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**	7° E (2021)/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	55/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	Yes	NIL
-0.30%	60 M x 45 M	250 M x 150 M		200 M x 150 M	NIL	Yes	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° (52 FT)	NIL	NIL	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	NIL	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** 421449N 0422206E 421532N 0422751E 421615N 0423335E 421538N 0424048E 420843N 0424220E 420623N 0423548E 420457N 0422420E 420557N 0422005E 420534N 0421710E 421228N 0421535E 421449N 0422206E 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 (7°E/2021)	KTS	113.600 MHZ (CH 83X)	H24	421032.6N 0422905.3E	200 FT	NIL	NIL
LOC 07 (7°E/2021) 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 (7°E/2021) 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.

Isolated aircraft stand with the coordinates 421043.683N 0422809.593E is available near the TWY B.

For those airplanes whose reference field length is 1500 m or over, during poor runway braking action being reported, because of insufficient longitudinal coefficient of friction, landing or take-off is forbidden if crosswind component exceeds 24 km/h (13 kt).

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

1.1 General

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

Horizontal separation minimum applicable within Kutaisi TMA is 5 NM.

ATIS is not available. All pertinent information is provided by ATC.

1.2 Procedures for arrival flights

Arrival flights shall respect speed limitation of maximum 250 kt IAS below FL100 unless otherwise instructed by ATC.

Arrival flight capable of RNAV1 (GNSS) will normally be cleared to follow appropriate RNAV STAR or will be given direct routings to the waypoints designated as initial approach fix of the ILS z (or LOC z) instrument approach procedures. Loss of RNAV1 (GNSS) capability shall be immediately reported to ATC.

Arrival flights not capable of RNAV1 (GNSS) will normally be vectored for ILS approach. Alternatively, direct routing to KTS (IAF) may be given followed by ILS y (or LOC y or VOR) instrument approach procedures. If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV STAR or to proceed direct to a waypoint associated with ILS z (or LOC z) instrument approach procedures, the clearance shall be rejected and the reason stated: “UNABLE RNAV 1 (GNSS)”.

Note: When vectored for ILS approach for RWY 07 expect glide path interception not below 3500 FT and for RWY 25 – not below 4500 FT (see also AD 2.UGKO-ATCSMAC chart).

1.3 Procedures for departing flights

Departing flights capable of RNAV1 (GNSS) will normally be cleared to follow appropriate RNAV SID. Loss of RNAV1 (GNSS) capability shall be reported to ATC as soon as possible.

Departing flights not capable of RNAV1 (GNSS) will be cleared to follow appropriate conventional SID available for RWY 07 or will be instructed to “CONTINUE RUNWAY HEADING” (or “CLIMB STRAIGHT AHEAD”) for RWY 25. If a flight not capable of RNAV1 (GNSS) receives clearance to follow RNAV SID, the clearance shall be rejected and the reason stated: “UNABLE RNAV 1 (GNSS)”.

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

As an alternative to any SID of RWY 25, controller may instruct to “CONTINUE RUNWAY HEADING” or “CLIMB STRAIGHT AHEAD”. In such cases standard climb gradient of 3.3 % or greater shall be maintained. Such instructions are not utilized for RWY 07.

Visual departures are not implemented.

1.4 FPL route options for arrivals and departures

Arrivals to UGKO:

STAR First Point	Available Routings	Remarks
BASKA *	...GUSLI DCT BASKA	-
EMBUS *	...LURIS DCT EMBUS	FRA (I) points may also be used between LURIS and EMBUS
	...KUFAN DCT EMBUS	FRA (I) points may also be used between KUFAN and EMBUS
	...ADEKI DCT EMBUS	FRA (I) points may also be used between ADEKI and EMBUS
	...TISOT DCT BT DCT EMBUS	-
	...OGEVI DCT BT DCT EMBUS	-
	...H7 EMBUS	Only available for departures from local airports
MAQQO *	...ROLIN DCT MAQQO	-
	...IDLER DCT MAQQO	-
	...BANUT DCT MAQQO	-
TUZZA *	...SARPI DCT TUZZA	-
	[SID] TUZZA	SID from UGSB to TUZZA
Direct ARR Point	**Available Routings**	**Remarks**
KTS *	...H5 KTS	Only available for departures from local airports
	...H7 KTS	
** G, M and X types of flight are not restricted by the routing options described in the table.*		

Note: Cleared levels assigned by ATC during descent on DCT segments will be based on relevant ATC Surveillance Minimum Altitude Charts.

Departures from UGKO:

SID Last Point	Available Routings	Remarks
KADZE *	KADZE DCT BANUT...	-
KUSSA	KUSSA DCT IZERO...	-
	KUSSA DCT ROLIN...	Only available from the last Sunday of OCT until the last Sunday of MAR
	KUSSA DCT SARPI...	Only available for arrivals to LTFO
	KUSSA H5...	Only available for arrivals to local airports
	KUSSA [STAR]	STAR from KUSSA to UGSB

VIZRO *	VIZRO DCT LAPTO...	FRA (I) points may also be used between VIZRO and LAPTO
	VIZRO DCT LURIS...	FRA (I) points may also be used between VIZRO and LURIS
	VIZRO DCT KUFAN...	FRA (I) points may also be used between VIZRO and KUFAN
	VIZRO DCT DISKA...	-
	VIZRO DCT TAVRO...	-
	VIZRO DCT OGEVI...	-
	VIZRO DCT GIMUR...	-
	VIZRO H5...	-
Direct DEP Point	**Available Routings**	**Remarks**
KTS	KTS...	Only available for arrivals to UGKO
** G, M and X types of flight are not restricted by the routing options described in the table.*		

2 Procedures for VFR flights within Kutaisi TMA

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

Transfer of VFR flights between Kutaisi APP and Kutaisi TWR is conducted over established entry/exit points of CTR as 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

Aircraft shall establish two-way radio communication with Kutaisi tower before conducting flights in Kutaisi CTR.

VFR flights intending to enter Kutaisi CTR from uncontrolled airspace shall establish communication with Kutaisi tower at least 5 minutes before entry to obtain clearance.

VFR flights within Kutaisi CTR shall be conducted at or below 1500 FT AMSL unless otherwise cleared by the TWR unit.

VFR flights shall be conducted with visual reference to the ground.

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

To facilitate separation of VFR and IFR flights within the CTR, TWR controller may instruct a VFR flight to follow the following routes (taking into account the planned entry/exit point of a VFR flight):

For arriving VFR flights:

- UMZEL – NORGO, followed by holding at NORGO if required;
- OQIZO – NORGO, followed by holding at NORGO if required;
- GOLTI – AMPIZ – SOKKA, followed by holding at SOKKA if required;
- KRESA – ZAZNO – SOKKA, followed by holding at SOKKA if required.

For departing VFR flights:

- After departure to ZAZNO then KRESA;
- After departure to AMPIZ then GOLTI.
  Note: No intermediate points will be required when leaving CTR via UMZEL or OQIZO or ZINDE.

For VFR flights crossing CTR:

- GOLTI – KRESA, or
- KRESA – GOLTI.

All VFR reporting points of Kutaisi CTR are described in the following table:

Name	Geographical coordinates	DVOR/DME Fix (KTS)	Visual reference
UMZEL	421449N 0422206E	R302.5/D6.7	North of Chagani village
OQIZO	421615N 0423335E	R023.3/D6.6	North of Maghlaki village
GOLTI	420916N 0424213E	R090.4/D9.8	West of Vartsikhe reservoir dam
ZINDE	420541N 0423004	R164.4/D4.9	North-West from Vani town stadium
KRESA	420618N 0421700E	R237.8/D9.9	West of Sajavakho village
ZAZNO	420727N 0422644E	R202.6/D3.5	East of Chkvishi village

Name	Geographical coordinates	DVOR/DME Fix (KTS)	Visual reference
AMPIZ	420808N 0423231E	R126.3/D3.5	West of Sakulia village
NORGO	421235N 0422831E	R341.2/D2.1	2NM north of UGKO ARP
SOKKA	420838N 0422924E	R165.9/D1.9	2NM south of UGKO ARP

See also the Visual Approach Chart AD 2.UGKO-VAC.

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-07-1**
←	**Standard Departure Routes – Instrument RWY 07**	**AD 2.UGKO-SID-07-3**
←	**Standard Departure Chart – Instrument – ICAO - RNAV RWY 07**	**AD 2.UGKO-SID-RNAV-07-1**
	Standard Departure Routes – Instrument – RNAV RWY 07	**AD 2.UGKO-SID-RNAV-07-3**
←	**Standard Departure Chart – Instrument – ICAO - RNAV RWY 25**	**AD 2.UGKO-SID-RNAV-25-1**
←	**Standard Departure Routes – Instrument – RNAV RWY 25**	**AD 2.UGKO-SID-RNAV-25-3**
←	**Standard Arrival Chart – Instrument – ICAO - RNAV RWY 07**	**AD 2.UGKO-STAR-RNAV-07-1**
	Standard Arrival Routes – Instrument – RNAV RWY 07	**AD 2.UGKO-STAR-RNAV-07-3**
←	**Standard Arrival Chart – Instrument – ICAO - RNAV RWY 25**	**AD 2.UGKO-STAR-RNAV-25-1**
←	**Standard Arrival Routes – Instrument – RNAV RWY 25**	**AD 2.UGKO-STAR-RNAV-25-3**
	ATC Surveillance Minimum Altitude Chart – ICAO	**AD 2.UGKO-ATCSMAC-1**
	ATC Surveillance Minimum Altitude Sectors' Coordinates	**AD 2.UGKO-ATCSMAC-3**
	Instrument Approach Chart – ICAO RWY 07 (ILS y)	**AD 2.UGKO-IAC-07-ILSy**
	Instrument Approach Chart – ICAO RWY 07 (ILS z)	**AD 2.UGKO-IAC-07-ILSz-1**
	Instrument Approach Coding – RWY 07 (ILS z)	**AD 2.UGKO-IAC-07-ILSz-3**
	Instrument Approach Chart – ICAO RWY 07 (LOC y)	**AD 2.UGKO-IAC-07-LOCy**

Instrument Approach Chart – ICAO RWY 07 (LOC z)	**AD 2.UGKO-IAC-07-LOCz-1**
Instrument Approach Coding – RWY 07 (LOC z)	**AD 2.UGKO-IAC-07-LOCz-3**
Instrument Approach Chart – ICAO RWY 25 (ILS y)	**AD 2.UGKO-IAC-25-ILSy**
Instrument Approach Chart – ICAO RWY 25 (ILS z)	**AD 2.UGKO-IAC-25-ILSz-1**
Instrument Approach Coding – RWY 25 (ILS z)	**AD 2.UGKO-IAC-25-ILSz-3**
Instrument Approach Chart – ICAO RWY 25 (LOC y)	**AD 2.UGKO-IAC-25-LOCy**
Instrument Approach Chart – ICAO RWY 25 (LOC z)	**AD 2.UGKO-IAC-25-LOCz-1**
Instrument Approach Coding – RWY 25 (LOC z)	**AD 2.UGKO-IAC-25-LOCz-3**
Instrument Approach Chart – ICAO RWY 07 (VOR)	**AD 2.UGKO-IAC-07-VOR**
Instrument Approach Chart – ICAO RWY 25 (VOR)	**AD 2.UGKO-IAC-25-VOR**
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

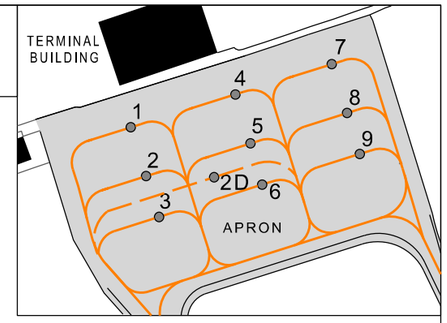
KUTAISI/Kopitnari (UGKO)

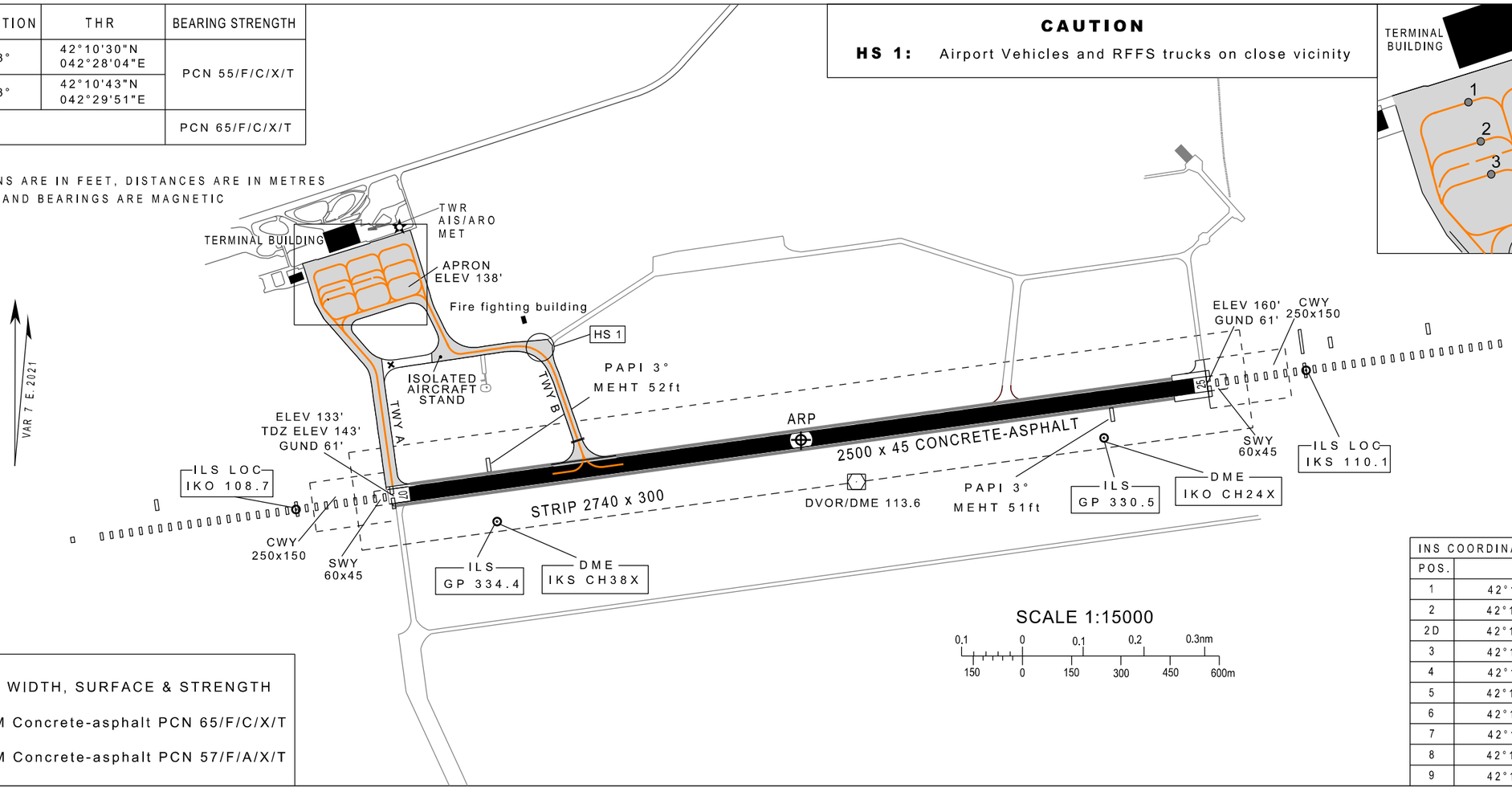
RWY	DIRECTION	THR	BEARING STRENGTH
07	073°	42°10'30"N 042°28'04"E	PCN 55/F/C/X/T
25	253°	42°10'43"N 042°29'51"E	
APRON			PCN 65/F/C/X/T

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

CAUTION

HS 1: Airport Vehicles and RFFS trucks on close vicinity





SCALE 1:15000

0,1 0 0.1 0.2 0.3nm
150 0 150 300 450 600m

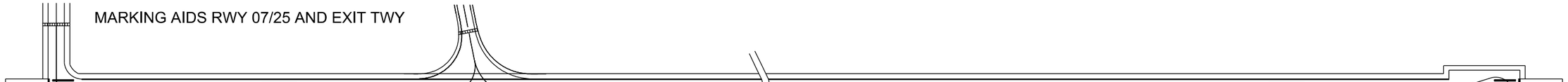
INS COORDINATES FOR AIRCRAFT STANDS	
POS.	COORDINATES
1	42°10'52.23"N 042°27'54.89"E
2	42°10'50.70"N 042°27'55.60"E
2D	42°10'50.70"N 042°27'58.33"E
3	42°10'49.42"N 042°27'56.20"E
4	42°10'53.34"N 042°27'59.18"E
5	42°10'51.82"N 042°27'59.93"E
6	42°10'50.53"N 042°28'00.49"E
7	42°10'54.44"N 042°28'03.42"E
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

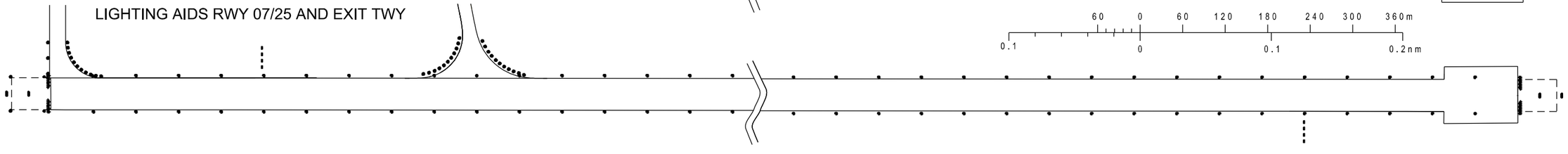
TWY A: 23 M Concrete-asphalt PCN 65/F/C/X/T

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



60 0 60 120 180 240 300 360m
0.1 0 0.1 0.2nm

Changes: RWY PCN and lighting, PAPI MEHT updated

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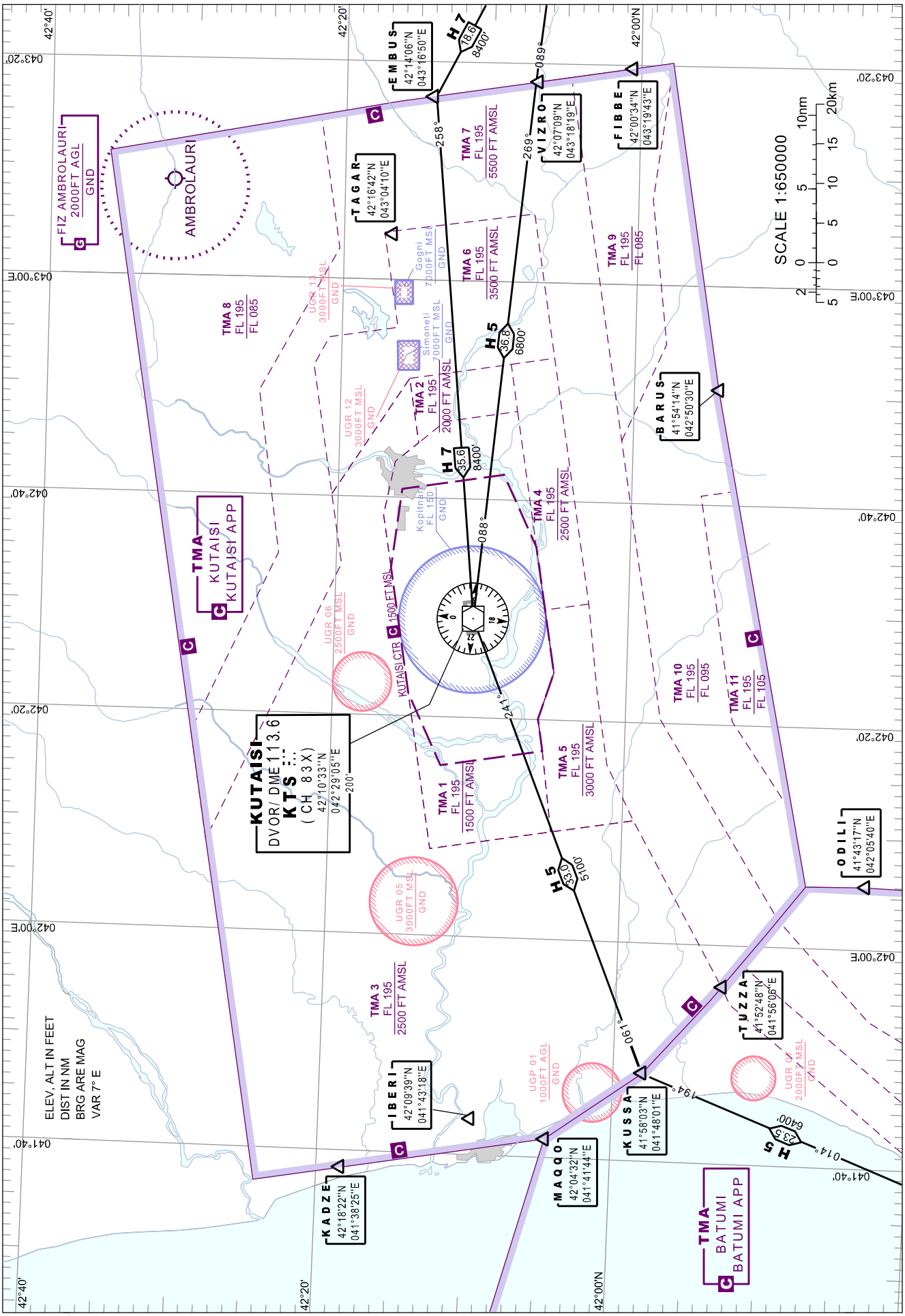
AREA CHART - ICAO

KUTAISI APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)



Changes: New chart

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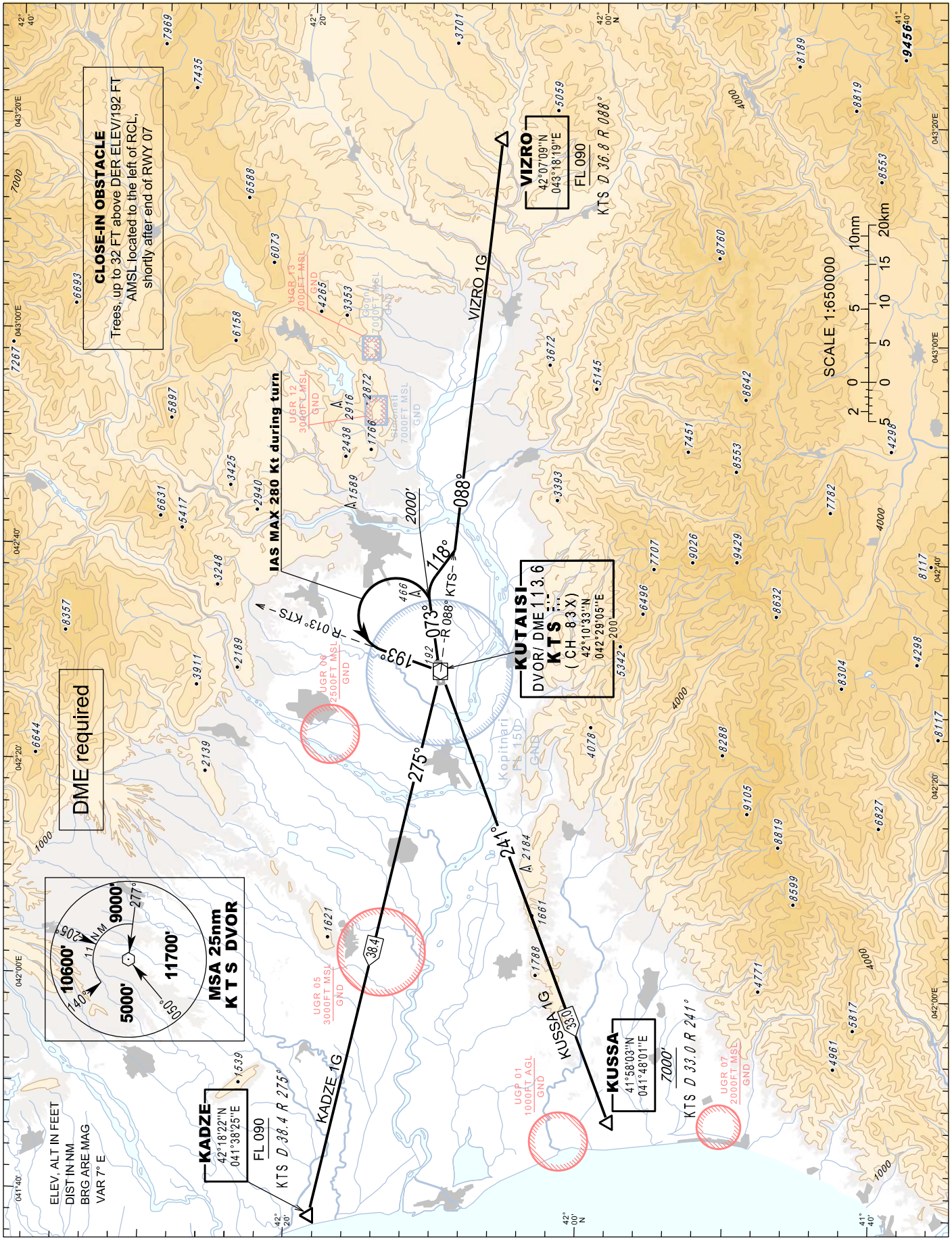
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RWY 07

KADZE 1G VIZRO 1G
KUSSA 1G



Changes: Added elevation of DME antenna

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STANDARD DEPARTURE ROUTES - INSTRUMENT - RWY 07

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.
KADZE 1G	**KADZE ONE GOLF** Climb runway heading to FL090 or above. At 2000 FT turn LEFT to intercept and follow R-013° KTS inbound KTS. Then proceed to KADZE, R-275° KTS. Do not turn before the DER. **IAS Max during the first turn 280Kt.**	3.7% to 4500 FT
KUSSA 1G	**KUSSA ONE GOLF** Climb runway heading to 7000 FT or above. At 2000 FT turn LEFT to intercept and follow R-013° KTS inbound KTS. Then proceed to KUSSA, R-241° KTS. Do not turn before the DER. **IAS Max during the first turn 280Kt.**	3.7% to 4500 FT
VIZRO 1G	**VIZRO ONE GOLF** Climb runway heading to FL090 or above. At 2000 FT turn RIGHT heading 118° to intercept and follow R-088° KTS inbound VIZRO. Do not turn before the DER.	4.0% to FL 090

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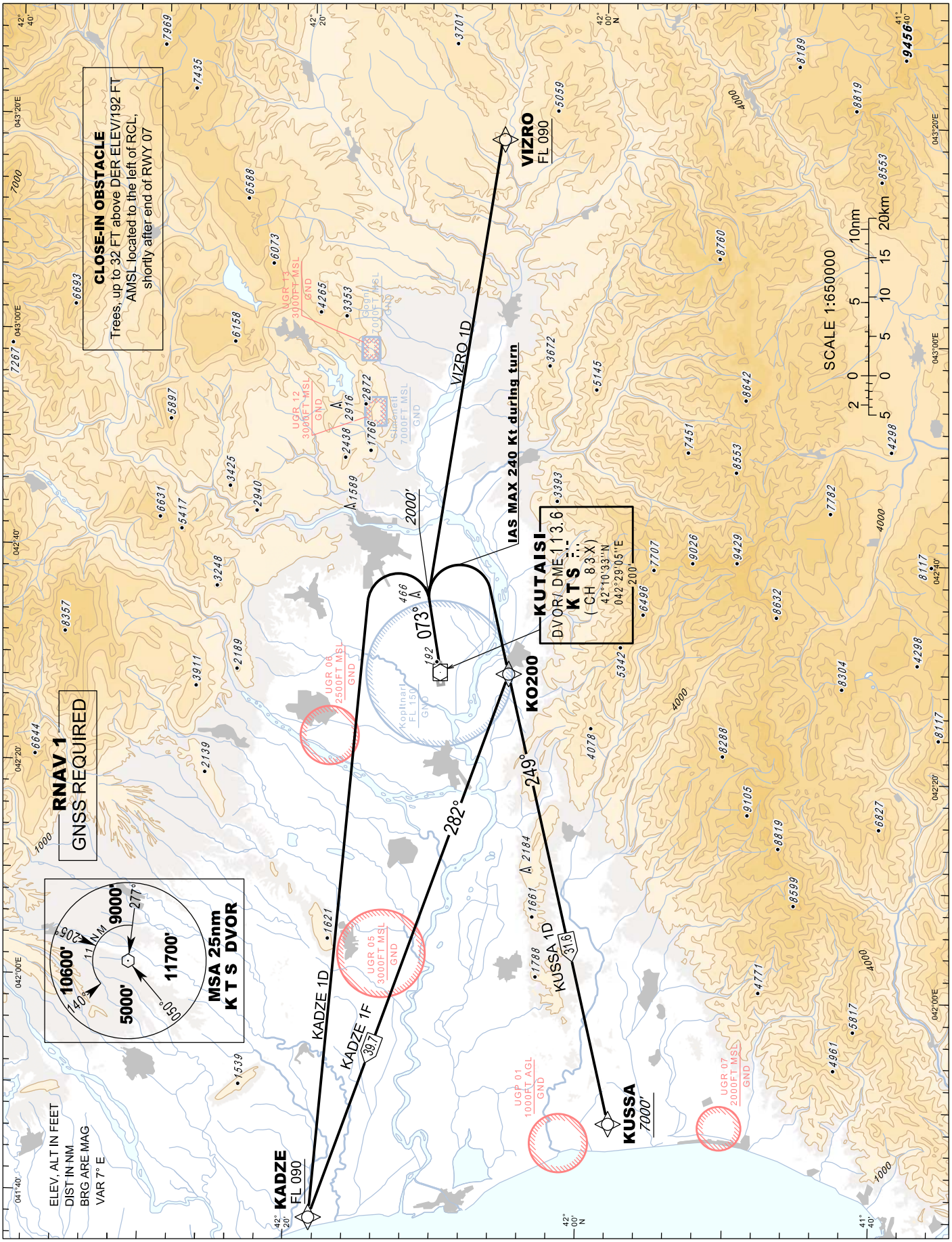
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 07

KADZE 1D KADZE 1F
KUSSA 1D VIZRO 1D



Changes: Added elevation of DME antenna

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STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY07

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
KADZE 1D	**KADZE ONE DELTA** Climb on course 073°, when passing 2000 FT turn LEFT direct to KADZE. Cross KADZE at or above FL 090. Do not turn before the DER.	3.7% to 4500 FT	NIL

RNAV 1 SID Coding Table of KADZE 1D

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	073° (080.4°)	-	-	A2000	-	RNAV1
DF	KADZE	-	42°18'22.0"N 041°38'25.0"E	-	-	L	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
KADZE 1F	**KADZE ONE FOXTROT** Climb on course 073°, when passing 2000 FT turn RIGHT direct to KO200, track to KADZE. Cross KADZE at or above FL 090. Do not turn before the DER.	4.0% to 5000 FT	Ignore speed restriction of KO200 after turn is completed inbound KO200

RNAV 1 SID Coding Table of KADZE 1F

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	073° (080.4°)	-	-	A2000	-	RNAV1
DF	KO200	-	42°05'52.0"N 042°29'07.0"E	-	-	R	-	-240	RNAV1
TF	KADZE	-	42°18'22.0"N 041°38'25.0"E	282° (288.6°)	39.7	-	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
VIZRO 1D	**VIZRO ONE DELTA** Climb on course 073°, when passing 2000 FT turn RIGHT direct to VIZRO. Cross VIZRO at or above FL 090. Do not turn before the DER.	4.0% to FL 090	NIL

RNAV 1 SID Coding Table of VIZRO 1D

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	073° (080.4°)	-	-	A2000	-	RNAV1
DF	VIZRO	-	42°07'09.0"N 043°18'19.0"E	-	-	R	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
KUSSA 1D	**KUSSA ONE DELTA** Climb on course 073°, when passing 2000 FT turn RIGHT direct to KO200, track to KUSSA. Cross KUSSA at or above 7000 FT. Do not turn before the DER.	4.0% to 5000 FT	Ignore speed restriction of KO200 after turn is completed inbound KO200

RNAV 1 SID Coding Table of KUSSA 1D

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	073° (080.4°)	-	-	A2000	-	RNAV1
DF	KO200	-	42°05'52.0"N 042°29'07.0"E	-	-	R	-	-240	RNAV1
TF	KUSSA	-	41°58'03.0"N 041°48'01.0"E	249° (255.9°)	31.6	-	+A7000	-	RNAV1

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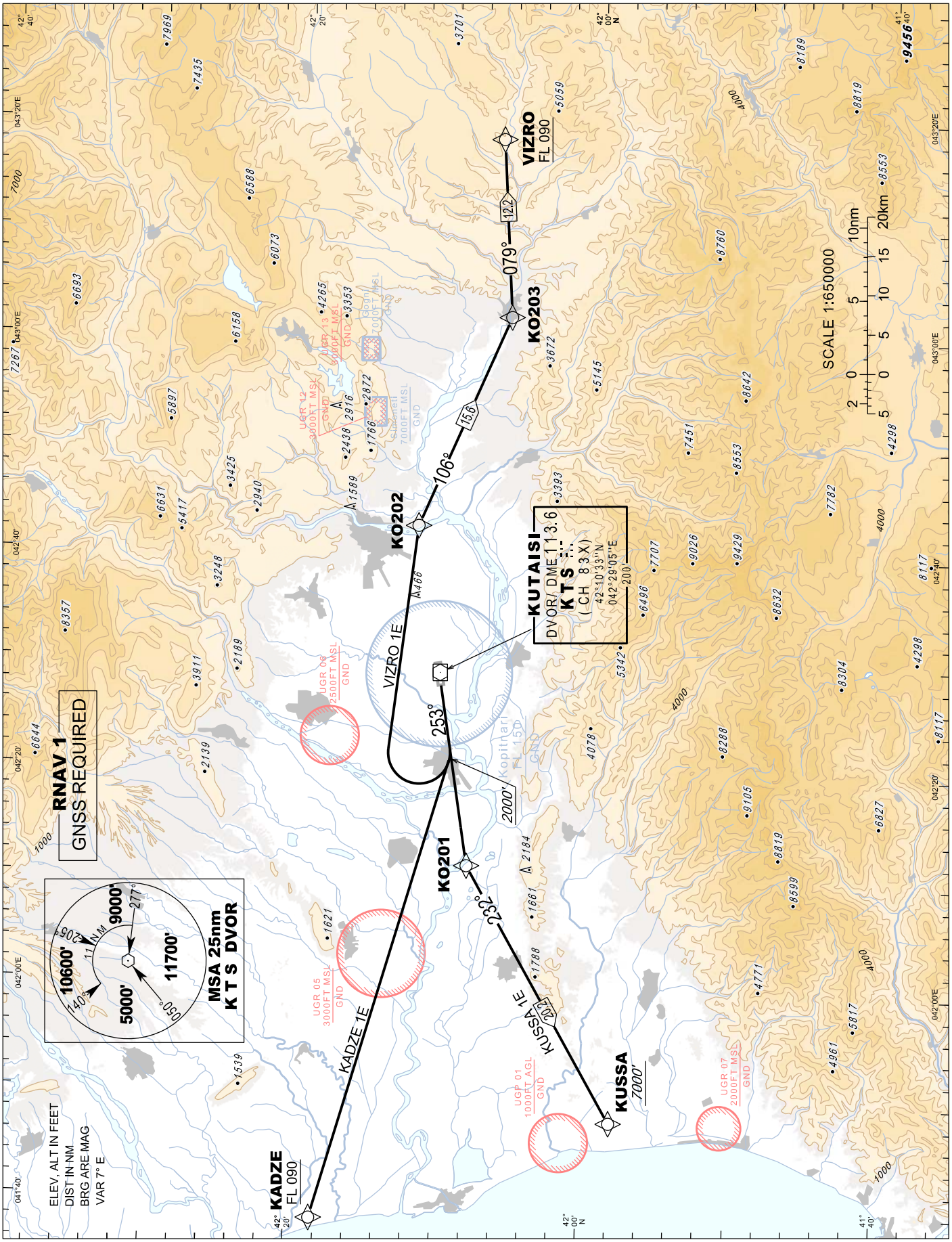
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 25
KADZE 1E VIZRO 1E
KUSSA 1E



Changes: Added elevation of DME antenna

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STANDARD DEPARTURE ROUTES - RNAV (GNSS) INSTRUMENT - RWY25

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
KADZE 1E	**KADZE ONE ECHO** Climb on course 253°, when passing 2000 FT turn RIGHT direct to KADZE. Cross KADZE at or above FL 090. Do not turn before the DER.	3.8% to FL 090	NIL

RNAV 1 SID Coding Table of KADZE 1E

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	253° (260.4°)	-	-	A2000	-	RNAV1
DF	KADZE	-	42°18'22.0"N 041°38'25.0"E	-	-	R	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
VIZRO 1E	**VIZRO ONE ECHO** Climb on course 253°, when passing 2000 FT turn RIGHT direct to KO202, track to KO203, track to VIZRO. Cross VIZRO at or above FL 090. Do not turn before the DER.	-	NIL

RNAV 1 SID Coding Table of VIZRO 1E

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CA	-	-	-	253° (260.4°)	-	-	A2000	-	RNAV1
DF	KO202	-	42°12'18.0"N 042°42'36.0"E	-	-	R	-	-	RNAV1
TF	KO203	-	42°06'14.0"N 043°01'58.0"E	106° (112.8°)	15.6	-	-	-	RNAV1
TF	VIZRO	-	42°07'09.0"N 043°18'19.0"E	079° (086.4°)	12.2	-	+FL090	-	RNAV1

SID	ROUTING AND ALTITUDES	MIN.CLIMB GRAD.	Comment
KUSSA 1E	**KUSSA ONE ECHO** To KO201 on course 253°, to KUSSA. Cross KUSSA at or above 7000 FT.	-	NIL

RNAV 1 SID Coding Table of KUSSA 1E

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
CF	KO201	-	42°08'23.0"N 042°11'21.0"E	253° (260.5°)	-	-	-	-	RNAV1
TF	KUSSA	-	41°58'03.0"N 041°48'01.0"E	232° (239.0°)	20.2	-	+A7000	-	RNAV1

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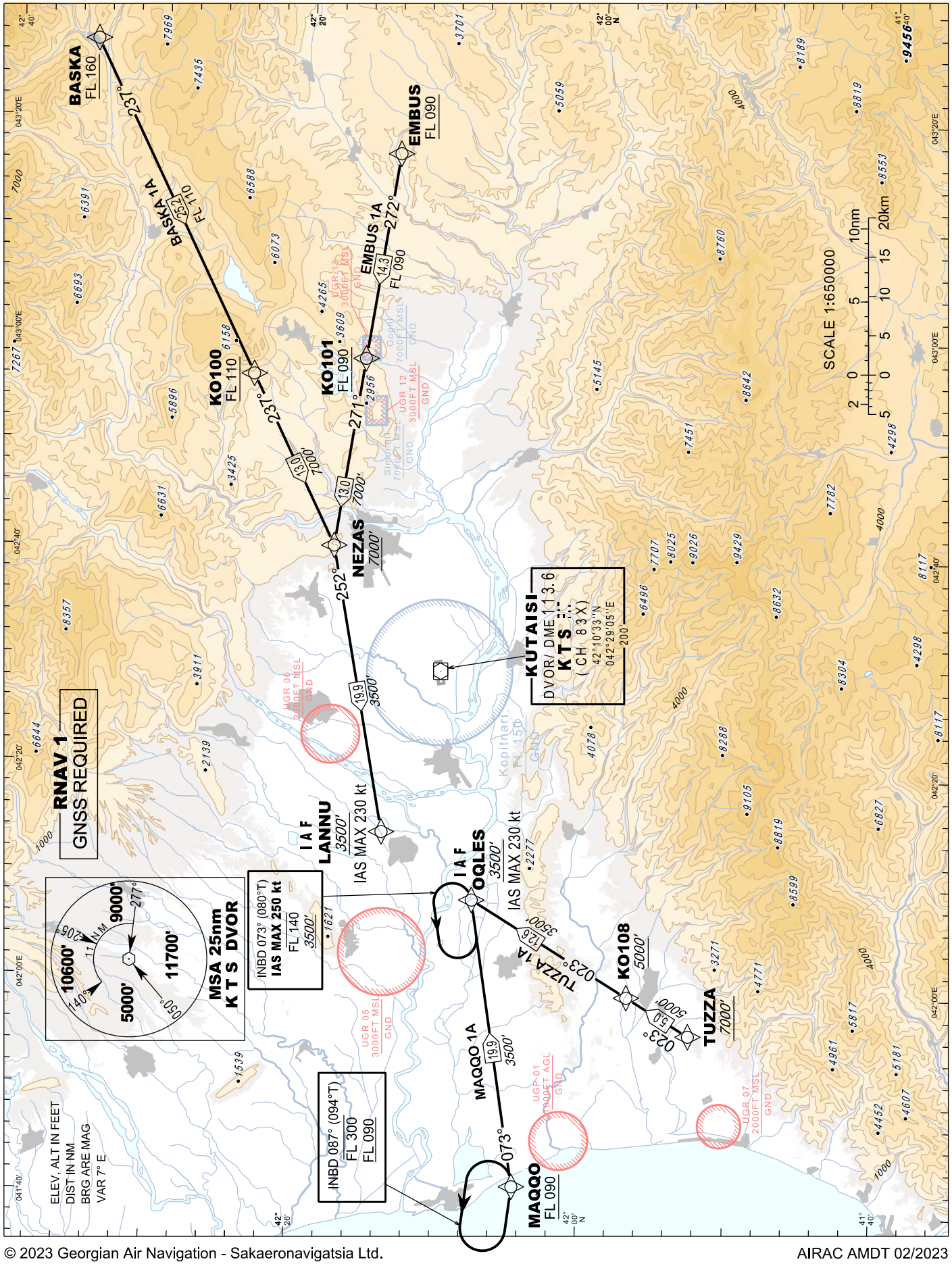
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 07

TUZZA 1A MAQQO 1A
BASKA 1A EMBUS 1A



Changes: Added elevation of DME antenna

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STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 07

RNAV 1 STAR Coding Table of BASKA 1A

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	BASKA	-	42°34'59.0"N 043°26'55.0"E	-	-	-	+FL160	-	RNAV1
TF	KO100	-	42°23'54.0"N 042°56'14.0"E	237° (244.1°)	25.2	-	+FL110	-	RNAV1
TF	NEZAS	-	42°18'07.0"N 042°40'29.0"E	237° (243.7°)	13.0	-	+A7000	-	RNAV1
TF	LANNU	-	42°14'19.0"N 042°14'06.0"E	252° (259.1°)	19.9	-	+A3500	-230	RNAV1

RNAV 1 STAR Coding Table of EMBUS 1A

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	EMBUS	-	42°14'06.0"N 043°16'50.0"E	-	-	-	+FL090	-	RNAV1
TF	KO101	-	42°16'14.0"N 042°57'50.0"E	272° (278.7°)	14.3	-	+FL090	-	RNAV1
TF	NEZAS	-	42°18'07.0"N 042°40'29.0"E	271° (278.4°)	13.0	-	+A7000	-	RNAV1
TF	LANNU	-	42°14'19.0"N 042°14'06.0"E	252° (259.1°)	19.9	-	+A3500	-230	RNAV1

RNAV 1 STAR Coding Table of MAQQO 1A

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	MAQQO	-	42°04'32.0"N 041°41'44.0"E	-	-	-	+FL090	-	RNAV1
TF	OQLES	-	42°07'58.0"N 042°08'03.0"E	073° (079.9°)	19.9	-	+A3500	-230	RNAV1

RNAV 1 STAR Coding Table of TUZZA 1A

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	TUZZA	-	41°52'48.0"N 041°56'06.0"E	-	-	-	+A7000	-	RNAV1
TF	KO108	-	41°57'07.0"N 041°59'29.0"E	023° (030.2°)	5.0	-	+A5000	-	RNAV1
TF	OQLES	-	42°07'58.0"N 042°08'03.0"E	023° (030.3°)	12.6	-	+A3500	-230	RNAV1

RNAV Holding Coding Tables

Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
MAQQO	087° (094.0°)	1.5*	L	FL090	FL300	280	-7°	RNAV1
OQLES	073° (080.0°)	1.0	L	A3500	FL140	250	-7°	RNAV1

* 1.0 min at or below FL140

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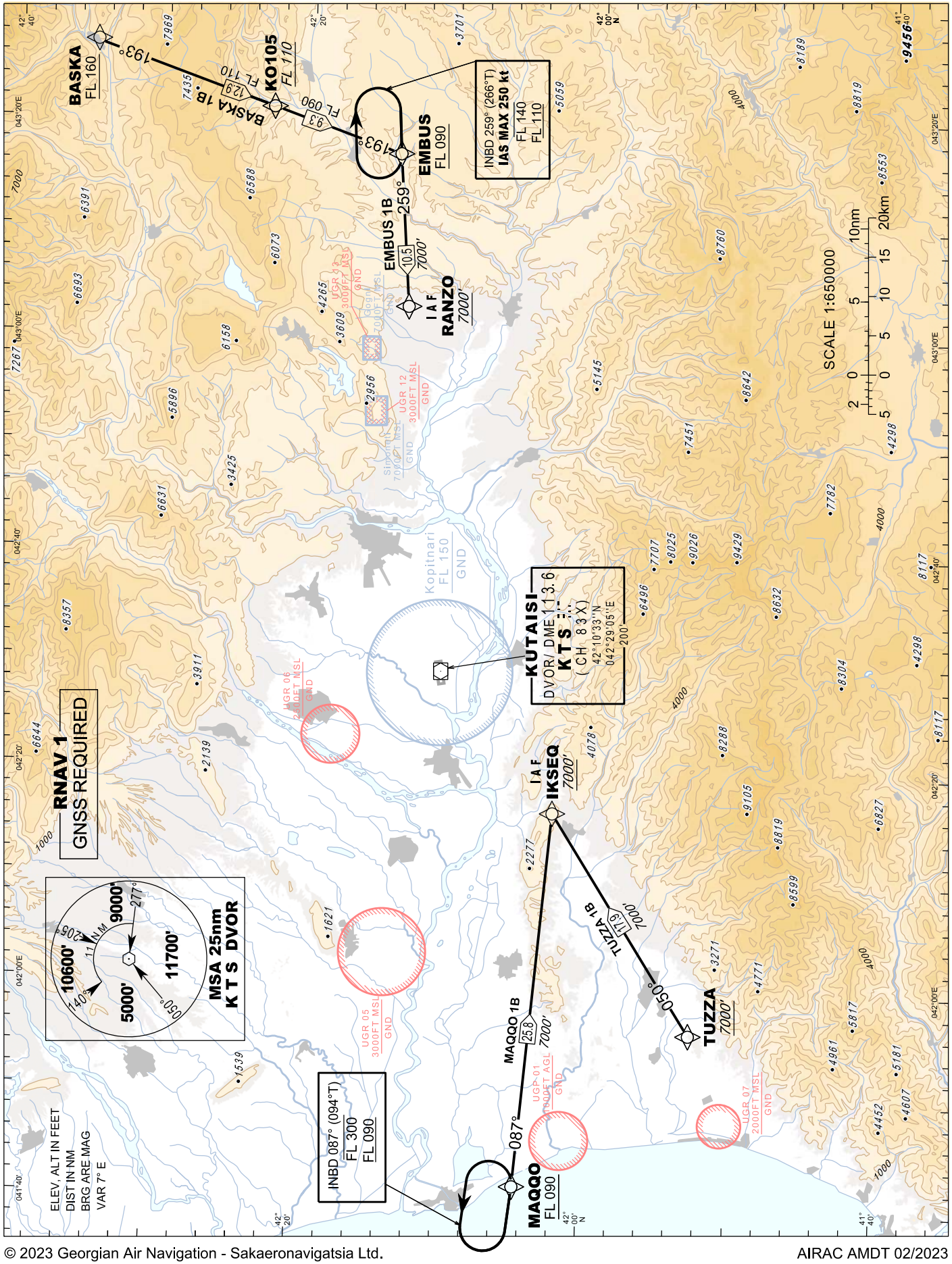
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL FL 090
TRANSITION ALTITUDE 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
RNAV RWY 25

TUZZA 1B MAQQO 1B
BASKA 1B EMBUS 1B



Changes: Added elevation of DME antenna

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STANDARD ARRIVAL ROUTES - RNAV (GNSS) INSTRUMENT - RWY 25

RNAV 1 STAR Coding Table of BASKA 1B

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	BASKA	-	42°34'59.0"N 043°26'55.0"E	-	-	-	+FL160	-	RNAV1
TF	KO105	-	42°22'51.0"N 043°21'03.0"E	193° (199.7°)	12.9	-	+FL110	-	RNAV1
TF	EMBUS	-	42°14'06.0"N 043°16'50.0"E	193° (199.6°)	9.3	-	+FL090	-	RNAV1
TF	RANZO	-	42°13'23.0"N 043°02'44.0"E	259° (266.2°)	10.5	-	+A7000	-	RNAV1

RNAV 1 STAR Coding Table of EMBUS 1B

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	EMBUS	-	42°14'06.0"N 043°16'50.0"E	-		-	+FL090	-	RNAV1
TF	RANZO	-	42°13'23.0"N 043°02'44.0"E	259° (266.2°)	10.5	-	+A7000	-	RNAV1

RNAV 1 STAR Coding Table of MAQQO 1B

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	MAQQO	-	42°04'32.0"N 041°41'44.0"E	-	-	-	+FL090	-	RNAV1
TF	IKSEQ	-	42°02'37.0"N 042°16'14.0"E	087° (094.1°)	25.8	-	+A7000	-	RNAV1

RNAV 1 STAR Coding Table of TUZZA 1B

Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	TUZZA	-	41°52'48.0"N 041°56'06.0"E	-	-	-	+A7000	-	RNAV1
TF	IKSEQ	-	42°02'37.0"N 042°16'14.0"E	050° (056.6°)	17.9	-	+A7000	-	RNAV1

RNAV Holding Coding Tables

Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
MAQQO	087° (094.0°)	1.5*	L	FL090	FL300	280	-7°	RNAV1
EMBUS	259° (266.0°)	1.0	R	FL110	FL140	250	-7°	RNAV1

* 1.0 min at or below FL140

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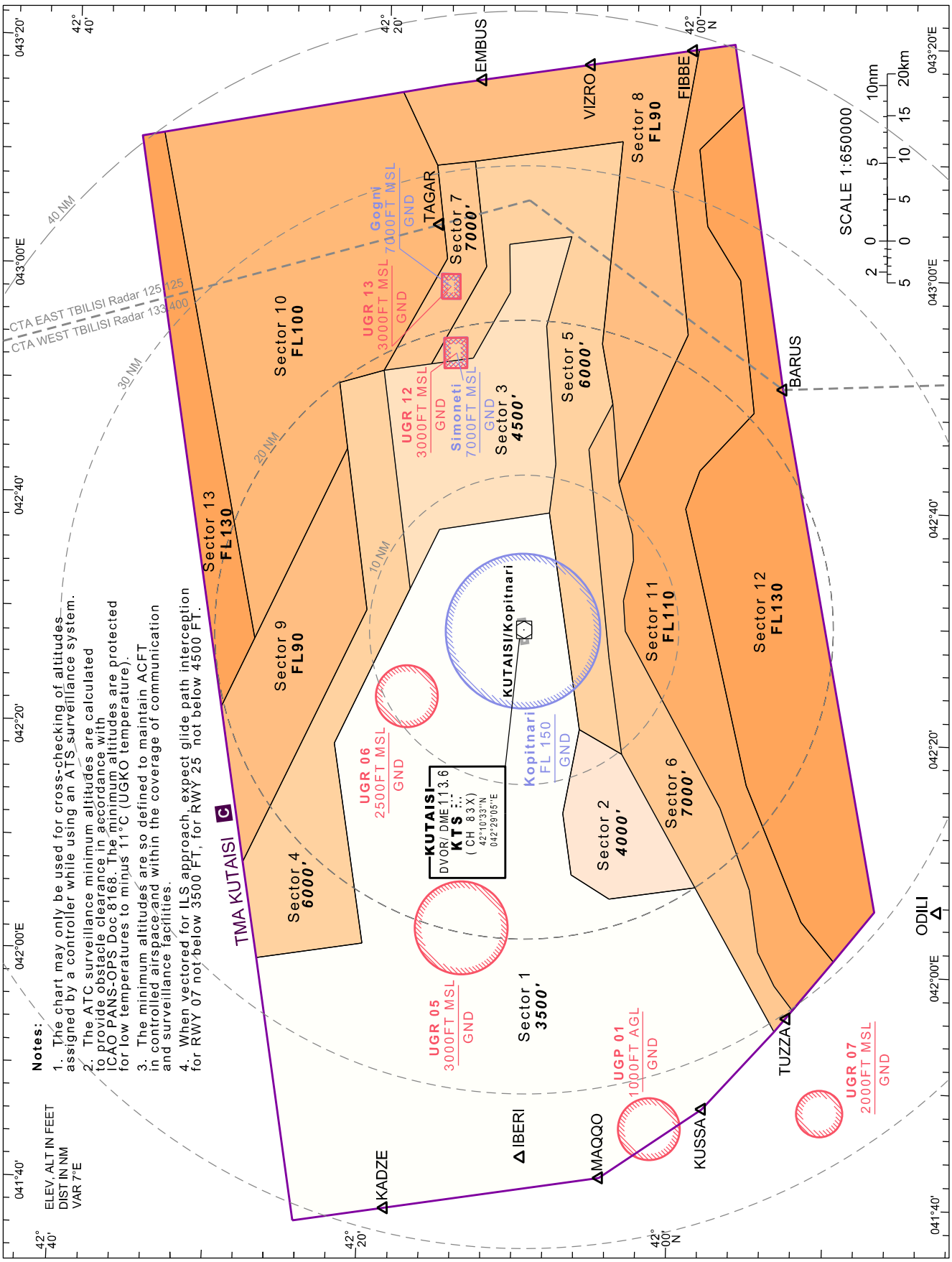
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 160'
TRANSITION ALTITUDE 7000'

APP	127.1
TWR	125.5

KUTAISI/Kopitnari (UGKO)



Notes:

1. The chart may only be used for cross-checking of altitudes assigned by a controller while using an ATS surveillance system.
2. The ATC surveillance minimum altitudes are calculated to provide obstacle clearance in accordance with ICAO PANS-OPS Doc 8168. The minimum altitudes are protected for low temperatures to minus 11°C (UGKO temperature).
3. The minimum altitudes are so defined to maintain ACFT in controlled airspace and within the coverage of communication and surveillance facilities.
4. When vectored for ILS approach, expect glide path interception for RWY 07 not below 3500 FT, for RWY 25 not below 4500 FT.

ELEV ALT IN FEET
DIST IN NM
VAR 7°E

Changes: New edition

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ATC Surveillance Minimum Altitude Sectors' Coordinates

Sector	Lateral limits
Sector 1	422413N 0413700E - 422712N 0415948E - 422024N 0420123E - 422237N 0421844E - 421800N 0423222E - 421613N 0423737E - 420908N 0423918E - 420648N 0422033E - 420742N 0421314E - 420701N 0420755E - 420432N 0420557E - 415900N 0420711E - 415334N 0415456E - 415803N 0414800E - 420432N 0414143E - 422413N 0413700E
Sector 2	415900N 0420711E - 420432N 0420557E - 420701N 0420755E - 420742N 0421314E - 420648N 0422033E - 420401N 0421833E - 415900N 0420711E
Sector 3	421800N 0423222E - 421831N 0423703E - 422004N 0425120E - 421701N 0425200E - 421419N 0425236E - 421202N 0425821E - 421208N 0430235E - 420808N 0430321E - 420938N 0425531E - 420848N 0424334E - 420908N 0423918E - 421613N 0423737E - 421800N 0423222E
Sector 4	422712N 0415948E - 422817N 0420808E - 422046N 0423027E - 422218N 0424428E - 422255N 0425011E - 422004N 0425120E - 421831N 0423703E - 421800N 0423222E - 422237N 0421844E - 422024N 0420123E - 422712N 0415948E
Sector 5	420648N 0422033E - 420908N 0423918E - 420848N 0424334E - 420938N 0425531E - 420808N 0430321E - 421208N 0430235E - 421202N 0425821E - 421419N 0425236E - 421701N 0425200E - 421336N 0430034E - 421429N 0430943E - 420457N 0431142E - 420559N 0425406E - 420513N 0424854E - 420641N 0424455E - 420502N 0422653E - 420401N 0421833E - 420648N 0422033E
Sector 6	415334N 0415456E - 415900N 0420711E - 420401N 0421833E - 420502N 0422653E - 420641N 0424455E - 420513N 0424854E - 420441N 0424202E - 420343N 0423735E - 420337N 0423523E - 420412N 0423153E - 420401N 0422914E - 415732N 0421407E - 415528N 0420706E - 415448N 0420145E - 415339N 0415854E - 415223N 0415648E - 415248N 0415606E - 415334N 0415456E
Sector 7	422004N 0425120E - 421608N 0430113E - 421655N 0430919E - 421429N 0430943E - 421336N 0430034E - 421701N 0425200E - 422004N 0425120E
Sector 8	420441N 0424202E - 420513N 0424854E - 420559N 0425406E - 420457N 0431142E - 421429N 0430943E - 421655N 0430919E - 421913N 0431538E - 421623N 0431621E - 420007N 0431948E - 420138N 0430735E - 420028N 0425503E - 420441N 0424202E
Sector 9	422817N 0420808E - 422959N 0422139E - 422758N 0422741E - 422218N 0424428E - 422046N 0423027E - 422817N 0420808E
Sector 10	422758N 0422741E - 423437N 0431144E - 421913N 0431538E - 421655N 0430919E - 421608N 0430113E - 422004N 0425120E - 422255N 0425011E - 422218N 0424428E - 422758N 0422741E
Sector 11	415223N 0415648E - 415339N 0415854E - 415448N 0420145E - 415528N 0420706E - 415732N 0421407E - 420401N 0422914E - 420412N 0423153E - 420337N 0423523E - 420343N 0423735E - 420441N 0424202E - 420028N 0425503E - 420138N 0430735E - 420007N 0431948E - 415748N 0432017E - 415711N 0431458E - 415958N 0431109E - 415921N 0430431E - 415709N 0425953E - 415604N 0424825E - 415928N 0424318E - 420020N 0423958E - 415554N 0421610E - 415204N 0420430E - 414953N 0420110E - 415223N 0415648E
Sector 12	414953N 0420110E - 415204N 0420430E - 415554N 0421610E - 420020N 0423958E - 415928N 0424318E - 415604N 0424825E - 415709N 0425953E - 415921N 0430431E - 415958N 0431109E - 415711N 0431458E - 415414N 0425030E - 414721N 0420533E - 414953N 0420110E
Sector 13	422959N 0422139E - 423602N 0431122E - 423437N 0431144E - 422758N 0422741E - 422959N 0422139E

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INSTRUMENT APPROACH CHART - ICAO

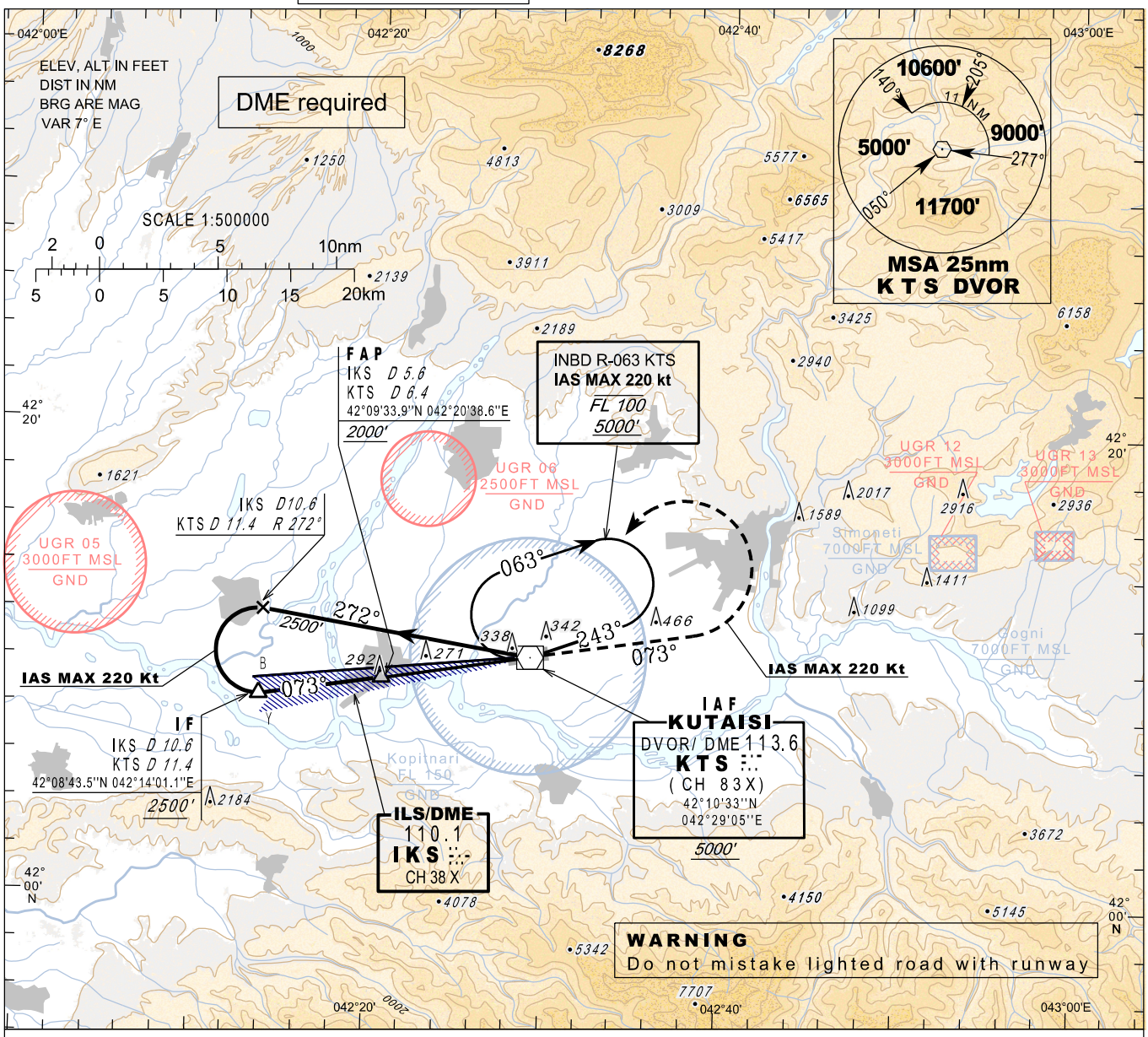
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

ILSy
RWY 07

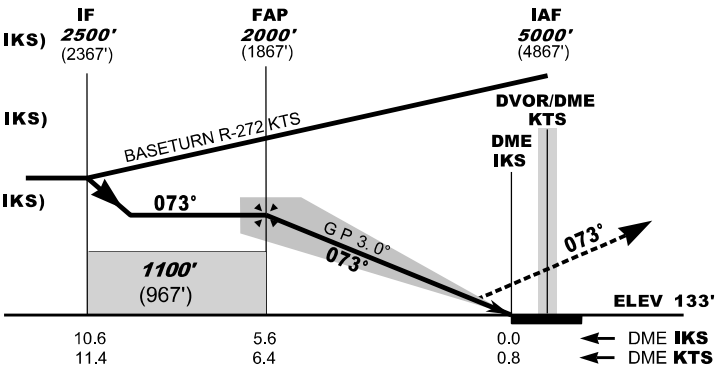


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°** ,expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A	B	C	D
OCA(H)	**311** (178)	**321** (188)	**331** (198)	**341** (208)

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1798** (1665)	**1472** (1339)	**1147** (1014)	**824** (691)	**503** (370)

ILS RDH 51'

Changes: Flight procedures

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INSTRUMENT APPROACH CHART - ICAO

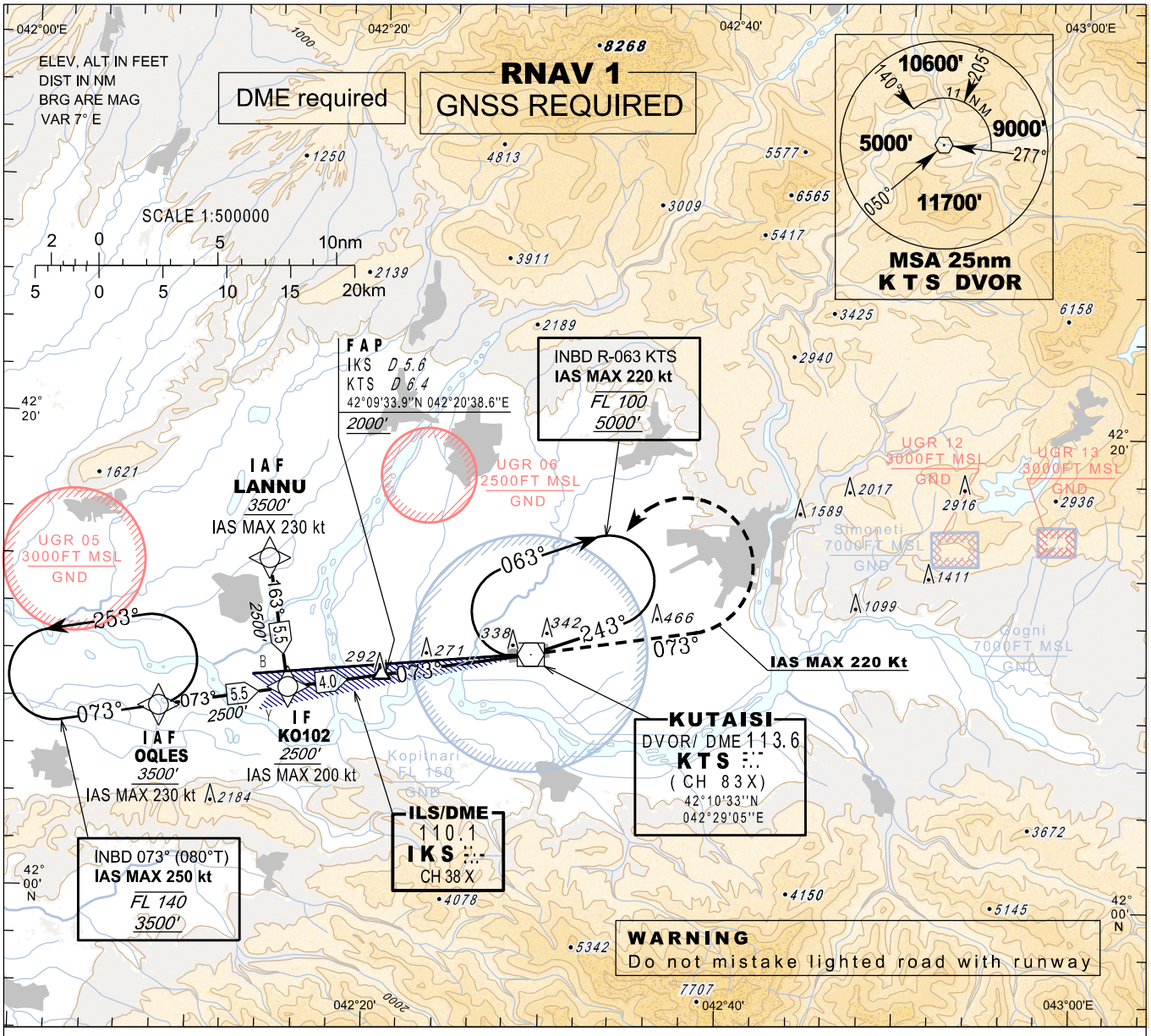
KUTAISI/Kopitnari (UGKO)

ILSz
RWY 07

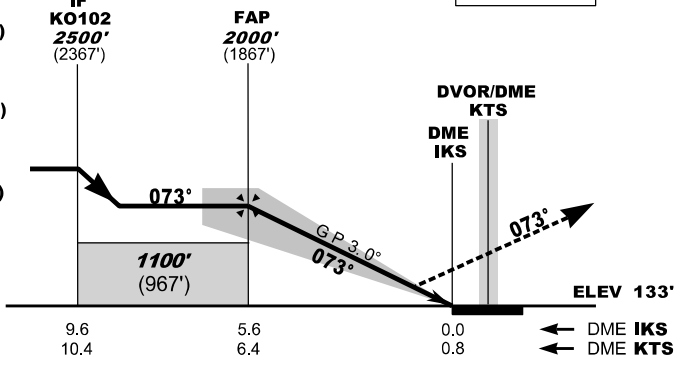
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500



ILS RDH 51'



MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt

Straight-in Approach	A	B	C	D
OCA(H)	**311** (178)	**321** (188)	**331** (198)	**341** (208)

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1798** (1665)	**1472** (1339)	**1147** (1014)	**824** (691)	**503** (370)

Changes: Flight procedures

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RNAV Transition Coding Tables - RWY 07 ILSz

LANNU transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	LANNU	-	42°14'19.0"N 042°14'06.0"E	-	-	-	+A3500	-230	RNAV1
TF	KO102	-	42°08'53.6"N 042°15'20.6"E	163° (170.3°)	5.5	-	+A2500	-200	RNAV1

OQLES transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	OQLES	-	42°07'58.0"N 042°08'03.0"E	-	-	-	+A3500	-230	RNAV1
TF	KO102	-	42°08'53.6"N 042°15'20.6"E	073° (080.2°)	5.5	-	+A2500	-200	RNAV1

RNAV Holding Coding Table								
Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
OQLES	073° (080.0°)	1.0	L	A3500	FL140	250	-7°	RNAV1

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INSTRUMENT APPROACH CHART - ICAO

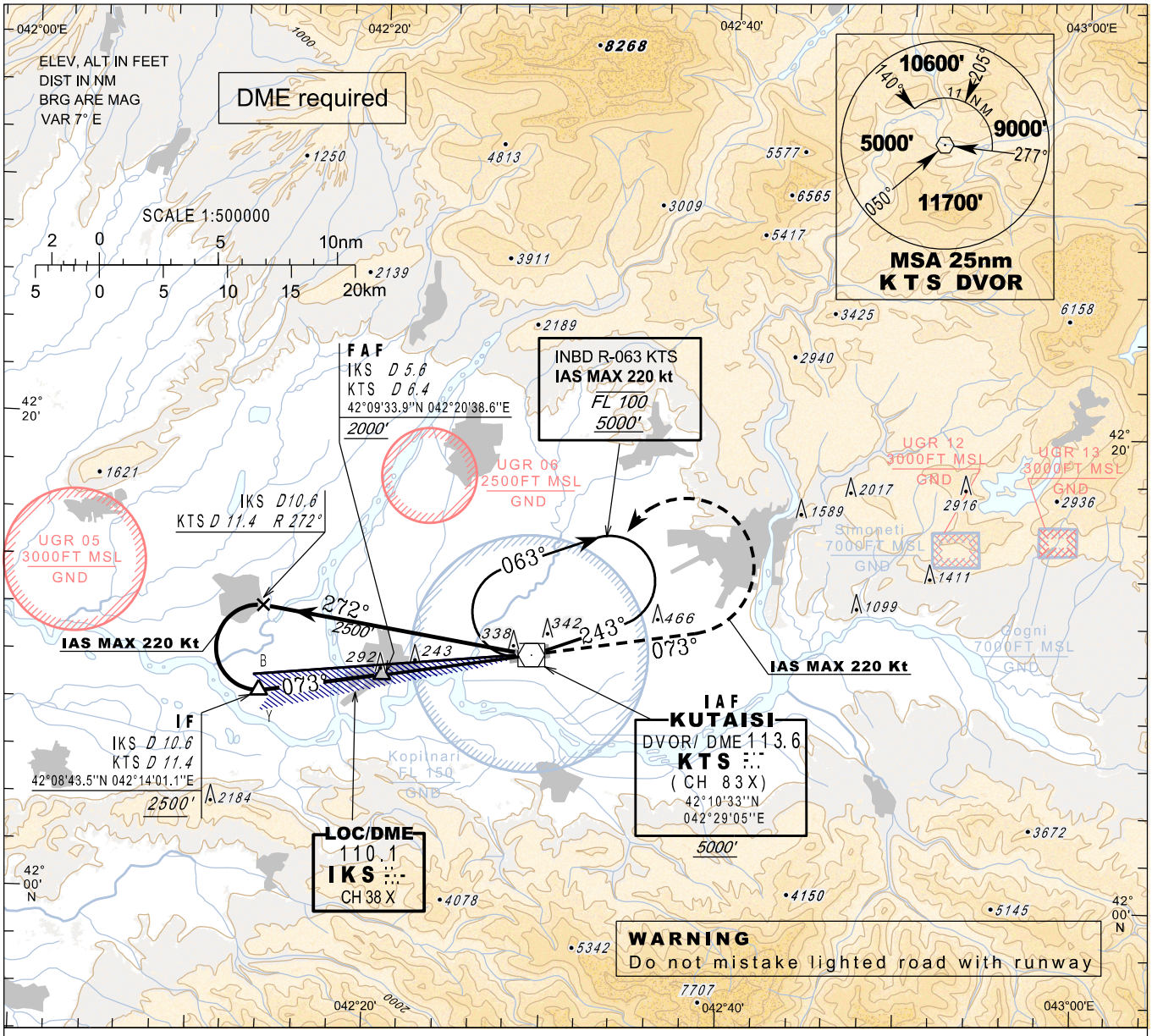
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCy
RWY 07

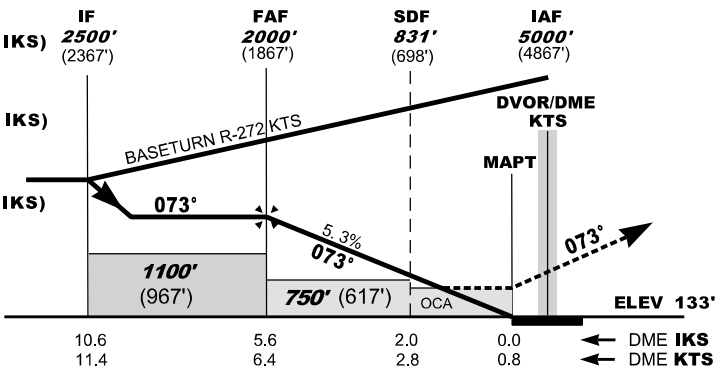


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A B C D
OCA(H)	**480** (340)

Timing is not authorised for defining the MAPT

Changes: Flight procedures

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1805** (1672)	**1481** (1348)	**1156** (1023)	**831** (698)	**507** (374)

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INSTRUMENT APPROACH CHART - ICAO

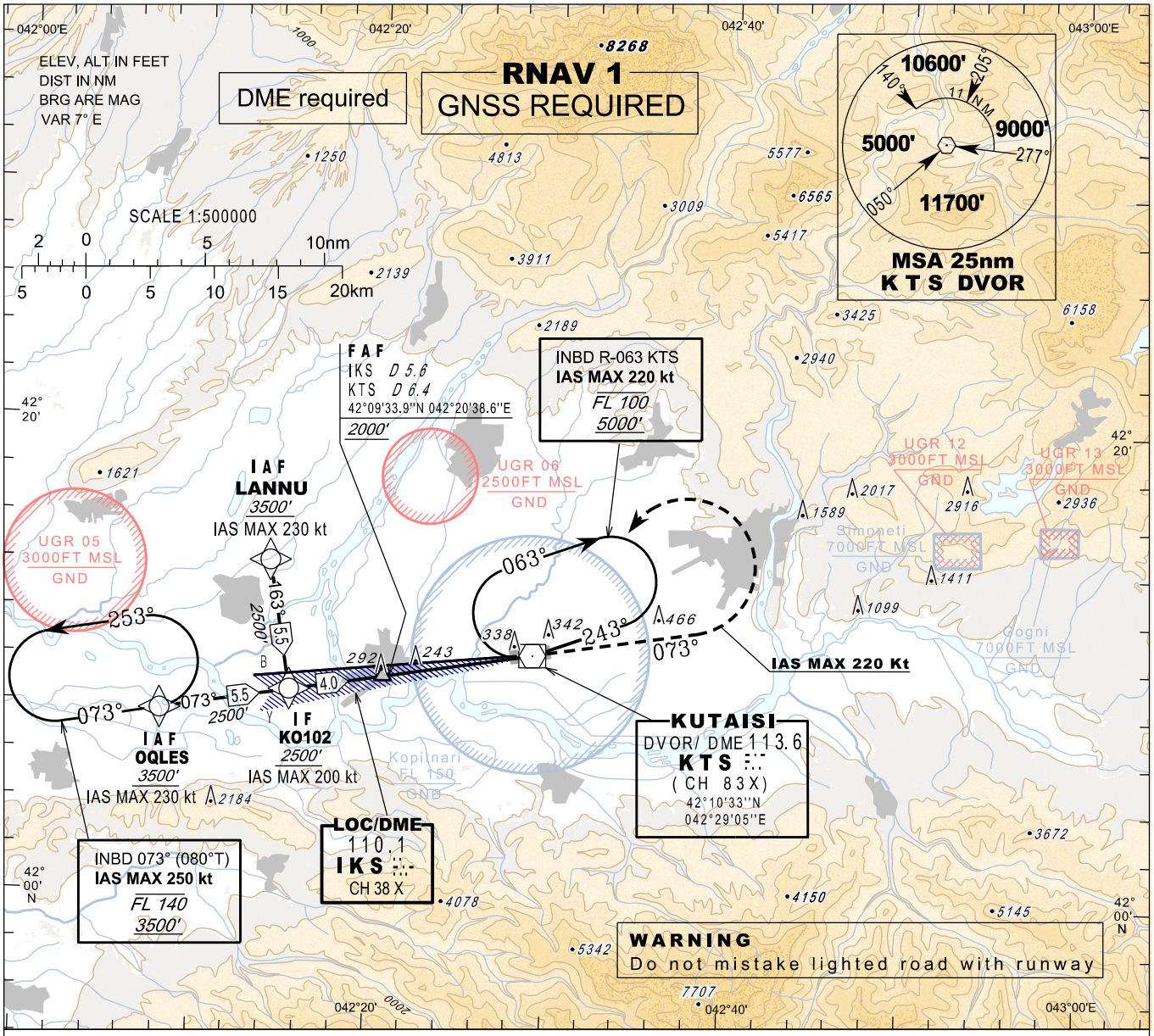
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 07 - ELEV 133'

TRANSITION ALT 7000'

APP	127.100
TWR	125.500

KUTAISI/Kopitnari (UGKO)

LOCz
RWY 07

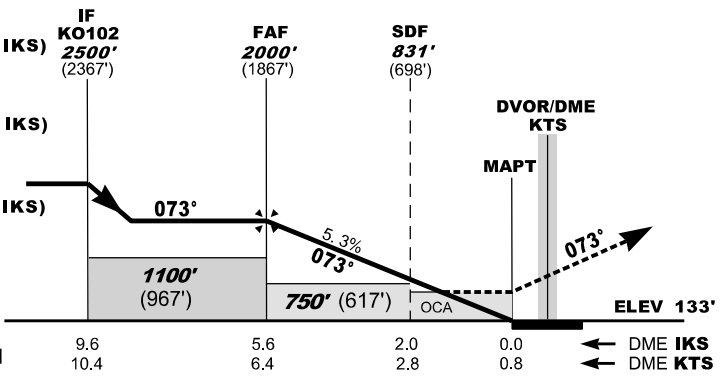


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

KTS DVOR Unserviceable:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left heading **255°**, expect vectoring.
IAS MAX 220kt

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach (ILS y or LOC y or VOR).
IAS MAX 220kt



Straight-in Approach	A	B	C	D
OCA(H)	**480** (340)			

Timing is not authorised for defining the MAPT

Changes: Flight procedures

DME IKS NM	5	4	3	2	1
DME KTS NM	5.8	4.8	3.8	2.8	1.8
ALT (HGT) ft	**1805** (1672)	**1481** (1348)	**1156** (1023)	**831** (698)	**507** (374)

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RNAV Transition Coding Tables - RWY 07 LOCz

LANNU transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	LANNU	-	42°14'19.0"N 042°14'06.0"E	-	-	-	+A3500	-230	RNAV1
TF	KO102	-	42°08'53.6"N 042°15'20.6"E	163° (170.3°)	5.5	-	+A2500	-200	RNAV1

OQLES transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	OQLES	-	42°07'58.0"N 042°08'03.0"E	-	-	-	+A3500	-230	RNAV1
TF	KO102	-	42°08'53.6"N 042°15'20.6"E	073° (080.2°)	5.5	-	+A2500	-200	RNAV1

RNAV Holding Coding Table								
Fix Identifier	Inbound course °MAG(°True)	Time (min)	Turn Direction	Min alt.	Max alt.	Speed limit (kt)	Mag. VAR	Navigation Specification
OQLES	073° (080.0°)	1.0	L	A3500	FL140	250	-7°	RNAV1

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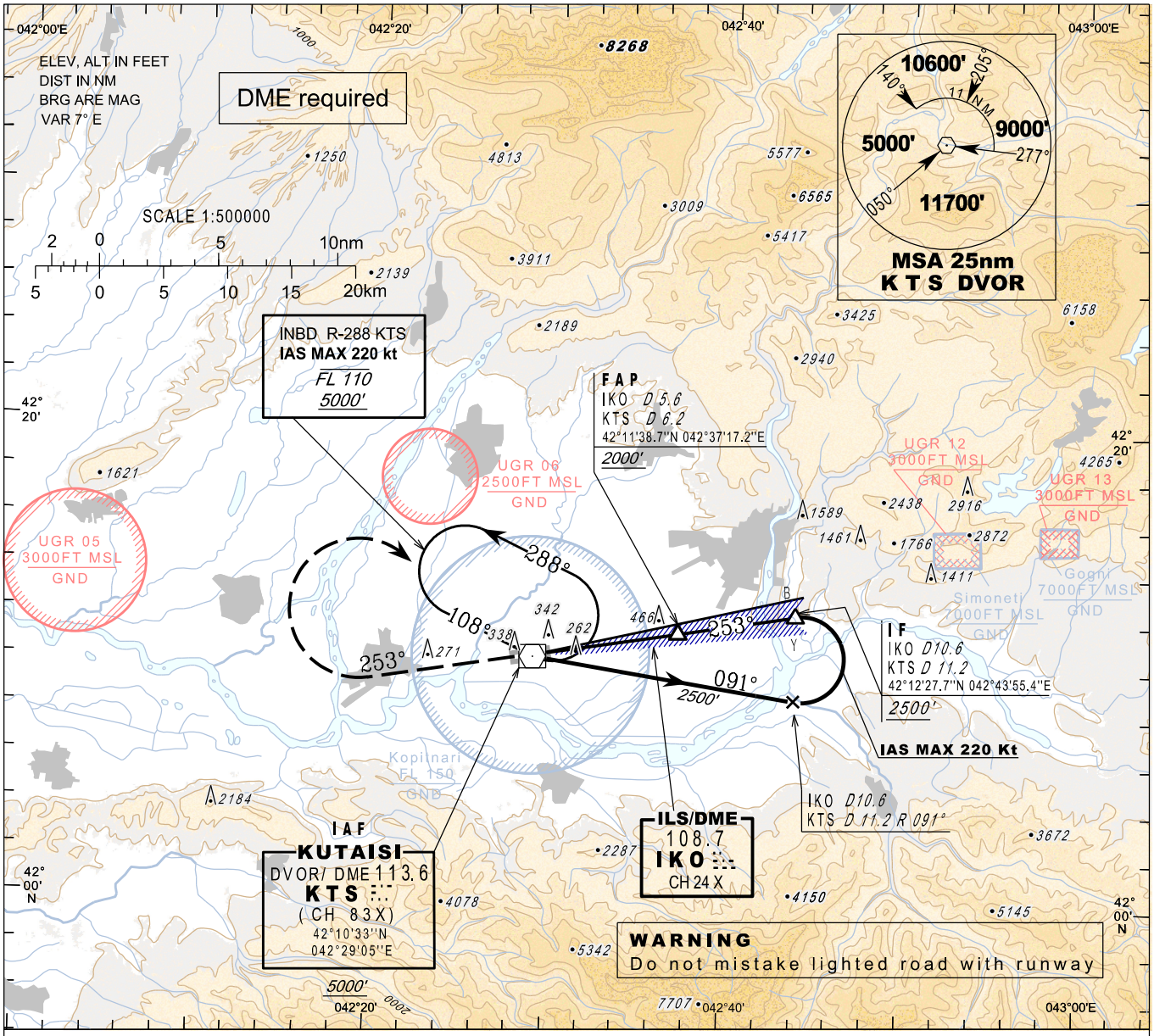
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
ILSy
RWY 25

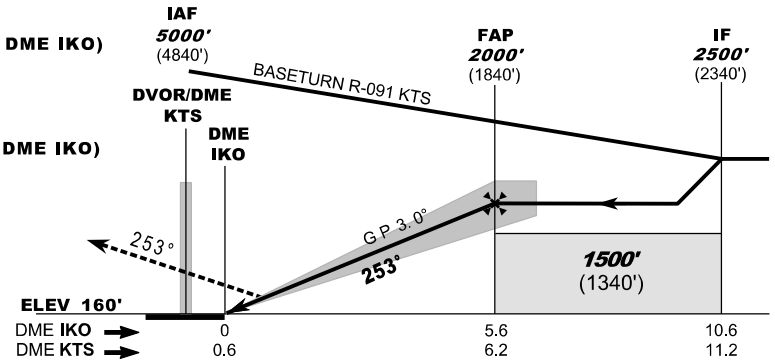


MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).



Straight-in Approach	A	B	C	D
OCA(H)	**330** (170)	**340** (180)	**350** (190)	**360** (200)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1825** (1665)	**1499** (1339)	**1174** (1014)	**851** (691)	**530** (370)

ILS RDH 51'

Changes: Flight procedures

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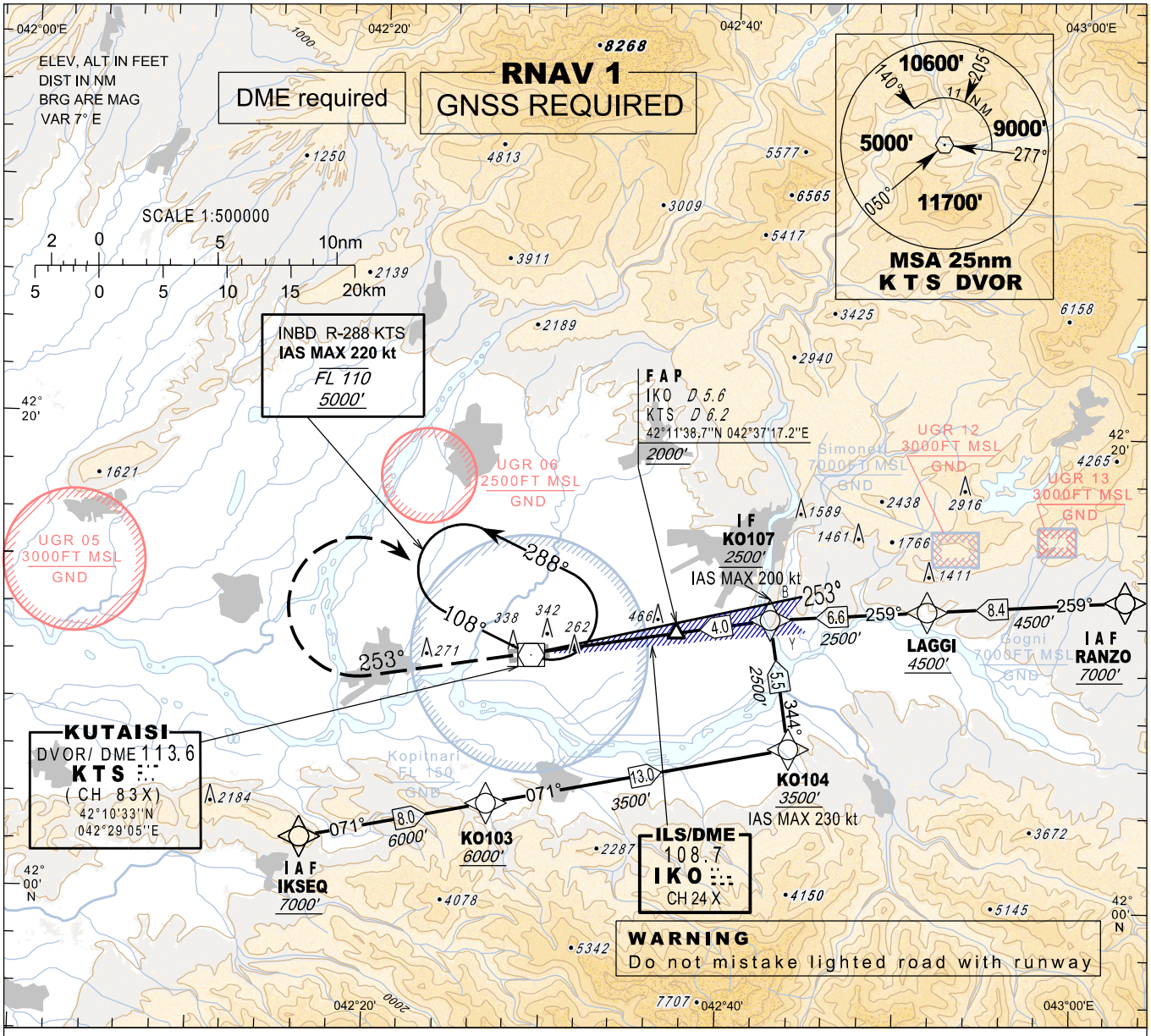
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
ILSz
RWY 25



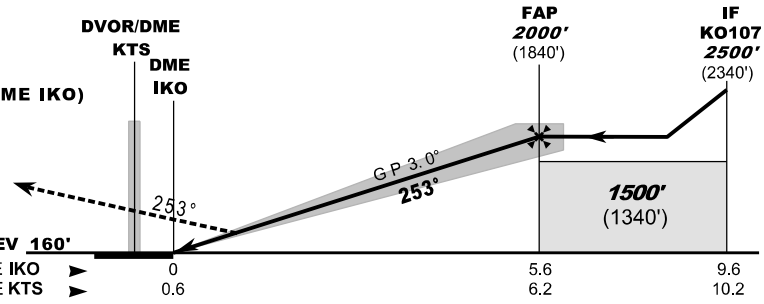
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

ILS RDH 51'



Straight-in Approach	A	B	C	D
OCA(H)	**330** (170)	**340** (180)	**350** (190)	**360** (200)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1825** (1665)	**1499** (1339)	**1174** (1014)	**851** (691)	**530** (370)

Changes: Flight procedures

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RNAV Transition Coding Tables - RWY 25 ILSz

IKSEQ transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	IKSEQ	-	42°02'37.0"N 042°16'14.0"E	-	-	-	+A7000	-	RNAV1
TF	KO103	-	42°04'15.0"N 042°26'45.0"E	071° (078.1°)	8.0	-	+A6000	-	RNAV1
TF	KO104	-	42°06'52.0"N 042°43'48.0"E	071° (078.2°)	13.0	-	+A3500	-230	RNAV1
TF	KO107	-	42°12'18.0"N 042°42'36.0"E	344° (350.7°)	5.5	-	+A2500	-200	RNAV1

RANZO transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	RANZO	-	42°13'23.0"N 043°02'44.0"E	-	-	-	+A7000	-	RNAV1
TF	LAGGI	-	42°12'47.0"N 042°51'30.0"E	259° (265.9°)	8.4	-	+A4500	-	RNAV1
TF	KO107	-	42°12'18.0"N 042°42'36.0"E	259° (265.9°)	6.6	-	+A2500	-200	RNAV1

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INSTRUMENT APPROACH CHART - ICAO

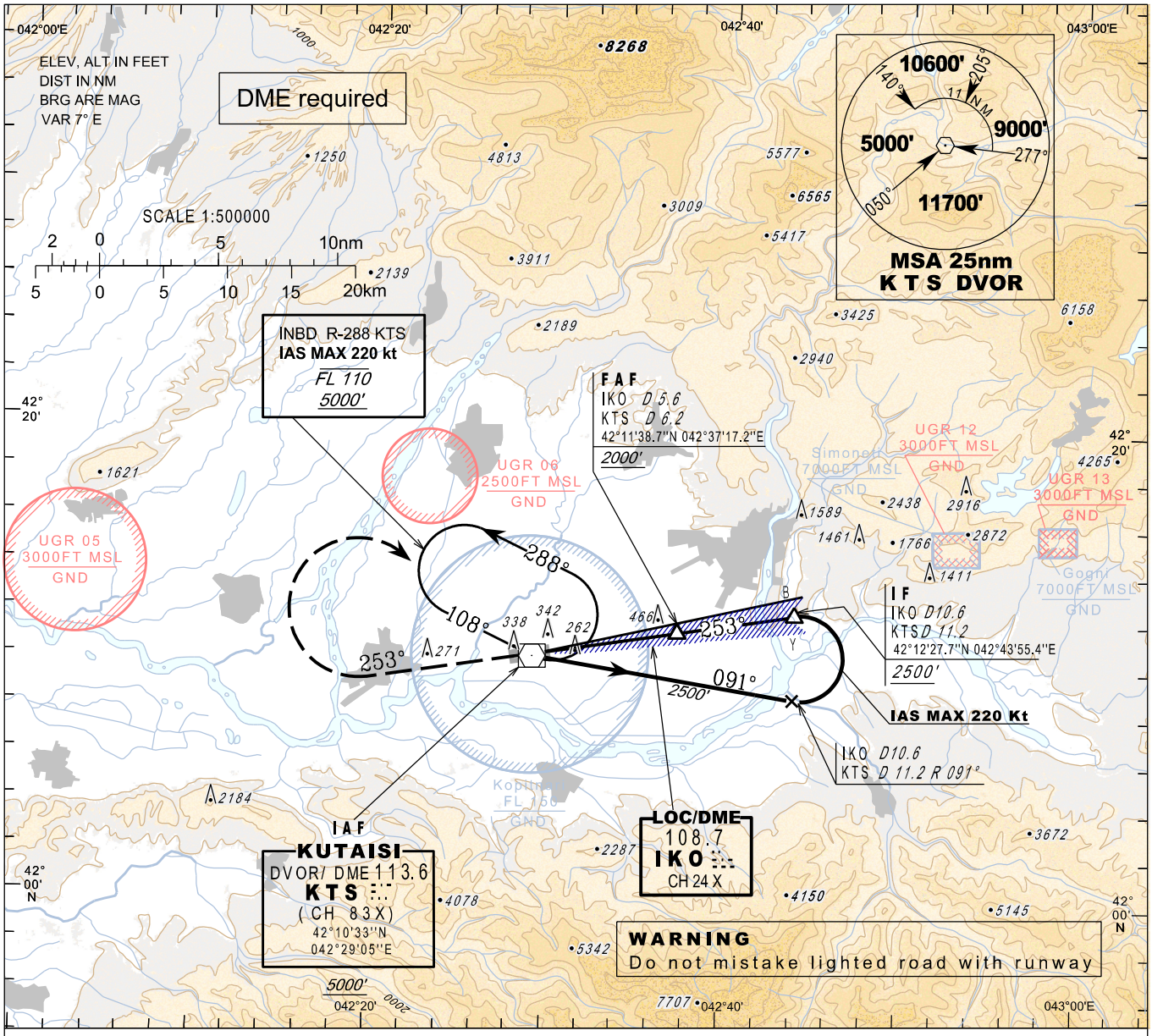
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCy
RWY 25



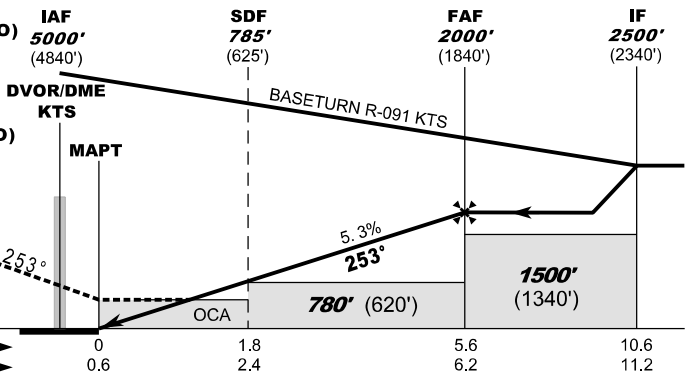
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

Timing is not authorised for defining the MAPT



Straight-in Approach	A B C D
OCA(H)	**510** (350)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1808** (1648)	**1488** (1328)	**1169** (1009)	**849** (689)	**529** (369)

Changes: Flight procedures

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INSTRUMENT APPROACH CHART - ICAO

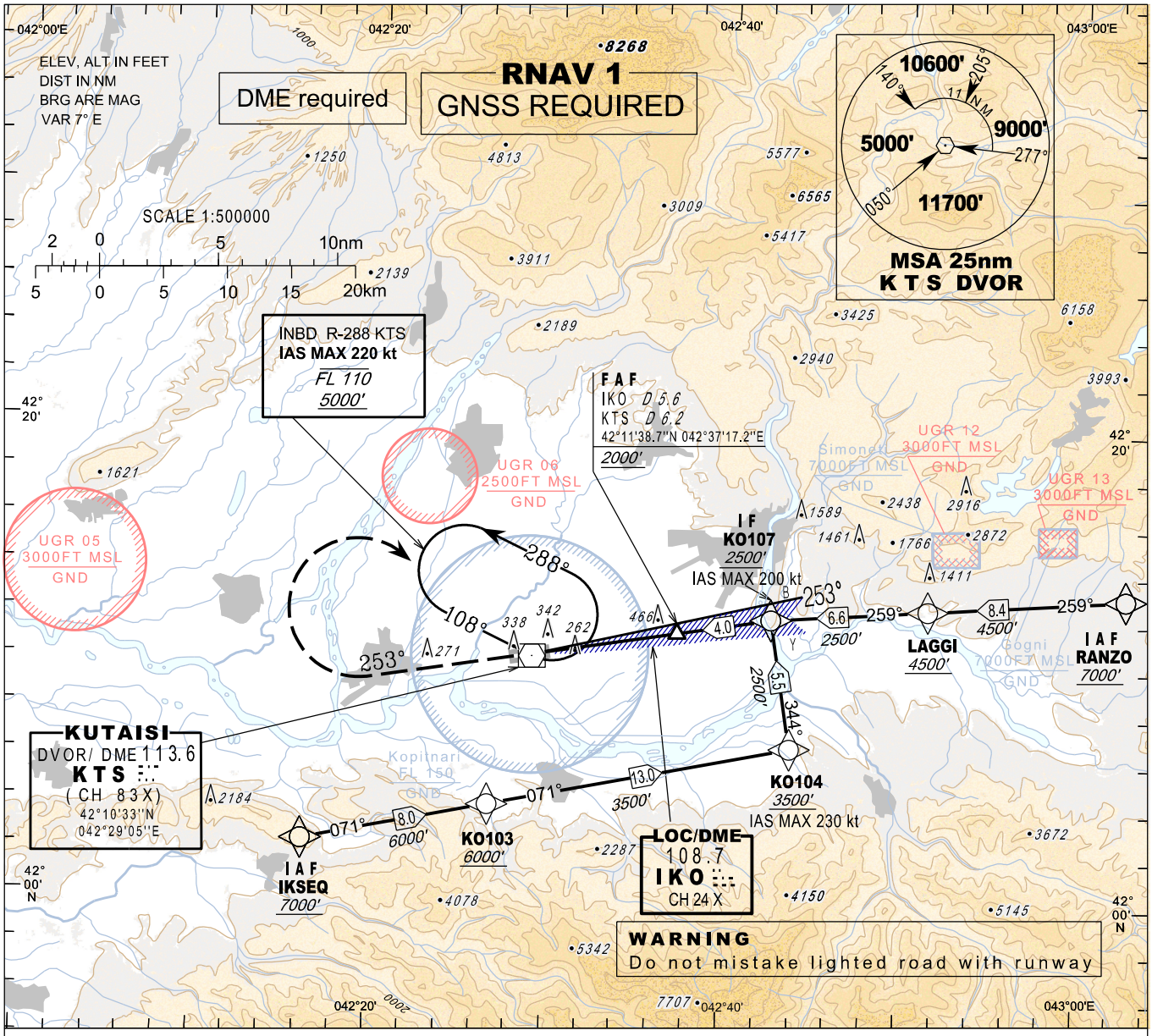
AERODROME ELEV 160'
HEIGHTS RELATED TO
THR RWY 25 - ELEV 160'

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)

LOCz
RWY 25



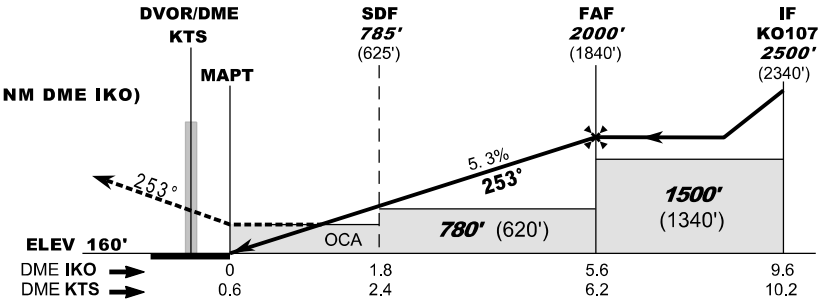
MISSED APPROACH

Normal:
Climb straight ahead to **3500'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

KTS DVOR Unserviceable:
Climb straight ahead to **4500'**, expect vectoring.

Radio Communication Failure:
Climb straight ahead to **5000'**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach (ILSy or LOCy or VOR).

Timing is not authorised for defining the MAPT



Straight-in Approach	A B C D
OCA(H)	**510** (350)

DME IKO NM	5	4	3	2	1
DME KTS NM	5.6	4.6	3.6	2.6	1.6
ALT (HGT) ft	**1808** (1648)	**1488** (1328)	**1169** (1009)	**849** (689)	**529** (369)

Changes: Flight procedures

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RNAV Transition Coding Tables - RWY 25 LOCz

IKSEQ transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	IKSEQ	-	42°02'37.0"N 042°16'14.0"E	-	-	-	+A7000	-	RNAV1
TF	KO103	-	42°04'15.0"N 042°26'45.0"E	071° (078.1°)	8.0	-	+A6000	-	RNAV1
TF	KO104	-	42°06'52.0"N 042°43'48.0"E	071° (078.2°)	13.0	-	+A3500	-230	RNAV1
TF	KO107	-	42°12'18.0"N 042°42'36.0"E	344° (350.7°)	5.5	-	+A2500	-200	RNAV1

RANZO transition									
Path Terminator	Waypoint			Course/Track °MAG(°True)	DIST NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed kt	
IF	RANZO	-	42°13'23.0"N 043°02'44.0"E	-	-	-	+A7000	-	RNAV1
TF	LAGGI	-	42°12'47.0"N 042°51'30.0"E	259° (265.9°)	8.4	-	+A4500	-	RNAV1
TF	KO107	-	42°12'18.0"N 042°42'36.0"E	259° (265.9°)	6.6	-	+A2500	-200	RNAV1

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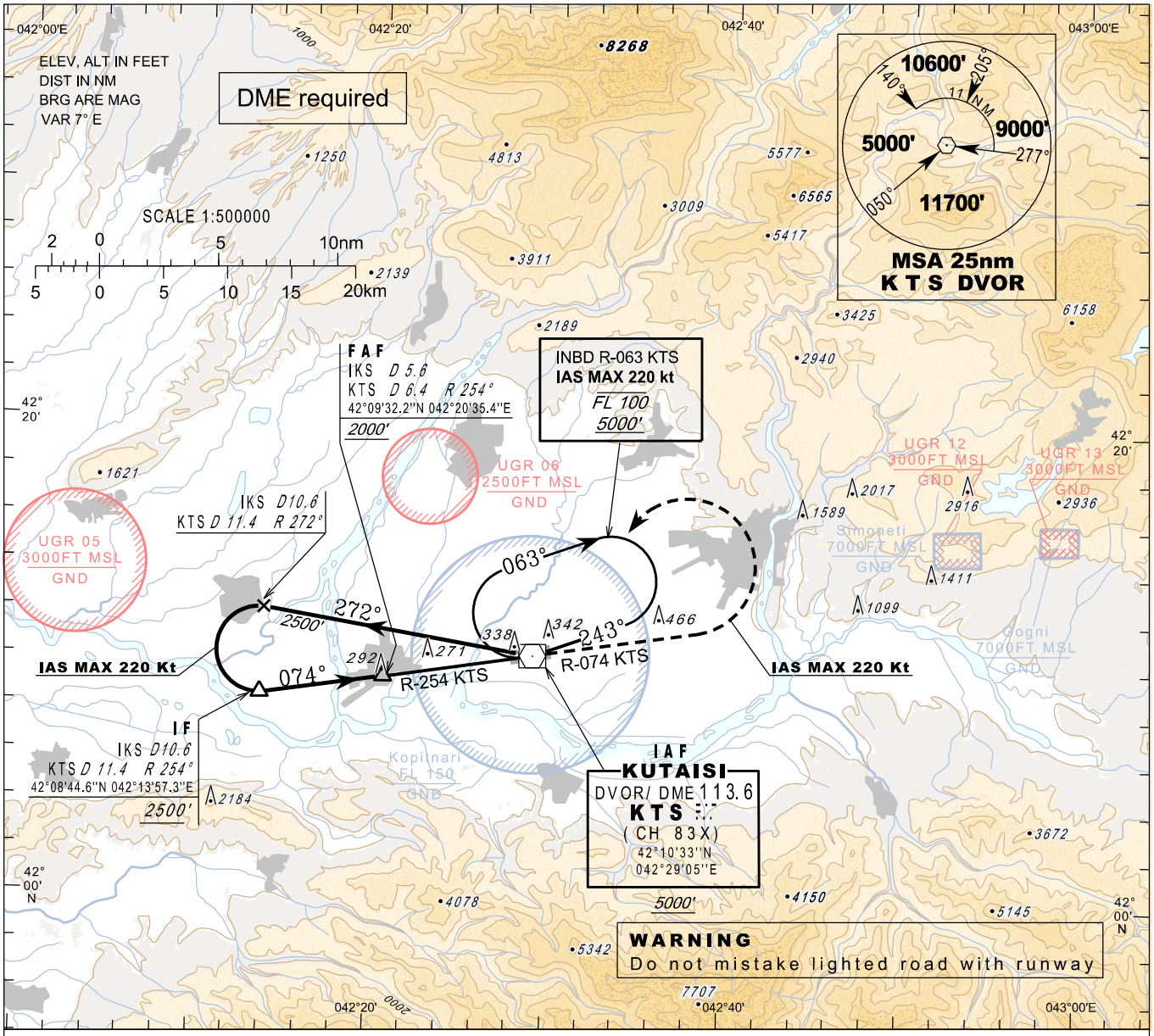
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

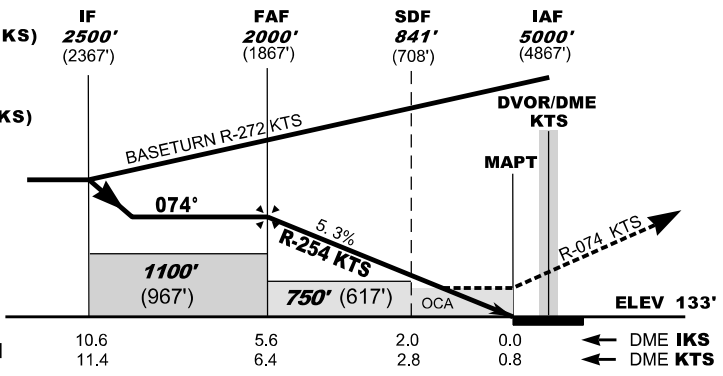
KUTAISI/Kopitnari (UGKO)
VOR
RWY 07



MISSED APPROACH

Normal:
Climb **3500'** on **R-074 KTS**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS** and follow **ATC** instructions.
IAS MAX 220kt

Radio Communication Failure:
Climb **5000'** on **R-074 KTS**, at **7 NM DME KTS (7.4 NM DME IKS)** turn left inbound **KTS**, hold as published, when ready make new approach. IAS MAX 220kt



Straight-in Approach	A B C D
OCA(H)	**590** (460)

Timing is not authorised for defining the MAPT

Changes: Flight procedures

DME KTS NM	6	5	4	3	2	1
DME IKS NM	5.2	4.2	3.2	2.2	1.2	0.2
ALT (HGT) ft	**1871** (1738)	**1549** (1416)	**1227** (1094)	**905** (772)	**583** (450)	**261** (128)

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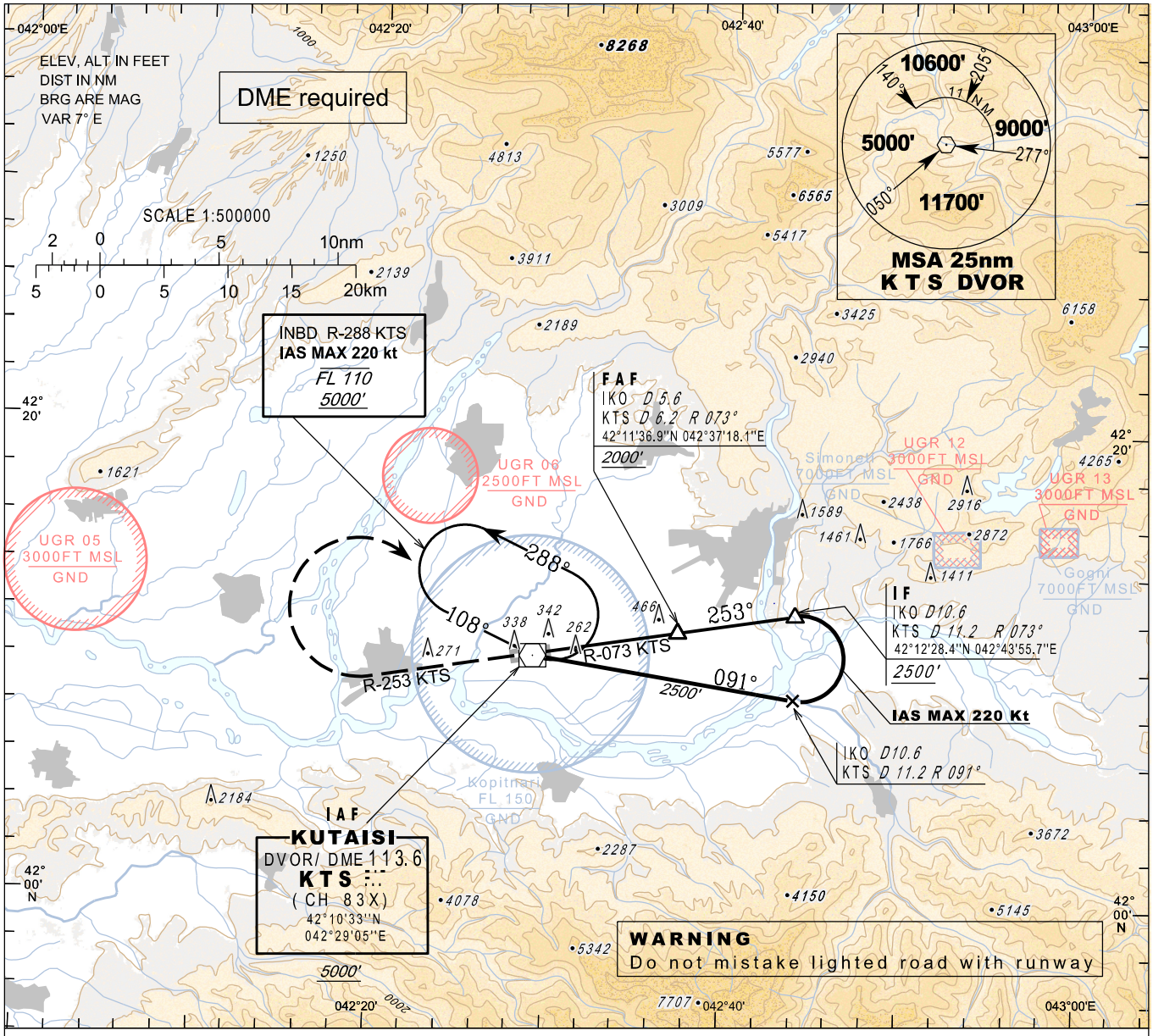
INSTRUMENT APPROACH CHART - ICAO

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

TRANSITION ALT 7000'

APP 127.100
TWR 125.500

KUTAISI/Kopitnari (UGKO)
VOR
RWY 25

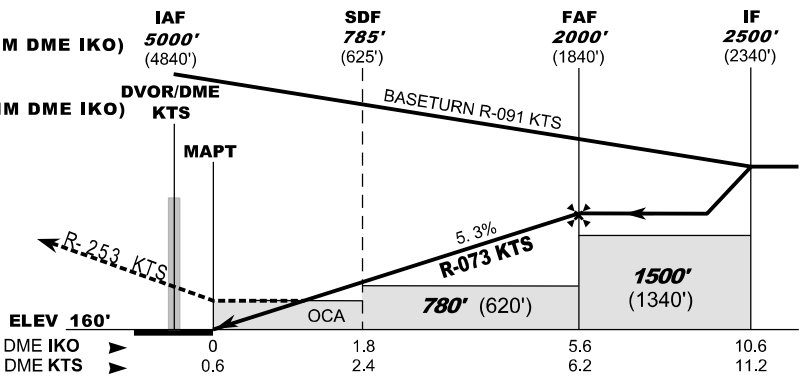


MISSED APPROACH

Normal:
Climb **3500'** on **R-253 KTS**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS** and follow **ATC** instructions.

Radio Communication Failure:
Climb **5000'** on **R-253 KTS**, at **7 NM DME KTS (7.2 NM DME IKO)** turn right inbound **KTS**, hold as published, when ready make new approach.

Timing is not authorised for defining the MAPT



Straight-in Approach	A	B	C	D
OCA(H)	**510** (350)			

DME KTS NM	6	5	4	3	2	1
DME IKO NM	5.4	4.4	3.4	2.4	1.4	0.4
ALT (HGT) ft	**1936** (1776)	**1617** (1457)	**1297** (1137)	**978** (818)	**658** (498)	**339** (179)

Changes: Flight procedures

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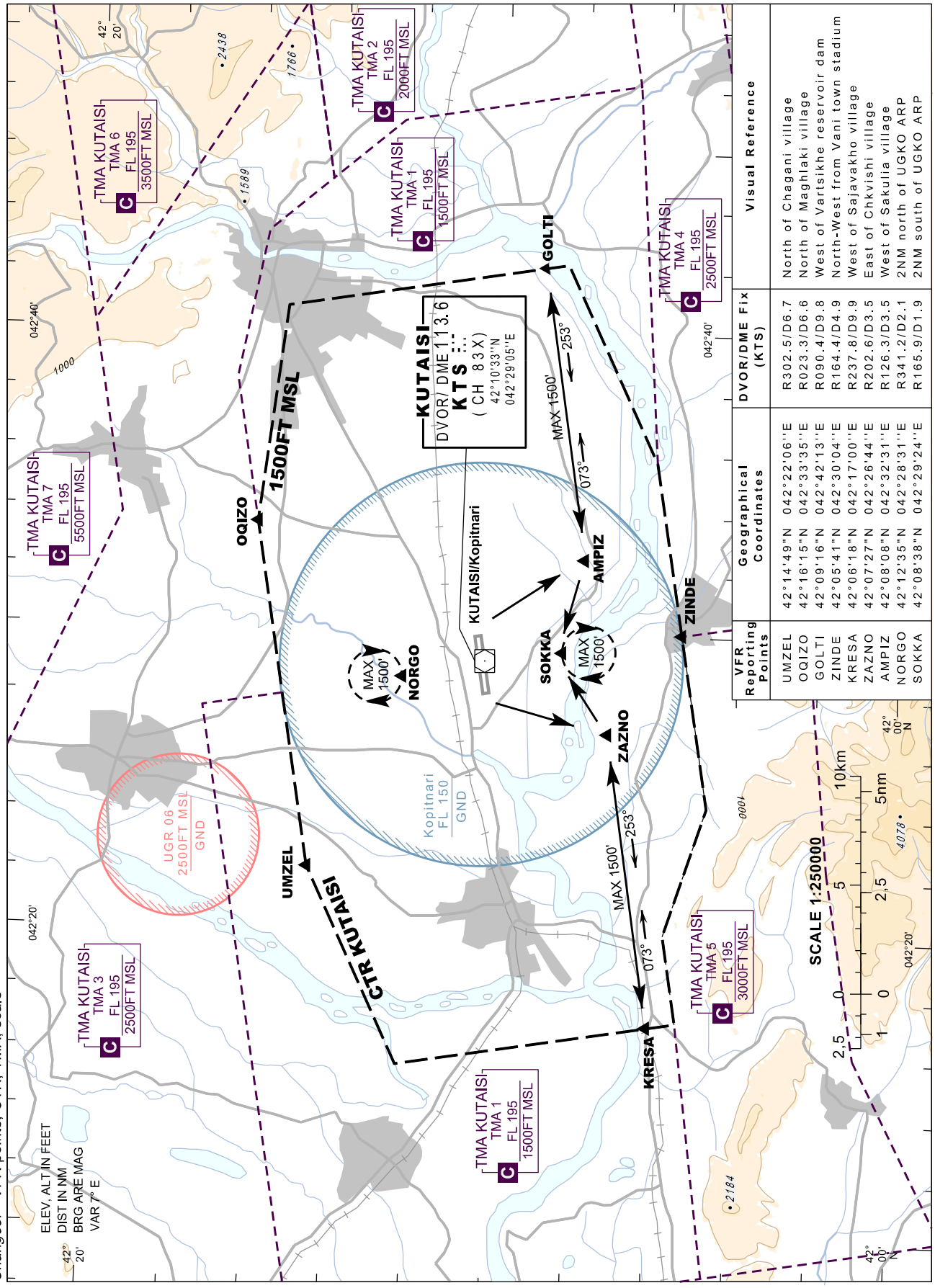
VISUAL APPROACH CHART-ICAO

KUTAISI/Kopitnari (UGKO)

AERODROME ELEV 160'

HEIGHTS RELATED TO AD ELEV

APP	127.100
TWR	125.500



VFR Reporting Points	Geographical Coordinates	DVOR/DME Fix (KTS)	Visual Reference
UMZEL	42°14'49"N 042°22'06"E	R302.5/D6.7	North of Chagani village
OQIZO	42°16'15"N 042°33'35"E	R023.3/D6.6	North of Maghlaki village
GOLTI	42°09'16"N 042°42'13"E	R090.4/D9.8	West of Vartsikhe reservoir dam
ZINDE	42°05'41"N 042°30'04"E	R164.4/D4.9	North-West from Vani town stadium
KRESA	42°06'18"N 042°17'00"E	R237.8/D9.9	West of Sajavakho village
ZAZNO	42°07'27"N 042°26'44"E	R202.6/D3.5	East of Chkvishi village
AMPIZ	42°08'08"N 042°32'31"E	R126.3/D3.5	West of Sakulia village
NORGO	42°12'35"N 042°28'31"E	R341.2/D2.1	2NM north of UGKO ARP
SOKKA	42°08'38"N 042°29'24"E	R165.9/D1.9	2NM south of UGKO ARP

Changes: VFR points, CTR, TMA, scale

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 7° E

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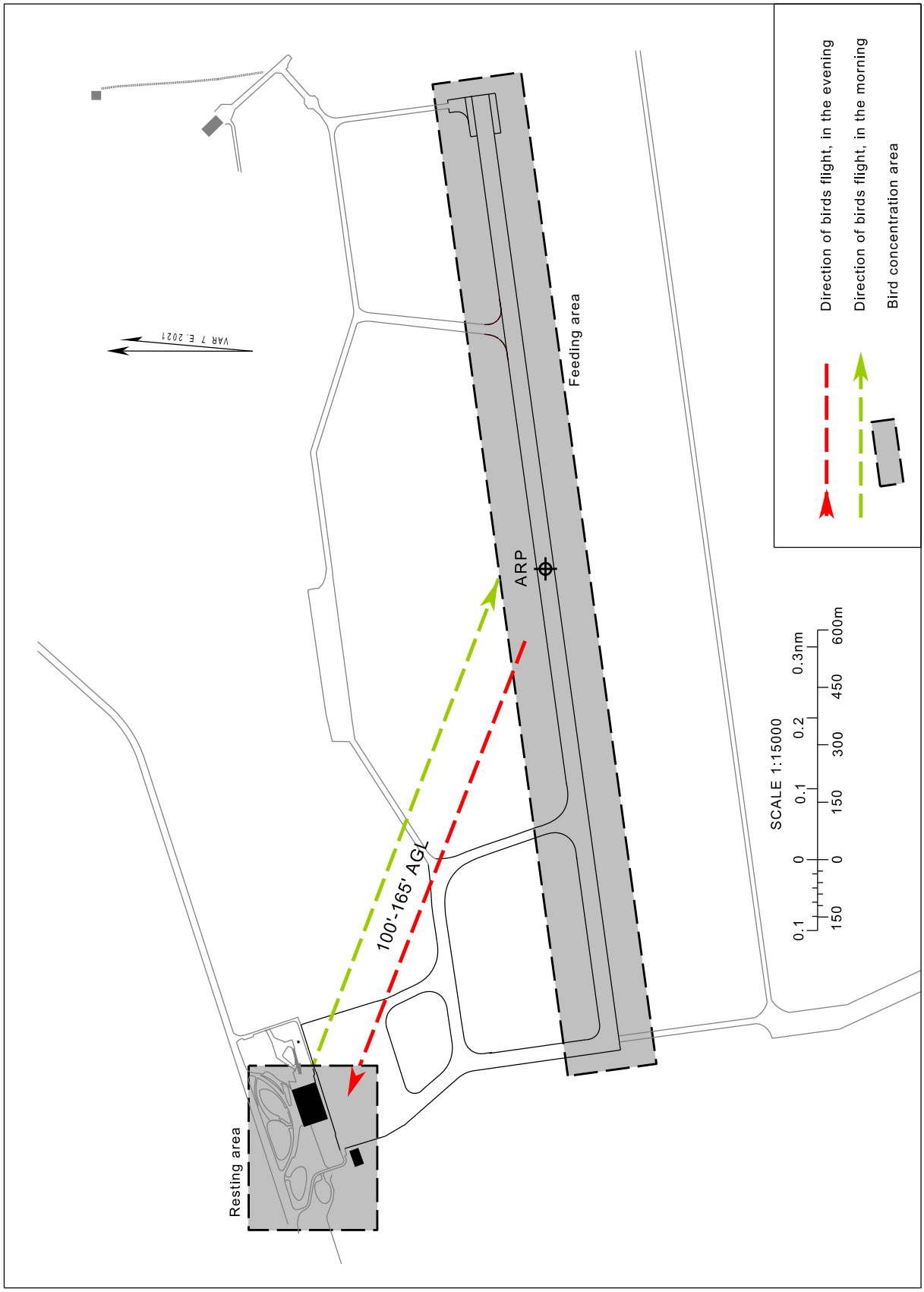
BIRD CONCENTRATIONS AND MOVEMENT

KUTAISI/Kopitnari (UGKO)



Changes: MAG VAR

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