Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/16)

(Ottawa, Canada 3-6 December 2013)

Agenda Item 5: Status on CPWG/15 Actions

INFORMATION OF ETOPS ALTERNATIVE AIRPORTS DEVELOPMENT AS OF DECEMBER 2013 (Action Item CP10-14)

(Presented by State ATM Corporation)

SUMMARY

This paper presents information from the State ATM Corporation on Russian En-route Alternate Airports.

1 Introduction

1.1 At the CPWG/10 meeting, United Airlines requested that State ATM Corporation prepare a status report on major en-route alternates to highlight recent developments and modernization efforts. State ATM Corporation has duly polled each of the en-route alternative airports and summarized the information as requested. Below is additional information since the CPWG/14 meeting.

2 Discussion

Abakan (UNAA)

The renovation of the runway, taxiways and apron scheduled for 2013 was completed. The terminal building had been partially reconstructed. A new heating system and water supply was installed and food catering service equipment was replaced. The refueling facilities of Abakan airport were certified in September. The reconstruction work would be continued next year. The target date was July 2014.

Kazan (UWKD)

Refurbished RW11L/29R which is located in parallel with RW11R/29L has been changed to main taxiway. RW11R/29L was renamed to RW11/29. Using RW as main taxiway will save departing and arriving aircraft from holding. RW11/29 was extended to 3750 m and widened to 60 m. Also as part of the airport modernization renovation of passenger apron has been completed. New lighting equipment was installed on RW11/29. New airport navigational aids and lightning equipment allowed Kazan accepting modern types of aircraft even in adverse weather conditions. Under the phase 3 of Kazan airport reconstruction it was planned to build a
new terminal 2. This would increase the capacity to 5.6 million passengers a year. The project will be implemented gradually, depending of airport requirements.
The airport was officially certified to handle B757, B767, B777, A330, A340 and B747 type aircraft.

Khabarovsk (UHHH)

The plan was approved to upgrade the existing passenger terminal. Also in the framework of the program financed by the federal government, it was expected to reconstruct the existing runway and apron, build an aerostat station, sewage treatment plants, fencing and drainage system.
Funds were allocated for aerodrome airfield renovation in the framework of the activities of the state program "Development of Transport System of Russia." Delay in the terminal reconstruction was caused by airfield infrastructure. JSC "Khabarovsk airport" was expecting to begin construction of a new combined passenger terminal in spring 2014. The construction itself was set for three and a half years. The airport was officially certified to handle A330, B747, B777.

Moscow (Domodedovo) (UUDD)

Design project for construction of new RW #2, taxiways and infrastructure was approved in the late September this year. The new runway would be built in accordance with the requirements of 4F (ICAO) classification and located in parallel to the presently active runway #2 at a distance of 287.5 meters. The location of new RW would allow developing the terminal complex and building new aprons. The RW would be equipped with lightning and landing systems which satisfy ICAO Category III for both landing courses. RW, taxiways and aprons were designed to handle aircraft with MTOW of Boeing 777 without limitations. The project envisaged construction of a search and rescue station, drainage systems, treating facilities and de-icing bays. In addition to this project there were designed conflict-free approach schemes, landing and departure charts to ensure simultaneous safe operation from RW#1 and the nearby state aviation airport Ramenskoe. The airport was officially certified to handle A380, B787, B777, B747, B767 type aircraft.

Krasnoyarsk (Yemelianovo) (UNKL)

The stage I of the cargo terminal reconstruction was completed. The quality and speed of cargo handling was significantly improved. The upgrading of cargo terminal would enable handling simultaneously up to 45 transfer pallets with all the necessary modes and documentary support. It is expected that cargo complex will be able to serve about 200 pallets simultaneously in the future. The airport was officially certified to handle A330, B747, B777 type aircraft.

Novosibirsk (Tolmachevo) (UNNT)

The airport planned to introduce a new operating concept involving the simultaneous runways operation which would allow inbound and outbound traffic to use satellite navigation. One of the modernization phases covered implementation of new air navigation system for Tolmachevo airport. Reconstruction project for some airport facilities would be developed by November 2014. It would cover RWY #1 drainage systems, apron, and new taxiway system. After reconstruction RW #1 would be upgraded to II ICAO category, a new emergency and rescue station would be built and airfield security systems would be enhanced. The airport was officially certified to handle A330, A340, A380, B767, B747.

St. Petersburg (Pulkovo) (ULLI)

The new passenger terminal was operating in a test mode since November 2013. The terminal would be officially opened after completion of all acceptance tests.

A new airport operational control center was established in August 2013. The main task of the center is to manage H24 airport operations and control centralized customer service processes. The center united different airport structures to minimize the time for decision making during the interaction between

structural divisions of airport management and external organizations. The airport was officially certified to handle A330, A340, B767, B747, B777 aircraft types.

Samara (Kurumoch) (UWWW)

It was planned to complete the phase I of Kurumoch airport modernization by late 2014. The plan would include construction of a new passenger terminal, cargo complex, front forecourt and entrance to the terminal and runway. The terminal area would be expanded to 40 thousand square meters, projected capacity of the terminal would reach 3.5 million passengers per year and during the peak hours - 1.4 thousand passengers per hour. The phase II of the reconstruction would further increase the passenger terminal to 60 thousand sq. meters and cargo terminal to 3850 thousand sq. meters. There would be also built a new hotel administrative office buildings, engineering systems and communications. This work was scheduled to complete in 2018. The final goal is to increase the airport handling capacity to 3.5 million passengers a year. The airport was officially certified to handle A330, B767 aircraft types.

Murmansk (ULMM)

The reconstruction of Murmansk airport was planned to be completed by late 2013. The work was in progress on the passenger terminal. The terminal space would see a fivefold expansion. The refurbished terminal would be equipped with check-in desks with electronic scales, automatic conveyor and luggage screening. The two new extensions of the terminal building were almost completed. These extensions would allow improved handling of arriving and departing passengers. Additional space would be available for airport offices. The repair work on the apron was in progress. The airport was officially certified to handle A319, A320, B737 type aircraft.

Ulyanovsk-Vostochny (UWLW)

The renovated passenger terminal was opened in April 2013. It was built with a completely new infrastructure. The new terminal provided additional services and comfort for passengers. But the renovation had not been completed yet. The refurbishing of right terminal wing was still in progress and would see its completion in late 2013.The runway and airport area would be reconstructed until 2015. The airport was officially certified to handle B747, B767, B777 aircraft types.

Magadan (UHMM)

The reconstruction of the three aircraft stands with a total area of 24 500 sq. meters was completed in late August 2013. They were designed for Boeing -747 and Ilyushin IL -96 aircraft. As part of the reconstruction process it was planned to build three lighting pillars, and construct drainage system for parking areas and transformer substations as well as lay cable lines.

The airport purchased new passenger stairs, towing tractors and was expecting to complete renovation of passenger terminal interior soon. The airport was officially certified to handle B767, B747 aircraft types.

Yakutsk (UEEE)

The reconstruction of taxiways, apron and parking stands was in progress during 2013. The existing landing system SP -80 would be soon replaced with SP-200. This would allow certifying the runway to ICAO CAT III and reducing landing minima. The terminal complex was expecting a refurbishment in the mid-term too. The phase II of RW # 2 reconsturction was approved and would start as soon as weather conditions permit. The airport was officially certified to handle B747, B767, B777 aircraft types.

Volgograd (URWW)

JSC Volgograd International Airport planned to complete reconstruction in 2015. The main goal was to increase capacity of domestic and international sectors and improve quality of passenger service. The project included construction of international and domestic terminals.
New RW and airport infrastructure were set to be built within 4 next years for the upcoming Soccer World Cup 2018. The airport was officially certified to handle A320, A321, B737, B757 aircraft types.

Norilsk (UOOO)

No significant changes.
The airport was officially certified to handle A319, A320 aircraft types.

Irkutsk (UIII)

The airport purchased 2 fire fighting vehicles, an airfield cleaning vehicle, a bulldozer, passenger stairs and a passenger coach in 2013. The airport was officially certified to handle B757, B767 aircraft types.

Moscow (Sheremetyevo) (UUEE)

A tender was released for designing a project for the phase II of Sheremetyevo airport reconstruction. It was expected to be complete by 2014. The project included construction of an additional main taxiway, renovation of runway #1 (restore pavements and replace lighting equipment), reconstruction of west and east aprons of Sheremetyevo-1, construction of two de-icing bays and resurfacing of airport roads. The implementation of this project would enhance the airport capacity. The aircraft ground movement pattern would be optimized taking into account the limited airport space. Also it was planned to build a new terminal instead of the ageing Sheremetievo I terminal. The south and north airport areas would be connected by a newly built underground tunnel.

Yuzhno-Sakhalinsk (UHSS)

The modernization and reconstruction were under way in Yuzhno-Sakhalinsk airport. It was planned to build a new baggage terminal. The terminal spaced would be increased twofold versus the old terminal. Three new taxiways would be completed and put into operation by the year end. The new lightning masts would be constructed at the airfield. Several new snow removal vehicles were purchased this year. The straightening and widening of the middle section of the existing RW would become the next crucial phase of the airport modernization. The work on the RW improvement would start next year. The airport was officially certified to handle A330, B767, B777 aircraft types.

Bratsk (UIBB)

The airport was exploring the opportunities to attract additional funds from federal programs for modernization purposes. No other significant changes so far.
The airport was officially certified to handle B747, B767 aircraft types.

Petropavlovsk-Kamchatskiy (UHPP)

The RW #1 renovation which had lasted for two years was about to be complete. All concrete work on the RW had been already finished. A part of the new RW would be commissioned in the year end. Two new taxiways and part of the RW would be also opened. The new taxi routes would significantly reduce taxiing time from parking bays to RW #2 and back. There were also opened new parking stands for smaller aircraft types. The installation of new navigational equipment would be completed by late 2013.
Building of new ATC tower was in progress. Construction of two additional taxiways was planned to begin next year. The airport was officially certified to handle A330, B747, B767, B777 aircraft types.

Anadyr (UHMA)

The government of Chukotka was planning to budget a comprehensive upgrade and modernization of Anadyr airport till 2016. There would be also built a meteorological station, a lighting system and communication facilities. The airport was officially certified to handle B747, B767, B777 aircraft types.

Vladivostok (UHWW)

Vladivostok International Airport (JSC "MAV") became a member of the European professional organization "International Association airports» (ACI EUROPE) in September 2013. The airport was officially certified to handle A330, B747, B767, B777 aircraft types.

3 Recommendation

a. The Meeting is invited to note the information in this paper.