

Resettlement and Livelihood Project

Ethiopian Airlines Group has completed the resettlement and livelihood restoration project of the people affected by the development in coordination with Oromia Regional Government. Resettlement and livelihood restoration have been carried out to the satisfaction of the farmers.

Design and consultancy

Ethiopian Airlines Group has signed consultancy contract agreement and appointed international consulting firm Dar Al-Handasah Consultants (Shair and Partners). The design for the airport is done by Zaha Hadid Architects.

Environmental Sustainability Strategy

Green Infrastructure: Integration of solar power, energy-efficient systems, and low-emission operations.

Circular Water Systems: Full wastewater recycling and stormwater management.

SAF Readiness: Preparation for sustainable aviation fuel integration in Ethiopia's long-term aviation strategy.



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FACTSHEET

BISHOFTU INTERNATIONAL AIRPORT AFRICA'S GLOBAL GATEWAY REDEFINED

Ethiopian
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STAR ALLIANCE

The Need for a New Airport

Addis Ababa Bole International Airport (ADD), home to Africa's leading airline and the continent's gateway, is expected to reach its expanded annual capacity of 25 million passengers soon. With Ethiopian Airlines' reach expanding further, its far-sighted growth strategy required the support of a bigger hub.

In view of this limitation, Ethiopian Airlines Group opted for a multi-airport system with a plan to build a new international mega airport that will operate alongside Addis Ababa Bole International Airport.

Project Significance

Bishoftu International Airport (BIA) represents the largest aviation infrastructure investment in Africa's history. The project directly aligns with national economic reform agendas, industrialization strategies, and long-term aviation growth trajectories. BIA's development reinforces Ethiopian Airlines' position as globally competitive airline and Ethiopia's leadership role under AfCFTA and strengthens continental integration. It expands trade corridors, enhances tourism, and establishes a global gateway capable of connecting Africa and the rest of the world.

Why at Bishoftu?

The site selection study revealed that the proper location for a successful new airport should be in the vicinity of Addis Ababa, enabling Ethiopian Airlines to strategically streamline the origin & destination passenger and the transit traffic efficiently. Altitude is also a key factor in the site selection process since it significantly impacts aircraft payload-range performance.

The selected site for the development is at an altitude of 1910 meters above sea level and located within the Bishoftu City Administration at around 40 km from Addis Ababa.

Airport Capacity

First Phase of the Bishoftu International Airport will have the capacity to handle 60 million passengers per annum. The long-term masterplan supports an ultimate annual capacity of 110 million passengers, positioning Ethiopia among the world's aviation leaders.

Project Cost

The development of the first phase of the BIA requires an investment of USD 12.5 billion to deliver a fully operational mega hub. This includes hard infrastructure, systems, utilities, ground transport, and operational readiness preparations.

Project Financing Structure

The project will be financed with a Project Financing structure. Ethiopian Airlines plans to cover 30% of the project fund by way of equity while seeking loan financing for the remaining 70% which is structured through blended financing models with Development Finance Institutions (DFI), Export Credit Agencies (ECA), and Commercial Syndication.

African Development Bank (AfDB) is appointed as a Mandated Lead Arranger (MLA), and KPMG has been appointed as a financial advisor.

DFIs: Africa Development Bank (AfDB), International Finance Corporation (IFC), Islamic Development Bank (IsDB), European investment Bank (EIB), and Arab Bank for Economic Development in Africa (BADEA) are expected to support long-term infrastructure financing with concessional or semi-concessional terms.

ECAs: Organizations such as UKEF, US EXIM, Euler Hermes, SACE, COFACE, and Korea Exim are anticipated to provide financing for specialized equipment, terminal systems, and airside technology.

Commercial Syndication: Major global banks will participate under ECA-backed arrangements, providing stability, lower risk premiums, and long-tenor financing support.