
U.S. TRADE AND DEVELOPMENT AGENCY



EXECUTIVE SUMMARY

**BORG EL' ARAB INTERNATIONAL AIRPORT FEASIBILITY STUDY
CONVERSION AND MODERNIZATION**

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1.0 Introduction

1.1 Background

The Government of Egypt has long recognized the importance of Alexandria as the second capital in Egypt and the Governorate of Alexandria, the second Governorate in the country. Al - Nuzha International Airport in Alexandria, has reached its capacity and is surrounded with residential areas limiting its expansion to meet future demands. Borg El-Arab Airport is a critical element in the total air transportation system in the country and is key to continued future prosperity and economic developments of the Alexandria Governorate. Egyptian Civil Aviation Authority (ECAA) has embarked on the task of developing Borg El-Arab Airport as an International Airport that would ultimately replace Al-Nuzha International Airport. This Study is aimed at developing a Master Plan for the development project of Borg El-Arab International Airport.

1.2 History of the Region

The Alexandria region has seen the rise and fall of several civilizations. The ancient history of Alexandria itself has been well recorded and many remains and artifacts of the Ptolemaic, Greek and Roman periods have been preserved. Alexandria was named after Alexander the great, who ordered the foundation of the city in 332 BC. Alexander charged his architect Democritus with the planning of the city which immortalized his name in history. Its status as a beacon of culture symbolized by Pharos, the legendary lighthouse that was one of the Seven Wonders of the World. In the 19th century Alexandria took a new role, as a focus for Egypt's commercial and maritime expansion.

In modern times, the Governorate of Alexandria, is the second Governorate in the country and the city of Alexandria is the second capital of Egypt. It lies in the north west of the Nile Delta, 225 Km. from Cairo, the region is a very important resource for future development because of its location on the Mediterranean coast for tourism and recreational activities. Total area of the Governorate is 2,680 Km² with a population of over 3.3 million inhabitants.

The new City of Borg El-Arab is part of the Governorate of Alexandria and is located 60 Km. South west of Alexandria and 7 Km. South of the Mediterranean Sea. In the late seventies, Egypt started an ambitious program to build a series of new communities to redistribute population and economic activities, protect agricultural land, create job opportunities and upgrade the quality of the living environment. The new Borg El-Arab city is one of the new cities which are being constructed under the plan to establish new development

communities. The plan is aiming to contain the present and future increase in population in the major cities and to direct the urban development in the northwestern part of the delta. The plan is also aiming to overcome the encroachment on the agricultural lands and to create new job opportunities for the region. Borg El-Arab contains five Industrial Zones that are expected to grow in the next national plan.

1.3 Airport History

The site of the Borg El-Arab Airport was originally chosen in the mid of seventies by (ECAA). The airport is located south of the coastal road and the road connecting the Cairo/Alexandria desert road with the new Borg El-Arab City, 43 Km. South west of the City of Alexandria at an elevation of 180 feet above sea level. The military constructed a new air base on the southern part of the designated airport land. ECAA constructed in 1997 a small terminal building within the airbase boundaries. International and domestic operation commenced at the civilian airport in January 1998. The existing single runway, 3400m long and 45m wide with a parallel taxiway serves both military civilian operations. The small terminal building has a remote apron to accommodate parking for two mediums and one large size aircraft.

1.4 Study Objectives and Purpose

The objectives of the feasibility study for the Borg El-Arab Airport Conversion and Modernization Project is the preparation of a comprehensive Airport Master Plan that will develop Borg El-Arab 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 phases. Presently, Borg El-Arab 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 addressed the planning issues of the long range capacity of the airport, especially after the closing of Al-Nuzha airport and transferring all its operations to the Borg El-Arab airport. (The New Alexandria International Airport), as well as the impact of introduction of newer aircraft such as Boeing 747 and 777 that might operate at the airport in the future. Recognizing that the existing temporary terminal is located in the military area of

the airport and was not configured for a flexible and easy expansion, the Master Plan provided for 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.

A future second runway is planned in the master plan, even though, it will most likely be required for capacity reason. However, determining the location of the new second runway is critical to planning the optimal location of the new passenger terminal and other facilities on the airport. It has also guided 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 task is the next phase of the actual airport development.