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Fiumicino revitalised

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Rome and Milan service and is proposing to fly non-stop to both; and in addition to Alitalia’s new service, Asiana Airlines has also started a thrice-weekly service to the South Korean capital.

Hainan Airlines has launched Airbus A330 services from Chongqing, China – and Singapore Airlines, Air Canada Rouge and Delta Air Lines have all increased frequencies. Meanwhile, following its partnership with Alitalia, Etihad Airways has upgraded its daily Abu Dhabi trip from an A330 to a Boeing 777-300ER.

Traffic between Turkey and Italy is also growing rapidly, prompting newcomer SunExpress to launch twice-weekly services to Izmir, while fast-growing Turkish Airlines is adding a link to Sabiha Gokcen that will complement its traditional five times daily Istanbul Atatürk.

**Big plans**

Looking forward, AdR’s vision for 2044 includes the massive Fiumicino Nord (or Fiumicino Two / Due) development, which will see a completely new €12.1 billion terminal complex constructed to the north of the existing facilities and Runway 07/25, between Runways 16R/34L and 16L/34R, along with a fourth runway. When it is completed the capacity of the airport will be increased to 100mppa.

To date the work is not funded, and only time will tell if the project gets under way as hoped. Yet Rome will always be Rome, and with so many people wanting to visit the Eternal City, the chances are it will happen sooner or later.  

**A variety of LCCs now serve the airport, including Blue Air from Romania, Milan-based Blu-express and Irish airline Ryanair.**