



## KOTOKA INTERNATIONAL AIRPORT Project Update

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# Presentation Outline

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- How it all began
- Project update
- Reasons for the Project





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# This is how it all began

## Landing of first plane

- *The advent of aviation in The Gold Coast was a direct outcome of British Imperial policy.*
- *A site survey in March 1920, recommended a site known as the Old Polo grounds, Kumasi, Tamale Sekondi Winneba, Kete-Krachie, Akuse and Kpong.*
- *The first Flying Boat as was called landed in Takoradi to dock at the Harbour*
- *However the First aeroplane on the 12<sup>th</sup> of January landed in Tamale 3 days later it landed on a strip near the Korle Lagoon*
- *April 15, 1928, Sir Alan Cobban piloting the first ever aircraft, the “flying boat” as was commonly called touch down on the soils of the Gold Coast*

# How far we have come

## Governance

- *The Government of Ghana set up the Ghana Civil Aviation Authority initially under the Public Works Department (PWD) with the purpose of regulating and operating airfields in the country.*
- *The Government of Ghana in 1986, through GCAA then, embarked on the a 20- year development program known as **KIA DEVELOPMENT/ CAPITAL INVESTMENT PROGRAMMES**, phased in 3 parts*

### ***Phase 1 - 1991 to 1993***

Rehabilitation of the Runway, Expansion & refurbishment of the Terminal Building, Installation of navigational, meteorological and communication equipment, Installation of Category II Aeronautical Ground Lighting, Power Generation Systems, construction of a Freight Terminal

### ***Phase 2 - 1999 to 2006***

Extension of the Runway by about 400m, Construction of a Freight and passenger aprons, Expansion & Refurbishment of Terminal Building, Upgrading of Navigational & Communication Systems, Installation of Primary & Secondary Radar, Standby Generators & Air-conditioning Systems, Electronics & Telecommunication Systems.

### ***Phase 3 - 2009 to 2017***

Rehabilitation of Taxiway/Apron Pavements & Lighting & The Extension of Fuel Main to New Aprons, Construction of a New Fire Station



# Other developments under enhancement programme

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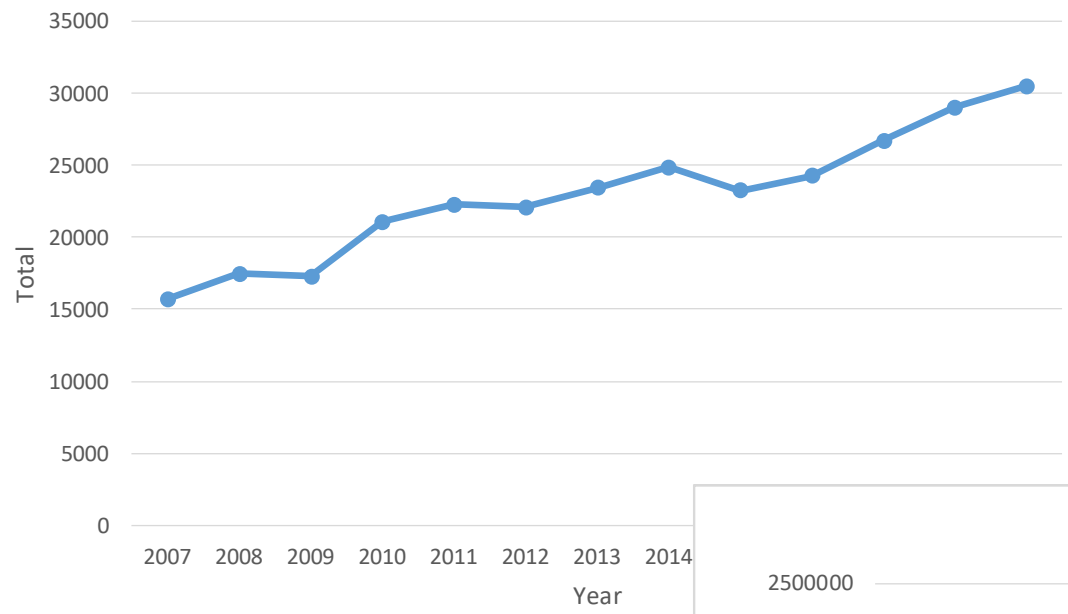
*Facelift of terminal 2 which had an enhanced arrival hall*



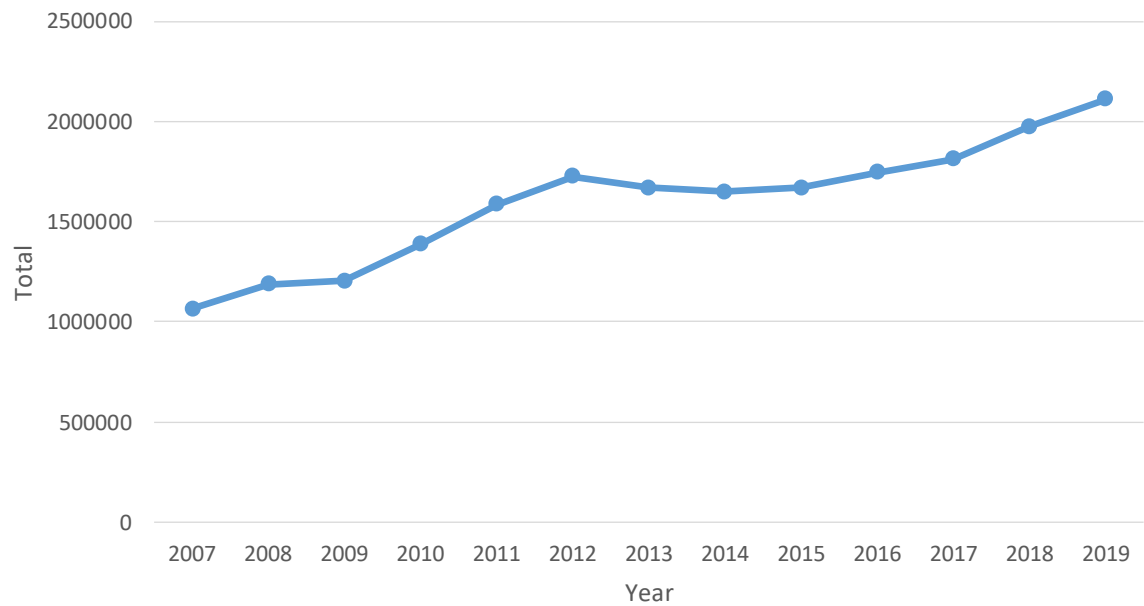
*Then terminal 3 along with the improvement of the Southern Apron*

# Investment Results

### Aircraft movements



### Passengers

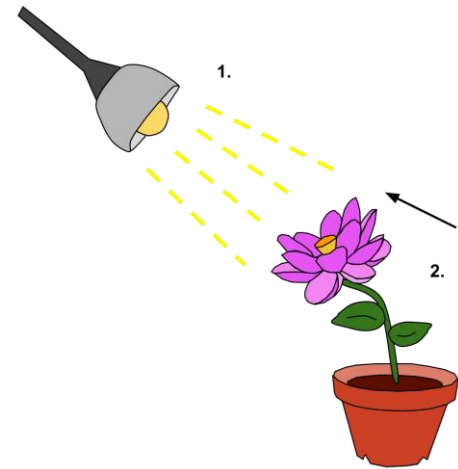




# Response to growth

- GACL proceeded on the next phase of development as per a masterplan in 2019 to ensure optimum performance at Kotoka

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- New apron consist of 4No code E parking stands and 6No code C parking stands
- Works also include
  - *taxi-lane linked to existing taxiway,*
  - *fuel hydrants on the aprons,*
  - *drainage system, ULD staging area,*
  - *pavement markings,*
  - *signage for apron and link taxiway,*
  - *equipment staging area,*
  - *service road,*
  - *perimeter road*
  - *relocation of northern apron portion of existing inner perimeter fence,*
  - *Installation of AGL*



# Response to growth

- The existing taxiway will be extended to link up to the end of the runway at the turn-pad at RWY21
- This construction involved the building of an embankment averaging about 10m high with about 470,000 tonnes of rockfill and 85,000m<sup>3</sup> of cut

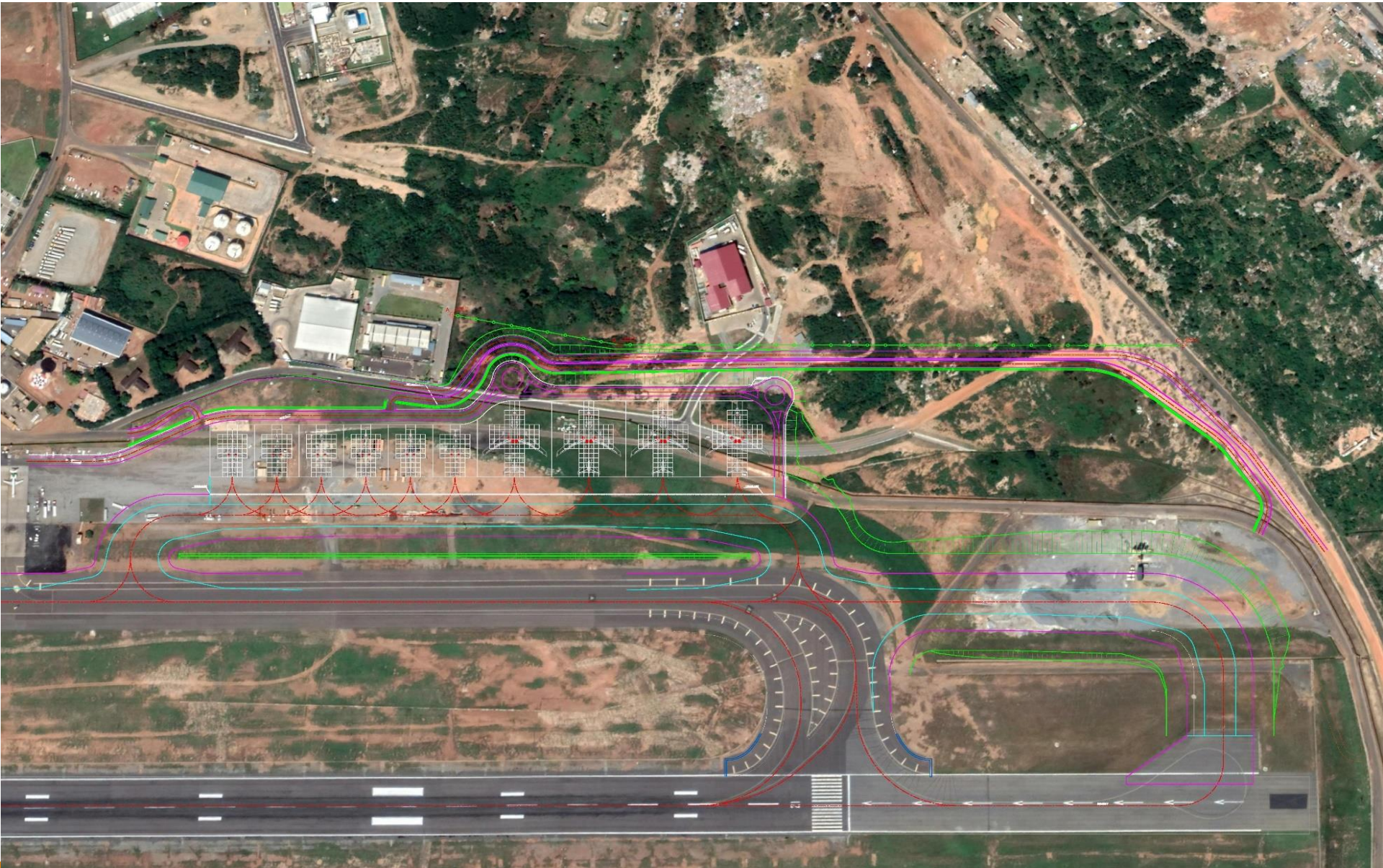


Proposed location of the extended taxiway

Proposed location of the Northern Apron

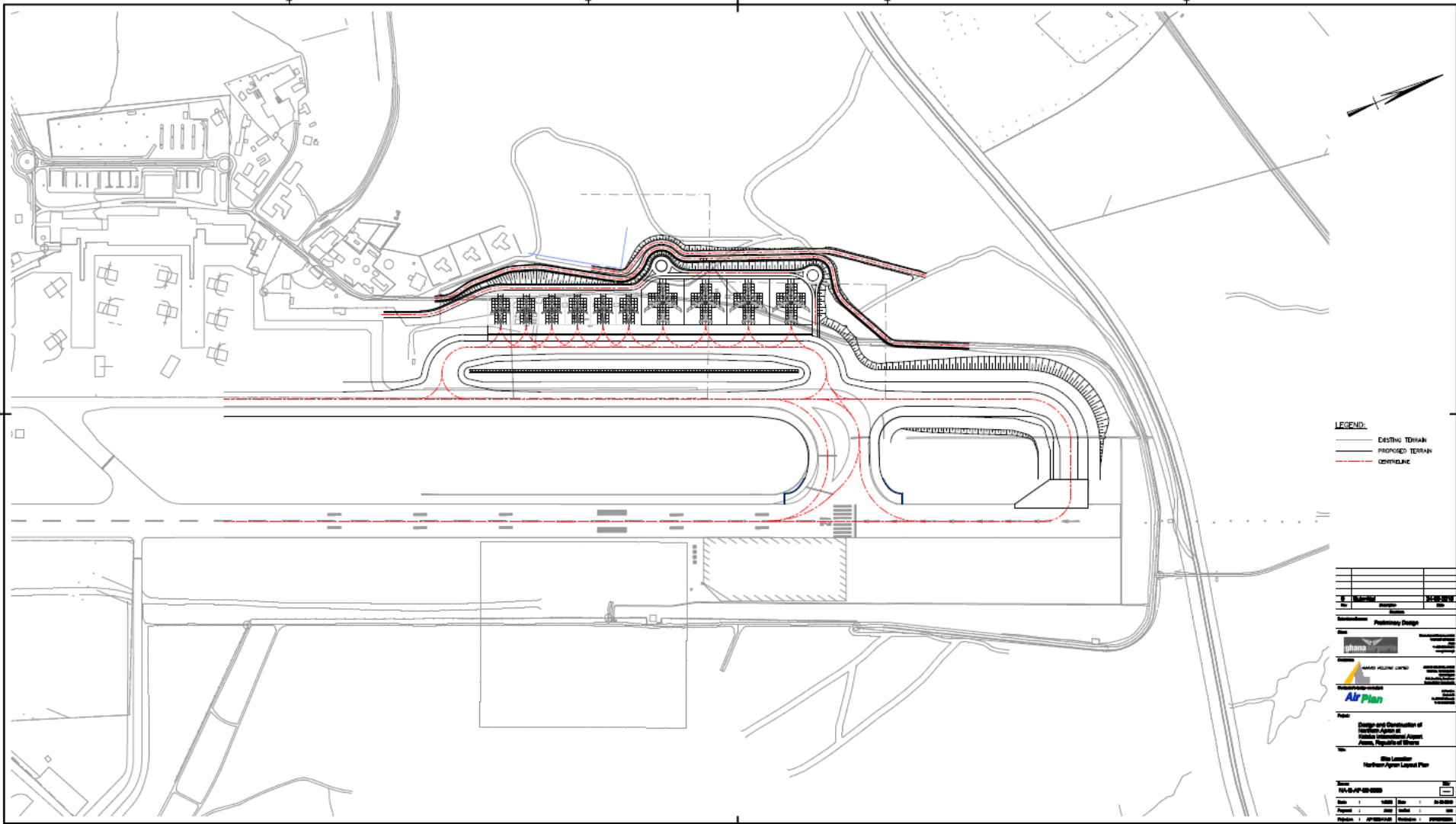


# Area map of the project





# Area map of the project



# Earthworks





# Relocating perimeter wall ,exterior & interior perimeter road

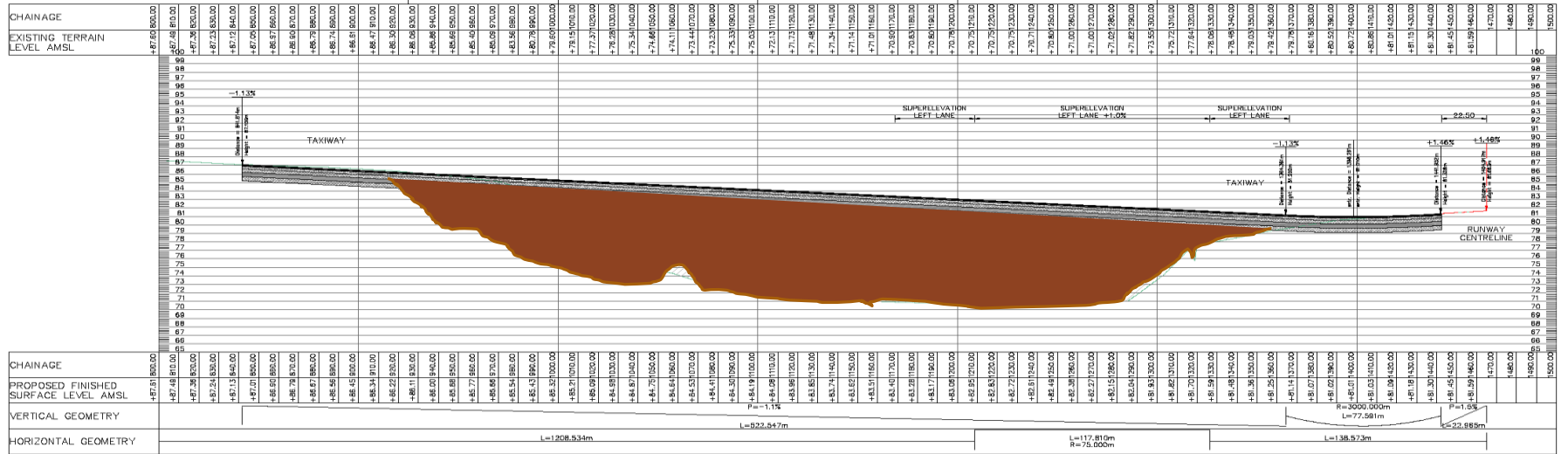




# Construction of Rockfill embankment for the extended Taxiway and Apron

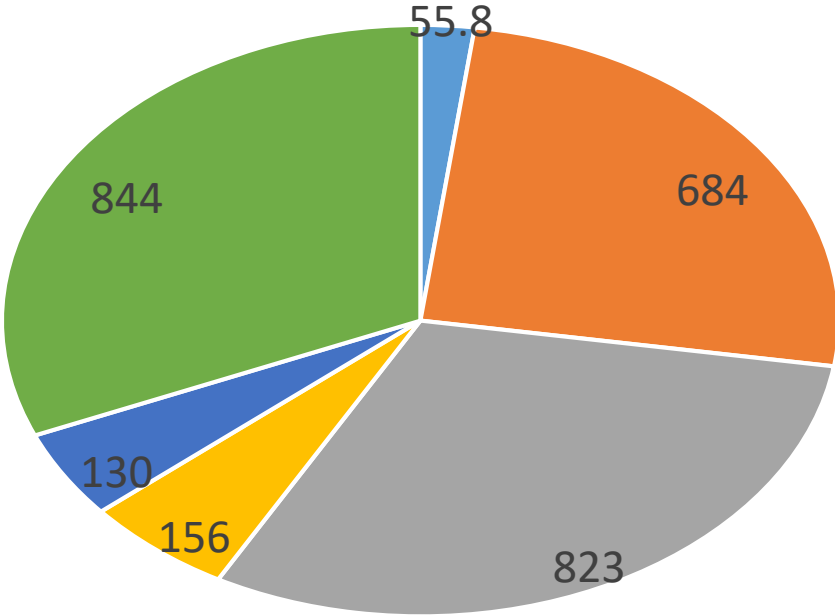


ALM - Taxi Way  
LONGITUDINAL PROFILE  
VERTICAL EXAGGERATION 5x



# Reasons for the Investment

## Air Transport Contribution to GDP (Bn US\$)

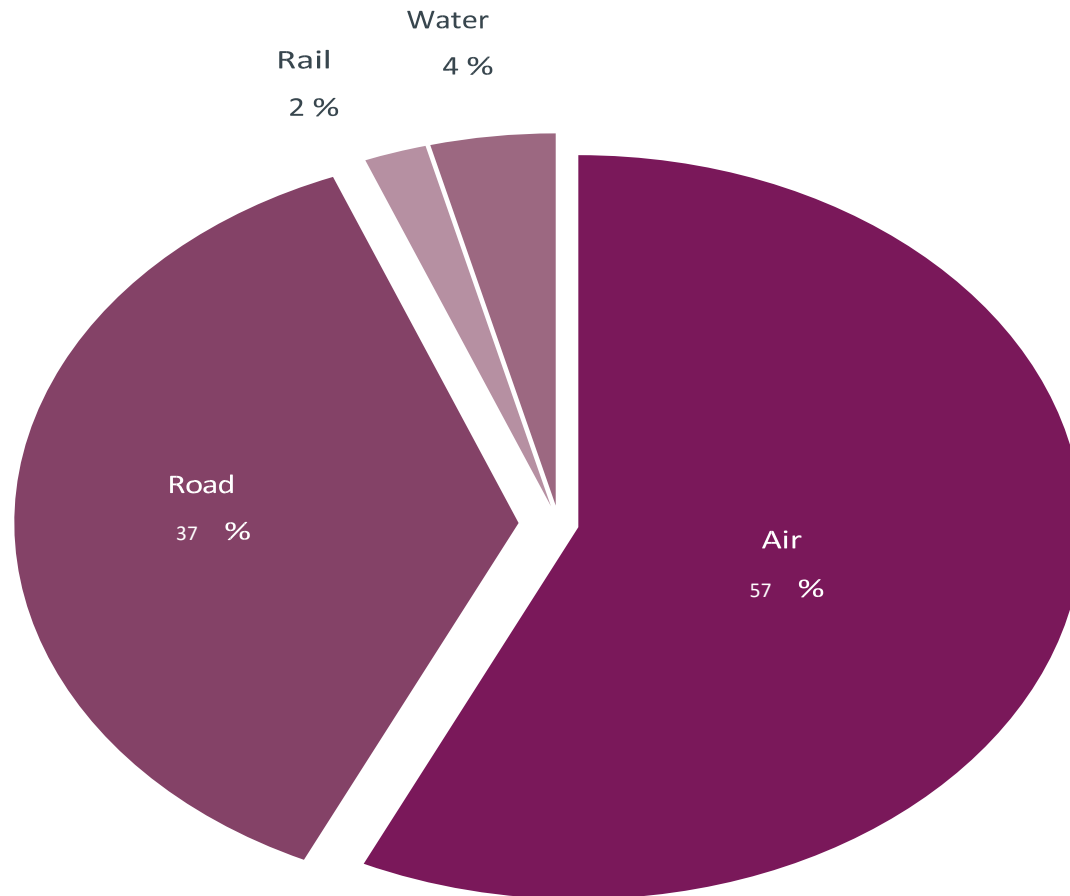


■ Africa ■ Asia & Pacific ■ Europe ■ Latin America ■ Middle East ■ North America

# Reasons for the Investment

## International Tourist Arrivals by mode of transport in 2017 (Global)

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# Reasons for the Investment

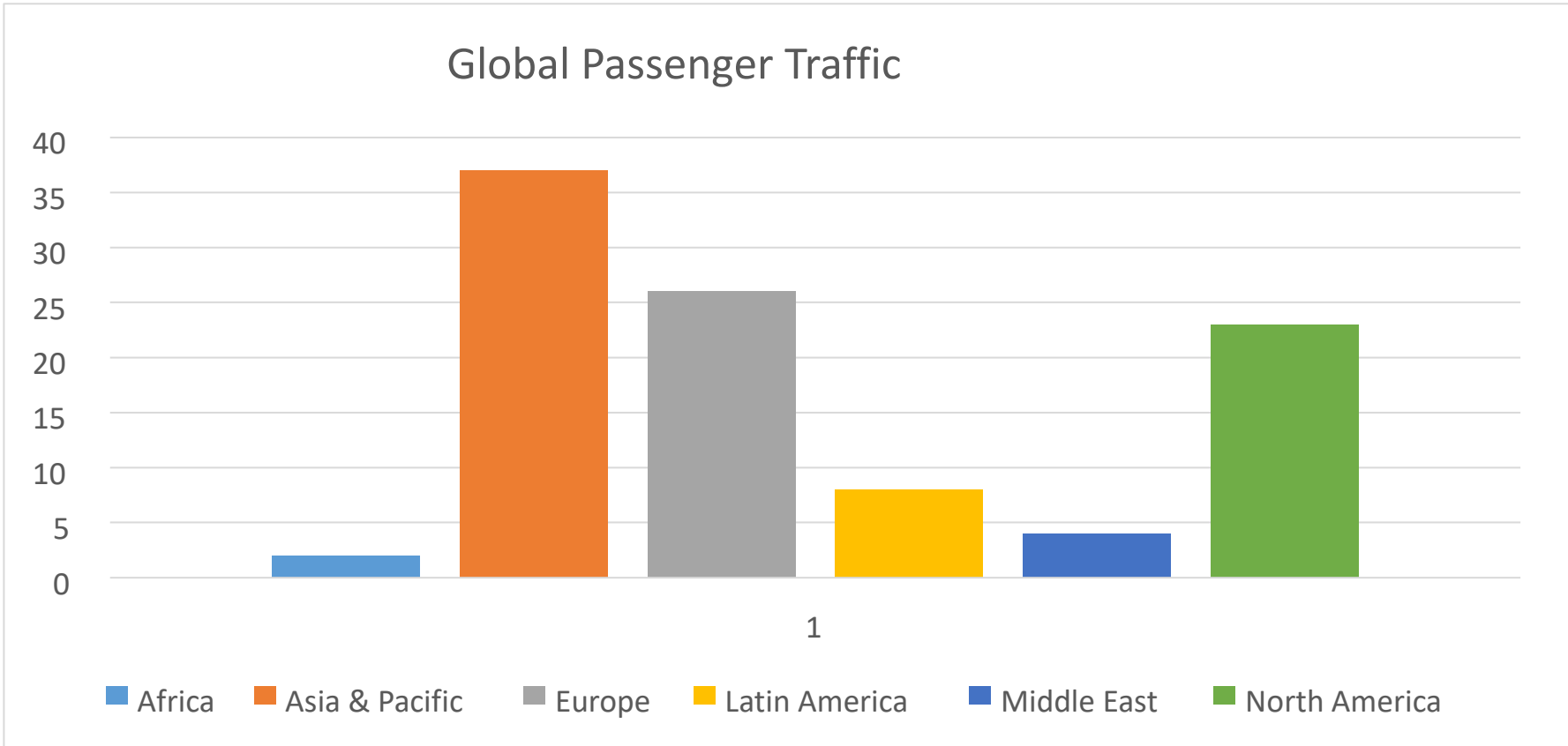
## International Tourist Arrivals by mode of transport in 2017 (Global)

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- Sadly, Africa accounts for just 2% of world GDP but hosts 13% of its population.
  - As a result, GDP per capita in Africa is the lowest of the world's regions.
  - The general picture is one of underdevelopment, political instability, economic volatility and pervasive poverty.

# Situation Worldwide

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If Ghana wants to come out of this Abyss, then Aviation would be the game changer and this statement, (by the director of Visit Finland, expresses his frustration of unexploited transferring passengers at Helsinki Airport for stopover visit in Finland) should be our cry.....

*“Money is passing by, right in front of our eyes”*

*(Lehtonen, 2014. Authors own translation.)*

# Project Information



- Estimated Construction time is 42 months
- Cost of Project is US\$57M
- Client :GHANA AIRPORTS COMPANY LIMITED
- Consultants: AYEH & AYEH
- Contractor: AMANDi Holdings



# Thank you

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