

Munich Airport Construction of a 3rd runway and apron upgrade (East)

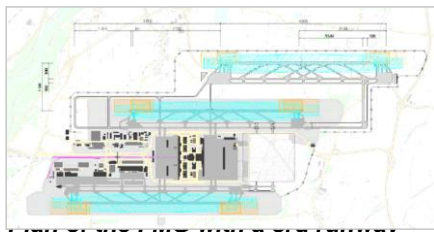
The current Munich Airport runway system, with two parallel, fully independent runways, has a capacity of 90 flight movements per hour. During peak traffic times, this capacity limit is already being exceeded regularly, meaning that an extension has become indispensable.

Flughafen München GmbH (FMG) therefore proposed the starting the regional planning procedure for the construction of a third runway in 2006. Following a positive decision in late 2007, the planning approval process was initiated. This was completed with a positive decision in autumn 2011.

By the spring of 2012, detailed planning was being finalized in order to be prepared for the expected court confirmation of the planning approval order. Construction was then scheduled to begin as soon as possible.



Munich Airport – planning of the 3rd runway



The new construction is a project of huge dimensions, as the following figures show:

- approximately EUR 8 million m³ of earth moving
- approximately EUR 1.3 million m² of runway surfaces
- New construction/relocation of approximately 15 km of public roads
- The laying of multiple routes for electricity, telecommunications, gas and water
- Extensive ecological off compensatory measures

The full integration of the air traffic control systems must also be managed.

sfirion AG initially produced an independent cost estimate on behalf of FMG. It was also necessary as part of this process to include planning issues that had not been considered in detail during design planning:

- Temporary structures and solutions
- Construction roads
- Earth moving

Following completion of this first phase, sfirion AG was also assigned on the basis of a public tender to handle cost control during further planning and construction. The high investment cost and the publicity require strict cost controls for the planning process to ensure ongoing certainty in terms of costs and to make certain that any changes or project risks can be identified and monitored at an early stage.

It is also necessary for cost control to be systematically structured so that it enables the control and determination of costs over all phases, from planning to contract award and from execution to invoicing.

Client

Flughafen München GmbH

Contracting authority

Flughafen München GmbH
PT-B

Reference person

Dipl.-Ing. Nils Eichbaum
PBI Manager
Dipl.-Ing. W. Nowinger
Project Manager

Construction time

Start of construction
currently still open

Construction cost

EUR 1.2 billion

Contract value

EUR 2.5 million up to the
end of 2014

Services provided by sfirion AG

Services and und
software for:

- Cost control
- Designing and implementing cross-phase cost control
- Cost control software