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UNITED NATIONS DEVELOPMENT PROGRAMME

Programme of Assistance to the Palestinian People

PROJECT DOCUMENT

Number: PAL/99J15/A/53/31

Title: Construction & Equipping of Gaza International Airport

Duration: 12 months

Project site: Gaza Strip

ACC/UNDP sector & subsector: 0800 Transport
0850 Air Transport

Local Implementing Institution: P.A. Civil Aviation Authority

Executing Agency: UNDP/PAPP

Estimated starting Date: April 1999

UNDP cost sharing	
<u>Trust Funds:</u>	
Government of Japan:	
Programmable Amount:	\$2,700,000
Support Cost:	\$216,000
Total:	\$2,916,000

This Project aims at constructing and equipping the south wing terminal and administrative facilities for the Gaza International Airport. It will improve the travel conditions of the Palestinians under Palestinian Jurisdiction. Project activities include the construction of the south wing and administrative facilities; providing needed security, safety equipment and furniture and other needed improvements. The project will significantly increase the flow of tourists, passengers from and to Gaza contributing to economical nourishment and social well being of the Palestinians.

On behalf of	Signature	Date	Name/Title
United Nations Development Programme	<i>T. S. Rothermel</i>	<i>30 April 1999</i>	Timothy S. Rothermel Special Representative

UN official exchange rate at the date of signature of project document:	US\$ 4.06 = NIS
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A. Development Context:

The site of this project is the Gaza Strip, a coastal area along the Eastern Mediterranean Sea, 40 KM long and between 6 and 12 KM wide. With an area of 365 square Kilometers and a population estimated to number at least 963,026, the Gaza Strip is one of the most densely populated areas in the world. The Gaza Strip geographically is isolated from the West Bank. Exposure of the Palestinians residing in the Gaza Strip to the world is very limited and happens in urgent cases only. Palestinians face a lot of trouble and humiliation when they try to leave the Gaza Strip.

One of the major cities in the Gaza Strip is Rafah. This city symbolizes the gate way for the Palestinians to the external world. The major crossing point from Gaza to Egypt is located at Rafah. This Border is one of three main Borders surrounding the Gaza Strip; the other two borders are Eriz/Beit Hanoon Boarder and Karni/Al-Muntar Border.

The newly constructed Airport is located in Rafah City, which is 40 minutes away from Gaza the major city in the Gaza Strip.

1. Description of the sub-sector:

In September 1993, the Palestinian Liberation Organization (PLO) and the Government of Israel signed "the Declaration of Principles on interim Self Governing Arrangements" (DOP). This agreement lead to immediate transfer of authority over the Gaza Strip and Jericho to Palestinian Control to be followed by a transfer of authority over the remainder of the West Bank. As a result of the DOP the Palestinian Authority was established in 1994, assuming self-governing activities in Gaza and Jericho. Another agreement was conceived in September 1995, were Palestinian rule was extended to six major population centers on the West Bank, to be followed with withdrawals from other cities. In March 1998 another withdrawal from Hebron by the Israeli Defense Forces took place.

The Palestinian Authority took full administrative responsibilities over the main cities of the West Bank, as well as the main rural towns and villages. But, For the last 18 months the peace process has been on hold with no prospects for further implementation of the previously signed agreements between the Palestinians and Israelis.

During the last week of October 1998, the Palestinians and Israelis, with the help of the United States of America and the international community, reached a new understanding for the implementation of the previous agreements. The Wye River Memorandum was signed.

According to the Wye River Memorandum, the following commitments will be implemented:

- Further Redeployment: Under FRD Israelis agreed to transfer to the Palestinian Side as the first Redeployment stage of 13% from area C as follows: 1% to Area (A) and 12% to area (B) 3% out of the 12% of area B will be designated as Green Areas. The second FRD 14% from area (B) will become area (A). The third Redeployment stage will be agreed on at a later stage.
- PLO charter will be changed and a meeting in the Presence of President Clinton will convene in order to reaffirm the support for the peace process and the aforementioned decisions of the executive committee and the central Council.

- The agreement addresses the need for cooperation in regards to criminal Matters.
- Human rights and the Rule of Law to be respected according to Internationally accepted norms.

In conclusion the WYE agreement should have resulted in the following:

- The opening of Gaza international airport
- The opening of Gaza industrial estate
- The opening of a safe passage between Gaza and the West Bank
- The release of Palestinian detainees
- The transfer of additional land to the control of the Palestinian Authority

Although all of the above was agreed on in 1994, the signing of WYE has created an urgent need toward the speedy implementation of these commitments.

The opening of the Gaza airport fulfills a Palestinian dream and meets an urgent need to provide access to regional and overseas export markets, and to offer Palestinians the opportunity to travel through their own facilities. For the last 30 years, Palestinians had to travel to Israel, Jordan or Egypt to be able to travel to other countries. Political and logistical reasons often made this both impossible and costly.

The Palestinian Authority started construction of the airport building several years ago. Construction was delayed on many occasions due to a lack of funds or inconsistent availability of construction materials due to closures. For the airport to be functional, additional buildings are needed, as are training, consultant support, security equipment, side roads, furniture and technical assistance.

2. Host country strategy:

The Palestinian Authority's main strategy is to construct and facilitate needed Airports, Ports and Border crossing to enable the Palestinian People to travel freely from their territories to the world. The Civil Aviation Authority and the Palestinian Border Control Committee were created for the purpose of ensuring that this becomes a reality.

The Civil Aviation Authority's mandate is building two Airports and a port. The Airports will be built one in the Gaza Strip and the other in the West Bank. The need for Two airports is due to the separation fact between the two parts of the country. Preparatory works for the port has taken place and immediate donation funds have been allocated for that purpose.

The aim behind this strategy: 1) is to enable the Palestinians travel freely from and out of their territories; 2) To reduce time consumed in travel and unnecessary delays at the different borders; 3) to improve the image of the Palestinian Authority; 4) to transport commercial products safely, on time and in a speedy way.

The strategy also involves free movement for the Goods entering and departing Palestinian areas. This target will effect directly the Palestinian economy, which is suffering from the Israeli continuous closures.

The Palestinian Border Control Committee (PBCC), established by a presidential decree, has identified the following priorities:

1. To enable civil society and strengthen their sense of national identity by providing them with easier access to travel through the Gaza international airport.
2. To develop a pathway to link the Palestinians in the Gaza Strip and the West Bank to new cultures by freely visiting other countries.

3. To overcome the legacies of the occupation and build the basis for international borders.
4. To improve access to regional and international economies by overcoming physical barriers, thus providing mobility for people and goods free of obstacles.
5. To improve the physical infrastructure of the airport by constructing the joint security building, known as the South Wing. The construction of this building will lead to the independent functioning of the airport by eliminating the need to transport passengers to Rafah crossing for inspection.
6. To develop the necessary knowledge and operational know how of airport personnel.
7. To construct a major road needed for the proper functioning of the airport.

The primary actors in the development of the airport are the Civil Aviation Authority, the PBCC and Preventive Security.

The above are the major institutions working in the field, and has constructed the major facilities of the Airport and the different Border crossings.

3. Prior and ongoing assistance:

Since the signing of the Declaration of Principles in September 1993, donor assistance has focused on the reconstruction of infrastructure and job creation. Development of the Gaza International Airport has been almost totally forgotten, with the exception of some recent bi-lateral agreements.

King Al-Hassan of Morocco has contributed all the furniture for the VIP lounge, a total donation of \$350,000. Morocco has provided a commercial loan valued at \$18,000,000 to the Palestinian Authority to be paid back over 10 years. Germany and Spain have provided \$10 million and \$4.5 million, respectively, in specialised equipment for the airport.

The Palestinian Authority has invested \$12,000,000 in civil works and underground infrastructure construction.

UNDP/PAPP is developing a project aiming at the development of a fully functioning airport. The project will be implemented in close co-operation with the Palestinian Border Control Committee and the Civil Aviation Authority.

The project will:

- Construct the joint south wing for the purpose of ensuring the comfort and security for passengers and the employees of the Airport.
- Provide necessary equipment and furniture for the airport.
- Construct facilities necessary for the best functioning of the airport.
- Provide needed fire safety and accident equipment

4. Institutional framework:

Steering Committee (SC)

The SC is a semi-governmental body, composed of members from the UNDP/PAPP, the PBCC, the Civil Aviation Authority and the Ministry of Planning and International co-operation (MOPIC). The SC will define the project's overall policies and strategies and determine the priority of activities for the airport.

B. Project justification:

1. Problems to be addressed:

The difficulties facing Palestinians attempting to travel back and forth between the West Bank and Gaza Strip has created a cultural gap in Palestinian society. A very high percentage of the population of the Gaza Strip has never crossed the borders of Gaza with Israel or Egypt.

The growth of the economy of the West Bank and Gaza is dependent on developing exports. The development of the airport and border crossings is crucial in this regard. Currently languishing trade agreements with the US, Europe and nearby countries would prove far more beneficial for local employment, both directly and indirectly resulting from export activity. The existing trade deficit exceeds US\$ 1 billion. Current impediments to export include: Israeli inspections and delays in the release/transfer of goods. These actions result in damage to sealed goods, spoiling perishable products, and damage to finished goods; elaborate permit requirements; limited numbers of vehicles, persons and goods permitted through crossing points; and limited access to overseas markets due to a dependency on using Ben Gurion Airport.

To help address these obstacles, the operation of Gaza airport is dependent on the following:

- the construction and equipping of a joint facility for Palestinian and Israeli inspectors (joint south wing)
- airport security equipment and cars
- furniture
- construction of a major road and Duty free shop
- the provision of emergency fire safety and accident equipment
- construction and equipping resident personnel quarters

2. Expected end of project situation:

When this project has been implemented, all the requirements for the satisfactory operation of the Gaza international airport will be in place. The personnel will have been adequately trained, the necessary security equipment will have been successfully installed, the main airport building will have been furnished to welcome the airport users, and other important facilities will have been built.

The implementation of this project will result in the operation of the Gaza airport, providing a gateway for Palestinians to travel around the world. Constructing the south wing terminal will reduce the time consumed for the security check, which is now done at Rafah crossing. The proper operation of the airport will greatly facilitate economic growth by 1) creating jobs in the airport, and 2) allowing easy, direct import and export to and from Palestinian areas.

3. Project beneficiaries:

The direct beneficiaries of the project will be:

1. The entire Palestinian and international population with needs to go into and out of areas under the jurisdiction of the PA.
2. Businesses in need of rapid and direct import/export capabilities.
3. The employees of the airport, the airlines and the Civil Aviation Authority who will benefit from the training and expertise of the consultants.

4. The Palestinian Authority, which will benefit financially from airport-related income resources.

4. Project strategy and implementation arrangements:

a. Overall Strategy

The project strategy will concentrate on the following:

1. To contribute towards establishing a clean environment that includes the necessary elements for the support of the Gaza International Airport.
2. To construct necessary facilities for the proper functioning of the airport with available funds.
3. To adequately develop and train the employees of the airport and airlines.
4. To provide fire safety protection according to international standards.
5. To utilize mixed teams of specialists from the international, regional, and local levels, each with experience relevant to the tasks requested, and thereby using, to the extent possible, local expertise.

b. Implementation Arrangements

- Project implementation for the construction of the South wing building and other facilities will be done through subcontracting to different contractors, using procedures of competitive bidding.
- The UNDP/PAPP will serve as the implementing and executing agency for this project and will be responsible for the overall management and monitoring of the budget to ensure that the project is implemented within financial constraints and in accordance with the policies established by UNDP and the donor requirements.
- The UNDP/PAPP will provide supporting services for operational supervision, monitoring, procurement, engineering, reporting, and auditing on behalf of the donors. A Memorandum of Understanding between the UNDP/PAPP, PBCC and the Civil Aviation Authority will be drafted in order to undertake the agreed upon works and detail each party's responsibilities.
- The PBCC and the Civil Aviation Authority will co-ordinate the project activities and arrange all necessary approvals and permits from the Israeli side. They will also be responsible for the operation and maintenance of the terminal and road.
- The Project staff will be subject to the overall supervision of the UNDP/PAPP Special Representative for the West Bank and Gaza. The UNDP/PAPP Gaza office will act as the focal point and first point of contact for this project.
- Procurement of equipment for the project will be done through UNDP/PAPP unless otherwise specified in the MOU. All payments of personnel and major purchases of goods and supplies to the airport will be done through UNDP/PAPP mechanisms.
- Finally, a projects steering committee, consisting of the Boarders Control Committee, the Civil Aviation Authority and the UNDP/PAPP will be constituted in order to finalise and approve the final implementation plan, co-ordinate all project activities and ensure consistent progress.

C. Development objectives:

- 1) To encourage sustainable human development by promoting freedom of movement, and
- 2) Economic growth by facilitating import/export opportunities.

D. Immediate objective:

To improve the overall conditions and logistics at the Gaza International Airport. This will be done through the provision of necessary infrastructure, equipment and Facilities.

E. Outputs and activities:

Outputs	Activities
1. Construct the joint South Wing;	1.1 list of activities to be carried out 1.2 Design finalization 1.3 Detailed project design bills of quantities, tender documents and construction 1.4 Contracts 1.5 Project operational, financial and completion of reports.
2. Develop personnel facilities;	2.1 List of activities to be carried out 2.2 Design finalization 2.3 Detailed project design bills of quantities, tender documents and construction contracts 2.4 Project operational, financial and completion of reports
3. Build necessary and supporting infrastructure;	3.1 List of activities to be carried out 3.2 Design finalization 3.3 Detailed project design bills of quantities, tender documents and construction contracts 3.4 Project operational, financial and completion of reports
4. Provide necessary Furnishing and equipping the airport	4.1 Identify needed equipment lists and specifications 4.2 Tender placement 4.3 Selection of lowest bidder 4.4 Installation and handing over
5. Provide needed emergency equipment;	5.1 Identify needed equipment lists and specifications 5.2 Tender placement 5.3 Selection of lowest bidder 5.4 Selection of lowest bidder 5.5 Hand over

F. Inputs:

1. By the Donor:

A contribution of US \$2,916,000 million to finance different needs for the purpose of

facilitating the start up of the Gaza international airport (please refer to Annex List). The total amount will include technical supervision, as well as the UNDP administrative and operational support cost (AOS).

2. By the UNDP/PAPP:

- a. Financial and operational monitoring and reporting services, including quarterly financial operational progress reports, as well as a comprehensive terminal report to be submitted to the donor.
- b. Identify subcontractors and screen contracts to ensure that they conform to established project criteria and the employment objectives of the programme.
- c. Provide procurement services, including purchase, importation and delivery of any equipment, tools and material needed.
- d. Identify consultants and formulate their terms of reference and contracts.
- e. The Engineering Unit will provide the following:
 - Project appraisal proposal
 - Design of the facility and road
 - Preparation of tender documents
 - Project supervision, administration and financial control.
 - Preparation of an overall work plan
 - Identification of needed national consultants and counterparts
 - Identification of areas where appropriate training could take place

3. By the Palestinian Authority:

The Palestinian Authority has laid the groundwork for the major underground infrastructure. The Palestinian Authority, as well as the main building construction and the airport runway and tower provided the land. The PA also assigned technical staff to participate in the implementation and supervision of the project. The Civil Aviation Authority and PBCC will be responsible for the operation and full maintenance of the airport.

G.Risks:

The fragile political situation in the Middle East and the uncertainty of Palestinian/Israeli relations could cause acute delays in the implementation of the Wye Memorandum, the most important agreement for making the airport operational.

H.Prior obligations and pre-requisites:

The size of the project and its short and long-term impact on political, economic and social conditions is contingent on rapid and large contributions by the donor community. Project preparation and implementation is dependent upon the receipt of funds before any activity takes place.

I. Project review, reporting and evaluation:

1. Reporting:

UNDP will:

- Prepare a quarterly financial and progress reports for the donor
- Prepare additional reports as might be requested by the donor
- Prepare a terminal report within three months of the close of the project

2. Review and evaluation:

The project will be subject to joint review and evaluation by representatives of the donor and UNDP/PAPP following project completion.

J. Implementation Schedule and Budget

Timetable for Implementation of Project Activities

Month	Activity
1-2	Purchase equipment
1-4	South Wing design
5-12	South Wing construction

Budget

SN	Item Description	Unit	No. of Units	Unit Price \$	Cost
1.	South Wing and employee facility design				100,000
2.	Construction of building with cafeteria, rest area and dormitory for employees	Sq. m.	550	400	220,000
3.	Construction of South Wing	Sq. m.	2,000	400	800,000
4.	Security, safety and conveyer belts Equipment				1,000,000
5.	Baggage trolleys				100,000
6.	Security cars and a truck				240,000
7.	3 Transporting Busses				210,000
8.	UNDP Engineer				30,000
9.	UNDP/PAPP Support Cost				216,000
	Total				2,916,000

UNITED STATES DEVELOPMENT PROGRAM
REPORT DOCUMENT

UNIT - Programs of assistance to the National Pacific

Funding: 44

Project No. 100-100-100-100
Data Report - Construction and Equipment

Line	Description	TOTAL		Prior		1972		2000		2002	
		MM	AOS	MM	Budget	AOS	MM	Budget	AOS	MM	Budget
10. PERSONNEL											
17. LOCALS											
17. LOCAL PROFESSIONALS											
1701	Site Engineer	0.0	30000	0.0	0	0.0	30000	0.0	0	0.0	0
1743	SUBTOTAL LOCAL PROFESSIONALS	0.0	30000	0.0	0	0.0	30000	0.0	0	0.0	0
1799	SUBTOTAL	0.0	30000	0.0	0	0.0	30000	0.0	0	0.0	0
1999 COMPONENT TOTAL											
		0.0	30000	0.0	0	0.0	30000	0.0	0	0.0	0
20. SUB-CONTRACT											
2101	Construction of South Wing - Sub-Cont		64000	0	0	200000	64000	0	0	0	0
2102	Construction of Staff Building		17600	0	0	130000	17600	0	0	0	0
2103	Design		8000	0	0	160000	8000	0	0	0	0
2199	SUBTOTAL		89600			490000	89600				
2199 COMPONENT TOTAL											
			89600			490000	89600				
40. EQUIPMENT											
45. LOCAL PROCUREMENT											
4501	Security Equipment - MILES, ETC		30000	0	0	1000000	30000	0	0	0	0
4502	Refrigerators, Tables		8000	0	0	100000	8000	0	0	0	0
4503	Security Weapons		13200	0	0	240000	13200	0	0	0	0
4504	Transportation Expenses		16800	0	0	210000	16800	0	0	0	0
4599	SUBTOTAL		124000			1550000	124000				
4599 COMPONENT TOTAL											
			124000			1550000	124000				

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SC/99/008

PERMANENT MISSION OF JAPAN
TO THE UNITED NATIONS
NEW YORK

The Permanent Mission of Japan to the United Nations presents its compliments to the United Nations Development Programme (UNDP) and, under the instruction of the Government of Japan, has the honour to inform the latter that the Government of Japan, in response to the request made by UNDP, has decided to extend to UNDP Trust Fund for the Programme of Assistance to the Palestinian People (PAPP) a grant of twenty million and three hundred thirty thousand United States dollars (US \$20,330,000) in total for the purpose of assisting the smooth and successful implementation of the following seven projects, which are assumed to play an important role in the West Bank and the Gaza Strip (hereinafter referred to as "the Grant"): four million and four hundred twenty thousand United States dollars (US \$4,420,000) for "Training, Equipment and Infrastructure Support for the Palestinian Airport in Rafah", two million and three hundred sixty thousand United States dollars (US \$2,360,000) for "Rehabilitation and Construction of Rafah and Karni Crossing Points", six million and seven hundred fifty thousand United States dollars (US \$6,750,000) for "Renovation and Rehabilitation of Erez Crossing Point Facilities and Infrastructure", one million and eight hundred thousand United States dollars (US \$1,800,000) for "Rehabilitation of 60 Rural Primary Health Care Clinics in the West Bank," two million United States dollars (US \$2,000,000) for "Upgrading the Water Supply System in Rural Areas of the Hebron District", one million United States dollars (US \$1,000,000) for "Wells in the Jericho District" and two million United States Dollars (US \$2,000,000) for "Employment Generation in Agriculture - Phase II" (hereinafter jointly referred to as "the Projects").

1,500,000
remain

In this respect, the Permanent Mission of Japan to the United Nations has further the honour to request UNDP to be good enough to assure the following points;

1. The Grant shall be used by UNDP properly and exclusively for the implementation of the Projects.
2. Taking into account the purpose of the Grant, it should be utilized expeditiously.
3. After the Grant is disbursed, a final report on the Grant's allocation and utilization for the Projects should be submitted to the Permanent Mission of Japan to the United Nations.
4. Every effort should be made to publicize that the Projects have been financially supported by Japan.

13 January 1999



Date sent: Fri, 12 Mar 1999 11:58:09 -0500
 From: "Walter Gore" <walter.gore@undp.org>
 To: Nader Atta <papplnaa@pappl.papp.undp.org>
 Copies to: olivier.adam@undp.org, gertrude.cruz@undp.org
 Subject: Re: Japan

Pleased to advise that \$20,370,000 has been received from the Government of Japan, today 12 March, into our Chase Manhattan Bank account.

Regards,

30 March 1999

20,370,000	
- 1,000,000	
19,370,000	
- 2,500,000	Ever Road
16,870,000	
- 2,000,000	Habon Water Pollution
14,870,000	
- 1,800,000	Clinic PAC/99/508
13,070,000	
- 2,300,000	Rafah/Warni PAC/98/573
10,770,000	

Reference: PAL/99/J15
Gaza Airport - construction and Equipment

26 April, 1999

Minutes of Meeting:

Date: April 13, 1999
Time: 2:00 PM
Place: UNDP/PAPP Gaza office

Attendants:

Palestinian Authority: Mr. Fayez Zeidan, Head of Civil Aviation
Mr. Salman Abou Halib, Head of the Airport
Mr. Mohammed Dahallan, Head of preventive security.
Mr. Hisham Al-Dosoki- Airport security

UNDP/PAPP

Chair Person
Presenter

Mr. Khaled Abdel Shafi, Head of Gaza office
Ms. Iman El-Wazir, PMO
Mr. Basil Nasser, PMO

1. Presentation of the project:

The meeting started by a brief welcoming note by Mr. Khaled Abdel Shafi, who in his turn gave the floor for Ms. Iman El-wazir to present the project.

In the meeting Ms. El-wazir explained the project and addressed how UNDP will implement the project and explained the procedural rules and regulations of UNDP. The total budget for this project is US \$ 2,916,000. The Budget will be redisbursed according to the Attached Annex.

2. Records of Discussion:

Following is a summary of the major points discussed in the meeting:

- 1) It was clear to all parties that construction will include construction of the South Wing and construction of the administrative building that will include employee's facilities and cafeteria.
- 2) Necessary security, safety, baggage trolleys and conveyer belts equipment for the best functioning of the Airport will be procured under this project.
- 3) Necessary security Jeeps, buses and a small truck will be procured under this project.
- 4) The General Design Plan will be reviewed by all parties and approved before working on the detailed design plans. The design plans will take two-month for preparation after the full approval of the General Design Plan.
- 5) UNDP will work very closely with the different parties in order to complete the projects objectives which aims at improving the overall conditions and logistics at the Gaza International Airport. This will be done through the provision of necessary infrastructure, equipment and facilities.

Discussions took place about the South Wing terminal and the administrative facilities in regards to the objectives and functions and it was agreed that details on these issues should be discussed with the presence of the contracted consulting engineer that will be responsible for the design of these components.

It was agreed that funds saved from the project, to be made available to additional activities after the approval of UNDP and the Donor.

Procurement will be done through UNDP unless otherwise agreed upon by all Parties.

A projects steering committee, consisting of Borders Control Committee, Civil Aviation Authority, Preventive Security and UNDP/PAPP will be constituted in order to finalize and approve the final implementation plan, co-ordinate all project activities and ensure consistent progress.

All parties agreed that the first priority is to design and construct the south wing facility in order to make travel comfortable for the people. This building means that the travelers will stop going to Rafah border for the security check. This will lead to tremendous cut in time wasted.

The South Wing Terminal will be located near the Airport Tower. The area of the terminal should not exceed 2400m². It should include the following:

- 1- Departures gate
- 2- Arrivals Gate
- 3- eleven passport control terminal for each gate
- 4- waiting room for each gate
- 5- security and customs offices
- 6- restroom for each gate
- 7- Luggage inspection area for the arrivals
- 8- VIP III room at each gate
- 9- Buffet
- 10 - Store area
- 11 - Information Desk
- 12 - Bank
- 13- lectures and training room

It was clear to all parties that construction of the South Wing will take at least eight-month and design will take two-month from the date the general plan is approved. The other components of the project worked out within this time frame (Ten Month). The project will be completely finalized by March 1999.

Mr. Khaled Abdel Shafi concluded the meeting by briefly summarizing all the points discussed and he thanked on behalf of UNDP all the participants in this PAC for their cooperation.

2. Recommendations:

The only recommendation that was raised by the Civil Aviation Authority was the time frame of the . The civil Aviation Authority stressed the fact that speeding up the construction and the procurement of the necessary equipment is highly appreciated.

Timetable for Implementation of Project Activities

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1-4	South Wing design
5-12	South Wing construction

Budget

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