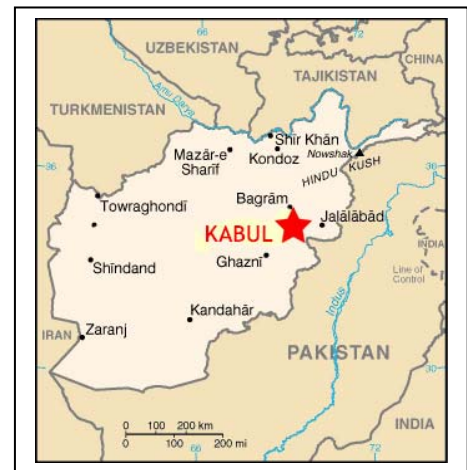


## Kabul Airport Navigation Aid Rehabilitation

### Project Summary

<b>Subsector</b>	Transportation
<b>Location</b>	Kabul, Afghanistan
<b>Project Cost</b>	\$19.3 Million
<b>Project Type</b>	Civil Aviation Rehabilitation
<b>Project Executing Firm/Agency</b>	Ministry of Public Works and Ministry of Civil Aviation & Tourism
<b>Financing Agency / Procurement Agency</b>	World Bank Afghan Assistance Coordination Authority (AACA)



## Project Outline

Domestic civil aviation serves an administrative and social function by providing access to areas with poor or non-existent road connections. Because of Afghanistan's remoteness, aviation is the most practical means for international travel. There are a total of 22 airports in Afghanistan, two of which are major gateways: Kabul International Airport serving the capital and Kandahar International Airport serving the South West of the country. Both were operated in the past under instrument flight rules (IFR) with day and night operations. There are five smaller domestic airports with airside pavement and IFR capability provide air connection to the major cities, Mazar-e Sharif, Herat, Jalalabad, Konduz, and Chakcharan. Additionally there are 15 regional domestic airports serving the smaller and more remote areas of Sheberghan, Maimana, Qilae Naw, Farah, Zaranj, Bost, Bamyan, Tereen, Khost, Khojaghar, Faizabad, Khwahan, Darwaz, Kron Monjan, and Sheghnan. These airports have mainly gravel-paved airside facilities with daytime operations only.

The prolonged state of conflict in Afghanistan and the lack of maintenance have resulted in large-scale deterioration of the civil aviation infrastructure and the loss of skilled workers. The situation has been exacerbated by heavy damage inflicted during recent military operations. Currently, the two entities that provide air navigation services to civil aviation in Afghanistan are the Ministry of Civil Aviation and Tourism (MCAT) and the International Security Assistance Forces (ISAF). Since February 2002, ISAF have temporarily assumed control of Afghanistan's airspace (the Kabul Flight Information Region). Under this arrangement, air navigation services responsibilities have been divided between MCAT and ISAF. These minimal services compose the entirety of air navigation support currently provided to civil aviation in the country.

From the current operational perspective, the deterioration in infrastructure has led to inadequate capability of the air traffic services to provide safe air traffic control of the Afghan airspace. Without adequate funding and technical assistance and using only the available communication, surveillance, and navigation systems, it is not possible to assure flight safety when the military air traffic control services at Kabul Airport are withdrawn by the end of 2003.

## Technical Description

The World Bank has approved funding to provide communication and air traffic control equipment to bring the Kabul International Airport to international standards. The financing will mainly encompass safety and security equipment costs including, procuring fire fighting equipment; mobile lighting for runway, taxiway, approach and visual aids; meteorological equipment; ground handling equipment; and airfield operational equipment such as maintenance and de-icing equipment, as well as upgrading the communication system and radio navigation aids.

	<b>Budgeted Amount</b>
Kabul Runway Rehabilitation including	
Permanent Runway Lighting	\$9.4 Million
- Design and Supervision Kabul Air	\$600,000
Equipment	
- Power Distribution System	\$2.0 Million
- Communication and Radio Navigation Aids	\$1.85 Million
- Equipment for Kabul Passenger Terminal	\$300,000
- Runway Operation, Fire Fighting Equipment,	
- Mobile Lighting for Runway, Taxiway, and	
Communication Equipment for 15 Domestic Airports	\$2.75 Million
- Meteorological Equipment	\$200,000
- Ground Handling Equipment at Kabul International Airport	\$950,000
- Airfield Operational Equipment (maintenance, de-	\$900,000
icing equipment, ambulances, etc.)	

The project will be implemented under the overall coordination of the Afghan Assistance Coordination Agency (AACA), but the various components of the proposed assistance program are to be implemented through the Ministry of Public Works and the Ministry of Civil Aviation and Tourism.

## **Project Site**

The project site is Kabul International Airport in Kabul, Afghanistan.

## **Project Status/Timeline**

It is anticipated that tendering for the foregoing items will be initiated in the third quarter of 2003.

## **Equipment and Services**

The project will require procurement of the following equipment:

- Air traffic control (ATC) equipment: ATC-consoles, radar data recorder, vhf direction finder, radar data display system, telegraph equipment, voice communication system, voice recorder and modernization of existing radar installations
- Airfield Landing Aids: precision approach runway lighting, runway lighting system, terminal lighting system, non-precision approach lighting system, PAPI and emergency power source
- Navigational equipment: instrument landing system and non-directional beacons
- Meteorological Equipment: automatic map transmission equipment and meteorological charts plotter

The procurement of civil works, goods, and services, and contract disbursements will be done through the AACA, but monitoring of technical assistance, physical components, and project administration will be done by the implementing ministry, the MCAT. The International Civil Aviation Organization has been contracted by the Government to assist with the procurement and installation of critical equipment and recruitment of air traffic control staff, which will be carried out according to World Bank guidelines.

## U.S. Competitiveness

U.S firms should be in the highly competitive range in all aspects of equipment supply for this project because the Afghan decision makers are familiar with U.S products.

## Project Financing

Contracts will be financed with the proceeds of a loan from the World Bank. They will be subjected to the World Bank's specific policies and rules and will be open to firms from any country.

## Conclusion

This project is an extremely attractive opportunity for U.S. aviation equipment suppliers.

## Key Decision Makers

<b>Organization or Company Name</b>	The World Bank
<b>Contact Person</b>	Terje Wolden
<b>Title</b>	Task Manager
<b>Address</b>	1818 H Street, N.W., Washington, DC 20433
<b>Telephone</b>	202-473-3052
<b>Fax</b>	202-477-6391
<b>E-mail</b>	twolden@worldbank.org

<b>Organization or Company Name</b>	Ministry of Public Works
<b>Contact Person</b>	Dr. Eng. M. Yaqoob Shaghasy
<b>Title</b>	Deputy Minister (Technical)
<b>Address</b>	Ministry of Public Works, Kabul, Afghanistan
<b>Telephone</b>	+93-230-1363 or +93-070-280-280

<b>Organization or Company Name</b>	Ministry of Civil Aviation and Tourism
<b>Contact Person</b>	Eng. Raz Mohd. Alami
<b>Title</b>	Technical Deputy Minister
<b>Address</b>	Ministry of Civil Aviation and Tourism, Kabul, Afghanistan
<b>Telephone</b>	+93-70-277-576 or +93-202-101-031

<b>Organization or Company Name</b>	Afghan Assistance Coordination Authority
<b>Contact Person</b>	David Knevet
<b>Title</b>	Head of Procurement
<b>Address</b>	Gulkhana Palace Prime Minister's Compound, Kabul, Afghanistan
<b>Telephone</b>	+93-210-2101 or +93-070-283671
<b>E-mail</b>	<a href="mailto:david.knevet@afghanaca.com">david.knevet@afghanaca.com</a>