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	ozgur.agca@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, 3 Fire trucks; 1 water tanker truck; 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 15, 16, 17, 18, 19, 19C: Asphalt, PCR 870/F/D/X/T
2	**Taxiway designation, width, surface and strength**	TWY A: 23 M, Concrete and asphalt, PCR 520/F/B/X/U TWY B: 23 M, Concrete and asphalt, PCR 520/F/B/X/U
3	**Altimeter checkpoint location and elevation**	THR RWY 30 Elevation 37 FT THR RWY 12 Elevation 17 FT Apron Elevation 35 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: See AD Chart UGSB-ADC
6	**Remarks**	NIL

UGSB AD 2.9 Surface movement guidance and control system and markings

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

UGSB AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2a

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

2 Obstacles in Area 2b

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

3 Obstacles in Area 2c

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

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Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB2C028	Building	413711.5N 0413521.6E	108/- FT	NIL	NIL
UGSB2C029	Building	413719.2N 0413539.9E	189/- FT	NIL	NIL
UGSB2C030	Building	413732.3N 0413922.2E	932/- FT	NIL	NIL
UGSB2C031	Pole	413654.5N 0413520.7E	52/- FT	LGTD / RED	12 Wind Sensor
UGSB2C032	Building	413746.6N 0413622.7E	208/- FT	NIL	NIL
UGSB2C033	Building	413713.9N 0413526.3E	162/- FT	NIL	NIL
UGSB2C034	Building	413713.4N 0413526.0E	162/- FT	NIL	NIL
UGSB2C035	Building	413714.3N 0413527.2E	162/- FT	NIL	NIL
UGSB2C036	Building	413726.3N 0413547.8E	328/- FT	NIL	NIL
UGSB2C037	Pole	413509.5N 0414109.1E	1245/- FT	NIL	Mast
UGSB2C038	Pole	413614.3N 0414104.2E	1250/- FT	LGTD / RED	Mast
UGSB2C039	Pole	413809.9N 0414300.0E	1083/- FT	LGTD / RED	Mast
UGSB2C040	Pole	413654.1N 0414009.0E	1321/- FT	LGTD / RED	Mast
UGSB2C041	Building	413856.1N 0413731.2E	206/- FT	NIL	NIL
UGSB2C042	Building	413751.4N 0413613.4E	374/- FT	NIL	NIL
UGSB2C043	Building	413819.5N 0413704.1E	377/- FT	NIL	NIL
UGSB2C044	Building	413759.3N 0413631.1E	210/- FT	NIL	NIL
UGSB2C045	Building	413648.5N 0413549.6E	75/- FT	NIL	NIL
UGSB2C046	Building	413650.4N 0413548.9E	56/- FT	NIL	NIL
UGSB2C047	Building	413654.9N 0413544.1E	69/- FT	NIL	NIL
UGSB2C048	Building	413656.6N 0413539.3E	62/- FT	NIL	NIL
UGSB2C049	Building	413647.0N 0413551.5E	49/- FT	NIL	NIL
UGSB2C050	Building	413647.6N 0413552.5E	59/- FT	NIL	NIL
UGSB2C051	Building	413648.0N 0413551.1E	56/- FT	NIL	NIL
UGSB2C052	Building	413649.0N 0413548.8E	59/- FT	NIL	NIL
UGSB2C053	Building	413855.2N 0413724.9E	600/- FT	LGTD / RED	NIL
UGSB2C054	Building	413712.8N 0413526.2E	170/- FT	NIL	NIL
UGSB2C055	Pole	413611.0N 0413627.6E	70/- FT	MARKED / LGTD / RED	30 Wind Sensor

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGSB2C056	Navaid	413623.0N 0413606.2E	53/- FT	MARKED / LGTD / RED	DME
UGSB2C057	Pole	413631.1N 0413556.5E	47/- FT	MARKED / LGTD / RED	Middle Wind Sensor
UGSB2C058	Building	413713.9N 0413554.1E	246/- FT	NIL	NIL
UGSB2C059	Building	413733.5N 0413605.8E	361/- FT	NIL	NIL
UGSB2C060	Building	413812.9N 0413646.1E	339/- FT	NIL	NIL
UGSB2C061	Building	413823.8N 0413647.4E	566/- FT	NIL	NIL
UGSB2C062	Building	413823.9N 0413651.6E	572/- FT	NIL	NIL
UGSB2C063	Building	413816.8N 0413701.0E	416/- FT	NIL	NIL
UGSB2C064	Building	413828.1N 0413654.8E	236/- FT	NIL	NIL
UGSB2C065	Building	413822.1N 0413700.8E	421/- FT	NIL	NIL
UGSB2C066	Building	413819.6N 0413704.4E	391/- FT	NIL	NIL
UGSB2C067	Building	413817.1N 0413708.5E	454/- FT	NIL	NIL
UGSB2C068	Building	413814.0N 0413715.0E	439/- FT	NIL	NIL
UGSB2C069	Building	413812.1N 0413713.8E	460/- FT	NIL	NIL
UGSB2C070	Building	413809.9N 0413715.9E	386/- FT	NIL	NIL
UGSB2C071	Building	413807.6N 0413718.0E	494/- FT	NIL	NIL
UGSB2C072	Building	413800.2N 0413720.9E	386/- FT	NIL	NIL
UGSB2C073	Building	413753.9N 0413731.3E	373/- FT	NIL	NIL
UGSB2C074	Building	413750.8N 0413732.8E	340/- FT	NIL	NIL
UGSB2C075	Building	413828.1N 0413701.1E	356/- FT	NIL	NIL
UGSB2C076	Building	413823.8N 0413704.5E	438/- FT	NIL	NIL
UGSB2C077	Building	413830.4N 0413700.6E	288/- FT	NIL	NIL
UGSB2C078	Building	413832.3N 0413703.1E	276/- FT	NIL	NIL
UGSB2C079	Building	413826.1N 0413711.6E	203/- FT	NIL	NIL
UGSB2C080	Building	413823.6N 0413715.4E	315/- FT	NIL	NIL
UGSB2C081	Building	413830.1N 0413658.2E	448/- FT	NIL	NIL
UGSB2C082	Building	413830.8N 0413711.7E	212/- FT	NIL	NIL
UGSB2C083	Building	413826.2N 0413755.4E	310/- 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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UGSB AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2500	2500	2500	2500	NIL
30	2500	2500	2500	2500	NIL

UGSB 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
12	HIALS 210 M LIH	GREEN	PAPI Left/3.0° (51 FT)	NIL	NIL
30	NIL	NIL	NIL	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	7	8	9	10
12	2500 M, 60 M White FM 1900 M Yellow LIH	RED	NIL	NIL
30	2500 M, 60 M White FM 1900 M Yellow LIH	RED	NIL	NIL

UGSB AD 2.15 Other lighting and secondary power supply

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

UGSB AD 2.16 Helicopter landing area

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	NIL

2	**TLOF and/or FATO elevation M/FT**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

UGSB AD 2.17 Air traffic services airspace

1	Designation and lateral limits	BATUMI CTR 1 413413N 0413429E - 413450N 0413319E - 413406N 0412939E - 413828N 0412254E - 414757N 0413350E - 414149N 0414316E - 413413N 0413429E	BATUMI CTR 2 413239N 0413727E - 413413N 0413429E - 414149N 0414316E - 414002N 0414600E - 413335N 0414117E - 413239N 0413727E
2	Vertical limits	GND to 1500 FT AMSL	GND to 3500 FT AMSL
3	Airspace classification	C	
4	ATS unit call sign Language(s)	BATUMI TOWER EN	
5	Transition altitude	7000 FT AMSL	
6	Hours of applicability	H24	
7	Remarks	NIL	

UGSB AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
APP	BATUMI APPROACH	124.425 MHz	NIL	NIL	H24	NIL
		121.500 MHz	NIL	NIL		Emergency
TWR	BATUMI TOWER	118.600 MHz	NIL	NIL	H24	NIL
ATIS	BATUMI ATIS	129.500 MHz	NIL	NIL	H24	NIL

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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.

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2 Procedures for IFR flights within Batumi TMA

2.1 General

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

Horizontal separation minimum applicable within Batumi TMA is 5 NM.

2.2 Procedures for arrival flights

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

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

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

2.3 Procedures for departing flights

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

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

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

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

Visual departures are not implemented.

2.4 FPL route options for arrivals and departures

Arrivals to UGSB:

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

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

Departures from UGSB:

SID Last Point	Available Routings	Remarks

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

3 Procedures for VFR flights within Batumi TMA

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

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

4 Procedures for VFR flights within Batumi CTR

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

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

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

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

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

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

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

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

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

UGSB AD 2.23 Additional information

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

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

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Seasonal activity of swifts and raptors takes place during autumn, particularly from mid-August to mid-October, and spring, from March to June, when they fly across the RWY 12/30. Their flight height varies from 100 FT (30 M) to 165 FT (50 M) AGL.

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

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

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

UGSB AD 2.24 Charts related to an aerodrome

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

UGSB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

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