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**SPEECH BY DR YEO NING HONG, ACTING MINISTER FOR
COMMUNICATIONS AND MINISTER OF STATE FOR DEFENCE,
AT THE SINGAPORE CHANGI AIRPORT RUNWAY II
COMMISSIONING CEREMONY ON TUESDAY, 17 APRIL 1984 AT 4.00 PM**

The completion of the second runway at Changi Airport marks yet another milestone in the development of civil aviation in Singapore. For the first time, we have a dual-runway international airport. Changi Airport can now handle 66 aircraft movements per hour, ie an aircraft movement every minute. Having two runways will allow smoother flow of aircraft landings and take-offs. During peak periods, aircraft movements can be processed faster, with less delay. Henceforth, Changi Airport can provide users an even higher standard of service.

Runway II is one of two major projects under the second phase of Changi Airport development. The other is the second passenger terminal. When completed, in 1989, the second passenger terminal will double the passenger handling capacity of Changi Airport - from the present 10 million passenger movements a year to 20 million. Based on the latest forecasts, Changi Airport, with two runways and two passenger terminals should be able to meet Singapore's aviation needs till the end of this century. If required, further expansion of Changi Airport is possible.

A modern international airport requires heavy capital investment. Changi Airport is no exception. To date, a total of \$1,744 million has been spent on Changi Airport development. The government has already spent \$1,227 million on developments in Phase I and II. This

represents more than 70 per cent of the total cost. The remaining 30 per cent share or about \$500 million was borne by the various airlines and other private companies. This is money well-invested as the important role of civil aviation to the total economy of Singapore cannot be over emphasized.

While it is important that we continue to invest in better airport facilities, it is also crucial that these facilities are efficiently managed and operated. We have learned from the experience of other successful international airports that to meet the dynamic needs of the aviation industry, flexibility in planning and operations is needed. The government has, therefore, recently given the green light for DCA to be converted into a statutory board. The new Civil Aviation Authority of Singapore will be formally established later this year.

The primary objective of the new Authority will be to manage the airport to a high standard, comparable with the best in the world and yet keep user charges low, thus enhancing Singapore's competitiveness.

On this happy occasion, acknowledgements are in order to all those government departments, statutory boards and the various contractors who have worked on the Runway II project. Special credit must go to the Public Works Department for completing yet another important airport project on time. Thanks are due to PSA for their role in reclaiming the land for the runway. Telecoms staff responsible for installing the vital radio navigational facilities serving the runway should be congratulated for a job well done. All DCA staff, especially the air traffic controllers, who have planned and trained hard for this new dual-runway environment, deserve mention here. They must now put into practice what they have worked out on paper and practised on the simulator. The potential of the new facility should be exploited to its fullest.

To inaugurate the official opening of the second runway, an SIA B747 is waiting to take-off with 200 specially invited guests from various charity homes on board. These handicapped and under-privileged children together with some senior citizens must be keen to get airborne. I am sure the captain of the aircraft and the air traffic controllers are also eagerly waiting for the moment to take off. It is my pleasure now to officially open the second runway for Changi Airport.

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