

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 16-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UKBB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn twy D3 clsd.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2E) Procedures suspended. Refer to temporary chart 10-2E1 and latest NOTAMs.

General Info

Kyiv, UKR

N 50° 20.7' E 30° 53.6' Mag Var: 5.6°E

Elevation: 427'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 18L-36R 13123' x 197' concrete

Runway 18R-36L 11483' x 207' concrete

Runway 18L (177.0°M) TDZE 410'

Lights: Edge, ALS, Centerline

Runway 18R (177.0°M) TDZE 426'

Lights: Edge, ALS

Runway 36L (357.0°M) TDZE 403'

Lights: Edge, ALS

Runway 36R (357.0°M) TDZE 422'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **126.7**Boryspil' Tower **119.3**Boryspil' Tower **124.0** MilitaryBoryspil' Tower **119.65**Boryspil' Ground Control **118.05**Boryspil' Clearance Delivery **130.275**Kyiv Radar Approach Control **128.175**Kyiv Radar Approach Control **125.725**Kyiv Radar Approach Control **124.675**Kyiv Radar Approach Control **120.9****Notebook Info**

UKBB/KBP
BORYSPIL'

4 JUN 10

JEPPESSEN
10-1P**KYIV, UKRAINE**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.7

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Strict adherence to entry/exit patterns by crews.

1.2.2. REVERSE THRUST

Reverse thrust other than IDLE shall not be used between 2200-0600LT, except for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. CRITERIA FOR INITIATION AND TERMINATION OF LVP**

LVP shall be applied when RVR is less than 600m. Pilots will be informed about the beginning of the procedures via ATIS or by ATC.

1.3.2. DETAILS OF RWY EXIT

After CAT II/IIIA landing pilots are requested to inform about vacating of RWY and ILS critical area. While proceeding down the RWY to the point of exit, the pilot will pick up the TWY centerline lights running parallel to the RWY centerline lights and follow them off the active RWY. These lights will alternate yellow and green to indicate to the pilot that the ACFT is still within the ILS critical area. When TWY centerline lights change to all green this indicates that the ACFT is moving out of the ILS critical area. Arriving ACFT are met by Follow-me car on crossing of TWY C with TWY B or on crossing of TWY B with TWY C1 (C2) and taxi under its escort to the indicated ACFT stand. In case of the APT surveillance radar being out of operation Follow-me car meets ACFT on TWY B.

Following standard taxi routings established for ACFT after landing: RWY 36R - TWY A1 (A2, A3) - TWY B - TWY C - ACFT stand.

1.3.3. START-UP, TAXIING & HOLDING

Pilots shall request start-up clearance indicating the number of ACFT stand (Apron). Clearance for towing and taxiing out of the ACFT stand shall be requested when the ACFT is ready to carry it out immediately. When towing and engines start-up have been completed the pilot shall inform BORISPII' Ground: "Ready to taxi." Taxiing of the ACFT shall be carried out at MIM engines power behind Follow-me car to RWY 18L/36R until TWY C (B). Then taxiing shall be continued on its own following green TWY centerline lights to holding position. In case of the APT surveillance radar being out of operation ACFT taxi with Follow-me car until line-up.

Following standard taxi routing established for ACFT before departure:
ACFT stand - TWY C - TWY B - TWY A6 - RWY 36R.

1.3.4. DETAILS OF HOLDING POSITION TO BE USED

Pilots shall report from CAT II/IIIA holding position or other reporting points prescribed by ATC. It is prohibited to cross the holding position line (ILS critical area) designated by a pair of one-way directional elevated flashing yellow lights installed on both sides of a TWY and by controlled stop bars, in pavement a line of red lights installed across the entire TWY, and also established DAY marking holding position on TWY A6. It is prohibited to cross (occupy) RWY or TWY during taxiing and towing without ATC clearance.

UKBB/KBP
BORYSPIL'

4 JUN 10

JEPPESEN
10-1P1

KYIV, UKRAINE
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Taxiroute M MAX wingspan 213' / 65m.

TWYs 12 and 14 MAX wingspan less than 171'/52m.

TWY C2 MAX wingspan 118' / 36m.

Taxiroute K MAX wingspan 95' / 29m.

Taxiing of CAT C and D ACFT on aprons with IDLE thrust.

Taxiing via TWYs 12, 13, 14 and 18 strictly on centerline and at safety speed with great CAUTION.

Taxiing and parking of ACFT at Apron M through the adjacent stands only with Follow-me car.

Taxiing via taxiroutes K, T1 thru T4 and F only with FOLLOW ME assistance.

From Apron C towards TWY 16 via TWY to Maintenance Area by towing.

Taxiing via MAIN TWY M1 only with Follow-me car.

Taxi guidelines may be invisible because of snow. Assistance from Follow-me car to be requested via BORISPIL' Ground.

1.5. PARKING INFORMATION

For Docking Guidance System graphics refer to 10-9 charts.

1.6. OTHER INFORMATION

Birds.

Sequential engines start-up and running on IDLE thrust permitted on apron stands on request via BORISPIL' Ground.

UKBB/KBP
BORYSPIL'**JEPPESEN**
4 JUN 10 **10-1P2****KYIV, UKRAINE**
AIRPORT BRIEFING**2. ARRIVAL****2.1. NOISE ABATEMENT PROCEDURES**

Landing restrictions:

RWY 36R/18L, 36L/18R - visual manoeuvring above Boryspil' city inside the sector R-005-R-055 between 2.7 and 6.5 DME BRL below 2470' are prohibited.

2.2. CAT II/III OPERATIONS

RWY 36R is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

Pilots are reminded that by leaving the RWY quickly, ATS will be able to guide ACFT on final using MIM radar separation. This guarantees optimal RWY utilization and minimizes the danger of a missed apch.

In order to reduce Runway Occupancy Times (ROT) pilots shall apply the following procedures:

- RWYs shall, as a rule, be LEFT via the high-speed turn-offs (HST),
- pilots should prepare their landings so as to be able to leave RWYs via HST or TWY in accordance with the following table, when RWY conditions permit,
- if no possibility to leave RWY via HST in accordance with the following table, pilot must report to ATC before turning on final.

ACFT							
	Light		Medium		Heavy		
RWY	Exit	Avbl RWY length	Exit	Avbl RWY length	Exit	Avbl RWY length	Total RWY length
18L	TWY A4	6562' 2000m	TWY A4	6562' 2000m	TWY A4	6562' 2000m	13,123' 4000m
					TWY A5	10,007' 3050m	
					TWY A6	13,123' 4000m	
18R	TWY 13	5741' 1750m	TWY 13	5741' 1750m	TWY 12	8793' 2680m	11,483' 3500m
					TWY 11	11,483' 3500m	
36L	TWY 13	5741' 1750m	TWY 13	5741' 1750m	TWY 14	8793' 2680m	11,483' 3500m
					TWY 15	11,483' 3500m	
36R	TWY A5	3117' 950m	TWY A3	6562' 2000m	TWY A3	6562' 2000m	13,123' 4000m
	TWY A3	6562' 2000m			TWY A2	10,007' 3050m	
					TWY A1	13,123' 4000m	

2.4. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by Follow-me car to the designated stand.

UKBB/KBP
BORYSPIL'

JEPPESEN
4 JUN 10 (10-1P3)

KYIV, UKRAINE
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Take-off restrictions:

First 250m from THR RWY 18R/36L are not available for take-off.

3.2. DE-ICING

After towing, the de-icing procedure will take place at the ACFT stand or on apron positions. Coordinate with Transit on 131.77.

3.3. START-UP & PUSH-BACK PROCEDURES

Before start-up listen to ATIS. Contact Delivery for ATC clearance, if unavailable contact BORISPIL' Ground.

Taxiing of CAT C and D ACFT out of stands with MAX rating 0.42 of engines power. If unable to break away under this power, flight crew shall call for a tow tractor for towing to start-up point.

3.4. TAXI PROCEDURES

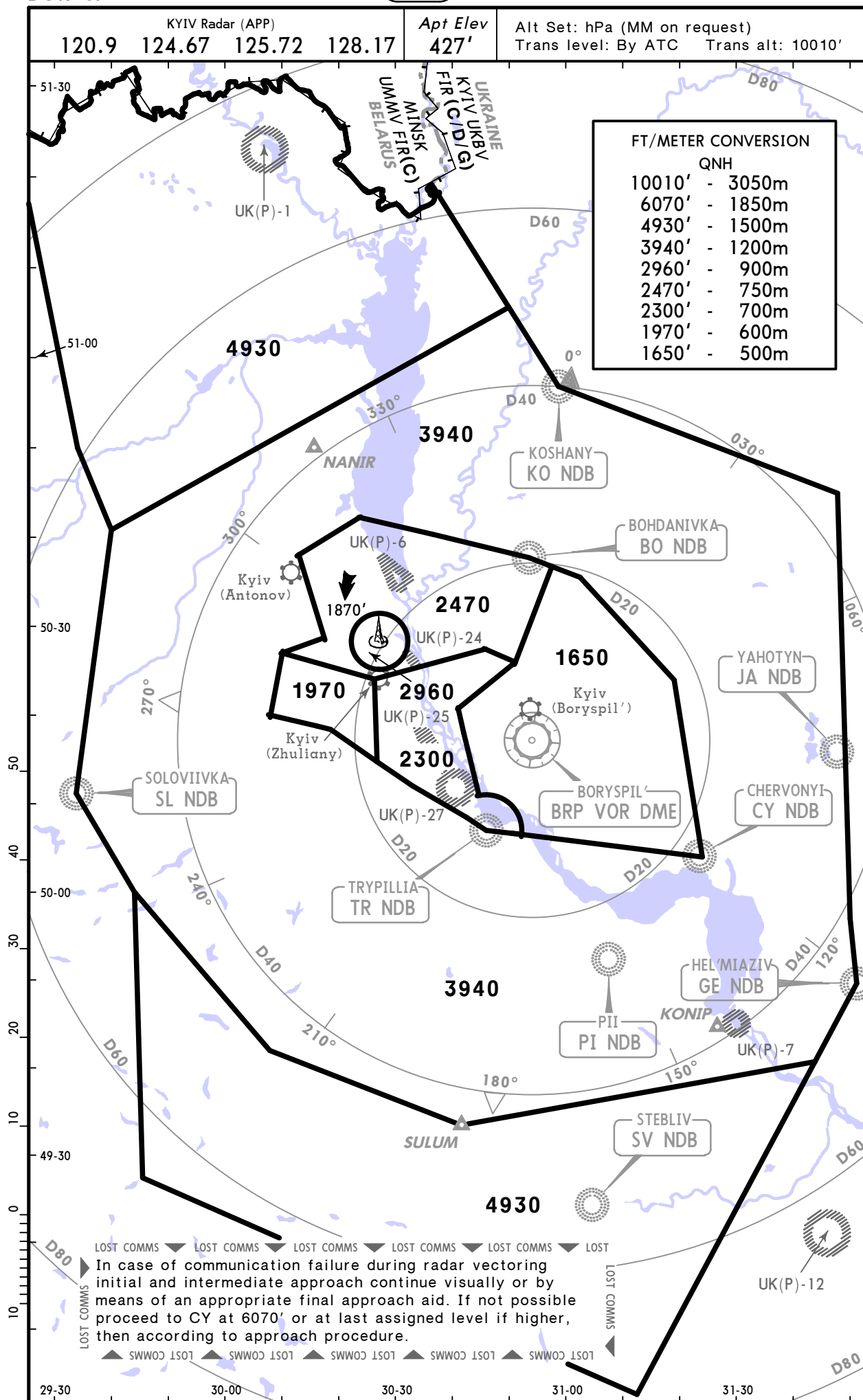
Follow-me car can be used on request by crews if visibility is 400m or less or by ATC clearance at NIGHT for ACFT to be led from stands to TWY 2 or TWY C, TWY B.

UKBB/KBP
BORYSPIL'

JEPPesen
7 NOV 08 **10-1R** Eff 20 Nov

KYIV, UKRAINE

RADAR MINIMUM ALTITUDES



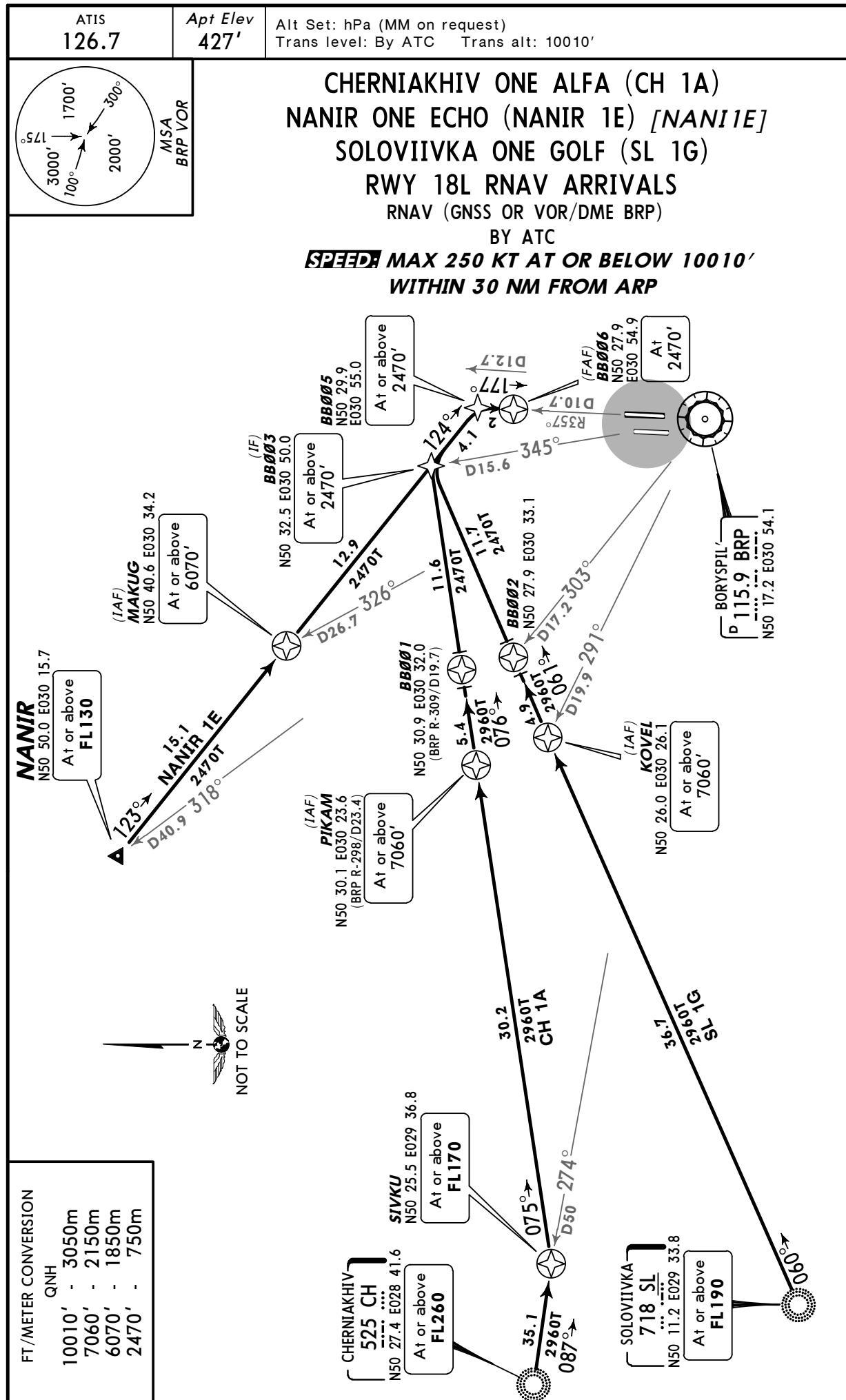
CHANGES: Sectors revised.

© JEPPesen, 2004, 2008. ALL RIGHTS RESERVED.

UKBB/KBP
BORYSPIL'

JEPPesen
25 APR 08 **10-2** **Eff 8 May**

KYIV, UKRAINE
RNAV STAR



FT/METER CONVERSION

QNH	
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
2470'	- 750m

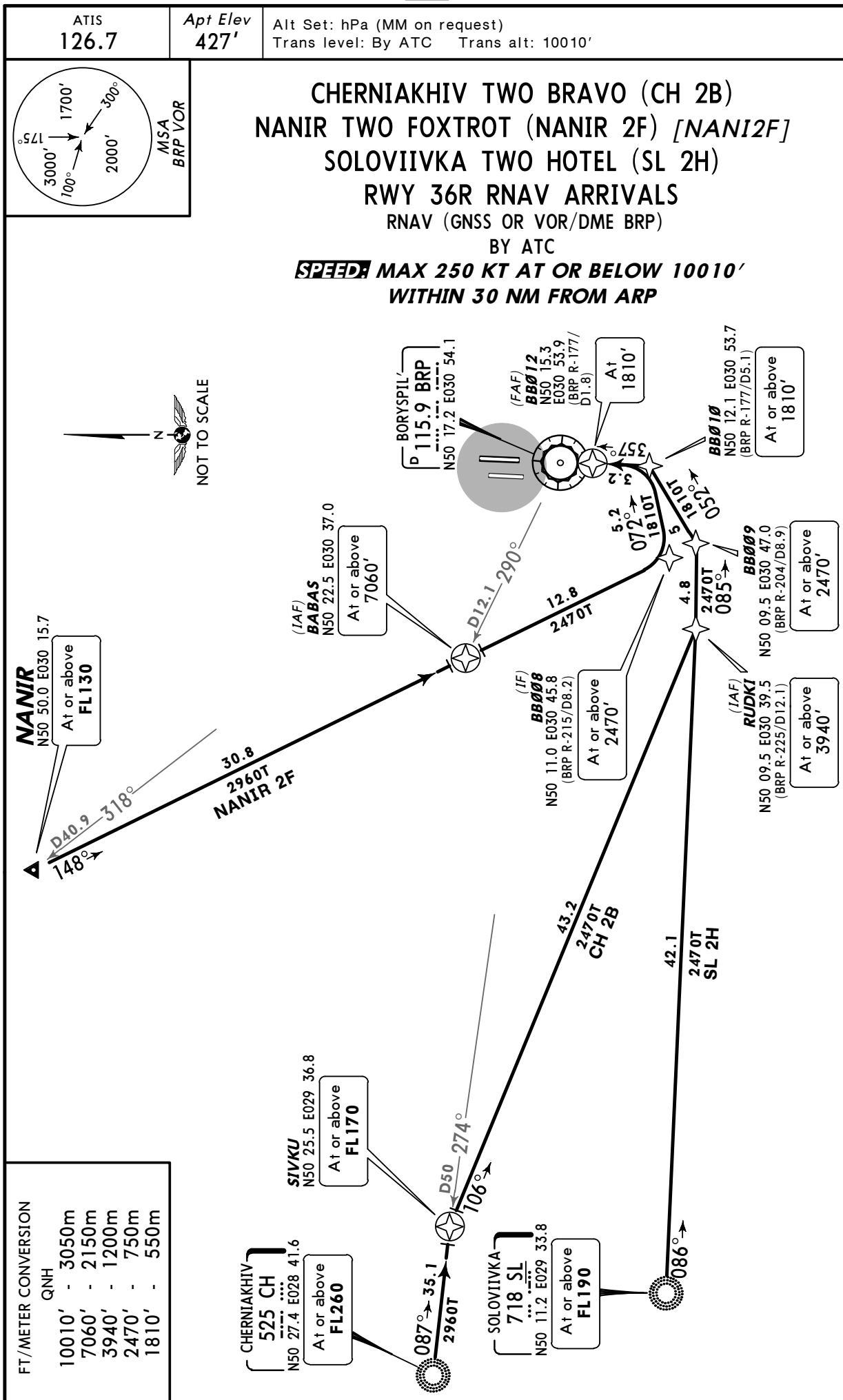
CHANGES: None.

© JEPPESEN, 2002, 2007. ALL RIGHTS RESERVED.

UKBB/KBP
BORYSPIL'

JEPPesen
25 APR 08 **10-2A** **Eff 8 May**

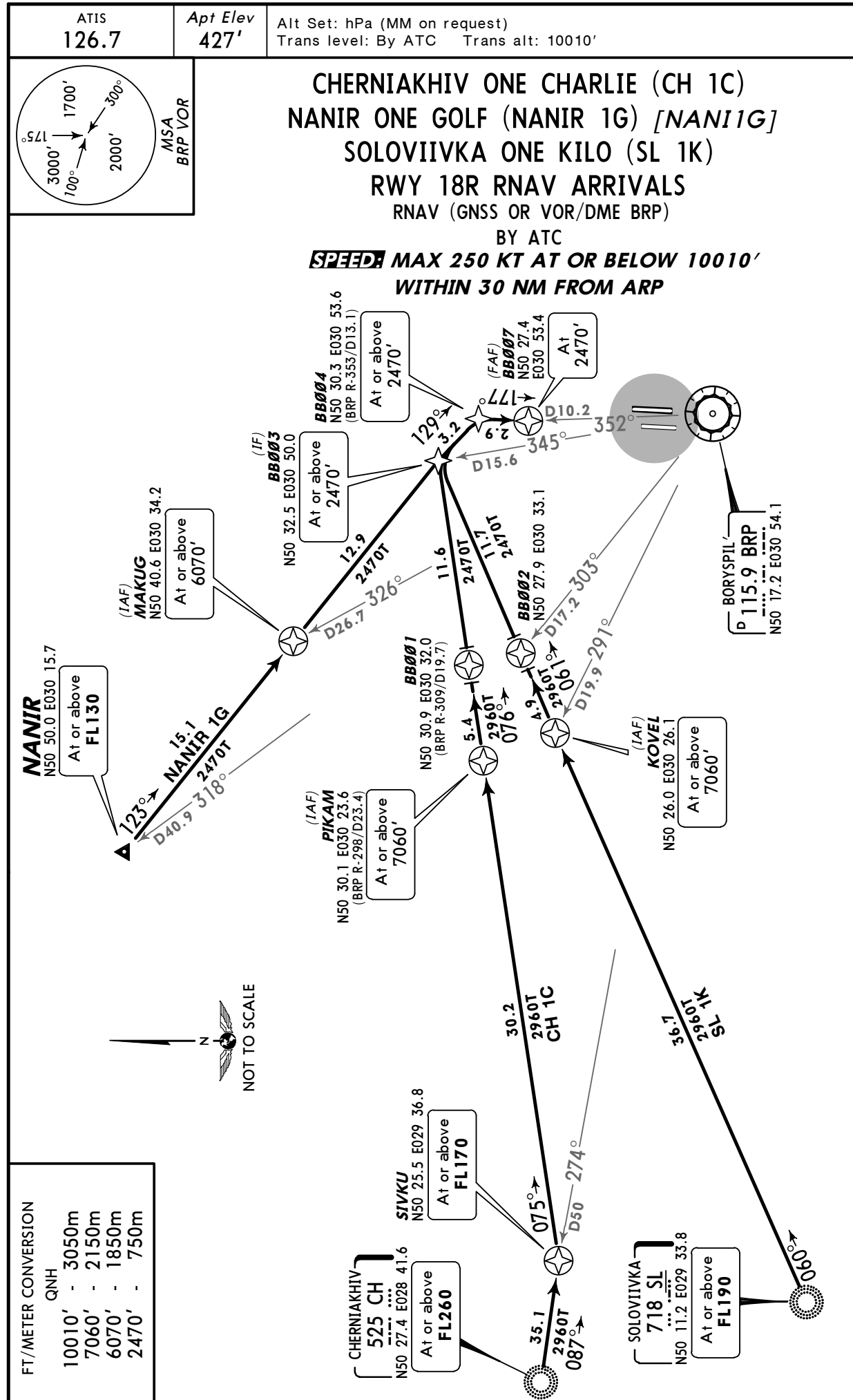
KYIV, UKRAINE
RNAV STAR



UKBB/KBP
BORYSPIL'

JEPPesen
25 APR 08 **10-2B** **Eff 8 May**

KYIV, UKRAINE
RNAV STAR



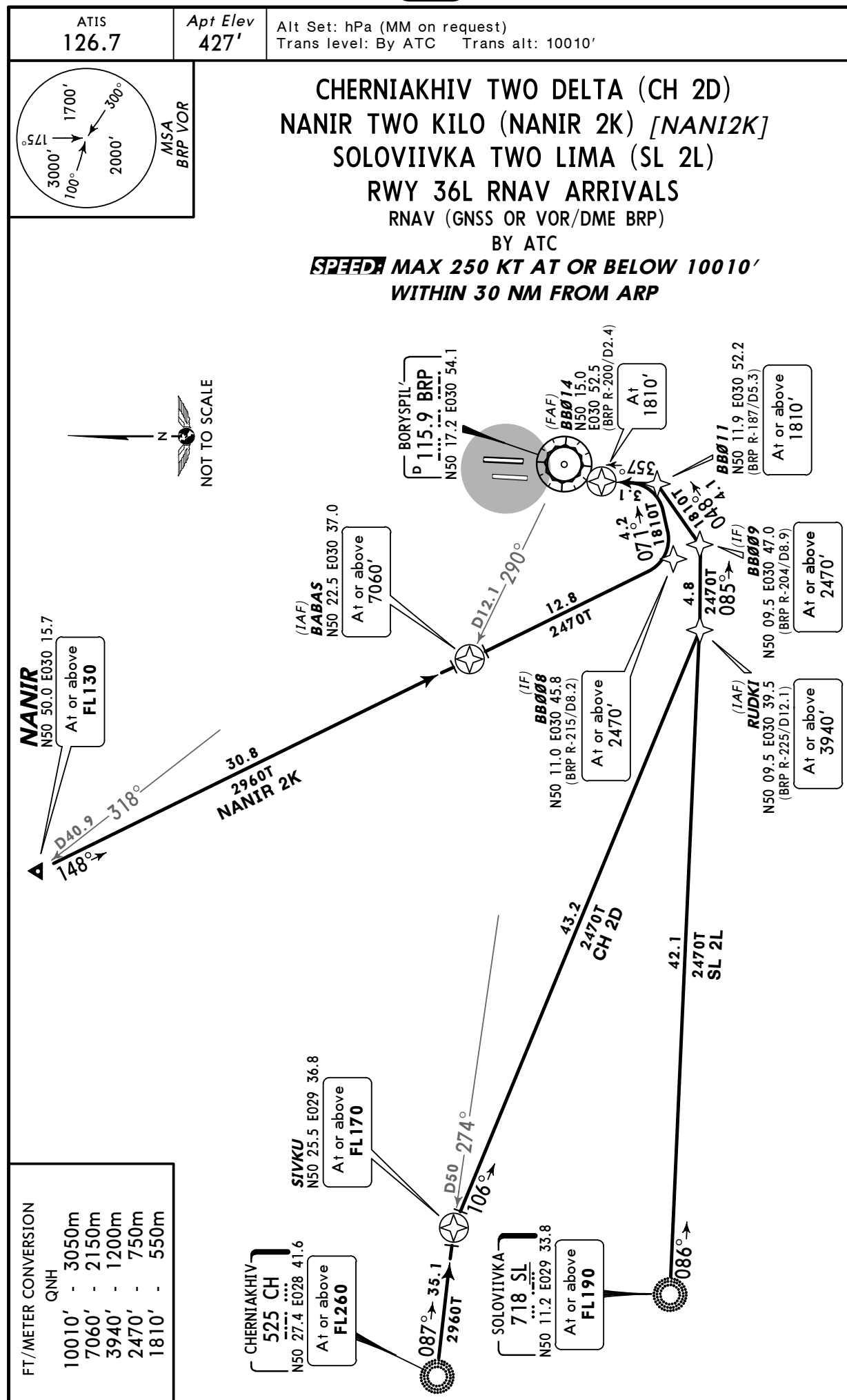
FT/METER CONVERSION

QNH	
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
2470'	- 750m

UKBB/KBP
BORYSPIL'

JEPPesen
25 APR 08 **10-2C** **Eff 8 May**

KYIV, UKRAINE
RNAV STAR



UKBB/KBP
BORYSPIL'

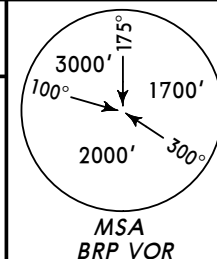
JEPPesen
24 APR 09 **(10-2D)** **Eff 7 May**

KYIV, UKRAINE
STAR

ATIS
126.7

Apt Elev
427'

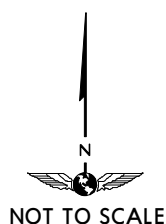
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



KOSHANY ONE KILO (KO 1K)
NANIR TWO ALFA (NANIR 2A) [NANI2A]
SOLOVIIVKA ONE ALFA (SL 1A)
SOLOVIIVKA ONE FOXTROT (SL 1F)
RWYS 18L/R ARRIVALS
FROM NORTH & WEST
~~SPEED~~ MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP

NANIR
N50 50.0 E030 15.7

At or above
FL130



(IAF)
KEDUB
N50 24.1 E030 27.1

At or above
6070'

KOSHANY
490 KO
N50 56.8 E030 58.7
At or above
10010'

(IAF)
BOHDANIVKA
1290 BO
N50 37.7 E030 53.5
At or above
3940'

BORYSPIL'
D 115.9 BRP
N50 17.2 E030 54.1

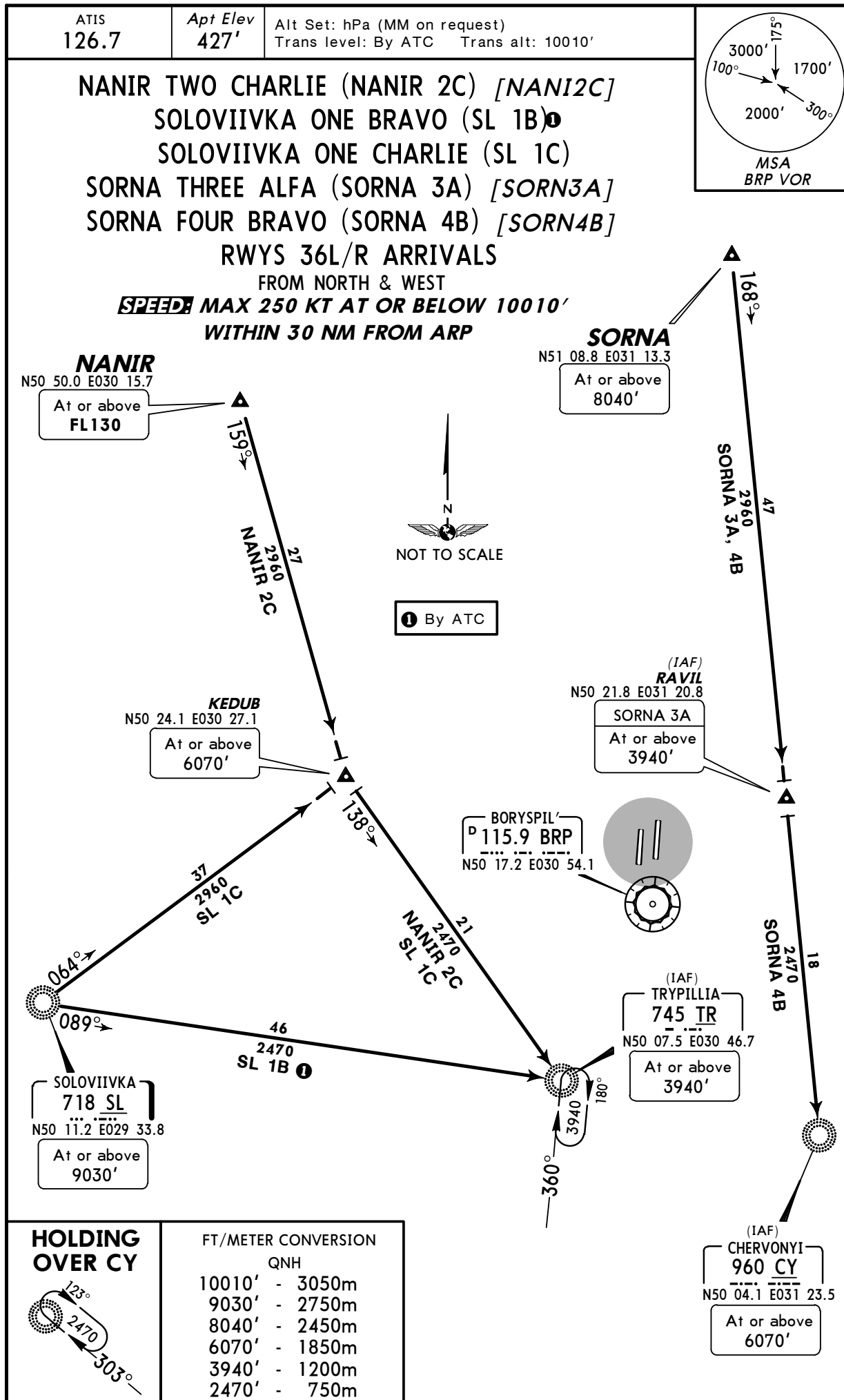
SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
At or above
9030'

FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
6070'	- 1850m
3940'	- 1200m
2470'	- 750m

UKBB/KBP
BORYSPIL'

JEPPesen
24 APR 09 **10-2E** **Eff 7 May**

KYIV, UKRAINE
STAR



UKBB/KBP
BORYSPIL'

JEPPESEN
21 MAY 10 (10-2E1) Eff 3 Jun

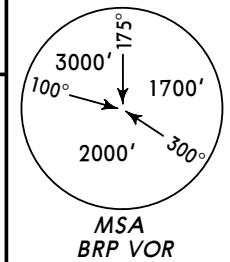
KYIV, UKRAINE

STAR

ATIS
126.7

Apt Elev
427'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



NANIR ONE BRAVO (NANIR 1B) *[NANI1B]*
SOLOVIIVKA ONE BRAVO (SL 1B)①
SOLOVIIVKA ONE PAPA (SL 1P)
SORNA THREE ALFA (SORNA 3A) *[SORN3A]*
SORNA FOUR BRAVO (SORNA 4B) *[SORN4B]*
RWYS 36L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP

NANIR
N50 50.0 E030 15.7
At or above
FL130

① By ATC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

SORNA
N51 08.8 E031 13.3
At or above
8040'



KEDUB
N50 24.1 E030 27.1
At or above
6070'

(IAF)
RAVIL
N50 21.8 E031 20.8
SORNA 3A
At or above
3940'

D7.3 BRP
N50 19.8
E030 43.2
(BRP R-285)

D8.5 BRP
N50 20.4
E030 41.7
(BRP R-286)

089°

SOLOVIVKA
718 SL

N50 11.2 E029 33.8

At or above
9030'

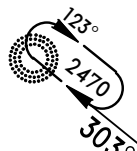
(IAF)
TRYPIILLIA
745 TR
N50 07.5 E030 46.7
(BRP R-201/D10.7)
At or above
3940'
MAX
220 KT

BORYSPIL'
D 115.9 BRP
... ..
N50 17.2 E030 54.1

(IAF)
CHERVONYI
960 CY
N50 04.1 E031 23.5
At or above
6070'

PII 425 PI
N49 52.4 E031 07.5

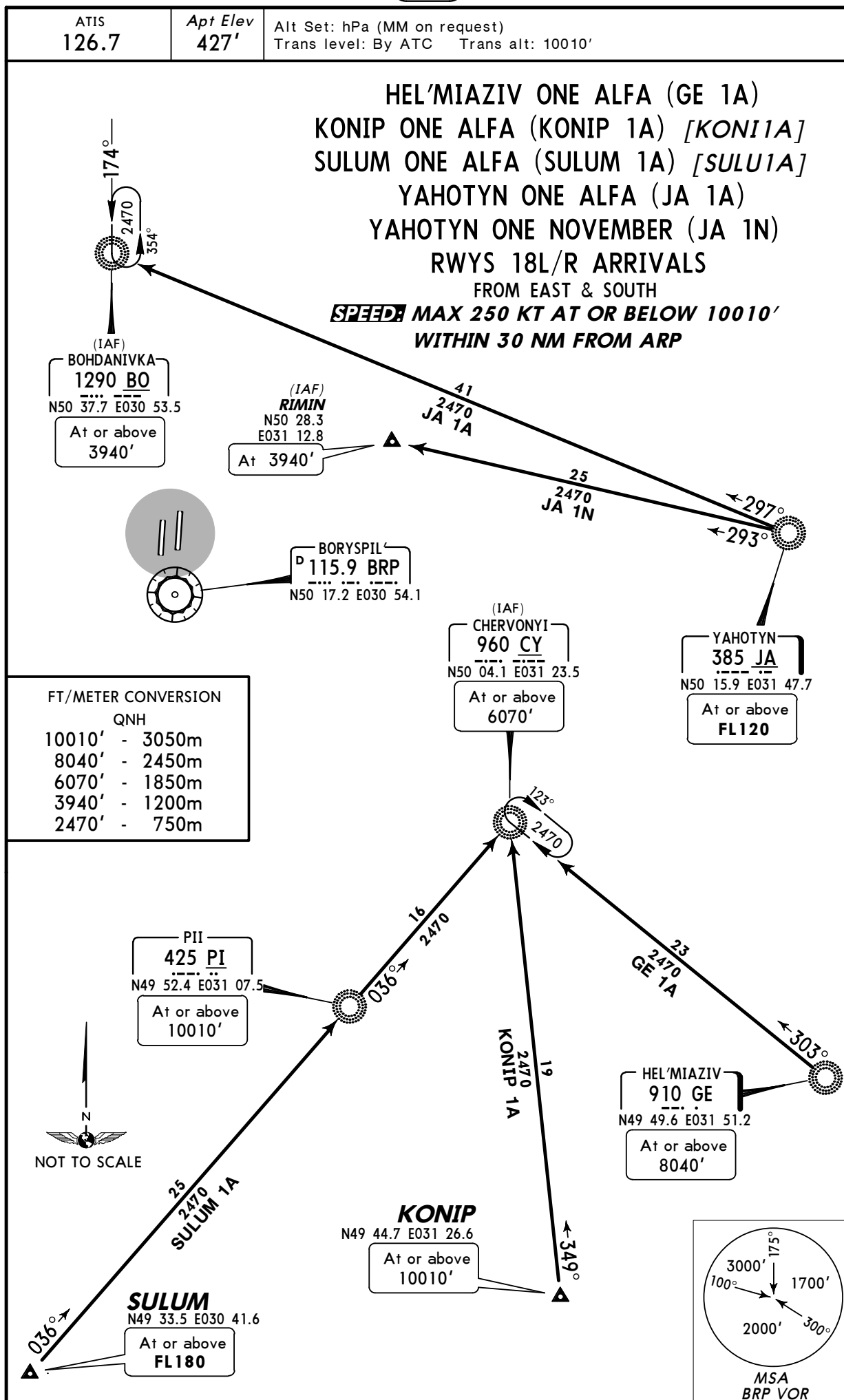
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2470'	- 750m

HOLDING OVER CY

UKBB/KBP
BORYSPIL'

JEPPESSEN
24 APR 09 **10-2F** **Eff 7 May**

KYIV, UKRAINE
STAR



FT/METER CONVERSION

	QNH
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2470'	- 750m

UKBB/KBP
BORYSPIL'

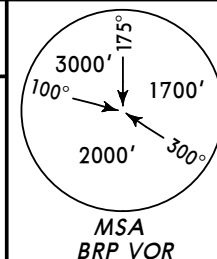
JEPPESEN
24 APR 09 **(10-2G)** **Eff 7 May**

KYIV, UKRAINE
STAR

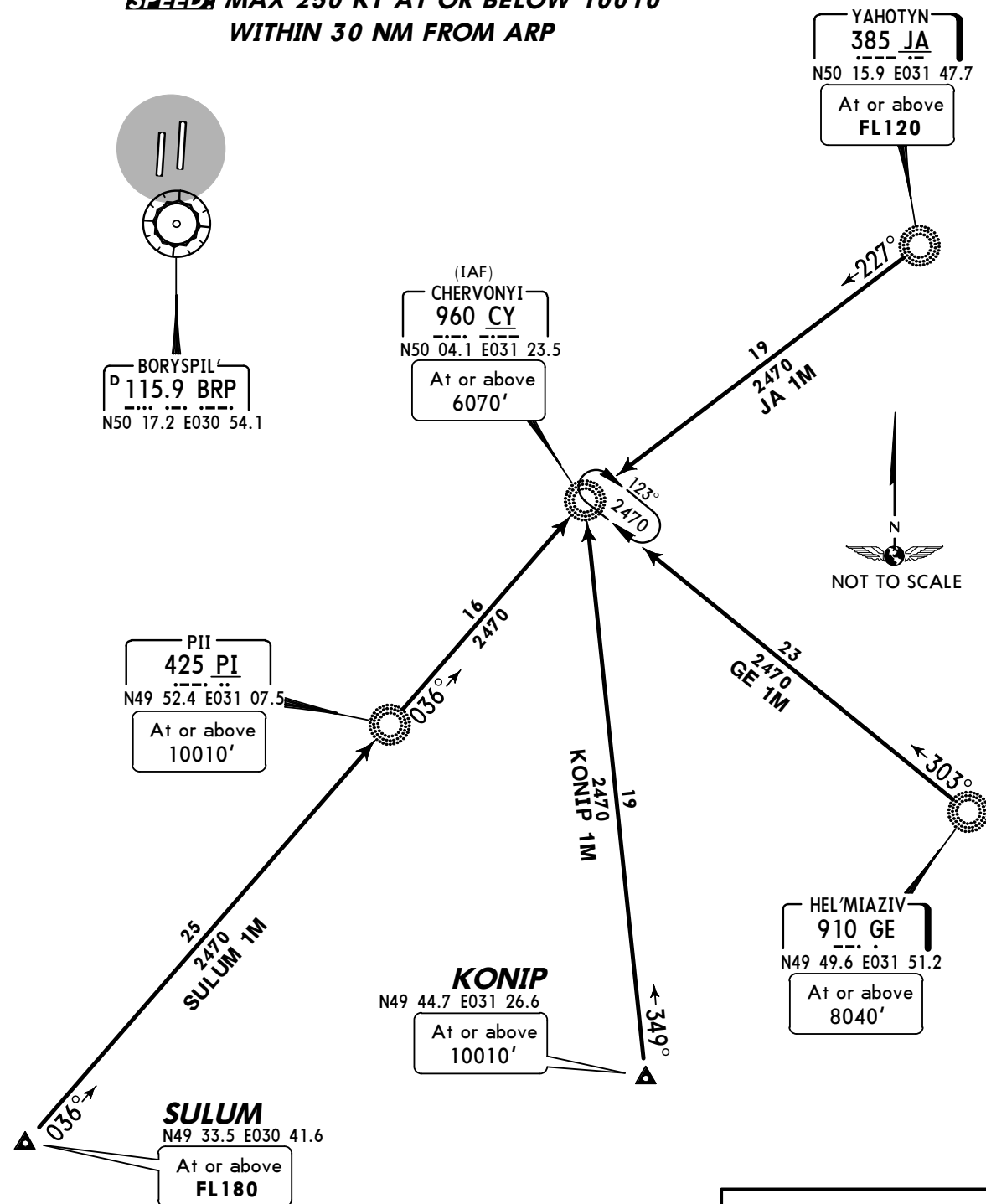
ATIS
126.7

Apt Elev
427'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



HEL'MIAZIV ONE MIKE (GE 1M)
KONIP ONE MIKE (KONIP 1M) [KONI1M]
SULUM ONE MIKE (SULUM 1M) [SULU1M]
YAHOTYN ONE MIKE (JA 1M)
RWYS 36L/R ARRIVALS
FROM EAST & SOUTH
~~SPEED~~ MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP

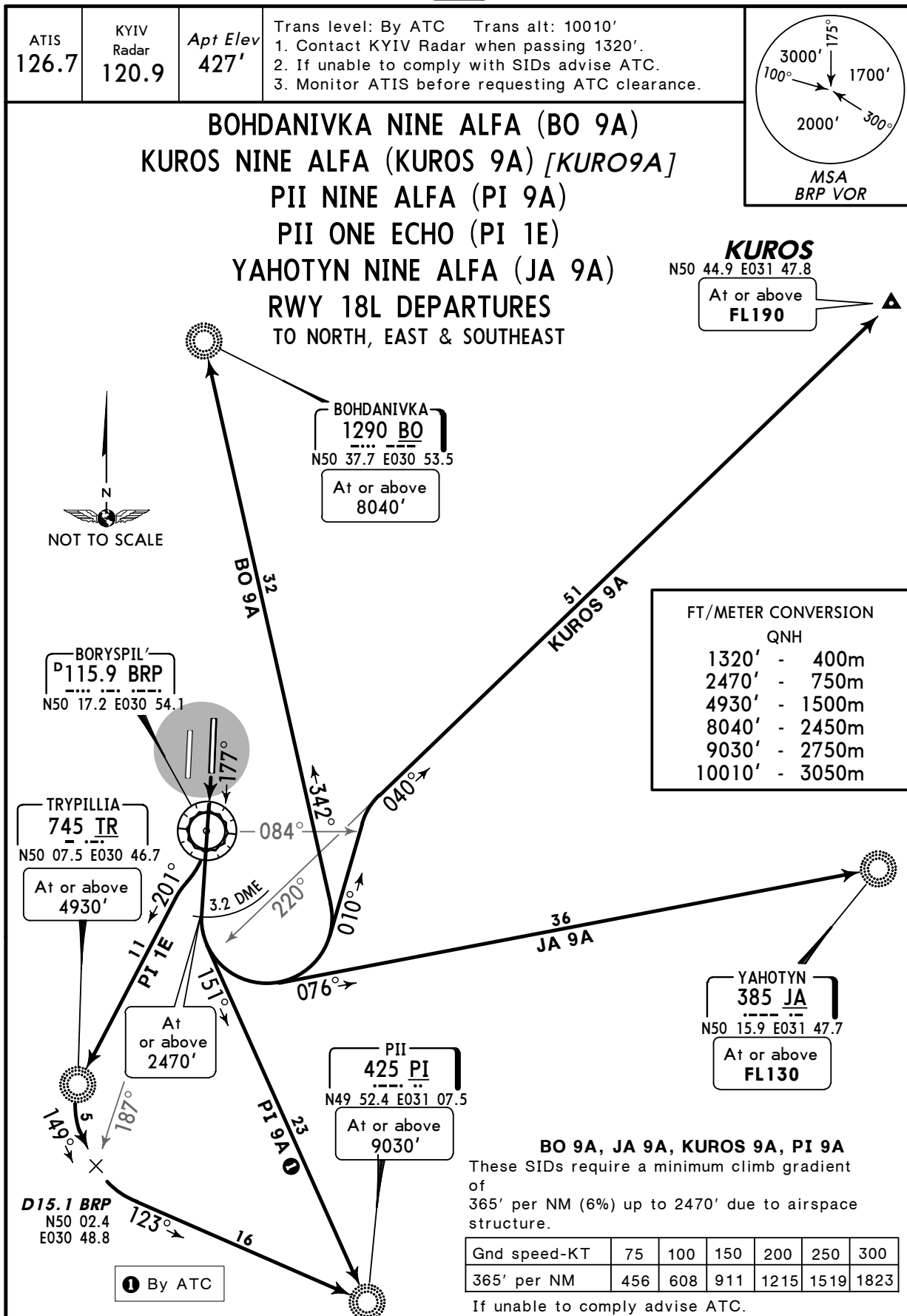


FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
2470'	- 750m

UKBB/KBP
BORYSPIL'

JEPPESSEN
26 MAR 10 **10-3** **Eff 8 Apr**

KYIV, UKRAINE
SID

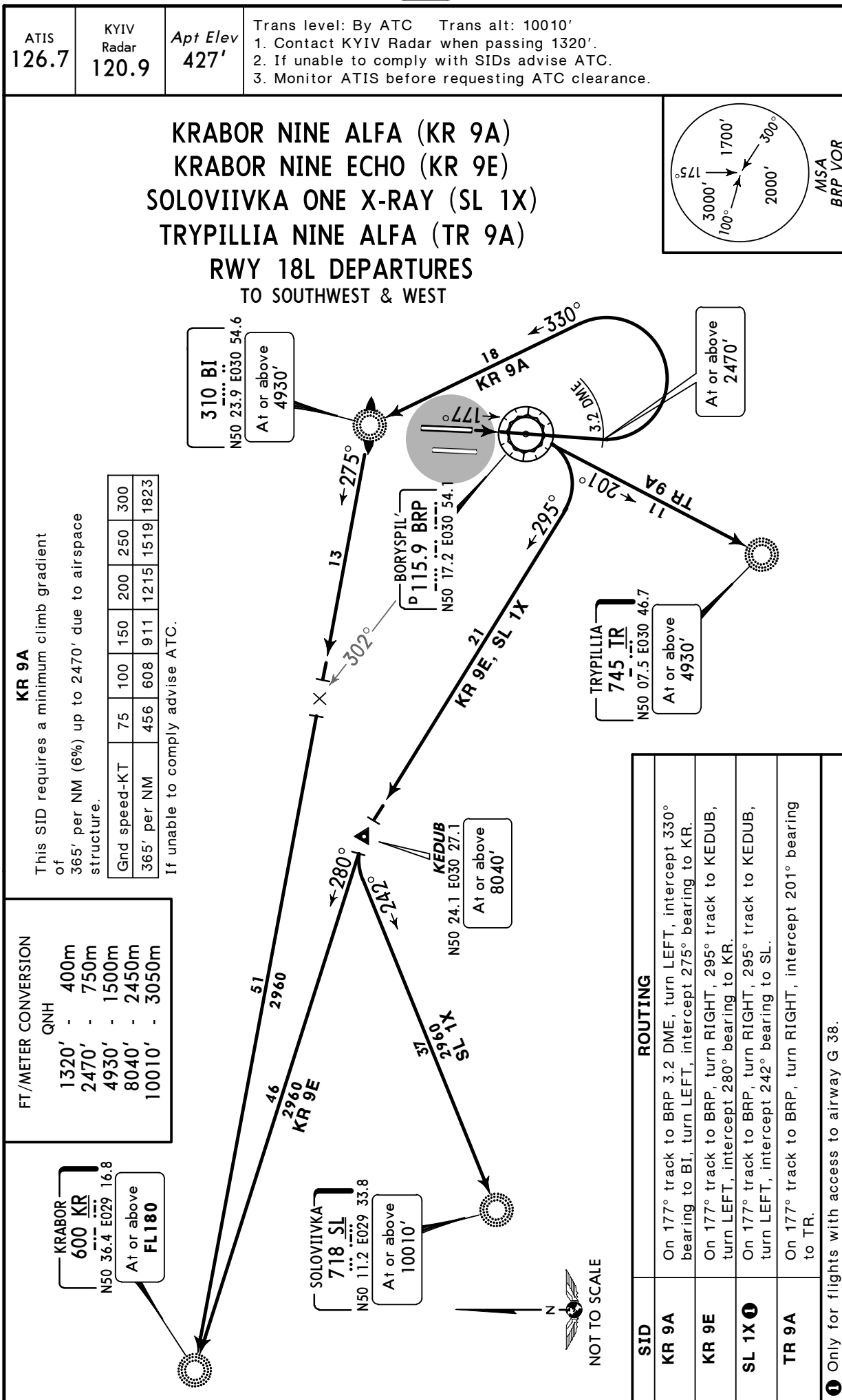


SID	ROUTING
BO 9A	On 177° track to BRP 3.2 DME, turn LEFT, intercept 342° bearing to BO.
JA 9A	On 177° track to BRP 3.2 DME, turn LEFT, intercept 076° bearing to JA.
KUROS 9A	On 177° track to BRP 3.2 DME, turn LEFT, 010° track, when passing BRP R-084 turn RIGHT, intercept 040° bearing from TR to KUROS.
PI 9A ①	On 177° track to BRP 3.2 DME, turn LEFT, intercept 151° bearing to PI.
PI 1E	On 177° track to BRP, turn RIGHT, intercept 201° bearing to TR, turn LEFT, 149° track to D15.1 BRP (BRP R-187), turn LEFT, intercept 123° bearing to PI.

UKBB/KBP
BORYSPIL'

JEPPESSEN
26 MAR 10 **(10-3A)** **Eff 8 Apr**

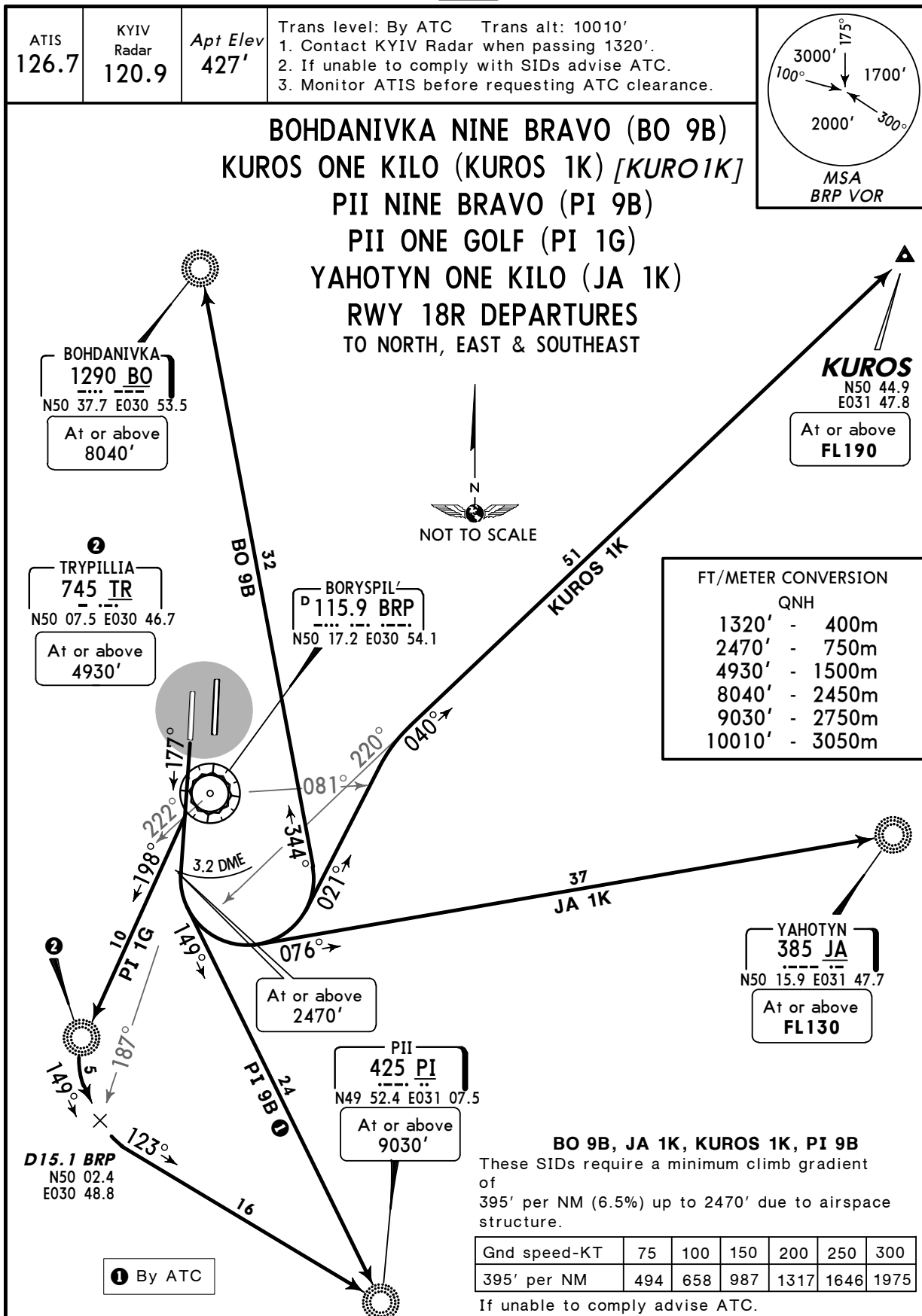
KYIV, UKRAINE
SID



UKBB/KBP
BORYSPIL'

JEPPESEN
26 MAR 10 **10-3B** **Eff 8 Apr**

KYIV, UKRAINE
SID

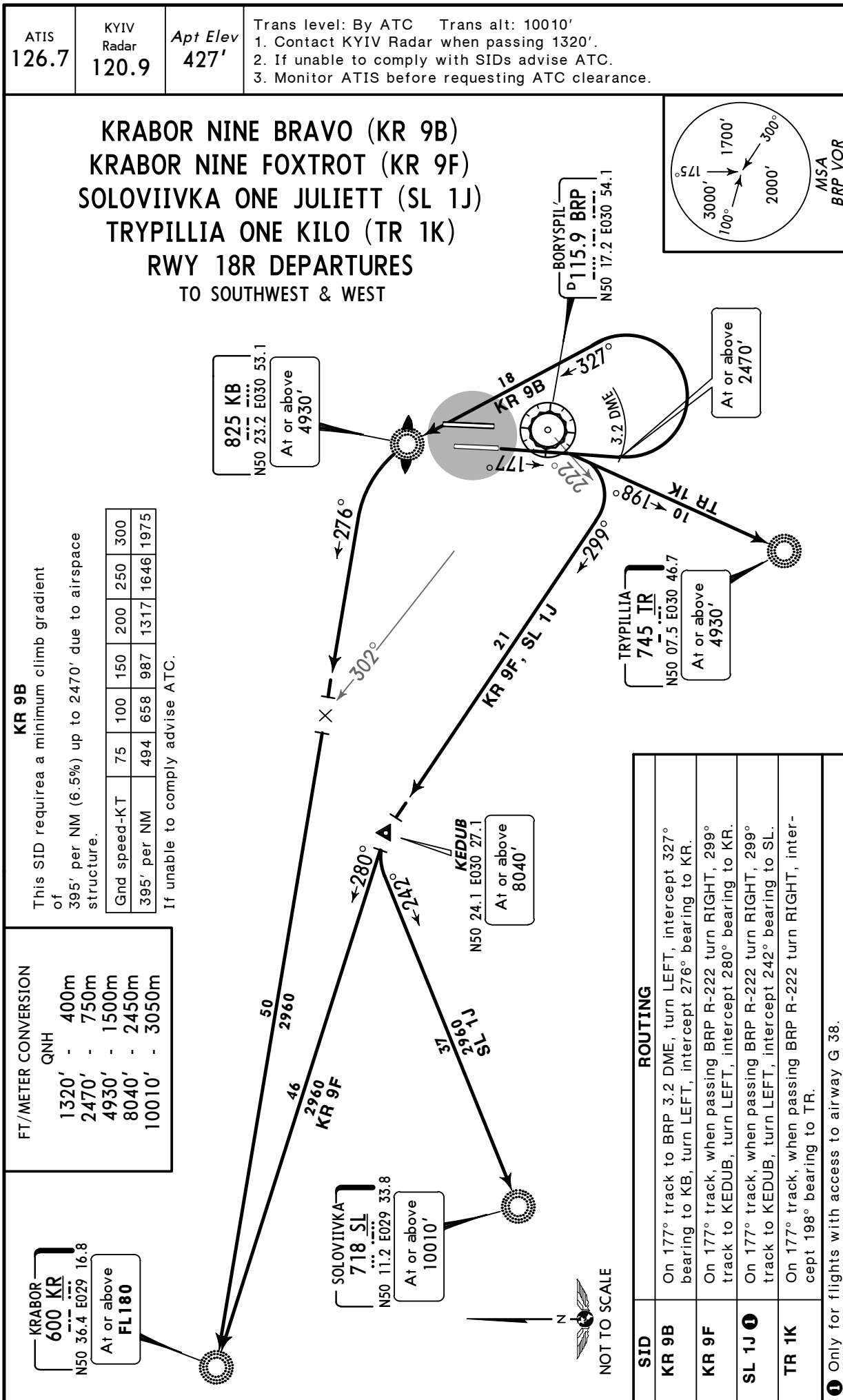


SID	ROUTING
BO 9B	On 177° track to BRP 3.2 DME, turn LEFT, intercept 344° bearing to BO.
JA 1K	On 177° track to BRP 3.2 DME, turn LEFT, intercept 076° bearing to JA.
KUROS 1K	On 177° track to BRP 3.2 DME, turn LEFT, 021° track, when passing BRP R-081 turn RIGHT, intercept 040° bearing from TR to KUROS.
PI 9B ①	On 177° track to BRP 3.2 DME, turn LEFT, intercept 149° bearing to PI.
PI 1G	On 177° track, when passing BRP R-222 turn RIGHT, intercept 198° bearing to TR, turn LEFT, 149° track to D15.1 BRP (BRP R-187), turn LEFT, intercept 123° bearing to PI.

UKBB/KBP
BORYSPIL'

JEPPesen
26 MAR 10 **10-3C** **Eff 8 Apr**

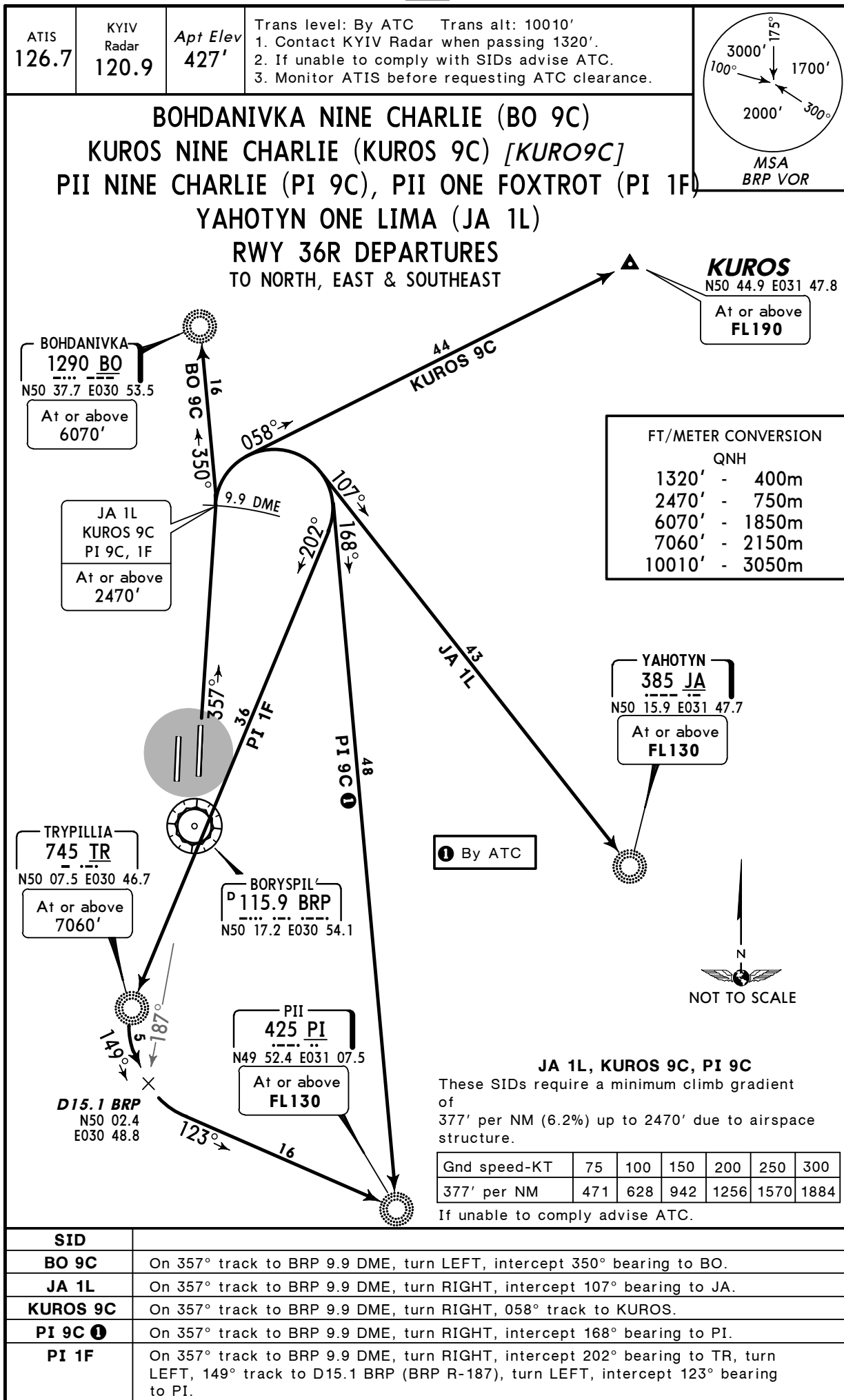
KYIV, UKRAINE
SID



UKBB/KBP
BORYSPIL'

JEPPESSEN
26 MAR 10 **10-3D** **Eff 8 Apr**

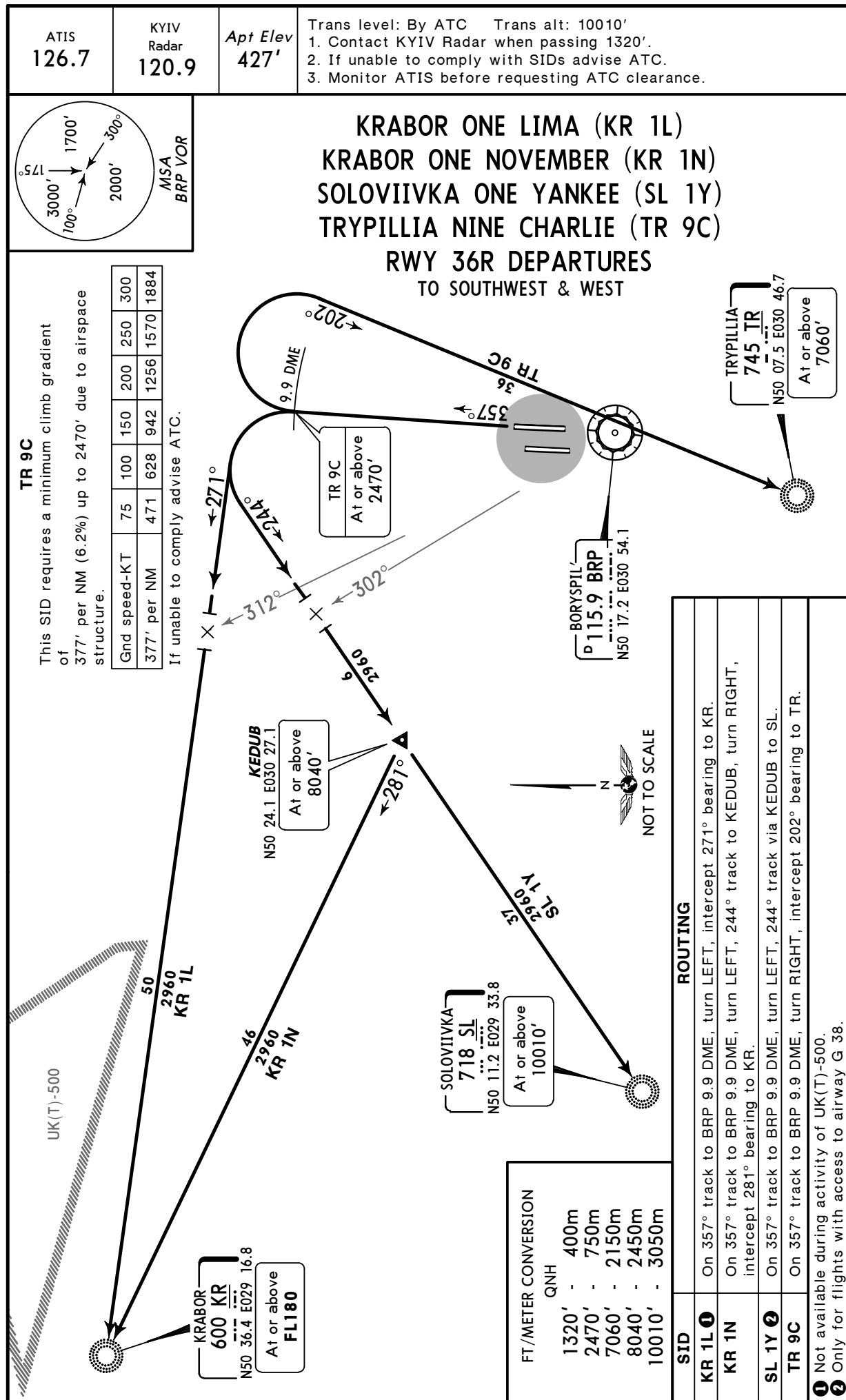
KYIV, UKRAINE
SID



UKBB/KBP
BORYSPIL'

JEPPesen
26 MAR 10 **10-3E** **Eff 8 Apr**

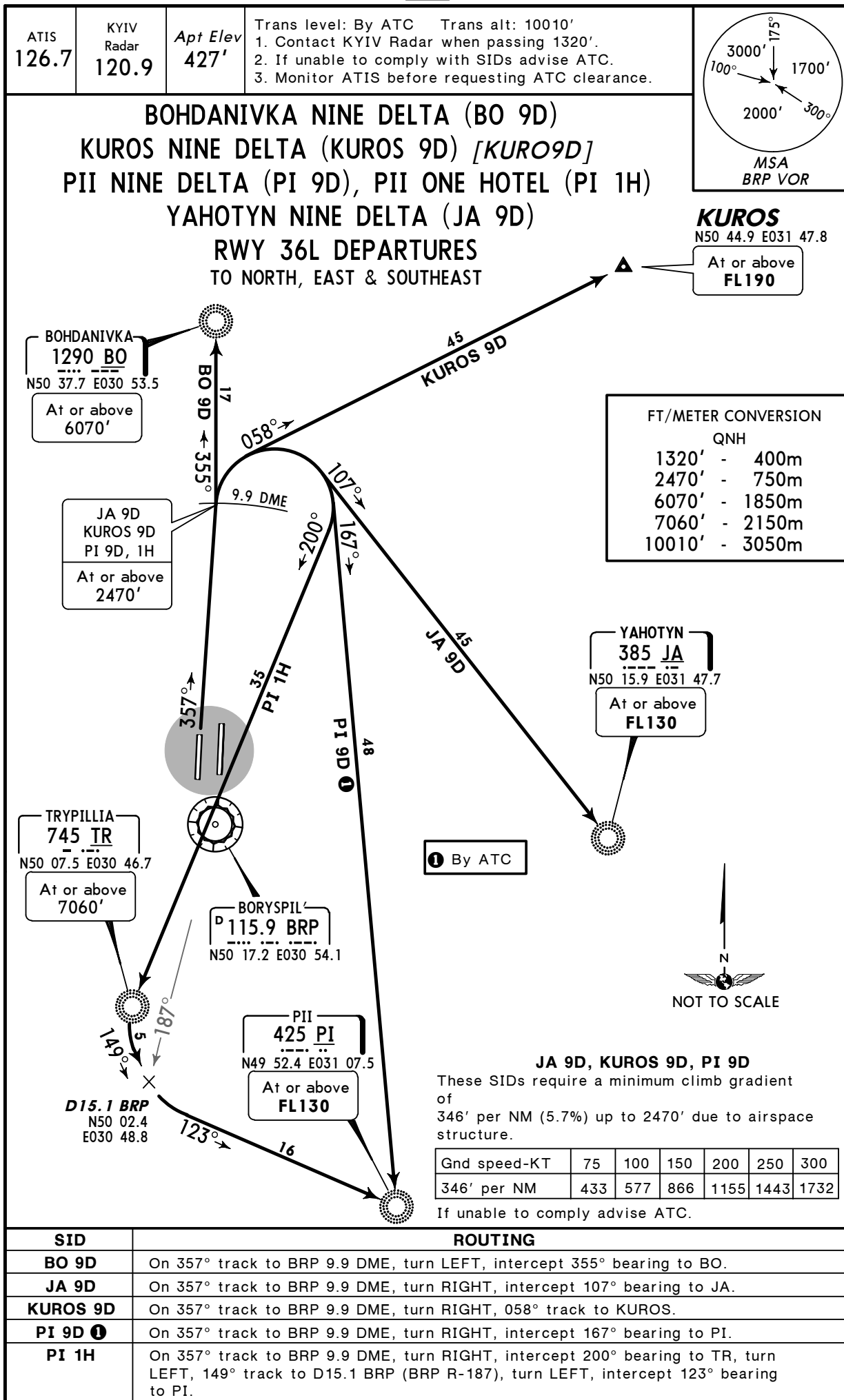
KYIV, UKRAINE
SID



UKBB/KBP
BORYSPIL'

JEPPESSEN
26 MAR 10 **10-3F** **Eff 8 Apr**

KYIV, UKRAINE
SID



UKBB/KBP
BORYSPIL'

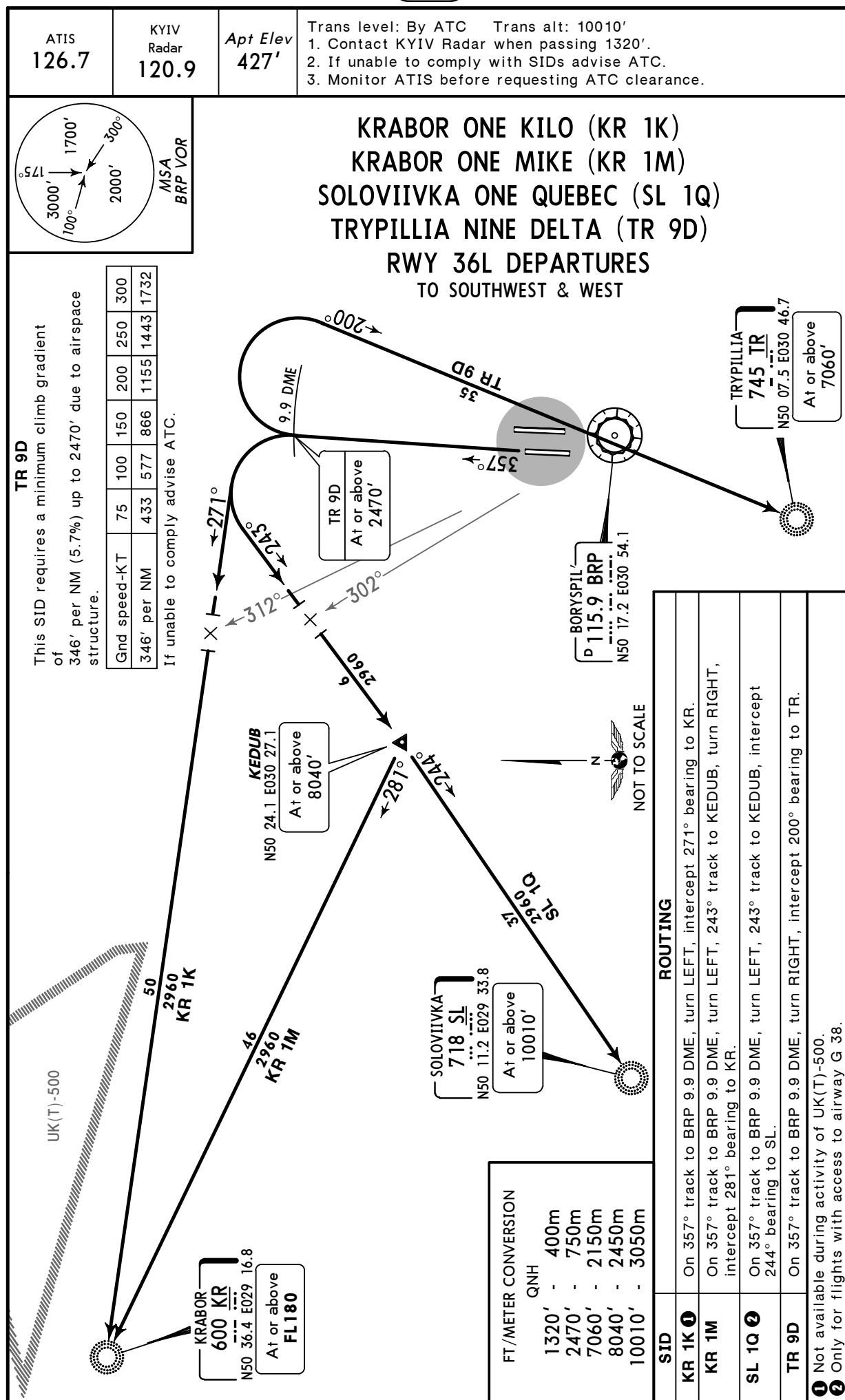
26 MAR 10

10-3G

Eff 8 Apr

KYIV, UKRAINE

SID



UKBB/KBP

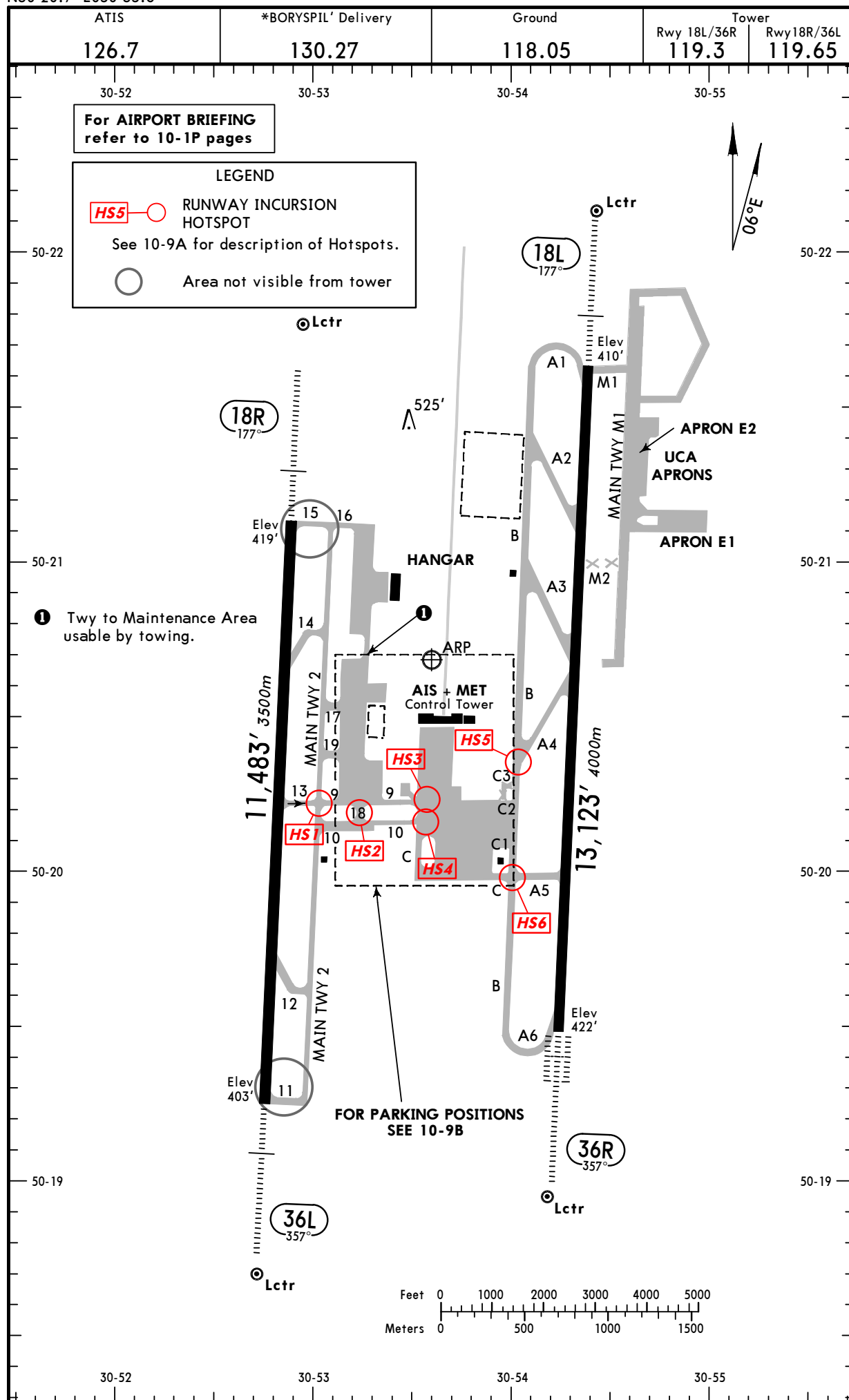
Apt Elev **427'**
N50 20.7 E030 53.6

JEPPesen

16 JUL 10 **(10-9)** Eff 29 Jul

KYIV, UKRAINE

BORYSPIL'



CHANGES: Hot spots. Areas not visible from tower.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

UKBB/KBP

JEPPESEN
 16 JUL 10 **(10-9A)** **Eff 29 Jul**

KYIV, UKRAINE
BORYSPIL'

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
18L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		12,139' 3700m		197' 60m
36R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR				
18R	HIRL (50m) HIALS PAPI-L (3.0°) RVR		10,511' 3204m	10,663' 3250m ❶	207' 63m
36L			10,268' 3130m		

❶ First 820'/250m unusable for take-off.

RUNWAY INCURSION "HOT SPOTS"

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

- HS1** Exercise caution, when crossing on intersection on MAIN TWY 2.
- HS2, 3&4** Use caution, when taxiing TWYs 9, 10 and 18.
- HS5&6** Exercise caution, when crossing intersection TWY B.
- HS6** Use extreme caution crossing TWY B inbound.

JAR-OPS

TAKE-OFF ❶

	Rwys 18L/36R LVP must be in force			LVP must be in force	All Rwys	
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

UKBB/KBP

JEPPESEN

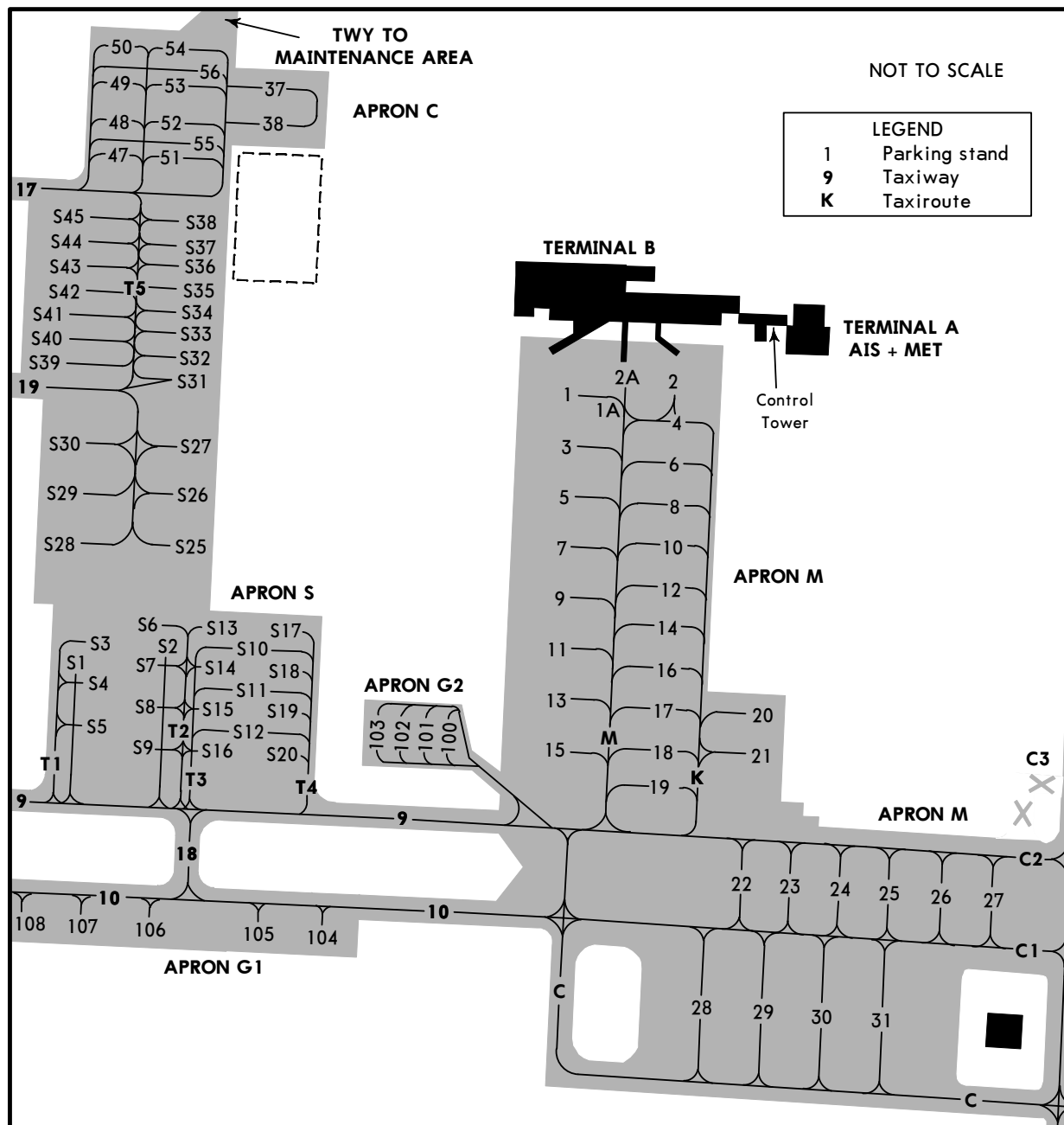
16 JUL 10

10-9B

Eff 29 Jul

KYIV, UKRAINE

BORYSPIL'



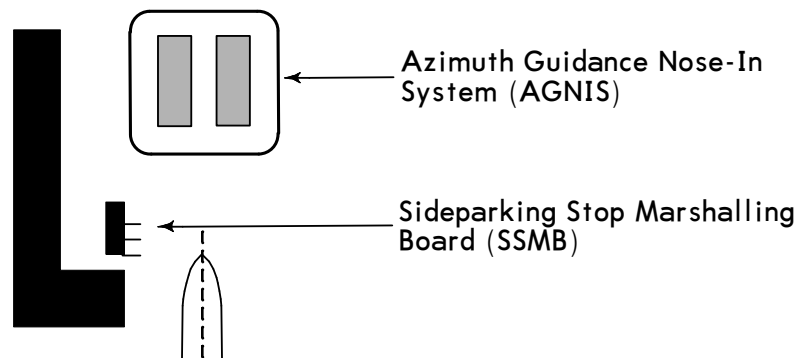
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 4	N50 20.4 E030 53.7	S1 thru S3	N50 20.3 E030 53.2
5 thru 10	N50 20.3 E030 53.7	S4 thru S6	N50 20.2 E030 53.2
11	N50 20.2 E030 53.7	S7	N50 20.3 E030 53.2
12	N50 20.3 E030 53.7	S8	N50 20.2 E030 53.2
13	N50 20.2 E030 53.7	S9	N50 20.3 E030 53.2
14	N50 20.3 E030 53.7	S10	N50 20.3 E030 53.3
15	N50 20.2 E030 53.6	S11, S12	N50 20.2 E030 53.3
16	N50 20.3 E030 53.7	S13	N50 20.3 E030 53.3
17 thru 19	N50 20.2 E030 53.7	S14 thru S16	N50 20.2 E030 53.3
20, 21	N50 20.2 E030 53.8	S17	N50 20.3 E030 53.3
37, 38	N50 20.6 E030 53.3	S18 thru S20	N50 20.2 E030 53.3
47 thru 49	N50 20.6 E030 53.2	S25 thru S27	N50 20.3 E030 53.2
50	N50 20.7 E030 53.2	S28 thru S30	N50 20.3 E030 53.1
51 thru 56	N50 20.6 E030 53.2	S31 thru S34	N50 20.4 E030 53.3
104, 105	N50 20.1 E030 53.3	S35 thru S38	N50 20.5 E030 53.3
106, 107	N50 20.1 E030 53.2	S39 thru S41	N50 20.4 E030 53.1
108	N50 20.1 E030 53.1	S42 thru S45	N50 20.5 E030 53.1

UKBB/KBP

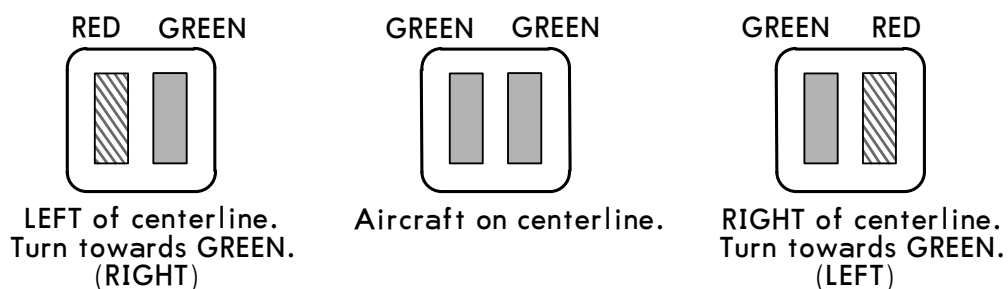
JEPPESEN
16 JUL 10 **10-9C** **Eff 29 Jul**

KYIV, UKRAINE
BORYSPIL'

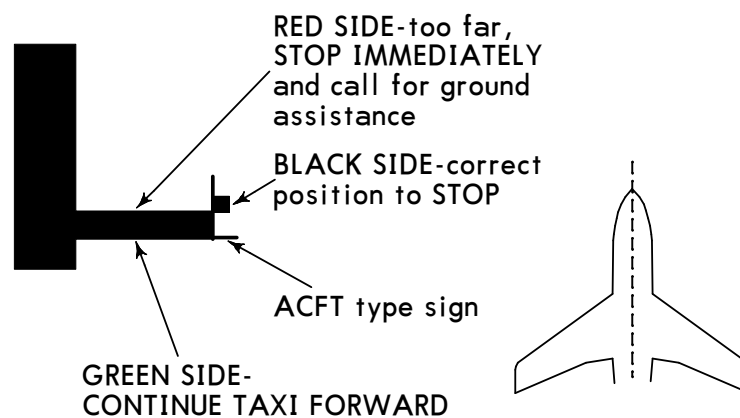
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS



SSMB SIGNALS



Pilot shall stop abeam appropriate acft type sign board when only black side appears visible.

WARNING: In case of missing correct position or any doubt in AGNIS serviceability, stop immediately and call for ground service assistance.

UKBB/KBP


JEPPesen
2 APR 10 **10-9S**
Standard
KYIV, UKRAINE
BORYSPIL'

STRAIGHT-IN RWY		A	B	C	D
18L	ILS	610' (200')	610' (200')	610' (200')	610' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	VOR ①	810' (400')	810' (400')	810' (400')	810' (400')
		R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ①	790' (380')	790' (380')	790' (380')	790' (380')
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
18R	ILS	619' (200')	619' (200')	619' (200')	619' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	NDB ①	810' (391')	810' (391')	810' (391')	810' (391')
		R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	ILS	603' (200')	603' (200')	603' (200')	603' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
36L	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	NDB ①	760' (357')	760' (357')	760' (357')	760' (357')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
36R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	522' (100')	522' (100')	522' (100')	522' (100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	622' (200')	622' (200')	622' (200')	627' (205')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	VOR ①	790' (368')	790' (368')	790' (368')	790' (368')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ①	790' (368')	790' (368')	790' (368')	790' (368')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

UKBB/KBP **JEPPESEN**
2 APR 10 **10-9S1****Standard**
KYIV, UKRAINE
BORYSPIL'

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
After apch to rwy 18L ②	910' (500')	930' (520')	1030' (620')	1130' (720')
After apch to rwy 18R ③	920' (501')	930' (511')	1030' (611')	1130' (711')
After apch to rwy 36L ④	910' (507')	930' (527')	1030' (627')	1130' (727')
After apch to rwy 36R ⑤	920' (498')	930' (508')	1030' (608')	1130' (708')
	V1500m	V1600m	V2400m	V3600m

① Not authorized East of airport.

② Circling height based on rwy 18L thresh elev of 410'.

③ Circling height based on rwy 18R thresh elev of 419'.

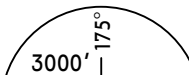
④ Circling height based on rwy 36L thresh elev of 403'.

⑤ Circling height based on rwy 36R thresh elev of 422'.

TAKE-OFF RWY 18L/R, 36L/R

LVP must be in force						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

UKBB/KBP
BORYSPIL'JEPPESSEN
25 APR 08 (11-1)KYIV, UKRAINE
ILS or NDB Rwy 18L

BRIEFING STRIP™	ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground	 MSA BRP VOR
	126.7	125.72	124.67	128.17	120.9	119.3	118.05	
	LOC IBI 111.3	Final Aptch Crs 177°	GS LOM 1181' (771')	ILS DA(H) 610' (200')		Apt Elev 427' RWY 410'		
	NDB BI 310		Minimum Alt D10.7 BRP 2470' (2060')	NDB MDA(H) 790' (380')				

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.

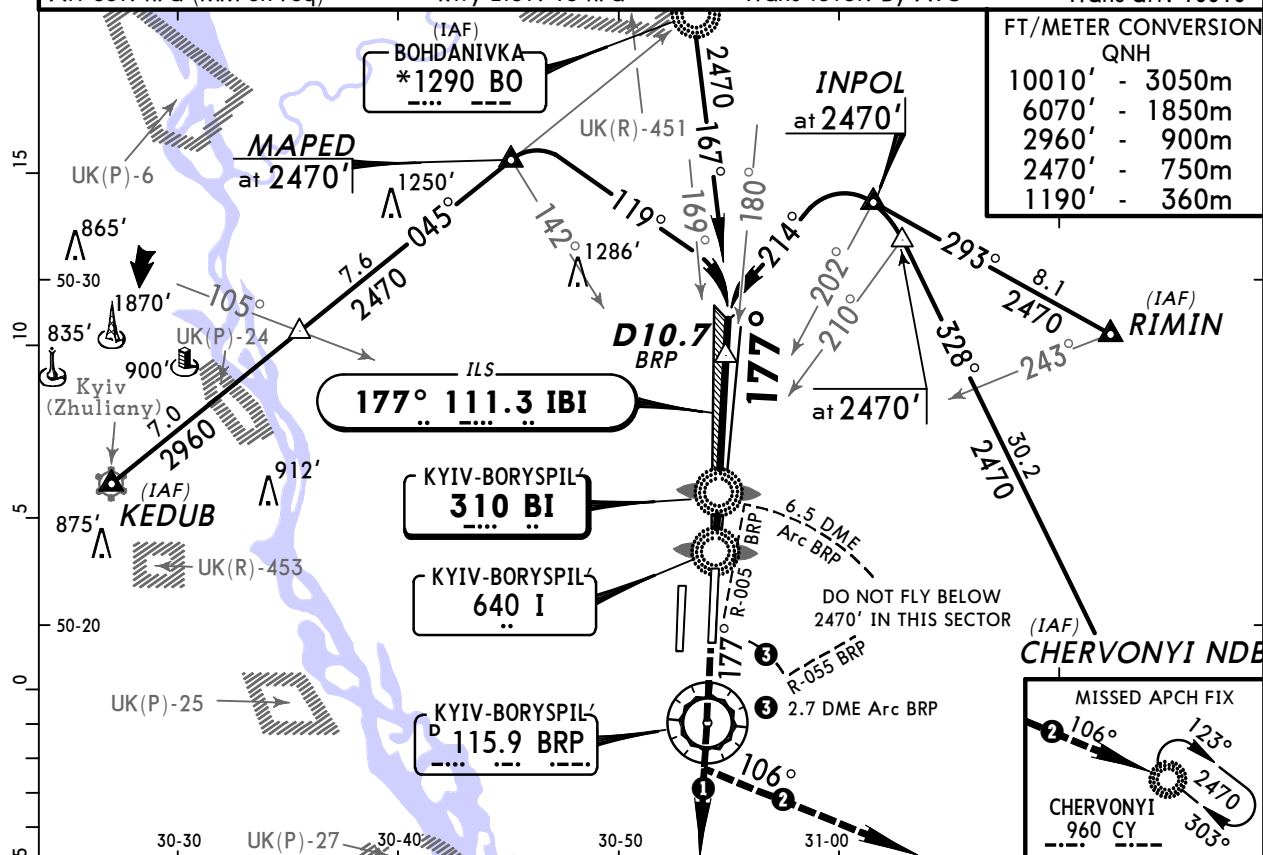
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 6070'.

Alt Set: hPa (MM on req)

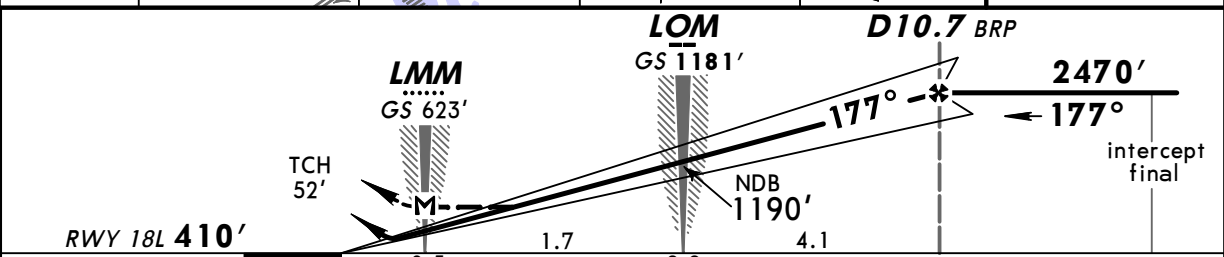
Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10010'



FT/METER CONVERSION QNH	
10010'	3050m
6070'	1850m
2960'	900m
2470'	750m
1190'	360m



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861		
MAP at LMM								

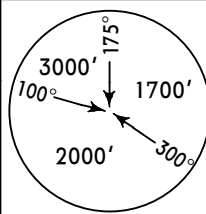
JAR-OPS		STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND ①	
ILS		LOC (GS out)		NDB MDA(H) 790' (380')		Not authorized East of apt	
DA(H) 610' (200')							
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m	100	910' (500') 1500m
				RVR 1000m	RVR 1800m	135	930' (520') 1600m
				RVR 1400m	RVR 2000m	180	1030' (620') 2400m
				RVR 1400m	RVR 2000m	205	1130' (720') 3600m

① Circling height based on rwy 18L thresh elev of 410'.

CHANGES: Minimums.

© JEPPESSEN, 2001, 2008. ALL RIGHTS RESERVED.

UKBB/KBP
BORYSPIL'JEPPESSEN
25 APR 08 (11-2)KYIV, UKRAINE
ILS or NDB Rwy 18R

BRIEFING STRIP™	ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground	 MSA BRP VOR
	126.7	125.72	124.67	128.17	120.9	119.65	118.05	
	LOC IKB 108.9	Final Apch Crs 177°	GS LOM 1132' (713')	ILS DA(H) 619' (200')		Apt Elev 427' RWY 419'		
	NDB KB 825		Minimum Alt D10.2 BRP 2470' (2051')	NDB MDA(H) 810' (391')				

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.

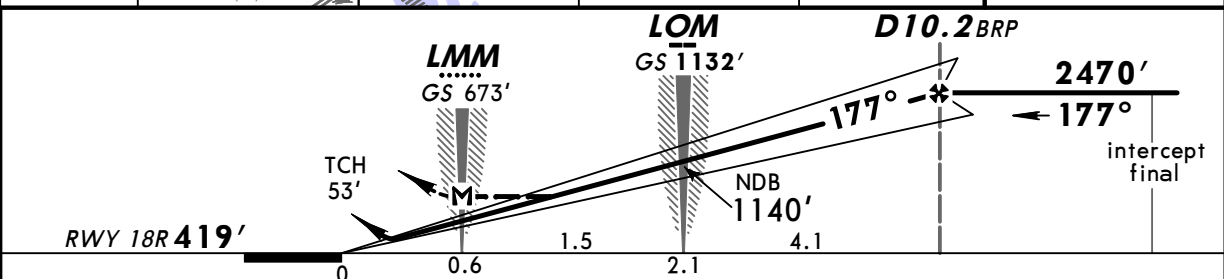
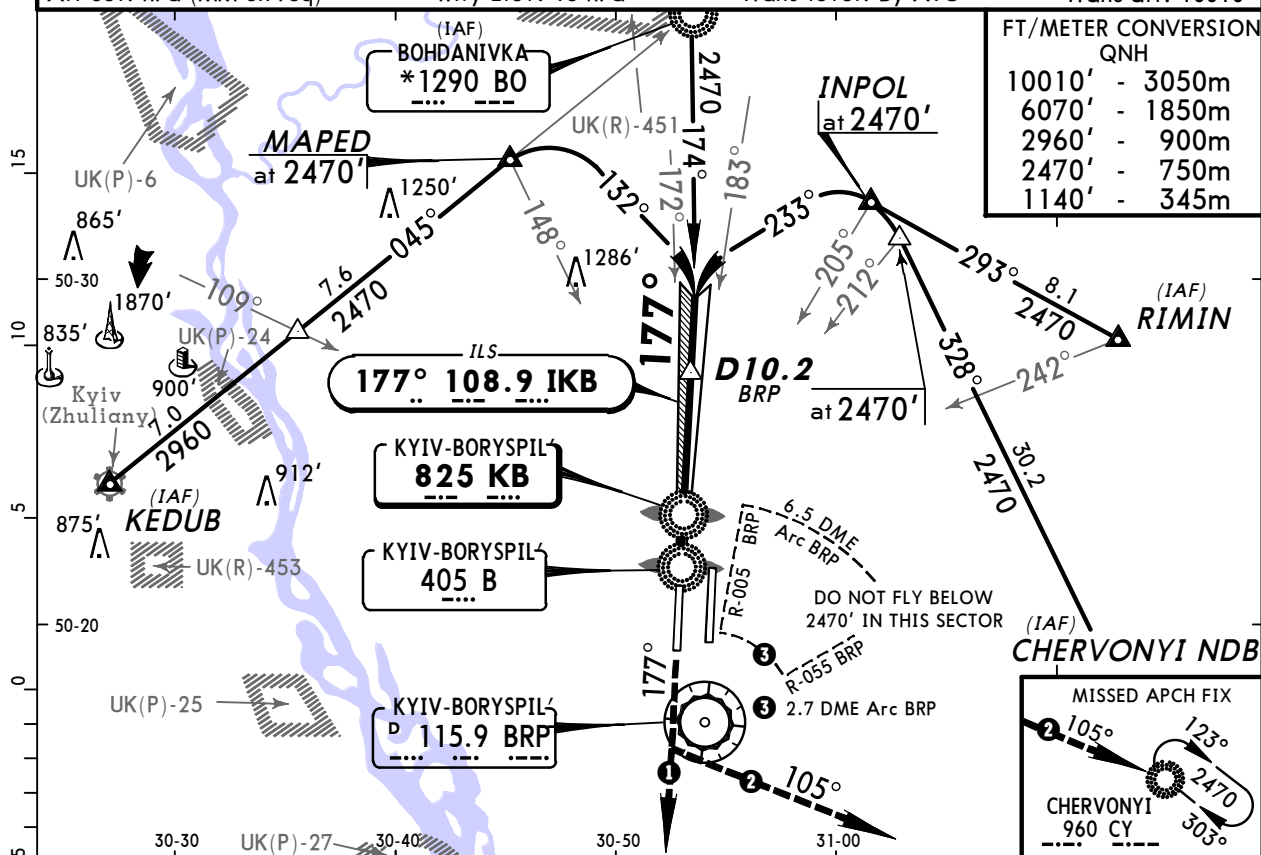
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 6070'.

Alt Set: hPa (MM on req)

Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861		
MAP at LMM								

JAR-OPS				STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND ①			
ILS		LOC (GS out)		NDB		NDB		Not authorized East of apt			
DA(H) 619' (200')				MDA(H) 810' (391')							
FULL		ALS out				ALS out		Max Kts	MDA(H)	VIS	
A								100	920' (501')	1500m	
B								135	930' (511')	1600m	
C	RVR 550m	RVR 1000m	NOT APPLICABLE					180	1030' (611')	2400m	
D								205	1130' (711')	3600m	

① Circling height based on rwy 18R thresh elev of 419'.

CHANGES: Minimums.

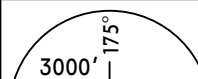
© JEPPESSEN, 2001, 2008. ALL RIGHTS RESERVED.

UKBB/KBP
BORYSPIL'

JEPPESSEN
25 APR 08 **(11-3)**

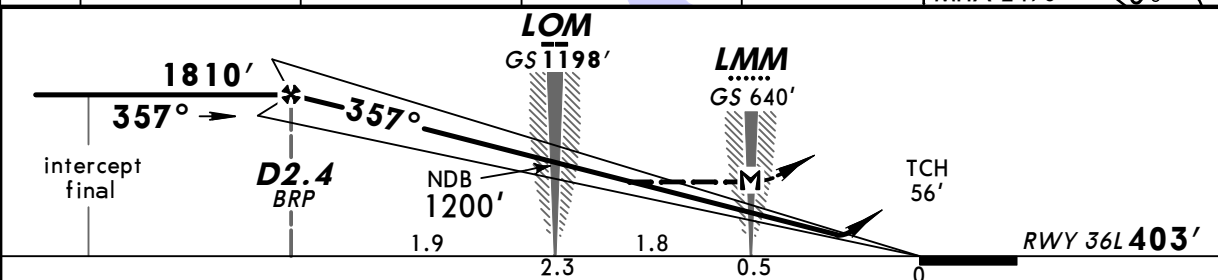
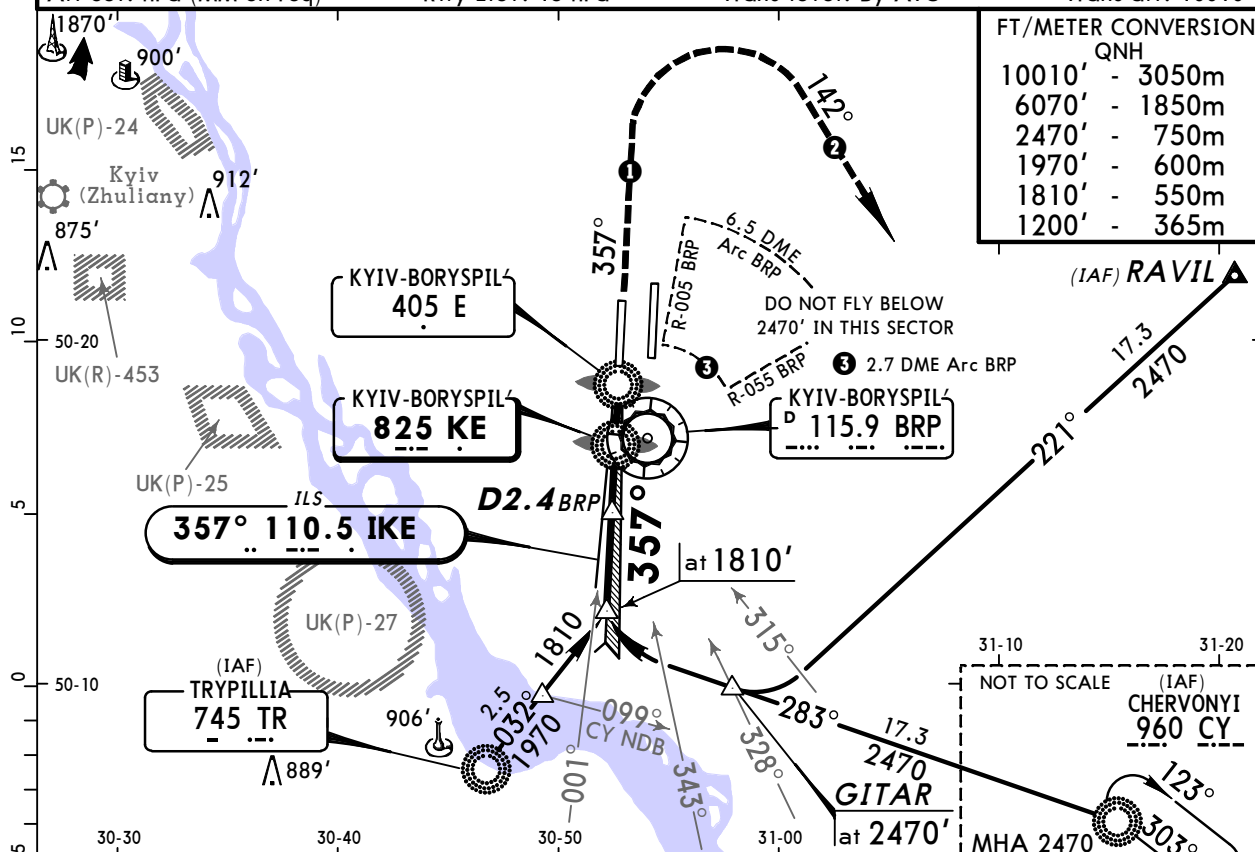
KYIV, UKRAINE
ILS or NDB Rwy 36L

BRIEFING STRIP™

ATIS		KYIV Radar(APP)				BORYSPIL' Tower		Ground		 MSA BRP VOR
126.7		125.72	124.67	128.17	120.9	119.65		118.05		
LOC IKE 110.5		Final Apch Crs 357°	GS LOM 1198' (795')		ILS DA(H) 603' (200')		Apt Elev 427' RWY 403'			
NDB KE 825			Minimum Alt D2.4 BRP 1810' (1407')		NDB MDA(H) 760' (357')					

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'.

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861		
MAP at LMM								

JAR-OPS				STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND ①			
ILS		LOC (GS out)		NDB		Not authorized East of apt		Max Kts		MDA(H) VIS	
DA(H) 603' (200')				MDA(H) 760' (357')							
FULL		ALS out		ALS out							
A								100		910' (507')	1500m
B								135		930' (527')	1600m
C	RVR 550m	RVR 1000m	NOT APPLICABLE					180		1030' (627')	2400m
D								205		1130' (727')	3600m

① Circling height based on rwy 36L thresh elev of 403'.

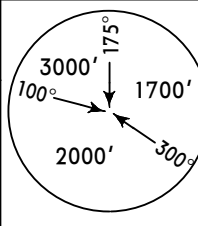
UKBB/KBP
BORYSPIL'

JEPPESEN
25 APR 08 **(11-4)**

KYIV, UKRAINE
ILS or NDB Rwy 36R

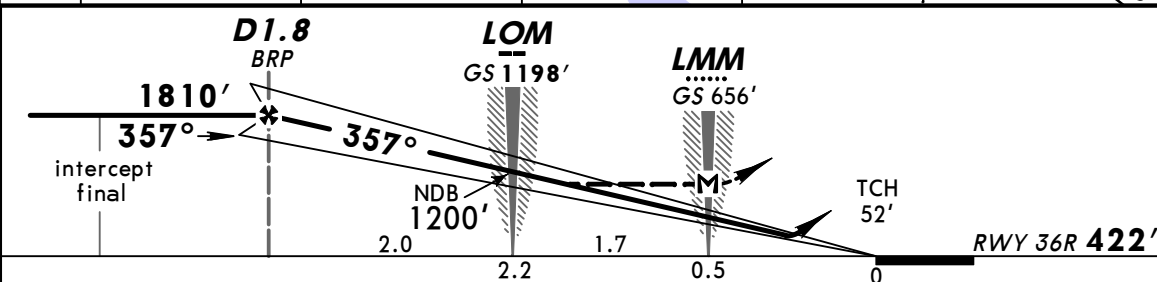
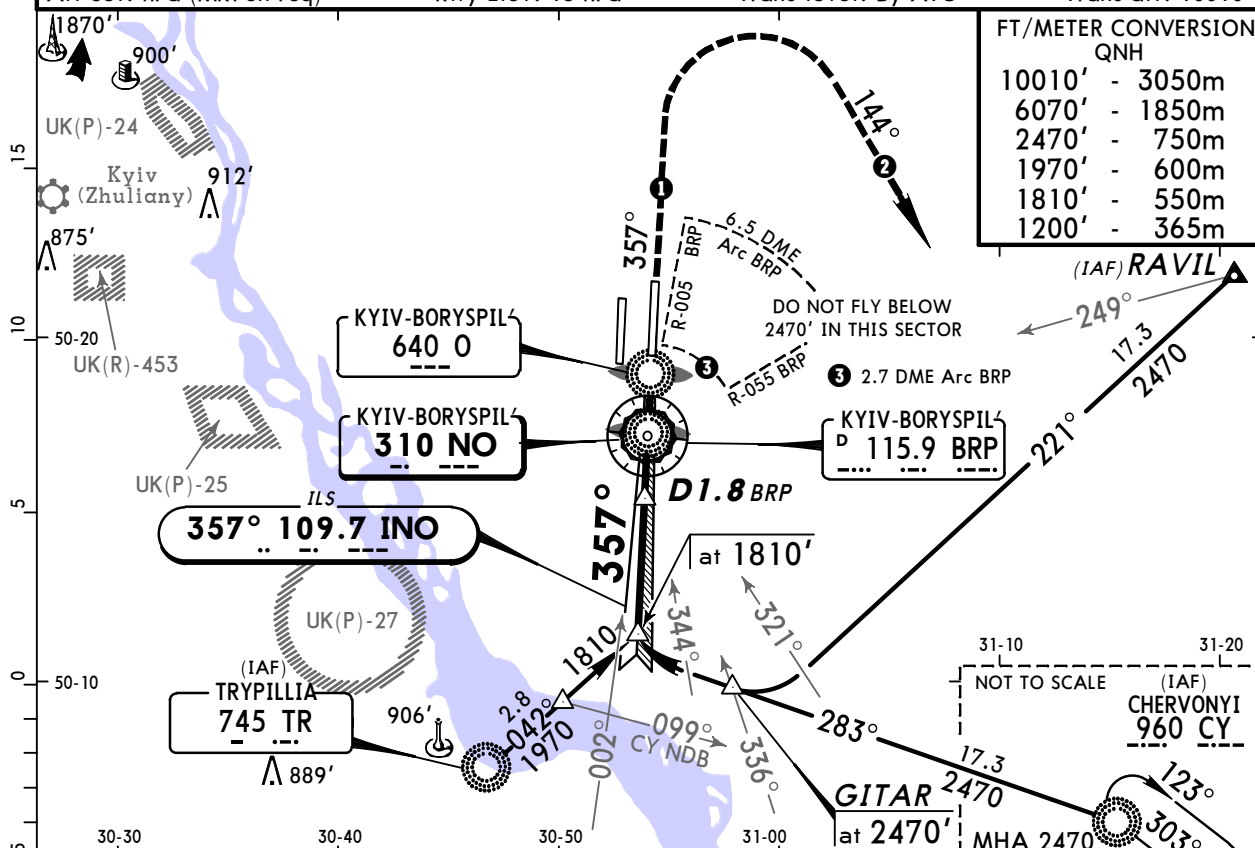
BRIEFING STRIP

TM

ATIS		KYIV Radar(APP)				BORYSPIL' Tower		Ground		 MSA BRP VOR
126.7		125.72	124.67	128.17	120.9	119.3		118.05		
LOC INO 109.7		Final Apch Crs 357°	GS LOM 1198' (776')		ILS DA(H) Refer to Minimums		Apt Elev 427'			
NDB NO 310			Minimum Alt D1.8 BRP 1810' (1388')		NDB MDA(H) 790' (368')		RWY 422'			

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'.

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI	Refer to Missed apch above
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861		
MAP at LMM								

JAR-OPS		STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND ①	
ILS		LOC (GS out)		NDB MDA(H) 790' (368')		Not authorized East of apt	
DA(H) ABC: 622' (200') D: 627' (205')							
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m	100	920' (498') 1500m
				RVR 1000m	RVR 1800m	135	930' (508') 1600m
				RVR 1400m	RVR 2000m	180	1030' (608') 2400m
D	RVR 600m					205	1130' (708') 3600m

① Circling height based on rwy 36R thresh elev of 422'.

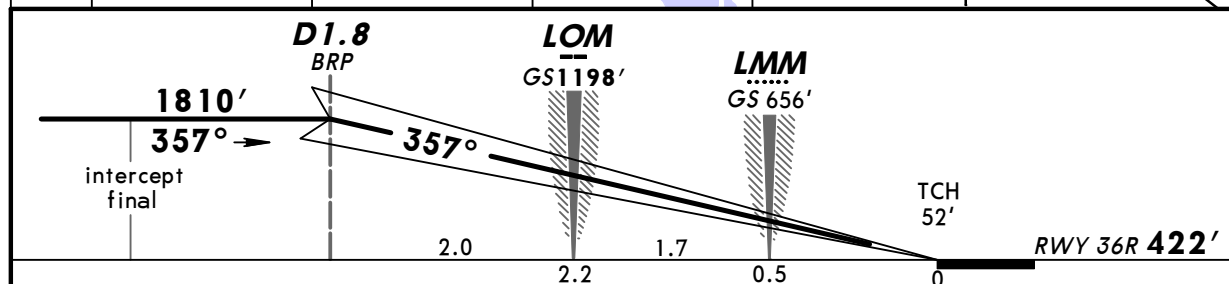
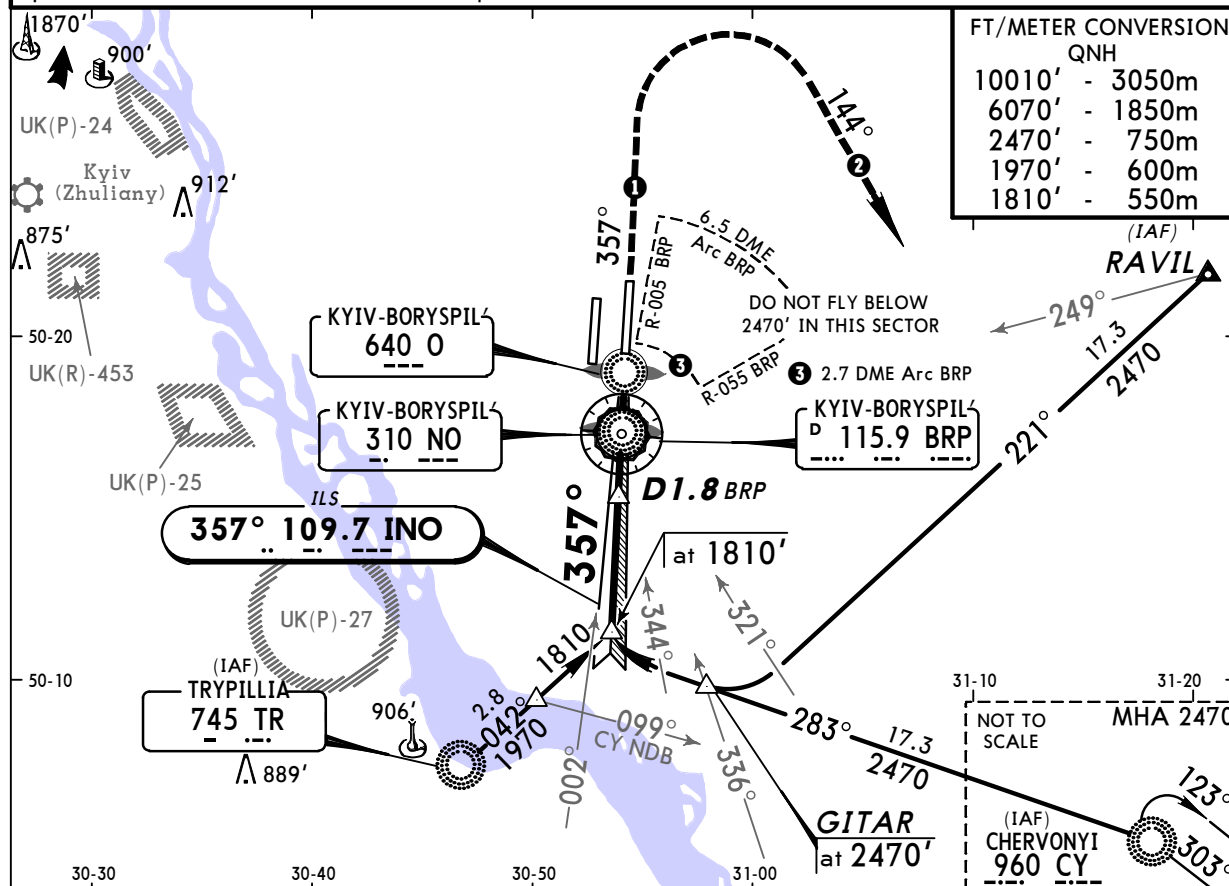
UKBB/KBP
BORYSPIL'

JEPPesen
25 APR 08 **(11-4A)**

KYIV, UKRAINE
CAT II ILS Rwy 36R

BRIEFING STRIP

ATIS		KYIV Radar (APP)				BORYSPIL' Tower		Ground	
126.7		125.72		124.67	128.17	120.9	119.3		118.05
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	CAT II ILS RA 104' DA(H) 522' (100')		Apt Elev 427' RWY 422'		MSA BRP VOR		
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed. MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'.									
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: By ATC			Trans alt: 10010'		
Special Aircrew & Acft Certification required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed apch above
GS 3.00°	377	484	538	646	753	861		

JAR-OPS

STRAIGHT-IN LANDING RWY 36R

CAT II ILS

ABCD

RA 104'

DA(H) **522'** (100')

RVR 300m

PANS OPS

① Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

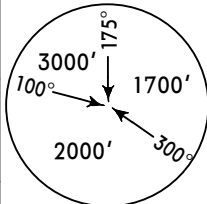
© JEPPESEN, 2001, 2008. ALL RIGHTS RESERVED.

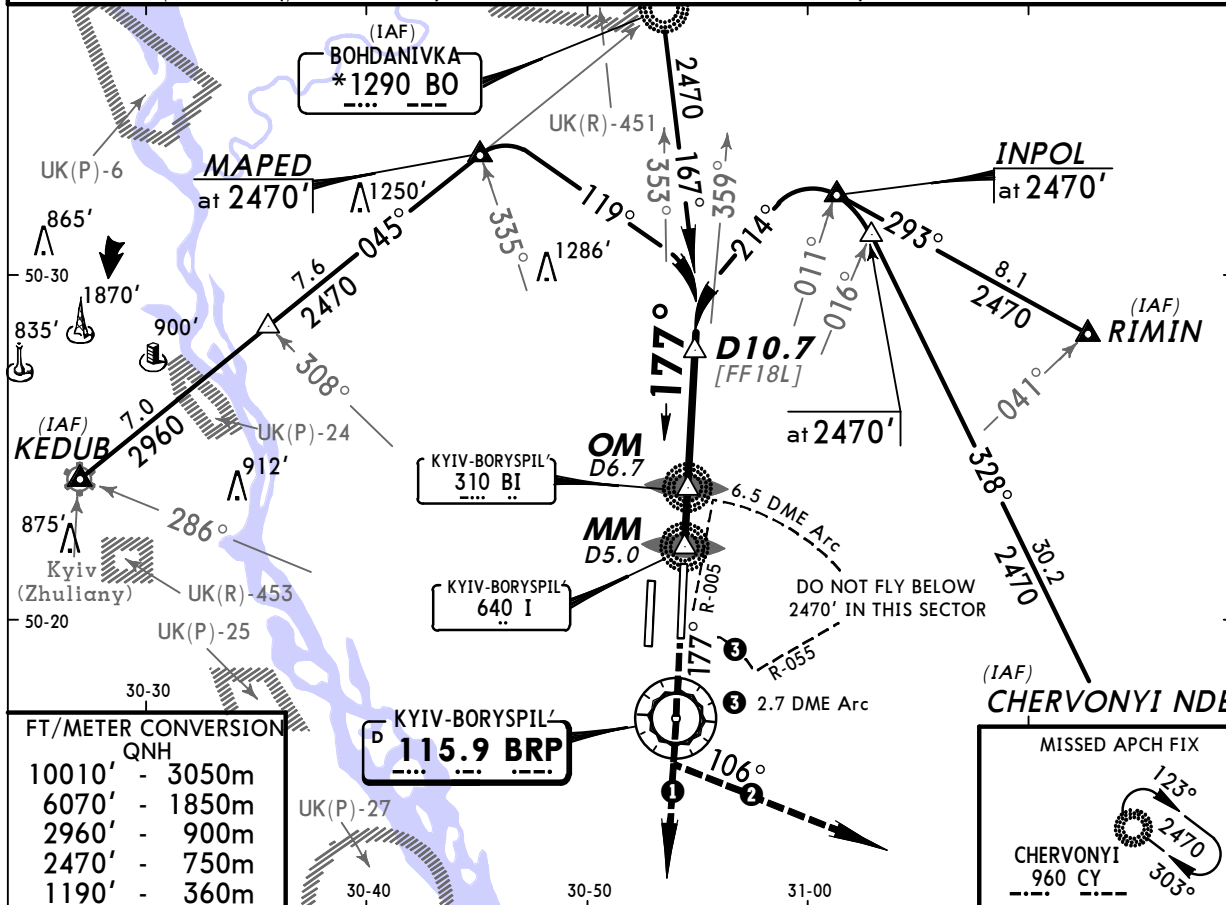
UKBB/KBP
BORYSPIL'

JEPPESSEN
12 SEP 08 **(13-1)** **Eff 25 Sep**

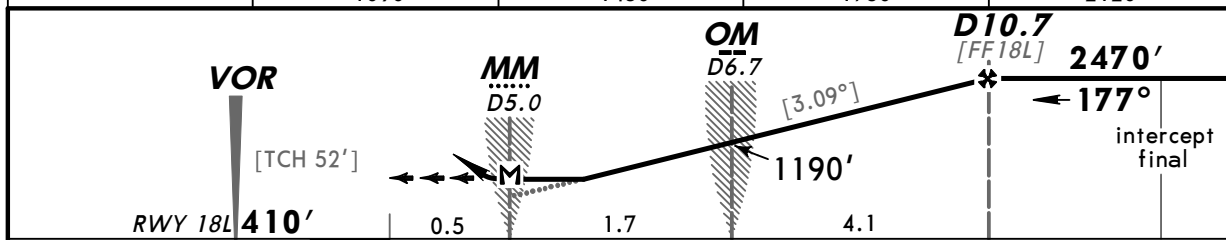
KYIV, UKRAINE
VOR DMÉ Rwy 18L

BRIEFING STRIP

ATIS 126.7	KYIV Radar (APP) 125.72 124.67 128.17 120.9				BORYSPIL' Tower 119.3	Ground 118.05
VOR BRP 115.9	Final Apch Crs 177°	Minimum Alt D10.7 2470' (2060')	MDA(H) 810' (400')	Apt Elev 427' RWY 410'		
MISSED APCH: ① Climb on rwy heading to 2470', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 6070'.						 MSA BRP VOR
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10010'



BRP DME	6.5	7.6	8.6	9.7
ALTITUDE	1090'	1430'	1780'	2120'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed apch above	
Descent Gradient 5.39% or Descent angle [3.09°]	383	492	547	656	765	875		
MAP at MM/D5.0								

JAR-OPS STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND ①			
MDA(H) 810' (400')				Not authorized East of apt			
		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 900m	RVR 1500m		100	910' (500')	1500m	
B	RVR 1000m			135	930' (520')	1600m	
C	RVR 1400m	RVR 1800m		180	1030' (620')	2400m	
D	RVR 1400m	RVR 2000m		205	1130' (720')	3600m	

① Circling height based on rwy 18L thresh elev of 410'.

CHANGES: None.

© JEPPESSEN, 2002, 2008. ALL RIGHTS RESERVED.

PANS OPS

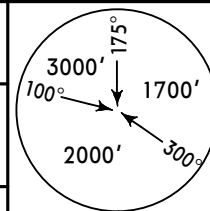
UKBB/KBP
BORYSPIL'

JEPPESSEN
12 SEP 08 **(13-2)** **Eff 25 Sep**

KYIV, UKRAINE
VOR DME Rwy 36R

BRIEFING STRIP™

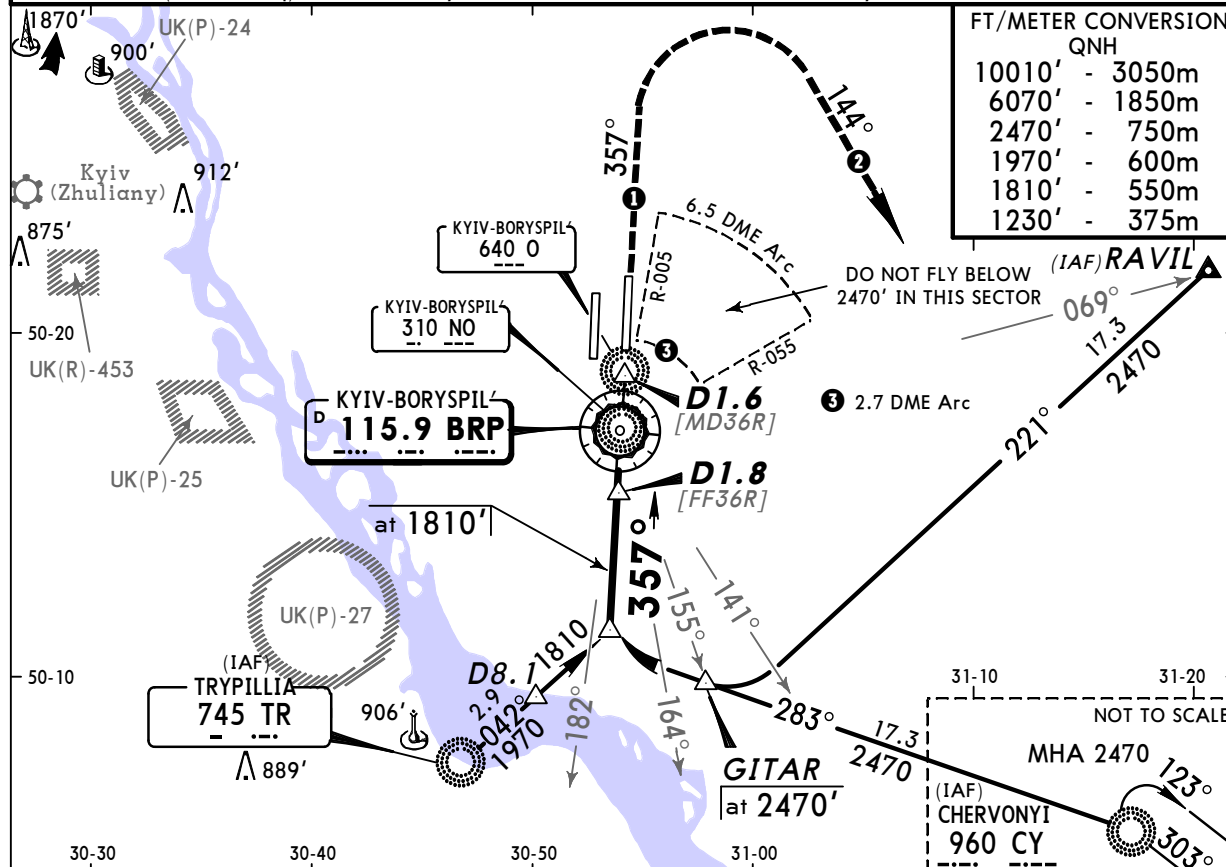
ATIS	KYIV Radar (APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05
VOR	Final	Minimum Alt	MDA(H)		Apt Elev	
BRP	Apch Crs	D1.8	790' (368')		427'	
115.9	357°	1810' (1388')	RWY 422'			



MSA
BRP VOR

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'.

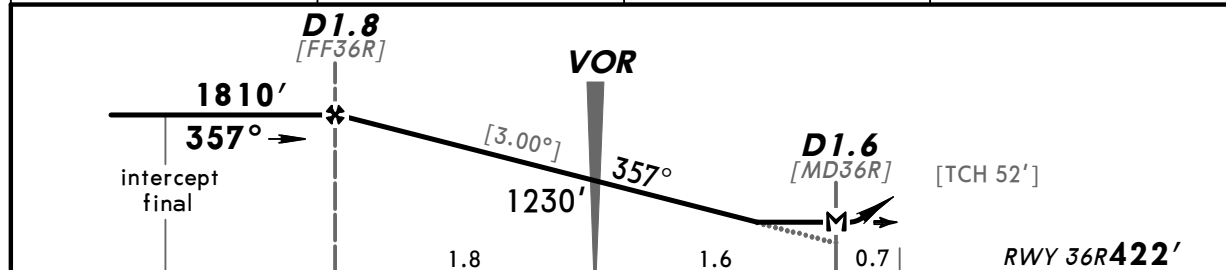
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
6070'	-	1850m
2470'	-	750m
1970'	-	600m
1810'	-	550m
1230'	-	375m

BRP DME	1.1 before BRP	0.0	1.1 after BRP
ALTITUDE	1570'	1230'	880'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.6 after VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND ①	
MDA(H) 790' (368')				Not authorized East of apt	
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	920' (498') 1500m
B	RVR 1000m			135	930' (508') 1600m
C		RVR 1800m		180	1030' (608') 2400m
D	RVR 1400m	RVR 2000m		205	1130' (708') 3600m

① Circling height based on rwy 36R thresh elev of 422'.

CHANGES: Altitude at VOR.

© JEPPESSEN, 2002, 2008. ALL RIGHTS RESERVED.

PANS OPS