

#### 4.6 Construction Schedule and Cost Estimate

The construction schedule is planned as indicated in Table 4.3. The construction of the new airport will begin in mid. 1988 and it will be completed in three years. About six months will be spent for such preparations as flight checks, information dissemination to IATA, ICAO, etc., training for nav aids, test operation of airport facilities, airlines' orientation flight, issue of NOTAM, etc. The inauguration date will be the beginning of 1992.

Within three years before the start of construction, topographical survey, soil investigation, arrangement of local and foreign financing, detailed engineering services, etc., shall be completed.

At Nozha airport, the immediate works to the existing facilities with the minimum investment will be required from now on in order to cope with the increase in traffic up to the end of Phase I development. After the immediate works, a small scale of investment will suffice for the domestic demand in Phase I.

The access road at the new airport should be completed as soon as possible in order to utilize it as a temporary road for mobilization of equipment and transportation of various materials.

The construction costs necessary for the new airport and Nozha airport are estimated as shown in Table 4.4 through 4.6'.

The construction costs necessary for the new airport and Nozha airport in Phase I are estimated at 65.2 million and 3.0 million Egyptian Pounds (1984 base price), respectively for a total of 68.2 million Egyptian Pounds. These costs include all the airport facilities for the new airport as shown in Table 4.1, 4.3 km long airport access road and public utilities facilities, and for Nozha airport, facilities described in 4.1.2.

10 percent of contingency costs are included.

Herein, the exchange rate is set at:

US\$1.00 = £E0.82 and £E1.00 = ¥300.

Table 4.3 Construction Schedule

Work Items	Calendar Year																									
	1984	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9
Service Period	PHASE I																									
Feasibility Study and Engineering Services	PHASE II																									
Immediate Works	<div style="display: flex; justify-content: space-between;"> <span>F/S</span> <span>E/S</span> <span>E/S</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Topo Soil</span> <span>T/E</span> </div>																									
Land Acquisition and Compensation																										
Construction	<div style="display: flex; justify-content: space-between;"> <span>1 Temporary Works</span> <span>2 Site Preparation</span> <span>3 Pavement Works</span> <span>4 Miscellaneous Civil Works</span> <span>5 Access Road</span> <span>6 Passenger Terminal Building</span> <span>7 Cargo Terminal Building</span> <span>8 Administration and Other Buildings</span> <span>9 Navaid's Works</span> <span>10 Utilities Works</span> <span>11 Others</span> </div>																									
Management and Test Operation	AO TO																									
Required Completion Time of Related Projects by Others																										
1 Coastal Highway	▽																									
2 Connection Road with Coastal Highway and Airport Access Road	▽																									
3 Proposed Road between Desert Road and New Ameriyah City	▽																									
4 Transmission Lines of Power Supply	▽																									
5 Distribution Lines of Water Supply	▽																									

Legend

F/S : Feasibility Study  
 Topo : Topographical Survey  
 Soil : Soil Investigation

E/S : Detail Design and Preparation of Tender Document  
 T/E : Tender Evaluation  
 C/S : Construction Supervision

AO : Establishment of Airport Organization  
 TO : Test Operation, Various Flight Checks, etc.

▬▬▬▬▬ Nozha  
 ▬▬▬▬▬ New Airport

**Table 4.4 Estimated Construction Cost for New Airport and Nozha Airport**  
(Note: This table is applicable for Economic Analysis)

Exchange Rate : US\$1.00 = £E0.82, £E1.00 = ¥300  
Cost estimate based on 1984 price

(Unit : £E1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	1,800	6,780	8,580	10	20	30	1,810	6,800	8,610
	Pavement Works	5,300	4,880	10,180	4,720	4,350	9,070	10,020	9,230	19,250
	Miscellaneous	250	340	590	-	-	-	250	340	590
	Access Road	290	260	550	290	260	550	580	520	1,100
	Sub Total	7,640	12,260	19,900	5,020	4,630	9,650	12,660	16,890	29,550
Building and Equipment Works	Passenger Terminal Building	7,570	8,210	15,780	3,530	3,830	7,360	11,100	12,040	23,140
	Cargo Terminal Building	860	1,020	1,880	640	760	1,400	1,500	1,780	3,280
	Administration/Tower and Other Buildings	1,790	1,350	3,140	-	-	-	1,790	1,350	3,140
	Sub Total	10,220	10,580	20,800	4,170	4,590	8,760	14,390	15,170	29,560
Nav aids Works	Radio Nav aids, Telecommunications, Air traffic Control and Meteorological Systems	310	5,700	6,010	200	4,400	4,600	510	10,100	10,610
	Airfield Lighting	260	2,840	3,100	270	2,370	2,640	530	5,210	5,740
	Sub Total	570	8,540	9,110	470	6,770	7,240	1,040	15,310	16,350
Utilities Works	Power Supply	360	1,840	2,200	170	790	960	530	2,630	3,160
	Water Supply	290	130	420	220	50	270	510	180	690
	Sewage	230	170	400	90	70	160	320	240	560
	Incinerator	20	220	240	10	110	120	30	330	360
	Telecommunications	20	410	430	10	120	130	30	530	560
	Sub Total	920	2,770	3,690	500	1,140	1,640	1,420	3,910	5,330
Other Equipment	Boarding Bridge	40	1,010	1,050	30	670	700	70	1,680	1,750
	Vehicles for Administration, Fire Fighting and Rescue	30	800	830	-	-	-	30	800	830
	Sub Total	70	1,810	1,880	30	670	700	100	2,480	2,580
Total of Construction Works		19,420	35,960	55,380	10,190	17,800	27,990	29,610	53,760	83,370
Engineering Services Cost		440	4,660	5,100	190	2,360	2,550	630	7,020	7,650
Administration Cost		1,550	-	1,550	810	-	810	2,360	-	2,360
Sub Total		21,410	40,620	62,030	11,190	20,160	31,350	32,600	60,780	93,380
Contingency		2,140	4,060	6,200	1,120	2,020	3,140	3,260	6,080	9,340
GRAND TOTAL		23,550	44,680	68,230	12,310	22,180	34,490	35,860	66,860	102,720

**Table 4.5 Estimated Construction Cost for New Airport**  
(Note: This table is applicable for Economic Analysis)

Exchange Rate : US\$1.00 = EEO.82, EE1.00 = ¥300  
Cost estimate based on 1984 price

(Unit : £E1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	1,800	6,780	8,580	10	20	30	1,810	6,800	8,610
	Pavement Works	5,030	4,630	9,660	3,820	3,520	7,340	8,850	8,150	17,000
	Miscellaneous	200	280	480	-	-	-	200	280	480
	Access Road	290	260	550	290	260	550	580	520	1,100
	Sub Total	7,320	11,950	19,270	4,120	3,800	7,920	11,440	15,750	27,190
Building and Equipment Works	Passenger Terminal Building	7,570	8,210	15,780	3,170	3,430	6,600	10,740	11,640	22,380
	Cargo Terminal Building	860	1,020	1,880	640	760	1,400	1,500	1,780	3,280
	Administration/Tower and Other Buildings	1,330	1,010	2,340	-	-	-	1,330	1,010	2,340
	Sub Total	9,760	10,240	20,000	3,810	4,190	8,000	13,570	14,430	28,000
Navais Works	Radio Navais, Telecommunications, Airtraffic Control and Meteorological Systems	280	5,050	5,330	180	4,020	4,200	460	9,070	9,530
	Airfield Lighting	250	2,800	3,050	190	1,620	1,810	440	4,420	4,860
	Sub Total	530	7,850	8,380	370	5,640	6,010	900	13,490	14,390
Utilities Works	Power Supply	310	1,760	2,070	120	710	830	430	2,470	2,900
	Water Supply	120	130	250	50	50	100	170	180	350
	Sewage	230	170	400	90	70	160	320	240	560
	Incinerator	20	220	240	10	110	120	30	330	360
	Telecommunications	20	410	430	10	120	130	30	530	560
	Sub Total	700	2,690	3,390	280	1,060	1,340	980	3,750	4,730
Other Equipment	Boarding Bridge	40	1,010	1,050	30	670	700	70	1,680	1,750
	Vehicles for Administration, Fire Fighting and Rescue	30	800	830	-	-	-	30	800	830
	Sub Total	70	1,810	1,880	30	670	700	100	2,480	2,580
Total of Construction Works		18,380	34,540	52,920	8,610	15,360	23,970	26,990	49,900	76,890
Engineering Services Cost		420	4,450	4,870	160	2,020	2,180	580	6,470	7,050
Administration Cost		1,480	-	1,480	700	-	700	2,180	-	2,180
Sub Total		20,280	38,990	59,270	9,470	17,380	26,850	29,750	56,370	86,120
Contingency		2,020	3,900	5,920	950	1,740	2,690	2,970	5,640	8,610
GRAND TOTAL		22,300	42,890	65,190	10,420	19,120	29,540	32,720	62,010	94,730

**Table 4.6 Estimated Construction Cost for Nozha Airport**  
**(Note: This table is applicable for Economic Analysis)**

Exchange Rate : US\$1.00 = £E0.82, £E1.00 = ¥300  
 Cost estimate based on 1984 price

(Unit : £E1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	-	-	-	-	-	-	-	-	-
	Pavement Works	270	250	520	990	830	1,730	1,170	1,080	2,250
	Miscellaneous	50	60	110	-	-	-	50	60	110
	Access Road	-	-	-	-	-	-	-	-	-
	Sub Total	320	310	630	900	830	1,730	1,220	1,140	2,360
Building and Equipment Works	Passenger Terminal Building	-	-	-	360	400	760	360	400	760
	Cargo Terminal Building	-	-	-	-	-	-	-	-	-
	Administration/Tower and Other Buildings	460	340	800	-	-	-	460	340	800
	Sub Total	460	340	800	360	400	760	820	740	1,560
Nav aids Works	Radio Nav aids, Telecommunications, Air traffic Control and Meteorological Systems	30	650	680	20	380	400	50	1,030	1,080
	Airfield Lighting	10	40	50	80	750	830	90	790	880
	Sub Total	40	690	730	100	1,130	1,230	140	1,820	1,960
Utilities Works	Power Supply	50	80	130	50	80	130	100	160	260
	Water Supply	170	-	170	170	-	170	340	-	340
	Sewage	-	-	-	-	-	-	-	-	-
	Incinerator	-	-	-	-	-	-	-	-	-
	Telecommunications	-	-	-	-	-	-	-	-	-
	Sub Total	220	80	300	220	80	300	440	160	600
Other Equipment	Boarding Bridge	-	-	-	-	-	-	-	-	-
	Vehicles for Administration, Fire Fighting and Rescue	-	-	-	-	-	-	-	-	-
	Sub Total	-	-	-	-	-	-	-	-	-
Total of Construction Works		1,040	1,420	2,460	1,580	2,440	4,020	2,620	3,860	6,480
Engineering Services Cost		20	210	230	30	340	370	50	550	600
Administration Cost		70	-	70	110	-	110	180	-	180
Sub Total		1,130	1,630	2,760	1,720	2,780	4,500	2,850	4,410	7,260
Contingency		120	160	280	170	280	450	290	440	730
GRAND TOTAL		1,250	1,790	3,040	1,890	3,060	4,950	3,140	4,850	7,990

**Table 4.4' Construction Cost for New Airport and Nozha Airport**  
**(Note: This table is applicable for the Budgetary Entity)**

Exchange Rate : US\$1.00 = £E0.82, £E1.00 = ¥300  
 Cost estimate based on 1984 price

(Unit : £E1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	8,580	-	8,580	30	-	30	8,610	-	8,610
	Pavement Works	10,180	-	10,180	9,070	-	9,070	19,250	-	19,250
	Miscellaneous	590	-	590	-	-	-	590	-	590
	Access Road	550	-	550	550	-	550	1,100	-	1,100
	Sub Total	19,900	-	19,900	9,650	-	9,650	29,550	-	29,550
Building and Equipment Works	Passenger Terminal Building	7,570	8,210	15,780	3,530	3,830	7,360	11,100	12,040	23,140
	Cargo Terminal Building	860	1,020	1,880	640	760	1,400	1,500	1,780	3,280
	Administration/Tower and Other Buildings	1,790	1,350	3,140	-	-	-	1,790	1,350	3,140
	Sub Total	10,220	10,580	20,800	4,170	4,590	8,760	14,390	15,170	29,560
Nav aids Works	Radio Nav aids, Telecommunications, Air traffic Control and Meteorological Systems	310	5,700	6,010	200	4,400	4,600	510	10,100	10,610
	Airfield Lighting	260	2,840	3,100	270	2,370	2,640	530	5,210	5,740
	Sub Total	570	8,540	9,110	470	6,770	7,240	1,040	15,310	16,350
Utilities Works	Power Supply	360	1,840	2,200	170	790	960	530	2,630	3,160
	Water Supply	290	130	420	220	50	270	510	180	690
	Sewage	230	170	400	90	70	160	320	240	560
	Incinerator	20	220	240	10	110	120	30	330	360
	Telecommunications	20	410	430	10	120	130	30	530	560
	Sub Total	920	2,770	3,690	500	1,140	1,640	1,420	3,910	5,330
Other Equipment	Boarding Bridge	40	1,010	1,050	30	670	700	70	1,680	1,750
	Vehicles for Administration, Fire Fighting and Rescue	30	800	830	-	-	-	30	800	830
	Sub Total	70	1,810	1,880	30	670	700	100	2,480	2,580
Total of Construction Works		31,680	23,700	55,380	14,820	13,170	27,990	46,500	36,870	83,370
Engineering Services Cost		440	4,660	5,100	190	2,360	2,550	630	7,020	7,650
Administration Cost		1,550	-	1,550	810	-	810	2,360	-	2,360
Sub Total		33,670	28,360	62,030	15,820	15,530	31,350	49,490	43,890	93,380
Contingency		3,370	2,830	6,200	1,580	1,560	3,140	4,950	4,390	9,340
GRAND TOTAL		37,040	31,190	68,230	17,400	17,090	34,490	54,440	48,280	102,720

Note: Civil Works are allocated in Local Portion.

**Table 4.5' Estimated Construction Cost for New Airport**  
(Note: This table is applicable for the Budgetary Entity)

Exchange Rate : US\$1.00 = E£0.82, E£1.00 = ¥300  
Cost estimate based on 1984 price

(Unit : E£1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	8,580	-	8,580	30	-	30	-	-	8,610
	Pavement Works	9,660	-	9,660	7,340	-	7,340	17,000	-	17,000
	Miscellaneous	480	-	480	-	-	-	480	-	480
	Access Road	550	-	550	550	-	550	1,100	-	1,100
	Sub Total	19,270	-	19,270	7,920	-	7,920	27,190	-	27,190
Building and Equipment Works	Passenger Terminal Building	7,570	8,210	15,780	3,170	3,430	6,600	10,740	11,640	22,380
	Cargo Terminal Building	860	1,020	1,880	640	760	1,400	1,500	1,780	3,280
	Administration/Tower and Other Buildings	1,330	1,010	2,340	-	-	-	1,330	1,010	2,340
	Sub Total	9,760	10,240	20,000	3,810	4,190	8,000	13,570	14,430	28,000
Navaid Works	Radio Navaid, Telecommunications, Airtraffic Control and Meteorological Systems	280	5,050	5,330	180	4,020	4,200	460	9,070	9,530
	Airfield Lighting	250	2,800	3,050	190	1,620	1,810	440	4,420	4,860
	Sub Total	530	7,850	8,380	370	5,640	6,010	900	13,490	14,390
Utilities Works	Power Supply	310	1,760	2,070	120	710	830	430	2,470	2,900
	Water Supply	120	130	250	50	50	100	170	180	350
	Sewage	230	170	400	90	70	160	320	240	560
	Incinerator	20	220	240	10	110	120	30	330	360
	Telecommunications	20	410	430	10	120	130	30	530	560
	Sub Total	700	2,690	3,390	280	1,060	1,340	980	3,750	4,730
Other Equipment	Boarding Bridge	40	1,010	1,050	30	670	700	70	1,680	1,750
	Vehicles for Administration, Fire Fighting and Rescue	30	800	830	-	-	-	30	800	830
	Sub Total	70	1,810	1,880	30	670	700	100	2,480	2,580
Total of Construction Works		30,330	22,590	52,920	12,410	11,560	23,970	42,740	34,150	76,890
Engineering Services Cost		420	4,450	4,870	160	2,020	2,180	580	6,470	7,050
Administration Cost		1,480	-	1,480	700	-	700	2,180	-	2,180
Sub Total		32,230	27,040	59,270	13,270	13,580	26,850	45,500	40,620	86,120
Contingency		3,220	2,700	5,920	1,330	1,360	2,690	4,550	4,060	8,610
GRAND TOTAL		35,450	29,740	65,190	14,600	14,900	29,540	50,050	44,680	94,730

Note: Civil Works are allocated in Local Portion.

**Table 4.6' Estimated Construction Cost for Nozha Airport**  
(Note: This table is applicable for the Budgetary Entity)

Exchange Rate : US\$1.00 = EEO.82, £E1.00 = ¥300  
Cost estimate based on 1984 price  
(Unit : £E1,000)

Phase of Construction Work Item		Phase I			Phase II			TOTAL		
		Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total	Local Portion	Foreign Portion	Total
Land Acquisition and Compensation		-	-	-	-	-	-	-	-	-
Civil Works	Site Preparation	-	-	-	-	-	-	-	-	-
	Pavement Works	520	-	520	1,730	-	1,730	2,250	-	2,250
	Miscellaneous	110	-	110	-	-	-	110	-	110
	Access Road	-	-	-	-	-	-	-	-	-
	Sub Total	630	-	630	1,730	-	1,730	2,360	-	2,360
Building and Equipment Works	Passenger Terminal Building	-	-	-	360	400	760	360	400	760
	Cargo Terminal Building	-	-	-	-	-	-	-	-	-
	Administration/Tower and Other Buildings	460	340	800	-	-	-	460	340	800
	Sub Total	460	340	800	360	400	760	820	740	1,560
Nav aids Works	Radio Nav aids, Tele-communications, Air traffic Control and Meteorological Systems	30	650	680	20	380	400	50	1,030	1,080
	Airfield Lighting	10	40	50	80	750	830	90	790	880
	Sub Total	40	690	730	100	1,130	1,230	140	1,820	1,960
Utilities Works	Power Supply	50	80	130	50	80	130	100	160	260
	Water Supply	170	-	170	170	-	170	340	-	340
	Sewage	-	-	-	-	-	-	-	-	-
	Incinerator	-	-	-	-	-	-	-	-	-
	Telecommunications	-	-	-	-	-	-	-	-	-
	Sub Total	220	80	300	220	80	300	440	160	600
Other Equipment	Boarding Bridge	-	-	-	-	-	-	-	-	-
	Vehicles for Administration, Fire Fighting and Rescue	-	-	-	-	-	-	-	-	-
	Sub Total	-	-	-	-	-	-	-	-	-
Total of Construction Works		1,350	1,110	2,460	2,410	1,610	4,020	3,760	2,720	6,480
Engineering Services Cost		20	210	230	30	340	370	50	550	600
Administration Cost		70	-	70	110	-	110	180	-	180
Sub Total		1,440	1,320	2,760	2,550	1,950	4,500	3,990	3,270	7,260
Contingency		150	130	280	250	200	450	400	330	730
GRAND TOTAL		1,590	1,450	3,040	2,800	2,150	4,950	4,390	3,600	7,990

Note: Civil Works are allocated in Local Portion.



#### 4.7 Economic and Financial Analyses

Economic and financial analyses are carried out on the airport master plan.

Economic price which seeks the optimal allocation of resources in the national economy are used in the economic analysis in order to assess the project more accurately.

Project life is set at 25 years and salvage value is calculated for the facilities of Phase II development taking into consideration the life expectancy of the facilities.

##### (1) Economic Analysis

The result of the economic analysis on the master plan shows that the project is feasible because the EIRR of 14.2% is higher than 12% of the opportunity cost of capital in Egypt, thus proving the rationality of investment. EIRR, B/C ratio (Benefit Cost Ratio) and NPV (Net Present Value) of the project are summarized in Table 4.7.

Table 4.7 Economic Assessment

EIRR (%)	B/C Ratio*	NPV* (million £E, 1984)
14.2	1.2	8.4

Note; \* at discount rate of 12%

Sensitivity analysis is also made to provide a basis for probabilistic judgement on the feasibility of the project. The EIRRs of several cases are calculated on the various projections and summarized in Table 4.8.

Table 4.8 Summary of Sensitivity Analysis

	Projections	EIRR (%)
Base Case		14.2
Case 1	Construction Cost up by 10%	13.1
Case 2	Traffic Demand down by 10%	12.9
	Construction Cost up by 10%	
Case 3	Traffic Demand down by 10% (Simultaneously)	11.9
Case 4	Phase I Development	13.0

The result of the sensitivity analysis indicates that even in the worst projection of Case 3, the EIRR almost satisfies the opportunity cost of capital, and proves that the project yields a high economic return on investment even in case of a substantial increase in the construction cost or reduction of traffic demand.

Case 4 proves that the investment program throughout the entire project period is quite appropriate in scale and allocation, because the Phase I development on its own is justified by its relatively high EIRR of 13.0% as well as Base Case. It also provides essential data to potential financial institutions who may consider the Phase I development independent of Phase II.

Along with the direct and tangible benefits, this project is expected to bring about various indirect and/or intangible benefits, for instance, promotion of the regional development, increase of employment opportunities, expansion of trade and business activities, improvement of air safety, alleviation of the congestion at Cairo airport, etc.

Consequently, economic and sensitivity analyses show that the project is surely feasible from the viewpoints not only of the Egyptian national economy but also the society.

(2) Financial Analysis

The result of the financial analysis on the master plan shows that the revenues will be able to cover about 150 percent of the operation and maintenance costs based on the present airport charging system. It is also clarified that the revenues should be increased to a level of 2.9 times the present level in order to cover the necessary expenditures including the construction, operation and maintenance costs and to satisfy the FIRR of 13.0% present prime rate in Egypt.

However, in view of the present level of airport charges, it is considered difficult to raise those charges sharply in order to achieve a financial balance.

As is well known, airport management is generally difficult in terms of the financial operation. Hence, introduction of soft loan or government subsidies will be necessary in order to implement the project as a social infrastructure.

(3) Conclusion

Analyses lead to the conclusion that the project is economically feasible from the national economic point of view. A high economic return endorses the urgent project implementation with regard to the national and regional development. It is also proven that the Phase I development can stand on its own as an economically viable project.

#### 4.8 Recommendation

The conclusion of the Feasibility Study are summarized in 1.5 and in order to implement the Project smoothly, the following actions are recommended.

It is advised to organize the necessary committee and start on the following preparatory and necessary coordination works:

- The preparations including request for financial assistance, topographic survey, soil investigation, etc., should be initiated at the earliest possible date so that the engineering services including basic design, detailed design, preparation of tender documents, assistance in evaluation of the tenders, etc., can be carried out and completed by mid. 1988 at the latest.
- The first phase construction work should be started in mid. 1988 so that the airport can become operational in early 1992.
- The new airport facilities in Phase I are to be so designed as to cope with the demand up to year 2000, by which time Phase II construction which is to cope with the demand up to year 2010 will be completed.
- In parallel with the engineering for the new airport construction, the necessary but minimum immediate improvement works at Nozha airport will be required in order to cope with the increasing demand up to the time of new airport inauguration.
- Coordination works to change the current land use plan at the north of the new airport from residential use to agricultural or green belt will be required.
- Coordination works to efficiently utilize the airspace for both the new airport and the adjacent military airport will be required before the establishment of the procedures.



