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 Location: 1550 M NE from THR 07
2	**Direction and distance from (city)**	21 KM SW from Kutaisi centre
3	**Elevation / Reference temperature**	168 FT / 30°C
4	**Geoid undulation at AD ELEV PSN**	63 FT
5	**MAG VAR / Annual change**	7°E (2026) / 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	www.airports.ge
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

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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 4 refuelling trucks: 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; 4. MACK 21000 litres (4619 gallons), Flow Rate 900 litres/minute Tel: (+995599)514704, (+995577)103275 Email: kutaisi@airgp.ge
4	**De-icing facilities**	Available - GS 800, Volvo LDM THY Aircraft Deicer, Timsan MDI12000
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

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UGKO AD 2.7 Seasonal availability - clearing

1	**Types of clearing equipment**	1 Snow Blower; 3 Snow Ploughs; 2 Scrapers; 1 Sand Spreader
2	**Clearance priorities**	1. RWY 07/25 and associated TWY to apron 2. Apron and De-icing 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 Aircraft stands 1, 2, 3, 4, 5, 6, 7, 8, 8A, 8B, 9, 9A, 9B: Concrete, PCR 680/R/C/W/T APRON Aircraft stands 10, 11, 11A, 11B, 12, 12A, 12B: Concrete, PCR 1180/R/C/W/T DE-ICING APRON: Concrete, PCR 1180/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 TWY D: 23 M, Concrete and asphalt, PCR 790/F/C/X/T
3	**Altimeter checkpoint location and elevation**	Apron Elevation 133.5 FT
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	INS: see Aerodrome chart UGKO-ADC
6	**Remarks**	TWY A is closed. TWY B is closed

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 boards at all intersections with TWY and RWY and at all holding positions. Guide lines at aprons
2	**RWY and TWY markings and LGT**	RWY Marking: Designation, THR, TDZ, centre line, edge line, RWY end RWY Lighting: THR, TDZ (both sides), centre line, edge line, RWY end TWY Marking: Holding points, centre line, edge line TWY Lighting: Centre line and edge - TWY D
3	**Stop bars and RWY guard lights**	RWY guard lights - TWY D
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	421016.0N 0422809.2E	179/- FT	LGTD / RED	07 GP
UGKO2A002	Antenna	421015.7N 0422806.2E	130/- FT	LGTD / RED	NFM 07 GP
UGKO2A003	Pole	421023.6N 0422806.3E	149/- FT	LGTD / RED	07 Windsock
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	421031.7N 0423014.5E	182/- FT	LGTD / RED	NFM 25 GP
UGKO2A009	Antenna	421031.2N 0423010.5E	210/- FT	LGTD / RED	25 GP
UGKO2A010	Pole	421039.1N 0423010.9E	182/- FT	LGTD / RED	25 Windsock
UGKO2A012	Pole	421016.0N 0422809.3E	149/- FT	LGTD / RED	DME 07
UGKO2A013	Pole	421031.2N 0423010.3E	180/- FT	LGTD / RED	DME 25

2 Obstacles in Area 2b

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2B001	Antenna	421038.5N 0423037.2E	178/- FT	LGTD / RED	LOC 07
UGKO2B002	Antenna	421016.7N 0422742.7E	134/- FT	LGTD / RED	LOC 25
UGKO2B003	Antenna	421038.0N 0423033.3E	174/- FT	NIL	NFM LOC 07
UGKO2B004	Antenna	421017.2N 0422746.5E	131/- FT	NIL	NFM LOC 25

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Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2B005	Pole	421014.3N 0422743.1E	134/- FT	NIL	LOC 25 TP
UGKO2B006	Pole	421036.1N 0423037.8E	180/- FT	NIL	LOC 07 TP
UGKO2B007	Pole	421011.8N 0422709.3E	154/- FT	NIL	Highway Light Mast 1
UGKO2B008	Pole	421011.1N 0422710.6E	154/- FT	NIL	Highway Light Mast 2
UGKO2B009	Pole	421010.5N 0422711.9E	155/- FT	NIL	Highway Light Mast 3
UGKO2B010	Tree	421042.3N 0423047.8E	207/- FT	NIL	Tree 1
UGKO2B011	Tree	421039.3N 0423105.7E	215/- FT	NIL	Tree 2

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
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
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

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Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO2C026	Pole	421055.5N 0422805.3E	249/- FT	NIL	Light Mast 11
UGKO2C027	Pole	421051.1N 0422803.9E	249/- FT	NIL	Light Mast 12
UGKO2C028	Pole	421051.5N 0422749.5E	246/- FT	NIL	Light Mast 13
UGKO2C029	Pole	421050.4N 0422745.4E	245/- FT	NIL	Light Mast 14
UGKO2C030	Pole	421049.6N 0422742.2E	245/- FT	NIL	Light Mast 15
UGKO2C031	Pole	421042.3N 0422745.2E	241/- FT	NIL	Light Mast 16
UGKO2C032	Pole	421044.0N 0422752.0E	243/- FT	NIL	Light Mast 17
UGKO2C033	Pole	421044.8N 0422754.8E	244/- FT	NIL	Light Mast 18
UGKO2C034	Building	421018.2N 0422846.9E	164/- FT	NIL	Hangar 1
UGKO2C035	Building	421018.7N 0422850.4E	168/- FT	NIL	Hangar 2

4 Obstacles in Area 3

Designator	Type	Coordinates	ELEV/HGT	Markings / LGT type, colour	Remarks
1	2	3	4	5	6
UGKO3001	General utility	421021.1N 0422808.5E	131.1/- FT	NIL	PAPI 07
UGKO3007	General utility	421033.8N 0423009.6E	162.7/- FT	NIL	PAPI 25

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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°	3480 x 45	790/F/C/X/T Concrete and asphalt	THR: 421018.22N 0422755.16E END: 421036.91N 0423024.67E GUND: 63.9 FT	THR: 128.9 FT TDZ: 133.0 FT
25	260.48°			THR: 421036.91N 0423024.67E END: 421018.22N 0422755.16E GUND: 63.4 FT	THR: 167.7 FT TDZ: 164.5 FT

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	0.34%	60 x 45	NIL	3740 x 280	240 x 150
25	-0.34%	80 x 45	NIL		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	3480	3480	3540	3480	NIL
25	3480	3480	3560	3480	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	PALSF-II 900 M LIH	GREEN	PAPI Left/3.0° (52 FT)	900 M	3480 M 15 M White FM 2580 M - 3180 M W/R FM 3180 M Red LIH
25	PALSF-II 900 M LIH	GREEN	PAPI Left/3.0° (52 FT)	900 M	3480 M 15 M White FM 2580 M - 3180 M W/R FM 3180 M Red LIH

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	3480 M 60 M White FM 2880 M Yellow LIH	RED	NIL	Flashing LGT 600 M available
25	3480 M 60 M White FM 2880 M Yellow LIH	RED	NIL	Flashing LGT 600 M available

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: All TWY 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

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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

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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 Classification 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 2026)	KTS	113.600 MHZ CH 83X	H24	421032.6N 0422905.3E	200 FT	NIL	Coverage 108 NM.
ILS RWY 07 CAT I (7°E 2026) CLASS I/NIL/NIL							
LOC 07	IKS	110.100 MHZ	H24	421038.5N 0423037.2E	Not applicable	NIL	NIL
GP 07	—	334.400 MHZ	H24	421016.0N 0422809.2E	Not applicable	NIL	NIL
DME 07	IKS	CH 38X	H24	421016.0N 0422809.3E	200 FT	NIL	Coverage 25 NM. Omnidirectional.
ILS RWY 25 CAT I (7°E 2026) CLASS I/NIL/NIL							
LOC 25	IKO	108.700 MHZ	H24	421016.7N 0422742.7E	Not applicable	NIL	NIL
GP 25	—	330.500 MHZ	H24	421031.2N 0423010.5E	Not applicable	NIL	NIL
DME 25	IKO	CH 24X	H24	421031.2N 0423010.3E	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 only aircraft with code "C" or lower are allowed to make 180 degrees turn without sharp/pivotal turn, to prevent pavement damage.

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;
– 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.

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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 421043.20N 0422800.70E is available near the TWY A.

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

NIL

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 aircraft operator 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 aircraft operator, the aircraft will be removed by the aerodrome authority at the owner's or aircraft operator's expense.

10 De-icing procedures

– The apron designated for aircraft de/anti-icing operations is identified as “DE-ICING”. The DE-ICING apron is located adjacent to TWY D, outside the maneuvering area.
– The DE-ICING apron can accommodate one aircraft at a time.
– When a Code F aircraft is positioned on the DE-ICING apron, TWY D shall not be used by Code E or larger aircraft.
– De-icing of aircraft is performed with engines running.
– Propeller aircraft De-icing is performed with engines switched off.
– Initial de-icing requests shall be submitted to “KUTAISI TOWER” FREQ 125.500 MHz as early as possible but at least 20 min prior to off-block.
– Subject to traffic conditions and availability of the DE-ICING apron, ATC will issue instructions for the aircraft to proceed under its own power to the DE-ICING apron.
– Follow-me assistance is not normally provided for entry to or exit from the DE-ICING apron. However, a Follow-me vehicle may be used when considered necessary or when instructed by ATC.
– Upon reaching “DE-ICING” pad “KUTAISI TOWER” will hand over the aircraft to the marshaller.
– The aircraft shall be positioned on the designated stop marking under marshaller guidance.
– The de-icing pad is regarded as an apron. Pilots are reminded to exercise particular caution to avoid danger to vehicles and persons involved in aircraft de-icing.
– The marshaller will request that the parking brake is set to on.
– Where de/anti-icing with engines operating is specifically permitted by the applicable aircraft manufacturer and/or aircraft operator procedures, the engines may remain operating at the prescribed idle configuration during treatment.
– When de/anti-icing is conducted with engines operating, the aircraft shall be configured in accordance with the applicable aircraft/operator procedure, including the required engine/APU bleed-air, pack and anti-ice configuration.

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- A detailed de-icing order should normally be communicated directly to the de-icing operator via VHF radio. The aircraft full registration number will be used as a callsign for the aircraft.
- The flight crew shall set the parking brake and confirm that the aircraft is ready for treatment. Communication between the flight crew and the de/anti-icing operator shall be established by interphone or standard hand signals, as applicable.
- For aircraft undergoing de/anti-icing with engines operating, the flight crew shall confirm the engine operating configuration and any applicable aircraft-specific restrictions to the de/anti-icing operator prior to commencement of treatment.
- Any requirement for special treatment, including underwing or engine de-icing or a tactile check, shall be communicated by the flight crew to the marshaller before the commencement of the treatment. The marshaller shall relay the request to the de/anti-icing operator.
- After de-icing is complete and the de-icing team has withdrawn to a safe position, the de-icing operator will report “de-icing completed”, including the anti-icing code and start time, if any, and will hand over the aircraft to “KUTAISI TOWER”.
- The aircraft engines shall not be started and the aircraft shall not move until the flight crew has received the “all clear” confirmation from the de/anti-icing operator.
- For aircraft treated with engines operating, the aircraft shall not move until the de/anti-icing team has withdrawn to a safe position and the “all clear” confirmation has been received.
- After receiving the “all clear” confirmation and the applicable post-treatment information, the flight crew shall advise ATC that the aircraft is ready for engine start and taxi.
- Engine start and movement from the DE-ICING apron shall be commenced only after receiving and acknowledging the applicable ATC instructions.
- Exit from the DE-ICING apron and all subsequent movements towards the maneuvering area shall be carried out in accordance with ATC instructions.

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.

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)”.

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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
LEPPA *	...ROLIN DCT LEPPA	-
	...IDLER DCT LEPPA	-
	...BANUT DCT LEPPA	-
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 – NIDLI, followed by holding at NIDLI if required;
– KRESA – ZAZNO – NIDLI, followed by holding at NIDLI 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 0423004E	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
AMPIZ	420808N 0423231E	R126.3/D3.5	West of Sakulia village
NORGO	421235N 0422831E	R341.2/D2.1	2NM north of UGKO ARP
NIDLI	420828N 0422927E	R165.7/D2.1	2.2 NM 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.

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UGKO AD 2.24 Charts related to an aerodrome

Chart Name	Page
Aerodrome Chart - ICAO	AD 2.UGKO-ADC
Aerodrome Obstacle Chart - ICAO Type A	AD 2.UGKO-AOC-A
Standard Departure Chart - Instrument - ICAO RWY 07	AD 2.UGKO-SID-07-1
Standard Departure Chart - Instrument - ICAO - RNAV RWY 07	AD 2.UGKO-SID-RNAV-07-1
Standard Departure Chart - Instrument - ICAO - RNAV RWY 25	AD 2.UGKO-SID-RNAV-25-1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 07	AD 2.UGKO-STAR-RNAV-07-1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 25	AD 2.UGKO-STAR-RNAV-25-1
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2.UGKO-ATCSMAC-1
Instrument Approach Chart - ICAO RWY 07 (ILSy)	AD 2.UGKO-IAC-07-ILSy
Instrument Approach Chart - ICAO RWY 07 (ILSz)	AD 2.UGKO-IAC-07-ILSz-1
Instrument Approach Chart - ICAO RWY 07 (LOCy)	AD 2.UGKO-IAC-07-LOCy
Instrument Approach Chart - ICAO RWY 07 (LOCz)	AD 2.UGKO-IAC-07-LOCz-1
Instrument Approach Chart - ICAO RWY 25 (ILSy)	AD 2.UGKO-IAC-25-ILSy
Instrument Approach Chart - ICAO RWY 25 (ILSz)	AD 2.UGKO-IAC-25-ILSz-1
Instrument Approach Chart - ICAO RWY 25 (LOCy)	AD 2.UGKO-IAC-25-LOCy
Instrument Approach Chart - ICAO RWY 25 (LOCz)	AD 2.UGKO-IAC-25-LOCz-1
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
Kutaisi TMA - Index chart	AD 2.UGKO-TMA
* the chart contains a text page	

UGKO AD 2.25 Visual segment surface (VSS) penetration

No penetration.

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