

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 22-2010**

# **TERMINAL CHART NOTAMs**

## **Chart NOTAMs for Airport UKBB**

**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.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Ufn twy D3 clsd.

**UKBB (Boryspil')****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 Info**ATIS **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

**JEPPESEN**  
**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'**

4 JUN 10

**JEPPESEN**  
**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'<br>2000m  | TWY A4 | 6562'<br>2000m  | TWY A4 | 6562'<br>2000m   | 13,123'<br>4000m |
|      |        |                 |        |                 | TWY A5 | 10,007'<br>3050m |                  |
|      |        |                 |        |                 | TWY A6 | 13,123'<br>4000m |                  |
| 18R  | TWY 13 | 5741'<br>1750m  | TWY 13 | 5741'<br>1750m  | TWY 12 | 8793'<br>2680m   | 11,483'<br>3500m |
|      |        |                 |        |                 | TWY 11 | 11,483'<br>3500m |                  |
| 36L  | TWY 13 | 5741'<br>1750m  | TWY 13 | 5741'<br>1750m  | TWY 14 | 8793'<br>2680m   | 11,483'<br>3500m |
|      |        |                 |        |                 | TWY 15 | 11,483'<br>3500m |                  |
| 36R  | TWY A5 | 3117'<br>950m   | TWY A3 | 6562'<br>2000m  | TWY A3 | 6562'<br>2000m   | 13,123'<br>4000m |
|      | TWY A3 | 6562'<br>2000m  |        |                 | TWY A2 | 10,007'<br>3050m |                  |
|      |        |                 |        |                 | TWY A1 | 13,123'<br>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.

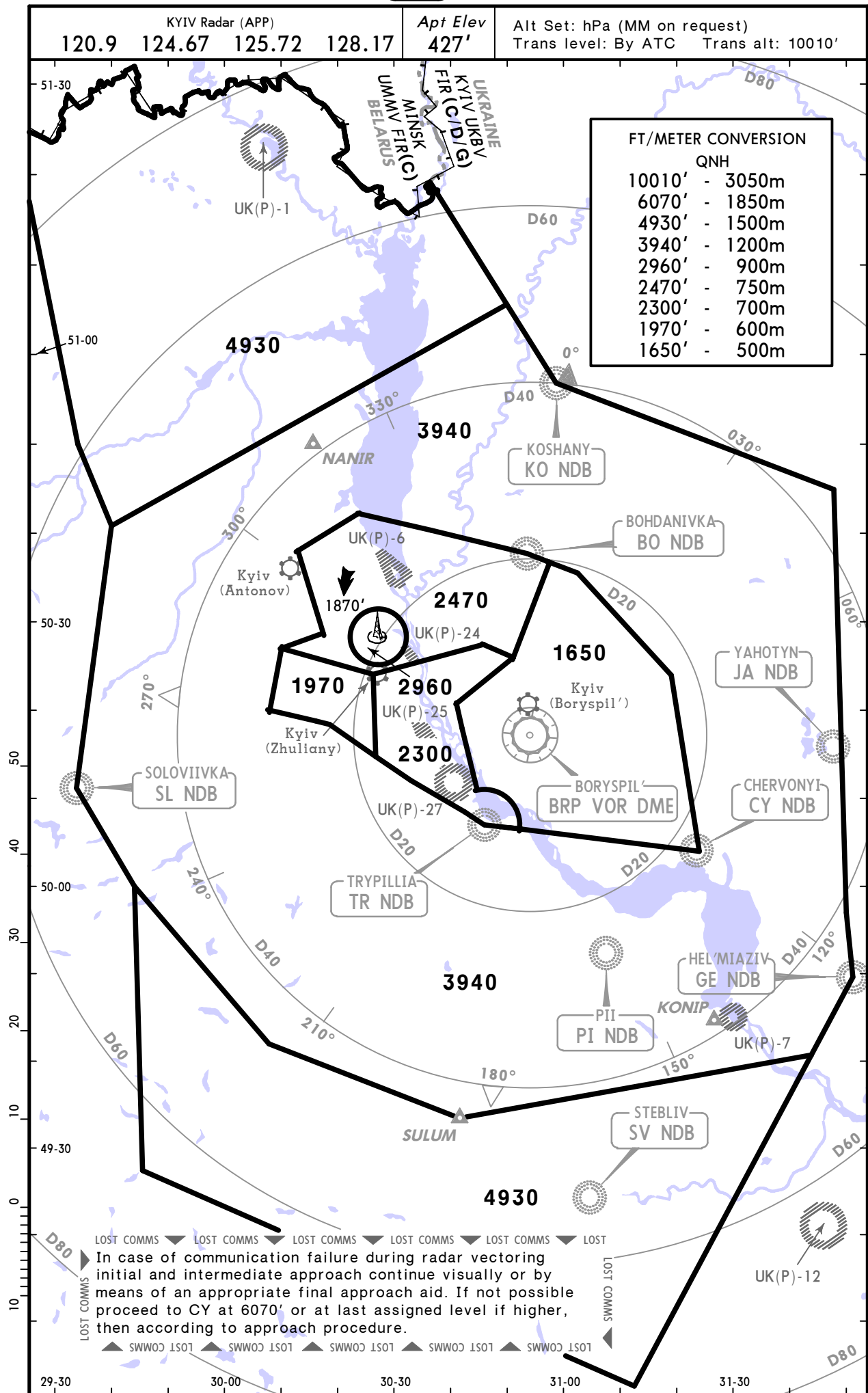
#### **3.4. TAXI PROCEDURES**

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**

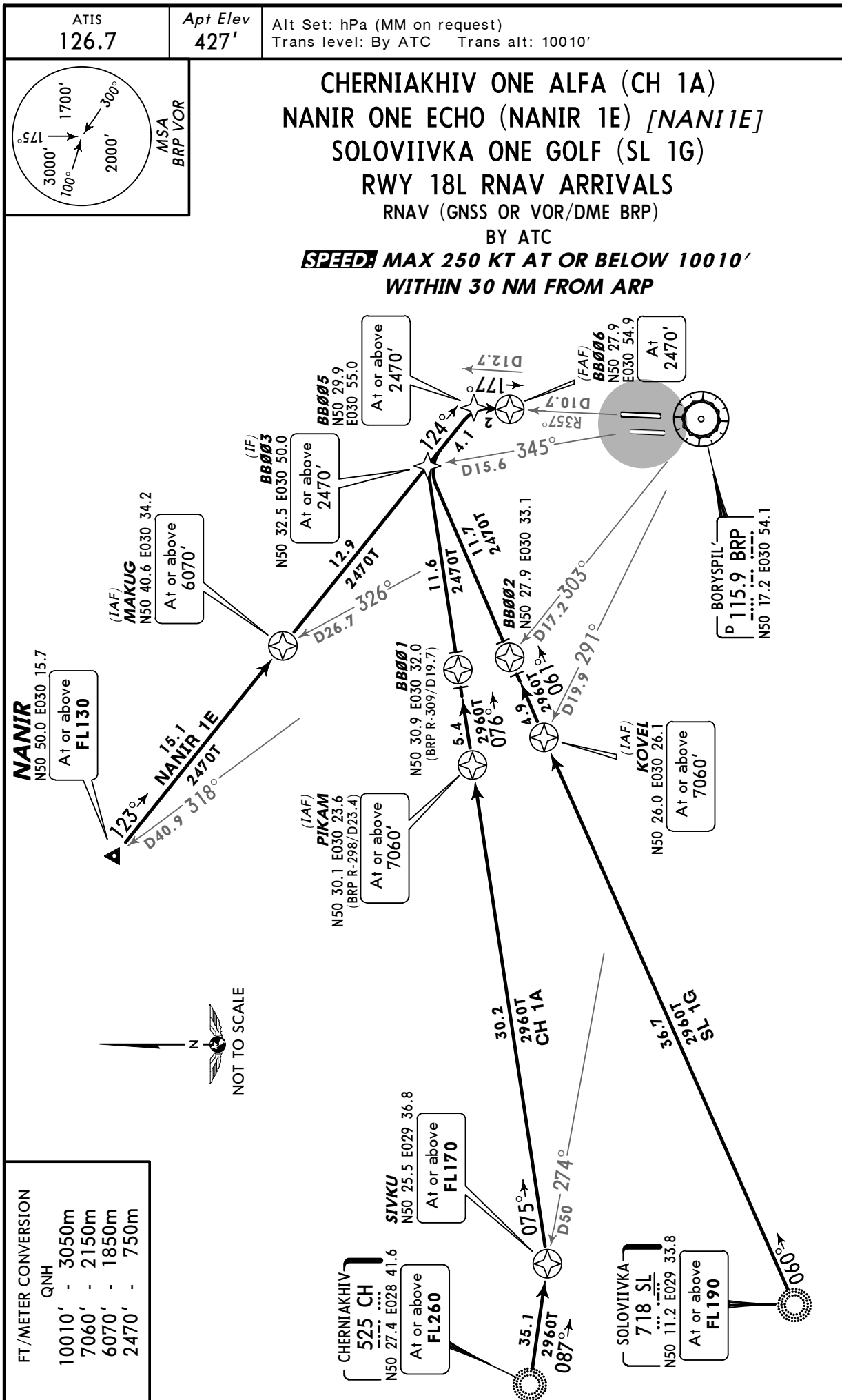
**KYIV, UKRAINE**  
**Eff 20 Nov RADAR MINIMUM ALTITUDES**



**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**RNAV STAR**



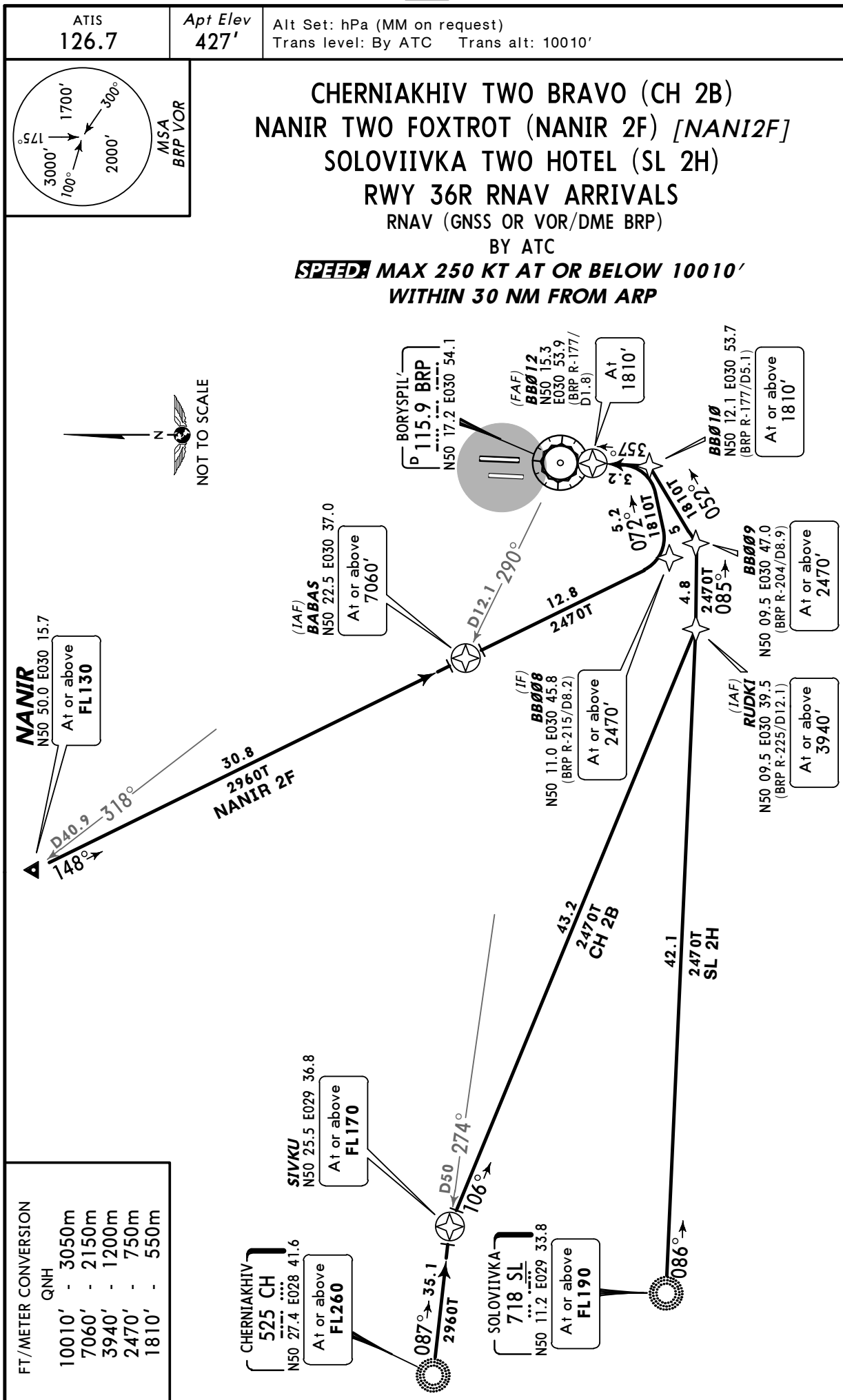
CHANGES: None.

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**BORYSPIL'**

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

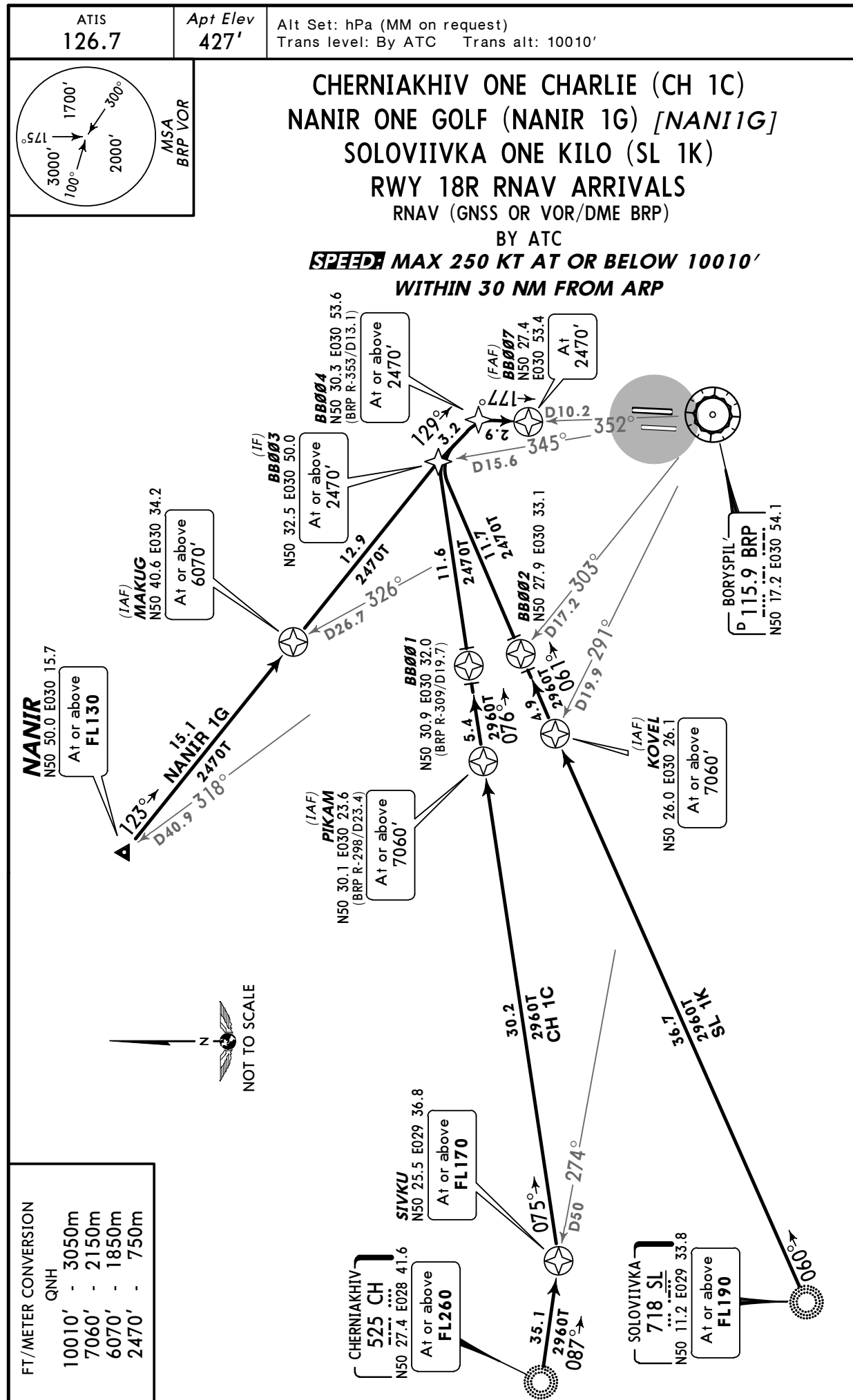
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**RNAV STAR**



**UKBB/KBP**  
**BORYSPIL'**

**JEPPesen**  
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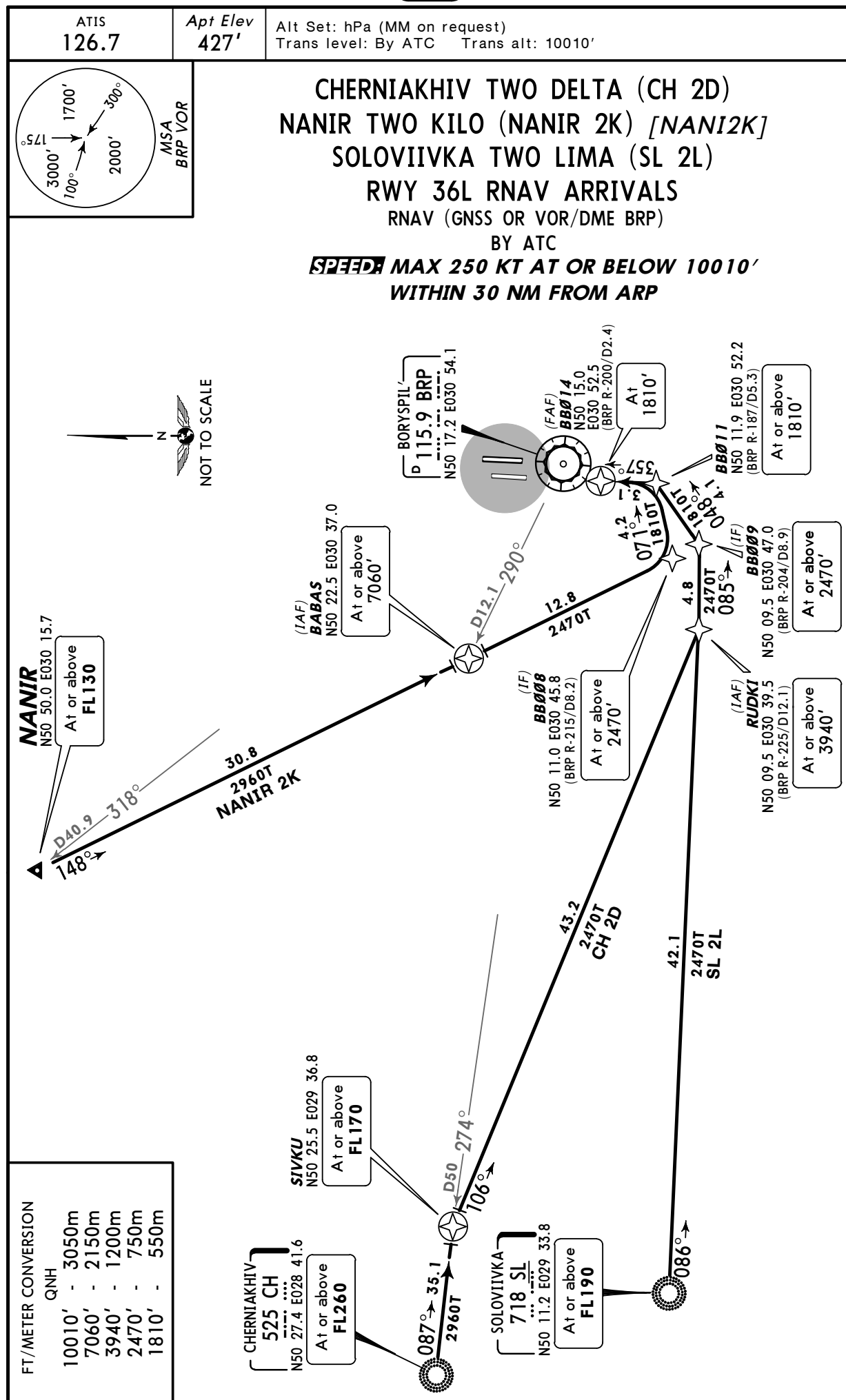
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**RNAV STAR**



**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**RNAV STAR**



FT/METER CONVERSION

| QNH    |         |
|--------|---------|
| 10010' | - 3050m |
| 7060'  | - 2150m |
| 3940'  | - 1200m |
| 2470'  | - 750m  |
| 1810'  | - 550m  |

**UKBB/KBP**  
**BORYSPIL'**

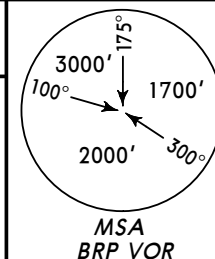
**JEPPESSEN**  
 24 APR 09 **(10-2D)** **Eff 7 May**

**KYIV, UKRAINE**  
**STAR**

ATIS  
**126.7**

Apt Elev  
**427'**

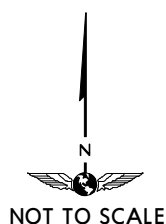
Alt Set: hPa (MM on request)  
 Trans level: By ATC Trans alt: 10010'



**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

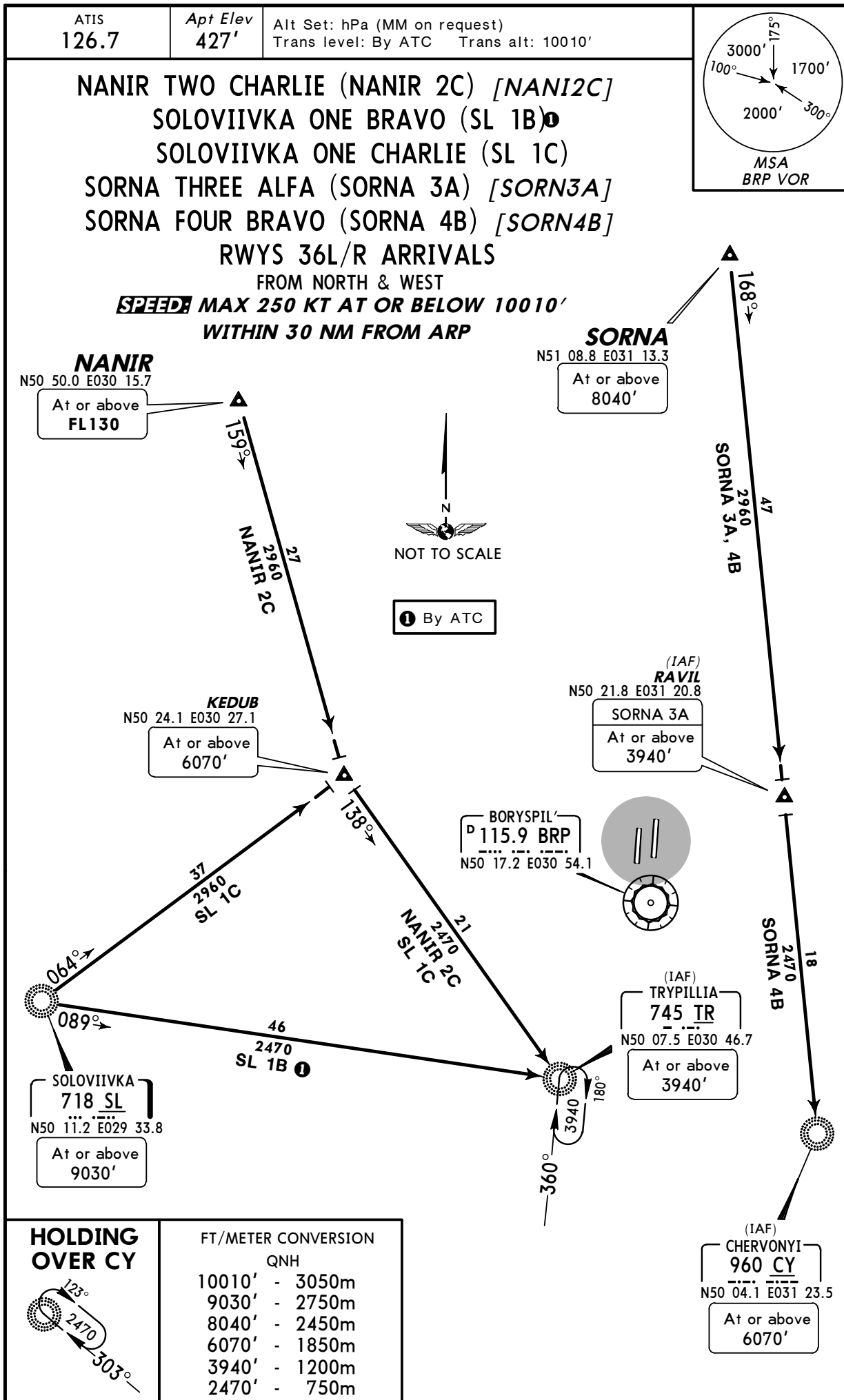
SOLOVIIVKA  
**718 SL**  
 N50 11.2 E029 33.8  
 At or above  
 9030'

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

**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**STAR**



**UKBB/KBP**  
**BORYSPIL'**

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

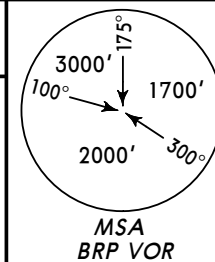
**KYIV, UKRAINE**

**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**

**SORNA**  
N51 08.8 E031 13.3

At or above

① By ATC

**TEMPORARY PROCEDURES**  
REFER ALSO TO LATEST NOTAMS



**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)

2900  
NANIR 1B  
SL 1P  
164° →

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

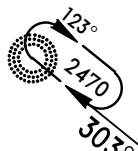
(IAF)  
TRYPIILLIA  
**745 TR**  
N50 07.5 E030 46.7  
(BRP R-201/D10.7)  
At or above  
**3940'**  
MAX  
**220 KT**

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

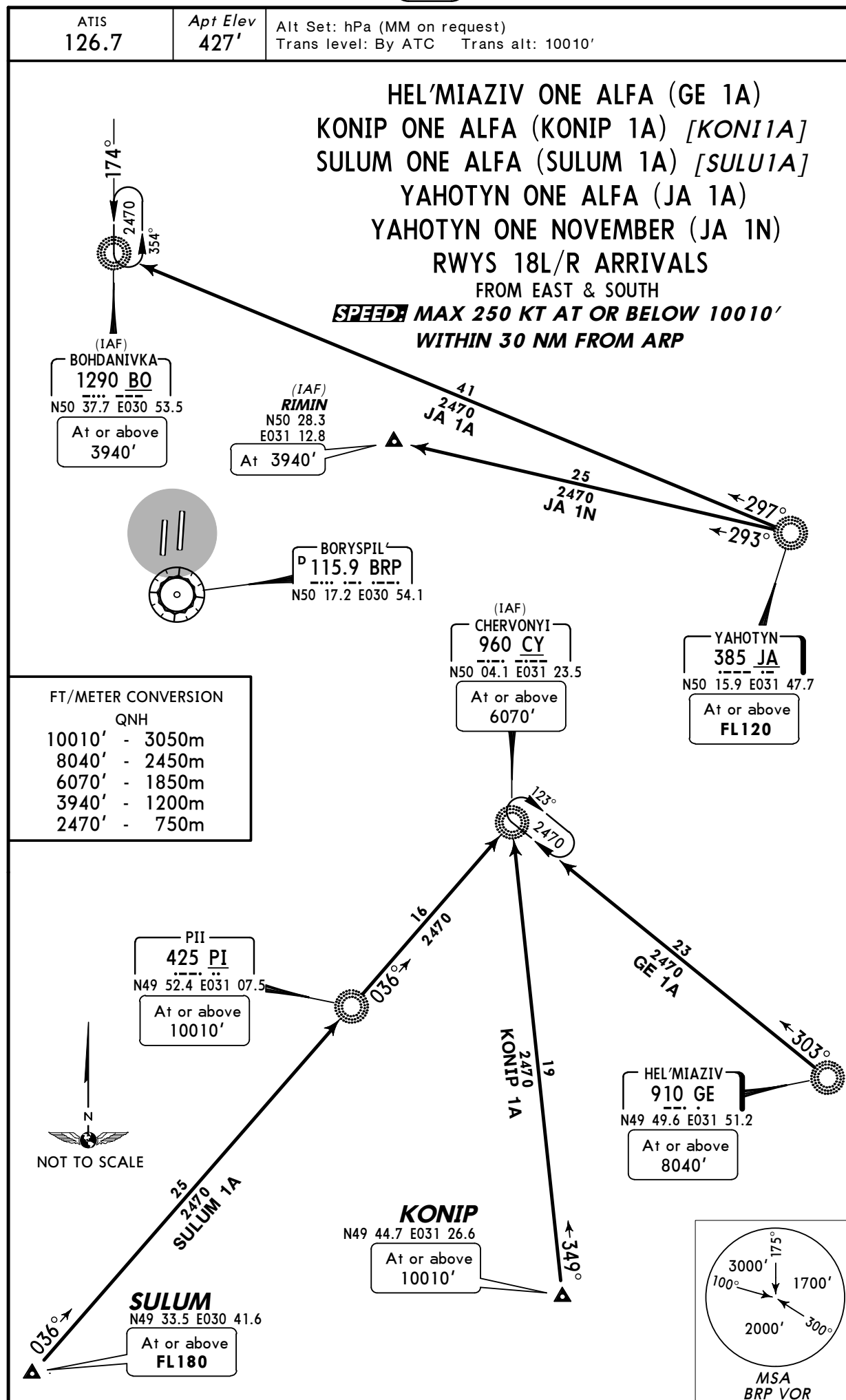
| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 9030'               | - 2750m |
| 8040'               | - 2450m |
| 6070'               | - 1850m |
| 3940'               | - 1200m |
| 2470'               | - 750m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

**HOLDING OVER CY**

**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**STAR**



**UKBB/KBP**  
**BORYSPIL'**

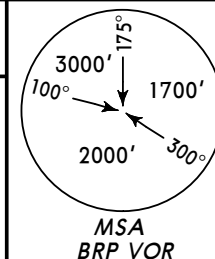
**JEPPESEN**  
 24 APR 09 **(10-2G)** **Eff 7 May**

**KYIV, UKRAINE**  
**STAR**

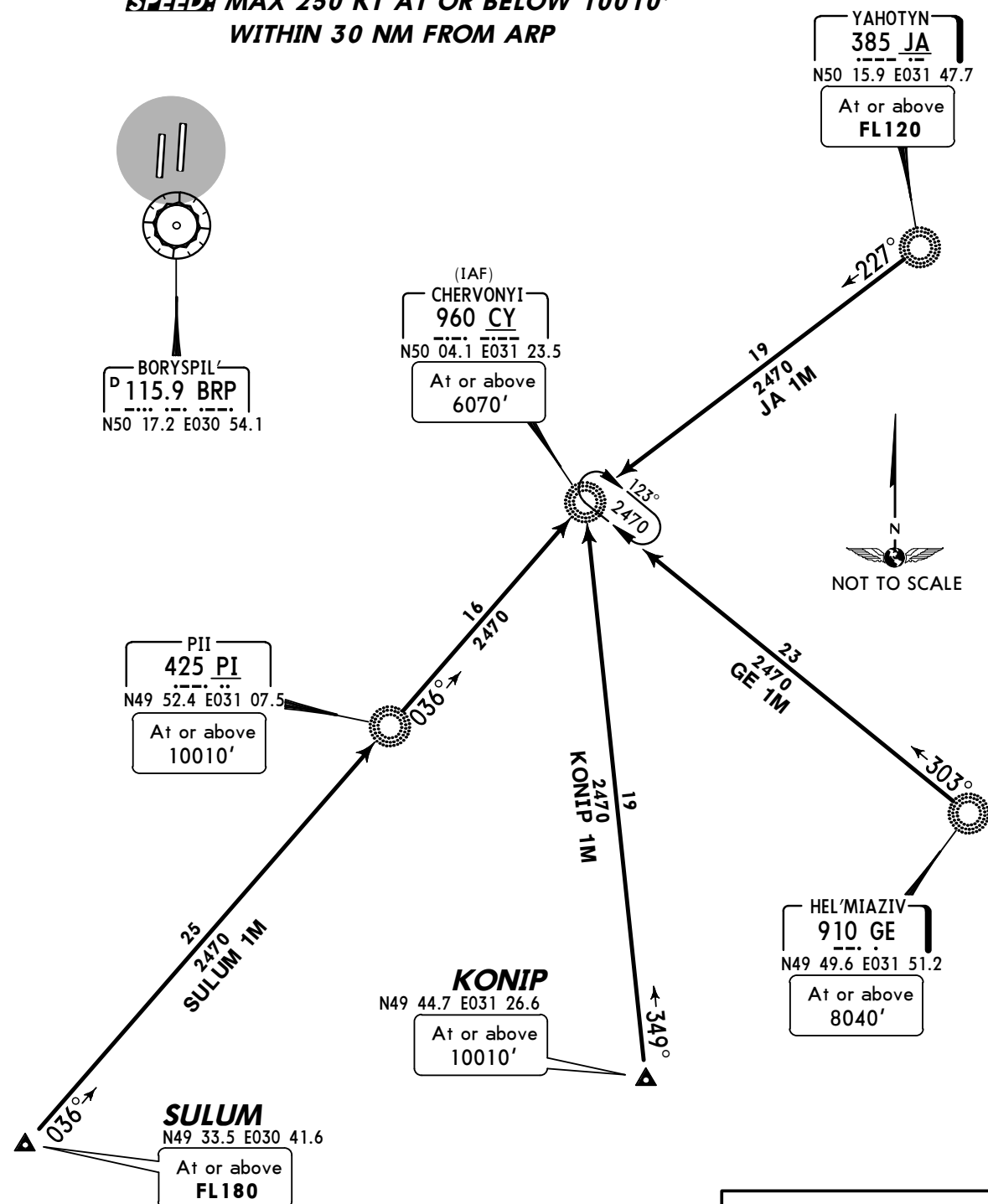
ATIS  
**126.7**

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**

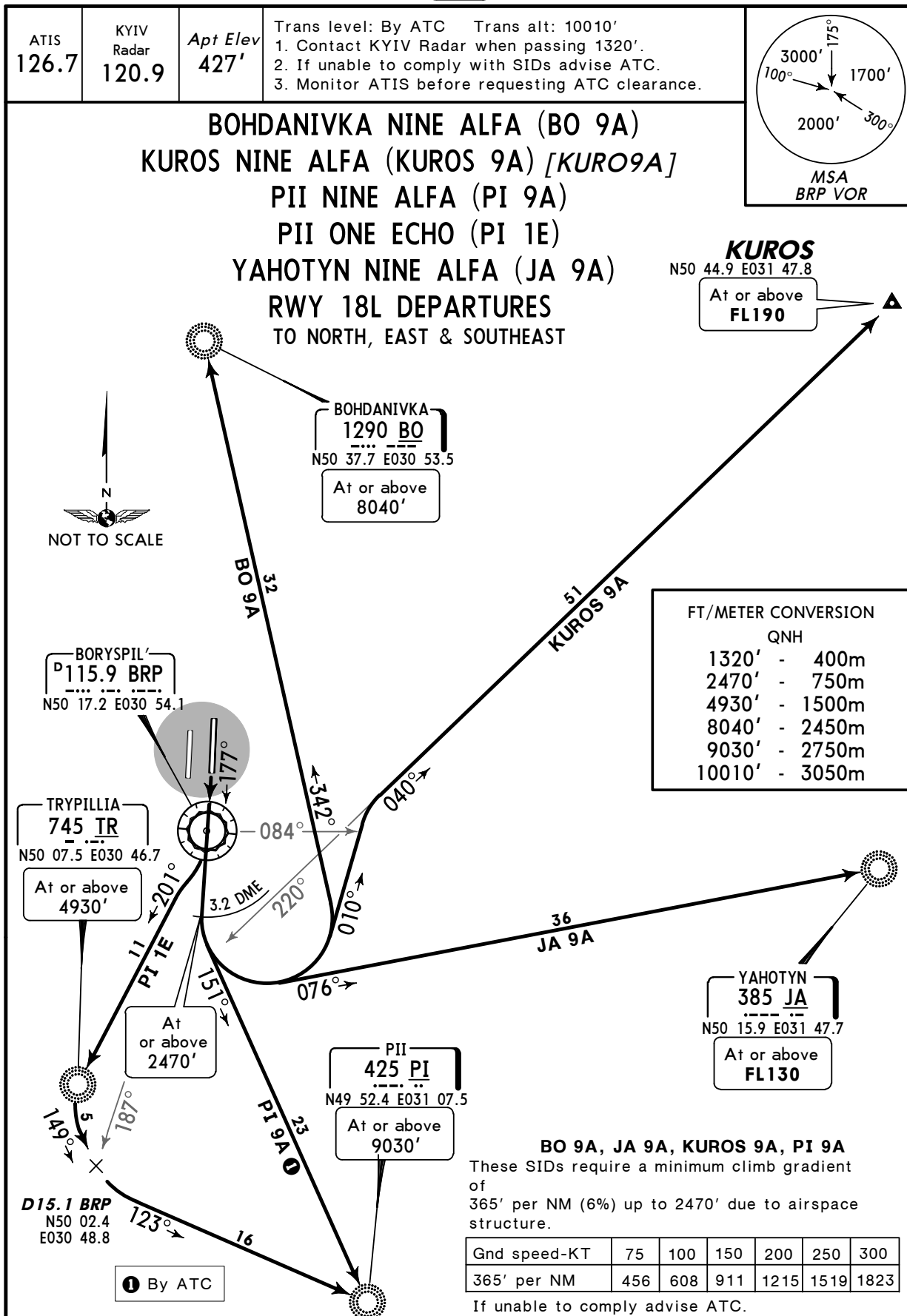


| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 8040'               | - 2450m |
| 6070'               | - 1850m |
| 2470'               | - 750m  |

**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**SID**

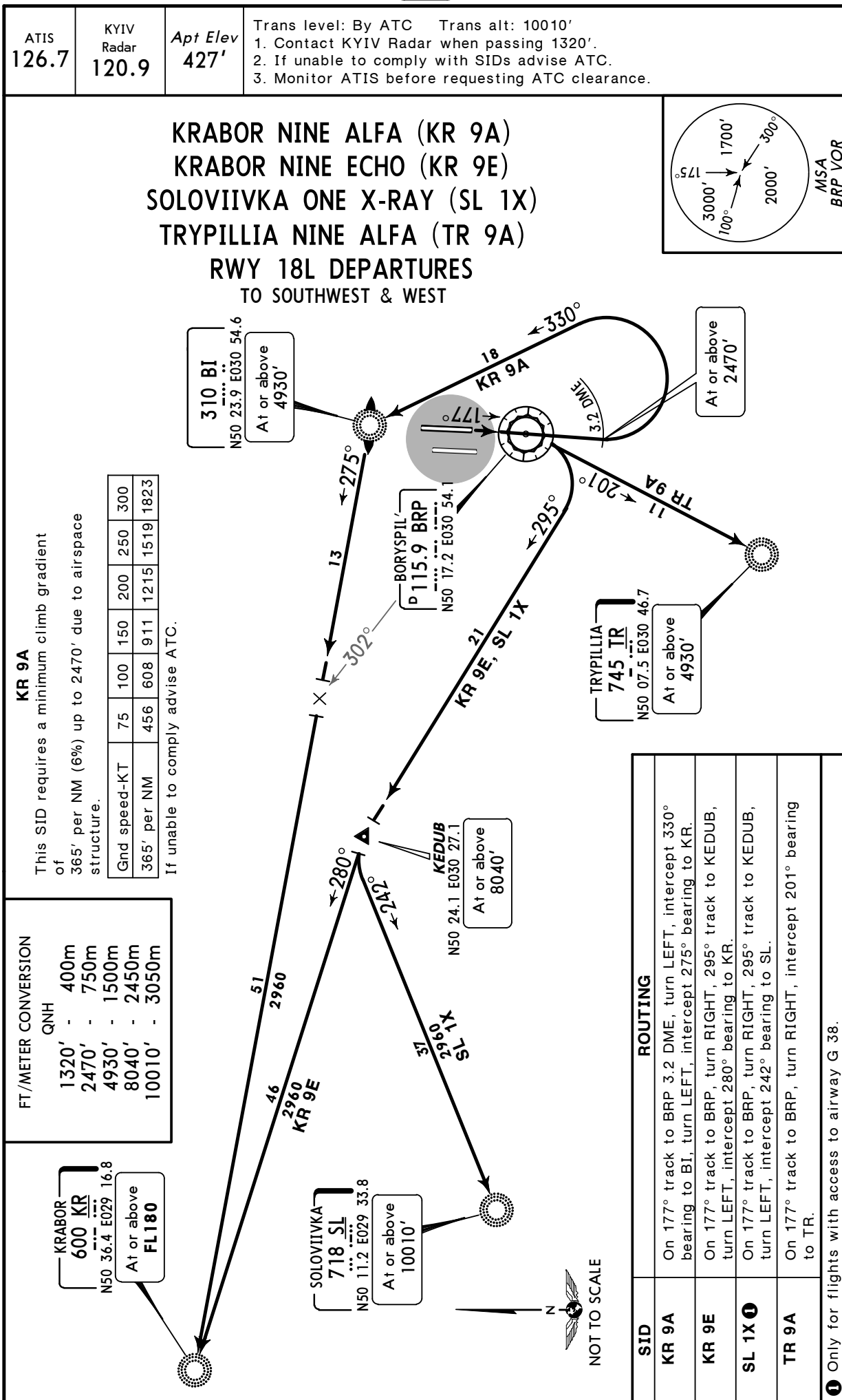


| SID      | ROUTING                                                                                                                                                  |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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**

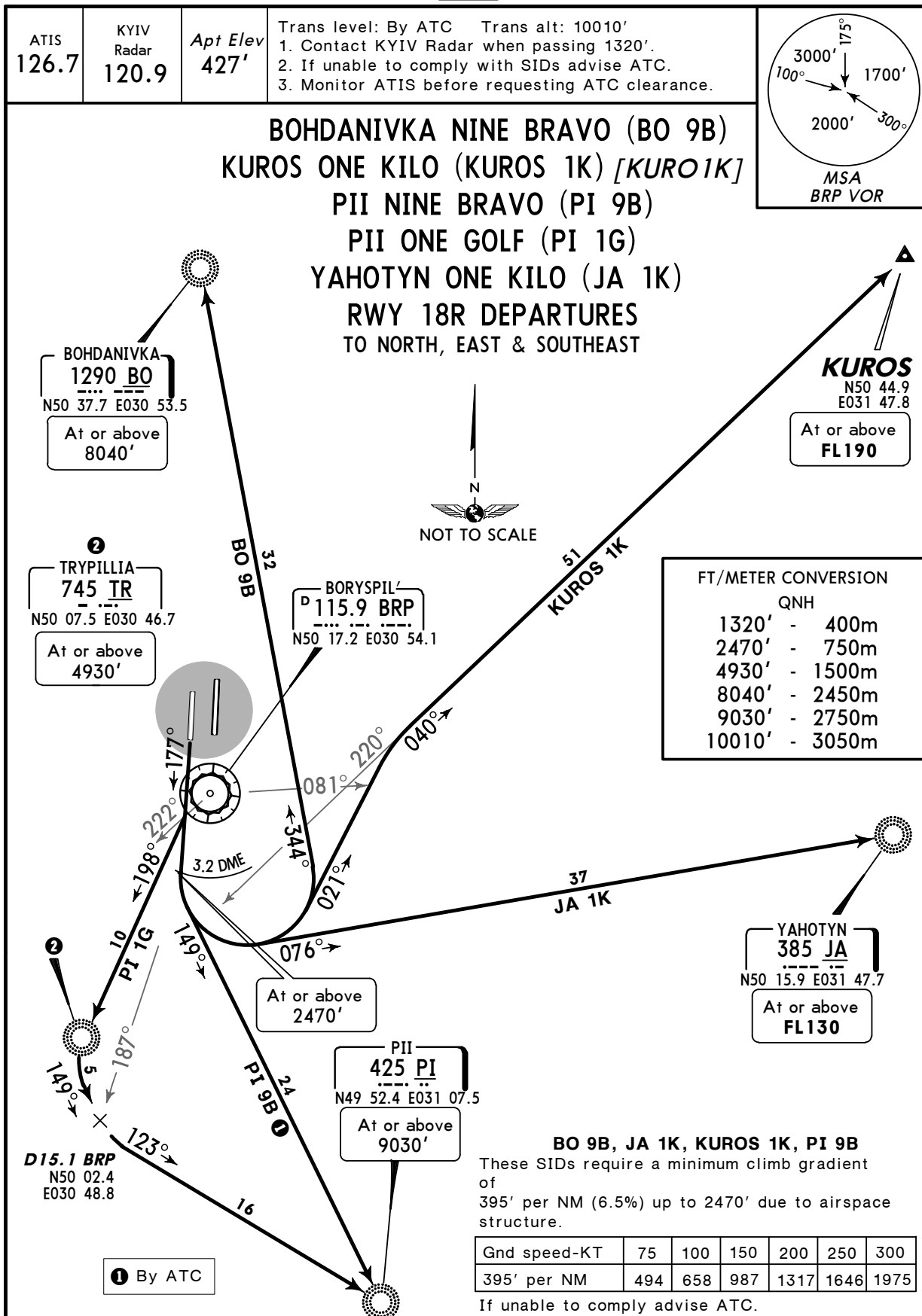
**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**SID**

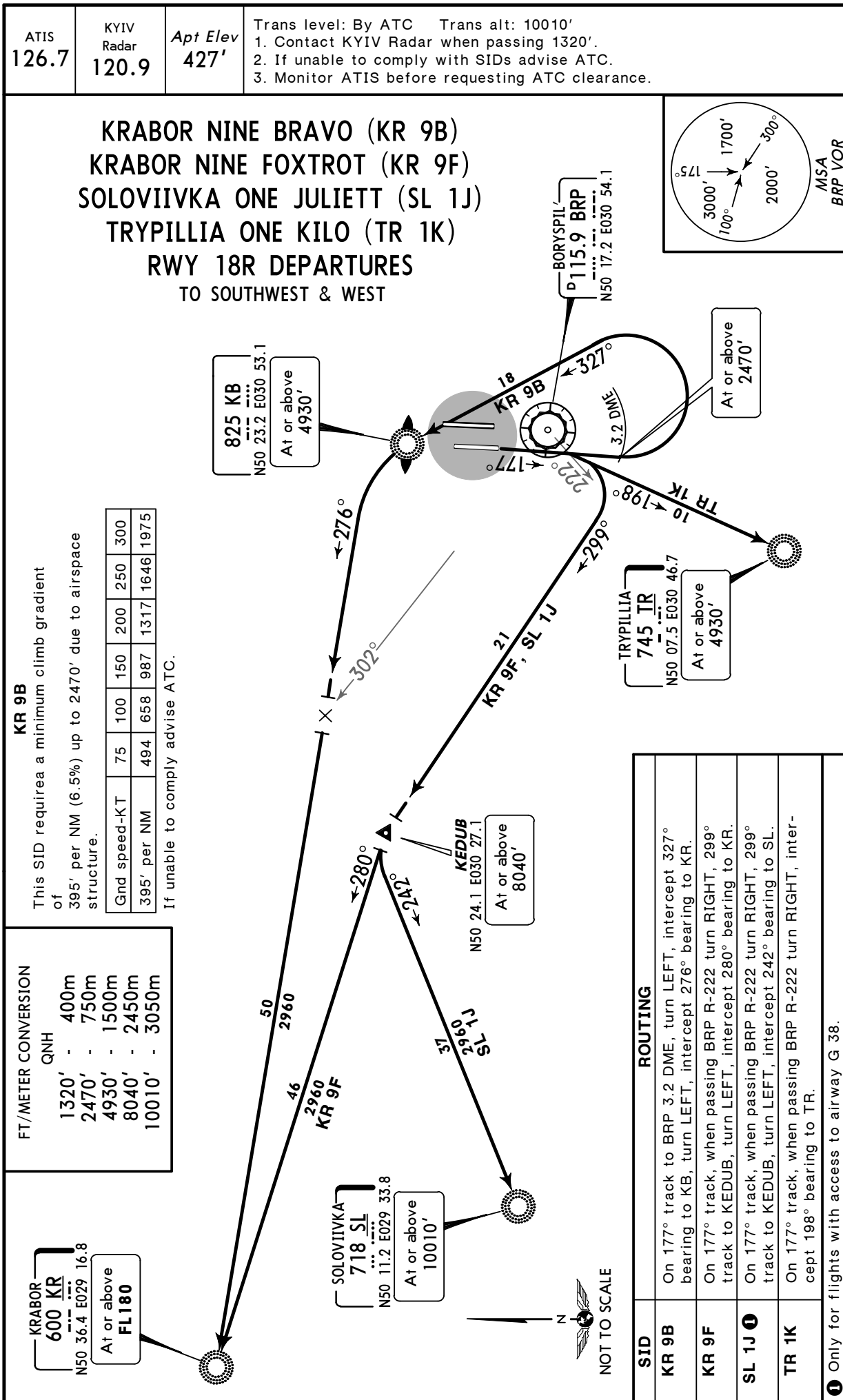


| SID      | ROUTING                                                                                                                                                                  |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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'**

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

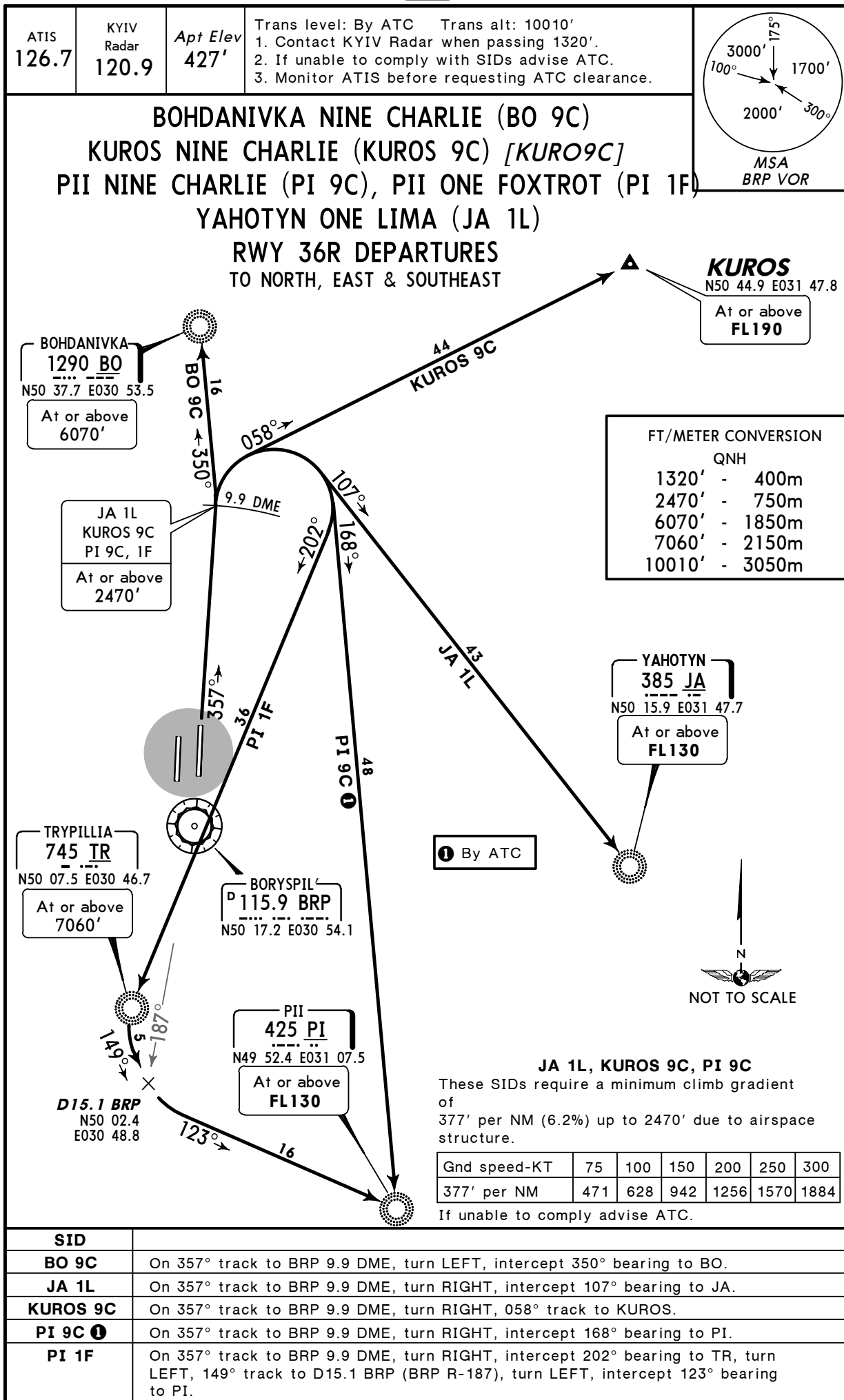
**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**  
**BORYSPIL'**

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

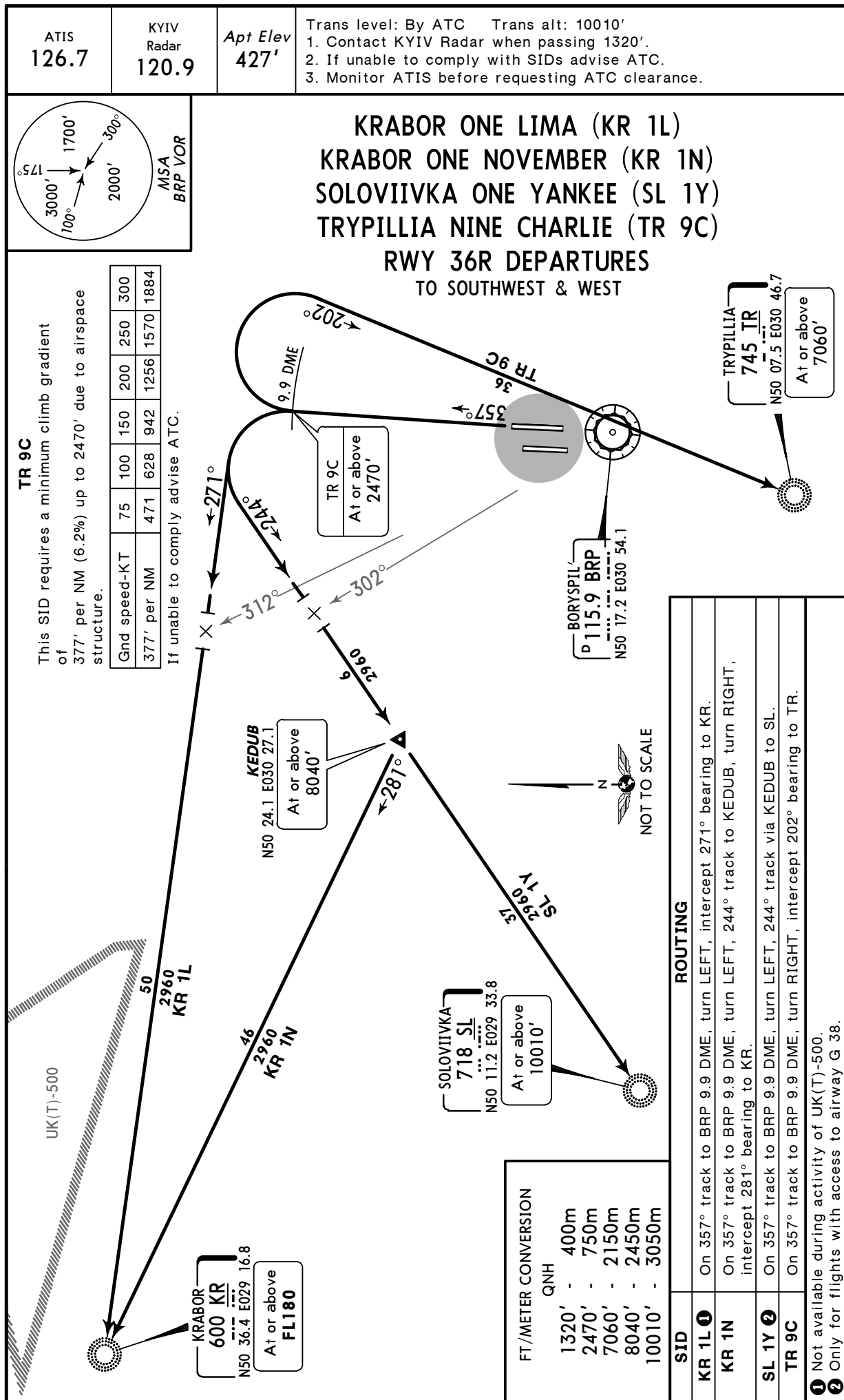
**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**  
**BORYSPIL'**

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

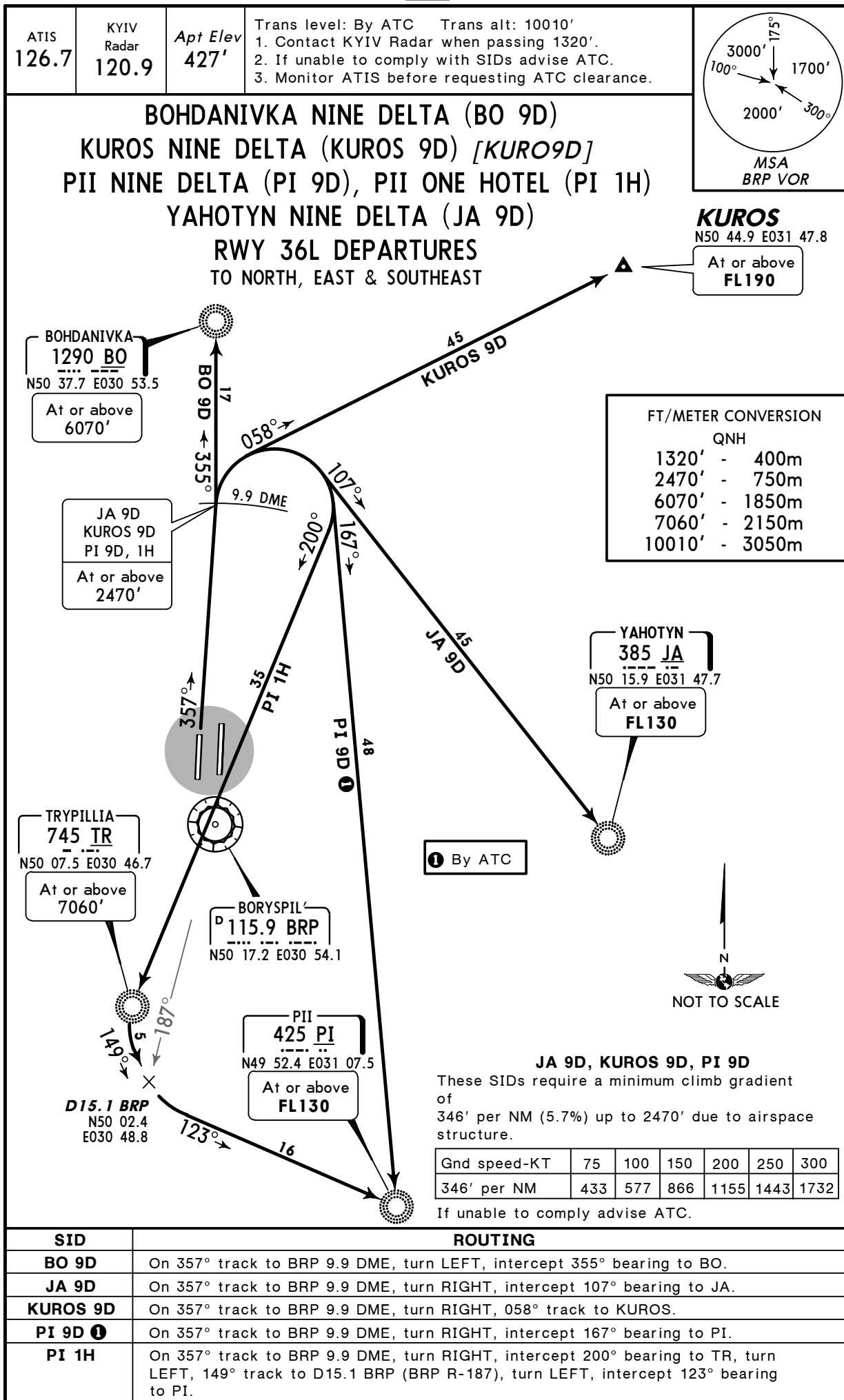
**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**  
**BORYSPIL'**

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

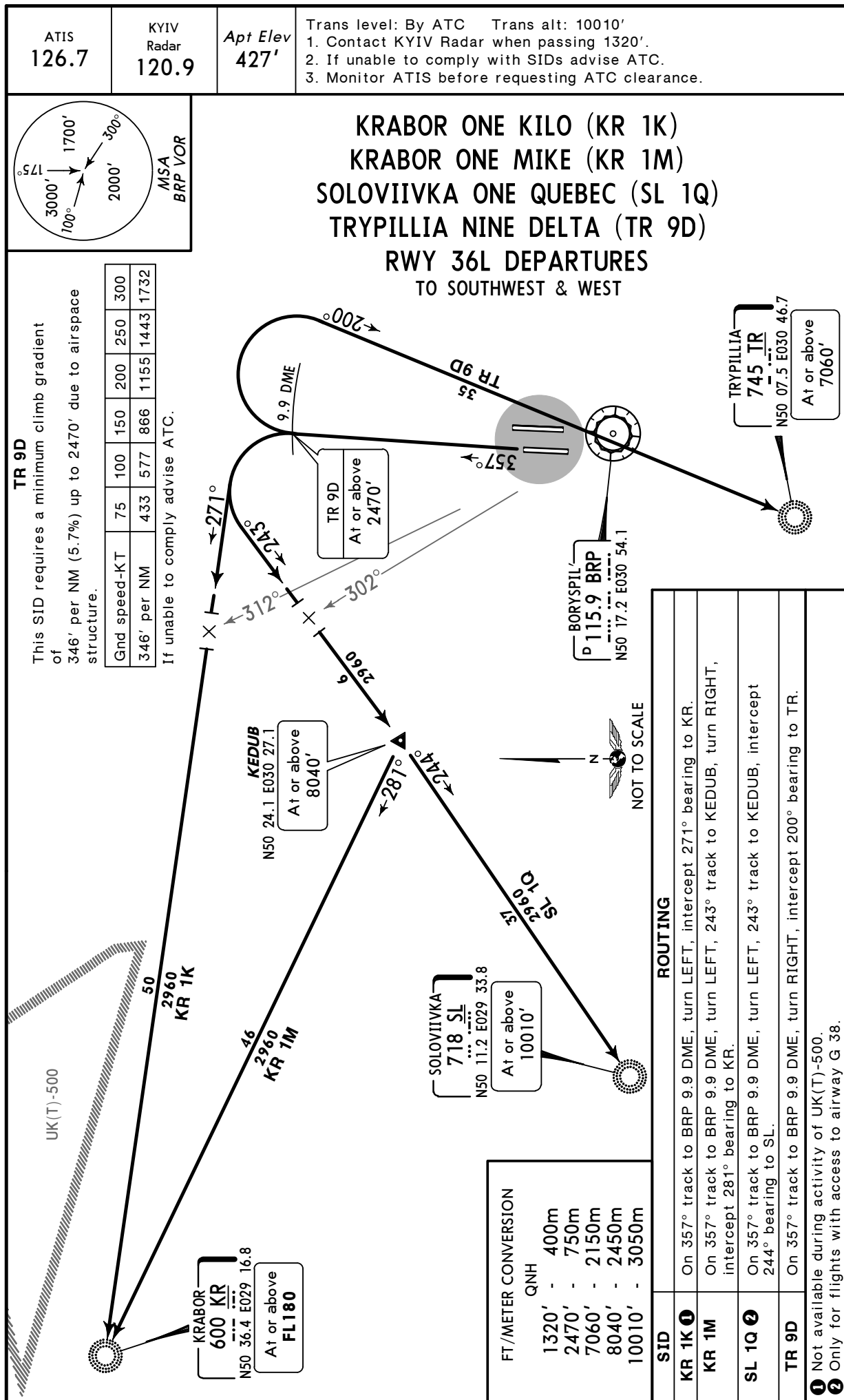
**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**SID**



**UKBB/KBP**

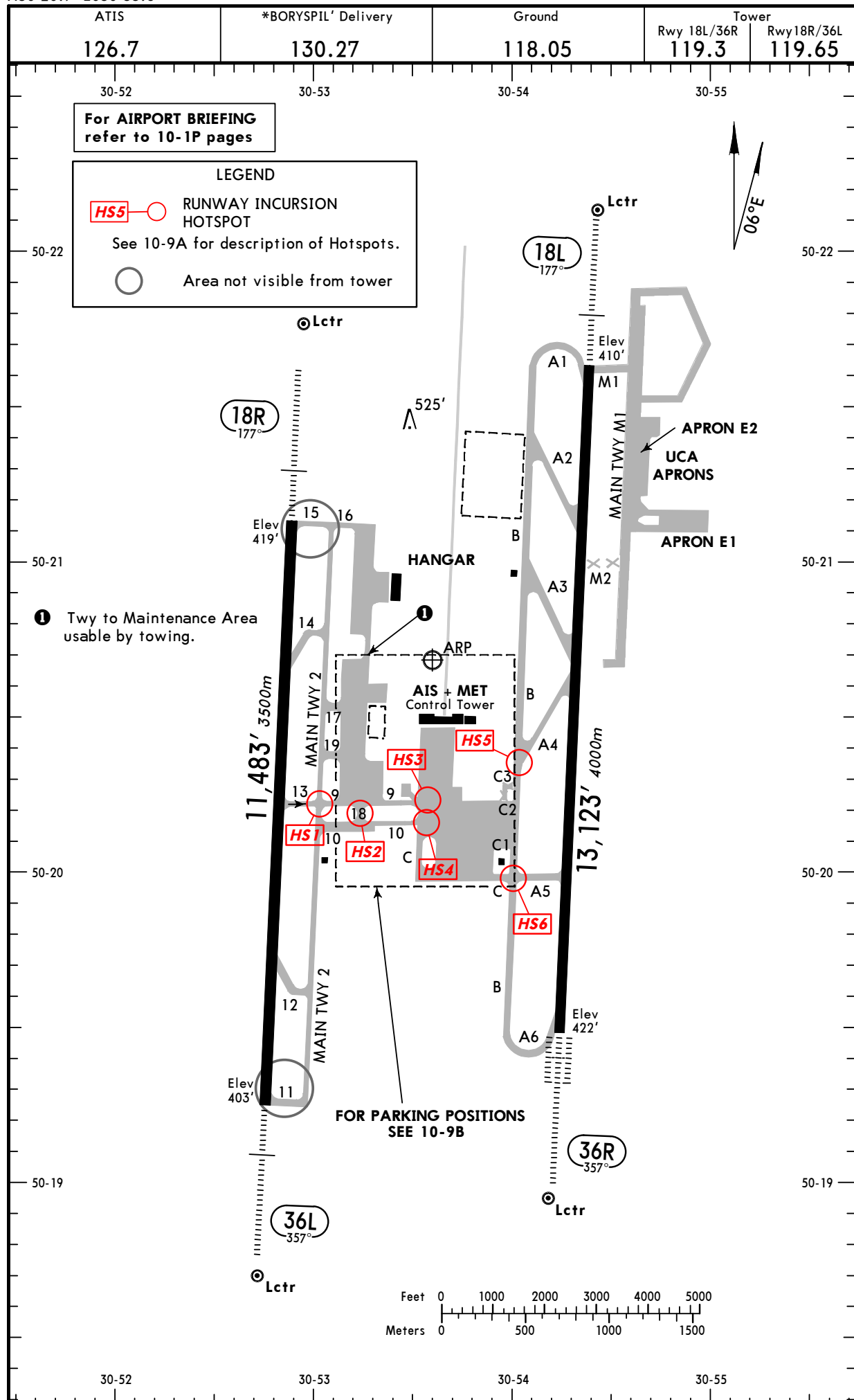
Apt Elev **427'**  
N50 20.7 E030 53.6

**JEPPesen**

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

**KYIV, UKRAINE**

**BORYSPIL'**



UKBB/KBP

 **JEPPESEN**

16 JUL 10

**(10-9A)****Eff 29 Jul**

KYIV, UKRAINE

BORYSPIL'

| ADDITIONAL RUNWAY INFORMATION |                                                    |                |               |                 |          |
|-------------------------------|----------------------------------------------------|----------------|---------------|-----------------|----------|
| RWY                           |                                                    | USABLE LENGTHS |               | TAKE-OFF        | WIDTH    |
|                               |                                                    | 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.

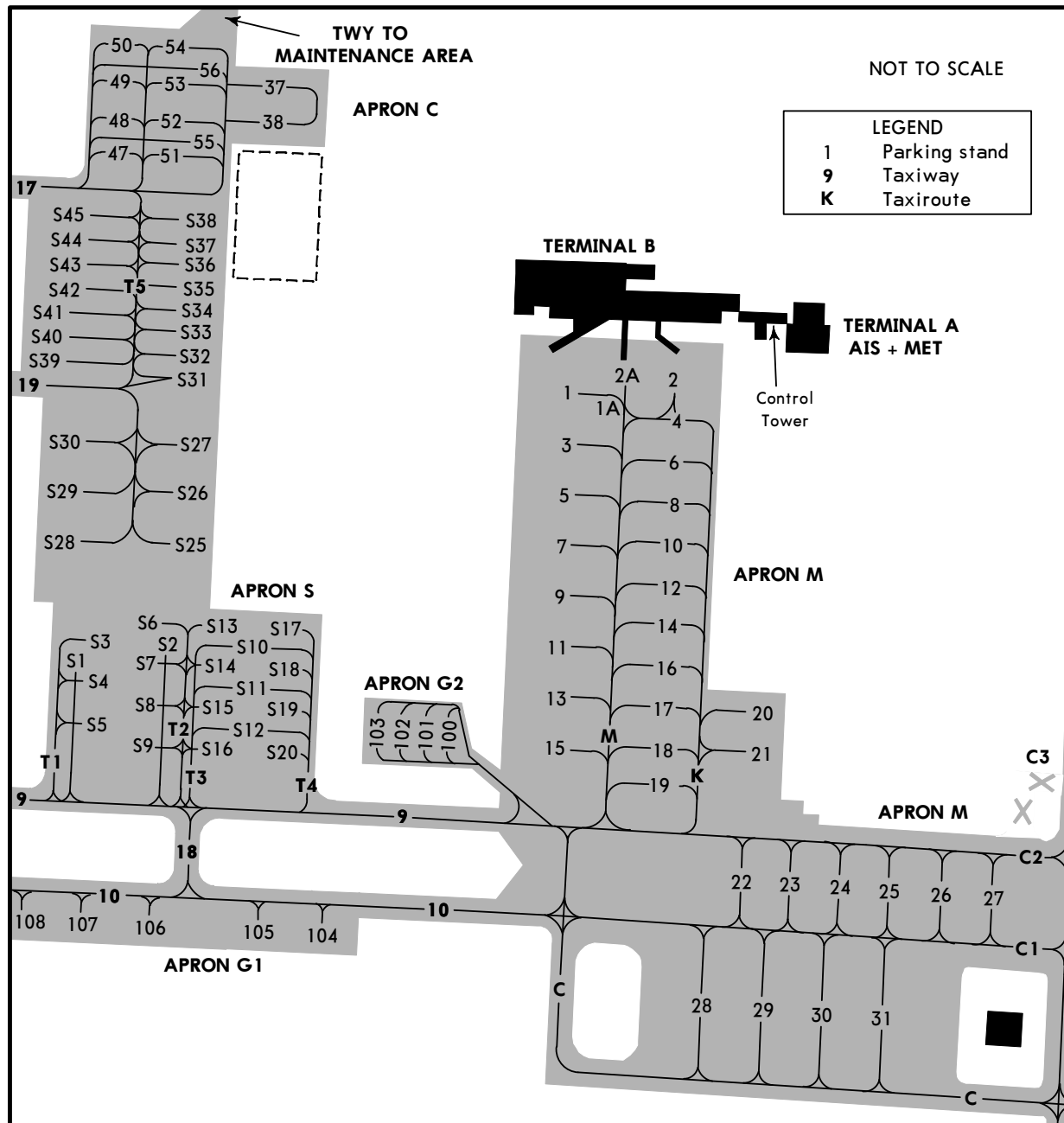
**RUNWAY INCURSION "HOT SPOTS"**

(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<br>LVP must be in force                 |                           |         | LVP must be<br>in force  | All Rwys                 |                   |
|---|------------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|
|   | Approved<br>Operators<br>HIRL, CL<br>& mult. RVR req | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(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 |

CHANGES: Coordinates.

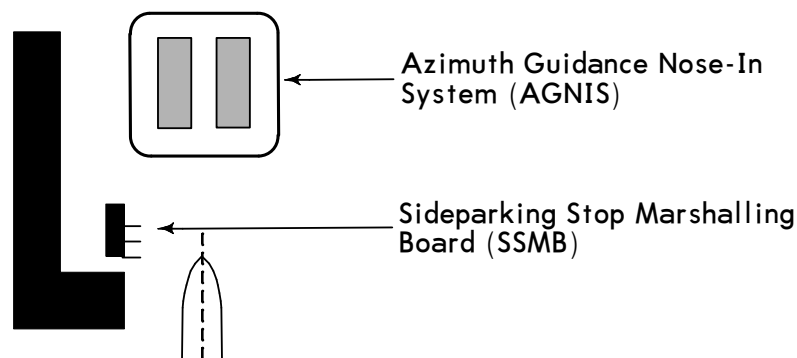
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UKBB/KBP

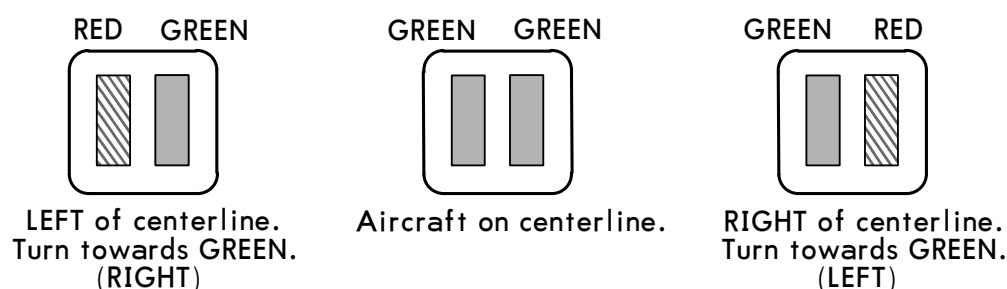
**JEPPESEN**  
16 JUL 10 **10-9C** **Eff 29 Jul**

**KYIV, UKRAINE**  
**BORYSPIL'**

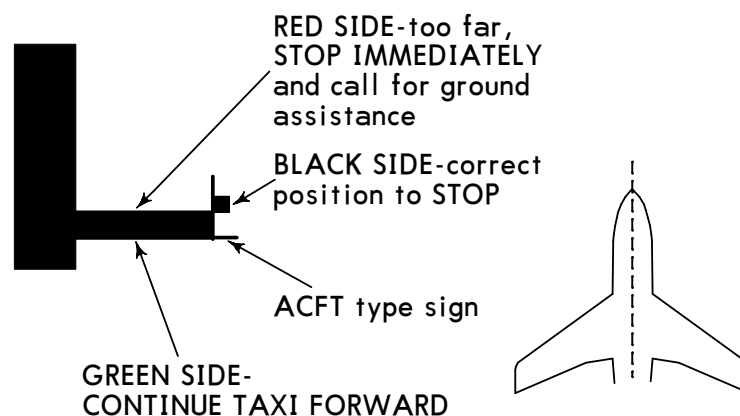
## VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



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

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

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

**UKBB/KBP**  
**BORYSPIL'**

**JEPPESEN**  
25 APR 08 (11-1)

KYIV, UKRAINE  
ILS or NDB Rwy 18L

BRIEFING STRIP™

|            |                            |        |                          |               |                               |                 |        |                                                                                                                                                                                |
|------------|----------------------------|--------|--------------------------|---------------|-------------------------------|-----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS       | KYIV Radar(APP)            |        |                          |               |                               | BORYSPIL' Tower | Ground | <div><div><div><div></div><div>175°</div></div><div><div>3000'</div><div>1700'</div><div>100°</div><div>2000'</div><div>300°</div></div></div><div>MSA<br/>BRP VOR</div></div> |
| 126.7      | 125.72                     | 124.67 | 128.17                   | 120.9         | 119.3                         | 118.05          |        |                                                                                                                                                                                |
| LOC<br>IBI | Final<br>Aptch Crs<br>177° |        | GS<br>LOM                | ILS<br>DA(H)  | Apt Elev 427'<br><br>RWY 410' |                 |        |                                                                                                                                                                                |
| 111.3      |                            |        | 1181' (771')             | 610' (200')   |                               |                 |        |                                                                                                                                                                                |
| NDB<br>BI  |                            |        | Minimum Alt<br>D10.7 BRP | NDB<br>MDA(H) |                               |                 |        |                                                                                                                                                                                |
| 310        |                            |        | 2470' (2060')            | 790' (380')   |                               |                 |        |                                                                                                                                                                                |

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

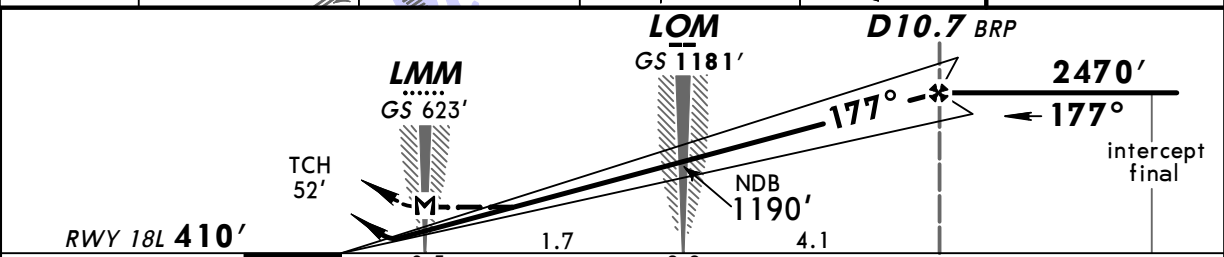
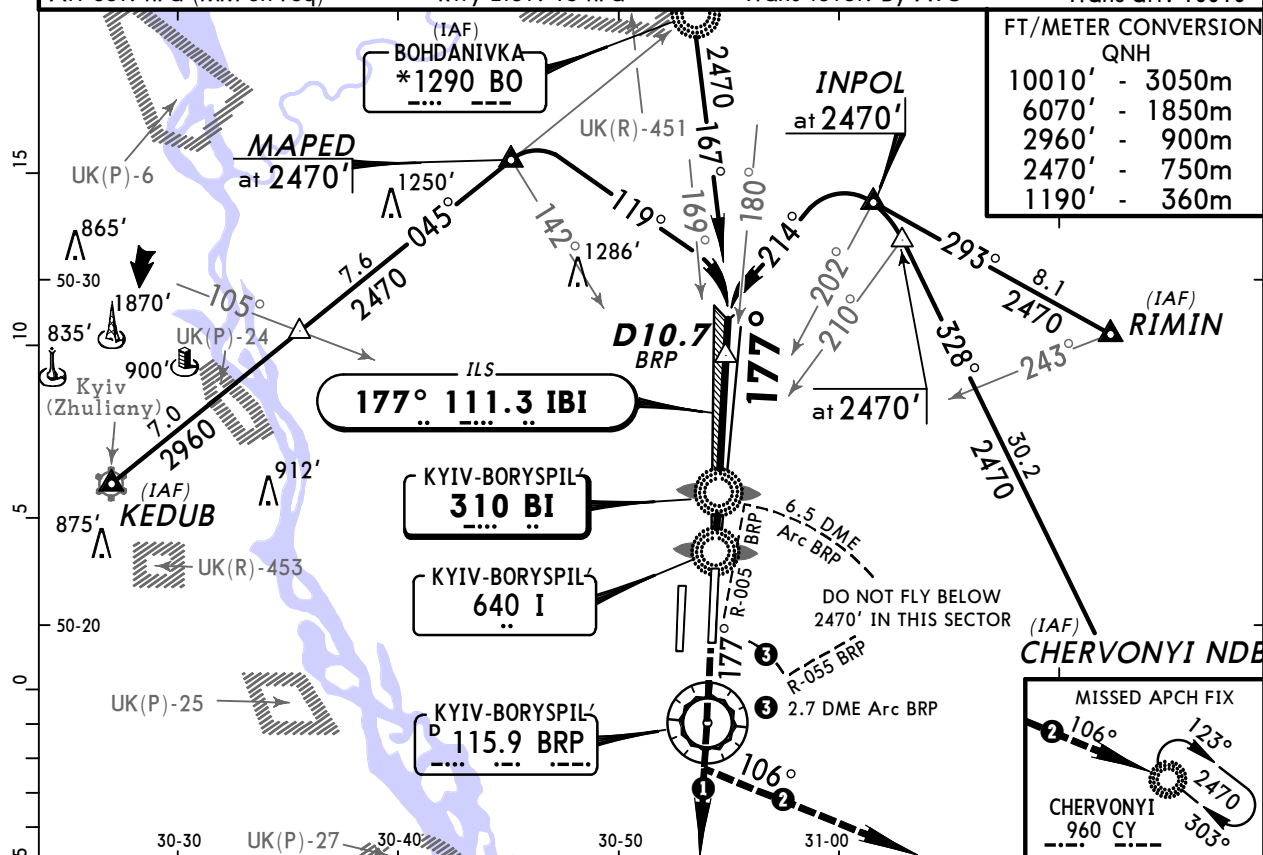
**MISSED APCH RADIO COMM FAILURE:** ②Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 6070'.

Alt Set: hPa (MM on req)

Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10010'



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

## JAR-OPS

STRAIGHT-IN LANDING RWY 18L

CIRCLE-TO-LAND **1**

| ILS                      |          | LOC<br>(GS out) |                   | NDB                       |           | Not authorized<br>East of apt |                           |
|--------------------------|----------|-----------------|-------------------|---------------------------|-----------|-------------------------------|---------------------------|
| DA(H) <b>610'</b> (200') |          |                 |                   | MDA(H) <b>790'</b> (380') |           |                               |                           |
| FULL                     | ALS out  |                 |                   |                           | ALS out   | Max<br>Kts.                   | MDA(H) _____ VIS _____    |
| A                        | RVR 550m | RVR 1000m       | NOT<br>APPLICABLE | RVR 900m                  | RVR 1500m | 100                           | <b>910'</b> (500') 1500m  |
| B                        |          |                 |                   | RVR 1000m                 |           | 135                           | <b>930'</b> (520') 1600m  |
| C                        |          |                 |                   | RVR 1800m                 | 180       | <b>1030'</b> (620') 2400m     |                           |
| D                        |          |                 |                   | RVR 1400m                 | RVR 2000m | 205                           | <b>1130'</b> (720') 3600m |

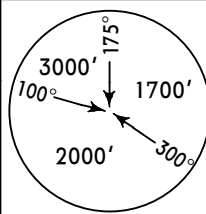
**1** Circling height based on rwy 18L thresh elev of 410'.

**CHANGES:** Minimums.

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

BRIEFING STRIP™

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

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

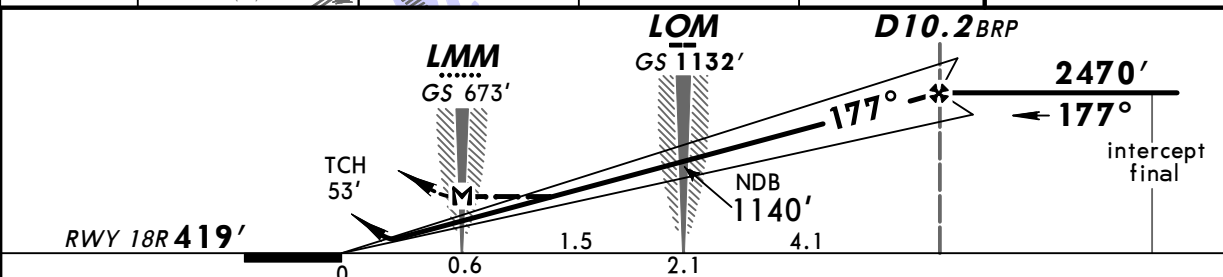
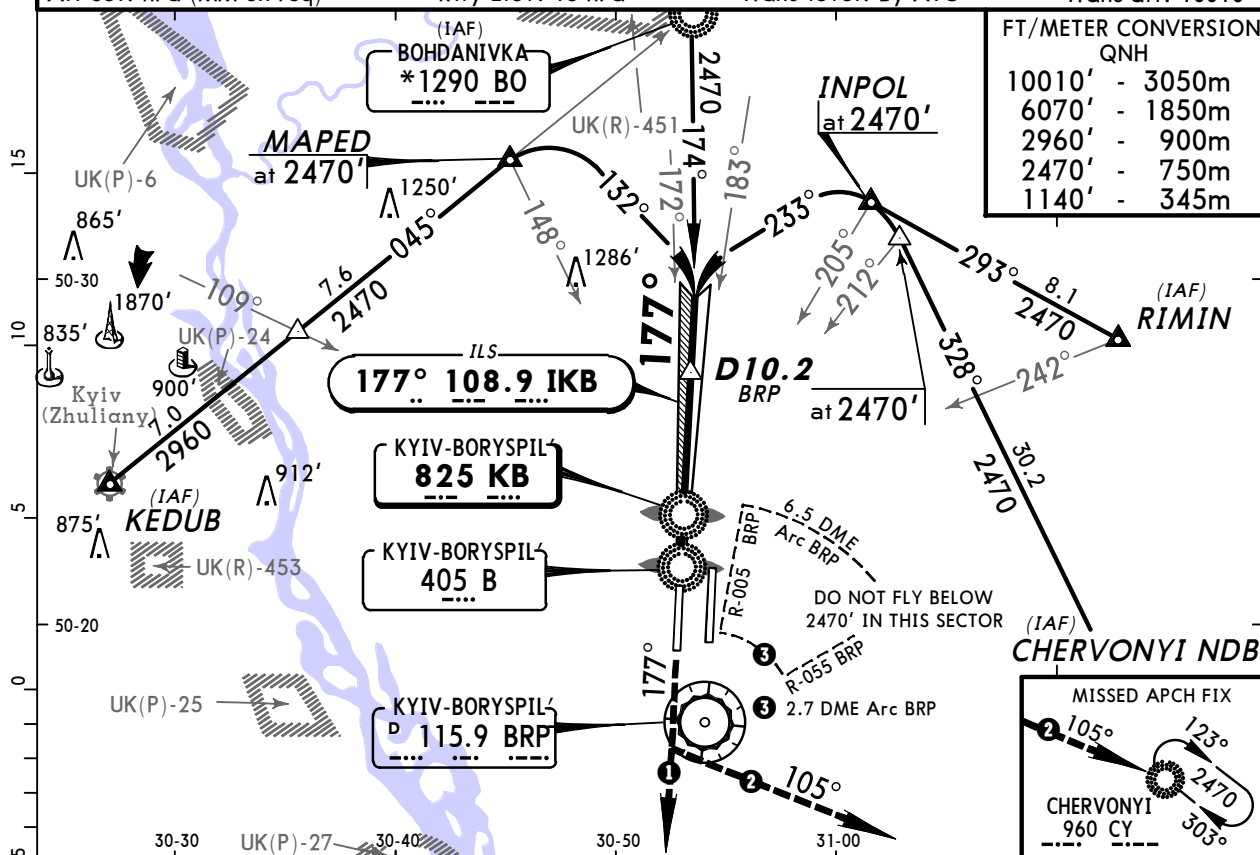
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 6070'.

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<br>Missed apch<br>above |
|----------------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|----------------------------------|
| ILS GS 3.00° or<br>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<br>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.

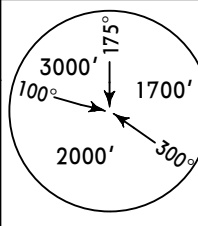
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**UKBB/KBP**  
**BORYSPIL'**

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

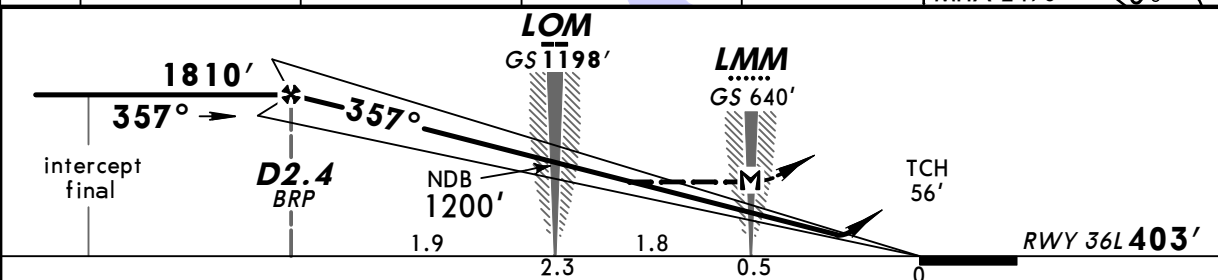
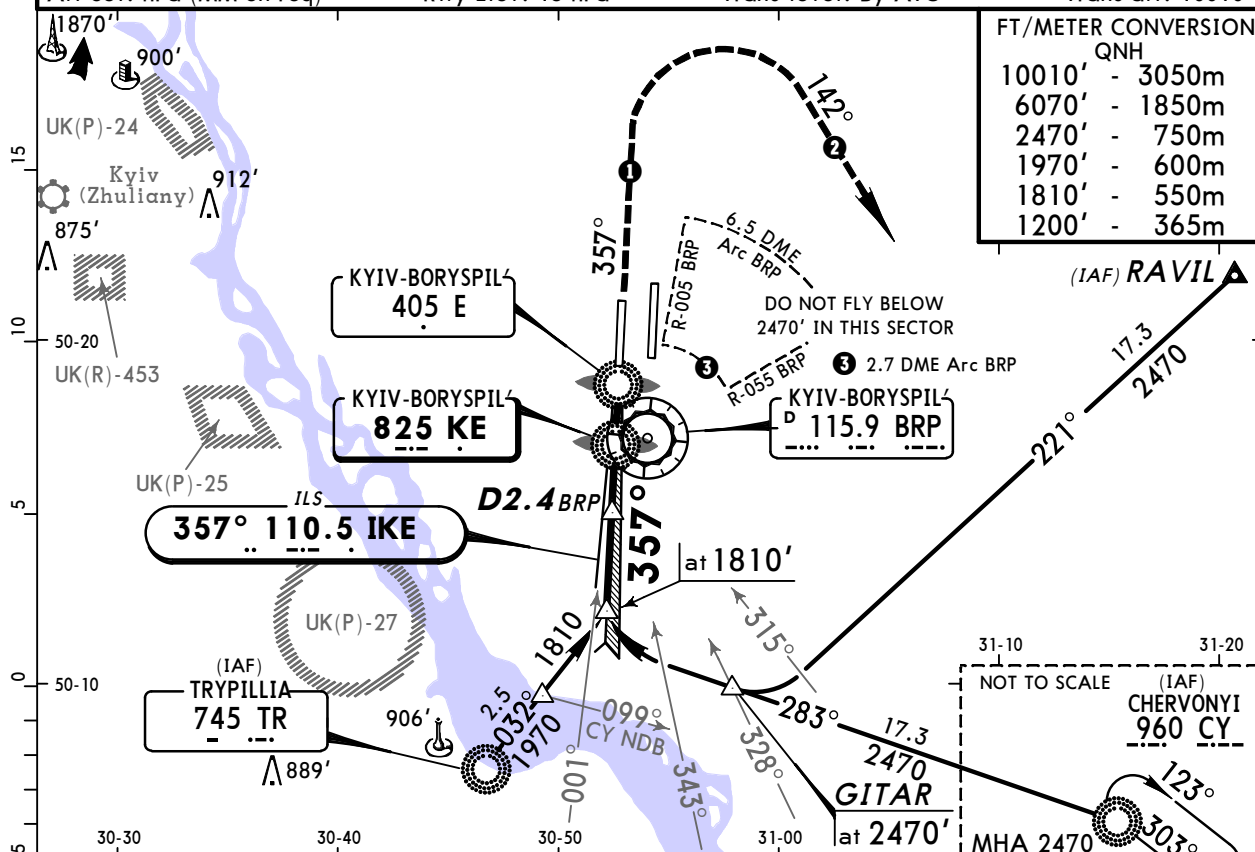
**KYIV, UKRAINE**  
**ILS or NDB Rwy 36L**

BRIEFING STRIP™

|                     |  |                            |  |                                          |  |                              |  |                               |  |                                                                                                                          |
|---------------------|--|----------------------------|--|------------------------------------------|--|------------------------------|--|-------------------------------|--|--------------------------------------------------------------------------------------------------------------------------|
| ATIS                |  | KYIV Radar(APP)            |  |                                          |  | BORYSPIL' Tower              |  | Ground                        |  | <div><div>MSA<br/>BRP VOR</div></div> |
| 126.7               |  | 125.72 124.67 128.17 120.9 |  |                                          |  | 119.65                       |  | 118.05                        |  |                                                                                                                          |
| LOC<br>IKE<br>110.5 |  | Final<br>Apch Crs<br>357°  |  | GS<br>LOM<br>1198' (795')                |  | ILS<br>DA(H)<br>603' (200')  |  | Apt Elev 427'<br><br>RWY 403' |  |                                                                                                                          |
| NDB<br>KE<br>825    |  |                            |  | Minimum Alt<br>D2.4 BRP<br>1810' (1407') |  | NDB<br>MDA(H)<br>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<br>Missed apch<br>above |
|----------------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|----------------------------------|
| ILS GS 3.00° or<br>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<br>East of apt |  | Max<br>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<br>APPLICABLE |                             |  |                               |  | 180              |  | 1030' (627') | 2400m |
| D                 |          |              |                   |                             |  |                               |  | 205              |  | 1130' (727') | 3600m |

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

**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**ILS or NDB Rwy 36R**

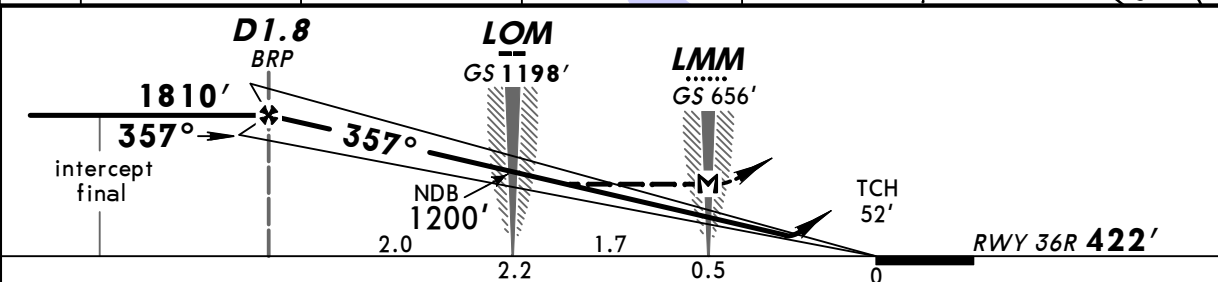
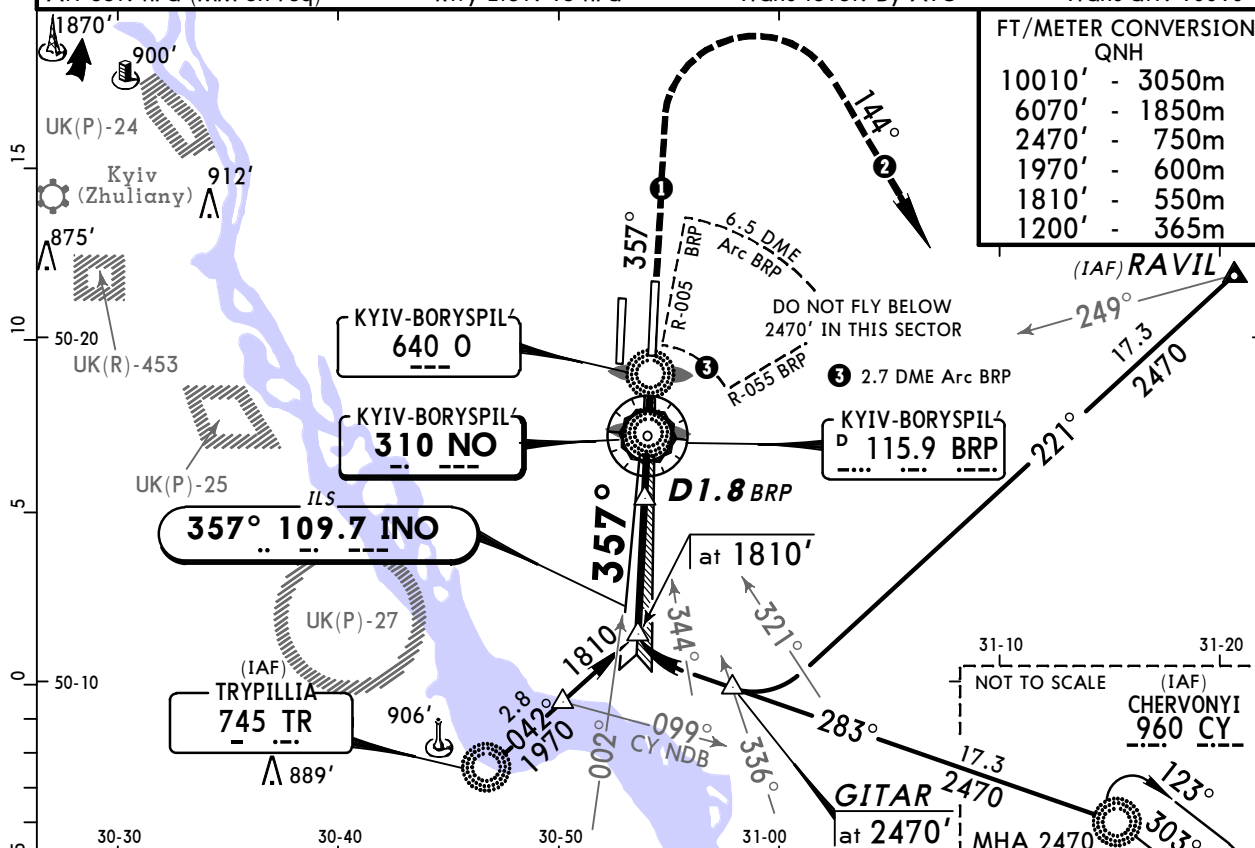
BRIEFING STRIP

TM

|                                  |  |                                        |  |                                                       |  |                                                    |  |                                            |  |                                                                                                                                                                     |
|----------------------------------|--|----------------------------------------|--|-------------------------------------------------------|--|----------------------------------------------------|--|--------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS                             |  | KYIV Radar(APP)                        |  |                                                       |  | BORYSPIL' Tower                                    |  | Ground                                     |  | <div><div><div><div></div><div>175°</div><div>3000'</div><div>100°</div><div>1700'</div><div>2000'</div><div>300°</div></div><div>MSA<br/>BRP VOR</div></div></div> |
| 126.7                            |  | 125.72 124.67 128.17 120.9             |  |                                                       |  | 119.3                                              |  | 118.05                                     |  |                                                                                                                                                                     |
| <div>LOC<br/>INO<br/>109.7</div> |  | <div>Final<br/>Apch Crs<br/>357°</div> |  | <div>GS<br/>LOM<br/>1198' (776')</div>                |  | <div>ILS<br/>DA(H)<br/>Refer to<br/>Minimums</div> |  | <div>Apt Elev 427'<br/><br/>RWY 422'</div> |  |                                                                                                                                                                     |
| <div>NDB<br/>NO<br/>310</div>    |  |                                        |  | <div>Minimum Alt<br/>D1.8 BRP<br/>1810' (1388')</div> |  | <div>NDB<br/>MDA(H)<br/>790' (368')</div>          |  |                                            |  |                                                                                                                                                                     |
|                                  |  |                                        |  |                                                       |  |                                                    |  |                                            |  |                                                                                                                                                                     |

**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<br>Missed apch<br>above |
|----------------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|----------------------------------|
| ILS GS 3.00° or<br>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<br>(GS out)             |  | NDB                       |  | Not authorized<br>East of apt |                           |
| DA(H) ABC: <b>622'</b> (200')<br>D: <b>627'</b> (205') |          |                             |  | MDA(H) <b>790'</b> (368') |  |                               |                           |
| FULL                                                   | ALS out  |                             |  | ALS out                   |  | Max<br>Kts                    | MDA(H) VIS                |
| A                                                      |          |                             |  | RVR 900m                  |  | 100                           | <b>920'</b> (498') 1500m  |
| B                                                      | RVR 550m |                             |  | RVR 1000m                 |  | 135                           | <b>930'</b> (508') 1600m  |
| C                                                      |          |                             |  | RVR 1400m                 |  | 180                           | <b>1030'</b> (608') 2400m |
| D                                                      | RVR 600m |                             |  | RVR 2000m                 |  | 205                           | <b>1130'</b> (708') 3600m |

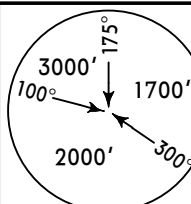
① Circling height based on rwy 36R thresh elev of 422'.

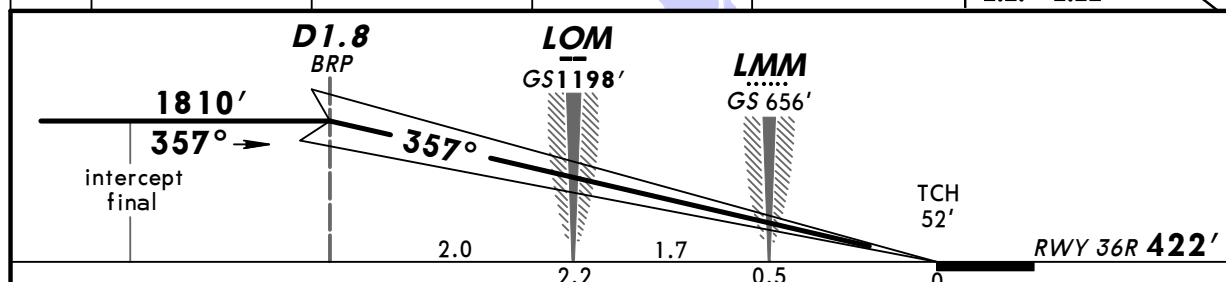
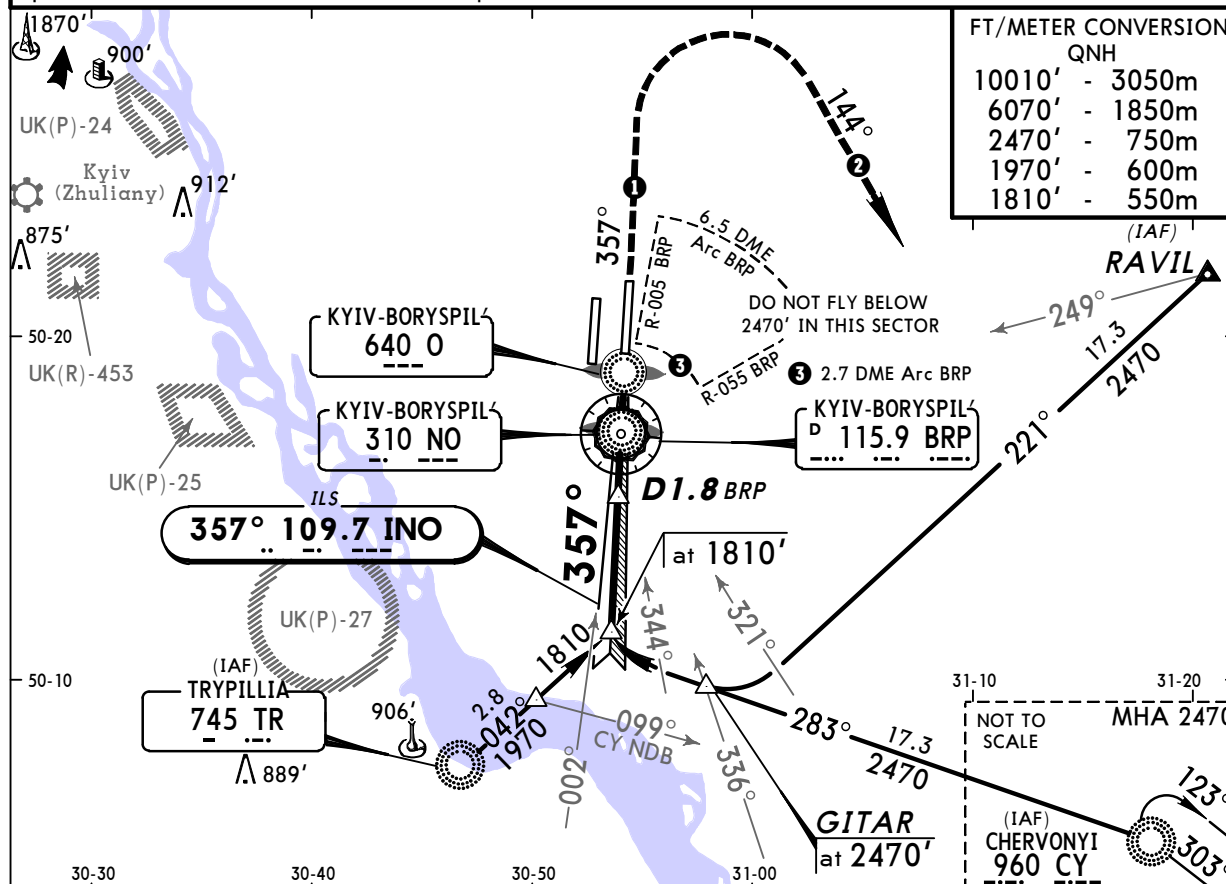
**UKBB/KBP**  
**BORYSPIL'**

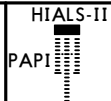
**JEPPESSEN**  
25 APR 08 **(11-4A)**

**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<br>INO<br>109.7                                                                                                  | Final<br>Apch Crs<br>357° | GS<br>LOM<br>1198' (776') | CAT II ILS<br>RA 104'<br>DA(H)<br>522' (100') |        |                     | Apt Elev 427'<br>RWY 422' |       | <br>MSA BRP VOR |        |
| <b>MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.</b>                                               |                           |                           |                                               |        |                     |                           |       |                                                                                                    |        |
| <b>MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'.</b> |                           |                           |                                               |        |                     |                           |       |                                                                                                    |        |
| 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 |  |  | 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.

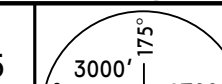
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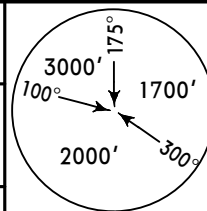
**UKBB/KBP**  
**BORYSPIL'**

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

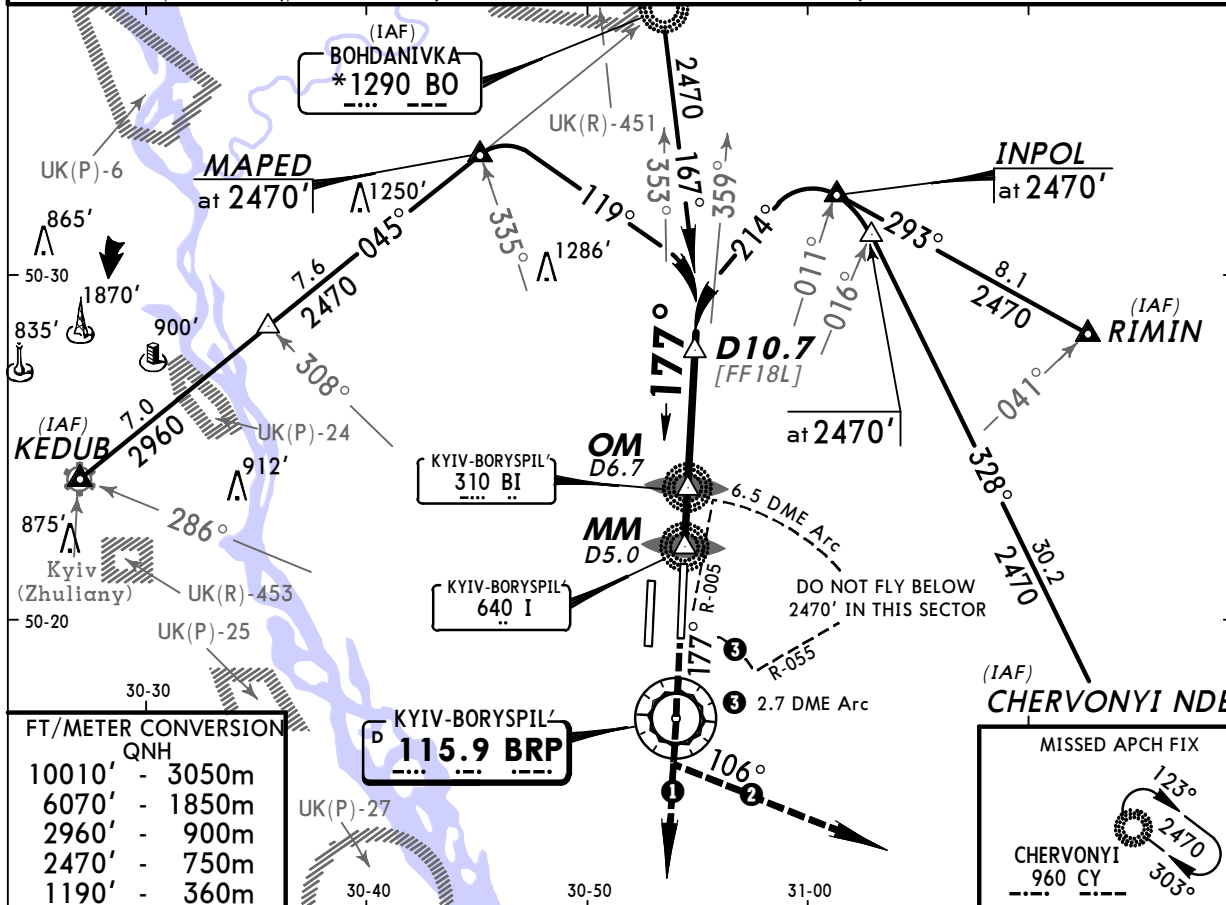
**KYIV, UKRAINE**  
**VOR DMÉ Rwy 18L**

BRIEFING STRIP

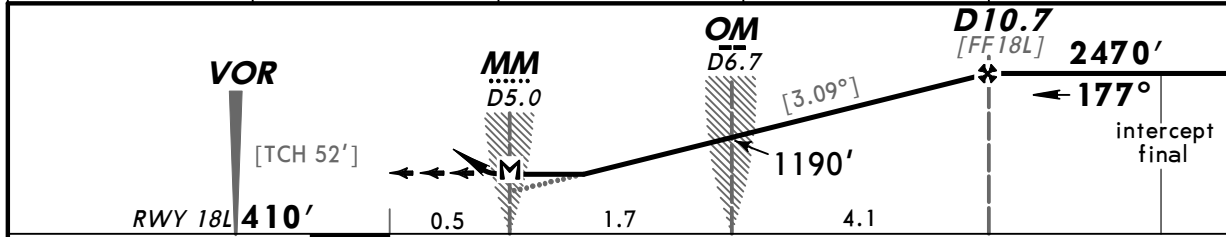
|                                                                                                                                                                                               |  |                            |  |                      |  |                     |  |               |  |                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------|--|----------------------|--|---------------------|--|---------------|--|-------------------------------------------------------------------------------------|--|
| ATIS                                                                                                                                                                                          |  | KYIV Radar(APP)            |  |                      |  | BORYSPIL' Tower     |  | Ground        |  |  |  |
| 126.7                                                                                                                                                                                         |  | 125.72 124.67 128.17 120.9 |  |                      |  | 119.3               |  | 118.05        |  |                                                                                     |  |
| VOR<br>BRP                                                                                                                                                                                    |  | Final<br>Apch Crs          |  | Minimum Alt<br>D10.7 |  | MDA(H)              |  | Apt Elev 427' |  |                                                                                     |  |
| 115.9                                                                                                                                                                                         |  | 177°                       |  | 2470' (2060')        |  | 810' (400')         |  | RWY 410'      |  |                                                                                     |  |
| <b>MISSED APCH: ❶</b> Climb on rwy heading to 2470', then as directed.<br><b>MISSED APCH RADIO COMM FAILURE: ❷</b> 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'                                                                   |  |



MSA  
BRP VOR



|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| 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<br>PAPI<br>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                    |       |  |  |
| A       | RVR 900m  |  | RVR 1500m |                             | 100 |  | 910' (500')  |                            | 1500m |  |  |
| B       | RVR 1000m |  | RVR 1800m |                             | 135 |  | 930' (520')  |                            | 1600m |  |  |
| C       |           |  | RVR 2000m |                             | 180 |  | 1030' (620') |                            | 2400m |  |  |
| D       | RVR 1400m |  |           |                             | 205 |  | 1130' (720') |                            | 3600m |  |  |

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

CHANGES: None.

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PANS OPS

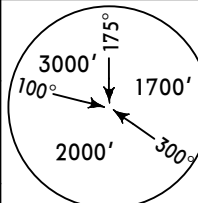
**UKBB/KBP**  
**BORYSPIL'**

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

**KYIV, UKRAINE**  
**VOR DME Rwy 36R**

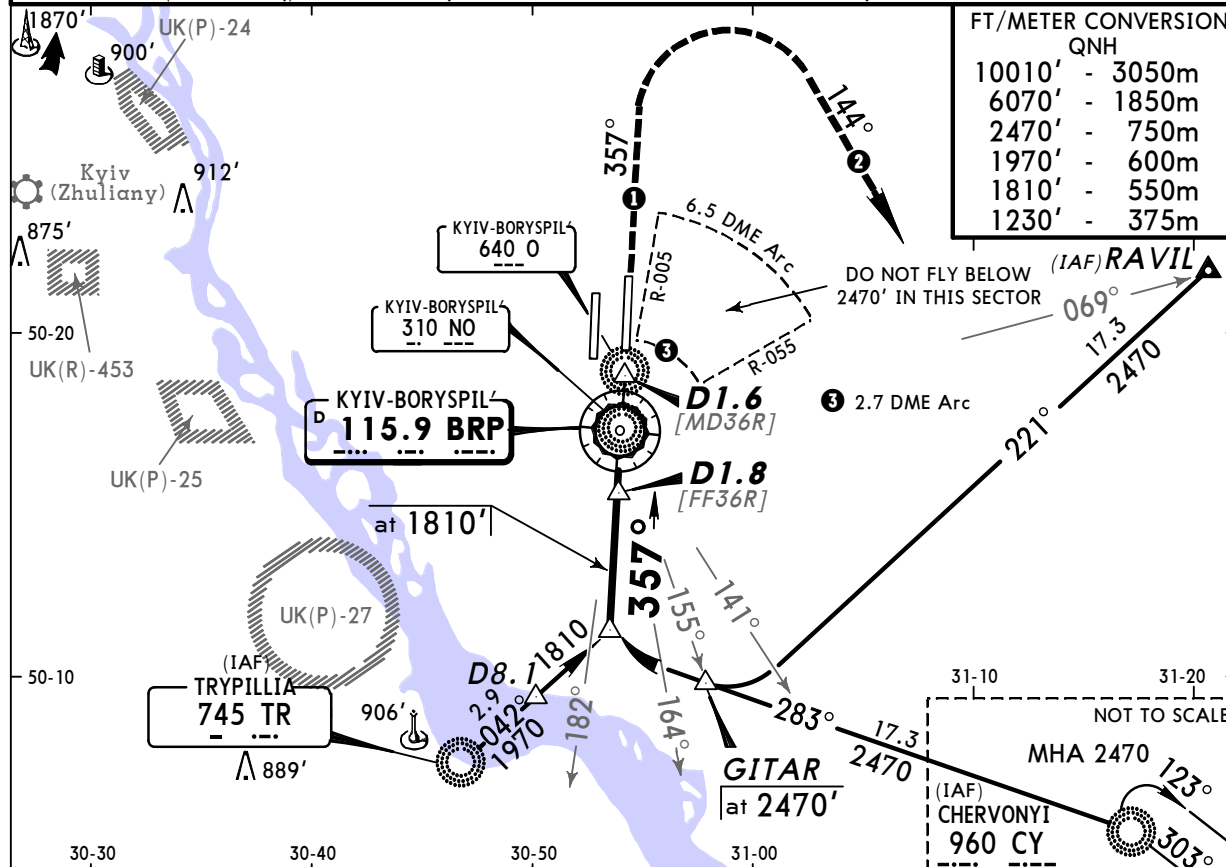
BRIEFING STRIP™

|                                                                                                              |  |                            |  |                     |  |                 |  |               |  |
|--------------------------------------------------------------------------------------------------------------|--|----------------------------|--|---------------------|--|-----------------|--|---------------|--|
| ATIS                                                                                                         |  | KYIV Radar (APP)           |  |                     |  | BORYSPIL' Tower |  | Ground        |  |
| 126.7                                                                                                        |  | 125.72 124.67 128.17 120.9 |  |                     |  | 119.3           |  | 118.05        |  |
| VOR<br>BRP                                                                                                   |  | Final<br>Apch Crs          |  | Minimum Alt<br>D1.8 |  | MDA(H)          |  | Apt Elev 427' |  |
| 115.9                                                                                                        |  | 357°                       |  | 1810' (1388')       |  | 790' (368')     |  | RWY 422'      |  |
| MISSED APCH: ①Climb on rwy heading to 2470', then as directed.                                               |  |                            |  |                     |  |                 |  |               |  |
| MISSED APCH RADIO COMM FAILURE: ②Climb on rwy heading to 2470', then turn RIGHT to CY NDB climbing to 6070'. |  |                            |  |                     |  |                 |  |               |  |

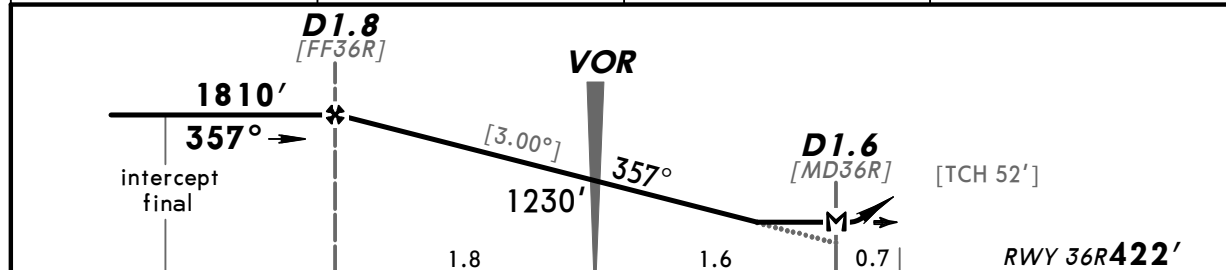


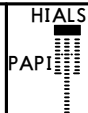
MSA  
BRP VOR

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



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



|                                                 |     |     |     |     |     |     |                                                                                                                     |
|-------------------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts                                   | 70  | 90  | 100 | 120 | 140 | 160 | <br>Refer to Missed apch above |
| 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) <b>790' (368')</b>           |           |           |         | Not authorized East of apt |       |
|                                     |           | ALS out   | Max Kts | MDA(H)                     | VIS   |
| A                                   | RVR 900m  | RVR 1500m | 100     | 920' (498')                | 1500m |
| B                                   | RVR 1000m |           | 135     | 930' (508')                | 1600m |
| C                                   | RVR 1000m | RVR 1800m | 180     | 1030' (608')               | 2400m |
| D                                   | RVR 1400m | RVR 2000m | 205     | 1130' (708')               | 3600m |

PANS OPS

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

CHANGES: Altitude at VOR.

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