

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 12/30
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	7° E (2023)/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: aliozgur.pehlivan@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 Ploughs, 1 Snow Plough with blower equipment
2	Clearance priorities	1. RWY 12/30 and the access roads to the airport Rescue service 2. Taxiways in use and aircraft taxiing paths on the apron 3. Aircraft parking stands and 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 30 Elevation: 37 FT Location: THR RWY 12 Elevation: 17 FT Location: Apron Elevation: 35 FT			
4	VOR checkpoints	NIL			
5	INS checkpoints	INS: See AD Chart UGSB-ADC			
6	Remarks	Aircraft stands 14, 14A, 15, 15A, 16, 16A - Asphalt - PCN 54/F/B/X/T			

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 12 : Designation, THR, centre line, runway edge, RWY end marked as appropriate. THR, runway edge, RWY end are lighted. RWY 30: Designation, THR, centre line, runway edge, RWY end marked as appropriate. Runway edge, RWY end are lighted. Edge lights - TWYs A and B.
3	Stop bars	NIL
4	Remarks	NIL

UGSB AD 2.10 Aerodrome Obstacles*In Area 2a*

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2A001	Antenna	413652.0N 0413526.4E	75 FT	NIL	LGT: Red	NIL
UGSB2A002	Building	413646.3N 0413549.7E	117 FT	NIL	LGT: Red	NIL
UGSB2A003	Antenna	413653.5N 0413523.8E	40 FT	23 FT	Marked LGT: Red	NFM 12 GP
UGSB2A004	Antenna	413651.9N 0413526.2E	66 FT	48 FT	LGT: Red	GP

In Area 2b

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2B001	Navaid	413604.6N 0413650.8E	78 FT	NIL	Marked	NDB

In Area 2c

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2C001	Mast	413712.5N 0413631.1E	251 FT	NIL	LGT: Red	NIL
UGSB2C002	Building	413903.3N 0413748.8E	402 FT	NIL	LGT: Red	NIL
UGSB2C003	Control Tower	413633.6N 0413620.4E	198 FT	NIL	LGT: Red	ATC Building
UGSB2C004	Building	413649.6N 0413548.0E	62 FT	NIL	NIL	NIL
UGSB2C005	Building	413650.8N 0413548.7E	62 FT	NIL	NIL	NIL
UGSB2C006	Building	413730.9N 0413556.7E	351 FT	NIL	NIL	NIL
UGSB2C007	Building	413757.9N 0413642.1E	320 FT	NIL	NIL	NIL
UGSB2C008	Building	413914.8N 0413811.6E	685 FT	NIL	LGT: Red	NIL
UGSB2C009	Building	413747.4N 0413608.6E	476 FT	NIL	NIL	NIL

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2C010	Building	413805.3N 0413626.1E	304 FT	NIL	NIL	NIL
UGSB2C011	Building	413816.8N 0413638.5E	293 FT	NIL	NIL	NIL
UGSB2C012	Building	413814.9N 0413636.2E	378 FT	NIL	NIL	NIL
UGSB2C013	Building	413813.2N 0413633.9E	294 FT	NIL	NIL	NIL
UGSB2C014	Building	413804.0N 0413629.6E	261 FT	NIL	NIL	NIL
UGSB2C015	Building	413916.2N 0413819.6E	539 FT	NIL	NIL	NIL
UGSB2C016	Building	413900.7N 0413745.1E	646 FT	NIL	NIL	NIL
UGSB2C017	Building	413749.4N 0413640.8E	278 FT	NIL	NIL	NIL
UGSB2C018	Building	413744.7N 0413611.8E	275 FT	NIL	NIL	NIL
UGSB2C019	Building	413801.2N 0413647.2E	260 FT	NIL	NIL	NIL
UGSB2C020	Building	413751.8N 0413622.0E	217 FT	NIL	NIL	NIL
UGSB2C021	Building	413810.9N 0413651.3E	229 FT	NIL	NIL	NIL
UGSB2C022	Building	413813.5N 0413652.4E	295 FT	NIL	NIL	NIL
UGSB2C023	Building	413810.6N 0413647.1E	444 FT	NIL	NIL	NIL
UGSB2C024	Building	413825.1N 0413757.9E	231 FT	NIL	NIL	NIL
UGSB2C025	Building	413805.9N 0413635.0E	279 FT	NIL	NIL	NIL
UGSB2C026	Building	413751.8N 0413610.2E	256 FT	NIL	NIL	NIL
UGSB2C027	Building	413743.5N 0413631.6E	194 FT	NIL	NIL	NIL
UGSB2C028	Building	413711.5N 0413521.6E	108 FT	NIL	NIL	NIL
UGSB2C029	Building	413719.2N 0413539.9E	189 FT	NIL	NIL	NIL
UGSB2C030	Building	413732.3N 0413922.2E	932 FT	NIL	NIL	NIL
UGSB2C031	Pole	413654.5N 0413520.7E	52 FT	NIL	LGT: Red	12 Wind Sensor
UGSB2C032	Building	413746.6N 0413622.7E	208 FT	NIL	NIL	NIL
UGSB2C033	Building	413713.9N 0413526.3E	162 FT	NIL	NIL	NIL
UGSB2C034	Building	413713.4N 0413526.0E	162 FT	NIL	NIL	NIL
UGSB2C035	Building	413714.3N 0413527.2E	162 FT	NIL	NIL	NIL
UGSB2C036	Building	413726.3N 0413547.8E	328 FT	NIL	NIL	NIL
UGSB2C037	Mast	413509.5N 0414109.1E	1245 FT	NIL	NIL	NIL
UGSB2C038	Mast	413614.3N 0414104.2E	1250 FT	NIL	LGT: Red	NIL

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2C039	Mast	413809.9N 0414300.0E	1083 FT	NIL	LGT: Red	NIL
UGSB2C040	Mast	413654.1N 0414009.0E	1321 FT	NIL	LGT: Red	NIL
UGSB2C041	Building	413856.1N 0413731.2E	206 FT	NIL	NIL	NIL
UGSB2C042	Building	413751.4N 0413613.4E	374 FT	NIL	NIL	NIL
UGSB2C043	Building	413819.5N 0413704.1E	377 FT	NIL	NIL	NIL
UGSB2C044	Building	413759.3N 0413631.1E	210 FT	NIL	NIL	NIL
UGSB2C045	Building	413648.5N 0413549.6E	75 FT	NIL	NIL	NIL
UGSB2C046	Building	413650.4N 0413548.9E	56 FT	NIL	NIL	NIL
UGSB2C047	Building	413654.9N 0413544.1E	69 FT	NIL	NIL	NIL
UGSB2C048	Building	413656.6N 0413539.3E	62 FT	NIL	NIL	NIL
UGSB2C049	Building	413647.0N 0413551.5E	49 FT	NIL	NIL	NIL
UGSB2C050	Building	413647.6N 0413552.5E	59 FT	NIL	NIL	NIL
UGSB2C051	Building	413648.0N 0413551.1E	56 FT	NIL	NIL	NIL
UGSB2C052	Building	413649.0N 0413548.8E	59 FT	NIL	NIL	NIL
UGSB2C053	Building	413855.2N 0413724.9E	600 FT	NIL	LGT: Red	NIL
UGSB2C054	Building	413712.8N 0413526.2E	170 FT	NIL	NIL	NIL
UGSB2C055	Pole	413611.0N 0413627.6E	70 FT	NIL	Marked LGT: Red	30 Wind Sensor
UGSB2C056	Navaid	413623.0N 0413606.2E	53 FT	NIL	Marked LGT: Red	DME
UGSB2C057	Pole	413631.1N 0413556.5E	47 FT	NIL	Marked LGT: Red	Middle Wind Sensor
UGSB2C058	Building	413713.9N 0413554.1E	246 FT	NIL	NIL	NIL
UGSB2C059	Building	413733.5N 0413605.8E	361 FT	NIL	NIL	NIL
UGSB2C060	Building	413812.9N 0413646.1E	339 FT	NIL	NIL	NIL
UGSB2C061	Building	413823.8N 0413647.4E	566 FT	NIL	NIL	NIL
UGSB2C062	Building	413823.9N 0413651.6E	572 FT	NIL	NIL	NIL
UGSB2C063	Building	413816.8N 0413701.0E	416 FT	NIL	NIL	NIL
UGSB2C064	Building	413828.1N 0413654.8E	236 FT	NIL	NIL	NIL
UGSB2C065	Building	413822.1N 0413700.8E	421 FT	NIL	NIL	NIL
UGSB2C066	Building	413819.6N 0413704.4E	391 FT	NIL	NIL	NIL
UGSB2C067	Building	413817.1N 0413708.5E	454 FT	NIL	NIL	NIL

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB2C068	Building	413814.0N 0413715.0E	439 FT	NIL	NIL	NIL
UGSB2C069	Building	413812.1N 0413713.8E	460 FT	NIL	NIL	NIL
UGSB2C070	Building	413809.9N 0413715.9E	386 FT	NIL	NIL	NIL
UGSB2C071	Building	413807.6N 0413718.0E	494 FT	NIL	NIL	NIL
UGSB2C072	Building	413800.2N 0413720.9E	386 FT	NIL	NIL	NIL
UGSB2C073	Building	413753.9N 0413731.3E	373 FT	NIL	NIL	NIL
UGSB2C074	Building	413750.8N 0413732.8E	340 FT	NIL	NIL	NIL
UGSB2C075	Building	413828.1N 0413701.1E	356 FT	NIL	NIL	NIL
UGSB2C076	Building	413823.8N 0413704.5E	438 FT	NIL	NIL	NIL
UGSB2C077	Building	413830.4N 0413700.6E	288 FT	NIL	NIL	NIL
UGSB2C078	Building	413832.3N 0413703.1E	276 FT	NIL	NIL	NIL
UGSB2C079	Building	413826.1N 0413711.6E	203 FT	NIL	NIL	NIL
UGSB2C080	Building	413823.6N 0413715.4E	315 FT	NIL	NIL	NIL
UGSB2C081	Building	413830.1N 0413658.2E	448 FT	NIL	NIL	NIL
UGSB2C082	Building	413830.8N 0413711.7E	212 FT	NIL	NIL	NIL
UGSB2C083	Building	413826.2N 0413755.4E	310 FT	NIL	NIL	NIL
UGSB2C084	Building	413821.7N 0413644.6E	561 FT	NIL	NIL	NIL

In Area 3

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB3001	Pole	413627.2N 0413630.6E	102.3 FT	NIL	Marked LGT: Red	Light Mast
UGSB3002	Pole	413625.9N 0413628.8E	101.1 FT	NIL	Marked LGT: Red	Light Mast
UGSB3003	Building	413624.5N 0413638.9E	70.5 FT	NIL	NIL	NIL
UGSB3004	Pole	413619.3N 0413642.1E	111.0 FT	NIL	Marked LGT: Red	Light Mast
UGSB3005	Pole	413652.7N 0413527.2E	27.3 FT	NIL	Marked	FD12P Weather Sensor
UGSB3006	Fence	413626.4N 0413633.7E	36.4 FT	NIL	NIL	NIL
UGSB3007	Fence	413627.3N 0413632.5E	35.8 FT	NIL	NIL	NIL
UGSB3008	Fence	413628.3N 0413630.7E	33.1 FT	NIL	NIL	NIL
UGSB3009	Fence	413627.9N 0413630.1E	35.4 FT	NIL	NIL	NIL

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGSB3010	Fence	413628.6N 0413628.6E	31.2 FT	NIL	NIL	NIL
UGSB3011	Fence	413626.8N 0413626.8E	32.2 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, U85, U70, U50, U30, U20, P85, P70, P50, P40, P30, P20, 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
12	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
30	310.91°			THR: 413608.27N 0413641.64E GUND: 68 FT	THR: 37 FT TDZ: NIL

Slope of RWY-SWY 7	SWY dimensions 8	CWY dimensions 9	Strip dimensions 10	RESA dimensions 11	Arresting System 12	OFZ 13	Remarks 14
0.24%	NIL	NIL	2620 M x 280 M	120 M x 90 M	NIL	NIL	On the left side of RWY 12 first 890 M of the strip decreased to 75 M instead of 140 M and final 162 M of the strip decreased to 85 M instead of 140 M.
-0.24%	NIL	NIL		120 M x 90 M	NIL	NIL	On the left side of RWY 12 first 890 M of the strip decreased to 75 M instead of 140 M and final 162 M of the strip decreased to 85 M instead of 140 M.

UGSB AD 2.13 Declared distances

RWY Designator 1	TORA 2	TODA 3	ASDA 4	LDA 5	Remarks 6
12	2500 M	2500 M	2500 M	2500 M	NIL
30	2500 M	2500 M	2500 M	2500 M	NIL

UGSB AD 2.14 Approach and runway lighting

RWY Designator 1	APCH LGT type LEN INTST 2	RTHL colour WBAR 3	VASIS (MEHT) PAPI 4	RTZL LEN 5	RCLL LEN, spacing, colour, INTST 6	REDL LEN, spacing, colour, INTST 7	RENL colour, WBAR 8	STWL LEN, colour 9	Remarks 10
12	HIALS 210 M LIH	Green	PAPI Left/3.0° (51 FT)	NIL	NIL	2500 M, 60 M White; FM 1900 M Yellow; LIH	Red	NIL	NIL
30	NIL	NIL	NIL	NIL	NIL	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 1 413413N 0413429E - 413450N 0413319E - 413406N 0412939E - 413828N 0412254E - 414757N 0413350E - 414149N 0414316E - 413413N 0413429E 1500 FT AMSL GND BATUMI CTR 2 413239N 0413727E - 413413N 0413429E - 414149N 0414316E - 414002N 0414600E - 413335N 0414117E - 413239N 0413727E 3500 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 12 (7°E/2023) ILS	ILU	110.300 MHZ	H24	413603.6N 0413648.8E	Not applicable	NIL	NIL
GP 12	—	335.000 MHZ	H24	413651.9N 0413526.2E	Not applicable	NIL	NIL
DME 12	ILU	CH 40X	H24	413651.8N 0413526.3E	100 FT	NIL	Omnidirectional Coverage range up to 25 NM
NDB (7°E/2023)	LU	430 KHZ	H24	413604.6N 0413650.8E	Not applicable	NIL	NIL
DME	BTM	CH 21X	H24	413623.0N 0413606.2E	100 FT	NIL	Omnidirectional

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.

During push back maneuvers engine start-up allowed only on idle power. After completion of push back use minimum break away power to initiate aircraft movement.

Departing IFR and VFR flights shall contact TWR to obtain ATC clearance before commencing taxiing. 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.

Helicopters with wheeled landing gear shall ground taxi to/from stands 10, 10A, 11, 12, 13.

Helicopters with skid landing gear shall air taxi to/from stands 10, 10A, 11, 12, 13.

Helicopters shall taxi into aircraft stands 10, 10A, 11, 12, 13 under own engine power after "FOLLOW ME" vehicle. From stands 10, 10A, 11, 12, 13 helicopters shall perform 180 degrees turn in a hover due to taxi out.

5 Apron – taxiing during winter conditions

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

The aircraft parking stand 12 is 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 30 must be used for take-off only and RWY 12 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 RWY12 and landing on RWY30 is only permitted in daytime 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

2.1 General

ATS surveillance service within Batumi TMA is provided by Batumi approach unit (call sign "Batumi approach") on frequency 124.425 MHZ.

Horizontal separation minimum applicable within Batumi TMA is 5 NM.

ATIS is not available. All pertinent information is provided by ATC.

2.2 Procedures for arrival flights

Arrival flight capable of RNAV1 (GNSS) will normally be cleared to follow appropriate RNAV STAR or will be given direct routings to the waypoints designated as initial approach fix or intermediate fix of the ILS z (or LOC z) instrument approach procedures. Loss of RNAV1 (GNSS) capability shall be immediately reported to ATC.

Arrival flights not capable of RNAV1 (GNSS) will normally be vectored for final approach. Alternatively, direct routing to LU (IAF) may be given followed by ILS y (or LOC y or NDB) instrument approach procedures. If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV STAR or to proceed direct to a waypoint associated with ILS z (or LOC z) instrument approach procedures, the clearance shall be rejected and the reason stated: "UNABLE RNAV 1 (GNSS)".

Published speed restrictions on STARs and instrument approach procedures shall always be complied with. Controllers are not allowed to cancel published speed restrictions.

2.3 Procedures for departing flights

Departing flights capable of RNAV1 (GNSS) will normally be cleared to follow appropriate RNAV SID of RWY 30. Loss of RNAV1 (GNSS) capability shall be reported to ATC as soon as possible.

Departing flights not capable of RNAV1 (GNSS) will be instructed to "CONTINUE RUNWAY HEADING" (or "CLIMB STRAIGHT AHEAD") for RWY 30. If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV SID, the clearance shall be rejected and the reason stated: "UNABLE RNAV 1 (GNSS)".

When cleared level requires an ACFT to level-off on SID, ATC Surveillance Minimum Altitudes will be respected by controller.

As an alternative to any SID of RWY 30, controller may instruct to "CONTINUE RUNWAY HEADING" or "CLIMB STRAIGHT AHEAD". In such cases standard climb gradient of 3.3 % or greater shall be maintained.

Visual departures are not implemented.

2.4 FPL route options for arrivals and departures

Arrivals to UGSB:

STAR First Point	Available Routings	Remarks
KUSSA *	..GUSLI DCT KTS DCT KUSSA	-
	..LURIS DCT KTS DCT KUSSA	-
	...KUFAN DCT EMBUS DCT KTS DCT KUSSA	-
	...KTS DCT KUSSA	Any FRA DCT is available before KTS when cruising level is below FL160
	...H5 KUSSA	Only available for departures from local airports
	[SID] KUSSA	SID from UGKO to KUSSA
ODILI *	...ADEKI DCT BADIR DCT ODILI	-
	...TISOT DCT LAGAS DCT ODILI	-
	...OGEVI DCT TETRO DCT ODILI	-
	...ZAGOT DCT TETRO DCT ODILI	Only available for departures from UGTB
	...PALLE DCT TETRO DCT ODILI	Only available for departures from UGTB
ROLIN	As available via Ankara FIR	-
SARPI	As available via Ankara FIR	-
SOSED *	...IDLER DCT SOSED	-
	...BANUT DCT SOSED	-
Direct ARR Point	Available Routings	Remarks
LU *	...H5 LU	Only available for departures from local airports

* G, M and X types of flight are not restricted by the routing options described in the table.

Note: Cleared levels assigned by ATC during descent on DCT segments will be based on relevant ATC Surveillance Minimum Altitude Charts.

Departures from UGSB:

SID Last Point	Available Routings	Remarks
BARUS *	BARUS DCT TAVRO...	-
	BARUS DCT AGISO DCT OGEVI...	-
FIBBE *	FIBBE DCT LAPTO...	-
	FIBBE DCT LURIS...	-
	FIBBE DCT GIMUR...	-
	FIBBE DCT KUFAN...	-
	FIBBE DCT DISKA...	-
IZERO	As available via Ankara FIR	-
PORZA *	PORZA DCT BANUT...	-
TUZZA	TUZZA [STAR]	STAR from TUZZA to UGKO
Direct DEP Point	Available Routings	Remarks
KUSSA	KUSSA H5...	KUSSA is only recommended to be used when TUZZA1D, BARUS1 or FIBBE1 SID requirements cannot be met
LU	LU...	Only available for arrivals to UGSB

SARPI	As available via Ankara FIR	Only available for arrivals to LTFO
* G, M and X types of flight are not restricted by the routing options described in the table.		

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.

Transfer of VFR flights between Batumi APP and Batumi TWR is conducted over established entry/exit points of CTR as 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

Aircraft shall establish two-way radio communication with Batumi tower before conducting flights in Batumi CTR.

VFR flights intending to enter Batumi CTR from uncontrolled airspace shall establish communication with Batumi tower at least 5 minutes before entry to obtain clearance.

VFR flights within Batumi CTR shall be conducted at or below 1500 FT AMSL within CTR1 and at or below 3500 FT within CTR2 unless otherwise cleared by the TWR unit.

VFR flights shall be conducted with visual reference to the ground.

VFR flights shall enter/exit Batumi CTR via the entry/exit points shown on the Visual Approach Chart AD 2.UGSB-VAC, unless otherwise instructed by APP or TWR unit.

If the traffic situation requires or the active runway is blocked, the aircraft conducting VFR flight may be directed to the holding area established at point ABUKO (Max. 1000 FT AMSL) or instructed to stay outside CTR.

All VFR reporting points of Batumi CTR are described in the following table:

Name	Geographical coordinates	Visual reference
VERTE	414224N 0414223E	North of Mtsvane Kontskhi
QOZON	413335N 0414117E	Over the right bank of Chorokhi river west of Erge village
DOQQA	413430N 0413356E	Over coastline, west of Gonio Castle
ABUKO	413955N 0414055E	Over the junction of Korilistskhali river with the black sea

See also the Visual Approach Chart AD 2.UGSB-VAC.

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 12/30 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 12/30, 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 12/30. 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
Area Chart – ICAO	AD 2.UGSB-ARC
Aerodrome Obstacle Chart – ICAO Type A	AD 2.UGSB-AOC-A

Standard Departure Chart – Instrument – ICAO – RNAV RWY 30	AD 2.UGSB-SID-RNAV-30-1
Standard Departure Routes – Instrument – RNAV RWY 30	AD 2.UGSB-SID-RNAV-30-3 AD 2.UGSB-SID-RNAV-30-5
Standard Arrival Chart - Instrument – ICAO – RNAV RWY 12	AD 2.UGSB-STAR-RNAV-12-1
Standard Arrival Routes - Instrument – RNAV RWY 12	AD 2.UGSB-STAR-RNAV-12-3
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2.UGSB-ATCSMAC-1
ATC Surveillance Minimum Altitude Sectors' Coordinates	AD 2.UGSB-ATCSMAC-3
Instrument Approach Chart – ICAO RWY 12 (ILS y)	AD 2.UGSB-IAC-12-ILSy
Instrument Approach Chart – ICAO RWY 12 (ILS z)	AD 2.UGSB-IAC-12-ILSz-1
RNAV Transition Coding Tables – RWY 12 (ILS z)	AD 2.UGSB-IAC-12-ILSz-3
Instrument Approach Chart – ICAO RWY 12 (LOC y)	AD 2.UGSB-IAC-12-LOCy
Instrument Approach Chart – ICAO RWY 12 (LOC z)	AD 2.UGSB-IAC-12-LOCz-1
RNAV Transition Coding Tables – RWY 12 (LOC z)	AD 2.UGSB-IAC-12-LOCz-3
Instrument Approach Chart – ICAO RWY 12 (NDB)	AD 2.UGSB-IAC-12-NDB
Visual Approach Chart – ICAO	AD 2.UGSB-VAC
Bird Concentrations and Movement	AD 2.UGSB-BIRD

UGSB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

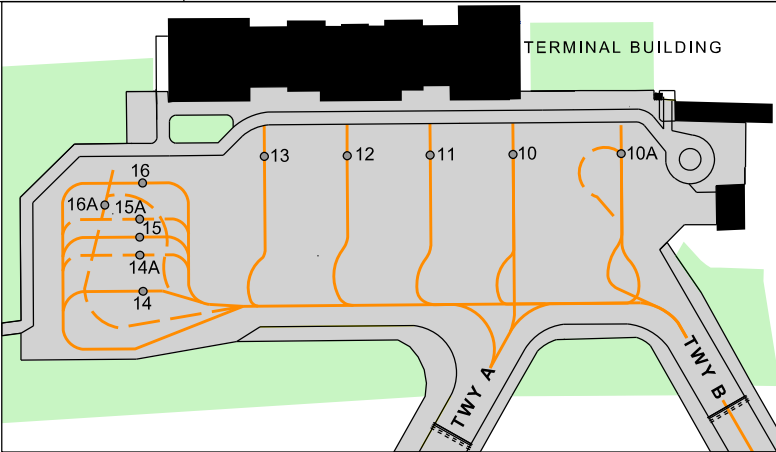
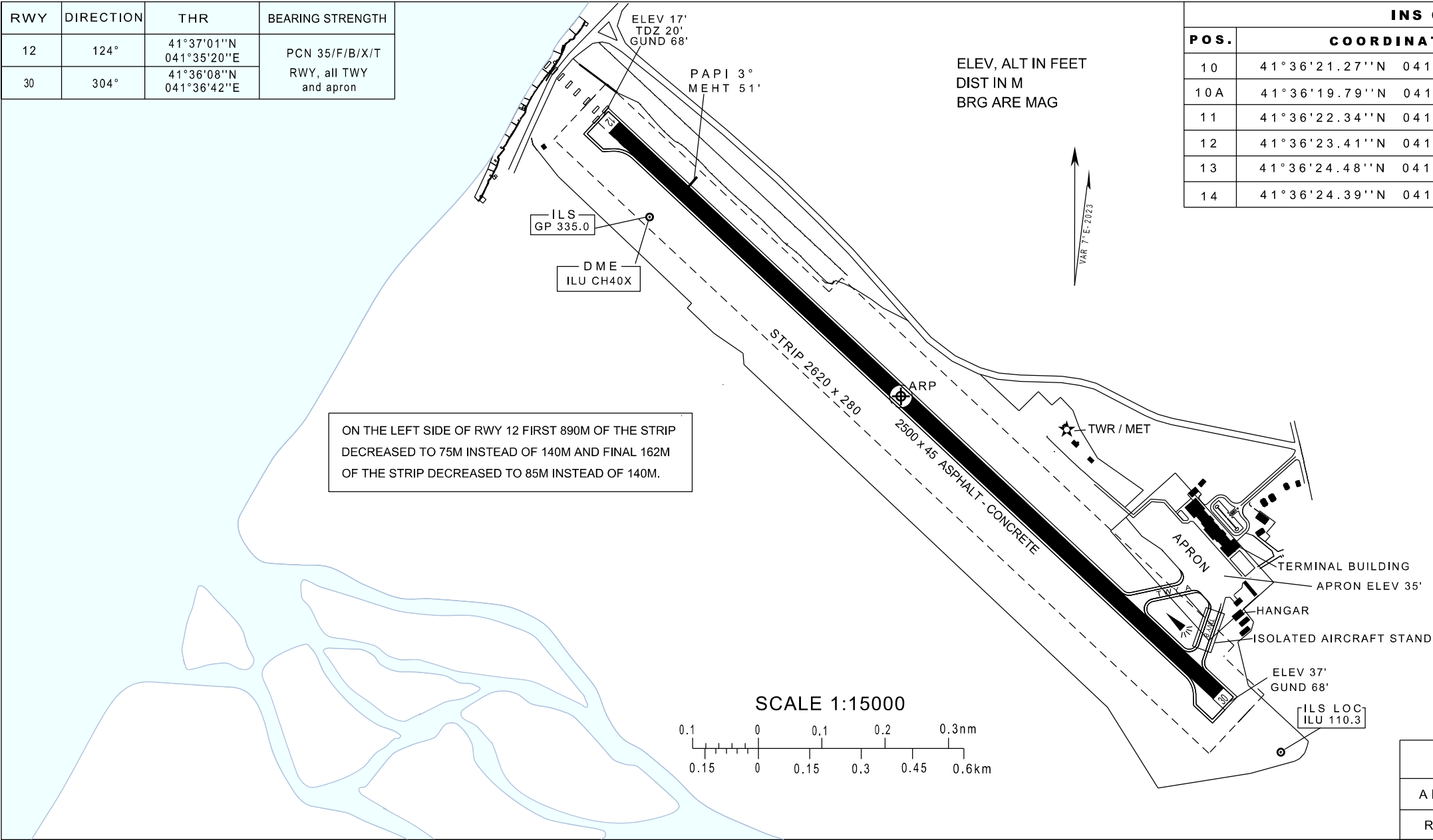
AERODROME CHART - ICAO

BATUMI (UGSB)

41°36'37" N
041°35'58" E
ELEV. 37'
TWR 118.6

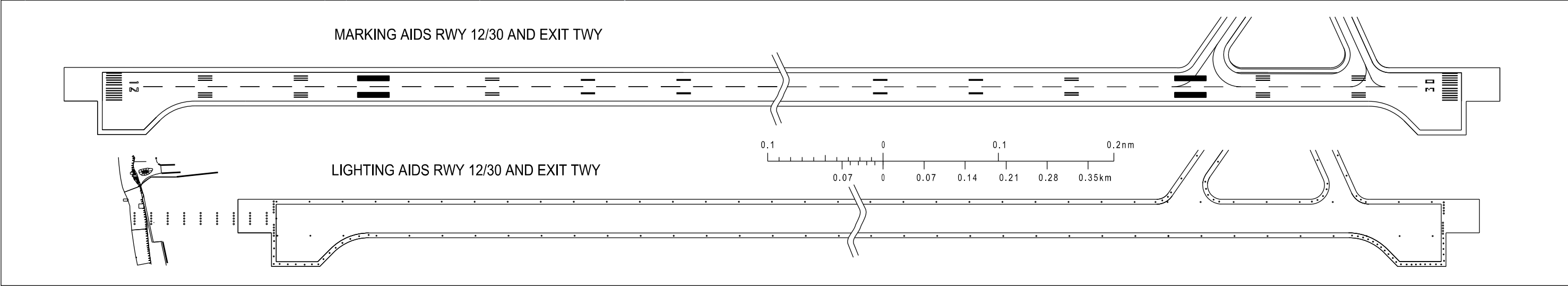
RWY	DIRECTION	THR	BEARING STRENGTH
12	124°	41°37'01"N 041°35'20"E	PCN 35/F/B/X/T RWY, all TWY and apron
30	304°	41°36'08"N 041°36'42"E	

INS COORDINATES FOR AIRCRAFT STANDS					
POS.	COORDINATES		POS.	COORDINATES	
10	41°36'21.27''N	041°36'39.74''E	14A	41°36'25.04''N	041°36'31.63''E
10A	41°36'19.79''N	041°36'41.44''E	15	41°36'25.07''N	041°36'32.19''E
11	41°36'22.34''N	041°36'38.36''E	15A	41°36'25.49''N	041°36'32.26''E
12	41°36'23.41''N	041°36'36.98''E	16	41°36'25.74''N	041°36'33.12''E
13	41°36'24.48''N	041°36'35.60''E	16A	41°36'26.02''N	041°36'32.27''E
14	41°36'24.39''N	041°36'31.26''E			



TAXIWAYS WIDTH, SURFACE
TWY A : 23 M Asphalt-Concrete
TWY B : 23 M Asphalt-Concrete
Aircraft stands № 14,14A,15,15A,16,16A - Asphalt-PCN 54/F/B/X/T

LEGEND	
AIRCRAFT STAND	○13
RWY-HOLDING POSITION MARKING PATTERN A	=====



Changes: Scale updated

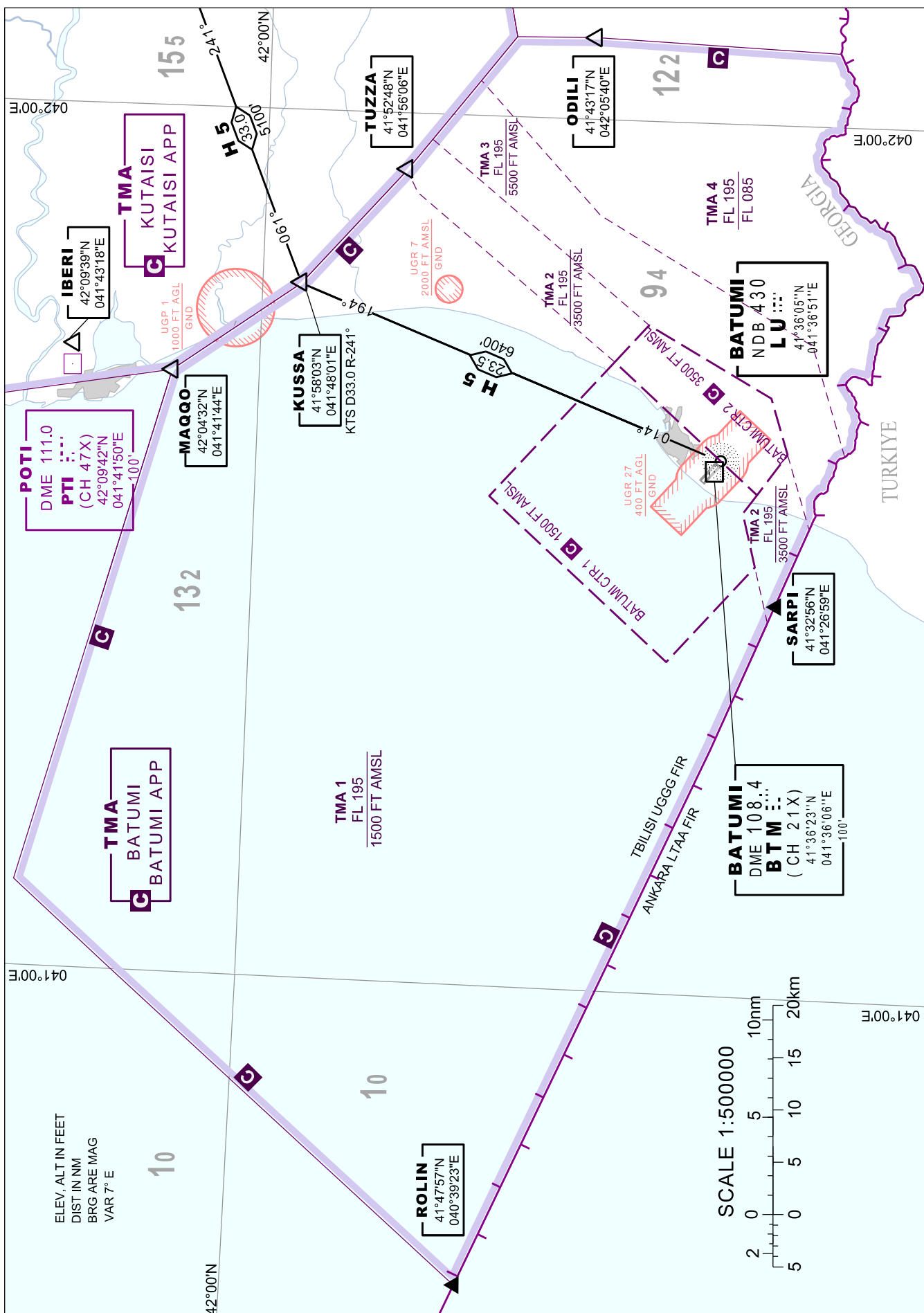
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AREA CHART - ICAO

APP 124.425
TWR 118.600

BATUMI (UGSB)

Changes: Restricted areas updated, names of countries added



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AERODROME OBSTACLE CHART-ICAO

**BATUMI (UGSB)
RWY 12/30**

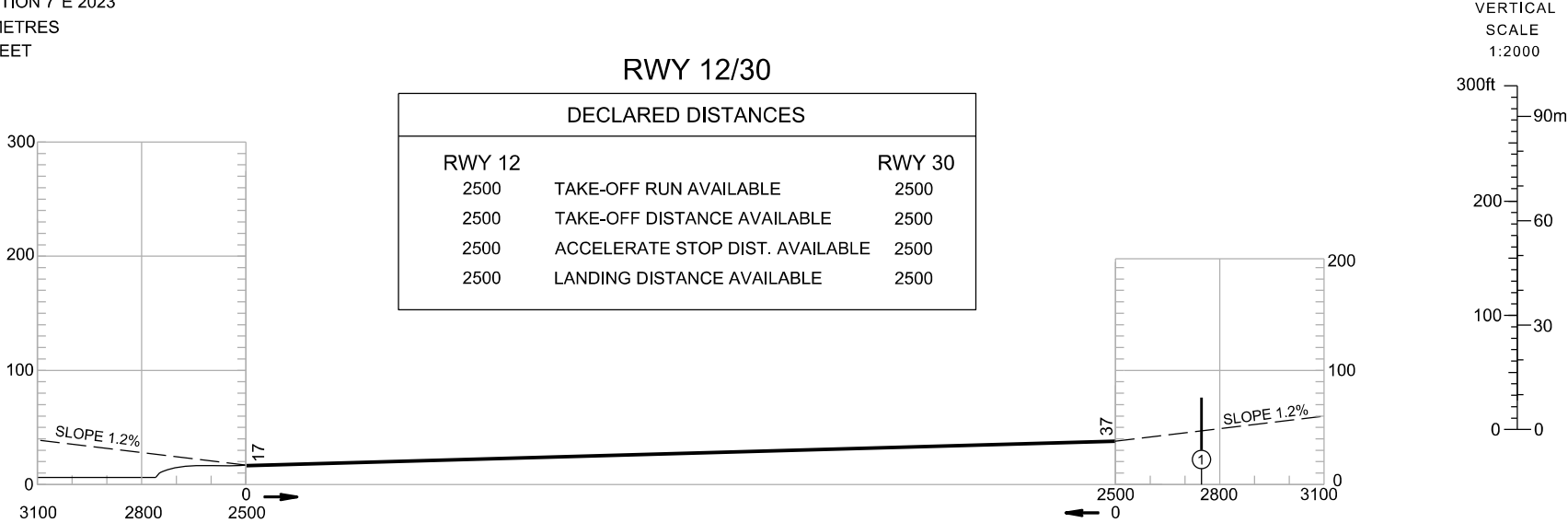
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°E 2023
DIMENSIONS IN METRES
ELEVATIONS IN FEET

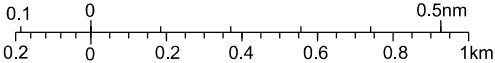
RWY 12/30

DECLARED DISTANCES

RWY 12		RWY 30
2500	TAKE-OFF RUN AVAILABLE	2500
2500	TAKE-OFF DISTANCE AVAILABLE	2500
2500	ACCELERATE STOP DIST. AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500



HORIZONTAL SCALE 1:20000



ORDER OF ACCURACY
HORIZONTAL 0m
VERTICAL 0ft

Changes: Scale updated

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STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

BATUMI (UGSB)

RNAV RWY 30

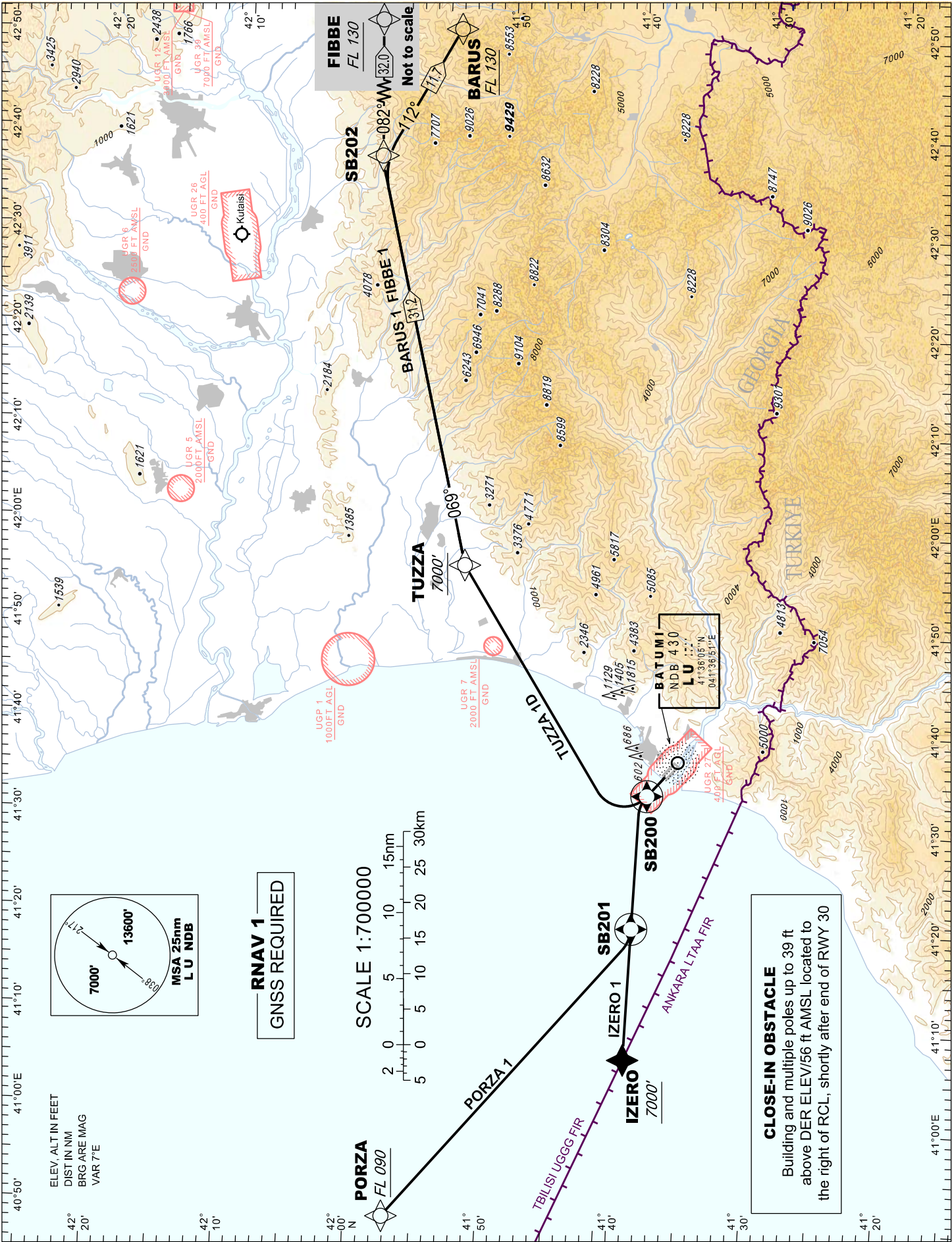
PORZA 1 IZERO 1 TUZZA 1D

BARUS 1 FIBBE 1

TRANSITION ALTITUDE
7000'

APP 124.425
TWR 118.600

Changes: Restricted areas updated, names of countries added



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STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY30

SID	ROUTING AND ALTITUDES			MIN.CLIMB GRAD.		Comment			
BARUS 1	BARUS ONE To SB200 on course 304°, turn RIGHT direct to TUZZA, to SB202, to BARUS. Cross BARUS at or above FL130.			5.3% to 7000 FT		NIL			
	RNAV SID Coding Table of BARUS 1								
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CF	SB200	YES	41°38'20.0"N 041°33'19.0"E	304° (310.9°)	-	-	-	-	RNAV1
DF	TUZZA	-	41°52'48.0"N 041°56'06.0"E	-	-	R	-	-	RNAV1
TF	SB202	-	41°59'57.0"N 042°36'45.0"E	069° (076.5°)	31.2	-	-	-	RNAV1
TF	BARUS	-	41°54'14.0"N 042°50'30.0"E	112°(119.1°)	11.7	-	+FL130	-	RNAV1

SID	ROUTING AND ALTITUDES				MIN.CLIMB GRAD.		Comment			
IZERO 1	IZERO ONE To SB200 on course 304°, turn LEFT direct to IZERO. Cross IZERO at or above 7000 FT				5.3% to 7000 FT		NIL			
	RNAV 1 SID Coding Table of IZERO 1									
Path Terminator	Waypoint				Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates					Level	Speed kt	
CF	SB200	YES	41°38'20.0"N 041°33'19.0"E		304° (310.9°)	-	-	-	-	RNAV1
DF	IZERO	-	41°39'21.0"N 041°06'32.0"E		-	-	L	+A7000	-	RNAV1

SID	ROUTING AND ALTITUDES				MIN.CLIMB GRAD.		Comment			
PORZA 1	PORZA ONE To SB200 on course 304°, turn LEFT direct to SB201, turn RIGHT direct to PORZA. Cross PORZA at or above FL090.				5.3% to 2000 FT		NIL			
	RNAV 1 SID Coding Table of PORZA 1									
	Path Terminator	Waypoint				Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints	
Identifier		Flyover	Coordinates		Level				Speed kt	
CF	SB200	YES	41°38'20.0"N 041°33'19.0"E		304° (310.9°)	-	-	-	-	RNAV1
DF	SB201	YES	41°39'08.0"N 041°19'50.0"E		-	-	L	-	-	RNAV1
DF	PORZA	-	41°57'08.0"N 040°49'38.0"E		-	-	R	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES				MIN.CLIMB GRAD.			Comment		
TUZZA 1D	TUZZA ONE DELTA To SB200 on course 304°, turn RIGHT direct to TUZZA. Cross TUZZA at or above 7000 FT.				5.3% to 7000 FT			NIL		
	RNAV 1 SID Coding Table of TUZZA 1D									
Path Terminator	Waypoint				Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates					Level	Speed kt	
CF	SB200	YES	41°38'20.0"N 041°33'19.0"E		304° (310.9°)	-	-	-	-	RNAV1
DF	TUZZA	-	41°52'48.0"N 041°56'06.0"E		-	-	R	+A7000	-	RNAV1

For continuation see AD 2.UGSB-SID-RNAV-30-5

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STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY 30 (Continuation)

SID	ROUTING AND ALTITUDES				MIN.CLIMB GRAD.			Comment		
FIBBE 1	FIBBE ONE To SB200 on course 304°, turn RIGHT direct to TUZZA, to SB202, to FIBBE. Cross FIBBE at or above FL130.				5.3% to 7000FT			NIL		
RNAV 1 SID Coding Table of FIBBE 1										
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification	
	Identifier	Flyover	Coordinates				Level	Speed kt		
CF	SB200	YES	41°38'20.0"N 041°33'19.0"E	304° (310.9°)	-	-	-	-	RNAV1	
DF	TUZZA	-	41°52'48.0"N 041°56'06.0"E	-	-	R	-	-	RNAV1	
TF	SB202	-	41°59'57.0"N 042°36'45.0"E	069° (076.5°)	31.2	-	-	-	RNAV1	
TF	FIBBE	-	42°00'34.0"N 043°19'43.0"E	082° (089.0°)	32.0	-	+FL130	-	RNAV1	

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**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

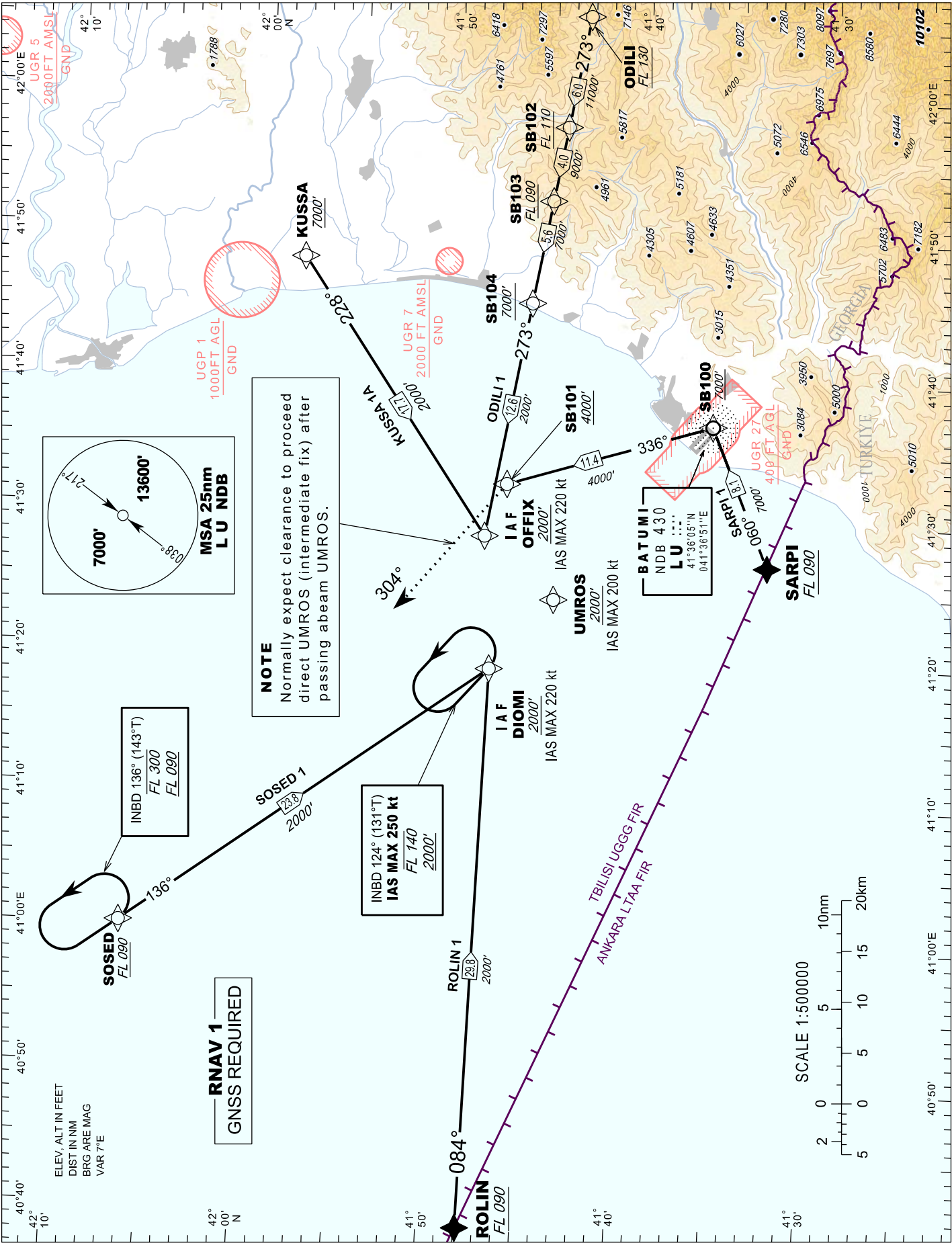
**BATUMI (UGSB)
RNAV RWY 12**

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 124.425
TWR 118.600

ROLIN 1 SOSED 1 SARPI 1
KUSSA 1A ODILI 1

Changes: Restricted areas updated, names of countries added



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STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 12**RNAV 1 STAR Coding Table of ODILI 1**

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	ODILI	-	41°43'17.0"N 042°05'40.0"E	-	-	-	+FL130	-	RNAV1
TF	SB102	-	41°44'18.0"N 041°57'46.0"E	273° (279.8°)	6.0	-	+FL110	-	RNAV1
TF	SB103	-	41°44'59.0"N 041°52'30.0"E	273° (279.9°)	4.0	-	+FL090	-	RNAV1
TF	SB104	-	41°45'55.0"N 041°45'12.0"E	273° (279.8°)	5.6	-	+A7000	-	RNAV1
TF	OFFIX	-	41°48'00.0"N 041°28'35.0"E	273° (279.6°)	12.6	-	+A2000	-220	RNAV1

RNAV 1 STAR Coding Table of SOSED 1

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	SOSED	-	42°06'35.0"N 041°00'15.0"E	-	-	-	+FL090	-	RNAV1
TF	DIOMI	-	41°47'29.0"N 041°19'10.0"E	136° (143.5°)	23.8	-	+A2000	-220	RNAV1

RNAV 1 STAR Coding Table of ROLIN 1

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	ROLIN	-	41°47'57.0"N 040°39'23.0"E	-	-	-	+FL090	-	RNAV1
TF	DIOMI	-	41°47'29.0"N 041°19'10.0"E	084° (090.7°)	29.8	-	+A2000	-220	RNAV1

RNAV 1 STAR Coding Table of KUSSA 1A

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	KUSSA	-	41°58'03.0"N 041°48'01.0"E	-	-	-	+A7000	-	RNAV1
TF	OFFIX	-	41°48'00.0"N 041°28'35.0"E	228° (235.3°)	17.7	-	+A2000	-220	RNAV1

RNAV 1 STAR Coding Table of SARPI 1

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	SARPI	-	41°32'56.0"N 041°26'59.0"E	-	-	-	+FL090	-	RNAV1
TF	SB100	-	41°36'05.0"N 041°36'51.0"E	060° (066.8°)	8.1	-	+A7000	-	RNAV1
TF	SB101	-	41°46'55.0"N 041°32'19.0"E	336° (342.7°)	11.4	-	+A4000	-	RNAV1
FM	-	-	-	304° (310.9°)	-	-	+A2000	-	RNAV1

RNAV Holding Coding Tables

Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
SOSED	136° (143.0°)	1.5*	L	FL090	FL300	280	-7°	RNAV1
DIOMI	124° (131.0°)	1.0	L	A2000	FL140	250	-7°	RNAV1

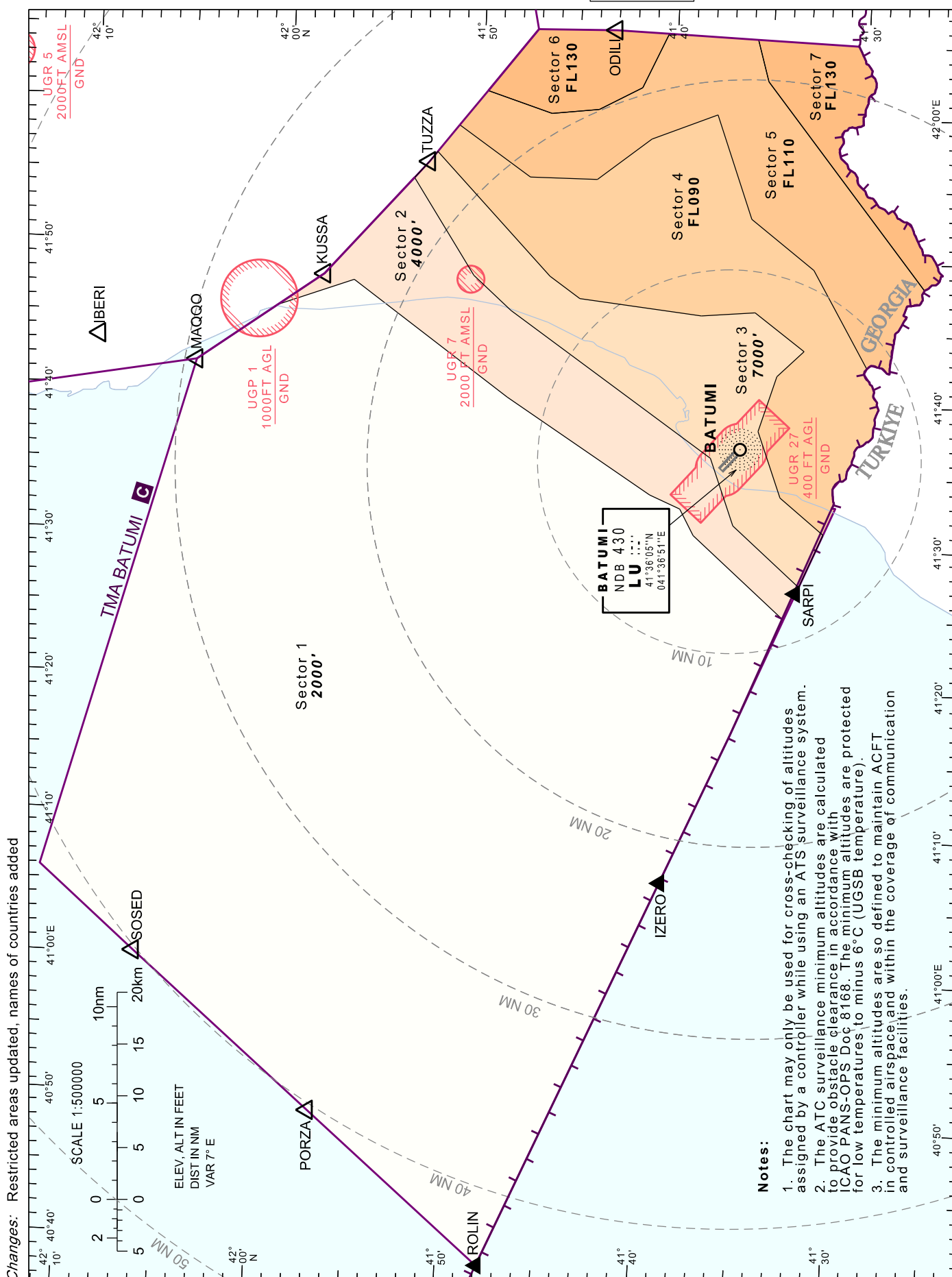
* 1.0 min at or below FL140

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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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ATC Surveillance Minimum Altitude Sectors' Coordinates

Sector	Lateral limits
Sector 1	421137N 0410602E - 420432N 0414144E - 420025N 0414543E - 415630N 0414740E - 414818N 0413952E - 414041N 0413327E - 413906N 0413234E - 413821N 0413045E - 413328N 0412508E - 413600N 0411700E - 414757N 0403923E - 420635N 0410015E - 421137N 0410602E
Sector 2	420025N 0414543E - 415803N 0414801E - 415334N 0415456E - 415017N 0414816E - 414817N 0414555E - 413736N 0413611E - 413618N 0413132E - 413244N 0412727E - 413328N 0412508E - 413821N 0413045E - 413906N 0413234E - 414041N 0413327E - 414818N 0413952E - 415630N 0414740E - 420025N 0414543E
Sector 3	415334N 0415456E - 415248N 0415606E - 415223N 0415648E - 414619N 0414823E - 414443N 0414655E - 413821N 0414602E - 413533N 0414623E - 413256N 0414349E - 413418N 0414201E - 413511N 0413809E - 413354N 0413336E - 413135N 0413108E - 413244N 0412727E - 413618N 0413132E - 413736N 0413611E - 414817N 0414555E - 415017N 0414816E - 415334N 0415456E
Sector 4	413100N 0413300E - 413135N 0413108E - 413354N 0413336E - 413511N 0413809E - 413418N 0414201E - 413256N 0414349E - 413533N 0414623E - 413821N 0414602E - 414443N 0414655E - 414619N 0414823E - 415223N 0415648E - 415118N 0415842E - 414732N 0415515E - 414402N 0415515E - 414116N 0415812E - 413752N 0420001E - 413555N 0415251E - 413235N 0414928E - 412938N 0414246E - then along the state border with Turkey to - 413100N 0413300E
Sector 5	412938N 0414246E - 413235N 0414928E - 413555N 0415251E - 413752N 0420001E - 414116N 0415812E - 414402N 0415515E - 414732N 0415515E - 415118N 0415842E - 414953N 0420110E - 414630N 0415943E - 414404N 0420007E - 414150N 0420144E - 414032N 0420532E - 413553N 0420520E - 413517N 0420226E - 412647N 0414821E - then along the state border with Turkey to - 412938N 0414246E
Sector 6	414953N 0420110E - 414721N 0420533E - 414316N 0420540E - 414032N 0420532E - 414150N 0420144E - 414404N 0420007E - 414630N 0415943E - 414953N 0420110E
Sector 7	412647N 0414821E - 413517N 0420226E - 413553N 0420520E - 413037N 0420506E - then along the state border with Turkey to - 412647N 0414821E

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**INSTRUMENT
APPROACH
CHART - ICAO**

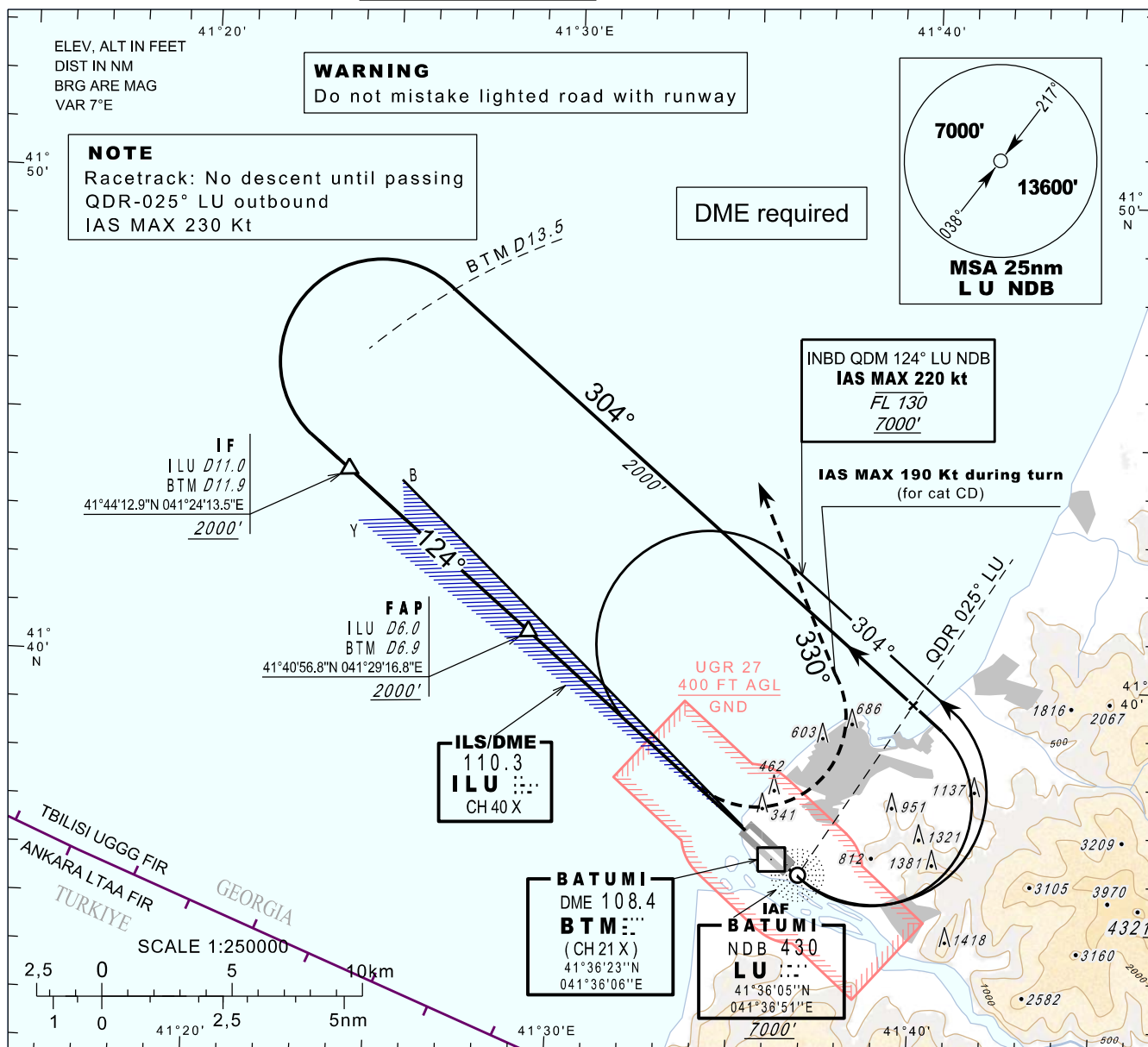
AERODROME ELEV 37'

HEIGHTS RELATED TO
THR RWY 12 - ELEV 17'

TRANSITION ALT 7000'

APP 124.425

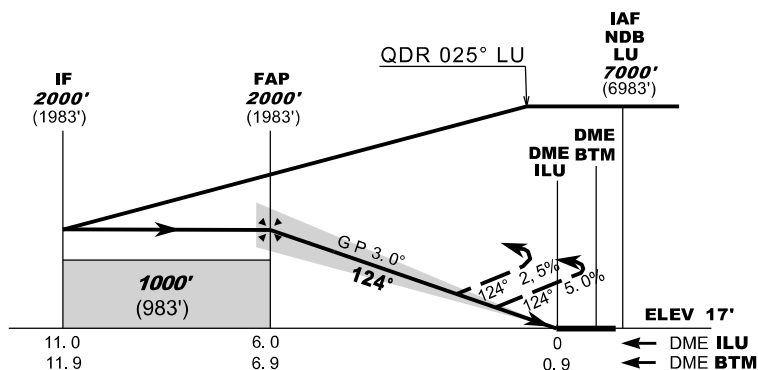
TWR 118.600

BATUMI (UGSB)**ILSy****RWY 12****MISSED APPROACH**

Climb straight ahead. At **800'** turn left
heading **330°** climbing to **3000'** and follow
ATC instructions.
IAS MAX 190 KT until turn is completed
(for cat CD).

ILS RDH 51'

Straight-in Approach				
Missed APCH climb gradient	OCA (H)			
	A	B	C	D
2.5%	687 (670)		787 (770)	
5.0%	377 (360)		487 (470)	
DME ILU NM	6	5	4	3
DME BTM NM	6.9	5.9	4.9	3.9
ALT (HGT) ft	2010 (1993)	1682 (1665)	1355 (1338)	1031 (1014)



Changes: Restricted areas updated, names of countries added

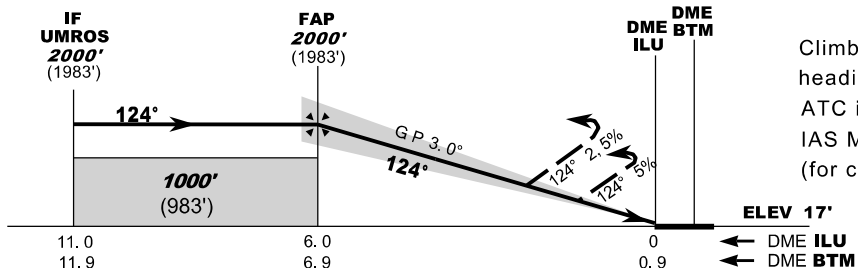
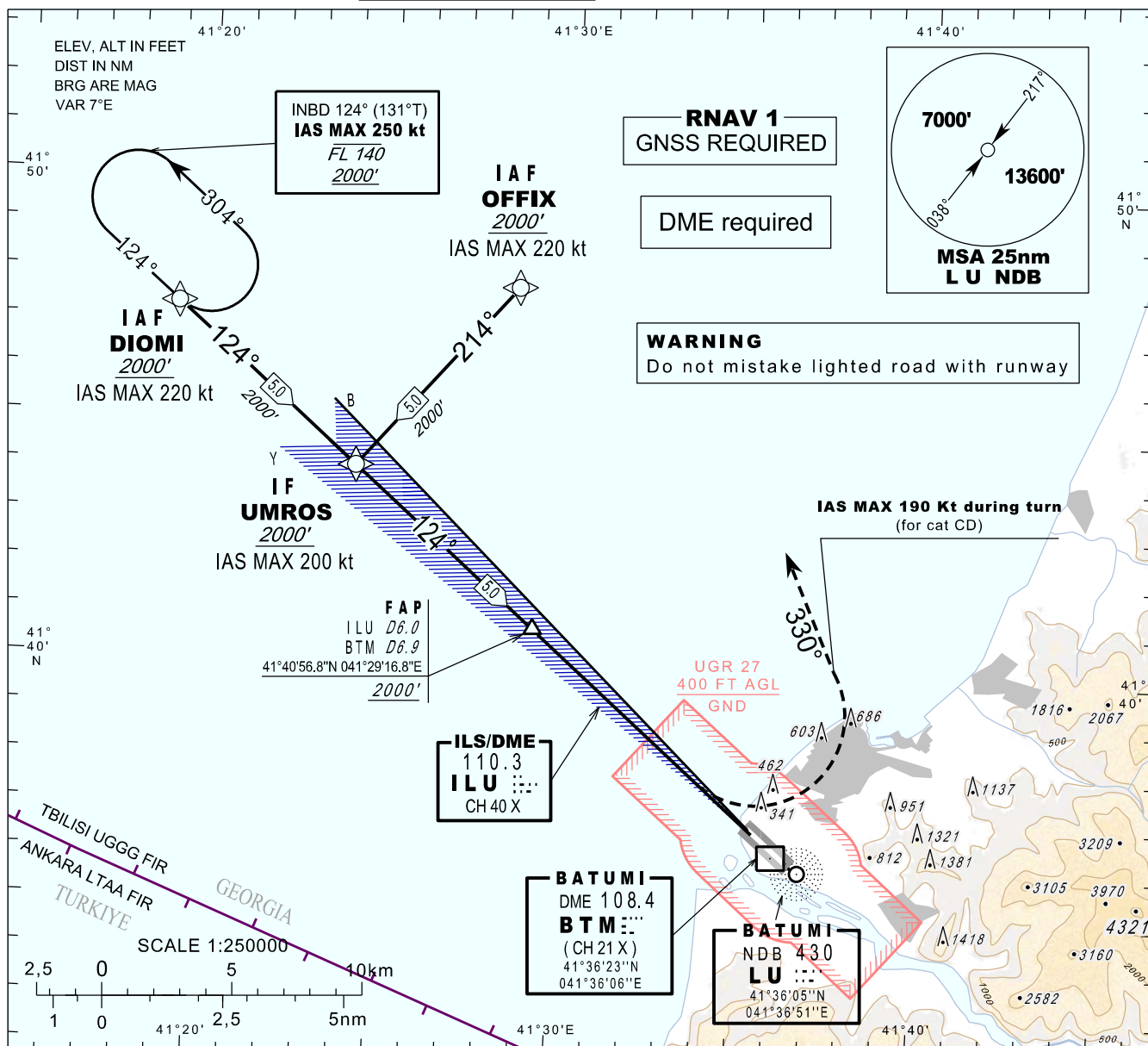
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 37'

HEIGHTS RELATED TO
THR RWY 12 - ELEV 17'

TRANSITION ALT 7000'

APP 124.425
TWR 118.600**BATUMI (UGSB)**
ILS
RWY 12**MISSED APPROACH**

Climb straight ahead. At 800' turn left heading 330° climbing to 3000' and follow ATC instructions.
IAS MAX 190 KT until turn is completed (for cat CD).

ILS RDH 51'

Straight-in Approach							
Missed APCH climb gradient	OCA (H)						
	A	B	C	D			
2.5%	687 (670)		787 (770)				
5.0%	377 (360)		487 (470)				
DME ILU NM	6	5	4	3	2	1	
DME BTM NM	6.9	5.9	4.9	3.9	2.9	1.9	
ALT (HGT) ft	2010 (1993)	1682 (1665)	1355 (1338)	1031 (1014)	708 (691)	387 (370)	

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RNAV Transition Coding Tables - RWY 12 ILSz

DIOMI transition										
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification	
	Identifier	Flyover	Coordinates				Level	Speed kt		
IF	DIOMI	-	41°47'29.0"N 041°19'10.0"E	-	-	-	+A2000	-220	RNAV1	
TF	UMROS	-	41°44'12.9"N 041°24'13.5"E	124° (130.8°)	5.0	-	+A2000	-200	RNAV1	

OFFIX transition										
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification	
	Identifier	Flyover	Coordinates				Level	Speed kt		
IF	OFFIX	-	41°48'00.0"N 041°28'35.0"E	-	-	-	+A2000	-220	RNAV1	
TF	UMROS	-	41°44'12.9"N 041°24'13.5"E	214° (220.8°)	5.0	-	+A2000	-200	RNAV1	

RNAV Holding Coding Table								
Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
DIOMI	124° (131.0°)	1.0	L	A2000	FL140	250	-7°	RNAV1

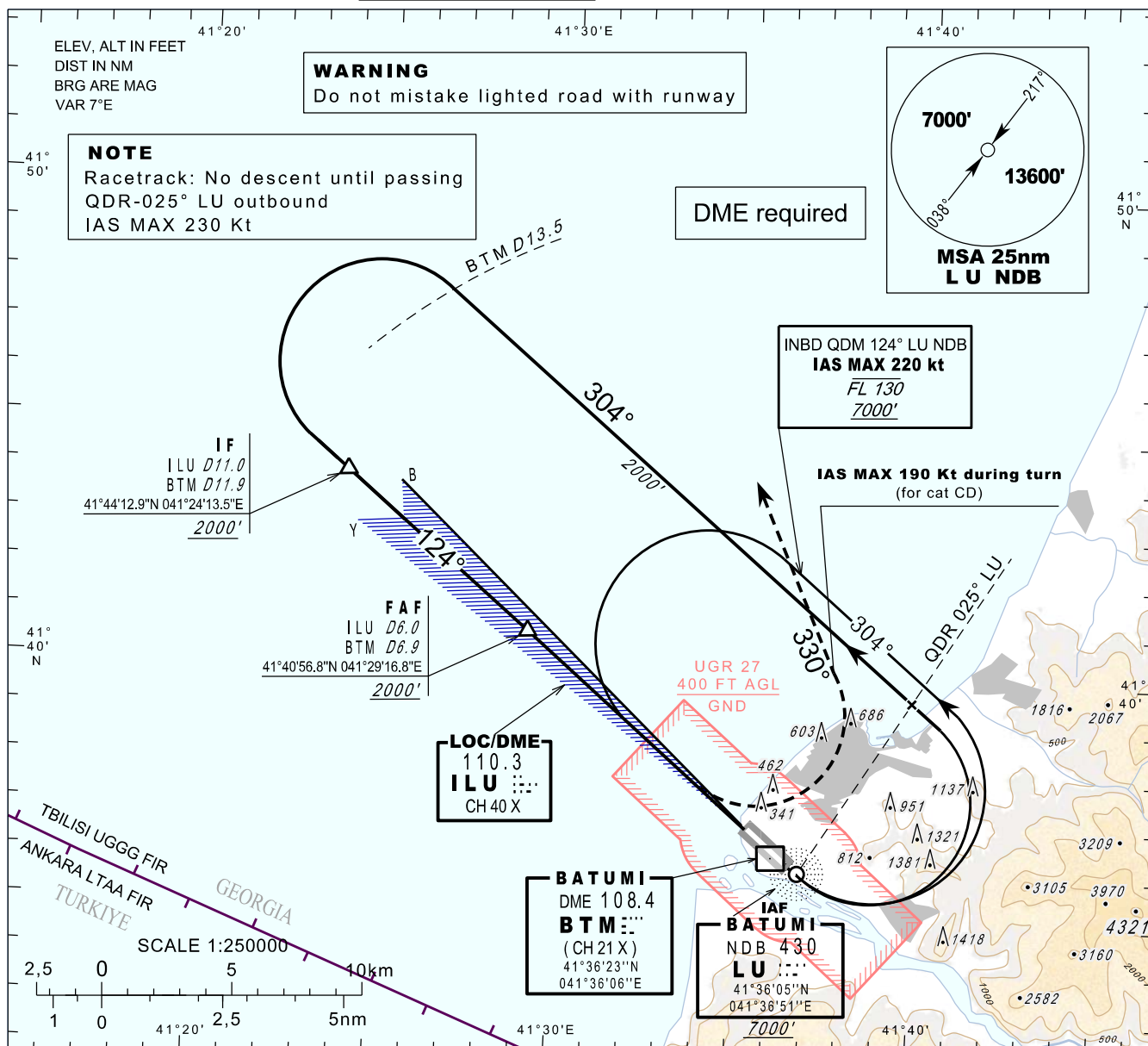
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 37'

HEIGHTS RELATED TO
THR RWY 12 - ELEV 17'

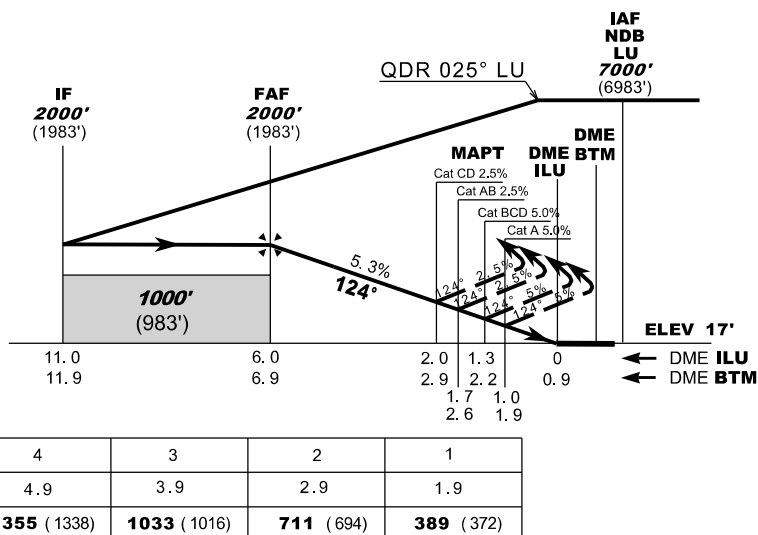
TRANSITION ALT 7000'

APP 124.425
TWR 118.600**BATUMI (UGSB)
LOCy
RWY 12****MISSED APPROACH**

Climb straight ahead. At 800' turn left heading 330° climbing to 3000' and follow ATC instructions.
IAS MAX 190 KT until turn is completed (for cat CD).

Timing is not authorised for defining the MAPT

Straight-in Approach				
Missed APCH climb gradient	OCA (H)			
	A	B	C	D
2.5%	630 (610)		750 (730)	
5.0%	400 (380)		500 (480)	
DME ILU NM	6	5	4	3
DME BTM NM	6.9	5.9	4.9	3.9
ALT (HGT) ft	2000 (1983)	1678 (1661)	1355 (1338)	1033 (1016)



Changes: Restricted areas updated, names of countries added

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**INSTRUMENT
APPROACH
CHART - ICAO**

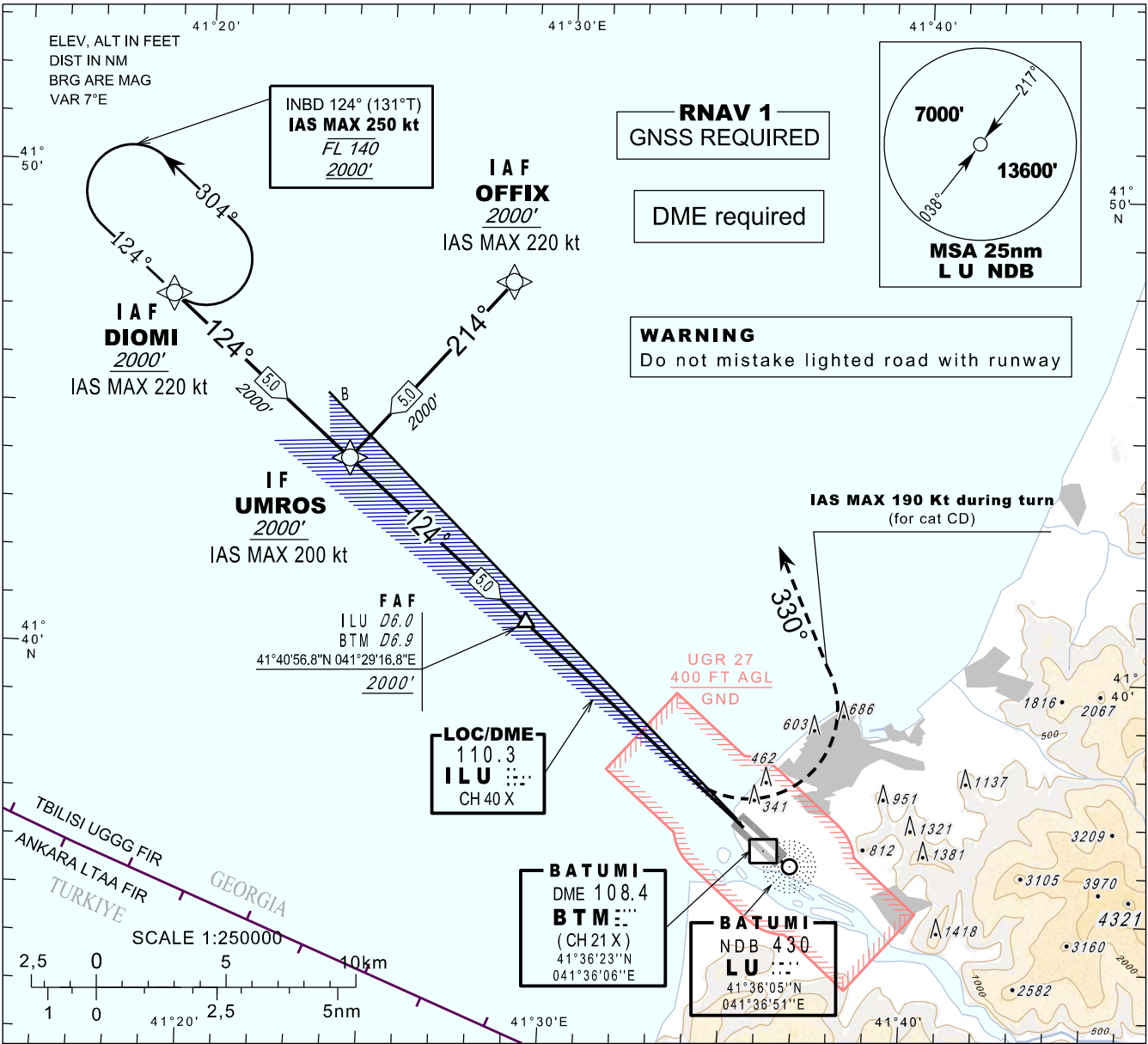
AERODROME ELEV 37'

HEIGHTS RELATED TO
THR RWY 12 - ELEV 17'

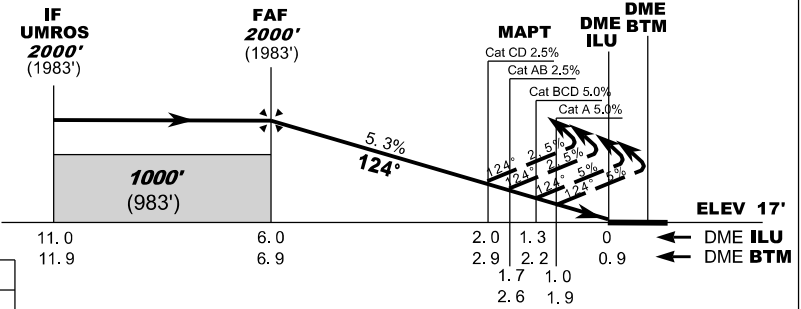
TRANSITION ALT 7000'

APP 124.425
TWR 118.600

**BATUMI (UGSB)
LOCz
RWY 12**



MISSED APPROACH
Climb straight ahead. At 800' turn left heading 330° climbing to 3000' and follow ATC instructions.
IAS MAX 190 KT until turn is completed (for cat CD).



Straight-in Approach				
Missed APCH climb gradient	OCA (H)			
	A	B	C	D
2.5%	630 (610)		750 (730)	
5.0%	400 (380)		500 (480)	
DME ILU NM	6	5	4	3
DME BTM NM	6.9	5.9	4.9	3.9
ALT (HGT) ft	2000 (1983)	1678 (1661)	1355 (1338)	1033 (1016)

Timing is not authorised for defining the MAPT

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RNAV Transition Coding Tables - RWY 12 LOCz

DIOMI transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	DIOMI	-	41°47'29.0"N 041°19'10.0"E	-	-	-	+A2000	-220	RNAV1
TF	UMROS	-	41°44'12.9"N 041°24'13.5"E	124° (130.8°)	5.0	-	+A2000	-200	RNAV1

OFFIX transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	OFFIX	-	41°48'00.0"N 041°28'35.0"E	-	-	-	+A2000	-220	RNAV1
TF	UMROS	-	41°44'12.9"N 041°24'13.5"E	214° (220.8°)	5.0	-	+A2000	-200	RNAV1

RNAV Holding Coding Table								
Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
DIOMI	124° (131.0°)	1.0	L	A2000	FL140	250	-7°	RNAV1

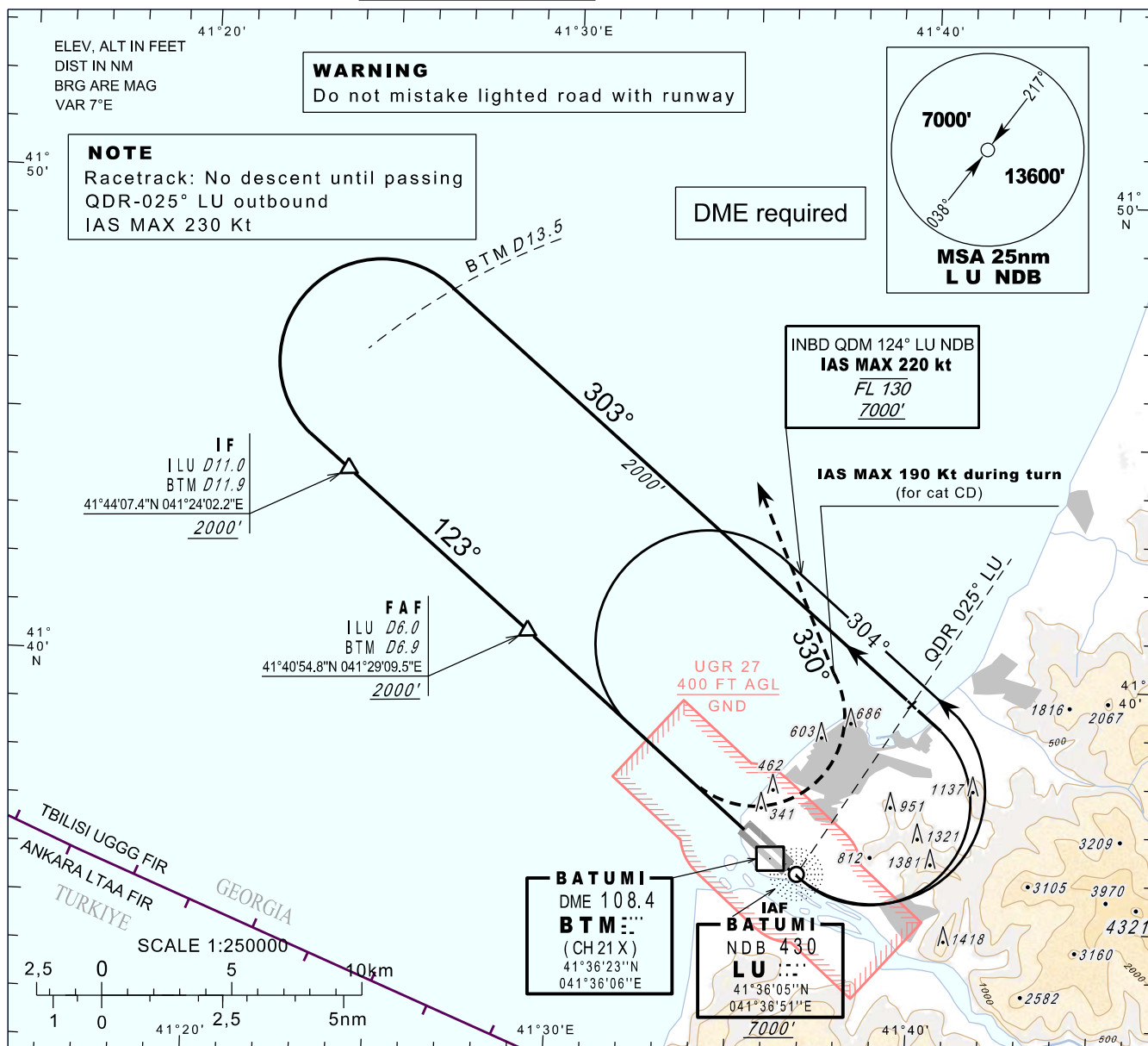
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 37'

HEIGHTS RELATED TO
THR RWY 12 - ELEV 17'

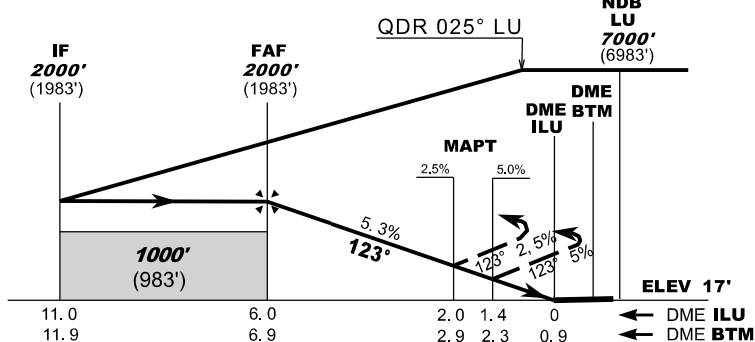
TRANSITION ALT 7000'

APP 124.425
TWR 118.600**BATUMI (UGSB)
NDB
RWY 12****MISSED APPROACH**

Climb on QDM 123° NDB LU. At 800' turn left heading 330° climbing to 3000' and follow ATC instructions.
IAS MAX 190 KT until turn is completed (for cat CD).

Straight-in Approach				
Missed APCH climb gradient	OCA (H)			
	A	B	C	D
2.5%	750 (730)			
5.0%	540 (520)			

DME BTM NM	7	6	5	4	3	2
DME ILU NM	6.1	5.1	4.1	3.1	2.1	1.1
ALT (HGT) ft	2032 (2015)	1712 (1695)	1393 (1376)	1073 (1056)	753 (736)	433 (416)



Timing is not authorised for defining the MAPT

Changes: Restricted areas updated, names of countries added

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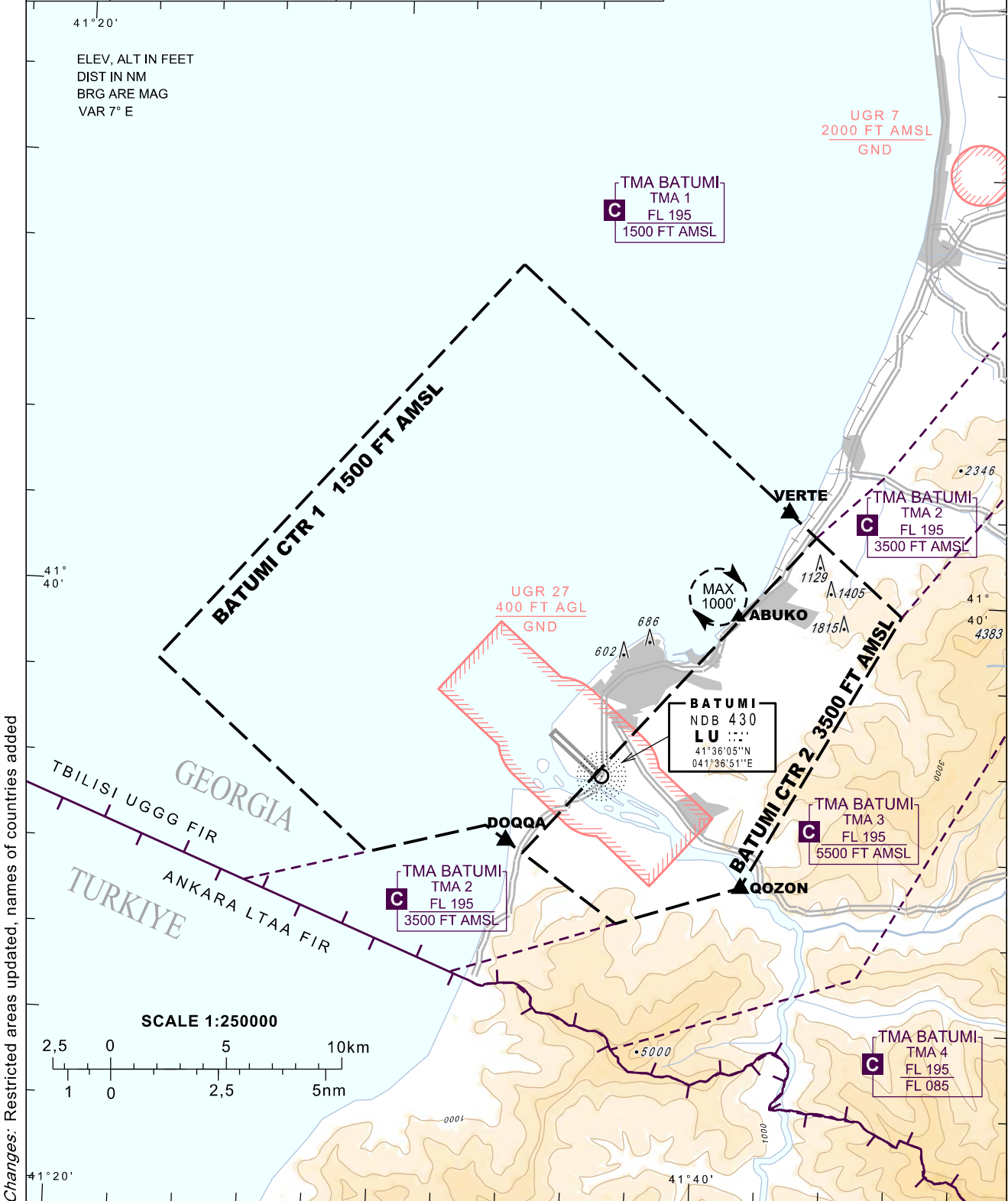
VISUAL APPROACH CHART-ICAO

BATUMI (UGSB)

AERODROME ELEV 37'

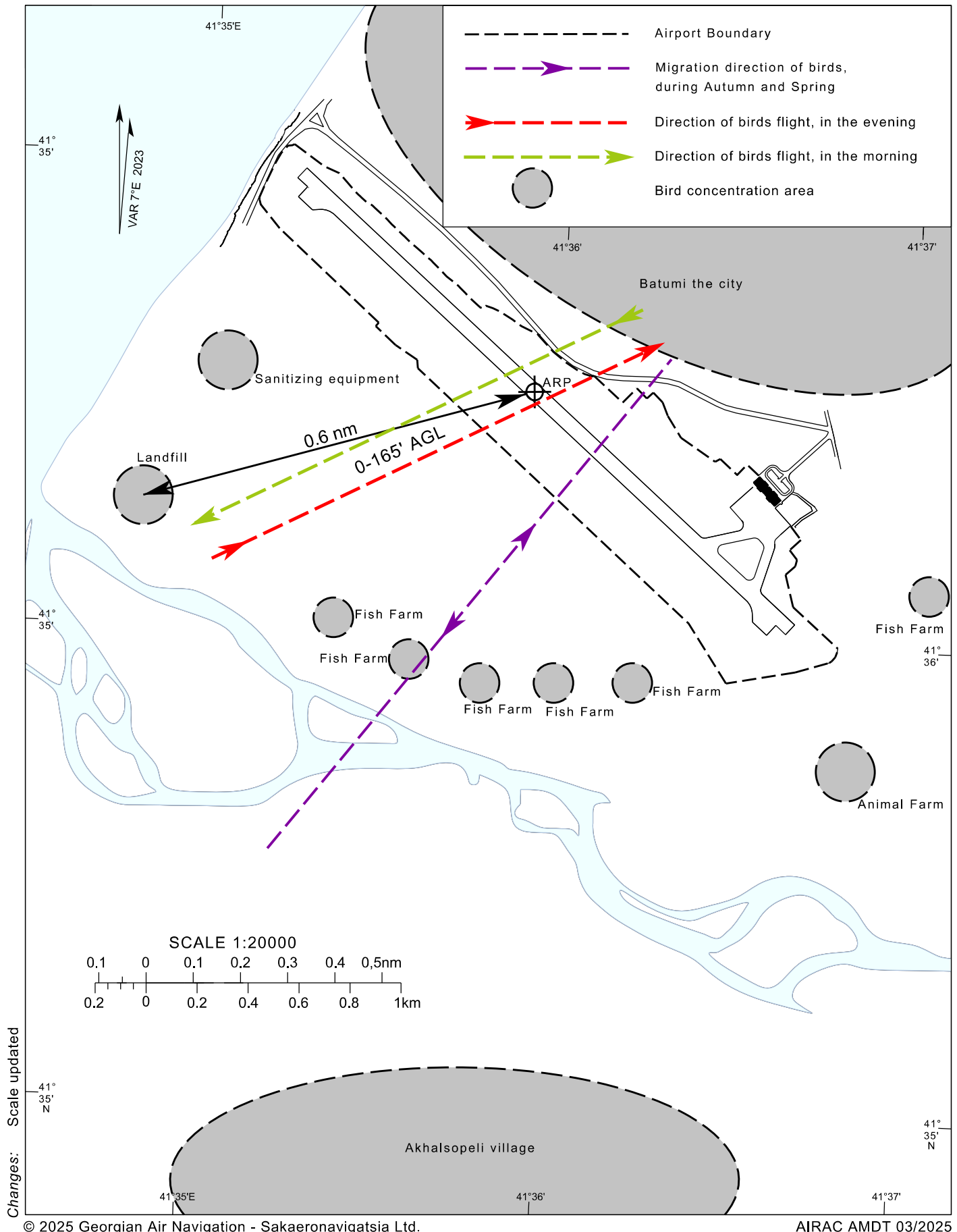
APP 124.425
TWR 118.600

VFR Reporting Points	Geographical Coordinates	Visual Reference
VERTE	41°42'24"N 041°42'23"E	North of Mtsvane Kontskhi
QOZON	41°33'35"N 041°41'17"E	Over the right bank of Chorokhi river west of Erge village
DOQQA	41°34'30"N 041°33'56"E	Over coastline west of Gonio Castle
ABUKO	41°39'55"N 041°40'55"E	Over the junction of Korilistskhali river with the black sea



Changes: Restricted areas updated, names of countries added

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**BIRD CONCENTRATIONS
AND MOVEMENT (INDEX CHART)****BATUMI (UGSB)**

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