

GENERAL**Operational Hours****ATS Hours:** 0600-1800 \pm , other times O/R**AD ADMIN Hours:** MON-FRI 0500-1400 \pm **Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 02/20: 64/F/C/X/T**Operation****Taxi/Parking**

Follow-me AVBL O/R or during LVP.

Nose-in guidance at ACFT stands.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

In case of COM failure during radar vectoring proceed to GRM at last cleared ALT but not below 10000ft.

Arrival Procedure**Non-standard GP Intercept Position on RWY 02**

GP intercept RWY 02 at 353m / 1158ft after landing threshold.

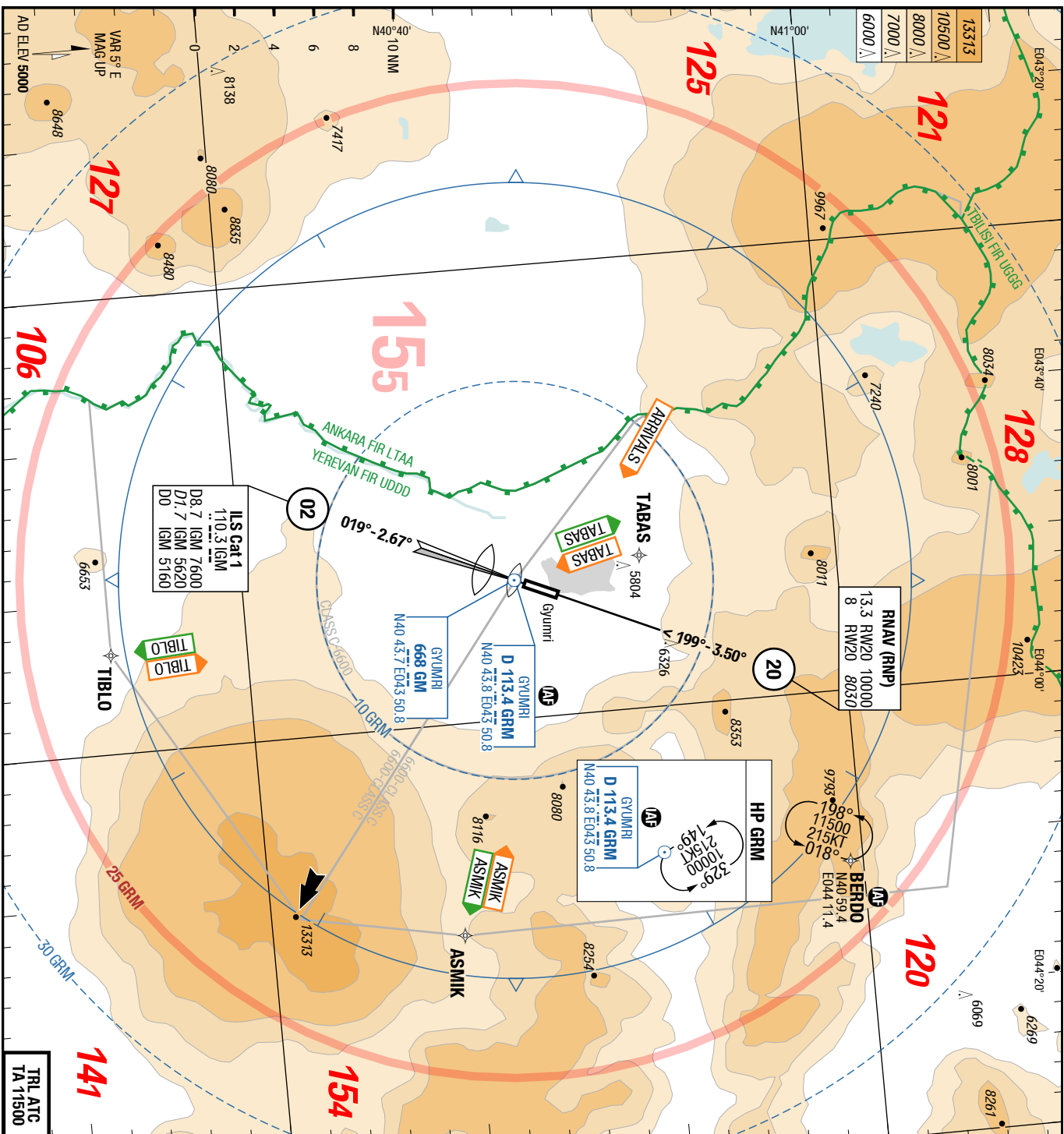
Remaining LDG DIST beyond GP is 2867m / 9406ft.

DEPARTURE**Take-off Minima**

| RWY | | 02/20 | |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 400R/400V | - |

De-Icing

AVBL



Landing RWY system:

| | | |
|---------------|---------|--------------------|
| TWR | 127.700 | 0600-1800 |
| Taxing | 120.600 | Pushback, Start up |

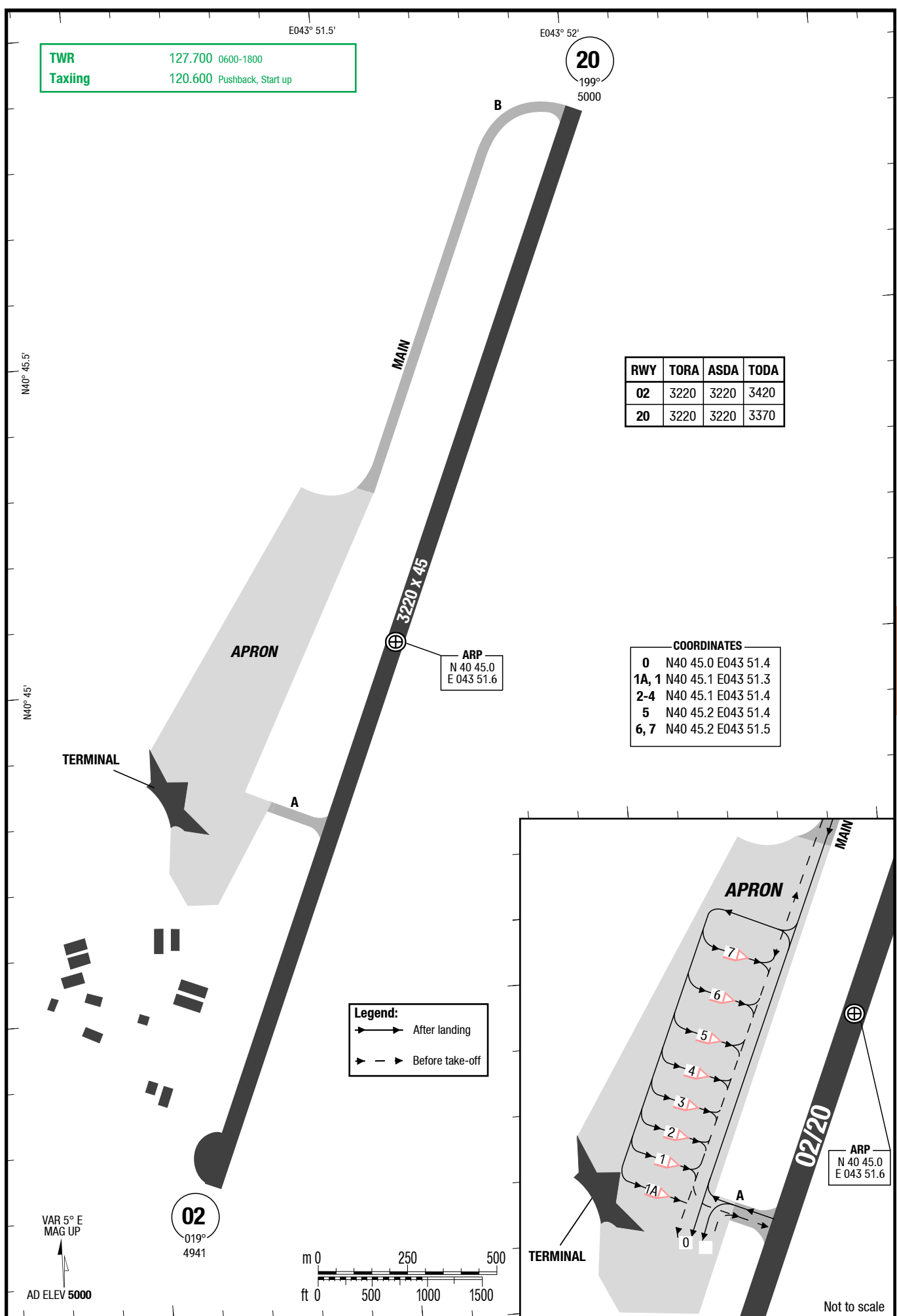
02 3220 X 45 82.4° 60 HL

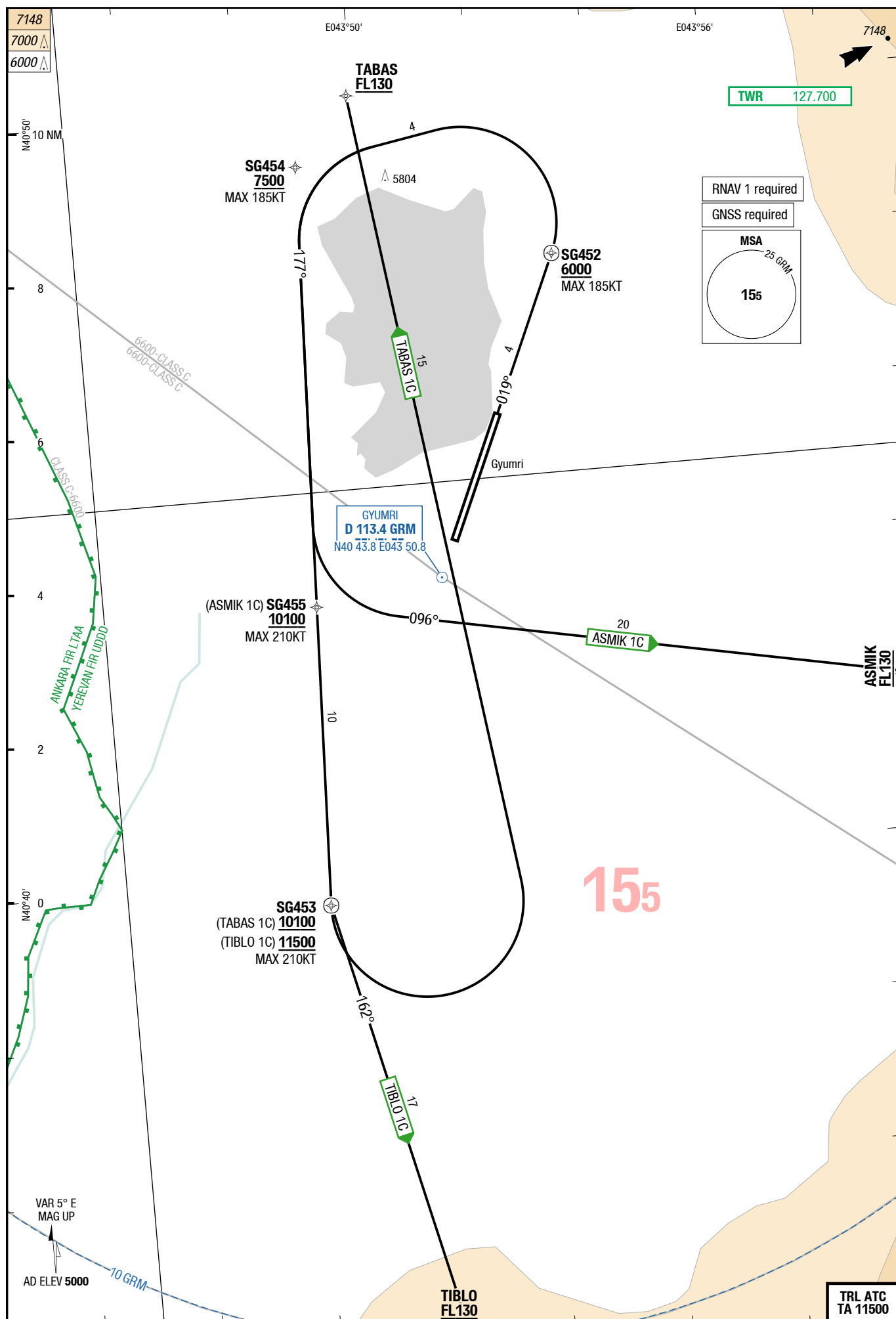
| | |
|-------|--|
| HL-P1 | THR 4941 (166hPa) / TDZ 4941 (---%) +0.6% |
|-------|--|

YCZ last 570m

45 x 3220

$$\frac{-0.6\% \text{ TDZ 5000 (---\%)}}{\text{THR 5000 (168hPa)}}$$





LWN-UDSG

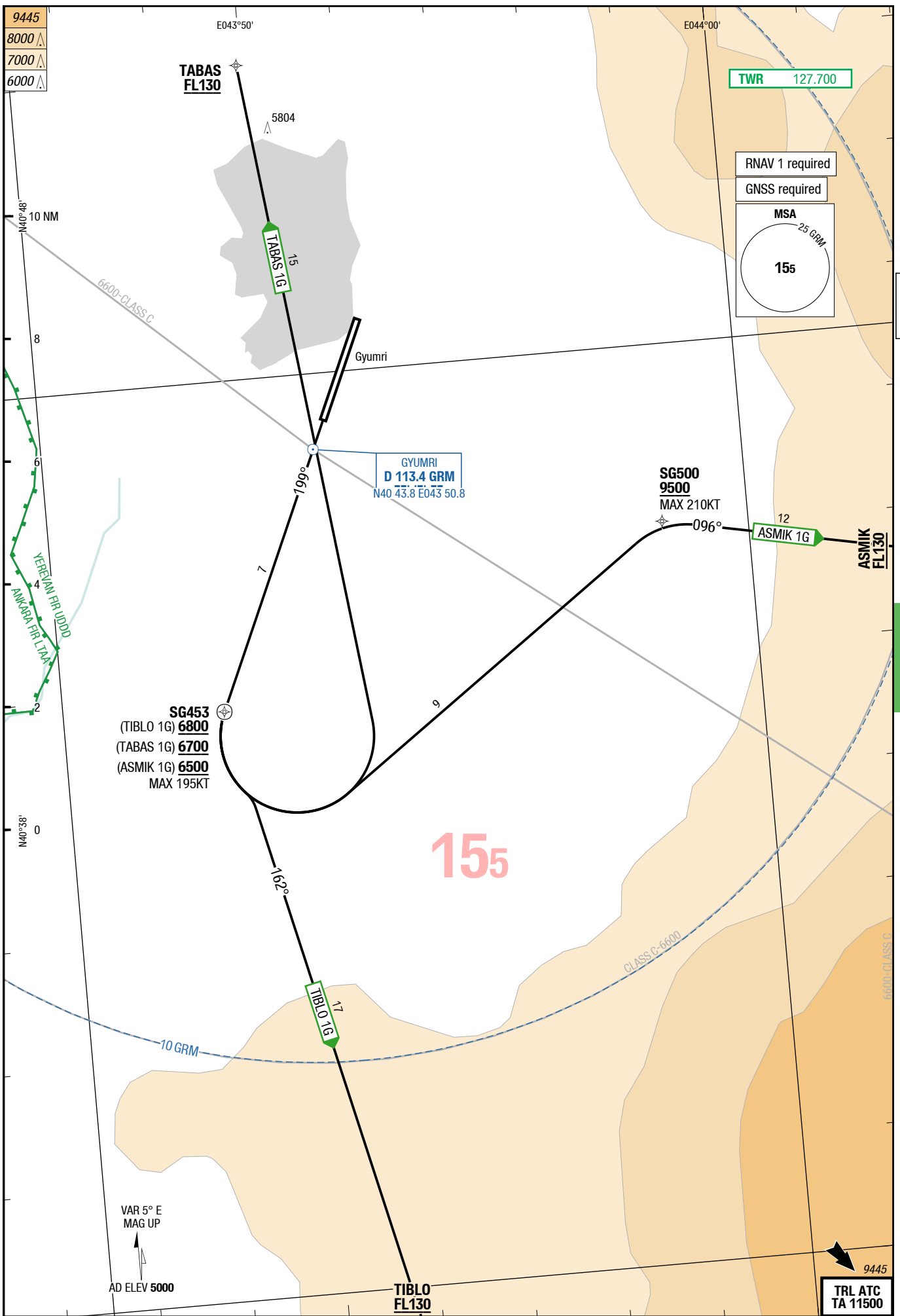
4-20

RNAV SIDS RWY 20

SID

SID

RNAV SIDS RWY 20



Changes: Speed RESTR

13-JUL-2017

LWN-UDSG

5-10

RNAV SIDs RWY 02

ASMIK 1C / TABAS 1C / TIBLO 1C

RWY 02 (019°)

| | | | | | | | |
|------|--------|-----|-----|-----|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 3.5% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 4.9% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| | Runway 02 | |
| ASMIK 1C 4.9% to FL130 127.700 ① | at SG452 (MAX 185KT) LT direct SG454 (MAX 185KT) - direct SG455 (MAX 210KT) - LT 096° to ASMIK FMS <u>SG452</u> [K185- ;L] - SG454 [K185-] - SG455 [K210-;L] - ASMIK | SG452 MNM 6000 SG454 MNM 7500 SG455 MNM 10100 ASMIK MNM FL130 SG452 MNM 6000 SG454 MNM 7500 SG455 MNM 10100 ASMIK MNM FL130 initial climb FL130 |
| TABAS 1C 4.9% to 7500 3.5% from 7500 to FL130 127.700 ① | at SG452 (MAX 185KT) LT direct SG454 (MAX 185KT) - 177° to SG453 (MAX 210KT) - LT direct TABAS FMS <u>SG452</u> [K185- ;L] - SG454 [K185-] - <u>SG453</u> [K210- ;L] - TABAS | SG452 MNM 6000 SG454 MNM 7500 SG453 MNM 10100 TABAS MNM FL130 SG452 MNM 6000 SG454 MNM 7500 SG453 MNM 10100 TABAS MNM FL130 initial climb FL130 |
| TIBLO 1C 4.9% to 7500 3.5% from 7500 to FL130 127.700 ① | at SG452 (MAX 185KT) - LT direct SG454 (MAX 185KT) - 177° to SG453 (MAX 210KT) - LT 162° to TIBLO FMS <u>SG452</u> [K185- ;L] - SG454 [K185-] - SG453 [K210-;L] - TIBLO | SG452 MNM 6000 SG454 MNM 7500 SG453 MNM 11500 TIBLO MNM FL130 SG452 MNM 6000 SG454 MNM 7500 SG453 MNM 11500 TIBLO MNM FL130 initial climb FL130 |

① If unable to comply with climb gradients or non-STD clearance issued, advise ATC prior to take-off and request alternative clearance

13-JUL-2017

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5-20

RNAV SIDs RWY 20

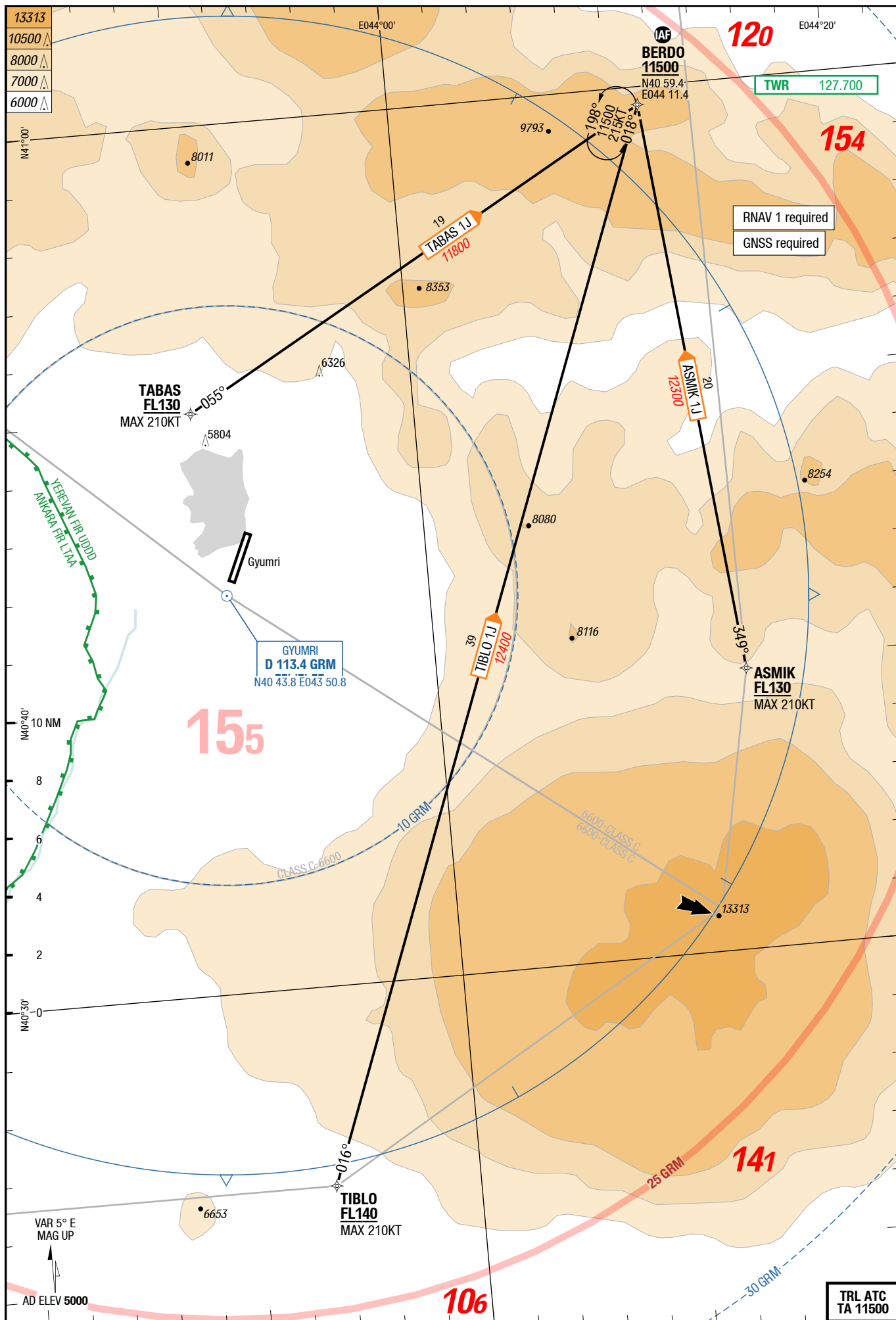
ASMIK 1G / TABAS 1G / TIBLO 1G

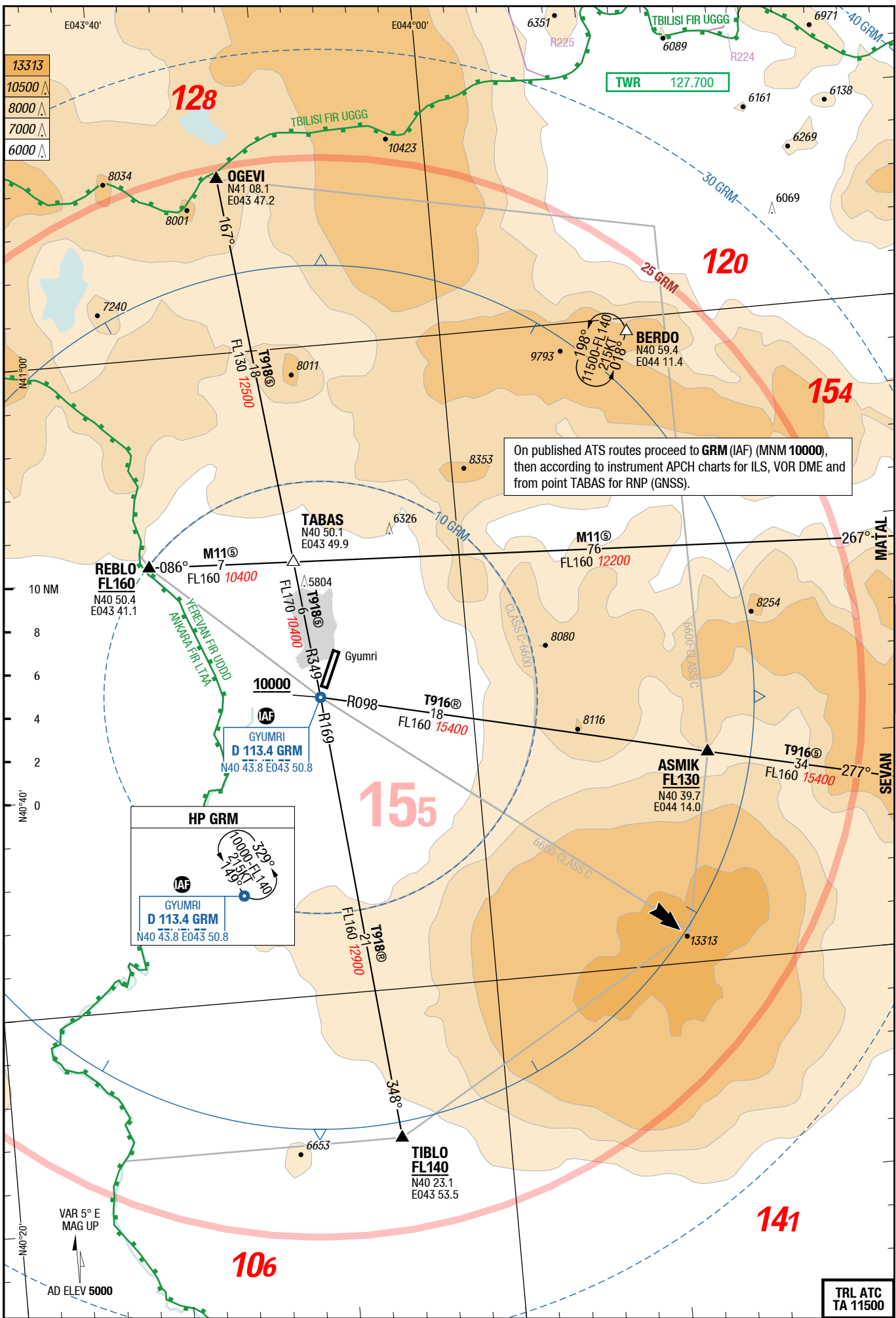
RWY 20 (199°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |
| 5.6% | ft/MIN | 700 | 900 | 1100 | 1200 | 1400 | 1600 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 20 | |
| ASMIK 1G 4.8% to FL130 127.700 ① | at SG453 (MAX 195KT) LT direct SG500 (MAX 210KT) - RT 096° to ASMIK FMS <u>SG453</u> [K195- ;L] - SG500 [K210- ;R] - ASMIK | SG453 MNM 6500 SG500 MNM 9500 ASMIK MNM FL130 SG453 MNM 6500 SG500 MNM 9500 ASMIK MNM FL130 initial climb FL130 |
| TABAS 1G 5.6% to FL130 127.700 ① | at SG453 (MAX 195KT) LT direct TABAS FMS <u>SG453</u> [K195- ;L] - TABAS | SG453 MNM 6700 TABAS MNM FL130 SG453 MNM 6700 TABAS MNM FL130 initial climb FL130 |
| TIBLO 1G 6.0% to FL130 127.700 ① | at SG453 (MAX 195KT) LT 162° to TIBLO FMS <u>SG453</u> [K195- ;L] - TIBLO | SG453 MNM 6800 TIBLO MNM FL130 SG453 MNM 6800 TIBLO MNM FL130 initial climb FL130 |

① If unable to comply with climb gradients or non-STD clearance issued, advise ATC prior take-off and request alternative clearance

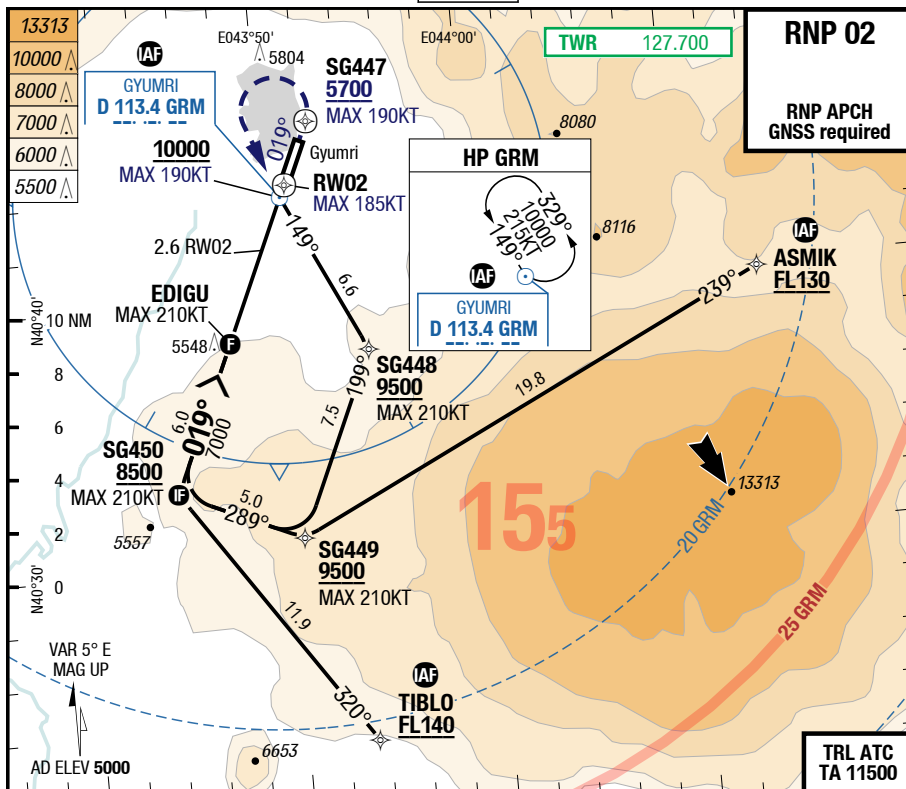




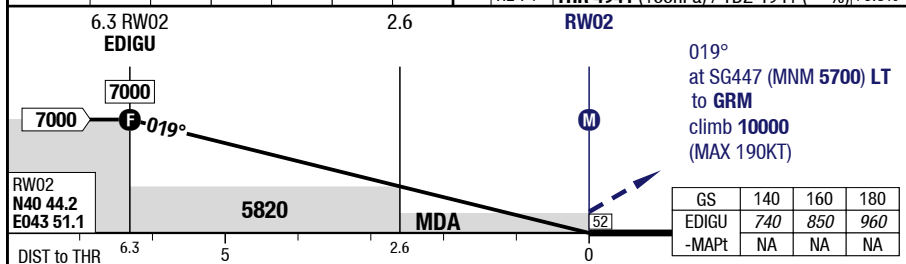
LWN-UDSG

7-30

RNP 02



| | | | | | | | |
|----------------------|------|------|------|------|------|------|--|
| 3.00° RW02 | 6.3 | 6 | 5 | 4 | 3 | 2 | |
| | 7000 | 6910 | 6590 | 6270 | 5950 | 5630 | |



| 02 | | RNP VNAV GA 4.6% 1) 2) | RNP LNAV GA 4.6% | | | | Circling |
|----|-----------------|------------------------------|--------------------------|--|--|--|---------------------|
| C | ft - m/km ft | 250 - 750 5200 | 410 - 1.2 5350 | | | | See Circling IAC |
| D | ft - m/km ft | 250 - 750 5200 | 410 - 1.2 5350 | | | | See Circling IAC |

1) Uncompensated BARO VNAV NA below -25°C (-13°F)

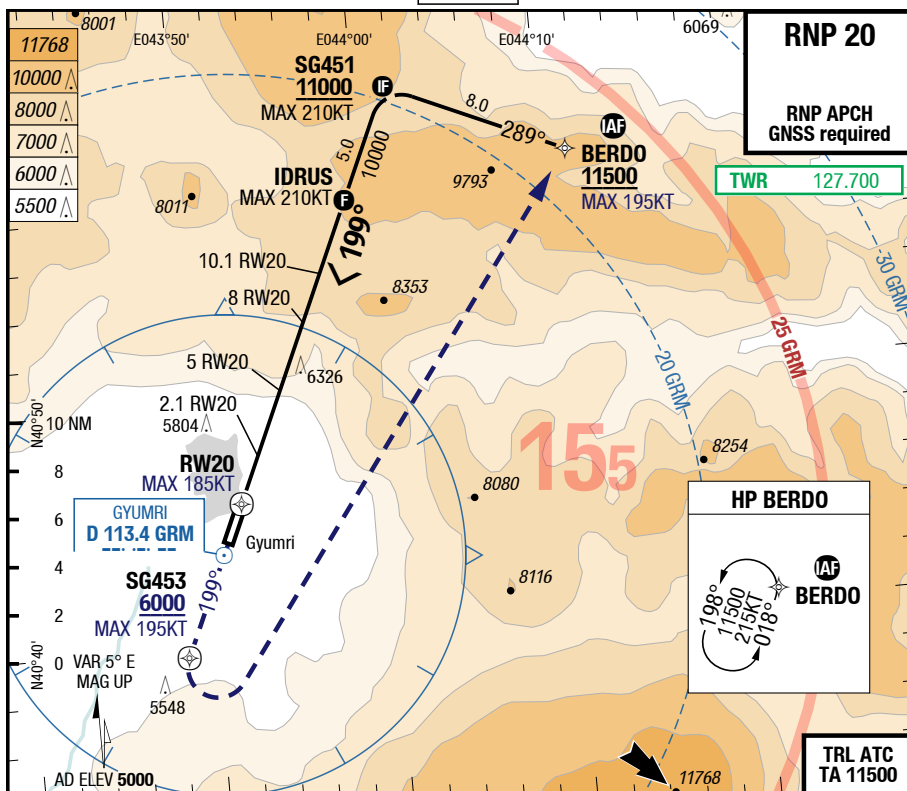
2) With EVS 550m

Changes: APL

LWN-UDSG

7-40

RNP 20

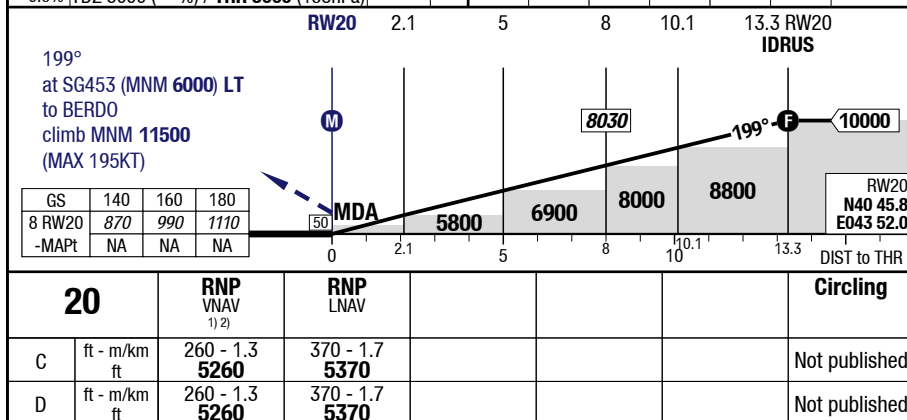


YZC last 570m

60 HL

45 x 3220

-0.6% TDZ 5000 (---%) / THR 5000 (168hPa)



1) Uncompensated BARO VNAV NA below -25°C (-13°F)

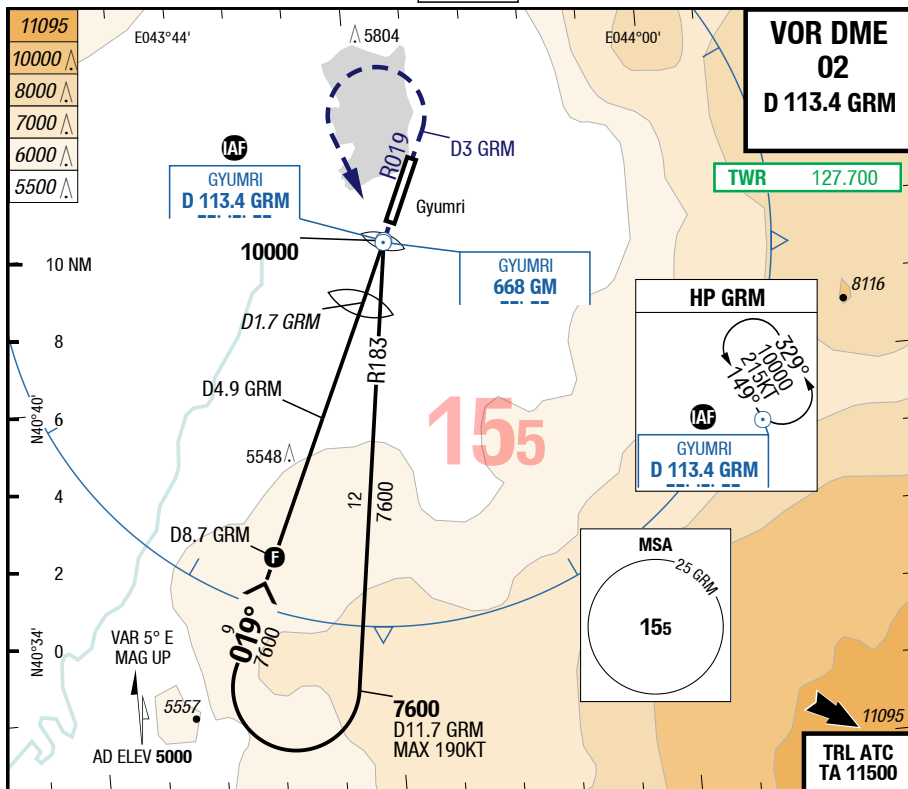
2) With EVS 900m

Changes: APL

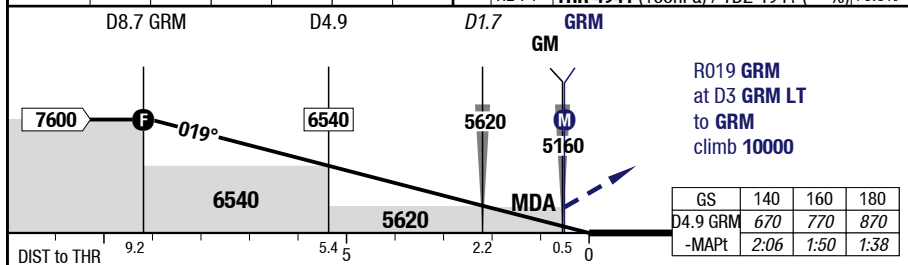
LWN-UDSG

7-50

VOR DME 02



| | | | | | | | | | |
|----------------|---|------|------|------|------|------|-------|-----------|---------------|
| 2.70° D GRM | 8.7 | 6 | 5 | 4 | 3 | 2 | 02 | 82.4° | 60 HL |
| | 7600 | 6860 | 6570 | 6290 | 6000 | 5710 | HL-P1 | 3220 x 45 | YCY last 570m |
| | THR 4941 (166hPa) / TDZ 4941 (---%) +0.6% | | | | | | | | |

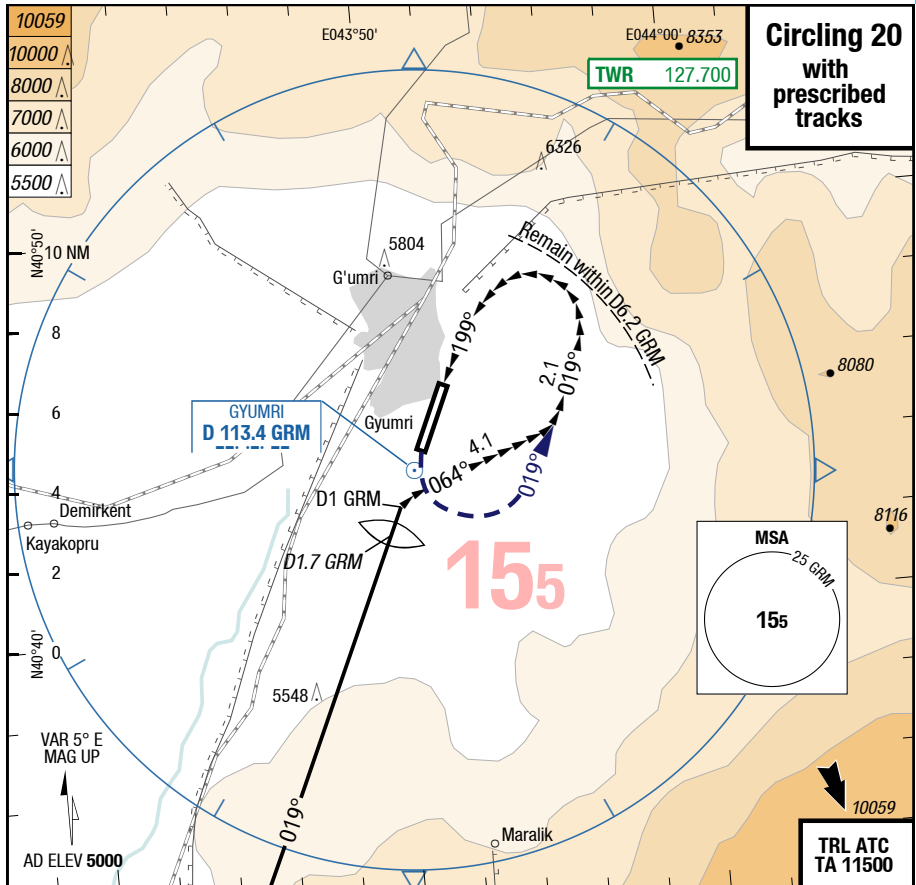


| | | | | | | | |
|----|-----------------|-------------------|--|--|--|--|---------------------|
| 02 | VOR DME | | | | | | Circling |
| | GA 5.3% | | | | | | |
| C | ft - m/km ft | 650 - 2.3 5590 | | | | | See Circling IAC |
| D | ft - m/km ft | 650 - 2.3 5590 | | | | | See Circling IAC |

LWN-UDSG

7-70

Circling 20



YCZ last 570m

60 HL

45 x 3220

-0.6% TDZ 5000 (---%) / THR 5000 (168hPa)

20

Missed Approach:

199° to GRM (MDA)

LT 019°

maintain MDA

then according chart

| 20 | | | | | | Circling P-TRK E of RWY only HJ only | Circling |
|----|-----------------|--|--|--|--|--|---------------|
| C | ft - m/km ft | | | | | 1000 - 5.0V 6000 | Not published |
| D | ft - m/km ft | | | | | 1950 - 5.0V 6950 | Not published |

Effective 26-APR-2018

19-APR-2018

LWN-UDSG

Armenia Gyumri

NIL

MRC

MRC

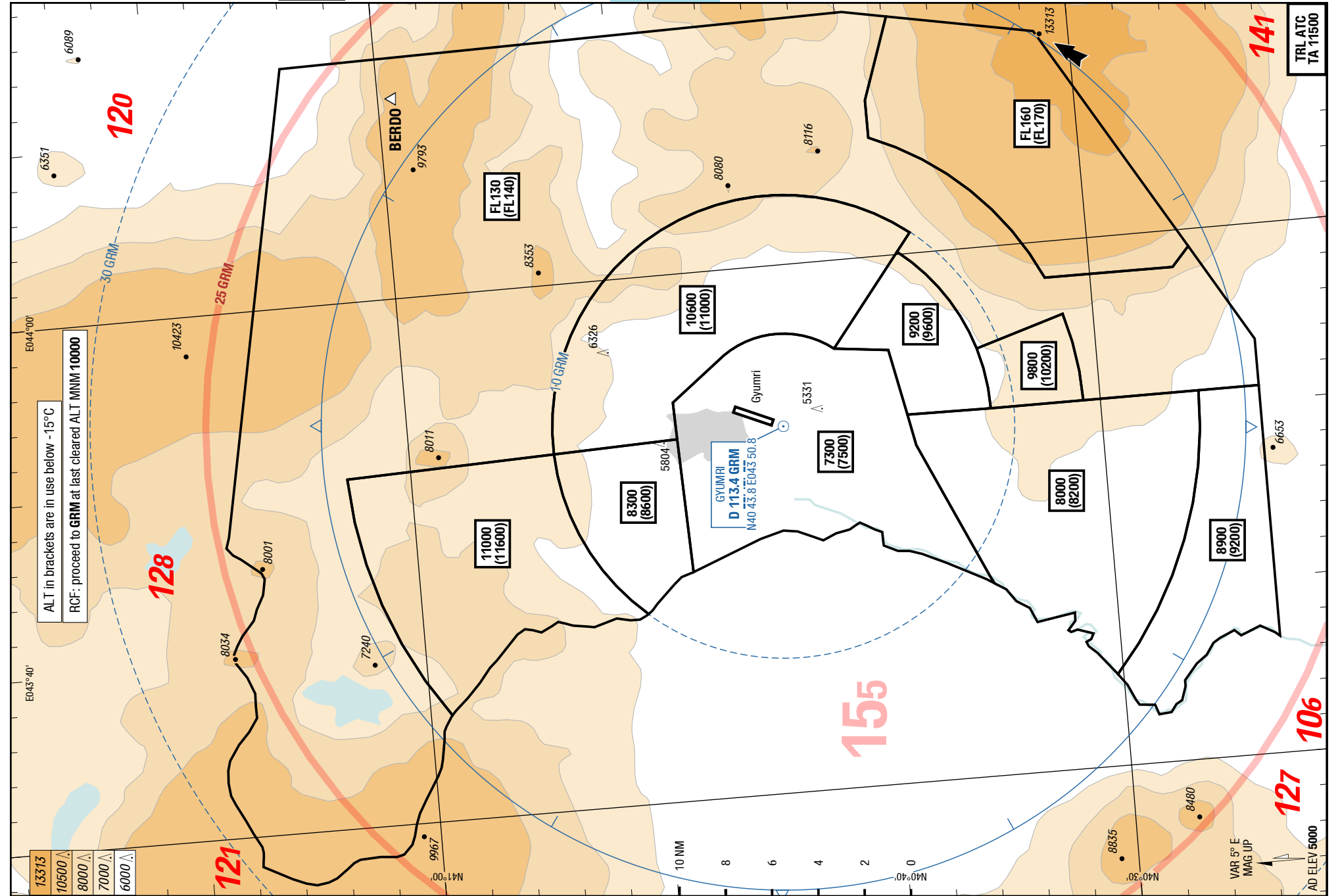
MRC

Gyumri Armenia

NIL

MRC

8-10



Changes: new