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AIP GEORGIA

SAKAERONAVIGATSIA

AIRAC AIP AMENDMENT

08/25

Effective date: 30 OCT 2025
Publication date: 18 SEP 2025

AIRAC AMDT 08/25

1 Significant information and changes:

PART 1 - GEN

GEN 0.2 - Records of AIP Amendments
Information updated.
GEN 0.4 - Checklist of AIP pages
Information updated.
GEN 1.2 - Entry, transit and departure of aircraft
Information updated.
GEN 2.2 - Abbreviations used in aeronautical information products
Abbreviation PCR added.

PART 3 - AD

AD 1.5 - Status of certification of aerodromes
Certification information for UGGT updated.
UGSB AD 2.2 - Aerodrome geographical and administrative data
E-mail updated.
UGSB AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of apron and TWYs updated.
UGSB AD 2.12 - Runway physical characteristics
Strength (PCR) of RWY updated.
UGSB AD 2.24 - Charts related to an aerodrome
Chart ADC updated.
UGTB AD 2.7 - Seasonal availability - clearing
Information updated.
UGTB AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of aprons and TWYs updated.
UGTB AD 2.10 - Aerodrome obstacles
Obstacles renamed, new obstacles added, new areas 2a, 2b, 2c, and 2d added.
UGTB AD 2.12 - Runway physical characteristics
Strength (PCR) of RWY updated.
UGTB AD 2.20 - Local aerodrome regulations
Information updated.
UGTB AD 2.24 - Charts related to an aerodrome
Charts ADC and APGMC updated.

This Amendment is issued together with AIC A 14/25.

2 NOTAM incorporated in this Amendment:

NIL

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3 AIP SUP incorporated in this Amendment:

NIL

AMENDED PAGES

To be removed		
GEN		
	GEN 0.2-1	02 OCT 2025
	GEN 0.4-1	02 OCT 2025
	GEN 0.4-2	02 OCT 2025
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To be inserted		
GEN		
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GEN 0.2 Record of AIP Amendments

AIRAC AIP AMENDMENT

NR/Year	Publication Date	Effective date	Inserted by
03/25	03 APR 2025	15 MAY 2025	
04/25	29 MAY 2025	10 JUL 2025	
05/25	26 JUN 2025	07 AUG 2025	
06/25	24 JUL 2025	04 SEP 2025	
07/25	21 AUG 2025	02 OCT 2025	
08/25	18 SEP 2025	30 OCT 2025	

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GEN 0.4-1	30 OCT 2025
GEN 0.4-2	30 OCT 2025
GEN 0.4-3	30 OCT 2025
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AD 2.UGTB-IAC-13R-VOR	07 AUG 2025
AD 2.UGTB-IAC-31L-VOR	07 AUG 2025
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AD 2.UGTB-BIRD	07 AUG 2025

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GEN 1.2 Entry, transit and departure of aircraft

1 General

1.1 Any flight on which an aircraft crosses the state border of Georgia and that of another State is deemed to be an international flight.

1.2 International flights of foreign aircraft in the airspace of Georgia shall be carried out on the basis of and in accordance with:

1. International treaties on air service to which Georgia is a party;
2. Special permits for operating single flights issued by Georgian Civil Aviation Agency;
3. Special permits for operating single flights obtained through the Ministry of Foreign Affairs of Georgia.

1.3 All civil aircraft using airspace of Georgia must have an insurance with the following minimum limits:

a. Passenger –
   1. for aircraft with MTOW less than 2700 kg or 2700 kg - 100000 SDR;
   2. for aircraft with MTOW more than 2700 kg - 250000 SDR;
b. Baggage – 1519 SDR;
c. Cargo – 26 SDR per kg;
d. Third party legal liability:

MTOW (kg)	Minimum Insurance Limits (Million SDR)
‹ 500	0.75
‹ 1000	1.5
‹ 2700	3
‹ 6000	7
‹ 12000	18
‹ 25000	80
‹ 50000	150
‹ 200000	300
‹ 500000	500
≥ 500000	700

1.4 Flights of foreign civil aircraft in the airspace of Georgia are carried out on international airways and to airports open for international flights.

1.5 When it is necessary to carry out a flight to a domestic airport not open for international flights, an aircraft should make the first landing and the latest departure at the territory of Georgia from an airport open for international flights.

2 Scheduled flights

2.1 General

2.1.1 Operators of Scheduled flights to be operated to the airports of Georgia should submit their flight schedule to Georgian Civil Aviation Agency according to the attached Form R in four copies or RPL in three copies and the appropriate documents on the right of the specific commercial activities not later than 15 days before the commencing of such flights.

2.1.2 The same procedure is applied if it is necessary to cancel or to make changes in the already approved flight schedule.

2.1.3 Single change of flight schedule should be made on the preliminary request of an airline which should be addressed in Georgian or English to Georgian Civil Aviation Agency not later than 5 working days before the commencing of the flights via the following communication channels:

Post: Georgian Civil Aviation Agency
Beginning of I Kheivani Street
0114 Tbilisi
Georgia
Tel: +995 32 236 40 51
AFS: UGGGZDZX, UGGUPPXX
E-mail: cds@gcaa.ge

and

Post: Sakaeronavigatsia Ltd
Air Traffic Services/ACC
TBILISI/Tbilisi Airport
0198 Tbilisi, Georgia
Tel: +995322744255
Tel: +995322744204
Fax: +995322744334
AFS: UGGGZRZX
E-mail: atfm@airnav.ge

2.1.4 No prior permission is required for scheduled flights carried out in the airspace of Georgia without landing at airports of Georgia.

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the below mentioned aircraft documents are submitted by airline operators for clearance on entry and departure of their aircraft to and from Georgia. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendixes to Annex 9 and they are acceptable when furnished in English or Russian and completed in legible handwriting.

2.2.2 Aircraft documents required (arrival/departure)

Required by	General declaration	Passenger manifest (if required)	Cargo manifest
Customs Officer	1	1	1
Immigration Officer	1	1	1
Sanitary-Quarantine Officer	1	1	1

Note: If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need to be submitted to the above mentioned authorities.

3 Non-scheduled flight

3.1 Procedures

3.1.1 No prior permission is required for non-scheduled flights carried out in the airspace of Georgia without landing at airports of Georgia.

3.1.2 If an operator intends to perform non - scheduled flight into the airports of Georgia, it is necessary for operator to apply to Georgian Civil Aviation Agency for permission not later than five working days before the commencing of the flight. The application should be put in order as showed in Para 4.1.3 and submitted to the addresses mentioned in Para 2.1.3.

3.1.3 Georgian Civil Aviation Agency issues a single number of the permission on each request which is valid during 24 hours since the date mentioned in the application. Operators should insert the number of permission in the Item 18 of FPL.

3.2 Documentary requirements for clearance of aircraft

3.2.1 Same requirements as for SCHEDULED FLIGHTS.

4 Flights of state aircraft

4.1 Procedures

4.1.1 Random flights of foreign aircraft connected with conveyance of heads of Foreign States and Governments and delegations headed by them, Ministers of Foreign Affairs and Ministers of Defence, as well as random flights of military and State foreign aircraft are conducted on the basis of permissions received through diplomatic channels from the Ministry of Foreign Affairs of Georgia. Permission for a single flight conducted in accordance with this para should be requested via diplomatic channels to the addresses mentioned in Para 2.1.3 not later than 5 working days before the commencing of the flight.

4.1.2 The application should be put in order as showed in Para 4.1.3.

4.1.3 An application for use of airspace of Georgia shall contain the following information:

a. Name of an airline (three-letter ICAO designator), state of aircraft registration and address;
b. Type and modification of an aircraft, its revenue capacity and maximum take-off weight (MTOW);
c. Registration marks of a main and an alternate aircraft, owner of an aircraft (operator or leaseholder);
d. Surname, name of a pilot-in-command of an aircraft, amount of crew members and their nationality;

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J	
JAN	January
JTST	Jet stream
JUL	July
JUN	June
K	
KG	Kilograms
KHZ	Kilohertz
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L	
L	Left (preceded by runway designation number to identify a parallel runway)
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
LAL *	Lowest Available Level
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low frequency (30 to 300 kHz)
LGT	Light or Lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	Long Range Air Navigation System
LR	The last message received by me was...(to be used in AFS as procedure signal)
LRG	Long range
LS	The last message sent by me was... or Last message was...(to be used in AFS as procedure signal)
LT *	Local Time
LTD	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered
M	
M	Metres (preceded by figures)
M ...	Mach number (followed by figures)
M...	Minimum value of runway range (followed by figures in METAR/SPECI)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold (for visual approach slope indicator system)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300 kHz to 3 000 kHz)
MHDF	Medium and high frequency direction-finding station (at the same location)
MHVDF	Medium, high and very high frequency direction-finding station (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MIS	Missing... (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle Marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MOD RA = Moderate Rain)
MON	Monday
MON	Above mountains
MOPS	Minimum operational performance standards
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRCC *	Maritime Rescue Coordination Center
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum Sector Altitude
MSAS	(to be pronounced "EM-SAS") Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSSR	Monopulse Secondary Surveillance Radar
MT	Mountain
MTOW *	Maximum Take-off Weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding station (at the same location)

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MWO	Meteorological Watch Office
MX	Mixed type of ice formation (white and clear)
N	
N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NASC	National AIS system centre
NAT	North atlantic
NAV	Navigation
NB	North bound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/ SPECI)
NDB	Non-Directional Radio Beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical Miles
NML	Normal
NNE	North north east
NNW	North north west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NOSIG	No Significant Change (used in trend-type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NOZ	Normal operating zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next
O	
O/R	On request
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Observe or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle Free Zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OLDI	On-line data interchange
OM	Out marker
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational Meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
ORD	Indication of an order
OSV	Ocean station vessel
OTLK	Outlook (used in SIGMET message for volcanic ash and tropical cyclones)
OTP	On top
OTS	Organized track system
OUBD	Out-bound
OVC	Overcast
P	
P ...	Prohibited area (followed by identification)
P...	Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PATC...	Precision approach terrain chart (followed by name/ title)
PAX	Passenger(s)
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement Classification Number
PCR *	Pavement Classification Rating
PDC	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB *	Pre-flight Information Bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn

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PTS	Polar track structure
PWR	Power
Q	
QBI *	Compulsory IFR flight
QDL	Do you intend to ask me for series of bearings? or I intend to ask you for series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	Magnetic Heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric Pressure at Aerodrome Elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to ... free of charge? or I will relay to ... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number ...? or Cancel telegram number (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was … latitude … longitude (or other indication of position), class … at … hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is … degrees at … hours (to be used in radiotelegraphy as a Q Code)
R	
R	Right (preceded by runway designation number to identify a parallel runway)
R	Red
R ...	Restricted area (followed by identification)
R...	Runway visual range (followed by figures in METAR/ SPECI)
RA	Rain
RAC	Rules or the air and air traffic services
RAFC *	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to ... or refer to ...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en-route
RLLS	Runway lead-in lighting system
RLNA	Requested level not available
RMAC	Radar minimum altitude chart
RMK	Remark
RNAV	(to be pronounced "AR-NAV") Area Navigation
RNG	Radio range
RNP	Required Navigation Performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
RPI	Radar position indicator
RPL	Repetitive Flight Plan
RPLC	Replace or replaced
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC....etc in sequence) delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message); (message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RU *	Russian
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RWY	Runway
S	
S	South or southern latitude
S...	State of sea (followed by figures in METAR/SPECI)
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary

SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and recommended practices (ICAO)
SAT	Saturday
SATCOM	Satellite Communication
SB	Southbound
SBAS	(to be pronounced "ESS-BAS") Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	Selective Calling System
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH ...	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SID	Standard Instrument Departure
SIF	Selective identification feature
SIG	Significant
SIGMET	Information concerning en-route weather phenomena which may affect the safety of operations
SIGWX *	Significant weather
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOLCO	Aerodrome closed due to snow (used in METAR/ SPECI)
SNOWTAM	A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area
SPECI	Aviation Selected Special Weather Report (in aeronautical meteorological code)
SPECIAL	Special Meteorological Report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point in contact
SPOT	Spot Wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance Radar Element of Precision Approach Radar System
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South south east
SSR	Secondary Surveillance Radar
SST	Supersonic transport
SSW	South southwest
ST	Stratus
STA	Straight-in approach
STAR	Standard Instrument Arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF Tactical Air Navigation Aid
TAF	Aerodrome Forecast
TAIL	Tail, Wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or Temporarily
TEND *	Trend or tending to
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go Landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past...(place)
TKOF	Take off
TL ...	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal Control Area

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TN...	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO...	To...(place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud Top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, ts used alone means thunder heard but no precipitation at the aerodrome)
TS...	Thunderstorm (followed by RA= RAIN, SN= snow, PE= ice pellets, GR= hail, GS= small hail and/or snow pellets or combinations thereof, e.g. TSRASN= thunderstorm with rain and snow)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	(to be pronounced "TEE-VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome Control Tower or Aerodrome Control
TWY	Taxiway
TWYL	Taxiway-link
TX...	Maximum temperature (followed by figures in TAF)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in rvr during previous 10 minutes)
U/S	Unserviceable
UAB...	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra High Frequency (300 to 3 000 MHz)
UIC	Upper information centre
UIR	Upper Flight Information Region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
UTA	Upper control area
UTC	Co-ordinated Universal Time

V

V...	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC...	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual Approach Slope Indicator System
VC...	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, PO=dust-sand whirls, BLDU=blowing dust, BLSA = blowing sand or BLSN=blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual Flight Rules
VHF	Very High Frequency (30 to 300 Mhz)
VIP	Very Important Person
VIS	Visibility
VLF	Very low frequency (3 to 30 khz)
VLR	Very long range
VMC	Visual Meteorological Conditions
VOLMET	Meteorological Information for Aircraft in Flight
VOR	VHF Omnidirectional Radio Range
VORTAC	VOR and TACAN Combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV...	Vertical visibility (followed by figures in METAR/SPECI and TAF)

W

W	West or western longitude
W	White
W...	Sea-surface temperature (followed by figures in METAR/SPECI)
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000
WAFC	World Area Forecast Centre
WB	Westbound
WBAR	Wing Bar Lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System-84
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will Comply
WIND	Wind
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West south west
WT	Weight
WTSPT	Waterspout
WW	Worldwide web
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

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XS	Atmospherics
Y	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your
Z	
Z	Co-ordinated universal time (in meteorological messages)

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AD 1.5 Status of certification of aerodromes

Aerodrome name Location indicator	Validity and date of certification	Remarks
Tbilisi/Tbilisi UGTB	Permanent 23 Mar 2022	NIL
Batumi UGSB	Permanent 18 May 2023	NIL
Kutaisi/Kopitnari UGKO	Permanent 17 Jan 2022	NIL
Mestia UGMS	Permanent 18 Jan 2022	NIL
Natakhtari UGSA	Permanent 24 Jan 2022	NIL
Telavi UGGT	Not Certified	NIL
Ambrolauri UGAM	Permanent 20 Jan 2022	NIL

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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 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 6015 BATUMI GEORGIA
	Telephone	+995422235100, +995422235102, +995422235103
	Telefax	+995422235103
	AFS	AFTN: UGSBBFXX SITA: BATUMXH
	E-mail	mert.kandiyeli@tav.aero, bus.info@tav.aero
	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

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UGSB AD 2.4 Handling services and facilities

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

UGSB AD 2.5 Passenger facilities

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

UGSB AD 2.6 Rescue and fire fighting services

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

UGSB AD 2.7 Seasonal availability - clearing

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

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

1	**Apron designation, surface and strength of aprons**	APRON : Concrete and asphalt, PCR 520/F/B/X/U APRON Aircraft stands 14, 14A, 15, 15A, 16, 16A: Asphalt, PCR 520/F/B/X/U
2	**Taxiway designation, width, surface and strength**	TWY A: 23 M, Concrete and asphalt, PCR 520/F/B/X/U TWY B: 23 M, Concrete and asphalt, PCR 520/F/B/X/U
3	**Altimeter checkpoint location and elevation**	THR RWY 30 Elevation 37 FT THR RWY 12 Elevation 17 FT Apron Elevation 35 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: See AD Chart UGSB-ADC
6	**Remarks**	NIL

UGSB AD 2.9 Surface movement guidance and control system and markings

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	**RWY and TWY markings and LGT**	RWY 12: Designation, THR, centre line, runway edge, RWY end marked as appropriate. THR, runway edge, RWY end are lighted. RWY 30: Designation, THR, centre line, runway edge, RWY end marked as appropriate. Runway edge, RWY end are lighted. Edge lights - TWYs A and B.
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGSB AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2a

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

2 Obstacles in Area 2b

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

3 Obstacles in Area 2c

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

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Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB2C084	Building	413821.7N 0413644.6E	561/- FT	NIL	NIL

4 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB3001	Pole	413627.2N 0413630.6E	102.3/- FT	MARKED / LGTD / RED	Light Mast
UGSB3002	Pole	413625.9N 0413628.8E	101.1/- FT	MARKED / LGTD / RED	Light Mast
UGSB3003	Building	413624.5N 0413638.9E	70.5/- FT	NIL	NIL
UGSB3004	Pole	413619.3N 0413642.1E	111.0/- FT	MARKED / LGTD / RED	Light Mast
UGSB3005	Pole	413652.7N 0413527.2E	27.3/- FT	MARKED	FD12P Weather Sensor
UGSB3006	Fence	413626.4N 0413633.7E	36.4/- FT	NIL	NIL
UGSB3007	Fence	413627.3N 0413632.5E	35.8/- FT	NIL	NIL
UGSB3008	Fence	413628.3N 0413630.7E	33.1/- FT	NIL	NIL
UGSB3009	Fence	413627.9N 0413630.1E	35.4/- FT	NIL	NIL
UGSB3010	Fence	413628.6N 0413628.6E	31.2/- FT	NIL	NIL
UGSB3011	Fence	413626.8N 0413626.8E	32.2/- FT	NIL	NIL

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UGSB AD 2.11 Meteorological information provided

1	**Associated MET Office**	BATUMI
2	**Hours of service**	H24
	MET Office outside hours	-
3	**Office responsible for TAF preparation**	BATUMI
	Periods of validity	24 HR
4	**Trend forecast**	TREND
	Interval of issuance	0.5 HR
5	**Briefing/consultation provided**	MET staff consultation at MET Office
6	**Flight documentation**	Charts, 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**	Batumi TWR, APP; Tbilisi ACC
10	**Additional information (limitation of service, etc.)**	NIL

UGSB AD 2.12 Runway physical characteristics

RWY Designations	TRUE BRG	Dimensions of RWY (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
12	130.89°	2500 x 45	520/F/B/X/U Concrete and asphalt	THR: 413701.32N 0413519.99E END: NIL GUND: 67.8 FT	THR: 17.1 FT TDZ: 20.4 FT
30	310.91°			THR: 413608.27N 0413641.64E END: NIL GUND: 68 FT	THR: 37 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
12	0.24%	NIL	NIL	2620 x 280	120 x 90
30	-0.24%	NIL	NIL		120 x 90

RWY Designations	Location and Description of Arresting System	OFZ	Remarks
1	12	13	14
12	NIL	NIL	On the left side of RWY 12 first 890 M of the strip decreased to 75 M instead of 140 M and final 162 M of the strip decreased to 85 M instead of 140 M.
30	NIL	NIL	On the left side of RWY 12 first 890 M of the strip decreased to 75 M instead of 140 M and final 162 M of the strip decreased to 85 M instead of 140 M.

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AERODROME CHART - ICAO

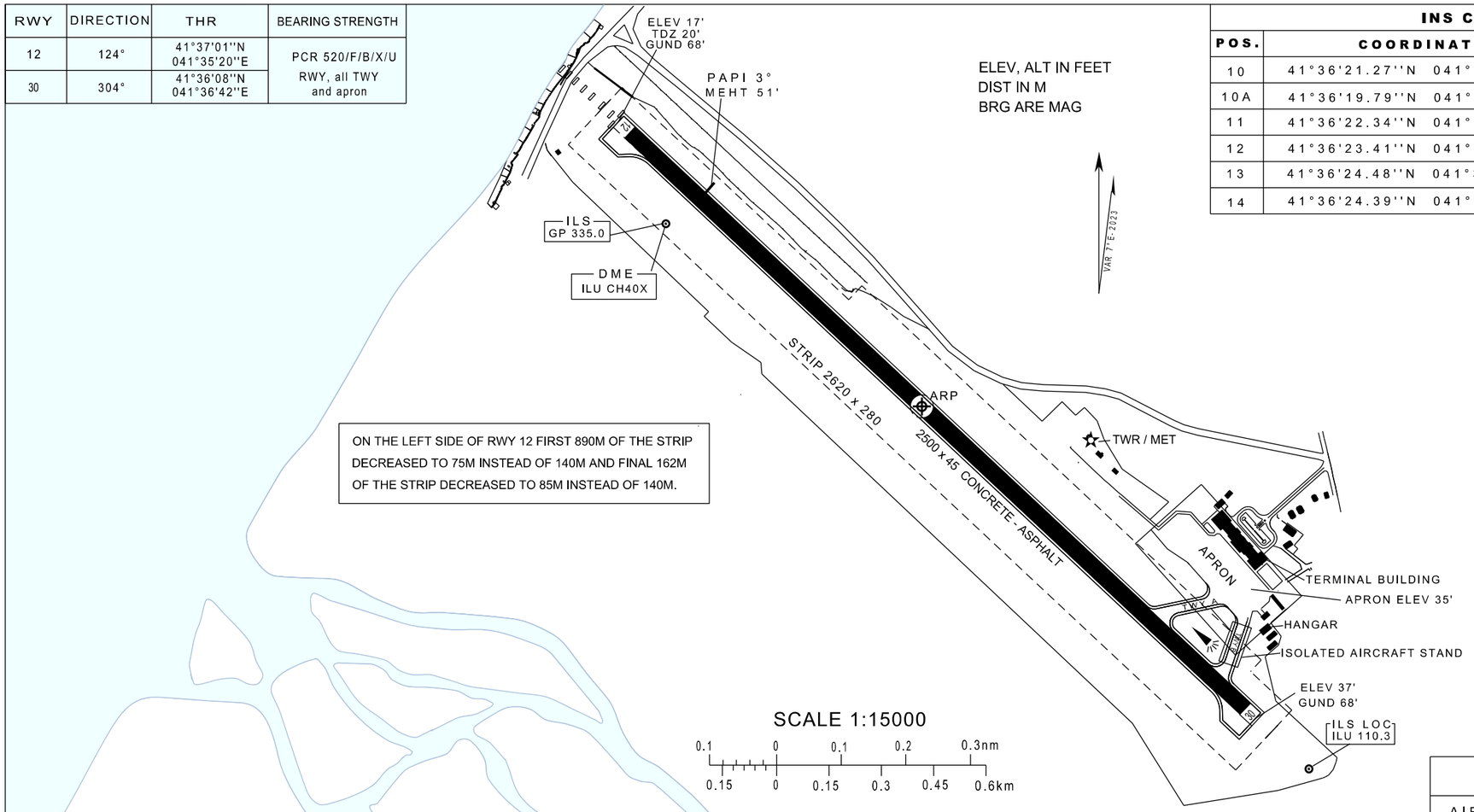
BATUMI (UGSB)

41°36' 37" N
041°35' 58" E

ELEV. 37'

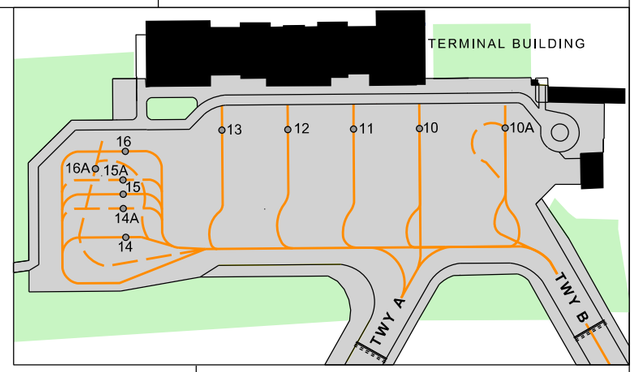
TWR 118.6

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



INS COORDINATES FOR AIRCRAFT STANDS

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



TAXIWAYS WIDTH, SURFACE

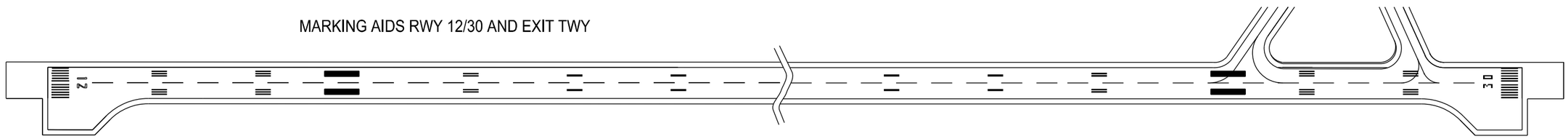
TWY A : 23 M Concrete - Asphalt

TWY B : 23 M Concrete - Asphalt

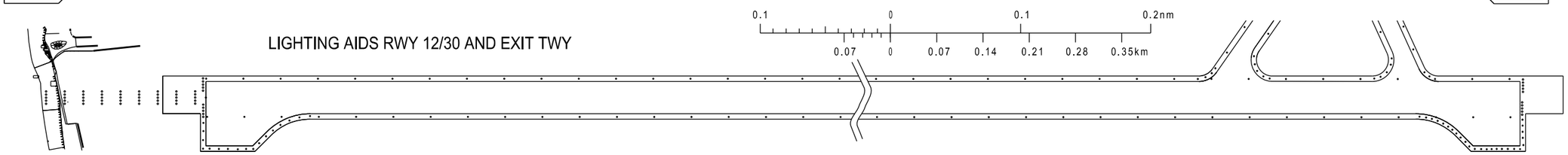
Aircraft stands № 14,14A,15,15A,16,16A - Asphalt - PCR 520/F/B/X/U

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

MARKING AIDS RWY 12/30 AND EXIT TWY



LIGHTING AIDS RWY 12/30 AND EXIT TWY



Changes: Bearing Strength updated

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4	**Medical Facilities**	First medical aid at AD, hospitals in the city
5	**Bank and Post Office**	Banks at AD and in the city Post Office: H24 Exchange Office: H24
6	**Tourist Office**	Available in the city
7	**Remarks**	NIL

UGTB AD 2.6 Rescue and fire fighting services

1	**AD category for fire fighting**	CAT 9
2	**Rescue equipment**	4 Fire fighting trucks, 1 Quick response vehicle, 1 Water tanker truck 20 t
3	**Capability for removal of disabled aircraft**	Capable to remove disabled aircraft with code C
4	**Remarks**	Responsible coordinator for removal of disabled aircraft: Tel: +995 577 999 124 Fax: +995 32 231 02 76 E-mail: tbs.ramp.tower@tav.aero

UGTB AD 2.7 Seasonal availability - clearing

1	**Types of clearing equipment**	4 Snow Ploughs MOAZ-549 DE-224,1 Snow Plough MAZ-5434X3 BS4000-PBA-2R,1 Snow Plough Mercedes-Benz Arocs RSC-250 with blower unit, 1 Auger Wheel Scraper URAL DE-226, 1 Anti/De-ice Chemical Sprinkler/Spreader IVECO X-Way 360, 1 JCB, 1 Dump truck KAMAZ, 1 Tractor T-40, 1 Tractor Belarus MTZ892, 1 Tractor John Deer B6135, 1 Tractor Madrigal 3B804
2	**Clearance priorities**	1. RWY 13R/31L and the access roads to the airport Rescue Service 2. Acting TWYs and taxiing paths on the apron 3. Aircraft parking stands and vehicles paths on the aprons 4. Runway and taxiways shoulders 5. The remaining sections (areas)
3	**Remarks**	Information on snow clearance published from November – April in NOTAM/ SNOWTAM. See also the snow plan in AD 1.2-2

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

1	**Apron designation, surface and strength of aprons**	APRON 1 : Concrete and asphalt, PCR 620/F/B/X/U APRON 1 Aircraft stands 112, 113, 114, 115, 116: Concrete, PCR 740/R/D/W/T APRON 1 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 APRON 4: Concrete, PCR 990/R/B/W/U
2	**Taxiway designation, width, surface and 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 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

3	**Altimeter checkpoint location and elevation**	THR RWY 13R Elevation 1578 FT THR RWY 31L Elevation 1513 FT Apron 4 - Elevation: 1560 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: See Aircraft Parking and Ground Movement Chart
6	**Remarks**	Aircraft stand 33 - Asphalt - pavement strength 11100 kg/0.6 MPa TWY F is closed TWY D - Military responsibility

UGTB 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. Guide lines at aprons
2	**RWY and TWY markings and LGT**	RWY Marking: Designation, THR, TDZ, centre line, edge line, RWY end RWY Lighting: THR, TDZ (only 31L), centre line, edge line, RWY end TWY Marking: Holding points, centre line, edge line TWY Lighting: Centre line and edge (A, B, C, E, G), RWY guard lights (A, B, E, G)
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGTB 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
UGTB2A001	Navaid	413933.1N 0445741.3E	1557/- FT	LGTD	Antenna GP 31L
UGTB2A002	Navaid	414030.4N 0445629.6E	1611/- FT	LGTD	Antenna GP 13R

2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB2B001	Navaid	414246.3N 0445344.5E	1942/- FT	MARKED / LGTD	Antenna L 13R
UGTB2B002	Building	414202.5N 0445446.3E	1876/- FT	NIL	NIL
UGTB2B003	Building	414200.9N 0445446.3E	1876/- FT	NIL	NIL
UGTB2B004	Building	414159.3N 0445446.3E	1876/- FT	NIL	NIL

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3 Obstacles in Area 2c

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB2C001	Building	413933.1N 0445739.9E	1591/- FT	NIL	NIL
UGTB2C002	Building	414036.6N 0445618.9E	1614/- FT	NIL	NIL
UGTB2C003	Antenna	413959.9N 0445656.2E	1716/- FT	LGTD	Mast ACR
UGTB2C004	Building	414126.8N 0445639.4E	1791/- FT	NIL	NIL
UGTB2C005	Building	414120.6N 0445755.5E	1834/- FT	NIL	NIL
UGTB2C006	Monument	414130.3N 0445709.9E	2044/- FT	NIL	NIL
UGTB2C007	Navaid	414013.7N 0445648.8E	1627/- FT	LGTD	Antenna DVOR/DME
UGTB2C008	Building	414116.0N 0445725.7E	1762/- FT	LGTD	NIL
UGTB2C009	Building	414008.2N 0445650.2E	1584/- FT	MARKED / LGTD	NIL
UGTB2C010	Building	414049.3N 0445855.5E	1793/- FT	NIL	NIL
UGTB2C011	Building	414049.4N 0445859.4E	1756/- FT	NIL	NIL
UGTB2C012	Building	414042.6N 0445900.5E	1777/- FT	NIL	NIL

4 Obstacles in Area 2d

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB2D001	Building	413906.8N 0445024.3E	2714/- FT	NIL	Church Shavnabada
UGTB2D002	Antenna	414533.8N 0445459.4E	3584/- FT	LGTD	Mast SSR
UGTB2D003	Antenna	414602.6N 0445503.9E	3667/- FT	LGTD	Mast MSSR
UGTB2D004	Antenna	414144.8N 0444707.4E	3304/- FT	NIL	Hill Mta Tsminda (antenna TV)
UGTB2D005	Antenna	413253.7N 0445714.0E	2550/- FT	NIL	Hill (mast)

5 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB3001	Building	414029.9N 0445725.7E	1666.0/- FT	LGTD	NIL
UGTB3002	Building	414026.7N 0445730.2E	1697.5/- FT	LGTD	NIL
UGTB3003	Pole	414022.4N 0445734.4E	1642.4/- FT	LGTD	Light mast
UGTB3004	Pole	414019.1N 0445739.2E	1645.0/- FT	LGTD	Light mast
UGTB3005	Pole	414006.6N 0445754.8E	1608.6/- FT	LGTD	Light mast

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Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB3006	Pole	414002.7N 0445755.1E	1602.4/- FT	LGTD	Light mast
UGTB3007	Pole	413959.1N 0445747.2E	1623.7/- FT	LGTD	Light mast
UGTB3008	Pole	413959.9N 0445746.2E	1598.4/- FT	LGTD	Light mast
UGTB3009	Pole	414001.0N 0445744.8E	1599.4/- FT	LGTD	Light mast
UGTB3010	Pole	414002.0N 0445743.2E	1625.6/- FT	LGTD	Light mast
UGTB3011	Pole	414003.1N 0445741.8E	1600.7/- FT	LGTD	Light mast
UGTB3012	Pole	414004.1N 0445740.3E	1601.7/- FT	LGTD	Light mast
UGTB3013	Pole	414004.7N 0445739.4E	1628.3/- FT	LGTD	Light mast
UGTB3014	Pole	414015.9N 0445738.7E	1641.1/- FT	LGTD	Light mast
UGTB3015	Pole	414014.9N 0445740.2E	1641.4/- FT	LGTD	Light mast
UGTB3016	Pole	414013.9N 0445741.6E	1641.4/- FT	LGTD	Light mast
UGTB3017	Pole	414012.9N 0445743.1E	1641.4/- FT	LGTD	Light mast
UGTB3018	Pole	414011.8N 0445744.5E	1641.1/- FT	LGTD	Light mast
UGTB3019	Pole	414005.8N 0445737.6E	1632.2/- FT	LGTD	Light mast
UGTB3020	Pole	414006.9N 0445736.1E	1632.2/- FT	LGTD	Light mast
UGTB3021	Pole	414007.9N 0445734.8E	1632.2/- FT	LGTD	Light mast
UGTB3022	Pole	414008.8N 0445733.5E	1632.2/- FT	LGTD	Light mast
UGTB3023	Pole	414009.7N 0445732.1E	1632.2/- FT	LGTD	Light mast
UGTB3024	Pole	414010.7N 0445730.8E	1632.2/- FT	LGTD	Light mast
UGTB3025	Building	414033.2N 0445717.4E	1692.9/- FT	LGTD	NIL

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UGTB AD 2.11 Meteorological information provided

1	**Associated MET Office**	TBILISI
2	**Hours of service**	H24
	MET Office outside hours	-
3	**Office responsible for TAF preparation**	TBILISI
	Periods of validity	24 HR
4	**Trend forecast**	TREND
	Interval of issuance	0.5 HR
5	**Briefing/consultation provided**	MET staff 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**	SADIS
9	**ATS units provided with information**	Tbilisi TWR, APP, ACC, FIS
10	**Additional information (limitation of service, etc.)**	NIL

UGTB 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
13L	133.51°	NIL	-/-/-/-/- NIL	THR: NIL END: NIL GUND: NIL	THR: NIL
31R	313.52°			THR: NIL END: NIL GUND: NIL	THR: NIL
13R	136.54°	3000 x 45	1550/R/D/W/T Concrete and asphalt	THR: 414040.13N 0445624.39E END: 413929.53N 0445753.59E GUND: 45.8 FT	THR: 1577.8 FT TDZ: NIL
31L	316.56°			THR: 413929.53N 0445753.59E END: 414040.13N 0445624.39E GUND: 45.5 FT	THR: 1512.7 FT TDZ: 1527.1 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
13L	NIL	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL		NIL
13R	-0.70%	NIL	NIL	3120 x 300	90 x 90
31L	0.70%	NIL	200 x 150		160 x 100

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RWY Designations	Location and Description of Arresting System	OFZ	Remarks
1	12	13	14
13L	NIL	NIL	RWY is closed for landings and take-offs
31R	NIL	NIL	RWY is closed for landings and take-offs
13R	NIL	NIL	RWY shoulders width 7.5 M
31L	NIL	Yes	RWY shoulders width 7.5 M

UGTB AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13L	NIL	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL	NIL	NIL
13R	3000	3000	3000	3000	NIL
	2500	2500	2500	NIL	FROM TWY B
	1600	1600	1600	NIL	FROM TWY A
31L	3000	3200	3000	3000	NIL
	1400	1600	1400	NIL	FROM TWY A

UGTB 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
13L	NIL	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL	NIL	NIL
13R	ALSF-1 900 M LIH	GREEN	PAPI Left/3.5° (60 FT)	NIL	3000 M 15 M White FM 2100 M - 2700 M W/R FM 2700 M Red LIH
31L	PALSF-II 870 M LIH	GREEN	PAPI Both/3.0° (51 FT)	900 M	3000 M 15 M White FM 2100 M - 2700 M W/R FM 2700 M Red 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
13L	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL	NIL
13R	3000 M 60 M White FM 2400 M Yellow LIH	RED	NIL	Flashing LGT 900 M available

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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
ILS RWY 13R (7°E 2020) CLASS NIL/NIL/NIL							
LOC 13R	IVP	110.300 MHZ	H24	413926.3N 0445757.7E	Not applicable	NIL	NIL
GP 13R	—	335.000 MHZ	H24	414030.4N 0445629.6E	Not applicable	NIL	3.5° GP, 50 FT Co-located with DME 13R
DME 13R	IVP	CH 40X	H24	414030.4N 0445629.6E	1600 FT	NIL	Coverage 25 NM. Omnidirectional. Co-located with GP 13R
OM 13R	Dashes	75.000 MHZ	H24	414247.0N 0445344.2E	Not applicable	NIL	NIL
MM 13R	Dot-Dashes	75.000 MHZ	H24	414058.4N 0445601.3E	Not applicable	NIL	NIL
ILS RWY 31L CAT I (7°E 2020) CLASS I/NIL/NIL							
LOC 31L	INA	108.900 MHZ	H24	414045.4N 0445617.7E	Not applicable	NIL	NIL
GP 31L	—	329.300 MHZ	H24	413933.1N 0445741.3E	Not applicable	NIL	3.0° GP, 54 FT Co-located with DME 31L
DME 31L	INA	CH 26X	H24	413933.2N 0445741.2E	1600 FT	NIL	Coverage 25 NM. Omnidirectional. Co-located with GP31L
OM 31L	Dashes	75.000 MHZ	H24	413757.7N 0445949.5E	Not applicable	NIL	NIL
MM 31L	Dot-Dashes	75.000 MHZ	H24	413902.0N 0445828.4E	Not applicable	NIL	NIL

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UGTB AD 2.20 Local aerodrome regulations

1 Airport regulations

At TBILISI/Tbilisi airport a number of local regulations apply.

At Aircraft stands aircraft major repairs (base maintenance) are prohibited.

Due to transverse slope greater than 1% complete fuelling of aircraft are restricted at the following stands: 1, 2, 3, 4, 5, 5C, 6, 7, 7C, 8, 9, 9D, 10, 10D, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25.

Other regulations are collected in the manual which is available at the AIS Briefing Office.

2 Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR.

Ground services can be requested from TBILISI APRON on FREQ 131.700 MHZ.

Assistance from the "FOLLOW ME" vehicle can be:

– requested via the TWR;
– available when visibility is less then 400 M;
– available during night time for C, D and E categories aircraft.

Isolated aircraft stand is located on the TWY E and has the following coordinates: 413947.65N 0445747.13E .

Aircraft engine testing area is located on the TWY E and has the following coordinates: 413947.65N 0445747.13E. Movement to be performed by towing only.

For apron 4 assistance from the "FOLLOW ME" vehicle is required for all categories aircraft.

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

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

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

TWY B, Apron TWY C and TWY E are used for maneuvering of any type of aircraft.

Aircraft are allowed to make 180 degree turn at the intersection place of RWY 13L/31R and TWY E with coordinates 413947.65N 0445747.13E.

On RWY 13R/31L only aircraft with code "C" or lower are allowed to make 180 degrees turn.

3 Apron during winter conditions

The aircraft parking stands 100- 111; 112-122 are allocated for de-icing treatment of aircraft.

4 Regulations for helicopters

Take-off and landing for all types of helicopters are allowed only from/to RWY 13R/31L.

Parking stand 33 is allocated for helicopters with the largest overall dimension (D) not exceeding 15.72 M.

Parking stands 26, 27, 28 are allocated for helicopters with the largest overall dimension (D) not exceeding 25.40 M.

Taxiing to/from stands 26, 27, 28, 33 is prohibited during nighttime and/or runway visual range less than 400 M.

After entering stands 26, 27, 28, 33 helicopter shall perform 180 degrees turn in a hover due to park in a correct position.

Helicopter stands 26, 27, and 28 shall be used on a non-simultaneous basis due to safety and separation requirements. Simultaneous operations on these stands are not permitted.

Mi-8 helicopters shall taxi to/from stands 26, 27, and 28 using ground taxi procedures only. Air taxiing of Mi-8 to or from these stands is prohibited.

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5 Taxiing – limitations

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

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

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

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

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

6 Removal of disabled aircraft from runway

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

UGTB AD 2.21 Noise abatement procedures

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

UGTB AD 2.22 Flight procedures

1 Procedures for IFR flights within Tbilisi TMA

1.1 General

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

Horizontal separation minimum applicable within Tbilisi TMA is 5 NM.

Tbilisi ATIS information is available on frequency 132.8 MHZ.

1.2 Procedures for arrival flights

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

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

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

1.3 Procedures for departing flights

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

If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV SID, the clearance shall be rejected and the reason stated: “UNABLE RNAV1 (GNSS)”.

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

As an alternative to any SID, controller may instruct to “CONTINUE RUNWAY HEADING” or “CLIMB STRAIGHT AHEAD”. In such cases climb gradient of 5.4 % or greater shall be maintained up to 7000 FT for departures from RWY 31L. Climb gradient of 3.9 % or greater shall be maintained up to 4500 FT for departure from RWY 13R.

Visual departures are not implemented.

1.4 FPL route options for arrivals and departures

Arrivals to UGTB:

STAR First Point	Available Routings	Remarks

GIMUR *	...IDLER DCT GIMUR	-
	...BANUT DCT GIMUR	FRA (I) points may also be used between BANUT and GIMUR
	...GUSLI DCT GIMUR	FRA (I) points may also be used between GUSLI and GIMUR
	...VIZRO DCT GIMUR	Only available for departures from local airport
	...FIBBE DCT GIMUR	Only available for departures from local airport
	...BT DCT GIMUR	Any FRA DCT is available before BT when cruising level is below FL150
LAGAS *	...ROLIN DCT LAGAS	-
	...SARPI DCT ODILI DCT TETRO DCT LAGAS	-
	...NOLGA DCT LAGAS	-
LAMUS *	...KUFAN DCT LAMUS	-
	...ADEKI DCT LAMUS	-
TISOT	As available via Yerevan FIR	-
Direct ARR Point	**Available Routings**	**Remarks**
TAVRO	As available via Yerevan FIR	Only available for traffic via REBLO
TBS *	...H5 TBS	Only available for departures from local airports
** G, M and X types of flight are not restricted by the routing options described in the table.*		

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

Departures from UGTB:

SID Last Point	Available Routings	Remarks
DF *	DF DCT BARUS DCT BANUT...	FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290
	DF DCT BARUS DCT ROLIN...	-
	DF DCT BARUS DCT ODILI 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 BARUS DCT BANUT...	FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290
	PALLE DCT BARUS DCT ROLIN...	-
	PALLE DCT BARUS DCT ODILI DCT SARPI...	-
	PALLE DCT TETRO DCT ODILI...	Only available for arrivals to UGSB
	PALLE DCT NOLGA...	-
TAVRO	As available via Yerevan FIR	-
ZAGOT *	ZAGOT DCT BARUS DCT BANUT...	FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290
	ZAGOT DCT BARUS DCT ROLIN...	-
	ZAGOT DCT BARUS DCT ODILI DCT SARPI...	-
	ZAGOT DCT TETRO DCT ODILI...	Only available for arrivals to UGSB
	ZAGOT DCT NOLGA...	-
Direct DEP Point	**Available Routings**	**Remarks**
TBS	TBS...	Only available for arrivals to UGTB

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AERODROME CHART - ICAO

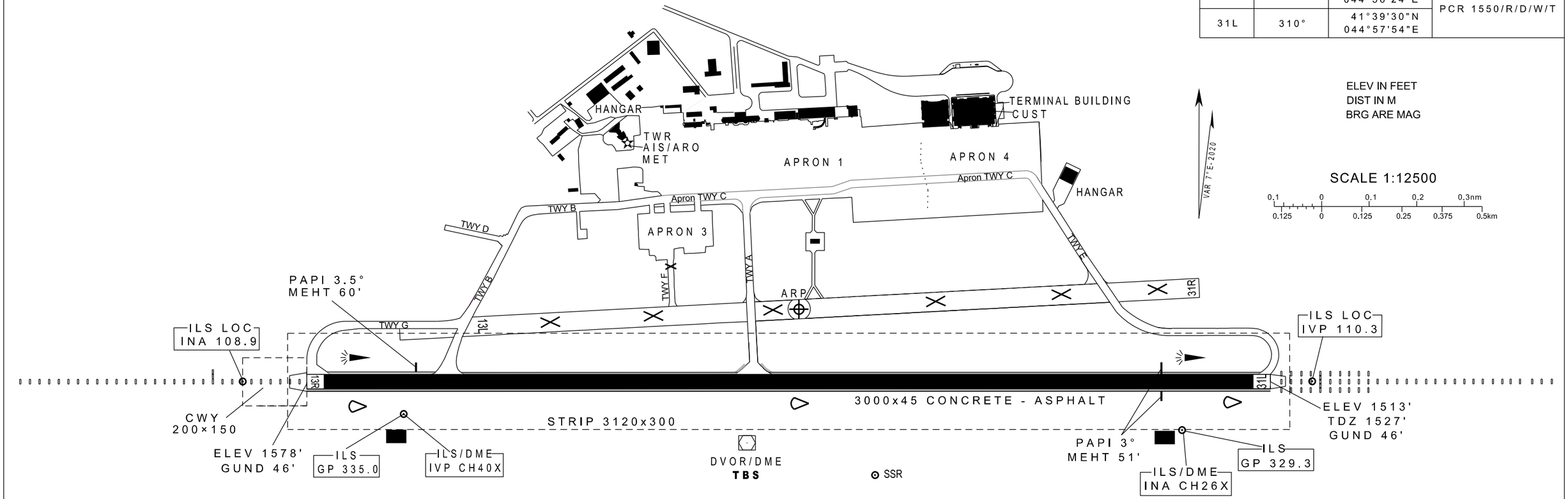
41°40' 09" N
044° 57' 17" E

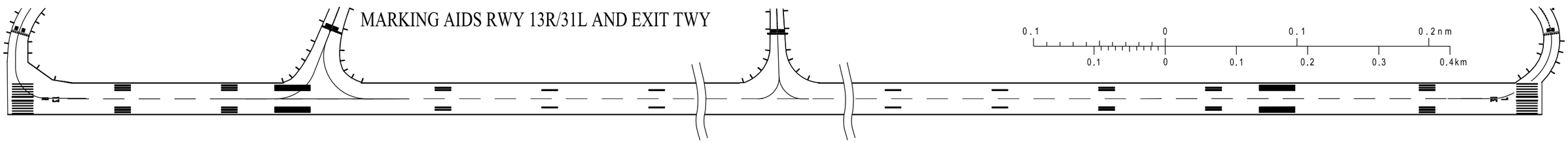
ELEV 1578'

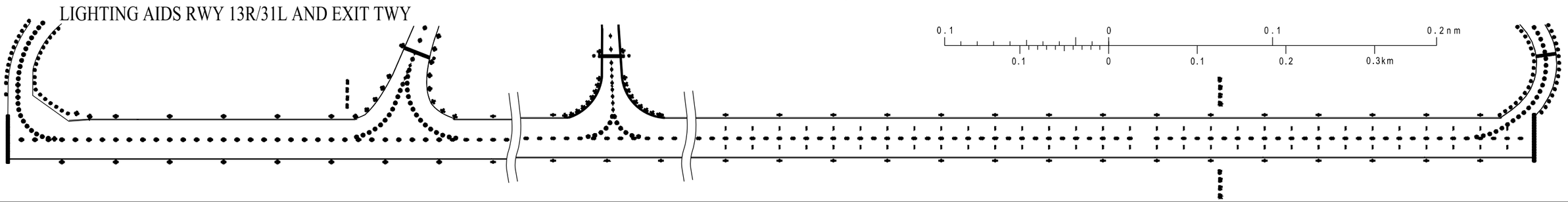
TWR	119.000 (Primary)
	128.000 (Secondary)
APRON	131.700

TBILISI /Tbilisi (UGTB)

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







Changes: Bearing strength updated

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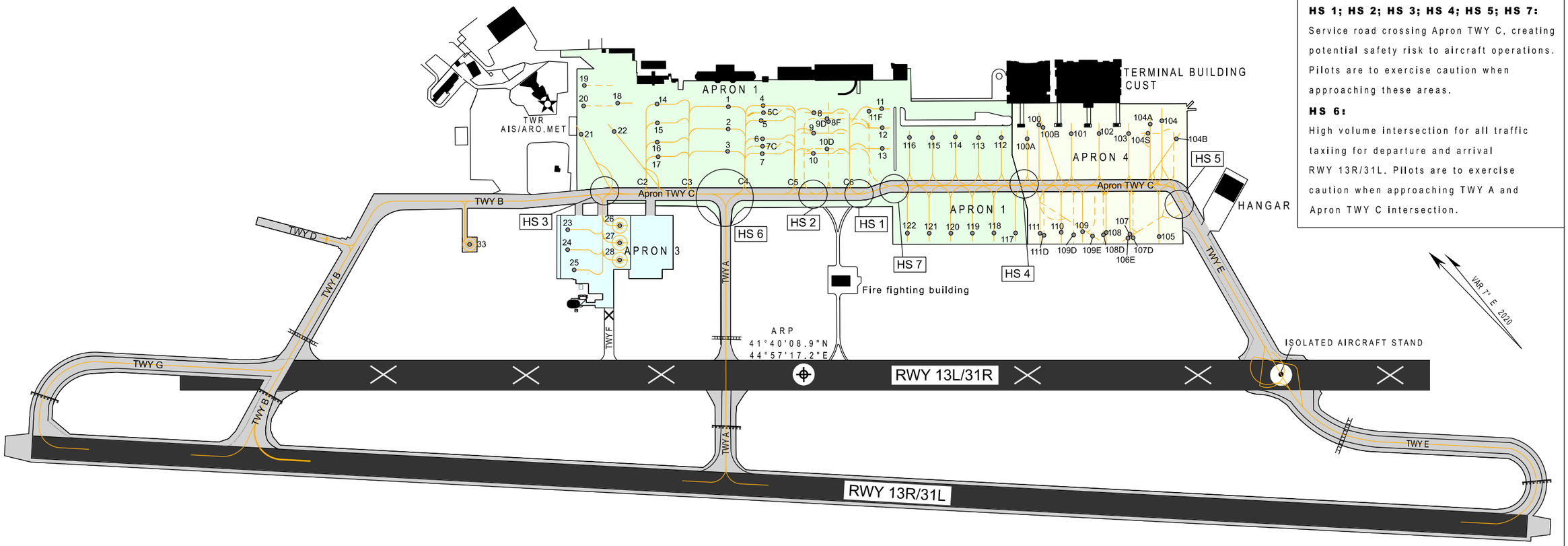
AIRCRAFT PARKING AND GROUND MOVEMENT CHART - ICAO

APRON 4 ELEV 1560'

TWR	119.000 (Primary)
	128.000 (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

0.1 0 0.1 0.2nm
0.08 0 0.08 0.16 0.24 0.32 0.4 0.48km

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°40'22.78N 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: Apron, TWY and stands strength

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