

# AKL Update

Keeping you up-to-date with  
building our airport of the future.



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## In this edition:

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- New roads in the pipeline
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## Laying the groundwork for the future

With 2019 now well underway, this is a great time to update you on the airport's focus for 2019.

We have hit the ground running, making significant progress on the design and planning for several anchor projects that will form the foundation of our airport of the future developments through to 2027.

In this edition we share with you some of the tangible steps we have made with these projects along with the broader outline of what we aim to achieve.

Several of these anchor projects are currently in procurement stages, including expansion of our airfield with additional aircraft stands and taxiways, enhancement of the northern road network and realignment of the exit road from the international terminal.

These projects are a critical step in the wider airport development programme, and in combination will mean we are able to grow, and at the same time provide a better customer experience in the future.

Another location for a new cargo terminal has also been identified, which will allow a staged relocation of cargo facilities away from the terminal precinct.

We have also delivered or achieved several key milestones in our programme in the past six months.

This includes completing the second of two projects, that combined have delivered some 55,000 square metres of newly built or refurbished international terminal infrastructure; improvements to the roading network such as opening Nixon Road which has taken 85% of heavy traffic vehicles off our core road transport spine and made a visible difference to customers arriving and leaving at peak times, and advancing designation changes for the second runway.

# Anchor projects drive momentum

The wider airport development programme is shown in the eight anchor projects pictured here. This is critical work to support the projected growth at the airport, and the wider airport development programme.



▲ Reference image only, actual design will vary.

## Airfield

- 1 Northern runway
- 2 Northern stands and taxiways

## Terminal

- 3 New cargo terminal
- 4 New international arrivals

- 5 New domestic jet facility
- 6 Domestic terminal rejuvenation

## Transport

- 7 Pick-up / drop-off and multi-storey carpark 1
- 8 Northern road network

# New roads in the pipeline

Tim McKenzie, Programme Manager

It's going to be a busy year on the roads around our airport.

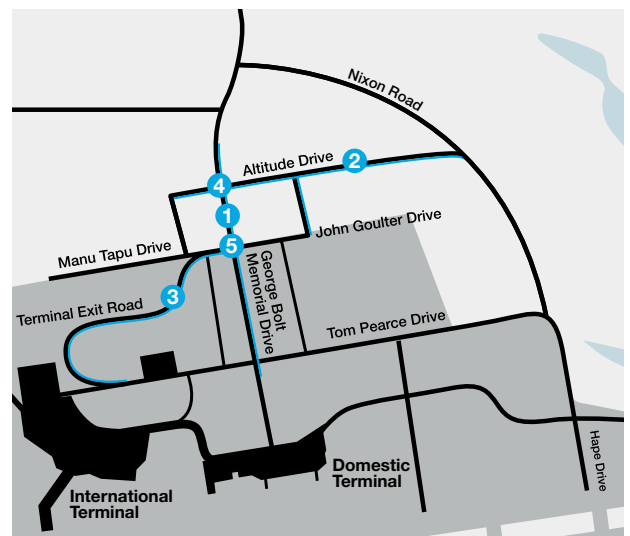
We have started a programme of significant improvements to our roading network to ultimately provide better customer journeys. This is critical work to support the projected growth at the airport, and the wider airport development programme.

At the northern entry to the airport there are several roading projects which are currently in procurement stage. Commonly referred to as the "Northern Network" (see point 8 above) these projects aim to build

capacity and resiliency along the core spine of our roading system.

These projects include the widening of certain roads; upgrades to, and new, intersections; establishing Altitude Drive which provides for northbound and southbound travel off the main George Bolt Memorial Drive and Tom Pearce Drive arterial roads; and a new exit road for the integrated terminal.

Roadworks are expected to start in the second half of this year and be completed in 2021.



## Notthern Network

- 1 George Bolt Memorial Drive widening for high occupancy vehicles (HOV).
- 2 Altitude Drive (new road)
- 3 Terminal Exit Road (new road)
- 4 New intersection for Altitude Drive and George Bolt Memorial Drive.
- 5 New intersection for Terminal Exit Road and George Bolt Memorial Drive (roundabout removed).



# Earthworks starting on new airfield

Hasanain Naji, Programme Manager Airfield

Work starts soon on one of the most significant airfield projects undertaken by the airport in almost 15 years. At the heart of every airport is its airfield.

We will be creating a dual taxiway to Pier B, which will improve the efficiency of aircraft movement to and from the runway, and six new 'remote' stands (see point 2, on page 2).

While the project itself will be largely invisible to guests travelling through Auckland Airport, it's vitally important because it means we'll be able to improve the efficiency of the airfield, cater for our airline customers' growth aspirations, and gain some headroom to allow us to re-develop some existing parts of the airfield.

This project will be one of the largest single capital investments in the airfield we have ever made. We consider it one of our anchor projects, and we expect it

to be completed in around three years' time.

The new taxiways will allow for improved movement of aircraft around Pier B and provide access to the new stands. It will be built to specifications required for larger aircraft.

The remote stands will provide space for parking and servicing aircraft. This means the stands can be used for boarding or disembarking travellers, in combination with our mobile Aviramps and airfield bus service. They also provide space for parking aircraft that layover for several hours before departing again.

These projects also support the development of new cargo facilities on Manu Tapu Road and will eventually provide access to the second runway once it is built and commissioned.

## Other interesting facts about this major construction project

- 257,000 sq m of land will be converted into airfield (about the same size as 30 rugby fields);
- 1.9 million cubic metres of earth will be moved (or the equivalent of 760 Olympic-sized swimming pools);
- 265,000 ton of imported aggregate will be used for pavement construction;
- 7,450m of new storm water drainage system will be installed;
- 2,400m of new fuel reticulation pipeline will be required.

## What's happening at the international terminal?

Work has begun on the first stage of a major project to redesign how vehicles will enter and exit the international terminal.

The first stage is to move a section of the current exit road (Ray Emery Drive) further north where it will ultimately connect into the "Northern Network" (see story on "New roads in the pipeline" story on page 2) as part of a wider programme of work to improve

getting to and from the airport.

This realignment will also enable civil construction work to begin on a new hotel that is being developed in partnership between Auckland Airport and Tainui Group Holdings.

As a driver you will not notice anything different at present. Most of the work we are doing now is located north of the section of Ray Emery Drive which runs behind the existing Novotel Hotel.

We're currently moving all in-ground utilities such as water, electricity and telecommunication into a common trench, before we start the next stage of building a new exit road.

We expect to begin construction of the new section of Ray Emery Drive in April and have this completed during the second half of 2021.

Work on the new hotel (pictured below) is expected to begin later this year.



# Roading improvements pay off

Bradley Annals, Transport Manager - Masterplanning

Getting to and from the airport is an important part of everyone's journey and over the past year we've completed several projects to improve the performance of our road network.

The good news is this work certainly paid off over the busy summer months, which is traditionally the peak period for air travel and a busy time on our road network for people who work here as well as travellers.

Overall, travellers and workers all had better journey times on our roads during the 2018 summer compared with 2017. Vehicle volumes increased by 5.5% (or 4,250 more vehicles per day compared with the same period a year prior) yet at peak travel times the average road journey time was 30% shorter compared with the previous year.

Note: Timing is based on the time it takes for a vehicle to travel the distance from either Bader Drive in the north or the beginning of SH20B in the south to the domestic terminal, or the reverse of this trip.

We also had at least nine days where the total number of vehicle movements was approximately 95,000. This is a

significant increase on the year prior, when the busiest day peaked at just over 90,000 vehicle movements.

What's helped improve our road network performance is the completion of several initiatives in 2018.

These included:

- Completion of Landing Drive intersection and SH20A corridor,
- Completion of Nixon Road, which allows non-terminal southbound traffic to bypass core roads into and out of our terminals,
- Reduction of heavy vehicles on our core network by up to 85%, through use of the Nixon Road bypass,
- Introduction of a T2 (transit) lane along Tom Pearce Drive,
- Enhancements of the roundabout at Puhunui Road to create better flow through of vehicles connecting to Tom Pearce Drive and Hape Drive.

The combination of these initiatives means traffic flows have been improved and the whole airport system has benefitted. In addition, these initiatives also add to the ability to get traffic moving again after accidents or vehicle breakdowns.

We also ran our first Public Transport Challenge in December for people who work at the airport. We developed a campaign to encourage people to take public transport for three weeks and we're using this feedback to help with future planning around public transport.

## 85%

reduction in heavy traffic movements on our core network since Nixon Road bypass has opened.

There will be more significant work on the airport roads over the coming couple of years. See "New roads in the pipeline" story in this edition which highlights some of the key road initiatives planned for the northern area of the airport. On a day-to-day basis, you can always find out current travel times via the Auckland Airport app.





# Rejuvenation of the domestic terminal

Nael Abusaleh, Project Manager

The long-term aim is to integrate the domestic jet terminal facility into the international terminal as part of our 30-year vision.

In the meantime, we are making improvements to the domestic terminal to enhance the customer experience.

If you're travelling through the domestic terminal from about May-onwards expect to see more work on the next stage of rejuvenating this area – including more space and improved guest comforts.

Detailed design is almost complete on three of the key projects and once complete, construction work can begin.

These three key projects are providing additional space for aviation security screening; reconfiguring the food court area, and a new retail offering.

Queue space for aviation security screening will increase by about 72 square metres, providing additional waiting space for travellers flying to main centres.

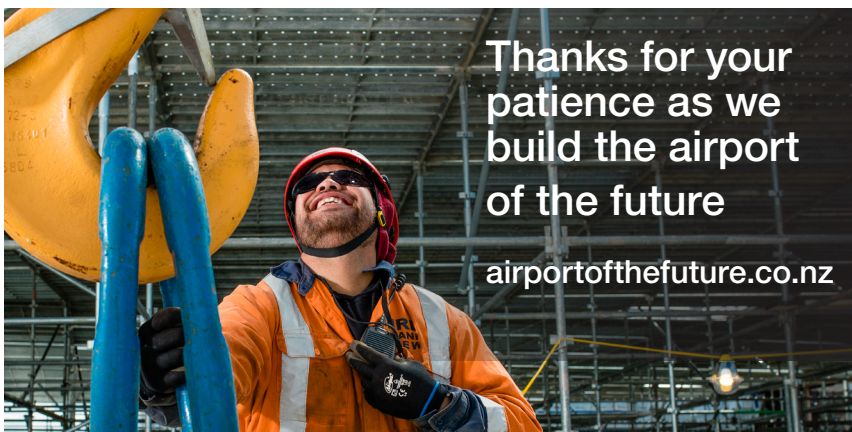
More seating will also be added in the food court area along with additional charging ports for customers. This also means the current shop layout will change and the result will be a more spacious feel in this area.

## 9.3m

customers travel through the domestic terminal each year.



▲ A more spacious food court area is planned for the domestic terminal. Note, the final design may vary from this image.



Thanks for your  
patience as we  
build the airport  
of the future

[airportofthefuture.co.nz](http://airportofthefuture.co.nz)

## The next edition

The next edition of AKL Update will be published in June 2019. In the meantime, you can read more information or keep up with the latest news about building the airport of the future here. Or stay up-to-date by following us on Facebook, LinkedIn and Twitter.