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AIP GEORGIA

SAKAERONAVIGATSIA

AIRAC AIP AMENDMENT

02/26

Effective date: 16 APR 2026
Publication date: 05 MAR 2026

AIRAC AMDT 02/26

1 Significant information and changes:

PART 1 - GEN

GEN 0.2 - Record of AIP Amendments
Information updated.
GEN 0.3 - Record of AIP Supplements
Information updated.
GEN 0.4 - Checklist of AIP pages
Information updated.
GEN 3.2 - Aeronautical charts
Chart ARC names updated.
GEN 3.5 - Meteorological services
VOLMET information added.

PART 2 - ENR

ENR 3.2 - Area navigation routes
Significant points LAGAS, BARUS, TAGAR updated.
ENR 4.1 - Radio navigation aids - en-route
Information updated.
ENR 4.4 - Name-code designators for significant points
Information updated. New DP FOQUS added.
ENR 5.1 - Prohibited, Restricted and Danger Areas
Areas UGR11, UGR13, UGR35, UGR38 withdrawn. Areas UGR19, UGT22 updated. New areas UGR44 - UGR58 added.
ENR 5.5 - Aerial sporting and recreational activities
Area UGA6 updated. New area UGA14 added.
ENR 6 - En-route Charts
Charts ENR 6-3, ENR 6-5, ENR 6-7 and ENR 6-13-1 updated.

PART 3 - AD

AD 0.6 - Table of Contents to Part 3
Information updated.
UGAM AD 2.24 - Charts related to an aerodrome
Chart VAC updated.
UGKO AD 2.24 - Charts related to an aerodrome
Charts ARC, IACs, ATCSMAC, VAC, SIDs and STARs updated.
UGSB AD 2.8 - Aprons, taxiways and check locations/positions data
Aircraft stands PCR updated.
UGSB AD 2.22 - Flight procedures
Information updated.

UGSB AD 2.24 - Charts related to an aerodrome
Charts ADC, ARC, ATCSMAC, SID and STAR updated.
UGTB AD 2.22 - Flight procedures
Information updated.
UGTB AD 2.24 - Charts related to an aerodrome
Charts ARC, IACs, ATCSMAC, VAC, SIDs and STARs updated.

This Amendment is issued together with AIC A 07/26.

2 NOTAM incorporated in this Amendment:

3 AIP SUP incorporated in this Amendment: AIRAC AIP SUP 05/25, which is hereby canceled.

AMENDED PAGES

To be removed		
GEN		
	GEN 0.2-1	19 FEB 2026
	GEN 0.3-1	04 SEP 2025
	GEN 0.4-1	19 FEB 2026
	GEN 0.4-2	19 FEB 2026
	GEN 0.4-3	25 DEC 2025
	GEN 3.2-4	25 DEC 2025
	GEN 3.5-4	02 OCT 2025
	GEN 3.5-5	02 OCT 2025
	GEN 3.5-6	02 OCT 2025
	GEN 3.5-7	02 OCT 2025
ENR		
	ENR 3.2-2	07 AUG 2025
	ENR 3.2-4	07 AUG 2025
	ENR 3.2-6	07 AUG 2025
	ENR 3.2-8	07 AUG 2025
	ENR 4.1-1	07 AUG 2025
	ENR 4.4-1	07 AUG 2025
	ENR 4.4-2	07 AUG 2025
	ENR 4.4-3	07 AUG 2025
	ENR 4.4-4	07 AUG 2025
	ENR 5.1-2	07 AUG 2025
	ENR 5.1-3	07 AUG 2025
	ENR 5.1-5	07 AUG 2025
	ENR 5.1-6	07 AUG 2025
	ENR 5.5-1	07 AUG 2025
	ENR 5.5-2	07 AUG 2025
	ENR 6-3	07 AUG 2025
	ENR 6-5	07 AUG 2025
	ENR 6-7	07 AUG 2025
	ENR 6-13-1	04 SEP 2025
AD		
	AD 0.6-4	25 DEC 2025

To be inserted		
GEN		
	GEN 0.2-1	16 APR 2026
	GEN 0.3-1	16 APR 2026
	GEN 0.4-1	16 APR 2026
	GEN 0.4-2	16 APR 2026
	GEN 0.4-3	16 APR 2026
	GEN 3.2-4	16 APR 2026
	GEN 3.5-4	16 APR 2026
	GEN 3.5-5	16 APR 2026
	GEN 3.5-6	16 APR 2026
	GEN 3.5-7	16 APR 2026
	GEN 3.5-9	16 APR 2026
ENR		
	ENR 3.2-2	16 APR 2026
	ENR 3.2-4	16 APR 2026
	ENR 3.2-6	16 APR 2026
	ENR 3.2-8	16 APR 2026
	ENR 4.1-1	16 APR 2026
	ENR 4.4-1	16 APR 2026
	ENR 4.4-2	16 APR 2026
	ENR 4.4-3	16 APR 2026
	ENR 4.4-4	16 APR 2026
	ENR 5.1-2	16 APR 2026
	ENR 5.1-3	16 APR 2026
	ENR 5.1-5	16 APR 2026
	ENR 5.1-6	16 APR 2026
	ENR 5.1-7	16 APR 2026
	ENR 5.5-1	16 APR 2026
	ENR 5.5-2	16 APR 2026
	ENR 6-3	16 APR 2026
	ENR 6-5	16 APR 2026
	ENR 6-7	16 APR 2026
	ENR 6-13-1	16 APR 2026
AD		
	AD 0.6-4	16 APR 2026

To be removed		
	AD 2.UGAM-VAC	07 AUG 2025
	AD 2.UGKO-ARC	07 AUG 2025
	AD 2.UGKO-SID-07-1	07 AUG 2025
	AD 2.UGKO-SID-RNAV-07-1	07 AUG 2025
	AD 2.UGKO-SID-RNAV-25-1	07 AUG 2025
	AD 2.UGKO-STAR-RNAV-07-1	07 AUG 2025
	AD 2.UGKO-STAR-RNAV-25-1	07 AUG 2025
	AD 2.UGKO-ATCSMAC-1	07 AUG 2025
	AD 2.UGKO-IAC-07-ILSy	07 AUG 2025
	AD 2.UGKO-IAC-07-ILSz-1	07 AUG 2025
	AD 2.UGKO-IAC-07-LOCy	07 AUG 2025
	AD 2.UGKO-IAC-07-LOCz-1	07 AUG 2025
	AD 2.UGKO-IAC-25-ILSy	25 DEC 2025
	AD 2.UGKO-IAC-25-ILSz-1	07 AUG 2025
	AD 2.UGKO-IAC-25-LOCy	25 DEC 2025
	AD 2.UGKO-IAC-25-LOCz-1	07 AUG 2025
	AD 2.UGKO-IAC-07-VOR	07 AUG 2025
	AD 2.UGKO-IAC-25-VOR	25 DEC 2025
	AD 2.UGKO-VAC	07 AUG 2025
	AD 2.UGSB-3	25 DEC 2025
	AD 2.UGSB-13	25 DEC 2025
	AD 2.UGSB-14	25 DEC 2025
	AD 2.UGSB-15	25 DEC 2025
	AD 2.UGSB-16	25 DEC 2025
	AD 2.UGSB-ADC	25 DEC 2025
	AD 2.UGSB-ARC	07 AUG 2025
	AD 2.UGSB-SID-RNAV-30-1	07 AUG 2025
	AD 2.UGSB-STAR-RNAV-12-1	07 AUG 2025
	AD 2.UGSB-ATCSMAC-1	07 AUG 2025
	AD 2.UGTB-14	07 AUG 2025
	AD 2.UGTB-15	07 AUG 2025
	AD 2.UGTB-16	07 AUG 2025
	AD 2.UGTB-ARC	07 AUG 2025
	AD 2.UGTB-SID-RNAV-13R-1	07 AUG 2025
	AD 2.UGTB-SID-RNAV-31L-1	07 AUG 2025
	AD 2.UGTB-SID-RNAV-31L-T-1	07 AUG 2025
	AD 2.UGTB-SID-13R/31L-1	07 AUG 2025
	AD 2.UGTB-STAR-RNAV-13R-1	07 AUG 2025
	AD 2.UGTB-STAR-RNAV-31L-1	07 AUG 2025
	AD 2.UGTB-ATCSMAC-1	07 AUG 2025
	AD 2.UGTB-IAC-13R-ILSy	07 AUG 2025
	AD 2.UGTB-IAC-13R-ILSz-1	07 AUG 2025
	AD 2.UGTB-IAC-13R-LOCy	07 AUG 2025
	AD 2.UGTB-IAC-13R-LOCz-1	07 AUG 2025
	AD 2.UGTB-IAC-31L-ILSy	07 AUG 2025
	AD 2.UGTB-IAC-31L-ILSz-1	07 AUG 2025
	AD 2.UGTB-IAC-31L-LOCy	07 AUG 2025
	AD 2.UGTB-IAC-31L-LOCz-1	07 AUG 2025
	AD 2.UGTB-IAC-13R-VOR	07 AUG 2025

To be inserted		
	AD 2.UGAM-VAC	16 APR 2026
	AD 2.UGKO-ARC	16 APR 2026
	AD 2.UGKO-SID-07-1	16 APR 2026
	AD 2.UGKO-SID-RNAV-07-1	16 APR 2026
	AD 2.UGKO-SID-RNAV-25-1	16 APR 2026
	AD 2.UGKO-STAR-RNAV-07-1	16 APR 2026
	AD 2.UGKO-STAR-RNAV-25-1	16 APR 2026
	AD 2.UGKO-ATCSMAC-1	16 APR 2026
	AD 2.UGKO-IAC-07-ILSy	16 APR 2026
	AD 2.UGKO-IAC-07-ILSz-1	16 APR 2026
	AD 2.UGKO-IAC-07-LOCy	16 APR 2026
	AD 2.UGKO-IAC-07-LOCz-1	16 APR 2026
	AD 2.UGKO-IAC-25-ILSy	16 APR 2026
	AD 2.UGKO-IAC-25-ILSz-1	16 APR 2026
	AD 2.UGKO-IAC-25-LOCy	16 APR 2026
	AD 2.UGKO-IAC-25-LOCz-1	16 APR 2026
	AD 2.UGKO-IAC-07-VOR	16 APR 2026
	AD 2.UGKO-IAC-25-VOR	16 APR 2026
	AD 2.UGKO-VAC	16 APR 2026
	AD 2.UGSB-3	16 APR 2026
	AD 2.UGSB-13	16 APR 2026
	AD 2.UGSB-14	16 APR 2026
	AD 2.UGSB-15	16 APR 2026
	AD 2.UGSB-ADC	16 APR 2026
	AD 2.UGSB-ARC	16 APR 2026
	AD 2.UGSB-SID-RNAV-30-1	16 APR 2026
	AD 2.UGSB-STAR-RNAV-12-1	16 APR 2026
	AD 2.UGSB-ATCSMAC-1	16 APR 2026
	AD 2.UGTB-14	16 APR 2026
	AD 2.UGTB-15	16 APR 2026
	AD 2.UGTB-16	16 APR 2026
	AD 2.UGTB-ARC	16 APR 2026
	AD 2.UGTB-SID-RNAV-13R-1	16 APR 2026
	AD 2.UGTB-SID-RNAV-31L-1	16 APR 2026
	AD 2.UGTB-SID-RNAV-31L-T-1	16 APR 2026
	AD 2.UGTB-SID-13R/31L-1	16 APR 2026
	AD 2.UGTB-STAR-RNAV-13R-1	16 APR 2026
	AD 2.UGTB-STAR-RNAV-31L-1	16 APR 2026
	AD 2.UGTB-ATCSMAC-1	16 APR 2026
	AD 2.UGTB-IAC-13R-ILSy	16 APR 2026
	AD 2.UGTB-IAC-13R-ILSz-1	16 APR 2026
	AD 2.UGTB-IAC-13R-LOCy	16 APR 2026
	AD 2.UGTB-IAC-13R-LOCz-1	16 APR 2026
	AD 2.UGTB-IAC-31L-ILSy	16 APR 2026
	AD 2.UGTB-IAC-31L-ILSz-1	16 APR 2026
	AD 2.UGTB-IAC-31L-LOCy	16 APR 2026
	AD 2.UGTB-IAC-31L-LOCz-1	16 APR 2026
	AD 2.UGTB-IAC-13R-VOR	16 APR 2026

To be removed		
	AD 2.UGTB-IAC-31L-VOR	07 AUG 2025
	AD 2.UGTB-VAC	07 AUG 2025

To be inserted		
	AD 2.UGTB-IAC-31L-VOR	16 APR 2026
	AD 2.UGTB-VAC	16 APR 2026

GEN 0.2 Record of AIP Amendments

AIRAC AIP AMENDMENT

NR/Year	Publication Date	Effective date	Inserted by
03/25	03 APR 2025	15 MAY 2025	
04/25	29 MAY 2025	10 JUL 2025	
05/25	26 JUN 2025	07 AUG 2025	
06/25	24 JUL 2025	04 SEP 2025	
07/25	21 AUG 2025	02 OCT 2025	
08/25	18 SEP 2025	30 OCT 2025	
09/25	13 NOV 2025	25 DEC 2025	
01/26	08 JAN 2026	19 FEB 2026	
02/26	05 MAR 2026	16 APR 2026	

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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
04/25	Temporary prohibited area	**ENR**	From 07 AUG 2025 UFN	
05/25	Temporary restricted area	**ENR**	From 07 AUG 2025 to 10 JUL 2028	Cancelled by AIRAC AIP AMDT 02/26
06/25	UGSB - Temporary obstacles	**UGSB**	From 04 SEP 2025 to 14 JAN 2028	

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GEN 0.4 Checklist of AIP pages

Page	Date
Part 1 – General (GEN)	
GEN 0	
GEN 0.1-1	07 AUG 2025
GEN 0.1-2	07 AUG 2025
GEN 0.1-3	07 AUG 2025
GEN 0.2-1	16 APR 2026
GEN 0.3-1	16 APR 2026
GEN 0.4-1	16 APR 2026
GEN 0.4-2	16 APR 2026
GEN 0.4-3	16 APR 2026
GEN 0.5-1	07 AUG 2025
GEN 0.6-1	07 AUG 2025
GEN 1	
GEN 1.1-1	07 AUG 2025
GEN 1.1-2	07 AUG 2025
GEN 1.2-1	30 OCT 2025
GEN 1.2-2	07 AUG 2025
GEN 1.2-3	07 AUG 2025
GEN 1.3-1	07 AUG 2025
GEN 1.3-2	07 AUG 2025
GEN 1.4-1	07 AUG 2025
GEN 1.4-2	07 AUG 2025
GEN 1.5-1	07 AUG 2025
GEN 1.6-1	07 AUG 2025
GEN 1.6-2	07 AUG 2025
GEN 1.7-1	07 AUG 2025
GEN 1.7-2	07 AUG 2025
GEN 2	
GEN 2.1-1	07 AUG 2025
GEN 2.1-2	07 AUG 2025
GEN 2.2-1	07 AUG 2025
GEN 2.2-2	07 AUG 2025
GEN 2.2-3	07 AUG 2025
GEN 2.2-4	07 AUG 2025
GEN 2.2-5	07 AUG 2025
GEN 2.2-6	30 OCT 2025
GEN 2.2-7	30 OCT 2025
GEN 2.2-8	30 OCT 2025
GEN 2.2-9	30 OCT 2025
GEN 2.2-10	30 OCT 2025
GEN 2.3-1	07 AUG 2025
GEN 2.3-2	07 AUG 2025
GEN 2.3-3	07 AUG 2025
GEN 2.3-4	07 AUG 2025
GEN 2.3-5	07 AUG 2025
GEN 2.3-6	07 AUG 2025
GEN 2.4-1	07 AUG 2025
GEN 2.5-1	07 AUG 2025
GEN 2.6-1	07 AUG 2025
GEN 2.6-2	07 AUG 2025
GEN 2.6-3	07 AUG 2025
GEN 2.7-1	07 AUG 2025
GEN 2.7-2	07 AUG 2025
GEN 2.7-3	07 AUG 2025
GEN 2.7-4	07 AUG 2025
GEN 2.7-5	07 AUG 2025
GEN 2.7-6	07 AUG 2025
GEN 2.7-7	07 AUG 2025
GEN 2.7-8	07 AUG 2025
GEN 2.7-9	07 AUG 2025
GEN 2.7-10	07 AUG 2025
GEN 2.7-11	07 AUG 2025
GEN 2.7-12	07 AUG 2025
GEN 2.7-13	07 AUG 2025
GEN 2.7-14	07 AUG 2025
GEN 2.7-15	07 AUG 2025
GEN 2.7-16	07 AUG 2025
GEN 2.7-17	07 AUG 2025
GEN 3	
GEN 3.1-1	07 AUG 2025
GEN 3.1-2	25 DEC 2025
GEN 3.1-3	25 DEC 2025
GEN 3.1-4	25 DEC 2025
GEN 3.1-5	07 AUG 2025
GEN 3.2-1	02 OCT 2025
GEN 3.2-2	07 AUG 2025
GEN 3.2-3	02 OCT 2025
GEN 3.2-4	16 APR 2026
GEN 3.2-5	02 OCT 2025
GEN 3.2-6	02 OCT 2025
GEN 3.2-7	07 AUG 2025
GEN 3.3-1	07 AUG 2025
GEN 3.3-2	07 AUG 2025
GEN 3.4-1	07 AUG 2025
GEN 3.4-2	07 AUG 2025
GEN 3.4-3	07 AUG 2025
GEN 3.4-4	07 AUG 2025
GEN 3.4-5	07 AUG 2025
GEN 3.4-7	07 AUG 2025
GEN 3.5-1	02 OCT 2025
GEN 3.5-2	02 OCT 2025
GEN 3.5-3	02 OCT 2025
GEN 3.5-4	16 APR 2026
GEN 3.5-5	16 APR 2026
GEN 3.5-6	16 APR 2026
GEN 3.5-7	16 APR 2026
GEN 3.5-9	16 APR 2026
GEN 3.6-1	07 AUG 2025
GEN 3.6-2	07 AUG 2025
GEN 3.7-1	07 AUG 2025
GEN 4	
GEN 4.1-1	07 AUG 2025
GEN 4.2-1	07 AUG 2025
Part 2 - En-Route (ENR)	
ENR 0	
ENR 0.1-1	07 AUG 2025
ENR 0.2-1	07 AUG 2025
ENR 0.3-1	07 AUG 2025
ENR 0.4-1	07 AUG 2025
ENR 0.5-1	07 AUG 2025
ENR 0.6-1	07 AUG 2025
ENR 0.6-2	07 AUG 2025
ENR 1	
ENR 1.1-1	07 AUG 2025
ENR 1.2-1	07 AUG 2025
ENR 1.2-2	07 AUG 2025
ENR 1.2-3	07 AUG 2025
ENR 1.3-1	07 AUG 2025
ENR 1.3-2	07 AUG 2025
ENR 1.3-3	07 AUG 2025
ENR 1.4-1	07 AUG 2025
ENR 1.4-2	07 AUG 2025
ENR 1.5-1	07 AUG 2025
ENR 1.6-1	07 AUG 2025
ENR 1.6-2	07 AUG 2025
ENR 1.6-3	07 AUG 2025
ENR 1.6-5	07 AUG 2025
ENR 1.6-7	07 AUG 2025
ENR 1.6-9	07 AUG 2025
ENR 1.6-11	07 AUG 2025
ENR 1.7-1	07 AUG 2025
ENR 1.7-2	07 AUG 2025
ENR 1.7-3	07 AUG 2025
ENR 1.8-1	07 AUG 2025
ENR 1.8-2	07 AUG 2025
ENR 1.9-1	07 AUG 2025
ENR 1.9-2	07 AUG 2025
ENR 1.9-3	07 AUG 2025
ENR 1.10-1	07 AUG 2025
ENR 1.10-2	07 AUG 2025
ENR 1.10-3	07 AUG 2025
ENR 1.11-1	07 AUG 2025
ENR 1.12-1	07 AUG 2025
ENR 1.12-2	07 AUG 2025
ENR 1.12-3	07 AUG 2025
ENR 1.13-1	07 AUG 2025
ENR 1.14-1	07 AUG 2025
ENR 1.14-2	07 AUG 2025
ENR 1.14-3	07 AUG 2025
ENR 1.14-4	07 AUG 2025
ENR 1.14-5	07 AUG 2025
ENR 1.14-6	07 AUG 2025
ENR 2	
ENR 2.1-1	07 AUG 2025
ENR 2.1-2	07 AUG 2025
ENR 2.1-3	07 AUG 2025
ENR 2.1-4	07 AUG 2025
ENR 2.1-5	07 AUG 2025
ENR 2.1-6	07 AUG 2025
ENR 2.1-7	07 AUG 2025
ENR 2.1-8	07 AUG 2025
ENR 2.1-9	07 AUG 2025
ENR 2.1-10	04 SEP 2025
ENR 2.1-11	07 AUG 2025
ENR 2.2-1	07 AUG 2025
ENR 3	
ENR 3.1-1	07 AUG 2025
ENR 3.1-2	07 AUG 2025
ENR 3.1-3	07 AUG 2025
ENR 3.2-1	07 AUG 2025
ENR 3.2-2	16 APR 2026
ENR 3.2-3	07 AUG 2025
ENR 3.2-4	16 APR 2026
ENR 3.2-5	07 AUG 2025
ENR 3.2-6	16 APR 2026
ENR 3.2-7	07 AUG 2025
ENR 3.2-8	16 APR 2026
ENR 3.2-9	07 AUG 2025

Page	Date
UGTB - TBILISI/TBILISI	
AD 2.UGTB-1	07 AUG 2025
AD 2.UGTB-2	07 AUG 2025
AD 2.UGTB-3	30 OCT 2025
AD 2.UGTB-4	30 OCT 2025
AD 2.UGTB-5	30 OCT 2025
AD 2.UGTB-6	30 OCT 2025
AD 2.UGTB-7	30 OCT 2025
AD 2.UGTB-8	07 AUG 2025
AD 2.UGTB-9	07 AUG 2025
AD 2.UGTB-10	07 AUG 2025
AD 2.UGTB-11	07 AUG 2025
AD 2.UGTB-12	30 OCT 2025
AD 2.UGTB-13	30 OCT 2025
AD 2.UGTB-14	16 APR 2026
AD 2.UGTB-15	16 APR 2026
AD 2.UGTB-16	16 APR 2026
AD 2.UGTB-17	07 AUG 2025
AD 2.UGTB-ADC	30 OCT 2025
AD 2.UGTB-APGMC	30 OCT 2025
AD 2.UGTB-AOC-A	25 DEC 2025
AD 2.UGTB-ARC	16 APR 2026
AD 2.UGTB-SID-RNAV-13R-1	16 APR 2026
AD 2.UGTB-SID-RNAV-13R-3	07 AUG 2025
AD 2.UGTB-SID-RNAV-13R-5	07 AUG 2025
AD 2.UGTB-SID-RNAV-31L-1	16 APR 2026
AD 2.UGTB-SID-RNAV-31L-3	07 AUG 2025
AD 2.UGTB-SID-RNAV-31L-5	07 AUG 2025
AD 2.UGTB-SID-RNAV-31L-T-1	16 APR 2026
AD 2.UGTB-SID-RNAV-31L-T-3	07 AUG 2025
AD 2.UGTB-SID-13R/31L-1	16 APR 2026
AD 2.UGTB-SID-13R/31L-3	07 AUG 2025
AD 2.UGTB-STAR-RNAV-13R-1	16 APR 2026
AD 2.UGTB-STAR-RNAV-13R-3	07 AUG 2025
AD 2.UGTB-STAR-RNAV-31L-1	16 APR 2026
AD 2.UGTB-STAR-RNAV-31L-3	07 AUG 2025
AD 2.UGTB-ATCSMAC-1	16 APR 2026
AD 2.UGTB-ATCSMAC-3	07 AUG 2025
AD 2.UGTB-IAC-13R-ILSy	16 APR 2026
AD 2.UGTB-IAC-13R-ILSz-1	16 APR 2026
AD 2.UGTB-IAC-13R-ILSz-3	07 AUG 2025
AD 2.UGTB-IAC-13R-LOCy	16 APR 2026
AD 2.UGTB-IAC-13R-LOCz-1	16 APR 2026
AD 2.UGTB-IAC-13R-LOCz-3	07 AUG 2025
AD 2.UGTB-IAC-31L-ILSy	16 APR 2026
AD 2.UGTB-IAC-31L-ILSz-1	16 APR 2026
AD 2.UGTB-IAC-31L-ILSz-3	07 AUG 2025
AD 2.UGTB-IAC-31L-LOCy	16 APR 2026
AD 2.UGTB-IAC-31L-LOCz-1	16 APR 2026
AD 2.UGTB-IAC-31L-LOCz-3	07 AUG 2025
AD 2.UGTB-IAC-13R-VOR	16 APR 2026
AD 2.UGTB-IAC-31L-VOR	16 APR 2026
AD 2.UGTB-VAC	16 APR 2026
AD 2.UGTB-BIRD	07 AUG 2025

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l. *Aeronautical Chart — ICAO 1:500 000*. This series is constructed on Transverse Mercator projection. The aeronautical data shown are consistent with the use of short and medium range operations and depict all relevant features. The chart includes a selection of aerodromes, significant obstacles, elements of ATS system, special activities areas, radio navigation aids and etc. The chart provides the information to satisfy visual air navigation and also used as a pre-flight planning chart.

Note – This chart does not form part of the AIP of Georgia.

m. *Index Charts*. Some parts of the AIP of Georgia are supplemented by index charts:

- **GAMET areas – Index Chart** — 1:2 500 000. This chart shows GAMET sectors in the TBILISI FIR;
- **Radar coverage area – Index Chart** — 1:2 500 000. This chart shows the graphic portrayal of radar coverage area at the different flight levels in the TBILISI FIR;
- **Prohibited, Restricted and aerial sporting areas – Index Chart** — 1:2 200 000. This chart is produced for the entire TBILISI FIR. The aeronautical data include in compendious form all Prohibited, Restricted and aerial sporting areas as listed under subsections ENR 5.1, ENR 5.5;
- **Bird Migration Routes – Index Chart** — 1:2 500 000. This chart shows the major directions of the bird migration, main migration corridors and bird concentration in the TBILISI FIR and on aerodromes;
- **Bird Concentrations and Movement – Index Chart**. This chart shows the bird concentrations in the vicinity of an aerodrome;
- **Free Route Airspace – Index Chart** — 1:1 500 000. This chart shows South Caucasus cross border Free Route Airspace within TBILISI FIR;
- **En-route ATC Surveillance Minimum Altitude Chart – Index Chart** — 1:1 500 000. This supplementary chart provides information that will enable flight crews to monitor and cross-check altitudes assigned while under radar control within TBILISI CTA;
- **Radio communication coverage area – Index Chart** — 1:1 500 000. This chart shows the graphic portrayal of radio communication coverage area at different heights within TBILISI FIR.

5 List of aeronautical charts available

Title of series	Scale	Name and/or number		Price ($)
Aerodrome Chart – ICAO	1:12 500	**TBILISI/Tbilisi**	AD 2.UGTB-ADC	
	1:15 000	**KUTAISI/Kopitnari**	AD 2.UGKO-ADC	
		BATUMI	AD 2.UGSB-ADC	
	1:6 000	**MESTIA**	AD 2.UGMS-ADC	
		NATAKHTARI	AD 2.UGSA-ADC	
		AMBROLAURI	AD 2.UGAM-ADC	
	1:9 000	**TELAVI**	AD 2.UGGT-ADC	
Aircraft Parking and Ground Movement Chart – ICAO	1:8 000	**TBILISI/Tbilisi**	AD 2.UGTB-APGMC	
Aerodrome Obstacle Chart – ICAO – Type A	1:20 000	**TBILISI/Tbilisi**	AD 2.UGTB-AOC-A	
		BATUMI	AD 2.UGSB-AOC-A	
En-route Chart – ICAO	1:1 500 000	**Conventional navigation Routes**	ENR 6-3	
		Area navigation (RNAV) Routes	ENR 6-5	
Prohibited, Restricted and Aerial sporting areas Chart – Index chart	1:1 500 000	**Georgia**	ENR 6-7	
Bird Migration Chart – Index chart	1:2 500 000	**Bird Migration Routes (Spring)**	ENR 6-9	
		Bird Migration Routes (Autumn)	ENR 6-11	
Area Chart – ICAO	1:700 000	**TBILISI TMA**	AD 2.UGTB-ARC	
	1:650 000	**KUTAISI TMA**	AD 2.UGKO-ARC	
	1:500 000	**BATUMI TMA**	AD 2.UGSB-ARC	
Standard Departure Chart – Instrument (SID) – ICAO	1:500 000	**TBILISI/Tbilisi**		
		UGTB RNAV RWY13R	AD 2.UGTB-SID-RNAV-13R-1	
		UGTB RNAV RWY31L	AD 2.UGTB-SID-RNAV-31L-1	
		UGTB RNAV RWY31L (TAVRO)	AD 2.UGTB-SID-RNAV-31L-T-1	
		UGTB RWY13R/31L	AD 2.UGTB-SID-13R/31L-1	
	1:650 000	**KUTAISI/Kopitnari**		
		UGKO RWY07	AD 2.UGKO-SID-07-1	
		UGKO RNAV RWY07	AD 2.UGKO-SID-RNAV-07-1	
		UGKO RNAV RWY25	AD 2.UGKO-SID-RNAV-25-1	
	1:700 000	**BATUMI**		
		UGSB RNAV RWY30	AD 2.UGSB-SID-RNAV-30-1	
Standard Arrival Chart – Instrument (STAR) – ICAO	1:550 000	**TBILISI/Tbilisi**		
		UGTB RNAV RWY13R	AD 2.UGTB-STAR-RNAV-13R-1	
		UGTB RNAV RWY31L	AD 2.UGTB-STAR-RNAV-31L-1	
	1:650 000	**KUTAISI/Kopitnari**		
		UGKO RNAV RWY07	AD 2.UGKO-STAR-RNAV-07-1	
		UGKO RNAV RWY25	AD 2.UGKO-STAR-RNAV-25-1	
	1:500 000	**BATUMI**		
		UGSB RNAV RWY12	AD 2.UGSB-STAR-RNAV-12-1	

Meteorological observations at the aerodrome and on the RWY are being transmitted via AFTN around the clock. Full METAR is available in the daytime (from HR05:00 - until HR13:00), in the night time AUTOMETAR is transmitted without the VISIBILITY, CLOUDS and WEATHER PHENOMENA groups.

At AMBROLAURI aerodrome:

- Wind Sensor – RWY Middle area;
- Pressure Sensor – RWY Middle area;
- Temperature/Humidity Sensor – RWY Middle area;
- Rain Gage – RWY Middle area;
- Visibility – visual observation only;
- Cloud Base – visual observation only.

Meteorological observations at the aerodrome and on the RWY are being transmitted via AFTN around the clock. Full METAR is available in the daytime (from HR05:00 - until HR13:00), in the night time AUTOMETAR is transmitted without the VISIBILITY, CLOUDS and WEATHER PHENOMENA groups.

4 Types of services

Meteorological Service of SAKAERONAVIGATSIA Ltd provides the following types of service:

- Briefing;
- Consultations for aircraft crews;
- Flight meteorological documentation for different kinds of flights (completed according to the user's request);
- Landing/take-off meteorological service.

Details of meteorological briefing at the aerodromes are given in the individual aerodrome subsection AD 2.

SAKAERONAVIGATSIA Ltd provides meteorological service at the TBILISI/Tbilisi, KUTAISI/Kopitnari, BATUMI, MESTIA and AMBROLAURI aerodromes.

Meteorological Office	Telephone	E-mail
1	2	3
TBILISI	(+995 32) 274 43 10	sinoptik.tbilisi@airnav.ge
KUTAISI	(+995 32) 274 43 37 (+995 32) 274 44 77 (303)	meteo.kopitnari@airnav.ge
BATUMI	(+995 577) 11 44 92	meteo.batumi@airnav.ge
MESTIA	(+995 32) 274 43 29 (+995 32) 274 44 77 (173)	meteo.mestia@airnav.ge
AMBROLAURI	(+995 32) 274 43 08 (+995 32) 274 44 77 (701)	meteo.ambrolauri@airnav.ge

Meteorological Office at TBILISI/Tbilisi aerodrome provides consultations for crews in English. Flight meteorological documentation is provided for international and domestic flights. The documentation comprises Significant Weather Chart, Upper Wind and Upper Air Temperature Chart, latest available aerodrome forecasts for the destination and for the alternate aerodromes (including RALT, TALT), latest current weather for the destination and for the alternate aerodromes, Forecasts for take-off and such additional meteorological information as advisory information on space weather events, meteo radar and satellite information (upon request for consultation), AIREP, GAMET, SIGMET and AIRMET. All WAFS products, VAACs and TCACs are available from SADIS receiving system and available from secured meteorological web-site https://www.aviationweather.gov/.

Meteorological Office at KUTAISI/Kopitnari aerodrome provides consultations for crews in English. Flight meteorological documentation is provided for international and domestic flights. The documentation comprises Significant Weather Chart, Upper Wind and Upper Air Temperature Chart, latest available aerodrome forecasts for the destination and for the alternate aerodromes (including RALT, TALT), latest current weather for the destination and for the alternate aerodromes, Forecasts for take-off and such additional meteorological information as advisory information on space weather events, meteo radar and satellite information (upon request for consultation), AIREP, GAMET, SIGMET and AIRMET. All WAFS products, VAACs and TCACs are available from SADIS receiving system and available from secured meteorological web-site https://www.aviationweather.gov/.

Meteorological Office at BATUMI aerodrome provides consultations for crews in English. Flight meteorological documentation is provided for international and domestic flights. The documentation comprises Significant Weather Chart, Upper Wind and Upper Air Temperature Chart, latest available aerodrome forecasts for the destination and for the alternate aerodromes (including RALT, TALT), latest current weather for the destination and for the alternate aerodromes, Forecasts for take-off and such additional meteorological information as advisory information on space weather events, meteo radar and satellite information (upon request for consultation), AIREP, GAMET, SIGMET and AIRMET. All WAFS products, VAACs and TCACs are available from SADIS receiving system and available from secured meteorological web-site https://www.aviationweather.gov/.

5 Notification required from operators

Notifications from operators in respect of briefing consultation, flight documentation and other meteorological information needed by them *(ref. ICAO Annex 3, 2.3)* is normally required for intercontinental flights of more than 3500 KM. Such notifications should be received at least 6 hours before the estimated time of departure.

6 Aircraft reports

Observations and aircraft reports are conducted in accordance with *ICAO Appendix I Doc 4444 RAC /501/12*.

7 VOLMET service

7.1 VOLMET Broadcasts

7.1.1 VOLMET Broadcasts are made in plain language from Tbilisi as detailed in Table GEN 3.5.7. The broadcasts are prefixed by designator TBILISI VOLMET and contain:

a. notification of current SIGMET information;
b. METAR with TREND.

7.1.2 Broadcasts are made on VHF ground-to-air frequencies as detailed in Table GEN 3.5.7.

Table GEN 3.5.7 VOLMET service

Name of transmitting station	Call sign/ IDENT Abbreviation (EM)	FREQ (MHz)	Broadcasting period	Hours of service	Aerodromes included	REP, FCST, SIGMET INFO, Remarks
1	2	3	4	5	6	7
Tbilisi	TBILISI VOLMET (A3E)	129.200	CONS	H24	UGTB UGKO UGSB	METAR+TREND UGGG-SIGMET

8 SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET service

Name of MWO/ location indicators	Hours	FIR or CTA served	Validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
TBILISI UGTB	H24	TBILISI FIR	SIGMET/4 HR SIGMET VA/TC: Validity 6 HR	Issued H24		TBILISI TWR, APP, ACC; BATUMI TWR, APP; KUTAISI TWR, APP; AFIS UGAM; AFIS UGMS	NIL
TBILISI UGTB	H24	TBILISI FIR	AIRMET/4 HR		Issued during daytime only	TBILISI TWR, APP, ACC; BATUMI TWR, APP; KUTAISI TWR, APP; AFIS UGAM; AFIS UGMS	NIL

8.1 Area meteorological watch service

8.1.1 SIGMET

Information is issued in the form of SIGMET messages about occurrence or possible occurrence of one or several of the following significant meteorological phenomena:

a. thunderstorm:

  - obscured (OBSC TS);
  - embedded (EMBD TS);
  - frequent (FRQ TS);
  - line squall (SQL TS);
  - obscured with hail (OBSC TSGR);
  - embedded with hail (EMBD TSGR);
  - frequent with hail (FRQ TSGR);
  - line squall with hail (SQL TSGR);

b. turbulence:
  - severe turbulence (SEV TURB);

c. icing:
  - severe icing (SEV ICE);
  - severe icing due to freezing rain (SEV ICE FZRA);

d. tropical cyclone (to be included if the 10-minute mean surface wind speed at the aerodrome is expected to be 34 KT or more);

e. mountain wave:
  - severe mountain wave (SEV MTW);

f. sandstorm:
  - heavy sandstorm (HVY SS);

g. duststorm:
  - heavy duststorm (HVY DS);

h. volcanic ash:
  - volcanic ash (VA + name of the volcano, if known);

i. radioactive cloud (RDOACT CLD).

SIGMETs are issued in English in abbreviated plain language and are numbered consecutively for each day commencing at 0001. Their period of validity is generally limited to less than 4 hours from the time of issuance.

8.1.2 AIRMET

Information is issued in the form of AIRMET messages about occurrence or possible occurrence of one or several of the following significant meteorological phenomena:

- strong surface wind and gusts above 30 KT (SFC WSPD + wind speed above 30 KT on the widespread areas);
- surface visibility to less than 5000 M on the widespread areas (SFC VIS + BR, DS, DU, DZ, FC, FG, FU, GR, GS, HZ, IC, PL, PO, RA, SA, SG, SN, SQ, SS or VA);
- thunderstorms: ISOL TS, OCNL TS, ISOL TSGR, OCNL TSGR;
- mountain obscuration:
  - mountain obscured MT OBSC;
- cloud:
  - widespread areas of broken or overcast cloud with height of base less than 1000 FT above ground level:
    - broken BKN CLD (+ height of the base and top and units);
    - overcast OVC CLD (+ height of the base and top and units);
  - cumulonimbus clouds which are:
    - isolated ISOL CB;
    - occasional OCNL CB;
    - frequent FRQ CB;
  - towering cumulus clouds which are:
    - isolated ISOL TCU;
    - occasional OCNL TCU;
    - frequent FRQ TCU;
- moderate turbulence (except for turbulence in convective clouds) - MOD TURB;
- moderate icing (except for icing in convective clouds) - MOD ICE;
- moderate mountain wave - MOD MTW.

AIRMETs are issued in English in abbreviated plain language and are numbered consecutively for each day commencing at 0001. Their period of validity is generally limited to less than 4 hours from the time of issuance.

8.1.3 GAMET

GAMET area forecasts contain two sections: *Section I* related to information on en-route weather phenomena hazardous to low-level flights (below FL150), prepared in support of the issuance of AIRMET information, and *Section II* related to additional information required by low-level flights. The content and order of elements in a GAMET area forecast are in accordance with the template shown in Table A5-3 of ICAO Annex 3. Elements which are already covered by a SIGMET message are omitted from GAMET area forecast.

Section I

1. Surface wind speed - SFC WSPD group - Widespread surface wind exceeding 30 KT.

2. Horizontal surface visibility - SFC VIS group - Widespread surface visibility below 5000 M including the weather phenomena causing the reduction in visibility.

3. Significant weather phenomena - SIGWX group - ISOL TS or OCNL TS or FRQ TS or OBSC TS or EMBD TS or HVY DS or HVY SS or SQL TS or ISOL TSGR or OCNL TSGR or FRQ TSGR or OBSC TSGR or EMBD TSGR or SQL TSGR or VA.

4. Mountain obscuration - MT OBSC group.

5. Cloud - SIG CLD group - Widespread areas of broken or overcast cloud with height of base less than 300 M (1000 FT) above ground level (AGL) or above mean sea level (AMSL) and/or any occurrence of cumulonimbus (CB) or towering cumulus (TCU) clouds.

6. Icing - ICE group - Icing (except for that occurring in convective clouds and for severe icing for which a SIGMET message has already been issued).

7. Turbulence - TURB group - Turbulence (except for that occurring in convective clouds and for severe turbulence for which a SIGMET message has already been issued).

8. Mountain wave - MTW group - Mountain wave (except for severe mountain wave for which a SIGMET message has already been issued).

9. SIGMET - SIGMET applicable - SIGMET messages applicable to the FIR/CTA concerned or a sub-area thereof, for which the area forecast is valid.

Section II

10. Pressure centres and fronts - PSYS group - Pressure centres and fronts and their expected movements and developments.

11. Upper winds and upper-air temperatures - WIND/T group - Mean values of wind direction and speed are provided for the following altitudes: 2000, 5000, 10000 and 15000 FT.

12. Cloud - CLD group - Cloud information not included in Section I giving type, height of base and top above ground level (AGL) or above mean sea level (AMSL).

13. Freezing level - FZLVL group.

14. Sea surface temperature - SEA group - Sea surface temperature and state of the sea if required by regional air navigation agreement.

15. Forecast QNH - MNM QNH - Forecast lowest QNH during the period of validity.

16. Volcanic eruptions - VA - Name of volcano.

All heights in forecasts are expressed as altitudes above mean sea level (AMSL) or in flight levels (FL).

The validity period of GAMET forecasts is 6 hours (from 06:00 till 12:00; from 12:00 till 18:00 UTC), these forecasts are prepared and published twice per day for the following areas: A1, A2, A3, A4, A5 (according to chart GAMET AREAS which is available on the Sakaeronavigatsia Ltd official web-site www.airnav.ge on MET-OFFICE page).

Amendments to GAMET

When a weather phenomenon hazardous to low-level flights has been included in the GAMET area forecast and the phenomenon forecast does not occur, or is no longer forecast, a GAMET AMD is issued, amending only the weather element concerned.

8.2 Aerodrome Warning service

Aerodrome warning is provided by all MET offices at the aerodromes. Warnings for the protection of parked and fastened aircraft or other equipment at the aerodrome will be issued by all MET offices, if one or several of the following phenomena are expected to occur at the local aerodrome:

- tropical cyclone (to be included if the 10-minute mean surface wind speed at the aerodrome is expected to be 34 KT or more);
- thunderstorms;
- squall;
- freezing precipitation;
- hail;
- snow (including the expected or observed snow accumulation);
- rime;
- sandstorm;
- duststorm;
- rising sand or dust;
- strong surface wind and gust;
- frost;
- volcanic ash;
- volcanic ash deposition;
- toxic chemicals;
- other phenomena as agreed locally.

9 Other automated meteorological services

NIL.

Index chart GAMET Areas on page GEN 3.5-9

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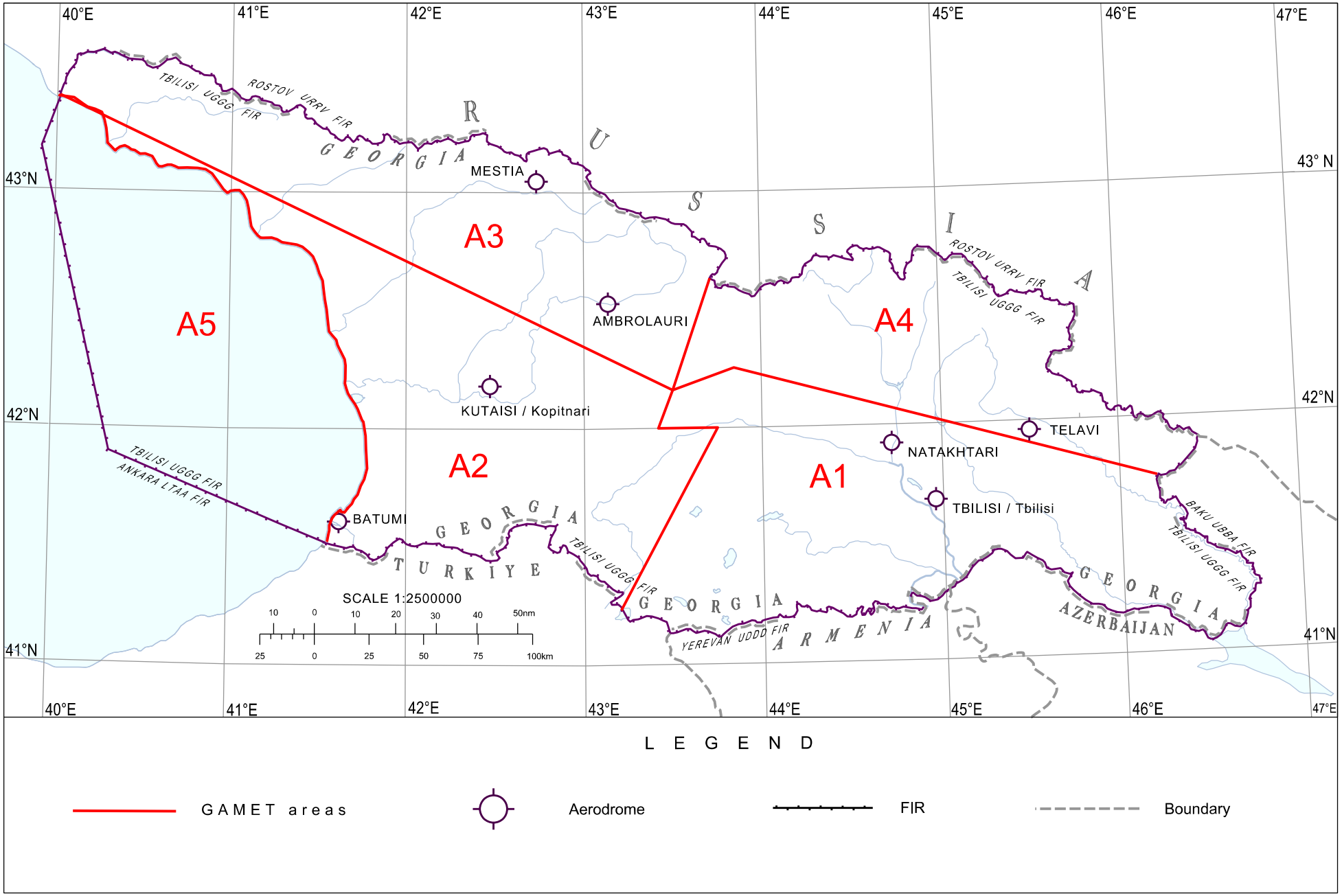
GAMET AREAS

Changes: Page number



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ENR 3.2 Area navigation routes

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing / Geodesic DIST	Upper limits / Lower limits / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
L125 (RNAV 5)		109.3 NM					
▲**OGEVI** (FIR boundary) 410805N 0434713E	TBS 232° 61.4 NM 1700 FT	For continuation, see AIP Armenia.					
		347° 167° 57.6 NM	FL 660 FL 195 Class C	↑	↓	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**ALI NDB (BT)** 420523N 0433901E							
		- 156° 30.3 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**BASKA** 423459N 0432655E	KTS 053° 49.3 NM 200 FT						
		- 153° 21.4 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
▲**GUSLI** (FIR boundary) 425506N 0431702E	KTS 031° 56.9 NM 200 FT	For continuation, see AIP Russia.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
L850 (RNAV 5)		318.4 NM					
▲**ADEKI** (FIR boundary) 411748N 0464500E	TBS 098° 84.3 NM 1700 FT	For continuation, see AIP Azerbaijan.					
		284° 103° 72.2 NM	FL 660 FL 195 Class C	↑	↓	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**DEDON** 414255N 0451448E	TBS 072° 13.7 NM 1700 FT						
		283° 101° 103.1 NM	FL 660 FL 195 Class C	↑	↓	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**TAGAR** 421642N 0430410E	KTS 070° 26.8 NM 200 FT						
		281° 099° 143.1 NM	FL 660 FL 285 Class C	↑	↓	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
▲**BANUT** (FIR boundary) 425923N 0395907E	KTS 288° 121.1 NM 200 FT	For continuation, see AIP Russia.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
M10 (RNAV 5)		63.9 NM					
△**TETRO** 414021N 0425135E	KTS 144° 34.5 NM 200 FT						
		257° - 63.9 NM	FL 660 FL 195 Class C		↓	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
▲**SARPI** (FIR boundary) 413256N 0412659E	KTS 224° 59.7 NM 200 FT	For continuation, see AIP Turkiye.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
M54 (RNAV 5)		117.0 NM					
▲**TAVRO** (FIR boundary) 411129N 0443009E	TBS 208° 35.0 NM1700 FT	For continuation, see AIP Armenia.					
		- 145° 25.9 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**LAGAS** 413419N 0441353E	TBS 253° 32.7 NM 1700 FT						
		- 145° 91.1 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
▲**GUSLI** (FIR boundary) 425506N 0431702E	KTS 031° 56.9 NM 200 FT	For continuation, see AIP Russia.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
M747 (RNAV 5)		231.3 NM					
▲**BARAD** (FIR boundary) 412131N 0450500E	TBS 155° 19.7 NM 1700 FT	For continuation, see AIP Azerbaijan.					
		- 101° 40.5 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**LAGAS** 413419N 0441353E	TBS 253° 32.7 NM 1700 FT						
		- 100° 65.5 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**BARUS** 415414N 0425030E	KTS 128° 22.8 NM 200 FT						
		- 100° 52.4 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
△**IBERI** 420939N 0414318E	KTS 262° 34.1 NM 200 FT						
		- 098° 72.9 NM	FL 660 FL 195 Class C	↑		+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
▲**IDLER** (FIR boundary) 422925N 0400845E	KTS 274° 105.8 NM 200 FT	For continuation, see AIP Russia.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
N11 (RNAV 5)		253.0 NM					
▲ROLIN (FIR boundary) 414757N 0403923E	KTS 248° 84.9 NM 200 FT						
		079° 260° 98.4 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
△**BARUS** 415414N 0425030E	KTS 128° 22.8 NM 200 FT						
		082° 263° 77.4 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**MUKHRANI NDB (DF)** 415500N 0443356E							
		081° 262° 77.2 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
▲KUFAN (FIR boundary) 415718N 0461708E	TBS 067° 62.4 NM 1700 FT						

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
N37 (RNAV 5)		200.5 NM					
▲**SARPI** (FIR boundary) 413256N 0412659E	KTS 224° 59.7 NM 200 FT	For continuation, see AIP Turkiye.					
		060° 240° 8.0 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
△**BATUMI NDB (LU)** 413605N 0413651E							
		064° 245° 22.8 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
△**ODILI** 414317N 0420540E	KTS 206° 32.4 NM 200 FT						
		065° 245° 35.3 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 133.400 MHz (Primary) 135.625 MHz (Secondary) 134.450 MHz (Primary) 135.750 MHz (Secondary)
△**BARUS** 415414N 0425030E	KTS 128° 22.8 NM 200 FT						
		066° 246° 38.0 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**ALI NDB (BT)** 420523N 0433901E							
		070° 252° 96.4 NM	FL 660 FL 225 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
▲**LURIS** 422525N 0454607E	TBS 032° 58.2 NM 1700 FT	For continuation, see AIP Russia.					

Route designator (RNP/RNAV) Name of significant points Coordinates NAV/RCP/RSP specification	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Magnetic bearing Geodesic DIST	Upper limits Lower limits Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Navigation accuracy requirement	Remarks Controlling unit, Channel Logon address SATVOICE number NAV/RCP/RSP specification limitations
1	2	3	4	5		6	7
N61 (RNAV 5)		152.3 NM					
▲**NOLGA** (FIR boundary) 412541N 0425844E	KTS 147° 50.0 NM 200 FT	For continuation, see AIP Turkiye.					
		074° 255° 57.1 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**LAGAS** 413419N 0441353E	TBS 253° 32.7 NM 1700 FT						
		075° 255° 11.3 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**BAGEM** 413556N 0442850E	TBS 252° 21.4 NM 1700 FT						
		071° 252° 21.4 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**TBILISI DVOR/DME (TBS)** 414014N 0445649E							
		072° 252° 13.7 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)
△**DEDON** 414255N 0451448E	TBS 072° 13.7 NM 1700 FT						
		066° 246° 48.8 NM	FL 660 FL 195 Class C	↓	↑	+/-5 NM	TBILISI ACC FREQ: 125.125 MHz (Primary) 135.125 MHz (Secondary) 133.500 MHz (Primary) 135.350 MHz (Secondary)

ENR 4 Radio navigation aids/systems

ENR 4.1 Radio navigation aids - en-route

Legend for FRA relevance:
(E) = “Horizontal Entry point”
(X) = “Horizontal Exit point”
(I) = “Intermediate point”
(A) = “Arrival Connecting point”
(D) = “Departure Connecting point”

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
ALI NDB	BT	353 KHz	H24	420523N 0433901E	Not applicable	FRA(I)
BAKURIANI DME	BKU	110.600 MHz (CH 43X)	H24	414141N 0433236E	9000 FT	Coverage 108 NM.
BATUMI DME	BTM	108.400 MHz (CH 21X)	H24	413623N 0413606E	100 FT	Coverage 108 NM. Omnidirectional.
BATUMI NDB (7° E)	LU	430 KHz	H24	413605N 0413651E	Not applicable	FRA(I)
GUDAURI DME	GUD	110.800 MHz (CH 45X)	H24	422930N 0442946E	8900 FT	Coverage 108 NM.
KUTAISI DVOR/DME (7° E)	KTS	113.600 MHz (CH 83X)	H24	421033N 0422905E	200 FT	Coverage 108 NM. FRA(I)
MUKHRANI NDB (7° E)	DF	520 KHz	H24	415500N 0443356E	Not applicable	FRA(I) FRA(D): UGTB SID UGTB
POTI DME	PTI	111.000 MHz (CH 47X)	H24	420942N 0414150E	100 FT	Coverage 108 NM.
TBILISI DVOR/DME (7° E)	TBS	113.700 MHz (CH 84X)	H24	414014N 0445649E	1700 FT	Coverage 108 NM. FRA(I)
TSNORI DME	TSN	108.600 MHz (CH 23X)	H24	413746N 0460056E	800 FT	Coverage 108 NM.

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ENR 4.4 Name-code designators for significant points

Legend for FRA relevance:
(E) = “Horizontal Entry point”
(X) = “Horizontal Exit point”
(I) = “Intermediate point”
(A) = “Arrival Connecting point”
(D) = “Departure Connecting point”

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
ADEKI	411748N 0464500E	L850, N644	FRA(EX) EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft CRP
AGISO	413740N 0432945E	N644	FRA(I) O/R
ANAGU	413750N 0460056E		FRA(I) O/R
BADIR	412900N 0452200E	N644	FRA(I) O/R
BAGEM	413556N 0442850E	N61	FRA(I) O/R
BANUT	425923N 0395907E	L850	FRA(EX) ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft CRP
BARAD	412131N 0450500E	M747	FRA(X) ODD FLs for all exiting aircraft CRP
BARUS	415414N 0425030E	M747, N11, N37	FRA(I) O/R
BASKA	423459N 0432655E	L125	FRA(I) FRA(A): UGKO STAR UGKO O/R
DEDON	414255N 0451448E	L850, N61	FRA(I) O/R
DISKA	412750N 0451734E		FRA(X) ODD FLs for all exiting aircraft SID UGTB CRP

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
EMBUS	421406N 0431650E	H7	FRA(I) FRA(A): UGKO STAR UGKO O/R
FIBBE	420034N 0431943E		FRA(D): UGSB SID UGSB O/R
FOQUS	420355N 0425944E		FRA(I) O/R
GIMUR	420100N 0440756E		FRA(I) FRA(A): UGTB STAR UGTB O/R
GUSLI	425506N 0431702E	L125, M54	FRA(E) ODD FLs for all entering aircraft CRP
IBERI	420939N 0414318E	M747	FRA(I) O/R
IDLER	422925N 0400845E	M747	FRA(EX) ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft CRP
IZERO	413921N 0410632E		FRA(X) EVEN FLs for all exiting aircraft SID UGSB CRP
KADZE	421822N 0413825E		FRA(I) FRA(D): UGKO SID UGKO O/R
KOTAN	412248N 0462724E		FRA(I) O/R
KUFAN	415718N 0461708E	N11, N61	FRA(EX) EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft SID UGTB CRP
KUSSA	415803N 0414801E	H5	FRA(A): UGSB FRA(D): UGKO STAR UGSB SID UGKO O/R

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
LAGAS	413419N 0441353E	M54, M747, N61, N644	FRA(I) FRA(A): UGTB STAR UGTB O/R
LAMUS	413240N 0453124E		FRA(I) FRA(A): UGTB STAR UGTB O/R
LAPTO	423753N 0441119E	N82	FRA(X) EVEN FLs for all exiting aircraft SID UGTB CRP
LURIS	422525N 0454607E	N37	FRA(EX) FL225 - FL660 EVEN FLs for all entering aircraft ODD FLs for all exiting aircraft CRP
MAQQO	420432N 0414144E		FRA(A): UGKO STAR UGKO O/R
NOLGA	412541N 0425844E	N61	FRA(EX) ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft CRP
ODILI	414317N 0420540E	N37, N644	FRA(I) FRA(A): UGSB STAR UGSB O/R
OGEVI	410805N 0434713E	L125	FRA(I) CRP
PALLE	412835N 0441925E		FRA(D): UGTB SID UGTB O/R
PORZA	415708N 0404938E		FRA(D): UGSB SID UGSB O/R
ROLIN	414757N 0403923E	N11, N644	FRA(EX) ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft CRP
SARPI	413256N 0412659E	M10, N37	FRA(EX) ODD FLs for all entering aircraft EVEN FLs for all exiting aircraft CRP

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
SOSED	420635N 0410015E		FRA(I) FRA(A): UGSB STAR UGSB O/R
TAGAR	421642N 0430410E	L850	FRA(I) O/R
TAVRO	411129N 0443009E	M54	FRA(I) SID UGTB CRP
TAVSA	423000N 0441456E	N82	FRA(I) O/R
TETRO	414021N 0425135E	M10, N644	FRA(I) O/R
TISOT	411605N 0445309E	N82	FRA(I) STAR UGTB CRP
TUZZA	415248N 0415606E		FRA(A): UGKO STAR UGKO SID UGSB O/R
VIZRO	420709N 0431819E	H5	FRA(D): UGKO SID UGKO O/R
ZAGOT	414706N 0440811E		FRA(D): UGTB SID UGTB O/R

ENR 5 Navigation warnings

ENR 5.1 Prohibited, Restricted and Danger Areas

1 Prohibited Areas

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGP1 **SUPSA** Circle: radius 2 NM, centred at: 420124N 0414607E	1000 FT AGL GND	H24 Prohibited for all flights

2 Restricted Areas

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR1 **SOLOLAKI** Circle: radius 1.6 NM, centred at: 414115N 0444755E	6000 FT AMSL GND	H24 Flights can be allowed by appropriate ATS authority
UGR2 **KOJORI** Circle: radius 0.5 NM, centred at: 414001N 0444049E	5700 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR3 **VAZIANI 1** Circle: radius 0.8 NM, centred at: 414100N 0450322E	4500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR4 **GORI 1** Circle: radius 0.7 NM, centred at: 420033N 0440557E	4000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR5 **SENAKI** Circle: radius 1 NM, centred at: 421434N 0420256E	2000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR6 **KHONI** Circle: radius 1 NM, centred at: 421844N 0422258E	2500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR7 **KOBULETI** Circle: radius 0.7 NM, centred at: 415026N 0414759E	2000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR8 **KRTSANISI 1** 413519N 0445206E - 413519N 0445624E - 413308N 0445624E - 413308N 0445206E - 413519N 0445206E	3000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR9 **ALGETI 1** 413128N 0451129E - 413130N 0451715E - 412815N 0451714E - 412809N 0451531E - 412638N 0451130E - 413128N 0451129E	3000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR10 **VAZIANI 2** 413948N 0450509E - 413956N 0451240E - 413530N 0451221E - 413454N 0450955E - 413543N 0450845E - 413548N 0450738E - 413656N 0450520E - 413803N 0450355E - 413856N 0450357E - 413948N 0450509E	3500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR12 **SIMONETI 1** 421609N 0425139E - 421613N 0425418E - 421444N 0425422E - 421442N 0425143E - 421609N 0425139E	3000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR14 **KAKHETI ZONE 1** 421315N 0450127E - 421300N 0453628E - 414704N 0453606E - 414710N 0450126E - 421315N 0450127E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR15 **KAKHETI ZONE 2** 414704N 0453606E - 421300N 0453628E - along the state border with Russia - 420631N 0455215E - 414658N 0455200E - 414704N 0453606E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR16 **KAKHETI ZONE 3** 414658N 0455200E - 420631N 0455215E - along the state border with Russia - 415449N 0462529E - along the state border with Azerbaijan - 414642N 0461818E - 414658N 0455200E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR17 **KAKHETI ZONE 4** 414710N 0450126E - 414704N 0453606E - 413614N 0453600E - 413620N 0450126E - 414710N 0450126E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR18 **KAKHETI ZONE 5** 414704N 0453606E - 414658N 0455200E - 413609N 0455150E - 413614N 0453600E - 414704N 0453606E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR19 **KAKHETI ZONE 6** 414658N 0455200E - 414642N 0461818E - along the state border with Azerbaijan - 413536N 0462011E - 413609N 0455150E - 414658N 0455200E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR20 **KAKHETI ZONE 7** 413620N 0450126E - 413614N 0453600E - 412226N 0453553E - along the state border with Azerbaijan - 411824N 0450126E - 413620N 0450126E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR21 **KAKHETI ZONE 8** 413614N 0453600E - 413609N 0455150E - 411257N 0455108E - along the state border with Azerbaijan - 412226N 0453553E - 413614N 0453600E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR22 **KAKHETI ZONE 9** 413609N 0455150E - 413536N 0462011E - along the state border with Azerbaijan - 410941N 0463913E - 410958N 0461809E - along the state border with Azerbaijan - 411257N 0455108E - 413609N 0455150E	FL 310 GND	HX no specific hours Anti-hail Rocket Firing. Flights from April till the end of October can be restricted by appropriate ATS unit on the basis of prior information
UGR24 **ATOTSI** 421217N 0433651E - 420559N 0433950E - 420332N 0435603E - 421048N 0435643E - 421217N 0433651E	FL 135 GND	H24 VFR flights are restricted. Restriction does not apply to state aircraft
UGR25 **DIGOMI** 414716N 0444628E - 414728N 0444627E - 414727N 0444634E - 414724N 0444637E - 414716N 0444637E - 414716N 0444628E	1000 FT AGL GND	H24 Unmanned aircraft flights are not allowed
UGR26 **KUTAISI** 421107N 0422415E - 421125N 0422632E - Clockwise arc, radius 1.1 NM, centered at 421043N 0422739E - 421147N 0422724E - 421206N 0422955E - Clockwise arc, radius 1.1 NM, centered at 421102N 0423009E - 421157N 0423055E - 421214N 0423312E - 421006N 0423341E - 420949N 0423124E - Clockwise arc, radius 1.1 NM, centered at 421030N 0423017E - 420926N 0423031E - 420907N 0422801E - Clockwise arc, radius 1.1 NM, centered at 421011N 0422746E - 420916N 0422700E - 420859N 0422444E - 421107N 0422415E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR27 **BATUMI** 413936N 0413333E - 413821N 0413529E - Clockwise arc, radius 1.1 NM, centered at 413716N 0413530E - 413805N 0413627E - 413659N 0413809E - Clockwise arc, radius 1.1 NM, centered at 413610N 0413712E - 413619N 0413838E - 413511N 0414021E - 413333N 0413828E - 413441N 0413645E - Clockwise arc, radius 1.1 NM, centered at 413545N 0413644E - 413456N 0413547E - 413603N 0413405E - Clockwise arc, radius 1.1 NM, centered at 413652N 0413502E - 413643N 0413336E - 413758N 0413140E - 413936N 0413333E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR28 **MESTIA** Circle: radius 0.6 NM, centred at: 430318N 0424501E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR29 **NATAKHTARI** Circle: radius 0.6 NM, centred at: 415517N 0444250E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR30 **TELAVI** Circle: radius 0.6 NM, centred at: 415712N 0453032E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR31 **TBILISI** 414322N 0445458E - 414208N 0445633E - Clockwise arc, radius 1.1 NM, centered at 414103N 0445625E - 414148N 0445728E - 414013N 0445927E - Clockwise arc, radius 1.1 NM, centered at 413929N 0445824E - 413931N 0445951E - 413816N 0450125E - 413647N 0445919E - 413802N 0445745E - Clockwise arc, radius 1.1 NM, centered at 413907N 0445753E - 413822N 0445650E - 413956N 0445451E - Clockwise arc, radius 1.1 NM, centered at 414041N 0445554E - 414038N 0445427E - 414153N 0445253E - 414322N 0445458E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR32 **MARNEULI 1** Circle: radius 5 NM, centred at: 412715N 0444646E	FL 140 GND	HX no specific hours Activated on the basis of prior agreement between Ministry of Defense and appropriate ATS unit of Air Navigation Service Provider

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR33 **MARNEULI 2** 413700N 0442700E - 413000N 0445800E - 412500N 0445900E - 412155N 0450714E - along the state border with Azerbaijan - 411750N 0450055E - along the state border with Armenia - 411249N 0441856E - 413700N 0442700E	FL 250 GND	HX no specific hours Activated on the basis of prior agreement between Ministry of Defense and appropriate ATS unit of Air Navigation Service Provider
UGR34 **MARNEULI 3** 413800N 0440700E - 413700N 0442700E - 411249N 0441856E - along the state border with Armenia - 411113N 0440656E - 413600N 0440000E - 413800N 0440700E	FL 250 GND	HX no specific hours Activated on the basis of prior agreement between Ministry of Defense and appropriate ATS unit of Air Navigation Service Provider
UGR36 **KRTSANISI 2** 413519N 0445206E - 413519N 0445624E - 413308N 0445624E - 413308N 0445206E - 413519N 0445206E	7000 FT AMSL GND	Activated by NOTAM. For use of Ministry of Defense
UGR37 **ALGETI 2** 413128N 0451129E - 413130N 0451715E - 412815N 0451714E - 412809N 0451531E - 412638N 0451130E - 413128N 0451129E	7000 FT AMSL GND	Activated by NOTAM. For use of Ministry of Defense
UGR39 **SIMONETI 2** 421609N 0425139E - 421613N 0425418E - 421444N 0425422E - 421442N 0425143E - 421609N 0425139E	7000 FT AMSL GND	Activated by NOTAM. For use of Ministry of Defense
UGR40 **VAZIANI 3** 413948N 0450509E - 413956N 0451240E - 413530N 0451221E - 413454N 0450955E - 413543N 0450845E - 413548N 0450738E - 413656N 0450520E - 413803N 0450355E - 413856N 0450357E - 413948N 0450509E	FL 115 GND	Activated by NOTAM. For use of Ministry of Defense
UGR41 **BOLNISI** Circle: radius 6 NM, centred at: 412904N 0443202E	FL 140 GND	HX no specific hours Activated on the basis of prior agreement between Ministry of Defense and appropriate ATS unit of Air Navigation Service Provider
UGR42 **MARNEULI 4** Circle: radius 1.2 NM, centred at: 412745N 0444706E	3500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR44 **ABULI 1** 412415N 0433409E - 412504N 0433416E - 412626N 0433528E - 412714N 0433802E - 412659N 0433902E - 412433N 0433945E - 412415N 0433409E	FL 120 GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR45 **ABULI 2** 412415N 0433409E - 412504N 0433416E - 412626N 0433528E - 412714N 0433802E - 412659N 0433902E - 412433N 0433945E - 412415N 0433409E	FL 165 GND	Activated by NOTAM. For use of Ministry of Defense
UGR46 **AKHALKALAKI** 412406N 0432737E - 412453N 0432742E - 412455N 0432845E - 412417N 0432850E - 412358N 0432831E - 412406N 0432737E	7500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR47 **KINKISHA** 414553N 0415137E - 414631N 0415139E - 414632N 0415205E - 414552N 0415215E - 414553N 0415137E	3700 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR48 **SORTA** 421858N 0420736E - 421919N 0420738E - 421918N 0420819E - 421858N 0420816E - 421858N 0420736E	3500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR49 **PALDO** Circle: radius 0.4 NM, centred at: 415007N 0450903E	6200 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR50 **MUKHROVANI** 414716N 0450607E - 414749N 0450615E - 414708N 0450847E - 414638N 0450835E - 414716N 0450607E	7000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR51 **DISVELI** Circle: radius 0.2 NM, centred at: 412849N 0443153E	4500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR52 **SACHKHERE** 421944N 0432248E - 421949N 0432301E - 421945N 0432319E - 421933N 0432323E - 421922N 0432254E - 421927N 0432241E - 421944N 0432248E	4500 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR53 **AMBROLAURI** Circle: radius 0.6 NM, centred at: 423137N 0430808E	400 FT AGL GND	H24 Unmanned aircraft flight restriction zone for open and specific categories. Unmanned aircraft flights are allowed only by permission from Aerodrome operator
UGR54 **GORI 4** 415856N 0440711E - 415949N 0440728E - 415949N 0440839E - 415902N 0440848E - 415856N 0440711E	6000 FT AMSL GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
UGR55 **ORPOLO 3** 413805N 0430252E - 413842N 0430256E - 413950N 0430356E - 414018N 0430700E - 413950N 0430954E - 413802N 0430857E - 413733N 0430608E - 413749N 0430359E - 413805N 0430252E	FL 115 GND	H24 For use of Ministry of Defense. Flights are allowed only by permission from central command post
UGR56 **ORPOLO 4** 413805N 0430252E - 413842N 0430256E - 413950N 0430356E - 414018N 0430700E - 413950N 0430954E - 413802N 0430857E - 413733N 0430608E - 413749N 0430359E - 413805N 0430252E	FL 240 GND	Activated by NOTAM. For use of Ministry of Defense
UGR57 **ABASTUMANI 1** Circle: radius 4.3 NM, centred at: 414514N 0425102E	UNL GND	H24 Flights are not allowed except: - State ACFT of Georgia; - ACFT engaged in SAR operations; - ACFT arriving to or departing from the area; - ACFT compelled to circumnavigate adverse meteorological conditions or if any other need arises, related to safety of flight.
UGR58 **ABASTUMANI 2** 413837N 0430313E - 413805N 0430310E - 413422N 0430249E - Clockwise arc, radius 14 NM, centered at 414514N 0425102E - 413124N 0424805E - along the state border with Turkiye - 413520N 0423749E - 415622N 0423940E - Clockwise arc, radius 14 NM, centered at 414514N 0425102E - 415447N 0430444E - 413837N 0430313E	UNL GND	H24 IFR flights are not allowed except: - State ACFT of Georgia; - ACFT engaged in SAR operations; - ACFT compelled to circumnavigate adverse meteorological conditions or if any other need arises, related to safety of flight.

3 Danger Areas

NIL

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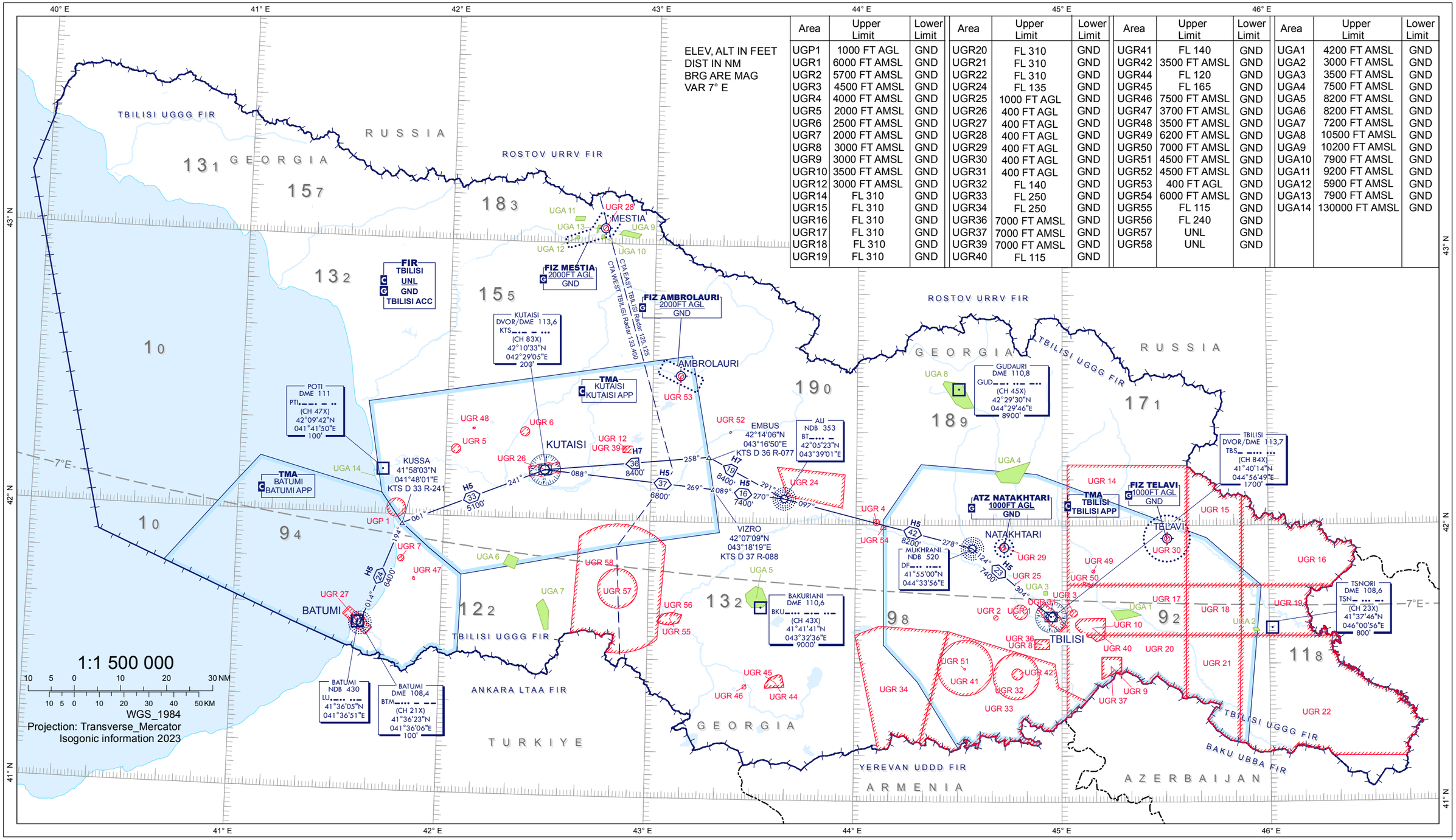
ENR 5.5 Aerial sporting and recreational activities

Designation and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
UGA1 **KAZANIANI** 414133N 0451410E - 413928N 0451553E - 414034N 0452259E - 414145N 0451922E - 414133N 0451410E	4200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA2 **SIGNAGI** 413741N 0455511E - 413744N 0455643E - 413706N 0455714E - 413704N 0455548E - 413741N 0455511E	3000 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA3 **TBILISI SEA** 414546N 0445441E - 414546N 0445546E - 414458N 0445546E - 414458N 0445441E - 414546N 0445441E	3500 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA4 **ANANURI** 421129N 0444026E - 420923N 0444211E - 420916N 0444720E - 421352N 0445040E - 421129N 0444026E	7500 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA5 **BAKURIANI** 414141N 0433005E - 414254N 0432832E - 414435N 0432810E - 414618N 0433105E - 414553N 0433258E - 414253N 0433439E - 414148N 0433318E - 414141N 0433005E	8200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA6 **BAKHMARO** 414951N 0421746E - 415159N 0421909E - 415107N 0422211E - 414853N 0422059E - 414951N 0421746E	8200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA7 **GODERDZI** 414235N 0422935E - 414000N 0423122E - 413803N 0423112E - 413602N 0423118E - 413557N 0423002E - 414115N 0422739E - 414235N 0422935E	7200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed

Designation and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
UGA8 **GUDAURI** 423049N 0443033E - 422531N 0443412E - 422528N 0443104E - 422628N 0442847E - 423037N 0442500E - 423117N 0442532E - 423049N 0443033E	10500 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA9 **TETNULDI** 430203N 0424909E - 430258N 0425020E - 430207N 0425539E - 430112N 0425428E - 430203N 0424909E	10200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA10 **HATSVALI** 430100N 0424348E - 430152N 0424346E - 430153N 0424437E - 430101N 0424439E - 430100N 0424348E	7900 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA11 **BECHO** 430446N 0423555E - 430542N 0423607E - 430545N 0423851E - 430449N 0423839E - 430446N 0423555E	9200 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA12 **LATALI** 430048N 0423626E - 430130N 0423624E - 430131N 0423716E - 430049N 0423717E - 430048N 0423626E	5900 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA13 **KORULDI** 430216N 0424219E - 430358N 0424250E - 430355N 0424341E - 430216N 0424235E - 430216N 0424219E	7900 FT AMSL GND	GEORGIAN PARAGLIDING FEDERATION- Tel: +995593466744 Tel: +995599575506	HJ Paragliding activities. For use of Paragliding federation. Only VFR flights are allowed
UGA14 **POTI** Circle: radius 0.02 NM, centred at: 420759N 0413937E	130000 FT AMSL GND	NATIONAL ENVIRONMENTAL AGENCY Tel: +995322439503 Tel: +995322439510	Daily 1130-1400 Daily 2330-0200 Radiosonde Observations/ Upper Air Balloon Measurements. Range of influence usually MAX 150 KM WT 0.8 - 1.2 KG AVG LEN 30 M AVG ROC 1000 FT/MIN

ENROUTE CHART - ICAO (Conventional navigation routes)



Area	Upper Limit	Lower Limit
UGP1	1000 FT AGL	GND
UGR1	6000 FT AMSL	GND
UGR2	5700 FT AMSL	GND
UGR3	4500 FT AMSL	GND
UGR4	4000 FT AMSL	GND
UGR5	2000 FT AMSL	GND
UGR6	2500 FT AMSL	GND
UGR7	2000 FT AMSL	GND
UGR8	3000 FT AMSL	GND
UGR9	3000 FT AMSL	GND
UGR10	3500 FT AMSL	GND
UGR12	3000 FT AMSL	GND
UGR14	FL 310	GND
UGR15	FL 310	GND
UGR16	FL 310	GND
UGR17	FL 310	GND
UGR18	FL 310	GND
UGR19	FL 310	GND

Area	Upper Limit	Lower Limit
UGR20	FL 310	GND
UGR21	FL 310	GND
UGR22	FL 310	GND
UGR24	FL 135	GND
UGR25	1000 FT AGL	GND
UGR26	400 FT AGL	GND
UGR27	400 FT AGL	GND
UGR28	400 FT AGL	GND
UGR29	400 FT AGL	GND
UGR30	400 FT AGL	GND
UGR31	400 FT AGL	GND
UGR32	FL 140	GND
UGR33	FL 250	GND
UGR34	FL 250	GND
UGR36	7000 FT AMSL	GND
UGR37	7000 FT AMSL	GND
UGR39	7000 FT AMSL	GND
UGR40	FL 115	GND

Area	Upper Limit	Lower Limit
UGR41	FL 140	GND
UGR42	3500 FT AMSL	GND
UGR44	FL 120	GND
UGR45	FL 165	GND
UGR46	7500 FT AMSL	GND
UGR47	3700 FT AMSL	GND
UGR48	3500 FT AMSL	GND
UGR49	6200 FT AMSL	GND
UGR50	7000 FT AMSL	GND
UGR51	4500 FT AMSL	GND
UGR52	4500 FT AMSL	GND
UGR53	400 FT AGL	GND
UGR54	6000 FT AMSL	GND
UGR55	FL 115	GND
UGR56	FL 240	GND
UGR57	UNL	GND
UGR58	UNL	GND

Area	Upper Limit	Lower Limit
UGA1	4200 FT AMSL	GND
UGA2	3000 FT AMSL	GND
UGA3	3500 FT AMSL	GND
UGA4	7500 FT AMSL	GND
UGA5	8200 FT AMSL	GND
UGA6	8200 FT AMSL	GND
UGA7	7200 FT AMSL	GND
UGA8	10500 FT AMSL	GND
UGA9	10200 FT AMSL	GND
UGA10	7900 FT AMSL	GND
UGA11	9200 FT AMSL	GND
UGA12	5900 FT AMSL	GND
UGA13	7900 FT AMSL	GND
UGA14	130000 FT AMSL	GND

COMMUNICATION FACILITIES

TBILISI ACC Tbilisi Radar	EAST UPPER Sector FL660	EAST LOWER Sector FL345/FL355/FL365/FL375	WEST UPPER Sector FL660	WEST LOWER Sector FL345/FL355/FL365/FL375	TBILISI	KUTAISI	BATUMI	MESTIA	AMBROLAURI	NATAKHTARI	TELAVI
CTA EAST Primary - 125.125 Secondary - 135.125 CTA WEST Primary - 133.400 Secondary - 135.625	FL345/FL355/FL365/FL375 Primary - 133.500 Secondary - 135.350	FL085 or 2000FT AGL whichever is higher Primary - 125.125 Secondary - 135.125	FL345/FL355/FL365/FL375 Primary - 134.450 Secondary - 135.750	FL085 or 2000FT AGL whichever is higher Primary - 133.400 Secondary - 135.625	APP - 134.600 TWR Primary - 119.000 TWR Secondary - 128.000 INFO - 124.150 ATIS - 132.800	APP - 127.100 TWR - 125.500	APP - 124.425 TWR - 118.600	INFO - 121.100	INFO - 119.850	131.750	TWR-120.000

Changes: Restricted areas and aerial sporting areas updated

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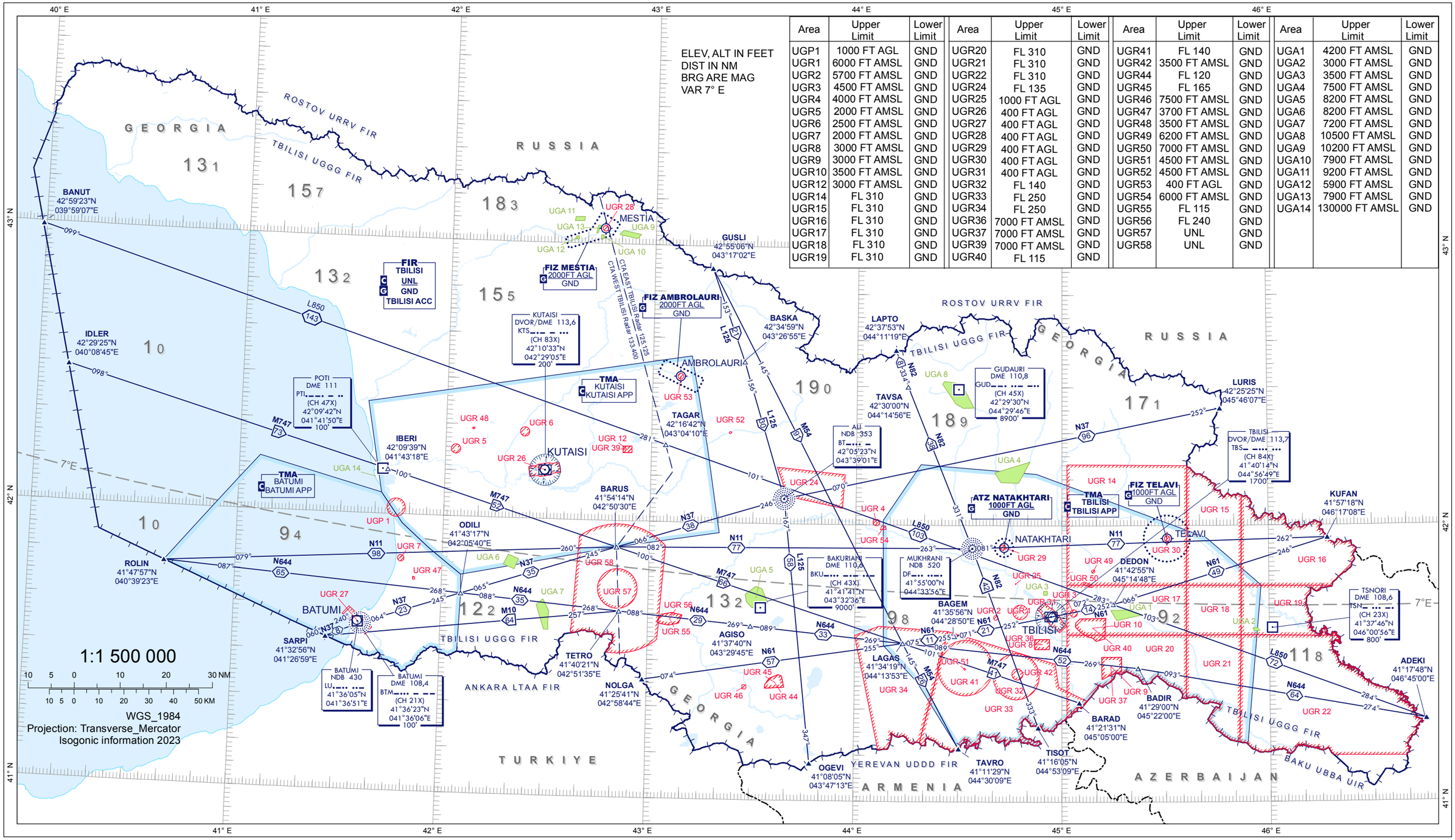
ENROUTE CHART - ICAO (Area navigation (RNAV) routes)



Area	Upper Limit	Lower Limit
UGP1	1000 FT AGL	GND
UGR1	6000 FT AMSL	GND
UGR2	5700 FT AMSL	GND
UGR3	4500 FT AMSL	GND
UGR4	4000 FT AMSL	GND
UGR5	2000 FT AMSL	GND
UGR6	2500 FT AMSL	GND
UGR7	2000 FT AMSL	GND
UGR8	3000 FT AMSL	GND
UGR9	3000 FT AMSL	GND
UGR10	3500 FT AMSL	GND
UGR12	3000 FT AMSL	GND
UGR14	FL 310	GND
UGR15	FL 310	GND
UGR16	FL 310	GND
UGR17	FL 310	GND
UGR18	FL 310	GND
UGR19	FL 310	GND

Area	Upper Limit	Lower Limit
UGR20	FL 310	GND
UGR21	FL 310	GND
UGR22	FL 310	GND
UGR24	FL 135	GND
UGR25	1000 FT AGL	GND
UGR26	400 FT AGL	GND
UGR27	400 FT AGL	GND
UGR28	400 FT AGL	GND
UGR29	400 FT AGL	GND
UGR30	400 FT AGL	GND
UGR31	400 FT AGL	GND
UGR32	FL 140	GND
UGR33	FL 250	GND
UGR34	FL 250	GND
UGR36	7000 FT AMSL	GND
UGR37	7000 FT AMSL	GND
UGR39	7000 FT AMSL	GND
UGR40	FL 115	GND

Area	Upper Limit	Lower Limit
UGR41	FL 140	GND
UGR42	3500 FT AMSL	GND
UGR44	FL 120	GND
UGR45	FL 165	GND
UGR46	7500 FT AMSL	GND
UGR47	3700 FT AMSL	GND
UGR48	3500 FT AMSL	GND
UGR49	6200 FT AMSL	GND
UGR50	7000 FT AMSL	GND
UGR51	4500 FT AMSL	GND
UGR52	4500 FT AMSL	GND
UGR53	400 FT AGL	GND
UGR54	6000 FT AMSL	GND
UGR55	FL 115	GND
UGR56	FL 240	GND
UGR57	UNL	GND
UGR58	UNL	GND

Area	Upper Limit	Lower Limit
UGA1	4200 FT AMSL	GND
UGA2	3000 FT AMSL	GND
UGA3	3500 FT AMSL	GND
UGA4	7500 FT AMSL	GND
UGA5	8200 FT AMSL	GND
UGA6	8200 FT AMSL	GND
UGA7	7200 FT AMSL	GND
UGA8	10500 FT AMSL	GND
UGA9	10200 FT AMSL	GND
UGA10	7900 FT AMSL	GND
UGA11	9200 FT AMSL	GND
UGA12	5900 FT AMSL	GND
UGA13	7900 FT AMSL	GND
UGA14	130000 FT AMSL	GND

COMMUNICATION FACILITIES

TBILISI ACC Tbilisi Radar	EAST UPPER Sector FL660	EAST LOWER Sector FL345/FL355/FL365/FL375	WEST UPPER Sector FL660	WEST LOWER Sector FL345/FL355/FL365/FL375	TBILISI	KUTAISI	BATUMI	MESTIA	AMBROLAURI	NATAKHTARI	TELAVI
CTA EAST Primary - 125.125 Secondary - 135.125 CTA WEST Primary - 133.400 Secondary - 135.625	FL345/FL355/FL365/FL375 Primary - 133.500 Secondary - 135.350	FL085 or 2000FT AGL whichever is higher Primary - 125.125 Secondary - 135.125	FL345/FL355/FL365/FL375 Primary - 134.450 Secondary - 135.750	FL085 or 2000FT AGL whichever is higher Primary - 133.400 Secondary - 135.625	APP - 134.600 TWR Primary - 119.000 TWR Secondary - 128.000 INFO - 124.150 ATIS - 132.800	APP - 127.100 TWR - 125.500	APP - 124.425 TWR - 118.600	INFO - 121.100	INFO - 119.850	131.750	TWR-120.000

Changes: Restricted areas and aerial sporting areas updated

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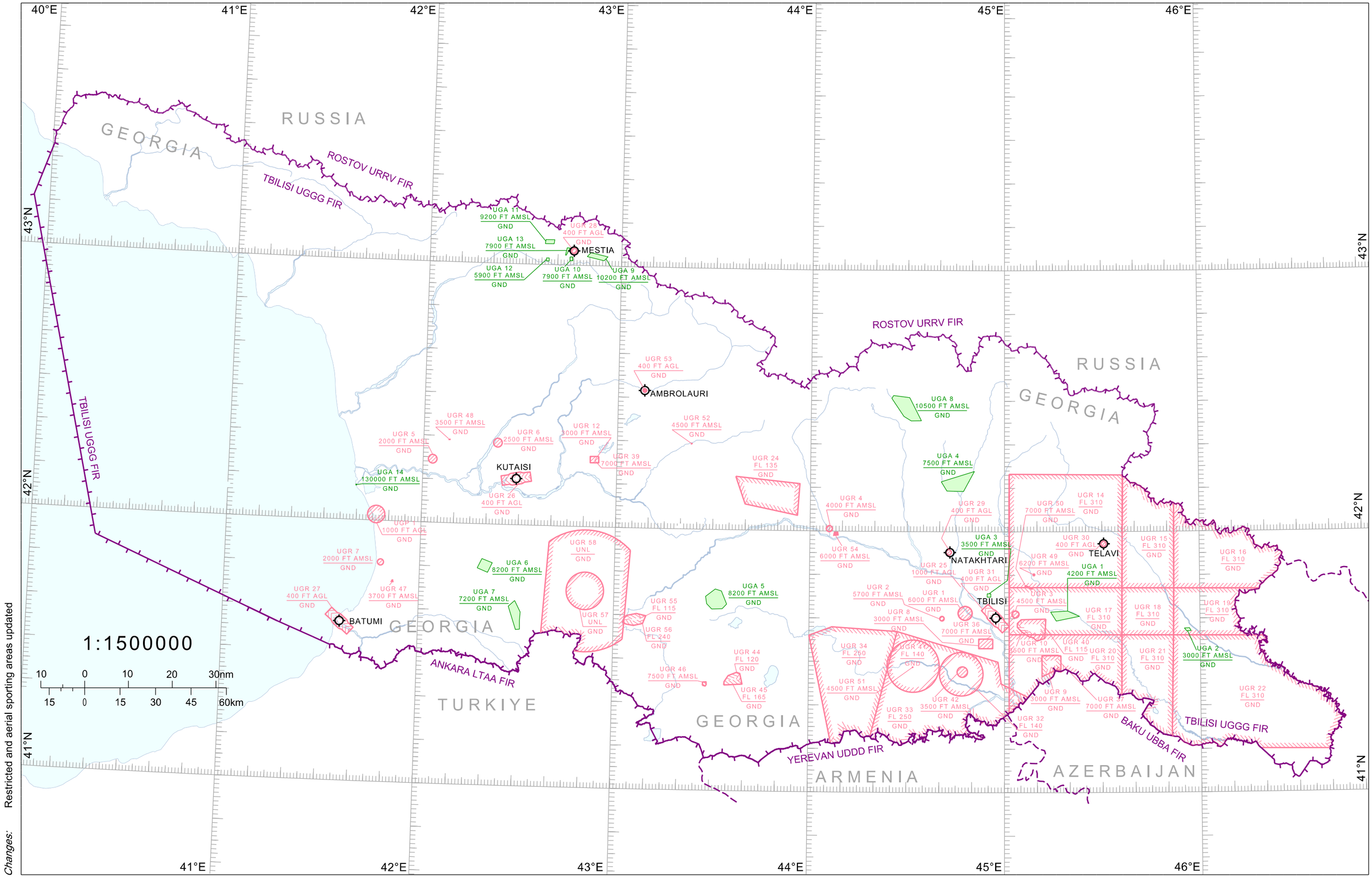
PROHIBITED, RESTRICTED AND AERIAL SPORTING AREAS CHART - INDEX CHART



Changes: Restricted and aerial sporting areas updated

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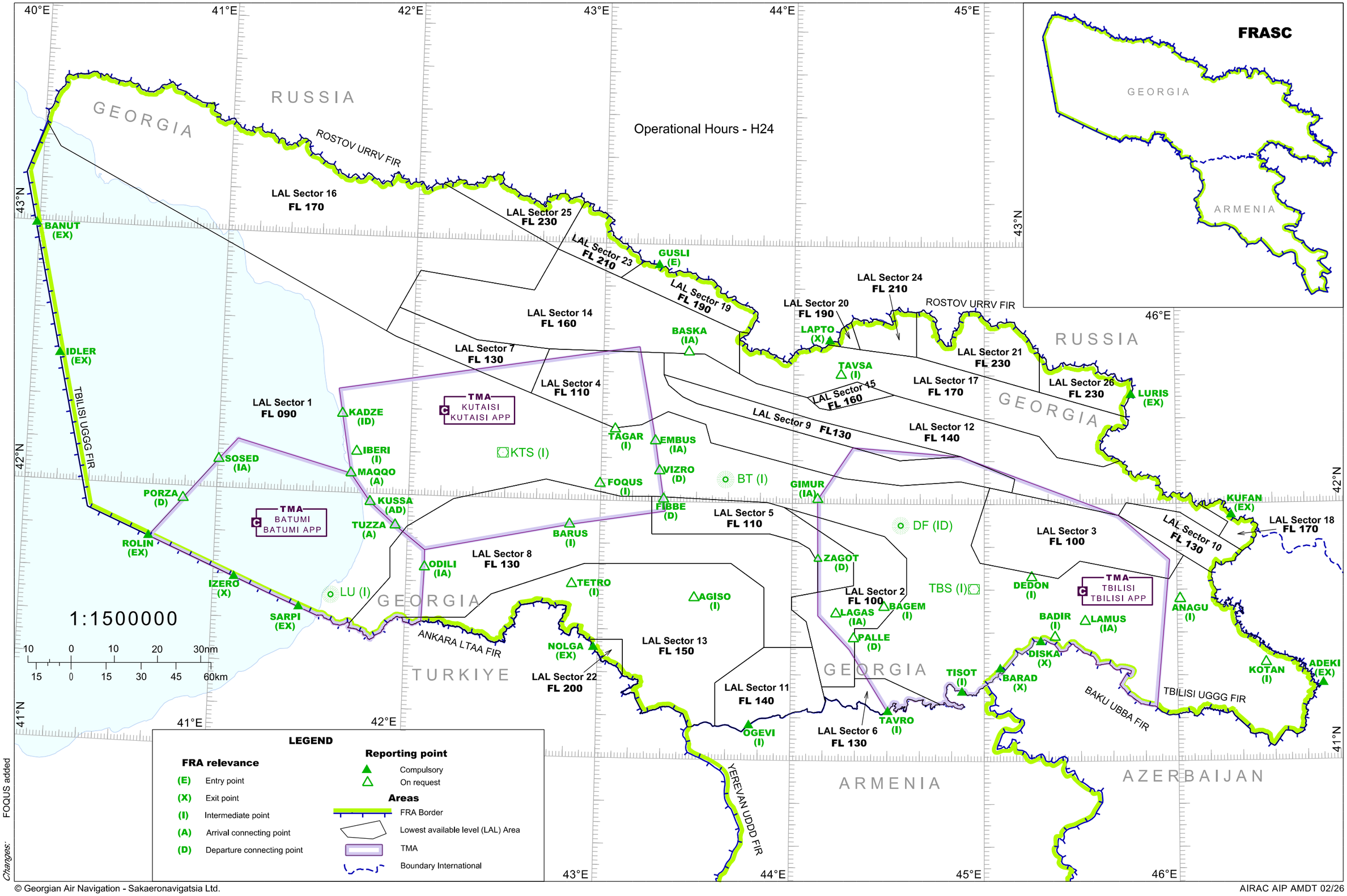
FREE ROUTE AIRSPACE SOUTH CAUCASUS (FRASC) - INDEX CHART



Changes: FOQUS added

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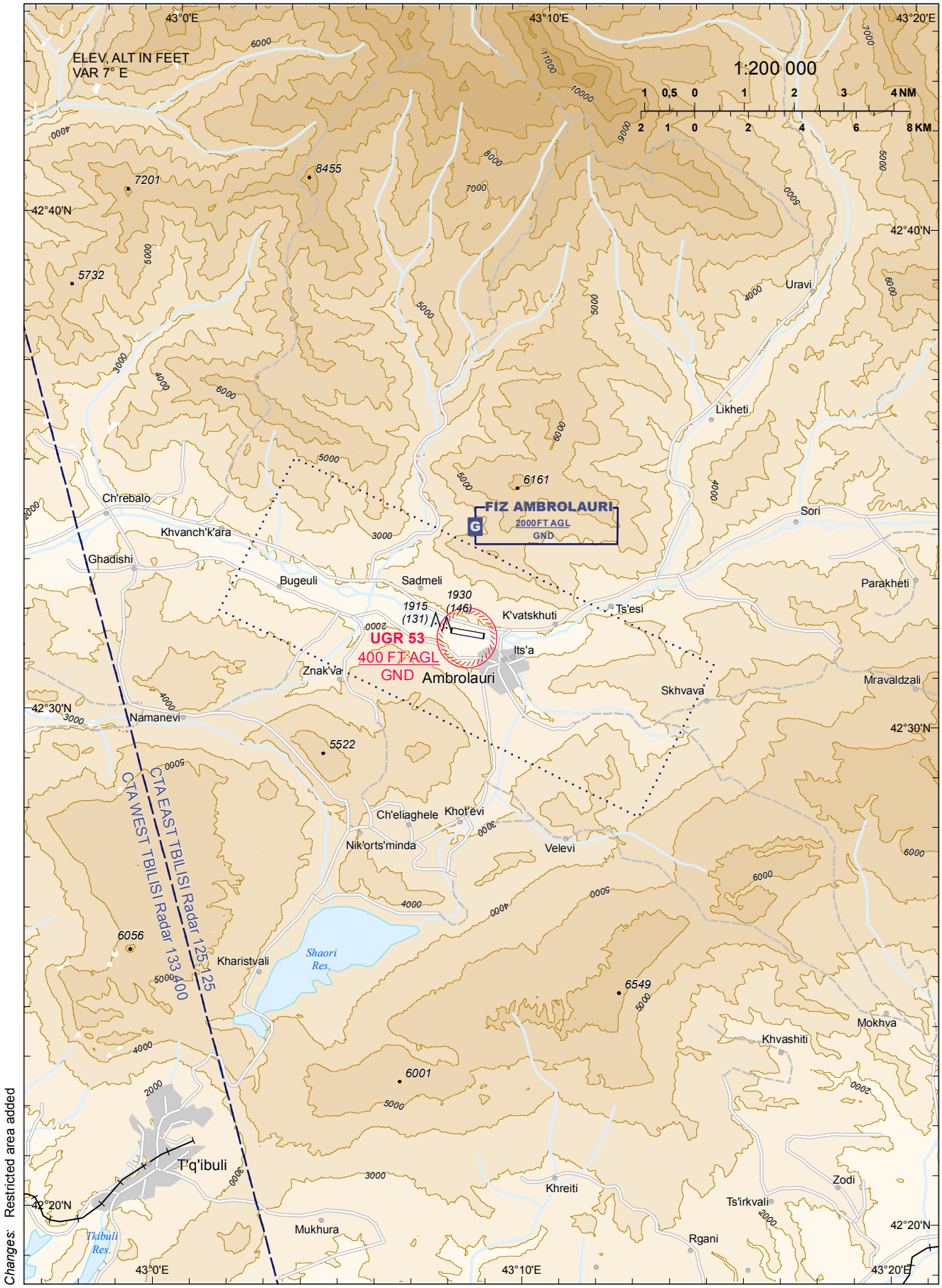
VISUAL APPROACH CHART - ICAO

AMBROLAURI (UGAM)

AERODROME ELEV. 1784'

HEIGHTS RELATED TO AD ELEV

AMBROLAURI INFO 119.850



Changes: Restricted area added

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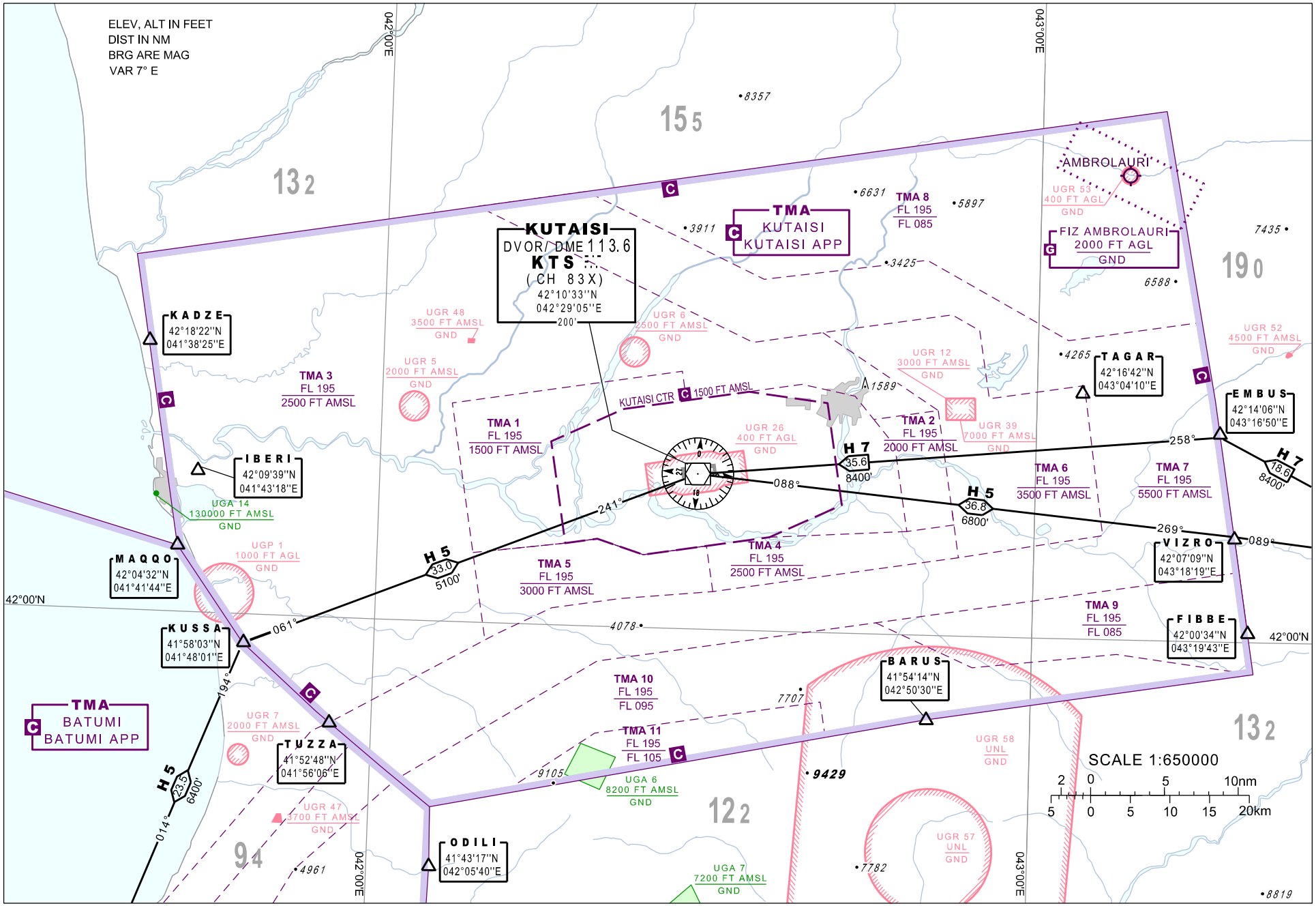
Changes: Restricted areas and aerial sporting area updated



KUTAISI APP 127.100
TWR 125.500

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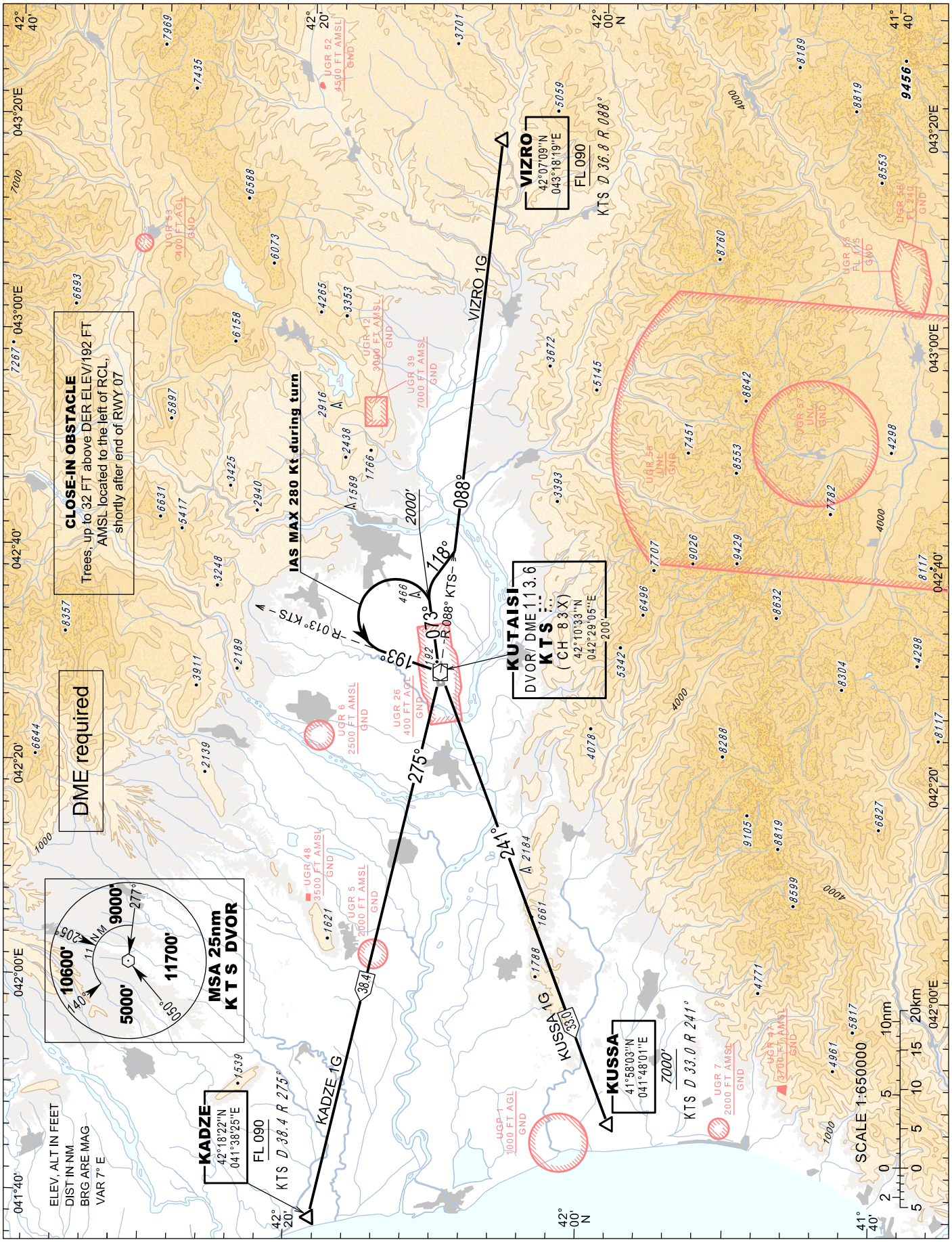
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RWY 07

KADZE 1G VIZRO 1G
KUSSA 1G



Changes: Restricted areas updated

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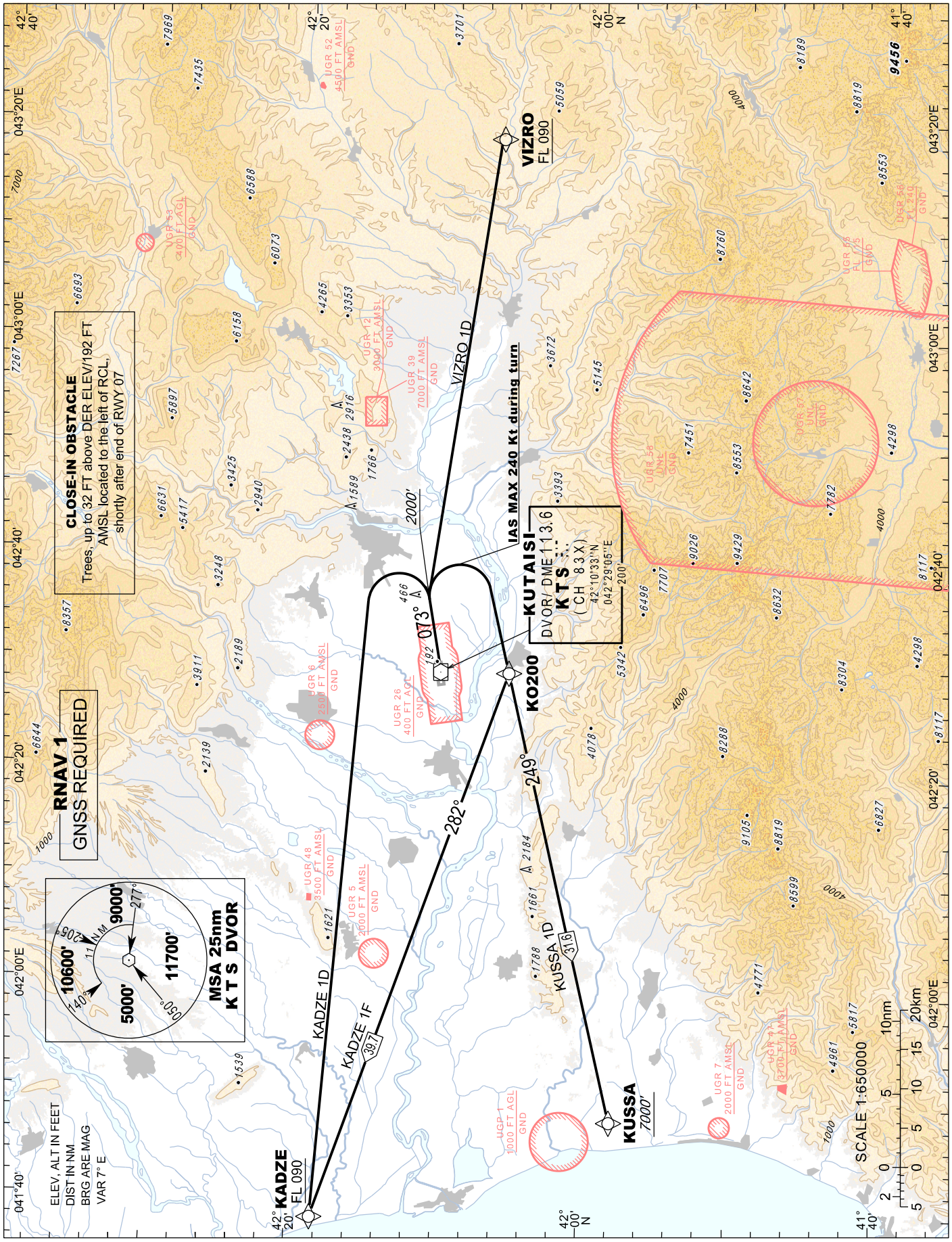
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 07

KADZE 1D KADZE 1F
KUSSA 1D VIZRO 1D



Changes: Restricted areas updated

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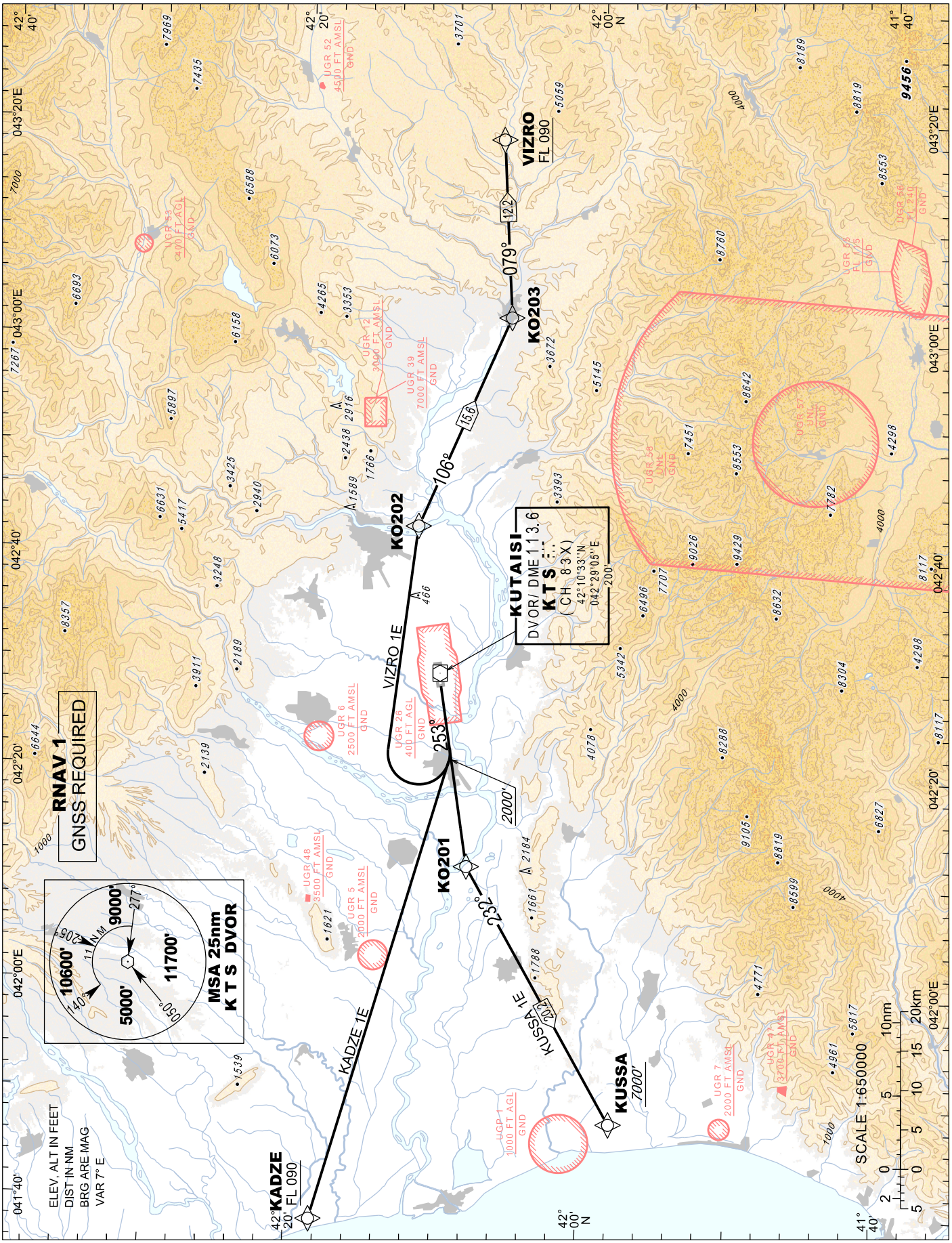
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 25

KADZE 1E VIZRO 1E
KUSSA 1E



Changes: Restricted areas updated

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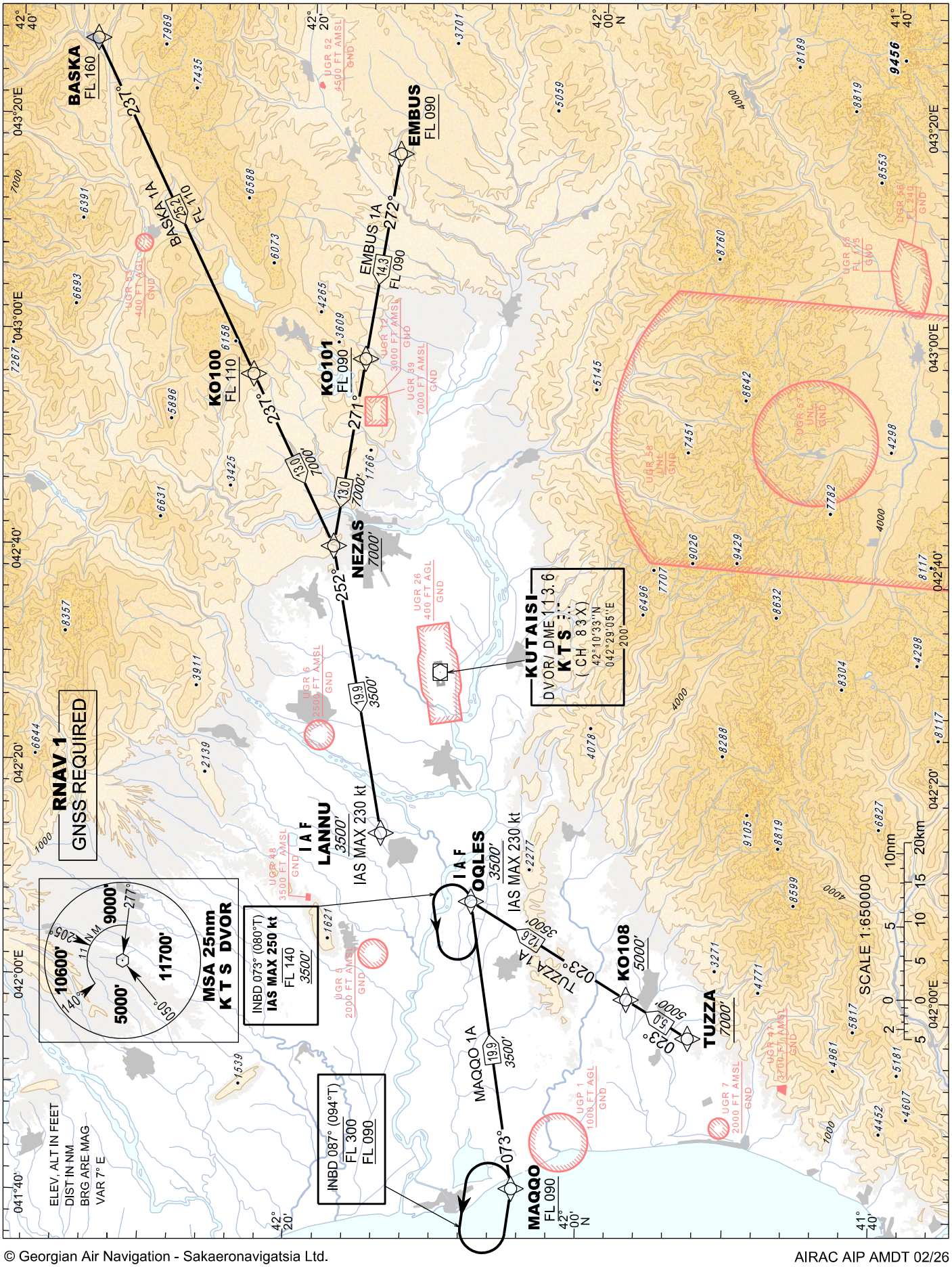
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO) RNAV RWY 07

TUZZA 1A MAQQO 1A
BASKA 1A EMBUS 1A



Changes: Restricted areas updated

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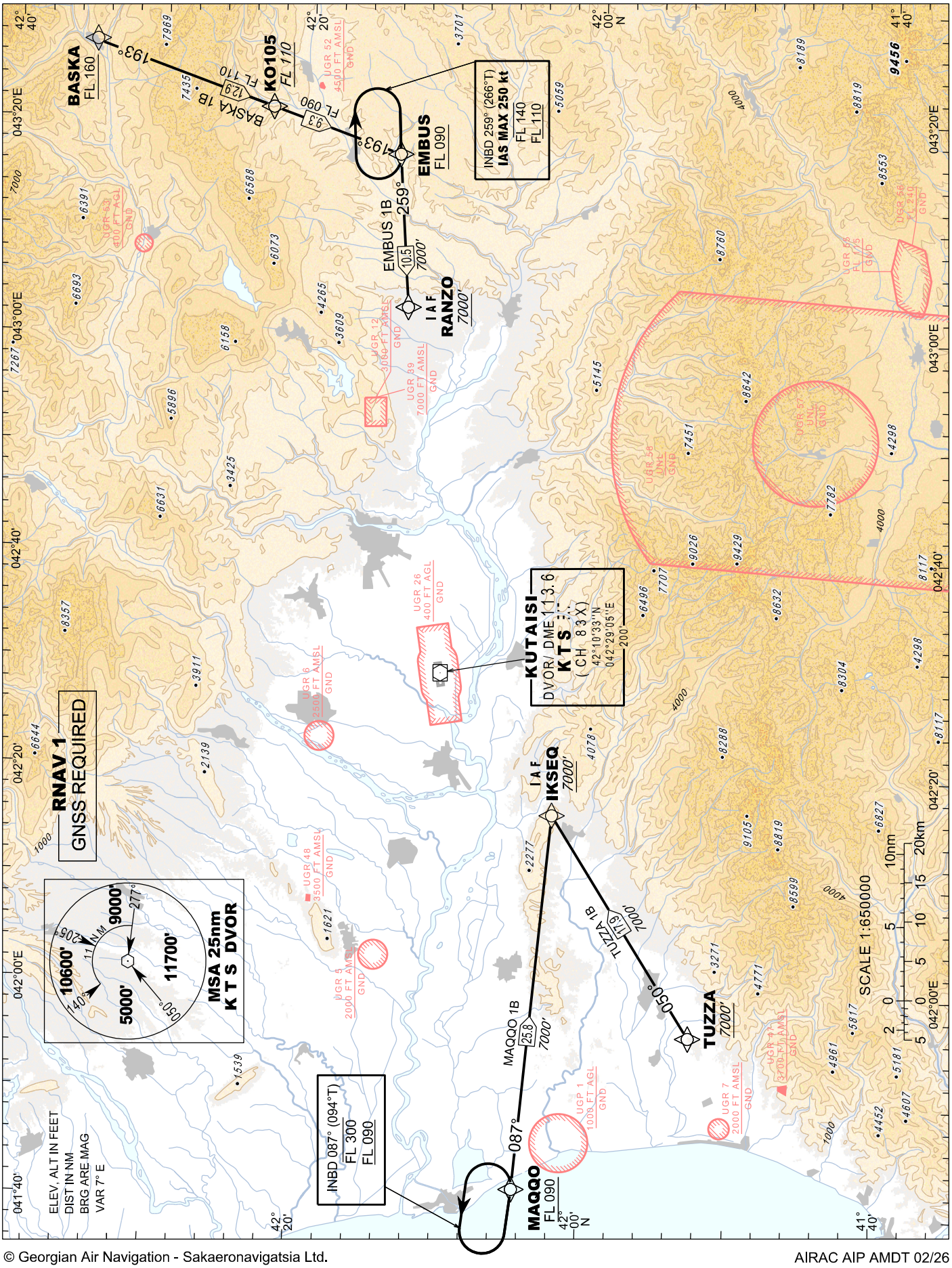
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 25

TUZZA 1B MAQQO 1B
BASKA 1B EMBUS 1B



Changes: Restricted areas updated

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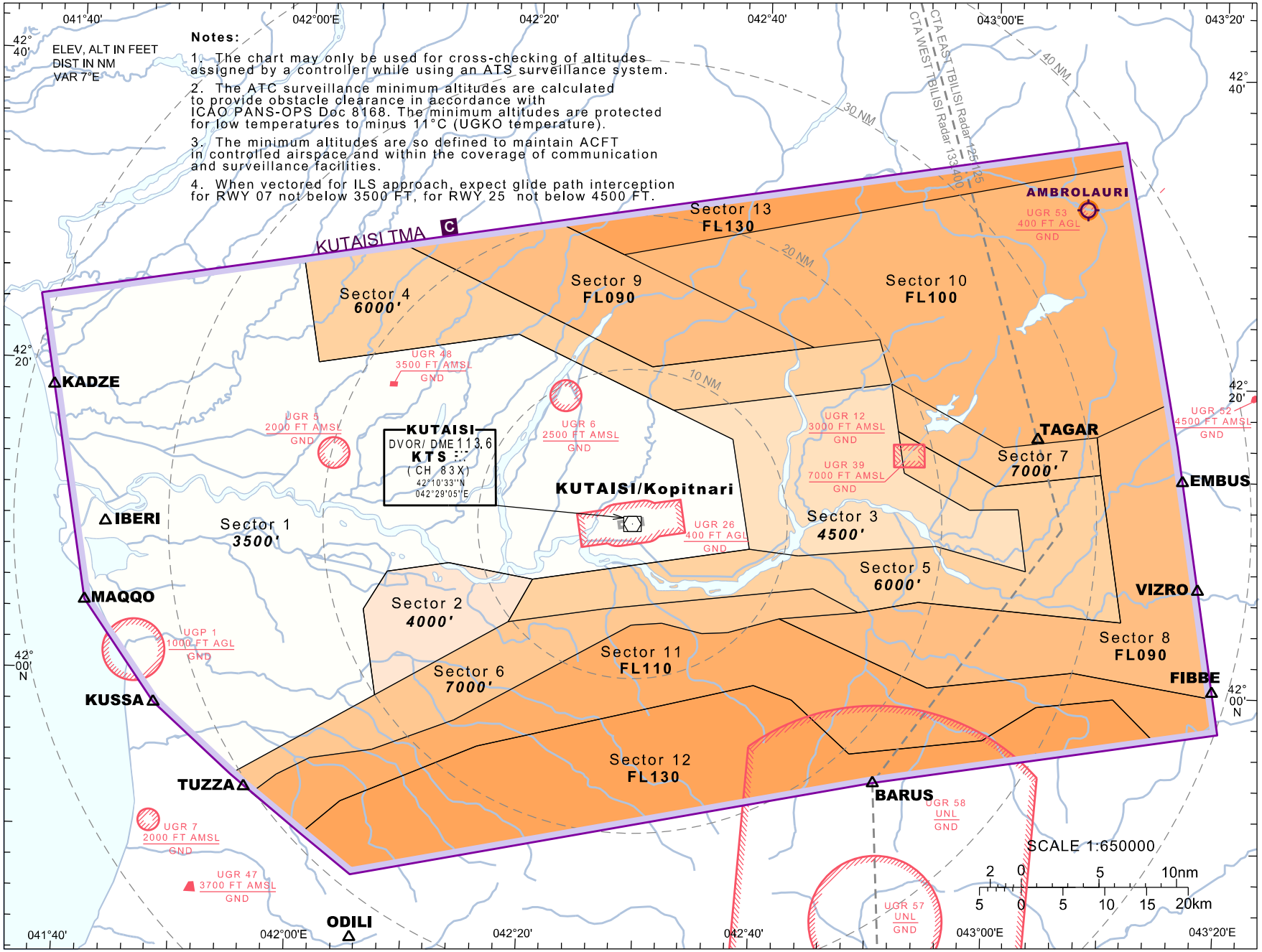
Changes: Restricted areas updated

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

KUTAISI/Kopitnari (UGKO)

AERODROME ELEV 160'
TRANSITION ALTITUDE 7000'

APP 127.1
TWR 125.5



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INSTRUMENT APPROACH CHART - ICAO

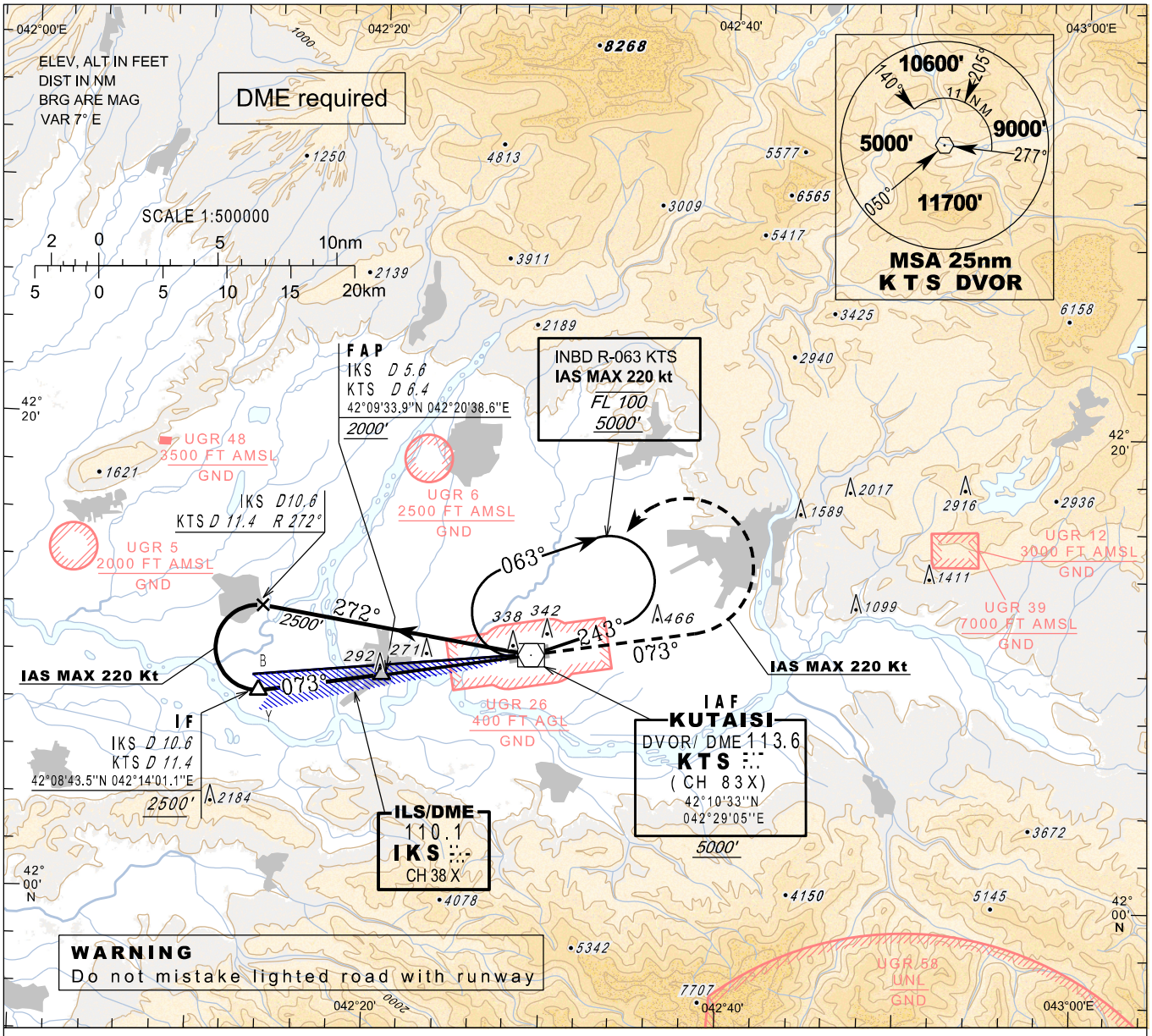
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

ILSy
RWY 07

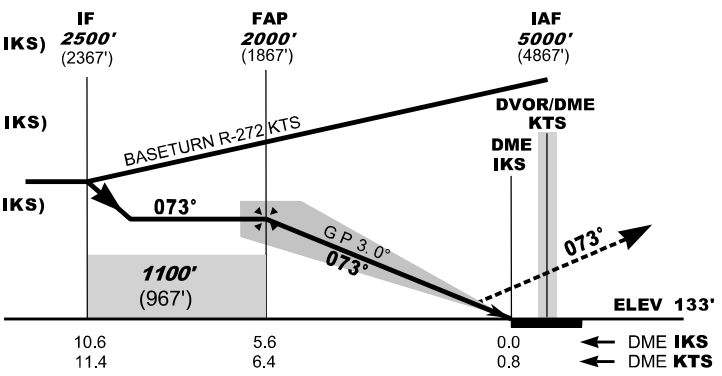


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°** ,expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A	B	C	D
OCA(H)	**311** (178)	**321** (188)	**331** (198)	**341** (208)

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1798** (1665)	**1472** (1339)	**1147** (1014)	**824** (691)	**503** (370)

ILS RDH 51'

Changes: Restricted areas updated

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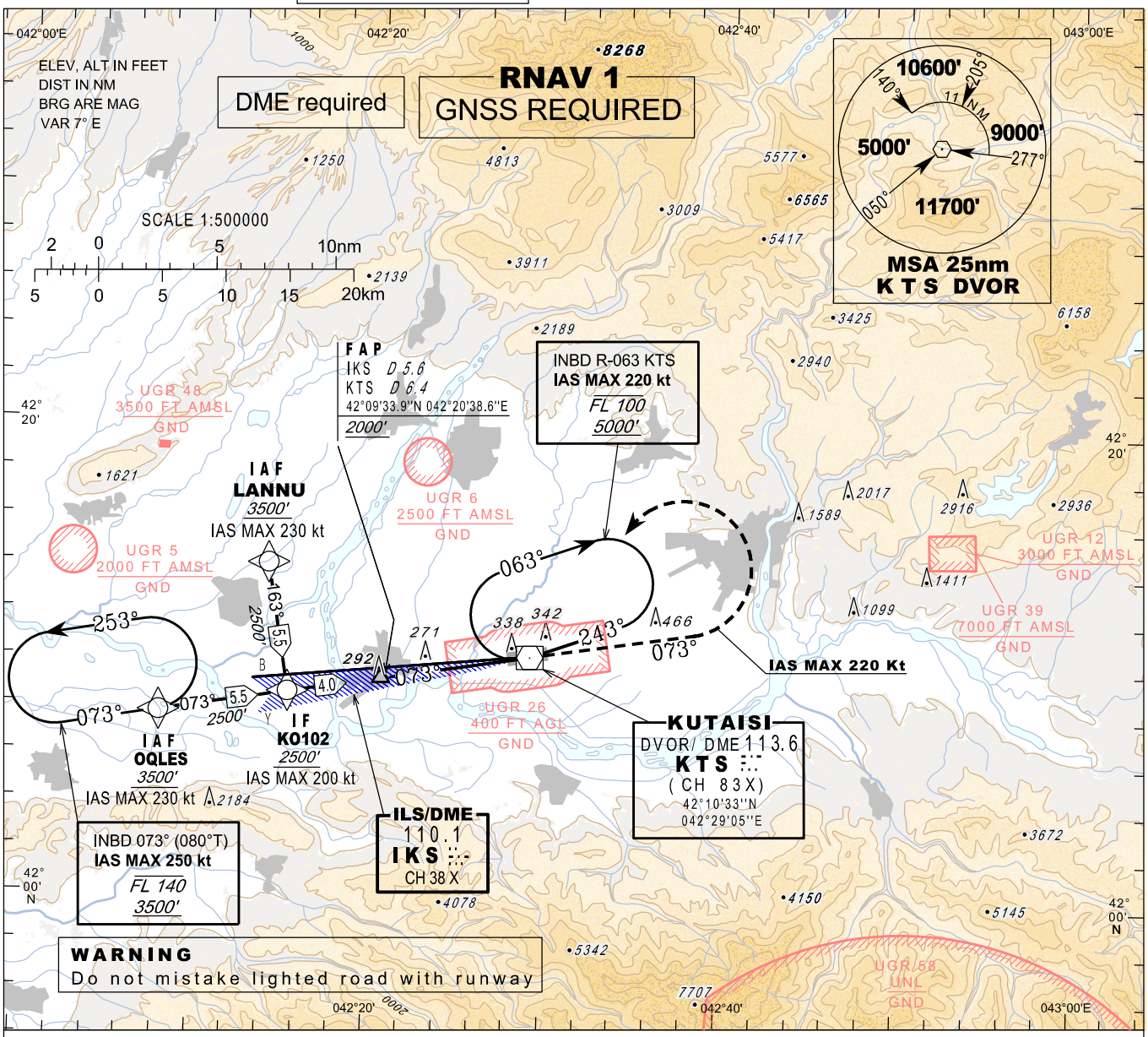
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
ILSz
RWY 07



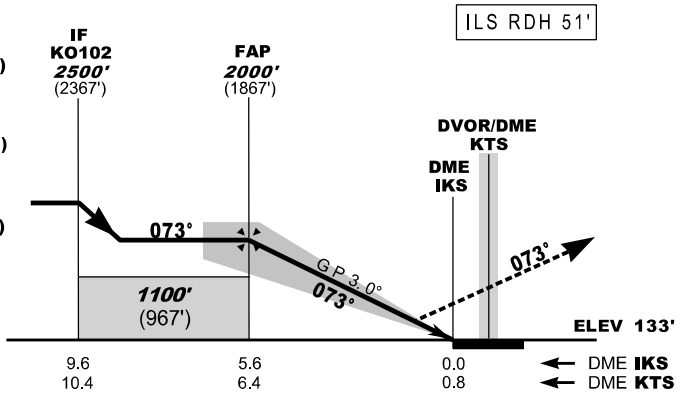
ILS RDH 51'

MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A	B	C	D
OCA(H)	**311** (178)	**321** (188)	**331** (198)	**341** (208)

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1798** (1665)	**1472** (1339)	**1147** (1014)	**824** (691)	**503** (370)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

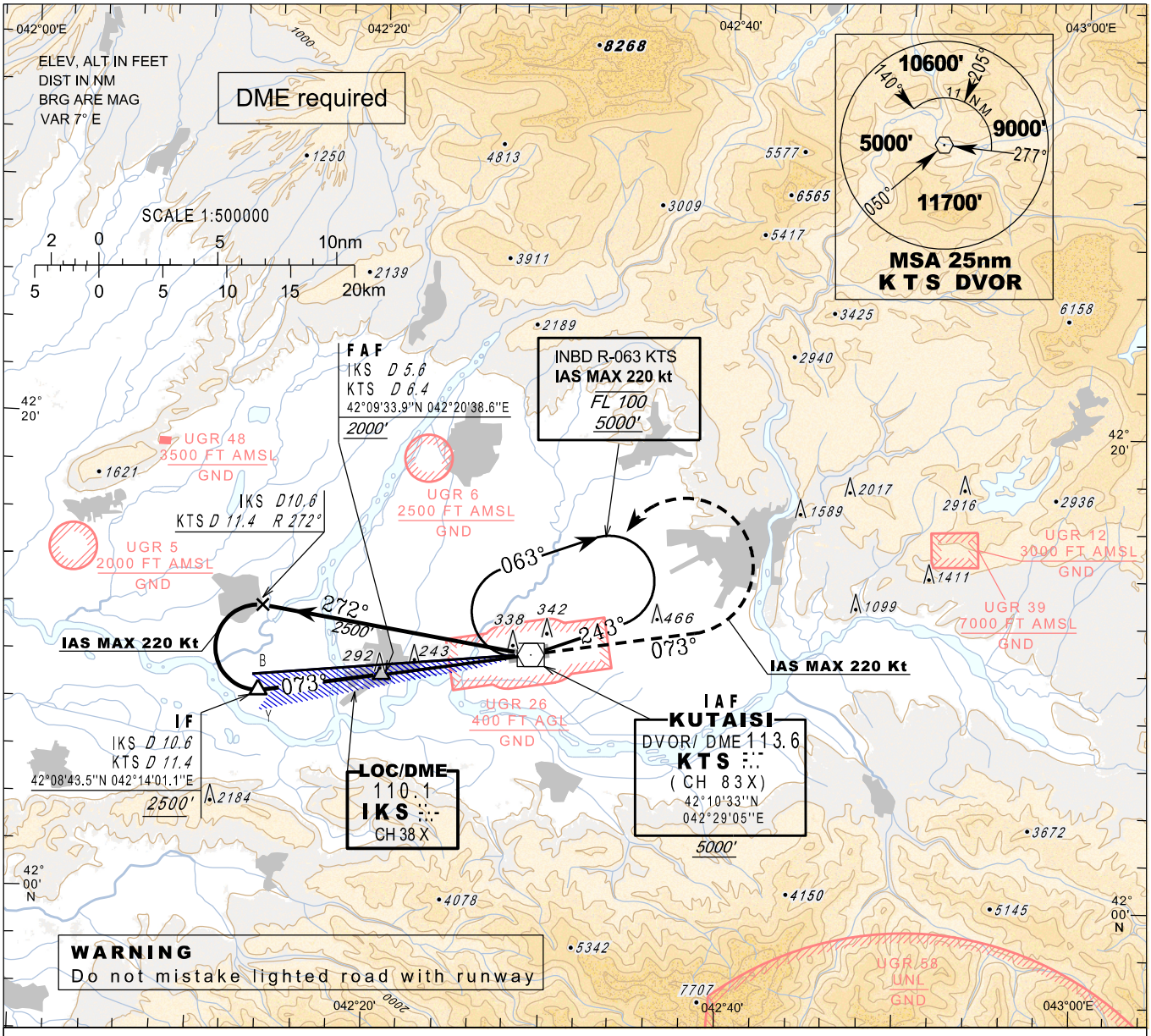
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCy
RWY 07

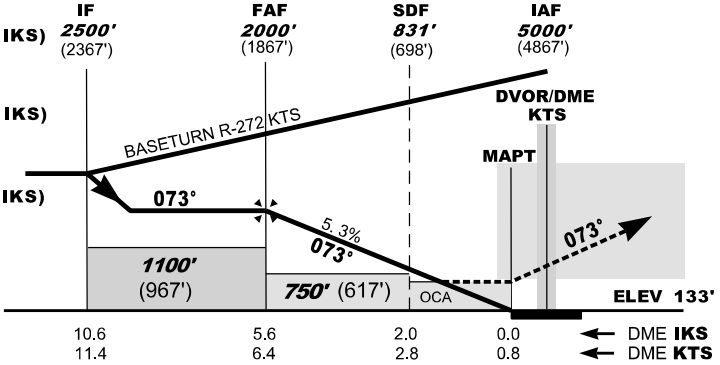


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A B C D
OCA(H)	**480** (340)

Timing is not authorised for defining the MAPT

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1805** (1672)	**1481** (1348)	**1156** (1023)	**831** (698)	**507** (374)

Changes: Restricted areas updated

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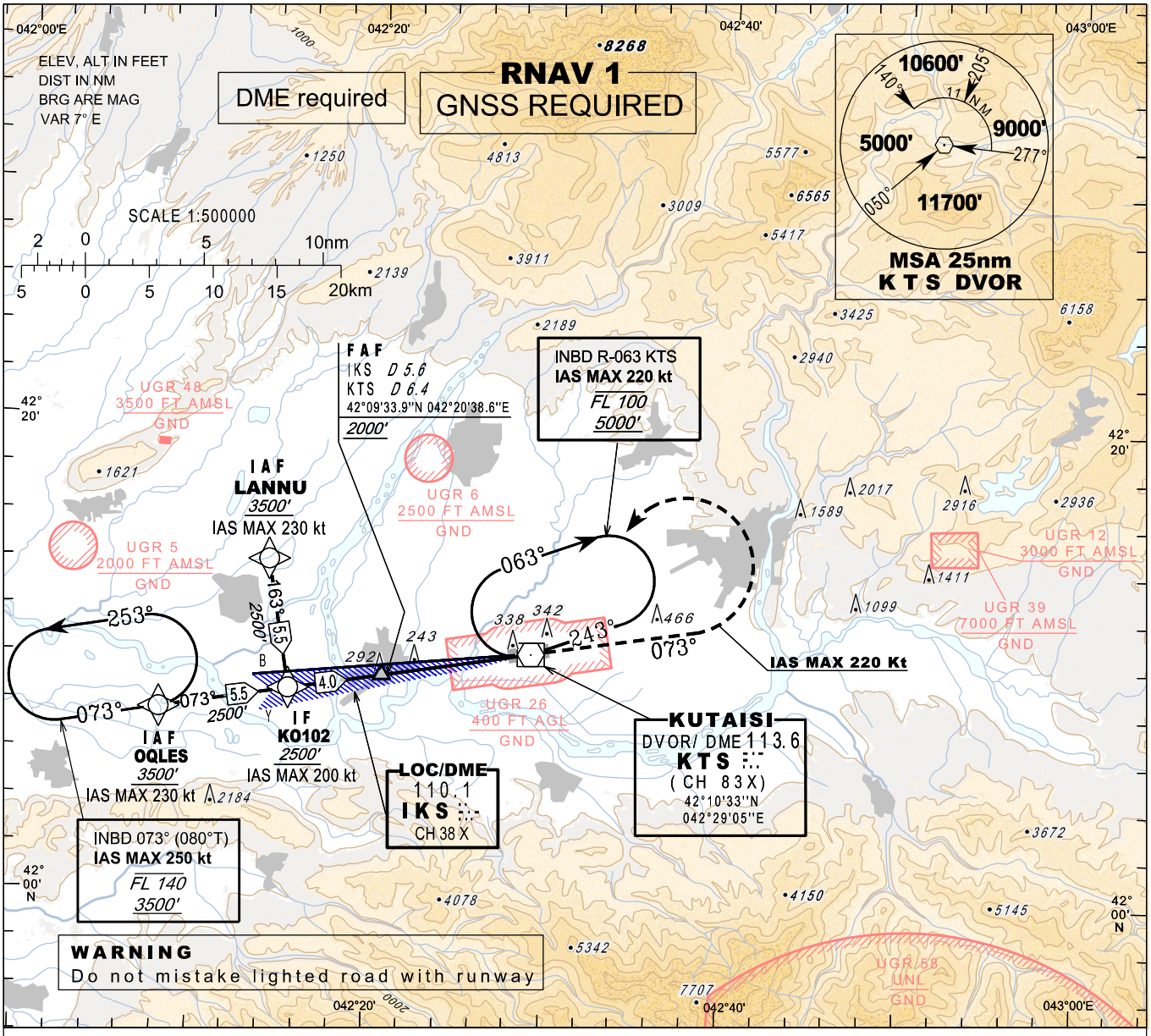
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
LOCz
RWY 07

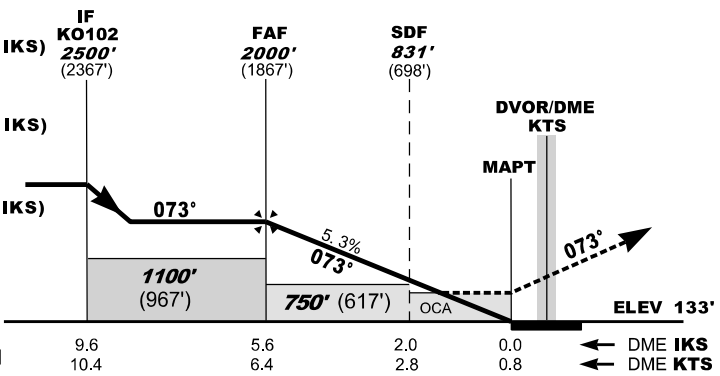


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A	B	C	D
OCA(H)	**480** (340)			

Timing is not authorised for defining the MAPT

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1805** (1672)	**1481** (1348)	**1156** (1023)	**831** (698)	**507** (374)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

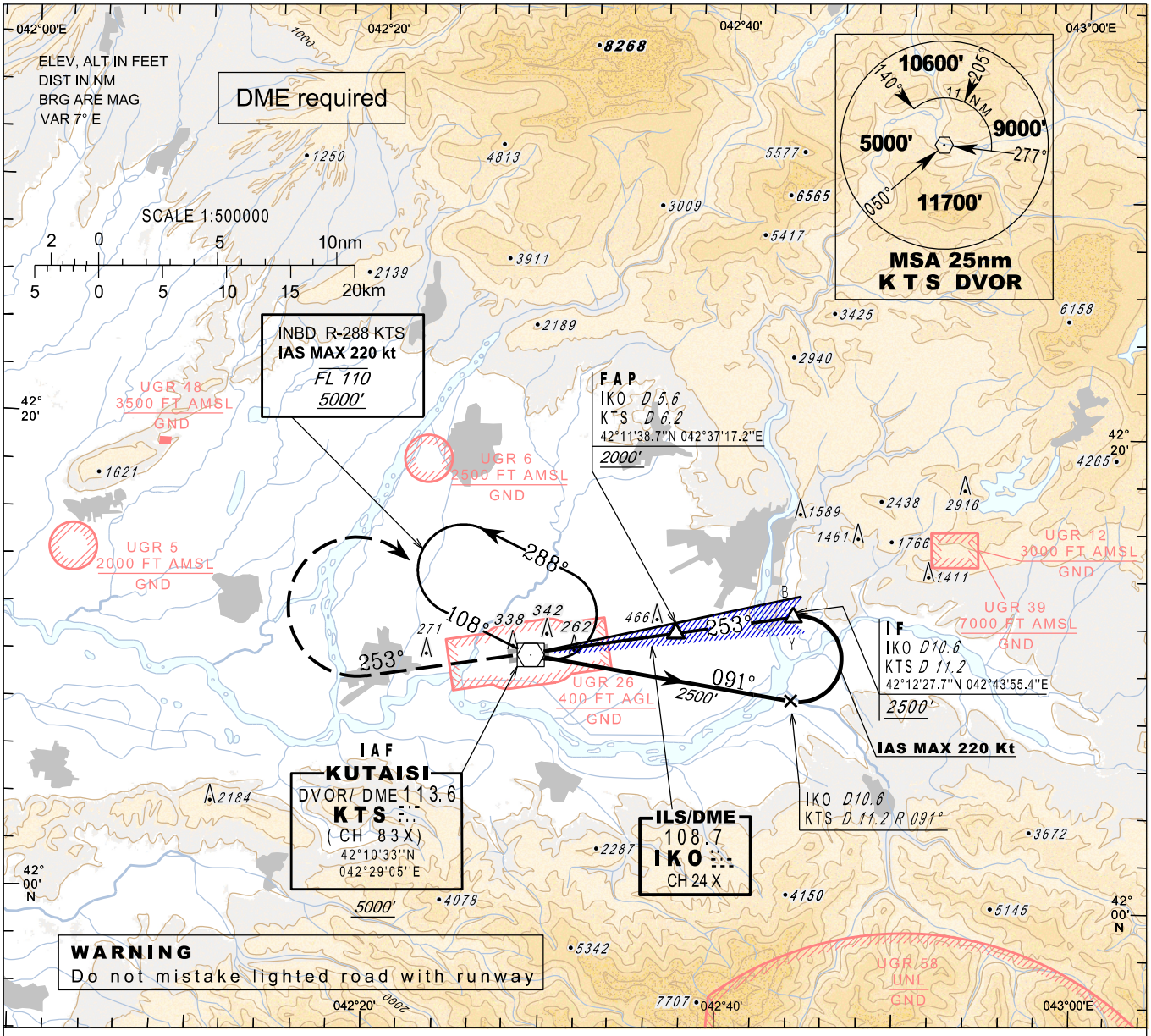
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

ILSy
RWY 25

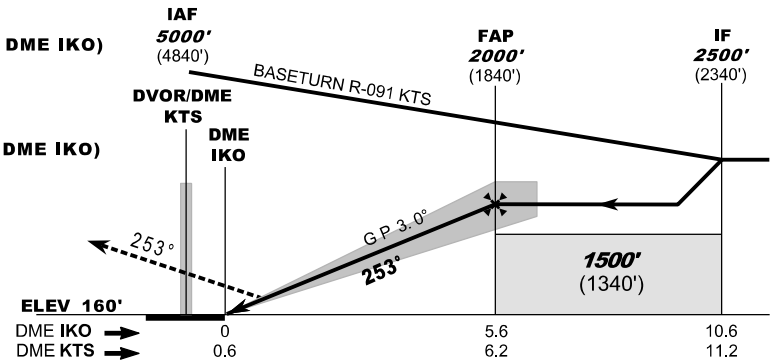


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).



Straight-in Approach	A	B	C	D
OCA(H)	**330** (170)	**340** (180)	**350** (190)	**360** (200)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1825** (1665)	**1499** (1339)	**1174** (1014)	**851** (691)	**530** (370)

ILS RDH 51'

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

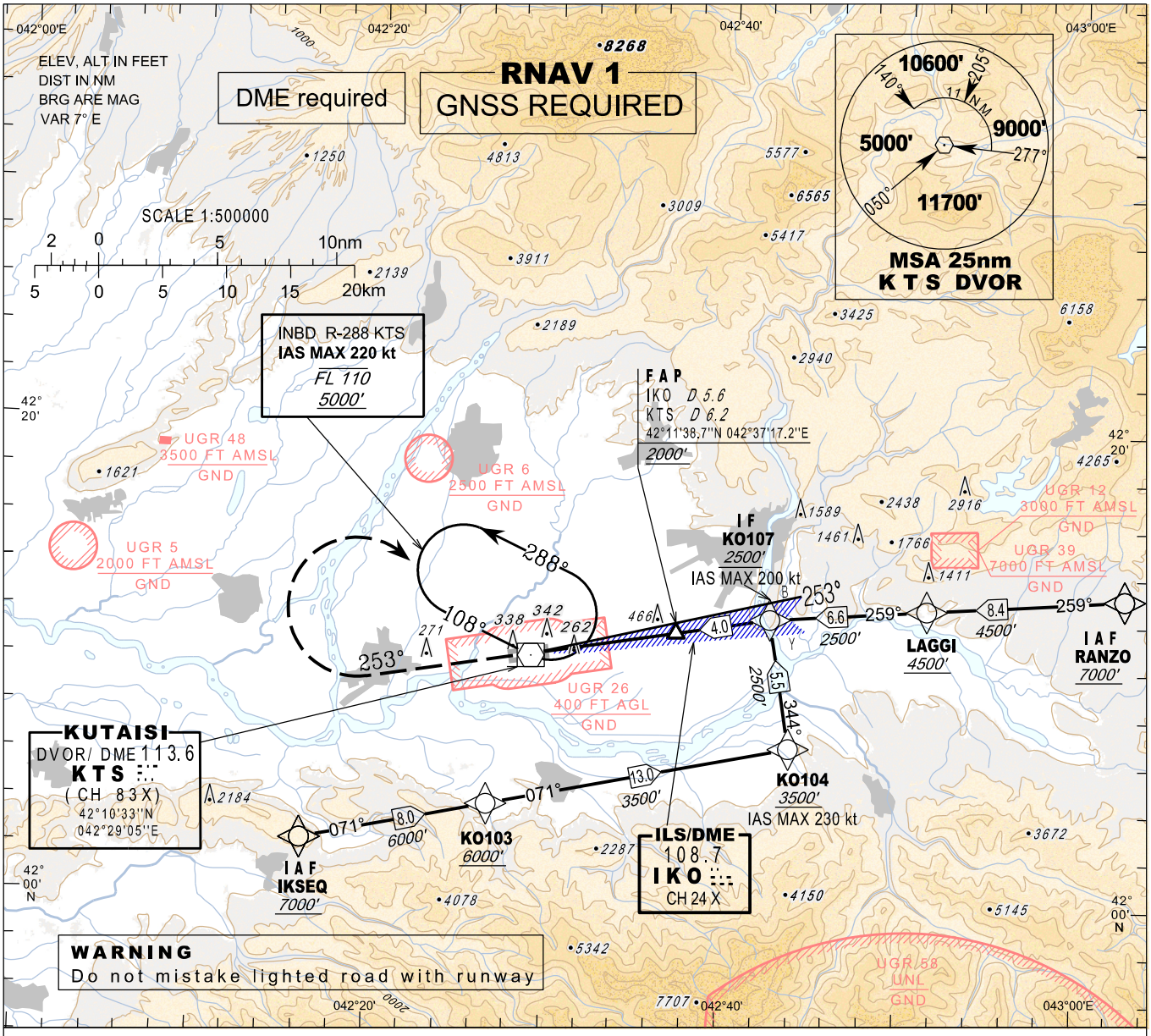
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

ILSz
RWY 25



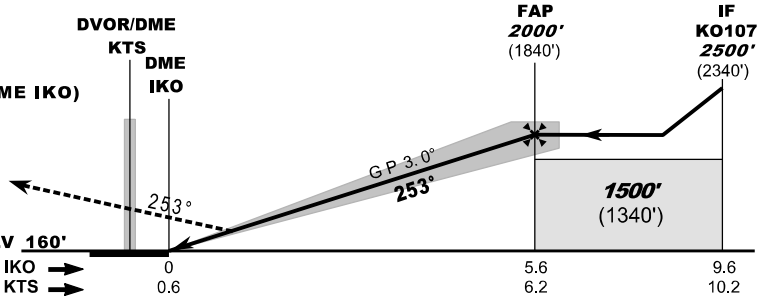
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

ILS RDH 51'



Straight-in Approach	A	B	C	D
OCA(H)	**330** (170)	**340** (180)	**350** (190)	**360** (200)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1825** (1665)	**1499** (1339)	**1174** (1014)	**851** (691)	**530** (370)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

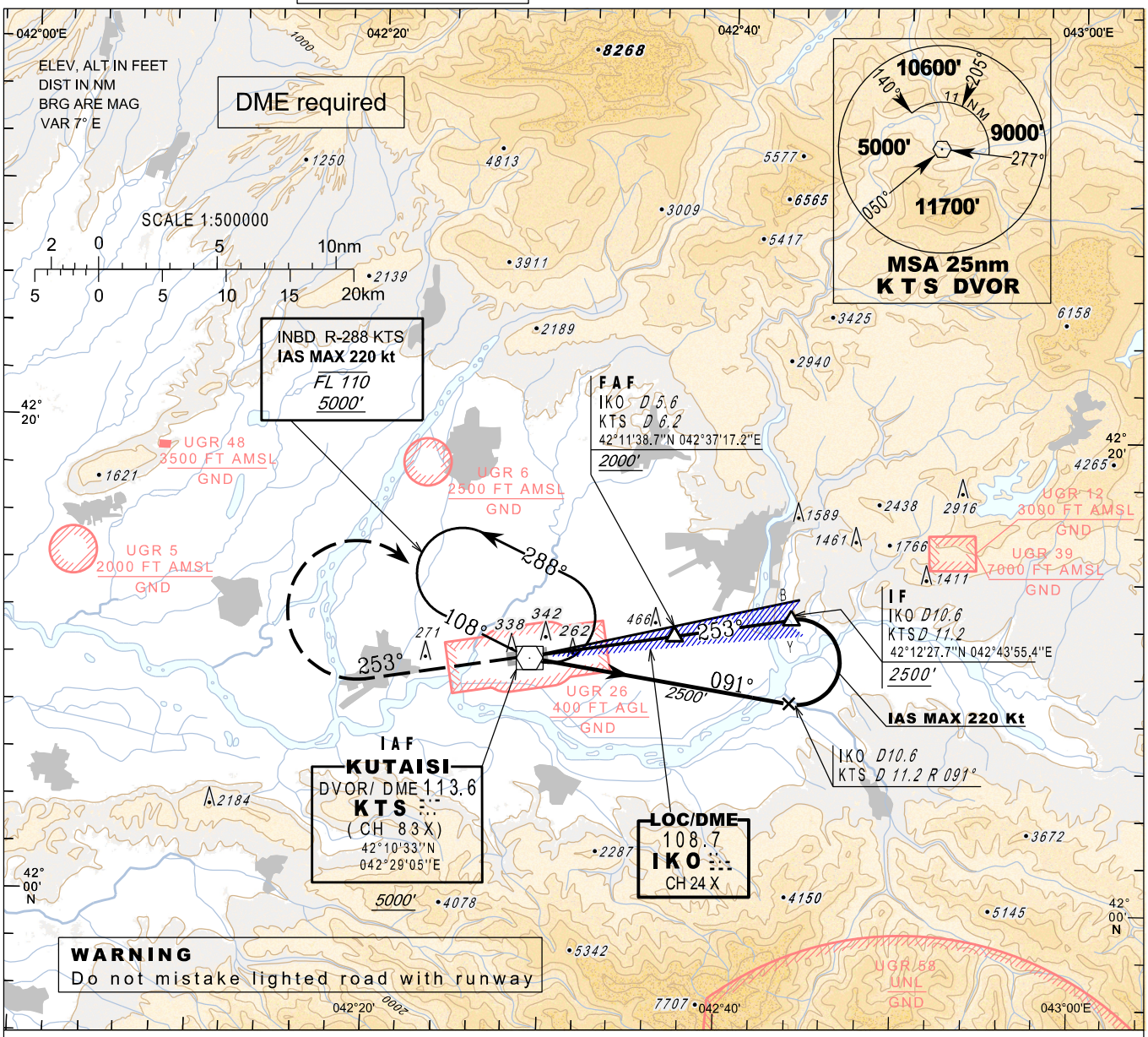
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCy
RWY 25



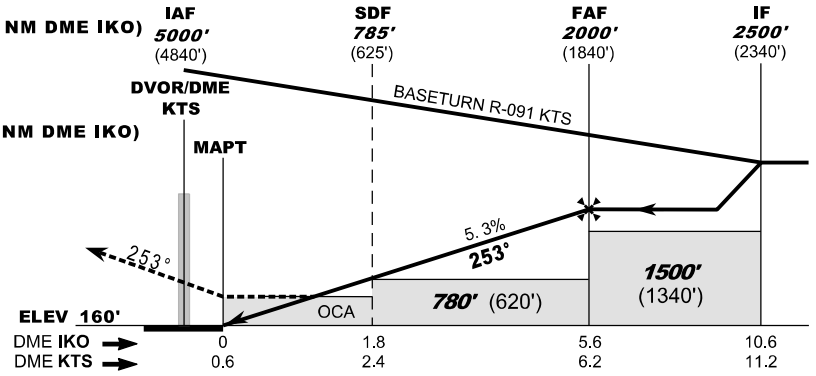
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

Timing is not authorised for defining the MAPT



Straight-in Approach	A	B	C	D
OCA(H)	**510** (350)			

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1808** (1648)	**1488** (1328)	**1169** (1009)	**849** (689)	**529** (369)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

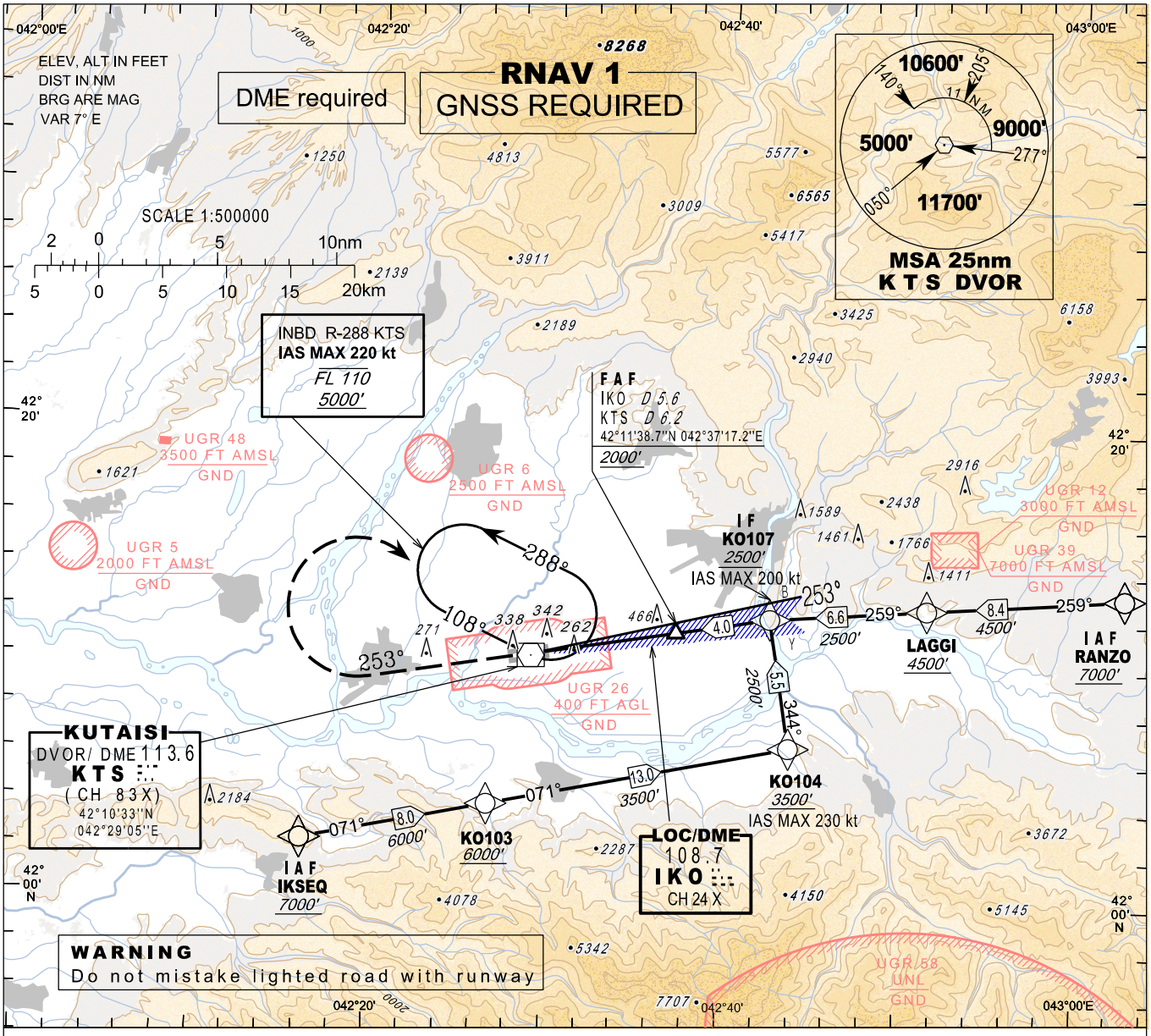
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCz
RWY 25



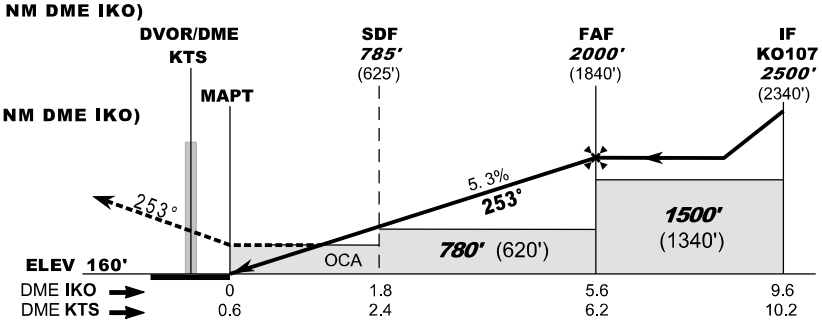
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

Timing is not authorised for defining the MAPT



Straight-in Approach	A	B	C	D
OCA(H)	**510** (350)			

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1808** (1648)	**1488** (1328)	**1169** (1009)	**849** (689)	**529** (369)

Changes: Restricted areas updated

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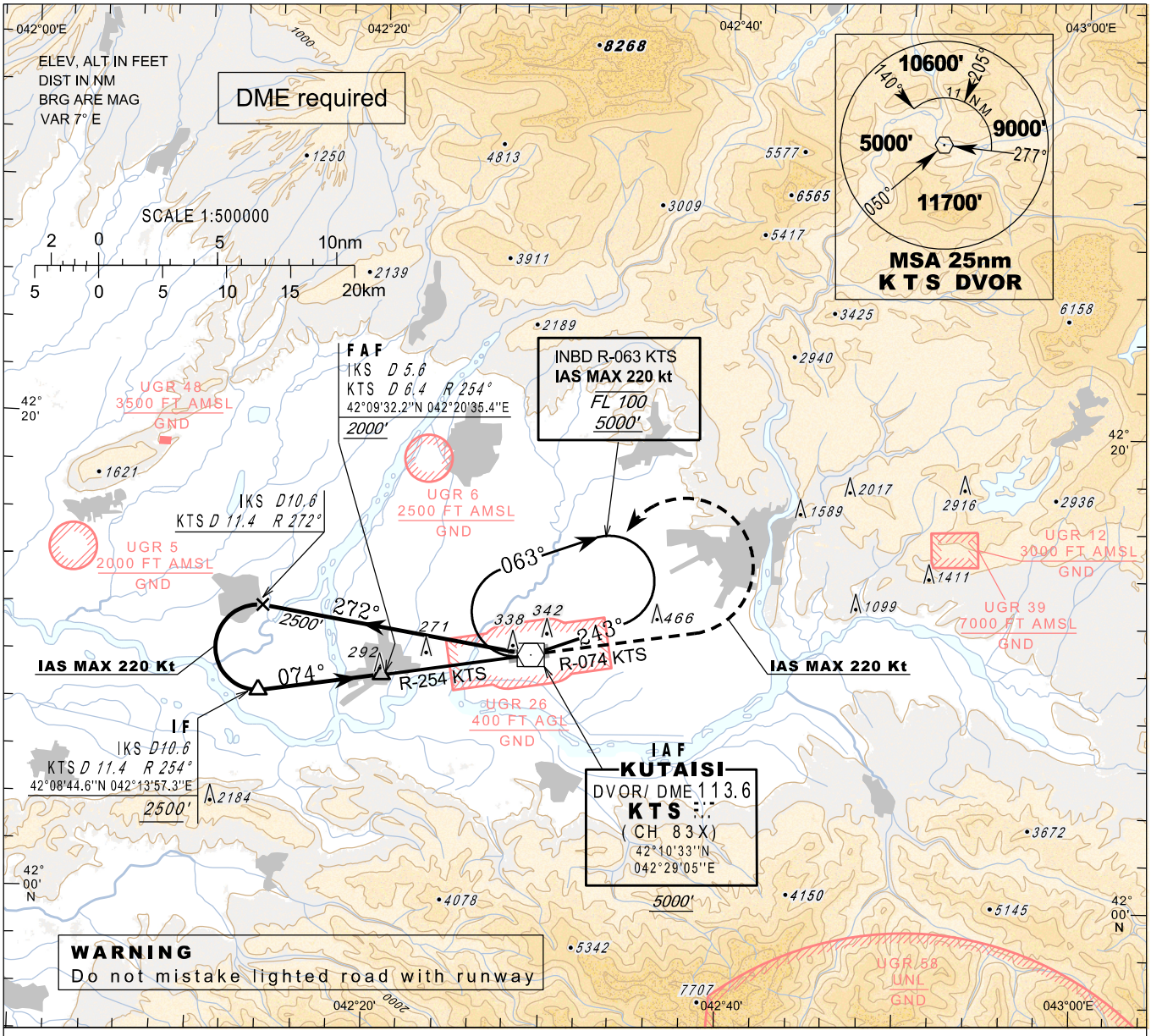
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

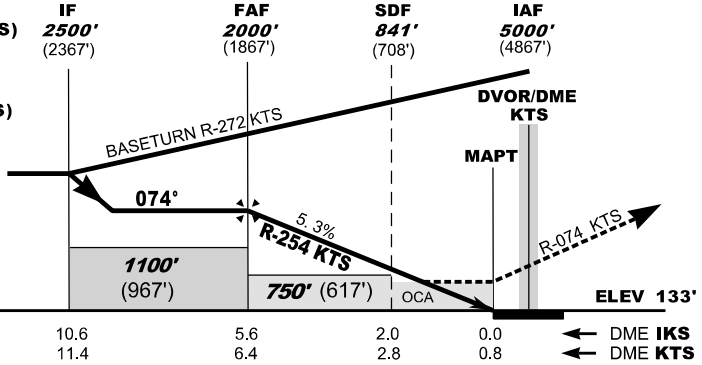
KUTAISI/Kopitnari (UGKO)
VOR
RWY 07



MISSED APPROACH

Normal:
Climb **3500'** on **R-074 KTS**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

Radio Communication Failure:
Climb **5000'** on **R-074 KTS**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach. IAS MAX 220kt



Straight-in Approach	A B C D
OCA(H)	**590** (460)

Timing is not authorised for defining the MAPT

DME KTS NM	6	5	4	3	2	1
DME IKS NM	5.2	4.2	3.2	2.2	1.2	0.2
ALT (HGT) ft	**1871** (1738)	**1549** (1416)	**1227** (1094)	**905** (772)	**583** (450)	**261** (128)

Changes: Restricted areas updated

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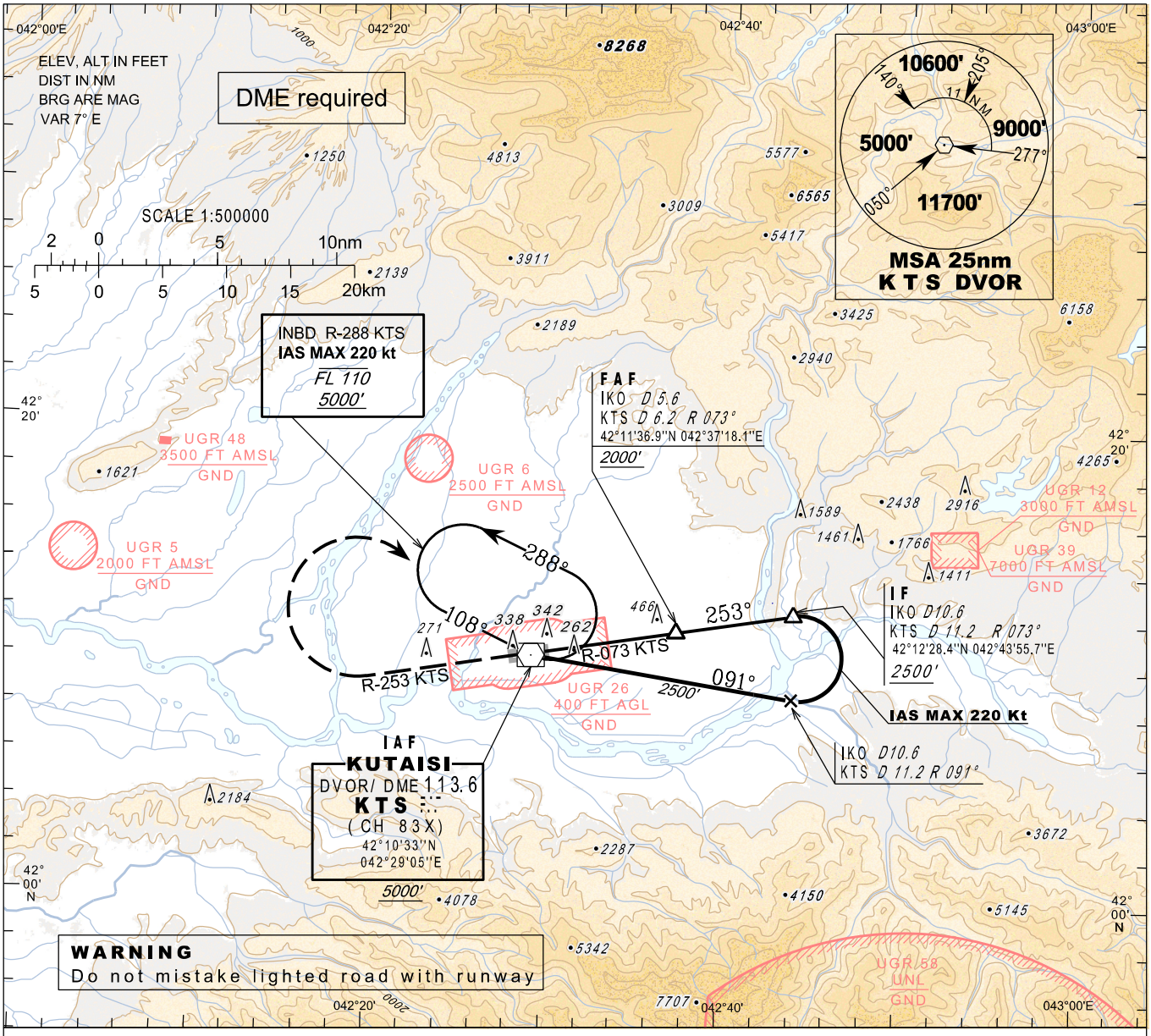
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP	127.100
TWR	125.500

KUTAISI/Kopitnari (UGKO)
VOR
RWY 25

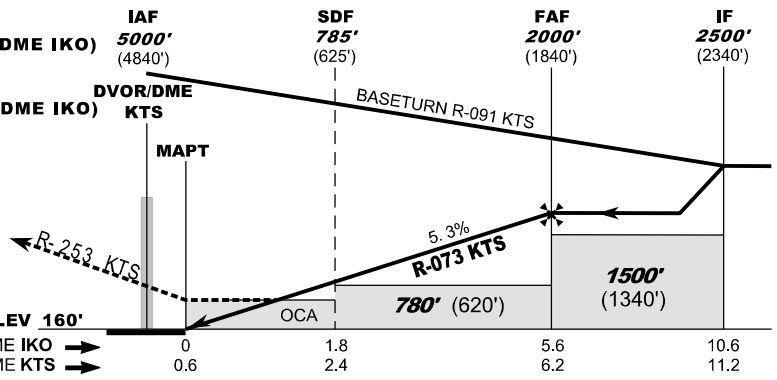


MISSED APPROACH

Normal:
Climb **3500'** on **R-253 KTS**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

Radio Communication Failure:
Climb **5000'** on **R-253 KTS**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT



Straight-in Approach	A	B	C	D
OCA(H)	**510** (350)			

DME KTS NM	6	5	4	3	2	1
DME IKO NM	5.4	4.4	3.4	2.4	1.4	0.4
ALT (HGT) ft	**1936** (1776)	**1617** (1457)	**1297** (1137)	**978** (818)	**658** (498)	**339** (179)

Changes: Restricted areas updated

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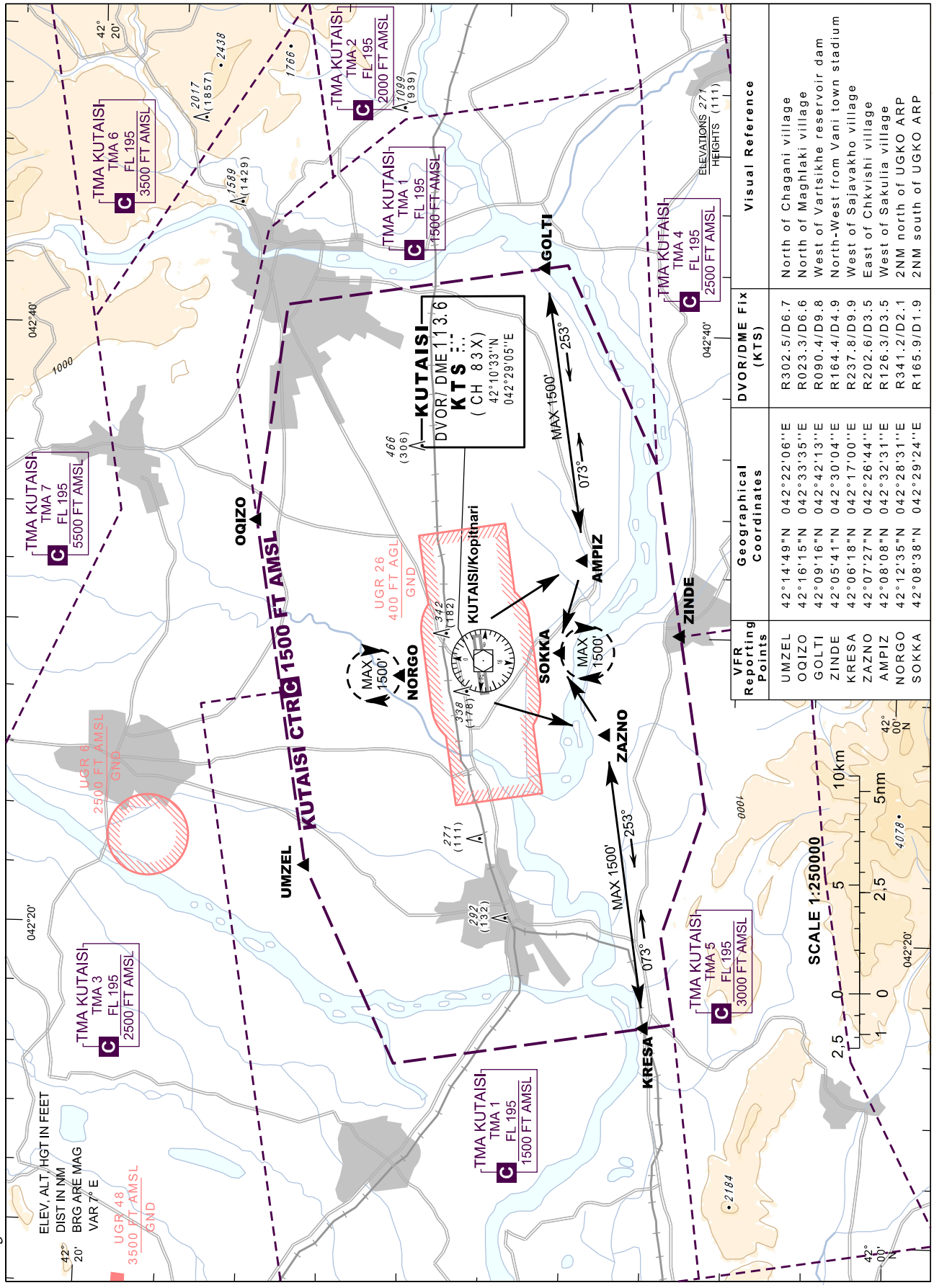
VISUAL APPROACH CHART-ICAO

KUTAISI/Kopitnari (UGKO)

AERODROME ELEV 160'

HEIGHTS RELATED TO AD ELEV

APP	127.100
TWR	125.500



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

1	**Apron designation, surface and strength of aprons**	APRON : Concrete and asphalt, PCR 520/F/B/X/U APRON Aircraft stands 15, 16, 17, 18, 19, 19C: Asphalt, PCR 870/F/D/X/T
2	**Taxiway designation, width, surface and strength**	TWY A: 23 M, Concrete and asphalt, PCR 520/F/B/X/U TWY B: 23 M, Concrete and asphalt, PCR 520/F/B/X/U
3	**Altimeter checkpoint location and elevation**	THR RWY 30 Elevation 37 FT THR RWY 12 Elevation 17 FT 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 and 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 and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGSB AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2a

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

2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB2B001	Navaid	413604.6N 0413650.8E	78/- FT	MARKED	NDB

3 Obstacles in Area 2c

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB2C001	Pole	413712.5N 0413631.1E	251/- FT	LGTD / RED	Mast
UGSB2C002	Building	413903.3N 0413748.8E	402/- FT	LGTD / RED	NIL
UGSB2C003	Control tower	413633.6N 0413620.4E	198/- FT	LGTD / RED	ATC Building
UGSB2C004	Building	413649.6N 0413548.0E	62/- FT	NIL	NIL
UGSB2C005	Building	413650.8N 0413548.7E	62/- FT	NIL	NIL
UGSB2C006	Building	413730.9N 0413556.7E	351/- FT	NIL	NIL
UGSB2C007	Building	413757.9N 0413642.1E	320/- FT	NIL	NIL
UGSB2C008	Building	413914.8N 0413811.6E	685/- FT	LGTD / RED	NIL
UGSB2C009	Building	413747.4N 0413608.6E	476/- FT	NIL	NIL
UGSB2C010	Building	413805.3N 0413626.1E	304/- FT	NIL	NIL
UGSB2C011	Building	413816.8N 0413638.5E	293/- FT	NIL	NIL
UGSB2C012	Building	413814.9N 0413636.2E	378/- FT	NIL	NIL
UGSB2C013	Building	413813.2N 0413633.9E	294/- FT	NIL	NIL
UGSB2C014	Building	413804.0N 0413629.6E	261/- FT	NIL	NIL
UGSB2C015	Building	413916.2N 0413819.6E	539/- FT	NIL	NIL
UGSB2C016	Building	413900.7N 0413745.1E	646/- FT	NIL	NIL
UGSB2C017	Building	413749.4N 0413640.8E	278/- FT	NIL	NIL
UGSB2C018	Building	413744.7N 0413611.8E	275/- FT	NIL	NIL
UGSB2C019	Building	413801.2N 0413647.2E	260/- FT	NIL	NIL
UGSB2C020	Building	413751.8N 0413622.0E	217/- FT	NIL	NIL
UGSB2C021	Building	413810.9N 0413651.3E	229/- FT	NIL	NIL
UGSB2C022	Building	413813.5N 0413652.4E	295/- FT	NIL	NIL
UGSB2C023	Building	413810.6N 0413647.1E	444/- FT	NIL	NIL
UGSB2C024	Building	413825.1N 0413757.9E	231/- FT	NIL	NIL
UGSB2C025	Building	413805.9N 0413635.0E	279/- FT	NIL	NIL
UGSB2C026	Building	413751.8N 0413610.2E	256/- FT	NIL	NIL
UGSB2C027	Building	413743.5N 0413631.6E	194/- FT	NIL	NIL

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 or for arrivals via Yerevan and Baku FIRs
	...H5 KUSSA	Only available for departures from local airports
	[SID] KUSSA	SID from UGKO to KUSSA
ODILI *	... FOQUS DCT ODILI	Only available for arrivals via Yerevan and Baku FIRs
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
FIBBE *	FIBBE DCT LAPTO...	-
	FIBBE DCT LURIS...	-
	FIBBE DCT GIMUR...	-
	FIBBE DCT KUFAN...	-
	FIBBE DCT DISKA...	-
	FIBBE DCT TAVRO...	-
	FIBBE DCT OGEVI...	-
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 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

Chart Name	Page
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 (Part 1)	AD 2.UGSB-SID-RNAV-30-3
Standard Departure Routes - Instrument RNAV RWY 30 (Part 2)	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 Sector's coordinates	AD 2.UGSB-ATCSMAC-3
Instrument Approach Chart - ICAO RWY 12 (ILSy)	AD 2.UGSB-IAC-12-ILSy
Instrument Approach Chart - ICAO RWY 12 (ILSz)	AD 2.UGSB-IAC-12-ILSz-1
RNAV Transition Coding Tables RWY 12 (ILSz)	AD 2.UGSB-IAC-12-ILSz-3
Instrument Approach Chart - ICAO RWY 12 (LOCy)	AD 2.UGSB-IAC-12-LOCy
Instrument Approach Chart - ICAO RWY 12 (LOCz)	AD 2.UGSB-IAC-12-LOCz-1
RNAV Transition Coding Tables RWY 12 (LOCz)	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 - Index chart	AD 2.UGSB-BIRD
* the chart contains a text page	

UGSB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

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AERODROME CHART - ICAO

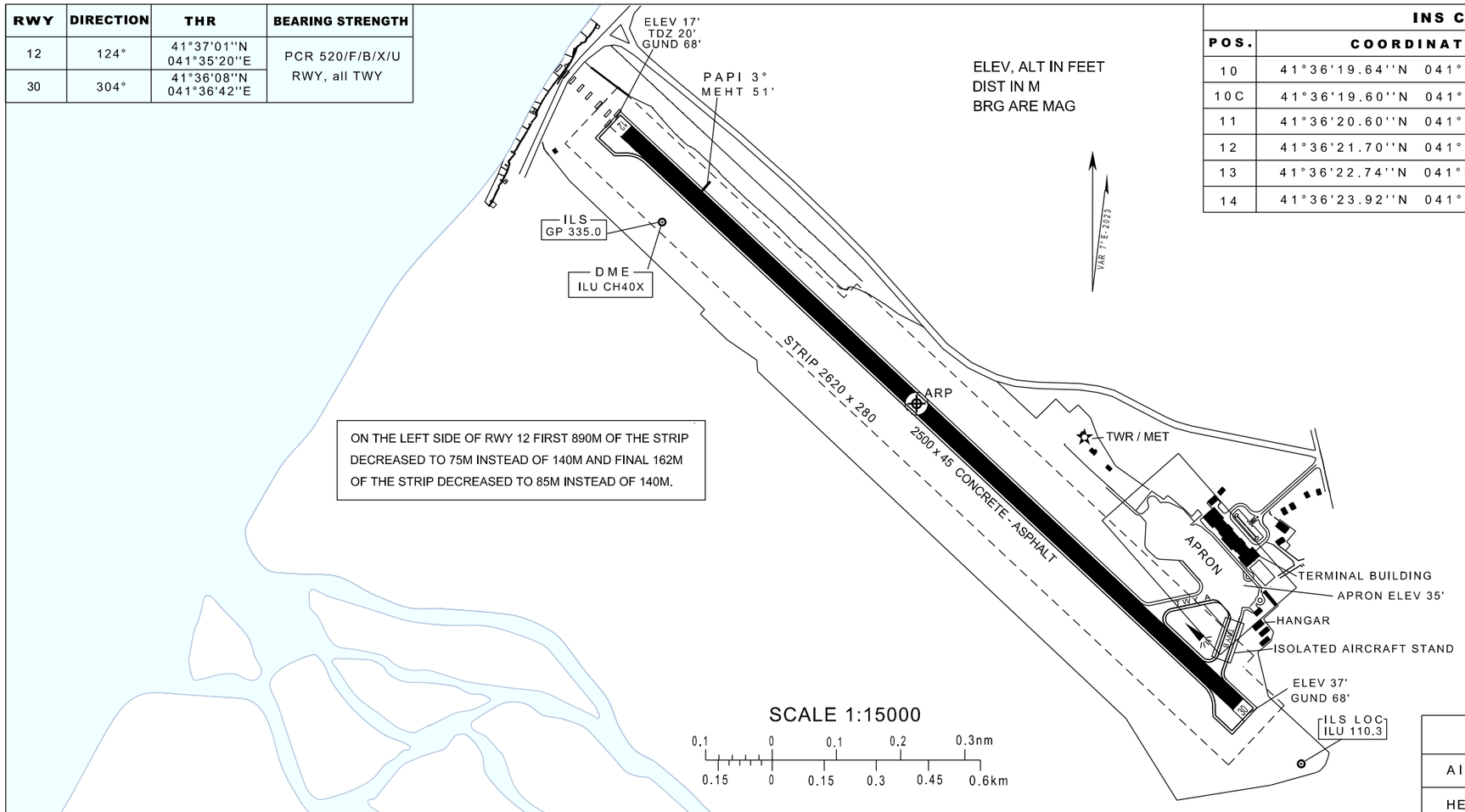
BATUMI (UGSB)

41°36' 37" N
041°35' 58" E

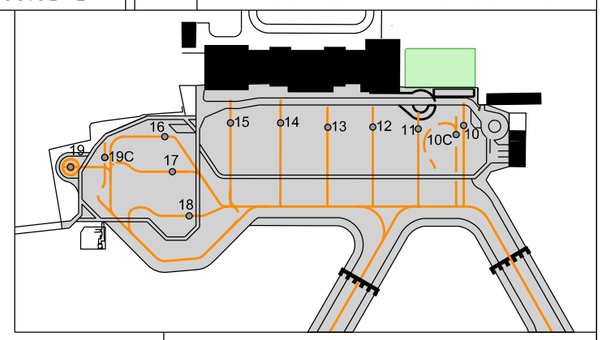
ELEV. 37'

TWR 118.6

RWY	DIRECTION	THR	BEARING STRENGTH
12	124°	41°37'01''N 041°35'20''E	PCR 520/F/B/X/U RWY, all TWY
30	304°	41°36'08''N 041°36'42''E	



INS COORDINATES FOR AIRCRAFT STANDS			
POS.	COORDINATES	POS.	COORDINATES
10	41°36'19.64''N 041°36'41.69''E	15	41°36'25.07''N 041°36'34.83''E
10C	41°36'19.60''N 041°36'41.18''E	16	41°36'26.28''N 041°36'32.46''E
11	41°36'20.60''N 041°36'40.23''E	17	41°36'25.32''N 041°36'31.62''E
12	41°36'21.70''N 041°36'38.94''E	18	41°36'23.95''N 041°36'30.76''E
13	41°36'22.74''N 041°36'37.59''E	19	41°36'27.77''N 041°36'28.74''E
14	41°36'23.92''N 041°36'36.32''E	19C	41°36'27.20''N 041°36'30.04''E



TAXIWAYS WIDTH, SURFACE

TWY A : 23 M Concrete - Asphalt

TWY B : 23 M Concrete - Asphalt

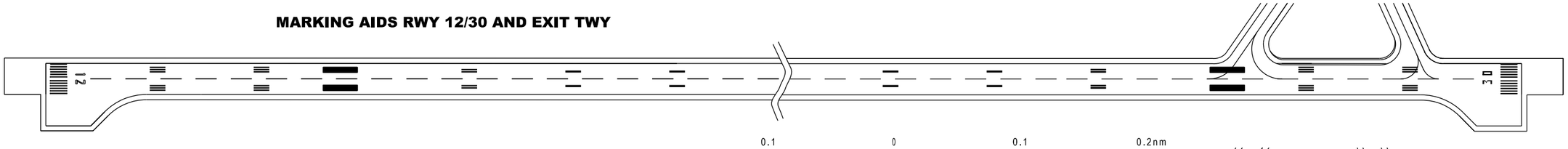
APRON SURFACE & STRENGTH

APRON - Concrete and asphalt - PCR 520/F/B/X/U

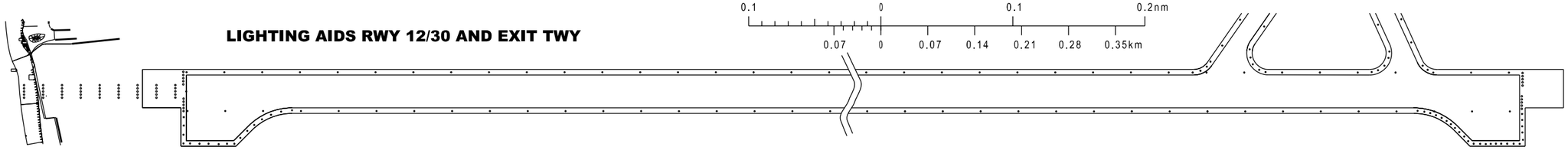
Aircraft stands № 15,16,17,18,19,19C - Asphalt - PCR 870/F/D/X/T

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

MARKING AIDS RWY 12/30 AND EXIT TWY



LIGHTING AIDS RWY 12/30 AND EXIT TWY



Changes: Aircraft stands PCR updated

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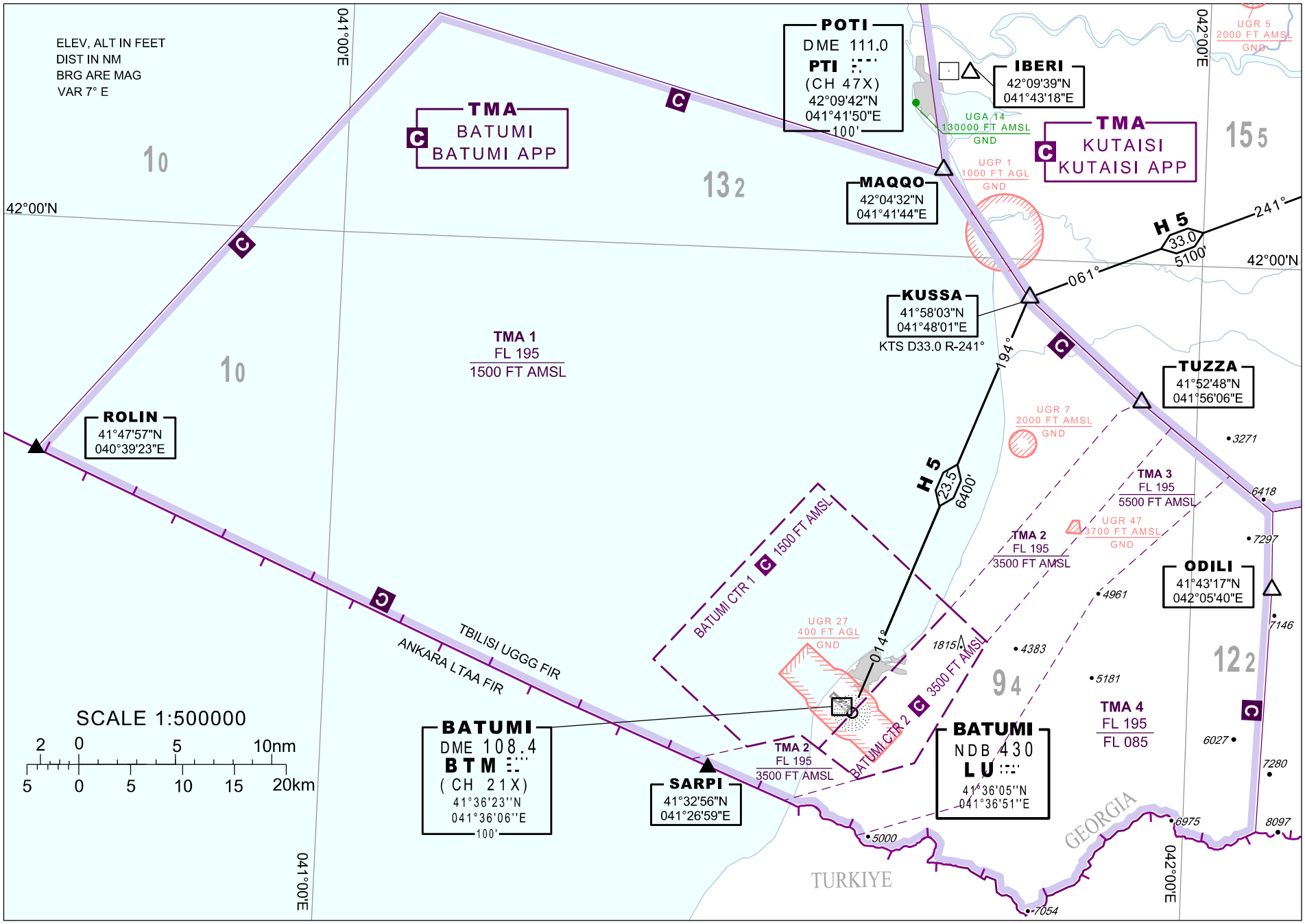
Changes: Restricted area updated, aerial sporting area added



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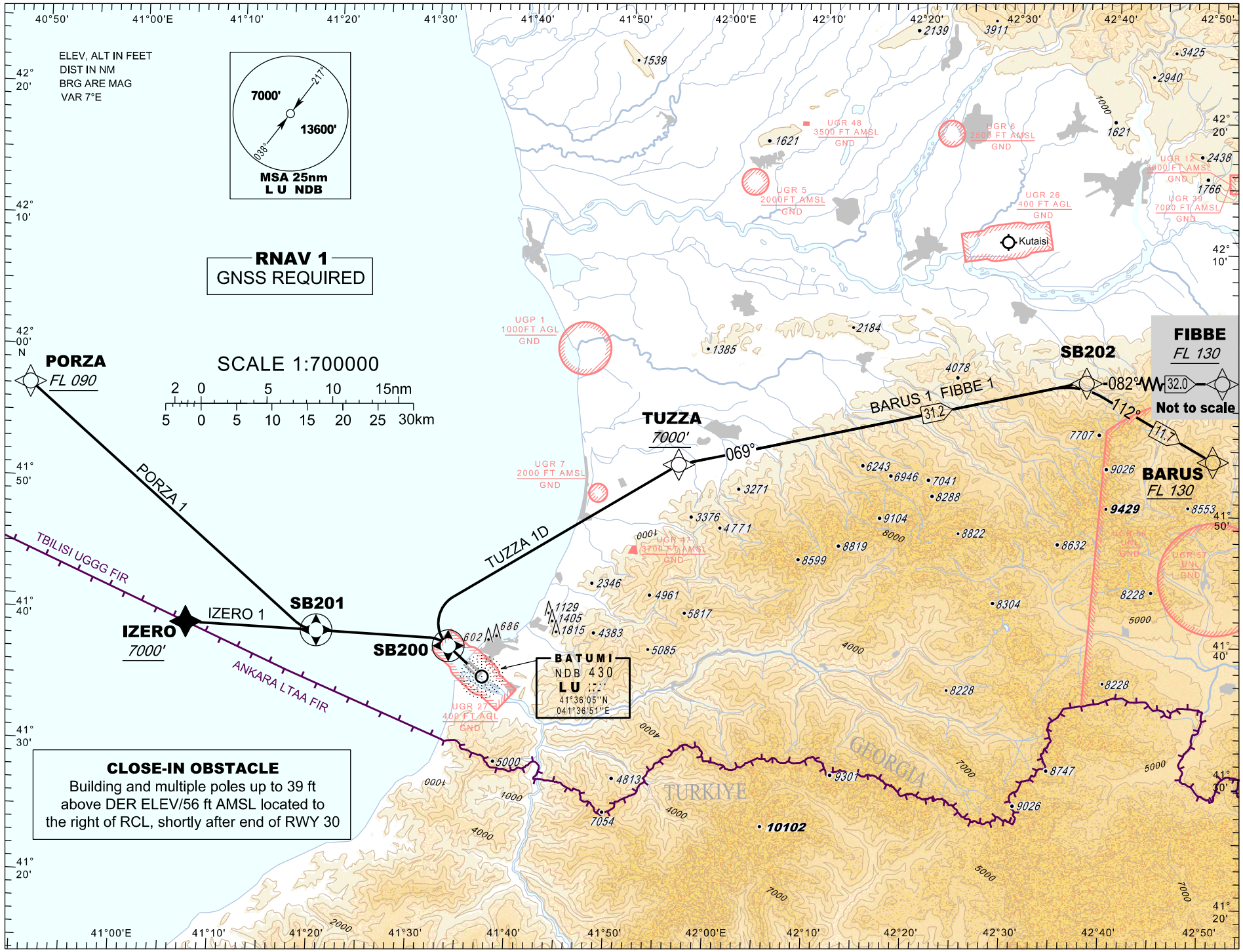
Changes: Restricted areas updated

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

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Changes: Restricted areas updated

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

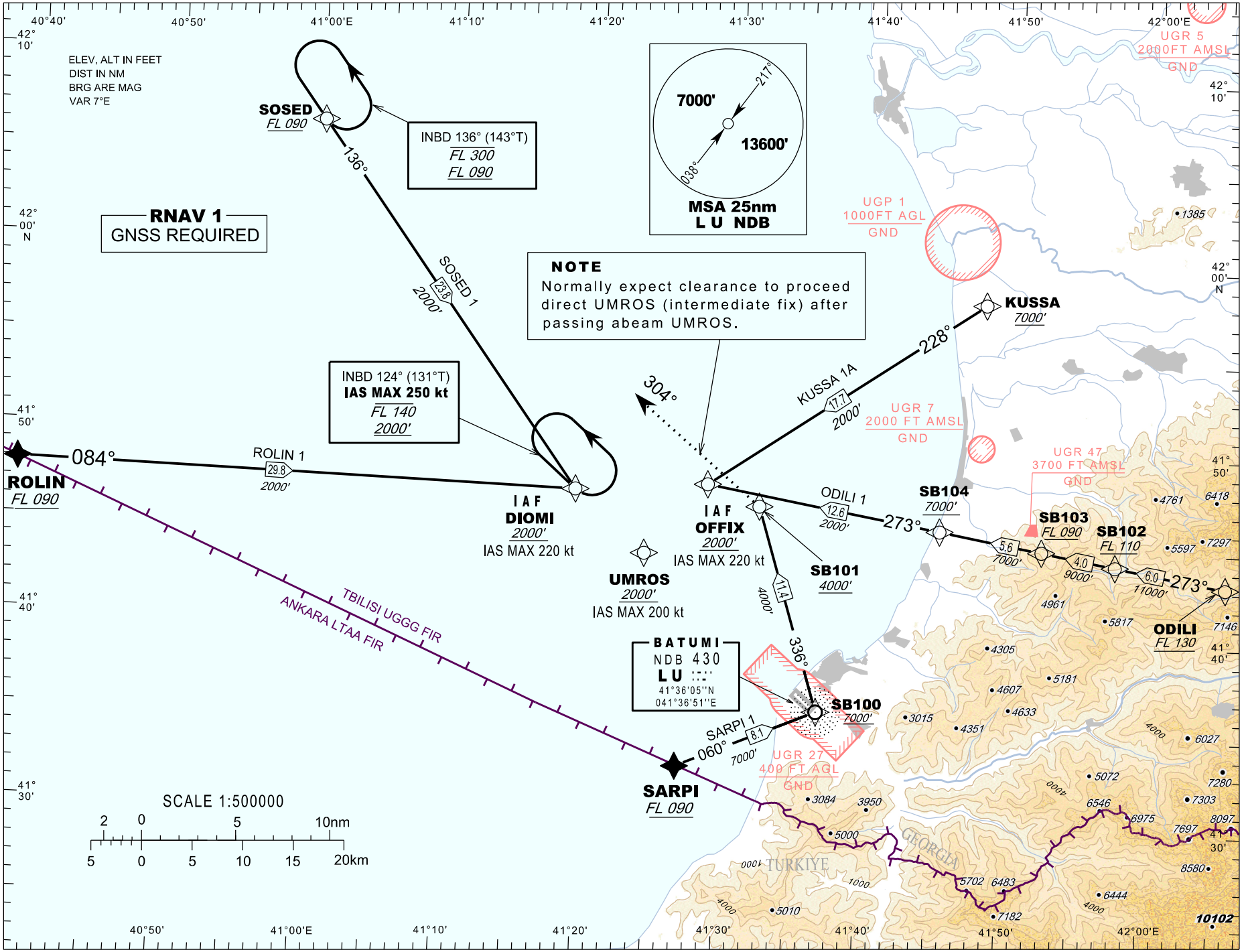
BATUMI (UGSB)

RNAV RWY 12

ROLIN 1 SOSED 1 SARPI 1
KUSSA 1A ODILI 1

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 124.425
TWR 118.600



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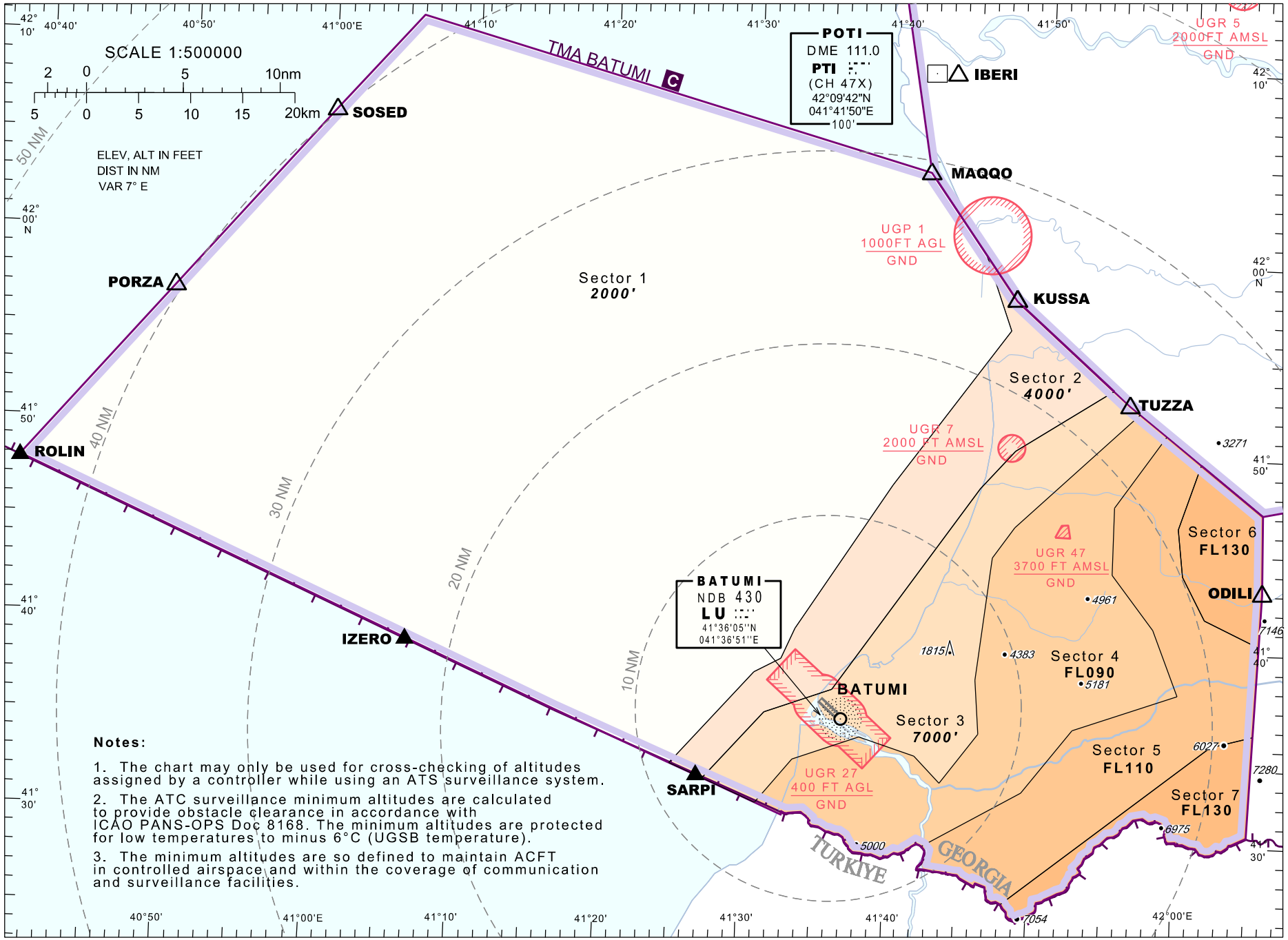
Changes: Restricted area updated

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BATUMI (UGSB)

AERODROME ELEV 37'
TRANSITION ALT 7000'

APP 124.425
TWR 118.600



Notes:

1. The chart may only be used for cross-checking of altitudes assigned by a controller while using an ATS surveillance system.
2. The ATC surveillance minimum altitudes are calculated to provide obstacle clearance in accordance with ICAO PANS-OPS Doc 8168. The minimum altitudes are protected for low temperatures to minus 6°C (UGSB temperature).
3. The minimum altitudes are so defined to maintain ACFT in controlled airspace and within the coverage of communication and surveillance facilities.

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5 Taxiing – limitations

Taxiing from aircraft stands 1, 8 is performed by towing only except for aircraft not exceeding the type B code.

Taxiing from aircraft stands 5C, 7C is allowed at a low thrust.

TWY A is used for manoeuvering aircraft with code C or less.

The washing area for aircraft is located on the Aircraft Parking stands 105- 111; 117-122.

Only at apron taxiway C max taxi speed is 15 kt.

6 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.

UGTB AD 2.21 Noise abatement procedures

Noise abatement procedures are published on the Standard Instrument Departure (SID) charts.

UGTB AD 2.22 Flight procedures

1 Procedures for IFR flights within Tbilisi TMA

1.1 General

ATS surveillance service within Tbilisi TMA is provided by Tbilisi approach unit (call sign "Tbilisi approach") on frequency 134.6 MHZ (or 127.2 MHZ).

Horizontal separation minimum applicable within Tbilisi TMA is 5 NM.

Tbilisi ATIS information is available on frequency 132.8 MHZ.

1.2 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 and vectoring for final approach should be expected.

Arrival flights not capable of RNAV1 (GNSS) will normally be vectored for final approach. Alternatively, direct routing to TBS (IAF) may be given, followed by ILS y (or LOC y or VOR) 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 RNAV1 (GNSS)”.

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

1.3 Procedures for departing flights

Departing flights capable of RNAV1 (GNSS) will normally be cleared to follow appropriate RNAV SID or conventional SID in accordance with the filed flight plan. Loss of RNAV1 (GNSS) capability shall be reported to ATC as soon as possible.

If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV SID, the clearance shall be rejected and the reason stated: “UNABLE RNAV1 (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, controller may instruct to “CONTINUE RUNWAY HEADING” or “CLIMB STRAIGHT AHEAD”. In such cases climb gradient of 5.4 % or greater shall be maintained up to 7000 FT for departures from RWY 31L. Climb gradient of 3.9 % or greater shall be maintained up to 4500 FT for departure from RWY 13R.

Visual departures are not implemented.

1.4 FPL route options for arrivals and departures

Arrivals to UGTB:

STAR First Point	Available Routings	Remarks

GIMUR *	...IDLER DCT GIMUR	-
	...BANUT DCT GIMUR	FRA (I) points may also be used between BANUT and GIMUR
	...GUSLI DCT GIMUR	FRA (I) points may also be used between GUSLI and GIMUR
	...VIZRO DCT GIMUR	Only available for departures from local airport
	...FIBBE DCT GIMUR	Only available for departures from local airport
	...BT DCT GIMUR	Any FRA DCT is available before BT when cruising level is below FL150
	...ROLIN DCT TAGAR DCT GIMUR	-
	...SARPI DCT TAGAR DCT GIMUR	-
LAGAS *	...NOLGA DCT LAGAS	-
LAMUS *	...KUFAN DCT LAMUS	-
	...ADEKI DCT LAMUS	-
TISOT	As available via Yerevan FIR	-
Direct ARR Point	**Available Routings**	**Remarks**
TAVRO	As available via Yerevan FIR	Only available for traffic via REBLO
TBS *	...H5 TBS	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 UGTB:

SID Last Point	Available Routings	Remarks
DF *	DF DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	DF DCT FOQUS DCT ROLIN...	-
	DF DCT FOQUS DCT SARPI...	-
	DF DCT BT...	Any FRA DCT is available from BT when cruising level is below FL160
	DF H5...	Only available for arrivals to local airports
DISKA	As available via Baku FIR	-
KUFAN	As available via Rostov FIR	-
LAPTO	As available via Rostov FIR	-
PALLE *	PALLE DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	PALLE DCT FOQUS DCT ROLIN...	-
	PALLE DCT FOQUS DCT SARPI...	-
	PALLE DCT NOLGA...	-
TAVRO	As available via Yerevan FIR	-
ZAGOT *	ZAGOT DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	ZAGOT DCT FOQUS DCT ROLIN...	-
	ZAGOT DCT FOQUS DCT SARPI...	-
	ZAGOT DCT NOLGA...	-
Direct DEP Point	**Available Routings**	**Remarks**
TBS	TBS...	Only available for arrivals to UGTB
** G, M and X types of flight are not restricted by the routing options described in the table.*		

2 Procedures for VFR flights within Tbilisi TMA

Two-way radio communication shall be maintained with the Tbilisi Approach on the FRQ 134.600 MHZ (or 127.2).

Transfer of VFR flights between Tbilisi APP and Tbilisi TWR is conducted over established entry/exit points of CTR as shown in the Visual Approach Chart AD2.UGTB-VAC unless otherwise instructed by APP or TWR unit.

3 Procedures for VFR flights within Tbilisi CTR

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

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

VFR flights within Tbilisi CTR shall be conducted at or below 3500 FT AMSL unless otherwise cleared by the TWR unit.

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

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

Aircraft entering/exiting Tbilisi CTR via points RINGI and URBAN must be at altitude 3500 FT or below.

Aircraft entering/exiting Tbilisi CTR via point GIGOS must be at altitude 3000 FT or below.

Aircraft entering/exiting Tbilisi CTR via point CHIVA must be at altitude 3500 FT or below, unless the aircraft is cleared for CHIVA–R–J route, in which case the altitude over CHIVA must be 2700 FT AMSL or below. The arrival and departure route CHIVA–R–J is established as depicted on the Visual Approach Chart with altitude constraints as follows: CHIVA–R max. 2700 FT AMSL, R–J max. 3700 FT AMSL. The CHIVA–R–J route is only used during daytime and in VMC conditions.

If the traffic situation requires it or the active runway is blocked, aircraft conducting VFR flights may be directed to the visual holding areas established at points N, S and GIGOS.

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

Name	Geographical coordinates	Visual reference
CHIVA	414923N 0445001E	Over the motorway bridge on the Tbilisi bypass road; north-west of Gldani Didi Lake
GIGOS	412801N 0450555E	North of Gardabani town
RINGI	413515N 0445103E	Over Lake Kumisi
URBAN	414408N 0450408E	Over the mining field; east of Saakadze settlement
R (ROMEO)	414820N 0445225E	Over the semicircular segment of the Tbilisi bypass road; 1.5 NM east of Gldani Didi Lake
J (JULIET)	414506N 0450032E	Over the junction of the Lochini and Norioskhevi rivers
N (NOVEMBER)	414205N 0450004E	North of the Lilo marketplace
S (SIERRA)	413750N 0445430E	West of Veli aerodrome on the right bank of the River Mtkvari

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

UGTB 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 approach of RWY 31L to their feeding area, NW of the airport. Their flight height varies from 100 FT (30 M) to 165 FT (50 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.

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 ATIS.

During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, 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 and the visual repellents (hunter dummies) allocated near the RWY 13R/31L. Also modifications of the airport environment are under way to reduce, if not eliminate, the wildlife hazard. No landfills in the vicinity and no open waste-bins on the aerodrome. Ground and grass cover is treated properly. No farming activity in the vicinity.

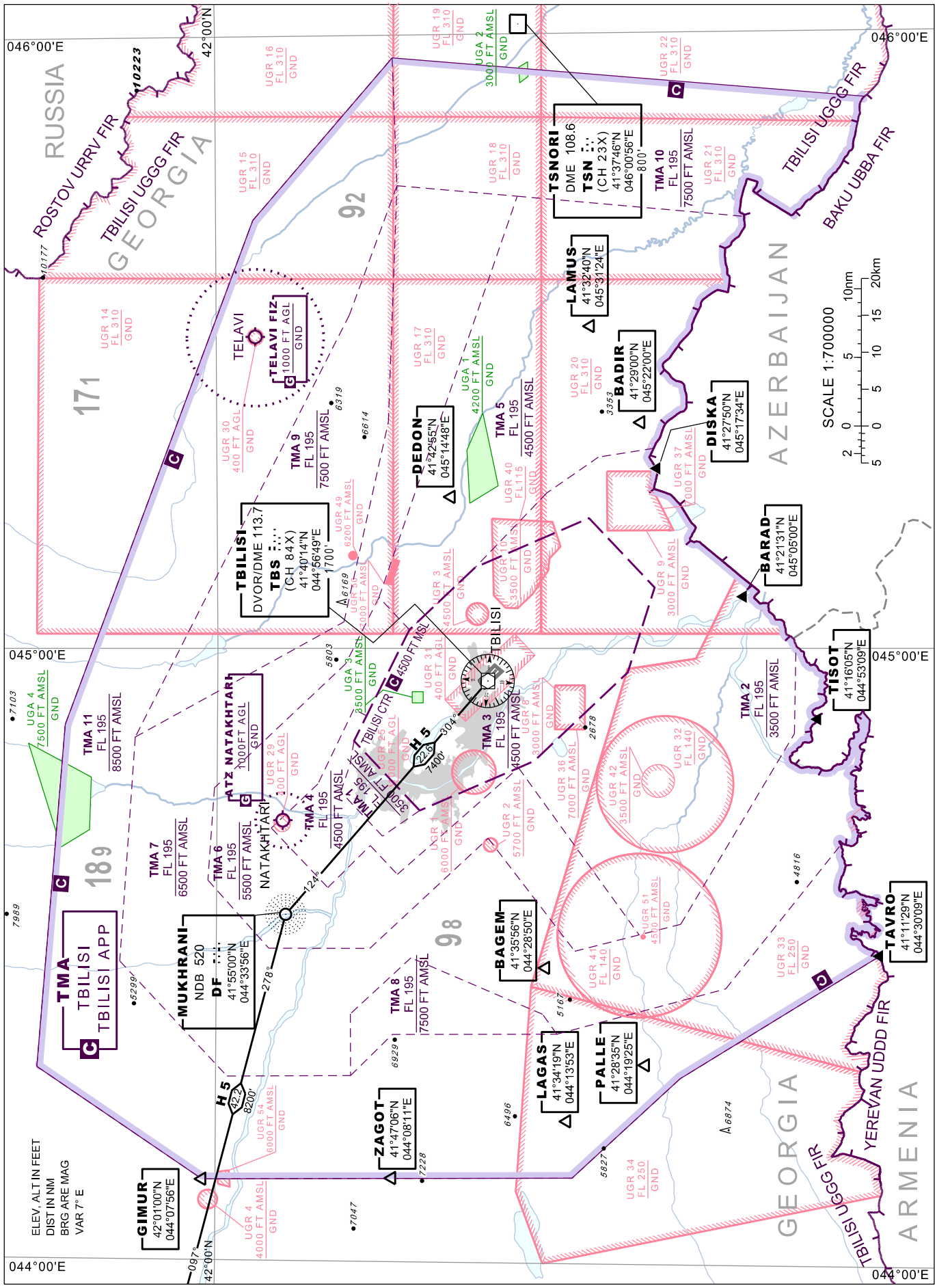
UGTB AD 2.24 Charts related to an aerodrome

Chart Name	Page
Aerodrome chart - ICAO	AD 2.UGTB-ADC
Aircraft parking and ground movement chart - ICAO	AD 2.UGTB-APGMC
Aerodrome obstacle chart - ICAO Type A	AD 2.UGTB-AOC-A
Area Chart - ICAO	AD 2.UGTB-ARC
Standard Departure Chart - Instrument - ICAO - RNAV RWY 13R	AD 2.UGTB-SID-RNAV-13R-1
Standard Departure Routes and Coding - Instrument - RNAV RWY 13R (Part 1)	AD 2.UGTB-SID-RNAV-13R-3
Standard Departure Routes and Coding - Instrument - RNAV RWY 13R (Part 2)	AD 2.UGTB-SID-RNAV-13R-5
Standard Departure Chart - Instrument - ICAO - RNAV RWY 31L	AD 2.UGTB-SID-RNAV-31L-1
Standard Departure Routes and Coding - Instrument - RNAV RWY 31L (Part 1)	AD 2.UGTB-SID-RNAV-31L-3
Standard Departure Routes and Coding - Instrument - RNAV RWY 31L (Part 2)	AD 2.UGTB-SID-RNAV-31L-5
Standard Departure Chart - Instrument - ICAO - RNAV RWY 31L (TAVRO)	AD 2.UGTB-SID-RNAV-31L-T-1
Standard Departure Routes and Coding - Instrument - RNAV RWY 31L (TAVRO)	AD 2.UGTB-SID-RNAV-31L-T-3
Standard Departure Chart - Instrument - ICAO RWY 13R/31L	AD 2.UGTB-SID-13R/31L-1
Standard Departure Routes - Instrument RWY 13R/31L	AD 2.UGTB-SID-13R/31L-3
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 13R	AD 2.UGTB-STAR-RNAV-13R-1
Standard Arrival Routes - Instrument - RNAV RWY 13R	AD 2.UGTB-STAR-RNAV-13R-3
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 31L	AD 2.UGTB-STAR-RNAV-31L-1
Standard Arrival Routes - Instrument - RNAV RWY 31L	AD 2.UGTB-STAR-RNAV-31L-3
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2.UGTB-ATCSMAC-1
ATC Surveillance Minimum Altitude sector's coordinates	AD 2.UGTB-ATCSMAC-3
Instrument Approach Chart - ICAO RWY 13R (ILSy)	AD 2.UGTB-IAC-13R-ILSy
Instrument Approach Chart - ICAO RWY 13R (ILSz)	AD 2.UGTB-IAC-13R-ILSz-1
Instrument Approach Coding RWY 13R (ILSz)	AD 2.UGTB-IAC-13R-ILSz-3
Instrument Approach Chart - ICAO RWY 13R (LOCy)	AD 2.UGTB-IAC-13R-LOCy
* the chart contains a text page	

AREA CHART - ICAO

TBILISI TMA

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)
INFO 124.150
ATIS 132.800



Changes: Restricted areas updated

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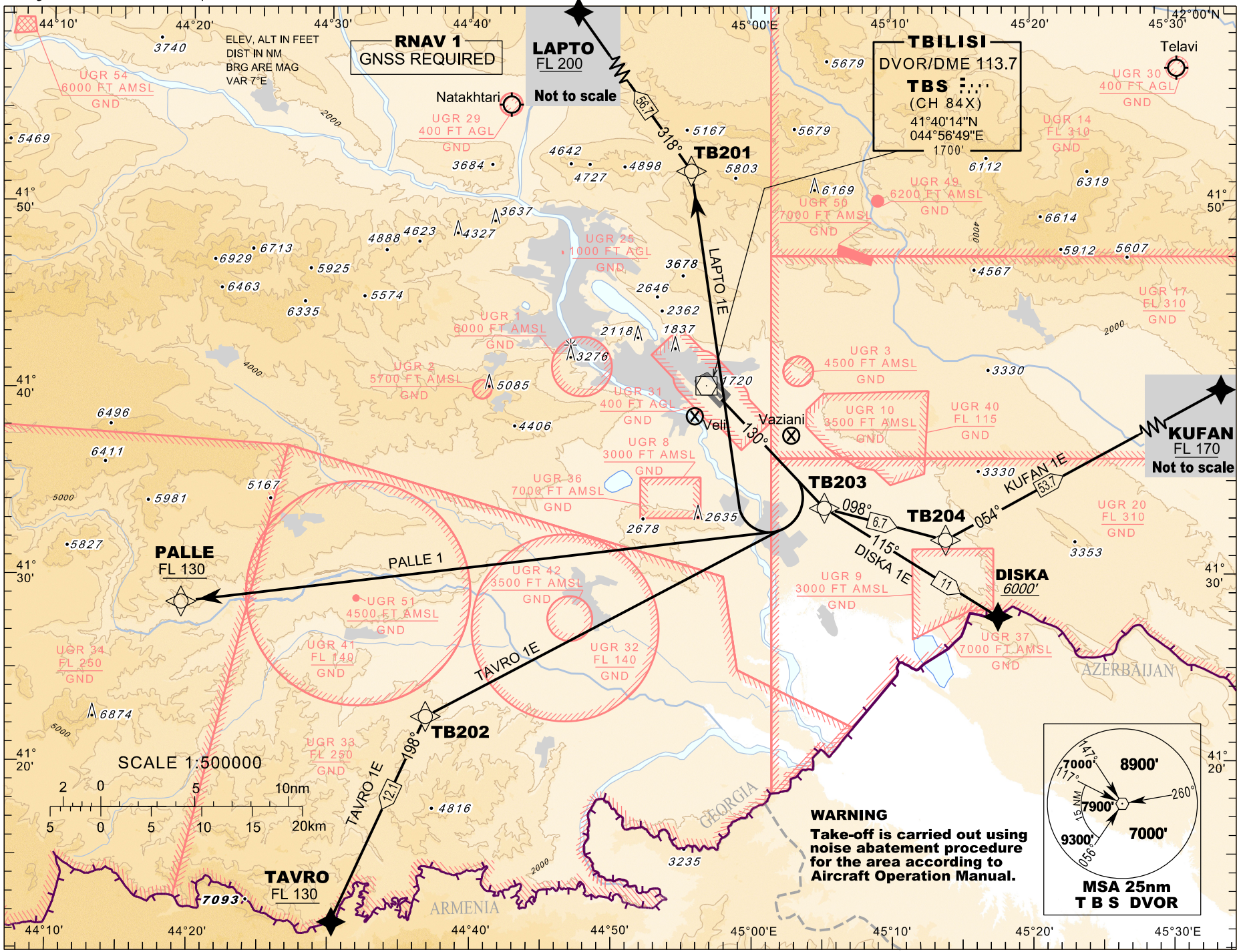
Changes: Restricted areas updated

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TBILISI/Tbilisi (UGTB)

RNAV RWY 13R

PALLE 1 LAPTO 1E KUFAN 1E
DISKA 1E TAVRO 1E



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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

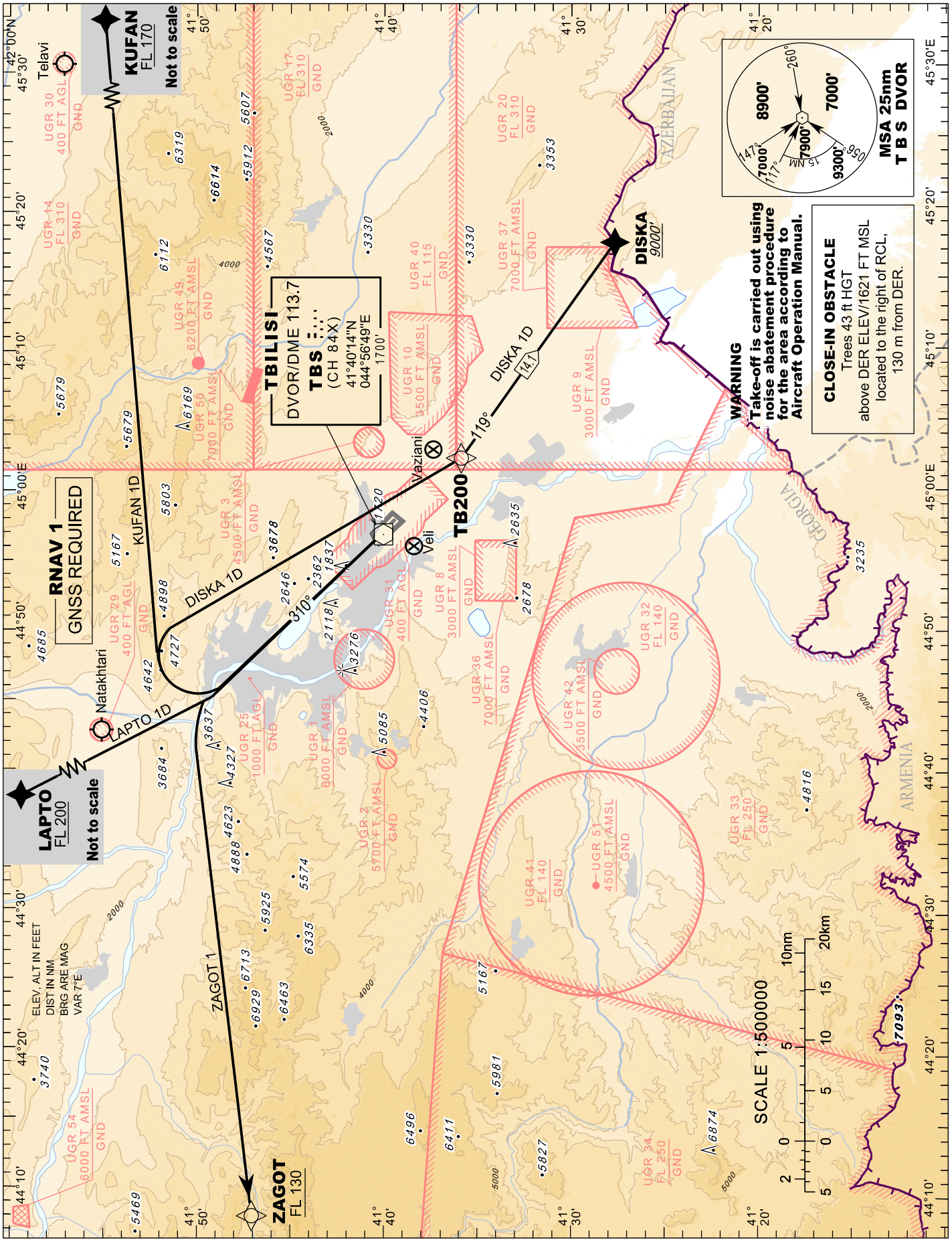
TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

TBILISI/Tbilisi (UGTB)

RNAV RWY 31L

ZAGOT 1 LAPTO 1D
KUFAN 1D DISKA 1D



Changes: Restricted areas updated

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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

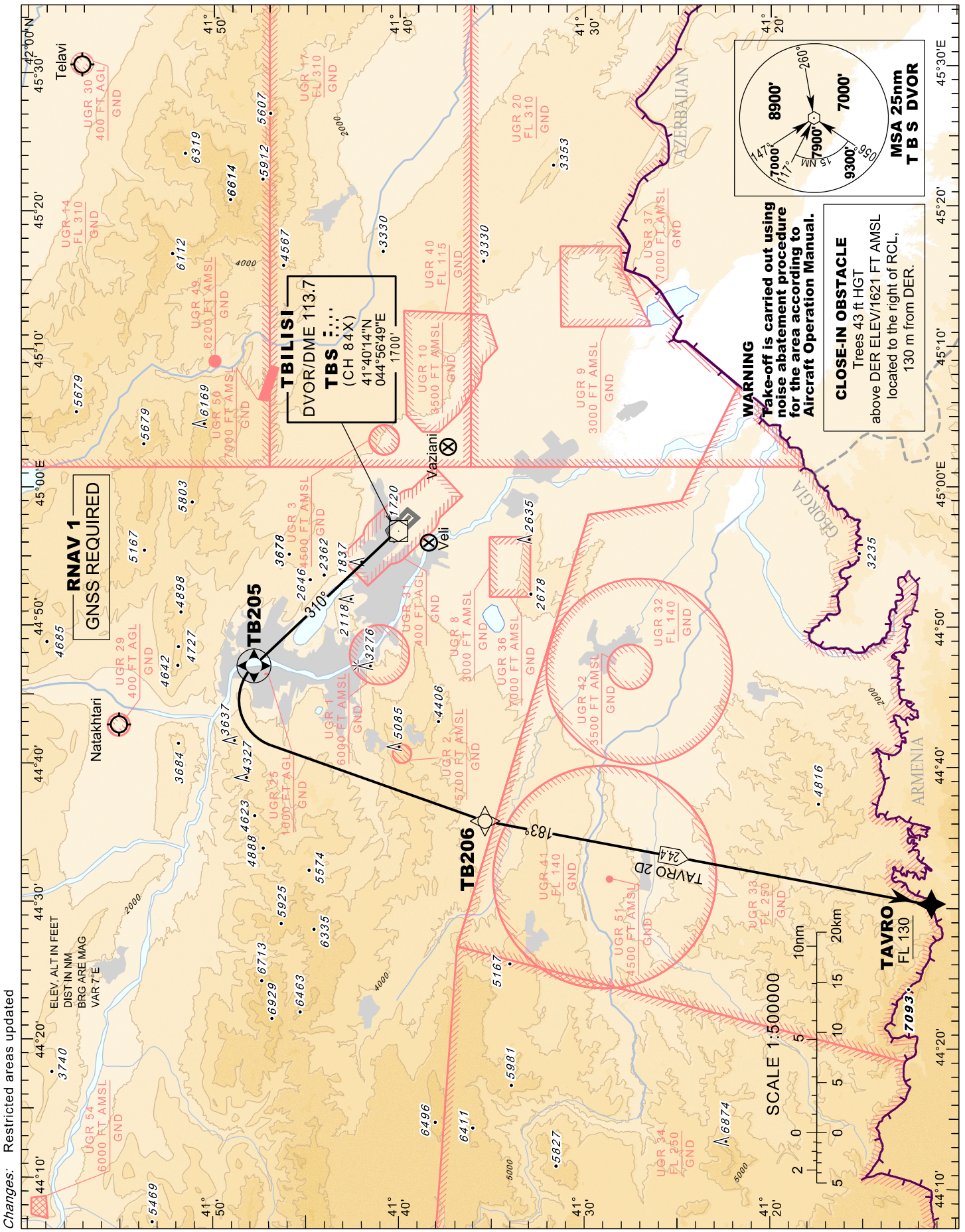
TBILISI/Tbilisi (UGTB)

RNAV RWY 31L

TAVRO 2D

TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)



Changes: Restricted areas updated

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STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

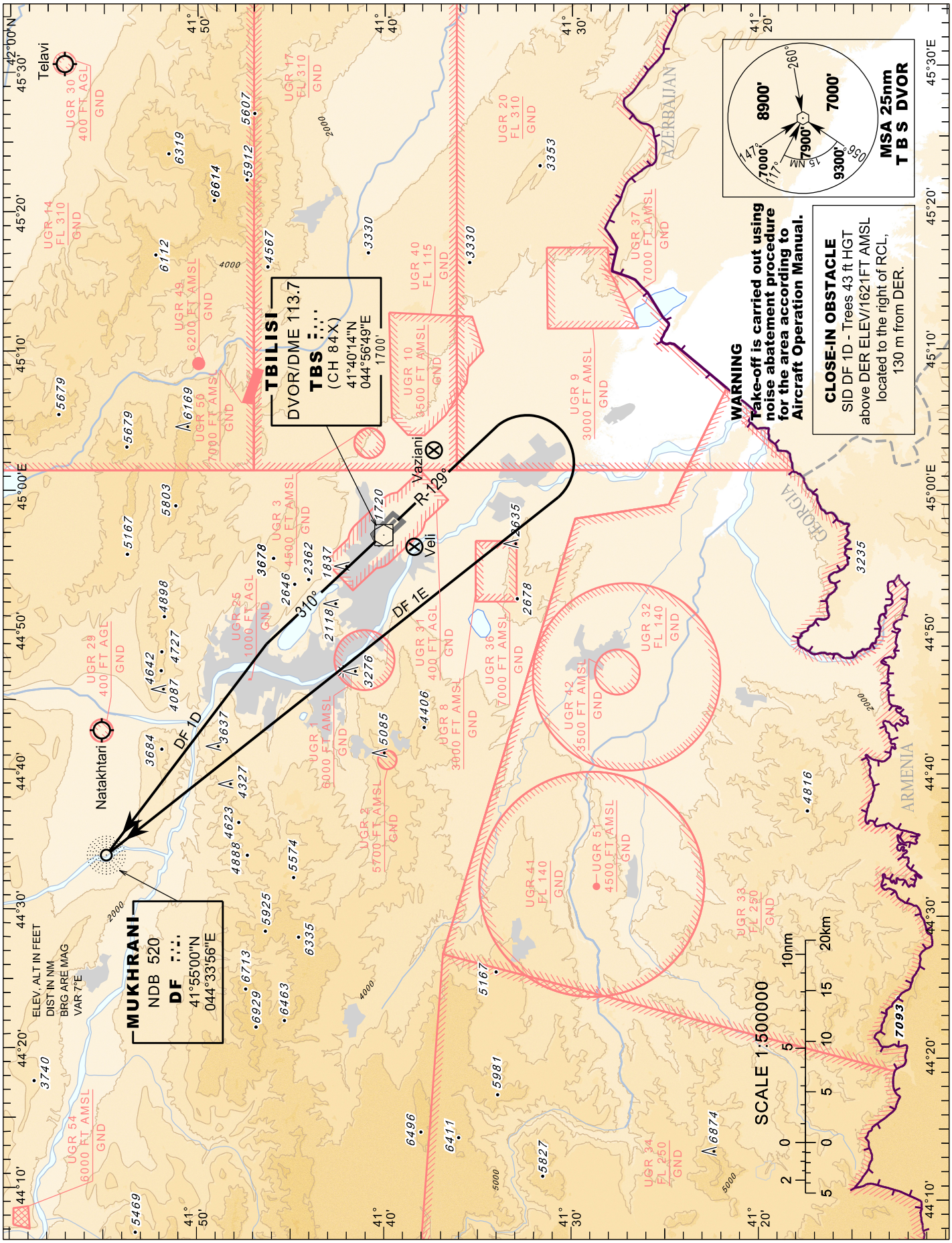
TBILISI/Tbilisi (UGTB)

RWY 13R/31L

DF 1D DF 1E

TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)



Changes: Restricted areas updated

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STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 130

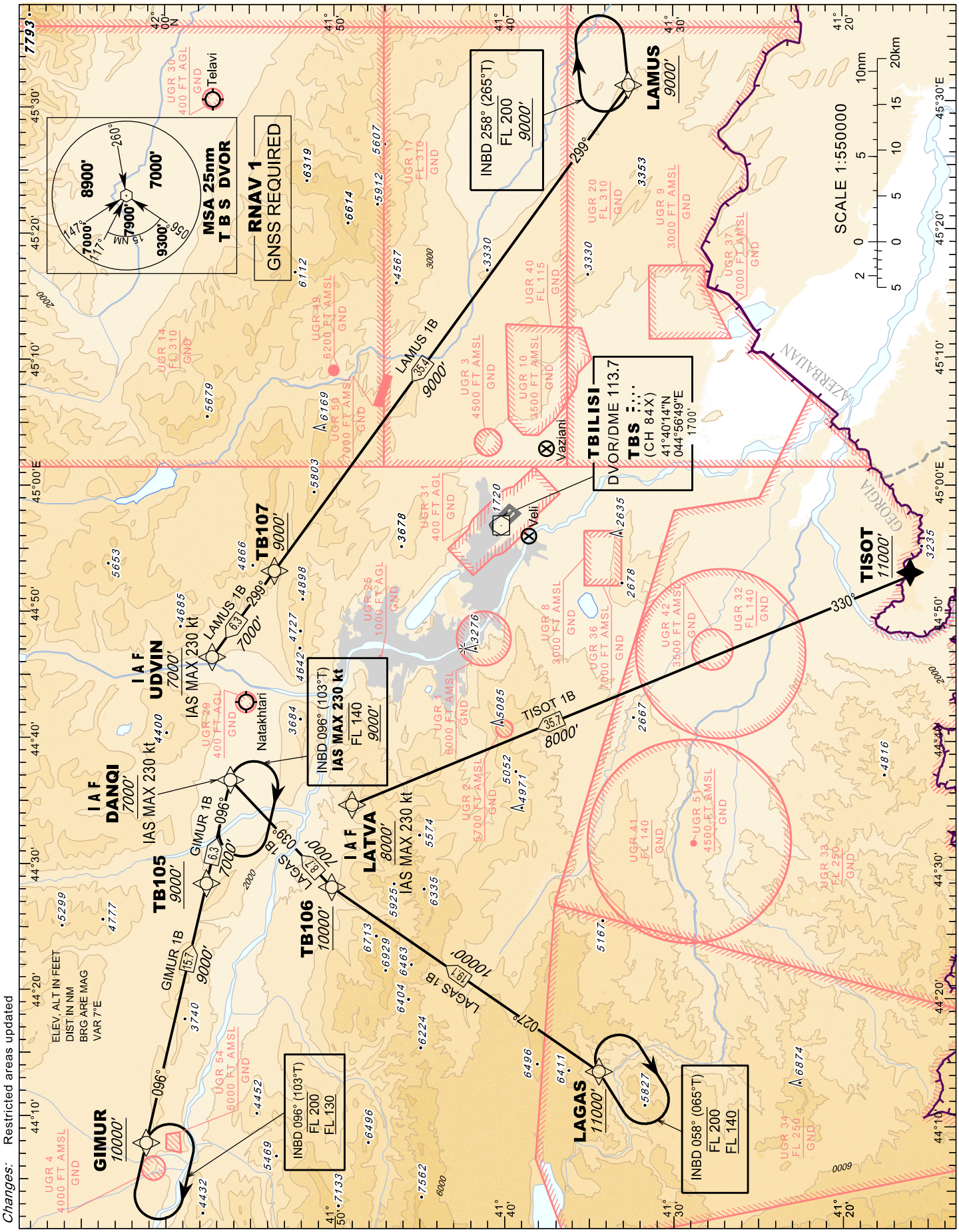
TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)

RNAV RWY 13R

GIMUR 1B LAMUS 1B
TISOT 1B LAGAS 1B



Changes: Restricted areas updated

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STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

TBILISI/Tbilisi (UGTB)

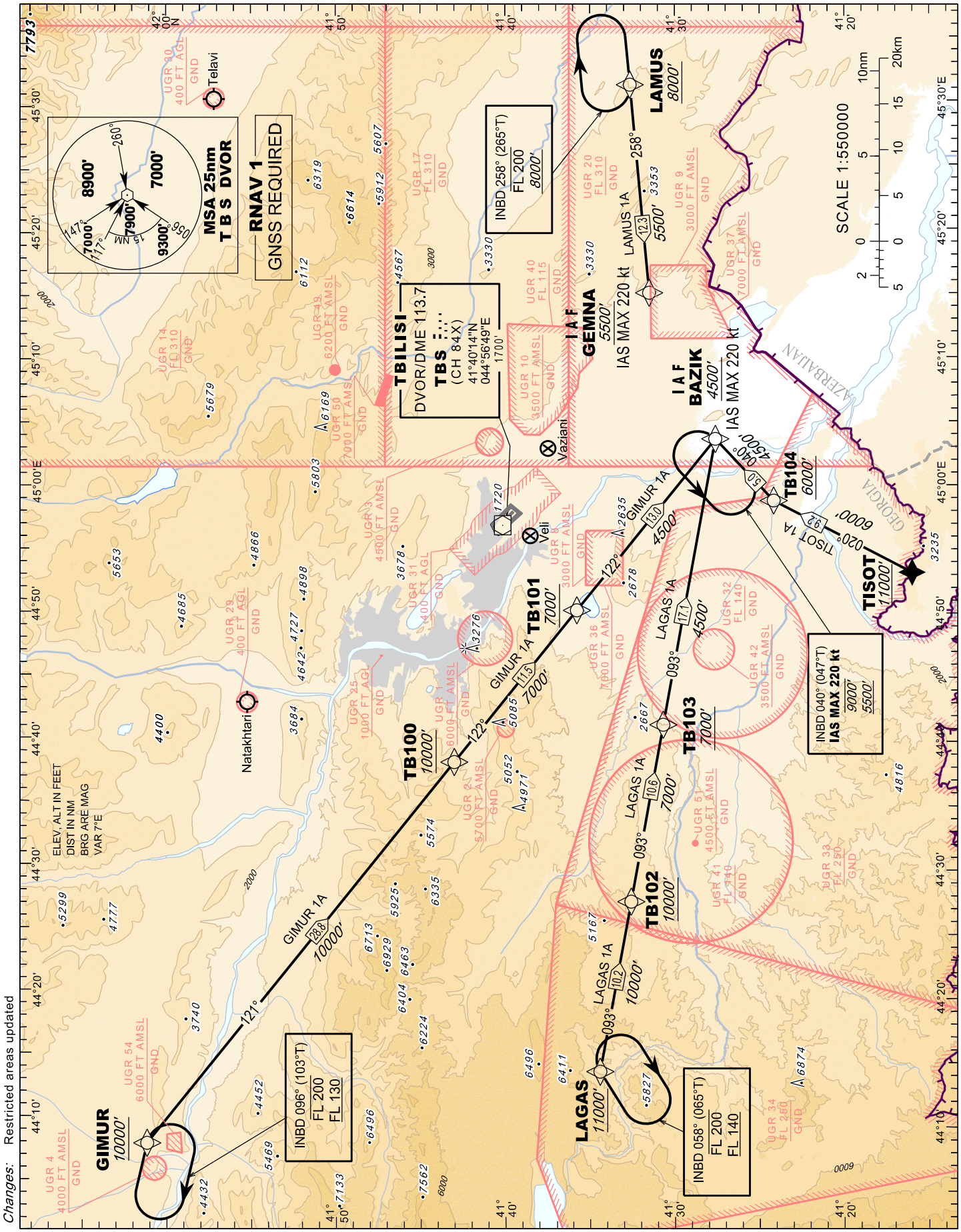
RNAV RWY 31L

GIMUR 1A LAMUS 1A
TISOT 1A LAGAS 1A

TRANSITION LEVEL FL 130

TRANSITION ALTITUDE 11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)
ATIS 132.800



Changes: Restricted areas updated

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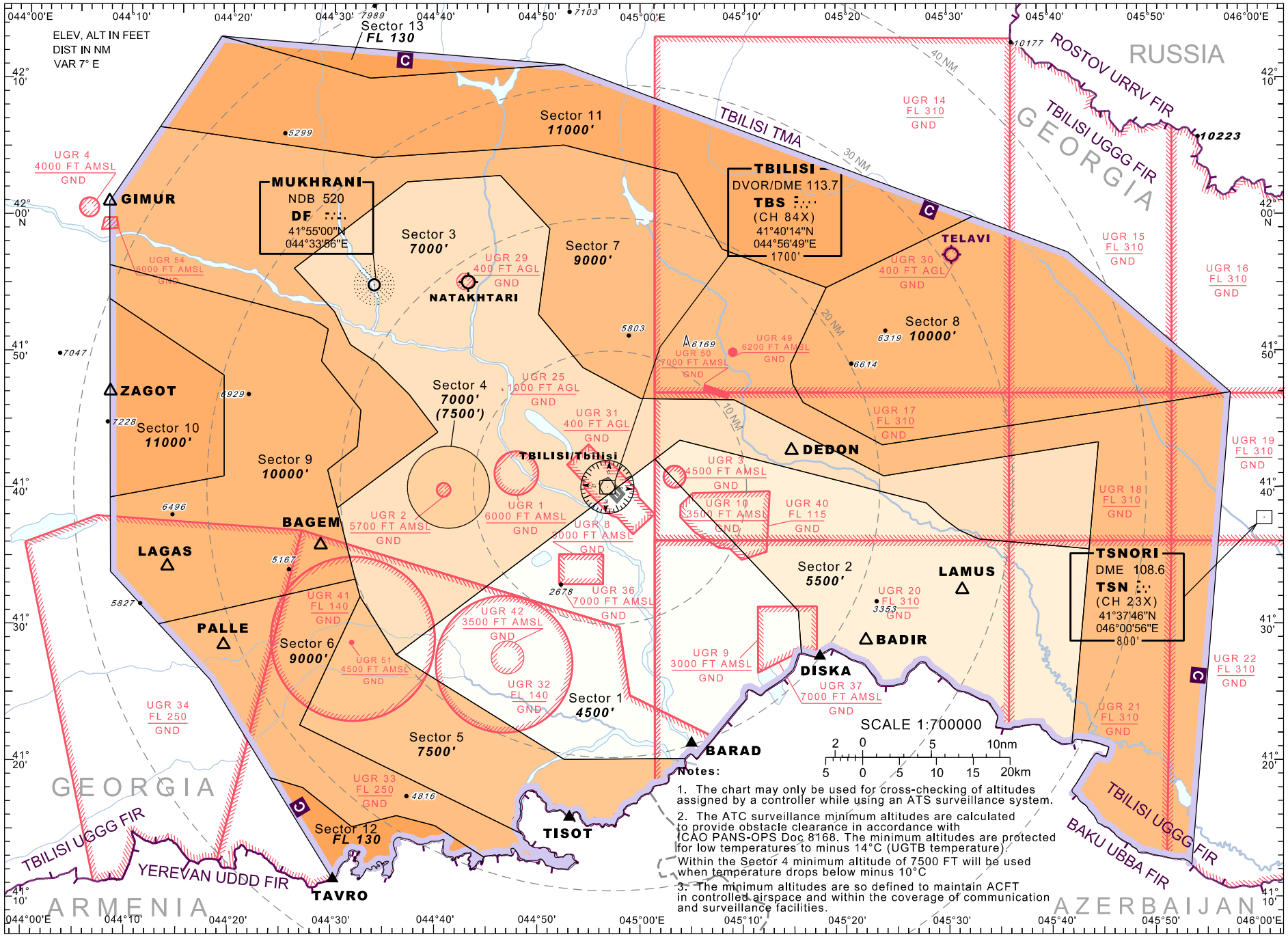
Changes: Restricted areas updated



ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV. 1578'
TRANSITION ALTITUDE 11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

TBILISI/Tbilisi (UGTB)

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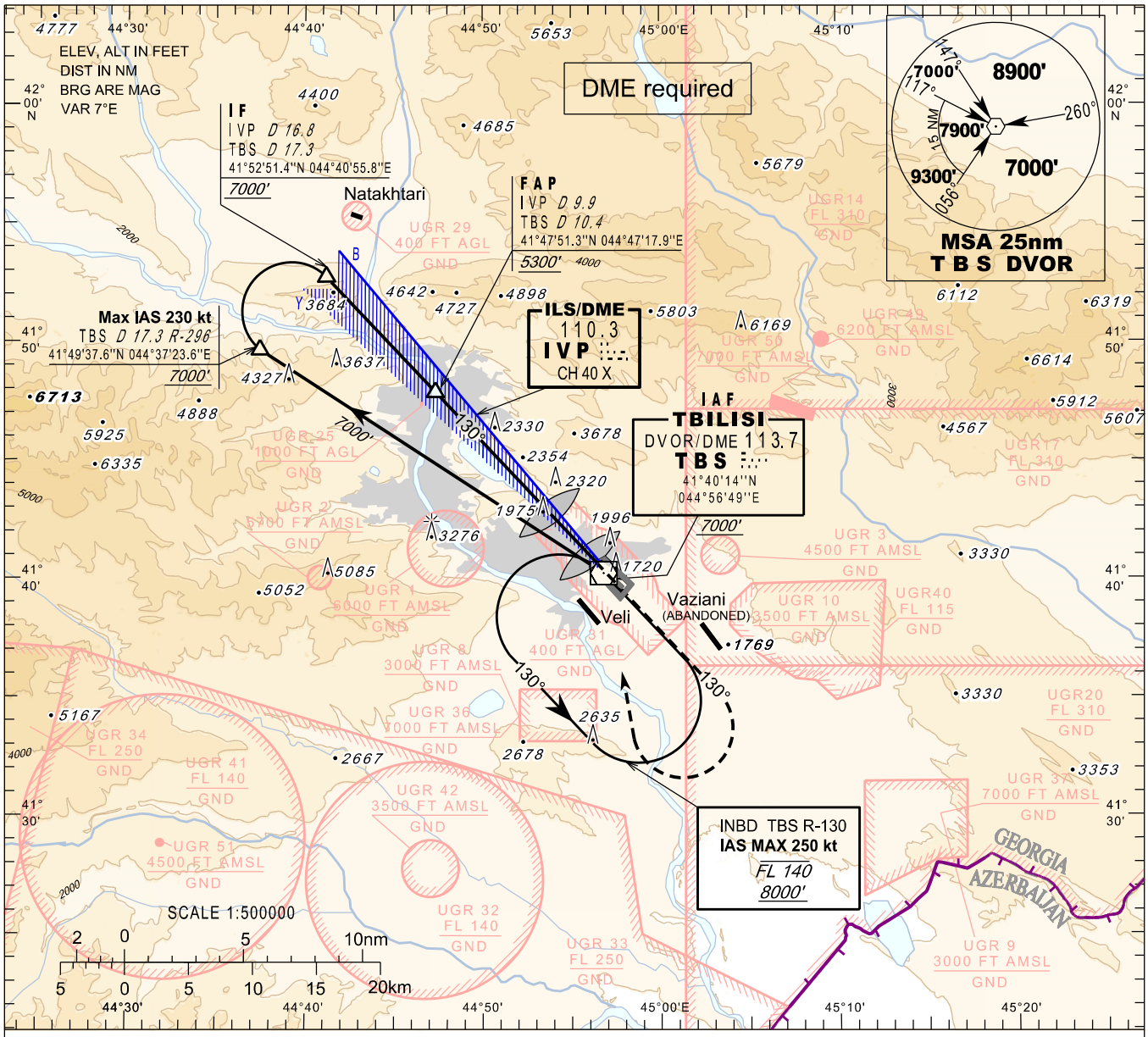
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
ILS y
RWY 13R



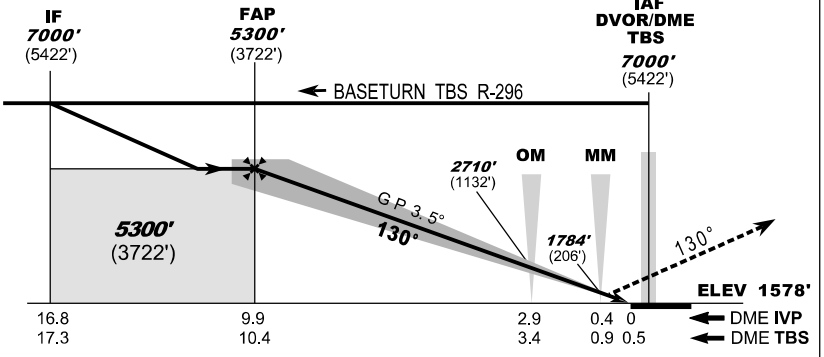
MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach.

ILS RDH 50'



Straight in Approach	A B	C	D
OCA(H)	**1768** (190)	**1778** (200)	**1788** (210)

DME IVP NM	9	8	7	6	5	4	3	2	1
DME TBS NM	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
ALT (HGT) ft	**4973** (3395)	**4601** (3023)	**4230** (2652)	**3858** (2280)	**3486** (1908)	**3115** (1537)	**2743** (1165)	**2371** (793)	**2000** (422)

Changes: Restricted areas updated

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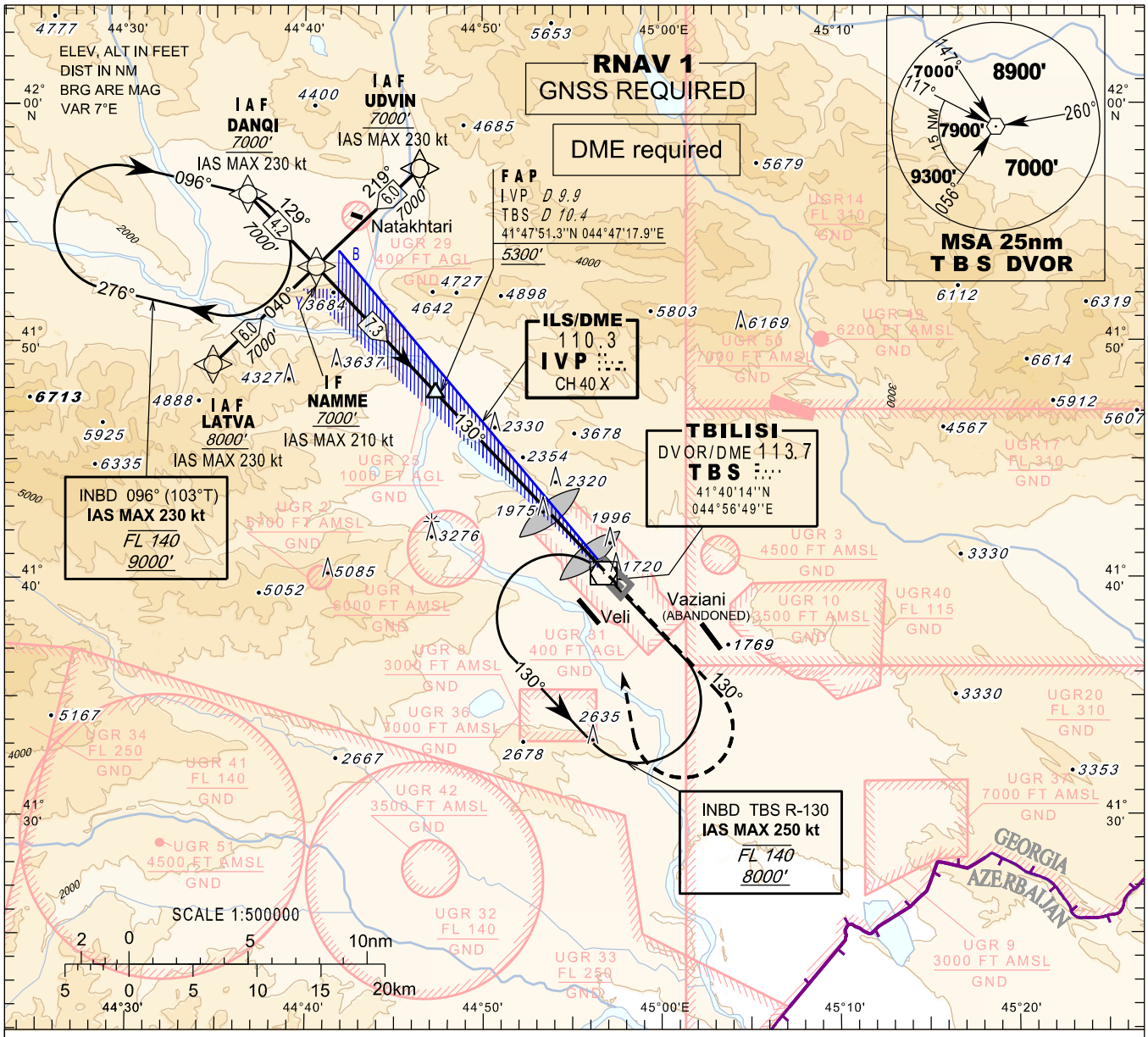
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
ILS z
RWY 13R

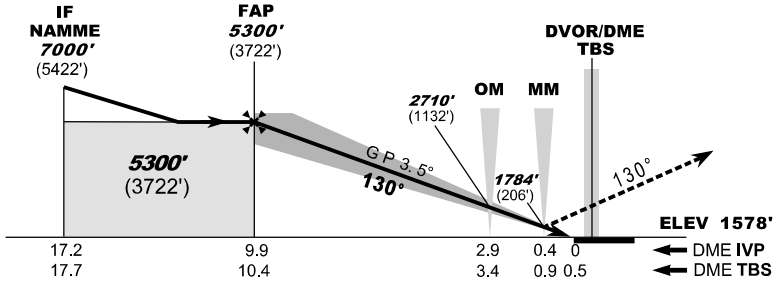


MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).



ILS RDH 50'

Straight in Approach	A B	C	D
OCA(H)	**1768** (190)	**1778** (200)	**1788** (210)

DME IVP NM	9	8	7	6	5	4	3	2	1
DME TBS NM	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
ALT (HGT) ft	**4973** (3395)	**4601** (3023)	**4230** (2652)	**3858** (2280)	**3486** (1908)	**3115** (1537)	**2743** (1165)	**2371** (793)	**2000** (422)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

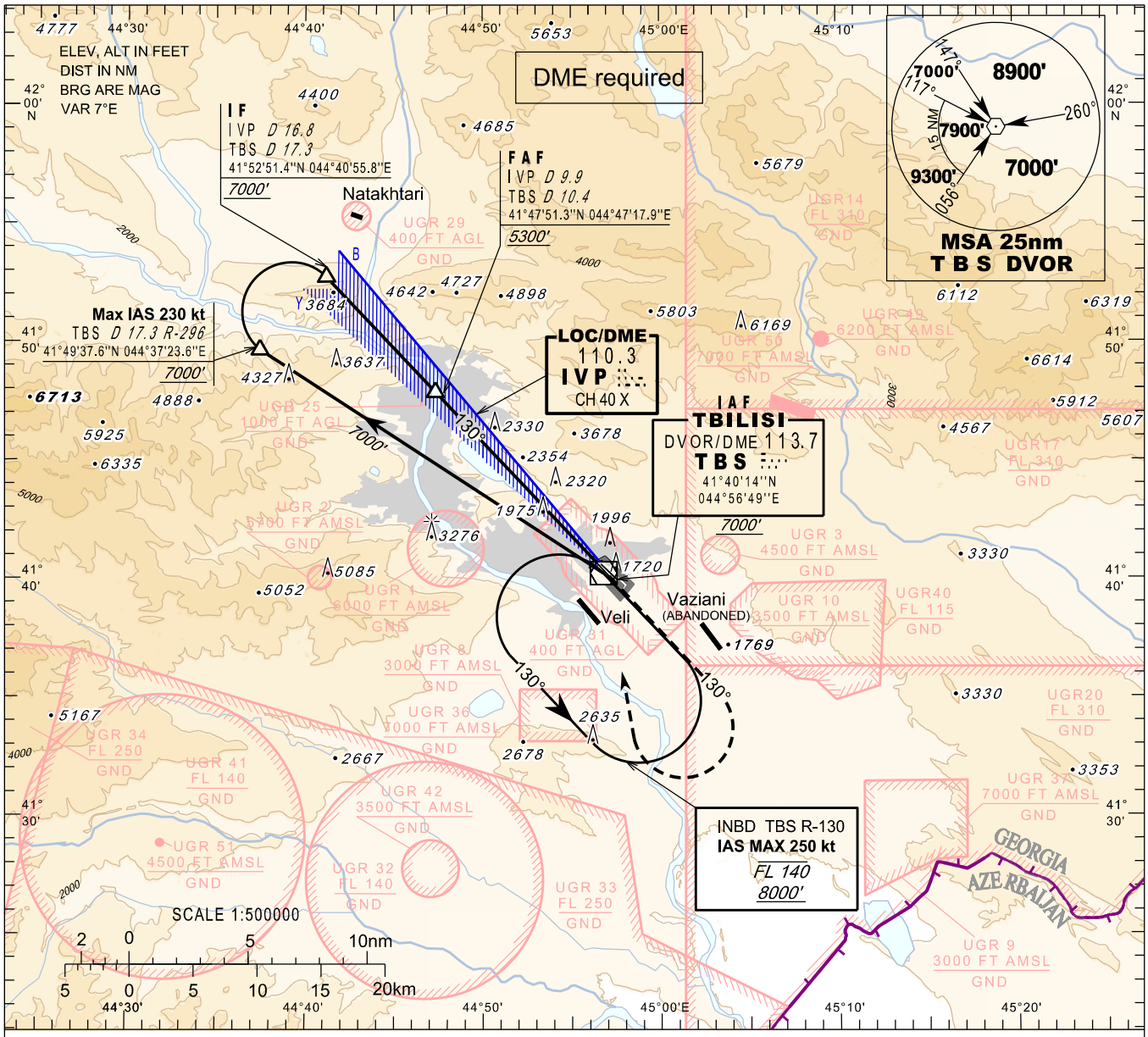
AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)

LOC y
RWY 13R

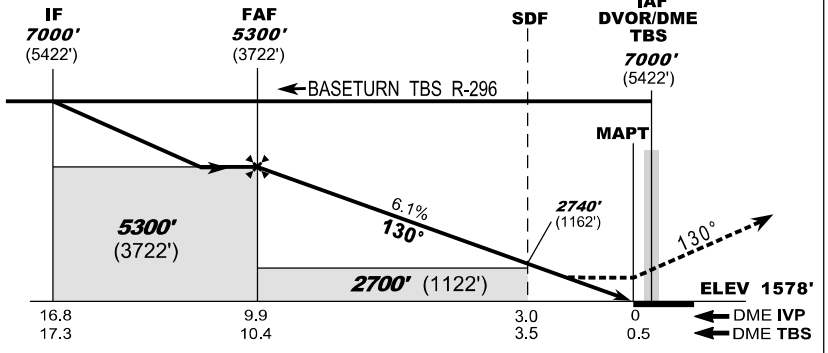


MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach.



Timing is not authorised for defining the MAPT

Straight in Approach	A B C D
OCA(H)	**2280** (700)

DME IVP NM	9	8	7	6	5	4	3	2	1
DME TBS NM	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
ALT (HGT) ft	**4966** (3388)	**4595** (3017)	**4224** (2646)	**3853** (2275)	**3482** (1904)	**3111** (1533)	**2740** (1162)	**2369** (791)	**1998** (420)

Changes: Restricted areas updated

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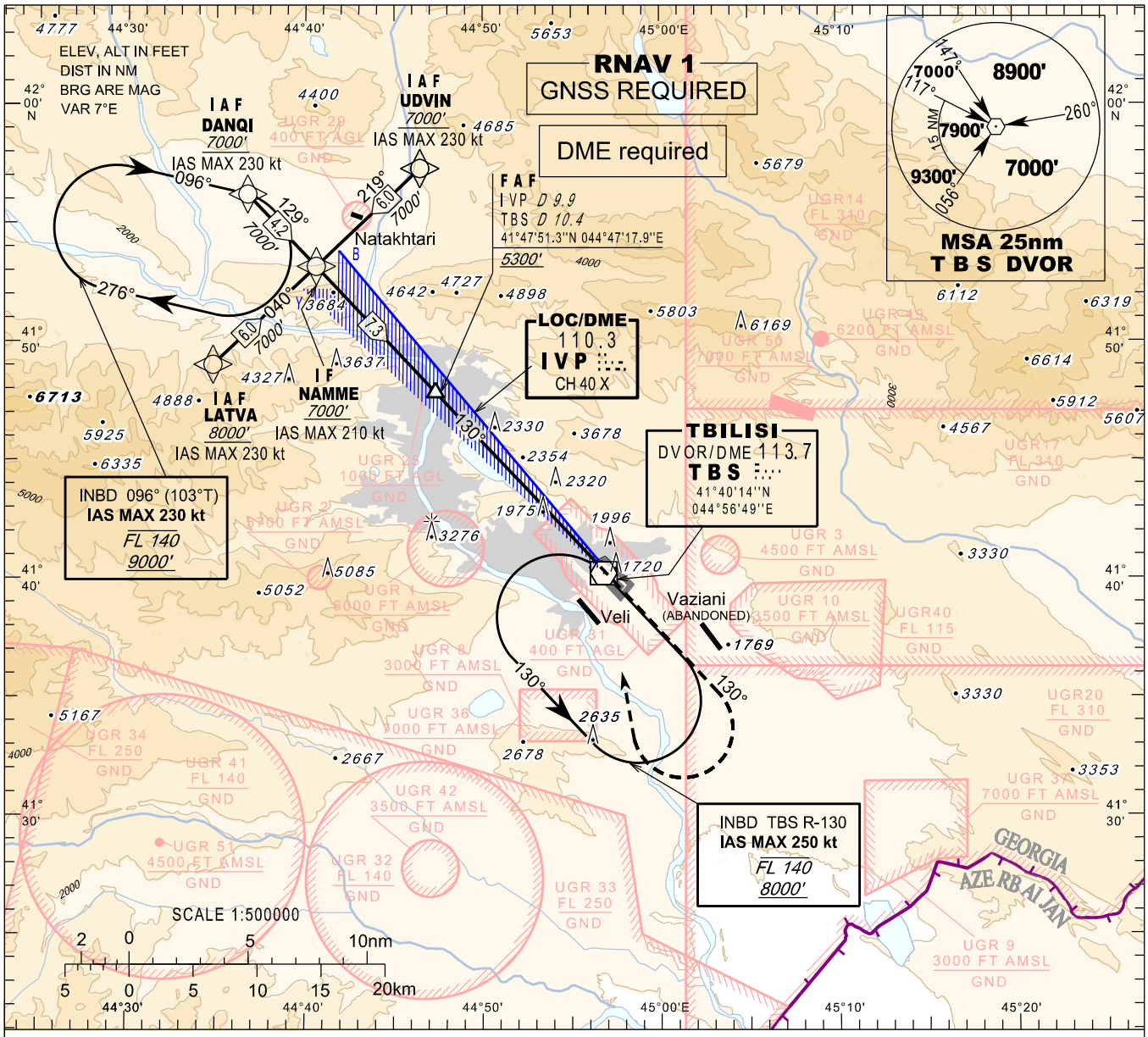
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
LOC z
RWY 13R

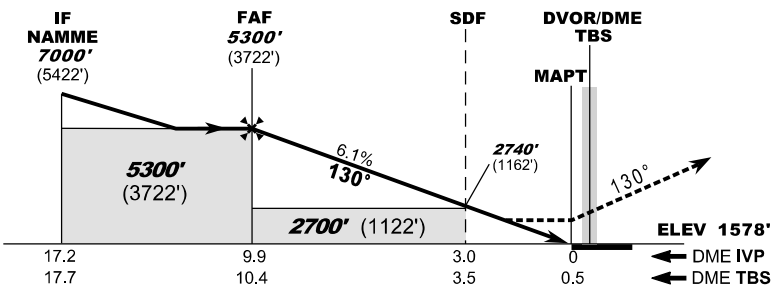


MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).



Timing is not authorised for defining the MAPT

Straight in Approach	A B C D
OCA(H)	**2280** (700)

DME IVP NM	9	8	7	6	5	4	3	2	1
DME TBS NM	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
ALT (HGT) ft	**4966** (3388)	**4595** (3017)	**4224** (2646)	**3853** (2275)	**3482** (1904)	**3111** (1533)	**2740** (1162)	**2369** (791)	**1998** (420)

Changes: Restricted areas updated

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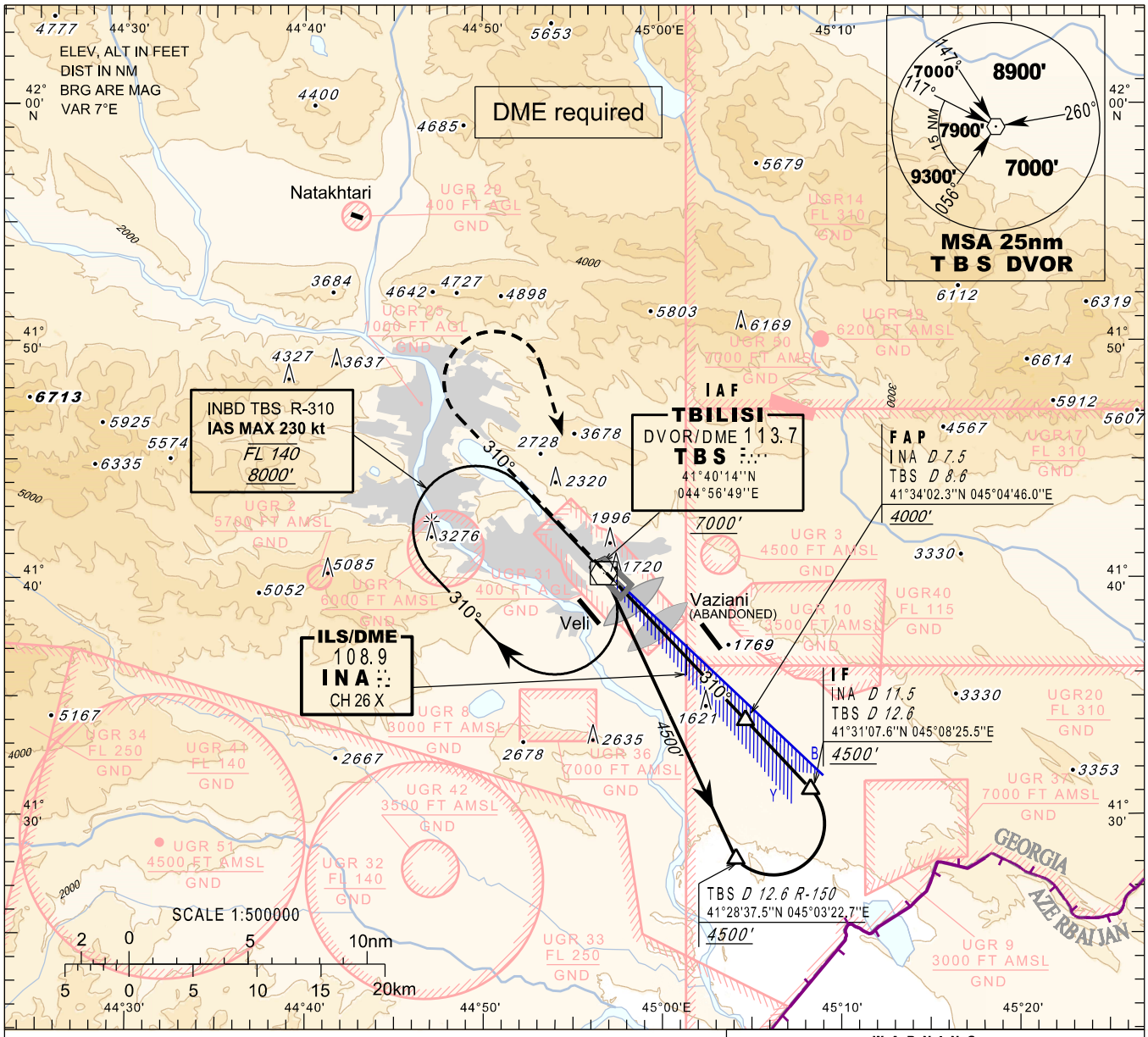
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
ILS y
RWY 31L



MISSED APPROACH

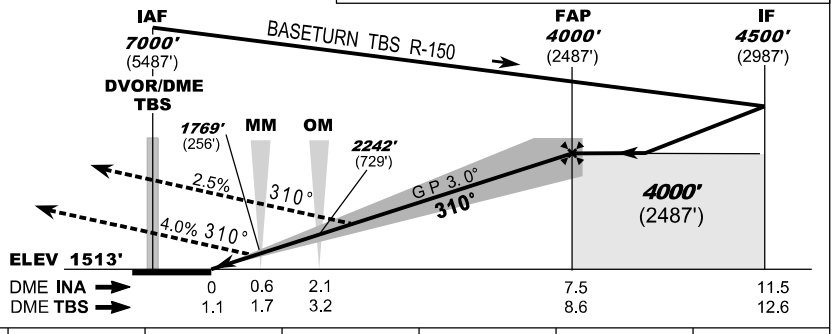
Normal:
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach.

WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.



ILS RDH 54'

Straight in Approach			
Missed APCH climb gradient	OCA(H)		
	A B	C	D
2.5%	**2376** (863)	**2394** (881)	**2403** (890)
4.0%	**1703** (190)	**1713** (200)	**1723** (210)

DME INA NM	7	6	5	4	3	2	1
DME TBS NM	8.1	7.1	6.1	5.1	4.1	3.1	2.1
ALT (HGT) ft	**3839** (2326)	**3510** (1997)	**3181** (1668)	**2855** (1342)	**2530** (1017)	**2208** (695)	**1886** (373)

Changes: Restricted areas updated

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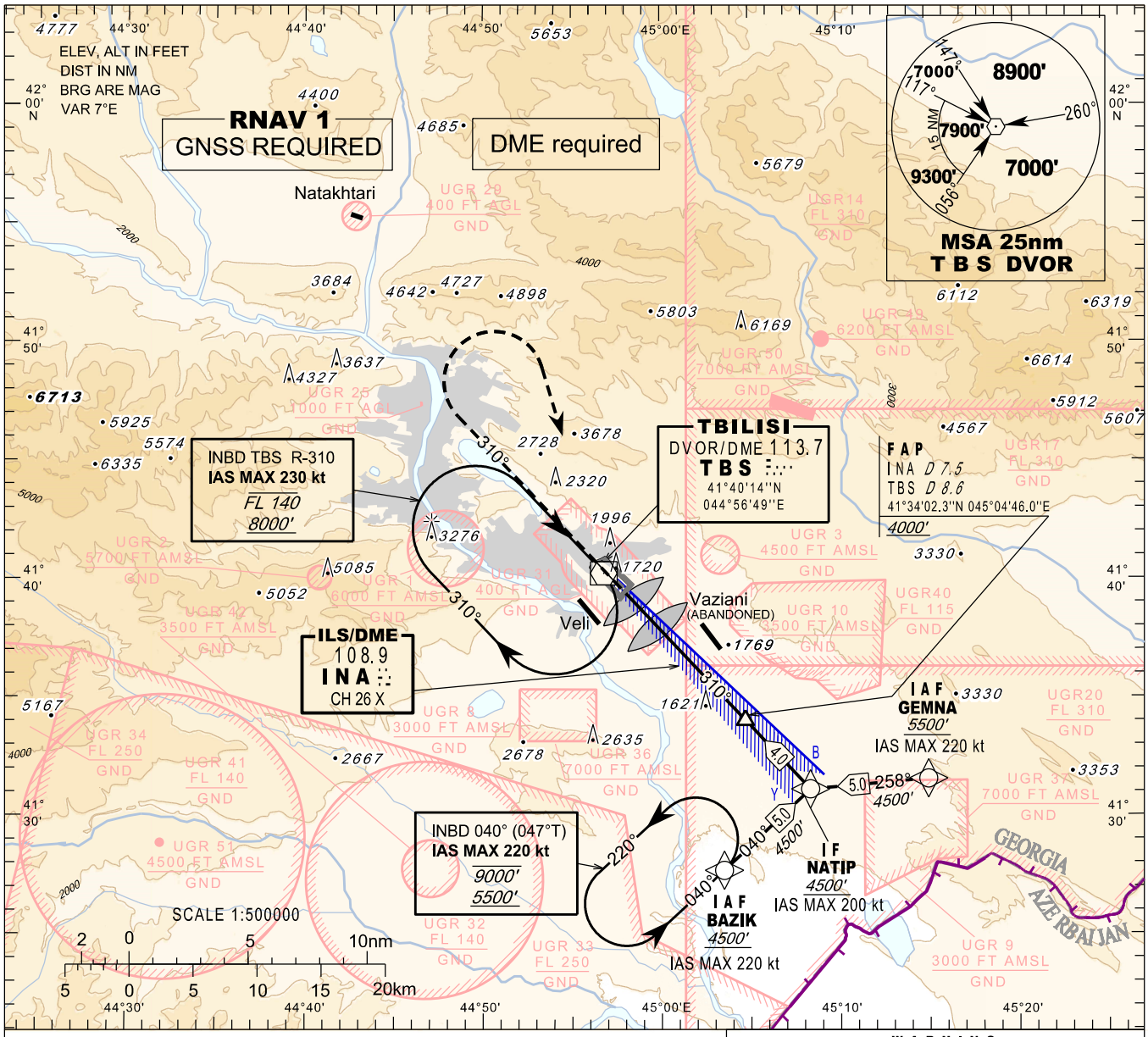
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
ILS z
RWY 31L



MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

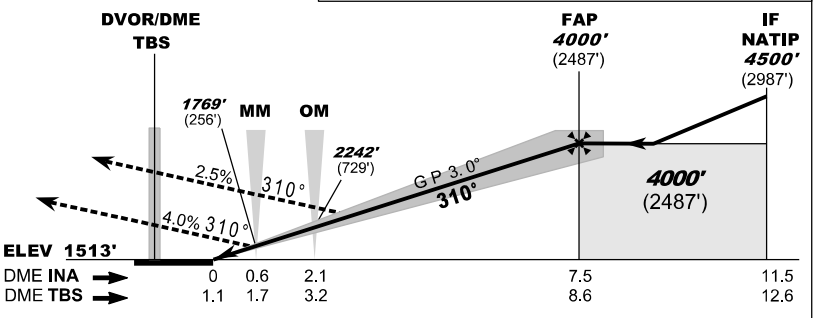
Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).

W A R N I N G :

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.

ILS RDH 54'

Straight in Approach			
Missed APCH climb gradient	OCA(H)		
	A B	C	D
2.5%	**2376** (863)	**2394** (881)	**2403** (890)
4.0%	**1703** (190)	**1713** (200)	**1723** (210)



DME INA NM	7	6	5	4	3	2	1
DME TBS NM	8.1	7.1	6.1	5.1	4.1	3.1	2.1
ALT (HGT) ft	**3839** (2326)	**3510** (1997)	**3181** (1668)	**2855** (1342)	**2530** (1017)	**2208** (695)	**1886** (373)

Changes: Restricted areas updated

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INSTRUMENT APPROACH CHART - ICAO

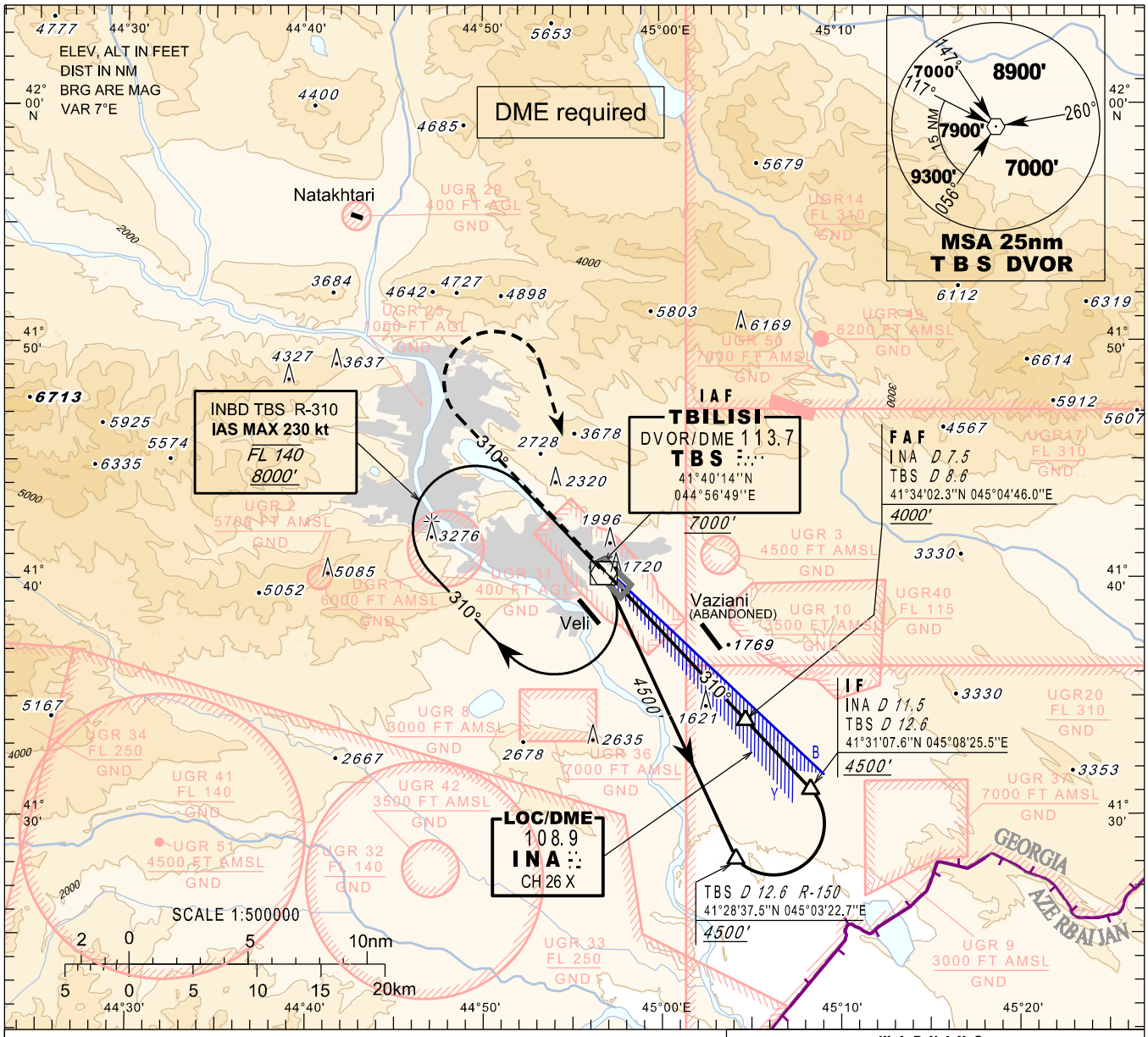
AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)

LOC y
RWY 31L



MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

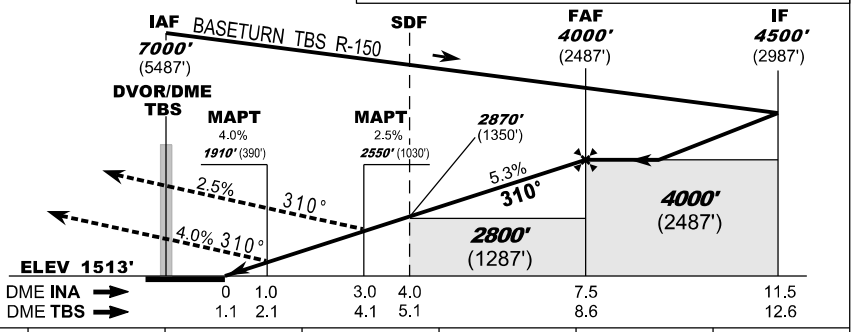
TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT

WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.



Straight in Approach	
Missed APCH climb gradient	**OCA(H)** A B C D
2.5%	**2550** (1030)
4.0%	**1910** (390)

DME INA NM	7	6	5	4	3	2	1
DME TBS NM	8.1	7.1	6.1	5.1	4.1	3.1	2.1
ALT (HGT) ft	**3837** (2324)	**3512** (1999)	**3187** (1674)	**2862** (1349)	**2537** (1024)	**2212** (699)	**1887** (374)

Changes: Restricted areas updated

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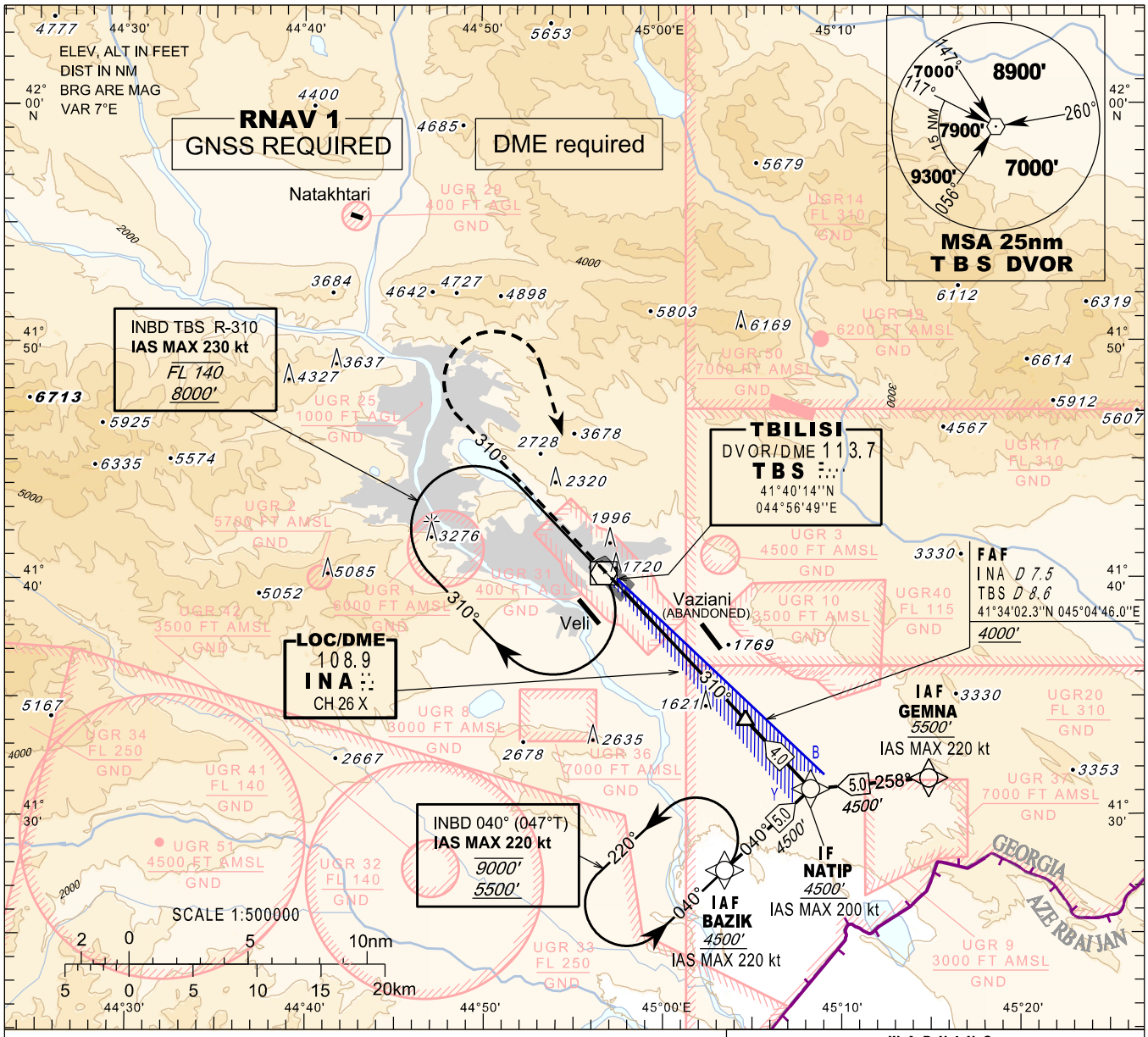
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
LOC z
RWY 31L



MISSED APPROACH

Normal:
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

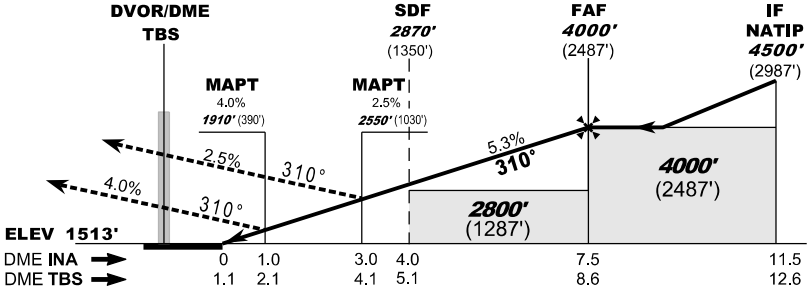
TBS DVOR Unserviceable:
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).

Timing is not authorised for defining the MAPT

WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.



Straight in Approach				
Missed APCH climb gradient	**OCA(H)**			
	A	B	C	D
2.5%	**2550** (1030)			
4.0%	**1910** (390)			

DME INA NM	7	6	5	4	3	2	1
DME TBS NM	8.1	7.1	6.1	5.1	4.1	3.1	2.1
ALT (HGT) ft	**3837** (2324)	**3512** (1999)	**3187** (1674)	**2862** (1349)	**2537** (1024)	**2212** (699)	**1887** (374)

Changes: Restricted areas updated

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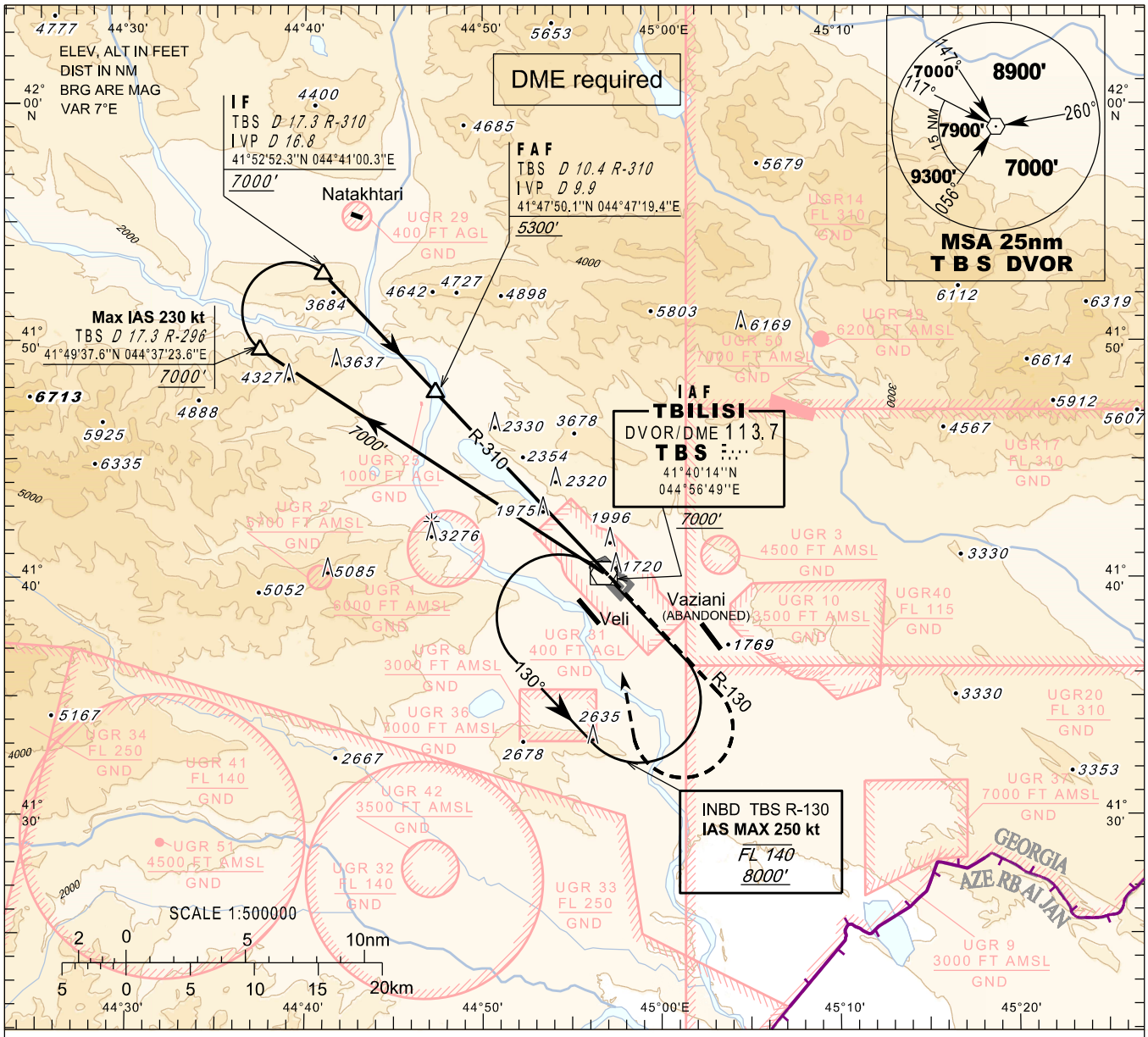
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

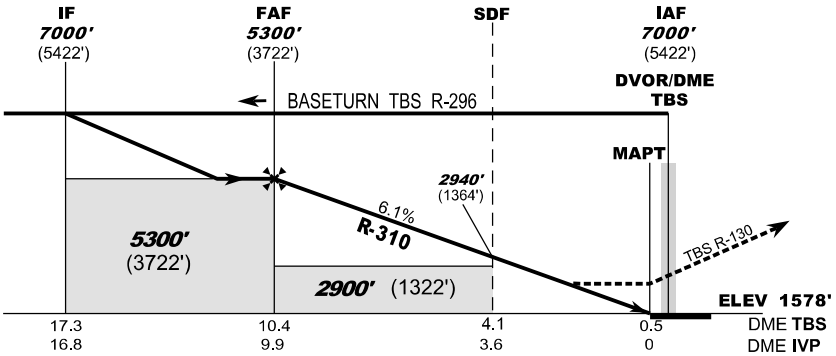
TBILISI/Tbilisi (UGTB)
VOR
RWY 13R



MISSED APPROACH

Normal:
Climb on **R-130 TBS** to **7000'**, when passing **4500'** turn right to **TBS**. Then as directed by **ATC**.

Radio Communication Failure:
Climb on **R-130 TBS** to **8000'**, when passing **4500'** turn right to **TBS** and hold as published, when ready make new approach.



Timing is not authorised for defining the MAPT

Straight-in Approach	A B C D
OCA(H)	**2580** (1000)

DME TBS NM	10	9	8	7	6	5	4	3	2	1
DME IVP NM	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5	0.5
ALT (HGT) ft	**5142** (3564)	**4771** (3193)	**4400** (2822)	**4029** (2451)	**3658** (2080)	**3287** (1709)	**2916** (1338)	**2545** (967)	**2174** (596)	**1802** (224)

Changes: Restricted areas updated

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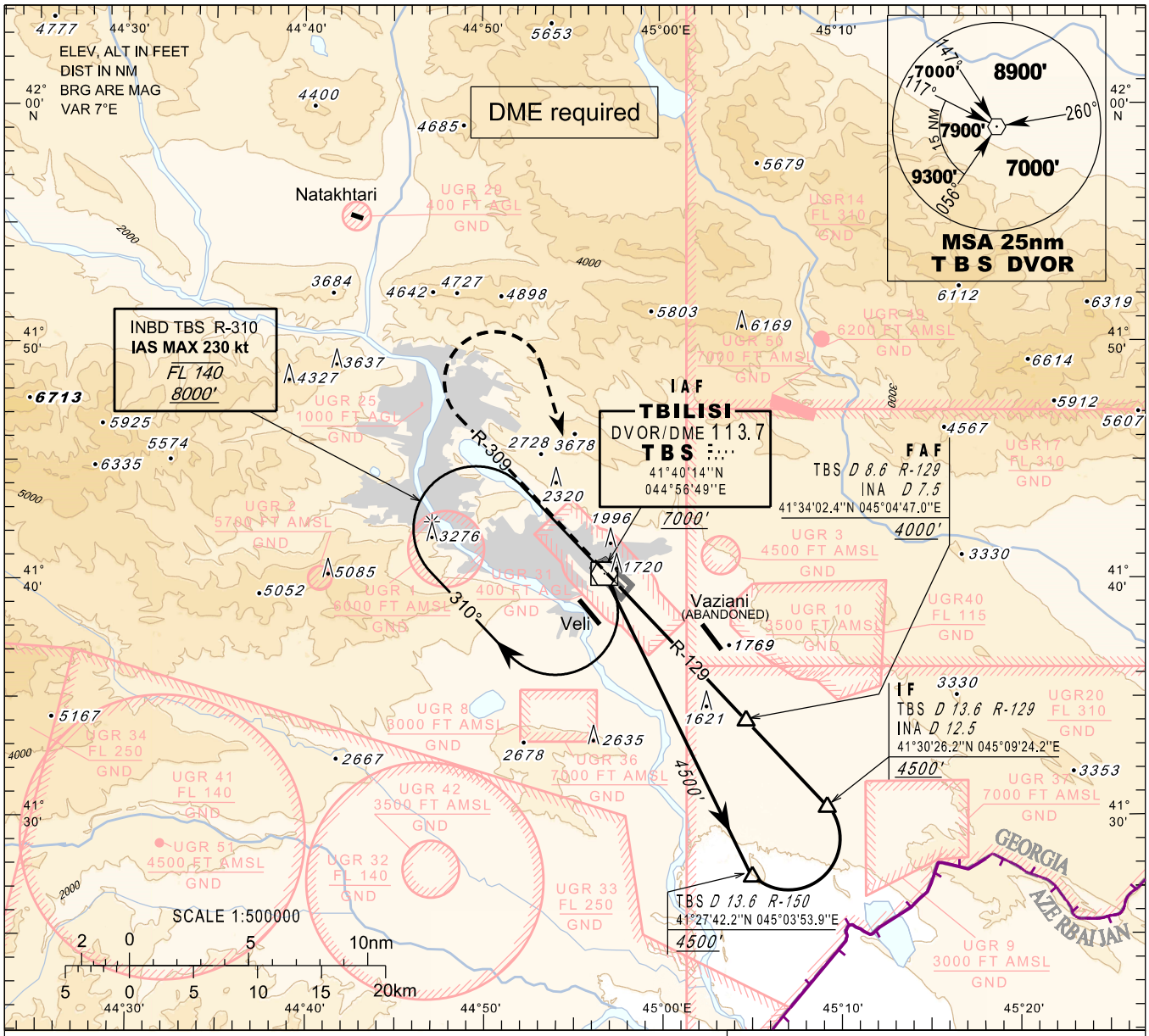
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP	134.600
TWR	119.000 (Primary)
	128.000 (Secondary)
ATIS	132.800

TBILISI/Tbilisi (UGTB)
VOR
RWY 31L



MISSED APPROACH

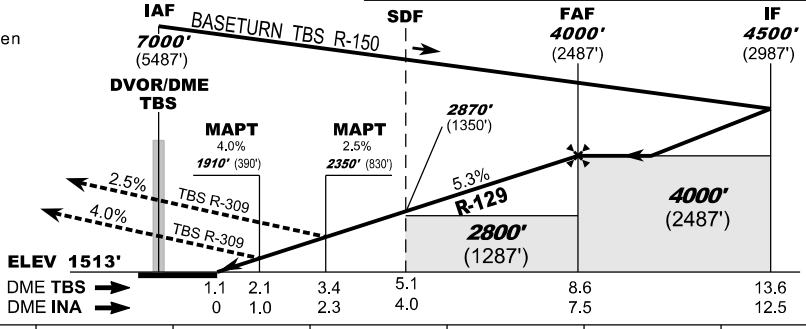
Normal:
Climb on **R-309 TBS** to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

Radio Communication Failure:
Climb on **R-309 TBS** to **8000'**, when passing **6000'** turn right to **TBS** and hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT

W A R N I N G :

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.



Straight in Approach	
Missed APCH climb gradient	**OCA(H)** A B C D
2.5%	**2350** (830)
4.0%	**1910** (390)

DME TBS NM	8	7	6	5	4	3	2
DME INA NM	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT (HGT) ft	**3807** (2294)	**3482** (1969)	**3157** (1644)	**2832** (1319)	**2507** (994)	**2182** (669)	**1857** (344)

Changes: Restricted areas updated

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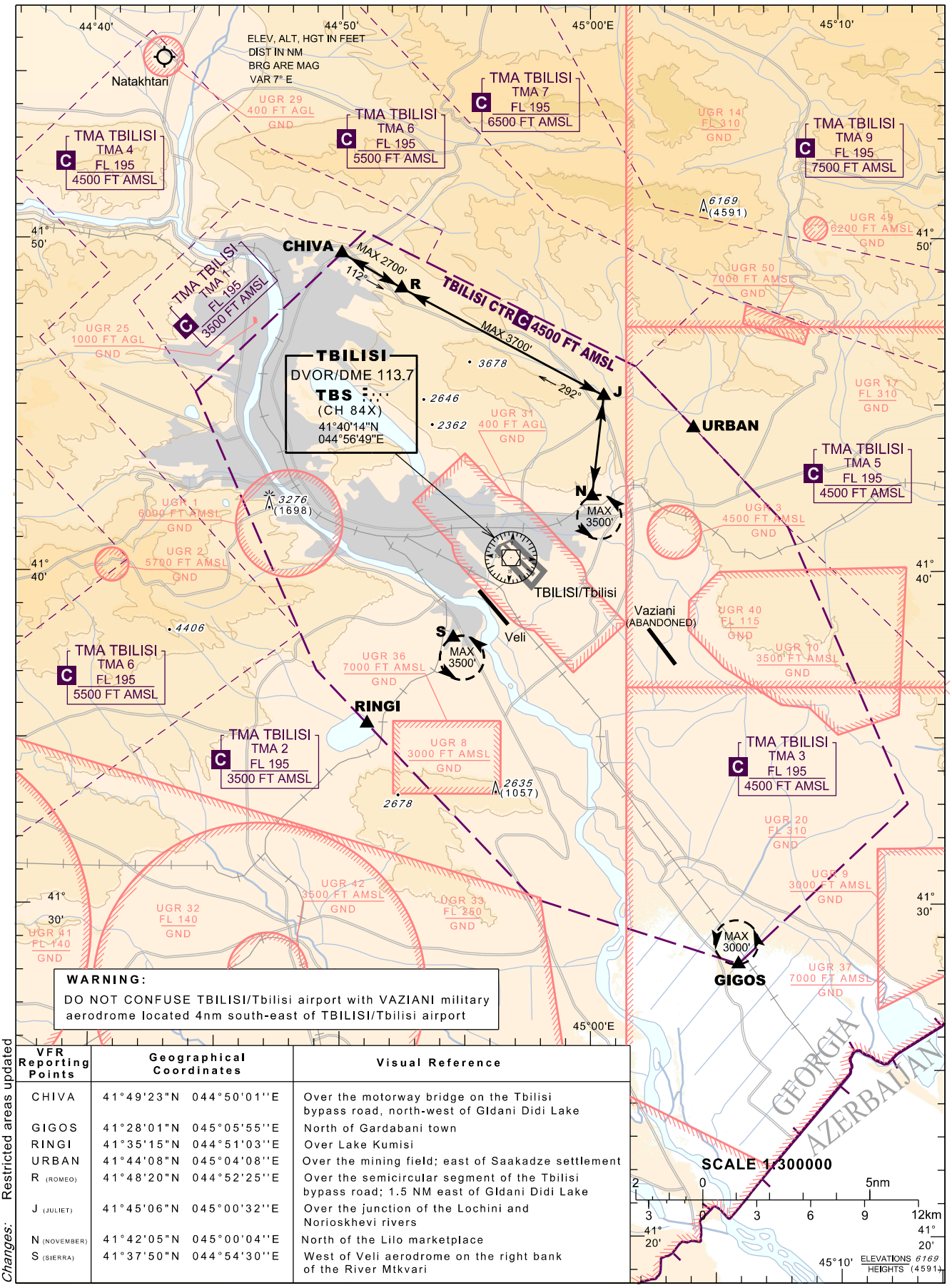
VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO AD ELEV

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

TBILISI/Tbilisi (UGTB)



WARNING:
DO NOT CONFUSE TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4nm south-east of TBILISI/Tbilisi airport

VFR Reporting Points	Geographical Coordinates	Visual Reference
CHIVA	41°49'23"N 044°50'01"E	Over the motorway bridge on the Tbilisi bypass road, north-west of GIdani Didi Lake
GIGOS	41°28'01"N 045°05'55"E	North of Gardabani town
RINGI	41°35'15"N 044°51'03"E	Over Lake Kumisi
URBAN	41°44'08"N 045°04'08"E	Over the mining field; east of Saakadze settlement
R (ROMEO)	41°48'20"N 044°52'25"E	Over the semicircular segment of the Tbilisi bypass road; 1.5 NM east of GIdani Didi Lake
J (JULIET)	41°45'06"N 045°00'32"E	Over the junction of the Lochini and Norioskhevi rivers
N (NOVEMBER)	41°42'05"N 045°00'04"E	North of the Lilo marketplace
S (SIERRA)	41°37'50"N 044°54'30"E	West of Veli aerodrome on the right bank of the River Mtkvari

Changes: Restricted areas updated

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