# 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<br>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<br>0158 TBILISI<br>GEORGIA |
| | **Telephone** | +995322310265, +995322310267, +995322310241 |
| | **Telefax** | +995322310322, +995322310268 |
| | **AFS** | AFTN: UGGGBFXX<br>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:<br>LLC ATF<br>Jet A-1, Kerosene TC-1/TS-1<br>LLC GEORGIAN AIRWAYS<br>Kerosene TS-1<br>LLC GEORGIAN PETROLEUM<br>Kerosene TS-1<br>LLC PETROCAS FUEL SERVICES GEORGIA<br>Jet A-1, Kerosene TS-1<br>Oil: NIL |
| 3 | **Fuelling facilities / capacity** | LLC ATF<br>Fuel Storage - 7000 m³;<br>Refueling Trucks - 4 Trucks (45000 litres and 20000 litres);<br>Max flow rate: 2750 litres/minute,<br>1320 litres/minute, 1150 litres/minute.<br>Tel: (+995) 599144544<br>Email: info@atf.ge<br>LLC GEORGIAN AIRWAYS<br>Fuel Storage - 3200 m³;<br>2 Refueling Trucks (51000; 40000 litres),<br>Max flow rate: 800 - 1000 litres/minute<br>Tel: (+995 32) 248 55 98; (+995 577) 51 03 00;<br>(+995 577) 93 93 95<br>Email: fuel@georgian-airways.com<br>LLC GEORGIAN PETROLEUM<br>Fuel Storage - 2800 m³;<br>3 Refueling Trucks (26500; 26500 and 21000 litres),<br>Max flow rate: 800 - 1000 litres/minute<br>Tel: (+995 32) 243 30 00; 243 30 03<br>Fax: (+995 32) 243 30 02<br>Email: info@airgp.ge<br>LLC PETROCAS FUEL SERVICES GEORGIA<br>Fuel Storage - 5500 m³;<br>3 Refueling Trucks (35000; 30000 and 19000 litres),<br>Max flow rate: 1200 litres/minute;<br>Hydrant System, Max flow rate: 2800 - 3000 litres/minute<br>Tel: (+995 32) 214 02 17<br>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<br>Post Office: H24<br>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,<br>1 Quick response vehicle,<br>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:<br>Tel: +995 577 999 124<br>Fax: +995 32 231 02 76<br>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 |
| 2 | **Clearance priorities** | 1. RWY 13R/31L and the access roads to the airport Rescue Service<br>2. Acting TWYs and taxiing paths on the apron<br>3. Aircraft parking stands and vehicles paths on the aprons<br>4. Runway and taxiways shoulders<br>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, PCN 53/R/B/W/U<br>APRON 1 Aircraft stands 112, 113, 114, 115, 116: Concrete - PCN 62/R/A/W/T<br>APRON 1 Aircraft stands 117, 118, 119, 120, 121, 122: Asphalt - PCN 127/F/C/X/T<br>APRON 3: Concrete and asphalt, PCN 12/F/B/X/T<br>APRON 4: Concrete, PCN 72/R/A/W/T |

| | | |
|---|---|---|
| 2 | **Taxiway designation, width, surface and strength** | TWY A: 18 M, Concrete and asphalt, PCN 59/R/B/W/U<br>TWY B: 23 M, Concrete and asphalt, PCN 65/R/B/W/U<br>TWY C: 23 M, Concrete and asphalt, PCN 65/R/B/W/U<br>TWY D: 16 M, Concrete, PCN 16/R/C/X/T<br>TWY E: 23 M, Concrete, PCN 65/R/A/W/U<br>TWY F: 18 M, Concrete and asphalt, PCN 12/F/B/X/T<br>TWY G section 353.4 M long from RWY 13R towards TWY B: 23 M, Concrete and asphalt, PCN 114/F/C/X/T<br>TWY G section towards RWY 13L: 23 M, Concrete and asphalt, PCN 65/R/A/X/T |
| 3 | **Altimeter checkpoint location and elevation** | THR RWY 13R Elevation 1578 FT<br>THR RWY 31L Elevation 1513 FT<br>Apron 4 - Elevation: 1560 FT |
| 4 | **VOR checkpoints** | NIL |
| 5 | **INS checkpoints** | INS: See Aircraft Parking and Ground Movement Chart |
| 6 | **Remarks** | Aircraft stand 33 - Asphalt- PCN 12/F/B/X/T<br>TWY F is closed |

# 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.<br>Guide lines at aprons |
| 2 | **RWY and TWY markings and LGT** | RWY Marking: Designation, THR, TDZ, centre line, edge line, RWY end<br>RWY Lighting: THR, TDZ (only 31L), centre line, edge line, RWY end<br>TWY Marking: Holding points, centre line, edge line<br>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 2

| Designator | Type | Coordinates | ELEV/HGT | Markings / LGT type, colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| UGTB01 | Building | 413933.1N<br>0445739.9E | 1591/- FT | NIL | NIL |
| UGTB02 | Building | 414036.6N<br>0445618.9E | 1614/- FT | NIL | NIL |
| UGTB03 | Building | 413906.8N<br>0445024.3E | 2714/- FT | NIL | Church Shavnabada |
| UGTB04 | Antenna | 414533.8N<br>0445459.4E | 3584/- FT | LGTD | Mast SSR |
| UGTB05 | Antenna | 413959.9N<br>0445656.2E | 1716/- FT | LGTD | Mast ACR |
| UGTB06 | Antenna | 414602.6N<br>0445503.9E | 3667/- FT | LGTD | Mast MSSR |
| UGTB07 | Building | 414126.8N<br>0445639.4E | 1791/- FT | NIL | NIL |
| UGTB08 | Building | 414120.6N<br>0445755.5E | 1834/- FT | NIL | NIL |


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| Designator | Type | Coordinates | ELEV/HGT | Markings / LGT type, colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| UGTB09 | Monument | 414130.3N 0445709.9E | 2044/- FT | NIL | NIL |
| UGTB10 | Navaid | 414013.7N 0445648.8E | 1627/- FT | LGTD | Antenna DVOR/DME |
| UGTB11 | Navaid | 413933.1N 0445741.3E | 1557/- FT | LGTD | Antenna GP 31L |
| UGTB12 | Navaid | 414030.4N 0445629.6E | 1611/- FT | LGTD | Antenna GP 13R |
| UGTB13 | Antenna | 414144.8N 0444707.4E | 3304/- FT | LGTD | Hill Mta Tsminda (antenna TV) |
| UGTB14 | Antenna | 413253.7N 0445714.0E | 2550/- FT | NIL | Hill (mast) |
| UGTB42 | Building | 414116.0N 0445725.7E | 1762/- FT | LGTD | NIL |
| UGTB43 | Building | 414008.2N 0445650.2E | 1584/- FT | MARKED / LGTD | NIL |
| UGTB44 | Navaid | 414246.3N 0445344.5E | 1942/- FT | MARKED / LGTD | Antenna L 13R |
| UGTB45 | Building | 414202.5N 0445446.3E | 1876/- FT | NIL | NIL |
| UGTB46 | Building | 414200.9N 0445446.3E | 1876/- FT | NIL | NIL |
| UGTB47 | Building | 414159.3N 0445446.3E | 1876/- FT | NIL | NIL |

## 2 Obstacles in Area 3

| Designator | Type | Coordinates | ELEV/HGT | Markings / LGT type, colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| UGTB15 | Building | 414029.9N 0445725.7E | 1666.0/- FT | LGTD | NIL |
| UGTB16 | Building | 414026.7N 0445730.2E | 1697.5/- FT | LGTD | NIL |
| UGTB17 | Pole | 414028.5N 0445725.7E | 1670.6/- FT | LGTD | Light mast |
| UGTB18 | Pole | 414023.7N 0445732.7E | 1660.8/- FT | LGTD | Light mast |
| UGTB19 | Pole | 414022.4N 0445734.4E | 1642.4/- FT | LGTD | Light mast |
| UGTB20 | Pole | 414019.1N 0445739.2E | 1645.0/- FT | LGTD | Light mast |
| UGTB21 | Pole | 414006.6N 0445754.8E | 1608.6/- FT | LGTD | Light mast |
| UGTB22 | Pole | 414002.7N 0445755.1E | 1602.4/- FT | LGTD | Light mast |
| UGTB23 | Pole | 413959.1N 0445747.2E | 1623.7/- FT | LGTD | Light mast |
| UGTB24 | Pole | 413959.9N 0445746.2E | 1598.4/- FT | LGTD | Light mast |
| UGTB25 | Pole | 414001.0N 0445744.8E | 1599.4/- FT | LGTD | Light mast |
| UGTB26 | Pole | 414002.0N 0445743.2E | 1625.6/- FT | LGTD | Light mast |
| UGTB27 | Pole | 414003.1N 0445741.8E | 1600.7/- FT | LGTD | Light mast |

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| Designator | Type | Coordinates | ELEV/HGT | Markings / LGT type, colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| UGTB28 | Pole | 414004.1N 0445740.3E | 1601.7/- FT | LGTD | Light mast |
| UGTB29 | Pole | 414004.7N 0445739.4E | 1628.3/- FT | LGTD | Light mast |
| UGTB30 | Pole | 414015.9N 0445738.7E | 1641.1/- FT | LGTD | Light mast |
| UGTB31 | Pole | 414014.9N 0445740.2E | 1641.4/- FT | LGTD | Light mast |
| UGTB32 | Pole | 414013.9N 0445741.6E | 1641.4/- FT | LGTD | Light mast |
| UGTB33 | Pole | 414012.9N 0445743.1E | 1641.4/- FT | LGTD | Light mast |
| UGTB34 | Pole | 414011.8N 0445744.5E | 1641.1/- FT | LGTD | Light mast |
| UGTB35 | Pole | 414005.8N 0445737.6E | 1632.2/- FT | LGTD | Light mast |
| UGTB36 | Pole | 414006.9N 0445736.1E | 1632.2/- FT | LGTD | Light mast |
| UGTB37 | Pole | 414007.9N 0445734.8E | 1632.2/- FT | LGTD | Light mast |
| UGTB38 | Pole | 414008.8N 0445733.5E | 1632.2/- FT | LGTD | Light mast |
| UGTB39 | Pole | 414009.7N 0445732.1E | 1632.2/- FT | LGTD | Light mast |
| UGTB40 | Pole | 414010.7N 0445730.8E | 1632.2/- FT | LGTD | Light mast |
| UGTB41 | 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 | -/-/-/-/-<br>NIL | THR: NIL<br>END: NIL<br>GUND: NIL | THR: NIL |
| 31R | 313.52° | | | THR: NIL<br>END: NIL<br>GUND: NIL | THR: NIL |
| 13R | 136.54° | 3000 x 45 | 66/R/A/W/T<br>Concrete and asphalt | THR: 414040.13N 0445624.39E<br>END: 413929.53N 0445753.59E<br>GUND: 45.8 FT | THR: 1577.8 FT<br>TDZ: NIL |
| 31L | 316.56° | | | THR: 413929.53N 0445753.59E<br>END: 414040.13N 0445624.39E<br>GUND: 45.5 FT | THR: 1512.7 FT<br>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 300 | 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<br>900 M<br>LIH | GREEN | PAPI<br>Left/3.5°<br>(60 FT) | NIL | 3000 M 15 M White<br>FM 2100 M - 2700 M W/R<br>FM 2700 M Red<br>LIH |
| 31L | PALSF-II<br>870 M<br>LIH | GREEN | PAPI<br>Both/3.0°<br>(51 FT) | 900 M | 3000 M 15 M White<br>FM 2100 M - 2700 M W/R<br>FM 2700 M Red<br>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<br>FM 2400 M Yellow<br>LIH | RED | NIL | Flashing LGT<br>900 M<br>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<br>FM 2400 M Yellow<br>LIH | RED | NIL | Flashing LGT<br>570 M<br>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<br>IBN: NIL |
| 2 | **LDI location and LGT<br>Anemometer location and LGT** | NIL<br>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<br>Edge: TWY A, B, C, E, G |
| 4 | **Secondary power supply/switch-over time** | Secondary power supply to all lighting at AD.<br>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<br>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<br>414513N 0444409E - 415002N 0445056E -<br>414559N 0450149E - 414109N 0450755E -<br>413249N 0451242E - 412801N 0450555E -<br>413000N 0445740E - 413651N 0444901E -<br>414513N 0444409E |
| 2 | **Vertical limits** | GND to 4500 FT AMSL |
| 3 | **Airspace classification** | C |
| 4 | **ATS unit call sign<br>Language(s)** | TBILISI TOWER<br>EN |
| 5 | **Transition altitude** | 11000 FT AMSL |
| 6 | **Hours of applicability** | H24 |
| 7 | **Remarks** | NIL |

# 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 | 119.000 MHz | NIL | NIL | H24 | Primary |
| | | 128.000 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 | 415500.0N 0443356.0E | Not applicable | NIL | NIL |
| DVOR/DME (7°E 2020) | TBS | 113.700 MHZ CH 84X | H24 | 414013.7N 0445648.8E | 1700 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 slop greater than 1% complete fuelling of aircraft are restricted at the following stands: 1, 2, 3, 4, 5, 5C, 6, 7, 7C, 8, 9, 9D, 10, 10D, 11, 12, 13, 14, 15, 15C, 16, 16B, 17, 18, 19, 20, 21, 22, 23, 24, 25, 25D.

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.

Entrance/exit to/from parking stands 26, 27, 28, and 29 shall be conducted through towing.

Parking stand 33 is allocated for helicopters with the largest overall dimension (D) not exceeding 15.72 M.

Taxiing to/from stand 33 is prohibited during nighttime and/or runway visual range less than 400 M.

After entering stand 33 helicopter shall perform 180 degrees turn in a hover due to park in a correct position.

## 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.


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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.

Tbilisi ATIS information is available on frequency 132.8 MHZ.

### 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 |
| LAGAS * | ...ROLIN DCT LAGAS | - |
| | ...SARPI DCT ODILI DCT TETRO DCT 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 BARUS DCT BANUT... | FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290 |
| | DF DCT BARUS DCT ROLIN... | - |
| | DF DCT BARUS DCT ODILI 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 BARUS DCT BANUT... | FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290 |
| | PALLE DCT BARUS DCT ROLIN... | - |
| | PALLE DCT BARUS DCT ODILI DCT SARPI... | - |
| | PALLE DCT TETRO DCT ODILI... | Only available for arrivals to UGSB |
| | PALLE DCT NOLGA... | - |
| TAVRO | As available via Yerevan FIR | - |
| ZAGOT * | ZAGOT DCT BARUS DCT BANUT... | FRA (I) point KADZE may be used between BARUS and BANUT to avoid UGP 230 when cruising level is below FL290 |
| | ZAGOT DCT BARUS DCT ROLIN... | - |
| | ZAGOT DCT BARUS DCT ODILI DCT SARPI... | - |
| | ZAGOT DCT TETRO DCT ODILI... | Only available for arrivals to UGSB |
| | ZAGOT DCT NOLGA... | - |
| **Direct DEP Point** | **Available Routings** | **Remarks** |
| TBS | TBS... | Only available for arrivals to UGTB |


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** G, M and X types of flight are not restricted by the routing options described in the table.*

## 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 |
| Area chart - ICAO | AD 2.UGTB-ARC |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 13R | AD 2.UGTB-SID-RNAV-13R-1 |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 13R<br>(Part 1) | AD 2.UGTB-SID-RNAV-13R-3 |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 13R<br>(Part 2) | AD 2.UGTB-SID-RNAV-13R-5 |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 31L | AD 2.UGTB-SID-RNAV-31L-1 |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 31L<br>(Part 1) | AD 2.UGTB-SID-RNAV-31L-3 |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 31L<br>(Part 2) | AD 2.UGTB-SID-RNAV-31L-5 |
| Standard Departure Chart - Instrument - ICAO - RNAV<br>RWY 31L<br>(TAVRO) | AD 2.UGTB-SID-RNAV-31L-T-1 |
| Standard Departure Routes and Coding - Instrument - RNAV<br>RWY 31L<br>(TAVRO) | AD 2.UGTB-SID-RNAV-31L-T-3 |
| Standard Departure Chart - Instrument - ICAO<br>RWY 13R/31L | AD 2.UGTB-SID-13R/31L-1 |
| Standard Departure Routes - Instrument<br>RWY 13R/31L | AD 2.UGTB-SID-13R/31L-3 |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 13R | AD 2.UGTB-STAR-RNAV-13R-1 |
| Standard Arrival Routes - Instrument - RNAV<br>RWY 13R | AD 2.UGTB-STAR-RNAV-13R-3 |
| Standard Arrival Chart - Instrument - ICAO - RNAV<br>RWY 31L | AD 2.UGTB-STAR-RNAV-31L-1 |
| Standard Arrival Routes - Instrument - RNAV<br>RWY 31L | AD 2.UGTB-STAR-RNAV-31L-3 |
| ATC Surveillance Minimum Altitude Chart - ICAO | AD 2.UGTB-ATCSMAC-1 |
| ATC Surveillance Minimum Altitude sector's coordinates | AD 2.UGTB-ATCSMAC-3 |
| Instrument approach chart - ICAO<br>RWY 13R<br>(ILSy) | AD 2.UGTB-IAC-13R-ILSy |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(ILSz) | AD 2.UGTB-IAC-13R-ILSz-1 |
| Instrument Approach Coding<br>RWY 13R<br>(ILSz) | AD 2.UGTB-IAC-13R-ILSz-3 |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(LOCy) | AD 2.UGTB-IAC-13R-LOCy |
| * the chart contains a text page | |


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| Chart Name | Page |
|---|---|
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(LOCz) | AD 2.UGTB-IAC-13R-LOCz-1 |
| Instrument Approach Coding<br>RWY 13R<br>(LOCz) | AD 2.UGTB-IAC-13R-LOCz-3 |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(ILSy) | AD 2.UGTB-IAC-31L-ILSy |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(ILSz) | AD 2.UGTB-IAC-31L-ILSz-1 |
| Instrument Approach Coding<br>RWY 31L<br>(ILSz) | AD 2.UGTB-IAC-31L-ILSz-3 |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(LOCy) | AD 2.UGTB-IAC-31L-LOCy |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(LOCz) | AD 2.UGTB-IAC-31L-LOCz-1 |
| Instrument Approach Coding<br>RWY 31L<br>(LOCz) | AD 2.UGTB-IAC-31L-LOCz-3 |
| Instrument Approach Chart - ICAO<br>RWY 13R<br>(VOR) | AD 2.UGTB-IAC-13R-VOR |
| Instrument Approach Chart - ICAO<br>RWY 31L<br>(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 |
| * the chart contains a text page | |

# UGTB AD 2.25 Visual segment surface (VSS) penetration

To be developed.

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## AERODROME CHART - ICAO

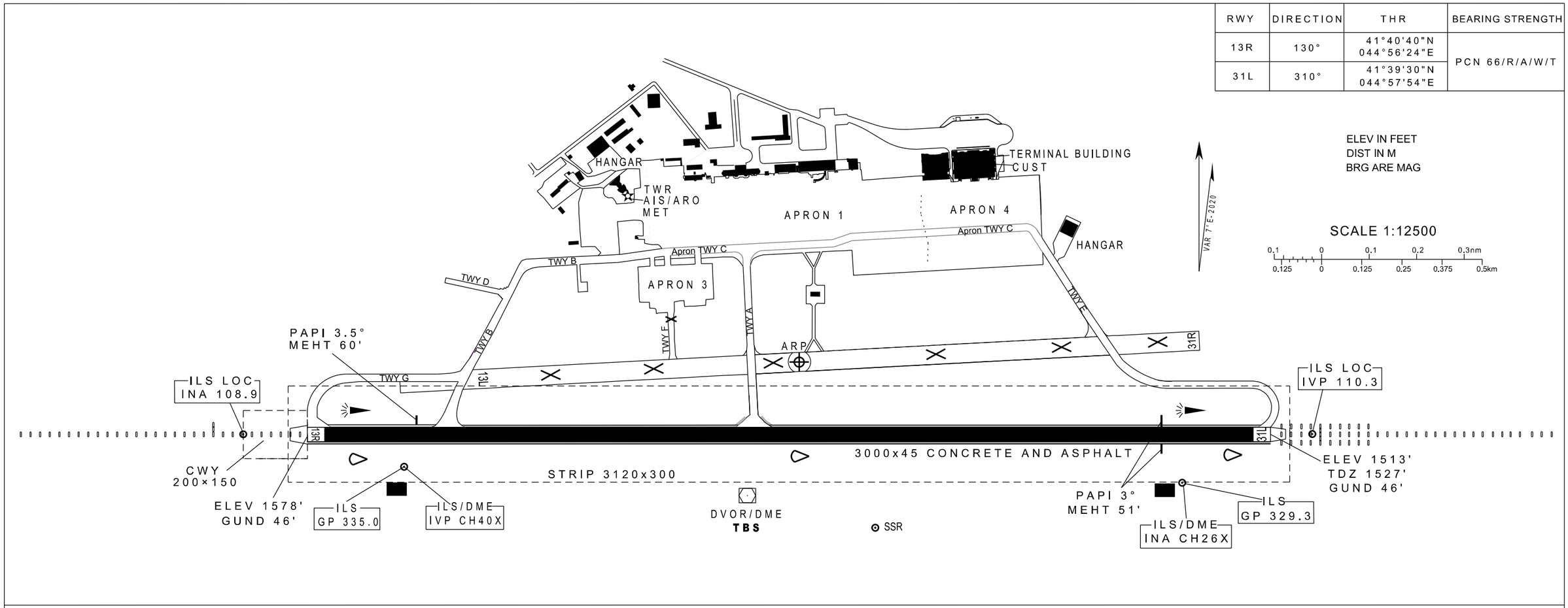
41° 40' 09" N
044° 57' 17" E

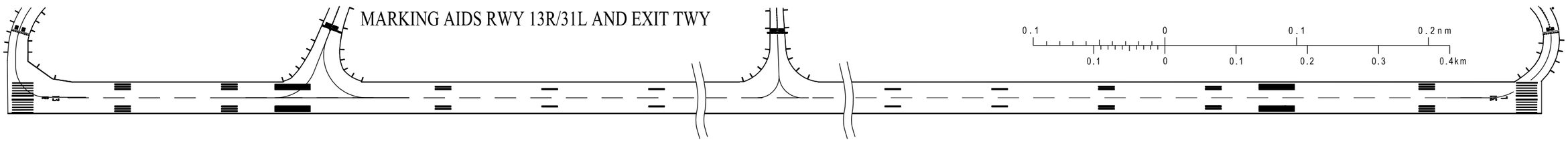
ELEV 1578'

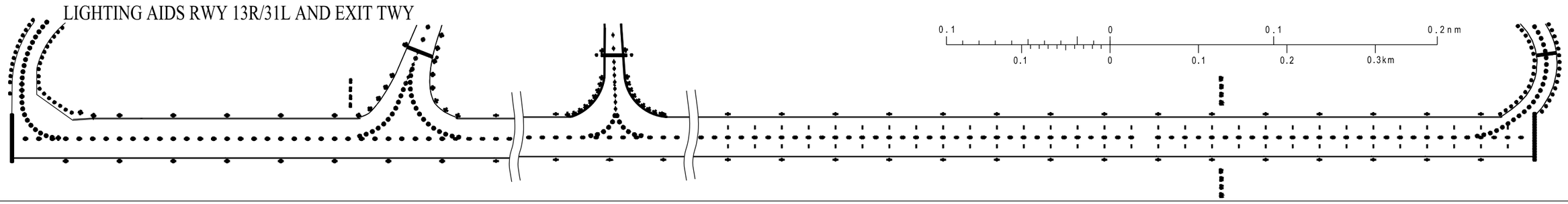
| | |
|---|---|
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| APRON | 131.700 |

## TBILISI /Tbilisi (UGTB)

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| 13R | 130° | 41°40'40"N 044°56'24"E | PCN 66/R/A/W/T |
| 31L | 310° | 41°39'30"N 044°57'54"E | |




*Changes:* Chart reissued

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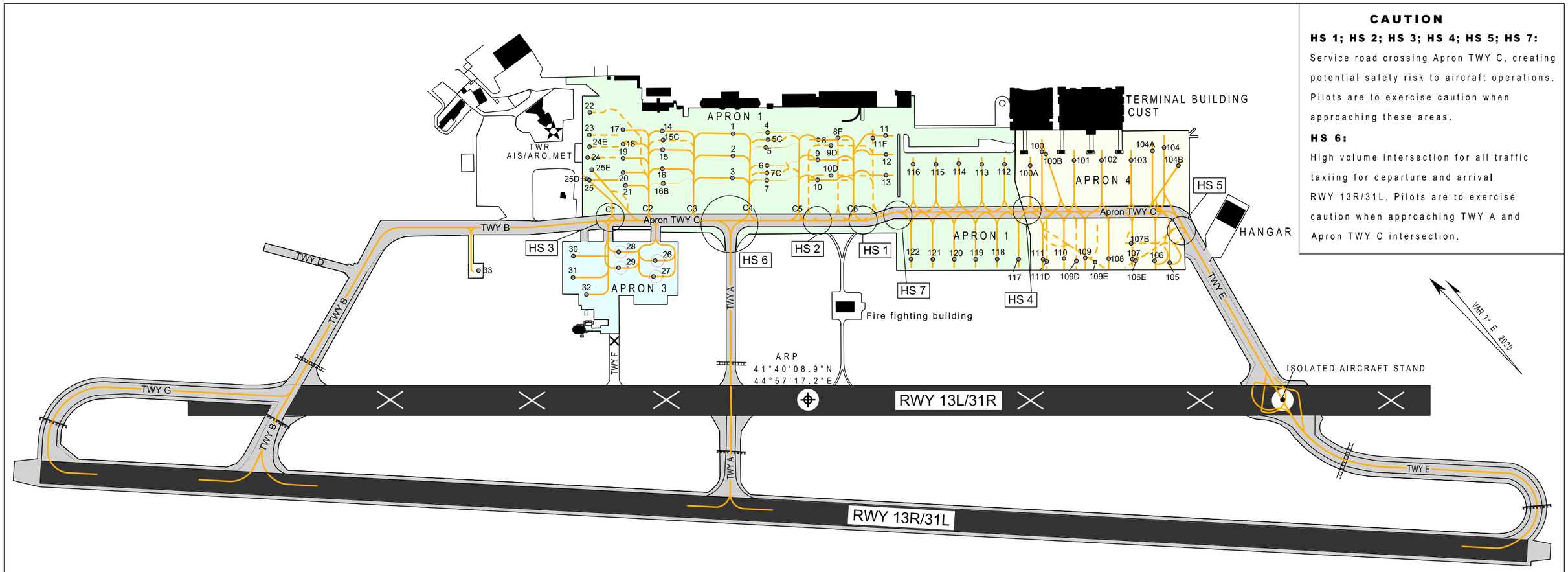
# AIRCRAFT PARKING AND GROUND MOVEMENT CHART - ICAO

APRON 4 ELEV 1560'

| | |
|---|---|
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| APRON | 131.700 |

# TBILISI/Tbilisi (UGTB)




## CAUTION

**HS 1; HS 2; HS 3; HS 4; HS 5; HS 7:**
Service road crossing Apron TWY C, creating potential safety risk to aircraft operations. Pilots are to exercise caution when approaching these areas.

**HS 6:**
High volume intersection for all traffic taxiing for departure and arrival RWY 13R/31L. Pilots are to exercise caution when approaching TWY A and Apron TWY C intersection.

SCALE 1:8000

0.1 0 0.1 0.2nm
0.08 0 0.08 0.16 0.24 0.32 0.4 0.48km

## INS COORDINATES FOR AIRCRAFT STANDS

| POS. | COORDINATES | POS. | COORDINATES | POS. | COORDINATES | POS. | COORDINATES |
|---|---|---|---|---|---|---|---|
| 1 | 41°40'24.99"N 044°57'28.44"E | 14 | 41°40'28.32"N 044°57'24.08"E | 28 | 41°40'24.54"N 044°57'14.11"E | 107B | 41°40'01.87"N 044°57'47.05"E |
| 2 | 41°40'23.95"N 044°57'27.10"E | 15 | 41°40'27.43"N 044°57'22.99"E | 29 | 41°40'23.80"N 044°57'13.15"E | 108 | 41°40'02.10"N 044°57'44.58"E |
| 3 | 41°40'22.91"N 044°57'25.75"E | 15C | 41°40'27.82"N 044°57'23.61"E | 30 | 41°40'26.39"N 044°57'11.01"E | 109 | 41°40'03.15"N 044°57'43.09"E |
| 4 | 41°40'23.49"N 044°57'30.70"E | 16 | 41°40'26.51"N 044°57'21.86"E | 31 | 41°40'25.39"N 044°57'09.70"E | 109D | 41°40'03.45"N 044°57'42.41"E |
| 5 | 41°40'22.80"N 044°57'29.79"E | 16B | 41°40'25.85"N 044°57'20.99"E | 32 | 41°40'23.98"N 044°57'09.52"E | 109E | 41°40'02.57"N 044°57'43.63"E |
| 5C | 41°40'23.14"N 044°57'30.24"E | 17 | 41°40'30.12"N 044°57'21.70"E | 33 | 41°40'30.28"N 044°57'03.93"E | 110 | 41°40'04.15"N 044°57'41.81"E |
| 6 | 41°40'21.96"N 044°57'28.68"E | 18 | 41°40'29.45"N 044°57'20.85"E | 100 | 41°40'10.24"N 044°57'46.86"E | 111 | 41°40'05.10"N 044°57'40.47"E |
| 7 | 41°40'21.27"N 044°57'27.78"E | 19 | 41°40'28.78"N 044°57'20.01"E | 100A | 41°40'10.17"N 044°57'45.38"E | 111D | 41°40'04.78"N 044°57'40.54"E |
| 7C | 41°40'21.61"N 044°57'28.23"E | 20 | 41°40'28.11"N 044°57'19.16"E | 100B | 41°40'09.94"N 044°57'46.97"E | 112 | 41°40'11.31"N 044°57'43.72"E |
| 8 | 41°40'20.88"N 044°57'33.45"E | 21 | 41°40'27.39"N 044°57'18.53"E | 101 | 41°40'08.41"N 044°57'48.42"E | 113 | 41°40'12.33"N 044°57'42.27"E |
| 8F | 41°40'19.85"N 044°57'33.89"E | 22 | 41°40'32.47"N 044°57'20.60"E | 102 | 41°40'07.17"N 044°57'50.16"E | 114 | 41°40'13.35"N 044°57'40.83"E |
| 9 | 41°40'19.94"N 044°57'32.22"E | 23 | 41°40'31.40"N 044°57'19.25"E | 103 | 41°40'05.84"N 044°57'52.03"E | 115 | 41°40'14.38"N 044°57'39.38"E |
| 9D | 41°40'20.02"N 044°57'33.91"E | 24 | 41°40'30.43"N 044°57'17.76"E | 104 | 41°40'04.94"N 044°57'54.84"E | 116 | 41°40'15.40"N 044°57'37.93"E |
| 10 | 41°40'19.00"N 044°57'30.99"E | 24E | 41°40'30.82"N 044°57'18.58"E | 104A | 41°40'05.31"N 044°57'53.91"E | 117 | 41°40'06.13"N 044°57'38.85"E |
| 10D | 41°40'18.61"N 044°57'32.13"E | 25 | 41°40'29.37"N 044°57'16.40"E | 104B | 41°40'03.45"N 044°57'54.66"E | 118 | 41°40'07.09"N 044°57'37.49"E |
| 11 | 41°40'18.01"N 044°57'37.97"E | 25D | 41°40'29.36"N 044°57'16.50"E | 105 | 41°39'59.31"N 044°57'48.36"E | 119 | 41°40'08.06"N 044°57'36.13"E |
| 11F | 41°40'18.05"N 044°57'36.44"E | 25E | 41°40'29.64"N 044°57'17.35"E | 106 | 41°40'00.00"N 044°57'47.53"E | 120 | 41°40'09.02"N 044°57'34.77"E |
| 12 | 41°40'17.11"N 044°57'36.84"E | 26 | 41°40'22.49"N 044°57'15.90"E | 106E | 41°40'00.88"N 044°57'46.16"E | 121 | 41°40'09.99"N 044°57'33.41"E |
| 13 | 41°40'16.13"N 044°57'35.60"E | 27 | 41°40'21.81"N 044°57'14.84"E | 107 | 41°40'01.03"N 044°57'46.06"E | 122 | 41°40'10.95"N 044°57'32.05"E |

*Changes:* Chart reissued

## APRON SURFACE & STRENGTH

APRON 1 - Concrete and asphalt - PCN 53/R/B/W/U
Aircraft stands № 112,113,114,115,116 - Concrete - PCN 62/R/A/W/T
Aircraft stands № 117,118,119,120,121,122 - Asphalt - PCN 127/F/C/X/T

APRON 3 - Concrete and asphalt - PCN 12/F/B/X/T

Aircraft Stand 33 - Asphalt - PCN 12/F/B/X/T

APRON 4 - Concrete - PCN 72/R/A/W/T

## LEGEND

| | |
|---|---|
| TAXI LANE | C4 |
| AIRCRAFT STAND | 23 |
| HELICOPTER STAND | 27 |
| RWY-HOLDING POSITION MARKING PATTERN A | |
| RWY-HOLDING POSITION MARKING PATTERN B | |

## TAXIWAYS WIDTH, SURFACE & STRENGTH

TWY A :18 M Concrete and asphalt PCN 59/R/B/W/U
TWY B :23 M Concrete and asphalt PCN 65/R/B/W/U
Apron TWY C: 23 M Concrete and asphalt PCN 65/R/B/W/U
TWY D :16 M Concrete PCN 16/R/C/X/T
TWY E :23 M Concrete PCN 65/R/A/W/U
TWY F :18 M Concrete and asphalt PCN 12/F/B/X/T
TWY G :23 M Concrete and asphalt PCN 114/F/C/X/T PCN 65/R/A/X/T

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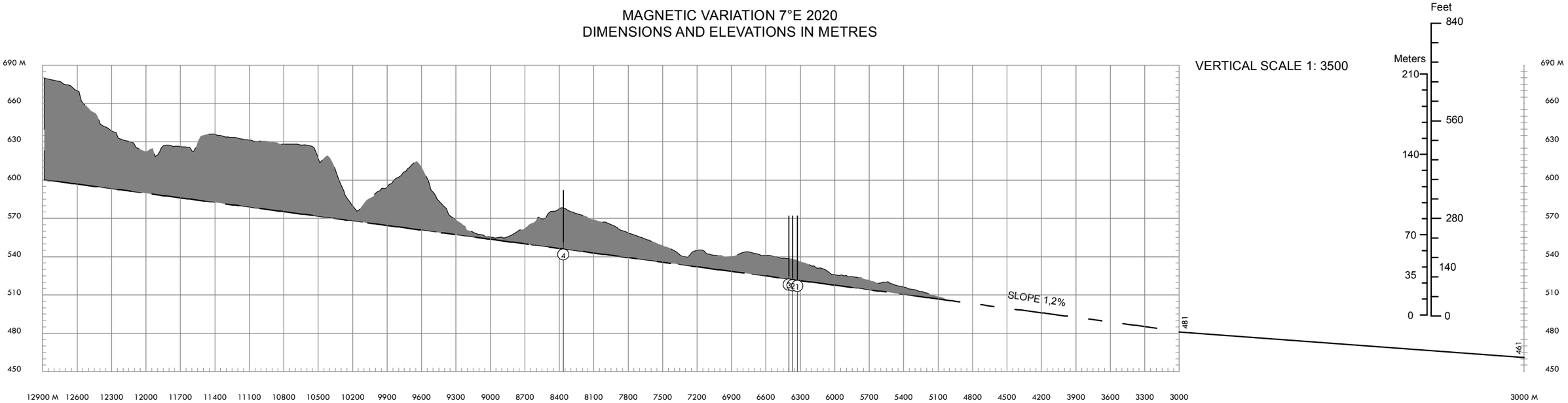
**TBILISI/Tbilisi (UGTB)**
**RWY 13R/31L**

# AERODROME OBSTACLE CHART - ICAO

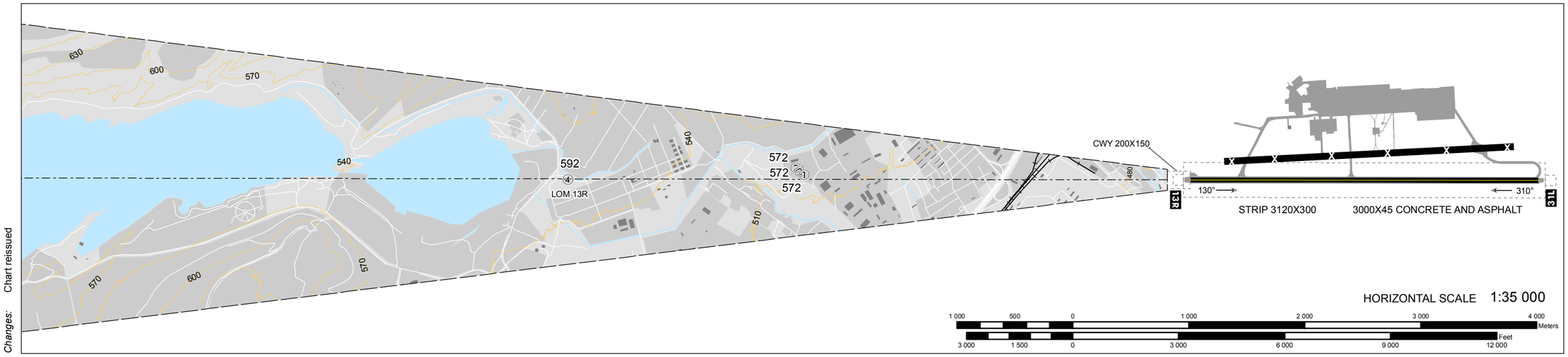
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°E 2020
DIMENSIONS AND ELEVATIONS IN METRES




## DECLARED DISTANCES

| RWY 13R | | RWY 31L |
|---|---|---|
| 3000 | TAKE-OFF RUN AVAILABLE | 3000 |
| 3000 | TAKE-OFF DISTANCE AVAILABLE | 3200 |
| 3000 | ACCELERATE STOP DIST. AVAILABLE | 3000 |
| 3000 | LANDING DISTANCE AVAILABLE | 3000 |




*Changes:* Chart reissued

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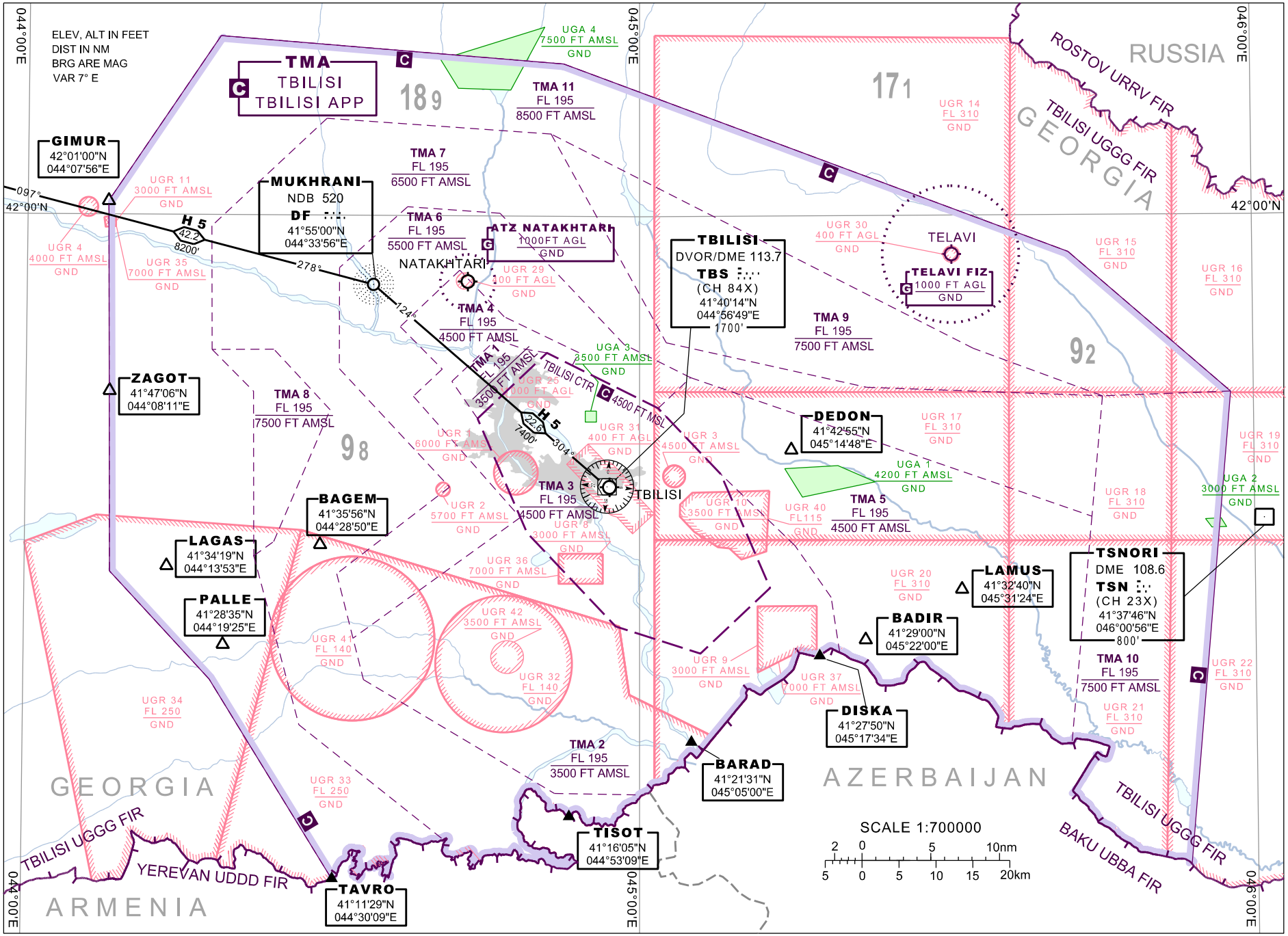
# AREA CHART - ICAO

## TBILISI/Tbilisi (UGTB)



*Changes:* Chart reissued




| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| INFO | 124.150 |
| ATIS | 132.800 |

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# STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

## TBILISI/Tbilisi (UGTB)

## RNAV RWY 13R

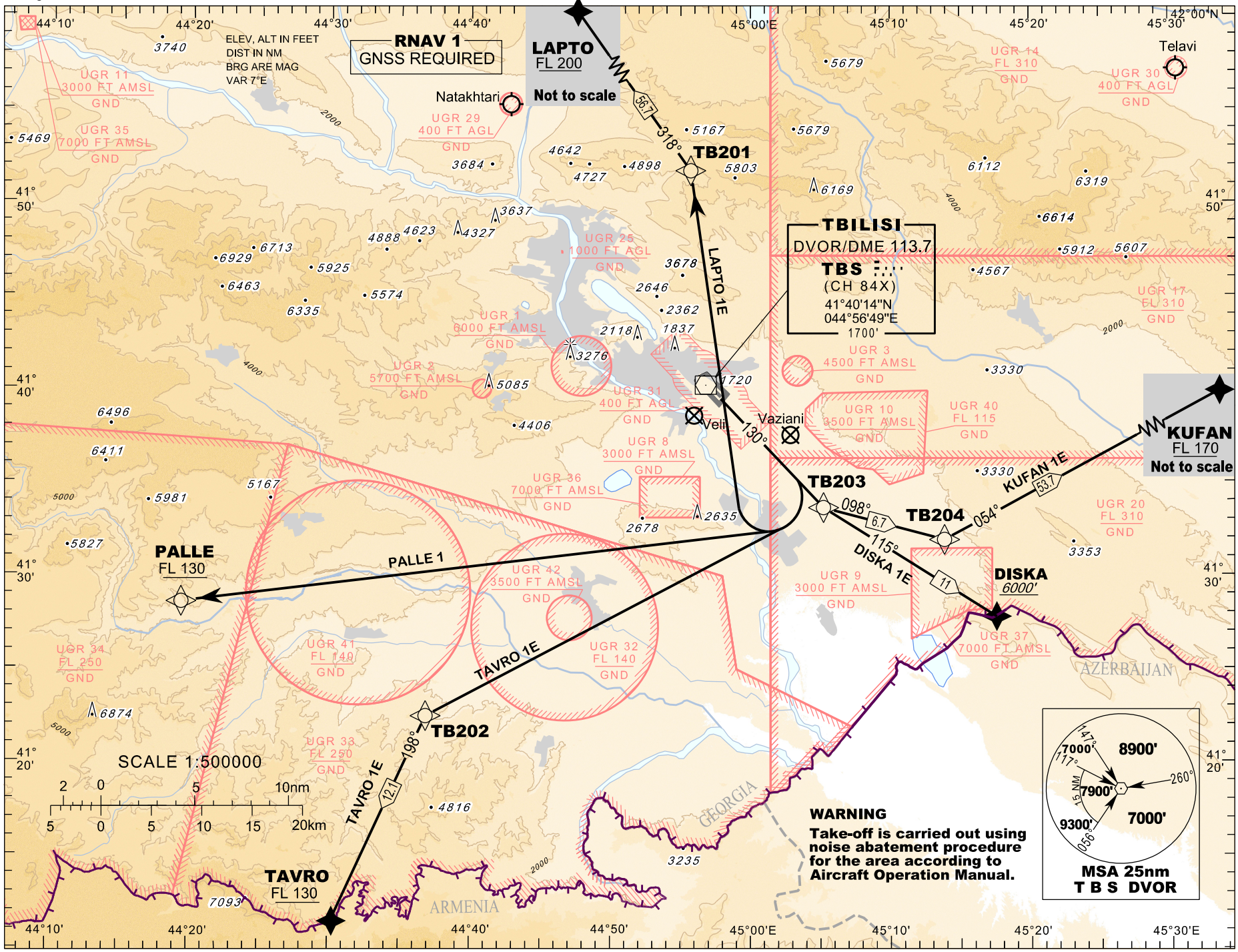
PALLE 1 LAPTO 1E KUFAN 1E
DISKA 1E TAVRO 1E



TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

*Changes:* Chart reissued

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## STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY13R

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **PALLE 1** | **PALLE ONE**<br>Climb on course 130°, when passing 4000 FT turn right direct to PALLE. Cross PALLE at or above FL130. | 4.4% to FL130 | - From PALLE direct routes (en-route DCTs) are available to NOLGA, TETRO and BARUS.<br>- For RWY 31L expect ZAGOT 1 departure. |

**RNAV 1 SID Coding Table of PALLE 1**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | - | - | - | 130° (136.6°) | - | - | A4000 | - | RNAV1 |
| DF | PALLE | - | 41°28'35.0"N 044°19'25.0"E | - | - | R | +FL130 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **LAPTO 1E** | **LAPTO ONE ECHO**<br>Climb on course 130°, when passing 4000 FT turn right direct to TB201, track to LAPTO. Cross LAPTO at or above FL200. | 4% to FL140 | NIL |

**RNAV 1 SID Coding Table of LAPTO 1E**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | - | - | - | 130° (136.6°) | - | - | A4000 | - | RNAV1 |
| DF | TB201 | - | 41°51'43.0"N 044°55'44.0"E | - | - | R | - | - | RNAV1 |
| TF | LAPTO | - | 42°37'53.0"N 044°11'19.0"E | 318° (324.7°) | 56.7 | - | +FL200 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **KUFAN 1E** | **KUFAN ONE ECHO**<br>To TB203 on course 130°, to TB204, to KUFAN. Cross KUFAN at or above FL170. | 4% to FL150 | NIL |

**RNAV 1 SID Coding Table of KUFAN 1E**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CF | TB203 | - | 41°33'40.0"N 045°05'13.0"E | 130° (136.6°) | - | - | - | - | RNAV1 |
| TF | TB204 | - | 41°31'57.0"N 045°13'51.0"E | 098° (104.8°) | 6.7 | - | - | - | RNAV1 |
| TF | KUFAN | - | 41°57'18.0"N 046°17'08.0"E | 054° (61.3°) | 53.7 | - | +FL170 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **DISKA 1E** | **DISKA ONE ECHO**<br>To TB203 on course 130°, to DISKA. Cross DISKA at or above 6000FT. | 3.9% to 6000 FT | NIL |

**RNAV 1 SID Coding Table of DISKA 1E**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CF | TB203 | - | 41°33'40.0"N 045°05'13.0"E | 130° (136.6°) | - | - | - | - | RNAV1 |
| TF | DISKA | - | 41°27'50.0"N 045°17'34.0"E | 115° (122.1°) | 11 | - | +A6000 | - | RNAV1 |

For continuation see AD 2.UGTB-SID-RNAV-13R-5

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## STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY 13R (Continuation)

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **TAVRO 1E** | **TAVRO ONE ECHO**<br>Climb on course 130°, when passing 4000 FT turn right direct to TB202, track to TAVRO. Cross TAVRO at or above FL130. | 4.3% to FL130 | NIL |

**RNAV 1 SID Coding Table of TAVRO 1E**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | – | - | - | 130° (136.6°) | - | - | A4000 | - | RNAV1 |
| DF | TB202 | - | 41°22'29.0"N 044°36'51.0"E | - | - | R | - | - | RNAV1 |
| TF | TAVRO | - | 41°11'29.0"N 044°30'09.0"E | 198° (204.7°) | 12.1 | - | +FL130 | - | RNAV1 |

**NOTE :**

- When cleared level requires an a/c 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 3.9 % or greater shall be maintained up to 4500 FT and direct routing or vectoring should be expected.

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# STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

# TBILISI/Tbilisi (UGTB)

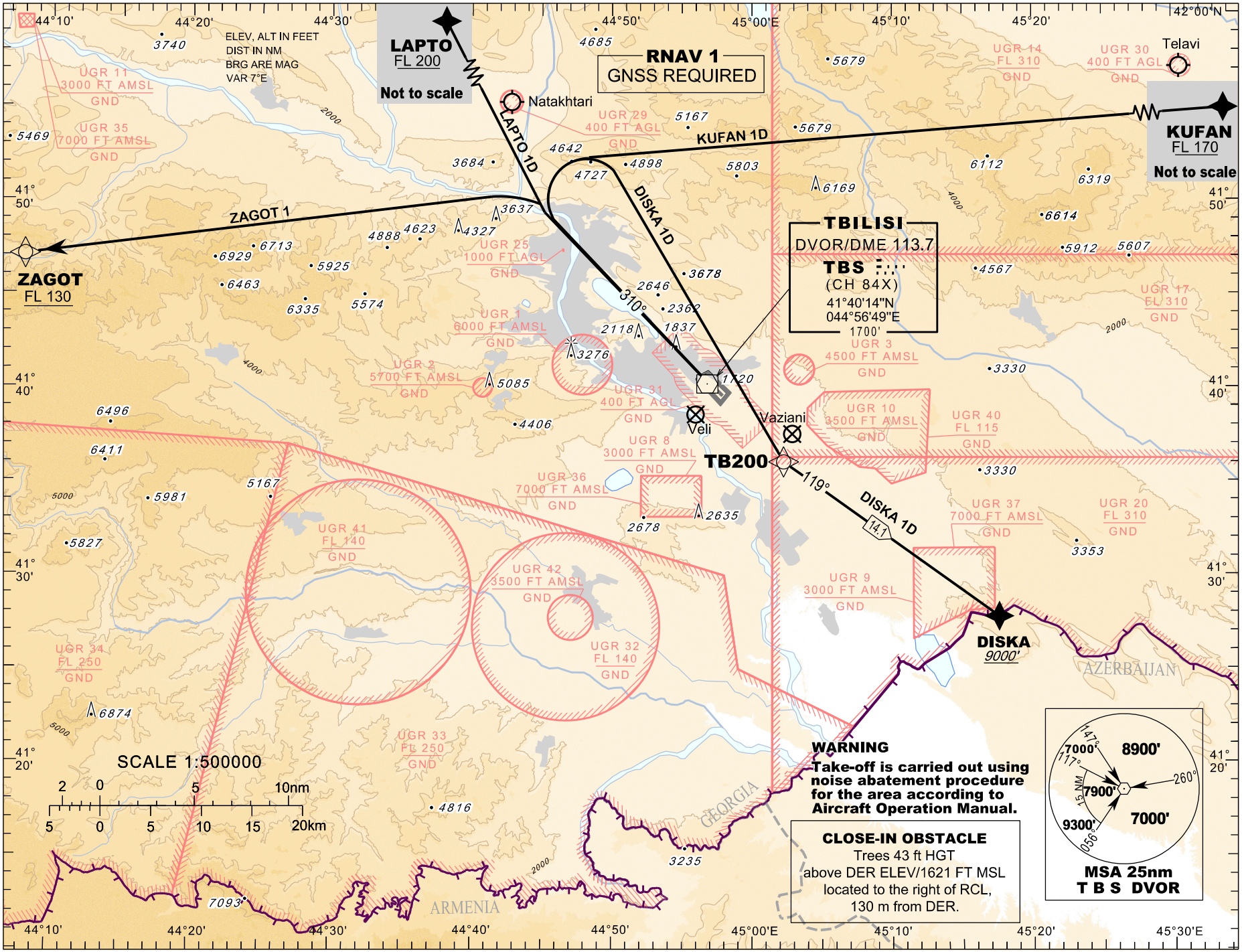
## RNAV RWY 31L

ZAGOT 1 LAPTO 1D
KUFAN 1D DISKA 1D

TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

*Changes:* Chart reissued

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# STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY31L

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **ZAGOT 1** | **ZAGOT ONE**<br>Climb on course 310°, when passing 7000 FT turn left direct to ZAGOT. Cross ZAGOT at or above FL130. | 5.4% to 7000 FT.<br>4% from 7000 FT to FL130 | - From ZAGOT direct routes (en-route DCTs) are available to NOLGA, TETRO and BARUS.<br>- For RWY 13R expect PALLE 1 departure. |

**RNAV 1 SID Coding Table of ZAGOT1**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | - | - | - | 310° (316.5°) | - | - | A7000 | - | RNAV1 |
| DF | ZAGOT | - | 41°47'06.0"N 044°08'11.0"E | - | - | L | +FL130 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **LAPTO 1D** | **LAPTO ONE DELTA**<br>Climb on course 310°, when passing 6000 FT turn right direct to LAPTO. Cross LAPTO at or above FL200. | 5.4% to 6000 FT.<br>4.4% from 6000 FT to FL200 | NIL |

**RNAV 1 SID Coding Table of LAPTO 1D**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | – | - | - | 310° (316.5°) | - | - | A6000 | - | RNAV1 |
| DF | LAPTO | - | 42°37'53.0"N 044°11'19.0"E | - | - | R | +FL200 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **KUFAN 1D** | **KUFAN ONE DELTA**<br>Climb on course 310°, when passing 6500 FT turn right direct to KUFAN. Cross KUFAN at or above FL170. | 5.4% to 6500 FT | NIL |

**RNAV 1 SID Coding Table of KUFAN 1D**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | - | - | - | 310° (316.5°) | - | - | A6500 | - | RNAV1 |
| DF | KUFAN | - | 41°57'18.0"N 046°17'08.0"E | - | - | R | +FL170 | - | RNAV1 |

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **DISKA 1D** | **DISKA ONE DELTA**<br>Climb on course 310°, when passing 6500 FT turn right direct to TB200, track to DISKA. Cross DISKA at or above 9000 FT | 5.4% to 6500 FT | NIL |

**RNAV 1 SID Coding Table of DISKA 1D**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CA | - | - | - | 310° (316.5°) | - | - | A6500 | - | RNAV1 |
| DF | TB200 | - | 41°36'04.0"N 045°02'15.0"E | - | - | R | - | - | RNAV1 |
| TF | DISKA | - | 41°27'50.0"N 045°17'34.0"E | 119° (125.5°) | 14.1 | - | +A9000 | - | RNAV1 |

For continuation see AD 2.UGTB-SID-RNAV-31L-5

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## STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY 31L (Continuation)

**NOTE :**

- When cleared level requires an a/c 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 and direct routing or vectoring should be expected.

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# STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

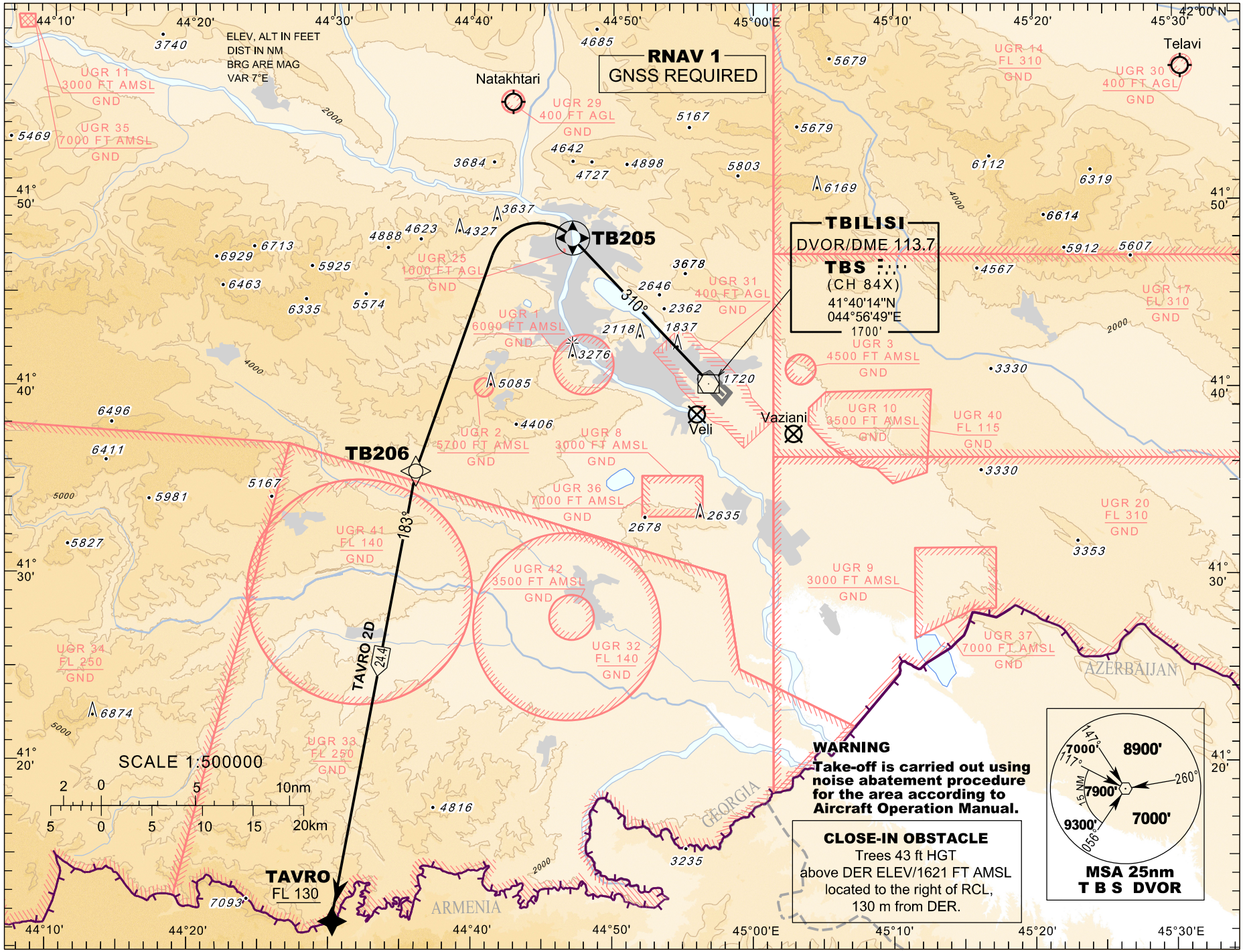
# TBILISI/Tbilisi (UGTB)
## RNAV RWY 31L

TAVRO 2D

TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

*Changes:* Chart reissued

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## STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY31L - TAVRO

| SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. | Comment |
|---|---|---|---|
| **TAVRO 2D** | **TAVRO TWO DELTA**<br>To TB205 on course 310°, turn left direct to TB206, to TAVRO. Cross TAVRO at or above FL130. | 5.4% to 8000 FT. | NIL |

**RNAV 1 SID Coding Table of TAVRO 2D**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| CF | TB205 | YES | 41°48'00.4"N 044°47'06.4"E | 310° (316.5°) | - | - | - | - | RNAV1 |
| DF | TB206 | - | 41°35'32.0"N 044°36'00.0"E | - | - | L | - | - | RNAV1 |
| TF | TAVRO | - | 41°11'29.0"N 044°30'09.0"E | 183° (190.4°) | 24.4 | - | +FL130 | - | RNAV1 |

**NOTE :**

- When cleared level requires an a/c 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 and direct routing or vectoring should be expected.

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# STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

# TBILISI/Tbilisi (UGTB) RWY 13R/31L

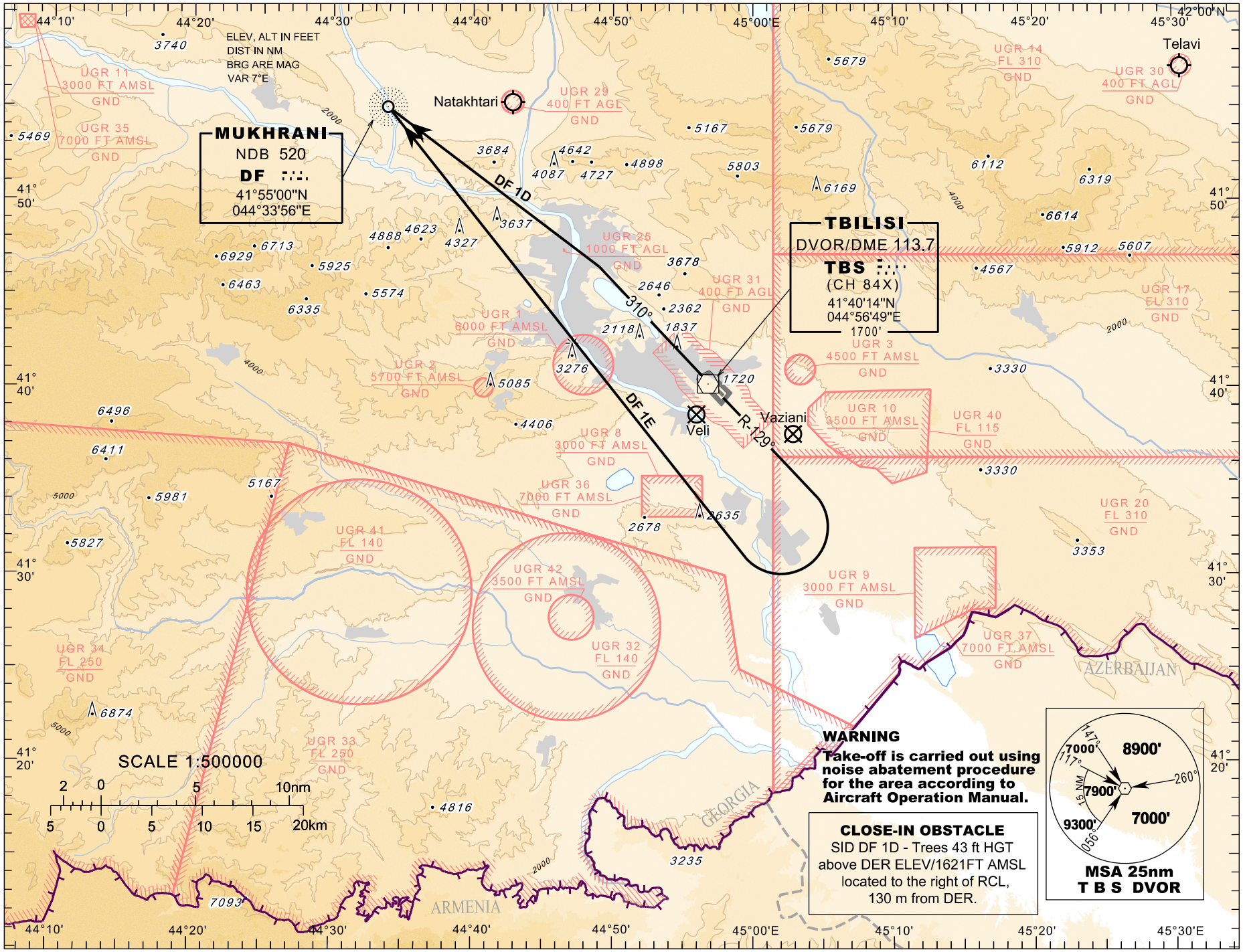


DF 1D DF 1E

TRANSITION ALTITUDE
11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

*Changes:* Chart reissued

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## STANDARD DEPARTURE ROUTES - INSTRUMENT - RWY 13R / 31L

| RWY | SID | ROUTING AND ALTITUDES | MIN.CLIMB GRAD. |
|---|---|---|---|
| **31L** | **DF 1D** | **DELTA FOXTROT ONE DELTA**<br>Climb on heading 310°, when passing 5000 FT proceed direct to DF. Cross DF at or above 9000 FT. | 5.4% to 9000FT |
| **13R** | **DF 1E** | **DELTA FOXTROT ONE ECHO**<br>Climb on R-129 TBS , when passing 4000 FT turn right direct to DF. | NIL |

**NOTE :**

- When cleared level requires an a/c 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 departures from RWY 13R.

Expect direct routing or vectoring.

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# STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

## TBILISI/Tbilisi (UGTB)

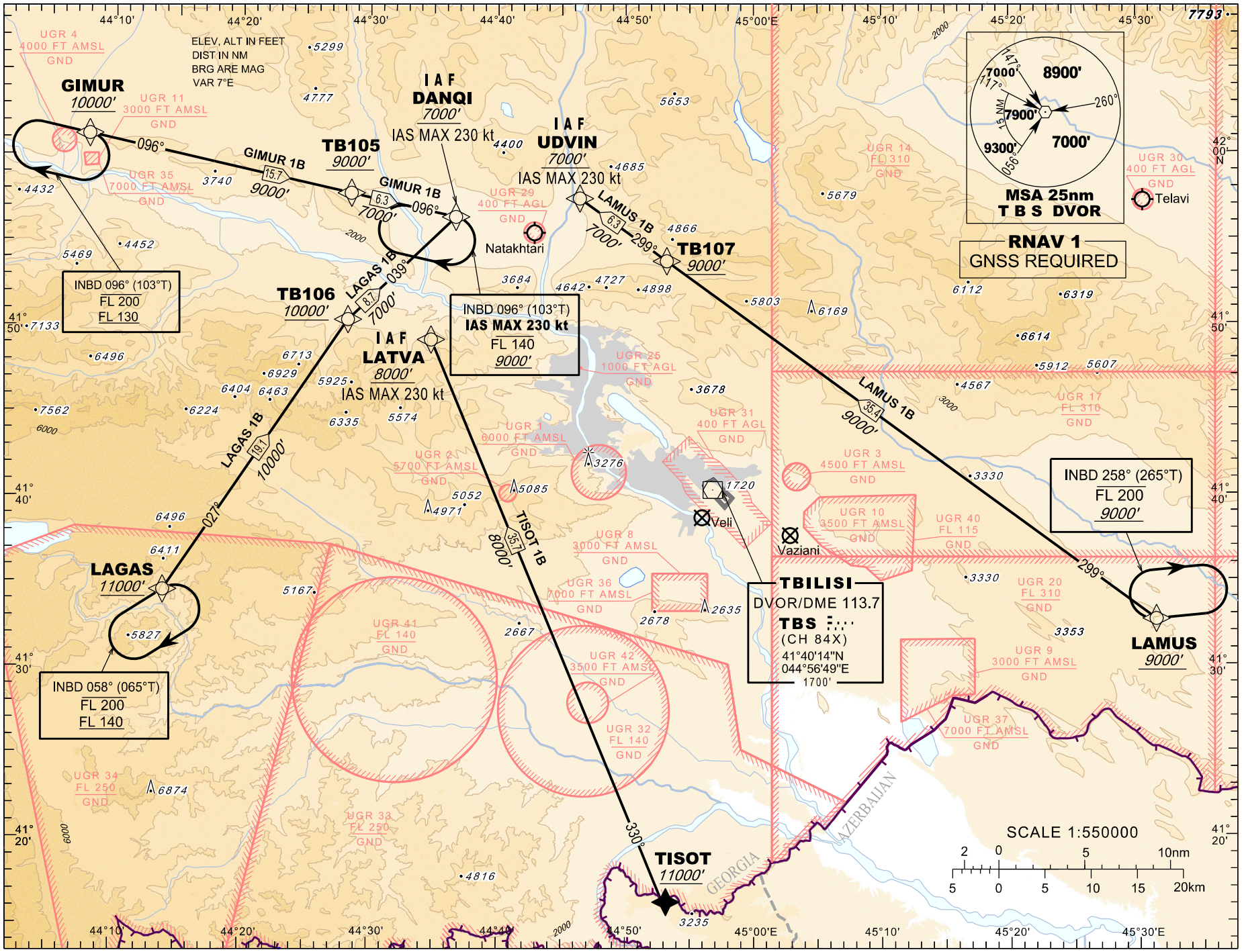
## RNAV RWY 13R

GIMUR 1B LAMUS 1B
TISOT 1B LAGAS 1B

TRANSITION LEVEL FL 130
TRANSITION ALTITUDE 11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)
ATIS 132.800

*Changes:* Chart reissued

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## STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 13R

**RNAV 1 STAR Coding Table of GIMUR 1B**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | GIMUR | - | 42°01'00.0"N 044°07'56.0"E | - | - | - | +A10000 | - | RNAV1 |
| TF | TB105 | - | 41°57'34.0"N 044°28'29.0"E | 96° (102.5°) | 15.7 | - | +A9000 | - | RNAV1 |
| TF | DANQI | - | 41°56'11.3"N 044°36'40.5"E | 96° (102.7°) | 6.3 | - | +A7000 | -230 | RNAV1 |

**RNAV 1 STAR Coding Table of LAMUS 1B**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LAMUS | - | 41°32'40.0"N 045°31'24.0"E | - | - | - | +A9000 | - | RNAV1 |
| TF | TB107 | - | 41°53'37.0"N 044°53'11.0"E | 299° (306.4°) | 35.4 | - | +A9000 | - | RNAV1 |
| TF | UDVIN | - | 41°57'17.3"N 044°46'22.9"E | 299° (305.9°) | 6.3 | - | +A7000 | -230 | RNAV1 |

**RNAV 1 STAR Coding Table of TISOT 1B**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | TISOT | - | 41°16'05.0"N 044°53'09.0"E | - | - | - | +A11000 | - | RNAV1 |
| TF | LATVA | - | 41°49'00.0"N 044°34'45.0"E | 330° (337.3°) | 35.7 | - | +A8000 | -230 | RNAV1 |

**RNAV 1 STAR Coding Table of LAGAS 1B**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LAGAS | - | 41°34'19.0"N 044°13'53.0"E | - | - | - | +A11000 | - | RNAV1 |
| TF | TB106 | - | 41°50'10.0"N 044°28'15.0"E | 27° (34.1°) | 19.1 | - | +A10000 | - | RNAV1 |
| TF | DANQI | - | 41°56'11.3"N 044°36'40.5"E | 39° (46.2°) | 8.7 | - | +A7000 | -230 | RNAV1 |

**RNAV Holding Coding Tables**

| Fix Identifier | Inbound course °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
|---|---|---|---|---|---|---|---|---|
| GIMUR | 96° (103.0°) | 1.5* | R | FL130 | FL200 | 280 | -7° | RNAV1 |
| LAGAS | 58° (65.0°) | 1.5* | R | FL140 | FL200 | 280 | -7° | RNAV1 |
| LAMUS | 258° (265.0°) | 1.5* | R | A9000 | FL200 | 280 | -7° | RNAV1 |
| DANQI | 96° (103.0°) | 1.0 | R | A9000 | FL140 | 230 | -7° | RNAV1 |

* 1.0 min at or below FL140

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# STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

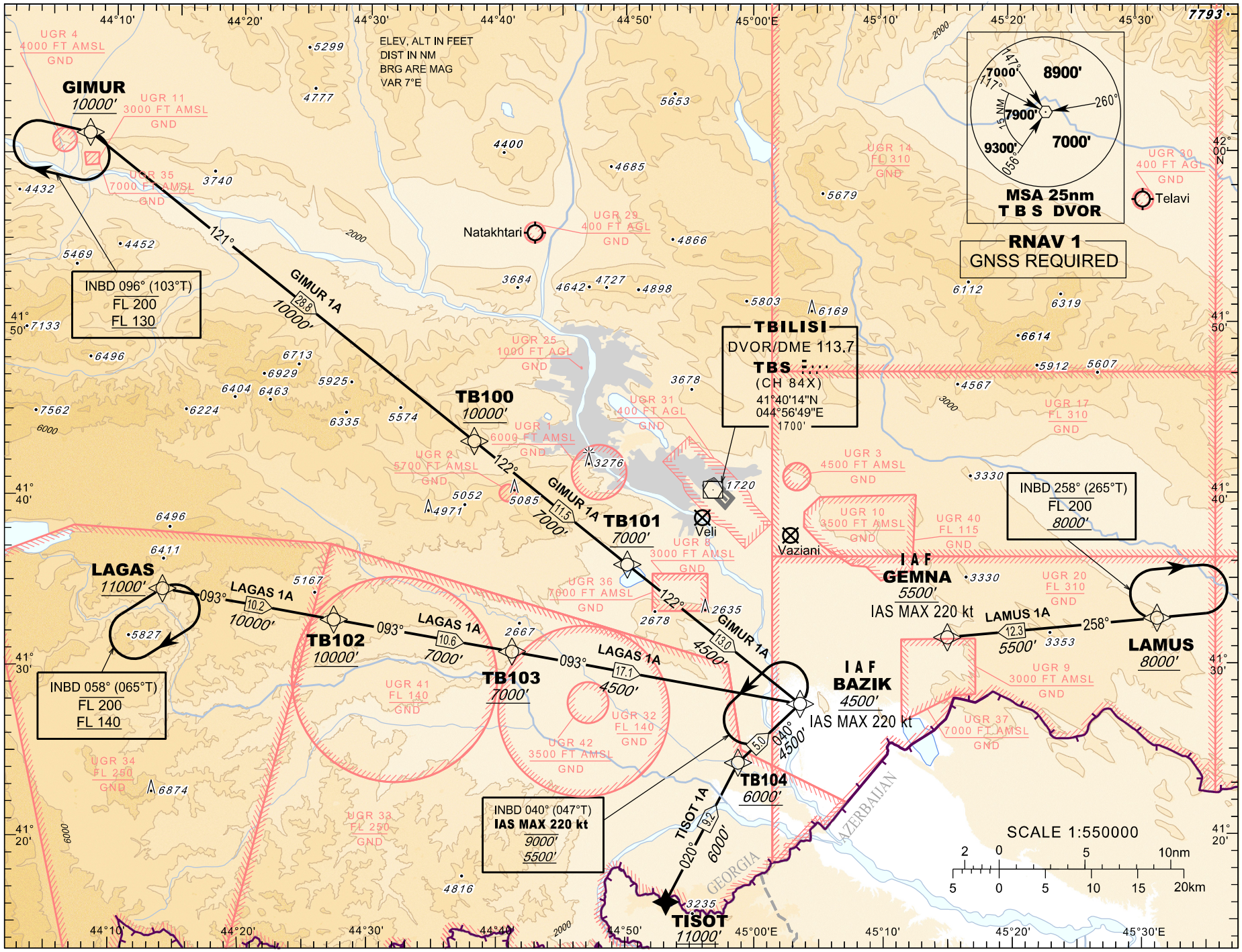
## TBILISI/Tbilisi (UGTB)
## RNAV RWY 31L

GIMUR 1A LAMUS 1A
TISOT 1A LAGAS 1A

TRANSITION LEVEL FL 130
TRANSITION ALTITUDE 11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)
ATIS 132.800

*Changes:* Chart reissued

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## STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 31L

**RNAV 1 STAR Coding Table of GIMUR 1A**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | GIMUR | - | 42°01'00.0"N 044°07'56.0"E | - | - | - | +A10000 | - | RNAV1 |
| TF | TB100 | - | 41°43'03.0"N 044°38'09.0"E | 121° (128.3°) | 28.8 | - | +A10000 | - | RNAV1 |
| TF | TB101 | - | 41°35'51.0"N 044°50'07.0"E | 122° (128.7°) | 11.5 | - | +A7000 | - | RNAV1 |
| TF | BAZIK | - | 41°27'41.5"N 045°03'35.1"E | 122° (128.8°) | 13 | - | +A4500 | -220 | RNAV1 |

**RNAV 1 STAR Coding Table of LAMUS 1A**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LAMUS | - | 41°32'40.0"N 045°31'24.0"E | - | - | - | +A8000 | - | RNAV1 |
| TF | GEMNA | - | 41°31'34.7"N 045°15'03.4"E | 258° (265.0°) | 12.3 | - | +A5500 | -220 | RNAV1 |

**RNAV 1 STAR Coding Table of TISOT 1A**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | TISOT | - | 41°16'05.0"N 044°53'09.0"E | - | - | - | +A11000 | - | RNAV1 |
| TF | TB104 | - | 41°24'15.0"N 044°58'45.0"E | 20° (27.3°) | 9.2 | - | +A6000 | - | RNAV1 |
| TF | BAZIK | - | 41°27'41.5"N 045°03'35.1"E | 40° (46.6°) | 5 | - | +A4500 | -220 | RNAV1 |

**RNAV 1 STAR Coding Table of LAGAS 1A**

| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LAGAS | - | 41°34'19.0"N 044°13'53.0"E | - | - | - | +A11000 | - | RNAV1 |
| TF | TB102 | - | 41°32'34.0"N 044°27'15.0"E | 93° (99.8°) | 10.2 | - | +A10000 | - | RNAV1 |
| TF | TB103 | - | 41°30'44.0"N 044°41'09.0"E | 93° (99.9°) | 10.6 | - | +A7000 | - | RNAV1 |
| TF | BAZIK | - | 41°27'41.5"N 045°03'35.1"E | 93° (100.1°) | 17.1 | - | +A4500 | -220 | RNAV1 |

**RNAV Holding Coding Tables**

| Fix Identifier | Inbound course M °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
|---|---|---|---|---|---|---|---|---|
| GIMUR | 96° (103.0°) | 1.5* | R | FL130 | FL200 | 280 | -7° | RNAV1 |
| LAGAS | 58° (65.0°) | 1.5* | R | FL140 | FL200 | 280 | -7° | RNAV1 |
| LAMUS | 258° (265.0°) | 1.5* | R | A8000 | FL200 | 280 | -7° | RNAV1 |
| BAZIK | 40° (47.0°) | 1.0 | L | A5500 | A9000 | 220 | -7° | RNAV1 |

* 1.0 min at or below FL140

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# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

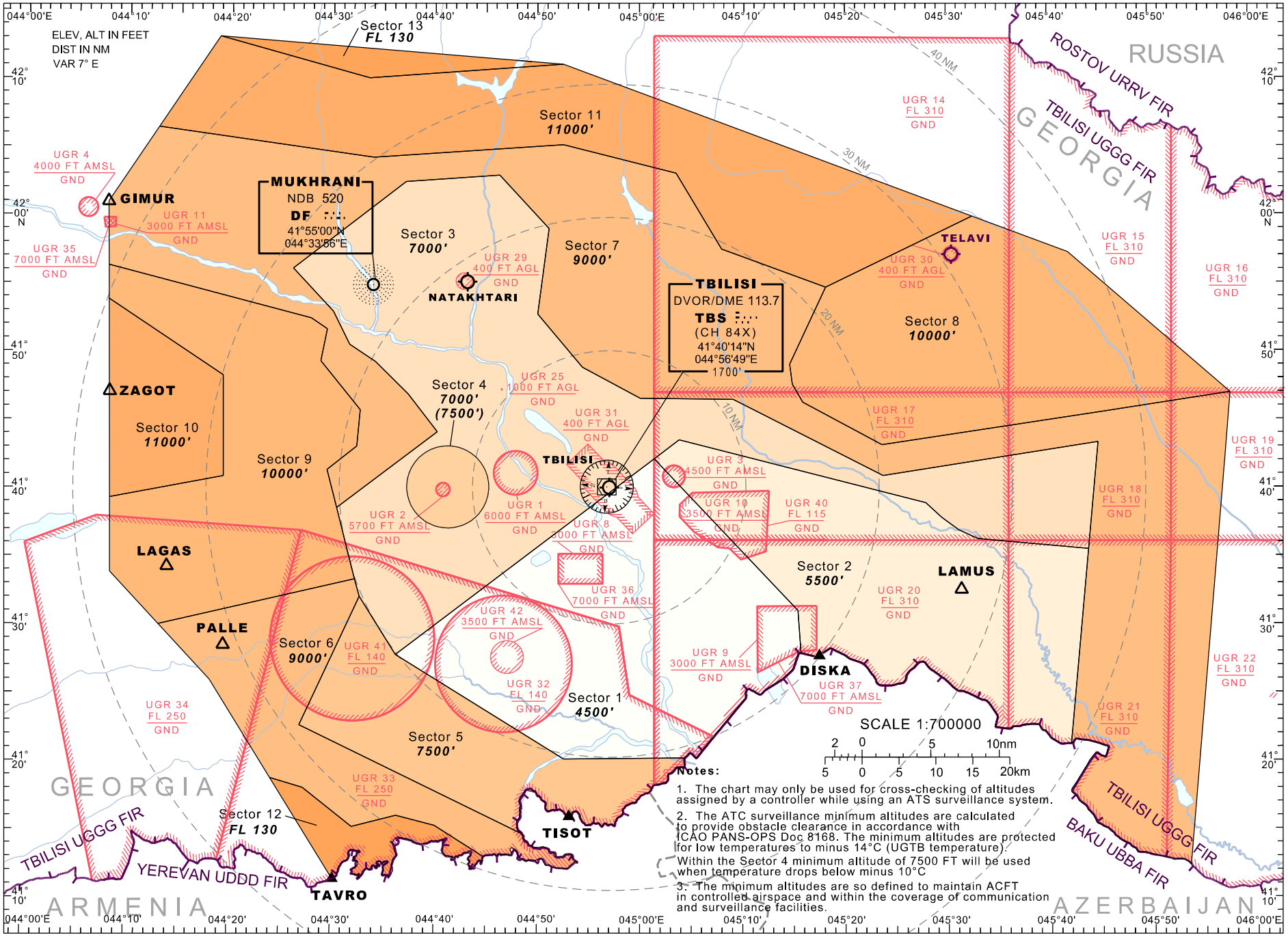
AERODROME ELEV. 1578'
TRANSITION ALTITUDE 11000'

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

## TBILISI/Tbilisi (UGTB)



*Changes:* Chart reissued




**Notes:**

1. The chart may only be used for cross-checking of altitudes assigned by a controller while using an ATS surveillance system.
2. The ATC surveillance minimum altitudes are calculated to provide obstacle clearance in accordance with ICAO PANS-OPS Doc 8168. The minimum altitudes are protected for low temperatures to minus 14°C (UGTB temperature).
   Within the Sector 4 minimum altitude of 7500 FT will be used when temperature drops below minus 10°C
3. The minimum altitudes are so defined to maintain ACFT in controlled airspace and within the coverage of communication and surveillance facilities.

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## ATC Surveillance Minimum Altitude Sectors' Coordinates

| Sector | Lateral Limits |
|---|---|
| Sector 1 | 412755N 0443615E - 414217N 0450126E - 413110N 0451526E - 412804N 0451543E - then along the state border - 412022N 0450423E - 412018N 0445238E - 412755N 0443615E |
| Sector 2 | 414217N 0450126E - 414340N 0450353E - 413901N 0452757E - 413756N 0452930E - 413701N 0453109E - 413622N 0453301E - 413535N 0454349E - 412122N 0454200E - then along the state border - 412804N 0451543E - 413110N 0451526E - 414217N 0450126E |
| Sector 3 | 415611N 0442606E - 420234N 0443708E - 420303N 0444617E - 415909N 0445109E - 415253N 0445003E - 414900N 0445425E - 414643N 0450005E - 414638N 0450910E - 414102N 0452348E - 414325N 0454449E - 413535N 0454349E - 413622N 0453301E - 413701N 0453109E - 413756N 0452930E - 413901N 0452757E - 414340N 0450353E - 414217N 0450126E - 412755N 0443615E - 413210N 0443242E - 413327N 0443213E - 413840N 0443026E - 414414N 0444014E - 414700N 0443723E - 414921N 0443411E - 415037N 0443138E - 415302N 0443003E - 415611N 0442606E |
| Sector 4 | Circle with radius 3 NM, centered at 414012N 0444117E |
| Sector 5 | 413210N 0443242E - 412755N 0443615E - 412018N 0445238E - 412022N 0450423E - then along the state border - 411450N 0444830E - 412244N 0442654E - 413210N 0443242E |
| Sector 6 | 413004N 0441306E - 413327N 0443213E - 413210N 0443242E - 412244N 0442654E - 411450N 0444830E - then along the state border - 411308N 0444451E - 411525N 0444005E - 411608N 0443620E - 411518N 0443201E - 411810N 0442714E - 411852N 0442404E - 412602N 0441808E - 413004N 0441306E |
| Sector 7 | 420100N 0440756E - 420630N 0441251E - 420420N 0443356E - 420517N 0445232E - 420312N 0450336E - 415739N 0450804E - 415450N 0451815E - 414912N 0451442E - 414745N 0451457E - 414625N 0451558E - 414317N 0452342E - 414700N 0455746E - 411225N 0455332E - then along the state border - 412122N 0454200E - 413535N 0454349E - 414325N 0454449E - 414102N 0452348E - 414638N 0450910E - 414643N 0450005E - 414900N 0445425E - 415253N 0445003E - 415909N 0445109E - 420303N 0444617E - 420234N 0443708E - 415611N 0442606E - 415302N 0443003E - 415037N 0443138E - 414921N 0443411E - 414700N 0443723E - 414414N 0444014E - 413840N 0443026E - 414127N 0442929E - 414310N 0443222E - 414550N 0443242E - 414924N 0442849E - 415144N 0442927E - 415233N 0442752E - 415620N 0440800E - 420100N 0440756E |
| Sector 8 | 415959N 0453237E - 415720N 0454158E - 414700N 0455746E - 414317N 0452342E - 414625N 0451558E - 414745N 0451457E - 414912N 0451442E - 415450N 0451815E - 415959N 0453237E |
| Sector 9 | 415620N 0440800E - 415233N 0442752E - 415144N 0442927E - 414924N 0442849E - 414550N 0443242E - 414310N 0443222E - 414127N 0442929E - 413840N 0443026E - 413327N 0443213E - 413004N 0441306E - 413353N 0440821E - 413920N 0440816E - 414056N 0441922E - 414820N 0441917E - 415352N 0440803E - 415620N 0440800E |
| Sector 10 | 415352N 0440803E - 414820N 0441917E - 414056N 0441922E - 413920N 0440816E - 415352N 0440803E |
| Sector 11 | 421309N 0441850E - 421008N 0443329E - 421111N 0445232E - 415959N 0453237E - 415450N 0451815E - 415739N 0450804E - 420312N 0450336E - 420517N 0445232E - 420420N 0443356E - 420630N 0441251E - 421309N 0441850E |
| Sector 12 | 411852N 0442404E - 411810N 0442714E - 411518N 0443201E - 411608N 0443620E - 411525N 0444005E - 411308N 0444451E - then along the state border - 411130N 0443008E - 411852N 0442404E |
| Sector 13 | 421309N 0441850E - 421111N 0445232E - 421008N 0443329E - 421309N 0441850E |

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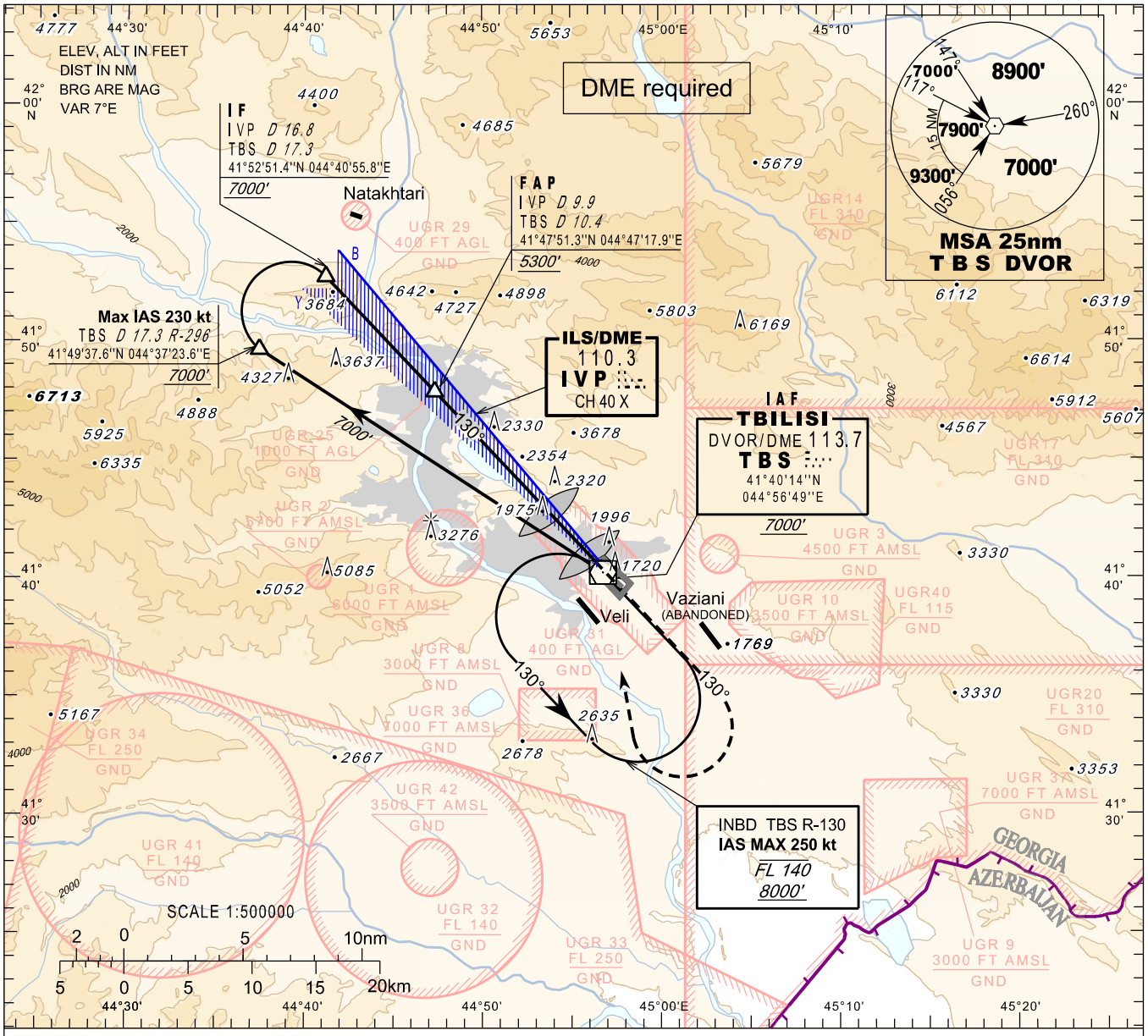
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

## TBILISI/Tbilisi (UGTB)
## ILS y
## RWY 13R



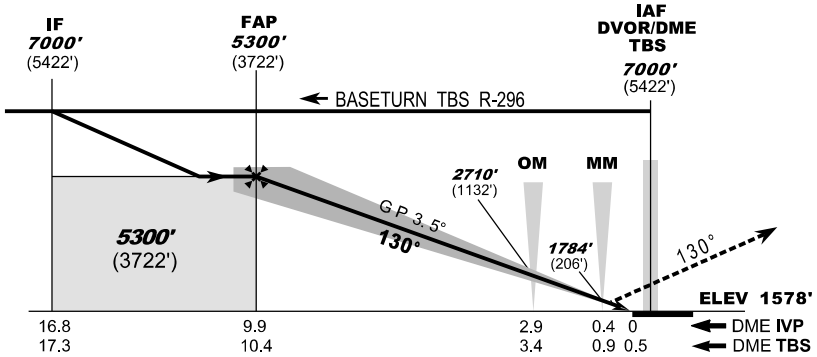

### MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach.

ILS RDH 50'




| Straight in Approach | A B | C | D |
|---|---|---|---|
| **OCA(H)** | **1768** (190) | **1778** (200) | **1788** (210) |

| DME IVP NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| DME TBS NM | 9.5 | 8.5 | 7.5 | 6.5 | 5.5 | 4.5 | 3.5 | 2.5 | 1.5 |
| ALT (HGT) ft | **4973** (3395) | **4601** (3023) | **4230** (2652) | **3858** (2280) | **3486** (1908) | **3115** (1537) | **2743** (1165) | **2371** (793) | **2000** (422) |

*Changes:* Chart reissued

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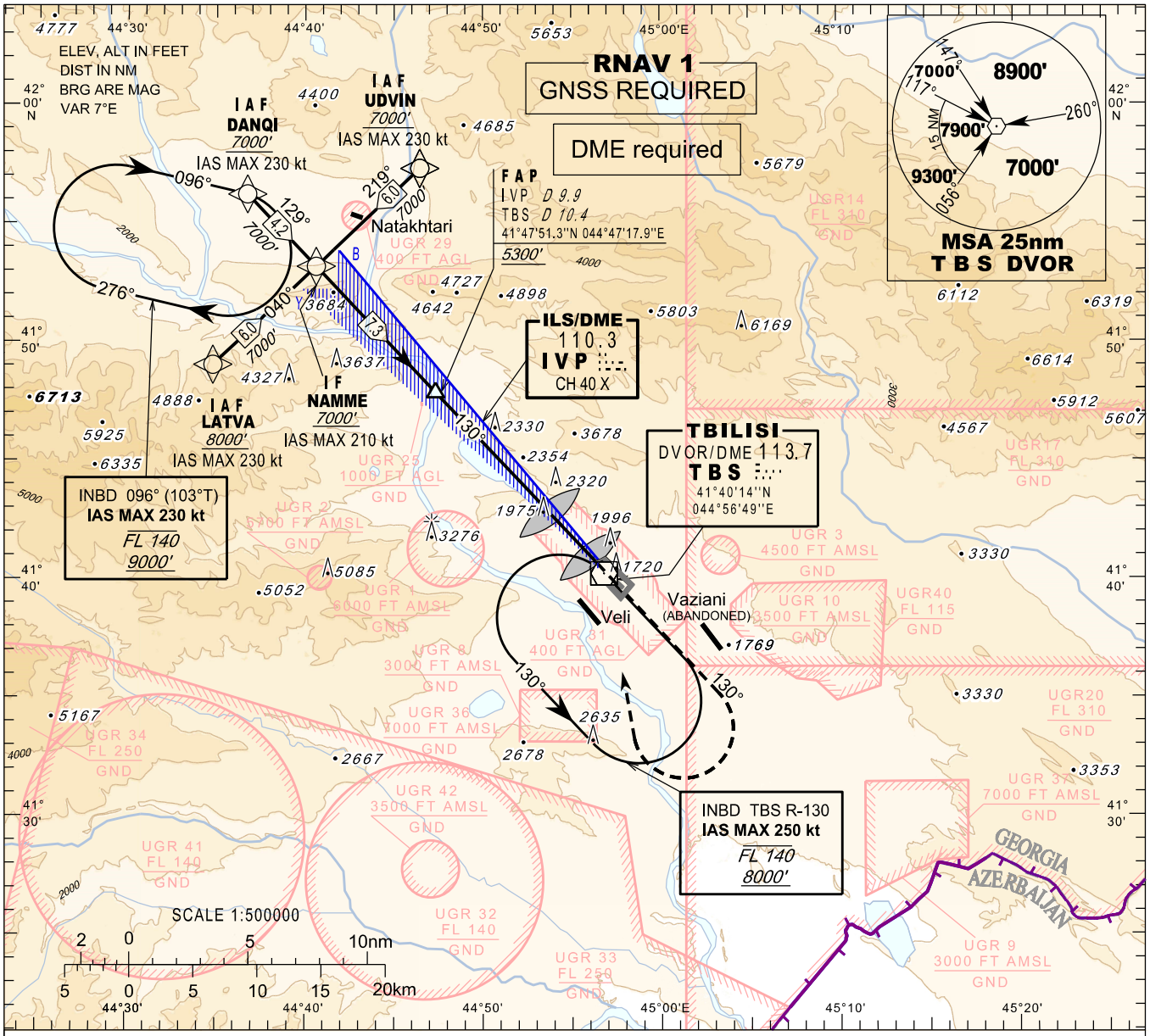
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
## ILS z
## RWY 13R

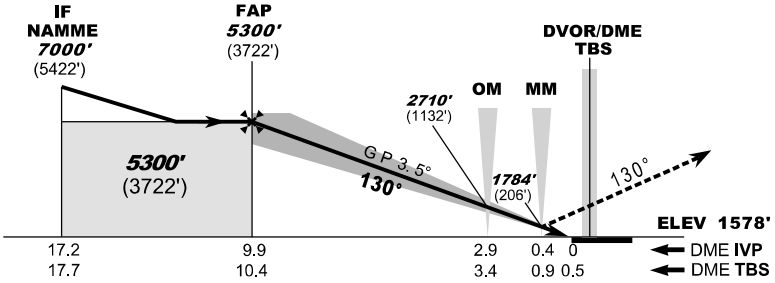



## MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).




ILS RDH 50'

| Straight in Approach | A B | C | D |
|---|---|---|---|
| **OCA(H)** | **1768** ( 190) | **1778** ( 200) | **1788** ( 210) |

| DME IVP NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| DME TBS NM | 9.5 | 8.5 | 7.5 | 6.5 | 5.5 | 4.5 | 3.5 | 2.5 | 1.5 |
| ALT (HGT) ft | **4973** ( 3395) | **4601** ( 3023) | **4230** ( 2652) | **3858** ( 2280) | **3486** ( 1908) | **3115** ( 1537) | **2743** ( 1165) | **2371** ( 793) | **2000** ( 422) |

*Changes:* Chart reissued

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## RNAV Transition Coding Tables - RWY 13R (ILSz)

| LATVA transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LATVA | - | 41°49'00.0"N 044°34'45.0"E | - | - | - | +A8000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 40° (46.6°) | 6 | - | +A7000 | -210 | RNAV1 |

| DANQI transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | DANQI | - | 41°56'11.3"N 044°36'40.5"E | - | - | - | +A7000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 129° (135.8°) | 4.2 | - | +A7000 | -210 | RNAV1 |

| UDVIN transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | UDVIN | - | 41°57'17.3"N 044°46'22.9"E | - | - | - | +A7000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 219° (226.2°) | 6 | - | +A7000 | -210 | RNAV1 |

| RNAV Holding Coding Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fix Identifier | Inbound course °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
| DANQI | 96° (103.0°) | 1.0 | R | A9000 | FL140 | 230 | -7° | RNAV1 |

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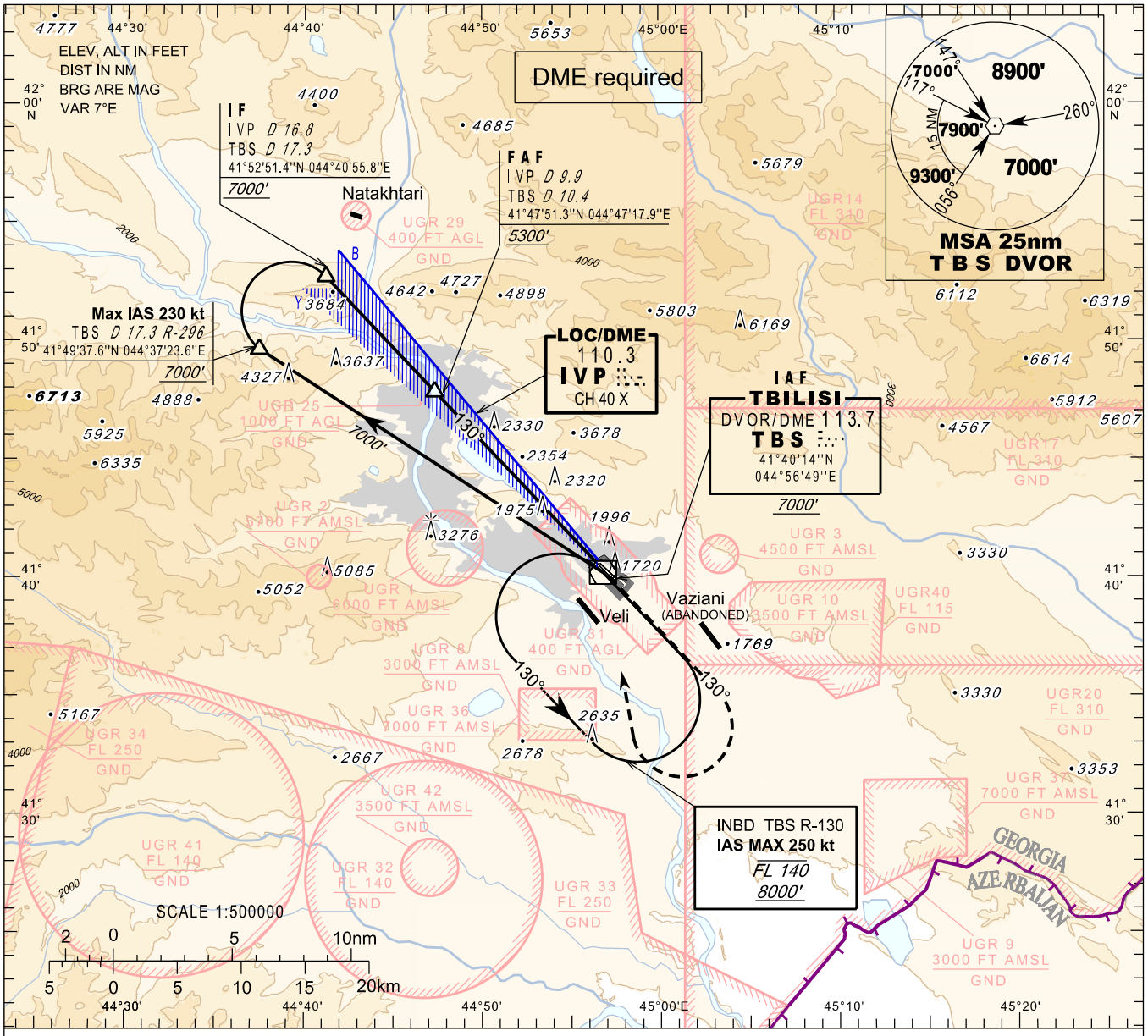
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

## TBILISI/Tbilisi (UGTB)
## LOC y
## RWY 13R

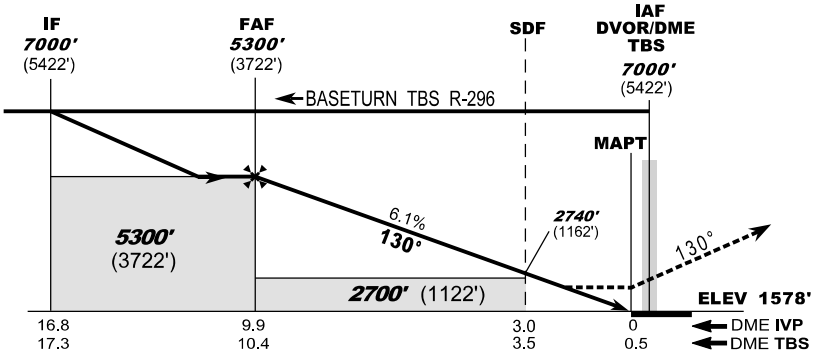



### MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach.




| Straight in Approach | A B C D |
|---|---|
| **OCA(H)** | **2280** ( 700) |

Timing is not authorised for defining the MAPT

| DME IVP NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| DME TBS NM | 9.5 | 8.5 | 7.5 | 6.5 | 5.5 | 4.5 | 3.5 | 2.5 | 1.5 |
| ALT (HGT) ft | **4966** ( 3388) | **4595** ( 3017) | **4224** ( 2646) | **3853** ( 2275) | **3482** ( 1904) | **3111** ( 1533) | **2740** ( 1162) | **2369** ( 791) | **1998** ( 420) |

*Changes:* Chart reissued

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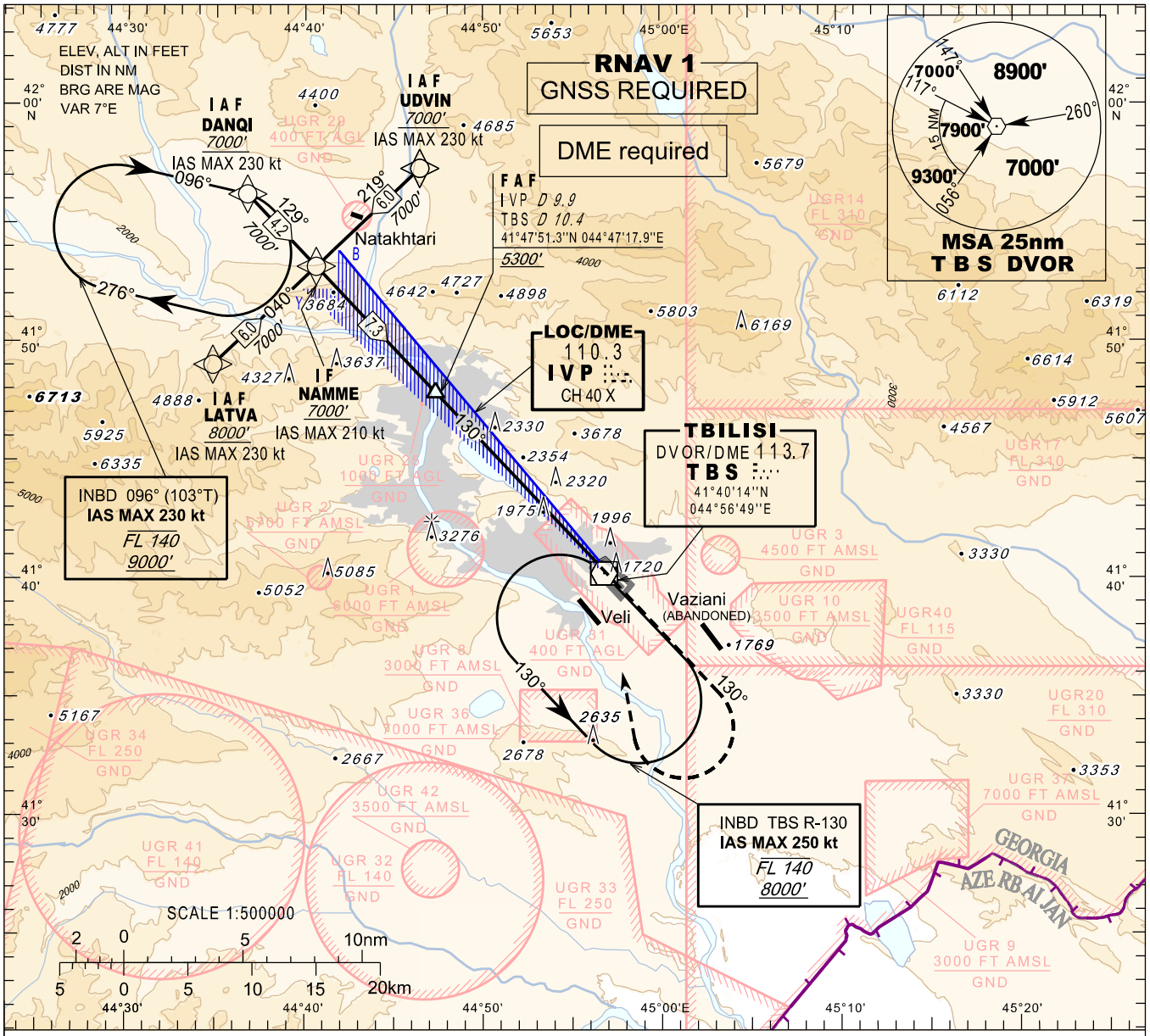
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

## TBILISI/Tbilisi (UGTB)
## LOC z
## RWY 13R

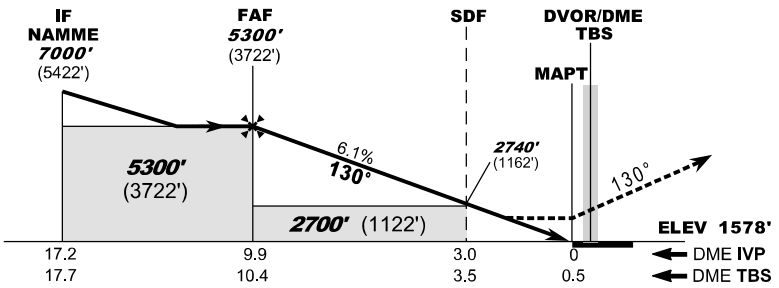



### MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **4500'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, after passing **4500'** expect vectoring.

**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **4500'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).




Timing is not authorised for defining the MAPT

| Straight in Approach | A B C D |
|---|---|
| **OCA(H)** | **2280** (700) |

| DME IVP NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| DME TBS NM | 9.5 | 8.5 | 7.5 | 6.5 | 5.5 | 4.5 | 3.5 | 2.5 | 1.5 |
| ALT (HGT) ft | **4966** (3388) | **4595** (3017) | **4224** (2646) | **3853** (2275) | **3482** (1904) | **3111** (1533) | **2740** (1162) | **2369** (791) | **1998** (420) |

*Changes:* Chart reissued

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## RNAV Transition Coding Tables - RWY 13R (LOCz)

| LATVA transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | LATVA | - | 41°49'00.0"N 044°34'45.0"E | - | - | - | +A8000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 40° (46.6°) | 6 | - | +A7000 | -210 | RNAV1 |

| DANQI transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | DANQI | - | 41°56'11.3"N 044°36'40.5"E | - | - | - | +A7000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 129° (135.8°) | 4.2 | - | +A7000 | -210 | RNAV1 |

| UDVIN transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | UDVIN | - | 41°57'17.3"N 044°46'22.9"E | - | - | - | +A7000 | -230 | RNAV1 |
| TF | NAMME | - | 41°53'08.8"N 044°40'33.6"E | 219° (226.2°) | 6 | - | +A7000 | -210 | RNAV1 |

| RNAV Holding Coding Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fix Identifier | Inbound course °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
| DANQI | 96° (103.0°) | 1.0 | R | A9000 | FL140 | 230 | -7° | RNAV1 |

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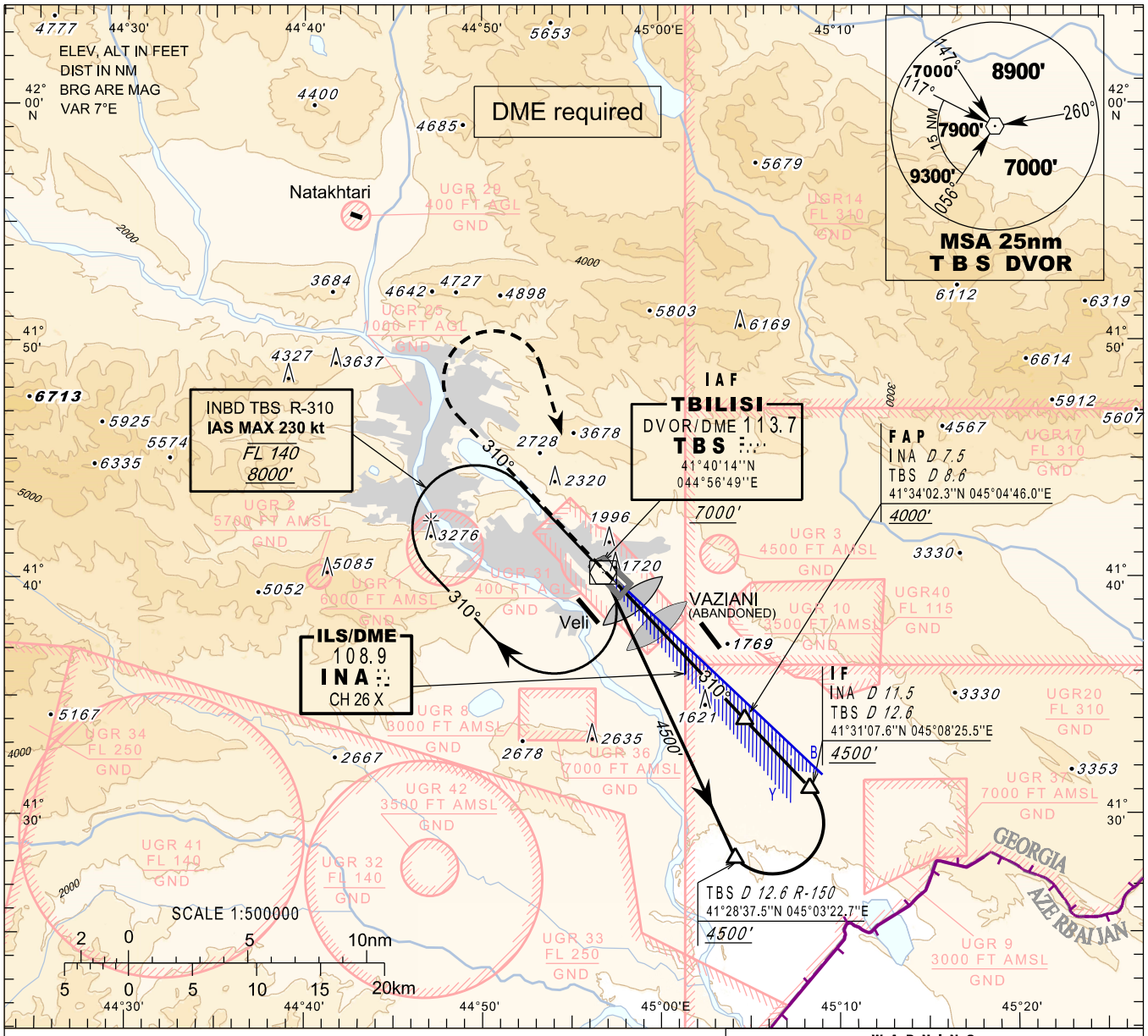
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
## ILS y
## RWY 31L




## MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

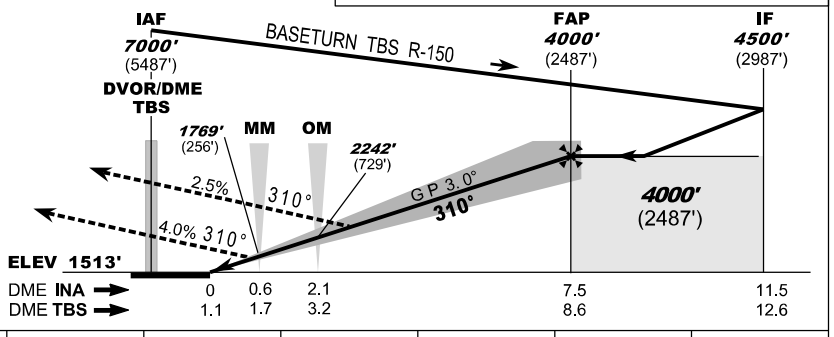
**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach.

## WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.

ILS RDH 54'

| Missed APCH climb gradient | Straight in Approach OCA(H) A B | C | D |
|---|---|---|---|
| 2.5% | **2376** (863) | **2394** (881) | **2403** (890) |
| 4.0% | **1703** (190) | **1713** (200) | **1723** (210) |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DME INA NM | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| DME TBS NM | 8.1 | 7.1 | 6.1 | 5.1 | 4.1 | 3.1 | 2.1 |
| ALT (HGT) ft | **3839** (2326) | **3510** (1997) | **3181** (1668) | **2855** (1342) | **2530** (1017) | **2208** (695) | **1886** (373) |

*Changes:* Chart reissued

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# INSTRUMENT APPROACH CHART - ICAO

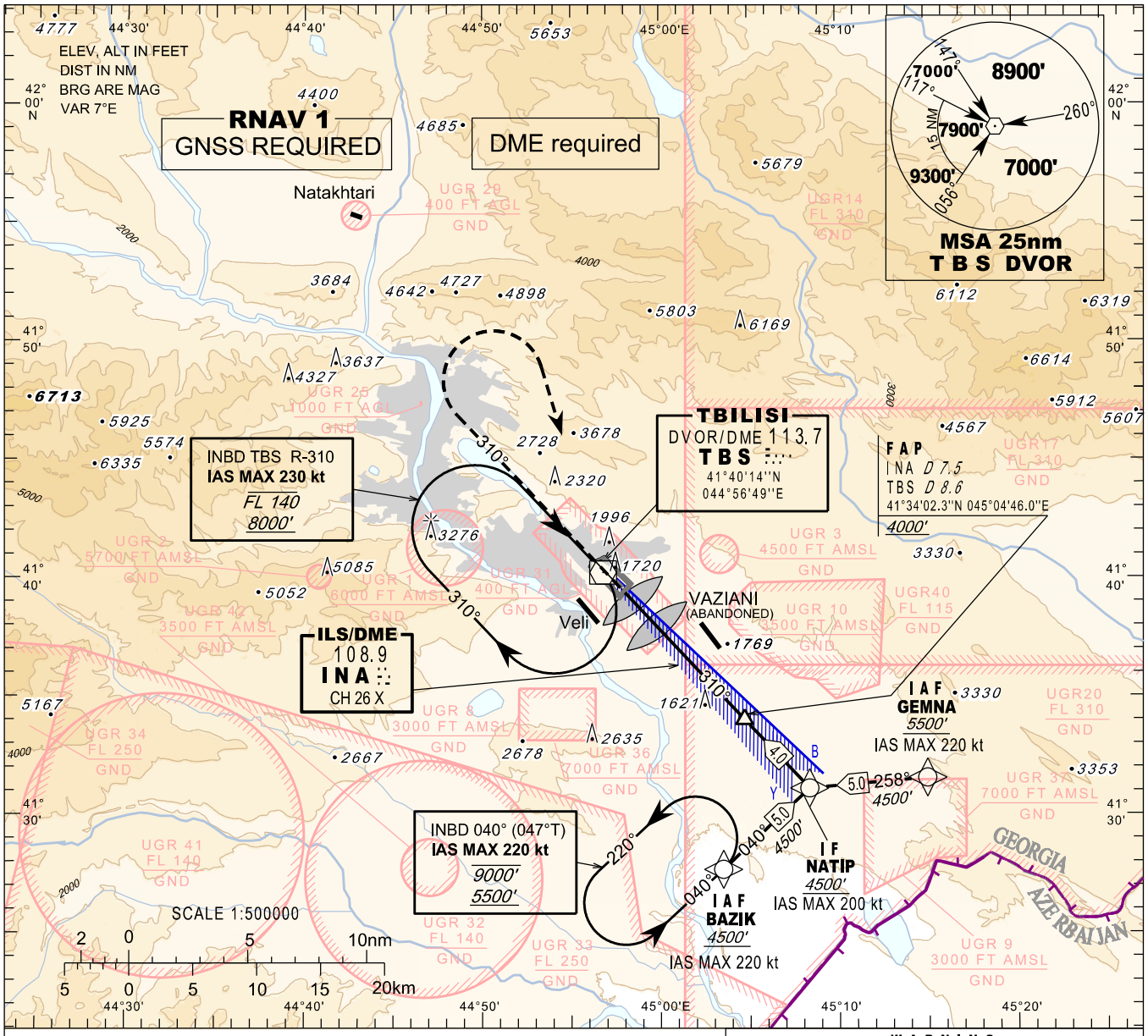
AERODROME ELEV. 1578'

HEIGHTS RELATED TO THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
## ILS z
## RWY 31L




## MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

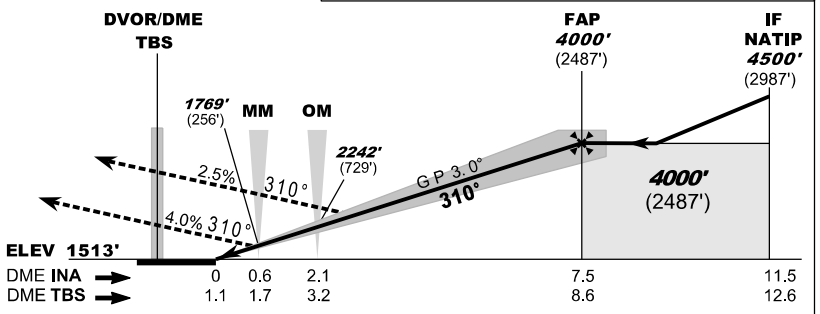
**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).

## WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.

ILS RDH 54'

| Straight in Approach | | | |
|---|---|---|---|
| Missed APCH climb gradient | OCA(H) | | |
| | A B | C | D |
| 2.5% | **2376** ( 863) | **2394** ( 881) | **2403** ( 890) |
| 4.0% | **1703** ( 190) | **1713** ( 200) | **1723** ( 210) |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DME INA NM | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| DME TBS NM | 8.1 | 7.1 | 6.1 | 5.1 | 4.1 | 3.1 | 2.1 |
| ALT (HGT) ft | **3839** ( 2326) | **3510** ( 1997) | **3181** ( 1668) | **2855** ( 1342) | **2530** ( 1017) | **2208** ( 695) | **1886** ( 373) |

*Changes:* Chart reissued

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## RNAV Transition Coding Tables - RWY 31L (ILSz)

| BAZIK transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | BAZIK | - | 41°27'41.5"N 045°03'35.1"E | - | - | - | +A4500 | -220 | RNAV1 |
| TF | NATIP | - | 41°31'07.6"N 045°08'25.5"E | 40° (46.5°) | 5 | - | +A4500 | -200 | RNAV1 |

| GEMNA transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | GEMNA | - | 41°31'34.7"N 045°15'03.4"E | - | - | - | +A5500 | -220 | RNAV1 |
| TF | NATIP | - | 41°31'07.6"N 045°08'25.5"E | 258° (264.9°) | 5 | - | +A4500 | -200 | RNAV1 |

| RNAV Holding Coding Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fix Identifier | Inbound course °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
| BAZIK | 40° (47.0°) | 1.0 | L | A5500 | A9000 | 220 | -7° | RNAV1 |

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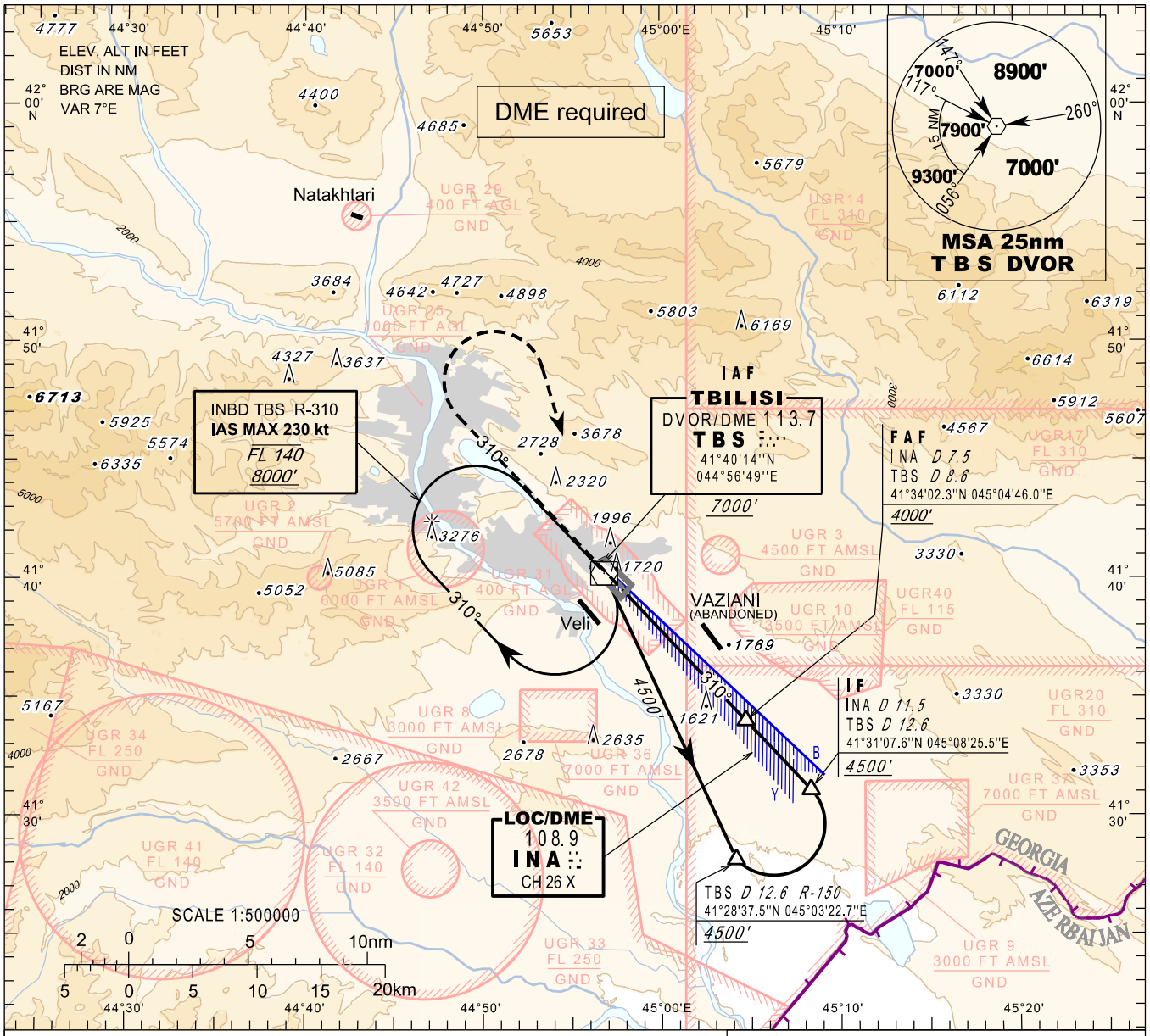
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
## LOC y
## RWY 31L




## MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

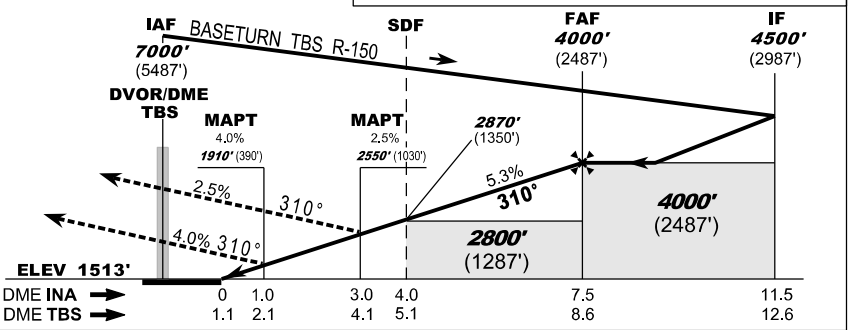
**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT

## WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.

| Straight in Approach | |
|---|---|
| Missed APCH climb gradient | **OCA(H)** A B C D |
| 2.5% | **2550** (1030) |
| 4.0% | **1910** (390) |




| DME INA NM | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| DME TBS NM | 8.1 | 7.1 | 6.1 | 5.1 | 4.1 | 3.1 | 2.1 |
| ALT (HGT) ft | **3837** (2324) | **3512** (1999) | **3187** (1674) | **2862** (1349) | **2537** (1024) | **2212** (699) | **1887** (374) |

*Changes:* Chart reissued

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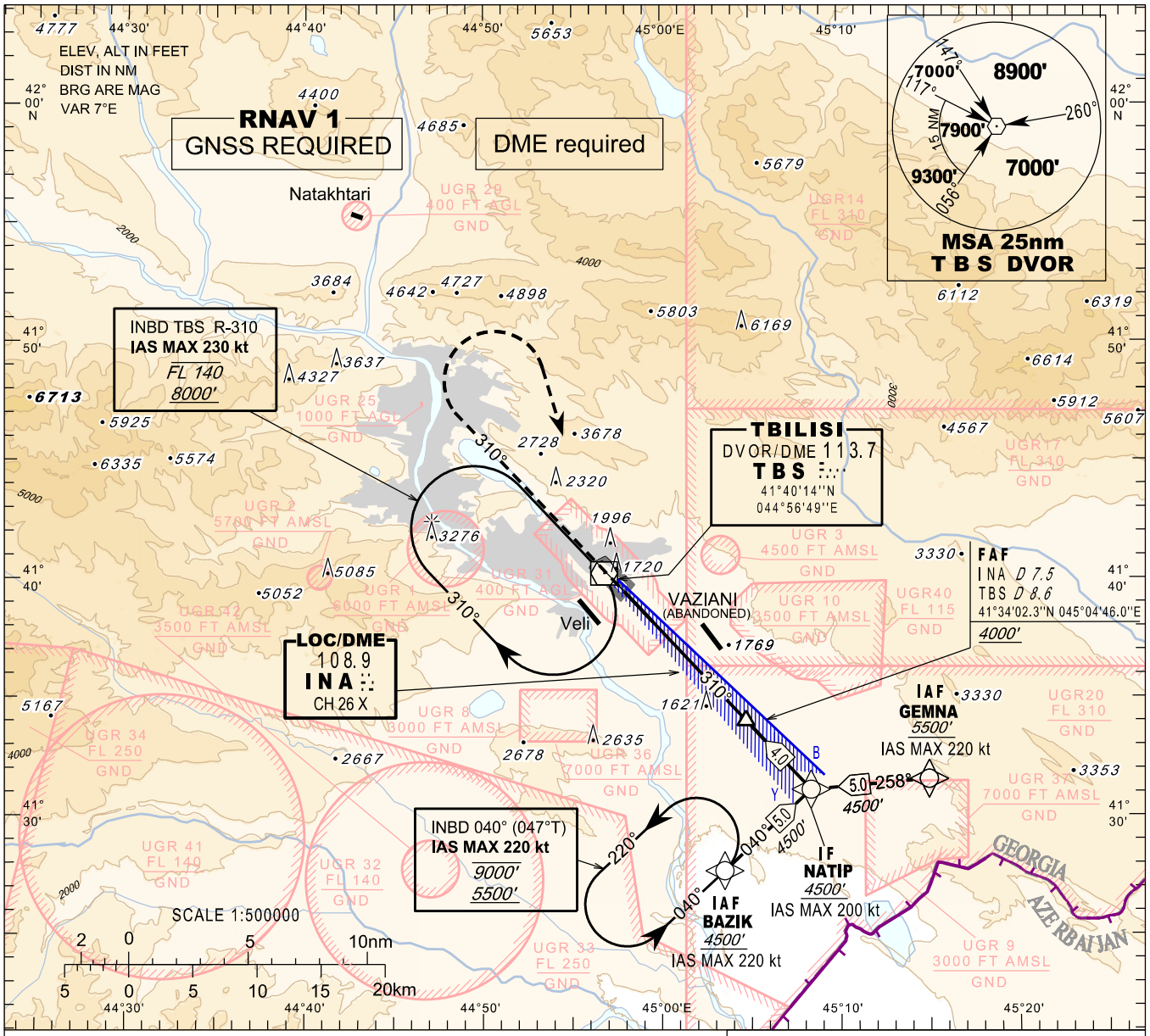
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
## LOC z
## RWY 31L




### MISSED APPROACH

**Normal:**
Climb straight ahead to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

**TBS DVOR Unserviceable:**
Climb straight ahead to **7000'**, when passing **6000'** turn right heading **170**, expect vectoring.

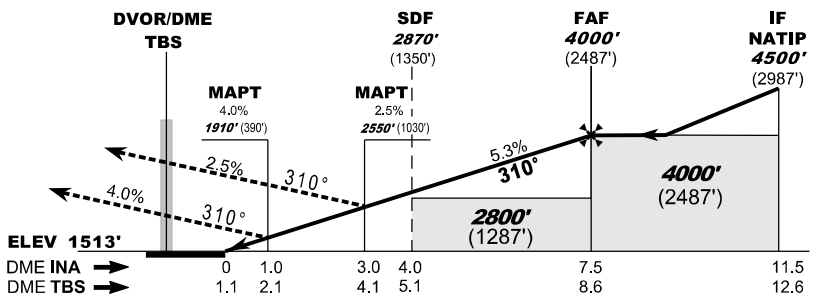
**Radio Communication Failure:**
Climb straight ahead to **8000'**, when passing **6000'** turn right to **TBS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).

Timing is not authorised for defining the MAPT

### WARNING:

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.

| Straight in Approach | |
|---|---|
| Missed APCH climb gradient | **OCA(H)** A B C D |
| 2.5% | **2550** (1030) |
| 4.0% | **1910** (390) |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DME INA NM | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| DME TBS NM | 8.1 | 7.1 | 6.1 | 5.1 | 4.1 | 3.1 | 2.1 |
| ALT (HGT) ft | **3837** (2324) | **3512** (1999) | **3187** (1674) | **2862** (1349) | **2537** (1024) | **2212** (699) | **1887** (374) |

*Changes:* Chart reissued

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## RNAV Transition Coding Tables - RWY 31L (LOCz)

| BAZIK transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | BAZIK | - | 41°27'41.5"N 045°03'35.1"E | - | - | - | +A4500 | -220 | RNAV1 |
| TF | NATIP | - | 41°31'07.6"N 045°08'25.5"E | 40° (46.5°) | 5 | - | +A4500 | -200 | RNAV1 |

| GEMNA transition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Path Terminator | Waypoint | | | Course/Track °MAG(°True) | DIST NM | Turn Direction | Constraints | | Navigation Specification |
| | Identifier | Flyover | Coordinates | | | | Level | Speed kt | |
| IF | GEMNA | - | 41°31'34.7"N 045°15'03.4"E | - | - | - | +A5500 | -220 | RNAV1 |
| TF | NATIP | - | 41°31'07.6"N 045°08'25.5"E | 258° (264.9°) | 5 | - | +A4500 | -200 | RNAV1 |

| RNAV Holding Coding Table | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fix Identifier | Inbound course °MAG(°True) | Time (min) | Turn Direction | Min alt. | Max alt. | Speed limit (kt) | Mag. VAR | Navigation Specification |
| BAZIK | 40° (47.0°) | 1.0 | L | A5500 | A9000 | 220 | -7° | RNAV1 |

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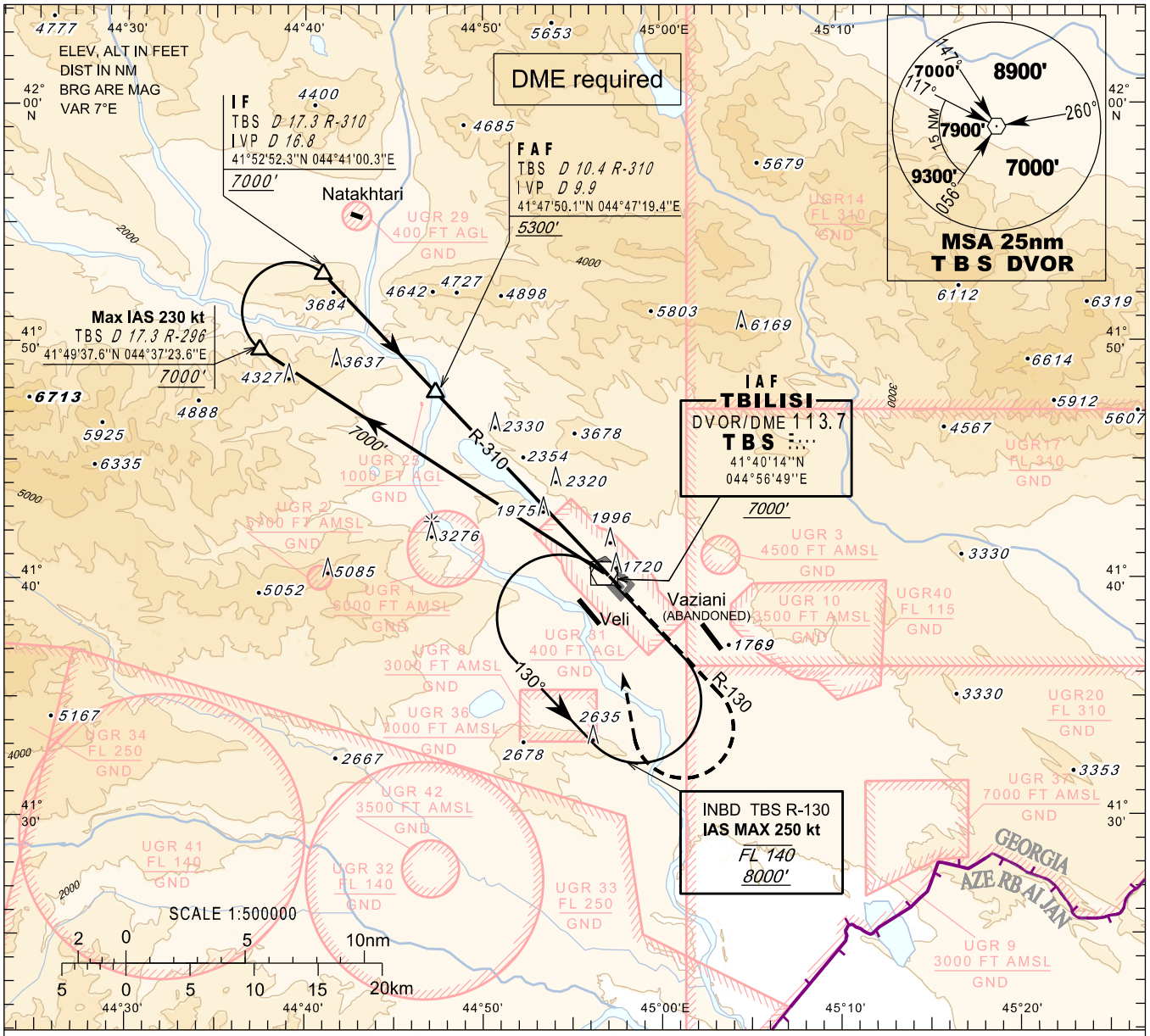
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 13R - ELEV 1578'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

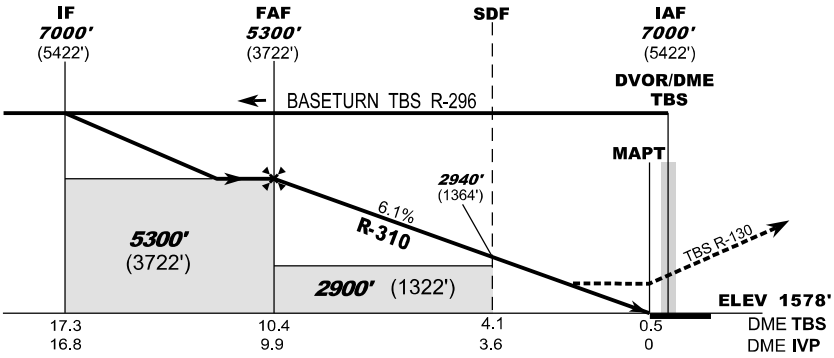
# TBILISI/Tbilisi (UGTB)
# VOR
# RWY 13R




## MISSED APPROACH

**Normal:**
Climb on **R-130 TBS** to **7000'**, when passing **4500'** turn right to **TBS**. Then as directed by **ATC**.

**Radio Communication Failure:**
Climb on **R-130 TBS** to **8000'**, when passing **4500'** turn right to **TBS** and hold as published, when ready make new approach.




Timing is not authorised for defining the MAPT

| Straight-in Approach | A B C D | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **OCA(H)** | **2580** (1000) | | | | | | | | | |
| DME TBS NM | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| DME IVP NM | 9.5 | 8.5 | 7.5 | 6.5 | 5.5 | 4.5 | 3.5 | 2.5 | 1.5 | 0.5 |
| ALT (HGT) ft | **5142** (3564) | **4771** (3193) | **4400** (2822) | **4029** (2451) | **3658** (2080) | **3287** (1709) | **2916** (1338) | **2545** (967) | **2174** (596) | **1802** (224) |

*Changes:* Chart reissued

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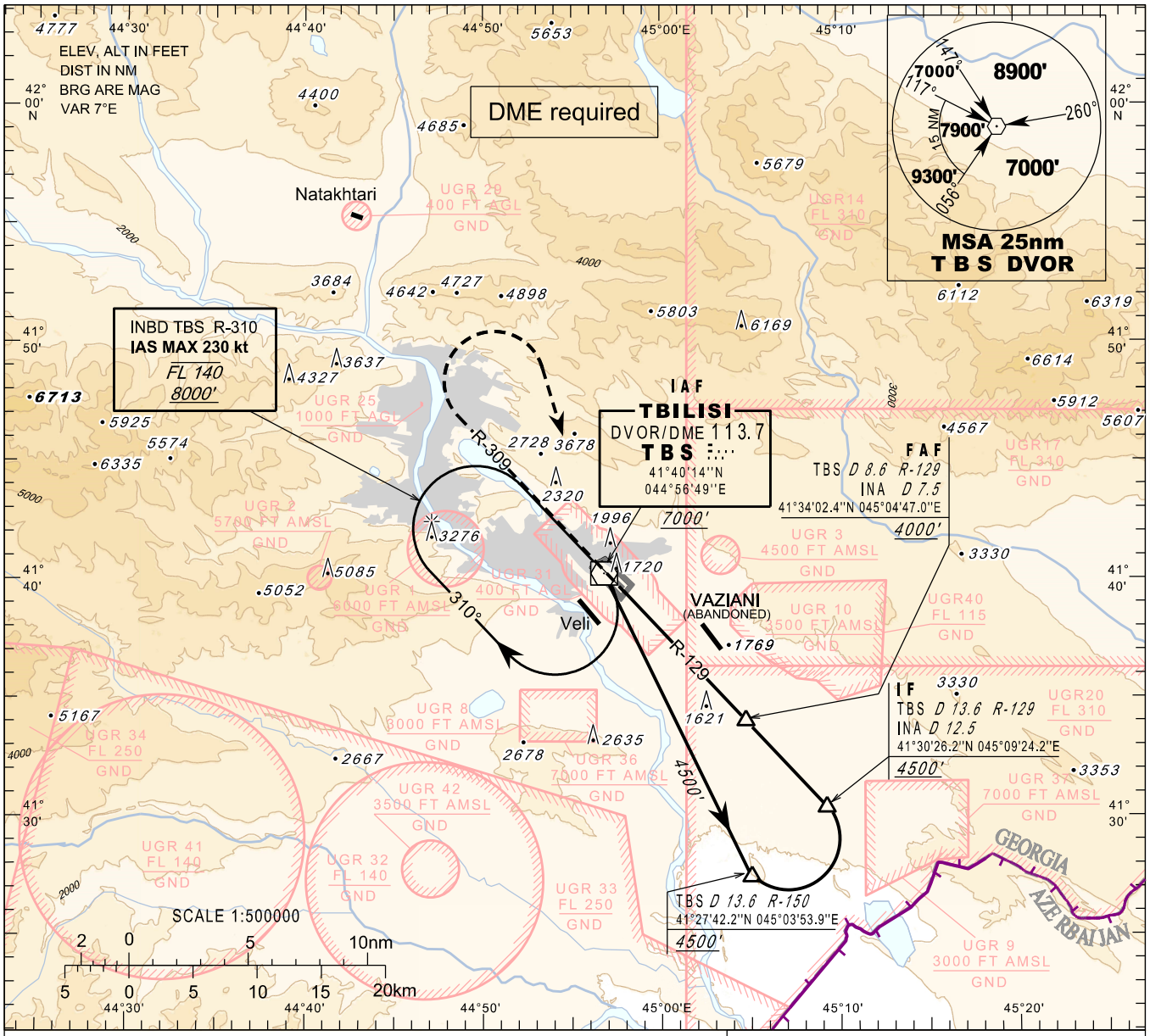
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO
THR RWY 31L - ELEV 1513'

TRANSITION ALTITUDE 11000'

| | |
|---|---|
| APP | 134.600 |
| TWR | 119.000 (Primary) |
| | 128.000 (Secondary) |
| ATIS | 132.800 |

# TBILISI/Tbilisi (UGTB)
# VOR
# RWY 31L




## MISSED APPROACH

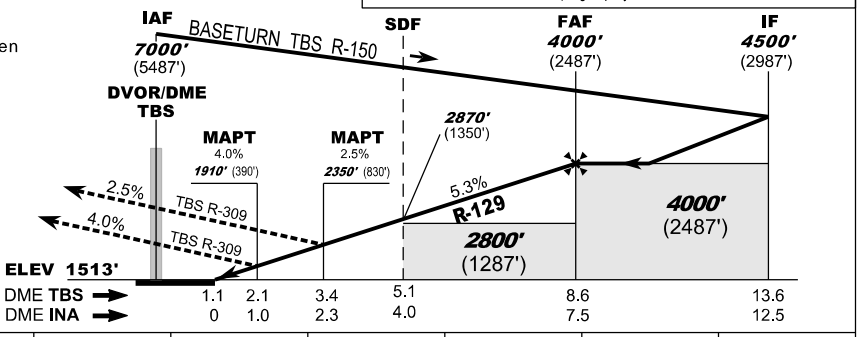
**Normal:**
Climb on **R-309 TBS** to **7000'**, when passing **6000'** turn right to **TBS**, then as directed by **ATC**.

**Radio Communication Failure:**
Climb on **R-309 TBS** to **8000'**, when passing **6000'** turn right to **TBS** and hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT

**W A R N I N G:**

1. **DO NOT CONFUSE** TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4 nm south-east of TBILISI/Tbilisi airport.
2. Possibility of **WIND SHEAR** and **TURBULENCE** on final (including short final) should be considered during strong winds due to local topography.




| Straight in Approach | | | | |
|---|---|---|---|---|
| Missed APCH climb gradient | OCA(H) | | | |
| | A | B | C | D |
| 2.5% | **2350** | (830) | | |
| 4.0% | **1910** | (390) | | |

| DME TBS NM | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| DME INA NM | 6.9 | 5.9 | 4.9 | 3.9 | 2.9 | 1.9 | 0.9 |
| ALT (HGT) ft | **3807** (2294) | **3482** (1969) | **3157** (1644) | **2832** (1319) | **2507** (994) | **2182** (669) | **1857** (344) |

*Changes:* Chart reissued

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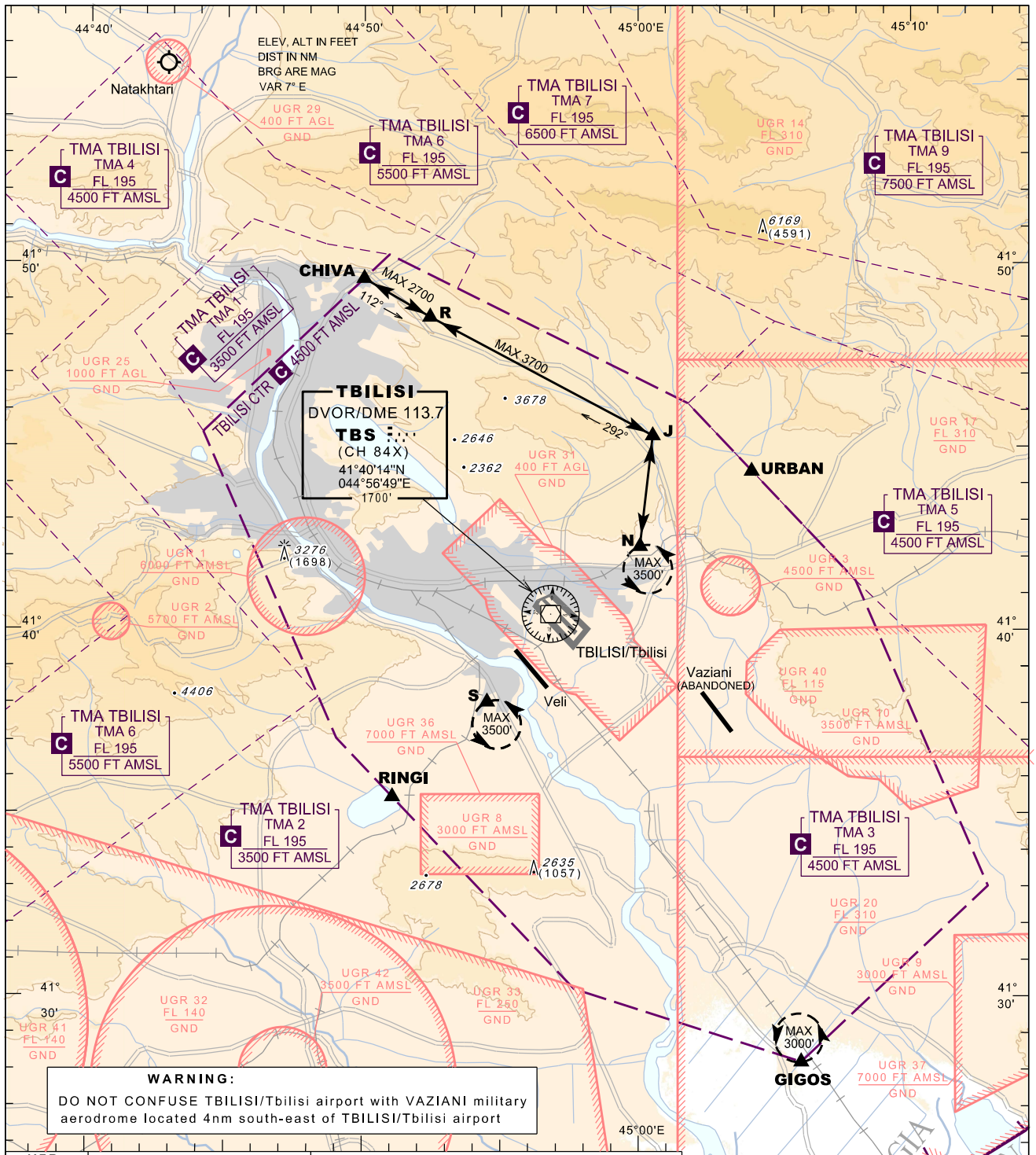
## VISUAL APPROACH CHART - ICAO

AERODROME ELEV. 1578'
HEIGHTS RELATED TO AD ELEV

APP 134.600
TWR 119.000 (Primary)
128.000 (Secondary)

## TBILISI/Tbilisi (UGTB)




**WARNING:**
DO NOT CONFUSE TBILISI/Tbilisi airport with VAZIANI military aerodrome located 4nm south-east of TBILISI/Tbilisi airport

| VFR Reporting Points | Geographical Coordinates | | Visual Reference |
|---|---|---|---|
| CHIVA | 41°49'23"N | 044°50'01"E | Over the motorway bridge on the Tbilisi bypass road, north-west of Gldani Didi Lake |
| GIGOS | 41°28'01"N | 045°05'55"E | North of Gardabani town |
| RINGI | 41°35'15"N | 044°51'03"E | Over Lake Kumisi |
| URBAN | 41°44'08"N | 045°04'08"E | Over the mining field; east of Saakadze settlement |
| R (ROMEO) | 41°48'20"N | 044°52'25"E | Over the semicircular segment of the Tbilisi bypass road; 1.5 NM east of Gldani Didi Lake |
| J (JULIET) | 41°45'06"N | 045°00'32"E | Over the junction of the Lochini and Norioskhevi rivers |
| N (NOVEMBER) | 41°42'05"N | 045°00'04"E | North of the Lilo marketplace |
| S (SIERRA) | 41°37'50"N | 044°54'30"E | West of Veli aerodrome on the right bank of the River Mtkvari |

*Changes:* Chart reissued

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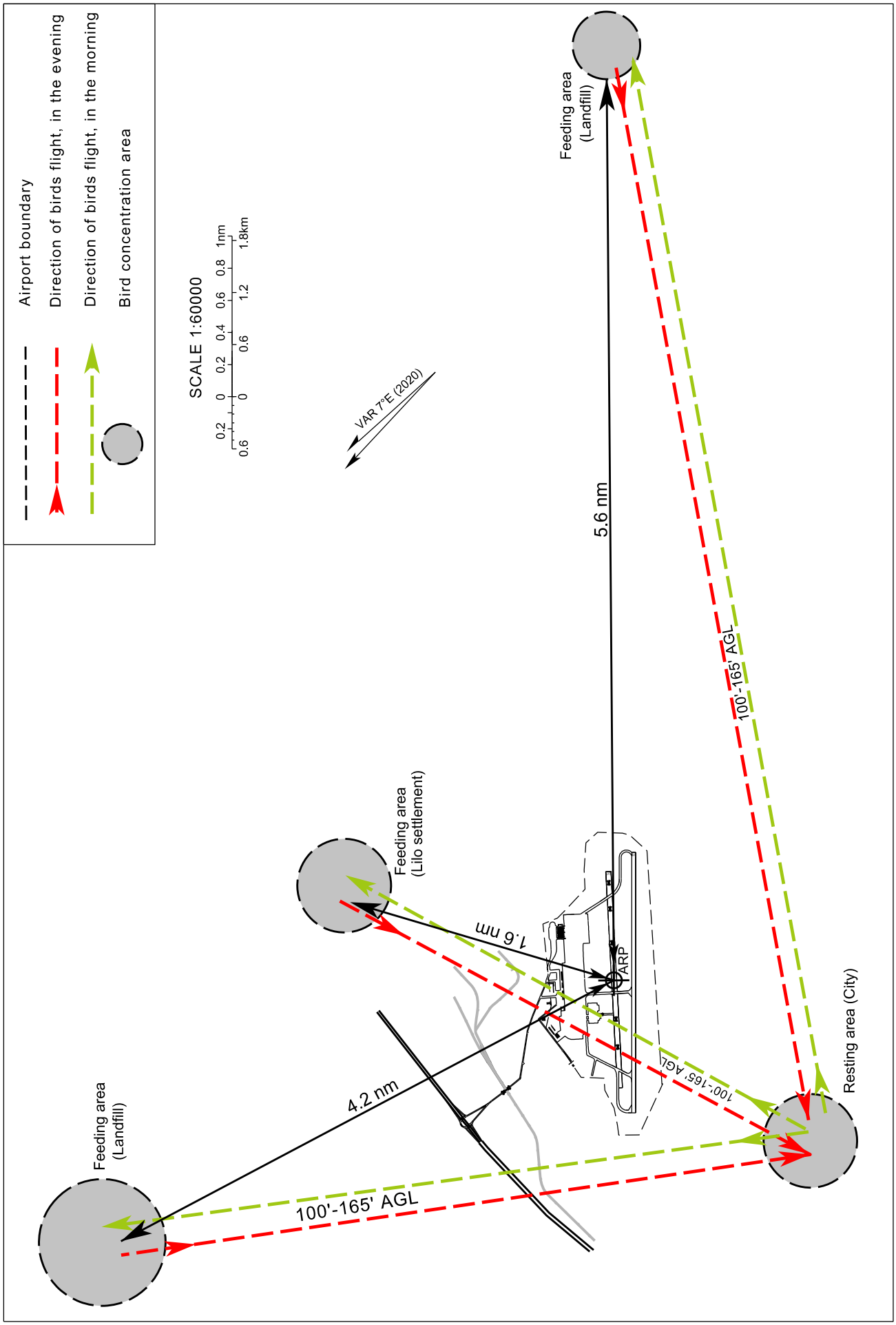
## BIRD CONCENTRATIONS AND MOVEMENT (INDEX CHART)

**TBILISI/Tbilisi (UGTB)**




*Changes:* Chart reissued

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