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Airport Information For UGTB

Terminal Charts For UGTB

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Tbilisi GEO
IATA Code: TBS
Lat/Long: N41° 40.1' E044° 57.3'
Elevation: 1624 ft

Airport Use: Public
Magnetic Variation: 6.2°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0213 Z
Sunset: 1545 Z,

Runway Information

Runway: 13R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1624 ft
Lighting: Edge, Centerline, TDZ
Stopway: 197 ft

Runway: 31L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1572 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

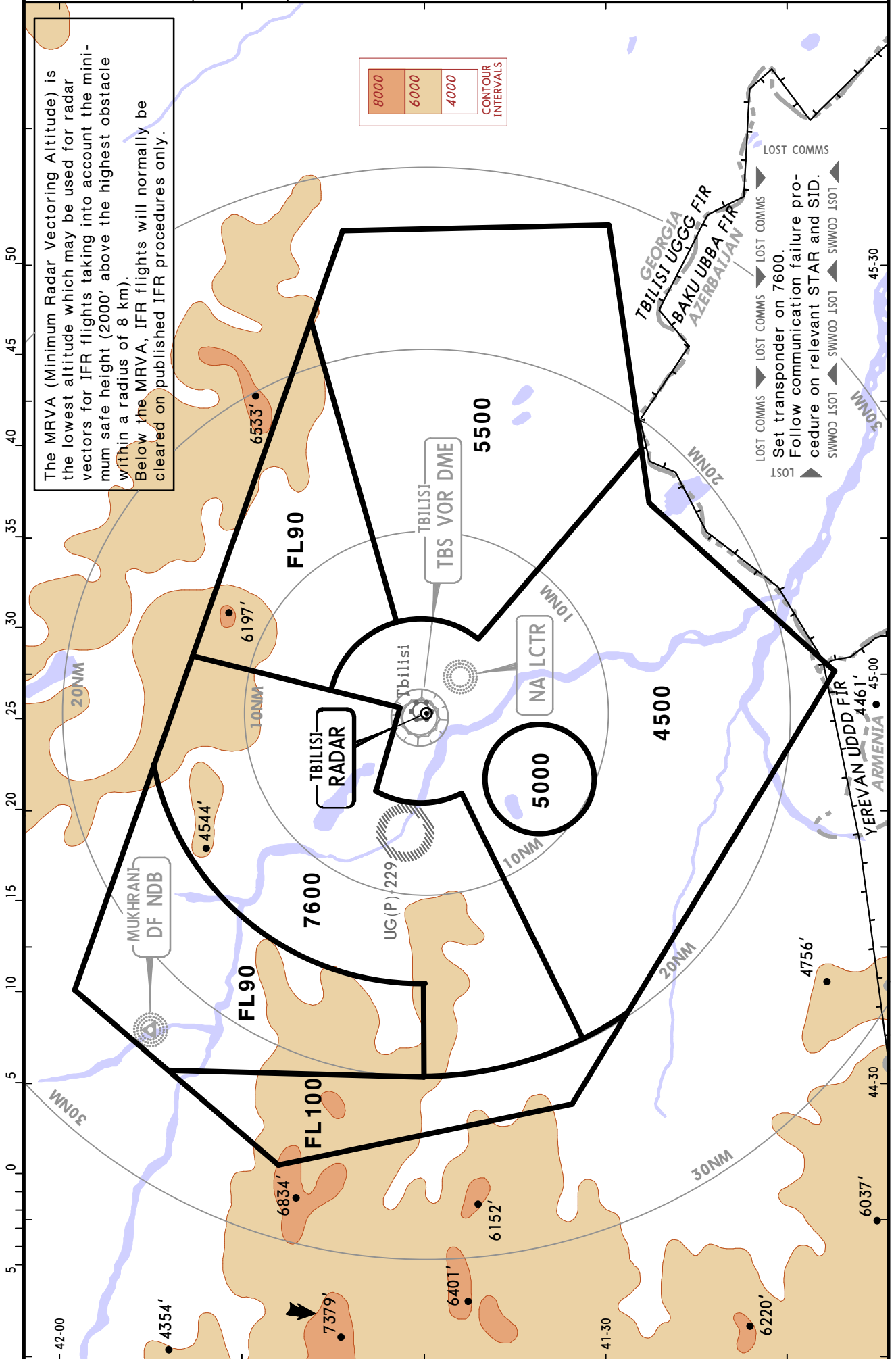
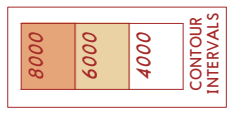
ATIS 132.8
Tbilisi Tower 128.0
Tbilisi Apron Ramp/Taxi Control 131.7
Tbilisi Approach Control 134.6
Tbilisi Information 124.15

TBILISI Approach (R)
134.6

Apt Elev
1624'

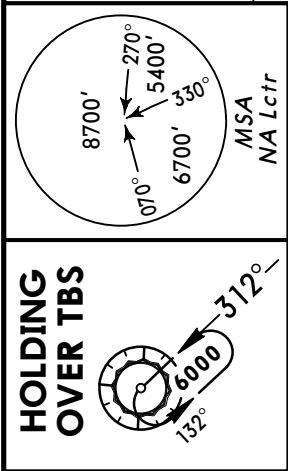
Alt Set: hPa Trans level: FL90 Trans alt: 7600'
The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for radar vectors for IFR flights taking into account the minimum safe height (2000' above the highest obstacle within a radius of 8 km).
Below the MRVA, IFR flights will normally be cleared on published IFR procedures only.



CHANGES: Frequency.

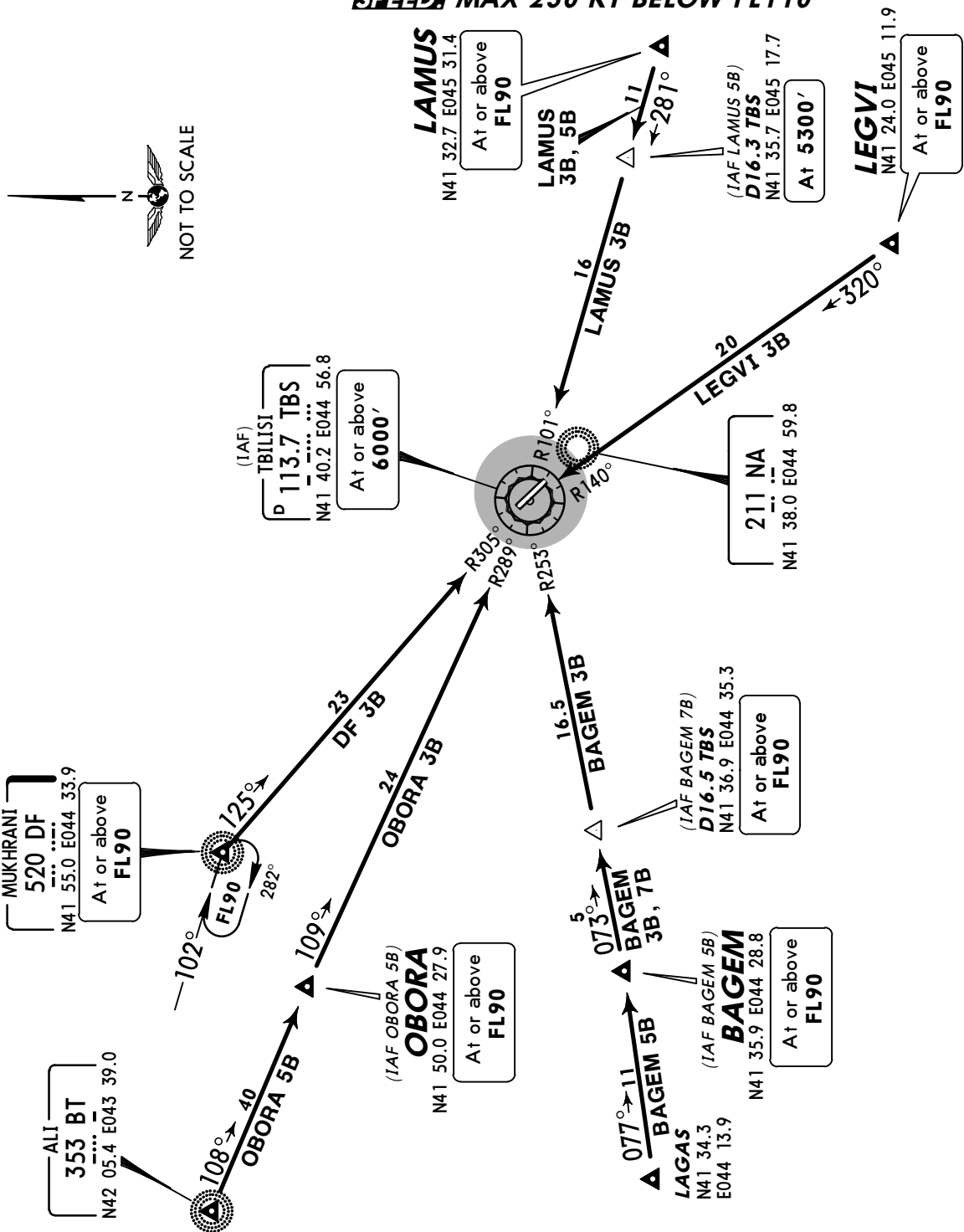
ATIS 132.8	Apt Elev 1624'	Alt Set: hPa Trans level: FL90 Trans alt: 7600'
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- BAGEM THREE BRAVO (BAGEM 3B) [BAGE3B]
- BAGEM FIVE BRAVO (BAGEM 5B) [BAGE5B]
- BAGEM SEVEN BRAVO (BAGEM 7B) [BAGE7B]
- DELTA FOXTROT THREE BRAVO (DF 3B)
- LAMUS THREE BRAVO (LAMUS 3B) [LAMU3B]
- LAMUS FIVE BRAVO (LAMUS 5B) [LAMU5B]
- LEGVI THREE BRAVO (LEGVI 3B) [LEGV3B]
- OBORA THREE BRAVO (OBORA 3B) [OBOR3B]
- OBORA FIVE BRAVO (OBORA 5B) [OBOR5B]

RWY 31L ARRIVALS

SPEED: MAX 250 KT BELOW FL110



Apt Elev
1624'

Trans level: FL90 Trans alt: 7600'
Take-off to be carried out with noise abatement procedures according to Flight
Operation Manual.

DELTA FOXTROT FOUR ALFA (DF 4A)
DELTA FOXTROT SIX ALFA (DF 6A)
LAGAS TWO ALFA (LAGAS 2A) [LAGA2A]
LAMUS FOUR ALFA (LAMUS 4A) [LAMU4A]
LAMUS SIX ALFA (LAMUS 6A) [LAMU6A]
LEGVI TWO ALFA (LEGVI 2A) [LEGV2A]
LEGVI SIX ALFA (LEGVI 6A) [LEGV6A]

RWY 13R DEPARTURES
WHEN UG(R)-223, UG(R)-224 OR UG(R)-225
ARE ACTIVE CLIMB TO FL160 BY ATC

DF 6A
LAGAS 2A
LAMUS 6A
LEGVI 2A, 6A
Turn at
2700'

1

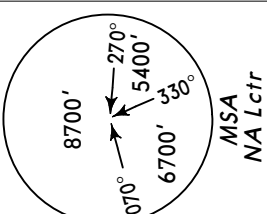
TBILISI
D 113.7 TBS
N41 40.2 E044 56.8

211 NA
N41 38.0 E044 59.8

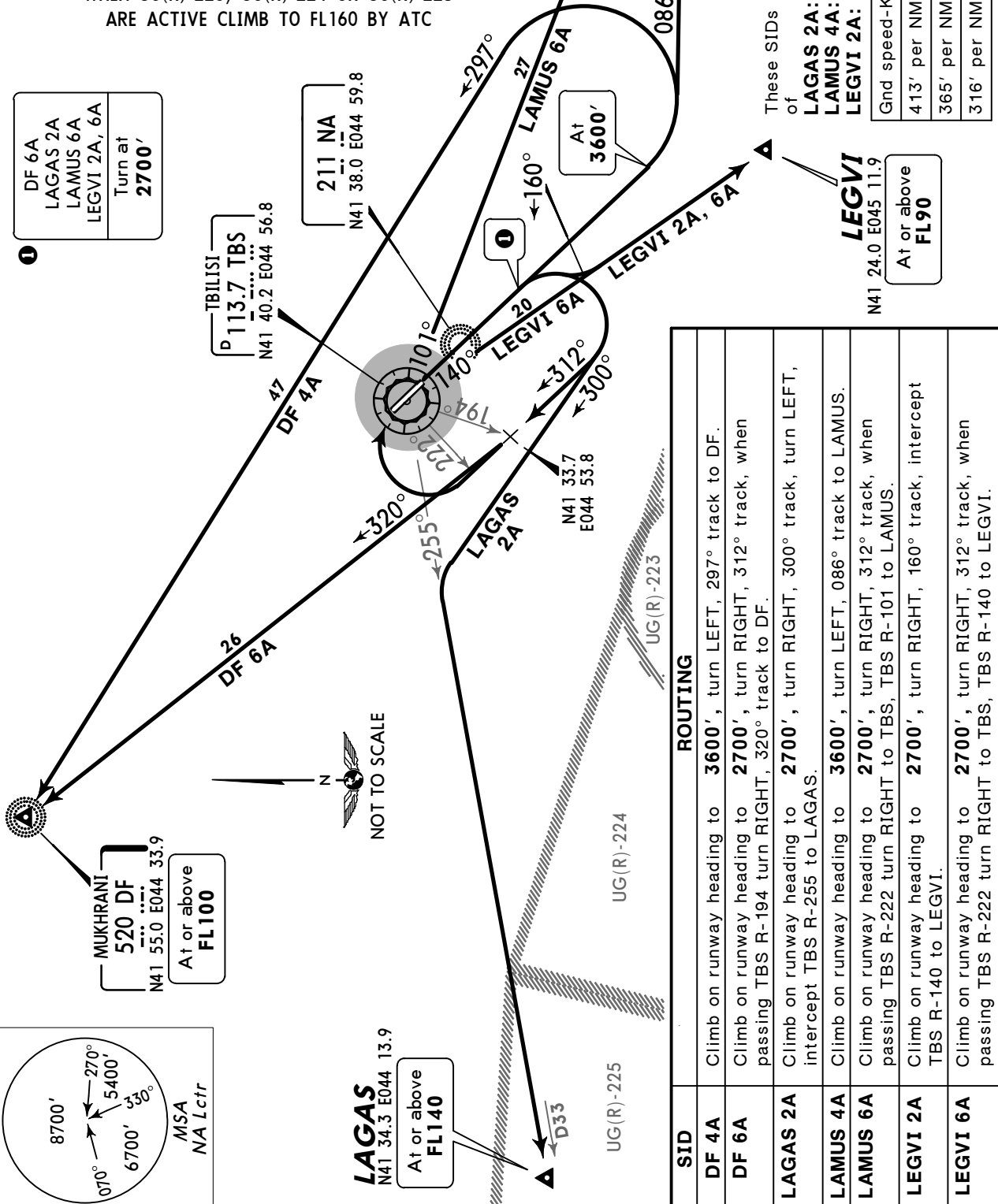
At
3600'

LEGVI
N41 24.0 E045 11.9
At or above
FL90

MUKHRANI
520 DF
N41 55.0 E044 33.9
At or above
FL100



LAGAS
N41 34.3 E044 13.9
At or above
FL140

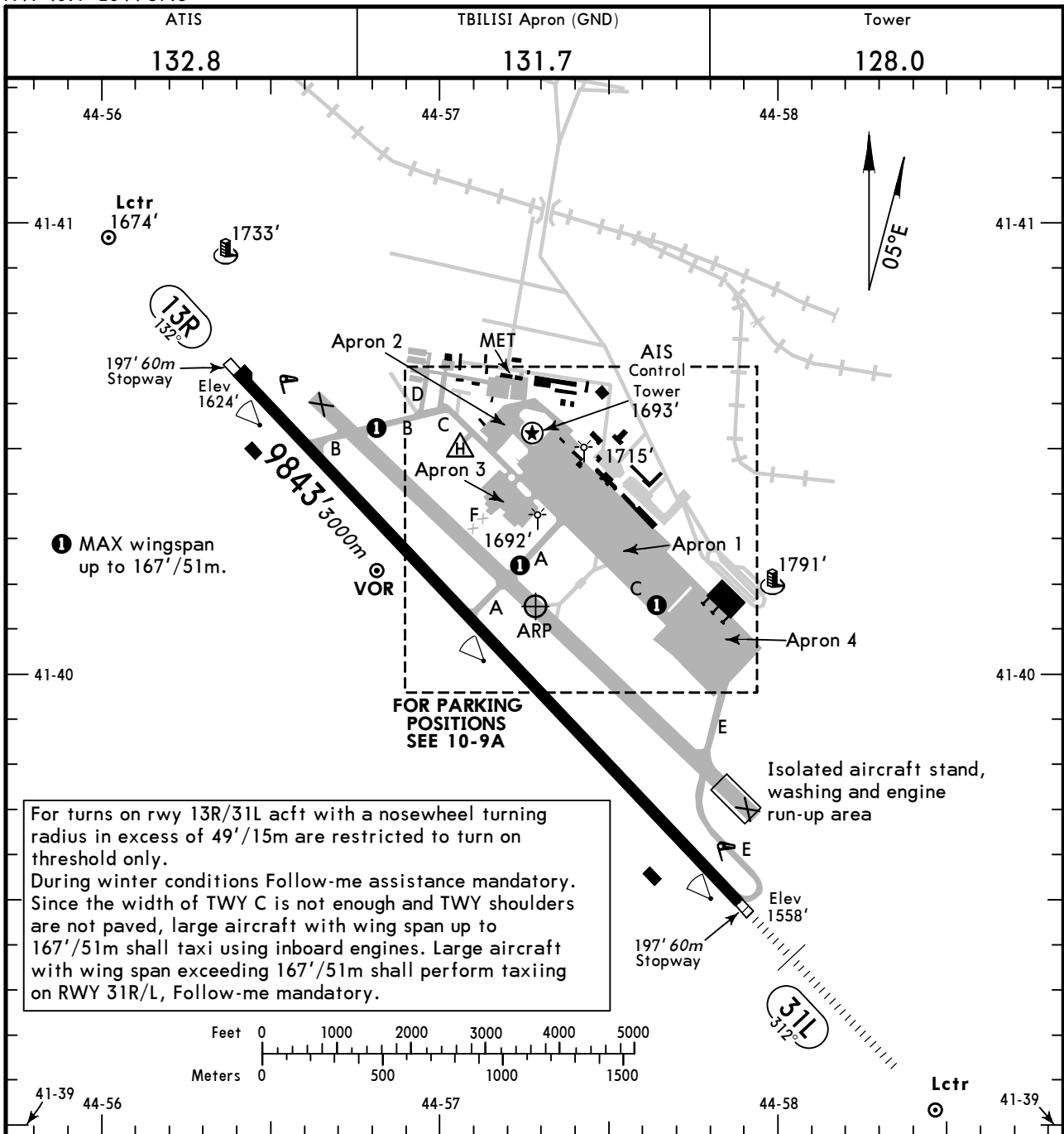


These SIDs require minimum climb gradients
of
LAGAS 2A: 316' per NM (5.2%).
LAMUS 4A: 365' per NM (6%).
LEGVI 2A: 413' per NM (6.8%).

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066
365' per NM	456	608	911	1215	1519	1823
316' per NM	395	527	790	1053	1317	1580

ROUTING

SID	ROUTING
DF 4A	Climb on runway heading to 3600', turn LEFT, 297° track to DF.
DF 6A	Climb on runway heading to 2700', turn RIGHT, 312° track, when passing TBS R-194 turn RIGHT, 320° track to DF.
LAGAS 2A	Climb on runway heading to 2700', turn RIGHT, 300° track, turn LEFT, intercept TBS R-255 to LAGAS.
LAMUS 4A	Climb on runway heading to 3600', turn LEFT, 086° track to LAMUS.
LAMUS 6A	Climb on runway heading to 2700', turn RIGHT, 312° track, when passing TBS R-222 turn RIGHT to TBS, TBS R-101 to LAMUS.
LEGVI 2A	Climb on runway heading to 2700', turn RIGHT, 160° track, intercept TBS R-140 to LEGVI.
LEGVI 6A	Climb on runway heading to 2700', turn RIGHT, 312° track, when passing TBS R-222 turn RIGHT to TBS, TBS R-140 to LEGVI.



For turns on rwy 13R/31L acft with a nosewheel turning radius in excess of 49'/15m are restricted to turn on threshold only.
During winter conditions Follow-me assistance mandatory. Since the width of TWY C is not enough and TWY shoulders are not paved, large aircraft with wing span up to 167'/51m shall taxi using inboard engines. Large aircraft with wing span exceeding 167'/51m shall perform taxiing on RWY 31R/L, Follow-me mandatory.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) TDZ PAPI-L (3.50°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13R	HIRL (60m) CL (15m) TDZ PAPI-L (3.50°) RVR		8871' 2704m		148'
31L	HIRL (60m) CL (15m) HIALS TDZ PAPI-L (3.17°) RVR		8992' 2741m		45m

JAR-OPS

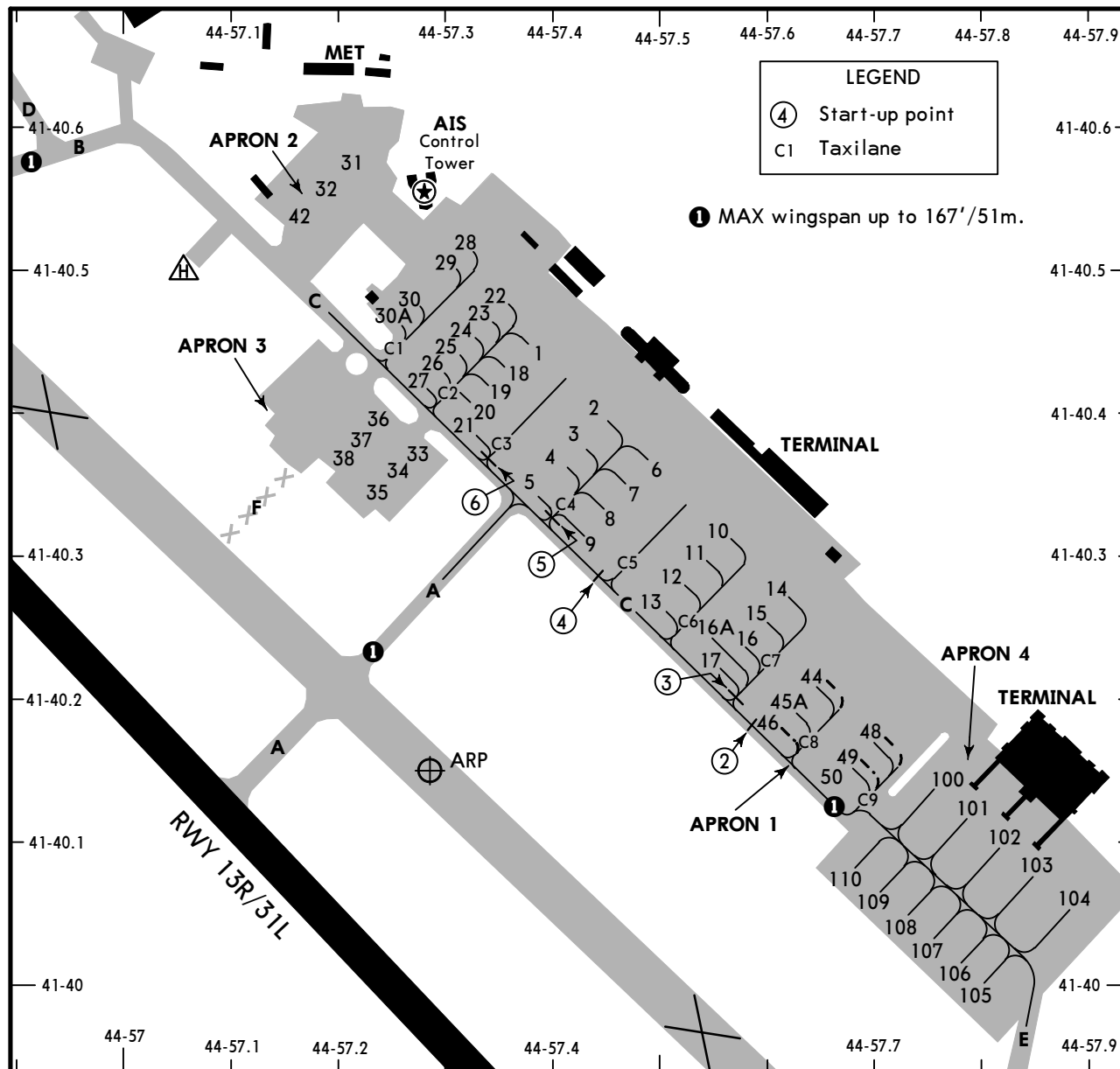
TAKE-OFF 1

All Rwys

LVP must be in force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.



On Apron 4 Follow-me required.
 Taxiing from stands 1, 2, 6, 10 and 14 by towing only.
 Stands 7 thru 9, 13, 15, 16, 20 thru 27, 44, 48 and 49 by towing only.
 Use of stands 14, 16, 17 and 44 thru 49 by towing, except acft with MTOW less than 30000 kg.
 Stands 33 thru 38 available for helicopters.
 Stands 100 thru 110 are allocated for de-icing of acft.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N41 40.5 E044 57.4	28 thru 30A	N41 40.5 E044 57.3
2, 3	N41 40.4 E044 57.5	31, 32	N41 40.6 E044 57.2
4, 5	N41 40.4 E044 57.4	33	N41 40.4 E044 57.3
6 thru 8	N41 40.4 E044 57.5	34, 35	N41 40.3 E044 57.2
9	N41 40.3 E044 57.4	36 thru 38	N41 40.4 E044 57.2
10, 11	N41 40.3 E044 57.6	42	N41 40.5 E044 57.2
12, 13	N41 40.3 E044 57.5	44	N41 40.3 E044 57.6
14 thru 16	N41 40.3 E044 57.6	45A, 46	N41 40.2 E044 57.6
16A, 17	N41 40.3 E044 57.5	48 thru 50	N41 40.2 E044 57.7
18	N41 40.5 E044 57.4	100	N41 40.2 E044 57.8
19	N41 40.4 E044 57.4	101, 102	N41 40.1 E044 57.8
20, 21	N41 40.4 E044 57.3	103, 104	N41 40.1 E044 57.9
22	N41 40.5 E044 57.4	105, 106	N41 40.0 E044 57.8
23 thru 26	N41 40.5 E044 57.3	107	N41 40.0 E044 57.7
27	N41 40.4 E044 57.3	108 thru 110	N41 40.1 E044 57.7

STRAIGHT-IN RWY		A	B	C	D
13R	ILS	1824'(200') R1200m	1824'(200') R1200m	1834'(210') R1200m	1834'(210') R1200m
	LOC ①	2920'(1296') C5000m	2920'(1296') C5000m	2920'(1296') C5000m	2920'(1296') C5000m
	VOR ①	2920'(1296') C5000m	2920'(1296') C5000m	2920'(1296') C5000m	2920'(1296') C5000m
31L	ILS ②	1758'(200') R550m	1758'(200') R550m	1758'(200') R550m	1758'(200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①②	2140'(582') R1500m	2140'(582') R1500m	2140'(582') R2000m	2140'(582') R2000m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
VOR ①②	2340'(782') R1500m	2340'(782') R1500m	2340'(782') C2400m	2340'(782') C2400m	

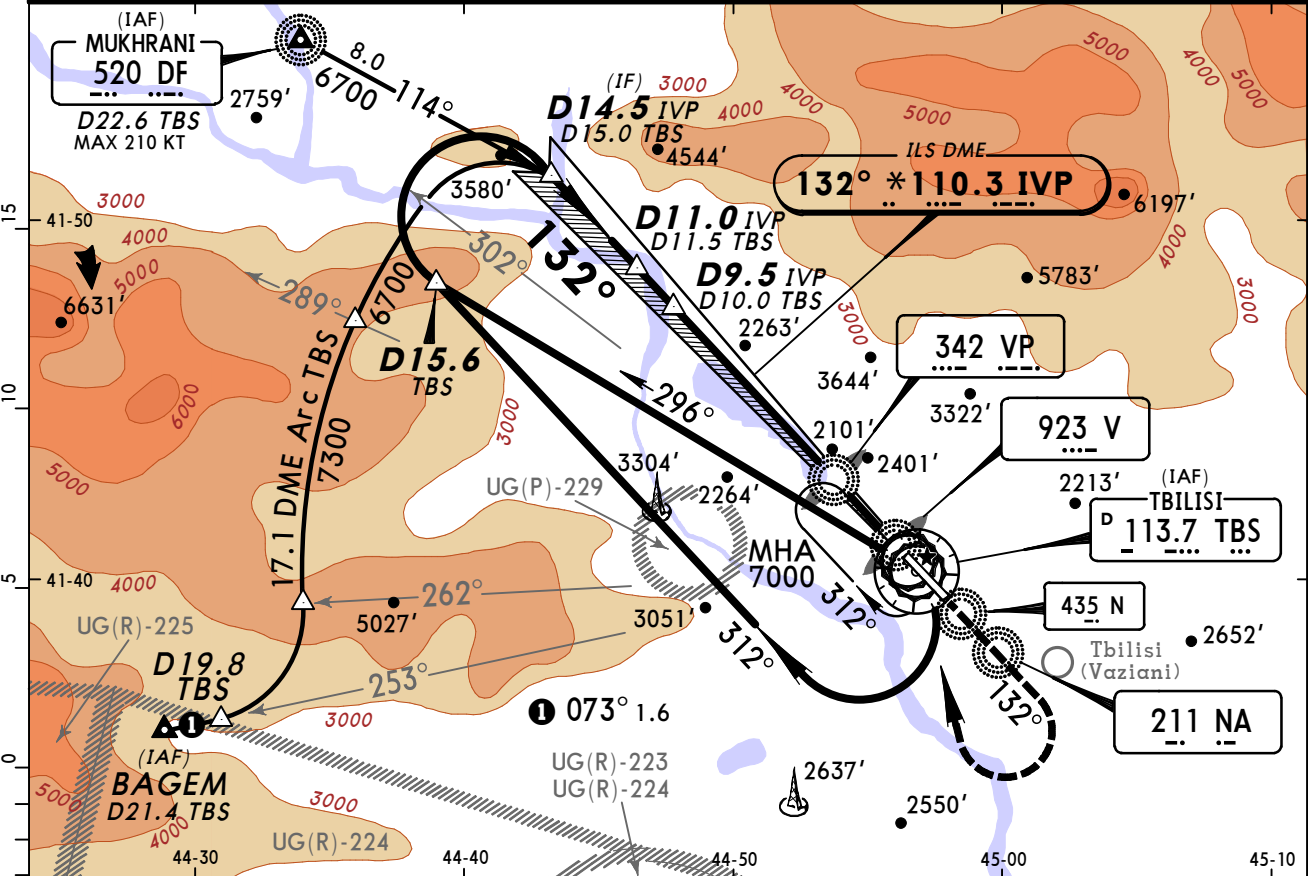
① Continuous Descent Final Approach.

② Missed apch climb gradient mim 3.3%.

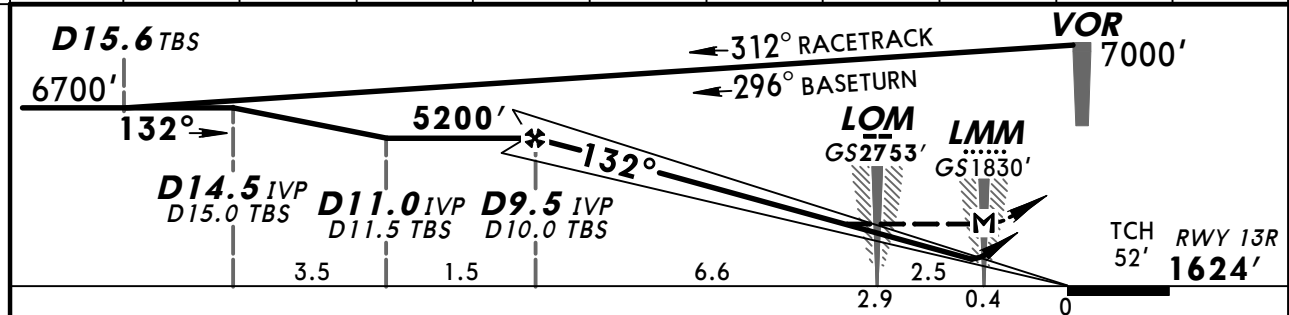
TAKE-OFF RWY 13R, 31L

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

ATIS 132.8		TBILISI Approach 134.6			TBILISI Tower 128.0	
LOC IVP *110.3	Final Apch Crs 132°	GS LOM 2753' (1129')	ILS DA(H) Refer to Minimums	Apt Elev 1624' RWY1624'		
MISSED APCH: Climb on R-132 TBS to 3500', then turn RIGHT to VOR climbing to 7000', then as directed by ATC.						
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 90 Trans alt: 7600' 1. ILS DME reads zero at rwy 13R threshold. 2. Procedure restricted to MAX 220 KT.						MSA NA NDB



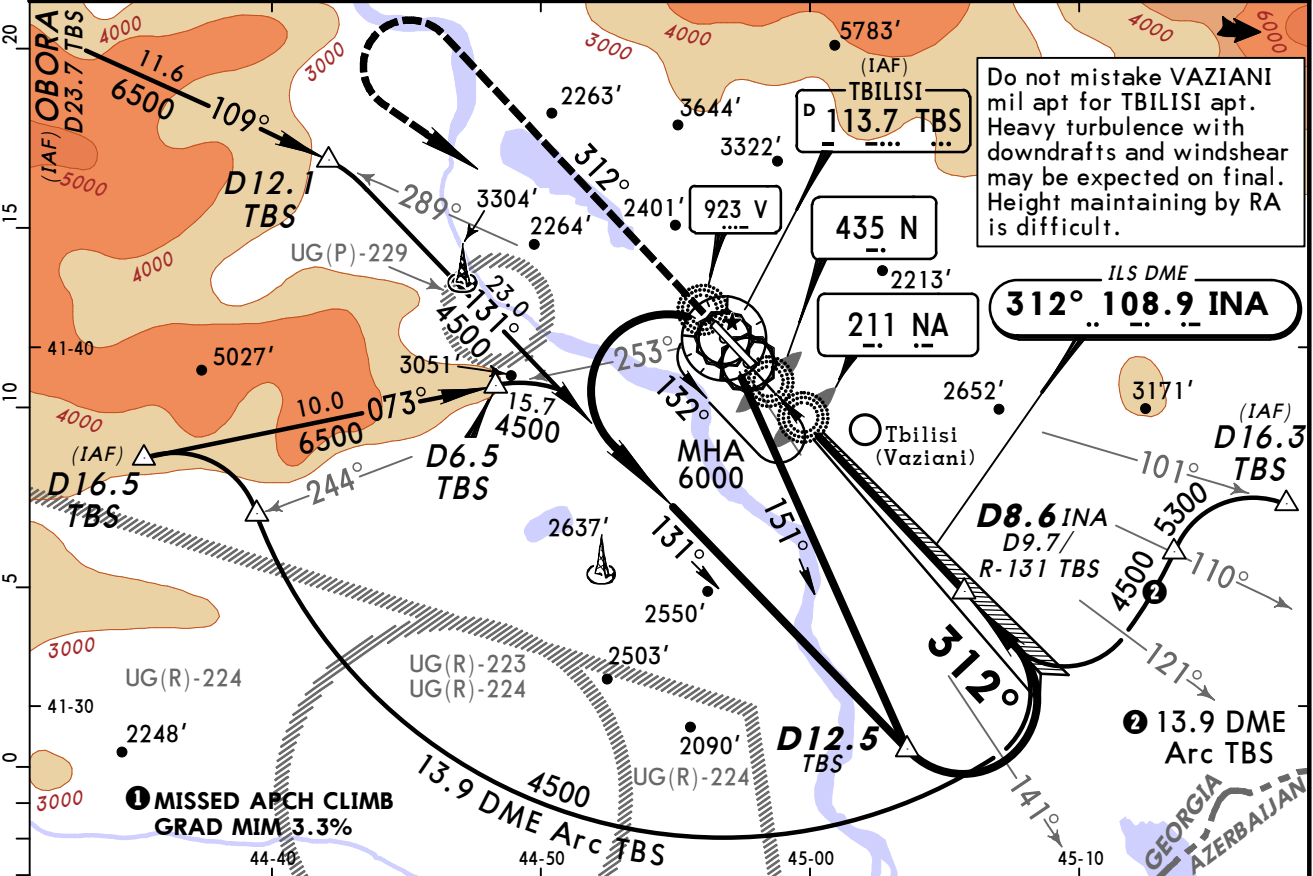
LOC (GS out)	IVP DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	5020'	4650'	4270'	3900'	3530'	3160'	2790'	2420'	2050'



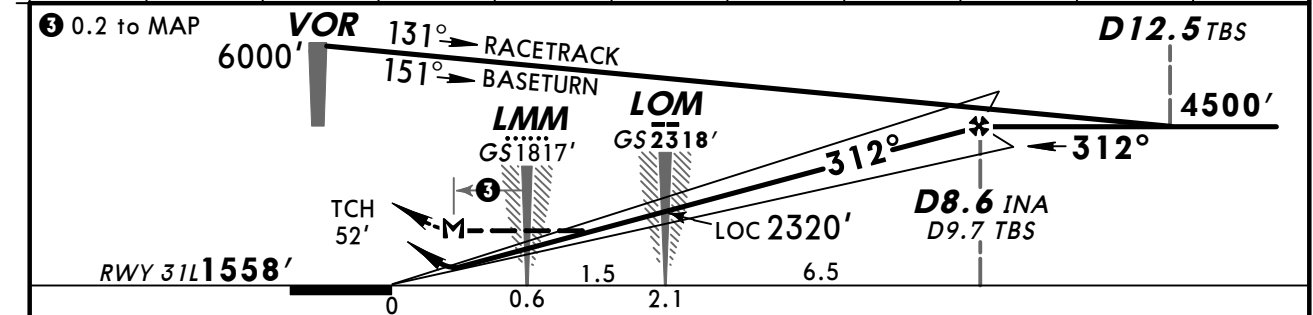
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3500' ↑ on 113.7 R-132	
ILS GS or LOC Descent Angle	3.50°	439	564	627	752	877			1003
D9.5 IVP/D10.0 TBS to MAP	9.1	7:48	6:04	5:28	4:33	3:54			3:25

JAR-OPS		STRAIGHT-IN LANDING RWY 13R	
ILS DA(H) AB: 1824' (200') CD: 1834' (210')		LOC (GS out) MDA(H) 2920' (1296')	
A		RVR 1500m	
B			
C	RVR 1000m		
D		RVR 2000m	

ATIS 132.8		TBILISI Approach 134.6			TBILISI Tower 128.0
LOC INA 108.9	Final Apch Crs 312°	GS LOM 2318' (760')	ILS DA(H) 1758' (200')	Apt Elev 1624' RWY1558'	
MISSED APCH: Climb on R-312 TBS to 4900', then turn LEFT to VOR climbing to 6000', then then as directed by ATC.					
Alt Set: hPa		Rwy Elev: 56 hPa	Trans level: FL 90	Trans alt: 7600'	
ILS DME reads zero at rwy 31L threshold.					MSA NA NDB



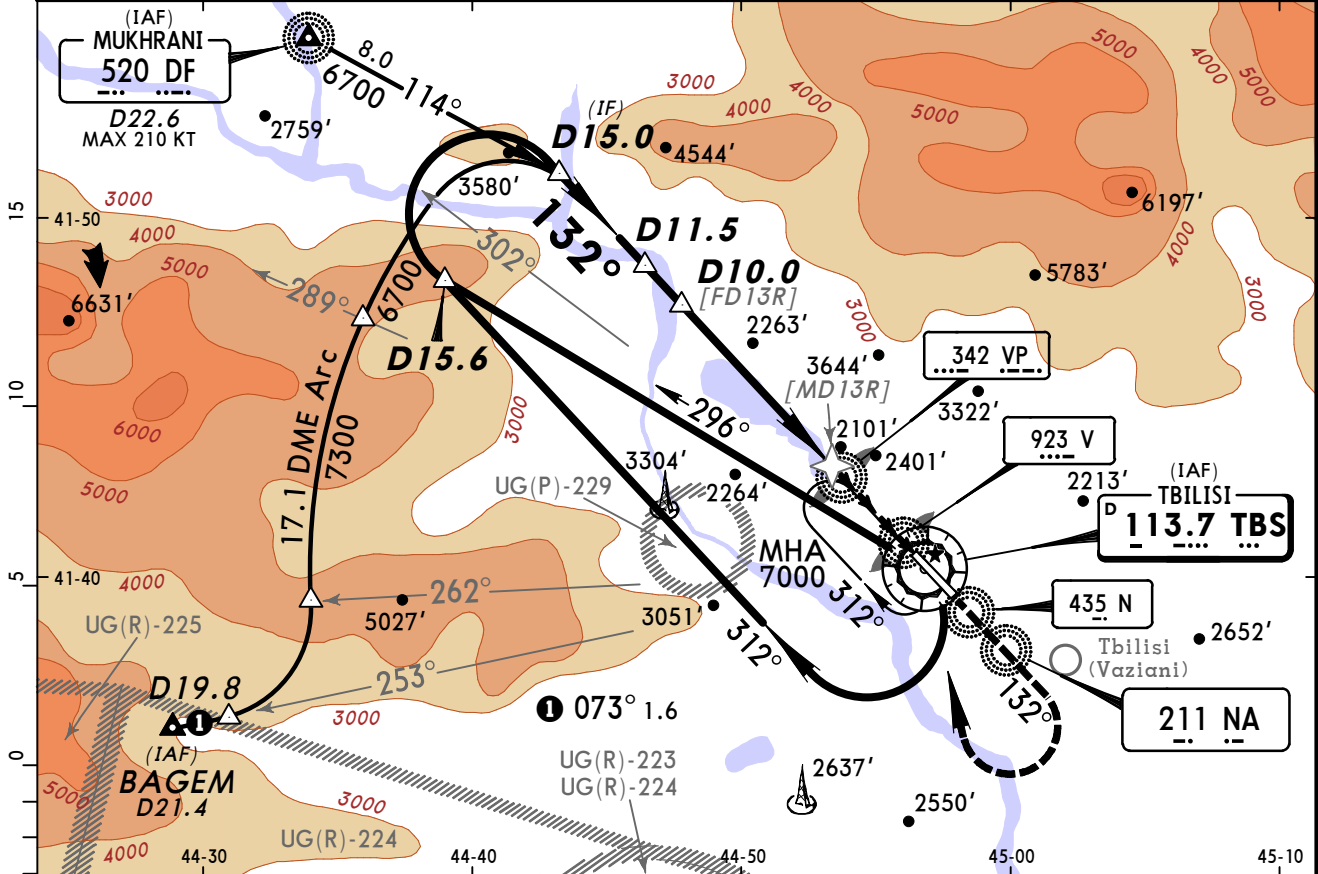
LOC	INA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
(GS out)	ALTITUDE	1950'	2290'	2620'	2960'	3290'	3630'	3960'	4300'	4640'



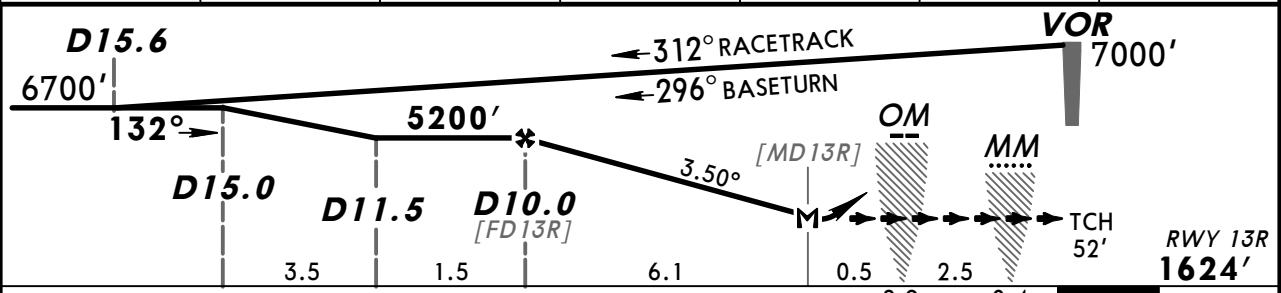
Gnd speed-Kts	70	90	100	120	140	160		4900' on 113.7 TBS R-312
ILS GS or LOC Descent Angle	3.20°	401	516	574	688	803		
D8.6 INA/D9.7 TBS to MAP	8.2	7:02	5:28	4:55	4:06	3:31	3:04	

JAR-OPS				STRAIGHT-IN LANDING RWY 31L			
MISSED APCH CLIMB GRAD MIM 3.3%							
ILS DA(H) 1758' (200')		LOC (GS out) MDA(H) 2140' (582')					
FULL		ALS out		ALS out			
A			RVR 1000m		RVR 1500m		
B	RVR 550m		RVR 1000m		RVR 1200m		
C			RVR 1600m		RVR 2000m		
D							

ATIS 132.8		TBILISI Approach 134.6			TBILISI Tower 128.0
VOR TBS 113.7	Final Apch Crs 132°	Minimum Alt D10.0 5200' (3576')	MDA(H) 2920' (1296')	Apt Elev 1624' RWY1624'	
MISSED APCH: Climb on 132° to 3500', then turn RIGHT to VOR climbing to 7000', then as directed by ATC.					<p>MSA NA NDB</p>
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 90	Trans alt: 7600'		
Procedure restricted to MAX 220 KT.					



TBS DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	4830'	4460'	4090'	3720'	3350'	2970'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3500' ↑ on 113.7 R-132	
Descent Angle	3.50°	434	557	619	743	867			991
D10.0 to MAP	6.1	5:14	4:04	3:40	3:03	2:37			2:17

JAR-OPS STRAIGHT-IN LANDING RWY 13R

MDA(H) **2920'** (1296')

A	RVR 1500m
B	
C	RVR 2000m
D	

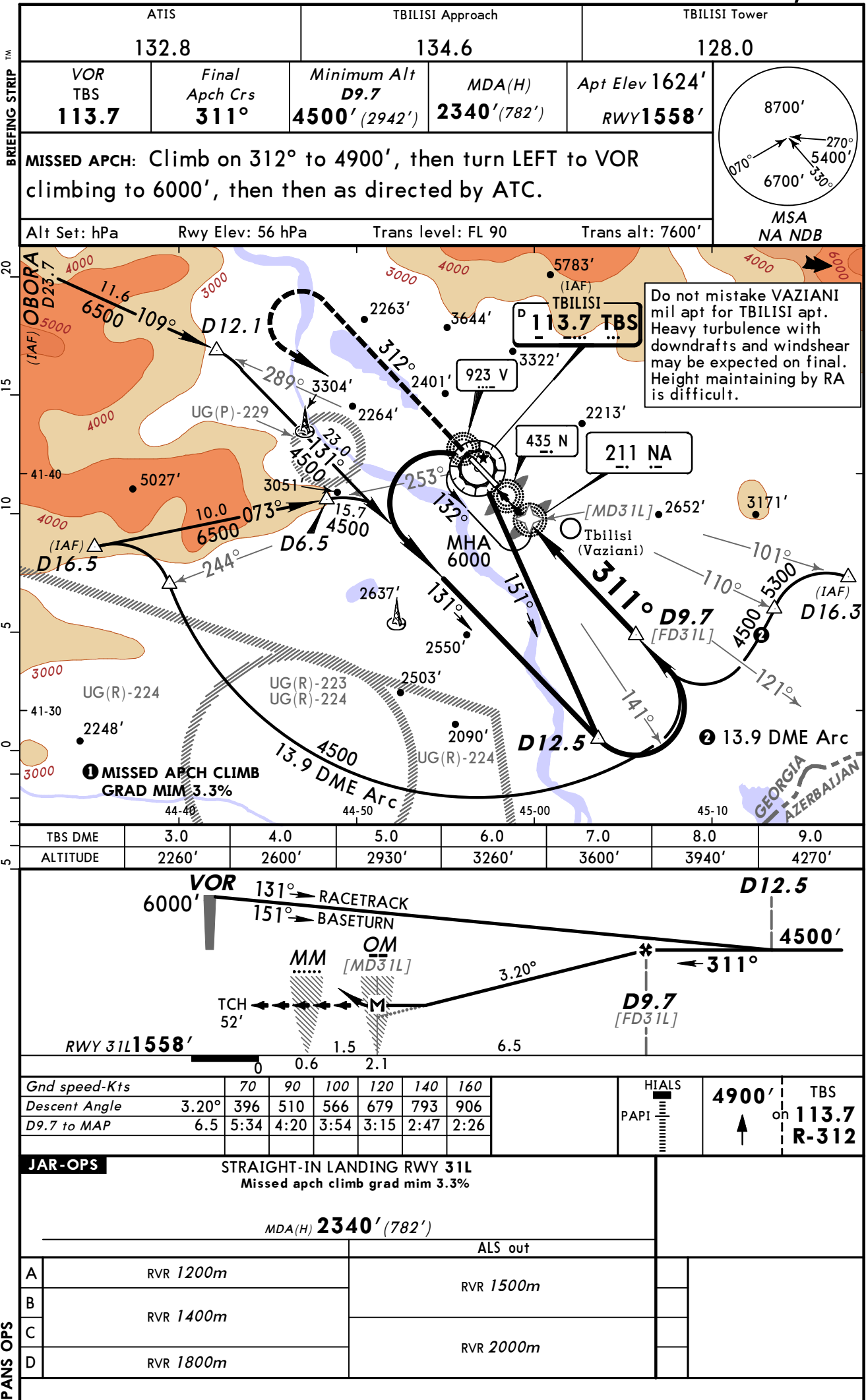


Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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TBILISI, (TBILISI - UGTB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UGTB