



TRACECA Investment Forum

ID: KG01

TRACECA PROJECT FICHE
SINGLE NAVIGATIONAL FIELD OF FERGANA VALLEY

No	Name	Description
1	<i>Baseline information</i>	
1.1.	Name of the Project	Single Navigational Field of Fergana Valley
1.2.	Sector	Aviation
1.3.	Location	The Kyrgyz Republic, airports “Batken”, “Isfana”
2.	<i>Project objectives</i>	
2.1.	General tasks	<p>Within the framework of the Project it is proposed to install goniometric distance-measuring beacons at the airports “Batken” and “Isfana” by extending the network of goniometric distance-measuring equipment (VOR/DME) mounted in the Kyrgyz Republic at the international airports “Issyk-Kul”, “Manas” and “Osh”. Mounting of two beacons within the existing network of goniometric distance-measuring beacons of the Kyrgyz Republic will allow creating a single navigational field over the territories of the Kyrgyz Republic, the Republic of Uzbekistan, the Republic of Tajikistan which will make it possible to introduce the Performance Based Navigation (PBN) in the Valley of Fergana, as well as to perform flights under difficult meteorological conditions at the following airports : Batken, Isfana, (the Kyrgyz Republic), at the airport of Khudjent (the Republic of Tajikistan),</p>



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		Fergana, Andijan, Namangan (the Republic of Uzbekistan), and to develop more optimal trajectories of approaching/taking off in the valley.
2.2	Project objective	<ul style="list-style-type: none"> - Creation of a single navigational field in Fergana Valley; - Introduction of performance based navigation.
	Assistance to the implementation of the National Development Plan	In accordance with the National Strategy of sustainable development of the Kyrgyz Republic, the Programme of the Government of the Kyrgyz Republic on development of civil aviation, there are being implemented the Programme of development and upgrade of air traffic service systems of the SE “Kyrgyzairnavigation”, Plan of PBN introduction in the Kyrgyz Republic, ICAO Global air-navigation plan
	Trans-boundary impact	Mounting VOR/DME 2 at the airports “Batken” and “Isfana” of the Kyrgyz Republic will allow creating a single navigational field in Fergana Valley.
3	Description	
	History of development and Feasibility Study	According to the “Forecast of air transport development up to 2025” Cir 313 ICAO, the average world annual traffic growth makes 8% a year. According to the ICAO (International Civil Aviation Organization) forecasts the number of air flights will double by 2025, while according to the IMF the per capita GDP tends to grow in the region. The number of transit aircrafts flying over Fergana Valley increases on the average by 7% a year, there appears the need in air transport and regional airports. The airplanes fleet in the region is



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		<p>being renovated allowing flights at longer distances with great commercial load under difficult meteorological conditions. If the AF navigational aids performing flights over the territories of three indicated countries develops (renovated) in accordance with technical progress in the field of aviation, the earth segment lags behind the requirements of aviation. Among six airports Batken, Isfana (Kyrgyz Republic), Khudjent, (Republic of Tajikistan), Fergana, Andijan, Namangan (Republic of Uzbekistan) the weakest ones are Batken and Isfana airports (Kyrgyz Republic) by their navigational aids potential. The flights to these airdromes may be performed only in the daytime and under normal meteorological conditions. It should be noted that aircrafts flying to these airdromes are equipped much better and if these airports are equipped with goniometrical distance-measuring device (VOR/DME) the aircrafts could fly to these airdromes under difficult meteorological conditions as well and increase the accuracy of navigation at the other airports. We should not forget about transit air flow running over Fergana Valley. Creation of the navigational field in Fergana Valley together with the existing navigational filed of the Kyrgyz Republic will make it possible to introduce the performance based navigation (PBN) allowing optimization of the traffic network of three countries by 10 %, as a rule, implying that the routes will pass</p>
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		along the shortest paths which will save up to 10% of the flight time and fuel for air companies. This in its turn will promote considerable economic attractiveness of the air space of the above countries in the world air transport market, decreasing the environmental impact of aviation engine emission.
3.2	Related activities	Air carriers. Air navigational service providers. Regional airports
3.3	Lessons learnt	Not available
3.4	Activity	
3.5	Results/Performance	<ol style="list-style-type: none"> 1. Creation of a single navigational field. 2. Optimization of the traffic network of three countries (accordingly, economic attractiveness of the region air space). 3. Flights performance to the regional airports irrespective of the weather conditions, (accordingly, decrease of delays and departures to alternate airdromes due to bad meteorological conditions). 4. Lessening environmental impact. 5. Considerable increase of the AF accuracy leading to the increase of flights safety. 6. Introduction of the performance based navigation PBN (accordingly, bringing the level of air navigation service in the region in compliance with ICAO standards and recommended practice).
4	<i>Project organization</i>	



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4.1	Institutional structure	Ministry of Transport and Roads of the Kyrgyz Republic
4.2	Owner/Contracting party	SE “Kyrgyzairnavigation” / Kyrgyz Republic
4.3	Organizational structure	Osh Centre of air traffic SE (State Enterprise) “Kyrgyzairnavigation”
5	Detailed estimate	
		Not defined
6	Perceived risks and constraints	
		Considerable decrease of aviation safety risks in the region in connection with substantial increase of the accuracy of air navigation subject to the availability of a single navigational field.
7	Implementation schedule	
		In accordance with the programmes for development and modernization of the air traffic service systems of SE “Kyrgyzairnavigation” 2020-2025
8	Environment	
		Ecological and environmental damage decrease due to the possibility of flights along the shortest paths, as well as in connection with the decrease of returns to alternative airdromes subject to unfavourable meteorological conditions of the regional airports of Fergana Valley.
9.	Profit norms	
9.1	Financial profit norm	Not established
9.2	Economic internal rate of return	Not established
9.3	If there are any prepared Feasibility Studies available (date of preparation)	Not available
9.4	Economic evaluation	Not defined



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<i>10</i>	<i>Investment criteria</i>	
10.1	Sources of finance	Investors
10.2	Co-financing	No
10.3	Additional sources	No
10.4	Degree of availability and project scope	0%
10.5	Sustainability	
10.6	Conditions and subsequent actions	<ol style="list-style-type: none"> 1. Within the framework of the project implementation it is necessary to make trilateral arrangement obliging the Kyrgyz Republic in the order established by the arrangement to provide air-navigational information regarding operation of navigation aids mounted at the airports “Batken” and “Isfana” of the Kyrgyz Republic. 2. Since the goniometrical distance-measuring equipment will be operated jointly (regionally), there will appear the necessity of determining the share of every Republic to compensate further operating costs.