

Phase I is a short-term program to upgrade existing facilities and improve the level of service at various points including: the terminal building, the runway, the taxiways, the aircraft parking and car parking. The following short-term measures provide PJIA with additional capacity to handle passengers and aircraft movements and improve the quality of our airport.

### Runway Renovation

To comply with International Civil Aviation Organization, it was necessary to renovate the runway. The renovation, which was completed in 1997, consisted of extra strengthening of the runway strip, widening and strengthening of the two shoulders of 7.5 meters each, replacement of all runway lights and adding of new permanent markings.

### By-pass Taxiway West

Considering the mix of aircraft at PJIAE it is essential that the bearing capacity of existing taxiways be modified to carry the weight of larger types of aircraft. In 1997 the bearing capacity of taxiway west was increased making it possible for a Boeing 757 to maneuver on this taxiway. Later on it is intended that a Boeing 747 be able to taxi there as well.

### Parking Lot Rearrangement

To ensure smoother traffic flow and more efficient use of the available space, the parking lot was rearranged in 1997. New entrances and exits were added and the car rental companies were relocated closer to the arrival hall of the terminal building. In addition the tour and courtesy buses were also given their own parking space. A new parking lot for employees was built in an effort to solve short-term capacity problems. To increase the user friendliness this project also included the automation of the parking facilities.

### Upgrade of the terminal building



The upgrade of the terminal building to improve the level of customer comfort included several projects. First in 1998, the construction of a new air-conditioned arrival hall for passengers queuing to immigration, second also in 1998, the relocation of car rental booths, from the parking lot to the terminal building, and third, the extension and refurbishing of the departure lounge in 2000, which

includes a new VIP/Business class Lounge. The Business Class Lounge was completed in 2001.

### New Apron

A key factor that inhibits the capacity of the airport has been the lack of sufficient aircraft parking space. To increase capacity of the present apron, the Flamingo Pond, located to the north of the runway was filled in 1999. This was followed by the construction of expanded apron space of some 46,800m<sup>2</sup>, which was completed in mid 2001.

## Relocation of Menzies Aviation

The Menzies aviation building and the storage area for the ground service equipment was located where Phase III of the master plan calls for a western parallel taxiway. The movement of the building, which was completed in 2002 and the relocation of the ground service equipment storage area anticipates the master plan development and upgrades the logistics and aesthetics on airside.

Phase I of the master plan, except for the relocation of the Menzies aviation building was completed in 2001 and plans to commence phase two were started up.