Page 1
Changed chart(s) since Disc 11-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 11-2011

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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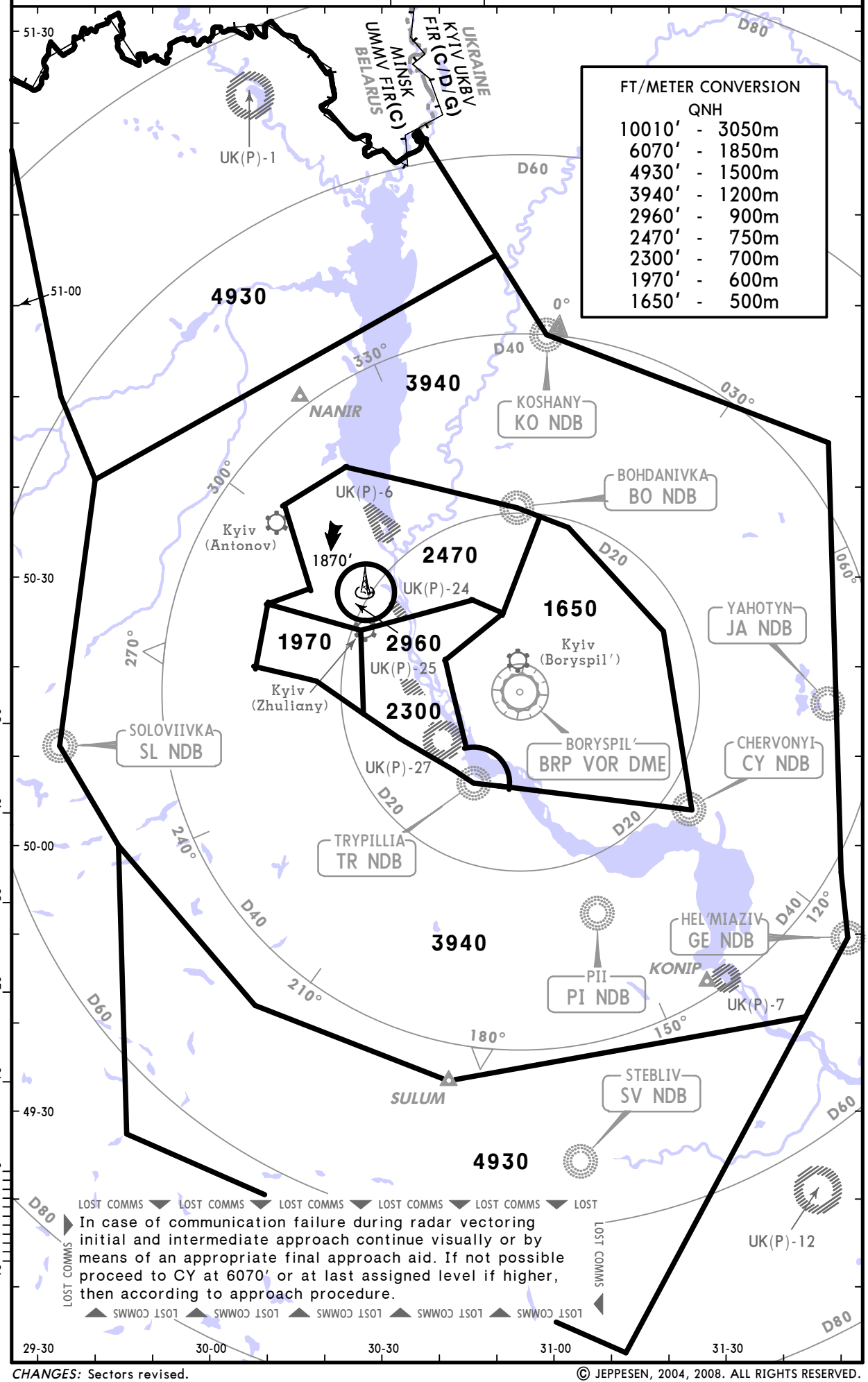
UKBB/KBP BORYSPIL'

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'



FT/METER CONVERSION
QNH

10010'	-	3050m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
2300'	-	700m
1970'	-	600m
1650'	-	500m

CHANGES: Sectors revised.

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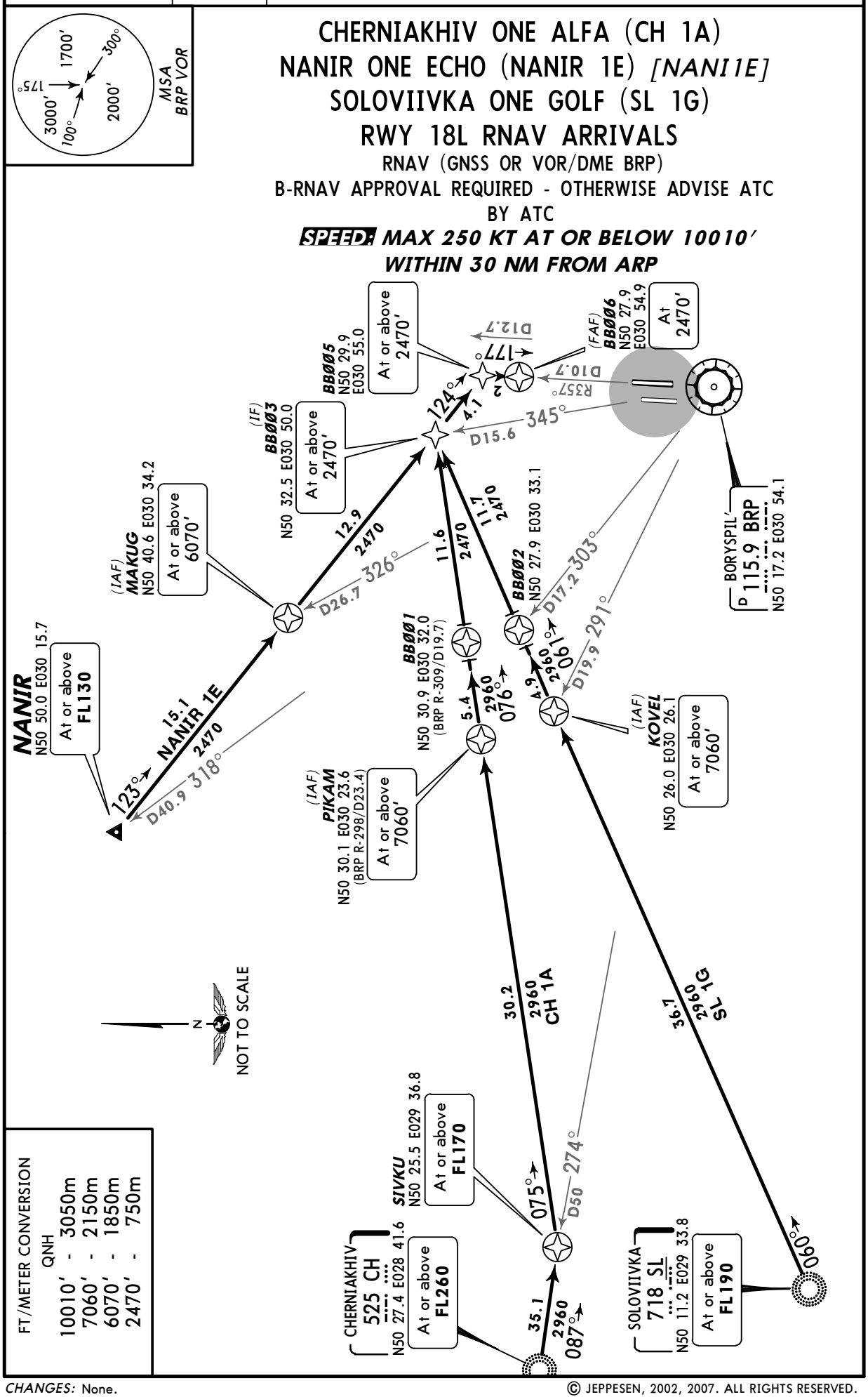
UKBB/KBP
BORYSPIL'

KYIV, UKRAINE
RNAV STAR

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



CHANGES: None.

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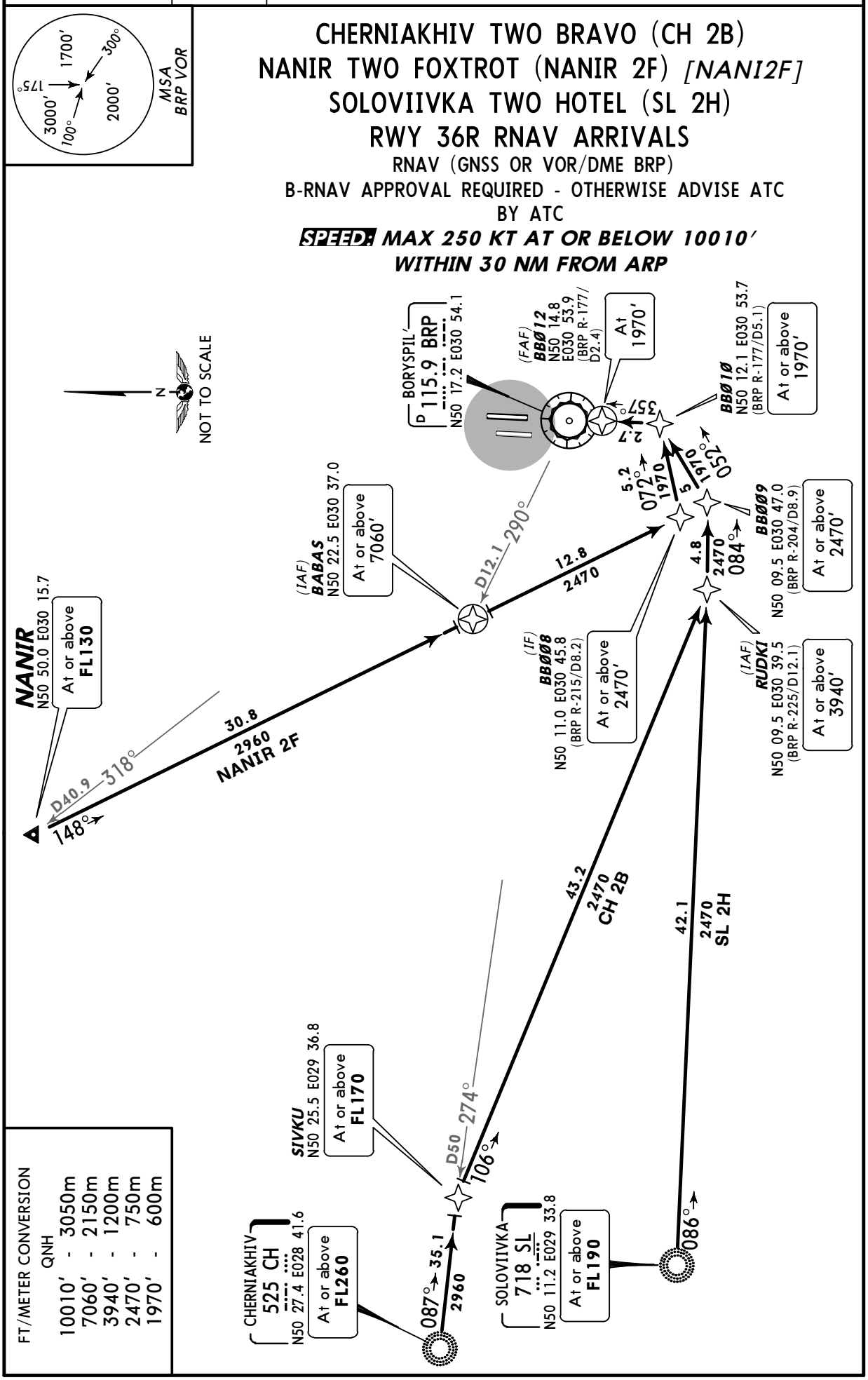
UKBB/KBP
BORYSPIL'

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) Trans level: By ATC Trans alt: 10010'



CHANGES: RNAV STARs revised.

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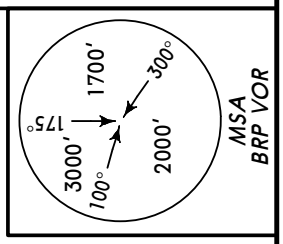
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

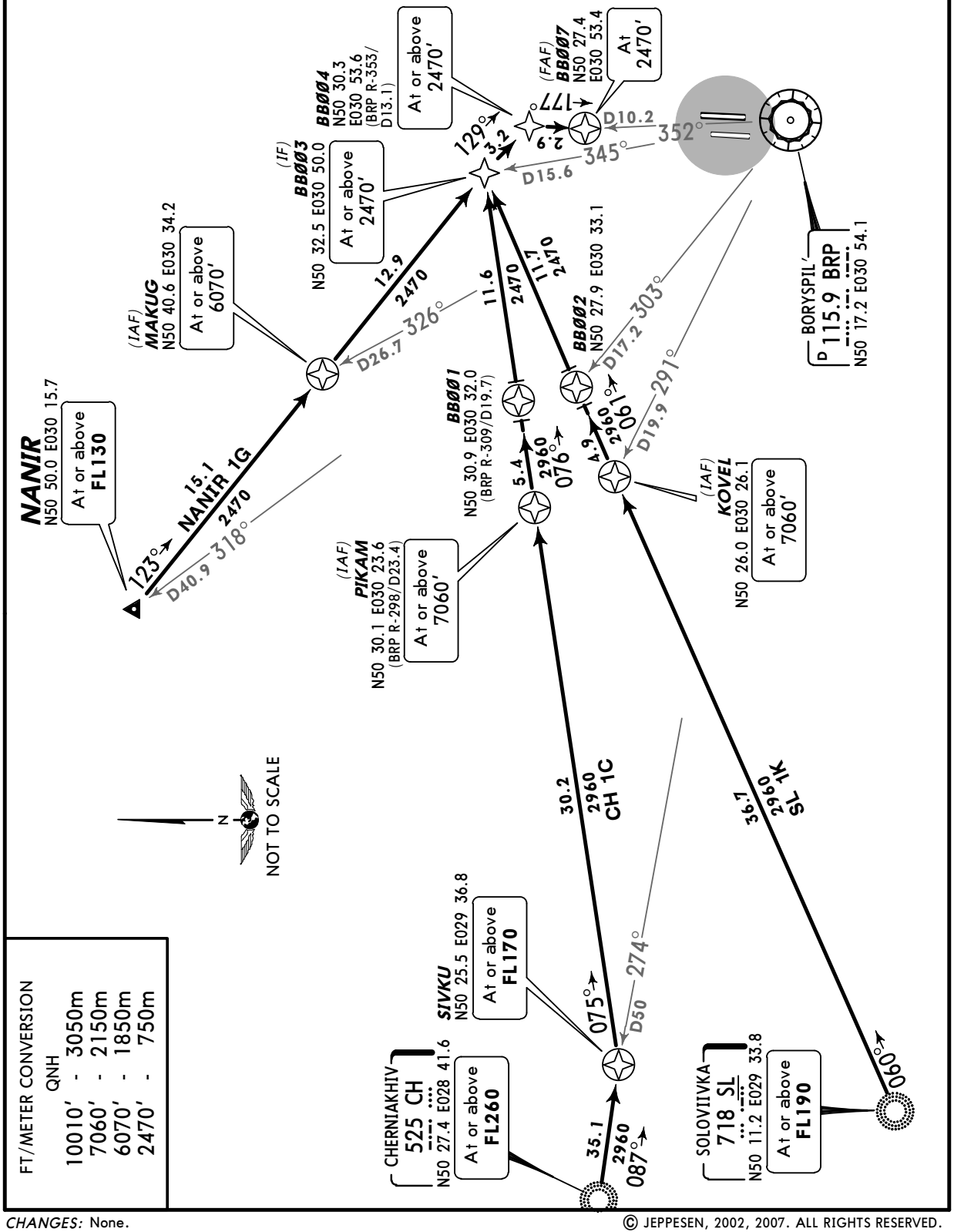
CHERNIAKHIV ONE CHARLIE (CH 1C)
NANIR ONE GOLF (NANIR 1G) *[NANI1G]*
SOLOVIIVKA ONE KILO (SL 1K)
RWY 18R RNAV ARRIVALS

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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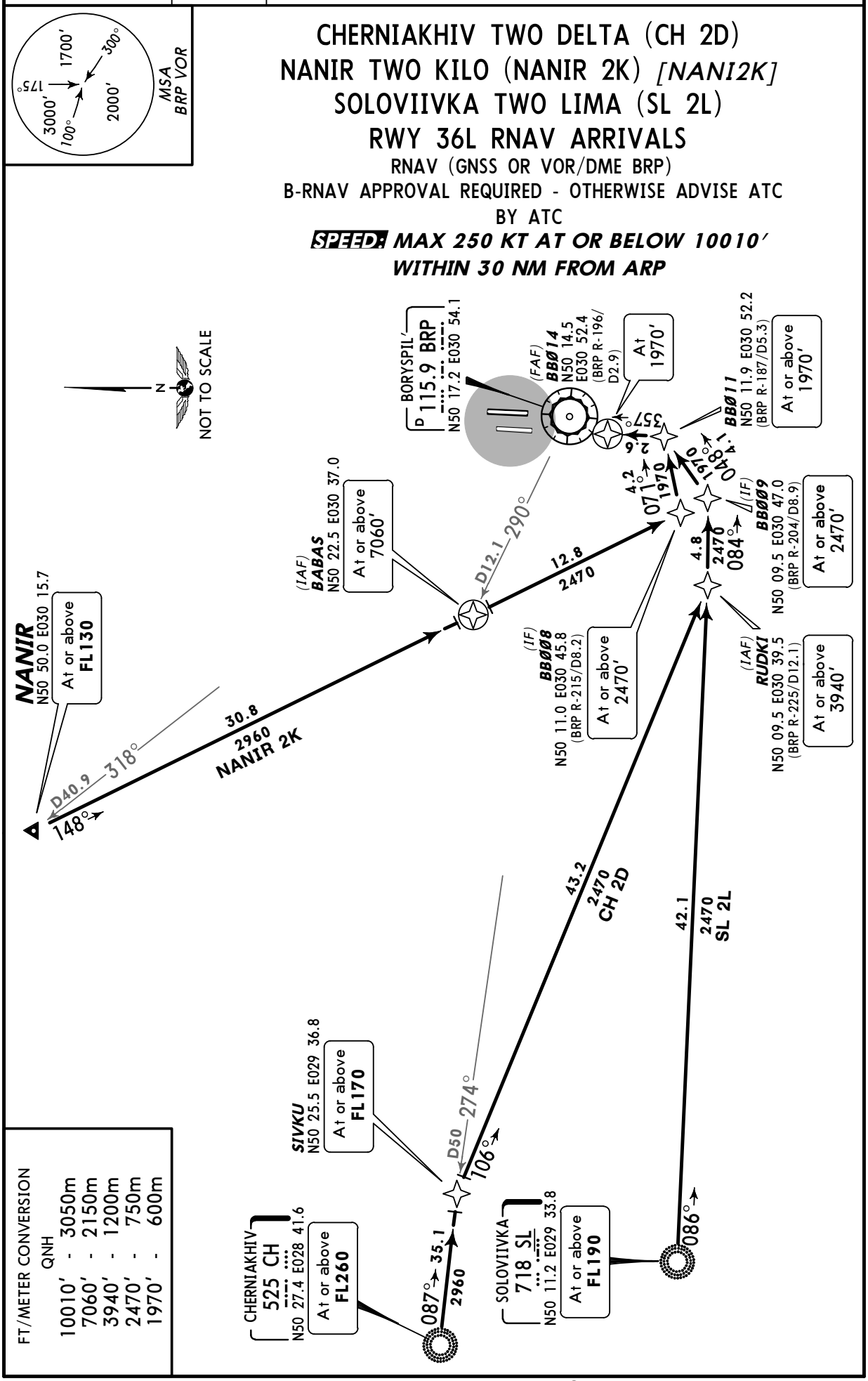
UKBB/KBP BORYSPIL'

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) 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

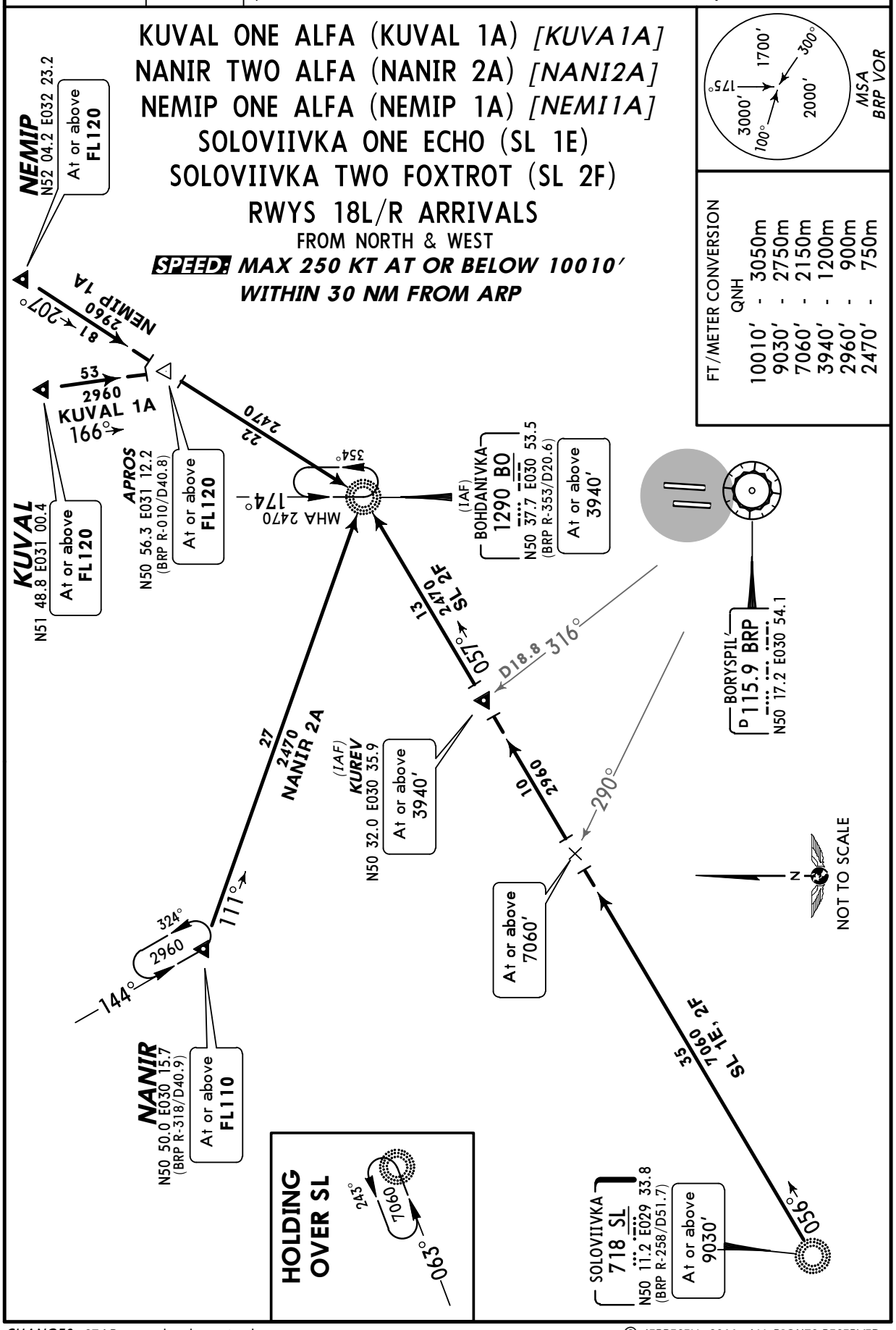
KYIV, UKRAINE
STAR

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

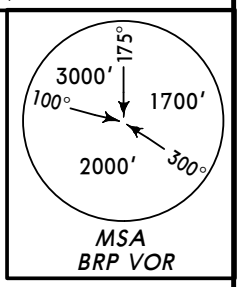
STAR

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



FT/METER CONVERSION
QNH

10010'	-	3050m
9030'	-	2750m
6070'	-	1850m
3940'	-	1200m
2960'	-	900m
2470'	-	750m

HOLDINGS OVER CY
123° 2470 303°

SL
243° 2960 063°

NOT TO SCALE

NEMIP
N52 04.2 E032 23.2
At or above FL120

KUVAL
N51 48.8 E031 00.4
At or above FL120

APROS
N50 56.3 E031 12.2
(BRP R-010/D40.8)
At or above FL120

NANIR
N50 50.0 E030 15.7
(BRP R-318/D40.9)
At or above FL110

❶ By ATC

KEDUB
N50 24.1 E030 27.1
At or above 6070'

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

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

(IAF)
DEVKI
N50 21.5 E031 19.8
At or above 3940'

(IAF)
TRYPILLIA
745 TR
N50 07.5 E030 46.7
(BRP R-200/D10.7)
At or above 3940'
MAX 220 KT

BORYSPIL'
D 115.9 BRP
N50 17.2 E030 54.1

(IAF)
CHERVONYI
960 CY
N50 04.1 E031 23.5
(BRP R-118/D22.9)
At or above 3940'

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
(BRP R-258/D51.7)
At or above 9030'

PII
425 PI
N49 52.4 E031 07.5

207° 81 NEMIP 1B, 1M 2960
53 2960 KUVAL 1B, 1M 166°
144° 2960 324°
144° 2960 35 NANIR 1B
35 2470 KUVAL 1B, 1M NEMIP 1B, 1M
106° 10 2960
2
164° 2960 12 NANIR 1B SL 1P
069° D17
18 2470 KUVAL 1M, NEMIP 1M
37 2960 SL 1P
063°
088° 46 2470 SL 1B ❶
180°
3940
360°

CHANGES: STARs completely revised.

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UKBB/KBP
BORYSPIL'

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

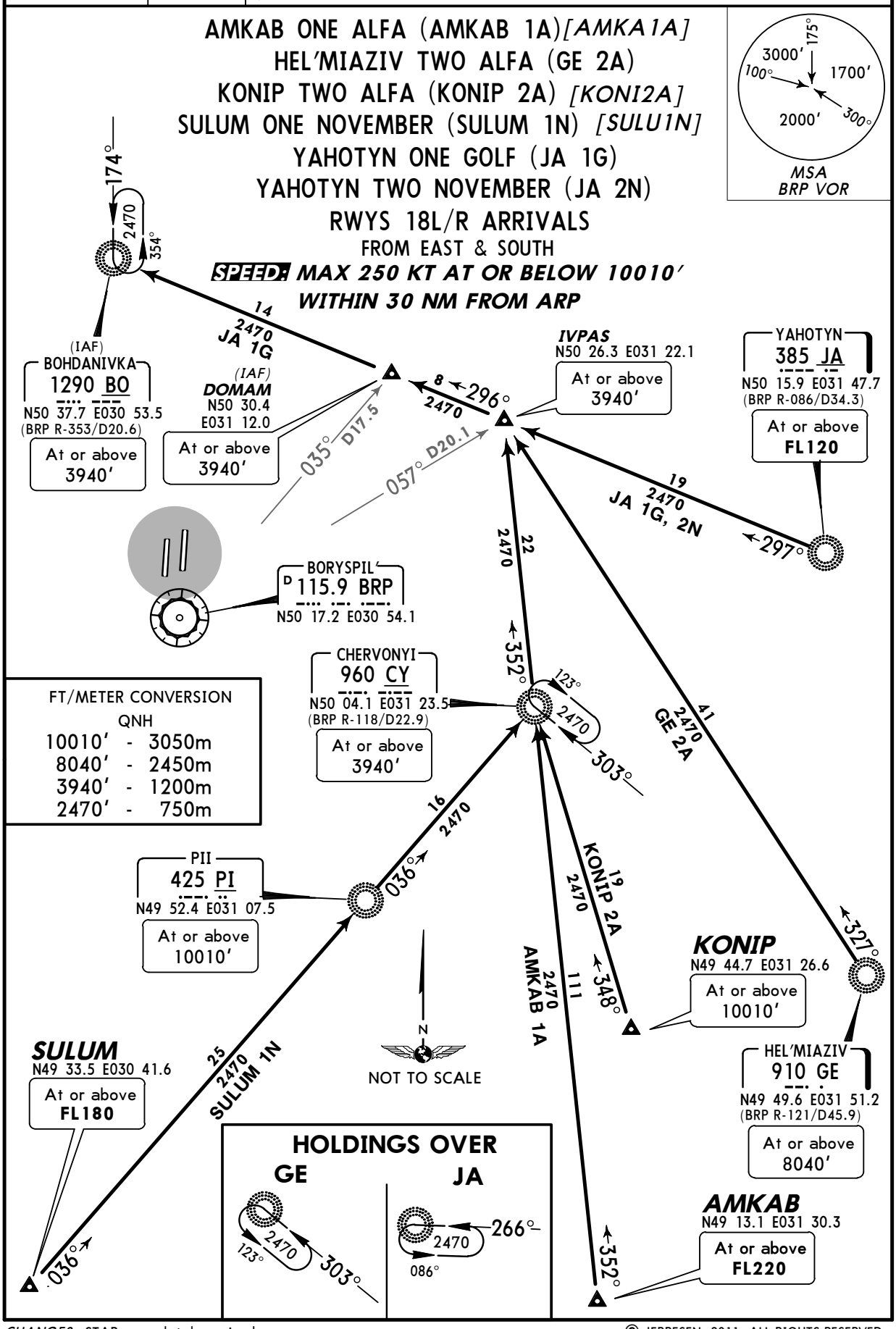
KYIV, UKRAINE
STAR

ATIS	Apt Elev
126.7	427'

Alt Set: hPa (MM on request)
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.

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



FT/METER CONVERSION	
QNH	
10010'	3050m
8040'	2450m
3940'	1200m
2470'	750m

CHANGES: STARs completely revised.

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UKBB/KBP BORYSPIL'

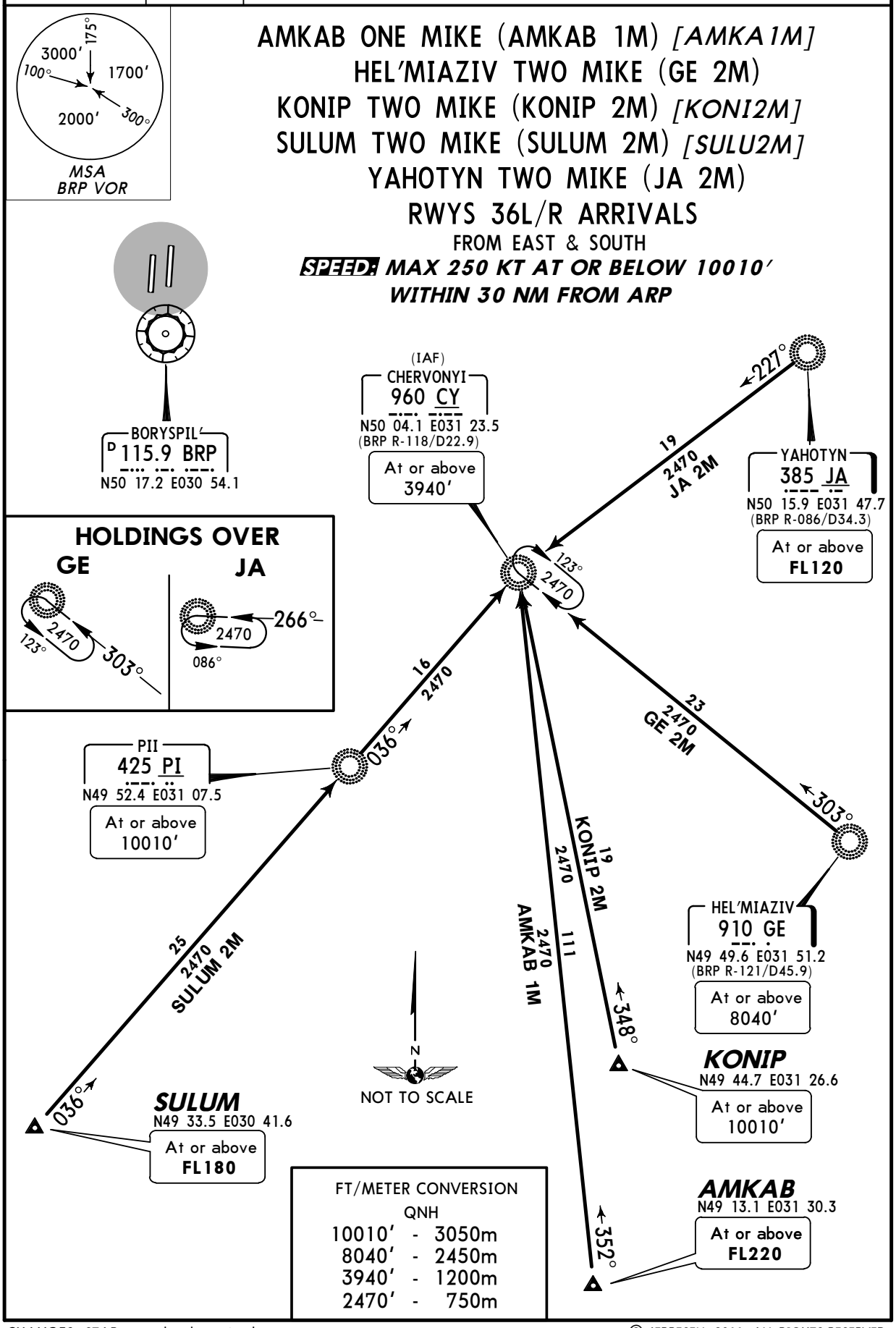
JEPPESEN 4 FEB 11 (10-2G) Eff 10 Feb

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.



CHANGES: STARs completely revised.

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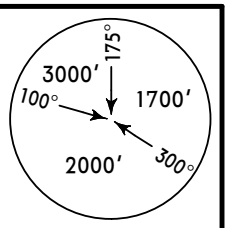
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

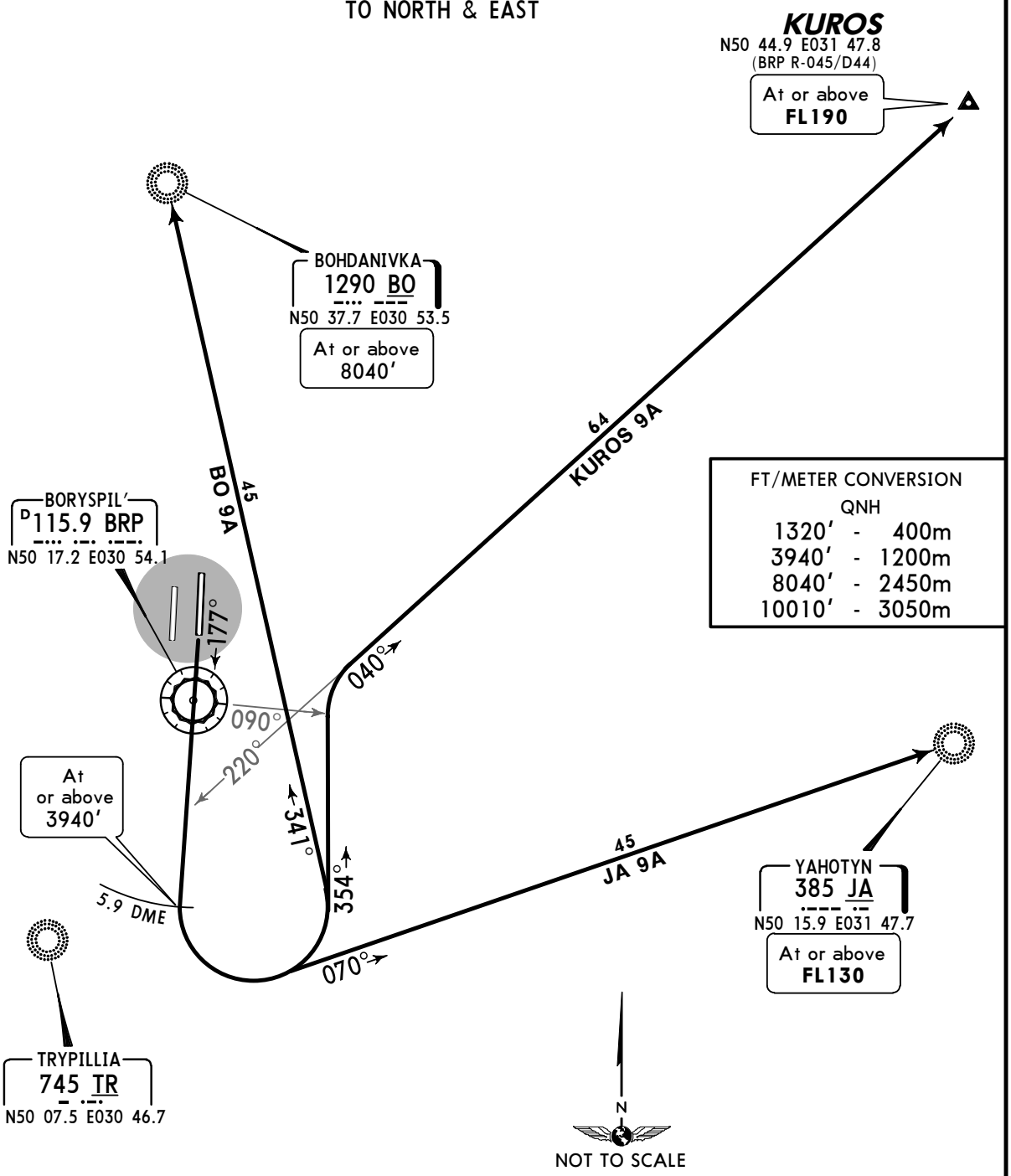
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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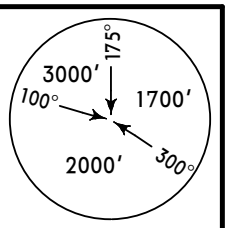
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

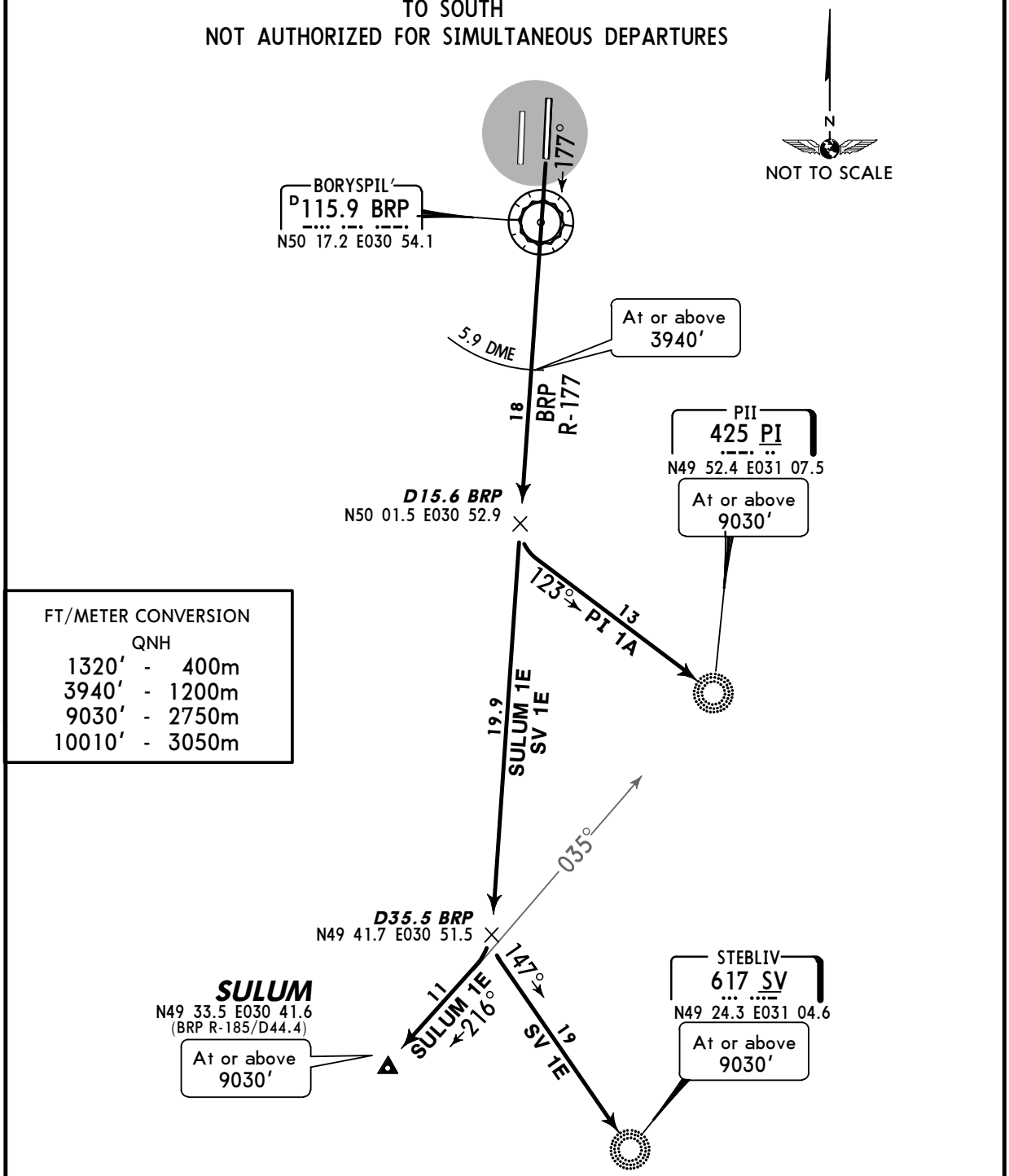
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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 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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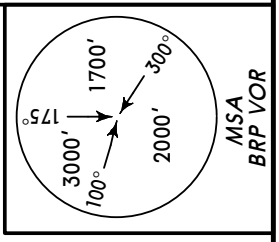
UKBB/KBP
BORYSPIL'

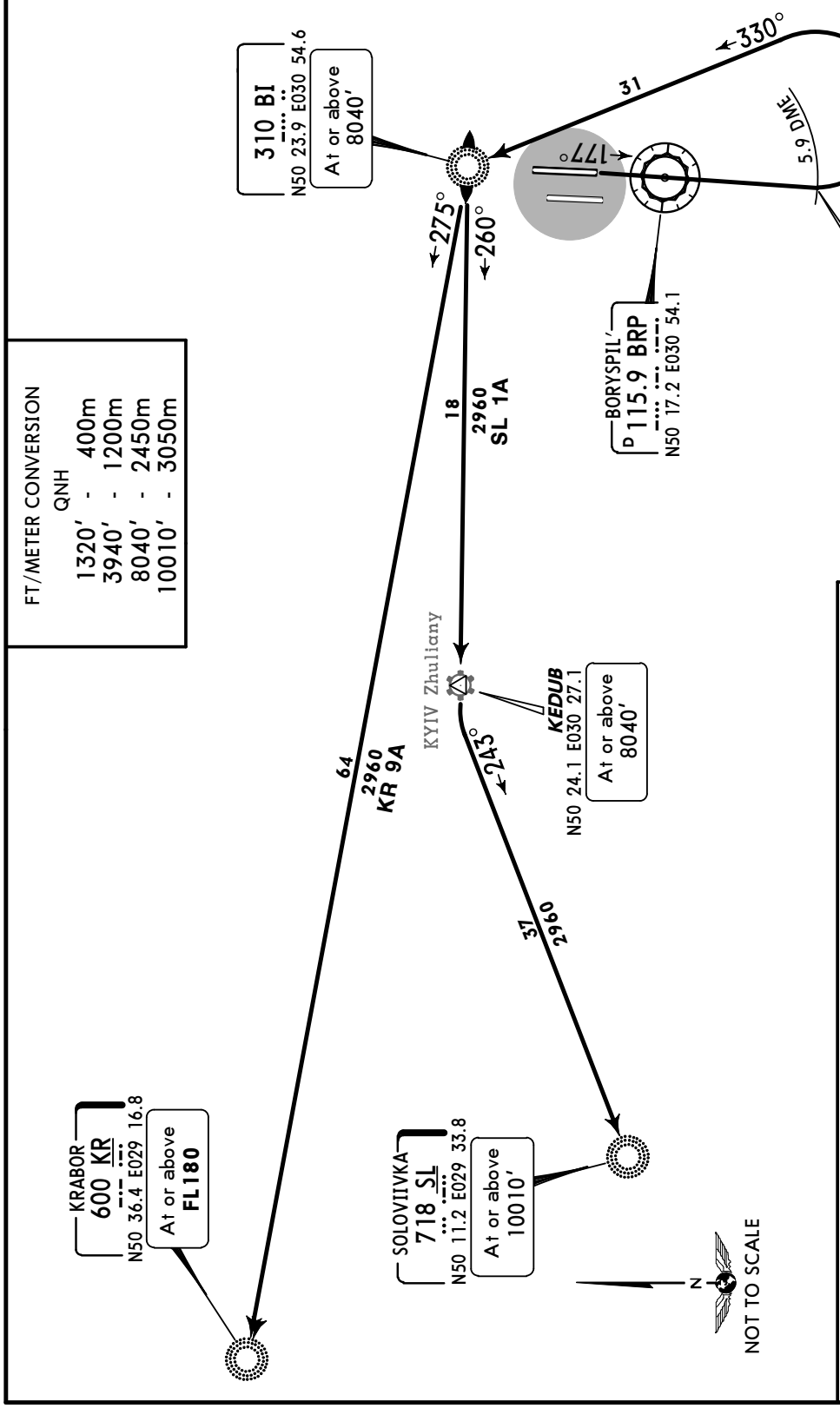
KYIV, UKRAINE
SID

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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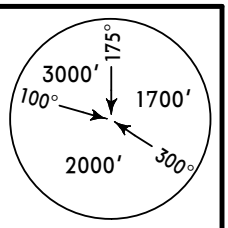
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

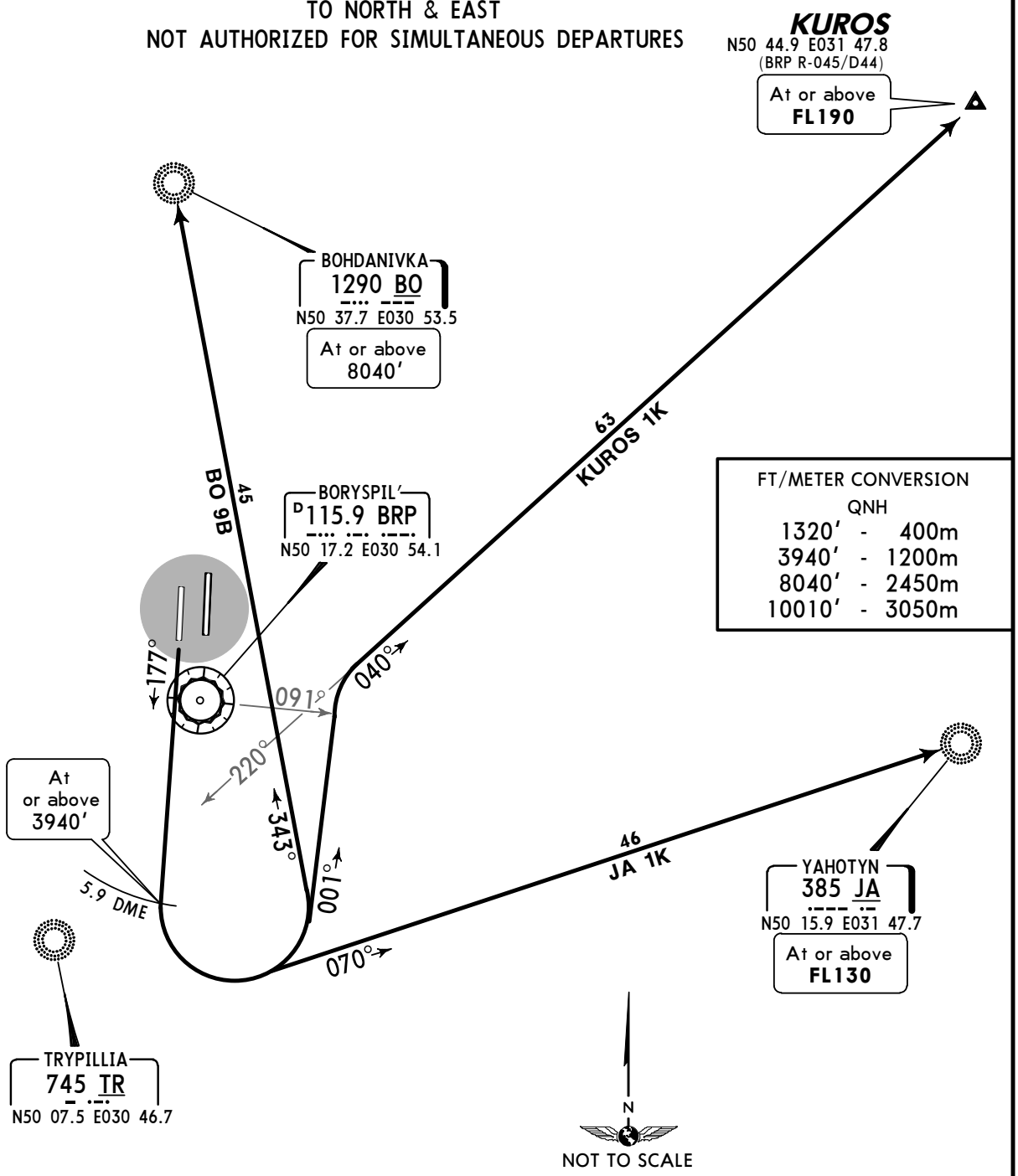
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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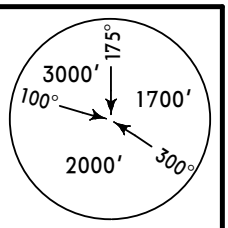
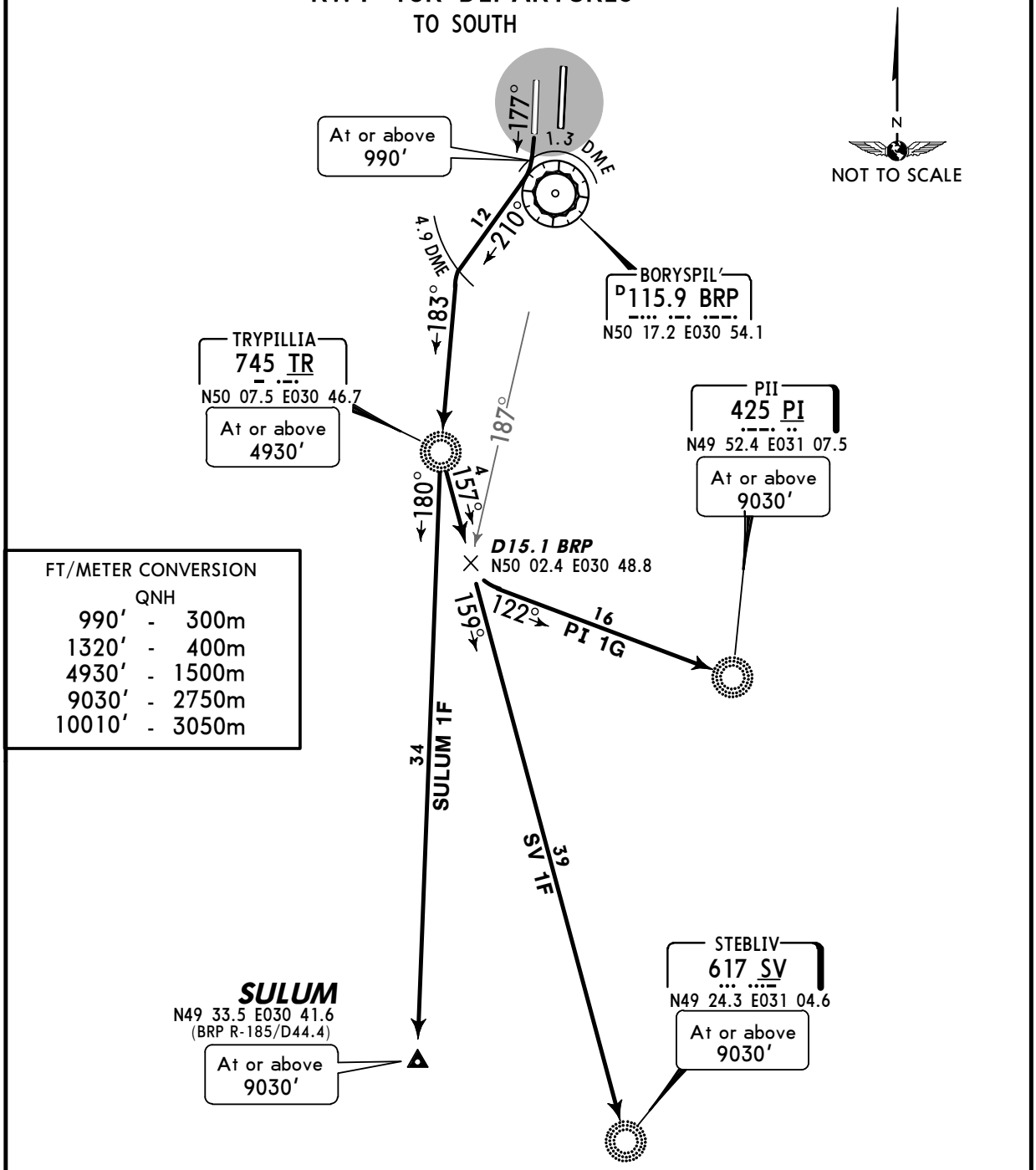
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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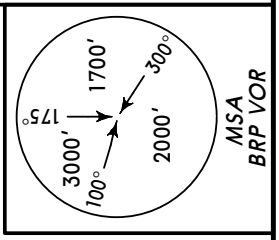
UKBB/KBP
BORYSPIL'

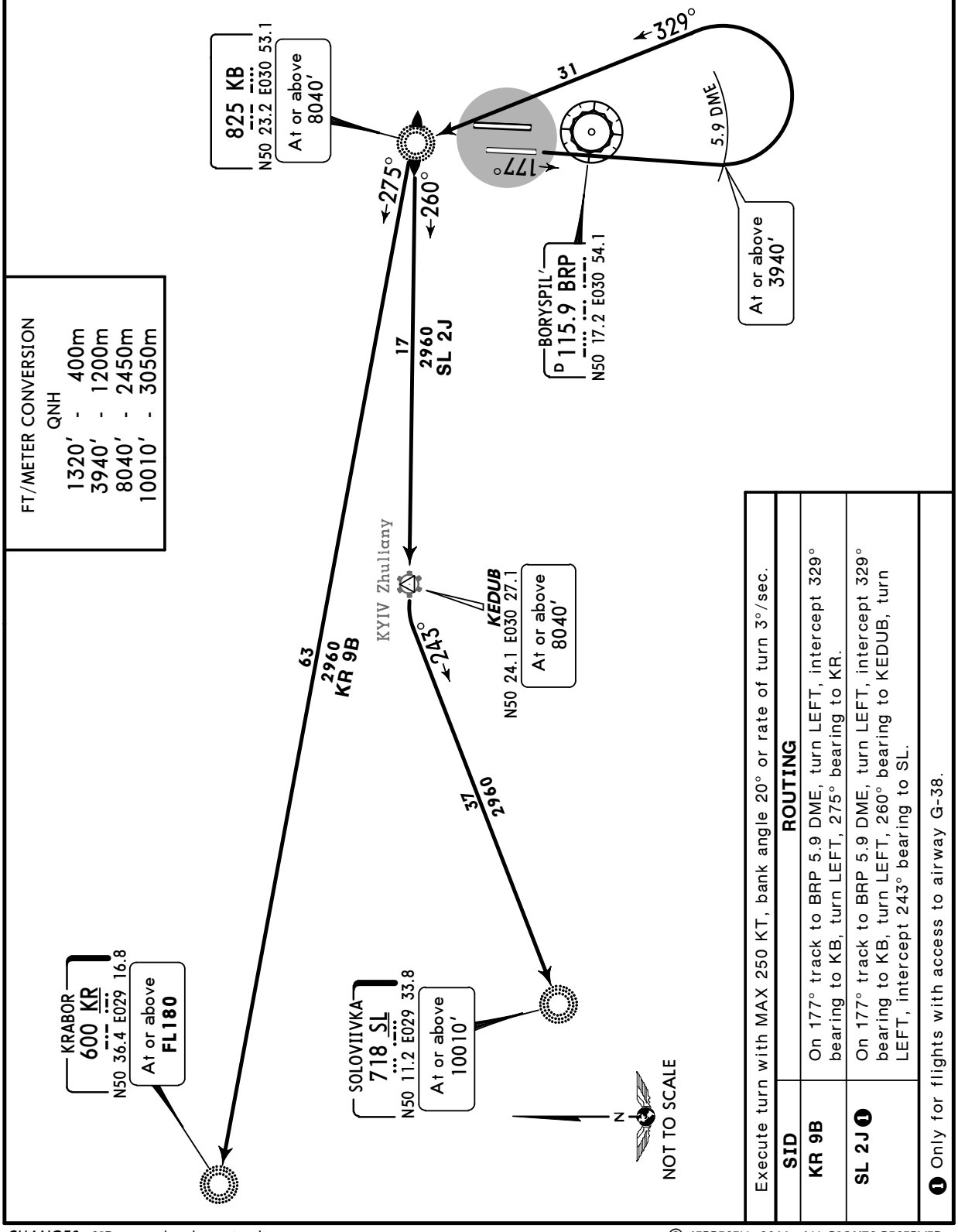
KYIV, UKRAINE
SID

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 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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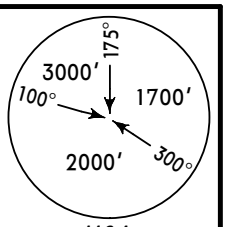
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

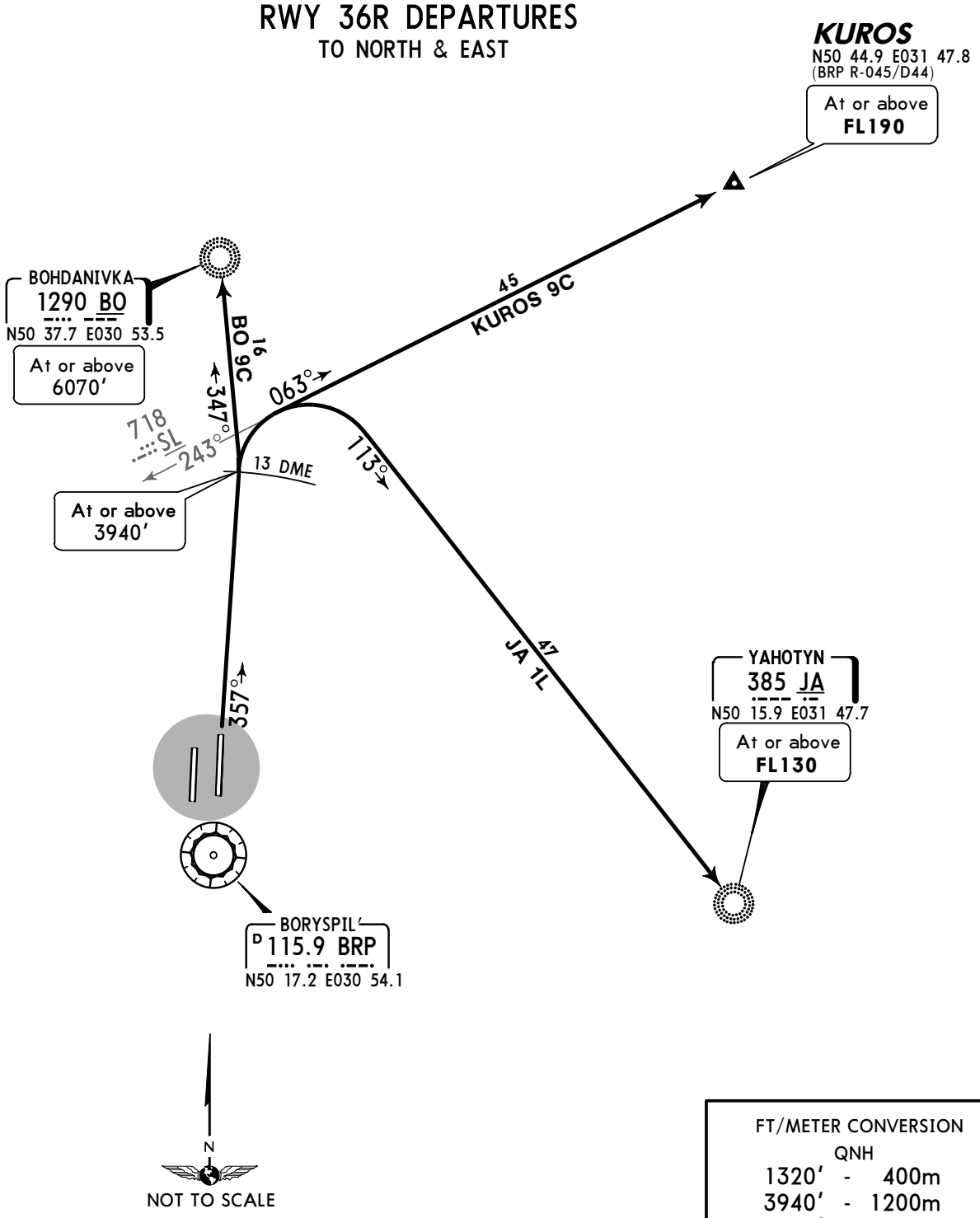
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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JEPPESEN
JeppView 3.7.4.0

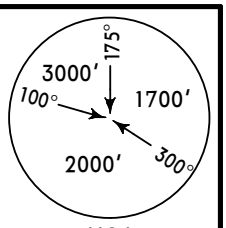
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

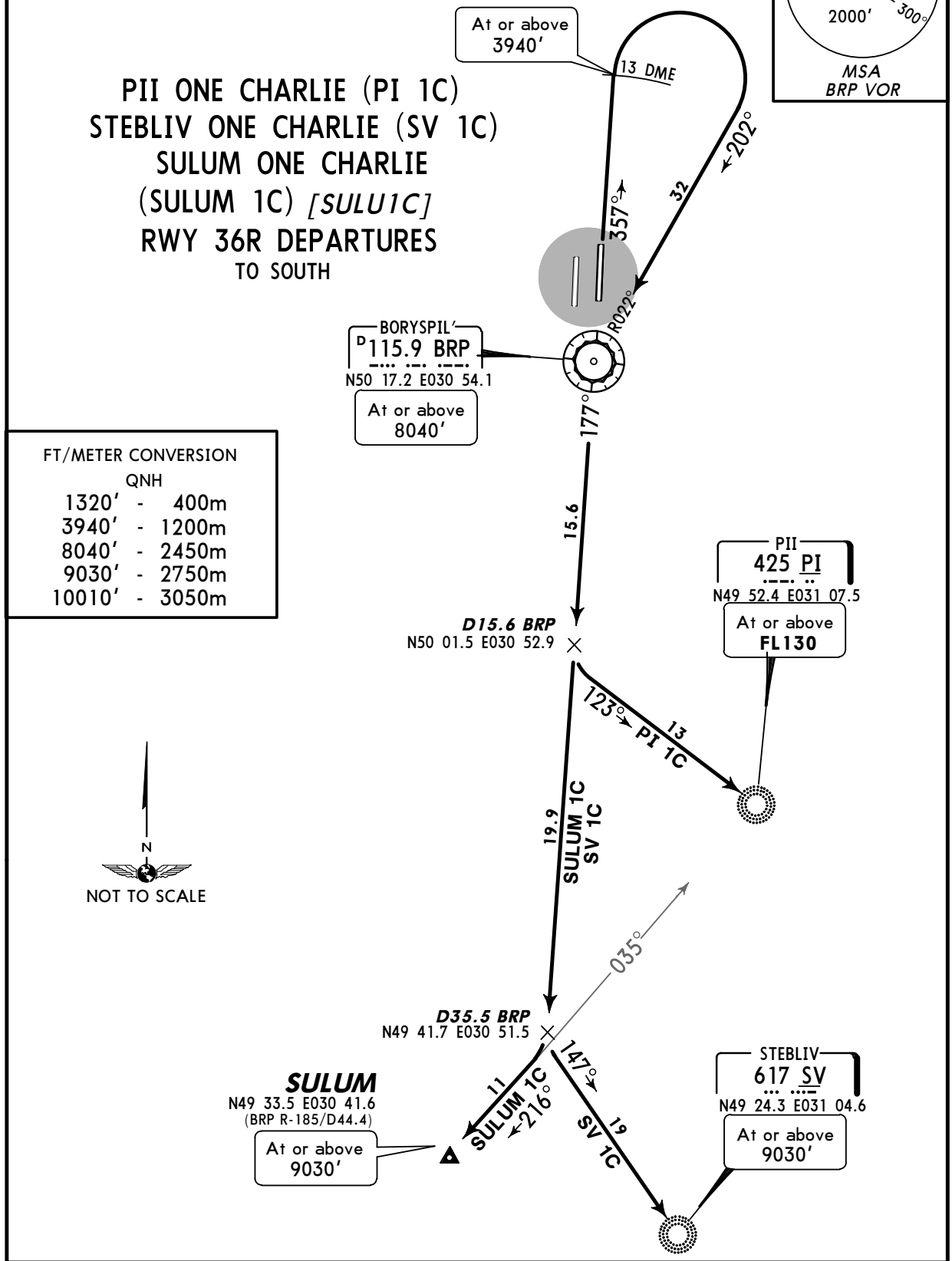
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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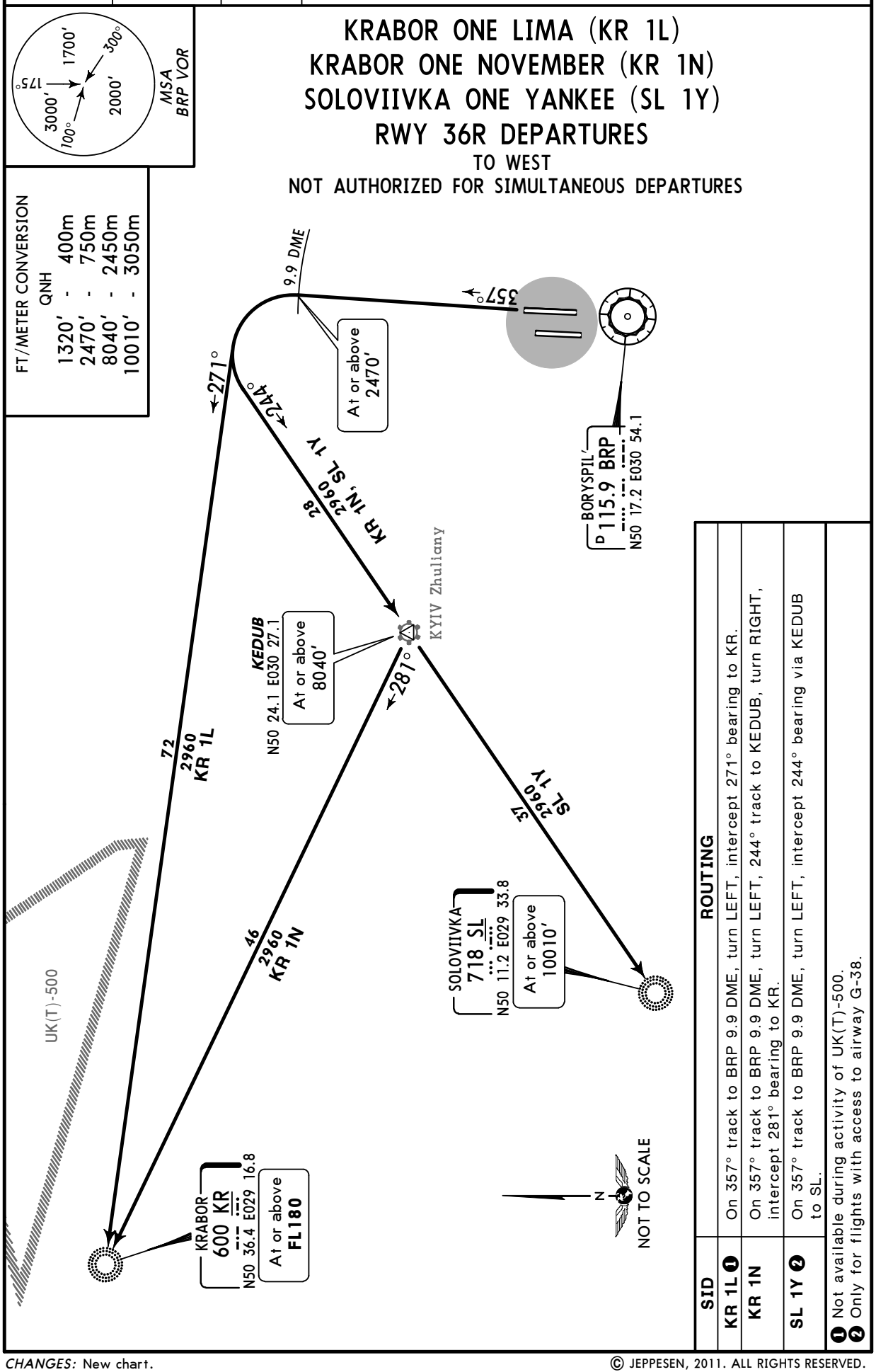
UKBB/KBP
BORYSPIL'

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.



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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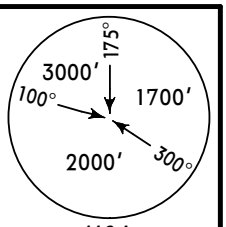
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

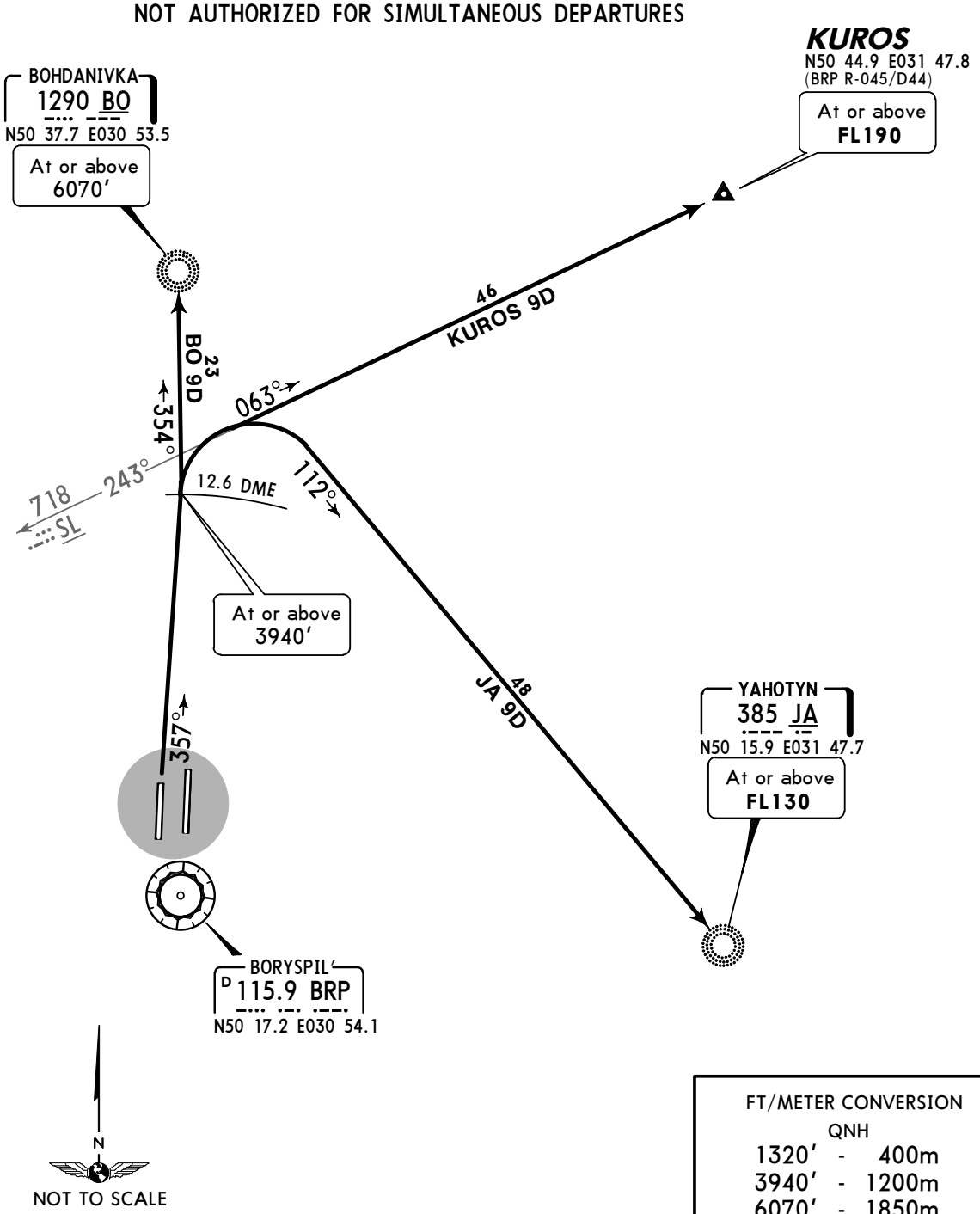
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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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JEPPESEN
JeppView 3.7.4.0

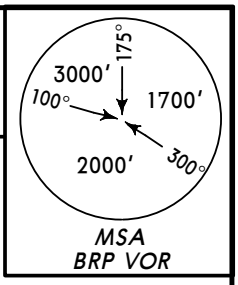
UKBB/KBP
BORYSPIL'

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

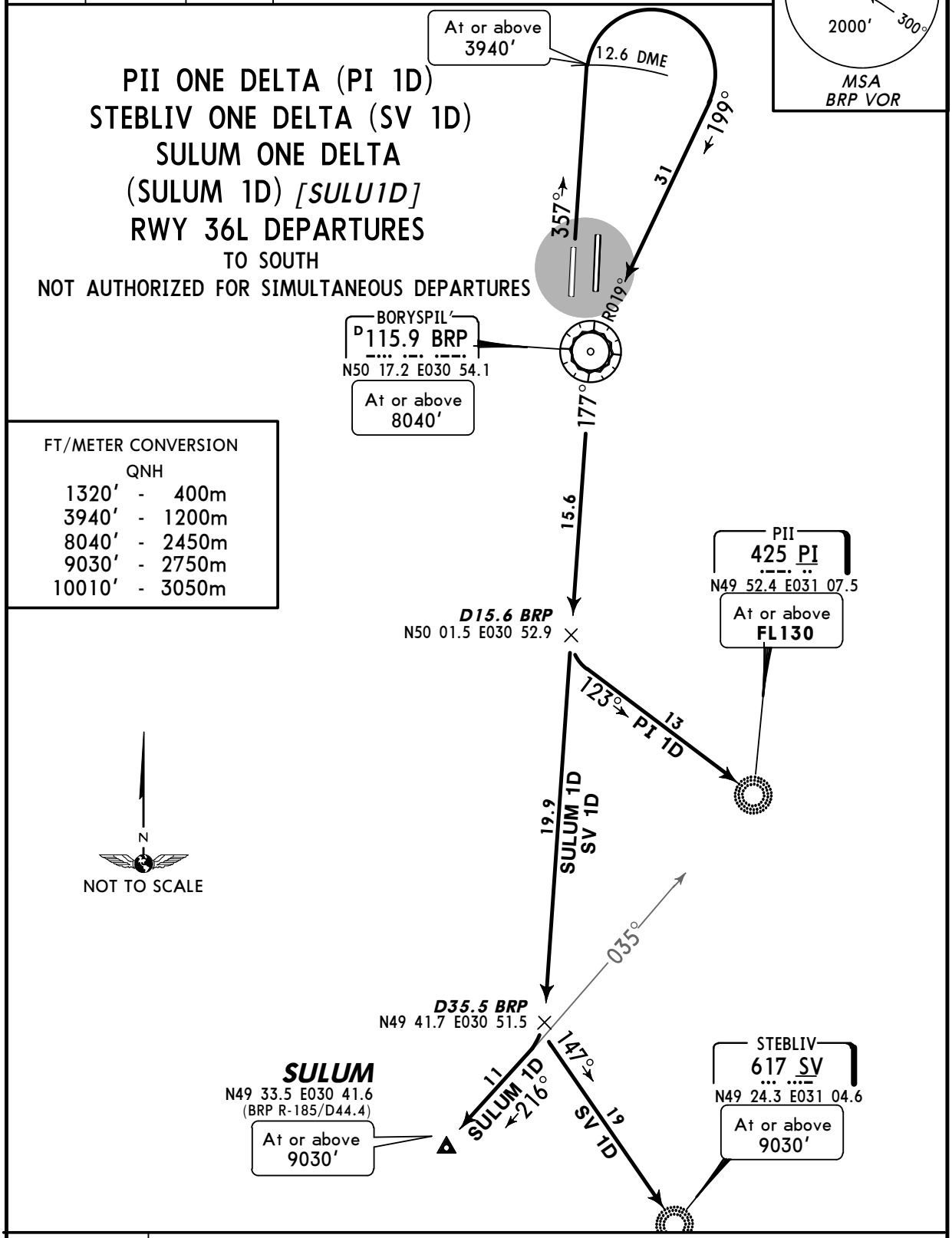
KYIV, UKRAINE
SID

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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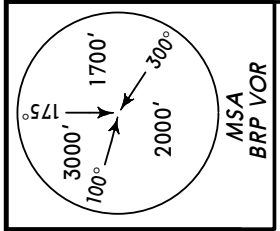
UKBB/KBP
BORYSPIL'

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

KYIV, UKRAINE
SID

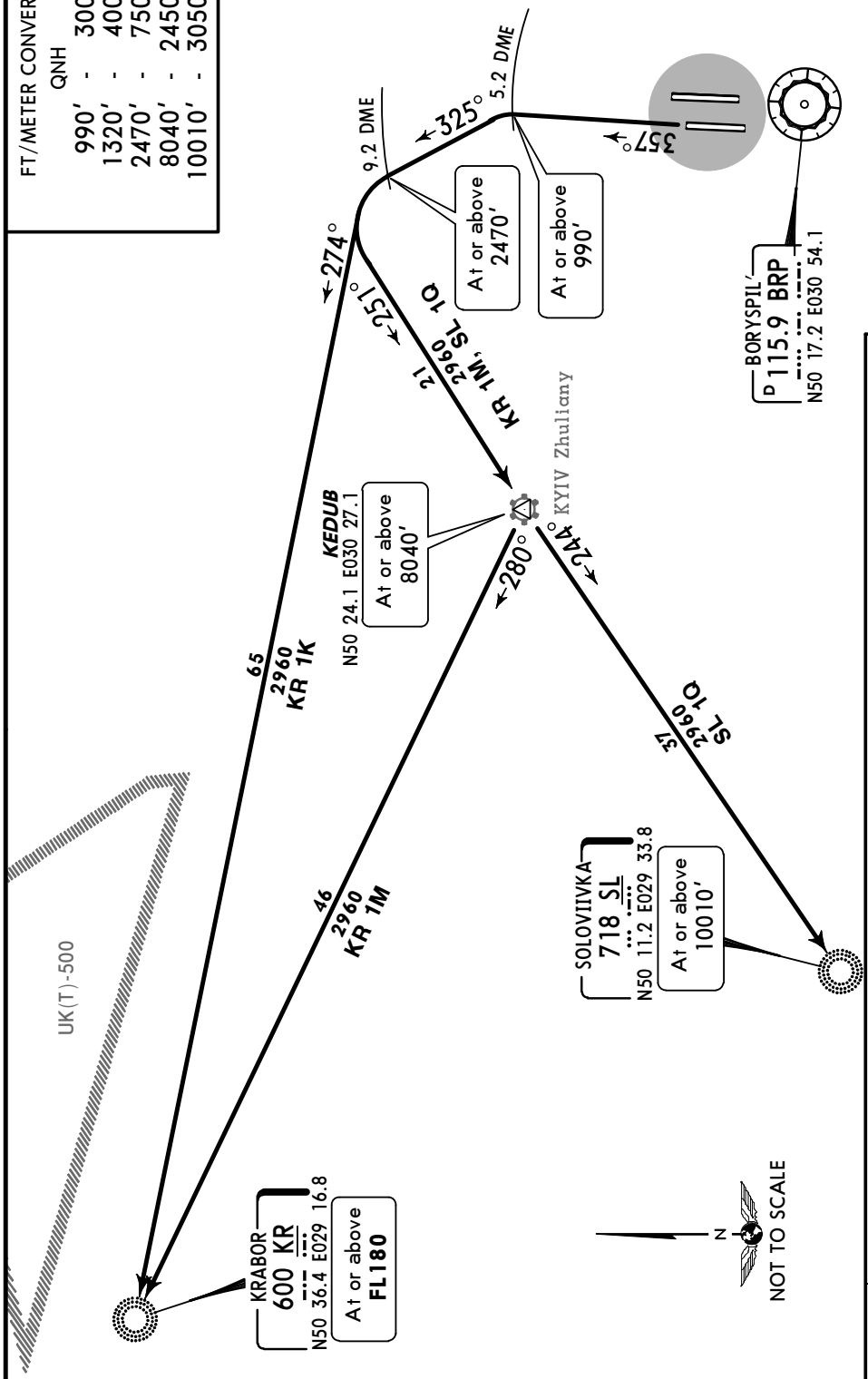
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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

FT/METER CONVERSION
QNH
990' - 300m
1320' - 400m
2470' - 750m
8040' - 2450m
10010' - 3050m



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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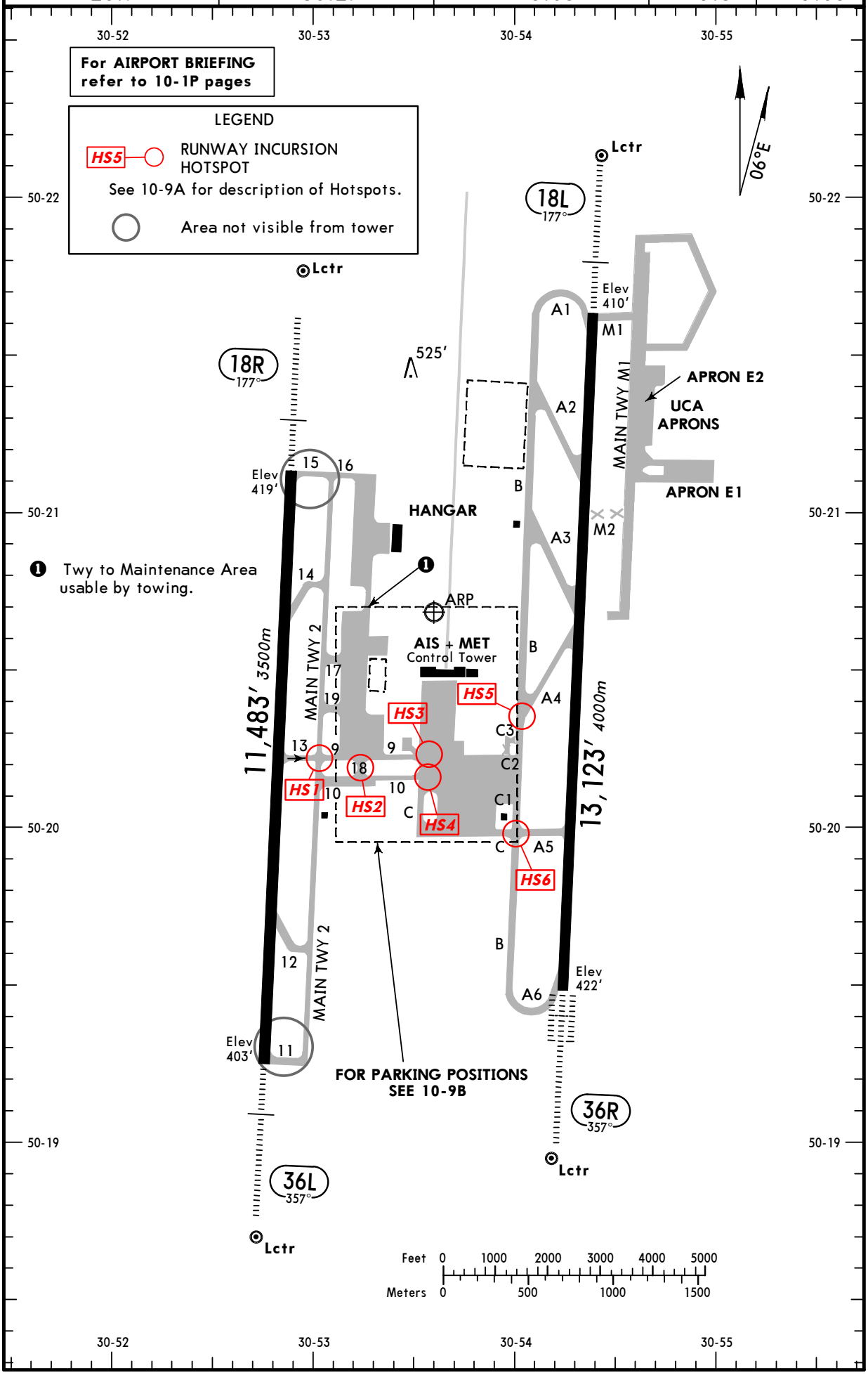
UKBB/KBP

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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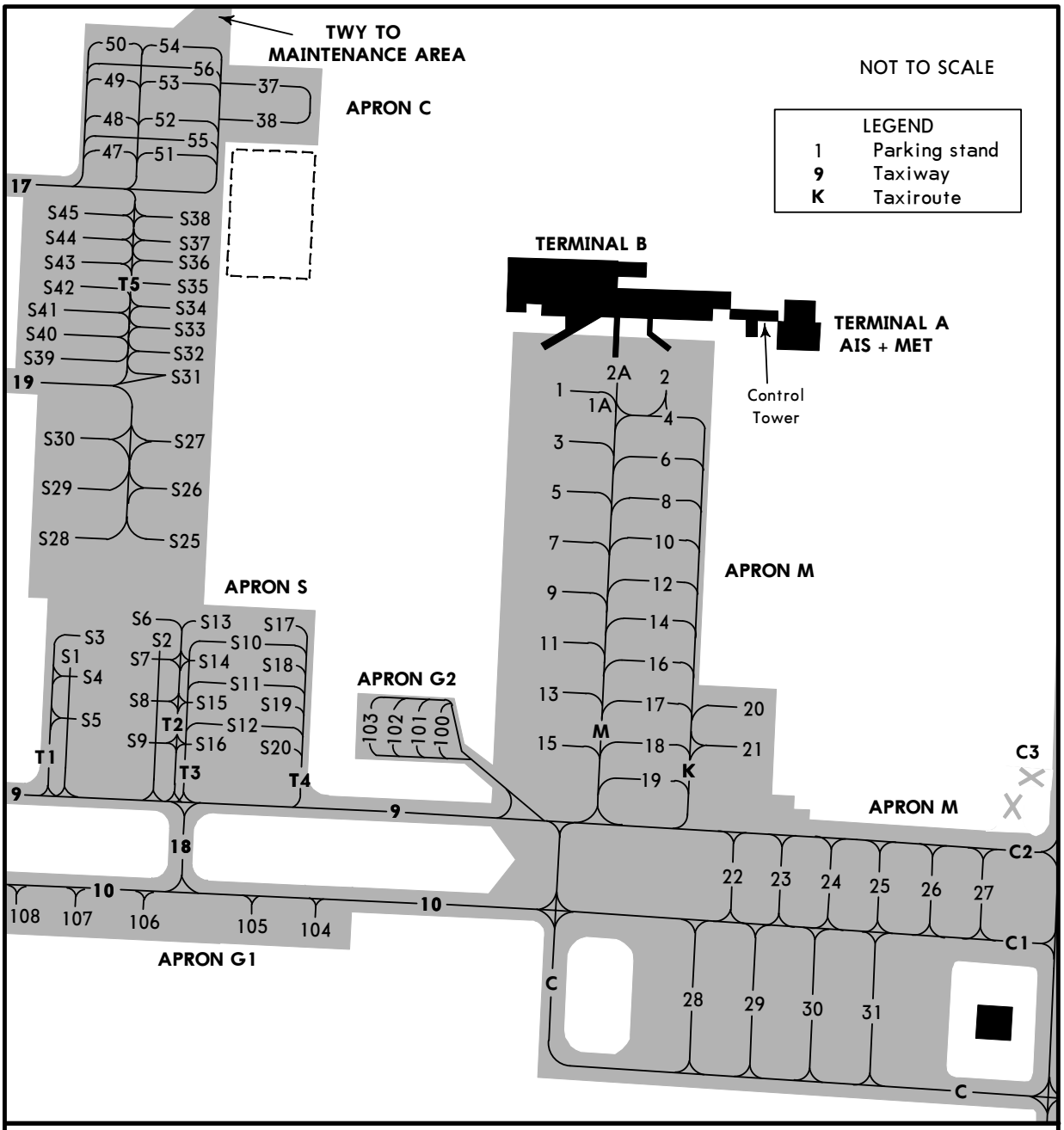

INS COORDINATES

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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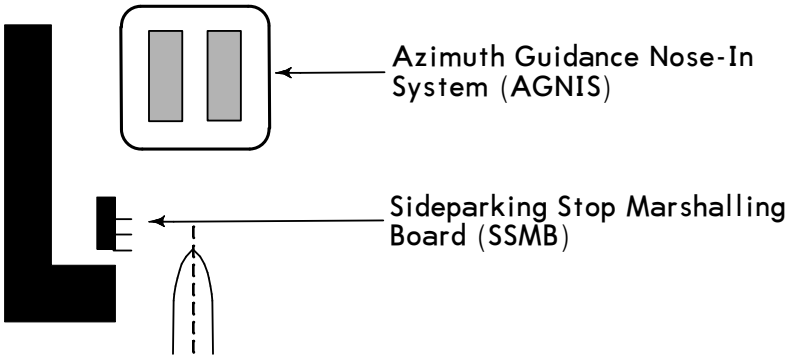
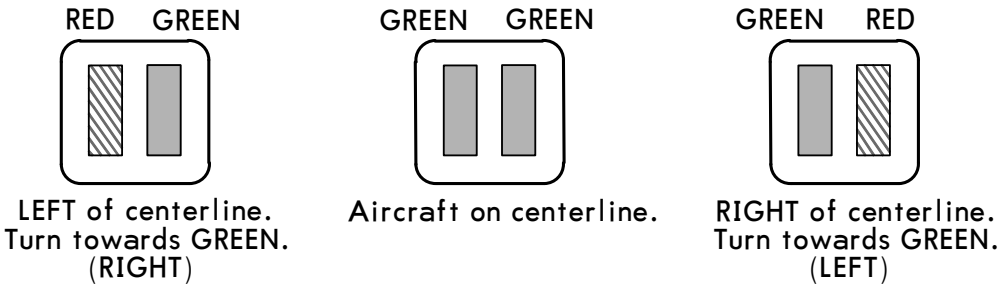
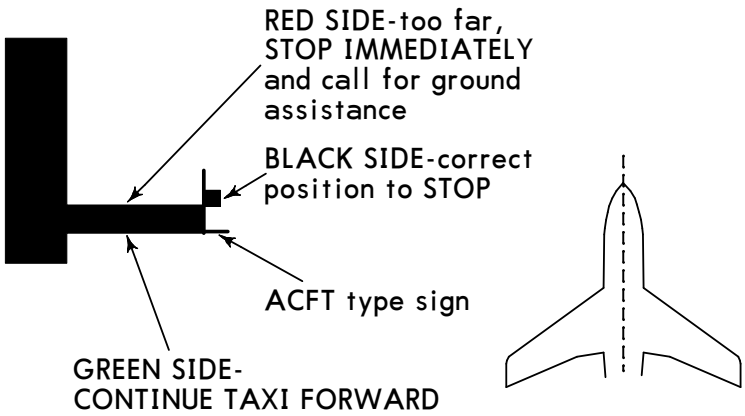
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



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, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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JeppView 3.7.4.0

UKBB/KBP BORYSPIL'

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

KYIV, UKRAINE ILS or NDB Rwy 18L

BRIEFING STRIP ™

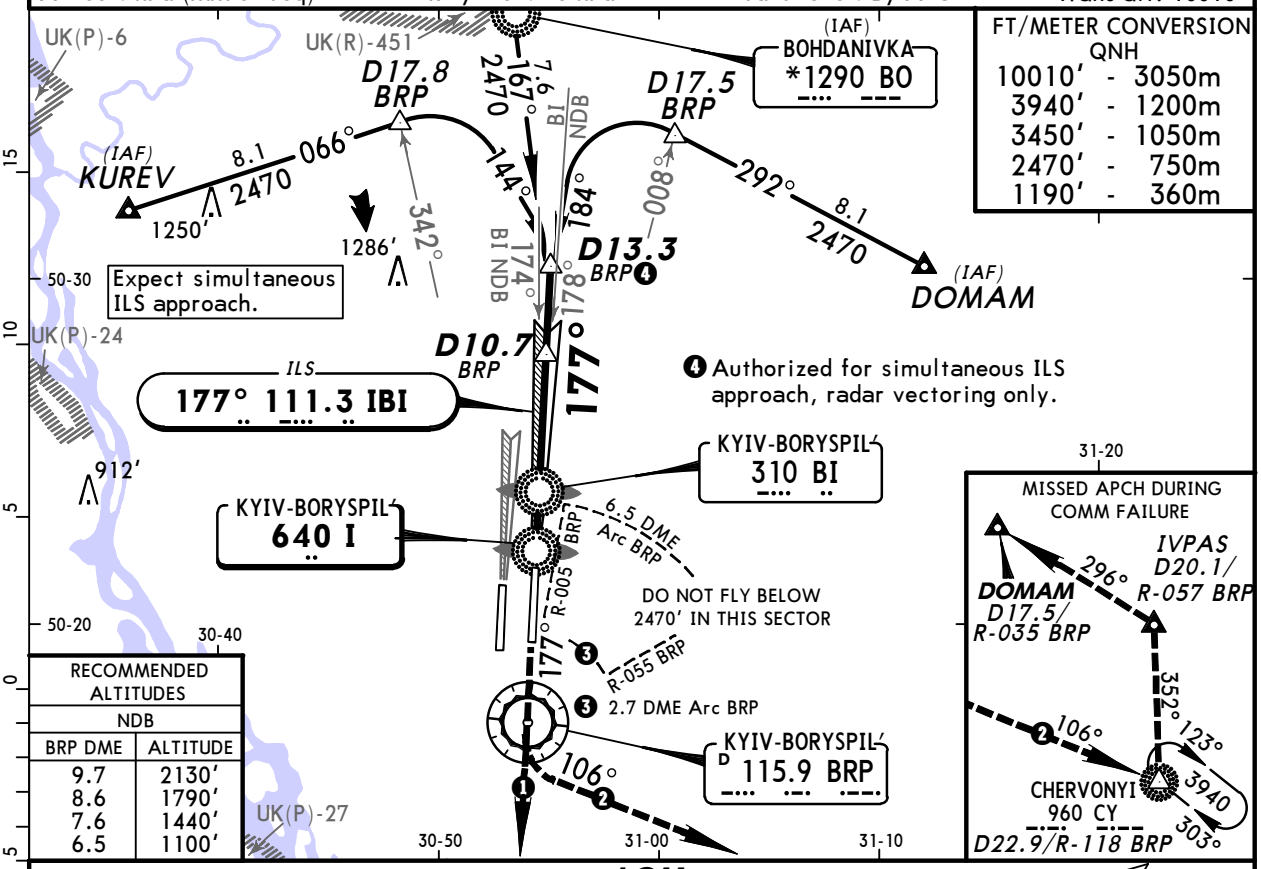
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

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'

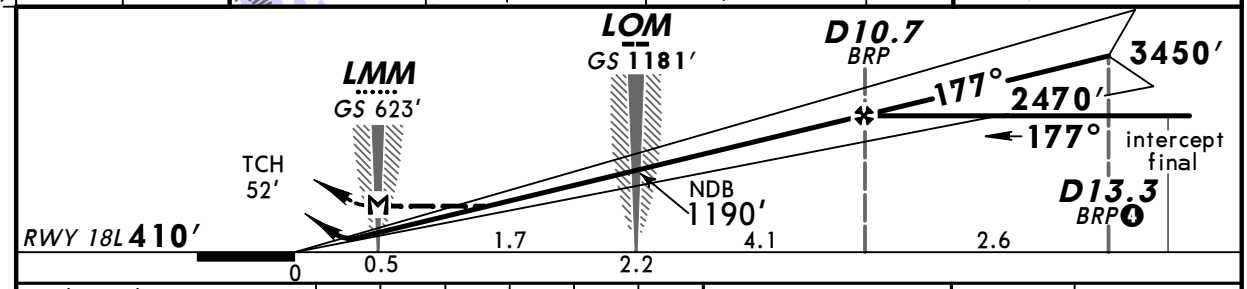


FT/METER CONVERSION
QNH

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

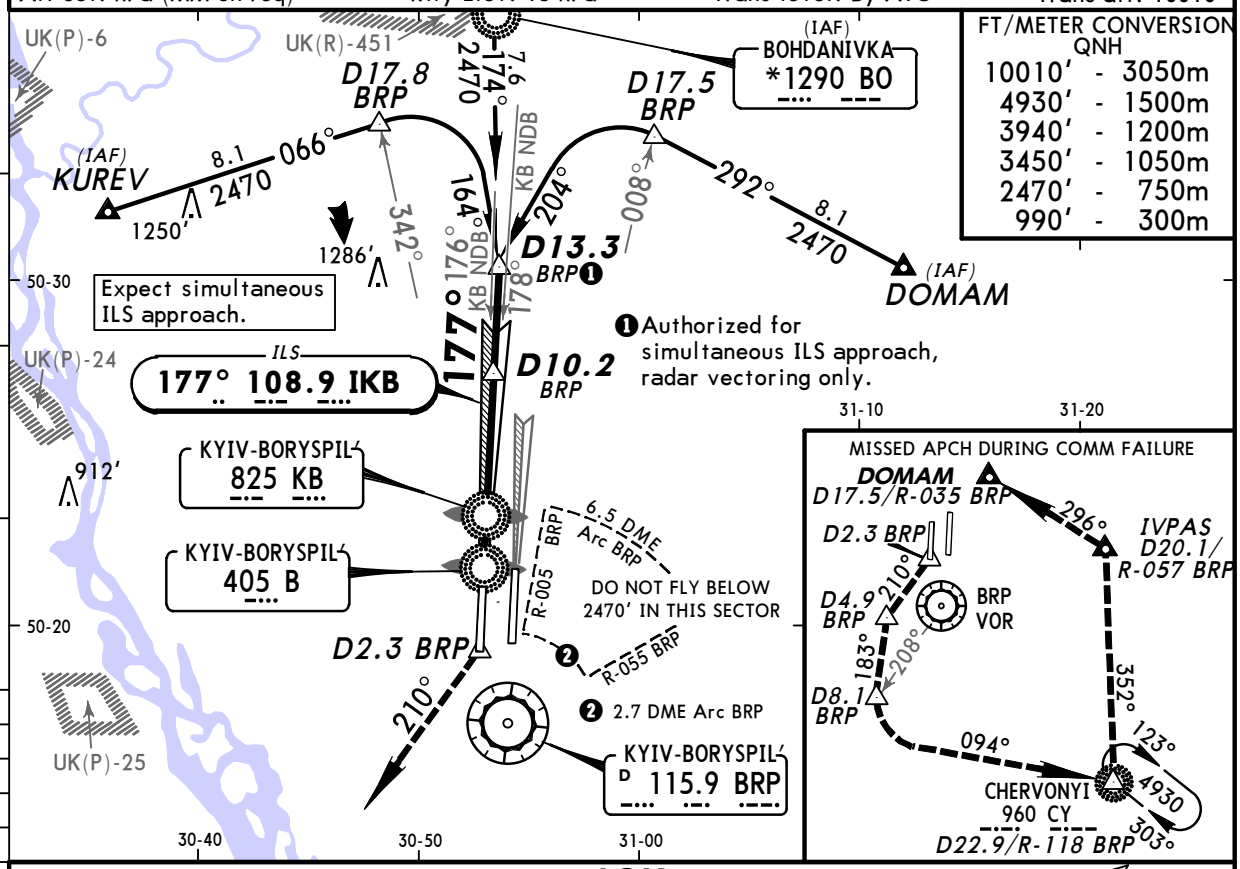
LOC IKB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
108.9	177°	1132' (713')	619' (200')	RWY 419'

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.

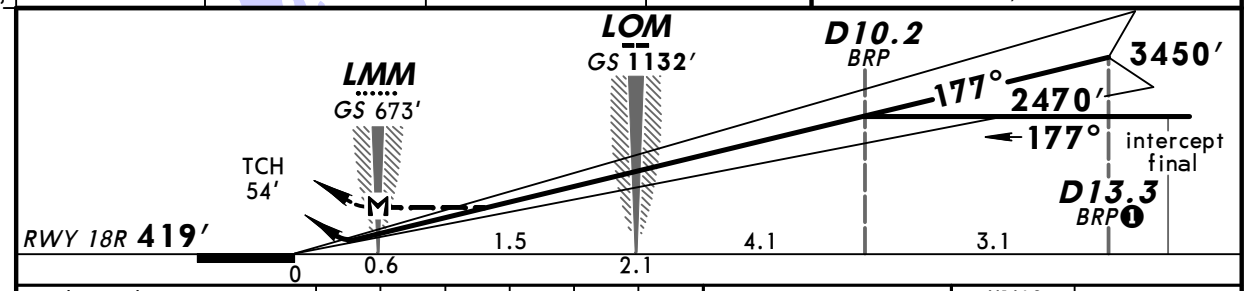
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 BRP turn RIGHT onto 210°, climbing to D4.9 BRP to 4930'. Turn LEFT onto 183° to D8.1/R-208 BRP, turn LEFT onto 094° to CY NDB and hold over 5 min at 4930'. Continue on track 352° to IVPAS, turn LEFT onto 296° to DOMAM at 3940',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

PANS OPS

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 [1]

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

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

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

BRIEFING STRIP ™

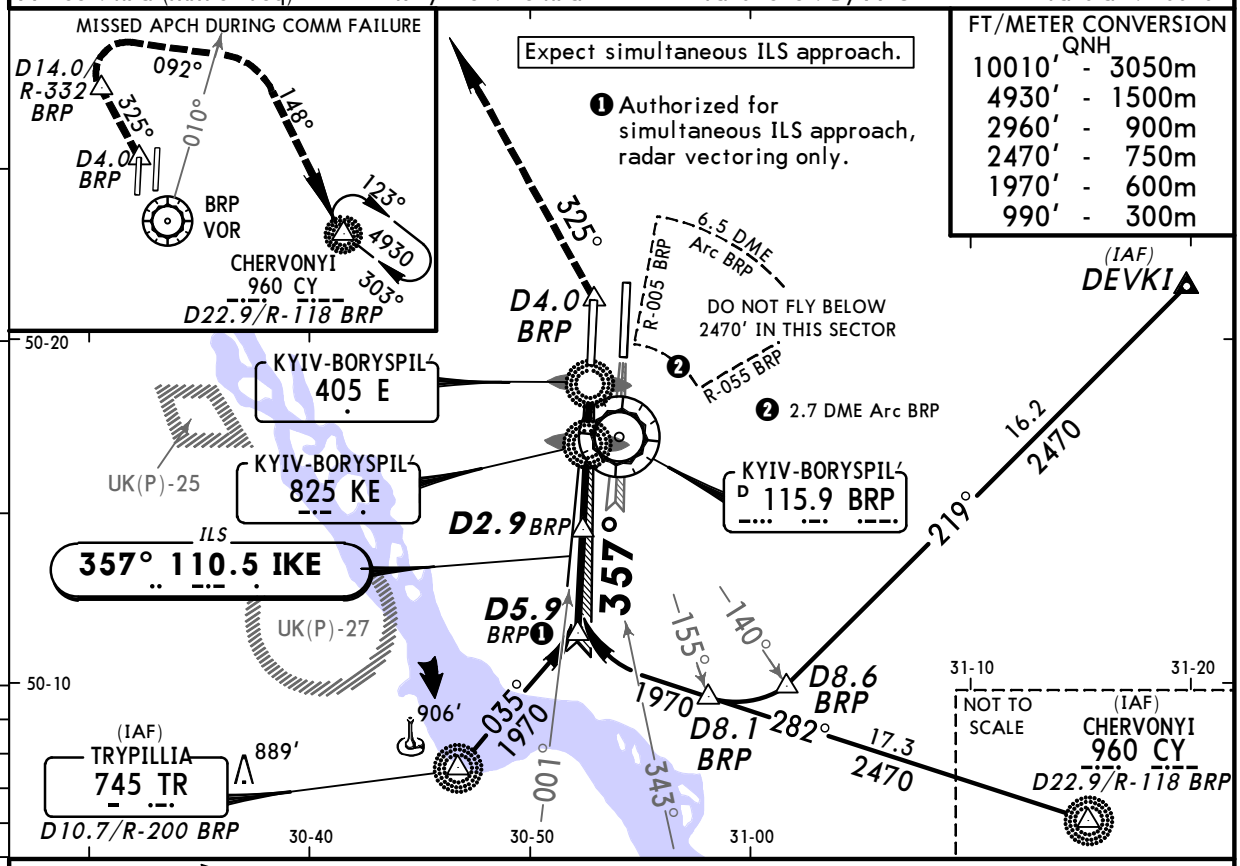
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05

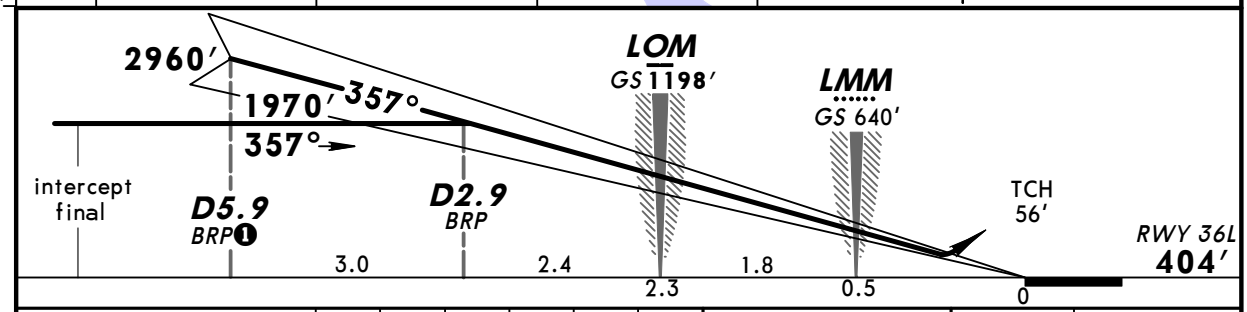
LOC IKE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
110.5	357°	1198' (794')	604' (200')	RWY 404'

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'





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 **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'.

PANS OPS

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

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JEPPESEN
JeppView 3.7.4.0

UKBB/KBP BORYSPIL'

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

KYIV, UKRAINE ILS or NDB Rwy 36R

BRIEFING STRIP ™

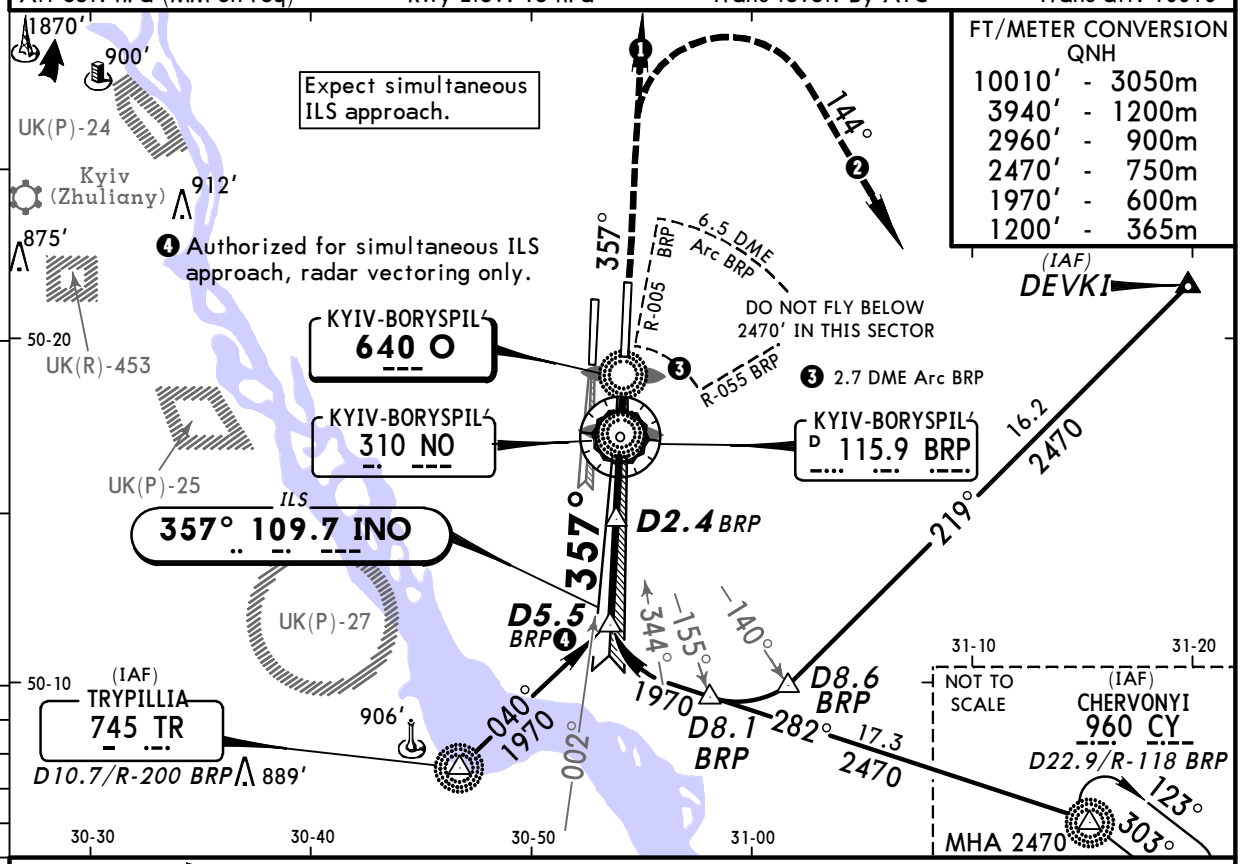
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

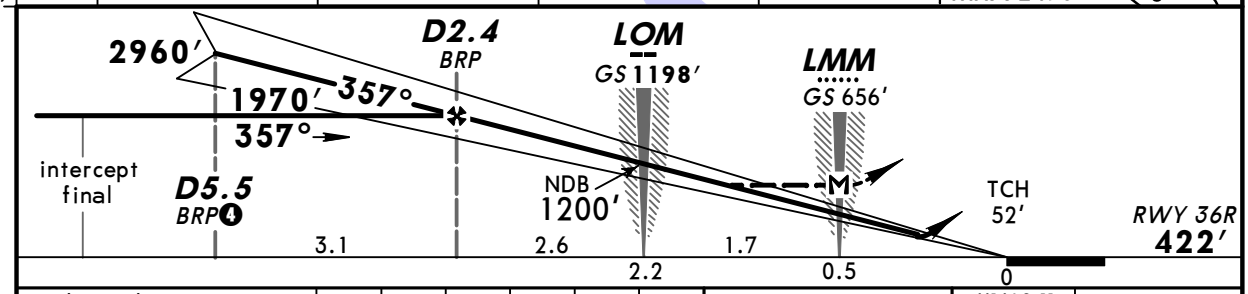
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	ILS DA(H) Refer to Minimums	Apt Elev 427'
NDB O 640		Minimum Alt D2.4 BRP 1970' (1548')	NDB MDA(H) 790' (368')	RWY 422'

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

JAR-OPS STRAIGHT-IN LANDING RWY 36R

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
DA(H) ABC: 622'(200') D: 627'(205')				MDA(H) 790'(368')	
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

PANS OPS

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

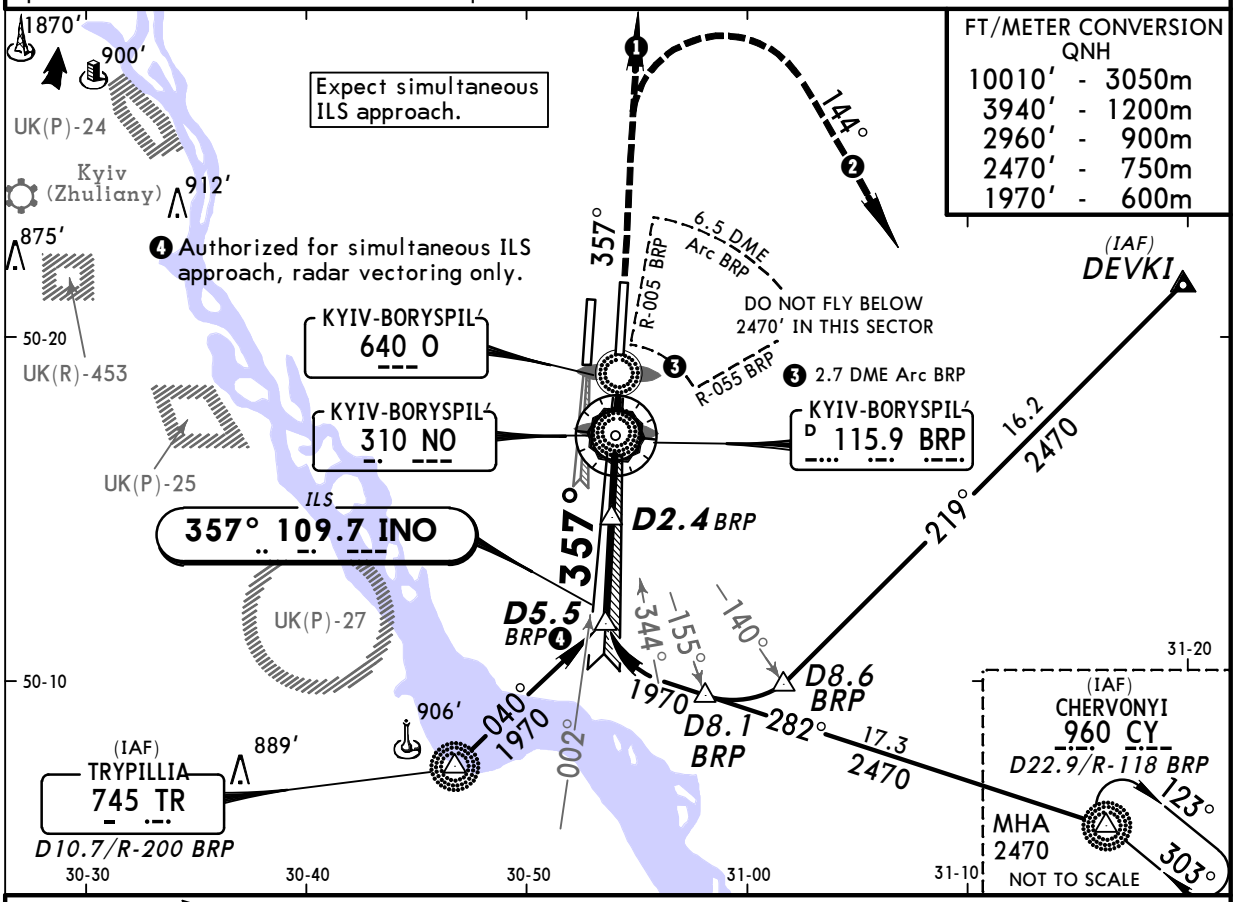
ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.3	118.05

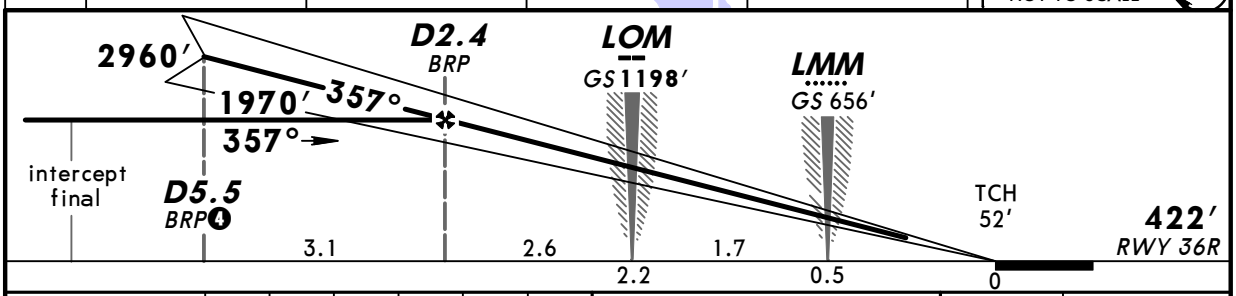
LOC	Final	GS	CAT II ILS	Apt Elev 427'
INO	Apch Crs	LOM	RA 104'	RWY 422'
109.7	357°	1198' (776')	DA(H) 522' (100')	

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'
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')

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™

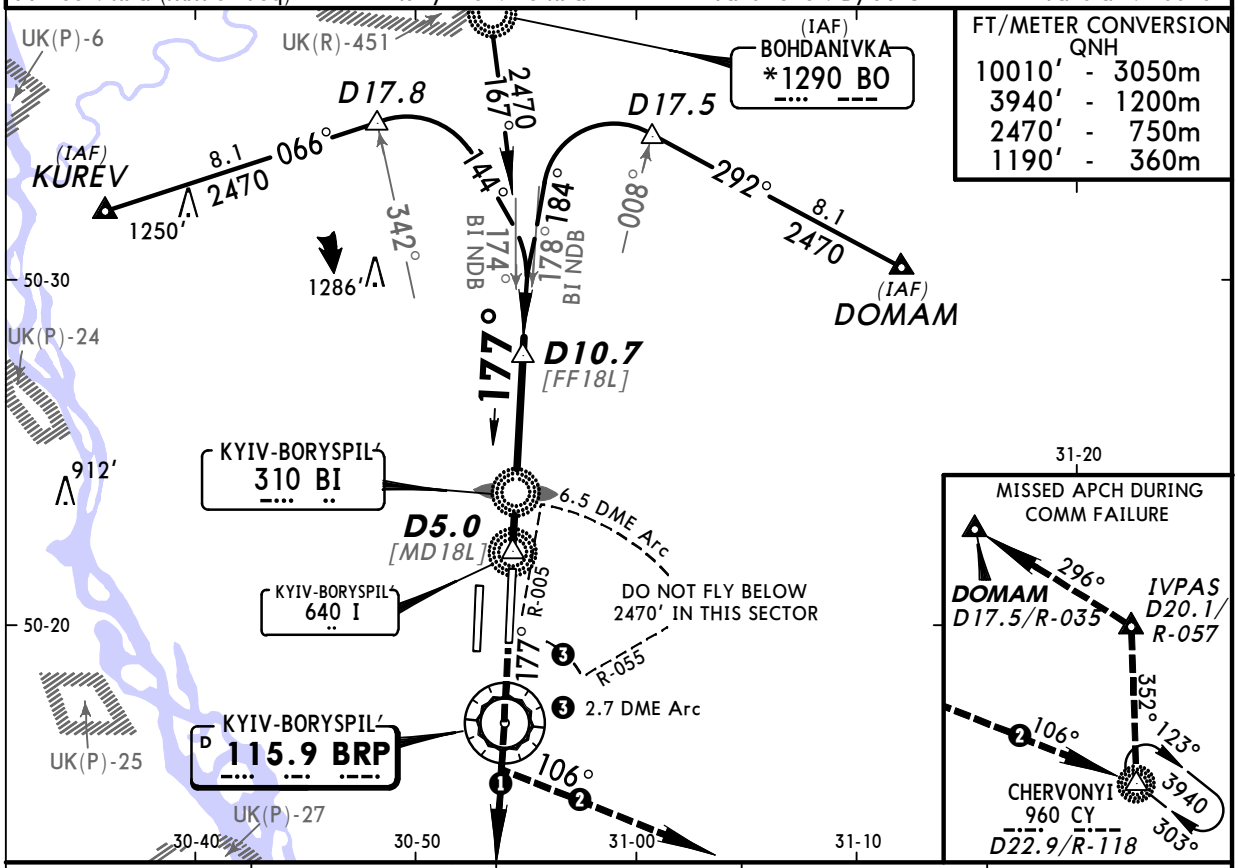
ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.3	118.05

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°)

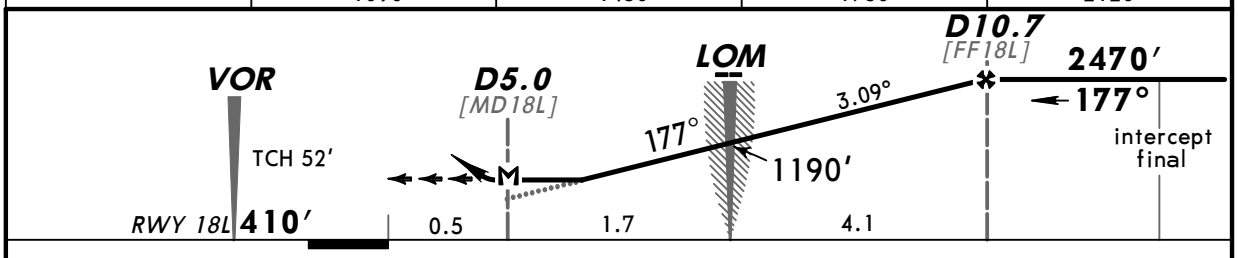
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



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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JEPPESEN
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UKBB/KBP BORYSPIL'

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

KYIV, UKRAINE VOR DME Rwy 36R

BRIEFING STRIP ™

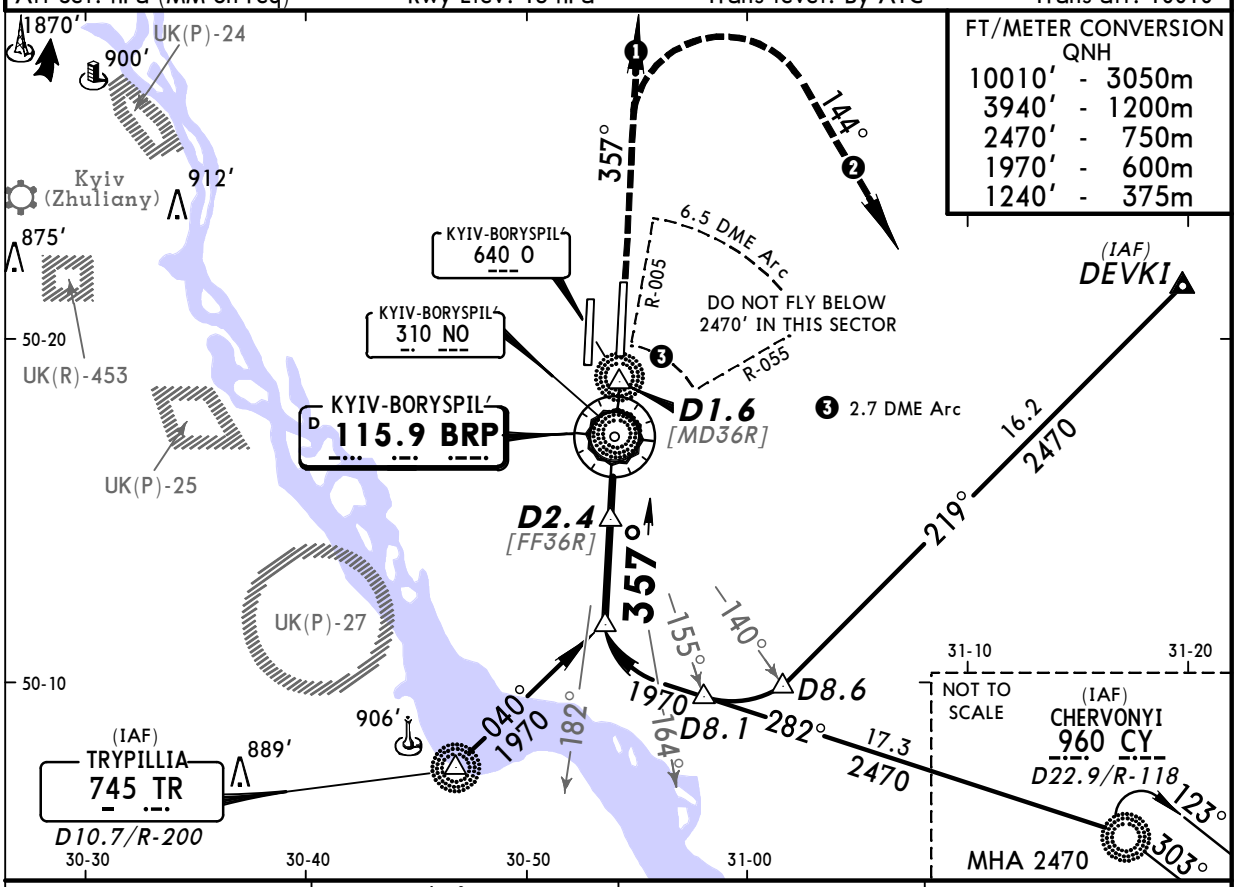
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

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

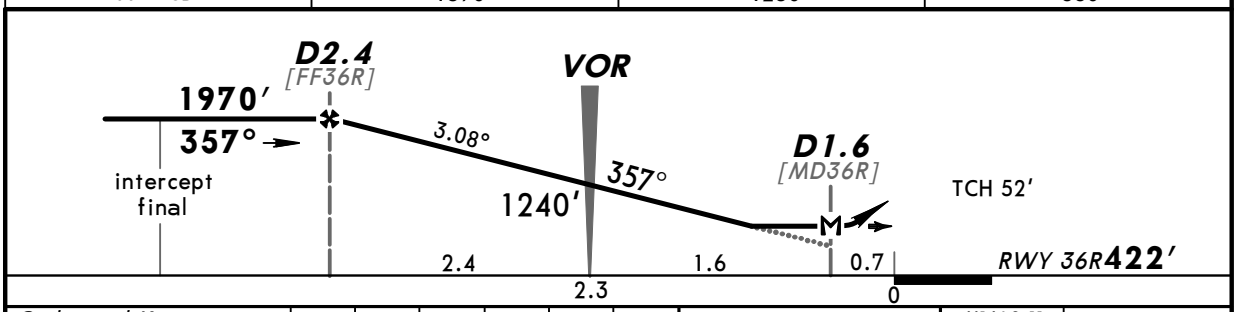
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

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

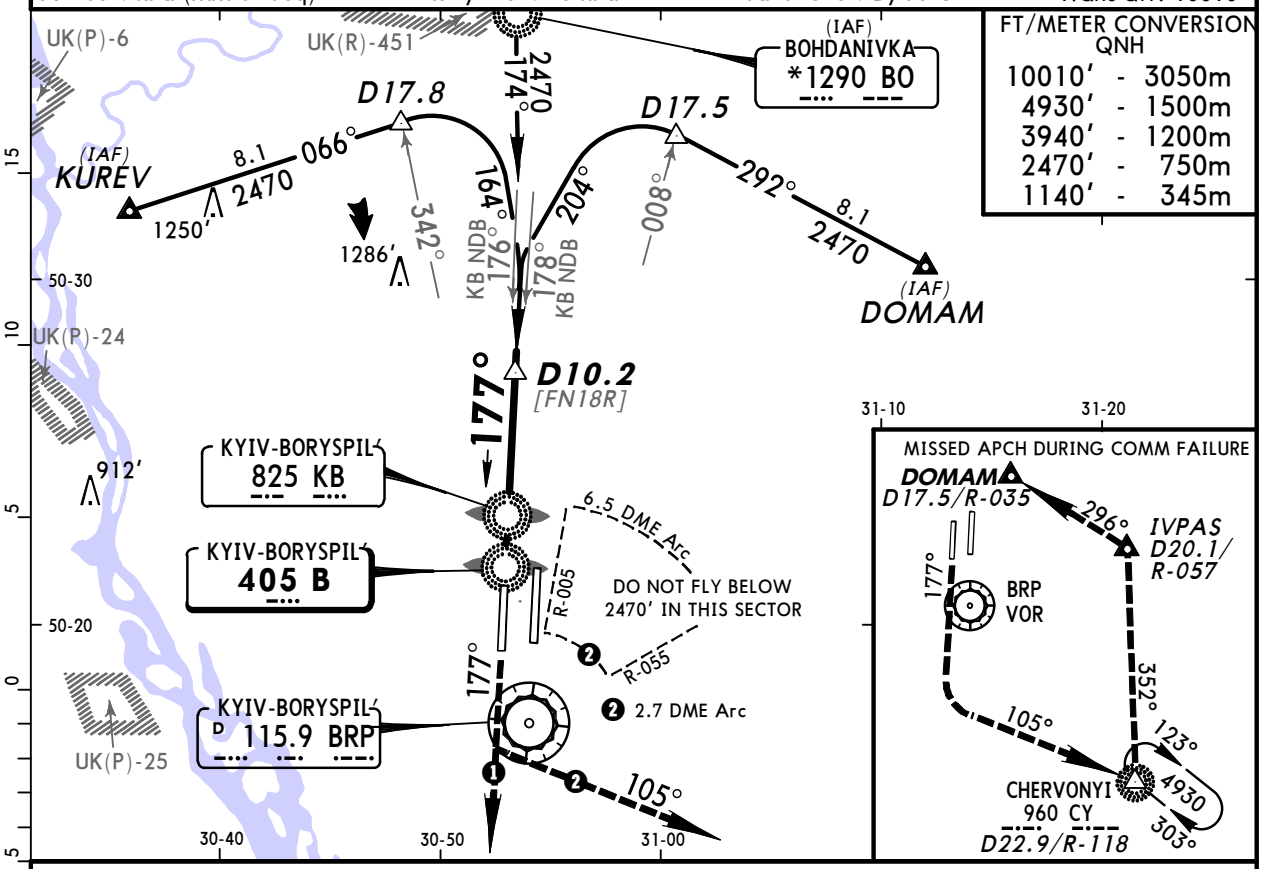
BRIEFING STRIP ™

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

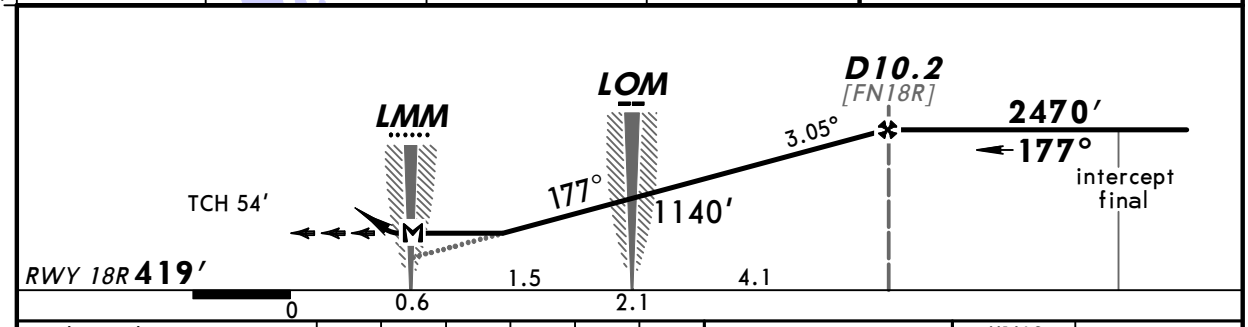
MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

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



FT/METER CONVERSION QNH

10010'	-	3050m
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		CIRCLE-TO-LAND ❶ West of apt	
			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 1800m	180	1030'(611')2400m	2470'(2051')2400m
D	RVR 1400m	RVR 2000m	205	1130'(711')3600m	2470'(2051')3600m

PANS OPS

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 ™

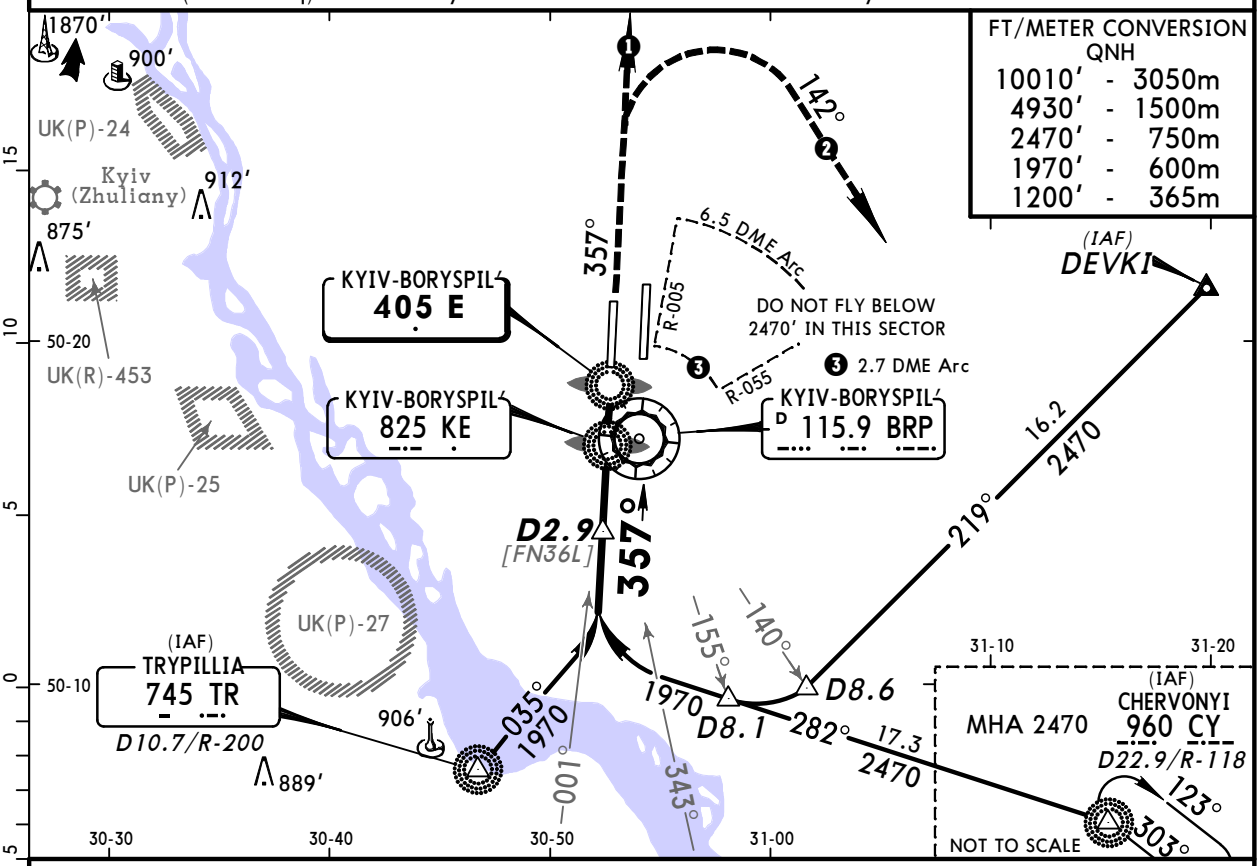
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05

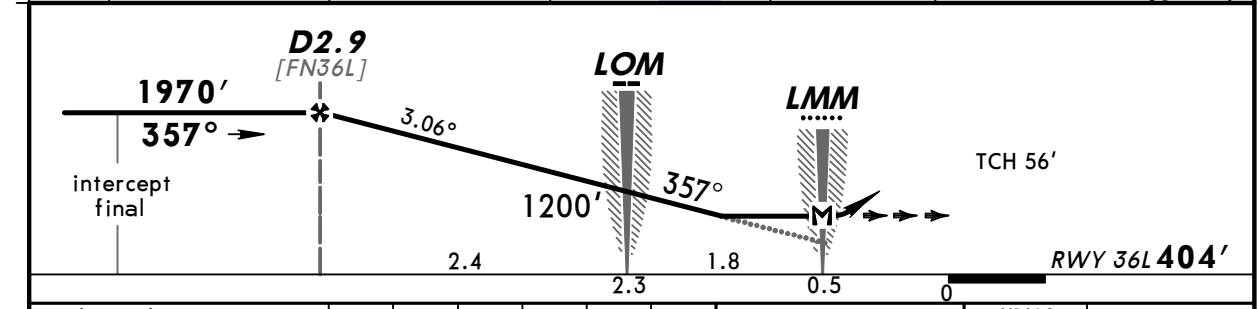
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 427'
E 405	357°	D2.9 1970' (1566')	760' (356')	RWY 404'

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

West of apt

Max Kts	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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