

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

No revision activity since Disc 09-2011

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

UKBB/KBP
BORYSPIL'

4 JUN 10

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 BORISPIIL' 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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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.

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BORYSPIL'

4 FEB 11

JEPPESEN**10-1P2****Eff 10 Feb****KYIV, UKRAINE**
AIRPORT BRIEFING**2. ARRIVAL****2.1. NOISE ABATEMENT PROCEDURES**

Landing restrictions:

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

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

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

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

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

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

2.4. TAXI PROCEDURES

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

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10-1P3

Eff 10 Feb

KYIV, UKRAINE
AIRPORT BRIEFING**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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10-1P4

Eff 10 Feb

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

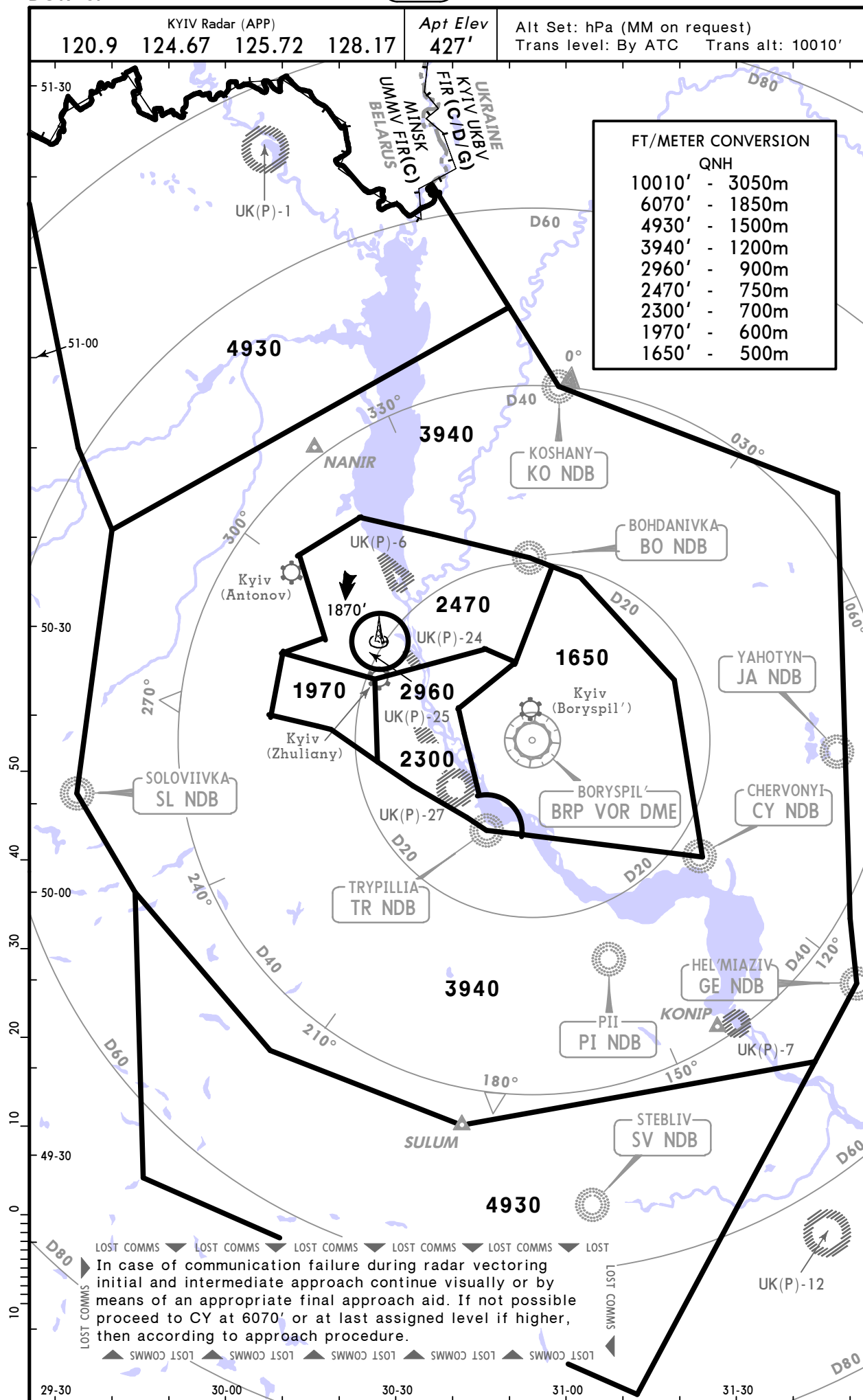
Follow-me car can be used on request by crews if visibility is 400m or less or by ATC clearance at NIGHT for ACFT to be led from stands to TWY 2 or TWY C, TWY B.

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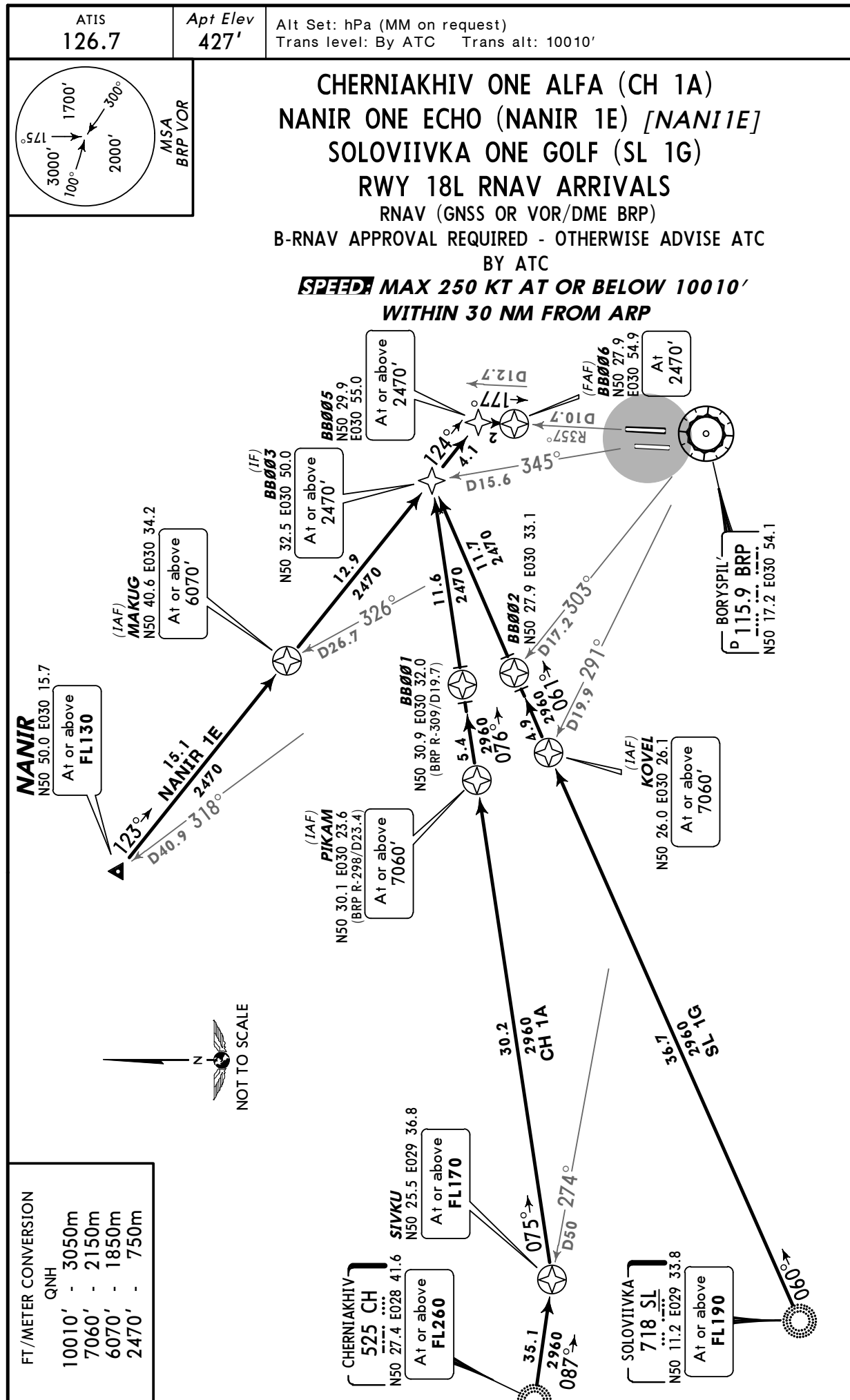
RADAR MINIMUM ALTITUDES



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4 FEB 11 **10-2** Eff 10 Feb

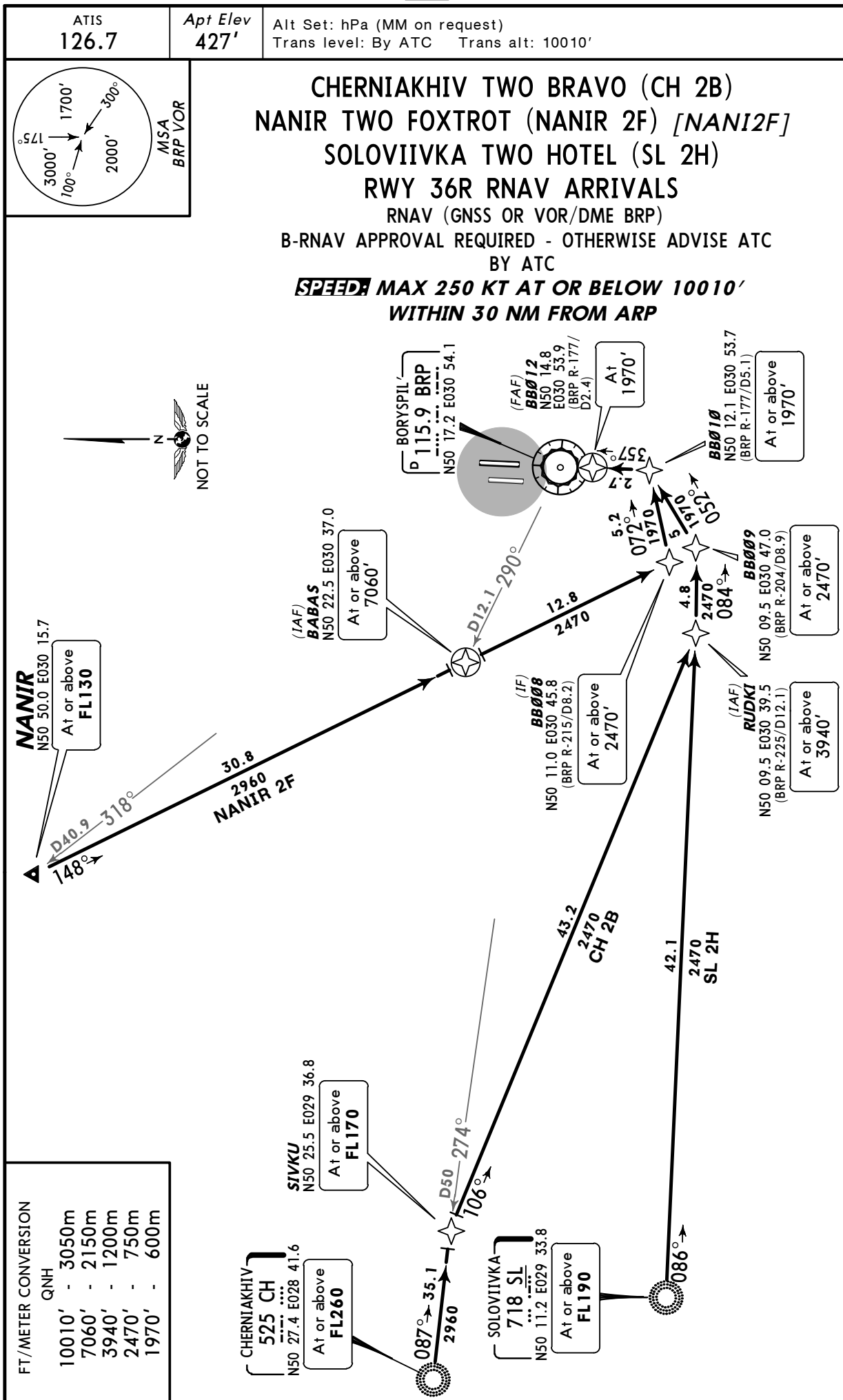
KYIV, UKRAINE
RNAV STAR



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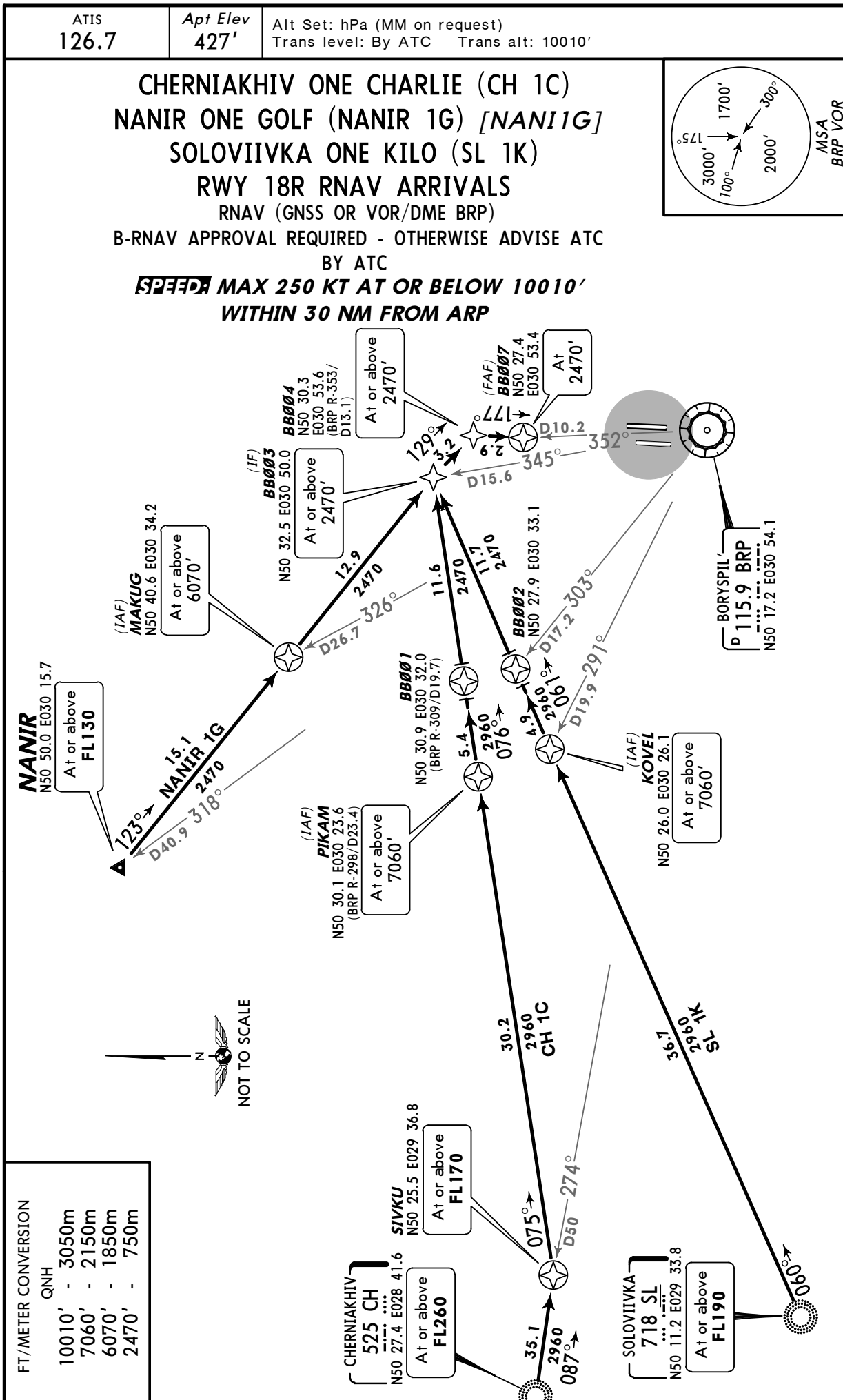
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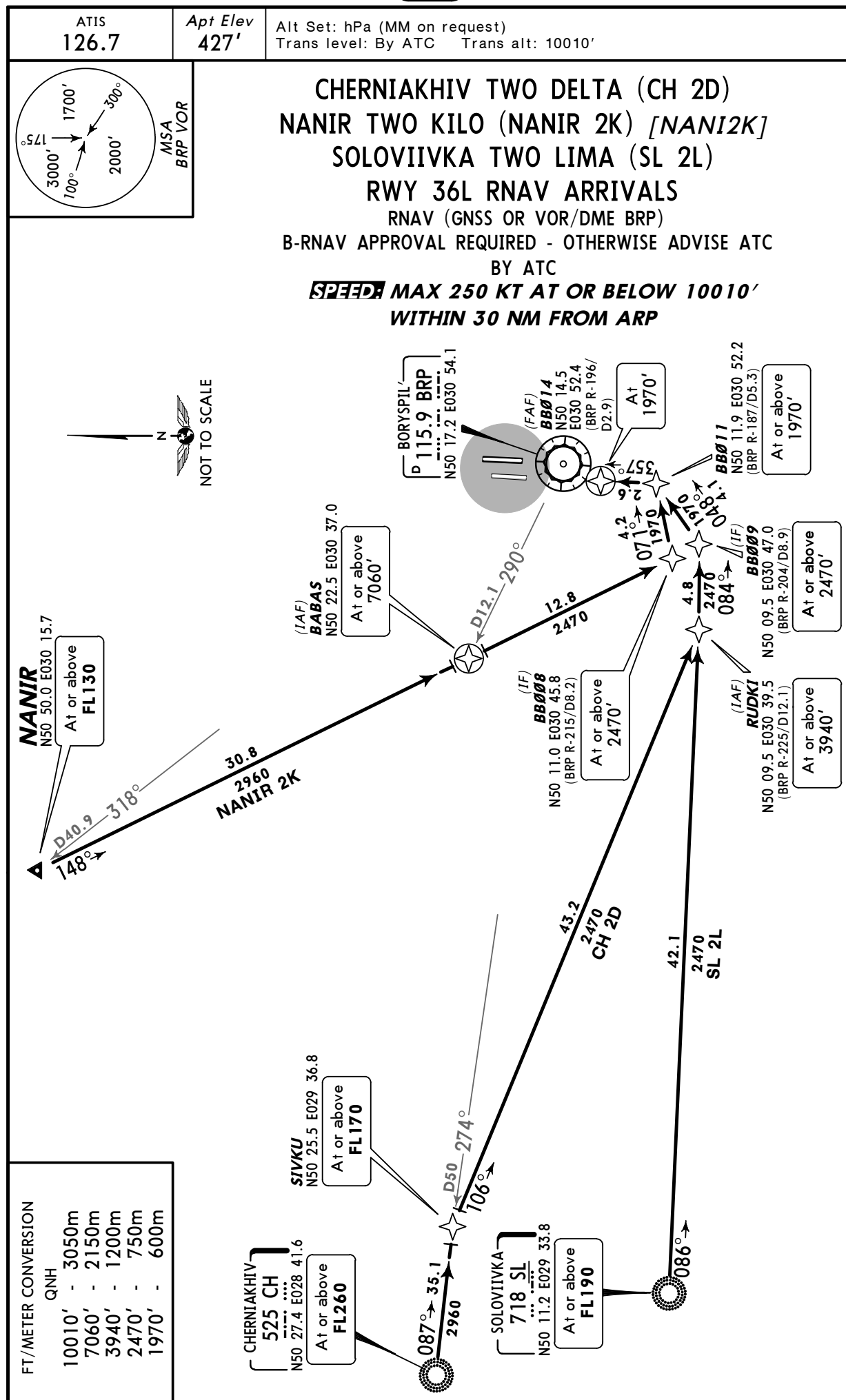
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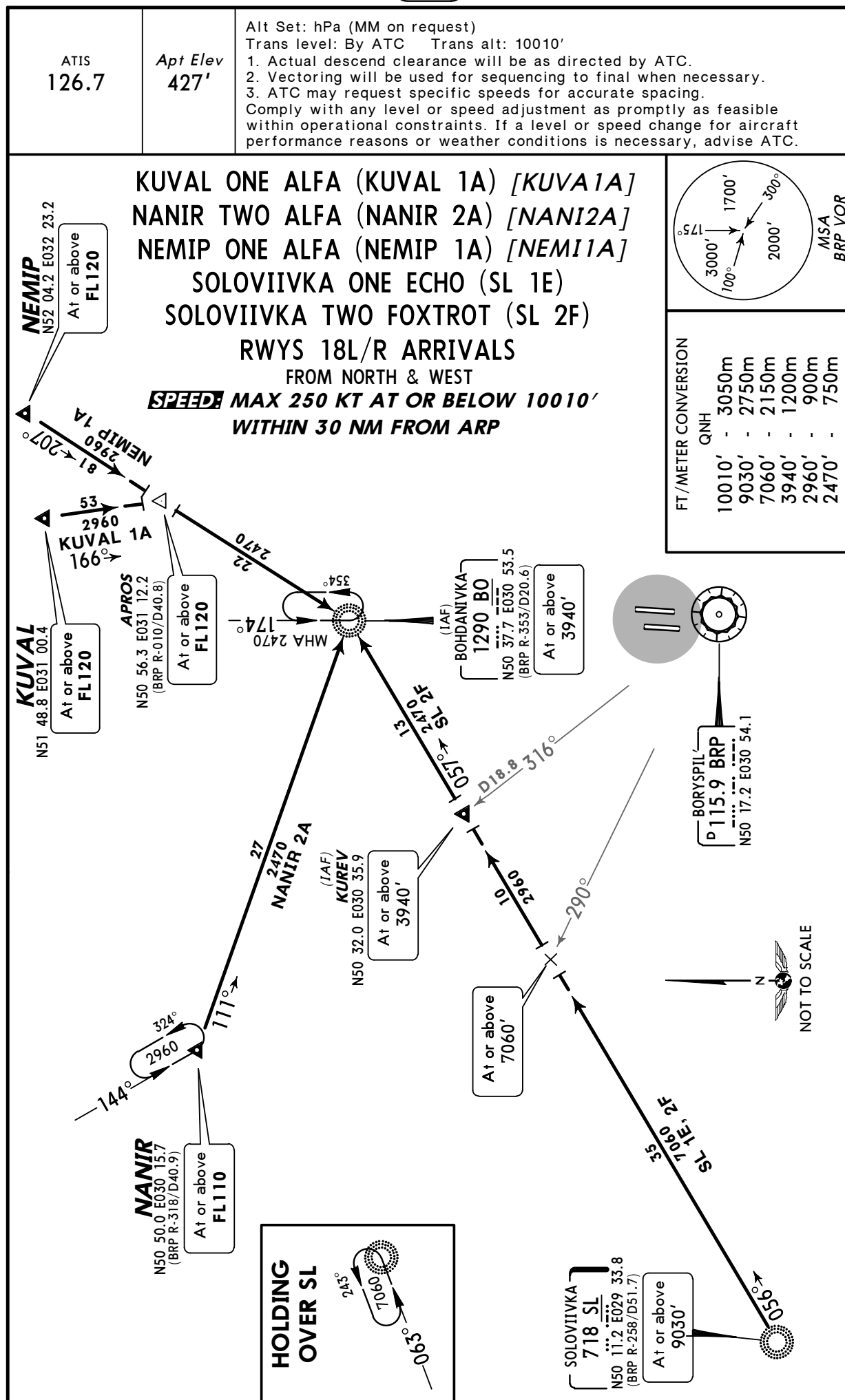
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RNAV STAR



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 4 FEB 11 **10-2D** Eff 10 Feb

KYIV, UKRAINE
STAR



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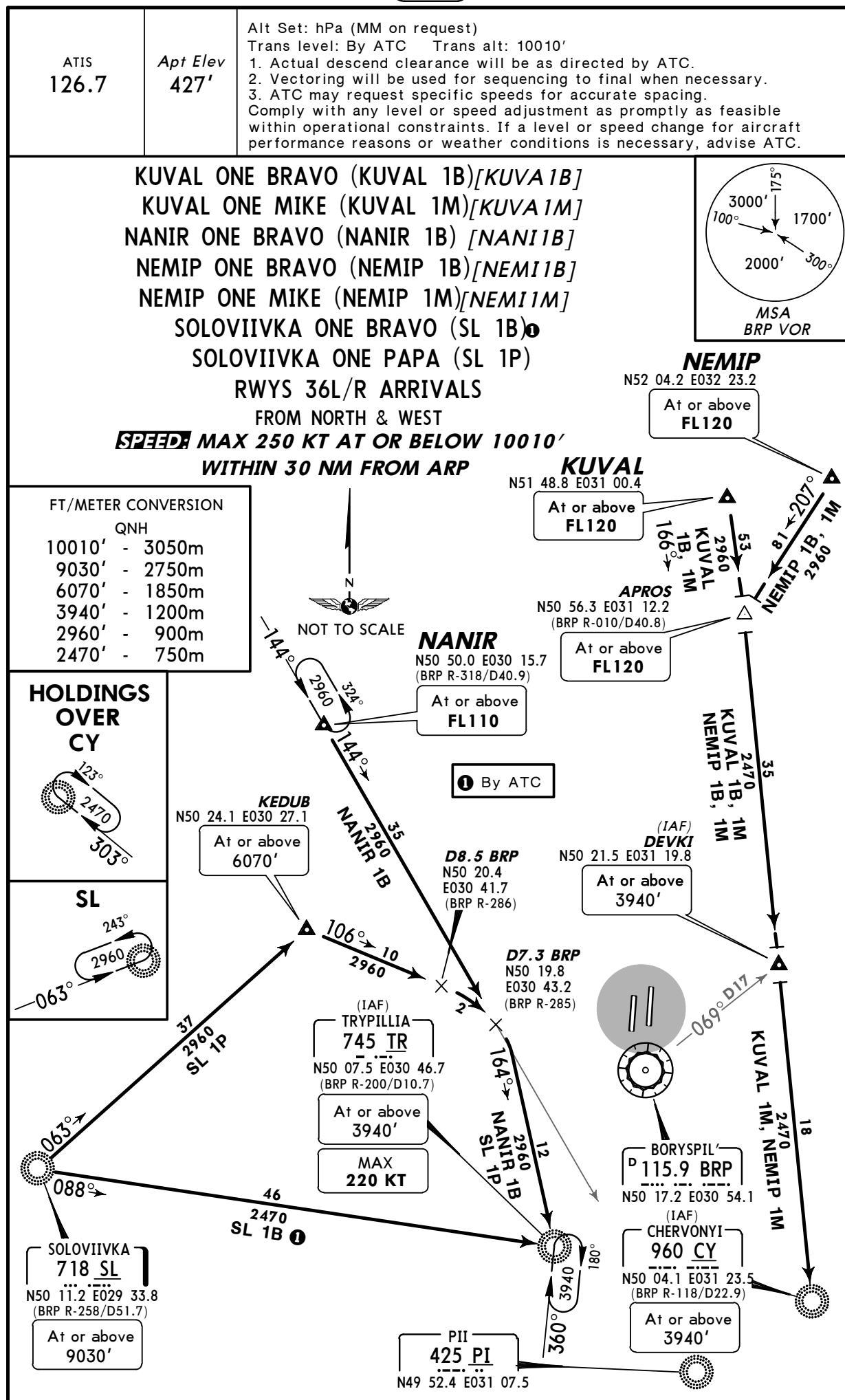
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10-2E

Eff 10 Feb

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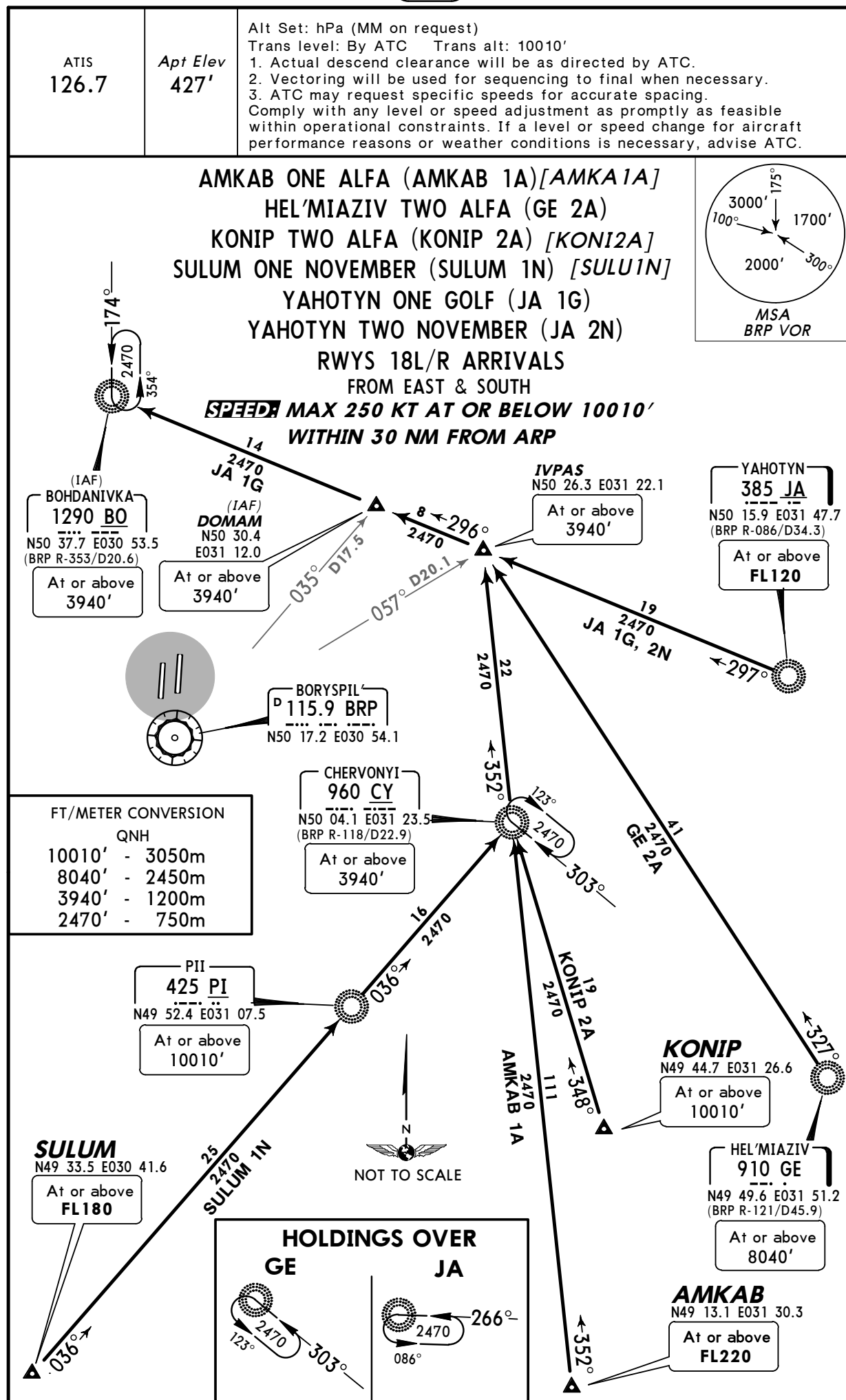
STAR



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4 FEB 11 **10-2F** **Eff 10 Feb**

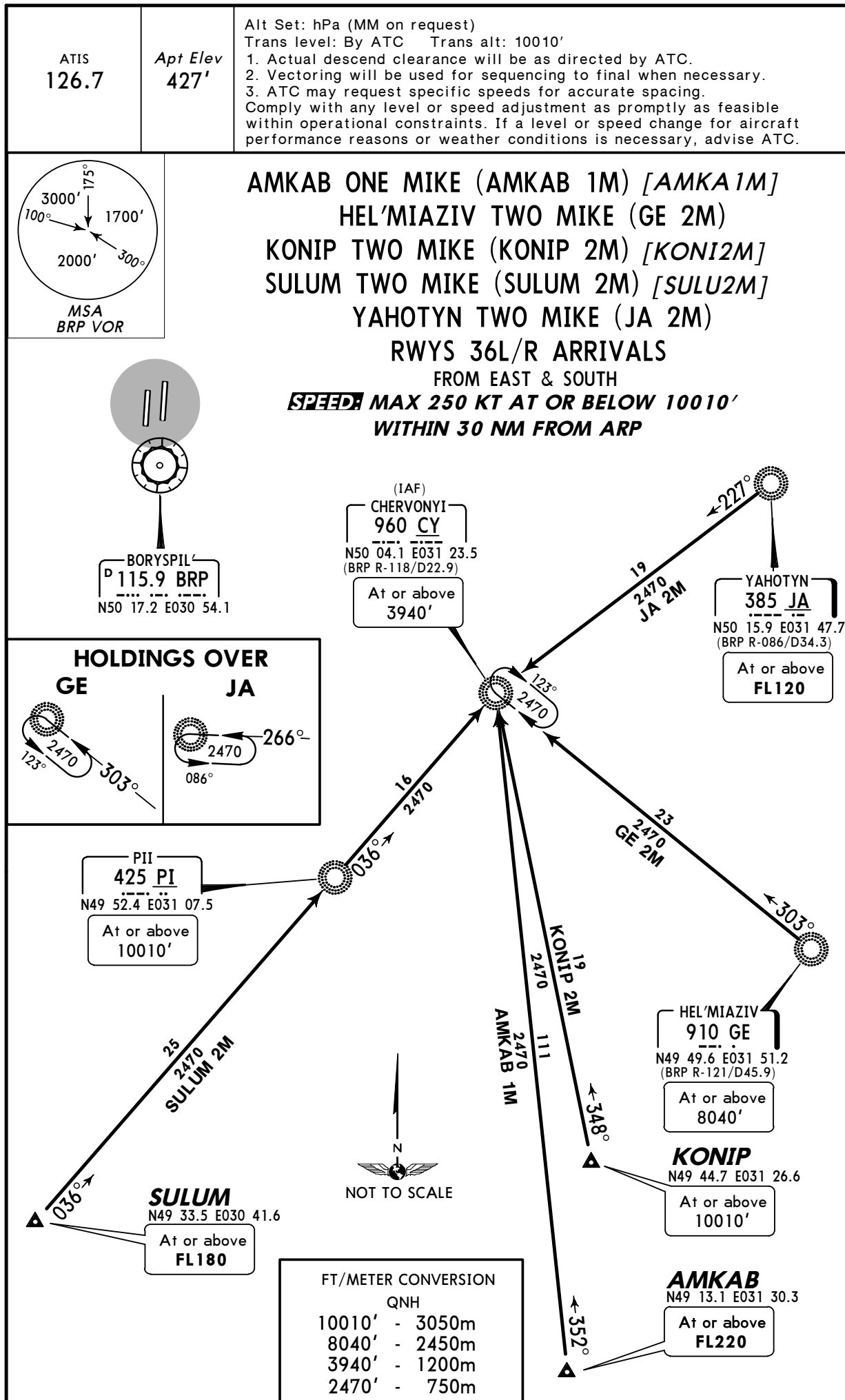
KYIV, UKRAINE
STAR



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BORYSPIL'

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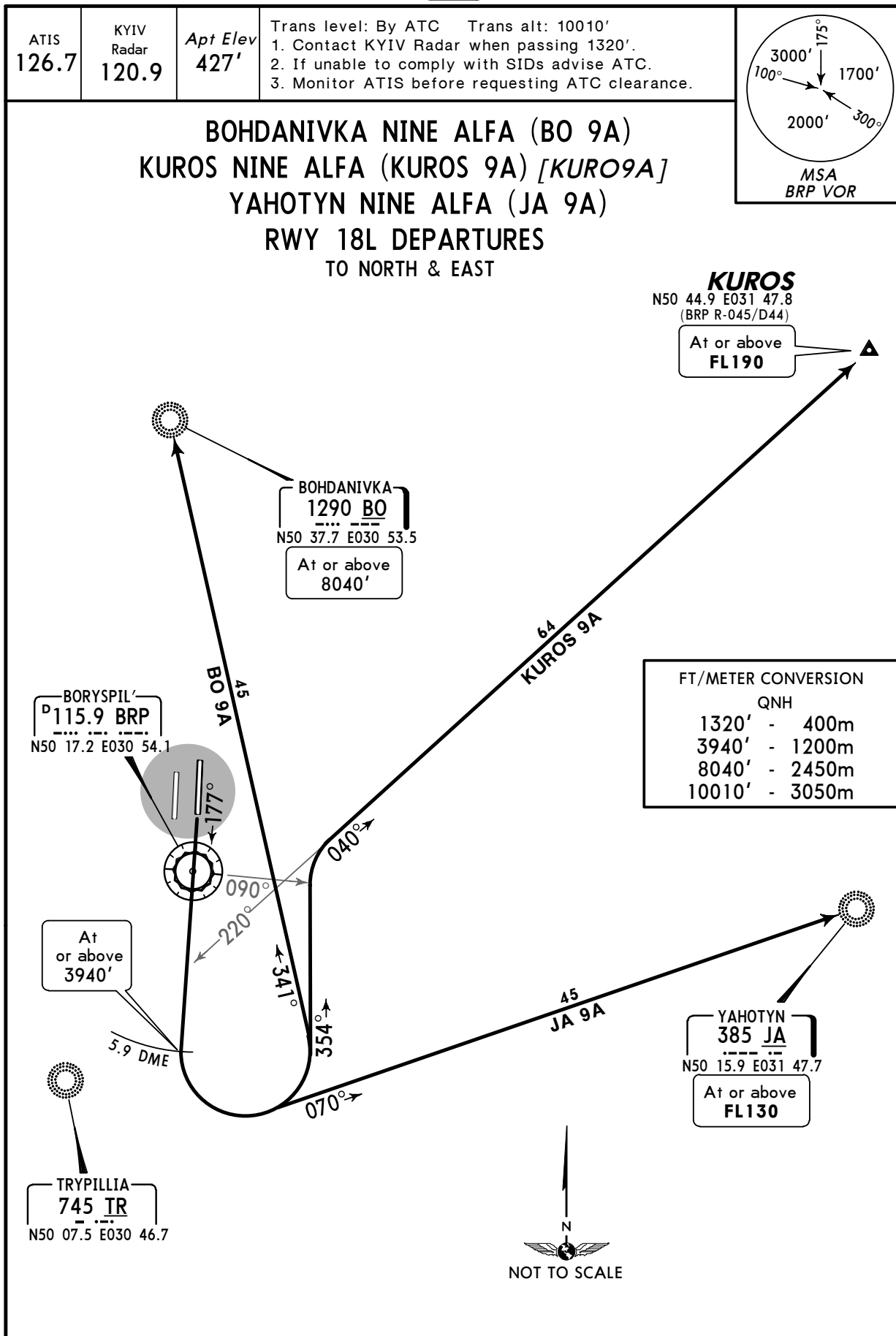
KYIV, UKRAINE
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 4 FEB 11 **10-3** **Eff 10 Feb**

KYIV, UKRAINE
SID

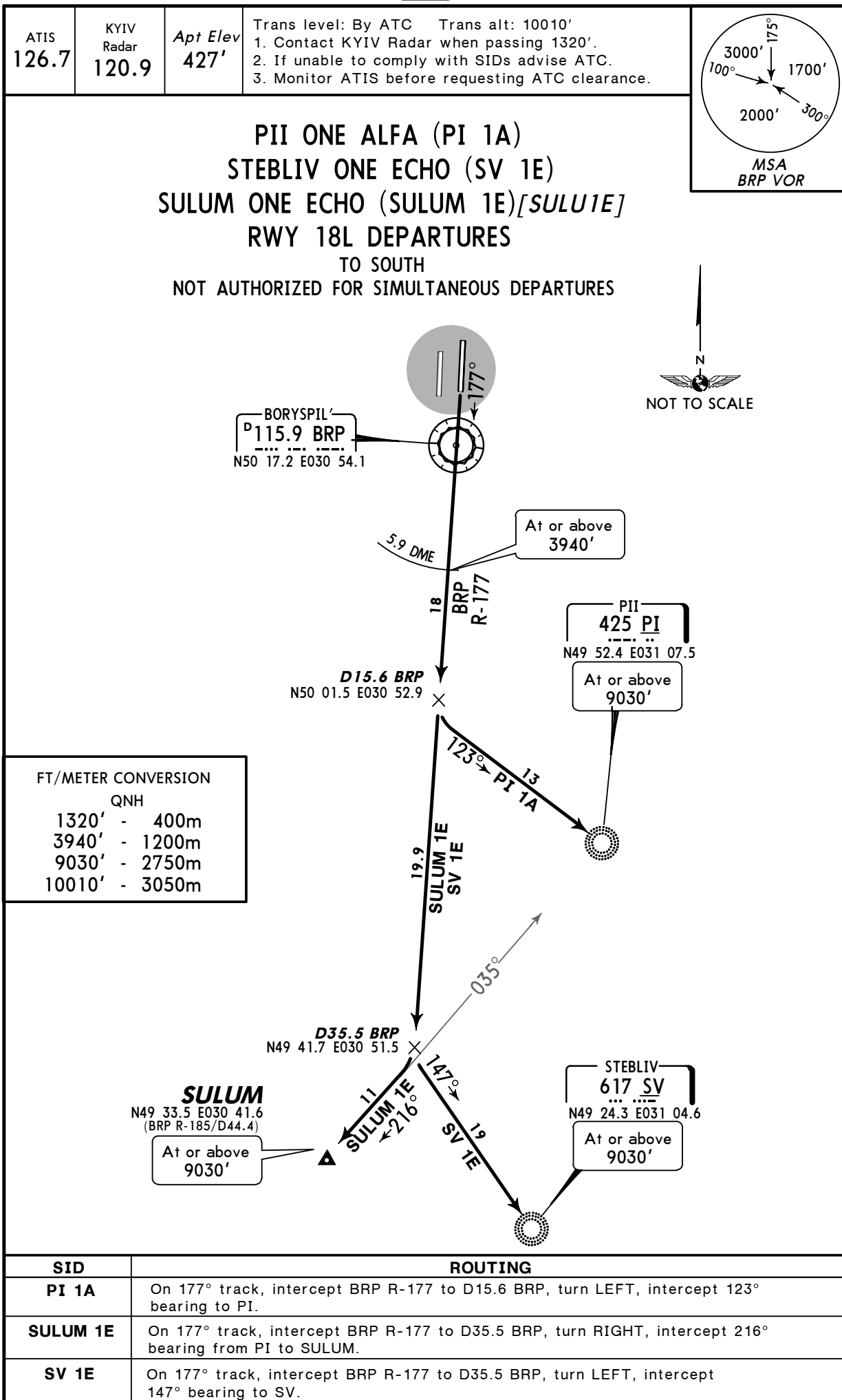


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	ROUTING
BO 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 341° bearing to BO.
JA 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KUROS 9A	On 177° track to BRP 5.9 DME, turn LEFT, 354° track, when passing BRP R-090 turn RIGHT, intercept 040° bearing from TR to KUROS.

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 4 FEB 11 **(10-3A)** **Eff 10 Feb**

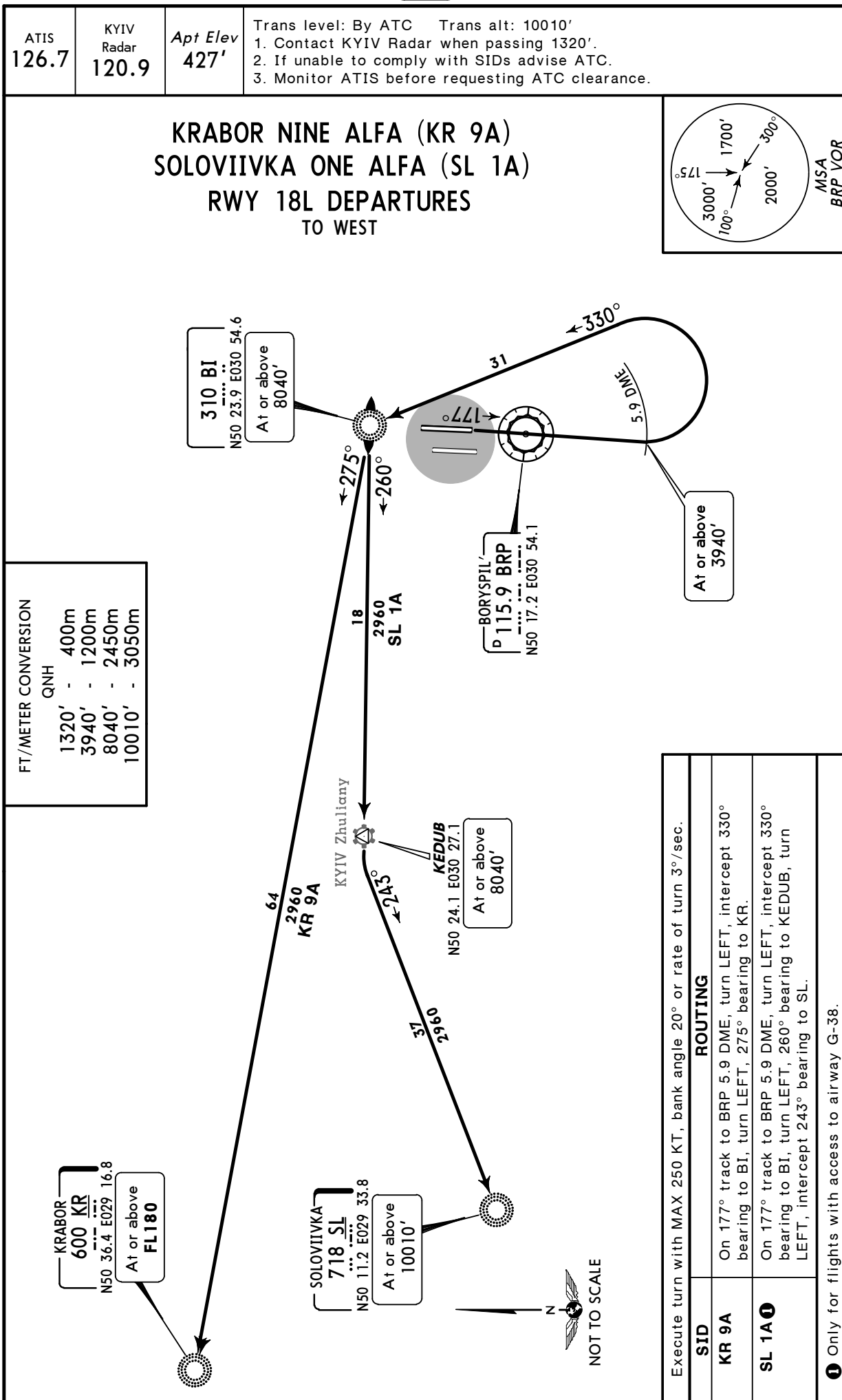
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SID



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 4 FEB 11 **10-3B** Eff 10 Feb

KYIV, UKRAINE
SID

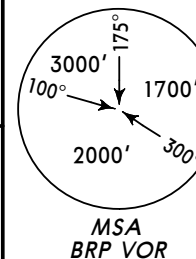


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4 FEB 11 **(10-3C)** **Eff 10 Feb**

KYIV, UKRAINE
SID

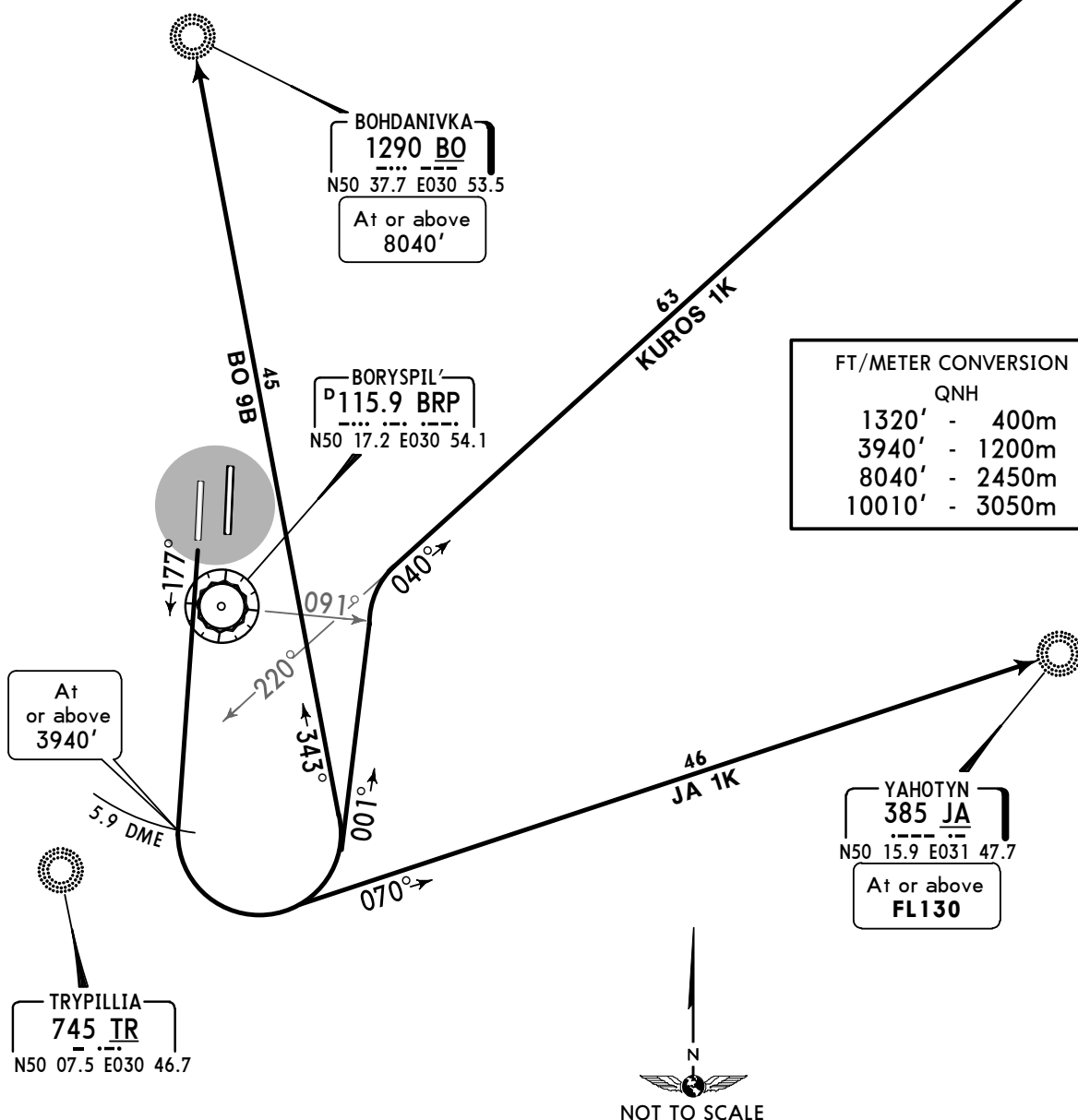
ATIS 126.7	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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BOHDANIVKA NINE BRAVO (BO 9B)
KUROS ONE KILO (KUROS 1K) [KUROS 1K]
YAHOTYN ONE KILO (JA 1K)
RWY 18R DEPARTURES
TO NORTH & EAST
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

KUROS
N50 44.9 E031 47.8
(BRP R-045/D44)

At or above
FL190



FT/METER CONVERSION	
QNH	
1320'	- 400m
3940'	- 1200m
8040'	- 2450m
10010'	- 3050m

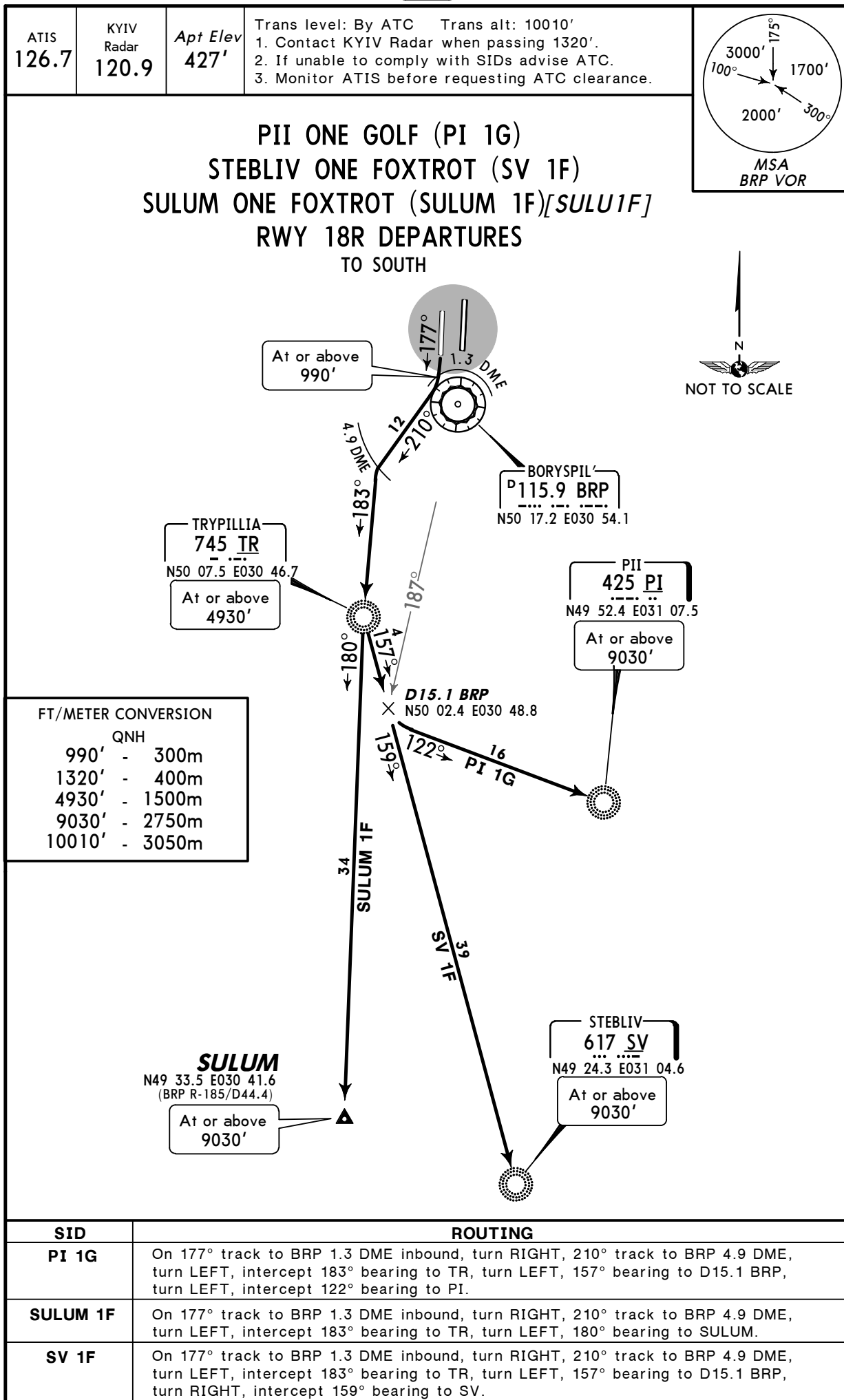
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

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.

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BORYSPIL'

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

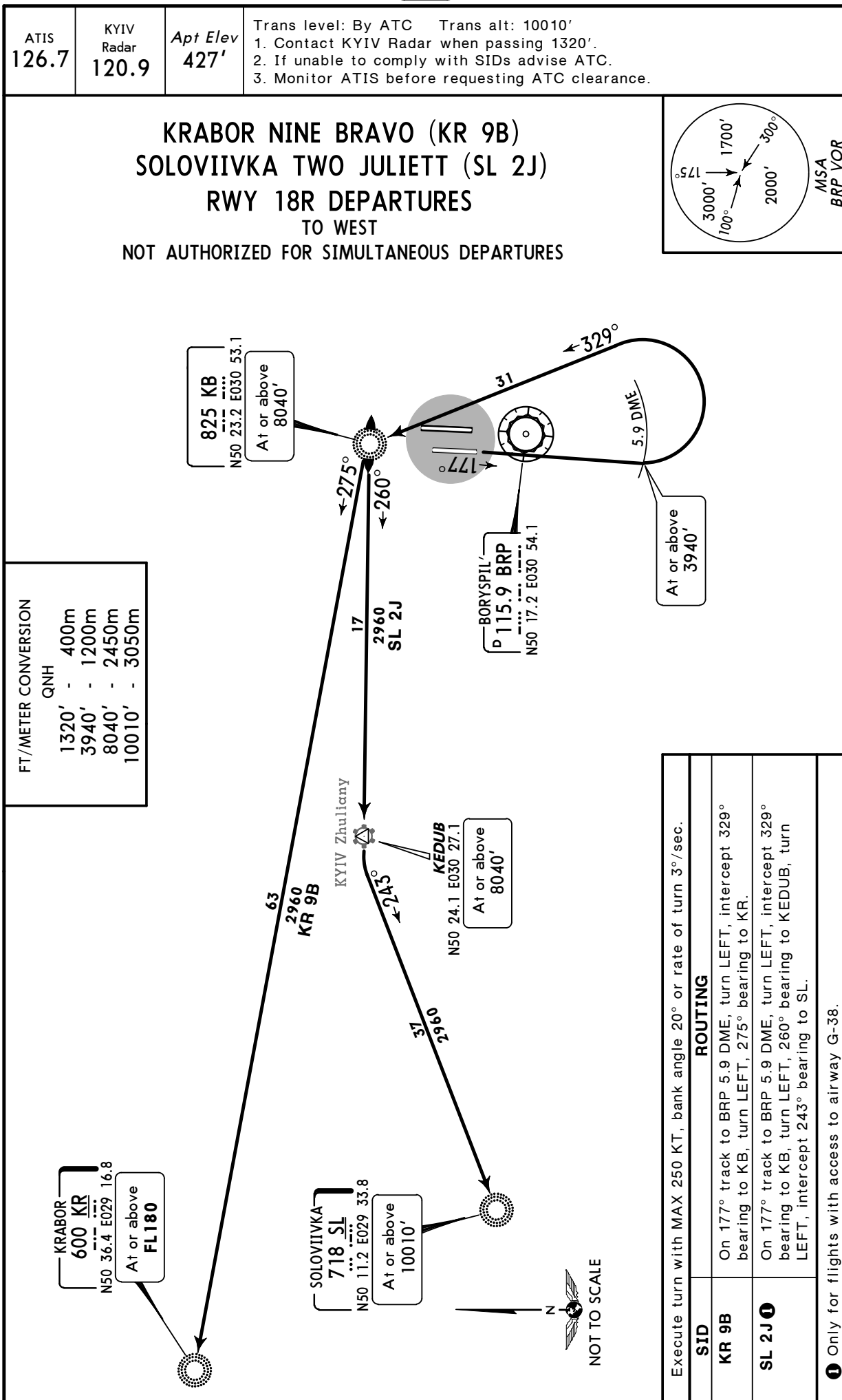
KYIV, UKRAINE
SID



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BORYSPIL'

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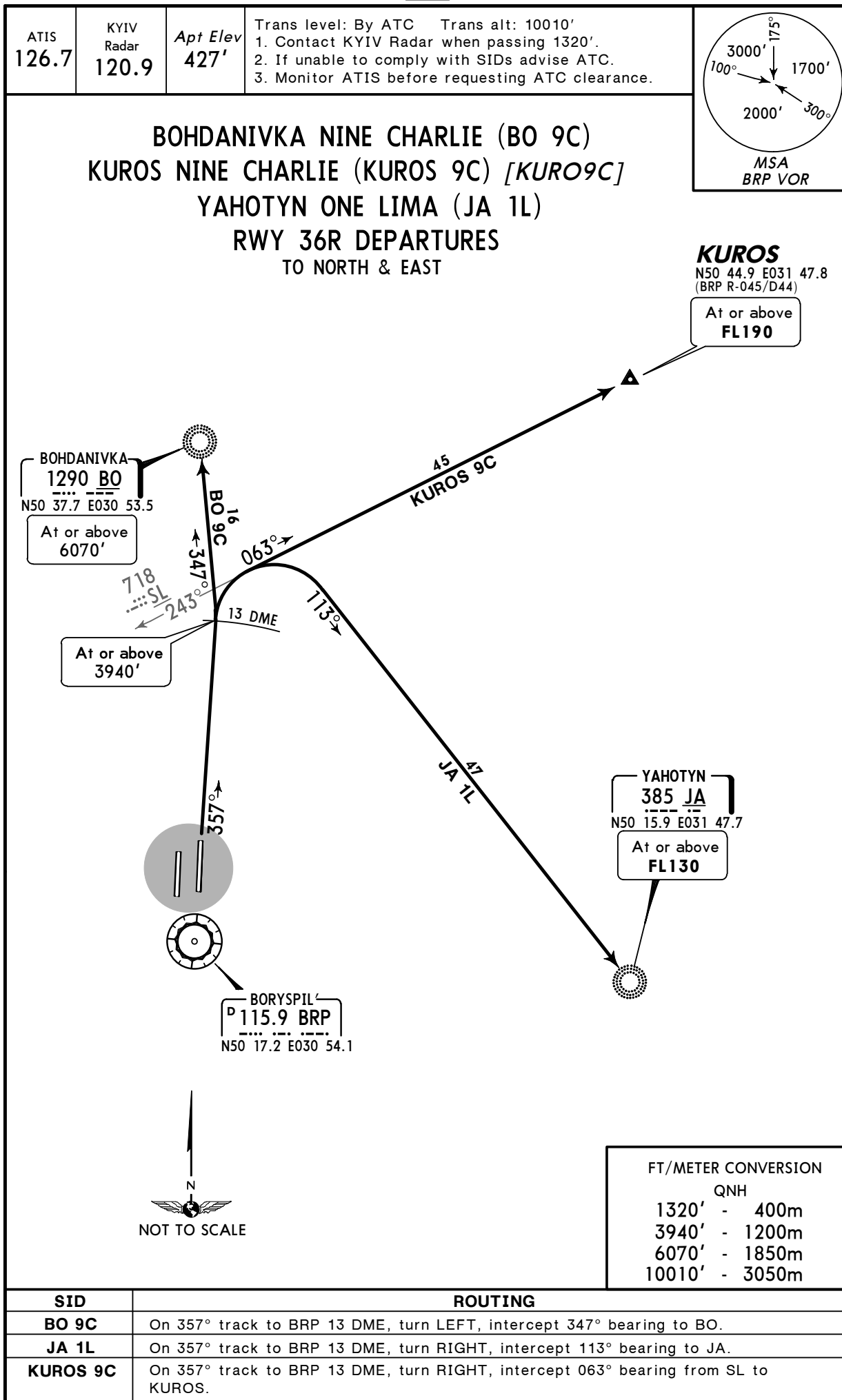
KYIV, UKRAINE
SID



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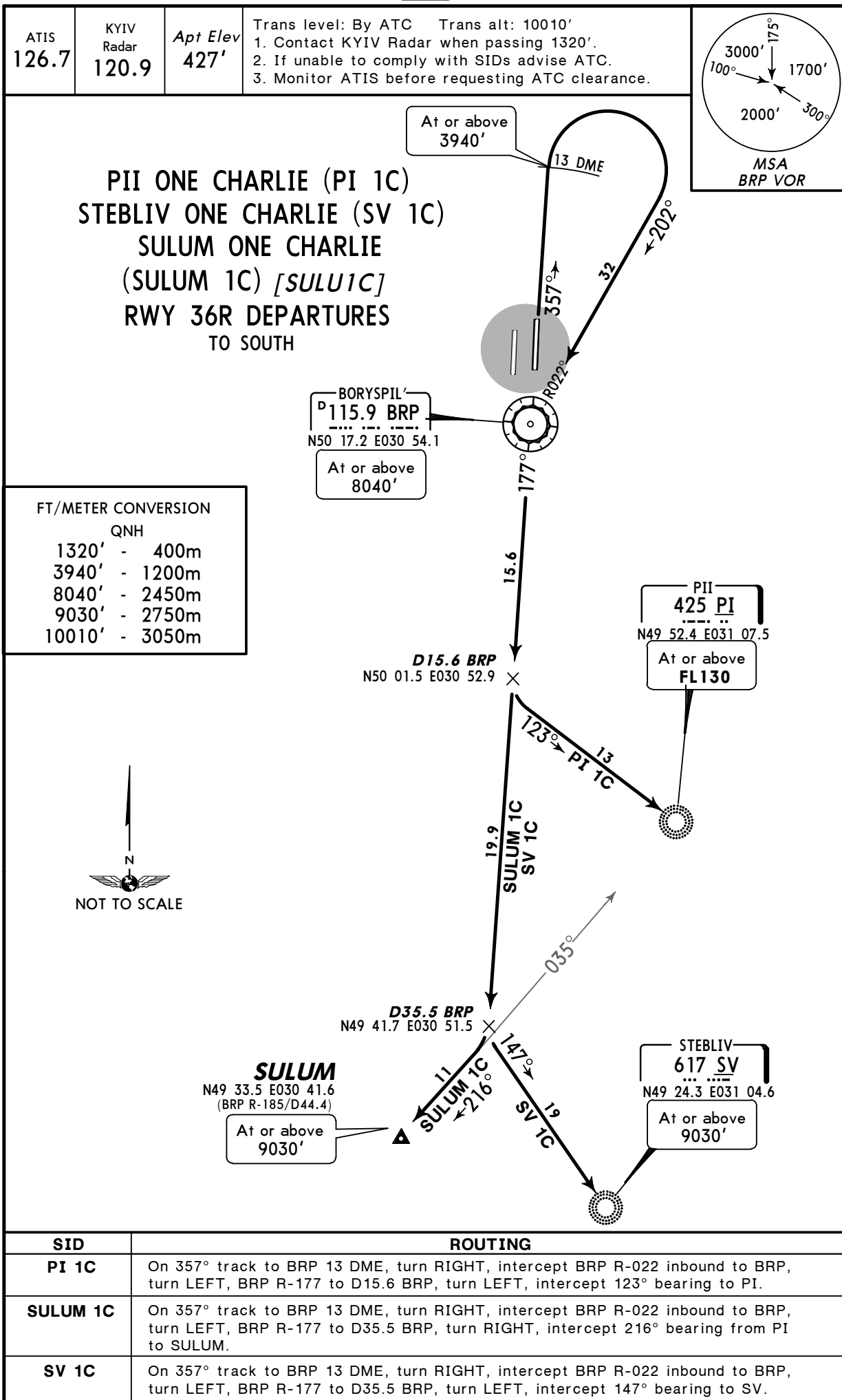
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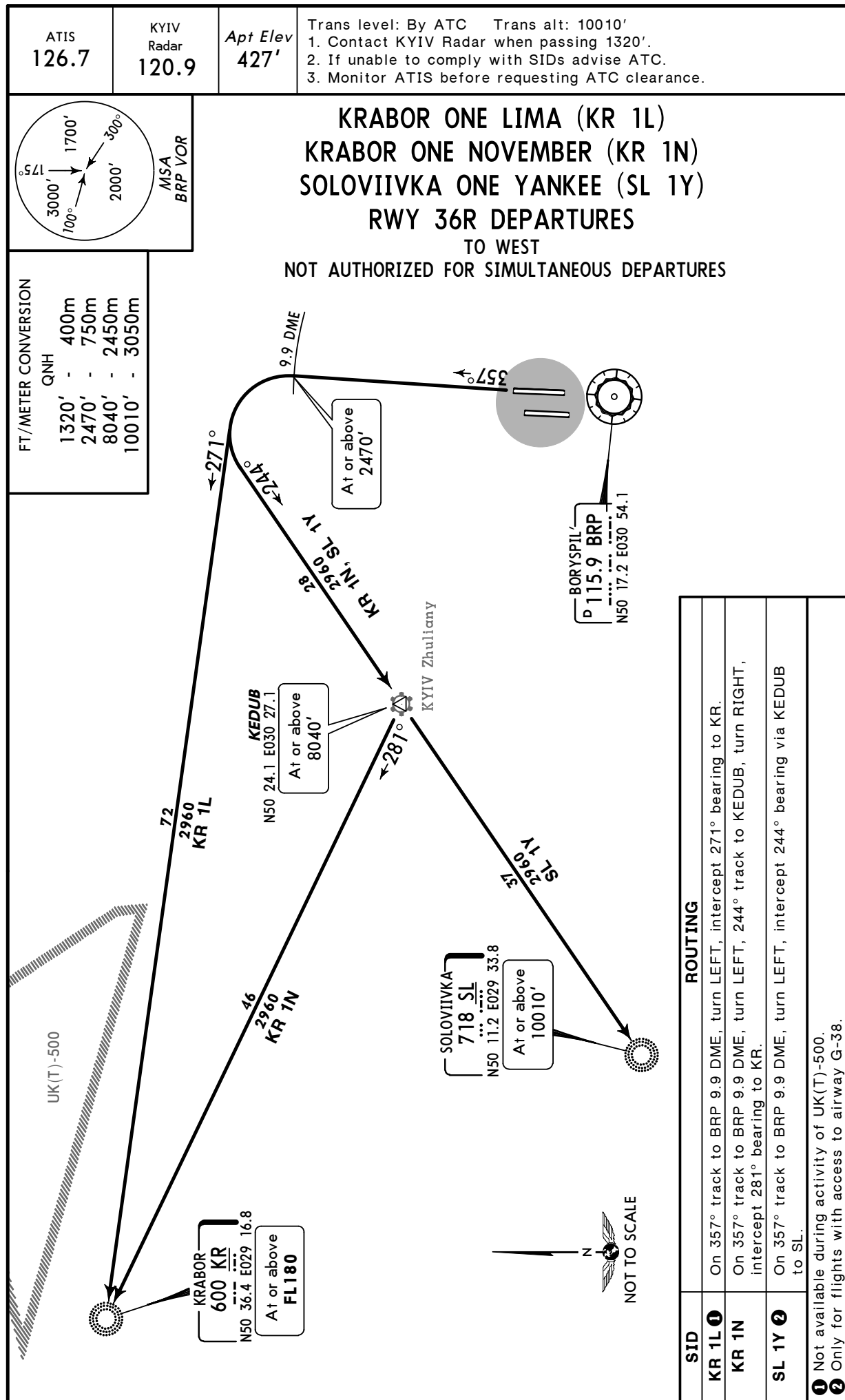
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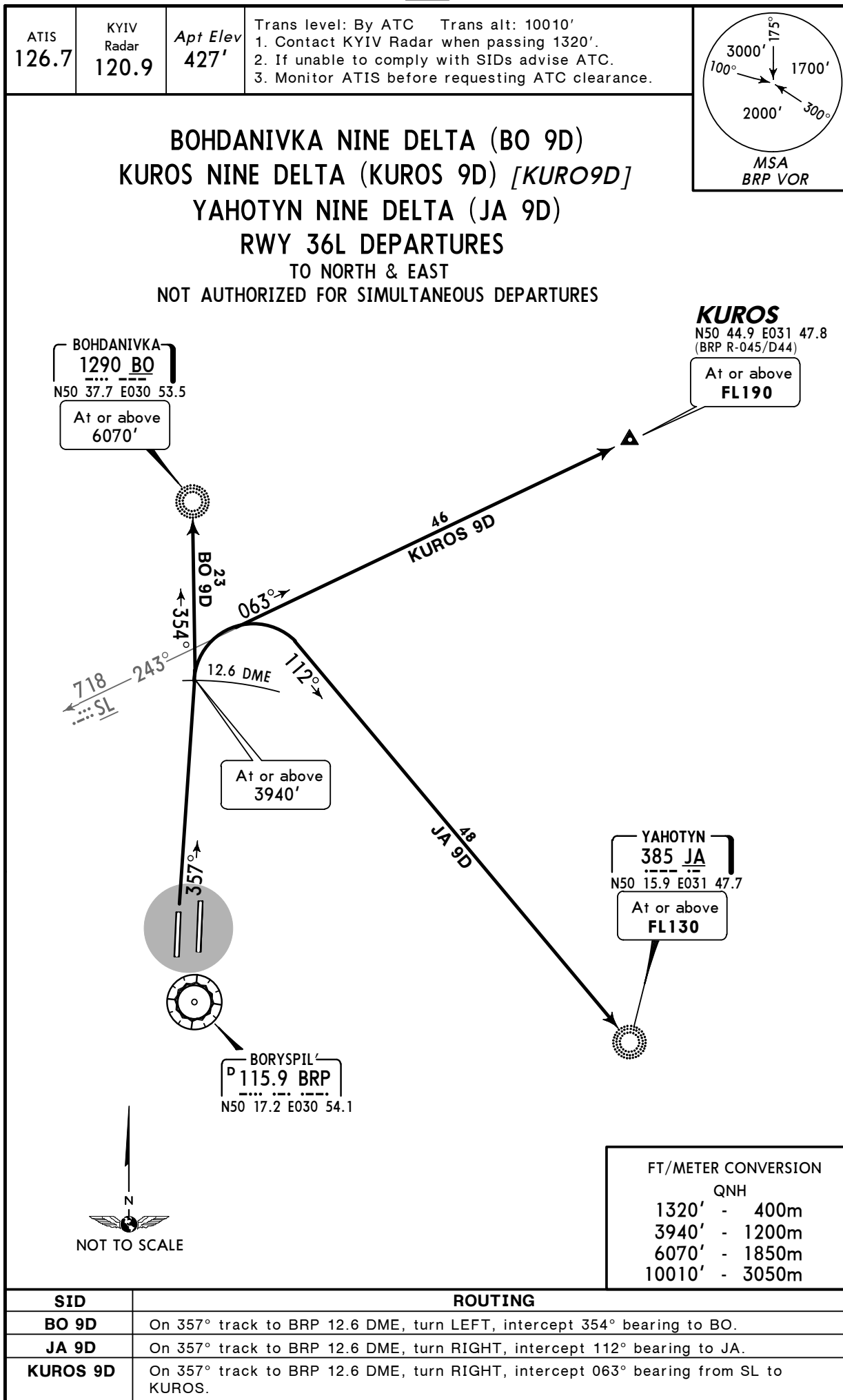
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 4 FEB 11 **(10-3J)** **Eff 10 Feb**

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SID



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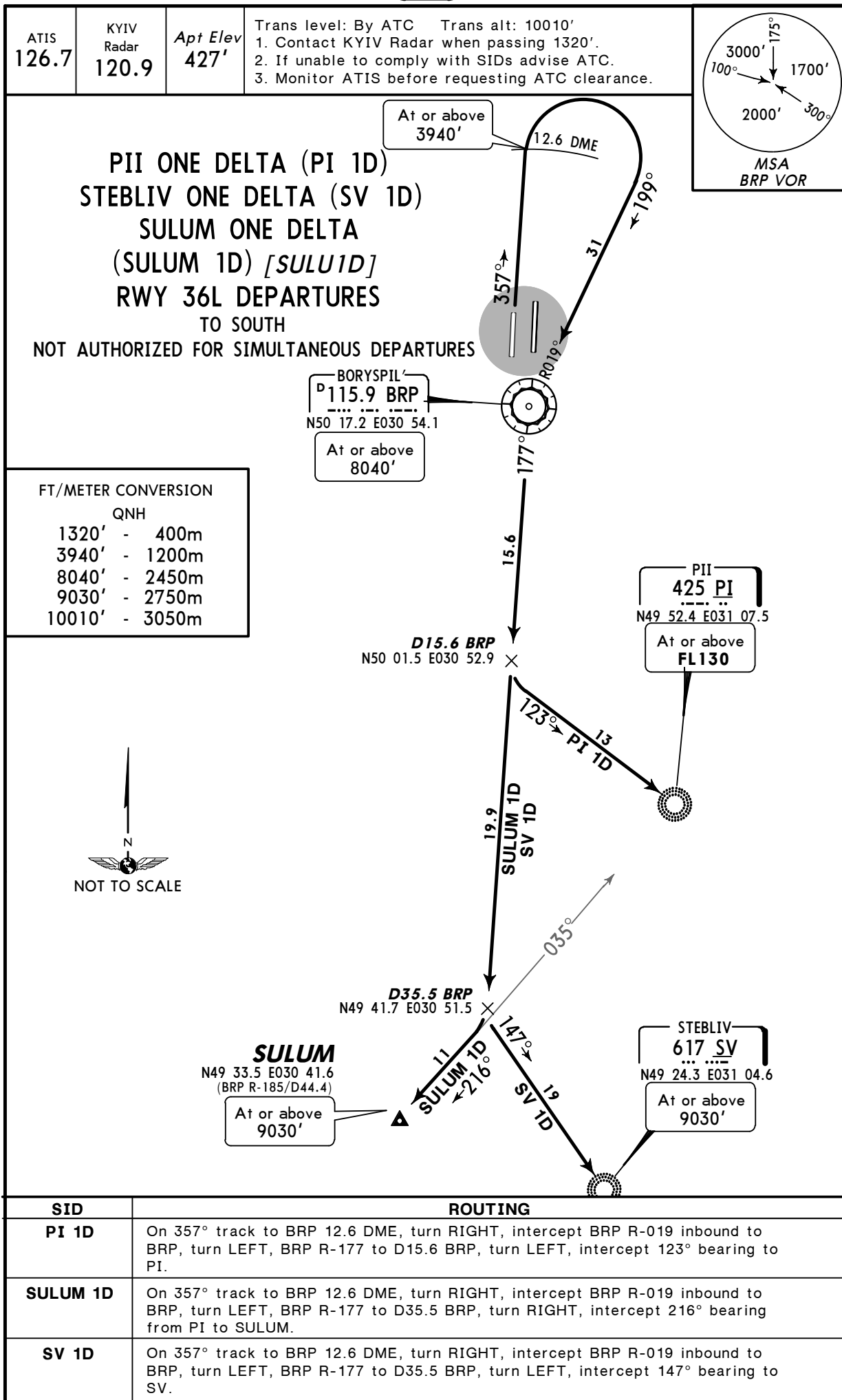
4 FEB 11

10-3K

Eff 10 Feb

KYIV, UKRAINE

SID



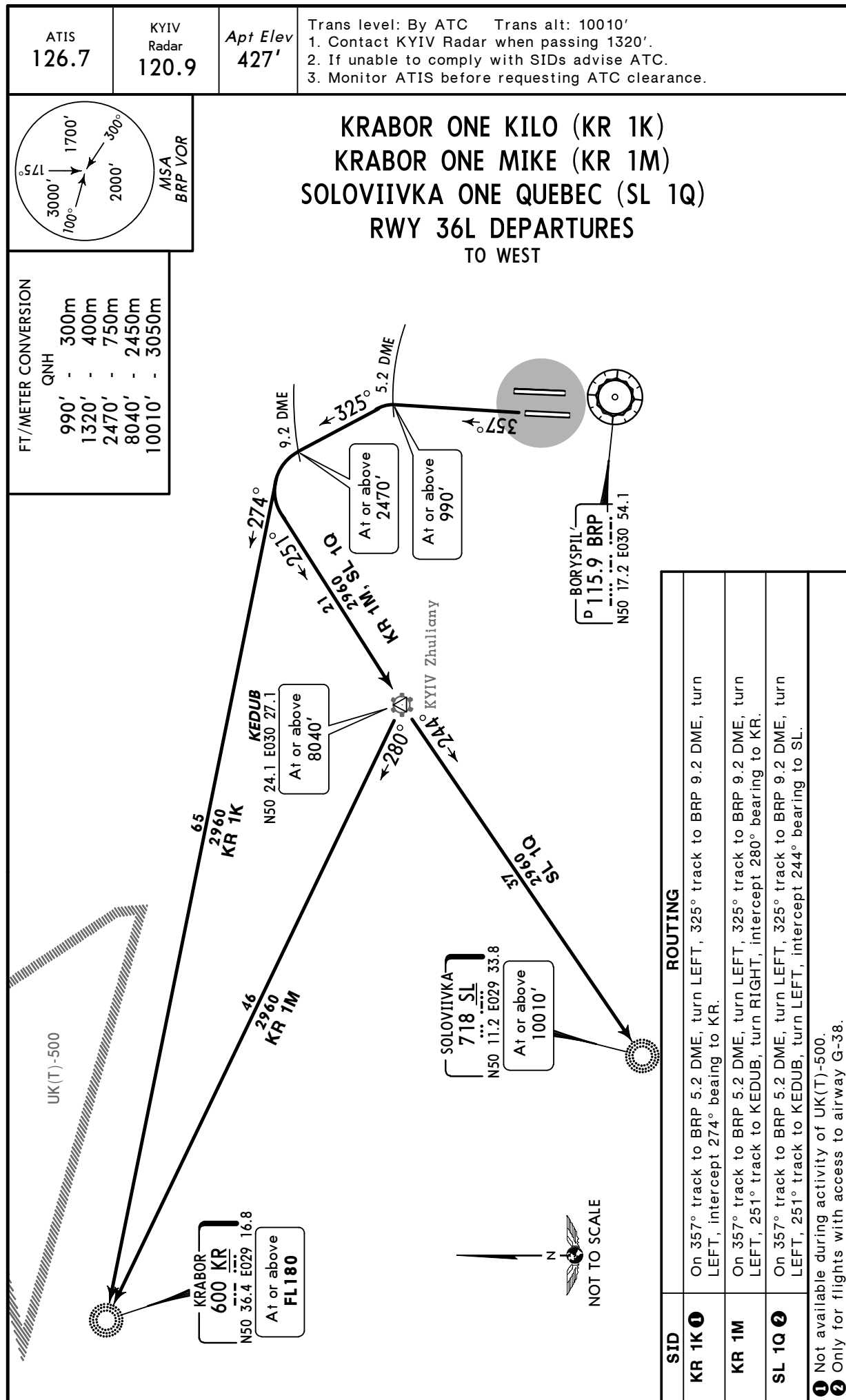
CHANGES: SIDs completely revised.

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 4 FEB 11 **10-3L** Eff 10 Feb

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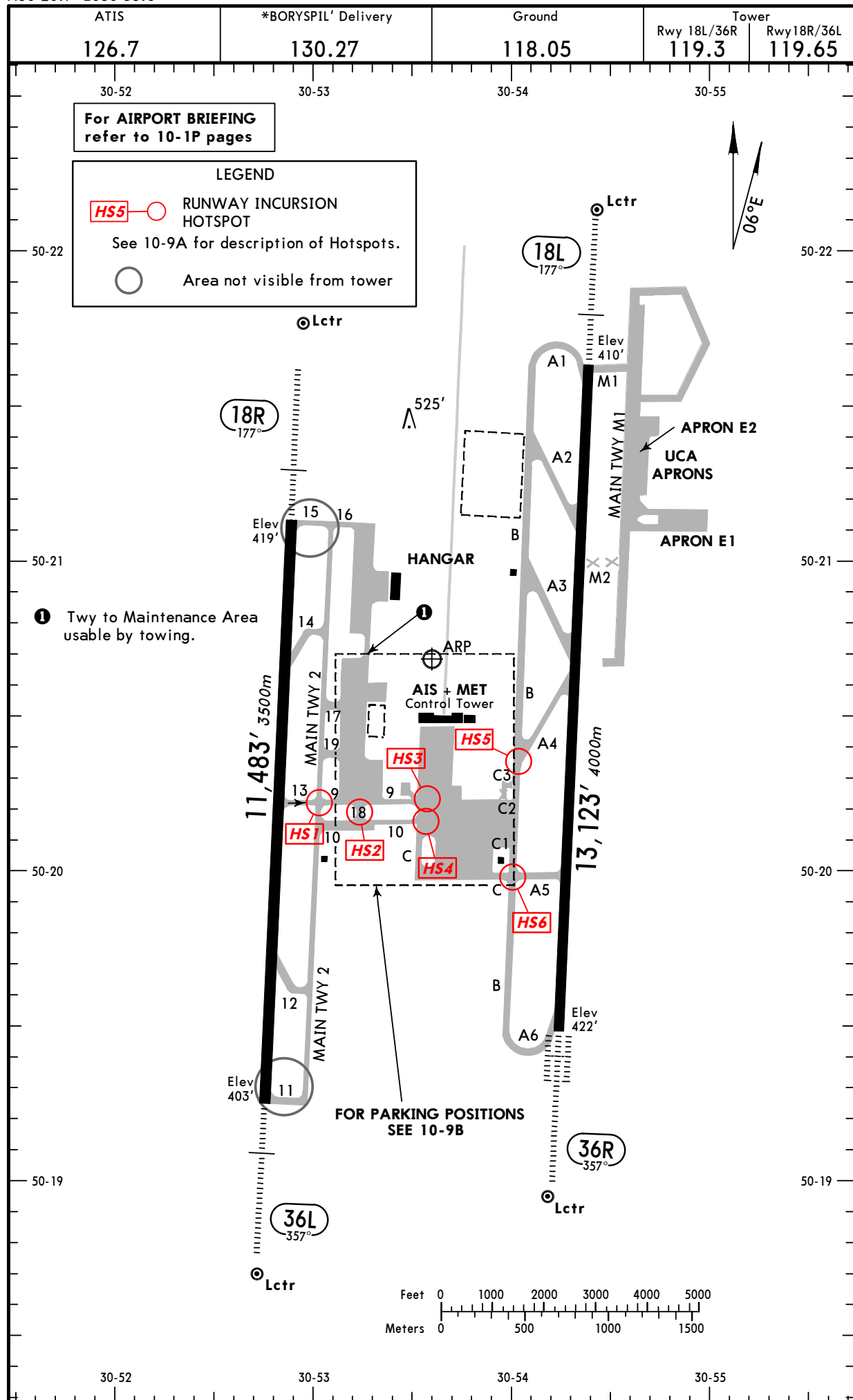
Apt Elev **427'**
N50 20.7 E030 53.6

JEPPesen

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

KYIV, UKRAINE

BORYSPIL'



CHANGES: Hot spots. Areas not visible from tower.

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 **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		10,511' 3204m	10,663' 3250m ①	207' 63m
18R	HIRL (50m) HIALS PAPI-L (3.0°) RVR		10,268' 3130m		
36L					

① First 820'/250m unusable for take-off.

RUNWAY INCURSION "HOT SPOTS"

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

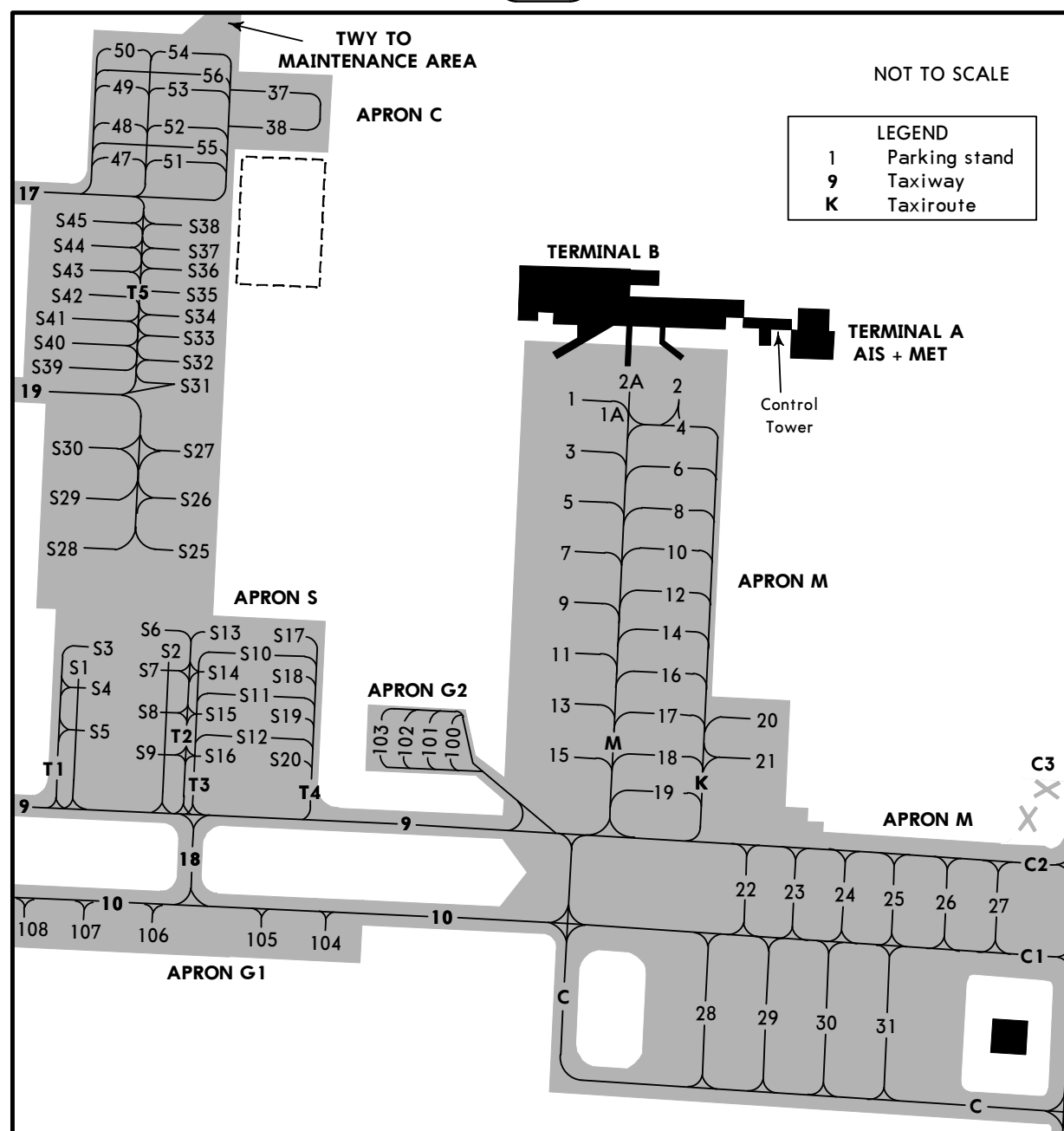
HS1 Exercise caution, when crossing on intersection on MAIN TWY 2.**HS2, 3&4** Use caution, when taxiing TWYs 9, 10 and 18.**HS5&6** Exercise caution, when crossing intersection TWY B.**HS6** Use extreme caution crossing TWY B inbound.**JAR-OPS****TAKE-OFF ①**

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

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

UKBB/KBP**JEPPesen**

16 JUL 10

10-9B**Eff 29 Jul****KYIV, UKRAINE****BORYSPIL'****INS COORDINATES**

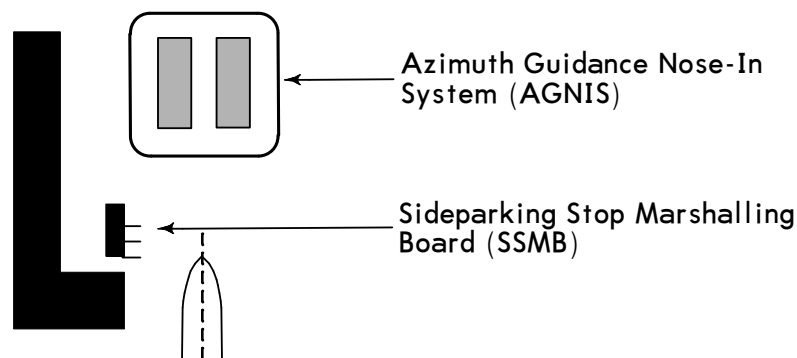
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 4	N50 20.4 E030 53.7	S1 thru S3	N50 20.3 E030 53.2
5 thru 10	N50 20.3 E030 53.7	S4 thru S6	N50 20.2 E030 53.2
11	N50 20.2 E030 53.7	S7	N50 20.3 E030 53.2
12	N50 20.3 E030 53.7	S8	N50 20.2 E030 53.2
13	N50 20.2 E030 53.7	S9	N50 20.3 E030 53.2
14	N50 20.3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

UKBB/KBP

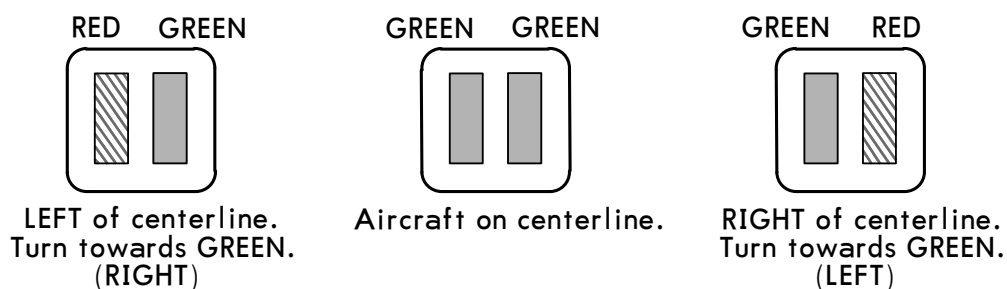
JEPPESEN
16 JUL 10 **10-9C** **Eff 29 Jul**

KYIV, UKRAINE
BORYSPIL'

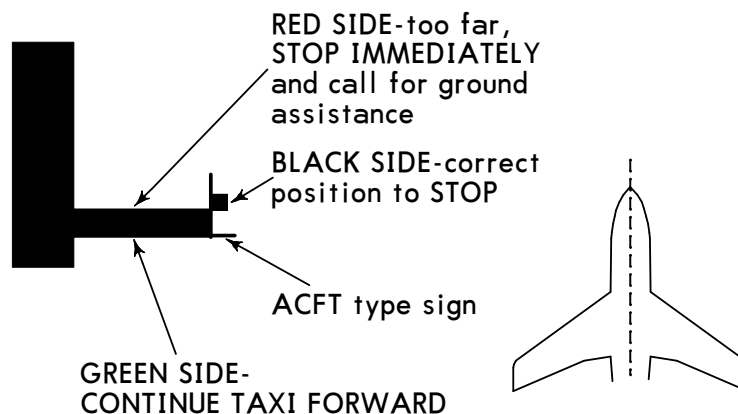
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS



SSMB SIGNALS



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

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

UKBB/KBP

4 FEB 11

 **JEPPESEN**

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 ①	790'(380')	790'(380')	790'(380')	790'(380')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	790'(380')	790'(380')	790'(380')	790'(380')
	ALS out	R1000m	R1000m	R1000m	R1000m
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 ①	810'(391')	810'(391')	810'(391')	810'(391')
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 ①	760'(356')	760'(356')	760'(356')	760'(356')
36R	ALS out	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	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 ①	790'(368')	790'(368')	790'(368')	790'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	790'(368')	790'(368')	790'(368')	790'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

UKBB/KBP**JEPPESEN**

4 FEB 11

10-9S1**Eff 10 Feb****KYIV,****Standard****UKRAINE****BORYSPIL'**

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 18L ①②	870' (460')	910' (500')	1020' (610')	1110' (700')
After apch to rwy 18L ②	2470' (2060')	2470' (2060')	2470' (2060')	2470' (2060')
After apch to rwy 18R ①③	870' (451')	920' (501')	1020' (601')	1120' (701')
After apch to rwy 18R ③	2470' (2051')	2470' (2051')	2470' (2051')	2470' (2051')
After apch to rwy 36L ①④	870' (466')	910' (506')	1020' (616')	1110' (706')
After apch to rwy 36L ④	2470' (2066')	2470' (2066')	2470' (2066')	2470' (2066')
After apch to rwy 36R ①⑤	870' (448')	930' (508')	1030' (608')	1130' (708')
After apch to rwy 36R ⑤	2470' (2048')	2470' (2048')	2470' (2048')	2470' (2048')
	V1500m	V1600m	V2400m	V3600m

① West 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 404'.

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

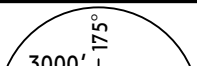
TAKE-OFF RWY 18L/R, 36L/R

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

UKBB/KBP
BORYSPIL'

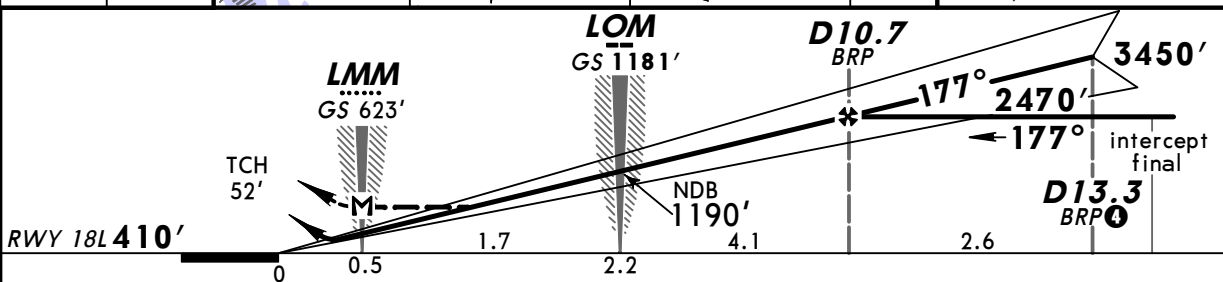
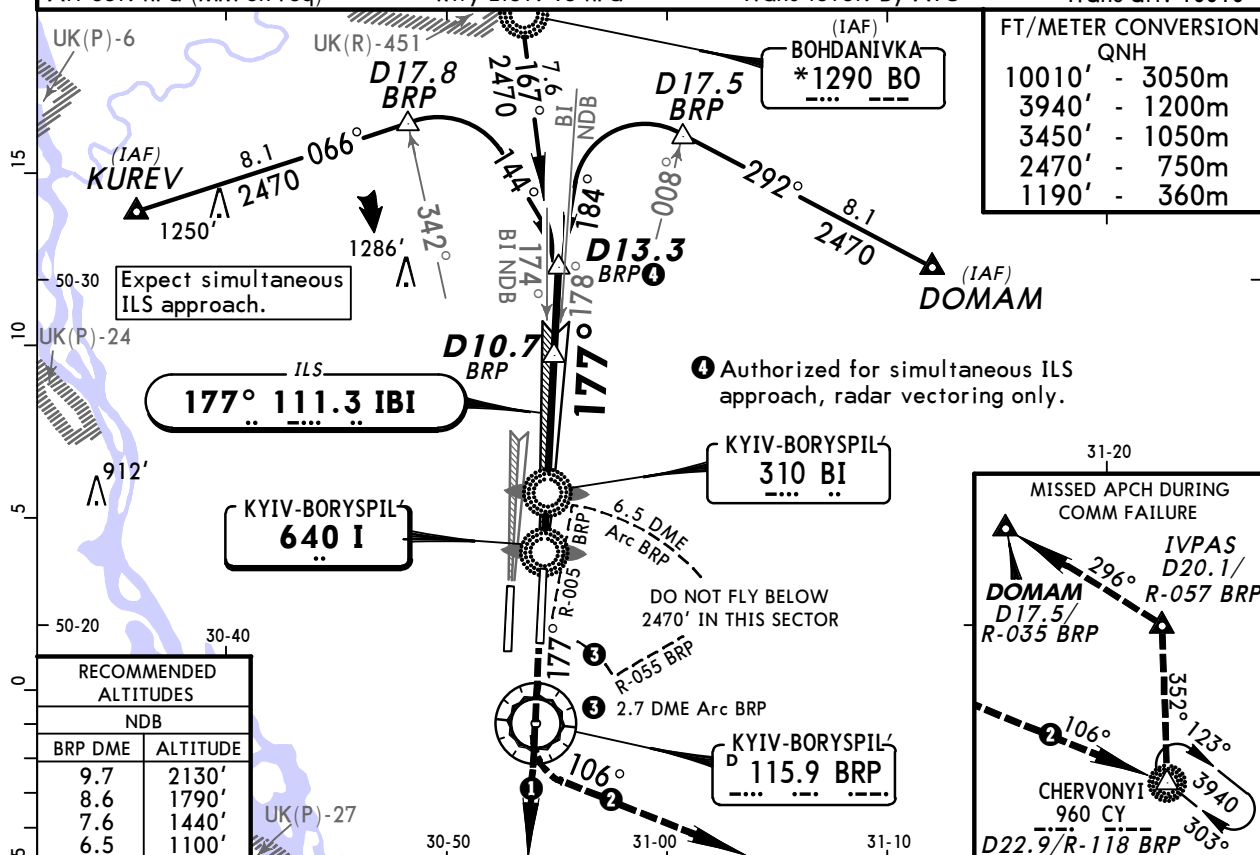
JEPPesen
4 FEB 11 **11-1** **Eff 10 Feb**

KYIV, UKRAINE
ILS or NDB Rwy 18L

BRIEFING STRIP™	ATIS 126.7		KYIV Radar(APP) 125.72 124.67 128.17 120.9				BORYSPIL' Tower 119.3	Ground 118.05			
	LOC IBI 111.3		Final Aptch Crs 177°		GS LOM 1181' (771')	ILS DA(H) 610' (200')	Apt Elev 427' RWY 410'				
	NDB I 640				Minimum Alt D10.7 BRP 2470' (2060')					NDB MDA(H) 790' (380')	

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT 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'



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

JAR-OPS STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND ①			
ILS		LOC (GS out)		NDB		West of apt	
DA(H) 610' (200')				MDA(H) 790' (380')			
FULL	ALS out					Max Kts	
A				RVR 900m	RVR 1500m	100	870' (460') 1500m
B						135	930' (520') 1600m
C	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 1000m	RVR 1800m	180	1030' (620') 2400m
D				RVR 1400m	RVR 2000m	205	1130' (720') 3600m

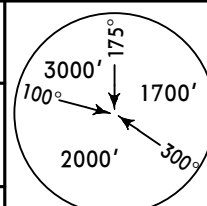
① Circling height based on rwy 18L thresh elev of 410'.

**UKBB/KBP
BORYSPIL'**

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

KYIV, UKRAINE
ILS Rwy 18R

ATIS	KYIV Radar (APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05
LOC IKB 108.9	Final Apch Crs 177°	GS LOM 1132' (713')	ILS DA(H) 619' (200')	Apt Elev 427' RWY 419'		



MSA
BRP VOR

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

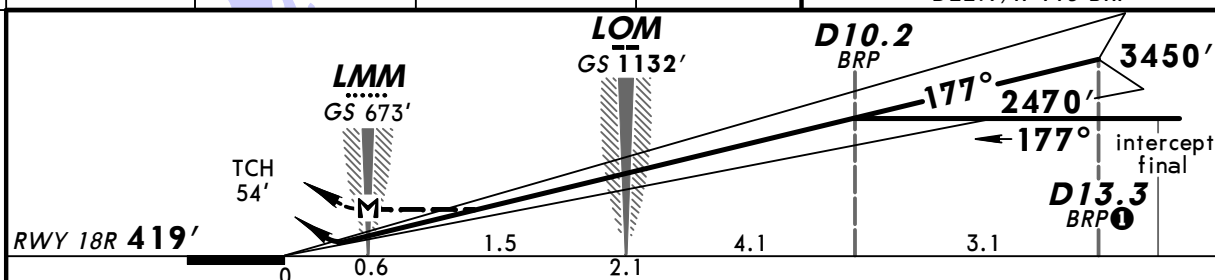
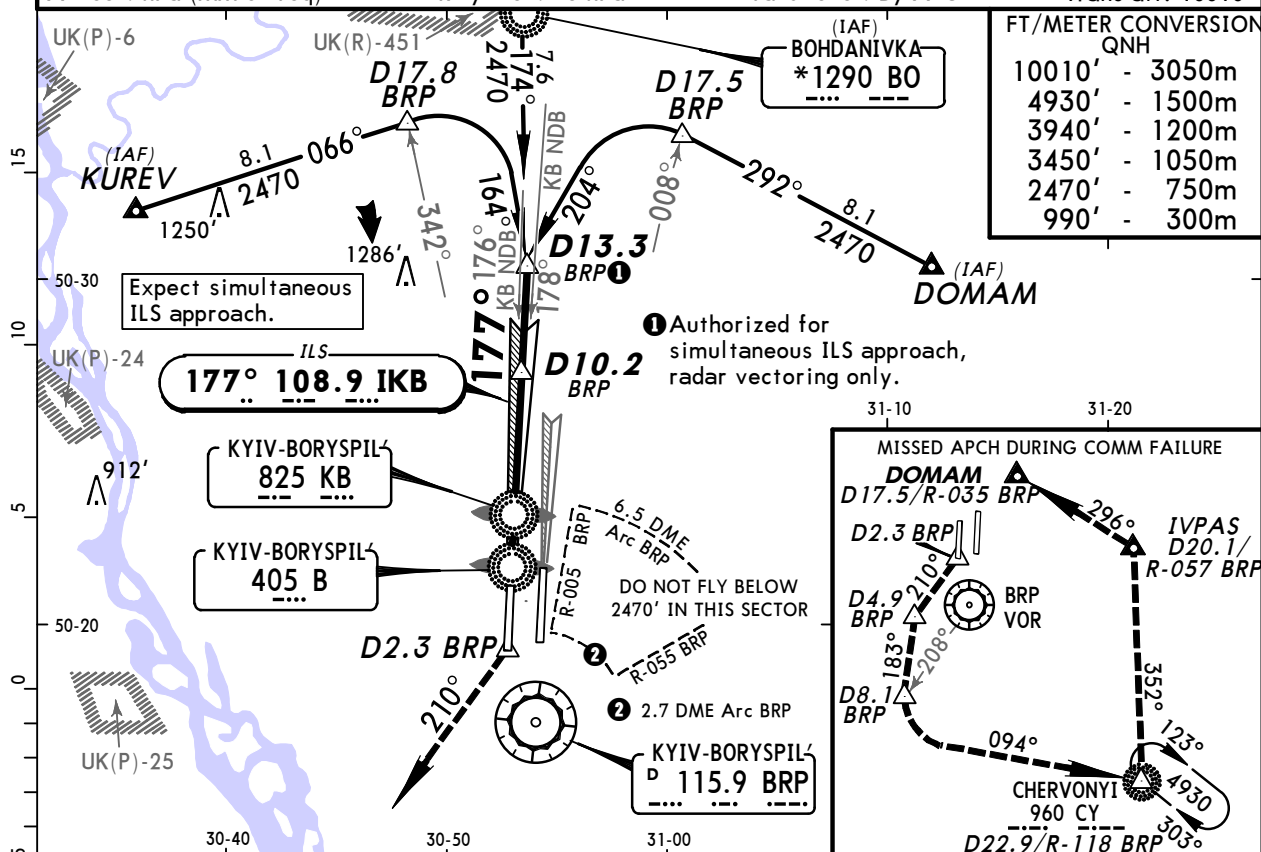
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 BRP turn RIGHT onto 210°, climbing to D4.9 BRP to 4930'. Turn LEFT onto 183° to D8.1/R-208 BRP, turn LEFT onto 094° to CY NDB and hold over 5 min at 4930'. Continue on track 352° to IVPAS, turn LEFT onto 296° to DOMAM at 3940',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

Alt Set: hPa (MM on reg)

Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10010'



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

A gel electrophoresis image showing a DNA ladder. The ladder has two main bands labeled 'HIALS' and 'PAPI'. The 'HIALS' band is a thick, dark band at the top. The 'PAPI' band is a thinner band below it. There are several smaller bands between them, and a series of very small bands at the bottom.

Refer to
Missed apch
above

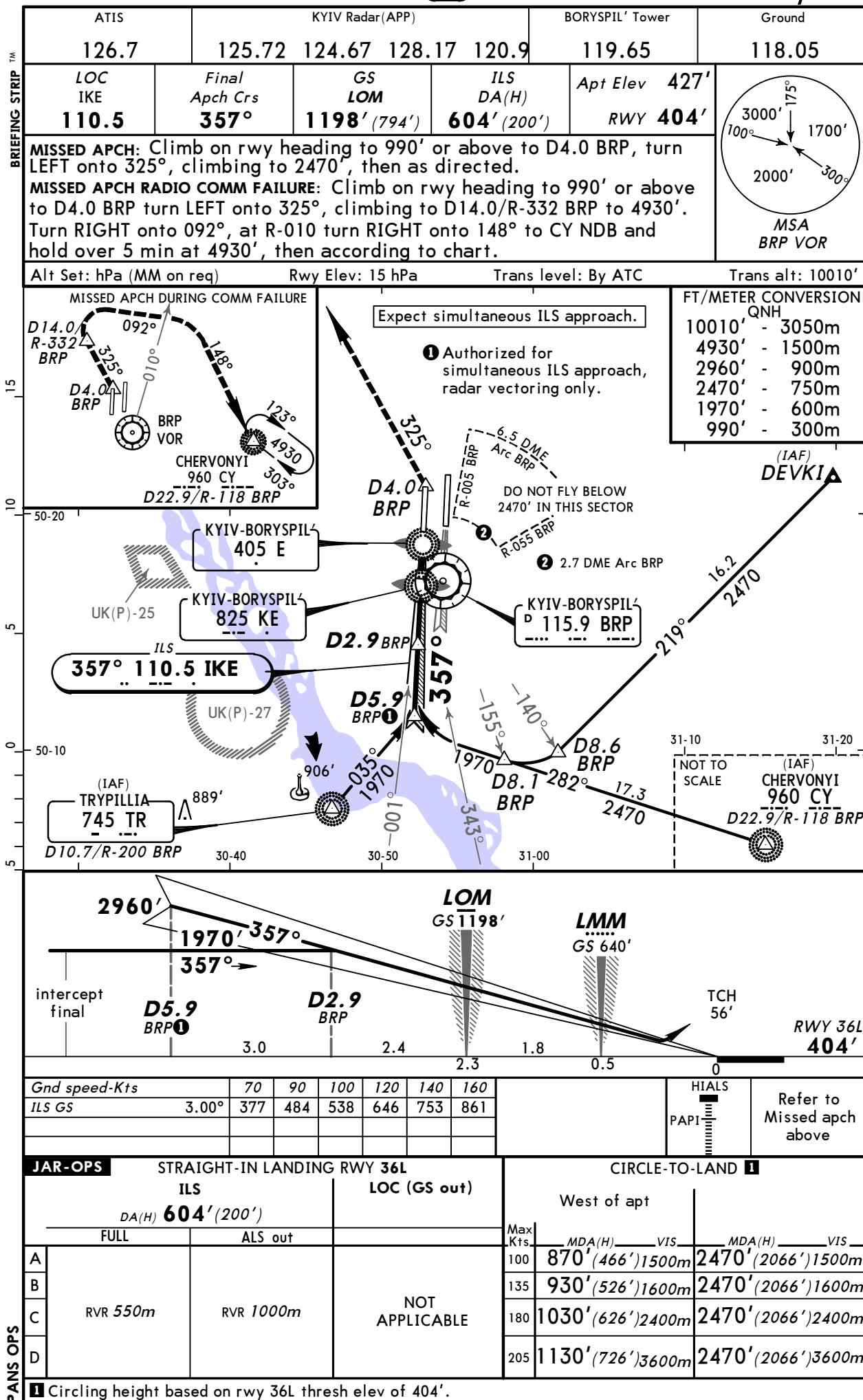
JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		West of apt	
DA(H) 619'(200')					
FULL		ALS out		Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 1000m	NOT APPLICABLE	100	870'(451')1500m
B				135	930'(511')1600m
C				180	1030'(611')2400m
D				205	1130'(711')3600m
					MDA(H) VIS
					2470'(2051')1500m
					2470'(2051')1600m
					2470'(2051')2400m
					2470'(2051')3600m

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

UKBB/KBP
BORYSPIL'

JEPPesen
4 FEB 11 **(11-3)** **Eff 10 Feb**

KYIV, UKRAINE
ILS Rwy 36L



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		 MSA BRP VOR
126.7		125.72 124.67 128.17 120.9				119.3		118.05		
LOC INO 109.7		Final Apch Crs 357°		GS LOM 1198' (776')	ILS DA(H) Refer to Minimums		Apt Elev 427' RWY 422'			
NDB O 640				Minimum Alt D2.4 BRP 1970' (1548')	NDB MDA(H) 790' (368')					

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

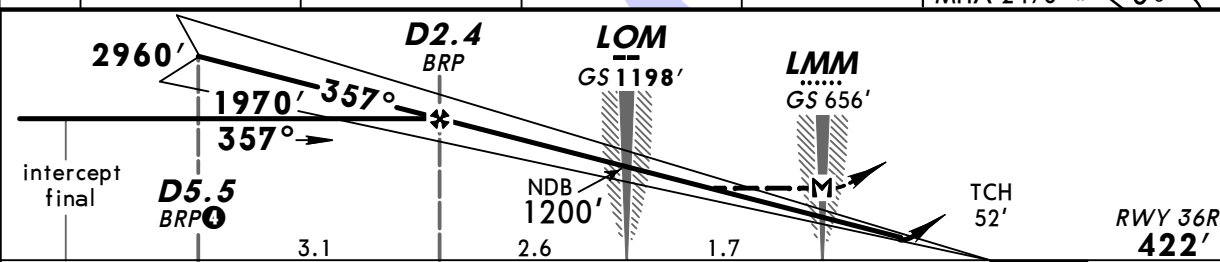
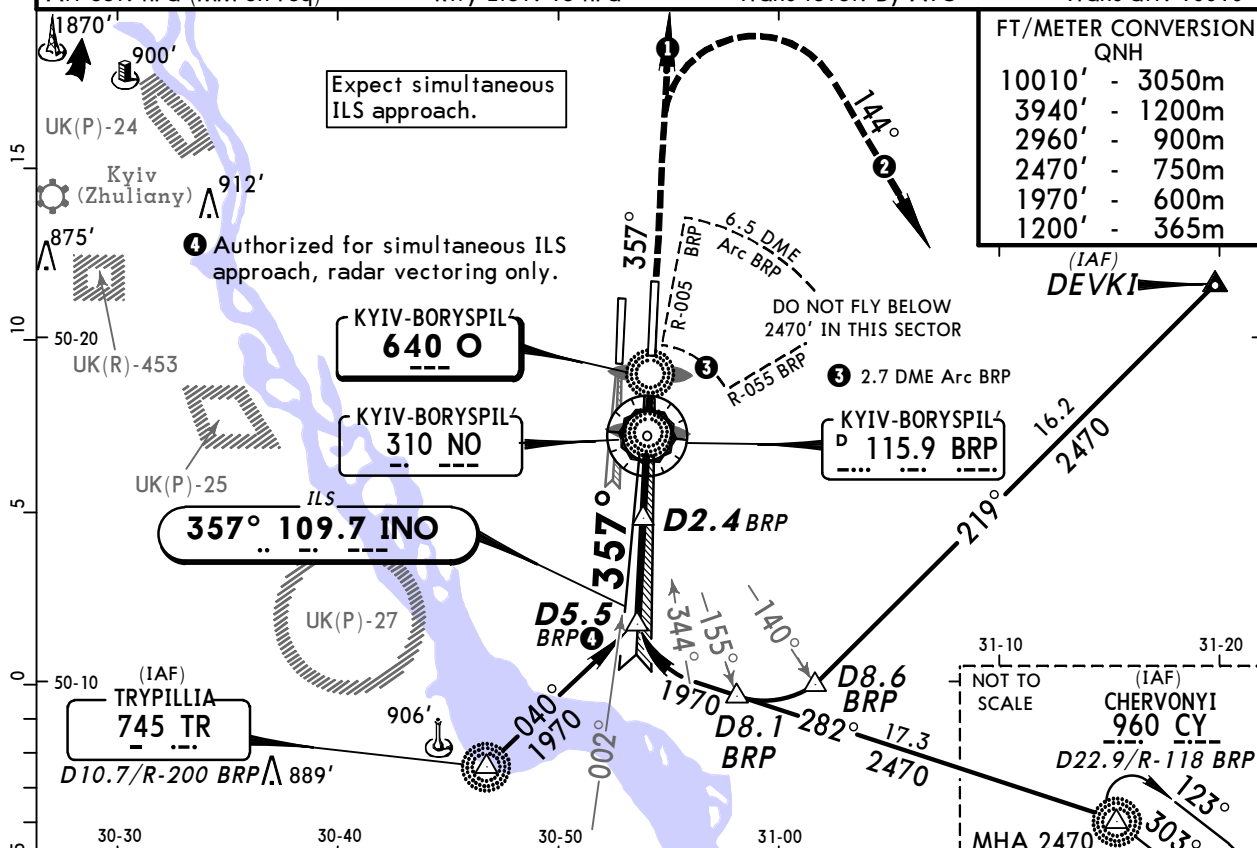
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

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	 PAPI	Refer to Missed apch above
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861		
MAP at LMM								

JAR-OPS				STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND ①			
ILS		LOC (GS out)		NDB		MDA(H)		West of apt		MDA(H)	
ABC: 622' (200')						790' (368')					
D: 627' (205')											
FULL		ALS out		ALS out				Max Kts		MDA(H) VIS	
A								100		870' (448')	1500m
B	RVR 550m							135		930' (508')	1600m
C		RVR 1000m	NOT APPLICABLE					180		1030' (608')	2400m
D	RVR 600m							205		1130' (708')	3600m

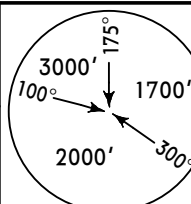
① Circling height based on rwy 36R thresh elev of 422'.

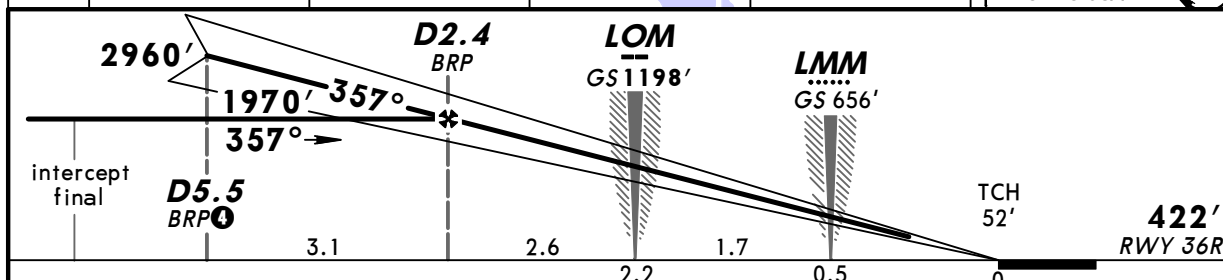
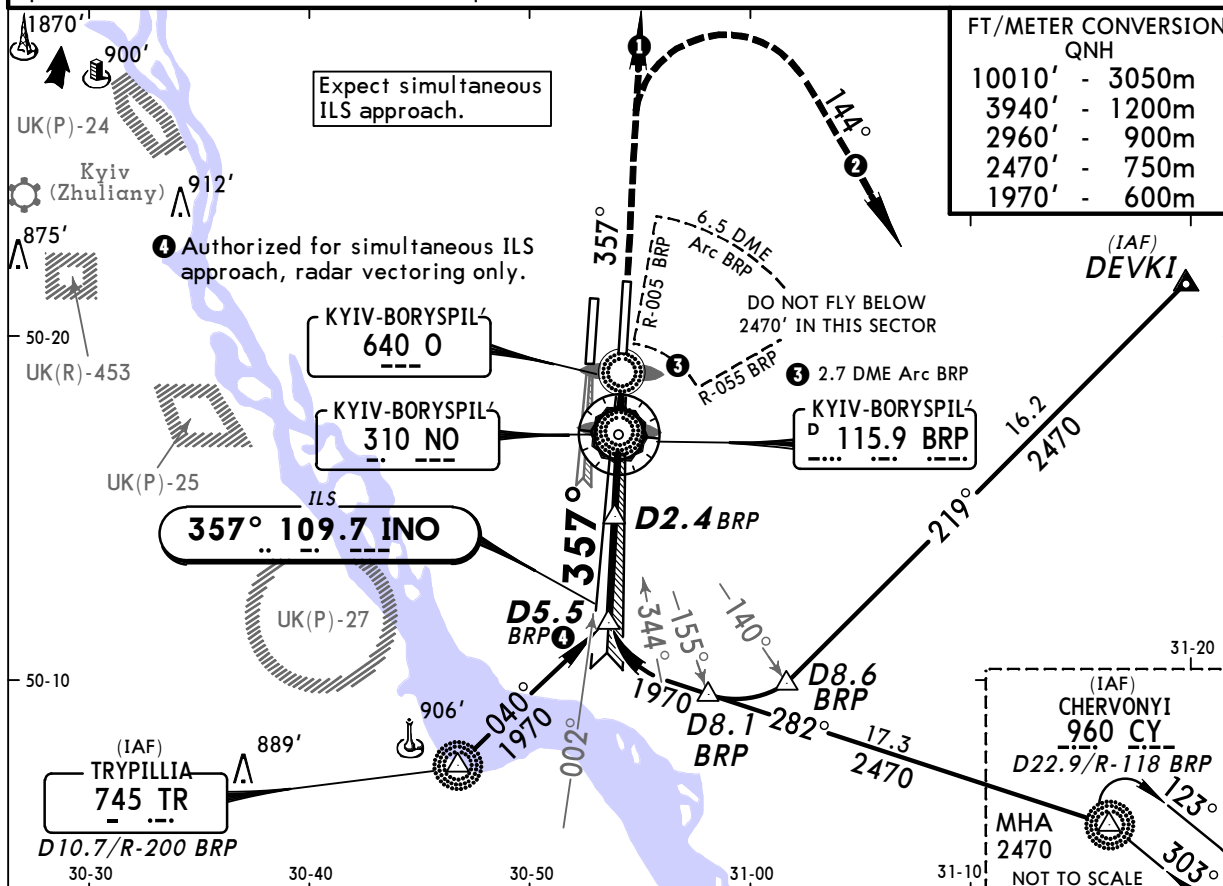
UKBB/KBP
BORYSPIL'

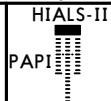
JEPPesen
4 FEB 11
Eff 10 Feb **(11-4A)**

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

UKBB/KBP
BORYSPIL'

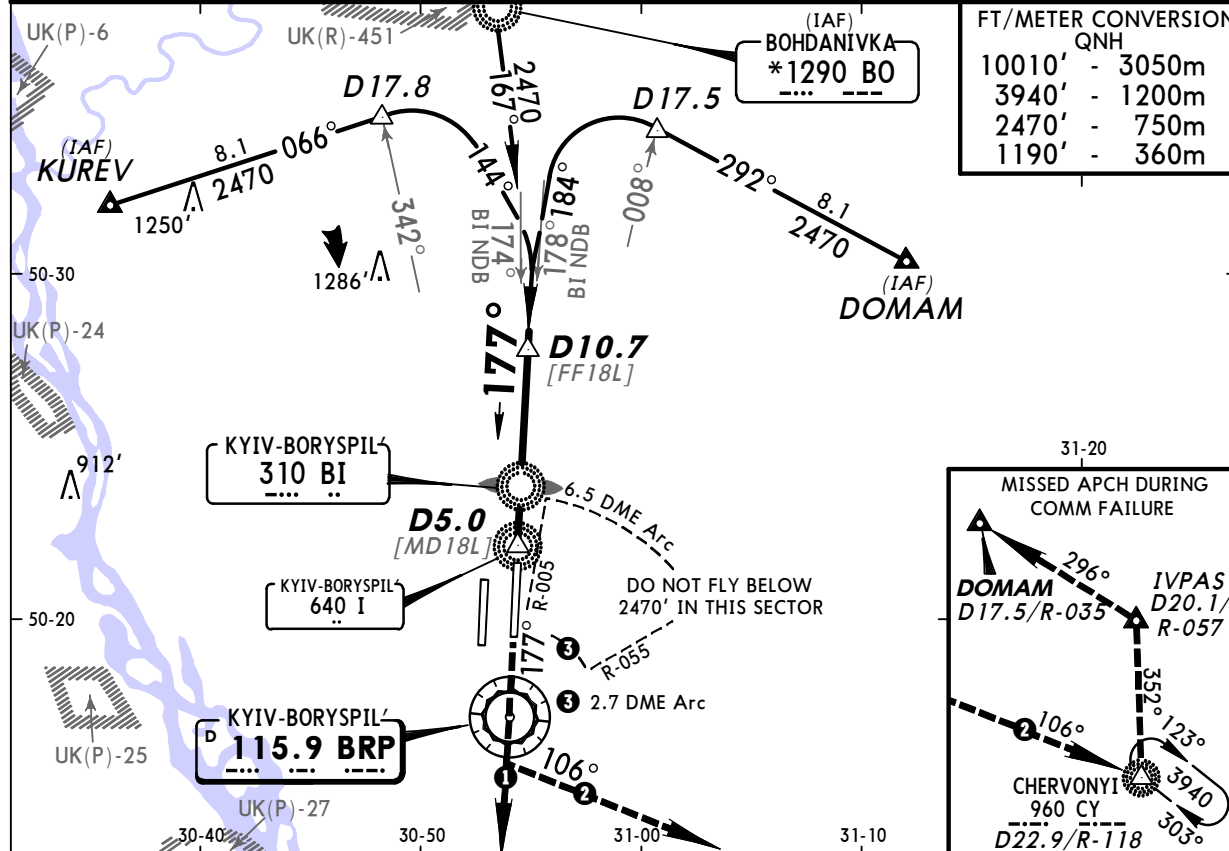
JEPPesen
4 FEB 11 **(13-1)** **Eff 10 Feb**

KYIV, UKRAINE
VOR DMÉ Rwy 18L

BRIEFING STRIP™

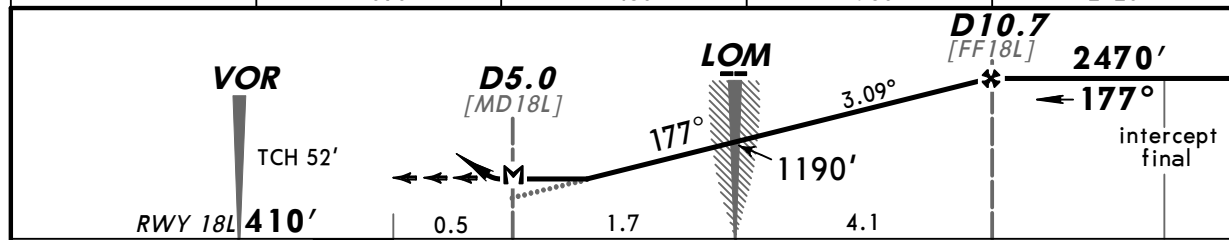
ATIS		KYIV Radar(APP)			BORYSPIL' Tower		Ground	
126.7		125.72		124.67	128.17	120.9	119.3	
118.05								
VOR BRP 115.9		Final Aptch Crs 177°		Minimum Alt D10.7 2470' (2060')		MDA(H) 790' (380')		Apt Elev 427' RWY 410'
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed. MISSED APCH RADIO 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								

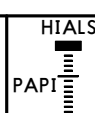
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION	
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		Refer to Missed apch above
Descent Angle	3.09°	383	492	547	656	765		
MAP at D5.0								

JAR-OPS		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND ①	
		MDA(H) 790' (380')		West of apt	
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	870' (460') 1500m
B	RVR 1000m			135	930' (520') 1600m
C	RVR 1000m	RVR 1800m		180	1030' (620') 2400m
D	RVR 1400m	RVR 2000m		205	1130' (720') 3600m

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

CHANGES: Procedure. Minimums.

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PANS OPS

UKBB/KBP
BORYSPIL'

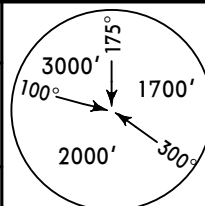
JEPPesen
4 FEB 11 **(13-2)** **Eff 10 Feb**

KYIV, UKRAINE
VOR DME Rwy 36R

BRIEFING STRIP

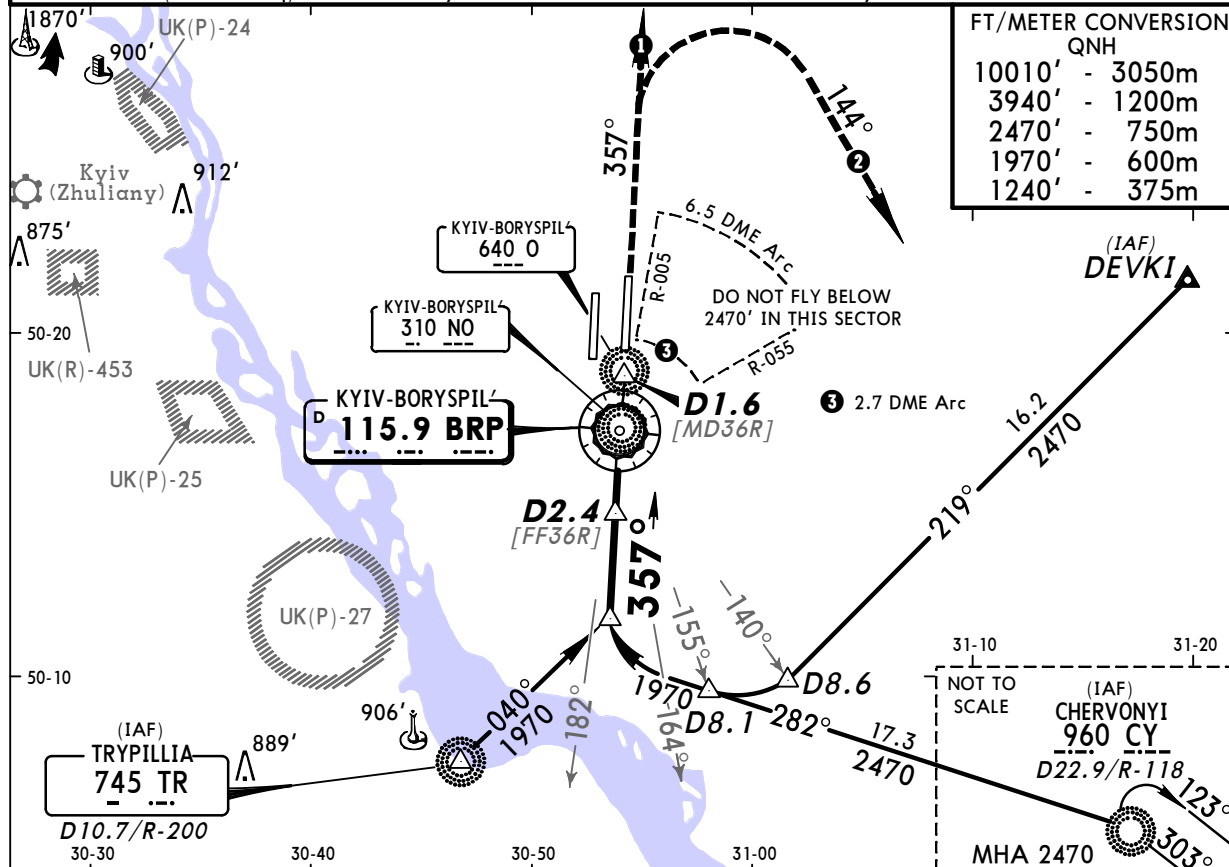
ATIS 126.7	KYIV Radar (APP) 125.72 124.67 128.17 120.9				BORYSPIL' Tower 119.3	Ground 118.05
VOR BRP 115.9	Final Apch Crs 357°	Minimum Alt D2.4 1970' (1548')	MDA(H) 790' (368')	Apt Elev 427' RWY 422'		

MISSED APCH: ① Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.



MSA
BRP VOR

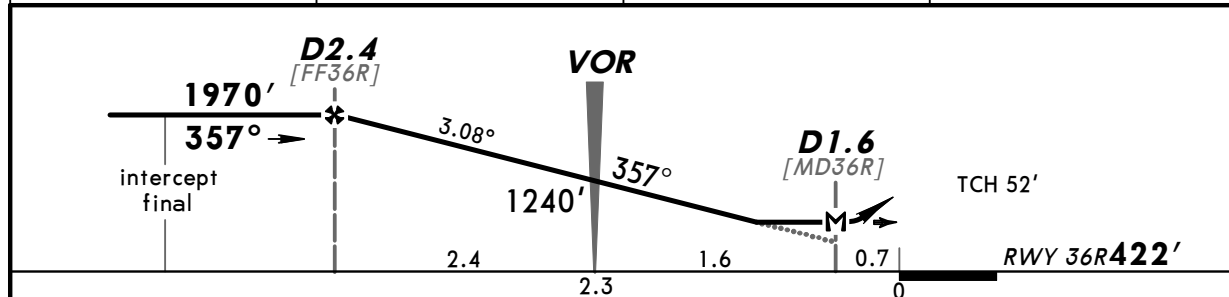
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
3940'	-	1200m
2470'	-	750m
1970'	-	600m
1240'	-	375m

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed apch above
Descent Angle	3.08°	381	490	545	654	763		
MAP at D1.6 after VOR								

JAR-OPS			STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND 1			
			MDA(H) 790'(368')		West of apt			
			ALS out		Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 900m		RVR 1500m		100	870'(448') 1500m	2470'(2048') 1500m	
B	RVR 1000m				135	930'(508') 1600m	2470'(2048') 1600m	
C			RVR 1800m		180	1030'(608') 2400m	2470'(2048') 2400m	
D	RVR 1400m		RVR 2000m		205	1130'(708') 3600m	2470'(2048') 3600m	

① 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

BRIEFING STRIP

TM

ATIS		KYIV Radar (APP)				BORYSPIL' Tower		Ground	
126.7		125.72		124.67 128.17 120.9		119.65		118.05	
NDB B 405		Final Apch Crs 177°		Minimum Alt D10.2 2470' (2051')		MDA(H) 810' (391')		Apt Elev 427' RWY 419'	
MISSED APCH: ①Climb 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 4930', hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM at 3940', then according to chart.									

175°

3000'

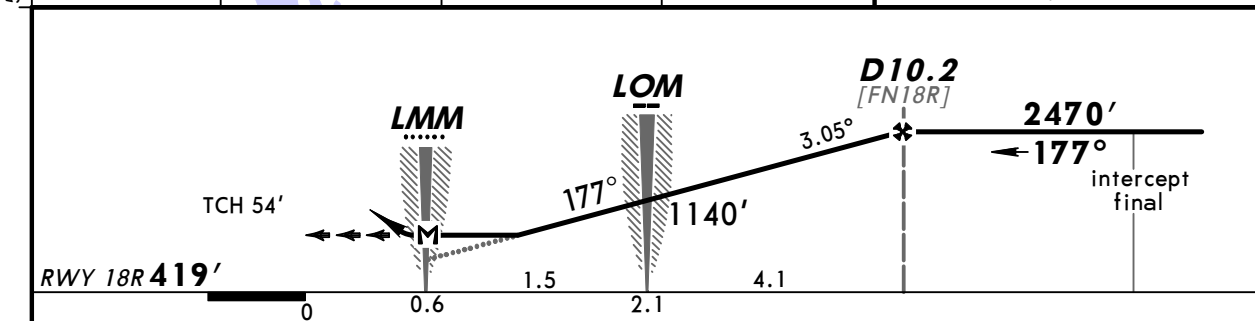
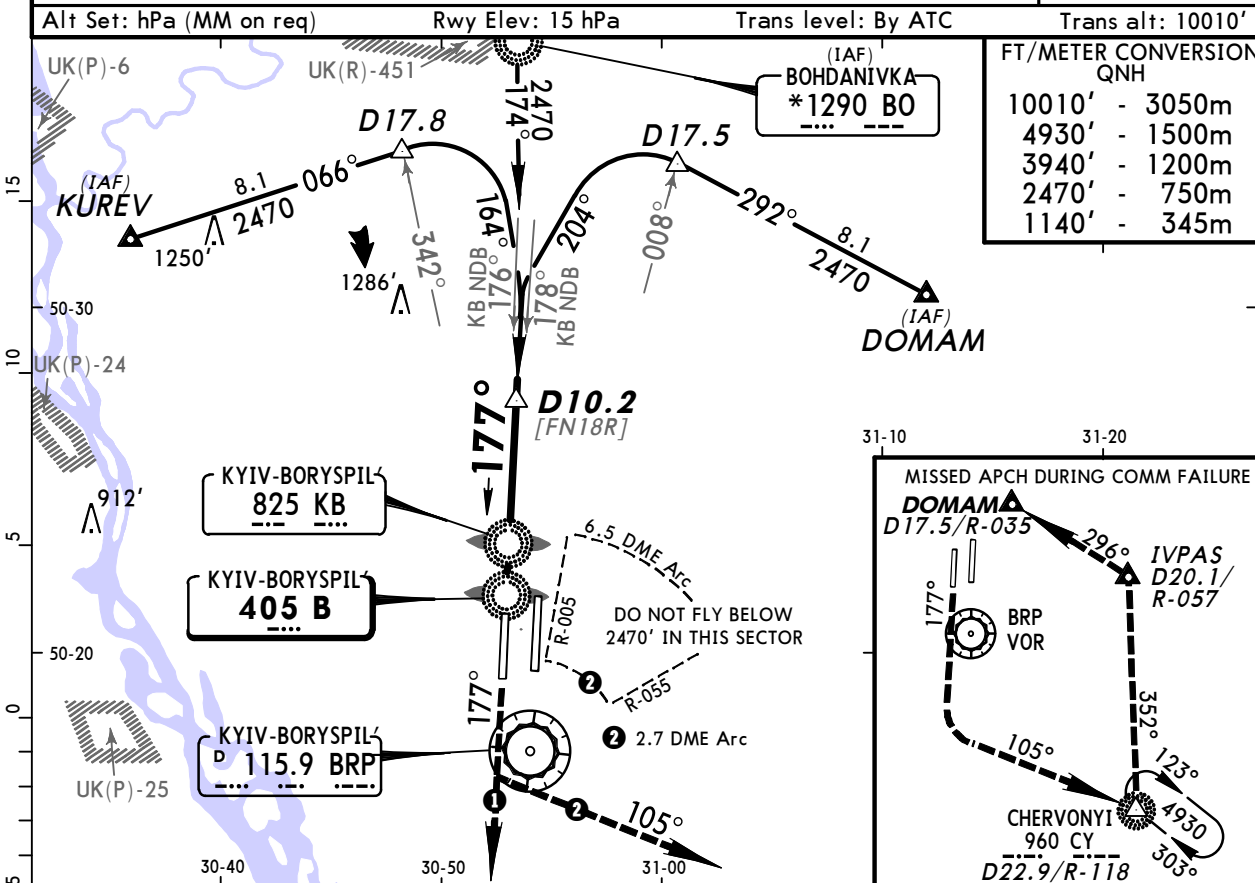
100°

1700'

2000'

300°

MSA
BRP VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS  PAPI		Refer to Missed apch above
Descent Angle	3.05°	378	486	540	648	755			
MAP at LMM									

US OPS

JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND 1				
		MDA(H) 810'(391')		West of apt				
		ALS out		Max Kts	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 1000m	RVR 1800m		180	1030'(611')	2400m	2470'(2051')	2400m
D	RVR 1400m	RVR 2000m		205	1130'(711')	3600m	2470'(2051')	3600m

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

CHANGES: Procedure transferred from 11-2.

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

KYIV, UKRAINE
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