

Sharing Taiwan's Vision – Taoyuan Aerotropolis

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Content





Taoyuan Aerotropolis





Urban Planning



Airport Planning



6,845 ha. of biggest area in history
500 billion NTD Investment
300,000 job opportunities
7,000 billion NTD in economic revenues





Complementary, Interdependence & Mutual prosperity in Taoyuan Aerotropolis









Marching upward toward Excellent Service

- Future Airport Apron Allocation
- Current Dual Runway & Taxiway Overhaul Project
- The 3rd Parallel Runway

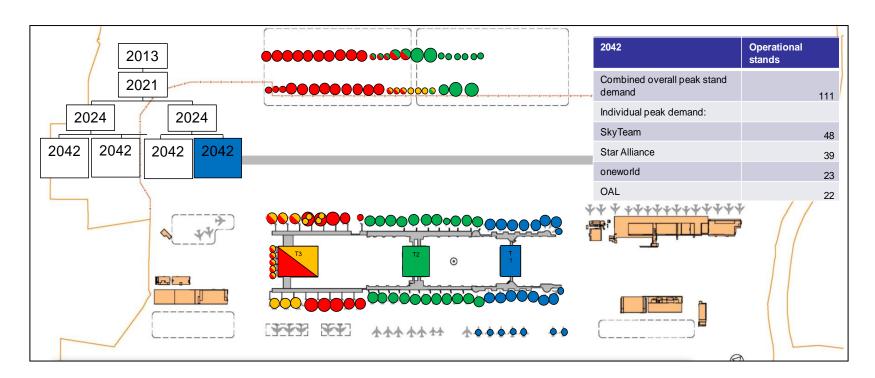
- Upgrade Ground Transportation System & PMS
- A Smart Airport Project
- In-Town Check-in Service



Future Airport Apron Allocation



- Terminal-centered distribution.
- Alliance operations should be "Under one roof" for minimum connecting time.



Current Dual Runway & Taxiways Overhaul Project (2014~15)



After North RY rehabilitation completed (Dec. 2015)



- 1. Dual Runway system has been operating for over 30 years, reaching end of life cycle with threats to airside safety.
- 2. Single Runway operation during 2014~2015 for runway closure & rehabilitation works, causing severe congestion problem.
- 3. Awarded SKYTRAX World Best Airport Staff 2015 & High operation efficiency even under intense pressure from high growth rates of $7 \sim 11\%$ in past 2 yrs.



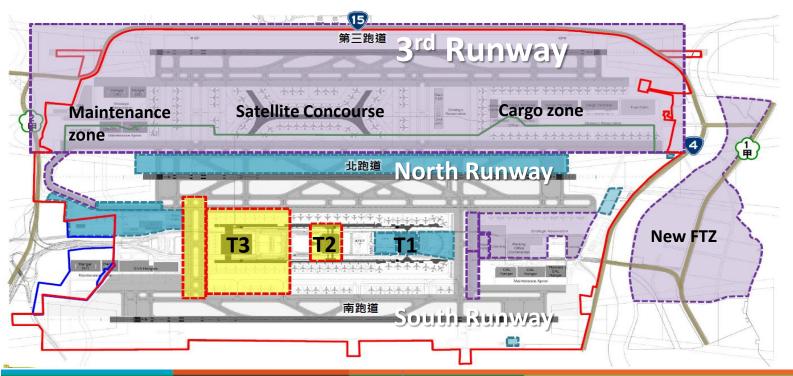
Rank	Airport	WLU/ATM	
1	Taipei (TPE)	271.4	
2	Hong Kong (HKG)	267.0	
3	Dubai(DXB)	263.5	
4	Tokyo (NRT)	246.1	
5	Incheon (ICN)	243.0	

Ref. Source: Analyzed based on ACI Annual report 2014. WLU/ATM=Work Load Unit/ Air Transport Movement.

The 3rd Parallel Runway



- Current Dual Runway system will saturate since 2019.
- Three Runway system aims to accommodate **86MAP** in 2042, serving 95~100 movements hourly in total.
- 3rd Parallel runway has its length of 4,000 meters and 60 meters wide.
- A historical huge area of about 600 hectares to be acquired before 2025.

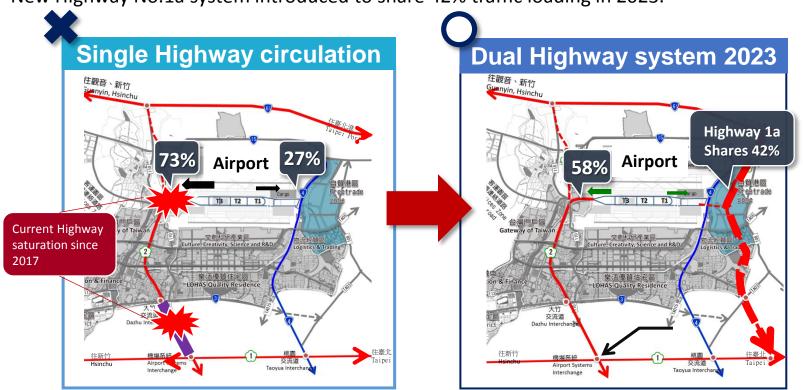


Ground transportation- Highway No.1a project



- Ground access system to accommodate 200,000 working population and 300,000 resident traffic.
- Single Highway system will insufficiently serve airport ground traffic since 2017.

New Highway No.1a system introduced to share 42% traffic loading in 2023.



Extending PMS & serving airside only

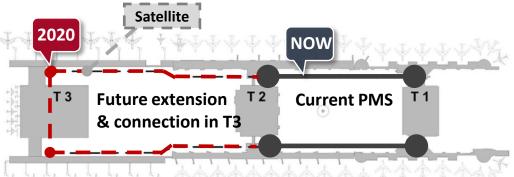


For Transferring Passengers

 Key benefit of extending the PMS system would be the increase in transferring passenger convenience due to time savings and shorter walking distances.

For Landside Passengers

- The landside connection between the passenger terminals will be replaced by the MRT (currently 4 stops inside airport) and free shuttle services.
- A landside MFB electronic walkway between T2 & T3 will represent an extra connection between terminals.



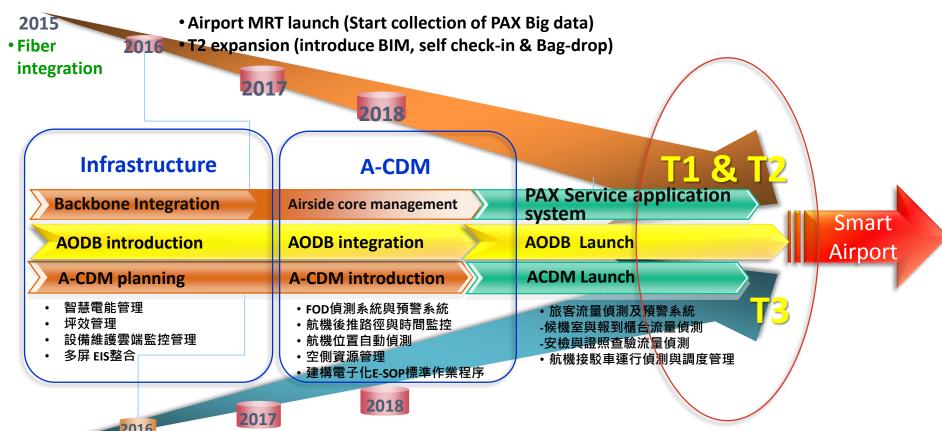


Free shuttle around Terminals

MFB walkway between T3 & T2

A Smart Airport project





Airport MRT: 2016 to launch

- **Express service** with only 2 stops from city downtown to all terminals at Taoyuan airport.
- **35 mins to city**: Passengers can reach Taipei in 35 minutes, Taichung in one hour, and Kaohsiung in two hours.
- In-Town check-in service: The Airport MRT Station and HSR Taoyuan Station will offer In-town check-in & Self Bag-Drop services.









Future Challenge



- How to Build up a Sustainable Airport City?
 - A symbol for Taiwan;
 - Local flavour and sense of place;
 - A High-Tech Smart Airport city;
 - A Green Airport.
- How to Maximize Commercial Activities?
 - Leverage competiveness from local value chain;
 - Optimise non-aeronautical revenues based on time-space-emotions.
- How to Develop Alliance & Cooperation with Benchmarking Airports in the COMMERCIAL field?





Thank you!