

**Eighteenth Meeting of the Cross Polar Trans East Air  
Traffic Management Providers' Work Group  
(CPWG/18)**

(Paris, France 16-19 December 2014)

**Agenda Item 5: Status on CPWG/17 Actions**

**INFORMATION ON ETOPS ALTERNATIVE AIRPORTS DEVELOPMENT  
AS OF DECEMBER 2014**

**(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**

**2.1 Abakan (UNAA)**

The airport was renovating waiting lounges in the main terminal building. The next step was to renovate the medical aid station. A new follow me car was recently added to the fleet of the airport ground vehicles. During the summer, the airport installed a new lightning system. The calibration flights on the new lightning equipment were scheduled for December. The airport also refurbished its main runway, taxiways and apron.

**2.2 Kazan (UWKD)**

The airport commissioned a new ground transport monitoring system that tracks movement of ground vehicles in the real-time mode. The system currently covers only the apron area but will be extended to the remaining airside of the airport territory including the runway and taxiways. The airport also installed a new perimeter fencing totaling to 13.5 kilometers that helped to buff up air

security. The fencing was fitted both with video and thermal cameras allowing to provide H24 and all-weather monitoring. The number of cameras was increased from 50 to 600.

### **2.3 Khabarovsk (UHHH)**

The airport purchased an ambulift. The ambulift allowed to transport wheelchair and stretcher bound passengers to both narrow-body and wide-body aircraft. The ambulift was capable of carrying up to 7 persons and suitably equipped with air conditioning and heating.

### **2.4 Moscow (Domodedovo) (UUDD)**

Currently, Moscow Domodedovo Airport is actively implementing a number of major projects aimed at modernization and expansion of the airport complex.

Two priority areas of the airport development are transport accessibility and expanding the terminal area.

First and foremost, there is a comprehensive plan to expand the A105 highway leading to the airport, which is being implemented at the moment, as well as the construction of the second railway track between the Aviatsionnaya station and the airport: commissioning of this facility will increase the frequency of Aeroexpress trains. There has already been developed design documentation for the construction of a new state-of-the-art railway station and two covered platforms: a joint project of Moscow Domodedovo Airport and Aeroexpress LLC to be completed in 2016.

The reconstruction of the second runway at Moscow Domodedovo Airport is underway, as part of which a new runway is being built and the existing one is planned to become a high speed taxiway. Implementation of this project will enhance infrastructure capabilities of the Moscow Domodedovo Airport complex: the new runway will allow accepting all types of modern aircraft like the first runway, minimizing the runway occupancy time and will reduce the weather effects on flights.

The airfield facilities and passenger terminal are part of the single airport infrastructure which is modernized primarily for the purpose of improving the quality of services. So, this September Moscow Domodedovo Airport launched a project aimed at building the second terminal segment (T2) which will be completed in December 2016. Upon completion of the work, the area of the airport complex will nearly double to make 235,000 square meters and, taking into account the ongoing project aimed at expanding the first segment of the terminal (T1), will make nearly 500 square meters. In order to create comfortable conditions for passengers and guests of Moscow Domodedovo Airport, the number of which is predicted to be about 60 million people per year by 2023, as part of further expansion of the terminal it is planned to build the third segment (T3) of 275,000 square meters. Upon completion of all phases of the terminal expansion, its area will be more than 900,000 square meters. The project for expanding the terminal capacities of Moscow Domodedovo Airport is being implemented taking into account the existing architectural concept of the terminal, which is designed on the UNDER ONE ROOF principle: a single terminal allows to make most of the transfer potential of the airport complex. For convenience of visitors arriving at the airport by personal vehicles, in 2016 Domodedovo is planning to commission the first multilevel parking lot having 1,500 parking spaces, located in the immediate vicinity of the existing terminal. In order to ensure circulation of ground vehicles at the approaches to the terminal, it is planned to

build a two-level junction: now the facility is being designed.

The airport is in the process of completing the construction work at another infrastructure facility – transport semi-junction, which will connect the landside and the A-105 highway. Moscow Domodedovo Airport implements this project itself using the funds of the company in order to reduce the load caused by heavy traffic in the territory of the airport landside and to create the most favorable conditions for car owners.

It should be noted that all projects implemented at Moscow Domodedovo Airport are aimed at creating the most comfortable conditions for travelers: increasing mobility of citizens of this country is one of the priorities in the field of air transportation.

## **2.5 Krasnoyarsk (Yemelianovo) (UNKL)**

In 2015 the airport will start its ambitious reconstruction plan. The phase 1 will run for two years. It covers construction of a new terminal, parking lots, reconstruction of aprons and installation of 5 passenger loading bridges. The terminal will house both international and domestic sectors.

## **2.6 Novosibirsk (Tolmachevo) (UNNT)**

The repair work on the main terminal concourse is in progress. After its completion, the international terminal will be able to handle 1300 passengers per hour at the area of 24 000 square meters. The new terminal will be equipped with three passenger loading bridges allowing loading and deplaning passengers from any types of wide-body aircraft. The terminal will also have 12 additional immigration desks. This work is scheduled to be completed in early 2015.

## **2.7 St. Petersburg (Pulkovo) (ULLI)**

In early 2015 the expansion work is planned on the old Pulkovo 1 terminal. The rebuilt terminal will be expanded to 61 000 square meters and connected with the international terminal. The reconstruction of aprons is in progress.

## **2.8 Samara (Kurumoch) (UWWW)**

In mid-December the airport will start testing the new terminal. It is scheduled to handle first passengers during Orthodox Christmas holidays. The new terminal is four times larger than the old one covering 41 700 meters. The airport throughput capacity will increase to over 3.5 million passengers per year. The new terminal has 24 check-in desks. The terminal is equipped with 7 passenger loading bridges.

## **2.9 Murmansk (ULMM)**

No changes.

## **2.10 Ulyanovsk-Vostochny (UWLW)**

Reconstruction work was commenced. The perimeter fencing would be completely replaced. The airport planned to build new taxiways, repair the main runway and aircraft stands and reconstruct the ATC tower.

## **2.11 Magadan (UHMM)**

In 2014 the airport purchased a new ramp and a new tow vehicle. The repair work on the terminal was nearing the completion. New hangars for ground vehicles were acquired and installed.

## **2.12 Yakutsk (UEEE)**

This summer and fall the work was in progress to improve the pavement of the main runway. However in order to prepare for the main phase of the runway reconstruction, preparations must be done to re-open RWY-1 which was not used since 1996. Once this is done, RWY-2 will be closed for the major reconstruction. After RWY-2 reopens, RWY-1 will be used as a trunk taxiway. Such arrangement will allow the airport to stay open during the reconstruction.

## **2.13 Volgograd (URWW)**

This fall the airport began preparations for a major reconstruction of the main terminal building. The airport also planned to build a new 3280 meter long runway with a brand new lightning system which will be certified CAT II. New aprons and taxiways are also planned. A new international terminal will be built and commissioned in 2015. A railroad link will connect the airport with the city downtown. The airport was certified to handle Boeing 767 aircraft and its modifications.

## **2.14 Norilsk (UOOO)**

Effective from December 11, 2014 Norilsk was excluded from Book I “International Airports of the Russian Federation” of the Russian AIP and moved to Book II “Domestic Airports of the Russian Federation.

## **2.15 Irkutsk (UIII)**

A new baggage conveyor was installed at the international terminal. Last September the repair work on the main runway was in progress which allowed improving its performance. Calibration flights on the lighting system and approach lights took place in August. The airport was certified to handle Airbus 330 and its modifications.

## **2.16 Moscow (Sheremetyevo) (UUEE)**

As part of the implementation of the Federal Targeted Program, Sheremetyevo Airport started constructing a third runway (R-3) on the grounds adjacent to the North Terminal Complex. After the R-3 launch scheduled for 2017, the major remaining factor limiting the passenger traffic of JSC MASH will be the terminals` capacity. Currently, the terminals of the South Terminal Complex are

loaded to more than 80% capacity, which may later incur a risk of quality deterioration in the servicing of passengers and airlines. Terminal C functions at 50% capacity, and it is difficult to further increase the North Terminal Complex capacity due to the absence of transport infrastructure and limited access to Aeroexpress railway station. These factors can adversely affect the Sheremetyevo Airport's development as an international air hub as well as its passenger growth dynamics, making it more difficult for the airport to attract new airlines.

The North Terminal Complex, which has an annual capacity of 40 million passengers, is one of the strategic areas for growth within Sheremetyevo Airport operations, and its development is included in the airport's Master plan up to 2030. The first stage of the new complex is designed to accommodate an annual capacity of 15 million passengers. This sector also includes a design for an exit from the underground terminal-to-terminal tunnel connecting the North and the South areas of the airport. Plans call for the completion of construction of the underground tunnel and the new Terminal B to coincide simultaneously with the completion of construction and launch of R-3. Execution of these projects is scheduled to be completed by the 2018 FIFA World Cup to be held in Russia.

On April 11th, 2014, JSC MASH's Board of Directors confirmed its decision to establish joint ventures with TPS AVIA HOLDING. Plans call for the investor to allocate its own resources towards the development of the North Terminal Complex and the construction of an underground tunnel used to ensure terminal-to-terminal communication.

The Board of Directors approved the establishment of Sheremetyevo Terminal B LLC, with a charter capital of 9,870,009,285 rubles, JSC MASH's share in it, and the establishment of Sheremetyevo Terminal-To-Terminal Passage LLC with a charter capital of 10,079,069,767 rubles. These decisions offer Sheremetyevo Airport exciting possibilities to attract investments in its new projects — the construction of a new Terminal B as well as underground passenger and baggage tunnels. The area of the new Terminal B is to be around 100 thousand m<sup>2</sup> with an annual capacity of 15 million passengers. The tunnels, each 2,138m long, connect the North and the South areas of the airport. The above mentioned projects are to be put into operation in 2017. It is planned that TPS AVIA HOLDING, paired with Lukoil, are to construct a third aircraft fueling unit at Sheremetyevo Airport. Construction of this unit is aimed at satisfying the needs of airlines and the airport along with the R-3's construction. Currently there are only two independent aircraft fueling units located at Sheremetyevo Airport.

## **2.17 Yuzhno-Sakhalinsk (UHSS)**

The phase 1 of the reconstruction program covered construction of a new taxiway, expansion and resurfacing of the runway pavement as well as construction of a new baggage terminal which would be commissioned in the nearest future. The phase 2 covered development of a feasibility study and construction of a new terminal building. Further construction of a new runway and a hotel was contemplated. The target capacity would likely to increase from 850 000 to 3 million passengers. The new terminal would be able to handle at least 10 aircraft at a time. Construction of the new terminal was planned to begin in 2016. By initial estimates, the total cost of this project would exceed 7.1 billion rubles.

### **2.18 Bratsk (UIBB)**

The reconstruction work will begin in 2015. The project will cover reconstruction of apron, aircraft stands, taxiways. The runway will be expanded and equipped with a new lightning system.

### **2.19 Petropavlovsk-Kamchatskiy (UHPP)**

The airport reconstruction is nearing its completion. The main apron was opened on December 10, 2014. TWY 4, 7 and 9 were commissioned too. Opening of the new runway was deferred to 2015. The postponement was caused by delayed construction of the new ATC tower and search & rescue station.

The deadline for accomplishing the remaining work was set for May 2015.

### **2.20 Anadyr (UHMA)**

No changes.

### **2.21 Vladivostok (UHWW)**

The new cargo terminal was commissioned in June 2014. It was fitted with the modern loading/off-loading equipment, cargo inspection and identification facilities. The annual cargo turnout was estimated at 50 000 tons. The cargo terminal was located in the immediate vicinity of the aircraft parking stands.

## **3. Recommendation**

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