
U.S. TRADE AND DEVELOPMENT AGENCY



EXECUTIVE SUMMARY

Feasibility Study for the Asyut International Airport

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1.0 Introduction

1.1 Background

The Government of Egypt has long recognized the importance of the Governorate of Asyut, one of the oldest Governorates in the country and the capital of Upper Egypt. The Asyut Airport is a critical element in the total air transportation system in the country and the key to the future prosperity and economic development of the Asyut Governorate. ECAA has embarked on the task of developing Asyut Airport as an International Airport. This Study is aimed at developing a Master Plan for the expansion and modernization development project of the Asyut International Airport.

1.2 History of the Region

The Asyut Governorate is one of the oldest Governorates in Egypt and includes 10 Markaz (Administrative Centers). In modern Egypt, Asyut is one of the 26 Governorates, which constitute the administrative structure of Egypt. The Total area of the Governorate is 25,926 Km² with a population of over 2.8 million inhabitants. The Governorate contains four Industrial Zones that are expected to grow to seven Zones.

The city of Asyut was built by ancient Egyptians on the bank of the river Nile and was named "Syut" which was a derivative from the word "Saot". In the old Egyptian language the word "Saot" meant "The Guard". Later on the Arabs added the letter "A" and the name became "Asyut".

During the pharaonic period, Asyut was the center of "Region 13" which was the residence of the King's Deputy; During the Greek period, Egypt was divided into three regions, The Delta, Middle Egypt and Upper Egypt, Asyut was the capital of Upper Egypt; During the Roman period, Asyut was the capital of the Northern Division; During Mohamed Ali regime, Egypt was divided into 7 Divisions, one of these Division included Girga, Asyut and Semit (first Part of **Upper Egypt**), the capital of Semit was Asyut.

1.3 Airport History

The site of the Asyut Airport was chosen in 1971 by ECAA and the Egyptian Air Force. The airport is located on the road of Asyut / El Wahat, 40 Km from the City of Asyut at an elevation of 750 feet above sea level. The initial construction of the airport was by ECAA in 1971 which

included a single runway, 3000m long and 45m wide with a perpendicular taxiway and an apron to accommodate parking for two medium size aircraft.

The construction also included a passenger terminal building and other airport service buildings including: power station, fire station, storage building, and navigational aids station. The airport was first opened for operation in 1975. Consequently, the Asyut Airport was developed further in two stages:

Stage 1: developments included strengthening the runway to accommodate Airbus 320 operation, construction of a new full length parallel taxiway and expansion of the apron area to accommodate parking for four medium size aircraft. A 16 Km airport fence was also constructed as well as a main water line 32 Km long and a water distribution system on the airport. (The water line is currently not operating due to heavy storm damage on the highway leading to the airport) Stage 1 developments also included the construction in 1983 of a very high frequency communication station and a long range radar station which were included in the 1 st stage of air traffic improvement projects in Egypt.

Stage 2: developments included renovation and improvement of the existing terminal building including departure and arrival halls to accommodate 150 passenger per hour, construction of underground water tanks for potable water and for fire fighting, (filled by movable tanker trucks) in addition to elevated tanks and pumps. The developments also included construction of a satellite station in the year 1983, which is included in the 2nd stage of air traffic improvement project in Egypt. In addition, improvements were made to the power station serving both the radar and communication stations and airfield lighting. (Sheet 1 Dwg. ALP99, Existing Airport Layout Plan).

On October 7 1997 The Asyut International Airport was opened for international air traffic, which included one international flight per week (Cairo / Asyut / Kuwait), more activities are experienced, during the Hajj season to Mecca.

1.4 Study Objectives and Purpose

The objectives of the feasibility study for the Asyut Airport expansion and modernization project is the preparation of a comprehensive Airport Master Plan that will develop the Asyut Airport into an international airport capable of performing its international role in the air transportation system in Egypt. The study will enable the airport to meet the projected air traffic **demands for the next 20 years with progressive developmental**. Presently, Asyut Airport does not have a comprehensive Master Plan to guide its future development. The purpose of the Master Plan and Feasibility Study is to rationalize future development of the

airport so that efficient and effective use will be made of the available development space at the airport. In addition, various airport users will have a plan to guide the development of their particular facilities without conflicting with other users whose requirements from an overall airport operational and safety point of view, are of high priority.

The Master Plan will address the planning issues of the long range capacity of the airport and the impact of the introduction of newer aircraft such as Boeing 747 and 777 that might operate at the airport in the future. Recognizing that the present terminal is not configured for a flexible and easy expansion, the Master Plan will provide a future new passenger terminal which will be planned to provide the required capacity in an efficient manner, while at the same time being passenger friendly and cost effective. The plan will also address the need for immediate improvements in the existing terminal to accommodate the projected passenger growth until a new passenger terminal is completed.

A future second runway will be planned in the Master Plan, even though, it will most likely not be required for capacity reasons. However, determining potential location of a future second runway is critical to planning the optimal location of a future passenger terminal and other facilities on the airport. It has also guide the developments off the airport by controlling land use, zoning around the airport to limit developments to compatible uses, especially under the approach and departure areas of the new runway,

It should be noted that the purpose of the study is to provide a master plan to guide future developments at the airport. The study is not a design document where airport facilities are designed in details. This tasks is the next phase of the actual airport development.