

TRANSPORT AIRCRAFT FOR THE TRANSPORTATION OF GOVERNMENT OFFICIALS IN THE U.S. AND RUSSIA

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Contribution contains simple view on basic principles, way of organization and aircrafts used for the transportation of government officials in the United States and Russia. It briefly analyzes the composition of both units and describes possibilities as well as some fundamental information regarding the organization this kind of transportation in the future.

Keywords: Special air transport, government air fleet, presidential aircrafts

1 INTRODUCTION

The importance of the transportation of government officials is still actual due to requirements of personal meeting, international visits and negotiations, inspections in current globalized world. Its necessary to take into consideration many other advantages offered by air transportation such as comfort, safety and speed, of course. These are the main reasons why significant transport fleets have been built only for special tasks. Currently are these capacities also called government fleets, symbol or kind of instrument how to represent any country. Many aircrafts in these fleets have become a big interest of press, professional and laic community. Quite detailed information about arrangement of interior, facilities and avionics have been published, unfortunately in many cases there are false information. But still forgotten are matters such as how to define tasks, to create list of general requirements and determine suitability of each potential aircrafts. Considerable attention should be devoted also to security. Finally, the process of selection is always regulated by specific rules.

2 PRESIDENTIAL AIR GROUP OF THE USA

The transportation of government officials in USA is organized by Presidential Air Group, which is a part Military Office of White House. The group is responsible for safe, reliable and world-wide transportation of president and other high ranked representatives of executive office. All flights of this kind are marked as an Special Air Missions. To accomplish these tasks, the group is using aircrafts from 89th Airlift Wing USAF which is deployed on the Andrews AFB

and a helicopter squadron of USMC HMX 1 „Nighthawks“ from Quantico AFB. Airplanes intended for special air missions represent the best standard of travelling and simultaneously satisfy all the requirements of international diplomatic protocol.

Exceptional status of this Squadron mostly highlighted is war status or any other danger situations, when this unit becomes an important part of national security in cases of transportation of government officials to areas of interest.

Logistics support and regular maintenance is performed by combination of military and civil facilities. Very often many other aircrafts from different units are used, if it is impossible to ensure actual transport tasks only by 89th Airlift wing. All these aircrafts are still ready to take part in Special Air Missions anywhere in the world. Their task is usually to transport heavy or bulky cargo as limousines, helicopters or other materiel. It is mainly about C-5 Galaxy, C-17 Globemaster, C-130 Hercules.

Type of aircraft	Numbers
C-20	2
C-32	4
C-37	9
C-40	4
VC-25	2
VH-3D	11
VH-60N	9

Tab. 1 Structure Presidential Air Group of USA



Fig. 1 Aircraft VC-25

3 SPECIAL AIR DETACHMENT ROSSIJA

Special Air Detachment is directly subordinated to Presidential Office of Russian Federation. It is a quite young unit, with history starting on 31. January 2009, when it was excluded from State Transportation Company GTK Rossija. Detachment operates from the Vnukovo airfield. Its principal role is to ensure reliable and fast air transport of the president, top members of the government, judiciary and diplomatic group during foreign and domestic trips. The selection of aircrafts depends on the time table, number of accompanying persons, quantity of materiel and finally kind of flight. In case of transportation of president, there is a principle of ensuring it by two airplanes of the same type, but on domestic or short routes this principle is usually ignored, because of financial costs. Transport of the prime minister and other members of government can be performed by only one type of aircraft. The whole process is also complicated by the fact that some airplanes do not meet noise or emissive specifications in many countries all around the world. All members of flight crews and maintenance personnel comes from GTK ROSSIJA, so they are not subordinated to military command, but they are still constrained by obligation of silence about their work. Selection is a difficult process for both sides. It is interesting that till 2009 flight crews served commercial routes of GTK company, which is at present impossible.

Type of aircraft	number
Il-96	4
Il-62	6
Tu-134	8
Tu-154	8
Tu-214	4
Jak-40	8
F 7x	2
Mi-8	13

Tab. 2 Structure of Special Air Detachment RF



Fig. 2 Aircraft Il-96-300 PU

4 APPROACHES TO ENSURE TRANSPORT OF GOVERNMENT OFFICIALS

As we said in the beginning, airplanes of the presidential fleets are generally considered as a symbol of economic and technical sophistication of every country. The global economic crisis and subsequent financial savings in budgets are necessitating changes in this area, too. It gives rise to discussions about the ways of organizing and technically securing this kind of transportation. We can take into consideration these 3 ways:

The first is creation and operating presidential, government or special air detachments only dedicated to transportation of high ranked officials, which are subordinated to the Air Force Command or other bureau. The main advantage is in the absolute control and simple organization of the entire process, direct control over

compliance security measures, immediate realization of transport in case of need. Disadvantage is in the necessity to operate a fleet which consists of many types and in the incurred financial costs for its running. This possibility is preferred by countries with sufficient transport capabilities within air force and there is still heightened security risk for government officials.

The second is based on the combination of national and commercial transport capabilities. Government aircrafts ensure domestic and short range transport while commercial mainly long range flights. The biggest advantage of this way is in low financial costs as there is not need to operate different aircraft fleet. Problems could occur owing to complications during organization, weak control over security, as commercial aircrafts are not special adapted due to diplomatic standards. This is mostly used in cases when state aircrafts are not able to satisfy requirements in area of range, comfort or capacity.

The third is in using only services of commercial operators and if possible mostly domestic operators only. This is an optimal possibility for countries, which do not have sufficient air capabilities or operational costs would be very high because of time and capacitance needs or transportation. The benefit is in low financial demands, but longer implementation, worse adaptation of interior and worse control of security should be taken into consideration if we are thinking about this possibility.

USA and RF have chosen the first possibility due reasons of representation.

5 CONCLUSION

There are six categories of airplanes in both fleets:

1. main presidential aircrafts VC-25, Il-96-300
2. support aircrafts C-32, C-40 and Tu-154M, Tu-214SR/PU, Il-62M
3. contingency aircrafts C-37 and Falcon F 7x
4. low capacity aircrafts C-20 and Jak-40D, Tu-134A

5. helicopters Mi-8MTB/AMT/PS and VH-3D, VH-60N
6. cargo aircrafts C-5M , C-17, C-130J a Il-76MD

As we can see from tables 1 and 2, the Presidential Air Group of USA is better adapted for transportation of government officials. Airplanes used by this unit are more efficiently in fuel consumption, noise level and in many cases in speed and range too. For better economy there should be a reduction in the number of types and of airplanes as part of the process of replacing older types mainly Il-62, Tu-134/154 in the Russian fleet. The best opportunity for this kind of reorganization arrives when service life is running out. During reducing number of types, all effort should be concentrated on the reconciliation some categories of airplanes in the fleet. Reason for this is in the ability to ensure tasks of two categories only by a single type of airplane. This solution has also positive economic and organizational impacts. If number of categories and number of types in both presidential fleets were the same it would be an ideal status.

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