Contact
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Aeronautical Information Service
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AIP GEORGIA

SAKAERONAVIGATSIA

AIRAC AIP AMENDMENT

09/25

Effective date: 25 DEC 2025
Publication date: 13 NOV 2025

AIRAC AMDT 09/25

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 3.1 - Aeronautical information services
Information updated.
GEN 3.2 - Aeronautical charts
Chart UGTB-AOC-A scale updated.

PART 2 - ENR

ENR 5.4 - Air navigation obstacles
New obstacles KUTAISI1, KUTAISI2, NINOTSMINDA added.
ENR 6 - En-route Charts
Chart ENR 6-15-1 updated.

PART 3 - AD

AD 0.6 - Table of Contents to Part 3
Information updated.
UGAM AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of apron and TWY updated.
UGAM AD 2.12 - Runway physical characteristics
Strength (PCR) of RWY updated.
UGAM AD 2.24 - Charts related to an aerodrome
Chart ADC updated.
UGKO AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of apron and TWYs updated.
UGKO AD 2.10 - Aerodrome obstacles
Obstacles UGKO2C006 - UGKO2C011 withdrawn, new obstacles UGKO2C016 - UGKO2C027 added.
UGKO AD 2.12 - Runway physical characteristics
Strength (PCR) of RWY updated.
UGKO AD 2.24 - Charts related to an aerodrome
Charts ADC, IAC-25-ILSy, IAC-25-LOCy, IAC-25-VOR updated.
UGMS AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of aprons and TWYs updated.
UGMS AD 2.12 - Runway physical characteristics
Strength (PCR) of RWY updated.
UGMS AD 2.24 - Charts related to an aerodrome

Chart ADC updated.
UGSB AD 2.8 - Aprons, taxiways and check locations/positions data
Strength (PCR) of aprons and TWYs updated.
UGSB AD 2.20 - Local aerodrome regulations
Information updated.
UGSB AD 2.24 - Charts related to an aerodrome
Chart ADC updated.
UGTB AD 2.24 - Charts related to an aerodrome
Chart AOC-A updated.

This Amendment is issued together with AIC A 15/25, AIC A 16/25, AIC A 17/25 and AIC A 18/25.

2 NOTAM incorporated in this Amendment:

NIL

3 AIP SUP incorporated in this Amendment:

NIL

AMENDED PAGES

To be removed		
GEN		
	GEN 0.2-1	30 OCT 2025
	GEN 0.4-1	30 OCT 2025
	GEN 0.4-2	30 OCT 2025
	GEN 0.4-3	30 OCT 2025
	GEN 3.1-2	07 AUG 2025
	GEN 3.1-3	07 AUG 2025
	GEN 3.1-4	07 AUG 2025
	GEN 3.2-4	02 OCT 2025
ENR		
	ENR 5.4-1	07 AUG 2025
	ENR 6-15-1	04 SEP 2025
AD		
	AD 0.6-4	07 AUG 2025
	AD 2.UGAM-3	07 AUG 2025
	AD 2.UGAM-4	02 OCT 2025
	AD 2.UGAM-ADC	07 AUG 2025
	AD 2.UGKO-3	07 AUG 2025
	AD 2.UGKO-4	07 AUG 2025
	AD 2.UGKO-5	07 AUG 2025
	AD 2.UGKO-6	07 AUG 2025
	AD 2.UGKO-ADC	07 AUG 2025
	AD 2.UGKO-IAC-25-ILSy	07 AUG 2025
	AD 2.UGKO-IAC-25-LOCy	07 AUG 2025
	AD 2.UGKO-IAC-25-VOR	07 AUG 2025
	AD 2.UGMS-3	07 AUG 2025
	AD 2.UGMS-4	02 OCT 2025
	AD 2.UGMS-ADC	07 AUG 2025
	AD 2.UGSB-3	30 OCT 2025
	AD 2.UGSB-12	07 AUG 2025
	AD 2.UGSB-13	07 AUG 2025

To be inserted		
GEN		
	GEN 0.2-1	25 DEC 2025
	GEN 0.4-1	25 DEC 2025
	GEN 0.4-2	25 DEC 2025
	GEN 0.4-3	25 DEC 2025
	GEN 3.1-2	25 DEC 2025
	GEN 3.1-3	25 DEC 2025
	GEN 3.1-4	25 DEC 2025
	GEN 3.2-4	25 DEC 2025
ENR		
	ENR 5.4-1	25 DEC 2025
	ENR 6-15-1	25 DEC 2025
AD		
	AD 0.6-4	25 DEC 2025
	AD 2.UGAM-3	25 DEC 2025
	AD 2.UGAM-4	25 DEC 2025
	AD 2.UGAM-ADC	25 DEC 2025
	AD 2.UGKO-3	25 DEC 2025
	AD 2.UGKO-4	25 DEC 2025
	AD 2.UGKO-5	25 DEC 2025
	AD 2.UGKO-6	25 DEC 2025
	AD 2.UGKO-ADC	25 DEC 2025
	AD 2.UGKO-IAC-25-ILSy	25 DEC 2025
	AD 2.UGKO-IAC-25-LOCy	25 DEC 2025
	AD 2.UGKO-IAC-25-VOR	25 DEC 2025
	AD 2.UGMS-3	25 DEC 2025
	AD 2.UGMS-4	25 DEC 2025
	AD 2.UGMS-ADC	25 DEC 2025
	AD 2.UGSB-3	25 DEC 2025
	AD 2.UGSB-12	25 DEC 2025
	AD 2.UGSB-13	25 DEC 2025

To be removed		
	AD 2.UGSB-14	07 AUG 2025
	AD 2.UGSB-15	07 AUG 2025
	AD 2.UGSB-ADC	30 OCT 2025
	AD 2.UGTB-AOC-A	07 AUG 2025

To be inserted		
	AD 2.UGSB-14	25 DEC 2025
	AD 2.UGSB-15	25 DEC 2025
	AD 2.UGSB-16	25 DEC 2025
	AD 2.UGSB-ADC	25 DEC 2025
	AD 2.UGTB-AOC-A	25 DEC 2025

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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	
09/25	13 NOV 2025	25 DEC 2025	

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GEN 0.4 Checklist of AIP pages

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

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

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GEN 3 Services

GEN 3.1 Aeronautical information services

1 Responsible service

1.1 The Aeronautical Information Service, which forms part of Sakaeronavigatsia Ltd, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under subsection GEN 3.1.2 below. It consists of AIS Headquarters, International NOTAM office and Briefing offices integrated with ARO, which are established at certain aerodromes as listed under subsection GEN 3.1.5 below.

Since 2013 AIS has established and maintains a quality management system based on standard ISO 9001 in accordance with the requirements of ICAO Annex 15.

1.2 AIS Headquarters:

Post: **Aeronautical Information Service**
Sakaeronavigatsia Ltd
TBILISI/Tbilisi Airport
0198 Tbilisi, Georgia
Tel: +995322744237
Tel: +995322744295
Fax: +995322744223
E-mail: ais@airnav.ge
AFS: UGTBYOYX
URL: https://ais.airnav.ge
Operational Hours: MON-FRI 05:00 - 14:00 (UTC) (except HOL)

1.3 International NOTAM office and Briefing offices:

Post: **Central Briefing-NOTAM office**
Sakaeronavigatsia Ltd
TBILISI/Tbilisi Airport
0198 Tbilisi, Georgia
Tel: +995322744264 (ARO)
Tel: +995322744358 (NOF)
Fax: +995322744392
E-mail: briefing@airnav.ge
AFS: UGTBZPZX (ARO)
E-mail: notam@airnav.ge
AFS: UGTBYNYX (NOF)
URL: https://ais.airnav.ge
Operational Hours: H24

Post: **Batumi Briefing office**
Sakaeronavigatsia Ltd
Batumi Airport
6013 Batumi, Georgia
Tel: +995322744279
Fax: +995322744371
E-mail: batbrief@airnav.ge
AFS: UGSBZPZX
URL: https://ais.airnav.ge
Operational Hours: H24

Post: **Kutaisi Briefing office**
Sakaeronavigatsia Ltd
KUTAISI/Kopitnari Airport
5400 Tskaltubo, Georgia
Tel: +995322744355
Fax: +995322744341

E-mail: kopbrief@airnav.ge
AFS: UGKOZPZX
URL: https://ais.airnav.ge
Operational Hours: H24

The service is provided in accordance with the provisions contained in the following *ICAO* documents:

- Annex 15 - Aeronautical Information Services;
- Doc 10066 - Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM);
- Doc 8126 - Aeronautical Information Services Manual.

Differences from ICAO Annex 15 standards and recommended practices, if any, are listed in GEN 1.7.

2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Georgia and for the airspace over the high seas encompassed by the Tbilisi Flight Information Region (FIR).

3 Aeronautical publications

3.1 The aeronautical data and aeronautical information is provided in the form of Aeronautical Information Products including:

- Aeronautical Information Publications (AIP), including Amendments and Supplements;
- Aeronautical Information Circulars (AIC);
- aeronautical charts;
- NOTAM; and
- digital data sets.

AIP, AIP AMDT, AIP SUP and AIC are distributed by air mail (CD) and available on the website https://ais.airnav.ge and in European AIS Database Published AIP Management System (EAD PAMS). Aeronautical Chart - ICAO 1:500 000 can be downloaded as PDF file via https://ais.airnav.ge. NOTAM and related monthly checklists are issued through European AIS Database (EAD) and transmitted via Aeronautical Fixed Service (AFS) according to predetermined distribution list. PIBs are available at Briefing offices.

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP Georgia is available in electronic form for use in international and domestic operations, whether the flight is a commercial or a private one. The text is in English only.

The electronic AIP (eAIP) is presented in HTML and PDF format.

3.3 Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are published by reissuing eAIP. The type of AIP AMDT produced is AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by the acronym – AIRAC. It incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet.

In HTML format added text is highlighted with a light pink background; deleted text is displayed as struck through and highlighted with a dark pink background. A tick box in the top right corner shall be checked in order to see amendments.

In PDF format new information included on the republished AIP pages is marked by a vertical and/or horizontal line in the left margin of the change/addition/deletion.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month and year of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of the Aeronautical Information Products, if any, which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIRAC AIP AMDT is allocated separate serial number, which is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIRAC AIP AMDT 01/25.

A checklist of AIP pages containing page number and the effective date (day, month and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). The type of AIP SUP produced is AIRAC AIP Supplement (AIRAC AIP SUP), issued in accordance with the AIRAC system and is identified clearly by the acronym AIRAC AIP SUP.

Each AIP Supplement is allocated a serial number which is consecutive and based on the calendar year, i.e. AIRAC AIP SUP 01/25.

The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly checklist of valid NOTAM.

3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain the information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Tbilisi FIR and are distributed in three series identified by the letters G, N, and S. Requests concerning the distribution of NOTAM shall be addressed to UGTBYNYX.

Series G. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place within Tbilisi FIR and information concerning international aerodromes.

Series N. Information on National Aerodromes.

Series S (SNOWTAM). Information concerning 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. SNOWTAM is prepared in accordance with *ICAO Doc 10066 - PANS AIM*, Appendix 4. Details are given in the Snow plan in the Aerodrome (AD) Part.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at all Briefing offices.

3.6 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subject and are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 01/25; AIC B 01/25. A checklist of AIC currently in force is issued as an AIC once a year.

3.7 Checklist and List of valid NOTAM

A checklist of valid NOTAM is issued monthly and refers to the latest AIP AMDT, AIP SUP and AIC, as well as the data sets. Plain language List of valid NOTAM is available on request.

3.8 Aeronautical Charts

Information on available aeronautical charts is given in GEN 3.2.

3.9 Sale of publications

The said publications can be obtained from the Aeronautical Information Service. Purchase prices are published in AIC Series A.

4 AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force in the PIB during 14 days after the related publication becomes effective.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM checklist not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

2021	2022	2023	2024*	2025	2026
28 JAN	27 JAN	26 JAN	25 JAN	23 JAN	22 JAN
25 FEB	24 FEB	23 FEB	22 FEB	20 FEB	19 FEB
25 MAR	24 MAR	23 MAR	21 MAR	20 MAR	19 MAR
22 APR	21 APR	20 APR	18 APR	17 APR	16 APR
20 MAY	19 MAY	18 MAY	16 MAY	15 MAY	14 MAY
17 JUN	16 JUN	15 JUN	13 JUN	12 JUN	11 JUN
15 JUL	14 JUL	13 JUL	11 JUL	10 JUL	09 JUL
12 AUG	11 AUG	10 AUG	08 AUG	07 AUG	06 AUG
09 SEP	08 SEP	07 SEP	05 SEP	04 SEP	03 SEP
07 OCT	06 OCT	05 OCT	03 OCT	02 OCT	01 OCT
04 NOV	03 NOV	02 NOV	31 OCT	30 OCT	29 OCT
02 DEC	01 DEC	30 NOV	28 NOV	27 NOV	26 NOV
30 DEC	29 DEC	28 DEC	26 DEC	25 DEC	24 DEC

5 Pre-flight information service at aerodromes/heliports

Pre-flight information service is provided by Briefing offices at each of the international aerodromes as detailed below.

Aerodrome / Heliport	Briefing coverage
TBILISI/Tbilisi	All States within the ICAO EUR region and selected states within AFI and MID regions.
BATUMI	All States within the ICAO EUR region and selected states within AFI and MID regions.
KUTAISI/Kopitnari	All States within the ICAO EUR region and selected states within AFI and MID regions.

Pre-flight Information Bulletins (PIB) — Route, Narrow Route, Area and Aerodrome Bulletins are available at TBILISI/Tbilisi , Kutaisi/Kopitnari, and Batumi Briefing Offices.

Note.- At the national aerodromes Pre-flight information is available on request from Briefing Offices by telephone or email.

6 Digital data sets

Data Set Title	Short Description	Data Subjects Included	Geographical Scope	Usage Limitations/ Remarks
AIP Data set	AIP Data set file in xml (AIXM 5.1.1) format	In accordance with ICAO Doc 10066 (PANS-AIM)	State territory	NIL
Obstacle Data Set for Area 1 - Georgia	Area 1 Obstacle Data set file in xml (AIXM 5.1.1) format	Reported obstacles in Area 1 with height 100 M AGL or higher	State territory	File does not include obstacles published by NOTAM. Ref. to ENR 5.4

Data sets are available on the website https://ais.airnav.ge.

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

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

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

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

5 List of aeronautical charts available

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

ENR 5.4 Air navigation obstacles

(Height 100 M AGL or higher)

Designation	Type	Coordinates	ELEV / HGT (FT)	Lighting type / colour	Remarks
1	2	3	4	5	6
DEDOPLIS TSKARO	TV Antenna	412800N 0460810E	3702/722	Red	NIL
DMANISI	Antenna	412239N 0440940E	5775/820	Red	NIL
GORI	TV Antenna	420423N 0435916E	3500/610	Red	NIL
GORI1	Wind Turbine Generator	420150N 0440250E	3365/486	Red LIM	NIL
GORI2	Wind Turbine Generator	420141N 0440251E	3232/486	Red LIM	NIL
GORI3	Wind Turbine Generator	420131N 0440242E	3180/486	Red LIM	NIL
GORI4	Wind Turbine Generator	420117N 0440250E	3180/486	Red LIM	NIL
GORI5	Wind Turbine Generator	420058N 0440304E	3137/486	Red LIM	NIL
GORI6	Wind Turbine Generator	420047N 0440258E	3120/486	Red LIM	NIL
KUTAISI	TV Antenna	421628N 0424410E	1136/394	Red	NIL
KUTAISI1	Meteo Antenna	421447N 0424427E	945/328	NIL	NIL
KUTAISI2	Meteo Antenna	421314N 0424657E	884/328	NIL	NIL
NINOTSMINDA1	Meteo Antenna	411805N 0434857E	9444/394	NIL	NIL
POTI	TV Antenna	421125N 0414146E	427/427	Red	NIL
RUSTAVI1	Chimney	413210N 0450158E	1598/492	NIL	NIL
RUSTAVI2	Chimney	413210N 0450201E	1594/492	NIL	NIL
RUSTAVI3	Chimney	413153N 0450138E	1451/341	NIL	NIL
TBILISI	TV Antenna	414145N 0444708E	3304/901	Red	NIL

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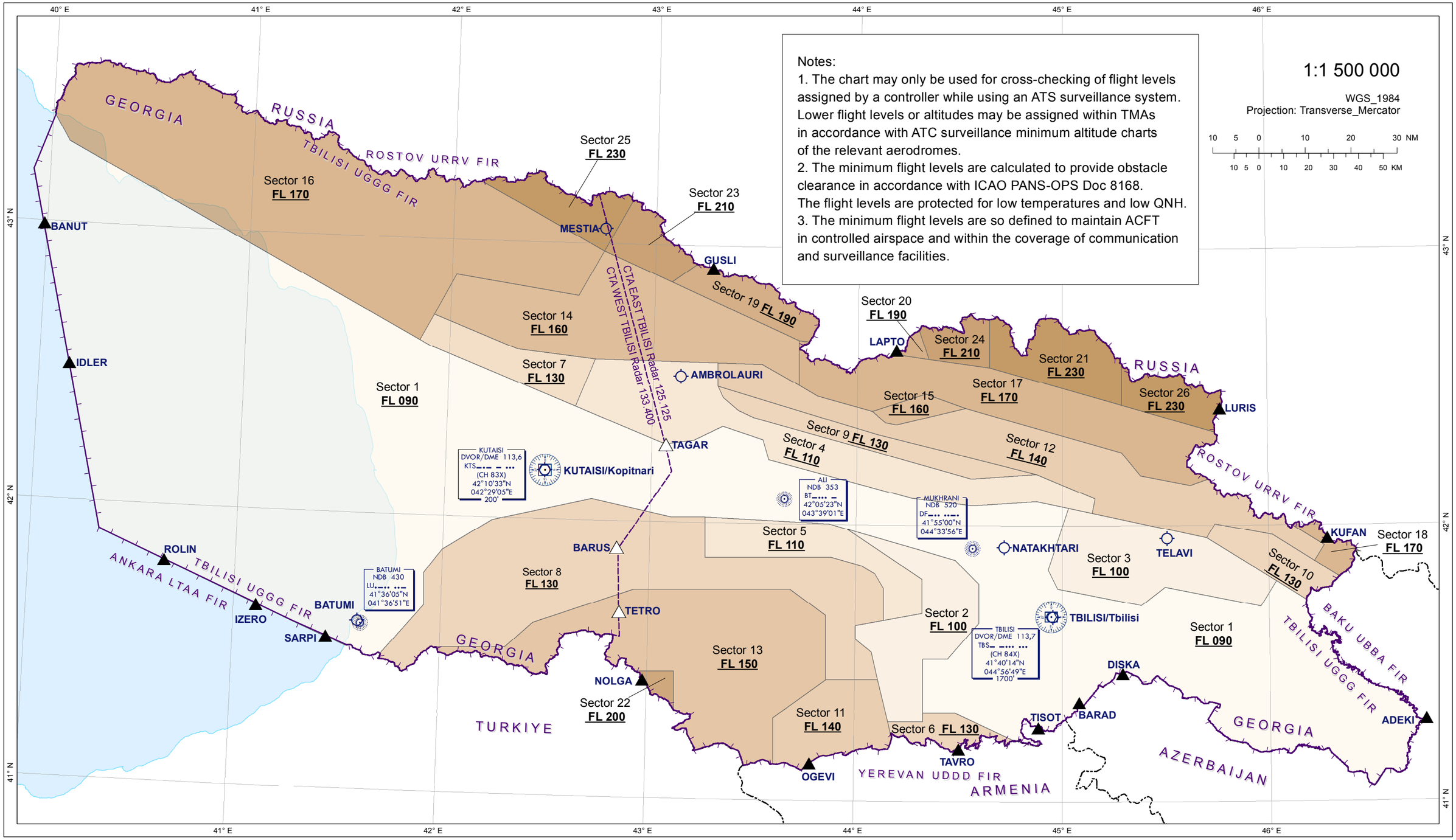
ENROUTE ATC SURVEILLANCE MINIMUM ALTITUDE CHART

G E O R G I A



LEGEND

- Aerodrome
- NDB
- VOR/DME
- FIR
- Compulsory Reporting point
- On request Reporting point
- Communication sector boundary
- Boundary (International)

COMMUNICATION FACILITIES

TBILISI ACC Tbilisi Radar	EAST UPPER Sector FL660	WEST UPPER Sector FL660	TBILISI	KUTAISI	MESTIA
CTA EAST Primary - 125.125 Secondary - 135.125 CTA WEST Primary - 133.400 Secondary - 135.625	FL345/FL355/FL365/FL375 Primary - 133.500 Secondary - 135.350 EAST LOWER Sector FL345/FL355/FL365/FL375 FL85 or 2000FT AGL whichever is higher Primary - 125.125 Secondary - 135.125	FL345/FL355/FL365/FL375 Primary - 134.450 Secondary - 135.750 WEST LOWER Sector FL345/FL355/FL365/FL375 FL85 or 2000FT AGL whichever is higher Primary - 133.400 Secondary - 135.625	APP - 134.600 TWR Primary - 119.000 TWR Secondary - 128.000 INFO - 124.150 ATIS - 132.800	APP - 127.100 TWR - 125.500 BATUMI APP - 124.425 TWR - 118.600	INFO - 121.100 AMBROLAURI INFO - 119.850 NATAKHTARI 131.750 TELAVI TWR-120.000

Changes: Editorial

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

1	**Apron designation, surface and strength of aprons**	APRON: Concrete and asphalt, PCR 28/F/B/Z/U
2	**Taxiway designation, width, surface and strength**	TWY A: 18 M, Concrete and asphalt, PCR 28/F/B/Z/U
3	**Altimeter checkpoint location and elevation**	Apron Elevation 1774 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	NIL
6	**Remarks**	NIL

UGAM 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**	TWY guide lines
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, centre line, TDZ, edge line marked TWY: Centre line, edge lines, holding position marked
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGAM AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGAM01	Pole	423159.2N 0430716.8E	1915/- FT	NIL	Mast
UGAM02	Pole	423157.5N 0430726.1E	1873/- FT	NIL	Mast
UGAM03	Pole	423154.5N 0430734.8E	1930/- FT	NIL	Mast
UGAM04	Pole	423151.0N 0430746.7E	1885/- FT	NIL	Mast
UGAM05	Pole	423150.2N 0430751.6E	1898/- FT	NIL	Mast
UGAM06	Pole	423123.1N 0430852.7E	1883/- FT	NIL	Mast

UGAM AD 2.11 Meteorological information provided

1	**Associated MET Office**	Ambrolauri
2	**Hours of service**	From 05:00 - until 13:00
	MET Office outside hours	-
3	**Office responsible for TAF preparation**	Kutaisi - UGKO
	Periods of validity	From 05:00 - until 17:00
4	**Trend forecast**	NIL
	Interval of issuance	NIL
5	**Briefing/consultation provided**	MET staff consultation at Kutaisi UGKO MET Office and Tbilisi UGTB MET Office
6	**Flight documentation**	Charts, abbreviated plain language text
	Language(s) used	English
7	**Charts and other information available for briefing or consultation**	SIGMET, GAMET, AIRMET
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	Ambrolauri AFIS
10	**Additional information (limitation of service, etc.)**	NIL

UGAM 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
11	115.17°	1100 x 30	28/F/B/Z/U Concrete and asphalt	THR: 423144.35N 0430745.82E END: 423129.23N 0430829.47E GUND: 71 FT	THR: 1769 FT
29	295.17°			THR: 423129.23N 0430829.47E END: 423144.35N 0430745.82E GUND: 71 FT	THR: 1784 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
11	0.40%	NIL	NIL	1220 x 80	NIL
29	-0.40%	NIL	NIL		NIL

RWY Designations	Location and Description of Arresting System	OFZ	Remarks
1	12	13	14
11	NIL	NIL	NIL
29	NIL	NIL	NIL

AERODROME CHART-ICAO

AMBROLAURI(UGAM)

42°31'37''N
043°08'08''E

ELEV. 1784'

AMBROLAURI INFO 119.850

RWY	DIRECTION	THR	BEARING STRENGTH
11	108°	42°31'44''N 043°07'46''E	PCR 28 F/B/Z/U
29	288°	42°31'29''N 043°08'29''E	

INS COORDINATES FOR AIRCRAFT STANDS

POS.	COORDINATES
1	42°31'40.23"N 043°08'07.79"E
2	42°31'39.38"N 043°08'10.25"E

TAXIWAY WIDTH, SURFACE & STRENGTH

TWY A : 18 M Concrete-asphalt PCR 28/F/B/Z/U

APRON SURFACE & STRENGTH

APRON : Concrete-asphalt PCR 28/F/B/Z/U

ELEV IN FEET
DIST IN M
BRG ARE MAG

APRON
ELEV 1774'

TERMINAL BUILDING

TWY A

ARP

STRIP 1220 x 80

1100 x 30 ASPHALT-CONCRETE

ELEV 1784'

ISOLATED AIRCRAFT STAND

ELEV 1769'

VAR 7°E-2021

SCALE 1:6000

0.2nm 0.36km
0.1 0.3
0 0.24
0.1 0.18
0 0.12
0.06 0.06
0 0
0.1

0.2nm 300m
0.1 200
0 100
0 0
0.1 100

LEGEND

AIRCRAFT STAND ●1

RWY-HOLDING POSITION MARKING PATTERN A

MARKING AIDS RWY 11/29 AND EXIT TWY

Changes: Bearing strength updated

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2	**Clearance priorities**	1. RWY 07/25 and associated TWY to apron 2. Apron 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: Concrete and asphalt, PCR 680/R/C/W/T
2	**Taxiway designation, width, surface and strength**	TWY A: 23 M, Concrete and asphalt, PCR 570/F/C/X/U TWY B: 18 M, Concrete and asphalt, PCR 570/F/C/X/U
3	**Altimeter checkpoint location and elevation**	Apron Elevation 137.8 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: see Aerodrome chart UGKO-ADC
6	**Remarks**	NIL

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 board at intersection of TWY with RWY. Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, TDZ, centreline, edge line, RWY end marked as appropriate. Centreline, edge line, THR are lighted. TWY: Centre line, edge line marked as appropriate. Edge line is lighted.
3	**Stop bars and RWY guard lights**	NIL
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	421027.6N 0422817.9E	189/- FT	LGTD / RED	07 GP
UGKO2A002	Antenna	421027.2N 0422814.7E	152/- FT	LGTD / RED	NFM 07 GP
UGKO2A003	Pole	421028.4N 0422818.2E	155/- FT	LGTD / RED	07 Windsock
UGKO2A004	Pole	421027.9N 0422819.9E	173/- FT	LGTD / RED	07 Wind Sensor

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2A005	Pole	421031.5N 0422858.9E	181/- FT	LGTD / RED	Middle Wind Sensor
UGKO2A006	Navaid	421032.5N 0422905.3E	175/- FT	LGTD / RED	DVOR/DME
UGKO2A007	Antenna	421033.0N 0422908.7E	174/- FT	LGTD / RED	DVOR/DME Control
UGKO2A008	Antenna	421038.1N 0422941.9E	174/- FT	LGTD / RED	NFM 25 GP
UGKO2A009	Antenna	421037.6N 0422938.0E	210/- FT	LGTD / RED	25 GP
UGKO2A010	Pole	421038.1N 0422937.4E	175/- FT	LGTD / RED	25 Windsock
UGKO2A011	Pole	421037.3N 0422935.6E	175/- FT	LGTD / RED	25 Wind Sensor

2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2B001	Antenna	421044.6N 0423004.4E	163/- FT	LGTD / RED	ILS LOC 07
UGKO2B002	Antenna	421028.4N 0422750.9E	130/- FT	LGTD / RED	ILS LOC 25

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 0422815.7E	172/- FT	NIL	Meteo Building
UGKO2C002	Antenna	421040.8N 0422816.8E	193/- FT	NIL	Meteo 1
UGKO2C003	Antenna	421041.6N 0422815.9E	193/- FT	NIL	Meteo 2
UGKO2C004	Antenna	421040.6N 0422815.2E	197/- FT	NIL	Meteo 3
UGKO2C005	Antenna	421046.6N 0422819.5E	181/- FT	NIL	Fire Fighting Depo
UGKO2C012	Building	421053.6N 0422752.1E	196/- FT	NIL	Terminal
UGKO2C013	Control tower	421056.3N 0422803.3E	333/- FT	LGTD / RED	ATC Building
UGKO2C014	Antenna	421051.9N 0422751.1E	205/- FT	NIL	Ops Building
UGKO2C015	Pole	421051.7N 0422736.3E	225/- FT	NIL	Light Mast
UGKO2C016	Pole	421052.1N 0422752.2E	247/- FT	NIL	Light Mast 1
UGKO2C017	Pole	421052.5N 0422753.8E	248/- FT	NIL	Light Mast 2
UGKO2C018	Pole	421053.1N 0422756.1E	248/- FT	NIL	Light Mast 3
UGKO2C019	Pole	421053.6N 0422757.8E	248/- FT	NIL	Light Mast 4
UGKO2C020	Pole	421054.1N 0422800.0E	248/- FT	NIL	Light Mast 5

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2C021	Pole	421049.9N 0422758.8E	246/- FT	NIL	Light Mast 6
UGKO2C022	Pole	421046.3N 0422800.4E	245/- FT	NIL	Light Mast 7
UGKO2C023	Pole	421047.5N 0422805.5E	248/- FT	NIL	Light Mast 8
UGKO2C024	Pole	421054.6N 0422801.7E	249/- FT	NIL	Light Mast 9
UGKO2C025	Pole	421055.1N 0422803.6E	249/- FT	NIL	Light Mast 10
UGKO2C026	Pole	421055.5N 0422805.3E	249/- FT	NIL	Light Mast 11
UGKO2C027	Pole	421051.1N 0422803.9E	249/- FT	NIL	Light Mast 12

4 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO3001	General utility	421032.7N 0422816.9E	139.0/- FT	NIL	PAPI 07
UGKO3002	Sign	421047.5N 0422753.6E	137.0/- FT	NIL	Apron Sign on Apron
UGKO3003	Sign	421039.8N 0422800.9E	137.0/- FT	NIL	TWY "A" Sign on TWY
UGKO3004	Sign	421033.7N 0422802.3E	137.0/- FT	NIL	TWY "A" Holding Position Sign 1
UGKO3005	Sign	421034.0N 0422805.0E	137.0/- FT	NIL	TWY "A" Holding Position Sign 2
UGKO3006	Sign	421032.1N 0422808.8E	137.0/- FT	NIL	TWY "A" Sign on RWY
UGKO3007	General utility	421040.3N 0422937.3E	160.0/- FT	NIL	PAPI 25
UGKO3008	Sign	421034.9N 0422834.6E	143.0/- FT	NIL	TWY "B" Sign 1 on RWY
UGKO3009	Sign	421033.7N 0422825.2E	141.0/- FT	NIL	TWY "B" Sign 2 on RWY
UGKO3010	Sign	421035.6N 0422827.6E	142.0/- FT	NIL	TWY "B" Holding Position Sign 1
UGKO3011	Sign	421036.3N 0422830.0E	142.0/- FT	NIL	TWY "B" Holding Position Sign 2
UGKO3012	Sign	421040.1N 0422825.3E	142.0/- FT	NIL	TWY "B" Sign 1 on TWY
UGKO3013	Sign	421045.5N 0422816.4E	142.0/- FT	NIL	TWY "B" Sign 2 on TWY
UGKO3014	Sign	421043.6N 0422815.9E	142.0/- FT	NIL	TWY "B" Sign 3 on TWY
UGKO3015	Sign	421047.0N 0422811.1E	142.0/- FT	NIL	TWY "B" Sign 4 on TWY
UGKO3016	Sign	421047.0N 0422808.3E	142.0/- FT	NIL	Apron Sign 1 on TWY "B"
UGKO3017	Sign	421049.8N 0422809.2E	142.0/- FT	NIL	Apron Sign 2 on TWY "B"

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°	2500 x 45	570/F/C/X/U Concrete and asphalt	THR: 421029.85N 0422804.04E END: 421043.27N 0422951.43E GUND: 61.4 FT	THR: 133.4 FT TDZ: 142.8 FT
25	260.45°			THR: 421043.27N 0422951.43E END: 421029.85N 0422804.04E GUND: 61.4 FT	THR: 160.3 FT TDZ: NIL

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	0.30%	60 x 45	250 x 150	2740 x 280	200 x 150
25	-0.30%	60 x 45	250 x 150		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

AERODROME CHART - ICAO

42°10' 37"N
042°28' 58"E

ELEV 160'

TWR 125.500

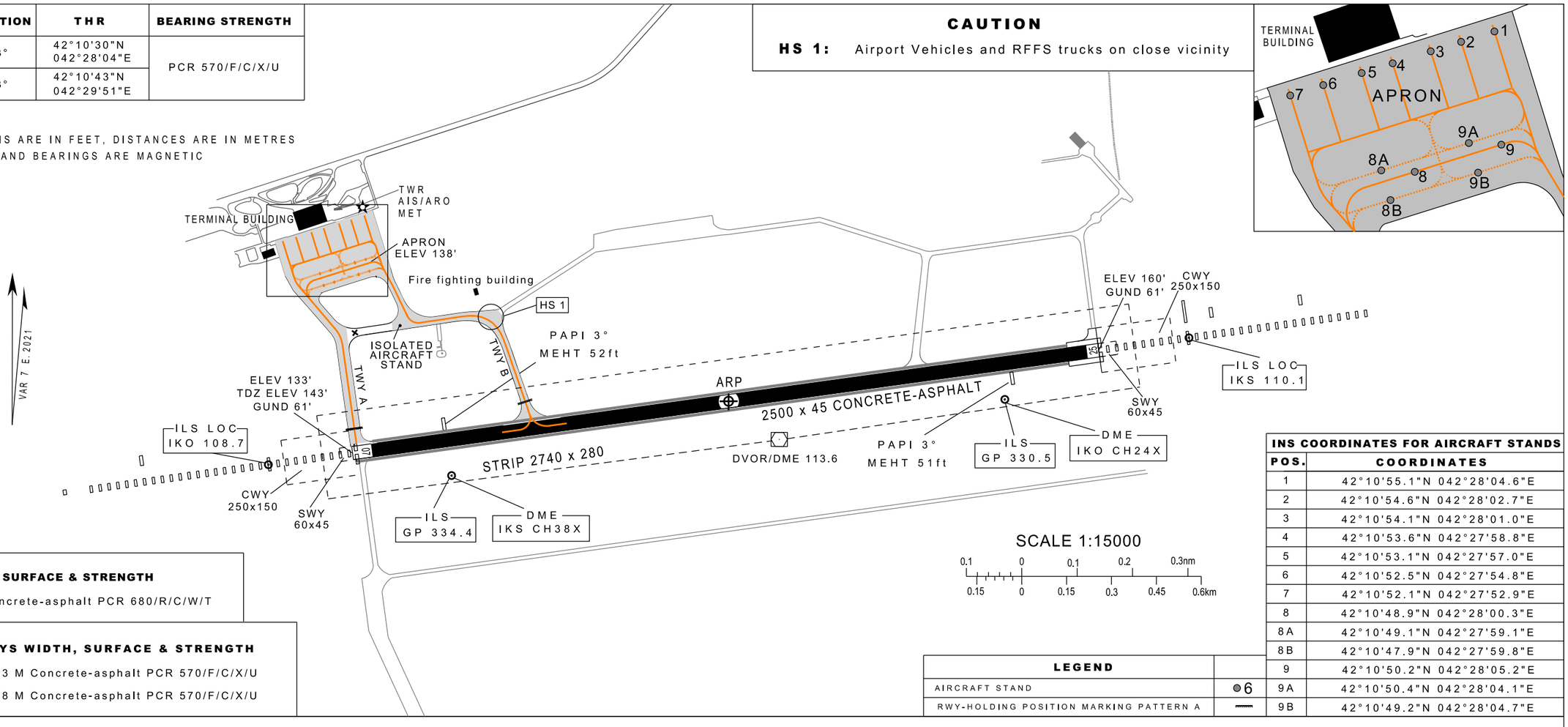
KUTAISI/Kopitnari (UGKO)

RWY	DIRECTION	THR	BEARING STRENGTH
07	073°	42°10'30"N 042°28'04"E	PCR 570/F/C/X/U
25	253°	42°10'43"N 042°29'51"E	

CAUTION

HS 1: Airport Vehicles and RFFS trucks on close vicinity

ELEVATIONS ARE IN FEET, DISTANCES ARE IN METRES
AND BEARINGS ARE MAGNETIC



SCALE 1:15000

0.1 0 0.1 0.2 0.3nm
0.15 0 0.15 0.3 0.45 0.6km

INS COORDINATES FOR AIRCRAFT STANDS	
POS.	COORDINATES
1	42°10'55.1"N 042°28'04.6"E
2	42°10'54.6"N 042°28'02.7"E
3	42°10'54.1"N 042°28'01.0"E
4	42°10'53.6"N 042°27'58.8"E
5	42°10'53.1"N 042°27'57.0"E
6	42°10'52.5"N 042°27'54.8"E
7	42°10'52.1"N 042°27'52.9"E
8	42°10'48.9"N 042°28'00.3"E
8A	42°10'49.1"N 042°27'59.1"E
8B	42°10'47.9"N 042°27'59.8"E
9	42°10'50.2"N 042°28'05.2"E
9A	42°10'50.4"N 042°28'04.1"E
9B	42°10'49.2"N 042°28'04.7"E

APRON SURFACE & STRENGTH

APRON : Concrete-asphalt PCR 680/R/C/W/T

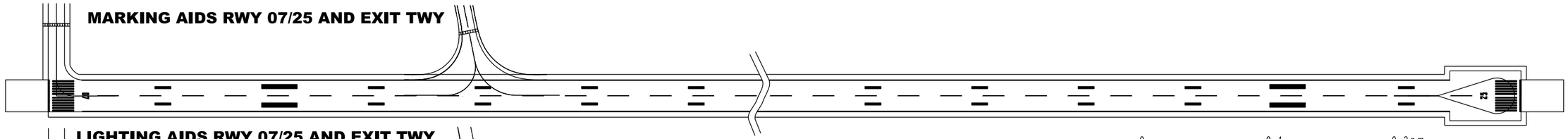
TAXIWAYS WIDTH, SURFACE & STRENGTH

TWY A: 23 M Concrete-asphalt PCR 570/F/C/X/U

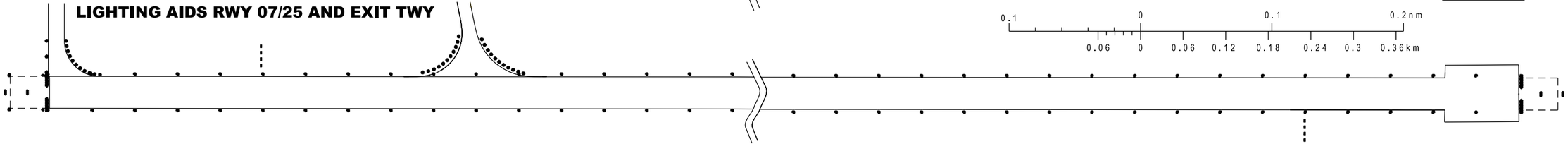
TWY B: 18 M Concrete-asphalt PCR 570/F/C/X/U

LEGEND	
AIRCRAFT STAND	⊙6
RWY-HOLDING POSITION MARKING PATTERN A	

MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AIDS RWY 07/25 AND EXIT TWY



0.1 0 0.1 0.2nm
0.06 0 0.06 0.12 0.18 0.24 0.3 0.36km

Changes: Bearing Strength and aircraft stands updated, legend added

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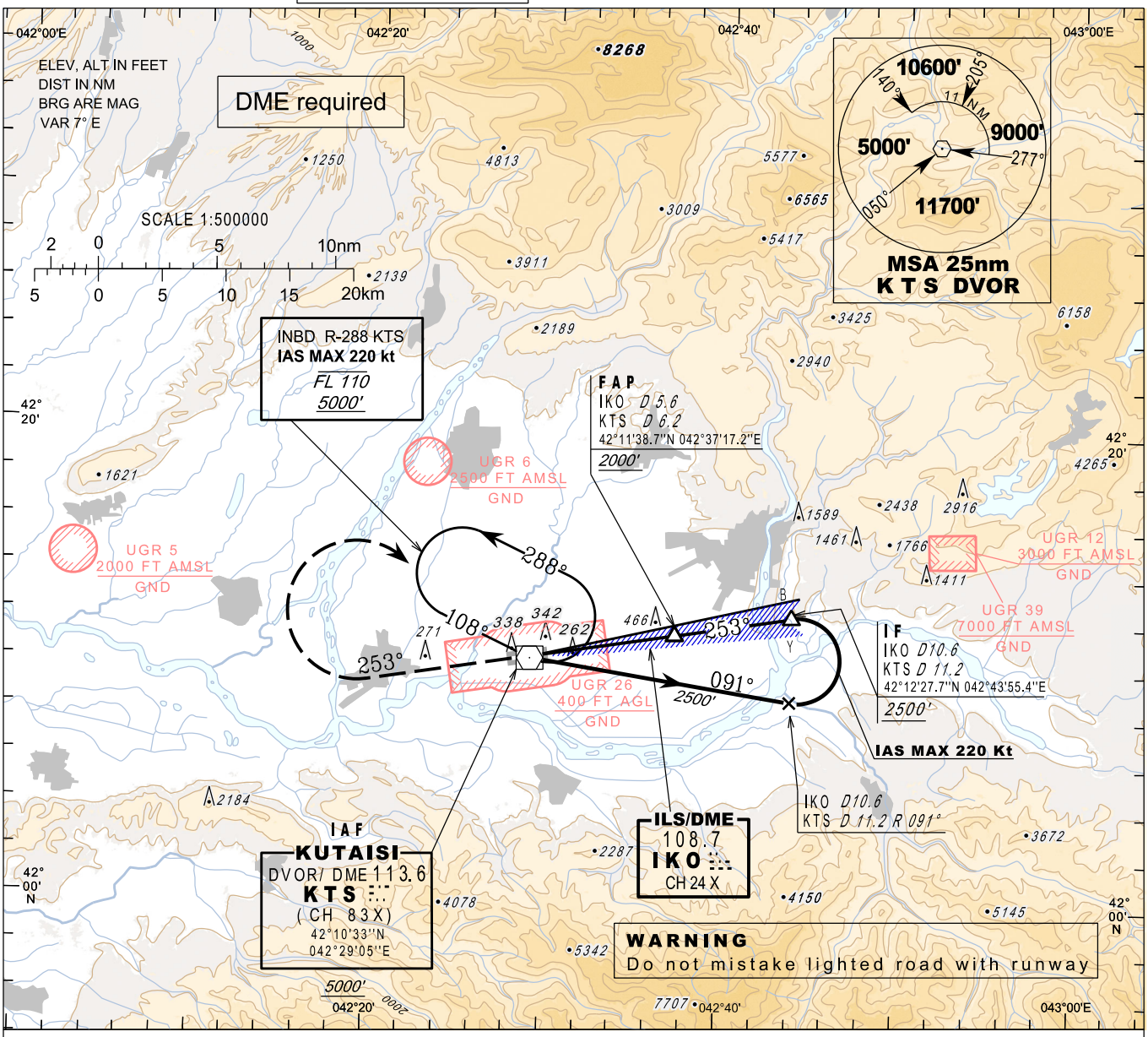
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
ILSy
RWY 25

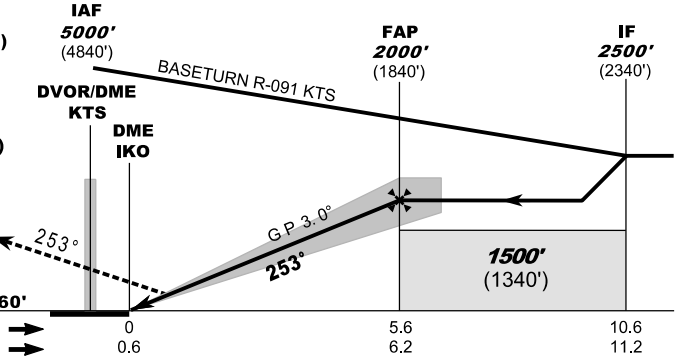


MISSED APPROACH

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

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

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



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

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

ILS RDH 51'

Changes: Obstacle elevation corrected

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INSTRUMENT APPROACH CHART - ICAO

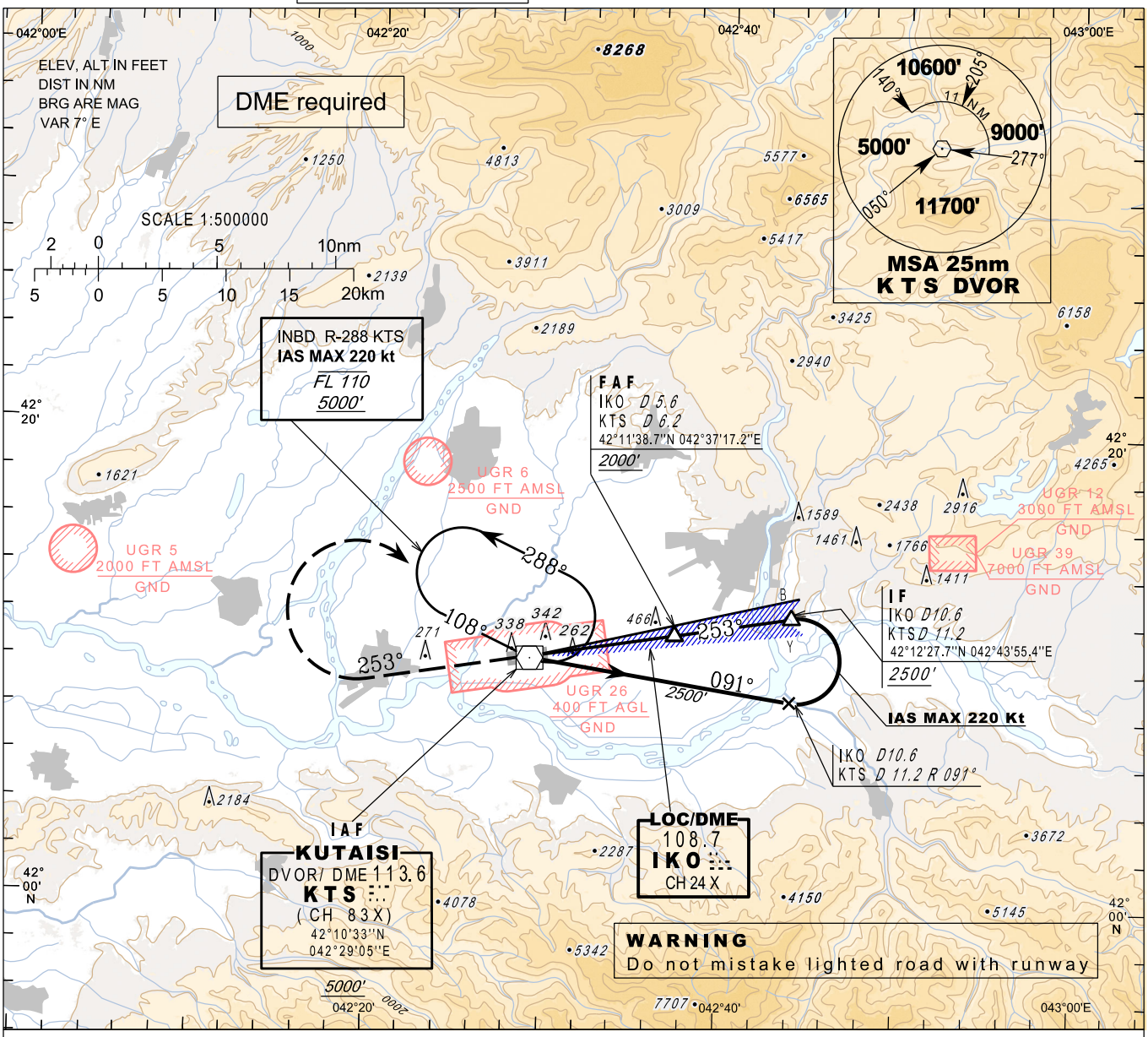
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCy
RWY 25



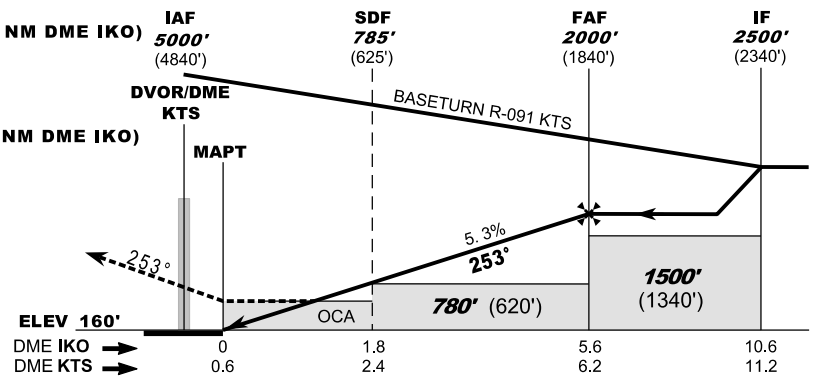
MISSED APPROACH

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

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

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

Timing is not authorised for defining the MAPT



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

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

Changes: Obstacle elevation corrected

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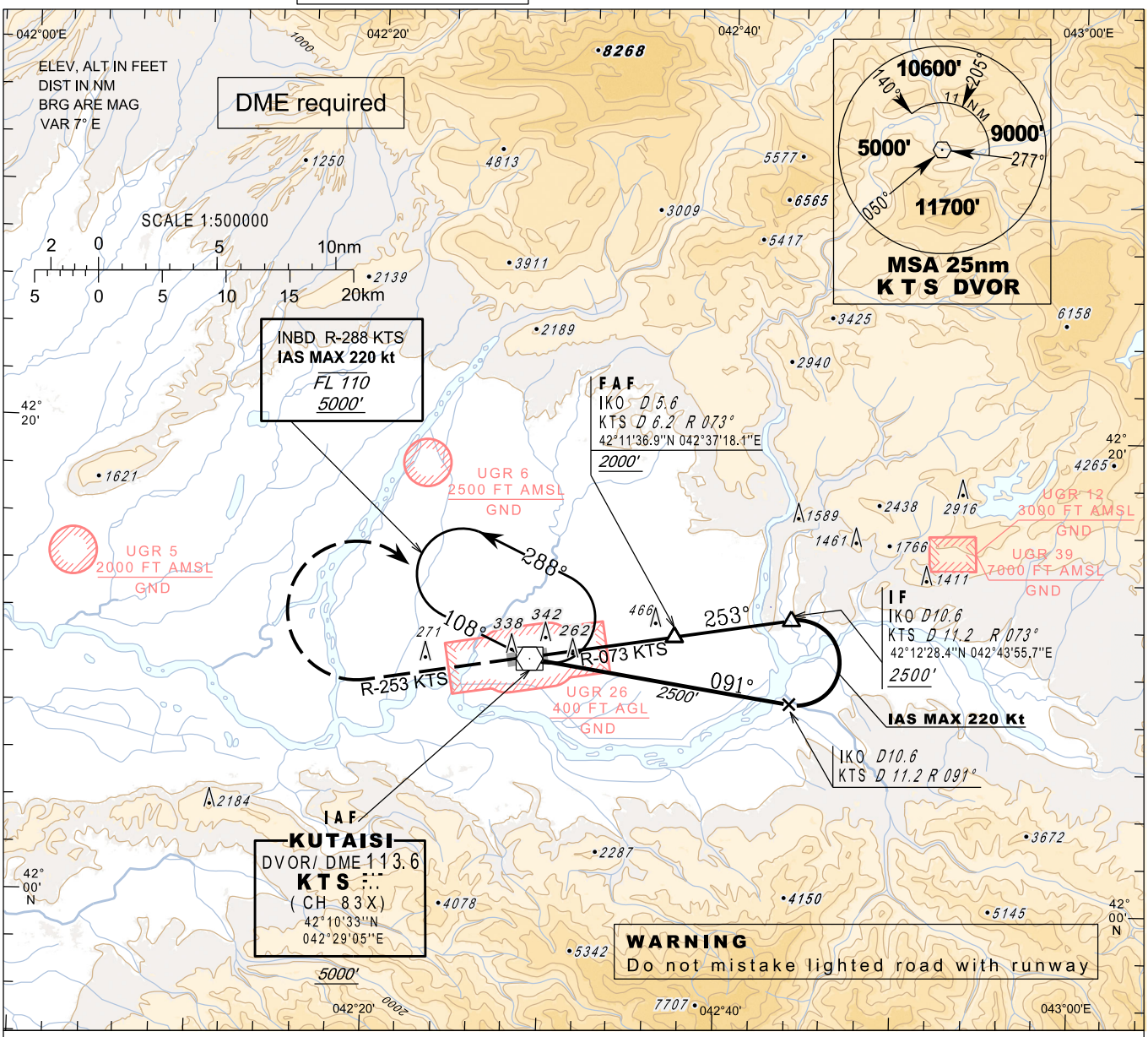
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
VOR
RWY 25

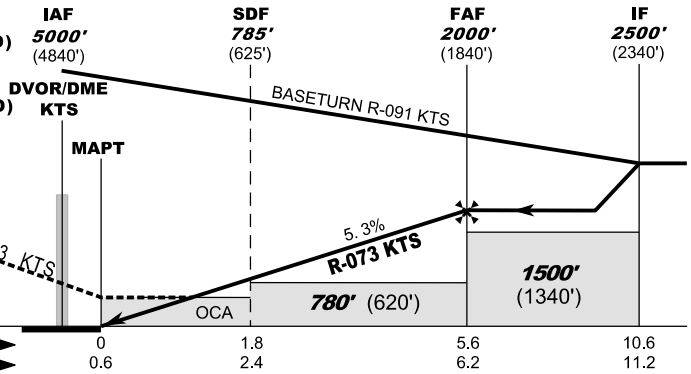


MISSED APPROACH

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

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

Timing is not authorised for defining the MAPT



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

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

Changes: Obstacle elevation corrected

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3	**Remarks**	The snow plan and friction measuring details see in section AD 1.2.2

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

1	**Apron designation, surface and strength of aprons**	APRON 1: Concrete, PCR 28/R/B/X/U APRON 2: Concrete, PCR 28/R/B/X/U
2	**Taxiway designation, width, surface and strength**	TWY A: 18 M, Concrete, PCR 28/R/B/X/U TWY B: 18 M, Concrete, PCR 28/R/B/X/U TWY F: 18 M, Concrete, PCR 28/R/B/X/U
3	**Altimeter checkpoint location and elevation**	Apron 1 Elevation 4741 FT Apron 2 Elevation 4769 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	NIL
6	**Remarks**	NIL

UGMS 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 intersections of TWY with RWY. Guide lines at aprons.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, TDZ, centreline, edge line, RWY end marked as appropriate. TWY: Centre line. LGT: NIL
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGMS AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGMS05	Building	430237.9N 0424429.3E	4887/- FT	NIL	NIL

2 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGMS01	Tower	430321.5N 0424459.5E	4789.0/- FT	NIL	NIL
UGMS02	Antenna	430321.5N 0424501.2E	4776.0/- FT	NIL	NIL

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGMS03	Pole	430316.9N 0424457.9E	4775.0/- FT	NIL	Wind Sensor
UGMS04	Pole	430305.9N 0424449.7E	4732.1/- FT	NIL	Wind Direction Indicator

UGMS AD 2.11 Meteorological information provided

1	**Associated MET Office**	Mestia
2	**Hours of service**	From 05:00 - until 13:00
	MET Office outside hours	-
3	**Office responsible for TAF preparation**	Tbilisi - UGTB
	Periods of validity	From 05:00 - until 17:00
4	**Trend forecast**	NIL
	Interval of issuance	NIL
5	**Briefing/consultation provided**	MET staff consultation at Tbilisi UGTB MET Office and Kutaisi UGKO MET Office
6	**Flight documentation**	Charts, abbreviated, plain language text
	Language(s) used	English
7	**Charts and other information available for briefing or consultation**	SIGMET, GAMET, AIRMET
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	Mestia AFIS
10	**Additional information (limitation of service, etc.)**	NIL

UGMS 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
02	030.51°	1150 x 30	28/R/B/X/U Concrete	THR: 430302.41N 0424448.64E END: 430334.41N 0424514.36E GUND: NIL	THR: 4702 FT TDZ: 4713.0 FT
20	210.52°			THR: 430327.49N 0424508.80E END: 430302.41N 0424448.64E GUND: NIL	THR: 4761 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
02	2.00%	NIL	NIL	1260 x 60	NIL
20	-2.00%	50 x 30	NIL		30 x 60

AERODROME CHART-ICAO

MESTIA (UGMS)

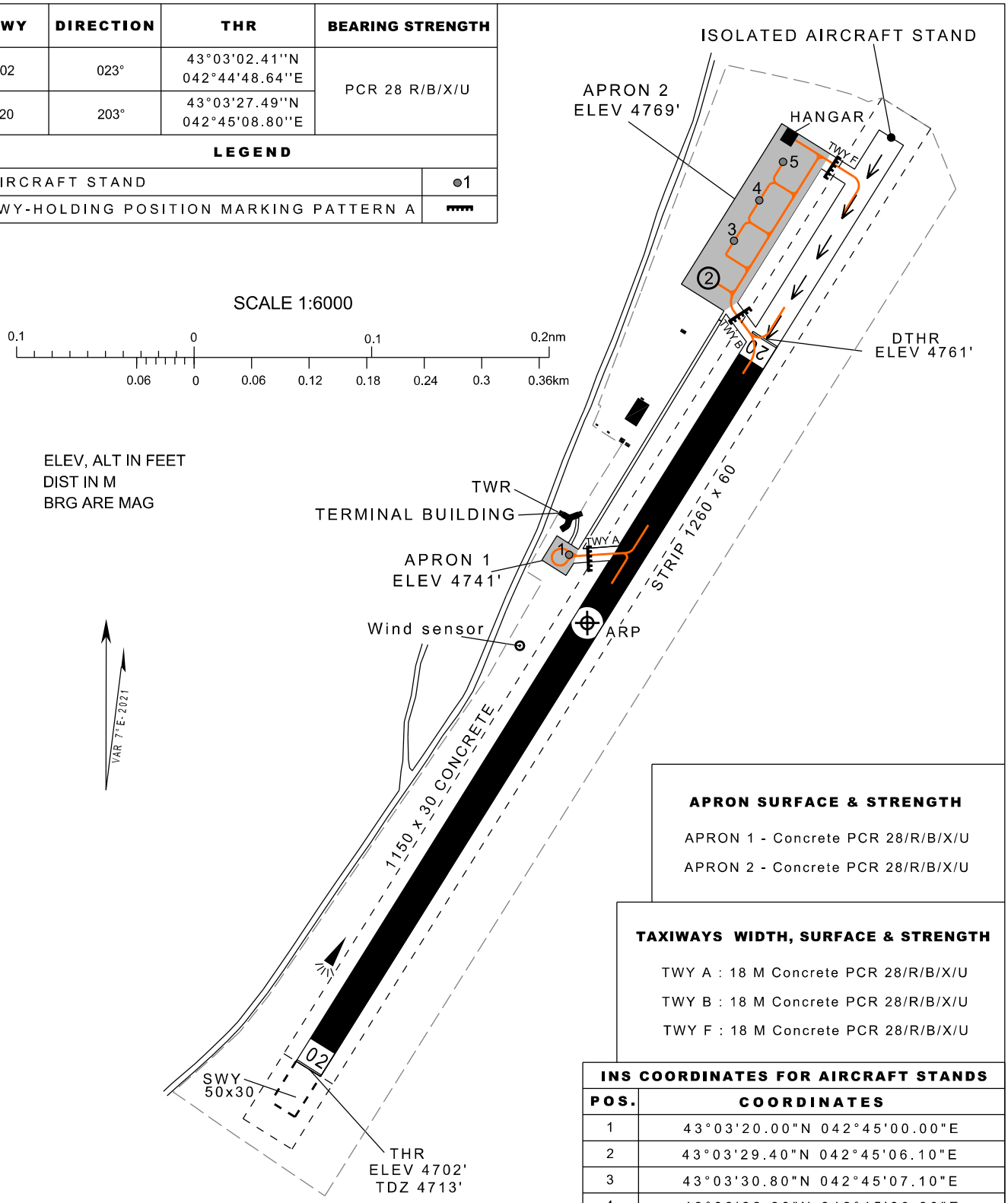
43°03'18''N
042°45'01''E

ELEV 4778'

MESTIA INFO 121.100

RWY	DIRECTION	THR	BEARING STRENGTH
02	023°	43°03'02.41''N 042°44'48.64''E	PCR 28 R/B/X/U
20	203°	43°03'27.49''N 042°45'08.80''E	

LEGEND	
AIRCRAFT STAND	1
RWY-HOLDING POSITION MARKING PATTERN A	



APRON SURFACE & STRENGTH

APRON 1 - Concrete PCR 28/R/B/X/U

APRON 2 - Concrete PCR 28/R/B/X/U

TAXIWAYS WIDTH, SURFACE & STRENGTH

TWY A : 18 M Concrete PCR 28/R/B/X/U

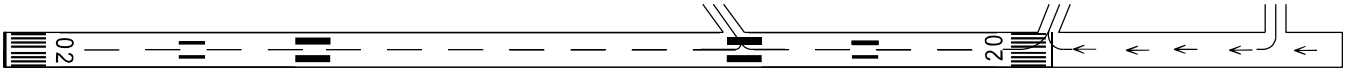
TWY B : 18 M Concrete PCR 28/R/B/X/U

TWY F : 18 M Concrete PCR 28/R/B/X/U

INS COORDINATES FOR AIRCRAFT STANDS	
POS.	COORDINATES
1	43°03'20.00"N 042°45'00.00"E
2	43°03'29.40"N 042°45'06.10"E
3	43°03'30.80"N 042°45'07.10"E
4	43°03'32.20"N 042°45'08.30"E
5	43°03'33.50"N 042°45'09.40"E

0.1 0 0.1 0.2nm
0.06 0 0.06 0.12 0.18 0.24 0.30 0.36km

MARKING AIDS RWY 02/20 AND EXIT TWY



Changes: Bearing strength updated

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

1	**Apron designation, surface and strength of aprons**	APRON : Concrete and asphalt, PCR 520/F/B/X/U APRON Aircraft stands 15, 16, 17, 18, 19, 19C: Asphalt, PCR 870/F/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

UGSB 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
DME	BTM	108.400 MHZ CH 21X	H24	413623.0N 0413606.2E	100 FT	NIL	Coverage 108 NM. Omnidirectional.
NDB (7°E 2023)	LU	430 KHZ	H24	413604.6N 0413650.8E	Not applicable	NIL	NIL
ILS RWY 12 (7°E 2023) CLASS NIL/NIL/NIL							
LOC 12	ILU	110.300 MHZ	H24	413603.6N 0413648.8E	Not applicable	NIL	NIL
GP 12	—	335.000 MHZ	H24	413651.9N 0413526.2E	Not applicable	NIL	NIL
DME 12	ILU	CH 40X	H24	413651.8N 0413526.3E	100 FT	NIL	Coverage 25 NM. Omnidirectional.

UGSB AD 2.20 Local aerodrome regulations

1 Airport regulations

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

2 Taxiing to and from stands

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

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

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

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

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

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

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

3 Parking area for small aircraft (general aviation)

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

4 Taxiing for helicopters

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

Helicopters with wheeled landing gear shall ground taxi to/from stands 10, 16, 17, 18,19.

Helicopters with skid landing gear shall air taxi to/from stands 10, 16, 17, 18, 19.

Helicopters shall taxi into aircraft stands 10, 16, 17, 18, 19 under own engine power after "FOLLOW ME" vehicle. From stand 10 helicopter shall perform 180 degrees turn in a hover due to taxi out.

After entering stand 19 helicopter shall perform 180 degrees turn in a hover due to park in a correct position.

Parking stands 10, 16, 17, 18 are allocated for helicopters with the largest overall dimension (D) not exceeding 25.4 M.

Parking stand 19 is allocated for helicopters with the largest overall dimension (D) not exceeding 13.04 M.

5 Apron – taxiing during winter conditions

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

The aircraft parking stand 12 is allocated for de-icing treatment of aircraft.

6 Taxiing – limitations

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

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

Educational and training flights can be made only after permission from the TWR. Permission will not be given within the following periods: 18.00-08.00 LT and on Saturdays, on Sundays and official holidays. For educational and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness during flight, use of the RWY system is restricted as follows: RWY 30 must be used for take-off only and RWY 12 must be used for landing only.

8 Helicopter flights – limitation

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

9 Removal of disabled aircraft from runway

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

UGSB AD 2.21 Noise abatement procedures

Not applicable.

UGSB AD 2.22 Flight procedures

1 Runway use

Take-off from RWY12 and landing on RWY30 is only permitted in daytime exclusively in accordance with the Visual Flight Rules (VFR) for aeroplanes with MTOW not exceeding 5700 kilograms and for all types of helicopters.

2 Procedures for IFR flights within Batumi TMA

2.1 General

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

Horizontal separation minimum applicable within Batumi TMA is 5 NM.

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

2.2 Procedures for arrival flights

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

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

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

2.3 Procedures for departing flights

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

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

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

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

Visual departures are not implemented.

2.4 FPL route options for arrivals and departures

Arrivals to UGSB:

STAR First Point	Available Routings	Remarks
KUSSA *	..GUSLI DCT KTS DCT KUSSA	-
	..LURIS DCT KTS DCT KUSSA	-
	...KUFAN DCT EMBUS DCT KTS DCT KUSSA	-
	...KTS DCT KUSSA	Any FRA DCT is available before KTS when cruising level is below FL160
	...H5 KUSSA	Only available for departures from local airports
	[SID] KUSSA	SID from UGKO to KUSSA
ODILI *	...ADEKI DCT BADIR DCT ODILI	-
	...TISOT DCT LAGAS DCT ODILI	-
	...OGEVI DCT TETRO DCT ODILI	-
	...ZAGOT DCT TETRO DCT ODILI	Only available for departures from UGTB
	...PALLE DCT TETRO DCT ODILI	Only available for departures from UGTB
ROLIN	As available via Ankara FIR	-
SARPI	As available via Ankara FIR	-
SOSED *	...IDLER DCT SOSED	-
	...BANUT DCT SOSED	-
Direct ARR Point	**Available Routings**	**Remarks**
LU *	...H5 LU	Only available for departures from local airports
** G, M and X types of flight are not restricted by the routing options described in the table.*		

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

Departures from UGSB:

SID Last Point	Available Routings	Remarks
BARUS *	BARUS DCT TAVRO...	-
	BARUS DCT AGISO DCT OGEVI...	-
FIBBE *	FIBBE DCT LAPTO...	-
	FIBBE DCT LURIS...	-
	FIBBE DCT GIMUR...	-
	FIBBE DCT KUFAN...	-
	FIBBE DCT DISKA...	-
IZERO	As available via Ankara FIR	-
PORZA *	PORZA DCT BANUT...	-
TUZZA	TUZZA [STAR]	STAR from TUZZA to UGKO
Direct DEP Point	**Available Routings**	**Remarks**
KUSSA	KUSSA H5...	KUSSA is only recommended to be used when TUZZA1D, BARUS1 or FIBBE1 SID requirements cannot be met
LU	LU...	Only available for arrivals to UGSB
SARPI	As available via Ankara FIR	Only available for arrivals to LTFO
** G, M and X types of flight are not restricted by the routing options described in the table.*		

3 Procedures for VFR flights within Batumi TMA

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

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

4 Procedures for VFR flights within Batumi CTR

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

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

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

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

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

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

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

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

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

UGSB AD 2.23 Additional information

Intense activity of raven flocks takes place daily from 08:00 to 10:00 (local time) when birds fly from resting area (town) across the RWY 12/30 to their feeding area, SW of the airport. Their flight height is approximately 100 FT (30 M) AGL. From 16:00 to 19:00 (local time) the same activity as described above takes place in reverse when the birds return to their resting area.

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

Seasonal activity of swallows and hawks takes place during autumn and spring when they fly across the RWY 12/30, their flight height varies from 100 FT (30 M) to 165 FT (50 M) AGL.

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

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

Dispersal activities include occasional playing back of distressed calls from high fidelity weather-resistant speakers, high shooting sound produced of liquid gas cannons allocated near the RWY 12/30. Also loud-hailers installed on aerodrome service vehicle are continually used for distressing birds. No open waste-bins on the aerodrome.

UGSB AD 2.24 Charts related to an aerodrome

Chart Name	Page
Aerodrome chart - ICAO	AD 2.UGSB-ADC
Area chart - ICAO	AD 2.UGSB-ARC
Aerodrome obstacle chart - ICAO Type A	AD 2.UGSB-AOC-A
Standard Departure Chart - Instrument - ICAO - RNAV RWY 30	AD 2.UGSB-SID-RNAV-30-1
Standard Departure Routes - Instrument - RNAV RWY 30 (Part 1)	AD 2.UGSB-SID-RNAV-30-3
Standard Departure Routes - Instrument RNAV RWY 30 (Part 2)	AD 2.UGSB-SID-RNAV-30-5
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 12	AD 2.UGSB-STAR-RNAV-12-1
Standard Arrival Routes - Instrument - RNAV RWY 12	AD 2.UGSB-STAR-RNAV-12-3
ATC Surveillance Minimum Altitude chart - ICAO	AD 2.UGSB-ATCSMAC-1
ATC Surveillance Minimum Altitude Sector's coordinates	AD 2.UGSB-ATCSMAC-3
Instrument Approach Chart - ICAO RWY 12 (ILSy)	AD 2.UGSB-IAC-12-ILSy
Instrument Approach Chart - ICAO RWY 12 (ILSz)	AD 2.UGSB-IAC-12-ILSz-1
RNAV Transition Coding Tables RWY 12 (ILSz)	AD 2.UGSB-IAC-12-ILSz-3
Instrument Approach Chart - ICAO RWY 12 (LOCy)	AD 2.UGSB-IAC-12-LOCy
Instrument Approach Chart - ICAO RWY 12 (LOCz)	AD 2.UGSB-IAC-12-LOCz-1
RNAV Transition Coding Tables RWY 12 (LOCz)	AD 2.UGSB-IAC-12-LOCz-3
Instrument Approach Chart - ICAO RWY 12 (NDB)	AD 2.UGSB-IAC-12-NDB
Visual Approach Chart - ICAO	AD 2.UGSB-VAC
Bird Concentrations and Movement - Index chart	AD 2.UGSB-BIRD
* the chart contains a text page	

UGSB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

AERODROME CHART - ICAO

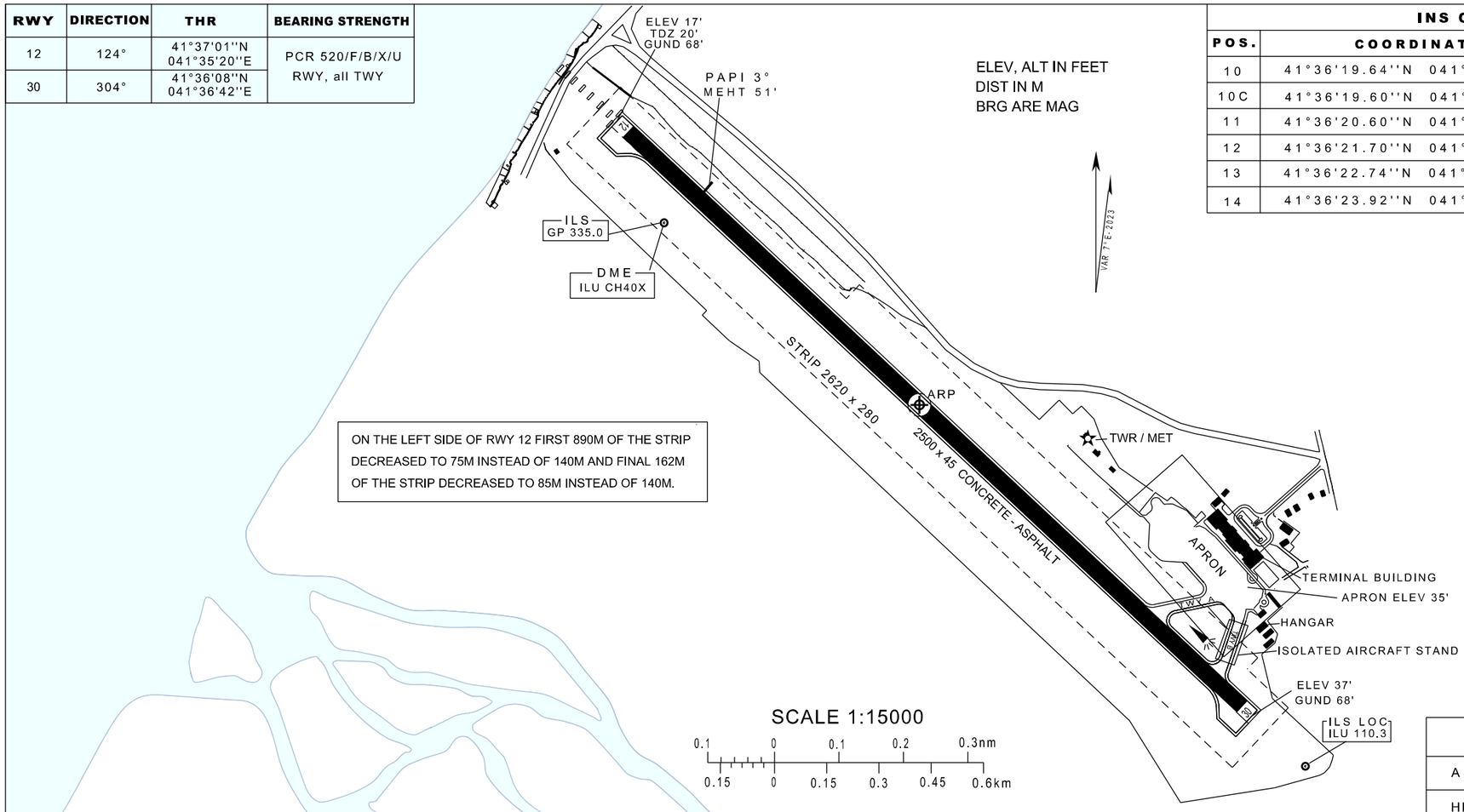
BATUMI (UGSB)

41°36' 37" N
041°35' 58" E

ELEV. 37'

TWR 118.6

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



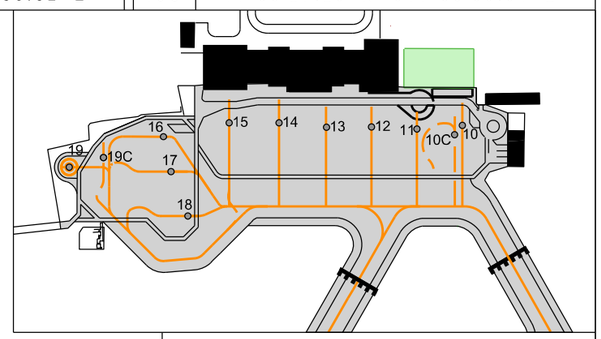
ON THE LEFT SIDE OF RWY 12 FIRST 890M OF THE STRIP DECREASED TO 75M INSTEAD OF 140M AND FINAL 162M OF THE STRIP DECREASED TO 85M INSTEAD OF 140M.

SCALE 1:15000

0.1 0 0.1 0.2 0.3nm
0.15 0 0.15 0.3 0.45 0.6km

INS COORDINATES FOR AIRCRAFT STANDS

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



TAXIWAYS WIDTH, SURFACE

TWY A : 23 M Concrete - Asphalt

TWY B : 23 M Concrete - Asphalt

APRON SURFACE & STRENGTH

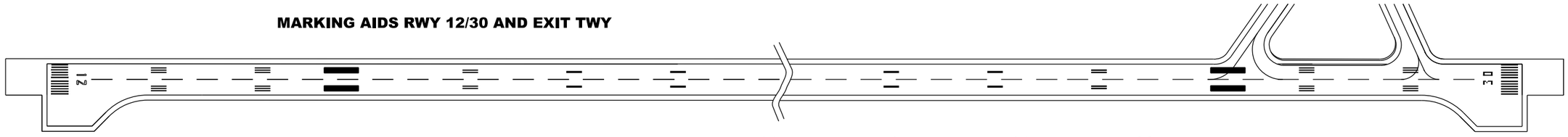
APRON - Concrete and asphalt - PCR 520/F/B/X/U

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

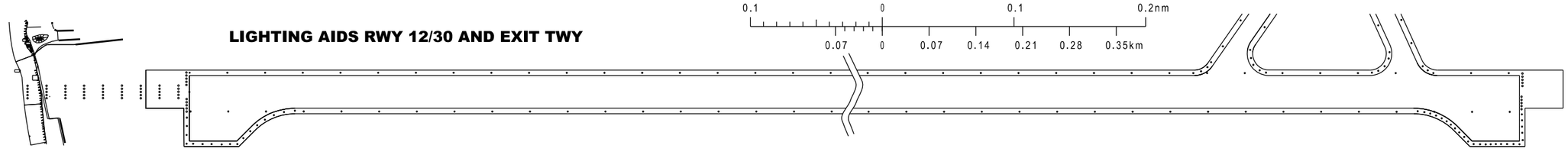
LEGEND

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

MARKING AIDS RWY 12/30 AND EXIT TWY



LIGHTING AIDS RWY 12/30 AND EXIT TWY



0.1 0 0.1 0.2nm
0.07 0 0.07 0.14 0.21 0.28 0.35km

Changes: Aircraft stands updated

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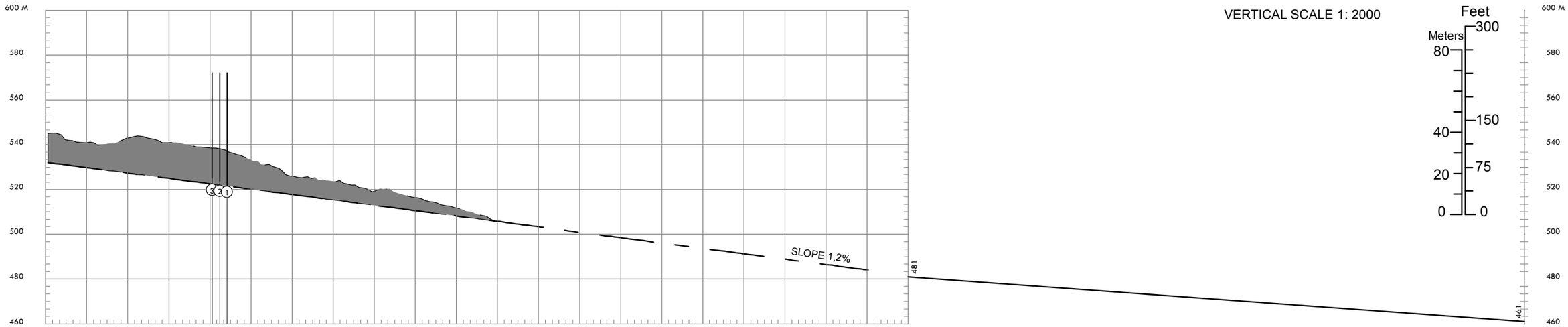
TBILISI/Tbilisi (UGTB)
RWY 13R/31L

AERODROME OBSTACLE CHART - ICAO

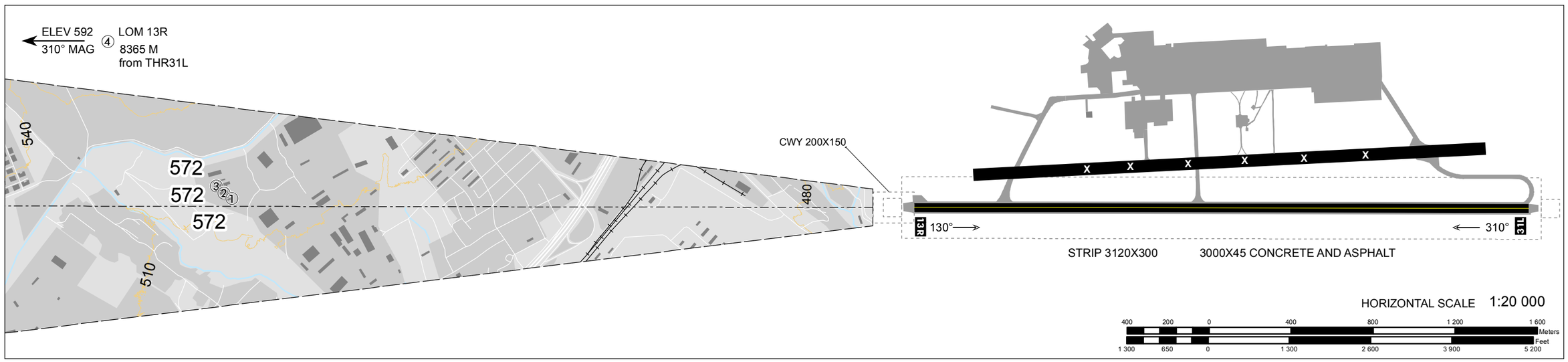
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°E 2020
DIMENSIONS AND ELEVATIONS IN METRES



DECLARED DISTANCES

RWY 13R		RWY 31L
3000	TAKE-OFF RUN AVAILABLE	3000
3000	TAKE-OFF DISTANCE AVAILABLE	3200
3000	ACCELERATE STOP DIST. AVAILABLE	3000
3000	LANDING DISTANCE AVAILABLE	3000



Changes: Scale

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