron for the relocation of the COOPESA maintenance operation at San Juan's 'Juan Santamaria Airport' as well as service improvements at Liberia's 'Daniel Oduber Airport' to meet IATA requirements**. Finally, the plan calls for some CRC 20.7 billion for public transport, including a commuter railway for the San Jose metropolitan area and an improved public transport system for the city. The Government plans to finance some of the projects directly and others through concessions. Financing for several projects has already been secured from IDB.

ASIA-PACIFIC

India: The need for airport infrastructure in India has increased considerably by air traffic liberalization initiatives and the entry of low-cost carriers (LCCs): During the past five years, the rate of growth for air traffic in general has been 18%. Domestic cargo growth has been 16%, international cargo growth 12%. Passenger movements have been up 20%, which bodes well for the market. **An investment of more than INR 350 billion** (USD 7.8 billion) **is expected to be made in the sector from 2008 to 2012**. In order to ramp up airport infrastructure, the Ministry of Civil Aviation has unveiled reforms to facilitate investment in this segment. The Airport Authority of India (AAI) was

formed in 1995 to accelerate integrated development, expand and modernize the passenger terminal, air traffic services, and operation areas. The AAI Act was amended in 2004 to enable private participation. In 2006, 100% FDI (foreign direct investment) was permitted into greenfield airports and the development of new airports by private participants was allowed. It is expected that the entry of private participants will infuse the capital necessary to enhance infrastructure and streamline airport management. The establishment of Airport Economic Regulatory Authority (AERA) as regulator will ensure sustained growth in the sector.
Airport infrastructure is witnessing improvisation and expansion on a massive scale, with the Government avidly supporting private participants. Trends indicate that the long-term prospects for both the private participants and the country are attractive. The investment in the Indian airport infrastructure market, especially in greenfield projects, will almost increase twofold in the next five years, according to an analysis. The planned investment in airport infrastructure is estimated to be USD 9 billion by 2013.
The Government of India has encouraged private participants by providing assistance in terms of tax holidays and offering land for construction. Empowered committees and steering boards have been set up to expedite and monitor the progression of projects and policies connected with the development of airport infrastructure. Observation of air traffic, cargo movement, and passenger movement across the main airports in the country suggests that the development of alternative airports will help ease congestion at the existing airports and increase connectivity.

<u>India</u>**: The plan to build a second airport for Mumbai received a major push on 16 May 2011, when the steering committee for the proposed Navi Mumbai airport, comprising civil aviation and state government officials, gave its nod to the draft master plan** at a meeting in Delhi. The last hurdle has been removed now and the project can be put on the fast track. **The go-ahead means bidding for the airport can start and the process will take a minimum of seven to eight months**. The plan will now be published internationally to attract developers along with their concepts and execution plans. -- **The existing Mumbai airport is expected to reach saturation at 40 million passengers by 2016, making creation of a new airport imperative**. Under the draft master plan, the first phase of the Navi Mumbai airport project is slated to come up by 2014 and will have a capacity to handle 10 million passengers.

<u>Sri Lanka</u>**: Runway construction work of Sri Lanka's second International Airport at Mattala in the Hambantota District has been completed**. With a length of 4000 m and a width of 75 m, the largest aircraft available at present such as the Airbus A380 could land there. The taxiway is 370 m long and 60 m wide. The new airport is being built on an 8000-hectares plot of land and will provide facilities to handle 1 million passengers annually as well as air cargo. Construction of the 1000-m² cargo facility, capable of handling 45 000 tonnes per year, is also nearing completion. The objective of constructing this airport is to provide an international airport alternative to Colombo's Bandaranaike International Airport at Katunayake, make Hambantota District a hub for air and sea cargo handling, facilitate the development of the southern and eastern coastal areas, make it a centre for supplying aviation fuel for aircraft flying over Sri Lanka, and provide easy access for foreign investors to establish industrial projects in the region. -- Mattala International Airport is one of the largest projects being carried out by the Government. Its first phase will be completed by mid-2012.

<u>Indonesia</u>**: Transport Minister Freddy Numberi said Indonesia had set itself the target of having 65 international airports by 2030**, in order to increase the competitive edge of national transport. "At present, Indonesia only has 45 airports," the Minister said. He made the remarks when he became a speaker at a seminar on international business and public management (Theme: Improving

Business Competitiveness through an Integrated System) at Widyatama University in Bandung. He said that besides developing air transport infrastructures, the Government was also targeting to increase the development of sea transport in Indonesia. "We have the target of increasing the number of seaports from 26 in 2010 to 32 in 2030," Numberi said, adding that the development of transport infrastructure would support the economic activities and growth in Indonesia, because the transport sector was one of the main arteries of the national economy.

Singapore: Changi Airport, which served a record 42.04 million passengers (+13%) in 2010, is building up its role as an Asian hub thanks to economic growth in nearby countries and service expansions by low-cost carriers. Three decades after opening in 1981, Changi finally managed to crack the 40-million-passenger mark in 2010. The number of flights and passenger traffic for low-cost carriers, including AirAsia of Malaysia and Tiger Airways of Singapore, increased 22% and 33% year-on-year, respectively. Low-cost carriers accounted for about 26.3% of all flights at the airport and 22.4% of passenger traffic, both up about 3 percentage points from the previous year. Passengers to and from Southeast Asian cities, including Jakarta, Penang and Mumbai, and to and from Northeast Asia grew by 20%. Passenger traffic at Changi increased over the five years through 2008, but fell 1% in 2009 due to the financial crisis. By catering to demand in Asia, which continues to see economic growth, the airport aims to make 2011 another banner year.

Malaysia: Malaysia's aviation industry is expected to undergo rapid growth and Kuala Lumpur International Airport (KLIA) will become an important air transport hub for Asia by 2020 with capacity to handle 67 million passengers. Deputy Transport Minister Abdul Rahim Bakri said this prediction is based on a 7% annual increase in operations, a realistic expectation, when taking into account the robust low-fare aviation industry and the encouraging economic prospects of the country and globally. He added that KLIA had handled 34.1 million passengers in 2010. "The construction of KLIA2 is 31.7% complete and expected to be fully ready in September next year [2012]. KLIA's capacity will increase by 30 million more with the construction of the new terminal, a new 3690-m runway, and a new control tower as well as new navigational equipment at an estimated cost of MYR 2.5 billion," he said in a statement. He added that the Government's investment in the sector is worthwhile and can help lift Malaysia towards a high-income economy and the status of a developed nation by 2020.

Thailand : ICAO supports plans of Airports of Thailand Plc (AoT) under its single-airport policy to proceed with expanding Bangkok's Suvarnabhumi Airport to raise its annual handling capacity to 60-65 million passengers from 45 million. It advocates building a separate domestic passenger terminal, linked with the international terminal by an automated peoplemover, as well as building a third runway at Suvarnabhumi. IATA earlier had advocated maintaining the status quo of Don Mueang in the short to medium term to provide spare capacity. More specifically, it suggested that until 2015, Don Mueang should continue in its current role of providing point-to-point scheduled domestic services until Suvarnabhumi can develop the additional capacity it needs. It said Suvarnabhumi should become the sole air hub in 2030, when Don Mueang would stop offering scheduled flight service altogether.

Myanmar: China Communications Construction (CCC) is investing USD 100 million in building an airport near Naypyidaw, the new capital built by Myanmar's ruling junta in 2004. China has dramatically stepped up its investment in the country in recent years and is increasingly turning to major infrastructure projects aimed at improving access to the country's natural resources, including not just the airport but railways, roads and natural gas pipelines. Most of the projects appear to be devoted to transferring the country's plentiful natural resources, which include natural gas, timber, copper, coal, precious stones, marine products and petroleum, to China. -- Work on the airport project actually began in 2009, when Asia World, one of Myanmar's largest conglomerates, won a USD 250 million contract to build the new airport on the site of a disused airport in Ela Township. The airport's domestic and international terminals and runways were still under construction at the end of 2010 and were expected to be completed sometime in 2011.

Vietnam: Prime Minister Nguyen Tan Dung has approved in principle a master plan for Long Thanh International Airport in the south-eastern Dong Nai province. The plan, submitted by the Ministry of Construction, was prepared by Japan Airport Consultants, Inc. (JAC) in December 2010. It envisages that **the 5000-hectare airport will be built in three phases and completed by 2035**. In the first phase to 2020, the airport will have two runways and be able to accommodate the largest passenger aircraft currently flying, including the Airbus A380. By then, it will be able to handle 25 million passengers and 1.2 million tonnes of cargo a year. In the second phase ending in 2030, the airport will have three runways and improve its capacity to handling 50 million passengers and 1.5 million tonnes of cargo annually. In the third phase after 2030, the airport will have four runways and the capacity to serve 100 million passengers and handle 5 million tonnes of cargo a year.
The Ministry of Construction estimates that the first phase will cost about USD 6.74 billion, including USD 696.5 million for land clearance compensation. In the master plan, the Ministry has proposed that the investment capital for building the airfield areas as well as access roads should come from the State budget, Government bonds, and Official Development Assistance (ODA) loans. The investment capital for building the airport's passenger and cargo terminals, parking lots and entertainment areas would be mobilized from investors and public-private partnerships. Regarding the planning of roads and rail links to the airport, the Ministry envisages that the airport's south-west gateway will be connected with the Bien Hoa – Vung Tau Expressway and the northeast gateway with the HCM City's Ring Road No 4. The HCM City - Nha Trang Express Railway and the Thu Thiem – Long Thanh Urban Railway will be linked to the airport's passenger terminal via an underground station.
Long Thanh International Airport will be located about 40 km from HCM City and 43 km from Tan Son Nhat International Airport (SGN). The Ministry plans that SGN will continue operating after the new airport opens in Dong Nai. Between 2020 and 2035, Long Thanh International Airport will receive 90% of international flights and 20% of local flights while SGB will receive 10% of international flights and 80% of local flights in the southern region. After 2035, the operation scale of SGN will be adjusted, based on actual conditions and it will be used as a standby airport.

Hong Kong: Hong Kong International Airport (HKIA) has unveiled a 20-year master plan for its future development, which includes the possibility of building a third runway. An additional runway is one of two options presented by the master plan released by Airport Authority Hong Kong (AAHK), starting a three-month consultation on the document ending on 2 September 2011 to collect feedback. The other option is to maintain the two-runway system at the airport but expand the terminal and apron facilities to boost capacity. "The current two-runway system is forecast to be saturated by around 2020, and beyond that, HKIA will not be able to meet additional demand. This could irrevocably harm Hong Kong's position as a global aviation hub," said AAHK Chairman Marvin Cheung. "Master Plan 2030 details our research and assessment of how we can address HKIA's capacity problem and meet future demand." In 2010, the airport handled 51 million passengers, reaching 90% of its capacity.
The two-runway option presented by the airport suggests expanding the floor area of Terminal 1 by 14% and increasing the number of check-in counters at Terminal 2 to 112 from 56. It also proposed expanding the first midfield passenger concourse, adding a second passenger concourse and building 20 additional remote stands for freighter aircraft and another 20 passenger aircraft stands. In addition, it suggested expanding the automated

peoplemover system, the baggage-handling system, and the road infrastructure around the airport. These improvements are estimated to cost HKD 23.4 billion (USD 3 billion) in 2010 dollars or HKD 42.5 billion when taking inflation into account. They would increase the airport's annual handling capacity to 74 million passengers, 6 million tonnes or cargo, and 420 000 aircraft movements. However, maintaining just two runways at HKIA means that the airport will reach its maximum runway capacity around 2020 as the expansion works will only meet the estimated air traffic demand in the medium term.
Adding a third runway dedicated to arriving flights will require the reclamation of 650 hectares (1626 acres) of land north of the existing airport island in a project that would cost about HKD 86.2 billion in 2010 dollars or HKD 136.2 billion when taking into account inflation. With the land reclamation, a new passenger concourse with 58 aircraft parking stands can be built. Separately, another 36 stands for cargo flights will be added at the midfield concourse. The existing north runway will be used by departing aircraft while the south runway will be used for both arrivals and departures. **A third runway would enable the airport to handle 97 million passengers, 620 000 flights, and 8.9 million tonnes of cargo a year by 2030**. This option will enable HKIA to meet forecasted traffic demand and maintain its extensive air network and connectivity up to and possibly beyond 2030.

WESTERN ASIA
UAE: Dubai Airports announced in early July 2011 that **Sheikh Mohammed bin Rashid al-Maktoum, Vice-President and Prime Minister of the United Arab Emirates and the Ruler of Dubai, has endorsed its USD 7.8 billion (AED 28.8 billion) airport and airspace expansion programme which will boost capacity at Dubai International from 60 million to 90 million passengers per year by 2018**. The plan is designed to deliver aviation infrastructure which will support the continuation of the sector's impressive growth, facilitate Dubai's economic expansion, and generate 22% of total employment and 32% of the emirate's GDP by 2020. It responds to a ten year traffic forecast for Dubai International (DXB) and Dubai World Central (DWC) that projects international passenger and cargo traffic will increase at an average annual growth rate of 7.2% and 6.7%, respectively.
"The combination of rallying tourism, Dubai's proximity to the emerging economies of India and China, and the emirates' established role as a trading hub, is together expected to drive traffic growth and further elevate Dubai's status as a global centre for aviation," said Sheikh Ahmed bin Saeed al-Maktoum, Chairman of Dubai Airports and President of Dubai Civil Aviation Authority. "By 2020, 98.5 million passengers and over 4 million tonnes of air freight will pass through our airports. The fleets and networks of Emirates and flydubai will grow considerably to accommodate traffic and capture market share. Similarly, our infrastructure must expand to enable this growth and facilitate the trade, tourism and commerce that in turn will support the prosperity of Dubai."
The strategy includes aggressive expansion plans for airspace, airfield, aircraft stands, and terminal areas at Dubai International over the remainder of the decade which will optimize investment, deliver timely capacity, and create a robust revenue stream, fuelled by increased commercial and retail income, which will fund the development of Dubai World Central in the long term. Within the local airport environment, airspace expansion plans focus on optimizing runway capacity and implementing efficient systems and processes in order to accommodate and manage additional aircraft movements. Beyond the vicinity of the airport itself, Dubai Airports is engaging national and regional civil aviation authorities and air navigation service providers to ensure that air routes are decongested, bottlenecks are reduced, and latent airspace capacity is unlocked. **Next-generation technology such as performance-based navigation and dynamic airspace management will be deployed over the coming years to harness the capabilities of modern fleets and increase airspace capacity**. As the airspace opens up, additional aircraft movements will be accommodated on the ground with the addition of a new taxiway and a 60% increase in the number of stands needed to park and service

aircraft. Beyond Concourse 3, which will boost capacity to 75 million passengers a year when it is completed at the end of 2012, Dubai Airports will commission construction of additional terminal space and concourse areas comprising an extra 675 000 m² of floor space – twice the footprint of London-Heathrow's Terminal 5. This includes the expansion of Terminal 2 and construction of a **new Concourse 4**, which will be connected to Terminal 1 to facilitate check-in and baggage servicing.

Oman: Transport & Communications Minister Dr Ahmed bin Mohammed al-Futaisi has signed nine agreements worth OMR 846 million for development projects in the civil aviation, road and land transport, and communication sectors. These include in the field of civil aviation: • An agreement with the U.S.-based Bechtel company, the local Bahwan Contracting company, and Inka of Turkey for the construction of the passenger terminal at the new Muscat International Airport as part of the development for the Muscat International and Salalah airports (OMR 706 million). • An agreement with Carillion Alawi for building a control tower at Muscat International Airport (OMR 56 million). • An agreement with Hanjin Heavy Industries & Construction for building Duqm Airport in Al Wusta Region, Phase-II (OMR 44 million). • An agreement with Towell Construction for the main works related to the construction of the civil aviation premises as part of the Muscat International and Salalah airports development project (OMR 25 million). • An agreement with Thales ATM GmbH for standardization of the equipment related to air navigation assistance, also as part of the latter project (OMR 9 million).

Iran: While reliable information on Iranian airports is hard to get, here are some details on the country's main airports: **Tehran-Mehrabad International Airport** (THR) has been serving Iran for over 40 years. With an annual capacity of over 8.5 million passenger, four terminals and 50 check-in desks, it still is the country's largest airport. Facilities include short and long-term parking spaces, airport hotel, post office, banks, bureau de change, restaurants, cafeterias, VIP lounge, duty-free shop, news agent/tobacconist, gift shop, travel agent, tourist help desk, car-rental desks, taxi service, first aid, disabled access facilities, and a business centre.
Tehran 'Imam Khomeini International Airport' (IKA) first became operational in May 2005. Located 35 km south-west of Tehran, it is equipped with advanced aviation technology and is meant to be the country's largest airport which will eventually take over all international flights from Mehrabad Airport. IKA provides a convenient route for travellers to and from central and south Asia, while handling flights to the Gulf countries exclusively.
Isfahan International Airport (IFN) is located at the large city of Isfahan (also: Esfahan) with a population exceeding 1.6 million. A new international terminal is reported to be under construction.
Mashhad International Airport (MHD), also known as 'Shahid Hashemi Nejad Airport', is located in Khorasan province. Mashhad is the country's second-largest city with a population of around 2 million. MHD has frequent flights to several cities within Iran and also international flights, mostly to the United Arab Emirates, Kuwait, Saudi Arabia, Bahrain, Afghanistan, and Qatar.
Shiraz International Airport (SYZ) is the main international airport of Fars province. After undergoing renovation and redevelopment work in 2005, Shiraz was identified as the second most reliable and modern airport in Iran (after 'Imam Khomeini International Airport' of Tehran) in terms of flight safety including electronic and navigation control systems of its control tower. In addition to domestic flights to most major Iranian cities, several daily flights to Gulf states including Dubai/UAE and Doha/Qatar are operated.
Tabriz International Airport (TBZ) is the primary airport of East Azerbaijan province, serving the country's fourth-largest city. TBZ became the first Iranian airport to gain an ISO 9001-2000 certificate. It also serves as a military flight base of the IRIAF.

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AFRICA

Namibia: The Namibia Airports Company (NAC) is undertaking substantial capital projects, including runway rehabilitation and a new arrivals terminal at Windhoek's' Hosea Kutako International Airport' (HKIA), a new passenger terminal at Walvis Bay International Airport, and a new passenger terminal at Ondangwa Airport. The NAC is undertaking capital projects to the tune of roughly NAD 212 million in the financial year ending on 31 August 2011. The NAD 120 million (EUR 12.1 million) Windhoek runway rehabilitation is the largest capital project ever undertaken by the company. The NAC also plans to build an office block and its new head office at HKIA. O**ver the next five years, the NAC is investing NAD 1.2 billion (EUR 121.5 million) in planned and on-going projects**. Master plans for Windhoek's airports (HKIA and Eros) are at an advanced stage which, once completed, will provide the basis for the company's expansion plans at these airports. In addition, with the boom in the mining (uranium) and fishing industries in the Erongo region, the NAC has noted an increase of passenger and aircraft movements at Walvis Bay; hence the expansion and lengthening of the runway, refurbishing the old taxiway and apron, as well as expansion of the passenger terminal which will triple in size. The increased terminal capacity will boost passenger movement from 50 an hour to 250 passengers, paired with increased retail offerings. The expansion of the passenger terminal will start in early 2012. The benefits include the fact that any size of aircraft, including A380s, will be able to land at Walvis Bay and Windhoek. The NAC will then be able to offer round-the-clock services at both airports for all aircraft. The fishing export industry will benefit from improvements, thanks to lower transport costs for fish exports. At both Lüderitz and Walvis Bay, new fire station projects are nearing completion.

Nigeria: The Minister of Aviation, Mrs Fidelia Njeze, has said that a NGN 300 billion bail-out fund has been set aside by the Federal Government for the aviation and power sectors. Of the total, **NGN 90 billion are reserved for upgrading airports**. "In spending the Aviation Intervention Fund judiciously, we ought, as a matter of urgency, to use part of the money for the development of our airports. Our airports also require an infrastructural facelift and development as well as airlines' debt settlement which they owe aviation agencies and banks. Indeed, **our airports need the intervention of government, foreign agencies and international organizations to become modern, comfortable, safe, efficient and reliable**," the Minister said, adding: "**There is no airport in Nigeria that is adequate in terms of facilities**. For example, 'Murtala Muhammed International Airport' is too small for the activities going on there and far too small for the activities that we expect to go on as an emerging nation! The arrival and departure halls are too small and should be expanded either horizontally or vertically or both. The airport requires a reputable hotel, more shopping areas, a pharmacy, and restaurants."

Kenya: The four-phase modernization of Nairobi's 'Jomo Kenyatta International Airport' is under way. Phase 1 of the project, completed at a cost of USD 32 million, comprised civil infrastructure that included the expansion of the parking areas, construction of taxiways, and extension of the fuel hydrant system. The number of aircraft parking bays has been increased from 23 to 44. The tender for Phase 2 has been awarded to China National Aero-Technology International Engineering Company (CATIC). Agence Française de Développement (AFD) is financing this phase at a cost of USD 46.6 million. It involves construction of Terminal 4 and a parking garage for 1500 cars. The second phase is expected to be completed in 2013. The scope of the third phase involves the renovation of Terminals 1, 2, and 3 at a cost of USD 96 million.