

DAP asks why KLIA2 must cater for A380s
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KUALA LUMPUR, Nov 30 — DAP said today the new low-cost carrier terminal (KLIA2) was fast looking like a replacement for the full service main terminal following upgrades that have doubled its cost to RM3.9 billion.

Publicity chief Tony Pua said provisions to cater for Airbus A380s, the world's largest passenger aircraft, along with moving walkways, an automated baggage system, shopping mall, premium lounge and four hotels were unnecessary for a low-cost terminal.

"Which low-cost carrier is going to use an A380? This gives the impression that KLIA2 is a replacement for the main terminal.

"The Transport Ministry and Malaysia Airports Holdings Berhad (MAHB) appear to have gotten the concept of a low-cost terminal upside down," the Petaling Jaya Utara MP told a press conference.

MAHB revealed yesterday that the cost of KLIA2 had ballooned from an initial RM2 billion to RM3.9 billion after moves to enlarge the terminal's floor space and lengthen the runway so that "even Malaysia Airlines with their 747 can use the runway."

Managing director Tan Sri Bashir Ahmad Abdul Majid also said it will only be operational in April 2013 instead of earlier plans to be completed in the third quarter of this year.

Pua further criticised the expansion to cater to 45 million passengers per year instead of 30 million, saying this meant "MAHB is building a terminal 80 per cent larger than the main terminal", which has a capacity of 25 million passengers.

He noted that the passenger traffic at the current low-cost carrier terminal (LCCT) was only 15.4 million, and when combined with the main terminal, this only totalled 34 million.

He said that MAHB was falling into the trap of being obsessed with "everything big" given that Dubai, "one of the busiest hubs in the world today, served 47 million passengers while Changi (Singapore) served 42 million in 2010".

One market analyst has since downgraded MAHB shares over the delay and increased cost of the project.

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