

Section 1 Lithuania



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Abbreviations

A/C	Aircraft	ICAO	International Civil Aviation Organisation
ADF	Aircraft De-icing Fluid	IFR	Instrument Flight Rules
AFIS	Aeronautical Flight Information Services	IFRS	International Financial Reporting Standards
AIP	Air Information Pamphlet	ILS	Instrument Landing System
AMSL	Above Mean Sea Level	Intl	International
ANS	Air Navigation Services	ISPA	Instrument for Structural Policies for Pre-Accession
ANSP	Air Navigation Service Provider	LCC	Low-Cost Carrier
AOC	Air Operator Certificate	LLZ	Localizer
APP	Approach Control Service	LT	Local Time
ATC	Air Traffic Control	MIL	Military
ATM	Air Traffic Movements	MPPA	Million Passengers per Annum
BIP	Border Inspection Control	MTOM	Maximum Take-Off Mass
BOT	Build, Operate and Transfer	MTOW	Maximum Take-Off Weight
CAA	Civil Aviation Authority	NCASP	National Civil Aviation Security Programme
CCTV	Closed-circuit television	NDB	Non Directional Beacon
CF	Cohesion Fund	NG	New Generation
CTA	Control Area	PaPi	Precision Approach Path Indicator
CTR	Control Zone	PAX	Passengers
CUTE	Common Use Terminal Equipment	PCN	Pavement Classification Number
DCS	Departure Control System	PRM	Persons with Reduced Mobility
DME	Distance Measuring Equipment	RET	Rapid Exit Taxiways
Dom	Domestic	RWY	Runway
EBRD	European Bank for Reconstruction and Development	SITA	Internationale de Télécommunications Aéronautiques
ECAC	European Civil Aviation Conference	SMR	Surface Movement Radar
EIA	Environmental Impact Assessment	SRA	Segregated Restricted Area
EIB	European Investment Bank	TMA	Terminal Maneuvering Area
EPNdB	Effective Perceived Noise Decibel	TWR	Tower
GA	General Aviation	TWY	Taxiway
GH	Ground Handling	UTC	Coordinated Universal Time [Greenwich Mean Time]
GND	Ground	VDF	Visual Direction Finder
GP	Glide Path	VFR	Visual Flight Rules
GPU	Ground Power Unit	VOR	VHF Omnidirectional Range
GSE	Ground Support Equipment	WCHC	Wheelchair for Cabin
GYR	Green/Yellow/Red	WTMD	Walk Through Metal Detectors
HBS	Hold Baggage Screening		
IATA	International Air Transport Association		

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1.1 General Introduction

1.1.1 Background



Lithuania borders the Baltic Sea to the west and has 99 km of coastline. Its land borders are Latvia to the north, and Russia, Poland and Belarus to the south. It has a lowland terrain with many scattered small lakes, and fertile soil.

Independent between the two World Wars, Lithuania was annexed by the USSR in 1940. On 11 March 1990, Lithuania became the first of the Soviet republics to declare its independence, but Moscow did not recognize this proclamation until September of 1991 (following the abortive coup in Moscow). The last Russian troops withdrew in 1993. Lithuania subsequently restructured its economy for integration into Western European institutions; it joined both NATO and the EU in the spring of 2004.

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1.1.2 Economic Overview

Lithuania, the Baltic state that has conducted the most trade with Russia, has slowly rebounded from the 1998 Russian financial crisis. Unemployment remains high, still 10.3% in 2003, but is improving. Growing domestic consumption and increased investment have furthered recovery. Trade has been increasingly oriented toward the West. Privatisation of the large, state-owned utilities, particularly in the energy sector, is nearing completion. Overall, more than 80% of enterprises have been privatised. Foreign government and business support have helped in the transition from the old command economy to a market economy.

Lithuanian Economic Statistics	
Population	3,445,857 (2004)*
Population Growth	-0.48% (2004)*
Surface area of country	65,200 sq km (2005)**
Population density	54.98 (1999)**
Urbanization	67% (1999)#
GDP	€19.68 billion (2004 est.)*
GDP per head	€5,700 (2004 est.)*
GDP growth rate	7.2% (1H 2004)*
Unemployment rate	10.3% (2003)*
Inflation rate	1.15% (2004)*
Imports	€8.26 billion f.o.b. (2003)*
Exports	€6.78 billion f.o.b. (2003)*
External Debt	€2.57 billion (2003)*
Internet hosts	67,769 (2004)**
Internet users	695,700 (2003)**
Rural percentage of population	33%*
Urban percentage of population	66%*

Source : * Lithuanian Department of Statistics **US Central Intelligence Agency factbook.
OECD, IMF and World Bank

Figure 1

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1.2 Main issues in the Air Transport sector

1.2.1 Lithuanian Airlines

Lithuanian Airlines(LT) (LAL) is the only 100% state owned airline remaining in the Baltic States. The airline was formed in 1991 as a state owned enterprise. It operates both scheduled and charter services to fifteen destinations (mainly Western European). The airline currently operates a fleet of five 737's and 3 Saab 2000 turboprops. In 2003 a project to privatise 35% of the airline was abandoned by the government due to " the current situation in the aviation sector". In 2005 the government has again announced its intention to fully privatise the airline (this time all 100%), and has set the sale price at €2.7million. If the sale is approved by the government, then short listing of candidates is scheduled for June 2005.

The state airline's financial performance over the last three years has not been encouraging. In 2002 net profit was €11.6m on revenues of €63.5m. In 2003 net profit had declined to €1.8m on revenues of €58.6m, although passenger numbers had increased by 10.8%. This highlights a 17.6% decline in revenue per passenger. 2004 has seen a further decline in profits and revenue per passenger, with the net first half result a loss of €1m, and revenue per passenger declining further by 21%.

An additional discouragement to foreign investors acquiring a 100% stake in LAL, is the concern that the route rights to high value CIS destinations such as Moscow and Kiev would be lost. Both the Russian and Ukrainian governments have threatened to withdraw route rights from any airline not majority owned by nationals in the base country.

In 2004 Lithuanian Airlines sold its regional airline subsidiary Air Lithuania to a private shipping company, Arijus, for \$256,000. The airline currently operates three ATR42, 50-seat turboprops from Palanga and Kaunas airports and carried 54,500 passengers in 2004.

All other commercial passenger and cargo airlines registered in Lithuania are fully private companies.

1.2.2 Government policies

The board of the Transport and Communications Ministry announced the following policy in June 2004:

- To create a commercial environment favourable to competition that generates economic prices for consumers, and integrates air transport into national and European multimodal passenger and cargo transport systems
- By end of 2005 to increase civil aviation share of GDP to 1% (half the EU average)
- By 2015 to grow annual passenger traffic to 2.15m as a minimum (1.097m served in 2004)
- To plan airport infrastructure 30 years ahead and specifically:
 - To investigate in detail Vilnius Airport development, concentrating on a number of scenarios, such as the merging of Vilnius and Kaunas airport facilities and the construction of an alternative airport.

Two main projects were approved:

- Fencing of the Palanga airport perimeter
- Modernisation of the Kaunas take off and landing system (the installation of a Precision Approach Path Indicator system (PAPI) in 2005-2006).

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1.2.3 Civil Aviation Administration studies

The Civil Aviation Administration is not engaged in policy development, which is handled by the Ministry of Transport and Communications. However, they do submit studies to the Ministry. Recently, the CAA submitted studies on the following issues:

- Development of Vilnius Airport in Two Parts:
 - Construction of a new terminal; and
 - Construction of a new runway – with a 10 degree change to the current runway orientation (from 02-20 to 03-30). As a result, less traffic will fly directly over the eastern area of Vilnius, which will subsequently reduce noise pollution.

Currently, the terminal capacity is 1.5m pax per annum, which could be increased to 2.5m pax per annum, if the new terminal is constructed. With this level of traffic and the current runway orientation, there could be future problems with noise pollution over Vilnius. The new runway angle could alleviate this potential problem.

- Building of a new terminal for Kaunas airport in the southern area of the aerodrome:

Currently, the terminal is in the northern area, near the runway and is very small (built in the Soviet era). Current capacity is 130,000 pax per annum but could increase to potentially 1.5m with the new terminal development.

- A new airport construction (i.e. a green-field site halfway between Vilnius and Kaunas):

This study ties in directly with the Transport and Communications Ministry policy announcement of June 2004. Concerns have been raised about the cost of such a development to the Lithuanian economy.

1.2.4 Low cost airline market penetration

As of February 2005 there were no low cost airlines operating to Lithuania. With the growth of carriers such as easyJet and Ryanair scheduled to continue at around 20% per annum, it is inevitable that one or both of these carriers will start operating to Lithuania in the near future.

Ryanair:

From recent reports it seems probable that Ryanair were keen to enter the Lithuanian market, and had planned to operate to Kaunas. The company had anticipated a market of 200,000 passengers per year. It is unclear why Ryanair have pulled back from this approach, but the following quotes from the Lithuanian State Tourism Department illustrate that the financial implications of Ryanair starting the route may have involved too high a level of risk for both Ryanair and the Lithuanian government in 2005.

Apart from low airport rates and other favourable conditions, Irish budget carrier Ryanair is eager to get up to EUR 0.29 m per year from Lithuania for flights to and from the country. The Irish company put forward a proposal to effectively subsidise its flights via huge payments for links to Lithuania on Ryanair's website. "I would say that it is pure subsidising, which is contrary to competition and distorts the market. This is not tolerated by the European Commission (EC), either, said Rima Jakyte, head of Information, Analysis and Control unit of Lithuania's State Tourism Department "Correspondence was broken before Christmas as they understood that we would not pay that price," –Baltic News Service.

The government now appears to be quite positive about the low-cost sector. In late February 2005, the Ministry for Transport and Communications issued a letter to all Low Cost Carrier's in Europe, inviting them to discuss possible low-cost services in Lithuania.

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The following table presents name, ownership and aircraft type of all Lithuanian registered carriers:

Air Carrier	Aircraft Type	Ownership Status
Lithuanian Airlines	<ul style="list-style-type: none"> ▪ 2 x B732 (LY-BSD, LY-BSG) ▪ 3 x B735 (LY-AGQ, LY-AGZ, LY-AZY) ▪ 3 x SB20 (LY-SBC, LY-SBD, LY-SBG) 	100% State owned (upcoming privatisation)
Air Lithuania	<ul style="list-style-type: none"> ▪ 3 x ATR-42-300 (LY-ARI, LY-ARY, LY-ARJ) 	Privitised in 2004
Aurela	<ul style="list-style-type: none"> ▪ 1 x HS-125-700B (LY-BSK) ▪ 1 x YAK-42 (LY-SKC) ▪ 1 x B733 (LY-SKW) 	Private company
Aviavilsa	<ul style="list-style-type: none"> ▪ 1 x AN-26B (LY-APK, LY-APN) 	Private company
Apatas	<ul style="list-style-type: none"> ▪ 1 x LJ55 (LY-LRJ) ▪ 4 x L-410 UVPE (LY-AVA, LY-AVT, LY-AVV, LY-AVZ) 	Private company
Aviapašlauga	<ul style="list-style-type: none"> ▪ 1 x TU-204C (LY-AGT) 	Private company
Danų oro transportas	<ul style="list-style-type: none"> ▪ 2 x ATR 42-300 (LY-DOT, OY-CIU) 	Private company
Gintarinės avialinijos	<ul style="list-style-type: none"> ▪ 1 x SAAB-340 (LY-ESK) 	Private company
Klaipėdos avialinijos	<ul style="list-style-type: none"> ▪ 4 x AN-2 (LY-AEM, LY-AEO, LY-AKB, LY-ARE) ▪ 1 x KA-26 (LY-HAI) ▪ 1 x PIPER 28-140 (LY-ALX) 	Private company
Skraidybos mokymo centras	<ul style="list-style-type: none"> ▪ 1 x R-44 (LY-HCR) 	Private company

Source: JP Fleets

Airline Capacity shares in Lithuania (scheduled flights)

Airline	Code	Nationality	Share of scheduled capacity (Feb 05)
Lithuanian Airlines	TE	Lithuanian	39%
Air Lithuania	TT	Lithuanian	18%
Air Baltic Corporation	BT	Latvian	15%
SAS Scandinavian Airlines	SK	Nordic	10%
Lufthansa German Airlines	LH	German	5%
Czech Airlines	OK	Czech	4%
Estonian Air	OV	Estonian	3%
LOT - Polish Airlines	LO	Polish	3%
Austrian	OS	Austrian	2%
Finnair	AY	Finnish	1%
Swedline	SM	Swedish	1%

Source: OAG

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1.2.5 Airports

Lithuanian Airports Summary: 4 x International Airports

	Vilnius	Palanga	Kaunas	Siauliai
IATA Code	VNO	PLQ	KUN	SQQ
ICAO Code	EYVI	EYPA	EYKA	EYSA
Use	Commercial	Commercial	Commercial	Commercial/ Military
City Population (2003)	553,904	20,000	378,943	133,883
Annual Passengers (2004)	994,161	81,802	27,000	300
Annual Freight (tonnes) (2004)	5183	63		
Annual ATM (2004)	23,655	5268	4,832	200
Ave. Departures per day (2004)	64	14	13	<1
Total Revenues (€m) (2004)	€22.77m	€ 0.922m		
Annual Terminal Capacity (2004)	1,500,000*	200,000*		
No. of scheduled destinations (2005)	20	10	5	0
No. of Airlines (2005)	9	4	1	0
Runway 1 Length (m)	2500x50m	2000x40m	3250x45m	3500x45m
Runway 2 Length (m)	-	-	-	-
Elevation (metres)	197	10	78	135

*estimated

8 x General Aviation Aerodromes (with asphalt / concrete runways)

	Barysiu	Istra	Kedainiu	Klaipedos	Pociunu	S.Darius ir S. Gireno	Telsiu	Moletu
ICAO Code	EYSB	EYPI	EYKD	EYKL	EYPR	EYKS	EYTL	EYMO
Use	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation
Runway Length	1400 x40m	400 x20m	2000 x45m	500x 21m	900 x30m	1300 x60m	500 x20m	400 x20m

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2 x Military Aerodrome (with asphalt / concrete runways)

	Pajuostis	Kyviskes
ICAO Code	EYPP	EYVK
Use	Military	Military/ General Aviation
Runway Length	2000 x40m	600 x30m

15 x General Aviation Aerodromes (with grass runways) – not listed.

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1.3 Civil Aviation Structure

1.3.1 Aviation Safety Regulation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Organisation responsible for the following activities:</p> </div> <div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>“Flight safety of civil airline operations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div> <div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>“Civil aircraft approved design, production and maintenance organisations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div> <div style="background-color: #f0f0f0; padding: 10px;"> <p>“Flight crew and engineer licensing; Control of aircraft registration”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Flight safety oversight and control of civil aviation operators is performed by the Civil Aviation Administration</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>Civil Aviation Administration is supervised by the European Aviation Safety Agency (EASA) and by the Ministry of Transport and Communications of the Republic of Lithuania.</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>EASA is responsible for design organisations approval and surveillance.</p> <p>Civil Aviation Administration of the Republic of Lithuania is responsible for production and maintenance organizations approval and continuing inspection.</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>Civil Aviation Administration is supervised by EASA and by the Ministry of Transport and Communications of the Republic of Lithuania.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Civil Aviation Administration of the Republic of Lithuania is responsible for licensing of flight crew, maintenance personnel and air traffic controllers.</p> <p>According to the Aviation Law, Article 32, Part 1 the owner/operator is responsible for the airworthiness of the aircraft.</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>Civil Aviation Administration is supervised by EASA and by the Ministry of Transport and Communications of the Republic of Lithuania.</p> </div>
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<p>“Airworthiness of commercial and general aviation aircraft”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Civil Aviation Administration of the Republic of Lithuania issues, renews and continues validation of the certificates of airworthiness.</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>Civil Aviation Administration is supervised by EASA and by the Ministry of Transport and Communications of the Republic of Lithuania.</p>
<p>“Regulation of Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Civil Aviation Administration of the Republic of Lithuania supervises the activities of the air navigation service provider, State Enterprise “Oro navigacija”.</p> <p>Civil Aviation Administration is funded from the State budget (SE “Oro navigacija” has its own budget from navigation charges).</p> <p>Civil Aviation Administration is supervised by EASA and by the Ministry of Transport and Communications of the Republic of Lithuania.</p>
<p>“Licensing and Certification of Aerodromes”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Aerodromes are certified by the Civil Aviation Administration.</p> <p>Charges for the certification of the aerodrome and the issuance of the Operation Certificate shall be paid by the owner (manager). The charge shall be transferred to the State budget, which is the source of financing of the Civil Aviation Administration.</p> <p>Civil Aviation Administration is supervised by EASA and by the Ministry of Transport and Communications of the Republic of Lithuania.</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>According to the law on management of environmental noise The Ministry of Transport and Communications is responsible for air transport noise policy management. The Ministry of Transport and Communications and the Ministry of Environmental Protection are obliged to prepare and approve the rules relating to restriction of aircraft noise emissions.</p> <p>On 1st January 2004, Ministry of Transport and Communications and the Ministry of Environmental Protection issued an order for noise abatement procedures; only aircraft with Chapter III can land in Lithuania (there are some ad-hoc exceptions). Currently, there are no sanctions available for any aircraft operator who exceeds Chapter III noise limitations.</p> <p>The Ministries are funded from budget and supervised by the State budget.</p> <p>Not applicable</p>

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<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The airspace classification is approved by Civil Aviation Administration.</p> <p>Prohibited, dangerous and restricted areas are determined by the Ministry of Transport and Communications.</p> <p>SE “Oro navigacija” is responsible for setting temporary segregated areas.</p> <p>Mixture of methods depending on organisation</p> <p>Mixture of methods depending on organisation</p>
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1.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p> <p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? <p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>State Enterprise “Oro navigacija” provides aerodrome control service in all international airports of Lithuania. There are 4 international airports in Lithuania, which require ANS from Oro navigacija. There are virtually no domestic operations between these airports. Only aerodrome flight information service provision in uncontrolled airfields and aerodromes.</p> <p>SE “Oro navigacija” has its own budget from navigation charges.</p> <p>This organisation is supervised by the State. Supervision is implemented by Civil Aviation Administration in accordance with Aviation Law (approved by Government, 17 October 2000)</p> <p>State Enterprise “Oro navigacija”.</p> <p>SE “Oro navigacija” has its own budget from navigation charges.</p> <p>This organisation is supervised by the State. Supervision is implemented by Civil Aviation Administration in accordance with Aviation Law (approved by Government, 17 October 2000)</p>
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1.3.3 Economic Regulation

<p>Organisation responsible for the following activities:</p>	
<p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> • Landing / Use of runway • Parking and Handling • Passenger Charge” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Airport charges are determined by the Government of Lithuania. (The Ministry of Transport and Communications of the Republic of Lithuania). In general, all charges are reviewed by the Government every 5 years.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>ATM terminal charges are determined by the Government of Lithuania.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>En-route charges are determined by the Government of Lithuania.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>There are no requirements for licensing of the tour operators activity in the Republic of Lithuania.</p> <p>Not applicable</p> <p>Not applicable</p>

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<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>There are no requirements for licensing of travel agency activity in the Republic of Lithuania.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Administration is responsible for the issuing of air operator licences.</p> <p>According to the Law on Aviation “the Civil Aviation Administration is a budgetary institution financed from the state budget and deductions from the charges for air navigation services and use of airports, the amount of which shall be determined by the Government of the Republic of Lithuania”.</p> <p>The Ministry of Transport and Communications are responsible for the issuance of the Air Operator Certificate. The Civil Aviation Administration renews the AOC annually.</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>The Civil Aviation Administration is supervised by the Ministry of Transport of the Republic of Lithuania.</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>There are no requirements for licensing of the ground-handling activity in the Republic of Lithuania.</p> <p>Not applicable</p> <p>Not applicable</p>

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1.3.4 Air Transport Facilitation

<p>Organisation responsible for the following activity:</p> <p>“Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Entry and departure of aircraft:</p> <ul style="list-style-type: none"> ▪ Customs Department (Ministry of Finance); <p>Entry and departure of persons, baggage and cargo:</p> <ul style="list-style-type: none"> ▪ State Border Guard Service (Ministry of Interior); <p>Facilities and services for traffic at international airports:</p> <ul style="list-style-type: none"> ▪ Civil Aviation Administration <p>Customs Department (Ministry of Finance), State Border Guard Service (Ministry of Interior); and Civil Aviation Administration are funded from the national budget.</p> <p>Not applicable</p>
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1.3.5 Air Transport Security

<p>Organisation responsible for the following activity:</p> <p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Law on Aviation: the Government adopts the National Civil Aviation Security Programme (NCASP); the Civil Aviation Administration (CAA) implements the NCASP and exercises state supervision of airport, air carrier and air navigation service provider security.</p> <p>NCASP: airports, air carriers and air navigation service providers develop their own security programmes and submit them to the CAA for approval.</p> <p>Civil Aviation Administration is funded from the State budget.</p> <p>Not applicable</p>
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1.3.6 Air Accident Investigation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Organisation responsible for the following activity: </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> “Air Accident Investigation” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 5px;"> Investigation of accidents and incidents is organized and controlled by the permanent Investigator-in-charge with appropriate rights and appointed by the Minister of Transport. The activities of the Investigator-in-charge are financed from the budget allocated to the Ministry of Transport. The Investigator-in-charge is a career civil servant, directly reportable to the Minister of Transport. </div>
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Section 1 – Vilnius Airport (VNO)	

1.4 Vilnius International Airport

1.4.1 Basic Airport Information

Airport Name	<input style="width: 100%;" type="text" value="SE Vilnius International Airport"/>		
Airport Address	<input style="width: 100%; height: 150px;" type="text" value="Rodūnios kelias 10A,
LT- 02189, Vilnius,
LITHUANIA"/>		
Website Address	<input style="width: 100%;" type="text" value="www.vilnius-airport.lt"/>		
IATA Code	<input style="width: 100%;" type="text" value="VNO"/>	ICAO Code	<input style="width: 100%;" type="text" value="EYVI"/>
Managing Director / Chief Executive	<input style="width: 100%;" type="text" value="Mr. Mindaugas Ivanauskas"/>		

IATA Slot Coordination Level	<input style="width: 100%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

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Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	Local and area control SE “Oro navigacija”	Fire Fighting Category	Cat 7 (B757 size)
NDB	Yes		
DME	Yes		
VOR	Yes		
Other		Maximum Aircraft Size	

Key airport contacts
M.Ivanauskas, Director General, (370 5) 2329306, m.ivanauskas@vno.lt
M.Bajercius, Airport Development Director, (370 5) 2306074, g.dagyte@vno.lt
V.Sacikauskas, Technical Director, (370 5) 2306039, airport@vno.lt
A.Skubejus, Commercial Director, (370 5) 2329307, commerce.dep@vno.lt
L.J.Budreviciene, Financial Director, (370 5) 2329308, l.budreviciene@vno.lt
J.Kvaraciejus, Terminal Director, (370 5) 2335592, airport@vno.lt
J.Zekas, Aviation Security Director, (370 5) 2306061, security.dep@vno.lt
J.Voveryte, Lawyer, (370 5) 2739327, lawyer@vno.lt
V.Lasas, Chief of Operational Service, (370 5) 2329324, ops@vno.lt

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1.4.2 Airport Ownership and Management

Current ownership structure of the airport
Vilnius International Airport is a State Enterprise; the official owner is the Lithuanian Ministry of Transport.

Current management structure at the airport
The Director General is responsible for airport management, and he is subject to the Minister of Transport.

Number of employees working for the airport operator
716 employees in 2004.

Ground handling service provision at the airport
There are two companies providing ground handling services at the airport: Lithuanian Airlines CARGO, Ltd (e-mail: andrius@lalcargo.lt, fax: 370 5 2306119), and Litcargus, Ltd (e-mail: cargo@litcargus.lt, fax: 370 5 2329302). Both companies provide Passenger handling, baggage handling, Catering, Aircraft cleaning and ramp services. The Airport itself provides refuelling.

Brief history of the airport, highlighting major events
Vilnius Airport opened for operations in 1944. The old building was constructed in 1954 (currently the arrivals hall at the front of the terminal). The airport became a State Enterprise in 1991. In 1993 the new passenger terminal was opened.

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Section 1 – Vilnius Airport (VNO)	

1.4.3 Financial Issues

Financial performance
<p>In 2004</p> <p>Aeronautical revenues – 20.794million EUR</p> <p>Non aeronautical revenues – 1.98million EUR</p> <p>Net profit – 4.764million EUR (same as Operating profit as no tax paid).</p>

User charges
<p>User charges are regulated by “2002-01-23 Act No.101” issued by the government of the Republic of Lithuania. Paragraph 3.2 of the mentioned Act determines charges for airport usage: aircraft landing, departing passenger, aircraft parking, aircraft security, follow-me charges.</p> <p>Landing Fees: For aircraft of MTOW less than 2 Tons: International = 80LTL (€23)/ton, Domestic = 40LTL (€11.5)/ton For aircraft of MTOW greater than 2 Tons: International = 52LTL (€15)/ton, Domestic = 28LTL (€8)/ton</p> <p>Security fees 10% of the Landing fee</p> <p>Parking fees 10% of the landing fee</p> <p>Leading (follow me) 60LTL (€17)</p> <p>Passenger Service Charges Rate per passenger on departure: International = 60LTL (€17), Domestic = 20LTL (€6)</p>

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Section 1 – Vilnius Airport (VNO)	

1.4.4 Airport Traffic

Airport traffic history

Historic Passenger Traffic

	Passengers	Freight (tonnes)	Air Transport Movements
1991	390000		11002
1992	310000		7307
1993	230000		10400
1994	353288		11688
1995	355638		10510
1996	370537		11482
1997	410879		13482
1998	461989		16711
1999	480708		18185
2000	521529		17277
2001	584171		18362
2002	634991		17124
2003	719850	5162	18336
2004	994161	5183	23655

Source: Airport

2004 Traffic breakdown

Schengen Passengers	594,757	Non Schengen Passengers	399,404
International Passengers	992,175	Domestic passengers	1,986
Scheduled Passengers	827,178	Non scheduled passengers	166,983
Cargo - Freight	4,024 t	Cargo - Mail	1,159 t

Source: Airport

Passenger Traffic by destination

Dest. Airport	Dest. code	2004
Copenhagen	CPH	132677
Frankfurt	FRA	95160
London (Gatwick)	LGW	93968
Amsterdam	AMS	89854
Prague	PRG	68905
Helsinki	HEL	49093
Warsaw	WAW	45486
Moscow	SVO	34823
Stockholm	ARN	30371
Tallinn	TLL	29716
Vienna	VIE	28016

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Dublin	DUB	27143
Berlin	THF	21278
Riga	RIX	16040
Brussels	BRU	14779
Paris	CDG	14737
Cologne	CGN	9965
Kiev	IEV	8547
Hamburg	HAM	7824
Oslo	OSL	4182
Munich	MUC	1815
Milan	MLA	1623
Palanga	PLQ	1176
Other	-	166983

Source: Airport

Section 1 – Vilnius Airport (VNO)

Current Flight Programme

2005 Scheduled Flights:

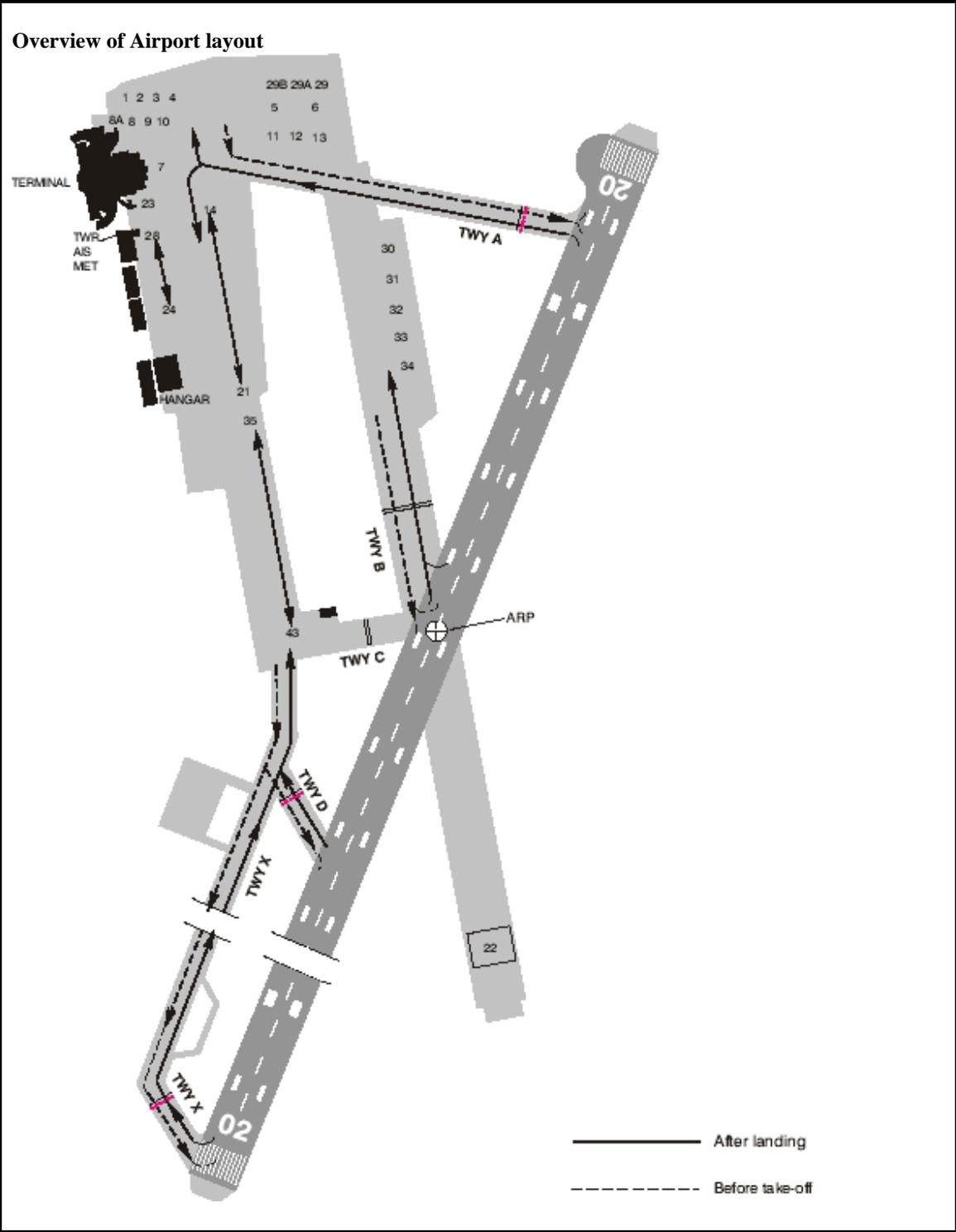
Airline	Dest. Airport	Dest. code	Flights per week
Lithuanian Airlines	Amsterdam	AMS	14
Lithuanian Airlines	Stockholm	ARN	6
SAS	Stockholm	ARN	3
Lithuanian Airlines	Brussels	BRU	5
Lithuanian Airlines	Paris	CDG	3
Air Baltic Corporation	Copenhagen	CPH	6
Lithuanian Airlines	Copenhagen	CPH	8
SAS	Copenhagen	CPH	14
Air Baltic Corporation	Dublin	DUB	3
Lithuanian Airlines	Dublin	DUB	3
Lithuanian Airlines	Frankfurt	FRA	7
Lufthansa	Frankfurt	FRA	11
Air Baltic Corporation	Hamburg	HAM	4
Finnair	Helsinki	HEL	3
Lithuanian Airlines	Helsinki	HEL	14
Lithuanian Airlines	Kiev	KBP	3
Air Baltic Corporation	London Gatwick	LGW	7
Lithuanian Airlines	London Gatwick	LGW	14
Air Baltic Corporation	Munich	MUC	5
Lithuanian Airlines	Milan	MLP	3
Air Baltic Corporation	Oslo	OSL	6
Czech Airlines	Prague	PRG	9
Air Baltic Corporation	Riga	RIX	10
Lithuanian Airlines	Moscow	SVO	8
Air Baltic Corporation	Tallin	TLL	5
Estonian Air	Tallin	TLL	5
Air Baltic Corporation	Berlin	TXL	6
Lithuanian Airlines	Berlin	TXL	4
Air Baltic Corporation	Vienna	VIE	3
Austrian	Vienna	VIE	7
LOT - Polish Airlines	Warsaw	WAW	10

Source: OAG

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Section 1 – Vilnius Airport (VNO)	

Future Traffic Forecast		
Passenger flows and Air Traffic Movements for 2005-2015 forecast:		
	Passenger numbers	Air Traffic Movements
2005	1,100,000	24,000
2006	1,200,000	24,500
2007	1,400,000	25,000
2008	1,500,000	26,000
2009	1,600,000	27,000
2010	1,700,000	28,000
2011	1,900,000	29,000
2012	2,000,000	30,000
2015	2,450,000	32,000
Source: Airport		

1.4.5 Runway Information



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Section 1 – Vilnius Airport (VNO)	

Current Runway Capacity

		<u>Runway 1</u>	
Designation		<input type="text" value="02/20"/>	<input type="text"/>
Length (m) and width (m)		<input type="text" value="2500 x 50"/>	<input type="text"/>
ILS CAT		<input type="text" value="CAT 1"/>	<input type="text"/>
Number of Peak Hour Departures		<input type="text" value="15"/>	<input type="text"/>
Number of Peak Hour Arrivals		<input type="text" value="15"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules		<input type="text" value="25 (The airport quote 25 instead of 30 to allow a greater safety margin)"/>	<input type="text"/>
Average Movement Delay Rate (mins)		<input type="text" value="n/a"/>	<input type="text"/>
Annual Movement Capacity		<input type="text" value="Approx 219,000"/>	<input type="text"/>
Runway Operating Hours		<input type="text" value="24 hours"/>	<input type="text"/>

Multi-runway operating procedures
One runway only
Factors limiting Runway capacity
The bottleneck for runway capacity is the available taxiway and stand areas.

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Section 1 – Vilnius Airport (VNO)	

1.4.6 Terminal and Cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	Not named		
Departing Passengers per hour	600		
Arriving Passengers per hour	700		
Transfer Passengers per hour	none		
Annual Capacity	1,500,000		

Methodology for calculation of terminal capacity

Estimated based on number of check in desks, air bridges and gates, and by using practical experience.

Excess capacity

It was stated that the airport capacity was 1,500,000 passengers per annum and that currently in 2004 there were 994,161 passengers, so the airport has excess capacity of approximately 500,000 passengers per year.

Main bottlenecks for terminal capacity

The number of check in desks and passenger gates are the main bottleneck on departures.

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Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Not named		
Terminal Total Floor Area	17,821m ²		
Number of Check in desks	16		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	4		
Number of Departure Baggage Belts	2		
Number of Departure Gates	4		
Number of Loading Bridges	2		
Number of Inbound Passport / Immigration Positions	4		
Number of Arrival Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

VIP Lounge, Business Lounge, Currency Exchange, Car Rentals, Duty Free Shop, Cafes, Magazine Kiosk, Flower Kiosk.

There are clear and consistent signs throughout the airport operational areas in both Lithuanian and English.

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Number of parking stands
<p>Access to the terminal is by two air bridges or by coach.</p> <p>There are a total of 34 stands. 5 x stands can accommodate 747 size aircraft. 25 x stands can accommodate 737 size aircraft.</p>
Retail Facilities
<p>Duty free shop, souvenir shop, newspaper and flower kiosks, a few cafes, currency exchange, car hire kiosks.</p>

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Section 1 – Vilnius Airport (VNO)	

Cargo Capacity

Name of Cargo Facility	<input type="text" value="Litcargus Ltd"/>	<input type="text" value="LAL cargo Ltd"/>	<input type="text"/>
Description	<input type="text" value="Private company also providing ground handling"/>	<input type="text" value="Subsidiary of state owned Lithuanian Airlines"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text" value="10,000t"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>

Further detail on cargo facilities

Specific cargo facilities are not available within the airport boundary. However there are two cargo providers within a short distance (less than 500metres) of the boundary fence, who have cargo facilities and access to the airside environment via a security gate.

For any information related to cargo terminals and facilities, please contact:
 Lithuanian Airlines CARGO, Ltd (e-mail: andrius@lalcargo.lt, fax: 370 5 2306119), and
 Litcargus, Ltd (e-mail: cargo@litcargus.lt, fax: 370 5 2329302)

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Section 1 – Vilnius Airport (VNO)	

Other Facilities

Aircraft Maintenance / Engineering Facilities
1 hangar owned by Lithuanian Airlines, which is licensed for aircraft maintenance.
Refuelling facilities
AvGas Jet A1 – 3200t current capacity limitation.
Winter Operating facilities
Runway Snow Plough - 8 units plus specific units for deicing aircraft using chemical reagents such as SAFEWAY and UREA.

1.4.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
<p>Expansion / reconstruction of the runway in 2004 (PCN (Pavement Classification Number) =80).</p> <p>Installation of a noise monitoring system in 2004.</p> <p>In 2005 the airport is undertaking an expansion of the arrival terminal facilities, which will add an additional arrival baggage belt and border control post (Cost = €191,000).</p> <p>The airport will add a further baggage belt and border control post in 2006. This work is being conducted within the current terminal building structure, by converting existing office space into operational areas.</p>
Future Approved works
<p>New Terminal to facilitate Schengen passenger processing</p> <p>The airport has detailed plans to add a second terminal, joined to the current terminal, to facilitate the correct processing of Schengen passengers.</p> <p>The new terminal will have 8 check in desks, 2 baggage belts, border control and customs areas, and 4 air bridges. The total floor area will be 9,900m². This is a 55% increase in terminal area over the existing structure.</p> <p>The total cost for the new terminal has been estimated at €14.5m. The cost is to be jointly funded by the Airport/State and the EU, (the EU share of the cost will be related to the territory occupied by the border and customs posts).</p> <p>Work is currently planned to commence in August 2005 and complete by December 2006, pending full approval from the Ministry of Internal Affairs (which is responsible for border controls).</p>

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Section 1 – Vilnius Airport (VNO)	

Long term development plan (master plan) for the airport
<p>Runway length will be increased to 3000m when required.</p> <p>In two to three years a further seven stands will be added. Three of these stands will be able to accommodate aircraft up to B737 size, four of the stands will be able to accommodate up to B747 size aircraft.</p> <p>In approximately 2015 a further taxiway and apron expansion will be added.</p>

1.4.8 Environment

<u>Environmental Policy</u>
<p>Once per year emissions from the known sources of pollutants are measured. There are limits determined for some pollutants, i.e. MnO₂, NO_x, CO, SiO₂ and others. If the limits are exceeded, penalties are applied. These limits have been determined according to materials inventory data, i.e. according to consumed quantities of fuel, paint etc.</p> <p>The permitted emission quantity is corrected every 5 years.</p> <p>In order to reduce pollution all equipment is being constantly renewed (cars, refuellers, compact jet snow sweepers, snow rotors etc.).</p> <p>There is a Noise Monitoring System installed at the airport. Noise limits are set by the government as follows:</p> <p>Runway control point = 96 EPNdB Runway Threshold = 89 EPNdB Final Approach = 89 EPNdB</p>

1.4.9 Accessibility

Road Access (private vehicle)
<p>Distance from the airport to the city centre = 7km, by 2 lane road.</p> <p>Signs directing road drivers to the airport from the major roads (i.e.; A1 and the direct road from the city centre) were not adequate.</p>
Car Parking
<p>All the parking lots are leased to private companies.</p> <p>1 multi-storey parking building (1,040 spaces) and 3 open car parks (220 spaces) are available. The multi-storey car park is especially convenient during the cold season or for long term parking. There are places for larger cars and minibuses on the ground level. There are approx 200 spaces for airport workers.</p> <p>Prices for car parking differ depending on car standing hours: the more hours, the less the prices per hour or per 24h. (€2.3 for 2 hours, €7 for 24 hours in the multi-storey building.)</p>

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Public Transport Access - Rail
There is no rail link.
Public Transport Access – Bus and Coach
There are two local buses: one leading to the city centre (every 15minutes) and the other - to the bus and railway stations (every hour). There are also a number of minibuses going to nearly all suburbs of the city.
Public Transport Access - Taxi
There is one taxi company based at the airport.

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Section 1 – Vilnius Airport (VNO)	

Access for Persons of Reduced Mobility
<p>Main facilities:</p> <ul style="list-style-type: none"> • Wheelchair • Bus prepared for disabled persons • WC for disabled • Ramps for wheelchairs. <p>Main Obstacles – The terminal arrivals area is on the ground floor and accessible via a ramp. There is a lift to take passengers to the departure area. The departure area is on three levels, check in, border control and the gates are all wheelchair accessible. The café/restaurant and the toilets are on separate levels and are only accessible via stairs.</p> <p>Access to aircraft: Persons with reduced mobility are served according to special procedures. They are transported to the aircraft by wheelchair or bus, or via a medical car.</p>

1.4.10 Key Issues

Key issues for the airport over the next 5 years
<p>Key issues:</p> <ul style="list-style-type: none"> • Passenger terminal expansion for Schengen processing • Some increase in the taxiways and aircraft stands is required

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Section 1 – Vilnius Airport (VNO)	

1.4.11 Airport Photographs



The 1040 space multi-storey car-park directly opposite the airport (within 100m).



The entrance to the arrivals hall, showing the taxi stand, and in the foreground the rental car and short term parking area. There is a wheelchair access ramp to each side of the main steps.

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One side of the departures area, showing checkin areas 1,2 and 3 (6 desks), and the departures board. Note the airline ticket offices on the upper level.



The same side of the departures area, showing numbers 3 and 4 check-in areas (4 desks) and the SAS ticket office above.

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Section 1 – Vilnius Airport (VNO)	



The other side of the departures hall, showing check-in areas 6,7 and 8 (6 desks), and stairs leading to the ticket desks and the café/restaurant.



Typical signage at Vilnius airport.

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Section 1 – Vilnius Airport (VNO)	



The passenger exit from the customs area into the main arrivals hall. (Note no access was granted to take photographs in the airside areas).



The main bus stop directly outside the terminal building.

Lithuania	1
Section 1 – Palanga Airport (PLQ)	

1.5 Palanga International Airport

1.5.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="Palanga International Airport"/>		
Airport Address	<input style="width: 95%;" type="text" value="Liepojos pl. 1,
Palanga LT-00169,
Lithuania"/>		
Website Address	<input style="width: 95%;" type="text" value="www.palanga-airport.lt"/>		
IATA Code	<input style="width: 45%;" type="text" value="PLQ"/>	ICAO Code	<input style="width: 45%;" type="text" value="EYPA"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr. Leonas Kvietkauskas"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

Lithuania	1
Section 1 – Palanga Airport (PLQ)	

Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	Local and area control SE “Oro navigacija” PALANGA ATC	Fire Fighting Category	Cat 5 (BAe 146 size)
NDB	Yes	Maximum Aircraft Size	A310 (limited due to runway length)
DME	No		
VOR	No		
Other	ILS		

Key airport contacts
<p>Leonas Kvietkauskas, Director, Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046052066, head@palanga-airport.lt</p> <p>Edmundas Vaisnoras, Deputy Director, Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046052554, aerodromas@palanga-airport.lt</p> <p>Ramunas Vilcinskas, Deputy Director for Marketing, Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046048404, sales-marketing@palanga-airport.lt</p> <p>Regina Zajancauskyte, Chief Accountant, Account dep., Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046053531, finance@palanga-airport.lt</p> <p>Stanislovas Jomantas, Chief of Security and Client Service Dept., Security and client service dep., Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046052020, info@palanga-airport.lt</p> <p>Vacys Dalangauskas, Chief of Airport Maintenance Dept., Airport maintenance dep., Liepojos pl. 1, Palanga, LT-00169 Lithuania, tel. +37046052395, agd@palanga-airport.lt</p>

Lithuania	1
Section 1 – Palanga Airport (PLQ)	

1.5.2 Airport Ownership and Management

Current ownership structure of the airport
The airport is 100% owned by the Republic of Lithuania.
Current management structure at the airport
The Ministry of Transport and Communications for the Republic of Lithuania is responsible for Palanga International Airport.
Number of employees working for the airport operator
In 2004 there were 50 employees.

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Section 1 – Palanga Airport (PLQ)	

Ground handling service provision at the airport
<p>Passenger handling, baggage handling – Ground Handling Company, Private Company;</p> <p>Aircraft cleaning – Aviaremas, Private Company;</p> <p>Catering – Edgesta ir Ko, Private Company;</p> <p>Refuelling – Aviakuras, Private Company;</p> <p>Ramp services, ground transport – Palanga International Airport, State Enterprise</p>

Brief history of the airport, highlighting major events
<p>Palanga Airport started operations in 1937, initially to train Lithuanian Air Force pilots.</p> <p>In 1939 the first regular commercial air route Kaunas - Palanga was opened in Lithuania.</p> <p>Between 1940 and 1963 the airport was used by the Soviet Union Air Forces.</p> <p>In 1963 the airport was made an internal civil airport serving the Soviet Union.</p> <p>In 1991 Palanga was re-registered as a national airport owned and run by the State.</p> <p>From 1994 to 1997 the passenger terminal was renovated. Passenger services and baggage handling were fully modernised to comply with the requirements of the International Civil Aviation Organization (ICAO) for international airport operations.</p> <p>In 1994-1995 the Air traffic control centre was refurbished.</p> <p>In 1996-1997 the runway surface was renovated.</p> <p>In 1997 the airport joined the international aviation organisation ACI (Airports Council International).</p> <p>In 1998 the airport apron and taxiways were renovated.</p> <p>In 2003 noise monitoring and a CCTV system were installed.</p>

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Section 1 – Palanga Airport (PLQ)	

1.5.3 Financial Issues

Financial performance
<p>In 2004</p> <p>Aeronautical revenues – 855,000 EUR</p> <p>Non aeronautical revenues – 67,000 EUR</p> <p>Net profit – 80,500 EUR (as Operating profit as no tax paid.)</p>

User charges
<p>User charges are regulated by 2002-01-23 Act No.101 issued by the government of the Republic of Lithuania. Paragraph 3.2 of the mentioned Act determines charges for airport usage: aircraft landing, departing passenger, aircraft parking, aircraft security, follow-me charges</p> <p>Landing Fees: For aircraft of MTOW less than 2 Tons: International = 72LTL (€21)/ton, Domestic = 36LTL (€10)/ton For aircraft of MTOW greater than 2 Tons: International = 52LTL (€15)/ton, Domestic = 24LTL (€7)/ton</p> <p>Security fees 10% of the Landing fee</p> <p>Parking fees 10% of the landing fee</p> <p>Leading (follow me) 60LTL (€17)</p> <p>Passenger Service Charges Rate per passenger on departure: International = 40LTL (€11), Domestic = 14LTL (€4)</p> <p>The commercial charges for example: ramp services, advertisement at the airport and etc. are fixed and regulated by the airport director.</p>

Lithuania	1
Section 1 – Palanga Airport (PLQ)	

1.5.4 Airport Traffic

Airport traffic history											
Historic Traffic											
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Pax	17828*	24363*	27927*	46772	53548	53306	55647	61632	61084	63163	81802
% change		36.7%	14.6%	67.5%	14.5%	-0.5%	4.4%	10.8%	-0.9%	3.4%	29.5%
Freight (tonnes)	n/a	70	n/a	51	261	49	60	276	86	32	63
% change		n/a	n/a	n/a	411.8%	-81.2%	22.4%	360.0%	-68.8%	-62.8%	96.9%
Transport Movements	1982	2850	3336	3926	4904	5306	4722	4562	4730	5422	5268
% change		43.8%	17.1%	17.7%	24.9%	8.2%	-11.0%	-3.4%	3.7%	14.6%	-2.8%

* Note excludes transit passengers
Source: Airport

Traffic Breakdown			
	2002	2003	2004
Domestic Scheduled	689	564	14631
International Scheduled	40196	42721	56947
Holiday Charter	1764	1677	2129

Source: Airport

Section 1 – Palanga Airport (PLQ)

Passenger Traffic by destination

	Code	2002	2003	2004
Hamburg	HAM	17896	15598	19213
Kaunas	KUN	0	0	13445
Billund	BLL	6476	6076	11322
Oslo	OSL	6363	6056	10061
Malmo	MMX	0	2048	6050
Frankfurt	FRA	2819	3361	3119
Stockholm/Ronneby	RNB	560	2999	2707
Copenhagen	CPH	0	0	2047
Berlin	TXL	2023	1597	1685
Hanover	HAJ	1764	1677	1464
Vilnius	VNO	726	564	1186
Koln	CGN	0	0	665
Gothenburg/Kristianstad	KID	0	1582	465
Copenhagen/Ronneby	RNB	0	2796	0
Kristianstad	KID	3926	608	0
Other	-	3381	1708	2142

Source: Airport

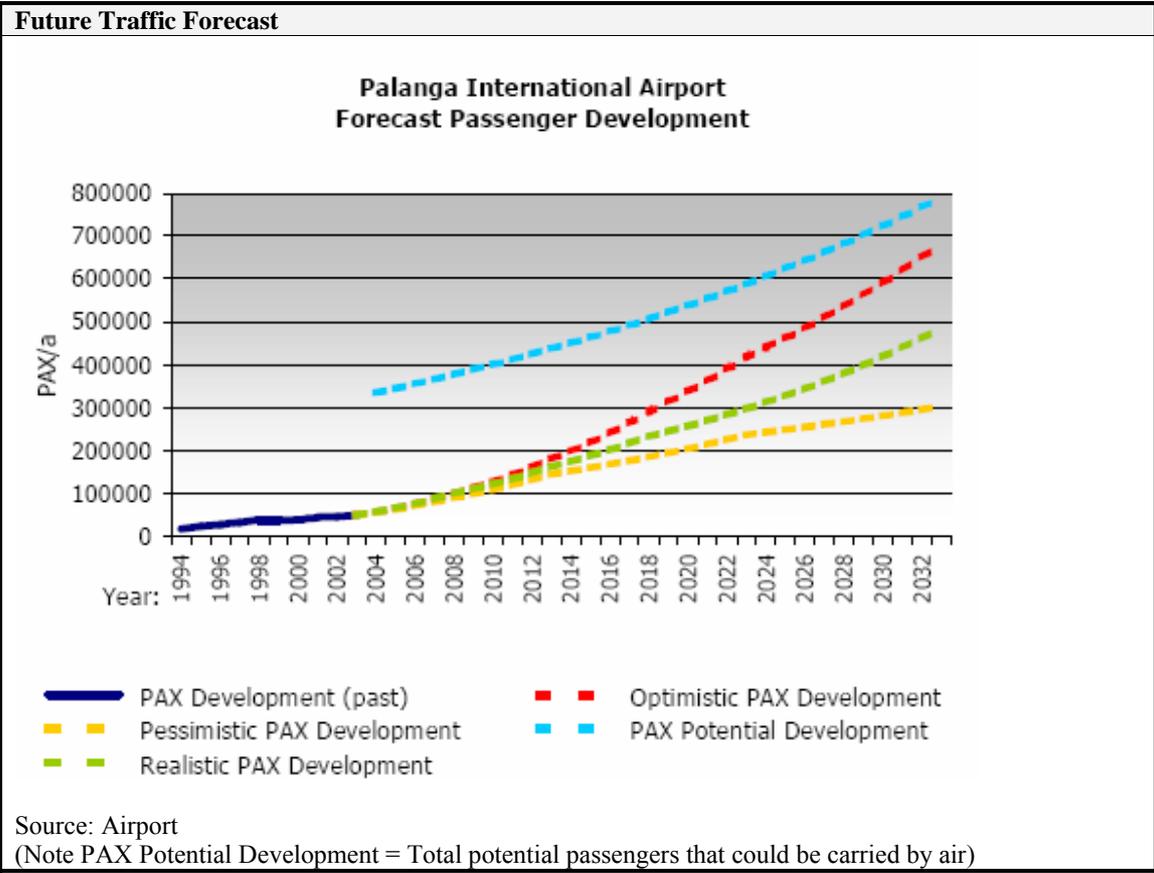
Lithuania	1
Section 1 – Palanga Airport (PLQ)	

Current Flight Programme

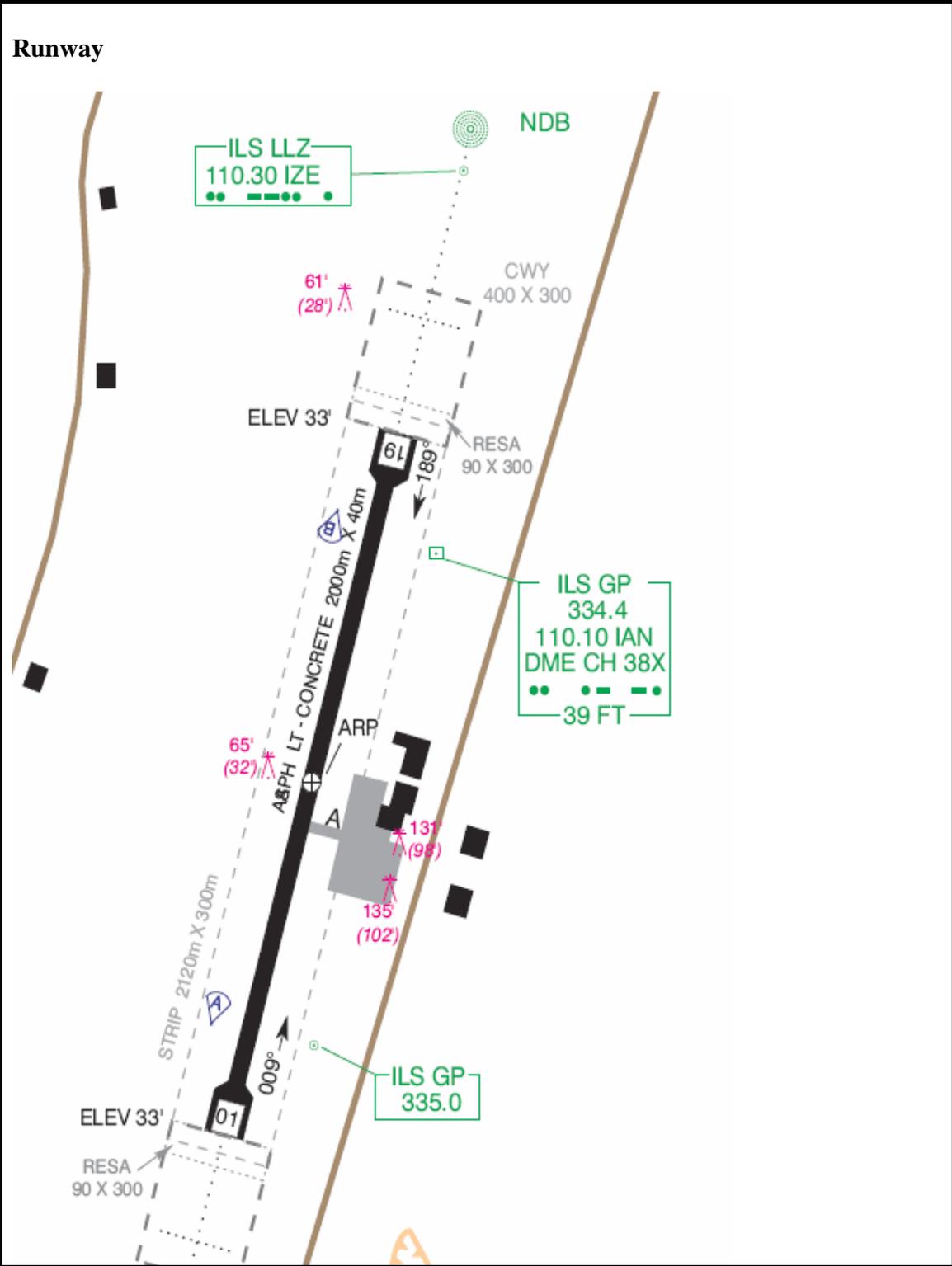
2005 Scheduled Flights:

Airline	Dest. airport	Dest. code	Flights per week
Air Lithuania	Billund	BLL	6
Air Lithuania	Hamburg Fuhlsbuettel Airport	HAM	7
Air Lithuania	Malmö Sturup Apt	MMX	5
Air Lithuania	Kaunas	KUN	13
Air Lithuania	Oslo Airport	OSL	5
SAS	Copenhagen Apt	CPH	7
Swedline	Stockholm Bromma Apt	BMA	2
Swedline	Ronneby	RNB	2
Lithuanian Airlines*	Berlin	BER	1
Lithuanian Airlines*	Frankfurt	FRA	1

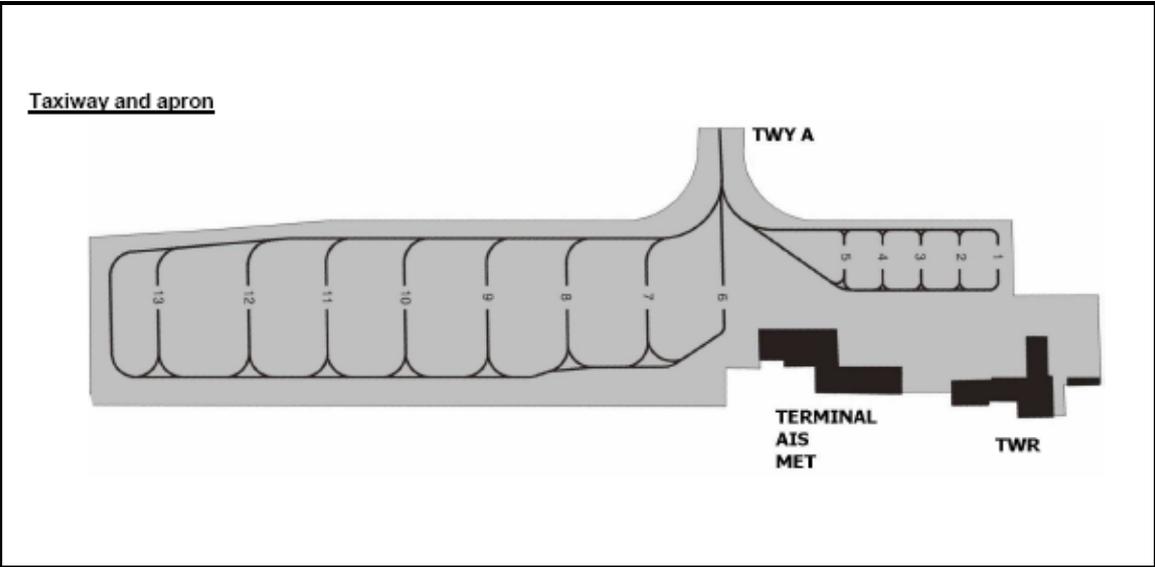
* Summer season only
Source: OAG



1.5.5 Runway information



Lithuania	1
Section 1 – Palanga Airport (PLQ)	



Lithuania	1
Section 1 – Palanga Airport (PLQ)	

Current Runway Capacity

		<u>Runway 1</u>	
Designation	<input type="text" value="01/19"/>	<input type="text"/>	<input type="text"/>
Length (m) and Width (m)	<input type="text" value="2000 x 40"/>	<input type="text"/>	<input type="text"/>
ILS CAT	<input type="text" value="CAT 1"/>	<input type="text"/>	<input type="text"/>
Number of Peak Hour Departures	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Number of Peak Hour Arrivals	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules	<input type="text" value="6"/>	<input type="text"/>	<input type="text"/>
Average Movement Delay Rate (mins)	<input type="text" value="n/a"/>	<input type="text"/>	<input type="text"/>
Annual Movement Capacity	<input type="text" value="Approx 30,660"/>	<input type="text"/>	<input type="text"/>
Runway Operating Hours	Winter 12345-7 (07.30-21.30 LT) - - - - -6 - (07.30-18.00LT)		<input type="text"/>
	Summer 1234567 (07.30-21.30 LT)		<input type="text"/>

Multi-runway operating procedures
n/a (There is one runway only).
Factors limiting Runway capacity
The bottleneck for runway capacity is the small passenger terminal and limited aircraft parking stands, in addition there are currently only three ground power units available.

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Section 1 – Palanga Airport (PLQ)	

1.5.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	Not named		
Departing Passengers per hour	120		
Arriving Passengers per hour	120		
Transfer Passengers per hour	30		
Annual Capacity	Approx. 200,000		

Methodology for calculation of terminal capacity
Estimated using practical experience.
Excess capacity
There is no estimate of the excess capacity available.
Main bottlenecks for terminal capacity
<p>The main bottlenecks of terminal capacity are:</p> <ul style="list-style-type: none"> • the terminal construction; • not enough space in the terminal for passengers and offices; • not enough car and aircraft parking stands.

Lithuania	1
Section 1 – Palanga Airport (PLQ)	

Terminal Facilities (Passenger)

Name of Terminal	Terminal Not named	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	2100m ²	<input type="text"/>	<input type="text"/>
Number of Check in desks	4	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	0	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	1	<input type="text"/>	<input type="text"/>
Number of Departure Baggage Belts	0	<input type="text"/>	<input type="text"/>
Number of Departure Gates	1	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	0	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	3	<input type="text"/>	<input type="text"/>
Number of Arrival Baggage Claim Units	1	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	1	<input type="text"/>	<input type="text"/>

Number of parking stands

Maximum aircraft size accommodated

5 stands for aircraft of general aviation with MTOW up to approx. 7 tons, (aircraft code letter A; B)
 3 stands for aircraft of commercial aviation with MTOW up to approx. 30 tons, (aircraft code letter C;D)
 5 stands for aircraft of commercial aviation with MTOW more than 30 tons, (aircraft code letter C;D;E,)
 (Total of 13 stands)

- Accessible by foot or coach

Retail Facilities

Shop – 1; Bar – 2; Exchange bureau – 1

Further detail on terminal passenger facilities

There are clear and consistent signs throughout the airport operational areas, in both English and Lithuanian.

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Section 1 – Palanga Airport (PLQ)	

Cargo Capacity

Name of Cargo Facility	not named		
Description	See section “Further detail on cargo facilities”		
Annual Cargo Capacity (metric tonnes)	n/a		
Total annual inbound cargo (metric tonnes)	In 2003 – 27.789 t. In 2004 – 46.417 t.		
Total annual outbound cargo (metric tonnes)	In 2003 – 4.091 t. In 2004 – 16.72 t.		
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
<p>Specific cargo facilities are not available, neither as storage hangars nor as handling equipment, although a forklift up to 5 tonnes is available. According to the current volume of cargo, specific equipment is not needed and will not be needed with reference to the forecast cargo volume.</p>			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
AvGas - 7,5 m ³ capacity limitation; Jet A1 – 500 m ³ current capacity limitation.
Winter Operating facilities
Runway Snow Plough - 7 units; De-Icing units - 2 units for runway; 1 unit for aircraft.

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Section 1 – Palanga Airport (PLQ)	

1.5.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
<p>CCTV installation – €47,000, in 2004; Noise monitoring system installation - €120,000, in 2003; Security facilities renovation – €48,000, in 2004 ILS replacement – €436,000, in 2004; Meteorological equipment replacement – €262,000 in 2003</p>
Future Approved works
<p>Aerodrome fencing - €1.0m, in 2005</p>

Long term development plan (master plan) for the airport
<p>Runway modernisation – €6.6m; (This number is a preliminary calculation supplied by an external contractor.) There are four parts to the runway project, all aimed at improving flight safety:</p> <ul style="list-style-type: none"> • Length increase by 150m at each end, to a total of 300m • Width extension from 40m to 45m • Upgraded lighting system (the old system does not meet requirements) • Drainage improvements and cleaning of drainage water <p>Passenger terminal refurbished – €1.7m (Planned to commence in 2007); This project would restructure the existing terminal in order to provide for Schengen processing of passengers. It requires Ministry of Interior approval before commencing.</p>

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Section 1 – Palanga Airport (PLQ)	

1.5.8 Environment

<u>Environmental Policy</u>
<p>The airport has prepared an assessment project on the ultimate impact to the environment of the airport. The airport is currently operating with reference to this document.</p>

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Section 1 – Palanga Airport (PLQ)	

1.5.9 Accessibility

Road Access (private vehicle)
Motorway distance to Palanga – 7 km., to Klaipeda – 32 km. The signage from the nearest town (Palanga) and the motorway (A13 or A1) is not adequate.
Car Parking
Long term paid car parking places – 17 (Cost = €2.3 per 24hrs); Short term car parking places – 80 (40 places are free of charge) Staff and public use the same car parking places.
Public Transport Access - Rail
There is no rail link.
Public Transport Access – Bus and Coach
There is a bus link to Palanga city. During the summer the frequency is 2x per hour. During the winter the frequency is 1 x every 1.5 hours. Air Lithuania also provides a shuttle bus to Klaipeda to coincide with arrivals and departures. Note the bus link is not popular and most passengers arrive via private car or taxi.
Public Transport Access - Taxi
Taxis are based in Palanga or Klaipeda city centers.
Access for Persons of Reduced Mobility
Main facilities: <ul style="list-style-type: none"> • Wheelchair • Bus prepared for disabled persons • WC for disabled • Ramps for wheelchairs. Main Obstacles – The terminal arrivals and departure areas are both on the ground floor and accessible via ramp access from both airside and landside areas. Stairs are the main obstacle to access for the terminal restaurant only. Access to aircraft: Persons with reduced mobility are served according to special procedures. They are treated as priority for services. They are transported to the aircraft by wheelchair or bus, or via a medical car.

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Section 1 – Palanga Airport (PLQ)	

1.5.10 Key Issues

Key issues for the airport over the next 5 years
<p>Key issues:</p> <ul style="list-style-type: none"> • Runway modernisation • Passenger terminal reconstruction for Schengen • New fire fighting and rescue equipment acquisition (for 2007/2008, but high cost) • Widening of apron for aircraft • Fencing of aerodrome perimeter.

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Section 1 – Palanga Airport (PLQ)	

1.5.11 Airport photographs



Short term parking area opposite the main terminal entrance. A bus stop is visible at the top of the picture.



External view of the front of the terminal building showing short term and disabled parking areas.

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Section 1 – Palanga Airport (PLQ)	



Main entrance hall showing waiting area and toilet access (through central arch). The restaurant is at the top of the stairs to the right.



All check in passengers must be processed through the security gate (baggage x ray and metal detection).

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Section 1 – Palanga Airport (PLQ)	



Check in area accessed through security gate. Four desks (three on the right of this photo, one on the left.)



Departure gate waiting area with Bar in the left, and shop (closed at time of photo) to the right.

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Section 1 – Palanga Airport (PLQ)	



Arrival Baggage belt with border control to the far left. (Passengers enter from an external door directly accessing the apron to the right, with ramp access).

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Section 1 – Kaunas Airport (KUN)	

1.6 Kaunas International Airport

1.6.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="SE Kaunas Airport"/>		
Airport Address	<input style="width: 95%;" type="text" value="State Enterprise KAUNAS AIRPORT"/> Karmelava 54460 Kaunas dist. Lithuania		
Website Address	<input style="width: 95%;" type="text" value="www.kaunasair.lt"/>		
IATA Code	<input style="width: 45%;" type="text" value="KUN"/>	ICAO Code	<input style="width: 45%;" type="text" value="EYKA"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr. Rimantas Skridaila"/>		

IATA Slot Coordination Level	<input style="width: 55%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

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Section 1 – Kaunas Airport (KUN)	

Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	TWR and APP radar: GND – FL95 SE “Air Navigation” Kaunas ATC	Fire Fighting Category	CAT 7 (H24) (B757-200 size)
NDB	Yes		
DME	Yes	Maximum Aircraft Size	B747
VOR	Yes		
Other	VDF		

Key airport contacts
Rimantas Skridaila, Director General, Karmelava, 54460 Kaunas district, Lithuania, +370 37 399 396, r.skridaila@kaunasair.lt
Kestutis Cucenas, Deputy Director, Karmelava, 54460 Kaunas district, Lithuania, +370 37 399357, k.cucenas@kaunasair.lt
Arnoldas Rutkauskas, Commercial Director, Karmelava, 54460 Kaunas district, Lithuania, +370 37 399396, a.rutkauskas@kaunasair.lt
Ruta Dalinskiene, Chief of Legal- marketing Department, Karmelava, 54460 Kaunas district, Lithuania, +370 37 399363, r.dalinskiene@kaunasair.lt
Žilvinas Grikstas, Chief of Construction Department, Karmelava, 54460 Kaunas district, Lithuania, +370 37 399235, z.grikstas@kaunasair.lt
Gene Maroziene, Chief Accountant, Karmelava, 54460 Kaunas district, Lithuania, tel.: +370 37 399 416 g.maroziene@kaunasair.lt
Romeo Sirvinskas, Chief of Security Department, Karmelava, 54460 Kaunas district, Lithuania, tel.: +370 37 399307, r.sirvinskas@kaunasair.lt

1.6.2 Airport Ownership and Management

Current ownership structure of the airport
The airport is 100% owned by the Republic of Lithuania.

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Section 1 – Kaunas Airport (KUN)	

Current management structure at the airport
The Ministry of Transport and Communications for the Republic of Lithuania is responsible for SE Kaunas Airport.

Number of employees working for the airport operator
In 2004 there were 75 employees.

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Section 1 – Kaunas Airport (KUN)	

Ground handling service provision at the airport
<p>Passengers handling, baggage handling – Litcargus Ltd, Private Company; Aircraft cleaning – Litcargus Ltd, Private Company; Catering – Edgesta ir Ko, Private Company; Refuelling – Naftelf’ Ltd, Private Company; Ramp services, ground transport – Litcargus Ltd, Private Company</p>

Brief history of the airport, highlighting major events
<p>1988 – Kaunas airport started its operations in Karmelava. 1991 – The airport was officially recognised as an International Airport. 1995 – The Runway was extended from 2570 m to 3250 m. 2004 – The cargo warehouse area was extended from 3300 sq.m. to 5500 sq.m. - The new fire rescue service building was built according ICAO requirements - The airport received Cat 7 fire fighting certification.</p>

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Section 1 – Kaunas Airport (KUN)	

1.6.3 Financial Issues

Financial performance
<p>In 2004 Aeronautical revenues – 671,110 EUR Non aeronautical revenues – 141,027EUR</p> <p>Net loss – 346,329EUR (as Operating loss as no tax paid.)</p> <p>The loss is due mainly to a reduction in the cargo business at the airport, without a commensurate increase in passenger operations. Since 2001, there have been customs restrictions for inbound goods.</p>

User charges
<p>User charges are regulated by 2002-01-23 Act No.101 issued by the government of the Republic of Lithuania. Paragraph 3.2 of the mentioned Act determines charges for airport usage: aircraft landing, departing passenger, aircraft parking, aircraft security, follow-me charges</p> <p>Landing Fees: For aircraft of MTOW less than 2 Tons: International = 72LTL (€21)/ton, Domestic = 36LTL (€10)/ton For aircraft of MTOW greater than 2 Tons: International = 52LTL (€15)/ton, Domestic = 26LTL (€7.5)/ton</p> <p>Security fees 10% of the Landing fee</p> <p>Parking fees 10% of the landing fee</p> <p>Leading (follow me) 60LTL (€17)</p> <p>Passenger Service Charges Rate per passenger on departure: International = 40LTL (€11), Domestic = 14LTL (€4)</p> <p>The commercial charges for example: ramp services, advertisement at the airport and etc. are fixed and regulated by the airport director.</p>

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Section 1 – Kaunas Airport (KUN)	

1.6.4 Airport Traffic

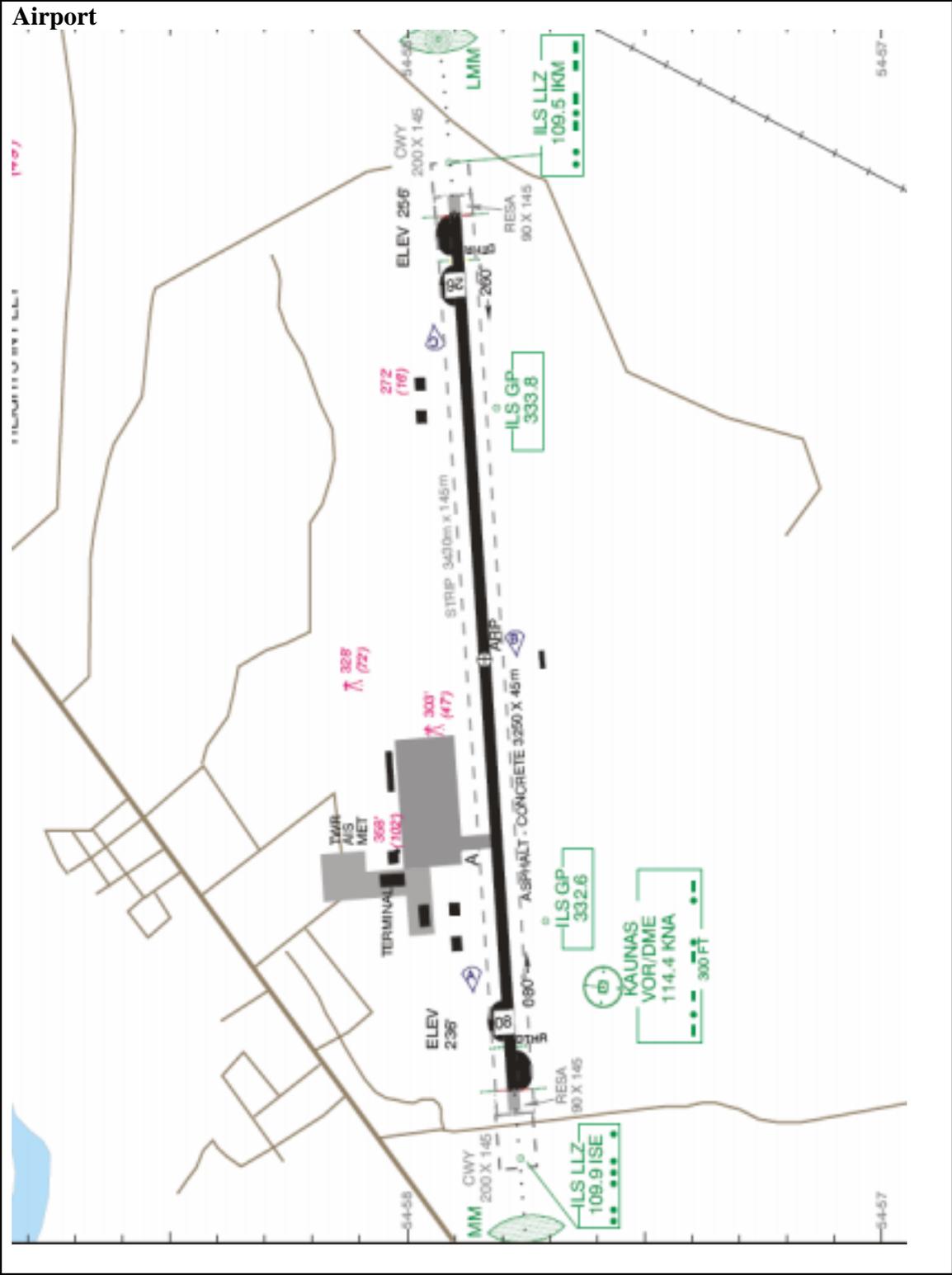
Airport traffic history						
Historic Traffic						
Year	Passengers	% change	Freight (t)	% change	Aircraft Movements	% change
1994	67,496		10,320		3,635	
1995	38,004	-44%	10,230	-1%	3,938	8%
1996	35,258	-7%	7,657	-25%	3,920	0%
1997	36,428	3%	4,662	-39%	4,552	16%
1998	27,284	-25%	3,873	-17%	5,090	12%
1999	26,391	-3%	4,612	19%	5,592	10%
2000	19,202	-27%	7,118	54%	4,190	-25%
2001	20,137	5%	9,517	34%	4,409	5%
2002	20,343	1%	8,478	-11%	3,957	-10%
2003	21,732	7%	6,673	-21%	4,077	3%
2004	27,120	25%	3,575	-46%	4,832	19%
Source: Airport						
Freight Breakdown						
Year	Cargo		Mail			
2002	7995		483			
2003	6142		531			
2004	2741		834			
Source: Airport						
Passenger Traffic by destination						
Destination	Code	2002	2003	2004		
Palanga	PLQ	-	-	11,760		
Oslo	OSL	5,056	5,464	2,117		
Hamburg	HAM	3,773	4,016	1,810		
Billund	BLL	4,094	3,990	1,695		
Malmo	MMX	-	2,279	1,040		
Kristianstad	KID	2,850	500	-		
Source: Airport						

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Section 1 – Kaunas Airport (KUN)	

Current Flight Programme			
2005 Scheduled Flights:			
Airline	Dest. airport	Dest. code	Flights per week
Air Lithuania	Billund	BLL	6
Air Lithuania	Hamburg	HAM	7
Air Lithuania	Malmö	MMX	5
Air Lithuania	Oslo	OSL	5
(Note all flights stop at Palanga Airport)			
Source: Airport			
2005 Other flights:			
“Apatas” operates cargo flights on L410			
<ul style="list-style-type: none"> • To Minsk 1 X per week • To Warsaw 5 X per week • To Riga 5 X per week • To Malmö 5 X per week 			
“Nouvelair” operates only holiday charter flights on an A320			
<ul style="list-style-type: none"> • To Monastir 6 X per month 			
“Lithuanian Airlines” operates holiday charter flights on B732 and B735			
<ul style="list-style-type: none"> • To Antalya 6 X per month 			

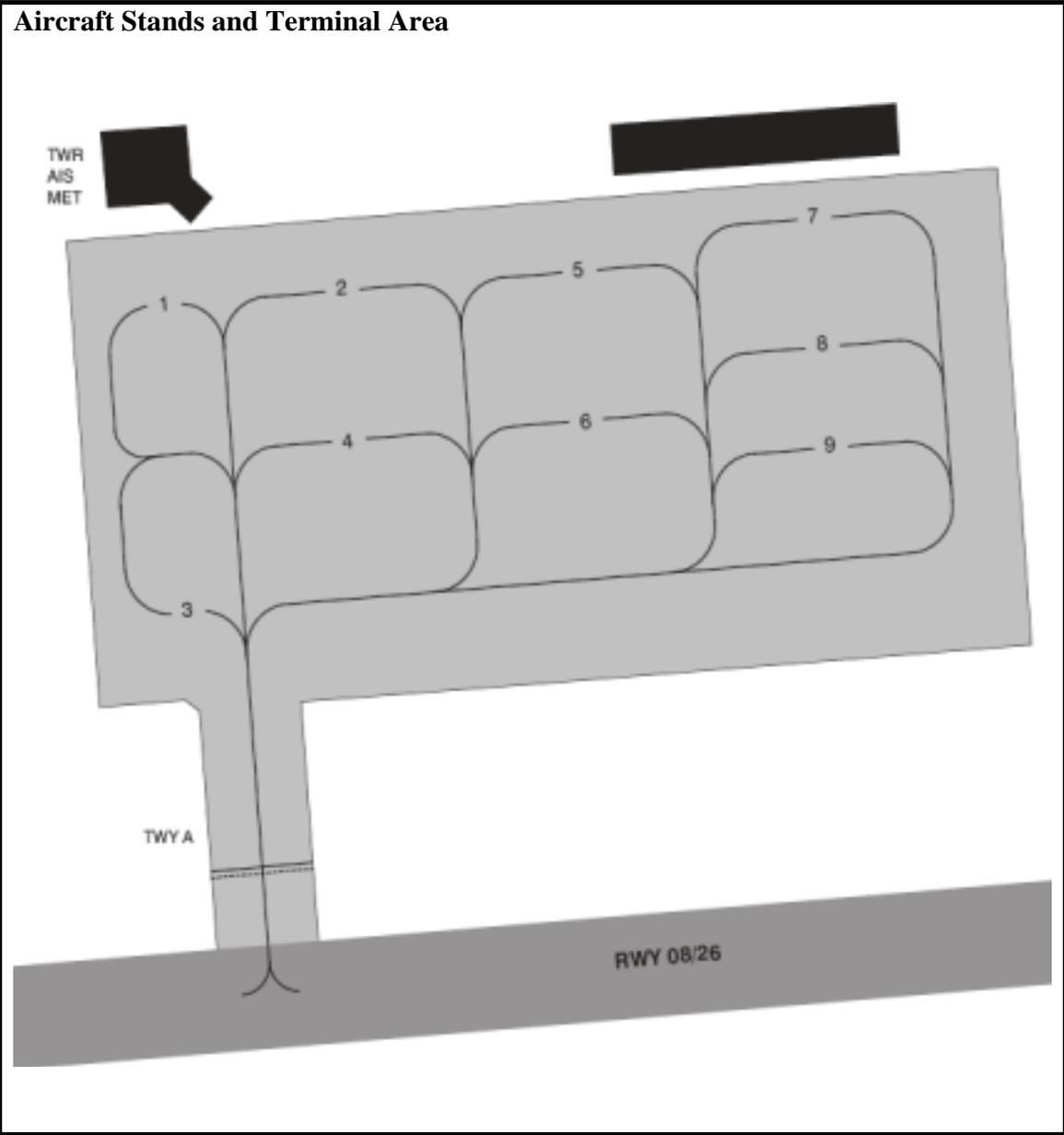
Future Traffic Forecast
Traffic forecast for 2005:
Movements - 5200
Passenger – 130,000
Cargo – 5000 t
Source: Airport
Ryanair operations are expected to commence in September 2005 (Stansted 1 x day and possibly Hahn 1 x per day).

1.6.5 Runway information



Airport

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Section 1 – Kaunas Airport (KUN)	



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Section 1 – Kaunas Airport (KUN)	

Current Runway Capacity

	<u>Runway 1</u>	
Designation	08/26	
Length (m) and Width (m)	3250 m	
ILS CAT	Cat 1	
Number of Peak Hour Departures	As per below	
Number of Peak Hour Arrivals	As per below	
Hourly Capacity Under IFR Flight Rules	26 – 6 flight per hour 08 – 4 flight per hour	
Average Movement Delay Rate (mins)	-	
Annual Movement Capacity	4800	
Runway Operating Hours	07:00 – 22:00 LT	

Multi-runway operating procedures
n/a (There is one runway only).
Factors limiting Runway capacity
6 flights per hour x 15 AD working hours = 90 ACFT per day 90 ACFT per day x 364 day per year= 32,760 ACFT per year

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Section 1 – Kaunas Airport (KUN)	

1.6.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	Passenger		
Departing Passengers per hour	200 (peak)		
Arriving Passengers per hour	200 (peak)		
Transfer Passengers per hour	-		
Annual Capacity	500,000		

Methodology for calculation of terminal capacity
<p>100 pax per hour X 15 AD working hours = 1500 paxT per day 1500 pax per day X 364 day per year= 546,000 per year</p>
Excess capacity
<p>Currently the existing facility meets the airport's requirements.</p>
Main bottlenecks for terminal capacity
<p>Due to the low number of movements there is no bottleneck.</p>

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Section 1 – Kaunas Airport (KUN)	

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Passenger	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	2289.4 m ²	<input type="text"/>	<input type="text"/>
Number of Check in desks	6	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	-	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	2	<input type="text"/>	<input type="text"/>
Number of Departure Baggage Belts	3	<input type="text"/>	<input type="text"/>
Number of Departure Gates	2	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	0	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	2	<input type="text"/>	<input type="text"/>
Number of Arrival Baggage Claim Units	1	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	1	<input type="text"/>	<input type="text"/>

Number of parking stands

9 parking stands :

- 6 parking stand for heavy weight aircraft
- Access to terminal – 2 x by foot, 7 x by coach

Retail Facilities

Duty Free Shop – 1; Cafeteria - 1

Further detail on terminal passenger facilities

Lithuania Airlines ticket office in the terminal building.

An executive / VIP lounge available.

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Section 1 – Kaunas Airport (KUN)	

Cargo Capacity

Name of Cargo Facility	Cargo terminal		
Description	Warehouse – 5500 sq.m. Very large/heavy cargo handling Express/courier centre		
Annual Cargo Capacity (metric tonnes)	110,000 t		
Total annual inbound cargo (metric tonnes)	1, 000 t		
Total annual outbound cargo (metric tonnes)	2000 t		
Share carried on cargo aircraft (%)	99 %		
Total domestic cargo (metric tonnes)	None		
Total international cargo (metric tonnes)	3573 t		
Further detail on cargo facilities			
Mechanical handling (type: Windhoff CML 25-5.6) X-ray inspection equipment			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Not offered by airport. Line maintenance performed by the airline. No 'Heavy' maintenance available.
Refuelling facilities
AvGas Jet A1 – 600 tonnes capacity.
Winter Operating facilities
Snow ploughs – 7 (some new / western standard)

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Section 1 – Kaunas Airport (KUN)	

Sand and de-icing chemical spreaders – 2 Rotors – 2 Tractors -2 De- icing units - 2
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1.6.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years			
	Purpose	Cost	Date completed (year)
Runway extension (340 m. both directions)	Flight safety and security	€1.88m	1999
Construction of administration building and air traffic control tower		€1.16m	2000
Installation of signal lighting equipment for the runway	Flight safety and security	€46,600	2001
Construction of Fire rescue department building	Flight safety and security	€0.689m	2004
Installation of noise control and monitoring system	Estimation and control of aircraft noise	€86,900	2004
Future Approved works			
	Purpose	Cost	Date due to be completed (year)
Reconstruction of runway signal lighting system (PAPI)	Flight safety and security	€2.956m	2005-2006
Implementation of aviation security measures	Aviation safety	€0.869m	2006
<p>Projects still requiring funding: (and necessary approvals)</p> <p>Project title - Reconstruction of passenger terminal according to EU / Schengen regulations. Purpose – aviation security and separation of passenger flow of EU and non-EU countries. Preliminary cost – €0.869m, date due to be completed – 2006.</p> <p>Project title – Modernisation of runway. Purpose – aviation security. Preliminary cost – €3.478m, due to be completed – 2006.</p> <p>Project title – Construction of a payable parking lot (960 spaces). Commercial purposes. Preliminary cost – €1m, date due to be completed – 2005 - 2006.</p>			

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Section 1 – Kaunas Airport (KUN)	

Project title – Construction of an office building. Commercial purposes. Preliminary cost – €1.45m, date due to be completed - 2006.

Project title – Modernisation of noise control and monitoring system. Preliminary cost – €86,900, date due to be completed – 2007.

Capital expenditure monies generally come from internal resources.

Long term development plan (master plan) for the airport

There are plans to radically change the layout of the airports infrastructural development. According to the plans, an apron and passenger terminal with a railway link would be built on the south side of the runway. Referring to settlement made between Vilnius and Kaunas cities, Kaunas airport would become the national airport of Lithuania. This is estimated to cost approximately €200m.

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Section 1 – Kaunas Airport (KUN)	

1.6.8 Environment

<u>Environmental Policy</u>
<p>The noise monitoring and control system was installed on 24th November 2004. This will be expanded with the implementation of three new fixed stations.</p> <p>Tests of potable water are not made regularly. Tests of rainwater leakage are made regularly. Dirty water leakage purification equipment is used.</p> <p>Energy consumption- two oil-fuel boiler-houses have been modernised. While burning natural gas air pollution concentration does not exceed the allowed concentration, as prescribed by Lithuanian Hygiene norms. The roofs of various buildings have been insulated. Insulating windows have been installed in the Administration building. The thermal resistance of the walls in the administration building, fire station and other buildings comply with the requirements prescribed in current Construction Regulation of the Republic of Lithuania. Efficient lighting is also being installed in the airport premises. Waste, including dangerous waste, is being taken for recycling to specialist companies.</p> <p>The construction of a new passenger terminal includes plans for the combined production of heat and power.</p> <p>On the north side of the runway a coniferous wood has been planted to minimize noise impacts upon the local community.</p>

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Section 1 – Kaunas Airport (KUN)	

1.6.9 Accessibility

Road Access (private vehicle)
<p>14 km from Kaunas city centre. Distance to Via Baltica highway-15 km. Distance to A1 motorway- 8 km. Distance to A6 motorway- 15 km.</p>
Car Parking
<p>Short term car parking – 150 Long term car parking – 100 Parking charges : for pax – from 2 EUR per day to 35 EUR per month at the open parking lots from 3 EUR per day to 43 EUR per month in the enclosed parking lot. for tourists groups - from 9 EUR per week till 25 EUR per month at the open parking lots from 12 EUR per week till 28 EUR per month in the enclosed parking lot.</p>
Public Transport Access - Rail
<p>Distance to Kaunas railway station – 14 km.</p>
Public Transport Access – Bus and Coach
<p>There is a local bus service from Kaunas centre to the airport.</p>
Public Transport Access - Taxi
<p>All Kaunas city taxi companies can operate from the airport.</p>
Access for Persons of Reduced Mobility
<p>There are special ramps for persons of reduced mobility at the main entry and exit points of the Airport. There is one toilet for persons of reduced mobility. There is one wheelchair, owned by ground handling company Litcargus.</p> <p>The Airport does not possess a special lift for boarding of persons with reduced mobility onto aircraft. This is currently done manually. Due to the small volumes of passengers the Airport administration is not able to justify a lift at present.</p> <p>After check-in, aviation security, border control and customs, Litcargus company personnel take persons with reduced mobility to the aircraft.</p>

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Section 1 – Kaunas Airport (KUN)	

1.6.10 Key Issues

Key issues for the airport over the next 5 years
<p>Runway lighting system, which is of a low intensity and fails to meet requirements.</p> <p>Aviation security improvements.</p> <p>Reconstruction of the aerodrome fencing and implementation of sensing and video observation.</p> <p>Renewing of the runway surface.</p>

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Section 1 – Kaunas Airport (KUN)	

1.6.11 Airport photographs



The approach road to the airport from the (dual carriage standard) main road. (City center 14km).



The car park (no long / short term split) adjacent to the terminal, with the administration and air traffic building to the left. The terminal has fully segregated departures and arrivals channels within the building, with separate entry and exit points. (Departures on the left of the building, with this view).

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The check – in area under revamp. Upon completion (May 2005) 6 desks will be available, all with computerised processes and baggage belts (1 shared by two desks). Note the X-Ray machine at the entrance to check – in area, only ticketed passengers will be able to enter.



The first installation of a computerised check – in system, including bag tag and boarding card printer.

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One of two outbound security checkpoints.



The departure lounge, with a duty free shop, showing the two departures gates. An airside café is planned for later this year.

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Section 1 – Kaunas Airport (KUN)	



The apron in front of the terminal. The arrivals channel is on the left and the two departure gates on the right.



Two immigration check points.

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The baggage reclaim unit. Note the security shutters, which house an inbound X-Ray machine for the hold baggage.



Customs channels and a further arrivals X – Ray machine.

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The larger apron towards the north – east of the terminal.

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Section 1 – Siauliai Airport (SQQ)	

1.7 Siauliai International Airport

1.7.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="Siauliai International Airport"/>		
Airport Address	<input style="width: 95%; height: 100px;" type="text" value="Lakunu Str. 3 LT 77103 SIAULIAI LITHUANIA"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airport.siauliai.lt"/>		
IATA Code	<input style="width: 40%;" type="text" value="SQQ"/>	ICAO Code	<input style="width: 40%;" type="text" value="EYSA"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr. Jonas Jutkelis"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 70%;" type="text" value="Local Control Siauliai ATC"/>
NDB	<input style="width: 70%;" type="text"/>
DME	<input style="width: 70%;" type="text" value="Yes"/>
VOR	<input style="width: 70%;" type="text" value="Yes"/>
Other	<input style="width: 70%;" type="text"/>

<u>Fire Fighting</u>	
Fire Fighting Category	<input style="width: 70%;" type="text" value="CAT 7 (H24) (B757 size)"/>
Maximum Aircraft Size	<input style="width: 70%;" type="text" value="A330"/>

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Key airport contacts
<p>Mr. VYTAUTAS NAVICKAS – Station manager, Lakunu Str. 3 LT 77103 SIAULIAI LITHUANIA, Tel: +370 41 542 242 Mob. tel: +370 682 219 43</p> <p>Mr. ZIGMANTAS ZDZICHAUSKAS – Technical director, Lakunu Str. 3 LT 77103 SIAULIAI LITHUANIA, Tel: +370 41 543 303 Mob. tel: +370 687 419 07</p> <p>Mr. ROMUALDAS SKACEVICIUS – Aviation security director, Lakunu Str. 3 LT 77103 SIAULIAI LITHUANIA, Tel: +370 41 543 370 Mob. tel: +370 612 069 22</p>

1.7.2 Airport Ownership and Management

Current ownership structure of the airport
<p>The Aerodrome belongs to the Lithuanian Air Force. The airport is owned by the Siauliai Municipality.</p>

Current management structure at the airport
<p>Siauliai Municipality Board of Siauliai airport Airport administration</p>

Number of employees working for the airport operator
<p>25 employees in 2004.</p>

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Section 1 – Siauliai Airport (SQQ)	

Ground handling service provision at the airport
<ol style="list-style-type: none"> 1. Municipal Company Siauliai airport provider of ground handling and passenger handling. 2. JSC “MALFORTA” – customs cargo terminal services. <p>Passengers handling, baggage handling – Municipal Company Siauliai airport;</p> <p>Aircraft cleaning – Municipal Company Siauliai airport;</p> <p>Catering – Municipal Company Siauliai airport;</p> <p>Refuelling – Municipal Company Siauliai airport;</p> <p>Ramp services, ground transport – Municipal Company Siauliai airport</p> <p>Cargo services – Joint Stock Company “MALFORTA”</p>

Brief history of the airport, highlighting major events
<p>Until 1993 the airport was a Military base of the former Soviet Union.</p> <p>From 1993 – 2003 the airport was a Joint Stock Company - Siauliai Airport</p> <p>Between 1995-1997 the aerodrome was converted from a military base to a civil airport.</p> <p>In 2004 the overall aerodrome ownership was passed to the Lithuanian Air Force (to also be used for NATO).</p> <p>In 2004 the Municipal Company Siauliai airport was established to operate the commercial part of the airport.</p>

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Section 1 – Siauliai Airport (SQQ)	

1.7.3 Financial Issues

Financial performance
<p>In 2004</p> <p>Total revenues – 224,000 EUR</p> <p>Net Profit – 0 EUR</p>

User charges
<p>User charges are regulated by 2002-01-23 Act No.101 issued by the government of the Republic of Lithuania. Paragraph 3.2 of the mentioned Act determines charges for airport usage: aircraft landing, departing passenger, aircraft parking, aircraft security, follow-me charges.</p> <p>Landing Fees: For aircraft of MTOW less than 2 Tons: International = 60LTL (€17)/ton, Domestic = 32LTL (€9)/ton For aircraft of MTOW greater than 2 Tons: International = 60LTL (€17)/ton, Domestic = 32LTL (€9)/ton</p> <p>Security fees 10% of the Landing fee</p> <p>Parking fees 10% of the landing fee</p> <p>Leading (follow me) 60LTL (€17)</p> <p>Passenger Service Charges Rate per passenger on departure: International = 20LTL (€5), Domestic = 10LTL (€3)</p> <p>The commercial charges for example: ramp services, advertisement at the airport and etc. are fixed and regulated by the airport director.</p>

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1.7.4 Airport Traffic

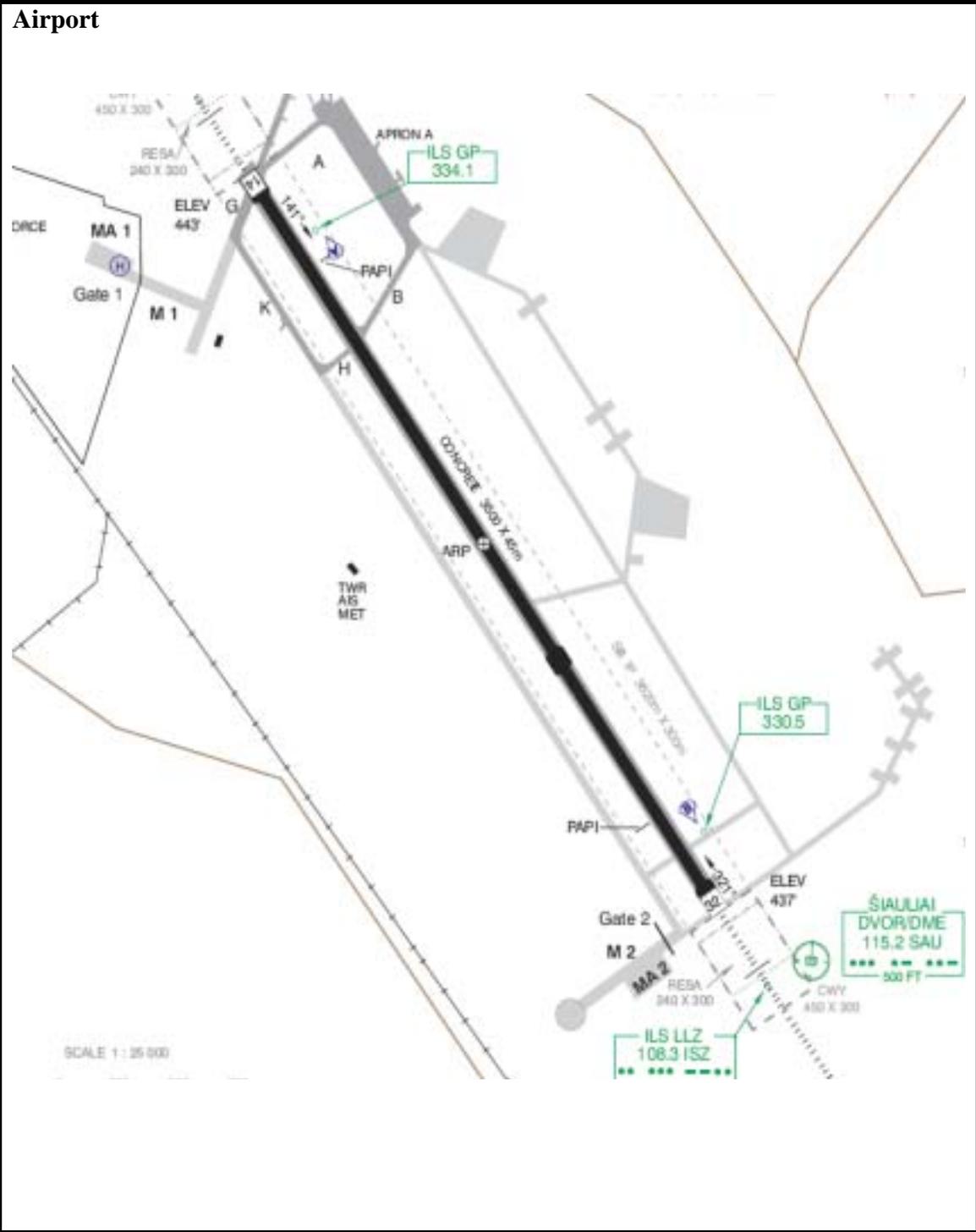
Airport traffic history
<p>Historic Traffic 2004: Total pax – 4227 Total freight tonnes – 449t Air transport movements – 100</p> <p>1993 – 2004 annual airport traffic was approximately unchanged.</p> <p>Source: Airport</p>

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Current Flight Programme
<p>2005 Scheduled Flights:</p> <p>None.</p> <p>Main Charter destinations:</p> <p>RUSSIA CHINA SPAIN WESTERN AFRICA</p> <p>Source: Airport</p>

Future Traffic Forecast
<p>Traffic forecast for 2005 year:</p> <p>Movements - 150</p> <p>Source: Airport</p>

1.7.5 Runway information



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Section 1 – Siauliai Airport (SQQ)	

Current Runway Capacity

	<u>Runway 1</u>	
Designation	-	
Length (m) and Width (m)	3500	
ILS CAT	1	
Number of Peak Hour Departures	-	
Number of Peak Hour Arrivals	-	
Hourly Capacity Under IFR Flight Rules	6	
Average Movement Delay Rate (mins)	-	
Annual Movement Capacity	-	
Runway Operating Hours	H24	

Multi-runway operating procedures
n/a (There is one runway only).
Factors limiting Runway capacity
The main factor limiting runway capacity is ATC.

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1.7.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	1		
Departing Passengers per hour	100		
Arriving Passengers per hour	100		
Transfer Passengers per hour	100		
Annual Capacity	250,000		

Methodology for calculation of terminal capacity
By experience.
Excess capacity
Estimated at 245,000
Main bottlenecks for terminal capacity
Due to the low number of movements there is no bottleneck.

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Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	<input type="text" value="800m<sup>2</sup>"/>	<input type="text"/>	<input type="text"/>
Number of Check in desks	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Departure Baggage Belts	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Departure Gates	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Arrival Baggage Claim Units	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	<input type="text"/>	<input type="text"/>	<input type="text"/>

Number of parking stands

3 parking stands :

- 3 parking stands for maximum size aircraft
- Access to terminal – by coach

Retail Facilities

- café
- car rental can be arranged
- bureau de change

Further detail on terminal passenger facilities

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Cargo Capacity

Name of Cargo Facility	Customs terminal		
Description	2 hangars 900m ² each		
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)	449t		
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)	100%		
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)	449t		
Further detail on cargo facilities			
Because the Municipal company of Siauliai Airport has only been operating for one year, the total cargo volume was 448,64 t for the year 2004.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
JET-A1 refuelling by 2 tankers 20t each
Winter Operating facilities
Runway, taxiways and aprons are cleared by the Military.

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Section 1 – Siauliai Airport (SQQ)	

1.7.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
Future Approved works
The reconstruction of runway, taxiways, aprons and radar systems will be completed by 2007 using NATO resources.
Long term development plan (master plan) for the airport
Currently being developed.

1.7.8 Environment

<u>Environmental Policy</u>
Because Siauliai airport is also a NATO military base, noise restrictions do not apply.
The main environmental issue relates to clean soil contaminated by oil products from as far back as former Soviet Union times. Use of water cleaning equipment is currently being investigated.

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1.7.9 Accessibility

Road Access (private vehicle)
7 km to city centre of Siauliai by one lane road.
Car Parking
There are sufficient areas around the airport for car parking to be almost unrestricted. There is no dedicated car parking arrangements.
Public Transport Access - Rail
Rail station stop 1km from airport and rail station of Siauliai city approx. 6km.
Public Transport Access – Bus and Coach
There is a bus and minibus service to the airport.
Public Transport Access - Taxi
Taxi companies operate from Siauliai City centre.
Access for Persons of Reduced Mobility
The Terminal is adapted for Persons of Reduced Mobility.

1.7.10 Key Issues

Key issues for the airport over the next 5 years
Siauliai aerodrome is both a civil and a military aerodrome. NATO is planning to improve the infrastructure of the airport; this could allow for increased civil operations at a lower cost.