

**UGKO****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	Aerodrome operator	UNITED AIRPORTS OF GEORGIA LTD
	Address	UNITED AIRPORTS OF GEORGIA Airport, Isani-Samgori District 0158 TBILISI GEORGIA
	Telephone	+995322487300, +995599038930
	Telefax	NIL
	AFS	AFTN: UGKOGNXX AFTN: UGKOAPXX
	E-mail	operationcckutaisi@airports.ge, info@airports.ge, infodesk@airports.ge
	Website	NIL
7	Type of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Phone: +995599038930 operation H24

**UGKO AD 2.3 Operational hours**

1	AD Operator	MON-FRI 0530-1400
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	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 Office: 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
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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 designation, surface and strength of aprons	APRON: Concrete and asphalt, PCR 680/R/C/W/T
2	Taxiway designation, width, surface and strength	TWY A: 23 M, Concrete and asphalt, PCR 570/F/C/X/U TWY B: 18 M, Concrete and asphalt, PCR 570/F/C/X/U
3	Altimeter checkpoint 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	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	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 and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	NIL

## UGKO AD 2.10 Aerodrome obstacles

### 1 Obstacles in Area 2a

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2A001	Antenna	421027.6N 0422817.9E	189/- FT	LGTD / RED	07 GP
UGKO2A002	Antenna	421027.2N 0422814.7E	152/- FT	LGTD / RED	NFM 07 GP
UGKO2A003	Pole	421028.4N 0422818.2E	155/- FT	LGTD / RED	07 Windsock
UGKO2A004	Pole	421027.9N 0422819.9E	173/- FT	LGTD / RED	07 Wind Sensor

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2A005	Pole	421031.5N 0422858.9E	181/- FT	LGTD / RED	Middle Wind Sensor
UGKO2A006	Navaid	421032.5N 0422905.3E	175/- FT	LGTD / RED	DVOR/DME
UGKO2A007	Antenna	421033.0N 0422908.7E	174/- FT	LGTD / RED	DVOR/DME Control
UGKO2A008	Antenna	421038.1N 0422941.9E	174/- FT	LGTD / RED	NFM 25 GP
UGKO2A009	Antenna	421037.6N 0422938.0E	210/- FT	LGTD / RED	25 GP
UGKO2A010	Pole	421038.1N 0422937.4E	175/- FT	LGTD / RED	25 Windsock
UGKO2A011	Pole	421037.3N 0422935.6E	175/- FT	LGTD / RED	25 Wind Sensor

## 2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2B001	Antenna	421044.6N 0423004.4E	163/- FT	LGTD / RED	ILS LOC 07
UGKO2B002	Antenna	421028.4N 0422750.9E	130/- FT	LGTD / RED	ILS LOC 25

## 3 Obstacles in Area 2c

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2C001	Building	421040.6N 0422815.7E	172/- FT	NIL	Meteo Building
UGKO2C002	Antenna	421040.8N 0422816.8E	193/- FT	NIL	Meteo 1
UGKO2C003	Antenna	421041.6N 0422815.9E	193/- FT	NIL	Meteo 2
UGKO2C004	Antenna	421040.6N 0422815.2E	197/- FT	NIL	Meteo 3
UGKO2C005	Antenna	421046.6N 0422819.5E	181/- FT	NIL	Fire Fighting Depo
UGKO2C012	Building	421053.6N 0422752.1E	196/- FT	NIL	Terminal
UGKO2C013	Control tower	421056.3N 0422803.3E	333/- FT	LGTD / RED	ATC Building
UGKO2C014	Antenna	421051.9N 0422751.1E	205/- FT	NIL	Ops Building
UGKO2C015	Pole	421051.7N 0422736.3E	225/- FT	NIL	Light Mast
UGKO2C016	Pole	421052.1N 0422752.2E	247/- FT	NIL	Light Mast 1
UGKO2C017	Pole	421052.5N 0422753.8E	248/- FT	NIL	Light Mast 2
UGKO2C018	Pole	421053.1N 0422756.1E	248/- FT	NIL	Light Mast 3
UGKO2C019	Pole	421053.6N 0422757.8E	248/- FT	NIL	Light Mast 4
UGKO2C020	Pole	421054.1N 0422800.0E	248/- FT	NIL	Light Mast 5

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2C021	Pole	421049.9N 0422758.8E	246/- FT	NIL	Light Mast 6
UGKO2C022	Pole	421046.3N 0422800.4E	245/- FT	NIL	Light Mast 7
UGKO2C023	Pole	421047.5N 0422805.5E	248/- FT	NIL	Light Mast 8
UGKO2C024	Pole	421054.6N 0422801.7E	249/- FT	NIL	Light Mast 9
UGKO2C025	Pole	421055.1N 0422803.6E	249/- FT	NIL	Light Mast 10
UGKO2C026	Pole	421055.5N 0422805.3E	249/- FT	NIL	Light Mast 11
UGKO2C027	Pole	421051.1N 0422803.9E	249/- FT	NIL	Light Mast 12

#### 4 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO3001	General utility	421032.7N 0422816.9E	139.0/- FT	NIL	PAPI 07
UGKO3002	Sign	421047.5N 0422753.6E	137.0/- FT	NIL	Apron Sign on Apron
UGKO3003	Sign	421039.8N 0422800.9E	137.0/- FT	NIL	TWY "A" Sign on TWY
UGKO3004	Sign	421033.7N 0422802.3E	137.0/- FT	NIL	TWY "A" Holding Position Sign 1
UGKO3005	Sign	421034.0N 0422805.0E	137.0/- FT	NIL	TWY "A" Holding Position Sign 2
UGKO3006	Sign	421032.1N 0422808.8E	137.0/- FT	NIL	TWY "A" Sign on RWY
UGKO3007	General utility	421040.3N 0422937.3E	160.0/- FT	NIL	PAPI 25
UGKO3008	Sign	421034.9N 0422834.6E	143.0/- FT	NIL	TWY "B" Sign 1 on RWY
UGKO3009	Sign	421033.7N 0422825.2E	141.0/- FT	NIL	TWY "B" Sign 2 on RWY
UGKO3010	Sign	421035.6N 0422827.6E	142.0/- FT	NIL	TWY "B" Holding Position Sign 1
UGKO3011	Sign	421036.3N 0422830.0E	142.0/- FT	NIL	TWY "B" Holding Position Sign 2
UGKO3012	Sign	421040.1N 0422825.3E	142.0/- FT	NIL	TWY "B" Sign 1 on TWY
UGKO3013	Sign	421045.5N 0422816.4E	142.0/- FT	NIL	TWY "B" Sign 2 on TWY
UGKO3014	Sign	421043.6N 0422815.9E	142.0/- FT	NIL	TWY "B" Sign 3 on TWY
UGKO3015	Sign	421047.0N 0422811.1E	142.0/- FT	NIL	TWY "B" Sign 4 on TWY
UGKO3016	Sign	421047.0N 0422808.3E	142.0/- FT	NIL	Apron Sign 1 on TWY "B"
UGKO3017	Sign	421049.8N 0422809.2E	142.0/- FT	NIL	Apron Sign 2 on TWY "B"

## UGKO AD 2.11 Meteorological information provided

1	Associated MET Office	KUTAISI
2	Hours of service	H24
	MET Office outside hours	-
3	Office responsible for TAF preparation	KUTAISI
	Periods of validity	24 HR
4	Trend forecast	TREND
	Interval of issuance	0.5 HR
5	Briefing/consultation provided	Personal consultation and telephone consultation
6	Flight documentation	Charts, tabular form, abbreviated plain language text
	Language(s) used	English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U30, U20, P85, P70, P50, P40, P30, P20, SWH, SWM, T
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Kutaisi TWR, APP; Tbilisi ACC
10	Additional information (limitation of service, etc.)	NIL

## UGKO AD 2.12 Runway physical characteristics

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates, 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 x 45	570/F/C/X/U Concrete and asphalt	THR: 421029.85N 0422804.04E END: 421043.27N 0422951.43E GUND: 61.4 FT	THR: 133.4 FT TDZ: 142.8 FT
25	260.45°			THR: 421043.27N 0422951.43E END: 421029.85N 0422804.04E GUND: 61.4 FT	THR: 160.3 FT TDZ: NIL

RWY Designations	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
07	0.30%	60 x 45	250 x 150	2740 x 280	200 x 150
25	-0.30%	60 x 45	250 x 150		240 x 150

RWY Designations	Location and Description of Arresting System	OFZ	Remarks
1	12	13	14
07	NIL	Yes	NIL
25	NIL	Yes	NIL

### UGKO AD 2.13 Declared distances

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

### UGKO AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT, colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
07	HIALS 900 M LIH	GREEN	PAPI Left/3.0° (52 FT)	NIL	NIL
25	HIALS 900 M LIH	GREEN	PAPI Left/3.0° (51 FT)	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	7	8	9	10
07	2500 M 60 M White FM 1900 M Yellow LIH	RED	NIL	NIL
25	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 NIL
3	TWY edge and centre line lighting	CL: NIL Edge: All TWY
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 Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	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 and lateral 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
2	Vertical limits	GND to 1500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KUTAISI TOWER EN
5	Transition altitude	7000 FT AMSL
6	Hours of applicability	H24
7	Remarks	NIL

## UGKO AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	KUTAISI APPROACH	127.100 MHz	NIL	NIL	H24	NIL
		121.500 MHz	NIL	NIL		Emergency
TWR	KUTAISI TOWER	125.500 MHz	NIL	NIL	H24	NIL
ATIS	KUTAISI ATIS	119.950 MHz	NIL	NIL	H24	NIL



## UGKO AD 2.19 Radio navigation and landing aids

Type of aids, MAG VAR, Type of supported OPS for ILS/MLS/ GLS, basic GNSS and SBAS, Classification for ILS, Facility Classifica- tion and approach facility designation(s) for GBAS, VOR/ILS/MLS station declination	ID	Frequency, Channel number, Service provider	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME transmitting antenna, GBAS reference point ELEV and ellipsoid HGT, SBAS LTP/FTP ellipsoid HGT	Service volume radius from the 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	Coverage 108 NM.
ILS RWY 07 CAT I (7°E 2021) CLASS I/NIL/NIL							
LOC 07	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	Coverage 25 NM. Omnidirectional.
ILS RWY 25 CAT I (7°E 2021) CLASS I/NIL/NIL							
LOC 25	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	Coverage 25 NM. Omnidirectional.

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

Departing IFR and VFR flights shall contact TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at earliest 10 minutes prior to engine start-up.

Engine start-up and taxiing shall be carried out by the pilot-in-command only after receiving clearance from the appropriate ATC unit. Taxiing on the aerodrome maneuvering area shall be conducted in accordance with taxi procedures or as directed by the ATC unit. The pilot-in-command is responsible for meeting the norms established for taxiing with this type of aircraft.

While taxiing, the pilot-in-command shall be observing the area in front of him and take measures to avoid collisions with aircraft, motor vehicles and other obstacles. The pilot-in-command may not enter runway without clearance from the appropriate tower controller.

Taxiing from the holding position to the line-up and take-off shall be performed only after obtaining clearance from the tower controller.

The pilot-in-command shall take off within one minute after receiving the clearance from the ATC unit. If a take-off has not been carried out within the above mentioned time interval, the pilot-in-command shall request a new clearance.

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/HR (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 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).*

Published speed restrictions on STARs and instrument approach procedures shall always be complied with. Controllers are not allowed to cancel published speed restrictions.

## 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...	-
<b>Direct DEP Point</b>	<b>Available Routings</b>	<b>Remarks</b>
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;
- GOLTİ – 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 GOLTİ.

*Note: No intermediate points will be required when leaving CTR via UMZEL or OQIZO or ZINDE.*

For VFR flights crossing CTR:

- GOLTİ – KRESA, or
- KRESA – GOLTİ.

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
GOLTİ	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

Name	Geographical coordinates	DVOR/DME Fix (KTS)	Visual reference
ZAZNO	420727N 0422644E	R202.6/D3.5	East of Chkvishi village
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

Chart Name	Page
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 Sector's Coordinates	AD 2.UGKO-ATCSMAC-3
Instrument Approach Chart - ICAO RWY 07 (ILSy)	AD 2.UGKO-IAC-07-ILSy
* the chart contains a text page	

Chart Name	Page
Instrument Approach Chart - ICAO RWY 07 (ILS <sub>z</sub> )	AD 2.UGKO-IAC-07-ILS <sub>z</sub> -1
Instrument Approach Coding RWY 07 (ILS <sub>z</sub> )	AD 2.UGKO-IAC-07-ILS <sub>z</sub> -3
Instrument Approach Chart - ICAO RWY 07 (LOC <sub>y</sub> )	AD 2.UGKO-IAC-07-LOC <sub>y</sub>
Instrument Approach Chart - ICAO RWY 07 (LOC <sub>z</sub> )	AD 2.UGKO-IAC-07-LOC <sub>z</sub> -1
Instrument Approach Coding RWY 07 (LOC <sub>z</sub> )	AD 2.UGKO-IAC-07-LOC <sub>z</sub> -3
Instrument Approach Chart - ICAO RWY 25 (ILS <sub>y</sub> )	AD 2.UGKO-IAC-25-ILS <sub>y</sub>
Instrument Approach Chart - ICAO RWY 25 (ILS <sub>z</sub> )	AD 2.UGKO-IAC-25-ILS <sub>z</sub> -1
Instrument Approach Coding RWY 25 (ILS <sub>z</sub> )	AD 2.UGKO-IAC-25-ILS <sub>z</sub> -3
Instrument Approach Chart - ICAO RWY 25 (LOC <sub>y</sub> )	AD 2.UGKO-IAC-25-LOC <sub>y</sub>
Instrument Approach Chart - ICAO RWY 25 (LOC <sub>z</sub> )	AD 2.UGKO-IAC-25-LOC <sub>z</sub> -1
Instrument Approach Coding RWY 25 (LOC <sub>z</sub> )	AD 2.UGKO-IAC-25-LOC <sub>z</sub> -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 - Index chart	AD 2.UGKO-BIRD
* the chart contains a text page	

## UGKO AD 2.25 Visual segment surface (VSS) penetration

To be developed.