



Draft Design and Monitoring Framework

Project Number: 38349
August 2009

NEP: Proposed Air Transport Capacity Enhancement Project

A design and monitoring framework is an active document, progressively updated and revised as necessary, particularly following any changes in project design and implementation. In accordance with ADB's public communications policy (2005), it is disclosed before appraisal of the project or program. This draft framework may change during processing of the project or program, and the revised version will be disclosed as an appendix to the report and recommendation of the President.

Asian Development Bank

PRELIMINARY DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions (A) and Risks (R)
<p>Impact Improved transport connectivity, promoting broad-based economic growth and regional cooperation.</p>	<p>Within 3 years of project completion: annual numbers of international and domestic passengers increases 75% and 55%, respectively, from 2008.</p>	<p>Civil Aviation Authority of Nepal.</p>	<p>R: Traffic volume affected by global economics or domestic security situation.</p>
<p>Outcome Improved safety and capacity at TIA and the three remote domestic airports at Lukla, Simikot, and Rara.</p>	<p>By project completion: TIA's annual passenger handling capacity is increased from 1.8mppa to 2.9mppa (international) and from 1.0mppa to 1.5mppa (domestic).</p> <p>By project completion: Compliance with international safety standard is improved.</p>	<p>Civil Aviation Authority of Nepal.</p> <p>ICAO's Safety Audit and Assessment.</p>	<p>A: Timely delivery of the Project.</p>
<p>Outputs 1. At TIA, the airside and landside infrastructure are improved, and the CNS equipment and approach lighting system are upgraded.</p> <p>2. Basic safety infrastructure is improved at the three remote domestic airports in Lukla, Simikot, and Rara.</p> <p>3. CAAN's organizational capacity is improved in terms of financial management, business planning, human resources development, maintenance management, and management information system.</p>	<p>By project completion: (i) refurbishing of existing international terminal, (ii) temporary domestic terminal of 10,000 sqm, (iii) additional apron area of 80,000sqm, including relocation of existing hangers, (iv) approximately 700m of taxiways and 700m of link ways, (v) CNS equipment and localizer, and (vi) upgraded approach lighting system.</p> <p>By project completion: (i) VAGS and A-PAPI are installed at Lukla Airport, (ii) runway end and threshold identifier lights are installed at Simikot and Rara, and (iii) Rara runway is paved.</p> <p>By 2011: Corporate business plan is prepared.</p> <p>By 2011: Human resources development plan is prepared, including staff training policy, plan, and program.</p> <p>By 2011: Airport maintenance management plan is prepared.</p> <p>By 2012: Financial and Management Information system is implemented.</p> <p>By 2012: Due diligence studies are carried to explore PPP opportunities at TIA.</p>	<p>Project Monitoring and Progress Reports.</p> <p>Project Monitoring and Progress Reports.</p> <p>Project Monitoring and Progress Reports.</p>	<p>A: Civil works and equipment installation progress on schedule.</p> <p>A: CAAN is committed to capacity development.</p>
<p>Activities 1. Civil Works, Supply and Installation of Equipments 1.1 Procurement for airside works/equipment (TIA) by Mar/2011</p>		<p>Inputs</p> <ul style="list-style-type: none"> • ADB: \$80 million • Government: \$12 million 	

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions (A) and Risks (R)
1.2 Procurement for terminal works/equipment (TIA) by Jun/2011 1.3 Procurement for CNS/ATM (TIA/Lukla) by Jan/2011 1.4 Procurement for works/equipment at Simikot airport by Jan/2011 1.5 Procurement for works/equipment at Rara airport by Jan/2011 1.6 All civil works/installation of equipments completed by Jun/2014			
2. Project Management 2.1 Engage detail design/supervision consultant – by Jan/2010			
3. Capacity Development 3.1 Engage consultant by June/2010 3.2 Prepare human resources development plan by Mar/2011 3.3 Prepare concept plan for Financial and Management Information System (FMIS) by Mar/2011 3.4 Prepare corporate business plan by Dec/2011 3.5 Prepare airport maintenance management plan by Dec/2011 3.6 Implement staff training program FMIS by June/2012 3.7 Prepare strategy for separation of regulatory and service functions, including legal review, transition, and implementation plan by Dec/2011			

ADB = Asian Development Bank, A-PAPI = Abbreviated Precision Approach Path Indicator, CAAN = Civil Aviation Authority of Nepal, CNS = Communications Navigation Surveillance, ICAO = International Civil Aviation Organization, TIA = Tribhuvan International Airport, VAGS = Visual Alignment Guidance System.