



TRACECA Investment Forum  
Brussels, 28<sup>th</sup> February 2012

ID: KYR2

## TRACECA PROJECT FICHE

# MODERNISATION OF AERO NAVIGATION FACILITIES OF SE "KYRGYZAERONAVIGATSIYA"

## 1. BASIC INFORMATION

**TITLE:** Modernisation of aero navigation facilities of SE "Kyrgyzaeronavigatsiya"

**SECTOR:** Transportation, Aviation

**LOCATION:** Kyrgyzstan

## 2. OBJECTIVES

### 2.1 OVERALL OBJECTIVES

The objectives of the project include: upgrading to the newest systems of air traffic service, in accordance with international norms and ICAO standards; provision of a high level of flight safety; implementation of ATS systems centralisation; introduction of up-to-date technologies; provision of high level service and creation of a competitive enterprise.

### 2.2 PROJECT PURPOSE

The purpose of the project includes: providing a high level of flight safety; organisation of air traffic in upper airspace from unified ATS Centre; equipping the main airports of Kyrgyz Republic with modern radar and air traffic service facilities and meteorological facilities for flights; developing the enterprise in the social sphere; working out of enterprise and modernisation program by phases, terms and costs; working out of financing methods and modernisation program realisation.

### 2.3 CONTRIBUTION TO NATIONAL DEVELOPMENT PLAN

One important element in Civil Aviation in Kyrgyz Republic is the issue of air traffic services and control via air space of the country. The main challenge in providing air traffic services is flight safety, which depends on the availability of modern and reliable aero navigation facilities.

### 2.4 CROSS BORDER IMPACT

Aerodromes, equipped with modern facilities and air traffic control systems on air routes of the Great Silk Way, will attract air companies for the following reasons:

- The enough option of aerodromes in the purposes of technical landings and as the alternative aerodromes;
- The best possible route allows significant flight time and fuel savings.

## 3. DESCRIPTION

### 3.1 BACKGROUND AND JUSTIFICATION



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Central Asia has become an important region in international aviation. Countries in this region are making efforts to increase the aircraft flow flying via more optimal air corridors. These Member State countries are now trying to attract the attention of air carriers operating passenger and cargo flights over this region. By modernising and reconstructing airports and equipping them with modern, reliable ATC facilities the tourism industry will develop and become more attractive.

Look into the past and you will see the present day. The beginning of the Great Silk Way is the one of most significant achievements in the history of World Civilisation and dates back to the end of the second century. The forked networks of caravan roads crossed Europe and Asia from the Mediterranean Sea to China and served throughout the middle ages as an important trade connection and dialogue between West and East cultures. The longest and most important route is the Silk Way, which passed via the territory of Central Asia including Kyrgyzstan. Today, Europe has become closer to Asia due to air transport.

### **3.2 LINKED ACTIVITIES**

The project does not depend on other projects and can be fulfilled without delay as the Member States involved have significant experience in carrying out similar projects.

### **3.3 LESSON LEARNT**

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### **3.4 ACTIVITIES**

#### **Activity 1**

To start tender on the modernisation of Manas airport, one month after the initial financing of this project.

#### **Activity 2**

To start tender on the modernisation of Osh airport, one month after the initial financing of this project.

#### **Activity 3**

To start tender on the modernisation of Issyk-Kul airport, one month after the initial financing of this project.

### **3.5 RESULTS/DELIVERABLES**

#### **LIST OF NECESSARY EQUIPMENT FOR THE MODERNIZATION OF AIR TRAFFIC SERVICE:**

- Manas Airport
  - VOR-DME
  - ATIS
  - Messages commutation centre
  - Communication channel between Bishkek APP and Urumqi APP
  - Meteorological radar



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- Automated oil-electrical engines
- Aerodrome surface surveillance radar
- DME
- Osh Airport
  - ATIS
  - Messages commutation centre
  - Telecommunication modernization
  - Aerodrome radar
  - Tower
- Issyk-Kul Airport
  - Automatic radio direction finder
  - HF and VHF radio stations
  - Telecommunication modernization
  - Tower
  - Automated working position for ATC air controller
  - ILS and DME

#### **4. PROJECT ORGANISATION**

##### **4.1 INSTITUTIONAL FRAMEWORK**

SE "Kyrgyzaeronavigatsia"  
220062, Airport Manas, Kyrgyzstan  
Tel.: 996-312 693559  
e-mail: kan\_atm@transfer.kg  
www.kanservice.com

##### **4.2 OWNERSHIP/IMPLEMENTING PARTY**

SE "Kyrgyzaeronavigatsia"  
220062, Airport Manas, Kyrgyzstan  
Tel.: 996-312 693559  
e-mail: kan\_atm@transfer.kg  
www.kanservice.com

##### **4.3 ORGANISATION STRUCTURE**

- 1. Mr. Karim BUTABAEV - Deputy Director General of SE "Kyrgyzaeronavigatsia" for ATC
- 2. Mr. Kenjebai ILIPAEV - Deputy Director General of SE "Kyrgyzaeronavigatsia" for RTO



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## 5. DETAILED BUDGET (EUR)

| No.          | Description         | Investment |  | Financing | Co-Financing | Total         |
|--------------|---------------------|------------|--|-----------|--------------|---------------|
| 1            | Airport - Manas     | Yes        |  |           | No           | 2.437         |
| 2            | Airport - Osh       | Yes        |  |           | No           | 5.822         |
| 3            | Airport - Issyk-Kul | Yes        |  |           | No           | 7.991         |
| <b>Total</b> |                     |            |  |           |              | <b>15.590</b> |

## 6. RISK ASSUMPTIONS AND CONSTRAINTS

No foreseeable risks or constraints.

## 7. IMPLEMENTATION SCHEDULE

The project is due to start January, 2012 and finish in June, 2014.

## 8. ENVIRONMENT

The Great Silk Way route will not cause damage to the environment.

## 9. RATES OF RETURN

**FINANCIAL RATE OF RETURN (30 YEARS):** 5-7%

**ECONOMIC INTERNAL RATE OF RETURN (30 YEARS):** Cost saving, flight safety %

**HAVE THE FEASIBILITY STUDIES BEEN COMPLETED AND WHEN:** No

**ECONOMIC ASSESSMENT**

## 10. INVESTMENT CRITERIA

### 10.1 SOURCES OF FINANCING

Investment

### 10.2 CO-FINANCING

No

### 10.3 ADDITIONALITY

No

### 10.4 PROJECT READINESS AND SIZE

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### 10.5 SUSTAINABILITY

The operation is estimated from 12-15 years.

## 11. CONDITIONALITY AND SEQUENCING