

UGKO — KUTAISI/KOPITNARI

UGKO AD 2.1 Aerodrome location indicator and name

UGKO — KUTAISI/KOPITNARI

UGKO AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and site at AD	421037N 0422858E RWY 07/25 centre line
2	Direction and distance from city	21 KM SW from Kutaisi centre
3	Elevation/Reference temperature	160 FT/30° C
4	Geoid undulation at AD ELEV PSN	61 FT
5	MAG VAR/Annual change	6° E (2012)/NIL
6	AD Administration, address, telephone, telefax, telex, AFS	LTD UNITED AIRPORTS OF GEORGIA Post: Airport, Isani-Samgori District 0158 TBILISI GEORGIA Tel: +995322487300, +995599038930 Email: operationcckutaisi@airports.ge Email: info@airports.ge Email: infodesk@airports.ge AFS: UGKOGNXX AFS: UGKOAPXX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Phone: +995599038930 operation H24

UGKO AD 2.3 Operational hours

1	AD Administration	MON-FRI from 05:30 to 14:00
2	Customs and immigration	H24
3	Health and sanitation	Health: H24 Sanitation: H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	KUTAISI APP: H24 KUTAISI TWR: H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

UGKO AD 2.4 Handling services and facilities

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A-1, TC-1/TS-1 (GOST 10227) Oil: NIL

3	Fuelling facilities/capacity	LLC Georgian Petroleum 3 refuelling truck: 1. Ford 11350 litres (3000 gallons), Flow Rate 1135 litres/minute; 2. Mercedes 26000 litres (5719 gallons), Flow Rate 1100 litres/minute; 3. Freightliner 21000 litres (4619 gallons), Flow Rate 1000 litres/minute Tel: (+995599)514704, (+995577)103275 Email: kutaisi@airgp.ge
4	De-icing facilities	Available - GS 800, Volvo LDM THY Aircraft Deicer
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

UGKO AD 2.5 Passenger facilities

1	Hotels	Available in the city
2	Restaurants	Available in the city
3	Transportation	Taxis from the AD
4	Medical facilities	First medical aid at AD, hospitals in the city
5	Bank and Post Office	Bank: Available Post: NIL
6	Tourist Office	Available
7	Remarks	NIL

UGKO AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	CAT 7
2	Rescue equipment	2 Fire trucks
3	Capability for removal of disabled aircraft	Available for Airbus A321
4	Remarks	Responsible person's details: Mob: +995599747437 Email: k.zifert@airports.ge

UGKO AD 2.7 Seasonal availability - clearing

1	Types of clearing equipment	1 universal snow/surface cleaner Amkador 9463; 2 FENDT 820 snow/surface cleaner; 2 NEW HOLLAND T7040 snow/surface cleaner
2	Clearance priorities	1. RWY 07/25 and associated TWY to apron 2. Apron 3. Access roads to the airport rescue service
3	Remarks	NIL

UGKO AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	Designation	Surface		Strength
		APRON	Concrete and asphalt		65/F/C/X/T
2	Taxiway width, surface and strength	Designation	Width	Surface	Strength
		TWY A	23 M	Concrete and asphalt	65/F/C/X/T
		TWY B	18 M	Concrete and asphalt	57/F/A/X/T
3	ACL location and elevation	APRON - Elevation 137.8 FT			
4	VOR checkpoints	NIL			

5	INS checkpoints	INS: See Aerodrome chart UGKO-ADC
6	Remarks	NIL

UGKO AD 2.9 Surface movement guidance and control system and markings

1	Aircraft stand ID signs TWY guide lines Visual docking/parking guidance system	Sign board at intersection of TWY with RWY. Guide lines at apron.
2	RWY and TWY markings and LGT	RWY : Designation, THR, TDZ, centreline, edge line, RWY end marked as appropriate. Centreline, edge line, THR are lighted. TWY : Centre line, edge line marked as appropriate. Edge line is lighted.
3	Stop bars	NIL
4	Remarks	NIL

UGKO AD 2.10 Aerodrome Obstacles

In Area 2

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGKO01	Antenna ILS LOC 07	421044.9N 0423004.5E	163 FT	NIL	NIL	LGTD
UGKO02	Antenna GP 07	421027.6N 0422817.8E	186 FT	NIL	NIL	LGT
UGKO03	Antenna	421024.5N 0422721.6E	153 FT	NIL	NIL	LGT
UGKO04	Antenna	421030.3N 0422309.6E	271 FT	NIL	NIL	LGT
UGKO05	Antenna ILS LOC 25	421028.2N 0422751.1E	130 FT	NIL	NIL	LGTD
UGKO06	Antenna GP 25	421037.7N 0422938.0E	206 FT	NIL	NIL	LGT
UGKO07	Tree	421049.9N 0423131.4E	256 FT	NIL	NIL	NIL
UGKO08	Tree	421041.3N 0423037.0E	218 FT	NIL	NIL	NIL
UGKO09	Tree	421046.7N 0423006.0E	176 FT	NIL	NIL	NIL
UGKO10	Tree	421101.0N 0423222.7E	302 FT	NIL	NIL	NIL
UGKO11	Antenna	421128.7N 0422958.1E	341 FT	NIL	NIL	LGT
UGKO12	Hangar	421031.7N 0423001.2E	185 FT	NIL	NIL	NIL
UGKO13	Building	421040.7N 0422815.8E	178 FT	NIL	NIL	LGTD
UGKO14	Antenna	421249.5N 0424724.4E	991 FT	NIL	NIL	LGT
UGKO15	Antenna	421251.2N 0424727.6E	1097 FT	NIL	NIL	LGT
UGKO16	Tree	421016.8N 0422834.4E	176 FT	NIL	NIL	NIL

In Area 3

Designator	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7
UGKO17	Mast	421050.0N 0422751.5E	232.0 FT	NIL	NIL	NIL
UGKO18	Mast	421049.2N 0422758.2E	234.0 FT	NIL	NIL	NIL
UGKO19	Mast	421052.9N 0422802.4E	235.0 FT	NIL	NIL	NIL
UGKO20	Mast	421055.1N 0422759.6E	235.0 FT	NIL	NIL	NIL
UGKO21	Mast	421053.5N 0422753.8E	233.0 FT	NIL	NIL	NIL
UGKO22	Control Tower	421056.3N 0422803.4E	328.0 FT	NIL	NIL	LGTD

UGKO AD 2.11 Meteorological information provided

1	Associated MET Office	KUTAISI
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	KUTAISI 24 HR
4	Trend forecast Interval of issuance	TREND 0.5 HR
5	Briefing/consultation provided	Personal consultation and telephone consultation
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text 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	NIL
9	ATS units provided with information	Kutaisi TWR, APP; Tbilisi ACC
10	Additional information (limitation of service etc.)	NIL

UGKO AD 2.12 Runway physical characteristics

RWY Designations	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	080.45°	2500 M x 45 M	65/F/C/X/T Concrete and asphalt	THR: 421029.85N 0422804.04E GUND: 61.4 FT END: 421043.27N 0422951.43E	THR: 133.4 FT TDZ: 142.8 FT
25	260.45°			THR: 421043.27N 0422951.43E GUND: 61.4 FT END: 421029.85N 0422804.04E	THR: 160.3 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
0.30%	60 M x 45 M	250 M x 150 M	2740 M x 300 M	240 M x 150 M	NIL	NIL	NIL
-0.30%	60 M x 45 M	250 M x 150 M		200 M x 150 M	NIL	NIL	NIL

UGKO AD 2.13 Declared distances

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2500 M	2750 M	2560 M	2500 M	NIL
25	2500 M	2750 M	2560 M	2500 M	NIL

UGKO AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	HIALS 900 M LIH	Green	PAPI Left/3.0° (51 FT)	NIL	2500 M 30 M White; FM 1600 M - 2200 M W/R; FM 2200 M Red LIH	2500 M 60 M White; FM 1900 M Yellow LIH	Red	NIL	NIL
25	HIALS 900 M LIH	Green	PAPI Left/3.0° (51 FT)	NIL	2500 M 30 M White; FM 1600 M - 2200 M W/R; FM 2200 M Red LIH	2500 M 60 M White; FM 1900 M Yellow LIH	Red	NIL	NIL

UGKO 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 IBN: NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: TWY A, TWY B
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	Remarks	NIL

UGKO AD 2.16 Helicopter landing area

1	Coordinates TLOF or THR of FATO	NIL
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	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

UGKO AD 2.17 Air traffic services airspace

1	Designation, lateral limits, vertical limits	KUTAISI CTR Circle: radius 6 NM, centred at 421036N 0422857E 1500 FT AMSL GND
2	Airspace classification	C
3	Call sign Languages	KUTAISI TOWER English
4	Transition altitude	7000 FT MSL
5	Remarks	NIL

UGKO AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Channel	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	KUTAISI APPROACH	127.100 MHz	NIL	NIL	H24	NIL
TWR	KUTAISI TOWER	125.500 MHz	NIL	NIL	H24	NIL

UGKO AD 2.19 Radio navigation and landing aids

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (6°E/2012)	KTS	113.600 MHz (CH 83X)	H24	421032.6N 0422905.3E	200 FT	NIL	NIL
LOC 07 (6°E/2012) ILS CAT I	IKS	110.100 MHz	H24	421044.9N 0423004.4E	Not applicable	NIL	NIL
GP 07	—	334.400 MHz	H24	421027.6N 0422817.8E	Not applicable	NIL	NIL
DME 07	IKS	CH 38X	H24	421027.6N 0422817.8E	200 FT	NIL	Omnidirectional Coverage range up to 25 NM
LOC 25 (6°E/2012) ILS CAT I	IKO	108.700 MHz	H24	421028.2N 0422751.1E	Not applicable	NIL	NIL
GP 25	—	330.500 MHz	H24	421037.6N 0422938.0E	Not applicable	NIL	NIL
DME 25	IKO	CH 24X	H24	421037.6N 0422938.0E	200 FT	NIL	Omnidirectional Coverage range up to 25 NM

UGKO AD 2.20 Local aerodrome regulations**1 Airport regulations**

To be developed.

2 Taxiing to and from stands

For all type of aircraft is prohibited to use minimum turn radius on RWY, TWY and apron.

On RWY 07/25 180 degree turn for aircraft with a wingspan 36 M and over on turn pad only.

A stand number of arriving aircraft will be allocated by the TWR. Assistance from the "FOLLOW ME" vehicle should be requested via the TWR.

Assistance from the "FOLLOW ME" vehicle should be available:

- when visibility is less than 400 M;
- while taxiing from RWY 07/25 to aircraft stand if wind speed is more than 29 KT (15 M/SEC);
- by pilot request.

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.

Engine start-up and taxiing shall be carried out by the pilot-in-command only after receiving 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 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 obtaining 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.

3 Parking area for small aircraft (General aviation)

General aviation aircraft shall be directed by marshalls to the parking.

4 Parking area for helicopters

Helicopters shall always be directed to the stand by a marshaller.

5 Apron – taxiing during winter conditions

Generally, apron, TWY, and RWY are not snow-covered during winter.

6 Taxiing – limitations

Taxiing speed limit on TWY A and TWY B is 25 KM/HR.

7 School and training flights – technical test flights – use of runway

Educational and training flights can be made only after clearance from the TWR.

8 Helicopter traffic – limitation

Take-off and landing for all types of civil helicopters shall be carried out from/to RWY 07/25 only.

9 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.

UGKO AD 2.21 Noise abatement procedures

Not applicable.

UGKO AD 2.22 Flight procedures

1 Procedures for IFR flights within Kutaisi TMA

ATS surveillance service is provided within Kutaisi TMA by Kutaisi approach (call sign "Kutaisi approach") on frequency 127.1 MHZ

A radar separation minimum of 5 NM is applied between all identified aircraft within Kutaisi TMA.

All aircraft shall follow speed limit max IAS 250 KT within Kutaisi TMA bellow FL110, unless a different speed is instructed by ATC. If unable to comply, advise ATC immediately.

Arrival and departure routes SID/STARs are established for RWY 07/25.

Clearance for visual approach will be issued only after the pilot has reported the aerodrome insight, at this time radar vectoring would be terminated.

Visual departures are not allowed.

Surveillance radar approaches and precision radar approaches are not conducted.

Aircraft radar vectoring is provided in accordance with the ATC Surveillance Minimum Altitude Chart AD2.UGKO-ATCSMAC.

ATIS service is not available, all pertinent information is provided by ATCO.

2 Procedures for VFR flights within Kutaisi TMA

Two-way radio communication shall be maintained with the Kutaisi Approach on the FRQ 127.100 MHZ.

Transfer of VFR flights from/to Kutaisi TMA –Kutaisi tower is conducted when passing altitude 1500 FT, over established entry/exit points shown in the Visual Approach Chart AD2.UGKO-VAC unless otherwise instructed by APP or TWR unit.

3 Procedures for VFR flights within Kutaisi CTR

VFR flights intending to enter Kutaisi CTR from uncontrolled airspace, shall establish contact with Kutaisi TWR at least 5 minutes before the entry to obtain clearance for flight in CTR.

VFR flights operating without entering Kutaisi CTR shall establish contact with Kutaisi Tower when at a distance of 12 NM or less from KTS DVOR to be informed about all IFR traffic departing from/arriving at Kutaisi aerodrome for situational awareness.

VFR flights shall enter/exit Kutaisi Control Zone via the entry/exit points shown in the Visual Approach Chart AD 2.UGKO-VAC unless otherwise instructed by APP or TWR unit.

The altitude at which aircraft enter/exit Kutaisi CTR shall be 1500 FT or below over ADGIL and 1000 FT or below over DIDRA, SOTUL and SONOS.

If the traffic situation requires so or the active runway is blocked, the aircraft conducting VFR flight may be directed to the following holding areas:

GOGIK – holding area established over Bashlani at 1500 FT AMSL or below;

DIDRA – holding area established over Maglaki at 1000 FT AMSL or below.

UGKO AD 2.23 Additional information

Intense activity of swallow flocks takes place daily from 08:00 to 11:00 (local time) (during summer season from June to September) when birds fly from resting area (Airport Buildings) across the approach of RWY 07 to their feeding area, Aerodrome. Only small swallows are active, which doesn't effect flight safety if strikes to aircraft. 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.

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 07/25.

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.

UGKO AD 2.24 Charts related to an aerodrome

Aerodrome Chart – ICAO	AD 2.UGKO-ADC
Area Chart – ICAO	AD 2.UGKO-ARC
Standard Departure Chart - Instrument – ICAO RWY 07	AD 2.UGKO-SID-07
Standard Departure Routes - Instrument – ICAO RWY 07	AD 2.UGKO-RSID-07
Standard Departure Chart - Instrument – ICAO RWY 25	AD 2.UGKO-SID-25
Standard Departure Routes - Instrument – ICAO RWY 25	AD 2.UGKO-RSID-25
Standard Arrival Chart - Instrument – ICAO RWY 07-25	AD 2.UGKO-STAR-07-25
Standard Arrival Routes - Instrument – ICAO RWY 07-25	AD 2.UGKO-RSTAR-07-25
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2.UGKO-ATCSMAC
Instrument Approach Chart – ICAO RWY 07 (ILS/DME or LOC y)	AD 2.UGKO-IAC-07-ILSy
Instrument Approach Chart – ICAO RWY 07 (ILS/DME or LOC z)	AD 2.UGKO-IAC-07-ILSz
Instrument Approach Chart – ICAO RWY 25 (ILS/DME or LOC y)	AD 2.UGKO-IAC-25-ILSy
Instrument Approach Chart – ICAO RWY 25 (ILS/DME or LOC z)	AD 2.UGKO-IAC-25-ILSz

Instrument Approach Chart – ICAO RWY 07 (VOR/DME y)	AD 2.UGKO-IAC-07-VORy
Instrument Approach Chart – ICAO RWY 07 (VOR/DME z)	AD 2.UGKO-IAC-07-VORz
Instrument Approach Chart – ICAO RWY 25 (VOR/DME y)	AD 2.UGKO-IAC-25-VORy
Instrument Approach Chart – ICAO RWY 25 (VOR/DME z)	AD 2.UGKO-IAC-25-VORz
Visual Approach Chart – ICAO	AD 2.UGKO-VAC
Bird Concentrations and Movement	AD 2.UGKO-BIRD

AERODROME CHART - ICAO

42° 10' 37" N
042° 28' 58" E

ELEV 160'

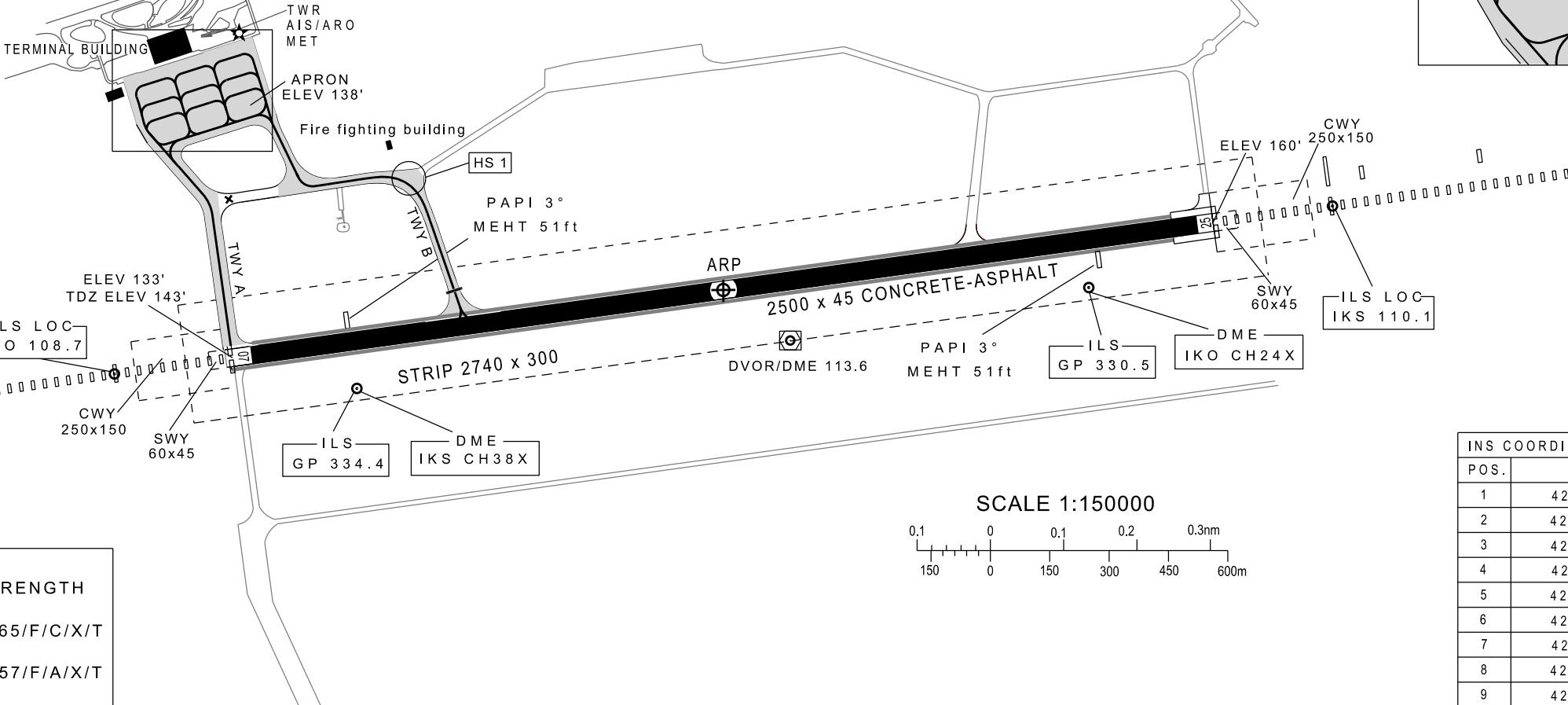
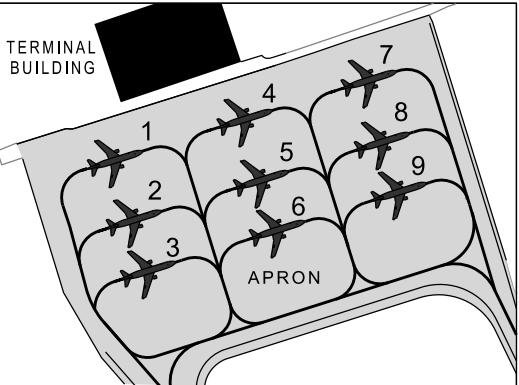
TWR 125.500

KUTAIISI/Kopitnari (UGKO)

RWY	DIRECTION	THR	BEARING STRENGTH
07	074°	42°10'29.85"N 042°28'04.04"E	PCN 65/F/C/X/T RWY and apron
25	254°	42°10'43.27"N 042°29'51.43"E	

ELEVATIONS ARE IN FEET, DISTANCES ARE IN METRES
AND BEARINGS ARE MAGNETIC

CAUTION
HS 1: Airport Vehicles and RFFS trucks on close vicinity

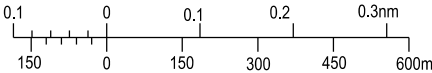


TAXIWAYS WIDTH, SURFACE & STRENGTH

TWY A: 23 M Concrete-asphalt PCN 65/F/C/X/T

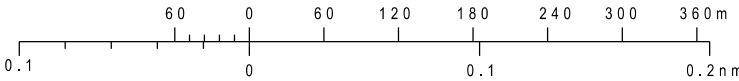
TWY B: 18 M Concrete-asphalt PCN 57/F/A/X/T

SCALE 1:150000



MARKING AIDS RWY 07/25 AND EXIT TWY

LIGHTING AIDS RWY 07/25 AND EXIT TWY



Changes: HS1 and caution added

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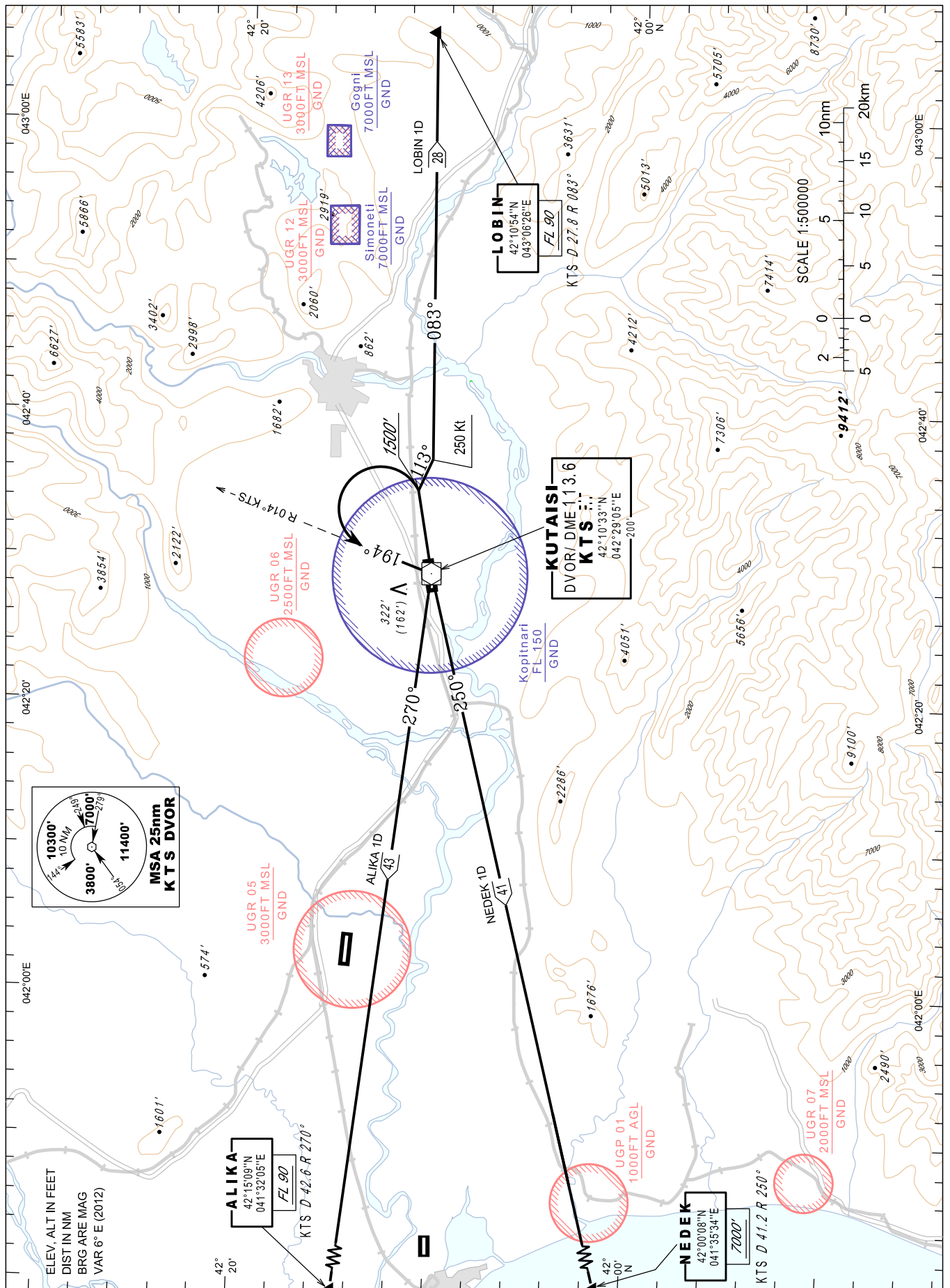
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RWY 07

TRANSITION ALTITUDE
7000'

APP	127.1
TWR	125.5



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 07

SID	ROUTING AND ALTITUDES	MIN. CLIMB GRAD.
ALIKA 1D	ALIKA ONE DELTA Climb runway heading (MAG Track 074°) to FL90 or above. At 1500 FT turn left to intercept and follow RDL 014° KTS (MAG Track 194°) inbound KTS. Then proceed to ALIKA RDL 270° KTS (MAG Track 270°). Do not turn before the DER. IAS Max during the turns 250 Kt .	
NEDEK 1D	NEDEK ONE DELTA Climb runway heading (MAG Track 074°) to 7000 FT or above. At 1500 FT turn left to intercept and follow RDL 014° KTS (MAG Track 194°) inbound KTS. Then proceed to NEDEK RDL 250° KTS (MAG Track 250°). Do not turn before the DER. IAS Max during the turns 250 Kt .	
LOBIN 1D	LOBIN ONE DELTA Climb runway heading (MAG Track 074°) to FL90 or above. At 1500 FT turn right MAG Track 113° to intercept and follow RDL 083° KTS (MAG Track 083°) inbound LOBIN. Do not turn before the DER. IAS Max during the turns 250 Kt .	5.3% up to FL90

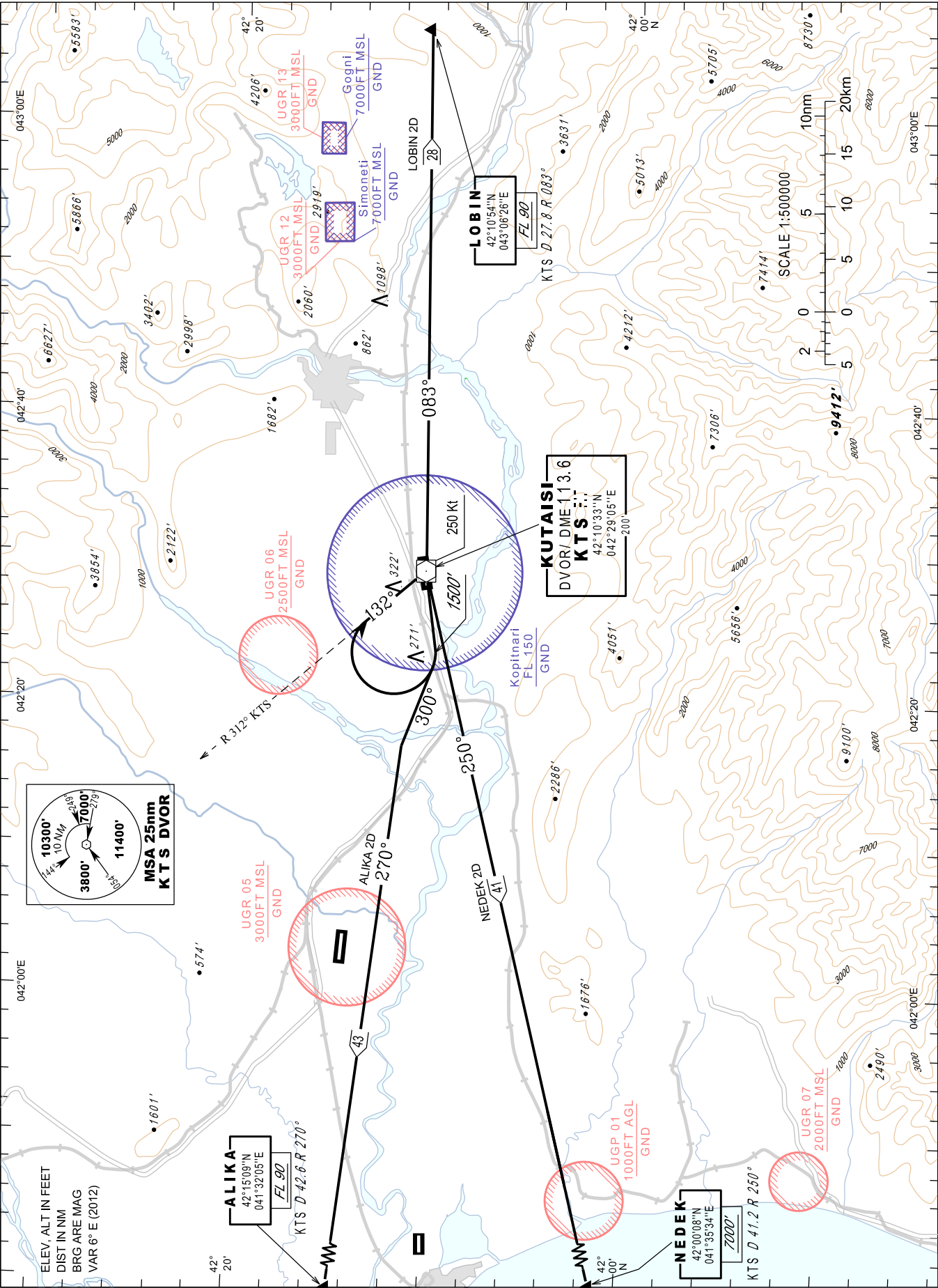
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**STANDART DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE	APP 127.1
7000'	TWR 125.5

**KUTAISI/Kopitnari (UGKO)
RWY 25**

ALIKA 2D NEDEK 2D LOBIN 2D



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STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) RWY 25

SID	ROUTING AND ALTITUDES	MIN. CLIMB GRAD.
ALIKA 2D	ALIKA TWO DELTA Climb runway heading (MAG Track 254°) to FL90 or above. At 1500 FT turn right MAG Track 300° to intercept and follow RDL 270° KTS (MAG Track 270°) inbound ALIKA. Do not turn before the DER. IAS Max during the turns 250 Kt.	4.0% up to 4000 FT
NEDEK 2D	NEDEK TWO DELTA Climb runway heading (MAG Track 254°) to 7000 FT or above. Then intercept and follow RDL 250° KTS (MAG Track 250°) inbound NEDEK. Do not turn before the DER. IAS Max during the turns 250 Kt.	
LOBIN 2D	LOBIN TWO DELTA Climb runway heading (MAG Track 254°) to FL90 or above. At 1500 FT turn right to intercept and follow RDL 312° KTS (MAG Track 132°) inbound KTS. Then proceed to LOBIN RDL 083° KTS (MAG Track 083°). Do not turn before the DER. IAS Max during the turns 250 Kt.	

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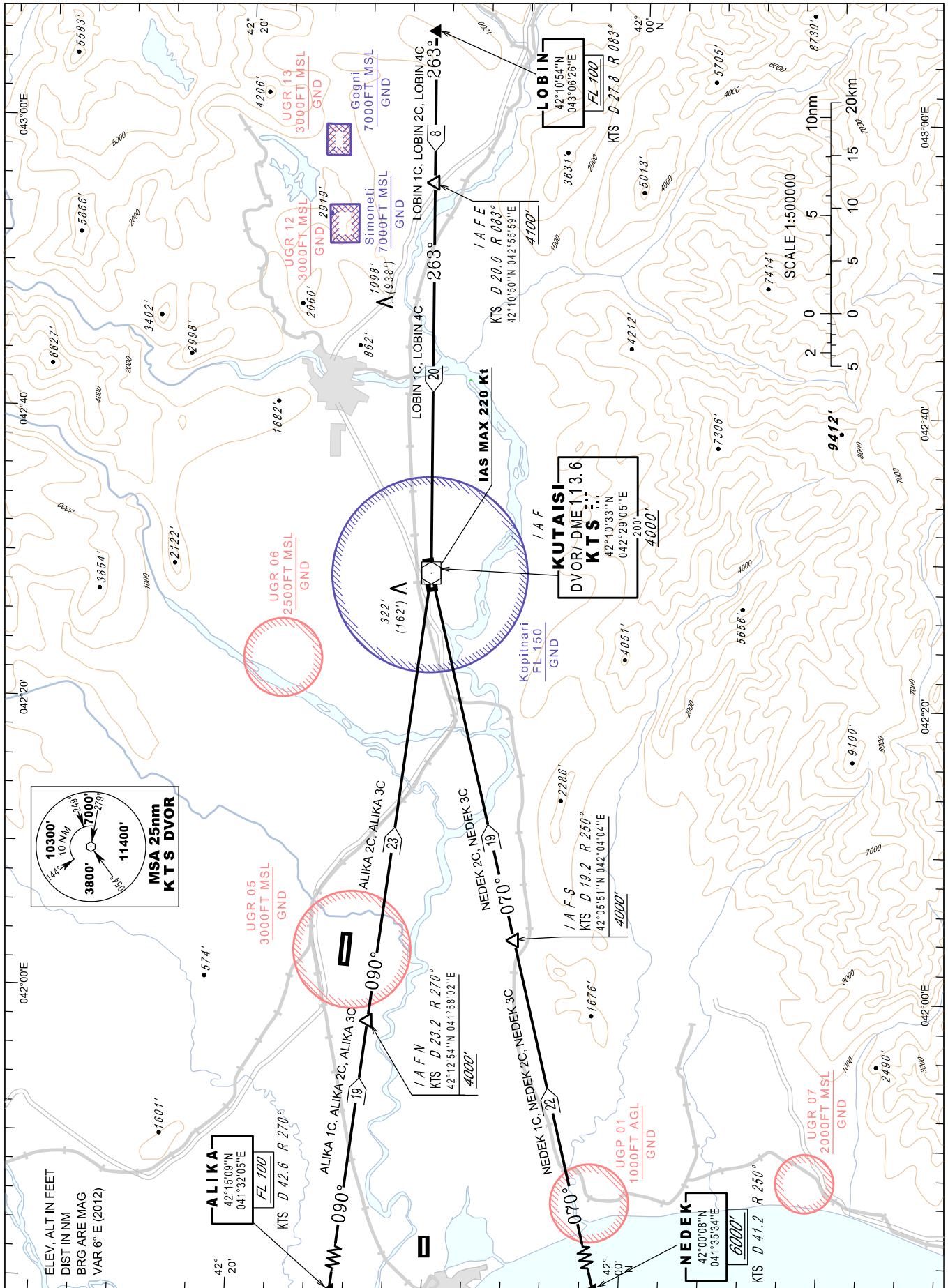
STANDART ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION LEVEL FL 90
 TRANSITION ALTITUDE 7000'

APP 127.1
 TWR 125.5

KUTAISI/Kopitnari (UGKO)
RWY 07 - 25

ALIKA 1C ALIKA 2C ALIKA 3C
 NEDEK 1C NEDEK 2C NEDEK 3C
 LOBIN 1C LOBIN 2C LOBIN 4C



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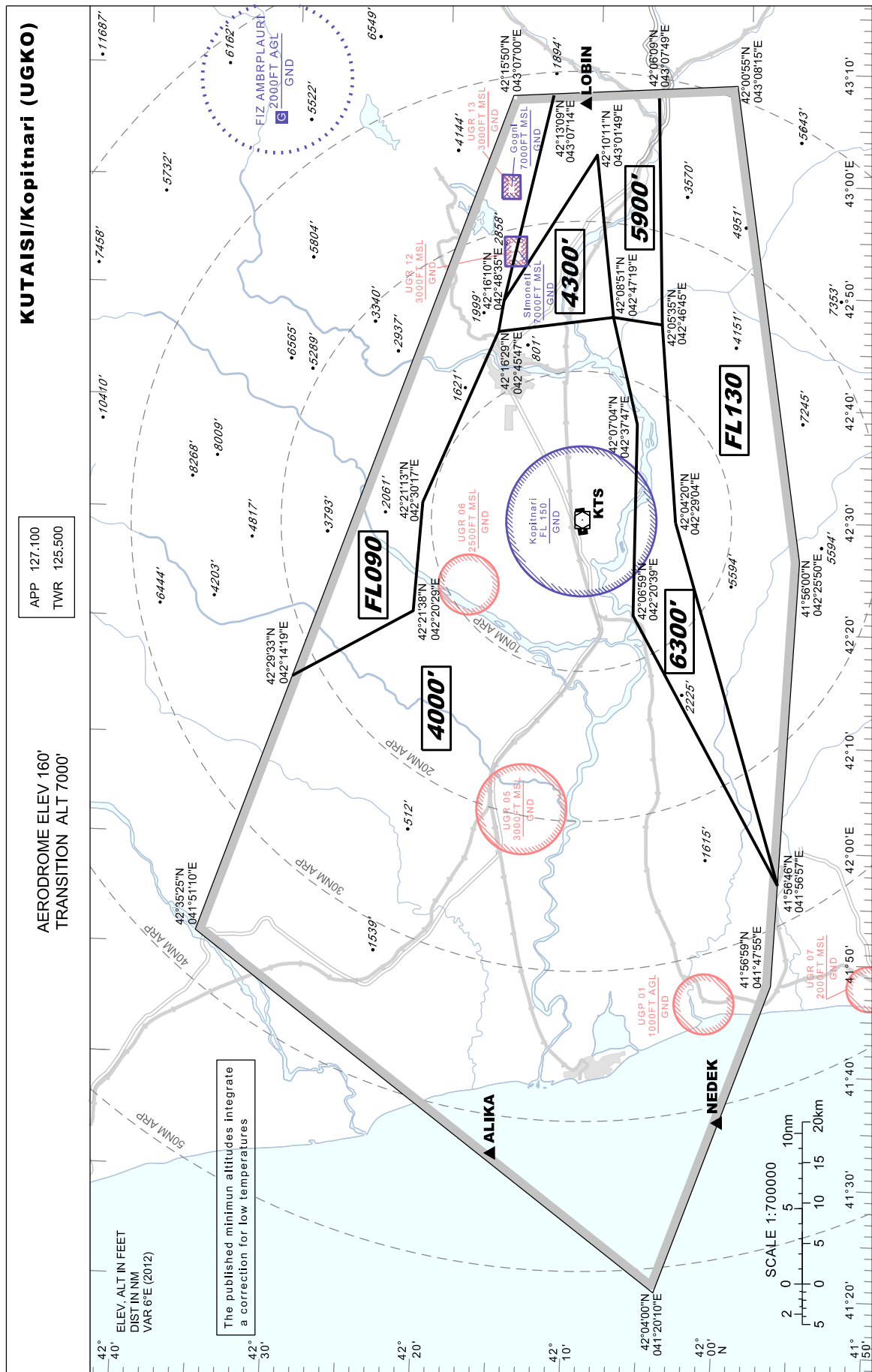
STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 07

STAR	ROUTING AND ALTITUDES
ALIKA 1C	ALIKA ONE CHARLIE After passing ALIKA proceed on RDL 270° KTS (MAG Track 090°) to IAF N 270° / 23.2 NM KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC z RWY 07 ; VOR z RWY 07
ALIKA 3C	ALIKA THREE CHARLIE After passing ALIKA proceed on RDL 270° KTS (MAG Track 090°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 07 ; VOR y RWY 07
NEDEK 1C	NEDEK ONE CHARLIE After passing NEDEK proceed on RDL 250° KTS (MAG Track 070°) to IAF S 250° / 19.2 NM KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC z RWY 07 ; VOR z RWY 07
NEDEK 3C	NEDEK THREE CHARLIE After passing NEDEK proceed on RDL 250° KTS (MAG Track 070°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 07 ; VOR y RWY 07
LOBIN 1C	LOBIN ONE CHARLIE After passing LOBIN proceed on RDL 083° KTS (MAG Track 263°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 07 ; VOR y RWY 07

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) RWY 25

STAR	ROUTING AND ALTITUDES
ALIKA 2C	ALIKA TWO CHARLIE After passing ALIKA proceed on RDL 270° KTS (MAG Track 090°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 25 ; VOR y RWY 25
NEDEK 2C	NEDEK TWO CHARLIE After passing NEDEK proceed on RDL 250° KTS (MAG Track 070°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 25 ; VOR y RWY 25
LOBIN 2C	LOBIN TWO CHARLIE After passing LOBIN proceed on RDL 083° KTS (MAG Track 263°) to IAF E 083° / 20 NM KTS descending to 4100 FT or above. For future details see Instrument Approach Charts - ILS or LOC z RWY 25 ; VOR z RWY 25
LOBIN 4C	LOBIN FOUR CHARLIE After passing LOBIN proceed on RDL 083° KTS (MAG Track 263°) to IAF KTS descending to 4000 FT or above. For future details see Instrument Approach Charts - ILS or LOC y RWY 25 ; VOR y RWY 25

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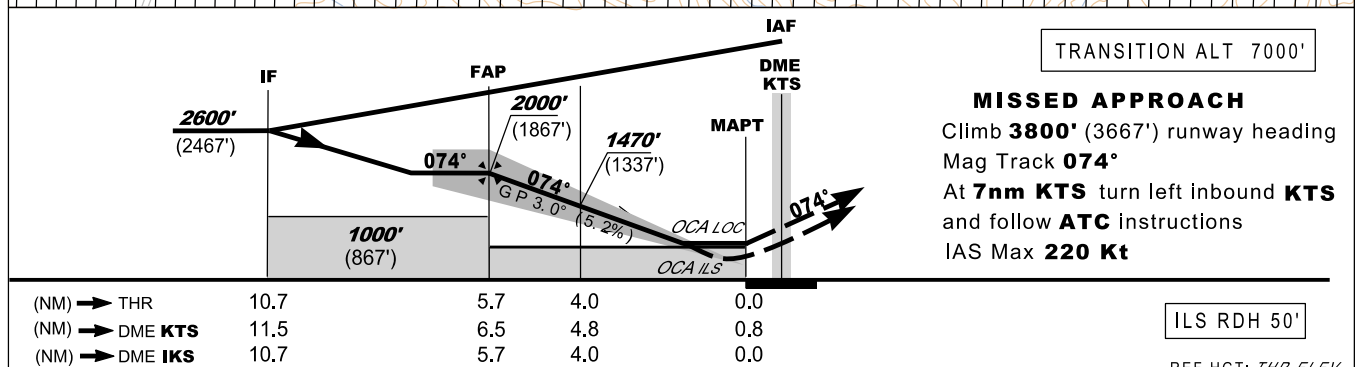
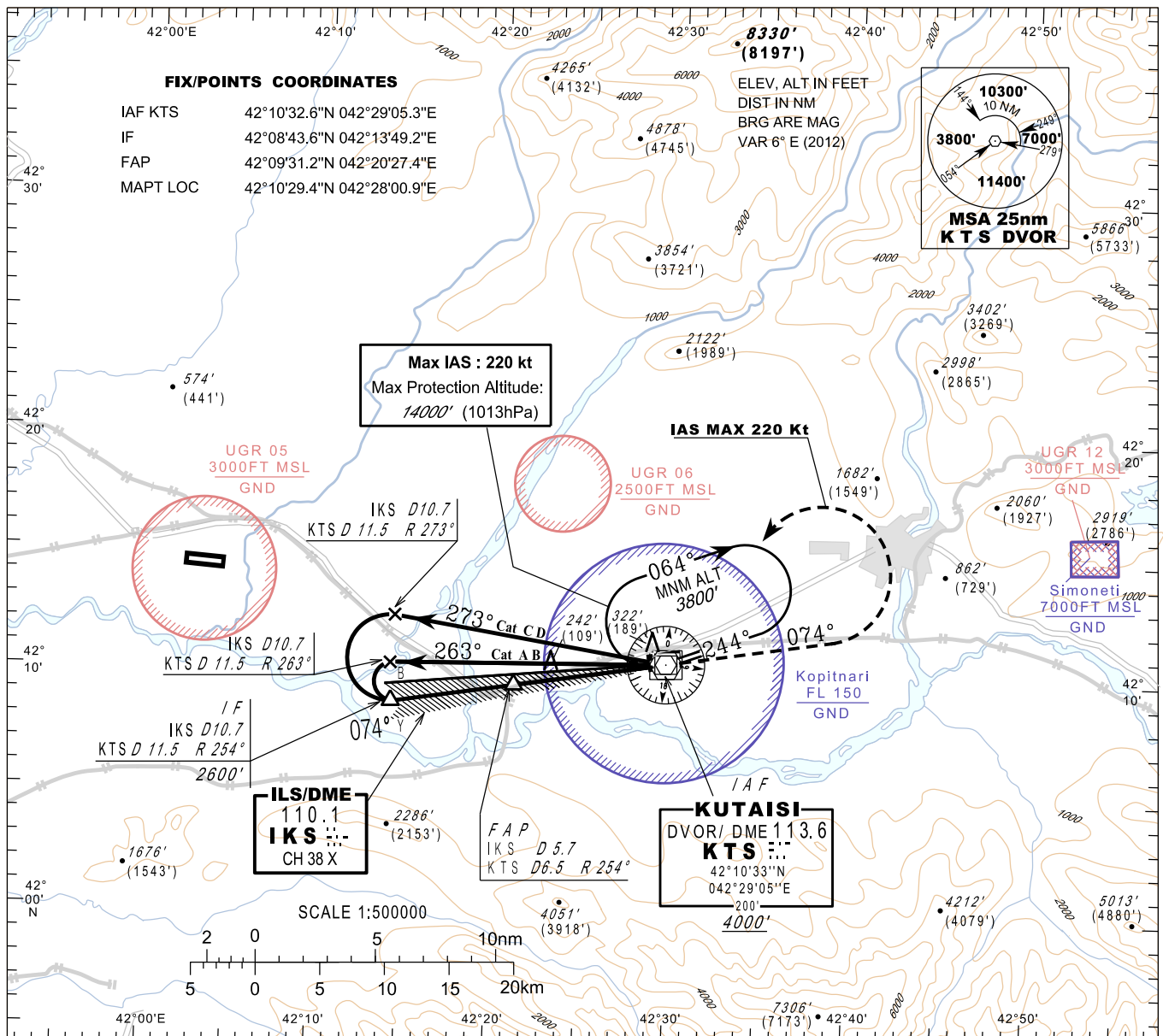
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

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**INSTRUMENT
APPROACH
CHART - ICAO**

 AERODROME ELEV 160'
 HEIGHTS RELATED TO
 THR RWY 07 - ELEV 133'

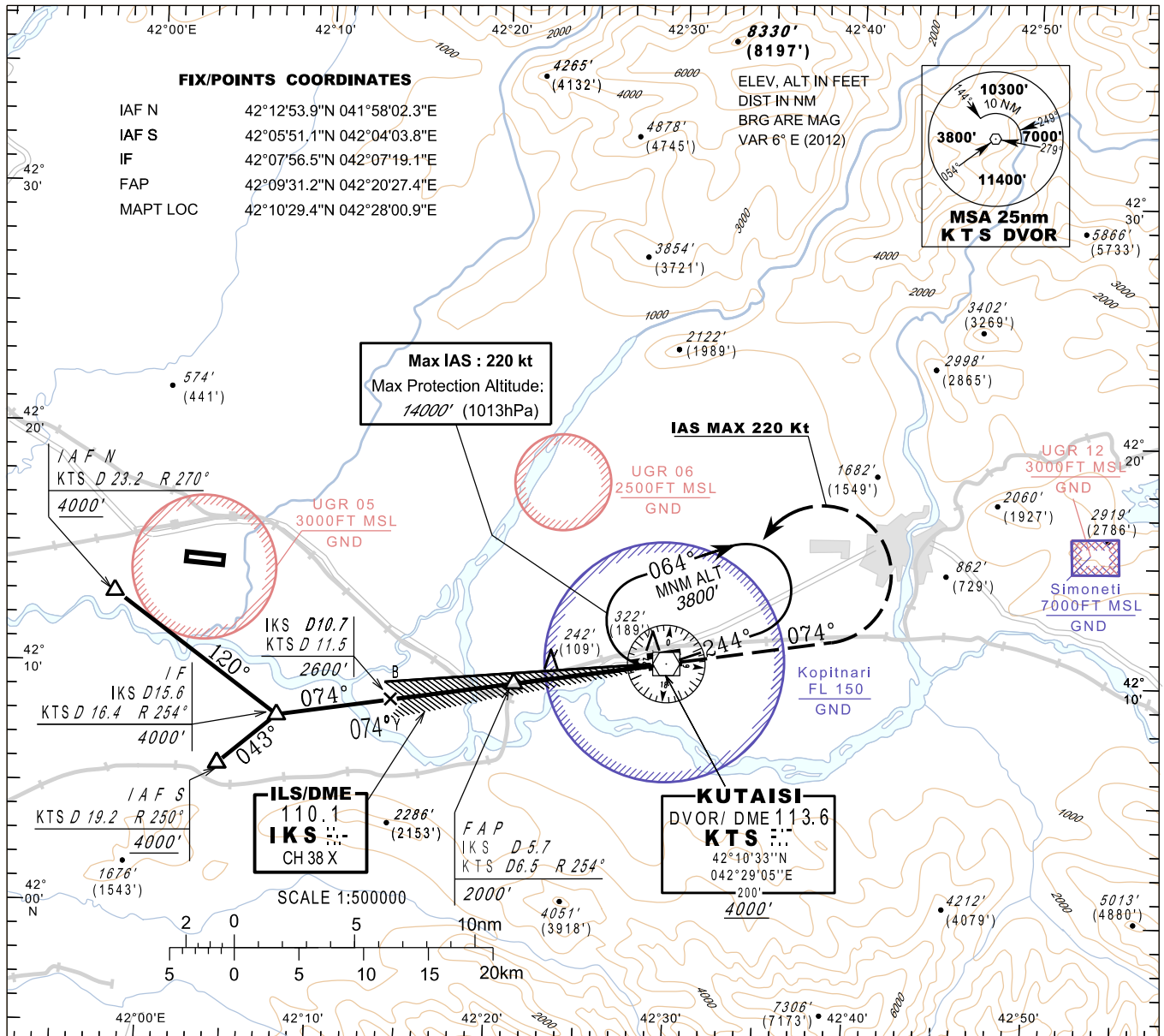
 APP 127.1
 TWR 125.5

KUTAIISI/Kopitnari (UGKO)
**ILS/DME or LOC y
RWY 07**


					kt	70	85	100	115	130	145	160	185
FAP - MAPT 5.7 nm					min:s	4: 53	4: 01	3: 25	2: 58	2: 38	2: 22	2: 08	1: 51
Rate of descent					ft/min	372	452	531	611	690	770	850	982
DME KTS NM						6	5	4		3		2	
ALT (HGT) ft						1850 (1717)	1530 (1397)	1210 (1077)		890 (757)		570 (437)	

OCA/ H		A	B	C	D
Straight-in Approach	ILS Cat I	274 (141)	285 (152)	298 (165)	312 (179)
	GP INOP	489 (356)			

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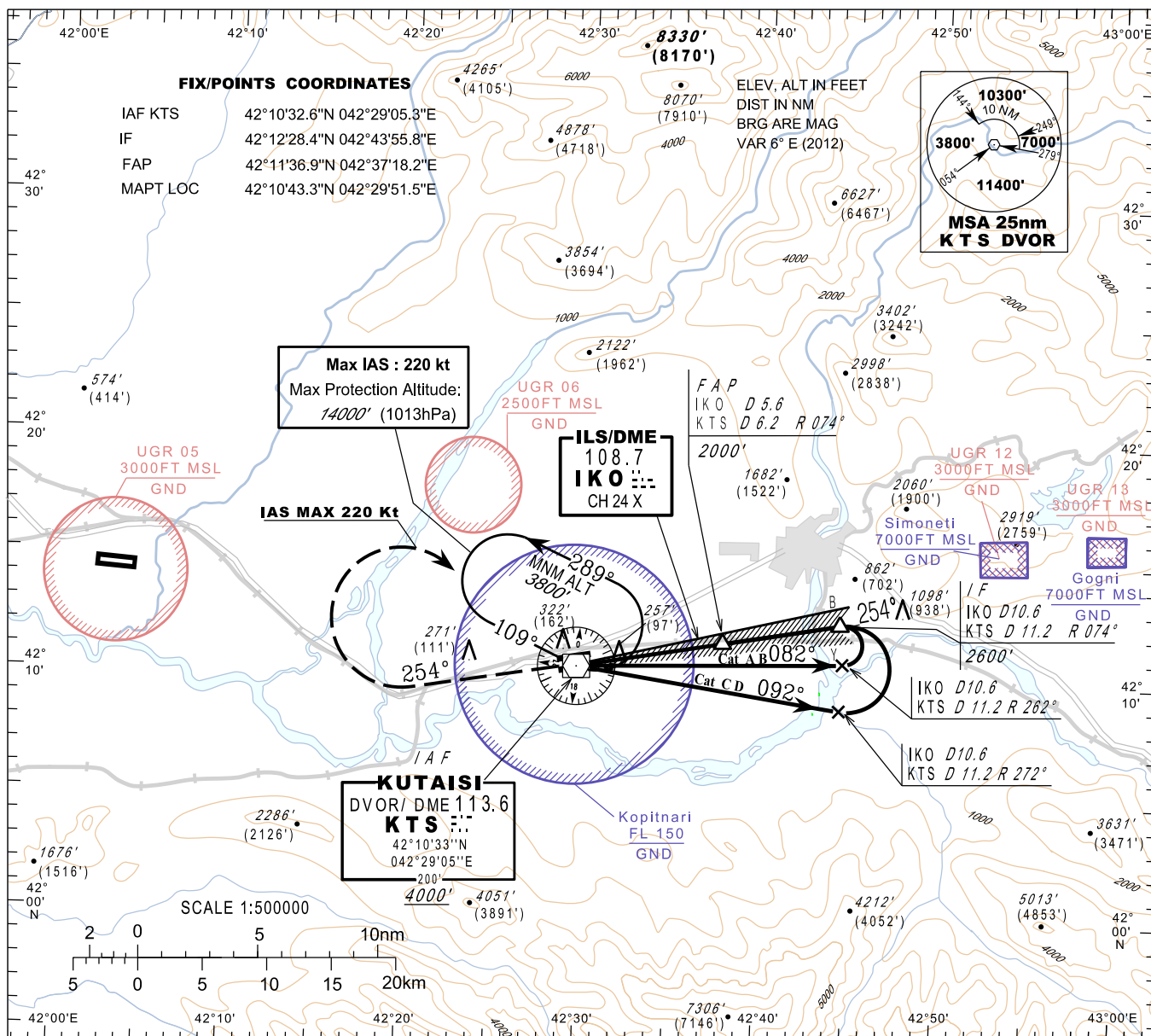
**INSTRUMENT
APPROACH
CHART - ICAO**AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'APP 127.1
TWR 125.5**KUTAISI/Kopitnari (UGKO)****ILS/DME or LOC z
RWY 07**

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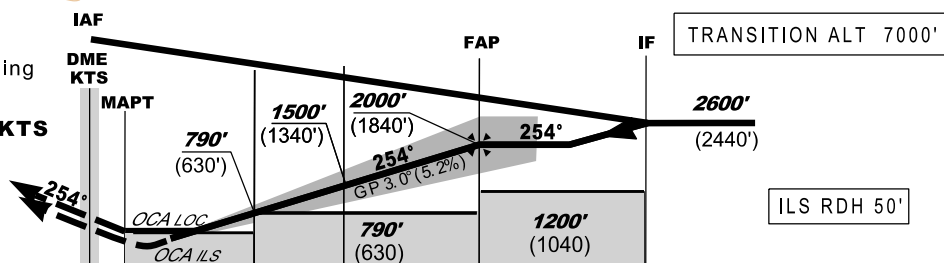
**INSTRUMENT
APPROACH
CHART - ICAO**

 AERODROME ELEV 160'
 HEIGHTS RELATED TO
 THR RWY 25 - ELEV 160'

 APP 127.1
 TWR 125.5

**KUTAI SI/Kopitnari (UGKO)
ILS/DME or LOC y
RWY 25**

MISSED APPROACH

Climb **3800'** (3640') runway heading
 Mag Track **254°**
 At **7nm KTS** turn right inbound **KTS**
 and follow **ATC** instructions
 IAS Max **220 Kt**



THR (NM)
 KTS DME (NM)
 IKO DME (NM)

0	1.8	4.0	5.6	10.6
0.6	2.4	4.6	6.2	11.2
0	1.8	4.0	5.6	10.6

REF HGT: THR ELEV.

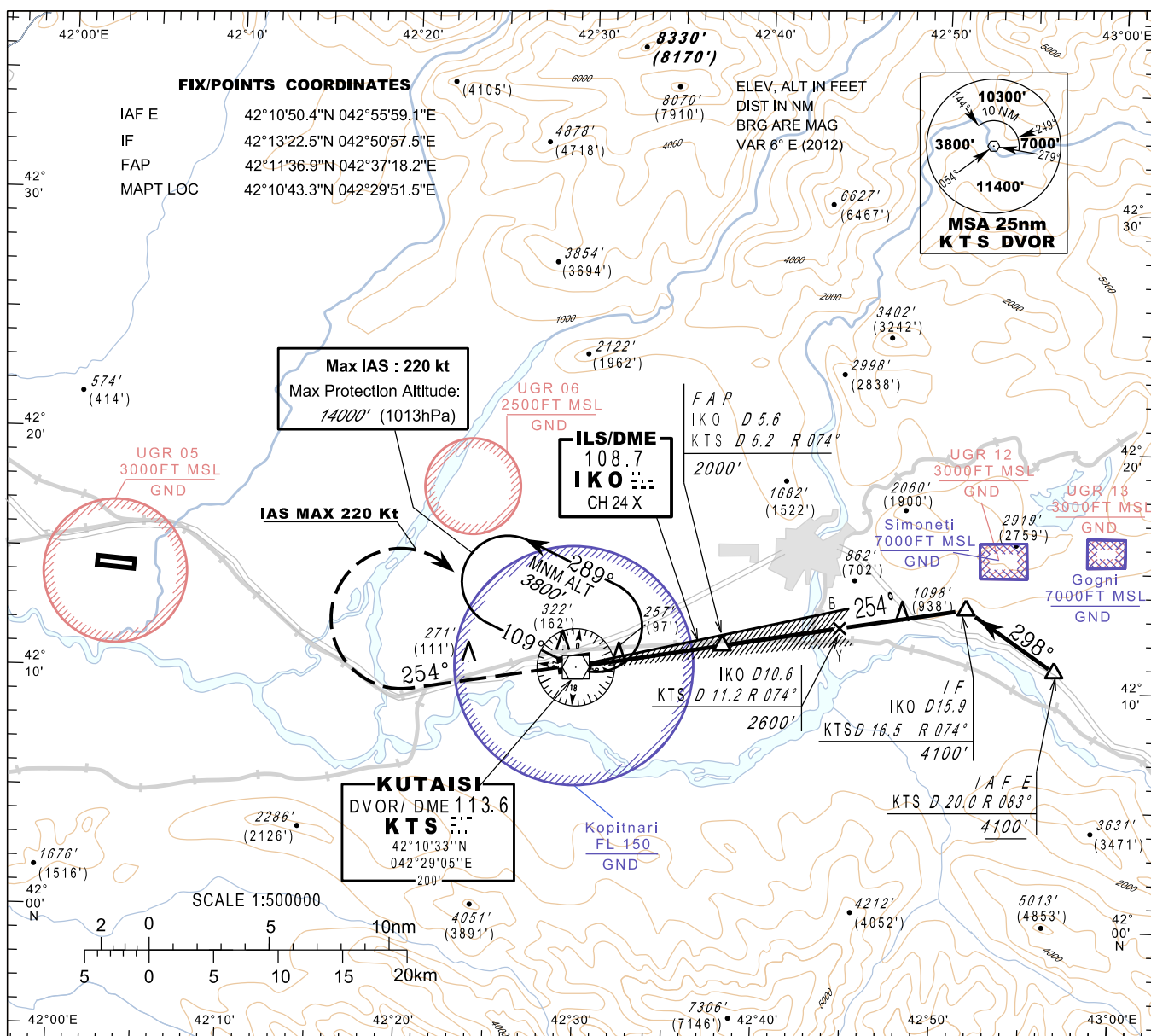
OCA/H					Rate of descent							
					ft/min							
Straight-in ILS Cat I					372							
GP INOP					452							
ALT (HGT) ft					1930 (1770)							
					1610 (1450)							
					1300 (1140)							
					980 (820)							
					790 (630)							
					660 (500)							
					340 (180)							

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**INSTRUMENT
APPROACH
CHART - ICAO**

 AERODROME ELEV 160'
 HEIGHTS RELATED TO
 THR RWY 25 - ELEV 160'

 APP 127.1
 TWR 125.5

**KUTAISI/Kopitnari (UGKO)
ILS/DME or LOC z
RWY 25**

MISSED APPROACH

 Climb **3800'** (3640') runway heading

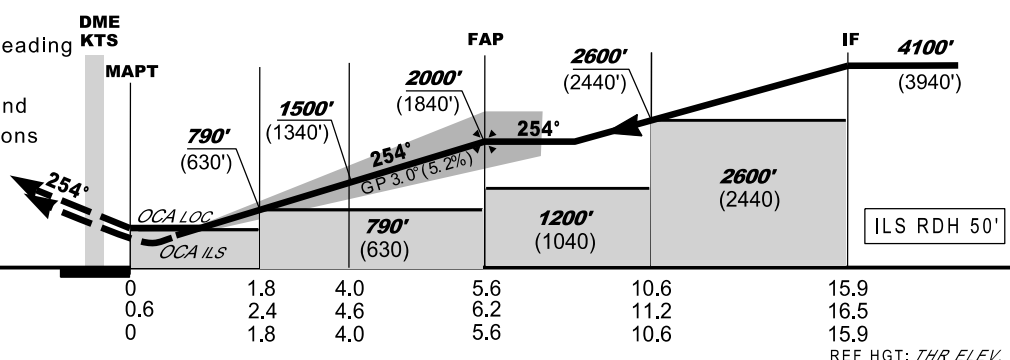
 Mag Track **254°**

 At **7nm KTS** turn right inbound

KTS and follow **ATC** instructions

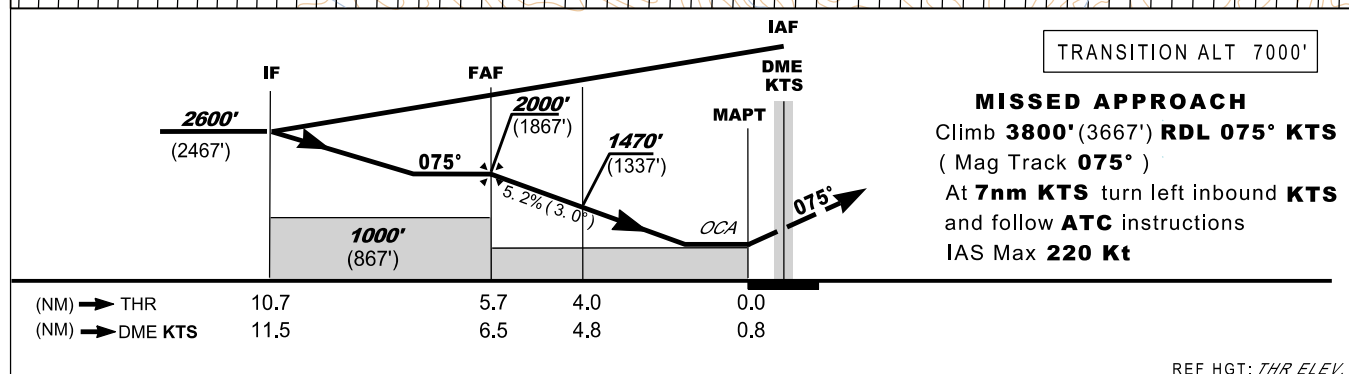
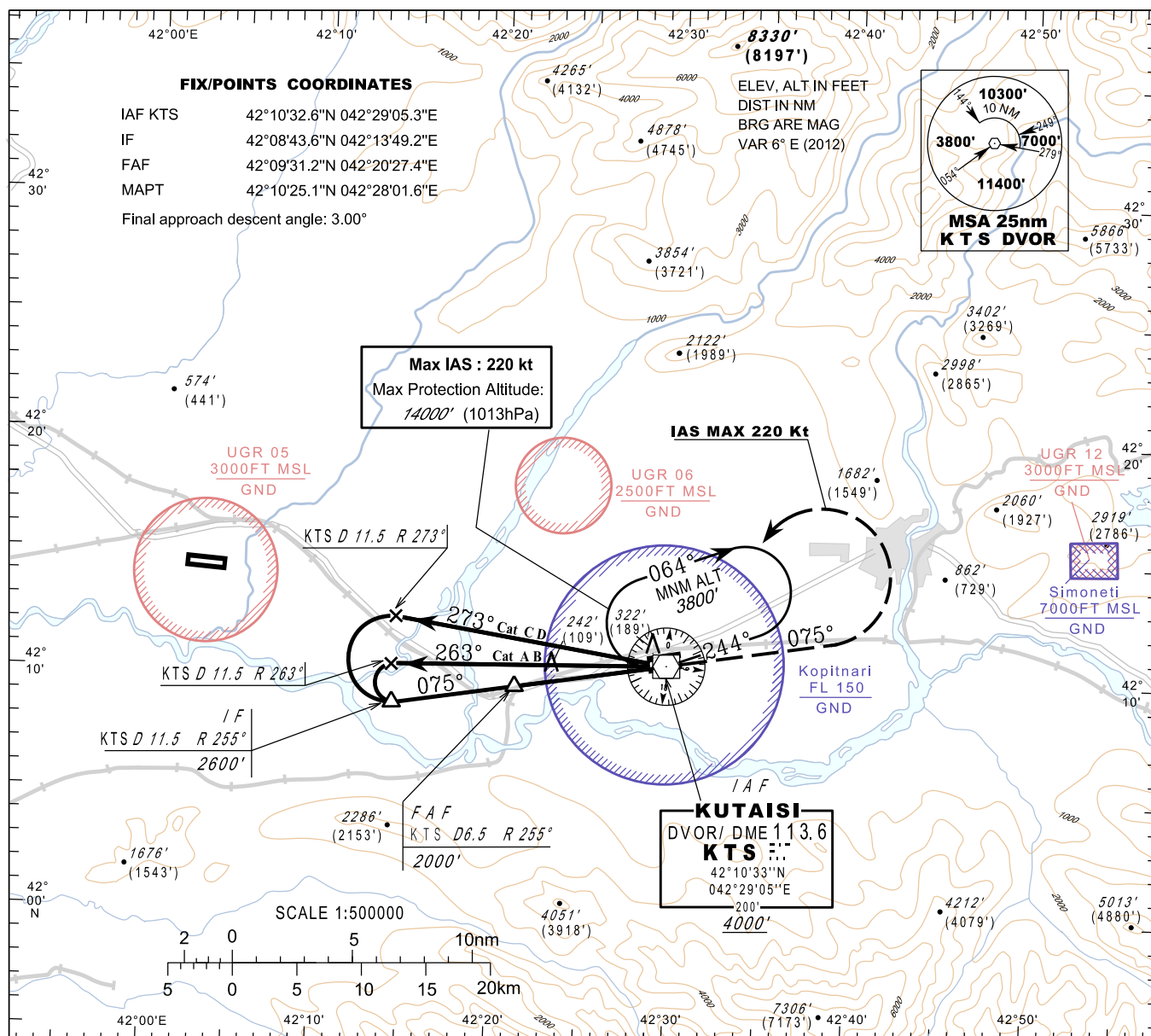
 IAS Max **220 Kt**

TRANSITION ALT 7000'



REF: NOT/77X/2227														
					kt	70	85	100	115	130	145	160	185	
					FAF - MAPT 5.6 nm	min:s	4: 48	3: 58	3: 22	2: 55	2: 35	2: 19	2: 06	1: 49
					Rate of descent	ft/min	372	452	531	611	690	770	850	982
OCA/ H		A	B	C	D									
Straight-in Approach	ILS Cat I	301 (141)	310 (152)	322 (165)	334 (179)	DME IKO NM	6	5	4	3	2.4	2	1	
	GP INOP	503 (343)				ALT (HGT) ft	1930 (1770)	1610 (1450)	1300 (1140)	980 (820)	790 (630)	660 (500)	340 (180)	

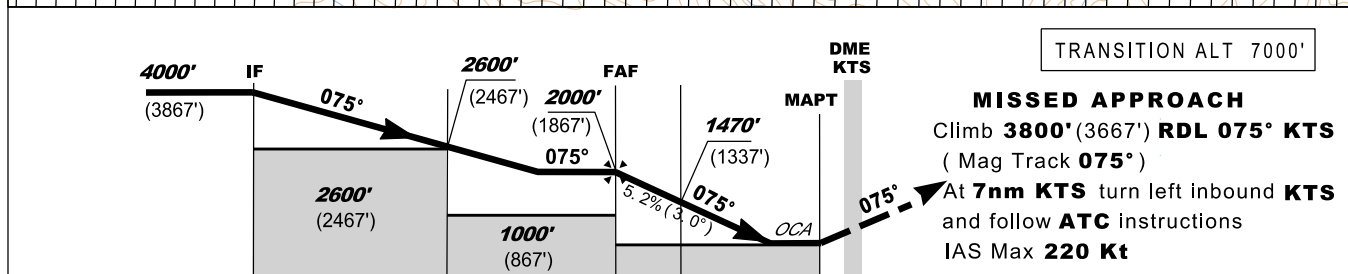
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**INSTRUMENT
APPROACH
CHART - ICAO**AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'APP 127.1
TWR 125.5**KUTAISI/Kopitnari (UGKO)
VOR/DME y
RWY 07**

						kt	70	85	100	115	130	145	160	185	
						FAF - MAPT 5.7 nm	min:s	4: 53	4: 01	3: 25	2: 58	2: 38	2: 22	2: 08	1: 51
						Rate of descent	ft/min	372	452	531	611	690	770	850	982
OCA/ H		A	B	C	D										
Straight-in Approach	VOR/DME	568 (435)				DME KTS NM	6	5	4	3	2				
						ALT (HGT) ft	1850 (1717)	1530 (1397)	1210 (1077)	890 (757)	570 (437)				

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**VOR/DME z
RWY 07**

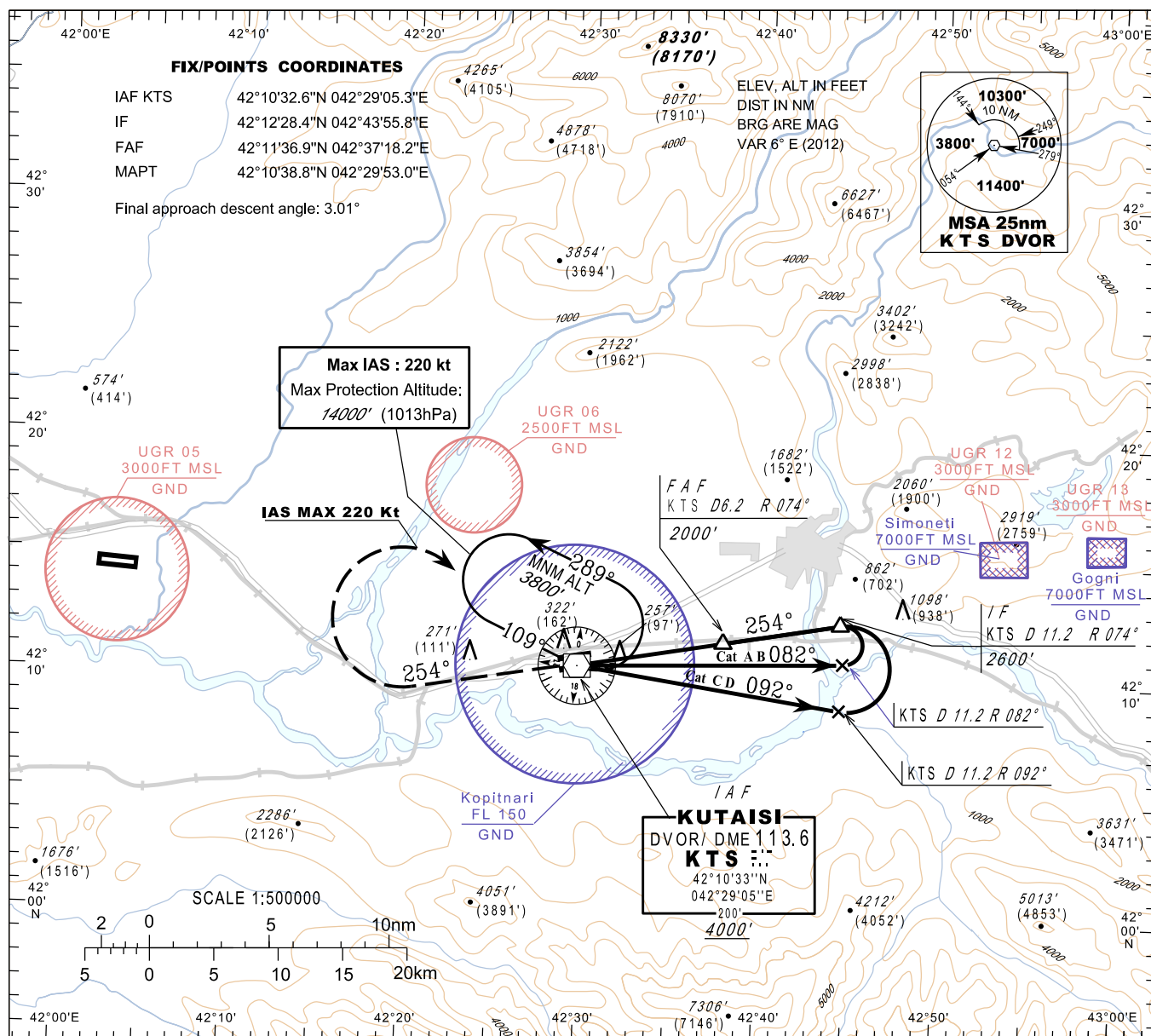


(NM) → THR	15.6	10.7	5.7	4.0	0
(NM) → DME KTS	16.4	11.5	6.5	4.8	0.8

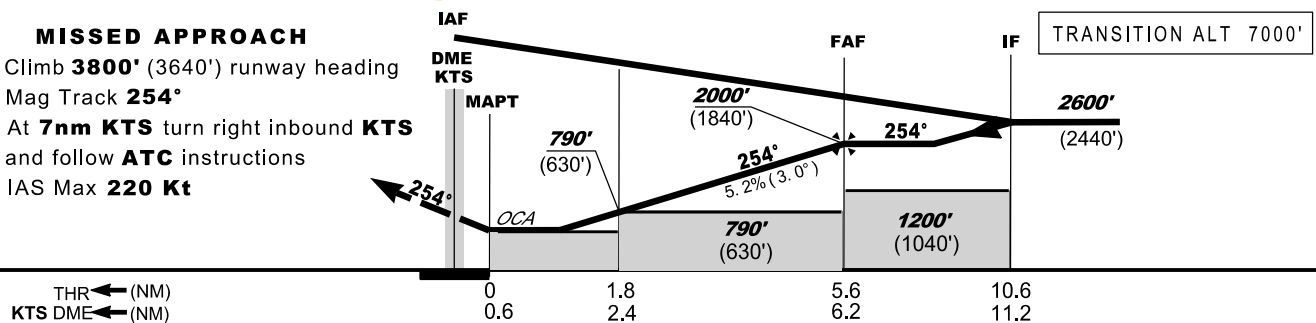
REF HGT : *THR FLEV*

					kt	70	85	100	115	130	145	160	185	
					FAF - MAPT 5.7 nm	min:s	4: 53	4: 01	3: 25	2: 58	2: 38	2: 22	2: 08	1: 54
					Rate of descent	ft/min	372	452	531	611	690	770	850	982
OCA/ H		A	B	C	D									
Straight-in Approach	VOR/DME	568 (435)				DME KTS NM	6	5	4	3	2			
						ALT (HGT) ft	1850 (1717)	1530 (1397)	1210 (1077)	890 (757)	570 (437)			

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**INSTRUMENT
APPROACH
CHART - ICAO**AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'APP 127.1
TWR 125.5**KUTAISI/Kopitnari (UGKO)****VOR/DME y
RWY 25****MISSED APPROACH**

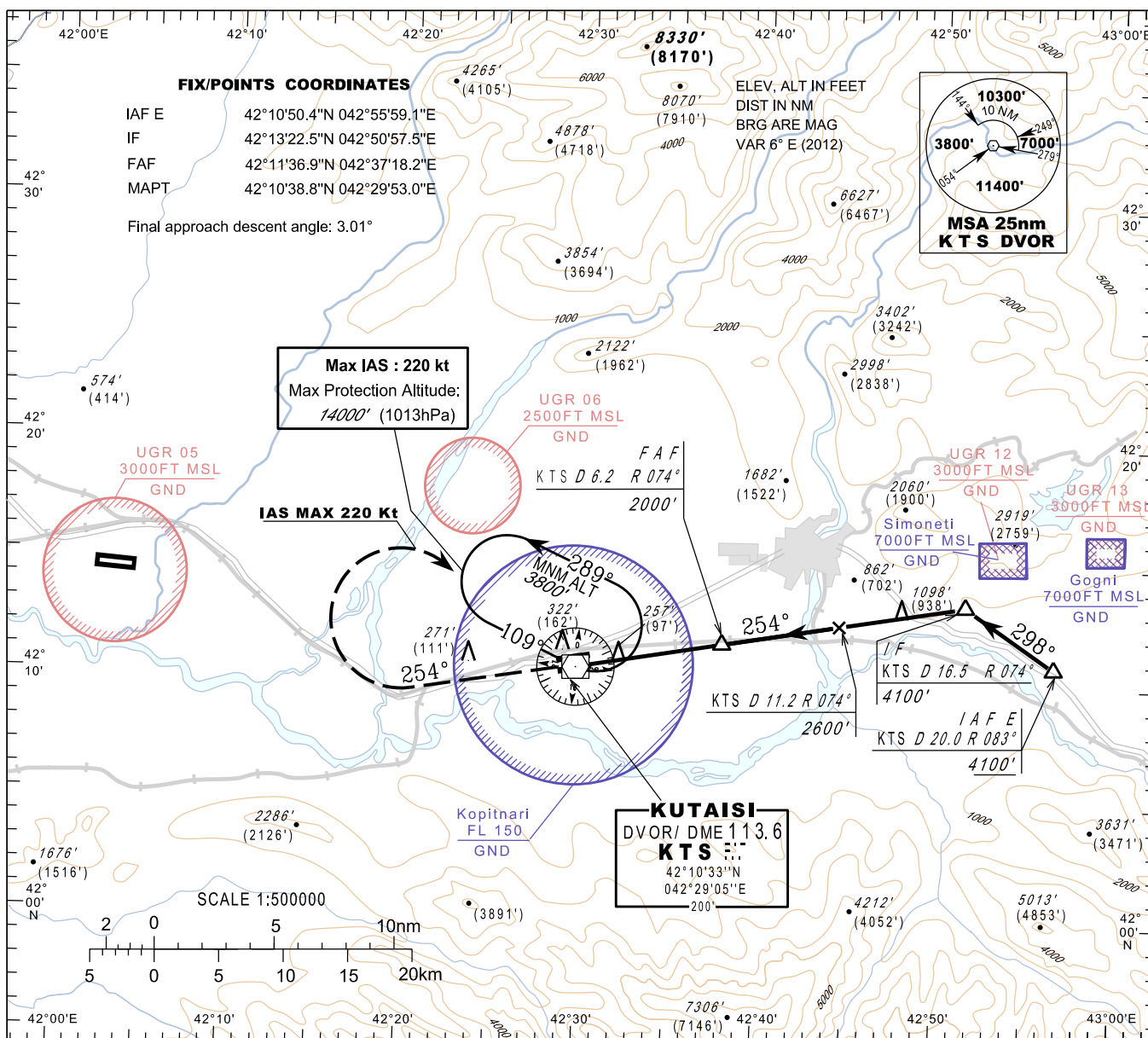
Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS** turn right inbound **KTS**
and follow **ATC** instructions
IAS Max **220 Kt**



REF HGT : THR ELEV.

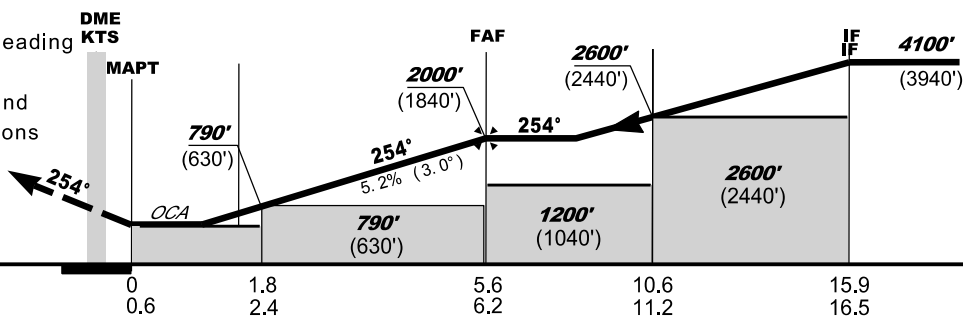
						kt	70	85	100	115	130	145	160	185
					FAF - MAPT 5.6 nm	min:s	4: 48	3: 58	3: 22	2: 55	2: 35	2: 19	2: 06	1: 49
					Rate of descent	ft/min	372	452	531	611	690	770	850	982
OCA/ H		A	B	C	D									
Straight-in Approach	VOR/DME	503 (343)				DME KTS NM	6	5	4	3	2.4	2		
						ALT (HGT) ft	1930 (1770)	1610 (1450)	1300 (1140)	980 (820)	790 (630)	660 (500)		

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**INSTRUMENT
APPROACH
CHART - ICAO**AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'APP 127.1
TWR 125.5**KUTAI SI/Kopitnari (UGKO)****VOR/DME z
RWY 25****MISSED APPROACH**

Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS** turn right inbound
KTS and follow **ATC** instructions
IAS Max **220 Kt**

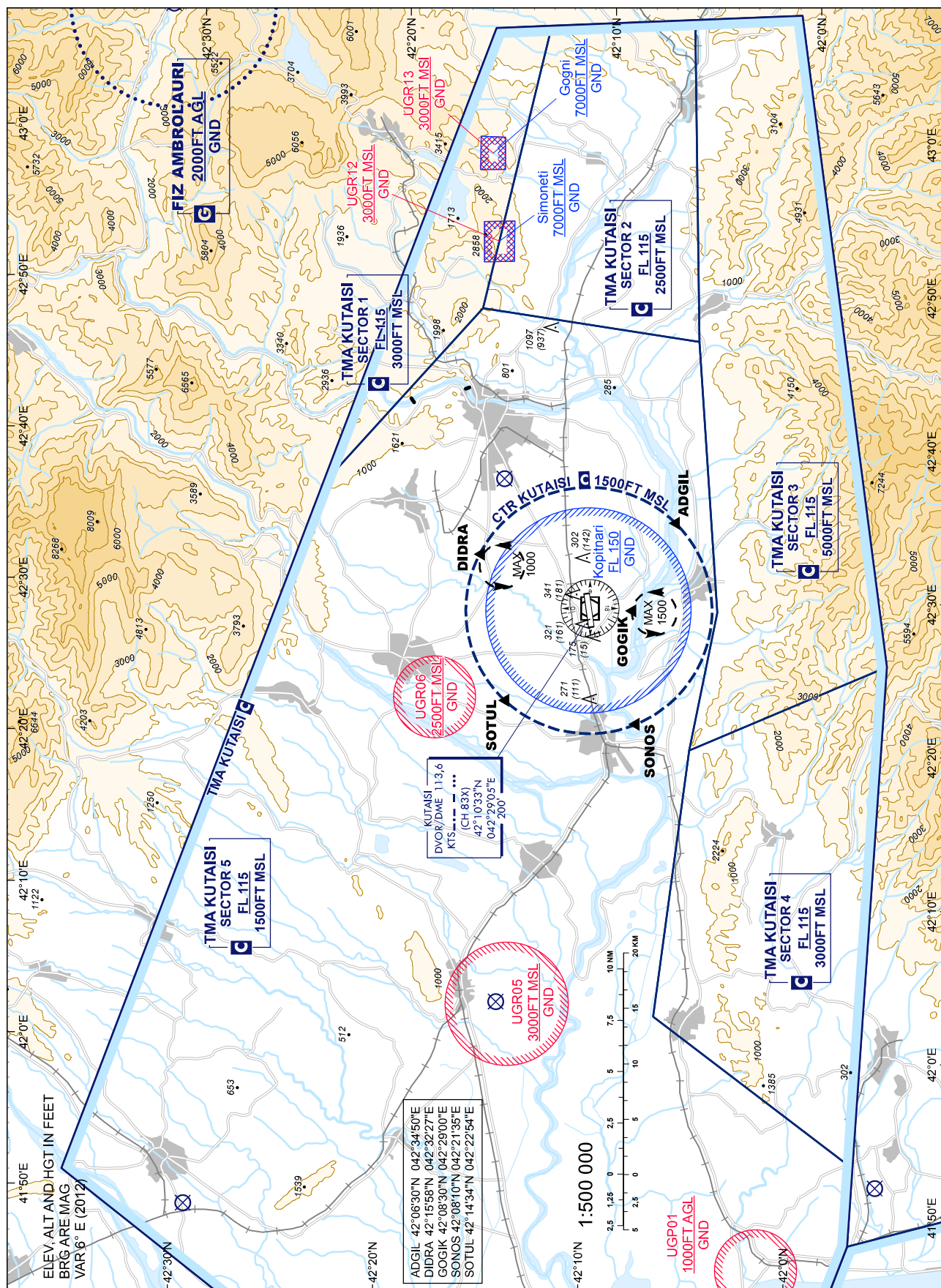
TRANSITION ALT 7000'

THR (NM)
KTS DME (NM)

REF HGT: THR ELEV.

							kt	70	85	100	115	130	145	160	185
					FAF - MAPT 5.6 nm		min:s	4: 48	3: 58	3: 22	2: 55	2: 35	2: 19	2: 06	1: 49
					Rate of descent		ft/min	372	452	531	611	690	770	850	981
OCA/ H		A	B	C	D										
Straight-in Approach	VOR/DME	503 (343)				DME KTS NM	6	5	4	3	2.4		2		
						ALT (HGT) ft	1930 (1770)	1610 (1450)	1300 (1140)	980 (820)	790 (630)		660 (500)		

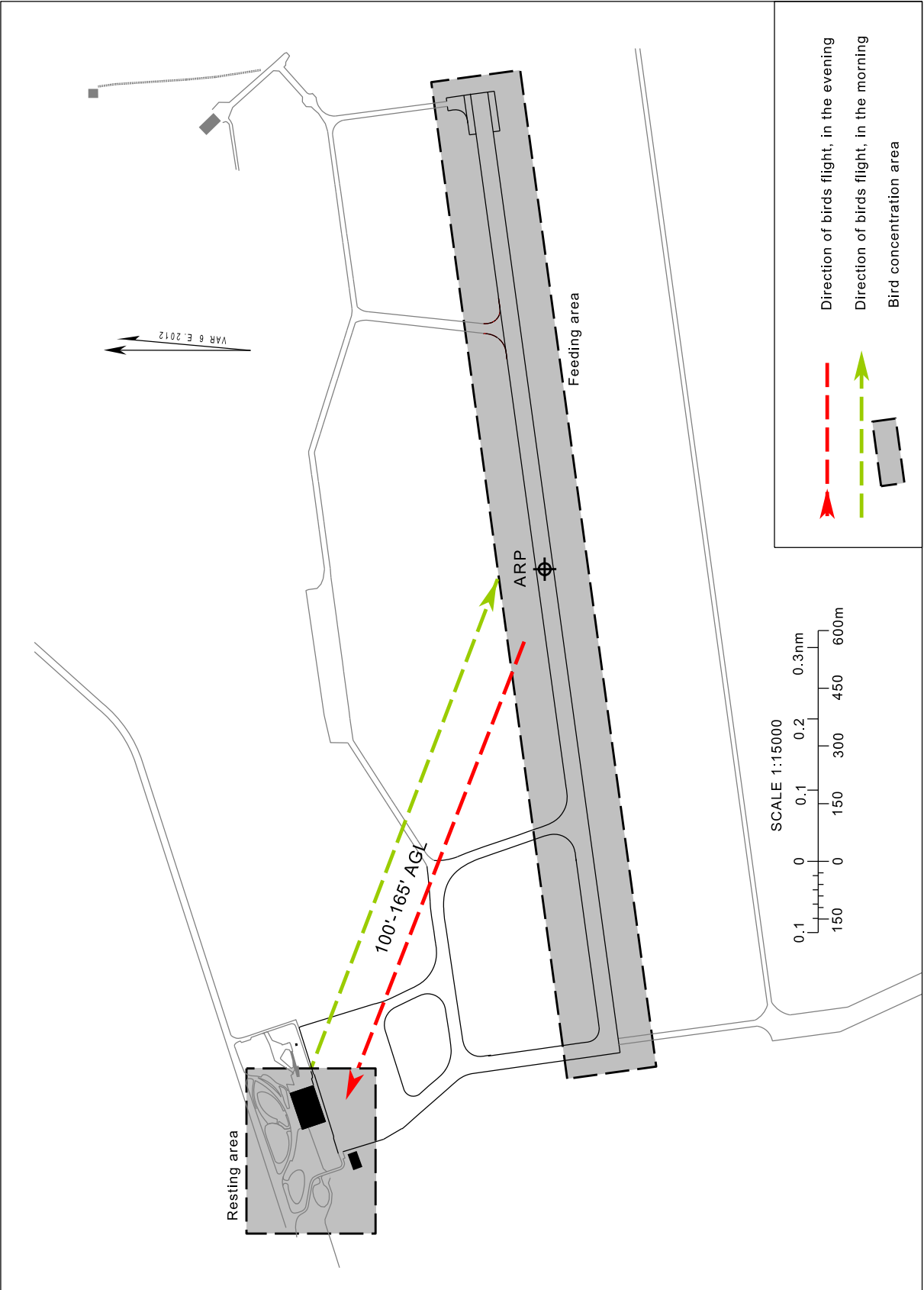
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VISUAL APPROACH CHART - ICAOAERODROME ELEV. 160'
HEIGHTS RELATED TO AD ELEVAPP 127.100
TWR 125.500**KUTAISI/Kopitnari (UGKO)**

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**BIRD CONCENTRATIONS
AND MOVEMENT**

KUTAISI/KopltnarI (UGKO)



Changes: New chart

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