

# *Mactan (Cebu) International Airport, Philippines*

Due to a faster-than-expected growth of air transport demand since completion of the master plan made under the U.S. AID grant program in 1981, the Philippine government felt a pressing need to improve the second international airport and the gateway to the southern half of the country, and requested and obtained the necessary financial assistance from the Japanese government through the OECF in 1986. JAC carried out the comprehensive engineering services starting with review of the previous master plan to meet the updated traffic demand of 2010 and ending up with supervision in the defect liability period.

## **Client**

- Mactan (Cebu) International Airport Authority, Republic of the Philippines

## **Facilities Developed**

- Runway (Extended to 3,300 m x 45 m / overlay)
- Taxiway (Extension / overlay)
- Apron (Expanded to 2/10 stands for international / domestic)
- New Domestic Terminal (22,500 m<sup>2</sup>)
- International Terminal (Remodeled and Integrated with Domestic Terminal Building - 21,500 m<sup>2</sup>)
- International Cargo Terminal (11,800 m<sup>2</sup>)
- Domestic Cargo Terminal (12,400 m<sup>2</sup>)
- Other Buildings

## **Services**

- Review of master plan
- Preliminary and detailed design
- Assistance in bidding
- Construction supervision

## **Service Period**

- 9/89 ~ 1/98 (scheduled)

## **Associated with**

- Basic Technology and Management Corporation
- Planning Resources and Operations Systems



Airsides View of Integrated Passenger Terminal



Apron Pavement Works



Days before Project Implementation

## **3-Step Terminal Development**

The Project's Implementation Program requires to construct a new domestic terminal under Step-1; then to transfer domestic operations from the existing building to the newly completed domestic terminal, and thereafter to demolish the existing building under Step-2; and finally to expand the new domestic building, expand and improve the international terminal separately being constructed by the Philippine Tourism Authority (PTA), and integrate the entire terminal facilities to achieve functional distinction and coherence.

## **Coordination a Challenge**

The ultimate terminal integration requirements posed a challenge to be met on the part of JAC as the engineer charged with the overall responsibility, due mainly to the difference in quality standard of the Project and that of the PTA-implemented terminal.