

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Moscow



Primary Airports

Sheremetievo International Airport

Sheremetievo International Airport is located 11 Kilometres to the North West of the City of Moscow. The distance from the City center to the airport by road is 28 Kilometres. The airport works 24/7, with no time limitations.

The airport's aerodrome is class "A" (category IIIA according to the ICAO) and is fit for use by all types of aircraft, of both domestic and foreign manufacture, including the wide-bodied Boeing B787 and Airbus A380. The handling capacity of the runways is 1344 landings and takeoff operations a day.

The aerodrome is equipped with 150 aircraft stands, including 83 intended for commercial servicing of passenger aircraft of all types and 10 for commercial servicing of freight aircraft.

The apron and the number of standing places for various types and sizes of aircraft, in consideration of objective restrictions, are capable of coping with up to 300 thousand take-off and landing operations a year.

The airport has two sectors: Sheremetievo-1 and Sheremetievo-2 with a total handling capacity of 26 million passengers a year or 7400 passengers an hour.

Sector Sheremetievo-1 includes passenger terminal "B" for domestic airlines, which has a handling capacity of 1400 passengers an hour (4 million passengers a year) and international passenger terminal "C" with a handling capacity of 1500 passengers an hour (5 million passengers a year). Terminal "C" has a Commercial Aviation Centre with a hangar and apron for servicing business flight passengers. Terminal "C" is linked by a pedestrian gallery with a multi-storey car park with 1000 places. The total area of the complex comprises 40 000 square metres.

Sector Sheremetievo-2 includes international passenger terminal "F" with an area of 80 000 square metres and a handling capacity of 2100 passengers an hour (7 million passengers a year) and passenger terminal "D", with an area of 160 000 square metres and a handling capacity of 2400 passengers an hour or 9 million passengers a year. Terminal "D" is owned by OAO Aeroflot-Russian Airlines and was opened in November 2009.

For the convenience of passengers, there is a 4-star, 466-bed Novotel Hotel and the 3-star, 247-bed Sheremetievo-2 Hotel.

The total area of the airport's freight complexes amounts to 38 thousand square metres, with a handling capacity of 266.5 thousand metric tonnes of freight a year.

Both scheduled and charter flights of 97 airline carriers fly from Sheremetievo International Airport, 61 of these being airlines from countries other than the CIS, 4 from the CIS countries and 32 Russian airlines.

In 2008, Sheremetievo International Airport performed 170 878 take-off and landing operations, served 15 million, 214 thousand passengers, including 10 million, 138 thousand passengers of international airlines, and processed 182 thousand, 462 metric tonnes of baggage, freight and post.

Domodedovo International Airport

Domodedovo International Airport is located 22 Kilometres from the MKAD to the South West of Moscow. The airport operates 24/7, with no time restrictions.

The airport has two runways, both being class "A" (category IIIA according to the ICAO) and certified for acceptance and operation of 117 different types of aircraft, of both domestic and foreign manufacture, including wide-bodied Boeing B787 and Airbus A380. The runways are located in such a way that they can operate independently in difficult weather conditions.

In 2008, 20 437 516 passengers passed through Domodedovo airport (including 10 155 155 on take-off and 10 282 361 on landing). Russian airlines carried 15 652 907 passengers and foreign ones – 4 784 609. The average daily passenger flow (arrivals and departures) amounts to about 61 thousand passengers.

In 2009, there were about 500 flights a day and over 50 thousand passengers were serviced.

The handling capacity of the aerodrome consists of 43 take-off and landing operations from a single runway and 52 take-off and landing operations with operations being performed independently from two runways under favourable weather conditions. The strategic task for developing the aerodrome of the Domodedovo complex is to increase the handling capacity to 90 take-off and landing operations/hour by 2011 and to 135 take-off and landing operations/hour by 2020.

The intensity of take-off and landing operations in 2008 rody amounted to 182 000.

Scheduled flights of 80 companies fly from Domodedovo, including 35 foreign airlines, 30 Russian and 15 CIS airlines. Both domestic and international flights leave from Domodedovo airport.

The apron is intended for standing of 143 aircraft of various types, from Falcone 90 type business aircraft to super-giant passenger and freight aircraft like the Airbus 380, An-124 Ruslan and Boeing 747-400.

The terminal complex of the airport, with an area of over 135 000 square metres, has an international certificate of the ISO 9001:2000 enterprise management system quality. The design handling capacity (for take-offs and landings) is 6 000 passengers/hour. 130 registration desks, 24 self-ticketing stands and 2 registration stands for outsize baggage are located on six islands. The handling capacity of each registration island is 1 200 pieces of baggage /hour. In this zone, the back-offices of airlines are located, as well as 132

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ticket desks. There are, for passengers on domestic and international flights, 11 business halls (3 of the airport and 8 exclusive halls of airlines), the "Domodedovo-Plaza" retail centre, public catering zones and medical points.

Conditions have been created for less mobile passengers. The airport's Mother and Baby room is open at all times.

In the international sector, there is a Duty Free zone.

Domodedovo Airport has the modern, 4* Domodedovo Aerotel hotel complex (500 metres from the airport's passenger terminal), with 299 comfortable rooms (42 Club class, including 3 luxury, 7 semi-luxury, single and double rooms with individual air-conditioning and climate control).

On the territory of the airport, Domodedovo Cargo Terminal is located for processing and storage of air freight. The terminal is fitted out with the latest technological equipment, means of communications and information and covers an area of 13.4 thousand square metres. Its design capacity is 800 metric tonnes/a day and its current handling capacity is 500 metric tonnes/a day.

The airport is linked to the capital by an express highway, making it possible to reach the airport in personal cars or by public transport (fixed-route tax, express bus). The airport has a network of paid car parks with a capacity of 6000 cars.

Vnukovo International Airport

Vnukovo International Airport is located 11 Kilometres from the MKAD to the South West of Moscow, 31 Kilometres from the centre of Moscow.

Vnukovo Airport is integrated into the Moscow city infrastructure by a developed network of transport communications. Passengers can reach the airport along three main roads -- the Kiev, Borovskiy and Minsk Highways. Buses and fixed-route taxis run to the airport from the Yugo-Zapadnaya Metro Station. The airport is also linked with the centre of Moscow by railway. In just 37 minutes, the highly comfortable local express trains carry passengers from Kiev Station to the underground railway terminal at the airport, located just 20 metres from the Vnukovo terminal complex.

The airport operates 24/7, with no time restrictions, and has two runways.

During the period from 2005 to 2009, during a complete renovation of runway No. 2, the synthetic surface of the runway and connecting taxiways were replaced, modern lighting and navigation facilities were installed, and state-of-the-art weather stations set up. The asphalt-concrete surface laid in 1992 was replaced with a new one, developed using the latest technical solutions, modern equipment and materials.

Runway No. 2, which is 3060 metres long and a total of 60 metres wide (the runway – 45 metres and two hard shoulders of 7.5 metres each), is certified as second category by the International Civil Aviation Organisation (ICAO), allowing take-offs and landings in conditions of limited visibility. Since its modernisation, runway No. 2 can accept all modern and anticipated types of long-distance aircraft. Vnukovo Airport can take all types of domestic aircraft and the main types of western-manufactured ones: Airbus A-300, A-310, A-320, A-330, A-340; Boeing B-737, B-747, B-757, B-767, B-777; MD11, MD-80, MD-82, as well as a large number of regional types of aircraft and corporate aviation liners.

Work is planned to renovate and extend runway No. 1 by 800 metres, with installation of new lighting and navigation facilities. Once the work is complete, all types of aircraft, without restriction, will be able to use runway No. 1 for take-off and landing.

The apron of the aerodrome complex caters for standing of over 100 aircraft of various types – from business aircraft to airliners such as the Boeing - 747 and AN -124 - 100 Ruslan.

About 200 Russian and foreign airlines carry out flights to Vnukovo Airport. The flights to the airport include about 450 scheduled and charter routes, which account for the main passenger flow at Vnukovo, plus over 450 corporate aviation routes. The map of flights from the airport covers most Russian regions, as well as countries of the CIS, Europe, Asia and Africa.

In 2008, the total passenger flow through the airport amounted to 7 million, 992 thousand people, including 2 million, 919 thousand passengers on international flights and 5 million, 003 thousand passengers on domestic ones. Also in 2008, 25.2 thousand metric tonnes of freight and post were processed and carried. The flights serviced by the airport in 2008 totalled 139.9 thousand.

During the first eleven months of 2009, the total passenger flow of Vnukovo International Airport amounted to 7 million, 137 thousand passengers. The airport currently has all the preconditions for over fulfilling the planned indicator for the year and servicing over 7.5 million passengers.

In 2008, the express railway linking Vnukovo Airport with the Kiev railway station carried 1 million, 028 thousand people.

In September 2009, a new Post and Freight Complex was started up at Vnukovo Airport, with a total area of 56.8 thousand square metres and a productive capacity of 150 thousand metric tonnes of freight a year.

Alternative Airports

Ostafievo Airport is considered as an alternative airport for accepting and servicing business flight guests and participants in the 2018 World Football Championship.

Ostafievo International Airport is located to the south of Moscow, 11 kilometres from the MKAD, 4 kilometres to the west of the Shcherbinka railway station and 9 kilometres to the north-west of Podolsk.

Passengers can reach the airport from the centre of Moscow by road along the Warsaw Highway. Fixed-route taxis and buses run from the Dmitry Donskiy Boulevard Metro station to the Shcherbinka railway station and continue on to the airport.

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The airport operates 24/7 with no time restrictions.

The airport has one runway 2050 metres long and 48 metres wide, its surface consisting of PAG-18 blocks.

The airport possesses the requisite modern lighting facilities, with high intensity lights (HIL-2), radar and instrument landing systems (SP-80M). A TOPAZ MK-2000 radar complex and a KRAMS-4 automatic weather station are used. The radio-technical facilities allow aircraft to land at a meteorological minimum of 60 x 800 metres. The meteorological minimum for take-off is 300 metres.

Ostafievo Airport can currently accept aircraft of the following types: Boeing B-737-700, Yak-42, Tu-134, Yak-40, An-12, An-74, Il-18, An-24, Falcon-900EX EASy, Falcon-900B and other smaller aircraft, including helicopters of all types.

The Ostafievo aerodrome has standing for 40 units.

The airport complex has 31 aircraft stands and hangar complexes for 4 aircraft. A hangar complex for 5 Falcon-900B has been constructed.

The apron of the aerodrome complex is intended for standing of 12 different types of aircraft. The airport's passenger terminal can be reached by foot from the apron standing.

The airport's passenger terminal can service up to 70 passengers an hour on domestic airlines and up to 40 passengers an hour on international airlines.

Flights from Ostafievo Airport are taken mostly for the business interests of the OAO GAZPROM executive, but also include corporate flights carrying rotation teams and freight on the basis of one-off applications.

Freight dispatch and customs clearance

Sheremetievo, Domodedovo and Vnukovo airports have freight terminals that operate round the clock and provide the full range of services for processing all categories of freight, including hazardous ones. Goods under customs clearance (including electronic declaration) at the freight terminals and can be delivered, at the client's wish, to any part of Moscow and the Moscow Region; freight transfers are made through the airports to other Russian and foreign airports.

For the convenience of clients, representative offices of companies providing forwarding and brokerage services, as well as offices of airline agents selling freight shipping services, are located in the immediate vicinity of the freight terminals.

Each airport has a customs post for freight and baggage customs clearance in accordance with the legislation of the Russian Federation.

Infrastructure Modernisation Projects

Sheremetievo International Airport

In 2008, construction was launched of terminal "E" (the western wing of terminal "F") and an office complex.

Start-up in 2010 of terminal "E" in the form of a transfer building linking terminals "F" and "D", will be a full-scale segment of the Sheremetievo-2 complex, with its own boarding exist and jet-ways. The total area of this extension building will be 78 000 square metres, with a handling capacity of 2100 passengers an hour (7 million passengers a year), allowing the airport to reach, by the end of 2010, the level of 32-33 million passengers a year.

During the period from 2010 through 2013, it is planned to build a second flight zone with the complex of the new runway-3, which is designed to take a 15 million person passenger flow a year. Construction is envisaged of a new passenger terminal and hotel complex for servicing the passengers of the second flight zone.

The passenger terminal of the complex of the second flight zone (runway-3) will be linked by tunnels with all the airport's terminals and the railway station.

For the purpose of improving the quality of the technical servicing of aircraft of carrier airlines, construction is envisaged of a technical zone with a hangar, as well as expansion of the fuelling complex with additional capacity for the airlines to store their own fuel.

The corporate aviation Centre will be further developed, for which purpose construction of a separate terminal "A" is planned.

To further develop freight carriage, it is planned to construct new warehouses with a total area of up to 20 000 square metres. The first stage of the freight complex will be started up in 2010.

A new car park for 2.5 thousand vehicles is under construction.

Domodedovo International Airport

By 2020, Domodedovo Airport plans to become one of the five biggest airports in Europe in terms of passenger flow.

Resolution of the Government of the Moscow Region of 02 October 2009 No. 803/41 approved the Town-planning Feasibility Study and General Plan for the development of Domodedovo Airport up to 2025 and beyond.

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The plan is to develop the airport in stages. At the same time, by 2019 it is proposed to renovate runway-2 and construct a new runway-3, and by 2025 – to build runway-4. To link them to the existing airport facilities and service the new facilities, it is planned to build additional roads, airport, hotel and freight complexes, and taxiways and to widen the apron.

There are plans to build a runway-5, with construction of facilities for the service area and a terminal complex.

In the more distant future, once the handling capacity of runways 1-5 has been exhausted, it is planned to create a separate new airport complex with runways -6, -7, -8, and -9, as well as runway-10 (for business and light-engine aircraft) and service area structures.

Development of the terminal complex involves a planned modernisation of terminal T-1 in 2011. As a result, the area of the terminal will increase to 225 927 square metres, the number of registration desks will go up to 180, and the total handling capacity will reach 8 000 passengers/hour and 22 million passengers/year.

Construction of terminal T-2:

- Launch – first half of 2010. T-2 will be attached to the current building of terminal T-1 from the international sector side. The plan is to carry out the construction in three stages.
- The first stage will consist in construction an start-up, by 2011, of the building of Terminal-2 and a finger with 8 contact stands equipped with telescopic jet-ways, an area of 55 000 square metres.
- The second construction stage, to be completed in 2015, envisages lengthening the finger towards the apron, increasing the number of contact stands to 12, and further extending T-2 to 155 000 square metres..
- Within the scope of the third stage, by 2016, extension of the finger will be continued to 19 contact aircraft stands. Once the work is complete, Terminal-2 will cover a total of 230 thousand square metres.

For the purpose of increasing the handling capacity of the airport, projects are planned for improving organisation of air traffic, which will bring handling capacity up to 90 take-offs and landing operations/hour by 2012 and 135 by 2016.

The finger of the international sector is currently being completely overhauled, as a result of which the sector's handling capacity will be brought up to from 2000 to 2500 passengers/hour.

The plans to develop the Domodedovo Airport freight complex include stage-by-stage construction of a new freight terminal (4 stages). During the first stage (2009), it is planned to add 12 thousand square metres of productive space, at the second – 7.5 thousand square metres and install a modern automatic freight storage system, thus raising the freight terminal's productivity to 1 500 metric tonnes/day. During the second stage (2010-2013), it is planned to add another 7.5 thousand square metres.

Vnukovo International Airport

The long-term Programme for modernisation and strategic development of the Vnukovo airport complex, which covers the period up to 2015, is designed to transform the Vnukovo airport complex into a competitive air-transport centre of international significance, with the most convenient passenger and airline servicing system. According to the programme, it is planned to invest about 1.3 billion US dollars in developing the infrastructure of Vnukovo Airport.

The concept envisages:

- development of the aerodrome complex, including by lengthening one of the runways by 800 metres, renovating existing and constructing new taxiways, extending the aprons, fitting out the complex with equipment meeting the ICAO category III;
- development and renovation of the complex for servicing government and official delegation flights;
- modernisation of the post and freight complex;
- construction of a new air traffic control tower with the latest equipment;
- construction of a multi-storey car park;
- erection of a modern hotel complex;
- creation of a centre for aircraft maintenance and repairs;
- construction of a corporate aviation complex, hangars for storing and servicing corporate aircraft;
- development of new transport systems linking the airport with Moscow by bringing an express transport system, metro line and mono-rail to the airport.

The key project of the programme for development of the airport complex will be construction of a new passenger terminal (covering an area of 250 thousand square metres) with a finger. The new terminal will have five main levels, including below ground. The terminal will bring Vnukovo's handling capacity by 2015 up to 20 million passengers a year. The new 11-storey hotel complex will cover an area of over 35 thousand square metres and offer 439 rooms. The hotel is to have conference rooms, two restaurants, stores, a beauty salon, fitness centre, swimming pool, sauna and a 65-car underground parking lot.

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General Information on the Khrabrovo Airport

The airfield has the next parameters: Runway-IVPP 06/24, WFP Class "B" Dimensions 2500 x 45, PCN 45/R/C/X/T, Magnetic course landing 063/243. Runway is covered by asphalt and concrete.

The airfield is equipped with light system WFP-24: JVI-1, WFP-06: OMI, means of landing and air traffic control and is qualified to receive aircraft under weather minimum of 1 category ICAO localizer 243.

The airport operates from 7.00 hours until 24.00 hours local time. Upon completion of the reconstruction it will operate round the clock.

The airport has its own transformer substations, boiler, fuel depots, water wells, etc.

The airport is connected with the city of Kaliningrad and the resort towns of Svetlogorsk and Zelenograd by a modern four lane highway. The journey from the city center of Kaliningrad to the airport by car is up to 20 minutes.

The aerodrome handling capacity is 18 take-offs/landings of aircraft per hour. The Passenger terminal handling capacity is 900-1000 passengers per hour. The actual number of received and sent aircraft (indicators of 2008-2009) is up to 54 per day.

In 2008 - 2009 nine airlines were presented at Kaliningrad air service market. They ensured air traffic between 11 airports of Russia and 21 Airport of CIS countries and Europe.

In accordance with the Federal Target Program, a reconstruction of the aerodrome is in effect, funded by the Federal budget. The reconstruction of the airport complex is funded by private investments. A modernization of Kaliningrad center of a unified system of air traffic is underway. The first turn of the terminal with a total area of 12.4 thousand square metres is in operation.

At present the airport passenger terminal has the following facilities: waiting rooms (140 seats), "Sector C" for international flights (510 seats), "Sector B" for domestic flights (250 seats), VIP room, business lounge, parking lots for cars (including a parking area for private cars), buses, taxis with the capacity of up to 400 units.

Modern cabins of border control, customs counters, a certified explosive detection system CTX5500T DS for checking luggage, based on modern technology detection TSA have been installed.

In the terminal there are information displays, information counters, ATMs, currency exchange, payment terminals, a medical center, «Duty Free» shops, press shops, a room for mothers with children, cafes, smoking booths, restrooms, phones, a luggage room, travel desks, self-drive cars for hire.

Commissioning of the second stage of cargo-passenger terminal with a total area of 14 thousand square metres is being planned.

After the reconstruction of the aerodrome its capacity will increase to 38 takeoffs and landings of aircraft per hour, and the capacity of the terminal – up to 1700-1900 people per hour. Annual passenger throughput is estimated at up to 7 million people per year.

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Brief description of ongoing and planned Airport Transportation Projects in St. Petersburg



Major operational characteristics of Pulkovo Airport

Pulkovo Airport is an international airport serving St. Petersburg, Russia. It consists of two terminals, Pulkovo-1 (serving mostly domestic flights) and Pulkovo-2 (international flights), which are located about 20 km and 17 km south of the city centre, respectively

The total passenger traffic in 2009 was 6.8 bln. Including 3.3 bln passengers at domestic airlines, 2.9 – at international airlines and 0.5 bln. – to CIS countries.

The airport has a regular air connection with 66 Non-CIS cities, 45 Russian cities and 25 CIS-cities. 69 Russian and foreign airlines carry out flights to Pulkovo Airport.

Aerodrome

The aerodrome is of class "A", meets the certification requirements and is suited for international flights.

At present the aerodrome has two well-nigh all-weather parallel runways certified to ICAO categories II and III; a system of trunk, connecting and supporting taxiways, five aprons.

"Pulkovo" airport is permitted to receive aircraft under meteorological minimum of category I - approach course 10L, 28R; category II - approach course 10L, 28R; category III - approach course 10L, 28R.

Runways No. 1 and No. 2 allow to accommodate, without any limitation on take-off mass, all types of aircraft including B-747, B-777, A-340, AN-124 and the newest airliner Airbus A-380.

The aerodrome is always in operational preparedness, it is never closed due to the condition of the airfield and meteorological conditions. The airport works 24/7, with no time limitations.

Daily the aerodrome serves from 40 to 50 aircraft depending on the current time-table and flying intensity.

Capacity of runway No. 1 – 1800 passengers per hour.

Capacity of runway No. 2 – 1200 passengers per hour.

Aircraft Parking

At present 32 parking lots are allocated for aircraft like Airbus-320. A considerable increase of parking lots is planned by 2013 in the framework of the reconstruction of "Pulkovo" airport.

- for BC category C (Boeing 737) - 50 parking lots;
- for BC category D (Boeing 767) - 36 parking lots;
- for BC category E (A 330) - 7 parking lots.

Reconstruction Plans

In 2008-2009 the Government of St. Petersburg organised a competitive Tender for the right to sign an Agreement on state-private partnership with respect to Pulkovo airport. On 25.06.2009 the winner of the tender was announced. It was Air gates of the North Capital, Ltd., including such companies as Fraport, VTB Capital, Horizon Air Investments.

Total reconstruction and modernization of "Pulkovo-1" terminal will be finalized by 2013. It is projected to create an airport meeting all international standards. According to the Agreement an infrastructure allowing the provision of services to 17 million passengers per year will be created by 2013.

The following facilities should be constructed within the 1st stage: centralized passenger terminal with a total area of 130 205 square metres, north gallery, fixed boarding ladders, passenger boarding bridges, connecting ladders and subways. There will be several waiting zones for big groups of passengers in the new centralised passenger terminal.

In addition the following facilities will be constructed: 60 parking lots for aircraft, new taxiways (including reconstruction of the existing ones), parking area (for more than 7000 parking stalls), a business center, a hotel, an automobile road with interchanges. Also, in the period 2010 – 2039 the air gates will operate Pulkovo airport at the level not lower than IATA "C".

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Brief description of ongoing and planned Airport Transportation Projects in Kazan



Primary Airport

The Kazan International Airport is located within 25 km to the south-east of Kazan city centre. Working hours are twenty-four-hours a day. It was set in operation since 1980 and serves air transportations on the medium-haul long mileage lines. There are more than 20 flights each day at the airport.

It has two artificial airstrips (AA) of class B. Sizes of AA-1 are 2498x45 m. "Kazan airport" is a I class airport. There are 50 ramps in the airport under installation of different kinds of aircraft. Federal properties are flatworks, objects of lighting facilities and energy supply.

In accordance with the Council of Ministers of the USSR from February, 21 in 1986 "Kazan" airport opened for international flights.

"Kazan" International airport is connected by airways with Ural, Povolzhye (Volga region), Siberia, the Crimea, central districts of Russia. It is a transit airport on domestic airlines, as well as an international airport performing passengers and freight air transportations in such directions as Turkey, Middle East countries, Germany and other.

Passenger service is carried out in the air terminal, which was set in operation in 1985, with rated capacity of 1000 pass/hour, including international sector – 150 pass/hour, deputy sector – 50 pass/hour. There is a hotel accommodating 449 at the airport.

In the boundaries of transport infrastructure objects preparation for staging of XXVII World Summer Student Games in 2013 in Kazan city, it is planned the implementation of the following measures on upgrading and development of airport complex infrastructure:

- Construction of two passenger terminals;
- Reconstruction of existing passenger terminals;
- Construction of freight terminal with supporting logistic base provision;
- Construction of service hangar;
- Construction of aircraft ground servicing base;
- Construction of hotel (4 stars);
- Organization of intermodal transportations by means of railway terminal construction and reconstruction of railway branch Kazan-Airport;
- Construction of multistory parking.

Realization of the mentioned above measures will enable the increase of passenger service objects carrying capacity up to 5 million passengers per year (3500 passengers per hour), freight – up to 60 000 tonnes per year.

It is also planned to implement the reconstruction of flatworks, objects of lighting facilities and energy supply.

The main objective of the project for "Kazan" international airport reconstruction is the increase of passengers service quality, as well as guarantee of passengers and freight transportation conditions, flights safety on the international requirements and standards level to airlines of Russia, CIS and foreign states.

Reserve airport – International airport "Begishevo"

International airport "Begishevo" is situated at the distance of 270 km from Kazan city, 50 km from special economic zone "Alabuga" and 20 km from Naberezhnye Chelny and Nizhnekamensk cities.

Situated in advantageous geographical location, it is the element of the region's effective infrastructure and enables the service of large industrial centers in Prikamye.

In 2003 at the expense of Republic of Tatarstan and large industrial enterprises of Zakamsk region there was carried out AA repair with the size of 506x42 m.

Up-to-date lighting facilities and the updated airstrip make it possible to receive and serve such large aircrafts as Il-76 and Tu-154, twenty-four-hours a day. There are available runway in the size of 2506x45(m), turn-off strips, air terminal with acceptance rate of 400 passengers per hour and international sector for 100 passengers per hour, hotel for 230 accomodations, fuel and lubricant warehouse with tank battery over 1000 cubic meters, flight catering shop floor and aircraft maintenance base. Existing freight depot with capacity of 170 tonnes enables the warehousing of cargo.

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Brief description of ongoing and planned Airport Transportation Projects in Nizhny Novgorod



Primary Airport

Nizhny Novgorod International Airport (Strigino) is located 400 Kilometres to the east of Moscow and 24 Kilometres to the south west of the centre of Nizhny Novgorod and, owing to its favourable weather conditions (open for flights an average of 350 days a year), is the main aerodrome for the Moscow air-hub airports.

The airport is situated in direct proximity to direct highways to Moscow, Samara, Kazan and Kirov.

The main synthetic runway, 2805 x 45 metres, permits landing by both domestic and foreign aircraft, such as IL-86, IL-62, IL-76, TU-204, TU-154, Boeing-767, A-310 and other aircraft of a lower class, at least ICAO category 1. In addition, the aerodrome has another two runways (asphalt and concrete) for small aircraft belonging to local airlines.

Since 1993, the airport has been an international one certified for all types of aviation activity and operates 24/7. The airport has appropriate state control services: frontier, customs, sanitation and quarantine, and immigration.

There are currently scheduled flights departing from the airport to 7 destinations, including 3 international ones (Frankfurt, Baku, Erevan).

Customs clearance of the freight is carried out at the Nizhny Novgorod Airport customs post by the Nizhny Novgorod customs at the bonded warehouse, consisting of storage premises with a total of 505.9 square metres of stacks and an open area of 5833 square metres.

Since 2007, renovation has been under way of the aerodrome's facilities, the first stage costing 1136 million roubles and the funding coming from the federal budget. Of the allocated funds, by the end of 2009, 411 million roubles has been utilised, including 54 million roubles for development and adjustment of the design and estimate documentation. As a result of the renovation, after 2014, B-747-400, IL-96-300 and AN-124 type aircraft with flight weight restrictions according to the ICAO minimum II will be able to land at the airport.

Open Joint-Stock Company Nizhny Novgorod International Airport (OAO MANN) is the airport's main operator. The shares are distributed as follows: 94.51% - Government of the Nizhny Novgorod Region, 5.49% - the Russian Federation, represented by FGUP MANN. The Government of the Nizhny Novgorod Region holds the controlling block of shares in OAO MANN because the project for development and renovation of the airport is one of the highest priorities of the Region's Government.

In implementing the given project, in August 2009, the Government of the Nizhny Novgorod Region held a public tender to choose a company to prepare tender documentation including elaboration of a concept for development of the airport and to organise the holding of the main international tender for selecting an investor in the renovation and development of Nizhny Novgorod Airport.

The tender winner was the well-known German company HOCHTIEF AirPort, which is one of the world's leading independent private management companies and one of the biggest investors in development of airports, holding a block of shares in and participating in operational management of six international airports (Athens, Budapest, Dusseldorf, Hamburg, Sydney and Tirana). The company has now received all the initial data and elaboration of the tender documentation is under way. The investment plan envisages reconstruction of the entire airport, infrastructure, including renovation and modernisation of the existing passenger terminal to bring it up to international standards and then, after 2015 года, commissioning of a new terminal. The total investment in the airport during the period up to 2030 is to amount to in the order of 3.2 billion US dollars.

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Brief description of ongoing and planned Airport Transportation Projects in Samara



Primary Airport Information

Kurumoch International Airport is the international airport of Samara, Russia located 55 km north of the city center. In 2008, it handled 1,457,346 passengers. Kurumoch Airport operates twenty four hours a day.

Kurumoch Airport is accepts heavy-tonnage airplanes of following types: Airbus-310, Boeing-767, IL-86, Il-96-400MT, AN-124-100 "Ruslan"

Also the airport can accept (with take-off weight restriction) Boeing 777, Boeing 747, Airbus 330, Airbus 340. Lighter airplanes are accepted without restrictions.

Logistics, Customs, Warehousing and Courier Services

JSC Kurumoch International Airport is one of largest dispatchers in Volga region. The airport entered into direct agency agreements with all carriers performed regular flights to/from Kurumoch Airport, in particular with such big air companies as: Aeroflot, Sibir Airlines, UTair, Uzbekistan Airways, Armavia.

There is a customs post "Samara Airport" and customs warehouse for temporary storage within airport territory. This allows rendering to clients services on custom processing of departing and arriving cargos in the most minimum terms.

Many large courier companies are present in the airport which use services on cargo processing, among them are such as DHL, TNT, Major Express, UPS.

Airport Expansion

Current airfield of Kurumoch International Airport corresponds to "B" class and have two runways (2548x60 and 3001x45) with artificial covering and apron providing a parking for 50 aircrafts.

Within the realization of federal target program "Modernization of transport system of the Russian Federation (years 2002 – 2010), subprogram "Civil aviation", approved by Resolution of Russian Federation Government project "Reconstruction and modernization of Kurumoch International Airport", Samara city, was developed.

Under present project, technical and constructional decisions on reconstruction and modernization of objects, that mainly belong to federal property, financed at the expense of federal budget, were developed.

Project realization has been carrying since 2007. Completion of works is planned in 2015.

Objects of construction are: reconstruction of runway No.2 with equipping by lighting of 3 category of ICAO, and taxi track network; construction of new Central apron, cargo ramp and site for processing aircrafts with anti-icing liquids, as well as reconstruction and expansion of East sector of apron; construction of new airfield drainage facilities; modernization of objects of Air Traffic Control, radio navigation, landing and communication; construction of new main and two takeoff emergency stations, treatment facilities of land drainage, utility facilities to objects, patrol road and airport fencing.

At the present time organizational and preparatory work on elaboration of business plan and general plan of airport development is carried out. These plans primarily specify construction of new air-terminal complex.

The required capacity of air-terminal complex in the long term to target year 2020 will be 2000 passengers per hour, among them international airlines sector – 1200 passengers per hour.

It is planned to carry out air-terminal complex expansion in stages without stoppage of air-existing terminal complex operation.

- Stage I – construction of separate block of international airlines sector for 800 passengers.
- Stage II – construction of new separate block of domestic airlines sector for 1200 passengers.
- Stage III – arrangement of transfer zone and central part of landing gallery, combining two blocks, as well as reconstruction of current building of airport terminal and its reorganization for placement of operational services of the terminal city.

Total area of new air-terminal complex will be 60 thousand m².

Current arriving terminals of international and domestic airlines lying in construction zone will be demolished. It is planned to finish construction works of new air-terminal complex before 2016.

In addition, under business and general plans it is planned to build following objects:

- new cargo terminal for 100-150 tons of capacity;
- construction of new system of single-point fueling 150-180 m³/h of capacity;
- special engineering for 150 machines;
- reconstruction and modernization of engineering infrastructure objects (power supply, heat supply and water supply) in connection with construction of new objects of the air-terminal complex.

After completion of the specified projects, Kurumoch International Airport will be capable without any restrictions to accept all types of aircrafts practically at any weather conditions.

For fully lift of weight restrictions on take-off mass it is necessary to decide a point of landing strip elongation #2 up to 3500 meters.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Saransk



Primary Airport

Saransk Airport is a class B, regional airport serving local airlines. It has one synthetic runway 2801 metres x 42 metres, commissioned in 1982. In 2002, the runway, taxi-ways and aircraft stands were renovated and strengthened.

The aerodrome's meteorological minimum is 65 metres x 800 metres.

There is an apron for standing and servicing of 10 aircraft. The air traffic control system consists of locator beacons with two headings, the main heading being equipped with an Sp-80m instrument landing system.

There are scheduled passenger flights from Saransk Airport to: Moscow, Sochi, St. Petersburg and Penza and charter flights covering the territory of the Russian Federation. There are no international flights from Saransk Airport.

The airport operates 24/7 and daily flights currently number one to three.

Saransk Airport can accept AN-24, AN-26, TU-134, IL-18, AN-12, Embraer 120 and other aircraft weighing up to 176 metric tonnes, as well as helicopters of all types. There are no privately-owned aircraft.

Saransk Airport has a freight warehouse with an area of 1500 square metres for storing freight. There are no customs or frontier posts.

Airport Modernisation Projects

The following projects are planned for modernising the airport's infrastructure:

- strengthening of the runway, of the taxi-way and of the apron for aircraft standing to enable acceptance of heavy aircraft such as Boeing 737, Boeing 727, Airbus A-320, A-310 and similar types;
- extension of the aircraft standing apron to 20 units (A-320 type);
- construction of a terminal for handling 900 passengers/hour;
- transfer of the airport to the category of international, with frontier and customs control points;
- construction of a freight terminal;
- construction of a 500-place parking lot;
- construction of rest and recreation facilities for air crews.

It is planned to open new routes to Kazan, Ekaterinburg, Anapa, Mineralniye Vody and Krasnodar.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Volgograd



Primary Airport

Volgograd International Airport is an airport in Russia located 20 km northwest of the Volgograd center. The chief airport operator of the "Volgograd International Airport" is the Open Joint-Stock Company. It provides ground handling operations for aircraft, passenger services and freight carriage, aerodrome operation. The operating hours are 24 hours per day, 7 days per week.

- The airport can accept TU-134, TU-154, TU-204, Yak-42, IL-76, AN-12, AN-24, AN-140, A-320, Boeing-737, Boeing-757, class III and IV aircraft, all types of helicopter

For class 1 and 2 aircraft the Airport has 14 standings, for lower class aircraft, including private ones: 12.

The daily number of flights is 12-17, incl. 3 international flights.

The existing runway 2500*49 was commissioned in 1964 and underwent the most recent overhaul in 2001. The terminal complex consists of:

- An international flight terminal built in 1959;
- A domestic flight terminal built in 1971.

The existing commercial warehouse (Freight Terminal) was started up in 1952 and has a handling capacity of no more than 3 metric tonnes an hour. It is now outdated and worn out, does not meet either Russian or International standards. A new freight terminal needs to be built, at an approximate cost of 250 million roubles.

The federal Aviation Agency of the Russian Federation is updating regional air carriage and, as a result, flights between Volgograd and the cities of Rostov-on-Don, Krasnodar and others are to be restored.

Key Lines of Development – Volgograd Airport

The forecast for the dynamics of passenger carriage at Volgograd Airport:

(in Thousands of Passengers)	2009	2010	2011	2012	2013	2014	2015	2017
Domestic airlines	287	345	450	540	600	685	801	1050
International airlines	69	85	110	130	150	175	199	225
Total	356	430	560	670	750	860	1000	1275

Feasibility

Safe and efficient functioning of the airport depend on the state and equipment of the aerodrome, the terminal complex and the flight equipment and on a high degree of flight safety. Volgograd Airport has a 2500-metre runway. In 2001, the runway underwent repairs and the established service life of the asphalt and concrete surface is 10 years. TU-154, 204, BOEING- 737, 757, IL-76, and A-319, 320 and 321 can land and take off from the runway. At the same time, owing to the low classification number (PCN) of the synthetic surface, there are substantial limits on use of long-distance aircraft and the IL-76 cargo plane, this greatly limiting the airport's possibilities. During the runway reconstruction and repairs, taxiway "C" was not widened or strengthened, so it is not fit for taxiing of class 1 aircraft.

The construction of class B runway-2 begun in 1987 was not completed. Its completion is foreseen in the Federal Target Program "Development of the Russian transport system 2010-2015". The foundations were prepared for laying the concrete along the entire length of the runway (3280 x 45 metres) and 2400 metres of concrete actually paid. The runway is intended for a high classification number (PCN). Completion of runway-2 will make it possible:

- to accept aircraft with a higher take-off weight;
- to expand the possibilities for freight carriage;
- to increase the handling capacity of the airport;
- to improve the environment of housing developments in the vicinity of the aerodrome, which are considerably affected by aircraft landing and take-off in the direction of the city.

A total of 23 square kilometres of the city's residential areas are affected by excessive aircraft noise. Once runway-2 comes into operation, this area will be reduced to 3 square kilometres and there will be no population centres in the flight path, this greatly increasing flight safety.

Development

In accordance with the Federal Target Programme "Development of the transport system of Russia (2010 - 2015)" (approved by Resolution of the Government of the Russian Federation of 5 December 2001), in 2010-2011, funds are to be allocated out of the Federal Budget for reconstruction of the runway with an synthetic surface, installation of a water drainage system, of the apron and taxiways, replacement of the lighting equipment, renovation of the on-site roads, the electricity supply system, purification plant No. 1 and construction of purification plant No. 2.

**Annex B
Volgograd Airport Information
for the FIFA World Cup™
2018/2022**



РОССИЯ 2018/2022

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For renovation of the terminal complex, it is planned to allocated funds from the budget of the constituent entity of the Russian Federation and equity funds.

After renovation of the terminal complex, the handling capacities will more than double. It is envisaged to transfer the international sector from the International Flights Terminal to the Domestic Flights Terminal, with the space freed up to be used as additional terminals for business (private) aviation passengers and tourist groups.

No.	Measure	Quantitative characteristics of the measure in relevant units of measurements	Cost of implementation million roubles	Planned year of implementation	Sources of finance
1.	Completion of runway-2:	148.0 thousand square metres	1571.3	2010 –2013	Federal budget
2.	Reconstruction Of the terminal complex	800-900 passengers/hour	450,0	2009-2012	Funds of the entity of the Russian Federation; Equity funds
3.	Construction of a freight terminal	10 metric tonnes/hour	250.0	2014-2016	Equity and investor funds
	Total:		2271.3		

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Yaroslavl



Primary Airport

"Tunoshna" Airport was created based on former military airfield, transferred to the Yaroslavl region ownership by the order of the Government of RF from 13.08.98 № 1038-r.

It has 1st ICAO category and IAC certificate № 091 A-M from 19.02.2003 and opened for international cargo flights by the order of the Ministry of transport of RF from 18.06.2001.

Check point on the state border operates, customs post, customs-and-operational complex operate in the airport territory.

Cargo terminal allows daily processing of 150 tons of international cargoes.

Daily air transport flow – from 2 to 7 aircrafts.

The airport can perform all-day accepting of 15-17 planes of all classes with take-off weight from 1 up to 280 tons.

Maximum parking positions for private aircraft – 17.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Krasnodar



Primary Airport

Krasnodar Airport (Pashkovskiy) is one of the airports of the national support aerodrome network. The Airport was granted permission to receive international flights by Resolution of the Government of the Russian Federation dated 25.03.1993. The airport and the state frontier crossing points operate 24/7.

The airport's chief operator is OAO Krasnodar International Airport. The airlines based at the airport are: OAO Kuban Airlines and OAO NPK PANK.

The terminal complex Krasnodar Airport (Pashkovskiy) has a handling capacity of 900 passengers/hour and the freight terminal – of 1000 Kilograms/hour, including:

- on domestic airlines – 700 passengers/hour, freight – 600 Kilograms/hour;
- on international airlines – 200 passengers/hour, freight – 400 Kilograms/hour.

Krasnodar Airport (Pashkovskiy) has standing for 45 aircraft, including 13 medium-size aircraft such as TU-154, Airbus 319/320/321 and Boeing 757-200, and 5 wide-bodied aircraft of the IL-76 and AN-124 type.

Krasnodar Airport (Pashkovskiy) is certified to receive the following aircraft: L-410, IL-76, TU-154, TU-134, TU 204, IL-18, AN-12, AN-22, AN-24, AN-26, AN-30, AN-124, YAK-40, YAK-42, CRJ, Fokker 70,72, Boeing 737, 757, Airbus 319, 320 and 321, and helicopters of all types. Limited-mass and commercial load aircraft such as Airbus 310, IL-76, 86, 96-300, and Boeing-767 can be received occasionally, on the basis of one-time applications. When there are large-scale events accompanied by arrivals of small and medium-sized corporate aircraft, the existing 45 aircraft standing spaces can be supplemented by up to an additional 10 on runway-2, which is currently used as a taxi-way.

Over 50 Russian and foreign airlines fly scheduled and charter flights into Krasnodar Airport (Pashkovskiy). International passenger flights depart for Austria, Armenia, Germany, Egypt, Israel, Italy, Cyprus, United Arab Emirates, Syria, Turkey, and Uzbekistan.

The synthetic surfaces of the Krasnodar Airport (Pashkovskiy) aerodrome complex are in need of renovation, which it is planned to carry out in 2 stages:

Stage 1 (2011 – 2013)

- renovation of the runway, the main taxi-way, taxiways, and corporate aircraft standing.

Stage 2 (2013 – 2014)

- construction of additional taxi-ways, construction of purification plant, renovation of the synthetic surface of the apron.

During 2012-2013, the owner of the airport plans to organize design and construction of a new terminal complex and to renovate the freight terminal.

Reconstruction of the Krasnodar Airport (Pashkovskiy) aerodrome complex is to be carried out within the scope of implementation of the Federal Target Program "Development of the transport system of Russia (2010-2015)".

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Rostov-on-Don



Primary Airport

Rostov-on-Don Airport is a federal airport and, since 1986, has enjoyed the status of an international airport. It is located in the north-eastern part of the city, 9 kilometres to the east of its centre.

Both Russian and international airlines use the airport (Yut-Air, Dalavia, Lufthansa, Austrian Airlines, Armenian Airlines, Czech Airlines, Uzbek Airlines, Turkish Airlines, Skat, GTK Rossia, C7 Airlines, Pulkovo), the main one being OAO Donavia (Aeroflot-Don).

Rostov-on-Don class 1 Aerodrome can receive A-310, B737, B-767, IL-62, IL-76, TU-154, TU-204 and lighter aircraft, as well as helicopters of all types. The maximum aircraft flight weight is 155 metric tonnes. Rostov-on-Don Airport operates 24 hours per day, 7 days per week.

There are, on average, 46 flights a day. The average number of passengers services in 2009 was about 1,300 thousand (3,500 people a day). International flights account for 31.9% and domestic flights account for 68.1%.

Rostov-on-Don Airport has an international access point. There is a freight customs clearance post located on the territory of the airport, as well as a bonded warehouse (closed, heated premises) with an area of 320 square metres.

Renovation of the current aerodrome of Rostov-on-Don Airport will allow it to receive modern types of aircraft, with no flight weight of traffic intensity restrictions; it is planned to perform the given measures in 2010-2011.

For the purposes of improving the technology and level of passenger services, in 2009 the following was carried out in development of the terminal complex:

- new registration desks and servicing technology were started up for passengers on domestic Russian airlines;
- installation was completed of 16-point ticket sales points;
- the next stage was completed of electrical installation works: the electricity supply systems and electrical lighting in the inspection and waiting room for Russian domestic airlines were replaced, as were the electricity distribution board equipment in the basement and on the ground floor;
- a video and audio announcement system was installed;
- design of renovation of the heating, ventilation and air-conditioning system in the terminal was completed. According to the positive conclusion of the state expert examination, the work will cost 107 million roubles.
- work was launched on implementing the project for renovation of the heating, ventilation and air-conditioning system ;
- the suspended ceilings, electricity supply system and electric lighting on lines C-D and rows 28-26 were replaced;
- as a temporary measure for normalizing the temperature regime, free-standing air-conditioners were set up in certain sections of the terminal: 5 free-standing air-conditioners in the domestic flight waiting room (sterile zone of the 1st floor), 2 free-standing air-conditioners in the passenger waiting room on the 1st floor, 2 ceiling air-conditions in the international flight hall, and a multi-zone air-conditioning system in the offices on the 1st floor of the Russian Airlines sector;
- -in order to divide up passenger flows in the Russian sector of the terminal, work was carried out to install a separate exit portal for arriving passengers (1 risalit).
- For the purpose of separating passenger flows in the international sector, a project has been implemented for partial alteration of the international flight Arrivals hall, with a new portal added.
- An agreement has been concluded for supply of a multi-level access control system for the terminal building, planned for installation in the 4th quarter of 2009.

For the purpose of extending the pre-flight services area, increasing the number of registration desks to 6, and improving the frontier control system and inspection of passengers and baggage by the Aircraft Security System in the Departures hall of the international sector, it is planned to carry out alterations to the servicing area in the terminal and an agreement has been concluded for performance of design work on alterations to the Departures hall. Design work has been launched and is to be completed by the 4th quarter of 2009.

In addition, the Federal Target Program "Development of the transport System of Russia (2010-2015) includes a project for construction of a new international airport 12 Kilometres from the city of Rostov-on-Don (at Bataisk) – the Yuzhniy international airport complex. In compliance with Resolution of the Administration of the Rostov Region of 16.10.2008, land has been reserved for the airport complex with a total area of 2181 hectares. Financing of the project's implementation is envisaged from 2011. The planned volume of passenger carriage at the first stage is 6-8 million people, possibly rising to 10-12 million in the long term, in consideration of further development of the airport infrastructure. The planned volume of freight carriage is 50-70 thousand metric tonnes.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in Sochi



Primary Airport

Sochi Airport (Adler) is one of the airports of the national support aerodrome network. The Airport was granted permission to receive international flights by Resolution of the Government of the Russian Federation dated 25.03.1993. The airport and the state frontier crossing points operate 24 hours per day, 7 days per week. The main operator of the airport is OAO Sochi International Airport.

Sochi Airport (Adler) is certified to receive the following aircraft: AN-12, AN-24, AN-26, AN-30, AN-72, AN-74, AN-124, IL-18, IL-62, IL-76, IL-86, IL-96-300, L-410, TU-134, TU-154, TU-204, TU-214, TU-234, YAK-40, YAK-42, Boeing 707, 737, 757, 767, Airbus 310, 319, 320, 321 and 330, and helicopters of all types.

Over 70 Russian and foreign airlines fly scheduled and charter flights into Sochi Airport (Adler).

Domestic flights depart to the following destinations:

International passenger flights depart for Austria, Armenia, Belarus, United Arab Emirates, Tajikistan, Turkey, Uzbekistan, Yugoslavia.

For the purpose of preparing for the 12th Olympic Winter Games, renovation of the aerodrome and terminal complex of Sochi Airport (Adler) will occur in four stages:

Stage 1 (2008-2009) (completed)

- renovation of runway-1, including strengthening and widening, renovation of the existing apron and taxi-ways and replacement of the lighting equipment;

Stage 2 (2010-2012) envisages

- renovation of the runway-2, replacement of lighting equipment, renovation of aircraft stands, construction of a flight-control tower building, expansion of the VIP apron and so on.

Stage 3 envisages

- lengthening of runway-1 for wide-bodied, long distance aircraft of the Boeing 747-400 class;

Stage 4 envisages

- addition of equipment and fittings to the terminal complexes to meet the requirements of the state controlling authorities for border crossing.

The reconstruction of the aerodrome complex is to be carried out within the scope of implementation of the Federal Target Programmes "Modernisation of the transport system of Russia (2002 – 2010)" and "Development of the transport system of Russia (2010-2015)".

The first stage in the renovation of the airport's new terminal complex has been completed. The terminal complex is currently operating on a test basis and start-up is planned for March 2010.

In 2009, Sochi International Airport had traffic volume of 1,485,500 passengers, 2,470.4 tons of cargo, 18,187 takeoffs and landings.

The airport workload is highly seasonal. For example, average workload in 2009: February is 26 flights (1,500 passengers) per day, while the average workload in August is 81 flights (6,600 passengers) per day.

In 2010, the following new destinations are planned:

- Kyiv (2 flights per week),
- Baku (1 flight per week),
- Ashkhabad (1 flight per week),
- Kishinev (1 flight per week),
- Tel-Aviv (EL AL),
- Istanbul (Turkish AL)

In addition, it is expected that Russia State Carrier Company will use the airport as the base for its A-319 and AN-148 aircrafts.

The airport apron is designed for 34 base parking sites for aircrafts including 3 sites for large aircraft (maximum dimensions 63 x 60 m – IL-96 type) and 4 additional sites. There are also 20 parking sites for business aircraft.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in YEKATERINBURG



Airport Information

The Koltsovo International airport is the fifth largest Russian airport of Russia, and since 1993 has the status of an international airport. It is situated in 30 kilometers from Ekaterinburg – the city which is a center of the Sverdlovsk Region and Ural Federal District. The strategic importance of the airport in the Russian air transport system is determined by the economic strength of the region as a whole (and in particular Ekaterinburg), as well as the status and geographical location of the city. "Koltsovo" is involved in the number of the largest airports-hubs on the basis of which the development concept of country mounting aerodrome network worked out by RF Ministry of Transport is being realized. Currently an integrated development of "Koltsovo" is one of the key investment projects have been successfully realized within the territory of the Sverdlovsk Region. Special status of "Koltsovo" in transport system of the country contributes to it: it is knot air port which can fully service main cargo-passenger transit across Ural.

Flight Destinations

Total flight destinations are 81 (including registered and charter flights) from which:

- 44 – domestic airlines
- 37 – international airlines, including 16 charter, 8 CIS
- New Destinations: Peking, Volgograd, Naryan-Mar, Tivat

Flight Ekaterinburg-Antaliya (air company "Turkish air lines") has begun service on a regular basis.

Air lines: total – 93 (including air companies performing one-time-only flights).

Dynamics of key performance indicators

Indicator name	Units of measurement	2008	2009	Level by 2008
Flights, total	units	16 407	13 798	84.1%
Including internal	units	11 936	9 637	80.7%
international	units	3 558	3 321	93.3%
CIS	units	913	840	92.0%
2. Total number of passengers (departures, arrivals, transit) total,	people	<u>2 529 395</u>	<u>2 169 136</u>	<u>85.8%</u>
Including internal	people	1 523 102	1 290 639	84.7%
international	people	815 124	727 718	89.3%
CIS	people	191 169	150 779	78.9%
3. Handling of goods and mail total,	tone	<u>17 141.7</u>	<u>13 584.9</u>	<u>79.3%</u>
Including internal	tone	11 248.7	9 125.0	81.1%
international	tone	5 433.9	4 109.5	75.6%
CIS	tone	459.1	350.4	76.3%

Decrease of volumes of all main indicators of the airport activity is associated with consequences of financial and economic crisis.

More than 30 Russian and foreign air companies which connect Ekaterinburg with more than one hundred towns of the world are perform flights in "Koltsovo".

Annually the "Koltsovo" airport perform 16,500 flights, more than two million passengers are serviced and to 17 000 tones of cargoes and mails are processed.

From 2004 scale reconstruction of airport aerodrome complex has been performing within the frames of realization of the Federal Target Program "Modernization of Russian transport system (2002-2010)".

Development of Koltsovo Airport Passenger Terminal

Measures on attraction of private investments in the amount of more than 5 billion RUB are successfully taken within the frames of phased reconstruction. The main strategic investor of the "Koltsovo" airport is the group of companies "RENOVA":

- an international terminal is put into operation which is the first phase of building of airport "Koltsovo" passenger terminal. Carrying capacity of this terminal is 600 passengers/hour.
- the second phase of building of internal airlines terminal is put into operation.

Addendum B

Brief description of ongoing and planned Airport Transportation Projects in YEKATERINBURG



- Total area of these terminals is more than 30 000 m².
- building of the third phase of airport – terminal of international airlines with the total area of 47000 m² has been completed. This terminal is equipped with pass unit across the state border of RF. Carrying capacity is 1600 passengers/hour. This project was taken over by state commission at the 5th of June 2009.

Except three main passenger terminals the reconstruction of terminal of business aviation (VIP-terminal) was completed in 2006. The hall is equipped with a separate pass unit across the state border and allows holding passport check and luggage inspection of passengers directly in this hall.

Reconstruction of Aerodrome Complex

The runway # 1 is one of the main rebuilt objects of the “Koltsovo” airport. This runway was built in 1951 and has not been categorized by meteorological minimum till the beginning of reconstruction.

Operations for extension of this runway on 500 meters and complete replacement of aerodrome pavement were performed within the frame of reconstruction. After reconstruction its length was 3004 meters, width is 45 meters which allow accepting almost all types of aircrafts of Russian and foreign manufacturing (aircrafts – analogue Il-86 and Boeing-767 with maximum takeoff mass). On the first stage of the first phase (in the period 2006-2008) operations for repair of aerodrome pavement, reinforcement and expansion of pavement and rebuilding of parking areas BC adjoining to aerodrome complex are performed. On the second stage of the first phase (in the period of 2008-2009) operations for stretching and extension of aerodrome pavement, equipping with radio-navigation, luminous-signal and meteorological equipment are performed. Except reconstruction of aerodrome pavements new luminous-signal, meteorological and radio-navigation equipment are installed on the runway which allow certifying the strip on the first category of meteorological minimum according to international standards of certification. Coming into operation was at 01 of June 2009. Reconstruction of the runway # 2.

Reconstruction of the runway # 2 stipulated by the second stage of reconstruction of aerodrome complex which is planned beginning with 2010. This runway has been operating since 1987 and doesn't require reconstruction of aerodrome pavements. At the present time this runway is used for providing flights for time of reconstruction of the runway # 1. This runway has the number of limitations on takeoff mass of aircrafts and meteorological minimum by taking into account wear and technique. Operations for reconstruction of aerodrome pavements, stretching runway on 500 meters (length after reconstruction will be 3525 meters), replacement of luminous-signal, radio-navigation and meteorological equipment are planned within the second stage of reconstruction which allow accepting of heavy-duty types of aircrafts – analogues of Il-96 and 747-400F with maximum takeoff mass.

Hotel-business complex of airport “Koltsovo”

At the present time building of new hotel-business complex “Angelo” 4* for 210 rooms is completed. Total area of complex is more than 10 000 m². Planned investments is 1.1 billion RUB, 800 million of which is adopted at the present time. It is put into operation in September of 2009.

Development of Ground-based Transport Service Infrastructure

In October of 2008 project of railway train de luxe “Express-Koltsovo” which connected airport “Koltsovo” and railroad terminal of Ekaterinburg was realized by airport “Koltsovo” together with Sverdlovsk railroad – subsidiary of OJSC “Russian Railway Roads”. Traveling time is 33 minutes.