

Category I		
Certified for regular operation of “heavy” type aircraft. Adequate facilities and services, frequent international movements, hospitals (complete facilities), and acceptable hotels are available		
AIRPORT	COMMENTS	
Bishkek FRU/UAFM	Good GH facilities. US Air force base of operations.	
Khabarovsk KHV/UHHH	Good GH and passengers facilities. Frequent Intl. B747, A310 Ops	
Krasnoyarsk KJA/UNKL	Good GH and passengers facilities	
Vladivostok VVO/UHWW	Airport can be used as alternate H24	
Yakutsk YKS/UEEE	In winter normally there is extremely low temperatures between -30 degrees and -50 degrees Celsius	
Irkutsk IKT/UIII	New passengers terminal will be completed in the nearest future	
Novosibirsk OVB/UNNT	New cargo terminal, GH and snow removal equipment	
Ufa UFA/UWUU	Good GH and passengers facilities	
Category II		
Acceptable facilities for diversion, from adequate to marginal GH services, from frequent to low international movements. Acceptable hospitals and hotels are available.		
AIRPORT	COMMENTS	
Yekaterinburg SVX/USSS	Airport can be used for diversion of “heavy” aircraft types, adequate services are available. Frequent international movements. LH operations.	
Bratsk BTK/UIBB	RW and Navigation equipment were renovated two years ago, but marginal GH and passengers services. Low international movements. English language marginal.	
Kemerovo KEJ/UNEE	Developing airport. Good RW and Navigation services, but marginal GH and passengers services. Low international movements.	
Abakan ABAUNAA	Good RW and Navigation services, but marginal GH and passengers services. Low international movements. Marginal English language availability.	
Samara KUF/UWWW	Airport can be used for diversion of “heavy” aircraft, adequate GH services are available. Frequent international movements. LH operations.	
Perm PEE/USPP	RW can be used for diversion of “heavy” aircraft, adequate GH services are available. Average international movements. LH operations.	
Nizhnevartovsk NJC/USNN	Good RW and Navigation services, but somewhat marginal GH and passengers services. Very low international movements.	
Tyumen TJM/USTR	Good RW and Navigation services, but somewhat marginal GH and passengers services. Low international movements.	

Kazan	KZN/UWKD	RW width is 44 meters only. Acceptable GH and passengers services. Average international movements. LH operations.
Chelyabinsk	CEK/USCC	Good RW and Navigation services, but marginal GH and passengers services. Low international movements. LH operations.
Ulan Ude	UUD/UIUU	Airport can be used for diversion of “heavy” aircraft. Marginal GH and passengers services. Very low international movements. Please check current NOTAMs for operation hours of airport and CFR Status.
Surgut	SGC/USRR	Airport can be used for diversion of “heavy” aircraft. Marginal GH and passengers services. Low international movements.
Norilsk	NSK/UOOO	Not authorized for international operation. Customs and Immigration service is not available at the airport. It takes time to arrange it, because they have office in the city. Extremely low temperatures in winter and strong winds. Very low international movements. Air bridges will be available in the nearest future.
Category III		
<p>Adequate to poor passenger facilities; Marginal ground handling services, none to low international movements, small hospitals and hotels are available.</p> <p>Might be considered as alternate depending on situation and distance to category II airports.</p>		
AIRPORT		COMMENTS
Barnaul	BAX/UNBB	Short and narrow RW. Low PCN partly. Marginal GH and passengers services. Very low international movements. To use full length of RW06 it is necessary to make 180 degree turn (turning pad is available).
Chita	HTA/UIAA	Marginal GH and passengers services. Very low international movements. RW29 might not be sufficient for landing of A340-300 because 180 degree turn can not be made at the RW end due to RW width (56m)
Mirny	MJZ/UERR	Marginal GH and passengers services. Very low international movements. In case of using full length RW 24 for departure it is necessary to perform 180 degree turn at the end of the RW (45 meters width). It might not be compatible with A340-300 requirements.
Arkhangelsk	ARH/ULAA	Short and narrow RW. Marginal GH and passengers services. Very low international movements. TWs might be narrow for operation (The widest TW4 is 18 m)
Poliarny	UERP	Narrow RW. RW turning pads width are 28 meters. All turns are to be completed on the RW. The only one TW in the middle of the RW is available to taxi to the apron. Marginal GH and passengers services. Very low international movements.

Category IV

No adequate facilities and services. No regional and international operations, hospitals and hotels might not be available. It might be considered as alternate in the extreme emergency situations only and when no other category of airports is available.

AIRPORT		COMMENTS
Salekhard	SLY/USDD	RW PCN might be low for operation of Airbus 330-300 and 340-300. Marginal GH and passengers services. Very low international movements. No Acceptable facilities. Low temps in winter.
Syktyvkar	SCW/UUYY	RW PCN might be low for operation of Airbus 330-300 and 340-300. Marginal GH and passengers services. Very low international movements. No Acceptable facilities. Low temps in winter.
Khatanga	HTG/UOHH	Not authorized for international operation. ATC service might not be available in English. No Acceptable facilities. Low temps in winter. Taken out of Russian AIP.
Neryungri	NRG/UELL	Not authorized for international operation. ATC service might not be available in English. No Acceptable facilities. Low temps in winter.