AD 1 Aerodromes/heliports - introduction

AD 1.1 Aerodrome/heliport availability and conditions of use

1 General conditions

This section contains information on all aerodromes of Georgia, which are available for use in international and national aircraft operations.

The responsible authority for the civil aerodromes is Georgian Civil Aviation Agency.

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Landing of foreign aircraft on the territory of Georgia, shall be made only at the aerodromes specially designated for handling international air traffic listed in intergovernmental agreements on air services, as well as in documents produced through additional negotiations on the matter.

Note.— See GEN 1.2.

A state or an airline may, at its own discretion and within the established official minimum safe obstacle clearance limit, fix landing minima for their aircraft at the aerodromes assigned for international civil aviation operations. Take-off of aircraft from these aerodromes is not limited by meteorological conditions. Responsibility for observing the take-off and landing minima established by States and airlines rests with the pilot-in-command of aircraft.

Pilot-in-command of foreign aircraft operating in Georgia decides independently on the possibility of taking-off from an aerodrome, and of landing at a destination aerodrome while assuming full responsibility for the decision taken.

In case of forced landing of an aircraft, the ATC service renders this aircraft possible assistance in making a safe landing, without assuming responsibility for the outcome of the landing.

The ATC service has the right, if need arises, to forbid take-offs, and landings. However, this right may not be regarded as assuming responsibility for the decision taken by the pilot-in-command or exerting control over its correctness.

Documentation and differences on which requirements are services provided and aerodromes operated can be found in GEN 1.6 and GEN 1.7.

2 Use of military air bases

To be developed.

3 Low visibility procedures

Not applicable.

4 Aerodrome operating minima

To be developed.

5 Other information

5.1 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

Aerodrome authorities are required to conduct periodically surveys of the friction characteristics of their runway surface. The purpose of these surveys is to predict the need for maintenance of the runway surface.

The recognized Continuous Friction Measurement Equipment devices in Georgia are SARSYS - STFT and ASFT equipment.

Table: SARSYS STFT and ASFT Friction Levels

Friction Measurement Equipment	Design objective for new surface	Maintenance planning level	Minimum friction level
SARSYS - STFT	0.80	0.54	0.43
ASFT	0.81	0.55	0.47

If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level, based on aerodrome authority assessment runway will be notified by NOTAM as a runway 'may be slippery when wet'.

5.2 Runway surface condition

Aerodrome operator is responsible for assessment of operated runway and provision of Runway Surface Report (RCR) when the runway is wholly or partly contaminated by standing water, snow, slush, ice, frost, or is wet.

Runway surface condition assessment methods include but are not limited to use of the Runway Condition Assessment Matrix.

From runway surface assessment Runway Condition Code (RWYCC) and description of the runway surface are reported, which is based on the assessment of type, depth and coverage of contaminants.

When pilot reports runway braking action LESS THAN POOR aerodrome operator should reassess runway surface and may consider suspension of operation. Suspension of operation on runway also may be considered from runway surface periodic assessments.

Information about runway surface condition is distributed by AIS and ATS.

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