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ATC - Russia - Archived 7/2007

Outlook

- There is no new information regarding the modernization of Russian air traffic control
- Barring the disclosure of major Russian ATC modernization efforts, Forecast International will archive this report in July 2007

Orientation

Description. This report surveys Russian air traffic control (ATC) modernization efforts.

Rosaeronavigatsiya of the Russian Federation, and others.

Sponsor. U.S. Federal Aviation Administration (FAA), Trade Development Agency (TDA),

Status. Ongoing modernization efforts.

Application. Air traffic control.

Contractors

Contractors(s) not selected or not disclosed.

Technical Data

Russia represents a large geographic area of widely separated, diverse population centers that span nine different time zones. ATC activities in the 57-year-old Russian air traffic system also differ greatly within its 8.65-million-square-mile area, of which 3.15 million square miles are over the Pacific and Arctic oceans.

Russia's airspace is divided into eight zones, regulated by 71 main regional ATC centers and 56 additional ATC centers with similar functions. The centers for the eight main zones are the following cities: Moscow, St. Petersburg, Rostov, Samara, Ekaterinburg, Novosibirsk, Chintin, and Khabarovsk.

Only two centers (Moscow and Rostov) are equipped with regional ATC automation systems; 11 have aerodrome ATC automation systems, and 18 have only secondary radars. Only 18 airports have technical equipment for flight maintenance. The equipment most of the airports use is obsolete and in need of replacement. The number of short-range and long-range navigation systems is very small.

Most of the radio communications equipment was produced in the 1960s and is antiquated. The same is true for surveillance and navigation equipment. Despite measures to prolong the operation of Moscow's ATC Terkas system, its lifetime expired in 1996.

Variants/Upgrades

Russian air traffic control upgrade efforts are ongoing.

ATC - Russia

Program Review

Russia Indicates Interest in Integrating Military & Civilian Air Traffic Management

In March 1993, Russia indicated its desire to integrate its civilian and military ATC systems, and sent a military delegation to the U.S. Federal Aviation Administration (FAA) to learn how to work with the U.S. Russia developed a list of major requirements that would have to be met in order to modernize the Russian ATC system.

From August 1998 to October 2000, NavCanada (a Canadian air traffic service provider) and RusAvia (the Russian civil aviation authority) conducted a study to determine whether or not a transpolar route linking North America and Southeast Asia via Russian territory was feasible. After 479 test flights made by a dozen airlines, the study concluded that implementing polar routes was not only feasible but desirable.

In October 2001, the CNS/ATM workstation installed at Magadan, Russia, became the first ATM ground station to be certified for operational use by Russia's Interstate Aviation Committee.

In April 2003, Russian authorities gave foreign airlines permission to use Russia's airspace for cargo flights between Europe and Asia, with Russia's Civil Aviation State Service (GSGA) approving an initial series of Lufthansa, Korean Air, and Air France freight service flights. Air corridors passing across Russia's airspace offer considerable air traffic revenue potential in the form of en route guidance charges. GSGA is using these revenues to modernize Russia's air traffic control system and to support wage increases for Russia's air traffic controllers.

Timetable

<u>Year</u>	<u>Major Development</u>
1993	Russia seeks merger of military and civilian ATC systems
1995	Russia's President Boris Yeltsin signs an order to establish a public corporation to run both the military and civil ATC system
1996	ADS demonstration shows that ADS-broadcast messages can be integrated into existing air traffic management systems with secondary surveillance radar data
1997	Russia proposes new, more direct polar routes that will require major upgrades
2000	NavCanada and RusAvia complete study on the feasibility of a transpolar route linking North America and Southeast Asia via Russian territory
2001	CNS/ATM workstation installed at Magadan, Russia

Worldwide Distribution / Inventories

ATC modernization efforts are geographically limited to **Russia**.

Forecast Rationale

Public information regarding air traffic control modernization efforts in Russia is close to non-existent. As a result, Forecast International has omitted its **Ten-Year Outlook** chart.

Barring the disclosure of major Russian ATC modernization efforts, Forecast International will archive this report in July 2007.

Ten-Year Outlook

Because no forecast is being issued, Forecast International has **omitted** the Ten-Year Outlook chart.

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