UGTB

UGTB AD 2.1 Aerodrome location indicator and name

UGTB - TBILISI/TBILISI

UGTB AD 2.2 Aerodrome geographical and administrative data

1	**ARP coordinates and site at AD**	414009N 0445717E RWY 13L/31R centre line
2	**Direction and distance from (city)**	17 KM SE from Tbilisi
3	**Elevation / Reference temperature**	1578 FT / 25°C
4	**Geoid undulation at AD ELEV PSN**	46 FT
5	**MAG VAR / Annual change**	7°E (2020) / NIL
6	**Aerodrome operator**	TAV URBAN GEORGIA LLC
	Address	TBILISI/Tbilisi Airport 0158 TBILISI GEORGIA
	Telephone	+995322310265, +995322310267, +995322310241
	Telefax	+995322310322, +995322310268
	AFS	AFTN: UGGGBFXX SITA: TBSGMXH
	E-mail	tbs.info@tav.aero, tbsramp.tower@tav.aero
	Website	NIL
7	**Type of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	APRON FREQ 131.700 MHZ

UGTB 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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UGTB AD 2.4 Handling services and facilities

1	**Cargo-handling facilities**	All modern facilities handling weights up to 5 tons
2	**Fuel/oil types**	Fuel: LLC ATF Jet A-1, Kerosene TC-1/TS-1 LLC GEORGIAN AIRWAYS Kerosene TS-1 LLC GEORGIAN PETROLEUM Kerosene TS-1 LLC PETROCAS FUEL SERVICES GEORGIA Jet A-1, Kerosene TS-1 Oil: NIL
3	**Fuelling facilities / capacity**	LLC ATF Fuel Storage - 7000 m³; Refueling Trucks - 4 Trucks (45000 litres and 20000 litres); Max flow rate: 2750 litres/minute, 1320 litres/minute, 1150 litres/minute. Tel: (+995) 599144544 Email: info@atf.ge LLC GEORGIAN AIRWAYS Fuel Storage - 3200 m³; 2 Refueling Trucks (51000; 40000 litres), Max flow rate: 800 - 1000 litres/minute Tel: (+995 32) 248 55 98; (+995 577) 51 03 00; (+995 577) 93 93 95 Email: fuel@georgian-airways.com LLC GEORGIAN PETROLEUM Fuel Storage - 2800 m³; 3 Refueling Trucks (26500; 26500 and 21000 litres), Max flow rate: 800 - 1000 litres/minute Tel: (+995 32) 243 30 00; 243 30 03 Fax: (+995 32) 243 30 02 Email: info@airgp.ge LLC PETROCAS FUEL SERVICES GEORGIA Fuel Storage - 5500 m³; 3 Refueling Trucks (35000; 30000 and 19000 litres), Max flow rate: 1200 litres/minute; Hydrant System, Max flow rate: 2800 - 3000 litres/minute Tel: (+995 32) 214 02 17 Email: info@gulfaviation.ge
4	**De-icing facilities**	Yes
5	**Hangar space for visiting aircraft**	Can be requested from Airplane Technics LLC for Boeing 737 CL+NG, Airbus 318/319/320/321 and smaller aircraft
6	**Repair facilities for visiting aircraft**	Base and line maintenance for Boeing 737 300/400/500/600/700/800/900, Airbus 318/319/320/321 and line maintenance for helicopter Bell 505 is available on request at the hangar of Airplane Technics LLC
7	**Remarks**	NIL

UGTB AD 2.5 Passenger facilities

1	**Hotels**	Available in the city
2	**Restaurants**	Restaurant, cafe at AD and in the city
3	**Transportation**	Buses, taxis from the AD

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

UGTB AD 2.6 Rescue and fire fighting services

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

UGTB AD 2.7 Seasonal availability - clearing

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

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

1	**Apron designation, surface and strength of aprons**	APRON 1 : Concrete and asphalt, PCR 620/F/B/X/U APRON 1 Aircraft stands 112, 113, 114, 115, 116: Concrete, PCR 740/R/D/W/T APRON 1 Aircraft stands 117, 118, 119, 120, 121, 122: Asphalt, PCR 1800/F/D/X/T APRON 3: Concrete and asphalt, PCR 200/F/B/X/U APRON 4: Concrete, PCR 990/R/B/W/U
2	**Taxiway designation, width, surface and strength**	TWY A: 18 M, Concrete and asphalt, PCR 750/R/D/W/T TWY B: 23 M, Concrete and asphalt, PCR 620/F/B/X/U TWY C: 23 M, Concrete and asphalt, PCR 620/F/B/X/U TWY D: 16 M, Concrete, TWY E: 23 M, Concrete, PCR 990/R/B/W/U TWY F: 18 M, Concrete and asphalt, TWY G: 23 M, Concrete and asphalt, PCR 1530/F/D/X/T

3	**Altimeter checkpoint location and elevation**	THR RWY 13R Elevation 1578 FT THR RWY 31L Elevation 1513 FT Apron 4 - Elevation: 1560 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: See Aircraft Parking and Ground Movement Chart
6	**Remarks**	Aircraft stand 32 - Asphalt - pavement strength 11100 kg/0.6 MPa TWY F is closed TWY D - Military responsibility

UGTB AD 2.9 Surface movement guidance and control system and markings

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Sign boards at all intersections with TWY and RWY and at all holding positions. Guide lines at aprons
2	**RWY and TWY markings and LGT**	RWY Marking: Designation, THR, TDZ, centre line, edge line, RWY end RWY Lighting: THR, TDZ (only 31L), centre line, edge line, RWY end TWY Marking: Holding points, centre line, edge line TWY Lighting: Centre line and edge (A, B, C, E, G), RWY guard lights (A, B, E, G)
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

UGTB AD 2.10 Aerodrome obstacles

1 Obstacles in Area 2a

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB2A001	Navaid	413933.1N 0445741.3E	1557/- FT	LGTD	Antenna GP 31L
UGTB2A002	Navaid	414030.4N 0445629.6E	1611/- FT	LGTD	Antenna GP 13R

2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGTB2B002	Building	414202.5N 0445446.3E	1745/- FT	NIL	NIL
UGTB2B003	Building	414200.9N 0445446.3E	1745/- FT	NIL	NIL
UGTB2B004	Building	414159.3N 0445446.3E	1745/- FT	NIL	NIL
UGTB2B005	Building	414156.3N 0445511.9E	1783/- FT	NIL	NIL

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3 Obstacles in Area 2c

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

4 Obstacles in Area 2d

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

5 Obstacles in Area 3

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

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

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UGTB AD 2.11 Meteorological information provided

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

UGTB AD 2.12 Runway physical characteristics

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates, RWY end coordinates, THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13L	133.51°	NIL	-/-/-/-/- NIL	THR: NIL END: NIL GUND: NIL	THR: NIL
31R	313.52°			THR: NIL END: NIL GUND: NIL	THR: NIL
13R	136.54°	3000 x 45	1550/R/D/W/T Concrete and asphalt	THR: 414040.13N 0445624.39E END: 413929.53N 0445753.59E GUND: 45.8 FT	THR: 1577.8 FT TDZ: NIL
31L	316.56°			THR: 413929.53N 0445753.59E END: 414040.13N 0445624.39E GUND: 45.5 FT	THR: 1512.7 FT TDZ: 1527.1 FT

RWY Designations	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
13L	NIL	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL		NIL
13R	-0.70%	NIL	NIL	3120 x 280	90 x 90
31L	0.70%	NIL	200 x 150		160 x 100

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

UGTB AD 2.13 Declared distances

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

UGTB AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT, colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
13L	NIL	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL	NIL	NIL
13R	ALSF-1 900 M LIH	GREEN	PAPI Left/3.5° (60 FT)	NIL	3000 M 15 M White FM 2100 M - 2700 M W/R FM 2700 M Red LIH
31L	PALSF-II 870 M LIH	GREEN	PAPI Both/3.0° (51 FT)	900 M	3000 M 15 M White FM 2100 M - 2700 M W/R FM 2700 M Red LIH

RWY Designator	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	7	8	9	10
13L	NIL	NIL	NIL	NIL
31R	NIL	NIL	NIL	NIL
13R	3000 M 60 M White FM 2400 M Yellow LIH	RED	NIL	Flashing LGT 900 M available

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

UGTB AD 2.15 Other lighting and secondary power supply

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

UGTB AD 2.16 Helicopter landing area

1	**Coordinates TLOF or THR of FATO** **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

UGTB AD 2.17 Air traffic services airspace

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

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UGTB AD 2.18 Air traffic services communication facilities

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

UGTB AD 2.19 Radio navigation and landing aids

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

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Type of aids, MAG VAR, Type of supported OPS for ILS/MLS/GLS, basic GNSS and SBAS, Classification for ILS, Facility Classification and approach facility designation(s) for GBAS, VOR/ILS/MLS station declination	ID	Frequency, Channel number, Service provider	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME transmitting antenna, GBAS reference point ELEV and ellipsoid HGT, SBAS LTP/FTP ellipsoid HGT	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS RWY 13R (7°E 2020) CLASS NIL/NIL/NIL							
LOC 13R	IVP	110.300 MHZ	H24	413926.3N 0445757.7E	Not applicable	NIL	NIL
GP 13R	—	335.000 MHZ	H24	414030.4N 0445629.6E	Not applicable	NIL	3.5° GP, 50 FT Co-located with DME 13R
DME 13R	IVP	CH 40X	H24	414030.4N 0445629.6E	1600 FT	NIL	Coverage 25 NM. Omnidirectional. Co-located with GP 13R
OM 13R	Dashes	75.000 MHZ	H24	414247.0N 0445344.2E	Not applicable	NIL	NIL
MM 13R	Dot-Dashes	75.000 MHZ	H24	414058.4N 0445601.3E	Not applicable	NIL	NIL
ILS RWY 31L CAT I (7°E 2020) CLASS I/NIL/NIL							
LOC 31L	INA	108.900 MHZ	H24	414045.4N 0445617.7E	Not applicable	NIL	NIL
GP 31L	—	329.300 MHZ	H24	413933.1N 0445741.3E	Not applicable	NIL	3.0° GP, 54 FT Co-located with DME 31L
DME 31L	INA	CH 26X	H24	413933.2N 0445741.2E	1600 FT	NIL	Coverage 25 NM. Omnidirectional. Co-located with GP31L
OM 31L	Dashes	75.000 MHZ	H24	413757.7N 0445949.5E	Not applicable	NIL	NIL
MM 31L	Dot-Dashes	75.000 MHZ	H24	413902.0N 0445828.4E	Not applicable	NIL	NIL

UGTB AD 2.20 Local aerodrome regulations

1 Airport regulations

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

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

Due to transverse slope greater than 1% complete fuelling of aircraft are restricted at the following stands: 1, 2, 3, 4, 5, 5C, 6, 7, 7C, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, 28.

Refueling prohibited at following stands: 23, 24, 25, 29, 30, 31.

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

2 Taxiing to and from stands

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

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

Assistance from the "FOLLOW ME" vehicle can be:

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

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

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

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

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

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

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

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

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

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

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

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

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

3 Apron during winter conditions

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

4 Regulations for helicopters

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

Parking stand 32 is allocated for helicopters with the largest overall dimension (D) not exceeding 15.72 M.

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

Taxiing to/from stands 26, 27, 28, 32 is prohibited during nighttime and/or runway visual range less than 400 M.

After entering stand 32 helicopter shall perform 180 degrees turn in a hover due to park in a correct position.

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

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

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5 Taxiing – limitations

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

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

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

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

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

6 Removal of disabled aircraft from runway

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

UGTB AD 2.21 Noise abatement procedures

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

UGTB AD 2.22 Flight procedures

1 Procedures for IFR flights within Tbilisi TMA

1.1 General

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

Horizontal separation minimum applicable within Tbilisi TMA is 5 NM.

1.2 Procedures for arrival flights

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

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

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

1.3 Procedures for departing flights

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

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

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

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

Visual departures are not implemented.

1.4 FPL route options for arrivals and departures

Arrivals to UGTB:

STAR First Point	Available Routings	Remarks

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

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

Departures from UGTB:

SID Last Point	Available Routings	Remarks
DF *	DF DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	DF DCT FOQUS DCT ROLIN...	-
	DF DCT FOQUS DCT SARPI...	-
	DF DCT BT...	Any FRA DCT is available from BT when cruising level is below FL160
	DF H5...	Only available for arrivals to local airports
DISKA	As available via Baku FIR	-
KUFAN	As available via Rostov FIR	-
LAPTO	As available via Rostov FIR	-
PALLE *	PALLE DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	PALLE DCT FOQUS DCT ROLIN...	-
	PALLE DCT FOQUS DCT SARPI...	-
	PALLE DCT NOLGA...	-
TAVRO	As available via Yerevan FIR	-
ZAGOT *	ZAGOT DCT FOQUS DCT BANUT...	FRA (I) point KADZE may be used between FOQUS and BANUT to avoid UGP 230 when cruising level is below FL290
	ZAGOT DCT FOQUS DCT ROLIN...	-
	ZAGOT DCT FOQUS DCT SARPI...	-
	ZAGOT DCT NOLGA...	-
Direct DEP Point	**Available Routings**	**Remarks**
TBS	TBS...	Only available for arrivals to UGTB
** G, M and X types of flight are not restricted by the routing options described in the table.*		

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2 Procedures for VFR flights within Tbilisi TMA

Two-way radio communication shall be maintained with the Tbilisi Approach on the FRQ 134.600 MHZ (or 127.2).

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

3 Procedures for VFR flights within Tbilisi CTR

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

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

VFR flights within Tbilisi CTR shall be conducted at or below 3500 FT AMSL unless otherwise cleared by the TWR unit.

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

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

Aircraft entering/exiting Tbilisi CTR via points RINGI and URBAN must be at altitude 3500 FT or below.

Aircraft entering/exiting Tbilisi CTR via point GIGOS must be at altitude 3000 FT or below.

Aircraft entering/exiting Tbilisi CTR via point CHIVA must be at altitude 3500 FT or below, unless the aircraft is cleared for CHIVA–R–J route, in which case the altitude over CHIVA must be 2700 FT AMSL or below. The arrival and departure route CHIVA–R–J is established as depicted on the Visual Approach Chart with altitude constraints as follows: CHIVA–R max. 2700 FT AMSL, R–J max. 3700 FT AMSL. The CHIVA–R–J route is only used during daytime and in VMC conditions.

If the traffic situation requires it or the active runway is blocked, aircraft conducting VFR flights may be directed to the visual holding areas established at points N, S and GIGOS.

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

Name	Geographical coordinates	Visual reference
CHIVA	414923N 0445001E	Over the motorway bridge on the Tbilisi bypass road; north-west of Gldani Didi Lake
GIGOS	412801N 0450555E	North of Gardabani town
RINGI	413515N 0445103E	Over Lake Kumisi
URBAN	414408N 0450408E	Over the mining field; east of Saakadze settlement
R (ROMEO)	414820N 0445225E	Over the semicircular segment of the Tbilisi bypass road; 1.5 NM east of Gldani Didi Lake
J (JULIET)	414506N 0450032E	Over the junction of the Lochini and Norioskhevi rivers
N (NOVEMBER)	414205N 0450004E	North of the Lilo marketplace
S (SIERRA)	413750N 0445430E	West of Veli aerodrome on the right bank of the River Mtkvari

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

UGTB AD 2.23 Additional information

Intense activity of raven flocks takes place daily from 08:00 to 10:00 (local time) when birds fly from resting area (town) across the approach of RWY 31L to their feeding area, NW of the airport. Their flight height varies from 100 FT (30 M) to 165 FT (50 M) AGL. From 16:00 to 19:00 (local time) the same activity as described above takes place in reverse when the birds return to their resting area.

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

During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, during take-off, approach-to-land and climb and descent procedures.

Dispersal activities include occasional playing back of distressed calls from high fidelity weather-resistant speakers, high shooting sound produced of liquid gas cannons and the visual repellents (hunter dummies) allocated near the RWY 13R/31L. Also modifications of the airport environment are under way to reduce, if not eliminate, the wildlife hazard. No landfills in the vicinity and no open waste-bins on the aerodrome. Ground and grass cover is treated properly. No farming activity in the vicinity.

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UGTB AD 2.24 Charts related to an aerodrome

Chart Name	Page
Aerodrome chart - ICAO	AD 2.UGTB-ADC
Aircraft parking and ground movement chart - ICAO	AD 2.UGTB-APGMC
Aerodrome obstacle chart - ICAO Type A	AD 2.UGTB-AOC-A
Standard Departure Chart - Instrument - ICAO - RNAV RWY 13R	AD 2.UGTB-SID-RNAV-13R-1
Standard Departure Routes and Coding - Instrument - RNAV RWY 13R (Continuation)	AD 2.UGTB-SID-RNAV-13R-3
Standard Departure Chart - Instrument - ICAO - RNAV RWY 31L	AD 2.UGTB-SID-RNAV-31L-1
Standard Departure Chart - Instrument - ICAO - RNAV RWY 31L (TAVRO)	AD 2.UGTB-SID-RNAV-31L-T-1
Standard Departure Chart - Instrument - ICAO RWY 13R/31L	AD 2.UGTB-SID-13R/31L-1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 13R	AD 2.UGTB-STAR-RNAV-13R-1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 31L	AD 2.UGTB-STAR-RNAV-31L-1
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2.UGTB-ATCSMAC-1
Instrument Approach Chart - ICAO RWY 13R (ILSy)	AD 2.UGTB-IAC-13R-ILSy
Instrument Approach Chart - ICAO RWY 13R (ILSz)	AD 2.UGTB-IAC-13R-ILSz-1
Instrument Approach Chart - ICAO RWY 13R (LOCy)	AD 2.UGTB-IAC-13R-LOCy
Instrument Approach Chart - ICAO RWY 13R (LOCz)	AD 2.UGTB-IAC-13R-LOCz-1
Instrument Approach Chart - ICAO RWY 31L (ILSy)	AD 2.UGTB-IAC-31L-ILSy
Instrument Approach Chart - ICAO RWY 31L (ILSz)	AD 2.UGTB-IAC-31L-ILSz-1
Instrument Approach Chart - ICAO RWY 31L (LOCy)	AD 2.UGTB-IAC-31L-LOCy
Instrument Approach Chart - ICAO RWY 31L (LOCz)	AD 2.UGTB-IAC-31L-LOCz-1
Instrument Approach Chart - ICAO RWY 13R (VOR)	AD 2.UGTB-IAC-13R-VOR
Instrument Approach Chart - ICAO RWY 31L (VOR)	AD 2.UGTB-IAC-31L-VOR
Visual Approach Chart - ICAO	AD 2.UGTB-VAC
Bird Concentrations and Movement - Index chart	AD 2.UGTB-BIRD
Tbilisi TMA - Index chart	AD 2.UGTB-TMA
* the chart contains a text page	

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UGTB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

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