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Mexico city airport wiki

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(September 2019) Mexico City Tesco Airport (formerly NAICM)Aeropuerto de Texcoco, previously Nuevo Aeropuerto Internacional de la Ciudad de México (NAICM)Aerial view of the proposed airport location, June 2018IATA: MEXICAO: MMMXSummaryServesMexico CityLocationZona Federal del Lago de Texcoco, Ekatepec Municipality, Atenko and Tescoco, Mexico, Great Mexico CityCoordinates19° 30'00N 98° 59'51 W / 19.5 ° N 98.9975 ° W / 19.5; -98.9975Coordinates: 19°30'00N 98°59'51W / 19.5°N 98.9975°W / 19.5; -98.9975MapMEX/MMMXShow map of Mexico City AreaMEX/MMMXShow map of North AmericaIn the direction of the surface mft 35L/17P4,500 14,764 Asphalt 35R/17L 5,000 16,404 Asphalt 36L/18R 5,000 16,404 Asphalt 36R/18L 4,500 14,764 Asphalt 01L/19R 4,500 14,764 Asphalt 01R/19L 4000 14,764 Asphalt 01R/19L 4000 1 The Texcoco Airport's Asphalt Mexico City is a partially built facility that was supposed to be Mexico City's new international airport (the Spanish acronym NAICM or NAIM), but it was abruptly canceled at the end of 2018. Instead, the current Mexican federal government plans to build an international airport at Santa Lucía Air Base north of the city. Tescoco Airport was first announced in the State of the Union address by President Enrique Peña Nieto on September 2, 2014. It was billed as the largest public infrastructure work in Mexico in a century. The new airport was set to replace the current Benito Juarez International Airport, Latin America's busiest airport carrying 41.7 million passengers in 2016. Development of NAICM in Texcoco was planned in four stages. Phase I, scheduled for October 20, 2020, would consist of one main terminal of 8,000,000 square feet (743,000 m2) and three independent runways, which would give a capacity of 68 million passengers annually. In its final phase (2065), naicm would consist of six runways, an additional main terminal and two satellite terminals with capacity of up to 125 million passengers, making it the second largest airport in the world today. The master plan was developed by global engineering consultancy Arup Group Limited. [3] The architectural project was designed in collaboration between Pritzker Prize-winning architect Norman Foster, whose works include Beijing Capital International Airport, Hong Kong International Airport - and renowned Mexican architect Fernando Romero - whose works include the Soumay Museum. Construction of NAICM Texcoco has been under way since 2016, and is operated by Grupo Aeroportuario de la Ciudad de México (GACM), a state-owned company that is wholly owned by Mexico's Ministry of Transportation. GACM holds a fifty-year concession for naicm construction, development, operation and management, and is the parent company of the current AICM. In October 2018, the non-binding binding Organized by newly elected President Andres Manuel López Obrador, 69 percent of the 1.067 million voters (under 1 percent of the electorate)[5] rejected the airport, choosing instead to build a new airport on the territory of Santa Lucía Air Base. Construction lasted several weeks,[7] but on December 27, 2018, the government announced a formal shutdown at the planned airport. It is not known whether the airport will be finished and serve as a second airport in Mexico City, or if it will be sold and used for other purposes. [8] The new airport location was built on a 4,432-hectare site northeast of Mexico City, at the Zona Federal del Lago de Texcoco (part of the dry Lake Tescoco lake). [2] Given its proximity to the current airport (AICM), about 3 miles away, the discovery of Texcoco's NAICM would require a complete shutdown of AICM and the immediate transfer of operations to the new airport - similar to Hong Kong and Munich. Spending and financing The total funding needed to build and initially operate the New Airport is estimated to be up to US$13.3 billion, of which approximately 60% will contribute to the Mexican government through the use of public funds, and approximately 40%, is expected to be funded through a combination of bank loans and debt securities offerings. [9] Private development funding for NAICM in Texcoco was structured as securitization relating to passenger fees at the existing Mexico City Airport (AICM) and future passenger fees of the new airport, after operations began, without recourse to the Mexican government or airport sponsors. GACM has implemented the Mexico City Airport Trust, a special trust under Mexican law to implement this funding structure. [9] This collateral structure ensures that even if the project is cancelled, the bonds will still be honored. In September 2017, NAICM Airport Trust successfully placed $4 billion in private debt securities. [10] This includes $3 billion in 30-year banknotes due in 2047 and dates of 5.5 percent annual interest, and $1 billion in banknotes for 2028 that yield 3.875 percent annual interest. [11] This adds to last year's $2 billion bond issue, which included $1 billion worth of 10-year bonds paying annual interest of $4.25 per cent and $1 billion worth of 30-year bonds paying annual interest of 5.5 per cent. The issuance of green bonds (second in Mexico) was latin America's largest and the first green bond from the emerging market to get a Green Bond valuation from Moody's Investors Service. [12] The Airport facilities began construction in 2015 from the original phase. It is expected to put its first phase into operation in October 2020, however, if all goes according to plan, it is possible that demo operations could begin as soon as maybe February or March[citation is required]. In case of as planned, the airport will have capacity of up to 68 million passengers and, if the master plan is completed in the next decades, up to 125 million people a year. In the first stage, the Airport had to include: one X-shaped terminal of 743 000 m2, capable of handling 68 million passengers with 96 gate bridges and 68 remote LEED certification Three runways capable of triple simultaneous landing and taking off from one control tower Once completed, the airport's common facilities had to include: Two terminal buildings Two Terminal Six runway buildings capable of simultaneously operating Fernando Romero terminal design with a model of a new airport. X Shape The X was the symbolic name of the country México. The X-shape is also considered effective for expanding the number of gates. Form X is used at the airports of Abu Dhabi, Mumbai, Nairobi, Incheon, Pittsburgh and SeaTak. [13] Roof Roof was considered airy, light and made of membrane. [14] According to Foster & Partners:[15] With spans of more than 100 meters, three times larger than a regular airport, it has a monumental scale inspired by Mexican architecture and symbolism. The maximum interval is 170 meters. The lightweight glass and steel structure and soaring vaulted roof are designed for challenging Mexico City soil conditions. Its unique pre-manufactured system can be built quickly, without the need for scaffolding – the airport will be a showcase for Mexican innovations built by Mexican contractors and engineers. Sustainable development of terminal was planned as a sustainable, aimed at certification of LEED Platinum. [16] The project claimed that it was designed to be the most sustainable airport in the world. [15] Antecedents and protests Due to increased traffic at Mexico City airport, President Vicente Fox announced the construction of a new, larger airport on 5,000 hectares (12,000 acres) of land in the municipalities of Tescoco and San Salvador Atenko in 2002, roughly where a new airport is planned today. When local violent protests took place, the new airport was canceled. Prior to the 2014 announcement of the construction of the new airport, the government had purchased ejido land (agricultural land held by common local communities), and the government now claims it has no need to buy additional local land to build the airport. Some local groups in Atenko and surrounding communities differ, arguing that the federal government acquired the land through deception and strong weapons, and small protests took place after the announcement. [18] [19] After closing According to the Communications and Transport Secretariat (SCT), the cancellation of the project left arrears of $6 billion in bonds and $30 billion in securities to be repaid through landing fees at Benito Juarez International Airport over 19 years. Boarding fee is $23.80 for domestic flights and $45.20 for international flights, the second largest (after Heathrow Airport in London. this is in addition to the $56.8 billion previously paid to the Mexico City Airport Group (GACM) as compensation for an agreement to end fees. Airlines paid $9.89 billion in boarding fees in 2018. None of the money raised through the boarding fee can be allocated for the construction of Mexico City's Santa Lucia Airport or Benito Juarez International Airport. On July 10, 2020, it was alleged that The Gilbert Group fraudulently won possession of 49,000 tons of steel that was originally destined for NAIM. [21] On August 12, 2020, Ugo Bello, leader of the Confederacón Libertad de Trabajadores de México, (Confederation of Freedom of Mexican Workers), was arrested for kidnapping a man and on suspicion of union involvement in the embezzlement of money intended to build a now-incapacitated airport. [22] Environmental Park Advocating for the administration of President López Obrador on August 25, 2020, Iñaki Echeverria said the goal was to restore 12,200 hectares (30,000 acres) for the Lake Tescoco environmental park by 2021. The idea is to restore natural areas and establish an animal shelter; The 4,800 hectares (12,000 acres) will open to the public. The completion of the project depends on the progress made against the COVID-19 pandemic in Mexico. [23] Echeverría reported that the park will have areas for cycling, ice skating, group events, visits to children's, open-air cinema and concerts. [23] Reference to Estadísticas del AICM(in Spanish). Aeropuerto International de la Ciudad de Mexico. Retrieved 2014-05-27. 1000000000