

CONTENTS

Introduction	4
The Middle East's busiest airports in 2011, passengers in millions	5
The Middle East's busiest airports in 2011, cargo in tonnes	6
The Middle East's busiest airports in 2011, aircraft movements	7
Airport Development Programmes	8
Bahrain	8
Bahrain International (BAH/OBBI)	8
Egypt	9
Abu Simbel (ABS/HEBL)	10
Alexandria El Nozha (ALY/HEAX)	10
Assiut (ATZ/HEAT)	11
Cairo International (CAI/HECA)	11
Hurghada International (HRG/HEGN)	12
Mersa Matrouh (MUH/HEMM)	12
Port Said (PSD/HEPS)	12
Sharm el-Sheikh International (SSH/HESH)	13
Taba International (TCP/HETB)	13
Iran	13
Isfahan Shahid Beheshti International (IFN/OIFM)	14
Mashhad Shahid Hashemi Nejad International (MHD/OIMM)	14
Tehran Imam Khomeini International (IKA/OIIE)	14
Iraq	15
Baghdad International Airport (BGW/ORBI)	16
Basra International (BSR/ORMM)	16
Karbala	16
Salahaddin	17
Tikrit	17
Israel	17
New Eilat Ilan Ramon International	17
Tel Aviv Ben-Gurion International (TLV/LLBG)	18
Jordan	19
Amman Queen Alia International (AMM/OJAI)	19
Aqaba King Hussein International (AQJ/OJAQ)	20
Kuwait	20
Kuwait International (KWI/OKBK)	21
Lebanon	22
Beirut Rafiq Hariri International (BEY/OLBA)	22
Kheilan Rene Mouawad (KYE/OLKA)	22

Oman		23	
Adam		23	
Ad Duqm		24	
Muscat Seeb International (MCT/OOMS)		24	
New Musandam Airport		25	
Ras Al Hadd		25	
Salalah International (SLL/OOSA)		26	
Sohar		27	
Qatar		27	
Doha International		28	
New Doha International		28	
Saudi Arabia		29	
Al-Ula Prince Abdulmajeed Bin Abdulaziz		30	
Dammam King Fahd International (DMM/OEDF)		31	
Jeddah King Abdulaziz International (JED/OEJN)		31	
Medina Prince Mohammad Bin Abdulaziz International (MED/OEMA)		32	
Riyadh King Khaled International (RUH/OERK)		33	
Syria		34	
Damascus International (DAM/OSDI)		34	
United Arab Emirates (Abu Dhabi)		35	
Abu Dhabi Al Bateen Executive Jet (AZI/OMAD)		36	
Abu Dhabi International (AUH/OMAA)		36	
Al Ain International (AAN/OMAL)		37	
Delma Island		38	Sir
Bani Yas Island	38		
United Arab Emirates (Ajman)		38	
Ajman International (QAJ)		38	
United Arab Emirates (Dubai)		39	
Dubai International (DXB/OMDB)		39	
Dubai World Central - Al Maktoum International (DWC/OMDW)		40	
United Arab Emirates (Fujairah)		41	
Fujairah International (FJR/OMJF)		41	
United Arab Emirates (Ras Al Khaimah)		42	
Ras Al Khaimah International		42	
United Arab Emirates (Sharjah)		42	
Sharjah International (SHJ/OMSJ)		42	
Yemen		42	
Sana'a International (SAH/OYSN)		43	
Taiz International (TAI/OYTZ)		44	

Qatar

The State of Qatar is an emirate occupying a small peninsula on the northeast coast of the much larger Arabian Peninsula. Its only land border is with Saudi Arabia to the south, the remainder being surrounded by the Gulf. A strait separates Qatar from the island nation of Bahrain. Capital and largest city is Doha on the east coast, which accounts for 0.4 of the total population of 1.5 million. Foreign workers make up as much as 85 per cent of the population. Qatar is an oil- and gas-rich nation, which provides some 50 per cent of GDP and has propelled it to the second highest per capita country in the world. While the country's oil and gas reserves will ensure that this sector will remain the backbone of the country, efforts are being made to diversify the economy. There is only one major airport, Doha International (DOH/OTBD).

Doha International (DOH/OTBD)

In June 2011 the airport opened its new Terminal B, a dedicated departures facility for foreign airlines. Local flag-carrier Qatar Airways continues to operate from the existing departures terminal, which has been renamed Terminal A. The new-look Terminal B was the result of a six-month transformation of the old arrivals building, which was closed in December 2010. Both terminals share the same duty free shopping, lounge facilities and car parking. In 2011 the airport recorded 18.1 million passengers, a 15.15 per cent improvement over the previous year, while cargo volumes grew by 13.7 per cent to 795,559 tonnes. Growth was maintained at high levels in the first six months of 2012, with passenger numbers up by 22.9 per cent to 10.4 million, and cargo 8.7 per cent better at 415,555 tonnes.

The airport will be demolished once the new airport comes into operation next year, but no precise timetable has been set.

Contact

Akbar Al Baker, Chief Executive Officer

Tel: +974 4465 6666

Email: info@dohaairport.com

Web: www.dohaairport.com

New Doha International

A major construction programme known as the New Doha International Airport (NDIA) is nearing completion for a scheduled completion by the end of 2012. The airport will replace the existing Doha International and will be the home of Qatar Airways, one of the fastest-growing premium airlines in the world, and will meet the infrastructure needs of the country's booming economy. It is said to be a landmark design, highlighted by the undulating wave shape of the passenger terminal roof, the elegant ship-sail structure of the Emiri terminal, and the intricate droplet-like form of the public mosque, which will combine to create a water-themed environment to complement the airport's location alongside the

Arabian Gulf. Upon completion of the first phase, the new airport will have a capacity of 24 million passengers and 750,000 tonnes of cargo a year, which will be further increased to 50 million passengers and 2 million tonnes of cargo at its ultimate development in 2015. Over 100 hectares of land alongside the airport has been reserved for commercial development.

Engineering, project management and construction management for all facilities is being undertaken by Bechtel Group. Construction of the passenger terminal complex is being undertaken by a joint venture of Turkey's TAV Construction and Japan's Taisei Corporation, with Takenaka contracted to build the Emiri Terminal.

The bare outlines for the passenger terminal building are impressive. The multi-level structure will take up an area of nearly 400,000m² and has been designed to allow all passenger transfers under one roof. It will have 1,091 check-in desks, 28 outbound migration and 50 immigration desks, 40 security screening stations, 40 contact and 15 remote gates, 12 baggage claim carousels, a public mosque, 100-room transit hotel with health and entertainment facilities, and parking for 3,371 vehicles. The 9,000m² two-level Emiri Terminal has been designed in the shape of a royal seafaring vessel and sits alongside a spectacular lagoon with water features. The Emiri facilities will include a 100-seat Majlis, with Ministers/VVIP provided with a 40-seat Majlis. There will be parking positions for seven aircraft and 250 cars, and an airside ceremonial area with podium, reception hall and large 100-seat Majlis. The 48,000m² Cargo Terminal will have a capacity for 750,000 tonnes of cargo and parking for 14 freighter aircraft, with a 70,000m² maintenance area providing hangarage for eight wide-body and four narrow-body aircraft, including two Airbus A380s.

The 80m high, crescent-shaped air traffic control tower and 6,000m², four-level technical building will provide the central control between the two parallel runways, each capable of 50 movements per hour. A single 4,850m runway will be completed under the first phase, specifically to accommodate the A380, which is on order for Qatar Airways. A second runway, 4,250m long and parallel to the first will be built within Phase III, as will an additional 40 contact gates to bring the total to 80.

The second phase of construction will include a 127,000m² extension to the passenger terminal and another luxury hotel.

<i>Estimated Cost</i>	<i>USD 14.5 billion</i>
<i>Start of Construction</i>	<i>January 2005</i>
<i>Scheduled Completion (Phase I)</i>	<i>December 2012</i>
<i>Scheduled Completion (Phase II)</i>	<i>2015</i>
<i>Scheduled Completion (Phase III)</i>	<i>2020</i>

Contact

Akbar Al Baker, Chief Executive Officer

Tel: +974 4462 6000

Email: info@dohaairport.com

Web: www.ndiaproject.com