

**МОСКОВСКИЙ ГОСУДАРСТВЕННЫЙ
ТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ
ГРАЖДАНСКОЙ АВИАЦИИ**

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АНГЛИЙСКИЙ ЯЗЫК

WORLD AIRPORTS

АЭРОПОРТЫ МИРА

ПОСОБИЕ

*для студентов I – II курсов
специальности 280700
дневного обучения*

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ФЕДЕРАЛЬНОЕ АГЕНТСТВО ВОЗДУШНОГО ТРАНСПОРТА
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ВЫСШЕГО ПРОФЕССИОНАЛЬНОГО ОБРАЗОВАНИЯ
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MOSCOW INTERNATIONAL AIRPORTS VNUKOVO AIRPORT

Vnukovo International Airport is located 28 km south-west from the center of Moscow. It is one of the three major airports serving Moscow. It is the third busiest airport in Russia.

Vnukovo is the oldest of Moscow's operating airports. Its construction was approved by the Soviet government in 1937. It was opened on July 1, 1941. During the Great Patriotic war it served as a military airbase used for military operations. Passenger services started after the war.

On September 15, 1956 the Tupolev Tu-104 jetliner made its first passenger flight from Moscow Vnukovo to Irkutsk via Omsk. In 1980 Vnukovo was expanded before the 22nd Summer Olympic Games. In 1993 Vnukovo Airport became a joint-stock company.

A massive reconstruction and strategic development programme commenced at Vnukovo Airport in 2003.

Of the three Moscow airports Vnukovo is the highest (204m above sea level) and hence in case of fog it has frequently served as an alternative airport. The airfield has two intersecting runways. Each runway is 60m wide, with 10m wide safety shoulders on each side.

The airport has two passenger terminals; one general aviation terminal for charter and business flights, one cargo terminal and 60 aircraft stands. It can handle a maximum number of 3 000 passengers per hour, and 4 000 people are employed there.

Vnukovo Airport is equipped with a VIP hall which is used by many political leaders visiting Russia. The Russian President also uses VIP facility. On the northern perimeter of the airport the government VIP transport wing is located, operating head-of-state flights for government officials. Thus, the airport is occasionally closed for regular flights when VIP flights arrive or depart.

As part of the Airport Strategic Development Plan a new Terminal B was opened in April 2004. It has annual passenger throughput capacity of 4 million. In August 2005 Vnukovo's Aeroexpress rail link to Kiyevsky Rail Terminal in Moscow city center was opened. In December 2010 a new international Terminal A was opened. By the year 2015 it will have a total capacity of 18-20 million passengers annually. This will radically improve the customer service at the airport and ensure the introduction of international quality service and comfort overall.

Terminal A is used both for domestic and international flights. Terminal B is used for international flights. Terminal D is used for domestic arrivals from North Caucasus only.

The further expansion plans include lengthening one of the two runways to

3 800m and upgrading the instrument landing system from the present CAT II to CAT III. The prospective development programme is intended to last until 2015 and is aimed at transforming Vnukovo International into a highly competitive air transportation hub of international significance – one that would offer a comprehensive range of quality services to its passengers.

Questions for Discussion

- 1 When was Vnukovo International Airport opened?
- 2 What was the first passenger flight from Vnukovo?
- 3 Why was Vnukovo expanded in 1980?
- 4 When is Vnukovo served as an alternative airport?
- 5 Is Vnukovo Airport equipped with a VIP hall?
- 6 Does the Russian President use Vnukovo VIP facility?
- 7 What annual passenger throughput capacity has Vnukovo's new Terminal B?
- 8 When was Vnukovo's Aeroexpress rail link to Kiyevsky Rail Terminal opened?
- 9 What do the further expansion plans include?
- 10 What is the main aim of the prospective development programme?

DOMODEDOVO AIRPORT

Moscow Domodedovo Airport is an international airport located 42km southeast of the center of Moscow. Domodedovo is the largest airport in Russia in terms of passenger and cargo traffic. Services from Domodedovo began in March 1964 with a flight to Sverdlovsk (now Yekaterinburg) using a Tupolev-104. The airport, intended to handle the growth of long-distance domestic traffic in the Soviet Union, was officially opened in May 1965. In December 1975 Domodedovo Airport was selected for the inaugural flight of Tupolev Tu-144 to Alma-Ata.

Since 1996 Domodedovo Airport has been operated by East Line Group on a 75-year lease, although the runways continue to be controlled by the state. The group has been heavily interested into reconstruction and modernization of the airport facilities. East Line's strategic goal to stabilize the airport's future was gradually achieved throughout the 2000s (decade). By 2009 the terminal floor space was expanded to 135 000 sq. meters from 70 000 sq. meters in 2004.

The renovated terminal and airport facilities allowed the airport to attract British Airways, Swiss International Air Lines, Austrian Lines, Lufthansa, Qatar Airways and Japan Airlines. Domodedovo is Russia's first airport to have parallel runways operating simultaneously. Since the air traffic control tower was redeveloped in 2003, Domodedovo can control over 70 take-offs and landings an hour. Domodedovo topped Sheremetyevo Airport in terms of passenger traffic becoming the busiest airport in Russia and one of the world's key airports.

Domodedovo Airport has been the focus of the two terrorist-related

incidents. In August 2004 two female Chechen Muslim suicide-bombers managed to pass airport security and get aboard of two passenger planes. Then they carried out the bombings after departure from Domodedovo which destroyed two planes and killed 90 passengers. Despite the heightened security measures taken after this incident, another suicide bomber attack occurred on January 24, 2011, when an Islamist militant entered the terminal building and detonated a bomb in the arrival hall. An explosion killed 37 people and injured 173 people.

Since 2004 East Line has instigated a new security policy and has spent \$ 20 million on security and detection equipment, which has been installed at the airport. The new security equipment included full body scanners on all checkpoints to the departure hall, making Domodedovo one of the first airports in the world to use this technology.

Domodedovo Airport has one terminal building and two piers, dividing the domestic flights and international flights. It also has 22 jet ways altogether. Domodedovo is linked to Paveletsky Rail Terminal in central Moscow by the non-stop Aeroexpress trains.

New concourse extensions adjacent to the current terminal building are under construction. The construction is projected to increase the overall size of the passenger terminal to 225 000 sq. meters. All concourses will remain connected and planned to increase the efficiency of the airport operations and passenger connections by using ICAO and IATA transfer technologies.

Questions for Discussion

- 1 When did services from Domodedovo begin?
- 2 What flight in 1975 was Domodedovo Airport selected for?
- 3 Do the runways of Domodedovo continue to be controlled by the state?
- 4 What group has been interested into reconstruction of Domodedovo Airport facilities?
- 5 What foreign airlines did the renovated terminal and airport facilities attract by 2010?
- 6 How many take-offs and landings an hour can Domodedovo Airport control?
- 7 What terrorist-related incidents occurred in Domodedovo Airport?
- 8 What modern security and detection equipment has been installed at the airport?

SHEREMETYEVO AIRPORT

Sheremetyevo International Airport is located in the Moscow region, 29 km northwest of central Moscow. It is a hub for the passenger operations of the Russian international airline Aeroflot. It is now the second largest airport in Russia after Domodedovo. Sheremetyevo was opened on August 11, 1959. The first international flight was on June 1, 1960 to Berlin. Sheremetyevo-1 used by domestic flights was opened on September 3, 1964. On September 12, 1967

the first scheduled passenger flight of Tupolev Tu-134 departed from Sheremetyevo to Stockholm. Sheremetyevo-2, the larger of the two terminal complexes, opened on January 1, 1980 for the 1980 Summer Olympics. There is no physical connection between the two terminal complexes; they are essentially separate airports using the same set of runways.

An intensive development and large-scale modernization of the infrastructure began at Sheremetyevo Airport in 2005. As the result of this upgrade, a number of passenger terminals increased from two to six, and their annual handling capacity – from 12 to 35 million passengers. Sheremetyevo Airport has become the biggest Russian airport complex, its area is about 480 000 sq. m.

A number of comprehensive infrastructure projects have been implemented. A new international Terminal C with a four-level parking facility for 2 500 cars was opened in 2007. It is adjacent to Terminal 1 and its handling capacity is 1 500 passengers per hour, or 5 million passengers a year. It cost an estimated US \$87.7 million to construct. Another terminal, Terminal D, opened in November 2009, adjacent to Terminal 2. Its area is 170 000 sq.m and its handling capacity is 12 million passengers a year. The air terminal complex is designed to service the flights of Aeroflot and its ‘Sky Team’ alliance partners. In spring 2010 a modern international Terminal E was opened at the airport. Its total area is 76 000 sq.m and its annual handling capacity is more than 7 million passengers. Terminal E meets the world standards of passenger and airline service quality. After the reconstruction the airport will have a capacity to receive 40 million passengers annually.

In 2011 the construction of Terminal A intended for business aviation passenger service was completed in the northern part of Sheremetyevo International Airport. The new terminal includes a complete range of services for business aviation customers and will help to substantially increase the number of premium-class passengers at Sheremetyevo. A total area of the terminal is 3 000 sq.m, and its annual handling capacity is about 75 000 passengers. On January 16, 2012 the new terminal was officially set into operation.

The main road leading to the airport – Leningradskoye Highway – has experienced large traffic jams. Buses and faster minivans, known as ‘marshrutkas’, connect Sheremetyevo with Moscow’s extensive metro network.

Sheremetyevo pays special attention to ensuring and constantly increasing the security and management efficiency level at the airport. In 2011 Sheremetyevo introduced an Airport Operation Center (AOC); its creation was based on experience of the world’s leading airports (e.g. Zurich and Heathrow). The Airport Operation Center is a strategic breakthrough project, making it possible to control business processes, and coordinate the joint action of all participants of service processes related to Air Force, passengers

and luggage, as well as to monitor and analyze the situation on the territory of Sheremetyevo. It includes a Situation Center (SC) intended for cooperation of the airport top-managers, chief officers of state agencies and Sheremetyevo partners; it is activated in case of particularly difficult situations.

Today the airport uses effectively more than 100 modern security systems as well as systems for managing business processes, operation and human resources. The main role in the management of operational and technological processes at the airport belongs to the “Synchron” production database, which is an innovative development created by JSC SIA professionals and a unique product for the Russian airport industry.

Sheremetyevo Airport uses up-to-date security systems – the entrances and checkpoints are equipped with metal detectors and x-ray endoscopes, and also new generation microwave scanners and gas analyzers are used. A multilevel system of automatic 100% baggage inspection and video surveillance system identify potentially hazardous items according to specified parameters.

According to 2011 year-end results Sheremetyevo Airport broke into the top ten European airports in terms of serving customers at a high level. In 2011 the Airport launched the world’s first electronic check-in service with the help of “Skype”, the major Internet telephony provider. To achieve the Airport strategic goals it is necessary to construct an independent third Take-off and Landing Strip (TLS-3) and to construct a new multimodal cargo complex, which is expected to be about 20 000 sq.m.

As a result of the modernization program, Sheremetyevo International Airport is to become one of the leading air hubs in Europe. This will enhance the attractiveness of Moscow as a prospective international financial center and generally raise Russia’s competitiveness.

Questions for Discussion

- 1 What Russian international airline does Sheremetyevo Airport belong to?
- 2 When was Sheremetyevo Airport opened?
- 3 which of the two terminal complexes was opened for the 1980 Olympics?
- 4 Why did large-scale modernization of the airport infrastructure begin in 2005?
- 5 How did the airport’s annual handling capacity increase?
- 6 Why has Sheremetyevo Airport become the biggest Russian airport complex?
- 7 How much did it cost to construct a new international Terminal C?
- 8 What is Terminal D handling capacity?
- 9 Why does Terminal E meet the world standards of passenger and airline service quality?
- 10 What is the airport’s total capacity after the reconstruction?
- 11 What does the new Terminal A include?
- 12 When the new Terminal A was officially set into operation?

13 What is the Airport Operation Center intended for?

14 What modern technology to aid safety has been introduced in Sheremetyevo?

15 What modern security systems does Sheremetyevo Airport use?

PULKOVO AIRPORT

Pulkovo Airport, the oldest airline in Russia, is one of the biggest quickly developing air transport points in the country. The construction of the air harbor of the city added another glorious page to the history of young Russian civil aviation written by aviation pilots and engineers of Leningrad. The heroic struggle of the first five-year plans, national industrialization and enthusiasm of Soviet people shall never be forgotten by the nation. In April 1930 Leningrad Institute of Civil Air Fleet Engineers (GVF) was organized. From the very beginning it was planned to build a modern aerodrome and later to turn the local airport into an up-to-date air terminal.

Pulkovo Airport was officially founded on June 24, 1932, when its airfield went into operation. The airport project was under personal supervision of S.M.Kirov, First Secretary of Leningrad Regional Party Committee. In 1933 the airline network extended to Petrozavodsk, Murmansk, Arkhangelsk, Vologda, linking Russian Far North and North-West with the central part of the country. Services to the Crimea, the Caucasus and the Ukraine were also introduced. Million rubles were donated by Leningrad's citizens for the construction of the gigantic "Maxim Gorky" airplane. For the first time the country celebrated the 18th of August as the Air Fleet Day. All of the pioneers of the new airlines possessed high professional skills, exceptional courage and devotion to aviation. Their names are forever in the Pulkovo Book of Memory.

The war changed peaceful plans of people for many years to come. Pilots were entrusted with the most dangerous transportation missions. The air route to besieged Leningrad worked like clockwork. Besieged for 900 days Leningrad fought and won, and so did the Soviet Union. The Victory Memorial pays tribute to the heroic endurance of the citizens during the 900-day long Nazi siege of Leningrad. Everyone coming to the city by air encounters the Memorial on the way from the airport to the city center.

On January 27, 1944 the Siege of Leningrad ended. Transport aviation reintroduced its civil service. Aeroflot opened an agency in the city. In 1945 all pre-war services had been restored and some new services were introduced. By mid-1950s the number of routes amounted to 120, over 20 of them being the key national routes; the new airport building was opened and jet airplanes were introduced. It became necessary to train pilots and mechanics, reorganize the control systems and the management system. For Pulkovo high quality service has always been rule, not a slogan. In those days the fleet was constantly being renewed and equipped with new technologies and innovative

navigation equipment.

In 1965 more spacious high-speed passenger airplanes were introduced. By the late 1970s over 100 crews were employed on Il-18 planes. Landing automatically under weather conditions falling under the 1st ICAO category increased flight safety and made the flights more regular. In 1986 the new terminal opened for business and aviators could now serve double the number of international passengers they had served before. In 2005 the Airport became an independent company, having separated from the airline. In the conditions of market economy Pulkovo Airport managed to preserve its staff of pilots, highly-developed technical facilities and deserved success.

Infrastructure of Pulkovo Airport includes the aerodrome with two runways, two terminals, cargo terminal, fuel-supply complex, parking complex and other infrastructure objects. The terminals provide the passengers with all the necessary conveniences: comfortable waiting areas, over 100 trade and service points, VIP-halls, business lounges, etc. Depending on the destination you need to arrive at Pulkovo 1 or Pulkovo 2 terminal. If you are travelling abroad you need to go through the Customs. Pulkovo 1 terminal handles passengers of domestic flights. Passport control and security control follow after check-in. Then passengers go to “sterile zone” where they wait to get on board the aircraft. Pulkovo 2 terminal handles international flights. It has arrivals and departures halls connected by a gallery. Airport provides information desks where employees answer passengers’ questions round-the-clock both in Russian and in English.

High quality of services provided by the airport is confirmed by the international certificate [ISO 9001: 2000] and awards of international and All-Russian competitions in the field of quality.

Questions for Discussion

- 1 When was Leningrad Institute of Civil Air Fleet organized?
- 2 What is the official date of Pulkovo Airport foundation?
- 3 Who was the first supervisor of the airport project?
- 4 What services were introduced in 1933?
- 5 When did the country celebrate the Air Fleet Day for the first time?
- 6 When did the Siege of Leningrad end?
- 7 Why did the Soviet Union win in the cruel war against Nazi invasion?
- 8 What was the number of routes by mid-1950s?
- 9 What specialists did Pulkovo Airport need?
- 10 How was the fleet being renewed?
- 11 What new airplanes were introduced in 1965?
- 12 What does infrastructure of Pulkovo Airport include?
- 13 Why do passengers need to go through the Customs?
- 14 What necessary conveniences do Pulkovo 1 and Pulkovo 2 terminals provide the passengers with?

15 What is high quality of services provided by the Airport confirmed by?

JOHN F. KENNEDY INTERNATIONAL AIRPORT

John F. Kennedy International Airport, originally known as Idlewild Airport, is located in southeastern New York City about 12 miles (19km) from Lower Manhattan. It is the top international air passenger gateway to the United States and is also the leading freight gateway to the country by value of shipments. JFK Airport is the base of operations for Jet Blue Airways and is also a major international gateway hub for Delta Air Lines and American Airlines. 90 airlines operate out of JFK.

The Airport was renamed in 1963 in memory of the late President John F. Kennedy, one month after the assassination of President. Since then the Airport is widely referred to as "Kennedy" or "JFK".

Construction of the Airport began in 1943. The World port (Pan Am), now Terminal 3, opened in 1962. Its large elliptical roof extended far beyond the base of the terminal and covered the passenger loading area. It was one of the first airline terminals in the world to feature Jet ways that connected to the terminal and that could be moved to provide an easy walkway for passengers from the terminal to a docked aircraft, rather than having to board the plane outside via air stairs which descend from an aircraft, via mobile stairs or via wheeled stairs.

In 1970 National Airlines opened their Sundrome which is known as Terminal 6. As air traffic in New York continued to grow, both Terminal 5 and Terminal 3 were modified in the 1970s to accommodate new Boeing 747s. The supersonic Concorde, operated by Air France and British Airways, provided scheduled trans-Atlantic supersonic service to JFK from 1977 until 2003, when Concorde was retired by both carriers. JFK had the most Concorde operations annually of any airport in the world.

In 1998, to celebrate the 50th Anniversary of JFK Airport the Port Authority introduced a new airport slogan: "JFK: Where America Greets the World". Later that year, the Airport began construction of the Air Train JFK rapid transit system. Completed in December 2003, the rail network links each Airport terminal to New York City subways and regional commuter trains at Howard Beach and Jamaica, Queens.

After the September 11, 2001 attacks, JFK was one of the first airports in the United States to be temporarily closed. On March 19, 2007 JFK for the first time received the first regularly-scheduled commercial A 380 flight to the United States, operated by Emirates on its New York-Dubai route using Terminal 4, which replaced the former International Arrivals Building in May, 2001. The JFK – London Heathrow route is the leading U.S. international airport pair. Nearly 100 airlines from over 50 countries operate regularly scheduled flights from JFK. New York City's combined airport system is the

busiest in the United States in terms of passenger numbers and second in the world after London. JFK contributes about \$ 30,1 billion in economic activity to the New York City region.

JFK is a major hub for air cargo between the United States and Europe. London, Brussels and Frankfurt are JFK's three top trade routes. Most cargo and maintenance facilities at JFK are located north and west of the main terminal area.

Two pairs of parallel runways, four in all, surround the Airport's central area. The Air Traffic Control Tower, constructed on the ramp-side of Terminal 4, began full FAA operations in October, 1944. An Airport Surface Detection Equipment (ASDE) radar unit sits atop the tower. Aircraft service facilities include 7 aircraft hangars, an engine overhaul building, a 32-million gallon aircraft fuel storage facility and a truck garage. JFK has 8 passenger terminals in operation arranged in a U-shaped pattern around a central area containing parking, hotels, a power plant and other airport facilities. The new \$1.3 billion Terminal 8 officially opened in August 2007 and featured two lounges and a private check-in area for first and business class passengers. It has a U.S. Customs and Border Protection facility that can process more than 1,600 people an hour.

On March 1, 1962 a Boeing 707 crashed on takeoff from Idlewild after its rudder separated from the tail. All 95 passengers and 12 crew members were killed. On June 24, 1975 Eastern Air Lines Flight 66, a Boeing 727 on final approach from New Orleans crashed into the runway lights, killing 112 passengers and crew. The cause of the crash was wind shear during a heavy thunderstorm. On June 2, 2007 federal authorities announced that four people had been arrested in connection with an alleged terror plot to attack the JFK Airport. FBI officials say the men, one of whom was a former air cargo employee, planned to blow up terminal building and jet fuel infrastructure.

One of the most recent accidents took place on January 15, 2009. US Airways Flight 1549 was a scheduled commercial passenger flight from New York City to Charlotte, North Carolina. There were 150 passengers and five crew members, including the captain, first officer and three flight attendants, on board. The captain was Chesley Sullenberger, 57, a former fighter pilot who had been an airline pilot since leaving the Air Force in 1980. He was also a safety expert and a glider pilot. While on its initial climb out the Airbus A 320 struck a flock of Canada Geese which resulted in an immediate almost complete loss of thrust from both engines. When the aircrew determined that the plane would be unable to reach safely any airfield from its location just northeast of the George Washington Bridge, they turned it southbound and glided over the Hudson River. Sullenberger told controllers that "We're gonna be in the Hudson", making clear his intention to bring the plane down on the Hudson River due to a lack of altitude. About 90 seconds before touchdown the captain announced, "Brace for impact", and the flight attendants instructed

the passengers how to do so. The plane ended its six-minute flight with an unpowered ditching. Immediately after the A 320 had been ditched in mid-river, the aircrew began evacuating passengers. Having twice walked the length of the cabin to confirm that no one remained inside after the plane had been evacuated, the captain was the last person to leave the aircraft. Air temperature at the time was about 20°F (-7°C), and icy river water was 36°F (2°C).

The passengers on the plane each received a letter of apology, \$5 000 in compensation for lost baggage and a refund of the ticket price. The entire crew of Flight 1549 was later awarded the Master's Medal of the Guild of Air Pilots and Air Navigators. The award citation reads, "This emergency ditching and evacuation, with the loss of no lives is a heroic and unique aviation achievement."

Questions for Discussion

- 1 Where is John F. Kennedy International Airport located?
- 2 How many airlines operate out JFK?
- 3 What was the name of the airport originally?
- 4 When was the airport renamed?
- 5 What modern technology to provide an easy boarding the plane for passengers has been introduced in the airport?
- 6 What was done in the 1970s to accommodate new Boeing 747s?
- 7 When did JFK celebrate its 50th anniversary?
- 8 When did JFK receive the Airbus A 380 for the first time?
- 9 What are JFK top trade routes?
- 10 When did the new Terminal 8 officially open?
- 11 What was the cause of the crash in June 1975?
- 12 What happened on January 15, 2009 in New York City?
- 13 What was the real cause of the accident?
- 14 Who was the captain of the aircrew?
- 15 What measures were taken by the aircrew of the Flight 1549 to save their passengers' lives?

LONDON HEATHROW AIRPORT

London Heathrow Airport or Heathrow is a major international airport serving London, England, United Kingdom. Located in West London, Heathrow is the busiest airport in the United Kingdom and the third busiest airport in the world (as of 2012) in terms of total passenger traffic, handling more international passengers than any other airport around the globe. It is second only to New York City in terms of traffic movements. Heathrow is the primary hub for British Airways and the primary operating base for Virgin Atlantic Airways.

Heathrow lies 12 nautical miles (22km) west of central London. It has two

parallel east-west runways along with 4 operational terminals. Terminal 5 was officially dedicated by Queen Elizabeth II on March 14, 2008 and opened to passengers on March 27, 2008. Construction of a new Terminal 2 complex to replace the old terminal building and adjacent Queen's Building began in 2009 with the first phase expected to open in 2014. Terminals 3 and 4 underwent major refurbishments between 2007 and 2009. The building of a new third runway and the sixth terminal was approved in January 2009 by UK Government ministers. The runways of the airport run east-west while other leading European airports, such as those at Madrid, Frankfurt and Paris, are located north or south of their respective cities to minimize the overflying problem.

Heathrow Airport started in 1929 as a small airfield (Great West Aerodrome) on land southeast of the hamlet of Heathrow. Development of the whole Heathrow area as a very big airfield started in 1944. After World war II had ended the British government continued to develop the airfield as a civil airport, known as London Airport and later Heathrow. Now the name 'Heathrow' is widely known all over the world.

Heathrow Airport is used by over 90 airlines flying to 170 destinations worldwide. The busiest destination in terms of passenger numbers is New York, with over 3,8 million passengers travelling between Heathrow and JFK/Newark airports in 2011. The airport has four passenger terminals (Terminals 1, 3, 4 and 5) and a cargo terminal.

Policing of the airport is the responsibility of the aviation security unit of the Metropolitan Police. Full body scanners are now used at the airport and passengers who object to their use after being selected are not allowed to fly.

There is a multi-faith prayer room and counseling room in each terminal in addition to St. George's Interdenominational Chapel located in an underground bunker adjacent to the old control tower, where Christian services take place.

Heathrow Airport has its own resident press corps, consisting of six photographers and one TV crew, serving all the major newspapers and television stations around the world.

Questions for Discussion

- 1 What is the primary hub for British Airways?
- 2 Whom was Terminal 5 officially dedicated by?
- 3 When was Terminal 5 opened to passengers?
- 4 What was the first name of the airport?
- 5 How did the airport start in 1929?
- 6 How many destinations is Heathrow Airport used to?
- 7 What is its busiest destination?
- 8 Whose responsibility is policing of the airport?
- 9 What kind of scanners is used in the airport?

10 Who serves all the major newspapers and television stations around the world in Heathrow Airport?

STOCKHOLM – ARLANDA AIRPORT

Stockholm – Arlanda Airport is an international airport located in Sweden, about 42 km north of Stockholm. It is the largest airport in Sweden. It is also one of three major hubs of Scandinavian Airlines System (SAS). In 1962 the official opening ceremony took place. The name *A r l a n d a* was decided after a competition prior to the airport opening. It is derived from Arland, an old name for the parish Arlinghundra where the airport is situated. The ‘-a’ also makes the name a pun on the Swedish verb “landa”, which means “to land”.

The airport has 4 terminals with a total of 64 gates. Terminals 2 and 5 are used for international flights. Domestic flights are in Terminals 3 and 4. The new central building, Arlanda North, opened late 2003, connecting Terminal 5 with the newly built Pier F. All international flights handled by SAS and its “Star Alliance” partners use the new central building. Between Terminals 4 and 5 there is the shopping center “Sky City”, which also has a main line railway station. Furthermore, the Arlanda Express trains connect two stations at the airport with Stockholm. The airport has a capacity of about 25 million passengers per year.

Arlanda has three runways. Runway 1 is 3 300m long and can handle take-offs and landings of the heaviest aircraft in use today. Runways 2 and 3 are 2 500m long. Runways 1 and 3 are parallel runways that can be operated independently of one another. Runway 3 is equipped with CAT III for instrument landings. The airport administration claims to be world – leading at clearing snow from the runways. Arlanda has a policy to never close due to snowfall. Heavy snowfall can however cause long delays.

Arlanda has 5 terminals for air cargo and 5 aircraft hangars. The number of aircraft parking places is approximately 100. Arlanda has been listed as one of the many emergency landing sites for NASA’s Space Shuttle (most likely on account of its relatively long main runway).

There is ongoing work to limit Arlanda’s negative impact on the environment. Flying aircraft, airport facilities and traffic to and from the airport pollute all the immediate environment with emissions of noise and chemicals, and affect the global environment by emissions of greenhouse gases. In an effort to save electricity and reduce emissions of CO₂, buildings on Arlanda’s area use district heating with biofuels and district cooling using water from a nearby lake. Arlanda is experimenting with Continuous Descent Approach landing often referred to as “green landings”. Fuel for the aircraft is transported by rail and pipeline. The train to the plane service Arlanda Express was built in order to reduce pollution from traffic to and from the airport.

In August 1980 while landing during a thunderstorm a JAT B 707 YU-AGG received strong tailwind and overran runway 26 blowing several tyres and received mud in all four engines. There were no fatalities in the incident.

In August 1979 an Aeroflot Tupolev 154 on a flight from Oslo to Stockholm with a continuation to Moscow was taken over by three hijackers who were taken down in Stockholm.

In October 1999 a Saab 2000 belonging to SAS Commuter registered as SE-SLF called “Eir Viking” ran into a closed hangar door. At the time it was being taxied by two engineers or technicians. The two persons on board received some injuries and the aircraft was written off.

Questions for Discussion

- 1 Where is Stockholm – Arlanda Airport located?
- 2 When did the official opening ceremony take place?
- 3 What does the name A r l a n d a mean?
- 4 What Arlanda’s terminals are used for international flights?
- 5 How many runways has Arlanda?
- 6 Does the airport close due to snowfall?
- 7 What is the number of the airport’s aircraft parking places?
- 8 Why has Arlanda been listed as one of the many emergency landing sites for NASA’s Space Shuttle?
- 9 What does the term “green landings” mean?
- 10 What is the way of fuel transporting for the aircraft?
- 11 What happened during a thunderstorm in 1980?
- 12 What are the company priorities?

PARIS – CHARLES DE GAULLE AIRPORT

Paris – Charles de Gaulle Airport, also known as Roissy Airport, in the Paris area, is one of the world’s principal aviation centers, as well as France’s main airport. It is named after Charles de Gaulle (1890-1970), leader of the Free French Forces and founder of the French Fifth Republic. It is located 25km to the north-east of Paris. The airport serves as the principal hub for Air France.

In 2007 Charles de Gaulle Airport was number one in terms of aircraft movements in Europe with 552 721 landings and take-offs. In 2009 the airport handled 57 884 954 passengers and 525 314 aircraft movements, making it the world’s sixth busiest airport in terms of passengers and Europe’s busiest airport in terms of aircraft movements.

Charles de Gaulle Airport extends over 32,38sq km (12,5square miles) of land. The choice of this vast area was made based on the limited number of potential relocations and the possibility to further expand the airport in the future. Management of the airport is solely under the authority of Aeroports de Paris, which also manages Orly Airport, Le Bourget Airport and several

smaller airports in the suburbs of Paris.

The planning and construction phase of what was known then as Aeroport de Paris Nord (Paris North Airport) began in 1966. On March 8, 1974 the airport, renamed Charles de Gaulle International Airport, began service. Terminal 1 was built to an avant-garde design of a ten-floor high circular building surrounded by seven satellite buildings each with four gates.

The Airport has three terminals. Terminal 1 [6] is the oldest. Terminal 2 [7] was originally built for Air France, but now it also hosts other airlines. The third terminal (T3, formerly T9) hosts charter and low cost airlines.

Terminal 1 has a single main building for check-in and baggage reclaim with 7 satellites for arrivals and departures. Terminal 2 consists of multiple terminals joined together by ground-level or below ground passageways. Passengers may reach trains going to Paris or to other French and other cities by going through passages and moving walkways. In 2006 the French Government expressed the wish to designate certain terminals of French airports as “high-security” terminals that would handle flights to sensitive locations, such as the USA and Israel. Terminal 2E was planned to be the high security terminal at CDG with the installation of more rigorous security controls planned during the course of 2007. At the start of the Winter timetable in 2006 Air France moved most of its flights to the US to Terminal 2E. Terminal 3 has a single hall. It is located 1km from Terminal 1, but the walking path is 3km long.

Terminal 2E, with a daring design and wide open spaces, was CDG’s newest addition. On May 23, 2004, not long after its inauguration, a portion of Terminal 2E’s ceiling collapsed early in the day, near Gate E50, killing four people. Three other people were injured in the collapse. The indefinite closing of the terminal just before the beginning of summer seriously hurt the airport’s business plan. In March 2005 it was decided to rebuild the whole part of Terminal 2E of which a section had collapsed. The reconstruction replaced the innovative concrete tube style of the terminal with a more traditional steel and glass structure. The terminal reopened completely on March 30, 2008.

Terminals 2E and 2F provide further jet ways for large capacity airliners, specifically the Airbus A 380. Check-in and baggage handling are provided by the existing infrastructure in Terminals 2E and 2F. The Terminal 2G is used for passengers flying in the Schengen Area (and thus has no passport control) and handles Air France regional and European traffic and provides small capacity planes (up to 150 passengers).

On September 19, 1989 UTA Flight 772 bound for CDG exploded over the Sahara Desert, killing all on board. On December 24, 1994 Air France Flight 8969 from Algiers to Paris was hijacked before it had even taken off. It was flown to Marseille, where hijackers wanted it to be refueled in order to run it into the Eiffel Tower. French commandos intervened and shot all four hijackers.

On July 17, 1996 TWA Flight 800, which was bound for CDG from John F. Kennedy International Airport in New York, exploded near Long Island.

On July 25, 2000 a Concorde, Air France Flight 4590 from Charles de Gaulle to John F. Kennedy International Airport in New York crashed into the hotel killing all on the aircraft and four people on the ground. Investigations concluded that a tire burst occurred on take-off due to metal on the runway from a previously departing aircraft. The Concorde was on a German charter flight for a tour company.

On December 22, 2001 an Al-Qaida terrorist named Richard Reid tried to ignite explosives hidden in his shoes onboard American Airlines Flight 63, which was headed from CDG to Miami, Florida. He was subdued after a passenger smelled sulfur.

On January 3, 2004 Flash Airlines Flight 604, bound for CDG, crashed into the Red Sea. On August 2, 2005 Air France Flight 358 from CDG to Toronto Pearson International Airport made a successful landing during a thunderstorm but overran the runway crashing in a gully; all 309 passengers including crew members survived the crash.

The check-in area of Terminal 2F is a favorite film location for French directors and can frequently be seen in French films that require an airport location.

Questions for Discussion

- 1 What airport serves as the principal hub for Air France?
- 2 Who was the leader of the Free French Forces?
- 3 How many passengers did Charles de Gaulle Airport handle in 2009?
- 4 When did the airport begin service, renamed Charles de Gaulle International Airport?
- 5 How many terminals has the Airport?
- 6 What terminal is the oldest at the Airport?
- 7 What terminal was planned to be the high security terminal?
- 8 Why did the collapse of Terminal 2E seriously hurt the Airport's business plan in May 2004?
- 9 When did the Terminal reopen completely?
- 10 What terminal is used for passengers flying in the Schengen Area?
- 11 What happened on December 24, 1994?
- 12 Who wanted to run the aircraft into the Eiffel Tower?
- 13 What was an Al-Qaida terrorist going to do in 2001?
- 14 How many passengers survived the crash in August 2005?
- 15 What terminal can frequently be seen in French films?

ZURICH AIRPORT

Zurich Airport, also known as Kloten Airport, is Switzerland's largest international airport and the principal hub of Swiss International Air Lines.

The airport is owned by Flughafen Zurich AG Company. Skyguide is responsible for all Air Traffic Control for Zurich. The airport is located 13km north of Zurich city center, in the Canton of Zurich.

In 2012 the airport won World Travel Awards. International jury announced the Zurich-Kloten Airport the best in Europe and the main airline Swiss – Europe’s leading airline.

The first flight abroad from Switzerland was on July 21, 1921. But the decision to begin the search for an acceptable location for a major airport wasn’t started until 1943 inside the Canton of Zurich. The construction of the airport began in 1944. The first flights of the west runway were not until 1948. The celebration of the Airport’s opening was held in 1953 with a large air show and ran for three days. The expansion of the airport was approved by the Swiss Government in 1958 and was completed in 1961. The airport was again approved for renovation in 1970, and Terminal B was completed in 1971. The first signs for noise reduction for the airport were in 1972, when a night-time curfew was enacted, as well as in 1974, when new approach routes were introduced. Runway 14|32 was opened in 1976, and runway 16|34 began renovation.

The noise of aircraft became a matter of dispute and a noise charge was instituted in 1980 and in 1984. An agreement was made regarding arrivals and departures to the airport via German airspace. The next significant event for the airport was in 1999, when the Parliament of the Canton of Zurich approved privatization of Zurich Airport. It was not until 2000, that “Unique” was appointed as the new airport operator. A treaty was signed in 2001, regarding the limitation of flights over Germany. Negotiations have been under way since 2003 about the procedures and noise pollution over Germany and Switzerland.

In 2003 Zurich Airport completed a major expansion project in which it built a new parking garage, a new midfield terminal and an automated underground train to move passengers between the existing terminal complex and the new terminal. In November 2008 Unique Company announced a complete renovation and rebuilding of the old finger dock B structure. The airport officials announced including the visitor terrace in the new structure. Terminal building E is connected to the main terminal building by an underground short ride on the Skymetro. During the ride sounds of the Swiss Alps can be heard, which usually surprise or shock new passengers.

Zurich Airport railway station is located underneath the terminal. There are trains to many parts of Switzerland. By changing trains at Zurich Hauptbahnhof most other places in Switzerland can be reached in a few hours.

Questions for Discussion

- 1 What is the name of Switzerland’s largest international airport?
- 2 Who is responsible for all Air Traffic Control for Zurich?

- 3 Where is the airport located?
- 4 What was the award the airport won in 2012?
- 5 Who announced the Zurich – Kloten Airport the best in Europe?
- 6 When was the first flight abroad from Switzerland?
- 7 When was the celebration of the Airport's opening?
- 8 Why did the noise of aircraft become a matter of dispute?
- 9 Whom was privatization of Zurich Airport approved by?
- 10 What treaty was signed in 2001?
- 11 What was built according the major expansion project?
- 12 Where is Zurich Airport railway station located?

BEN GURION INTERNATIONAL AIRPORT

Ben Gurion Airport today serves as the entrance and exit gateway of the State of Israel. Since its establishment and to the present day the airport has served for both the citizens and guests of Israel. It served thirteen million passengers in 2011. The airport serves as an international gateway to not only the Tel Aviv and Jerusalem metropolitan areas, but also to the majority of Israel. It is a hub for El Al, Israir Airlines and Arkia Israel Airlines. Ben Gurion Airport is operated by the Israel Airports Authority, a Government-owned corporation that manages all public airports and border crossing in Israel.

The airport began as an airstrip of four concrete runways on the outskirts of the Arab town of Lydda. It is located 19km (12mi) southeast of Tel Aviv city center. It was built in 1936, chiefly for military purposes. During World War II it served as a major airfield for military air transport and aircraft operations between military bases in Europe, Africa, the Middle East (mainly Iraq and Persia) and South| Southeast Asia.

The first civilian transatlantic route, New York City to Tel Aviv, was inaugurated in 1946. The British gave up Lydda airport at the end of April 1948. Soldiers of the Israel Defence Force captured the airport on July 10, 1948, in Operation Danny, transferring control to the newly declared State of Israel. That year 40 000 passengers passed through the terminal. By the mid-1960s, 14 international airlines were landing at Lod Airport. The Airport was renamed Ben Gurion International Airport in 1973 to honor Israel's first Prime Minister, David Ben-Gurion. There is a sculpture of Ben-Gurion at the entrance to the third terminal of the airport.

Regular jet aircraft flights were inaugurated in April 1960, with flights from London and Athens. In January 1961 El Al inaugurated the first jet route to New York using Boeing 707. More buildings and runways were added over the years. After the Six Day War, the impressive increase in aviation activities took place and new airlines were added. In summer 1971 El Al began employing widebody aircraft on its regular flights. In 1977 the Knesset passed

the Airport Authority bill; the management of the airport was transferred from the Ministry of Transport to the Airports Authority.

During the 80s passenger traffic increased, the terminal building was expanded, a new control tower was built and communications and RADAR installations were improved. A number of varied events were held at the airport (aviation exhibition, May 1987, May 1992; world aircraft rally, September 1986). A stamp was issued in honor of the 50th anniversary of the airport's activities.

At the beginning of the 90s the airport witnessed the huge wave of immigration that arrived from Ethiopia and the former Soviet Union. With the global increase of international business travel the existing facilities became inadequate, and in January 1994 the Government of Israel, headed by Yitzhak Rabin, took the decision for the establishment of Terminal 3 for the 2000 millennium celebration. Terminal 3 opened its doors a decade later, on November 2, 2004. Now this huge and modern complex is able to handle up to 15 million passengers per year. Ben Groin Airport is one of the safest in the world. It is under the protection of a ring of three levels: external, intermediate and internal. Trained fighters of a special unit of airport work in civilian clothes. Passengers feel safe when coming to Ben Gurion Airport.

Questions for Discussion

- 1 Is Ben Gurion Airport the main international gateway of the State of Israel?
- 2 What areas does the airport serve?
- 3 Whom is Ben Gurion Airport operated by?
- 4 How did the airport begin?
- 5 What operations during World War II did the airport serve for?
- 6 When was the first civilian transatlantic route inaugurated?
- 7 How many international airlines were landing at Lod Airport by the mid-1960s?
- 8 When was the airport renamed?
- 9 Where is there a sculpture of Ben-Gurion?
- 10 When did El Al begin employing widebody aircraft?
- 11 What events were held at the airport?
- 12 What decision was taken by the Government of Israel in January 1994?
- 13 How many passengers is the new complex able to handle per year?
- 14 Why is Ben Gurion Airport one of the safest in the world?

BEIJING CAPITAL INTERNATIONAL AIRPORT

Beijing Airport in China was opened on March 2, 1958. The airport then consisted of one small terminal building, which still operates to this day, apparently for the use of VIPs and charter flights. On January 1, 1980 a new larger building – green in color – opened, with docks for 10 to 12 aircraft. By the mid-1990s it was closed for renovation after the opening of Terminal 2. In

1999, to mark the 50th anniversary of the founding of the PRC, the airport was expanded again. Terminal 2 was opened on November 1.

On September 20, 2004 a new Terminal 1 was opened for a few airlines. A new runway of BCIA opened on October 29, 2007. Terminal 3 was completed in February 2008, in time for the Beijing Olympics. This colossal expansion was the largest man made structure in the world in terms of area covered and a major landmark in Beijing. Beijing Capital has overtaken Tokyo Haneda to be the busiest airport in Asia. There is a passage linking Terminals 1 and 2 together; this is accessible at the public level (no passports needed).

Construction of Terminal 3 started on March 28, 2004, and it became fully operational on March 26, 2008. The budget of the expansion is US \$3.5 billion. It features a main passenger terminal (Terminal 3C), two satellite concourses (Terminals 3D and 3E), five floors above ground and two underground. Terminal 3 C is dedicated for domestic flights, Terminal 3E for international flights, and Terminal 3D, called the “Olympic Hall”, was used for charter flights during the Beijing Olympics, before its use by international flights. Terminal 3 is larger than London Heathrow Airport’s 5 terminals combined. It is currently the second largest airport passenger terminal building of the world following Dubai International Airport’s Terminal 3 (over 1,500,000sq m) on October 14, 2008.

A 300,000-square-meter transportation center is located at the front of Terminal 3. 7 000 car-parking spaces will be available if the two-level underground parking lot is fully employed. It enables a smooth flow of passengers. There are 243 elevators, escalators and moving walkways and every restroom is accompanied by a mothers’ room. More than 200 cameras are used to monitor activities in the luggage area. The luggage system can handle 19 200 pieces of luggage per hour. Luggage can travel from T3C to T3E in five minutes. Passengers can check in their luggage at the airport several hours or even a day before their flight. The airport will store them in its luggage system and then load them on the correct aircraft. Along with x-ray scanners, additional equipment conducts checks for explosives.

A 98.3-meter monitoring tower stands at the southern end of Terminal 3, the highest building at the airport. The roof of Terminal 3 is red, the Chinese color for good luck. The roof of T3 has dozens of windows to let in daylight. However, interior lighting in itself is not sufficient for comfortable reading. An indoor garden is constructed in the T3E waiting area, in the style of imperial gardens, such as the Summer Palace. The T3 food-service area is called a “global kitchen”, where 72 stores provide food ranging from formal dishes to fast food, from Chinese to western, from bakery goods to ice-cream. There are also banks, business centers, Internet services and more.

Questions for Discussion

1 When was Beijing Airport opened?

- 2 How many terminals were there at the airport by the mid-1990s?
- 3 What was done at the airport to mark the 50th anniversary of the founding of the PRC?
- 4 When was Terminal 1 opened?
- 5 What terminal was constructed for the Beijing Olympics?
- 6 What is the budget of construction of Terminal 3?
- 7 What does Terminal 3 feature?
- 8 Which Terminal is called “Olympics Hall”?
- 9 What enables a smooth flow of passengers?
- 10 How many cameras are used to monitor activities in the luggage area?
- 11 How can passengers check in their luggage at the airport?
- 12 What is the highest building at the airport?

NARITA INTERNATIONAL AIRPORT

Narita International Airport is an international airport, serving the Greater Tokyo Area of Japan. It is located 57,5km (35,7mi) east of Tokyo Station and 7km(4,3mi) east-southeast of Narita Station in the city of Narita. Narita handles the majority of international passenger traffic to and from Japan, and is also a major connecting point for air traffic between Asia and the Americas. Under Japanese law, it is classified as a first class airport. The airport was known as New Tokyo International Airport until 2004.

Upon the airport’s opening in 1978, only one of the parallel runways was completed; the other two runways were delayed to avoid aggravating the already tense situation surrounding the airport. By 1992 Narita was handling 22 million passengers a year.

By the early 1960s, Tokyo International Airport (Haneda Airport) was quickly becoming over overcrowded. Its location on Tokyo Bay and proximity to US airbases caused the Japanese Government to propose a “New Tokyo International Airport” in 1962. Its development plan was made public in 1966. Under this plan the airport would have been completed in 1971, but due to the ongoing resettlement disputes, the Government began forcibly expropriating land in 1971. Thus the first terminal building was completed in 1972. The airport opened on May 20, 1978 under a level of security unprecedented in Japan. The airfield was surrounded by metal fencing and overlooked by guard towers staffed with riot police. Passengers arriving at the airport were (and still are) subject to baggage and travel document searches before even entering the terminal, in an attempt to keep anti-airport activists and terrorists out of the facility. The last anti-airport riot took place in 1985.

Since its construction, Narita has been criticized for its distance from central Tokyo – an hour by the fastest train and often longer by road due to traffic jams. Direct train service to Terminal 1 began on March 19, 1991. The Narita Rapid Railway opened on July 17, 2010. The line’s new Sky liner

express trains with a maximum speed of 160 km/h are scheduled between Tokyo's Nippon Station and Airport Terminal 2 Station in 36 minutes, which compares favorably with other major airports worldwide.

Narita Airport has two separate terminals with separate underground train stations. Connection between the terminals is by shuttle bus and trains. Because so many airlines want to use the airport, the Japanese aviation authorities have limited the number of flights each airline can operate from this airport, making the airport expensive for both airlines and their passengers. Several gates at Narita are being refitted with double-decker jet bridges to accommodate the Airbus A380.

Due to environmental concerns raised, in particular from surrounding residents, significant cost in addition to airport construction alone was created: 40 billion yen for noise protection and 20 billion yen for electromagnetic protection. 320 billion yen have been spent to compensate for environmental impact of the airport since its opening.

Narita Airport is the only airport in Japan where visitor must show ID (Identity Document). The Narita International Airport Corporation and business groups in Narita proposed scrapping the ID checks. The Chiba prefectural police objected, stating that the checks were necessary to detect extremists and terrorists. Narita Airport is the first Japanese airport to house millimeter wave scanners. On November 20, 2007, Japan's immigration and border management system, which is called J-VIS, was installed. This system scans index fingerprints from both hands and takes a digital facial photo of landers and checks against the database of the Immigration Bureau of Japan.

In 1997 United Airlines Flight 826 experienced severe turbulence after leaving Narita en-route for Honolulu. Due to injuries sustained by passengers, the aircraft made an emergency landing in Narita. One woman on the flight died of her injuries.

On July 13, 2004 Bobby Fischer was detained at Narita Airport for using an invalid U.S. passport while trying to board a Japan Airlines flight to Manila. He left Japan a year later after obtaining asylum in Iceland.

Narita Airport is one of the airports featured in Air Traffic Controller (video game) by Techno Brain.

Questions for Discussion

- 1 What is the name of the main international airport in Japan?
- 2 Where is Narita Airport located?
- 3 Narita is a major connecting point for air traffic between Asia and the Americas, isn't it?
- 4 How is Narita International Airport classified?
- 5 How many passengers was Narita handling a year by 1992?
- 6 What was the reason of the tense situation surrounding the airport?
- 7 Why did the Government begin forcibly expropriating land in 1971?

- 8 What measures were provided against anti-airport activists on May 20, 1972?
- 9 What has Narita been criticized for since its construction?
- 10 When did the Narita Rapid Railway open?
- 11 Why have the Japanese aviation authorities limited the number of flights?
- 12 What was done at Narita Airport for noise protection and electromagnetic protection?
- 13 How much did it cost to compensate for environmental impact of the airport since its opening?
- 14 Why are ID checks necessary as a means of providing flight safety and avoiding hazards?
- 15 What modern technology to aid safety has been introduced in Narita Airport?

Text-Related Word List
Moscow International Airports
Vnukovo Airport

joint-stock company - акционерное общество
commence - начинать
safety shoulder - боковая сторона безопасности
aircraft stand - место для стоянки самолёта
throughput capacity - пропускная способность
CATS, Computer Assisted Troubleshooting System - система устранения дефектов с помощью электронной техники
hub - авиатранспортный узел

Domodedovo Airport

inaugural flight - торжественное открытие полётов
on a 75-year lease - по договору об аренде сроком на 75 лет
simultaneously - одновременно
female Muslim suicide-bomber - мусульманская террористка-смертница
Islamist militant - исламский боевик
instigate - зд. увеличить штат
pier - галерея (коридор) для пассажиров
jetway - взлётно-посадочная полоса для реактивных лайнеров
concourse extension - зд. расширение площади
IATA, International Air Transport Association - Международная ассоциация воздушных сообщений

Sheremetyevo Airport

upgrade - совершенствование
comprehensive - зд. всесторонний

estimate - подсчитывать приблизительно
alliance - союз
set into operation - привести в действие
e.g. (exempli gratia) = for example - например
breakthrough - прорыв
synchronize - координировать, устанавливать одновременность
hazardous - опасный
TLS, Take-off and Landing Strip - ВПП, взлётно-посадочная полоса
multimodal - многофункциональный
competitiveness - конкурентоспособность

Pulkovo International Airport

air harbor – воздушная гавань
supervision – руководство, наблюдение
entrust – поручать, возлагать
besiege – осаждать
pay tribute – зд. воздать долг памяти
endurance – стойкость
Nazi – фашистский
The Siege of Leningrad – Блокада Ленинграда
restore – возобновить
key national routes – линии союзного значения
spacious – вместительный
spacious high-speed passenger airplane – скоростной пассажирский самолёт большой вместимости
Landing automatically under weather conditions falling under the 1st ICAO category – Посадка в автоматическом режиме в условиях погоды по 1-й категории ICAO
staff of pilots – кадры лётного состава

John F. Kennedy International Airport

gateway – ворота, воздушная гавань
value – ценность; оценка; значение
by value – по оценке
shipment – перевозка товаров
assassination – убийство
feature – быть характерной чертой; амер. отводить важнейшее место; выводить в главной роли
dock – док; погрузочно-разгрузочная площадка; эстакада; доковать, ставить судно в док
airstairs – трап; лестница
via – лат. через
retire – снять с эксплуатации
commuter – амер. пригородный

temporary – временный
gallon – галлон (единица вместимости; англ. = 4,54 л; амер. = 3,78 л)
truck – грузовой автомобиль
lounge – комната или место отдыха
rudder – руль направления
wind shear – сдвиг ветра
allege – утверждать, приписывать; alleged – подозреваемый
plot – заговор, план
FBI, Federal Bureau of Investigation – амер. Федеральное бюро расследований, ФБР
employee – работающий по найму; служащий
glider – планер; glider pilot – планерист
flock – стая (птиц); flock of geese – стая гусей
southbound – к югу
brace – скреплять, стягивать; brace up – подбадривать
impact – удар; момент удара о землю при посадке
brace for impact – пристегнуть ремни для посадки самолёта
ditch – амер. делать экстренную посадку на воду
unpowered ditching – посадка на воду с неработающим двигателем
apology – извинение; make an apology – принести извинение;
a letter of apology – письменное извинение
refund – возмещение (расходов)
citation – упоминание; цитирование; амер. похвальное упоминание в приказе; get a citation – быть отмеченным в приказе
award – присуждение награды; награждать
the award citation reads... - в приказе о награждении отмечено...

London Heathrow Airport

nautical mile – морская миля (1853,6 м)
dedicate – зд. торжественно открыть
adjacent – соседствующий, примыкающий
refurbishment – обновление, ремонт
while – тогда как
respective – соответственный
hamlet – деревня
policing – обеспечение полицией
multi-faith prayer room – комната для молящихся разных вероисповеданий
counsel – совещание
denominational – относящийся к какому-либо вероисповеданию
chapel – церковь; часовня
bunker – убежище, бункер

Stockholm – Arlanda Airport

official opening ceremony – официальная церемония открытия

to be derived from – происходить от...
parish – округ
pun – игра слов, каламбур
“Star Alliance“ – “Звёздный союз“
furthermore – к тому же, кроме того
claim – претендовать
emergency landing site – место (нахождение) аварийной посадки
greenhouse (gas) – парниковый
Continuous Descent Approach landing – приземление с затяжным заходом на посадку
pipeline – трубопровод
thunderstorm – гроза
tailwind – попутный ветер
blow, blowing – зд. сносить, снося
tyre - обод колеса; покрышка
mud – грязь
take over – захватить
take down – снять (с самолёта)
SAS Commuter; Scandinavian Airlines System Commuter – сезонные перевозки Системы Скандинавских Авиалиний
injury – травма; ушиб; рана

Paris – Charles de Gaulle Airport

avant – garde design – архит. конструкция в стиле авангарда
host – размещать; содержать
satellite – второстепенный; филиал; спутник
passage – переход; passageway – коридор, проход; пассаж
reclaim – рекламация; re-claim – требовать обратно, возвращать
designate – обозначать, позиционировать, утверждать
Israel – Израиль
rigorous – строгий; суровый; жёсткий
daring – смелый; дерзкий
inauguration – торжественное открытие
collapse – обвал; обрушение
Algiers – г. Алжир
commando – диверсионно-десантный отряд
tire (tyre) – обод колеса; шина, покрышка
burst – взорваться; разорваться
ignite – зажигать
subdue – подчинить; нейтрализовать, обезвредить
sulphur – сера
gully – водосточная канава

Zurich Airport

skyguide – авиаперевозчик, транспортный самолёт
canton – кантон, округ
curfew – вечерний звон (сигнал для гашения огней); комендантский час
enact – предписывать, вводить закон
renovate – восстанавливать; реконструировать
charge – надзор; обвинение
privatization – приватизация, присвоение
treaty – договор
negotiation – переговоры; обсуждение условий
negotiations are under way – ведутся переговоры
fingerdock – боковой док
terrace – терраса; газон посреди улицы

Ben Gurion Airport

outskirts – окраина, предместье
capture – захватить силой
the Airports Authority bill – законопроект Управления Аэропортов
the Knesset – Парламент государства Израиль

Peking – Beijing Capital Airport

landmark – ориентир, межевой знак на местности
overtake – превзойти, превосходить
concourse – главный вестибюль вокзала; пассажирский зал
smooth – спокойный; беспрепятственный
sooth flow of passengers – плавный поток пассажиров

Tokyo – Narita Airport

aggravate – обострять, ухудшать
forcibly expropriating – насильственная экспроприация (конфискация, отчуждение)
unprecedented – беспрецедентный
riot police – полиция для подавления мятежа
ID, IDENT, identity document, identity card – удостоверение личности
scrap – зд. отказаться, отбросить (идею)
fingerprints – отпечатки пальцев
en-route – по пути, попутный
sustain – испытать; выносить; пострадать
sustain injuries – потерпеть увечье
detain – задержать, арестовать
invalid – недействительный, не имеющий законной силы
asylum – убежище, приют