

List of pages in this Trip Kit

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- Revision Letter For Cycle 05-2025
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General Information

Location: TBILISI GEO
ICAO/IATA: UGTB / TBS
Lat/Long: N41° 40.15', E044° 57.28'
Elevation: 1578 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 7.0° E

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

Sunrise: 0134 Z
Sunset: 1620 Z

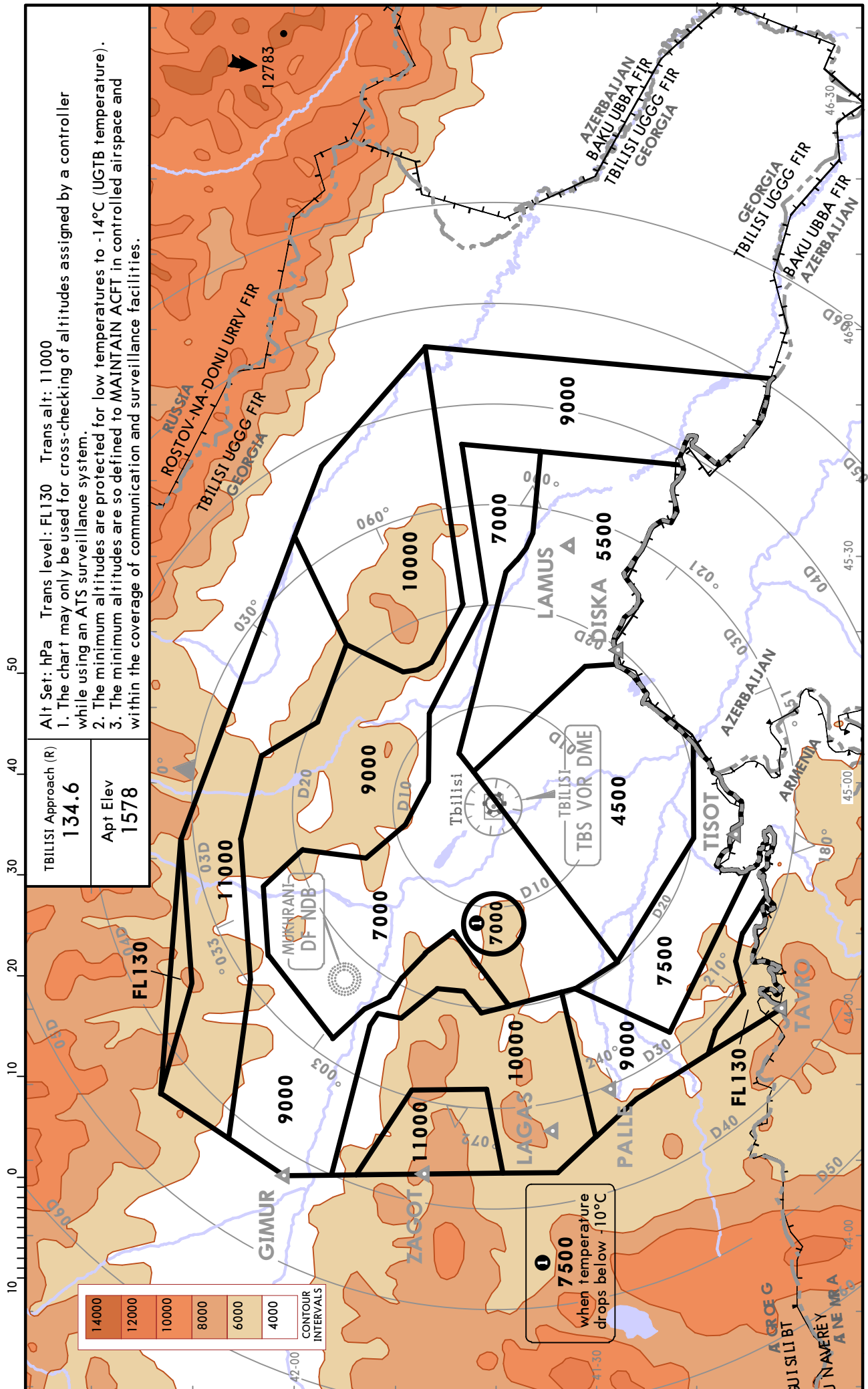
Runway Information

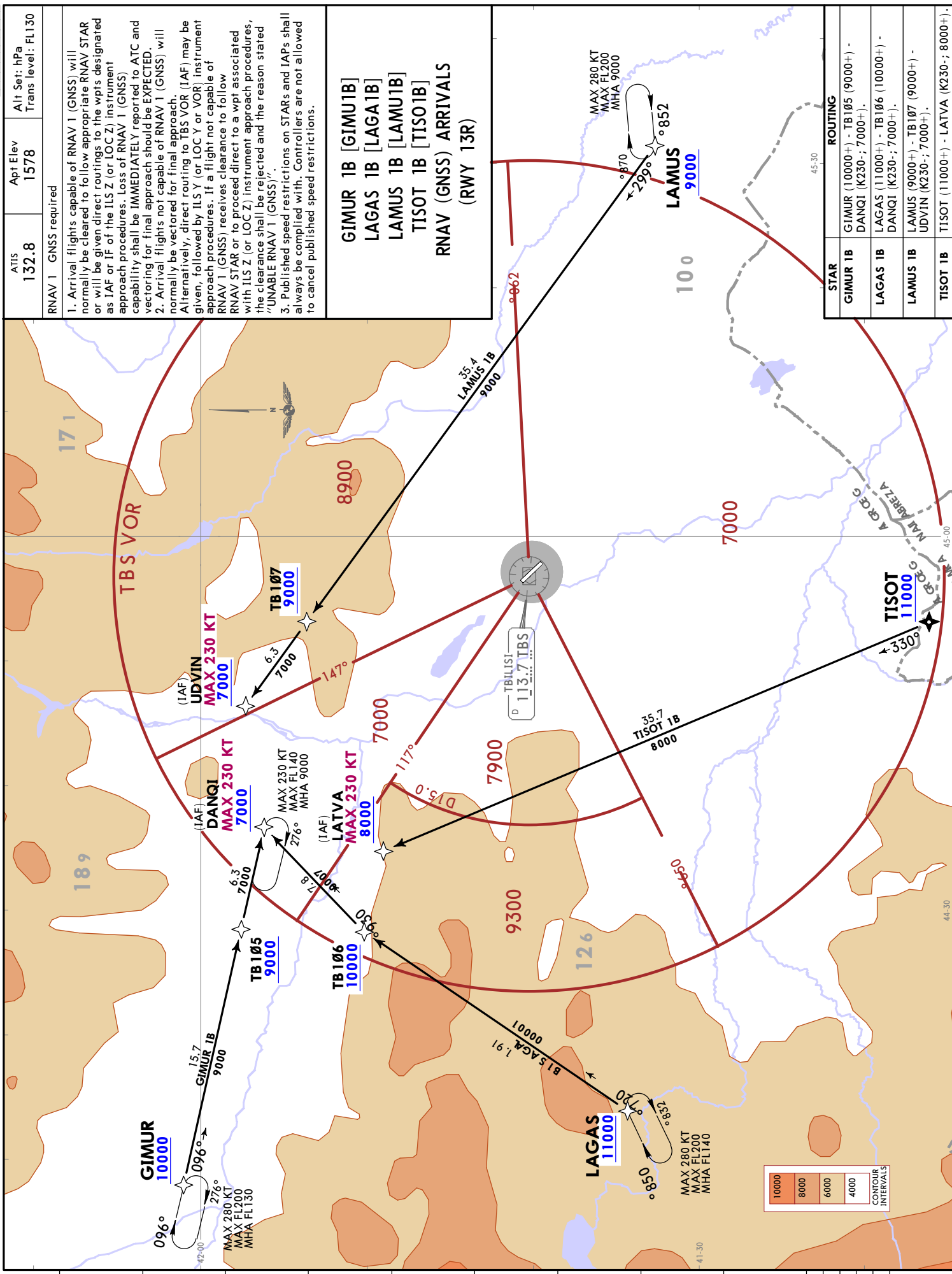
Runway: 13R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1578 ft
Lighting: Edge, ALS, Centerline

Runway: 31L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1527 ft
Lighting: Edge, ALS, Centerline, TDZ

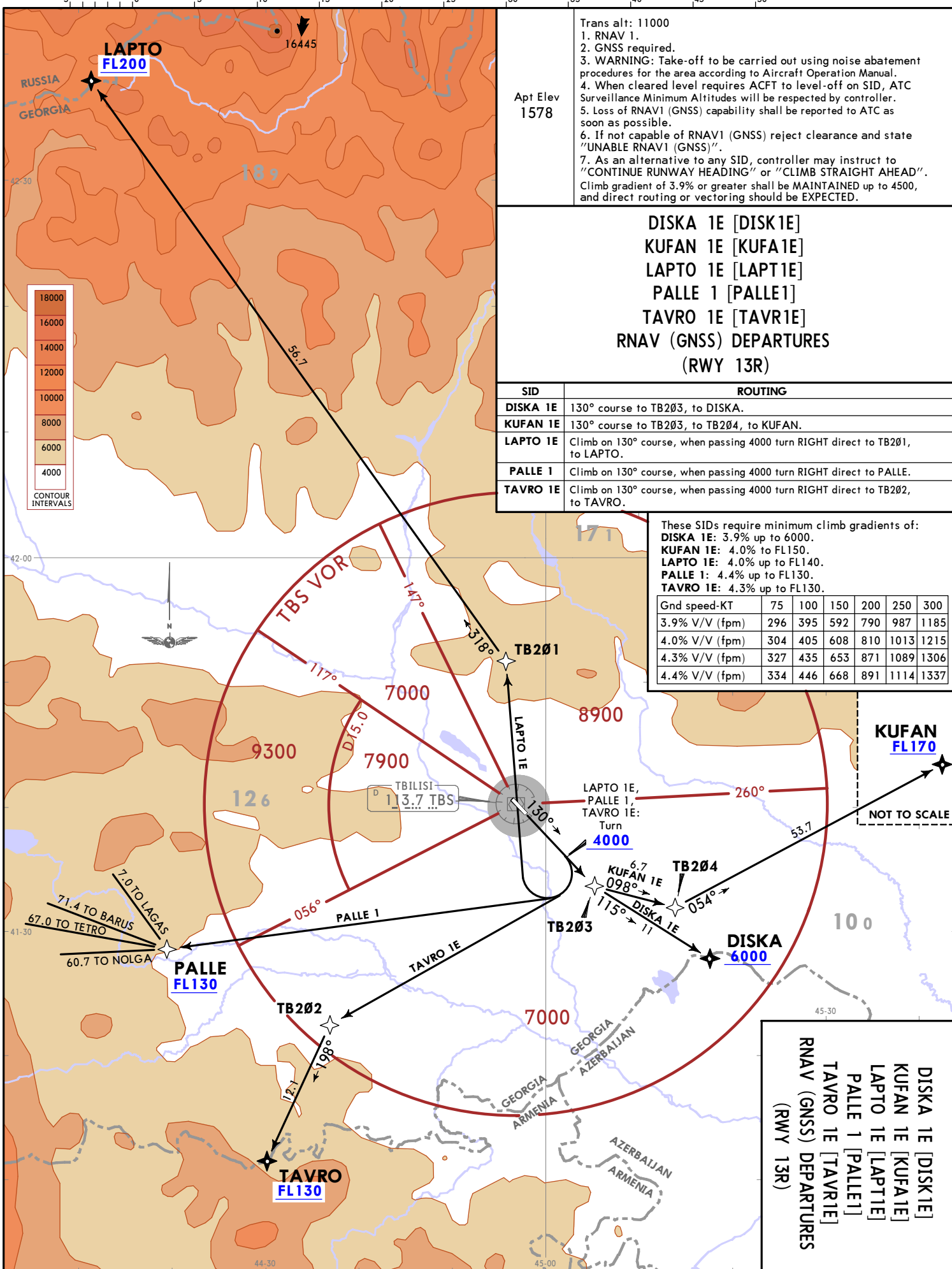
Communication Information

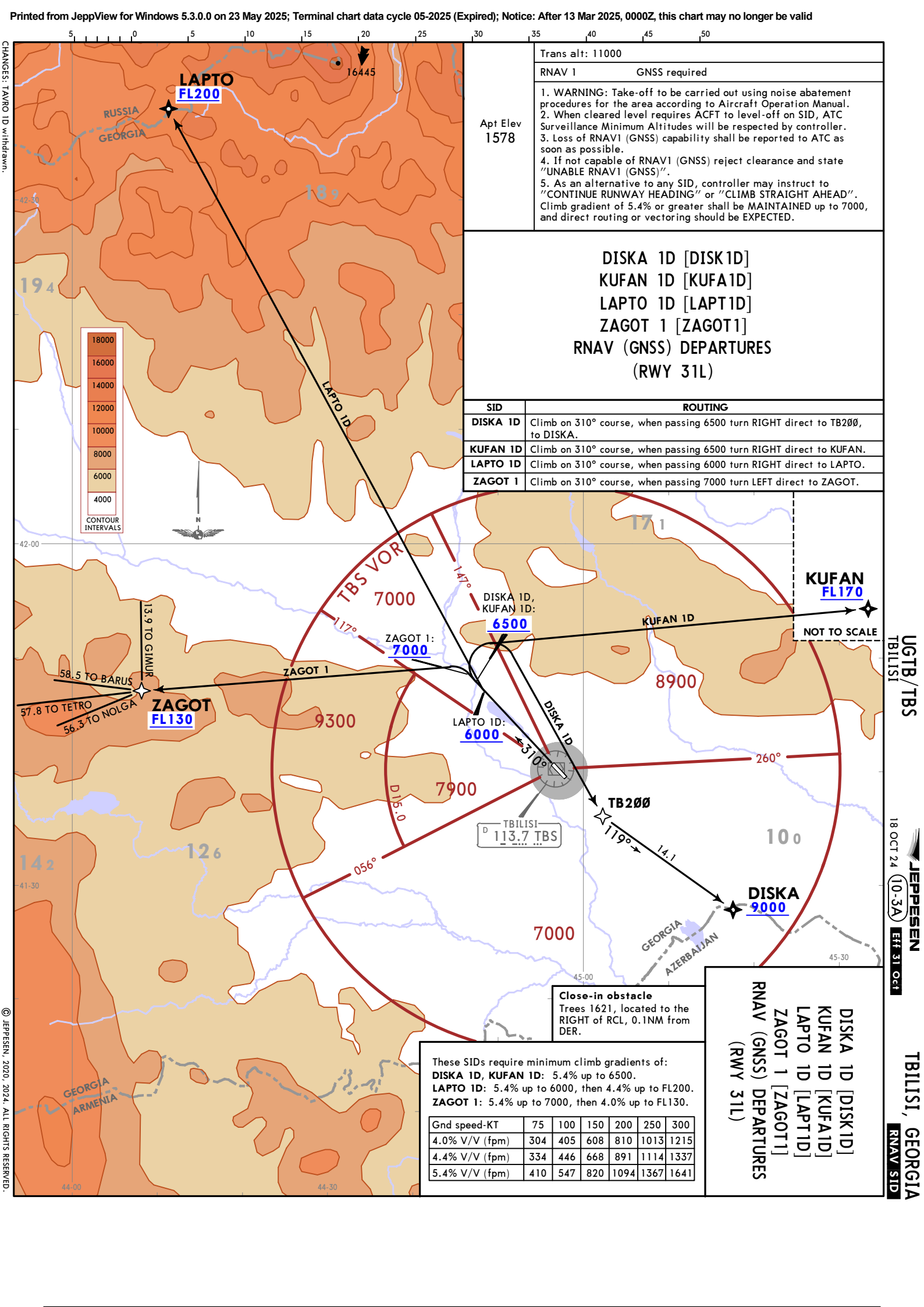
ATIS: 132.800
Tbilisi Tower: 119.000
Tbilisi Tower: 128.000 Secondary
Tbilisi Apron Ramp/Taxi: 131.700
Tbilisi Approach: 134.600
Tbilisi Approach: 127.200
Tbilisi Information Information: 124.150 Flight Info Service RCO











UGTB/TBS
TBILISI

JEPPESSEN
18 OCT 24 10-3B Eff 31 Oct

TBILISI, GEORGIA
RNAV SID

Trans alt: 11000

RNAV 1GNSS required

Apt Elev
1578

1. WARNING: Take-off to be carried out using noise abatement procedures for the area according to Aircraft Operation Manual.

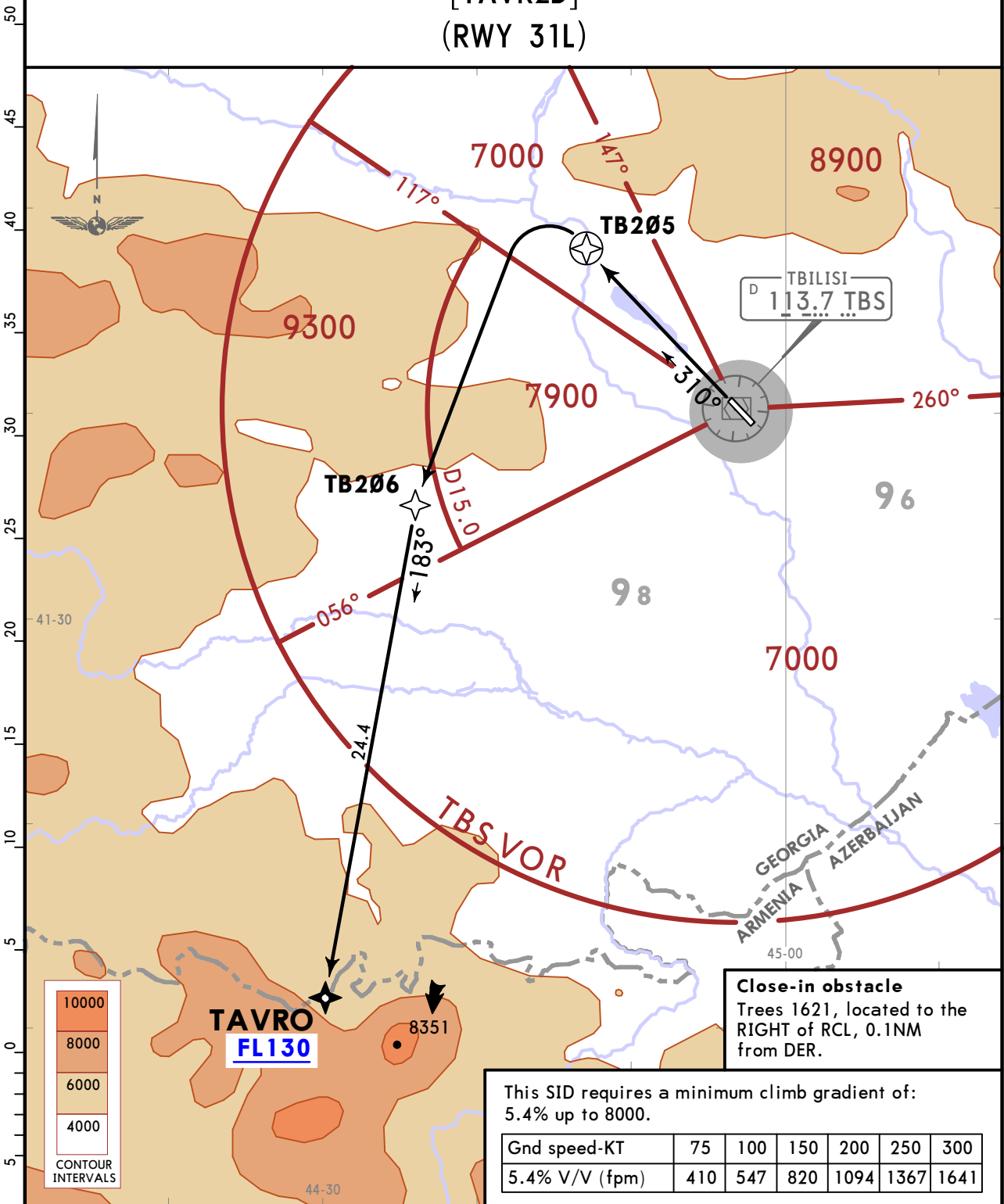
2. When cleared level requires ACFT to level-off on SID, ATC Surveillance Minimum Altitudes will be respected by controller.

3. Loss of RNAV1 (GNSS) capability shall be reported to ATC as soon as possible.

4. If not capable of RNAV1 (GNSS) reject clearance and state "UNABLE RNAV1 (GNSS)".

5. As an alternative to any SID, controller may instruct to "CONTINUE RUNWAY HEADING" or "CLIMB STRAIGHT AHEAD". Climb gradient of 5.4% or greater shall be MAINTAINED up to 7000, and direct routing or vectoring should be EXPECTED.

TAVRO 2D RNAV (GNSS) DEPARTURE
[TAVR2D]
(RWY 31L)



UGTB/TBS
TBILISI

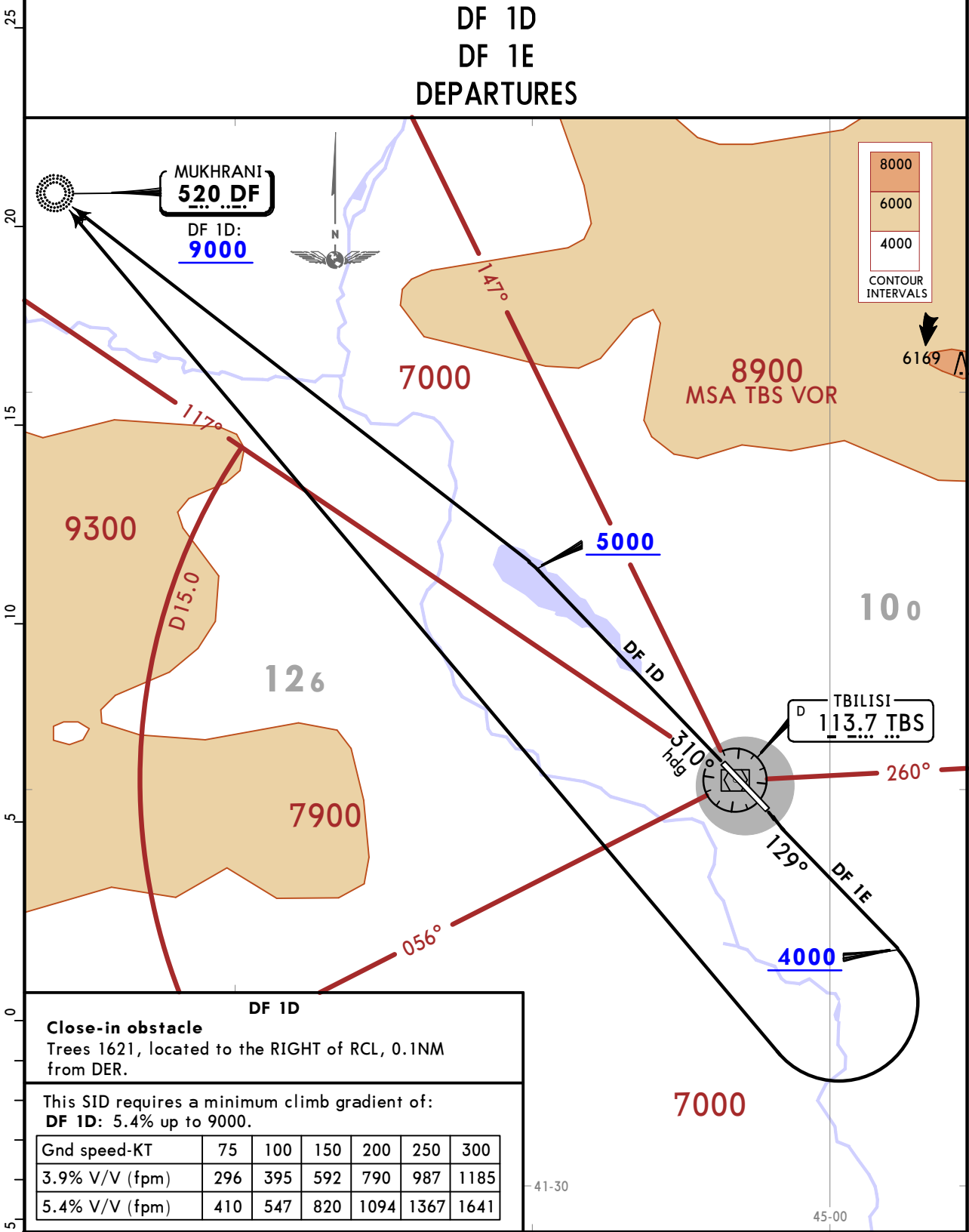
JEPPESEN
18 OCT 24 10-3C Eff 31 Oct

TBILISI, GEORGIA
SID

Apt Elev
1578

Trans alt: 11000
1. WARNING: Take-off to be carried out using noise abatement procedures for the area according to Aircraft Operation Manual.
2. When cleared level requires ACFT to level-off on SID, ATC Surveillance Minimum Altitudes will be respected by controller.
3. As an alternative to any SID, controller may instruct to "CONTINUE RUNWAY HEADING" or "CLIMB STRAIGHT AHEAD".
RWY 31L: Climb gradient of 5.4% or greater shall be MAINTAINED up to 7000, and direct routing or vectoring should be EXPECTED.
RWY 13R: Climb gradient of 3.9% or greater shall be MAINTAINED up to 4500, and direct routing or vectoring should be EXPECTED.

DF 1D
DF 1E
DEPARTURES



UGTB/TBS

Apt Elev 1578'
N41 40.2 E044 57.3

JEPPESEN

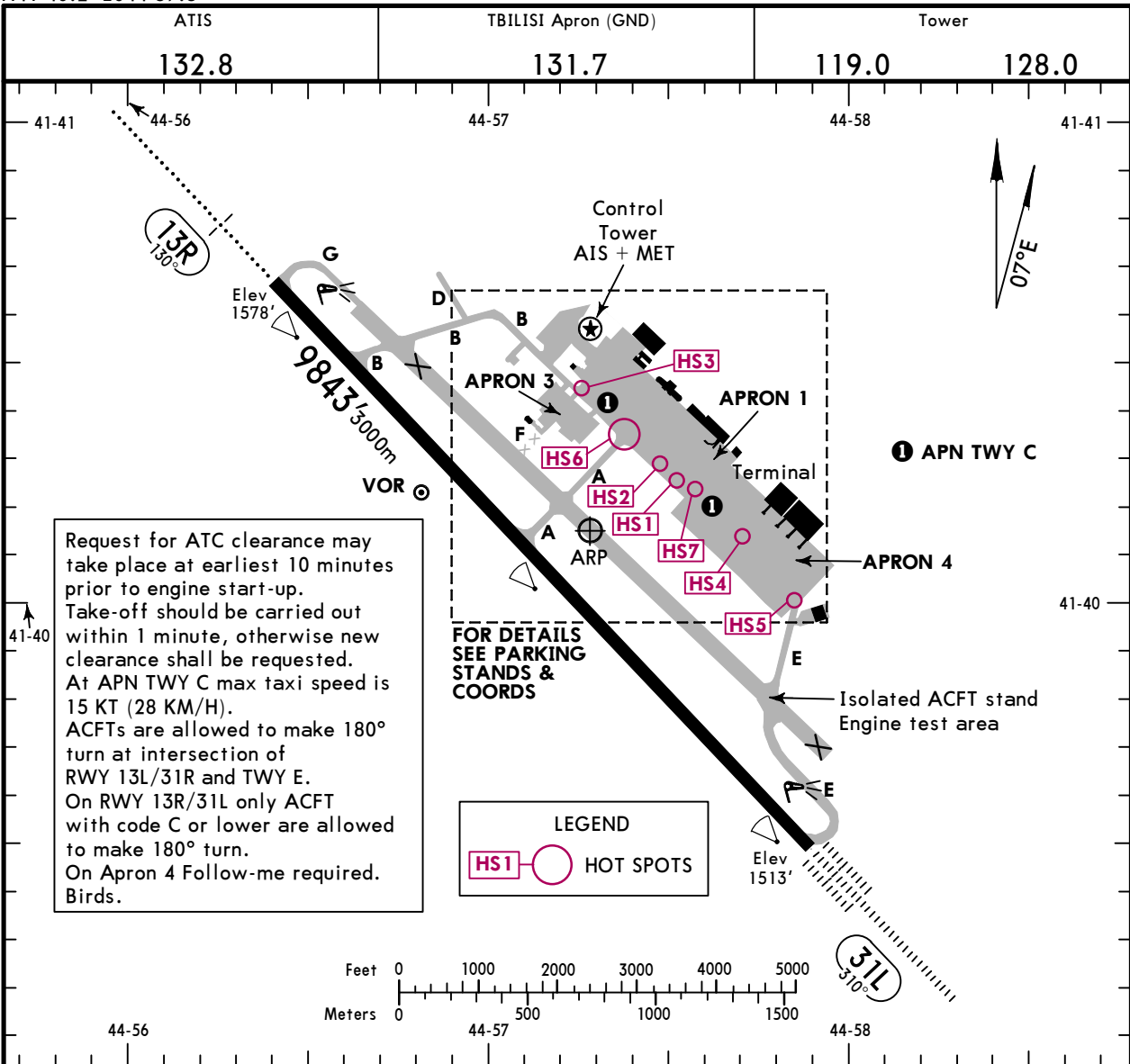
18 OCT 24

10-9

Eff 31 Oct

TBILISI, GEORGIA

TBILISI



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
13R	HIRL (60m) CL (15m) ② HIALS SFL PAPI-L ④ RVR					8871' 2704m	⑥	148'
31L	HIRL (60m) CL (15m) ③ HIALS-II SFL TDZ PAPI ⑤ RVR					8932' 2722m		45m

② length 900m	③ length 870m	④ (angle 3.5°)	⑤ (angle 3.0°)
⑥ TAKE-OFF RUN AVAILABLE			
RWY 13R:		RWY 31L:	
From rwy head	9843' (3000m)	From rwy head	9843' (3000m)
twy B	8202' (2500m)	twy A	4593' (1400m)
twy A	5249' (1600m)		

HOT SPOTS		(For information only, not to be construed as ATC instructions.)
HS1 HS4	HS2 HS5	Service road crossing APN TWY C, creating potential safety risk to ACFT operations. Pilots are to exercise caution when approaching these areas.
HS3 HS7		
HS6		High volume intersection for all traffic taxiing for departure and arrival RWY 13R/31L. Pilots are to exercise caution when approaching TWY A and APN TWY C intersection.

Std	TAKE-OFF					
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
					DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA
1 For NIGHT operations, at least RL or CL and RENL are required.						

UGTB/TBS

JEPPESSEN

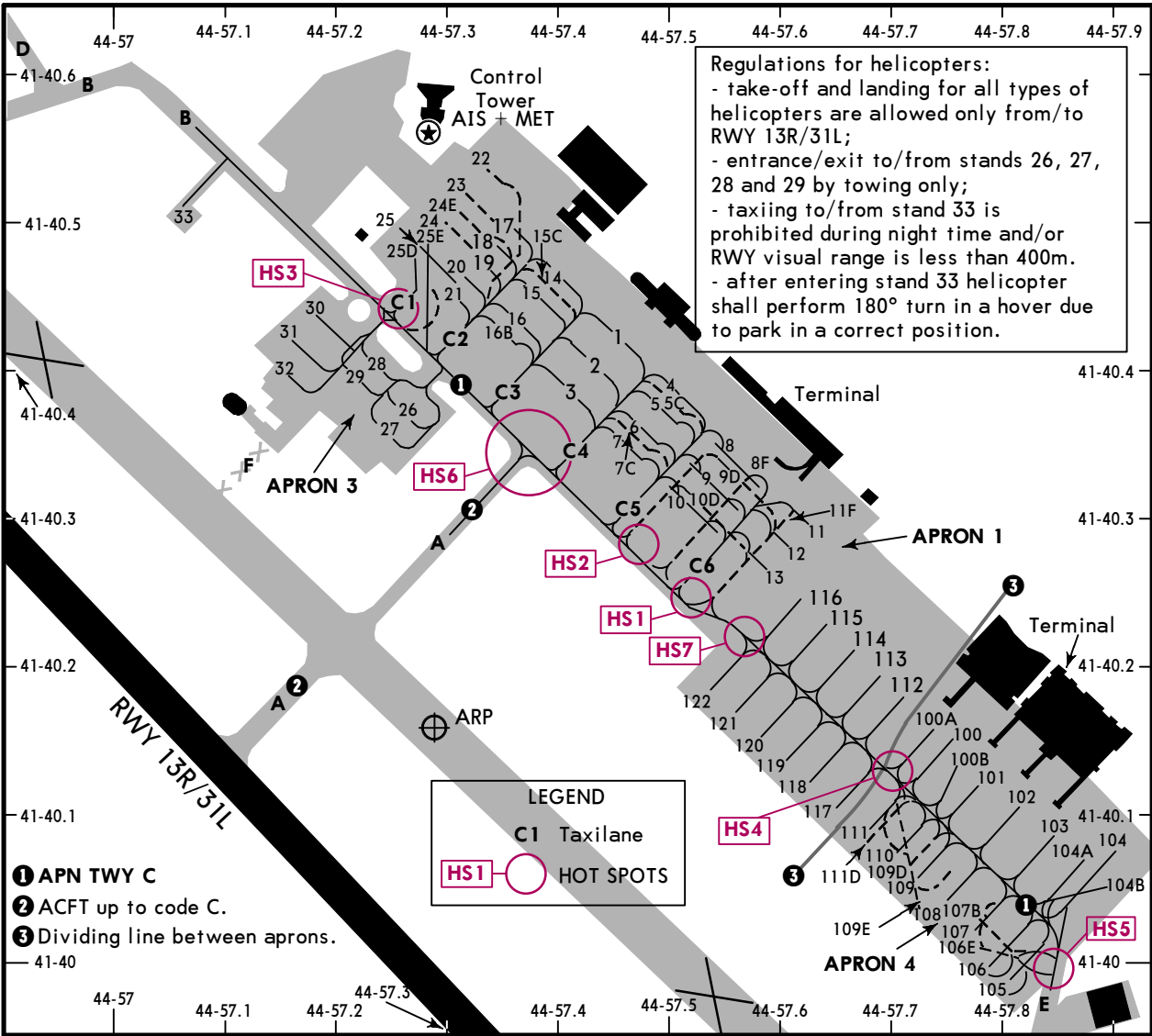
TBILISI, GEORGIA

18 OCT 24

10-9A

Eff 31 Oct

TBILISI



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N41 40.4 E044 57.5	33	N41 40.5 E044 57.1
3	N41 40.4 E044 57.4	100 thru 100B	N41 40.2 E044 57.8
4 thru 7C	N41 40.4 E044 57.5	101, 102	N41 40.1 E044 57.8
8, 8F	N41 40.3 E044 57.6	103 thru 104B	N41 40.1 E044 57.9
9	N41 40.3 E044 57.5	105 thru 107B	N41 40.0 E044 57.8
9D	N41 40.3 E044 57.6	108	N41 40.0 E044 57.7
10, 10D	N41 40.3 E044 57.5	109, 109D	N41 40.1 E044 57.7
11 thru 13	N41 40.3 E044 57.6	109E	N41 40.0 E044 57.7
14, 15C	N41 40.5 E044 57.4	110 thru 111D	N41 40.1 E044 57.7
16	N41 40.4 E044 57.4	112 thru 115	N41 40.2 E044 57.7
16B	N41 40.4 E044 57.3	116	N41 40.3 E044 57.6
17	N41 40.5 E044 57.4	117 thru 119	N41 40.1 E044 57.6
18 thru 25E	N41 40.5 E044 57.3	120, 121	N41 40.2 E044 57.6
26	N41 40.4 E044 57.3	122	N41 40.2 E044 57.5
27 thru 32	N41 40.4 E044 57.2		

UGTB/TBS



JEPPesen

3 JUN 22

10-9S

Eff 16 Jun

EASA AIR OPS

TBILISI, GEORGIA

TBILISI

STRAIGHT-IN RWY		A	B	C	D
13R	ILS Z or Y	1778'(200')	1778'(200')	1778'(200')	1788'(210')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC Z or Y	2280'(702')	2280'(702')	2280'(702')	2280'(702')
	ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m
	② VOR	2580'(1002')	2580'(1002')	2580'(1002')	2580'(1002')
	ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m
31L	③ ILS Z or Y	1713'(200')	1713'(200')	1713'(200')	1723'(210')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	④ ILS Z or Y	2376'(863')	2376'(863')	2394'(881')	2403'(890')
	FULL	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	② ③ LOC Z or Y	1910'(397')	1910'(397')	1910'(397')	1910'(397')
	ALS out	R1100m R1500m	R1100m R1500m	R1100m R1800m	R1100m R1800m
	② ④ LOC Z or Y	2550'(1037')	2550'(1037')	2550'(1037')	2550'(1037')
	ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m
	② ③ VOR	1910'(397')	1910'(397')	1910'(397')	1910'(397')
	ALS out	R1100m R1500m	R1100m R1500m	R1100m R1800m	R1100m R1800m
	② ④ VOR	2350'(837')	2350'(837')	2350'(837')	2350'(837')
	ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

② Continuous Descent Final Approach.

③ Missed apch climb gradient mim 4.0%.

④ Missed apch climb gradient mim 2.5%.

TAKE-OFF

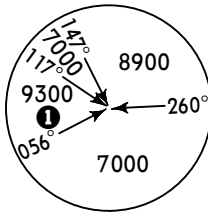
Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

TBILISI, GEORGIA
ILS Z Rwy 13R

UGTB/TBS
TBILISI

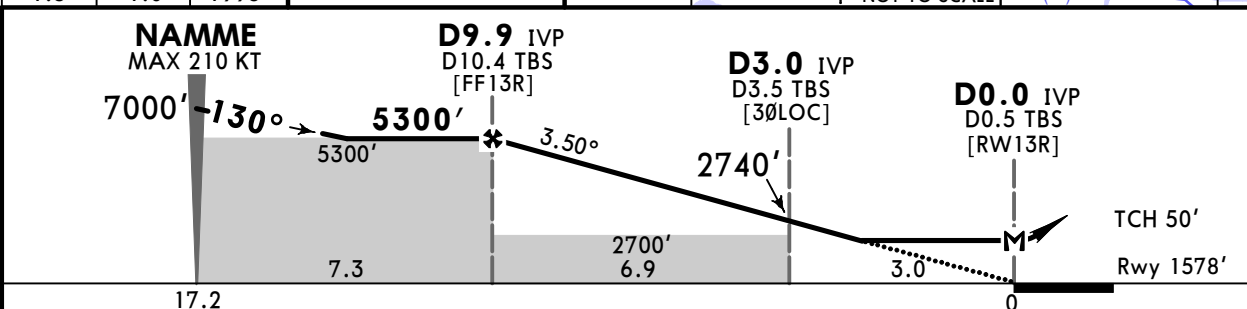
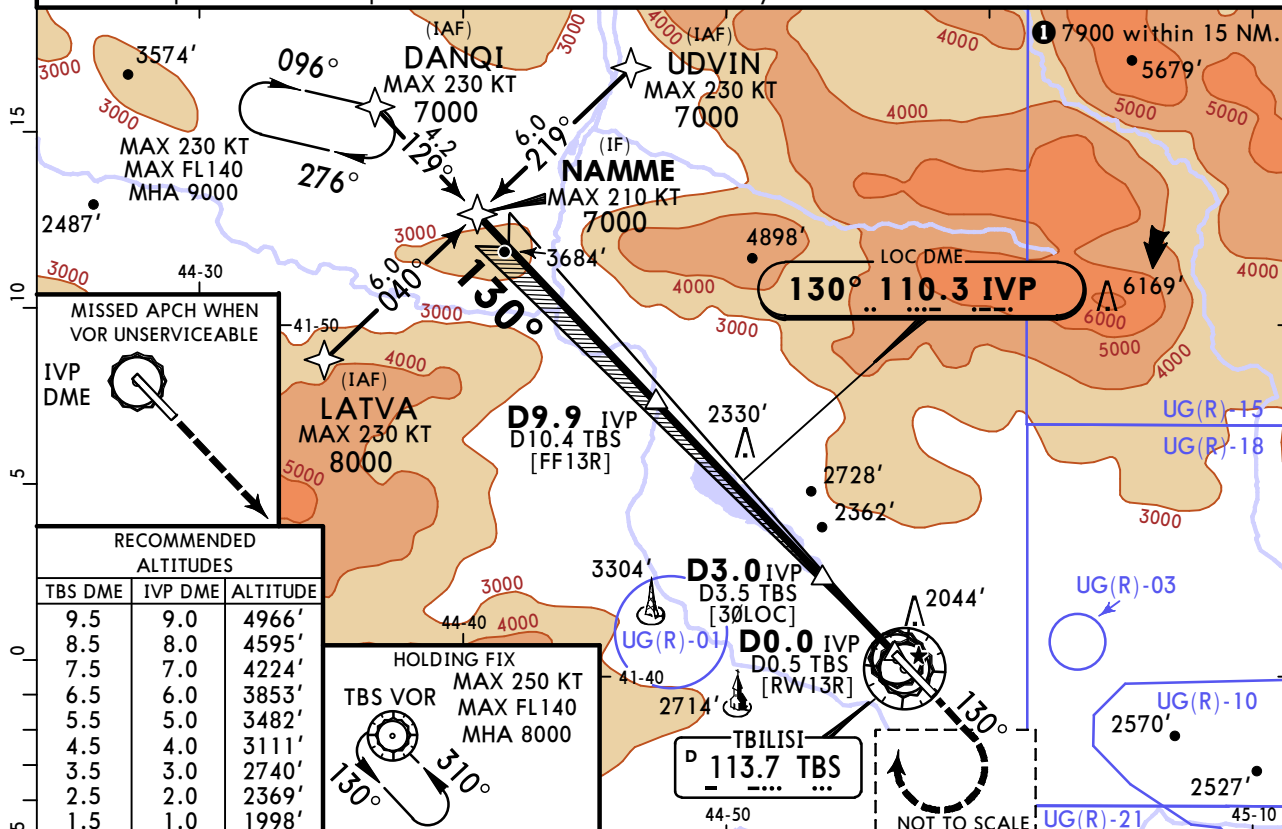
JEPPESSEN
29 MAR 24 (11-2)

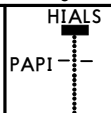
TBILISI, GEORGIA
LOC Z Rwy 13R

ATIS 132.8		TBILISI Approach 134.6		TBILISI Tower 119.0		128.0
LOC IVP 110.3	Final Apch Crs 130°	D9.9 IVP 5300' (3722')	DA/MDA(H) 2280' (702')	Apt Elev 1578'		
MISSED APCH: Climb STRAIGHT AHEAD to 7000', when passing 4500' turn RIGHT to TBS VOR, then as directed by ATC. MISSED APCH WHEN TBS VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 7000', after passing 4500' expect vectoring. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 8000', when passing 4500' turn RIGHT to TBS VOR, hold as published, when ready make new approach (ILS Y, LOC Y or VOR).						MSA TBS VOR

Alt Set: hPa Rwy Elev: 56 hPa Trans level: FL130 Trans alt: 11000'

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 13R threshold.



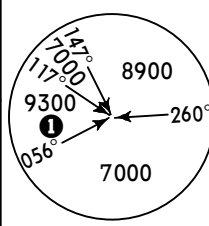
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	3.50°	434	557	619	743	867		
MAP at D0.0 IVP/D0.5 TBS								

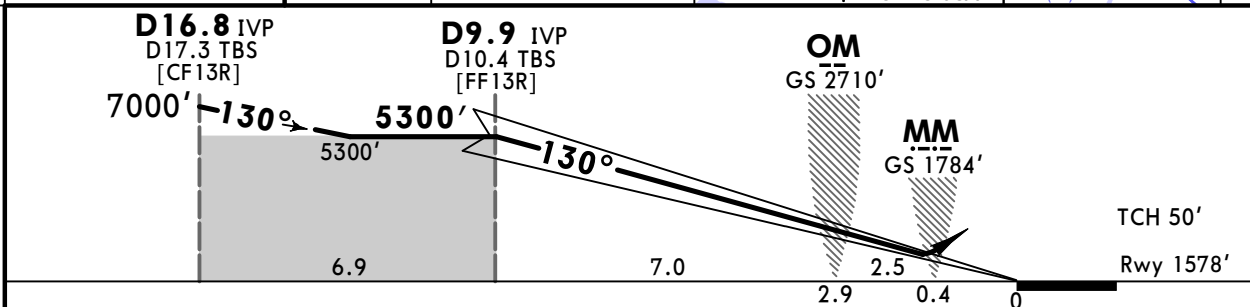
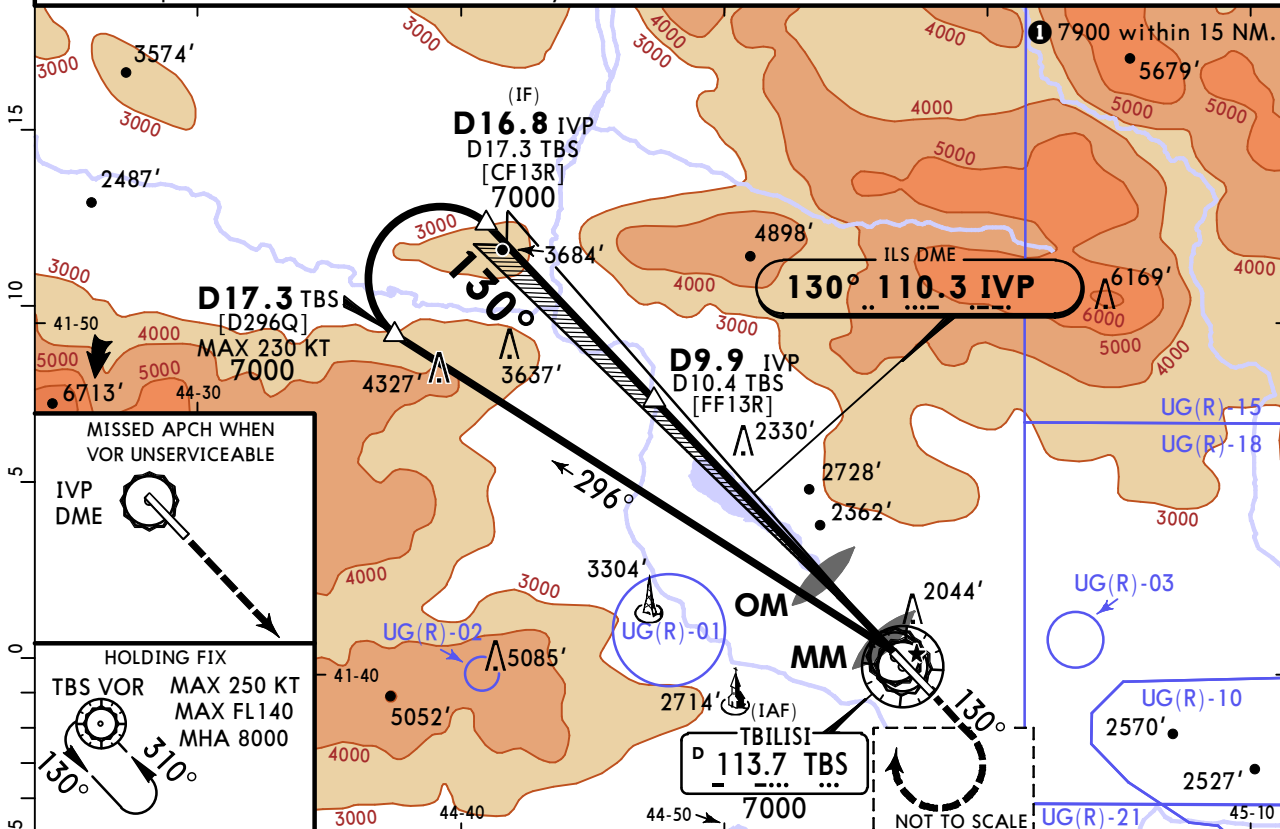
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H)	2280' (702')
			ALS out
A	R1500m		
B			
C	R2400m		
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UGTB/TBS
TBILISI

JEPPESSEN
29 MAR 24 11-3

TBILISI, GEORGIA
ILS Y Rwy 13R

BRIEFING STRIP TM	ATIS 132.8		TBILISI Approach 134.6		TBILISI Tower 119.0 128.0	
	LOC IVP 110.3	Final Apch Crs 130°	D9.9 IVP 5300' (3722')	DA(H) Refer to Minimums	Apt Elev 1578' Rwy 1578'	
	MISSED APCH: Climb STRAIGHT AHEAD to 7000', when passing 4500' turn RIGHT to TBS VOR, then as directed by ATC.					MSA TBS VOR
	MISSED APCH WHEN TBS VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 7000', after passing 4500' expect vectoring.					
	MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 8000', when passing 4500' turn RIGHT to TBS VOR, hold as published, when ready make new approach.					
	Alt Set: hPa		Rwy Elev: 56 hPa	Trans level: FL130		Trans alt: 11000'
1. DME required. 2. ILS DME reads zero at rwy 13R threshold.						



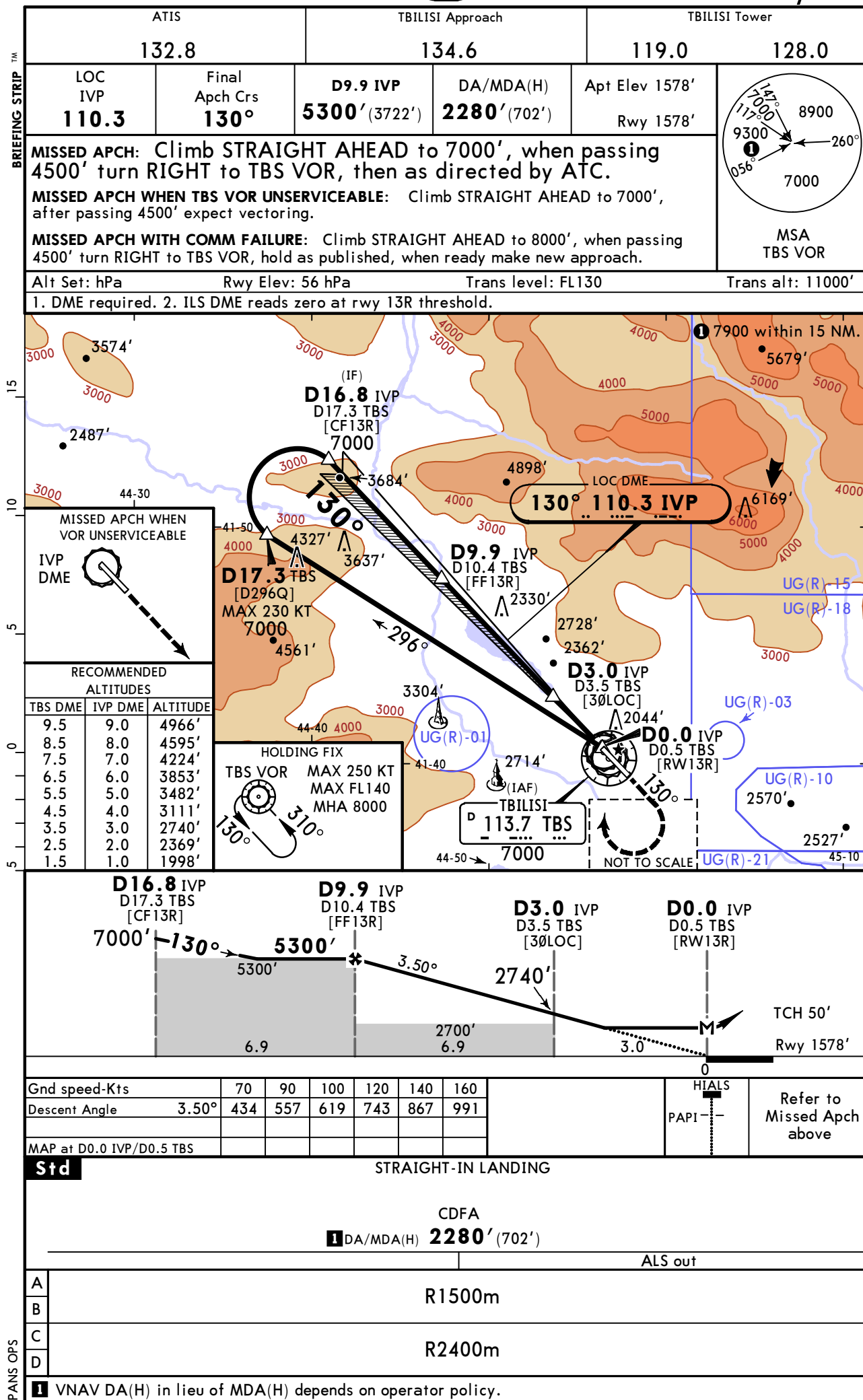
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Gs 3.50°	434	557	619	743	867	991		

Std		STRAIGHT-IN LANDING	
		ILS	
		DA(H) ABC: 1778' (200') D: 1788' (210')	
		ALS out	
A	R550m	R1200m	
B			
C			
D			
R750m when a Flight Director or Autopilot or HUD to DA is not used.			

UGTB/TBS
TBILISI

JEPPesen
29 MAR 24 11-4

TBILISI, GEORGIA
LOC Y Rwy 13R



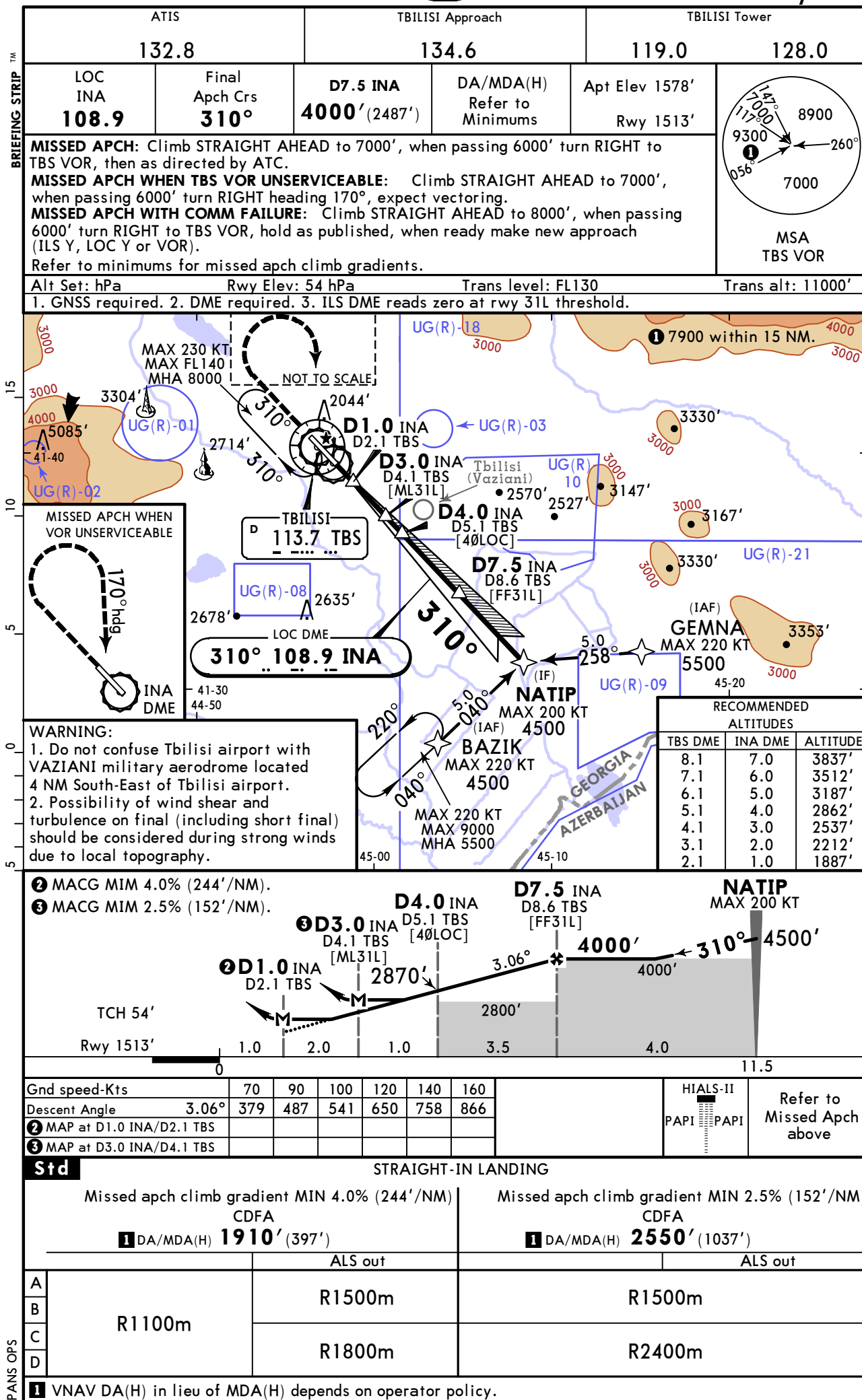
CHANGES: None.

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UGTB/TBS
TBILISI

JEPPESSEN
29 MAR 24 11-6

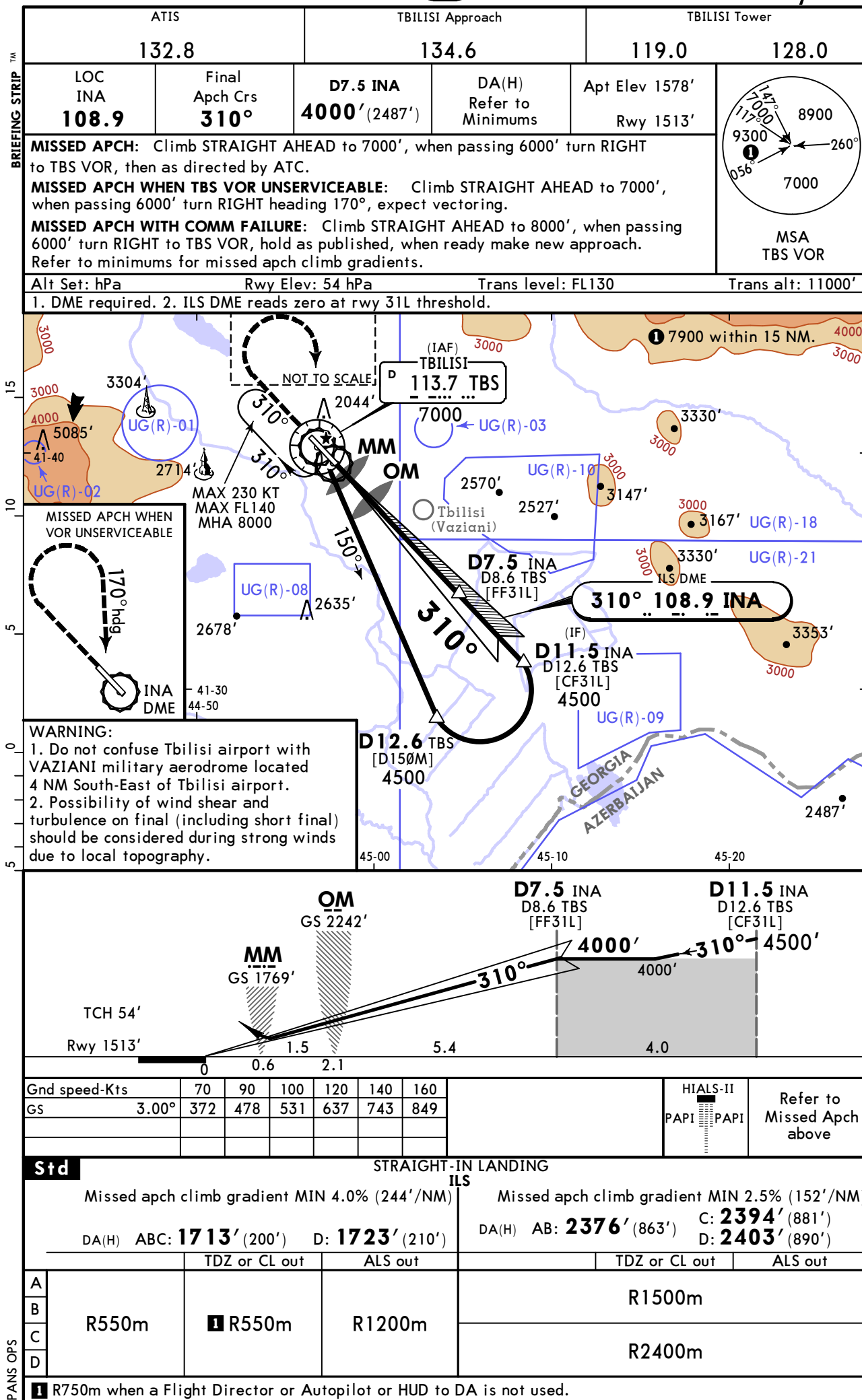
TBILISI, GEORGIA
LOC Z Rwy 31L



UGTB/TBS
TBILISI

JEPPESSEN
29 MAR 24 11-7

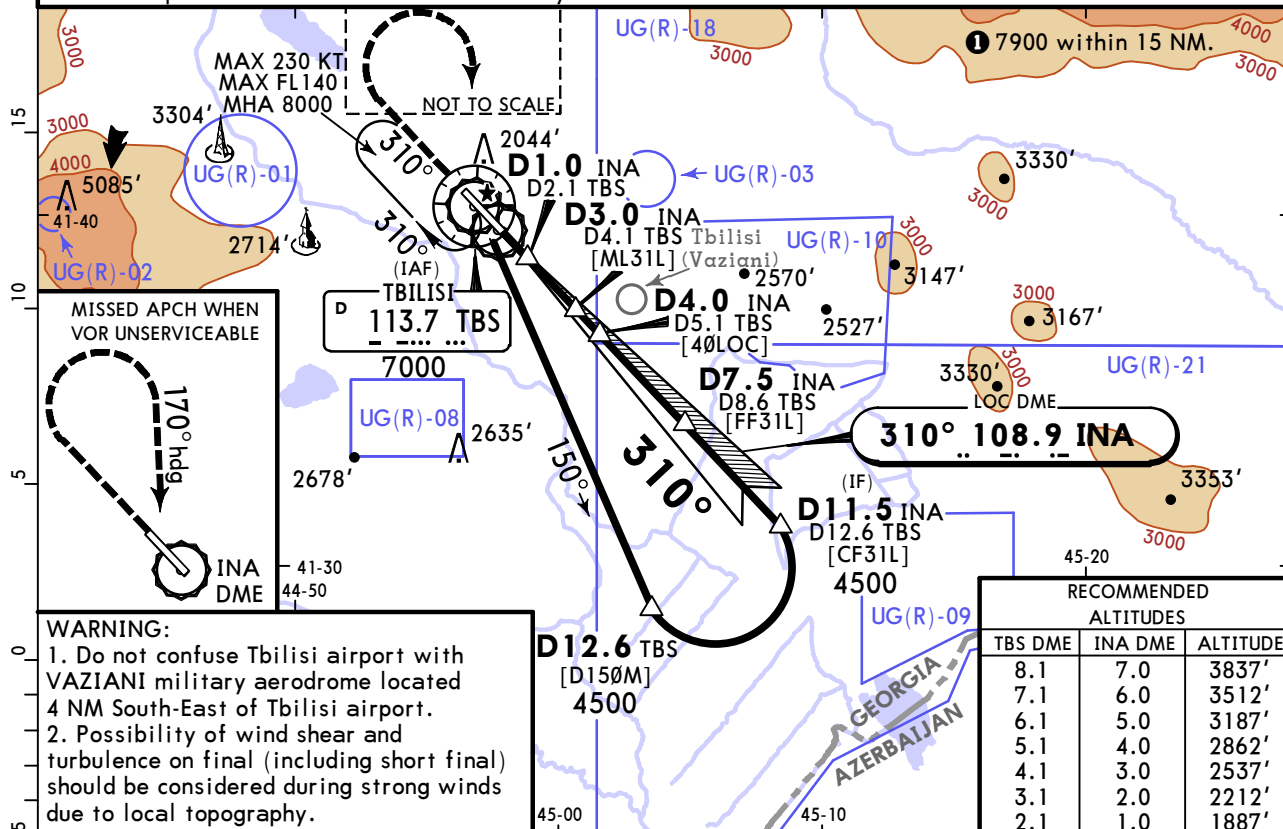
TBILISI, GEORGIA
ILS Y Rwy 31L



TBILISI, GEORGIA
LOC Y Rwy 31L

ATIS		TBLISI Approach		TBLISI Tower	
132.8		134.6		119.0	128.0
LOC INA 108.9	Final Apch Crs 310°	D7.5 INA 4000' (2487')	DA/MDA(H) Refer to Minimums	Apt Elev 1578' Rwy 1513'	
MISSED APCH: Climb STRAIGHT AHEAD to 7000', when passing 6000' turn RIGHT to TBS VOR, then as directed by ATC. MISSED APCH WHEN TBS VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 7000', when passing 6000' turn RIGHT heading 170°, expect vectoring. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 8000', when passing 6000' turn RIGHT to TBS VOR, hold as published, when ready make new approach. Refer to minimums for missed apch climb gradients.					

Alt Set: hPa	Rwy Elev: 54 hPa	Trans level: FL130	Trans alt: 11000'
1. DME required. 2. ILS DME reads zero at rwy 31L threshold.			



Profile view of runway 1513' showing vertical alignment, elevations, and sight triangles. The profile includes a 3.06° upward grade and a 310° curve. Key points and elevations are marked:

- Point 1:** 2.0' from start, elevation 2870'.
- Point 2:** 4.0' from start, elevation 2800'.
- Point 3:** 7.0' from start, elevation 4000'.
- Point 4:** 11.0' from start, elevation 4500'.

Vertical curve data and sight triangles are provided for each segment:

- Segment 1 (0' to 2.0'):** TCH 54', Rwy 1513'. Vertical curve: D1.0 INA, D2.1 TBS.
- Segment 2 (2.0' to 4.0'):** Vertical curve: D3.0 INA, D4.1 TBS [ML31L].
- Segment 3 (4.0' to 7.0'):** Vertical curve: D4.0 INA, D5.1 TBS [40LOC].
- Segment 4 (7.0' to 11.0'):** Vertical curve: D7.5 INA, D8.6 TBS [FF31L].
- Segment 5 (11.0' to 15.0'):** Vertical curve: D11.5 INA, D12.6 TBS [CF31L].

Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle 3.06°	379	487	541	650	758	866		
② MAP at D1.0 INA/D2.1 TBS								
③ MAP at D3.0 INA/D4.1 TBS								

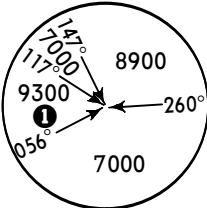
Std		STRAIGHT-IN LANDING	
		Missed apch climb gradient MIN 4.0% (244' /NM) CDFA 1 DA/MDA(H) 1910' (397')	Missed apch climb gradient MIN 2.5% (152' /NM) CDFA 1 DA/MDA(H) 2550' (1037')
		ALS out	ALS out
A	R1100m	R1500m	R1500m
B			
C			
D		R1800m	R2400m

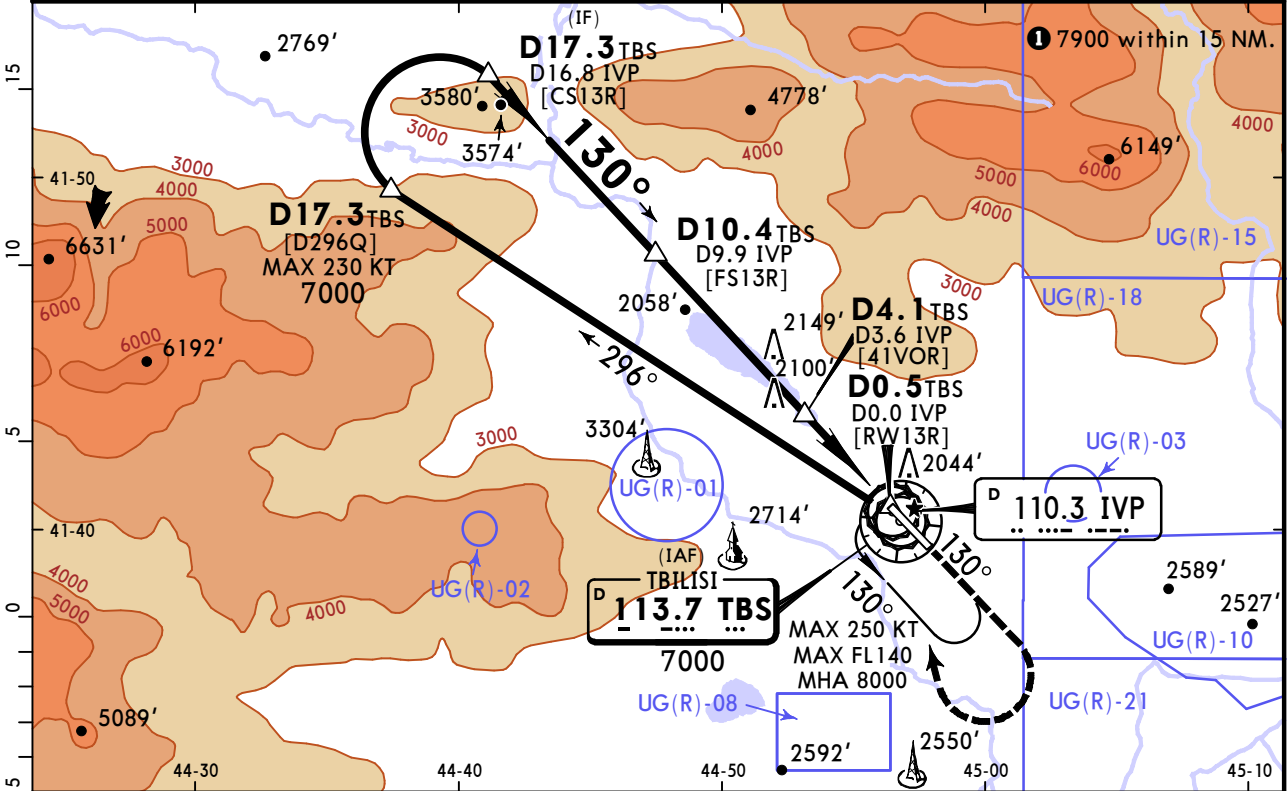
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UGTB/TBS
TBILISI

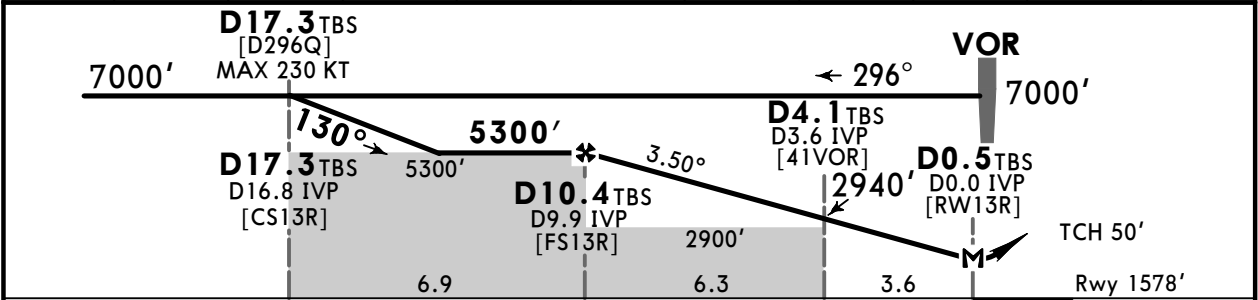
JEPPESSEN
3 JUN 22 13-1 Eff 16 Jun

TBILISI, GEORGIA
VOR Rwy 13R

ATIS		TBILISI Approach		TBILISI Tower	
132.8		134.6		119.0 128.0	
VOR TBS 113.7	Final Apch Crs 130°	D10.4 5300' (3722')	DA/MDA(H) 2580' (1002')	Apt Elev 1578' Rwy 1578'	
MISSED APCH: Climb on R-130 to 7000', when passing 4500' turn RIGHT to VOR. Then as directed by ATC.					
MISSED APCH WITH COMM FAILURE: Climb on R-130 to 8000', when passing 4500' turn RIGHT to VOR and hold as published, when ready make new approach.					
Alt Set: hPa		Rwy Elev: 56 hPa	Trans level: FL130	Trans alt: 11000'	
DME required.					
					MSA TBS VOR



TBS DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
IVP DME	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5	0.5
ALTITUDE	5142'	4771'	4400'	4029'	3658'	3287'	2916'	2545'	2174'	1802'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent Angle	3.50°	434	557	619	743	867		
MAP at D0.5 TBS/D0.0 IVP								

Std		STRAIGHT-IN LANDING	
		CDFA	
		DA/MDA(H) 2580' (1002')	
		ALS out	

A	R1500m
B	
C	R2400m
D	

VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UGTB/TBS
TBILISI

JEPPESEN
3 JUN 22 13-2 Eff 16 Jun

TBILISI, GEORGIA
VOR Rwy 31L

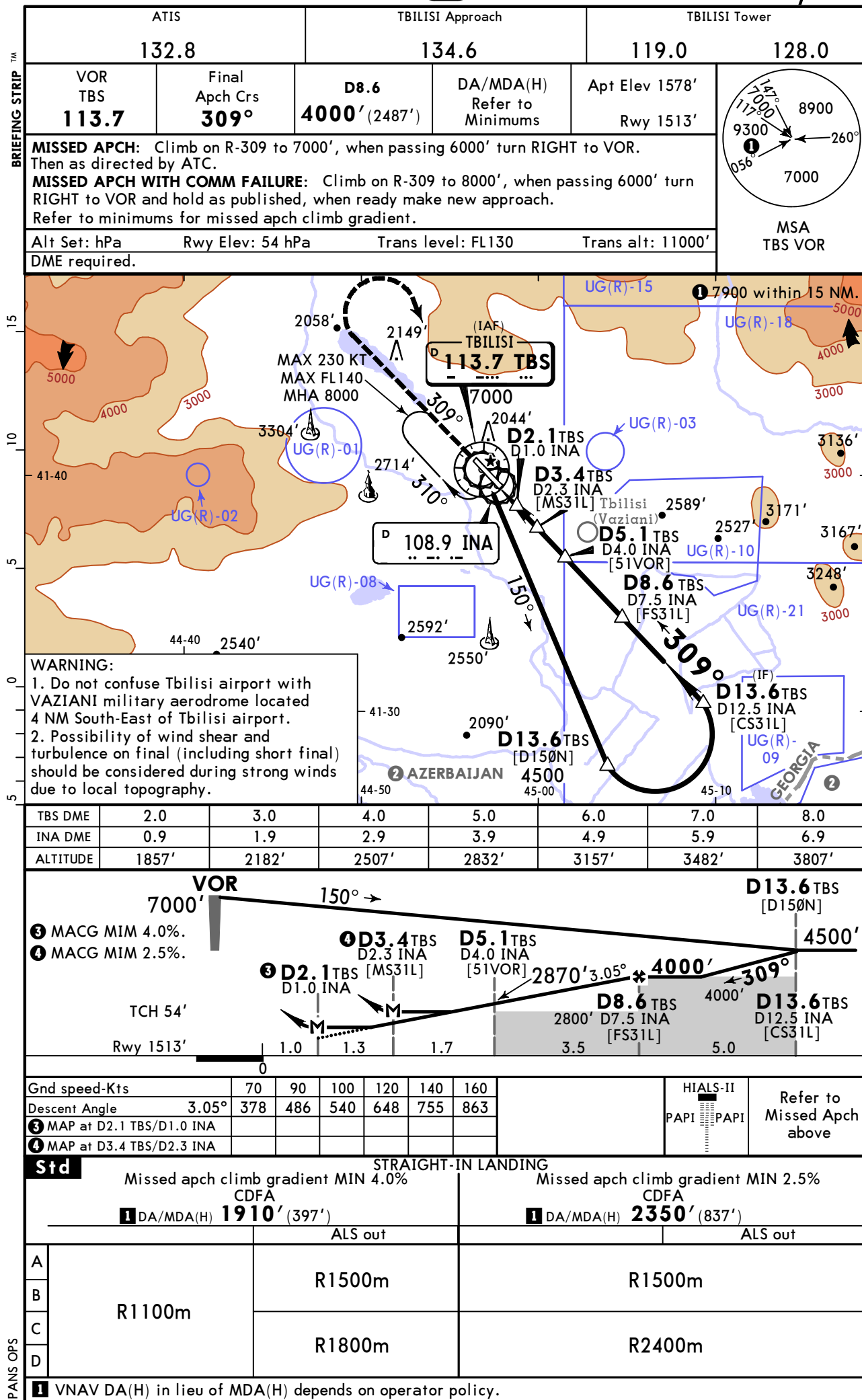


Chart changes since cycle 04-2025

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UGTB