**МОСКОВСКИЙ ГОСУДАРСТВЕННЫЙ ТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ ГРАЖДАНСКОЙ АВИАЦИИ**

**М. А. Быкова**

# АНГЛИЙСКИЙ ЯЗЫК

ПОСОБИЕ
по аудиторному и внеаудиторному чтению

*для студентов I-II курсов*
*направления 23.03.01*
*очной формы обучения*

**Москва-2016**

**ФЕДЕРАЛЬНОЕ АГЕНТСТВО ВОЗДУШНОГО ТРАНСПОРТА**

ФЕДЕРАЛЬНОЕ ГОСУДАРСТВЕННОЕ
БЮДЖЕТНОЕ ОБРАЗОВАТЕЛЬНОЕ УЧРЕЖДЕНИЕ
ВЫСШЕГО ОБРАЗОВАНИЯ
**«МОСКОВСКИЙ ГОСУДАРСТВЕННЫЙ ТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ ГРАЖДАНСКОЙ АВИАЦИИ» (МГТУ ГА)**

**Кафедра иностранных языков**

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Московский государственный технический университет ГА
*125993 Москва, Кронштадтский бульвар, д.20*
Редакционно-издательские услуги ООО «Имидж-студия Арина»
*127051 Москва, М. Сухаревская пл., д. 2/4 стр.1*

# UNIT 1. International Conventions

**A. Read the following text.**

## The Warsaw Convention

The Convention for the Unification of certain rules relating to international carriage by air, commonly known as the Warsaw Convention, is an international convention which regulates liability for international carriage of persons, luggage, or goods performed by aircraft for reward.

Originally signed in 1929 in Warsaw (hence the name), it was amended in 1955 at The Hague, Netherlands, and in 1971 in Guatemala City, Guatemala. United States courts have held that, at least for some purposes, the Warsaw Convention is a different instrument from the Warsaw Convention as amended by the Hague Protocol.

The Convention was written originally in French and the original documents were deposited in the archives of the Ministry for Foreign Affairs of Poland. After coming into force on 13 February 1933, it resolved some conflicts of law and jurisdiction.

Between 1948–51 it was further studied by a legal committee set up by the International Civil Aviation Organization (ICAO) and in 1952 a new draft was prepared to replace the convention. However it was rejected and it was decided that the convention be amended rather than replaced in 1953. The work done by the legal committee at the Ninth Session was presented to the International Conference on Air Law which was convened by the Council of the ICAO and met at The Hague from 6 to 28 September 1955. The Hague Conference adopted a Protocol (the Hague Protocol) for the amendment of the Warsaw Convention. Between the parties of the Protocol, it was agreed that the 1929 Warsaw Convention and the 1955 Hague Protocol were to be read and interpreted together as one single instrument to be known as the Warsaw Convention as amended at the Hague in 1955. This was not an amendment to the convention but rather a creation of a new and separate legal instrument that is only binding between the parties. If one nation is a party to the Warsaw Convention and another to The Hague Protocol, neither state has an instrument in common and therefore there is no mutual international ground for litigation.

The Montreal Convention, signed in 1999, replaced the Warsaw Convention system.

**Content.** There are five chapters:

Chapter I – Definitions

Chapter II – Documents of Carriage; Luggage and Passenger Ticket

Chapter III – Liability of the Carrier

Chapter IV – Provisions Relating to Combined Carriage

Chapter V – General and Final Provisions

In the convention there is a provision of successive carriage and a combined carriage partly by air and partly by other modes of transport as well.

In particular, the Warsaw Convention:

- Defines "international carriage" and the convention's scope of applicability
- Sets rules for documents of carriage
- Sets rules for the air carrier's liability and limitations thereof
- Sets rules for legal jurisdiction
- Mandates carriers to issue passenger tickets;
- Requires carriers to issue baggage checks for checked luggage;
- Creates a limitation period of two years within which a claim must be brought (Article 29); and – Limits a carrier's liability to at most:

– 250,000 Francs or 16,600 special drawing rights (SDR) for personal injury;

– 17 SDR per kilogram (pound) for checked luggage and cargo, or US$20 per kilogram (pound) for non-signatories of the amended Montreal Convention;

– 5,000 Francs or 332 SDR for the hand luggage of a traveller.

The sums limiting liability were originally given in gold francs (defined in terms of a particular quantity of gold by article 22 paragraph 5 of the convention). These sums were amended by the Montreal Additional Protocol No. 2 to substitute an expression given in terms of SDR's. These sums are valid in the absence of a differing agreement (on a higher sum) with the carrier. Agreements on lower sums are null and void.

A court may also award a claiming party's costs, unless the carrier made an offer within 6 months of the loss (or at least 6 months before the beginning of any legal proceedings) which the claiming party has failed to beat. The Warsaw Convention provides that a plaintiff can file a lawsuit at his or her discretion in one of the following forums:

- The carrier's principal place of business
- The domicile of the carrier
- The carrier's place of business through which the contract was made
- The place of the destination

According to Clauses 17 and 18 of the Warsaw Convention, airline companies are liable for any damage that occurs to passengers or their belongings during in-flight. However, airline companies will not be held responsible if the damage results from the passenger's own fault or one of their temporary servants such as doctors assisting ill passengers on their own initiative (Clause 20). To be covered by air carriers, doctors should respond to the captain's call when it comes to assisting ill passengers. In such cases, doctors are considered an airline's temporary servants who acted on the airline's instructions. Major airlines are all covered by insurance to meet such contingencies and to cover doctors who act as their temporary agents.

**Ratifications.** As of 2015, the Warsaw Convention had been ratified by 152 states. The Protocol to the Convention had been ratified by 137 states.

**Vocabulary**

a claim – претензия
a definition – определение
a mode of transport – вид транспорта
a participant – участник
a provision – обеспечение
a purpose – цель
applicability – применимость
content – содержания
contingencies – непредвиденные обстоятельства
draft – проект
government – правительство
hand luggage – ручной багаж
insurance – страхование
international carriage – международные перевозки
legal – законный
liability for – ответственность за
litigation – судебные разбирательства
mutual – взаимное
originally – изначально
relating to – относящийся к
responsible – ответственный
scope – объем
special drawing rights (SDR) – специальные права заимствования, искусственное резервное платежное средство, МВФ
temporary – временный
The Hague – Гаага
amendment – поправка
to approve – одобрить
to be ratified by – быть ратифицированным
to conclude – включать
to defer on – отложить на (какой-то срок)
to define – определить
to perform – выполнять
to reject – отвергать
to set – устанавливать
to sign – подписывать

**Answer the following questions.**

1. What does the Warsaw convention regulate?
2. When was the Warsaw convention signed?

3. When did the French government propose the convening of a diplomatic conference in November 1223 for the purpose of concluding f convention?

4. What language was the convention originally written in?

5. When was the convention further studied by a league committee set up by the International Civil Aviation organization?

6. When did the Montreal convention replace the Warsaw convention system?

7. How many chapters are there in the Warsaw convention?

8. What does the Warsaw convetion define and set?

**B. Read the following text.**

**The Rome convention**

The operation of aircraft could cause damage on the surface to persons who are not in any contractual relation with the operator of the aircraft; thus, there was a need to guarantee that sufficient funds would be available to compensate for the damage on the ground.

The Comité International Technique d'Experts Juridiques Aériens (CITEJA) already started to work on the above issue as early as 1930; the Third International Conference on Private Air Law met at the Accademia dei Lincei, Palazzo Corsini, Rome, Italy from 15 to 29 May 1933. This conference adopted on 29 May 1933 two conventions, as follows: 1) The Convention for the Unification of Certain Rules Relating to Damage Caused by Foreign Aircraft to Third Parties on the Surface; and 2) The Convention for the Unification of Certain Rules Relating to the Precautionary Arrest of Aircraft. Both conventions were signed on 29 May 1933 by 20 States. The purpose of these conventions were to ensure adequate compensation for persons who suffer damage caused on the surface by foreign aircraft while limiting in a reasonable manner the extent of liabilities incurred for such damage in order not to hinder the development of international air transport

This Convention was amended by the Brussels Protocol signed on 29 September 1938 during the Fourth International Conference on Private Air Law which met at the Palais des Académies, Brussels, Belgium from 19 to 30 September 1938. This Protocol permitted insurers to use some basic defences. The 1933 Convention did not achieve wide acceptance and was expressly overtaken by the 1952 Rome Convention. The war interrupted further development of the international unification of private air law.

After the war, ICAO returned to the subject when it requested the Legal Committee to resume the studies of liabilities to third parties. Attended by delegates and observers from 32 states and seven international organizations, a Diplomatic Conference on International Air Law, convened by ICAO in Rome, Italy (in the FAO Palace) at the invitation of the Italian Government, met from 9 September to 6 October 1952. This was the first post-war Diplomatic Conference on Private International Air Law, and in fact the fifth of a series of periodic international conferences; the previous ones had been held in 1925 (at Paris), in 1929 (at Warsaw), in 1933 (at Rome)

and in 1938 (at Brussels). An amended Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface was adopted and signed on 7 October 1952 to unify, on an international level, the law relating to recovery by persons who suffer damage caused on the surface by foreign aircraft, while limiting the liabilities of those responsible for such damage. The Convention also deals with a host of related matters such as apportionment of claims, financial security requirements, jurisdiction and enforcement of judgements. Entered into force on 4 February 1958, the new Convention was the result of several years' work by the ICAO Legal Committee; in drafting the new Convention, account was taken of the legal and economic problems arising from the tremendous development of international air transport after World War II. The negative element of the new Convention was the severe limitation of liability.

ICAO continued studies related to the 1952 Rome Convention. An International Conference on Air Law was convened at Montreal from 6 to 23 September 1978. The Protocol to Amend the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface was adopted and signed on 23 September 1978, and in particular increased the limits of liability. Delegates from 58 States participated in this Conference. The Protocol entered into force on 25 July 2002. However, neither the Rome Convention nor the Montreal Protocol have received wide acceptance. One of the reasons for this situation is that the limits of liability in the Convention and the Protocol are perceived as inadequate. Furthermore, the regime of absolute liability, the jurisdictional clauses, and provisions relating to financial security have also been regarded by some as not fully satisfactory.

The 31st Session of the Legal Committee (Montreal, 28 August to 8 September 2000) included in its Work Programme the subject "Consideration of the modernization of the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface signed at Rome on 7 October 1952". A Special Group on the modernization of the Rome Convention developed two draft Conventions: 1) Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft; 2) Convention on Compensation for Damage Caused by Aircraft to Third Parties. These two drafts were considered and adopted at the International Conference on Air Law on Compensation for Damage Caused by Aircraft to Third Parties Arising from Acts of Unlawful Interference or from General Risks, held at Montreal from 20 April to 2 May 2009.

The objective with these two new air law conventions is to ensure equitable benefits for victims while not unduly increasing the economic and regulatory burden on carriers; the fight against the effects of terrorism and the improvement of the status of victims involving aircraft form the cornerstone of the two new conventions. The one legal instrument adopted by the Conference is the Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft. At the heart of this new instrument, is the creation of an International Civil Aviation Compensation Fund, which may potentially provide victims of an event compensation in addition to that paid by the aircraft operator, up to an amount of 3 billion Special Drawing Rights (approximately US $4.5 billion). The other in-

strument, the Convention on Compensation for Damage Caused by Aircraft to Third Parties, modernizes the current legal framework provided for under the 1952 Rome Convention and related Montreal Protocol of 1978. It covers cases of damage caused by aircraft as a result of safety related matters and not involving an act of unlawful interference and provides for full compensation of victims.

**Vocabulary**

burden – бремя
equitable – справедливый
operation – работа, эксплуатация, управление.
precautionary – предупредительный
regulatory – регулирующий
surface – поверхность
to attend – посещать
to cause – вызывать, являться причиной
to convene – созывать

**Answer the following questions.**

1 When was the Rome convention signed?
2. When was the Rome convention amended? Where was it amended?
3. What conference did ICAO convene in 1952?
4. What conference was held in Montreal in 2009?
5. What is the objective of these two new air law conventions?
6. What is there at the heart of this new instrument?

**C. Read the following text.**

**The Chicago Convention on International Civil Aviation**

| | |
|---|---|
| Signed | 7 December 1944 |
| Location | Chicago |
| Effective | 4 April 1947 |
| Condition | 26 ratifications |
| Parties | 191 (Cook Islands as well as all United Nations members, except for Liechtenstein, Dominica and Tuvalu) |
| Depositary | Government of the United States of America |
| Languages | English, French, Spanish and Russian |

The Convention on International Civil Aviation, also known as the Chicago Convention, established the International Civil Aviation Organization (ICAO), a specialized agency of the United Nations charged with coordinating and regulating inter-

national air travel. The Convention establishes rules of airspace, aircraft registration and safety, and details the rights of the signatories in relation to air travel. The Convention also exempts commercial air fuels from tax.

The document was signed on December 7, 1944 in Chicago, U.S., by 52 signatory states. It received the requisite 26th ratification on March 5, 1947 and went into effect on April 4, 1947, the same date that ICAO came into being. In October of the same year, ICAO became a specialized agency of the United Nations Economic and Social Council (ECOSOC). The Convention has since been revised eight times (in 1959, 1963, 1969, 1975, 1980, 1997, 2000 and 2006).

As of 2013, the Chicago Convention has 191 state parties, which includes all member states of the United Nations—except Dominica, Liechtenstein, and Tuvalu—plus the Cook Islands.

**Main Articles.** Some important articles are:

Article 1: Every state has complete and exclusive sovereignty over airspace above its territory.

Article 3 bis: Every State must refrain from resorting to the use of weapons against civil aircraft in flight.

Article 5: The aircraft of states, other than scheduled international air services, have the right to make flights across state's territories and to make stops without obtaining prior permission. However, the state may require the aircraft to make a landing.

Article 6: (Scheduled air services) No scheduled international air service may be operated over or into the territory of a contracting State, except with the special permission or other authorization of that State.

Article 10: (Landing at customs airports): The state can require that landing to be at a designated customs airport and similarly departure from the territory can be required to be from a designated customs airport.

Article 12: Each state shall keep its own rules of the air as uniform as possible with those established under the convention, the duty to ensure compliance with these rules rests with the contracting state.

Article 13: (Entry and Clearance Regulations) A state's laws and regulations regarding the admission and departure of passengers, crew or cargo from aircraft shall be complied with on arrival, upon departure and whilst within the territory of that state.

Article 16: The authorities of each state shall have the right to search the aircraft of other states on landing or departure, without unreasonable delay.

Article 24: Aircraft flying to, from or across, the territory of a state shall be admitted temporarily free of duty. Fuel, Oil, spare parts, regular equipment and aircraft stores retained on board are also exempt custom duty, inspection fees or similar charges.

Article 29: Before an international flight, the pilot in command must ensure that the aircraft is airworthy, duly registered and that the relevant certificates are on board the aircraft. The required documents are:

- Certificate of Registration

- Certificate of Airworthiness
- Passenger names, place of boarding and destination
- Crew licences
- Journey Logbook
- Radio Licence
- Cargo manifest

Article 30: The aircraft of a state flying in or over the territory of another state shall only carry radios licensed and used in accordance with the regulations of the state in which the aircraft is registered. The radios may only be used by members of the flight crew suitably licenced by the state in which the aircraft is registered.

Article 32: the pilot and crew of every aircraft engaged in international aviation must have certificates of competency and licences issued or validated by the state in which the aircraft is registered.

Article 33: (Recognition of Certificates and Licences) Certificates of Airworthiness, certificates of competency and licences issued or validated by the state in which the aircraft is registered, shall be recognised as valid by other states. The requirements for issue of those Certificates or Airworthiness, certificates of competency or licences must be equal to or above the minimum standards established by the Convention.

Article 40: No aircraft or personnel with endorsed licenses or certificate will engage in international navigation except with the permission of the state or states whose territory is entered. Any license holder who does not satisfy international standard relating to that license or certificate shall have attached to or endorsed on that license information regarding the particulars in which he does not satisfy those standards".

**Annexes.** The Convention is supported by nineteen annexes containing standards and recommended practices (SARPs). The annexes are amended regularly by ICAO and are as follows:

Annex 1 – Personnel Licensing

Licensing of flight crews, air traffic controllers & aircraft maintenance personnel. Including Chapter 6 containing medical standards.

Annex 2 – Rules of the Air

Annex 3 – Meteorological Service for International Air Navigation

Vol I – Core SARPs

Vol II – Appendices and Attachments

Annex 4 – Aeronautical Charts

Annex 5 – Units of Measurement to be used in Air and Ground Operations

Annex 6 – Operation of Aircraft

Part I – International Commercial Air Transport – Aeroplanes

Part II – International General Aviation – Aeroplanes

Part III – International Operations – Helicopters

Annex 7 – Aircraft Nationality and Registration Marks

Annex 8 – Airworthiness of Aircraft
Annex 9 – Facilitation
Annex 10 – Aeronautical Telecommunications
Vol I – Radio Navigation Aids
Vol II – Communication Procedures including those with PANS status
Vol III – Communication Systems
Part I – Digital Data Communication Systems
Part II – Voice Communication Systems
Vol IV – Surveillance Radar and Collision Avoidance Systems
Vol V – Aeronautical Radio Frequency Spectrum Utilization
Annex 11 – Air Traffic Services – Air Traffic Control Service, Flight Information Service and Alerting Service
Annex 12 – Search and Rescue
Annex 13 – Aircraft Accident and Incident Investigation
Annex 14 – Aerodromes
Vol I – Aerodrome Design and Operations
Vol II – Heliports
Annex 15 – Aeronautical Information Services
Annex 16 – Environmental Protection
Vol I – Aircraft Noise
Vol II – Aircraft Engine Emissions
Annex 17 – Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference
Annex 18 – The Safe Transport of Dangerous Goods by Air
Annex 19 – Safety Management (Since 14 November 2013)
Annex 5, Units of Measurement to be Used in Air and Ground Operations, named in its Table 3-3 three "non-SI alternative units permitted for temporary use with the SI": the foot (for vertical distance = altitude), the knot (for speed), and the nautical mile (for long distance).

**Outcomes.** Article 24 of the Convention prevents the taxation of commercial aviation fuel (though fuel for recreational purposes is not exempt). This has led to debate in the UK Parliament over whether the lack of tax represents a subsidy to the aviation industry, estimated at £10 billion annually in the UK. Furthermore, the planned inclusion of international aviation into the European Union Emission Trading Scheme in 2014 has been called an 'illegal tax' by countries including the USA and China, who cite the Chicago Convention.

**Vocabulary**

a state – государство
airworthiness – летная годность
an article – статья
annexes – приложения

arrival – прибытие
authorities – власти
bis – вторично, еще раз
civil aviation –гражданская авиация
compliance – соблюдение
customs – таможня
deplane – высаживать из самолета
designated – назначенный
destination – пункт назначения
duly – своевременно
environmental protection – защита окружающей среды
facilitation –облегчение
free of duty – без пошлины
in relation to – в отношении
outcomes – результаты
permission – разрешение
personnel – персонал
place of boarding – место посадки
Safety – безопасность
The International Civil Aviation Organization – Международная организация гражданской авиации
to be engaged in – быть вовлеченным в
to be equal to – быть равным чему-либо
to comply – соблюдать
to ensure – обеспечивать
to establish – основывать
to make flights – совершать полеты
to obtain – получать
to require – требовать
to rest – опираться
to retrain – воздержаться
to search an aircraft – осматривать ВС
unreasonable delay – беспричинная задержка
use of weapons – использование оружия

**Answer the following questions.**

1. What did the convention on Civil Aviation establish?
2. What does ICAO mean?
3. When was the convention signed?
4. How many state parties does the Chicago convention have?
5. What important articles do you know?
6. Are the annexes amended regulating by ICAO?

**D. Read the following text.**

## The Montreal Convention

| | |
|---|---|
| Signed | 28 May 1999 |
| Location | Montreal, Canada |
| Effective | 4 November 2003 |
| Parties | 114 (113 states + EU) |
| Depositary | International Civil Aviation Organization |
| Languages | English, Arabic, Chinese, French, Russian and Spanish |

The Montreal Convention (formally, the Convention for the Unification of Certain Rules for International Carriage by Air) is a multilateral treaty adopted by a diplomatic meeting of ICAO member states in 1999. It amended important provisions of the Warsaw Convention's regime concerning compensation for the victims of air disasters. The Convention attempts to re-establish uniformity and predictability of rules relating to the international carriage of passengers, baggage and cargo. Whilst maintaining the core provisions which have served the international air transport community for several decades (i.e., the Warsaw regime), the new treaty achieves modernization in a number of key areas. It protects passengers by introducing a two-tier liability system that eliminates the previous requirement of proving willful neglect by the air carrier to obtain more than US$75,000 in damages, which should eliminate or reduce protracted litigation.

**Damages.** Under the Montreal Convention, air carriers are strictly liable for proven damages up to 113,100 special drawing rights (SDR), a mix of currency values established by the International Monetary Fund (IMF). Where damages of more than 113,100 SDR are sought, the airline may avoid liability by proving that the accident which caused the injury or death was not due to their negligence or was attributable to the negligence of a third party. This defence is not available where damages of less than 113,100 SDR are sought. The Convention also amended the jurisdictional provisions of Warsaw and now allows the victim or their families to sue foreign carriers where they maintain their principal residence, and requires all air carriers to carry liability insurance.

The Montreal Convention was brought about mainly to amend liabilities to be paid to families for death or injury whilst on board an aircraft.

**No compensation purely for psychiatric injury.** The Convention refuses to pay any compensation for psychiatric injury or damage unless inextricably linked to the physical injury. Purely psychiatric injury is not eligible for compensation which has been criticised by people injured in plane accidents, legal experts and their families.

Australia changed its law so as to fit with the Montreal Convention including in some of the following ways the removal of references to ‘personal injury’ and replaced with ‘bodily injury’ under the CACL Act to ensure consistency with the 1999 Montreal Convention concerning international flights; the preclusion of potential

claimants from claiming compensation for mental injuries where that person has not suffered additional personal or property damage.

Independent Australian senator Nick Xenophon will introduce a private member's bill into the Australian Parliament in May 2015 which will seek to protect the rights of plane crash survivors to be compensated for psychological trauma.

Leading Australian current affairs TV show 4 Corners on the government owned broadcaster ABC, broadcast a program focusing on the unfairness and injustice of excluding psychiatric injury on March 23, 2015 featuring Karen Casey, a nurse injured when the medical evacuation flight she was nursing on crashed in the waters off Norfolk Island.

**Lost baggage.** The Montreal Convention changes and generally increases the maximum liability of airlines for lost baggage to a fixed amount 1,131 SDR per passenger (the amount in the Warsaw Convention is based on weight of the baggage). It requires airlines to fully compensate travellers the cost of replacement items purchased until the baggage is delivered, to a maximum of 1,131 SDR. At 21 days any delayed baggage is considered lost, even if the airline delivers it after that period.

**Disabled passengers and mobility equipment.** The limitation of compensation for damage to baggage to 1,131 SDRs means that the value of damaged mobility equipment may often significantly exceed available compensation under the Montreal Convention, while the effect of the loss, even temporarily, of mobility equipment places disabled passengers at a substantially increased disadvantage in comparison to other passengers suffering damaged baggage.

The EU in "Communication on the scope of the liability of air carriers and airports in the event of destroyed, damaged or lost mobility equipment of passengers with reduced mobility when travelling by air" notes this disadvantage in relation to EC 1107/2006 "rights of disabled persons and persons with reduced mobility when travelling by air".

The EU report notes that the United States under the Air Carrier Access Act and Canada under Part VII of the Air Transport Regulations have taken action to force airlines to fully cover the costs of damage to mobility equipment as a condition of allowing an airline to operate in their airspace, and notes that the EU may have to take similar steps if the additional duties imposed on airlines by EC 1107/2006 do not resolve the issue.

**Ratifications.** As of October 2015, there are 114 parties to the Convention. Included in this total is 113 of the 191 ICAO Member States plus the European Union. The states that have ratified represent 112 UN member states plus the Cook Islands. Other states that have ratified include Argentina, Australia, Brazil, Canada, China, all member states of the European Union, India, Israel, Japan, South Korea, Malaysia, Mexico, New Zealand, Norway, Pakistan, Saudi Arabia, Singapore, South Africa, Switzerland, Turkey, Ukraine, the United Arab Emirates, and the United States.

**Vocabulary**

accident – несчастный случай
air carrier – воздушный перевозчик
community – сообщество, общество
consistency – согласованность
disabled – с ограниченными возможностями
inextricably – неразрывно
International Monetary Fund – Международный Валютный Фонд
multilateral treaty – многосторонний договор
negligence – халатность
proven damage – доказанный ущерб
provision – обеспечение
regulation – правило, предписание
survivor – выживший
The EU – Евросоюз
to be attributable to – быть связанным с
to be brought about – должно быть достигнуто
to be liable for – быть ответственным за что-либо
to eliminate – устранять
to fit with – сочетаться с
to impose on – наложить, накладывать на
to neglect – пренебрегать
to prove – доказывать
to seek – искать, стремиться, добиваться
to sue – подавать в суд на
victim – жертва

**Answer the following questions.**

1. What is the formal name the of the Montreal convention?
2. When was it adopted?
3. What does the convention attempt to re-establish?
4. What are the carriers liable for under the Montreal convention?
5. Does the convention refuse to pay any compensation for psychiatric injury or damage?
6. What country did change its law so as to fit with the Montreal convention?
7. Does the Montreal convention change and generally increase the maximum liability of airlines for lost baggage?
8. What does the limitation of compensation for damage to 1, 131 SDRs mean?
9. How many countries have ratified the convention?

# UNIT 2. International Aviation Organizations

**A. Read the following text.**

## ICAO

The International Civil Aviation Organization, is a specialized agency of the United Nations. It codifies the principles and techniques of international air navigation and fosters the planning and development of international air transport to ensure safe and orderly growth. Its headquarters are located in the Quartier International of Montreal, Quebec, Canada.

The ICAO Council adopts standards and recommended practices concerning air navigation, its infrastructure, flight inspection, prevention of unlawful interference, and facilitation of border-crossing procedures for international civil aviation. ICAO defines the protocols for air accident investigation followed by transport safety authorities in countries signatory to the Convention on International Civil Aviation (Chicago Convention).

The Air Navigation Commission (ANC) is the technical body within ICAO. The Commission is composed of 19 Commissioners, nominated by the ICAO's contracting states, and appointed by the ICAO Council. Commissioners serve as independent experts, who although nominated by their states, do not serve as state or political representatives. The development of Aviation Standards and Recommended Practices is done under the direction of the ANC through the formal process of ICAO Panels. Once approved by the Commission, standards are sent to the Council, the political body of ICAO, for consultation and coordination with the Member States before final adoption.

ICAO is distinct from the International Air Transport Association (IATA), a trade association representing 240 of the world's airlines, also headquartered in Montreal, or with the Civil Air Navigation Services Organisation (CANSO), an organization for Air Navigation Service Providers (ANSPs) with its headquarters at Amsterdam Airport Schiphol in the Netherlands. These are trade associations representing specific aviation interests, whereas ICAO is a body of the United Nations.

The forerunner to ICAO was the International Commission for Air Navigation (ICAN). It held its first convention in 1903 in Berlin, Germany but no agreements were reached among the eight countries that attended. At the second convention in 1906, also held in Berlin, 27 countries attended. The third convention, held in London in 1912 allocated the first radio callsigns for use by aircraft. ICAN continued to operate until 1945.

Fifty-two countries signed the Convention on International Civil Aviation, also known as the Chicago Convention, in Chicago, Illinois, on 7 December 1944. Under its terms, a Provisional International Civil Aviation Organization (PICAO) was to be established, to be replaced in turn by a permanent organization when 26 countries rat-

ified the convention. Accordingly, PICAO began operating on 6 June 1945, replacing ICAN. The 26th country ratified the Convention on 5 March 1947 and, consequently PICAO was disestablished on 4 April 1947 and replaced by ICAO, which began operations the same day. In October 1947, ICAO became an agency of the United Nations linked to the United Nations Economic and Social Council (ECOSOC).

In April 2013, Qatar offered to serve as the new permanent seat of the Organization. Qatar promised to construct a massive new headquarters for ICAO and cover all moving expenses, stating that Montreal "was too far from Europe and Asia", "had cold winters," was hard to attend due to the refusal of the Canadian government to provide visas in a timely manner, and that the taxes imposed on ICAO by Canada were too high. According to the Globe and Mail, Qatar's move was at least partly motivated by the pro-Israel foreign policy of Canadian Prime Minister Stephen Harper. Approximately one month later, Qatar withdrew its bid after a separate proposal to the ICAO's governing council to move the ICAO triennial conference to Doha was defeated by a vote of 22–14.

ICAO also standardizes certain functions for use in the airline industry, such as the Aeronautical Message Handling System (AMHS). This makes it a standards organization. Each country should have an accessible Aeronautical Information Publication (AIP), based on standards defined by ICAO, containing information essential to air navigation. Countries are required to update their AIP manuals every 28 days and so provide definitive regulations, procedures and information for each country about airspace and airports. ICAO's standards also dictate that temporary hazards to aircraft are regularly published using NOTAMs.

ICAO defines an International Standard Atmosphere (also known as ICAO Standard Atmosphere), a model of the standard variation of pressure, temperature, density, and viscosity with altitude in the Earth's atmosphere. This is useful in calibrating instruments and designing aircraft.

ICAO standardizes machine-readable passports worldwide. Such passports have an area where some of the information otherwise written in textual form is written as strings of alphanumeric characters, printed in a manner suitable for optical character recognition. This enables border controllers and other law enforcement agents to process such passports quickly, without having to input the information manually into a computer. ICAO publishes Doc 9303 Machine Readable Travel Documents, the technical standard for machine-readable passports. A more recent standard is for biometric passports. These contain biometrics to authenticate the identity of travellers. The passport's critical information is stored on a tiny RFID computer chip, much like information stored on smartcards. Like some smartcards, the passport book design calls for an embedded contactless chip that is able to hold digital signature data to ensure the integrity of the passport and the biometric data.

ICAO is active in infrastructure management, including Communication, Navigation, Surveillance / Air Traffic Management (CNS/ATM) systems, which employ digital technologies (like satellite systems with various levels of automation) in order to maintain a seamless global air traffic management system.

**Vocabulary**

alphanumeric – буквенно-цифровой
bid – заявка, предложение
character – символ, знак
density – плотность
forerunner –предшественник
headquarter – штаб-квартира
identity – распознавать, опознавать
investigation – расследование
manual – руководство
permanent – постоянный
pressure – давление
recognition – распознавание
representative – представитель
string – строка, ряд
to authenticate – удостоверять, устанавливать подлинность
to be composed of – состоять из
to be distinct of – отличаться от
to codify – кодифицировать, шифровать
to foster – способствовать, поощрять
to offer – предлагать
to sign – подписывать
to update – обновлять
triennial – раз в три года
viscosity – вязкость

**Answer the following questions:**

1. What is the aim of the International Civil Aviation Organization?
2. Where are its head-quarters located?
3. What does the ICAO Council adopt and define?
4. What is the technical body within ICAO?
5. How many commissioners are there in the commission?
6. What is the difference between ICAO and IATA, CANSO, ANSPS?

**B. Read the following text.**

**IATA**

The **International Air Transport Association** (**IATA**) is a trade association of the world's airlines. These 250 airlines, primarily major carriers, carry approximately 84% of total Available Seat Kilometers air traffic. IATA supports airline ac-

tivity and helps formulate industry policy and standards. It is headquartered in Montreal, Canada with Executive Offices in Geneva, Switzerland. IATA was formed in April 1945 in Havana, Cuba. It is the successor to the International Air Traffic Association, which was formed in 1919 at The Hague, Netherlands. At its founding, IATA consisted of 57 airlines from 31 countries. Much of IATA's early work was technical and it provided input to the newly created International Civil Aviation Organization (ICAO), which was reflected in the annexes of the Chicago Convention, the international treaty that still governs the conduct of international air transport today. The Chicago Convention couldn't resolve the issue of who flies where, however, and this has resulted in the thousands of bilateral air transport agreements in existence today. The benchmark standard for the early bilaterals was the 1946 United States-United Kingdom Bermuda Agreement. IATA was also charged by the governments with setting a coherent fare structure that avoided cut-throat competition but also looked after the interests of the consumer. The first Traffic Conference was held in 1947 in Rio de Janeiro and reached unanimous agreement on some 400 resolutions. Aviation grew rapidly over the following decades and IATA's work duly expanded. It transformed its trade association activities to take account of the new dynamics in aviation, which was seeing increasing demand from the leisure sector. Price flexibility became increasingly important and the United States led the way into deregulation in 1978. IATA has cemented its position as the voice of the aviation industry in recent years, launching a number of important programs and lobbying governments in the wake of successive crises. Despite its factual influence, the IATA is a trade group with no legislative powers.

**Vocabulary**

agreement on – соглашение по
conduct – ведение, руководство; гл.-вести, проводить
in the wake of – по следам, на поводу у
to consist of – состоять из
to lead the way into- лидировать в
to take account of – учитывать
unanimous – единогласный

**Answer the following questions.**

1. What kind of organization is The International Air Transport Organization?
2. What are the aims of IATA?
3. When and where was IATA formed?
4. Why did IATA transform its trade association activities?
5. Is IATA a trade group with no legislative power, despite its factual influence?

**C. Read the following text.**

## ACI

**Airports Council International** (**ACI**) is the only global trade representative of the world's airports. Established in 1991, ACI represents airports' interests with governments and international organizations, develops standards, policies and recommended practices for airports, and provides information and training opportunities to raise standards around the world. It aims to provide the public with a safe, secure, efficient and environmentally responsible air transport system.

It is governed by the ACI Governing Board. ACI World is located in Montreal, Canada. ACI works on a daily basis with the International Civil Aviation Organization (ICAO) and is a member of the Air Transport Action Group (ATAG).

The ACI gives out the Airport Service Quality Awards (ASQ), based on passenger satisfaction ratings in the ASQ Survey, which is a global survey based on interviews with passengers on the day of travel. Along with the World Airport Awards by Skytrax, it is considered one of the most prestigious accolades in the industry.

The awards are given out in five categories: 1) Best Airport by Region, 2) Best Airport by Size, 3) Best Regional Airport, 4) Best Improvement.

**Vocabulary**

accolade – акколада, восторженная похвала
award – награда
governing board – управляющий орган
opportunity – возможность
quality – качество
to aim to – стремиться

**Answer the following questions.**

1. What is ACI?
2. When was ACI established?
3. What are the aims of ACI?
4. ACI is governed by the ACI governing board, isn't it?
5. Where is it located?
6. What kind of awards does ACI give out?

# UNIT 3. LOGISTICS

**A. Read the following text.**

### The role of transportation & logistics in the organization

Actually, logistics has its origin in the military. From that perspective, it refers to the movement of troops, equipment and supplies from one location to another. The people who develop management theory like to borrow military terms. Hey, competition can be a lot like combat. Anyway, these management gurus thought logistics was a great term for use in a business setting. Nonetheless, logistics became a business term. Business Logistics, as it is correctly called, can encompass a number of related functional areas. In its broadest sense, it can include traffic/transportation, warehousing, import/export operations, inventory control, purchasing, and customer service or sales other entry. That's a lot of ground to cover. In many companies, the logistics department will typically include the areas of traffic, warehousing and the import/export operation. Many times purchasing and inventory are included as well.

**Vocabulary**

competition – соревнования
customer service – клиентская служба
equipment – оборудование
inventory – инвентаризация
Logistics department – отдел логистики
military – военный
movement – движение
origin – происхождение
purchasing – закупка
to borrow – заимствовать
to refer to – относиться к
to supply – поставлять
traffic – движение
transportation –перевозки
troops – войска

**Answer the following questions.**

1. Where does logistics have its origin?
2. What does it refer to?
3. Did logistics become a business tern?
4. What does the logistics department usually include?

**B. Read the following text.**

## Aviation Logistics

What is "Aviation Logistics?" Air transportation provides critical capabilities for a modern economy. Whether it involves passengers or cargo, the ability to quickly and reliably move valuable resources over great distances improves the quality of life and standard of living of people across the globe. While you may be more familiar with the term "aviation" than "logistics," you observe logistics in action any time you travel or purchase a product.

The field of aviation logistics is so large that almost any business organization may be viewed as a potential employer for a logistics graduate. The type of businesses and organizations most likely to employ logistics managers include communication, consulting, government and military, manufacturing, material handling, merchandising, retail, software and computer service, telecommunications and transportation firms, equipment manufacturers and dealers, print media, public warehouses and wholesale distributors.

Those firms specializing in the movement of goods and people by air, and the large numbers of companies that support them, represent the area of aviation logistics.

**Vocabulary**

ability – способность
air transportation – воздушные перевозки
capability – возможность, способность
cargo – груз
modern – современный
quality – качество
reliably – надежно
retail – розничный
software – программное обеспечение
to involve – вовлекать
to provide – обеспечивать

**Answer the following questions.**

1. What is aviation logistics?
2. What does air transportation provide for a modern economy?
3. What firms do represent the area of aviation logistics?

**C. Read the following text.**

## Air transportation

Air transportation, on an international basis, is very similar to domestic air transportation. The players are largely the same, except that a company now also deals with carries from foreign nations as well. As in the case of domestic air transport, the central document is the air waybill.

**Air Carries.** The all-cargo airlines and the passenger airlines are both big players in international air freight. In general, the main point of contact for international air freight will be an international freight forwarder, as they can provide the most competitive pricing, thanks to the volume commitments to the various airlines. **Freight Forwarders.** There are many old, established firms in this arena, as well as some newer major players. The forwarder prepares the air waybill, based upon the information provided by an exporter through a Shipper's Letter of Instruction and other export documents. They many also prepare the Shipper's Export Declaration for him. Pricing is quoted on a cost per pound basis, with the rate per pound declining as the weight increases. The forwarded can give an exported a price for a number for a different levels of service. They can offer pricing on a door-to-door basis, door-to-airport basis or airport-to-airport basis. They will also offer different pricing if an exporter wants the next available flight to destination, which is sometimes called an **IATA (International Air Transport Association)** move. This is the full price that an airline would charge a company for their service. Or, more typically, an exporter would want their consolidation pricing. This is where the forwarder assembles the freight from a number of shippers over the course of a few days and then consolidates them to maximize the cost savings. Most forwarders offer a consolidation (consol) two or three times per week to most airports around the world. In the case of a consolidation, two air waybill are issued: a master air waybill and a house air waybill. The master air waybill is the air waybill covering all of the freight in the consolidation. It issued by the airline. The house air waybill is that which covers a give exporter's freight in particular. This is issued by the forwarder. In tracking his freight, an exporter needs to know both of these air waybill numbers and the forwarder will provide him with them. Pricing will be offered in dollars per kilogram (2.2046 pounds).

### Vocabulary

all-cargo airline – авиалиния грузовых перевозок
air freight – авиафрахт, воздушные грузоперевозки
air-freighter – грузовой самолет
International Air Transport Association (IATA) – международная организация воздушного пространства
passenger airline – авиалиния пассажирских перевозок

**Answer the following questions.**

1.What are advantages and disadvantages of ocean transportation?
2.What are the functions of freight forwarders in air and ocean transportation?

**D. Read the following text.**

**Air cargo transportation**

Air cargo, commonly known as air freight, is collected by firms from shippers and delivered to customers. Aircraft were first used for carrying mail as cargo in 1911. Eventually manufacturers started designing aircraft for other types of freight as well.There are many commercial aircraft suitable for carrying cargo such as the Boeing 747 and the bigger An□124, which was purposely built for easy conversion into a cargo aircraft. Such large aircraft employ quick-loading containers known as unit load devices (ULDs), much like containerized cargo ships. The ULDs are located in the front section of the aircraft.Most nations own and utilize large numbers of military cargo aircraft such as the C-17 Globemaster III for logistical needs.Popular commercial aircraft transformed to a cargo aircraft such as Saab 340A is designed for high revenue and profitability in short / medium haul operations.Freight is usually organized into various shipment categories before it is transported. An item's category is determined by:

- the type of item being carried. For example, a kettle could fit into the category 'household goods'.
- how large the shipment is, in terms of both item size and quantity.
- how long the item for delivery will be in transit.

Shipments are typically categorized as household goods, express, parcel, and freight shipments:

- Household goods (HHG) include furniture, art and similar items.
- Very small business or personal items like envelopes are considered overnight express or express letter shipments. These shipments are rarely over a few kilograms or pounds and almost always travel in the carrier’s own packaging. Express shipments almost always travel some distance by air. An envelope may go coast to coast in the United States overnight or it may take several days, depending on the service options and prices chosen by the shipper.
- Larger items like small boxes are considered parcels or ground shipments. These shipments are rarely over 50 kg (110 lb), with no single piece of the shipment weighing more than about 70 kg (154 lb). Parcel shipments are always boxed, sometimes in the shipper’s packaging and sometimes in carrier-provided packaging. Service levels are again variable but most ground shipments will move about 800 to 1,100 kilometres (497 to 684 mi) per day. Depending on the origin of the package, it can travel from coast to coast in the United States in about four days. Parcel ship-

ments rarely travel by air and typically move via road and rail. Parcels represent the majority of business-to-consumer (B2C) shipments.

• Beyond HHG, express, and parcel shipments, movements are termed freight shipments.

**Vocabulary**

to carry – носить, перевозить
commercial – торговый
to design – конструировать в сеть
freight – груз
loading – загрузка, погрузка
manufacturer – производитель
option- вариант
profitability – рентабельность
revenue – доход
shipment – отгрузить груз
shipper – поставщик, грузоотправитель

**Answer the following questions.**

1.Air cargo is commonly known as a freight, isn't it?
2.Are there many commercial aircrafts suitable for carrying cargo? Give an example.
3.What is a unit load device?
4.What is the item's category determinated by?
5.What types of shipments do you know?

**E. Read the following text.**

**Cargo transportation in Russia**

CJSC "Aeroflot-Cargo" (Russian: ЗАО «Аэрофлот-Карго») was a fully owned subsidiary of Aeroflot, founded on 26 October 2005 and incorporated on 19 April 2006.

It was the second largest cargo airline in Russia, behind Volga-Dnepr subsidiary AirBridge Cargo. In June 2009 the shareholders of Russia's flagship air carrier, Aeroflot, decided to declare the company's cargo subsidiary, Aeroflot Cargo, bankrupt. The cargo division of Aeroflot now operates as part of the airline's regular fleet instead of a subsidiary. On May 11, 2011 Aeroflot Russian Airlines completed preparations for joining the global airline alliance SkyTeam Cargo. They will be the 9th member of the alliance.

**Vocabulary**

cargo airline – грузовые авиалинии
to declare bankrupt – объявлять банкротом
to incorporate – включать
shareholders – акционеры
subsidiary – дочернее предприятие

**Answer the following questions.**

1. When was "Aeroflot-Cargo" founded?
2. It was the second largest cargo airline in Russia, isn't it?
3. When did Aeroflot decide to declare the company's cargo subsidiary, Aeroflot–Cargo, bankrupt?

# UNIT 4. AIRPORTS

**A. Read the following text.**

## AIRPORTS

There are airports in every country. In theory, an aircraft can fly an infinite number of paths through the air from any surface point to any other. In practice, paths of flights lead from airport to airport. As a rule the airport is to be situated not far from the city. If it is a long way to the airport there is special bus service to take passengers from the city Agency to the airport. Aircraft not only need proper landing and takeoff facilities. Moreover, those who use aircraft need services and accommodations which the airport must provide. The modern airport is a complex structure, a centre of most diversified services. Millions of passengers and thousands of tons of air freight are handled by modern airports. Thousands of people are working at airports.

Any airport can be divided into main parts: the landing area (runways and taxiways) and the terminal area (aprons, buildings, car parking areas, hangars etc.). The number of runways, their length and location depend on the volume and character of traffic, the prevailing wind directions and other factors. The runways and taxiways should be arranged so that to prevent delays on landing, taxing and take off operations.

Aprons are required for aircraft to make final checks prior to departure. The main function of the terminal buildings is to handle departing and arriving passengers and their baggage. In the reception halls at the check-in desks passengers register their tickets, their suitcases are weighed and labelled here too. Baggage check-in fa-

cilities utilize conveyors to move baggage without delays. In the terminal there is an electronic flight information board to list departure and arrival times. If any delay takes place such information is also indicated on the board. The airport has to maintain a number of supplementary services. There must be an airport clinic, fire brigade, special vehicles and equipment units (water and catering trucks, tow tractors, refuellers, etc.). Other services include maintenance, overhaul and repair of stationary and mobile equipment, the supply of electricity, water, heat and air conditioning.

Among the airport services are: flight assistance service, air traffic control, airport traffic control, approach control, air route traffic control; radio communications and weather service observation and forecasting. Nowadays there exists one more pressing problem – that of air piracy. Now every airport has new specific detection systems capable to screen passengers and their baggage, cargo parcels and mail.

**Vocabulary**

a catering truck – грузовики с борт-питанием
a hangar – ангар
a taxiway – рулежная дорожка
accommodation – жилье, убежище
air traffic control – управление воздушным движением
apron – перрон
arriving passengers – прибывающие пассажиры
baggage check-in facilities – оборудование для проверки багажа
check-in-desks – стойка регистрации
complex structure – сложная ситуация
delay – задержка
departing passenger – вылетающий пассажир
diversify – разнообразить
electronic flight information board – электронное табло информации о рейсах
facility – объект
fire brigade – пожарная служба
flight – полет, рейс
maintenance – обслуживание
overhaul – капитальный ремонт, тщательный осмотр
prior – предшествующий
runway – ВПП (взлетно-посадочная полоса)
surface – поверхность
to be divided in – быть разделенным на
to be required for – требоваться для
to be situated – располагаться, находиться
to handle – обрабатывать
to land – приземляться
to prevent – предотвращать

to take off – взлетать
volume – объем
weather service observation and forecasting – служба наблюдения и прогнозирования погоды

**Answer the following questions.**

1. What main parts can any airport be divided into?
2. What is required for aircraft to make final checks prior to departure?
3. Is there an electronic flight information board in the terminal?
4. What does it indicate?
5. What else are there in the airport?

**B. Read the following text.**

**Russian airports**

Many Russia airports have been modernized in recent years, making air travel to the country more comfortable and convenient. For most travelers to Eastern Europe, flying is the best way to get there, so if you're traveling to Russia from elsewhere in the world, your first experience with the country will likely be in one of its major airports. There are four major airports in Russia, three in Moscow and one in St Petersburg, as well as many smaller options. The St Petersburg Russia Airport is called Pulkovo Airport. Located just over ten miles from the center of the city, this airport is extremely convenient to many St Petersburg hotels and to numerous things to do in the city.

This St Petersburg Russia airport also has an interesting history. Completed in 1932, this airport was a prime subject of attack during the siege of Leningrad (the name of St Petersburg from 1924 through 1991) in 1941. The Nazis occupied the airport until 1944, and in 1948, flights resumed. This Russian airport today is the fourth-busiest in the country, after the three Moscow airports. This airport also has a VIP lounge, on the upper level of the terminal.

A cluster of Russia airports is located in Moscow. The three choices in the capital city, in order of largest to smallest are: Domodedovo Airport, Sheremetyevo Airport, and Vnukovo airport. The only Russian airport to the north of the city is Sheremetyevo Airport, with the other two options to the south of the city center. An express train connects Domodedovo Airport to downtown Moscow, making it a popular choice for travelers hoping to avoid rush hour traffic and who want a quick trip from the airport to their Moscow.

When choosing amongst Russia airports, price will be an important factor. All three options in Moscow are similar distances from the center of the city, so if flights are more affordable to one airport, go ahead and book the cheaper flight. From Moscow, it is possible to book domestic flights to other areas of the country you wish to

explore, such as Irkutsk, Kaliningrad, and Ekaterinburg. Be sure to make arrangements for your Russian visa beforehand, and research vacation packages, as they might be an affordable option. Whether you travel to Russia for a ride on the Trans-Siberian Railway or a glimpse into one of the richest historical pasts on Earth, the cities, landscapes, and architecture of Russia will leave you mesmerized.

**Vocabulary**

affordable – доступный
domestic – внутренний (рейс)
major – главный
numerous – многочисленный
one way journey – поезда в одну сторону
shuttle – пригородный поезд, автобус
siege – блокада
VIP lounge – ВИП зал

**Answer the following questions.**

1. Why have many Russia airports been modernized recently years?
2. How many major airports are there in Russia?
3. Where is Pulkovo airport located?
4. How many airports are located in Moscow? What are they?
5. What will be an important factor, when choosing amongst Russian airports?

**C. Read the following text.**

**Sheremetyevo International Airport**

According to ACI ASQ rating, Sheremetyevo Airport second time was recognized as the best airport in Europe in service quality (2012-2013). The ranking is based on the level of passengers' satisfaction with the quality of services provided by the world's airports, which is determined according to 37 key criteria. By the results of ASQ 2014 research Sheremetyevo has confirmed its leadership in an rating of the best airports in Europe, winning the second place. Sheremetyevo is the first Russian airport which became the best by the independent rating ASQ and got international recognition of passengers and experts. Since 2010, Sheremetyevo Airport has participated in the program for assessment of quality level in the world's airports ASQ (Airport Service Quality) implemented by the Airport Council International (ACI). Sheremetyevo International Airport is the largest Russian airport handling scheduled international flights. The Airport's network of routes includes more than 300 destinations. The Sheremetyevo Airport's services are utilized by the representatives of three major aviation alliances: SkyTeam (Air France, KLM, Delta, CSA Czech Airlines,

Alitalia, China Southern Airlines, Korean Air, etc.); Star Alliance (SAS, Air China, LOT, Adria Airways, etc.); One world (Finnair). Intensive development and large-scale modernization of the infrastructure began at Sheremetyevo Airport in 2005 As a result of this upgrade, a number of the 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. In the spring of 2007, a new international Terminal C with a four-level parking facility for 2,500 cars was opened. The handling capacity of the Terminal C is 1,500 passengers per hour, or five million passengers a year. Terminal B (formerly known as Sheremetyevo-1) is located to the left of it.

In 2008, the reconstruction of the second take-off and landing strip (TLS-2) was completed. TLS-2 length is 3,700 meters. All types of aircrafts, including the Airbus-380, can take off and land on it. In December 2008, a business aviation hangar facility capable of providing complete maintenance of business jets offered its premium-class services. In 2009, modernization of the Terminal F (formerly known as Sheremetyevo-2) was completed. For the passengers' convenience, the sterile area was completely rebuilt, the partition walls were removed to clear as much space as possible, and the Duty Free area was optimized. In autumn 2009, Terminal D was commissioned (its area is 172,000 sq. m, handling capacity is 12 million passengers annually). The air terminal complex is designed to service the flights of Aeroflot air company and its partners from Sky Team alliance. In spring 2010, a modern international Terminal E was opened in Sheremetyevo Airport; its total area is 76,000 sq. m and its annual handling capacity is more than 7 million passengers. The Terminal E meets the world standards of passenger and airline service quality. The new Terminal unified Terminals D, F and Aeroexpress railway station into an integrated South Terminal Complex (STC). The terminals are connected by means of pedestrian galleries equipped with travolators, which allows the passengers to move freely and conveniently around the complex The Duty Free area has also become a single zone. The passengers can do shopping in numerous duty free shops there, enjoying high-quality service and a wide range of goods, including luxury products. The total area of STC is more than 400,000 sq. m, and its annual handling capacity is 25 million passengers. The integrated complex provides all the conditions necessary for the development of Sheremetyevo Airport as a leading air hub in Russia and Eastern Europe. In 2011, the construction of Terminal A intended for business aviation passengers servicing was completed in the northern part of Sheremetyevo 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 put into operation. On February 15, 2013, a new Air Traffic Control Tower (ATC Tower) opened in Sheremetyevo Airport. The new building of the Sheremetyevo Air Traffic Management Center ATC Tower has been constructed through the Federal Special-

purpose program “Development of the Russian Transport System (2010-2015)”. The ATC Tower meets the current requirements for aircrafts servicing quality. The commissioning of the new ATC Tower contributes to the enhancement of flights safety in the Moscow Air Cluster, improves the level of control over the aircrafts movement, and ensures reliable and well-coordinated work of various services of the airport in the conditions of high flying intensity and adverse weather. Sheremetyevo airport pays special attention to ensuring and constantly increasing the security and management efficiency level. In 2011 an Airport Operation Centre (AOC) was opened at Sheremetyevo, based on the experience of the world’s leading airports (Zurich, Heathrow). The Airport Operation Center is a strategic breakthrough project, making it possible to control business processes, coordinate promptly the actions of the Airport divisions and third-parties, coordinate the cooperation between all participants of the process of servicing aircrafts, passengers and luggage, as well as to monitor and review the situation in Sheremetyevo on a real-time basis. The Airport Operation Centre incorporates a Situation Centre (SC) intended for cooperation between the airport top-managers, chief officers of state agencies and partners of the Airport; it is activated in particularly challenging situations. Currently, the airport effectively uses more than 100 modern security systems and systems for managing business processes, quality, operating and human resources. The main role in the management of operational and technological processes at the airport belongs to Synchron production database, which is an innovative development created by JSC SIA professionals and a unique product for the Russian airport industry. It was designed to compile seasonal schedules, maintain and correct daily arrival and departure plans, and control technological operations and production processes related to aircrafts servicing. Sheremetyevo airport uses up-to-date security systems: the entrances and checkpoints are equipped with metal detectors and endoscopes, and new generation microwave scanners and gas analyzers are used. We have adopted a multilevel system of automatic 100% luggage inspection and a video surveillance system that identifies potentially hazardous items according to the specified parameters. All equipment is certified, meets the international requirements and is absolutely safe for the health of the airport passengers and staff. Sheremetyevo Airport actively implements the policy of environmental safety and sanitary protection. Environmental management system based on ISO-14000 international standards series has been adopted by the airport. Sheremetyevo Airport obtained the IATA Safety Audit for Ground Operations (ISAGO) certificate confirming that the ground handling operations quality system complies with safety standards of the International Air Transport Association (IATA). Sheremetyevo International Airport is the first airport in Russia to have developed a justification of the sanitary protection zone (SPZ) and sanitary clear zone project, which was approved by Rospotrebnadzor (Russian Federal Service on Customers’ Rights Protection and Human Well-Being Surveillance). The area of SPZ is about 11.2 sq. km, and the sanitary clear zone area is 693.7 sq. km. Physical exposure level and air condition are regularly evaluated in the said areas in order to ensure environmental safety of the population.

Sheremetyevo Airport adopted a 20/12 standard of passenger service, according to which the first item of luggage is given out to passengers in 12 minutes after setting the aircraft on stand (next to a jet bridge), and the last one — in 20 minutes. Sheremetyevo has also become the first Russian airport to introduce a technology for informing passengers on the exact time of luggage dispensing and a special procedure of luggage layout in the luggage claim area (providing for the convenience of passengers). Sheremetyevo Airport has implemented a special pattern of service for passengers of South-East Asia flights, taking into account the national peculiarities. For instance, a registration controller gives a boarding card to the passengers of Asian flights with both hands, which according to Eastern tradition symbolizes a special respect and hospitality. Sheremetyevo Airport also provides special conditions for Air France and KLM passengers, in accordance with "seven quality standards" that are maintained by the carriers and help the staff to satisfy the passengers' expectations and provide high level of service to them. Sheremetyevo Airport provides a wide range of opportunities related to passing pre-flight formalities. In particular, it is possible to book and buy tickets online at any time on the Sheremetyevo Airport's website; on-line and mobile check-in is also available. Sheremetyevo Airport launched the world's first Skype check-in service (Skype is a major Internet telephony provider). There are Drop Off desks in the Airport, designed to quickly handle luggage of the passengers who had used on-line, mobile or Skype check-in. Sheremetyevo Airport actively carries out a comprehensive program on the creation of a barrier-free environment. The airport provides personal assistance to physically challenged passengers – we have set up special parking lots, information and check-in counters, twenty-four-hour medical centers, and we also provide, where necessary, medical elevators to deliver passengers on board. In 2011, a free lounge Sirius for physically challenged passengers was opened in the "clean area" of the Sheremetyevo Airport Terminal E. Sirius is, as yet, the only Russian lounge for the said category of passengers that meets international comfort standards. The lounge may be used by all physically challenged passengers of the International Terminals D, E and F. The airport staff will accompany a checked-in passenger to the lounge and then to the departure gate. Comfortable furniture and a wide TV screen, hot drinks, free Wi-Fi and Internet will make waiting for the flight pleasant and comfortable. A new modern hall designed for servicing transit passengers has opened in the Terminal F "clean area". The hall operates 24 hours a day. A passenger may stay in the hall for 24 hours without a Russian visa while waiting for the connecting flight, provided that he / she has an air ticket for the subsequent flight with confirmed seat reservation. For passengers traveling with children, Sheremetyevo Airport provides all the necessary conditions to make waiting for a flight comfortable. All of the airport terminals are equipped with parenting rooms, where game and sleeping zones, and also modern kitchens and nappy-changing tables are provided for the youngest passengers. The passengers traveling with children of 6 to 36 months of age and checking-in their basinets as luggage may receive free basinets which have to be returned before boarding. The service is available on the flights of Air France and KLM. For business-class passen-

gers, special check-in counters are available in all of the Sheremetyevo Airport's terminals. Several business-lounges and VIP-halls are opened 24 hours a day, where maximum comfortable conditions are provided, both for rest and for business negotiations. Near Sheremetyevo Airport there are a number of comfortable hotels, where the travelers may stay and pass the time before departure. There are capsule hotels in the Terminal E and Aeroexpress rail terminal. The hotel located in the Terminal E "clean area" is the only airport capsule hotel in Russia. Sheremetyevo International Airport is Russia's first airport to introduce a comprehensive plan of the future development until 2030 taking into account the parameters of the Russian Federation Transport Strategy. The master plan stipulates the increase of the Sheremetyevo airport's handling capacity up to 64 million people, as well as the transit flow increase up to 25%. Sheremetyevo Airport expects to increase passenger traffic up to 35 million people and to raise the share of non-aviation activities up to 60% of its total revenue by the year 2015. To achieve the Airport's strategic goals, it is necessary to create the second maneuvering area and to construct an independent third Take-off and Landing Strip (TLS-3). It will enable Sheremetyevo Airport to increase the number of takeoff and landing operations and thus to create the conditions required for implementation of the development program of Aeroflot airline, a strategic partner of Sheremetyevo. With the construction of TLS-3, passenger terminals' handling capacity will be adjusted in line with the airfield capacity. The master plan stipulates the construction of a new multimodal cargo complex, which will meet all applicable international standards of cargo handling. The area of the cargo complex is expected to be about 20,000 sq. m. Total cargo traffic of the Airport by 2030 will be more than 1 million tons of cargo annually. Sheremetyevo Airport elaborates its own strategy in line with the latest trends and best practices of the air traffic industry, as well as with the present-day requirements to international airports, including those of aviation safety, passenger and airline service quality. The implementation of the Sheremetyevo Airport long-term development plans has a positive impact on strengthening the economic stability in the region and contributes to the social welfare of the northwest area of Moscow region. As a result of the modernization program, Sheremetyevo International Airport is to strengthen its positions as one of the leading air hubs in Europe embodying the ideas of innovative leadership, quality and high efficiency in its activity. This will enhance the attractiveness of Moscow as a prospective international transit air hub and generally raise Russia's competitiveness.

**Vocabulary**

adverse – неблагоприятный.
business negotiation – деловые переговоры
challenging – стимулирующий
check points – пункт проверки
competitiveness – конкурентно-способный
embody- олицетворять б воплощать

en- route – в пути
enhancement – усиление
large scale – широко – масштабный
level of passenger's satisfaction with – уровень удовлетворения пассажиров чем-либо
lounge – холл зал
luggage inspection – осмотр багажа
microwave scanner  микроволновый сканнер
parenting room – комната матери и ребенка
pedestrian gallery – пешеходная галерея
staff –штат сотрудников
stipulate – оговаривать, обусловливать
elaborate – сложный , продуманный
the quality of services – качество обслуживания
to be approved by – быть утвержденным кем-либо, чем-либо
to be equipped with – быть оборудованным чем-либо
to be recognized as – быть признанным в качестве
to commission – поручать, уполномочивать
to comply with – соединять с
to confirm – подтвердить.
to get international recognition -  получить международное признание
to meet the world wide standards -  отвечать мировым стандартам
to participate in – участвовать в
to satisfy – удовлетворять
travelator – траволатор, движущаяся горизонтальная дорожка

**Answer the following questions.**

1. Is Sheremetyevo International airport the  biggest Russian airport handling scheduled international fights ?
2. How many destinations does the airport's network of routes include?
3. When did intensive development and large-scale modernization of the infra-structure begin at Sheremetyevo airport?
4. How many terminals are there in Sheremetyevo International Airport?
5. When did a new ATC tower open?
6. Does the ATC tower meet the current requirements for aircraft servicing quality?
7. What does Sheremetyevo International Airport pay special attention to?
8. When was Sheremetyevo International Airport operational center opened?
9. Does Sheremetyevo airport actively implement the policy of environmental safety and sanitary protection?

**D. Read the following text.**

## Moscow Domodedovo Airport

Moscow Domodedovo Airport is the largest airport of Russia and Eastern Europe in terms of passenger traffic. In 2014, total passenger traffic of the airport amounted to 33,039,531 people. Domodedovo Airport falls into the category of the largest airports in Europe according to the ACI Europe classification. Today, 86 airlines, including 42 international operators, 28 Russian and 16 air carriers of the CIS countries, are operating regular flights to Domodedovo. Flights from Domodedovo Airport are operated in 229 destinations, 85 of which are unique for the Moscow region: journey to them is accessible only from Domodedovo. The Airport partners form the most advanced route network among the airports of the Moscow Aviation Hub ensuring the best transfer conditions. Domodedovo is the base airport in Russia for member airlines of two largest global airline alliances – Star Alliance and oneworld. Airport is the member of Airport Council International (ACI) and takes an active part in the activities of first professional association representing interests of airports from all over the world and promoting their intensive collaboration. According to the rating of Skytrax, the independent British agency, Domodedovo Airport was ranked the best airport of Russia and CIS in 2014. Since 2007, Domodedovo Airport is the leader in the nomination "The Best Russian Airport" of the consumer award Travel.ru Star. The High-tech airport infrastructure allowed Domodedovo to accept the landing of the largest passenger super airliner Airbus A380 in October 2009, for the first time in the Russian history. Moscow Domodedovo Domodedovo Airport has two parallel runaways positioned at such a distance from one another that makes their simultaneous independent operation possible even in difficult weather conditions. State-of-the-art equipment supplied by leading international manufacturers is used for providing ground handling services to aircrafts. Active adoption of cutting-edge technology guarantees minimum time of aircraft turnover, providing the efficient exploit of the aircraft fleet of partner airlines. High-quality food for passengers and crew is the concern of in-flight catering facility. Individual approach to taste preferences of customers from all over the world, unique technologies to prepare and store the meals, proficient personnel are the guarantee of the facility products' compliance to the highest international standards. Domodedovo Fuel Facilities complex is equipped with the most up-to-date fuel supply system in Russia in terms of the employed equipment and technology used as well. The Complex supports accepting, storage, preparation, quality control of all types of fuels and lubricants, and fuelling aircrafts of different types according to international industry standards. The Complex's infrastructure includes all elements necessary to provide a wide range of services: from reservoir parks to a centralized fuelling system. Aviation security provision is one of the priority tasks of the airport. Complex measures with using the modern technical means and cutting-edge operations technology guarantees safety of passengers' and guests' lives. The results of regular audits performed by leading professional Russian

and foreign agencies confirm the high level of security provision at all facilities of Moscow Domodedovo Airport. There is an integrated center created within the airport complex that consolidates airport facilities construction and reconstruction works management taking into account development of the adjacent lands. Issues on commercial cooperation with the airport clients are under the supervision of the agent enterprise which has development, planning and implementation of the marketing strategy of Moscow Domodedovo Airport as one of its priorities. The application of the state-of-the-art technologies in the activities of a single Internet services provider ensures high quality of services provision. Currently the airport implements a promising development plan of Moscow Domodedovo Airport including the construction of runaways, further extension of the passenger terminal, reconstruction of existing facilities and construction of new ones along with development of the reserved territory with total area of 9,550 ha.

**Vocabulary**

a full range of services – целый спектр услуг
accessible – приемлемый
airfield – взлетное поле
aviation security- авиационная безопасность
collaboration – сотрудничество
extension – расширение
international cargo terminal – международный грузовой терминал
outfit – снаряжение
passenger traffic – пассажиропоток
regular flights – регулярные рейсы
simultaneous – одновременный
to amount – насчитывать
to meet high international standards – отвечать, соответствовать высоким международным стандартам
to promote – продвигать

**Answer the following questions.**

1. What airport is the largest airport of Russia and Eastern Europe in terms of passenger traffic?
2. Is Domodedovo airport the member of ACI ?
3. How many runways are there in Domodedovo airport?
4. What did allow Domodedovo to accept the landing of the largest passenger super airliner airbus A 380 in October 2003?
5. What is the main task of the airport?

**E. Read the following text.**

## Vnukovo Airport

Vnukovo International Airport (IATA: VKO, ICAO: UUWW), is a dual runway international airport located 28 kilometres (17 mi) southwest from the centre of Moscow, Russia. It is one of the three major airports that serves Moscow, along with the Domodedovo International Airport and the Sheremetyevo International Airport. In 2013, the airport handled 11.18 million passengers, representing an increase of 15% compared to the previous year.It is the 4th-busiest airport in Russia and post-Soviet states.

Vnukovo is Moscow's oldest operating airport. It was opened and used for military operations during the Second World War, but became a civilian facility after the war. Its construction was approved by the Soviet government in 1937, because the older Khodynka Aerodrome (located much closer to the city centre, but closed by the 1980s) was becoming overloaded. Vnukovo was opened on 1 July 1941. During the Great Patriotic War, it was used as a military airbase; passenger services started after the war. In 1980, Vnukovo was expanded because of the 22nd Summer Olympic Games. In 1993, Vnukovo Airport became a joint-stock company. A massive reconstruction and strategic development programme commenced at Vnukovo International in late 2003, following the transfer by the Federal Government of the controlling stake in the airport to the Government of Moscow.

As part of the Airport Strategic Development Plan, the following projects were completed between 2003 and 2005:

April 2004: New Terminal B was opened. The terminal currently handles international passengers. But in the future, it will be converted to handle domestic flights or to fulfill any other dedicated functions to be determined at a later date. The terminal's total floor space offering stands at 80,000 sq m, allowing for an annual passenger throughput capacity of four million. August 2005: Vnukovo's Aeroexpress rail link to Kiyevsky Rail Terminal was opened. December 2010: New Terminal A was opened.

Vnukovo is Europe's busiest airport for international flights by larger private planes.Of the three Moscow airports, Vnukovo is the highest (204 m above sea level). Hence, in case of fog, it has frequently served as an alternative airport.The airfield has two intersecting runways of 3,000 metres (9,800 ft) and 3,060 metres (10,040 ft) in length. Each runway is 60 metres (200 ft) wide, with 10 m wide safety shoulders on each side. The joint runway capacity is 60 aircraft movements per hour.

The airport has two passenger terminals (Terminal A and Terminal B), one general aviation terminal (for charter and business flights), one cargo terminal, and 60 aircraft stands. The airport can handle a maximum of 10,100 passengers per hour, and 4,000 people are employed there. In 2013, the airport handled almost 11.18 million passengers, representing a 15.3% increase compared to 2012. In February 2014 the airport handled 722,500 passengers, an increase of 23.8% compared to February

2013, partly attributed to expansion by UTair AviationVnukovo Airport is equipped with a VIP hall, which is used by many political leaders and important people visiting Russia. The Russian President also uses Vnukovo's VIP facility.On the northern perimeter of the airport, the government VIP transport wing is located, operating head-of-state flights for high-ranking government officials. Thus, the airport is occasionally closed for regular flights when VIP flights arrive or depart.
The prospective development programme is intended to last until the year 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 both its passengers and its tenant carriers.

A new international passenger Terminal A will have a total floor space of 250,000 sq. m and passenger throughput capacity of 7,800 passengers per hour, making a total capacity of 18–20 million passengers annually. This will open up a plethora of opportunities for the tenant airlines to expand and radically improve the quality of their customer service at the airport, and ensure the introduction of international-quality service and comfort overall. The sprawling terminal building will be located on the site of the existing domestic passenger terminal, and will also serve as a springboard for the subsequent development of the entire adjacent landside area both next to the terminal and further out towards Vnukovo Settlement. The oldest of the Vnukovo passenger terminals, dating back to 1941, will be demolished by the time construction of the new one goes ahead (it started to be dismantled in November 2005). The existing Domestic Terminal 2, built in the late 1970s, will continue in operation until its eventual demolition during the final phase of construction and replacement with the new terminal.The expansion plans include lengthening one of the two V-configured runways (3,000 m and 3,060 m long) to 3,800 m and upgrading the instrument landing system from the present CAT II to CAT III. The existing taxiways are to be extended as part of the expansion and new ones will also be built, along with a brand new control tower, an extension to the cargo terminal, and a multistory car park.

Terminal A serves all domestic flights (except some flights arriving from the North Caucasus region), all regular international airlines: Aigle Azur, Georgian Airways, Lufthansa, Transaero, Turkish airlines, UTair, with transit to European countries.The terminal can be accessed via an underground passage (directly from the “Aeroexpress” underground railway station), through the arrivals area on ground level (with public transport or through the multi-storey car parks) or through the check-in area on the second floor (via the flyover).Passenger check-in can be found on the second floor of the terminal and closes 40 minutes before the departure time indicated on the ticket (45 minutes for Aigle Azur and Turkish airline flights). Check in time depends on the airline, but it never opens later than two hours before departure. Boarding ends 25 minutes before the departure time indicated on the ticket.Terminal A serves all domestic flights (except some flights arriving from the North Caucasus region), all regular international airlines: Aigle Azur, Georgian Airways, Lufthansa, Transaero, Turkish airlines, UTair, with All charter flights (except Transaero) are lo-

cated in terminal B along with regular international with Bluebird Airways, Germanwings, Syrian Arab Airlines, WizzAir, and other airlines.An entrance to Terminal B can only be found on ground level as there is no access to the Terminal by overpass (flyover).In the case queues at the right entrance to the terminal, the left entrance may also be used.The link between terminal A and B is situates just across the street.The customs control at terminal B is located on the ground floor before the check-in counters.Passenger check in closes automatically 40 minutes before the departure time indicated on the ticket. Check in opening time depends on the airline but is never later than two hours before departure.

Terminal D has now been partially decommissioned and carries only some domestic arriving flights (mostly from the cities in the North Caucasus region). In terminal D there is a gift shop (on the ground floor), and airline offices and a cafe (on the second floor).Passengers traveling with children on a delayed flight are welcome to use the parenting room in Terminal D. The room has comfortable baby cribs, changing tables and play areas.

**Vocabulary**

annually – ежегодно
commence – начинать, начинаться
comprehensive –всесторонний, исчерпывающий
control tower – вышка управления
decommission – списывать, переводить в резерв
demolish – взрывать
head-of-states flight – полеты глав государств
high-ranking – высоко-поставленный
joint-stock company – акционерное общество
passage – проход, переход
prospective – будущий, предполагаемый
replacement – замена
tenant – арендатор, наниматель
throughput capacity – пропускная способность

**Answer the following questions.**

1. Where is Vnukovo International airport situated?
2. Vnukovo is Moscow's oldest operating airport isn't it?
3. When was Vnukovo opened?
4. When did a massive reconstruction and strategic development programme commence at Vnukovo?
5. Is there a vip hall in Vnukovo?
6. Why does Vnukovo serve as an alternative airport?
7. How many passengers can Vnukovo handle per hour?

**E. Read the following text.**

## Ramenskoye Airport

Ramenskoye International will be the fourth airport of the Moscow Aviation Hub which is currently being developed on the basis of existing Ramenskoye aerodrome. While operating the longest runway (5.5 km) in Europe, the airport will act as a major center of experimental, governmental and civil aviation. Ramenskoye International is being developed in three stages.

The first stage covers the development of the existing infrastructure of the Ramenskoye aerodrome through the construction of a brand new 15 000 sq. m. passenger terminal. The new international terminal will service up to 4 million of passengers per year. In addition, the airport will receive a reconstructed automobile road as well as short-term and long-term car parking. In the second and third stages of the development Ramport is planning to build the second and significantly expand the first airport terminals. The combined area of both terminals will reach 60 000 sq. m. raising the airport capacity to 12 million passengers per year.

Furthermore, the airport will be expanded by adding a cargo handling terminal, an aircraft maintenance centre, multi-storey car parks, a hotel and two offices-centers. On top of that, the entire complex will be supplemented with a shopping and entertainment mall. All the additional commercial objects will allow the new airport to generate more income from the non-aviation related activities thus offering more favorable terms of service, including the conditions for the development of low cost carriers.

Upon the successful implementation of all three development stages Ramenskoye International will have attracted approx. USD 280 million worth of investment and created 10 thousand new jobs. With the total of 240 thousand sq. m. of aviation and other infrastructure, the airport is expected to attract over USD 360 million to the region's economy.

**Vocabulary**

a shopping and entertainment mall – ТРЦ
low cost carrier – перевозчик низкой ценовой категории
multi-storey car parks – многоуровневая парковка
significantly – значительно
to generate more income – приносить больший доход

**Answer the following questions.**

1. How many stages are being developed in Ramenskoe International?
2. What does the first stage cover?
3. Will the successful implementation of all three stages make Ramenskoye International profitable for all region's economy?