

Munich Airport

Germany's second busiest gateway to get new T2 satellite building and third runway.



PROJECT DETAILS

Location:

Munich Airport, Germany

Important developments:

Terminal 2 satellite building and new third runway

Scheduled completion:

2015

Principal companies involved:

FMG, Lufthansa, Koch+Partner

Total investment:

€1.65 billion

It has been a good year for Munich Airport, which has started work on a new Terminal 2 satellite building and received the green light to construct a third runway.

Designed by Koch+Partner and jointly funded by airport operator, Flughafen München GmbH (FMG) and Lufthansa, the new €650 million satellite complex will boast 52 gates and raise the airport's capacity to 36mppa – 11 million more than it is capable of today.

Munich Airport's CEO, Dr Michael Kerkloh, believes that the significant capacity boost and the fact that the existing Terminal 2 is only eight years old, will take the Bavarian hub to the next level.

Kerkloh says: "We are gaining handling capacity for an additional 11 million passengers a year, which puts us in the order of magnitude of today's Frankfurt Airport. This will enable us to maintain the high standards of quality achieved by our airport today as a connecting hub even with the anticipated traffic volume in the future."

According to plans on the drawing board, the new 600-metre long complex will have 27 airbridges – more than double the current number at the existing Terminal 2 – one of which will be capable of handling the A380.

Connected to Terminal 2 by underground walkway, the complex will also have five Lufthansa lounges, four transfer desks, 42 passport control stations; and a range of shops and restaurants covering a total floor area of 9,000 square metres.

FMG revealed that one of the reasons it chose Koch+Partner's design was because it "uses a sophisticated combination of screens and textile shades to filter and distribute natural light".

In its design specifications for the project, FMG said that they wanted the winning design to emphasise a tight control of lighting, acoustic and climatic conditions.

The airport will construct its third, parallel runway at the northeast of today's perimeter after receiving the go-ahead in July to build it from the Bavarian government.

Located 1,180 metres north of runway 08L/26R, the new 4,000-metre strip of concrete will allow the airport to increase its maximum number of aircraft movements from 90 to 120 per hour.

FMG claims the increase in movements is necessary as the gateway's airfield is already capacity constrained during peak hours.

The airfield expansion project will also include the construction of a new apron with 78 aircraft parking positions to the east of the existing terminal complex.

Also on the agenda in terms of new infrastructure is a third fire station, new general aviation facilities, a helicopter pad and storage facilities to park some of the airport's fleet of snow clearance vehicles.

Kerkloh insists that receiving permission for the third runway is the most significant long-term decision for Munich since the decision to relocate the airport to its current site in 1992.