ENR 1.7 Altimeter setting procedures

1 Introduction

Altimeter setting procedures based on *ICAO Doc 8168, Vol. III, Section 2* are given below together with associated procedures and information.

2 Basic procedures

2.1 General

Information on altimeter settings (QNH or QFE on request) and on transition level will be given on routine basis by the appropriate air traffic services unit to meet operational requirements during take-off, climb out, approach and landing.

2.2 Altimeter setting region

There are three altimeter setting regions in Georgia:

a. Tbilisi TMA with transition altitude at 11000 FT and fixed transition level at FL130;
b. Kutaisi TMA with transition altitude at 7000 FT and fixed transition level at FL90;
c. Batumi TMA with transition altitude at 7000 FT and fixed transition level at FL90.

2.3 Terrain Clearance-Information on QNH values

To determine terrain clearance the QNH values from the reporting station nearest to the position of the aircraft shall be used. For this purpose QNH values are available from all controlled aerodromes.

Note. – Information mentioned above will not necessarily be available on a 24 hours basis. This depends on the hours of service for the unit providing such information.

2.4 Altimeter setting procedure for flights conducted outside controlled airspace

The vertical position of aircraft outside controlled airspace shall be expressed:

a. for IFR flights: in terms of flight levels according to the magnetic track (see Table of cruising levels - Para 2.7);
b. for VFR flights:

– when conducted above 3000 FT MSL or 1000 FT AGL, whichever value is greater, in terms of flight levels according of the magnetic track (see Table of cruising levels - Para 2.7);
– when conducted at 3000 FT MSL or below 1000 FT AGL, whichever value is greater, in terms of altitude in which case the QNH altimeter setting value of the region considered shall be used.

2.5 Altimeter setting procedure for flights conducted within controlled airspace

2.5.1 IFR flights

Transition from flight levels to altitudes and vice versa. The vertical position of aircraft when at or below the transition attitude shall be expressed in terms of altitude, whereas such position at or above the transition level shall be expressed in terms of flight levels. While passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitude when descending.

2.5.2 QNH

The QNH will be transmitted unasked to arriving and departing aircraft.

2.5.3 En-route

While flying on international airways within the airspace in which Georgia bears the responsibility of ATS, vertical separation is provided in accordance with the requirements given in Para 2.2 and Para 2.7.

2.5.4 Missed approach

The procedures in Para 2.5.1 shall be applied in the event of a missed approach.

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2.6 VFR flights

When the flights are conducted within a terminal control area or a control zone, the vertical position of aircraft shall be expressed:

- in terms of altitudes at or below the transition altitude;
- at and above the transition level, in terms of flight levels corresponding to the magnetic track (see Table of cruising levels - Para 2.7).

When the flights are conducted on an airway, the vertical position of aircraft shall be expressed:

- in terms of altitude at 3000 FT MSL or below 1000 FT AGL, whichever value is greater;
- above 3000 FT MSL or 1000 FT AGL, whichever value is greater, in terms of flight levels corresponding to the magnetic track (see Table of cruising levels - Para 2.7).

2.7 Tables of cruising levels

MAGNETIC TRACK							
000° — 179°				**180° — 359°**			
IFR Flights		**VFR Flights**		**IFR Flights**		**VFR Flights**	
FL	Feet	FL	Feet	FL	Feet	FL	Feet
30	3000	35	3500	40	4000	45	4500
50	5000	55	5500	60	6000	65	6500
70	7000	75	7500	80	8000	85	8500
90	9000	95	9500	100	10000	105	10500
110	11000	115	11500	120	12000	125	12500
130	13000	135	13500	140	14000	145	14500
150	15000	155	15500	160	16000	165	16500
170	17000	175	17500	180	18000	185	18500
190	19000	195	19500	200	20000	205	20500
210	21000	215	21500	220	22000	225	22500
230	23000	235	23500	240	24000	245	24500
250	25000	255	25500	260	26000	265	26500
270	27000	275	27500	280	28000	285	28500
290	29000			300	30000		
310	31000			320	32000		
330	33000			340	34000		
350	35000			360	36000		
370	37000			380	38000		
390	39000			400	40000		
410	41000			430	43000		
450	45000			470	47000		
490	49000			510	51000		
530	53000			550	55000		
etc.				etc.			

3 Procedures applicable to operators (including pilots)

3.1 Flight planning

The levels at which a flight is to be conducted shall be specified in the flight plan. The flight level on route section in which responsibility for air traffic service rests with Georgia shall be expressed in the following manner:

- in terms of flight levels if the flight is to be conducted at or above the transition level, and
- in terms of altitude if the flight is to be conducted in the terminal area or the control zone at or below the transition altitude.

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4 Special procedures regarding departures with military fighter aircraft

Military fighter aircraft taking off in formation under instrument meteorological conditions shall change the altimeter setting from the QNH value of the aerodrome to 1013.2 HPA (760 mm mercury) as soon as possible after passing the transition altitude provided such change will not constitute a risk for loss of visual contact between the elements in the formation. In case when an altimeter with the feet-scale is not installed on board a military fighter aircraft, a table for converting feet into meters shall be available in the cockpit.

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