UGSB — BATUMI

UGSB AD 2.1 Aerodrome location indicator and name

UGSB — BATUMI

UGSB AD 2.2 Aerodrome geographical and administrative data

1	**ARP coordinates and site at AD**	413637N 0413558E on the RWY 13/31
2	**Direction and distance from city**	5 KM SW from Batumi
3	**Elevation/Reference temperature**	37 FT/28° C
4	**Geoid undulation at AD ELEV PSN**	68 FT
5	**MAG VAR/Annual change**	5° E (1995)/NIL
6	**AD Administration, address, telephone, telefax, telex, AFS**	BATUMI AIRPORT LTD Post: 220 Airport Highway 6015 BATUMI GEORGIA Tel: +995422235100, +995422235102, +995422235103 Fax: +995422235103 Email: mert.kandiyeli@tav.aero Email: bus.info@tav.aero AFS: UGSBBFXX SITA: BATUMXH
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

UGSB AD 2.3 Operational hours

1	**AD Administration**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	Health: H24 Sanitation: H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	BATUMI TWR: H24 BATUMI APP: H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	NIL

UGSB AD 2.4 Handling services and facilities

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	Fuel: TS1(equivalent jet A - 1) Oil: AMG-10, MK-8P

3	**Fuelling facilities/capacity**	Refuelling facilities available; 2 Tracks 22 tones, 1 Track 7.5 tones; 20 litres/sec
4	**De-icing facilities**	Yes
5	**Hangar space for visiting aircraft**	NIL
6	**Repair facilities for visiting aircraft**	Available for jobbing. Major repairs for aircraft up to 10000 KG by agreement
7	**Remarks**	NIL

UGSB AD 2.5 Passenger facilities

1	**Hotels**	In the city
2	**Restaurants**	Near the AD and in the city
3	**Transportation**	Buses, taxis from the AD
4	**Medical facilities**	First medical aid at AD, hospitals in the city
5	**Bank and Post Office**	Bank: In the city Post: In the city
6	**Tourist Office**	Available in the city
7	**Remarks**	NIL

UGSB AD 2.6 Rescue and fire fighting services

1	**AD category for fire fighting**	CAT 6 on request CAT 7
2	**Rescue equipment**	H24, 2 Fire trucks; 4 rescue boats available from coastguard
3	**Capability for removal of disabled aircraft**	Crane vehicles up to 50 t on request by an external company
4	**Remarks**	FOP duty chief, responsible coordinator for removal of disabled aircraft: Tel: +995 577 999 193, +995 422 235 100 E-mail: busgroundoperation@tav.aero

UGSB AD 2.7 Seasonal availability - clearing

1	**Types of clearing equipment**	4 Snow Blowers and Snow Ploughs
2	**Clearance priorities**	1. RWY 13/31 and TWYs 2. Aircraft taxiing paths and parking stands on the apron 3. Vehicles paths on the apron 4. Runway and taxiways shoulders 5. The remaining sections (areas)
3	**Remarks**	NIL

UGSB AD 2.8 Aprons, taxiways and check locations/positions data

1	**Apron surface and strength**	**Designation**	**Surface**	**Strength**	
		APRON	Concrete and asphalt	35/F/B/X/T	
2	**Taxiway width, surface and strength**	**Designation**	**Width**	**Surface**	**Strength**
		TWY A	23 M	Concrete and asphalt	35/F/B/X/T
		TWY B	23 M	Concrete and asphalt	35/F/B/X/T
3	**ACL location and elevation**	Location: THR RWY 31 Elevation: 37 FT Location: THR RWY 13 Elevation: 17 FT Location: Apron Elevation: 35 FT			
4	**VOR checkpoints**	NIL			
5	**INS checkpoints**	INS: See AD Chart UGSB-ADC			
6	**Remarks**	NIL			

UGSB AD 2.9 Surface movement guidance and control system and markings

1	**Use of aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands
2	**RWY and TWY markings and LGT**	RWY 13 : Designation, THR, centre line, edge runway end as appropriate, marked and lighted. RWY 31 and TWYs marked and lighted. Edge lights - TWYs A and B.
3	**Stop bars**	NIL
4	**Remarks**	NIL

UGSB AD 2.10 Aerodrome Obstacles

In Area 2

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB01	Mast	413712.5N 0413631.1E	251 FT	NIL	NIL	LGT
UGSB02	Building	413903.3N 0413748.8E	402 FT	NIL	NIL	LGT
UGSB03	ATS Tower	413633.6N 0413620.4E	198 FT	NIL	NIL	LGTD
UGSB04	Antenna	413603.6N 0413648.7E	100 FT	NIL	NIL	LGT
UGSB05	Antenna	413652.4N 0413525.9E	146 FT	NIL	NIL	LGT
UGSB06	Antenna	413652.4N 0413523.6E	98 FT	NIL	NIL	LGT
UGSB07	Building	413658.3N 0413512.6E	97 FT	NIL	NIL	LGT
UGSB08	Building	413646.3N 0413549.7E	117 FT	NIL	NIL	LGT
UGSB09	Building	413649.6N 0413548.0E	62 FT	NIL	NIL	NIL
UGSB10	Building	413650.8N 0413548.7E	62 FT	NIL	NIL	NIL
UGSB11	Building	413730.9N 0413556.7E	351 FT	NIL	NIL	NIL
UGSB12	Building	413757.9N 0413642.1E	320 FT	NIL	NIL	NIL
UGSB13	Building	413914.8N 0413811.6E	685 FT	NIL	NIL	LGT
UGSB14	Building	413747.4N 0413608.6E	476 FT	NIL	NIL	NIL
UGSB15	Building	413805.3N 0413626.1E	304 FT	NIL	NIL	NIL
UGSB16	Building	413816.8N 0413638.5E	293 FT	NIL	NIL	NIL
UGSB17	Building	413814.9N 0413636.2E	378 FT	NIL	NIL	NIL
UGSB18	Building	413813.2N 0413633.9E	294 FT	NIL	NIL	NIL
UGSB19	Building	413804.0N 0413629.6E	261 FT	NIL	NIL	NIL
UGSB20	Building	413916.2N 0413819.6E	539 FT	NIL	NIL	NIL

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB21	Building	413900.7N 0413745.1E	646 FT	NIL	NIL	NIL
UGSB22	Building	413749.4N 0413640.8E	278 FT	NIL	NIL	NIL
UGSB23	Building	413744.7N 0413611.8E	275 FT	NIL	NIL	NIL
UGSB24	Building	413801.2N 0413647.2E	260 FT	NIL	NIL	NIL
UGSB25	Building	413751.8N 0413622.0E	217 FT	NIL	NIL	NIL
UGSB26	Building	413810.9N 0413651.3E	229 FT	NIL	NIL	NIL
UGSB27	Building	413813.5N 0413652.4E	295 FT	NIL	NIL	NIL
UGSB28	Building	413752.8N 0413601.5E	256 FT	NIL	NIL	NIL
UGSB29	Building	413810.6N 0413647.1E	444 FT	NIL	NIL	NIL
UGSB30	Building	413825.1N 0413757.9E	231 FT	NIL	NIL	NIL
UGSB31	Building	413805.9N 0413635.0E	279 FT	NIL	NIL	NIL
UGSB32	Building	413751.8N 0413610.2E	256 FT	NIL	NIL	NIL
UGSB33	Building	413743.5N 0413631.6E	194 FT	NIL	NIL	NIL
UGSB34	Building	413711.5N 0413521.6E	108 FT	NIL	NIL	NIL
UGSB35	Building	413719.2N 0413539.9E	189 FT	NIL	NIL	NIL
UGSB36	Building	413732.3N 0413922.2E	932 FT	NIL	NIL	NIL
UGSB37	Wind Sensor 1	413654.5N 0413520.7E	87 FT	NIL	NIL	LGT
UGSB38	Meteo Sensor FD12	413632.6N 0413558.3E	97 FT	NIL	NIL	LGT
UGSB39	Building	413746.6N 0413622.7E	208 FT	NIL	NIL	NIL
UGSB40	Building	413713.9N 0413526.3E	162 FT	NIL	NIL	NIL
UGSB41	Building	413713.4N 0413526.0E	162 FT	NIL	NIL	NIL
UGSB42	Light Mast	413627.2N 0413630.6E	102 FT	NIL	Marked NIL	LGTD
UGSB43	Light Mast	413625.9N 0413628.8E	101 FT	NIL	Marked NIL	LGTD
UGSB44	Building	413714.3N 0413527.2E	162 FT	NIL	NIL	NIL
UGSB45	Building	413726.3N 0413547.8E	328 FT	NIL	NIL	NIL
UGSB46	Mast	413509.5N 0414109.1E	1245 FT	NIL	NIL	NIL
UGSB47	Mast	413614.3N 0414104.2E	1250 FT	NIL	NIL	LGT
UGSB48	Mast	413809.9N 0414300.0E	1083 FT	NIL	NIL	LGT
UGSB49	Mast	413654.1N 0414009.0E	1321 FT	NIL	NIL	LGT

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB50	Building	413856.1N 0413731.2E	206 FT	NIL	NIL	NIL
UGSB51	Building	413751.4N 0413613.4E	374 FT	NIL	NIL	NIL
UGSB52	Building	413819.5N 0413704.1E	377 FT	NIL	NIL	NIL
UGSB53	Building	413759.3N 0413631.1E	210 FT	NIL	NIL	NIL
UGSB54	Building	413648.5N 0413549.6E	75 FT	NIL	NIL	NIL
UGSB55	Building	413650.4N 0413548.9E	56 FT	NIL	NIL	NIL
UGSB56	Building	413654.9N 0413544.1E	69 FT	NIL	NIL	NIL
UGSB57	Building	413656.6N 0413539.3E	62 FT	NIL	NIL	NIL
UGSB58	Building	413647.0N 0413551.5E	49 FT	NIL	NIL	NIL
UGSB59	Building	413647.6N 0413552.5E	59 FT	NIL	NIL	NIL
UGSB60	Building	413648.0N 0413551.1E	56 FT	NIL	NIL	NIL
UGSB61	Building	413649.0N 0413548.8E	59 FT	NIL	NIL	NIL

In Area 3

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB62	Antenna	413606.0N 0413640.7E	100.0 FT	NIL	NIL	LGT
UGSB63	Building	413624.1N 0413638.3E	134.7 FT	NIL	NIL	NIL

UGSB AD 2.11 Meteorological information provided

1	**Associated MET Office**	BATUMI
2	**Hours of service** **MET Office outside hours**	H24 —
3	**Office responsible for TAF preparation** **Periods of validity**	BATUMI 24 HR
4	**Trend forecast** **Interval of issuance**	TREND 0.5 HR
5	**Briefing/consultation provided**	MET staff consultation at MET Office
6	**Flight documentation** **Language(s) used**	Charts, abbreviated plain language text English
7	**Charts and other information available for briefing or consultation**	S, U*85*, U*70*, U*50*, U*30*, U*20*, P*85*, P*70*, P*50*, P*40*, P*30*, P*20*, SWH, SWM, T

8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	Batumi TWR, APP; Tbilisi ACC
10	**Additional information (limitation of service etc.)**	NIL

UGSB AD 2.12 Runway physical characteristics

RWY Designations	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13	130.89°	2500 M x 45 M	35/F/B/X/T Concrete and asphalt	THR: 413701.32N 0413519.99E GUND: 67.8 FT	THR: 17.1 FT TDZ: 20.4 FT
31	310.91°			THR: 413608.27N 0413641.64E GUND: 68 FT	THR: 37 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
0.24%	NIL	NIL	2620 M x 300 M	120 M x 90 M	NIL	NIL	On the left side of RWY 13 first 890 M of the strip decreased to 75 M instead of 150 M and final 162 M of the strip decreased to 85 M instead of 150 M.
-0.24%	NIL	NIL		120 M x 90 M	NIL	NIL	On the left side of RWY 13 first 890 M of the strip decreased to 75 M instead of 150 M and final 162 M of the strip decreased to 85 M instead of 150 M.

UGSB AD 2.13 Declared distances

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
13	2500 M	2500 M	2500 M	2500 M	NIL
31	2500 M	2500 M	2500 M	2500 M	NIL

UGSB AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
13	HIALS 210 M LIH	Green	PAPI Left/3.0° (51 FT)	NIL	2500 M, 30 M White; FM 1600 M - 2215 M W/R; FM 2215 M Red; LIH	2500 M, 60 M White; FM 1900 M Yellow; LIH	Red	NIL	NIL
31	NIL	NIL	NIL	NIL	2500 M, 30 M White; FM 1600 M - 2200 M W/R; FM 2200 M Red; LIH	2500 M, 60 M White; FM 1900 M Yellow; LIH	Red	NIL	NIL

UGSB AD 2.15 Other lighting and secondary power supply

1	**ABN/IBN location, characteristics and hours of operation**	ABN: At Tower Building, rotating light beacon, RPM 12, code W / G, SS-SR IBN: NIL
2	**LDI location and LGT Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	Edge: All TWY CL: NIL
4	**Secondary power supply/switch-over time**	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	**Remarks**	NIL

UGSB AD 2.16 Helicopter landing area

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

UGSB AD 2.17 Air traffic services airspace

1	**Designation, lateral limits, vertical limits**	**BATUMI CTR** Circle: radius 5 NM, centred at 413636N 0413559E 1500 FT AMSL GND
2	**Airspace classification**	C

3	**Call sign** **Languages**	BATUMI TOWER English
4	**Transition altitude**	7000 FT MSL
5	**Remarks**	NIL

UGSB AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Channel	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	BATUMI APPROACH	124.425 MHz	NIL	NIL	H24	NIL
TWR	BATUMI TOWER	118.600 MHz	NIL	NIL	H24	NIL

UGSB AD 2.19 Radio navigation and landing aids

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 13 (5°E/1995) ILS	ILU	110.300 MHZ	H24	413603.8N 0413648.5E	Not applicable	NIL	NIL
GP 13	—	335.000 MHZ	H24	413652.0N 0413526.4E	Not applicable	NIL	NIL
DME 13	ILU	CH 40X	H24	413652.0N 0413526.4E	100 FT	NIL	Omnidirectional Coverage range up to 25 NM
NDB (5°E/1995)	LU	430 KHZ	H24	413604.6N 0413650.9E	Not applicable	NIL	NIL

UGSB AD 2.20 Local aerodrome regulations

1 Airport regulations

At Batumi airport a number of local regulations apply. The regulations are collected in the manual which is available at the AIS Briefing Office.

2 Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR. General aviation aircraft will have to use the general aviation parking area.

Departing IFR and VFR flights shall contact TWR to obtain ATC clearance before commencing taxing. Request for ATC clearance may take place at earliest 10 minutes prior to engine start-up.

After pre-flight preparation, decision to take-off and receiving of ATC clearance for the flight, the pilot-in-command of an aircraft makes a decision whether or not to take off from the aerodrome, fly along the airway and land at the destination aerodrome, and is entirely responsible for the decision taken.

Engine start-up and taxiing shall be carried out by the pilot-in-command only after clearance from the appropriate ATC unit. Taxiing on the aerodrome maneuvering area shall be conducted in accordance with taxi procedures or as directed by the ATC unit. The pilot-in-command is responsible for meeting the norms established for taxing with this type of aircraft.

Taxiing from the holding position to the line–up and take–off shall be performed only after clearance from the tower controller. The pilot-in-command shall take off within one minute after receiving the clearance from the ATC unit. If a take - off has not been carried out within the above mentioned time interval the pilot-in-command shall request a new clearance.

Isolated aircraft stand with the coordinates 413615.71N 0413639.05E is available on the TWY B.

3 Parking area for small aircraft (general aviation)

General aviation aircraft shall be directed by marshallers to the parking area for small aircraft.

4 Taxiing for helicopters

Helicopters shall always be directed to the stand by a marshaller.

5 Apron – taxiing during winter conditions

As a rule, apron and RWY are not snow-covered during winter.

The aircraft parking stands 12 - 12A are allocated for de-icing treatment of aircraft.

6 Taxiing – limitations

Taxiing is carried out in accordance with general rules (see point 2). Additional information will be given to each aircraft from the TWR.

7 Educational and training flights. Technical test flying. Use of runways

Educational and training flights can be made only after permission from the TWR. Permission will not be given within the following periods: 18.00-08.00 LT and on Saturdays, on Sundays and official holidays. For educational and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness during flight, use of the RWY system is restricted as follows: RWY 31 must be used for take-off only and RWY 13 must be used for landing only.

8 Helicopter flights – limitation

Irregular helicopter flights are allowed only after prior approval from the Batumi Aerodrome Administration.

9 Removal of disabled aircraft from runway

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

UGSB AD 2.21 Noise abatement procedures

Not applicable.

UGSB AD 2.22 Flight procedures

1 Runway use

Take-off from RWY13 and landing on RWY31 is only permitted in day time exclusively in accordance with the Visual Flight Rules (VFR) for aeroplanes with MTOW not exceeding 5700 kilograms and for all types of helicopters.

2 Procedures for IFR flights within Batumi TMA

ATS surveillance service is provided within Batumi TMA by Batumi approach (call sign “Batumi approach”) on frequency 124.425 MHZ.
A radar separation minimum of 5 NM is applied between all identified aircraft within Batumi TMA.

All aircraft shall follow speed limit max IAS 250 KT within Batumi TMA bellow FL110, unless a different speed is instructed by ATC. If unable to comply, advice ATC immediately.

Arrival routes STARs are established for RWY 13 and departure routes SIDs for RWY 31.

Clearance for visual approach on RWY 13 will be issued only after the pilot has reported the aerodrome insight.

Visual departures are not allowed.

Surveillance radar approaches and precision radar approaches are not conducted.

Aircraft radar vectoring is provided in accordance with the ATC Surveillance Minimum Altitude Chart AD2.UGSB-ATCSMAC.

ATIS service is not available, all pertinent information is provided by ATCO.

3 Procedures for VFR flights within Batumi TMA

Two-way radio communication shall be maintained with the Batumi Approach on the FRQ 124.425 MHZ, with Batumi TWR on the FRQ 118.600 MHZ.

Transfer of VFR flights from/to Batumi TMA – Batumi tower is conducted when passing altitude 1500 FT, over established entry/exit points shown in the Visual Approach Chart AD2.UGSB-VAC unless otherwise instructed by APP or TWR unit.

4 Procedures for VFR flights within Batumi CTR

VFR flights entering Batumi CTR from uncontrolled airspace shall establish communication with Batumi Tower at least 5 minutes before entry to obtain clearance.
VFR flights shall enter/exit Batumi Control Zone via the entry/exit points shown in the Visual Approach Chart AD2.UGSB-VAC unless otherwise instructed by APP or TWR unit.

The altitude, at which the aircraft is entering Batumi CTR, shall be 1500 FT MSL or below.

If the traffic situation requires or the active runway is blocked, the aircraft conducting VFR flight may be directed to the holding areas:

ABUKO – north-east holding area established over Makhinjauri at 1500 FT MSL or below;

GONIG – south holding area established over Gonio at 1500 FT MSL or below.

UGSB AD 2.23 Additional information

Intense activity of raven flocks takes place daily from 08:00 to 10:00 (local time) when birds fly from resting area (town) across the RWY 13/31 to their feeding area, SW of the airport. Their flight height is approximately 100 FT (30 M) AGL. From 16:00 to 19:00 (local time) the same activity as described above takes place in reverse when the birds return to their resting area.

Intense activity of seagulls also takes place during daytime near the airport territory over the Black Sea, as they use sea water for feeding and resting.

Seasonal activity of swallows and hawks takes place during autumn and spring when they fly across the RWY 13/31, their flight height varies from 100 FT (30 M) to 165 FT (50 M) AGL.

Because of the permanent character of the bird activity in the vicinity of the airport, pilots are informed of the fact and the estimated heights (AGL), continually by air traffic controllers.

Pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

Dispersal activities include occasional playing back of distressed calls from high fidelity weather-resistant speakers, high shooting sound produced of liquid gas cannons allocated near the RWY 13/31. Also loud-hailers installed on aerodrome service vehicle are continually used for distressing birds. No open waste-bins on the aerodrome.

UGSB AD 2.24 Charts related to an aerodrome

Aerodrome Chart - ICAO	**AD 2.UGSB-ADC**
Aerodrome Obstacle Chart – ICAO Type A	**AD 2.UGSB-AOC-A**
Standard Departure Chart - Instrument – ICAO RWY 31 (NEDEK 1A, SOSED 1A, SARPI 1A)	**AD 2.UGSB-SID-31-SOSED**
Standard Departure Routes - Instrument – ICAO RWY 31 (NEDEK 1A, SOSED 1A, SARPI 1A)	**AD 2.UGSB-RSID-31-SOSED**
Standard Departure Chart - Instrument – ICAO RWY 31 (SARPI 3A, SARPI 4A)	**AD 2.UGSB-SID-31**
Standard Departure Routes - Instrument – ICAO RWY 31 (SARPI 3A, SARPI 4A)	**AD 2.UGSB-RSID-31**

Standard Arrival Chart - Instrument – ICAO RWY 13	**AD 2.UGSB-STAR-13**
Standard Arrival Routes - Instrument – ICAO RWY 13	**AD 2.UGSB-RSTAR-13**
ATC Surveillance Minimum Altitude Chart – ICAO	**AD 2.UGSB-ATCSMAC**
Instrument Approach Chart – ICAO ILS/DME or LOC RWY 13	**AD 2.UGSB-IAC-13-ILS**
Instrument Approach Chart – ICAO NDB/DME RWY 13 (CAT A, B)	**AD 2.UGSB-IAC-13-NDB-AB**
Instrument Approach Chart – ICAO NDB/DME RWY 13 (CAT C, D)	**AD 2.UGSB-IAC-13-NDB-CD**
Visual Approach Chart – ICAO	**AD 2.UGSB-VAC**
Bird Concentrations and Movement	**AD 2.UGSB-BIRD**

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AERODROME CHART - ICAO

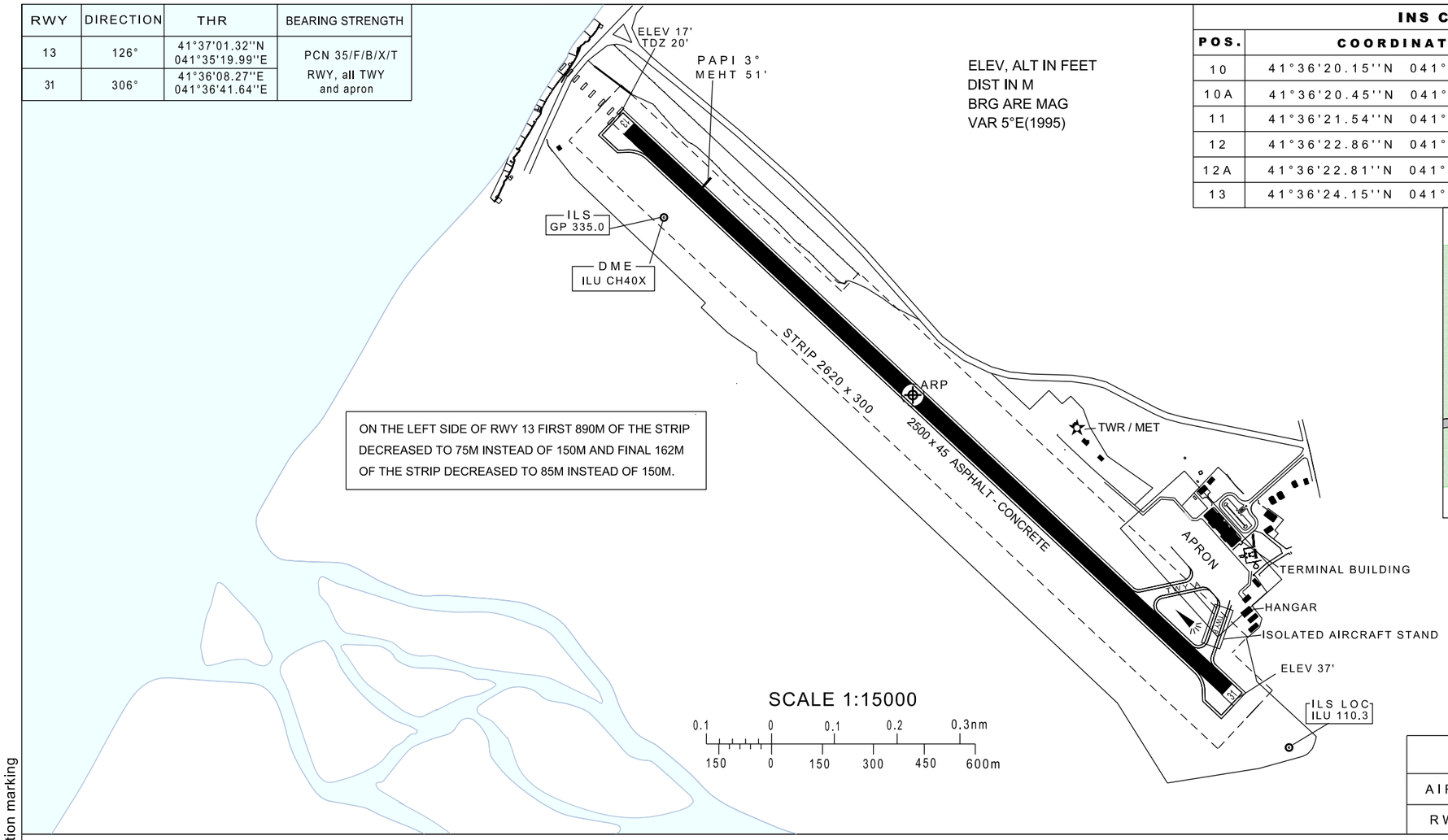
41°36' 37" N
041°35' 58" E

ELEV. 37'

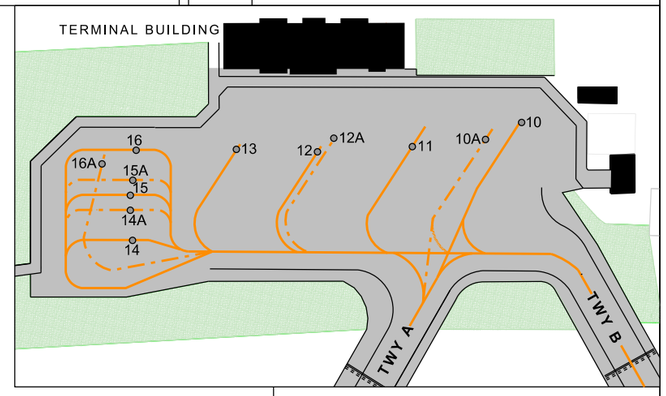
TWR 118.6

BATUMI (UGSB)

RWY	DIRECTION	THR	BEARING STRENGTH
13	126°	41°37'01.32''N 041°35'19.99''E	PCN 35/F/B/X/T RWY, all TWY and apron
31	306°	41°36'08.27''E 041°36'41.64''E	



INS COORDINATES FOR AIRCRAFT STANDS			
POS.	COORDINATES	POS.	COORDINATES
10	41°36'20.15''N 041°36'41.45''E	14	41°36'24.39''N 041°36'31.26''E
10A	41°36'20.45''N 041°36'40.59''E	14A	41°36'25.04''N 041°36'31.63''E
11	41°36'21.54''N 041°36'39.41''E	15	41°36'25.07''N 041°36'32.19''E
12	41°36'22.86''N 041°36'36.93''E	15A	41°36'25.49''N 041°36'32.26''E
12A	41°36'22.81''N 041°36'37.56''E	16	41°36'25.74''N 041°36'33.12''E
13	41°36'24.15''N 041°36'35.35''E	16A	41°36'26.02''N 041°36'32.27''E



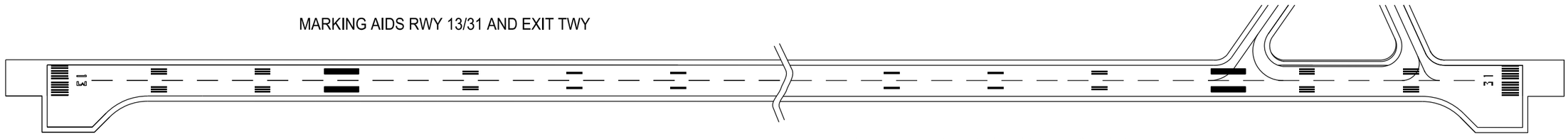
TAXIWAYS WIDTH, SURFACE

TWY A : 23 M Asphalt-Concrete

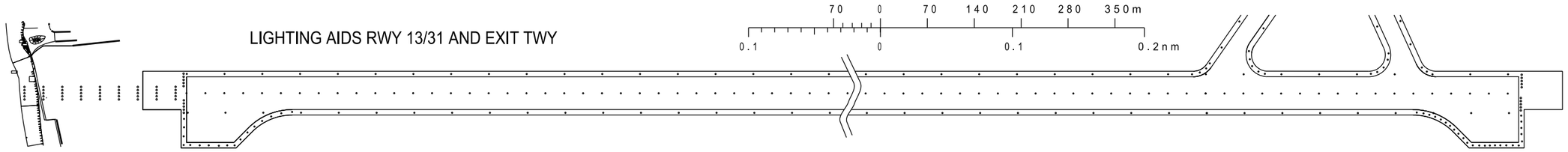
TWY B : 23 M Asphalt-Concrete

LEGEND	
AIRCRAFT STAND	⊙13
RWY-HOLDING POSITION MARKING PATTERN A	

MARKING AIDS RWY 13/31 AND EXIT TWY



LIGHTING AIDS RWY 13/31 AND EXIT TWY



Changes: Stands depiction and RWY-holding position marking

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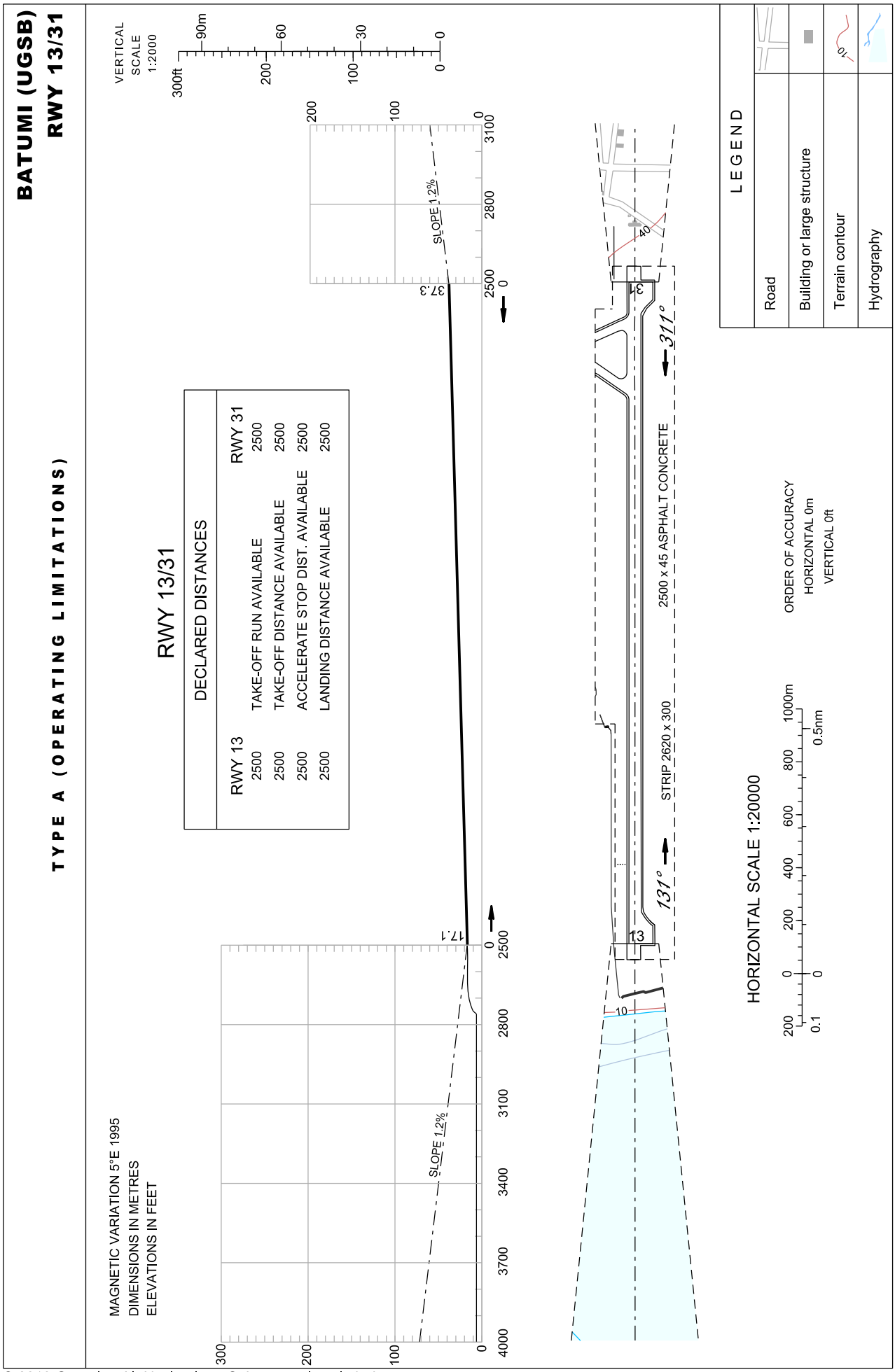
AERODROME OBSTACLE CHART-ICAO



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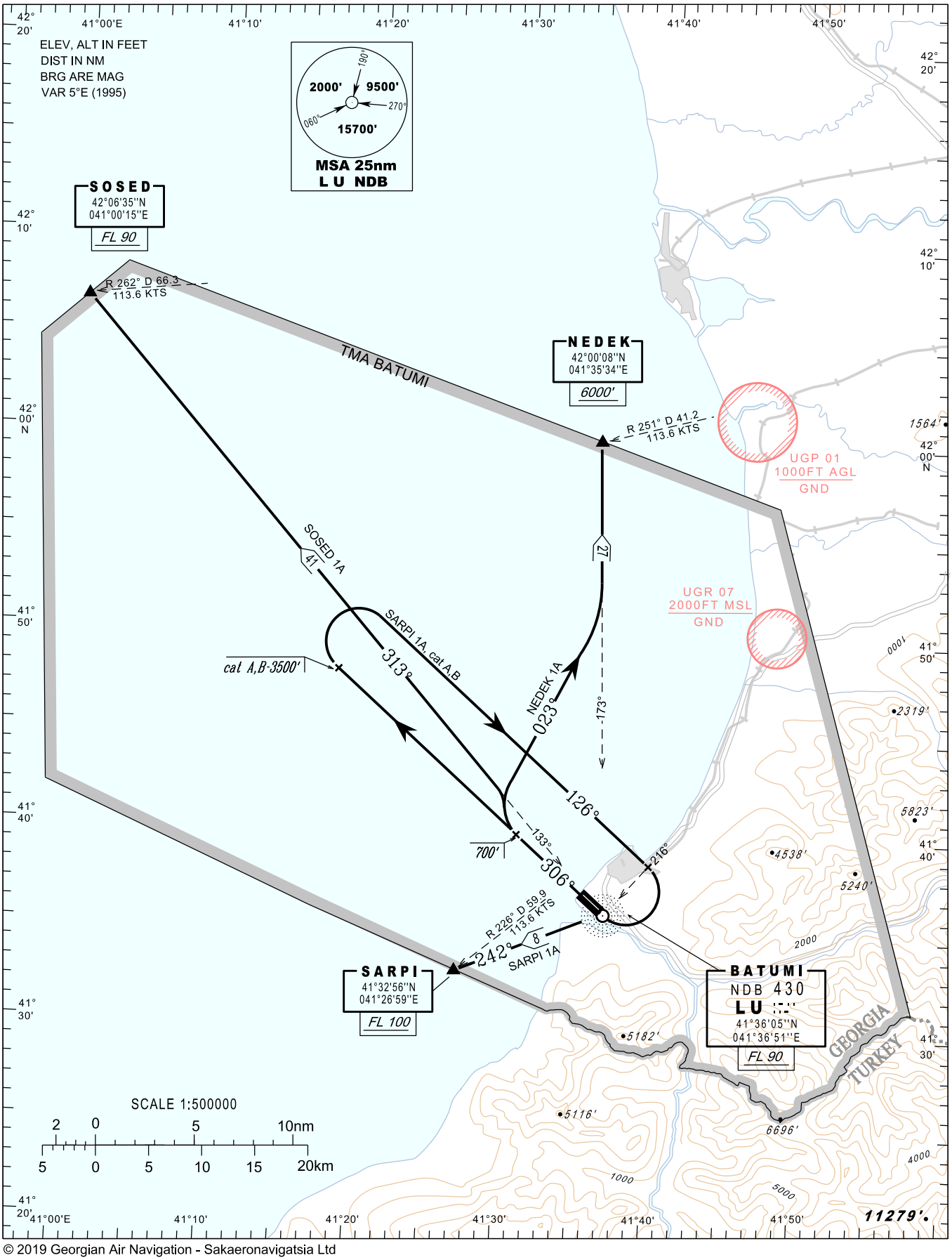
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 124.425
TWR 118.600

BATUMI (UGSB)
RWY 31

NEDEK 1A, SOSED 1A, SARPI 1A



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 31 (SOSED)

SID	ROUTING AND ALTITUDES	MIN. CLIMB GRAD.
NEDEK 1A	**NEDEK ONE ALFA** After take–off climb on RWY heading to 700 FT, continue climb to 6000 FT turning RIGHT onto track 023° to intercept bearing 353° of LU NDB, therefrom on track 353° to NEDEK to be over NEDEK at 6000 FT or above.	
SARPI 1A	**SARPI ONE ALFA** After take–off climb on RWY heading to 3500 FT, continue climb to FL 100 turning RIGHT onto track 126° to intercept bearing 216° of LU NDB, then turn RIGHT to LU, therefrom on track 242° to SARPI to be over SARPI at FL 100 or above.	
SOSED 1A	**SOSED ONE ALFA** After take–off climb on RWY heading to 700 FT, continue climb to FL 90 turning RIGHT onto track 023° to intercept bearing 313° of LU NDB, therefrom on track 313° to SOSED to be over SOSED at FL 90 or above.	

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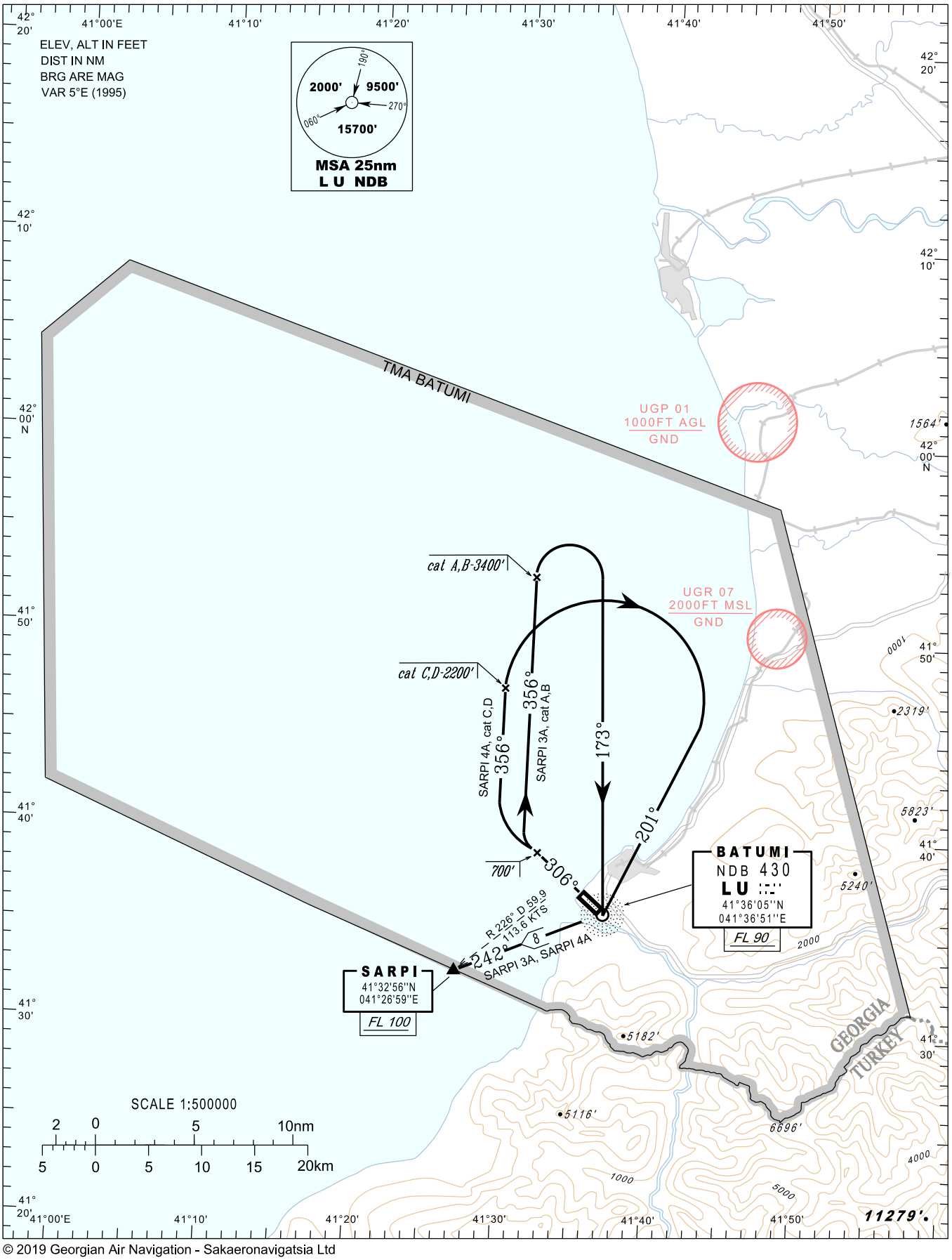
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 124.425
TWR 118.600

BATUMI (UGSB)
RWY 31

SARPI 3A, SARPI 4A



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 31

SID	ROUTING AND ALTITUDES	MIN. CLIMB GRAD.
SARPI 3A	**SARPI THREE ALFA** After take–off climb on RWY heading to 700 FT, continue climb to FL 100 turning RIGHT onto track 356°, at 3400 FT turn RIGHT to LU, therefrom on track 242° to SARPI to be over SARPI at FL 100 or above.	**4.0%**
SARPI 4A	**SARPI FOUR ALFA** After take–off climb on RWY heading to 700 FT, continue climb to FL 100 turning RIGHT onto track 356°, at 2200 FT turn RIGHT to LU, therefrom on track 242° to SARPI to be over SARPI at FL 100 or above.	**4.0%**

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STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

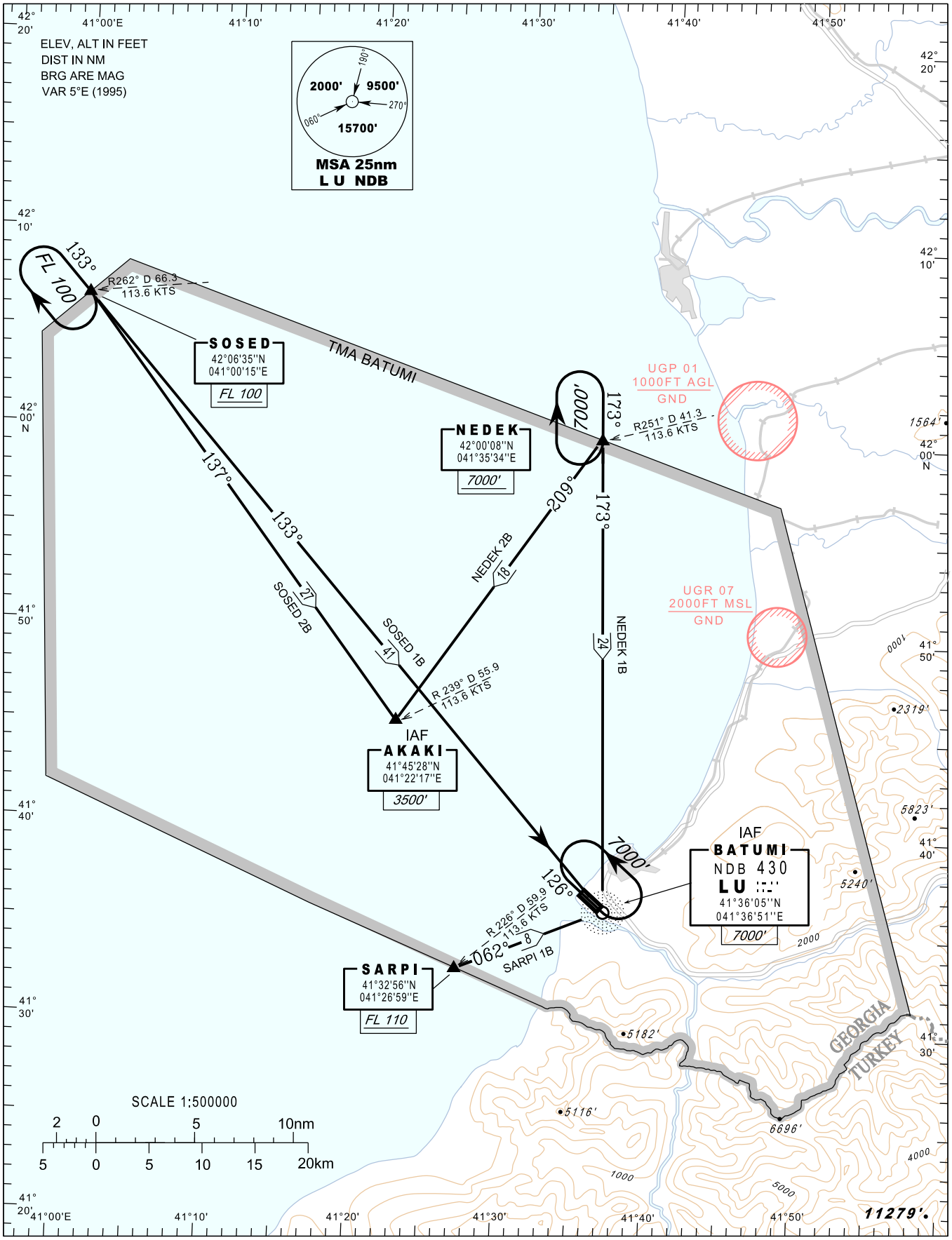
TRANSITION LEVEL FL 90
TRANSITION ALTITUDE 7000'

APP	124.425
TWR	118.600

BATUMI (UGSB)

RWY 13

SOSED 1B, SOSED 2B, SARPI 1B
NEDEK 1B, NEDEK 2B



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STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 13

STAR	ROUTING AND ALTITUDES
NEDEK 1B	**NEDEK ONE BRAVO** After passing NEDEK proceed on track 173° to LU descending to 7000 FT. For further details see INSTRUMENT APPROACH CHART – ICAO: AD 2.UGSB-IAC-13-ILS, AD 2.UGSB-IAC-13-NDB-AB, AD 2.UGSB-IAC-13-NDB-CD
NEDEK 2B	**NEDEK TWO BRAVO** After passing NEDEK proceed on track 209° to IAF (AKAKI) descending to 3500 FT. For further details see INSTRUMENT APPROACH CHART – ICAO: AD 2.UGSB-IAC-13-ILS, AD 2.UGSB-IAC-13-NDB-AB, AD 2.UGSB-IAC-13-NDB-CD
SOSED 1B	**SOSED ONE BRAVO** After passing SOSED proceed on track 133° to LU descending to 7000 FT. For further details see INSTRUMENT APPROACH CHART – ICAO: AD 2.UGSB-IAC-13-ILS, AD 2.UGSB-IAC-13-NDB-AB, AD 2.UGSB-IAC-13-NDB-CD
SOSED 2B	**SOSED TWO BRAVO** After passing SOSED proceed on track 137° to IAF (AKAKI) descending to 3500 FT. For further details see INSTRUMENT APPROACH CHART – ICAO: AD 2.UGSB- IAC-13-ILS, AD 2.UGSB-IAC-13-NDB-AB, AD 2.UGSB-IAC-13-NDB-CD
SARPI 1B	**SARPI ONE BRAVO** After passing SARPI proceed on track 062° to LU descending to 7000 FT. For further details see INSTRUMENT APPROACH CHART – ICAO: AD 2.UGSB-IAC-13-ILS, AD 2.UGSB-IAC-13-NDB-AB, AD 2.UGSB-IAC-13-NDB-CD

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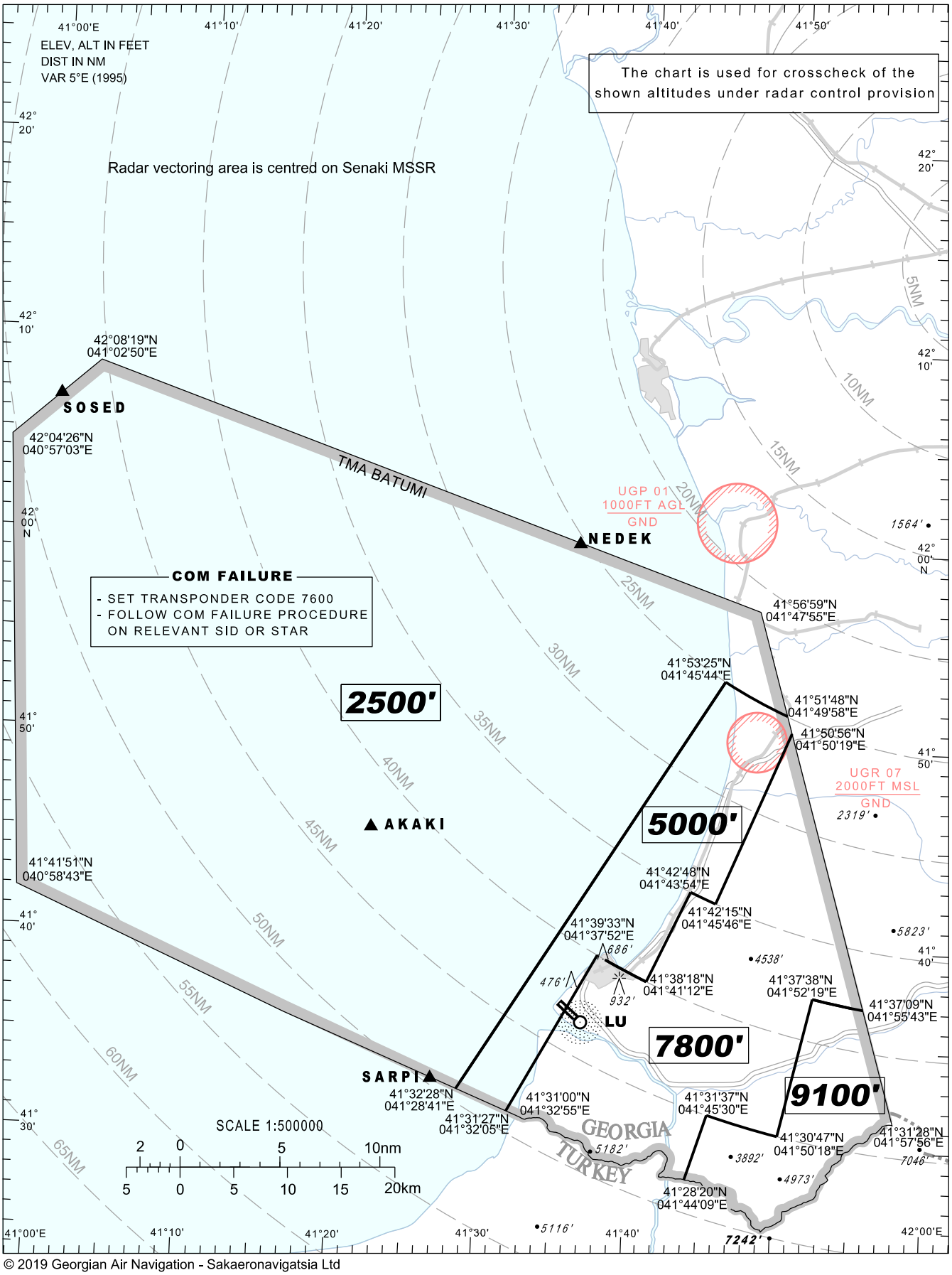
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BATUMI (UGSB)

AERODROME ELEV 37'
TRANSITION ALT 7000'

APP	124.425
TWR	118.600



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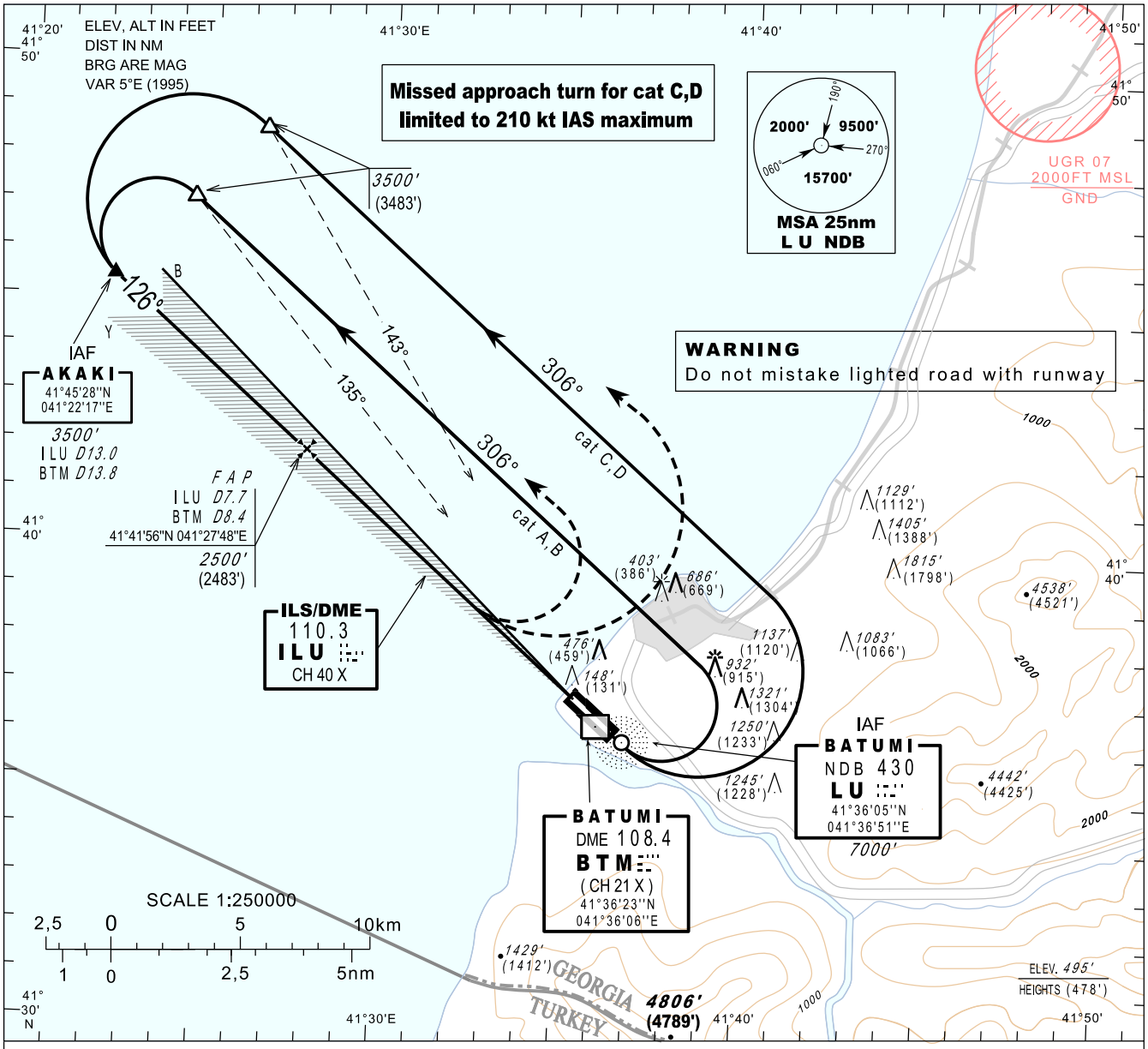
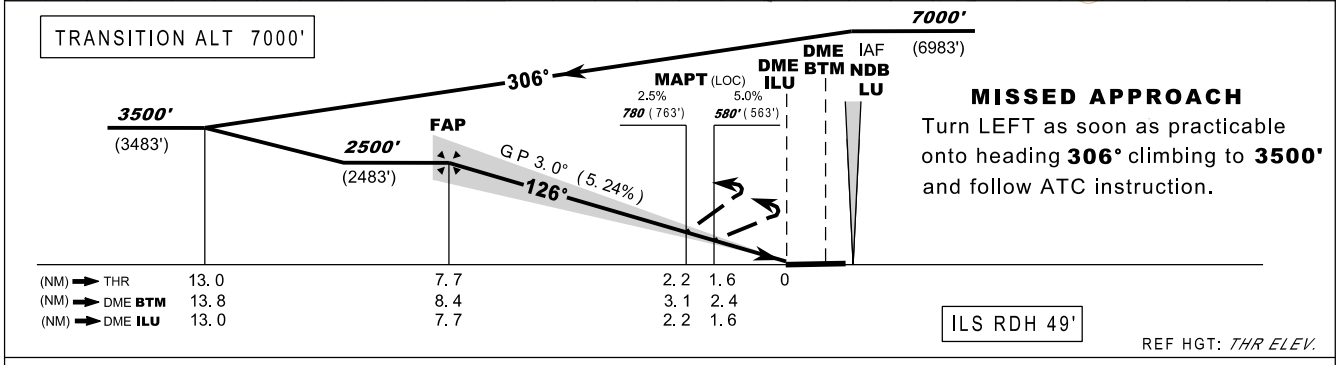
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 37'
HEIGHTS RELATED TO
THR RWY 13 - ELEV 17'

APP	124.425
TWR	118.600

BATUMI (UGSB) ILS/DME or LOC RWY 13





MISSED APPROACH
Turn LEFT as soon as practicable onto heading **306°** climbing to **3500'** and follow ATC instruction.

ILS RDH 49'

REF HGT: *THR ELEV.*

Straight-in Approach			
Missed APCH climb gradient	ILS		LOC ONLY
	A B	C D	A B C D
	OCA / OCH		
2.5%	**640** (623)	**710** (693)	**780** (763)
5.0%	**560** (543)	**580** (563)	**580** (563)

Timing is not authorised for defining the MAPT

DME ILU NM	9	8	7	6	5	4	3	2
ALT (HGT) ft	**2932** (2915)	**2614** (2597)	**2295** (2278)	**1977** (1960)	**1659** (1641)	**1340** (1323)	**1022** (1005)	**703** (686)

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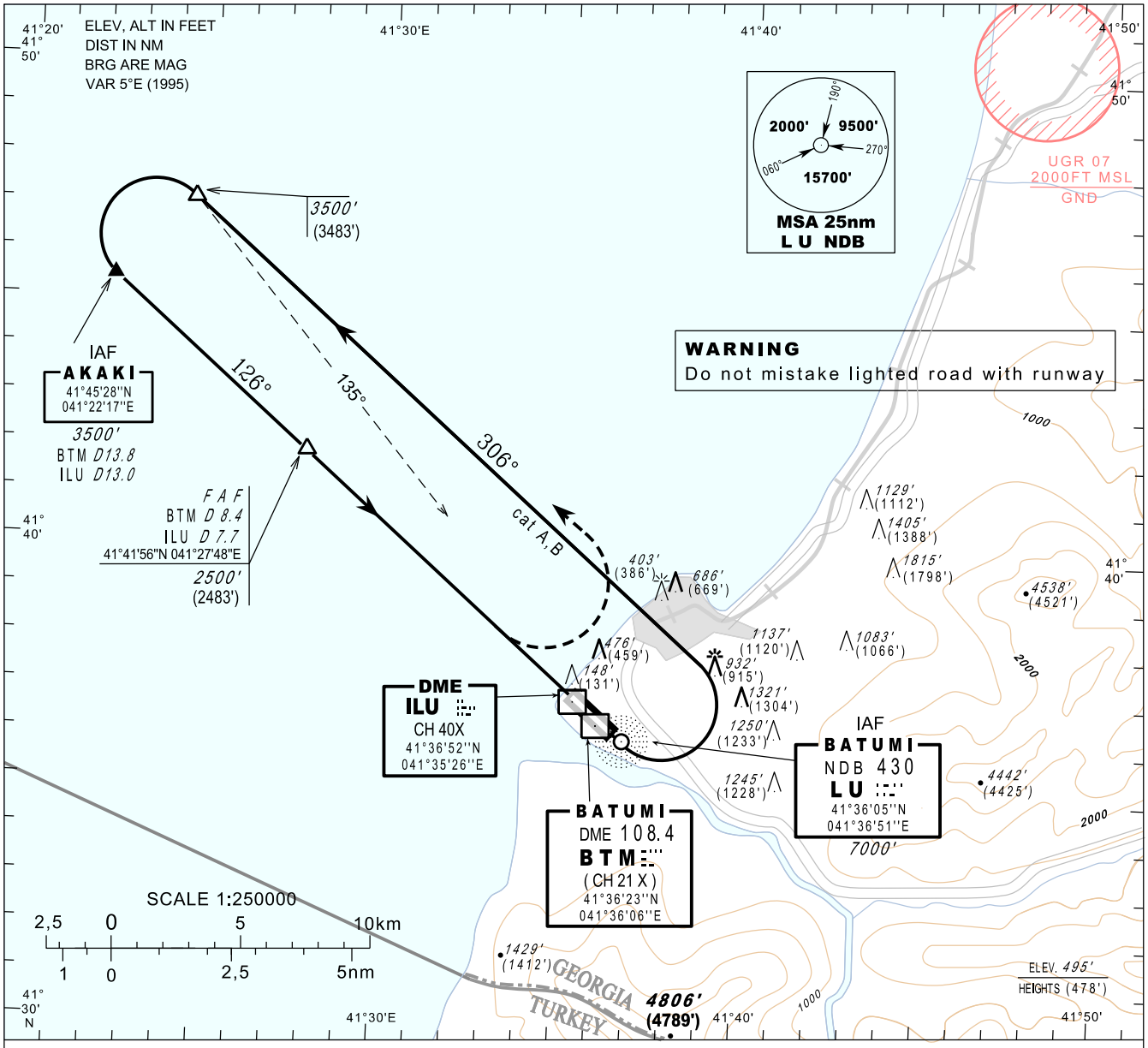
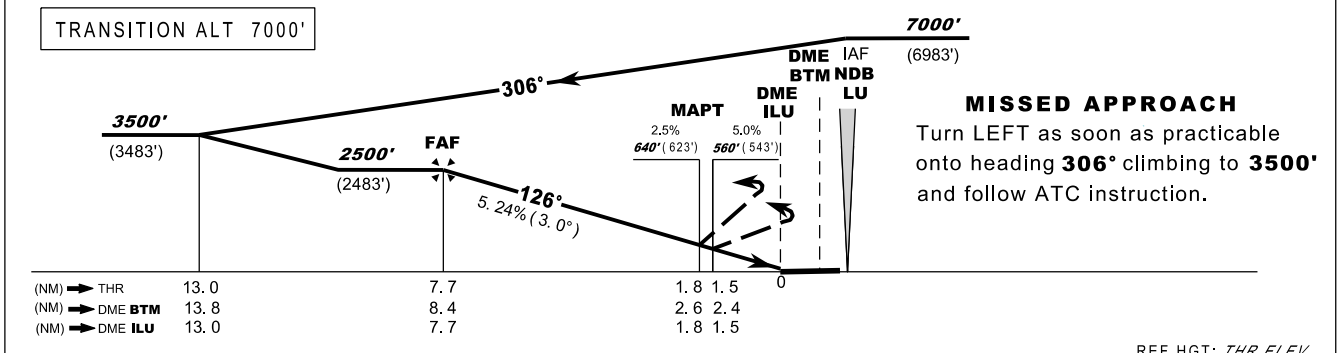
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 37'
HEIGHTS RELATED TO
THR RWY 13 - ELEV 17'

APP	124.425
TWR	118.600

BATUMI (UGSB)
NDB/DME
RWY 13
(ACFT Cat A, B)





MISSED APPROACH

Turn LEFT as soon as practicable onto heading **306°** climbing to **3500'** and follow ATC instruction.

REF HGT: *THR ELEV.*

Missed APCH climb gradient	Straight-in Approach	
	A	B
	OCA / OCH	
2.5%	**640** (623)	
5.0%	**560** (543)	

Timing is not authorised for defining the MAPT

DME ILU NM	9	8	7	6	5	4	3	2
ALT (HGT) ft	**2932** (2915)	**2614** (2597)	**2295** (2278)	**1977** (1960)	**1659** (1641)	**1340** (1323)	**1022** (1005)	**703** (686)

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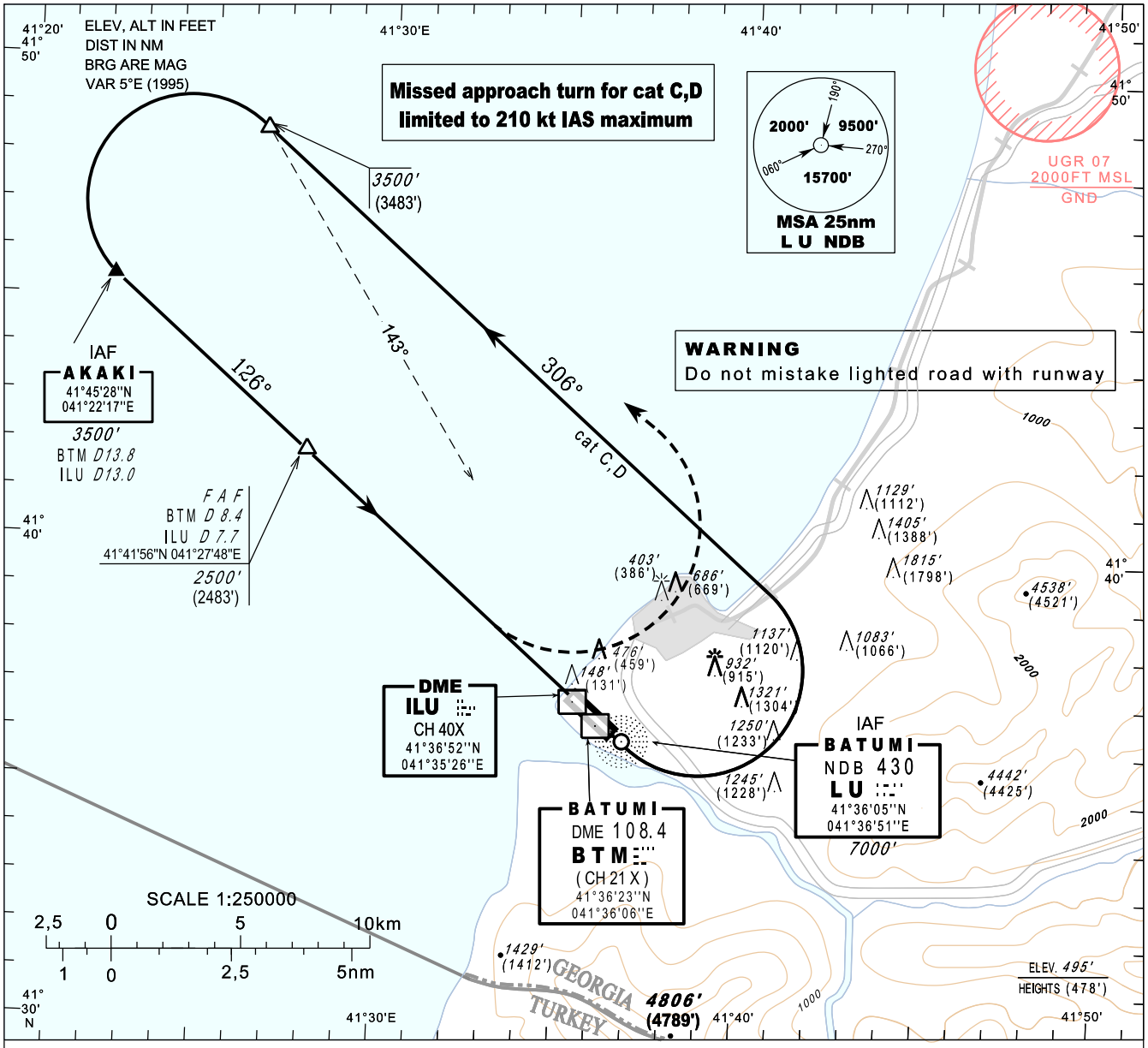
INSTRUMENT APPROACH CHART - ICAO

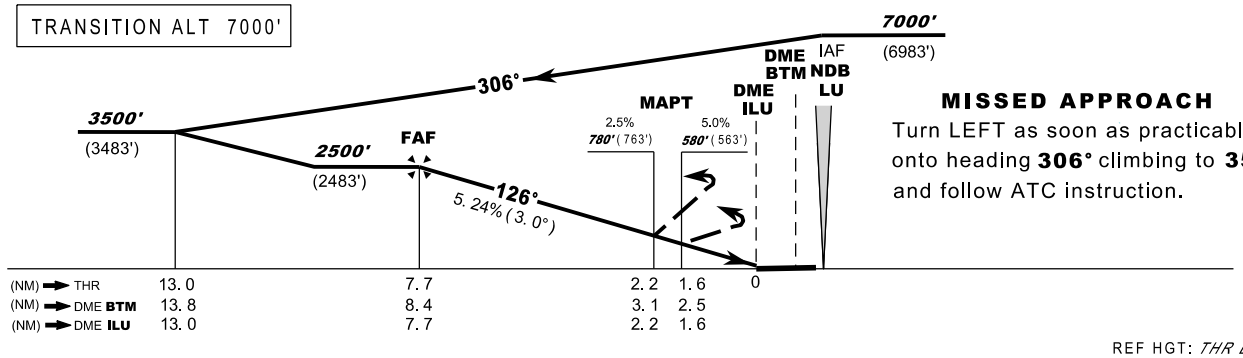
AERODROME ELEV 37'
HEIGHTS RELATED TO
THR RWY 13 - ELEV 17'

APP	124.425
TWR	118.600

BATUMI (UGSB)
NDB/DME
RWY 13
(ACFT Cat C, D)



TRANSITION ALT 7000'



MISSED APPROACH
Turn LEFT as soon as practicable onto heading **306°** climbing to **3500'** and follow ATC instruction.

REF HGT: *THR ELEV.*

Missed APCH climb gradient	Straight-in Approach	
	C	D
	OCA / OCH	
2.5%	**780** (763)	
5.0%	**580** (563)	

Timing is not authorised for defining the MAPT

DME ILU NM	9	8	7	6	5	4	3	2
ALT (HGT) ft	**2932** (2915)	**2614** (2597)	**2295** (2278)	**1977** (1960)	**1659** (1641)	**1340** (1323)	**1022** (1005)	**703** (686)

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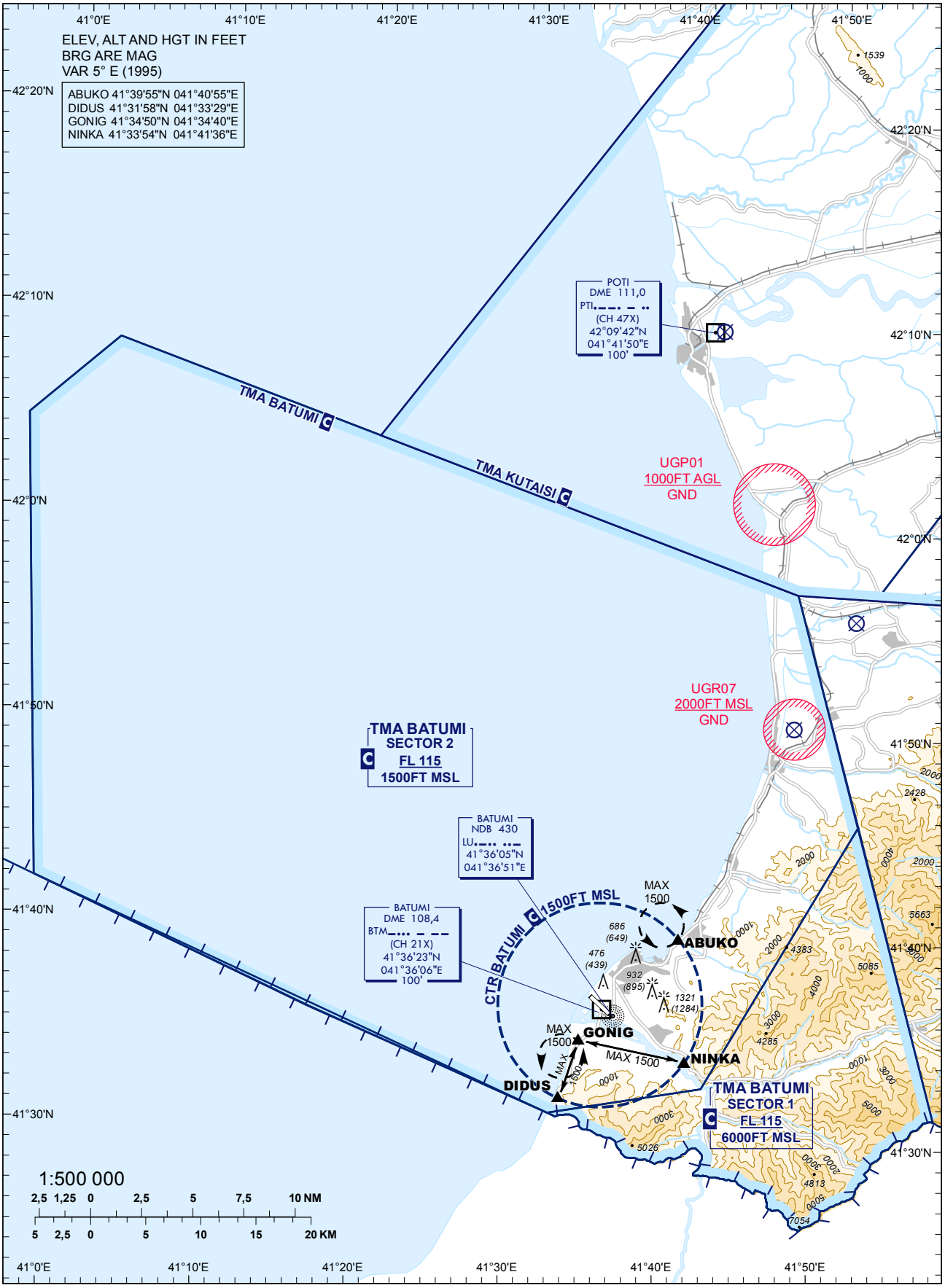
VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 37'

APP 124.425
TWR118.600

BATUMI (UGSB)

HEIGHTS RELATED TO AD ELEV



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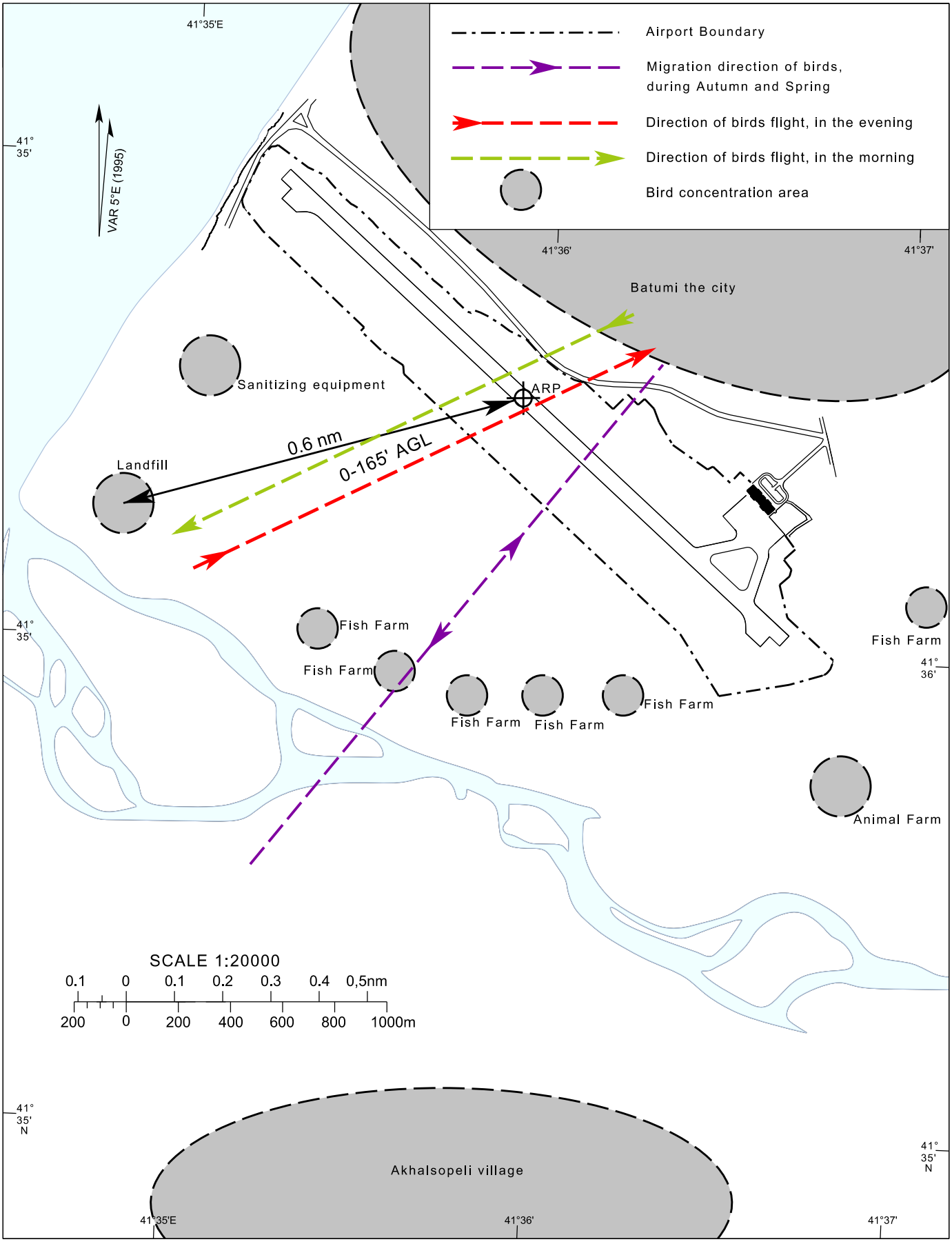
BIRD CONCENTRATIONS AND MOVEMENT

BATUMI (UGSB)



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