

2.2.2 Armenia Shirak International Airport

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Airport Overview

Gyumri "Shirak" airport has been in operation since 1961 and is the second international airport of the Republic of Armenia. The geometric dimensions of the aerodrome runway are 3220 x 45m. According to the international criteria the aerodrome complies with "4D" class. The navigation system, installed in the aerodrome, provides 60x550m meteorological minimum conditions for landing, which complies with ICAO CAT.

In accordance with the RA legislation and international standards the aerodrome of "Shirak" airport is certified by the General Department of Civil Aviation at the government of the Republic of Armenia.

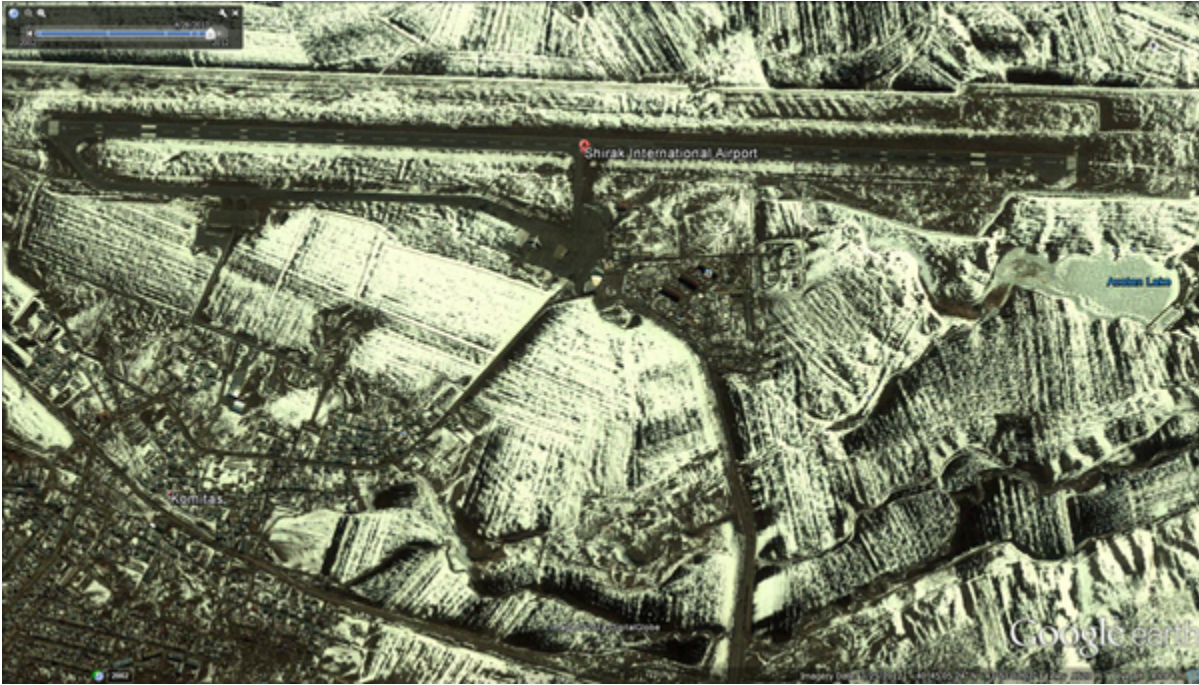
Aerodrome of "Shirak" airport is a civil aerodrome of joint base. Aerodrome operational and technical parameters make it possible to operate Boeing-757, Airbus- 319(320), IL-76, TU-154 and low-class airplanes. "Shirak" airport can be used as an alternate to "Zvartnots" airport.

The surface of the aerodrome runway and taxiway "A" was repaired and the aerodrome lighting system was modernized: new system IDMAN was installed. The runway surface capacity was improved.

The surface of aerodrome main taxiway, taxiway "B" and aircraft stands was repaired. From "Shirak" airport flights are carried out to a number of cities of Russian Federation.

Location Details			
Country	Armenia	Latitude	40.71667
Province / District	Shirak District	Longitude	43.83333
Town or City (Closest)	Gyumri	Elevation (ft and m)	5,000 ft / 1,639 m
Airfield Name	"Shirak" airport	IATA and ICAO Codes	LWN UDSG
Open From (hours)	06:00	Open To (hours)	18:00 hours

Airport Picture



Description and Contacts of Key Companies

For information on Armenia airport company contact details, please see the following link: [4.5 Armenia Airport Company Contact List](#)

Information on some aviation service providers can be found at: [AZ Freight](#)

Runways

The runway of “Shirak” airport is capable of accepting aircrafts of capacity Antonov An-124, Airbus 380 and Boeing 747- 400. The airport terminals, passenger lounge and runways are maintained in perfect order to invite international flight round the year.

Runway #1	
Runway Dimensions	3220 x 45
Orientation	02: Approach 24° 20: Approach 204°
Surface	64/F/C/X/T Asphalt/ Concrete

Helicopter Pad(s)

No helicopter pad. Landing at the airport would be just in case of emergency.

Helipad #1	
Present (Yes / No)	No
Largest helicopter that can land	No Limitation Mi-26
Width and Length (metres)	189 x 52 m
Surface	Asphalt

Airport Infrastructure Details

Customs	YES	JET A-1 fuel	YES
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Immigration	Yes	AVGAS 100	YES
Terminal Building	Yes	Single Point Refuelling	No
Passenger Terminal	Yes	Air Starter Units	YES
Cargo terminal	No	Ground Power (mobile)	YES
Pax transport to airfield	YES	Ground Handling Services	YES
Control Tower	YES	Latrine Servicing	YES
Weather Facilities	YES	Fire Fighting Category (ICAO)	Category: 9
Catering Services	No	De-icing Equipment	YES
Base Operating Room	YES	Parking Ramp Lighting	YES
Airport Radar	YES	Approach & Runway Lights	YES
NDB	YES	VOR	YES
ILS	YES		

Airport Operating Details

Operating Details			
Maximum sized aircraft which can be offloaded on bulk cargo:	B-777, B-747, An-124, L-1011, MD-11, DC-10		
Maximum sized aircraft that can be offloaded on pallet	B-777, B-747, An-124, L-1011, MD-11, DC-10		
Total aircraft parking area (m ²)	82,597 m ² with 28 ramps Each parking area is 100 m x 150 m Aircraft are towed by tugs to the taxiways The runway, ramp and the loading areas are lit at night		
Storage Area (mt)	n/a	Cubic Meters (m ³)	
Cargo Handling Equipment Available (Yes / No)	No	If "Yes" specify below	
Elevators / Hi Loaders (Yes / No)	No	Max Capacity (mt)	
Can elevators / hi loaders reach the upper level of a B747 (Yes / No)			
Loading Ramps (Yes / No)	No		

Storage Facilities

No storage facilities at the airport

Airfield Costs

Navigation Charges

Aircraft Weight - MTOW (kg)	Navigation (per journey) USD - \$	Landing USD - \$	Night Landing USD - \$	Night Take-Off USD - \$	Parking	Handling Charges
0 - 7,000	€6.00	€3.80	€4.56	€4.94	€0.20 mt / hour	€30
7,001 - 136,000	€6.00	€760 for 1st 200 mt then €5.30 for each additional mt	€912 for 1st 200 mt then €6.36 for each additional mt	€1185.6 for 1st 200 mt then €8.27 for each additional mt	€0.20 mt / hour	€45
136,001 - and over	€6.00	€1,555 for 1st 350 mt then €7.30 for each additional mt	€1,866 for 1st 350 mt then €8.76 for each additional mt	€2,426 for 1st 350 mt then €11.40 for each additional mt	€0.20 mt / hour	€54

GROUND HANDLING CARGO AIRCRAFT CHARGES.

Charges are imposed based on the maximum take off weight of the cargo airplane Basic Ground Handling Charges.

The basic ground handling fee (BASIC FEE) varies by cargo aircraft maximum take off weight as described in the following chart:

CARGO AIRCRAFT MAXIMUM TAKE OFF WEIGHT (US\$)

- a) 0 to 50 mt - 180
- b) 51 to 100 mt - 220
- c) 101 to 150 mt - 260
- d) More than 150 mt - 300

The outlined basic fees include the following services to be rendered in accordance with the requirements of one cargo aircraft arrival and one aircraft departure:

- Marshalling
- Provide marshalling at arrival and/or departure. Parking
- Provide Position and/or remove wheelchocks.
- Provide Operate ground power unit, up to maximum 3 (three) continuous hours
- Loading and Unloading
- Provide or Operate passenger steps, 1 (one) per each occasion
- Provide crew transport between aircraft and airport terminals, 1 (one) bus per each flight Moving of Aircraft
- Provide tow-in and/or push-back tractor, 1 (one) per each occasion.
 - Towbar to be provided by the Carrier, or
 - Towbar to be provided by the Handling Company
- Tow in and/or push back aircraft, 1 (one) per each occasion.
- Provide wing-walker(s)

Supplementary Services Charges

All services exceeding the basic provision contemplated for any given flight will be charged as Supplementary Services in addition to the BASIC FEE which applies for the flight according to the aircraft accommodation capability.

Aircraft Pushback Service required for a Narrow Body Aircraft Charge - in addition to that which is included in the BASIC FEE- is US\$ 84 (United States of America Dollars Eighty Four) per each occasion.

Aircraft Pushback Service required for a Wide Body Aircraft Charge - in addition to that which is included in the BASIC FEE- is US\$ 148 (United States of America Dollars One Hundred Forty Eight) per each occasion.

Towing of a Narrow Body Aircraft Charge is US\$ 148 (United States of America Dollars One Hundred Forty Eight) per each hour or fraction there off.

Minimum Charge for Towing a Narrow Body Aircraft is one (1) hour at US\$ 148 (United States of America Dollars One Hundred Forty Eight) .

Towing of a Wide Body Aircraft Charge is US\$ 253 (United States of America Dollars Two Hundred Fifty Three) per each hour or fraction there off.

Minimum Charge for Towing a Wide Body Aircraft is one (1) hour at US\$ 253 (United States of America Dollars Two Hundred Fifty Three) Hot water truck is charged US\$ 250 (United States of America Dollars Two Hundred Fifty) per each hour or fraction.

De-Icing truck presence during all turn around time is charged US\$ 60 (United States of America Dollars Sixty) per each hour or fraction.

For Cargo Aircraft Concentrates or Mixtures of ISO/SAE Type II Fluid in accordance to the European standards used for De-Icing/Anti-Icing Services and Snow/Ice Removal is charged US\$ 4.50 per each liter.

Charge for each liter of warm water used for De-Icing/Anti-Icing for Cargo Aircraft is US\$ 0.05.

Ground Air Start Unit Support Charge is US\$ 195 (United States of America Dollars One Hundred Ninety Five) per each occasion.

De-Icing/Anti-Icing Services and Snow/Ice Removal According to the Carrier's Instructions Charge is on request, charged US\$ 300 (United States of America Dollars Three Hundred) per each 30 minutes or fraction.

Passenger stairs price is US\$ 10 (United States of America Dollars Ten) per each occasion.

Marshalling and provision of parking related services (provision and removing of wheel chocks, safety cones and pin) required for a Narrow Body Aircraft Charge - in addition to that which is included in the BASIC FEE - is US\$ 65 (United States of America Dollars Sixty Five) per each occasion.

Marshalling and provision of parking related services (provision and removing of wheel chocks, safety cones and pin) required for a Wide Body Aircraft Charge - in addition to that which is included in the BASIC FEE- is US\$ 95 (United States of America Dollars Ninety Five) per each occasion.

Use of Ground Power Unit, up to maximum 3 (three) continuous hours

Additional Ground Power Unit Support for cargo aircraft exceeding the maximum of three (3) continuous hours granted within the BASIC FEE, is charged US \$ 100 (United States of America Dollars One Hundred)" per each hour or fraction thereof.

Handling in case of technical landing for other than commercial purposes will be charged at 50% (fifty per cent) of the above rates, provided that a physical change of load is not involved.

Handling in case of return to ramp will not be charged extra, provided that a physical change of load is not involved.

Handling in case of return to ramp involving a physical change of load will be charged as for handling in case of technical landing in accordance with 11.05.01.

Handling in case of a ferry flight will be charged at 70% (seventy per cent) of the above rates, provided that a physical change of load is not involved.

Additional charge for night service: all charges for all services described in this XII chapter rendered from 21.00 up to 7.00 am will be increased in 30% (thirty per cent)

Flight coordination/assistance upon request:

1. Briefing coordination
2. Catering coordination
3. Crew visas coordination
4. Fuel coordination

will be charged US\$ 200 (United States of America Dollars Two Hundred) for turnaround.

SERVICES NOT INCLUDED

All services not included will be charged for at AIA rates.

DISBURSEMENTS

Any disbursements made by the Handling Company on behalf of the Carrier will be reimbursed by the Carrier at cost price plus an accounting surcharge of 30% (thirty per cent).

The airport has it's own security services which is reliable.