CLARK: RESHAPING PHILIPPINE AVIATION - THE AEROTROPOLIS CONCEPT

FEATURING THE WORLD-RENNOWNED JOURNALIST, AUTHOR AND AEROTROPOLIS EXPERT GREG LINDSAY

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Holiday Inn Grand Ballroom
Clark Freeport Zone, Pampanga, Philippines
www.philippineaerotropolis.com
As the world’s economic center of gravity rapidly moves eastward, there is an increasing urgency to develop Clark International Airport into an aviation hub transforming Clark Freeport Zone into an Aerotropolis, an urban development placing airports in the center with new cities growing around them.

The Clark Aviation Conference 2014 aims to highlight the Philippines’ first Aerotropolis and the importance of Clark International airport in the local economic development with its growing aviation-linked businesses connected by intermodal corridors - air, sea and land.

The conference is also a call for the full development of Clark International Airport as an aviation hub, a key driver for economic development in Central Luzon and will once again highlight Clark's compelling case as an Aerotropolis and identify infrastructure and policy developments in Clark Freeport Zone to attract airport-related businesses - an effort in which a number of private sector stakeholders supported during the Clark Aviation press conference and signing of the Clark Dual Airport Declaration last 17 July 2013.

A gathering of government officials and C-level executives from the relevant stakeholders, the Clark Aviation Conference 2014 will promote Clark International Airport as the best and only viable option to complement and serve as the twin airport of the Ninoy Aquino International Airport in Manila.

The Clark Aviation Conference 2014 offers unparalleled information gathering and network creation to its guests of domestic and international business leaders from the following groups and industries:

- Aircraft Manufacturers
- Airport and Airline
- Aviation and Third-Party Service Providers
- Aviation Training Schools
- Civil Aviation Regulators
- Financiers and Investors
- Global Distribution Systems
- Logistics and Supply Chain
- Maintenance, Repair and Operations
- Property Developers and Urban Planners
- Suppliers
- Tourism Authorities
- Travel and Hospitality

......and more.

The Clark Aviation Conference 2014 will showcase the following domestic and international invited key decision-makers and economic experts who will examine the Clark International Airport’s critical role in driving economic expansion in the Philippines and Asia:

Mr. Victor Jose Luciano
President and Chief Executive Officer
Clark International Airport Corporation

Mr. Dennis Wright
President and Chief Executive Officer
Peregrine Development International, Inc.

Mr. Lance Goongweli
President and Chief Executive Officer
CEB Pacific Air

Mr. Romulo Bongson
Secretary
Department of Public Works and Highways

Mr. Maurizio von Lueders*
Regional Vice President
Asia Pacific International Air Transport Association

*Subject to confirmation.

(additional speakers to be announced soon)

Set to grace the Clark Aviation Conference 2014 is Greg Lindsay, a world-renowned journalist and co-author of the highly acclaimed and bestselling book Aerotropolis: The Way We’ll Live Next, to explain how airports are becoming anchors for new cities and its role in the country’s national development.

Greg is a journalist, urbanist and speaker. He is a contributing writer for the Fast Company and a visiting scholar at New York University’s Rudin Center for Transportation Policy and Management studying mobility and connectivity and is also an affiliate of the New England Complex Systems Institute (NECSI).


Greg speaks frequently about globalization, innovation and the future of cities, most recently at the London School of Economics, the Institute for the Future, Intel Labs, the Museum of Modern Art, the World Policy Institute, the Asia Society and Columbia University. His work with Studio Gang Architects on the future of suburbia was on display at the MoMA from February through August 2012. He is currently working with UCLA’s CityLAB to re-imagine the economy and urbanism of the Ecuadorian Amazon.

Greg has been cited as an expert on the future of travel, technology and urbanism by The New York Times, USA Today, Salon, Congressional Quarterly, CNN, BBC and NPR and has advised Intel, Audi, FedEx, Teague, Andre Balazs Properties and clients of Wolff Olins and Fathom+Hatch.

He graduated from the University of Illinois with a degree in journalism. Greg is a two-time Jeopardy! champion (and the only human to go undefeated against IBM’s Watson).
From the dawn of modern history, transportation intersections were catalyst for development of world business districts. At the 18th century, important cities in terms of trade and commerce established and increased close to great sea ports. At the 19th century, advanced business centers located near railroads stations. The 20th century was the century of highways.

It was always a game of accessibility and connectivity.

The end of the 20th century brought to life the concept of airports as business centers: hotels, malls and other recreational facilities found their way inside the airport fence. Developers understood that millions of travelers have needs that can be translated into business easily.

In the 21st century, time and space shrink radically. The concept of global business was reinvented by the internet and the ability to get to any point on the globe in a matter of hours.

This new reality changed the role of the airports, from places where you can get transportation services to a total experience of life. Nowadays, business tourists are sometimes spending half of their time in planes and around airports. Aviation infrastructure dictates new rhythm of living.

Aerotropolis, a word coined by Professor John D. Kasarda, is a new form of urbanism. Cities that cater all the facilities for traveling businessmen or multinational corporations that use airports the way regular men use buses.

Aerotropolises typically attract industries related to time-sensitive manufacturing, e-commerce fulfillment, telecommunications and logistics, hotels, retail outlets, entertainment complexes and exhibition centers and offices. Clusters of business parks, logistics parks, industrial parks, distribution centers, information technology complexes, wholesale merchandise marts and a variety of residential structures are often planned to provide solution for company employees and independent businessmen.

Aerotropolis is a city designed to empower the benefits of international airport and create sustainable life around it.

*Source: Panatropolis Ltd.*
The Clark International Airport (CRK) is located at the heart of Central Luzon, making it the most viable and convenient airport of choice for travelers from North-Central Luzon and the northern Metro Manila area who wants to avoid the hustle and bustle of the city streets. It is easily accessible by shuttle bus from various points of Metro Manila and North Luzon.

The Clark International Airport (CRK) is one of the biggest aviation complexes in Asia with 2 runways in parallel configuration that can easily be extended to 4 kilometers to accommodate new generation wide-bodied aircrafts. The primary runway (Runway 02R/20L) has a length of 3,200 meters and a width of 61 meters. It is fully equipped with all navigational aids and lighting facilities and has a Category 1 rating for precision approach. The secondary runway (Runway 02L/20R) has a length of 3,200 meters and a width of 45 meters. It is not yet equipped with navigational aids and lighting facilities and is currently used for Visual Flight Rules (VFR) only. The airport is well equipped with a Terminal Radar Approach Control, Navigational Aids, Meteorological Equipment, Airfield Ground Lighting System and Crash, Fire and Rescue facilities.

The Clark International Airport (CRK) takes pride in its modern amenities complemented by airline support services such as Gate Gourmet, the world’s largest in-flight catering service provider; SIA Engineering Philippines, for Maintenance Repair Overhaul Facility; Lubwell Corporation, for into plane fuel service provider and Clark Airport Support Services Corporation (CASSC), for ground handling facility, to name a few.

All of these are being undertaken with the end vision of developing the Clark International Airport (CRK) as the next premiere international gateway of the Philippines and the best service and logistics provider in the Asia-Pacific region.

AIRPORT FACILITIES

- Clark Civil Aviation Complex: 2,637 hectares at 484 feet above mean sea level
- Passenger Terminal Building: 2.5M passenger per year terminal capacity, 2 passenger boarding bridges and 13 check-in counters
- Runways: Primary (3,200 meters length 61 meters width - Full Instrument) and Secondary (3,200 meters length 45 meters width - Visual Flight Rule)
- Taxiways: Alpha, Delta, F1, F2, F3, F4, F5 and F7
- Apron: Main Ramp (10 Parking Bays) and North Ramp (9 Parking Bays)
- Navigational Aids: Doppler VHF Omni Range Radio (DVOR), Distance Measuring Equipment (DME), Non-Directional Beacon (NDB), Localizer (LLZ) Rwy. 20/02, ILS-DME (I-DME) Rwy. 20/02 and Glideslope Rwy. 20/02
- Surveillance: Primary Radar (60 nautical miles) and Secondary Radar (220 nautical miles)
- Meteorological System: Airport Weather Observation System (AWOS) and Back-up Weather Sensor Station

- Rescue and Fire Fighting Capability: Category 9 ICAO Rating
- Ground Handling Facilities: Miascor Clark Aviation Services, Inc. and Clark Airport Support Services Corporation
- Fuel Service Provider: Lubwell Corporation
- Line Maintenance: Lufthansa Technik Philippines
- Public Transport Services: Philitranco and Genesis Bus Services, Taxi Services and Clark Air-conditioned Jeepneys
- Clark Airport Lounge: Trinoma Mall, Quezon City, Metro Manila with regular bus trips by Genesis Bus Services
Situated inside the Clark Freeport Zone, Clarkfield, Pampanga, Global Gateway Logistics City (GGLC) is a modern, state-of-the-art, 177-hectare master planned mixed use Logistics and Business Center of Excellence.

Global Gateway offers the perfect blend of prime real estate and facilities for all your business needs. It is divided into four zones, the LOGISTICS PARK, home to your warehousing, distribution and light manufacturing operations; the BUSINESS PARK, for all your office requirements; the AERO PARK, home to research and development, modeling and simulation, IT and centers of higher learning; and the TOWN CENTER for all your retail and shopping needs.
The Philippines’ **VERY FIRST AEROTROPOLIS**

The Global Gateway Logistics City is located adjacent to the Clark International Airport (CIA) with daily flight to major Asia Pacific cities. It is the home of UPS and is a short 10-minute drive from any location within the confines of GGLC.

GGLC is conveniently located at the interchange of two major toll roads, the NLEX and SCTEX, with the on and off ramps located right within the park. Once off the toll road, GGLC and Clark enjoy the best network of primary and secondary roads in the Philippines, all built to international standards.

GGLC is located just 45 minutes, on a new high speed toll road from the deep water container port at Subic Bay, the primary alternative port to the busy Manila Bay ports, making the movement of heavy cargo efficient and fast.

Every major capital and city around the world has required a second airport to meet the economic growth of the 21st century. CIA at Clark is the perfect balance and twin to Manila’s Ninoy Aquino International Airport (NAIA), just as Washington Dulles is to Ronald Reagan in downtown Washington DC.

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**Twin Airports**

**PHILIPPINES**
Distance from CIA to Manila: 83KM

**UNITED STATES**
Distance from Dulles to Ronald Reagan: 42.33KM

**JAPAN**
Distance from Narita Airport to Haneda Airport: 78.21KM
STAKEHOLDERS - A wide-ranging group of companies and business associations gathered to support the Clark: Dual Airport Declaration ceremonial signing last 17 July 2013 at the Makati Shangri-La.

Seated from left to right are: Crisanto Venzon, Philippine Exporters Confederation Region III President, Nonie Abcede, DHL Global Forwarding (Phils.) Director of Airfreight, Reyna Cano, Supply Chain Management Association of the Philippines Director, Linda Oliva Ramos, Tiger Airways Philippines President and CEO and Marianne Hontiveros, Air Asia Philippines CEO.

Standing from left to right are: Captain Benjamin Solis, Asia Foundation Air Transport Adviser, Crisanto Frianeza, Philippine Chamber of Commerce and Industry Secretary General, Raoul Perez, Philippine Academy for Aviation Training General Manager, Abdallah Okasha, Qatar Airways Philippines Country Manager, Jeff Pradhan, Peregrine Development International Inc. Vice President for Sales and Marketing, Sergio Ortiz-Luis, Philippine Exporters Confederation President, Angelito Colona, United Portusers Confederation President, Reimond Silvestre, Subic Bay International Terminal Corporation General Manager, Francis Lopez, InteCommerce Network Services, Inc. President and Mario Lazatin, Metro Angeles Chamber of Commerce and Industry, Inc. President.
“There is no question that the fruits of globalization - literally, the mangosteens, lychees and passion fruits on your grocer's shelves that weren't there a decade ago - are delivered through the air. In the 30 years between 1975 to 2005, global GDP rose 154 percent, while worldwide trade grew at 355 percent. Meanwhile, the value of air cargo climbed an astonishing 1,395 percent. More than a third of all goods traded in the world, some $3 trillion worth - but barely 1 percent of its weight - traveled via air freight.”

- Greg Lindsay, Co-Author, Aerotropolis: The Way We’ll Live Next

Whereas, We welcome the Philippine government’s declaration of keen interest in pursuing the dual airport system to support air connectivity throughout the island of Luzon and the country.

Whereas, We laud the approval of the 2.5 million interim passenger terminal and 10 million budget passenger terminal for Clark International Airport (Clark) in support of the Department of Tourism’s mandated target of 10 million tourist arrivals by 2016.

Whereas, Clark’s advantages and viability to meet the country’s growing aviation requirements are clear and undisputed.

1. Demand -- 23 million passenger catchment basin
2. Airport complex land area -- 2,367 hectares
3. Runways -- Parallel runways, considered the best in the country (orientation, length and capacity)
4. Aviation equipment -- Clark has the most modern and sophisticated navigational instruments (radar system and precision approach equipment) in the Philippines
5. Access -- Supporting road infrastructure: NLEX, SCTEX, TPLEX
6. Fastest growing airport in the Philippines -- 72% increase in passenger traffic, 69% increase in air traffic movements and 44% increase in airport revenues in 2012 with additional 36% increase in passenger traffic for January to May of 2013 over the same period of 2012
7. Ninoy Aquino International Airport (NAIA) at operational capacity -- Exceeding runway capacity limit of 40 aircraft movements per hour
8. 2011 Japan International Cooperation Agency (JICA) study citing Clark as the best and only viable option to complement NAIA -- With an 80% marking, Clark obtained a great margin over five other areas, including Sangley Point in Cavite, Angat and Obando in Bulacan, Talim Island in Rizal and Taguig in Metro Manila, which all obtained below 50%

Whereas, Distance being measured in time rather than kilometers, Clark is a one hour drive from Metro Manila via high speed toll road (NLEX).

Whereas, Clark’s catchment basin is comprised of 23 million people (Regions 1, 2, 3, CAR), including the northern environs of Metro Manila (Quezon City, Balintawak, Caloocan, Valenzuela), making Clark the ideal northern airport for Luzon's dual airport system.

Whereas, While high-speed rail link is welcome, the viability of Clark is not contingent upon a high speed rail service. High-speed rail is an extremely expensive infrastructure to deploy and many major airports around the world did not utilize rail service during its initial phase of operation (Haneda-Japan, Suvarnabhumi-Bangkok, KLIA-Kuala Lumpur, Dulles-Washington D.C.).

Whereas, Bus Rapid Transit (BRT) systems provide efficient and economical transport to disperse populations where road infrastructure exists. BRT has been deployed successfully throughout the world using existing road infrastructure (Haneda-Japan, Suvarnabhumi-Bangkok, KLIA-Kuala Lumpur).

Whereas, Metro Clark is an alternative and independent economic center from Metro Manila, anchored by the Clark International Airport complex, Clark Freeport Zone and Subic-Clark logistics corridor. Its further and immediate development will contribute to decongesting Metro Manila, increasing economic activity north of Manila and opening new markets for export.

Therefore, We are calling for the Philippine government to declare complete support and adoption of the dual airport system of Clark as the northern airport and NAIA as the southern airport of the Luzon island.

Therefore, We are calling for the Philippine government to fast track the development of Clark’s infrastructure to meet current and future passenger, carrier and cargo growth.