

Bitburg Airport **Project Teaser**



bitburg airport

Contact

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*IAD is the leading project manager for the Bitburg Airport project
on behalf of Lamparski Bitburg Airport Group s.c.p.a.*



Airport Overview



Approach Runway 24



Project

Background

The global air transport industry has been constantly growing for decades in excess of GDP and is expected to continue to follow long-term GDP growth trends for the foreseeable future (>4.5% pa.).

As air traffic continues to grow faster than infrastructure development, congestion has become a serious problem, particularly in Europe. Rarer and increasingly expensive slot times combined with flight delays result in additional costs worth hundreds of millions of dollars per year and customer dissatisfaction.

But, despite significant investment to increase runway and terminal capacity, overcapacity is expected to remain a problem for the next 15 years.

Former military airfields such as Bitburg's, which often have runways and core infrastructure ideal for passenger and cargo traffic, can be turned into commercial airports as a simple and actionable solution.

Proposition

The proposition is to transform Bitburg Airfield, an active local civil aviation airfield and former US airbase located in Bitburg, Western Germany, into a commercial airport for regional and international passengers and cargo traffic.

The future Bitburg Airport will provide the infrastructure to alleviate congestion from surrounding airports, an air-road-rail interface for the local economy, and aeronautical facilities for manufacturing and service suppliers of the sector and general users.

Bitburg Airport will develop a **strong logistic platform and intermodal connections**, together with **services and facilities** in the valuable aeronautical sector for:

1. Cargo airlines and freight forwarders;
2. Aircraft maintenance and repair companies;
3. Manufacturers and assemblers of aircraft and aircraft components; and
4. Flight schools.

Hangars and services will also be provided for General and Business Aviation to capitalise on unmet demand for quality aircraft stowage in the region.

Location

Bitburg Airfield is located 3km southeast of the City of Bitburg, in the Land of Rheinland-Pfalz, 32km north of Trier and 50km north-east of the City of Luxembourg. It covers an area of more than 190Ha and is part of the Bitburg Airport Trading Area, where 180 industrial and service companies already operate.

This region is often favoured by logisticians because of its strategic location at the centre of the golden triangle between Paris, Amsterdam and Frankfurt (65% of goods in Europe transit through it) and the quality of its infrastructure. Bitburg's catchment area is home to 90mn inhabitants and international corporations, and one of Europe's richest areas.

Furthermore, Rheinland-Pfalz is known for the quality of its labour, its industrial and high-tech capability, and the strength of its exports as a percentage of output standing above Germany's average.



Key Features

Current Airfield

- Operating General and Business Aviation airfield with 15,000 aircraft movements per year
- Annual turnover of approx. €800,000
- 190Ha area within an active industrial zone
- Core infrastructure in good condition
- 3,056m x 45m concrete/asphalt runway (compares favourably with other regional airfields and airports); extension to 4,200m+ possible
- Day traffic only; IFR authorised (no ILS installed)

Future Airport Zone

- A commercial passenger and cargo regional and international airport with adjunct industrial and logistics facilities
- Annual revenue target of €100mn by 2024
- Accommodates aircraft for long haul intercontinental flights (ILS required)
- Open: 6:00hrs - 22:00hrs
- Area enlargement 250 Ha, extendable to 300 Ha
- PAX capacity: 1mn by 2017; 4mn by 2022
- Cargo tonnage handled per year: 100,000 by 2019; 327,000 by 2026
- Runway extended to 3,600m minimum
- Terminals: 1 for passengers (plus extension); 1 for Business Aviation (existing); 2 for cargo
- Logistics platform and business centres (offices)
- 160 heated T-hangars for aircraft stowage
- Extended apron and taxiways with quick access from the runway and the cargo areas
- Facilities for manufacturing and assembling aircraft and aeronautical components
- Photovoltaic production of 4.4MWp over 8.5 Ha

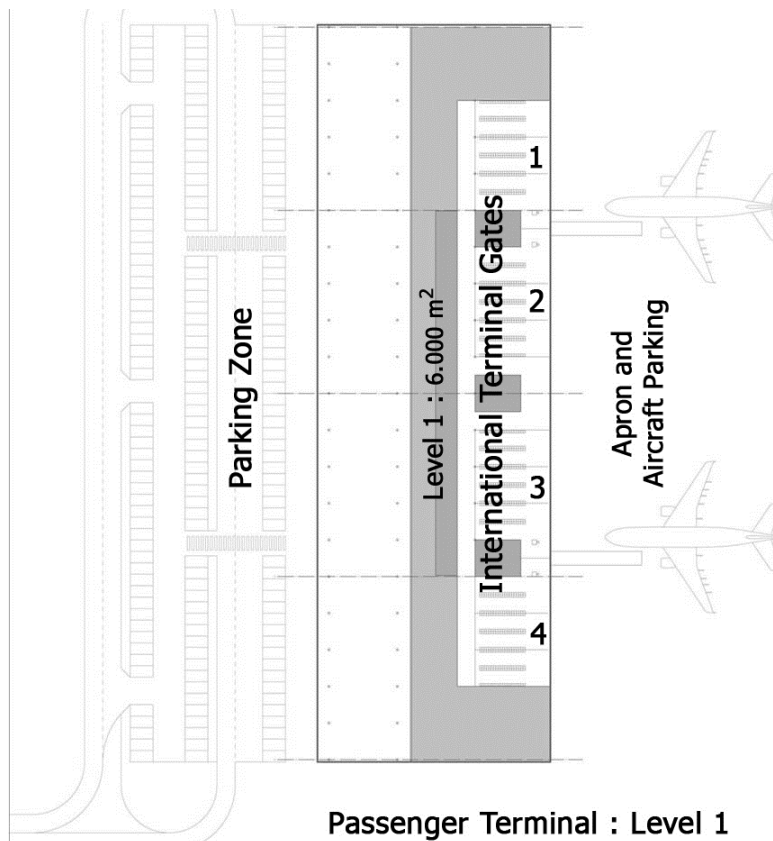
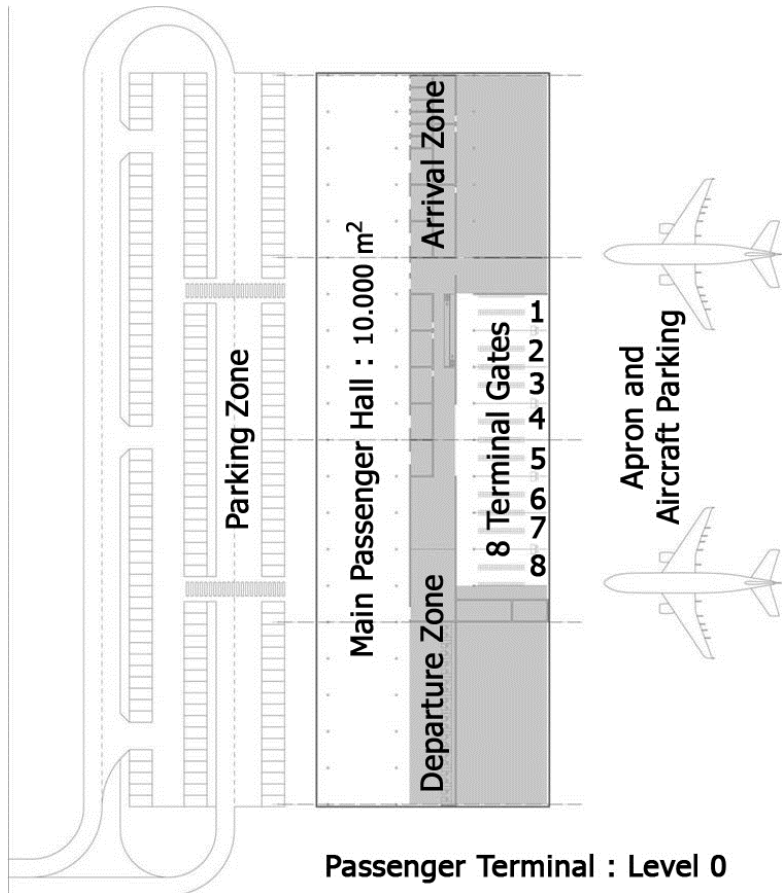
Passenger Terminal



Main Passenger Hall



Passenger Terminal : Phase I

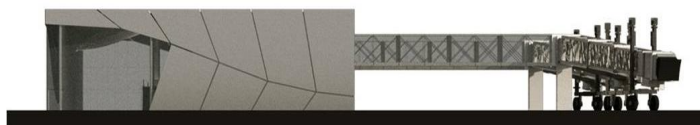


Outside views

Land-side view



Side view



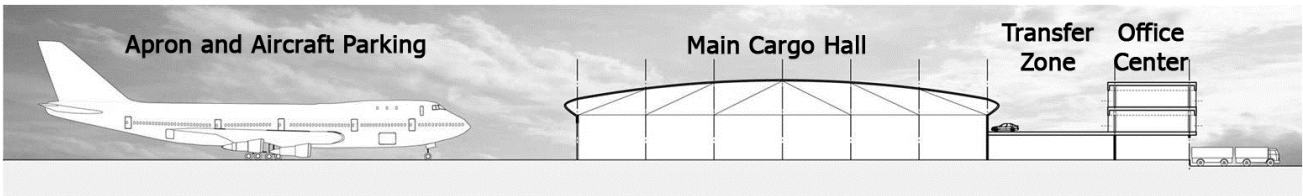
Air-side view



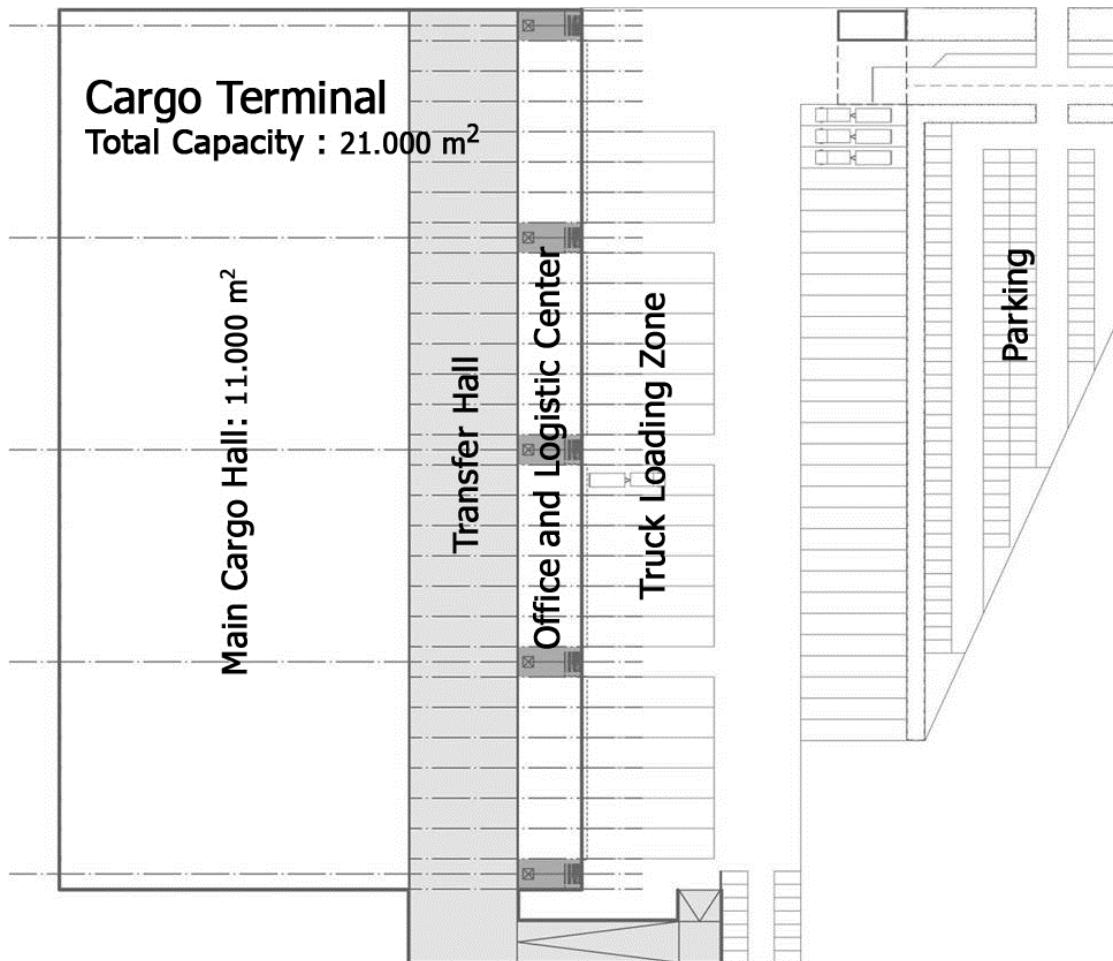
Airport Apron



Cargo Terminal : Side view



Top view



Outside views

Air-side view



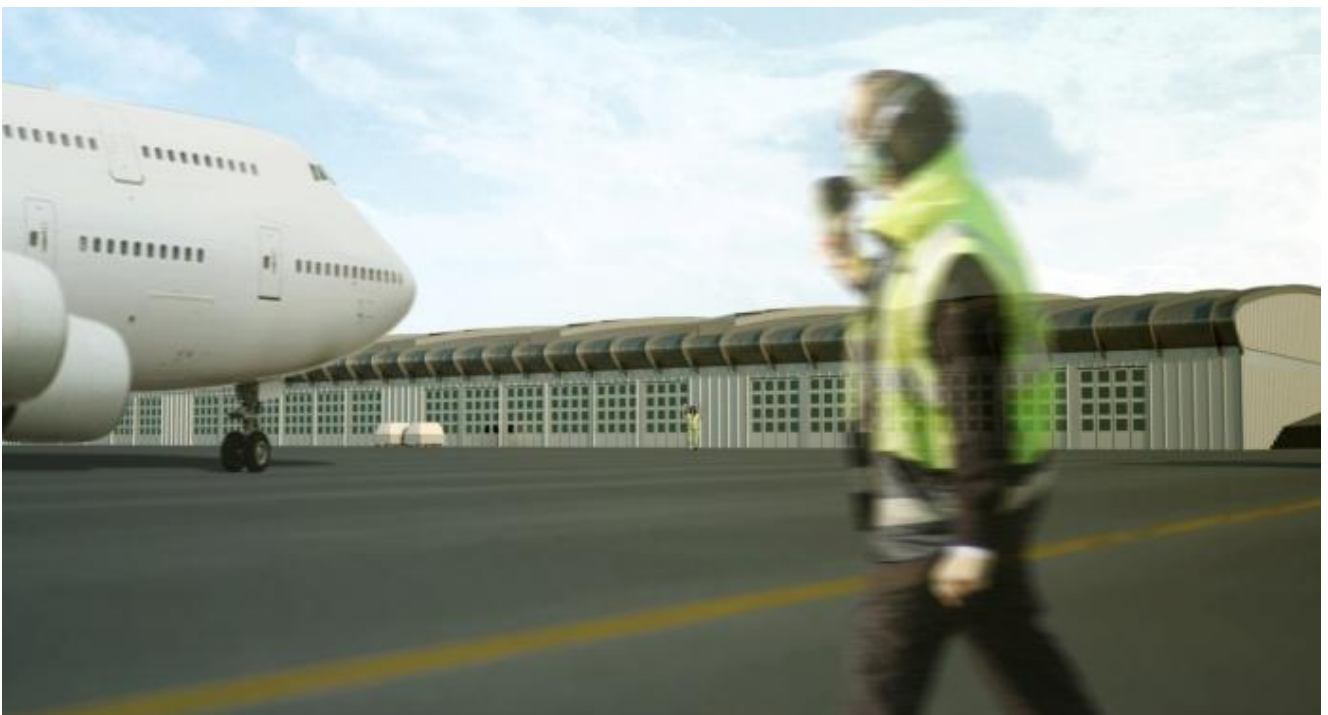
Side view



Land-side view



Cargo Terminal



Why Investing in Bitburg ?

Reasons for Consideration

- Germany is considered a stable and secure investment environment.
- An attractive return on capital and value uplift.
- Existing assets to be acquired at affordable prices.
- Financial risk is reduced thanks to tightly managed capex and costs, and diversified income.
- Real estate acquisition agreements in place.
- Space for expansion available.
- Team of high-calibre development specialists and advisors with proven track record assembled.
- Modular approach enables development lining up with market demand and evolution, thus reducing the speculative factor of the investment.
- Established interest from key potential customers and airlines.
- A unique asset in excellent condition: few operating airfields with authorisations and ready for transformation are available.
- Entirely private ownership.
- Support by Germany and the EU of infrastructure financed by/in conjunction with the private sector.
- Strong support by local politicians and leaders.
- Similar airport propositions are successful.
- Initial Master Plan completed and approved. Significant work carried out towards the redevelopment plans of the airfield.
- Key licences and authorisations granted. Further authorisations should be easily obtained.
- Strategically-located site with a 90mn catchment area at Europe's cross-roads, within its Golden Triangle through which 65% of Europe's freight transits.
- Sector resilient to economic volatility. Growing and sustainable demand at a regional and international level for airport facilities.
- The airport's charges will be unregulated for the foreseeable future.
- Business model offering complementarity of services and, revenues and risk diversification.
- Core activities provide a foundation for financial viability, improved by additional income sources.
- Attractive service provision and price proposition to airlines, freight companies and other customers.
- Good quality and condition of existing infrastructure reduces capex requirements.
- Optimised reuse of existing facilities together with modern technologies and processes result in efficient service and infrastructure.
- The current runway can accommodate very large aircraft, unlike some of its competitors. The possibility of extending it reinforces this advantage.
- The efficient lay-out and size of airport will be attractive to airline companies.
- Slot times to be readily available to provide flexibility to airlines.
- Cost-effectiveness boosted by latest technology.
- A "green airport" aiming to become carbon neutral and generate "green" profit.
- Airfield already operating 7/365, with revenues.
- Located in a low-densely population area reduces operating and regulatory constraints.
- Skilled workforce readily available locally.

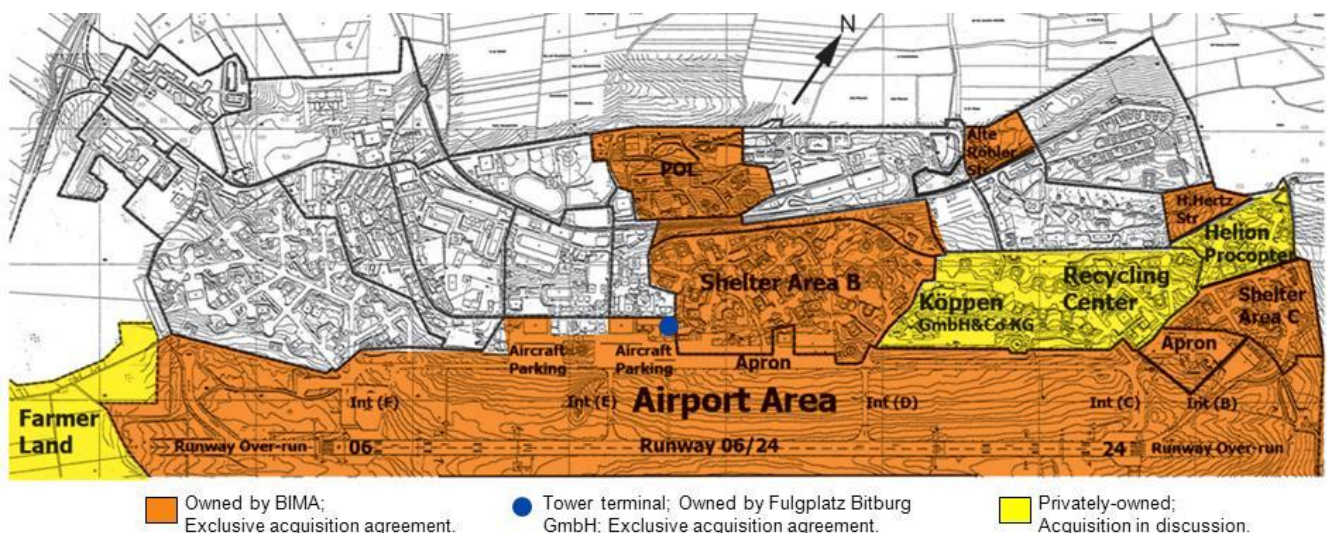
Asset Acquisition

The objective is to combine existing airfield infrastructure and real estate with surrounding land to achieve a unified land mass enabling a coherent and efficient development.

Core assets to be acquired from BIMA (German State), the current airport operator and private owners comprise buildings, hangars, airfield infrastructure and land

covering more than 250Ha in a commercial and industrial zone. This area could be extended beyond 300Ha; such area would be on an equal footing with many international airports in Western Europe.

Acquisition agreements are in place with BIMA (owner of the majority of the current airfield area) and shareholders of the airfield operator.



JEPPESSEN

12 DEC 03

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BITBURG
BITBURG
GERMANY

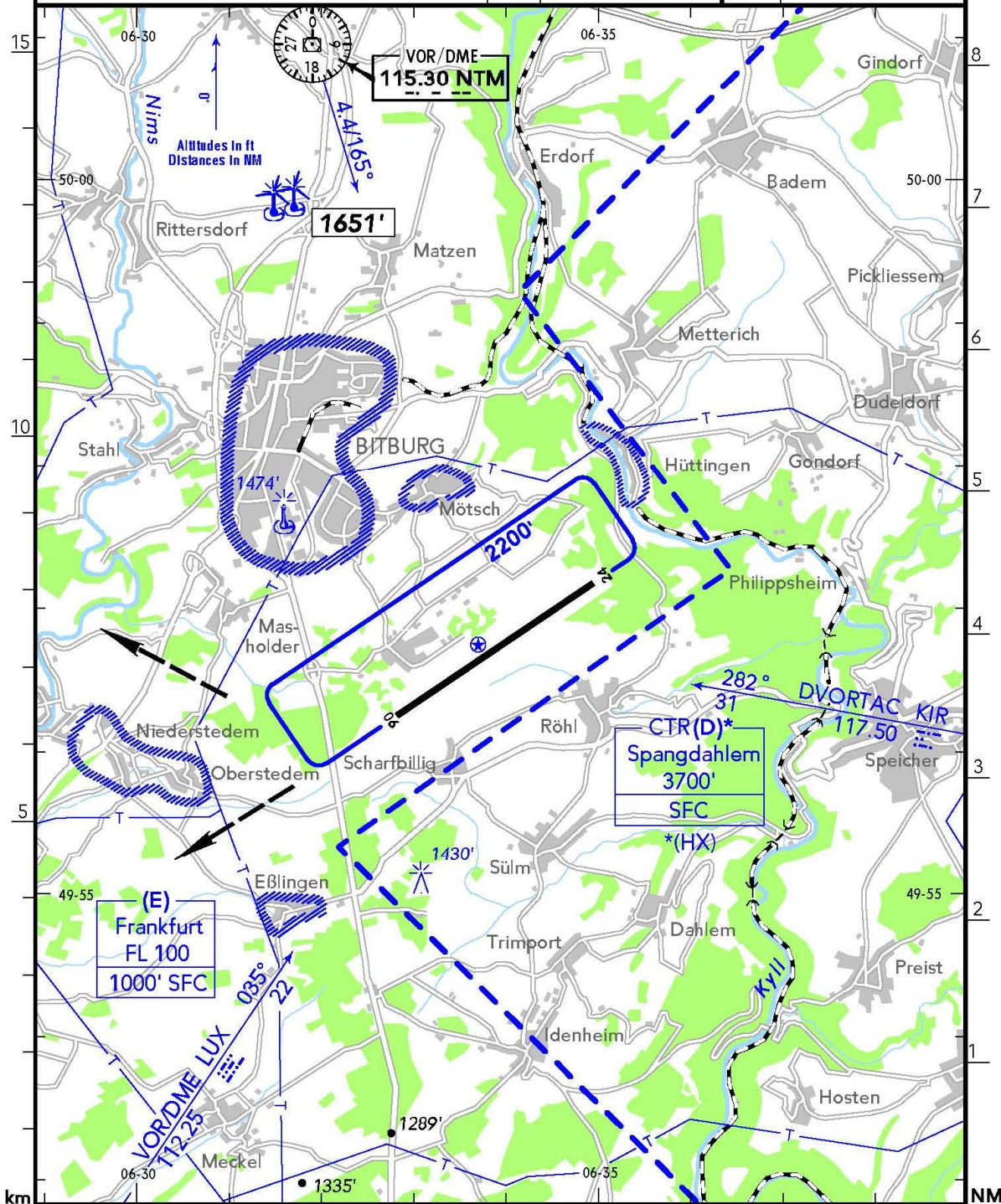
CTR (D) Spangdahlem:
SPANGDAHLEM TOWER **122.20** (en)

EDRB
Elev **1223'** / 373 m
N49 56.7
E006 33.9

1.5 NM SE Bitburg

(AFIS) 15NM/3000' SFC
BITBURG INFO **118.70** (ge)

RWY	ILS	RWY	ILS



CHANGES: Highest obstacle - VAR - Editorial.

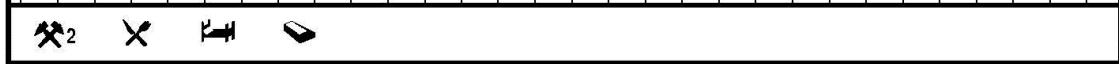
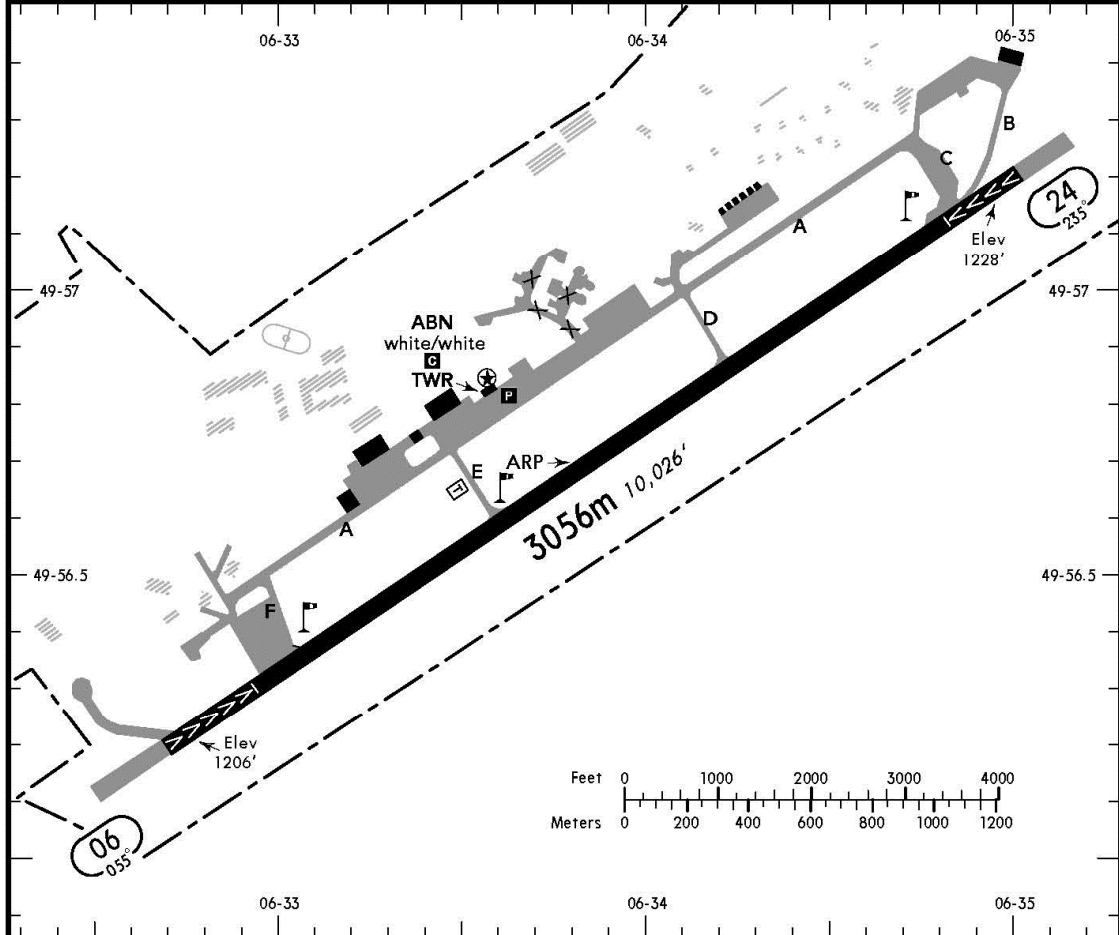
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(FIS)
 LANGEN INFORMATION **123.52**



ABN - RL - TWYL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06	3056 x 45 Asph/Conc	2806	2756	14t MPW PCN 64/R/C/W/T	
24		2756	2806		

<p>AD PPR.</p> <p>Caution: Mind CTR (D) Spangdahlem and MIL air traffic to / from Spangdahlem AB.</p> <p>Contact BITBURG INFO at least 5 MIN prior to reaching the aerodrome.</p> <p>Within AD traffic listening watch shall be maintained.</p> <p>Do not overfly town of Bitburg.</p> <p>Avoid residential areas -especially</p>	<p>Flugplatz PPR.</p> <p>Achtung: CTR (D) Spangdahlem and militärischen Flugverkehr von / nach Spangdahlem AB beachten.</p> <p>BITBURG INFO spätestens 5 MIN vor Erreichen des Platzes rufen.</p> <p>Im Flugplatzverkehr ist ständige Hörbereitschaft aufrechtzuerhalten.</p> <p>Die Stadt Bitburg nicht überfliegen.</p> <p>Wohngebiete und Ortschaften meiden -insbesondere</p> <p>Mötsch, Hüttingen, Esslingen, Niederstedem und Oberstedem.</p>
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