

Route Development Consultancy for Laguindingan Airport (CGY)

Cirium Southeast Asia Aviation Market Briefing
11 June 2025

Aboitiz InfraCapital Airports



**Mactan-Cebu International Airport
(CEB)**

**Laguindingan International Airport
(CGY)**

**Bohol-Panglao International Airport
(TAG)**

**Aboitiz InfraCapital
Cebu Airport Corporation** 
(ACAC)

**Aboitiz InfraCapital
Laguindingan Airport Corporation** 
(ALAC)

**Aboitiz InfraCapital
Bohol Airport Corporation** 
(ABAC)



To be revealed on
16 June 2025

Existing Airport Infrastructure



- Commissioned in 2013
- Existing Design Annual Capacity: 1.6 mppa
- Runway: 2,100m x 45m
- Terminal Space: 7,200 sqm
- A modular building was added in Sep 2024 to alleviate the terminal congestion, catering to remote bay turboprop services.
- Existing infrastructure has already exceeded design capacity

Existing Route Connectivity & Traffic

Existing Citylinks (Weekly Freq):

- MNL (up to 96 weekly)
- CEB (up to 63 weekly)
- ILO (up to 7 weekly)
- DVO (up to 4 weekly)

Operating Airlines:

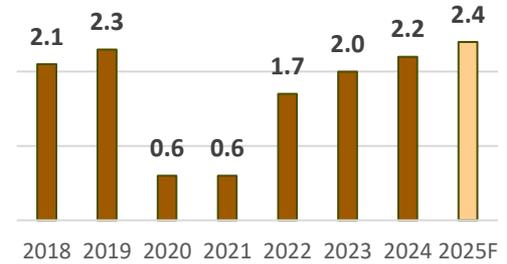
- Cebu Pacific / Cebgo
- Philippine Airlines
- Philippine AirAsia

Key Passenger Segments:

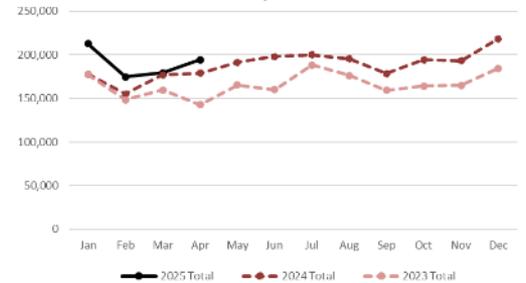
- VFR (Visiting Friends & Relatives)
- Tourism (mainly Domestic)
- Corporate/Business
- Pilgrimage



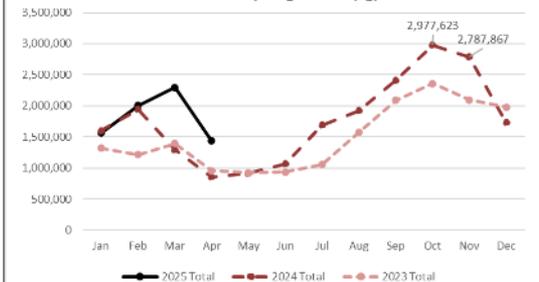
Pax Traffic



YoY Monthly Pax Traffic



YoY Monthly Cargo Traffic (kg)



CGY Route Development Consultancy Scope

Phase 1

- Current Philippine Aviation Market Environment
- Potential CGY Market Analysis
- Competition to CGY
- Growth Forecast of Current and Potential CGY Routes
- SWOT Analysis and Strategy Insights

Phase 2

- Strategy Formulation:
 - Recommendations on Route Development
 - Recommendations on Airline & Stakeholder Partnerships
 - Recommendations on Infrastructure & Operational Requirements
- Three (3) New Route Case Examples

CGY shows strong potential to become key regional gateway to Northern Mindanao

- Catchment area of 3.0-3.5 million people

Macro-Economic Indicators

	Cayagan de Oro (CDO)	Region X	PH
Population 2020 Census	728k	5.02M (4.6%)	109M
GDP/Capita 2024 Growth Rate	358k (5.8%) (2023 data)	244k (6.8%)	234k (7.8%)
Tourists (Foreign & Domestic) 2023	790k	2.6M (4.2%)	55.3M

Northern Mindanao Regional Development Plan (NMRDP) (2023 – 2028)

- *“International gateway, leading agricultural hub, and major industrial, tourism, and trade center by 2040...”*
 - Expand Northern Mindanao export sectors on three fronts, viz. global value chains, food & agri-marine, and labor-intensive manufacturing.
 - Improve total investments in Strategic Development Areas through revamping and raising awareness and image of Northern Mindanao as premier investment destination in PH.
- Develop multi-dimensional tourism including eco-tourism, arts/culture/heritage, cruises, MICE through construction of eco-tourism and aquamarine parks, museums, convention centers, etc.



Mindanao Railway Project (Phase 3) to provide passenger and freight services along a 61-km route linking cities in Northern Mindanao, CDO. CDO ports and **CGY Airport**



Dusit Thani Philippines plans to introduce two upper-midscale Dusit Princess properties in MisOr province – **Dusit Princess Firenze** (in CDO) and **Dusit Princess Moena** (in Manolo Fortich, Bukidnon) by late 2029

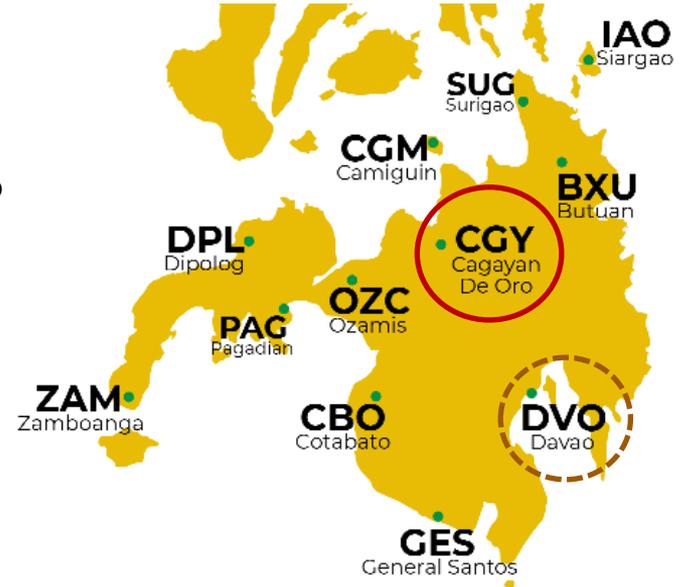


A 526-ha **Ayala Land** development, **Habini Bay**, which surrounds CGY and comprises residential areas, seaside promenade, commercial spaces and a technopark (LTI) is set to be launched in 2025.

AppleOne Group partners with Radisson Hotel Group to open **Radisson Blu Hotel and Residences** (the first internationally-branded 5-star hotel chain in CDO)

• Current Challenges of CGY:

- Significant passenger traffic leakage diverted to **Davao (DVO)** due to better route network, international routes, and competitive pricing (lower fares)
- Potential leakage to Regional Secondary Airports along the coast of Northern Mindanao.
- Limited connectivity, i.e. 4 domestic routes to MNL, CEB, ILO and DVO
- Infrastructure constraints:
 - Terminal overcapacity (2024 pax traffic at 2.28m is 42% above design handling capacity of 1.6mppa)
 - Lack of parallel taxiway, thereby limiting runway efficiency
 - Underdeveloped cargo facilities, limiting trade and agricultural exports



• Strategic Recommendations for CGY:

1 Route Development and Airline Partnerships

- Enhance domestic connectivity by expanding routes to regional airports
- Introduce ASEAN (BKK, SIN), HKG, and Middle East services to drive international growth
- Offer targeted airline incentives to attract low-cost carriers (LCCs) to underserved domestic destinations, e.g. CRK, BCD, ZAM

2 Infrastructure & Capacity Upgrades

- Expand terminal capacity
- Construct a parallel taxiway
- Evaluate option for runway expansion (to accommodate widebody aircrafts)
- Upgrade cargo facilities to support agricultural exports and logistics growth

3 Operational Efficiency & Passenger Experience

- Improve airport transport access, shuttle services, and passenger facilities
- Implement digital transformation for check-in, boarding, and baggage handling
- Establish sustainability initiatives for long-term environmental resilience

4 Marketing and Stakeholder Collaboration

- Position CGY as primary gateway to Northern Mindanao for tourism and business
- Engage local governments, aviation authorities, and corporate partners
- Implement destination marketing and airline promotional campaigns

1 On Route Development & Airline Partnerships:

• Domestic Route Expansion

- Enhance existing routes – increase frequencies to MNL, CEB, ILO & DVO
- Reintroduce domestic routes to BCD, CRK, TAC, TAG, ZAM
- Launch feeder routes to Butuan, Dipolog, Ozamis to improve regional accessibility

• International Route Expansion (direct or *via CEB)

• Short-term priorities:

- Introduce direct services to ASEAN hubs (SIN, BKK), HKG
- Develop routes to Middle East hubs (for OFW segments and intercontinental transfers)*

• Long-term potential:

- Introduce direct services to Korea, Taiwan, Japan*
- Evaluate direct services to Australia and North America*

• Airline Partnerships and Incentives

- Engage and forge partnerships with airlines
- Introduce airline incentive programs
- Introduce airport fee waivers & tiered discounts to support new routes/frequencies
- Offer marketing support/co-funding, especially to promote new routes
- Offer airport operational support to improve airline operating efficiency

2

On Infrastructure Upgrades & Operational Enhancements:

3

• Short-Term (2025 – 2028)

- Terminal Expansion Phase 1 → Increase capacity to 3.9 mppa
- Runway & Taxiway Enhancements → construct a parallel taxiway for improved aircraft efficiency
- Cargo Terminal Upgrade → improve cold-chain logistics (storage, handling) for agricultural exports
- Ground Access & Transport → introduce airport shuttles (e.g. park & ride, feeder buses from catchment areas, and expand road networks)

• Medium-Term (2028 - 2035)

- Terminal Expansion Phase 2 → Increase capacity to 6.3 mppa
- Full International Airport Capabilities → build CIQ facilities to support direct international services
- Runway Expansion → Extend runway to cater to widebody aircrafts for potential long-haul services
- Additional Airport Services → Develop VIP Lounges, digital check-in, and baggage-handling enhancements

• Long-Term (2036 and beyond)

- Sustainability Initiatives → introduce and implement solar energy, rainwater-harvesting, and carbon-neutral airport operations

On Marketing & Stakeholder Engagement:

- **Marketing & Branding Strategies**

- **Tourism Promotion** → collaborate with national and provincial/local governments and tourism boards (i.e. TPB, DOT-10) to promote key (and niche) tourism offerings of Northern Mindanao
- **Business Development** → engage business associations and corporate partners, e.g. logistics firms, to promote CGY as a regional business hub
- **Passenger Engagement** → introduce passenger feedback and engagement channel, collect pax data to know-your-customers, and introduce digital marketing campaigns, loyalty programs, and social media promotions

- **Stakeholder Collaboration**

- Aboitiz Ecosystem → collaborate with other Aboitiz business units
- Work with national and local government and aviation authorities to secure policy support or funding
- Partner with the likes of chambers of commerce and regional development councils to align economic growth with planned airport expansion

- **Competitive Differentiation**

- Emphasize CGY's accessibility to economic zones
- Leverage Mindanao's strong OFW and pilgrim ties to the Middle East and Southeast Asian markets
- Differentiate CGY from close competitors, e.g. DVO, by offering incentives or ease of operations or superior passenger experience

Bohol-Panglao International Airport

- Top 10 Trending Destinations for 2025 (by Skyscanner)
- Operated by Aboitiz InfraCapital Bohol Airport Corp from 16 June 2025

