Appendices

Appendix 1 - Detailed Aircraft Movement:

Numbers and types of aircrafts

from: 1/1/2013 to: 31/12/2013

HEBA برج العرب

عدد الرحلات	النطراز
88	A319
1177	A320
109	A320-214
25	A320-220
312	A321
23	A322
24	A330
1	A332
29	A340-200
8	AGUSTA AW139
2	Airbus A300-605R (A300B4
6	Airbus A310-308
1	AIRBUS A319-100
92	AIRBUS A319-111
1	AIRBUS A319-112
3	AIRBUS A319-114
50	AIRBUS A319-114 (ER)
7	Airbus A319-132
2	Airbus A319-132 (LR) (CJ)
15	Airbus A319-133 (LR) (CJ)
8	AIRBUS A320
2	AIRBUS A320-211
273	Airbus A320-212
3946	Airbus A320-214
60	Airbus A320-214 Prestige
1900	Airbus A320-231
617	Airbus A320-232
12	Airbus A320-233
1	AIRBUS A321
1	AIRBUS A321-111
4	AIRBUS A321-211
2	AIRBUS A321-212
80	Airbus A321-231

17	AIRBUS A330
18	AIRBUS A330-200
11	AIRBUS A330-202
5	AIRBUS A330-223
17	Airbus A330-243
1	Airbus A330-302 (X)
38	AIRBUS A330-321
37	AIRBUS A330-342
27	AIRBUS A340-200
1	Airbus A340-212
3	AN74
2	ANTONOV AN-26
2	ATR 42-500
1	ATR 42-600
7	ATR 72-212
1	ATR 72-500 (72-212A)
4	ATR 72-600
1	ATR72-600
6	AVRO RJ100 (BAE AVRO 1
1	Avro RJ85 (BAe Avro 146-F
36	AW139
3	B 738
1	B190
1	B-300
1	B350
1	B350 KING AIR
81	B734
309	B737
6	B-737
16	B737-500
13	B737-700
149	B737-800
17	B-737-800
39	B738
2	B747
7	BAE 146-100
3	BAE 146-300

2	BAE 146-300A
1	BE19
6	BE20
1	BE200
1	BE40
1	Beechcraft 1900D (Beech 1
2	BEECHCRAFT BE40
5	Beechcraft Catpass 200 (B
1	Beechcraft King Air 200C (I
4	BEECHCRAFT KING AIR 3
6	BEECHCRAFT KING AIR 3
1	BEECHCRAFT KING AIR 3
1	BEECHCRAFT KING AIR A
1	BEECHCRAFT KING AIR B
2	Beechcraft King Air B200 (I
1	Beechjet 400A (Beech 400
1	Bell 212
72	Bell 412EP
13	Bell 412HP
5	Boeing (McDonnell Dougla
6	Boeing (McDonnell Dougla
1	Boeing 737-2N9C Advance
52	BOEING 737-300
1	BOEING 737-33V
1	BOEING 737-3Q8
38	BOEING 737-401
6	BOEING 737-700 (WINGLET
2	Boeing 737-72U (BBJ) (win
1	BOEING 737-800
63	BOEING 737-800 (WINGLET
3	BOEING 737-804
3	Boeing 737-808 (winglets)
27	Boeing 737-86S (winglets)
3	BOEING 737-8BK
52	Boeing 737-8F2
7	Boeing 737-8F2 (winglets)
36	Boeing 737-8GK (winglets)

13	BOEING 737-8K5 (WINGLE
6	Boeing 737-8Q8
6	BOEING 747-121
1	BOEING 747-481
1	Boeing 767-304 (ER)
1	Boeing 777-21H (ER)
4	Boeing 777-266 (ER)
7	Bombardier Challenger 604
2	BOMBARDIER CRJ200ER (
131	Bombardier CRJ900 (CL-60
29	BOMBARDIER CRJ900ER (
97	Bombardier CRJ900LR (CL
35	Bombardier CRJ900LR Nex
329	Bombardier DHC-8-315 Q30
20	Bombardier DHC-8-402 Q40
1	Bombardier Global 5000 (B
9	BOMBARDIER GLOBAL EX
3	Bombardier Learjet 31
5	Bombardier Learjet 35A
8	Bombardier Learjet 60
1	C12
12	C130
10	C172
1	C208B
1	C295
1	C525
1	C-56X
2	C650
5	C90GTI
1	CASA
1	CASA 352A-3 (JUNKERS JI
1	CESSNA 172-C172
2	Cessna 208 Caravan I
2	CESSNA 208B GRAND CAI
1	CESSNA 501 CITATION I/SI
1	Cessna 560 Citation Encon
2	Cessna 560XL Citation XLS

3	CESSNA 650 CITATION III
7	Cessna 680 Citation Sover
1	CHALLENGER CL-605
1	CL60
1	CRJ.200
1	CRJ2
2	CRJ200
1	CRJ-200
1	DA42NG
31	DASH8-Q400
1	DASSAULT FALCON 200
1	DASSAULT FALCON 2000
1	Dassault Falcon 20E-5
1	Dassault Falcon 900B
1	DC 3
1	DCH6-400
1	De Havilland DHC-6-300 Tw
13	De Havilland DHC-7-102 Da
1	DHC-6
18	DHC8
59	DHC-8
1	DIAMOND DA42 TWIN STA
1	Dornier 328JET (328-300 M
102	E 170
273	E170
9	E190
2	EC155B
10	EMBRAER 170
140	Embraer 170LR (ERJ 170-1
454	Embraer 170SE (ERJ 170-1
20	Embraer 175LR (ERJ 170-2
16	Embraer 190LR (ERJ 190-1
93	EMBRAER 195AR (ERJ 190
66	EMBRAER 195LR (ERJ 190
1	EMBRAER E300
2	EMBRAER RJ135ER (EMB-
1	Embraer RJ135LR (EMB-13

3	ERJ
2	Eurocopter (Aerosp.) AS33
1	Eurocopter (Aerosp.) AS35
1	EUROCOPTER EC155B
1	EUROCOPTER EC225LP
1	FS00
1	Fokker 50 Freighter (LCD) (
1	FOKKER100
1	Gulfstream G100 (IAI Astra
1	Gulfstream G300-MPA (Gul
2	Gulfstream GV (Gulfstream
2	Hawker 400XP (Raytheon 4
1	HAWKER 800XP (RAYTHE(
1	Hawker 800XP (wl) (Raythe
1	Hawker 850XP (Raytheon H
2	Hawker 900XP (Hawker Bee
1	HAWKER SYDENY(HS125E
1	HAWKER400XP
430	HEL
7	HEL-412
117	HELL
1	HS900XP
1	Kamov Ka-32S
1	KING AIR 90
15	LEARJET 60
5	LJ 45
1	LJ60
2	LOCKHEED VC-130H (382C
4	LOCKHEED VC-130H (382C
1	LR45
1	LR60
1	MD900EX
1	MIL MI-8
1	MII MI-8AMT
2	MII MI-8MTV-1
1	MII MI-8P
1	MII MI-8T

1	MITSUBISHI MU-2B-60 MAI
5	PA-31-350 NAVAJO CHIEFT
2	PC-6/B2-H4
1	PILATUS PC-12/45
1	PILATUS PC-6/B2-H4 TURE
1	PIPER PA-31T3 T1040
2	RJ100
2	Rockwell 690 Turbo Comm
1	SA5
74	Tupolev Tu-204-120
1	VULCANAIR (PART.) AP68T
1	Vulcanair (Partenavia) P68I

Total aircraft movement

Aircrafts Movements	
Year 2014	20825
Year 2013	25986
Year 2010	7312
Total	54123

Total passenger movement

Passengers Movement	
Year 2014	2021892
Year 2013	2260540
Year 2010	712073
Total	4994505

Appendix 2 - No. and types of Aircrafts for INM

Flights Operations during Day, Evening and Night Using DNL Noise Metric used for INM (Noise model)

Year	Aircraft Type	Number of flights during				
		Day	Evening	Night	Total	Total
2015	DHC8	0	13	12	25	37
	737500	5	5	5	15	
	A320	7	7	16	30	
	B767	0	0	7	7	
	B777	0	0	7	7	
	B747	0	0	5	5	
Total					99	
2020	DHC8	0	18	22	40	43
	737500	6	6	6	18	
	A320	12	24	24	60	
	B767	0	6	10	16	
	B777	0	6	6	12	
	B747	0	0	7	7	
Total					153	
2025	DHC8	0	20	20	40	
	737500	7	7	6	20	
	A320	18	36	36	90	
	B767	0	9	16	25	

	B777	0	9	9	18	
	B747	0	0	7	7	
Total					200	
2030	DHC8	0	25	25	50	
	737500	8	8	9	25	
	A320	22	42	42	106	
	B767	0	11	19	30	
	B777	0	11	19	30	
	B747	0	0	9	9	
Total					250	

Flights Operations during Day, Evening and Night Using WECPNL Noise Metric

Year	**Aircraft Type**	**Number of flights during**				
		Day	**Evening**	**Night**	**Total**	**Total**
2015	DHC8	0	9	11	20	37
	737500	0	4	6	10	
	A320	7	7	13	27	
	B767	0	0	8	8	
	B777	0	0	8	8	
	B747	0	0	5	5	
Total					78	

2020	DHC8	0	16	16	32	43
	737500	0	4	6	10	
	A320	11	15	24	50	
	B767	0	6	9	15	
	B777	0	5	5	10	
	B747	0	0	4	4	
Total					121	
2025	DHC8	4	14	18	36	56
	737500	0	4	6	10	
	A320	18	26	26	70	
	B767	24	6	12	22	
	B777	4	4	8	16	
	B747	0	0	4	4	
Total					158	
2030	DHC8	6	20	22	48	
	737500	0	5	8	13	
	A320	22	32	32	86	
	B767	5	7	12	24	
	B777	6	7	9	22	
	B747	0	0	5	5	
Total					198	

Appendix 3 - Monitoring Form by JICA

To be filled by EAC environmental unit at Borg Al Arab airport
During construction and operation Phase
MONITORING FORM

-If environmental reviews indicate the need of monitoring by JICA, JICA undertakes monitoring for necessary items that are decided by environmental reviews. JICA undertakes monitoring based on regular reports including measured data submitted by the project proponent. When necessary, the project proponent should refer to the following monitoring form for submitting reports.

-When monitoring plans including monitoring items, frequencies and methods are decided, project phase or project life cycle (such as construction phase and operation phase) should be considered.

1. Responses/Actions to Comments and Guidance from Government Authorities and the Public

Monitoring Item	Monitoring Results during Report Period
Ex.) Responses/Actions to Comments and Guidance from Government Authorities	

2. Mitigation Measures

- Air Quality (Emission Gas / Ambient Air Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
SO_2						
NO_2						
CO						
O_3						
Soot and dust						
SPM						
Dust						

- Water Quality (Effluent/Wastewater/Ambient Water Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
pH						
SS (Suspended Solid)						
BOD/COD						
DO						
Total Nitrogen						
Total Phosphorus						
Heavy Metals						
Hydrocarbons / Mineral Oils						
Phenols						
Cyanide						
Temperature						

- Waste

Monitoring Item	Monitoring Results during Report Period

- Noise / Vibration

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
Noise level						
Vibration level						

- Odor

Monitoring Item	Monitoring Results during Report Period

3． Natural Environment

- Ecosystem

Monitoring Item	Monitoring Results during Report Period
Ex.) Negative effects/Actions to Valuable species	

4． Social Environment

- Resettlement

Monitoring Item	Monitoring Results during Report Period

- Living / Livelihood

Monitoring Item	Monitoring Results during Report Period

Appendix 4 - Noise Readings and Measurements

Instrumentation

All the instruments are manufactured by Bruel & Kjaer (B&K), the world's leading company in noise measurement, located in Denmark.

Two main instruments were used in the measurements:

- Modular Precision Sound Analyzer Type 2260
- The Serial Number of the sound level meter is 2305245

Modular Precision Sound Analyzer Type 2260 **2250 sound level meter**

The instruments will be calibrated using B&K Sound Level Calibrator Type 4231, which produces a reference sound of 94 dB. The calibration is performed for the microphones and the instruments before and after each group of readings.

The microphones were mounted on Tripods Type UA0801 at a height of 1.2 meters from the ground surface.

Standards:

The instruments conform to:

IEC651 (1979) and IEC804 (1985) Type 2;

ANSI S1.4 (1983) and draft S1.43 (1992) Type 2;

BS 5969 and BS 6698 Type 1.

Instrumentations for Vibration measurements

Data Collector System — 2526 Series

Data Collector Type 2526 MK2

Intrinsically Safe Data Collector Type 2526E

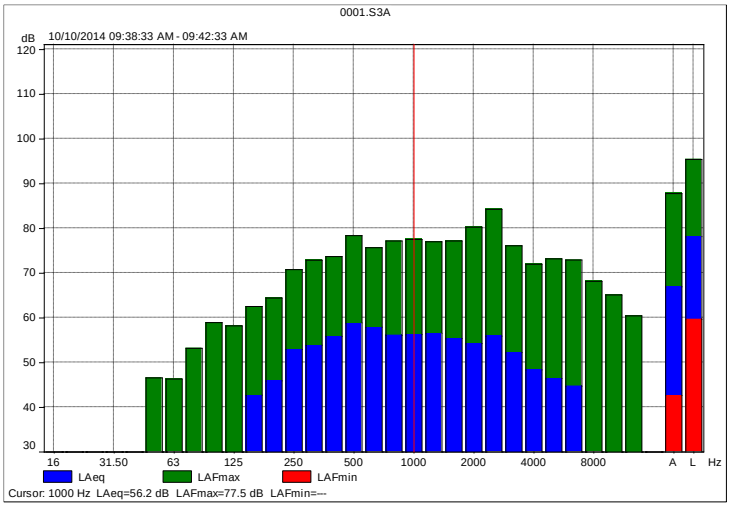
Balancing Program Type 7111

Field Analysis & Balancing (FAB) Program Type 7112

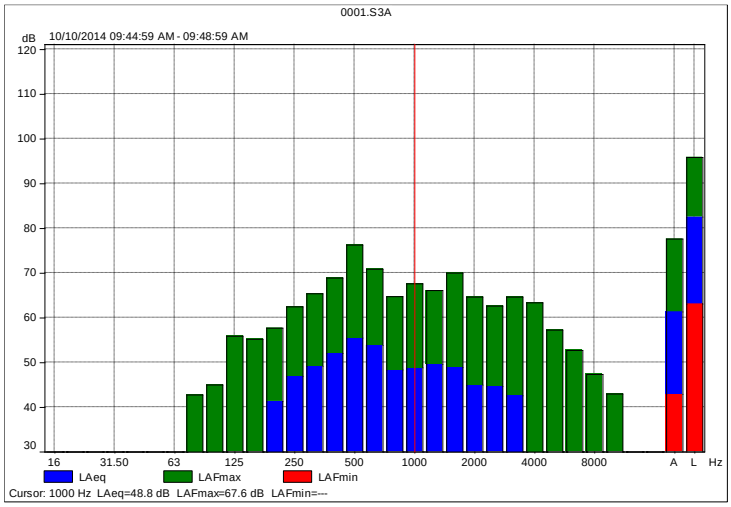
First Measurments group:

Points	Coordinates	
1	30.992674	29.648759
2	31.007708	29.638053
3	31.007703	29.637998
4	30.994209	29.648024
5	30.977407	29.660831
6	30.977338	29.660849
7	30.977367	29.660892
8	30.969112	29.665646
9	30.963868	29.669262
10	30.943736	29.675061
11	30.943791	29.675164
12	30.943766	29.675162

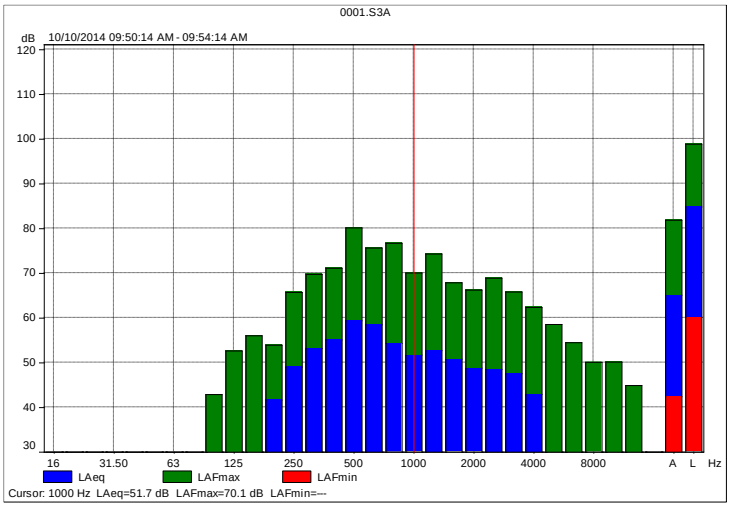
Locations	LAeq	LASmax	LApeak	LASmin	LAF1	LAF5	LAF10	LAF50	LAF90	LAF95	LAF99
Location 1	**66.91**	82.57	107.62	44.94	78.58	71.39	68.86	59.65	46.85	45.84	44.66
Location 2	**61.31**	72.88	92.68	43.75	72.05	67.72	65.30	53.57	46.28	45.26	43.86
Location 3	**65.06**	75.3	95.41	44.75	75.90	71.67	69.16	57.94	45.69	45.10	43.83
Location 4	**68.27**	81.11	95.76	42.66	80.39	77.18	71.77	49.45	43.56	43.04	42.48
Location 5	**70.33**	79.01	97.4	50.02	79.61	77.04	75.08	64.78	54.12	50.96	49.45
Location 6	**74.82**	88.91	103.76	57.24	85.13	79.83	77.76	70.61	62.15	60.37	56.75
Location 7	**68.78**	85.65	104.43	52.92	78.20	73.58	71.73	61.27	56.75	55.64	54.29
Location 8	**70.88**	82.17	103.45	56.58	81.23	76.76	73.88	66.31	59.44	58.28	56.09
Location / 9	**63.69**	75.26	101.11	54.96	71.31	68.17	66.63	61.54	56.86	55.69	54.06
Location 10	**69.92**	86.8	105.05	53.63	80.12	74.05	71.97	64.52	56.58	54.94	52.55
Location 11	**68.81**	77.23	96	57.63	75.03	73.01	71.88	67.62	62.00	60.56	57.67
Location 12	**73.6**	82.98	99.86	54.96	82.09	79.32	77.49	70.59	60.03	56.57	52.90



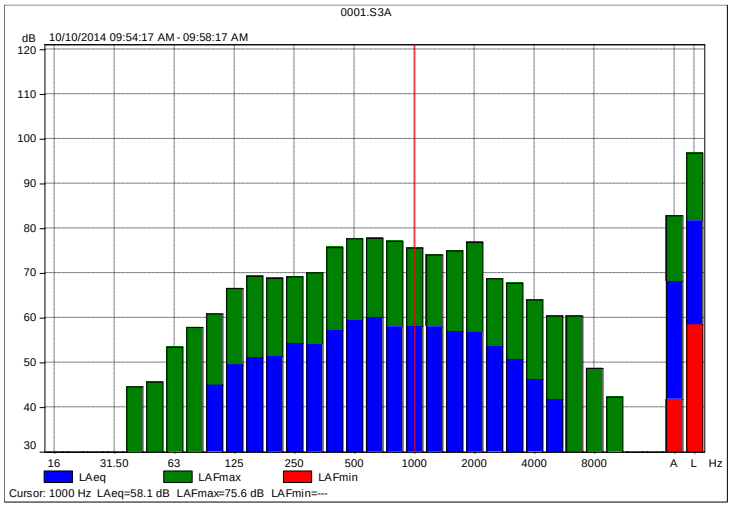
Location 1



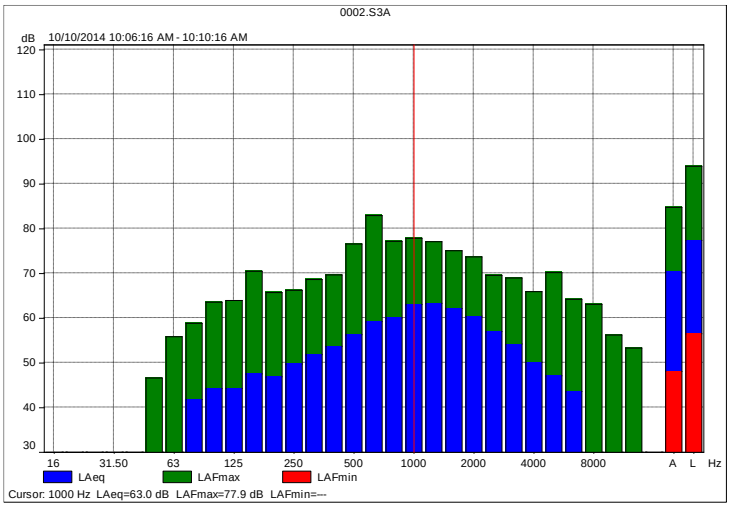
Location2



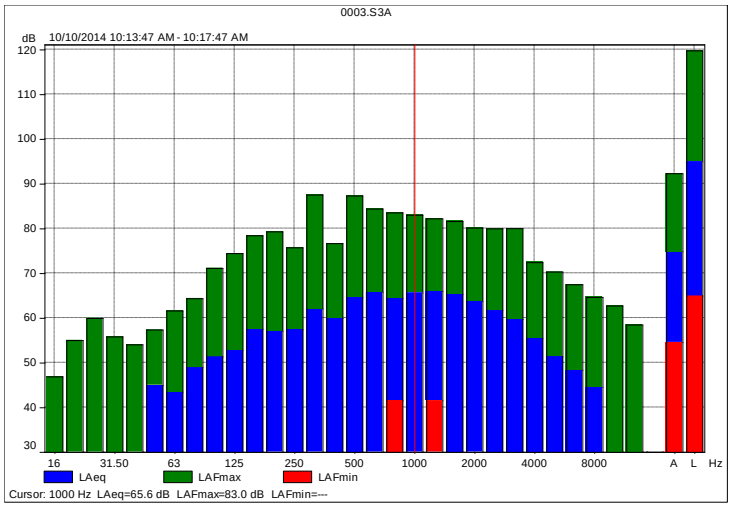
Location3



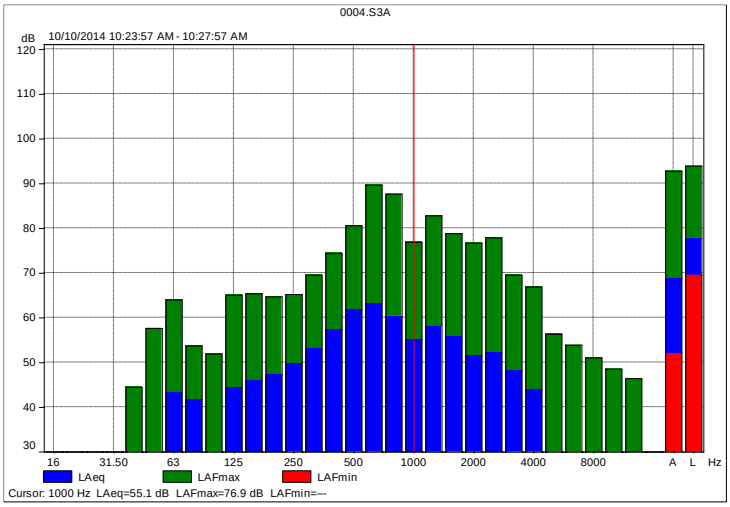
Location4



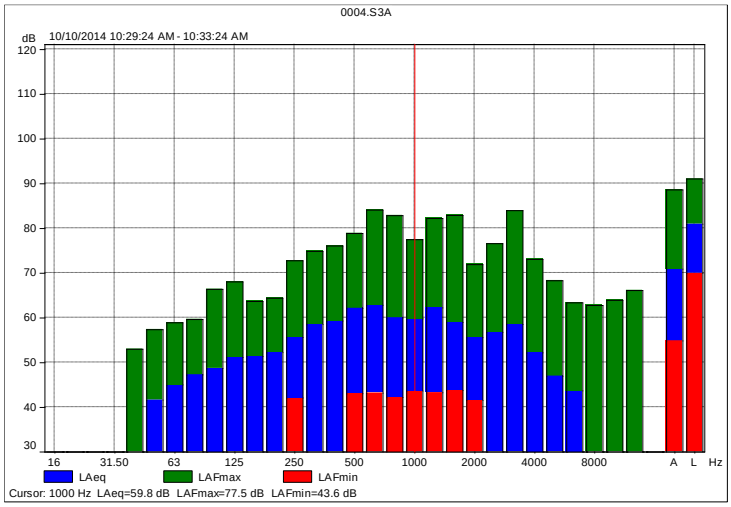
Location5



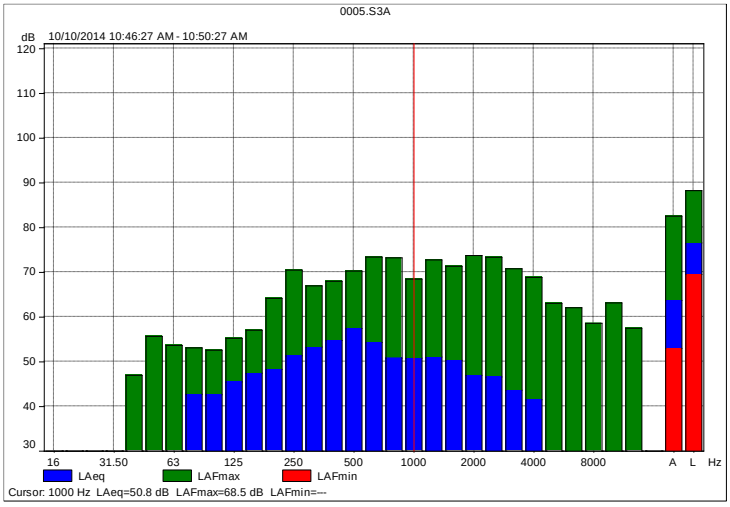
Location 6



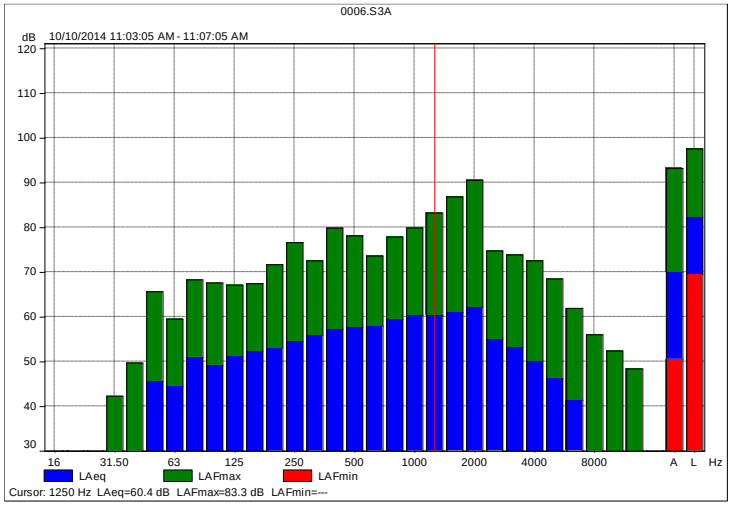
Location7



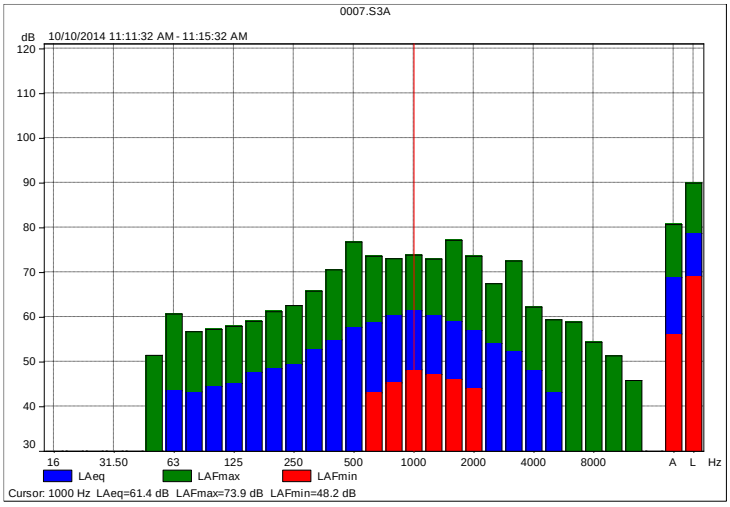
Location8



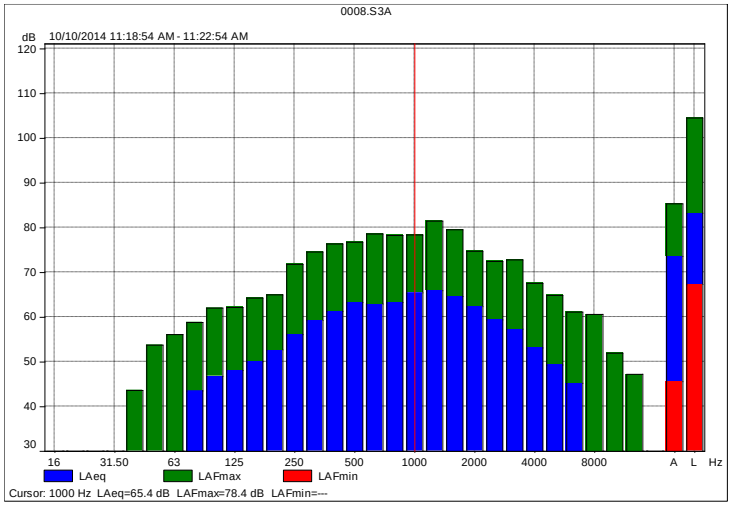
Location9



Location10



Location 11



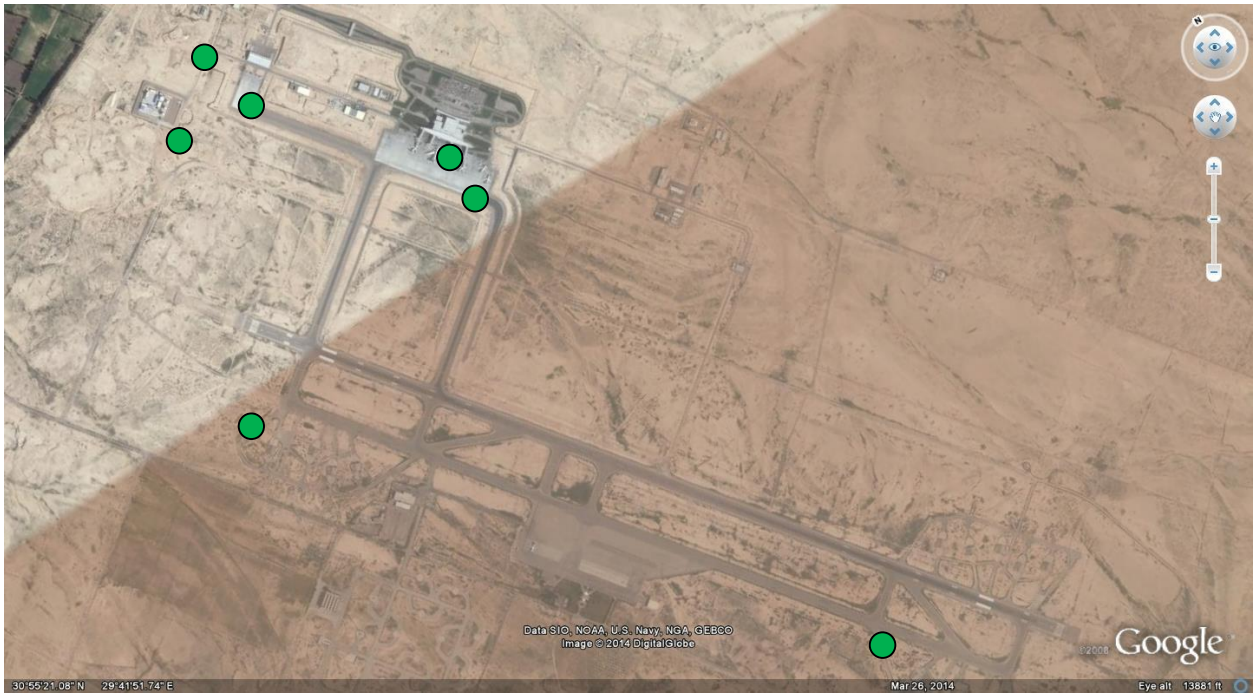
Location12

Measurements photos

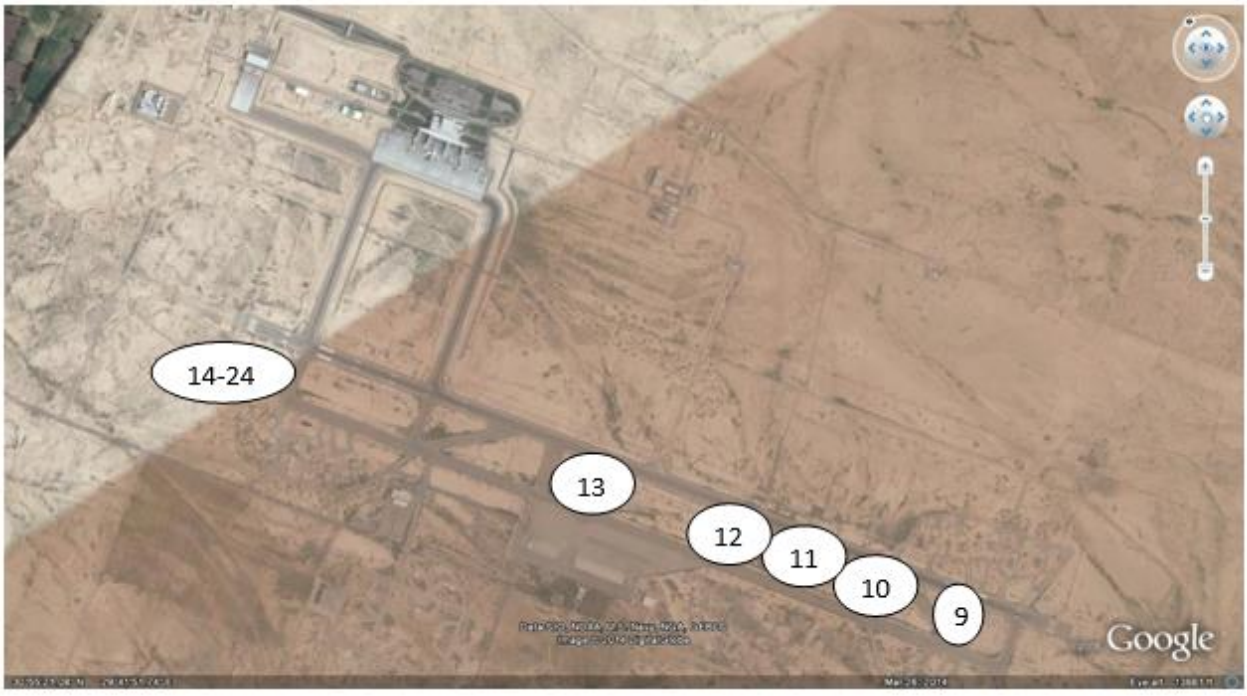

واحة
خطاب
خطاب


واحة
خطاب

2nd noise measurements group



Measeres locations



Google maps shows measures locations

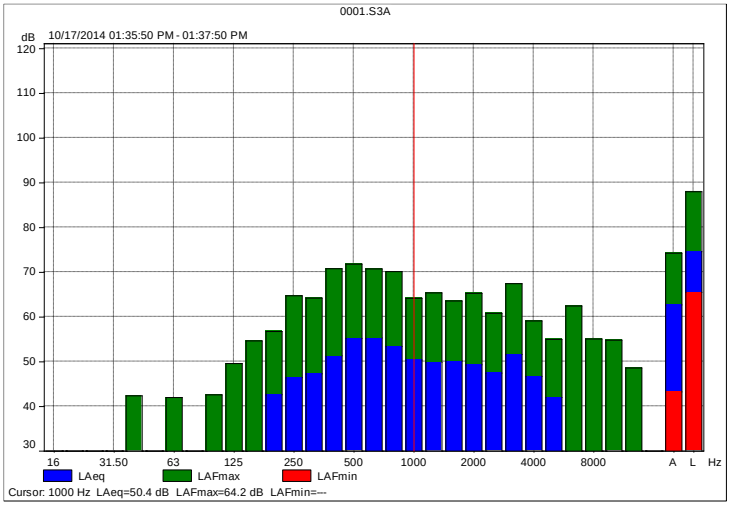
Measurements inside airport area

Readings	Start time	LAeq	LASmax	LApeak	LASmin	LAF1	LAF5	LAF10	LAF50	LAF90	LAF95	LAF99
Reading 1	01:35:50 PM	62.69	70.27	90.26	48.61	71.46	69.04	67.03	58.63	52.53	48.87	45.45
Reading 2	01:39:19 PM	76.88	85.08	101.58	66.31	85.87	81.70	79.99	74.58	68.71	66.98	65.71
Reading 3	01:43:16 PM	72.61	80.93	94.79	65.76	80.82	79.34	76.03	69.36	66.76	66.41	65.59
Reading 4	01:45:19 PM	70.26	79.53	93.75	64.56	79.17	76.03	72.50	68.01	65.70	65.43	64.70
Reading 5	02:16:02 PM	60.46	65.21	89.95	56.97	65.93	62.42	61.00	59.98	59.32	59.16	58.87
Reading 6	02:17:06 PM	60.41	70.62	84.13	52.3	71.11	67.78	64.46	53.93	52.56	52.28	51.75
Reading 7	02:19:47 PM	53.47	60.28	86.44	50.44	62.43	57.60	55.37	51.69	50.62	50.38	49.96
Reading 8	02:21:00 PM	48.1	58.78	91.06	45.8	53.20	49.41	48.28	46.90	46.06	45.86	45.57
Reading 9	02:33:54 PM	53.41	64.75	91.1	43.48	64.57	58.99	56.16	47.50	42.79	42.15	41.36
Reading 10	02:34:58 PM	53.57	57.44	73.67	45.9	59.09	57.72	56.77	51.53	46.20	45.49	43.74
Reading 11	02:36:01 PM	59.53	67.55	85.83	51.23	68.57	65.27	63.19	56.44	50.99	49.70	48.49
Reading 12	02:37:07 PM	55.67	63.32	81.57	---	65.46	62.19	59.90	50.56	42.13	---	---
Reading 13	02:39:08 PM	85.93	100.08	114.66	44.32	101.22	88.17	77.36	57.00	46.41	45.54	44.05
Reading 14	02:41:35 PM	68.44	80.58	96.83	44.08	81.36	76.51	70.49	55.62	45.73	44.71	43.37
Reading 15	02:50:22 PM	65.08	78.48	99.61	53.58	75.93	69.98	64.97	57.35	55.10	54.80	54.41
Reading 16	02:52:28 PM	54.55	60.96	85.57	47.74	61.70	57.25	56.10	54.11	49.32	47.87	47.03
Reading 17	02:55:10 PM	50.55	59.75	78.77	41.52	60.85	55.46	53.41	47.38	42.07	41.36	---
Reading 18	02:56:39 PM	44.5	52.91	77.42	---	53.38	48.82	47.39	43.24	---	---	---
Reading 19	02:57:49 PM	46.7	52.16	76.31	---	54.73	51.65	50.42	44.68	---	---	---
Reading 20	02:59:47 PM	43.62	56.1	80.5	---	56.40	48.90	45.43	---	---	---	---
Reading 21	03:00:51 PM	73.94	85.56	99.56	---	86.13	83.24	77.42	43.83	---	---	---
Reading 22	03:01:54 PM	64.1	78.76	91.09	46.42	78.87	70.20	65.55	54.15	46.31	45.11	43.69
Reading 23	03:05:47 PM	75.59	85.09	99.03	49.75	85.48	84.62	82.17	60.73	51.10	49.61	47.51
Reading 24	03:12:41 PM	77.09	86.67	99.49	47.84	86.94	85.59	82.98	61.22	49.46	48.64	45.24
Reading 25	03:19:32 PM	79	84.79	84.79	70.62	87.15	82.30	80.71	77.75	75.47	74.56	71.50

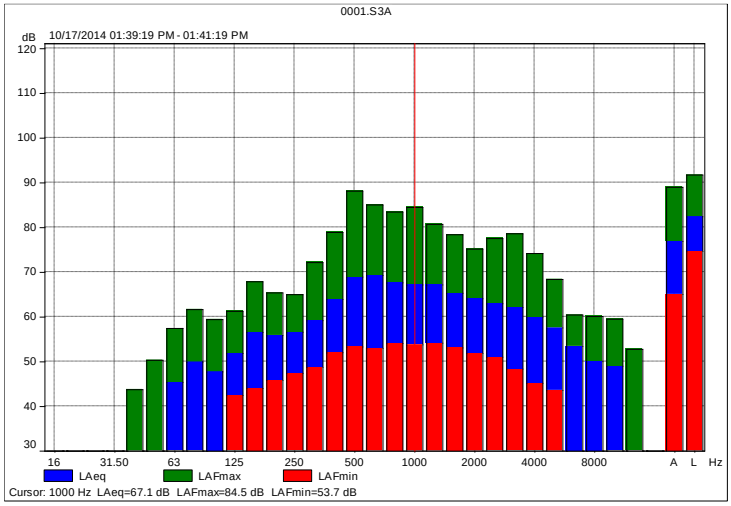
--- Means ≤ 40 dB

Readings	Description
Reading 1	At arriving hall In the terminal building
Reading 2	At tarmac area during serving plane
Reading 3	At tarmac area during serving plane at another location
Reading 4	At tarmac area during serving plane at another location
Reading 5	Front of cargo village
Reading 6	Front of cargo village at another location
Reading 7	Front of water station treatment
Reading 8	Front of Egypt air fuel station
Reading 9	Beside run way Next to beginning end as a background
Reading 10	Beside run way Next to middle
Reading 11	The same location during passing plane on taxi way
Reading 12	Beside run way as Background value
Reading 13	Beside run way near to beginning During takeoff event
Reading 14	In the end of run way during landing event
Reading 15	In the end of run way during passing service bus
Reading 16	In the end of run way as Background value
Reading 17	In the end of run way as Background value
Reading 18	In the end of run way as Background value
Reading 19	In the end of run way as Background value
Reading 20	In the end of run way as Background value
Reading 21	In the end of run way during passing plane in the end of it
Reading 22	In the end of run way during passing plane in the beginning of it
Reading 23	In the end of run way during takeoff event
Reading 24	In the end of run way during takeoff event for another plane
Reading 25	At tarmac at moving Luggage service

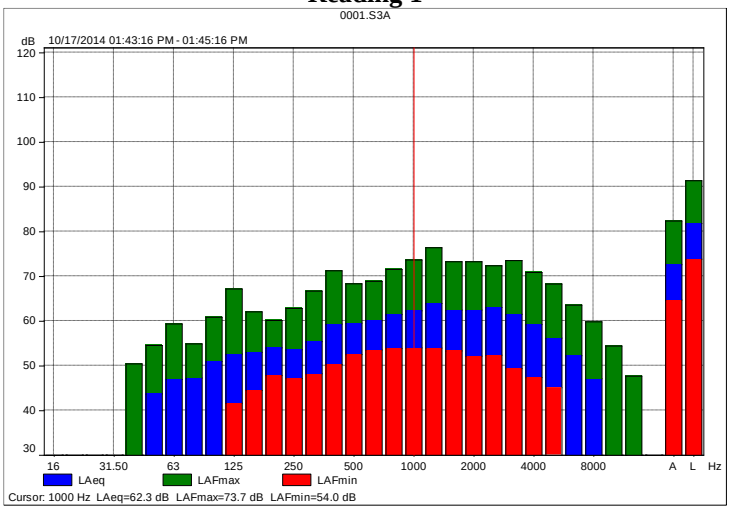
1/3 Octave



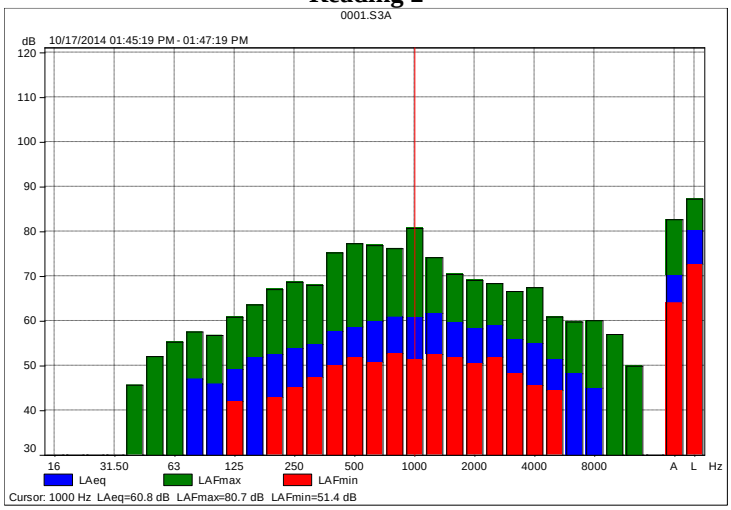
Reading 1



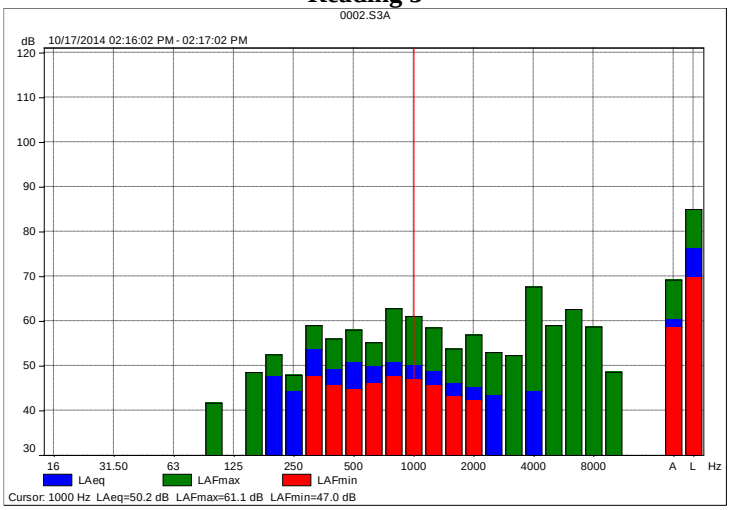
Reading 2



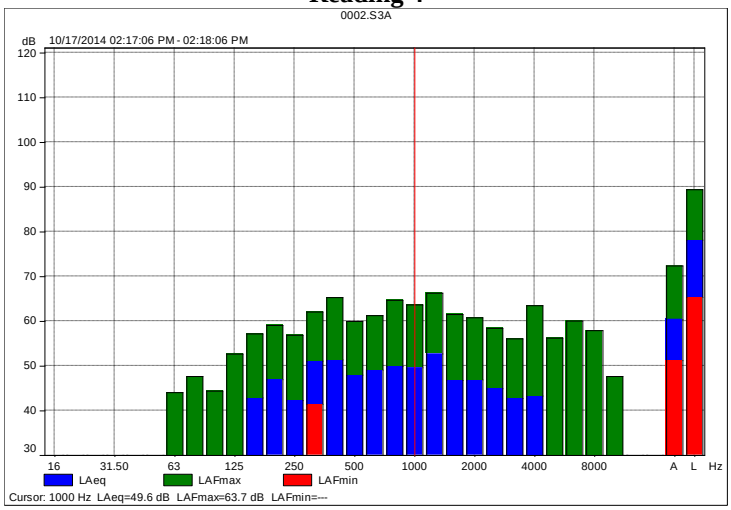
Reading 3



Reading 4

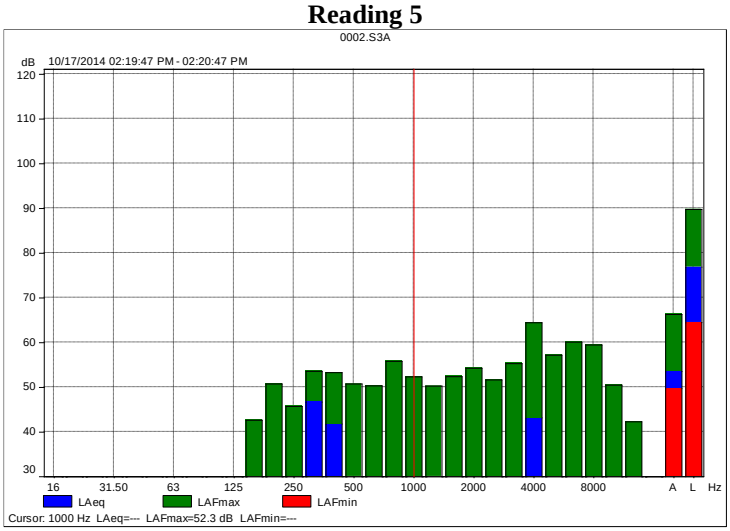


Reading 5

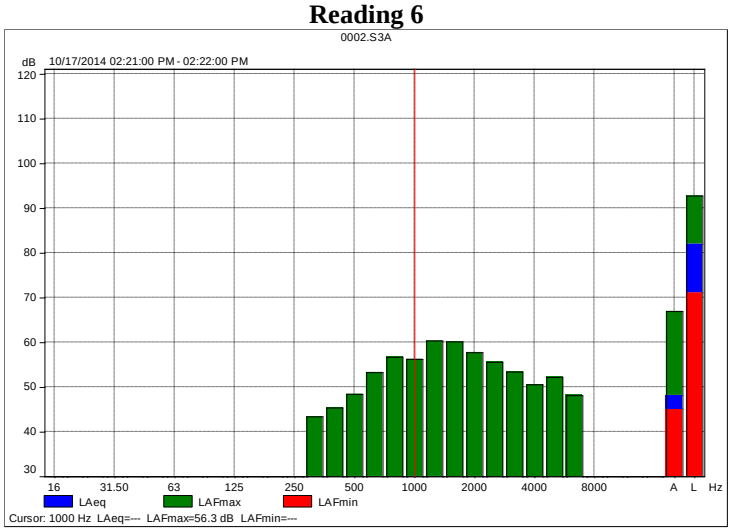


Reading 6

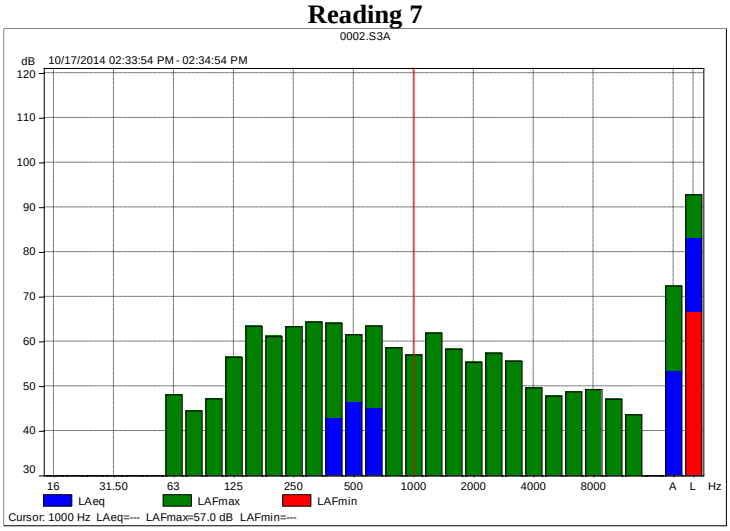
Reading 5



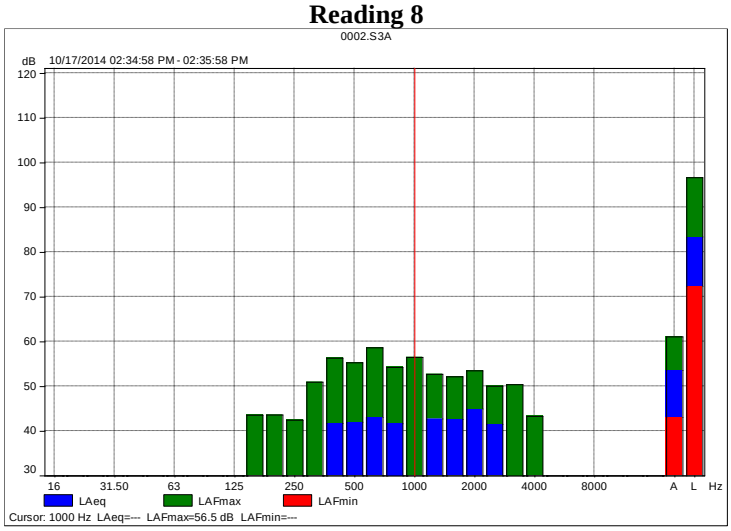
Reading 6



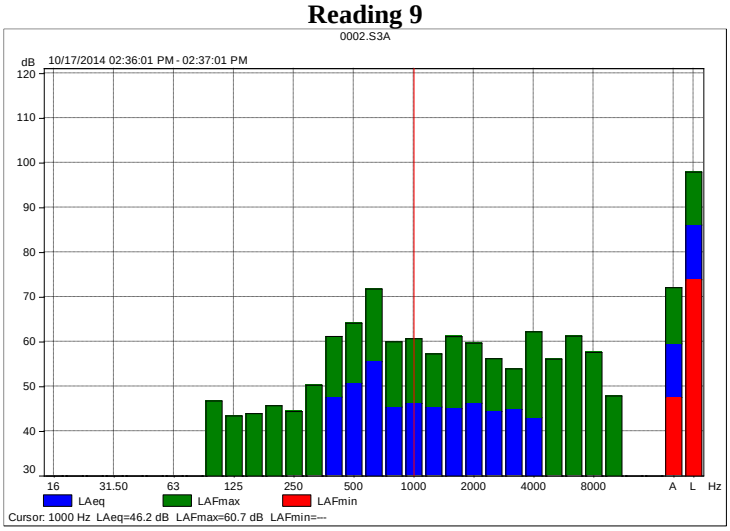
Reading 7



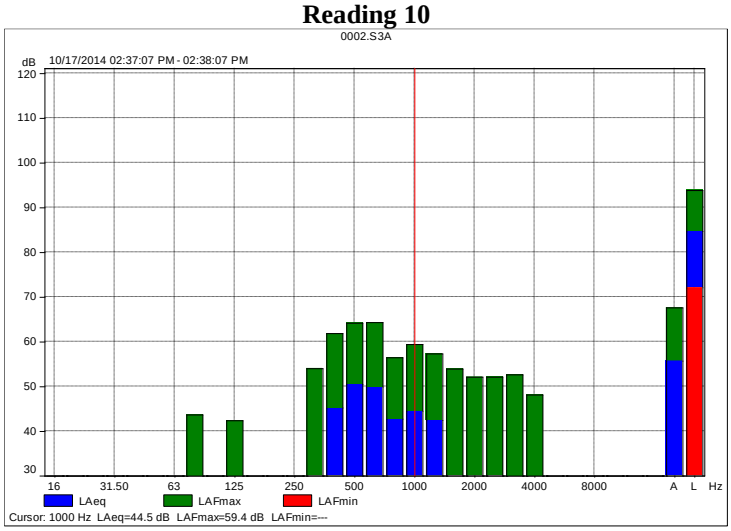
Reading 8



Reading 9

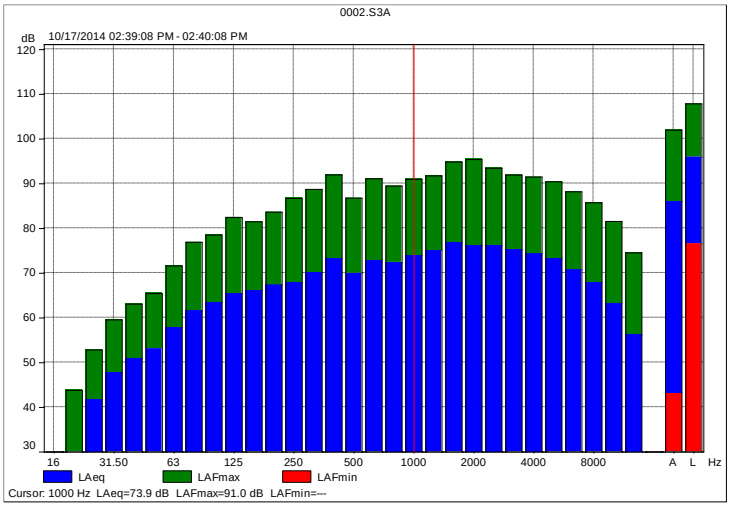


Reading 10

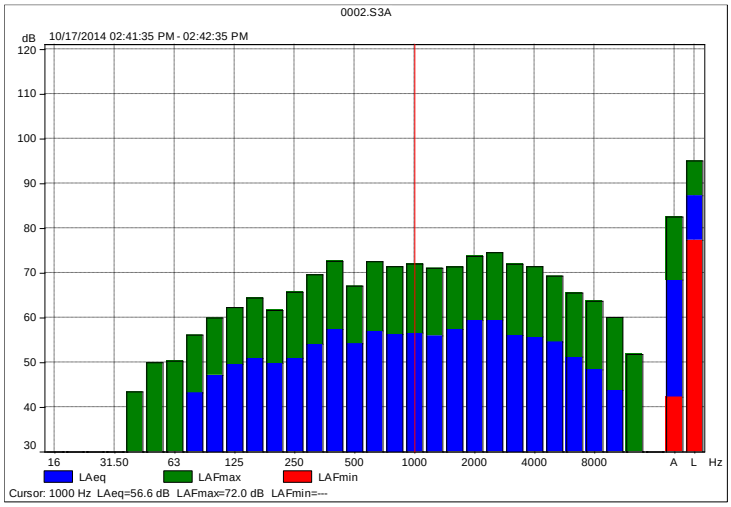


Reading 11

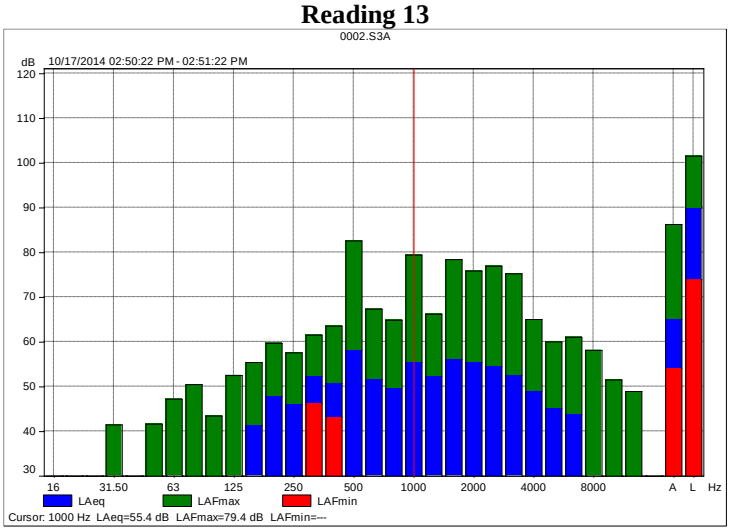
Reading 12



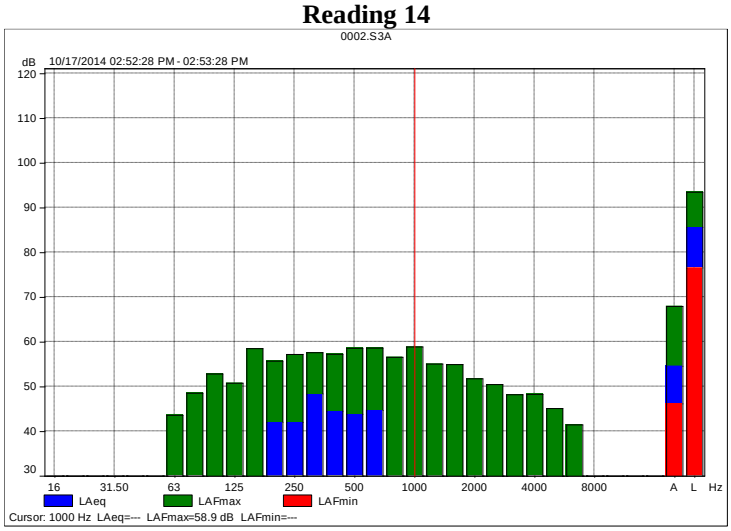
Reading 13



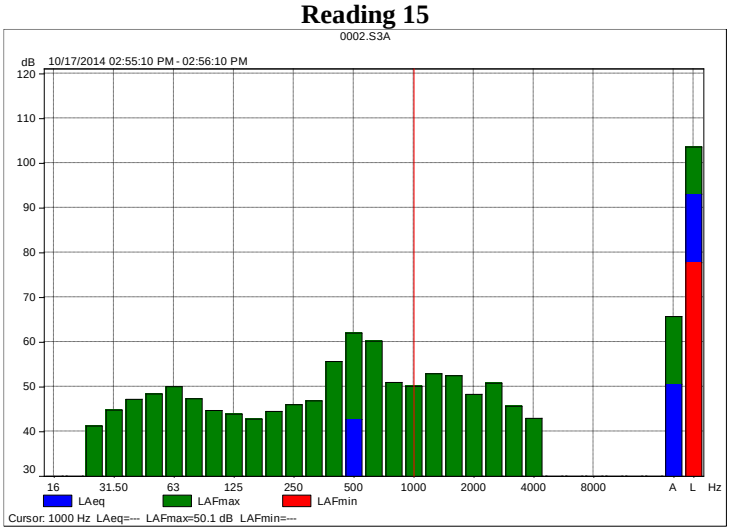
Reading 14



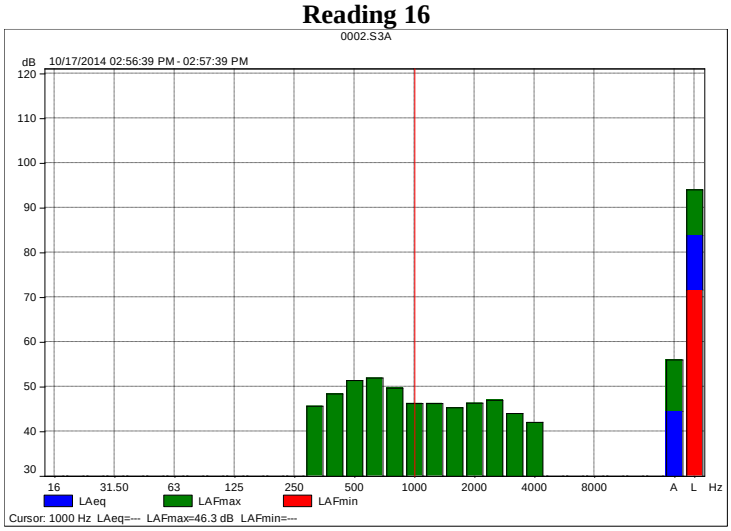
Reading 15



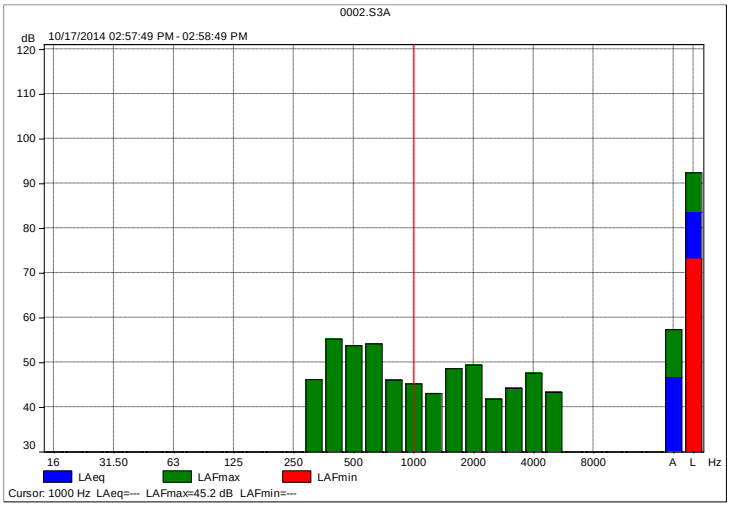
Reading 16



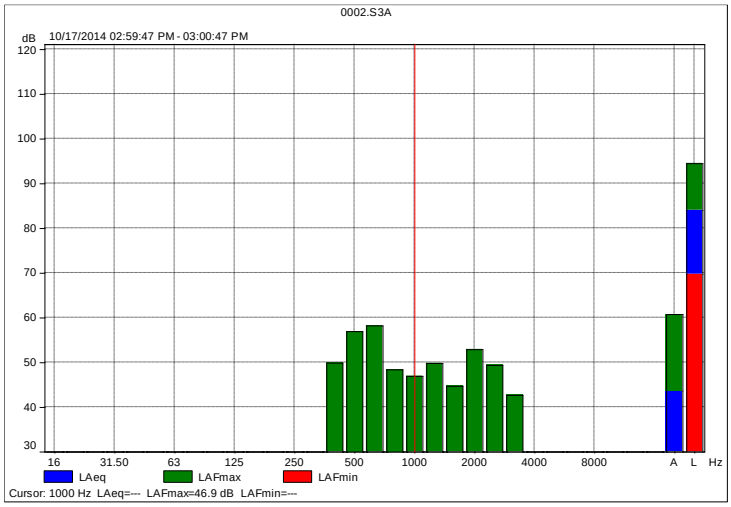
Reading 17



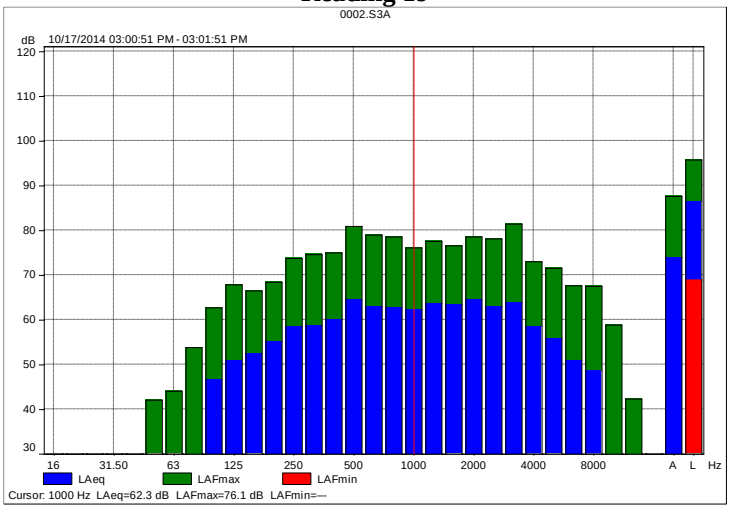
Reading 18



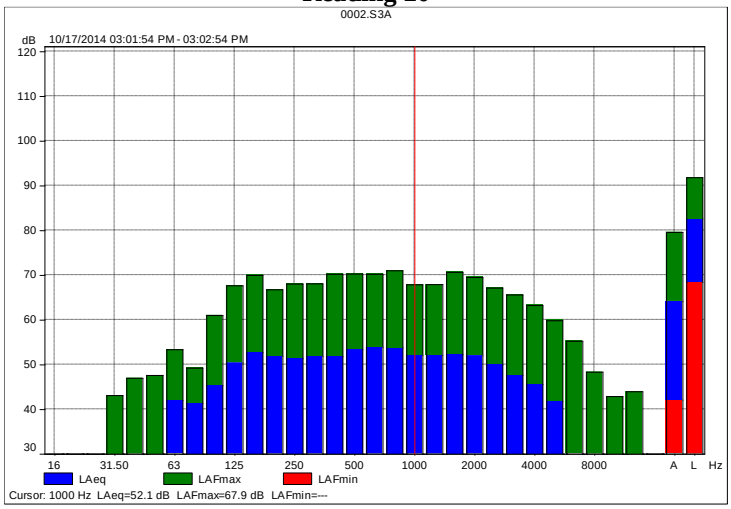
Reading 19



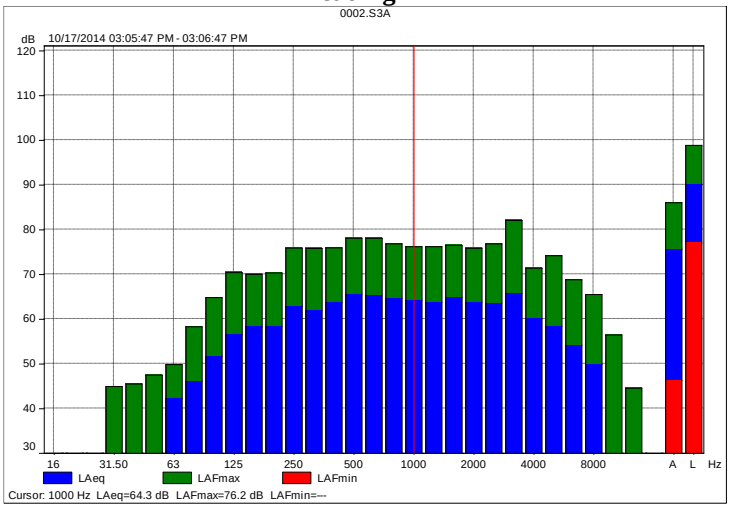
Reading 20



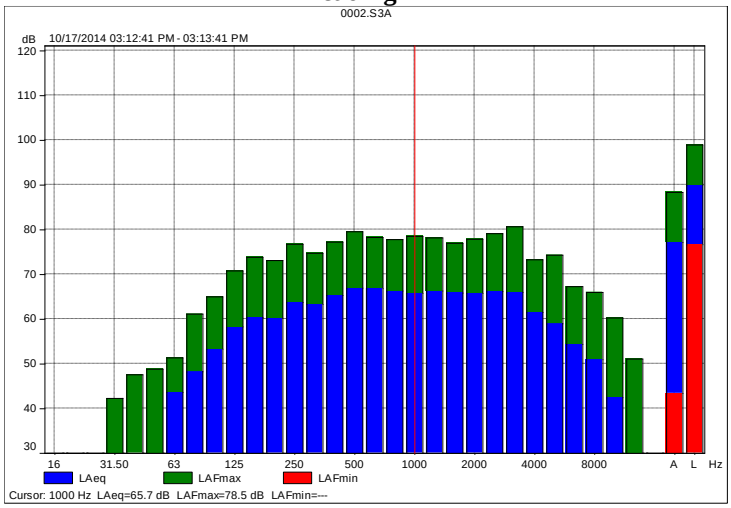
Reading 21



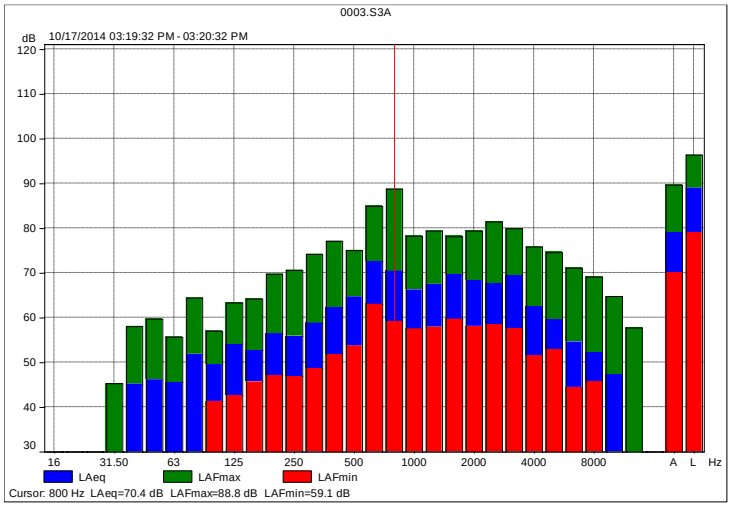
Reading 22



Reading 23



Reading 24


0003.S3A
dB
10/17/2014 03:19:32 PM - 03:20:32 PM
120
110
100
90
80
70
60
50
40
30
16
31.50
63
125
250
500
1000
2000
4000
8000
A
L
Hz
LAeq
LAFmax
LAFmin
Cursor: 800 Hz LAeq=70.4 dB LAFmax=88.8 dB LAFmin=59.1 dB

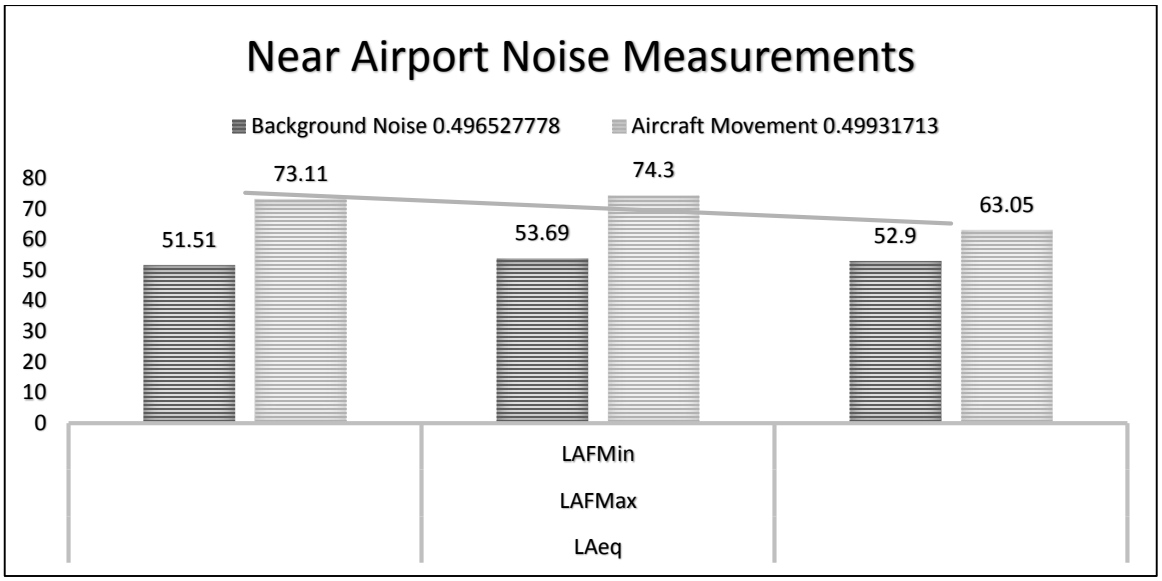
Reading 25

Measurements photos

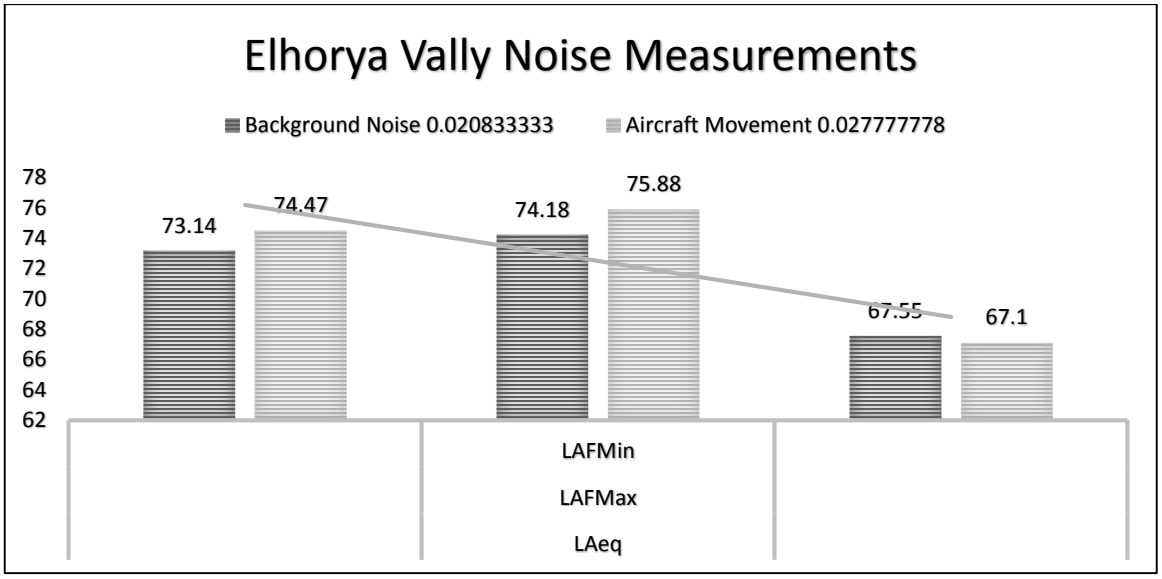
3rd noise measurements group

Points	Coordinates		
1	Final Landing Point	30°53'35.93"N	29°43'3.21"E
2	Abobakr ValleyBackground	30°53'43.61"N	29°44'19.27"E
3	Chiek Point-Road Entrance	30°57'28.96"N	29°50'6.20"E
4	PalestineValley School	30°56'26.07"N	29°48'15.41"E
5	Airport Gate	30°56'48.82"N	29°42'3.86"E
6	Airport Road	30°56'26.34"N	29°45'33.45"E
7	Elmahgar Background	30°56'18.55"N	29°47'54.47"E

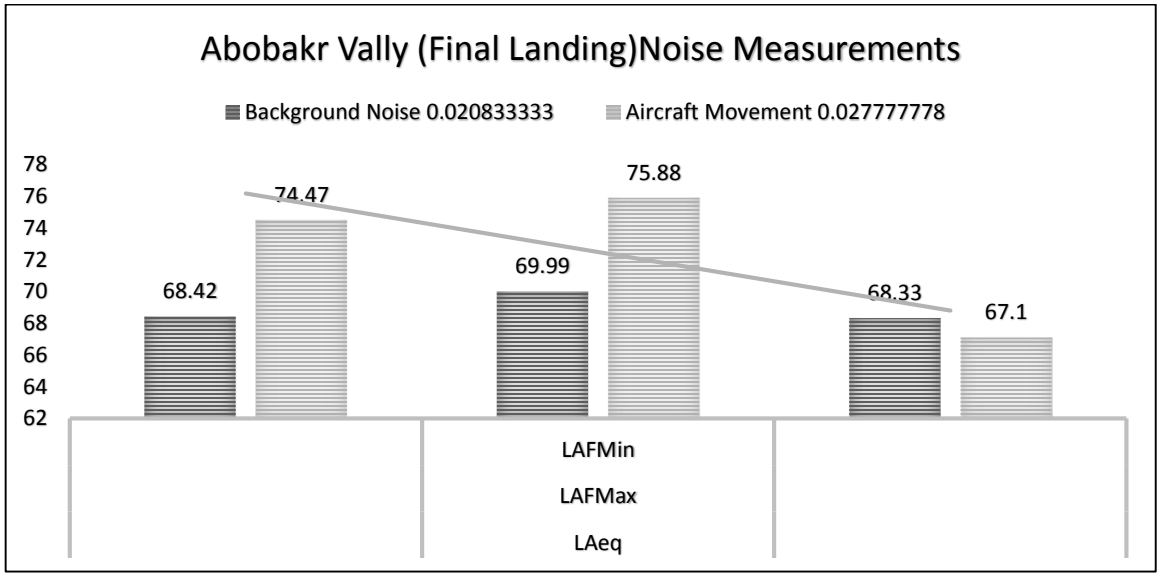
Near Airport Noise Measurements				
Noise Mode	Start Time	LAeq	LAFMax	LAFMin
Background Noise	11:55:00 ص	51.51	53.69	52.9
Aircraft Movement	11:59:01 ص	73.11	74.3	63.05



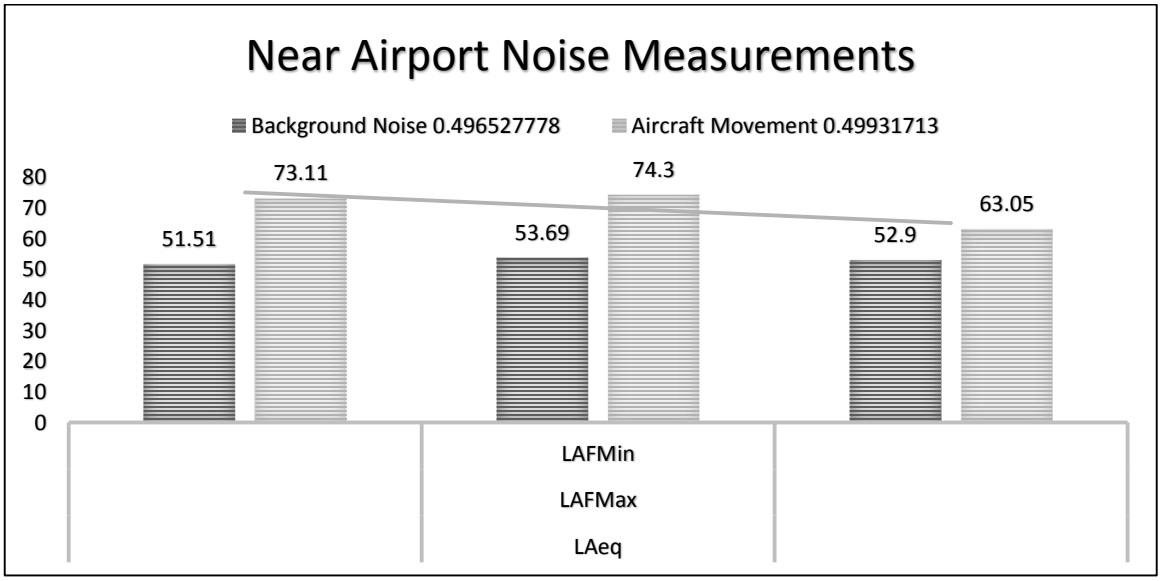
Elhorya Vally Noise Measurements				
Noise Mode	Start Time	LAeq	LAFMax	LAFMin
Background Noise	12:30:00 ص	73.14	74.18	67.55
Aircraft Movement	12:40:00 ص	74.47	75.88	67.1



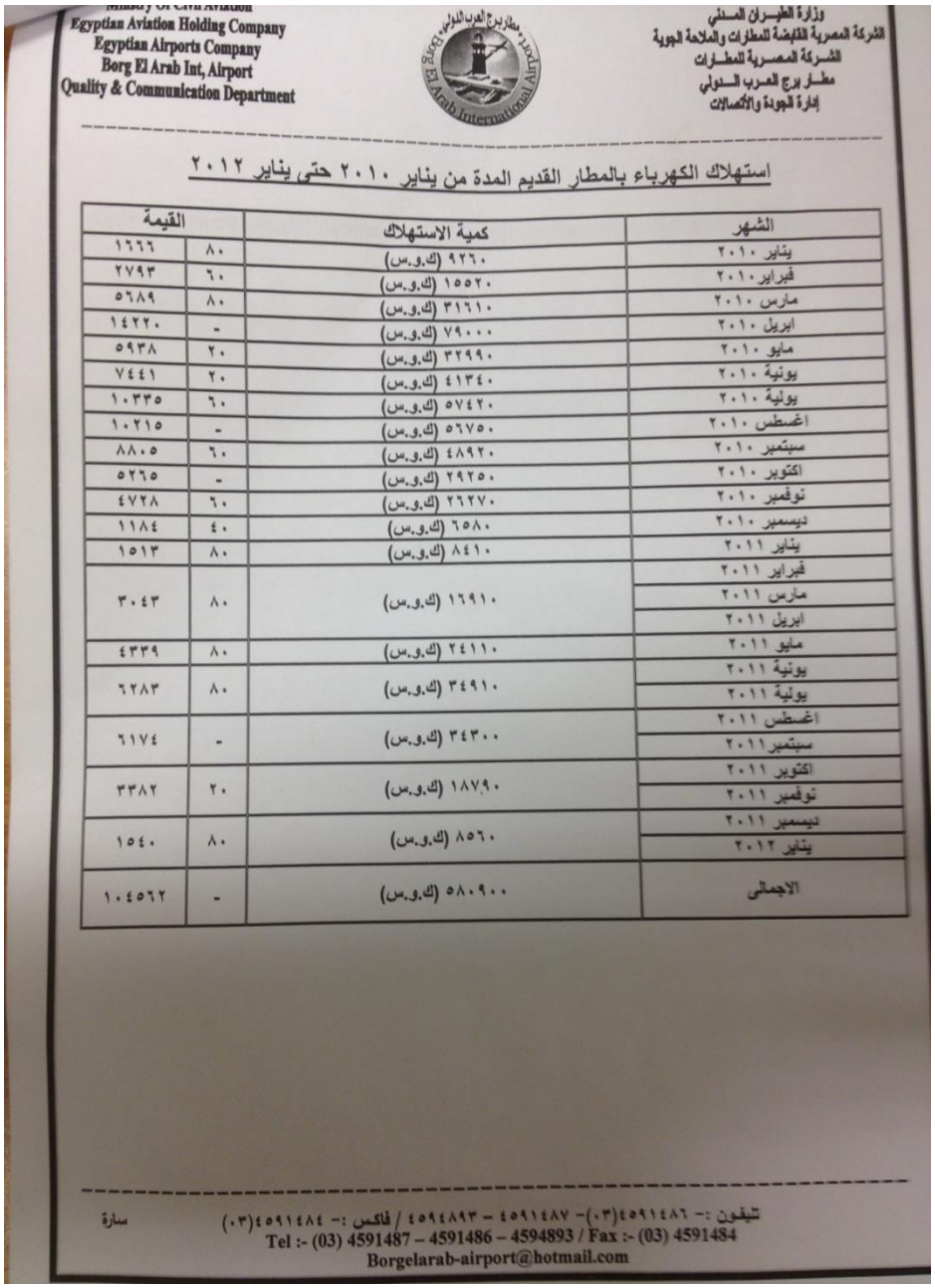
Abobakr Vally(Final Landing) Noise Measurements				
Noise Mode	Start Time	LAeq	LAFMax	LAFMin
Background Noise	12:30:00 ص	68.42	69.99	68.33
Aircraft Movement	12:40:00 ص	74.47	75.88	67.1



New Roed For Borg Elarab Airport				
Noise Mode	Start Time	LAeq	LAFMax	LAFMin
Background Noise	12:55:00 ص	73.11	74.3	63.05
Aircraft Movement	13:05:00 AM	74.47	75.88	67.1



Appendix 5 – Electric Consumption



Egyptian Aviation Holding Company
Egyptian Airports Company
Borg El Arab Int, Airport
Quality & Communication Department

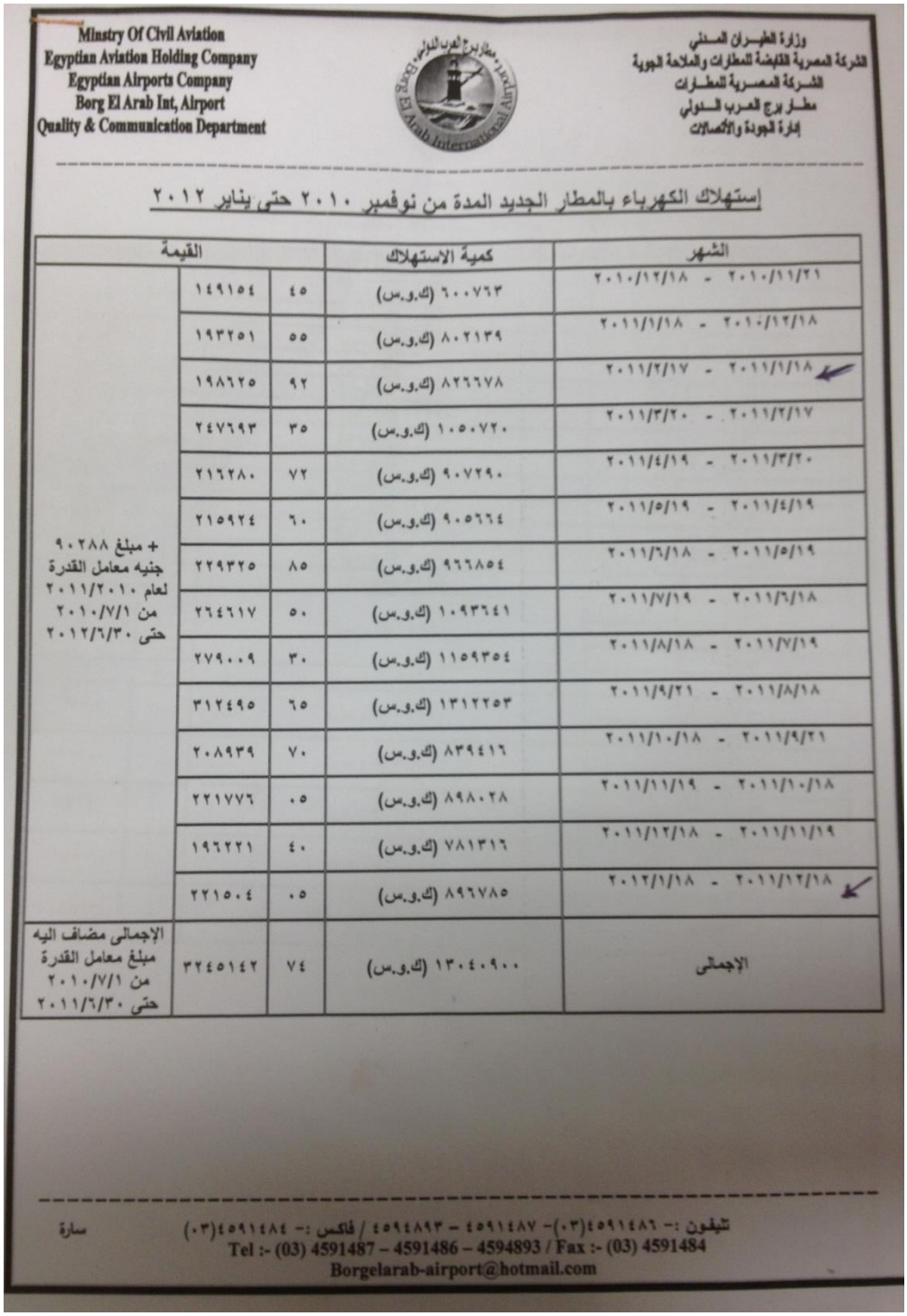
وزارة الطيران المدني
الشركة المصرية القابضة للمطارات والملاحة الجوية
الشركة المصرية للمطارات
مطار برج العرب الدولي
إدارة الجودة والاتصالات

استهلاك الكهرباء بالمطار القديم المدة من يناير ٢٠١٠ حتي يناير ٢٠١٢

الشهر	كمية الاستهلاك	القيمة	
يناير ٢٠١٠	٩٢٦٠ (ك.و.س)	٨٠	١٦٦٦
فبراير ٢٠١٠	١٥٥٢٠ (ك.و.س)	٦٠	٢٧٩٣
مارس ٢٠١٠	٣١٦١٠ (ك.و.س)	٨٠	٥٦٨٩
ابريل ٢٠١٠	٧٩٠٠٠ (ك.و.س)	-	١٤٢٢٠
مايو ٢٠١٠	٣٢٩٩٠ (ك.و.س)	٢٠	٥٩٣٨
يونية ٢٠١٠	٤١٣٤٠ (ك.و.س)	٢٠	٧٤٤١
يولية ٢٠١٠	٥٧٤٢٠ (ك.و.س)	٦٠	١٠٣٣٥
اغسطس ٢٠١٠	٥٦٧٥٠ (ك.و.س)	-	١٠٢١٥
سبتمبر ٢٠١٠	٤٨٩٢٠ (ك.و.س)	٦٠	٨٨٠٥
اكتوبر ٢٠١٠	٢٩٢٥٠ (ك.و.س)	-	٥٢٦٥
نوفمبر ٢٠١٠	٢٦٢٧٠ (ك.و.س)	٦٠	٤٧٢٨
ديسمبر ٢٠١٠	٦٥٨٠ (ك.و.س)	٤٠	١١٨٤
يناير ٢٠١١	٨٤١٠ (ك.و.س)	٨٠	١٥١٣
فبراير ٢٠١١ مارس ٢٠١١ ابريل ٢٠١١	١٦٩١٠ (ك.و.س)	٨٠	٣٠٤٣
مايو ٢٠١١	٢٤١١٠ (ك.و.س)	٨٠	٤٣٣٩
يونية ٢٠١١ يولية ٢٠١١	٣٤٩١٠ (ك.و.س)	٨٠	٦٢٨٣
اغسطس ٢٠١١ سبتمبر ٢٠١١	٣٤٣٠٠ (ك.و.س)	-	٦١٧٤
اكتوبر ٢٠١١ نوفمبر ٢٠١١	١٨٧٩٠ (ك.و.س)	٢٠	٣٣٨٢
ديسمبر ٢٠١١ يناير ٢٠١٢	٨٥٦٠ (ك.و.س)	٨٠	١٥٤٠
الاجمالى	٥٨٠٩٠٠ (ك.و.س)	-	١٠٤٥٦٢

سارة

تليفون :- ٤٥٩١٤٨٦(٠٣)- ٤٥٩١٤٨٧ – ٤٥٩٤٨٩٣ / فاكس :- ٤٥٩١٤٨٤(٠٣)
Tel :- (03) 4591487 – 4591486 – 4594893 / Fax :- (03) 4591484
Borgelarab-airport@hotmail.com



Ministry Of Civil Aviation
Egyptian Aviation Holding Company
Egyptian Airports Company
Borg El Arab Int, Airport
Quality & Communication Department

وزارة الطيـــران المـــدني
الشركة المصرية القابضة للمطارات والملاحة الجوية
الشـركة المصـرية للمطـارات
مطـار برج العـرب الـدولي
إدارة الجودة والاتصالات

استهلاك الكهرباء بالمطار الجديد المدة من نوفمبر ٢٠١٠ حتى يناير ٢٠١٢

الشهر	كمية الاستهلاك	القيمة		
٢٠١٠/١١/٢١ - ٢٠١٠/١٢/١٨	٦٠٠٧٦٣ (ك.و.س)	٤٥	١٤٩١٥٤	+ مبلغ ٩٠٢٨٨ جنيه معامل القدرة لعام ٢٠١١/٢٠١٠ من ٢٠١٠/٧/١ حتى ٢٠١٢/٦/٣٠
٢٠١٠/١٢/١٨ - ٢٠١١/١/١٨	٨٠٢١٣٩ (ك.و.س)	٥٥	١٩٣٢٥١	
٢٠١١/١/١٨ - ٢٠١١/٢/١٧	٨٢٦٦٧٨ (ك.و.س)	٩٢	١٩٨٦٢٥	
٢٠١١/٢/١٧ - ٢٠١١/٣/٢٠	١٠٥٠٧٢٠ (ك.و.س)	٣٥	٢٤٧٦٩٣	
٢٠١١/٣/٢٠ - ٢٠١١/٤/١٩	٩٠٧٢٩٠ (ك.و.س)	٧٢	٢١٦٢٨٠	
٢٠١١/٤/١٩ - ٢٠١١/٥/١٩	٩٠٥٦٦٤ (ك.و.س)	٦٠	٢١٥٩٢٤	
٢٠١١/٥/١٩ - ٢٠١١/٦/١٨	٩٦٦٨٥٤ (ك.و.س)	٨٥	٢٢٩٣٢٥	
٢٠١١/٦/١٨ - ٢٠١١/٧/١٩	١٠٩٣٦٤١ (ك.و.س)	٥٠	٢٦٤٦١٧	
٢٠١١/٧/١٩ - ٢٠١١/٨/١٨	١١٥٩٣٥٤ (ك.و.س)	٣٠	٢٧٩٠٠٩	
٢٠١١/٨/١٨ - ٢٠١١/٩/٢١	١٣١٢٢٥٣ (ك.و.س)	٦٥	٣١٢٤٩٥	
٢٠١١/٩/٢١ - ٢٠١١/١٠/١٨	٨٣٩٤١٦ (ك.و.س)	٧٠	٢٠٨٩٣٩	
٢٠١١/١٠/١٨ - ٢٠١١/١١/١٩	٨٩٨٠٢٨ (ك.و.س)	٠٥	٢٢١٧٧٦	
٢٠١١/١١/١٩ - ٢٠١١/١٢/١٨	٧٨١٣١٦ (ك.و.س)	٤٠	١٩٦٢٢١	
٢٠١١/١٢/١٨ - ٢٠١٢/١/١٨	٨٩٦٧٨٥ (ك.و.س)	٠٥	٢٢١٥٠٤	
الإجمالى	١٣٠٤٠٩٠٠ (ك.و.س)	٧٤	٣٢٤٥١٤٢	الإجمالى مضاف اليه مبلغ معامل القدرة من ٢٠١٠/٧/١ حتى ٢٠١١/٦/٣٠

سارة

تليفون :- ٤٥٩١٤٨٦(٠٣)- ٤٥٩١٤٨٧ – ٤٥٩٤٨٩٣ / فاكس :- ٤٥٩١٤٨٤(٠٣)
Tel :- (03) 4591487 – 4591486 – 4594893 / Fax :- (03) 4591484
Borgelarab-airport@hotmail.com

Appendix 6 – Current Situation Photos

Traffic

Four roads leading to the airport:

1- Al Akaria entrance
2- Al Kafoury road
3- Reconstruction axes
4- Coastal International Road

Al Akaria Road Entrance

Reconstruction road


ADMIRAL
ADMIRAL

Coastal International Road to airport

Airport Entrance

Railway crossing the road to the airport

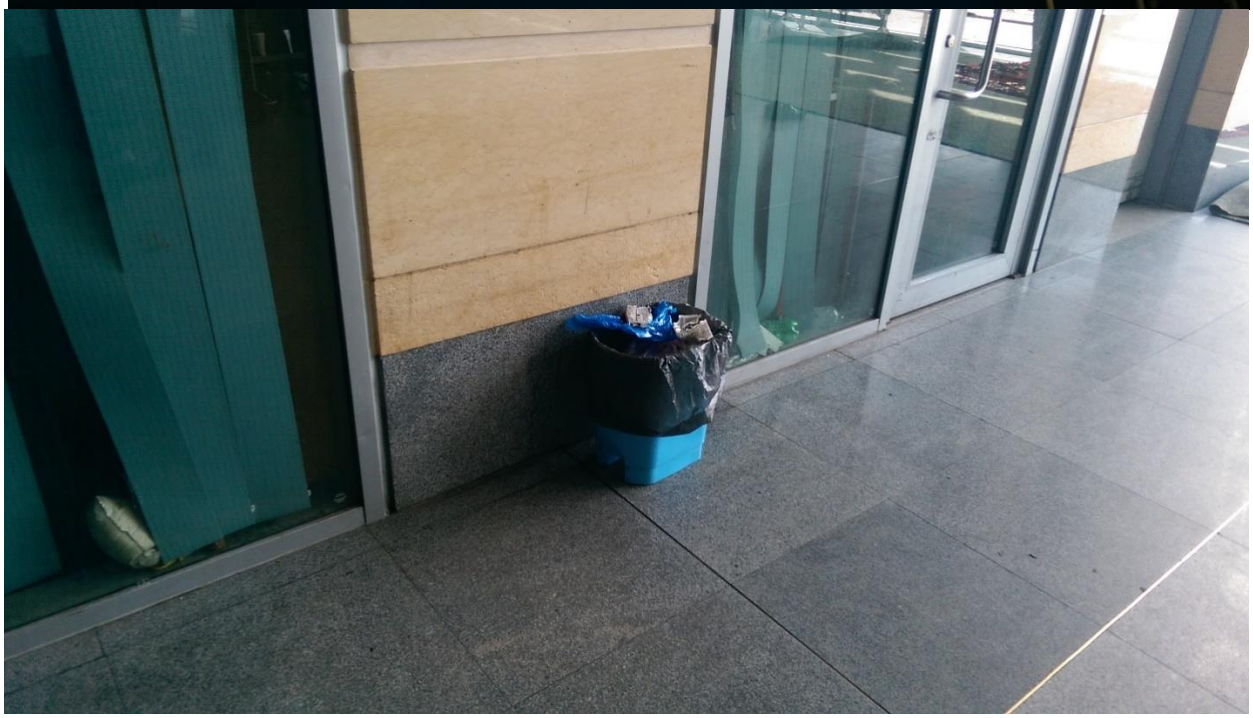
Car Parking Area

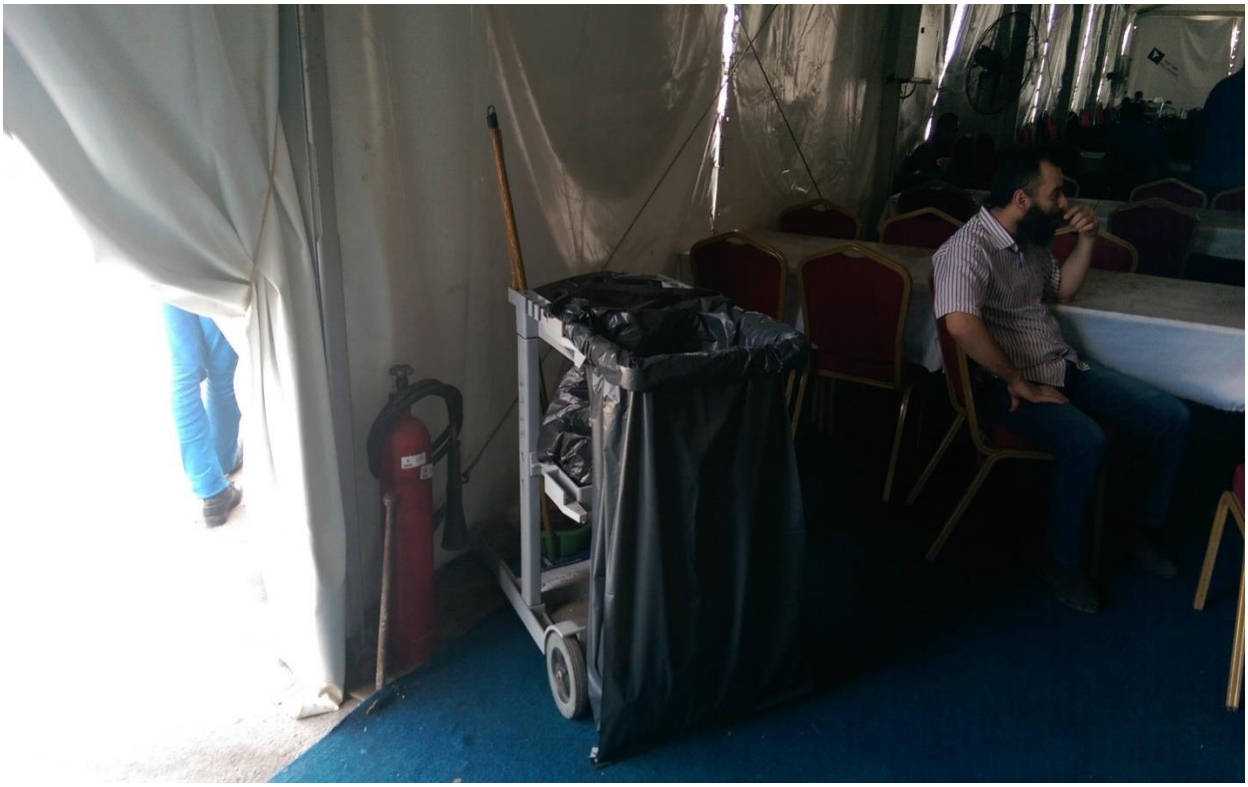
Air Quality Measurements

Crowded Area at the Airport


DUFRY SHOPS
SAVE
40%

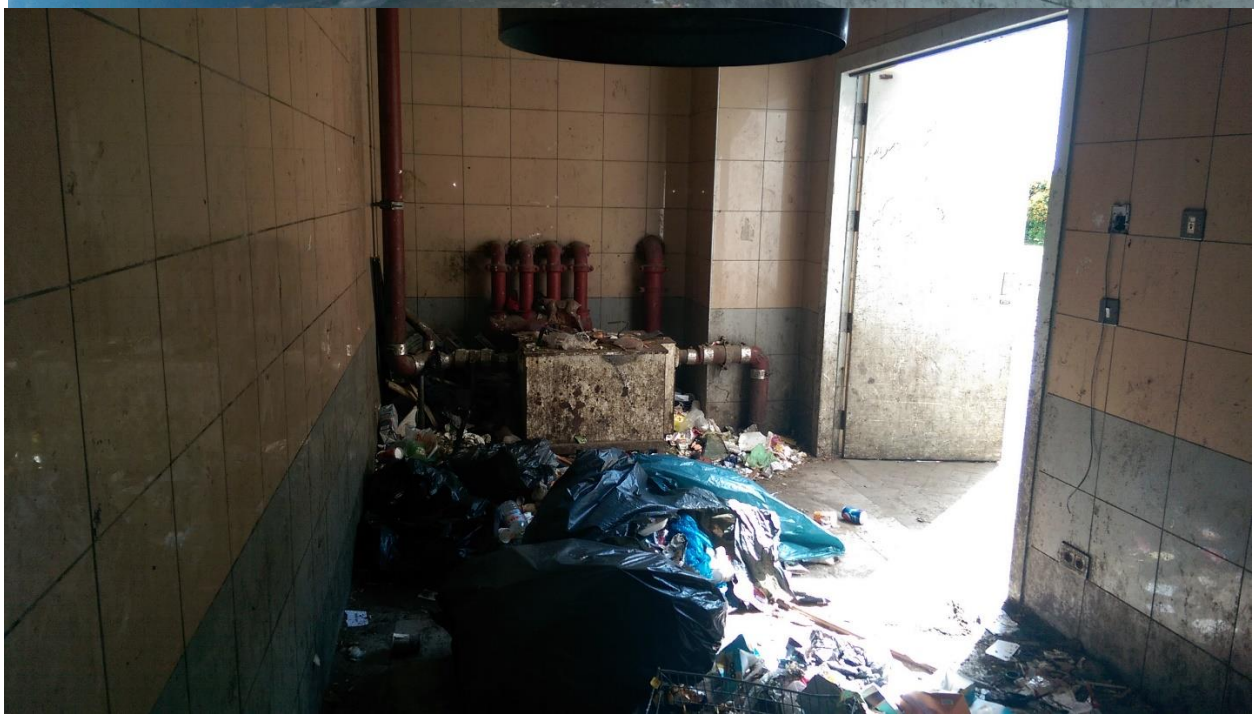
Haj Hall

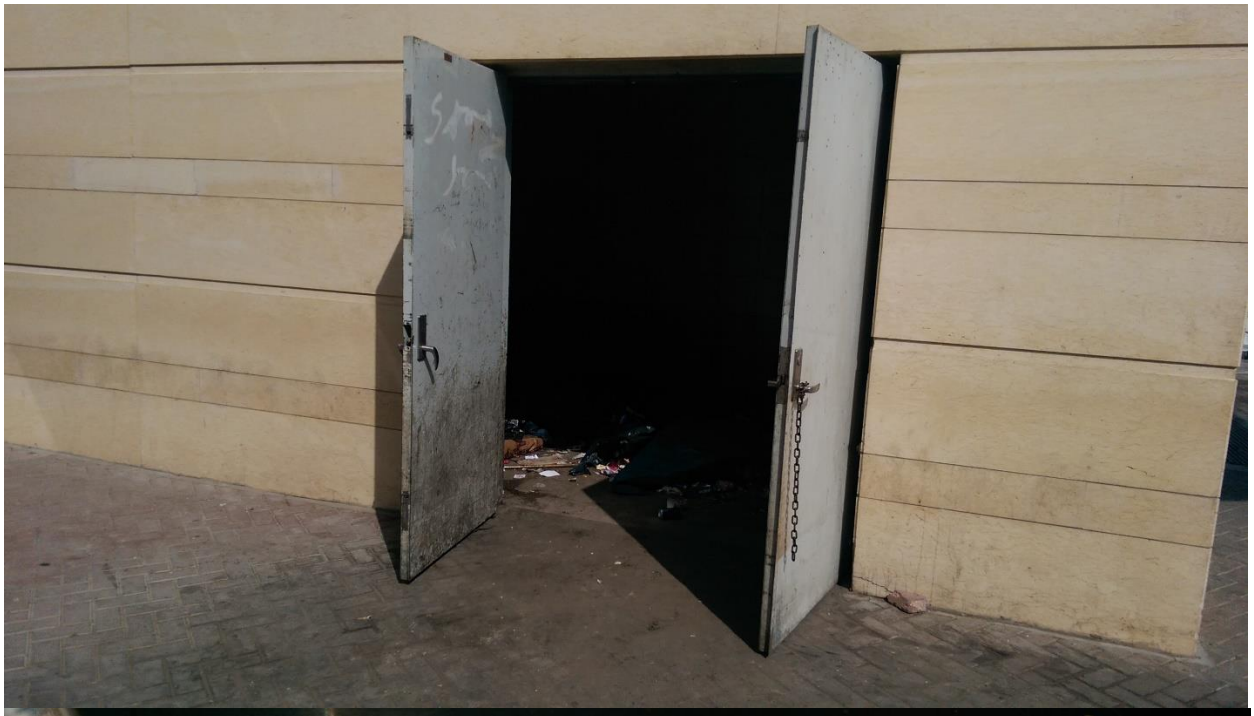


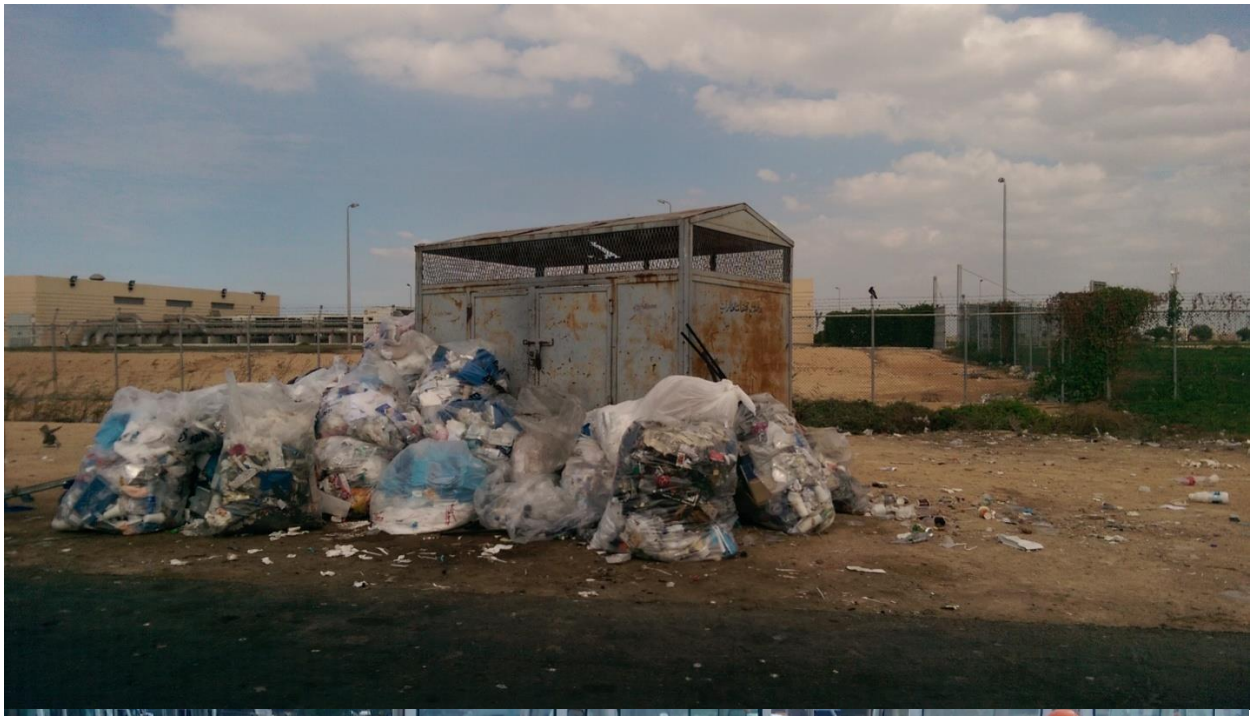


Road to Airport

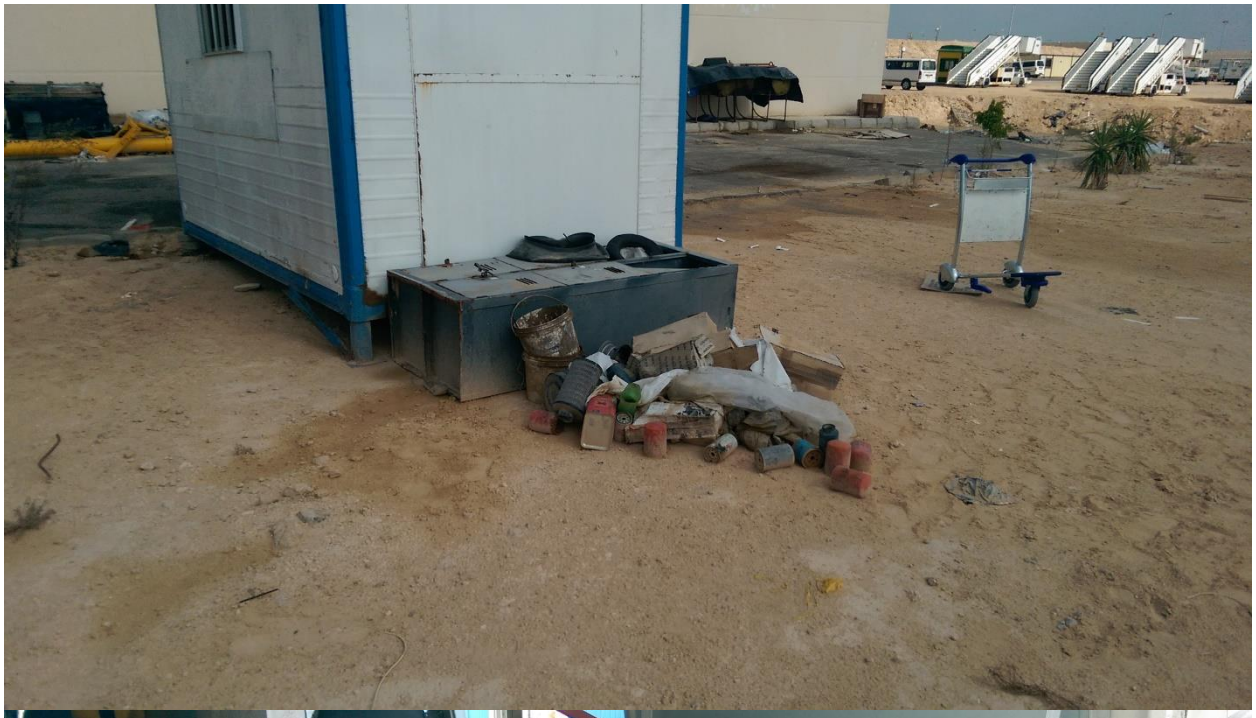
Solid and Hazard Waste








EAS
TC64
27
23
140 KVA
FOD




PHOENIX

Noise measurements


واحة
خطاب
خطاب

Appendix 7 – Water Quality

Final Report Study on Quality of Drinking Water at Borg El-ARAB Airport

The source of drinking water

In accordance to the site visit of the environmental management of headquarter (water quality improvement department) to Borg El-Arab to evaluate and suggest the optimal solution for airport by the case of water.

We notice the following:

Water sources

The airport have been studied and found to be supplied with water through pipes of drinking water plant at kilo 26, which follow the Holding Company for Drinking Water and Sanitation in Alexandria.

One main source from water station which pumps water poured into the main ground water reservoir. To accommodate all the needs of the airport from the water used for drinking and other uses.

The reservoir

1. There is the main reservoir at the airport capacity 1630 m3 is divided into two halves with a barrier in the middle with four slots .
2. Water tank covered with cement and painted with epoxy resin, which inhibits the growth of fungi and algae.
3. Chlorine of 65% as (calcium hypochlorite) is injected in water tank to keep the level of chlorine constant about (0.5 ppm- 2ppm) is necessary to kill most of microorganisms in water
4. PH adjustmentalso included in water tank system which controls the (PH) in order to control the growth of bacteria and microorganisms to make sure that it produce pure water as drinkable water.
5. Quarantinealso takes random samples around 2 samples per month to follow up the quality of water, to show if water was compatible or not.
6. Cleansing the tanks is periodically every three months
7. There is a pumping station to pump water to the lounges, the tower, firefighter, petrol station and office building, and security of the ports building.

Consumers of water at Borg el Arab airport

1. Employees
2. Ports Security
3. EAC
4. Egypt air airlines

The economic cost of water consumption

- The economic cost of water consumption is high at the airport to irrigate landscape around airport.

- A small amount of water consumption is used for personal usageonly but not used for drinking water

Estimation of water quality

- We have been studied (1) samples of drinking water fromWater stream from Terminal at Borg el Arab airport, we couldn't take more than one sample cause there was a maintenance in the water piping network .

RESULTS:

• We made the physical and chemical analysis of the samples

(As shown in figure).

Analysis shows the following:

The sample is identical to the Egyptian drinking water standards in accordance with the decision of The Minister of Health no. (458) for the year 2007except;

1. The high proportion of fluoride is detected.
2. TDSis high normal According to the nature of water in Alexandria as a result of increasing the proportion of salt and it's possible that contributes to the occurrence of kidney problems for employees

Status of drinking water

Not good at all where that airport staff do not drink water at airports. We ask the employees to participate in a questionnaire to know to what extent this is true, and to know the consumption of water to each of them.

- From the questionnaire we have been observed that

1. The employees at the airport show that each of them is not safe to use water, whether for drinking or personal use.
2. Most of employees drink maximum about 2liter per day

Conclusion:

The amount of water consumes by each employee: 2liter/day at summer, 1liter/day at winterthus,

1. The average amount of drinking water of an employee per day is about =2 Liter\ day
2. That means that each employee needs about 10 liter of water per day for drinking or cooking or other personal uses.

Average cost for all employees

Average economic cost of individual =Total drink of individuals / No of individuals

Then, the total cost per day for each person=2×3=6 £e

The shift (no of days at work) is 15 days

Cost of each employee per month= 6× 15=90 £e

Cost of each employee per month × No. of employees=

90 ×283= 25470£e

All employees cost about 25470 £e per month

The proposed solutions:

Based on water analysis it is recommended to do the following:

1. The installation of filters are running reverse osmosis to purify water at the administration buildings at the airport to feed the staff whereas, the number of employees about 100 person
2. Note that it is necessary to remove fluoride and reducing the proportions of TDS
   It must be installed on a separate line of the water network note that the number of employees at passenger terminal hall about 100 person .
3. The installation of filters are running reverse osmosis to purify water at the staff housing
4. There are two new buildings at Borg el Arab for staff housing
5. Make contract with company specializing in the field of drinking water disinfection tanks to follow up water quality and to control the disinfection of bacterial growth.

Recommendation:

The sample is identical to physical and chemical standards of Egyptian drinking water in accordance with the decision of The Minister of Health no. (458) for the year 2007.except the high range of fluoride in sample.

Test name	Offices	Unit	Max. limits
Color	Colorless		Colorless
Taste	Acceptable		Acceptable
Odor	Odorless		Odorless
Temperature	25		
PH	7.4		6.5-8.5
Electrical conductivity	220	µs/cm	-------
Turbidity	0.89	NTU	1 NTU
Total Hardness	248	mg/l	500
Calcium Hardness	98	mg/l	350
Magnesium Hardness	150	mg/l	------
Calcium (ca ++)	44	mg/l	------
Magnesium (Mg++)	0	mg/l	------
Total alkalinity	175	mg/l	------
Alkalinity M	180	mg/l	------
Alkalinity P	5	mg/l	------
Bicarbonate	170	mg/l	------
Carbonate	10	mg/l	-------
Hydroxide		mg/l	------
Sulphates (SO_4)	155	mg/l	250
Potassium (K+)	10	mg/l	10
Chlorine (free)	0.06	mg/l	-----

Chlorine (Total)	0.3	mg/l	5
Chlorine (Combine)	0.24	mg/l	-----
Total dissolved solids (TDS)	334	ppm	1000
Ammonia (NH_3)	--	mg/l	0.5
Nitrates (NO_3)	--	mg/l	45
Silica (Si)	--	mg/l	------
Iron (Fe)	0.01	mg/l	0.3
Manganese (Mn)	--	mg/l	0.4
Aluminium (Al)	0.16	mg/l	0.2
Copper (Cu)	--	mg/l	2.0
Zinc (Zn)	--	mg/l	3.0

Appendix 8 - Air Emissions

Source
EAC Environmental data

Measurements for emissions of ground equipments

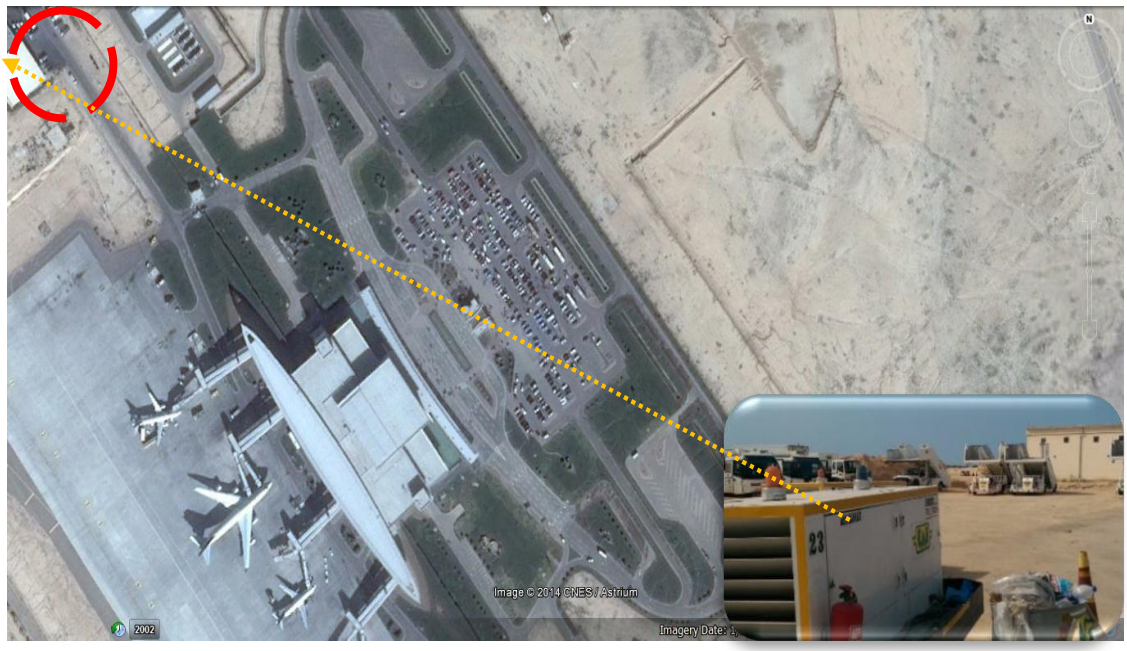
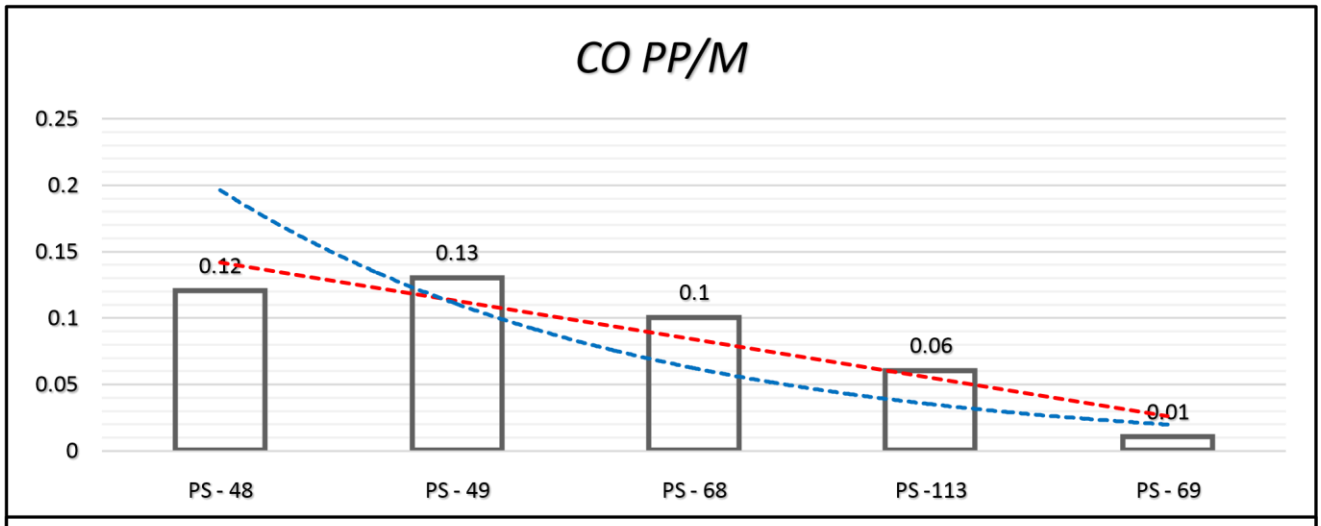
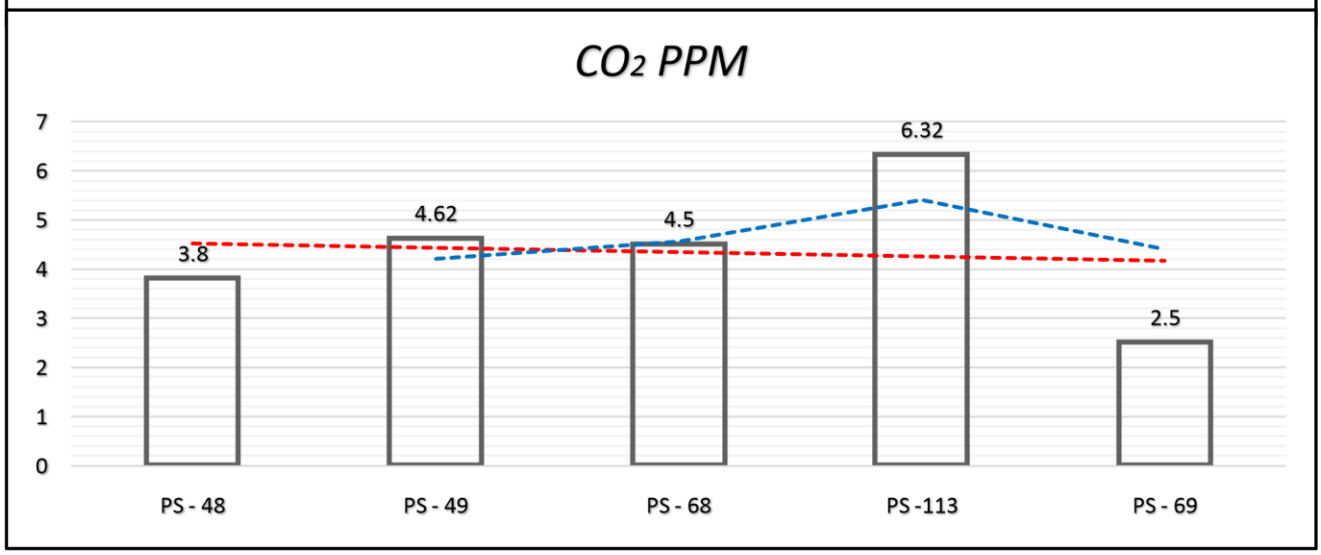


Figure (1) Ground service equipment Burj Al Arab International Airport station site

All ground equipment such as stairs, bagged cars, AC unit …..





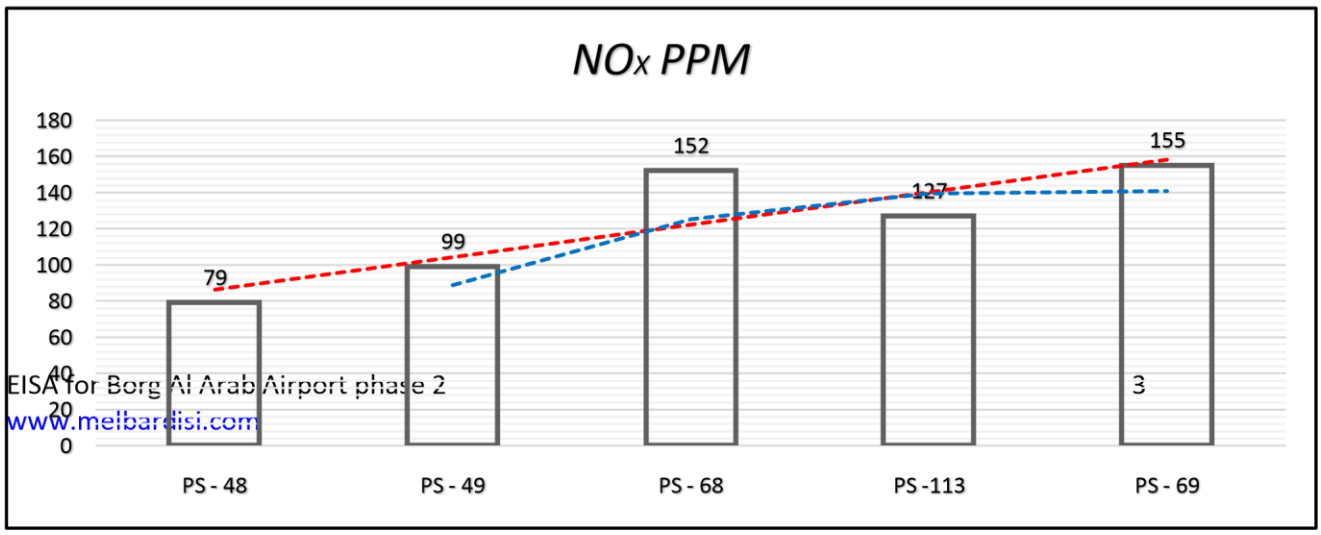


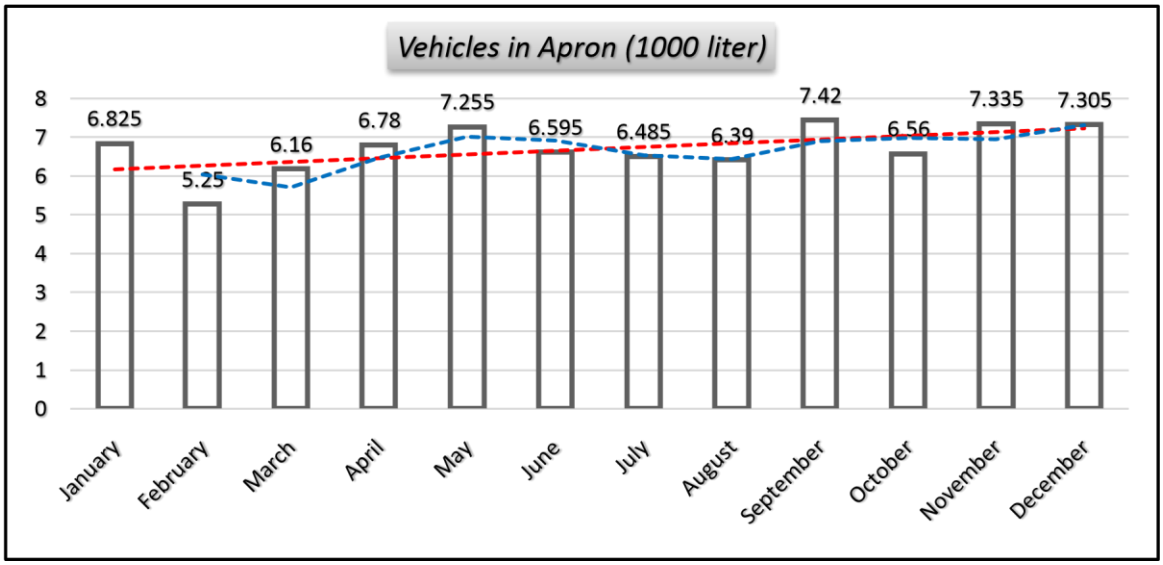
Table (1) represents the emissions of cars for transport luggage at the airport

Numb	Kinds of Equipment	CO	CO2	NOX
1	TC - 27			
2	TC -60	0.01	3.2	222
3	TC - 61	0.04	3.8	25
4	TC - 64	0.01	2.6	100
5	TC - 65	0.01	2.5	68
6	TC - 68	0.01	1.5	12
7	TC -72	0.06	3.2	105
8	TC - 104	0.04	3.3	78
9	TC - 105			
	Total	0.18	20.1	610

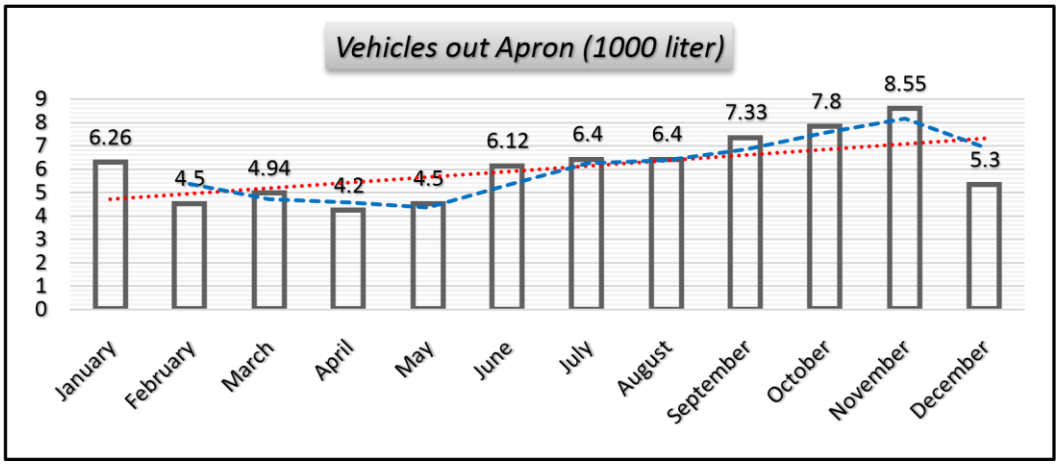
Total consumptions of fuel in the airport (diesel)

Table (2) the volume of consumption of diesel fuel to run the auto service and auto transport workers and backup power generators to the airport in 2013 (in liters / month) Consumption of vehicles at apron area for year 2013 (liter/month)

Total Consumption of Fuel (Diesel) in Airport 2013 per/Liters			
Month	Vehicles in Apron	Vehicles out Apron(1000 liter)	Elec.Generation
January	6.825	6.26	431
February	5.25	4.5	489
March	6.16	4.94	530
April	6.78	4.2	430
May	7.255	4.5	575
June	6.595	6.12	590
July	6.485	6.4	600
August	6.39	6.4	620
September	7.42	7.33	580
October	6.56	7.8	500
November	7.335	8.55	670
December	7.305	5.3	575
Total	80.36	72.3	6590

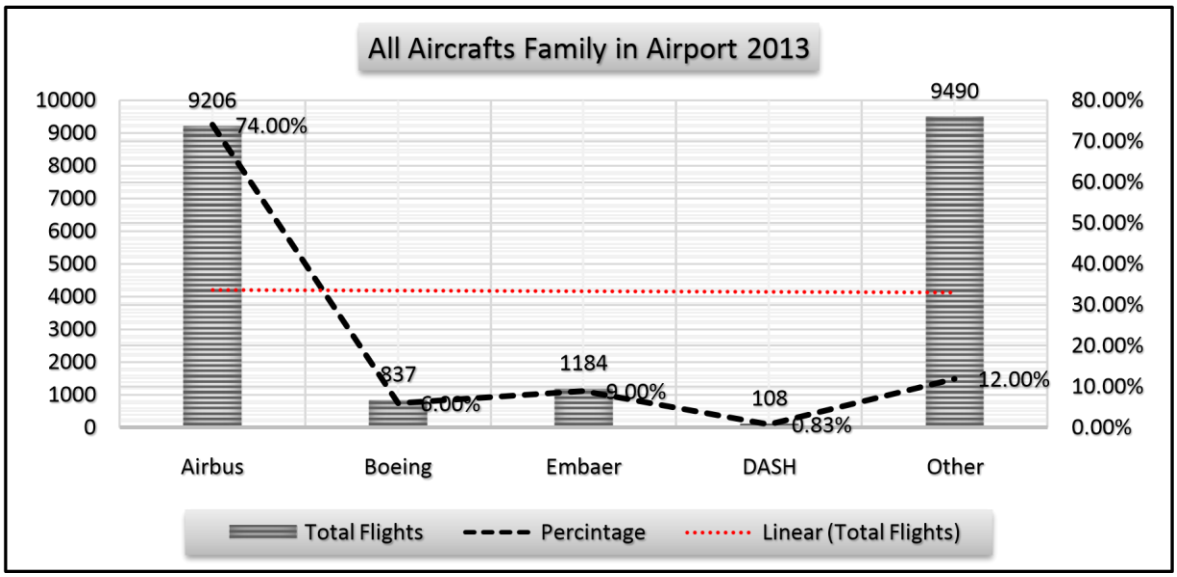


Consumption of vehicles at out the apron area (liter/month)



Statistics about the types of planes landed at the airport

Aircraft Type	Total Flights	Percentage
Airbus	9206	74.00%
Boeing	837	6.00%
Embraer	1184	9.00%
DASH	108	0.83%
Other	9490	12.00%
Total	20825	101.83%



Year 2013 number of planes landed or takes off at the airport

Total emissions factors for airplane movement at the airport

Total Emission Factors for All Aircrafts Movements (LTOs) 2013										
Aircraft Type	*Total Flights*	*Percentage*	*CO2*	*CH4b)*	*N2Oe)*	*NOx*	*CO*	*NMVOCs*	*SO2d)*	*Fuel*
Airbus	*9206*	*74.00%*	*45.109*	*3.682*	*1.841*	*20.897*	*18.437*	*3.13*	*1.38*	*14.269*
Boeing	*837*	*6.00%*	*89.642*	*10.04*	*2.511*	*47.29*	*37.665*	*9.03*	*2.84*	*28.374*
Embraer	*1184*	*9.00%*	*21.312*	*18.94*	*1.184*	*49.728*	*132.608*	*14.2*	*7.1*	*67.488*
DASH	*108*	*0.83%*	*30.024*	*8.64*	*1.08*	*5.76*	*78.84*	*5.92*	*9.72*	*70.401*
Other	*9490*	*12.00%*	*29.893*	*3.796*	*9.49*	*85.41*	*161.33*	*35.113*	*94.9*	*94.9*
Total	*20825*	*101.83%*	*215.98*	*45.098*	*16.106*	*209.085*	*428.88*	*67.393*	*115.94*	*275.432*

Appendix 9 - Solid waste Management

Introduction

This report is to provide a scientific and safe system to manage the solid wastes, to be applied in Borg El-Arab airport, taking into consideration all wastes generated from the airport including; Terminal buildings, Cafeterias, Shopping centers, Parking areas, Administrative offices , planes , Maintenance workshops and every source inside the airport.

General structure for waste Management study in this report:

Solid Waste Management Plan

Scientific and Legislative basis	Current Situation	Waste Management System	Predicted Results

The Main elements of the Waste Management System

Storage:

To contain the wastes after their generation and before their collection in a safe way for health and environment, and what is meant here is storing the wastes after generating them in different airport departments, and this can be done through many methods as; putting them in plastic bags of the same or different colors.

Or small containers from plastic or steel in front of each airport department.

And then the integrated management policy in determining all these methods and then choosing one or more after conducting Environmental, social and economic studies for each method.

Collection:

Removal of accumulated wastes from their source of generation or from a specific central collecting site and collection means collecting the wastes after their storage and this is divided into:

- The responsible agency for the collection process
- The followed way in collecting wastes as there are many ways for this , it can be collected in front of each department or in front of the roads , or from Terminal buildings , cafeterias and duty free and this system is applicable if there is a system for separating wastes and recycling them , this system is called " Disposal Sites".
- In other cases there is a special system for collecting hazardous wastes or what is called "Special Wastes".
- Number of times the housekeeping company collects waste at the airport.
- The number of workers involved in collection and their professionalism in this field.

Separation:

To separate useful wastes that can be reuse or recycle. And also to separate non-hazardous waste and hazardous wastes (that can't be recycled) as each type has its own way of mitigation.

Transportation:

The followed way for wastes transportation from the storage site to any other place depends on many parameters; Economic or social, labors and travelers' capacity, airplanes movement or the storing method.

Because of this, choosing the right way needs complete and wide study taking into consideration each parameter.

Temporary Transportation:

It is complementary transportation system to the temporary collection centers (Transfer station);as it can be transferred by means of large vehicles after that to the relatively long distances to reduce the transportation expenses.

Reduction:

Is to reduce the amount of wastes from the source or in one of the following stages:

- Reduce the quantities generated at the source.
- Redesigning the products or the means of packing to minimize the used products that result in minimizing the volume of wastes.
- Change the behavior of the use of waste voluntarily or obligatory leading to choosing the more durable materials or less waste generating.
- Work on the production of more durable materials, and portability for re-use leading to manufacturing longer life products.

Final Disposal:

Final disposal of wastes by two means:

Dumping:

A place for open, unorganized disposal for solid wastes. It may cause many fires, contamination of groundwater leading to damaging the workers' health.

Proper Land fill:

Ground site dedicated for the disposal of solid waste in an environmentally safe manner and is designed and working in it according to the engineering assets. The wastes are put in layers and covered by inert materials, so the wastes are buried in the ground safely. And the obligatory precautions are taken either by restoring or discharging the generated gases in a safe way also in discharging or mitigating the concentration of liquid formed in a right way for water pollution sources.

Legislative and legal framework (Basic national legislation on solid waste management in Egypt)

First: Law No. 33 of 1667. Minister of Housing which includes the following:

- Defining solid wastes, garbage, wastes and their sources (Residential, Commercial and institutional).
- The requirements of all the solid waste that must be placed in a certain area allocated by the local council, as includes specifications for the collection, transportation and disposal of solid waste from residential areas, and commercial facilities , industrial, and public places.

Secondly: Law No. 4 of 1664:

It includes extensive coverage on various environmental issues to be issued about it the Prime Minister the decision No. 338for the year 1995 that be issued by the executive regulations of Law No. (4), which covers many areas of environmental protection. Provision Law and the Regulations include the prohibition of open burning of waste, and requirements relating to the

construction and management including waste storage sites and covering the wastes and transport vehicles that prevent leakage and how to get rid of it in an environmentally safe way.

Third: Other laws related to the management of solid wastes:

- **Law No. 31 of 1976**sets out the garbage and solid waste, including household and industrial waste. It also identifies the use of garbage containers and means of transport and the frequency of solid waste collection.
- **Law No. 106 of 1976** concerning the organization and construction / demolition waste.
- **Law No. 43 of 1979** regulates the local governing body, which deals with responsibility for local officials in the field of public service.
- **Law No. 3 of 1982**for urban planning, and the importance of recruiting enough spaces for public services and facilities, and hiring environmental consultants.

Solid waste sources in the airport

- Aircrafts.
- Passenger terminal building (arrival and departure)
- Mall.
- Administrative offices.
- Kitchens and cafeterias.
- Duty Free.
- Ground Services activities that serve the aircrafts.
- Technical and administrative stores.
- Landscape and gardens.
- Workshops.
- Airport security forces Camp.
- Facilities of private companies that provide services for the aircraft at the airport.

Evaluation of the current situation

Traditionally at international airports a proportion of 40% of the solid waste and 93% of organic waste (food residue) are resulting from the different shops and shopping areas.

But the current international Borg Al Arab airport experiences a different side of objectivity. That of about 58% of the passengers who Are Using the airport are attached to the work of the Egyptian workers abroad and pilgrims from Alexandria - Cairo - Delta governorates and therefore, the culture of the passenger here play a pivotal role in waste volume and types.

Although there are different cafeterias within the halls of international travel, however the passenger does not buy from them in a normal way this is because their high prices. The demand for these cafeterias and restaurants is very restricted, and the passengers can get with them some food or drink to take during the waiting time for their trip.

Photo No. (1) a group of passengers of Borg Al Arab International Airport

Photo No. (2) Passenger of Borg Al Arab International Airport.


VENEZIA
EGYPTAIR

Photos no (3, 4, 5, and 6) show commercial area hall of international travel and the cafeterias are free of passengers

Thus, residues resulting from the airport departure halls differ from traditional waste of other airports.

Such as food residue and plastic bags and sheets of old newspapers and plastic andmetal containers with high weights which is more than any from other cafeterias or restaurants in the passenger halls.

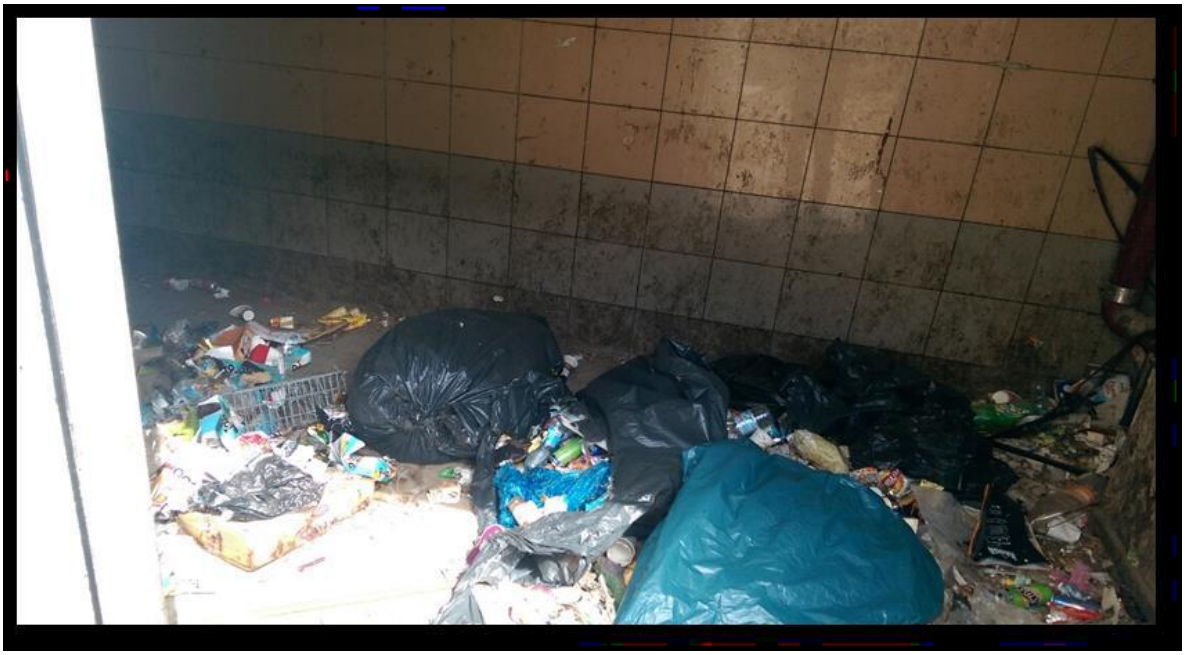


Photo No. (7) Sample of organic solid waste resulting from the passenger terminal building at the airport.

However, the case of Borg Al Arab Airport agree completely with the other airports but in terms of size and quality of the resulting solid waste

This type of waste is a common factor in all airports in the world in terms of solid waste types generated by aircraft Consists of several elements, one of the main elements is the plastic, toilet papers, cardboards and empty plastic water bottles.

The wastes generated from aircrafts are classified by its quality and appearance as a first class and easy to be recycled.

But some of the recommendations of international and domestic legislation of some countries classified these residues as hazardous wastes but the Egyptian legislation doesn't do so.

Photo No. (8) A sample of solid waste from the aircraft Borg Al Arab International Airport.

Future airport expansions necessarily mean the expansion of the movement of aircrafts and the number of passengers, thereby doubling the number of restaurants Cafeterias and which means a steady increase in the volume of solid waste generated from Operation.

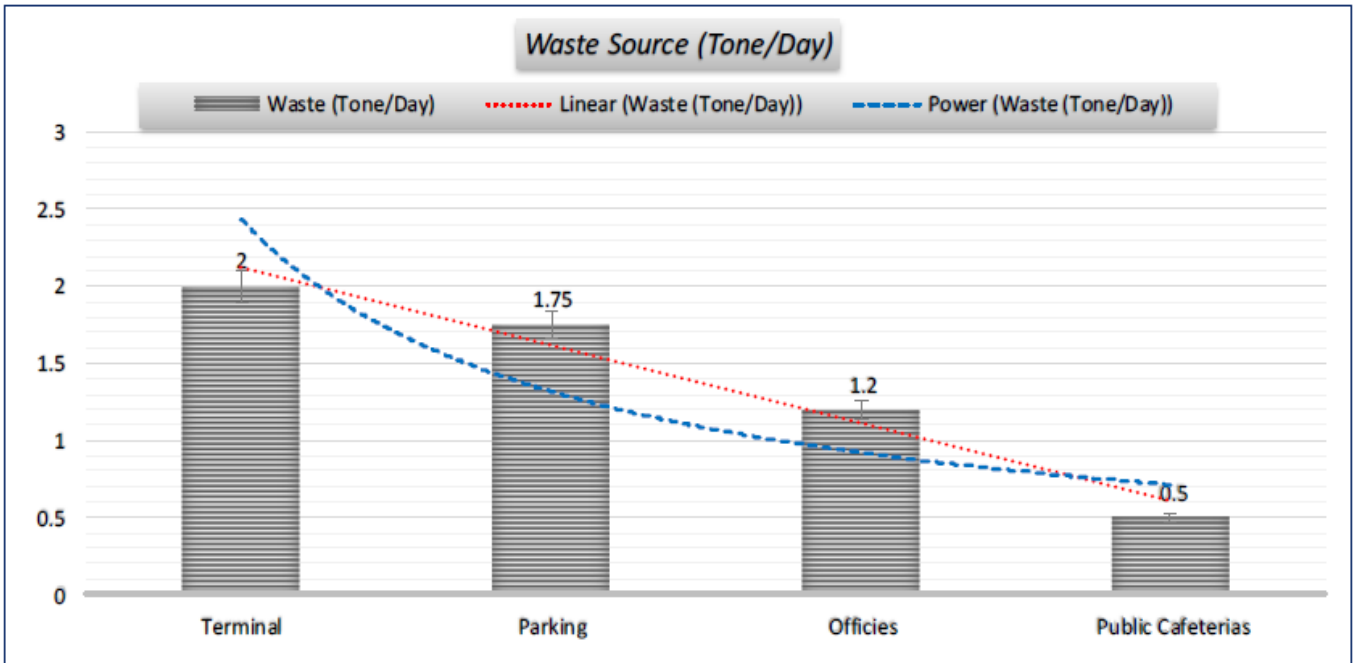
Thus, the expected size of the solid waste of the airport as a whole is in a steady increase of a peak percentage of 8% from year 2020 to an expected increase in 2030 of 15%.

Current Aircraft Movements & Forecasting				
Years	Flights	Percentage	Event	Volume of Solid Waste/tons-Year
2010	7312	Base	Base	Base
2013	25986	Base	Base	Base
2014	20825	2%	6325	136.417

Table (1) Solid waste volume compared to the size of aircraft movement, in Borg Al Arab International Airport.

Total Volume of Human Waste 2014	
Source	Waste (Tone/Day)
Terminal	2
Parking	1.75
Offices	1.2
Public Cafeterias	0.5
Total	5.45

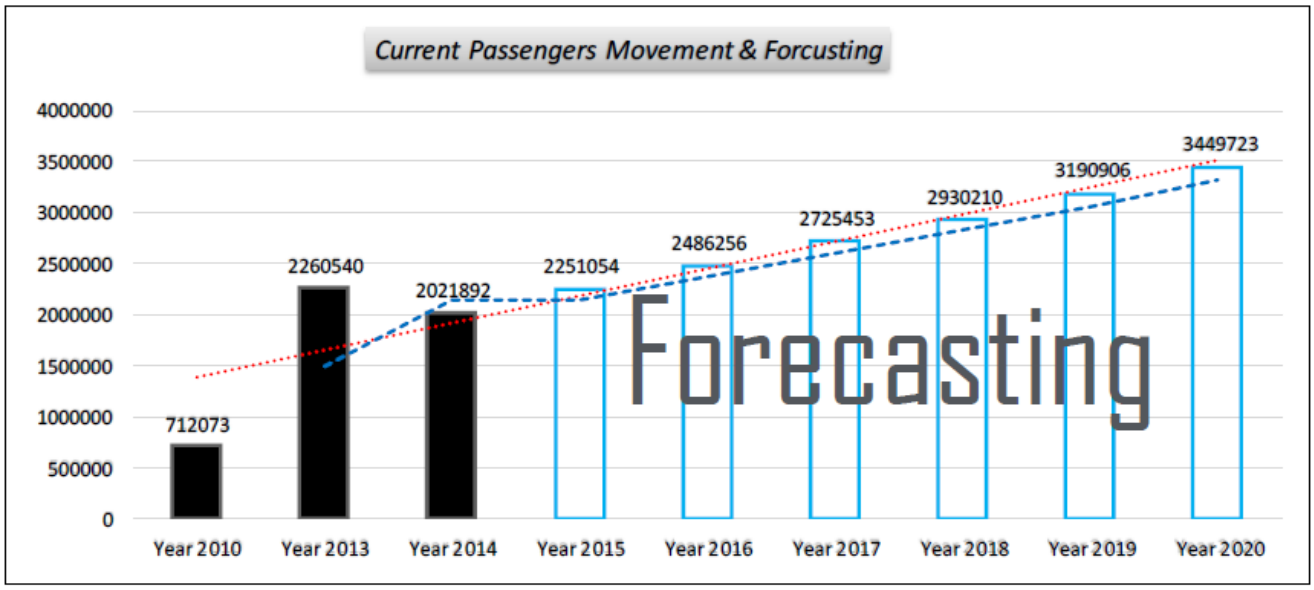
Table (2) Volume of Solid wastes resulting from different sources year 2024



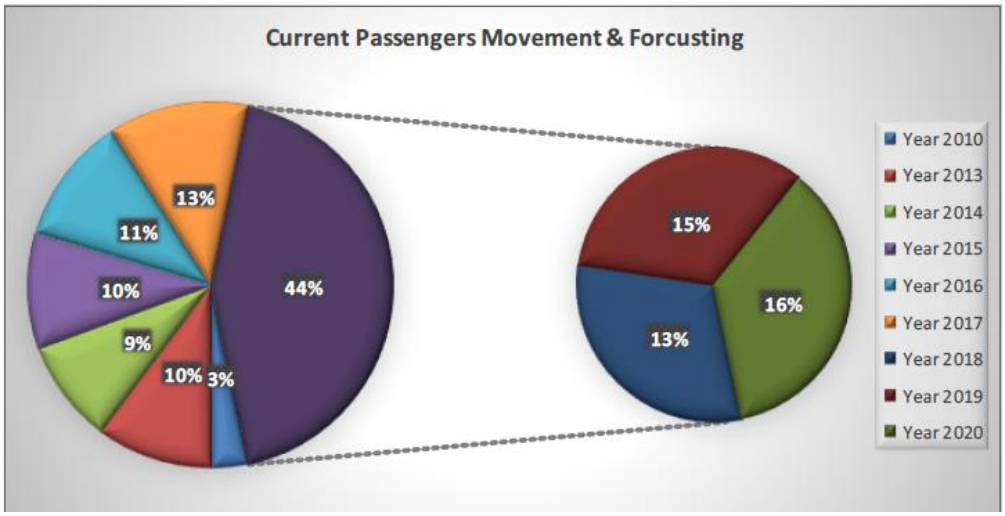
Graph No. (1) Solid waste volume resulting from different sources on the airport in 2014

Passengers Movement	
Year 2010	712073
Year 2013	2260540
Year 2014	2021892
Year 2015	2251054
Year 2016	2486256
Year 2017	2725453
Year 2018	2930210
Year 2019	3190906
Year 2020	3449723
Total	22028107

Table No. 3 previous and the current passenger traffic and projected in Borg Al- Arab International Airport till 2020.



Graph No. (2) Previous, current and projected passenger movement for Borg Al-Arab International Airport till year 2020.



Graph No. 3 previous, current and projected passenger movement for Borg Al-Arab International Airport till 2020in percentages

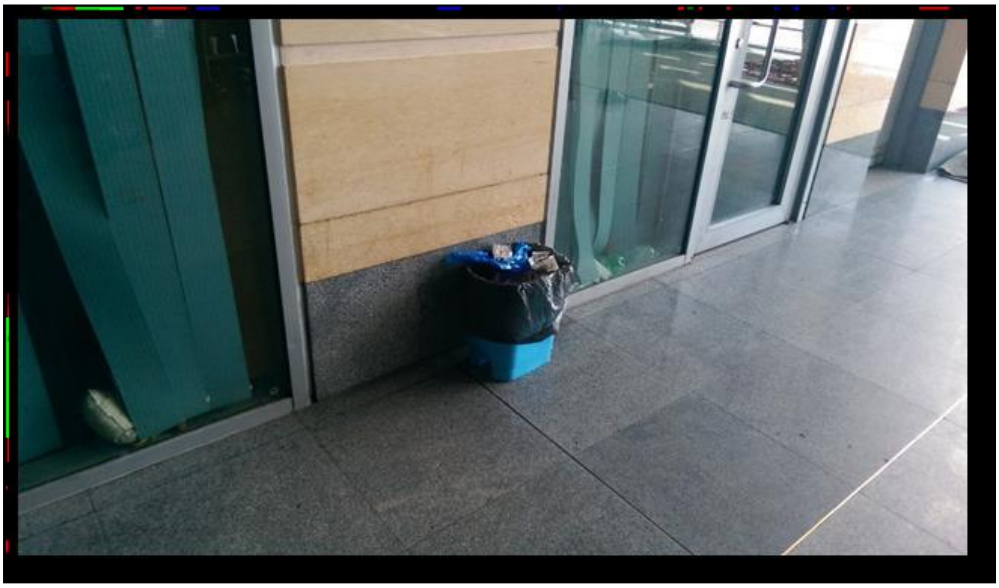
The current solid waste management in Borg Al Arab International Airport System Here are the stages of implementation of the existing confining the solid waste management system at the airport as follows:

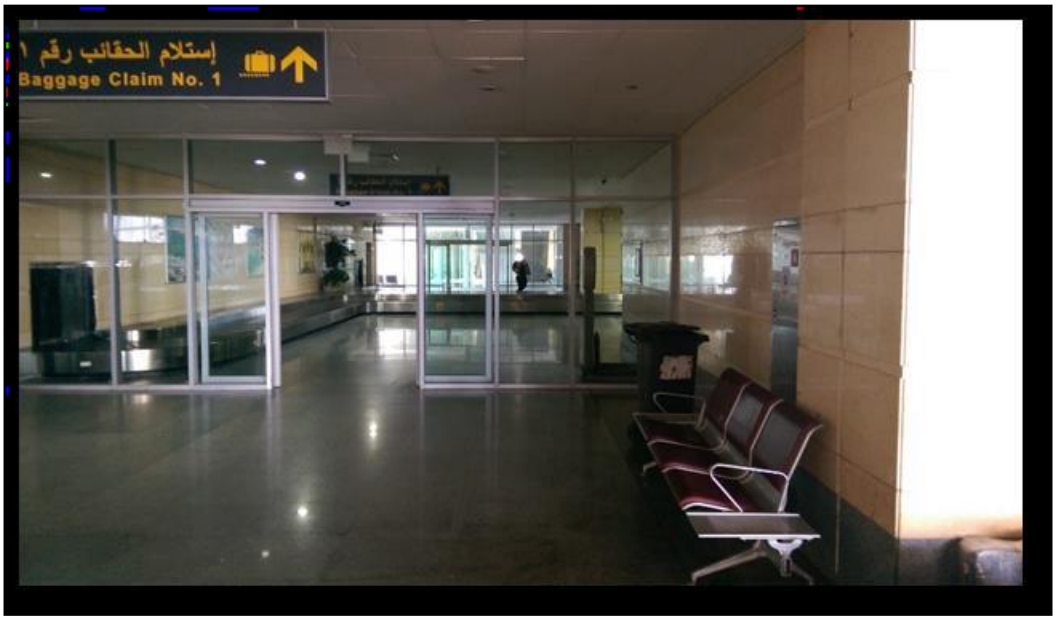
First: Collection:

Borg Al-Arab Airport is engaged to a company specialized in housekeeping and collecting solid wastes from every source in the airport without the involvement in any stage except the collection , by the means of wastes baskets in every facility in the airport the passengers put their wastes in, besides the administrative offices that generate large amount of wastes.

In this way, the housekeeping company transfers the containers to a certain place and the dispose the wastes in the temporary collection room through a metal tube reaches from the passengers halls to the collection room directly.

Or the container is fully transferred to the building exit then gets rid of the waste and replaces the container in its initial place.





Photos No (9, 10, 11) show the containers where the solid wastes are collected inside the airport.

Second: Temporary Storage:

After the collection stage from every facility in the airport including the aircrafts. The contacting housekeeping company transfers all the wastes to the wastes' temporary collection room in the current terminal building.

Thus it provides a vehicle prepared to safely dispose all the wastes outside the airport. Where the contractor who is specialized in wastes disposal has to bury the wastes of no value in a public landfill stated by the governmental agencies in Alexandria city. Therefore the valued wastes can be recycled or sold according to the own interests.

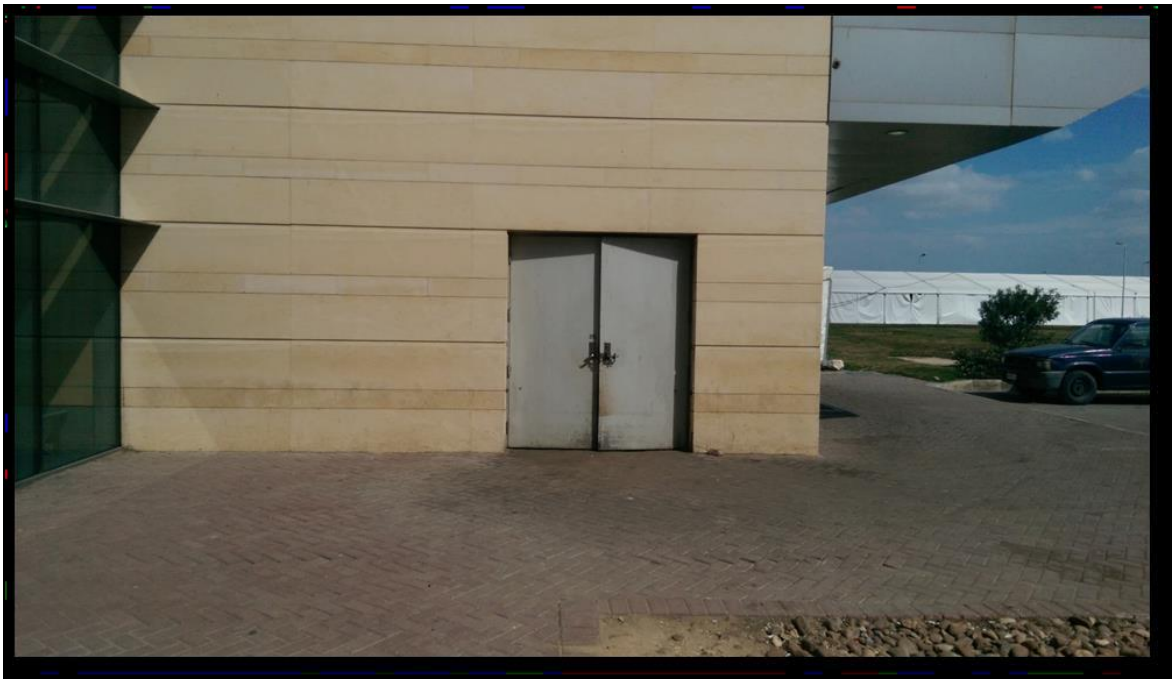


Photo No.12 temporary assembly plant for solid waste attached to the current international terminal building in Borg Al Arab Airport from outside.

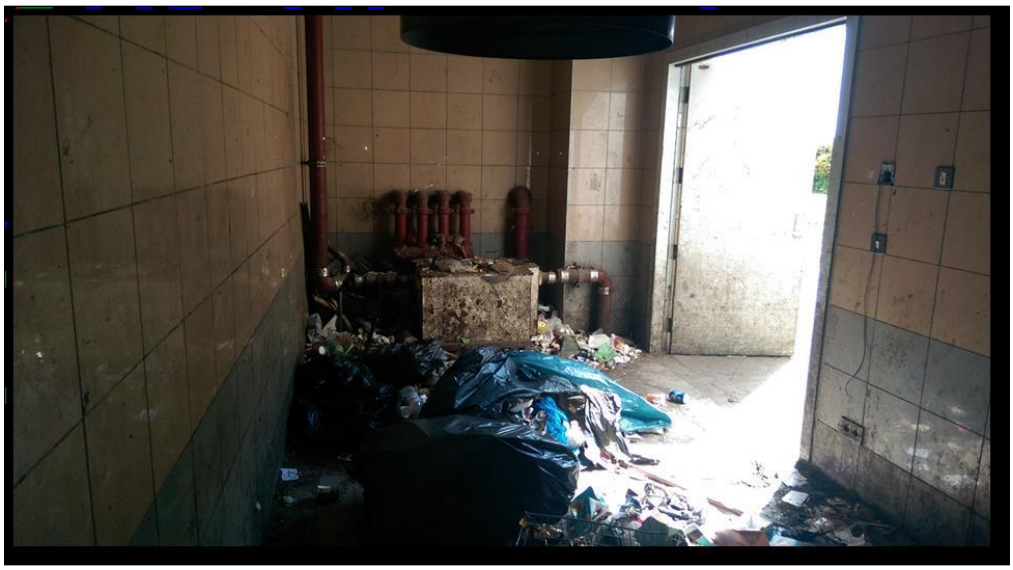


Photo No.13 shows tube reaches the terminal building to the ground floor where the assembly room of solid wastes is located.

Photo No.14 shows the assembly room of solid wastes

The ground service companies also collect wastes from aircrafts that serve it upon arrival to Borg Al-Arab international airport. And assembled in an open place in the apron area of the airport without the consideration of any environmental procedures. This is because of the absence of a temporary assembly plant for solid waste resulting from aircraft and ground service companies operating at the airport in the landing area.

Photo No.15 shows the Aircrafts and Ground services' companies wastes assembly point in the landing area of the airport.

Forecast of air traffic and passenger movement volume and the volume of solid waste for the new project

The air and passenger traffic volume is increasing continuously; this is contrary to what was expected when establishing the current terminal building. This was designed to accommodate million passengers per year where the passenger and aircraft size in the beginning of 2011 increase to 2,800,000 passengers / year in 2014.

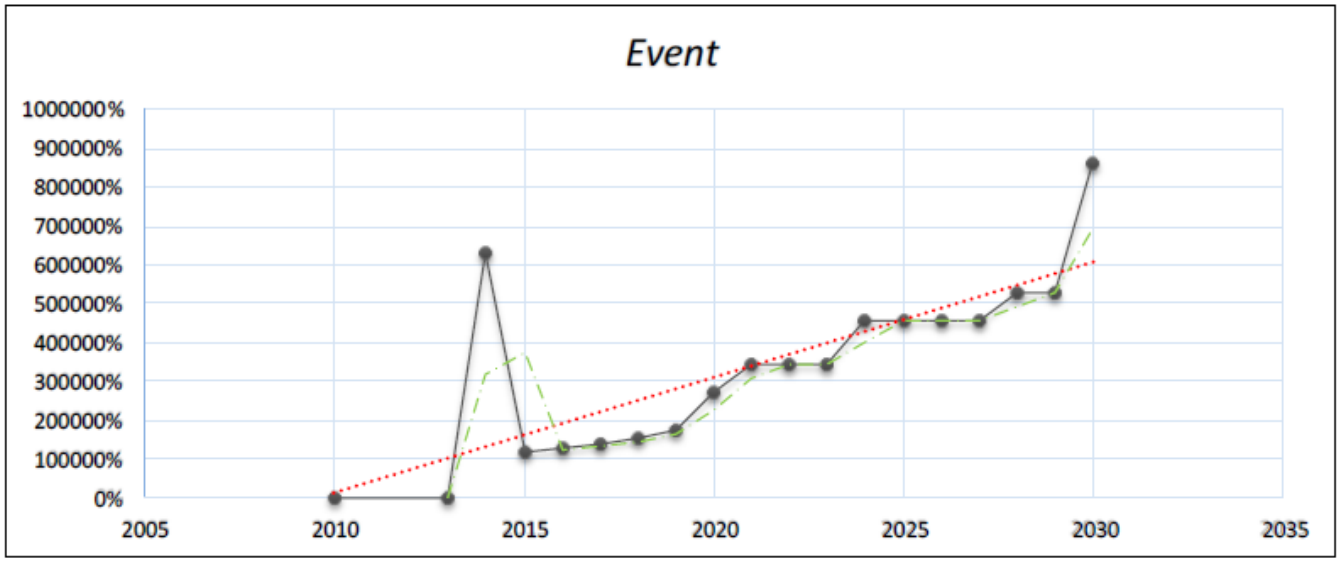
And when the Egyptian Airport company thought of establishing a new terminal building (with low costs) to accommodate this increase, studies were carried out by specialized agencies recommending the capacity of the new terminal building to be 4 million passengers per year besides the current number of passengers reaching a total number of passengers for Borg Al-Arab international airport of 6.800.000Steady increase in passenger numbers and aircraft using the airport, will necessarily lead to a steady increase in the potential environmental impacts of

the Borg Al Arab International Airport including increased the volume of solid waste generated by activity.

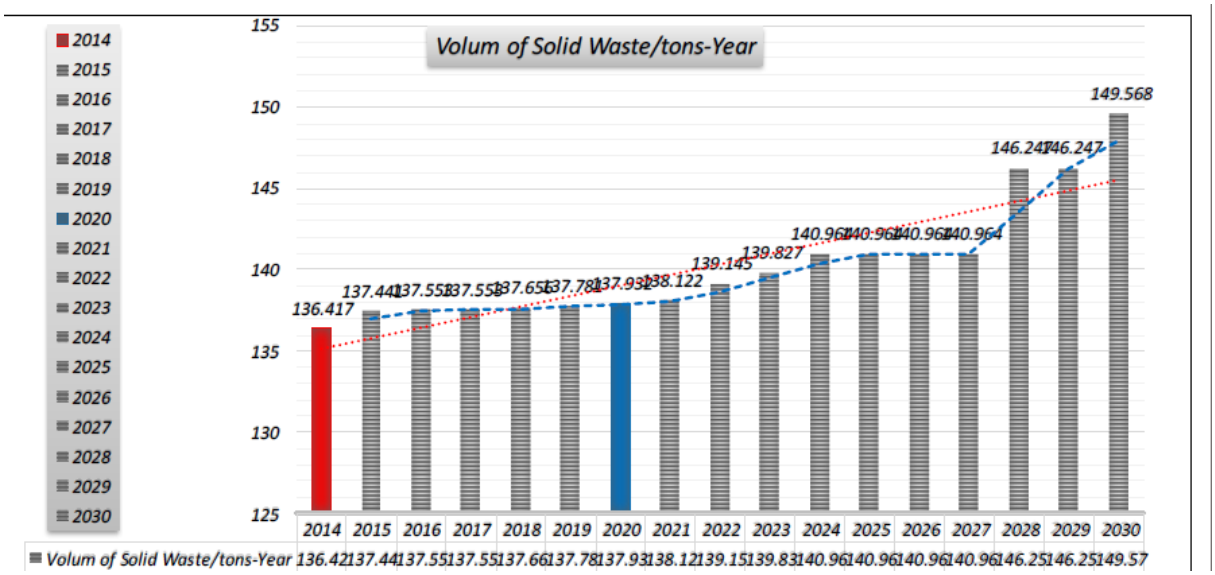
In this part of the report, we will illustrate the air and passenger traffic expected, and therefore the size of the projected solid waste from this increase and their different types.

Table No.4 shows the past, current and future passenger traffic in Borg Al-Arab International Airport till year 2024.

Current Aircraft Movements & Forecasting				
Years	Flights	Percentage	Event	Volume of Solid Waste/tons-Year
2010	7312	Base	Base	Base
2013	25986	Base	Base	Base
2014	20825	2%	6325	136.417
2015	21449	3%	1136	137.441
2016	21658	4%	1240	137.553
2017	21866	4%	1364	137.553
2018	22074	4%	1515	137.656
2019	22282	5%	1705	137.781
2020	22491	8%	2728	137.932
2021	22699	9%	3410	138.122
2022	22907	10%	3410	139.145
2023	23115	11%	3410	139.827
2024	23324	12%	4547	140.964
2025	23324	12%	4547	140.964
2026	23324	12%	4547	140.964
2027	23324	12%	4547	140.964
2028	25525	13%	5283	146.247
2029	25525	13%	5283	146.247
2030	28680	15%	8604	149.568
Total	277988	149%	30790	2385.345



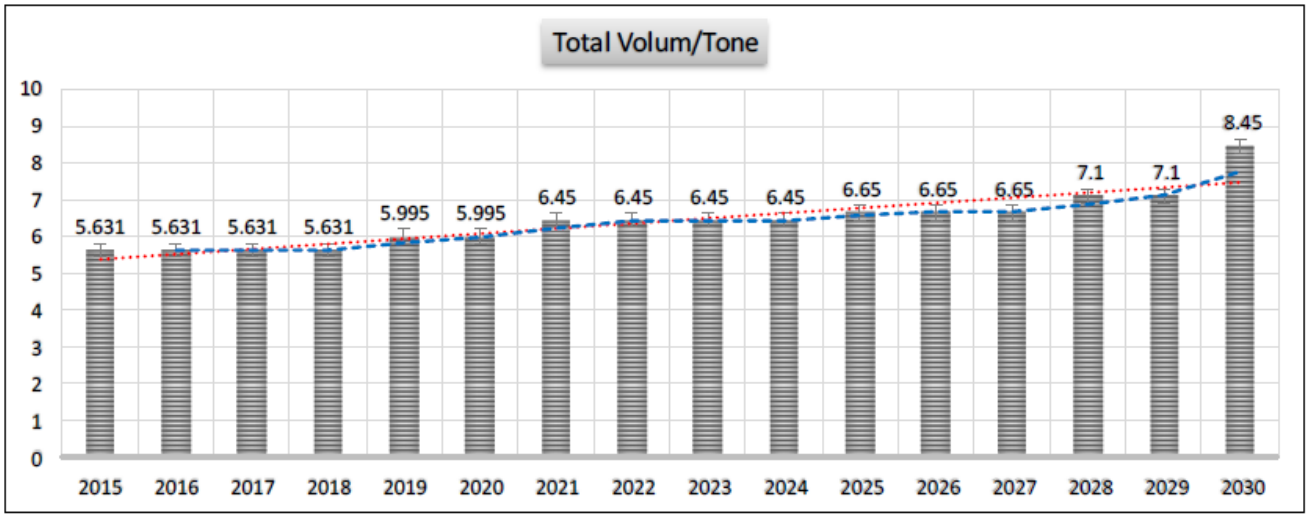
Graph No.4 shows the expected increase in air traffic annually in percentage till year 2030.



Graph No.5 The estimated volume of solid wastes from operating the airport till year 2030.

Table No.5 The estimated volume of solid wastes till year 2030

Forecasting for Total Event Volume of Solid Waste		
Year	Event /Kgs	Total Volume/Tone
2015	181	5.631
2016	181	5.631
2017	181	5.631
2018	181	5.631
2019	545	5.995
2020	545	5.995
2021	1000	6.45
2022	1000	6.45
2023	1000	6.45
2024	1000	6.45
2025	1200	6.65
2026	1200	6.65
2027	1200	6.65
2028	1500	7.1
2029	1500	7.1
2030	2000	8.45
Total	14414	102.914



Graph No.6 The estimated volume of solid wastes till year 2030.

It is clear from our analysis of the previous maximum estimate of the Borg Al Arab International Airport in The expected amount of waste on a 2030, after the operation of the new terminal building is about 8450 tons / year.

And by reaching year 2030the total volume of wastes generated from the airport during the previous years with a total volume of 102.914 tons for 15 years from now.

The amount of waste generated is very large compared to the current volume, and therefore it should follow a completely different model from the current model based on the solid waste management system of Borg Al-Arab international Airport.

The best proposed technique for waste management in the new project is summarized in the following elements:

Waste collection and sorting from the source:

Where a waste containers and plastic bags with different colors are supplied and each waste has a specific color, and this kind of sorting is expected not to have very good results. It's estimated to achieve 50% only from its actual results this is due to the culture and the economical level of passengers as mentioned in the introduction of the report.

Temporary Storage:

It’s a must to create a comprehensive central station of solid wastes in Borg Al Arab Airport, the idea of establishing a temporary assembly room in every terminal building alone will be not effective in case of the new airport in Borg Al-Arab.

The amount and types of waste expected necessitate the Egyptian Company for the implementation of a centralized airport terminal to collect solid wastes for the airport as a whole.

This will make it easier to control and more applicable to the integrated management system.

Sorting:

Upon the arrival of the waste to the central station (proposed) we should create a new stage in the waste management system in the airport aiming to sort every type of waste alone, That will come only through the supply and installation of sorting Equipment to sort wastes and divert them to primary products can be recycled and from these equipment:

- Waste sorting conveyor
- the detector magnet for metal
- metal piston
- chop plastic machine
- Presses for paper and board
- etc.

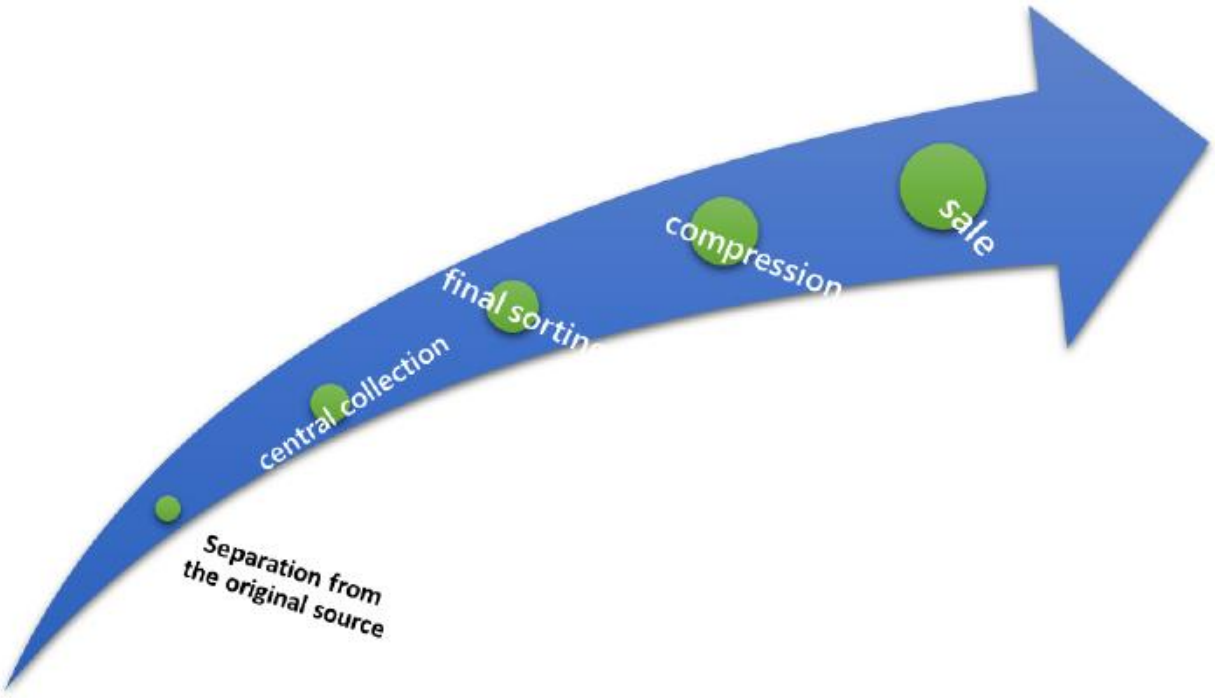
Selling of Wastes:

After the completion of the previous stages in accordance with the proposal, in this case we can sell the generated solid wastes resulting from the previous operations to some of the contractors and invest in the prices.

Safe Disposal:

In this stage we should alert the contractor to get rid of the useless wastes as organic wastes or the non-recyclable wastes in the public landfill or the proper landfill specified by the relevant authorities in Alexandria city with submitting the official documents for that.

According to this - only -proposed system, we can say that the Borg El Arab Airport follow a scientific, economic and proper environmental model in managing solid wastes from different activities.


Separation from the original source
central collection
final sortin
compression
sale

Appendix 10 – Vibration Measurements

Instrumentation

The 2526 Series Data Collector

System is a powerful off-line monitoring solution that comprises fast and easy data collection, innovative and versatile computer-based predictive maintenance software, and optional upgrade packages for extended Data Collector capabilities.

The 2526 MK2 and 2526E Data Collectors incorporate a choice of input capabilities

For vibration and process transducers, a multitude of measurement

Techniques and a flexible user interface that allows machine condition and alarm status to be viewed on the- spot. For hazardous environments, the 2526E Data Collector is certified intrinsically safe. Using rapidly advancing Digital Signal Processing (DSP), future enhancements

to Data Collector Systems will require no hardware changes. Optional field analysis and balancing capabilities are supplied as upgrade packages, while Brüel & Kjær CMS's range of computer-based monitoring software provides a complete system for detecting, diagnosing and trending of all kinds of vibration

Building vibration

Vibration measurements
At residential area building nearest to airport

Some reading for normal condition without any landing or take off

Point 1

Amplitude (mm/s^2)	Date
2.837	11/06/2014

Point 2

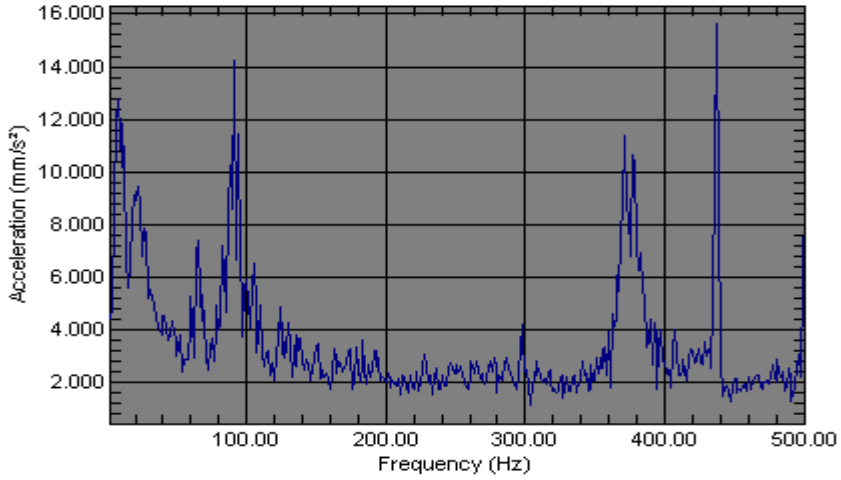
Amplitude (mm/s^2)	Date
5.197	11/06/2014

Point 3

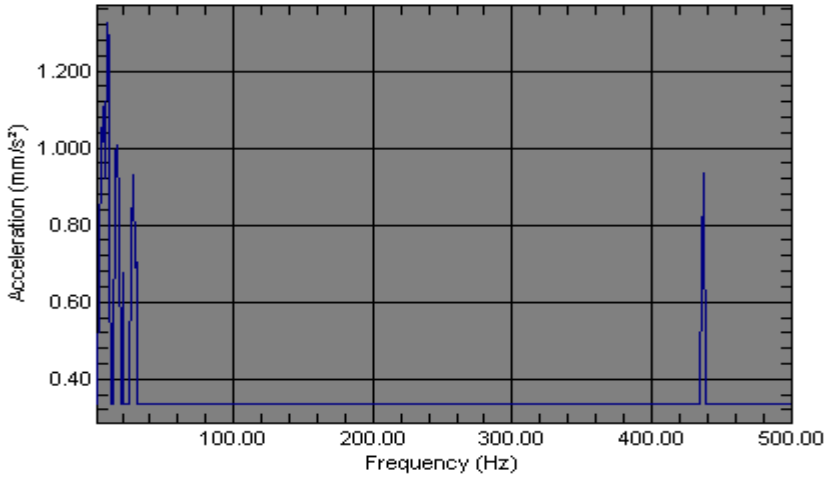
Amplitude (mm/s^2)	Date
7.822	11/06/2014

Point 4

Amplitude (mm/s^2)	Date
4.669	11/06/2014



Spectrum frequency for that building without any landing or take off range 500 HZ

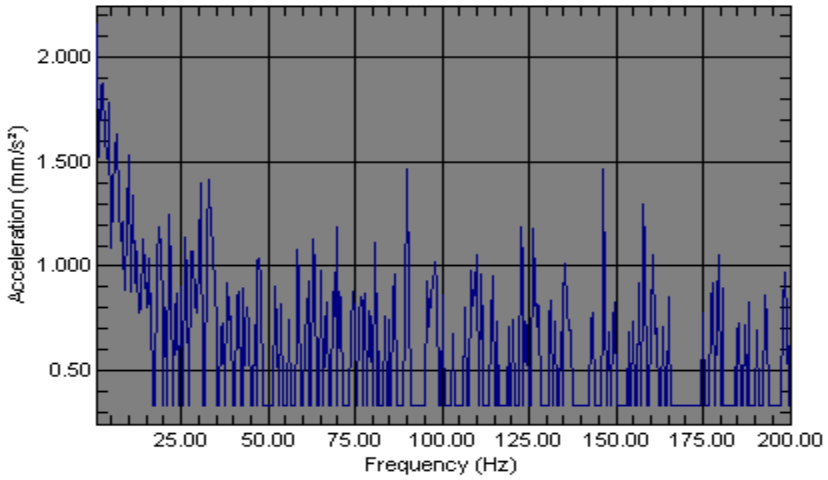


Spectrum frequency for that building without any landing or take off range 500 HZ

Normal condition no airplane landing or take off may be this due to traffic movements of some heavy traffic

Point 5
Plane landed

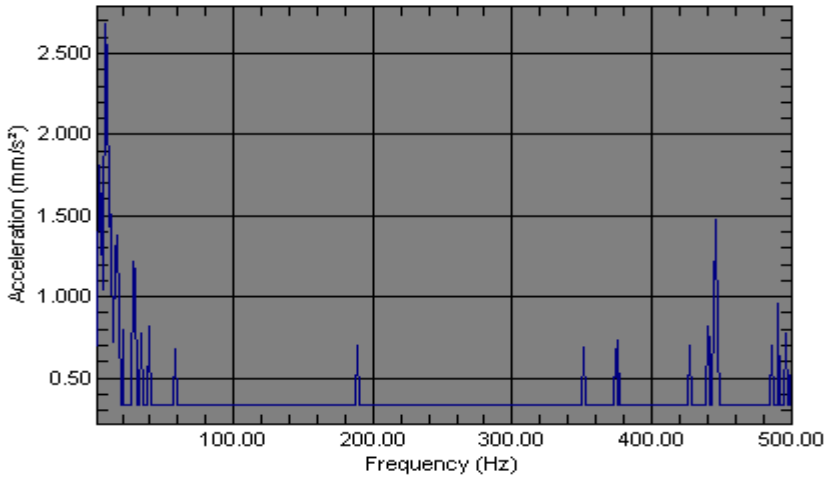
Amplitude (mm/s²)	Date
2.447	11/06/2014



Plane landed totally indicating no effect compared with first point the spectrum indicating normal traffic movements even it is lower than the previous one

Point 6
Plane landed

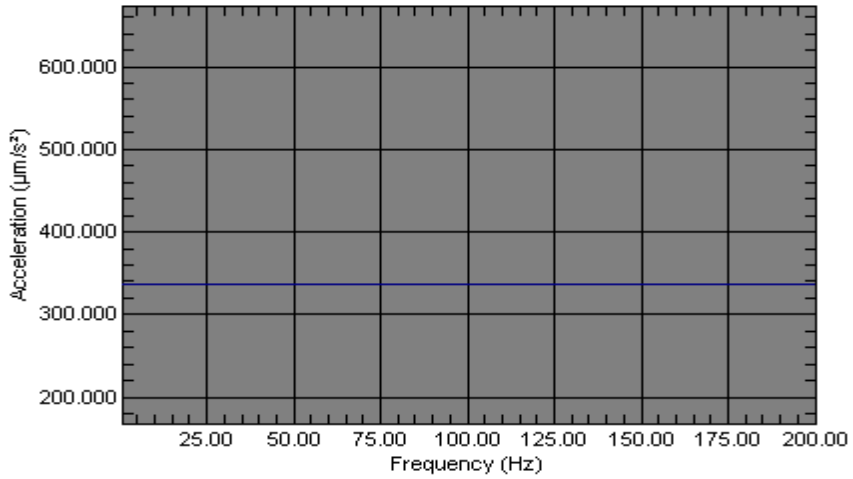
Amplitude (mm/s²)	Date
2.7	11/06/2014



It is a very low value for 500Hz range indicating no effect of landing

Point 7
Plane landed

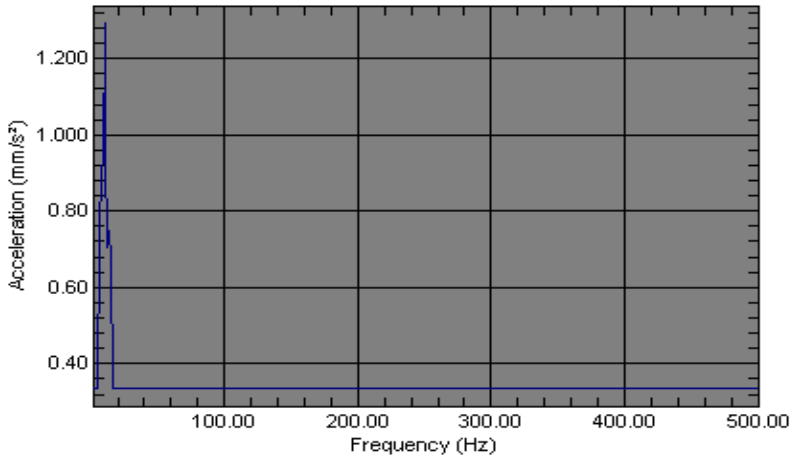
Amplitude (mm/s²)	Date
.257	11/06/2014



Point 7clearly means that totally no effect by for landing

Point 8
Plane landed

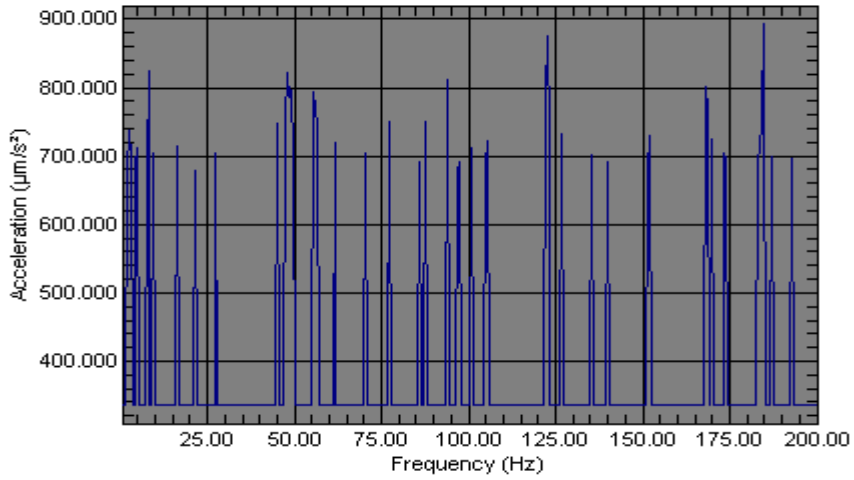
Amplitude (mm/s²)	Date
1.543	11/06/2014

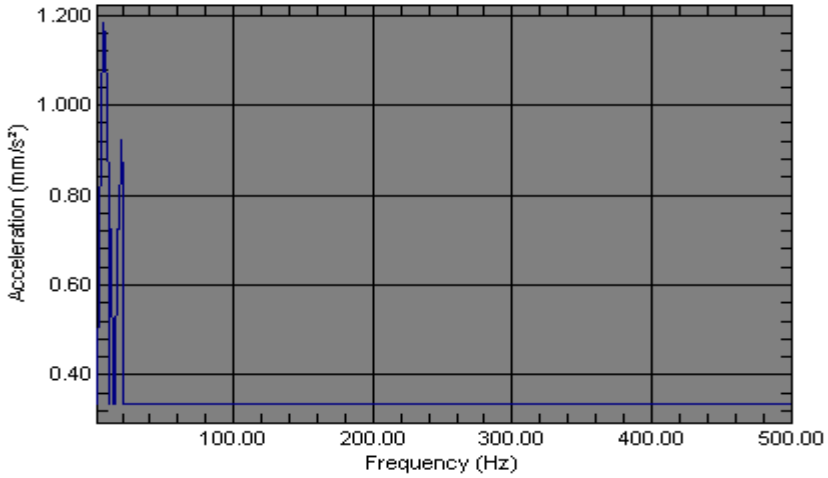


Totally no effect by landing, It is a very low value for 500 Hz Range

Point 9
Plane landed

Amplitude (mm/s²)	Date
1.355	11/06/2014





It is a very low value for both 200Hz range and 500 Hz Range indicating no effect for landing

Overall conclusion

1. The measurements indicate low vibration level at runway and at the residential area

2. The soil has a good abortion and damping coefficient clearly by measurements

3. All measured value was in acceleration terms the velocity will be much lower

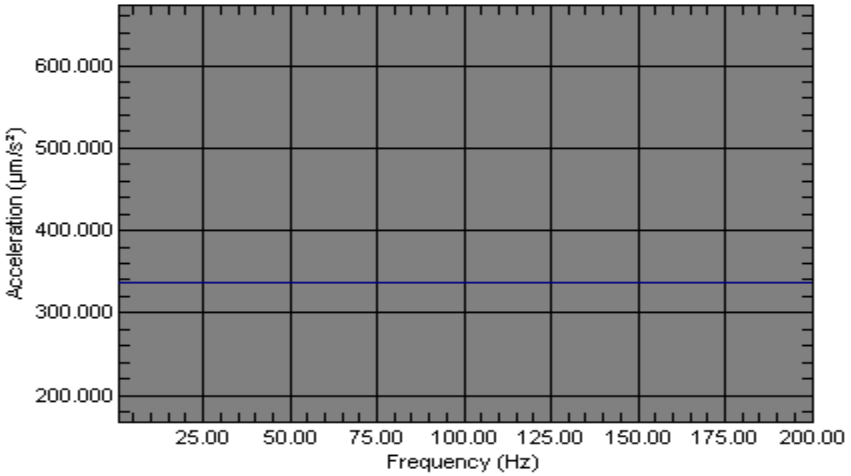
Runway vibration

Vibration measurements next to runway 10 meter away from edge

Point 1

Measurement: 3 – bp **Date:** 11/06/2014 **Time:** 10:27:44

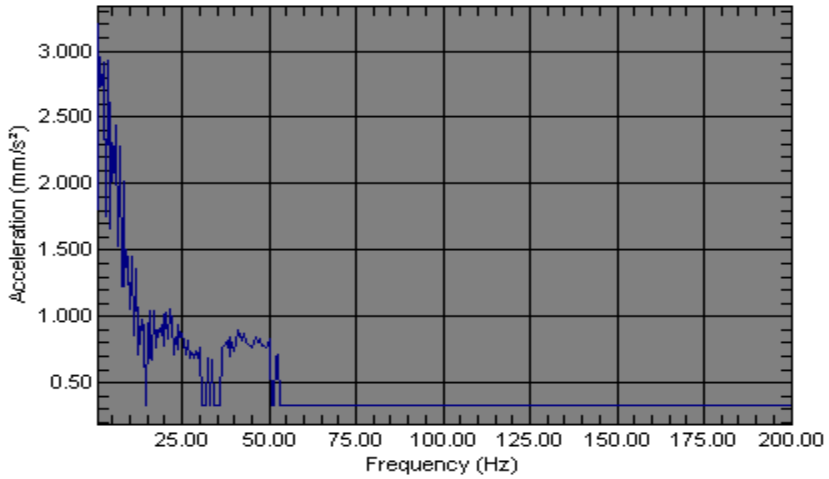
Amplitude (mm/s²)	Date
3.527	11/06/2014



For frequency range of 200HZ

Point 2

Amplitude (mm/s²)	Date
3.543	**11/06/2014**



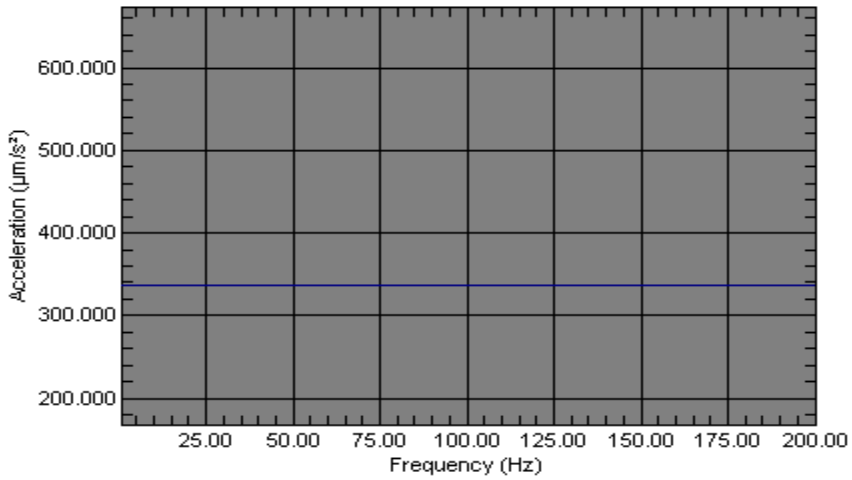
For frequency range of 500HZ

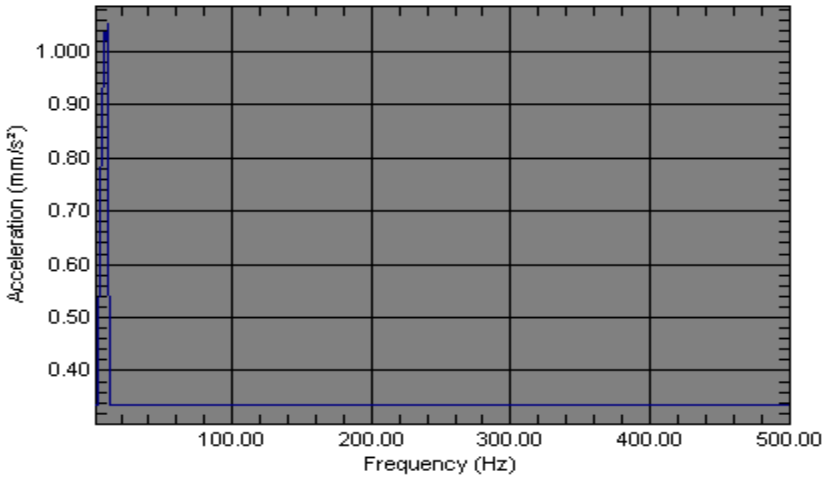
Results

It is a very low value for both 200Hz range and 500 Hz Range this means it will travel throw soil much less then that

Point 3

Amplitude (mm/s²)	Date
1.182	11/06/2014

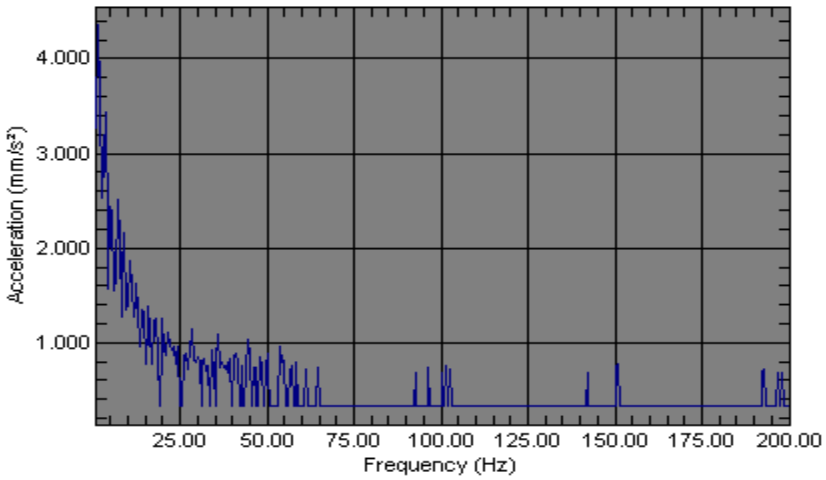




It is a very low value for both 200Hz range and 500 Hz Range

Point 4

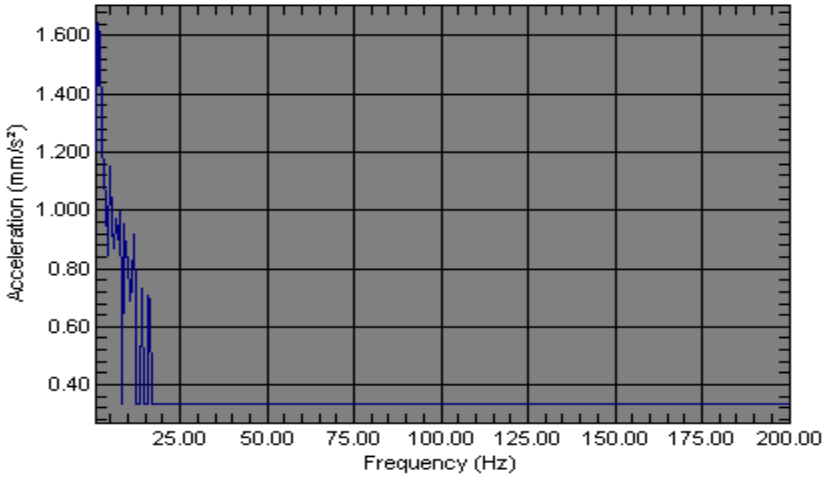
Amplitude (mm/s²)	Date
3.429	11/06/2014



It is a very low value for 200Hz range

Point 5

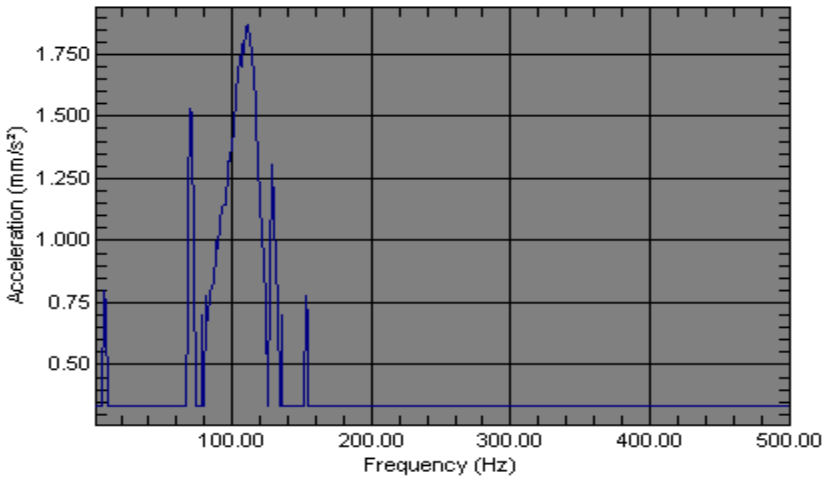
Amplitude (mm/s²)	Date
1.486	11/06/2014



It is a very low value for 200Hz range

Point 6

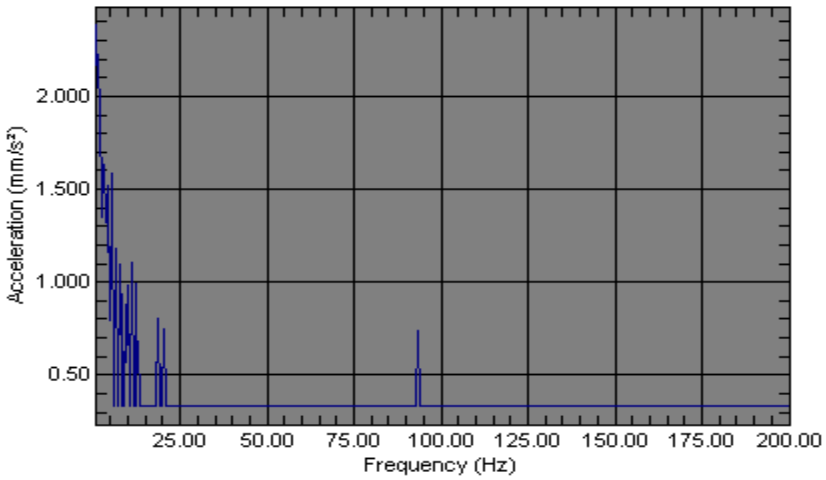
Amplitude (mm/s²)	Date
1.9	11/06/2014



It is a very low value for 200Hz range

Point 7

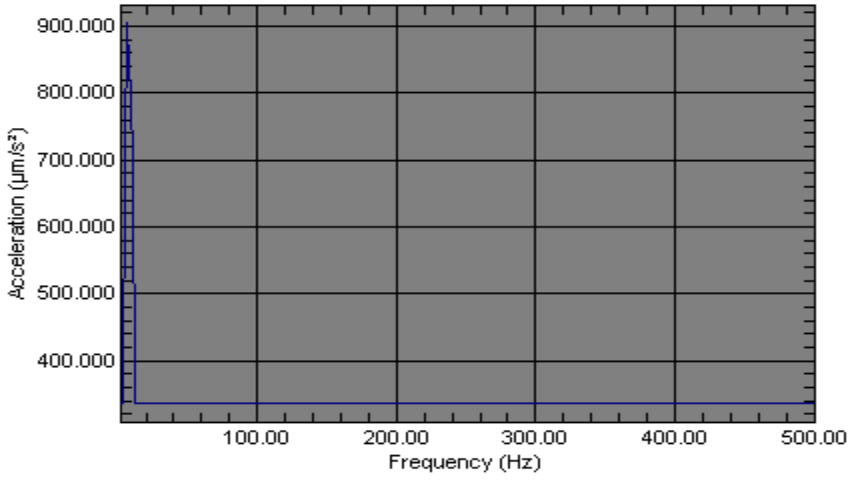
Amplitude (mm/s²)	Date
2.486	11/06/2014



It is a very low value for 500Hz range

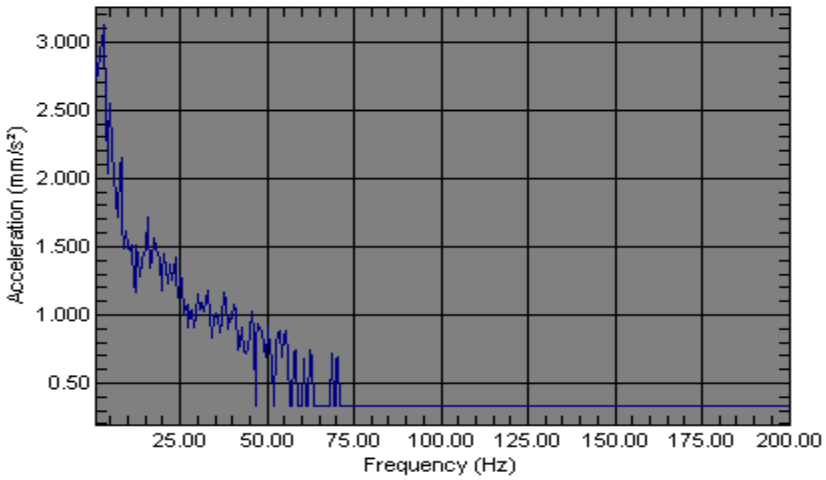
Point 8

Amplitude (mm/s²)	Date
1	11/06/2014



Point 9

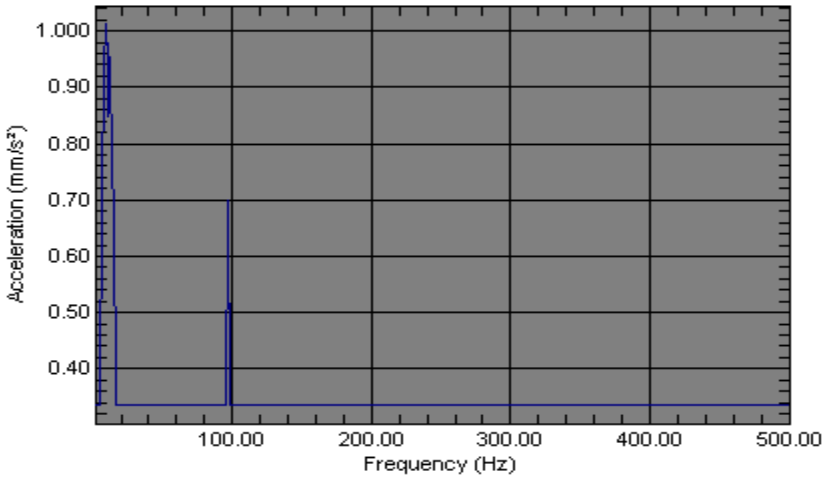
Amplitude (mm/s²)	Date
3.137	11/06/2014



It is a very low value for 200Hz range

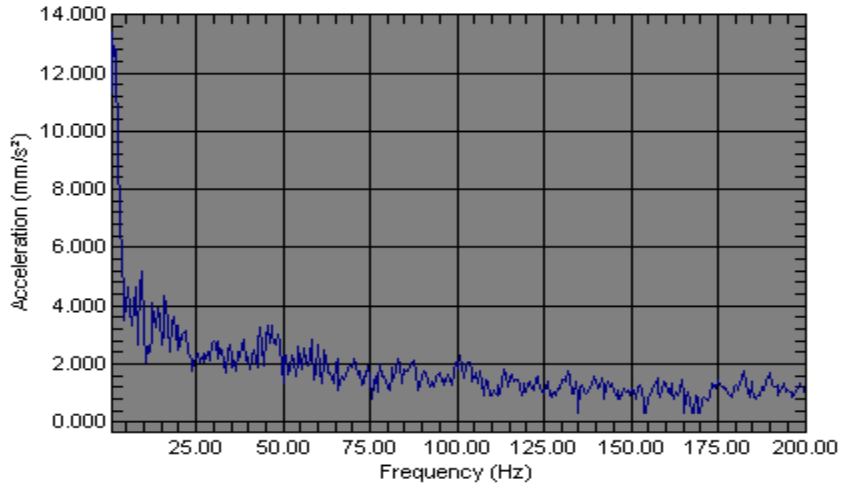
Point 10

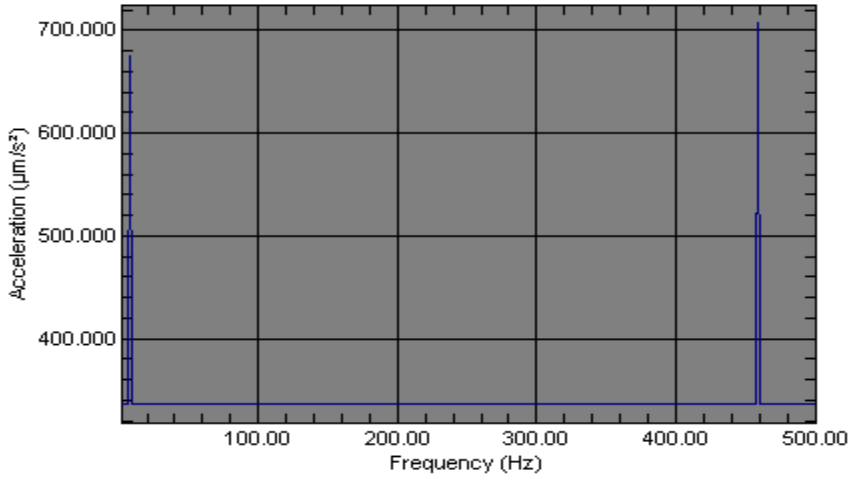
Amplitude (mm/s²)	Date
2.416	11/06/2014



Point 11

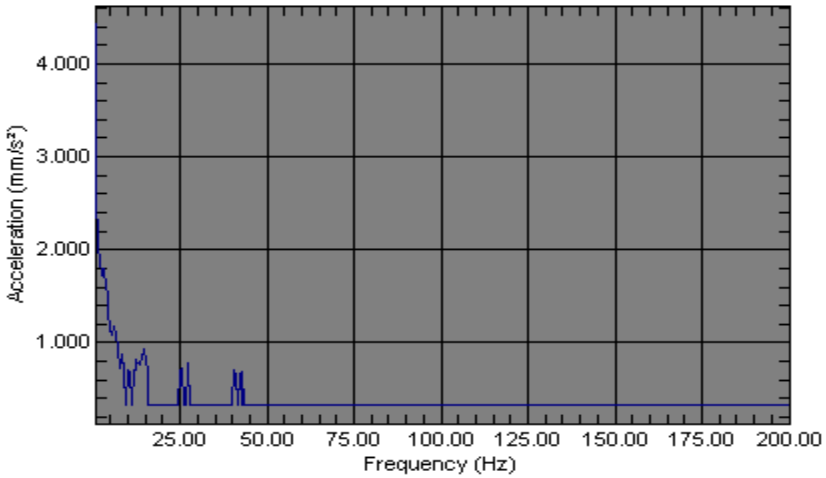
Amplitude (mm/s²)	Date
4.134	11/06/2014





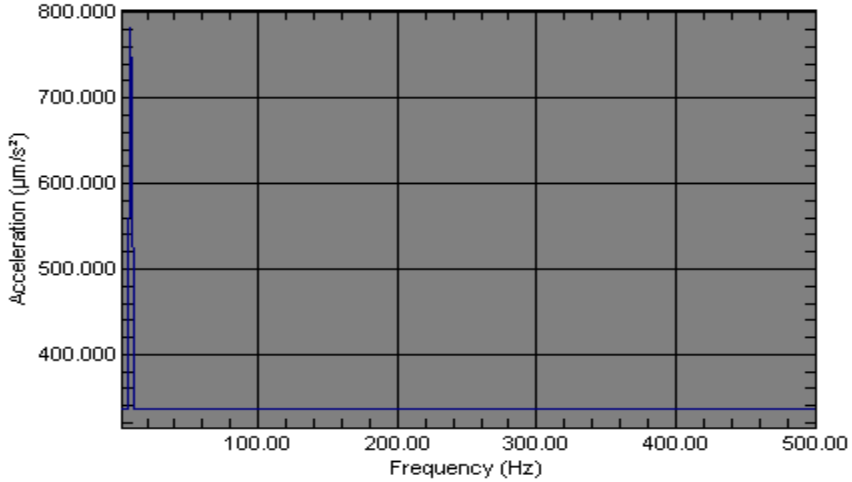
Point 12

Amplitude (mm/s²)	Date
3.043	11/06/2014



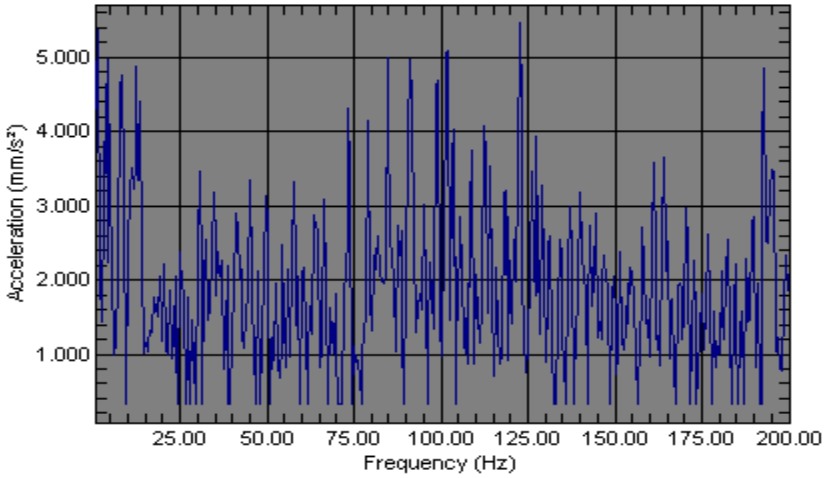
Point 13

Amplitude (mm/s²)	Date
1.043	11/06/2014



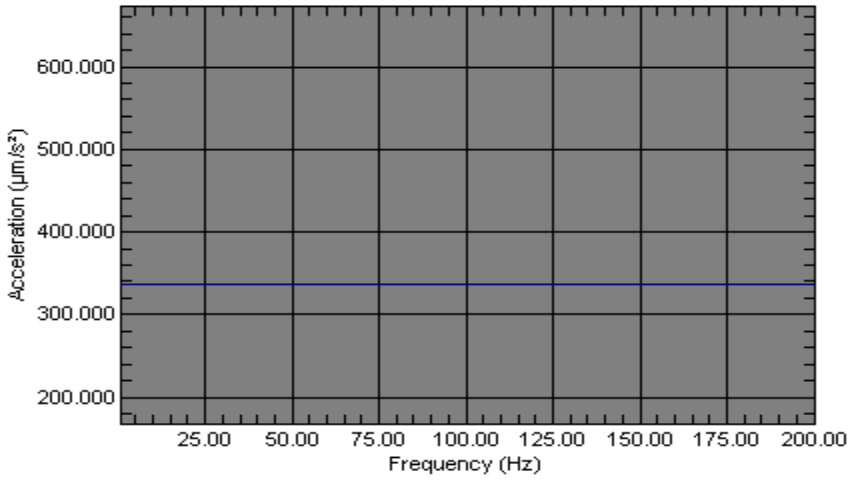
Point 14

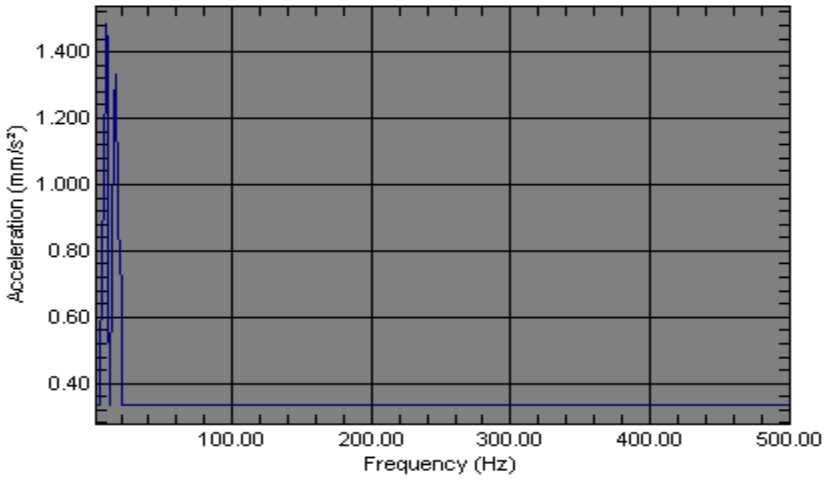
Amplitude (mm/s²)	Date
5.533	11/06/2014



Point 15

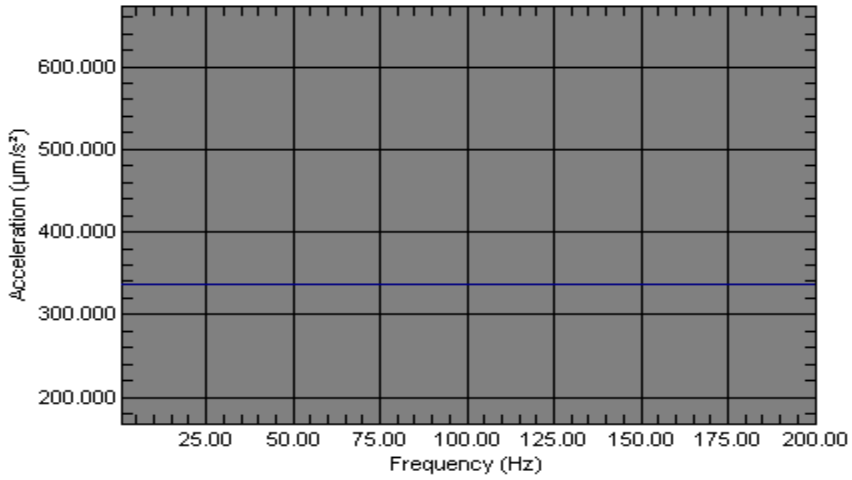
Amplitude (mm/s²)	Date
3.921	11/06/2014

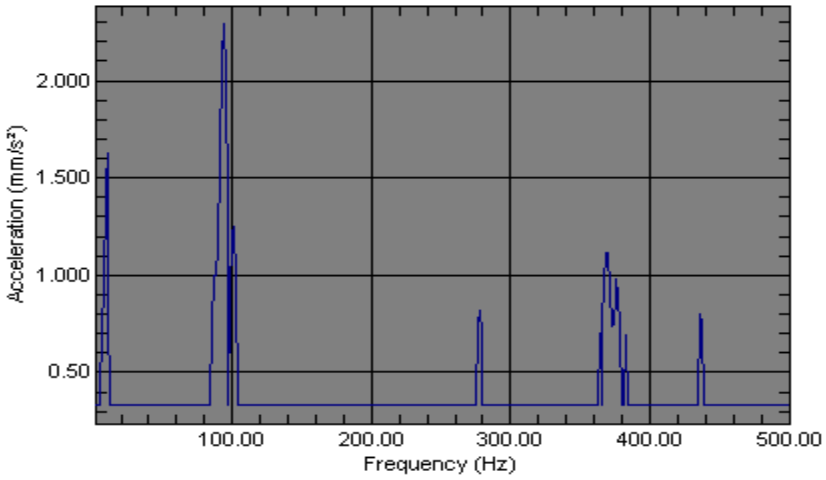




Point 16

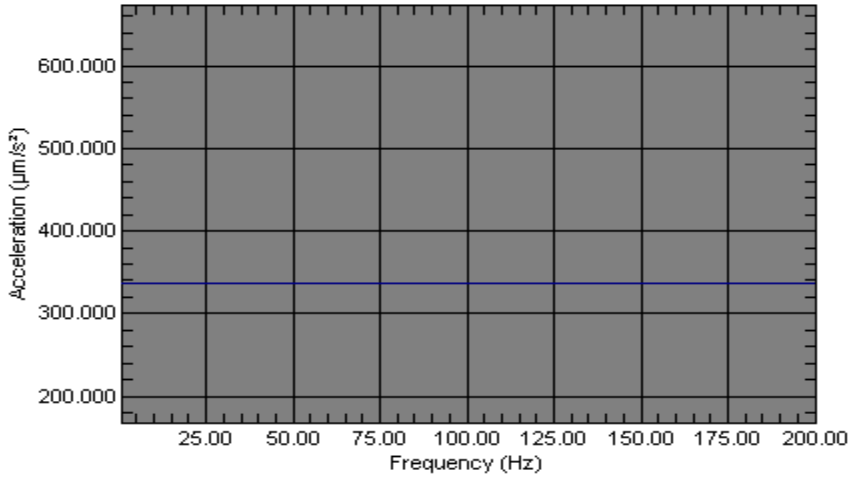
Amplitude (mm/s²)	Date
4.035	11/06/2014

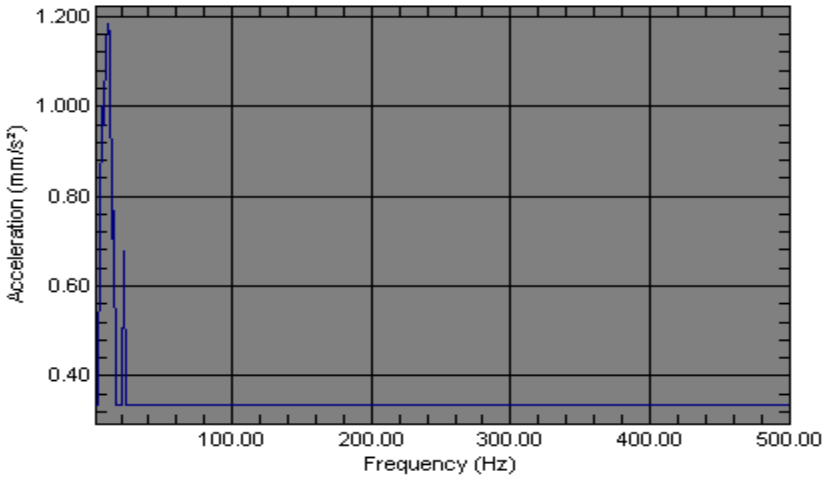




Point 17

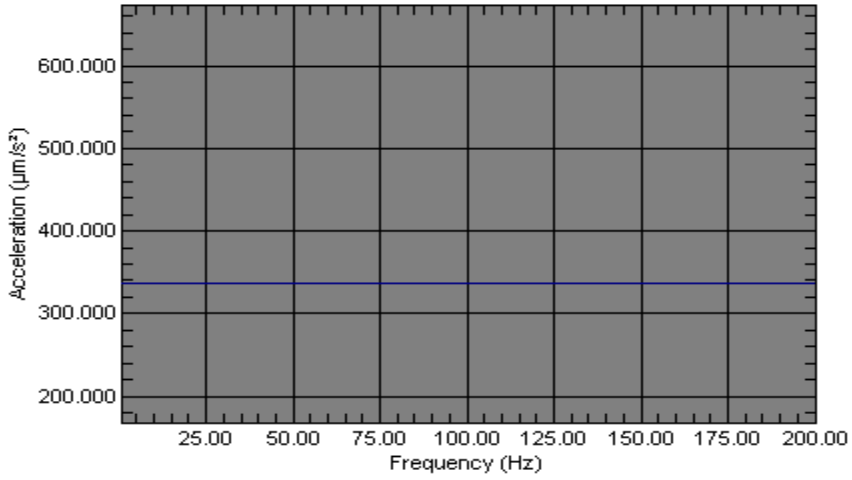
Amplitude (mm/s²)	Date
3.51	11/06/2014

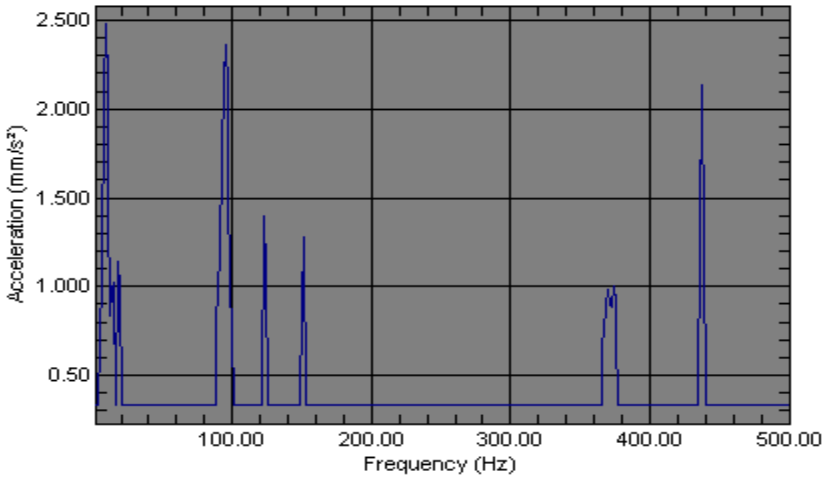




Point 18

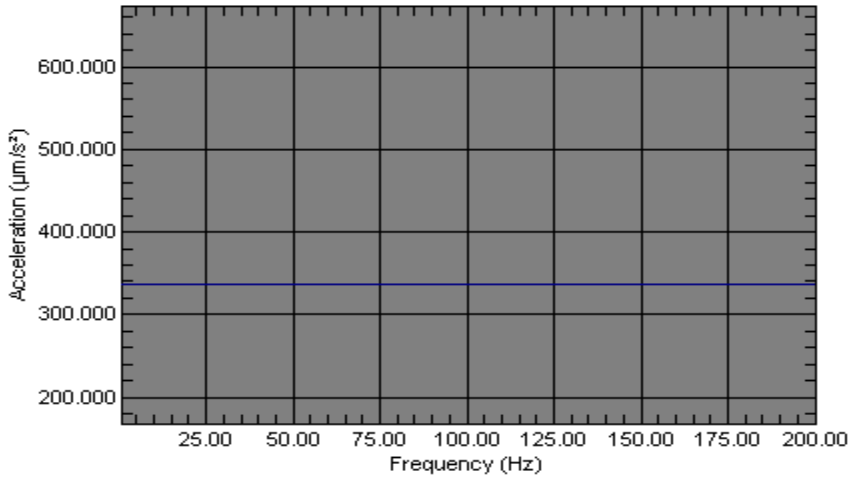
Amplitude (mm/s²)	Date
6.418	11/06/2014

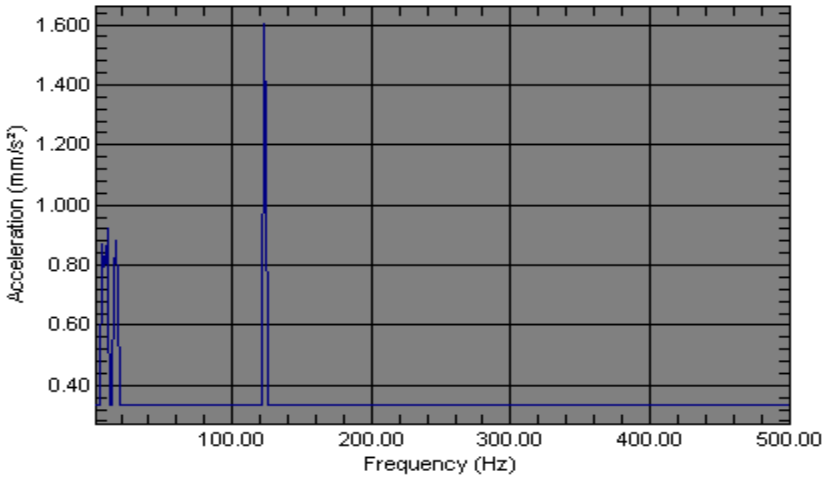




Point 19

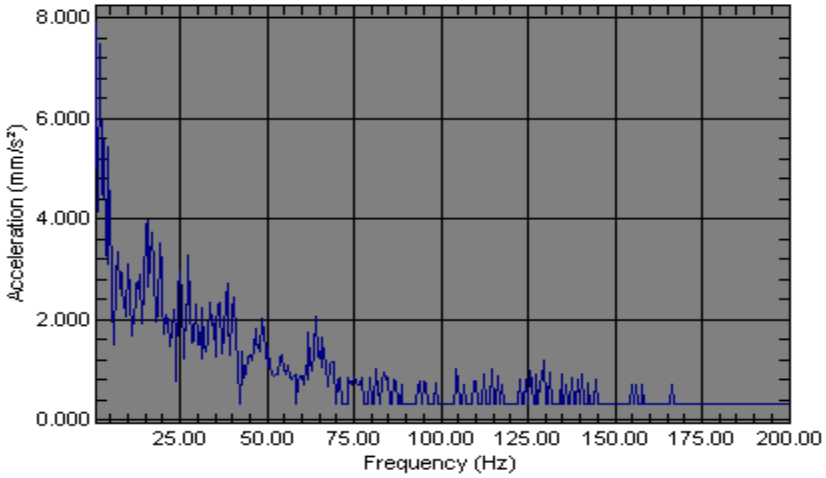
Amplitude (mm/s²)	Date
2.67	11/06/2014

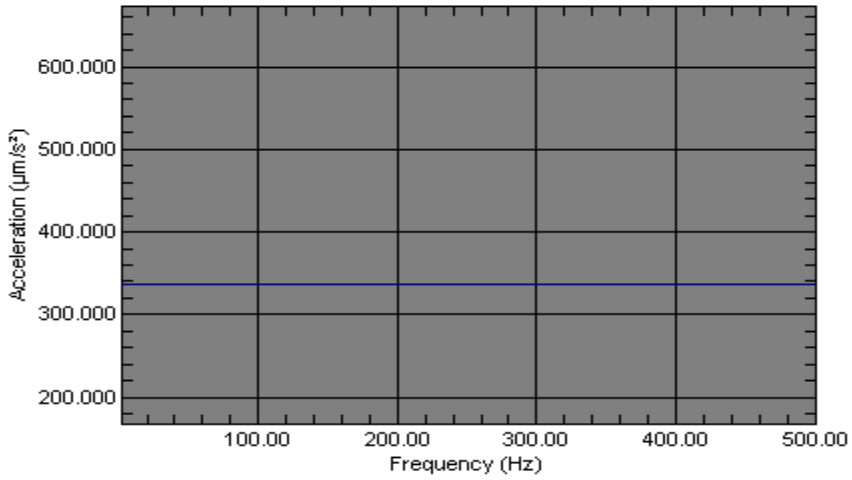




Point 20

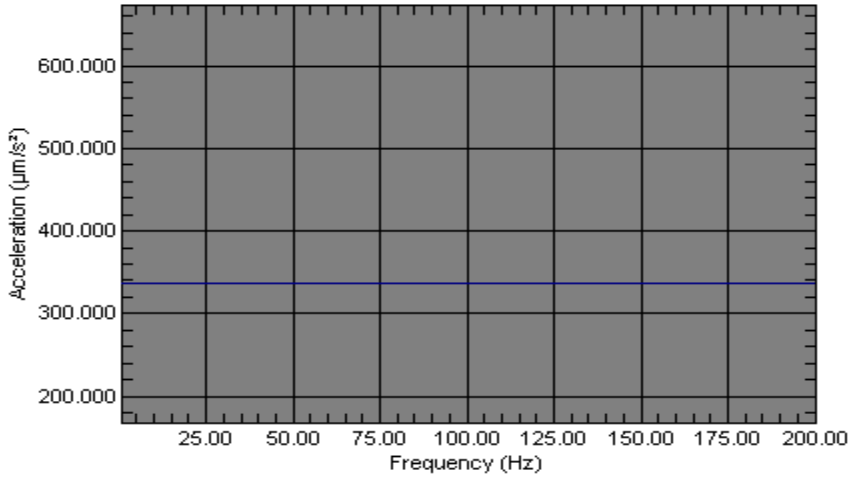
Amplitude (mm/s²)	Date
3.63	11/06/2014

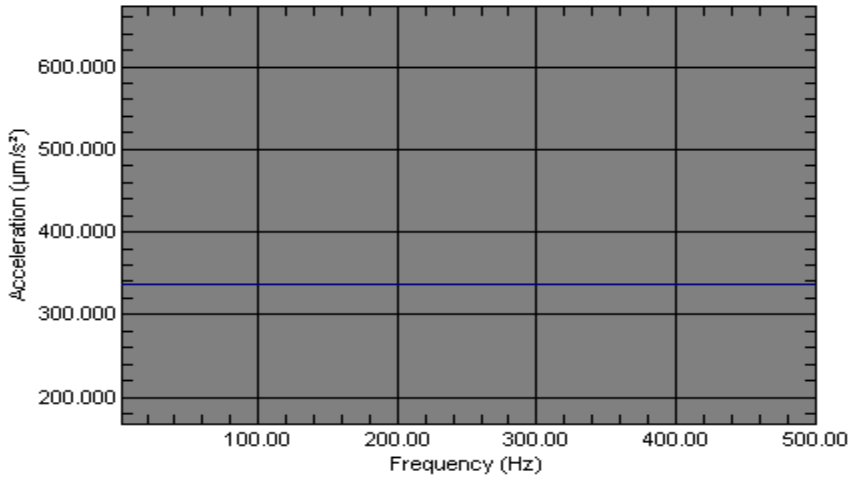




Point 21

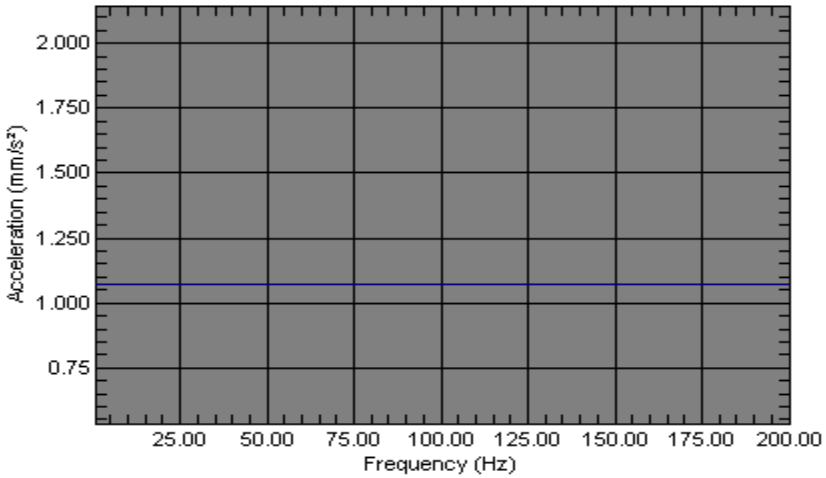
Amplitude (mm/s²)	Date
3.198	11/06/2014

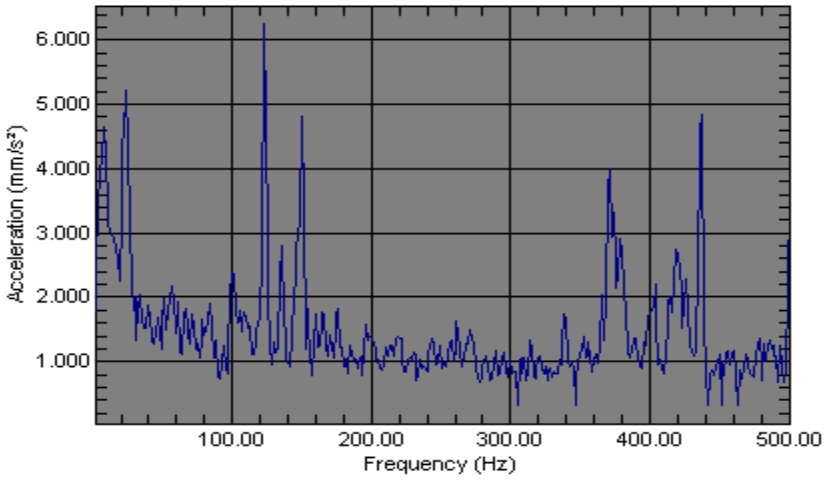




Point 22

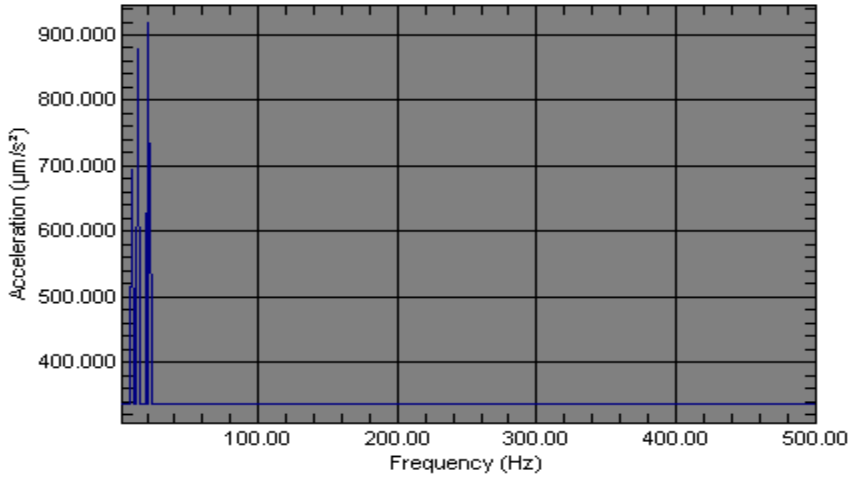
Amplitude (mm/s²)	Date
3.072	11/06/2014





Point 23 landing

Amplitude (mm/s²)	Date
1.71	11/06/2014



Point 24 landing

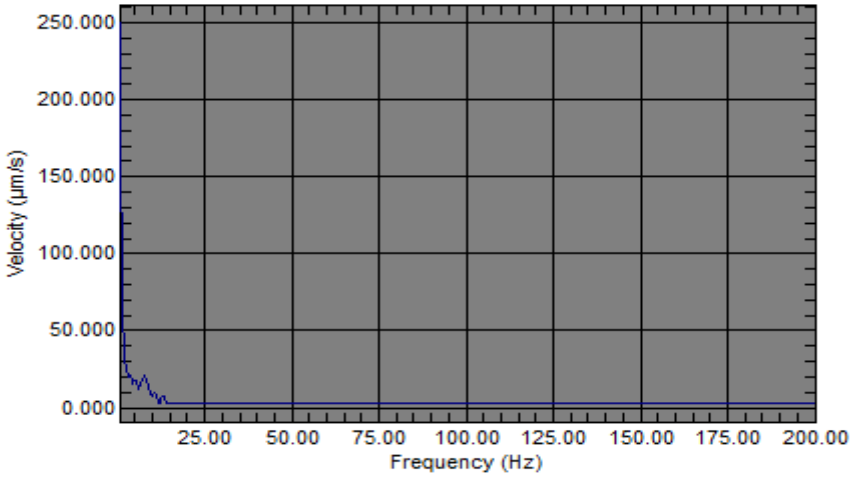
Amplitude (mm/s²)	Date
3.807	11/06/2014

Vibration measurements at 10 meter away from runway edge

Expressed in velocity terms

Point: POINT-.1

Date	Amplitude (mm/s)
11/22/2014	102.127 m

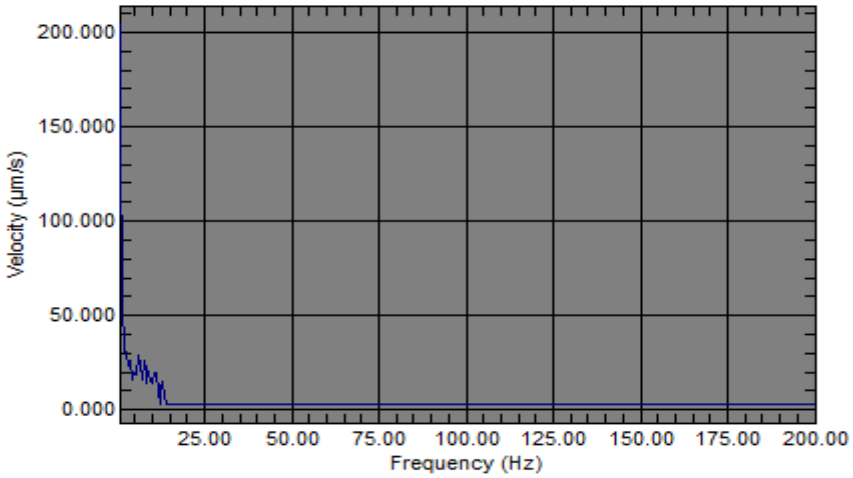


Point: POINT-.2

Date	Amplitude (mm/s)
11/22/2014	86.123 m

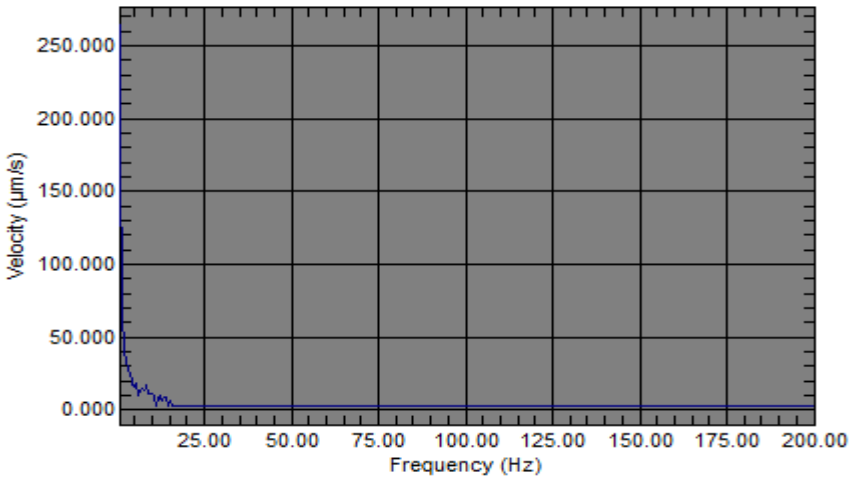
Point: POINT-.3

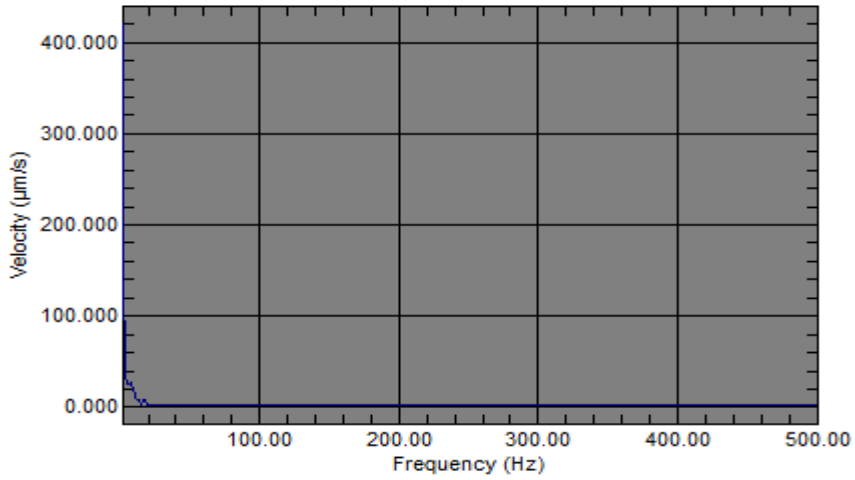
Date	Amplitude (mm/s)
11/22/2014	112.204 m



Point: POINT-.4

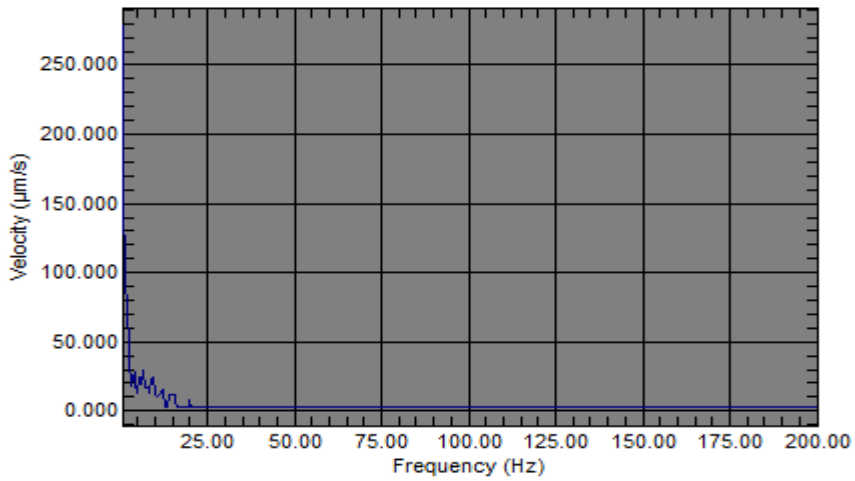
Date	Amplitude (mm/s)
11/22/2014	109.006 m

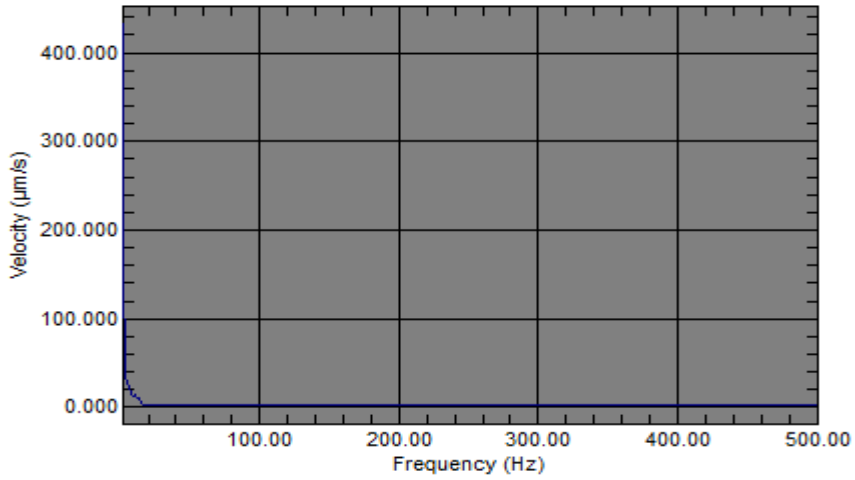




Point: POINT-.5

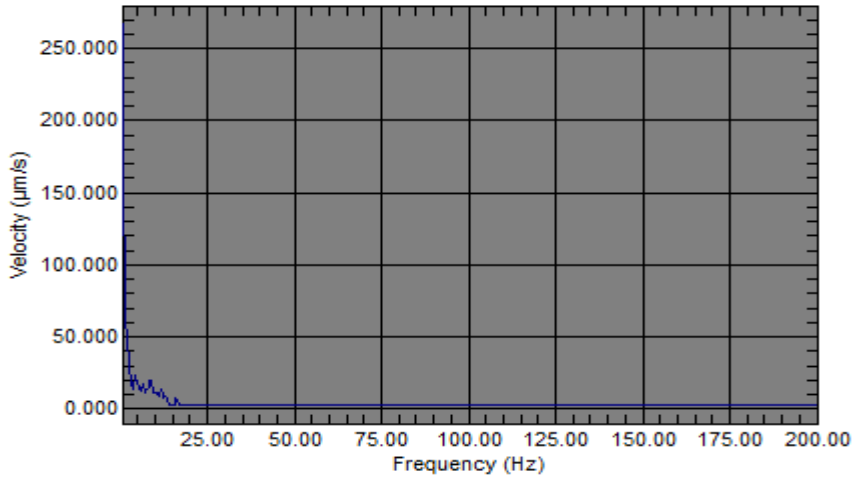
Date	Amplitude (mm/s)
11/22/2014	90.15 m

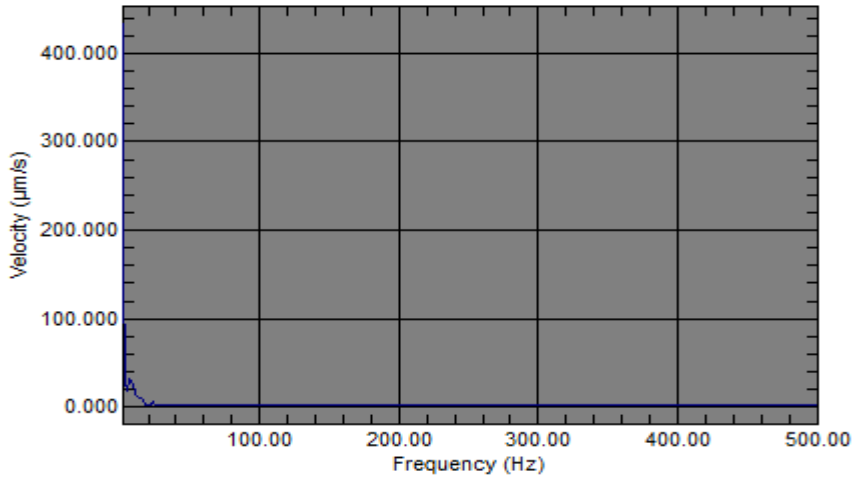




Point: POINT-.6

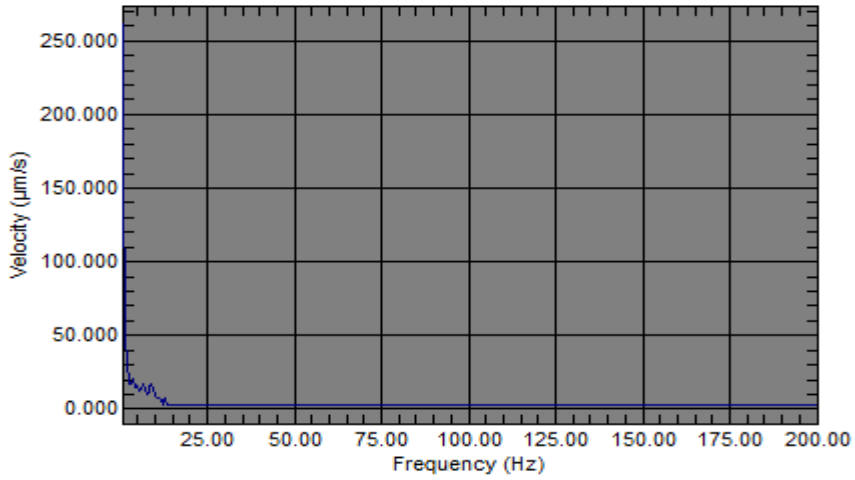
Date	Amplitude (mm/s)
11/22/2014	101.773 m

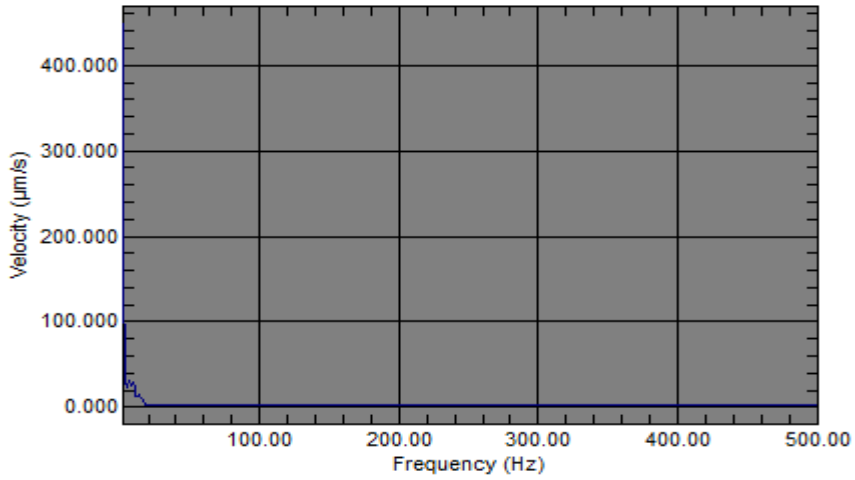




Point: POINT-.7

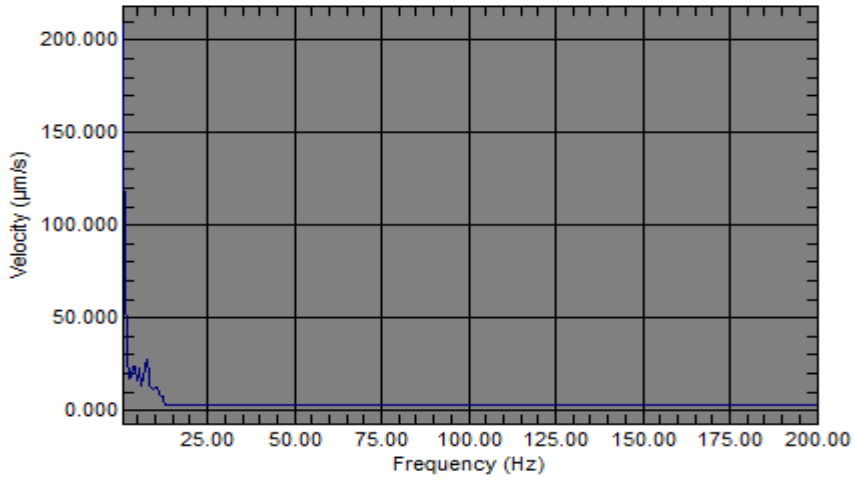
Date	Amplitude (mm/s)
11/22/2014	86.015 m





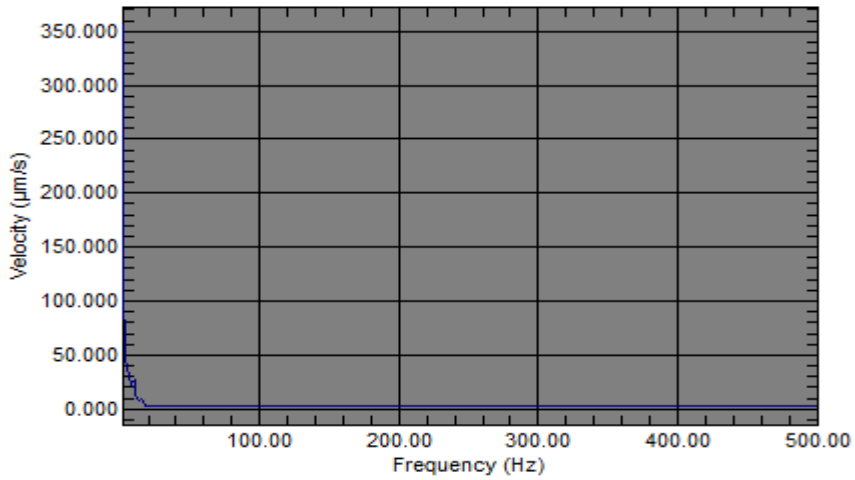
Point: POINT-.8

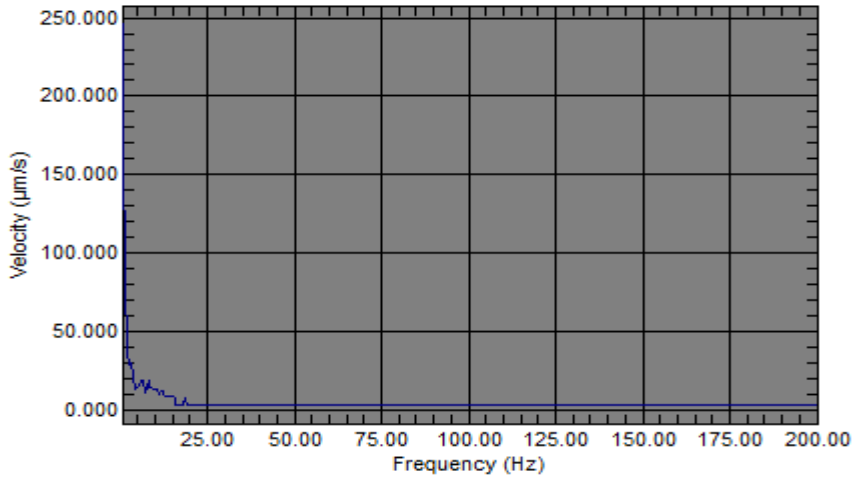
Date	Amplitude (mm/s)
11/22/2014	169.095 m



Point: POINT-.9

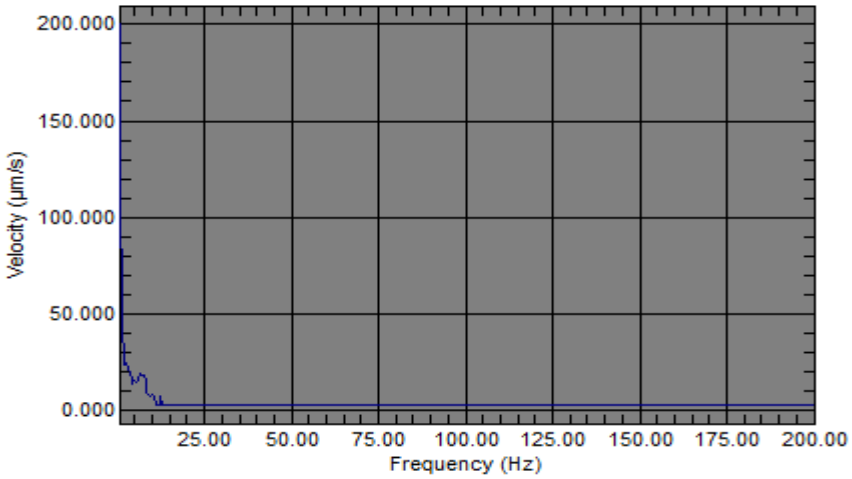
Date	Amplitude (mm/s)
11/22/2014	89.552 m





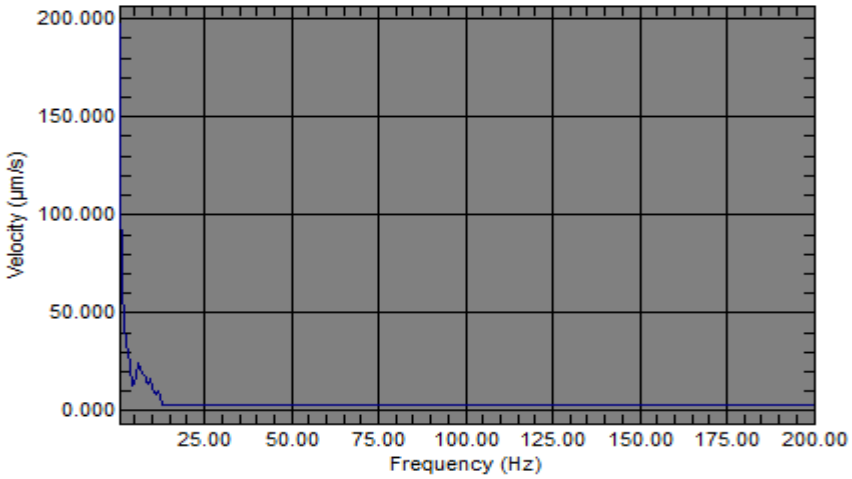
Point: POINT-.10

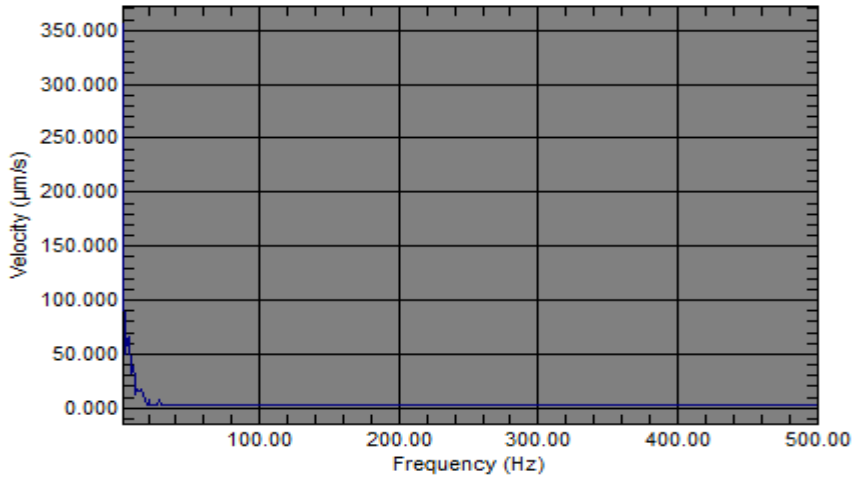
Date	Amplitude (mm/s)
11/22/2014	88.23 m



Point: POINT-.11

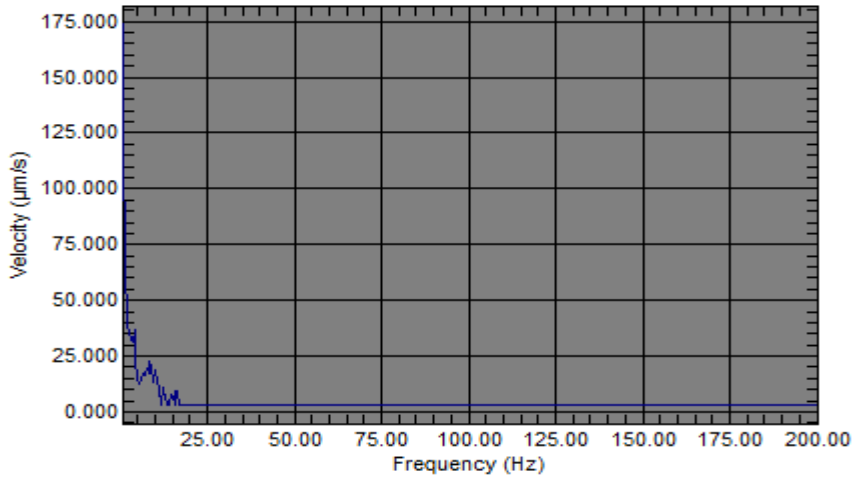
Date	Amplitude (mm/s)
11/22/2014	92.503 m

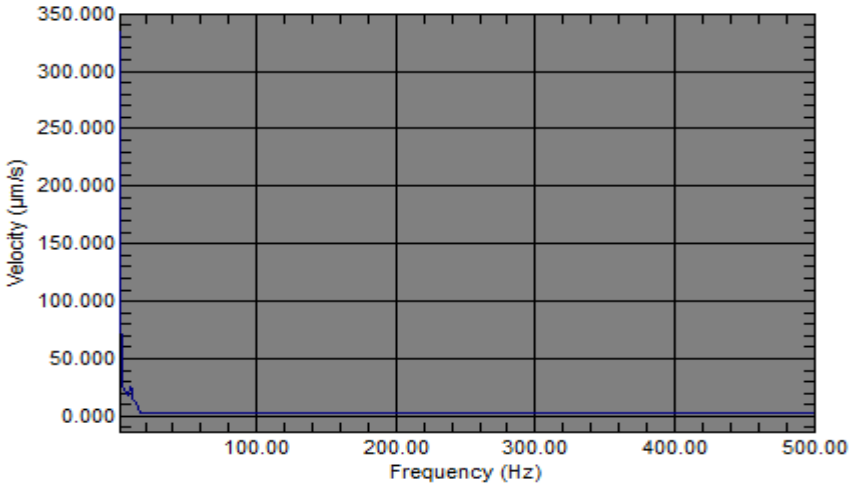




Point: POINT-.12

Date	Amplitude (mm/s)
11/22/2014	94.084 m

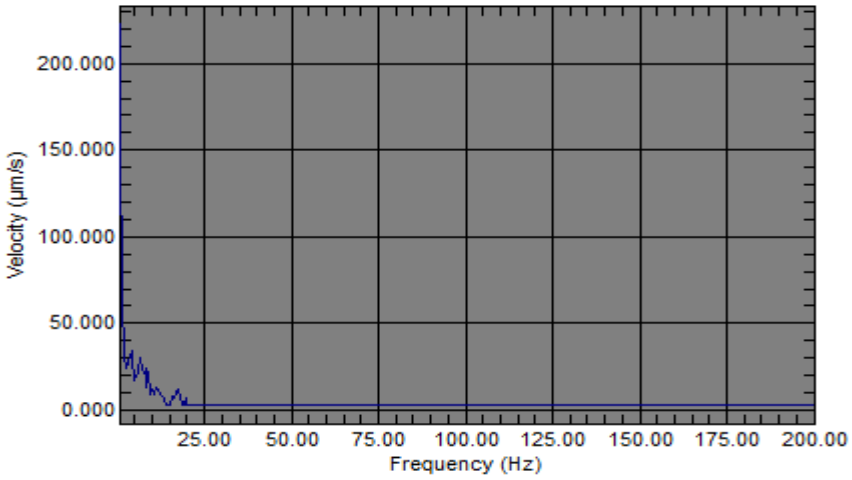


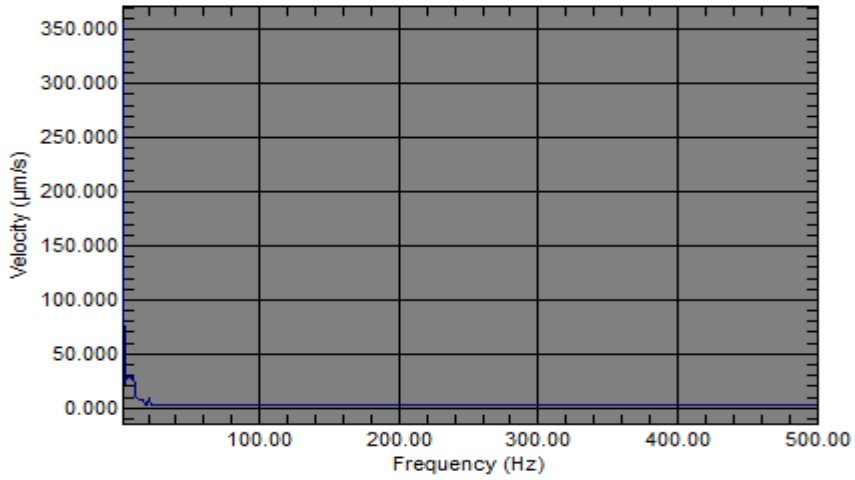


Vibration measurements at Gate as a building Expressed in velocity terms

Point: POINT-.1

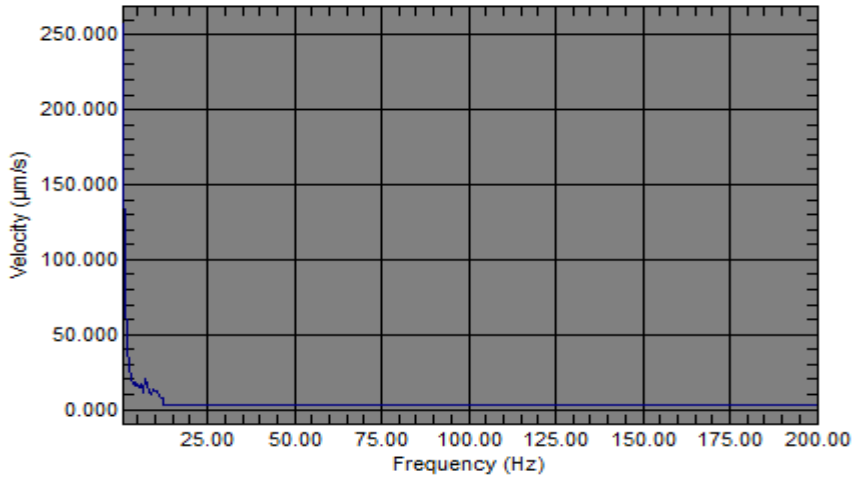
Date	Amplitude (mm/s)
11/22/2014	96.865 m

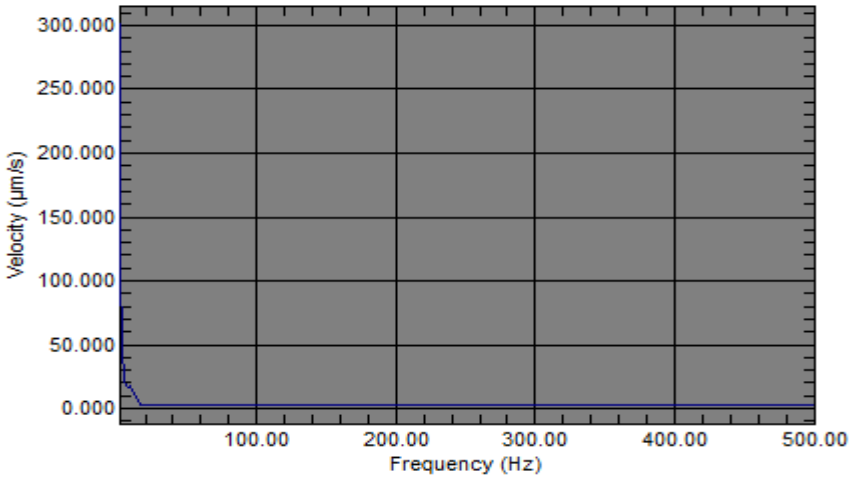




Point: POINT-.2

Date	Amplitude (mm/s)
11/22/2014	95.738 m





Results

Conclusion for runway measurements

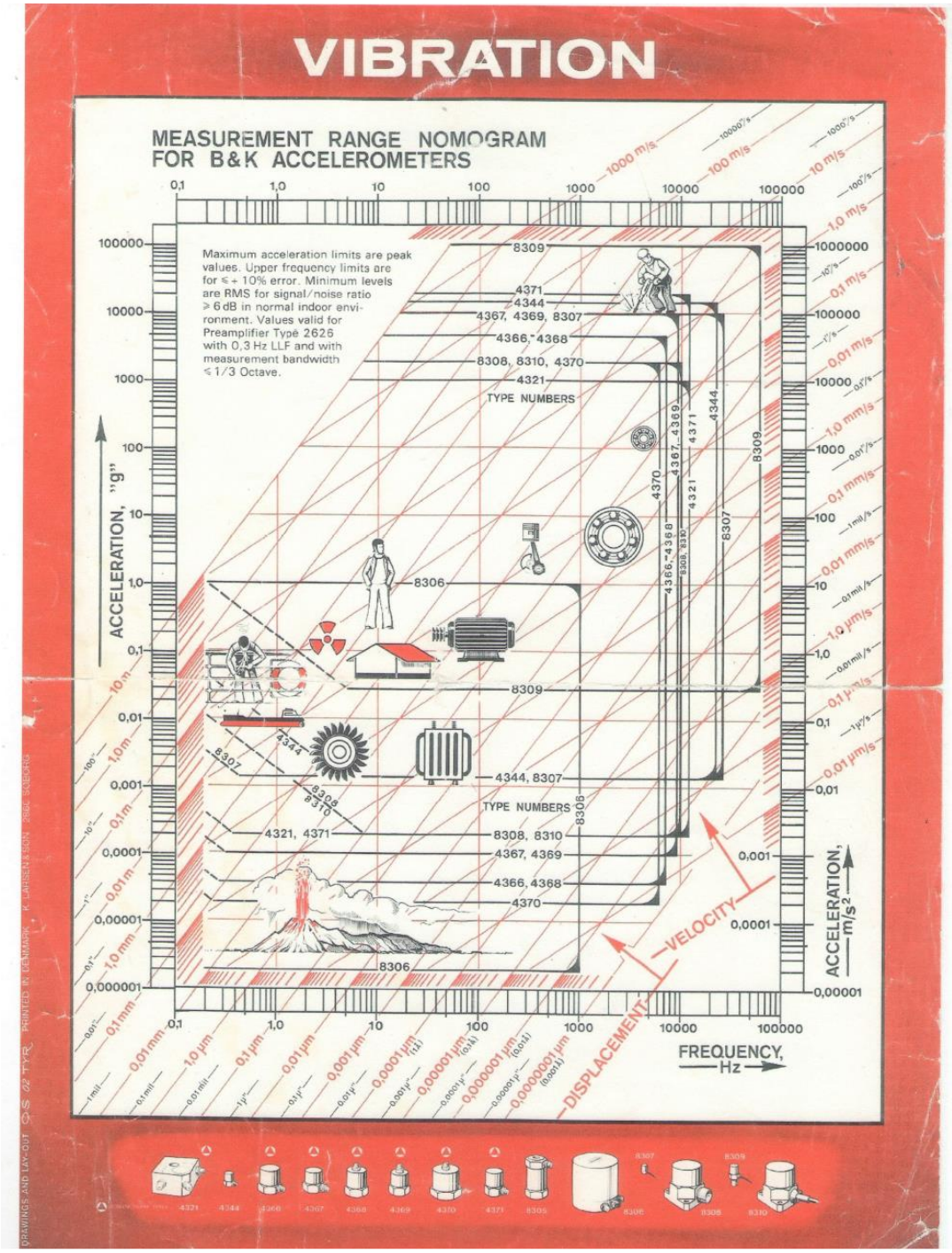
1. The measurements was taken 10 meter way from the edge indicating a very high impact

2. The results for all value and for all spectrum indicate lower than expected at this location meaning the damping effects of the soil is high and soil absorb quite well vibration generated , it have a good damping coefficient.

3. Our focus was in low frequency range as it would expected to travel long distances

4. The above results indicate very low value compared with the standard ISO 4150-1-1999

Conversion between acceleration & velocity for vibration measurements



Photos for the measurements


Brüel & Kjær
Data Collector Type 2526


Brüel & Kjær
Data Collector Type 2526


Brüel & Kjær


Brüel & Kjær
F1
F2
F3
F4
F5
Next
Enter


Brüel & Kjær
Data Collector Type 2526
F1
F2
F3
F4
F5
Next
Enter


Brüel & Kjær
Data Collector Type 2526
F2
F3
F4
F5

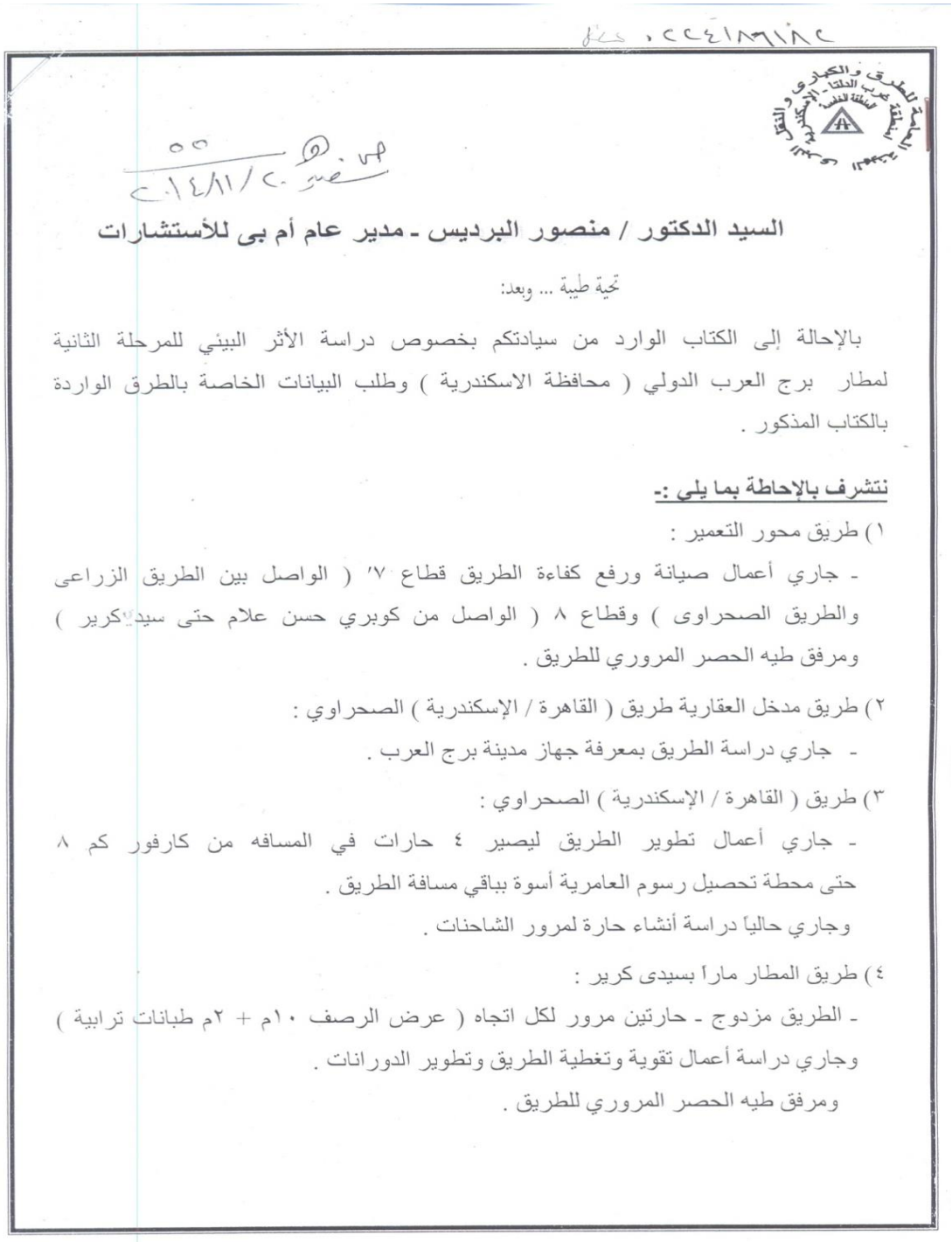

Brüel & Kjær
Data Collector Type 2526
F2
F3
F4
F5


Brüel & Kjær
Data Collector Type 2526
F2
F3
F4
F5


Brüel & Kjær
Data Collector Type 2526
F2
F3
F4
F5
Enter

Appendix 11 – Response from Road Authority

This response indicate the size and number of traffic count to airport and the Road law regarding this Roads:



السيد الدكتور / منصور البرديس - مدير عام أم بى للأستشارات

تحية طيبة ... وبعد:

بالإحالة إلى الكتاب الوارد من سيادتكم بخصوص دراسة الأثر البيئي للمرحلة الثانية لمطار برج العرب الدولي (محافظة الاسكندرية) وطلب البيانات الخاصة بالطرق الواردة بالكتاب المذكور .

نتشرف بالإحاطة بما يلي :-

١) طريق محور التعمير :

- جاري أعمال صيانة ورفع كفاءة الطريق قطاع ٧ (الواصل بين الطريق الزراعى والطريق الصحراوى) وقطاع ٨ (الواصل من كوبري حسن علام حتى سيدى كرير) ومرفق طيه الحصر المروري للطريق .

٢) طريق مدخل العقارية طريق (القاهرة / الإسكندرية) الصحراوي :

- جاري دراسة الطريق بمعرفة جهاز مدينة برج العرب .

٣) طريق (القاهرة / الإسكندرية) الصحراوي :

- جاري أعمال تطوير الطريق ليصير ٤ حارات في المسافه من كارفور كم ٨ حتى محطة تحصيل رسوم العامرية أسوة بباقي مسافة الطريق .

وجاري حالياً دراسة أنشاء حارة لمرور الشاحنات .

٤) طريق المطار ماراً بسيدى كرير :

- الطريق مزدوج - حارتين مرور لكل اتجاه (عرض الرصف ١٠م + ٢م طبانات ترابية) وجاري دراسة أعمال تقوية وتغطية الطريق وتطوير الدورانات .

ومرفق طيه الحصر المروري للطريق .

) الطريق الرابط بين الطريق الساحلي (إسكندرية / مطروح) عند كم ٢١ وطريق (القاهرة / الإسكندرية) الصحراوي كم ٢٩ - (وصلة الذراع البحري)
- جاري أعمال ترميم وتغطية هذه الوصله بطول ٧ كم.ط مزدوج ومكون من حارتين مرور بكل اتجاه .

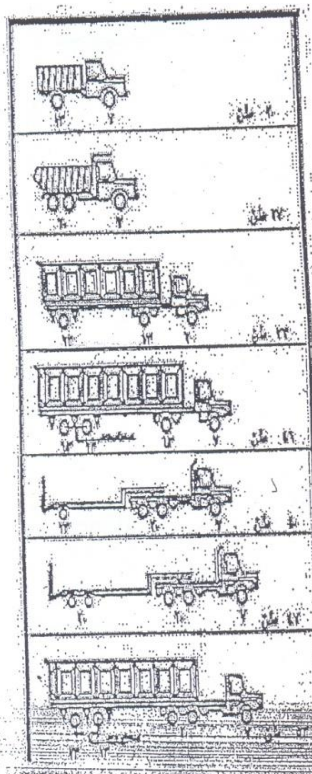
جميع الطرق التابعة للهيئة مصممه طبقاً للحمولات المرفقة

وتفضلوا بقبول فائق الاحترام ،،،،

٢٠١٤ / ١١ / ١٧
رجاء
مرفقات
(٧)

رئيس الإدارة المركزية
منطقة غرب الدلتا - بالأسكندرية
مهندس/ "عاطف عبد الغنى"

بيانات الحمولات المسموح المرور بها على شبكة الطرق
تعليمات



١ - يحتسب الحمل على المحور المفرد الأمامى بمقدار ٧ أطنان والمفرد الخلفى بمقدار ١٣ طنًا بشرط أن يركب عليه عدد ٤ إطارات كاوتش .

٢ - يحتسب الحمل على المحور المفرد الأمامى للمقطورة بمقدار ١٣ طنًا بشرط أن يركب عليه عدد ٤ إطارات كاوتش .

٣ - يحتسب الحمل المكافئ على المحور المزدوج الضيق (بوجى) بمقدار ٢٠ طنًا وبشرط أن يركب على كل محور ٤ إطارات كاوتش وتكون المسافة بين المحورين أقل من ٢ متر .

٤ - يحتسب الحمل المكافئ على المحور الواسع (بوجى) بمقدار ١٣ طنًا للمحور الواحد وبشرط أن يركب على كل محور ٤ إطارات كاوتش .

٥ - يحتسب الحمل المكافئ على المحور الثلاثى (الضيق) بمقدار ٣٠ طنًا وبشرط أن يركب على كل محور ٤ إطارات كاوتش .

٦ - يسمح بالتجاوز فى حدود (٥٪) من الحمولة المنقولة والمسموح المرور بها على الطرق لمختلف أنواع [illegible] إطارات للتغلب على مشكلة

اختلاف أوزان العربات وطرق المرور

٧ – ألا يزيد عرض المركبة عن ٢,٦٠ متر .

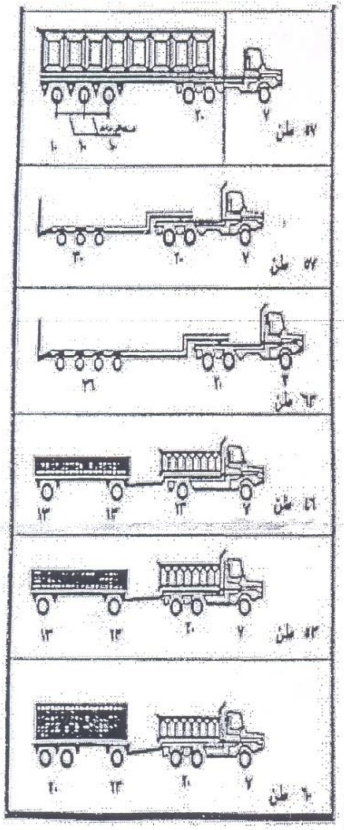
٨ – ألا يزيد طول المركبة عن الأطوال المحددة فيما بعد :

(أ) بالنسبة للسيارات ذات محورين أو أكثر لا يزيد عن ١٢ متراً .

(ب) بالنسبة للسيارات ذات المفصل (سيمى تيللر) أو أكثر لا يزيد عن ١٧ متراً طبقًا لقانون المرور الجديد .

(جـ) بالنسبة للسيارة مع المقطورة العادية لا يزيد عن ٢٠ متراً .

٩ – ألا يزيد ارتفاع المركبة بما عليها من حمولة عن ٤ أمتار من سطح الطريق ولا تقل المسافة بين أسفل المركبة وسطح الطريق عن ٢٨ سم .



الهيئة العامة لشئون المطابع الأميرية
صورة طبق الأصل

القائم بالحصر تحرى السنوسى

بيان الحصر المرورى طريق سيدى كرير / المطار

اليوم : الأربعاء
التاريخ: ٢٠١٤/٩/١٠
الحصر لمده : ٤ ساعات (إتجاه سيدى كرير)

عربه ركوب	ميكروباص	١/٤نقل	نقل مفرد	نقل مقطوره	اتوبيس
١٥٣٠	٥٠٥	٢٥٠	٢٣٠	٢١١	٣٠٥

القائم بالحصر : أ/ ممدوح مصطفى
فتره الحصر : ١٠,٣٠ـ ٢,٣٠

بيان الحصر المرورى طريق سيدى كرير / المطار

م : الأربعاء
ريخ: ٢٠١٤/٩/١٠
صر لمده : ٤ ساعات (إتجاه المطار)

عربه ركوب	ميكروباص	١/٤نقل	نقل مفرد	نقل مقطوره	اتوبيس
١٥٠٢	٤٠٥	٤٢٨	٤٣٨	٢٥٤	١٢٠

الطريق الدولي الساحلي قطاع ٨

حصر المروري على الطريق الدولي الساحلي (قطاع ٨) اتجاه البرج

اليوم : الخميس　　التاريخ : ١٩/٩/٢٠١٣　　٨ص - ٤ع

عربية ركوب	½ و ¼ نقل	أوتوبيس	نقل مفرد	مقطورة	ميني باص
١٢٤٠٠	٥٥٢٠	٢٨٨	٤٨٠	١٢٨٠	٤٥٦٠

٤ع - ١٢ مساءً

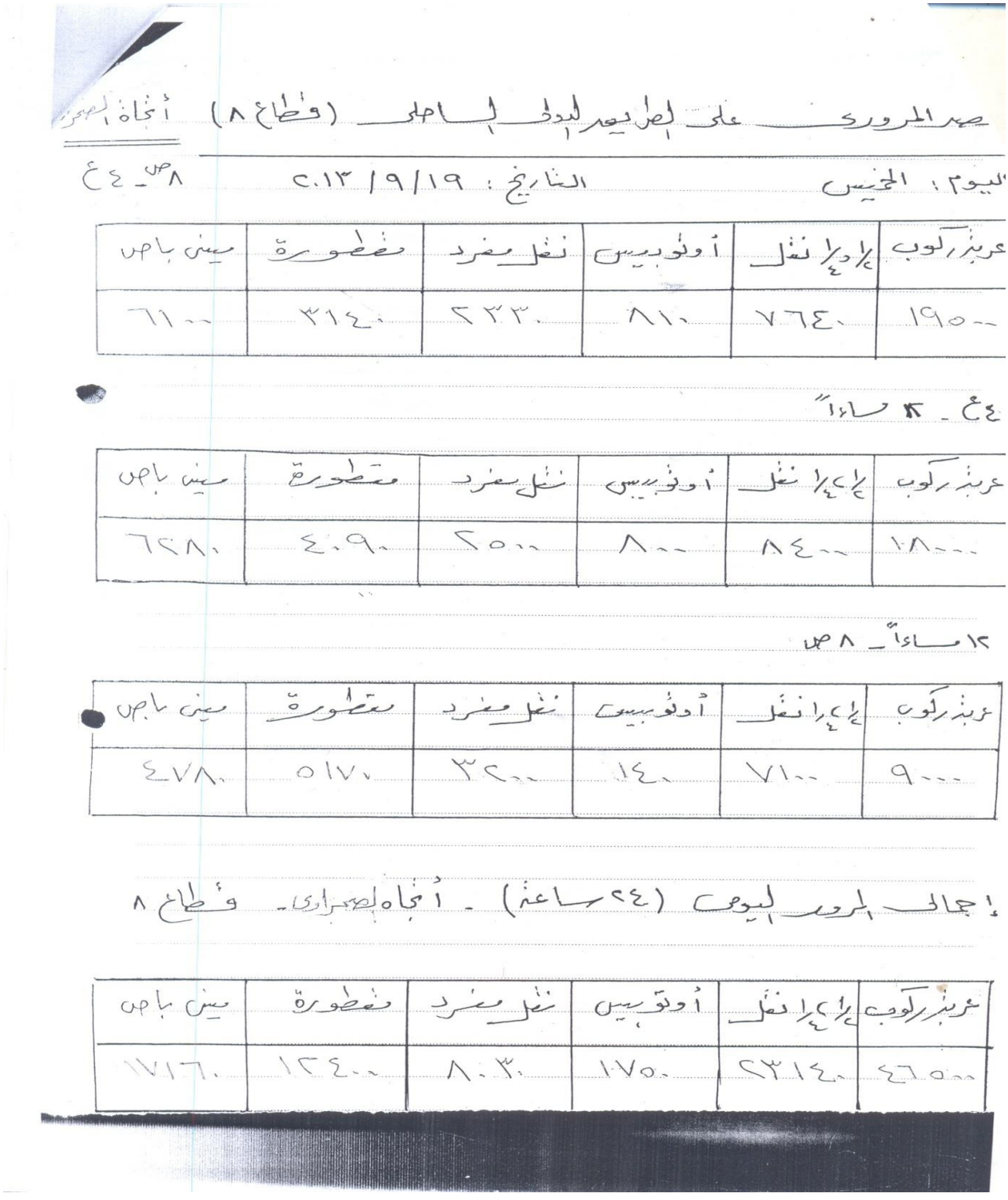
عربية ركوب	½ و ¼ نقل	أوتوبيس	نقل مفرد	مقطورة	ميني باص
١١٠٠٠	٥٥٠٠	١٤٠	٦٢٠	٣٣٠٠	٤٤٦٠

١٢ مساءً - ٨ص

عربية ركوب	½ و ¼ نقل	أوتوبيس	نقل مفرد	مقطورة	ميني باص
٦١٠٠	٦٠٠٠	١١٠	٧٠٠	٤٠٥٠	٤١١٠

إجمالي المرور اليومي (٢٤ ساعة) . اتجاه البرج . قطاع ٨

عربية ركوب	½ و ¼ نقل	أوتوبيس	نقل مفرد	مقطورة	ميني باص
٢٩٥٠٠	١٧٠٢٠	٥٣٨	١٨٠٠	٨٦٣٠	١٣١٣٠



حركة المرور على الطريق الدولي الساحلي (قطاع ٨) اتجاه الصحراء

اليوم: الخميس التاريخ: ٢٠١٣/١٩/١٩ ٨ص - ٤ع

عربة ركوب	١/٤ ١/٢ نقل	أوتوبيس	نقل مفرد	مقطورة	مين باص
١٩٥٠٠	٧٦٤٠	٨١٠	٢٣٣٠	٣١٤٠	٦١٠٠

٤ع - ١٢ ساعاً

عربة ركوب	١/٤ ١/٢ نقل	أوتوبيس	نقل مفرد	مقطورة	مين باص
١٨٠٠٠	٨٤٠٠	٨٠٠	٢٥٠٠	٤٠٩٠	٦٢٨٠

١٢ ساعاً - ٨ص

عربة ركوب	١/٤ ١/٢ نقل	أوتوبيس	نقل مفرد	مقطورة	مين باص
٩٠٠٠	٧١٠٠	١٤٠	٣٢٠٠	٥١٧٠	٤٧٨٠

إجمالي المرور اليومي (٢٤ ساعة) - اتجاه الصحراء - قطاع ٨

عربة ركوب	١/٤ ١/٢ نقل	أوتوبيس	نقل مفرد	مقطورة	مين باص
٤٦٥٠٠	٢٣١٤٠	١٧٥٠	٨٠٣٠	١٢٤٠٠	١٧١٦٠

بيان الحصر المروري بالطريق الساحلي قطاع ٧ "
من الطريق الصحراوي الى الطريق الزراعي

اليوم : الثلاثاء ٢٠١٠/١٠/٢٦
التاريخ : الفترة من الساعة : الى الساعة

A

عربة ركوب	ميكروباص	¼ نقل	نقل مفرد	نقل مقطورة	اتوبيس
٨٠٠/ س	٥٠/ س	٢٠٠/ س	٢٨٠/ س	١٧٥/ ج س	٢/ ج س
٤٠٠٠	٤٠٠٠	٤٠٠٠	١٨٠٠ ≃	١٤٠٠ ≃	٨٠ ≃
٣٤٠٠	٣٤٠٠	٢٤٠٠	١٤٤٠	١١٤٠ ≃	
١٨٠٠	١٨٠٠	١٨٠٠	٧٠٠		
٩٠٠٠	٩٠	٩٠٠٠	٣٩٥٠ ≃	٣١٠٠ ≃	١١٠
		٧			

Appendix 12 – First Public Meeting

There were two announcements at the newspaper on 24\10\2014 and 30\10\2014

الأهرام — عدد الجمعة — ٢٤ أكتوبر ٢٠١٤

أخبار محلية

محلب يرأس الاجتماع الأول لـ «وحدة الصين»

مليار جنيه خسائر الدولة بسبب الإعلانات المخالفة

كتبت - سحر زهران - أ.ش.أ: عقد المهندس إبراهيم محلب رئيس مجلس الوزراء أمس اجتماعا لمتابعة الموقف التنفيذى لإعادة تأهيل الطريق الدائرى، موجها بضرورة مناقشة جميع العوائق المسببة للاختناقات المرورية وعلى رأسها المخلفات والاشغالات والمواقف العشوائية، وطالب بالتعامل بحسم مع هذه المخالفات، وقال «طلوس تطوير الطريق تأتى من الغلاية فتاكدوا من الجودة»، خاصة وان الطريق يربط بين ٣ محافظات ويمر عليه يوميا نحو ١٤٠ الف سيارة الثقيل منها يمثل ٣٥٪ وهى اضعاف النسب العالمية، وتقرر إزالة الإعلانات المخالفة التى تبلغ ٨٥٠ من أصل ١٠٠٠ إعلان منها ١٥٠ إعلانا قانونى تتحصل الدولة منها على ٥١ مليون جنيه سنويا وتؤدى الإعلانات المخالفة إلى خسارة للدولة تقدر بنحو مليار جنيه.

من ناحية أخرى تقرر خلال الاجتماع إنشاء ٢٢ موقف لسيارات السرفيس ويجرى العمل فى إعادة تأهيل الطريق يومى الجمعة والسبت. وقام المهندس إبراهيم محلب رئيس مجلس الوزراء أمس بزيارة إلى موقع إنشاء مشروع «مول مصر» بمدينة ٦ اكتوبر، لتفقد الاعمال الانشائية الجارى تنفيذها، بحضور وزيرى الإسكان والاستثمار، ومسئولى المشروع

وقال إن المشروع يتم تنفيذه باستثمارات تقدر بنحو ٤,٩ مليار جنيه، ومن المقرر افتتاحه فى ٢٠١٦ ويوفر ٤١ الف فرصة عمل.

ومن ناحية اخرى ترأس محلب الاجتماع الأول لـ «وحدة الصين» بمجلس الوزراء، بحضور وزراء التعاون الدولى «مقرر الوحدة»، والصناعة والتجارة، والاتصالات، والصحة، والنقل، والاستثمار، والزراعة، والطيران المدنى، والبترول، ورئيس هيئة قناة السويس، وممثلين عن وزارة الخارجية، وذلك لبحث خطة عمل الوحدة، ومناقشة أوجه التعاون الممكنة بين مصر والصين خلال الفترة المقبلة.

محلب يرأس اجتماعا وزاريا [تصو

تم افتتاح عيادة تخصصية مجانية بالقصر العينى لمناظرة حالات «ضعف الذاكرة والادراك ومرض الشلل الرعاش والحركات اللاإرادية والتيبس» بواسطة اساتذة متخصصين فى امراض الاعصاب وذلك يوم الاربعاء من كل اسبوع فى مبنى العيادات الخارجية من الساعة العاشرة صباحا وحتى الواحدة ظهرا

والأخلاق فى الحياة.

على علماء الأزهر لضمان مواجهة الفكر المتطرف ونشر

والخير والواجب، وهذا يحتم علينا الاهتمام بالق

الذكرى السنوية لزوجي الحبيب الغالي الحاج طلعت المصري

كلما مرت ذكراك أشعر بطول غيابك يا رفيق العمر كنت لي زوجا وفيا بل أبا وأخا وصديقا وفيا فكيف أكتب وأعبر لا أدري ! كيف أمسك القلم الذي يبدي لأعبر لك عما بداخلي .. يكفي أن أقول تركتني وحيدة وافتقدت وجهك الجميل

زوجتك الحاجة / فريدة

بسم الله الرحمن الرحيم

إنا لله وإنا إليه راجعون

توفي إلى رحمة الله تعالى

الحاج / إبراهيم الدياسطي

والد كل من :-

الأستاذ / أحمد إبراهيم الدياسطي — الأستاذ / عبد الله إبراهيم الدياسطي

الأستاذ / خالد إبراهيم الدياسطي — الأستاذ / محمود إبراهيم الدياسطي

وعم كل من :-

الأستاذ / عبد المنعم محمد الدياسطي — الأستاذ / محمد أحمد الدياسطي

الأستاذ / رمزي محمد الدياسطي — الأستاذ / سامي محمد الدياسطي

الأستاذ / أحمد محمد الدياسطي — الأستاذ / وليد عبد المنعم محمد الدياسطي

الأستاذ / فوزي عبد اللطيف — الأستاذ / عوض محمد السيد

الأستاذ / محمد إبراهيم الشيخ — الأستاذ / أحمد شقرا

الأستاذ / دسوقي عبيد — الأستاذ / فرحات عبيد — الأستاذ / محمود عبيد

الأستاذ / سامي عبيد — الأستاذ / مصطفى المليجي

ونسيب كل من :-

الأستاذ المرحوم / سعيد عبد السلام — والأستاذ / إبراهيم الشيخ

والحاج / إبراهيم السيد — والأستاذ / محمد عبد الرحمن

تغليسات

بناء على قرار سيادة / قاضي التفليسة تحدد يوم ١١/١٥/ ٢٠١٤ لإجتماع دائني تفليسة الشركة التجارية لتنمية الصادرات في الدعوي رقم ١٢١ لسنة ٢٠٠٩ - ٦٨ لسنة ٢ ق للتشاور في أعمال التفليسة بمحكمة القاهرة الإقتصادية أمين الإتحاد

ت/ ٠١٠٠٠٠٥٣٦٧٨

مطلوب متبرع

مطلوب متبرع كلي
فصيلة الدم O وB
ت/ ٠١٢٠٥٦٥٧٣٤٨

مطلوب متبرع بكلية فصيلة دم O السن من ٢٥ - ٣٥
ت/ ٠١١٢٦١٢٣٧٣٣

دعوة

الشركة المصرية للمطارات
مكتب د. منصور البرديسي

يتشرف بدعوة الجهات المعنية للمشاركة وابداء الراي فى الجلسة الابتدائية المزمع إقامتها عن تقييم الاثار البيئية والاجتماعية والاقتصادية والمترتبة عن تطوير مطار برج العرب الدولي وذلك يوم السبت الموافق ٢٠١٤/١١/١ بمدينة برج العرب فندق افريكانا الساعة العاشرة والنصف صباحا

مطلوب متبرع

مطلوب متبرع كلى
فصيلة دم B
للاتصال ٠١١٢٣٢٣٣٤٢ / ٠١١٢٨٦٩٥٣٣٤

إعلانات مبوبة

mobuaba@yahoo.com

مناقصات وعطاءات

وزارة الموارد المائية والري
الهيئة المصرية العامة لمشروعات الصرف
الإدارة العامة لصرف شمال الدقهلية
دعوة للتناقص

مناقصة عامة رقم : ٢/ ٢٠١٤/ ٢٠١٥

تلقت جمهورية مصر العربية ممثلة في وزارة الموارد المائية والري قرض من البنك الإسلامي وسوف تقوم الوزارة باستخدام جزء من هذا القرض لتمويل جزء من العقد الذي سيوقع بناء علي هذه المناقصة.

تدعو الإدارة العامة لصرف شمال الدقهلية السادة المقاولين المؤهلين لتقديم عطاءاتهم المعتمدة لتنفيذ عملية إحلال وتجديد شبكة الصرف المغطي بمنطقة السرو الأعلي (ب) زمام ٢٥٠٠ فدان.

والموضحة تفصيلياً بمستندات الطرح.

ويمكن الحصول على كراسة الشروط والمواصفات (أو الإطلاع عليها بدون مقابل خاصة البندين ٥.٤ من تعليمات مقدمي العطاء لتحديد مدي اهلية الأشتراك بالمناقصة) من الإدارة العامة لصرف شمال الدقهلية بعد تقديم طلب كتابي مقابل مبلغ ١٠٠٠ جنية (الف جنية مصري) لايتم استردادها ويمكن إرسال المستندات بالبريد مع رسوم إضافية ١٥٠ جنية (فقط وقدرة مائة وخمسون جنيهاً مصريا لاغير) لكل نسخة وذلك علي العنوان التالي:-

(المنصورة - مجمع الري - توريل) ويجب أن تقدم العروض علي نفس العنوان المذكور بعالية في موعد غايته الساعة الثانية عشر ظهراً بالتوقيت المحلي يوم الإثنين الموافق ٢٠١٤/١٢/١ ويجب أن تقدم العروض بالشكل المذكور بكراسة الشروط والمواصفات مستوفاة لجميع الجداول الموجودة بالعقد وتكون مصحوبة بخطاب ضمان بنكي غير مشروط او بشيك مقبول الدفع أو نقداً بقيمة ١٠٠٠٠٠ جنية (فقط مائة الف جنيهاً مصرياً) وتقدم العطاءات كاملة داخل مظروف واحد مغلق.

سوف يتم عقد جلسة استفسارات مبدئية وذلك قبل موعد فتح المظاريف بعشرة أيام وذلك علي نفس عنوان تقديم الاستفسارات المذكورة في بند ٧-٤ من ورقة بيانات العطاءات.

وسيتم فتح المظاريف في حضور المتناقصين أو ممثليهم في التاريخ والعنوان المذكورة عاليه.

وسيتم رفض أى عرض يقدم بعد هذا الميعاد أو غير مصحوب بالتامين الإبتدائي بالقيمة الموضحة بعالية.

وزارة الصحة والسكان
الإدارة المركزية للأمانة العامة
إدارة العقود والمشتريات
٣ش مجلس الشعب ـ الدور الثاني المبني الاداري القديم

تعلن وزارة الصحة والسكان عن طرح العملية الاتية :-

ـ المناقصة العامة لشراء مستلزمات كهربائية للادارة المركزية للمعامل والمحدد لفض مظاريفها الفنية جلسة يوم الاثنين الموافق ٢٠١٤/١١/١٠ ثمن القائمة ١٠٠ جنية (فقط وقدرة مائة جنيها لا غير) التامين الابتدائي ١١٠٠ جنيه (فقط وقدرة الف ومائة جنيها ولاغير).

وعلي الراغبين الاشتراك في هذه العملية التقدم بعطاءاتهم مظروفين احدهما فني والاخر مالي وذلك في موعد غايته الثانية عشر ظهراً بمقر إدارة العقود والمشتريات بديوان عام الوزارة في التاريخ المشار اليه بعالية.

ويعتبر القانون رقم ٨٩ لسنة ١٩٩٨ ولائحتة التنفيذية الصادرة بقرار وزير المالية رقم ١٣٦٧ لسنة ١٩٩٨ ورقم ٤٩٧ لسنة ٢٠٠٦ متمماً ومكملاً لهذا الاعلان.

مطلوب متبرع

مطلوب متبرع بفص كبد
فصيلة الدم A موجب
السن من ٢١ إلي ٣٥
٠١١١٥٤١٩٨٨٨

مطلوب متبرع بكلية
فصيلة دم O+
ت/ ٠١٠١٥٠١١٣٧٠

مطلوب متبرع بكلى
فصيلة الدم O+
ت/ ٠١٢١٢٦٢٤٧٣١

مطلوب متبرع بكليه
فصيله دم O
للاتصال ٠١١١٦٧١٣٨١١

Preparation meeting with JICA representative before the meeting starts

Description of the project by Egyptian Airports Company Engineers

Full description of green technologies by a green technology expert

Environmental Impact assessment for the project by DR. Mansour EL- Bardisi

Consultation session has begun and Previous Minister-General/ Hazem started talking about how important the environmental studies are in Egypt and about his pleasure about the environmental studies implemented on Borg EL ARAB Airport

Attendants are listening carefully to discussion

Attendants

Conference Hall

People living in the area contributed in the discussion

Head of roads and bridges agency is talking about the importance of the roadways and traffic and access to the airport

Discussing the important modifications for Borg el Arab Airport

Group Photo

Some photos showing a very useful discussions with all parties

Was dated November 1st, 2014 the first public meeting to study the environmental effect of Borg Al Arab Airport in Alexandria

Main meetings hall, Africana Hotel in the Burg Al Arab and away from the airport 20 km

Presence of:

No	Name	Job title	Mob. no.	Company
1	Ahmed Nosier	Chairman & managing Director	01219898971	Hilton park group
2	Mohamed Osman	Director general of projects and member of the board of director	01099495856	Heppner Egypt S.A.E
3	Pilot/Gamal Shoukry	Environmental manager at EAC	01002153302	E.A.C
4	Eng. Mohamed Alamir	مدير المتابعة والسلامة المهنية بمطار اكتوبر	01009933400	مطار اكتوبر
5	منير البسيونى ليلة	مدير عام مؤسسة السراج المنير للتنمية(المجتمع المدنى لحماية البيئة)	01227520503	
6	طارق عبدالمنعم	نائب مدير بنك البيئة	01223301054	
7	صبرى حلمى مجاهد	مدير عام الحماية والسلامة	01111989874	
8	محسن احمد بطيشة	رئيس مجلس امناء برج العرب	01222142047	
9	علاء عبد الحميد احمد	مدر شركة اليكتروميتالك	0122214980	
10	م/ حسن الحمامصى	مدير ادارة البيئة جهاز برج العرب	01206008080	
11	م/ عونى عبدالغنى	نائب رئيس جهاز برج العرب	01222864979	
12	م/احمد ابراهيم محمد	جهاز برج العرب	01002174967	
13	اللواء/حازم عبدالرحمن العبد	نائب الوزير والوزير التنفيذى ورئيس الجهاز المركزى للتعمير الاسبق	01006820843	
14	عادل شعبان		01227319509	E.A.C
15	Dr.Nilly Kamal	Lead Research	01275792467	Min of internal coop
16	Yasmin Ramdan	Economic research	01001831014	Ministry of internal coop
17	Ahmed esmail	Environmental	01226516074	E.A.C

18	العمدة / عطاالله مصباح	سكان المنطقة	01225955755	
19	ربيع جويدة		01009004080	
20	مطير ابو حبيرة		01005515139	
21	على وجيه	فنى تامين سلامة طيران	01228747771	
22	هانى محمد عباس	فنى تامين سلامة طيران	01113092269	
23	م/مدحت مكاوى	مساعد رئيس مجلس الادارة للشؤون الفنية	01227330127	
24	د/ادريس عبدالجواد	استاذ القانون الجنائى وعضو اتحاد المحامين العرب	01221303290	
25	اكرم الدقاق	Manager of EIA Alex.Gov.	01221285813	
26	حسن محمود السيد	شئون ادارية	01226318769	
27	Eng.TETSUSHI Hayakawa	Japan international cooperation agency Egypt office	01221791198	
28	Eng. Mohamed Osman	Director general of projects and member of the board director	01099495856	Heppner Egypt
29	Eng.Osama Balboul	Partner &senior vice president	01001720155	Pacer Co.
30	Mr.Kareem Abaas	Public Relation Specialist	01111454718	E.A.C
31	Mr.Mohamed Hassan Taman	Director of Public relations and media	01007080609	BORG Alarab International airports
32	Mr.Waleed Hadad	General Manager Dep.Of Japan	01005210985	ARAB REPUBLIC OF EGYPT MINISTRY OF INTERNATONAL EGYPT
33	Pilot/ Kahled Abdelsalam	Vice airport director	01002114339	E.A.C
34	Eng.Ahmed Elsayed	General manager of engineering	01027968882	E.A.C

35	Eng.Atef AbdelGhany	General Authority for roads, bridges and land transport	01143218700	وزارة النقل
36	Dr.Mansour Elbardisi	Chairman of MB consultant	01222180105	MB Consultant
37	Eng.Samah Salah	Technical Manager Engineer	01008404287	MB Consultant
38	Eng.Youssra Elshareef	Office Manager	01008404289	MB Consultant
39	Eng. Amr Mohamed	Engineer	01153911388	MB Consultant
40	Eng. Tarek Yasser	Engineer	01229931885	MB Consultant
41	Mr..Amr Gomaa		01222552913	E.A.C
42	Eng.Ahmed Amaar		01005416973	E.A.C
43	Mr.Mohamed magdee	Public relation and media	01229180091	BORG Alarab International airports
44	Eng.Eman		01023040020	E.A.C
45	Eng.Asmaa			E.A.C
46	Eng.Ahmed Hegazy		01208156668	
47	Dr.Ziad Kadoura	Technical Director Environmental Studies and Consultations Office " ESCO"	+966558177731	ESCO

Attendances on 1/112014 Saturday

No	Name	Job title	Mob. no.	@ Mail	Company
1	م/ احمد السيد (المدرس)	رئيس مجلس ادارة [illegible]	01299898971	info@hiltonparkgroup[illegible]	Hilton Park
2	[illegible]	Director General	01099495856		Heppner Egypt
3	[illegible]	Environmental manager at EAC		01002153302	
4	م/ [illegible]	مدير [illegible] مطار اكتوبر [illegible]	01009933400		مطار اكتوبر
5					
6	[illegible]	[illegible]	01227520503		[illegible]
7	[illegible]	نائب مدير [illegible]	٠١٢٢٣٣٠٠٥٤		
8	[illegible]	مدير عام [illegible]	٠١١١١٩٨٩٨٧٤		[illegible]
9	[illegible]	[illegible]	٠١٢٢٢١٤٢٠٤٧		[illegible]
10	[illegible]	مدير [illegible]	٠١٢٢٢١٢٤٩٨٠		
11	[illegible]	مدير ادارة [illegible]	٠١٠٠٦٠٠٨٠٨٠		[illegible]
12	م. [illegible]	[illegible]	٠١٢٢٢٨٦٤٩٧٩		[illegible]
13	[illegible]	[illegible]	٠١٠٠٢١٧٤٩٦٧		[illegible]
14					
15	اللواء [illegible]	[illegible]	01006820843		

[illegible]

Attendances on 1/112014 Saturday

No	Name	Job title	Mob. no.	@ Mail	Company
1	ADEL SHAABAN	Head of Compl.	01227319509	ADEL.SHAABAN@EAC-egypt.com	EAC
2	Dr. Nilly Kamal	Lead Research	01275792467	NKAMALMP@YAHOO.com	Min of Int'l Coop.
3	Yasmin Ramadan	Economic R.	01001836614	Yasminramadanmic@yahoo.	Minst. of Intl Coop.
4	Ahmed Ezzat Esmail	Environment	01226516074	Ahmedezat567 at Yahoo	E.A.C
5	العمدة/ عطالله مصباح العبيري		٠١٢٢٥٩٠٠٧٥٥	سكان المنطقة المحيطة بالمطار	
6	ربيع جويدة الغزولي		٠١٠٠٩٠٠٤٠٨		
7	مصطفى ابو الحبارة		٠١٠٠٥٥١٠١٢٩		
8	علي وجيه	مفتش تأمين [illegible]	٠١٢٢٨٧٤٤٧٧٧٢		
9	هاني محمد محمد عباس	مفتش تأمين [illegible]	٠١١٢٠٩٤٤٢٦٩		
10	مدحت ناوى عيسى	مساعد رئيس قطاع الإدارة الشؤون الفنية	٠١٢٢٧٢٢٠١٢٧		
11	د/ ادريس عبد الجواد		01221303290	نائب رئيس الحزب [illegible]	عضو اتحاد المحامين العرب
12	AKram ELDAKak	Manger of EIA	01221285813		
13		Alex. Gov.		akramEldakak2002@yahoo.com	
14	محمد محي السيد	مدير إدارة	٠١٢٢٦٢١٨٧٦٩		
15					

Attendances on 1/112014 Saturday

No	Name	Job title	Mob. no.	@ Mail	Company
1	Eng. TeTsushi Hayakawa	Japan international Cooperation	Agency Egypt office	01222791198	
2	Eng. MOHAMed osman	Director general of projects and member of the Board Director	01099495856		
3	Eng. Osama Balboul	partner & senior vice president	01001720155 pacer Co.		HEPPner Egypt.
4	Mr. Kareem Mohamed Abbas	puplic Relation Specialist	01114544718		EAC.
5	Mr. Mohamed Hassan Taman	Director of puplic Realtions and Media	01007086609		EAC.
6	Mr. waleed AL Hadad	General Manger Dep. of Japan	01005210985		
7	pilot: Khaled ABdel salam	Vice Airport Director	01002114319. 01224080		EAC
8	Eng Ahmed ELsayed	General manager of Engineering	01027968882		EAC.
9	Eng. Atef ABdel Ghany	General AUThority for roads, Bridges and land Transport			
10	DR. Mansour EL Bardisi	Chairman of MB Consultant	01143218700.		
11	Eng. Sarah salah fahmy	Technical Engineer MB Consultant			
12	Eng. youssra ELshareef	office manager MB Consultant			
13	Eng. Amr Mohamed	Engineer in MB Consultant			
14	Eng. Tarek Ahmed	Engineer in MB Consultant			
15	Eng. Amr gomaa	Engineering in EAC.	01222552913		

Attendances on 1/112014 Saturday

No	Name	Job title	Mob. no.	@ Mail	Company
1	Mr. Mohamed Meglishaytan	public Relation & media		01229180091	
2	Eng. EMan			01023040020	EAC
3	Eng. Ahmed Ammar			01005416973	
4	Eng. Asmaa				
5	Eng. Ahmed Hegazy			01208156668	Borg El Arab
6	Dr. ZiAd Kadoura				
7					
8					
9					
10					
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15					

The meeting agenda:

1. The airport director's speech
2. Representative of the company speech
3. Project manager
4. Debate

Activities of the first public meeting:

The opening ceremony of the conference and make the floor through a coordinated public relations Burj Al Arab Airport and make the opening speech of the captain of the pilot / Khalid Abdul Salam Prime Tower Airport Arabs

Captain word pilot / Khalid Abdul Salam Prime Burj Al Arab sector

Captain pilot / Khalid Abdul offering peace with a welcome for attendance and showing a desire necessary for the project so as to achieve breakthrough air transport services in line with the steady increase of passenger traffic and the rapid growth rates of service required**.**

Representative of the President of the Egyptian Company for Airports Engineer / Medhat Mekkawy

Mr. Engineer / Medhat Mekkawy welcome attendance and give thanks for the attention of those who study and gratitude for the presence of an intensification in community participation.

Mr. Major said he speaks two sides - which is the initial adjective described as an administrator and as president of the company and two o'clock epithet being secondary citizen fully aware and grateful of the importance of development

The turnout was pleased to participate and face a welcoming speech to attend general and JICA representatives and representatives of the Japanese Ministry of International Cooperation Specials also praised Ai attend tribal elders and stressed his interest in a personal capacity for the views and needs of the project.

Eng/ Iman elshear representative of the engineering sector company Egyptian Airports

Addressed the introduction of the project and the purpose of the development and the selected area of the new development and the general idea in the proposed design in terms of environment and conservation and concern for energy saving in terms of consumption and emissions beyond use

Eng / Asmaa Mohammed represented the engineering sector company Egyptian Airports

Dealt with the project description and the activities of the various buildings has a capacity planned for each of them and the development of services commensurate with the number of passengers required for the planned addition to the inclusions of different activities attendant

The speech also included "a proposal to clarify the business activities planned and the village of goods and services, import and export, as well as quarantine areas and the number of travel and arrival halls new and the number of each of them will be up to sixteen hall

Speech of Dr. Engineer / Mansour Bardisi work Head of the study team and a representative office of Environmental Consulting

Welcome speech to attend and give staff and general idea of the project and to clarify the relationship to the environment and to explain the general meaning of a friend of the environment and, through lecture **dr. / Ziad Kaddoura** a work team member

Dealt with the idea of public design eco-friendly in all phases of the project began, "the architectural design through" design of water and sanitation and heated irrigate green spaces and storm water drainage and assembled surfaces and places with water levels low for re-use and benefit them as sources of sustainable, as well as electrical design units and special lighting low emissions Furthermore, "the design of ventilation and air conditioning units own

Lecture also addressed the benefits of eco-design in terms of cost-saving and consumption commensurate with the current energy problems and the need to create and use provided by renewable energy and sustainable

Lecture by Dr. Engineer /Mansour Bardisi head of the study team and a representative office of Environmental Consulting

Discussed all environmental and social aspects of the project

Dealt with all what have been studied previously "in addition to parts of what has been so far actually from the study in terms of the current situation of the rates of noise which have been measured in practice" various locations inside and outside the airport, as well as air emissions and dust and the components of air molecules, which have been analyzed and simulate the complete work for what will be the situation it yet development of both noise and air components

As what has been explained the brief on vibration problems, which will be one of the key elements of the study Introduction

Also it has been explained the profiles of existing water treatment plant and is separated from the chlorination and disinfection operations as well as the compilation of Garbage, which is one of the most important focal points in need of a new complete system commensurate with what the new proposal

Dr. Mansour pointed to refer to what is currently being done and what will be the overall "and not detailed," and will provide all the elements of the environmental impact study in detail through the study

Dr. Mansour initiates events debate of the General welcomed the comments of Gentlemen and listen to their views

Most important discussions:

General/ Hazem el Abd,

Executive Vice-Minister and Minister and Chairman of the Central Agency for Reconstruction, former

President of the Alumni Association of the Faculty of Engineering - Alexandria University

President of the Association of upgrading to the environment Omranya

Engineering consultant

Mr. Major General Hazem spoke about his biography, which have a long tradition in the various national projects through the expertise of great work and different Altogether the observations noted for the importance of linking the airport road international coastal to connect the Maghreb Middle Arab through the airport as a task and the importance of the Tours also pointed to the importance of using Garbage as biofuel

Sheikh Atallah

Large tribal elders of Burj Al Arab area

Stressed the tribes full support for the project and bring full security assistance to the limits of the airport's northern and western neighboring tribes, but a request for information specifically on the progress of the problem occurring in the previous rotation of the airport on after 2000, where there is a sudden file resulting in many accidents and noted and that it is required to develop this part of the road

Mr. Eng / Atef Abdul Ghani

Head of Department of the Central Authority of roads and bridges in Alexandria Governorate

Discussed the development of the planned road between the airport and through the Alexandria Cairo Desert, as well as the development of main entrance to the city of Alexandria, as well as the development of the international coastal road and raise the efficiency of the absorptive to the number of three-lane each direction to serve the cities of Ismailia and Port Said and linked to Alexandria (maritime arm) also pointed to developments Kilo 21 and Bridge reconstruction axis and is currently preparing to raise the efficiency of all the roads leading to the airport

Intervention by Mr. Eng / Awni Abdul Ghani vice president of Borg El Arab device

Pointed out that he went to inform the development of the interface air passages leading to the airport on the device Tower City Arabs account until kilometer 40 of the Desert entrance was put on the consulting offices

Atef Abdel Ghani stressed welcome collaboration and ask Dr. Mansour Bardisi work a joint meeting and workshop between roads and bridges authority of burg Al Arab city and representative of Burj Al Arab Airport and representatives of the Ministry of International Cooperation in the presence of representative of JICA Japanese to provide financial support and coordination of the full development of the road network funding leading from and to the airport

A comment from the Bedouin Arabs and attendance

Mr. / Rainy Abu Hberh

He pointed to the large number of traffic accidents and traffic on the roads leading to and from the airport due to the narrow road and the large number of drilling and the existence of a sudden curve's prior notices without him as well as to the previous rotation of the airport and the next rotation

Intervention of Director Mr. Ahmed engineering management burg Al Arab Airport

He pointed to the absorptive capacity and the planned number of passengers planned to get him a six million passengers and the current state of the roads and traffic flow rates disproportionately network connection with the proposed development and the desired rates

He also pointed to the need for rapid implementation of the connecting of Sidi Gaber train station to the heart of the airport because it will make the quantum leap to the level of service and speed turnout

It was agreed to add this submitted agenda for the workshop noted his previous work to develop a mechanism for the full development of the road network and the distribution of roles even though it was outside the scope of cooperation with the airport

Intervention of Engineer / Osama Balbol president of the Board of Directors of Baser Consulting

Praised the study and emphasized the points already mentioned in the previous interventions, specifically "are:

- The need for electrical line work

- Raise the level of security in the grip areas around the airport and the airport

- Bio-fuels and the need to exploit the recycled

- Maintenance of the aircraft and protocols to be repaired

- Need to establish a plant for the processing of fruits and vegetables for storage next to the airport and to raise the efficiency of refrigeration products

Greeting and orientation of the **engineer Atef Abdel Ghani** on the efforts of the Commission required and asked him to take the car and transport distribution in mind to prolong the service life of the road

Intervention of Mr / Amr gomaa Egyptian Company for Airports

Specifically asked "for emissions that will be addressed in the study

Dr. Mansour, referring to the analytical work collectively to all the detailed elements "for each of the

NOx, SOx, CO2, CO equivalent, PM10...

We will provide full extension elaborate what has been so.

Results of the Public meeting:

1-Most attendants mentioned the need of roads improvement at the area.

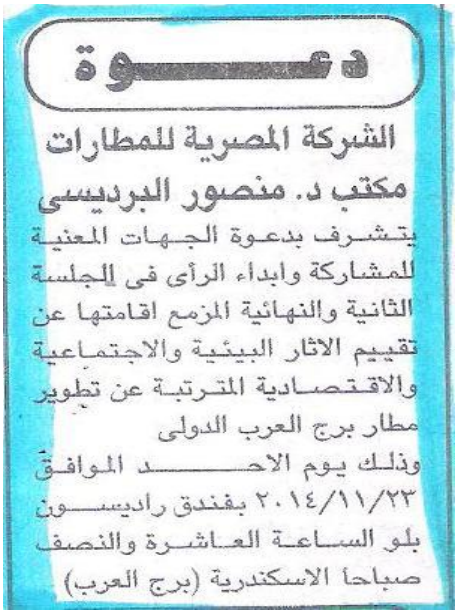
2-There was a crystal clear indication for the new road between Borg Al Arab industrial area and Alex desert Road

3-All attendee accepted the project with positive attitude.

4-Road authority, Borg El-Arab authority and governorate authority attended the public meeting; they had a positive discussion about upgrading the roads

Appendix 13 -Second Public Meeting

First announcement Tuesday 18-11-2014



دعـــــوة

الشركة المصرية للمطارات

مكتب د. منصور البرديسى

يتشرف بدعوة الجهات المعنية للمشاركة وابداء الرأى فى الجلسة الثانية والنهائية المزمع اقامتها عن تقييم الاثار البيئية والاجتماعية والاقتصادية المترتبة عن تطوير مطار برج العرب الدولى

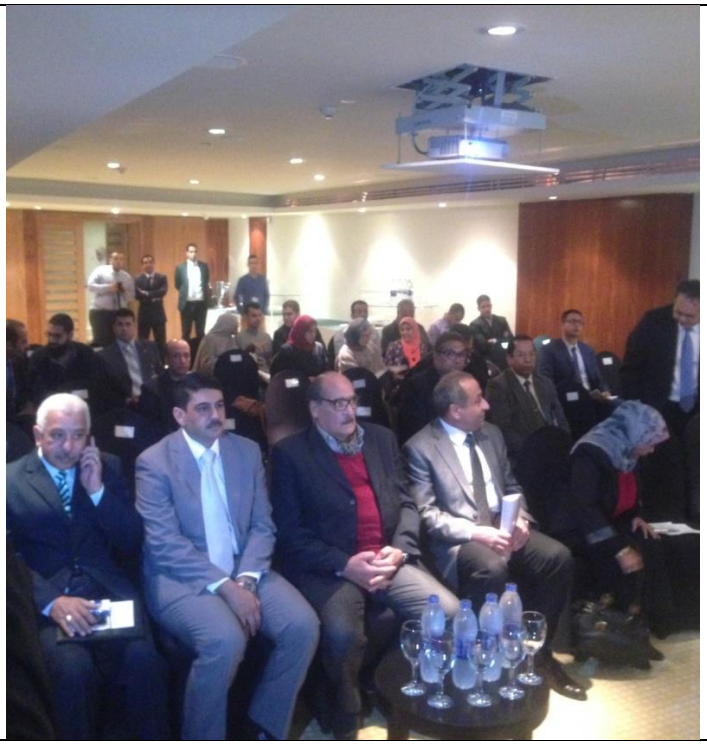
وذلك يوم الاحـــــد الموافق ٢٠١٤/١١/٢٣ بفندق راديســـون بلو الساعة العاشرة والنصف صباحا الاسكندرية (برج العرب)

Second announcement Thursday 20-11-2014

Some Photos from the Public Meeting

Different discussion and explanation at the meeting

Different discussion and explanation at the meeting

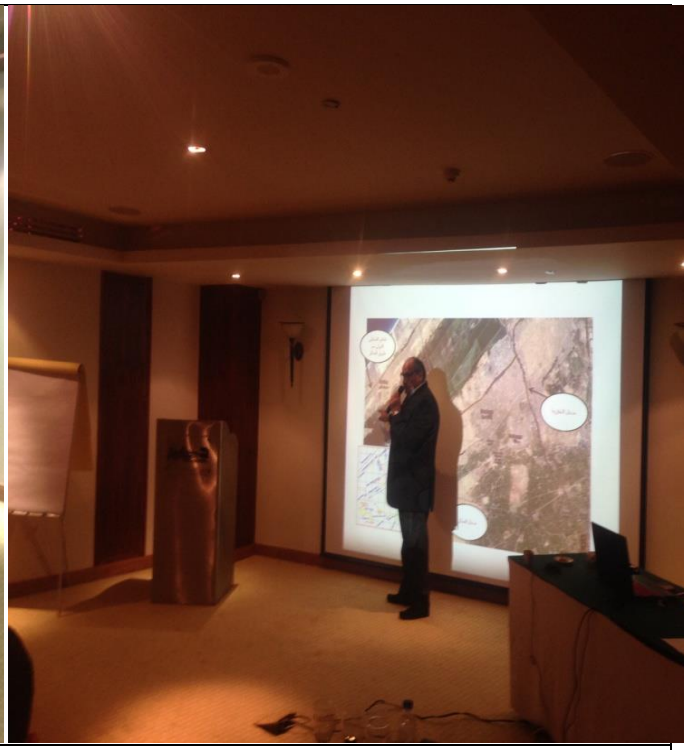


Different discussion and explanation at the meeting

Different discussion during public meeting

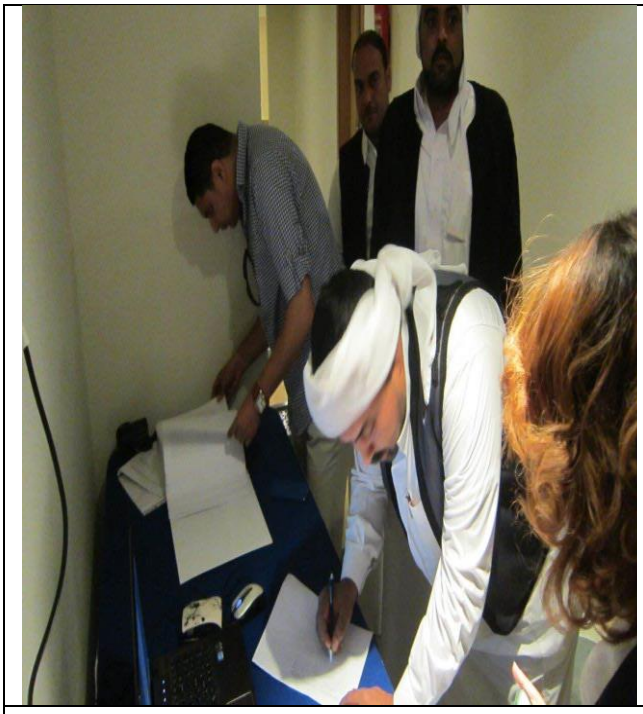
Different speakers at the public meeting

Different discussions with the stakholder for borg Al Arab

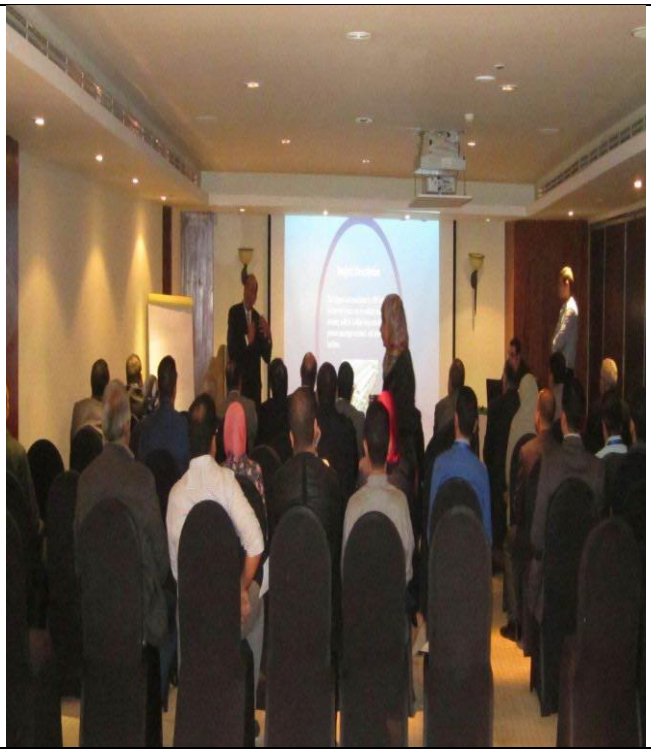


Different discussions with the stakholder for borg Al Arab for road conditions

Differnt disctions with the stakholder for borg Al Arab



Differnt disctions with the stakholder for borg Al Arab& public look at the report



Different discussion and explanation at the meeting

Differnt disctions with the stakholder for borg Al Arab

Different speakers at the public meeting

Differnt disctions with the stakholder for borg Al Arab

Full explanation for the public about findings

The Meeting Agenda:

1- Speech by Airport Manager

2- Speech by Chairman of EAC

3- Speech by MB Consultant

4- Break

5-Questions

Today was dated November 23, 2014 second public meeting for the environmental study for Borg Al Arab International Airport

Location hall meetings Radisson Blue Hotel 30 km from the airport

List of the attendee

No	Name	Job title	Mob. no.	Email
1	Hany ElManshway			
2	Asmaa Youssef	Environmental Researcher	01008774358	Asmaa_thmn@yahoo.com
3	Pilot/GamalShoukry	Environmental manager at EAC	01002153302	
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22	Mr.KareemAbaas	Japan international cooperation agency Egypt office	01111454718	Kareem.moh.abbas@gmail.com
23	Mr.Mohamed Hassan Taman	Director general of projects and member of the board director	01099495856	
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26	Ahmed El said			
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29	EngAtefAbdelghany	General Authority for roads, bridges and land transport	01143218700	
30	Eng.YoussraElshareef	Office Manager		Youssraelshareef_mb@yahoo.com
31	Eng. Amr Mohamed	Engineer MB consultant		
32	Eng. Tarek Yasser	Engineer MB consultant		
33	Mr..AmrGomaa			
34	Dr.FaroukAbdelhay	Transportation Expert		
35	Mr.Mohamedmagdee	Public Relation EAC		

36	Menna	Public Relation EAC		
37	Eng.Asmaa			
38	Eng.AhmedHegazy	Public relation and media EAC		
39	Dr.ZiadKadoura			
39	Atef	الشركه المصريه للمطارات	0118490191	
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44	Eng. Ahmed Elrahim		01006633498	
45	Hany Mohamed		0143092269	
46	Ahmed Ibrahim Mohamed	معاون رئيس جهاز برج العرب	01002174967	
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48	Amr ElSafy	سائق مدير المطار	01228066163	
49	Mostafa Ibrahim	سائق	01226648281	
50	Hassan Mohamed	شؤون البيئه	01226218769	
51	Atta Allah		01222778920	
52	Abdelgawad		01282559662	
53	Rezk Salem			

Copy of the attendee Signature

Attendances 2 for the second public meeting 23/11/2014

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	Medhat Mekawy			
	ADEL SHAABAN	head of complaints.		
	Mohamed elamir	S.m. october airport		

Attendances 2 for the second public meeting 23/11/2014

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Medhat Mekawy			
ADEL SHAABAN	head of complaints		
Mohamed elamir	S.M. october Airport		

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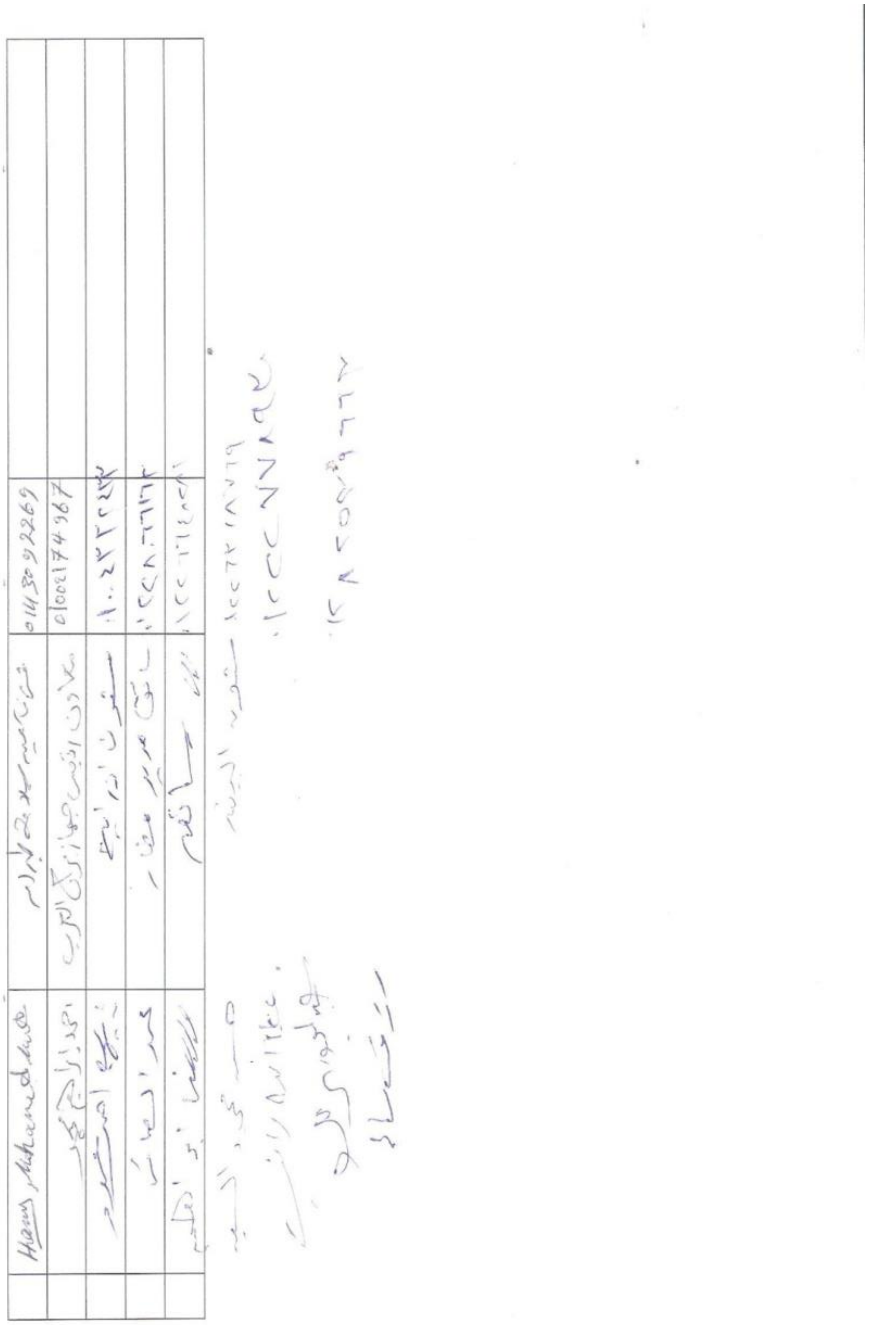
	Dr. Ziaad Kadeura	Chairman Esco		
	Dr. Farouk abdel Hay	Transportation expert		
	Youssra elshareef	office Manager MB		Youssraelshareef_Mb@yahoo.com
	Samah sahal	Technical manager MB		
	Tarek yasser	Engineer MB		
	Amr Mohamed	Engineer MB		
	Mohamed Magdy	Public Relation EAC		
	Ahmed Hegazy	Public Relation EAC		
	Menna	Public Relation EAC		
	ATef AbdelGhany	رئيس الادارة المركزية		
		م. تخطيط [illegible] و مسار	-١١٢٤٢١٨٦-	



The opening ceremony of the conference calls and provide through Dr. Mansour Bardisi engineer project manager

Pilot General / Sadek Shura Chairman of Burj Alarab Airport Speech

A welcoming speech to the audience and explained the reasons for the urgent need for the development and the necessary need for the project to overcome the constantly increased passenger traffic and the rapid growth rates of service required and the problems of the neighboring countries and the consequents of this comprehensive expansion including road network and creating many job and new opportunities and improve the various services for the people of the region.

Eng/ Medhat Mekawy for EAC chairman

He thanks all attendance for their present and thanks MB consultant for their speedy work and finishing the study in a short time he also mention the first public meeting comments

He also mention the need for expansion of the airport and he finished by wishing all the best for all and hope they will have a good discussions about the finding

Engineer Dr. / Mansour Bardisi Prime of the study team and the representative of MB Consulting

Addressing all environmental and social aspects of the project

Then the discussions started and explanation in full for the finding was presented

The project is a new terminal building – environmentally friendly- by using the solar energy through the surface area not less than 12960 square meters and using new ideas in air-conditioning, lighting, water treatment, waste separation and others stated in the study

He also explained the necessity of how to take advantage of solar energy in addition to other energy sources represented in the oil and gas problems and the expected to finish in the world over 120 years and also talked to a few lighting systems with less emissions and of long-life time

Plenty of discussion was done regarding roads to airport and accident, a lot of people was involve in the discussions, stated the study is perfect and address all items including the EEAA representative

And it was explained the practical steps to measure the noise of the work of modeling inputs and outputs of the user's computer program and the expectation on the different years were also explain points and locations of measurement.

In addition to explaining the modeling of the air and the reference to the sites that have been monitoring the elements to the analyzed elements of carbonates and sulfates and particulate matter referring to taking into account the wind directions and topographic and current emission sources

During the discussions the MB experts for Road explained in details the current situation and the expected impact

Finally Eng Atef head of the bridge authority clearly stated the following

1. He explain his satisfaction of the study findings
2. He stated the authority will start immediately the study needed for the road from north coast road to airport and apply the engineering solution
3. He will study all crossing to the airport and find the best solution for this crossing
4. He stated that there will be a renovation of Al Tamer Road very shortly
5. He stated that there will be a bridge over the Rail way crossing the road to airport and the expenses will be by his authority
6. He also stated that the new proposed road between Alexandria desert road and the airport will be renovated as MB suggested
7. There will be a discussion with the authority for Alexandria desert road to build a new flay over at the Al Akaria road entrance to airport

Conclusions

1. All attendance have a very positive response about the airport and the study
2. It is very clear that the response by the road and bridge authority in the area will minimize the negative impact of the project