

Event	Interview
Interviewee	Ms. Natalia Litvinenko PR Manager, Ukrainian State Air Traffic Service Enterprise (Ukraerorukh)
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Eunite Ukraine (EU): What is the Ukrainian State Air Traffic Service Enterprise (Ukraerorukh) responsible for?

Ms. Natalia Litvinenko (NL): The Ukrainian State Air Traffic Service Enterprise (Ukraerorukh) is authorized by the Governmental Regulation Body for provision of Air Navigation Services in the ATS airspace of Ukraine and in the part of the high seas of the Black Sea, where the responsibility for the provision of ATS is delegated to Ukraine by International Civil Aviation Organisation (ICAO).

In 2010, in ATS airspace of Ukraine 457,445 flights were held, which is 15.2% more compared to 2009. 21.5% of flights were operated by local Ukrainian airlines, and 78.5% - by international airlines. Transit flights (overflights) took the highest share – 65.8% of all flights, while departure/arrival and internal flights took 26% and 8.2%, respectively.

EU: It was recently reported that the new air traffic control tower was opened in Simpheropol Airport in March 2011. Why the new tower was build in Simpheropol?

NL: This is the first tower build during the years of Ukraine’s independence. Ukraerorukh has put maximum efforts to launch the tower operations before opening of summer navigation period, before the holiday season starts when number of flights to the main airport of Crimea rises rapidly. Thus, the airfield serving up to 100 flights per day will have guaranteed the highest level of passengers’ security, according to the up-to-date technologies in air navigation. Every day, the air corridor over Crimea is used by approximately 1600 large aircrafts. Zone of responsibility of the Crimean towermen covers 200 thousand sq. m., and is the largest of 5 zones in Ukraine.

EU: What are the technical characteristics of Simpheropol air traffic control tower?

NL: The air traffic control tower is located at the territory of Simpheropol airport, 387 m away from the runway. It has octagonal shape and is 29 m high. The tower is designated for air traffic control and flight information service of aircraft in the airfield area during landing and take-off. Six highly qualified towermen per shift will monitor the air traffic safety in the approach and terminal area. Air traffic control officer working stations are provided with radar, radio direction-finding and plan-based information by the automated air traffic control system. Also, the delivery of meteorological information is provided. Inner airport communication radio stations are incorporated as well. Due to the location and height of the tower, the towermen have complete visual control over aircrafts on runways, taxiways and apron, as well as over all airfield transport traffic.

EU: What was the budget for Simpheropol tower construction? How was the project financed?

NL: The construction of the tower cost 13 mln. hryvnya. This is the next stage of the Air Traffic Control Units Reorganization Project implemented and financed by Ukraerorukh without the use of budget funds.

EU: Who was the general contractor of the construction? Did you involve foreign suppliers to the project?

NL: Design works were completed by the State Project and Technological Research Institute of Civil Aviation of Ukraine. The general contractor was the Crimean company Capitel Plus. The tower cabin – the last two floors – was assembled by the German company Ban 2000 that also installed the equipment. The Simpheropol tower is equipped with modern air navigation equipment produced by the local company “Aerotekhnika”.

EU: What are the future plans for the development of air traffic control infrastructure of Ukraine? Are the host cities for EURO 2012 involved in this process?

NL: The strategy of Ukrainian Air Navigation System development is in full compliance with the EUROCONTROL "ATM2000+" Strategy being implemented on the basis of the European Convergence and Implementation Plan (ECIP). Annual Local Convergence and Implementation Plans (LCIP) of Ukraine, developed by the State Aviation Administration in association with Ukraerorukh, define actions to be undertaken in a relevant field on the local level. According to this Plan, Ukraerorukh implements a number of projects related to upgrade of Air Navigation System in Ukraine. All projects are financed at the expense of Ukraerorukh own funds. Naturally, the works are also undertaken in EURO 2012 host cities.

EU: Which air traffic control towers are currently being built? What are the due dates of these projects?

NL: By the end of 2011, new air traffic control towers are planned to open in Donetsk (42 m high), Kharkov (44 m), Dnepropetrovsk (48 m), Kiev airports Boryspil and Zhulyany. Every next tower will outperform the one in Simpheropol by technical parameters and functionality.

EU: At the moment, is there a need for foreign products/services due to the lack of local suppliers of products for air traffic control towers? If so, which products or services are required?

NL: At the moment, we have a need to furnish air traffic control towers with the relevant modern air navigation equipment. Those should be integrated solutions, including radars, automated air traffic control systems and software. We do not limit potential suppliers to exclusively local producers – the contractors are selected on the basis of open competition, depending on the value for money of the offered products.