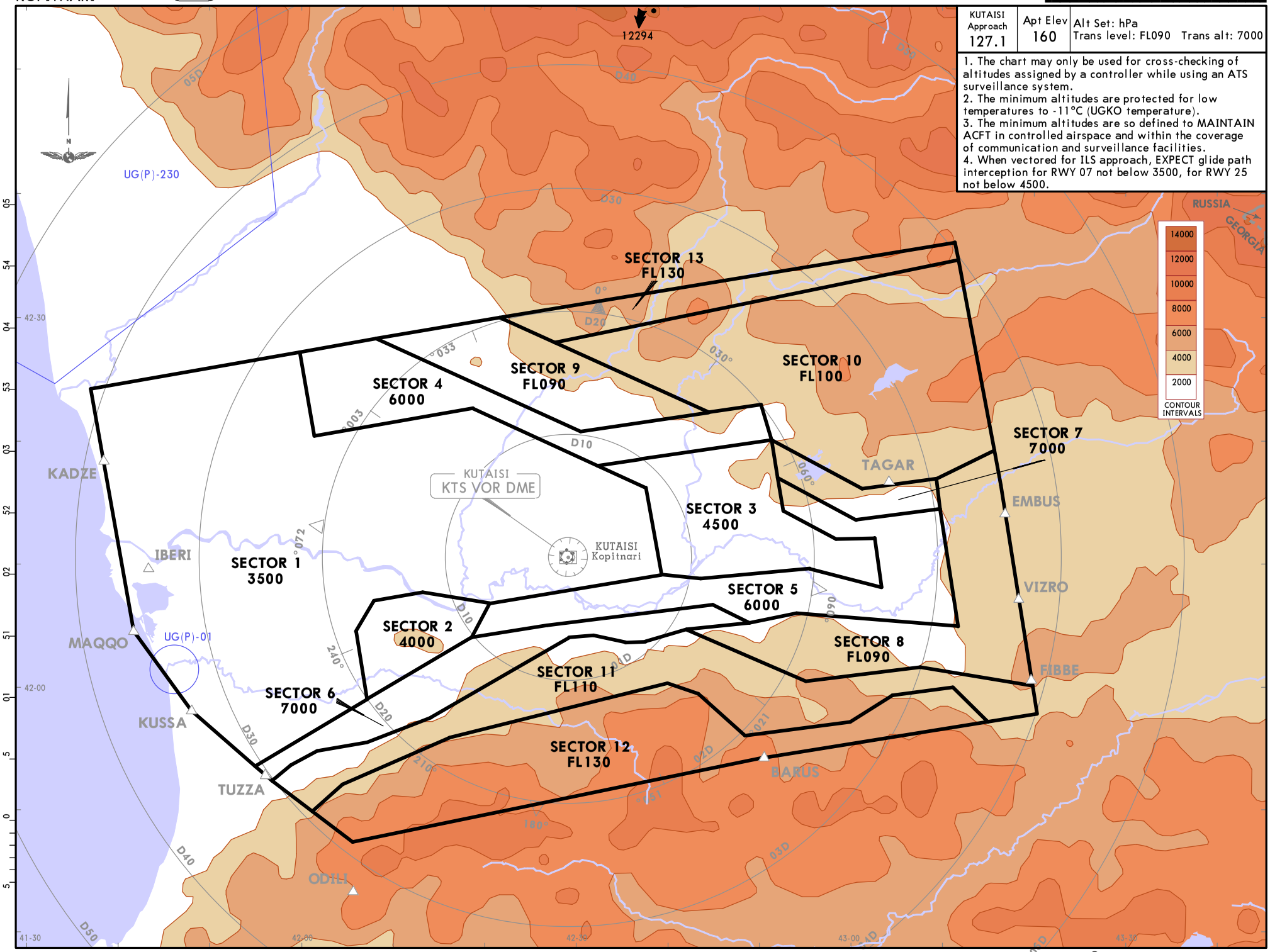
KUTAISI, GEORGIA

RADAR MINIMUM ALTITUDES

KUTAISI Approach	Apt Elev	Alt Set: hPa
127.1	160	Trans level: FL090 Trans alt: 7000

1. The chart may only be used for cross-checking of altitudes assigned by a controller while using an ATS surveillance system.
2. The minimum altitudes are protected for low temperatures to -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, for RWY 25 not below 4500.



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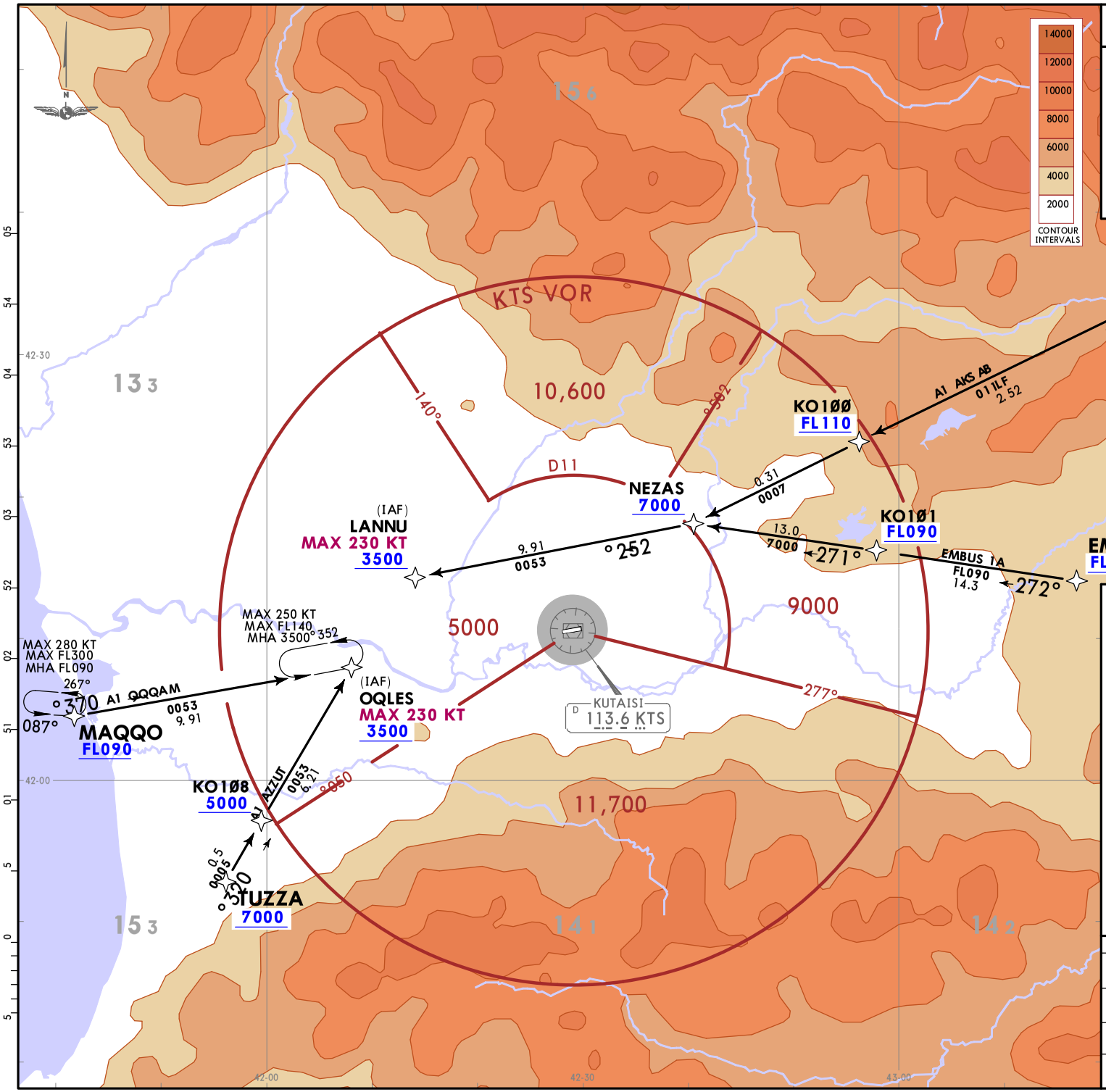
Apt Elev	Alt Set: hPa Trans level: FL090
160	RNAV 1 GNSS required

BASKA 1A [BASK1A]
EMBUS 1A [EMBU1A]
MAQQO 1A [MAQO1A]
TUZZA 1A [TUZA1A]
RNAV ARRIVALS
(RWY 07)



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 IAF of the ILS Z (or LOC Z) IAP. 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 VOR (IAF) may be given followed by ILS Y (or LOC Y or VOR) IAP. 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) IAP, the clearance shall be rejected and the reason stated: 'Unable RNAV 1 (GNSS)'.

When vectored for ILS approach RWY 07 EXPECT glide path interception not below 3500 and for RWY 25 not below 4500 (see also 10-1R - RADAR MNM ALTS chart).

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

STAR	ROUTING
BASKA 1A	BASKA (FL160+) - KO1ØØ (FL110+) - NEZAS (7000+) - LANNU (K230-; 3500+).
EMBUS 1A	EMBUS (FL090+) - KO1Ø1 (FL090+) - NEZAS (7000+) - LANNU (K230-; 3500+).
MAQQO 1A	MAQQO (FL090+) - OQLES (K230-; 3500+).
TUZZA 1A	TUZZA (7000+) - KO1Ø8 (5000+) - OQLES (K230-; 3500+).

CHANGES: Speed restriction withdrawn, note established.

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Apt Elev 160	Alt Set: hPa Trans level: FL090
	RNAV 1 GNSS required

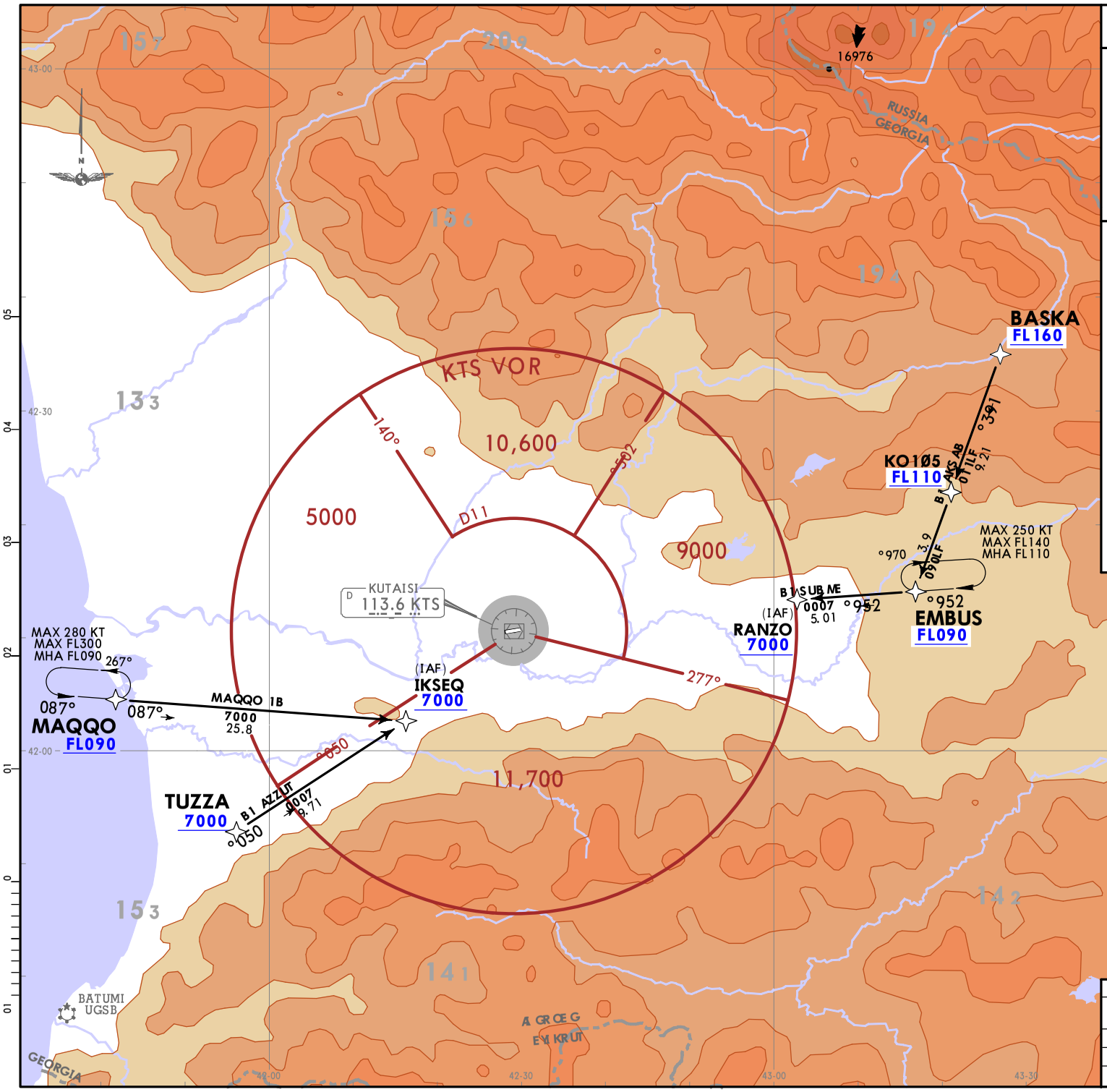
BASKA 1B [BASK1B]
EMBUS 1B [EMBU1B]
MAQQO 1B [MAQO1B]
TUZZA 1B [TUZA1B]
RNAV ARRIVALS
(RWY 25)

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 IAF of the ILS Z (or LOC Z) IAP. 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 VOR (IAF) may be given followed by ILS Y (or LOC Y or VOR) IAP. 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) IAP, the clearance shall be rejected and the reason stated: 'Unable RNAV 1 (GNSS)'.

When vectored for ILS approach RWY 07 EXPECT glide path interception not below 3500 and for RWY 25 not below 4500 (see also 10-1R - RADAR MNM ALTS chart).

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



STAR	ROUTING
BASKA 1B	BASKA (FL160+) - KO105 (FL110+) - EMBUS (FL090+) - RANZO (7000+).
EMBUS 1B	EMBUS (FL090+) - RANZO (7000+).
MAQQO 1B	MAQQO (FL090+) - IKSEQ (7000+).
TUZZA 1B	TUZZA (7000+) - IKSEQ (7000+).

CHANGES: Speed restriction withdrawn, note established.

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Apt Elev 160	Alt Set: hPa Trans alt: 7000
	RNAV 1 GNSS required
	KADZE 1E, VIZRO 1E: Do not turn before DER.

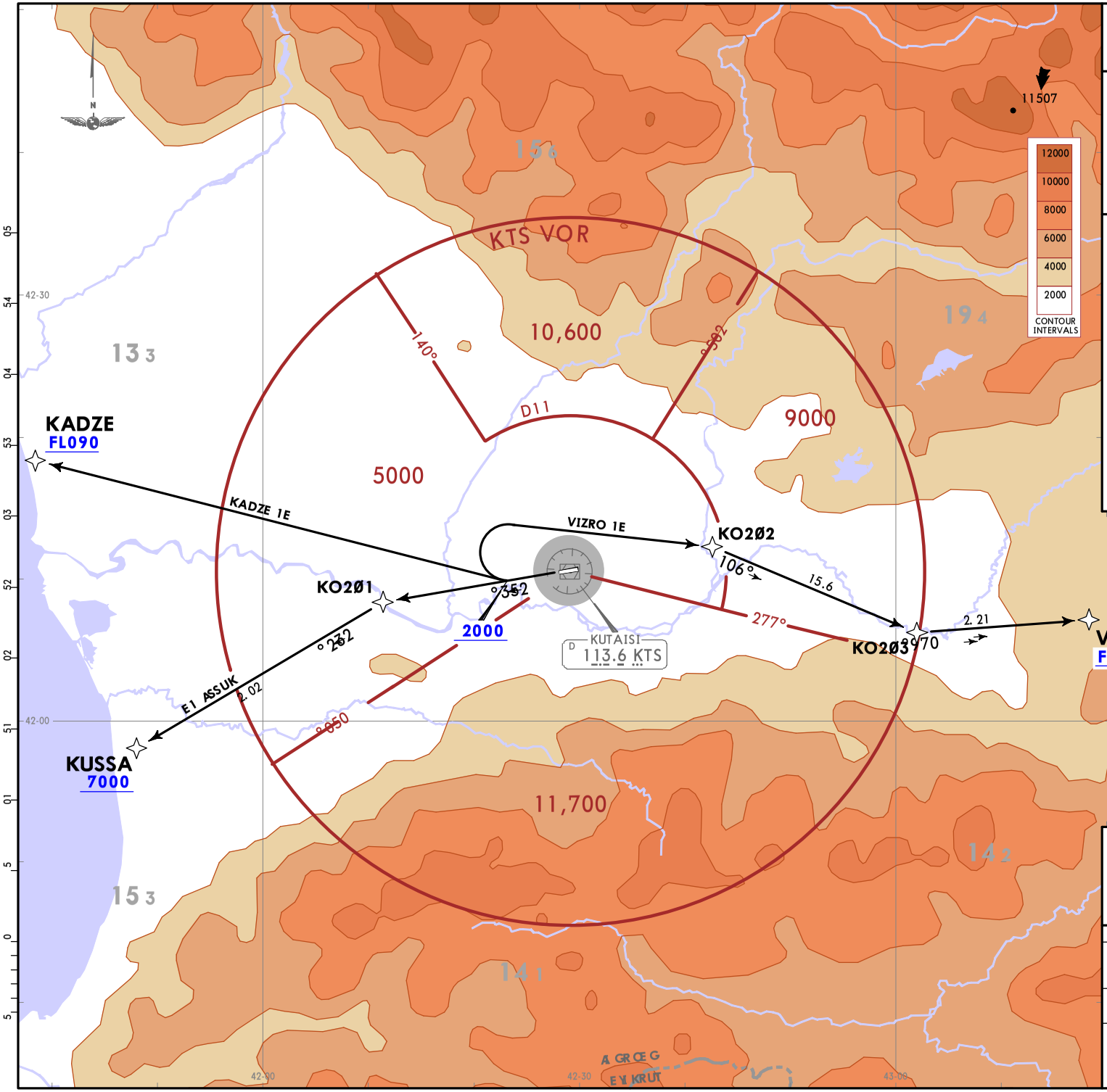
KADZE 1E [KADZ1E]
KUSSA 1E [KUSA1E]
VIZRO 1E [VIZR1E]
RNAV DEPARTURES
(RWY 25)

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 instructed to 'continue runway heading' (or 'climb straight ahead'). 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 of these SIDs, 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.



KADZE 1E
This SID requires a minimum climb gradient of:
3.8% up to FL090.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
KADZE 1E	Climb on course 253°, at 2000 turn RIGHT direct to KADZE. Cross KADZE at or above FL090.
KUSSA 1E	Climb on course 253° to KO2Ø1, then to KUSSA. Cross KUSSA at or above 7000.
VIZRO 1E	Climb on course 253°, at 2000 turn RIGHT direct to KO2Ø2, 106° track to KO2Ø3, 079° track to VIZRO. Cross VIZRO at or above FL090.

CHANGES: New procedures at the airport.

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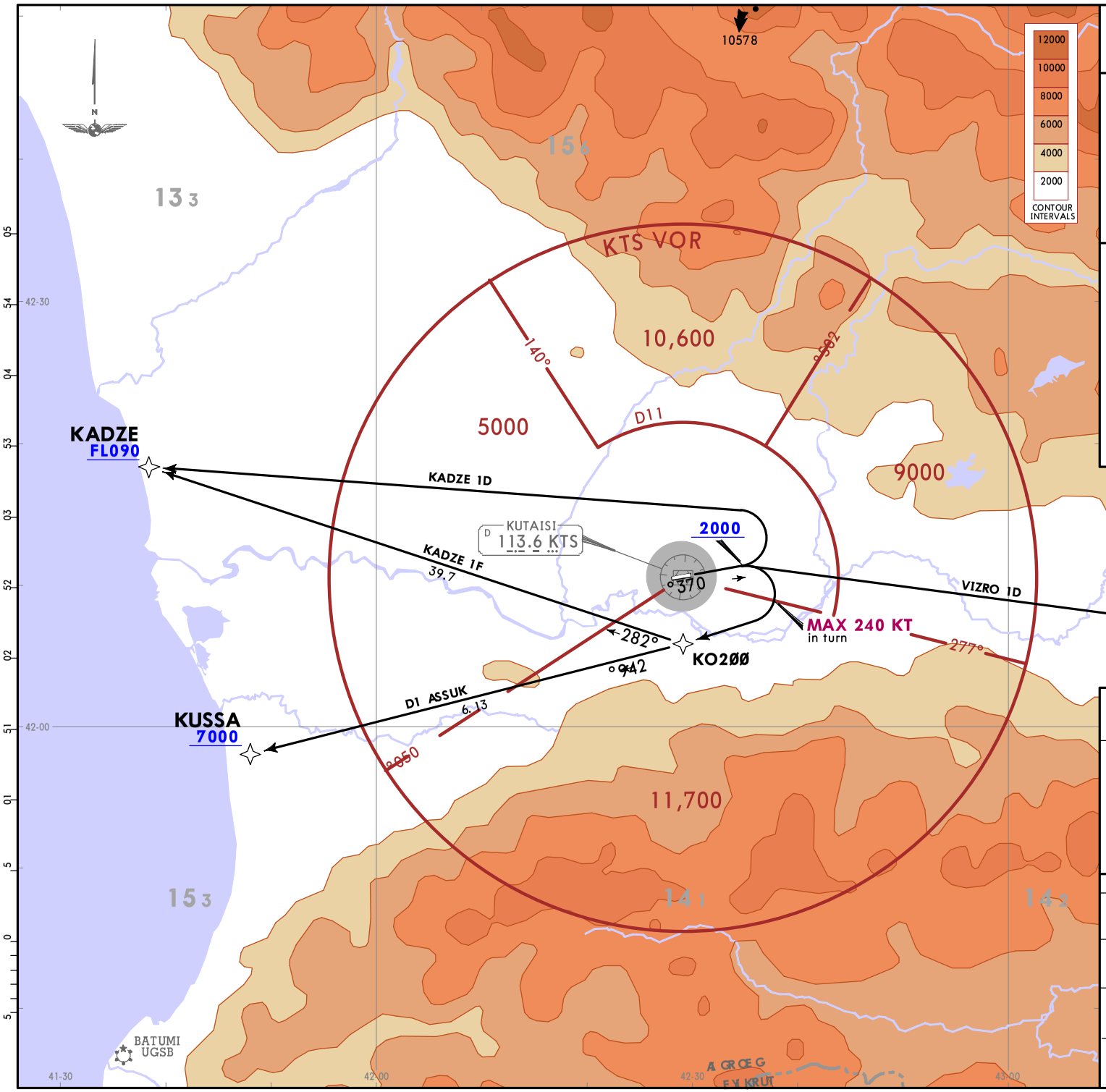

Apt Elev 160	Alt Set: hPa Trans alt: 7000
	RNAV 1 GNSS required
	Do not turn before DER.

KADZE 1D [KADZ1D]
KADZE 1F [KADZ1F]
KUSSA 1D [KUSA1D]
VIZRO 1D [VIZR1D]
RNAV DEPARTURES
(RWY 07)

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. 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.

Close-In Obstacles
Trees, up to 32 above DER elev (192) located to the left of RCL, shorty after end of RWY 07.

These SIDs require a minimum climb gradients of:
KADZE 1D: 3.7% up to 4500,
KADZE 1F, KUSSA 1D: 4.0% up to 5000,
VIZRO 1D: 4.0% up to FL090.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
KADZE 1D	Climb on course 073°, at 2000 turn LEFT direct to KADZE.Cross KADZE at or above FL090.
KADZE 1F	Climb on course 073°, at 2000 turn RIGHT direct to KO200, 282° track to KADZE. Cross KADZE at or above FL090.
KUSSA 1D	Climb on course 073°, at 2000 turn RIGHT direct to KO200, 249° track to KUSSA. Cross KUSSA at or above 7000.
VIZRO 1D	Climb on course 073°, at 2000 turn RIGHT direct to VIZRO. Cross VIZRO at or above FL090.

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CHANGES: New procedures at the airport.

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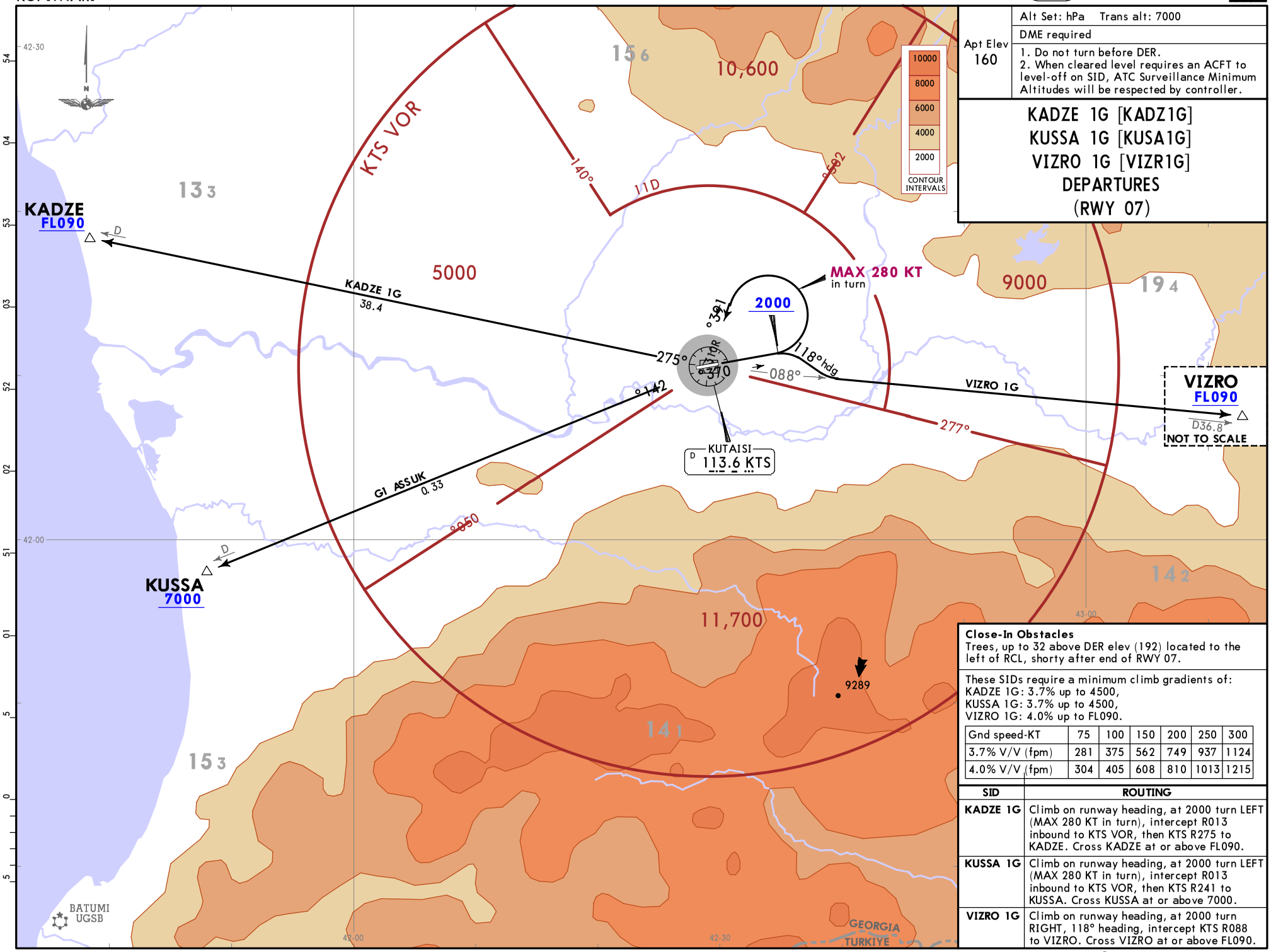

Apt Elev 160

Alt Set: hPa Trans alt: 7000

DME required

1. Do not turn before DER.
2. When cleared level requires an ACFT to level-off on SID, ATC Surveillance Minimum Altitudes will be respected by controller.

KADZE 1G [KADZ1G]
KUSSA 1G [KUSA1G]
VIZRO 1G [VIZR1G]
DEPARTURES
(RWY 07)

Close-In Obstacles
Trees, up to 32 above DER elev (192) located to the left of RCL, shorty after end of RWY 07.

These SIDs require a minimum climb gradients of:
KADZE 1G: 3.7% up to 4500,
KUSSA 1G: 3.7% up to 4500,
VIZRO 1G: 4.0% up to FL090.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
KADZE 1G	Climb on runway heading, at 2000 turn LEFT (MAX 280 KT in turn), intercept R013 inbound to KTS VOR, then KTS R275 to KADZE. Cross KADZE at or above FL090.
KUSSA 1G	Climb on runway heading, at 2000 turn LEFT (MAX 280 KT in turn), intercept R013 inbound to KTS VOR, then KTS R241 to KUSSA. Cross KUSSA at or above 7000.
VIZRO 1G	Climb on runway heading, at 2000 turn RIGHT, 118° heading, intercept KTS R088 to VIZRO. Cross VIZRO at or above FL090.

CHANGES: New procedures at the airport.

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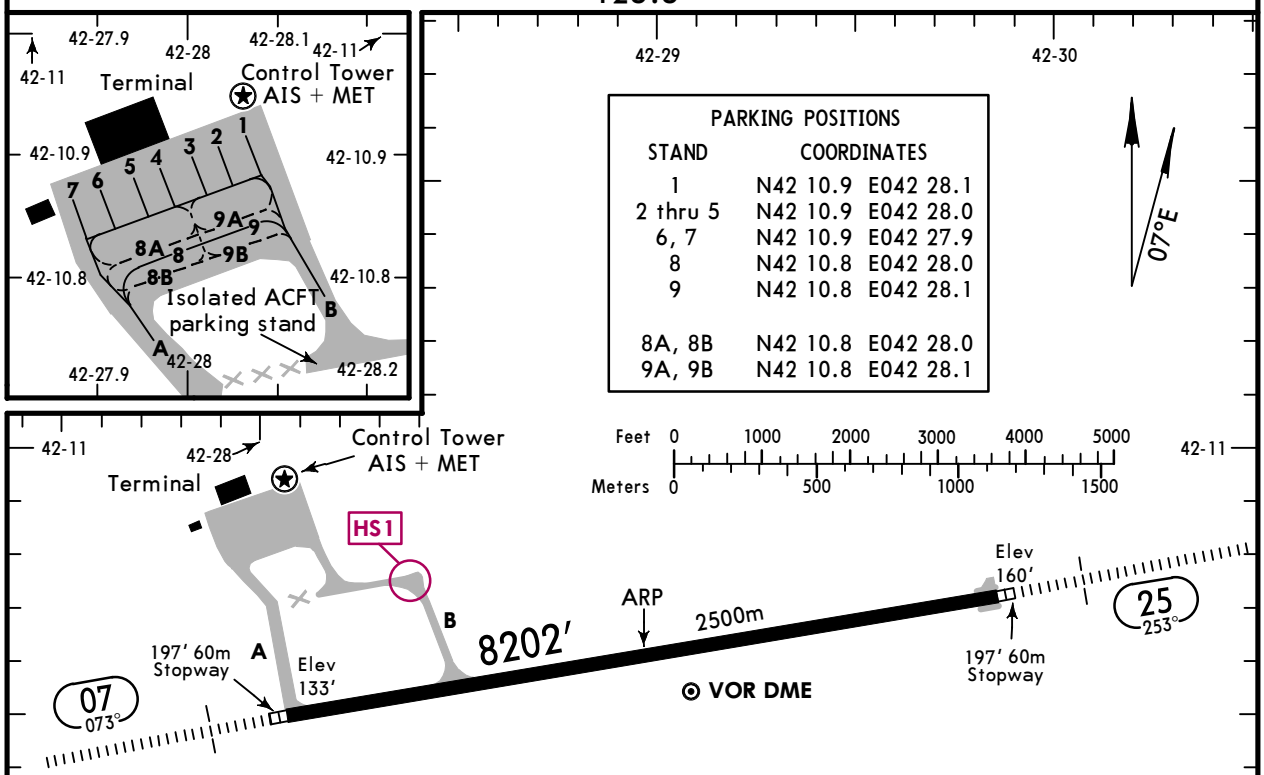
UGKO/KUT

Apt Elev **160'**
N42 10.6 E042 29.0

JEPPESEN
19 DEC 25 (10-9) **Eff 25 Dec**

KUTAISI, GEORGIA
KOPITNARI

KUTAISI Tower
125.5



PARKING POSITIONS

STAND	COORDINATES
1	N42 10.9 E042 28.1
2 thru 5	N42 10.9 E042 28.0
6, 7	N42 10.9 E042 27.9
8	N42 10.8 E042 28.0
9	N42 10.8 E042 28.1
8A, 8B	N42 10.8 E042 28.0
9A, 9B	N42 10.8 E042 28.1

For all type of Acft is prohibited to use minimum turn radius on Rwy, Twy and apron.
On Rwy 07/25 180° turn for Acft with MTOW 35 tones and over on turn pad only.
Assistance from the follow-me vehicle should be available: when visibility is less than 400m; while taxiing from Rwy 07/25 to stand if wind speed is more than 29 KT/15m/s and by pilot request.
Taxiing on Twy A and Twy B restricted to MAX 13 KT/25 km/h.
For ACFT whose reference field length is 1500m or over, during poor Rwy braking action being reported, because of insufficient longitudinal coefficient of friction, landing or take-off is forbidden if crosswind component exceeds 13 KT/24 km/h.
Departing flights shall contact Tower to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at earliest 10 minutes prior to engine start-up.
Take-off should be carried out within 1 minute, otherwise new clearance shall be requested.
Take-off and landing for all civil helicopters from Rwy 07/25 only.
Helicopters shall always be directed to the stand by a marshaller.
GA Acft shall be directed by marshallers to the parking.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL (60m) ❶ HIALS PAPI-L (3.0°) OFZ RVR		7231' 2204m 7109' 2167m		148' 45m

❶ length 900m

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Apt vehicles and RFFS trucks on close vicinity.

Std TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: Parking stands, guidance lines, apron and taxiways shapes.

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KUTAISI, GEORGIA
KOPITNARI

STRAIGHT-IN RWY		A	B	C	D
07	ILS Z or Y	**333**′(200′) ❶ R550m	**333**′(200′) ❶ R550m	**333**′(200′) ❶ R550m	**341**′(208′) ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z or Y	**480**′(347′) R900m	**480**′(347′) R900m	**480**′(347′) R900m	**480**′(347′) R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷VOR	**590**′(457′) R1400m	**590**′(457′) R1400m	**590**′(457′) R1400m	**590**′(457′) R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
25	ILS Z or Y	**360**′(200′) ❶ R550m	**360**′(200′) ❶ R550m	**360**′(200′) ❶ R550m	**360**′(200′) ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z or Y	**510**′(350′) R900m	**510**′(350′) R900m	**510**′(350′) R900m	**510**′(350′) R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷VOR	**510**′(350′) R900m	**510**′(350′) R900m	**510**′(350′) R900m	**510**′(350′) R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required		RL or RCLM	RL	Adequate Vis Ref	
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

CHANGES: Minimums revised, EASA AIR OPS specifications updated.

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UGKO/KUT
KOPITNARI

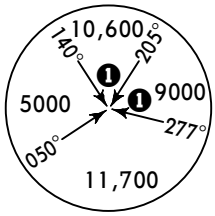
JEPPESEN
21 MAR 25 (11-1)

KUTAISI, GEORGIA
ILS Z Rwy 07

KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKS	Final Apch Crs	D5.6 IKS	DA(H) Refer to Minimums	Apt Elev 160′ Rwy 133′
110.1	073°	2000′(1867′)		

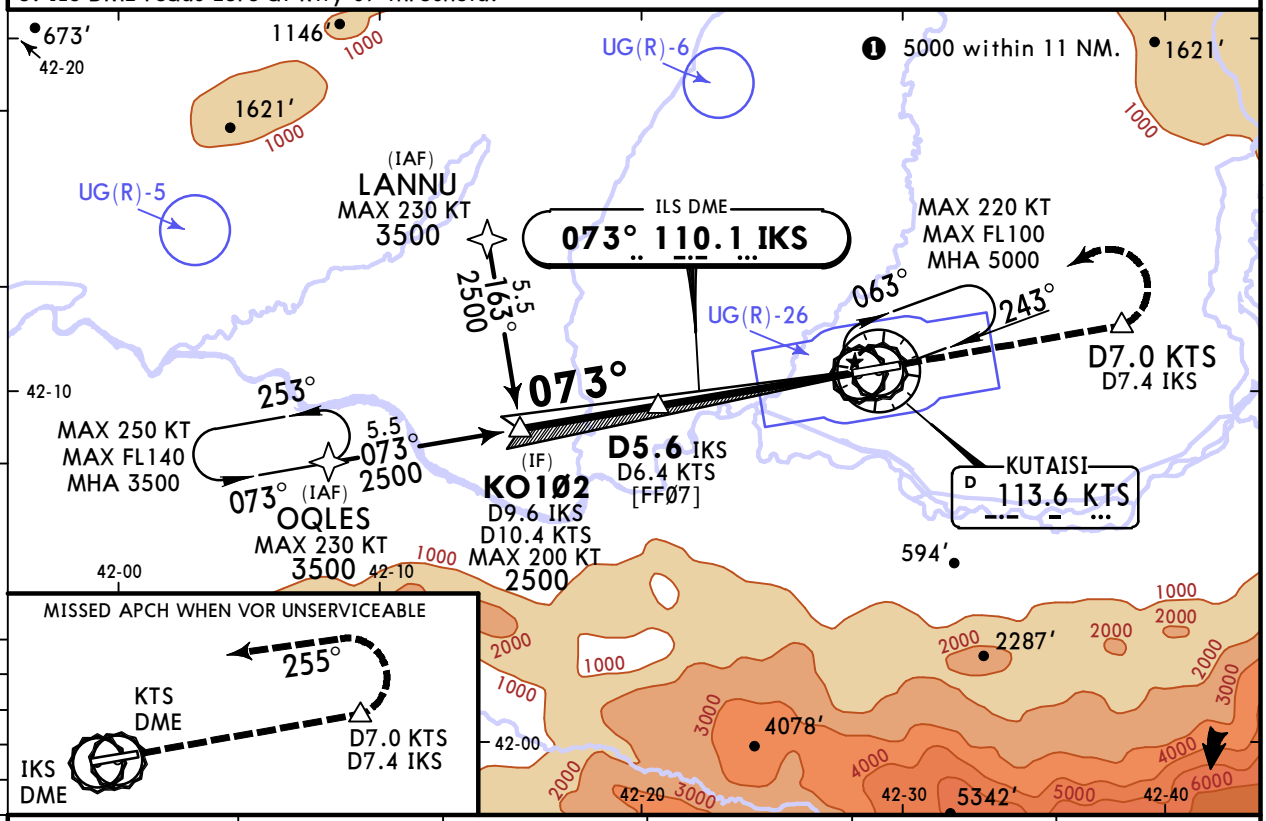
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR and follow ATC instructions. MAX 220 KT.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT heading 255°, expect vectoring. MAX 220 KT.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR). MAX 220 KT.



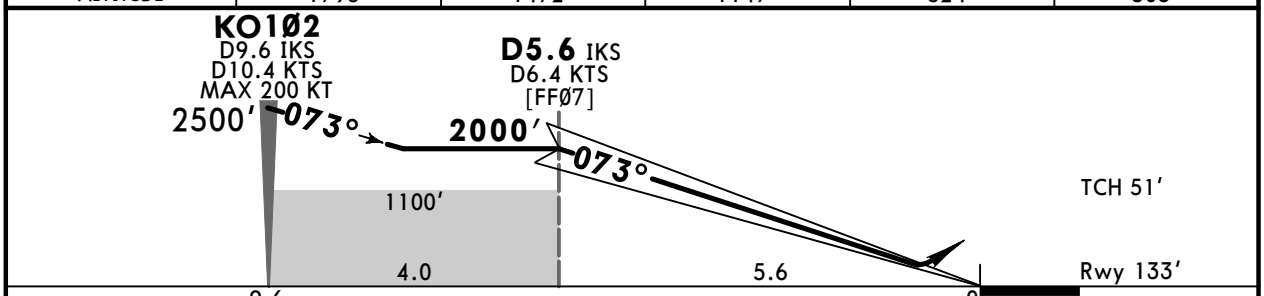
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: FL090 | Trans alt: 7000′

1. RNAV 1. 2. GNSS required. 3. DME required. 4. WARNING: Do not mistake lighted road with Rwy.
5. ILS DME reads zero at Rwy 07 threshold.



IKS DME	5.0	4.0	3.0	2.0	1.0
KTS DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	1798′	1472′	1147′	824′	503′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
ILS
DA(H) ABC: **333′**(200′) D: **341′**(208′)

		ALS out
A	1 R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Airspaces.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (11-2)

KUTAISI, GEORGIA
LOC Z Rwy 07

KUTAISI Approach	KUTAISI Tower
127.1	125.5

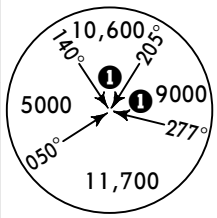
LOC IKS	Final Apch Crs	D5.6 IKS	DA/MDA(H)	Apt Elev 160'
110.1	**073°**	**2000'** (1867')	**480'** (347')	Rwy 133'

BRIEFING STRIP ™

MISSED APCH: Climb STRAIGHT AHEAD to 3500', at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR and follow ATC instructions. MAX 220 KT.

MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 3500', at D7.0 KTS/D7.4 IKS turn LEFT heading 255°, expect vectoring. MAX 220 KT.

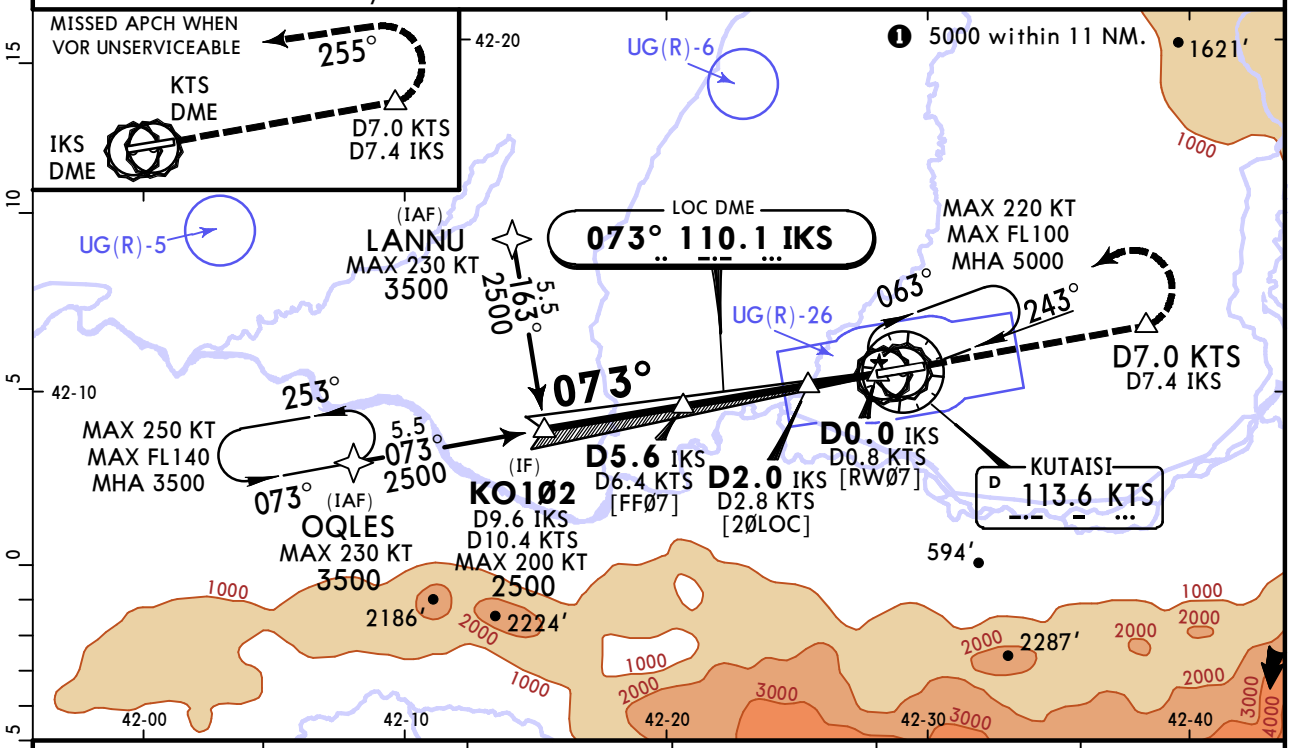
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000', at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR). MAX 220 KT.



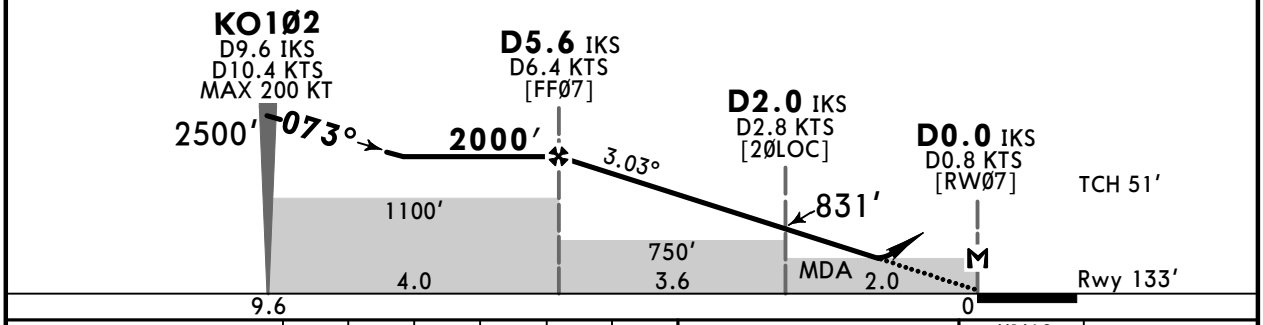
MSA KTS VOR

Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL090	Trans alt: 7000'

1. RNAV 1. 2. GNSS required. 3. DME required. 4. WARNING: Do not mistake lighted road with Rwy.
5. LOC DME reads zero at Rwy 07 threshold.



IKS DME	5.0	4.0	3.0	2.0	1.0
KTS DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	1805'	1481'	1156'	831'	507'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.0 IKS/D0.8 KTS							

Timing not authorized for defining the MAP.

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **480'** (347')

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Chart reindexed, airspaces.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (11-3)

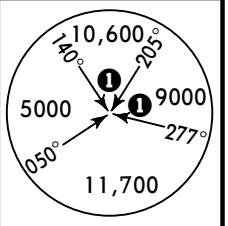
KUTAISI, GEORGIA
ILS Y Rwy 07

KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKS	Final Apch Crs	D5.6 IKS	DA(H) Refer to Minimums	Apt Elev 160′ Rwy 133′
110.1	073°	2000′ (1867′)		

BRIEFING STRIP ™

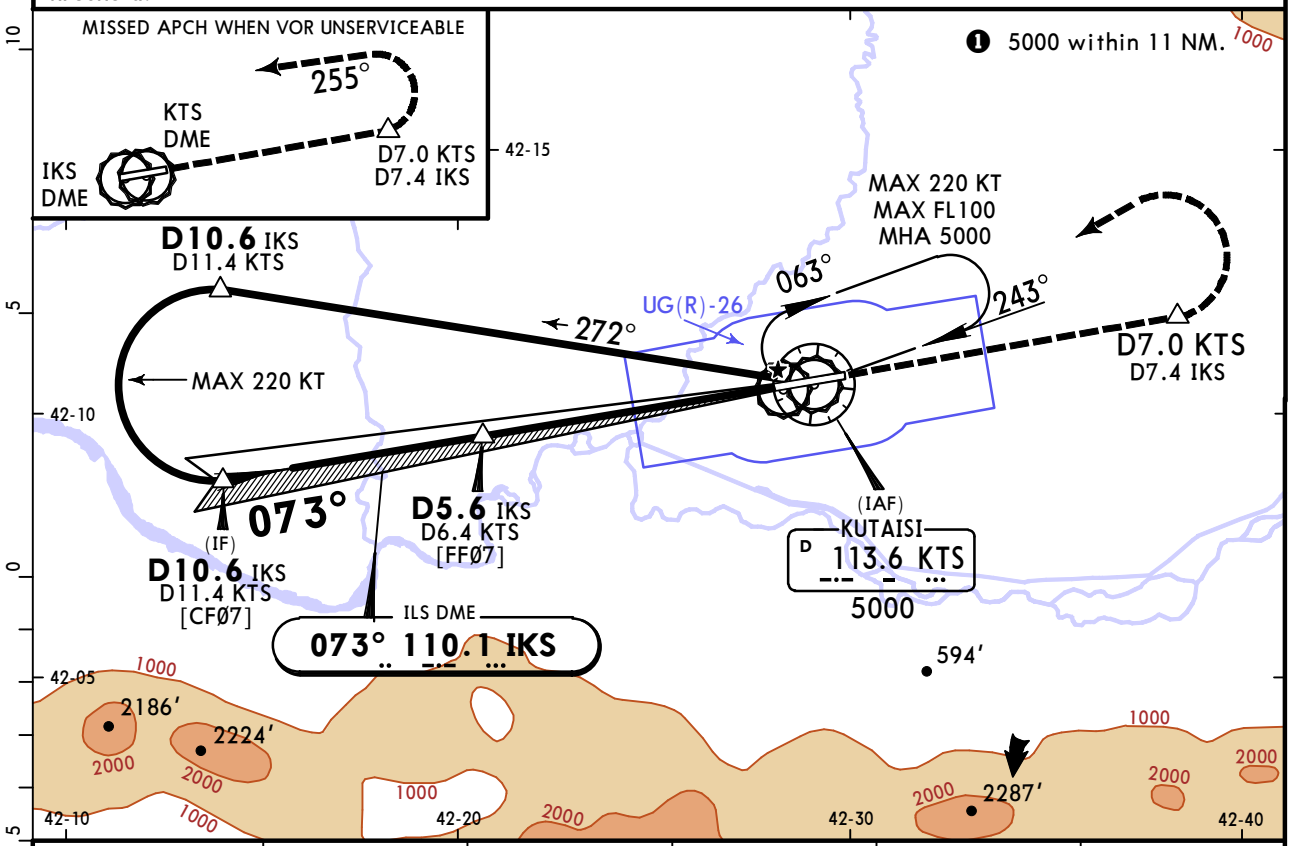
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR and follow ATC instructions. MAX 220 KT.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT heading 255°, expect vectoring. MAX 220 KT.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR). MAX 220 KT.



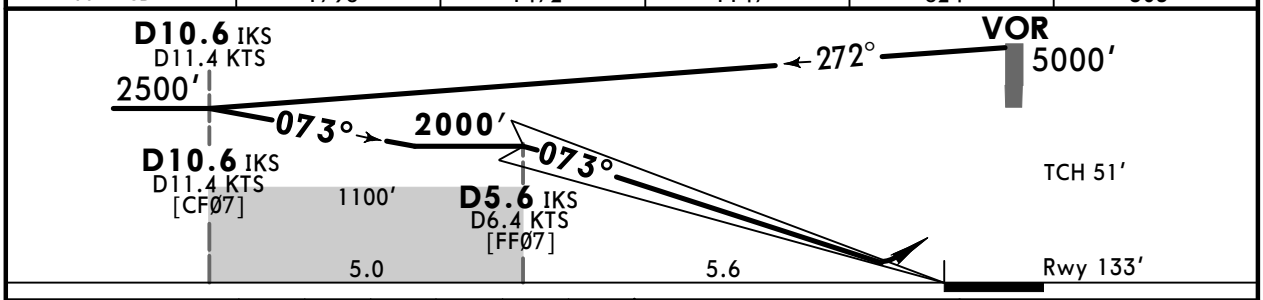
MSA KTS VOR

Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL090	Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. ILS DME reads zero at Rwy 07 threshold.



IKS DME	5.0	4.0	3.0	2.0	1.0
KTS DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	1798′	1472′	1147′	824′	503′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
ILS
DA(H) ABC: **333′** (200′) D: **341′** (208′)

PANS OPS

		ALS out
A	1 R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Chart reindexed, airspace UG(R)-26 added.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (11-4)

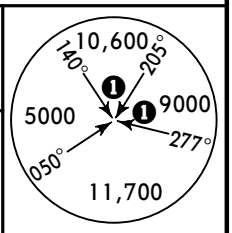
KUTAISI, GEORGIA
LOC Y Rwy 07

KUTAISI Approach	KUTAISI Tower
127.1	125.5

BRIEFING STRIP ™

LOC IKS	Final Apch Crs	D5.6 IKS	DA/MDA(H)	Apt Elev 160′
110.1	**073°**	**2000′**(1867′)	**480′**(347′)	Rwy 133′

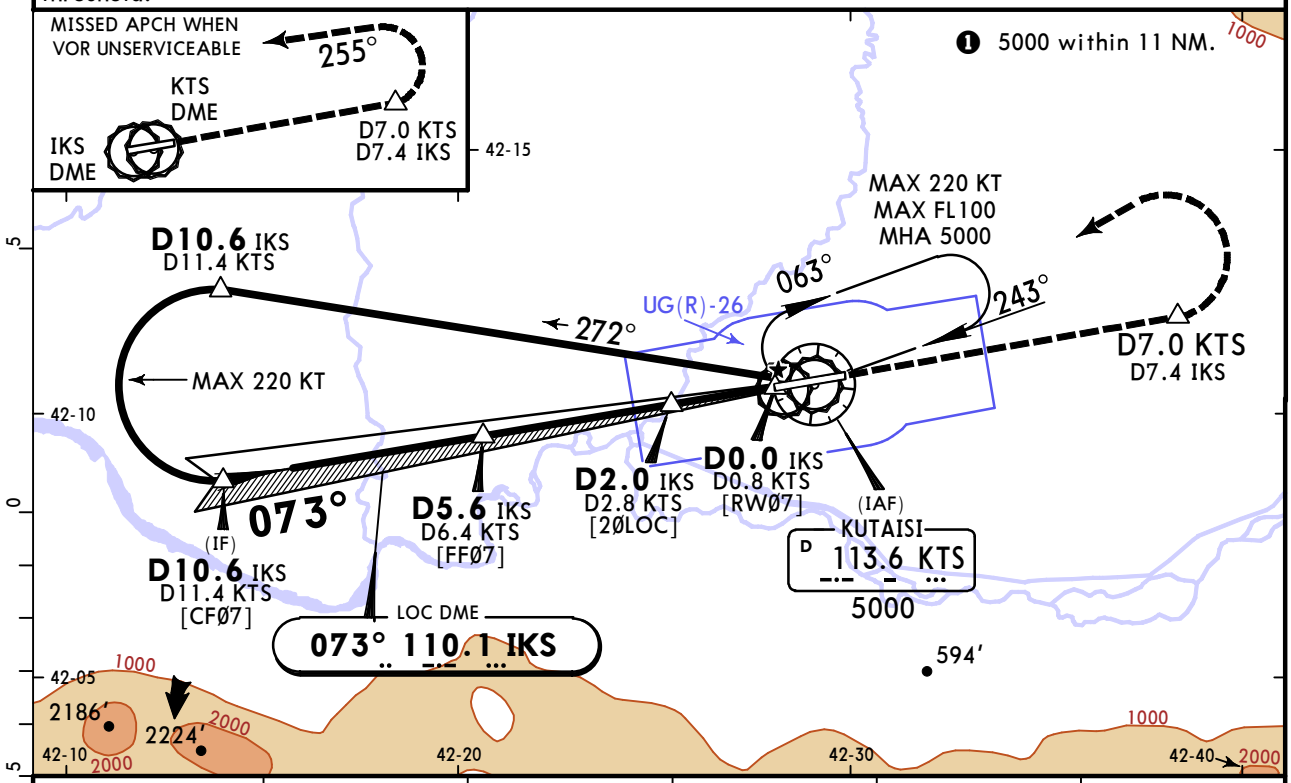
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR and follow ATC instructions. MAX 220 KT.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.4 IKS turn LEFT heading 255°, expect vectoring. MAX 220 KT.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR). MAX 220 KT.



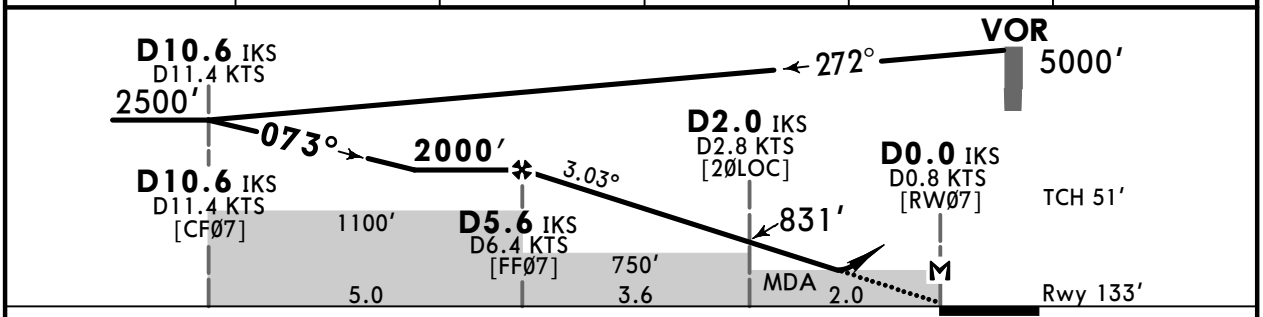
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. LOC DME reads zero at Rwy 07 threshold.



IKS DME	5.0	4.0	3.0	2.0	1.0
KTS DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	1805′	1481′	1156′	831′	507′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.0 IKS/D0.8 KTS							

Timing not authorized for defining the MAP.

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) **480′**(347′)

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspace UG(R)-26 added.

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UGKO/KUT
KOPITNARI

JEPPESEN
11 JUL 25 (11-5)

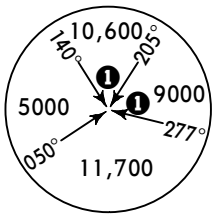
KUTAISI, GEORGIA
ILS Z Rwy 25

KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKO	Final Apch Crs	D5.6 IKO	DA(H)	Apt Elev 160′
108.7	253°	2000′(1840′)	360′(200′)	Rwy 160′

BRIEFING STRIP ™

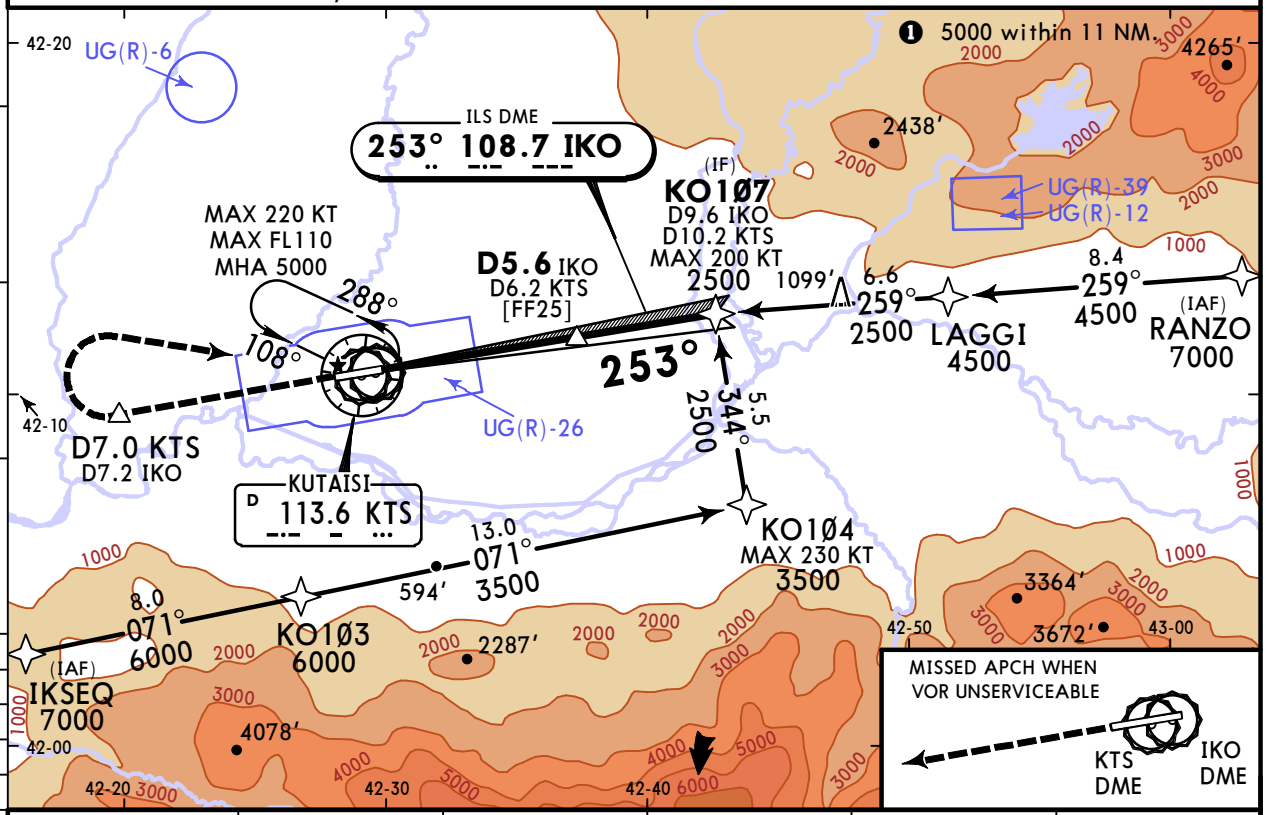
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR and follow ATC instructions.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 4500′, expect vectoring.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR).



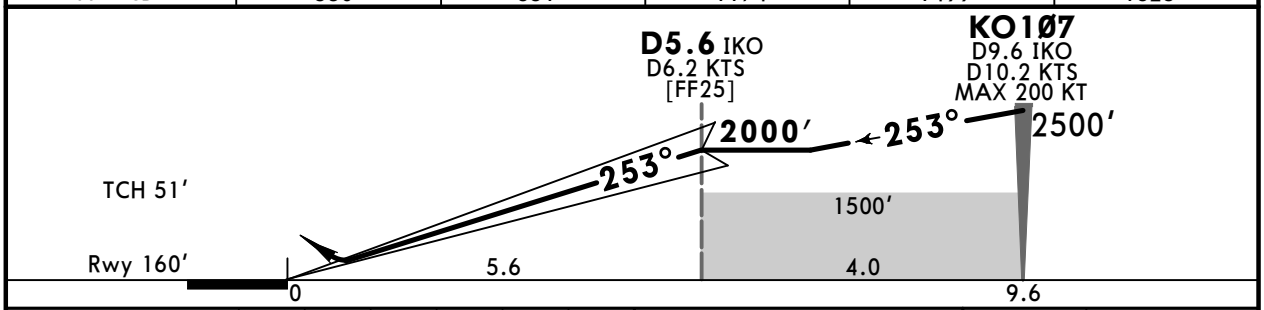
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: FL090 | Trans alt: 7000′

1. RNAV 1. 2. GNSS required. 3. DME required. 4. WARNING: Do not mistake lighted road with Rwy.
5. ILS DME reads zero at Rwy 25 threshold.



IKO DME	1.0	2.0	3.0	4.0	5.0
KTS DME	1.6	2.6	3.6	4.6	5.6
ALTITUDE	530′	851′	1174′	1499′	1825′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
ILS
DA(H) **360′**(200′)

PANS OPS		ALS out
A	1 R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

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UGKO/KUT
KOPITNARI

JEPPESEN
11 JUL 25 (11-6)

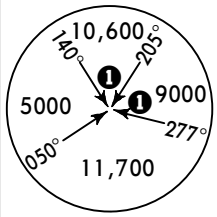
KUTAISI, GEORGIA
LOC Z Rwy 25

KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKO	Final Apch Crs	D5.6 IKO	DA/MDA(H)	Apt Elev 160′
108.7	253°	2000′(1840′)	510′(350′)	Rwy 160′

BRIEFING STRIP ™

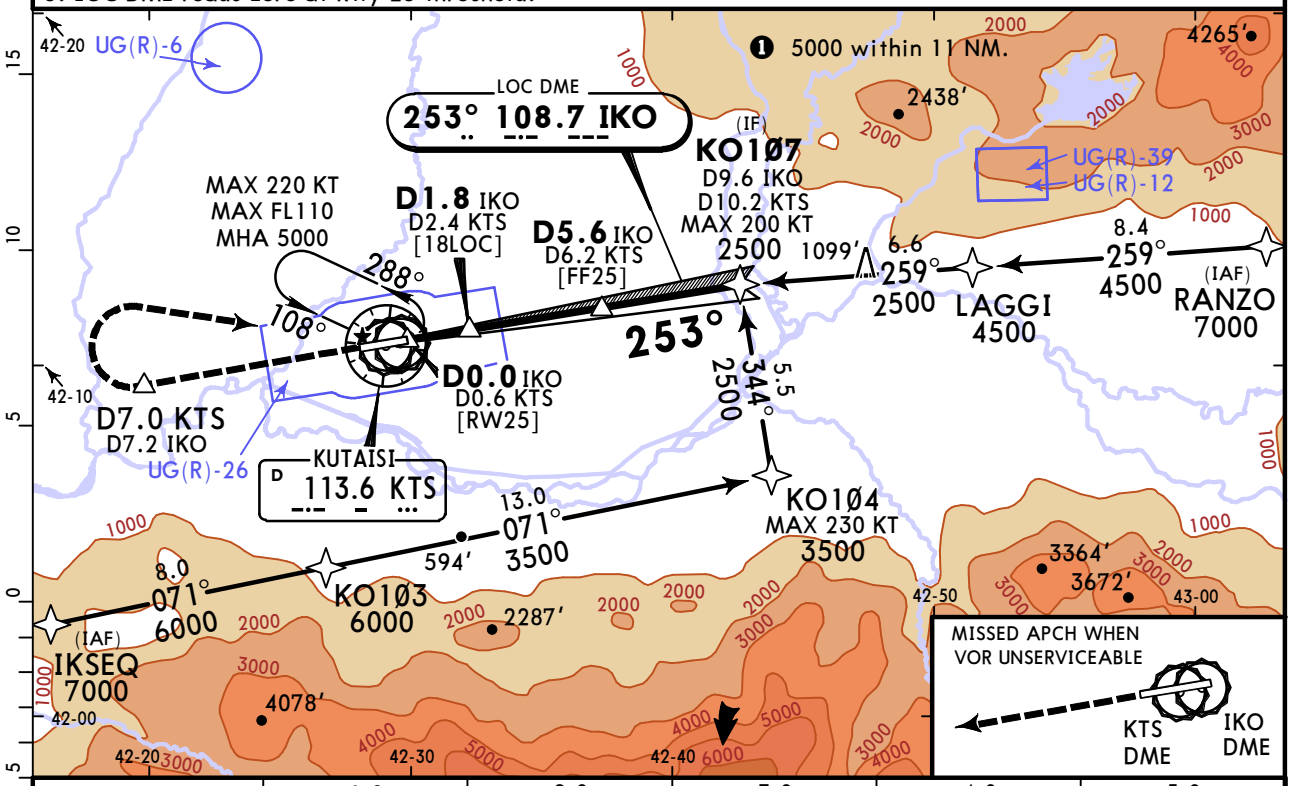
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR and follow ATC instructions.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 4500′, expect vectoring.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR).



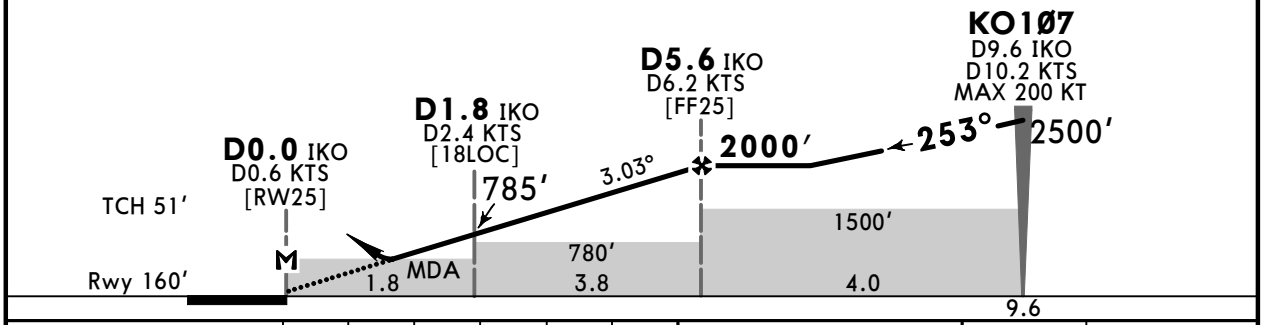
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: FL090 | Trans alt: 7000′

1. RNAV 1. 2. GNSS required. 3. DME required. 4. WARNING: Do not mistake lighted road with Rwy. 5. LOC DME reads zero at Rwy 25 threshold.



IKO DME	1.0	2.0	3.0	4.0	5.0
KTS DME	1.6	2.6	3.6	4.6	5.6
ALTITUDE	529′	849′	1169′	1488′	1808′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.0 IKO/D0.6 KTS							

Timing not authorized for defining the MAP.

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 510′(350′)

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Altitude 2500′ between waypoints KO1Ø4 and KO1Ø7 added.

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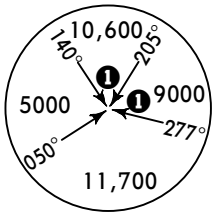
KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKO	Final Apch Crs	D5.6 IKO	DA(H)	Apt Elev 160′
108.7	**253°**	**2000′**(1840′)	**360′**(200′)	Rwy 160′

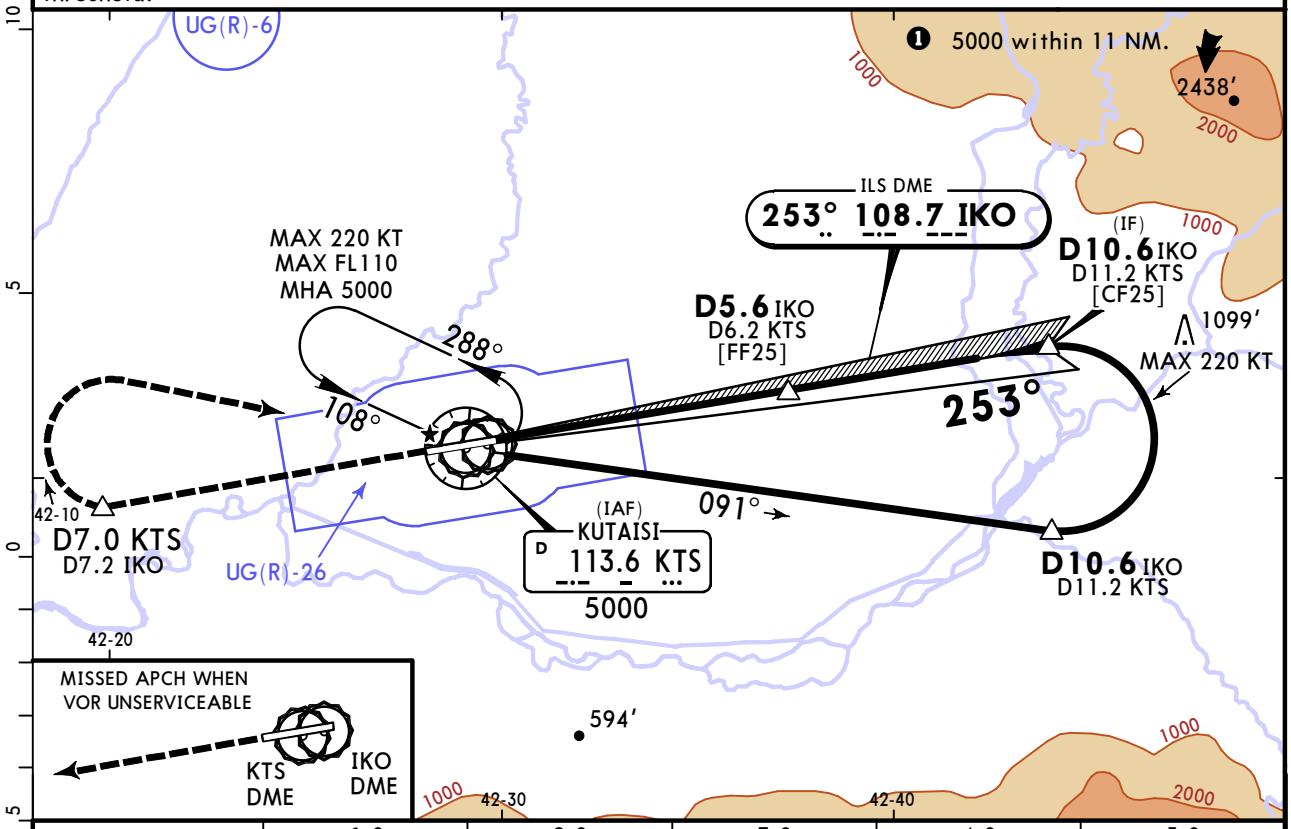
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR and follow ATC instructions.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 4500′, expect vectoring.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR).



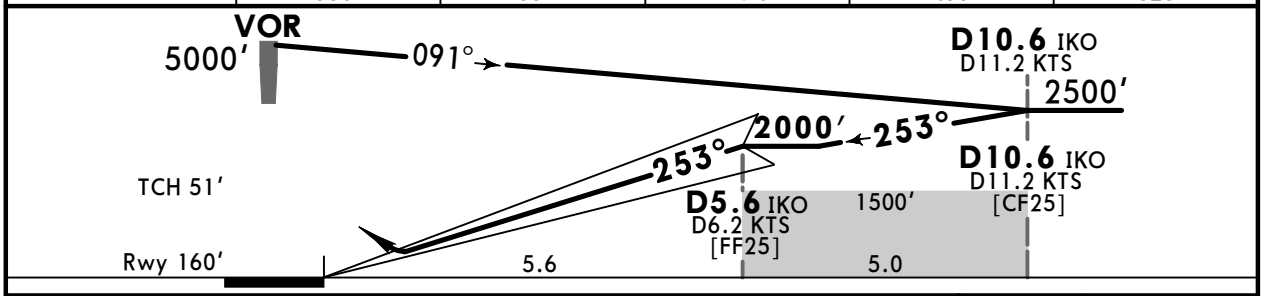
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. ILS DME reads zero at Rwy 25 threshold.



IKO DME	1.0	2.0	3.0	4.0	5.0
KTS DME	1.6	2.6	3.6	4.6	5.6
ALTITUDE	530′	851′	1174′	1499′	1825′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
ILS
DA(H) **360′**(200′)

		ALS out
A	**1** R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Chart reindexed, airspaces.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (11-8)

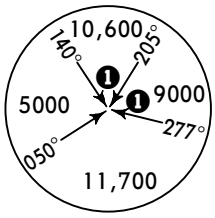
KUTAISI, GEORGIA
LOC Y Rwy 25

BRIEFING STRIP ™

KUTAISI Approach	KUTAISI Tower
127.1	125.5

LOC IKO	Final Apch Crs	D5.6 IKO	DA/MDA(H)	Apt Elev 160′
108.7	**253°**	**2000′**(1840′)	**510′**(350′)	Rwy 160′

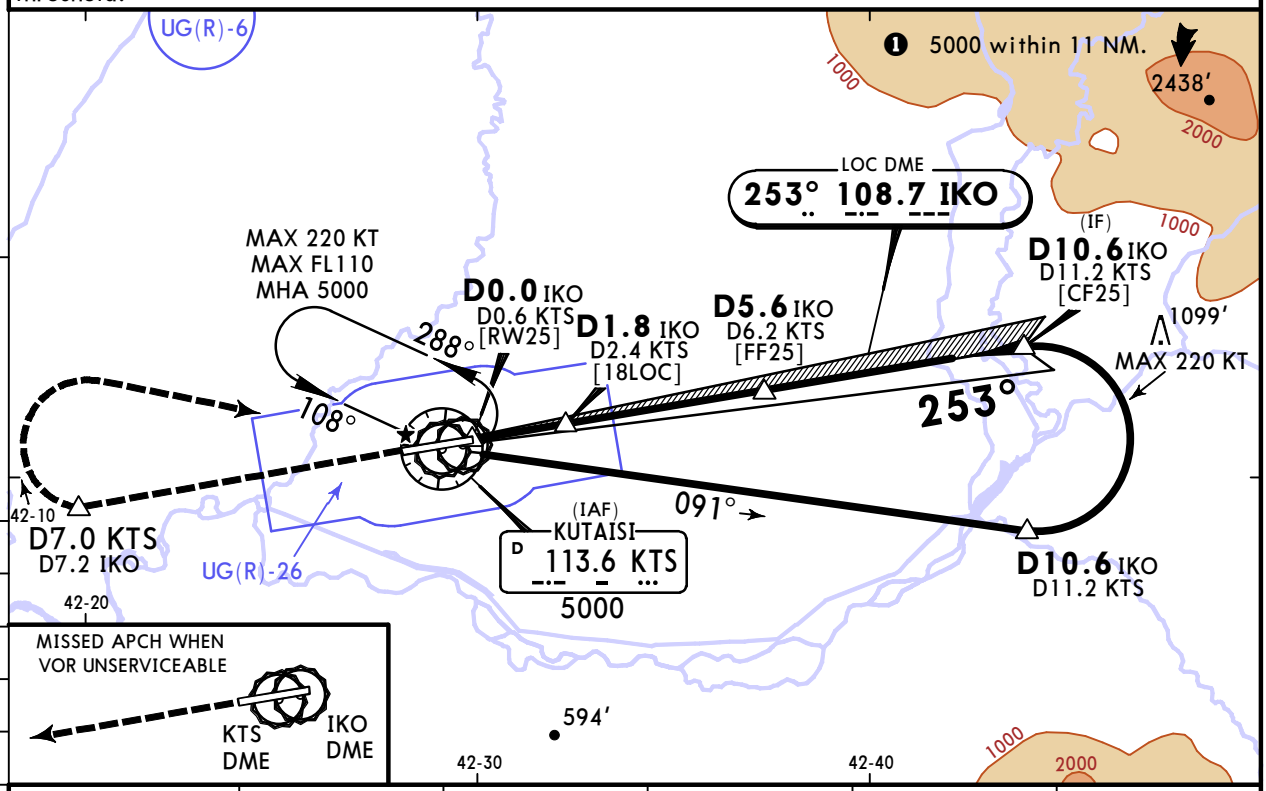
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR and follow ATC instructions.
MISSED APCH WHEN VOR UNSERVICEABLE: Climb STRAIGHT AHEAD to 4500′, expect vectoring.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000′, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR, hold as published, when ready make new approach (ILS Y or LOC Y or VOR).



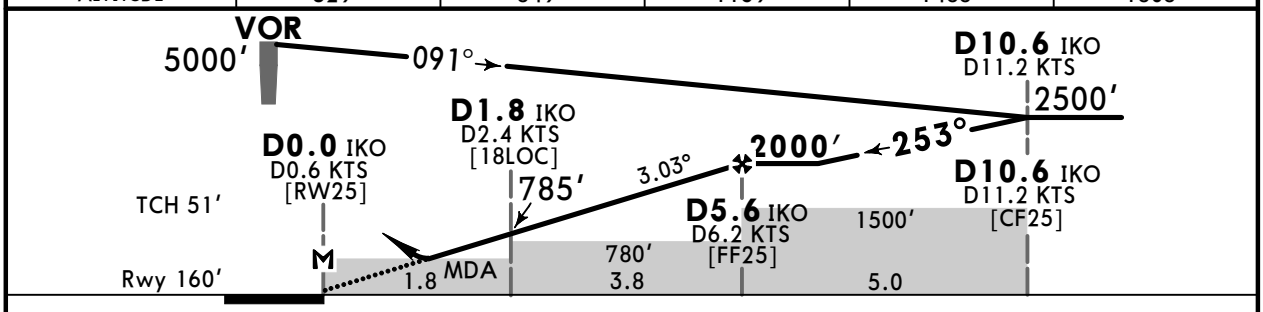
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. LOC DME reads zero at Rwy 25 threshold.



IKO DME	1.0	2.0	3.0	4.0	5.0
KTS DME	1.6	2.6	3.6	4.6	5.6
ALTITUDE	529′	849′	1169′	1488′	1808′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.0 IKO/D0.6 KTS							

Timing not authorized for defining the MAP.

HIALS
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) **510′**(350′)

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		R1600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspaces.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (13-1)

KUTAISI, GEORGIA
VOR Rwy 07

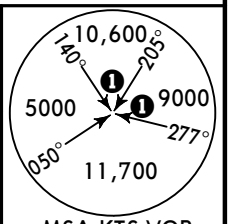
BRIEFING STRIP ™

KUTAISI Approach	KUTAISI Tower
127.1	125.5

VOR KTS	Final Apch Crs	D6.4 KTS	DA/MDA(H)	Apt Elev 160′
113.6	074°	2000′(1867′)	590′(457′)	Rwy 133′

MISSED APCH: Climb 3500′ on R-074, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR and follow ATC instructions. MAX 220 KT.

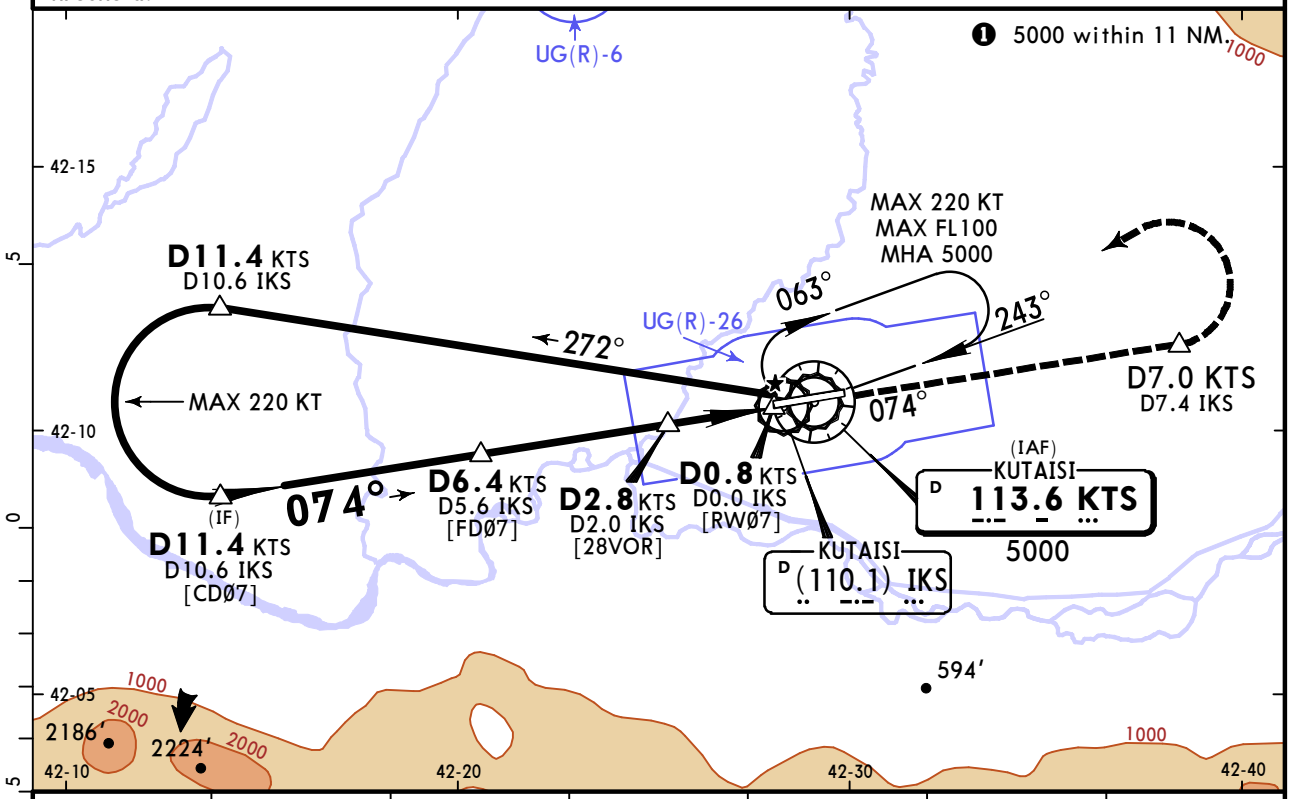
MISSED APCH WITH COMM FAILURE: Climb 5000′ on R-074, at D7.0 KTS/D7.4 IKS turn LEFT inbound VOR, hold as published, when ready make new approach. MAX 220 KT.



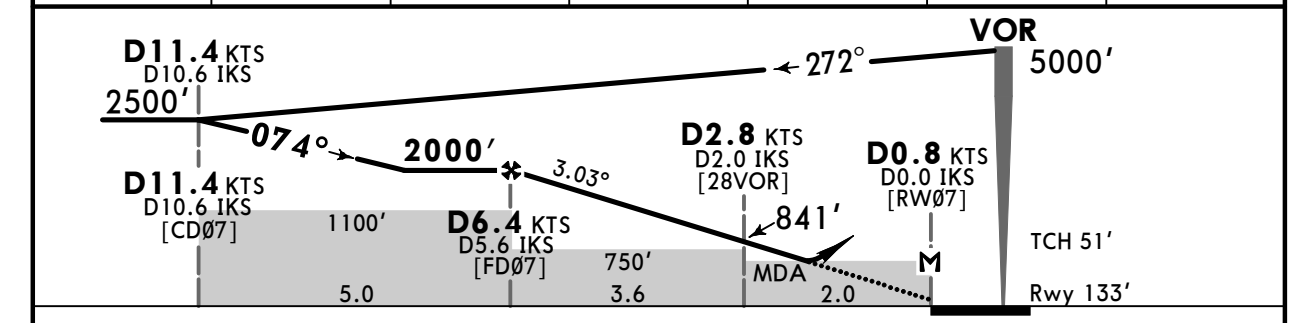
MSA KTS VOR

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. ILS DME reads zero at Rwy 07 threshold.



KTS DME	6.0	5.0	4.0	3.0	2.0	1.0
IKS DME	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	1871′	1549′	1227′	905′	583′	261′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.8 KTS/D0.0 IKS							

Timing not authorized for defining the MAP.

HIALS
PAPI

220 KT MAX

D7.0 KTS

on **113.6** KTS **R-074**

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) **590′**(457′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspaces.

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UGKO/KUT
KOPITNARI

JEPPESEN
21 MAR 25 (13-2)

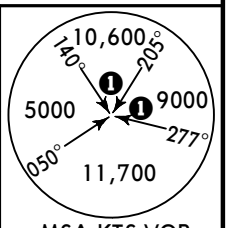
KUTAISI, GEORGIA
VOR Rwy 25

BRIEFING STRIP ™

KUTAISI Approach	KUTAISI Tower
127.1	125.5

VOR KTS	Final Apch Crs	D6.2 KTS	DA/MDA(H)	Apt Elev 160′
113.6	253°	2000′(1840′)	510′(350′)	Rwy 160′

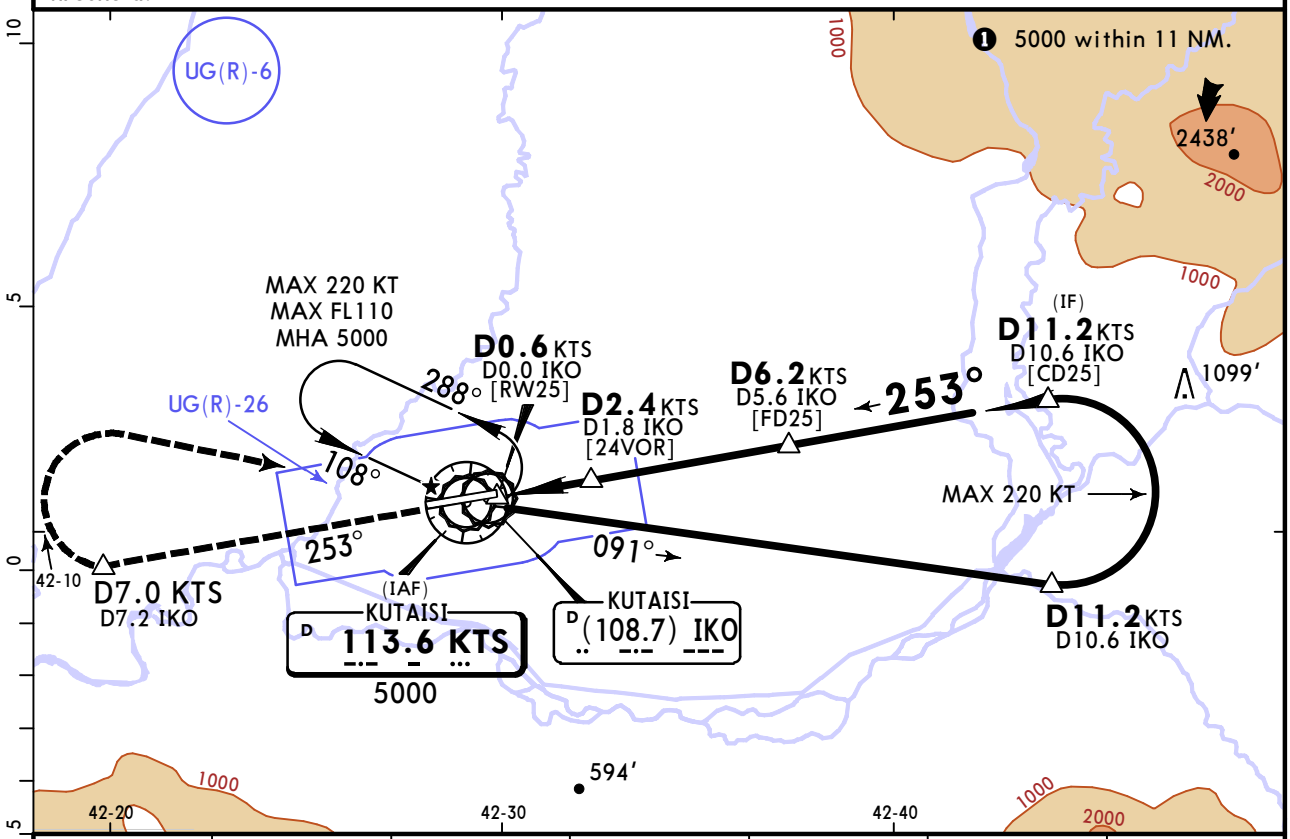
MISSED APCH: Climb 3500′ on R-253, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR and follow ATC instructions.
MISSED APCH WITH COMM FAILURE: Climb 5000′ on R-253, at D7.0 KTS/D7.2 IKO turn RIGHT inbound VOR, hold as published, when ready make new approach.



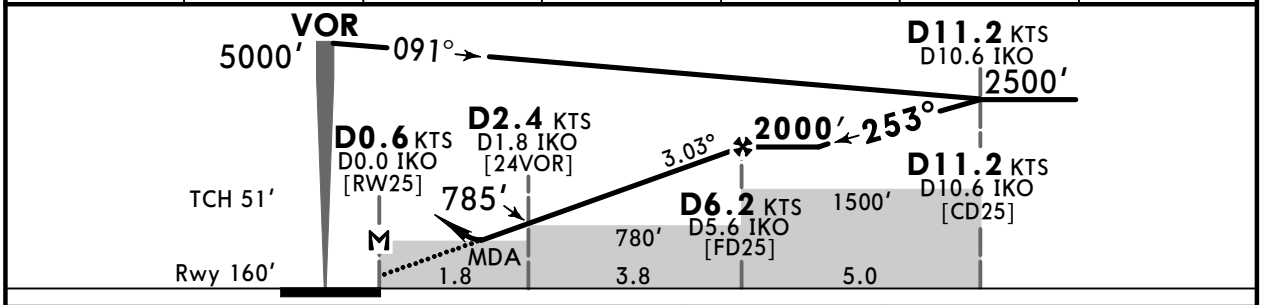
MSA KTS VOR

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: FL090	Trans alt: 7000′

1. DME required. 2. WARNING: Do not mistake lighted road with Rwy. 3. ILS DME reads zero at Rwy 25 threshold.



KTS DME	1.0	2.0	3.0	4.0	5.0	6.0
IKO DME	0.4	1.4	2.4	3.4	4.4	5.4
ALTITUDE	339′	658′	978′	1297′	1617′	1936′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D0.6 KTS/D0.0 IKO							
Timing not authorized for defining the MAP.							

HIALS
PAPI

D7.0 KTS ↑ | KTS on 113.6 R-253

Std

STRAIGHT-IN LANDING
CDFA
[1] DA/MDA(H) **510′** (350′)

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		R1600m

PANS OPS

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspaces.

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