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Airport Information For UGKO

Terminal Charts For UGKO

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Kutaisi GEO
IATA Code: KUT
Lat/Long: N42° 10.6' E042° 29.0'
Elevation: 160 ft

Airport Use: Public
Magnetic Variation: 6.4°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0357 Z
Sunset: 1351 Z,

Runway Information

Runway: 07
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 141 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

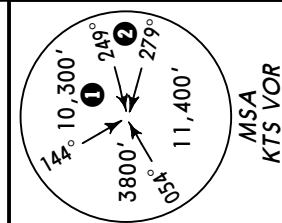
Runway: 25
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 160 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Communication Information

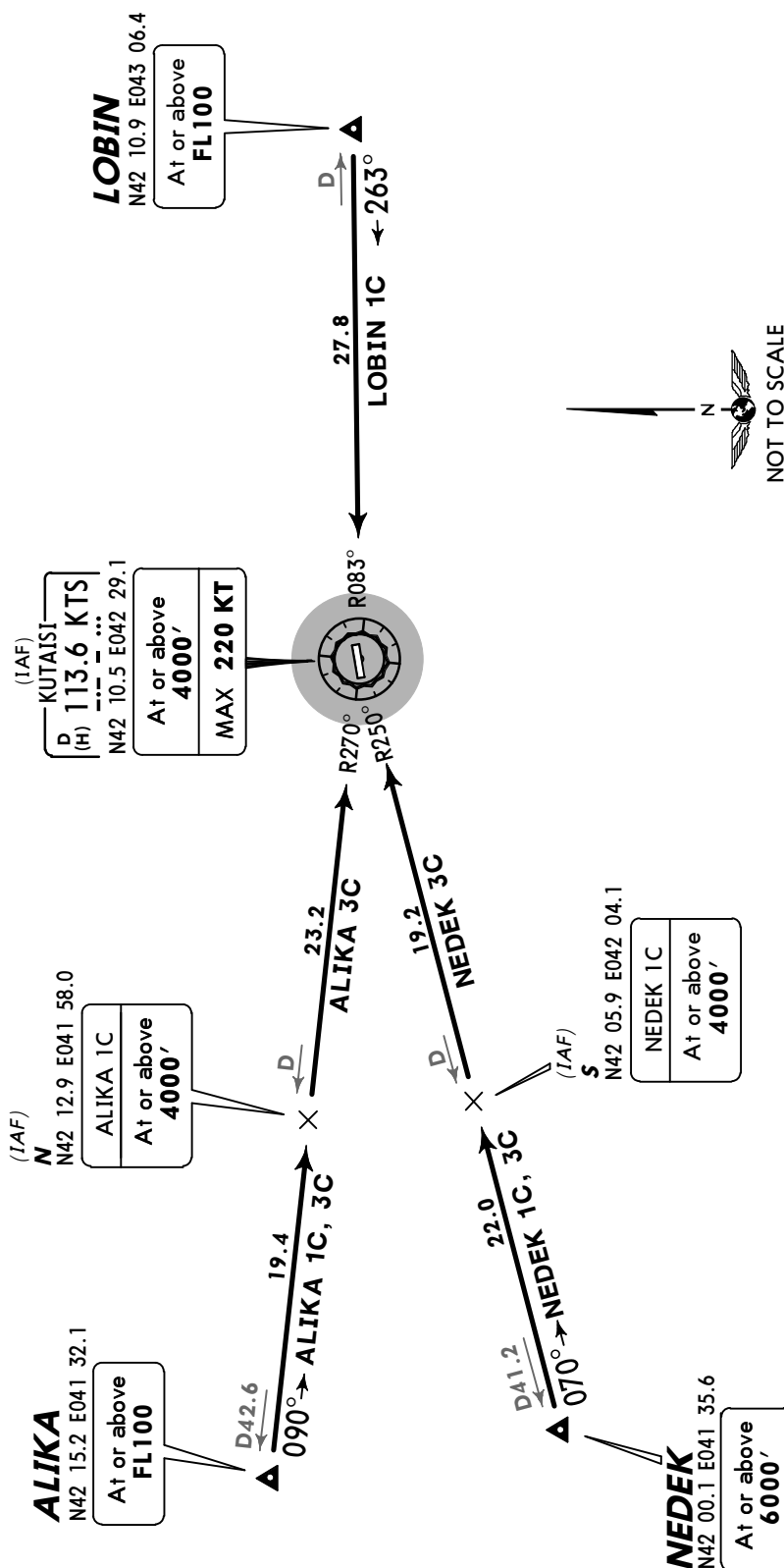
Kutaisi Tower 125.5
Kutaisi Approach Control 127.1

Apt Elev
160'
Alt Set: hPa
Trans level: FL90 Trans alt: 7000'

ALIKA ONE CHARLIE (ALIKA 1C) [ALIK1C]
ALIKA THREE CHARLIE (ALIKA 3C) [ALIK3C]
LOBIN ONE CHARLIE (LOBIN 1C) [LOBI1C]
NEDEK ONE CHARLIE (NEDEK 1C) [NEDE1C]
NEDEK THREE CHARLIE (NEDEK 3C) [NEDE3C]
RWY 07 ARRIVALS



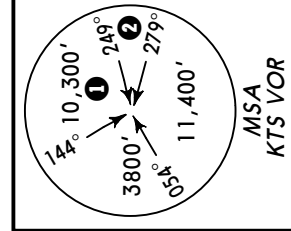
① 3800' within 10 NM
② 7000' within 10 NM
3800' within 10 NM



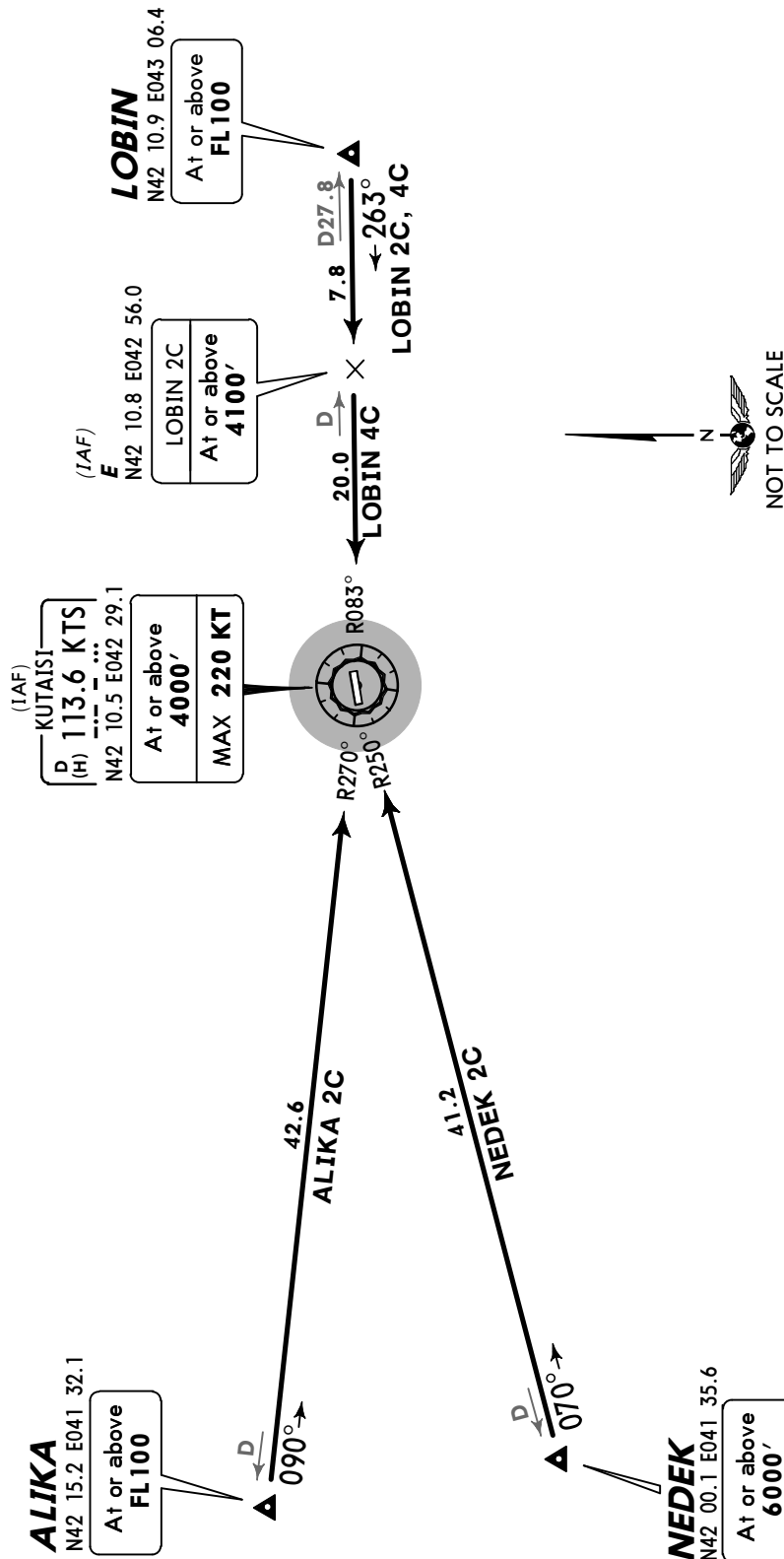
STAR	ROUTING
ALIKA 1C	Intercept KTS R-270 inbound to N.
ALIKA 3C	Intercept KTS R-270 inbound to KTS.
LOBIN 1C	Intercept KTS R-083 inbound to KTS.
NEDEK 1C	Intercept KTS R-250 inbound to S.
NEDEK 3C	Intercept KTS R-250 inbound to KTS.

Apt Elev 160'
Alt Set: hPa
Trans level: FL90 Trans alt: 7000'

ALIKA TWO CHARLIE (ALIKA 2C) [ALIK2C]
LOBIN TWO CHARLIE (LOBIN 2C) [LOBI2C]
LOBIN FOUR CHARLIE (LOBIN 4C) [LOBI4C]
NEDEK TWO CHARLIE (NEDEK 2C) [NEDE2C]
RWY 25 ARRIVALS



1 3800' within 10 NM
2 7000' within 10 NM
3800' within 10 NM

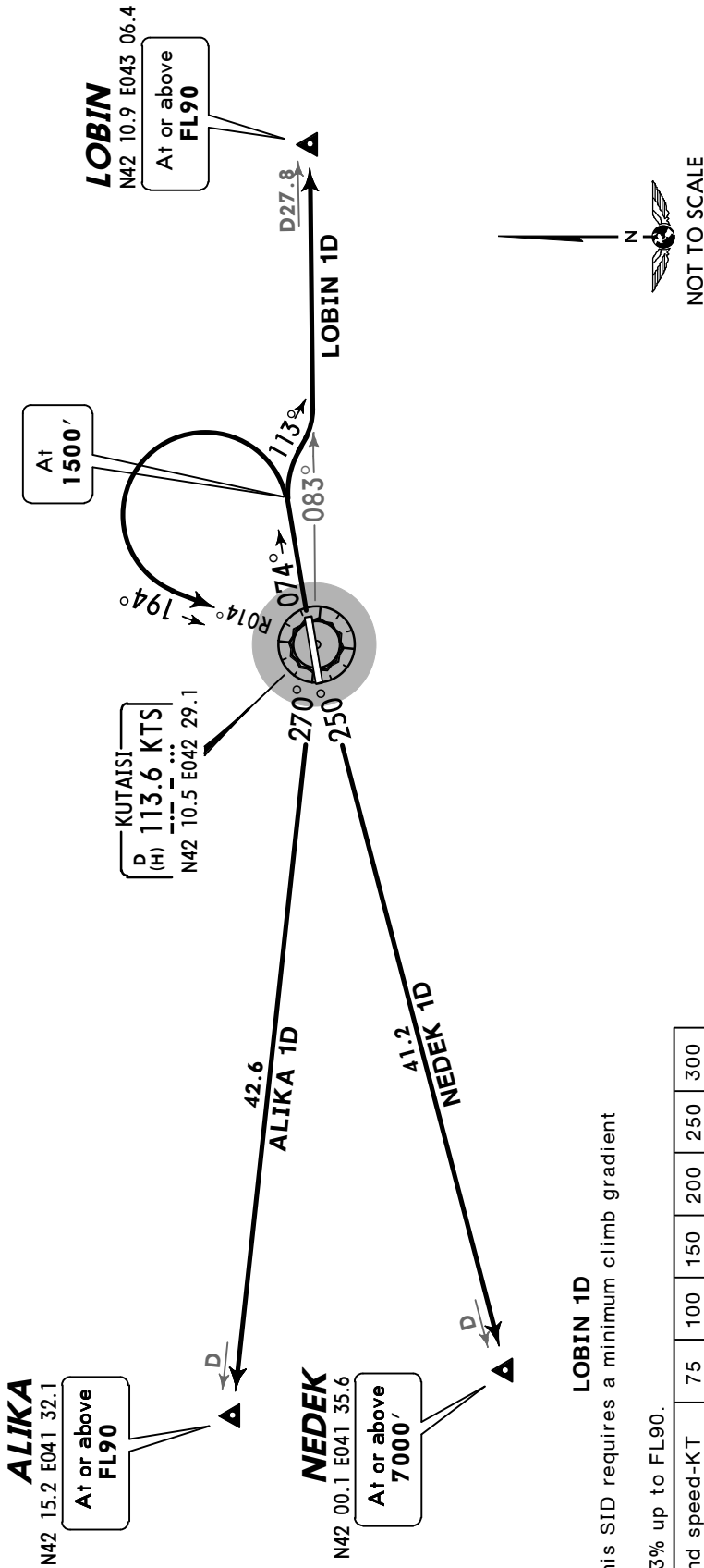
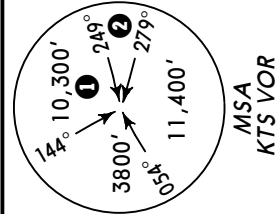


STAR	ROUTING
ALIKA 2C	Intercept KTS R-270 inbound to KTS.
LOBIN 2C	Intercept KTS R-083 inbound to E.
LOBIN 4C	Intercept KTS R-083 inbound to KTS.
NEDEK 2C	Intercept KTS R-250 inbound to KTS.

Apt Elev
160'

Trans level: FL90 Trans alt: 7000'
1. No turn before DER.
2. MAX 250 KT during turns.

ALIKA 1D [ALIK1D]
LOBIN 1D [LOBI1D]
NEDEK 1D [NEDE1D]
RWY 07 DEPARTURES



LOBIN 1D
This SID requires a minimum climb gradient of 5.3% up to FL90.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

LOBIN 1D: Initial climb clearance FL90
NEDEK 1D: Initial climb clearance 7000'

ROUTING

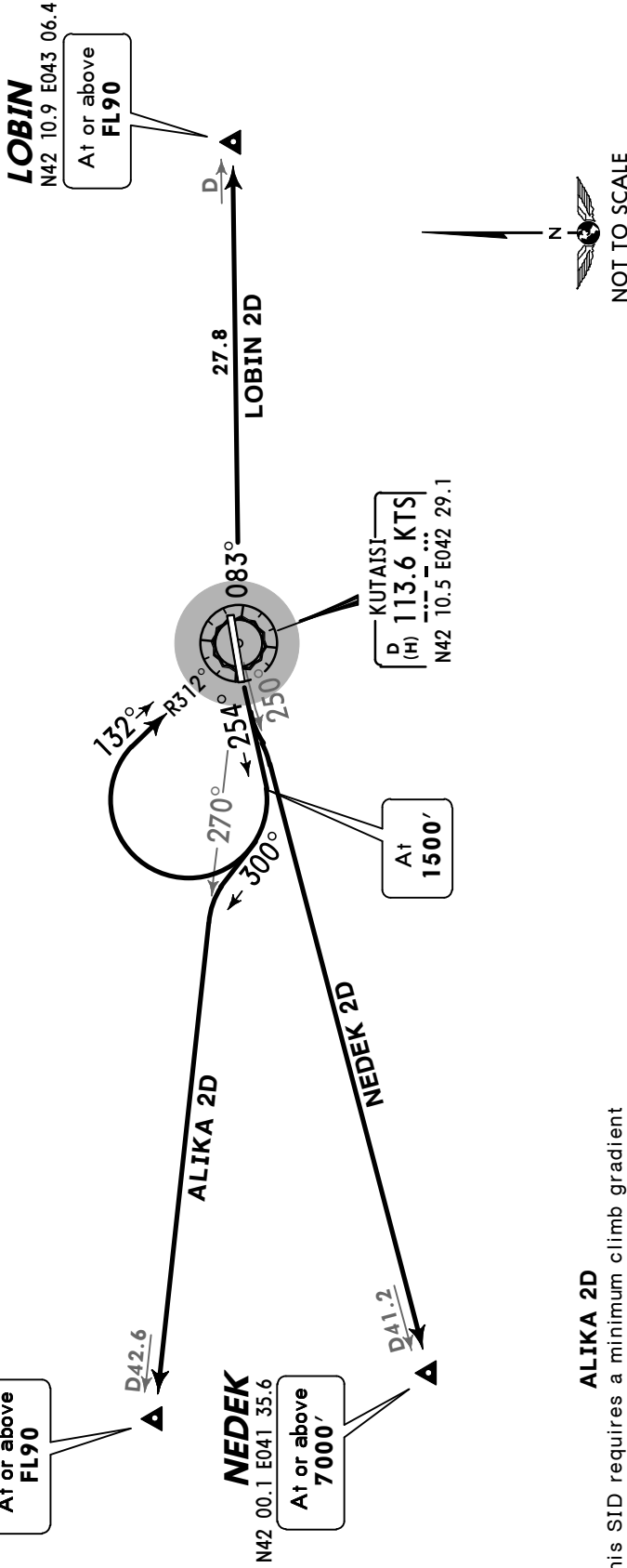
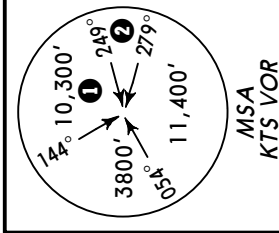
SID	ROUTING
ALIKA 1D	Climb on runway heading, at 1500' turn LEFT, intercept KTS R-014 inbound to KTS, KTS R-270 to ALIKA.
LOBIN 1D	Climb on runway heading, at 1500' turn RIGHT, intercept KTS R-083 to LOBIN.
NEDEK 1D	Climb on runway heading, at 1500' turn LEFT, intercept KTS R-014 inbound to KTS, KTS R-250 to NEDEK.

- 1 3800' within 10 NM
- 2 7000' 3800' within 10 NM

Apt Elev
160'

Trans level: FL90 Trans alt: 7000'
1. No turn before DER.
2. MAX 250 KT during turns.

ALIKA 2D [ALIK2D]
LOBIN 2D [LOBI2D]
NEDEK 2D [NEDE2D]
RWY 25 DEPARTURES

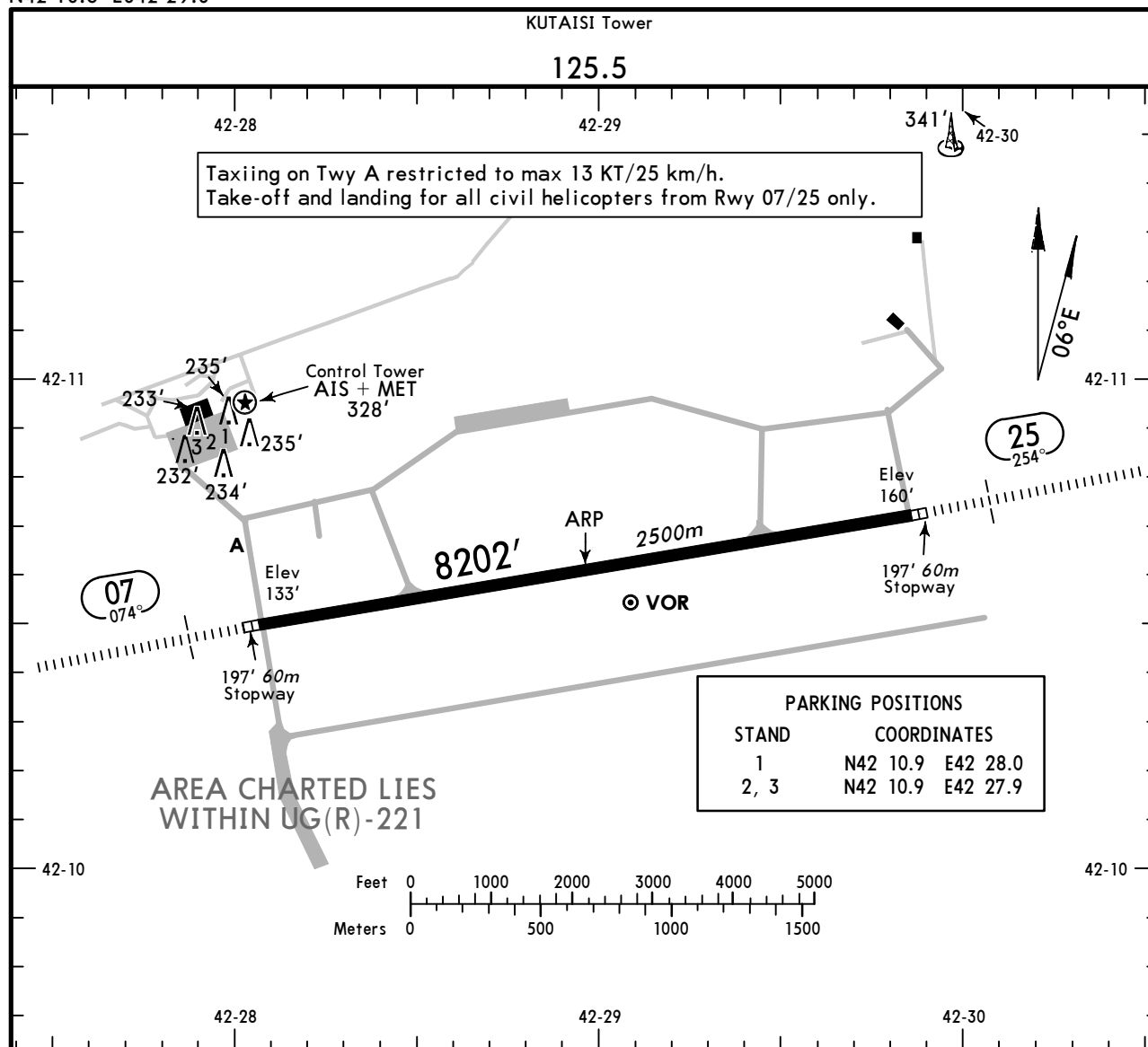


ALIKA 2D
This SID requires a minimum climb gradient
of
4.0% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

ROUTING	
SID	ROUTING
ALIKA 2D	Climb on runway heading, at 1500' turn RIGHT, 300° track, intercept KTS R-270 to ALIKA.
LOBIN 2D	Climb on runway heading, at 1500' turn RIGHT, intercept KTS R-312 inbound to KTS, KTS R-083 to LOBIN.
NEDEK 2D	Climb on runway heading, intercept KTS R-250 to NEDEK.

- 1 3800' within 10 NM
- 2 7000' 3800' within 10 NM



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
07	25	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°)		7231' 2204m 7109' 2167m		148' 45m

JAR-OPS

TAKE-OFF 1

	All Rwys			
	LVP must be in force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	200m	250m	400m	500m
C				
D	250m	300m		

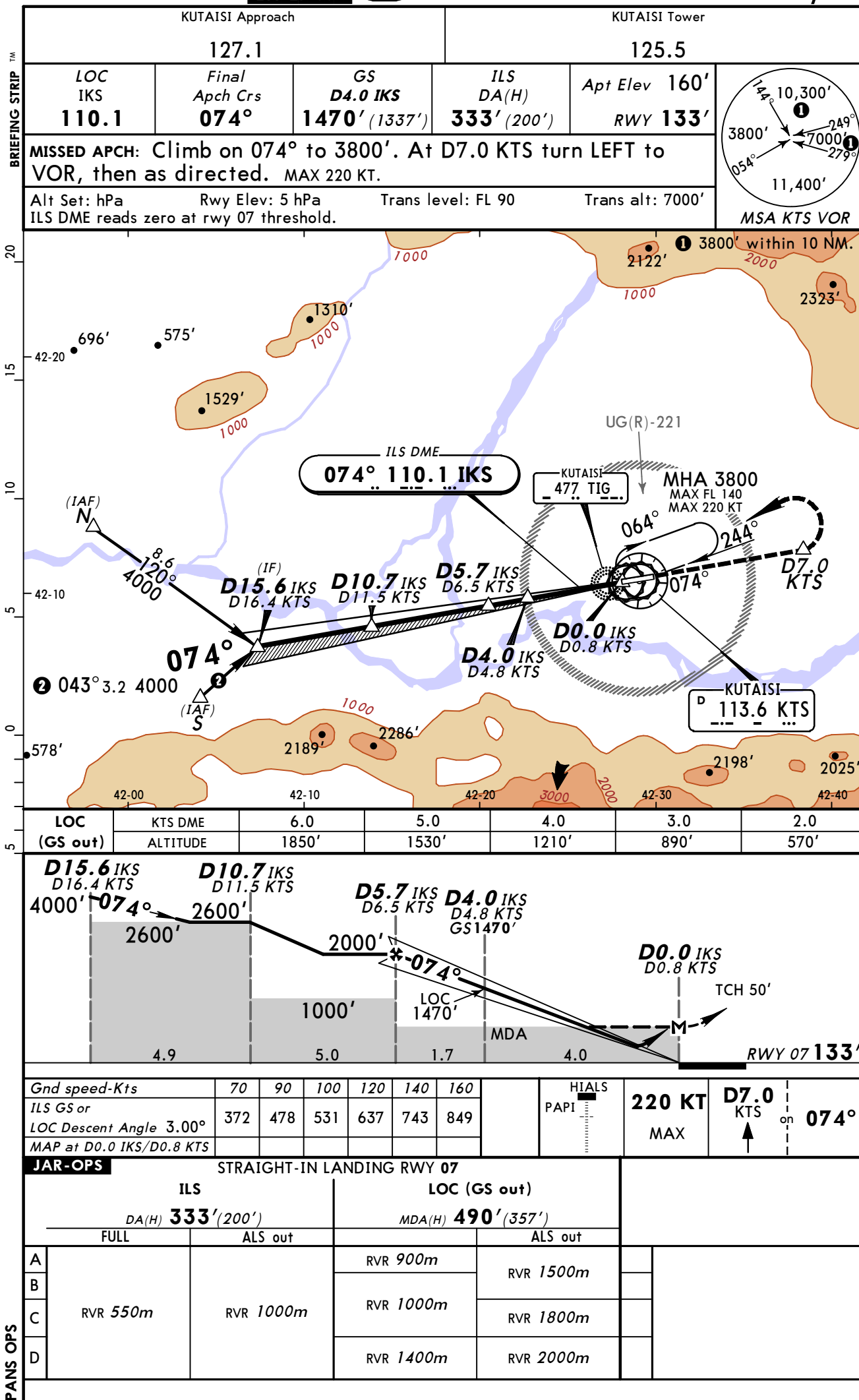
1 Operators applying U.S. Ops Specs: CL required below 300m.

STRAIGHT-IN RWY		A	B	C	D
07	ILS	333'(200')	333'(200')	333'(200')	333'(200')
	Full	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	490'(357')	490'(357')	490'(357')	490'(357')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
	VOR ①	570'(437')	570'(437')	570'(437')	570'(437')
	ALS out	R1300m R1500m	R1300m R1500m	R1300m R2000m	R1300m R2000m
25	ILS	360'(200')	360'(200')	360'(200')	360'(200')
	Full	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	510'(350')	510'(350')	510'(350')	510'(350')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
	VOR ①	510'(350')	510'(350')	510'(350')	510'(350')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m

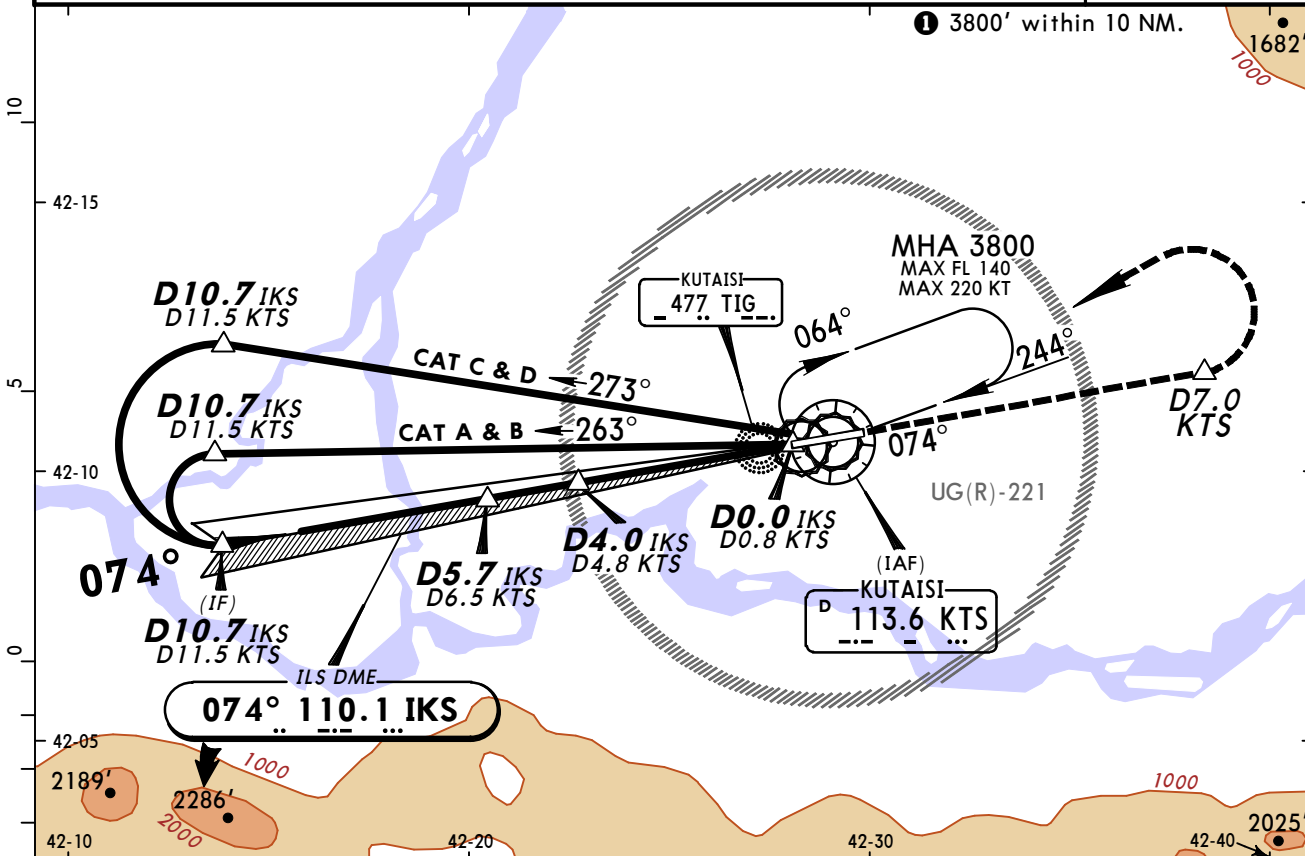
① Continuous Descent Final Approach.

TAKE-OFF RWY 07, 25

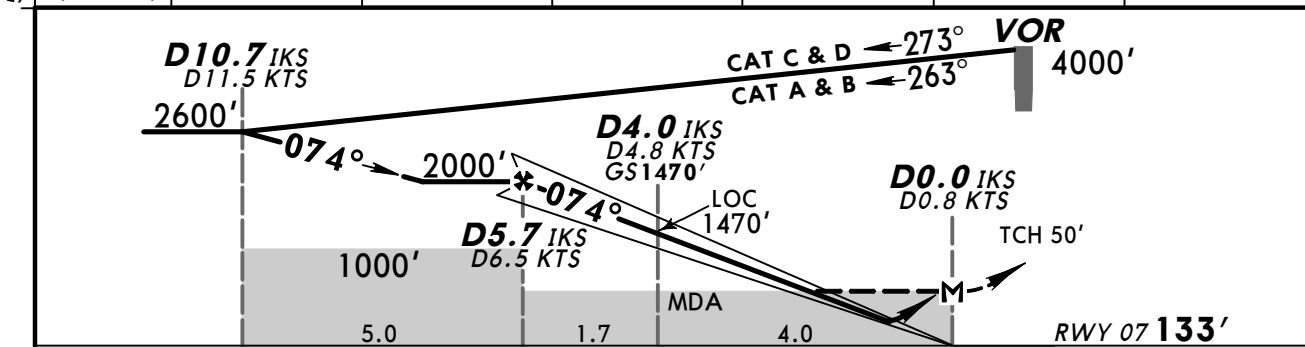
LVP must be in Force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
RL & CL	RCLM (DAY only) or RL			
A				
B	200m	250m	400m	500m
C				
D	250m	300m		



KUTAISI Approach				KUTAISI Tower	
127.1				125.5	
LOC IKS 110.1	Final Apch Crs 074°	GS D4.0 IKS 1470' (1337')	ILS DA(H) 333' (200')	Apt Elev 160'	RWY 133'
MISSED APCH: Climb on 074° to 3800'. At D7.0 KTS turn LEFT to VOR, then as directed. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: FL 90	Trans alt: 7000'	MSA KTS VOR
ILS DME reads zero at rwy 07 threshold.					



LOC (GS out)	KTS DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1850'	1530'	1210'	890'	570'



Gnd speed-Kts	70	90	100	120	140	160		HIALS		220 KT	D7.0 KTS	on 074°
ILS GS or	372	478	531	637	743	849		PAPI		MAX		
LOC Descent Angle 3.00°												
MAP at D0.0 IKS/D0.8 KTS												

JAR-OPS				STRAIGHT-IN LANDING RWY 07			
ILS		LOC (GS out)					
DA(H) 333' (200')		MDA(H) 490' (357')					
FULL		ALS out		ALS out			
A			RVR 900m		RVR 1500m		
B							
C	RVR 550m	RVR 1000m	RVR 1000m		RVR 1800m		
D			RVR 1400m		RVR 2000m		

KUTAI, GEORGIA
or LOC Z Rwy 25

11-3

ILS DME Z or LOC Z Rwy 25



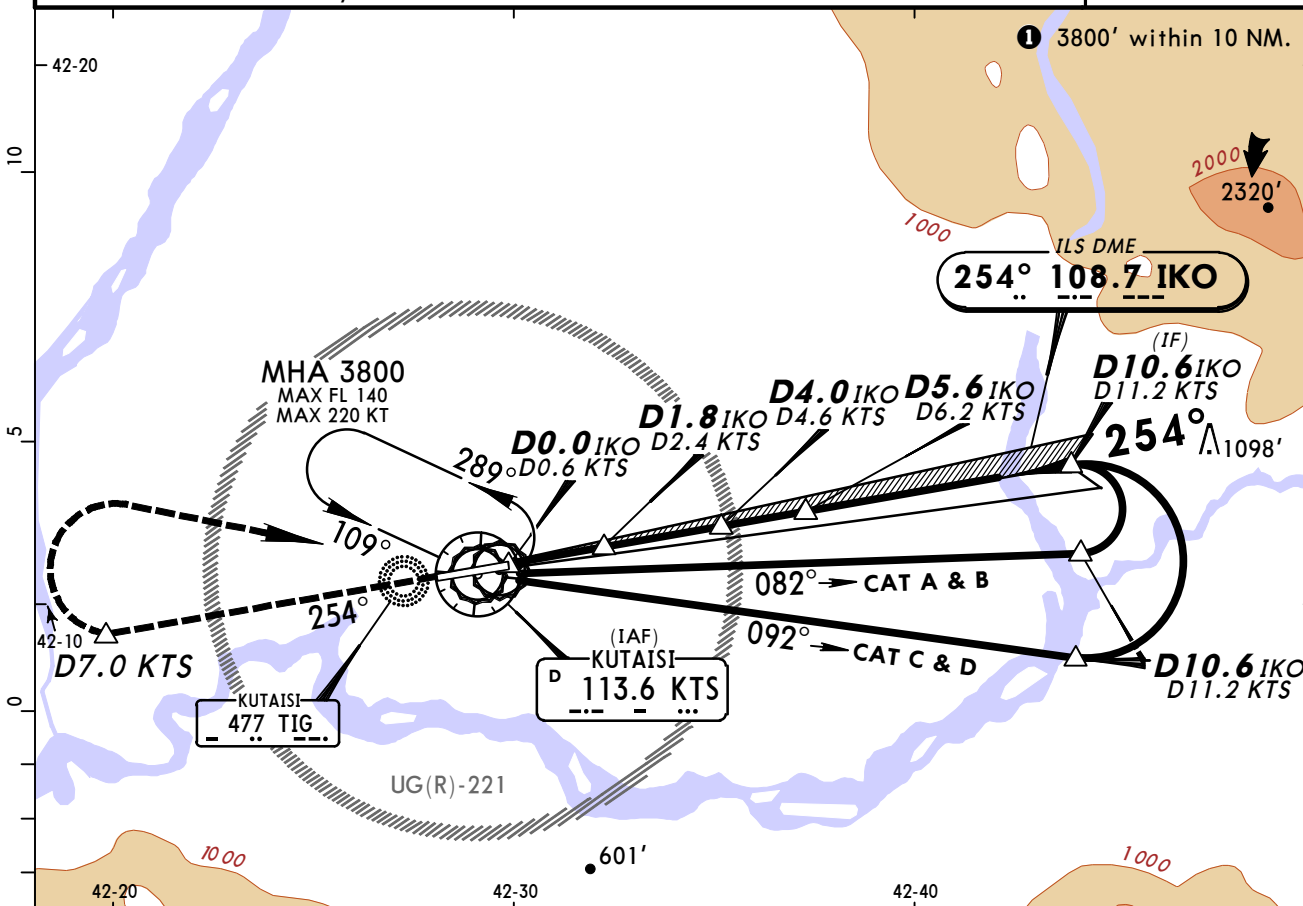
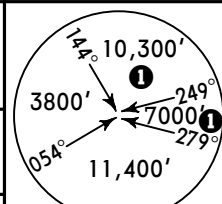
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		HIALS 220 KT MAX	D7.0 KTS on 254°
<i>ILS GS or LOC Desc Angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at D0.0 IKO/D0.6 KTS</i>									

PANS OPS

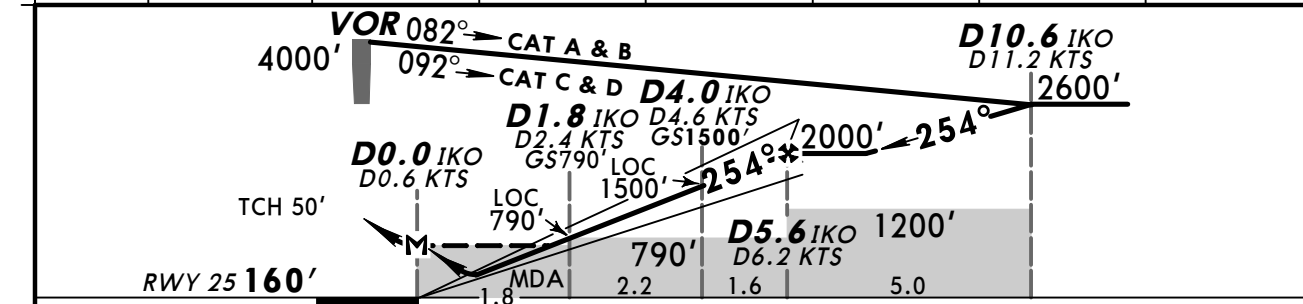
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BRIEFING STRIP

KUTAISI Approach				KUTAISI Tower	
127.1				125.5	
LOC IKO 108.7	Final Apch Crs 254°	GS D4.0 IKO 1500' (1340')	ILS DA(H) 360' (200')	Apt Elev 160'	RWY 160'
MISSED APCH: Climb on 254° to 3800'. At D7.0 KTS turn RIGHT to VOR, then as directed. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 90	
ILS DME reads zero at rwy 25 threshold.		Trans alt: 7000'		MSA KTS VOR	



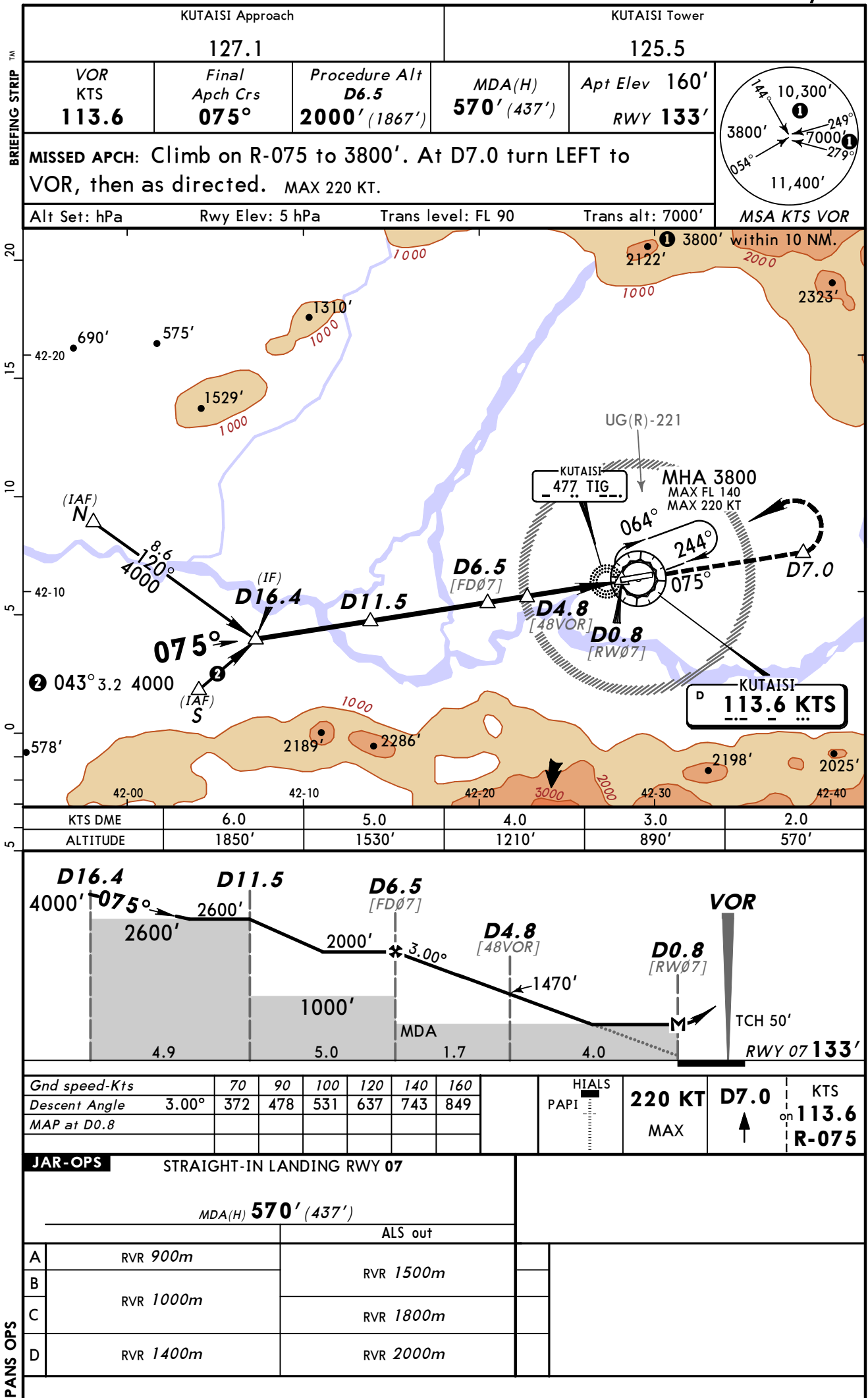
LOC	KTS DME	1.0	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	340'	660'	980'	1300'	1610'	1930'

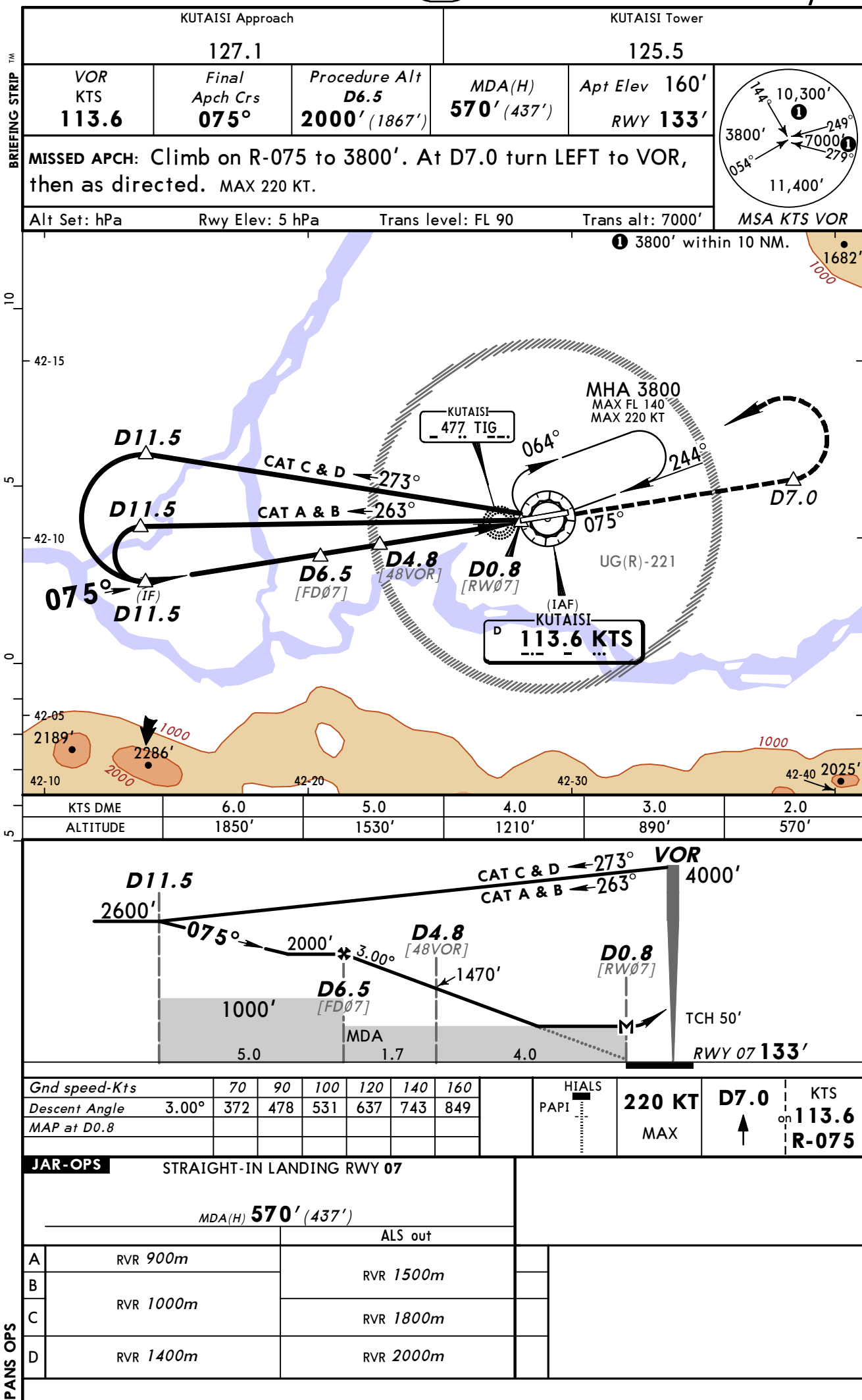


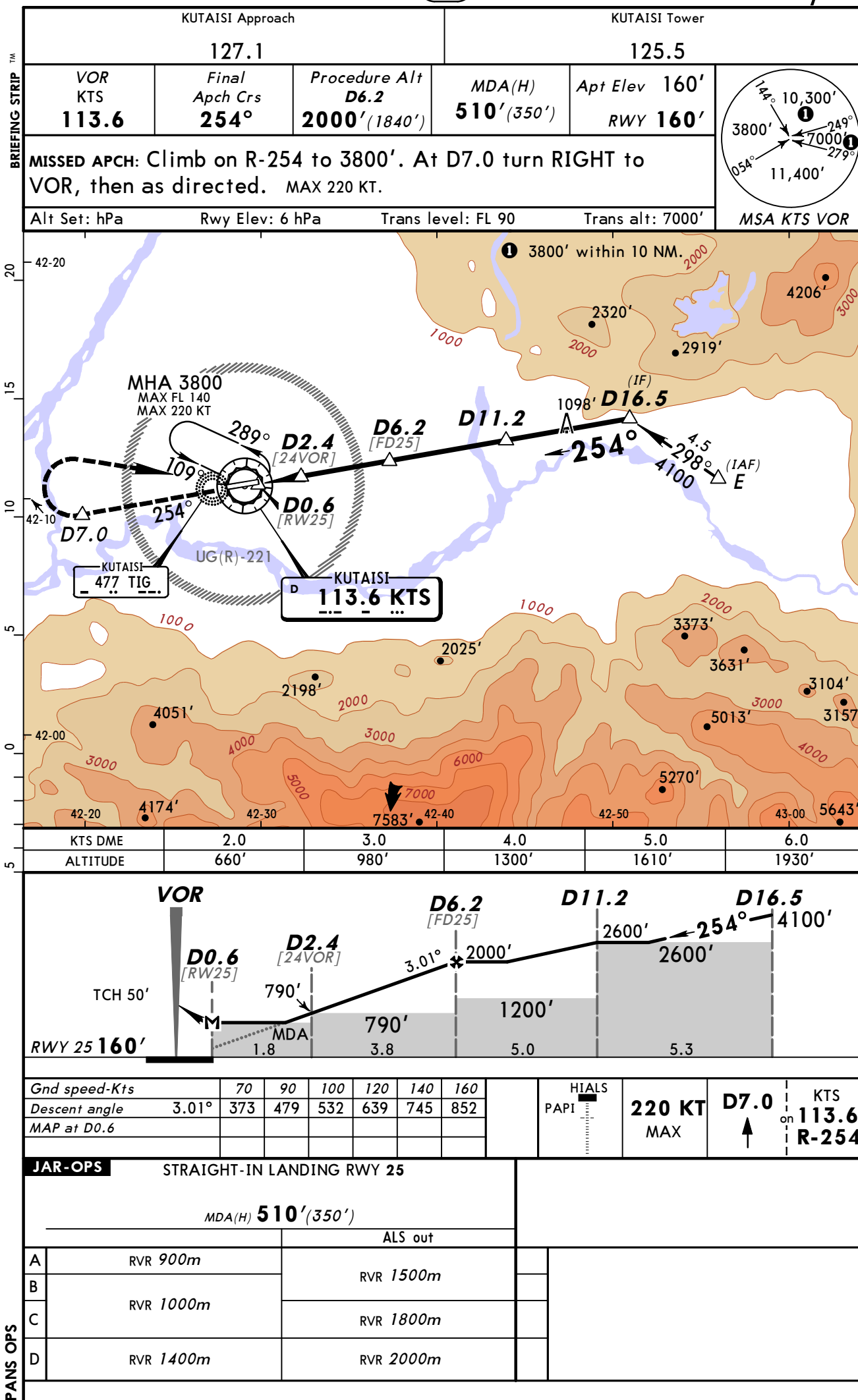
Gnd speed-Kts	70	90	100	120	140	160		HIALS		
ILS GS or								PAPI	220 KT	D7.0
LOC Descent Angle 3.00°	372	478	531	637	743	849			MAX	KTS
MAP at D0.0 IKO/D0.6 KTS										on 254°

JAR-OPS STRAIGHT-IN LANDING RWY 25					
ILS			LOC (GS out)		
DA(H) 360' (200')			MDA(H) 510' (350')		
FULL		ALS out	ALS out		
A	RVR 550m	RVR 1000m	RVR 900m		
B			RVR 1500m		
C			RVR 1000m		
D			RVR 1800m		
			RVR 1400m		
			RVR 2000m		

PANS OPS







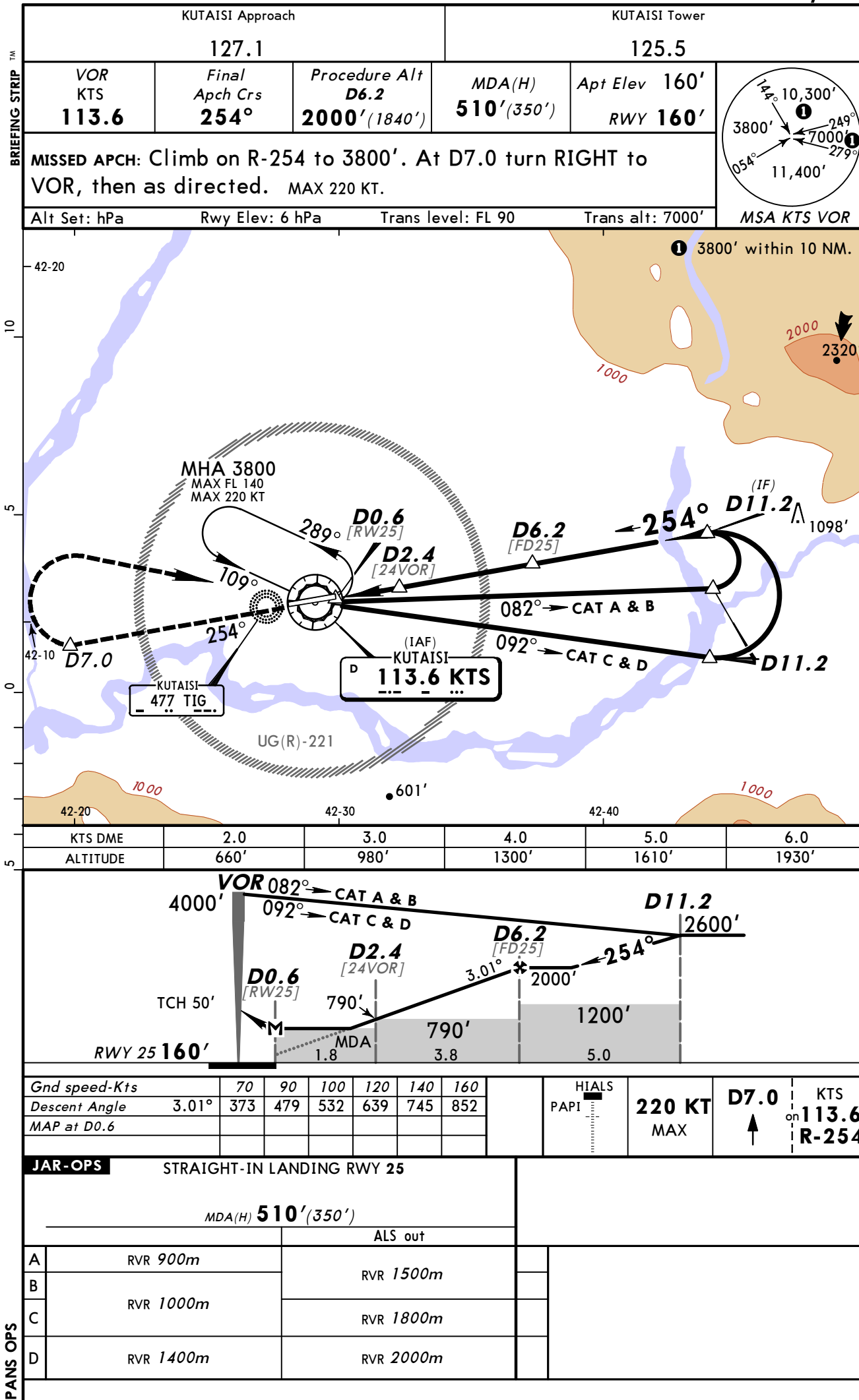


Chart changes since cycle 22-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KUTAI, (KOPITNARI - UGKO)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UGKO