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 and Shuttle Buses 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: +995595078017 Email: t.shalamberidze@airports.ge

UGKO AD 2.7 Seasonal availability - clearing

1	**Types of clearing equipment**	1 Snow Blower; 3 Snow Ploughs; 1 Scraper; 1 Sand Spreader
2	**Clearance priorities**	1. RWY 07/25 and associated TWY to apron 2. Apron 3. Access roads to the airport rescue service
3	**Remarks**	The snow plan and friction measuring details see in section AD 1.2.2

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, U*85*, U*70*, U*50*, U*30*, U*20*, P*85*, P*70*, P*50*, P*40*, P*30*, P*20*, 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 MTOW 35 tones 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 then 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 marshallers 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.

The washing area for aircraft is located on the aircraft parking stands 8 and 9.

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, advice 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 or LOC y	**AD 2.UGKO-IAC-07-ILSy**
Instrument Approach Chart - ICAO RWY 07 ILS or LOC z	**AD 2.UGKO-IAC-07-ILSz**
Instrument Approach Chart - ICAO RWY 25 ILS or LOC y	**AD 2.UGKO-IAC-25-ILSy**

Instrument Approach Chart - ICAO RWY 25 ILS or LOC z	**AD 2.UGKO-IAC-25-ILSz**
Instrument Approach Chart - ICAO RWY 07 VOR y	**AD 2.UGKO-IAC-07-VORy**
Instrument Approach Chart - ICAO RWY 07 VOR z	**AD 2.UGKO-IAC-07-VORz**
Instrument Approach Chart - ICAO RWY 25 VOR y	**AD 2.UGKO-IAC-25-VORy**
Instrument Approach Chart - ICAO RWY 25 VOR 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

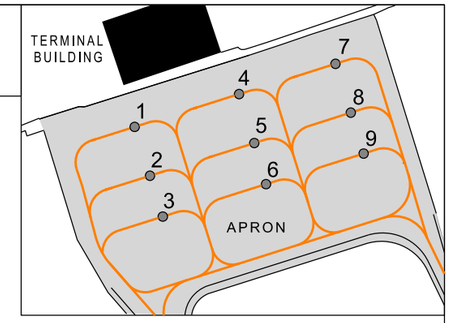
KUTAISI/Kopitnari (UGKO)

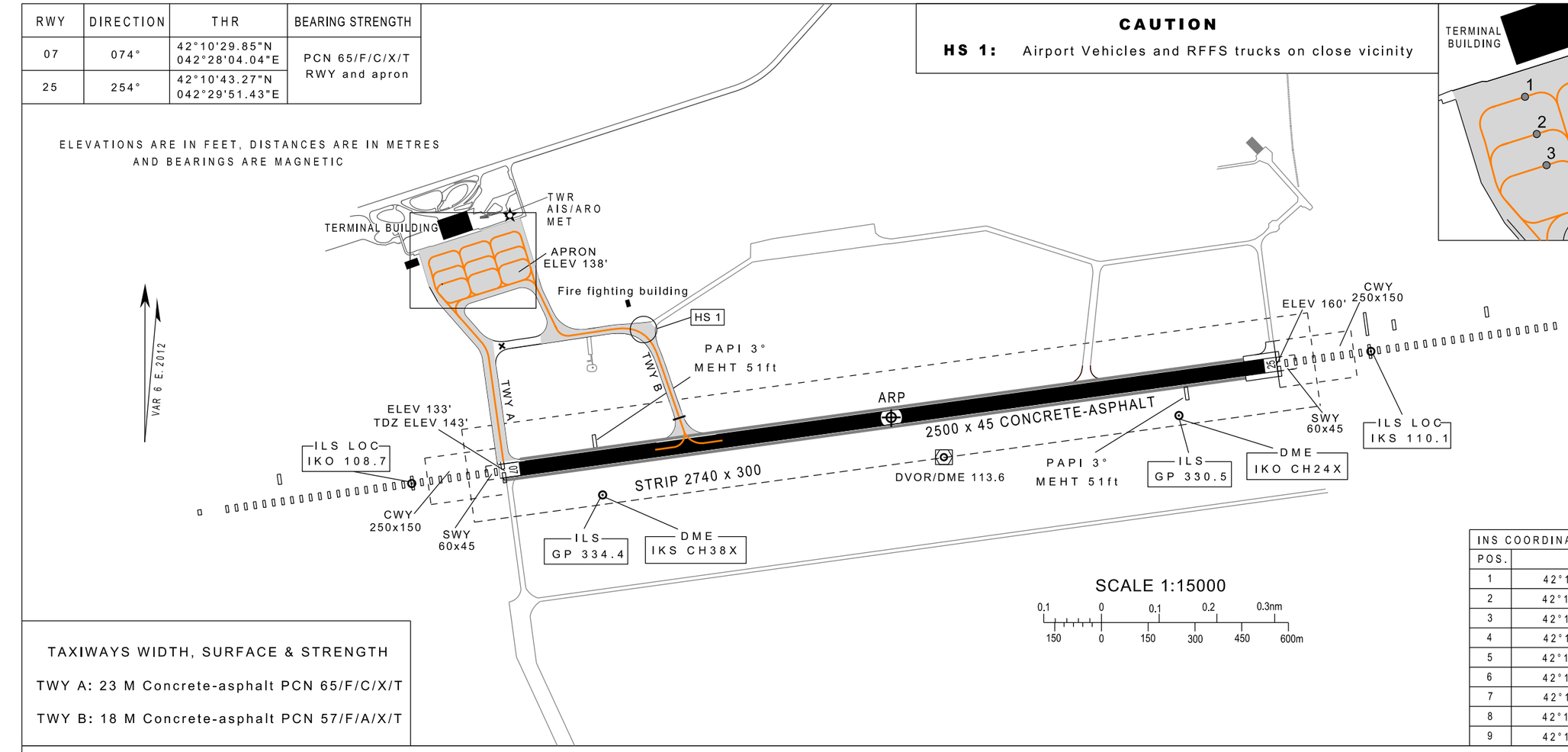
RWY	DIRECTION	THR	BEARING STRENGTH
07	074°	42°10'29.85"N 042°28'04.04"E	PCN 65/F/C/X/T RWY and apron
25	254°	42°10'43.27"N 042°29'51.43"E	

CAUTION

HS 1: Airport Vehicles and RFFS trucks on close vicinity

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





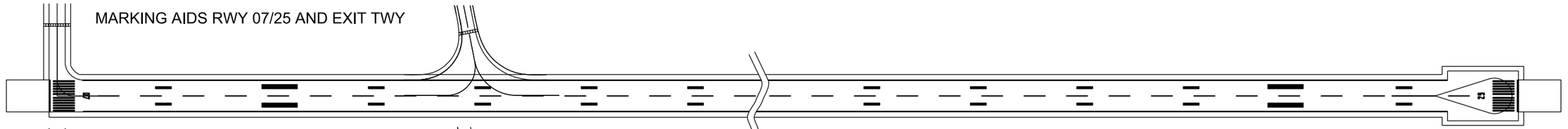
INS COORDINATES FOR AIRCRAFT STANDS	
POS.	COORDINATES
1	42°10'52.23"N 042°27'54.89"E
2	42°10'50.70"N 042°27'55.60"E
3	42°10'49.42"N 042°27'56.20"E
4	42°10'53.34"N 042°27'59.18"E
5	42°10'51.82"N 042°27'59.93"E
6	42°10'50.53"N 042°28'00.49"E
7	42°10'54.44"N 042°28'03.42"E
8	42°10'52.89"N 042°28'04.09"E
9	42°10'51.61"N 042°28'04.68"E

TAXIWAYS WIDTH, SURFACE & STRENGTH

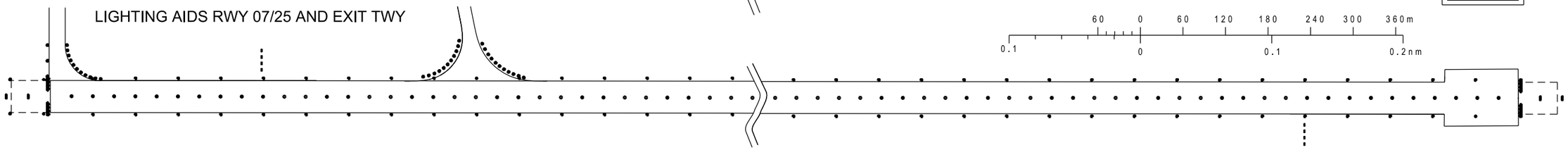
TWY A: 23 M Concrete-asphalt PCN 65/F/C/X/T

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

MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AIDS RWY 07/25 AND EXIT TWY



Changes: Scale corrected

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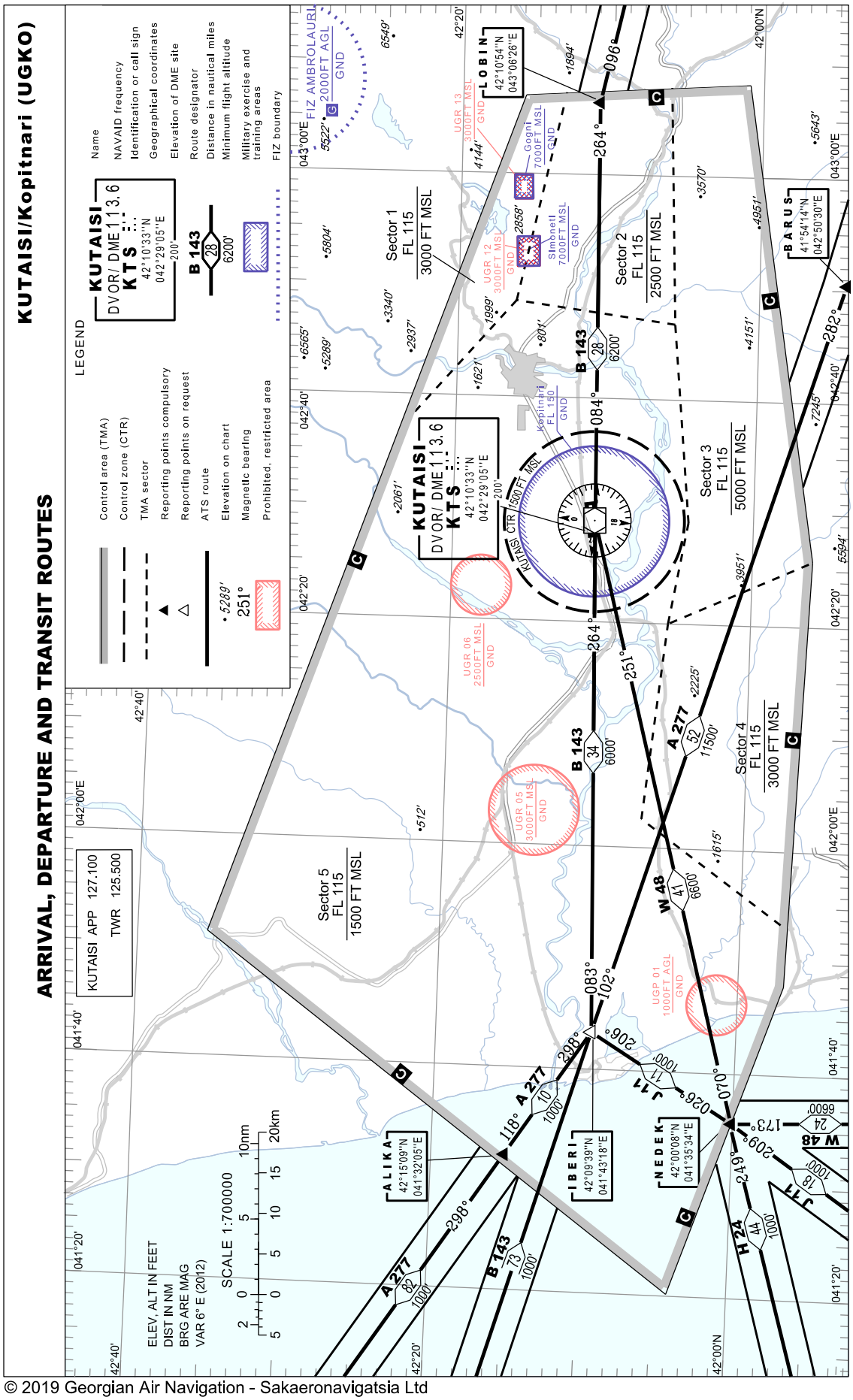
AREA CHART - ICAO



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STANDART DEPARTURE CHART - INSTRUMENT (SID) - ICAO

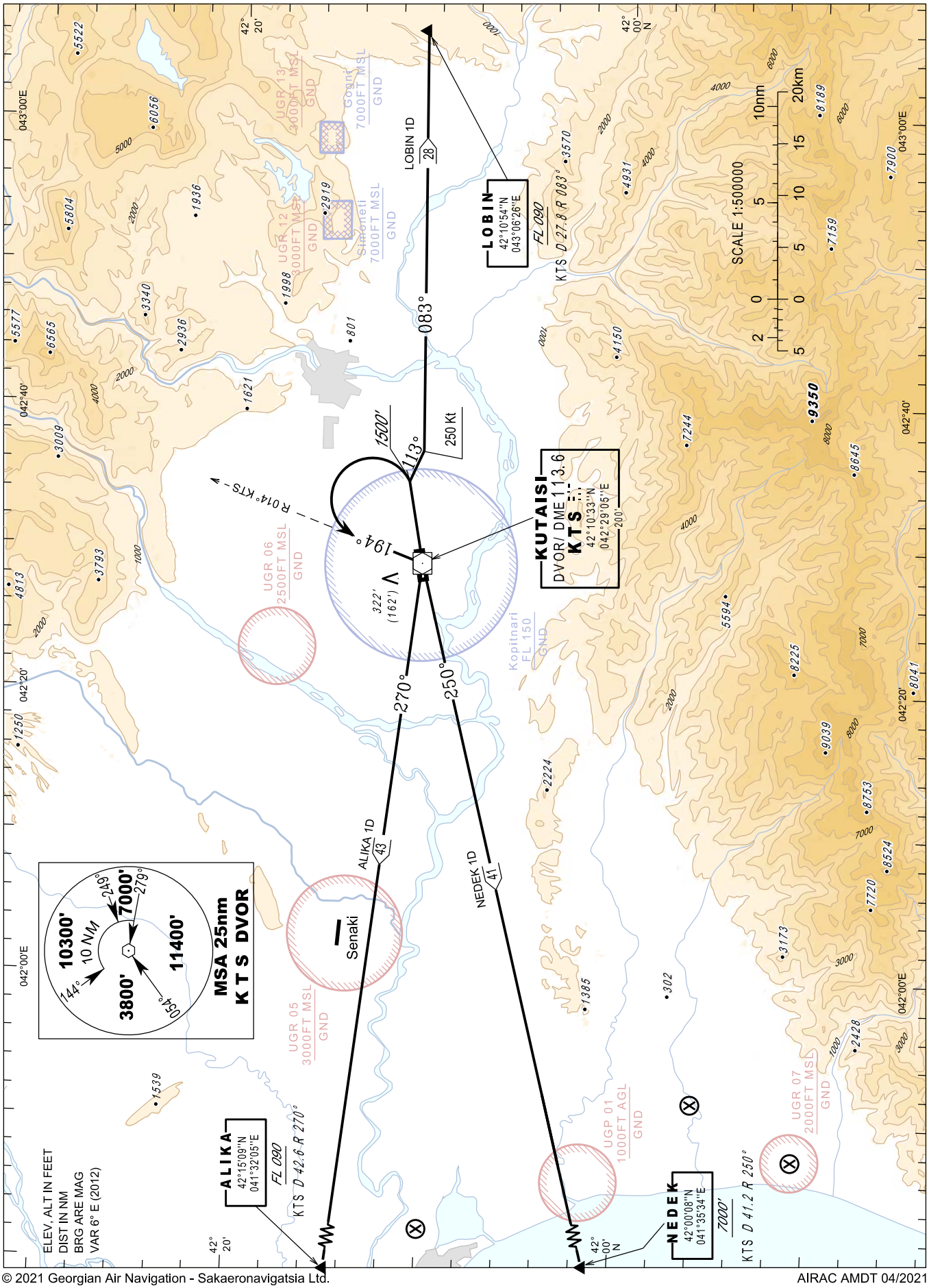
TRANSITION ALTITUDE
7000'

APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)

RWY 07

ALIKA 1D NEDEK 1D LOBIN 1D



Changes: Flight level depiction

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 6° E (2012)

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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 FL 090 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 FL 090 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 FL 090**

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STANDART DEPARTURE CHART - INSTRUMENT (SID) - ICAO

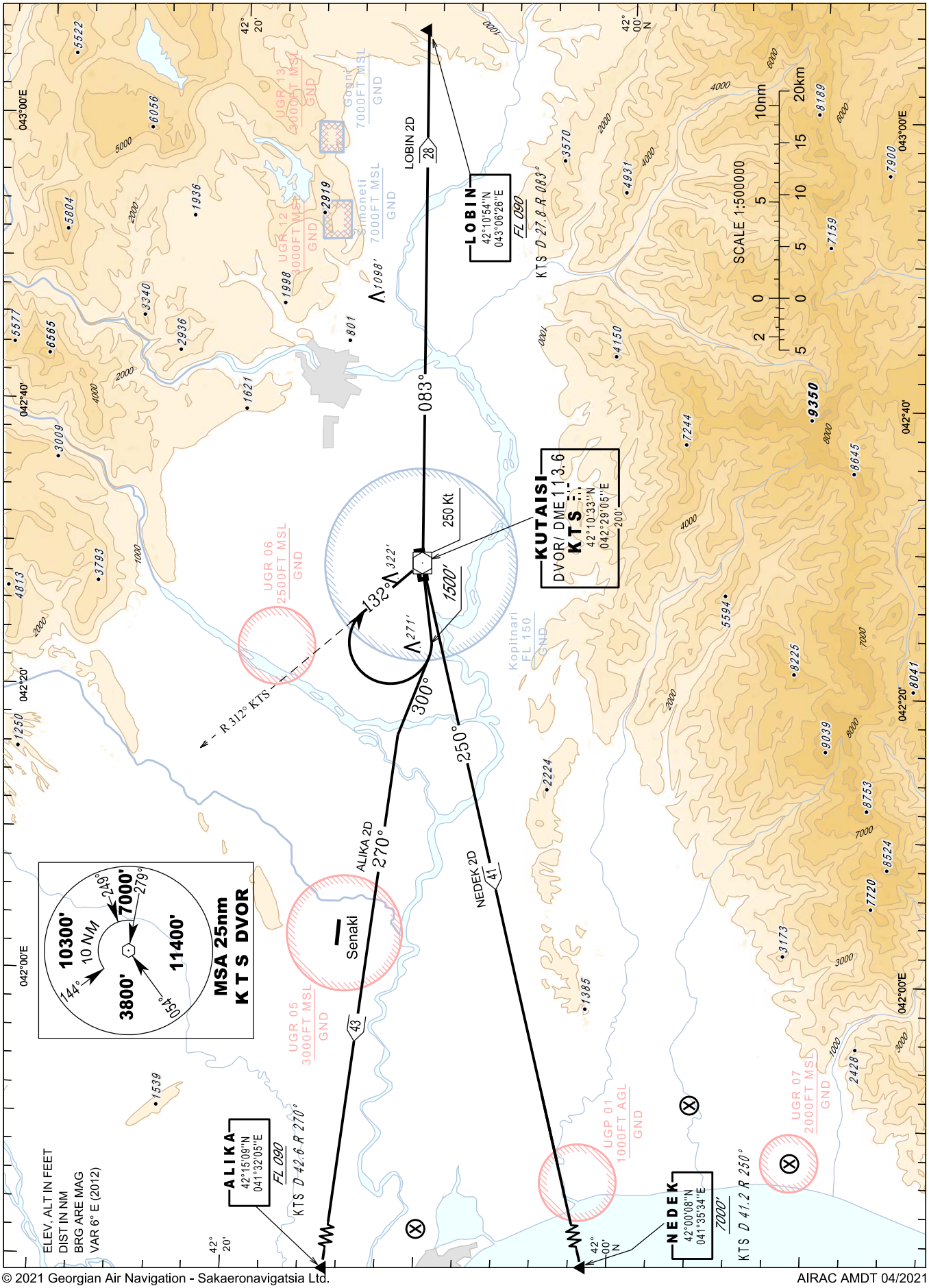
TRANSITION ALTITUDE
7000'

APP 127.1
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 FL 090 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 FL 090 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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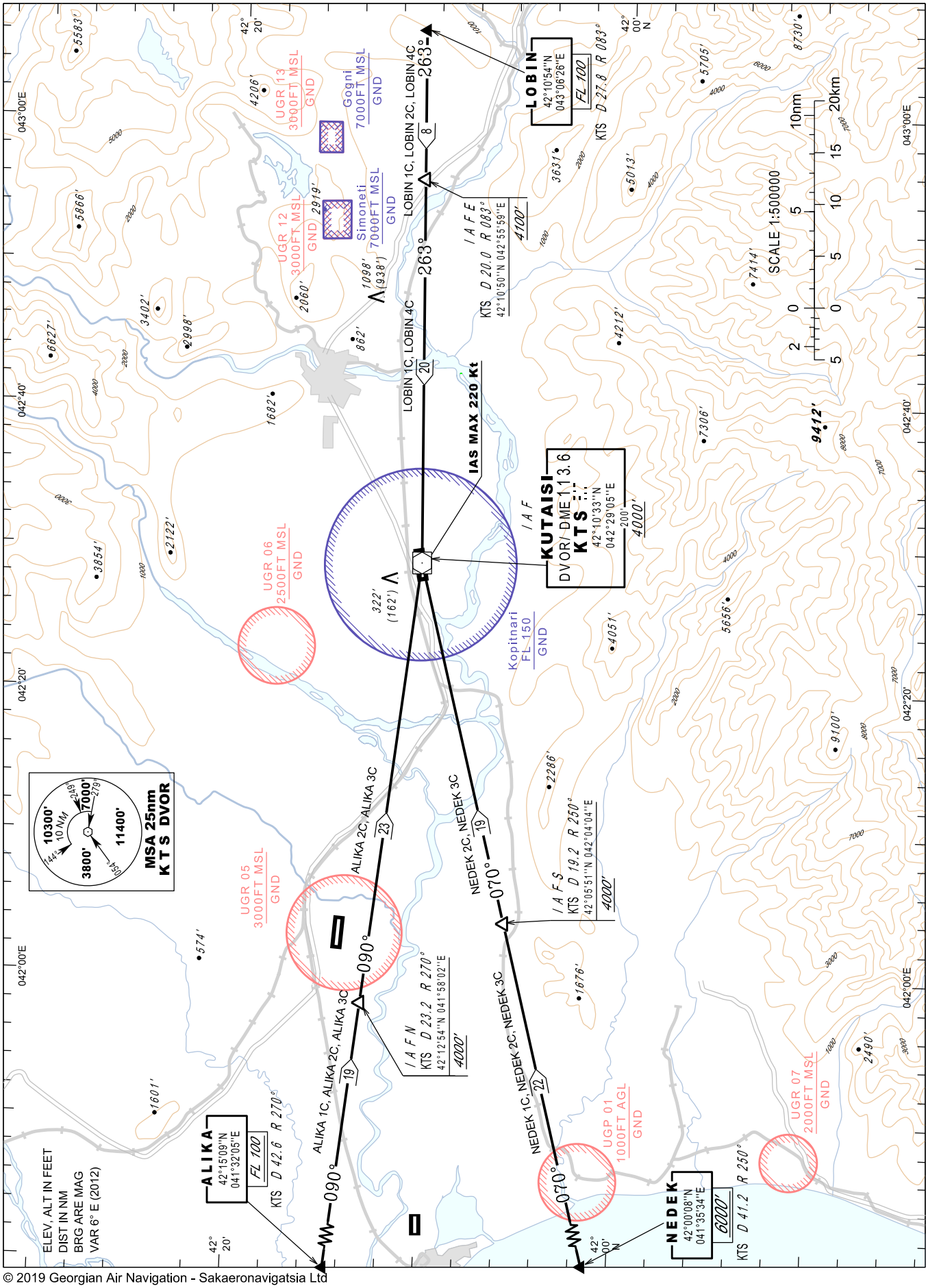
STANDART ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 90	APP 127.1
TRANSITION ALTITUDE 7000'	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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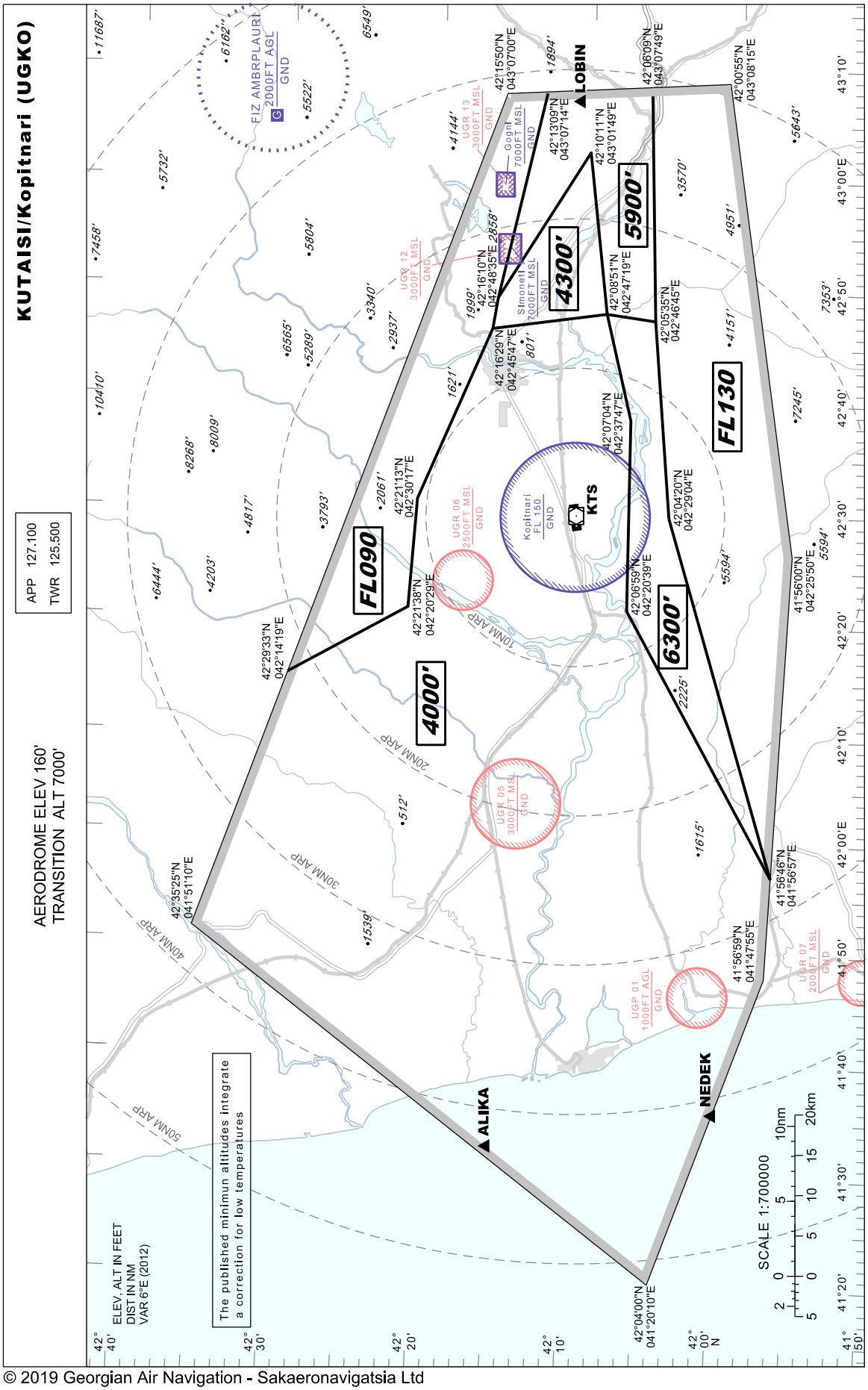
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO



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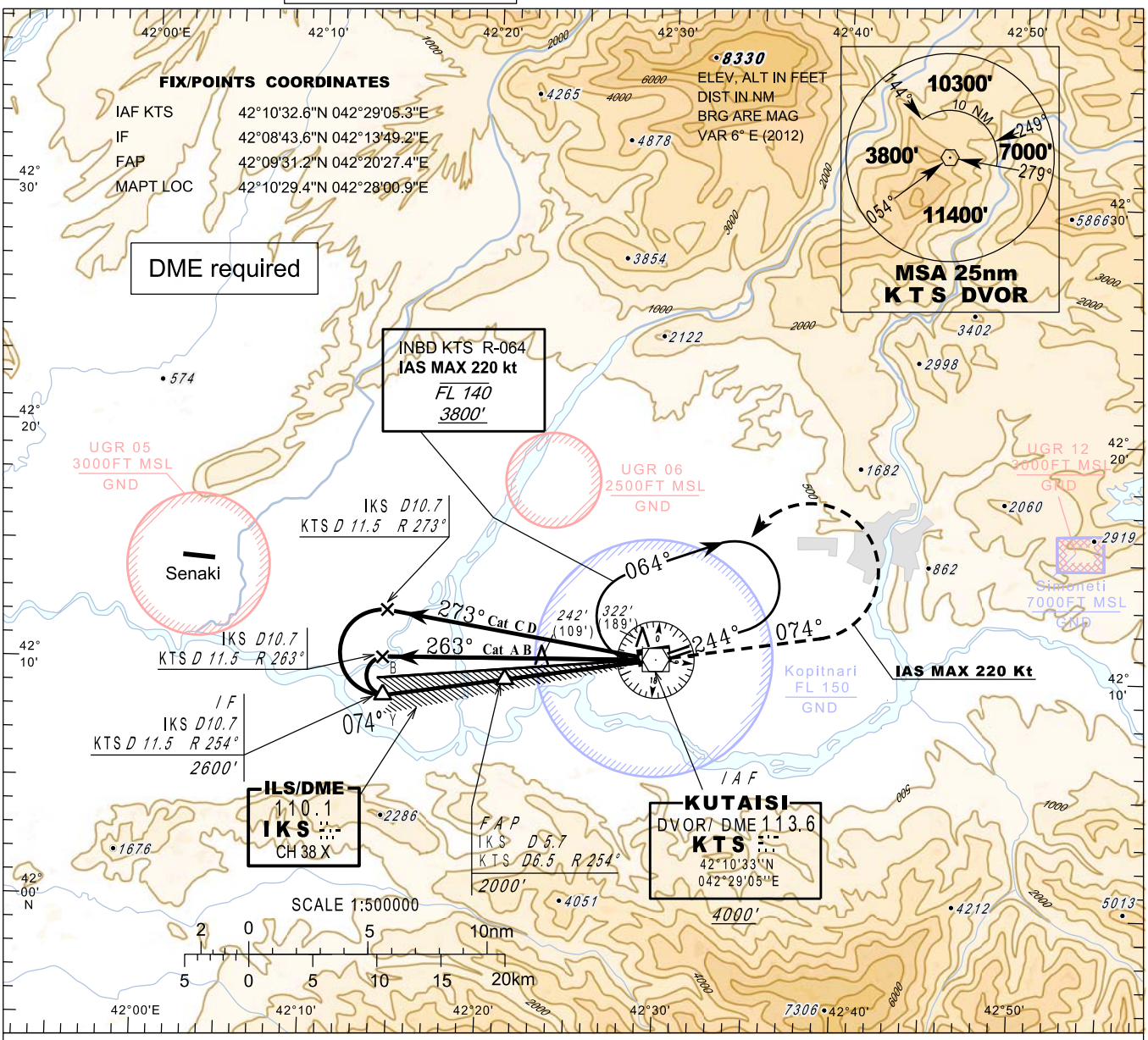
INSTRUMENT APPROACH CHART - ICAO

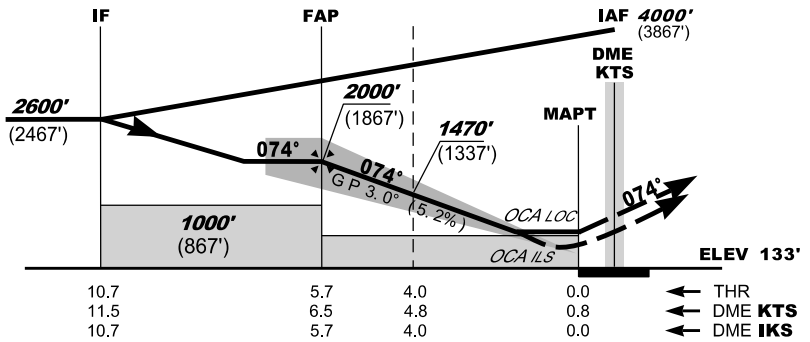
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)
ILS or LOC y
RWY 07





MISSED APPROACH

Climb **3800'** (3667') runway heading
Mag Track **074°**
At **7nm KTS (7.4nm IKS)** turn left inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**

ILS RDH 50'

	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)			

Changes: Editorial, distances for missed approach added

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INSTRUMENT APPROACH CHART - ICAO

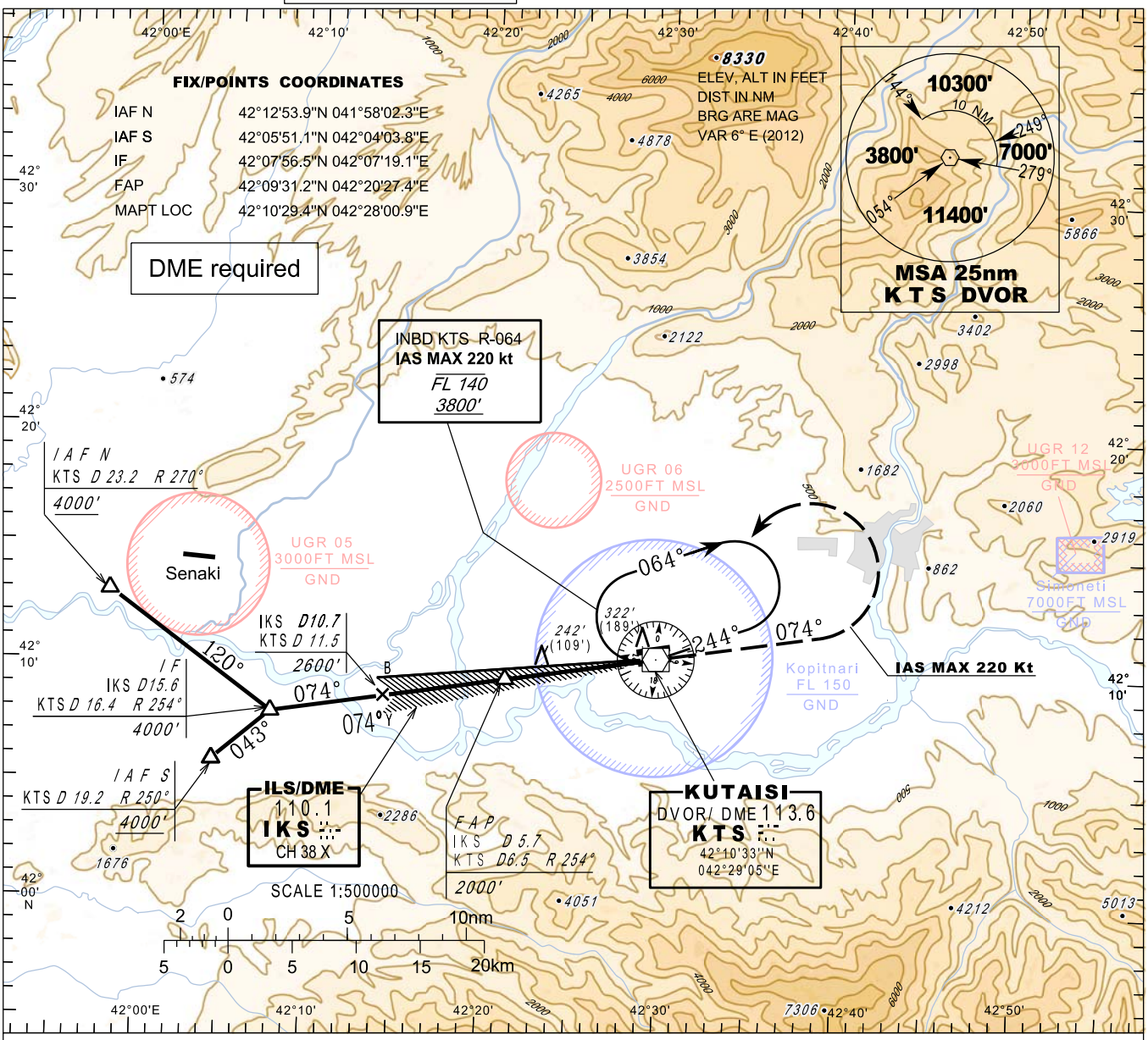
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

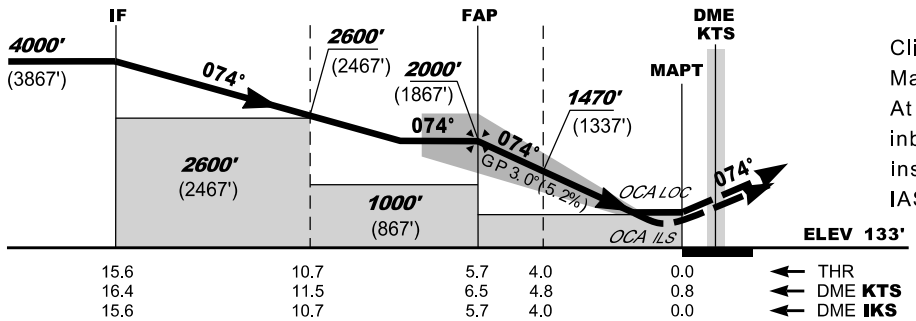
TRANSITION ALT 7000'

APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)

ILS or LOC z
RWY 07





MISSED APPROACH

Climb **3800'** (3667') runway heading
Mag Track **074°**
At **7nm KTS (7.4nm IKS)** turn left inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**

ILS RDH 50'

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

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)

Changes: Editorial, distances for missed approach added

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INSTRUMENT APPROACH CHART - ICAO

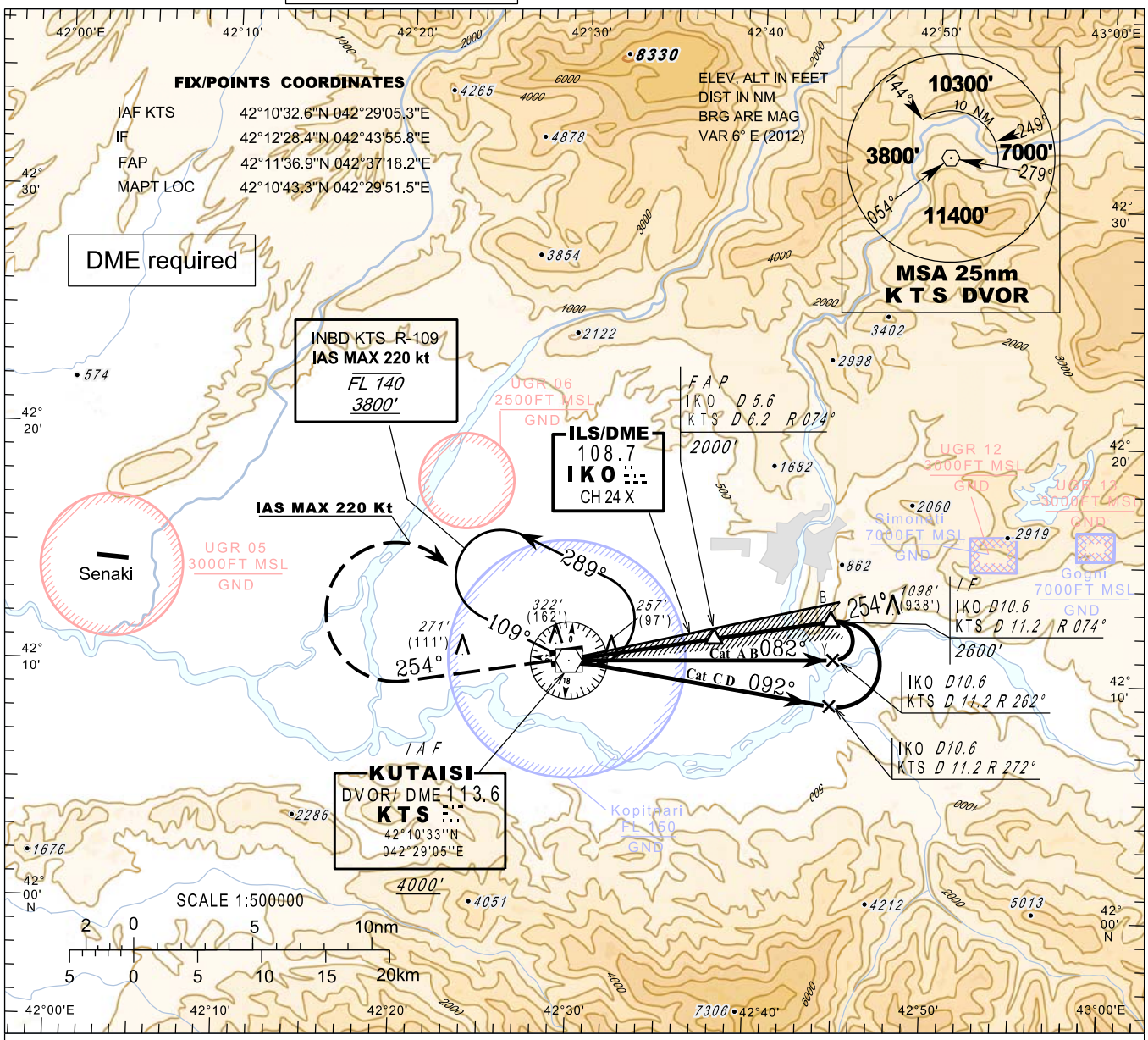
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.1
TWR 125.5

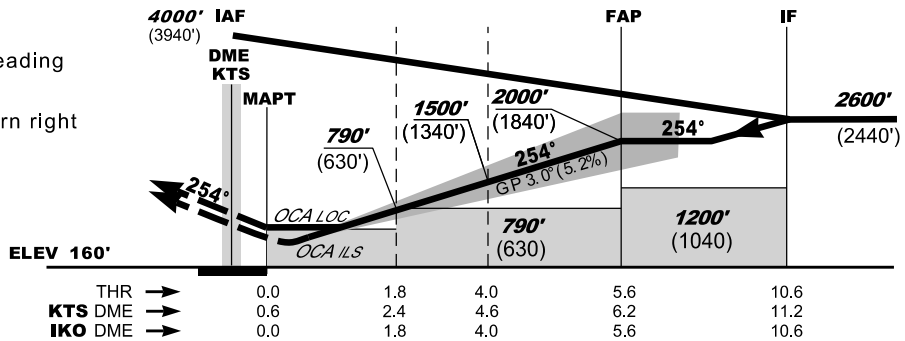
KUTAISI/Kopitnari (UGKO)

ILS or LOC y
RWY 25



MISSED APPROACH

Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS (7.2nm IKO)** turn right inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**



ILS RDH 50'

	kt	70	85	100	115	130	145	160	185
FAP - MAPT **5.7 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)
	GP INOP	**503** (343)			

DME IKO NM	6	5	4	3	2.4	2	1
ALT (HGT) ft	**1930** (1770)	**1610** (1450)	**1300** (1140)	**980** (820)	**790** (630)	**660** (500)	**340** (180)

Changes: Editorial, distances for missed approach added

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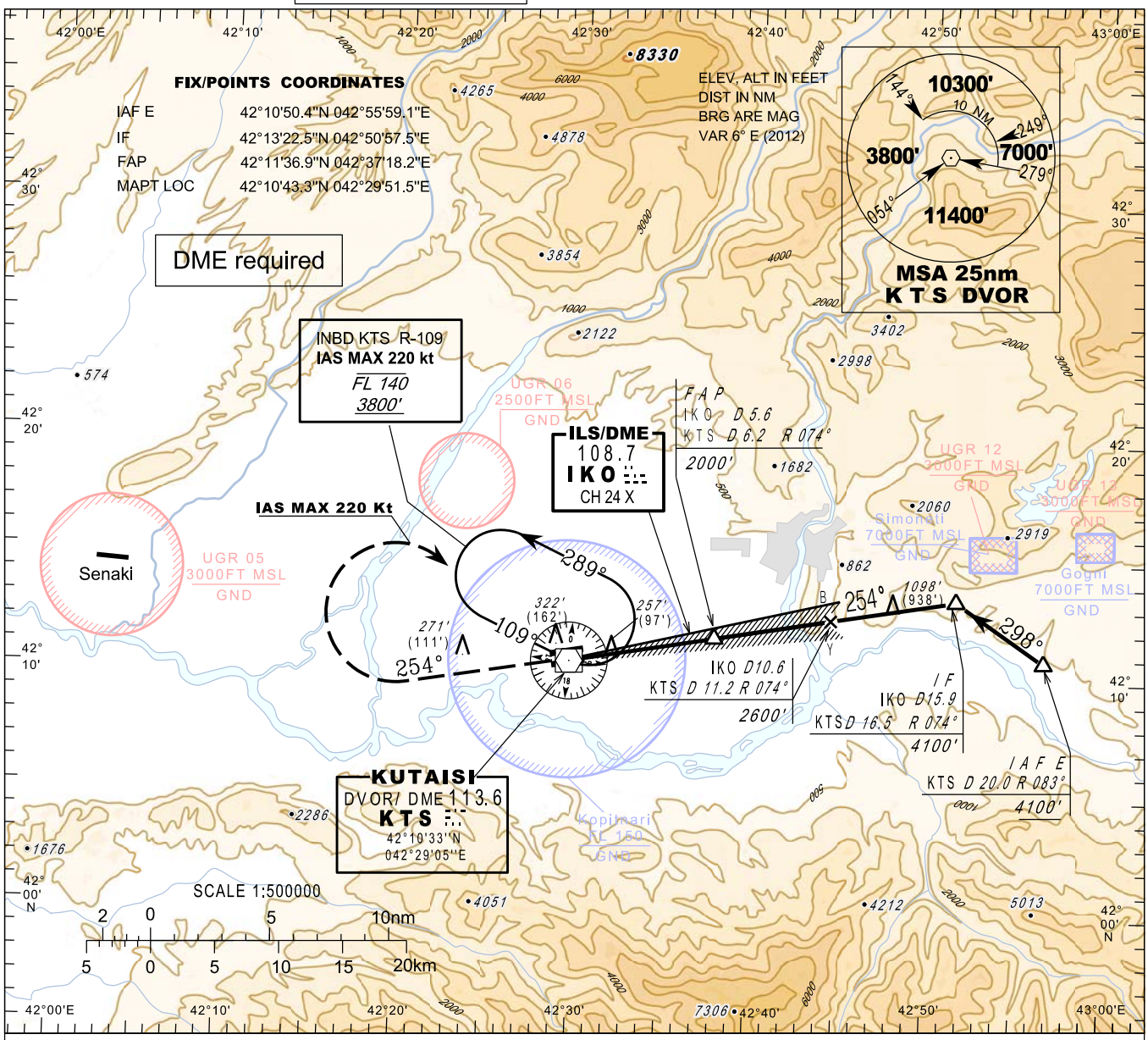
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

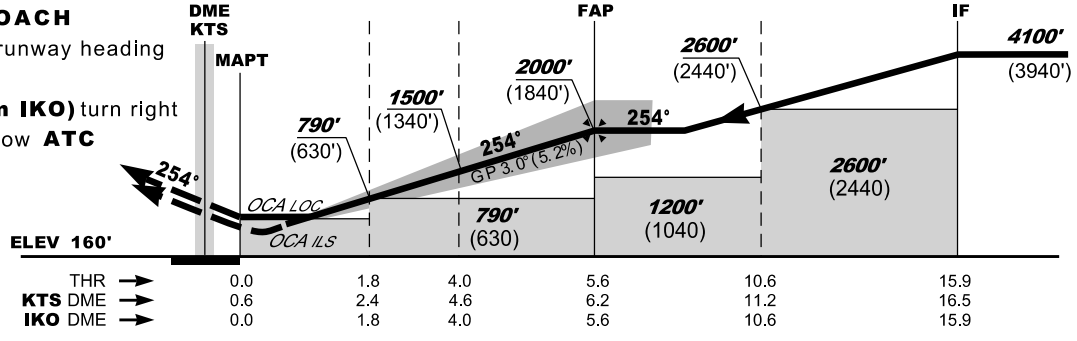
APP 127.1
TWR 125.5

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



MISSED APPROACH

Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS (7.2nm IKO)** turn right inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**



ILS RDH 50'

	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)
	GP INOP	**503** (343)			

DME IKO NM	6	5	4	3	2.4	2	1
ALT (HGT) ft	**1930** (1770)	**1610** (1450)	**1300** (1140)	**980** (820)	**790** (630)	**660** (500)	**340** (180)

Changes: Editorial, distances for missed approach added

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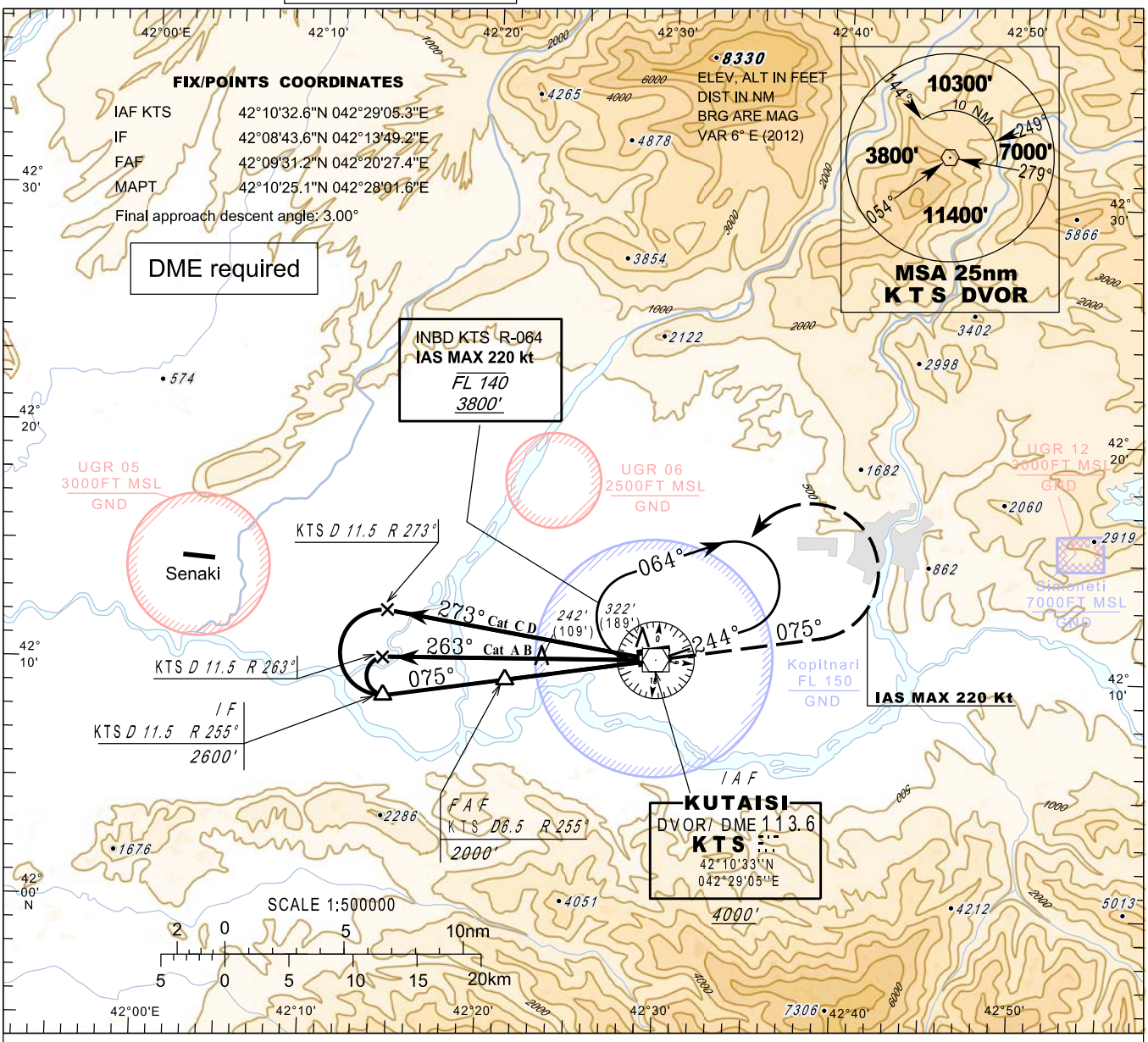
INSTRUMENT APPROACH CHART - ICAO

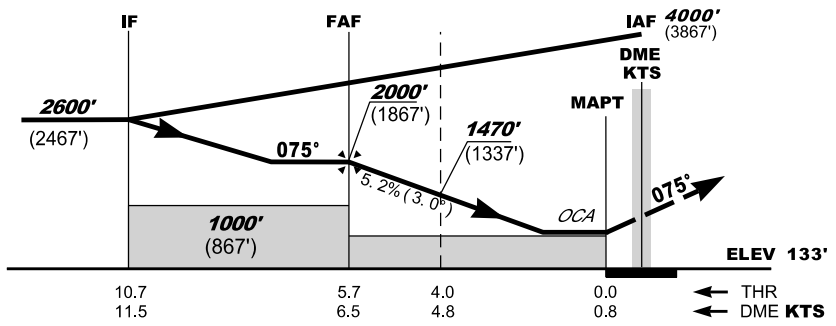
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)
VOR y
RWY 07





MISSED APPROACH

Climb **3800'** (3667') **RDL 075° KTS**
Mag Track **075°**
At **7nm KTS (7.4nm IKS)** turn left inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**

OCA/ H		A	B	C	D
Straight-in Approach	VOR/DME	**568** (435)			

	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**

DME KTS NM	6	5	4	3	2
ALT (HGT) ft	**1850** (1717)	**1530** (1397)	**1210** (1077)	**890** (757)	**570** (437)

Changes: Editorial, distances for missed approach added

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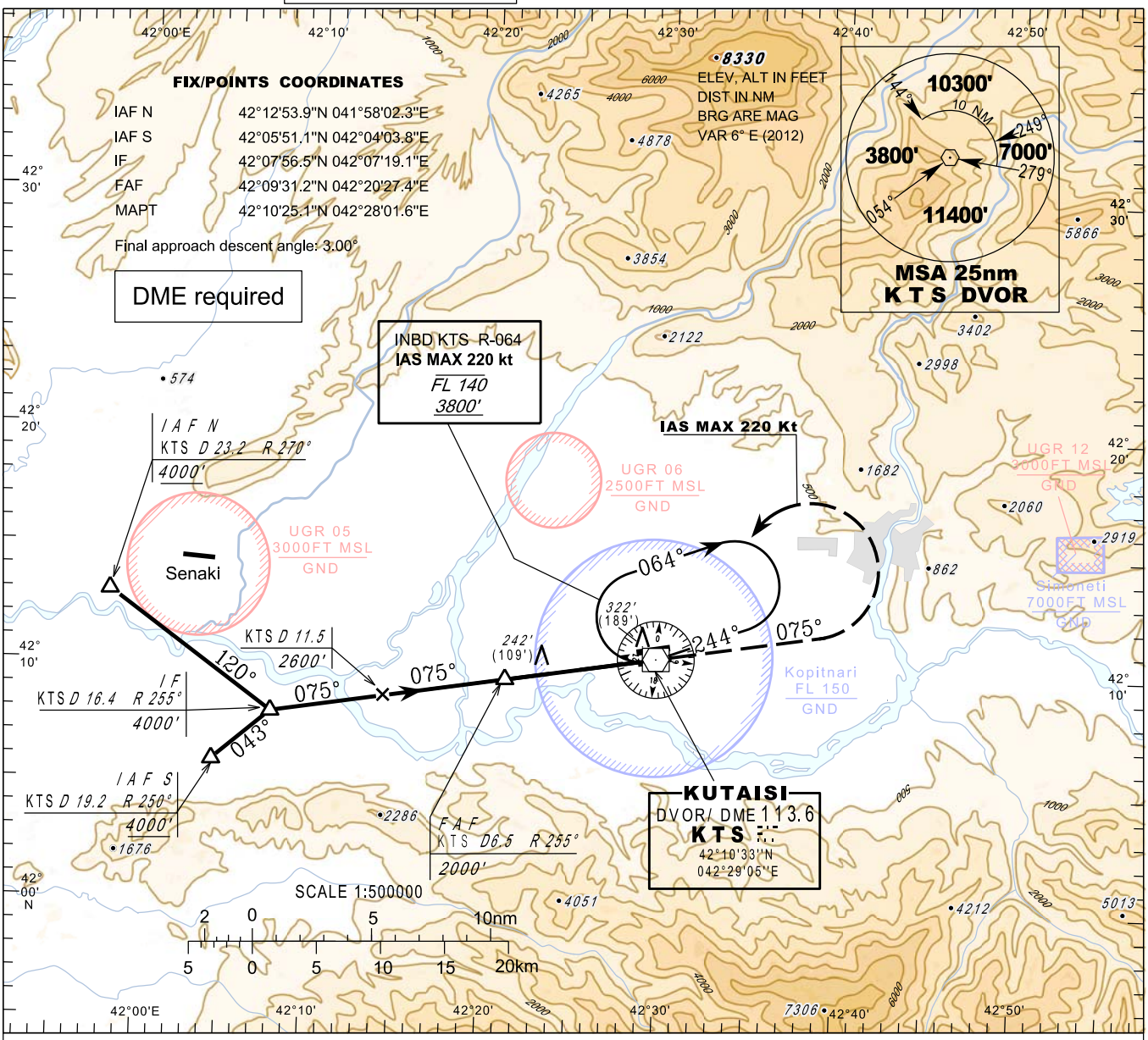
INSTRUMENT APPROACH CHART - ICAO

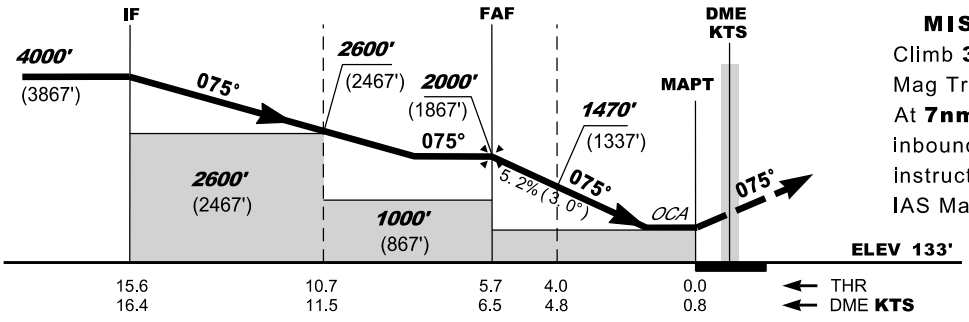
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)
VOR z
RWY 07





MISSED APPROACH

Climb **3800'** (3667') **RDL 075° KTS**
Mag Track **075°**
At **7nm KTS (7.4nm IKS)** turn left inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**

	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**

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	VOR/DME	**568** (435)			

Changes: Editorial, distances for missed approach added

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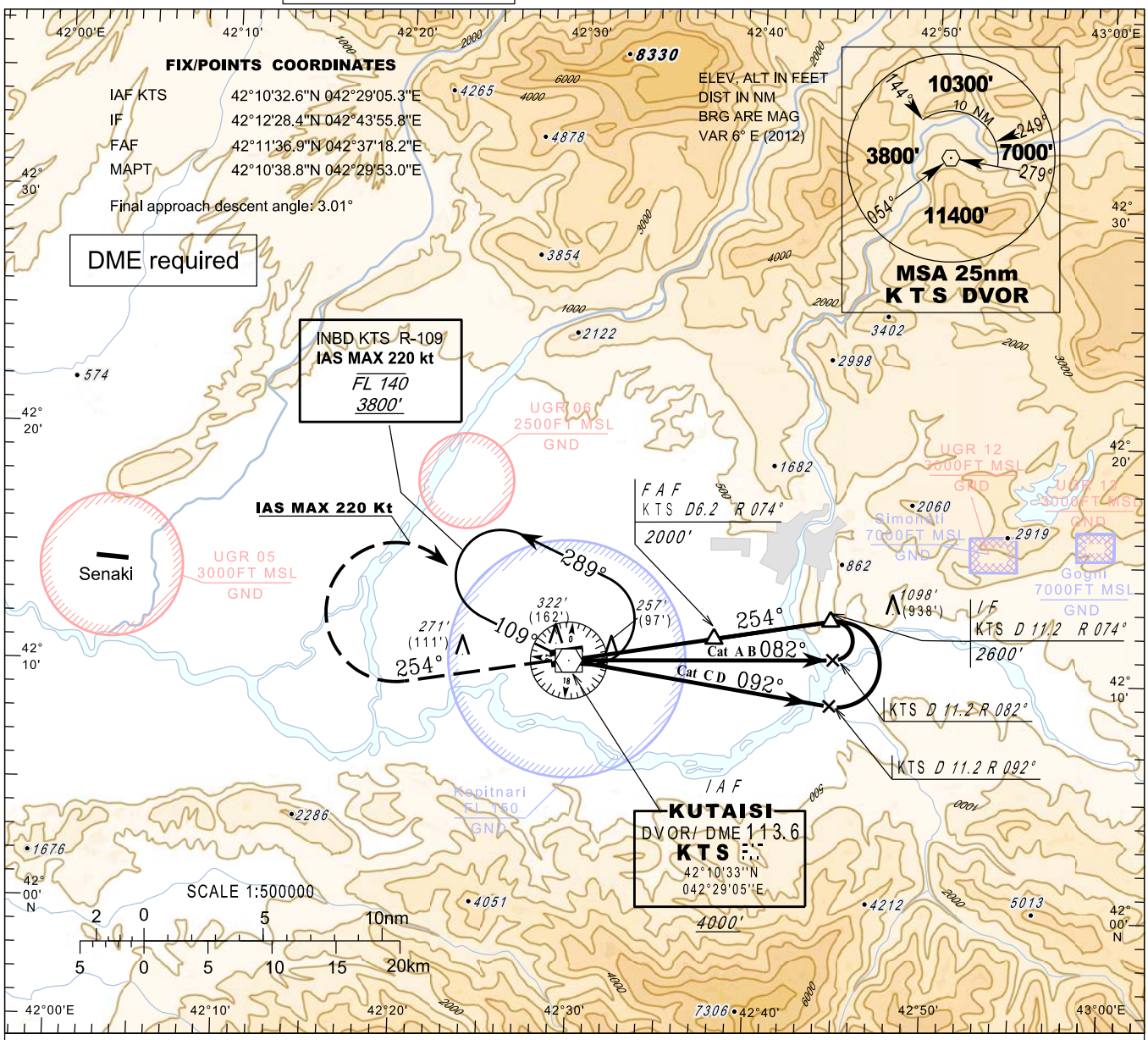
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

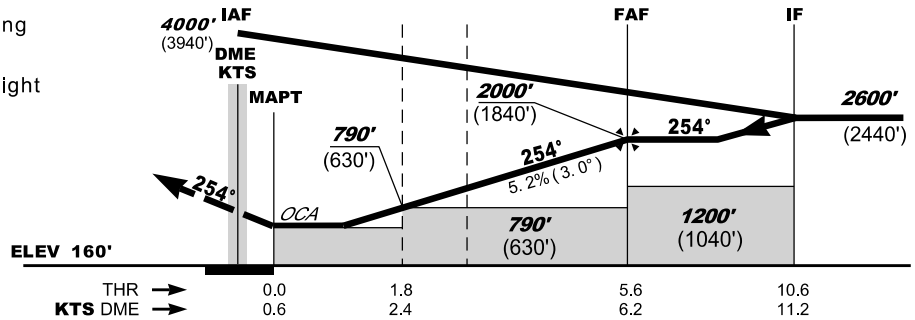
APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)
VOR y
RWY 25



MISSED APPROACH

Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS (7.2nm IKO)** turn right inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**



	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)

Changes: Editorial, distances for missed approach added

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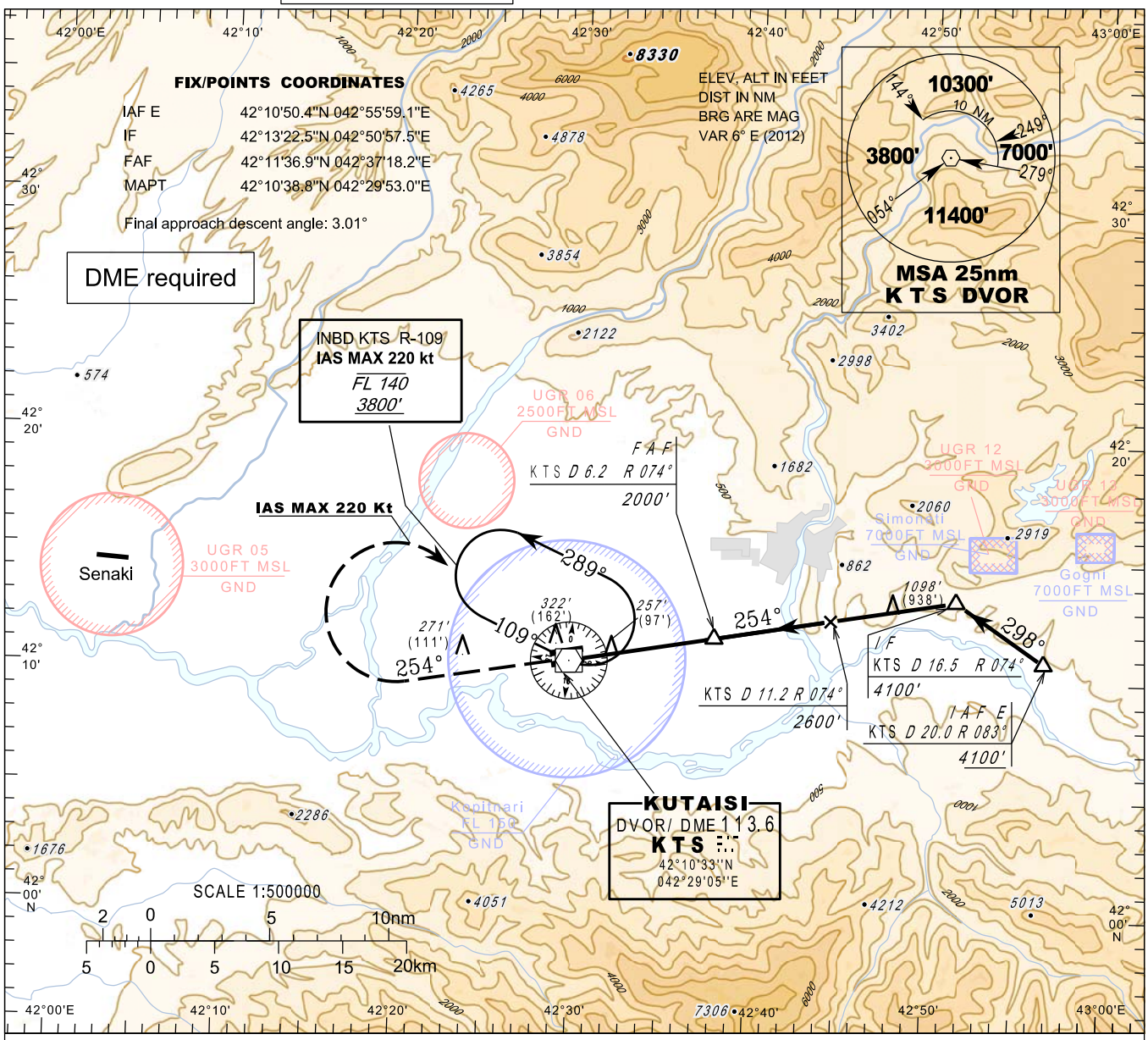
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

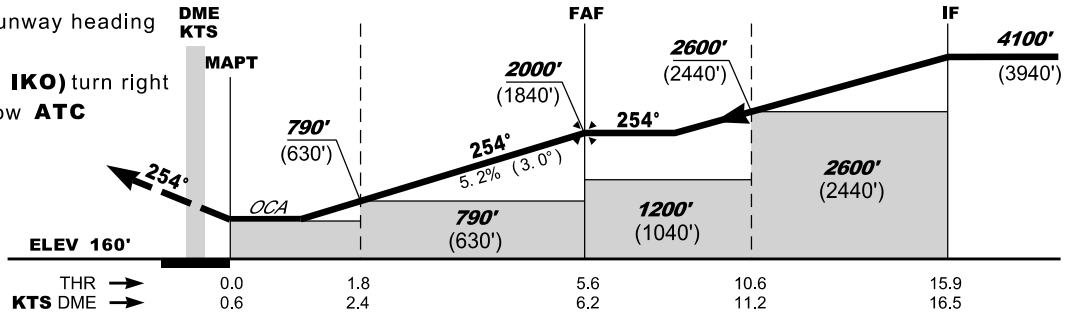
APP 127.1
TWR 125.5

KUTAISI/Kopitnari (UGKO)
VOR z
RWY 25



MISSED APPROACH

Climb **3800'** (3640') runway heading
Mag Track **254°**
At **7nm KTS (7.2nm IKO)** turn right inbound **KTS** and follow **ATC** instructions
IAS Max **220 Kt**



	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)

Changes: Editorial, distances for missed approach added

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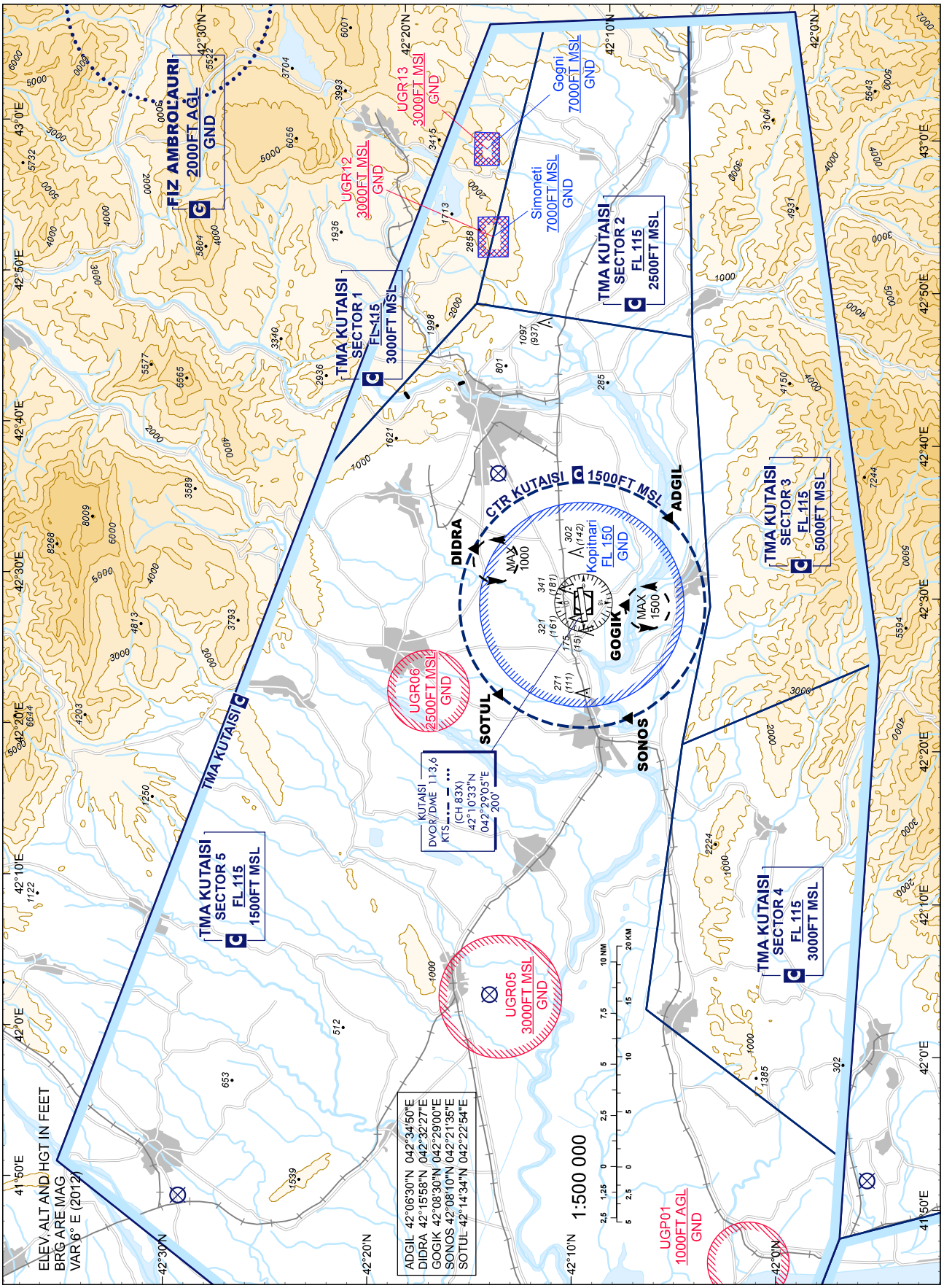
VISUAL APPROACH CHART - ICAO

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

AERODROME ELEV. 160'
HEIGHTS RELATED TO AD ELEV



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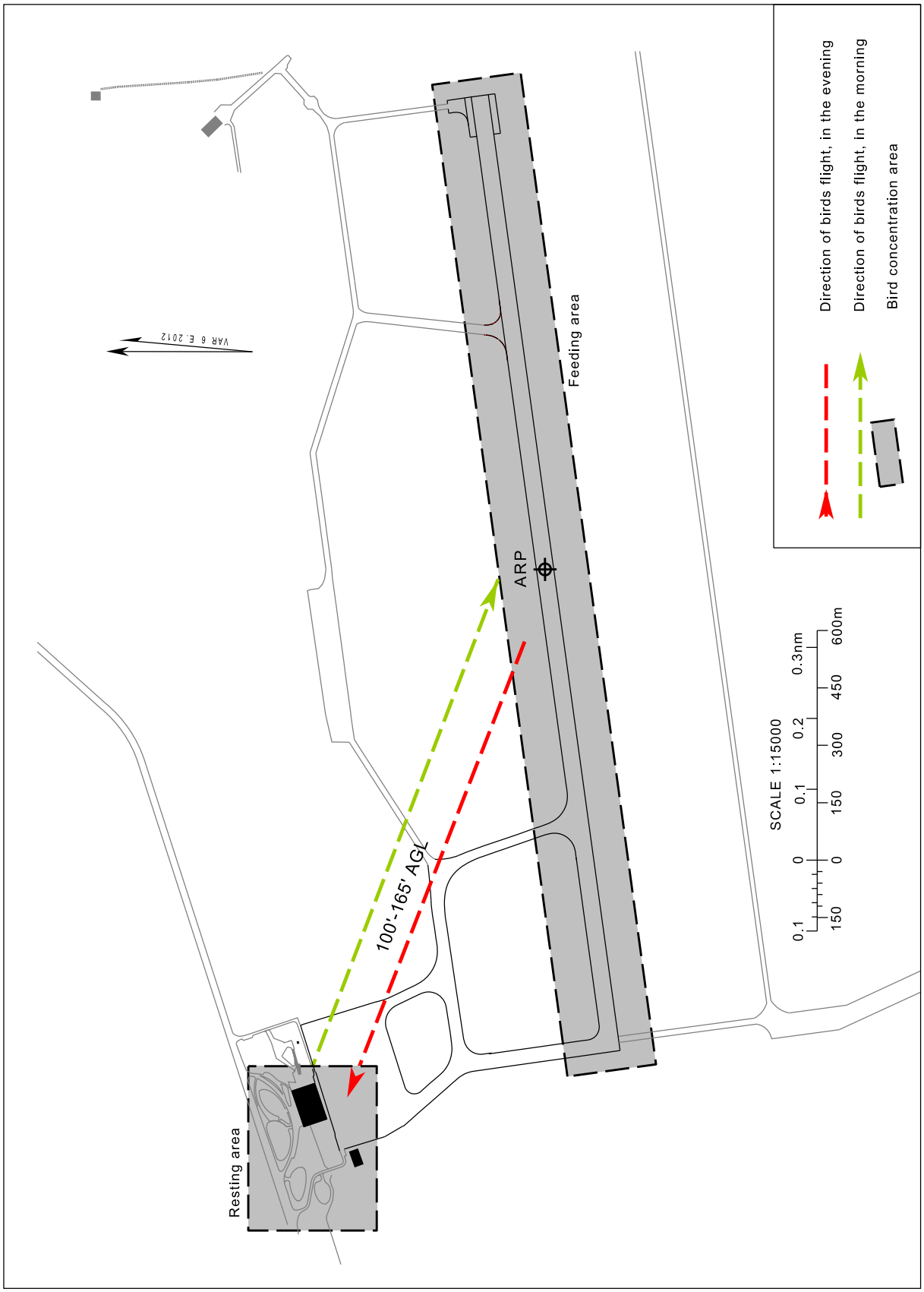
BIRD CONCENTRATIONS AND MOVEMENT

KUTAISI/Kopitnari (UGKO)



Changes: New chart

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