New Aircraft Terminal

Passengers/Cargo

JAGS AVIATION INC

A member of BK Group of Companies

Prepared for

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1. Project Description

In Guyana the Eugene F. Correira International Airport is located at 1.2 miles from Atlantic Ocean coast of Guyana, and approximate 3.7 miles east of the capital, Georgetown, in the region of Demerara-Mahaica. As statistics in 2003 the airport was a local hub shuttling some 50,000 passengers and 1,800 tons of cargo annually. The need for expansion, construction began that year to develop the terminal to an international airport, upgrading the facilities for immigration, customs, air traffic control, fire service, safety and health. The new airport terminal was finished on March, 2007 (1).

The Eugene F. Correira International Airport was formerly known as Georgetown-Ogle International Airport (OGL) and is the second international airport along with the Cheddi Jagan International Airport to serve Georgetown and the region.

OGL received its port-of-entry certification in 2009. It has a Class 1A, 4,200 feet (1,300 m)-long runway made of concrete (07-25). The former runway 07R-25L is now being used as a taxiway only. It operates under Visual Flight Rules (VFR) and Instrument Flight Rules (IFR)(2). In 2013, LIAT began scheduled passenger airline flights between the airport and Barbados, thus switching over its former air service into Cheddi Jagan International Airport.

The airport is capable of handling smaller business jets as well as regional turboprop airliners, such as the Beechcraft 1900D flown by Trans Guyana Airways (3) and the Cessna Grand Caravan (8R-ABK), see figure 1 flown by JAGS Aviation Inc. (BK Aviation Inc.).

Figure 1. Cessna Grand Caravan (8R-ABK) BK Aviation

JAGS Aviation Inc. (BK Aviation Inc.) is a member of the BK Group of companies. JAGS Aviation Inc. is a privately held company registered in Guyana, a member of the BK Group of Companies, the largest privately owned indigenous construction company in Guyana, it is the successor to B & K Transportation and Construction Services, which had started operations in the early 1990s.

JAGS Aviation Inc. provide chartered flights to numerous locations in the interior, providing a service that exceeds the local market, in every aspect. JAGS Aviation Inc. employs the highest standard of customer service with major focus on reliability, safety, comfort and security (4). The flights and chattered services offered include the locations as shown in figure 1 below.

Presently JAGS Aviation Inc. is located on Guysuco. Hanger Ogle International Airport 413741 Georgetown, Guyana (see figure 2). The new project location area near to 1.46 acres inside boundaries of Ogle International Airport. The land uses surrounding of the project site is compounded with commercial lands at North, South, East and West boundaries (see figures 1, 2). Current use of proposed land have been utilize by the ongoing construction for the new JAGS Aviation Inc. Terminal (Figure 3).

The Eugene F. Correira International Airport have an internal drain system to manage storm and pluvial waters. There is no intake or discharge since the new JAGS Aviation Inc. Terminal will be provide with pretreatment of wastewater through a underground sewage system.

Figure 1 New Jags Aviation Inc. Project Location (Google-EES-2021).

Figure 2 Jags Aviation Inc. Current Location (Google-EES-2021)

Figure 3. New Jags Aviation Inc. Project Location under construction (Google-EES-2021)

Figure 4 Current Flights Offered by Jags Aviation Inc.

Presently the new project location for Jags Aviation Inc. is in the final stages of constructing the terminal building at the Ogle International Airport (OIA). This terminal will be a fully integrated facility for the handling of domestic, regional and international flights. This terminal will have all standard features:

- Arrivals Lounge
- Departure Lounge
- Customs Checkpoint
- Immigration Checkpoint
- Check In Area
- Security Checkpoint and Baggage scanner
- Emergency Medical Services
- Aircraft Hangar

This terminal will be owned, operated and utilized only by Jags Aviation Inc. currently Jag Aviation Inc. is already in operation at OIA through the rental of the space in the Guyana Sugar Corporation Inc. hangar. The new terminal is being established to allow an expansion of the scope and scale of activities being conducted by Jags Aviation Inc. This new facility will also greatly

enhance the local aviation sector by reducing the overcrowding and congestion taking place at the single, limited, main terminal now being utilized by all operators at the OIA.

2. The project design/ Action Plan

a. Construction

Construction of a new Aircraft Terminal sufficient for servicing multiple types of small and medium cargo aircraft. Construction involved of mowed grassy field for front entrance; an asphalt-paved road currently used for overflow equipment storage related to stockpiled fill/soil materials generated

Construction of a 1.43 acres, single-story "U" Shape building (See figure 5 and 6) and multi-bay aircraft terminal (hangar) with a concrete slab foundation/floor slab, structural steel frame and masonry walls, and a metal roofing system.

Figure 5 Jags Aviation Inc. Terminal Design

Figure 6 Picture of Jags Aviation Inc. Terminal Construction Process

b. Operation/Process

Airports Terminal operations involve passengers, luggage, cargo, aircraft movements, ground handling, and crews. All of these operations can be systematized into processes schemes.

Passengers and luggage are processed at airport terminal. Three main types of processes can be established: departing, arrival and transfer. Departure consists in catching a flight to a final or intermediate destination, arrival consists in landing and leaving the airport, and transfer consists in landing at the airport only to catch another flight (If apply) to a final or an intermediate destination.

Airport terminal will also deal with **cargo**. The figure 7 presents movement of cargo by air. Cargo flies from the shipper to the consignee. The air cargo will require more care on handling to ensure quality assurance is first for satisfaction of the customer. The freight forwarder, being familiar with the necessary procedures permits the airline to concentrate on the provision of air transport and to avoid time-consuming details of the facilitation and landside distribution systems.

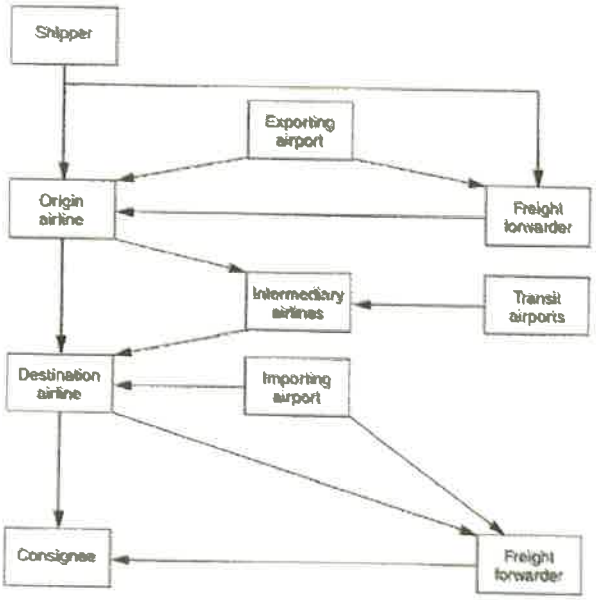

Figure 7 Activities involved in the air cargo process (6)

The **aircraft movements** can be summarized on the following macro activities

- Touch down – landing on the runway;
- Taxi in – aircraft movement between the runway and the gate;
- Index – technical aid showing the pilot where to stop;
- Ground Power Unit – provision of power to the aircraft by the ground handling company;
- Chocks on – placed next to wheel to assure that aircraft does not move;
- Anti-collision light off – shows that the aircraft is not moving (engine shut down);
- Technical checks – external inspection to the aircraft;
- Cleaning and catering – cleaning and catering services to the next flight;
- Chocks and GPU off – removal of the chocks and power supply suppression;
- Anti-collision light on – shows that the aircraft is ready to move;
- Push back – moving the aircraft with the push back vehicle;
- Taxi out – aircraft movement between the gate and the runway;
- Take off – plane departure on the runway.

The services provided by the **ground handling** are crucial to the success and efficiency of the Jag Aviation Inc. airport terminal operations.

Departure Passengers and Luggage at

Check-in: activity through which the passenger chooses his seat on the airplane and delivers (or not) the luggage. The traditional check-in is provided on a counter by an employee who verifies the ticket, passenger's personal information, and receives the passenger's luggage. The luggage receives a bar-code label that assures its appropriate sorting according to the flight.

After Check-in: after check-in, passengers can proceed to the security control (described below) or spend some time at the waiting are or passengers lobby.

Luggage Handling System (Security and Sorting): after the check-in, luggage is forward to the luggage handling system for security control and sorted for the respective flight. This is usually done by belts normally located under the floor, especially for large and medium airports. Luggage is checked for explosive devices and then, the bar-codes on the luggage are automatically read and sorted according to the destination for the respective chute. If the system is not able to read the codes or if the security check fails, there is a need for a manual intervention. In small airports, these procedures are typically manual.

Security control: activity through which passengers and hand-luggage are scrutinized by metal detectors, X-Ray boxes (if apply) and manual search if something unusual is detected. Typically, this activity is composed by the following tasks: passengers put all their belongings on the conveyor; conveyor conducts the belongings to an X-ray machine; passengers pass through the metal detector machine; if the machine sounds, passengers are manually inspected by a security employee. The passenger's belongings are processed next to him. After Security Control: after the security control, passengers can proceed to the board waiting room.

After Security Control: after the security control, passengers can proceed to the board waiting room. At this point, some business travelers can enjoy their waiting time at special lounges with additional services.

Passport Control. Non-Guyanese passengers need to pass the passport control before proceeding to the boarding gate. After this control, passengers are at a specific area of the airport, reserved for Non-Schengen passengers.

After Passport): after the passport control, passengers have retail shops and restaurants available. Depending on the available time, passengers can spend some time at these facilities before proceeding to the boarding gate.

Luggage Transport to Aircraft and Loading: activity through which luggage is carried out from the terminal to the aircraft and loaded, after security and sorting. It is a "time critical activity especially when handling wide-bodied aircraft serving ling-haul routes and on charter flights however, it is possible to reduce the time by using containers to transport and load the luggage.

Boarding: activity through which passengers enter into the plane. This is the last activity at the terminal. An employee verifies the passenger's identification document and through a machine, verifies the boarding pass and registers that the passenger is boarding. If a passenger who did the check-in does not show up, it is necessary to remove its luggage from the airplane before departure h luggage reconciliation.

Utility services: During the operation of specific services are needed, water will be used from Guyana Water Inc., Energy mainly in form of electricity will be obtain thought in situ generators, using Guyana Power and light as Back up and emergency electricity source and communication will be provide by chosen company by Jags Aviation Inc.

c. Decommissioning/ Closure

Decision on closure depend of company's decision and based on project life time.

No-Action Alternative

Under the No-Action Alternative, the topography of Jags Aviation Inc. would remain unchanged because no construction would occur. In addition, the topography at Jags Aviation Inc. is not currently being significantly impacted by the activities at the subject sites. Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects to the topography at or near Jag Aviation Inc. and the Eugene F. Correira International Airport

Waste management

Construction. This construction debris would have consisted of concrete, metal, wood and other inert materials. Building construction activities would also produce solid waste. All debris and waste materials will be recycled to the extent possible. Waste that is not recyclable will be disposed by the building contractor in approved local landfill facilities.

Jags Aviation Inc. Operations: Solid waste would be generated on a long-term basis from operation of the proposed Aircraft Terminal. The solid waste would include office waste, paper, plastics, metal and glass containers, and standard housekeeping materials. The waste would be generated by Jags Aviation Inc. employees at the terminal and customers during the stay. Office wastes will be recycled to the extent possible and would not cause significant environmental effects. Solid wastes generated in association with the Proposed Action would be handled in accordance with Jags Aviation Inc. Solid Waste Management Strategies. Solid Waste with no option rather than disposal will be allocated to the local Sanitary Land Field by a local private service.

4. The project

The project proposal started by understanding the demands and the needs of quality services for passengers and cargo. The relocation and the new project facility Jags Aviation Inc. New Aircraft Terminal for Passengers and Cargo services intent to meet high quality customer services.

Jags Aviation Inc. proposed to construct (under construction) an Aircraft Terminal (figure 3) sufficient for servicing multiple types of small and medium cargo aircraft. The proposed Aircraft Terminal/Hangar will provide a controlled environment facility that consolidates efforts for a modernization/upgrade service.

The size of the project is about 1.46 acres with an approximately US$ 25 M dollars for capital investment with approximately UD$ 1.5 M dollars annual turnover. The project will be providing 75 employs during the construction phase and about 150 employs during the operation phase.

5. The duration of the project

Table 1. Duration of the project

Activity /Time	2019						2020						2021					2022			
Construction																					
Process/Operation																					
Commissioning																					
	Done			Ongoing			To be done														

6. Environmental Potential effects and mitigation measurements

Environmental issues may arise during the Jags Aviation Inc. terminal airport development. The distribution of the potential environmental impacts during the lifetime of the project especially construction and transportation can be summarize in the table 1. It is important to note that a project of this nature also can bring benefit to the area in concern, specially social and economic development in contrast of the minimum environmental effects specific to this type of operation. While the project is constructed, during the operations mitigation measurements were be put in place in order to minimize the impacts to the environment. Typical environmental issues can include noise, traffic, water runoff, water use, soil impact/degradation, visual impact, and vegetation or animal impacts.

Table 2. General Comparison of Environmental Impacts and Alternatives (5)

Phase of Action (C = Construction; O = Operation)		Proposed Action - Proposed Aircraft Maintenance Hangar		No-Action Alternative
		C	O	N/A
Environmental Component		+ = Beneficial Effect, --- = Insignificant Adverse Effect, O = No Effect		
Physical Environment	Topography	---	O	O
	Surface Waters	O	O	O
	Floodplains and Wetlands	O	O	O
	Storm Water	---	---	O
	Geology and Soils	---	O	O
	Groundwater	O	O	O
	Water Supply and Drinking Water	O	O	O
Air Quality		---	O	O
Waste Management and Toxic Materials	Wastewater	O	---	O
	Solid Waste	---	---	O
	Hazardous Materials and Waste	---	---	O
	Toxic Materials	O	O	O
Noise Environment		---	O	O
Biological Environment		---	O	O
Cultural Resources		O	O	O
Socioeconomic Environment		+	+	O
Safety		O	+	O
Transportation		---	---	O
Cumulative Impacts		---	---	---

7. References:

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