GEN 3.4 Communication and navigation services

1 Responsible service

The responsible authority for the provision of telecommunication and radio navigation services is Sakaeronavigatsia Ltd.

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	TBILISI/Tbilisi Airport
	0198 Tbilisi, Georgia
Tel:	(+995 32) 2 74 42 35
Fax:	(+995 32) 2 74 42 35
AFS:	UGGGYTXX

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

- ***Annex 10*** *— Aeronautical Telecommunications*.
- ***Doc 8400*** *— Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC).
- ***Doc 8585*** *— Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*.
- ***Doc 7030*** *— Regional Supplementary Procedures*.
- ***Doc 7910*** *— Location Indicators*.

2 Area of responsibility

Communication services are provided within TBILISI FIR.

Inquiries, suggestions or complaints regarding any telecommunication and radio navigation service should be addressed to Sakaeronavigatsia Ltd and to the authority of the airport of landing.

3 Types of service

3.1 Radio navigation services

The following types of radio navigation aids are available for international flights within the area of TBILISI FIR:

a. (NDB) Non-Directional Beacon (which are not included in landing systems);
b. (DVOR) Doppler VHF Omni-directional radio range;
c. (DME) Distance-Measuring Equipment;
d. (ILS) Instrument Landing System;
e. (OM) Outer Marker;
f. (MM) Middle Marker.

In Georgia, there are no stations associated with special navigation systems such as LORAN, DECCA etc.

3.2 Mobile/fixed service

3.2.1 Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service.

An aircraft should communicate with the airground radio station that exercises control in the area in which it is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon this watch, except in an emergency, without informing the control radio station.

3.2.2 Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. They satisfy the requirements of *ICAO Annex 10*, Vol. II, Chapter 3, par.3.3;
b. They are prepared in the form specified in *ICAO Annex 10*; and
c. The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class “B” traffic.

3.3 Broadcasting service

Meteorological broadcasts are available on HF and VHF for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

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3.4 Language used:

English is used in radiotelephony communications between aircraft and Air Traffic Control units.

3.5 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in the En-route Part 2 (ENR 4).

Details of the facilities available at the individual aerodromes are to be found in the relevant aerodrome section (AD 0.6). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in both the en-route part and the appropriate aerodrome section.

4 Requirements and conditions

4.1 Aircraft operating within the area of responsibility of ATC services of Georgia shall maintain radio communication in accordance with the ICAO regulations on frequencies specified in the AIP.

4.2 The names of aerodromes and reporting points are transmitted by their geographical designators. In transmitting reporting points marked with NDB it is allowed, in place of the actual names of these reporting points, to transmit the call signs of the NDB.

For reporting points not marked with radio aids the 5-letter name-codes are transmitted.

4.3 The two-word names of populated areas may be transmitted by one of the words.

4.4 For areas with congested air traffic the frequencies of communication and command radio stations may be assigned to particular sectors or directions. If the crew of an aircraft fails to establish contact on the assigned frequencies it may use frequencies assigned to any other sector (direction).

4.5 If the crew of an aircraft fails to establish direct contact with the ACC unit it should make radio contact with one of the stand-by stations of the said ACC unit.

4.6 The radio navigation facilities listed in ENR 4.1 operate during the time indicated in column 4 of the mentioned sub-section.

4.7 Radio stations operating on the 121.500 MHZ emergency channel may use any call signs assigned to radio stations of the appropriate ATC unit.

4.8 The procedures for utilization of radio facilities to transmit distress calls from aircraft in an emergency are listed in section GEN 3.6 of the AIP.

4.9 Should interference occur on primary frequency, the secondary frequency should be used when directed by ATC.

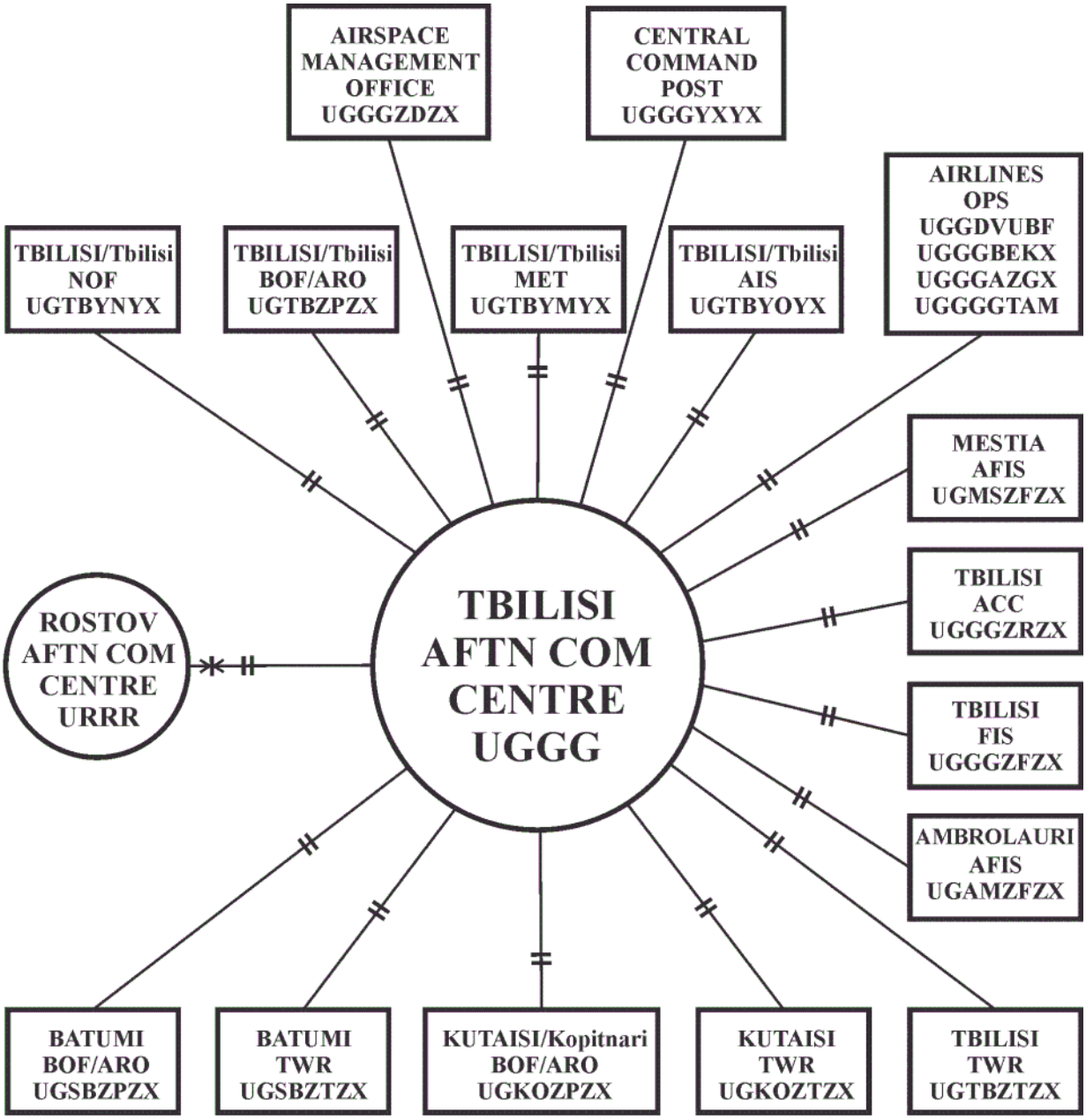
4.10 Due to the mountainous terrain low altitude/level flights may encounter difficulties in establishing and maintaining radio communication with Tbilisi FIS unit. Graphical portrayal of radio communication coverage is available on charts Radio communication coverage area within Tbilisi FIR at 500 FT AGL and Radio communication coverage area within Tbilisi FIR at 2000 FT AGL.

Index chart Radio Communication Coverage Area within Tbilisi FIR at 500 FT AGL on page GEN 3.4-5

Index chart Radio Communication Coverage Area within Tbilisi FIR at 2000 FT AGL on page GEN 3.4-7

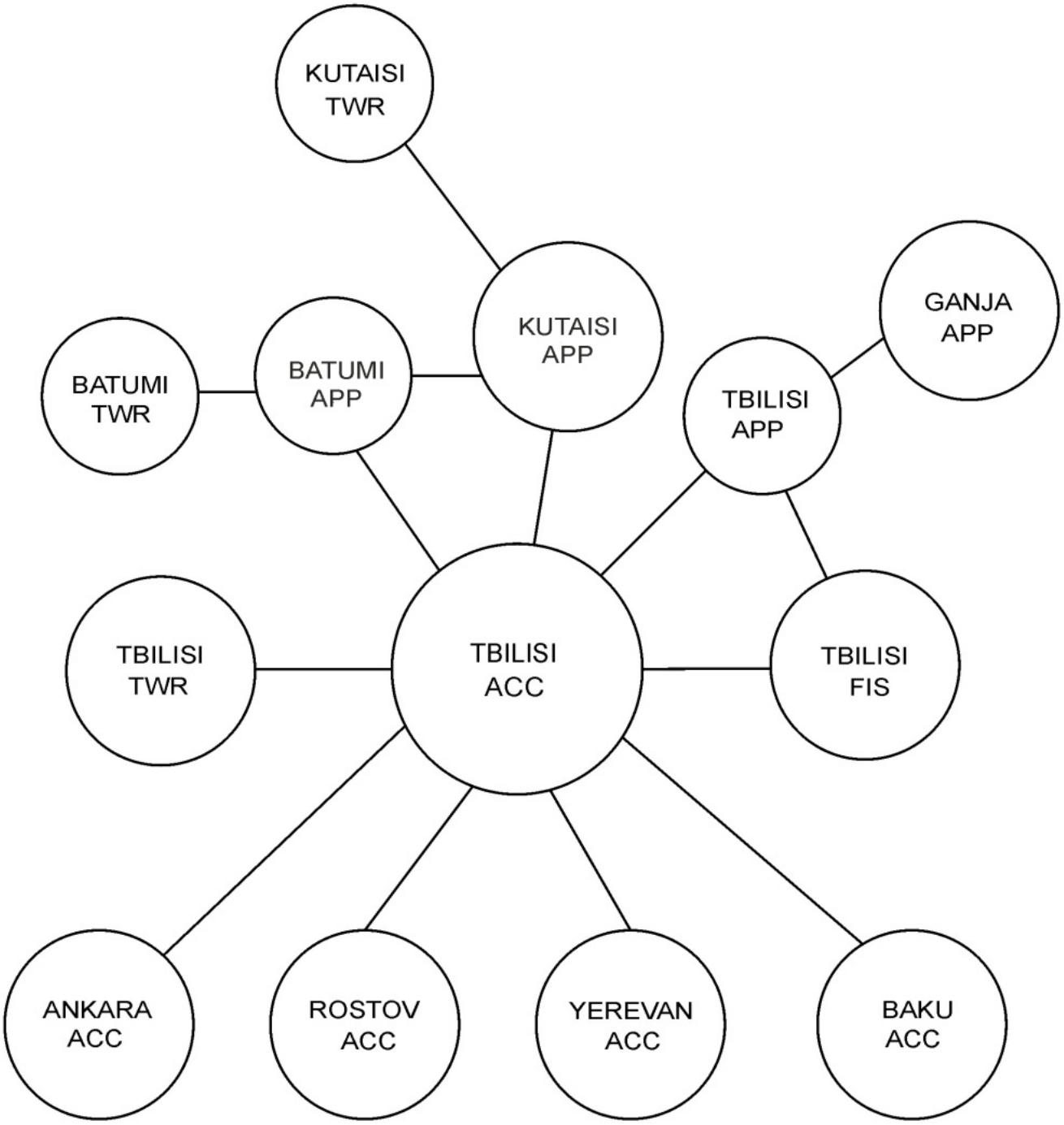
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Aeronautical Fixed services: Telegraph



LEGEND	
Landline teletypewriter circuit (LTT)	———
Simplex circuit	I
Duplex circuit	II
International circuit	>I<

Aeronautical Fixed services: Telephone



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