Page 1
Changed chart(s) since Disc 04-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

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

No revision activity since Disc 04-2011

# TERMINAL CHART NOTAMs

## Chart NOTAMs for Airport UKBB

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

Ufn twy D3 clsd.

## 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 404'
  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** Military
Boryspil' 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

# 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 vacation 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 BORISPIL' 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.

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# 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.

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# 2. ARRIVAL

## 2.1. NOISE ABATEMENT PROCEDURES

Landing restrictions:
RWY 36R/18L, 36L/18R - visual manoeuvering 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.

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# 2. ARRIVAL

## 2.5. OTHER INFORMATION

### 2.5.1. INDEPENDENT PARALLEL APPROACHES

During Independent parallel approaches the ACFT at parallel ILS localizer course are allowed to make simultaneous approaches to parallel RWYs provided that:

a) Radio, radar and ILS equipment is operating normally.
b) ATIS broadcast will contain the following information: "Simultaneous independent ILS approaches in progress on RWYs 18L and 18R (36R and 36L)".
c) ACFT are vectored to intercept the ILS localizer course at an angle not greater than 30 degrees.
d) Minimum vertical separation of 1000'/300m or subsequent radar separation will be provided at least until the ACFT are established inbound on the ILS localizer course, within the ILS normal operating zone (NOZ) and until 10 NM/18km from the threshold.
e) If an ACFT is deviating from the ILS localizer course during final approach and penetrating the NTZ (No Transgression Zone), both the penetrating ACFT and the threatened ACFT on the adjacent localizer course will be instructed for evasive manoeuvres to turn immediately and climb/descend to an assigned altitude.
f) Separate controllers will provide radar monitoring of ACFT on final approach tracks on each RWY.
g) In case of technical problems in equipment related to the procedures, normal separation minimums will be resumed.

### 2.5.2. AVOIDANCE OF AN UNINTENDED CROSSING OF THE FINAL APPROACH COURSE WITH PARALLEL RWYs WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

If an ACFT is on a radar vector which leads it to the ILS localizer course at an angle of 70° or less, the pilot shall turn inbound to the final approach of the previously announced RWY's ILS localizer course and shall descend to last assigned altitude, unless the pilot has been instructed by ATC clearance to be vectored cross the ILS localizer course.

### 2.5.3. EVASIVE MANOEUVRES

During parallel approaches ATC may give instructions for evasive manoeuvres above 830'/250m MSL to avoid traffic penetrating the NTZ.

### 2.5.4. USE OF TCAS DURING PARALLEL APPROACHES

Because of the reduced lateral separation during parallel approaches there is a possibility of unwanted or inappropriate TCAS resolution advisories (RA). In case that ATC instructions and TCAS RA are in conflict, pilots are recommended to follow the TCAS RA.

### 2.5.5. LANDING RWY

Pilots are expected to prepare both RWYs for landing when ATIS broadcast contains two landing RWYs.

### 2.5.6. IFR FLIGHTS CARRYING OUT VISUAL APPROACH

In order to remain within controlled airspace, ACFT carrying out visual approach
- to RWYs 18L/R: from West and Northwest shall maintain altitude of at least 2470'until D9.2 BRP.
- to RWYs 36L/R: shall maintain altitude of at least 2470' until D4.3 BRP.

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# 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.

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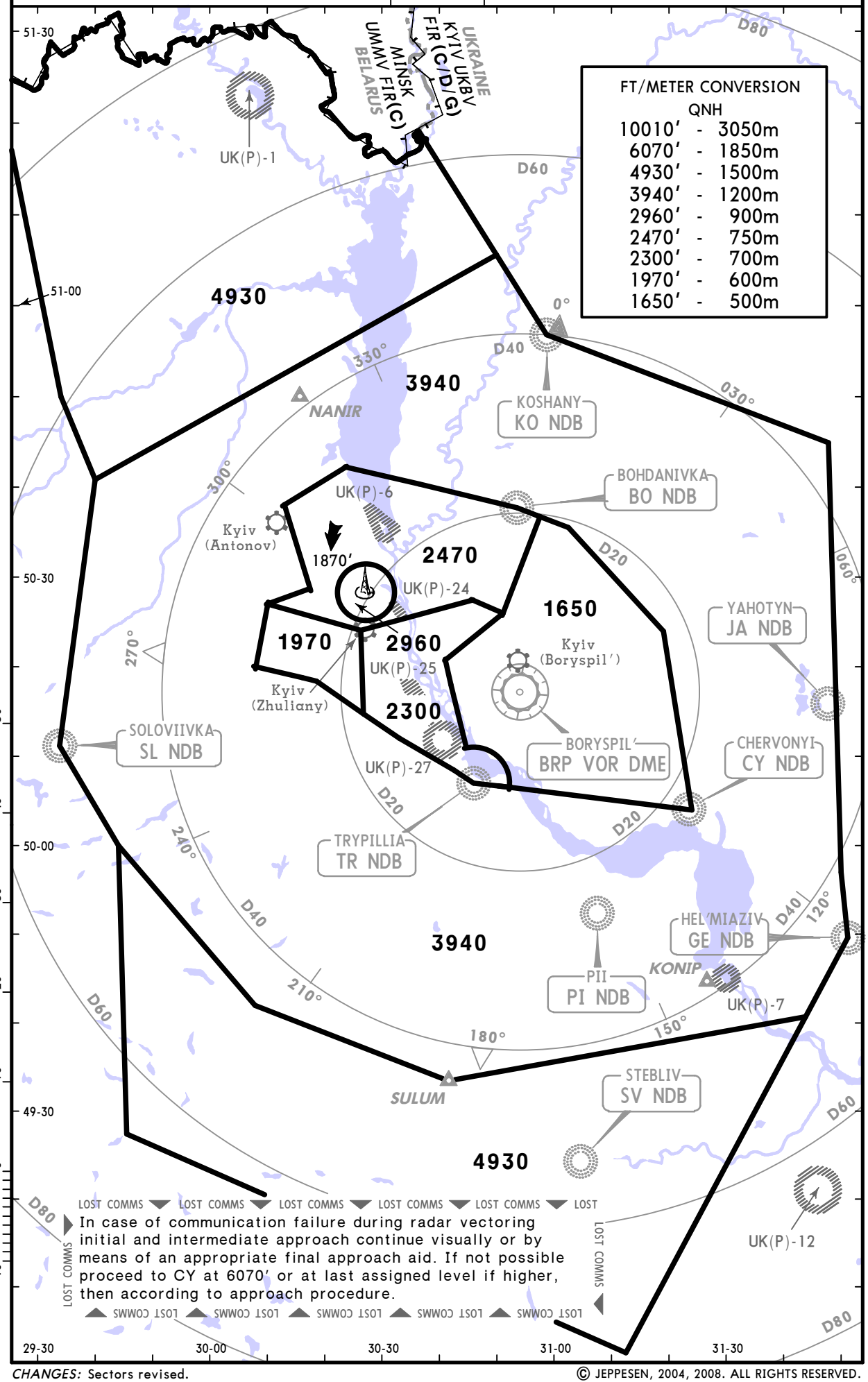
# UKBB/KBP BORYSPIL'

JEPPESEN
7 NOV 08 (10-1R) Eff 20 Nov

# KYIV, UKRAINE

## RADAR MINIMUM ALTITUDES

| KYIV Radar (APP) | | | | Apt Elev | Alt Set: hPa (MM on request) |
|---|---|---|---|---|---|
| 120.9 | 124.67 | 125.72 | 128.17 | 427' | Trans level: By ATC Trans alt: 10010' |




CHANGES: Sectors revised.

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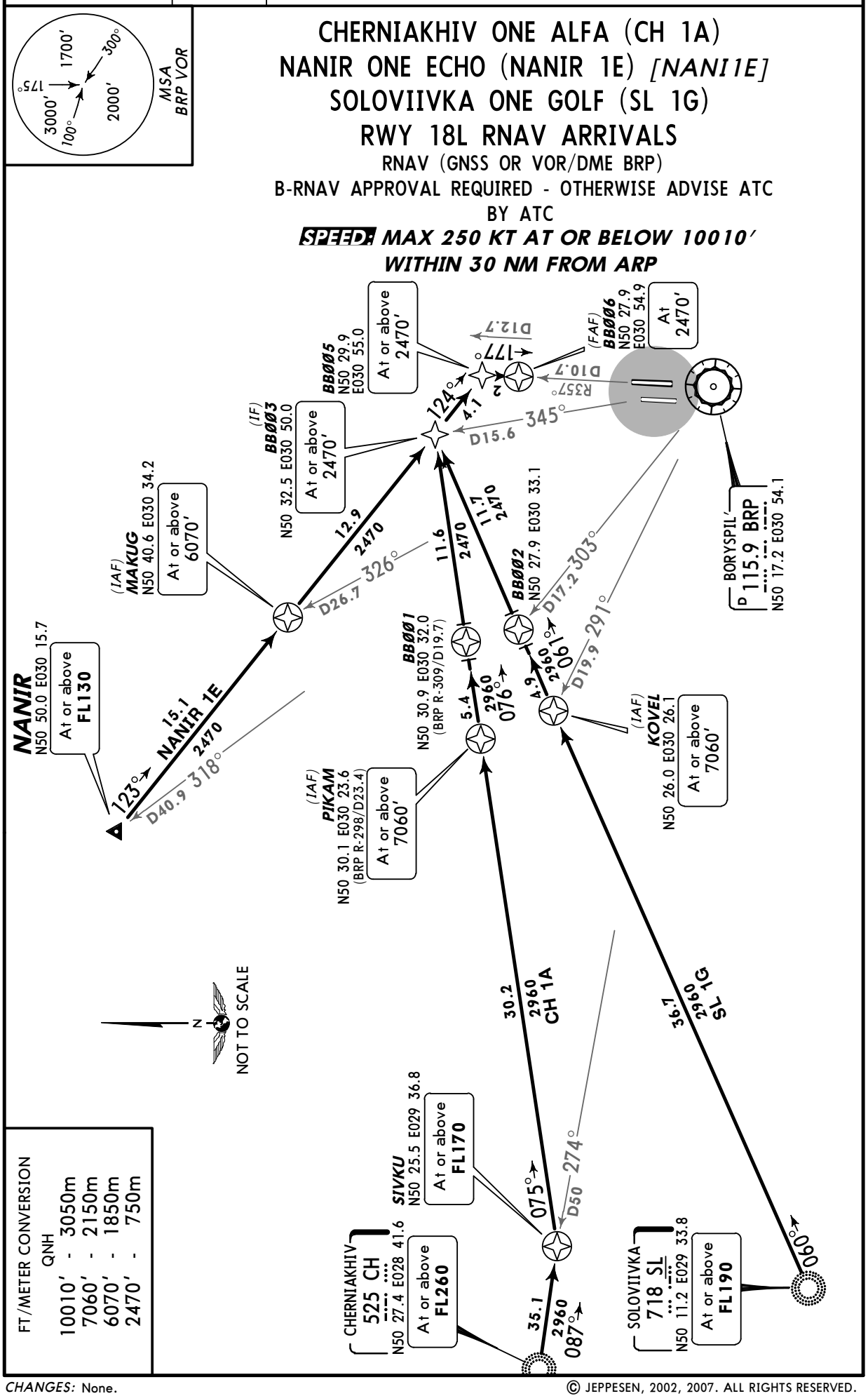
# UKBB/KBP BORYSPIL'



# KYIV, UKRAINE

RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 126.7 | 427' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010' |




CHANGES: None.

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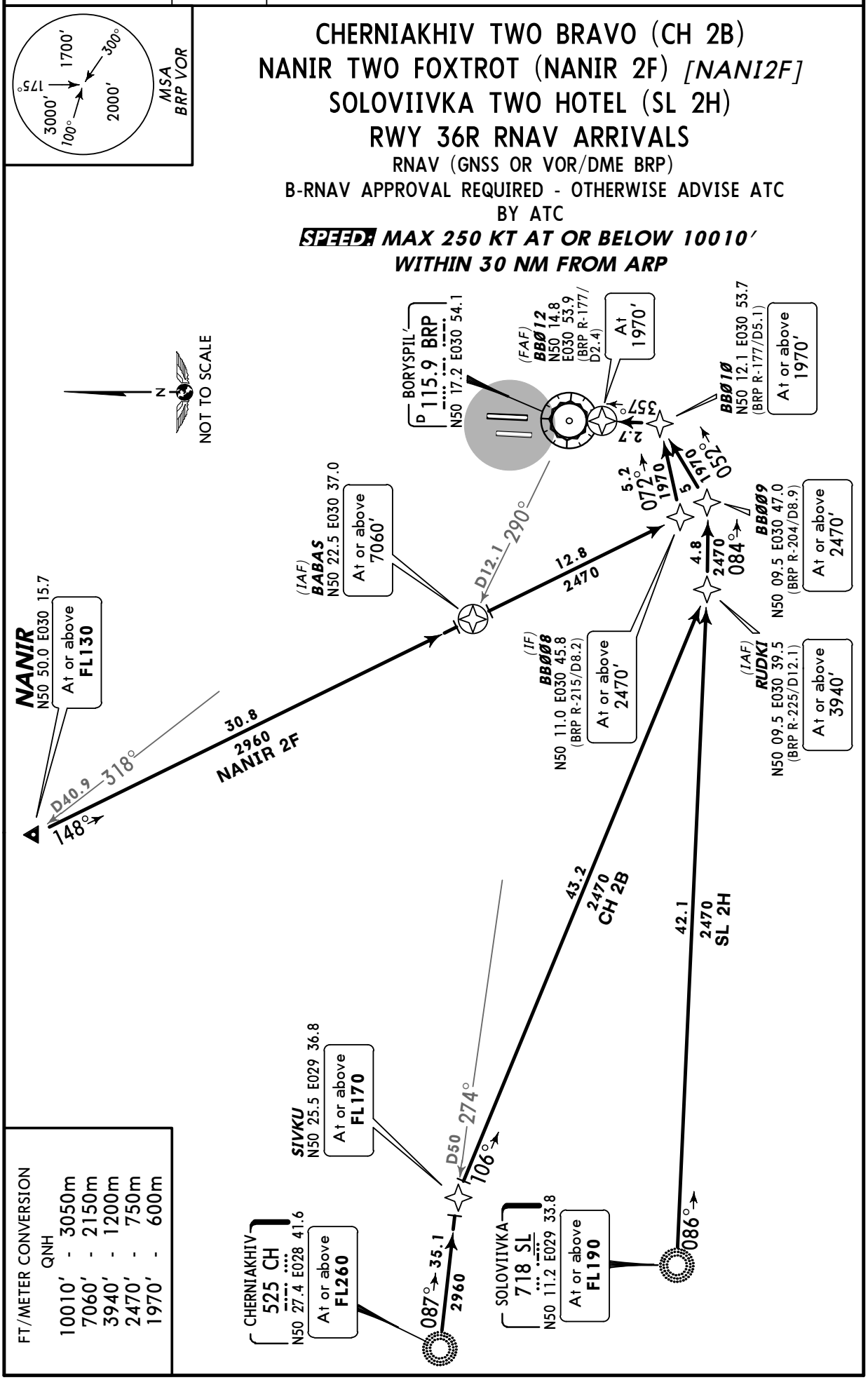
UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2A) Eff 10 Feb

KYIV, UKRAINE
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 126.7 | 427' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010' |




CHANGES: RNAV STARs revised.

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UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2B) Eff 10 Feb

KYIV, UKRAINE
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 126.7 | 427' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010' |

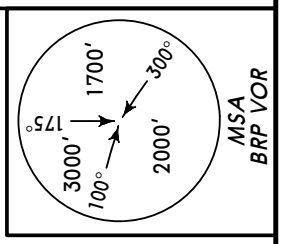
# CHERNIAKHIV ONE CHARLIE (CH 1C)
# NANIR ONE GOLF (NANIR 1G) *[NANI1G]*
# SOLOVIIVKA ONE KILO (SL 1K)
# RWY 18R RNAV ARRIVALS

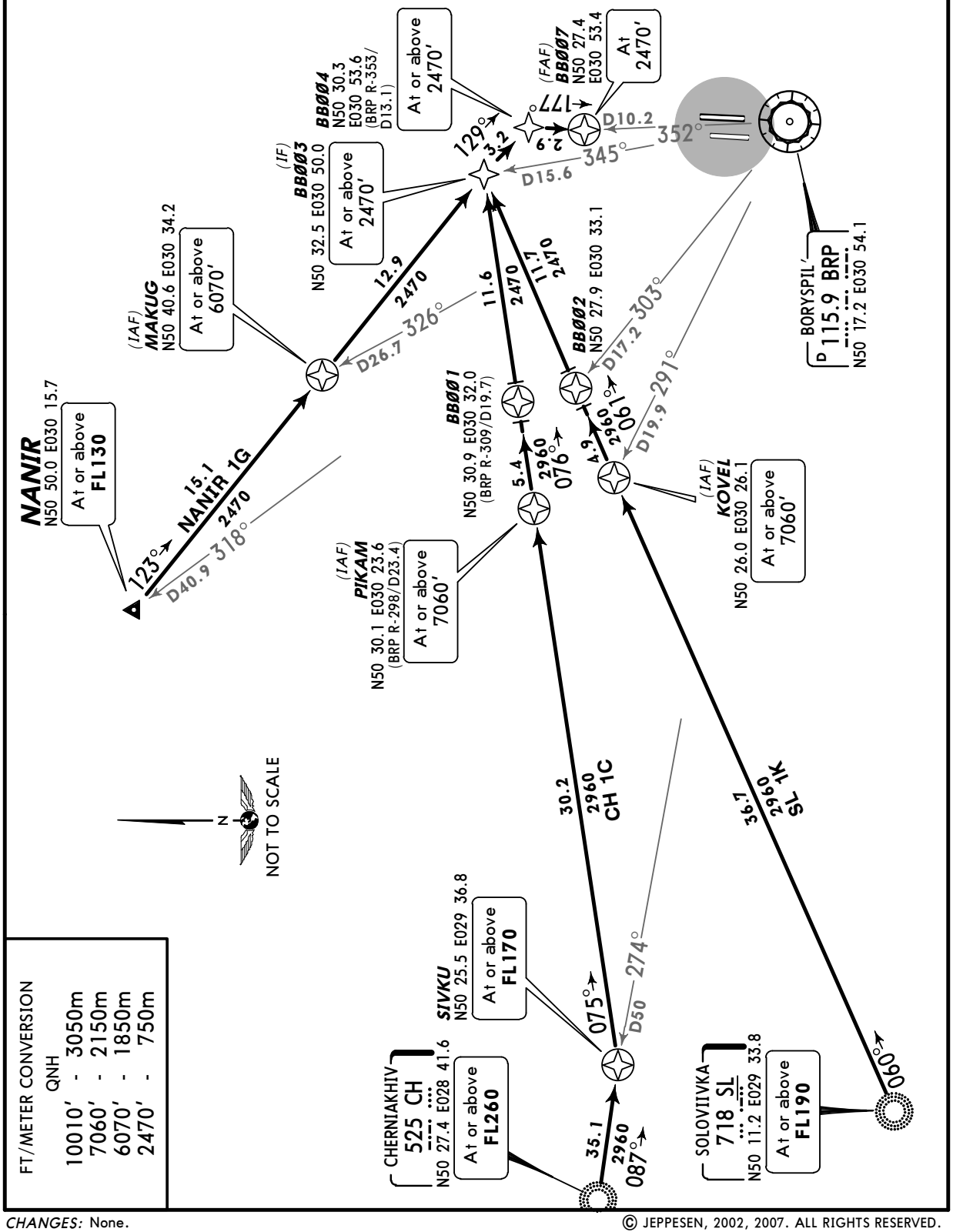
RNAV (GNSS OR VOR/DME BRP)

B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC

BY ATC

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




FT/METER CONVERSION
QNH

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

*CHANGES:* None.

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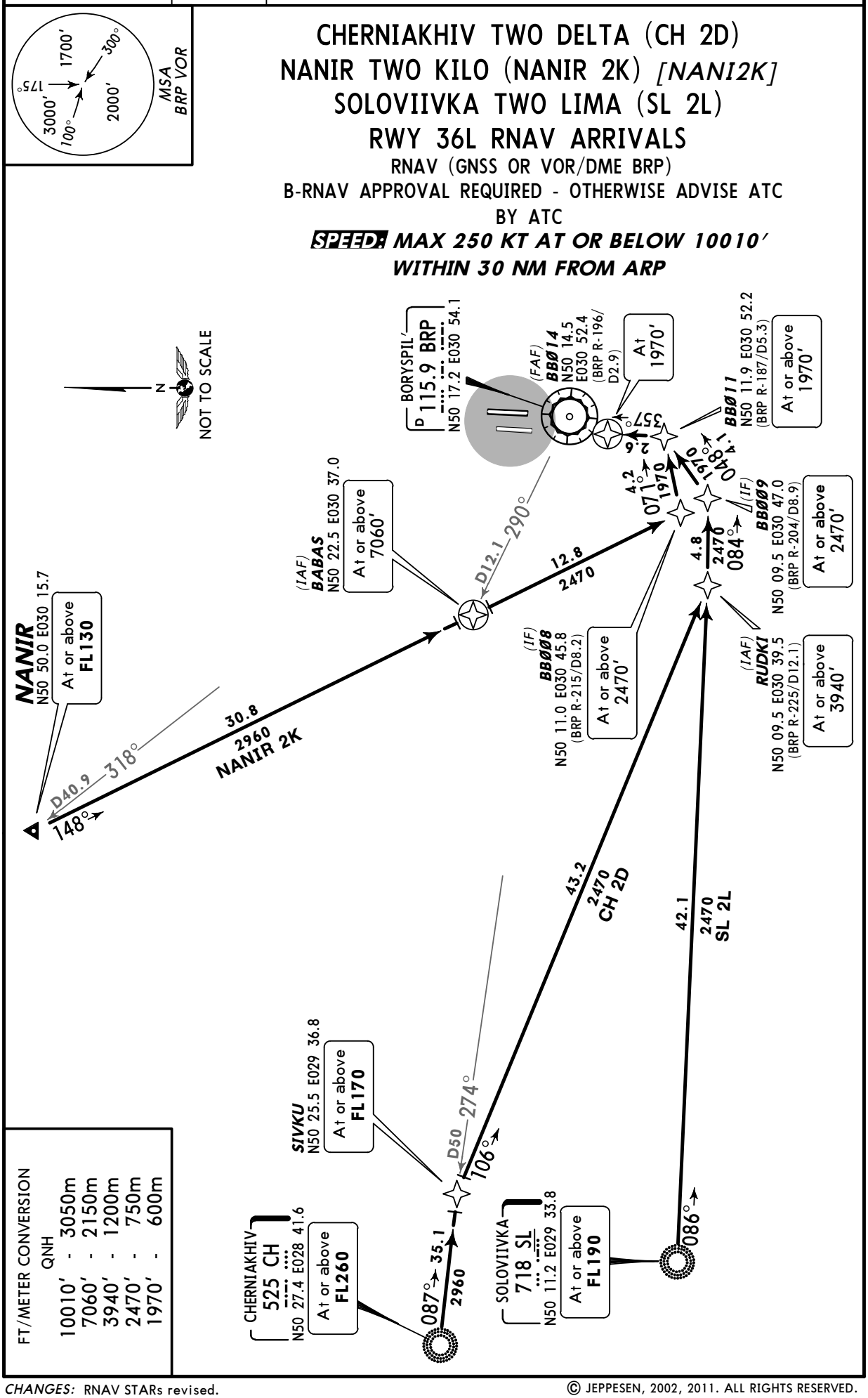
UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2C) Eff 10 Feb

KYIV, UKRAINE
RNAV STAR

| ATIS | Apt Elev | |
|---|---|---|
| 126.7 | 427' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010' |




CHANGES: RNAV STARs revised.

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# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2D) Eff 10 Feb

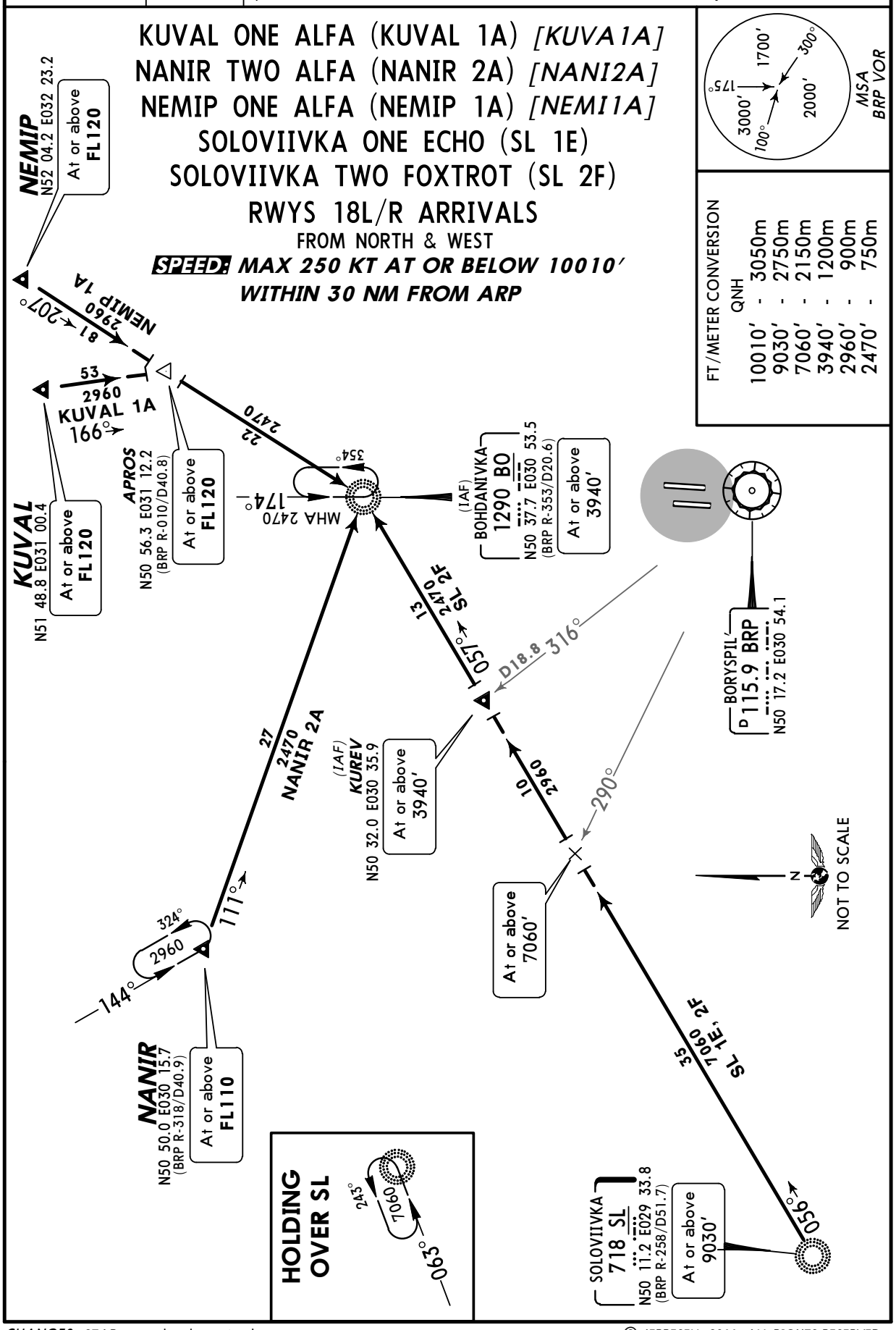
# KYIV, UKRAINE
STAR

| ATIS | Apt Elev |
|---|---|
| 126.7 | 427' |

Alt Set: hPa (MM on request)
Trans level: By ATC  Trans alt: 10010'
1. Actual descend clearance will be as directed by ATC.
2. Vectoring will be used for sequencing to final when necessary.
3. ATC may request specific speeds for accurate spacing.
Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

## KUVAL ONE ALFA (KUVAL 1A) *[KUVA1A]*
## NANIR TWO ALFA (NANIR 2A) *[NANI2A]*
## NEMIP ONE ALFA (NEMIP 1A) *[NEMI1A]*
## SOLOVIIVKA ONE ECHO (SL 1E)
## SOLOVIIVKA TWO FOXTROT (SL 2F)
## RWYS 18L/R ARRIVALS
FROM NORTH & WEST

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







FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 9030' | - | 2750m |
| 7060' | - | 2150m |
| 3940' | - | 1200m |
| 2960' | - | 900m |
| 2470' | - | 750m |

*CHANGES:* STARs completely revised.

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# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2E) Eff 10 Feb

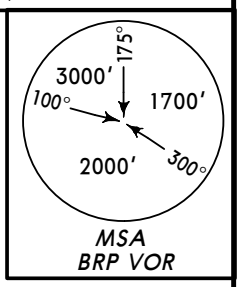
# KYIV, UKRAINE
STAR

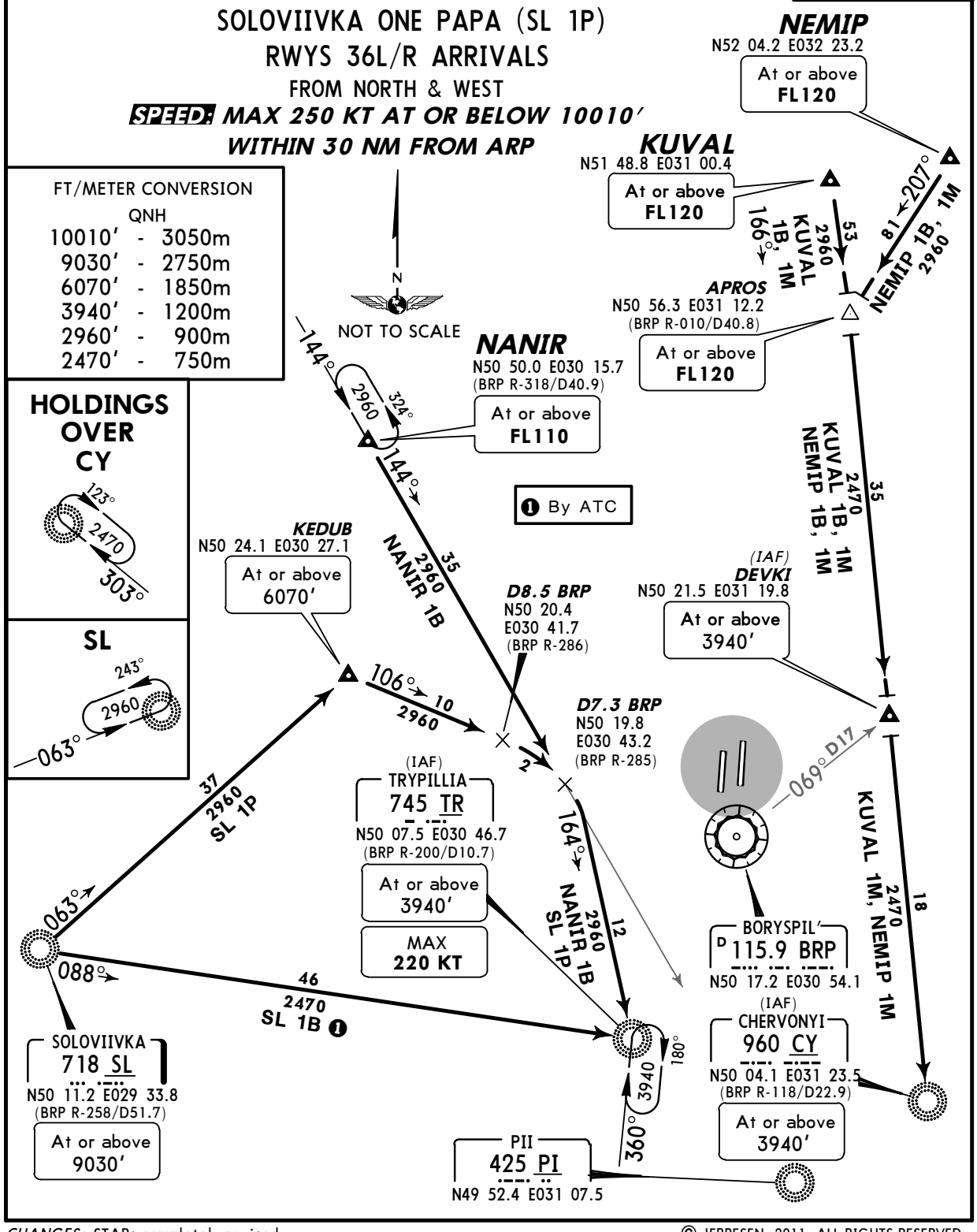
| ATIS | Apt Elev |
|---|---|
| 126.7 | 427' |

Alt Set: hPa (MM on request)
Trans level: By ATC  Trans alt: 10010'
1. Actual descend clearance will be as directed by ATC.
2. Vectoring will be used for sequencing to final when necessary.
3. ATC may request specific speeds for accurate spacing.
Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

## KUVAL ONE BRAVO (KUVAL 1B)[KUVA1B]
## KUVAL ONE MIKE (KUVAL 1M)[KUVA1M]
## NANIR ONE BRAVO (NANIR 1B) [NANI1B]
## NEMIP ONE BRAVO (NEMIP 1B)[NEMI1B]
## NEMIP ONE MIKE (NEMIP 1M)[NEMI1M]
## SOLOVIIVKA ONE BRAVO (SL 1B)❶
## SOLOVIIVKA ONE PAPA (SL 1P)
## RWYS 36L/R ARRIVALS
FROM NORTH & WEST

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

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# UKBB/KBP
BORYSPIL'

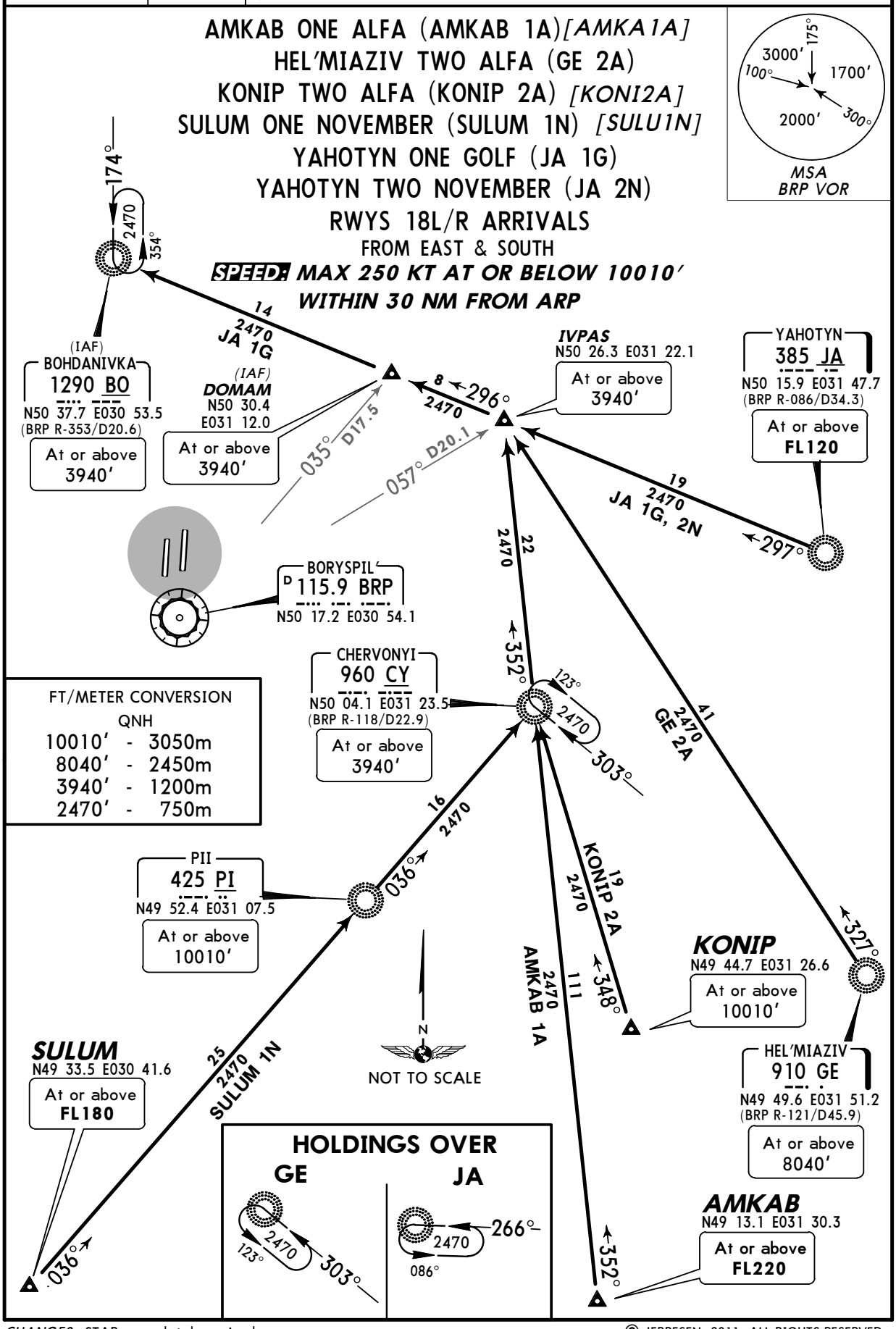
JEPPESEN
4 FEB 11 (10-2F) Eff 10 Feb

# KYIV, UKRAINE
STAR

| ATIS | Apt Elev | |
|---|---|---|
| 126.7 | 427' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>1. Actual descend clearance will be as directed by ATC.<br>2. Vectoring will be used for sequencing to final when necessary.<br>3. ATC may request specific speeds for accurate spacing.<br>Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC. |

## AMKAB ONE ALFA (AMKAB 1A)[AMKA1A]
## HEL'MIAZIV TWO ALFA (GE 2A)
## KONIP TWO ALFA (KONIP 2A) [KONI2A]
## SULUM ONE NOVEMBER (SULUM 1N) [SULU1N]
## YAHOTYN ONE GOLF (JA 1G)
## YAHOTYN TWO NOVEMBER (JA 2N)
## RWYS 18L/R ARRIVALS
FROM EAST & SOUTH

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

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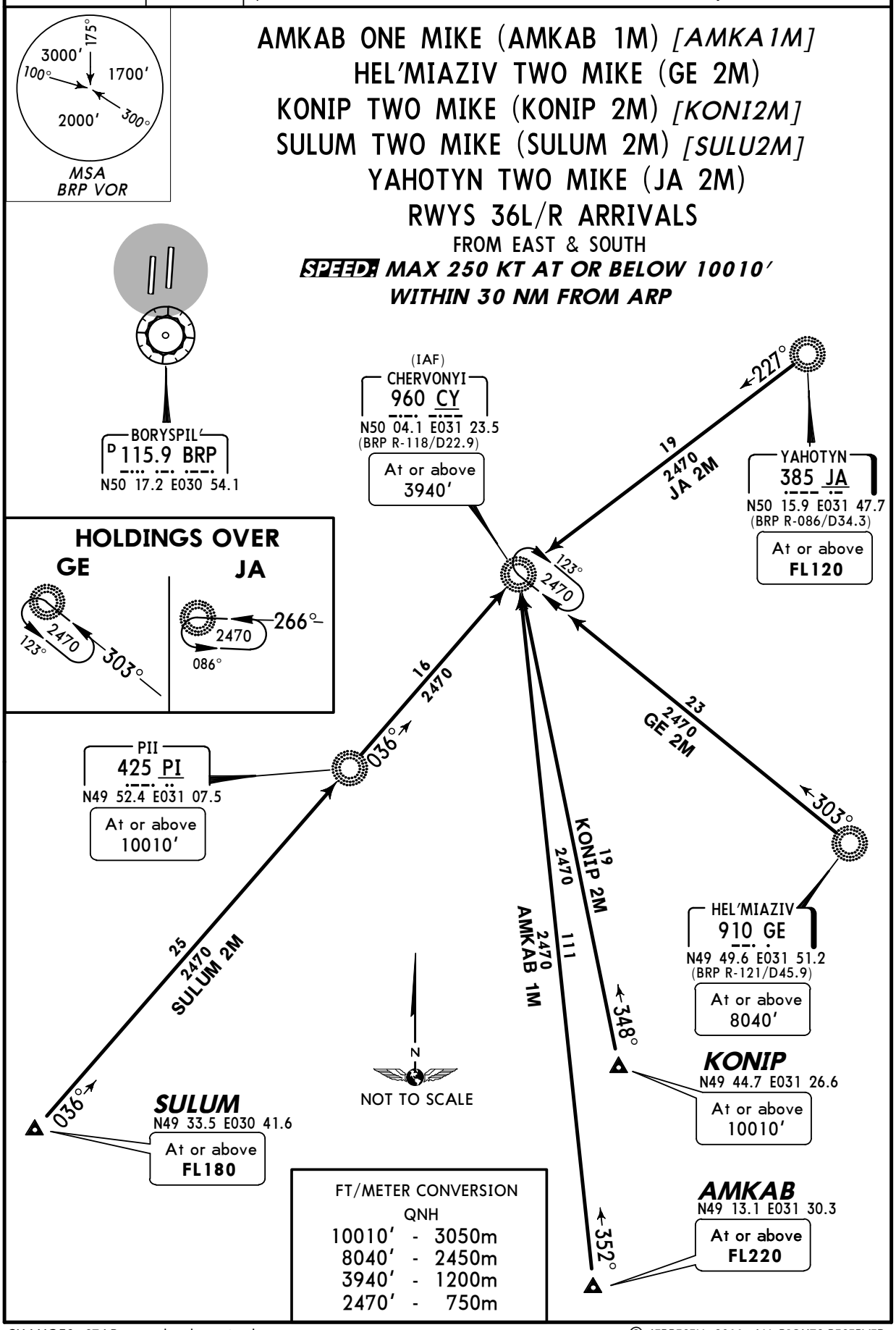
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-2G) Eff 10 Feb

# KYIV, UKRAINE
STAR

| ATIS | Apt Elev |
|---|---|
| 126.7 | 427' |

Alt Set: hPa (MM on request)
Trans level: By ATC  Trans alt: 10010'
1. Actual descend clearance will be as directed by ATC.
2. Vectoring will be used for sequencing to final when necessary.
3. ATC may request specific speeds for accurate spacing.
Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

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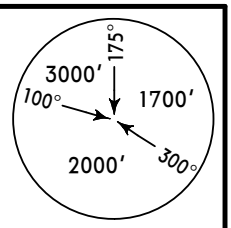
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3) Eff 10 Feb

# KYIV, UKRAINE
SID

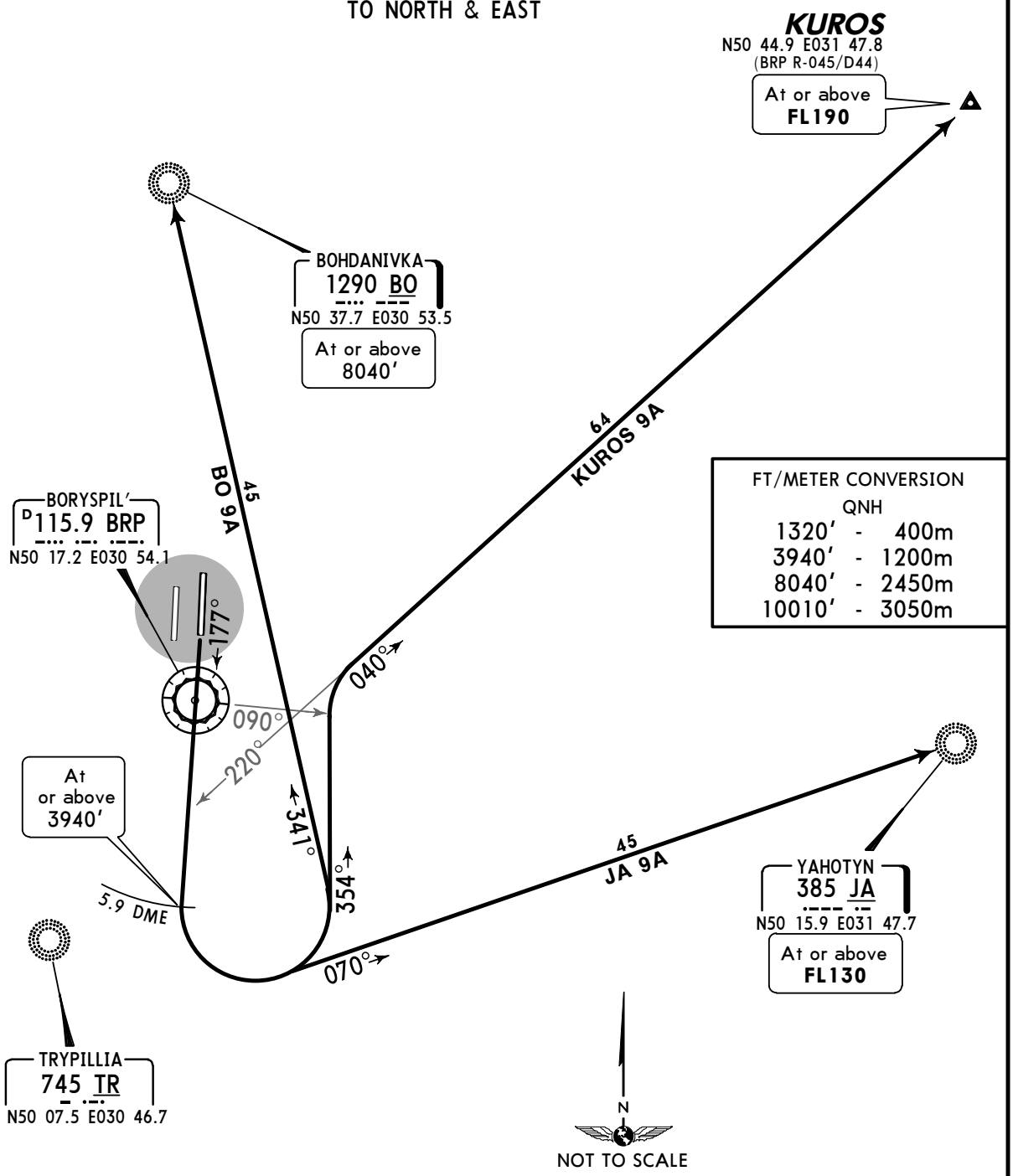
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

## BOHDANIVKA NINE ALFA (BO 9A)
## KUROS NINE ALFA (KUROS 9A) [KURO9A]
## YAHOTYN NINE ALFA (JA 9A)
## RWY 18L DEPARTURES
TO NORTH & EAST




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

| SID | ROUTING |
|---|---|
| BO 9A | On 177° track to BRP 5.9 DME, turn LEFT, intercept 341° bearing to BO. |
| JA 9A | On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA. |
| KUROS 9A | On 177° track to BRP 5.9 DME, turn LEFT, 354° track, when passing BRP R-090 turn RIGHT, intercept 040° bearing from TR to KUROS. |

*CHANGES:* SIDs completely revised.

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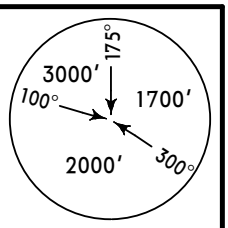
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

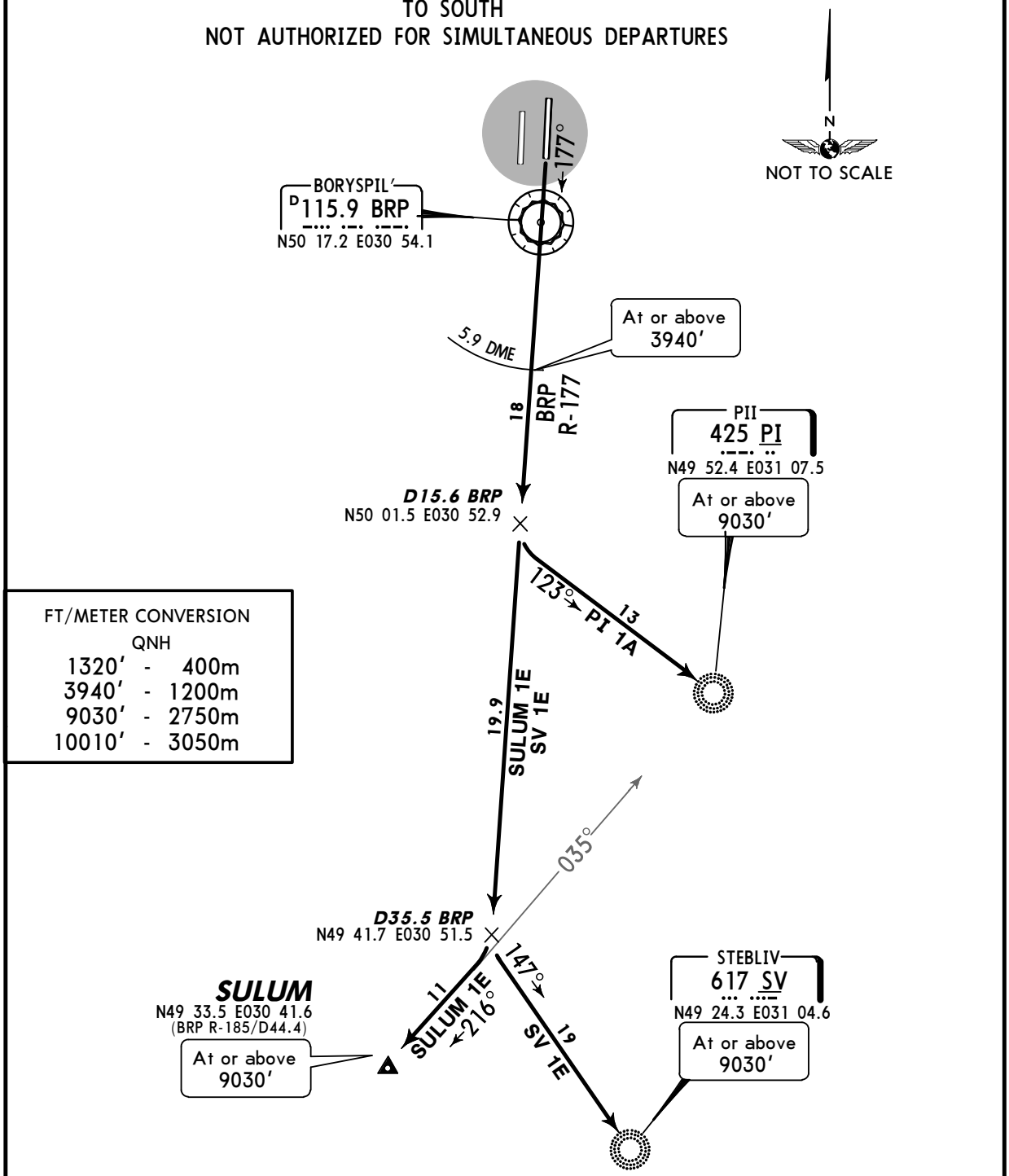
Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.




MSA
BRP VOR

# PII ONE ALFA (PI 1A)
# STEBLIV ONE ECHO (SV 1E)
# SULUM ONE ECHO (SULUM 1E)*[SULU1E]*
# RWY 18L DEPARTURES

TO SOUTH
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 9030' | - | 2750m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| **PI 1A** | On 177° track, intercept BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI. |
| **SULUM 1E** | On 177° track, intercept BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM. |
| **SV 1E** | On 177° track, intercept BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV. |

*CHANGES:* SIDs completely revised.

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JEPPESEN
JeppView 3.7.3.0

# UKBB/KBP
BORYSPIL'

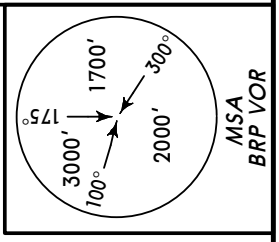
JEPPESEN
4 FEB 11 (10-3B) Eff 10 Feb

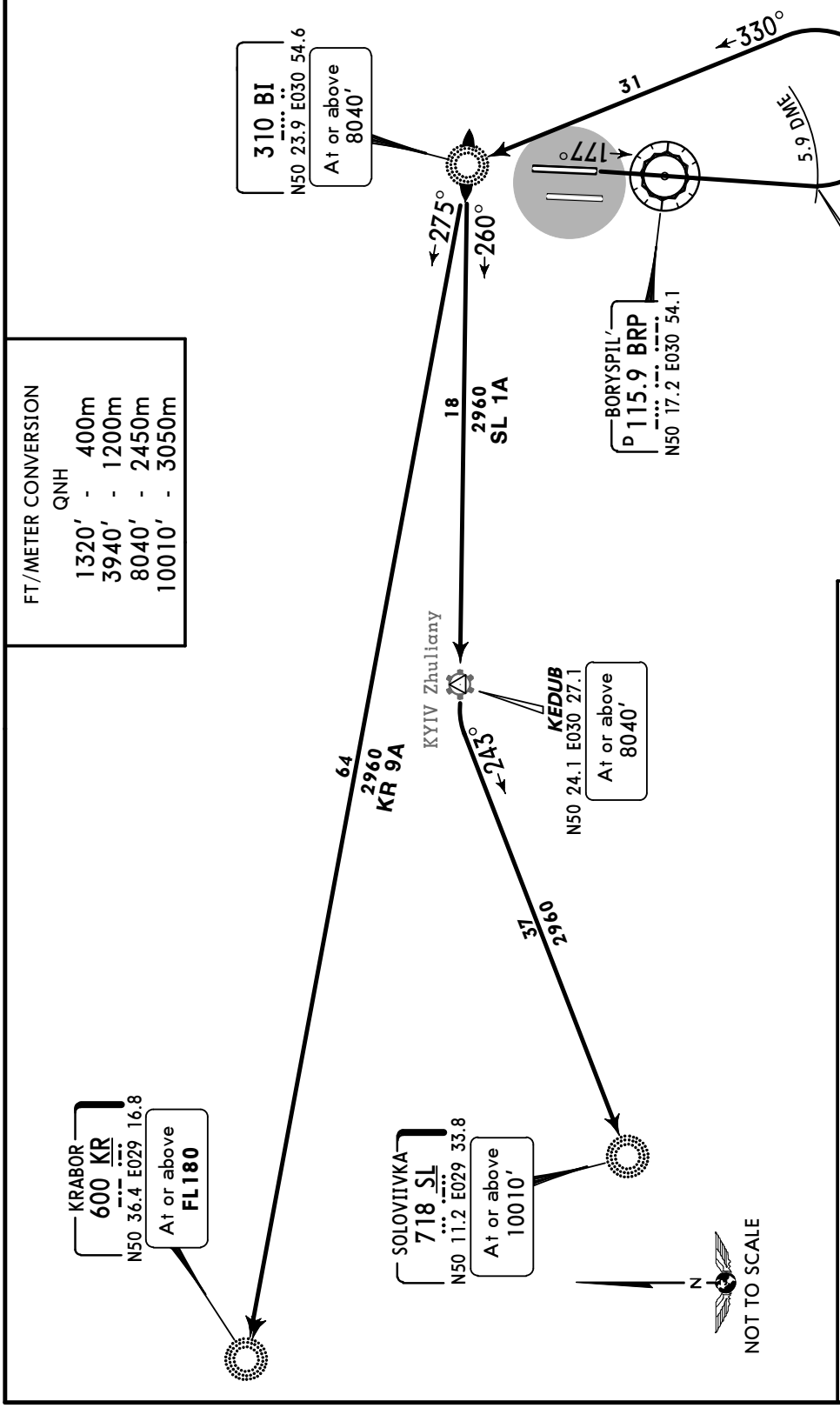
# KYIV, UKRAINE
SID

| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

## KRABOR NINE ALFA (KR 9A)
## SOLOVIIVKA ONE ALFA (SL 1A)
## RWY 18L DEPARTURES
TO WEST




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

| SID | ROUTING |
|---|---|
| KR 9A | On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 275° bearing to KR. |
| SL 1A ❶ | On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 243° bearing to SL. |

❶ Only for flights with access to airway G-38.

*CHANGES:* SIDs completely revised.

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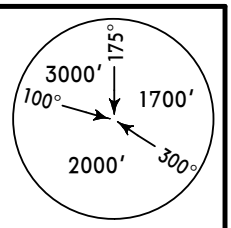
UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3C) Eff 10 Feb

KYIV, UKRAINE
SID

| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

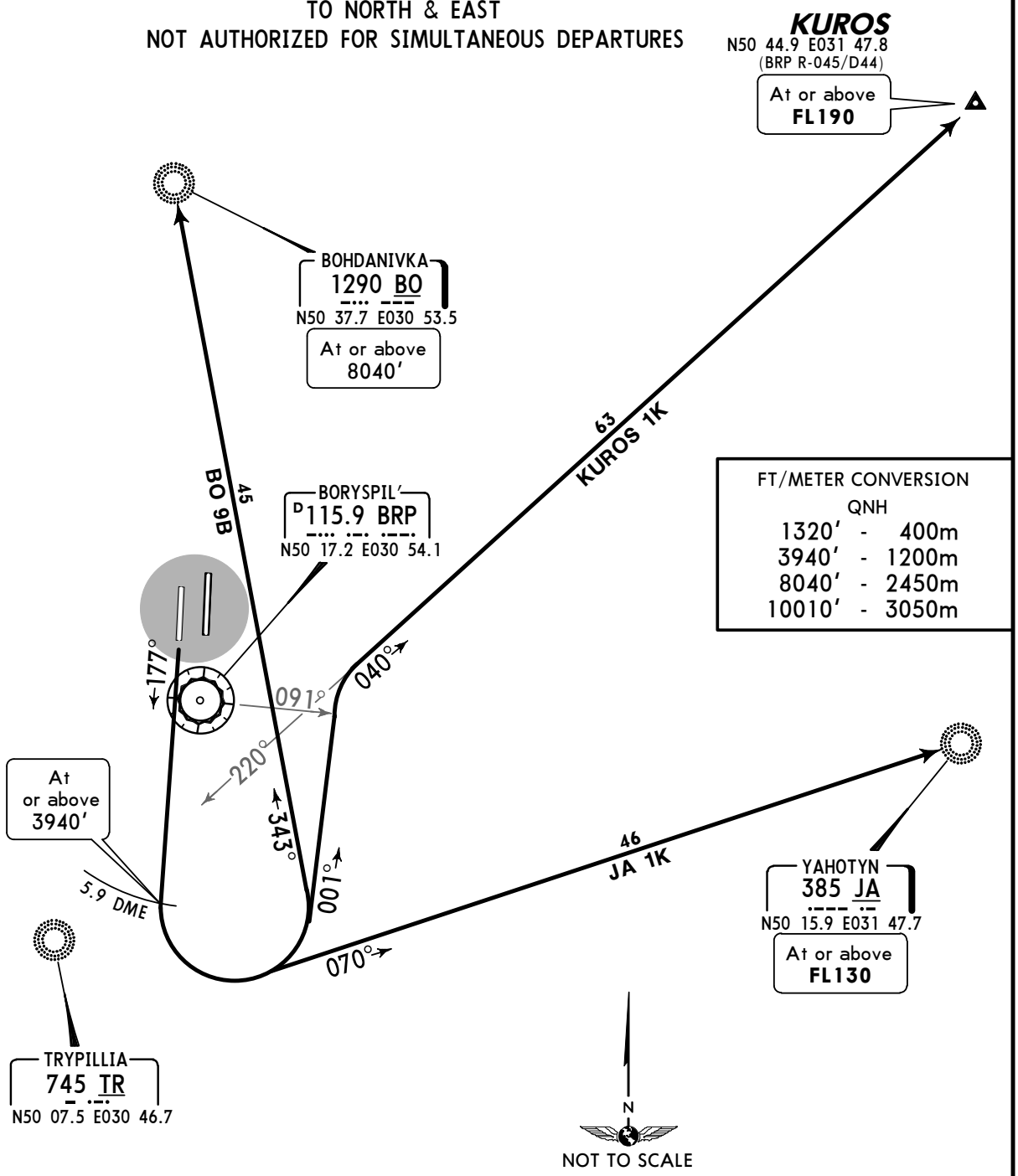
Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.




MSA
BRP VOR

# BOHDANIVKA NINE BRAVO (BO 9B)
# KUROS ONE KILO (KUROS 1K) *[KURO1K]*
# YAHOTYN ONE KILO (JA 1K)
# RWY 18R DEPARTURES

TO NORTH & EAST
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

| SID | ROUTING |
|---|---|
| BO 9B | On 177° track to BRP 5.9 DME, turn LEFT, intercept 343° bearing to BO. |
| JA 1K | On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA. |
| KUROS 1K | On 177° track to BRP 5.9 DME, turn LEFT, 001° track, when passing BRP R-091 turn RIGHT, intercept 040° bearing from TR to KUROS. |

*CHANGES:* SIDs completely revised.

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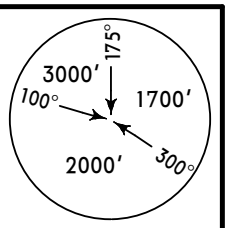
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3D) Eff 10 Feb

# KYIV, UKRAINE
SID

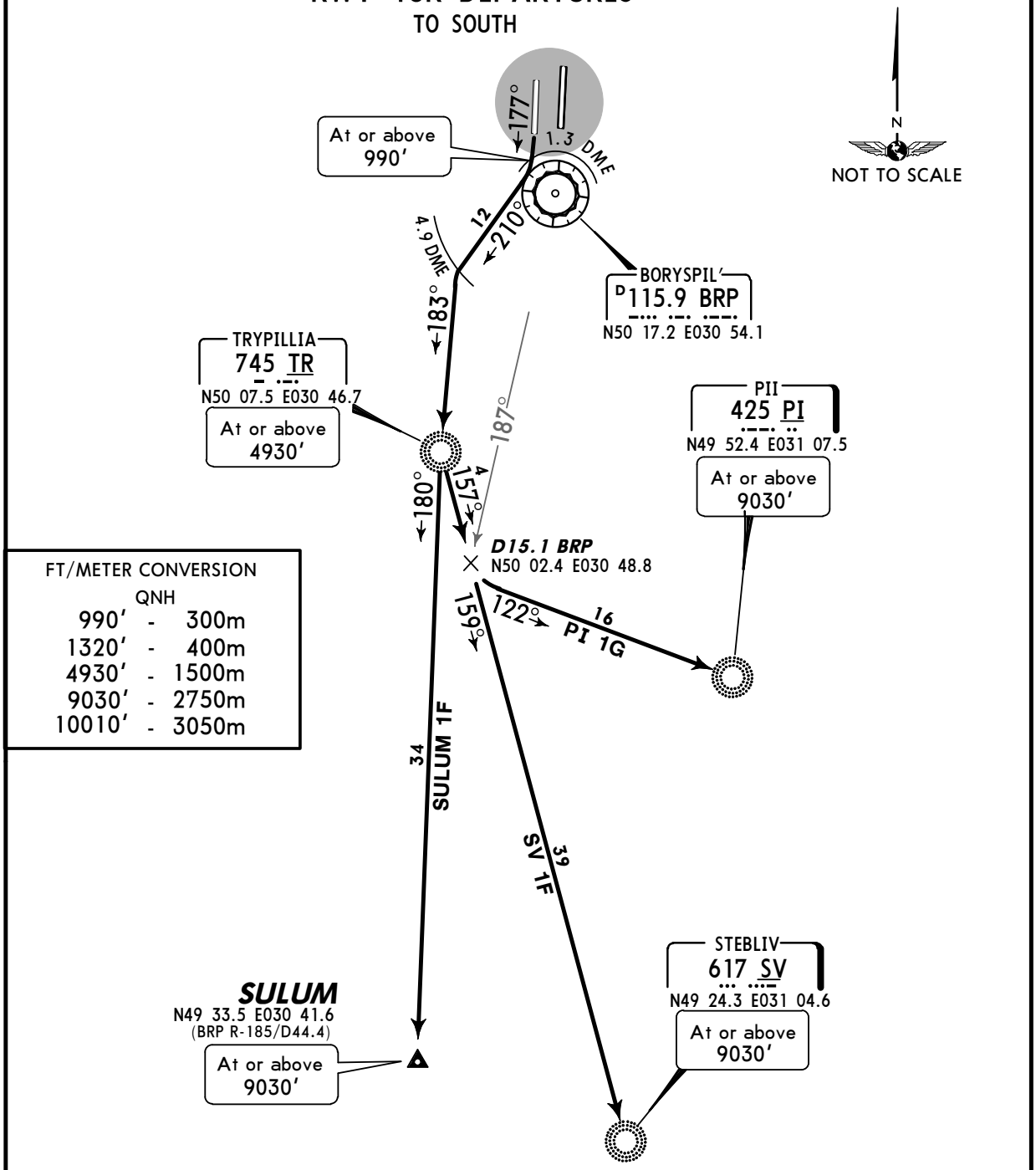
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.




MSA
BRP VOR

## PII ONE GOLF (PI 1G)
## STEBLIV ONE FOXTROT (SV 1F)
## SULUM ONE FOXTROT (SULUM 1F)[SULU1F]
## RWY 18R DEPARTURES
TO SOUTH




FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 990' | - | 300m |
| 1320' | - | 400m |
| 4930' | - | 1500m |
| 9030' | - | 2750m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| PI 1G | On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, turn LEFT, intercept 183° bearing to TR, turn LEFT, 157° bearing to D15.1 BRP, turn LEFT, intercept 122° bearing to PI. |
| SULUM 1F | On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, turn LEFT, intercept 183° bearing to TR, turn LEFT, 180° bearing to SULUM. |
| SV 1F | On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, turn LEFT, intercept 183° bearing to TR, turn LEFT, 157° bearing to D15.1 BRP, turn RIGHT, intercept 159° bearing to SV. |

*CHANGES:* SIDs completely revised.

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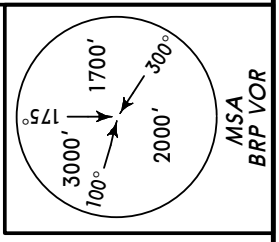
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

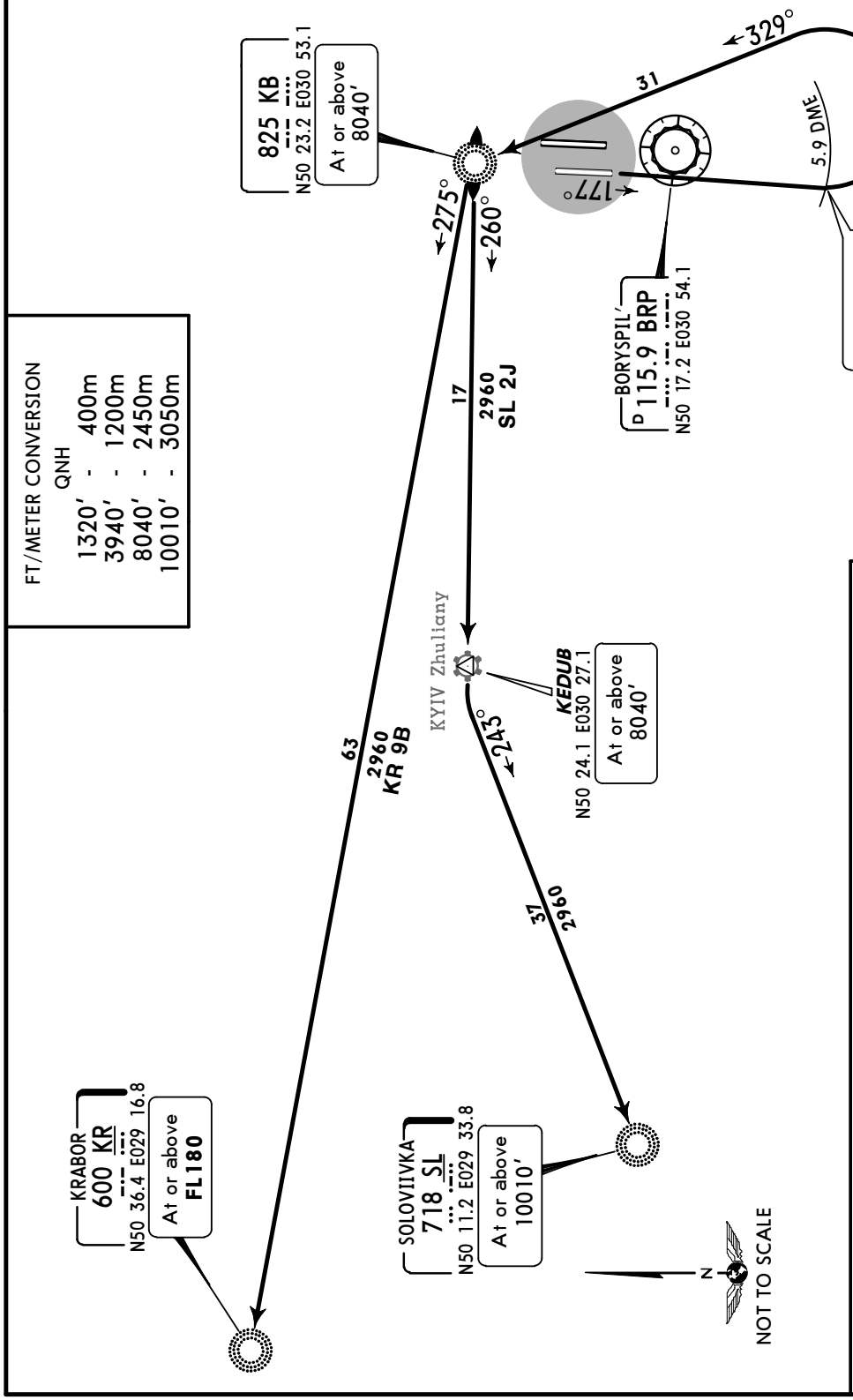
Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

# KRABOR NINE BRAVO (KR 9B)
# SOLOVIIVKA TWO JULIETT (SL 2J)
# RWY 18R DEPARTURES

TO WEST

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

| SID | ROUTING |
|---|---|
| KR 9B | On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 275° bearing to KR. |
| SL 2J ❶ | On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 243° bearing to SL. |

❶ Only for flights with access to airway G-38.

CHANGES: SIDs completely revised.

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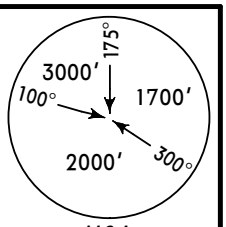
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3F) Eff 10 Feb

# KYIV, UKRAINE
SID

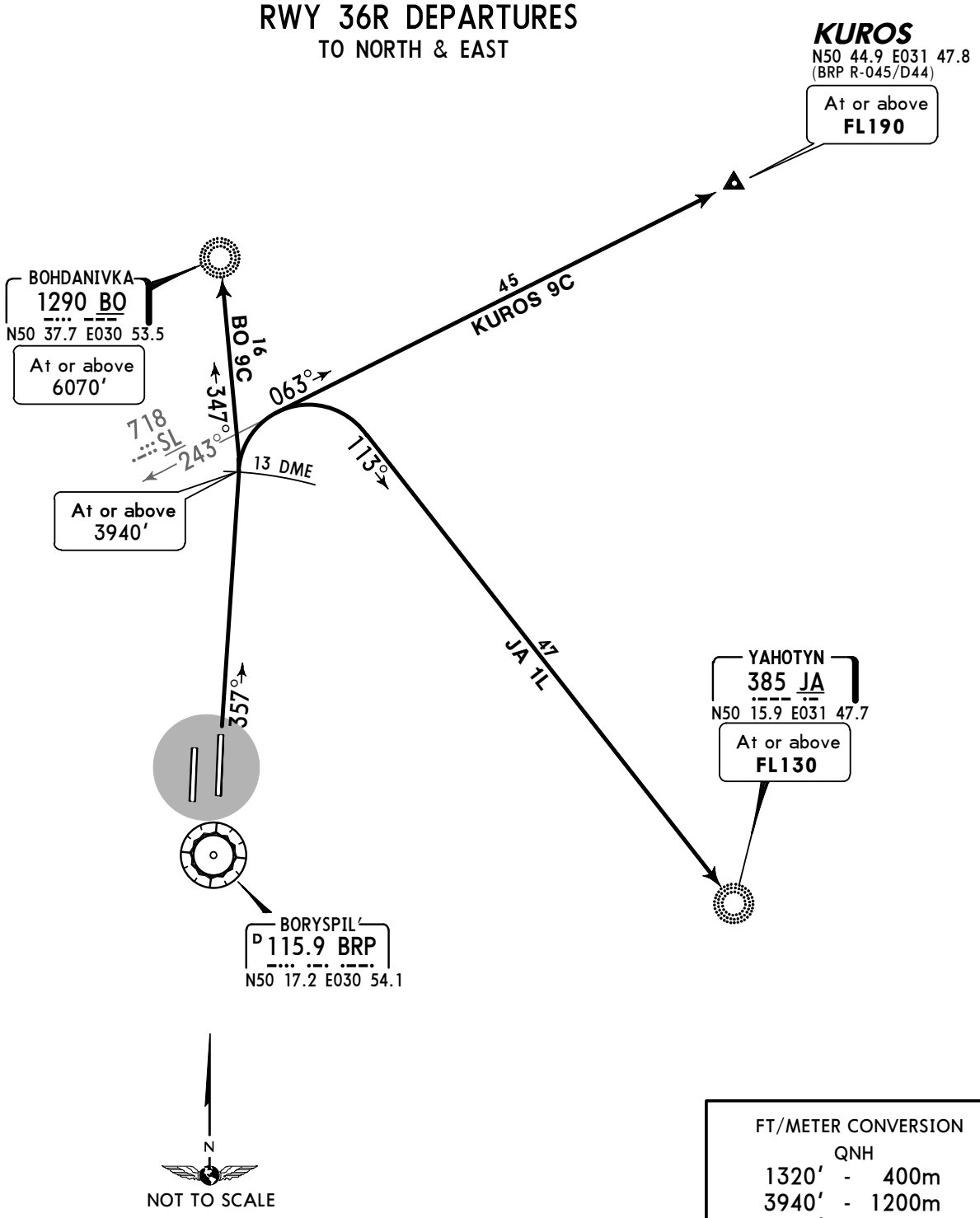
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

## BOHDANIVKA NINE CHARLIE (BO 9C)
## KUROS NINE CHARLIE (KUROS 9C) *[KURO9C]*
## YAHOTYN ONE LIMA (JA 1L)
## RWY 36R DEPARTURES
TO NORTH & EAST




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 6070' | - | 1850m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| BO 9C | On 357° track to BRP 13 DME, turn LEFT, intercept 347° bearing to BO. |
| JA 1L | On 357° track to BRP 13 DME, turn RIGHT, intercept 113° bearing to JA. |
| KUROS 9C | On 357° track to BRP 13 DME, turn RIGHT, intercept 063° bearing from SL to KUROS. |

*CHANGES:* SIDs completely revised.

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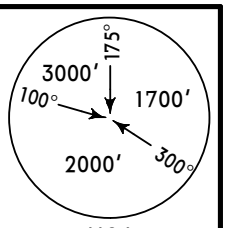
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3G) Eff 10 Feb

# KYIV, UKRAINE
SID

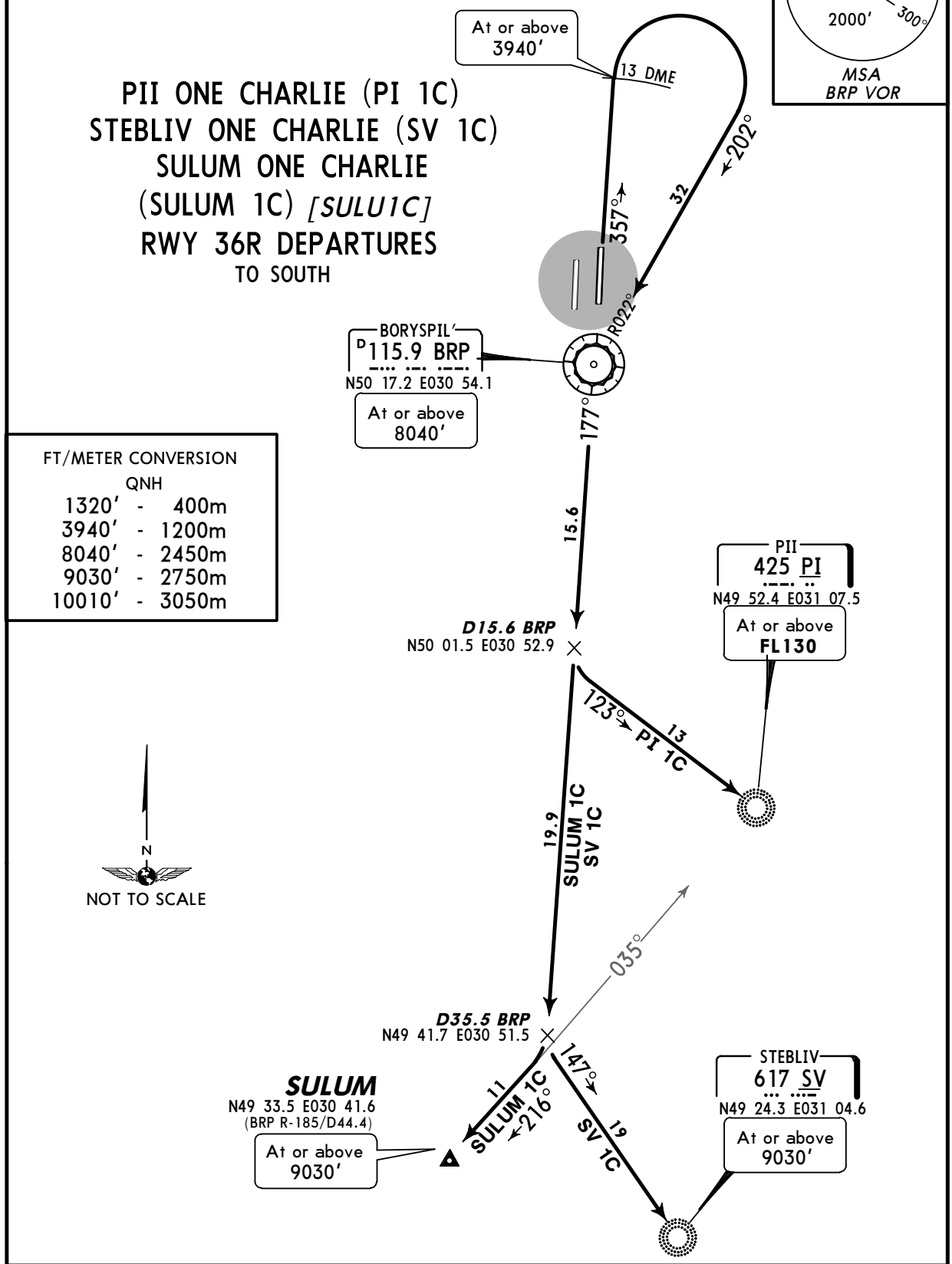
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.




MSA
BRP VOR

## PII ONE CHARLIE (PI 1C)
## STEBLIV ONE CHARLIE (SV 1C)
## SULUM ONE CHARLIE
## (SULUM 1C) *[SULU1C]*
## RWY 36R DEPARTURES
TO SOUTH




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 9030' | - | 2750m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| **PI 1C** | On 357° track to BRP 13 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI. |
| **SULUM 1C** | On 357° track to BRP 13 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM. |
| **SV 1C** | On 357° track to BRP 13 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV. |

*CHANGES:* SIDs completely revised.

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# UKBB/KBP
BORYSPIL'

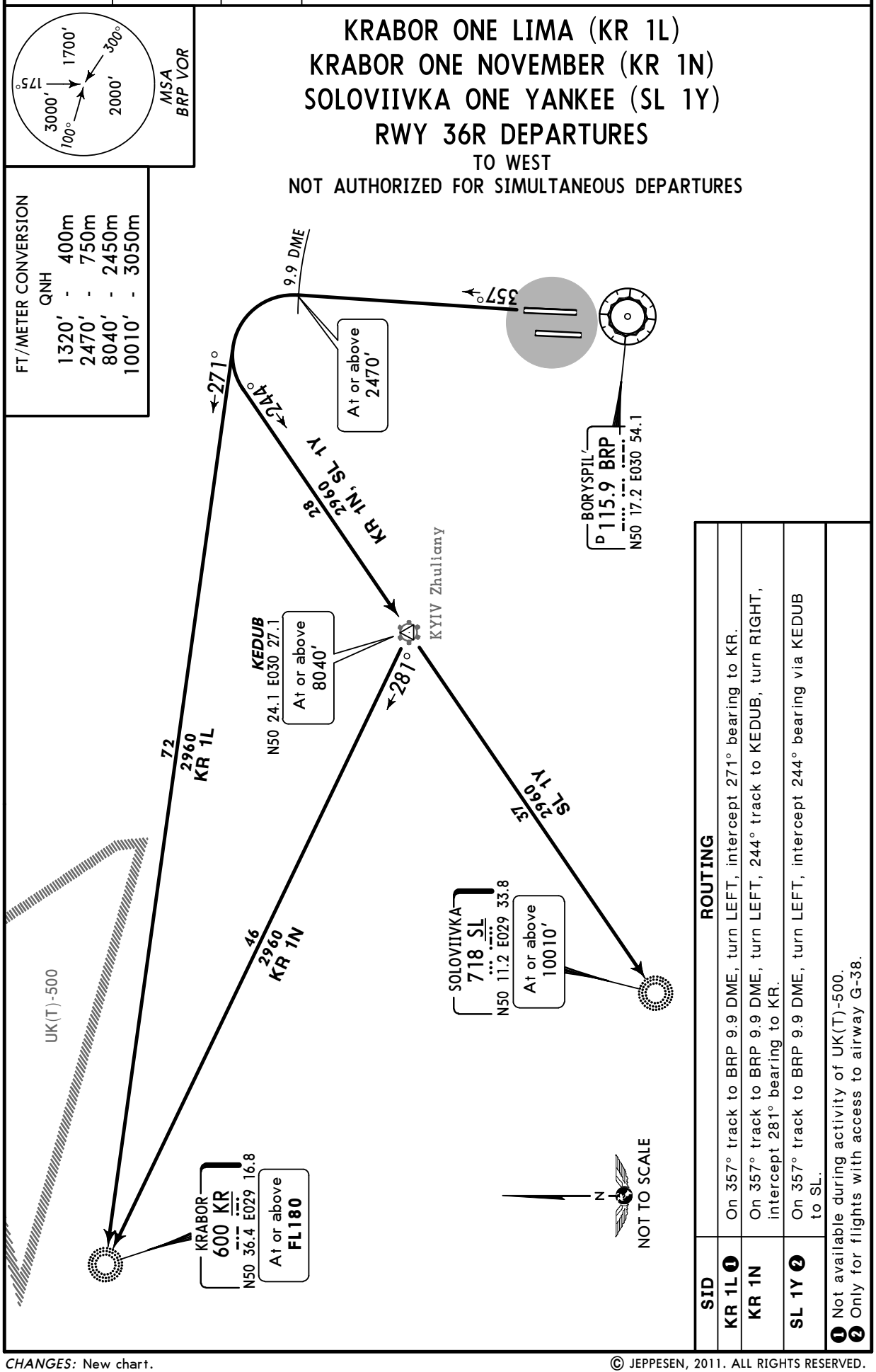
JEPPESEN
4 FEB 11 (10-3H) Eff 10 Feb

# KYIV, UKRAINE
SID

| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

## KRABOR ONE LIMA (KR 1L)
## KRABOR ONE NOVEMBER (KR 1N)
## SOLOVIIVKA ONE YANKEE (SL 1Y)
## RWY 36R DEPARTURES
TO WEST
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




| SID | ROUTING |
|---|---|
| KR 1L ❶ | On 357° track to BRP 9.9 DME, turn LEFT, intercept 271° bearing to KR. |
| KR 1N | On 357° track to BRP 9.9 DME, turn LEFT, 244° track to KEDUB, turn RIGHT, intercept 281° bearing to KR. |
| SL 1Y ❷ | On 357° track to BRP 9.9 DME, turn LEFT, intercept 244° bearing via KEDUB to SL. |

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway G-38.

*CHANGES:* New chart.

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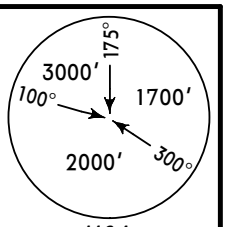
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3J) Eff 10 Feb

# KYIV, UKRAINE
SID

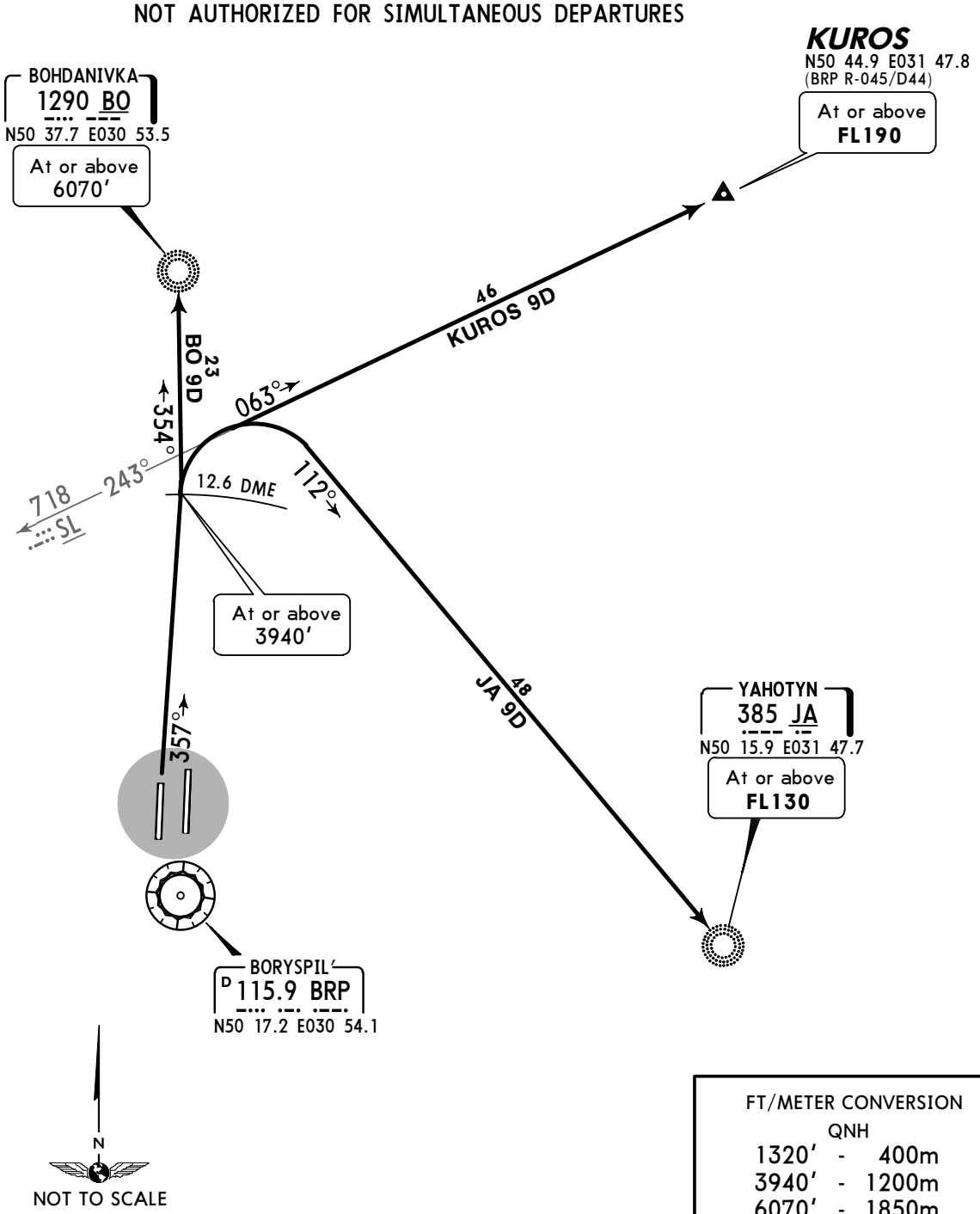
| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

## BOHDANIVKA NINE DELTA (BO 9D)
## KUROS NINE DELTA (KUROS 9D) *[KURO9D]*
## YAHOTYN NINE DELTA (JA 9D)
## RWY 36L DEPARTURES
TO NORTH & EAST
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 6070' | - | 1850m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| BO 9D | On 357° track to BRP 12.6 DME, turn LEFT, intercept 354° bearing to BO. |
| JA 9D | On 357° track to BRP 12.6 DME, turn RIGHT, intercept 112° bearing to JA. |
| KUROS 9D | On 357° track to BRP 12.6 DME, turn RIGHT, intercept 063° bearing from SL to KUROS. |

*CHANGES:* New chart.

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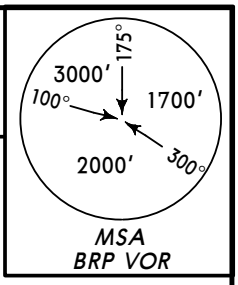
# UKBB/KBP
BORYSPIL'

JEPPESEN
4 FEB 11 (10-3K) Eff 10 Feb

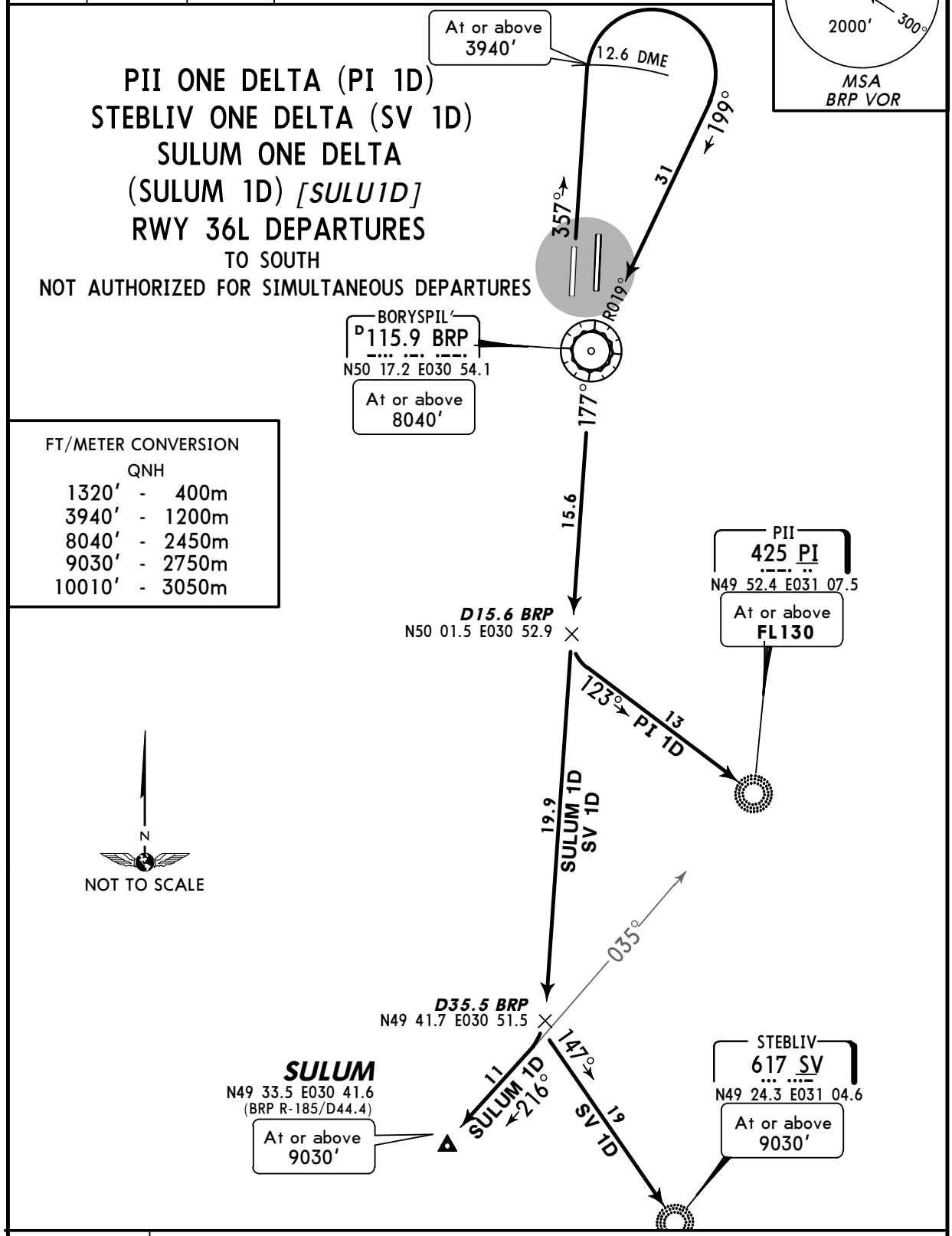
# KYIV, UKRAINE
SID

| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.




## PII ONE DELTA (PI 1D)
## STEBLIV ONE DELTA (SV 1D)
## SULUM ONE DELTA
## (SULUM 1D) *[SULU1D]*
## RWY 36L DEPARTURES
TO SOUTH
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1320' | - | 400m |
| 3940' | - | 1200m |
| 8040' | - | 2450m |
| 9030' | - | 2750m |
| 10010' | - | 3050m |

| SID | ROUTING |
|---|---|
| **PI 1D** | On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI. |
| **SULUM 1D** | On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM. |
| **SV 1D** | On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV. |

*CHANGES:* SIDs completely revised.

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# UKBB/KBP
BORYSPIL'

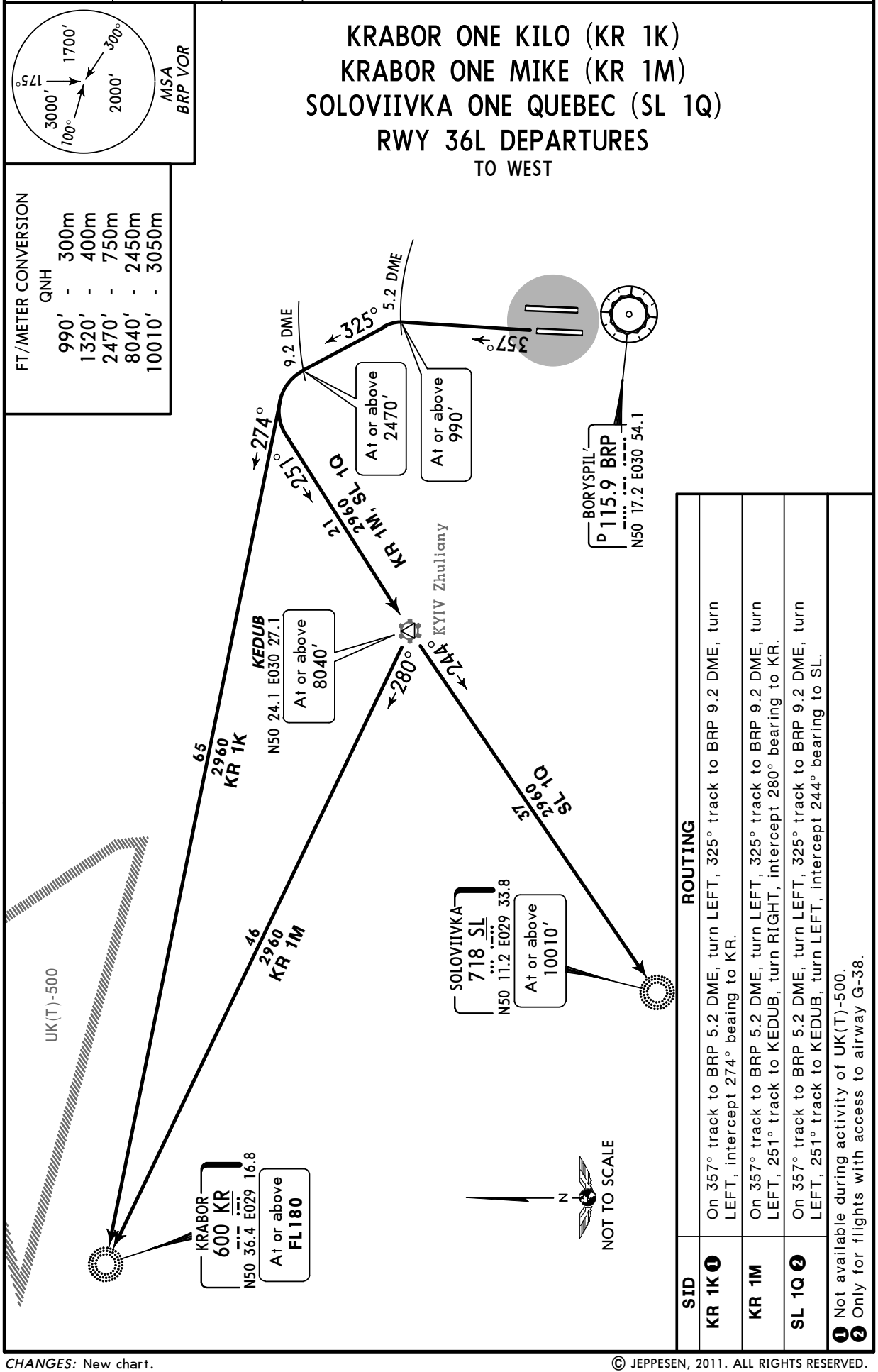
JEPPESEN
4 FEB 11 (10-3L) Eff 10 Feb

# KYIV, UKRAINE
SID

| ATIS | KYIV Radar | Apt Elev |
|---|---|---|
| 126.7 | 120.9 | 427' |

Trans level: By ATC  Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

## KRABOR ONE KILO (KR 1K)
## KRABOR ONE MIKE (KR 1M)
## SOLOVIIVKA ONE QUEBEC (SL 1Q)
## RWY 36L DEPARTURES
TO WEST




| SID | ROUTING |
|---|---|
| KR 1K ❶ | On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 9.2 DME, turn LEFT, intercept 274° beaing to KR. |
| KR 1M | On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 9.2 DME, turn LEFT, 251° track to KEDUB, turn RIGHT, intercept 280° bearing to KR. |
| SL 1Q ❷ | On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 9.2 DME, turn LEFT, 251° track to KEDUB, turn LEFT, intercept 244° bearing to SL. |

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway G-38.

*CHANGES:* New chart.

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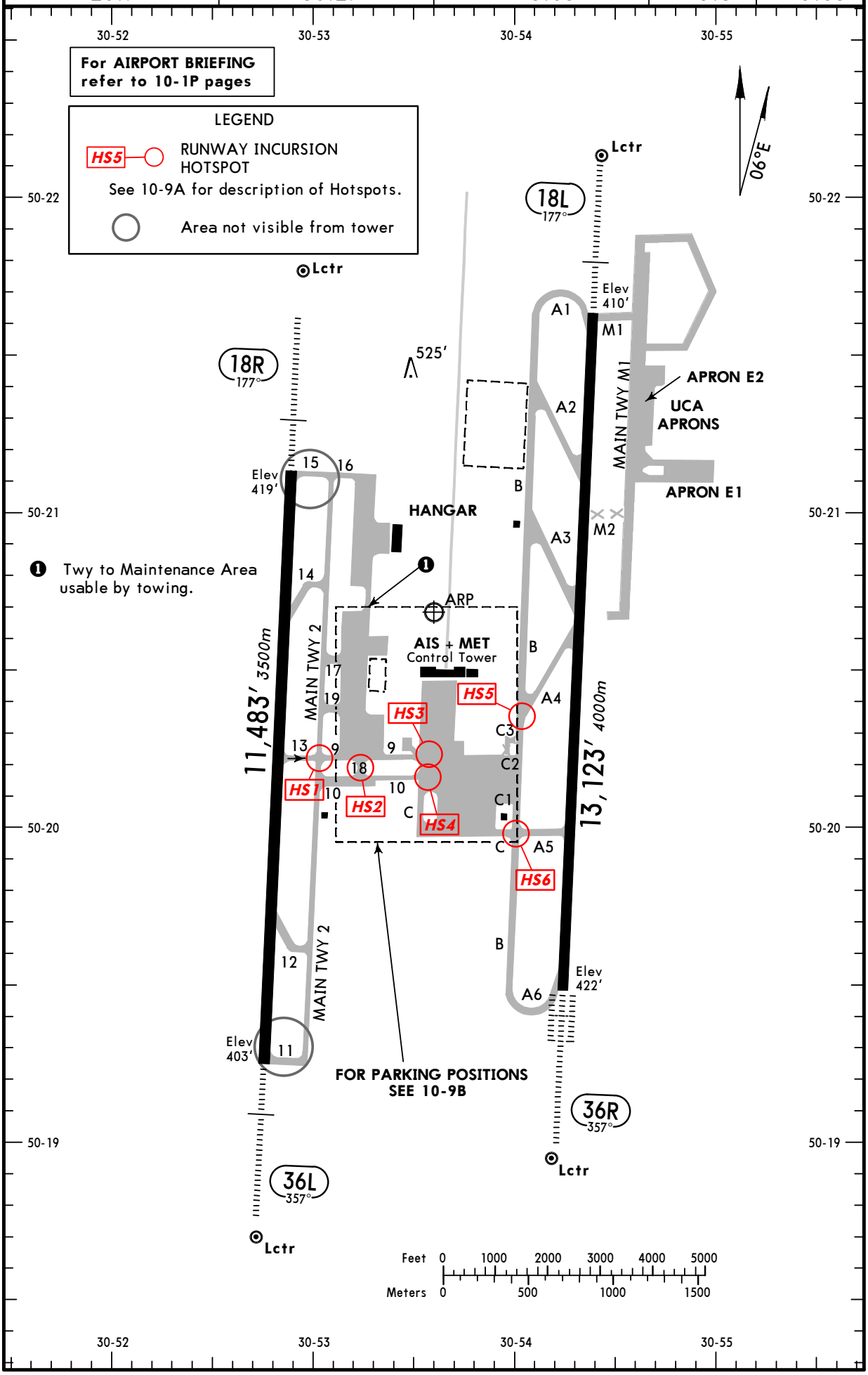
# UKBB/KBP

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

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

# KYIV, UKRAINE
## BORYSPIL'

| ATIS | *BORYSPIL' Delivery | Ground | Tower Rwy 18L/36R | Tower Rwy18R/36L |
|---|---|---|---|---|
| 126.7 | 130.27 | 118.05 | 119.3 | 119.65 |




*CHANGES:* Hot spots. Areas not visible from tower.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 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' ❶ *3250m* | 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 [1]

| | Rwys 18L/36R LVP must be in force | | | All Rwys 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 | *125m* | *150m* | *200m* | *250m* | *400m* | *500m* |
| B | | | | | | |
| C | | | | | | |
| D | *150m* | *200m* | *250m* | *300m* | | |

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

*CHANGES:* Hot spots.

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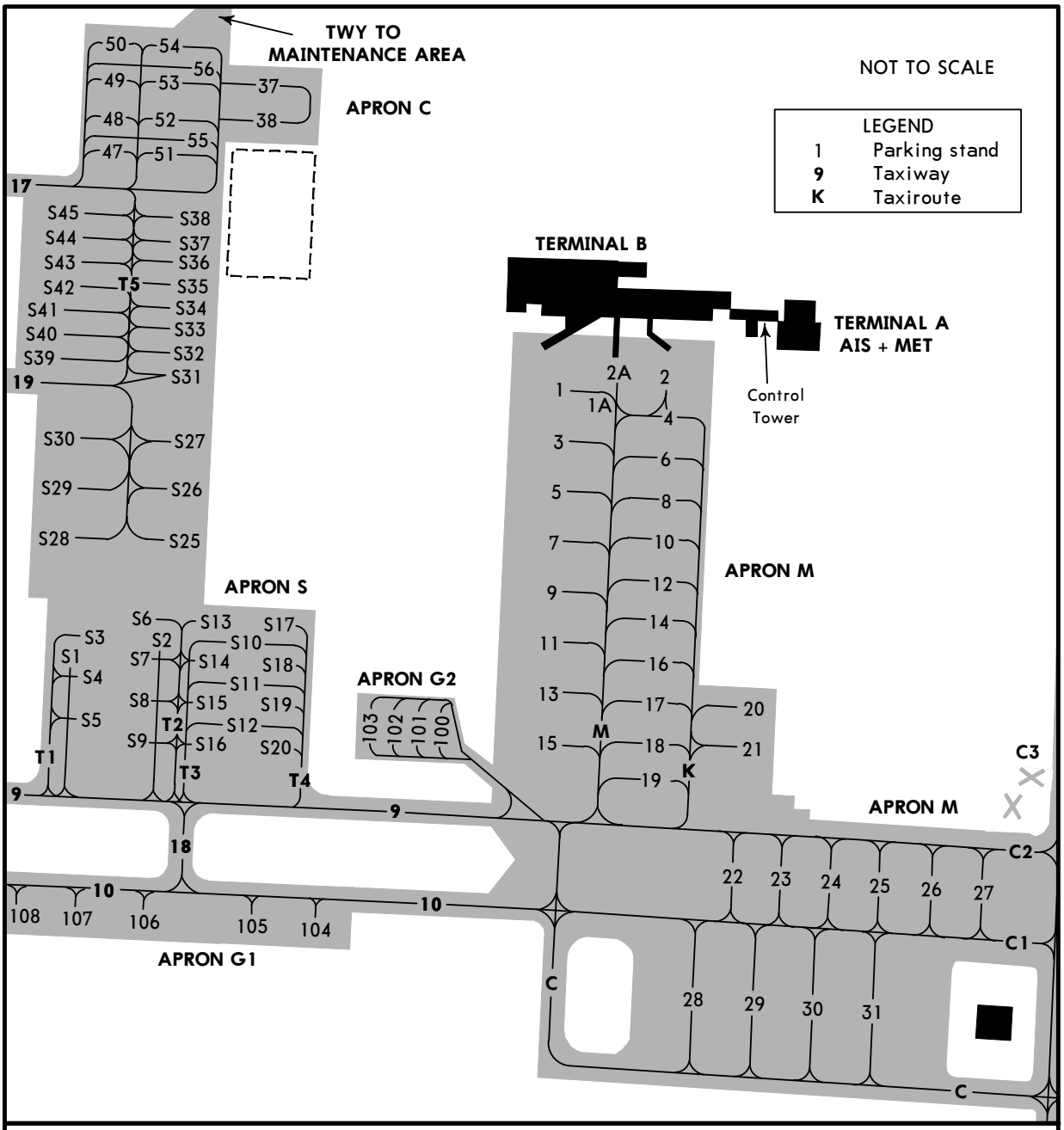
# UKBB/KBP

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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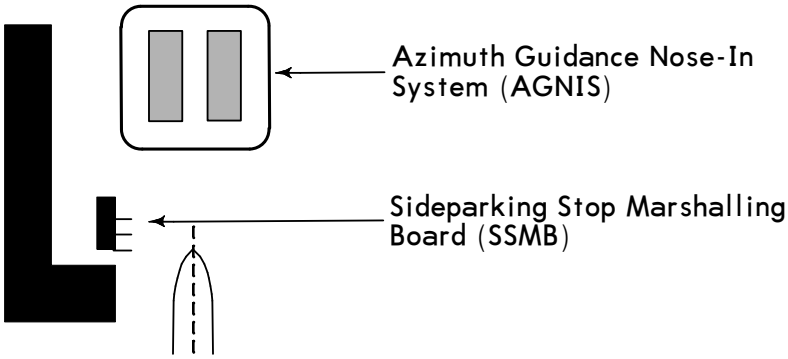
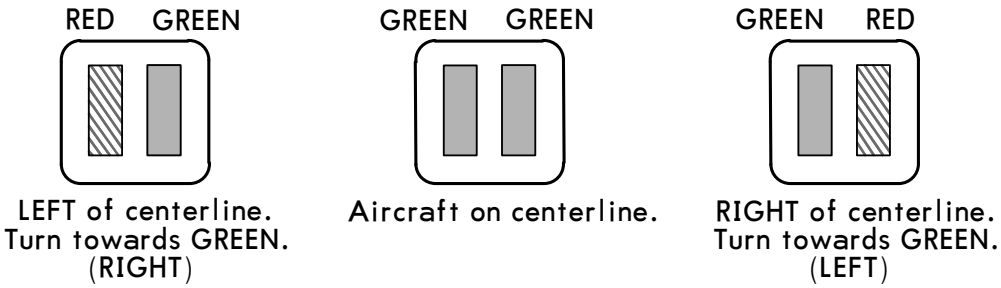
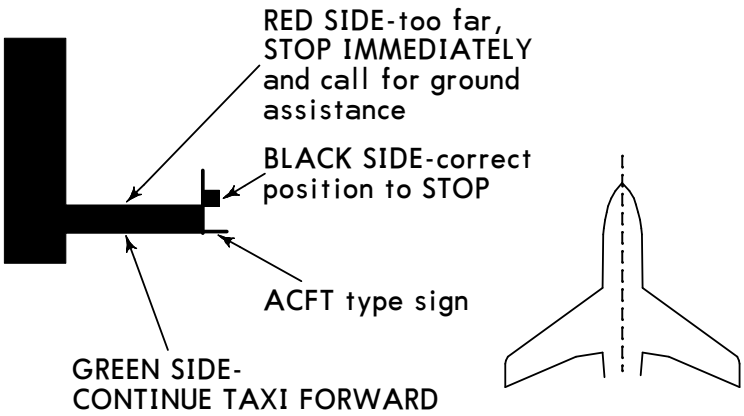
## VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM




### 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.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UKBB/KBP

JEPPESEN

4 FEB 11 10-9S Eff 10 Feb

Standard

KYIV, UKRAINE
BORYSPIL'

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| **18L** | ILS | **610**′(200′) | **610**′(200′) | **610**′(200′) | **610**′(200′) |
| | *FULL* | **R550m** | **R550m** | **R550m** | **R550m** |
| | *Limited* | R750m | R750m | R750m | R750m |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | VOR ❶ | **790**′(380′) | **790**′(380′) | **790**′(380′) | **790**′(380′) |
| | | **R1000m** | **R1000m** | **R1000m** | **R1000m** |
| | *ALS out* | R1500m | R1500m | R1700m | R1700m |
| | NDB ❶ | **790**′(380′) | **790**′(380′) | **790**′(380′) | **790**′(380′) |
| | | **R1000m** | **R1000m** | **R1000m** | **R1000m** |
| | *ALS out* | R1500m | R1500m | R1700m | R1700m |
| **18R** | ILS | **619**′(200′) | **619**′(200′) | **619**′(200′) | **619**′(200′) |
| | *FULL* | **R550m** | **R550m** | **R550m** | **R550m** |
| | *Limited* | R750m | R750m | R750m | R750m |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | NDB ❶ | **810**′(391′) | **810**′(391′) | **810**′(391′) | **810**′(391′) |
| | | **R1100m** | **R1100m** | **R1100m** | **R1100m** |
| | *ALS out* | R1500m | R1500m | R1800m | R1800m |
| **36L** | ILS | **604**′(200′) | **604**′(200′) | **604**′(200′) | **604**′(200′) |
| | *FULL* | **R550m** | **R550m** | **R550m** | **R550m** |
| | *Limited* | R750m | R750m | R750m | R750m |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | NDB ❶ | **760**′(356′) | **760**′(356′) | **760**′(356′) | **760**′(356′) |
| | | **R900m** | **R900m** | **R900m** | **R900m** |
| | *ALS out* | 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′) |
| | *FULL* | **R550m** | **R550m** | **R550m** | **R550m** |
| | *Limited* | R750m | R750m | R750m | R750m |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | VOR ❶ | **790**′(368′) | **790**′(368′) | **790**′(368′) | **790**′(368′) |
| | | **R1000m** | **R1000m** | **R1000m** | **R1000m** |
| | *ALS out* | R1500m | R1500m | R1700m | R1700m |
| | NDB ❶ | **790**′(368′) | **790**′(368′) | **790**′(368′) | **790**′(368′) |
| | | **R1000m** | **R1000m** | **R1000m** | **R1000m** |
| | *ALS out* | R1500m | R1500m | R1700m | R1700m |

❶ Continuous Descent Final Approach.

*CHANGES:* VOR 18L. ILS & NDB 36L.

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| CIRCLE-TO-LAND | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| After apch to rwy 18L ❶❷ | **870**′(460′) | **910**′(500′) | **1020**′(610′) | **1110**′(700′) |
| After apch to rwy 18L ❷ | **2470**′(2060′) | **2470**′(2060′) | **2470**′(2060′) | **2470**′(2060′) |
| After apch to rwy 18R ❶❸ | **870**′(451′) | **920**′(501′) | **1020**′(601′) | **1120**′(701′) |
| After apch to rwy 18R ❸ | **2470**′(2051′) | **2470**′(2051′) | **2470**′(2051′) | **2470**′(2051′) |
| After apch to rwy 36L ❶❹ | **870**′(466′) | **910**′(506′) | **1020**′(616′) | **1110**′(706′) |
| After apch to rwy 36L ❹ | **2470**′(2066′) | **2470**′(2066′) | **2470**′(2066′) | **2470**′(2066′) |
| After apch to rwy 36R ❶❺ | **870**′(448′) | **930**′(508′) | **1030**′(608′) | **1130**′(708′) |
| After apch to rwy 36R ❺ | **2470**′(2048′) | **2470**′(2048′) | **2470**′(2048′) | **2470**′(2048′) |
| | V1500m | V1600m | V2400m | V3600m |

❶West of airport.
❷Circling height based on rwy 18L thresh elev of 410′.
❸Circling height based on rwy 18R thresh elev of 419′.
❹Circling height based on rwy 36L thresh elev of 404′.
❺Circling 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 | 125m | 150m | 200m | 250m | 400m | 500m |
| B | | | | | | |
| C | | | | | | |
| D | 150m | 200m | 250m | 300m | | |

*CHANGES:* Circling minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN 4 FEB 11 (11-1) Eff 10 Feb

# KYIV, UKRAINE ILS or NDB Rwy 18L

BRIEFING STRIP ™

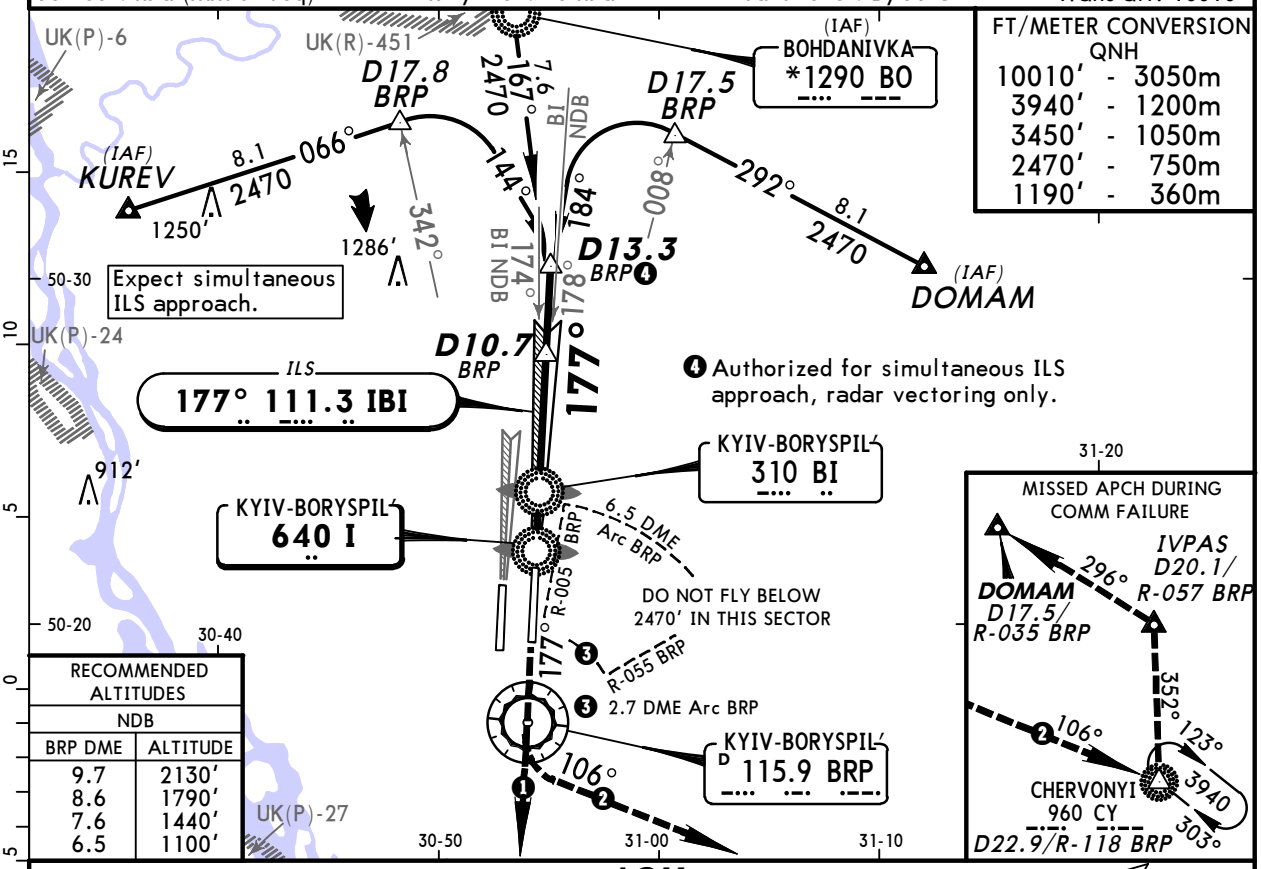
| ATIS | KYIV Radar(APP) | | | | BORYSPIL' Tower | Ground |
|---|---|---|---|---|---|---|
| 126.7 | 125.72 | 124.67 | 128.17 | 120.9 | 119.3 | 118.05 |

| LOC IBI 111.3 | Final Apch Crs 177° | GS LOM 1181' (771') | ILS DA(H) 610' (200') | Apt Elev 427' |
|---|---|---|---|---|
| NDB I 640 | | Minimum Alt D10.7 BRP 2470' (2060') | NDB MDA(H) 790' (380') | RWY 410' |

MSA BRP VOR: 3000' 175°, 1700' 100°, 2000' 300°

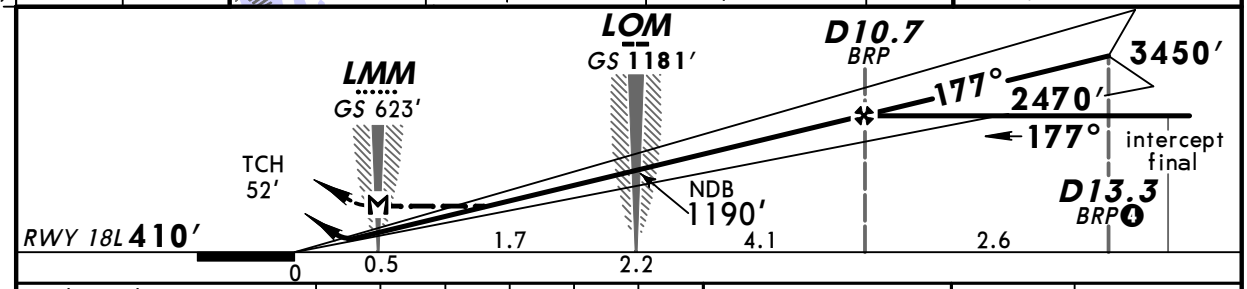
**MISSED APCH:** ❶ Climb on rwy heading to 2470', then as directed.
**MISSED APCH RADIO COMM FAILURE:** ❷ Climb on rwy heading to 2470', then turn LEFT onto 106° to CY NDB climbing to 3940' and hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM, then according to chart.

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




| FT/METER CONVERSION QNH | |
|---|---|
| 10010' | 3050m |
| 3940' | 1200m |
| 3450' | 1050m |
| 2470' | 750m |
| 1190' | 360m |

| RECOMMENDED ALTITUDES NDB | |
|---|---|
| BRP DME | ALTITUDE |
| 9.7 | 2130' |
| 8.6 | 1790' |
| 7.6 | 1440' |
| 6.5 | 1100' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or NDB Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at LMM | | | | | | |

HIALS PAPI — Refer to Missed apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY 18L

| | ILS DA(H) 610' (200') FULL | ILS DA(H) 610' (200') ALS out | LOC (GS out) | NDB MDA(H) 790' (380') | NDB MDA(H) 790' (380') ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | NOT APPLICABLE | RVR 900m | RVR 1500m |
| B | | | | RVR 1000m | |
| C | | | | | RVR 1800m |
| D | | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (460') | 1500m | 2470' (2060') | 1500m |
| 135 | 930' (520') | 1600m | 2470' (2060') | 1600m |
| 180 | 1030' (620') | 2400m | 2470' (2060') | 2400m |
| 205 | 1130' (720') | 3600m | 2470' (2060') | 3600m |

PANS OPS

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

CHANGES: Procedure. Minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN
4 FEB 11 (11-2) Eff 10 Feb

# KYIV, UKRAINE ILS Rwy 18R

BRIEFING STRIP ™

| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.65 | 118.05 |

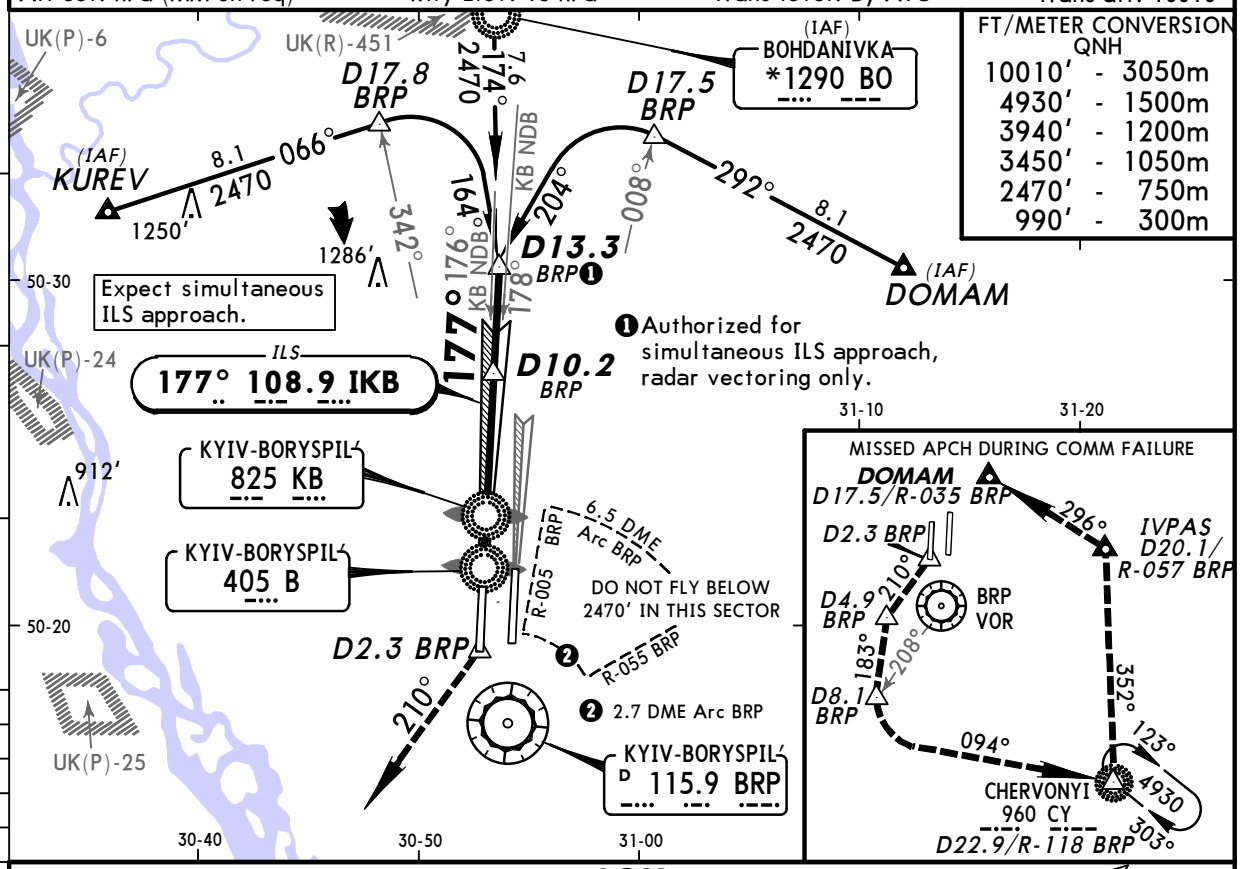
| LOC IKB | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 427' |
|---|---|---|---|---|
| 108.9 | 177° | 1132' (713') | 619' (200') | RWY 419' |

MSA BRP VOR: 3000' 175°, 1700' 100°, 2000' 300°

**MISSED APCH:** Climb on rwy heading to 990' or above to D2.3 BRP, turn RIGHT onto 210°, climbing to 2470', then as directed.

**MISSED APCH RADIO COMM FAILURE:** Climb on rwy heading to 990' or above to D2.3 BRP turn RIGHT onto 210°, climbing to D4.9 BRP to 4930'. Turn LEFT onto 183° to D8.1/R-208 BRP, turn LEFT onto 094° to CY NDB and hold over 5 min at 4930'. Continue on track 352° to IVPAS, turn LEFT onto 296° to DOMAM at 3940', then according to chart.

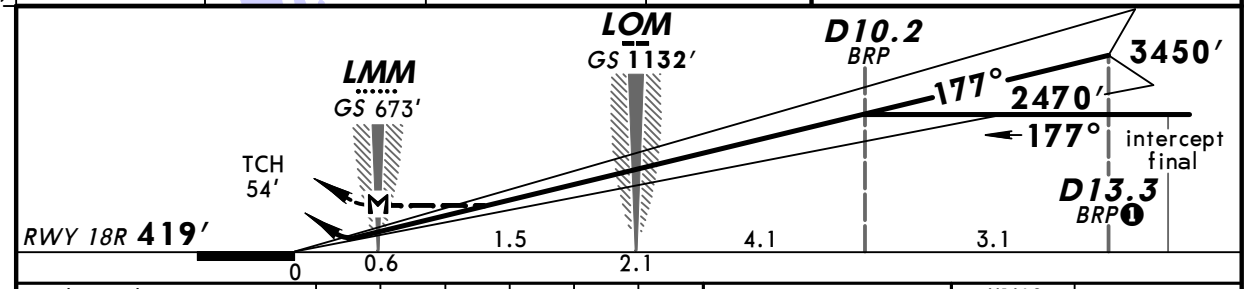
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'




FT/METER CONVERSION QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 4930' | - | 1500m |
| 3940' | - | 1200m |
| 3450' | - | 1050m |
| 2470' | - | 750m |
| 990' | - | 300m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS PAPI — Refer to Missed apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY 18R

| | ILS DA(H) 619'(200') FULL | ILS DA(H) 619'(200') ALS out | LOC (GS out) |
|---|---|---|---|
| A | RVR 550m | RVR 1000m | NOT APPLICABLE |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND ❶

| Max Kts. | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870'(451') | 1500m | 2470'(2051') | 1500m |
| 135 | 930'(511') | 1600m | 2470'(2051') | 1600m |
| 180 | 1030'(611') | 2400m | 2470'(2051') | 2400m |
| 205 | 1130'(711') | 3600m | 2470'(2051') | 3600m |

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

PANS OPS

*CHANGES:* Procedure. NDB procedure transferred to 16-1. Minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN
4 FEB 11 (11-3) Eff 10 Feb

# KYIV, UKRAINE ILS Rwy 36L

| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.65 | 118.05 |

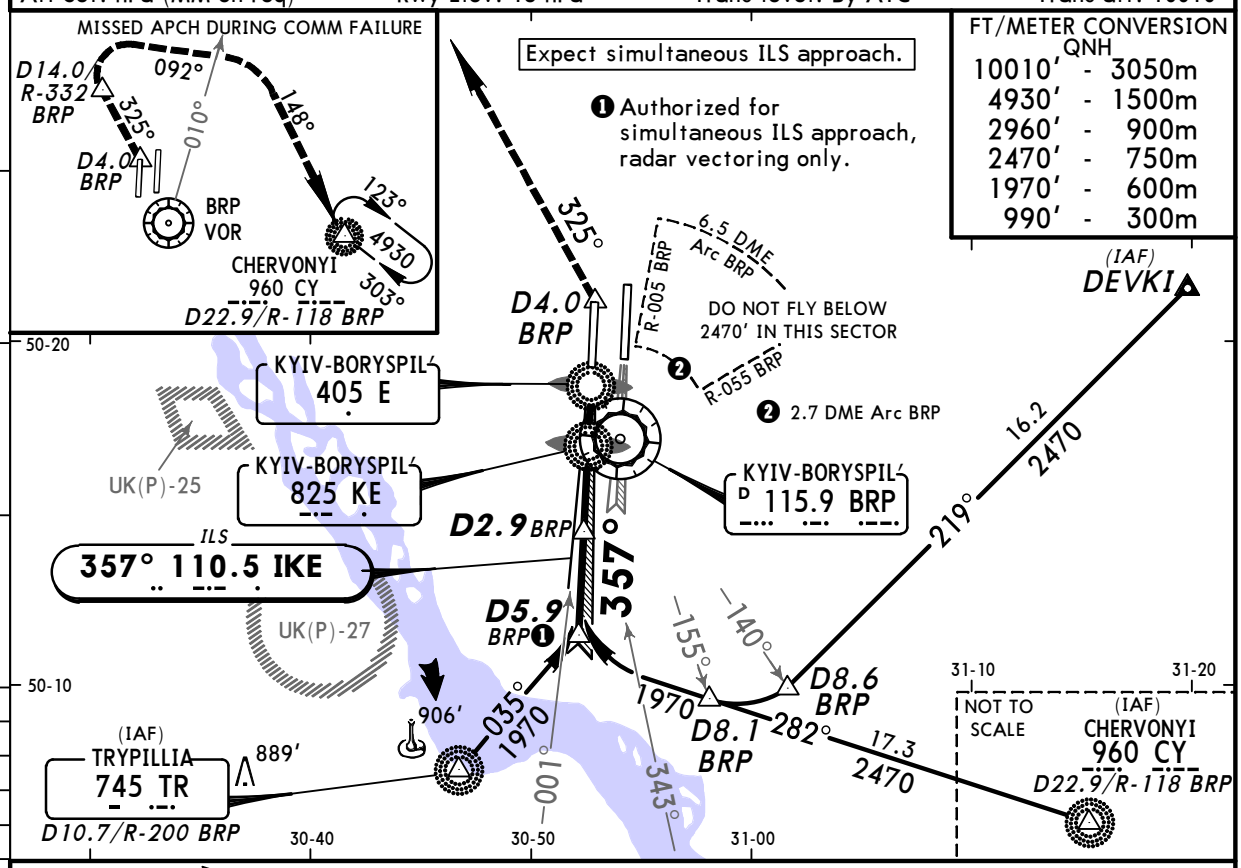
BRIEFING STRIP ™

| LOC IKE | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 427' |
|---|---|---|---|---|
| 110.5 | 357° | 1198' (794') | 604' (200') | RWY 404' |

**MISSED APCH:** Climb on rwy heading to 990' or above to D4.0 BRP, turn LEFT onto 325°, climbing to 2470', then as directed.
**MISSED APCH RADIO COMM FAILURE:** Climb on rwy heading to 990' or above to D4.0 BRP turn LEFT onto 325°, climbing to D14.0/R-332 BRP to 4930'. Turn RIGHT onto 092°, at R-010 turn RIGHT onto 148° to CY NDB and hold over 5 min at 4930', then according to chart.

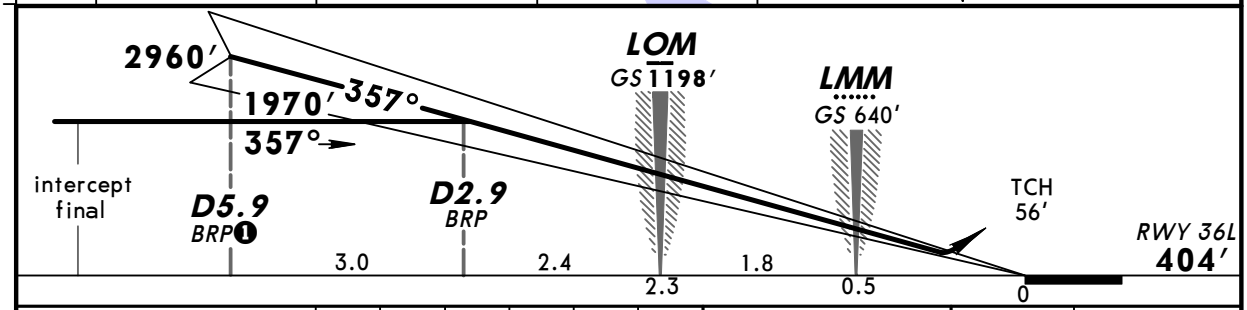
MSA BRP VOR: 3000' (175°–100°), 1700' (100°–300°), 2000' (300°–175°)

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




FT/METER CONVERSION

| QNH | |
|---|---|
| 10010' | 3050m |
| 4930' | 1500m |
| 2960' | 900m |
| 2470' | 750m |
| 1970' | 600m |
| 990' | 300m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS PAPI — Refer to Missed apch above

PANS OPS

**JAR-OPS** STRAIGHT-IN LANDING RWY **36L**

| | ILS DA(H) 604' (200') FULL | ILS DA(H) 604' (200') ALS out | LOC (GS out) |
|---|---|---|---|
| A | RVR 550m | RVR 1000m | NOT APPLICABLE |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND ❶

| Max Kts | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (466') | 1500m | 2470' (2066') | 1500m |
| 135 | 930' (526') | 1600m | 2470' (2066') | 1600m |
| 180 | 1030' (626') | 2400m | 2470' (2066') | 2400m |
| 205 | 1130' (726') | 3600m | 2470' (2066') | 3600m |

❶ Circling height based on rwy 36L thresh elev of 404'.

*CHANGES:* Rwy elev. Procedure. NDB procedure transferred to 16-2. Minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN
4 FEB 11 (11-4) Eff 10 Feb

# KYIV, UKRAINE ILS or NDB Rwy 36R

BRIEFING STRIP

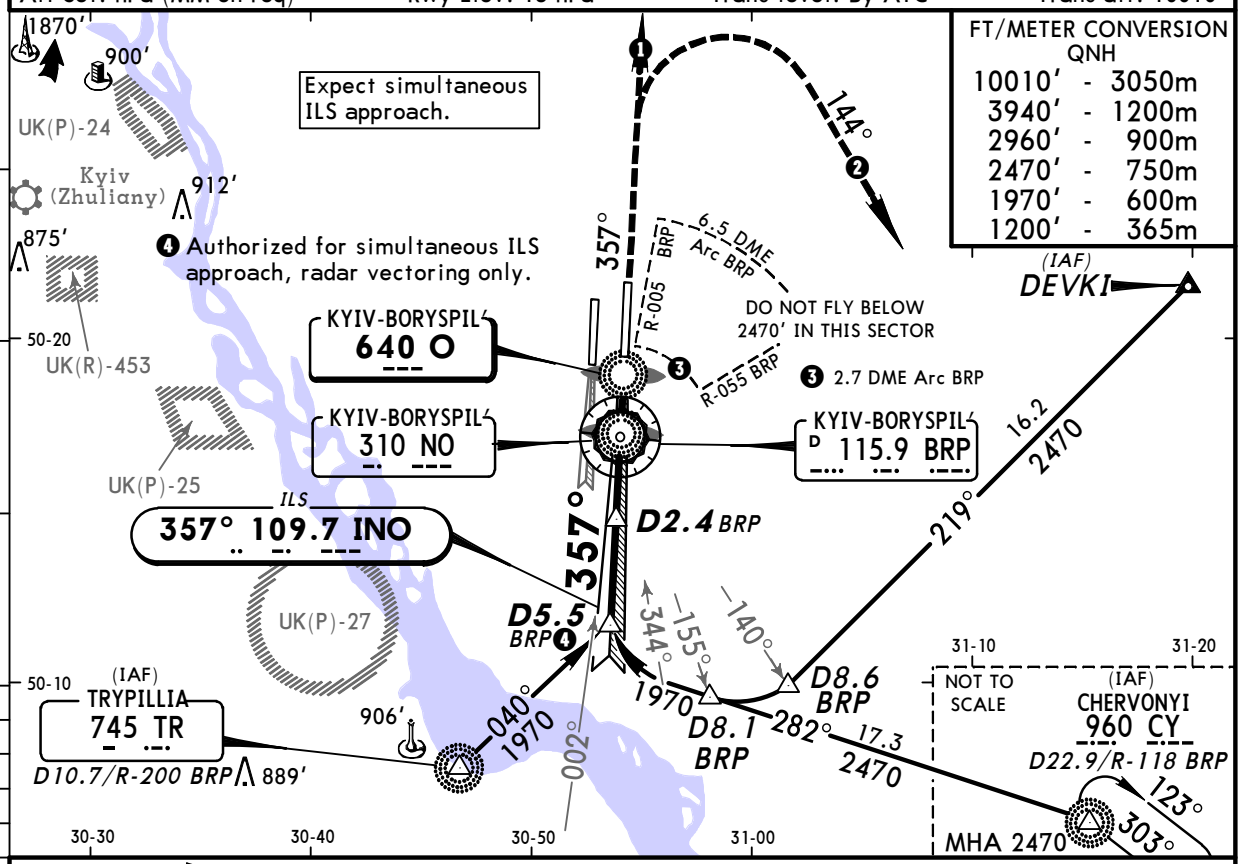
| ATIS | KYIV Radar(APP) | | | | BORYSPIL' Tower | Ground |
|---|---|---|---|---|---|---|
| 126.7 | 125.72 | 124.67 | 128.17 | 120.9 | 119.3 | 118.05 |

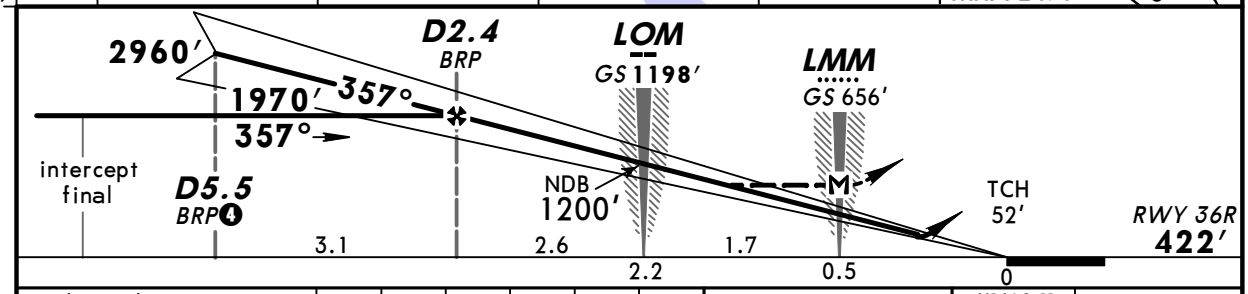
| | | | | |
|---|---|---|---|---|
| LOC INO 109.7 | Final Apch Crs 357° | GS LOM 1198' (776') | ILS DA(H) Refer to Minimums | Apt Elev 427' |
| NDB O 640 | | Minimum Alt D2.4 BRP 1970' (1548') | NDB MDA(H) 790' (368') | RWY 422' |

MSA BRP VOR: 3000' 175°, 1700' 100°, 2000' 300°

**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 onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

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 |
|---|---|---|---|---|---|---|
| ILS GS or NDB Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at LMM | | | | | | |

HIALS-II, PAPI

Refer to Missed apch above

PANS OPS

**JAR-OPS** STRAIGHT-IN LANDING RWY 36R

| | ILS DA(H) ABC: 622' (200') D: 627' (205') FULL | ILS ALS out | LOC (GS out) | NDB MDA(H) 790' (368') | NDB ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | NOT APPLICABLE | RVR 900m | RVR 1500m |
| B | | | | RVR 1000m | |
| C | | | | | RVR 1800m |
| D | RVR 600m | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (448') | 1500m | 2470' (2048') | 1500m |
| 135 | 930' (508') | 1600m | 2470' (2048') | 1600m |
| 180 | 1030' (608') | 2400m | 2470' (2048') | 2400m |
| 205 | 1130' (708') | 3600m | 2470' (2048') | 3600m |

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

CHANGES: Procedure. Minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN
4 FEB 11
Eff 10 Feb
11-4A

# KYIV, UKRAINE
## CAT II ILS Rwy 36R

BRIEFING STRIP ™

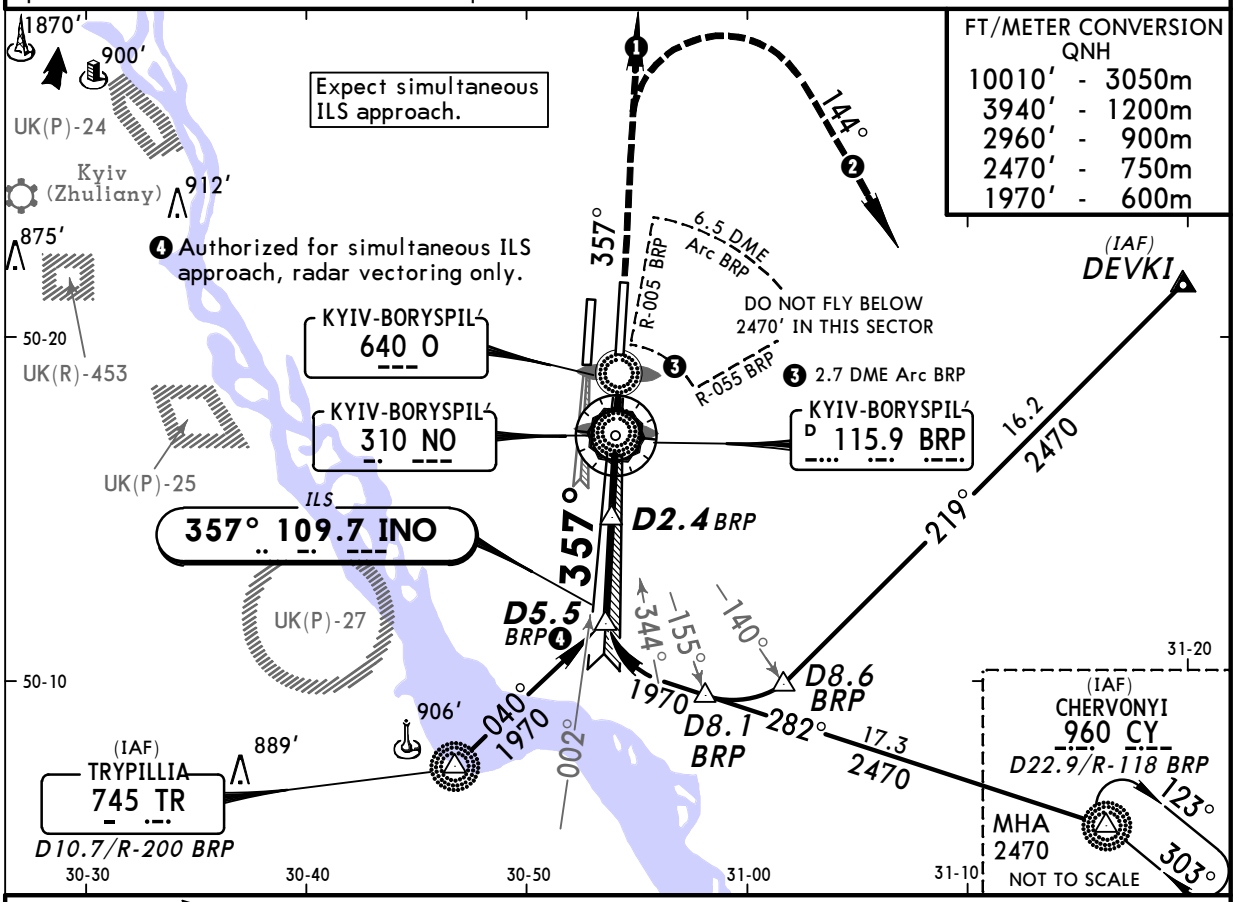
| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.3 | 118.05 |

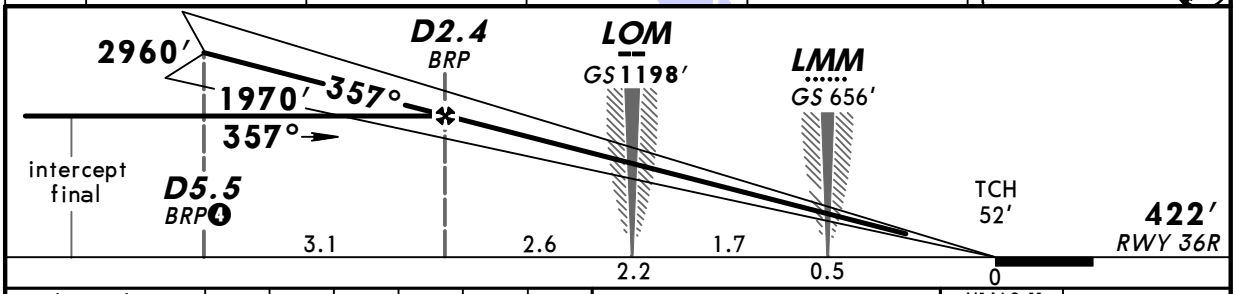
| LOC INO | Final Apch Crs | GS LOM | CAT II ILS RA 104' DA(H) 522'(100') | Apt Elev 427' RWY 422' |
|---|---|---|---|---|
| 109.7 | 357° | 1198'(776') | | |

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 onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

MSA BRP VOR: 175°, 3000', 100°, 1700', 2000', 300°

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 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS-II
PAPI

Refer to Missed apch above

JAR-OPS

STRAIGHT-IN LANDING RWY 36R
CAT II ILS
ABCD
RA 104'
DA(H) 522'(100')

PANS OPS

RVR 300m ❶

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

CHANGES: Procedure.

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# UKBB/KBP BORYSPIL'

JEPPESEN 4 FEB 11 (13-1) Eff 10 Feb

# KYIV, UKRAINE VOR DME Rwy 18L

BRIEFING STRIP™

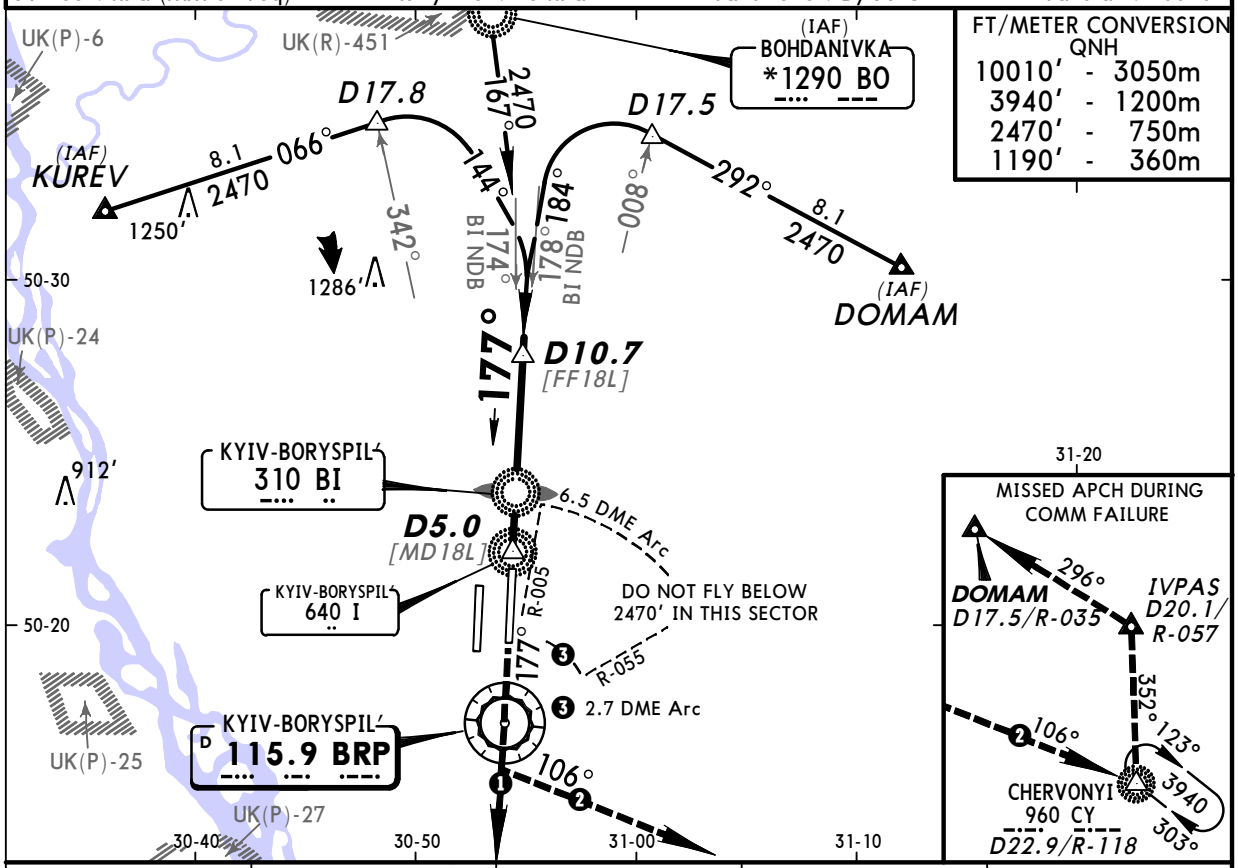
| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.3 | 118.05 |

| VOR BRP | Final Apch Crs | Minimum Alt D10.7 | MDA(H) | Apt Elev 427' |
|---|---|---|---|---|
| 115.9 | 177° | 2470' (2060') | 790' (380') | RWY 410' |

**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 LEFT onto 106° to CY NDB climbing to 3940' and hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM, then according to chart.

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

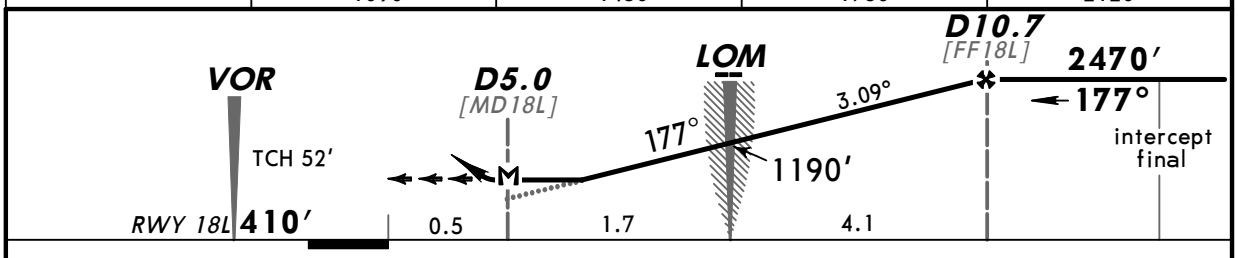
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 3940' | - | 1200m |
| 2470' | - | 750m |
| 1190' | - | 360m |

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




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.09° | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP at D5.0 | | | | | | | |

HIALS
PAPI

Refer to Missed apch above

PANS OPS

**JAR-OPS** STRAIGHT-IN LANDING RWY 18L

MDA(H) 790' (380')

| | | ALS out |
|---|---|---|
| A | RVR 900m | RVR 1500m |
| B | RVR 1000m | |
| C | | RVR 1800m |
| D | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (460') | 1500m | 2470' (2060') | 1500m |
| 135 | 930' (520') | 1600m | 2470' (2060') | 1600m |
| 180 | 1030' (620') | 2400m | 2470' (2060') | 2400m |
| 205 | 1130' (720') | 3600m | 2470' (2060') | 3600m |

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

CHANGES: Procedure. Minimums.

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# UKBB/KBP BORYSPIL'

JEPPESEN 4 FEB 11 (13-2) Eff 10 Feb

# KYIV, UKRAINE VOR DME Rwy 36R

BRIEFING STRIP ™

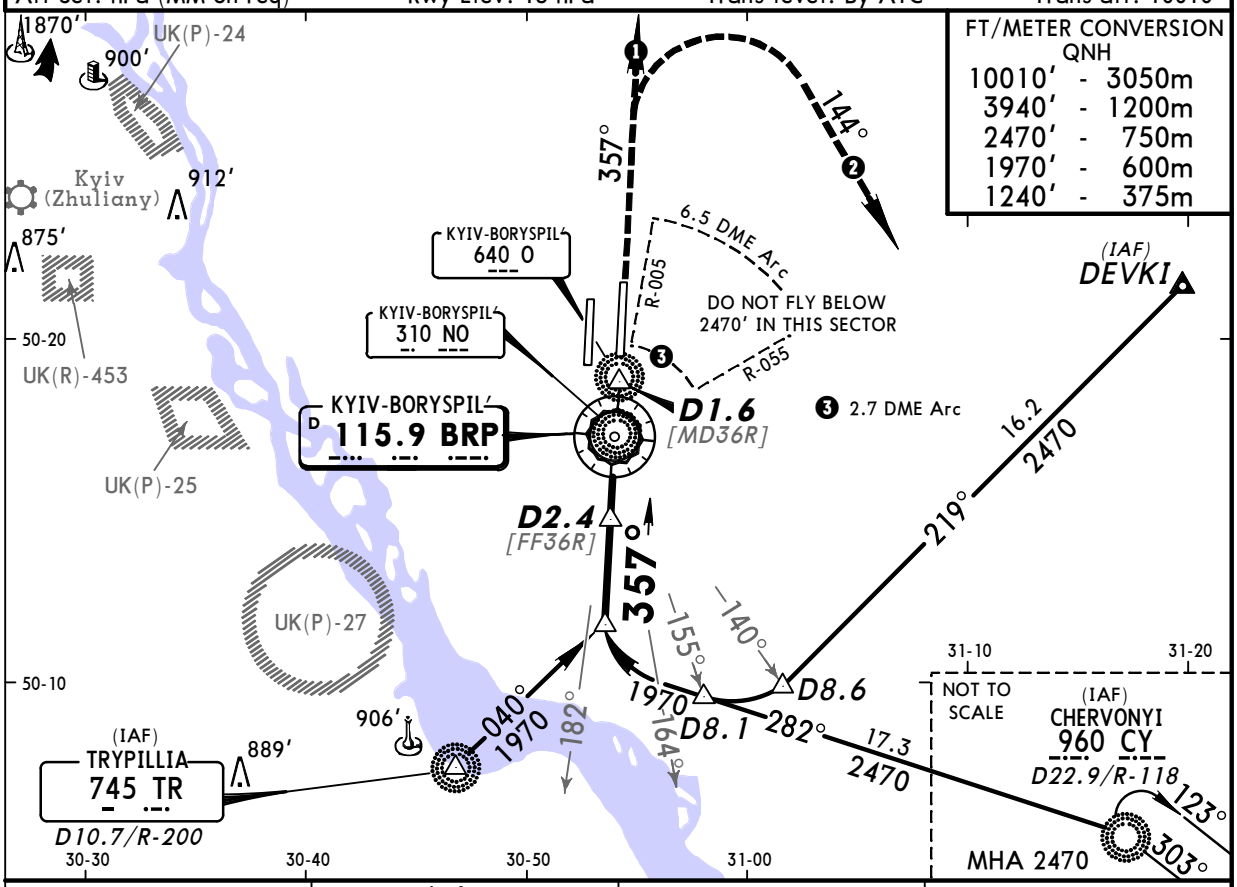
| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.3 | 118.05 |

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 427' |
|---|---|---|---|---|
| BRP 115.9 | 357° | D2.4 1970' (1548') | 790' (368') | RWY 422' |

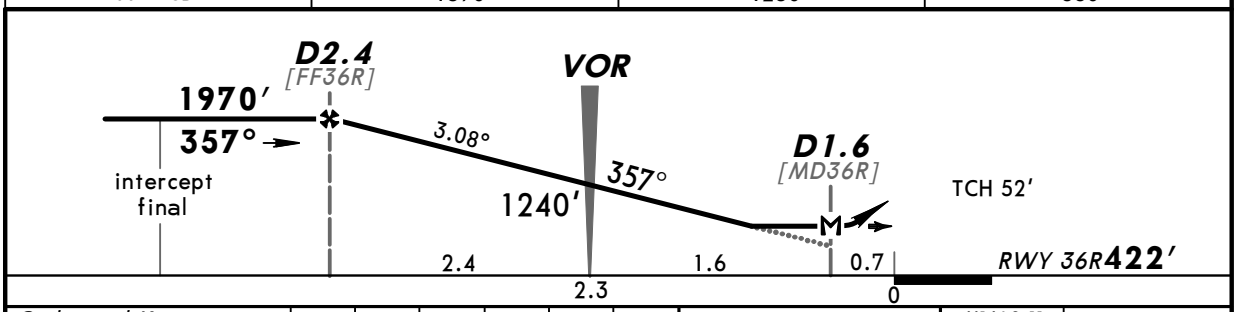
**MISSED APCH:** ❶ Climb on rwy heading to 2470', then as directed.
**MISSED APCH RADIO COMM FAILURE:** ❷ Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

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 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.08° | 381 | 490 | 545 | 654 | 763 | 872 |
| MAP at D1.6 after VOR | | | | | | | |

HIALS-II
PAPI

Refer to Missed apch above

PANS OPS

**JAR-OPS** STRAIGHT-IN LANDING RWY **36R**

MDA(H) **790'** (368')

| | | ALS out |
|---|---|---|
| A | RVR 900m | RVR 1500m |
| B | RVR 1000m | |
| C | | RVR 1800m |
| D | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts. | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (448') | 1500m | 2470' (2048') | 1500m |
| 135 | 930' (508') | 1600m | 2470' (2048') | 1600m |
| 180 | 1030' (608') | 2400m | 2470' (2048') | 2400m |
| 205 | 1130' (708') | 3600m | 2470' (2048') | 3600m |

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

CHANGES: Procedure. Minimums.

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# UKBB/KBP BORYSPIL'

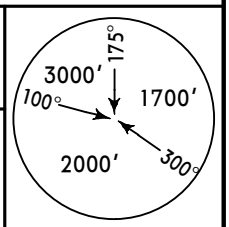
JEPPESEN 4 FEB 11 (16-1) Eff 10 Feb

# KYIV, UKRAINE NDB Rwy 18R

| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.65 | 118.05 |

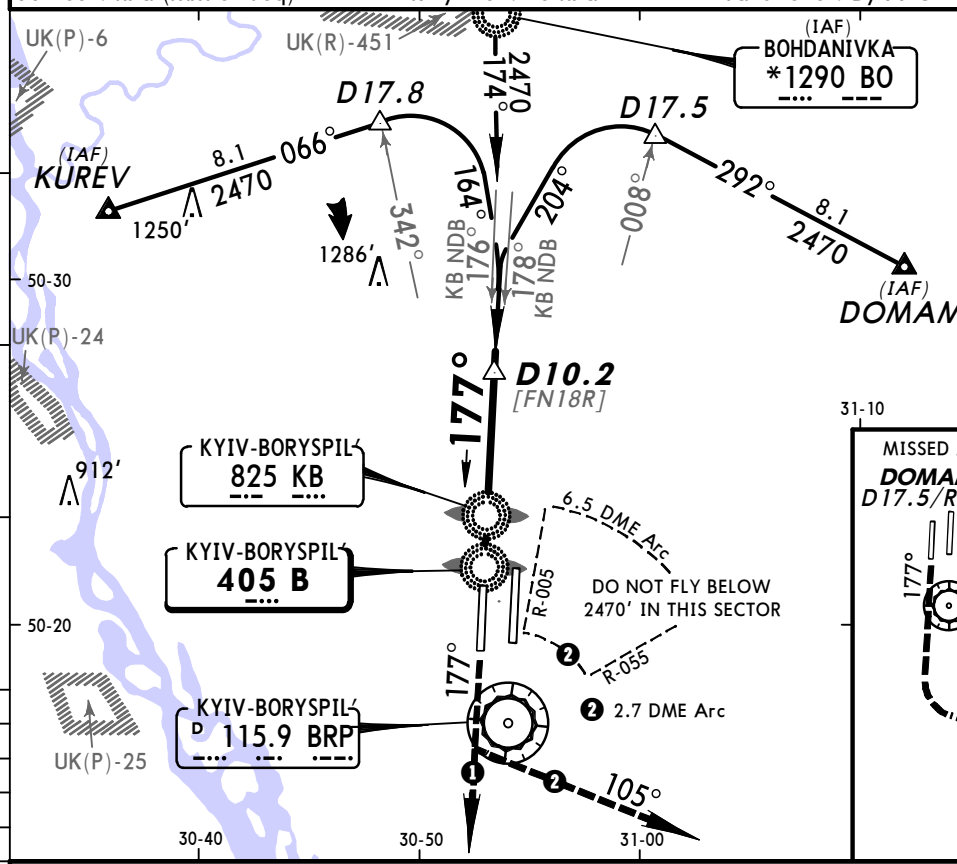
| NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| B 405 | 177° | D10.2 2470' (2051') | 810' (391') | 427' RWY 419' |

**MISSED APCH:** ❶Climb on rwy heading to 2470', then as directed.
**MISSED APCH RADIO COMM FAILURE:** ❷Climb on rwy heading to 2470', then turn LEFT to CY NDB climbing to 4930', hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM at 3940', then according to chart.



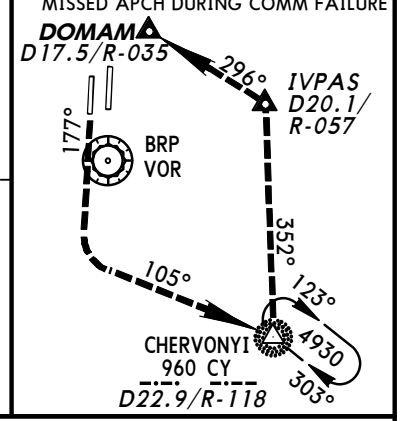

MSA BRP VOR

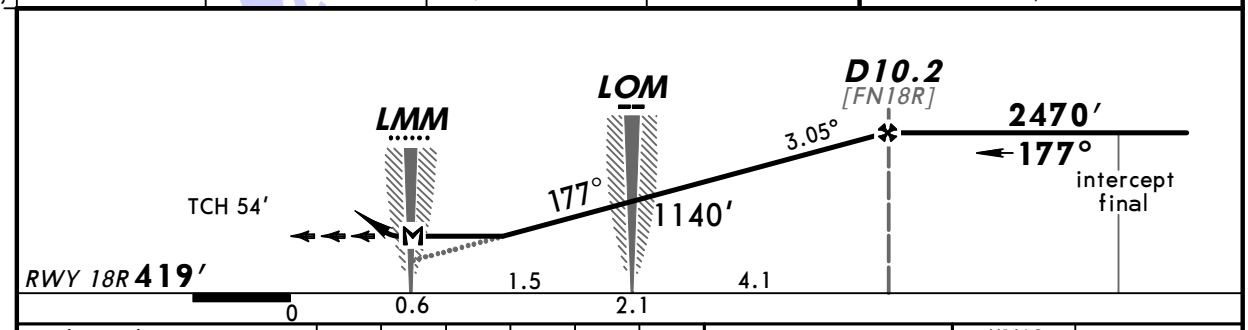
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'




FT/METER CONVERSION QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 4930' | - | 1500m |
| 3940' | - | 1200m |
| 2470' | - | 750m |
| 1140' | - | 345m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.05° | 378 | 486 | 540 | 648 | 755 | 863 |
| MAP at LMM | | | | | | | |

HIALS PAPI — Refer to Missed apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY 18R — MDA(H) 810' (391')

| | | ALS out | Max Kts | CIRCLE-TO-LAND ❶ West of apt MDA(H) VIS | MDA(H) VIS |
|---|---|---|---|---|---|
| A | RVR 900m | RVR 1500m | 100 | 870' (451') 1500m | 2470' (2051') 1500m |
| B | RVR 1000m | | 135 | 930' (511') 1600m | 2470' (2051') 1600m |
| C | | RVR 1800m | 180 | 1030' (611') 2400m | 2470' (2051') 2400m |
| D | RVR 1400m | RVR 2000m | 205 | 1130' (711') 3600m | 2470' (2051') 3600m |

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

CHANGES: Procedure transferred from 11-2.

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# UKBB/KBP BORYSPIL'

JEPPESEN
4 FEB 11 (16-2) Eff 10 Feb

# KYIV, UKRAINE NDB Rwy 36L

BRIEFING STRIP ™

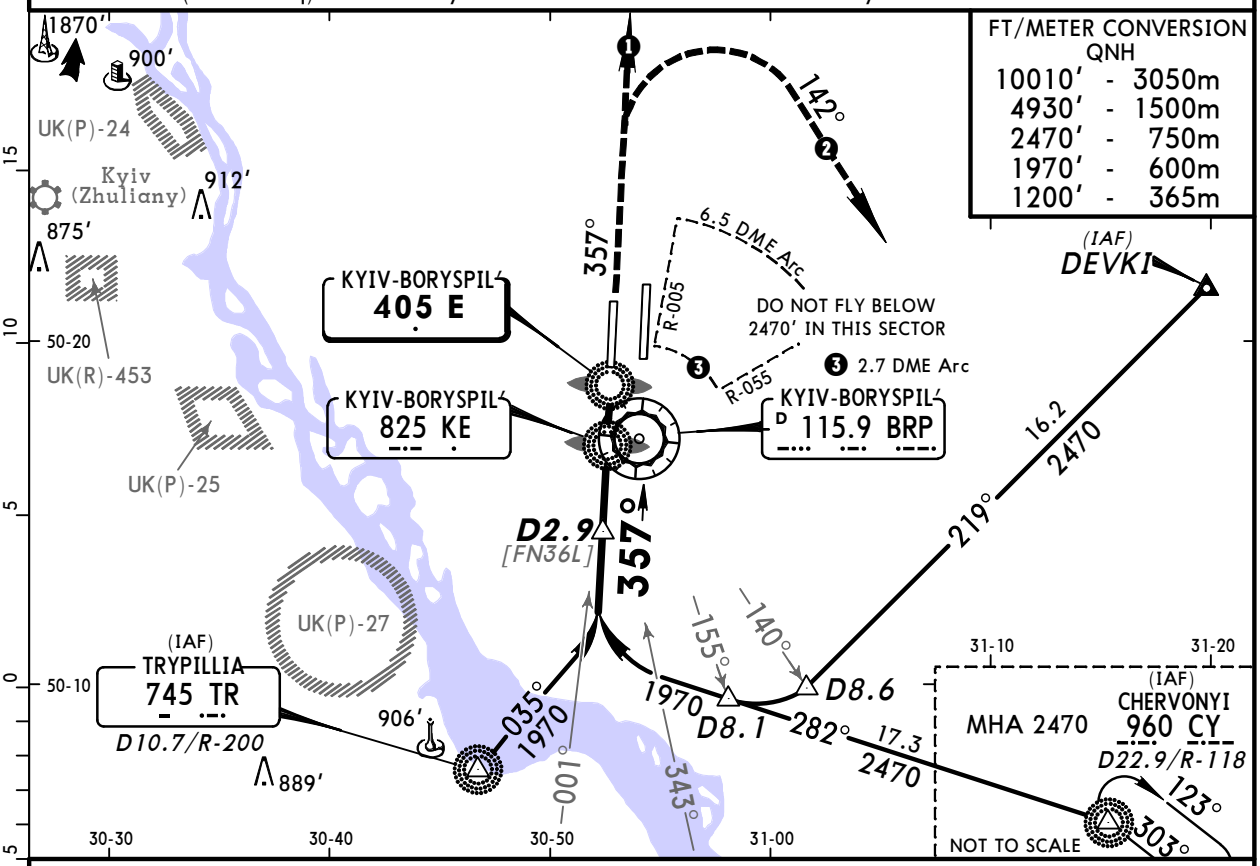
| ATIS | KYIV Radar(APP) | BORYSPIL' Tower | Ground |
|---|---|---|---|
| 126.7 | 125.72 124.67 128.17 120.9 | 119.65 | 118.05 |

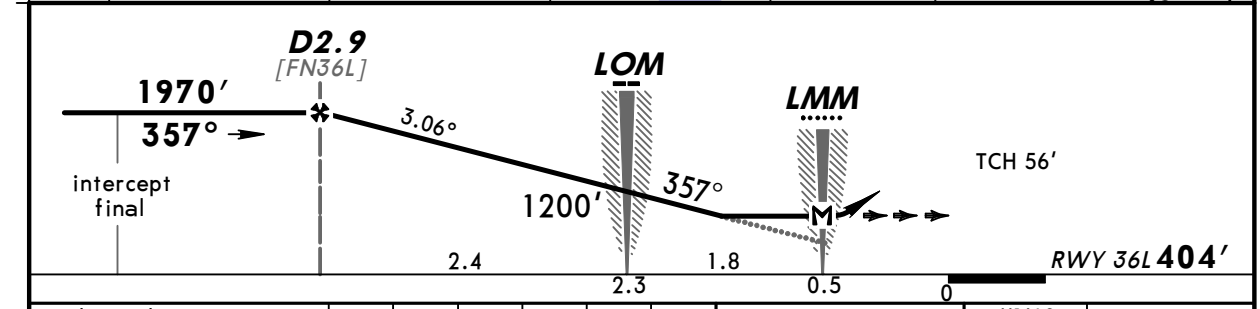
| NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 427' |
|---|---|---|---|---|
| E 405 | 357° | D2.9 1970' (1566') | 760' (356') | RWY 404' |

**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 onto 142° to CY NDB climbing to 4930', hold over 5 min, then according to chart.

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

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 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.06° | 379 | 487 | 541 | 650 | 758 | 866 |
| MAP at LMM | | | | | | | |

HIALS
PAPI

Refer to Missed apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY 36L

MDA(H) 760' (356')

| | | ALS out |
|---|---|---|
| A | RVR 900m | RVR 1500m |
| B | RVR 1000m | |
| C | | RVR 1800m |
| D | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | West of apt MDA(H) | VIS | MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 870' (466') | 1500m | 2470' (2066') | 1500m |
| 135 | 930' (526') | 1600m | 2470' (2066') | 1600m |
| 180 | 1030' (626') | 2400m | 2470' (2066') | 2400m |
| 205 | 1130' (726') | 3600m | 2470' (2066') | 3600m |

❶ Circling height based on rwy 36L thresh elev of 404'.

*CHANGES:* Procedure transferred from 11-3.

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