

AD 1 Aerodromes/Heliports — Introduction

AD 1.1 Aerodrome/heliport availability and conditions of use

1 General conditions under which aerodromes/heliports and associated facilities are available for use

This section contains information on all aerodromes of Georgia, which are available for use in international and national aircraft operations.

The responsible authority for the civil aerodromes is Georgian Civil Aviation Agency.

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Landing of foreign aircraft on the territory of Georgia, shall be made only at the aerodromes specially designated for handling international air traffic listed in intergovernmental agreements on air services, as well as in documents produced through additional negotiations on the matter.

Note.— See [GEN 1.2](#).

A state or an airline may, at its own discretion and within the established official minimum safe obstacle clearance limit, fix landing minima for their aircraft at the aerodromes assigned for international civil aviation operations. Take-off of aircraft from these aerodromes is not limited by meteorological conditions. Responsibility for observing the take-off and landing minima established by States and airlines rests with the pilot-in-command of aircraft.

Pilot-in-command of foreign aircraft operating in Georgia decides independently on the possibility of taking-off from an aerodrome, and of landing at a destination aerodrome while assuming full responsibility for the decision taken.

In case of forced landing of an aircraft, the ATC service renders this aircraft possible assistance in making a safe landing, without assuming responsibility for the outcome of the landing.

The ATC service has the right, if need arises, to forbid take-offs, and landings. However, this right may not be regarded as assuming responsibility for the decision taken by the pilot-in-command or exerting control over its correctness.

2 Applicable ICAO documents

The Standards and Recommended Practices of *ICAO Annex 14, Volumes I and II*, are applied. Differences are published in [GEN 1.7](#).

3 Civil use of military air bases

To be Developed

4 CAT II/III operations at aerodromes

Not applicable

5 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

Aerodrome authorities are required to conduct periodically surveys of the friction characteristics of their runway surface. The purpose of these surveys is to predict the need for maintenance of the runway surface.

The recognised Continuous Friction Measurement Equipment devices in Georgia are SARSYS - STFT and ASFT equipment.

Table: SARSYS STFT and ASFT Friction Levels

Friction Measurement Equipment	Design objective for new surface	Maintenance planning level	Minimum friction level
SARSYS - STFT	0.80	0.54	0.43
ASFT	0.81	0.55	0.47

If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level, based on aerodrome authority assessment runway will be notified by NOTAM as a runway 'may be slippery when wet'.

6 Other information

NIL.