

|                                                                                                                         |                                                                                    |                                      |
|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------|
| <b>Contact</b>                                                                                                          | <b>AIP<br/>GEORGIA</b>                                                             | <b>AIRAC AIP<br/>AMENDMENT</b>       |
| Post: Sakaeronavigatsia Ltd.<br>Aeronautical Information<br>Service<br>TBILISI/Tbilisi Airport<br>0198 Tbilisi, Georgia |  | 04/26                                |
| Tel: + 995 32 274 42 37                                                                                                 | <b>SAKAERONAVIGATSIA</b>                                                           | <b>Effective date:</b> 26 NOV 2026   |
| AFS: UGTBYOYX                                                                                                           |                                                                                    | <b>Publication date:</b> 01 OCT 2026 |
| Email: <a href="mailto:ais@airnav.ge">ais@airnav.ge</a>                                                                 |                                                                                    |                                      |
| URL: <a href="https://ais.airnav.ge">https://ais.airnav.ge</a>                                                          |                                                                                    |                                      |

## AIRAC AMDT 04/26

### 1 Significant information and changes:

#### PART 1 - GEN

##### GEN 0.2 - Record of AIP Amendments

Information updated.

##### GEN 0.4 - Checklist of AIP pages

Information updated.

##### GEN 3.2 - Aeronautical charts

Information added. List of aeronautical charts updated.

#### PART 2 - ENR

##### ENR 1.3 - Instrument flight rules

Information updated.

##### ENR 4.4 - Name-code designators for significant points

New DP LEPPA added. DP MAQOQO withdrawn.

##### ENR 6 - En-route Charts

Charts pages ENR 6-13-1, ENR 6-13-3, ENR 6-15-1, ENR 6-15-3 renumbered; charts pages ENR 6-13-5, ENR 6-15-5 withdrawn. Charts ENR 6-3 and ENR 6-5 replaced by ENR 6-ENRC.

#### PART 3 - AD

##### AD 0.6 - Table of Contents to Part 3

Information updated.

##### UGKO AD 2.2 - Aerodrome geographical and administrative data

Information updated.

##### UGKO AD 2.4 - Handling services and facilities

Information updated.

##### UGKO AD 2.7 - Seasonal availability - clearing

Information updated.

##### UGKO AD 2.8 - Aprons, taxiways and check locations/positions data

New apron and TWY D added. TWY A and TWY B closed.

##### UGKO AD 2.9 - Surface movement guidance and control system and markings

Information updated.

##### UGKO AD 2.10 - Aerodrome obstacles

Information updated. New obstacles added.

##### UGKO AD 2.12 - Runway physical characteristics

Information updated.

##### UGKO AD 2.13 - Declared distances

Information updated.

##### UGKO AD 2.14 - Approach and runway lighting

Information updated.

UGKO AD 2.15 - Other lighting and secondary power supply

Information updated.

UGKO AD 2.19 - Radio navigation and landing aids

Coordinates updated.

UGKO AD 2.20 - Local aerodrome regulations

Information added.

UGKO AD 2.22 - Flight procedures

Information updated.

UGKO AD 2.24 - Charts related to an aerodrome

Charts updated. Chart ARC withdrawn. New chart TMA added.

UGKO AD 2.25 - Visual segment surface (VSS) penetration

Information updated.

UGSB AD 2.2 - Aerodrome geographical and administrative data

E-mail updated.

UGSB AD 2.22 - Flight procedures

Information updated.

UGSB AD 2.23 - Additional information

Information added.

UGSB AD 2.24 - Charts related to an aerodrome

Chart ARC withdrawn. New chart TMA added.

UGTB AD 2.18 - Air traffic services communication facilities

TWR frequencies updated.

UGTB AD 2.22 - Flight procedures

Information updated.

UGTB AD 2.24 - Charts related to an aerodrome

Charts updated. Chart ARC withdrawn. New chart TMA added.

This Amendment is issued together with AIC A 09/26.

**NOTAM incorporated in this Amendment:** NIL

**AIP SUP incorporated in this Amendment:** NIL

## AMENDED PAGES

| To be removed |           |             |
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| GEN           |           |             |
|               | GEN 0.2-1 | 09 JUL 2026 |
|               | GEN 0.4-1 | 09 JUL 2026 |
|               | GEN 0.4-2 | 09 JUL 2026 |
|               | GEN 0.4-3 | 09 JUL 2026 |
|               | 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 |
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|               | GEN 3.2-6 | 02 OCT 2025 |
|               | GEN 3.2-7 | 07 AUG 2025 |
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|               | ENR 4.4-3 | 16 APR 2026 |
|               | ENR 6.1-1 | 07 AUG 2025 |
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|                | GEN 0.2-1  | 26 NOV 2026 |
|                | GEN 0.4-1  | 26 NOV 2026 |
|                | GEN 0.4-2  | 26 NOV 2026 |
|                | GEN 0.4-3  | 26 NOV 2026 |
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|                | GEN 3.2-3  | 26 NOV 2026 |
|                | GEN 3.2-4  | 26 NOV 2026 |
|                | GEN 3.2-5  | 26 NOV 2026 |
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|                | ENR 4.4-3  | 26 NOV 2026 |
|                | ENR 6.1-1  | 26 NOV 2026 |
|                | ENR 6-ENRC | 26 NOV 2026 |



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|               | ENR 6-3                  | 09 JUL 2026 |
|               | ENR 6-5                  | 09 JUL 2026 |
|               | ENR 6-13-1               | 16 APR 2026 |
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|               | ENR 6-15-1               | 09 JUL 2026 |
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|               | AD 2.UGKO-3              | 25 DEC 2025 |
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|               | AD 2.UGKO-5              | 25 DEC 2025 |
|               | AD 2.UGKO-6              | 25 DEC 2025 |
|               | AD 2.UGKO-7              | 07 AUG 2025 |
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|               | AD 2.UGKO-SID-07-1       | 16 APR 2026 |
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|               | AD 2.UGKO-STAR-RNAV-07-3 | 07 AUG 2025 |
|               | AD 2.UGKO-STAR-RNAV-25-1 | 09 JUL 2026 |

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|                | ENR 6-FRA-2              | 26 NOV 2026 |
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|                | AD 2.UGKO-10             | 26 NOV 2026 |
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|                | AD 2.UGKO-STAR-RNAV-07-2 | 26 NOV 2026 |
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|               |                          |             |
|               | AD 2.UGKO-STAR-RNAV-25-3 | 07 AUG 2025 |
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|               | AD 2.UGKO-ATCSMAC-3      | 07 AUG 2025 |
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|               | AD 2.UGKO-IAC-07-ILSz-3  | 07 AUG 2025 |
|               | AD 2.UGKO-IAC-07-LOCy    | 09 JUL 2026 |
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|               | AD 2.UGKO-IAC-25-ILSy    | 09 JUL 2026 |
|               | AD 2.UGKO-IAC-25-ILSz-1  | 09 JUL 2026 |
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|               | AD 2.UGKO-IAC-25-ILSz-3  | 07 AUG 2025 |
|               | AD 2.UGKO-IAC-25-LOCy    | 09 JUL 2026 |
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|               | AD 2.UGSB-15             | 16 APR 2026 |
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|               | AD 2.UGSB-ARC            | 09 JUL 2026 |
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|               | AD 2.UGTB-10             | 09 JUL 2026 |
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|                | AD 2.UGKO-STAR-RNAV-25-2 | 26 NOV 2026 |
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|                | AD 2.UGKO-IAC-07-ILSy    | 26 NOV 2026 |
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|                | AD 2.UGKO-IAC-25-ILSy    | 26 NOV 2026 |
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|                | AD 2.UGKO-IAC-25-LOCz-1  | 26 NOV 2026 |
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|                | AD 2.UGSB-1              | 26 NOV 2026 |
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|                | AD 2.UGTB-16             | 26 NOV 2026 |
|                | AD 2.UGTB-17             | 26 NOV 2026 |
|                | AD 2.UGTB-ADC            | 26 NOV 2026 |
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|               | AD 2.UGTB-SID-RNAV-31L-1   | 09 JUL 2026 |
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|               | AD 2.UGTB-SID-13R/31L-1    | 09 JUL 2026 |
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|               | AD 2.UGTB-IAC-13R-ILSz-3   | 07 AUG 2025 |
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|               | AD 2.UGTB-IAC-31L-ILSz-3   | 07 AUG 2025 |
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|                | AD 2.UGTB-IAC-31L-ILSy       | 26 NOV 2026 |
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|               | AD 2.UGTB-IAC-13R-VOR | 16 APR 2026 |
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|               | AD 2.UGTB-VAC         | 09 JUL 2026 |
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|----------------|-----------------------|-------------|
|                | AD 2.UGTB-IAC-13R-VOR | 26 NOV 2026 |
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|                | AD 2.UGTB-VAC         | 26 NOV 2026 |
|                | AD 2.UGTB-TMA         | 26 NOV 2026 |

**GEN 0.2 Record of AIP Amendments****AIRAC AIP AMENDMENT**

| <b>NR/Year</b> | <b>Publication Date</b> | <b>Effective date</b> | <b>Inserted by</b> |
|----------------|-------------------------|-----------------------|--------------------|
| 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           |                    |
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| 09/25          | 13 NOV 2025             | 25 DEC 2025           |                    |
| 01/26          | 08 JAN 2026             | 19 FEB 2026           |                    |
| 02/26          | 05 MAR 2026             | 16 APR 2026           |                    |
| 03/26          | 28 MAY 2026             | 09 JUL 2026           |                    |
| 04/26          | 01 OCT 2026             | 26 NOV 2026           |                    |

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**GEN 0.4 Checklist of AIP pages**

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| GEN 0.1-2                     | 07 AUG 2025 | GEN 2.7-12                     | 07 AUG 2025 | ENR 1.4-1    | 07 AUG 2025 |
| GEN 0.1-3                     | 07 AUG 2025 | GEN 2.7-13                     | 07 AUG 2025 | ENR 1.4-2    | 07 AUG 2025 |
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| GEN 0.4-3                     | 26 NOV 2026 | <b>GEN 3</b>                   |             | ENR 1.6-5    | 07 AUG 2025 |
| GEN 0.5-1                     | 07 AUG 2025 | GEN 3.1-1                      | 07 AUG 2025 | ENR 1.6-7    | 07 AUG 2025 |
| GEN 0.6-1                     | 07 AUG 2025 | GEN 3.1-2                      | 25 DEC 2025 | ENR 1.6-9    | 07 AUG 2025 |
| <b>GEN 1</b>                  |             | GEN 3.1-3                      | 25 DEC 2025 | ENR 1.6-11   | 07 AUG 2025 |
| GEN 1.1-1                     | 07 AUG 2025 | GEN 3.1-4                      | 25 DEC 2025 | ENR 1.7-1    | 07 AUG 2025 |
| GEN 1.1-2                     | 07 AUG 2025 | GEN 3.1-5                      | 07 AUG 2025 | ENR 1.7-2    | 07 AUG 2025 |
| GEN 1.2-1                     | 30 OCT 2025 | GEN 3.2-1                      | 26 NOV 2026 | ENR 1.7-3    | 07 AUG 2025 |
| GEN 1.2-2                     | 07 AUG 2025 | GEN 3.2-2                      | 26 NOV 2026 | ENR 1.8-1    | 07 AUG 2025 |
| GEN 1.2-3                     | 07 AUG 2025 | GEN 3.2-3                      | 26 NOV 2026 | ENR 1.8-2    | 07 AUG 2025 |
| GEN 1.3-1                     | 07 AUG 2025 | GEN 3.2-4                      | 26 NOV 2026 | ENR 1.9-1    | 07 AUG 2025 |
| GEN 1.3-2                     | 07 AUG 2025 | GEN 3.2-5                      | 26 NOV 2026 | ENR 1.9-2    | 07 AUG 2025 |
| GEN 1.4-1                     | 07 AUG 2025 | GEN 3.2-6                      | 26 NOV 2026 | ENR 1.9-3    | 07 AUG 2025 |
| GEN 1.4-2                     | 07 AUG 2025 | GEN 3.2-7                      | 26 NOV 2026 | ENR 1.10-1   | 07 AUG 2025 |
| GEN 1.5-1                     | 07 AUG 2025 | GEN 3.3-1                      | 07 AUG 2025 | ENR 1.10-2   | 07 AUG 2025 |
| GEN 1.6-1                     | 07 AUG 2025 | GEN 3.3-2                      | 07 AUG 2025 | ENR 1.10-3   | 07 AUG 2025 |
| GEN 1.6-2                     | 07 AUG 2025 | GEN 3.4-1                      | 07 AUG 2025 | ENR 1.11-1   | 07 AUG 2025 |
| GEN 1.7-1                     | 07 AUG 2025 | GEN 3.4-2                      | 07 AUG 2025 | ENR 1.12-1   | 07 AUG 2025 |
| GEN 1.7-2                     | 07 AUG 2025 | GEN 3.4-3                      | 07 AUG 2025 | ENR 1.12-2   | 07 AUG 2025 |
| <b>GEN 2</b>                  |             | GEN 3.4-4                      | 07 AUG 2025 | ENR 1.12-3   | 07 AUG 2025 |
| GEN 2.1-1                     | 07 AUG 2025 | GEN 3.4-5                      | 07 AUG 2025 | ENR 1.13-1   | 07 AUG 2025 |
| GEN 2.1-2                     | 07 AUG 2025 | GEN 3.4-7                      | 07 AUG 2025 | ENR 1.14-1   | 07 AUG 2025 |
| GEN 2.2-1                     | 07 AUG 2025 | GEN 3.5-1                      | 02 OCT 2025 | ENR 1.14-2   | 07 AUG 2025 |
| GEN 2.2-2                     | 07 AUG 2025 | GEN 3.5-2                      | 02 OCT 2025 | ENR 1.14-3   | 07 AUG 2025 |
| GEN 2.2-3                     | 07 AUG 2025 | GEN 3.5-3                      | 02 OCT 2025 | ENR 1.14-4   | 07 AUG 2025 |
| GEN 2.2-4                     | 07 AUG 2025 | GEN 3.5-4                      | 16 APR 2026 | ENR 1.14-5   | 07 AUG 2025 |
| GEN 2.2-5                     | 07 AUG 2025 | GEN 3.5-5                      | 16 APR 2026 | ENR 1.14-6   | 07 AUG 2025 |
| GEN 2.2-6                     | 30 OCT 2025 | GEN 3.5-6                      | 16 APR 2026 | <b>ENR 2</b> |             |
| GEN 2.2-7                     | 30 OCT 2025 | GEN 3.5-7                      | 16 APR 2026 | ENR 2.1-1    | 07 AUG 2025 |
| GEN 2.2-8                     | 30 OCT 2025 | GEN 3.5-9                      | 16 APR 2026 | ENR 2.1-2    | 07 AUG 2025 |
| GEN 2.2-9                     | 30 OCT 2025 | GEN 3.6-1                      | 07 AUG 2025 | ENR 2.1-3    | 07 AUG 2025 |
| GEN 2.2-10                    | 30 OCT 2025 | GEN 3.6-2                      | 07 AUG 2025 | ENR 2.1-4    | 07 AUG 2025 |
| GEN 2.3-1                     | 07 AUG 2025 | GEN 3.7-1                      | 07 AUG 2025 | ENR 2.1-5    | 07 AUG 2025 |
| GEN 2.3-2                     | 07 AUG 2025 | <b>GEN 4</b>                   |             | ENR 2.1-6    | 07 AUG 2025 |
| GEN 2.3-3                     | 07 AUG 2025 | GEN 4.1-1                      | 07 AUG 2025 | ENR 2.1-7    | 07 AUG 2025 |
| GEN 2.3-4                     | 07 AUG 2025 | GEN 4.2-1                      | 07 AUG 2025 | ENR 2.1-8    | 07 AUG 2025 |
| GEN 2.3-5                     | 07 AUG 2025 | <b>Part 2 - En-Route (ENR)</b> |             | ENR 2.1-9    | 07 AUG 2025 |
| GEN 2.3-6                     | 07 AUG 2025 | <b>ENR 0</b>                   |             | ENR 2.1-10   | 04 SEP 2025 |
| GEN 2.4-1                     | 07 AUG 2025 | ENR 0.1-1                      | 07 AUG 2025 | ENR 2.1-11   | 07 AUG 2025 |
| GEN 2.5-1                     | 07 AUG 2025 | ENR 0.2-1                      | 07 AUG 2025 | ENR 2.2-1    | 07 AUG 2025 |
| GEN 2.6-1                     | 07 AUG 2025 | ENR 0.3-1                      | 07 AUG 2025 | <b>ENR 3</b> |             |
| GEN 2.6-2                     | 07 AUG 2025 | ENR 0.4-1                      | 07 AUG 2025 | ENR 3.1-1    | 07 AUG 2025 |
| GEN 2.6-3                     | 07 AUG 2025 | ENR 0.5-1                      | 07 AUG 2025 | ENR 3.1-2    | 09 JUL 2026 |
| GEN 2.7-1                     | 07 AUG 2025 | ENR 0.6-1                      | 07 AUG 2025 | ENR 3.1-3    | 07 AUG 2025 |
| GEN 2.7-2                     | 07 AUG 2025 | ENR 0.6-2                      | 07 AUG 2025 | ENR 3.2-1    | 09 JUL 2026 |
| GEN 2.7-3                     | 07 AUG 2025 | <b>ENR 1</b>                   |             | ENR 3.2-2    | 09 JUL 2026 |
| GEN 2.7-4                     | 07 AUG 2025 | ENR 1.1-1                      | 07 AUG 2025 | ENR 3.2-3    | 07 AUG 2025 |
| GEN 2.7-5                     | 07 AUG 2025 | ENR 1.2-1                      | 07 AUG 2025 | ENR 3.2-4    | 09 JUL 2026 |
| GEN 2.7-6                     | 07 AUG 2025 | ENR 1.2-2                      | 07 AUG 2025 | ENR 3.2-5    | 09 JUL 2026 |
| GEN 2.7-7                     | 07 AUG 2025 | ENR 1.2-3                      | 07 AUG 2025 | ENR 3.2-6    | 09 JUL 2026 |
| GEN 2.7-8                     | 07 AUG 2025 |                                |             | ENR 3.2-7    | 09 JUL 2026 |
|                               |             |                                |             | ENR 3.2-8    | 09 JUL 2026 |
|                               |             |                                |             | ENR 3.2-9    | 09 JUL 2026 |

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| ENR 3.2-10                      | 09 JUL 2026 | <b>UGAM - AMBROLAURI</b>         |             | AD 2.UGKO-IAC-07-VOR          | 26 NOV 2026 |
| ENR 3.2-11                      | 09 JUL 2026 |                                  | 07 AUG 2025 | AD 2.UGKO-IAC-25-VOR          | 26 NOV 2026 |
| ENR 3.2-12                      | 07 AUG 2025 |                                  | 07 AUG 2025 | AD 2.UGKO-VAC                 | 26 NOV 2026 |
| ENR 3.3-1                       | 07 AUG 2025 |                                  | 25 DEC 2025 | AD 2.UGKO-BIRD                | 26 NOV 2026 |
| ENR 3.4-1                       | 07 AUG 2025 |                                  | 25 DEC 2025 | AD 2.UGKO-TMA                 | 26 NOV 2026 |
| <b>ENR 4</b>                    |             | AD 2.UGAM-5                      | 07 AUG 2025 | <b>UGMS - MESTIA</b>          |             |
| ENR 4.1-1                       | 09 JUL 2026 | AD 2.UGAM-6                      | 07 AUG 2025 | AD 2.UGMS-1                   | 07 AUG 2025 |
| ENR 4.2-1                       | 07 AUG 2025 | AD 2.UGAM-7                      | 07 AUG 2025 | AD 2.UGMS-2                   | 07 AUG 2025 |
| ENR 4.3-1                       | 07 AUG 2025 | AD 2.UGAM-8                      | 07 AUG 2025 | AD 2.UGMS-3                   | 25 DEC 2025 |
| ENR 4.4-1                       | 16 APR 2026 | AD 2.UGAM-ADC                    | 25 DEC 2025 | AD 2.UGMS-4                   | 25 DEC 2025 |
| ENR 4.4-2                       | 16 APR 2026 | AD 2.UGAM-VAC                    | 16 APR 2026 | AD 2.UGMS-5                   | 07 AUG 2025 |
| ENR 4.4-3                       | 26 NOV 2026 | AD 2.UGAM-BIRD                   | 07 AUG 2025 | AD 2.UGMS-6                   | 07 AUG 2025 |
| ENR 4.4-4                       | 16 APR 2026 | <b>UGGT - TELAVI</b>             |             | AD 2.UGMS-7                   | 07 AUG 2025 |
| ENR 4.5-1                       | 07 AUG 2025 | AD 2.UGGT-1                      | 07 AUG 2025 | AD 2.UGMS-8                   | 07 AUG 2025 |
| <b>ENR 5</b>                    |             | AD 2.UGGT-2                      | 07 AUG 2025 | AD 2.UGMS-ADC                 | 25 DEC 2025 |
| ENR 5.1-1                       | 07 AUG 2025 | AD 2.UGGT-3                      | 07 AUG 2025 | AD 2.UGMS-VAC                 | 07 AUG 2025 |
| ENR 5.1-2                       | 16 APR 2026 | AD 2.UGGT-4                      | 07 AUG 2025 | <b>UGSA - NATAKHTARI</b>      |             |
| ENR 5.1-3                       | 16 APR 2026 | AD 2.UGGT-5                      | 07 AUG 2025 | AD 2.UGSA-1                   | 07 AUG 2025 |
| ENR 5.1-4                       | 07 AUG 2025 | AD 2.UGGT-6                      | 07 AUG 2025 | AD 2.UGSA-2                   | 07 AUG 2025 |
| ENR 5.1-5                       | 16 APR 2026 | AD 2.UGGT-7                      | 07 AUG 2025 | AD 2.UGSA-3                   | 07 AUG 2025 |
| ENR 5.1-6                       | 16 APR 2026 | AD 2.UGGT-8                      | 07 AUG 2025 | AD 2.UGSA-4                   | 07 AUG 2025 |
| ENR 5.1-7                       | 16 APR 2026 | AD 2.UGGT-ADC                    | 07 AUG 2025 | AD 2.UGSA-5                   | 07 AUG 2025 |
| ENR 5.2-1                       | 07 AUG 2025 | AD 2.UGGT-VAC                    | 07 AUG 2025 | AD 2.UGSA-6                   | 07 AUG 2025 |
| ENR 5.3-1                       | 07 AUG 2025 | <b>UGKO - KUTAISSI/KOPITNARI</b> |             | AD 2.UGSA-7                   | 07 AUG 2025 |
| ENR 5.4-1                       | 25 DEC 2025 | AD 2.UGKO-1                      | 26 NOV 2026 | AD 2.UGSA-8                   | 07 AUG 2025 |
| ENR 5.5-1                       | 16 APR 2026 | AD 2.UGKO-2                      | 26 NOV 2026 | AD 2.UGSA-ADC                 | 07 AUG 2025 |
| ENR 5.5-2                       | 16 APR 2026 | AD 2.UGKO-3                      | 26 NOV 2026 | AD 2.UGSA-VAC                 | 09 JUL 2026 |
| ENR 5.6-1                       | 07 AUG 2025 | AD 2.UGKO-4                      | 26 NOV 2026 | <b>UGSB - BATUMI</b>          |             |
| ENR 5.6-2                       | 07 AUG 2025 | AD 2.UGKO-5                      | 26 NOV 2026 | AD 2.UGSB-1                   | 26 NOV 2026 |
| ENR 5.6-3                       | 07 AUG 2025 | AD 2.UGKO-6                      | 26 NOV 2026 | AD 2.UGSB-2                   | 07 AUG 2025 |
| <b>ENR 6</b>                    |             | AD 2.UGKO-7                      | 26 NOV 2026 | AD 2.UGSB-3                   | 16 APR 2026 |
| ENR 6.1-1                       | 26 NOV 2026 | AD 2.UGKO-8                      | 26 NOV 2026 | AD 2.UGSB-4                   | 07 AUG 2025 |
| ENR 6-ENRC                      | 26 NOV 2026 | AD 2.UGKO-9                      | 26 NOV 2026 | AD 2.UGSB-5                   | 07 AUG 2025 |
| ENR 6-7                         | 16 APR 2026 | AD 2.UGKO-10                     | 26 NOV 2026 | AD 2.UGSB-6                   | 07 AUG 2025 |
| ENR 6-9                         | 07 AUG 2025 | AD 2.UGKO-11                     | 26 NOV 2026 | AD 2.UGSB-7                   | 07 AUG 2025 |
| ENR 6-11                        | 07 AUG 2025 | AD 2.UGKO-12                     | 26 NOV 2026 | AD 2.UGSB-8                   | 30 OCT 2025 |
| ENR 6-FRA-1                     | 26 NOV 2026 | AD 2.UGKO-13                     | 26 NOV 2026 | AD 2.UGSB-9                   | 07 AUG 2025 |
| ENR 6-FRA-2                     | 26 NOV 2026 | AD 2.UGKO-14                     | 26 NOV 2026 | AD 2.UGSB-10                  | 09 JUL 2026 |
| ENR 6-ATCSMAC-1                 | 26 NOV 2026 | AD 2.UGKO-15                     | 26 NOV 2026 | AD 2.UGSB-11                  | 07 AUG 2025 |
| ENR 6-ATCSMAC-2                 | 26 NOV 2026 | AD 2.UGKO-ADC                    | 26 NOV 2026 | AD 2.UGSB-12                  | 25 DEC 2025 |
| <b>Part 3 — Aerodromes (AD)</b> |             | AD 2.UGKO-SID-07-1               | 26 NOV 2026 | AD 2.UGSB-13                  | 26 NOV 2026 |
| <b>AD 0</b>                     |             | AD 2.UGKO-SID-07-2               | 26 NOV 2026 | AD 2.UGSB-14                  | 26 NOV 2026 |
| AD 0.1-1                        | 07 AUG 2025 | AD 2.UGKO-SID-RNAV-07-1          | 26 NOV 2026 | AD 2.UGSB-15                  | 26 NOV 2026 |
| AD 0.2-1                        | 07 AUG 2025 | AD 2.UGKO-SID-RNAV-07-2          | 26 NOV 2026 | AD 2.UGSB-16                  | 26 NOV 2026 |
| AD 0.3-1                        | 07 AUG 2025 | AD 2.UGKO-SID-RNAV-25-1          | 26 NOV 2026 | AD 2.UGSB-ADC                 | 16 APR 2026 |
| AD 0.4-1                        | 07 AUG 2025 | AD 2.UGKO-SID-RNAV-25-2          | 26 NOV 2026 | AD 2.UGSB-AOC-A               | 07 AUG 2025 |
| AD 0.5-1                        | 07 AUG 2025 | AD 2.UGKO-STAR-RNAV-07-1         | 26 NOV 2026 | AD 2.UGSB-SID-RNAV-30-1       | 16 APR 2026 |
| AD 0.6-1                        | 07 AUG 2025 | AD 2.UGKO-STAR-RNAV-07-2         | 26 NOV 2026 | AD 2.UGSB-SID-RNAV-30-3       | 07 AUG 2025 |
| AD 0.6-2                        | 26 NOV 2026 | AD 2.UGKO-STAR-RNAV-25-1         | 26 NOV 2026 | AD 2.UGSB-SID-RNAV-30-5       | 07 AUG 2025 |
| AD 0.6-3                        | 07 AUG 2025 | AD 2.UGKO-STAR-RNAV-25-2         | 26 NOV 2026 | AD 2.UGSB-STAR-RNAV-12-1      | 09 JUL 2026 |
| AD 0.6-4                        | 26 NOV 2026 | AD 2.UGKO-ATCSMAC-1              | 26 NOV 2026 | AD 2.UGSB-STAR-RNAV-12-3      | 07 AUG 2025 |
| <b>AD 1</b>                     |             | AD 2.UGKO-ATCSMAC-2              | 26 NOV 2026 | AD 2.UGSB-ATCSMAC-1           | 16 APR 2026 |
| AD 1.1-1                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-ILSy            | 26 NOV 2026 | AD 2.UGSB-ATCSMAC-3           | 07 AUG 2025 |
| AD 1.1-2                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-ILSz-1          | 26 NOV 2026 | AD 2.UGSB-IAC-12-ILSy         | 09 JUL 2026 |
| AD 1.2-1                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-ILSz-2          | 26 NOV 2026 | AD 2.UGSB-IAC-12-ILSz-1       | 09 JUL 2026 |
| AD 1.2-2                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-LOCy            | 26 NOV 2026 | AD 2.UGSB-IAC-12-ILSz-3       | 07 AUG 2025 |
| AD 1.3-1                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-LOCz-1          | 26 NOV 2026 | AD 2.UGSB-IAC-12-LOCy         | 09 JUL 2026 |
| AD 1.4-1                        | 07 AUG 2025 | AD 2.UGKO-IAC-07-LOCz-2          | 26 NOV 2026 | AD 2.UGSB-IAC-12-LOCz-1       | 09 JUL 2026 |
| AD 1.5-1                        | 30 OCT 2025 | AD 2.UGKO-IAC-25-ILSy            | 26 NOV 2026 | AD 2.UGSB-IAC-12-LOCz-3       | 07 AUG 2025 |
| <b>AD 2</b>                     |             | AD 2.UGKO-IAC-25-ILSz-1          | 26 NOV 2026 | AD 2.UGSB-IAC-12-NDB          | 09 JUL 2026 |
|                                 |             | AD 2.UGKO-IAC-25-ILSz-2          | 26 NOV 2026 | AD 2.UGSB-VAC                 | 07 AUG 2025 |
|                                 |             | AD 2.UGKO-IAC-25-LOCy            | 26 NOV 2026 | AD 2.UGSB-BIRD                | 07 AUG 2025 |
|                                 |             | AD 2.UGKO-IAC-25-LOCz-1          | 26 NOV 2026 | AD 2.UGSB-TMA                 | 26 NOV 2026 |
|                                 |             | AD 2.UGKO-IAC-25-LOCz-2          | 26 NOV 2026 | <b>UGTB - TBILISI/TBILISI</b> |             |



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| AD 2.UGTB-2                  | 07 AUG 2025 |
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| 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                 | 26 NOV 2026 |
| AD 2.UGTB-11                 | 07 AUG 2025 |
| AD 2.UGTB-12                 | 30 OCT 2025 |
| AD 2.UGTB-13                 | 26 NOV 2026 |
| AD 2.UGTB-14                 | 16 APR 2026 |
| AD 2.UGTB-15                 | 16 APR 2026 |
| AD 2.UGTB-16                 | 26 NOV 2026 |
| AD 2.UGTB-17                 | 26 NOV 2026 |
| AD 2.UGTB-ADC                | 26 NOV 2026 |
| AD 2.UGTB-APGMC              | 26 NOV 2026 |
| AD 2.UGTB-AOC-A              | 25 DEC 2025 |
| AD 2.UGTB-SID-RNAV-13R-1     | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-13R-2     | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-13R-3     | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-31L-1     | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-31L-2     | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-31L-T-1   | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-31L-T-2   | 26 NOV 2026 |
| AD 2.UGTB-SID-13R/31L-1      | 26 NOV 2026 |
| AD 2.UGTB-SID-RNAV-13R/31L-2 | 26 NOV 2026 |
| AD 2.UGTB-STAR-RNAV-13R-1    | 26 NOV 2026 |
| AD 2.UGTB-STAR-RNAV-13R-2    | 26 NOV 2026 |
| AD 2.UGTB-STAR-RNAV-31L-1    | 26 NOV 2026 |
| AD 2.UGTB-STAR-RNAV-31L-2    | 26 NOV 2026 |
| AD 2.UGTB-ATCSMAC-1          | 26 NOV 2026 |
| AD 2.UGTB-ATCSMAC-2          | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-ILSy       | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-ILSz-1     | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-ILSz-2     | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-LOCy       | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-LOCz-1     | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-LOCz-2     | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-ILSy       | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-ILSz-1     | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-ILSz-2     | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-LOCy       | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-LOCz-1     | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-LOCz-2     | 26 NOV 2026 |
| AD 2.UGTB-IAC-13R-VOR        | 26 NOV 2026 |
| AD 2.UGTB-IAC-31L-VOR        | 26 NOV 2026 |
| AD 2.UGTB-VAC                | 26 NOV 2026 |
| AD 2.UGTB-BIRD               | 07 AUG 2025 |
| AD 2.UGTB-TMA                | 26 NOV 2026 |

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## GEN 3.2 Aeronautical charts

### 1 Responsible services

Sakaeronavigatsia Ltd provides aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts, which are part of the AIP and Aeronautical Chart — ICAO 1:500 000. Charts, suitable for pre-flight planning and briefing, are available for reference at AIS units (the addresses can be found in subsection GEN 3.1.1). The charts are produced in accordance with the provisions contained in *ICAO Annex 4 – Aeronautical Charts* and Georgian CAA Order No 3 "Rules of the Aeronautical Charts". Differences to these provisions are detailed in subsection GEN 1.7.

### 2 Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP AMDT and are listed under para. 8 of this subsection. Information concerning the planning for or issuance of new aeronautical chart series and maps is notified by AIC.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

2.3 Charts which are part of the AIP are renewed when necessary.

2.4 Aeronautical Chart — ICAO 1:500 000. Aeronautical information is revised when necessary, whilst Topographic background - once in 4 years. The latest aeronautical information can be obtained by consulting the AIP and NOTAM as appropriate.

Aeronautical Chart — ICAO 1:500 000 in digital format contains the latest aeronautical information.

### 3 Purchase arrangements

3.1 The charts as listed under para. 5 of this subsection may be obtained from:

Post: **Aeronautical Information Service**  
Georgian Air Navigation —  
Sakaeronavigatsia Ltd.  
TBILISI/Tbilisi Airport  
0198 Tbilisi, Georgia  
Tel: (+995 32) 2 74 42 37  
Tel: (+995 32) 274 42 95  
Fax: (+995 32) 2 74 42 23  
AFS: UGTBYOYX  
URL: <https://ais.airnav.ge>  
Operational Hours: MON-FRI 05:00 - 14:00 (UTC) (except HOL)

### 4 Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

- a. Aerodrome/Heliport Chart — ICAO;
- b. Aerodrome Ground Movement Chart — ICAO;
- c. Aircraft Parking/Docking Chart — ICAO;
- d. Aerodrome Obstacle Chart — ICAO – Type A;
- e. En-route Chart — ICAO;
- f. Standard Departure Chart – Instrument (SID) — ICAO;
- g. Standard Arrival Chart – Instrument (STAR) — ICAO;
- h. ATC Surveillance Minimum Altitude Chart — ICAO;
- i. Instrument Approach Chart — ICAO (for each runway and procedure type);
- j. Visual Approach Chart — ICAO;
- k. Aeronautical Chart — ICAO 1:500 000 (also available in digital format - Geo TIFF, Geospatial PDF);
- l. Index Charts:
  - GAMET areas;
  - Radar coverage area;
  - Prohibited, Restricted and Aerial sporting areas;
  - Bird Migration Routes;
  - Bird Concentrations and Movement;
  - Free Route Airspace;
  - En-route ATC Surveillance Minimum Altitude Chart;

- Radio communication coverage area;
- TMA Chart.

The charts currently available are listed under para 5 of this subsection.

## 4.2 General description of each series

- a. *Aerodrome Chart — ICAO*. This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:
- from the aircraft stand to the runway; and
  - from the runway to the aircraft stand.

It also provides essential operational information at the aerodrome.

- b. *Aerodrome Ground Movement Chart — ICAO*. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart — ICAO.

The chart is produced in combination with the Aircraft Parking/Docking Chart — ICAO for Tbilisi aerodrome.

- c. *Aircraft Parking/Docking Chart — ICAO*. This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

The chart is produced in combination with the Aerodrome Ground Movement Chart — ICAO for Tbilisi aerodrome.

- d. *Aerodrome Obstacle Chart — ICAO — Type A (operating limitation)*. This Chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view.

- e. *En-route Chart — ICAO*. This chart is produced for the entire TBILISI FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the ATS system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with Air traffic services procedures.

- f. *Standard Departure Chart — Instrument (SID) — ICAO*. This chart is produced whenever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.

- g. *Standard Arrival Chart — Instrument (STAR) — ICAO*. This chart is produced whenever a standard arrival route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.

- h. *ATC Surveillance Minimum Altitude Chart — ICAO*. This supplementary chart provides information that will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

- i. *Instrument Approach Chart — ICAO*. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart — ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

- j. *Visual Approach Chart — ICAO*. This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

- k. *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.*

- l. *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;
- **TMA – Index Chart** — This chart shows TMA airspace sectors and vertical limits.

## 5 List of aeronautical charts available

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

| Title of series                                 | Scale                               | Name and/or number                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                             | Price (\$) |
|-------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Instrument Approach Chart – ICAO                | 1:500 000                           | <b>TBILISI/Tbilisi</b><br>UGTB ILSy RWY13R<br>UGTB ILSy RWY31L<br>UGTB ILSz RWY13R<br>UGTB ILSz RWY31L<br>UGTB LOCy RWY13R<br>UGTB LOCy RWY31L<br>UGTB LOCz RWY13R<br>UGTB LOCz RWY31L<br>UGTB VOR RWY13R<br>UGTB VOR RWY31L                                                                                                        | AD 2.UGTB-IAC-13R-ILSy<br>AD 2.UGTB-IAC-31L-ILSy<br>AD 2.UGTB-IAC-13R-ILSsz-1<br>AD 2.UGTB-IAC-31L-ILSsz-1<br>AD 2.UGTB-IAC-13R-LOCy<br>AD 2.UGTB-IAC-31L-LOCy<br>AD 2.UGTB-IAC-13R-LOCz-1<br>AD 2.UGTB-IAC-31L-LOCz-1<br>AD 2.UGTB-IAC-13R-VOR<br>AD 2.UGTB-IAC-31L-VOR                                                                                                                    |            |
|                                                 | 1:250 000                           | <b>KUTAISI/Kopitnari</b><br>UGKO ILSy RWY07<br>UGKO ILSz RWY07<br>UGKO LOCy RWY07<br>UGKO LOCz RWY07<br>UGKO ILSy RWY25<br>UGKO ILSz RWY25<br>UGKO LOCy RWY25<br>UGKO LOCz RWY25<br>UGKO VOR RWY07<br>UGKO VOR RWY25<br><b>BATUMI</b><br>UGSB ILSy RWY12<br>UGSB ILSz RWY12<br>UGSB LOCy RWY12<br>UGSB LOCz RWY12<br>UGSB NDB RWY12 | AD 2.UGKO-IAC-07-ILSy<br>AD 2.UGKO-IAC-07-ILSsz-1<br>AD 2.UGKO-IAC-07-LOCy<br>AD 2.UGKO-IAC-07-LOCz-1<br>AD 2.UGKO-IAC-25-ILSy<br>AD 2.UGKO-IAC-25-ILSsz-1<br>AD 2.UGKO-IAC-25-LOCy<br>AD 2.UGKO-IAC-25-LOCz-1<br>AD 2.UGKO-IAC-07-VOR<br>AD 2.UGKO-IAC-25-VOR<br>AD 2.UGSB-IAC-12-ILSy<br>AD2.UGSB-IAC-12-ILSsz-1<br>AD2.UGSB-IAC-12-LOCy<br>AD2.UGSB-IAC-12-LOCz-1<br>AD2.UGSB-IAC-12-NDB |            |
| ATC Surveillance Minimum Altitude Chart – ICAO  | 1:700 000<br>1:650 000<br>1:500 000 | <b>TBILISI/Tbilisi</b><br><b>KUTAISI/Kopitnari</b><br><b>BATUMI</b>                                                                                                                                                                                                                                                                 | AD 2.UGTB-ATCSMAC-1<br>AD 2.UGKO-ATCSMAC-1<br>AD 2.UGSB-ATCSMAC-1                                                                                                                                                                                                                                                                                                                           |            |
| Visual Approach Chart – ICAO                    | 1:500 000                           | <b>TBILISI/Tbilisi</b><br><b>KUTAISI/Kopitnari</b>                                                                                                                                                                                                                                                                                  | AD 2.UGTB-VAC<br>AD 2.UGKO-VAC                                                                                                                                                                                                                                                                                                                                                              |            |
|                                                 | 1:250 000                           | <b>BATUMI</b>                                                                                                                                                                                                                                                                                                                       | AD 2.UGSB-VAC                                                                                                                                                                                                                                                                                                                                                                               |            |
|                                                 | 1:200 000                           | <b>AMBROLAURI</b><br><b>MESTIA</b><br><b>NATAKHTARI</b><br><b>TELAVI</b>                                                                                                                                                                                                                                                            | AD 2.UGAM-VAC<br>AD 2.UGMS-VAC<br>AD 2.UGSA-VAC<br>AD 2.UGGT-VAC                                                                                                                                                                                                                                                                                                                            |            |
| Aeronautical Chart – ICAO*                      | 1:500 000                           | <b>Georgia 2026 Edition</b>                                                                                                                                                                                                                                                                                                         | 2324BC2325AD                                                                                                                                                                                                                                                                                                                                                                                |            |
| Radio communication coverage area – Index Chart | 1:1 500 000                         | <b>Radio communication coverage area within Tbilisi FIR at 500 FT AGL</b>                                                                                                                                                                                                                                                           | GEN 3.4-5                                                                                                                                                                                                                                                                                                                                                                                   |            |
|                                                 |                                     | <b>Radio communication coverage area within Tbilisi FIR at 2000 FT AGL</b>                                                                                                                                                                                                                                                          | GEN 3.4-7                                                                                                                                                                                                                                                                                                                                                                                   |            |
| GAMET areas – Index Chart                       | 1:2 500 000                         | <b>GAMET areas</b>                                                                                                                                                                                                                                                                                                                  | GEN 3.5-7                                                                                                                                                                                                                                                                                                                                                                                   |            |
| Radar coverage area – Index Chart               | 1:2 500 000                         | <b>Graphic portrayal of SSR coverage area</b>                                                                                                                                                                                                                                                                                       | ENR 1.6-5<br>ENR 1.6-7<br>ENR 1.6-9<br>ENR 1.6-11                                                                                                                                                                                                                                                                                                                                           |            |
| Bird Concentrations and Movement – Index Chart  | 1: 60 000                           | <b>TBILISI/Tbilisi</b>                                                                                                                                                                                                                                                                                                              | AD 2.UGTB-BIRD                                                                                                                                                                                                                                                                                                                                                                              |            |
|                                                 | 1: 15 000                           | <b>KUTAISI/Kopitnari</b>                                                                                                                                                                                                                                                                                                            | AD 2.UGKO-BIRD                                                                                                                                                                                                                                                                                                                                                                              |            |
|                                                 | 1: 20 000                           | <b>BATUMI</b>                                                                                                                                                                                                                                                                                                                       | AD 2.UGSB-BIRD                                                                                                                                                                                                                                                                                                                                                                              |            |
|                                                 | 1: 10 000                           | <b>AMBROLAURI</b>                                                                                                                                                                                                                                                                                                                   | AD 2.UGAM-BIRD                                                                                                                                                                                                                                                                                                                                                                              |            |

| Title of series                                                | Scale       | Name and/or number                               |                 | Price (\$) |
|----------------------------------------------------------------|-------------|--------------------------------------------------|-----------------|------------|
| Free Route Airspace – Index Chart                              | 1:1 500 000 | Free Route Airspace South Caucasus (FRASC)       | ENR 6-FRA-1     |            |
| En-route ATC Surveillance Minimum Altitude Chart – Index Chart | 1:1 500 000 | En-route ATC Surveillance Minimum Altitude Chart | ENR 6-ATCSMAC-1 |            |

Those chart series marked by an asterisk (\*) do not form part of the AIP of Georgia.

6 Index to the Aeronautical Chart — ICAO 1: 500 000



7 Topographical charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

Post: **Geodesy and Geo Information Department of National Agency of Public Registry**  
2, Sanapiro Str.  
Tbilisi, Georgia

Tel: (+995 32) 225 15 28

Fax: (+995 32) 225 15 28

AFS: NIL

E-mail: [info@napr.gov.ge](mailto:info@napr.gov.ge)

URL: <https://napr.gov.ge/>



8 Corrections to charts not contained in the AIP

| Charts                                                       | Location | Corrections                                                                                |
|--------------------------------------------------------------|----------|--------------------------------------------------------------------------------------------|
| Aeronautical Chart – ICAO 1: 500 000<br>Georgia 2324BC2325AD |          | 2026 Edition WEF 26 NOV 2026. The publication of this issue invalidates the previous issue |

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## ENR 1.3 Instrument flight rules

### 1 Rules applicable to all IFR flights

#### 1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

#### 1.2 Minimum levels

Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is over flown, or, where no such minimum flight altitude has been established:

- a. over high terrain or in mountainous areas, at a level which is at least 2 000 FT (600 M) above the highest obstacle located within 8 KM of the estimated position of the aircraft;
- b. elsewhere than as specified in a), at a level which is at least 1000 FT (300 M) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

*Note 1.– The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.*

#### 1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

### 2 Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of 3.6 of *ICAO Annex 2* when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from *the Tables of cruising levels* (see ENR 1.7.2.7), except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearance or specified by the appropriate ATS authority in Georgian AIP.

### 3 Rules applicable to IFR flights outside controlled airspace

#### 3.1 Cruising levels

An IFR flight operating outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in *the Tables of cruising levels* (see ENR 1.7.2.7).

*Note. – This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.*

#### 3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

#### 3.3 Position reports

An IFR flight operating outside controlled airspace shall report position as specified in 3.6.3 of *ICAO Annex 2* for controlled flights.

### 4 Free Route Airspace - General Procedures

#### 4.1 Area of Application

4.1.1 FRA within the lateral limits of Tbilisi FIR is available H24 from Lowest Available Level (LAL) to FL660, where the Lowest Available Level (LAL) is the lowest cruising level allowed for FRA operations within Tbilisi FIR. LAL is determined in accordance with the item 4.2.1.7.

4.1.2 FRASC encompasses the FRAs within Tbilisi FIR and Yerevan FIR. For Cross-Border operations planning within FRASC see item 4.2.4.

## 4.2 FRA Procedures

### 4.2.1 General

4.2.1.1 For FRA operations within Tbilisi FIR the requirements of RNAV 5 specification for en-route operations are applied to all IFR flights other than state aircraft. State ACFT not approved for RNAV 5 or any other ACFT with loss of RNAV 5 capability shall inform ATC and should expect routing via conventional navigation aids or vectoring until the ACFT is capable of resuming its own navigation.

4.2.1.2 Within FRA, airspace users are able to plan user-preferred trajectories through the use of significant points included in ENR 4.1 and ENR 4.4 under special conditions and rules laid down in AIP and RAD (see also ENR 1.10, item 5).

4.2.1.3 Within FRA, significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival (A) and/or FRA Departure (D) points. FRA relevance of each significant point is indicated in the column "Remarks" in ENR 4.1 and ENR 4.4.

4.2.1.4 For flight planning of route portions between FRA relevant points "DCT" shall be used in accordance with ICAO DOC 4444 PANS-ATM.

4.2.1.5 There is no restriction on the maximum DCT distance.

4.2.1.6 The use of unpublished points, defined by geographical coordinates or by bearing and distance are not allowed.

4.2.1.7 For determination of the lowest cruising level to be planned on a DCT segment within the limits of Tbilisi FIR, ENR 6-FRA-1 shall be referred with depicted Lowest Available Levels (LALs) for FRA operations. Flight plans will be rejected by IFPS if requested cruising level at any DCT segment is detected to be lower than LAL.

### 4.2.2 Overflying Traffic

4.2.2.1 Within FRA, traffic overflying Tbilisi FIR shall plan DCT between FRA Horizontal Entry, FRA Horizontal Exit and FRA Intermediate points. There is no restriction on the number of FRA Intermediate points used.

4.2.2.2 Availability of DCT segments within the FRA are affected by restrictions described in paragraph 4.2.4.

### 4.2.3 Arrivals and Departures

4.2.3.1 Flights arriving to or departing from local airports (UG\*\*) are free route eligible flights.

4.2.3.2 Available routing options for flight planning to / from UGTB using FRA is presented in UGTB AD 2.22 Flight procedures, item 1.4.

4.2.3.3 Available routing options for flight planning to / from UGKO using FRA is presented in UGKO AD 2.22 Flight procedures, item 1.4.

4.2.3.4 Available routing options for flight planning to / from UGSB using FRA is presented in UGSB AD 2.22 Flight procedures, item 2.4.

### 4.2.4 Cross-Border Applications

4.2.4.1 Planning DCTs across Tbilisi FIR boundary (cross-border DCTs) are allowed only within FRASC. Entry and exit from FRASC shall be planned over the published FRA Horizontal Entry and FRA Horizontal Exit points only. Cross-border DCTs are not allowed for arrivals and departures of UG\*\* airports.

4.2.4.2 Planning DCT segments that are partially outside the lateral limits of FRASC (multiple re-entries segments) are not allowed.

4.2.4.3 Planning DCT segments closer than 2.5 NM of the FRASC boundary are not allowed.

4.2.4.4 All details and exceptions from the rules in items 4.2.4.1 - 4.2.4.3 are published in RAD.

## 4.3 Airspace Reservation – Special Areas

4.3.1 Flights within FRASC shall be planned outside active **Prohibited** areas as published in AIP Georgia using valid FRA Intermediate points.

4.3.2 Tactical radar vectoring might be applied in order to ensure additional safety margin from temporarily active **Restricted** areas. The expected route extension in these cases is 10NM or less.

## 4.4 Additional FRA Procedures

### 4.4.1 Flight Level Orientation Scheme

| Name-code designator | Coordinates         | ATS route or other route | Remarks                                                                                                |
|----------------------|---------------------|--------------------------|--------------------------------------------------------------------------------------------------------|
| 1                    | 2                   | 3                        | 4                                                                                                      |
| LAGAS                | 413419N<br>0441353E | M54, M747, N61, N644     | FRA(I)<br>FRA(A): UGTB<br>STAR UGTB<br>O/R                                                             |
| LAMUS                | 413240N<br>0453124E |                          | FRA(I)<br>FRA(A): UGTB<br>STAR UGTB<br>O/R                                                             |
| LAPTO                | 423753N<br>0441119E | N82                      | FRA(X)<br>EVEN FLs for all exiting aircraft<br>SID UGTB<br>CRP                                         |
| LEPPA                | 420423N<br>0414153E |                          | FRA(A): UGKO<br>STAR UGKO<br>O/R                                                                       |
| LURIS                | 422525N<br>0454607E | N37                      | FRA(EX) FL225 - FL660<br>EVEN FLs for all entering aircraft<br>ODD FLs for all exiting aircraft<br>CRP |
| NOLGA                | 412541N<br>0425844E | N61                      | FRA(EX)<br>ODD FLs for all entering aircraft<br>EVEN FLs for all exiting aircraft<br>CRP               |
| ODILI                | 414317N<br>0420540E | N37, N644                | FRA(I)<br>FRA(A): UGSB<br>STAR UGSB<br>O/R                                                             |
| OGEVI                | 410805N<br>0434713E | L125                     | FRA(I)<br>CRP                                                                                          |
| PALLE                | 412835N<br>0441925E |                          | FRA(D): UGTB<br>SID UGTB<br>O/R                                                                        |
| PORZA                | 415708N<br>0404938E |                          | FRA(D): UGSB<br>SID UGSB<br>O/R                                                                        |
| ROLIN                | 414757N<br>0403923E | N11, N644                | FRA(EX)<br>ODD FLs for all entering aircraft<br>EVEN FLs for all exiting aircraft<br>CRP               |
| SARPI                | 413256N<br>0412659E | M10, N37                 | FRA(EX)<br>ODD FLs for all entering aircraft<br>EVEN FLs for all exiting aircraft<br>CRP               |

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

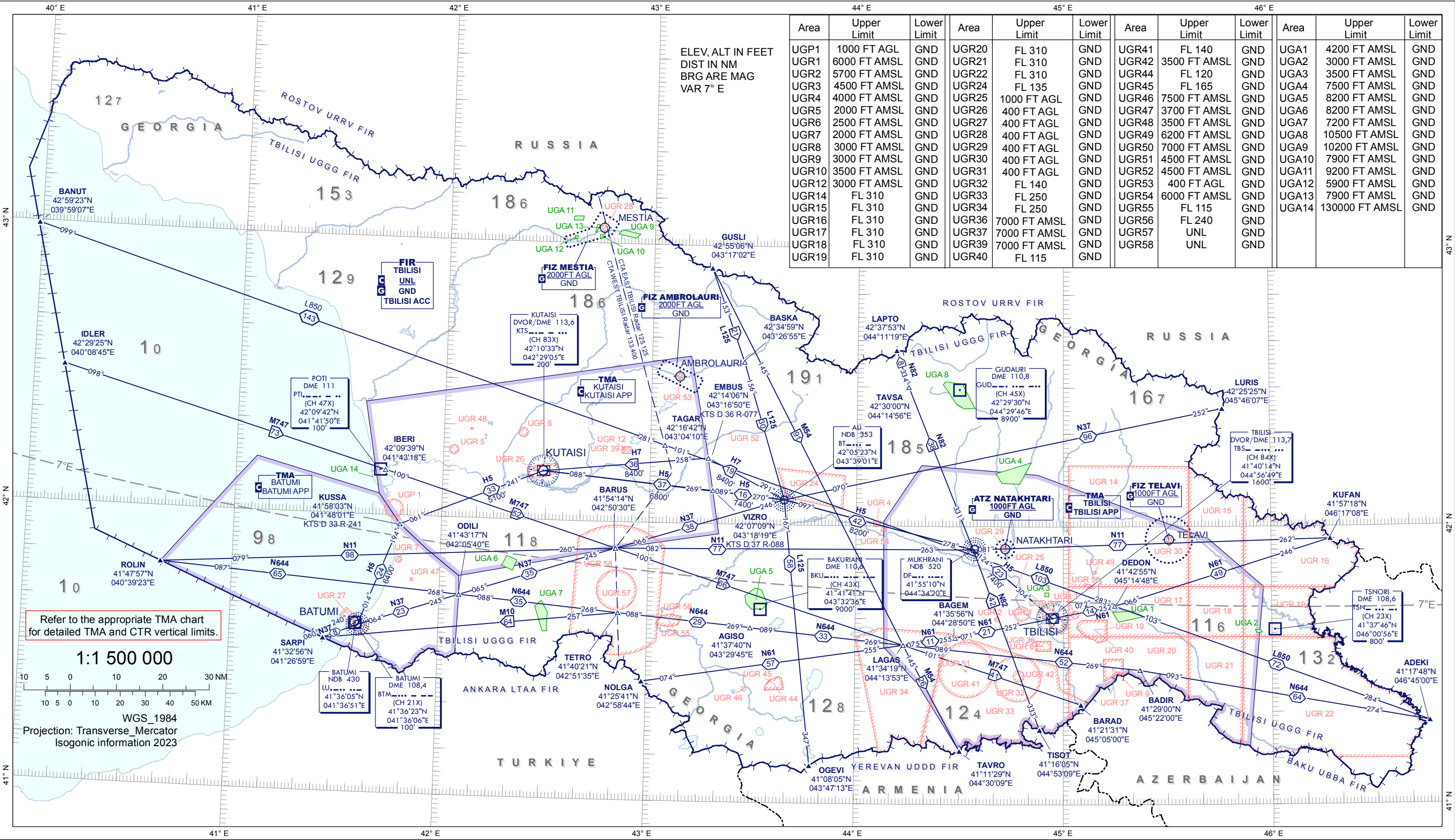
**ENR 6 En-route Charts****ENR 6.1**

| <b>Chart Name</b>                                                    | <b>Page</b>     |
|----------------------------------------------------------------------|-----------------|
| Enroute Chart - ICAO                                                 | ENR 6-ENRC      |
| Prohibited, restricted and aerial sporting areas chart - Index chart | ENR 6-7         |
| Bird migration routes (spring) - Index chart                         | ENR 6-9         |
| Bird migration routes (autumn) - Index chart                         | ENR 6-11        |
| Free Route Airspace South Caucasus (FRASC) - Index chart             | ENR 6-FRA-1     |
| Enroute ATC Surveillance Minimum Altitude chart - Index chart        | ENR 6-ATCSMAC-1 |

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ENROUTE CHART - ICAO



| Area  | Upper Limit  | Lower Limit | Area  | Upper Limit  | Lower Limit | Area  | Upper Limit  | Lower Limit | Area  | Upper Limit    | Lower Limit |
|-------|--------------|-------------|-------|--------------|-------------|-------|--------------|-------------|-------|----------------|-------------|
| UGP1  | 1000 FT AGL  | GND         | UGR20 | FL 310       | GND         | UGR41 | FL 140       | GND         | UGA1  | 4200 FT AMSL   | GND         |
| UGR1  | 6000 FT AMSL | GND         | UGR21 | FL 310       | GND         | UGR42 | 3500 FT AMSL | GND         | UGA2  | 3000 FT AMSL   | GND         |
| UGR2  | 5700 FT AMSL | GND         | UGR22 | FL 310       | GND         | UGR44 | FL 120       | GND         | UGA3  | 3500 FT AMSL   | GND         |
| UGR3  | 4500 FT AMSL | GND         | UGR24 | FL 135       | GND         | UGR45 | FL 165       | GND         | UGA4  | 7500 FT AMSL   | GND         |
| UGR4  | 4000 FT AMSL | GND         | UGR25 | 1000 FT AGL  | GND         | UGR46 | 7500 FT AMSL | GND         | UGA5  | 8200 FT AMSL   | GND         |
| UGR5  | 2000 FT AMSL | GND         | UGR26 | 400 FT AGL   | GND         | UGR47 | 3700 FT AMSL | GND         | UGA6  | 8200 FT AMSL   | GND         |
| UGR6  | 2500 FT AMSL | GND         | UGR27 | 400 FT AGL   | GND         | UGR48 | 3500 FT AMSL | GND         | UGA7  | 7200 FT AMSL   | GND         |
| UGR7  | 2000 FT AMSL | GND         | UGR28 | 400 FT AGL   | GND         | UGR49 | 6200 FT AMSL | GND         | UGA8  | 10500 FT AMSL  | GND         |
| UGR8  | 3000 FT AMSL | GND         | UGR29 | 400 FT AGL   | GND         | UGR50 | 7000 FT AMSL | GND         | UGA9  | 10200 FT AMSL  | GND         |
| UGR9  | 3000 FT AMSL | GND         | UGR30 | 400 FT AGL   | GND         | UGR51 | 4500 FT AMSL | GND         | UGA10 | 7900 FT AMSL   | GND         |
| UGR10 | 3500 FT AMSL | GND         | UGR31 | 400 FT AGL   | GND         | UGR52 | 4500 FT AMSL | GND         | UGA11 | 9200 FT AMSL   | GND         |
| UGR12 | 3000 FT AMSL | GND         | UGR32 | FL 140       | GND         | UGR53 | 400 FT AGL   | GND         | UGA12 | 5900 FT AMSL   | GND         |
| UGR14 | FL 310       | GND         | UGR33 | FL 250       | GND         | UGR54 | 6000 FT AMSL | GND         | UGA13 | 7900 FT AMSL   | GND         |
| UGR15 | FL 310       | GND         | UGR34 | FL 250       | GND         | UGR55 | FL 115       | GND         | UGA14 | 130000 FT AMSL | GND         |
| UGR16 | FL 310       | GND         | UGR36 | 7000 FT AMSL | GND         | UGR56 | FL 240       | GND         |       |                |             |
| UGR17 | FL 310       | GND         | UGR37 | 7000 FT AMSL | GND         | UGR57 | UNL          | GND         |       |                |             |
| UGR18 | FL 310       | GND         | UGR39 | 7000 FT AMSL | GND         | UGR58 | UNL          | GND         |       |                |             |
| UGR19 | FL 310       | GND         | UGR40 | FL 115       | GND         |       |              |             |       |                |             |

COMMUNICATION FACILITIES

| TBILISI ACC<br>Tbilisi Radar                         |  | EAST UPPER Sector<br>FL660                           |  | EAST LOWER Sector<br>FL345/FL355/FL365/FL375                                                                      |  | WEST UPPER Sector<br>FL660                                          |  | WEST LOWER Sector<br>FL345/FL355/FL365/FL375                                           |  | TBILISI                                                                                               | KUTAISI                                          | BATUMI                                           | MESTIA         | AMBROLAURI     | NATAKHTARI | TELAVI      |
|------------------------------------------------------|--|------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|----------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------------------------|----------------|----------------|------------|-------------|
| CTA EAST<br>Primary - 125.125<br>Secondary - 135.125 |  | CTA WEST<br>Primary - 133.400<br>Secondary - 135.625 |  | FL345/FL355/FL365/FL375<br>FL085 or 2000FT AGL<br>whichever is higher<br>Primary - 125.125<br>Secondary - 135.125 |  | FL345/FL355/FL365/FL375<br>Primary - 134.450<br>Secondary - 135.750 |  | FL085 or 2000FT AGL<br>whichever is higher<br>Primary - 133.400<br>Secondary - 135.625 |  | APP - 134.600<br>TWR Primary - 128.000<br>TWR Secondary - 119.000<br>INFO - 124.150<br>ATIS - 132.800 | APP - 127.100<br>TWR - 125.500<br>ATIS - 119.950 | APP - 124.425<br>TWR - 118.600<br>ATIS - 129.500 | INFO - 121.100 | INFO - 119.850 | 131.750    | TWR-120.000 |

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**Operational Hours - H24**

**FRA relevance**

- (E) Entry point
- (X) Exit point
- (I) Intermediate point
- (A) Arrival connecting point
- (D) Departure connecting point

**LEGEND**

**Reporting point**

- ▲ Compulsory
- △ On request

**Areas**

- FRA Border
- - - Boundary International
- TMA
- Lowest available level (LAL) Area

**Scale:** 1:1 500 000

**Coordinates:** 40° E, 41° E, 42° E, 43° E, 44° E, 45° E, 46° E; 41° N, 42° N, 43° N, 44° N

FRASC Lowest Available Level (LAL) Sectors' Coordinates

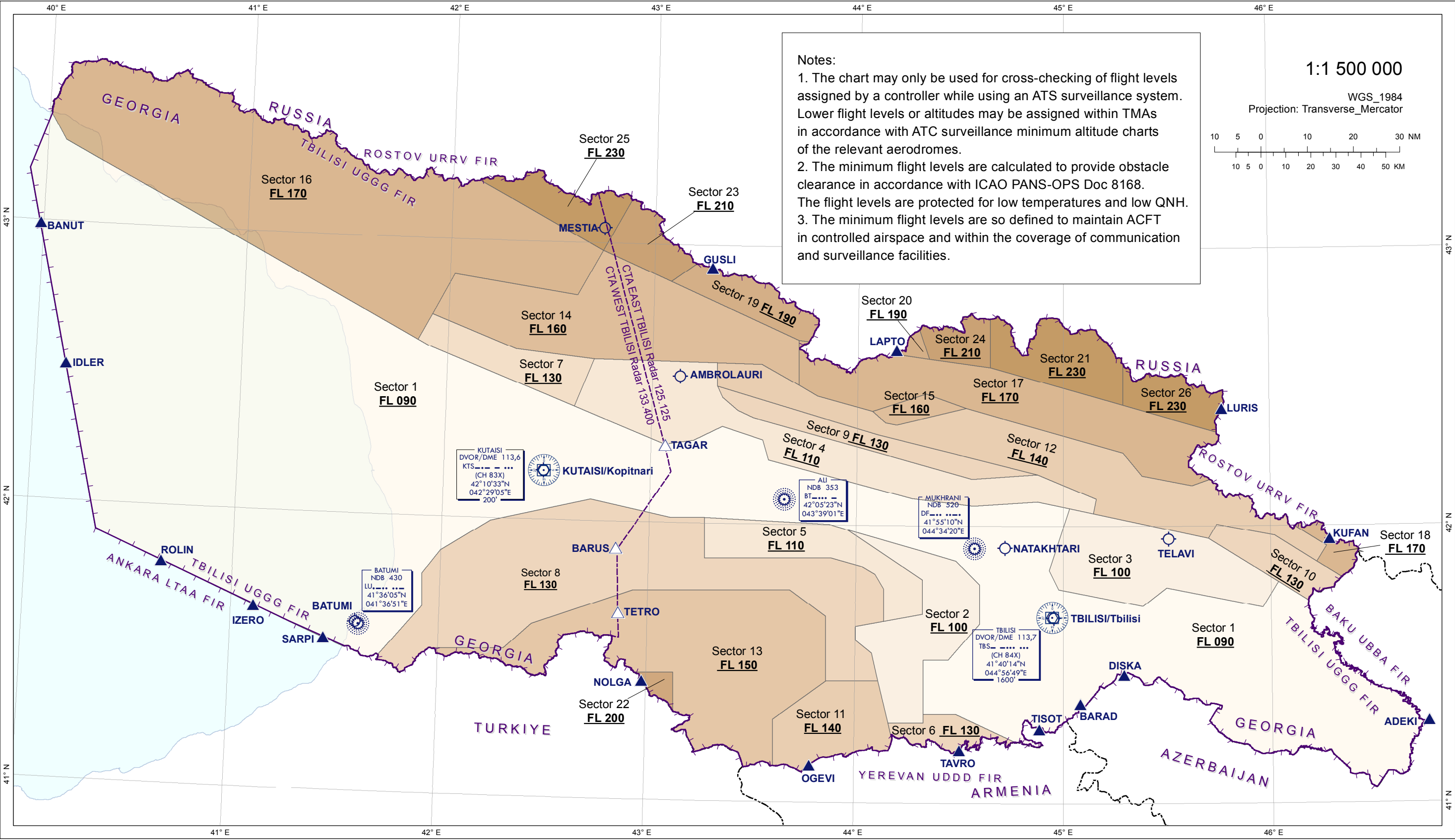
| Sector        | Lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LAL Sector 1  | 413100N 0413300E - 413600N 0411700E - 415400N 0402000E - 431100N 0395500E - 432236N 0400048E - 431723N 0400517E - 423757N 0415113E - 423646N 0415418E - 422435N 0423724E - 421653N 0430357E - 421747N 0431222E - 422058N 0432040E - 421809N 0433231E - 421352N 0433413E - 420553N 0441607E - 420420N 0443356E - 420517N 0445232E - 420349N 0450147E - 415027N 0445556E - 414618N 0445842E - 414242N 0452300E - 414642N 0452950E - 414226N 0455734E - 414754N 0460208E - 414346N 0461053E - then along the state border with Azerbaijan to - 4118N 04501E -then along the state border with Armenia to - 411320N 0444622E - 411918N 0442911E - 411915N 0441950E - 413057N 0441943E - 413059N 0442651E - 413853N 0443554E - 414721N 0443551E - 415226N 0442856E - 415430N 0441913E - 415903N 0435727E - 420008N 0435210E - 420110N 0431601E - 420101N 0430617E - 420436N 0424253E - 415925N 0421406E - 415236N 0415949E - 414731N 0415445E - 414034N 0415505E - 412933N 0414259E -then along the state border with Turkiye - 413100N 0413300E |
| LAL Sector 2  | 415903N 0435727E - 415430N 0441913E - 415226N 0442856E - 414721N 0443551E - 413853N 0443554E - 413059N 0442651E - 413057N 0441943E - 411915N 0441950E - 411721N 0441951E - 411717N 0440943E - 412627N 0440643E - 413227N 0440444E - 413510N 0440008E - 413809N 0440005E - 413920N 0440816E - 414056N 0441922E - 414820N 0441917E - 415903N 0435727E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| LAL Sector 3  | 420349N 0450147E - 420244N 0450841E - 415720N 0454158E - 414754N 0460208E - 414226N 0455734E - 414642N 0452950E - 414242N 0452300E - 414618N 0445842E - 415027N 0445556E - 420349N 0450147E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| LAL Sector 4  | 423458N 0424250E - 423441N 0431857E - 422935N 0431905E - 422711N 0432036E - 422429N 0432506E - 422257N 0432944E - 421008N 0443329E - 421111N 0445232E - 420553N 0450936E - 420244N 0450841E - 420349N 0450147E - 420517N 0445232E - 420420N 0443356E - 420553N 0441607E - 421352N 0433413E - 421809N 0433231E - 422058N 0432040E - 421747N 0431222E - 421653N 0430357E - 422435N 0423724E - 423458N 0424250E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| LAL Sector 5  | 420110N 0431601E - 420008N 0435210E - 415903N 0435727E - 414820N 0441917E - 414056N 0441922E - 413920N 0440816E - 414617N 0440811E - 414927N 0440532E - 415104N 0440145E - 415250N 0435255E - 415223N 0431615E - 420110N 0431601E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| LAL Sector 6  | 411344N 0441053E - 411717N 0440943E - 411721N 0441951E - 411915N 0441950E - 411918N 0442911E - 411320N 0444622E - then along the state border with Armenia to - 411344N 0441053E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| LAL Sector 7  | 424334N 0415510E - 423637N 0421958E - 423458N 0424250E - 422435N 0423724E - 423646N 0415418E - 423757N 0415113E - 424334N 0415510E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| LAL Sector 8  | 412933N 0414259E - 414034N 0415505E - 414731N 0415445E - 415236N 0415949E - 415925N 0421406E - 420436N 0424253E - 420101N 0430617E - 420110N 0431601E - 415223N 0431615E - 415250N 0435255E - 415104N 0440145E - 414927N 0440532E - 414617N 0440811E - 413920N 0440816E - 413809N 0440005E - 413510N 0440008E - 413227N 0440444E - 412627N 0440643E - 412619N 0435141E - 414016N 0435126E - 414552N 0434101E - 414511N 0425535E - 413727N 0422643E - 413151N 0421851E - 413122N 0415858E - then along the state border with Turkiye - 412933N 0414259E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| LAL Sector 9  | 422935N 0431905E - 421939N 0440608E - 421111N 0445232E - 421008N 0443329E - 422257N 0432944E - 422429N 0432506E - 422711N 0432036E - 422935N 0431905E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| LAL Sector 10 | 414346N 0461053E - 414754N 0460208E - 415720N 0454158E - 420018N 0454426E - 415755N 0460110E - 415213N 0461316E - 414847N 0462030E - then along the state border with Azerbaijan to - 414346N 0461053E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| LAL Sector 11 | 410752N 0433651E - 411752N 0433639E - 412619N 0435141E - 412627N 0440643E - 411717N 0440943E - 411344N 0441053E - then along the state border with Armenia - 410752N 0433651E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Sector        | Lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LAL Sector 12 | 415952N 0460704E - 415536N 0461608E - 415213N 0461316E - 415755N 0460110E - 420018N 0454426E - 415720N 0454158E - 420244N 0450841E - 420553N 0450936E - 421111N 0445232E - 421939N 0440608E - 422935N 0431905E - 423441N 0431857E - 423432N 0433156E - 423004N 0434253E - 422751N 0434818E - 422443N 0440421E - 422214N 0440813E - 422149N 0441126E - 422526N 0443143E - 421550N 0451719E - 421054N 0452252E - 420843N 0453720E - 421005N 0454230E - then along the state border with Russia - 415952N 0460704E |
| LAL Sector 13 | 413122N 0415858E - 413151N 0421851E - 413727N 0422643E - 414511N 0425535E - 414552N 0434101E - 414016N 0435126E - 412619N 0435141E - 411752N 0433639E - 410752N 0433651E - then along the state border with Armenia to - 4107N 04328E - then along the state border with Turkiye to - 411915N 0430803E - 412738N 0430749E - 412727N 0425641E - then along the state border with Turkiye to - 413122N 0415858E                                                                                                   |
| LAL Sector 14 | 425821N 0424441E - 425201N 0430454E - 423953N 0434241E - 423004N 0434253E - 423432N 0433156E - 423441N 0431857E - 423458N 0424250E - 423637N 0421958E - 424334N 0415510E - 425220N 0420123E - 424835N 0423733E - 425821N 0424441E                                                                                                                                                                                                                                                                               |
| LAL Sector 15 | 422443N 0440421E - 422829N 0442001E - 422526N 0443143E - 422149N 0441126E - 422214N 0440813E - 422443N 0440421E                                                                                                                                                                                                                                                                                                                                                                                                 |
| LAL Sector 16 | 431243N 0420754E - 425821N 0424441E - 424835N 0423733E - 425220N 0420123E - 424334N 0415510E - 423757N 0415113E - 431723N 0400517E - 432236N 0400048E - 432300N 0400100E - then along the state border with Russia to - 431243N 0420754E                                                                                                                                                                                                                                                                        |
| LAL Sector 17 | 423705N 0441046E - 423602N 0442052E - 423418N 0443843E - 422610N 0451722E - 422017N 0454433E - then along the state border with Russia to - 421005N 0454230E - 420843N 0453720E - 421054N 0452252E - 421550N 0451719E - 422526N 0443143E - 422829N 0442001E - 422443N 0440421E - 422751N 0434818E - 423004N 0434253E - 423953N 0434241E - 423935N 0434543E - then along the state border with Russia to - 423705N 0441046E                                                                                      |
| LAL Sector 18 | 414847N 0462030E - 415213N 0461316E - 415536N 0461608E - 415952N 0460704E - then along the state border with Russia to - 4155N 04625E - then along the state border with Azerbaijan - 414847N 0462030E                                                                                                                                                                                                                                                                                                          |
| LAL Sector 19 | 423935N 0434543E - 423953N 0434241E - 425201N 0430454E - 425554N 0431214E - then along the state border with Russia to - 423935N 0434543E                                                                                                                                                                                                                                                                                                                                                                       |
| LAL Sector 20 | 424223N 0441758E - 423602N 0442052E - 423705N 0441046E - then along the state border with Russia to - 424223N 0441758E                                                                                                                                                                                                                                                                                                                                                                                          |
| LAL Sector 21 | 423505N 0451725E - 422610N 0451722E - 423418N 0443843E - 424446N 0443840E - then along the state border with Russia to - 423505N 0451725E                                                                                                                                                                                                                                                                                                                                                                       |
| LAL Sector 22 | 412727N 0425641E - 412738N 0430749E - 411915N 0430803E - then along the state border with Turkiye to - 412727N 0425641E                                                                                                                                                                                                                                                                                                                                                                                         |
| LAL Sector 23 | 430923N 0425248E - 425821N 0424441E - 425201N 0430454E - 425554N 0431214E - then along the state border with Russia to - 430923N 0425248E                                                                                                                                                                                                                                                                                                                                                                       |
| LAL Sector 24 | 424446N 0443840E - 423418N 0443843E - 423602N 0442052E - 424223N 0441758E - then along the state border with Russia to - 424446N 0443840E                                                                                                                                                                                                                                                                                                                                                                       |
| LAL Sector 25 | 430923N 0425248E - 425821N 0424441E - 431243N 0420754E - then along the state border with Russia to - 430923N 0425248E                                                                                                                                                                                                                                                                                                                                                                                          |
| LAL Sector 26 | 422017N 0454433E - 422610N 0451722E - 423505N 0451725E - then along the state border with Russia to - 422017N 0454433E                                                                                                                                                                                                                                                                                                                                                                                          |



ENROUTE ATC SURVEILLANCE MINIMUM ALTITUDE CHART - INDEX CHART

G E O R G I A



LEGEND

COMMUNICATION FACILITIES

|           |     |         |     |                          |                                                                                                                                                           |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                          |                                                                                                                               |                                                                                                                                                    |                                                                                                                                                                    |
|-----------|-----|---------|-----|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aerodrome | NDB | VOR/DME | FIR | Boundary (International) | <b>T B I L I S I ACC</b><br>Tbilisi Radar<br>CTA EAST<br>Primary - 125.125<br>Secondary - 135.125<br>CTA WEST<br>Primary - 133.400<br>Secondary - 135.625 | <b>EAST UPPER Sector</b><br>FL660<br>FL345/FL355/FL365/FL375<br>Primary - 133.500<br>Secondary - 135.350<br><b>EAST LOWER Sector</b><br>FL345/FL355/FL365/FL375<br>FL85 or 2000FT AGL<br>whichever is higher<br>Primary - 125.125<br>Secondary - 135.125 | <b>WEST UPPER Sector</b><br>FL660<br>FL345/FL355/FL365/FL375<br>Primary - 134.450<br>Secondary - 135.750<br><b>WEST LOWER Sector</b><br>FL345/FL355/FL365/FL375<br>FL85 or 2000FT AGL<br>whichever is higher<br>Primary - 133.400<br>Secondary - 135.625 | <b>T B I L I S I</b><br>APP - 134.600<br>TWR Primary - 128.000<br>TWR Secondary - 119.000<br>INFO - 124.150<br>ATIS - 132.800 | <b>K U T A I S I</b><br>APP - 127.100<br>TWR - 125.500<br>ATIS - 119.950<br><b>B A T U M I</b><br>APP - 124.425<br>TWR - 118.600<br>ATIS - 129.500 | <b>M E S T I A</b><br>INFO - 121.100<br><b>A M B R O L A U R I</b><br>INFO - 119.850<br><b>N A T A K H T A R I</b><br>131.750<br><b>T E L A V I</b><br>TWR-120.000 |
|-----------|-----|---------|-----|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

ENROUTE ATCSMAC Sectors' Coordinates

| Sector    | Lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sector 1  | 413100N 0413300E - 413600N 0411700E - 415400N 0402000E - 431100N 0395500E - 432236N 0400048E - 431723N 0400517E - 423757N 0415113E - 423646N 0415418E - 422435N 0423724E - 421653N 0430357E - 421747N 0431222E - 422058N 0432040E - 421809N 0433231E - 421352N 0433413E - 420553N 0441607E - 420420N 0443356E - 420517N 0445232E - 420349N 0450147E - 415027N 0445556E - 414618N 0445842E - 414242N 0452300E - 414642N 0452950E - 414226N 0455734E - 414754N 0460208E - 414346N 0461053E - then along the state border with Azerbaijan to - 4118N 04501E -then along the state border with Armenia to - 411320N 0444622E - 411918N 0442911E - 411915N 0441950E - 413057N 0441943E - 413059N 0442651E - 413853N 0443554E - 414721N 0443551E - 415226N 0442856E - 415430N 0441913E - 415903N 0435727E - 420008N 0435210E - 420110N 0431601E - 420101N 0430617E - 420436N 0424253E - 415925N 0421406E - 415236N 0415949E - 414731N 0415445E - 414034N 0415505E - 412933N 0414259E -then along the state border with Turkiye - 413100N 0413300E |
| Sector 2  | 415903N 0435727E - 415430N 0441913E - 415226N 0442856E - 414721N 0443551E - 413853N 0443554E - 413059N 0442651E - 413057N 0441943E - 411915N 0441950E - 411721N 0441951E - 411717N 0440943E - 412627N 0440643E - 413227N 0440444E - 413510N 0440008E - 413809N 0440005E - 413920N 0440816E - 414056N 0441922E - 414820N 0441917E - 415903N 0435727E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Sector 3  | 420349N 0450147E - 420244N 0450841E - 415720N 0454158E - 414754N 0460208E - 414226N 0455734E - 414642N 0452950E - 414242N 0452300E - 414618N 0445842E - 415027N 0445556E - 420349N 0450147E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Sector 4  | 423458N 0424250E - 423441N 0431857E - 422935N 0431905E - 422711N 0432036E - 422429N 0432506E - 422257N 0432944E - 421008N 0443329E - 421111N 0445232E - 420553N 0450936E - 420244N 0450841E - 420349N 0450147E - 420517N 0445232E - 420420N 0443356E - 420553N 0441607E - 421352N 0433413E - 421809N 0433231E - 422058N 0432040E - 421747N 0431222E - 421653N 0430357E - 422435N 0423724E - 423458N 0424250E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Sector 5  | 420110N 0431601E - 420008N 0435210E - 415903N 0435727E - 414820N 0441917E - 414056N 0441922E - 413920N 0440816E - 414617N 0440811E - 414927N 0440532E - 415104N 0440145E - 415250N 0435255E - 415223N 0431615E - 420110N 0431601E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Sector 6  | 411344N 0441053E - 411717N 0440943E - 411721N 0441951E - 411915N 0441950E - 411918N 0442911E - 411320N 0444622E - then along the state border with Armenia to - 411344N 0441053E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| UGTB AD 2.21                     | Noise abatement procedures                                | AD 2.UGTB-13 |
| UGTB AD 2.22                     | Flight procedures                                         | AD 2.UGTB-13 |
| UGTB AD 2.23                     | Additional information                                    | AD 2.UGTB-15 |
| UGTB AD 2.24                     | Charts related to an aerodrome                            | AD 2.UGTB-16 |
| UGTB AD 2.25                     | Visual segment surface (VSS) penetration                  | AD 2.UGTB-17 |

**UGKO****UGKO AD 2.1 Aerodrome location indicator and name**

UGKO - KUTAISI/KOPITNARI

**UGKO AD 2.2 Aerodrome geographical and administrative data**

|   |                                     |                                                                                          |
|---|-------------------------------------|------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD      | 421037N 0422858E<br>Location: 1550 M NE from THR 07                                      |
| 2 | Direction and distance from (city)  | 21 KM SW from Kutaisi centre                                                             |
| 3 | Elevation / Reference temperature   | 168 FT / 30°C                                                                            |
| 4 | Geoid undulation at AD ELEV PSN     | 63 FT                                                                                    |
| 5 | MAG VAR / Annual change             | 7°E (2026) / NIL                                                                         |
| 6 | Aerodrome operator                  | UNITED AIRPORTS OF GEORGIA LTD                                                           |
|   | Address                             | UNITED AIRPORTS OF GEORGIA<br>Airport, Isani-Samgori District<br>0158 TBILISI<br>GEORGIA |
|   | Telephone                           | +995322487300, +995599038930                                                             |
|   | Telefax                             | NIL                                                                                      |
|   | AFS                                 | AFTN: UGKOGNXX<br>AFTN: UGKOAPXX                                                         |
|   | E-mail                              | operationccckutaisi@airports.ge, info@airports.ge, infodesk@airports.ge                  |
|   | Website                             | www.airports.ge                                                                          |
| 7 | Type of traffic permitted (IFR/VFR) | IFR/VFR                                                                                  |
| 8 | Remarks                             | Phone: +995599038930 operation H24                                                       |

**UGKO AD 2.3 Operational hours**

|    |                            |                   |
|----|----------------------------|-------------------|
| 1  | AD Operator                | MON-FRI 0530-1400 |
| 2  | Customs and immigration    | H24               |
| 3  | Health and sanitation      | H24               |
| 4  | AIS Briefing Office        | H24               |
| 5  | ATS Reporting Office (ARO) | H24               |
| 6  | MET Briefing Office        | H24               |
| 7  | ATS                        | H24               |
| 8  | Fuelling                   | H24               |
| 9  | Handling                   | H24               |
| 10 | Security                   | H24               |
| 11 | De-icing                   | H24               |
| 12 | Remarks                    | NIL               |

## UGKO AD 2.4 Handling services and facilities

|   |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo-handling facilities               | NIL                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2 | Fuel/oil types                          | Fuel: Jet A-1, TC-1/TS-1 (GOST 10227)<br>Oil: NIL                                                                                                                                                                                                                                                                                                                                                                       |
| 3 | Fuelling facilities / capacity          | LLC Georgian Petroleum<br>4 refuelling trucks:<br>1. Ford 11350 litres (3000 gallons),<br>Flow Rate 1135 litres/minute;<br>2. Mercedes 26000 litres (5719 gallons), Flow Rate 1100 litres/minute;<br>3. Freightliner 21000 litres (4619 gallons), Flow Rate 1000 litres/minute;<br>4. MACK 21000 litres (4619 gallons), Flow Rate 900 litres/minute<br>Tel: (+995599)514704, (+995577)103275<br>Email: kutaisi@airgp.ge |
| 4 | De-icing facilities                     | Available - GS 800, Volvo LDM THY Aircraft Deicer, Timsan MDI12000                                                                                                                                                                                                                                                                                                                                                      |
| 5 | Hangar space for visiting aircraft      | NIL                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6 | Repair facilities for visiting aircraft | NIL                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7 | Remarks                                 | NIL                                                                                                                                                                                                                                                                                                                                                                                                                     |

## UGKO AD 2.5 Passenger facilities

|   |                      |                                                |
|---|----------------------|------------------------------------------------|
| 1 | Hotels               | Available in the city                          |
| 2 | Restaurants          | Available in the city                          |
| 3 | Transportation       | Taxis and Shuttle Buses from the AD            |
| 4 | Medical Facilities   | First medical aid at AD, hospitals in the city |
| 5 | Bank and Post Office | Bank: Available<br>Post Office: NIL            |
| 6 | Tourist Office       | Available                                      |
| 7 | Remarks              | NIL                                            |

## UGKO AD 2.6 Rescue and fire fighting services

|   |                                             |                                                                                           |
|---|---------------------------------------------|-------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | CAT 7                                                                                     |
| 2 | Rescue equipment                            | 2 Fire trucks                                                                             |
| 3 | Capability for removal of disabled aircraft | Available for Airbus A321                                                                 |
| 4 | Remarks                                     | Responsible person's details:<br>Mob: +995595078017<br>Email: t.shalamberidze@airports.ge |

## UGKO AD 2.7 Seasonal availability - clearing

|   |                             |                                                                                                                          |
|---|-----------------------------|--------------------------------------------------------------------------------------------------------------------------|
| 1 | Types of clearing equipment | 1 Snow Blower;<br>3 Snow Ploughs;<br>2 Scrapers;<br>1 Sand Spreader                                                      |
| 2 | Clearance priorities        | 1. RWY 07/25 and associated TWY to apron<br>2. Apron and De-icing Apron<br>3. Access roads to the airport rescue service |
| 3 | Remarks                     | The snow plan and friction measuring details see in section AD 1.2.2                                                     |

## UGKO AD 2.8 Aprons, taxiways and check locations/positions data

|   |                                                   |                                                                                                                                                                                                                              |
|---|---------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron designation, surface and strength of aprons | APRON Aircraft stands 1, 2, 3, 4, 5, 6, 7, 8, 8A, 8B, 9, 9A, 9B: Concrete, PCR 680/R/C/W/T<br>APRON Aircraft stands 10, 11, 11A, 11B, 12, 12A, 12B: Concrete, PCR 1180/R/C/W/T<br>DE-ICING APRON: Concrete, PCR 1180/R/C/W/T |
| 2 | Taxiway designation, width, surface and strength  | TWY A: 23 M, Concrete and asphalt, PCR 570/F/C/X/U<br>TWY B: 18 M, Concrete and asphalt, PCR 570/F/C/X/U<br>TWY D: 23 M, Concrete and asphalt, PCR 790/F/C/X/T                                                               |
| 3 | Altimeter checkpoint location and elevation       | Apron Elevation 133.5 FT                                                                                                                                                                                                     |
| 4 | VOR checkpoints                                   | NIL                                                                                                                                                                                                                          |
| 5 | INS checkpoints                                   | INS: see Aerodrome chart UGKO-ADC                                                                                                                                                                                            |
| 6 | Remarks                                           | TWY A is closed.<br>TWY B is closed                                                                                                                                                                                          |

## UGKO 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 | Sign boards at all intersections with TWY and RWY and at all holding positions.<br>Guide lines at aprons                                                                                                                                         |
| 2 | RWY and TWY markings and LGT                                                                                  | RWY Marking: Designation, THR, TDZ, centre line, edge line, RWY end<br>RWY Lighting: THR, TDZ (both sides), centre line, edge line, RWY end<br>TWY Marking: Holding points, centre line, edge line<br>TWY Lighting: Centre line and edge - TWY D |
| 3 | Stop bars and RWY guard lights                                                                                | RWY guard lights - TWY D                                                                                                                                                                                                                         |
| 4 | Other RWY protection measures                                                                                 | NIL                                                                                                                                                                                                                                              |
| 5 | Remarks                                                                                                       | NIL                                                                                                                                                                                                                                              |

## UGKO 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                |
| UGKO2A001  | Antenna | 421016.0N<br>0422809.2E | 179/- FT | LGTD / RED                  | 07 GP            |
| UGKO2A002  | Antenna | 421015.7N<br>0422806.2E | 130/- FT | LGTD / RED                  | NFM 07 GP        |
| UGKO2A003  | Pole    | 421023.6N<br>0422806.3E | 149/- FT | LGTD / RED                  | 07 Windsock      |
| UGKO2A006  | Navaid  | 421032.5N<br>0422905.3E | 175/- FT | LGTD / RED                  | DVOR/DME         |
| UGKO2A007  | Antenna | 421033.0N<br>0422908.7E | 174/- FT | LGTD / RED                  | DVOR/DME Control |
| UGKO2A008  | Antenna | 421031.7N<br>0423014.5E | 182/- FT | LGTD / RED                  | NFM 25 GP        |
| UGKO2A009  | Antenna | 421031.2N<br>0423010.5E | 210/- FT | LGTD / RED                  | 25 GP            |
| UGKO2A010  | Pole    | 421039.1N<br>0423010.9E | 182/- FT | LGTD / RED                  | 25 Windsock      |
| UGKO2A012  | Pole    | 421016.0N<br>0422809.3E | 149/- FT | LGTD / RED                  | DME 07           |
| UGKO2A013  | Pole    | 421031.2N<br>0423010.3E | 180/- FT | LGTD / RED                  | DME 25           |

### 2 Obstacles in Area 2b

| Designator | Type    | Coordinates             | ELEV/HGT | Markings / LGT type, colour | Remarks    |
|------------|---------|-------------------------|----------|-----------------------------|------------|
| 1          | 2       | 3                       | 4        | 5                           | 6          |
| UGKO2B001  | Antenna | 421038.5N<br>0423037.2E | 178/- FT | LGTD / RED                  | LOC 07     |
| UGKO2B002  | Antenna | 421016.7N<br>0422742.7E | 134/- FT | LGTD / RED                  | LOC 25     |
| UGKO2B003  | Antenna | 421038.0N<br>0423033.3E | 174/- FT | NIL                         | NFM LOC 07 |
| UGKO2B004  | Antenna | 421017.2N<br>0422746.5E | 131/- FT | NIL                         | NFM LOC 25 |

| Designator | Type | Coordinates             | ELEV/HGT | Markings / LGT type, colour | Remarks              |
|------------|------|-------------------------|----------|-----------------------------|----------------------|
| 1          | 2    | 3                       | 4        | 5                           | 6                    |
| UGKO2B005  | Pole | 421014.3N<br>0422743.1E | 134/- FT | NIL                         | LOC 25 TP            |
| UGKO2B006  | Pole | 421036.1N<br>0423037.8E | 180/- FT | NIL                         | LOC 07 TP            |
| UGKO2B007  | Pole | 421011.8N<br>0422709.3E | 154/- FT | NIL                         | Highway Light Mast 1 |
| UGKO2B008  | Pole | 421011.1N<br>0422710.6E | 154/- FT | NIL                         | Highway Light Mast 2 |
| UGKO2B009  | Pole | 421010.5N<br>0422711.9E | 155/- FT | NIL                         | Highway Light Mast 3 |
| UGKO2B010  | Tree | 421042.3N<br>0423047.8E | 207/- FT | NIL                         | Tree 1               |
| UGKO2B011  | Tree | 421039.3N<br>0423105.7E | 215/- FT | NIL                         | Tree 2               |

### 3 Obstacles in Area 2c

| Designator | Type          | Coordinates             | ELEV/HGT | Markings / LGT type, colour | Remarks            |
|------------|---------------|-------------------------|----------|-----------------------------|--------------------|
| 1          | 2             | 3                       | 4        | 5                           | 6                  |
| UGKO2C001  | Building      | 421040.6N<br>0422815.7E | 172/- FT | NIL                         | Meteo Building     |
| UGKO2C002  | Antenna       | 421040.8N<br>0422816.8E | 193/- FT | NIL                         | Meteo 1            |
| UGKO2C003  | Antenna       | 421041.6N<br>0422815.9E | 193/- FT | NIL                         | Meteo 2            |
| UGKO2C004  | Antenna       | 421040.6N<br>0422815.2E | 197/- FT | NIL                         | Meteo 3            |
| UGKO2C005  | Antenna       | 421046.6N<br>0422819.5E | 181/- FT | NIL                         | Fire Fighting Depo |
| UGKO2C012  | Building      | 421053.6N<br>0422752.1E | 196/- FT | NIL                         | Terminal           |
| UGKO2C013  | Control tower | 421056.3N<br>0422803.3E | 333/- FT | LGTD / RED                  | ATC Building       |
| UGKO2C015  | Pole          | 421051.7N<br>0422736.3E | 225/- FT | NIL                         | Light Mast         |
| UGKO2C016  | Pole          | 421052.1N<br>0422752.2E | 247/- FT | NIL                         | Light Mast 1       |
| UGKO2C017  | Pole          | 421052.5N<br>0422753.8E | 248/- FT | NIL                         | Light Mast 2       |
| UGKO2C018  | Pole          | 421053.1N<br>0422756.1E | 248/- FT | NIL                         | Light Mast 3       |
| UGKO2C019  | Pole          | 421053.6N<br>0422757.8E | 248/- FT | NIL                         | Light Mast 4       |
| UGKO2C020  | Pole          | 421054.1N<br>0422800.0E | 248/- FT | NIL                         | Light Mast 5       |
| UGKO2C021  | Pole          | 421049.9N<br>0422758.8E | 246/- FT | NIL                         | Light Mast 6       |
| UGKO2C022  | Pole          | 421046.3N<br>0422800.4E | 245/- FT | NIL                         | Light Mast 7       |
| UGKO2C023  | Pole          | 421047.5N<br>0422805.5E | 248/- FT | NIL                         | Light Mast 8       |
| UGKO2C024  | Pole          | 421054.6N<br>0422801.7E | 249/- FT | NIL                         | Light Mast 9       |
| UGKO2C025  | Pole          | 421055.1N<br>0422803.6E | 249/- FT | NIL                         | Light Mast 10      |

| Designator | Type     | Coordinates             | ELEV/HGT | Markings / LGT type, colour | Remarks       |
|------------|----------|-------------------------|----------|-----------------------------|---------------|
| 1          | 2        | 3                       | 4        | 5                           | 6             |
| UGKO2C026  | Pole     | 421055.5N<br>0422805.3E | 249/- FT | NIL                         | Light Mast 11 |
| UGKO2C027  | Pole     | 421051.1N<br>0422803.9E | 249/- FT | NIL                         | Light Mast 12 |
| UGKO2C028  | Pole     | 421051.5N<br>0422749.5E | 246/- FT | NIL                         | Light Mast 13 |
| UGKO2C029  | Pole     | 421050.4N<br>0422745.4E | 245/- FT | NIL                         | Light Mast 14 |
| UGKO2C030  | Pole     | 421049.6N<br>0422742.2E | 245/- FT | NIL                         | Light Mast 15 |
| UGKO2C031  | Pole     | 421042.3N<br>0422745.2E | 241/- FT | NIL                         | Light Mast 16 |
| UGKO2C032  | Pole     | 421044.0N<br>0422752.0E | 243/- FT | NIL                         | Light Mast 17 |
| UGKO2C033  | Pole     | 421044.8N<br>0422754.8E | 244/- FT | NIL                         | Light Mast 18 |
| UGKO2C034  | Building | 421018.2N<br>0422846.9E | 164/- FT | NIL                         | Hangar 1      |
| UGKO2C035  | Building | 421018.7N<br>0422850.4E | 168/- FT | NIL                         | Hangar 2      |

4 Obstacles in Area 3

| Designator | Type            | Coordinates             | ELEV/HGT   | Markings / LGT type, colour | Remarks |
|------------|-----------------|-------------------------|------------|-----------------------------|---------|
| 1          | 2               | 3                       | 4          | 5                           | 6       |
| UGKO3001   | General utility | 421021.1N<br>0422808.5E | 131.1/- FT | NIL                         | PAPI 07 |
| UGKO3007   | General utility | 421033.8N<br>0423009.6E | 162.7/- FT | NIL                         | PAPI 25 |



## UGKO AD 2.11 Meteorological information provided

|    |                                                                     |                                                                       |
|----|---------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1  | Associated MET Office                                               | KUTAISI                                                               |
| 2  | Hours of service                                                    | H24                                                                   |
|    | MET Office outside hours                                            | -                                                                     |
| 3  | Office responsible for TAF preparation                              | KUTAISI                                                               |
|    | Periods of validity                                                 | 24 HR                                                                 |
| 4  | Trend forecast                                                      | TREND                                                                 |
|    | Interval of issuance                                                | 0.5 HR                                                                |
| 5  | Briefing/consultation provided                                      | Personal consultation and telephone consultation                      |
| 6  | Flight documentation                                                | Charts, tabular form, abbreviated plain language text                 |
|    | Language(s) used                                                    | English                                                               |
| 7  | Charts and other information available for briefing or consultation | S, U85, U70, U50, U30, U20, P85, P70, P50, P40, P30, P20, SWH, SWM, T |
| 8  | Supplementary equipment available for providing information         | NIL                                                                   |
| 9  | ATS units provided with information                                 | Kutaisi TWR, APP; Tbilisi ACC                                         |
| 10 | Additional information (limitation of service, etc.)                | NIL                                                                   |

## UGKO AD 2.12 Runway physical characteristics

| RWY Designations | TRUE BRG | Dimensions of RWY (M) | Strength (PCR) and surface of RWY and SWY | THR coordinates, RWY end coordinates, THR geoid undulation                        | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------|----------|-----------------------|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 1                | 2        | 3                     | 4                                         | 5                                                                                 | 6                                                               |
| 07               | 080.45°  | 3480 x 45             | 790/F/C/X/T<br>Concrete and asphalt       | THR: 421018.22N<br>0422755.16E<br>END: 421036.91N<br>0423024.67E<br>GUND: 63.9 FT | THR: 128.9 FT<br>TDZ: 133.0 FT                                  |
| 25               | 260.48°  |                       |                                           | THR: 421036.91N<br>0423024.67E<br>END: 421018.22N<br>0422755.16E<br>GUND: 63.4 FT | THR: 167.7 FT<br>TDZ: 164.5 FT                                  |

| RWY Designations | Slope of RWY - SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) |
|------------------|--------------------|--------------------|--------------------|----------------------|---------------------|
| 1                | 7                  | 8                  | 9                  | 10                   | 11                  |
| 07               | 0.34%              | 60 x 45            | NIL                | 3740 x 280           | 240 x 150           |
| 25               | -0.34%             | 80 x 45            | NIL                |                      | 240 x 150           |

| RWY Designations | Location and Description of Arresting System | OFZ | Remarks |
|------------------|----------------------------------------------|-----|---------|
| 1                | 12                                           | 13  | 14      |
| 07               | NIL                                          | Yes | NIL     |
| 25               | NIL                                          | Yes | NIL     |

## UGKO AD 2.13 Declared distances

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 07             | 3480     | 3480     | 3540     | 3480    | NIL     |
| 25             | 3480     | 3480     | 3560     | 3480    | NIL     |

## UGKO AD 2.14 Approach and runway lighting

| RWY Designator | APCH LGT type, LEN, INTST | THR LGT, colour, WBAR | VASIS (MEHT) PAPI            | TDZ LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST                  |
|----------------|---------------------------|-----------------------|------------------------------|-------------|---------------------------------------------------------------------|
| 1              | 2                         | 3                     | 4                            | 5           | 6                                                                   |
| 07             | PALSF-II<br>900 M<br>LIH  | GREEN                 | PAPI<br>Left/3.0°<br>(52 FT) | 900 M       | 3480 M 15 M White<br>FM 2580 M - 3180 M W/R<br>FM 3180 M Red<br>LIH |
| 25             | PALSF-II<br>900 M<br>LIH  | GREEN                 | PAPI<br>Left/3.0°<br>(52 FT) | 900 M       | 3480 M 15 M White<br>FM 2580 M - 3180 M W/R<br>FM 3180 M Red<br>LIH |

| RWY Designator | RWY edge LGT LEN, spacing, colour, INTST     | RWY End LGT colour, WBAR | SWY LGT LEN, colour | Remarks                            |
|----------------|----------------------------------------------|--------------------------|---------------------|------------------------------------|
| 1              | 7                                            | 8                        | 9                   | 10                                 |
| 07             | 3480 M 60 M White<br>FM 2880 M Yellow<br>LIH | RED                      | NIL                 | Flashing LGT<br>600 M<br>available |
| 25             | 3480 M 60 M White<br>FM 2880 M Yellow<br>LIH | RED                      | NIL                 | Flashing LGT<br>600 M<br>available |

## UGKO AD 2.15 Other lighting and secondary power supply

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

## UGKO AD 2.16 Helicopter landing area

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

## UGKO AD 2.17 Air traffic services airspace

|   |                                   |                                                                                                                                                                                                                                              |
|---|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | KUTAISI CTR<br>421449N 0422206E - 421532N 0422751E -<br>421615N 0423335E - 421538N 0424048E -<br>420843N 0424220E - 420623N 0423548E -<br>420457N 0422420E - 420557N 0422005E -<br>420534N 0421710E - 421228N 0421535E -<br>421449N 0422206E |
| 2 | Vertical limits                   | GND to 1500 FT AMSL                                                                                                                                                                                                                          |
| 3 | Airspace classification           | C                                                                                                                                                                                                                                            |
| 4 | ATS unit call sign<br>Language(s) | KUTAISI TOWER<br>EN                                                                                                                                                                                                                          |
| 5 | Transition altitude               | 7000 FT AMSL                                                                                                                                                                                                                                 |
| 6 | Hours of applicability            | H24                                                                                                                                                                                                                                          |
| 7 | Remarks                           | NIL                                                                                                                                                                                                                                          |

## UGKO AD 2.18 Air traffic services communication facilities

| Service designation | Call sign        | Channel(s)  | SATVOICE number(s) | Logon address | Hours of operation | Remarks   |
|---------------------|------------------|-------------|--------------------|---------------|--------------------|-----------|
| 1                   | 2                | 3           | 4                  | 5             | 6                  | 7         |
| APP                 | KUTAISI APPROACH | 127.100 MHz | NIL                | NIL           | H24                | NIL       |
|                     |                  | 121.500 MHz | NIL                | NIL           |                    | Emergency |
| TWR                 | KUTAISI TOWER    | 125.500 MHz | NIL                | NIL           | H24                | NIL       |
| ATIS                | KUTAISI ATIS     | 119.950 MHz | NIL                | NIL           | H24                | NIL       |

## UGKO AD 2.19 Radio navigation and landing aids

| Type of aids,<br>MAG VAR,<br>Type of supported<br>OPS for ILS/MLS/<br>GLS, basic GNSS<br>and SBAS,<br>Classification for<br>ILS,<br>Facility Classifica-<br>tion and approach<br>facility<br>designation(s) for<br>GBAS,<br>VOR/ILS/MLS<br>station declination | ID  | Frequency,<br>Channel<br>number,<br>Service<br>provider | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | ELEV of DME<br>transmitting<br>antenna,<br>GBAS<br>reference point<br>ELEV and<br>ellipsoid HGT,<br>SBAS LTP/FTP<br>ellipsoid HGT | Service<br>volume<br>radius<br>from the<br>GBAS<br>reference<br>point | Remarks                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------------------|-----------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------|
| 1                                                                                                                                                                                                                                                              | 2   | 3                                                       | 4                     | 5                                                     | 6                                                                                                                                 | 7                                                                     | 8                                   |
| DVOR/DME<br>(7°E 2026)                                                                                                                                                                                                                                         | KTS | 113.600 MHZ<br>CH 83X                                   | H24                   | 421032.6N<br>0422905.3E                               | 200 FT                                                                                                                            | NIL                                                                   | Coverage 108<br>NM.                 |
| ILS RWY 07 CAT I<br>(7°E 2026)<br>CLASS I/NIL/NIL                                                                                                                                                                                                              |     |                                                         |                       |                                                       |                                                                                                                                   |                                                                       |                                     |
| LOC 07                                                                                                                                                                                                                                                         | IKS | 110.100 MHZ                                             | H24                   | 421038.5N<br>0423037.2E                               | Not applicable                                                                                                                    | NIL                                                                   | NIL                                 |
| GP 07                                                                                                                                                                                                                                                          | —   | 334.400 MHZ                                             | H24                   | 421016.0N<br>0422809.2E                               | Not applicable                                                                                                                    | NIL                                                                   | NIL                                 |
| DME 07                                                                                                                                                                                                                                                         | IKS | CH 38X                                                  | H24                   | 421016.0N<br>0422809.3E                               | 200 FT                                                                                                                            | NIL                                                                   | Coverage 25 NM.<br>Omnidirectional. |
| ILS RWY 25 CAT I<br>(7°E 2026)<br>CLASS I/NIL/NIL                                                                                                                                                                                                              |     |                                                         |                       |                                                       |                                                                                                                                   |                                                                       |                                     |
| LOC 25                                                                                                                                                                                                                                                         | IKO | 108.700 MHZ                                             | H24                   | 421016.7N<br>0422742.7E                               | Not applicable                                                                                                                    | NIL                                                                   | NIL                                 |
| GP 25                                                                                                                                                                                                                                                          | —   | 330.500 MHZ                                             | H24                   | 421031.2N<br>0423010.5E                               | Not applicable                                                                                                                    | NIL                                                                   | NIL                                 |
| DME 25                                                                                                                                                                                                                                                         | IKO | CH 24X                                                  | H24                   | 421031.2N<br>0423010.3E                               | 200 FT                                                                                                                            | NIL                                                                   | Coverage 25 NM.<br>Omnidirectional. |

## UGKO AD 2.20 Local aerodrome regulations

### 1 Airport regulations

To be developed.

### 2 Taxiing to and from stands

For all type of aircraft is prohibited to use minimum turn radius on RWY, TWY and apron.

On RWY 07/25 only aircraft with code "C" or lower are allowed to make 180 degrees turn without sharp/pivotal turn, to prevent pavement damage.

A stand number of arriving aircraft will be allocated by the TWR. Assistance from the "FOLLOW ME" vehicle should be requested via the TWR.

Assistance from the "FOLLOW ME" vehicle should be available:

- when visibility is less than 400 M;
- by pilot request.

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

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

While taxiing, the pilot-in-command shall be observing the area in front of him and take measures to avoid collisions with aircraft, motor vehicles and other obstacles. The pilot-in-command may not enter runway without clearance from the appropriate tower controller.

Taxiing from the holding position to the line-up and take-off shall be performed only after obtaining clearance from the tower controller.

The pilot-in-command shall take off within one minute after receiving the clearance from the ATC unit. If a take-off has not been carried out within the above mentioned time interval, the pilot-in-command shall request a new clearance.

Isolated aircraft stand with the coordinates 421043.20N 0422800.70E is available near the TWY A.

### 3 Parking area for small aircraft (General aviation)

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

### 4 Parking area for helicopters

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

### 5 Apron – taxiing during winter conditions

Generally, apron, TWY, and RWY are not snow-covered during winter.

### 6 Taxiing – limitations

NIL

### 7 School and training flights – technical test flights – use of runway

Educational and training flights can be made only after clearance from the TWR.

### 8 Helicopter traffic – limitation

Take-off and landing for all types of civil helicopters shall be carried out from/to RWY 07/25 only.

### 9 Removal of disabled aircraft from runway

When an aircraft is wrecked on a runway, it is the duty of the owner or aircraft operator 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 aircraft operator, the aircraft will be removed by the aerodrome authority at the owner's or aircraft operator's expense.

### 10 De-icing procedures

- The apron designated for aircraft de/anti-icing operations is identified as “DE-ICING”. The DE-ICING apron is located adjacent to TWY D, outside the maneuvering area.
- The DE-ICING apron can accommodate one aircraft at a time.
- When a Code F aircraft is positioned on the DE-ICING apron, TWY D shall not be used by Code E or larger aircraft.
- De-icing of aircraft is performed with engines running.
- Propeller aircraft De-icing is performed with engines switched off.
- Initial de-icing requests shall be submitted to “KUTAISI TOWER” FREQ 125.500 MHz as early as possible but at least 20 min prior to off-block.
- Subject to traffic conditions and availability of the DE-ICING apron, ATC will issue instructions for the aircraft to proceed under its own power to the DE-ICING apron.
- Follow-me assistance is not normally provided for entry to or exit from the DE-ICING apron. However, a Follow-me vehicle may be used when considered necessary or when instructed by ATC.
- Upon reaching “DE-ICING” pad “KUTAISI TOWER” will hand over the aircraft to the marshaller.
- The aircraft shall be positioned on the designated stop marking under marshaller guidance.
- The de-icing pad is regarded as an apron. Pilots are reminded to exercise particular caution to avoid danger to vehicles and persons involved in aircraft de-icing.
- The marshaller will request that the parking brake is set to on.
- Where de/anti-icing with engines operating is specifically permitted by the applicable aircraft manufacturer and/or aircraft operator procedures, the engines may remain operating at the prescribed idle configuration during treatment.
- When de/anti-icing is conducted with engines operating, the aircraft shall be configured in accordance with the applicable aircraft/operator procedure, including the required engine/APU bleed-air, pack and anti-ice configuration.

- A detailed de-icing order should normally be communicated directly to the de-icing operator via VHF radio. The aircraft full registration number will be used as a call sign for the aircraft.
- The flight crew shall set the parking brake and confirm that the aircraft is ready for treatment. Communication between the flight crew and the de/anti-icing operator shall be established by interphone or standard hand signals, as applicable.
- For aircraft undergoing de/anti-icing with engines operating, the flight crew shall confirm the engine operating configuration and any applicable aircraft-specific restrictions to the de/anti-icing operator prior to commencement of treatment.
- Any requirement for special treatment, including underwing or engine de-icing or a tactile check, shall be communicated by the flight crew to the marshaller before the commencement of the treatment. The marshaller shall relay the request to the de/anti-icing operator.
- After de-icing is complete and the de-icing team has withdrawn to a safe position, the de-icing operator will report “de-icing completed”, including the anti-icing code and start time, if any, and will hand over the aircraft to “KUTAI SI TOWER”.
- The aircraft engines shall not be started and the aircraft shall not move until the flight crew has received the “all clear” confirmation from the de/anti-icing operator.
- For aircraft treated with engines operating, the aircraft shall not move until the de/anti-icing team has withdrawn to a safe position and the “all clear” confirmation has been received.
- After receiving the “all clear” confirmation and the applicable post-treatment information, the flight crew shall advise ATC that the aircraft is ready for engine start and taxi.
- Engine start and movement from the DE-ICING apron shall be commenced only after receiving and acknowledging the applicable ATC instructions.
- Exit from the DE-ICING apron and all subsequent movements towards the maneuvering area shall be carried out in accordance with ATC instructions.

## UGKO AD 2.21 Noise abatement procedures

Not applicable.

## UGKO AD 2.22 Flight procedures

### 1 Procedures for IFR flights within Kutaisi TMA

#### 1.1 General

ATS surveillance service within Kutaisi TMA is provided by Kutaisi approach unit (call sign “Kutaisi approach”) on frequency 127.1 MHz.

Horizontal separation minimum applicable within Kutaisi TMA is 5 NM.

#### 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 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 ILS approach. Alternatively, direct routing to KTS (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 RNAV 1 (GNSS)”.

*Note: When vectored for ILS approach for RWY 07 expect glide path interception not below 3500 FT and for RWY 25 – not below 4500 FT (see also AD 2.UGKO-ATCSMAC chart).*

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. Loss of RNAV1 (GNSS) capability shall be reported to ATC as soon as possible.

Departing flights not capable of RNAV1 (GNSS) will be cleared to follow appropriate conventional SID available for RWY 07 or will be instructed to “CONTINUE RUNWAY HEADING” (or “CLIMB STRAIGHT AHEAD”) for RWY 25. 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 25, 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. Such instructions are not utilized for RWY 07.

Visual departures are not implemented.

## 1.4 FPL route options for arrivals and departures

### Arrivals to UGKO:

| STAR First Point | Available Routings        | Remarks                                                 |
|------------------|---------------------------|---------------------------------------------------------|
| BASKA *          | ...GUSLI DCT BASKA        | -                                                       |
| EMBUS *          | ...LURIS DCT EMBUS        | FRA (I) points may also be used between LURIS and EMBUS |
|                  | ...KUFAN DCT EMBUS        | FRA (I) points may also be used between KUFAN and EMBUS |
|                  | ...ADEKI DCT EMBUS        | FRA (I) points may also be used between ADEKI and EMBUS |
|                  | ...TISOT DCT BT DCT EMBUS | -                                                       |
|                  | ...OGEVI DCT BT DCT EMBUS | -                                                       |
|                  | ...H7 EMBUS               | Only available for departures from local airports       |
| LEPPA *          | ...ROLIN DCT LEPPA        | -                                                       |
|                  | ...IDLER DCT LEPPA        | -                                                       |
|                  | ...BANUT DCT LEPPA        | -                                                       |
| TUZZA *          | ...SARPI DCT TUZZA        | -                                                       |
|                  | [SID] TUZZA               | SID from UGSB to TUZZA                                  |
| Direct ARR Point | Available Routings        | Remarks                                                 |
| KTS *            | ...H5 KTS                 | Only available for departures from local airports       |
|                  | ...H7 KTS                 |                                                         |

\* 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 UGKO:

| SID Last Point   | Available Routings | Remarks                                                                 |
|------------------|--------------------|-------------------------------------------------------------------------|
| KADZE *          | KADZE DCT BANUT... | -                                                                       |
| KUSSA            | KUSSA DCT IZERO... | -                                                                       |
|                  | KUSSA DCT ROLIN... | Only available from the last Sunday of OCT until the last Sunday of MAR |
|                  | KUSSA DCT SARPI... | Only available for arrivals to LTFO                                     |
|                  | KUSSA H5...        | Only available for arrivals to local airports                           |
|                  | KUSSA [STAR]       | STAR from KUSSA to UGSB                                                 |
| VIZRO *          | VIZRO DCT LAPTO... | FRA (I) points may also be used between VIZRO and LAPTO                 |
|                  | VIZRO DCT LURIS... | FRA (I) points may also be used between VIZRO and LURIS                 |
|                  | VIZRO DCT KUFAN... | FRA (I) points may also be used between VIZRO and KUFAN                 |
|                  | VIZRO DCT DISKA... | -                                                                       |
|                  | VIZRO DCT TAVRO... | -                                                                       |
|                  | VIZRO DCT OGEVI... | -                                                                       |
|                  | VIZRO DCT GIMUR... | -                                                                       |
|                  | VIZRO H5...        | -                                                                       |
| Direct DEP Point | Available Routings | Remarks                                                                 |
| KTS              | KTS...             | Only available for arrivals to UGKO                                     |

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

## 2 Procedures for VFR flights within Kutaisi TMA

Two-way radio communication shall be maintained with Kutaisi Approach on the FRQ 127.100 MHZ.

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

## 3 Procedures for VFR flights within Kutaisi CTR

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

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

VFR flights within Kutaisi CTR shall be conducted at or below 1500 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 Kutaisi CTR via the entry/exit points shown on the Visual Approach Chart AD 2.UGKO-VAC, unless otherwise instructed by APP or TWR unit.

To facilitate separation of VFR and IFR flights within the CTR, TWR controller may instruct a VFR flight to follow the following routes (taking into account the planned entry/exit point of a VFR flight):

For arriving VFR flights:

- UMZEL – NORGO, followed by holding at NORGO if required;
- OQIZO – NORGO, followed by holding at NORGO if required;
- GOLTI – AMPIZ – NIDLI, followed by holding at NIDLI if required;
- KRESA – ZAZNO – NIDLI, followed by holding at NIDLI if required.

For departing VFR flights:

- After departure to ZAZNO then KRESA;
- After departure to AMPIZ then GOLTI.

*Note: No intermediate points will be required when leaving CTR via UMZEL or OQIZO or ZINDE.*

For VFR flights crossing CTR:

- GOLTI – KRESA, or
- KRESA – GOLTI.

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

| Name  | Geographical coordinates | DVOR/DME Fix (KTS) | Visual reference                  |
|-------|--------------------------|--------------------|-----------------------------------|
| UMZEL | 421449N 0422206E         | R302.5/D6.7        | North of Chagani village          |
| OQIZO | 421615N 0423335E         | R023.3/D6.6        | North of Maghlaki village         |
| GOLTI | 420916N 0424213E         | R090.4/D9.8        | West of Vartsikhe reservoir dam   |
| ZINDE | 420541N 0423004E         | R164.4/D4.9        | North-West from Vani town stadium |
| KRESA | 420618N 0421700E         | R237.8/D9.9        | West of Sajavakho village         |
| ZAZNO | 420727N 0422644E         | R202.6/D3.5        | East of Chkvishi village          |
| AMPIZ | 420808N 0423231E         | R126.3/D3.5        | West of Sakulia village           |
| NORGO | 421235N 0422831E         | R341.2/D2.1        | 2NM north of UGKO ARP             |
| NIDLI | 420828N 0422927E         | R165.7/D2.1        | 2.2 NM south of UGKO ARP          |

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

## UGKO AD 2.23 Additional information

Intense activity of swallow flocks takes place daily from 08:00 to 11:00 (local time) (during summer season from June to September) when birds fly from resting area (Airport Buildings) across the approach of RWY 07 to their feeding area, Aerodrome. Only small swallows are active, which doesn't effect flight safety if strikes to aircraft. 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.

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 07/25.

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.



## UGKO AD 2.24 Charts related to an aerodrome

| Chart Name                                                    | Page                     |
|---------------------------------------------------------------|--------------------------|
| Aerodrome Chart - ICAO                                        | AD 2.UGKO-ADC            |
| Standard Departure Chart - Instrument - ICAO<br>RWY 07        | AD 2.UGKO-SID-07-1       |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 07 | AD 2.UGKO-SID-RNAV-07-1  |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 25 | AD 2.UGKO-SID-RNAV-25-1  |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 07   | AD 2.UGKO-STAR-RNAV-07-1 |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 25   | AD 2.UGKO-STAR-RNAV-25-1 |
| ATC Surveillance Minimum Altitude Chart - ICAO                | AD 2.UGKO-ATCSMAC-1      |
| Instrument Approach Chart - ICAO<br>RWY 07<br>(ILSy)          | AD 2.UGKO-IAC-07-ILSy    |
| Instrument Approach Chart - ICAO<br>RWY 07<br>(ILSz)          | AD 2.UGKO-IAC-07-ILSz-1  |
| Instrument Approach Chart - ICAO<br>RWY 07<br>(LOCy)          | AD 2.UGKO-IAC-07-LOCy    |
| Instrument Approach Chart - ICAO<br>RWY 07<br>(LOCz)          | AD 2.UGKO-IAC-07-LOCz-1  |
| Instrument Approach Chart - ICAO<br>RWY 25<br>(ILSy)          | AD 2.UGKO-IAC-25-ILSy    |
| Instrument Approach Chart - ICAO<br>RWY 25<br>(ILSz)          | AD 2.UGKO-IAC-25-ILSz-1  |
| Instrument Approach Chart - ICAO<br>RWY 25<br>(LOCy)          | AD 2.UGKO-IAC-25-LOCy    |
| Instrument Approach Chart - ICAO<br>RWY 25<br>(LOCz)          | AD 2.UGKO-IAC-25-LOCz-1  |
| Instrument Approach Chart - ICAO<br>RWY 07<br>(VOR)           | AD 2.UGKO-IAC-07-VOR     |
| Instrument Approach Chart - ICAO<br>RWY 25<br>(VOR)           | AD 2.UGKO-IAC-25-VOR     |
| Visual Approach Chart - ICAO                                  | AD 2.UGKO-VAC            |
| Bird Concentrations and Movement - Index chart                | AD 2.UGKO-BIRD           |
| Kutaisi TMA - Index chart                                     | AD 2.UGKO-TMA            |
| * the chart contains a text page                              |                          |

## UGKO AD 2.25 Visual segment surface (VSS) penetration

No penetration.

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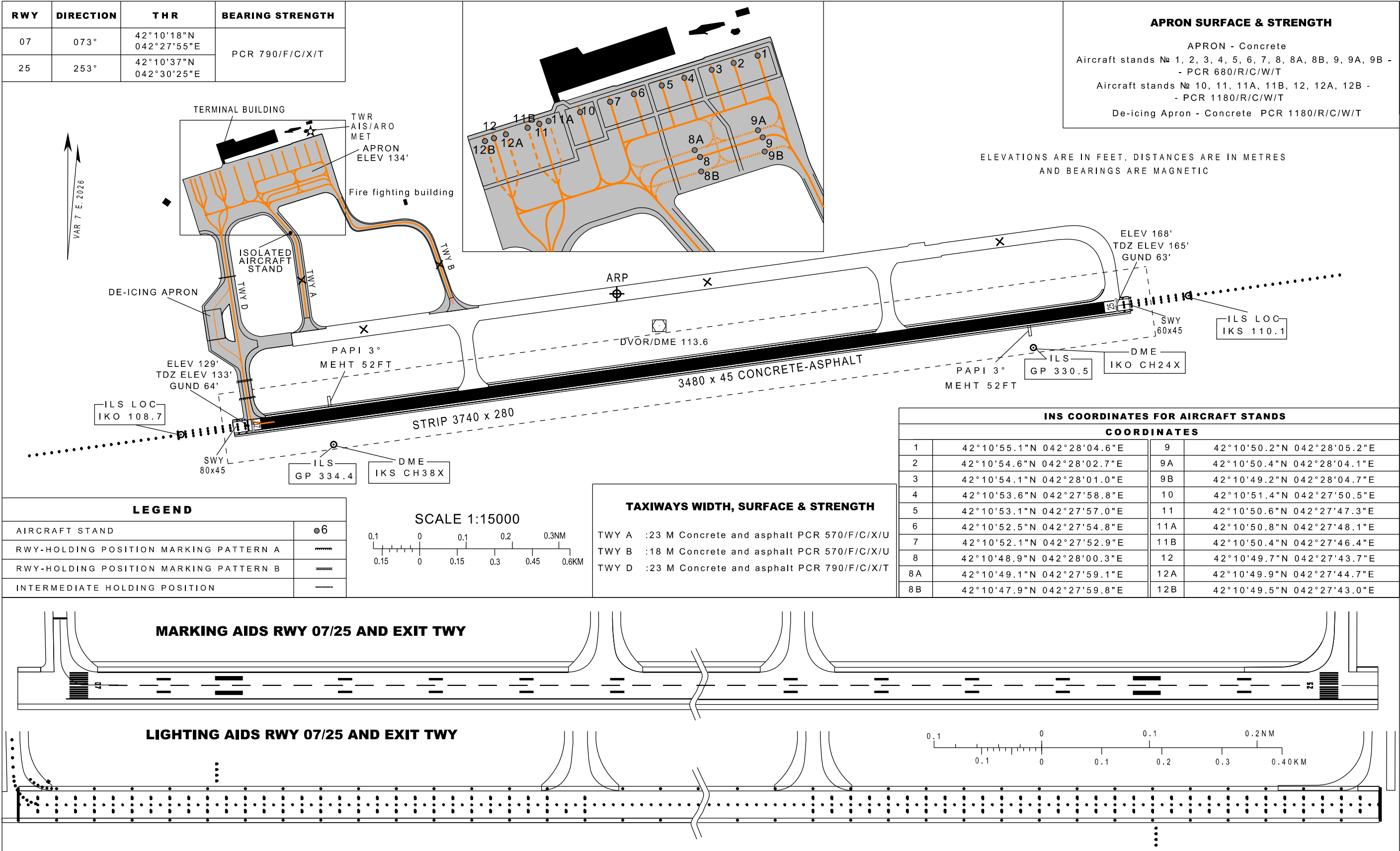
AERODROME CHART - ICAO

42° 10' 37" N  
042° 28' 58" E

ELEV 168'

TWR 125.500

KUTAISI/Kopitnari (UGKO)



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**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

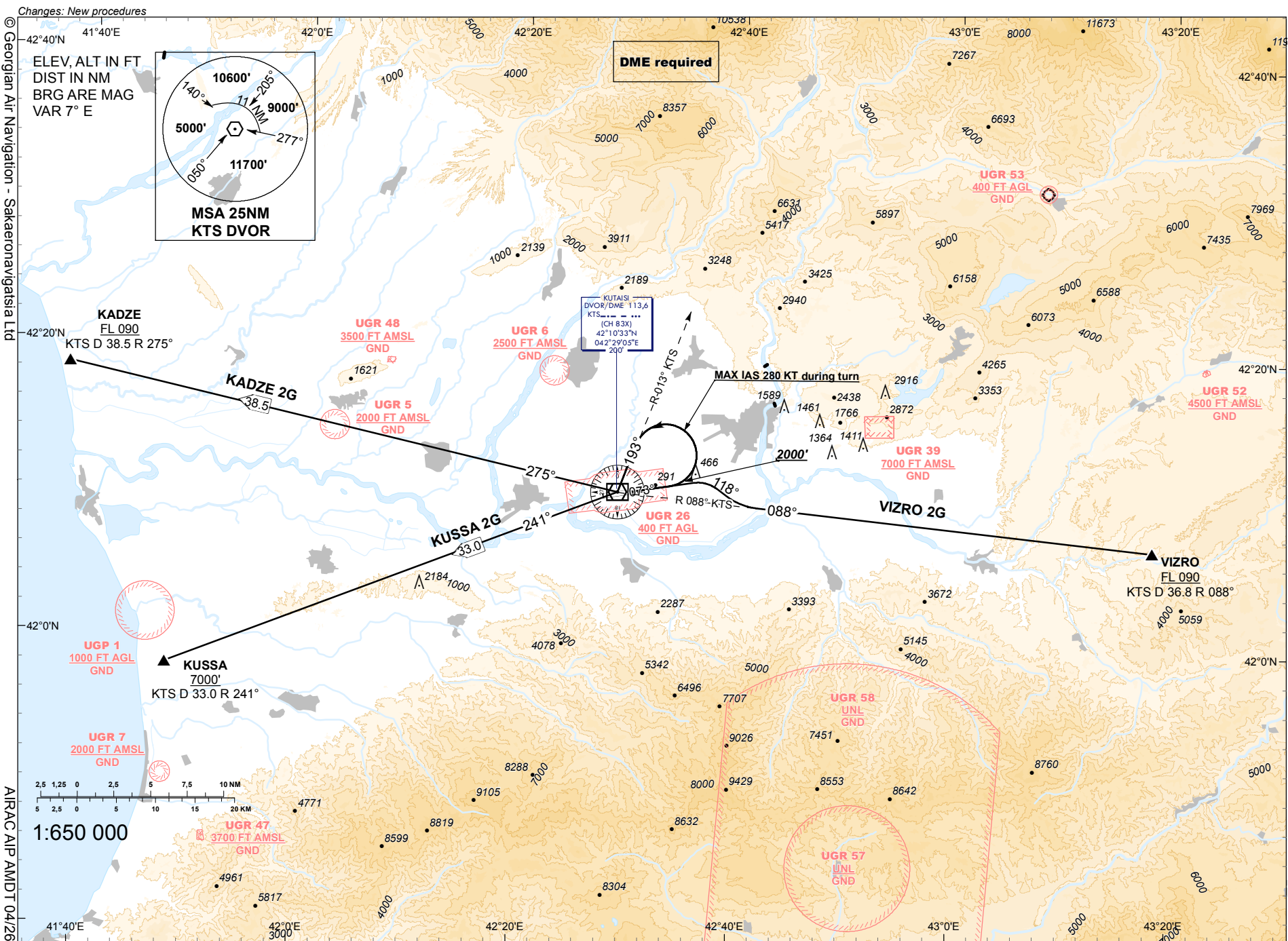
TRANSITION ALTITUDE  
7000'

APP 127.100  
TWR 125.500

**KUTAISI/Kopitnari (UGKO)**

**RWY 07**

KADZE 2G VIZRO 2G  
KUSSA 2G

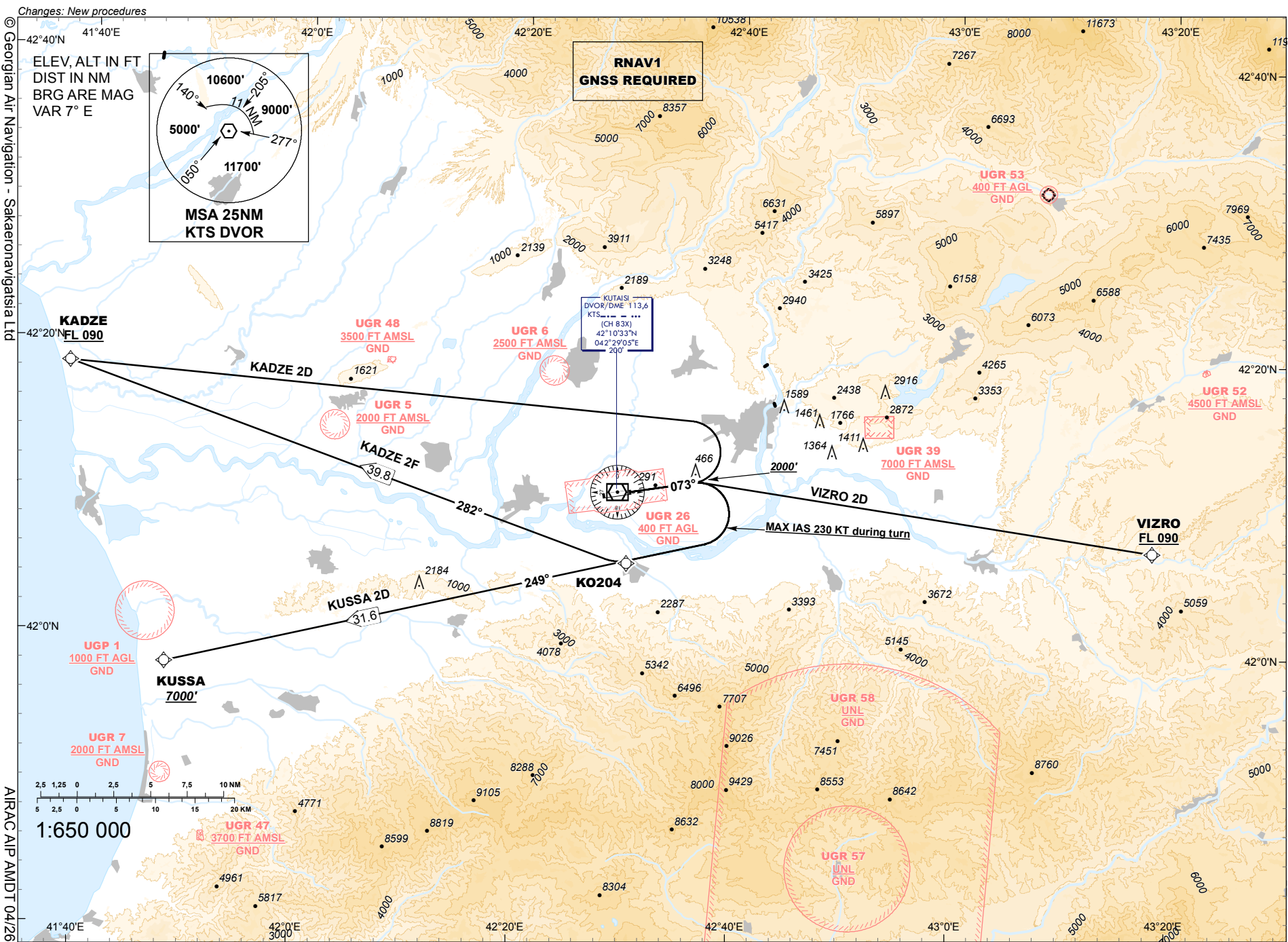


**STANDARD DEPARTURE ROUTES - INSTRUMENT - RWY 07**

| SID             | ROUTING AND ALTITUDES                                                                                                                                                                                                                                                           | MIN.CLIMB GRAD. |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>KADZE 2G</b> | <b>KADZE TWO GOLF</b><br>Climb on heading 073°, when passing 2000 FT turn left to intercept and follow R 013° KTS inbound KTS. Then proceed on R 275° KTS to KADZE. Cross KADZE at or above FL090. Do not turn before the DER.<br><b>IAS Max during the first turn 280KT.</b>   | 3.7% to 4200 FT |
| <b>KUSSA 2G</b> | <b>KUSSA TWO GOLF</b><br>Climb on heading 073°, when passing 2000 FT turn left to intercept and follow R 013° KTS inbound KTS. Then proceed on R 241° KTS to KUSSA. Cross KUSSA at or above 7000 FT. Do not turn before the DER.<br><b>IAS Max during the first turn 280KT.</b> | 3.7% to 4200 FT |
| <b>VIZRO 2G</b> | <b>VIZRO TWO GOLF</b><br>Climb on heading 073°, when passing 2000 FT turn right heading 118° to intercept and follow R 088° KTS inbound VIZRO. Cross VIZRO at or above FL090. Do not turn before the DER.                                                                       | 4.0% to FL 090  |



**KUTAI SI/Kopitnari (UGKO)**  
**RNAV RWY 07**



**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY07**

| SID                                 | ROUTING AND ALTITUDES                                                                                 |         |                            | MIN.CLIMB GRAD.          | Comment |                |             |          |                          |
|-------------------------------------|-------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| KADZE 2D                            | KADZE TWO DELTA                                                                                       |         |                            | 3.8% to 4300 FT          | NIL     |                |             |          |                          |
|                                     | Climb on course 073°, when passing 2000 FT turn LEFT direct to KADZE. Cross KADZE at or above FL 090. |         |                            |                          |         |                |             |          |                          |
|                                     | Do not turn before the DER.                                                                           |         |                            |                          |         |                |             |          |                          |
| RNAV 1 SID Coding Table of KADZE 2D |                                                                                                       |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                              |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                            | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                     | -       | -                          | 073° (080.4°)            | -       | -              | A2000       | -        | RNAV1                    |
| DF                                  | KADZE                                                                                                 | -       | 42°18'22.0"N 041°38'25.0"E | -                        | -       | L              | +FL090      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                                                                                          |         |                            | MIN.CLIMB GRAD.          | Comment                                                                 |                |             |          |                          |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|-------------------------------------------------------------------------|----------------|-------------|----------|--------------------------|
| <b>KADZE 2F</b>                     | <b>KADZE TWO FOXTROT</b><br>Climb on course 073°, when passing 2000 FT turn RIGHT direct to KO204, track to KADZE. Cross KADZE at or above FL 090. Do not turn before the DER. |         |                            | 4.0% to 5000 FT          | Ignore speed restriction of KO204 after turn is completed inbound KO204 |                |             |          |                          |
| RNAV 1 SID Coding Table of KADZE 2F |                                                                                                                                                                                |         |                            |                          |                                                                         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                                                                                                       |         |                            | Course/Track °MAG(°True) | DIST NM                                                                 | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                                                                                                     | Flyover | Coordinates                |                          |                                                                         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                                                                                              | -       | -                          | 073° (080.4°)            | -                                                                       | -              | A2000       | -        | RNAV1                    |
| DF                                  | KO204                                                                                                                                                                          | -       | 42°05'42.0"N 042°29'10.0"E | -                        | -                                                                       | R              | -           | -230     | RNAV1                    |
| TF                                  | KADZE                                                                                                                                                                          | -       | 42°18'22.0"N 041°38'25.0"E | 282° (288.8°)            | 39.8                                                                    | -              | +FL090      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                                                                               |         |                            | MIN.CLIMB GRAD.          | Comment |                |             |          |                          |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| <b>VIZRO 2D</b>                     | <b>VIZRO TWO DELTA</b><br>Climb on course 073°, when passing 2000 FT turn RIGHT direct to VIZRO. Cross VIZRO at or above FL 090.<br><br>Do not turn before the DER. |         |                            | 4.0% to FL 090           | NIL     |                |             |          |                          |
| RNAV 1 SID Coding Table of VIZRO 2D |                                                                                                                                                                     |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                                                                                            |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                                                                                          | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                                                                                   | -       | -                          | 073° (080.4°)            | -       | -              | A2000       | -        | RNAV1                    |
| DF                                  | VIZRO                                                                                                                                                               | -       | 42°07'09.0"N 043°18'19.0"E | -                        | -       | R              | +FL090      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                                                               |         |                            | MIN.CLIMB GRAD.          | Comment                                                                 |                |             |          |                          |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|-------------------------------------------------------------------------|----------------|-------------|----------|--------------------------|
| KUSSA 2D                            | KUSSA TWO DELTA                                                                                                                                     |         |                            | 4.0% to 5000 FT          | Ignore speed restriction of KO204 after turn is completed inbound KO204 |                |             |          |                          |
|                                     | Climb on course 073°, when passing 2000 FT turn RIGHT direct to KO204, track to KUSSA. Cross KUSSA at or above 7000 FT. Do not turn before the DER. |         |                            |                          |                                                                         |                |             |          |                          |
| RNAV 1 SID Coding Table of KUSSA 2D |                                                                                                                                                     |         |                            |                          |                                                                         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                                                                            |         |                            | Course/Track °MAG(°True) | DIST NM                                                                 | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                                                                          | Flyover | Coordinates                |                          |                                                                         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                                                                   | -       | -                          | 073° (080.4°)            | -                                                                       | -              | A2000       | -        | RNAV1                    |
| DF                                  | KO204                                                                                                                                               | -       | 42°05'42.0"N 042°29'10.0"E | -                        | -                                                                       | R              | -           | -230     | RNAV1                    |
| TF                                  | KUSSA                                                                                                                                               | -       | 41°58'03.0"N 041°48'01.0"E | 249° (256.2°)            | 31.6                                                                    | -              | +A7000      | -        | RNAV1                    |



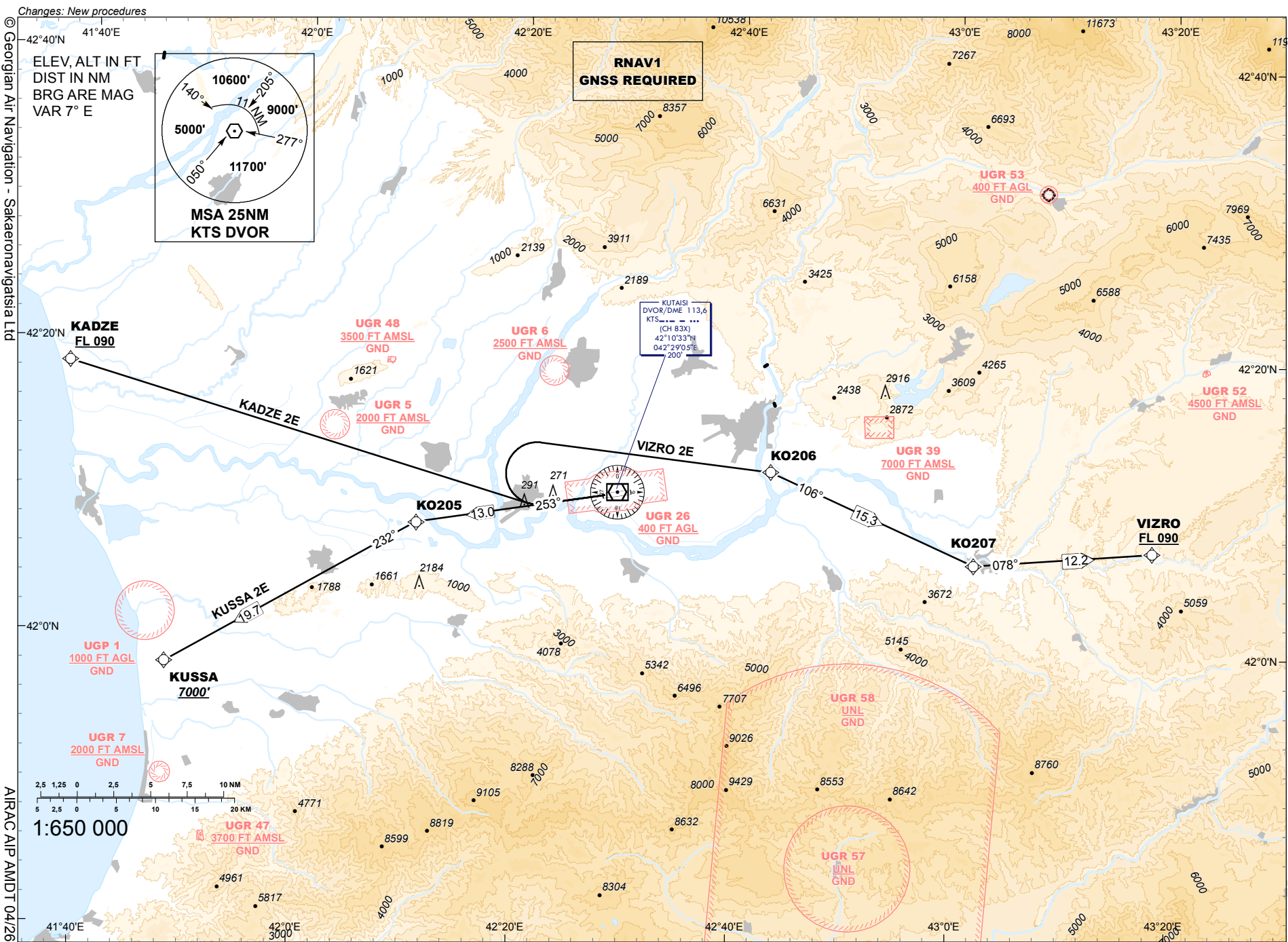
**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
7000'

APP 127.100  
TWR 125.500

**KUTAISI/Kopichnari (UGKO)  
RNAV RWY 25**

KADZE 2E VIZRO 2E  
KUSSA 2E



**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY25**

| SID             | ROUTING AND ALTITUDES                                                                                                                                          | MIN.CLIMB GRAD. | Comment |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------|
| <b>KADZE 2E</b> | <b>KADZE TWO ECHO</b><br>Climb on course 253°, when passing 2000 FT turn RIGHT direct to KADZE. Cross KADZE at or above FL 090.<br>Do not turn before the DER. | 3.8% to FL 090  | NIL     |

**RNAV 1 SID Coding Table of KADZE 2E**

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA              | -          | -       | -                          | 253° (260.5°)            | -       | -              | A2000       | -        | RNAV1                    |
| DF              | KADZE      | -       | 42°18'22.0"N 041°38'25.0"E | -                        | -       | R              | +FL090      | -        | RNAV1                    |

| SID             | ROUTING AND ALTITUDES                                                                                                                                                                             | MIN.CLIMB GRAD. | Comment |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------|
| <b>VIZRO 2E</b> | <b>VIZRO TWO ECHO</b><br>Climb on course 253°, when passing 2000 FT turn RIGHT direct to KO206, track to KO207, track to VIZRO.<br>Cross VIZRO at or above FL 090.<br>Do not turn before the DER. | -               | NIL     |

**RNAV 1 SID Coding Table of VIZRO 2E**

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA              | -          | -       | -                          | 253° (260.5°)            | -       | -              | A2000       | -        | RNAV1                    |
| DF              | KO206      | -       | 42°12'11.6"N 042°43'08.9"E | -                        | -       | R              | -           | -        | RNAV1                    |
| TF              | KO207      | -       | 42°06'06.0"N 043°01'58.0"E | 106° (113.4°)            | 15.3    | -              | -           | -        | RNAV1                    |
| TF              | VIZRO      | -       | 42°07'09.0"N 043°18'19.0"E | 078° (085.0°)            | 12.2    | -              | +FL090      | -        | RNAV1                    |

| SID             | ROUTING AND ALTITUDES                                                                           | MIN.CLIMB GRAD. | Comment |
|-----------------|-------------------------------------------------------------------------------------------------|-----------------|---------|
| <b>KUSSA 2E</b> | <b>KUSSA TWO ECHO</b><br>To KO205 on course 253°, to KUSSA.<br>Cross KUSSA at or above 7000 FT. | -               | NIL     |

**RNAV 1 SID Coding Table of KUSSA 2E**

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CF              | KO205      | -       | 42°08'07.5"N 042°10'41.5"E | 253° (260.5°)            | 13.0    | -              | -           | -        | RNAV1                    |
| TF              | KUSSA      | -       | 41°58'03.0"N 041°48'01.0"E | 232° (239.3°)            | 19.7    | L              | +A7000      | -        | RNAV1                    |

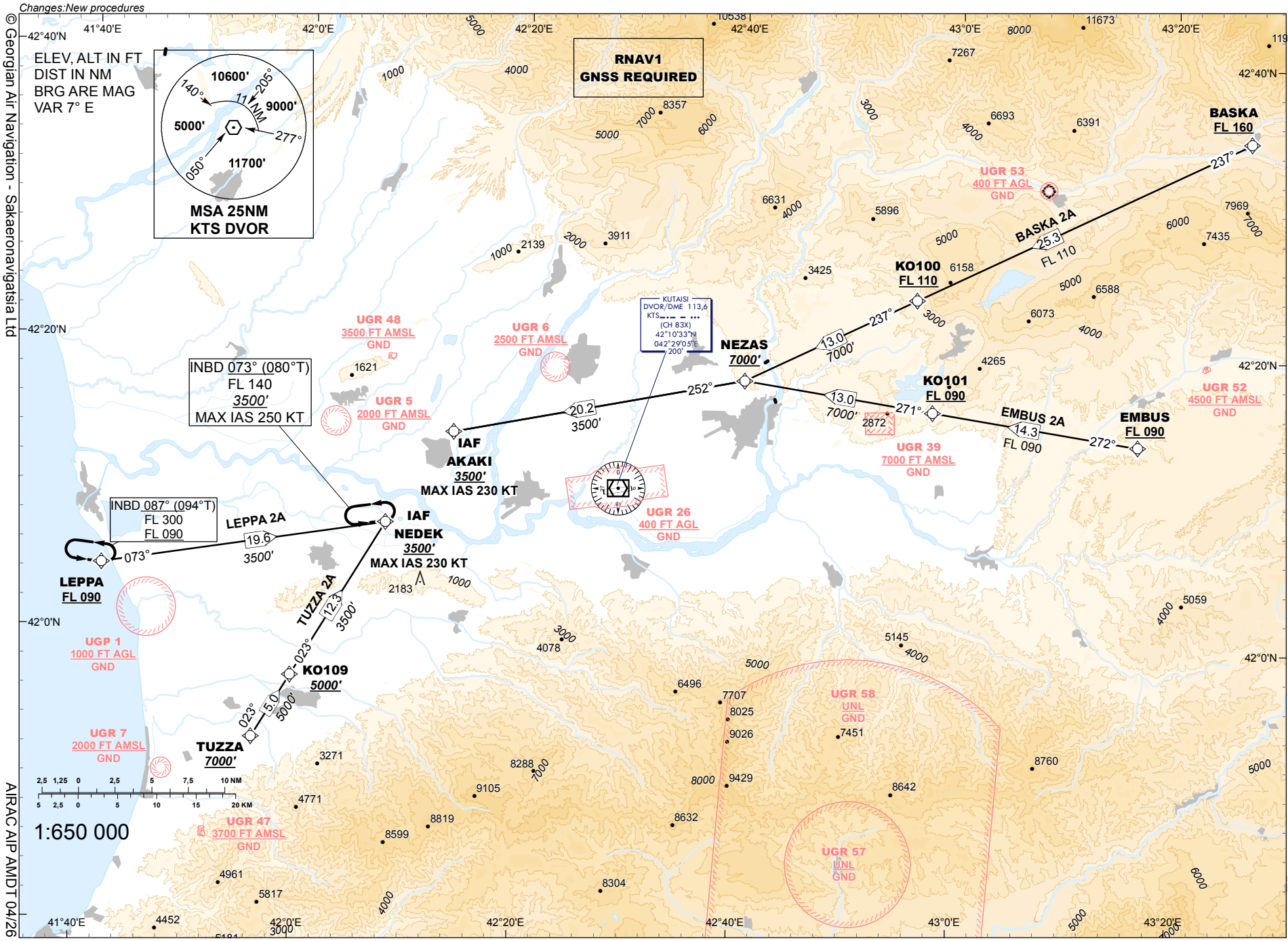
**STANDARD ARRIVAL CHART-  
INSTRUMENT (STAR) - ICAO**

TRANSITION LEVEL FL 090  
TRANSITION ALTITUDE 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950

**KUTAISI/Kopitnari (UGKO)  
RNAV RWY 07**

TUZZA 2A/LEPPA 2A  
BASKA 2A/EMBUS 2A





**STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 07**

RNAV 1 STAR Coding Table of BASKA 2A

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | BASKA      | -       | 42°34'59.0"N 043°26'55.0"E | -                        | -       | -              | +FL160      | -        | RNAV1                    |
| TF              | KO100      | -       | 42°23'54.0"N 042°56'14.0"E | 237° (244.2°)            | 25.3    | -              | +FL110      | -        | RNAV1                    |
| TF              | NEZAS      | -       | 42°18'07.0"N 042°40'29.0"E | 237° (243.7°)            | 13.0    | -              | +A7000      | -        | RNAV1                    |
| TF              | AKAKI      | -       | 42°14'06.0"N 042°13'49.0"E | 252° (258.7°)            | 20.2    | -              | +A3500      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of EMBUS 2A

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | EMBUS      | -       | 42°14'06.0"N 043°16'50.0"E | -                        | -       | -              | +FL090      | -        | RNAV1                    |
| TF              | KO101      | -       | 42°16'14.0"N 042°57'50.0"E | 272° (278.7°)            | 14.3    | -              | +FL090      | -        | RNAV1                    |
| TF              | NEZAS      | -       | 42°18'07.0"N 042°40'29.0"E | 271° (278.4°)            | 13.0    | -              | +A7000      | -        | RNAV1                    |
| TF              | AKAKI      | -       | 42°14'06.0"N 042°13'49.0"E | 252° (258.7°)            | 20.2    | -              | +A3500      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of LEPPA 2A

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | LEPPA      | -       | 42°04'23.0"N 041°41'53.0"E | -                        | -       | -              | +FL090      | -        | RNAV1                    |
| TF              | NEDEK      | -       | 42°07'45.0"N 042°07'47.0"E | 073° (079.9°)            | 19.6    | -              | +A3500      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of TUZZA 2A

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | TUZZA      | -       | 41°52'48.0"N 041°56'06.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |
| TF              | KO109      | -       | 41°57'07.0"N 041°59'28.0"E | 023° (030.2°)            | 5.0     | -              | +A5000      | -        | RNAV1                    |
| TF              | NEDEK      | -       | 42°07'45.0"N 042°07'47.0"E | 023° (030.2°)            | 12.3    | -              | +A3500      | -230     | RNAV1                    |

RNAV Holding Coding Tables

| Fix Identifier | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
|----------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| LEPPA          | 087° (094.0°)              | 1.5*       | L              | FL090   | FL300   | 280              | -7° | RNAV1                    |
| NEDEK          | 073° (080.0°)              | 1.0        | L              | 3500FT  | FL140   | 250              | -7° | RNAV1                    |

\* 1.0 min at or below FL140

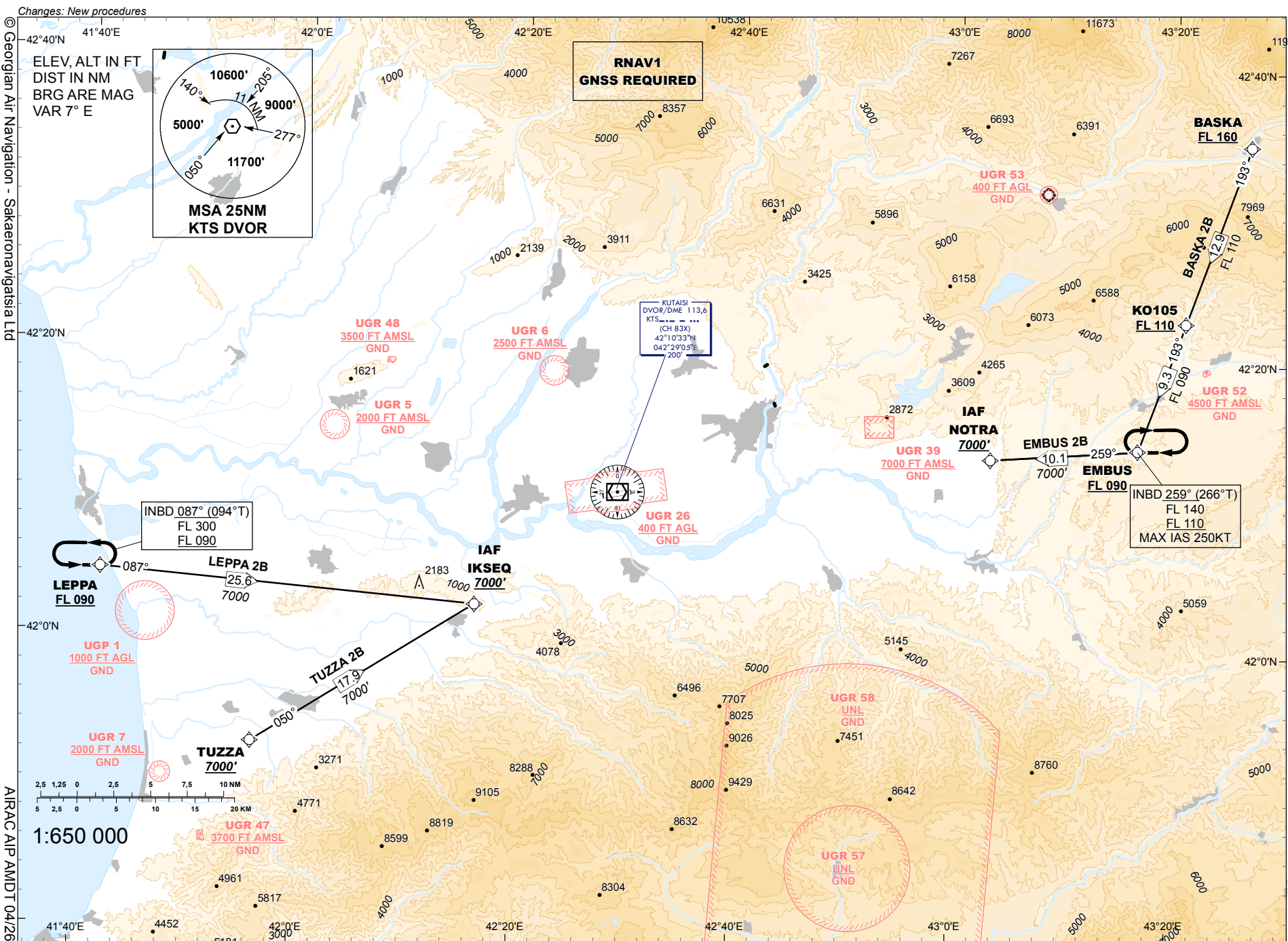
# STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 090  
TRANSITION ALTITUDE 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950

## KUTAISI/Kopichnari (UGKO) RNAV RWY 25

BASKA 2B EMBUS 2B  
LEPPA 2B TUZZA 2B



**STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 25**

RNAV 1 STAR Coding Table of BASKA 2B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | BASKA      | -       | 42°34'59.0"N 043°26'55.0"E | -                        | -       | -              | +FL160      | -        | RNAV1                    |
| TF              | KO105      | -       | 42°22'51.0"N 043°21'03.0"E | 193° (199.7°)            | 12.9    | -              | +FL110      | -        | RNAV1                    |
| TF              | EMBUS      | -       | 42°14'06.0"N 043°16'50.0"E | 193° (199.7°)            | 9.3     | -              | +FL090      | -        | RNAV1                    |
| TF              | NOTRA      | -       | 42°13'21.0"N 043°03'16.0"E | 259° (265.8°)            | 10.1    | -              | +A7000      | -        | RNAV1                    |

RNAV 1 STAR Coding Table of EMBUS 2B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | EMBUS      | -       | 42°14'06.0"N 043°16'50.0"E | -                        | -       | -              | +FL090      | -        | RNAV1                    |
| TF              | NOTRA      | -       | 42°13'21.0"N 043°03'16.0"E | 259° (265.8°)            | 10.1    | -              | +A7000      | -        | RNAV1                    |

RNAV 1 STAR Coding Table of LEPPA 2B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | LEPPA      | -       | 42°04'23.0"N 041°41'53.0"E | -                        | -       | -              | +FL090      | -        | RNAV1                    |
| TF              | IKSEQ      | -       | 42°02'37.0"N 042°16'14.0"E | 087° (093.8°)            | 25.6    | -              | +A7000      | -        | RNAV1                    |

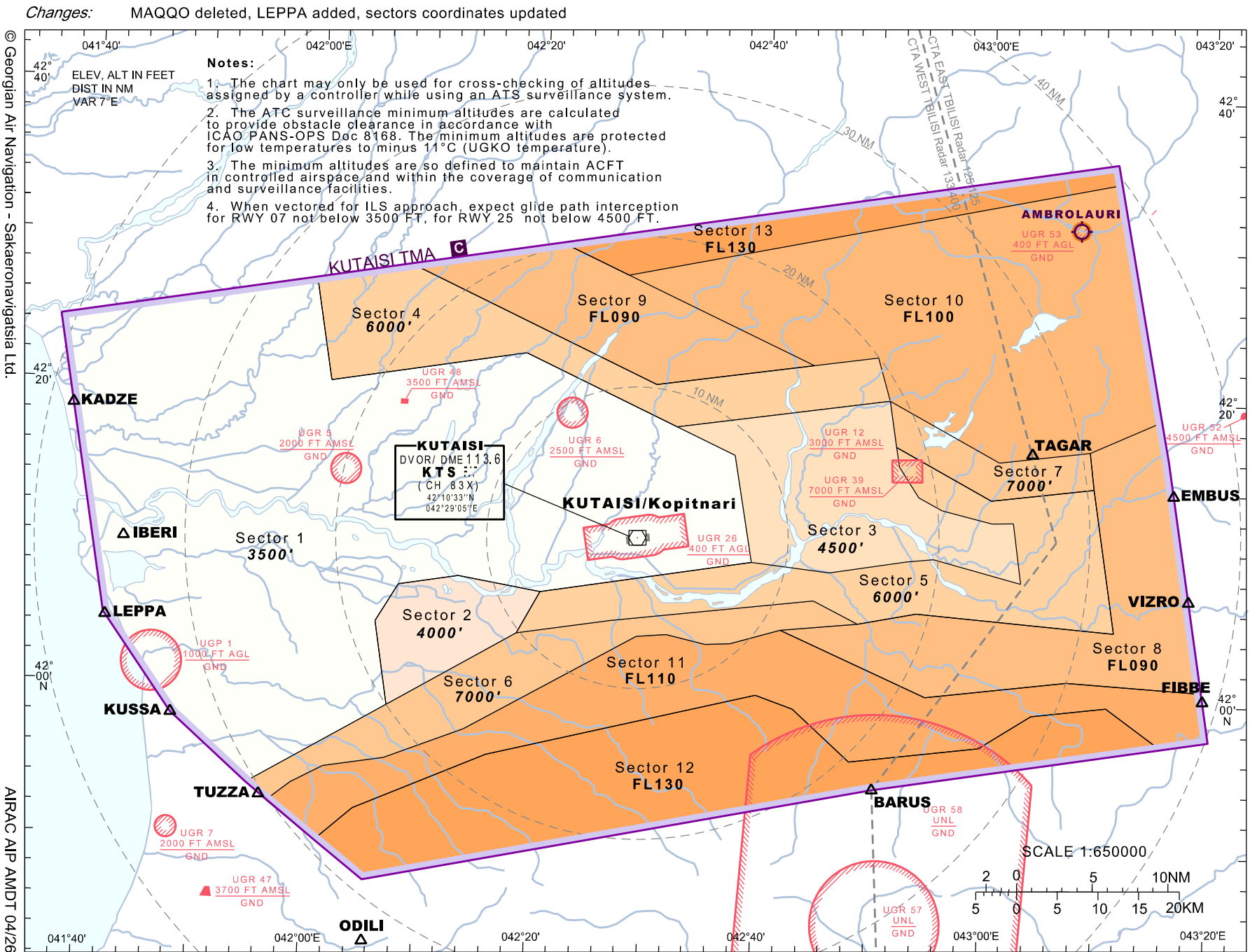
RNAV 1 STAR Coding Table of TUZZA 2B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | TUZZA      | -       | 41°52'48.0"N 041°56'06.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |
| TF              | IKSEQ      | -       | 42°02'37.0"N 042°16'14.0"E | 050° (056.7°)            | 17.9    | -              | +A7000      | -        | RNAV1                    |

RNAV Holding Coding Tables

| Fix Identifier | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
|----------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| LEPPA          | 087° (094.0°)              | 1.5*       | L              | FL090   | FL300   | 280              | -7° | RNAV1                    |
| EMBUS          | 259° (266.0°)              | 1.0        | R              | FL110   | FL140   | 250              | -7° | RNAV1                    |

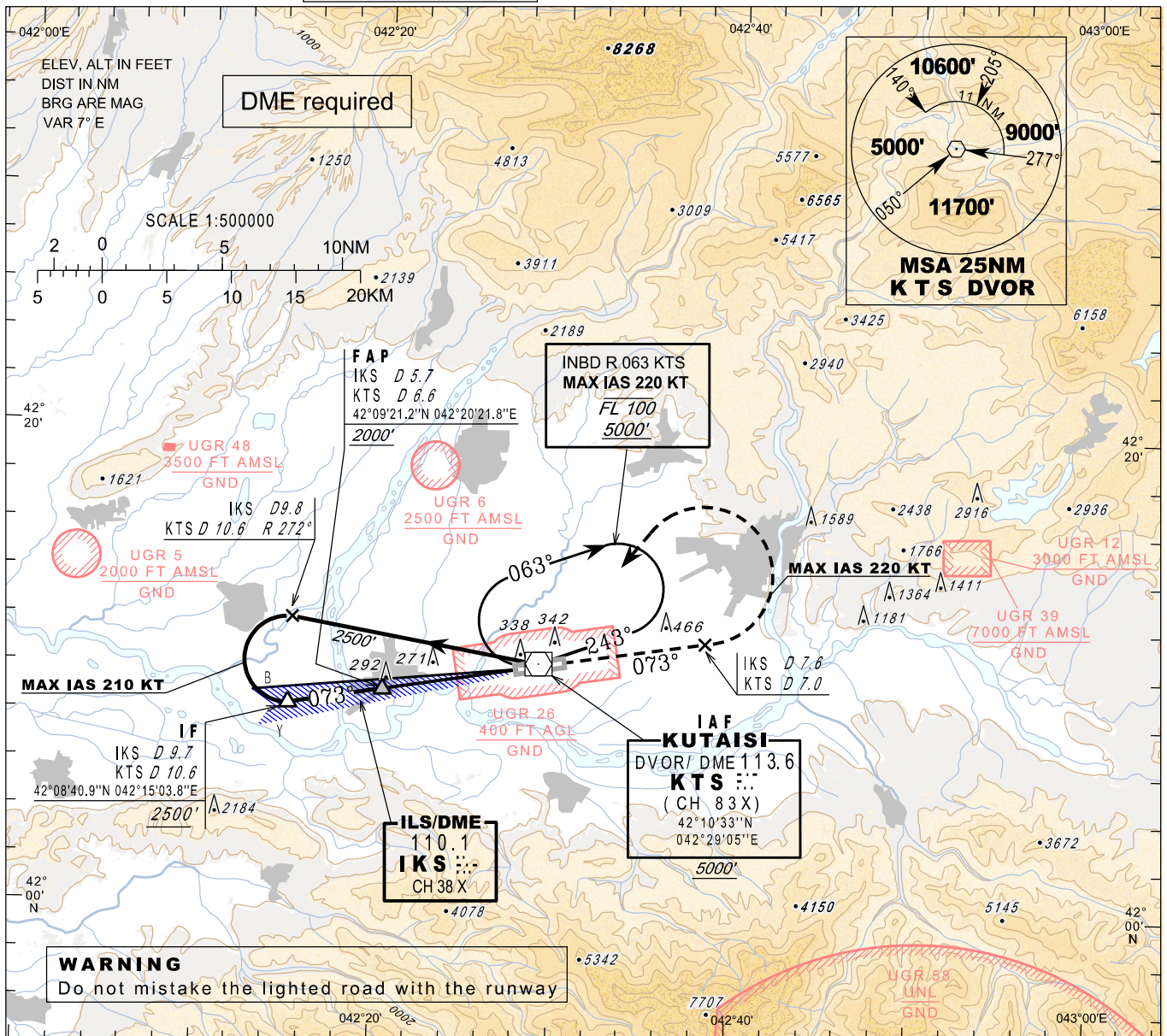
\* 1.0 min at or below FL140

**ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO**AERODROME ELEV 168'  
TRANSITION ALTITUDE 7000'APP 127.1  
TWR 125.5**KUTAISI/Kopitnari (UGKO)**

**ATC Surveillance Minimum Altitude Sectors' Coordinates**

| Sector    | Lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sector 1  | 422413N 0413700E - 422712N 0415948E - 422024N 0420123E - 422237N 0421844E - 421800N 0423222E - 421613N 0423737E - 420908N 0423918E - 420648N 0422033E - 420742N 0421314E - 420701N 0420755E - 420432N 0420557E - 415900N 0420711E - 415334N 0415456E - 415803N 0414801E - 420432N 0414144E - 422413N 0413700E                                                                                                                                                                            |
| Sector 2  | 415900N 0420711E - 420432N 0420557E - 420701N 0420755E - 420742N 0421314E - 420648N 0422033E - 420401N 0421833E - 415900N 0420711E                                                                                                                                                                                                                                                                                                                                                       |
| Sector 3  | 421800N 0423222E - 421831N 0423703E - 422004N 0425120E - 421701N 0425200E - 421543N 0425218E - 421343N 0425406E - 421253N 0425612E - 421205N 0430041E - 421208N 0430235E - 420808N 0430321E - 420934N 0425521E - 420926N 0425309E - 420835N 0424616E - 420908N 0423918E - 421613N 0423737E - 421800N 0423222E                                                                                                                                                                            |
| Sector 4  | 422712N 0415948E - 422817N 0420808E - 422046N 0423027E - 422218N 0424428E - 422255N 0425011E - 422004N 0425120E - 421831N 0423703E - 421800N 0423222E - 422237N 0421844E - 422024N 0420123E - 422712N 0415948E                                                                                                                                                                                                                                                                           |
| Sector 5  | 420648N 0422033E - 420908N 0423918E - 420835N 0424616E - 420926N 0425309E - 420934N 0425521E - 420808N 0430321E - 421208N 0430235E - 421205N 0430041E - 421253N 0425612E - 421343N 0425406E - 421543N 0425218E - 421701N 0425200E - 421336N 0430034E - 421429N 0430943E - 420457N 0431142E - 420559N 0425406E - 420513N 0424854E - 420641N 0424455E - 420502N 0422653E - 420401N 0421833E - 420648N 0422033E                                                                             |
| Sector 6  | 415334N 0415456E - 415900N 0420711E - 420401N 0421833E - 420502N 0422653E - 420641N 0424455E - 420513N 0424854E - 420441N 0424202E - 420343N 0423735E - 420337N 0423523E - 420412N 0423153E - 420401N 0422914E - 415732N 0421407E - 415528N 0420706E - 415448N 0420145E - 415339N 0415854E - 415223N 0415648E - 415248N 0415606E - 415334N 0415456E                                                                                                                                      |
| Sector 7  | 422004N 0425120E - 421608N 0430113E - 421655N 0430919E - 421429N 0430943E - 421336N 0430034E - 421701N 0425200E - 422004N 0425120E                                                                                                                                                                                                                                                                                                                                                       |
| Sector 8  | 420441N 0424202E - 420513N 0424854E - 420559N 0425406E - 420457N 0431142E - 421429N 0430943E - 421655N 0430919E - 421903N 0431540E - 421623N 0431621E - 420105N 0431936E - 420138N 0430735E - 420028N 0425503E - 420441N 0424202E                                                                                                                                                                                                                                                        |
| Sector 9  | 422817N 0420808E - 422959N 0422139E - 422758N 0422741E - 422218N 0424428E - 422046N 0423027E - 422817N 0420808E                                                                                                                                                                                                                                                                                                                                                                          |
| Sector 10 | 422758N 0422741E - 423445N 0431142E - 421903N 0431540E - 421655N 0430919E - 421608N 0430113E - 422004N 0425120E - 422255N 0425011E - 422218N 0424428E - 422758N 0422741E                                                                                                                                                                                                                                                                                                                 |
| Sector 11 | 415223N 0415648E - 415339N 0415854E - 415448N 0420145E - 415528N 0420706E - 415732N 0421407E - 420401N 0422914E - 420412N 0423153E - 420337N 0423523E - 420343N 0423735E - 420441N 0424202E - 420028N 0425503E - 420138N 0430735E - 420105N 0431936E - 415748N 0432017E - 415719N 0431607E - 415958N 0431109E - 415921N 0430431E - 415709N 0425953E - 415604N 0424825E - 415928N 0424318E - 420020N 0423958E - 415554N 0421610E - 415204N 0420430E - 414953N 0420110E - 415223N 0415648E |
| Sector 12 | 414953N 0420110E - 415204N 0420430E - 415554N 0421610E - 420020N 0423958E - 415928N 0424318E - 415604N 0424825E - 415709N 0425953E - 415921N 0430431E - 415958N 0431109E - 415719N 0431607E - 415414N 0425030E - 414721N 0420533E - 414953N 0420110E                                                                                                                                                                                                                                     |
| Sector 13 | 422959N 0422139E - 423602N 0431122E - 423445N 0431142E - 422758N 0422741E - 422959N 0422139E                                                                                                                                                                                                                                                                                                                                                                                             |

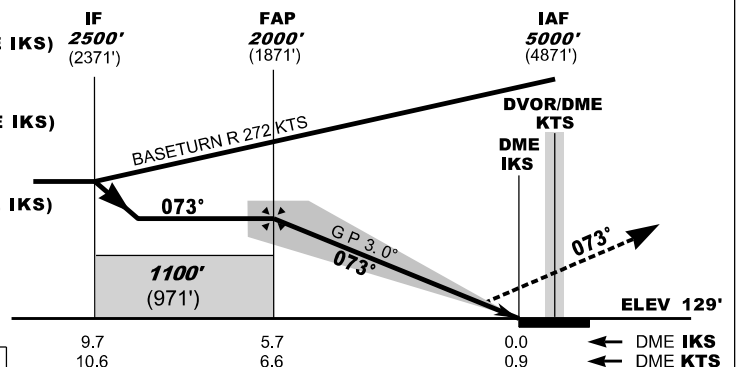


**INSTRUMENT  
APPROACH  
CHART - ICAO**AERODROME ELEV 168'  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 129'  
TRANSITION ALT 7000'APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAISI/Kopitnari (UGKO)****ILSy  
RWY 07****MISSED APPROACH**

**Normal:**  
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS and follow ATC instructions.  
MAX IAS 220 KT

**KTS DVOR Unserviceable:**  
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left heading 255°, expect vectoring.  
MAX IAS 220 KT

**Radio Communication Failure:**  
Climb straight ahead to 5000', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS, hold as published, when ready  
make new approach (ILS y or LOC y or VOR).  
MAX IAS 220 KT



Changes: New procedures

| Straight-in Approach | A                | B                | C                | D/DL             |
|----------------------|------------------|------------------|------------------|------------------|
| <b>OCA(H)</b>        | <b>340 (211)</b> | <b>350 (221)</b> | <b>360 (231)</b> | <b>369 (240)</b> |
| DME IKS NM           |                  |                  | 5                | 4                |
| DME KTS NM           |                  |                  | 5.9              | 4.9              |
| ALT (HGT) FT         |                  |                  | 1797 (1668)      | 1471 (1342)      |

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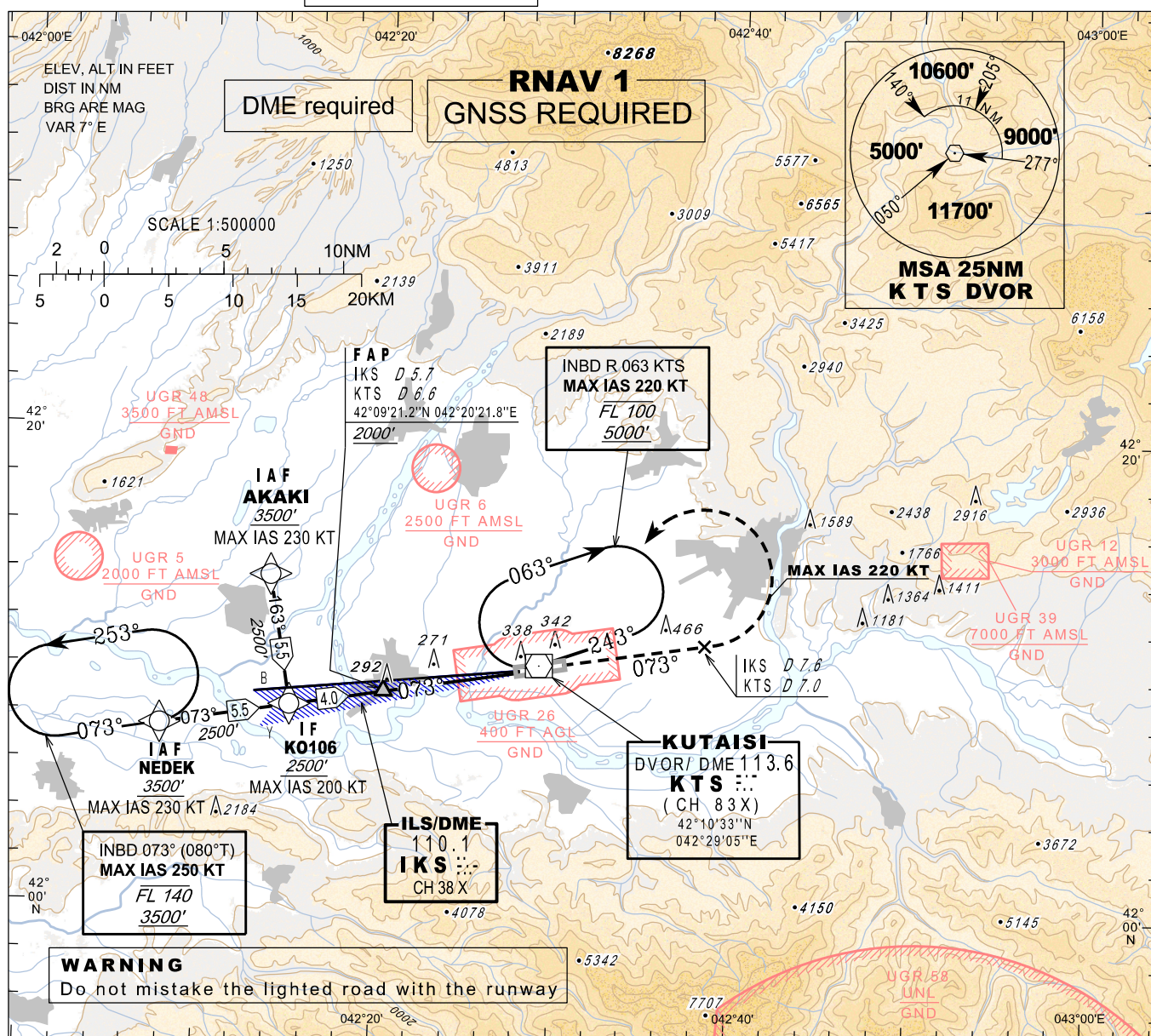


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 07 - ELEV 129'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAISI/Kopitnari (UGKO)****ILS  
RWY 07****MISSED APPROACH****Normal:**

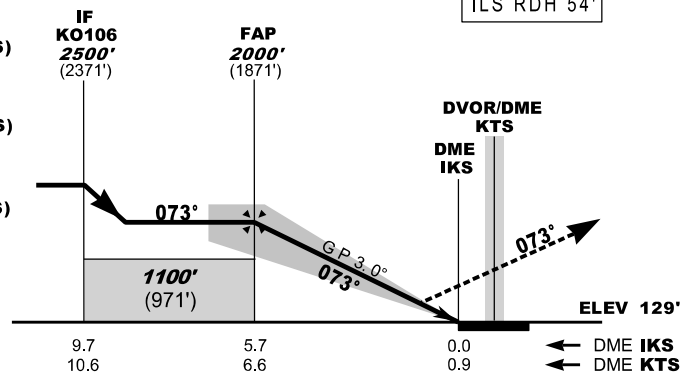
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS and follow ATC instructions.  
MAX IAS 220 KT

**KTS DVOR Unserviceable:**

Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left heading 255°, expect vectoring.  
MAX IAS 220 KT

**Radio Communication Failure:**

Climb straight ahead to 5000', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS, hold as published, when ready  
make new approach (ILS y or LOC y or VOR).  
MAX IAS 220 KT



| Straight-in Approach | A                | B                | C                | D/DL             |
|----------------------|------------------|------------------|------------------|------------------|
| <b>OCA(H)</b>        | <b>340 (211)</b> | <b>350 (221)</b> | <b>360 (231)</b> | <b>369 (240)</b> |

|              |             |             |             |           |           |
|--------------|-------------|-------------|-------------|-----------|-----------|
| DME IKS NM   | 5           | 4           | 3           | 2         | 1         |
| DME KTS NM   | 5.9         | 4.9         | 3.9         | 2.9       | 1.9       |
| ALT (HGT) FT | 1797 (1668) | 1471 (1342) | 1146 (1017) | 824 (695) | 502 (373) |

Changes: New procedures

RNAV Transition Coding Tables - RWY 07 ILSz

| AKAKI transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | AKAKI      | -       | 42°14'06.0"N 042°13'49.0"E | -                        | -       | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO106      | -       | 42°08'40.9"N 042°15'03.8"E | 163° (170.3°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

| NEDEK transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | NEDEK      | -       | 42°07'45.0"N 042°07'47.0"E | -                        | -       | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO106      | -       | 42°08'40.9"N 042°15'03.8"E | 073° (080.2°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

| RNAV Holding Coding Table |                            |            |                |         |         |                  |     |                          |
|---------------------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier            | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| NEDEK                     | 073° (080.0°)              | 1.0        | L              | A3500   | FL140   | 250              | -7° | RNAV1                    |

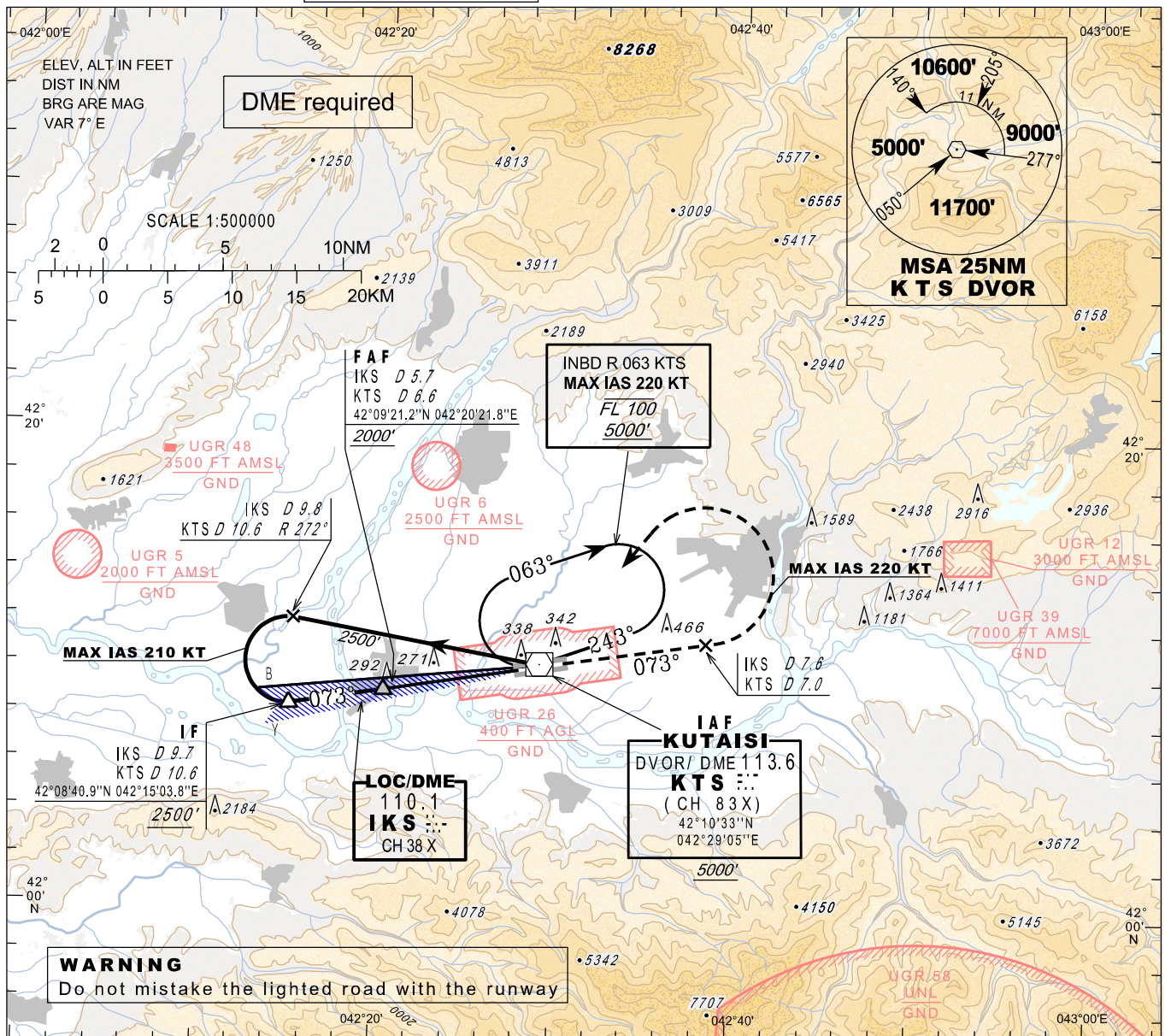


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 07 - ELEV 129'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****LOCy  
RWY 07****MISSED APPROACH****Normal:**

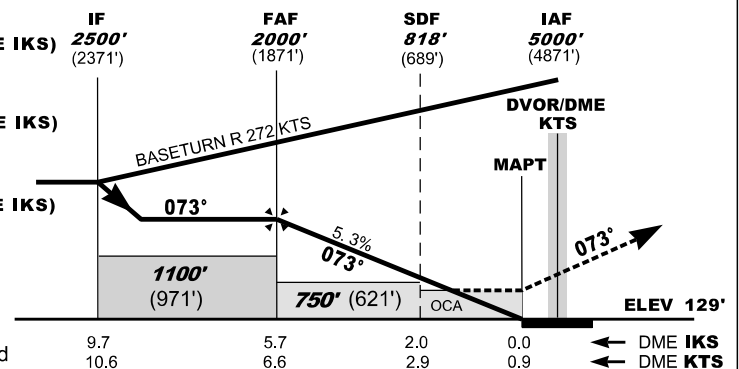
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS and follow ATC instructions.  
MAX IAS 220 KT

**KTS DVOR Unserviceable:**

Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left heading 255°, expect vectoring.  
MAX IAS 220 KT

**Radio Communication Failure:**

Climb straight ahead to 5000', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS, hold as published, when ready  
make new approach (ILS y or LOC y or VOR).  
MAX IAS 220 KT



| Straight-in Approach | A   | B   | C | D |
|----------------------|-----|-----|---|---|
| OCA(H)               | 480 | 350 |   |   |

Timing is not authorised  
for defining the MAPT

|              | 5           | 4           | 3           | 2         | 1         |
|--------------|-------------|-------------|-------------|-----------|-----------|
| DME IKS NM   | 5           | 4           | 3           | 2         | 1         |
| DME KTS NM   | 5.9         | 4.9         | 3.9         | 2.9       | 1.9       |
| ALT (HGT) FT | 1776 (1647) | 1456 (1327) | 1137 (1008) | 817 (688) | 498 (369) |

Changes: New procedures

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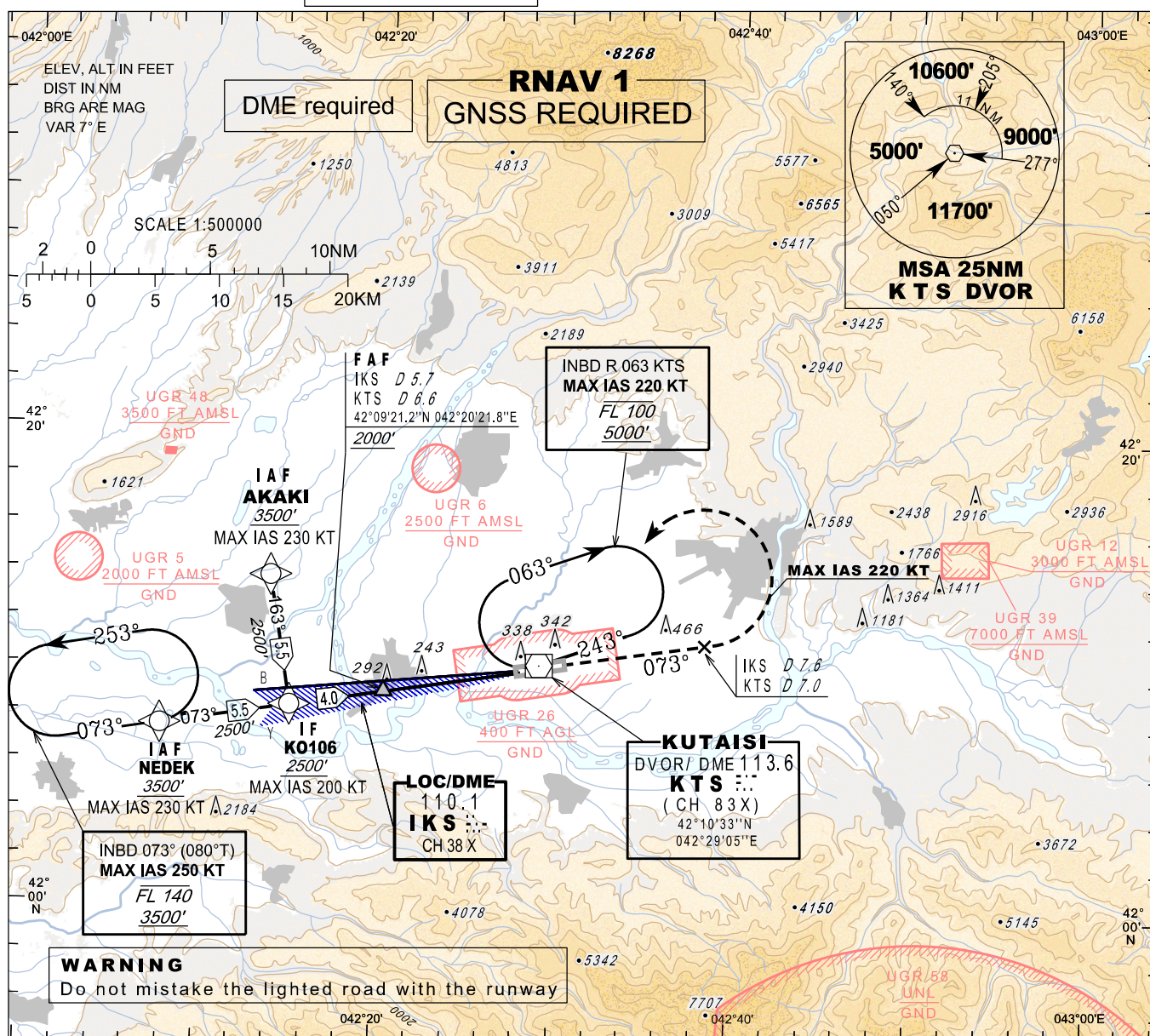


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 07 - ELEV 129'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAISI/Kopitnari (UGKO)****LOCz  
RWY 07****MISSED APPROACH****Normal:**

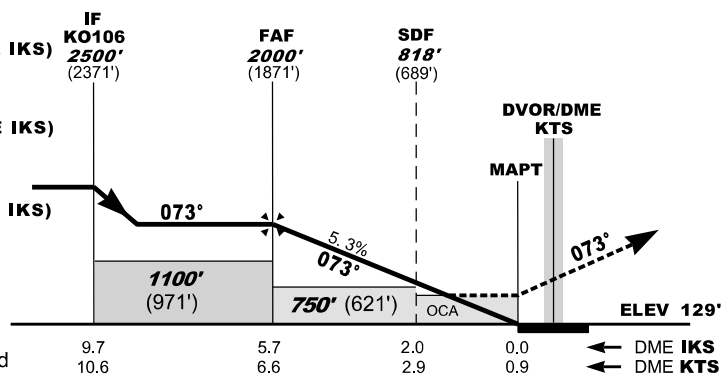
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS and follow ATC instructions.  
MAX IAS 220 KT

**KTS DVOR Unserviceable:**

Climb straight ahead to 3500', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left heading 255°, expect vectoring.  
MAX IAS 220 KT

**Radio Communication Failure:**

Climb straight ahead to 5000', at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS, hold as published, when ready  
make new approach (ILS y or LOC y or VOR).  
MAX IAS 220 KT



| Straight-in Approach | A                | B | C | D |
|----------------------|------------------|---|---|---|
| <b>OCA(H)</b>        | <b>480 (350)</b> |   |   |   |

Timing is not authorised  
for defining the MAPT

|              |             |             |             |           |           |
|--------------|-------------|-------------|-------------|-----------|-----------|
| DME IKS NM   | 5           | 4           | 3           | 2         | 1         |
| DME KTS NM   | 5.9         | 4.9         | 3.9         | 2.9       | 1.9       |
| ALT (HGT) FT | 1776 (1647) | 1456 (1327) | 1137 (1008) | 817 (688) | 498 (369) |

Changes: New procedures

**RNAV Transition Coding Tables - RWY 07 LOCz**

| AKAKI transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | AKAKI      | -       | 42°14'06.0"N 042°13'49.0"E | -                        | -       | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO106      | -       | 42°08'40.9"N 042°15'03.8"E | 163° (170.3°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

| NEDEK transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | NEDEK      | -       | 42°07'45.0"N 042°07'47.0"E | -                        | -       | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO106      | -       | 42°08'40.9"N 042°15'03.8"E | 073° (080.2°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

| RNAV Holding Coding Table |                               |            |                |         |         |                  |     |                          |
|---------------------------|-------------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier            | Inbound course<br>°MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| NEDEK                     | 073° (080.0°)                 | 1.0        | L              | A3500   | FL140   | 250              | -7° | RNAV1                    |

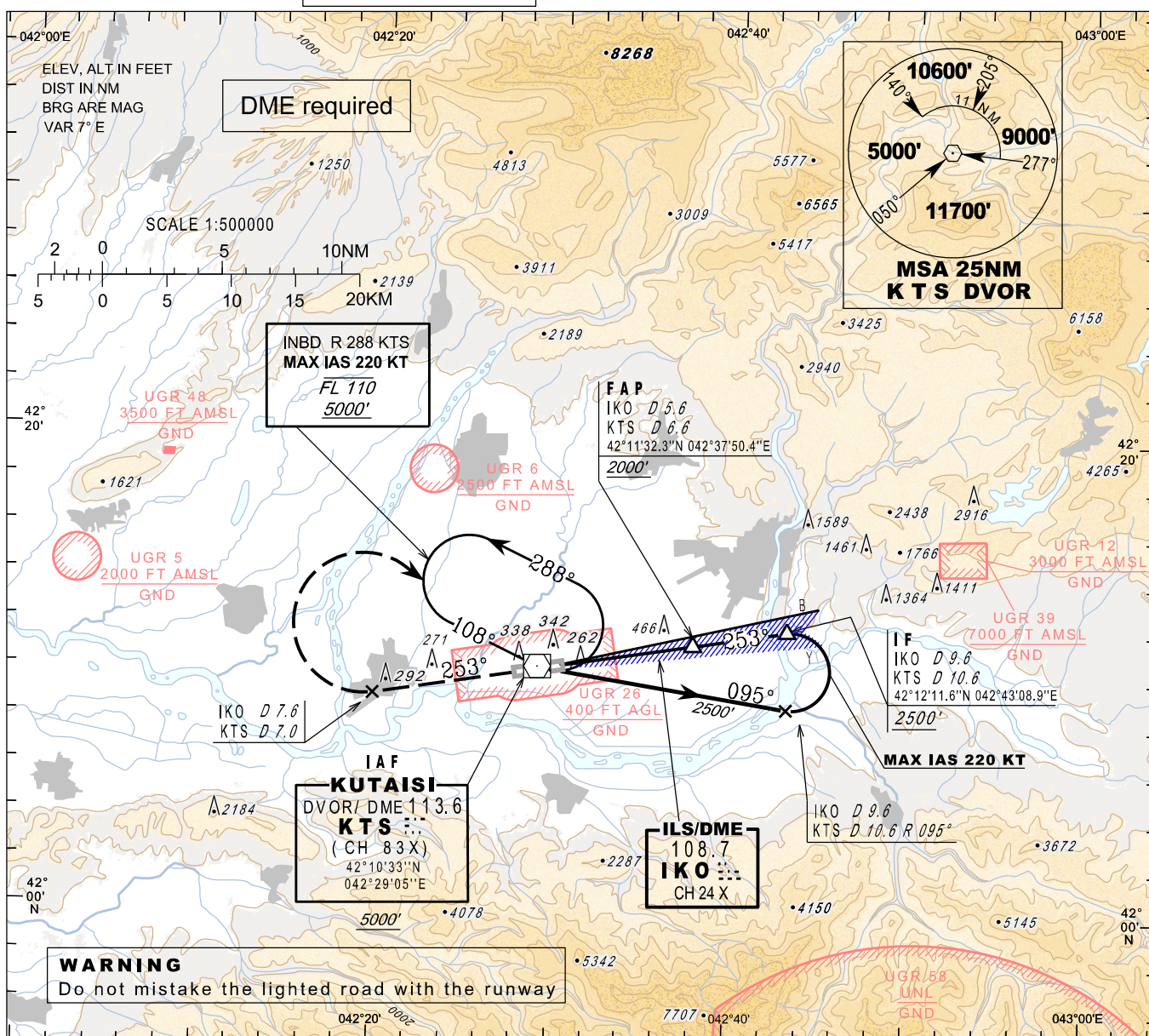


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 25 - ELEV 168'

TRANSITION ALT 7000'

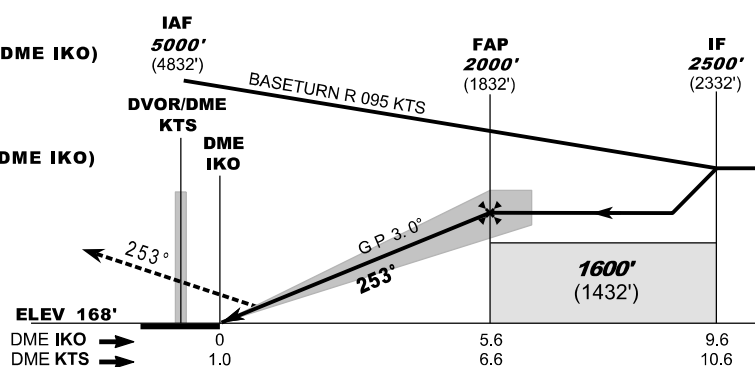
APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****ILSy  
RWY 25**

**MISSED APPROACH**

**Normal:**  
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 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 (7.6 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/DL             |
|----------------------|------------------|------------------|------------------|------------------|
| <b>OCA(H)</b>        | <b>377 (209)</b> | <b>387 (219)</b> | <b>397 (229)</b> | <b>407 (239)</b> |
| DME IKO NM           |                  |                  | 5                | 4                |
| DME KTS NM           |                  |                  | 5.6              | 4.6              |
| ALT (HGT) FT         |                  |                  | 1836 (1668)      | 1510 (1342)      |

|             |           |           |
|-------------|-----------|-----------|
| 3           | 2         | 1         |
| 3.6         | 2.6       | 1.6       |
| 1185 (1017) | 863 (695) | 541 (373) |

ILS RDH 54'

Changes: New procedures

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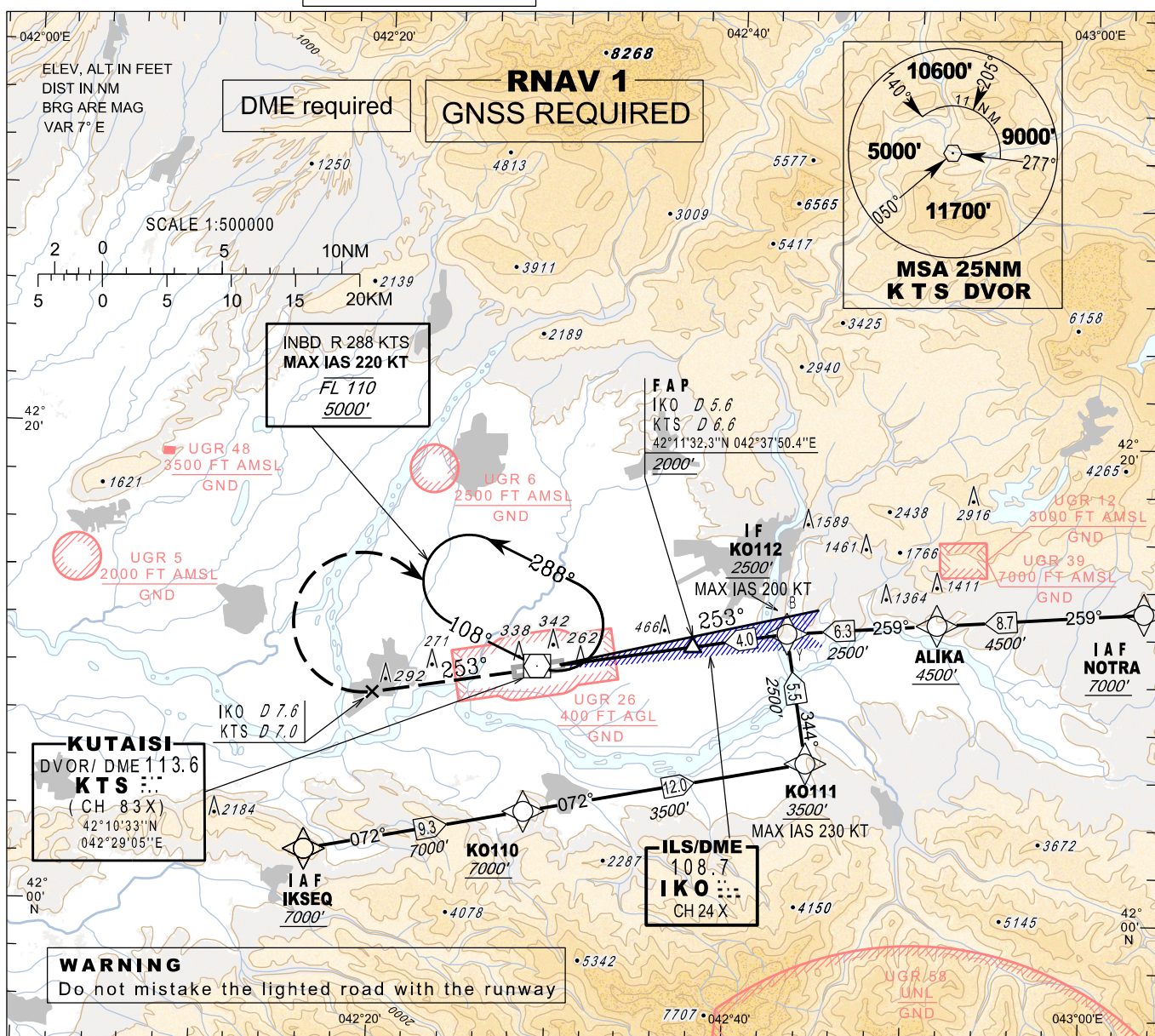


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 25 - ELEV 168'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****ILS  
RWY 25**

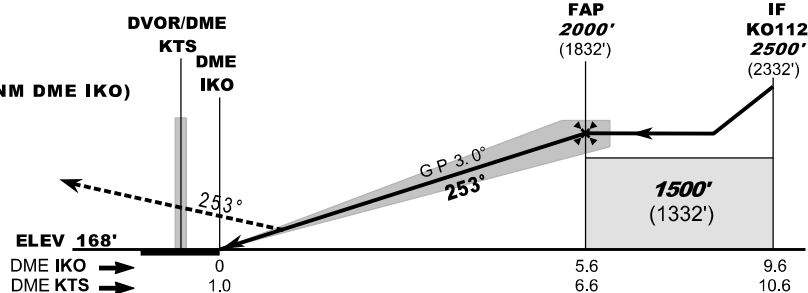
**MISSED APPROACH**

**Normal:**  
Climb straight ahead to 3500', at 7 NM DME KTS (7.6 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 (7.6 NM DME IKO) turn right inbound KTS, hold as published, when ready make new approach (ILS or LOC or VOR).

ILS RDH 54'



| Straight-in Approach | A                | B                | C                | D/DL             |
|----------------------|------------------|------------------|------------------|------------------|
| <b>OCA(H)</b>        | <b>377 (209)</b> | <b>387 (219)</b> | <b>397 (229)</b> | <b>407 (239)</b> |

|              |             |             |             |           |           |
|--------------|-------------|-------------|-------------|-----------|-----------|
| DME IKO NM   | 5           | 4           | 3           | 2         | 1         |
| DME KTS NM   | 5.6         | 4.6         | 3.6         | 2.6       | 1.6       |
| ALT (HGT) FT | 1836 (1668) | 1510 (1342) | 1185 (1017) | 863 (695) | 541 (373) |

**RNAV Transition Coding Tables - RWY 25 ILS<sub>Z</sub>**

| IKSEQ transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | IKSEQ      | -       | 42°02'37.0"N 042°16'14.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |  |
| TF               | KO110      | -       | 42°04'27.0"N 042°28'32.0"E | 072° (078.6°)            | 9.3     | -              | +A7000      | -        | RNAV1                    |  |
| TF               | KO111      | -       | 42°06'46.0"N 042°44'21.0"E | 072° (078.8°)            | 12.0    | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO112      | -       | 42°12'11.6"N 042°43'08.9"E | 344° (350.7°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

| NOTRA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | NOTRA      | -       | 42°13'21.0"N 043°03'16.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |  |
| TF               | ALIKA      | -       | 42°12'41.0"N 042°51'36.0"E | 259° (265.7°)            | 8.7     | -              | +A4500      | -        | RNAV1                    |  |
| TF               | KO112      | -       | 42°12'11.6"N 042°43'08.9"E | 259° (265.6°)            | 6.3     | -              | +A2500      | -200     | RNAV1                    |  |

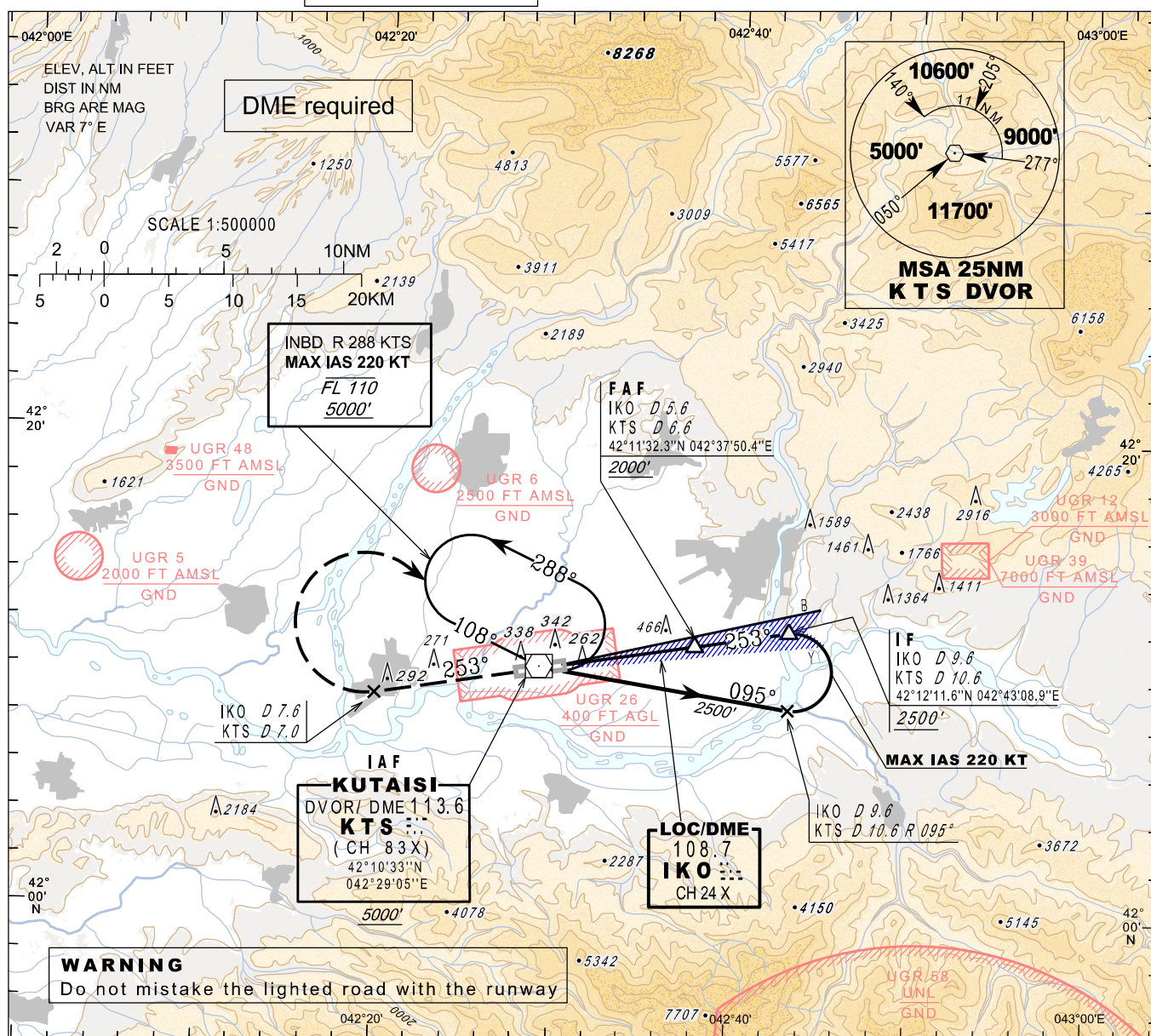
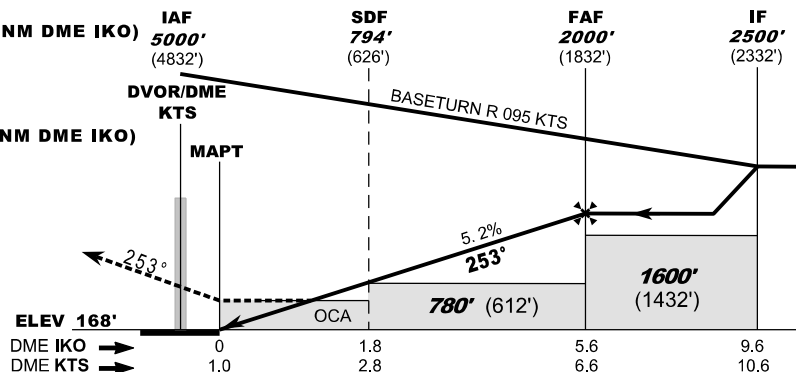


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 25 - ELEV 168'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****LOCy  
RWY 25****MISSED APPROACH****Normal:**Climb straight ahead to **3500'**, at **7 NM DME KTS (7.6 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 (7.6 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILS or LOCy or VOR).Timing is not authorised  
for defining the MAPT

| Straight-in Approach | A                | B | C | D |
|----------------------|------------------|---|---|---|
| <b>OCA(H)</b>        | <b>550 (390)</b> |   |   |   |

|              |                    |                    |                    |                  |                  |
|--------------|--------------------|--------------------|--------------------|------------------|------------------|
| DME IKO NM   | 5                  | 4                  | 3                  | 2                | 1                |
| DME KTS NM   | 6                  | 5                  | 4                  | 3                | 2                |
| ALT (HGT) FT | <b>1809 (1641)</b> | <b>1491 (1323)</b> | <b>1173 (1005)</b> | <b>854 (686)</b> | <b>536 (368)</b> |

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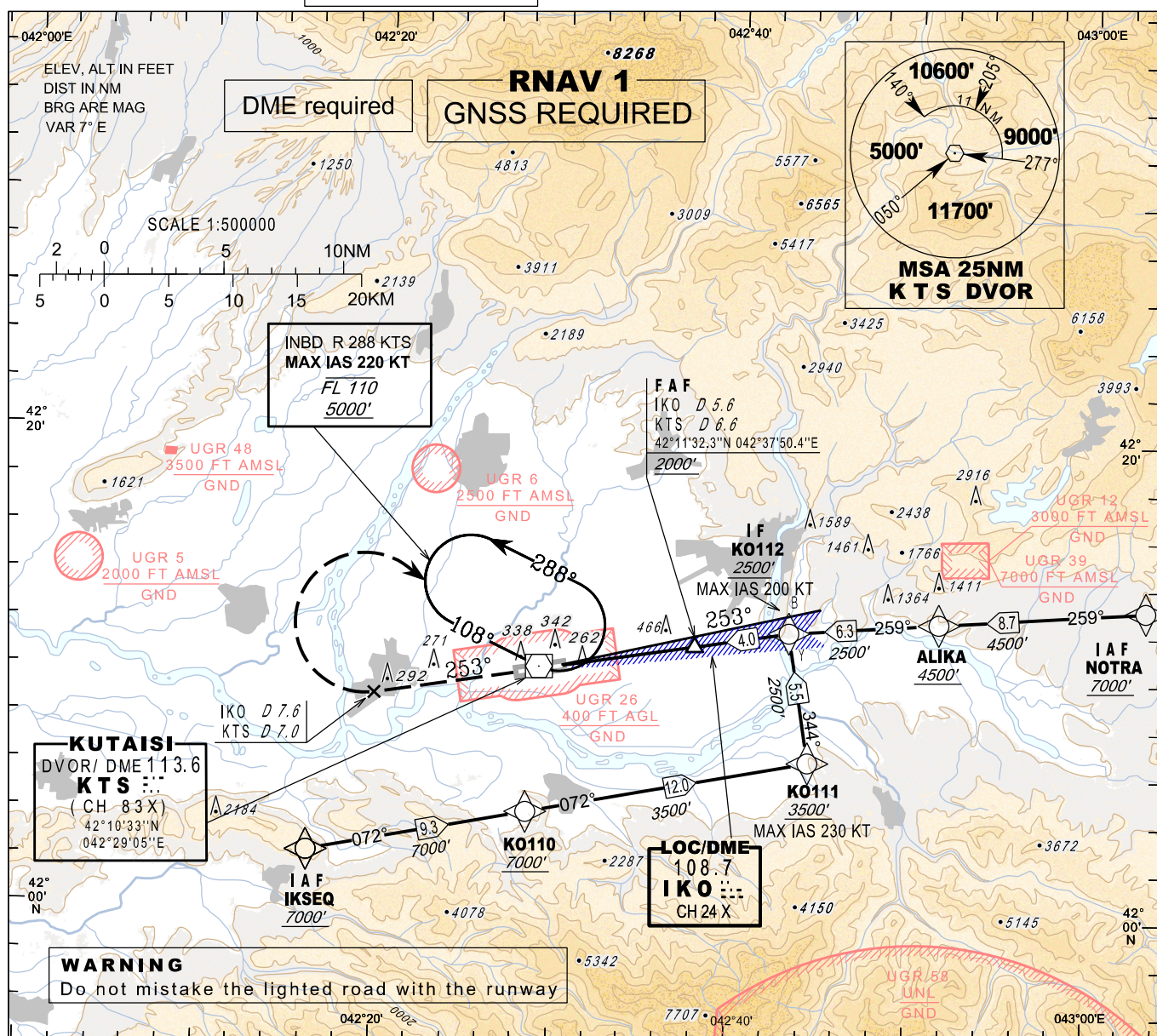


**INSTRUMENT  
APPROACH  
CHART - ICAO**

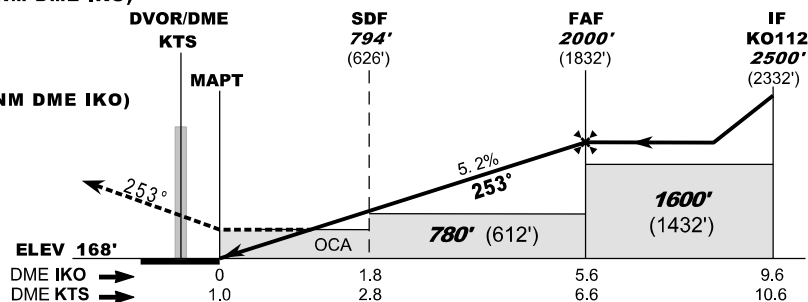
AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 25 - ELEV 168'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****LOCz  
RWY 25****MISSED APPROACH****Normal:**Climb straight ahead to 3500', at 7 NM DME KTS (7.6 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 (7.6 NM DME IKO) turn right inbound **KTS**, hold as published, when ready make new approach (ILS or LOC or VOR).Timing is not authorised  
for defining the MAPT

| Straight-in Approach | A                | B | C | D |
|----------------------|------------------|---|---|---|
| <b>OCA(H)</b>        | <b>550 (390)</b> |   |   |   |

|              |                    |                    |                    |                  |                  |
|--------------|--------------------|--------------------|--------------------|------------------|------------------|
| DME IKO NM   | 5                  | 4                  | 3                  | 2                | 1                |
| DME KTS NM   | 6                  | 5                  | 4                  | 3                | 2                |
| ALT (HGT) FT | <b>1809</b> (1641) | <b>1491</b> (1323) | <b>1173</b> (1005) | <b>854</b> (686) | <b>536</b> (368) |



RNAV Transition Coding Tables - RWY 25 LOCz

| IKSEQ transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | IKSEQ      | -       | 42°02'37.0"N 042°16'14.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |  |
| TF               | KO110      | -       | 42°04'27.0"N 042°28'32.0"E | 072° (078.6°)            | 9.3     | -              | +A7000      | -        | RNAV1                    |  |
| TF               | KO111      | -       | 42°06'46.0"N 042°44'21.0"E | 072° (078.8°)            | 12.0    | -              | +A3500      | -230     | RNAV1                    |  |
| TF               | KO112      | -       | 42°12'11.6"N 042°43'08.9"E | 344° (350.7°)            | 5.5     | -              | +A2500      | -200     | RNAV1                    |  |

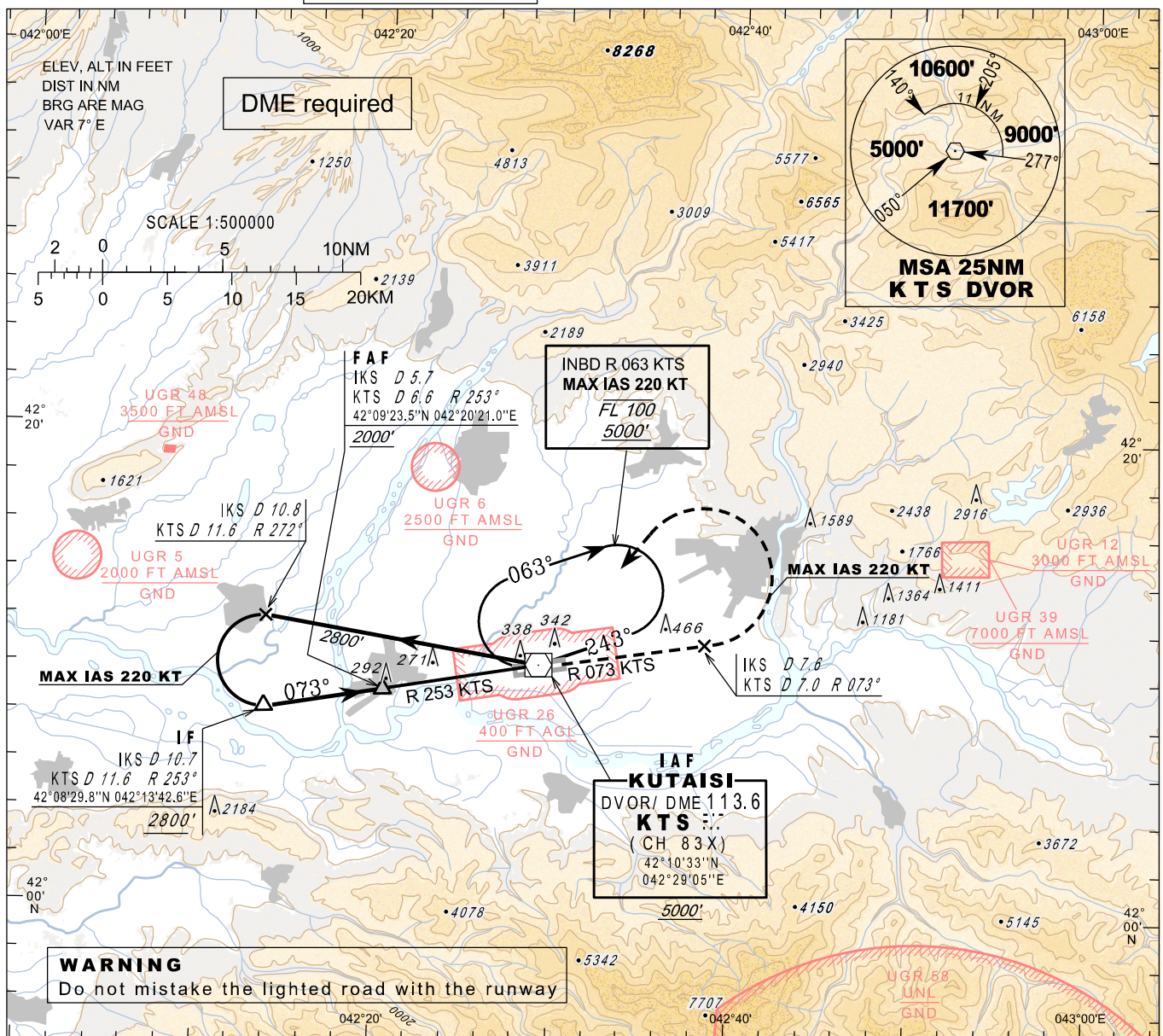
| NOTRA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | NOTRA      | -       | 42°13'21.0"N 043°03'16.0"E | -                        | -       | -              | +A7000      | -        | RNAV1                    |  |
| TF               | ALIKA      | -       | 42°12'41.0"N 042°51'36.0"E | 259° (265.7°)            | 8.7     | -              | +A4500      | -        | RNAV1                    |  |
| TF               | KO112      | -       | 42°12'11.6"N 042°43'08.9"E | 259° (265.6°)            | 6.3     | -              | +A2500      | -200     | RNAV1                    |  |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

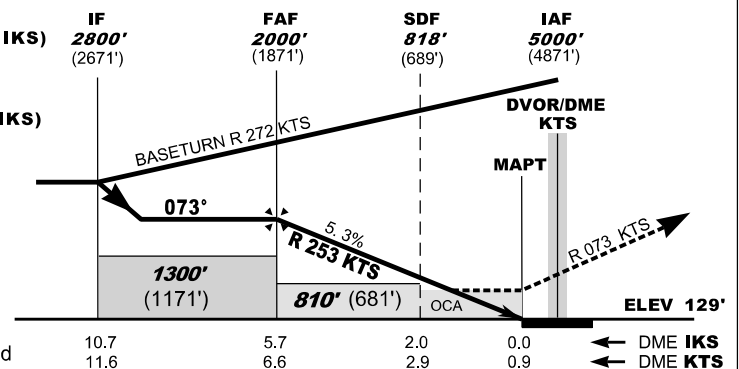
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 129'

TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****VOR  
RWY 07****MISSED APPROACH**

**Normal:**  
Climb 3500' on R 073 KTS, at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS and follow ATC instructions.  
MAX IAS 220 KT

**Radio Communication Failure:**  
Climb 5000' on R 073 KTS, at 7 NM DME KTS (7.6 NM DME IKS)  
turn left inbound KTS, hold as published, when ready  
make new approach. MAX IAS 220 KT



| Straight-in Approach | A                | B | C | D |
|----------------------|------------------|---|---|---|
| <b>OCA(H)</b>        | <b>590 (460)</b> |   |   |   |

Timing is not authorised  
for defining the MAPT

|              |             |             |             |           |           |          |
|--------------|-------------|-------------|-------------|-----------|-----------|----------|
| DME KTS NM   | 6           | 5           | 4           | 3         | 2         | 1        |
| DME IKS NM   | 5.1         | 4.1         | 3.1         | 2.1       | 1.1       | 0.1      |
| ALT (HGT) FT | 1808 (1679) | 1489 (1360) | 1179 (1050) | 850 (721) | 530 (401) | 211 (82) |

Changes: New procedures

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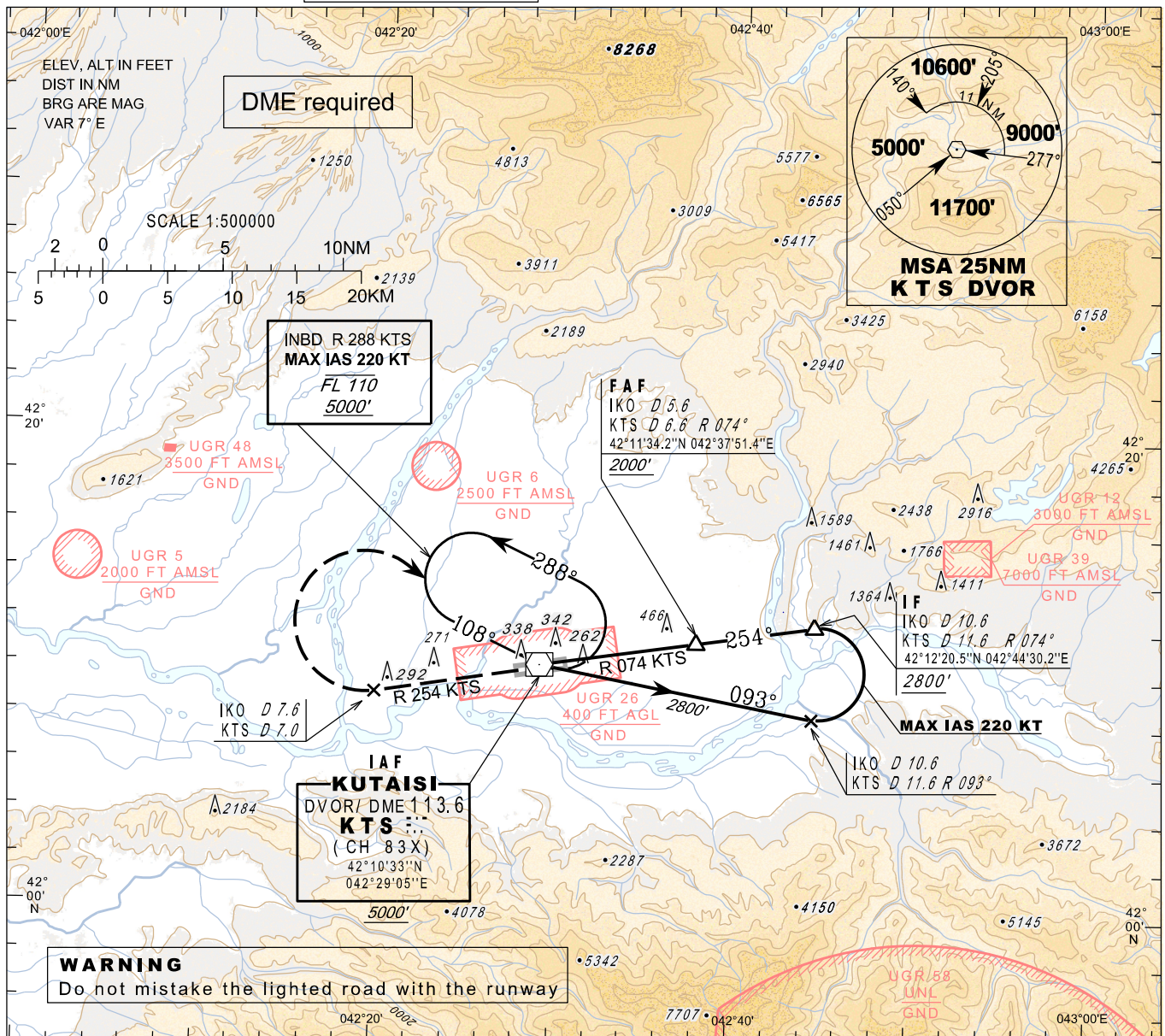


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 168'

HEIGHTS RELATED TO  
THR RWY 25 - ELEV 168'

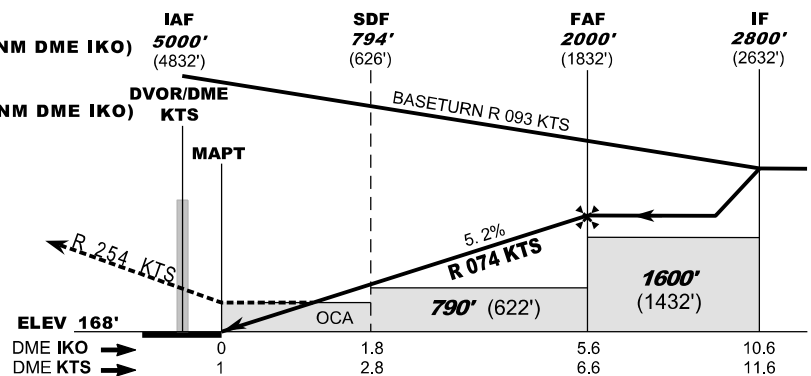
TRANSITION ALT 7000'

APP 127.100  
TWR 125.500  
ATIS 119.950**KUTAIISI/Kopitnari (UGKO)****VOR  
RWY 25****MISSED APPROACH**

**Normal:**  
Climb 3500' on R 254 KTS, at 7 NM DME KTS (7.6 NM DME IKO) turn right inbound KTS and follow ATC instructions.

**Radio Communication Failure:**  
Climb 5000' on R 254 KTS, at 7 NM DME KTS (7.6 NM DME IKO) turn right inbound KTS, hold as published, when ready make new approach.

Timing is not authorised  
for defining the MAPT



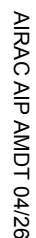
| Straight-in Approach | A                | B | C | D |
|----------------------|------------------|---|---|---|
| <b>OCA(H)</b>        | <b>550 (390)</b> |   |   |   |

|              |             |             |             |           |           |          |
|--------------|-------------|-------------|-------------|-----------|-----------|----------|
| DME KTS NM   | 6           | 5           | 4           | 3         | 2         | 1        |
| DME IKO NM   | 5           | 4           | 3           | 2         | 1         | 0        |
| ALT (HGT) FT | 1809 (1641) | 1492 (1324) | 1175 (1007) | 858 (690) | 540 (372) | 223 (55) |

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**KUTALSI/Kopitnari (UGKO)**

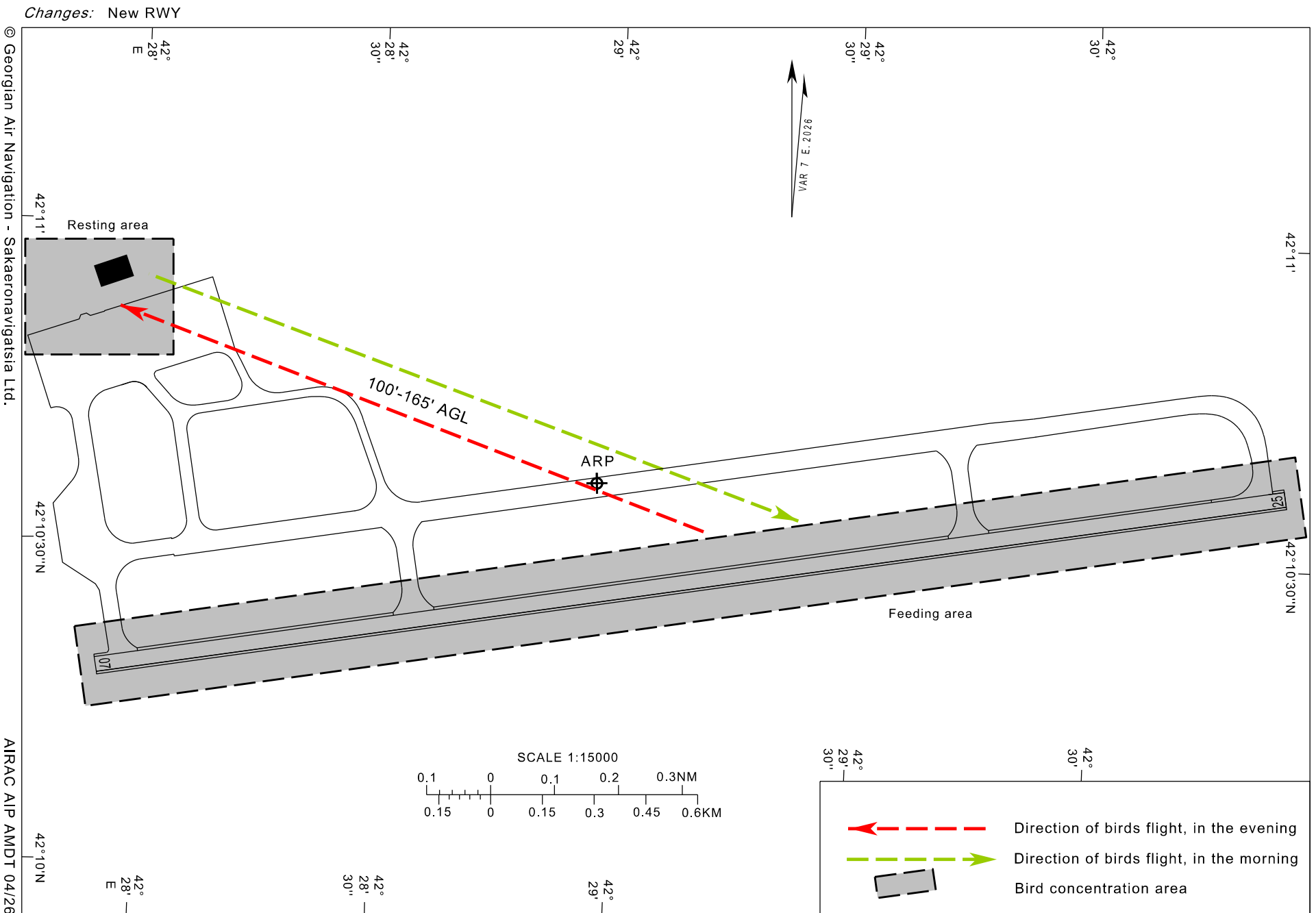
APP 127.100  
TWR 125.500





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## KUTAI/Kopitnari (UGKO)



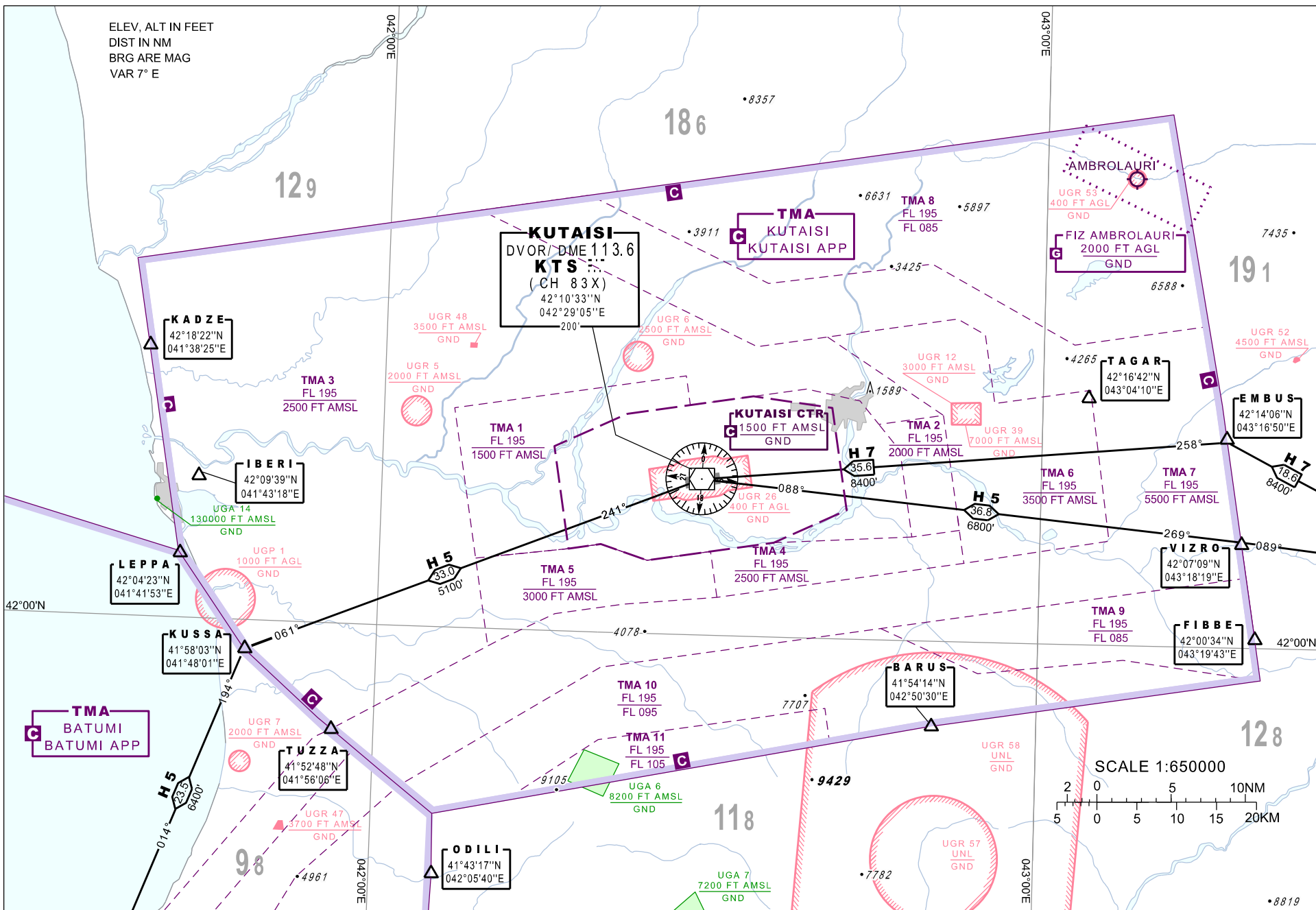
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# TMA - INDEX CHART

APP 127.100  
TMR 125.500  
ATIS 119.950

## KUTAIISI TMA

Changes: New chart



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**UGSB****UGSB AD 2.1 Aerodrome location indicator and name**

UGSB - BATUMI

**UGSB AD 2.2 Aerodrome geographical and administrative data**

|   |                                     |                                                                                                                         |
|---|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD      | 413637N 0413558E<br>on the RWY 12/30                                                                                    |
| 2 | Direction and distance from (city)  | 5 KM SW from Batumi                                                                                                     |
| 3 | Elevation / Reference temperature   | 37 FT / 28°C                                                                                                            |
| 4 | Geoid undulation at AD ELEV PSN     | 68 FT                                                                                                                   |
| 5 | MAG VAR / Annual change             | 7°E (2023) / NIL                                                                                                        |
| 6 | Aerodrome operator                  | BATUMI AIRPORT LTD                                                                                                      |
|   | Address                             | 220 Airport Highway<br>6015 BATUMI<br>GEORGIA                                                                           |
|   | Telephone                           | +995422235100, +995422235102, +995422235103                                                                             |
|   | Telefax                             | +995422235103                                                                                                           |
|   | AFS                                 | AFTN: UGSBBFXX<br>SITA: BATUMXH                                                                                         |
|   | E-mail                              | <a href="mailto:ozgur.agca@tav.aero">ozgur.agca@tav.aero</a> , <a href="mailto:bus.info@tav.aero">bus.info@tav.aero</a> |
|   | Website                             | NIL                                                                                                                     |
| 7 | Type of traffic permitted (IFR/VFR) | IFR/VFR                                                                                                                 |
| 8 | Remarks                             | NIL                                                                                                                     |

**UGSB AD 2.3 Operational hours**

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



## UGSB AD 2.4 Handling services and facilities

|   |                                         |                                                                                      |
|---|-----------------------------------------|--------------------------------------------------------------------------------------|
| 1 | Cargo-handling facilities               | NIL                                                                                  |
| 2 | Fuel/oil types                          | Fuel: TS1 (equivalent jet A - 1)<br>Oil: AMG-10, MK-8P                               |
| 3 | Fuelling facilities / capacity          | Refuelling facilities available; 2 Tracks 22 tones, 1 Track 7.5 tones; 20 litres/sec |
| 4 | De-icing facilities                     | Yes                                                                                  |
| 5 | Hangar space for visiting aircraft      | NIL                                                                                  |
| 6 | Repair facilities for visiting aircraft | Available for jobbing. Major repairs for aircraft up to 10000 KG by agreement        |
| 7 | Remarks                                 | NIL                                                                                  |

## UGSB AD 2.5 Passenger facilities

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

## UGSB AD 2.6 Rescue and fire fighting services

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

## UGSB AD 2.7 Seasonal availability - clearing

|   |                             |                                                                                                                                                                                                                                                                      |
|---|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Types of clearing equipment | 4 Snow Ploughs, 1 Snow Plough with blower equipment                                                                                                                                                                                                                  |
| 2 | Clearance priorities        | 1. RWY 12/30 and the access roads to the airport Rescue service<br>2. Taxiways in use and aircraft taxiing paths on the apron<br>3. Aircraft parking stands and vehicles paths on the apron<br>4. Runway and taxiways shoulders<br>5. The remaining sections (areas) |
| 3 | Remarks                     | 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.

### 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                                                                    |
| <b>Direct DEP Point</b>                                                                        | <b>Available Routings</b>   | <b>Remarks</b>                                                                             |
| 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 Hooded Crows (*Corvus cornix*) occurs on a daily basis. Although these birds remain active throughout the day, their movements are particularly pronounced between 08:00 and 10:00 (local time), when flocks depart from their roosting areas within the city and cross RWY 12/30 en route to feeding grounds located at the Batumi municipal landfill, situated southwest of the aerodrome. The observed flight altitude is approximately 100 FT (30 M) AGL. Between 16:00 and 19:00 (local time), a reverse movement pattern occurs as birds return to their roosting areas. Flight routes during the return movement may differ slightly from those observed during the morning period.

Intense gull activity, primarily involving Caspian Gulls (*Larus cachinnans*) and Yellow-legged Gulls (*Larus michahellis*), also occurs during daytime hours within the vicinity of the aerodrome and over the Black Sea. Other gull species may also be present. These birds utilise marine and coastal habitats for feeding, roosting and resting.

Seasonal activity of swifts and raptors takes place during autumn, particularly from mid-August to mid-October, and spring, from March to June, 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            |
| 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           |
| Batumi TMA - Index chart                                      | AD 2.UGSB-TMA            |
| * the chart contains a text page                              |                          |

## **UGSB AD 2.25 Visual segment surface (VSS) penetration**

To be developed.

**BATUMI TMA**





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| RWY Designator | RWY edge LGT<br>LEN, spacing,<br>colour, INTST | RWY End LGT<br>colour,<br>WBAR | SWY LGT<br>LEN,<br>colour | Remarks                            |
|----------------|------------------------------------------------|--------------------------------|---------------------------|------------------------------------|
| 1              | 7                                              | 8                              | 9                         | 10                                 |
| 31L            | 3000 M 60 M White<br>FM 2400 M Yellow<br>LIH   | RED                            | NIL                       | Flashing LGT<br>570 M<br>available |

## UGTB AD 2.15 Other lighting and secondary power supply

|   |                                                          |                                                                                    |
|---|----------------------------------------------------------|------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At Tower building, rotating light beacon, RPM 12, code W/G, SS-SR<br>IBN: NIL |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | NIL<br>Anemometer: 425 M from THR 31L; 314 M from THR 13R; lighted                 |
| 3 | TWY edge and centre line lighting                        | CL: TWY A, B, C, E, G<br>Edge: TWY A, B, C, E, G                                   |
| 4 | Secondary power supply/switch-over time                  | Secondary power supply to all lighting at AD.<br>Switch-over time: 1 SEC.          |
| 5 | Remarks                                                  | RWY 31L/13R Guard LGT at TWY A, B, E, G                                            |

## UGTB AD 2.16 Helicopter landing area

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

## UGTB AD 2.17 Air traffic services airspace

|   |                                   |                                                                                                                                                                                                     |
|---|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | TBILISI CTR<br>414513N 0444409E - 415002N 0445056E -<br>414559N 0450149E - 414109N 0450755E -<br>413249N 0451242E - 412801N 0450555E -<br>413000N 0445740E - 413651N 0444901E -<br>414513N 0444409E |
| 2 | Vertical limits                   | GND to 4500 FT AMSL                                                                                                                                                                                 |
| 3 | Airspace classification           | C                                                                                                                                                                                                   |
| 4 | ATS unit call sign<br>Language(s) | TBILISI TOWER<br>EN                                                                                                                                                                                 |
| 5 | Transition altitude               | 11000 FT AMSL                                                                                                                                                                                       |
| 6 | Hours of applicability            | H24                                                                                                                                                                                                 |
| 7 | Remarks                           | NIL                                                                                                                                                                                                 |

**UGTB AD 2.18 Air traffic services communication facilities**

| Service designation | Call sign           | Channel(s)  | SATVOICE number(s) | Logon address | Hours of operation | Remarks   |
|---------------------|---------------------|-------------|--------------------|---------------|--------------------|-----------|
| 1                   | 2                   | 3           | 4                  | 5             | 6                  | 7         |
| APP                 | TBILISI APPROACH    | 134.600 MHz | NIL                | NIL           | H24                | NIL       |
|                     |                     | 121.500 MHz | NIL                | NIL           |                    | Emergency |
| TWR                 | TBILISI TOWER       | 128.000 MHz | NIL                | NIL           | H24                | Primary   |
|                     |                     | 119.000 MHz | NIL                | NIL           |                    | Secondary |
| ATIS                | TBILISI ATIS        | 132.800 MHz | NIL                | NIL           | H24                | NIL       |
| FIS                 | TBILISI INFORMATION | 124.150 MHz | NIL                | NIL           | H24                | NIL       |
|                     |                     | 121.500 MHz | NIL                | NIL           |                    | Emergency |

**UGTB AD 2.19 Radio navigation and landing aids**

| Type of aids, MAG VAR, Type of supported OPS for ILS/MLS/GLS, basic GNSS and SBAS, Classification for ILS, Facility Classification and approach facility designation(s) for GBAS, VOR/ILS/MLS station declination | ID  | Frequency, Channel number, Service provider | Hours of operation | Position of transmitting antenna coordinates | ELEV of DME transmitting antenna, GBAS reference point ELEV and ellipsoid HGT, SBAS LTP/FTP ellipsoid HGT | Service volume radius from the GBAS reference point | Remarks             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------|--------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------|
| 1                                                                                                                                                                                                                 | 2   | 3                                           | 4                  | 5                                            | 6                                                                                                         | 7                                                   | 8                   |
| NDB<br>(7°E 2020)                                                                                                                                                                                                 | DF  | 520 KHZ                                     | H24                | 415510.0N<br>0443420.0E                      | Not applicable                                                                                            | NIL                                                 | NIL                 |
| DVOR/DME<br>(7°E 2020)                                                                                                                                                                                            | TBS | 113.700<br>MHZ CH 84X                       | H24                | 414013.7N<br>0445648.8E                      | 1600 FT                                                                                                   | NIL                                                 | Coverage<br>108 NM. |

## 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 manoeuvring 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.

#### 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 | -                                                                     |
| <b>Direct ARR Point</b>                                                                        | <b>Available Routings</b>    | <b>Remarks</b>                                                        |
| 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...           | -                                                                                                           |
| <b>Direct DEP Point</b>                                                                        | <b>Available Routings</b>    | <b>Remarks</b>                                                                                              |
| 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            |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 13R                        | AD 2.UGTB-SID-RNAV-13R-1   |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 13R<br>(Continuation) | AD 2.UGTB-SID-RNAV-13R-3   |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 31L                        | AD 2.UGTB-SID-RNAV-31L-1   |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 31L<br>(TAVRO)             | AD 2.UGTB-SID-RNAV-31L-T-1 |
| Standard Departure Chart - Instrument - ICAO<br>RWY 13R/31L                           | AD 2.UGTB-SID-13R/31L-1    |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 13R                          | AD 2.UGTB-STAR-RNAV-13R-1  |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 31L                          | AD 2.UGTB-STAR-RNAV-31L-1  |
| ATC Surveillance Minimum Altitude Chart - ICAO                                        | AD 2.UGTB-ATCSMAC-1        |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(ILSy)                                 | AD 2.UGTB-IAC-13R-ILSy     |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(ILSz)                                 | AD 2.UGTB-IAC-13R-ILSz-1   |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(LOCy)                                 | AD 2.UGTB-IAC-13R-LOCy     |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(LOCz)                                 | AD 2.UGTB-IAC-13R-LOCz-1   |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(ILSy)                                 | AD 2.UGTB-IAC-31L-ILSy     |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(ILSz)                                 | AD 2.UGTB-IAC-31L-ILSz-1   |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(LOCy)                                 | AD 2.UGTB-IAC-31L-LOCy     |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(LOCz)                                 | AD 2.UGTB-IAC-31L-LOCz-1   |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(VOR)                                  | AD 2.UGTB-IAC-13R-VOR      |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(VOR)                                  | AD 2.UGTB-IAC-31L-VOR      |
| Visual Approach Chart - ICAO                                                          | AD 2.UGTB-VAC              |
| Bird Concentrations and Movement - Index chart                                        | AD 2.UGTB-BIRD             |
| Tbilisi TMA - Index chart                                                             | AD 2.UGTB-TMA              |
| * the chart contains a text page                                                      |                            |



## **UGTB AD 2.25 Visual segment surface (VSS) penetration**

To be developed.

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AERODROME CHART - ICAO

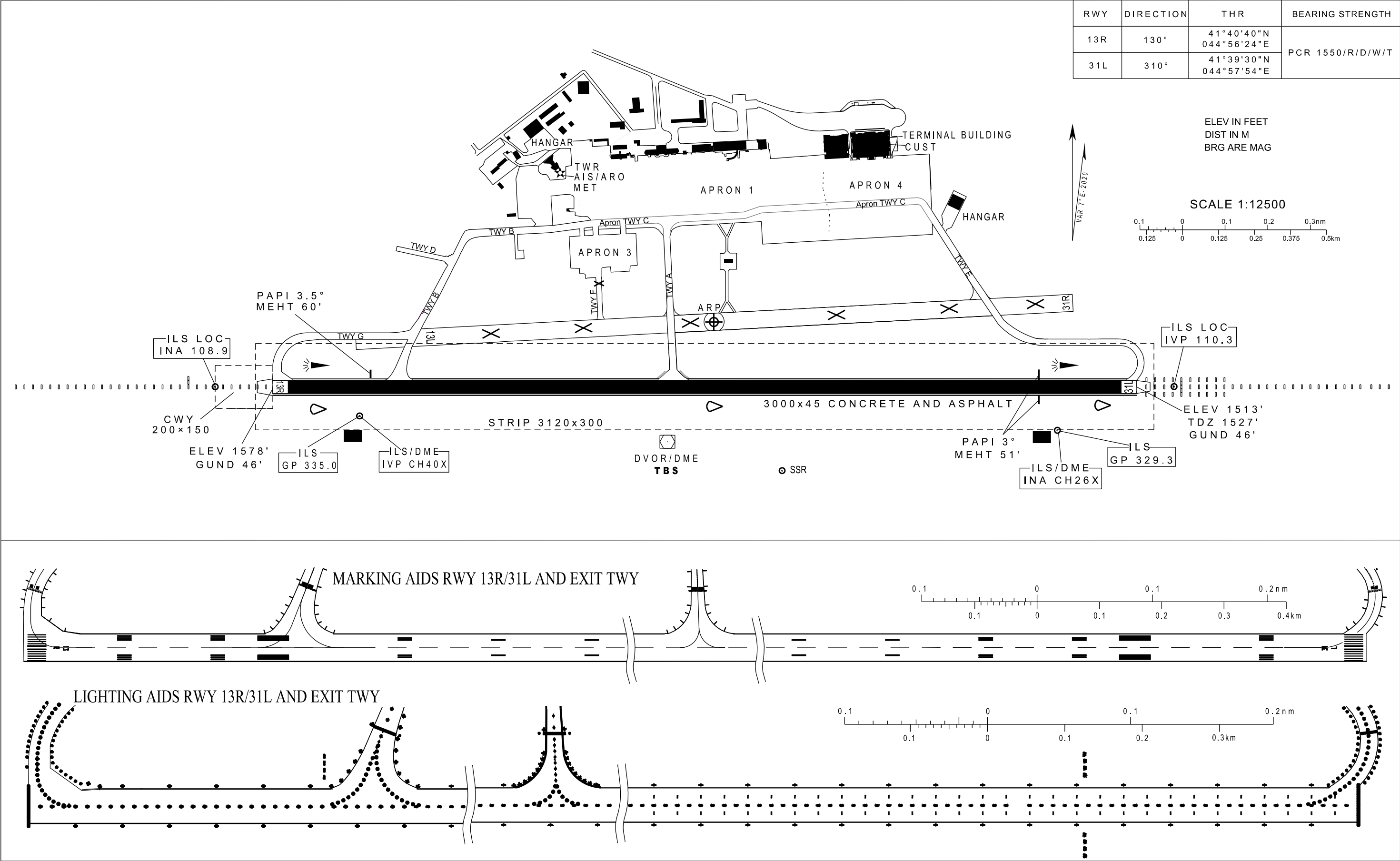
41° 40' 09" N  
044° 57' 17" E

ELEV 1578'

|       |                     |
|-------|---------------------|
| TWR   | 128.000 (Primary)   |
|       | 119.000 (Secondary) |
| APRON | 131.700             |

TBILISI /Tbilisi (UGTB)

| RWY | DIRECTION | THR                       | BEARING STRENGTH |
|-----|-----------|---------------------------|------------------|
| 13R | 130°      | 41°40'40"N<br>044°56'24"E | PCR 1550/R/D/W/T |
| 31L | 310°      | 41°39'30"N<br>044°57'54"E |                  |



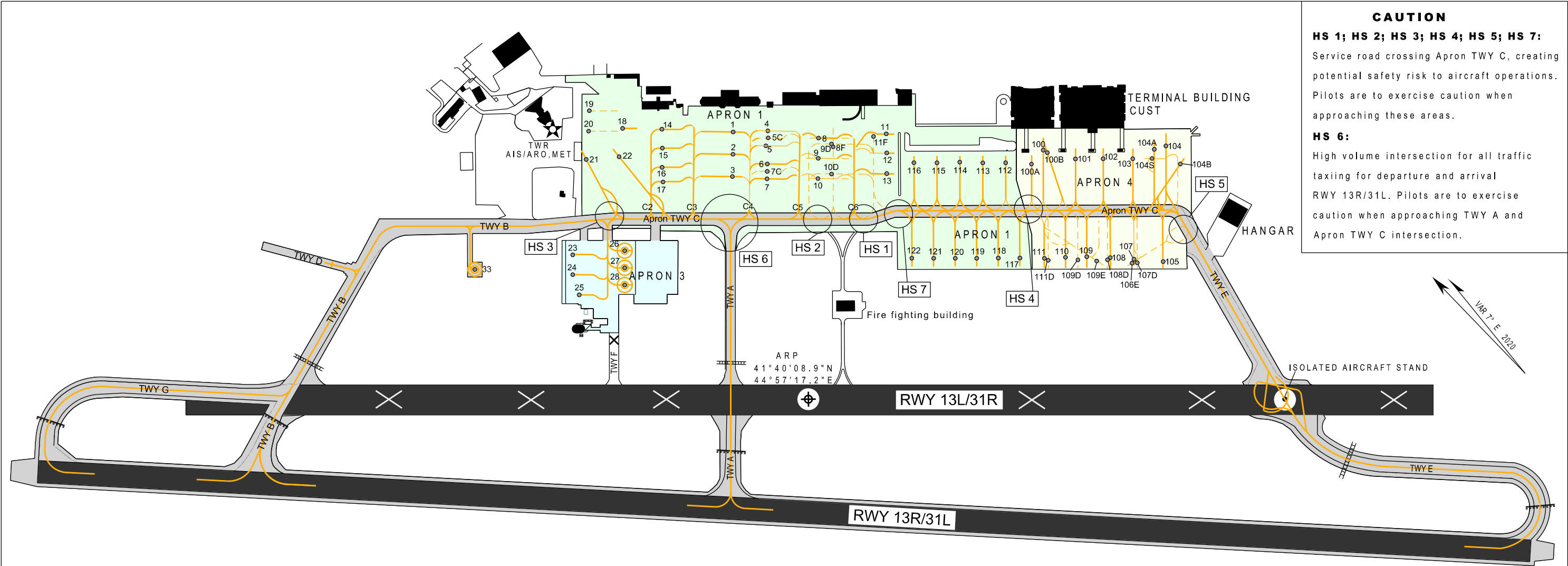
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AIRCRAFT PARKING AND GROUND MOVEMENT  
CHART - ICAO

APRON 4 ELEV 1560'

|       |                     |
|-------|---------------------|
| TWR   | 128.000 (Primary)   |
|       | 119.000 (Secondary) |
| APRON | 131.700             |

TBILISI/Tbilisi (UGTB)

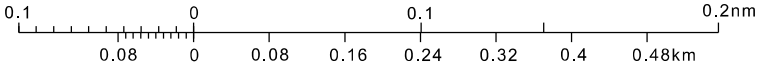


**CAUTION**

**HS 1; HS 2; HS 3; HS 4; HS 5; HS 7:**  
Service road crossing Apron TWY C, creating potential safety risk to aircraft operations. Pilots are to exercise caution when approaching these areas.

**HS 6:**  
High volume intersection for all traffic taxiing for departure and arrival RWY 13R/31L. Pilots are to exercise caution when approaching TWY A and Apron TWY C intersection.

SCALE 1:8000



| INS COORDINATES FOR AIRCRAFT STANDS |                              |      |                              |      |                              |      |                              |
|-------------------------------------|------------------------------|------|------------------------------|------|------------------------------|------|------------------------------|
| POS.                                | COORDINATES                  | POS. | COORDINATES                  | POS. | COORDINATES                  | POS. | COORDINATES                  |
| 1                                   | 41°40'24.99"N 044°57'28.44"E | 12   | 41°40'17.11"N 044°57'36.84"E | 33   | 41°40'30.28"N 044°57'03.93"E | 109  | 41°40'03.15"N 044°57'43.09"E |
| 2                                   | 41°40'23.95"N 044°57'27.10"E | 13   | 41°40'16.13"N 044°57'35.60"E | 100  | 41°40'10.24"N 044°57'46.86"E | 109D | 41°40'03.45"N 044°57'42.41"E |
| 3                                   | 41°40'22.91"N 044°57'25.75"E | 14   | 41°40'28.23"N 044°57'24.21"E | 100A | 41°40'10.17"N 044°57'45.38"E | 109E | 41°40'02.57"N 044°57'43.63"E |
| 4                                   | 41°40'23.49"N 044°57'30.70"E | 15   | 41°40'27.35"N 044°57'23.10"E | 100B | 41°40'09.94"N 044°57'46.97"E | 110  | 41°40'04.15"N 044°57'41.81"E |
| 5                                   | 41°40'22.80"N 044°57'29.79"E | 16   | 41°40'26.45"N 044°57'21.95"E | 101  | 41°40'08.41"N 044°57'48.42"E | 111  | 41°40'05.10"N 044°57'40.47"E |
| 5C                                  | 41°40'23.14"N 044°57'30.24"E | 17   | 41°40'25.77"N 044°57'21.10"E | 102  | 41°40'07.17"N 044°57'50.16"E | 111D | 41°40'04.78"N 044°57'40.54"E |
| 6                                   | 41°40'21.96"N 044°57'28.68"E | 18   | 41°40'30.12"N 044°57'21.70"E | 103  | 41°40'05.84"N 044°57'52.03"E | 112  | 41°40'11.31"N 044°57'43.72"E |
| 7                                   | 41°40'21.27"N 044°57'27.78"E | 19   | 41°40'32.47"N 044°57'20.60"E | 104  | 41°40'04.94"N 044°57'54.84"E | 113  | 41°40'12.33"N 044°57'42.27"E |
| 7C                                  | 41°40'21.61"N 044°57'28.23"E | 20   | 41°40'31.51"N 044°57'19.39"E | 104A | 41°40'05.31"N 044°57'53.91"E | 114  | 41°40'13.35"N 044°57'40.83"E |
| 8                                   | 41°40'20.88"N 044°57'33.45"E | 21   | 41°40'30.29"N 044°57'17.55"E | 104B | 41°40'03.45"N 044°57'54.66"E | 115  | 41°40'14.38"N 044°57'39.38"E |
| 8F                                  | 41°40'19.85"N 044°57'33.89"E | 22   | 41°40'28.94"N 044°57'19.79"E | 104S | 41°40'04.97"N 044°57'53.21"E | 116  | 41°40'15.40"N 044°57'37.93"E |
| 9                                   | 41°40'19.94"N 044°57'32.22"E | 23   | 41°40'26.41"N 044°57'11.03"E | 105  | 41°39'59.64"N 044°57'47.75"E | 117  | 41°40'06.13"N 044°57'38.85"E |
| 9D                                  | 41°40'20.02"N 044°57'33.91"E | 24   | 41°40'25.46"N 044°57'09.82"E | 106E | 41°40'00.88"N 044°57'46.16"E | 118  | 41°40'07.09"N 044°57'37.49"E |
| 10                                  | 41°40'19.00"N 044°57'30.99"E | 25   | 41°40'24.21"N 044°57'09.02"E | 107  | 41°40'01.03"N 044°57'46.06"E | 119  | 41°40'08.06"N 044°57'36.13"E |
| 10D                                 | 41°40'18.61"N 044°57'32.13"E | 26   | 41°40'24.40"N 044°57'14.33"E | 107D | 41°40'00.80"N 044°57'46.15"E | 120  | 41°40'09.02"N 044°57'34.77"E |
| 11                                  | 41°40'18.01"N 044°57'37.97"E | 27   | 41°40'23.59"N 044°57'13.30"E | 108  | 41°40'02.10"N 044°57'44.58"E | 121  | 41°40'09.99"N 044°57'33.41"E |
| 11F                                 | 41°40'18.05"N 044°57'36.44"E | 28   | 41°40'22.78"N 044°57'12.28"E | 108D | 41°40'02.13"N 044°57'44.28"E | 122  | 41°40'10.95"N 044°57'32.05"E |

APRON SURFACE & STRENGTH

APRON 1 - Concrete and asphalt - PCR 620/F/B/X/U  
Aircraft stands № 112,113,114,115,116 -  
Concrete - PCR 740/R/D/W/T  
Aircraft stands № 117,118,119,120,121,122 -  
Asphalt - PCR 1800/F/D/X/T

APRON 3 - Concrete and asphalt - PCR 200/F/B/X/U  
Aircraft Stand 33 - Asphalt - STRENGTH 11100kg/0.6MPa

APRON 4 - Concrete - PCR 990/R/B/W/U

LEGEND

|                                        |       |
|----------------------------------------|-------|
| TAXI LANE                              | C4    |
| AIRCRAFT STAND                         | ● 23  |
| HELICOPTER STAND                       | ⊙ 27  |
| RWY-HOLDING POSITION MARKING PATTERN A | ▬▬▬▬▬ |
| RWY-HOLDING POSITION MARKING PATTERN B | ▬▬▬▬▬ |

TAXIWAYS WIDTH, SURFACE & STRENGTH

TWY A :18 M Concrete and asphalt PCR 750/R/D/W/T  
TWY B :23 M Concrete and asphalt PCR 620/F/B/X/U  
Apron TWY C: 23 M Concrete and asphalt PCR 620/F/B/X/U  
TWY D :16 M Concrete  
TWY E :23 M Concrete PCR 990/R/B/W/U  
TWY F :18 M Concrete and asphalt  
TWY G :23 M Concrete and asphalt PCR 1530/F/D/X/T

Changes: TWR FREQ

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**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

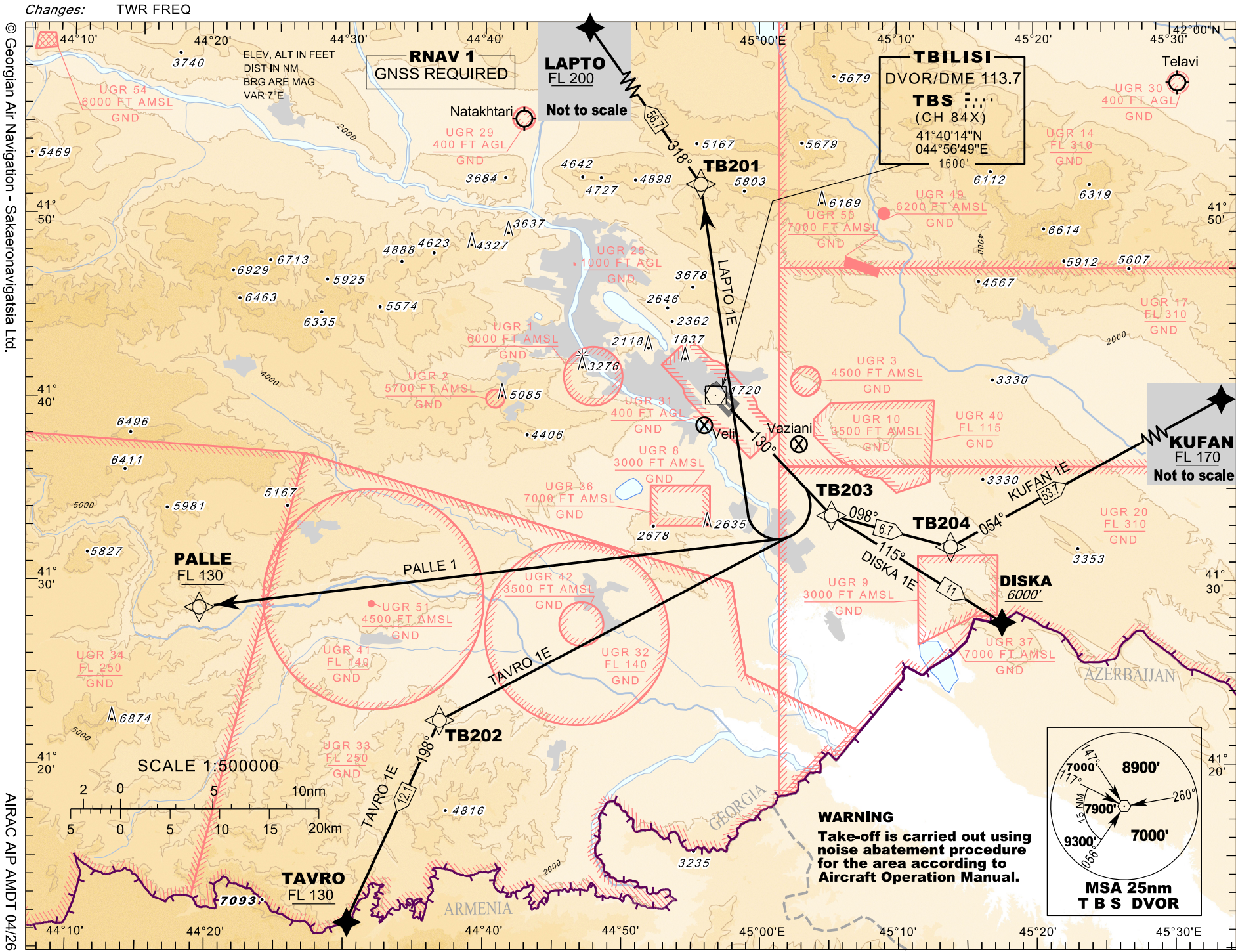
**TBILISI/Tbilisi (UGTB)**

**RNAV Rwy 13R**

TRANSITION ALTITUDE  
11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)

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





**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY13R**

| SID                                | ROUTING AND ALTITUDES                                                                                                         |         |                            | MIN.CLIMB GRAD.          |         | Comment                                                                                                                                      |             |          |                          |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|--------------------------|
| <b>PALLE 1</b>                     | <b>PALLE ONE</b><br><br>Climb on course 130°, when passing 4000 FT turn right direct to PALLE. Cross PALLE at or above FL130. |         |                            | 4.4% to FL130            |         | <b>- From PALLE direct routes (en-route DCTs) are available to NOLGA, TETRO and BARUS.</b><br><b>- For RWY 31L expect ZAGOT 1 departure.</b> |             |          |                          |
| RNAV 1 SID Coding Table of PALLE 1 |                                                                                                                               |         |                            |                          |         |                                                                                                                                              |             |          |                          |
| Path Terminator                    | Waypoint                                                                                                                      |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction                                                                                                                               | Constraints |          | Navigation Specification |
|                                    | Identifier                                                                                                                    | Flyover | Coordinates                |                          |         |                                                                                                                                              | Level       | Speed KT |                          |
| CA                                 | -                                                                                                                             | -       | -                          | 130° (136.6°)            | -       | -                                                                                                                                            | A4000       | -        | RNAV1                    |
| DF                                 | PALLE                                                                                                                         | -       | 41°28'35.0"N 044°19'25.0"E | -                        | -       | R                                                                                                                                            | +FL130      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                                 |         |                            | MIN.CLIMB GRAD.          |         | Comment        |             |          |                          |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| LAPTO 1E                            | LAPTO ONE ECHO                                                                                                        |         |                            | 4% to FL140              |         | NIL            |             |          |                          |
|                                     | Climb on course 130°, when passing 4000 FT turn right direct to TB201, track to LAPTO. Cross LAPTO at or above FL200. |         |                            |                          |         |                |             |          |                          |
| RNAV 1 SID Coding Table of LAPTO 1E |                                                                                                                       |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                                              |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                                            | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                                     | -       | -                          | 130° (136.6°)            | -       | -              | A4000       | -        | RNAV1                    |
| DF                                  | TB201                                                                                                                 | -       | 41°51'43.0"N 044°55'44.0"E | -                        | -       | R              | -           | -        | RNAV1                    |
| TF                                  | LAPTO                                                                                                                 | -       | 42°37'53.0"N 044°11'19.0"E | 318° (324.7°)            | 56.7    | -              | +FL200      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                          |         |                            | MIN.CLIMB GRAD.          |         | Comment        |             |          |                          |  |
|-------------------------------------|--------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| KUFAN 1E                            | KUFAN ONE ECHO                                                                 |         |                            | 4% to FL150              |         | NIL            |             |          |                          |  |
|                                     | To TB203 on course 130°, to TB204, to KUFAN.<br>Cross KUFAN at or above FL170. |         |                            |                          |         |                |             |          |                          |  |
| RNAV 1 SID Coding Table of KUFAN 1E |                                                                                |         |                            |                          |         |                |             |          |                          |  |
| Path Terminator                     | Waypoint                                                                       |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                                     | Identifier                                                                     | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| CF                                  | TB203                                                                          | -       | 41°33'40.0"N 045°05'13.0"E | 130° (136.6°)            | -       | -              | -           | -        | RNAV1                    |  |
| TF                                  | TB204                                                                          | -       | 41°31'57.0"N 045°13'51.0"E | 098° (104.8°)            | 6.7     | -              | -           | -        | RNAV1                    |  |
| TF                                  | KUFAN                                                                          | -       | 41°57'18.0"N 046°17'08.0"E | 054° (61.3°)             | 53.7    | -              | +FL170      | -        | RNAV1                    |  |

| SID                                 | ROUTING AND ALTITUDES                                              |         |                            | MIN.CLIMB GRAD.          |         | Comment        |             |          |                          |
|-------------------------------------|--------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| DISKA 1E                            | DISKA ONE ECHO                                                     |         |                            | 3.9% to 6000 FT          |         | NIL            |             |          |                          |
|                                     | To TB203 on course 130°, to DISKA. Cross DISKA at or above 6000FT. |         |                            |                          |         |                |             |          |                          |
| RNAV 1 SID Coding Table of DISKA 1E |                                                                    |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                           |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                         | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CF                                  | TB203                                                              | -       | 41°33'40.0"N 045°05'13.0"E | 130° (136.6°)            | -       | -              | -           | -        | RNAV1                    |
| TF                                  | DISKA                                                              | -       | 41°27'50.0"N 045°17'34.0"E | 115° (122.1°)            | 11      | -              | +A6000      | -        | RNAV1                    |

For continuation see AD 2.UGTB-SID-RNAV-13R-3

**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY 13R (Continuation)**

| SID                                 | ROUTING AND ALTITUDES                                                                                                 |         |                            | MIN.CLIMB GRAD.          | Comment |                |             |          |                          |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| TAVRO 1E                            | TAVRO ONE ECHO                                                                                                        |         |                            | 4.3% to FL130            | NIL     |                |             |          |                          |
|                                     | Climb on course 130°, when passing 4000 FT turn right direct to TB202, track to TAVRO. Cross TAVRO at or above FL130. |         |                            |                          |         |                |             |          |                          |
| RNAV 1 SID Coding Table of TAVRO 1E |                                                                                                                       |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                                              |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                                            | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                                     | -       | -                          | 130° (136.6°)            | -       | -              | A4000       | -        | RNAV1                    |
| DF                                  | TB202                                                                                                                 | -       | 41°22'29.0"N 044°36'51.0"E | -                        | -       | R              | -           | -        | RNAV1                    |
| TF                                  | TAVRO                                                                                                                 | -       | 41°11'29.0"N 044°30'09.0"E | 198° (204.7°)            | 12.1    | -              | +FL130      | -        | RNAV1                    |

**NOTE :**

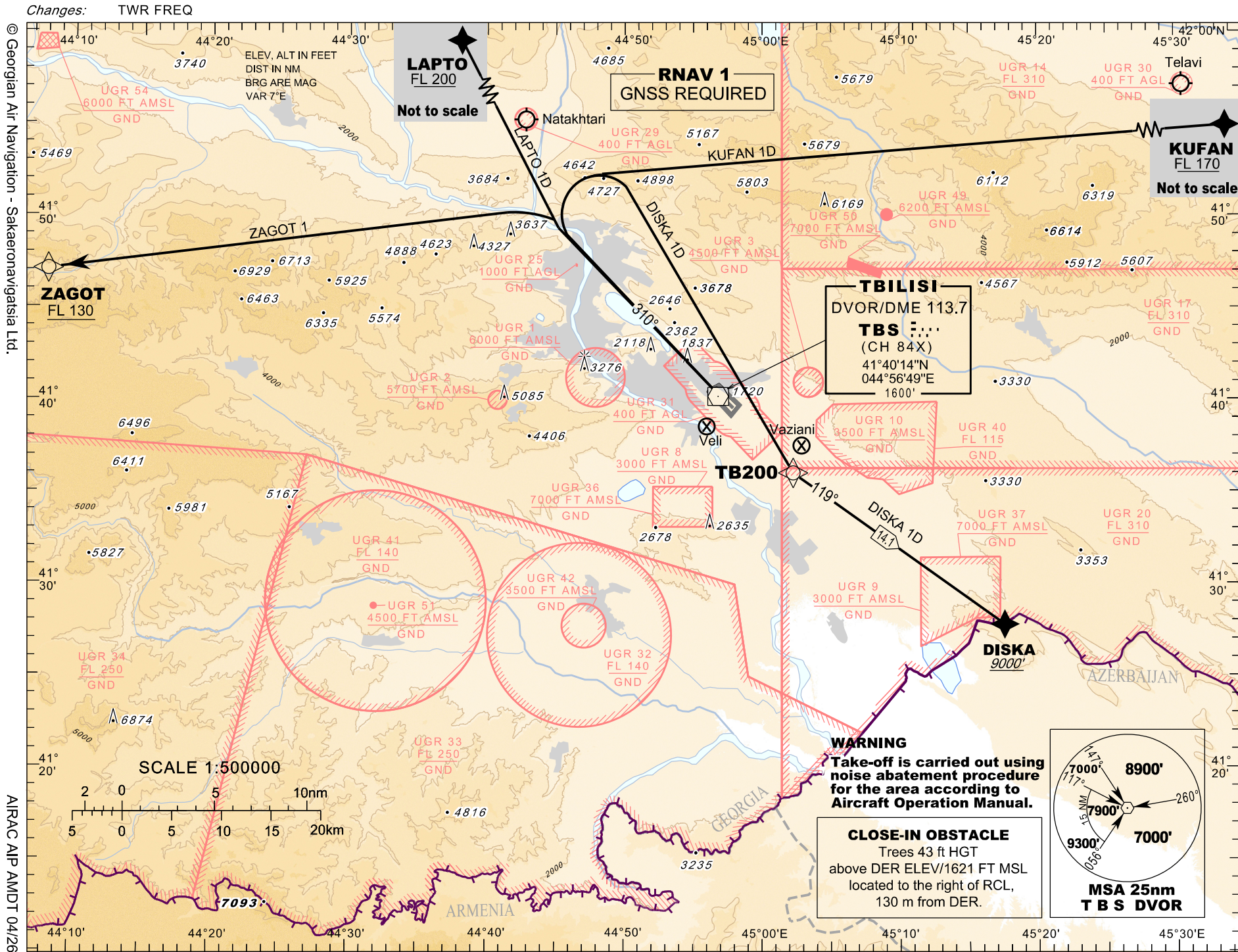
- When cleared level requires an a/c to level-off on SID, ATC Surveillance Minimum Altitudes will be respected by controller.
- As an alternative to any SID, controller may instruct to "CONTINUE RUNWAY HEADING" or "CLIMB STRAIGHT AHEAD". In such cases climb gradient of 3.9 % or greater shall be maintained up to 4500 FT and direct routing or vectoring should be expected.

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**Tbilisi/Tbilisi (UGTB)**

|     |                     |
|-----|---------------------|
| APP | 134.600             |
| TWR | 128.000 (Primary)   |
|     | 119.000 (Secondary) |

**RNAV RWY 31L**  
ZAGOT 1 LAPTO 1D  
KUFAN 1D DISKA 1D





**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY31L**

| SID             | ROUTING AND ALTITUDES                                                                                                 |         |                            | MIN.CLIMB GRAD.                              | Comment                                                                                                                        |                |             |          |                          |
|-----------------|-----------------------------------------------------------------------------------------------------------------------|---------|----------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------|-------------|----------|--------------------------|
| ZAGOT 1         | ZAGOT ONE<br><br>Climb on course 310°, when passing 7000 FT turn left direct to ZAGOT. Cross ZAGOT at or above FL130. |         |                            | 5.4% to 7000 FT.<br>4% from 7000 FT to FL130 | - From ZAGOT direct routes (en-route DCTs) are available to NOLGA, TETRO and BARUS.<br>- For RWY 13R expect PALLE 1 departure. |                |             |          |                          |
|                 | RNAV 1 SID Coding Table of ZAGOT1                                                                                     |         |                            |                                              |                                                                                                                                |                |             |          |                          |
| Path Terminator | Waypoint                                                                                                              |         |                            | Course/Track °MAG(°True)                     | DIST NM                                                                                                                        | Turn Direction | Constraints |          | Navigation Specification |
|                 | Identifier                                                                                                            | Flyover | Coordinates                |                                              |                                                                                                                                |                | Level       | Speed KT |                          |
| CA              | -                                                                                                                     | -       | -                          | 310° (316.5°)                                | -                                                                                                                              | -              | A7000       | -        | RNAV1                    |
| DF              | ZAGOT                                                                                                                 | -       | 41°47'06.0"N 044°08'11.0"E | -                                            | -                                                                                                                              | L              | +FL130      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                 |         |                            | MIN.CLIMB GRAD.            |         | Comment        |             |          |                          |
|-------------------------------------|-------------------------------------------------------------------------------------------------------|---------|----------------------------|----------------------------|---------|----------------|-------------|----------|--------------------------|
| LAPTO 1D                            | LAPTO ONE DELTA                                                                                       |         |                            | 5.4% to 6000 FT.           |         | NIL            |             |          |                          |
|                                     | Climb on course 310°, when passing 6000 FT turn right direct to LAPTO. Cross LAPTO at or above FL200. |         |                            | 4.4% from 6000 FT to FL200 |         |                |             |          |                          |
| RNAV 1 SID Coding Table of LAPTO 1D |                                                                                                       |         |                            |                            |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                              |         |                            | Course/Track °MAG(°True)   | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                            | Flyover | Coordinates                |                            |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                     | -       | -                          | 310° (316.5°)              | -       | -              | A6000       | -        | RNAV1                    |
| DF                                  | LAPTO                                                                                                 | -       | 42°37'53.0"N 044°11'19.0"E | -                          | -       | R              | +FL200      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                                                                 |         |                            | MIN.CLIMB GRAD.          |         | Comment        |             |          |                          |
|-------------------------------------|-------------------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| KUFAN 1D                            | KUFAN ONE DELTA                                                                                       |         |                            |                          |         |                |             |          |                          |
|                                     | Climb on course 310°, when passing 6500 FT turn right direct to KUFAN. Cross KUFAN at or above FL170. |         |                            | 5.4% to 6500 FT          |         | NIL            |             |          |                          |
| RNAV 1 SID Coding Table of KUFAN 1D |                                                                                                       |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                                                                              |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                                                                            | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                                                                     | -       | -                          | 310° (316.5°)            | -       | -              | A6500       | -        | RNAV1                    |
| DF                                  | KUFAN                                                                                                 | -       | 41°57'18.0"N 046°17'08.0"E | -                        | -       | R              | +FL170      | -        | RNAV1                    |

| SID                                 | ROUTING AND ALTITUDES                                 |         |                            | MIN.CLIMB GRAD.          |         | Comment        |             |          |                          |
|-------------------------------------|-------------------------------------------------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
| DISKA 1D                            | DISKA ONE DELTA                                       |         |                            | 5.4% to 6500 FT          |         | NIL            |             |          |                          |
|                                     | Climb on course 310°, when passing 6500 FT turn right |         |                            |                          |         |                |             |          |                          |
|                                     | direct to TB200, track to DISKA. Cross DISKA at       |         |                            |                          |         |                |             |          |                          |
|                                     | or above 9000 FT                                      |         |                            |                          |         |                |             |          |                          |
| RNAV 1 SID Coding Table of DISKA 1D |                                                       |         |                            |                          |         |                |             |          |                          |
| Path Terminator                     | Waypoint                                              |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|                                     | Identifier                                            | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| CA                                  | -                                                     | -       | -                          | 310° (316.5°)            | -       | -              | A6500       | -        | RNAV1                    |
| DF                                  | TB200                                                 | -       | 41°36'04.0"N 045°02'15.0"E | -                        | -       | R              | -           | -        | RNAV1                    |
| TF                                  | DISKA                                                 | -       | 41°27'50.0"N 045°17'34.0"E | 119° (125.5°)            | 14.1    | -              | +A9000      | -        | RNAV1                    |

**NOTE :**

- When cleared level requires an a/c 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 and direct routing or vectoring should be expected.

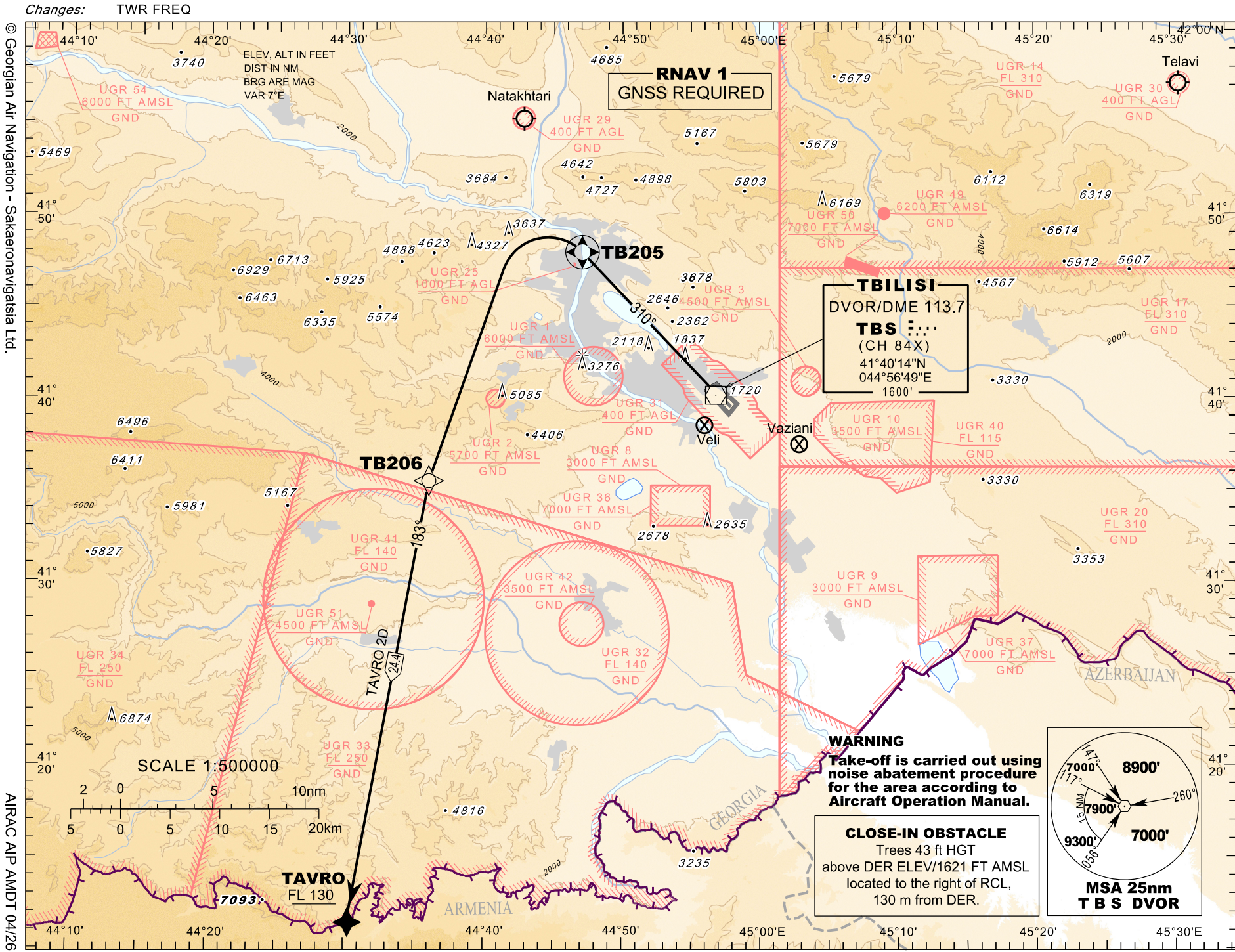
**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
11000'

APP 134,600  
TWR 128,000 (Primary)  
119,000 (Secondary)

**TBILISI/Tbilisi (UGTB)  
RNAV RWY 31L**

TAVRO 2D





**STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY31L - TAVRO**

| SID                                 | ROUTING AND ALTITUDES                                                                        |         |                            |                          | MIN.CLIMB GRAD.  |                | Comment     |          |                          |  |
|-------------------------------------|----------------------------------------------------------------------------------------------|---------|----------------------------|--------------------------|------------------|----------------|-------------|----------|--------------------------|--|
| TAVRO 2D                            | <b>TAVRO TWO DELTA</b>                                                                       |         |                            |                          | 5.4% to 8000 FT. |                | NIL         |          |                          |  |
|                                     | To TB205 on course 310°, turn left direct to TB206, to TAVRO. Cross TAVRO at or above FL130. |         |                            |                          |                  |                |             |          |                          |  |
| RNAV 1 SID Coding Table of TAVRO 2D |                                                                                              |         |                            |                          |                  |                |             |          |                          |  |
| Path Terminator                     | Waypoint                                                                                     |         |                            | Course/Track °MAG(°True) | NM               | Turn Direction | Constraints |          | Navigation Specification |  |
|                                     | Identifier                                                                                   | Flyover | Coordinates                |                          |                  |                | Level       | Speed kt |                          |  |
| CF                                  | TB205                                                                                        | YES     | 41°48'00.4"N 044°47'06.4"E | 310° (316.5°)            | -                | -              | -           | -        | RNAV1                    |  |
| DF                                  | TB206                                                                                        | -       | 41°35'32.0"N 044°36'00.0"E | -                        | -                | L              | -           | -        | RNAV1                    |  |
| TF                                  | TAVRO                                                                                        | -       | 41°11'29.0"N 044°30'09.0"E | 183° (190.4°)            | 24.4             | -              | +FL130      | -        | RNAV1                    |  |

**NOTE :**

- When cleared level requires an a/c 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 and direct routing or vectoring should be expected.



**STANDARD DEPARTURE CHART-  
INSTRUMENT (SID) - ICAO**

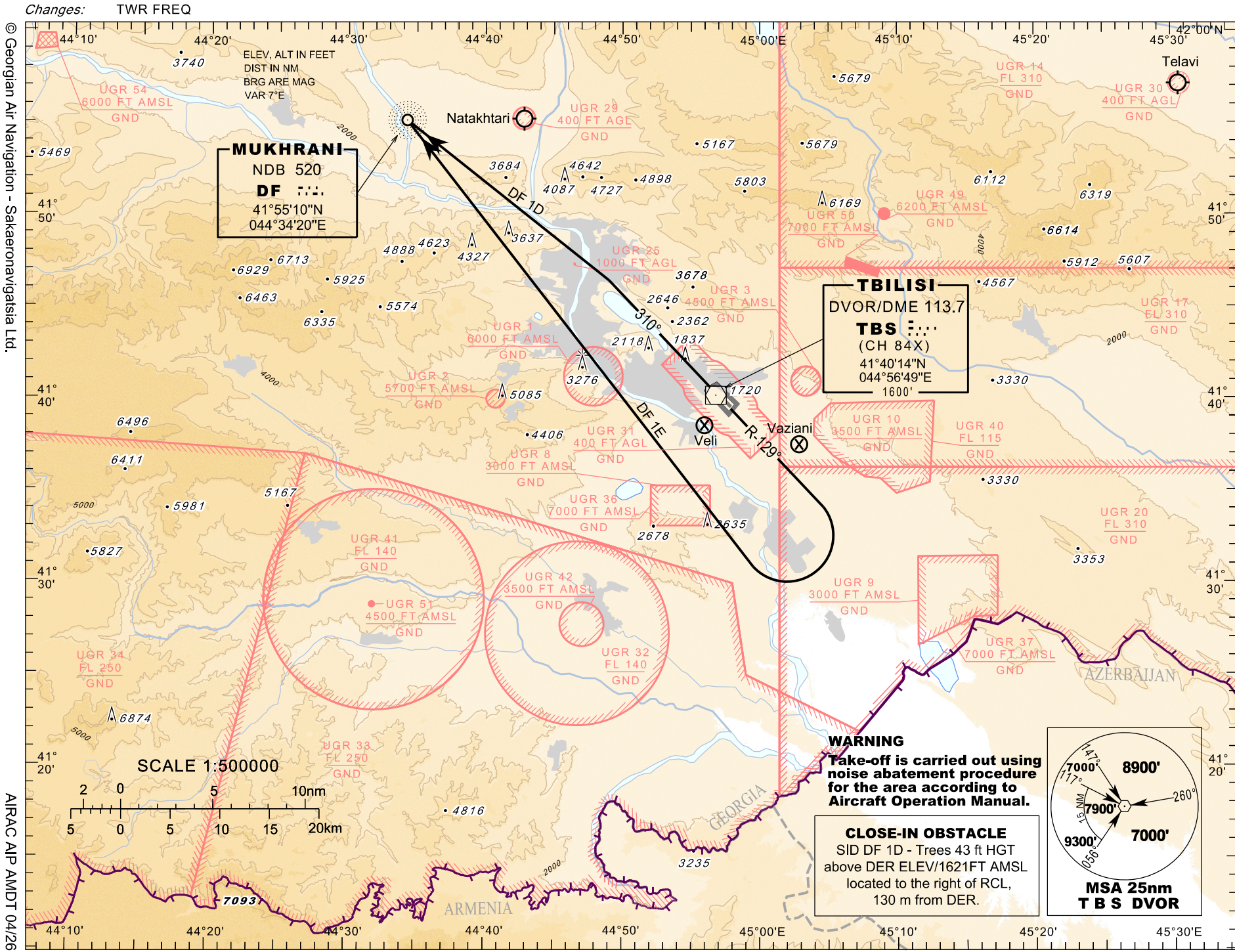
**TBILISI/Tbilisi (UGTB)**

**RWY 13R/31L**

TRANSITION ALTITUDE  
11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)

DF 1D DF 1E



**STANDARD DEPARTURE ROUTES - INSTRUMENT - RWY 13R / 31L**

| RWY        | SID          | ROUTING AND ALTITUDES                                                                                                                | MIN.CLIMB GRAD. |
|------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>31L</b> | <b>DF 1D</b> | <b>DELTA FOXTROT ONE DELTA</b><br>Climb on heading 310°, when passing 5000 FT<br>proceed direct to DF. Cross DF at or above 9000 FT. | 5.4% to 9000FT  |
| <b>13R</b> | <b>DF 1E</b> | <b>DELTA FOXTROT ONE ECHO</b><br>Climb on R-129 TBS , when passing 4000 FT turn<br>right direct to DF.                               | NIL             |

**NOTE :**

- When cleared level requires an a/c 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 departures from RWY 13R.  
Expect direct routing or vectoring.



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

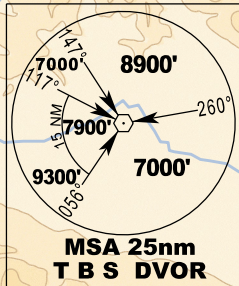
**TBILISI/Tbilisi (UGTB)**

**RNAV Rwy 13R**

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

TRANSITION LEVEL FL 130  
TRANSITION ALTITUDE 11000'

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



**RNAV 1  
GNSS REQUIRED**

INBD 258° (265°T)  
FL 200  
9000'

**TBILISI**  
DVOR/DME 113.7  
TBS (CH 84X)  
41°40'14"N  
044°56'49"E  
1600'

INBD 096° (103°T)  
IAS MAX 230 kt  
FL 140  
9000'

**GIMUR**  
10000'

**IA F  
DANQI**  
7000'

**IA F  
UDVIN**  
7000'

**TB105**  
9000'

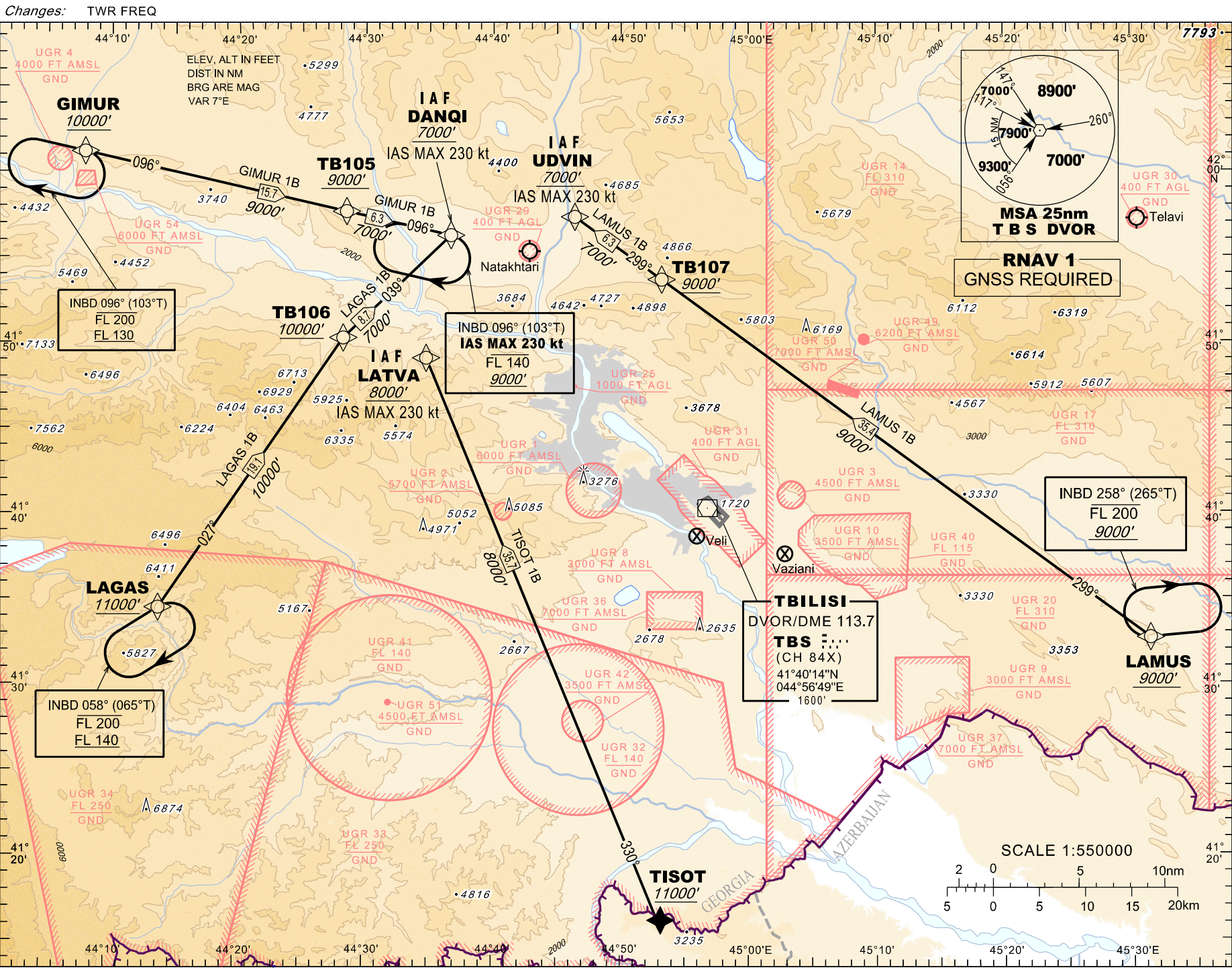
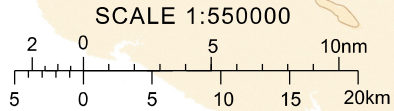
**TB106**  
10000'

**IA F  
LATVA**  
8000'

**LAGAS**  
11000'

**LAMUS**  
9000'

**TISOT**  
11000'



Changes: TWR FREQ



**STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 13R**

RNAV 1 STAR Coding Table of GIMUR 1B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | GIMUR      | -       | 42°01'00.0"N 044°07'56.0"E | -                        | -       | -              | +A10000     | -        | RNAV1                    |
| TF              | TB105      | -       | 41°57'34.0"N 044°28'29.0"E | 96° (102.5°)             | 15.7    | -              | +A9000      | -        | RNAV1                    |
| TF              | DANQI      | -       | 41°56'11.3"N 044°36'40.5"E | 96° (102.7°)             | 6.3     | -              | +A7000      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of LAMUS 1B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | LAMUS      | -       | 41°32'40.0"N 045°31'24.0"E | -                        | -       | -              | +A9000      | -        | RNAV1                    |
| TF              | TB107      | -       | 41°53'37.0"N 044°53'11.0"E | 299° (306.4°)            | 35.4    | -              | +A9000      | -        | RNAV1                    |
| TF              | UDVIN      | -       | 41°57'17.3"N 044°46'22.9"E | 299° (305.9°)            | 6.3     | -              | +A7000      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of TISOT 1B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | TISOT      | -       | 41°16'05.0"N 044°53'09.0"E | -                        | -       | -              | +A11000     | -        | RNAV1                    |
| TF              | LATVA      | -       | 41°49'00.0"N 044°34'45.0"E | 330° (337.3°)            | 35.7    | -              | +A8000      | -230     | RNAV1                    |

RNAV 1 STAR Coding Table of LAGAS 1B

| Path Terminator | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |
|-----------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|
|                 | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |
| IF              | LAGAS      | -       | 41°34'19.0"N 044°13'53.0"E | -                        | -       | -              | +A11000     | -        | RNAV1                    |
| TF              | TB106      | -       | 41°50'10.0"N 044°28'15.0"E | 27° (34.1°)              | 19.1    | -              | +A10000     | -        | RNAV1                    |
| TF              | DANQI      | -       | 41°56'11.3"N 044°36'40.5"E | 39° (46.2°)              | 8.7     | -              | +A7000      | -230     | RNAV1                    |

RNAV Holding Coding Tables

| Fix Identifier | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
|----------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| GIMUR          | 96° (103.0°)               | 1.5*       | R              | FL130   | FL200   | 280              | -7° | RNAV1                    |
| LAGAS          | 58° (65.0°)                | 1.5*       | R              | FL140   | FL200   | 280              | -7° | RNAV1                    |
| LAMUS          | 258° (265.0°)              | 1.5*       | R              | A9000   | FL200   | 280              | -7° | RNAV1                    |
| DANQI          | 96° (103.0°)               | 1.0        | R              | A9000   | FL140   | 230              | -7° | RNAV1                    |

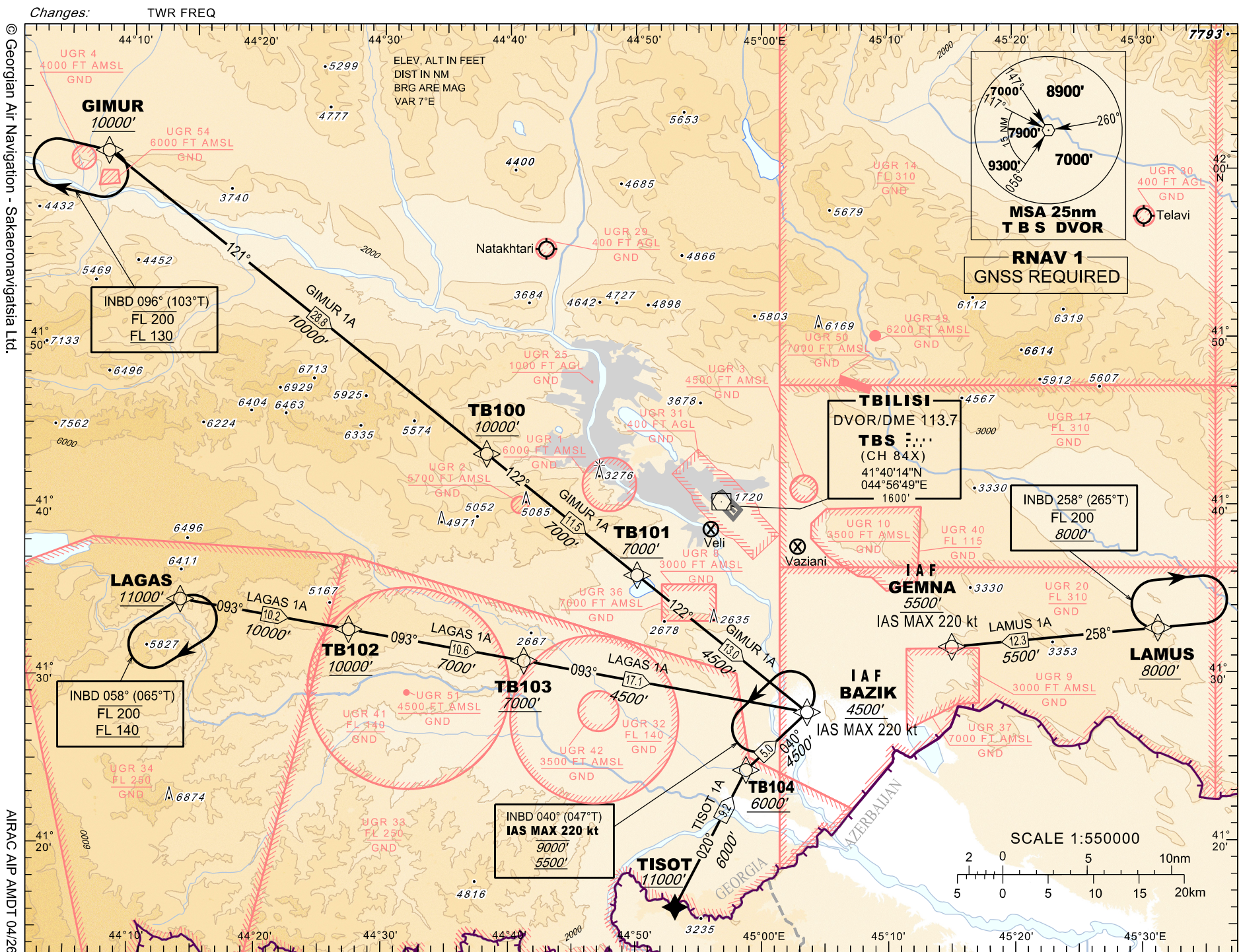
\* 1.0 min at or below FL140



**Tbilisi/Tbilisi (UGTB)  
RNAV RWY 31L**

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

**RNAV RWY 31L**  
GIMUR 1A LAMUS 1A  
TISOT 1A LAGAS 1A





**STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 31L**

| RNAV 1 STAR Coding Table of GIMUR 1A |            |         |                            |                          |         |                |             |          |                          |  |
|--------------------------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator                      | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                                      | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF                                   | GIMUR      | -       | 42°01'00.0"N 044°07'56.0"E | -                        | -       | -              | +A10000     | -        | RNAV1                    |  |
| TF                                   | TB100      | -       | 41°43'03.0"N 044°38'09.0"E | 121° (128.3°)            | 28.8    | -              | +A10000     | -        | RNAV1                    |  |
| TF                                   | TB101      | -       | 41°35'51.0"N 044°50'07.0"E | 122° (128.7°)            | 11.5    | -              | +A7000      | -        | RNAV1                    |  |
| TF                                   | BAZIK      | -       | 41°27'41.5"N 045°03'35.1"E | 122° (128.8°)            | 13      | -              | +A4500      | -220     | RNAV1                    |  |

| RNAV 1 STAR Coding Table of LAMUS 1A |            |         |                            |                          |         |                |             |          |                          |  |
|--------------------------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator                      | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                                      | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF                                   | LAMUS      | -       | 41°32'40.0"N 045°31'24.0"E | -                        | -       | -              | +A8000      | -        | RNAV1                    |  |
| TF                                   | GEMNA      | -       | 41°31'34.7"N 045°15'03.4"E | 258° (265.0°)            | 12.3    | -              | +A5500      | -220     | RNAV1                    |  |

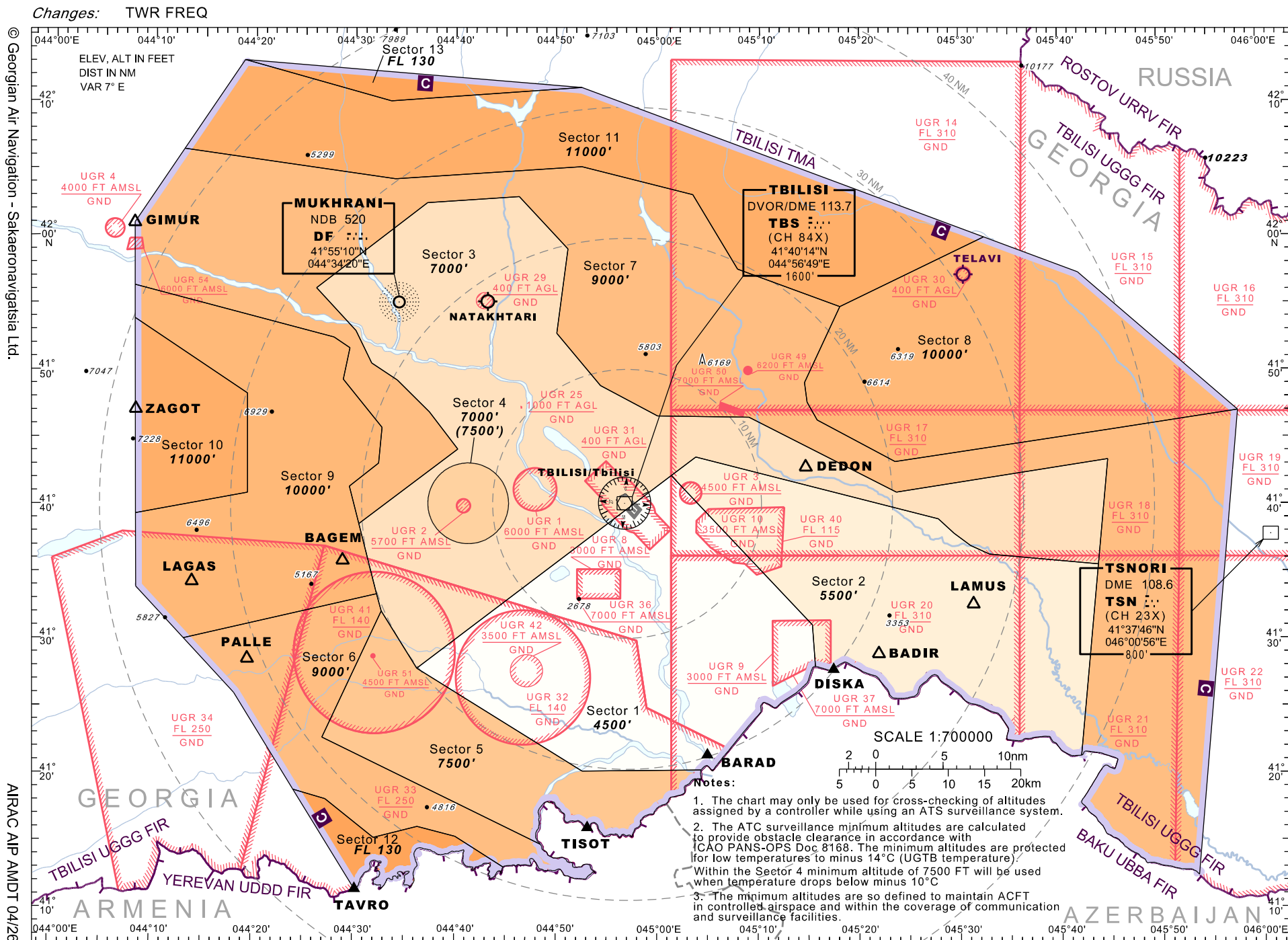
| RNAV 1 STAR Coding Table of TISOT 1A |            |         |                            |                          |         |                |             |          |                          |  |
|--------------------------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator                      | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                                      | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF                                   | TISOT      | -       | 41°16'05.0"N 044°53'09.0"E | -                        | -       | -              | +A11000     | -        | RNAV1                    |  |
| TF                                   | TB104      | -       | 41°24'15.0"N 044°58'45.0"E | 20° (27.3°)              | 9.2     | -              | +A6000      | -        | RNAV1                    |  |
| TF                                   | BAZIK      | -       | 41°27'41.5"N 045°03'35.1"E | 40° (46.6°)              | 5       | -              | +A4500      | -220     | RNAV1                    |  |

| RNAV 1 STAR Coding Table of LAGAS 1A |            |         |                            |                          |         |                |             |          |                          |  |
|--------------------------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator                      | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                                      | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF                                   | LAGAS      | -       | 41°34'19.0"N 044°13'53.0"E | -                        | -       | -              | +A11000     | -        | RNAV1                    |  |
| TF                                   | TB102      | -       | 41°32'34.0"N 044°27'15.0"E | 93° (99.8°)              | 10.2    | -              | +A10000     | -        | RNAV1                    |  |
| TF                                   | TB103      | -       | 41°30'44.0"N 044°41'09.0"E | 93° (99.9°)              | 10.6    | -              | +A7000      | -        | RNAV1                    |  |
| TF                                   | BAZIK      | -       | 41°27'41.5"N 045°03'35.1"E | 93° (100.1°)             | 17.1    | -              | +A4500      | -220     | RNAV1                    |  |

| RNAV Holding Coding Tables |                                 |            |                |         |         |                  |     |                          |
|----------------------------|---------------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier             | Inbound course M<br>°MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| GIMUR                      | 96° (103.0°)                    | 1.5*       | R              | FL130   | FL200   | 280              | -7° | RNAV1                    |
| LAGAS                      | 58° (65.0°)                     | 1.5*       | R              | FL140   | FL200   | 280              | -7° | RNAV1                    |
| LAMUS                      | 258° (265.0°)                   | 1.5*       | R              | A8000   | FL200   | 280              | -7° | RNAV1                    |
| BAZIK                      | 40° (47.0°)                     | 1.0        | L              | A5500   | A9000   | 220              | -7° | RNAV1                    |

\* 1.0 min at or below FL140



**ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO**AERODROME ELEV. 1578'  
TRANSITION ALTITUDE 11000'APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)**TBILISI/Tbilisi (UGTB)**

**ATC Surveillance Minimum Altitude Sectors' Coordinates**

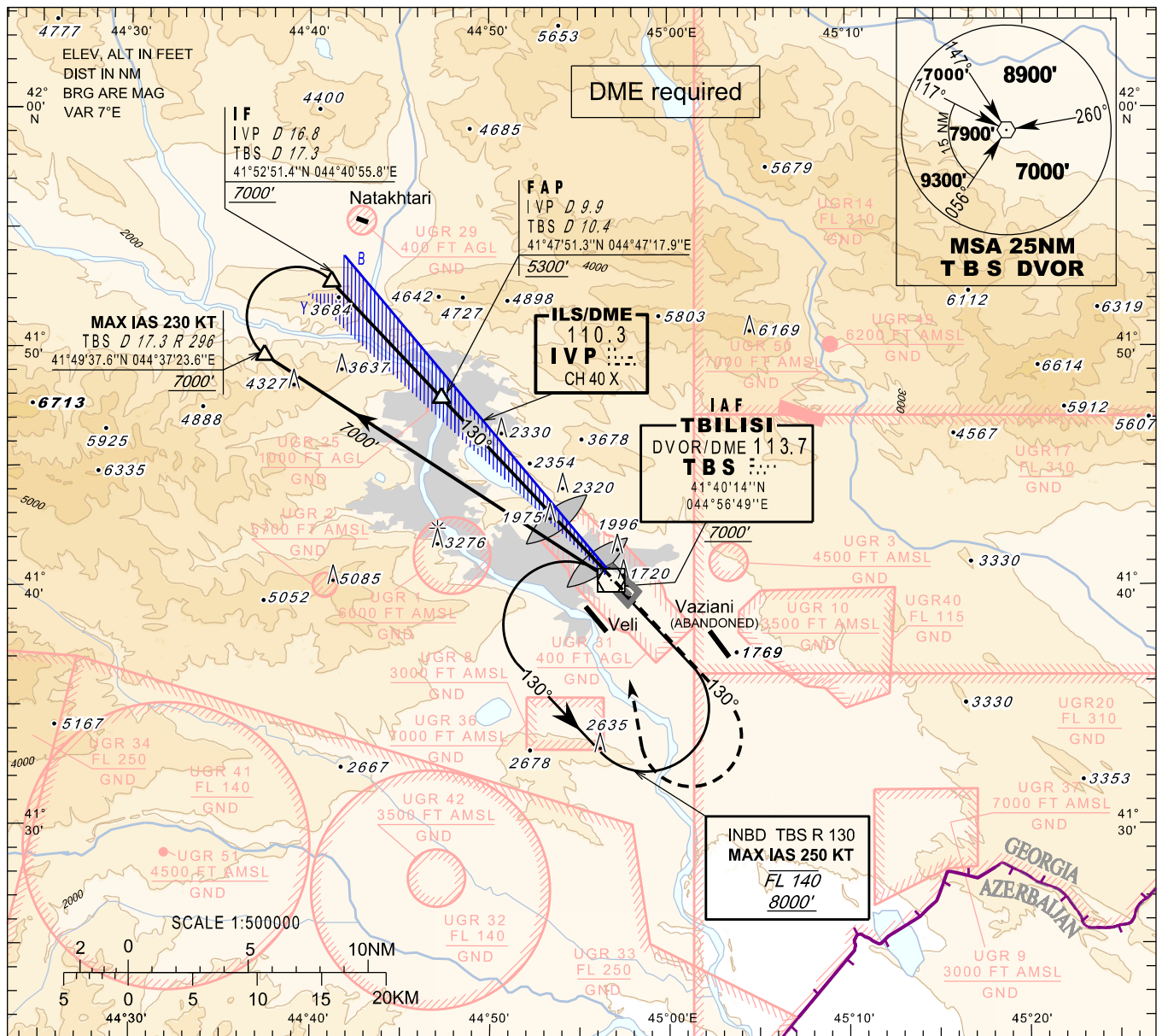
| Sector    | Lateral Limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sector 1  | 412755N 0443615E - 414217N 0450126E - 413110N 0451526E - 412804N 0451543E - then along the state border - 412022N 0450423E - 412018N 0445238E - 412755N 0443615E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Sector 2  | 414217N 0450126E - 414340N 0450353E - 413901N 0452757E - 413756N 0452930E - 413701N 0453109E - 413622N 0453301E - 413535N 0454349E - 412122N 0454200E - then along the state border - 412804N 0451543E - 413110N 0451526E - 414217N 0450126E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Sector 3  | 415611N 0442606E - 420234N 0443708E - 420303N 0444617E - 415909N 0445109E - 415253N 0445003E - 414900N 0445425E - 414643N 0450005E - 414638N 0450910E - 414102N 0452348E - 414325N 0454449E - 413535N 0454349E - 413622N 0453301E - 413701N 0453109E - 413756N 0452930E - 413901N 0452757E - 414340N 0450353E - 414217N 0450126E - 412755N 0443615E - 413210N 0443242E - 413327N 0443213E - 413840N 0443026E - 414414N 0444014E - 414700N 0443723E - 414921N 0443411E - 415037N 0443138E - 415302N 0443003E - 415611N 0442606E                                                                                                                                                                                                                                                                   |
| Sector 4  | Circle with radius 3 NM, centered at 414012N 0444117E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Sector 5  | 413210N 0443242E - 412755N 0443615E - 412018N 0445238E - 412022N 0450423E - then along the state border - 411450N 0444830E - 412244N 0442654E - 413210N 0443242E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Sector 6  | 413004N 0441306E - 413327N 0443213E - 413210N 0443242E - 412244N 0442654E - 411450N 0444830E - then along the state border - 411308N 0444451E - 411525N 0444005E - 411608N 0443620E - 411518N 0443201E - 411810N 0442714E - 411852N 0442404E - 412602N 0441808E - 413004N 0441306E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Sector 7  | 420100N 0440756E - 420630N 0441251E - 420420N 0443356E - 420517N 0445232E - 420312N 0450336E - 415739N 0450804E - 415450N 0451815E - 414912N 0451442E - 414745N 0451457E - 414625N 0451558E - 414317N 0452342E - 414700N 0455746E - 411225N 0455332E - then along the state border - 412122N 0454200E - 413535N 0454349E - 414325N 0454449E - 414102N 0452348E - 414638N 0450910E - 414643N 0450005E - 414900N 0445425E - 415253N 0445003E - 415909N 0445109E - 420303N 0444617E - 420234N 0443708E - 415611N 0442606E - 415302N 0443003E - 415037N 0443138E - 414921N 0443411E - 414700N 0443723E - 414414N 0444014E - 413840N 0443026E - 414127N 0442929E - 414310N 0443222E - 414550N 0443242E - 414924N 0442849E - 415144N 0442927E - 415233N 0442752E - 415620N 0440800E - 420100N 0440756E |
| Sector 8  | 415959N 0453237E - 415720N 0454158E - 414700N 0455746E - 414317N 0452342E - 414625N 0451558E - 414745N 0451457E - 414912N 0451442E - 415450N 0451815E - 415959N 0453237E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Sector 9  | 415620N 0440800E - 415233N 0442752E - 415144N 0442927E - 414924N 0442849E - 414550N 0443242E - 414310N 0443222E - 414127N 0442929E - 413840N 0443026E - 413327N 0443213E - 413004N 0441306E - 413353N 0440821E - 413920N 0440816E - 414056N 0441922E - 414820N 0441917E - 415352N 0440803E - 415620N 0440800E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Sector 10 | 415352N 0440803E - 414820N 0441917E - 414056N 0441922E - 413920N 0440816E - 415352N 0440803E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Sector 11 | 421309N 0441850E - 421008N 0443329E - 421111N 0445232E - 415959N 0453237E - 415450N 0451815E - 415739N 0450804E - 420312N 0450336E - 420517N 0445232E - 420420N 0443356E - 420630N 0441251E - 421309N 0441850E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Sector 12 | 411852N 0442404E - 411810N 0442714E - 411518N 0443201E - 411608N 0443620E - 411525N 0444005E - 411308N 0444451E - then along the state border - 411130N 0443008E - 411852N 0442404E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Sector 13 | 421309N 0441850E - 421111N 0445232E - 421008N 0443329E - 421309N 0441850E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

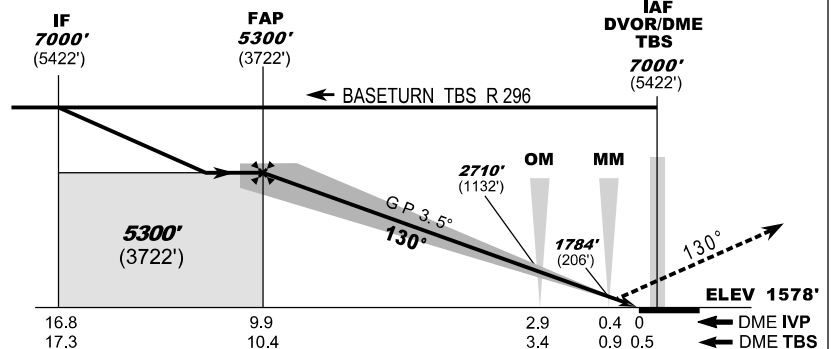
AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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                  |                    |                    |                    |                    |                   |                   |
|----------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-------------------|
| <b>OCA(H)</b>        | <b>1768</b> (190) | <b>1778</b> (200)  | <b>1788</b> (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         |                   | <b>4973</b> (3395) | <b>4601</b> (3023) | <b>4230</b> (2652) | <b>3858</b> (2280) | <b>3486</b> (1908) | <b>3115</b> (1537) | <b>2743</b> (1165) | <b>2371</b> (793) | <b>2000</b> (422) |

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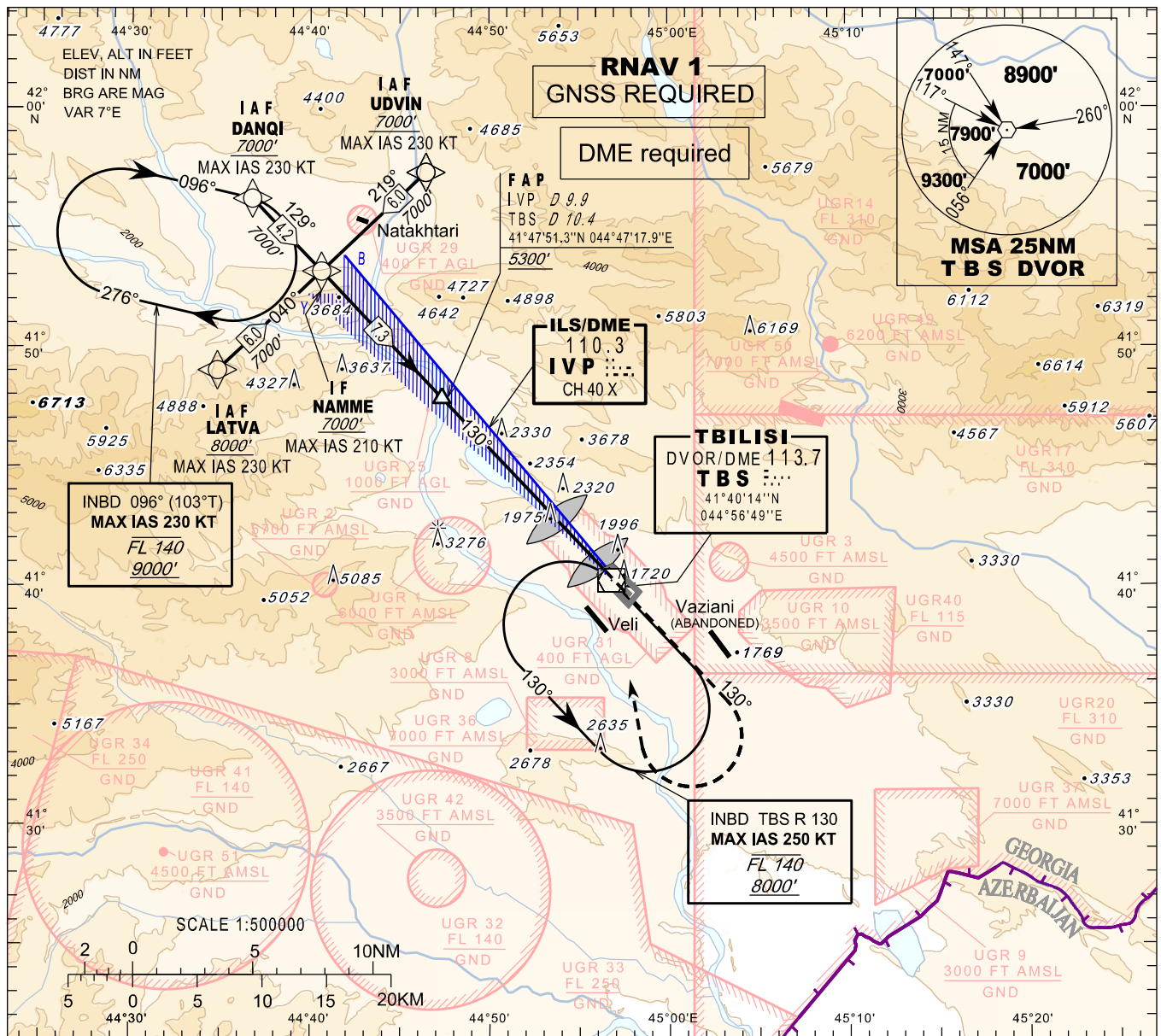


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)  
ATIS 132.800**TBILISI/Tbilisi (UGTB)****ILS z  
RWY 13R****MISSED APPROACH****Normal:**

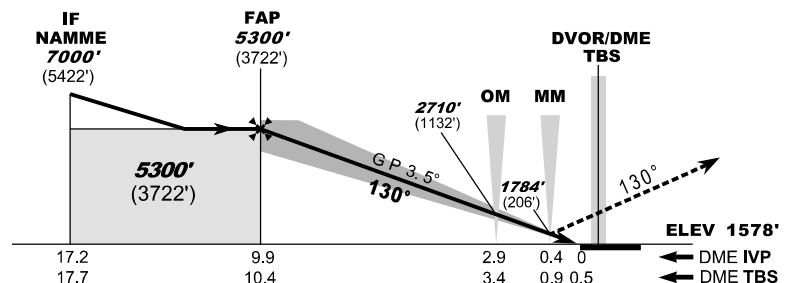
Climb straight ahead to 7000', when passing 4500' turn right to TBS, then as directed by ATC.

**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) |

**RNAV Transition Coding Tables - RWY 13R (ILSsz)**

| LATVA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | LATVA      | -       | 41°49'00.0"N 044°34'45.0"E | -                        | -       | -              | +A8000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 40° (46.6°)              | 6       | -              | +A7000      | -210     | RNAV1                    |  |

| DANQI transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | DANQI      | -       | 41°56'11.3"N 044°36'40.5"E | -                        | -       | -              | +A7000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 129° (135.8°)            | 4.2     | -              | +A7000      | -210     | RNAV1                    |  |

| UDVIN transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | UDVIN      | -       | 41°57'17.3"N 044°46'22.9"E | -                        | -       | -              | +A7000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 219° (226.2°)            | 6       | -              | +A7000      | -210     | RNAV1                    |  |

| RNAV Holding Coding Table |                            |            |                |         |         |                  |     |                          |
|---------------------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier            | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| DANQI                     | 96° (103.0°)               | 1.0        | R              | A9000   | FL140   | 230              | -7° | RNAV1                    |

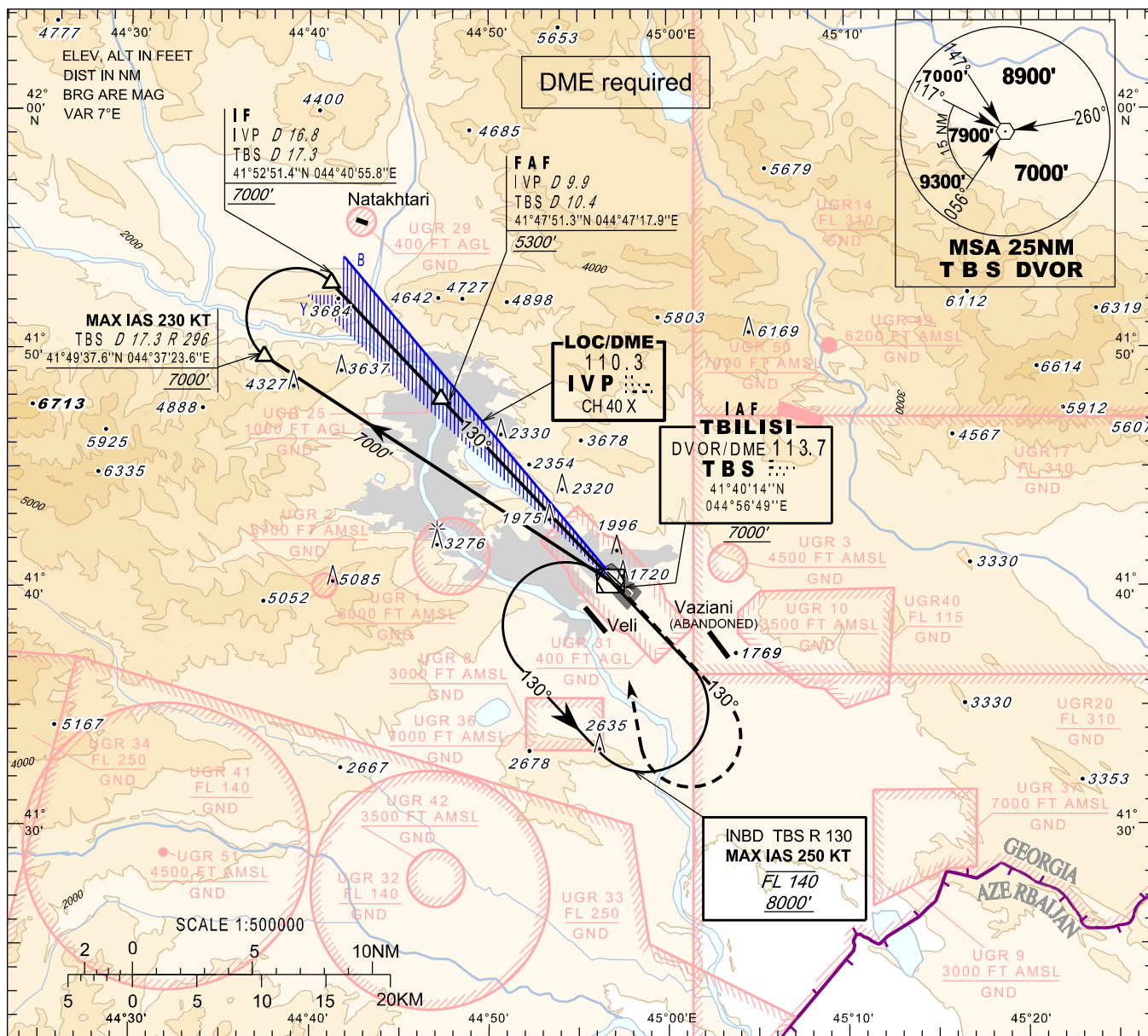


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)  
ATIS 132.800**TBILISI/Tbilisi (UGTB)****LOC y  
RWY 13R****MISSED APPROACH****Normal:**

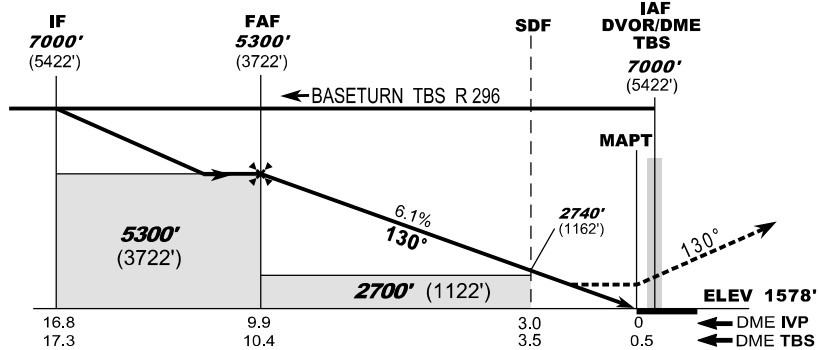
Climb straight ahead to 7000', when passing 4500' turn right to TBS, then as directed by ATC.

**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.



|                      |                                                                                                           |
|----------------------|-----------------------------------------------------------------------------------------------------------|
| Straight in Approach | A B C D                                                                                                   |
| <b>OCA(H)</b>        | <b>2280 (700)</b>                                                                                         |
| 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) |

Timing is not authorised for defining the MAPT

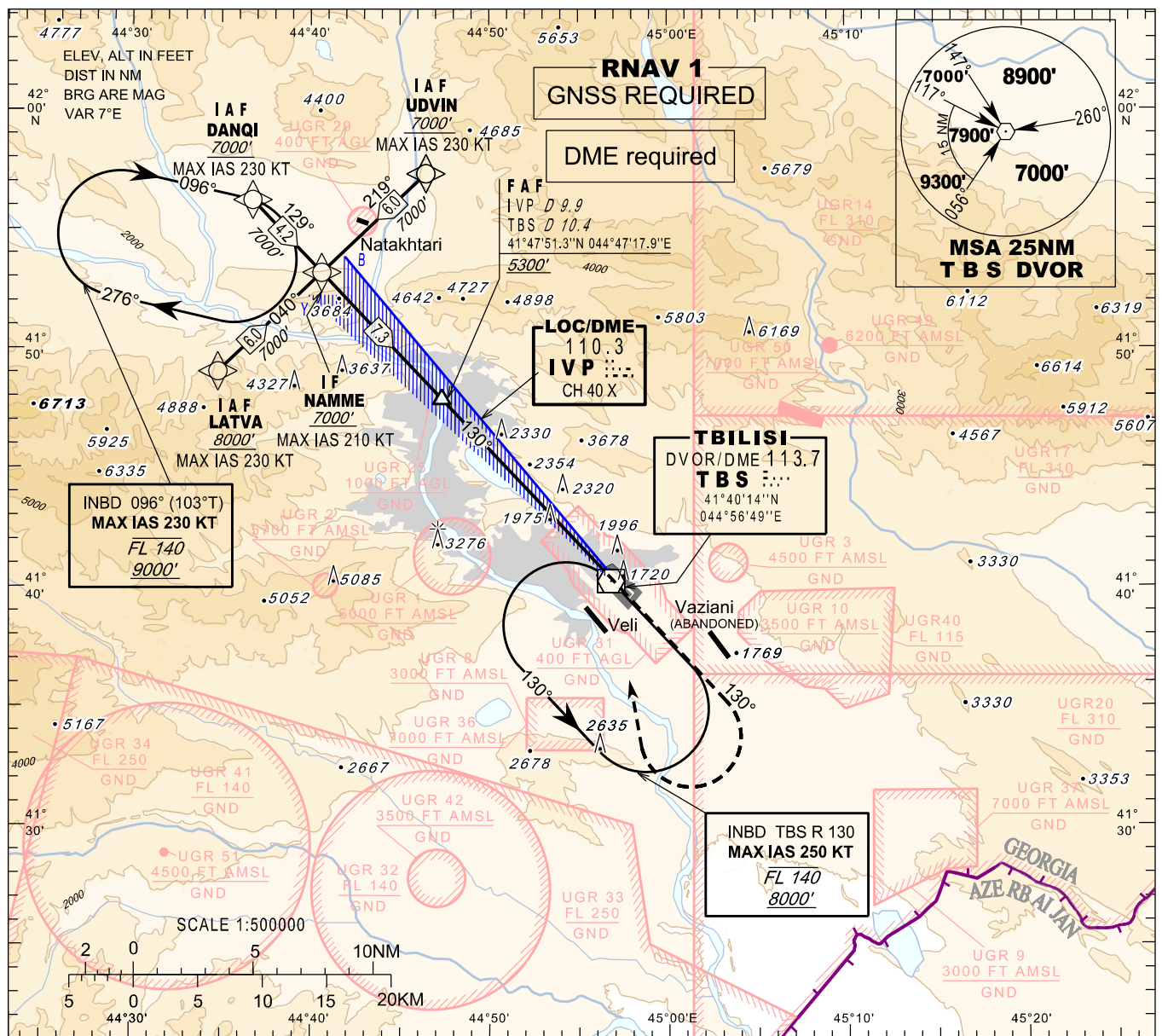
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AERODROME ELEV. 1578'  
HEIGHTS RELATED  
THR RWY 13R - ELEV 1578'

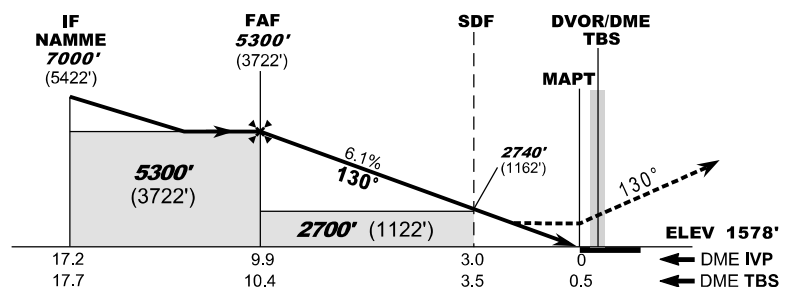
|                            |
|----------------------------|
| TRANSITION ALTITUDE 11000' |
|----------------------------|

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

**LOC z  
RWY 13R**



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).



|                      |                     |                                                |                    |                    |                    |                    |                    |                   |                   |  |
|----------------------|---------------------|------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-------------------|--|
| Straight in Approach | A B C D             | Timing is not authorised for defining the MAPT |                    |                    |                    |                    |                    |                   |                   |  |
| <b>OCA(H)</b>        | <b>2280</b> ( 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         | <b>4966</b> (3388)  | <b>4595</b> (3017)                             | <b>4224</b> (2646) | <b>3853</b> (2275) | <b>3482</b> (1904) | <b>3111</b> (1533) | <b>2740</b> (1162) | <b>2369</b> (791) | <b>1998</b> (420) |  |

Timing is not authorised for defining the MAPT

**RNAV Transition Coding Tables - RWY 13R (LOCz)**

| LATVA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | LATVA      | -       | 41°49'00.0"N 044°34'45.0"E | -                        | -       | -              | +A8000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 40° (46.6°)              | 6       | -              | +A7000      | -210     | RNAV1                    |  |

| DANQI transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | DANQI      | -       | 41°56'11.3"N 044°36'40.5"E | -                        | -       | -              | +A7000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 129° (135.8°)            | 4.2     | -              | +A7000      | -210     | RNAV1                    |  |

| UDVIN transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | UDVIN      | -       | 41°57'17.3"N 044°46'22.9"E | -                        | -       | -              | +A7000      | -230     | RNAV1                    |  |
| TF               | NAMME      | -       | 41°53'08.8"N 044°40'33.6"E | 219° (226.2°)            | 6       | -              | +A7000      | -210     | RNAV1                    |  |

| <b>RNAV Holding Coding Table</b> |                               |            |                |         |         |                  |     |                          |
|----------------------------------|-------------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier                   | Inbound course<br>°MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| DANQI                            | 96° (103.0°)                  | 1.0        | R              | A9000   | FL140   | 230              | -7° | RNAV1                    |

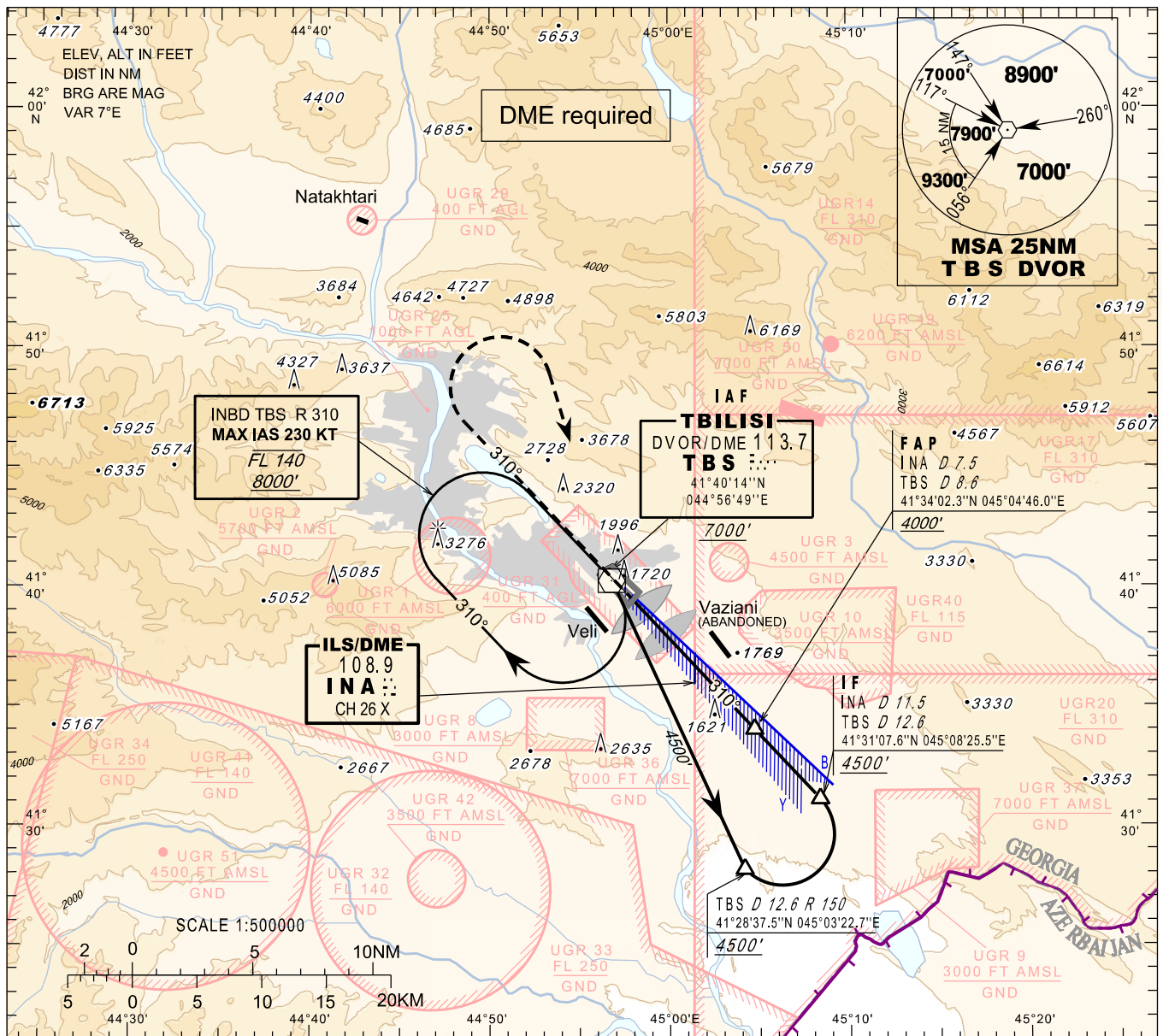


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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.

ILS RDH 54'

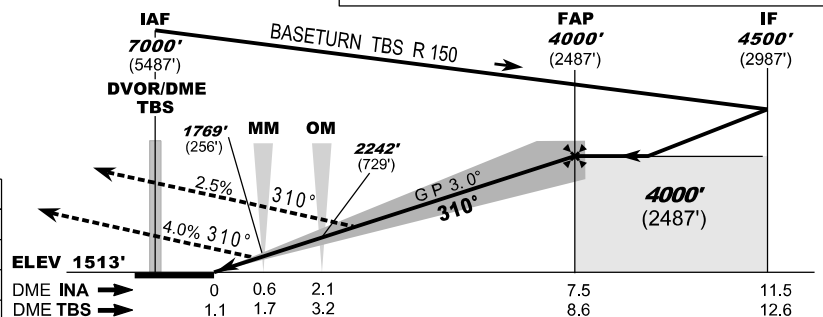
Straight in Approach

| Missed APCH<br>climb gradient | OCA(H)     |            |            |
|-------------------------------|------------|------------|------------|
|                               | A          | B          | C          |
| 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) |

**WARNING:**

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



Changes: TWR FREQ

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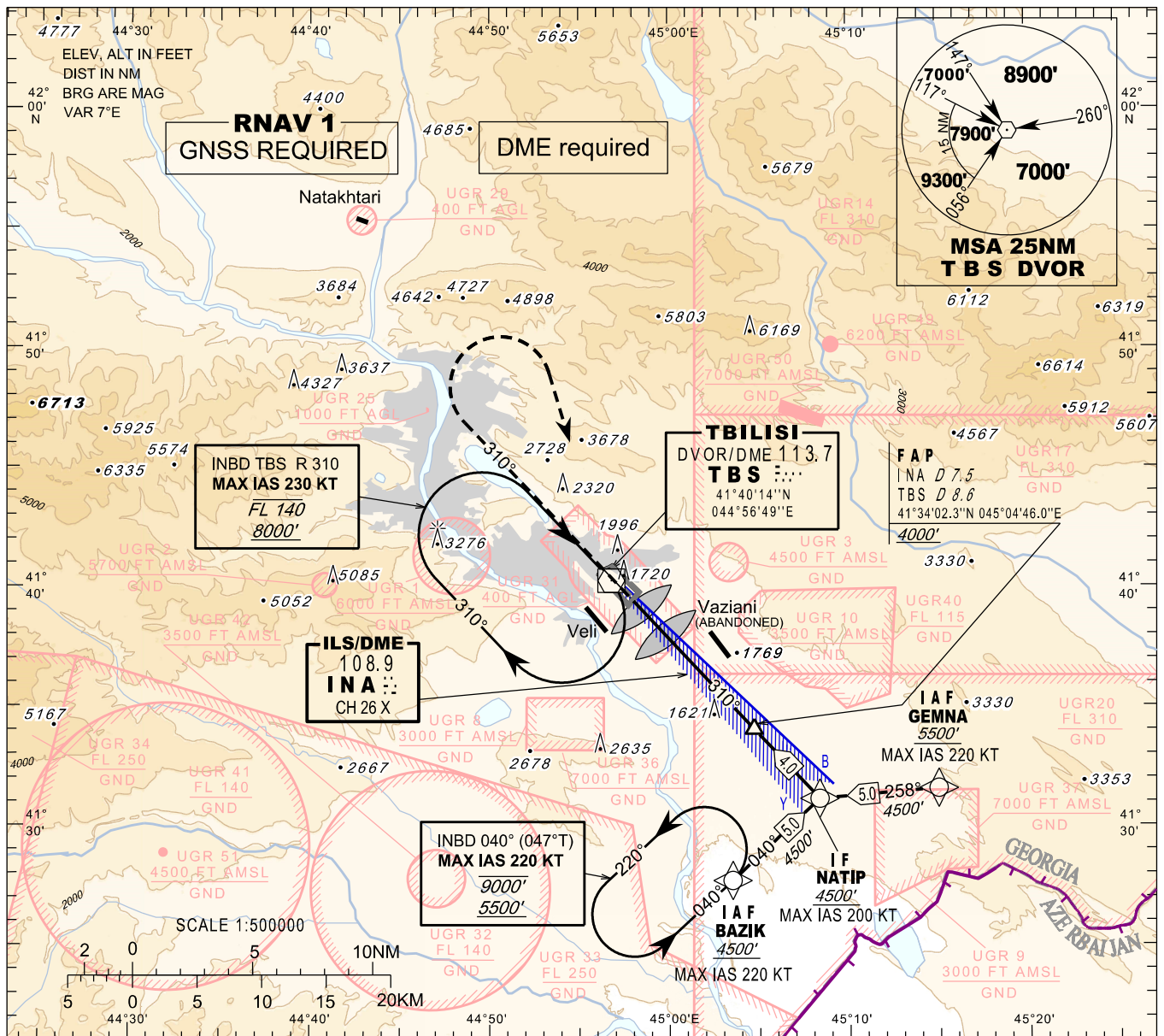


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

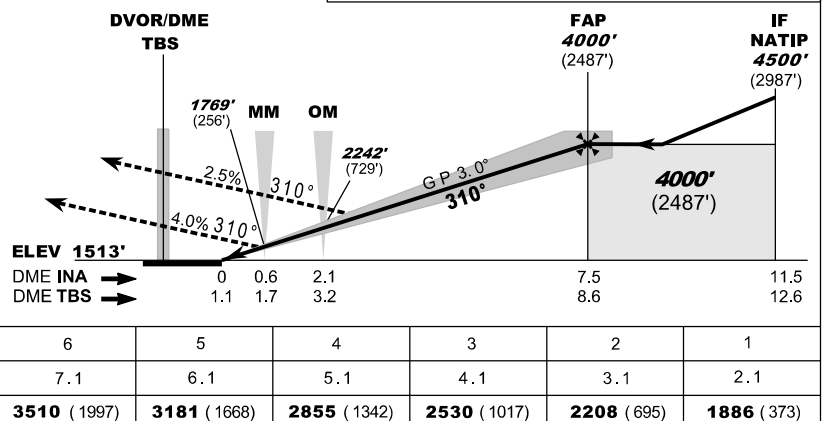
HEIGHTS RELATED TO  
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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).

ILS RDH 54'

| Straight in Approach       |            |            |            |
|----------------------------|------------|------------|------------|
| Missed APCH climb gradient | OCA(H)     |            |            |
|                            | A          | B          | C          |
| 2.5%                       | 2376 (863) | 2394 (881) | 2403 (890) |
| 4.0%                       | 1703 (190) | 1713 (200) | 1723 (210) |
| DME INA NM                 |            |            |            |
| 7                          |            |            |            |
| DME TBS NM                 |            |            |            |
| 8.1                        |            |            |            |
| ALT (HGT) FT               |            |            |            |
| 3839 (2326)                |            |            |            |



**RNAV Transition Coding Tables - RWY 31L (ILSsz)**

| BAZIK transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | BAZIK      | -       | 41°27'41.5"N 045°03'35.1"E | -                        | -       | -              | +A4500      | -220     | RNAV1                    |  |
| TF               | NATIP      | -       | 41°31'07.6"N 045°08'25.5"E | 40° (46.5°)              | 5       | -              | +A4500      | -200     | RNAV1                    |  |

| GEMNA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | GEMNA      | -       | 41°31'34.7"N 045°15'03.4"E | -                        | -       | -              | +A5500      | -220     | RNAV1                    |  |
| TF               | NATIP      | -       | 41°31'07.6"N 045°08'25.5"E | 258° (264.9°)            | 5       | -              | +A4500      | -200     | RNAV1                    |  |

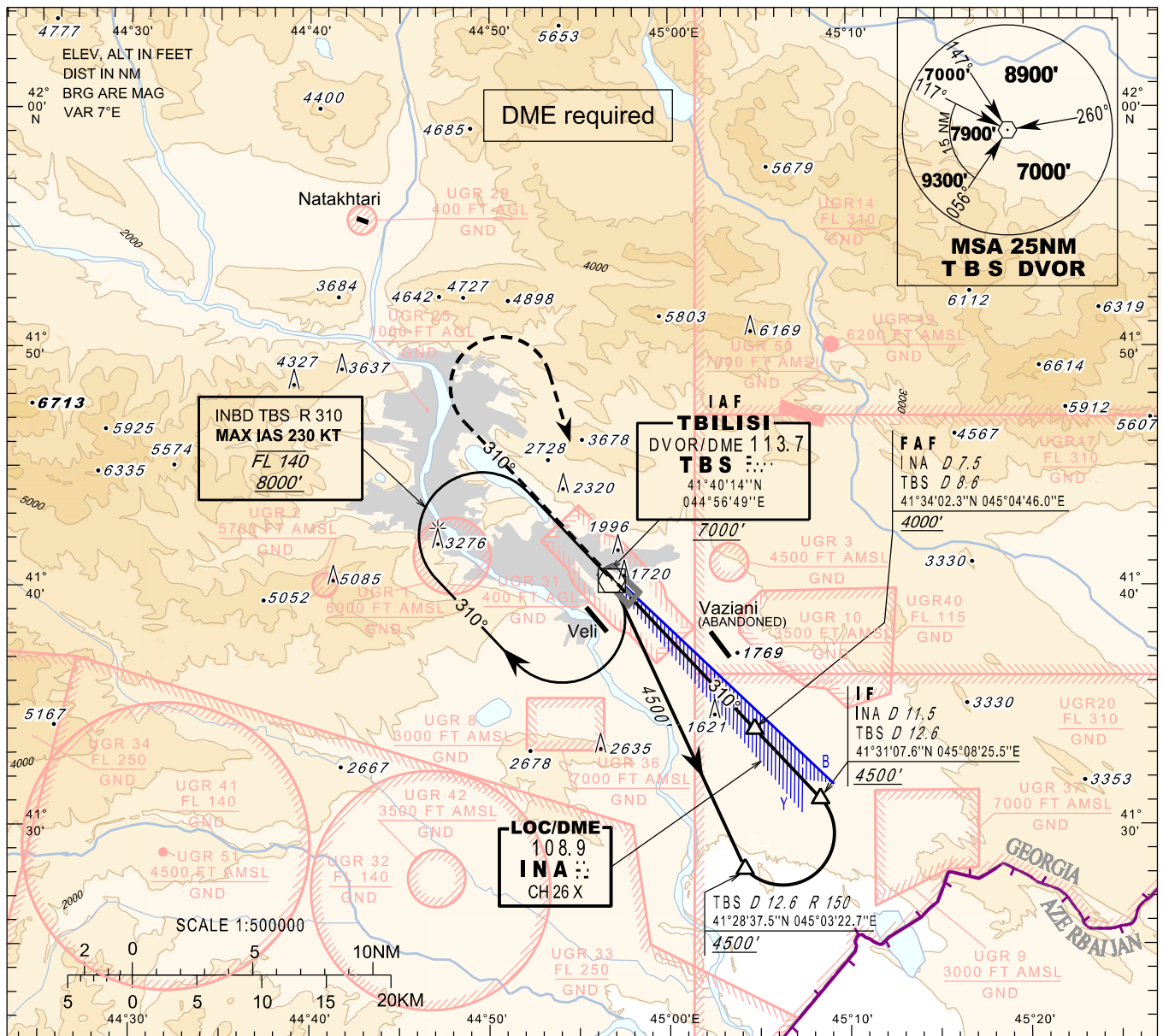
| RNAV Holding Coding Table |                            |            |                |         |         |                  |     |                          |
|---------------------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier            | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| BAZIK                     | 40° (47.0°)                | 1.0        | L              | A5500   | A9000   | 220              | -7° | RNAV1                    |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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:**

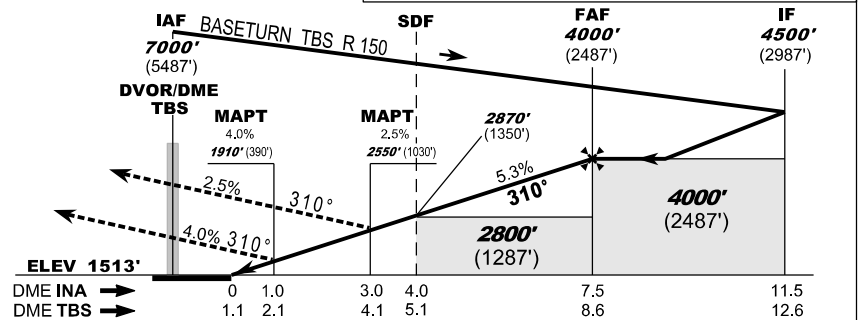
Climb straight ahead to 7000', when passing 6000' turn right heading 170, expect vectoring.

**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 |                    |
|----------------------|--------------------|
| Misssed APCH         | <b>OCA(H)</b>      |
| climb gradient       | A B C D            |
| 2.5%                 | <b>2550</b> (1030) |
| 4.0%                 | <b>1910</b> (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 | <b>3837</b> (2324) | <b>3512</b> (1999) | <b>3187</b> (1674) | <b>2862</b> (1349) | <b>2537</b> (1024) | <b>2212</b> (699) | <b>1887</b> (374) |

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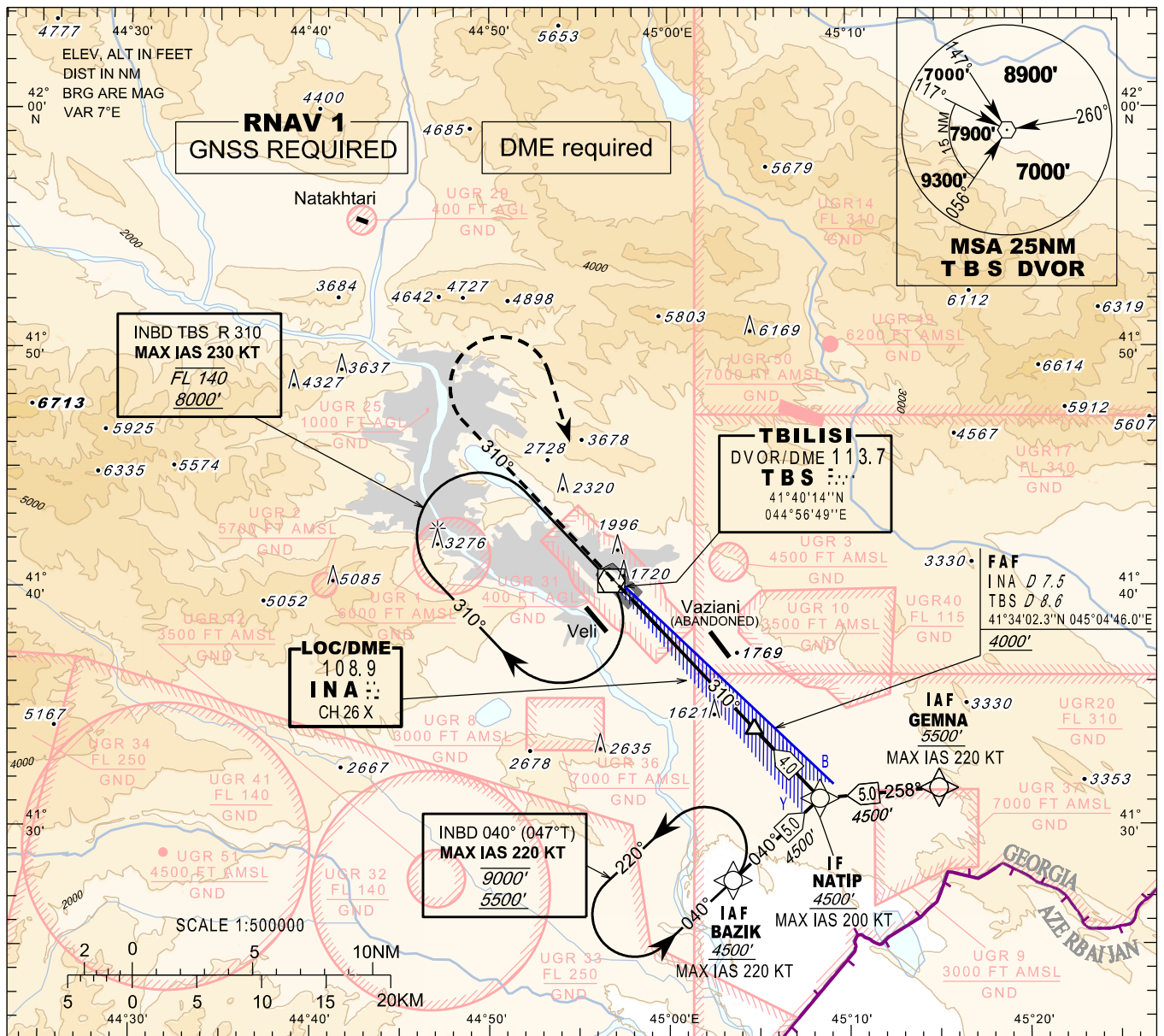


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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.

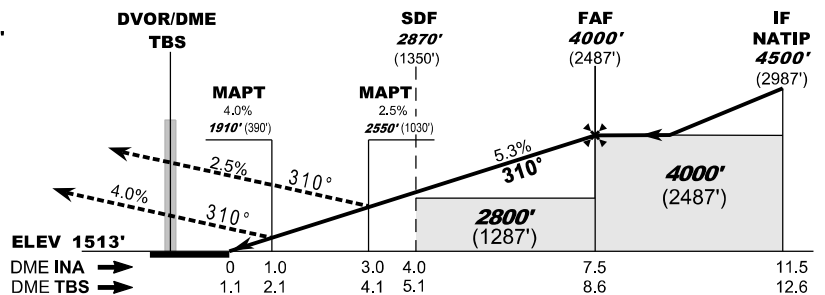
**Radio Communication Failure:**

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

| Straight in Approach |             |
|----------------------|-------------|
| Misssed APCH         | OCA(H)      |
| climb gradient       | 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: TWR FREQ

**RNAV Transition Coding Tables - RWY 31L (LOCz)**

| BAZIK transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | BAZIK      | -       | 41°27'41.5"N 045°03'35.1"E | -                        | -       | -              | +A4500      | -220     | RNAV1                    |  |
| TF               | NATIP      | -       | 41°31'07.6"N 045°08'25.5"E | 40° (46.5°)              | 5       | -              | +A4500      | -200     | RNAV1                    |  |

| GEMNA transition |            |         |                            |                          |         |                |             |          |                          |  |
|------------------|------------|---------|----------------------------|--------------------------|---------|----------------|-------------|----------|--------------------------|--|
| Path Terminator  | Waypoint   |         |                            | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints |          | Navigation Specification |  |
|                  | Identifier | Flyover | Coordinates                |                          |         |                | Level       | Speed KT |                          |  |
| IF               | GEMNA      | -       | 41°31'34.7"N 045°15'03.4"E | -                        | -       | -              | +A5500      | -220     | RNAV1                    |  |
| TF               | NATIP      | -       | 41°31'07.6"N 045°08'25.5"E | 258° (264.9°)            | 5       | -              | +A4500      | -200     | RNAV1                    |  |

| RNAV Holding Coding Table |                            |            |                |         |         |                  |     |                          |
|---------------------------|----------------------------|------------|----------------|---------|---------|------------------|-----|--------------------------|
| Fix Identifier            | Inbound course °MAG(°True) | Time (MIN) | Turn Direction | MNM ALT | MAX ALT | Speed limit (KT) | VAR | Navigation Specification |
| BAZIK                     | 40° (47.0°)                | 1.0        | L              | A5500   | A9000   | 220              | -7° | RNAV1                    |

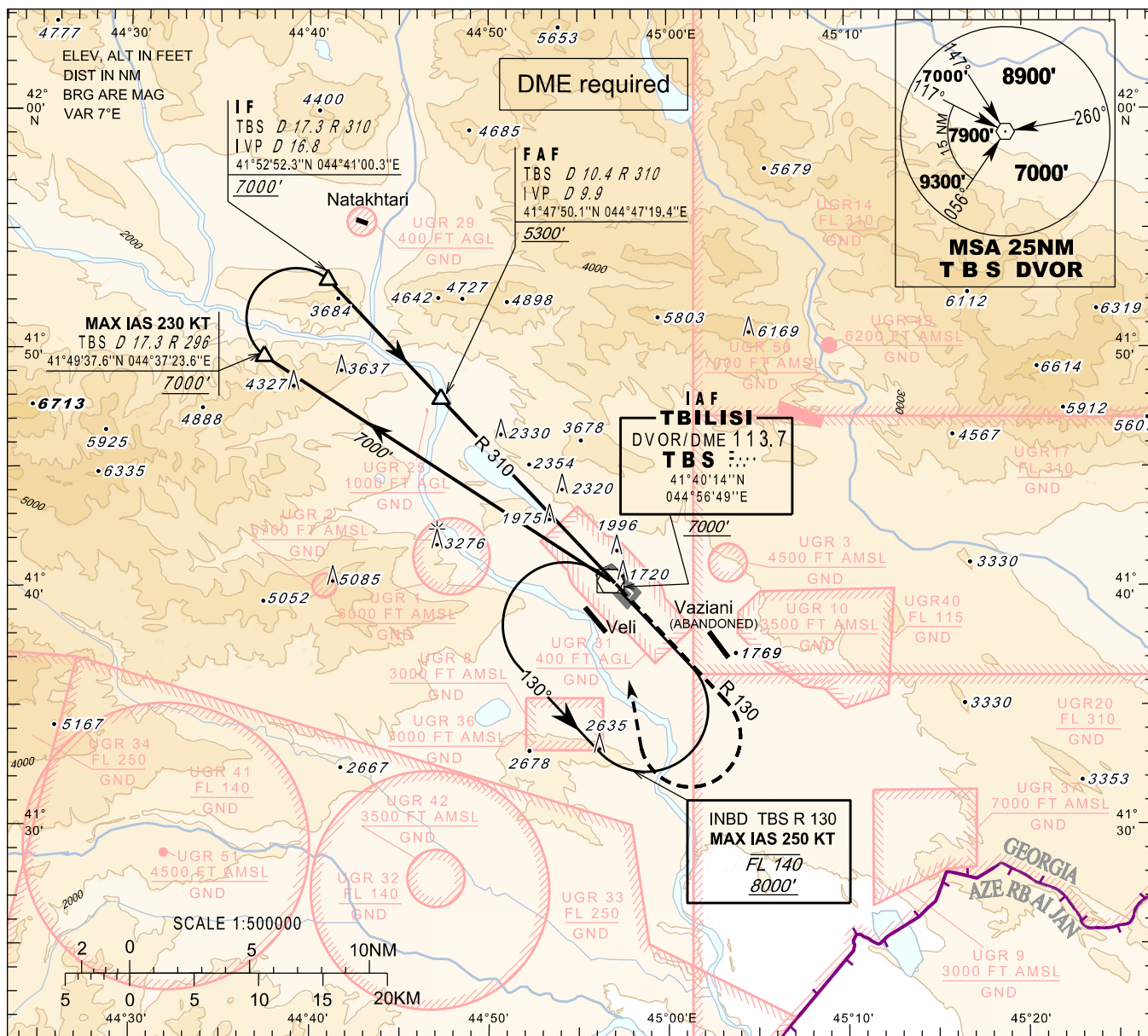
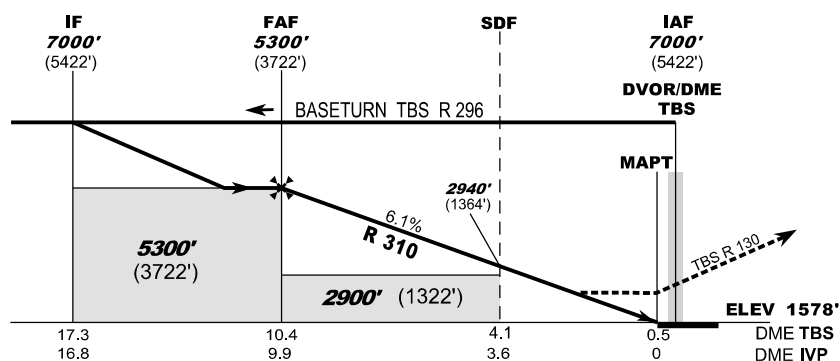


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

HEIGHTS RELATED TO  
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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) |

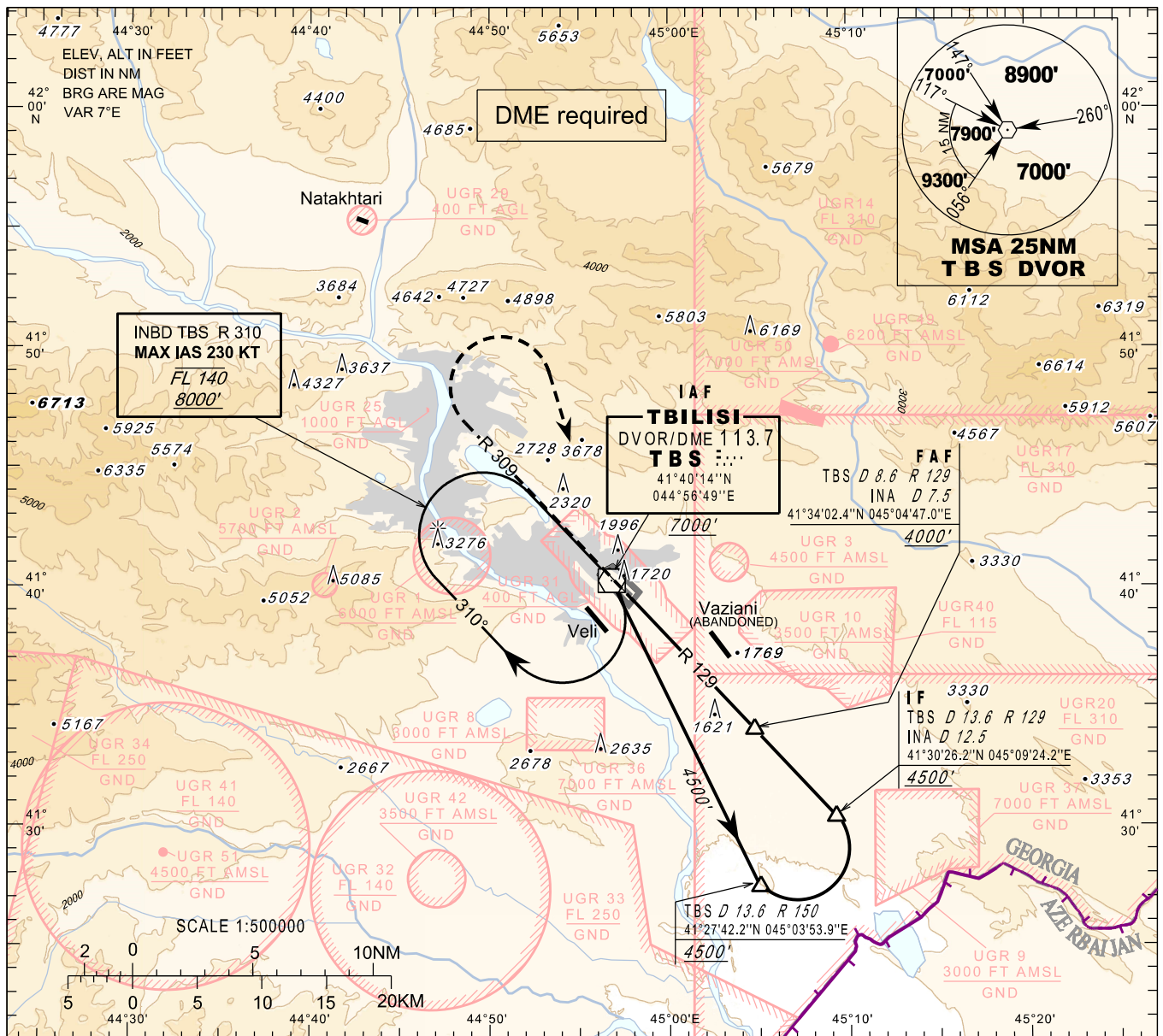
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**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV. 1578'

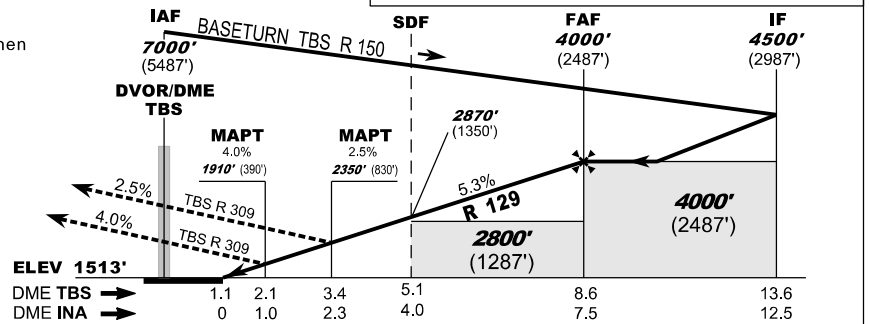
HEIGHTS RELATED TO  
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

APP 134.600  
TWR 128.000 (Primary)  
119.000 (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**WARNING:**

1. **DO NOT CONFUSE** 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 |                   |
|----------------------|-------------------|
| Misssed APCH         | <b>OCA(H)</b>     |
| climb gradient       | A B C D           |
| 2.5%                 | <b>2350</b> (830) |
| 4.0%                 | <b>1910</b> (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 | <b>3807</b> (2294) | <b>3482</b> (1969) | <b>3157</b> (1644) | <b>2832</b> (1319) | <b>2507</b> (994) | <b>2182</b> (669) | <b>1857</b> (344) |

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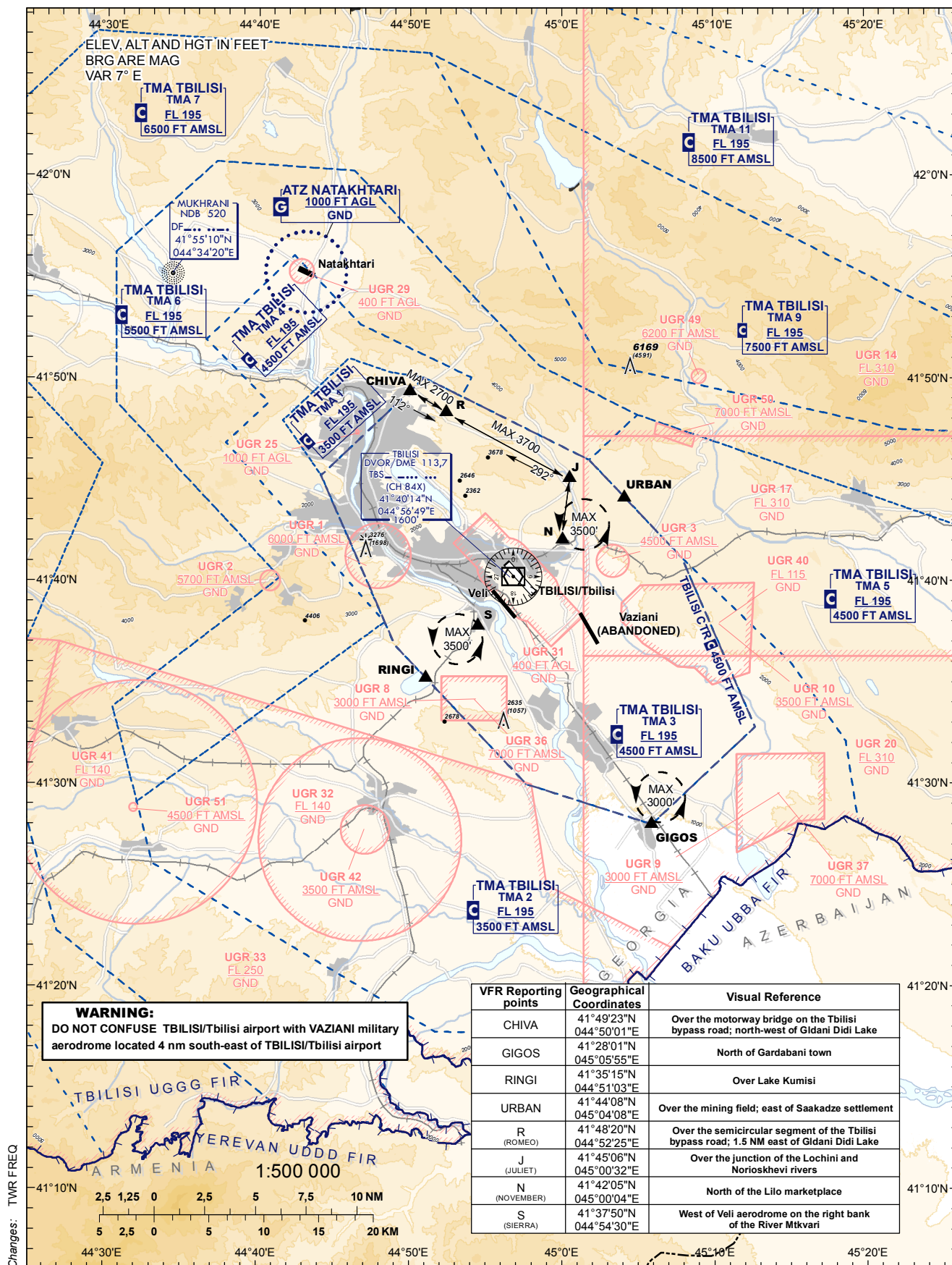


## VISUAL APPROACH CHART - ICAO

## TBILISI/Tbilisi (UGTB)

AERODROME ELEV. 1578'  
HEIGHTS RELATED TO AD ELEV

APP 134.600  
TWR 128.000 (Primary)  
119.000 (Secondary)

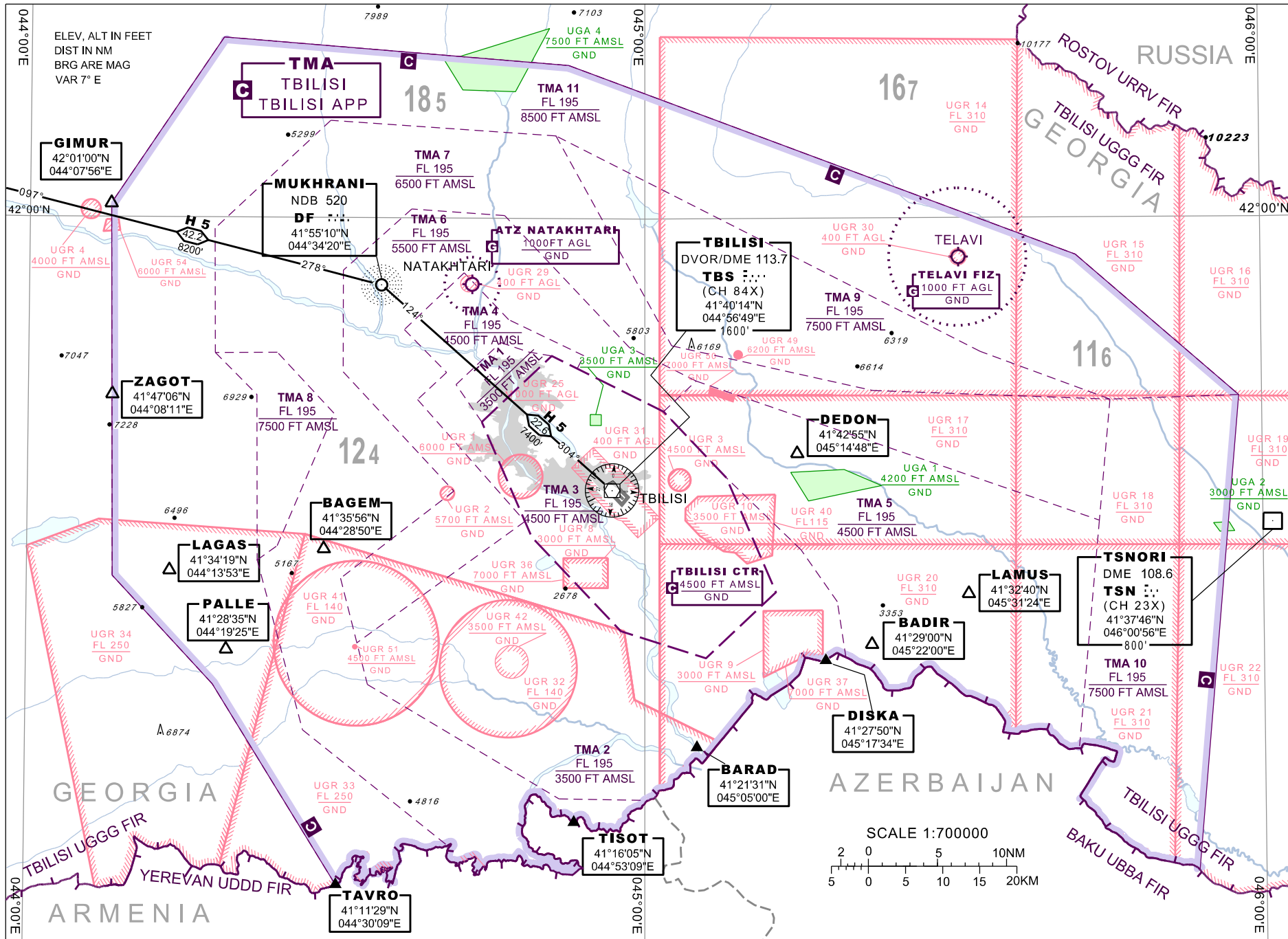




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**TBILISI TMA**

|      |                                          |
|------|------------------------------------------|
| APP  | 134.600                                  |
| TWR  | 128.000 (Primary)<br>119.000 (Secondary) |
| INFO | 124.150                                  |
| ATIS | 132.800                                  |



*Changes:* New chart

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