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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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2.5. 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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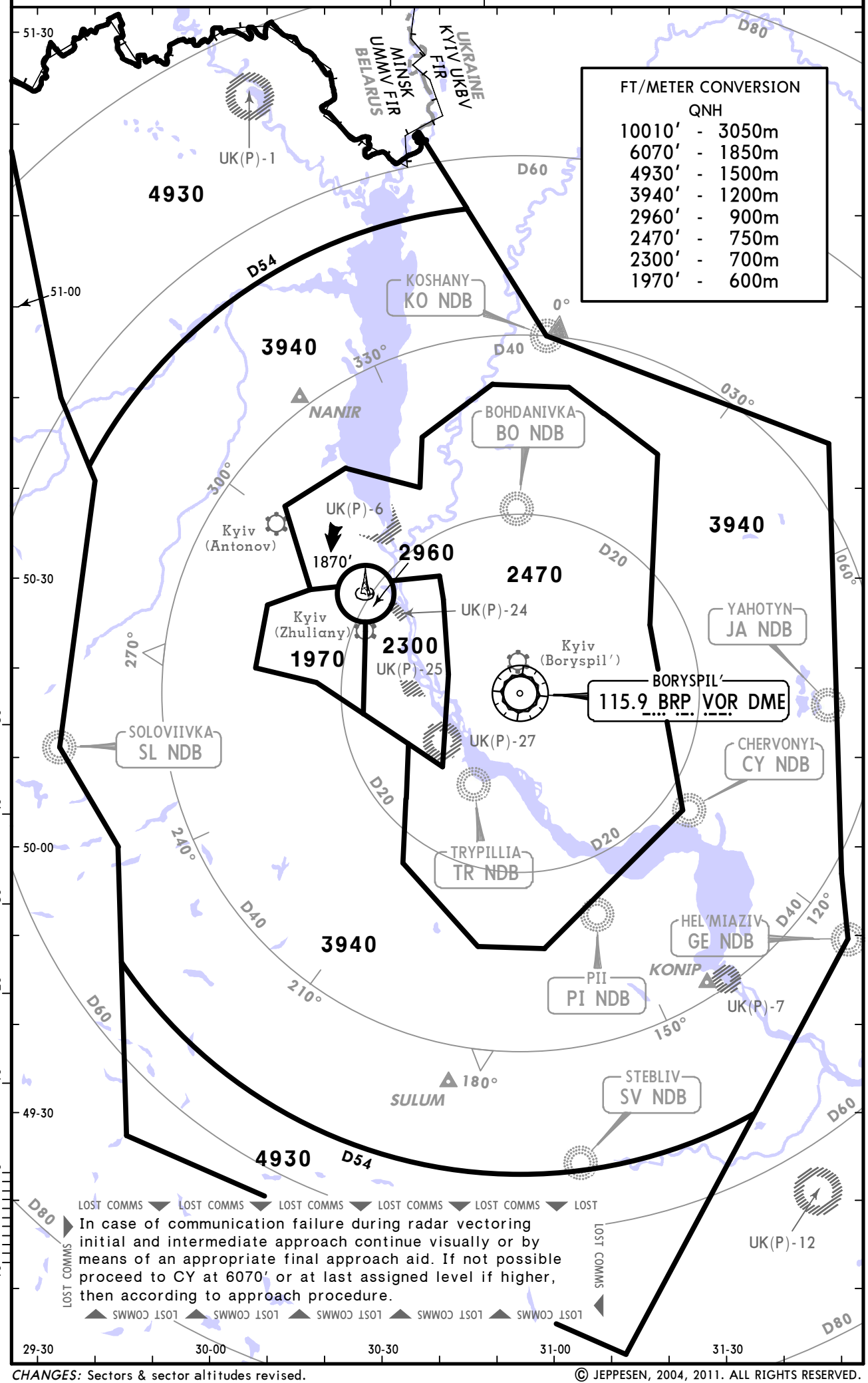
KYIV Radar (APP)				Apt Elev	Alt Set: hPa (MM on request)
120.9	124.67	125.72	128.17	427'	Trans level: By ATC Trans alt: 10010'



CHANGES: Sectors & sector altitudes revised.

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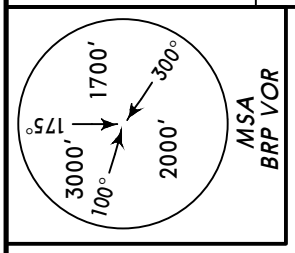
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

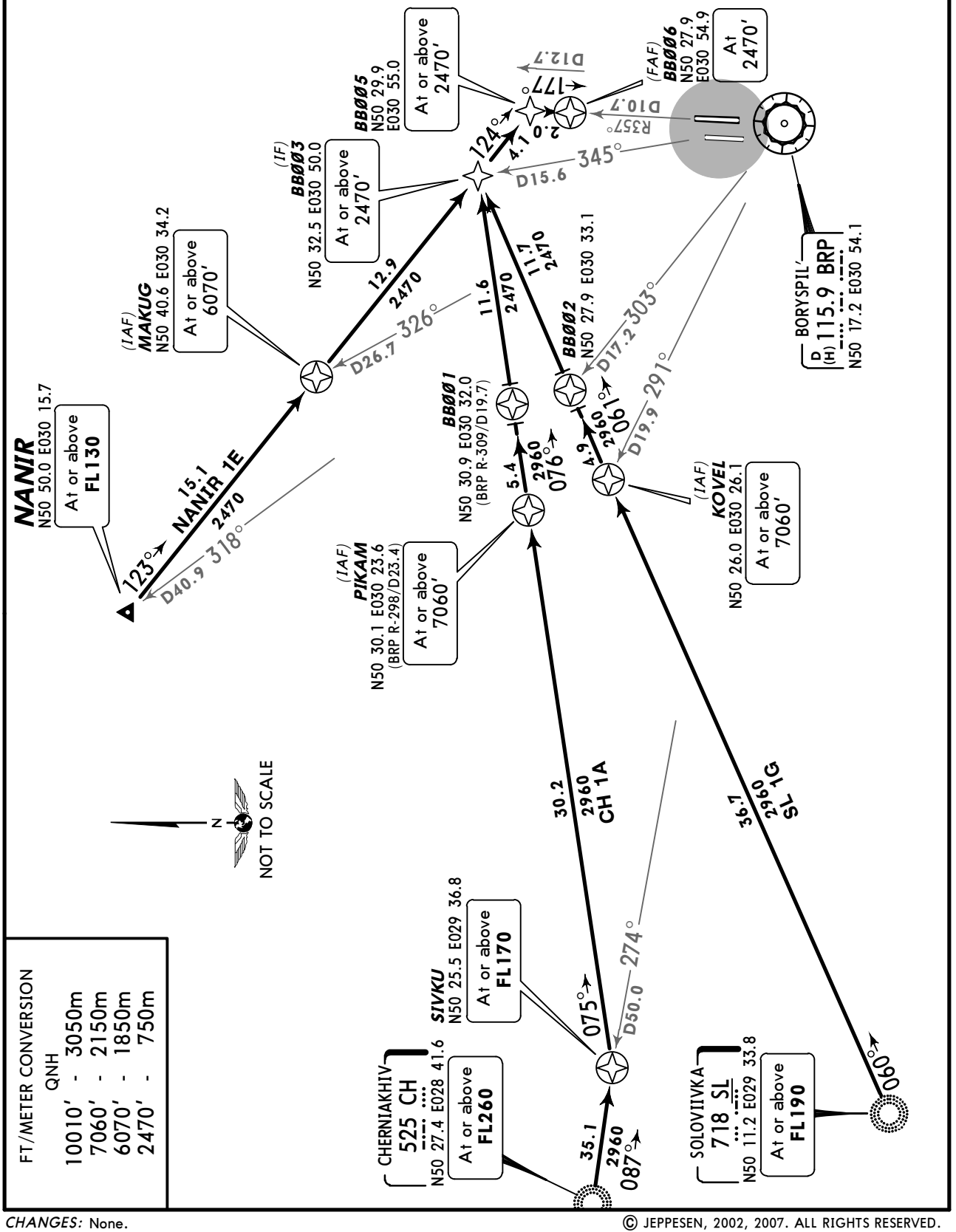


CHERNIAKHIV ONE ALFA (CH 1A)
NANIR ONE ECHO (NANIR 1E) *[NANI1E]*
SOLOVIIVKA ONE GOLF (SL 1G)
RWY 18L RNAV ARRIVALS

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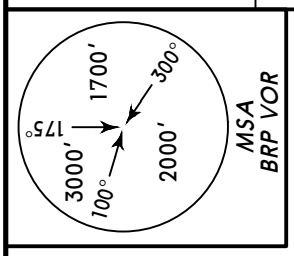
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



CHERNIAKHIV THREE BRAVO (CH 3B)
NANIR THREE FOXTROT (NANIR 3F) *[NANI3F]*
SOLOVIIVKA THREE HOTEL (SL 3H)
RWY 36R 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

NOT TO SCALE

NANIR
N50 50.0 E030 15.7
At or above **FL110**

D40.9 318°

43.7
2960
NANIR 3F

156°

(IF)
BBØ18
N50 07.7 E030 49.2
(BRP R-192/D10.0)
At or above 2470'

7.6
090°
2470

(IAF)
BBØ13
N50 08.4 E030 37.4
(BRP R-225/D13.8)
At or above 3940'

4.2

BBØ19
N50 10.2 E030 53.6
(BRP R-177/D7.0)
At 2470'

3.0
357°

(FAF)
BBØ2Ø
N50 13.2
E030 53.8
(BRP R-177/D3.9)
At 2470'

BORYSPIL'
D (H) 115.9 BRP
N50 17.2 E030 54.1

42.1
2470
CH 3B

41.0
2470
SL 3H

SIVKU
N50 25.5 E029 36.8
At or above **FL170**

D50.0 274°

108°

087°

CHERNIAKHIV
525 CH
N50 27.4 E028 41.6
At or above **FL260**

087°
35.1
2960

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
At or above **FL190**

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

CHANGES: RNAV STARs renumbered & revised.

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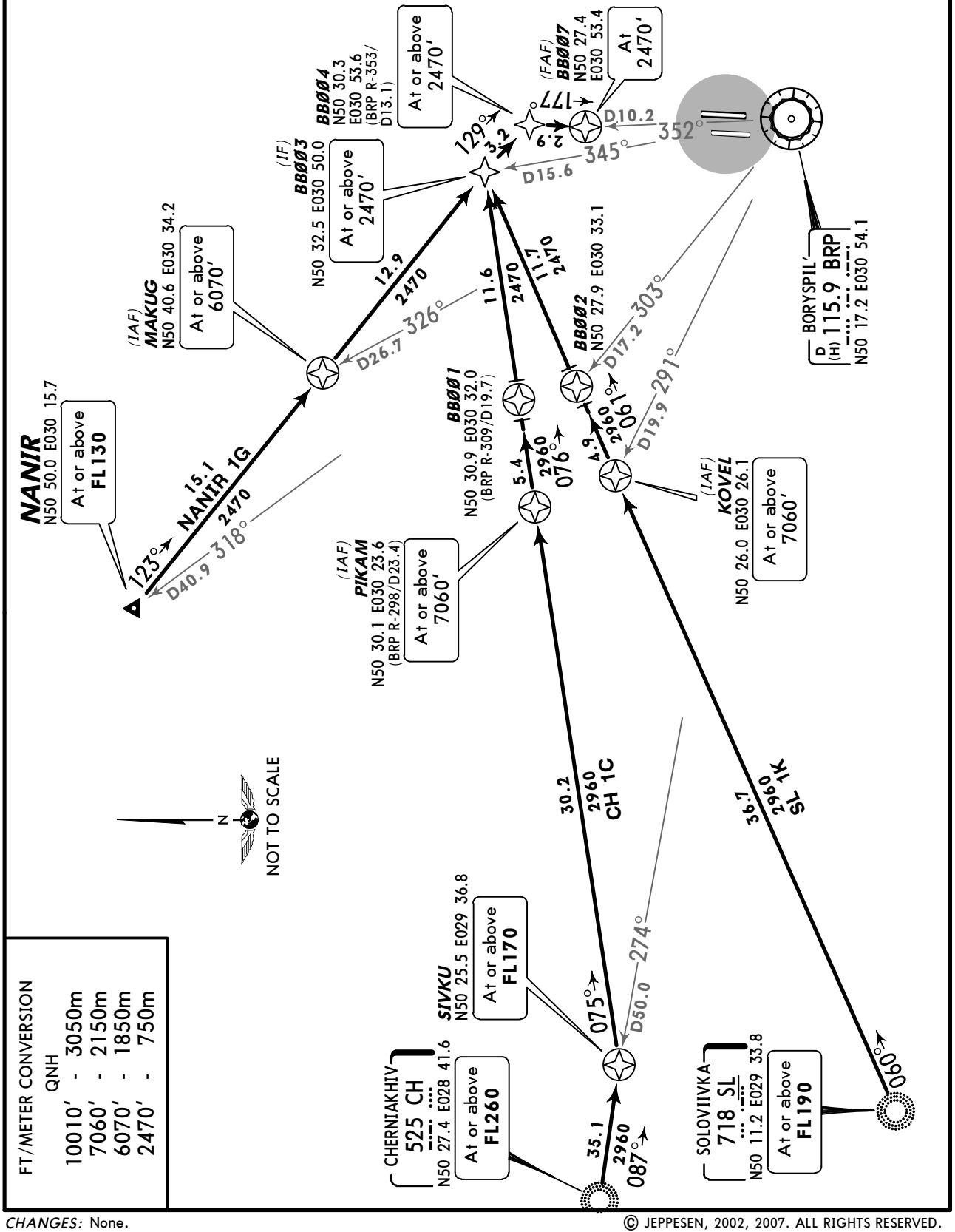
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

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



CHANGES: None.

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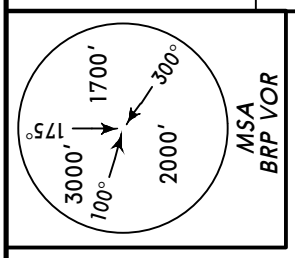
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



CHERNIAKHIV THREE DELTA (CH 3D)
NANIR THREE KILO (NANIR 3K) *[NANI3K]*
SOLOVIIVKA THREE LIMA (SL 3L)
RWY 36L 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

NOT TO SCALE

BORYSPIL'
D (H) 115.9 BRP
N50 17.2 E030 54.1

BBØ16
N50 09.9 E030 52.1
(BRP R-184/D7.3)
At 2470'

(FAF) BBØ17
N50 13.0
E030 52.3
(BRP R-169/D3.0)
At 2470'

(IF) BBØ15
N50 07.4 E030 47.2
(BRP R-198/D10.7)
At or above 2470'

(IAF) BBØ13
N50 08.4 E030 37.4
(BRP R-225/D13.8)
At or above 3940'

NANIR
N50 50.0 E030 15.7
At or above FL110

SIVKU
N50 25.5 E029 36.8
At or above FL170

CHERNIAKHIV
525 CH
N50 27.4 E028 41.6
At or above FL260

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
At or above FL190

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

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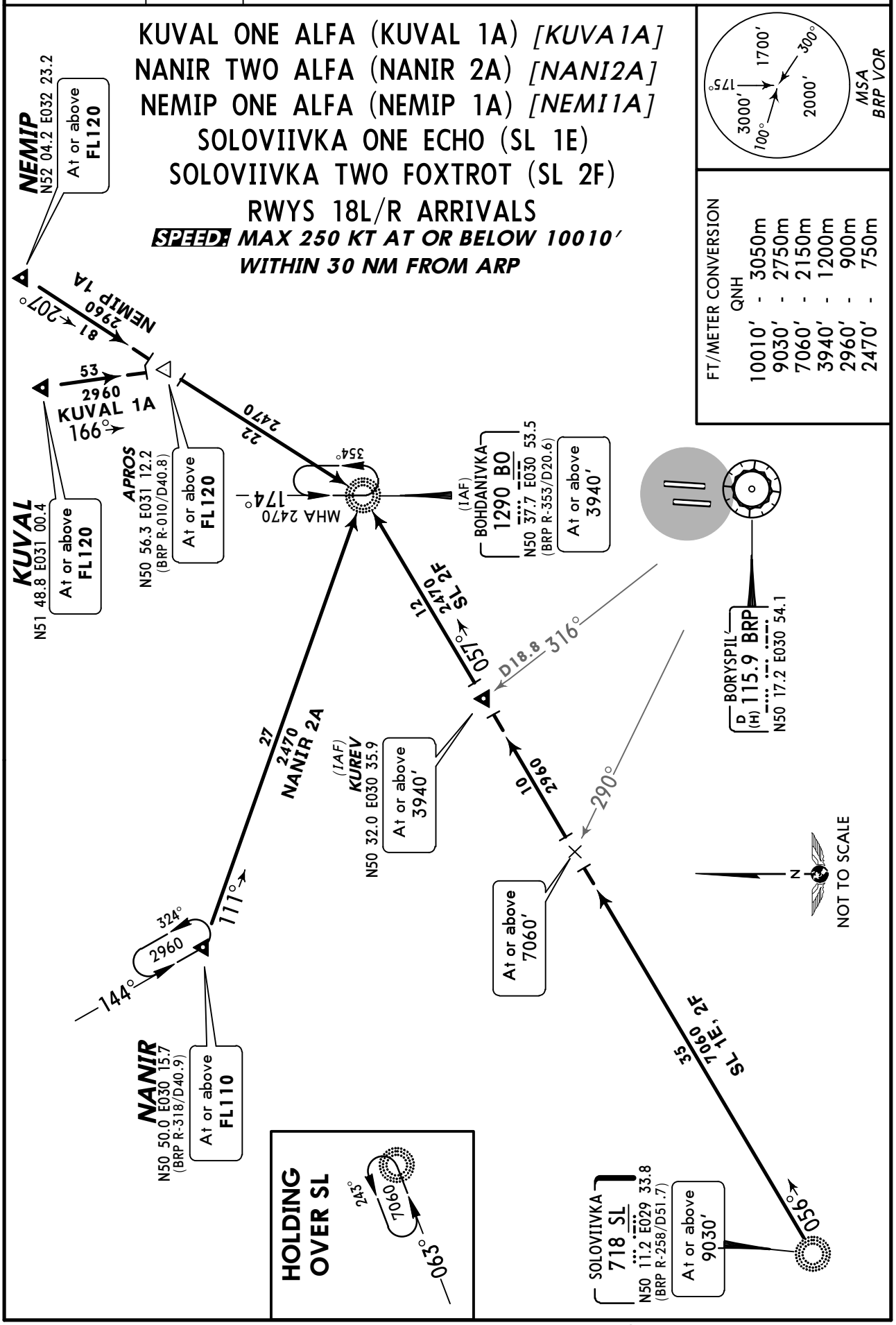
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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

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



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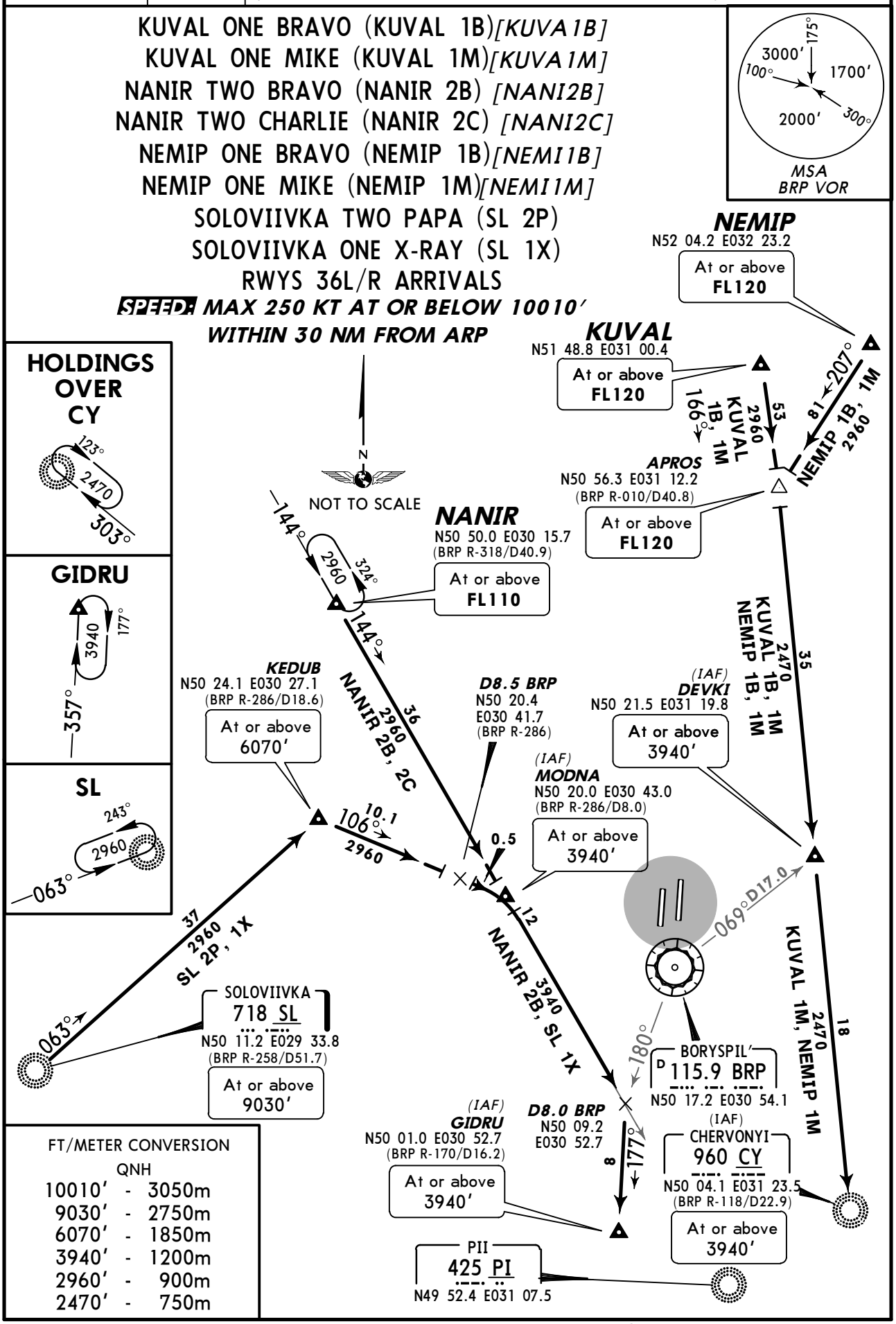
KUVAL ONE BRAVO (KUVAL 1B)[KUVA1B]
KUVAL ONE MIKE (KUVAL 1M)[KUVA1M]
NANIR TWO BRAVO (NANIR 2B) [NANI2B]
NANIR TWO CHARLIE (NANIR 2C) [NANI2C]
NEMIP ONE BRAVO (NEMIP 1B)[NEMI1B]
NEMIP ONE MIKE (NEMIP 1M)[NEMI1M]
SOLOVIIVKA TWO PAPA (SL 2P)
SOLOVIIVKA ONE X-RAY (SL 1X)
RWYS 36L/R ARRIVALS

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

CHANGES: STAR SL 1B withdrawn; NANIR 2C & SL 1X estbld; NANIR & SL rnmbrd & rvsd.

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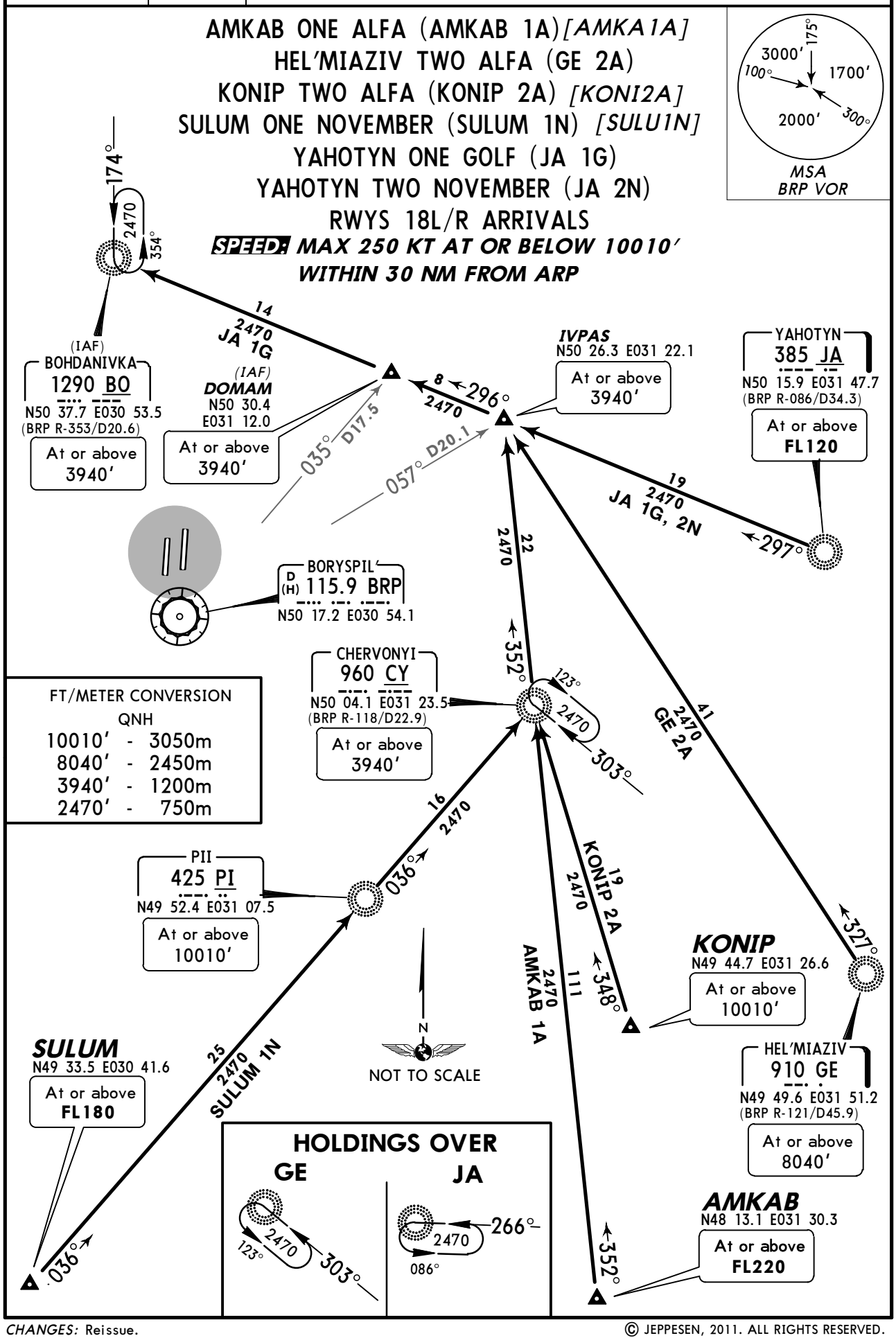
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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

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

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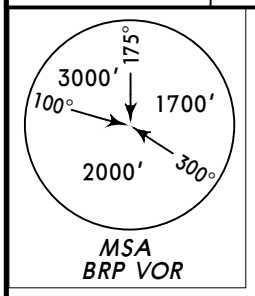
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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 MIKE (AMKAB 1M) *[AMKA1M]*
HEL'MIAZIV TWO MIKE (GE 2M)
KONIP TWO MIKE (KONIP 2M) *[KONI2M]*
SULUM TWO MIKE (SULUM 2M) *[SULU2M]*
YAHOTYN TWO MIKE (JA 2M)
RWYS 36L/R ARRIVALS

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

BORYSPIL'
D (H) 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'

YAHOTYN
385 JA
N50 15.9 E031 47.7
(BRP R-086/D34.3)
At or above FL120

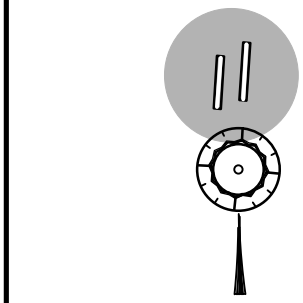
PII
425 PI
N49 52.4 E031 07.5
At or above 10010'

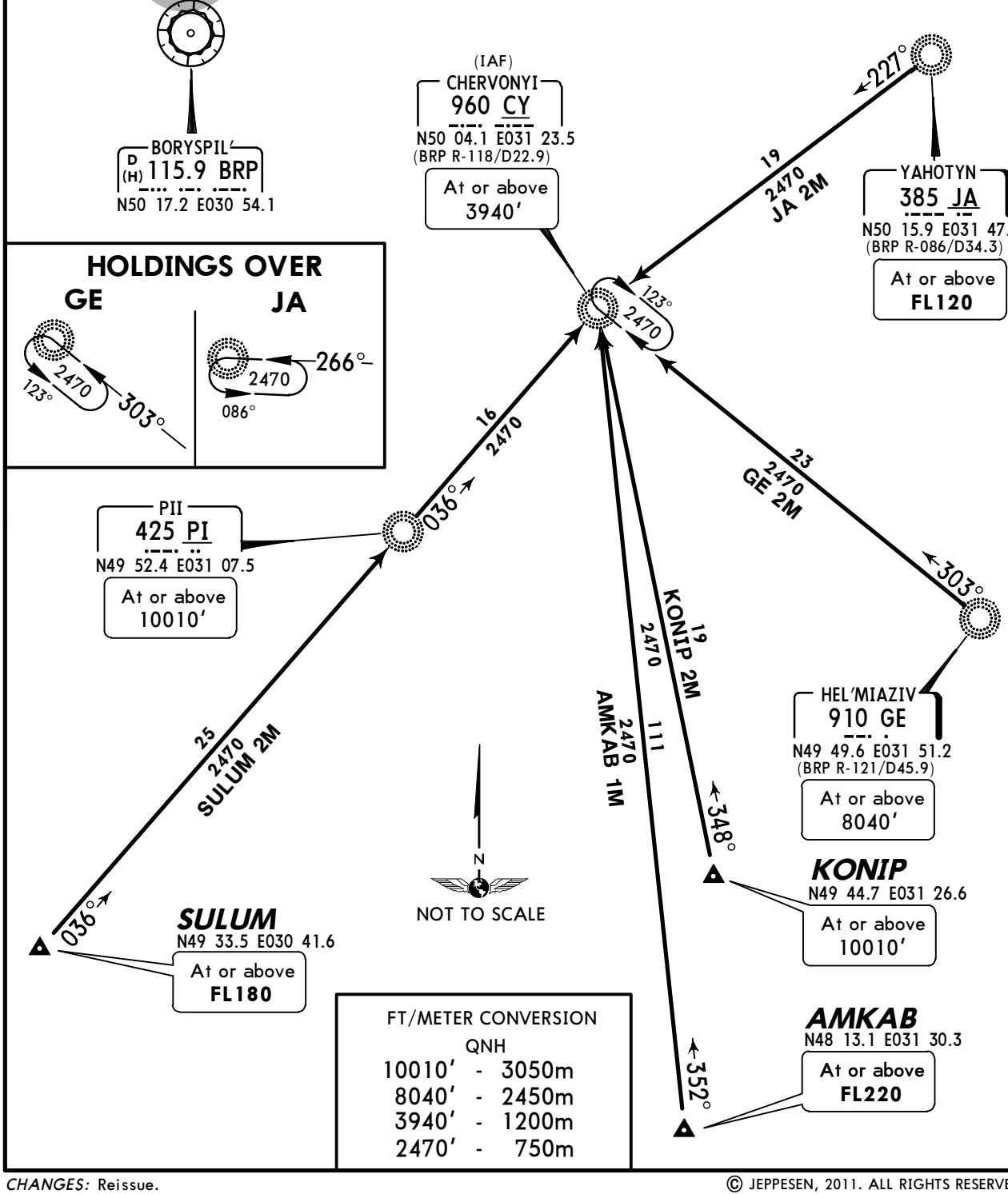
HEL'MIAZIV
910 GE
N49 49.6 E031 51.2
(BRP R-121/D45.9)
At or above 8040'

KONIP
N49 44.7 E031 26.6
At or above 10010'

SULUM
N49 33.5 E030 41.6
At or above FL180

AMKAB
N48 13.1 E031 30.3
At or above FL220





FT/METER CONVERSION
QNH

10010'	-	3050m
8040'	-	2450m
3940'	-	1200m
2470'	-	750m

CHANGES: Reissue.

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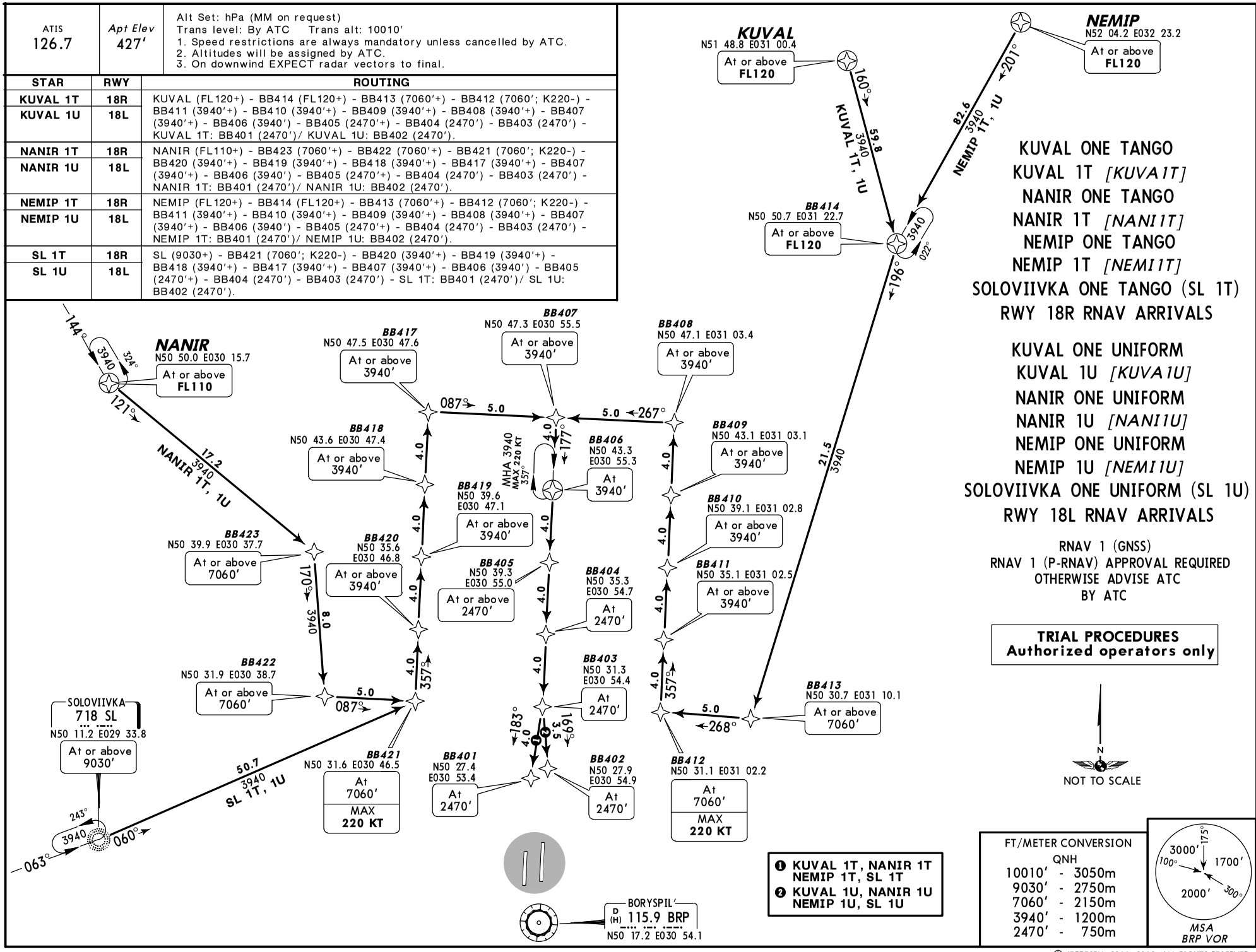
ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT radar vectors to final.

STAR	RWY	ROUTING
KUVAL 1T	18R	KUVAL (FL120+) - BB414 (FL120+) - BB413 (7060'+) - BB412 (7060'; K220-) - BB411 (3940'+) - BB410 (3940'+) - BB409 (3940'+) - BB408 (3940'+) - BB407 (3940'+) - BB406 (3940') - BB405 (2470'+) - BB404 (2470') - BB403 (2470') - KUVAL 1T: BB401 (2470')/ KUVAL 1U: BB402 (2470').
KUVAL 1U	18L	
NANIR 1T	18R	NANIR (FL110+) - BB423 (7060'+) - BB422 (7060'+) - BB421 (7060'; K220-) - BB420 (3940'+) - BB419 (3940'+) - BB418 (3940'+) - BB417 (3940'+) - BB407 (3940'+) - BB406 (3940') - BB405 (2470'+) - BB404 (2470') - BB403 (2470') - NANIR 1T: BB401 (2470')/ NANIR 1U: BB402 (2470').
NANIR 1U	18L	
NEMIP 1T	18R	NEMIP (FL120+) - BB414 (FL120+) - BB413 (7060'+) - BB412 (7060'; K220-) - BB411 (3940'+) - BB410 (3940'+) - BB409 (3940'+) - BB408 (3940'+) - BB407 (3940'+) - BB406 (3940') - BB405 (2470'+) - BB404 (2470') - BB403 (2470') - NEMIP 1T: BB401 (2470')/ NEMIP 1U: BB402 (2470').
NEMIP 1U	18L	
SL 1T	18R	SL (9030+) - BB421 (7060'; K220-) - BB420 (3940'+) - BB419 (3940'+) - BB418 (3940'+) - BB417 (3940'+) - BB407 (3940'+) - BB406 (3940') - BB405 (2470'+) - BB404 (2470') - BB403 (2470') - SL 1T: BB401 (2470')/ SL 1U: BB402 (2470').
SL 1U	18L	



CHANGES: Crossing at BB413.

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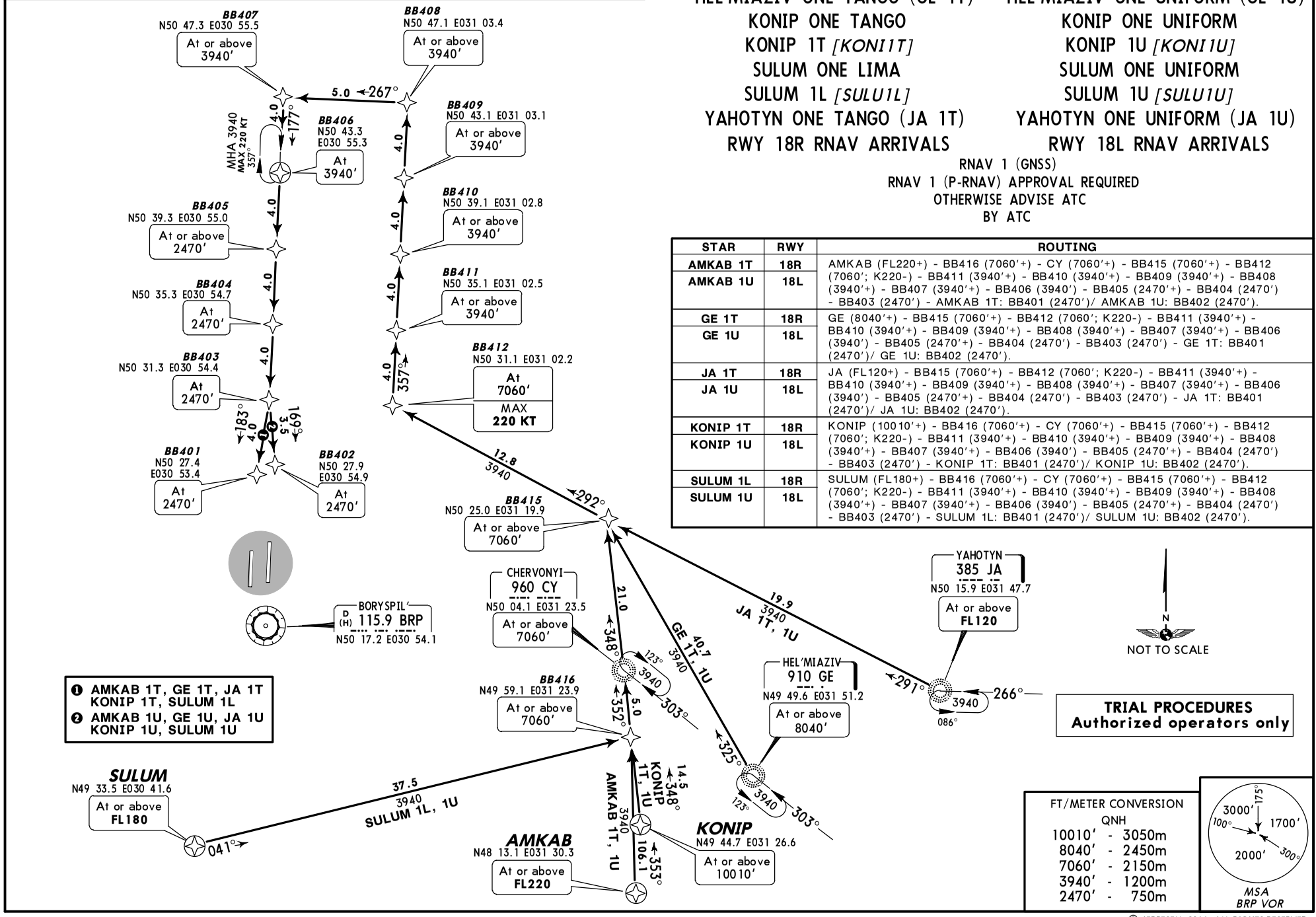
ATIS	Apt Elev	
126.7	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT radar vectors to final.

AMKAB ONE TANGO
AMKAB 1T *[AMKA1T]*
HEL'MIAZIV ONE TANGO (GE 1T)
KONIP ONE TANGO
KONIP 1T *[KONI1T]*
SULUM ONE LIMA
SULUM 1L *[SULU1L]*
YAHOTYN ONE TANGO (JA 1T)
RWY 18R RNAV ARRIVALS

AMKAB ONE UNIFORM
AMKAB 1U *[AMKA1U]*
HEL'MIAZIV ONE UNIFORM (GE 1U)
KONIP ONE UNIFORM
KONIP 1U *[KONI1U]*
SULUM ONE UNIFORM
SULUM 1U *[SULU1U]*
YAHOTYN ONE UNIFORM (JA 1U)
RWY 18L RNAV ARRIVALS

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC

STAR	RWY	ROUTING
AMKAB 1T	18R	AMKAB (FL220+) - BB416 (7060′+) - CY (7060′+) - BB415 (7060′+) - BB412 (7060′; K220-) - BB411 (3940′+) - BB410 (3940′+) - BB409 (3940′+) - BB408 (3940′+) - BB407 (3940′+) - BB406 (3940′) - BB405 (2470′+) - BB404 (2470′) - BB403 (2470′) - AMKAB 1T: BB401 (2470′)/ AMKAB 1U: BB402 (2470′).
AMKAB 1U	18L	
GE 1T	18R	GE (8040′+) - BB415 (7060′+) - BB412 (7060′; K220-) - BB411 (3940′+) - BB410 (3940′+) - BB409 (3940′+) - BB408 (3940′+) - BB407 (3940′+) - BB406 (3940′) - BB405 (2470′+) - BB404 (2470′) - BB403 (2470′) - GE 1T: BB401 (2470′)/ GE 1U: BB402 (2470′).
GE 1U	18L	
JA 1T	18R	JA (FL120+) - BB415 (7060′+) - BB412 (7060′; K220-) - BB411 (3940′+) - BB410 (3940′+) - BB409 (3940′+) - BB408 (3940′+) - BB407 (3940′+) - BB406 (3940′) - BB405 (2470′+) - BB404 (2470′) - BB403 (2470′) - JA 1T: BB401 (2470′)/ JA 1U: BB402 (2470′).
JA 1U	18L	
KONIP 1T	18R	KONIP (10010′+) - BB416 (7060′+) - CY (7060′+) - BB415 (7060′+) - BB412 (7060′; K220-) - BB411 (3940′+) - BB410 (3940′+) - BB409 (3940′+) - BB408 (3940′+) - BB407 (3940′+) - BB406 (3940′) - BB405 (2470′+) - BB404 (2470′) - BB403 (2470′) - KONIP 1T: BB401 (2470′)/ KONIP 1U: BB402 (2470′).
KONIP 1U	18L	
SULUM 1L	18R	SULUM (FL180+) - BB416 (7060′+) - CY (7060′+) - BB415 (7060′+) - BB412 (7060′; K220-) - BB411 (3940′+) - BB410 (3940′+) - BB409 (3940′+) - BB408 (3940′+) - BB407 (3940′+) - BB406 (3940′) - BB405 (2470′+) - BB404 (2470′) - BB403 (2470′) - SULUM 1L: BB401 (2470′)/ SULUM 1U: BB402 (2470′).
SULUM 1U	18L	



CHANGES: None.

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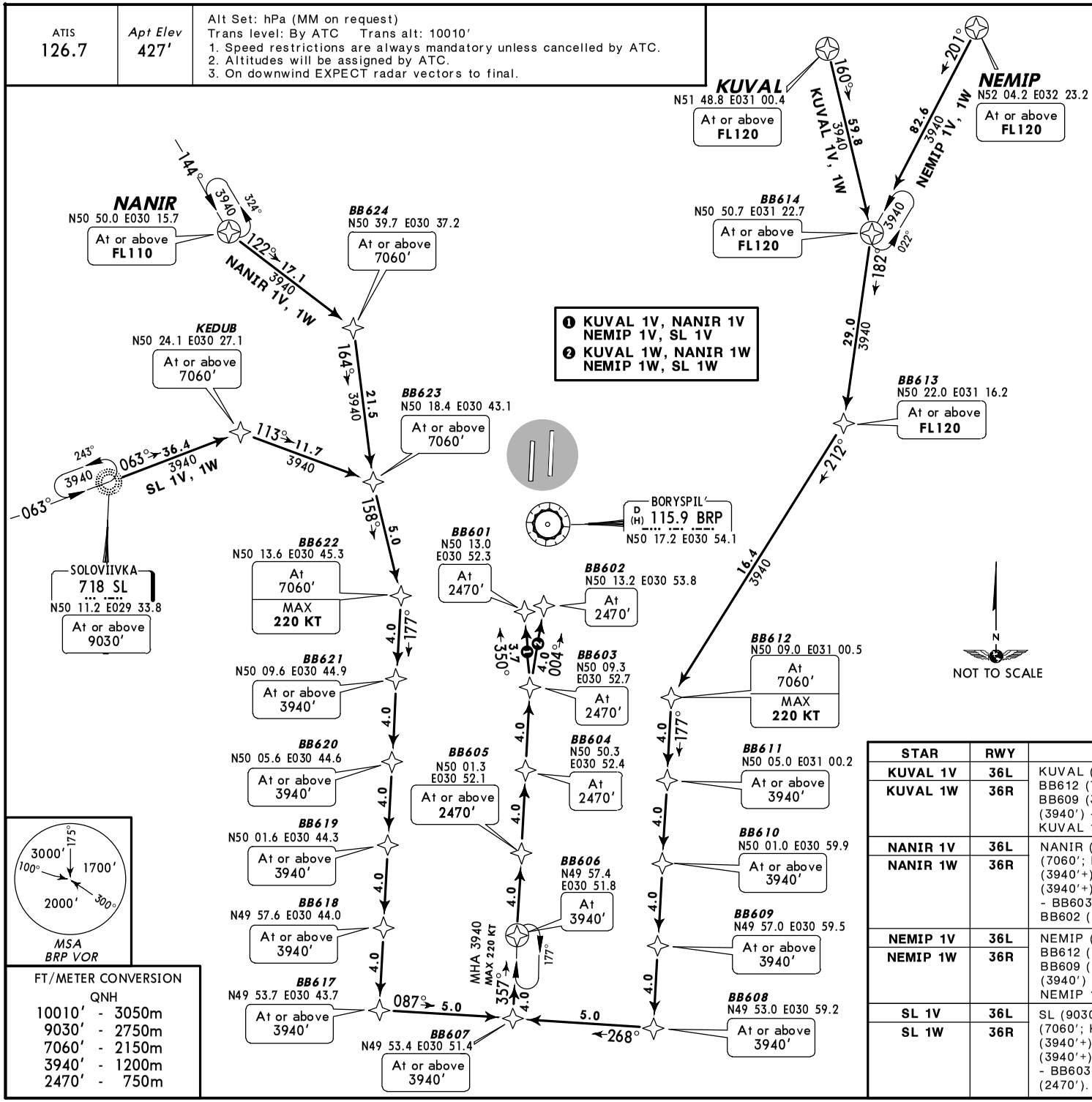
ATIS	Apt Elev
126.7	427'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT radar vectors to final.

KUVAL ONE VICTOR
KUVAL 1V *[KUVA1V]*
NANIR ONE VICTOR
NANIR 1V *[NANI1V]*
NEMIP ONE VICTOR
NEMIP 1V *[NEMI1V]*
SOLOVIIVKA ONE VICTOR (SL 1V)
RWY 36L RNAV ARRIVALS

KUVAL ONE WHISKEY
KUVAL 1W *[KUVA1W]*
NANIR ONE WHISKEY
NANIR 1W *[NANI1W]*
NEMIP ONE WHISKEY
NEMIP 1W *[NEMI1W]*
SOLOVIIVKA ONE WHISKEY (SL 1W)
RWY 36R RNAV ARRIVALS

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC



TRIAL PROCEDURES
Authorized operators only

STAR	RWY	ROUTING
KUVAL 1V	36L	KUVAL (FL120+) - BB614 (FL120+) - BB613 (FL120+) - BB612 (7060'; K220-) - BB611 (3940'+) - BB610 (3940'+) - BB609 (3940'+) - BB608 (3940'+) - BB607 (3940'+) - BB606 (3940') - BB605 (2470'+) - BB604 (2470') - BB603 (2470') - KUVAL 1V: BB601 (2470')/ KUVAL 1W: BB602 (2470').
KUVAL 1W	36R	
NANIR 1V	36L	NANIR (FL110+) - BB624 (7060'+) - BB623 (7060+) - BB622 (7060'; K220-) - BB621 (3940'+) - BB620 (3940'+) - BB619 (3940'+) - BB618 (3940'+) - BB617 (3940'+) - BB607 (3940'+) - BB606 (3940') - BB605 (2470'+) - BB604 (2470') - BB603 (2470') - NANIR 1V: BB601 (2470')/ NANIR 1W: BB602 (2470').
NANIR 1W	36R	
NEMIP 1V	36L	NEMIP (FL120+) - BB614 (FL120+) - BB613 (FL120+) - BB612 (7060'; K220-) - BB611 (3940'+) - BB610 (3940'+) - BB609 (3940'+) - BB608 (3940'+) - BB607 (3940'+) - BB606 (3940') - BB605 (2470'+) - BB604 (2470') - BB603 (2470') - NEMIP 1V: BB601 (2470')/ NEMIP 1W: BB602 (2470').
NEMIP 1W	36R	
SL 1V	36L	SL (9030'+) - KEDUB (7060'+) - BB623 (7060'+) - BB622 (7060'; K220-) - BB621 (3940+) - BB620 (3940'+) - BB619 (3940'+) - BB618 (3940'+) - BB617 (3940'+) - BB607 (3940'+) - BB606 (3940') - BB605 (2470'+) - BB604 (2470') - BB603 (2470') - SL 1V: BB601 (2470')/ SL 1W: BB602 (2470').
SL 1W	36R	

FT/METER CONVERSION
QNH

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

CHANGES: New chart.

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KYIV, UKRAINE

RNAV STAR

JEPPESEN

10-2L

16 DEC 11

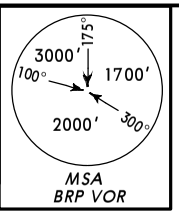
UKBB/KBP
BORYSPIL'

ATIS	Apt Elev
126.7	427′

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010′
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT radar vectors to final.

FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
7060′	-	2150m
3940′	-	1200m
2470′	-	750m

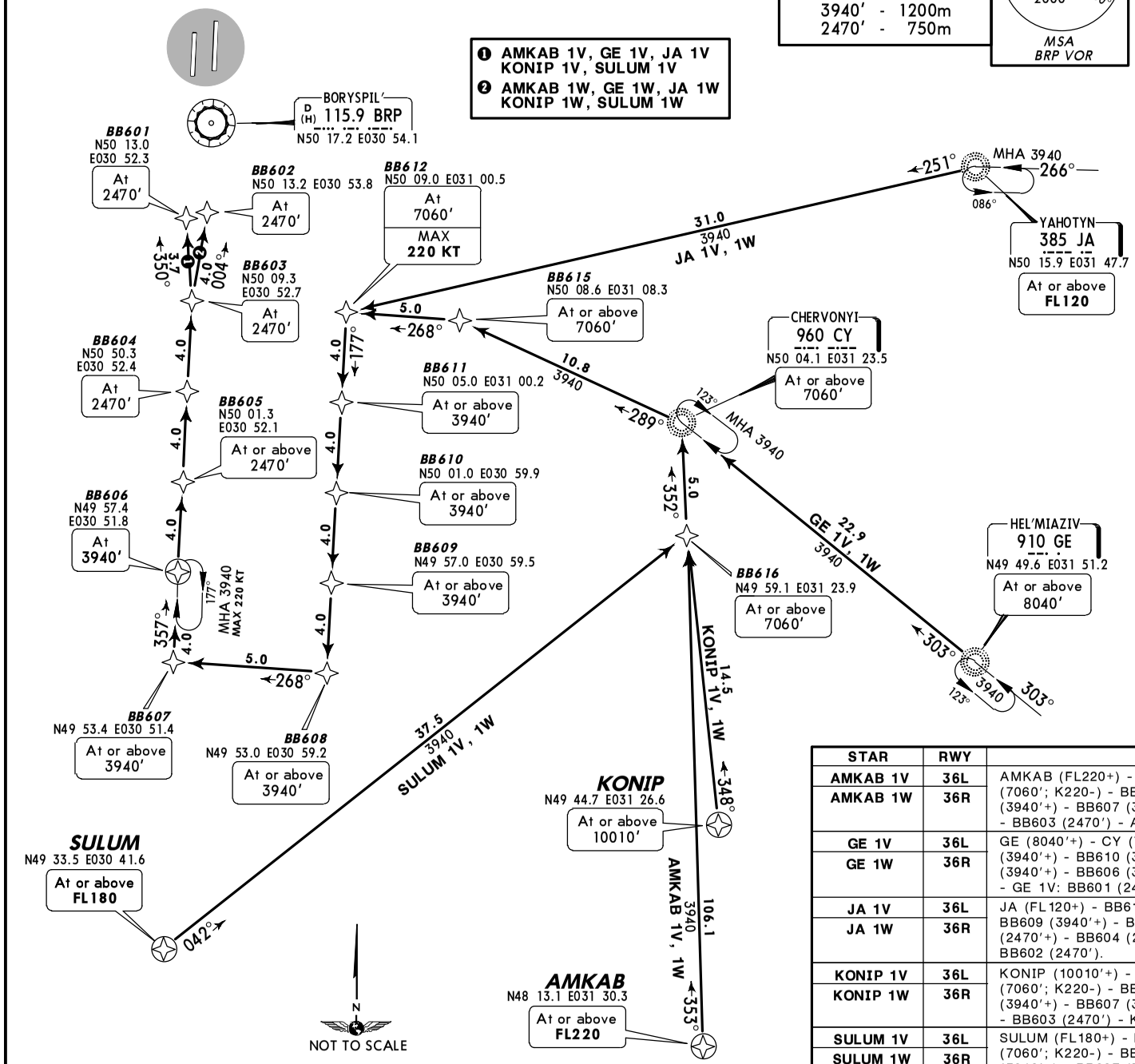


AMKAB ONE VICTOR
AMKAB 1V *[AMKA1V]*
HEL'MIAZIV ONE VICTOR (GE 1V)
KONIP ONE VICTOR
KONIP 1V *[KONI1V]*
SULUM ONE VICTOR
SULUM 1V *[SULU1V]*
YAHOTYN ONE VICTOR (JA 1V)
RWY 36L RNAV ARRIVALS

AMKAB ONE WHISKEY
AMKAB 1W *[AMKA1W]*
HEL'MIAZIV ONE WHISKEY (GE 1W)
KONIP ONE WHISKEY
KONIP 1W *[KONI1W]*
SULUM ONE WHISKEY
SULUM 1W *[SULU1W]*
YAHOTYN ONE WHISKEY (JA 1W)
RWY 36R RNAV ARRIVALS

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC

TRIAL PROCEDURES
Authorized operators only



STAR	RWY	ROUTING
AMKAB 1V	36L	AMKAB (FL220+) - BB616 (7060+) - CY (7060+) - BB615 (7060+) - BB612 (7060′; K220-) - BB611 (3940′+) - BB610 (3940′+) - BB609 (3940′+) - BB608 (3940′+) - BB607 (3940′+) - BB606 (3940′) - BB605 (2470′+) - BB604 (2470′) - BB603 (2470′) - AMKAB 1V: BB601 (2470′)/ AMKAB 1W: BB602 (2470′).
AMKAB 1W	36R	
GE 1V	36L	GE (8040′+) - CY (7060+) - BB615 (7060+) - BB612 (7060′; K220-) - BB611 (3940′+) - BB610 (3940′+) - BB609 (3940′+) - BB608 (3940′+) - BB607 (3940′+) - BB606 (3940′) - BB605 (2470′+) - BB604 (2470′) - BB603 (2470′) - GE 1V: BB601 (2470′)/ GE 1W: BB602 (2470′).
GE 1W	36R	
JA 1V	36L	JA (FL120+) - BB612 (7060′; K220-) - BB611 (3940′+) - BB610 (3940′+) - BB609 (3940′+) - BB608 (3940′+) - BB607 (3940′+) - BB606 (3940′) - BB605 (2470′+) - BB604 (2470′) - BB603 (2470′) - JA 1V: BB601 (2470′)/ JA 1W: BB602 (2470′).
JA 1W	36R	
KONIP 1V	36L	KONIP (10010′+) - BB616 (7060+) - CY (7060+) - BB615 (7060+) - BB612 (7060′; K220-) - BB611 (3940′+) - BB610 (3940′+) - BB609 (3940′+) - BB608 (3940′+) - BB607 (3940′+) - BB606 (3940′) - BB605 (2470′+) - BB604 (2470′) - BB603 (2470′) - KONIP 1V: BB601 (2470′)/ KONIP 1W: BB602 (2470′).
KONIP 1W	36R	
SULUM 1V	36L	SULUM (FL180+) - BB616 (7060+) - CY (7060+) - BB615 (7060+) - BB612 (7060′; K220-) - BB611 (3940′+) - BB610 (3940′+) - BB609 (3940′+) - BB608 (3940′+) - BB607 (3940′+) - BB606 (3940′) - BB605 (2470′+) - BB604 (2470′) - BB603 (2470′) - SULUM 1V: BB601 (2470′)/ SULUM 1W: BB602 (2470′).
SULUM 1W	36R	

CHANGES: New chart.

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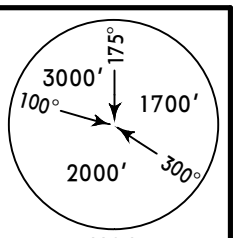
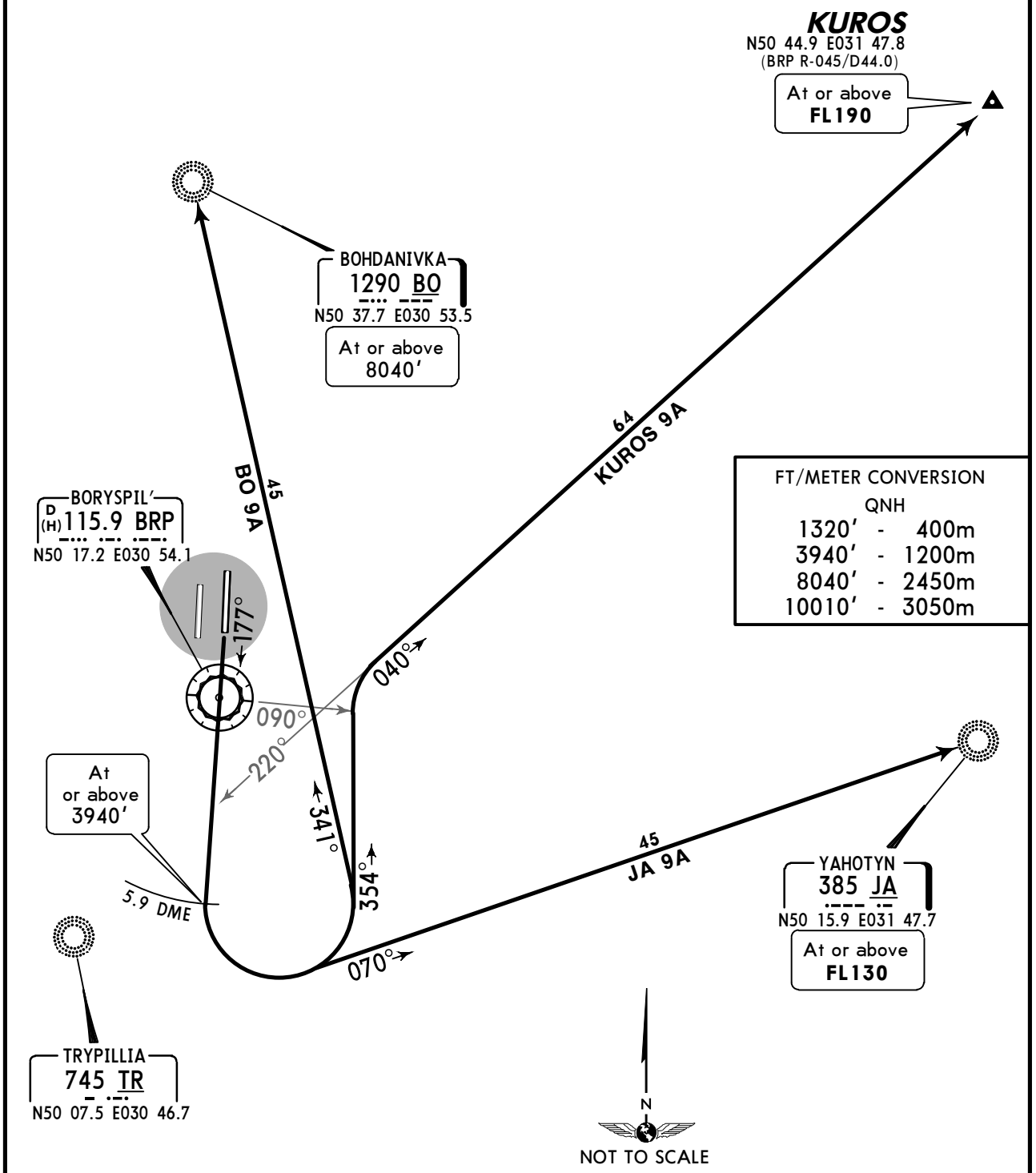
ATIS	KYIV Radar	Apt Elev	
126.7	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



BOHDANIVKA NINE ALFA (BO 9A)
KUROS NINE ALFA (KUROS 9A) *[KURO9A]*
YAHOTYN NINE ALFA (JA 9A)
RWY 18L 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 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: None.

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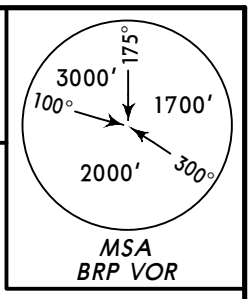
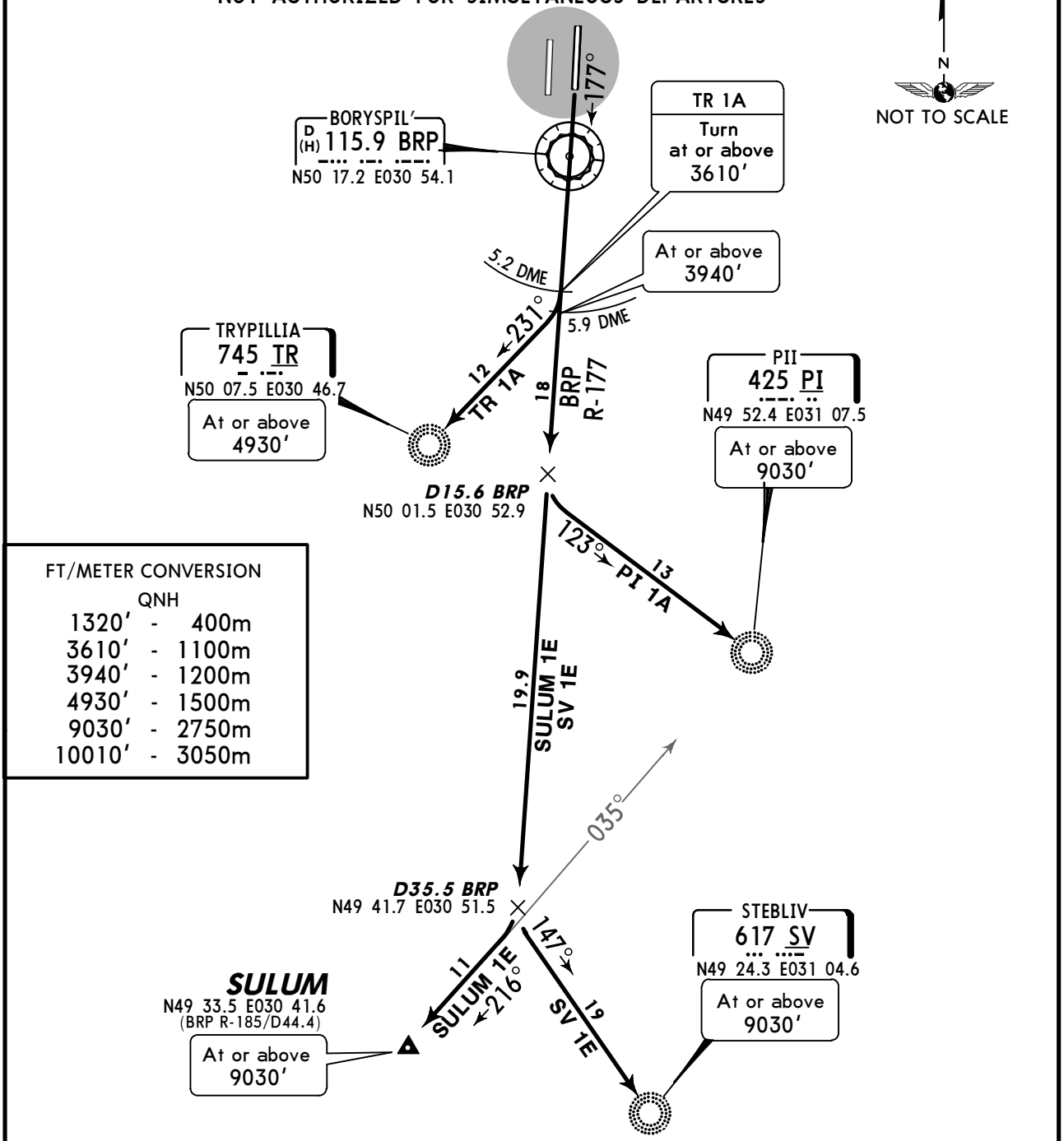
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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.



PII ONE ALFA (PI 1A)
STEBLIV ONE ECHO (SV 1E)
SULUM ONE ECHO (SULUM 1E)[SULU1E]
TRYPILLIA ONE ALFA (TR 1A)
RWY 18L DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION
QNH

1320'	-	400m
3610'	-	1100m
3940'	-	1200m
4930'	-	1500m
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.
TR 1A ❶	On 177° track to BRP 5.2 DME, turn RIGHT, intercept 231° bearing to TR.

❶ Only for flights with access to airway M-141.

CHANGES: SID TR 1A established.

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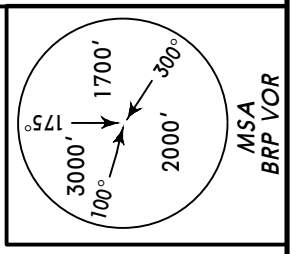
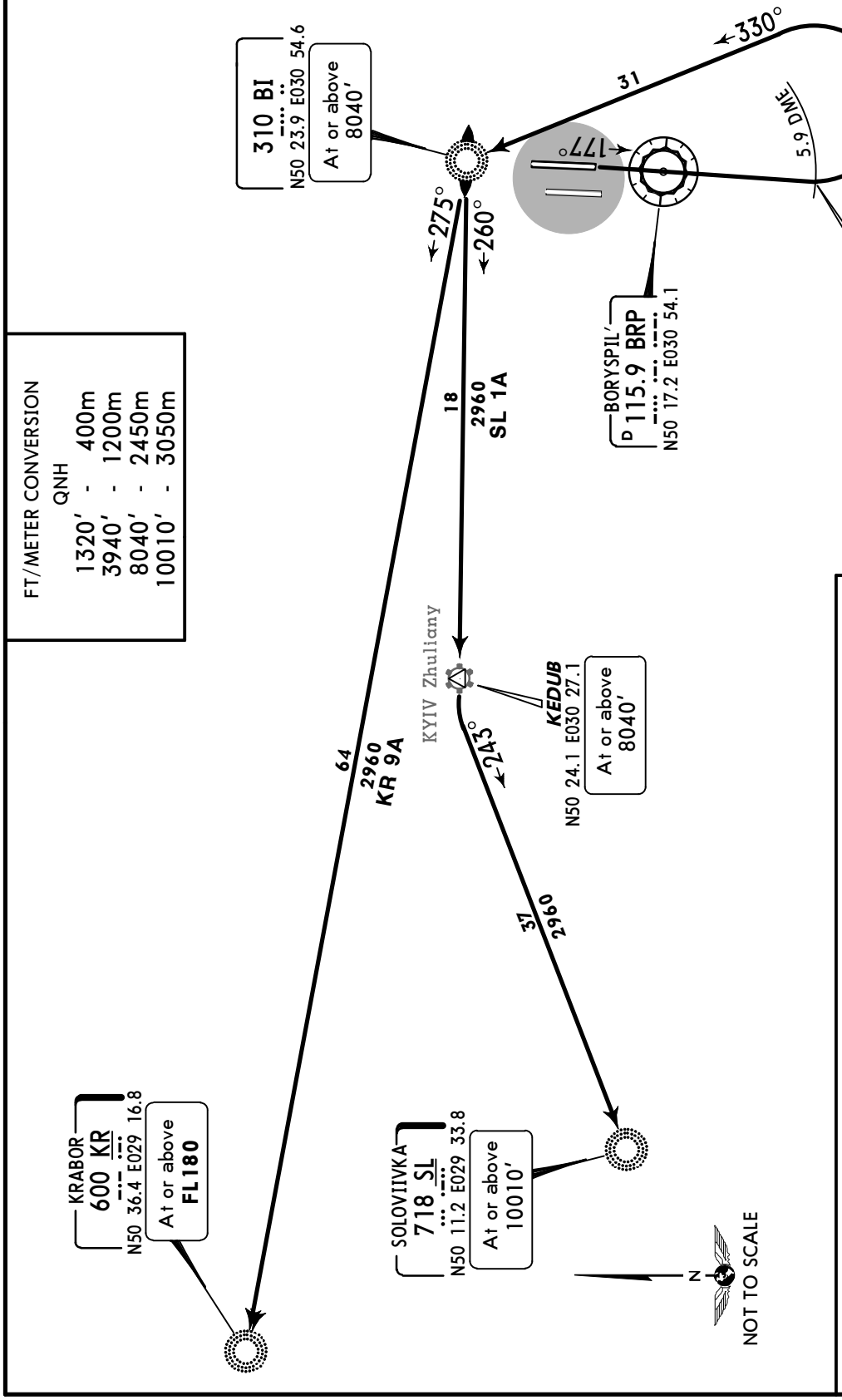
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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

KRABOR NINE 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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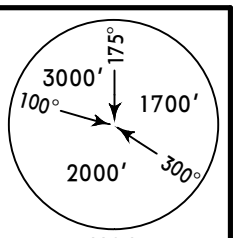
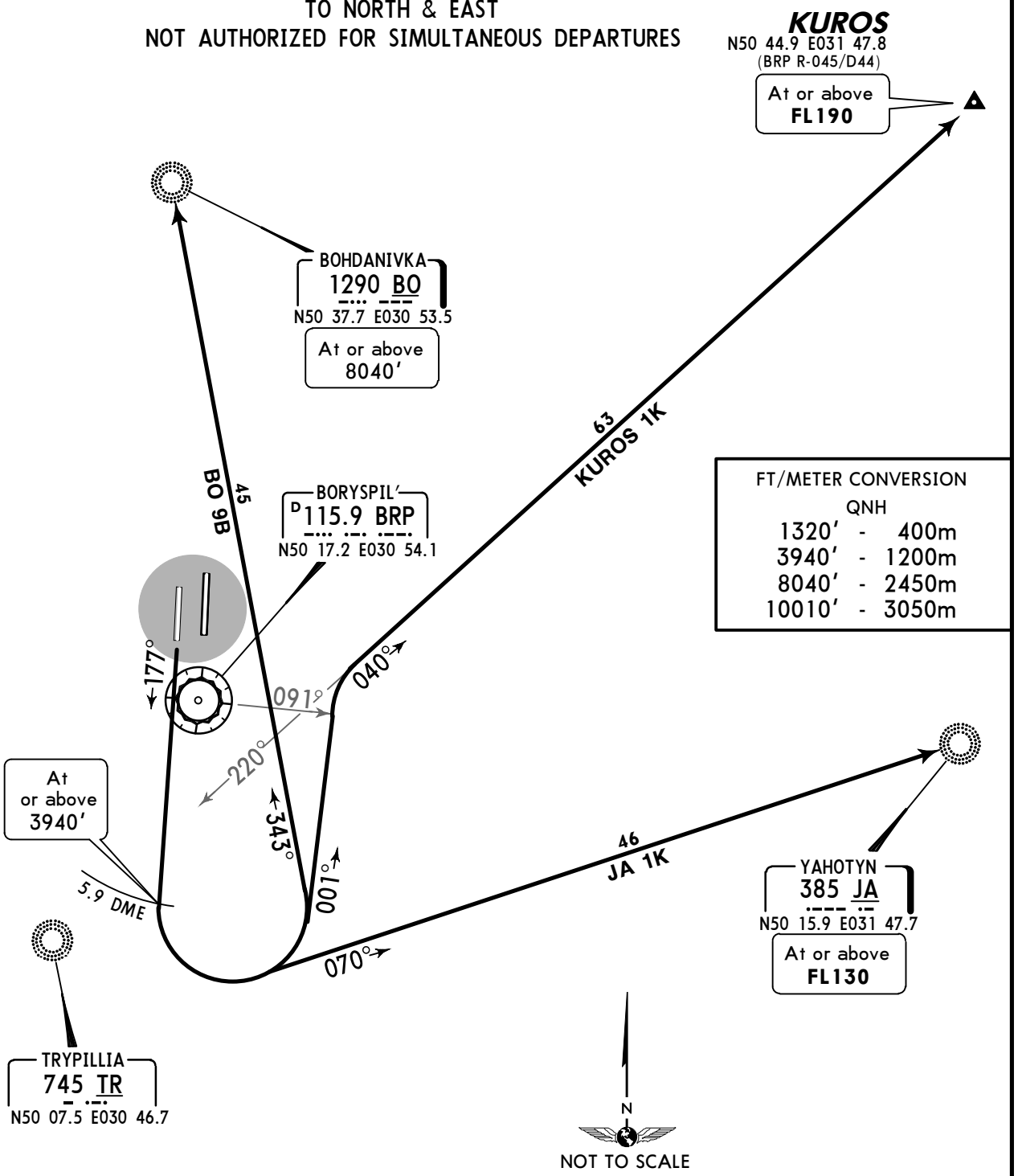
ATIS	KYIV Radar	Apt Elev	
126.7	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



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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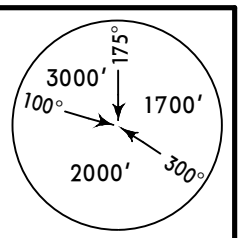
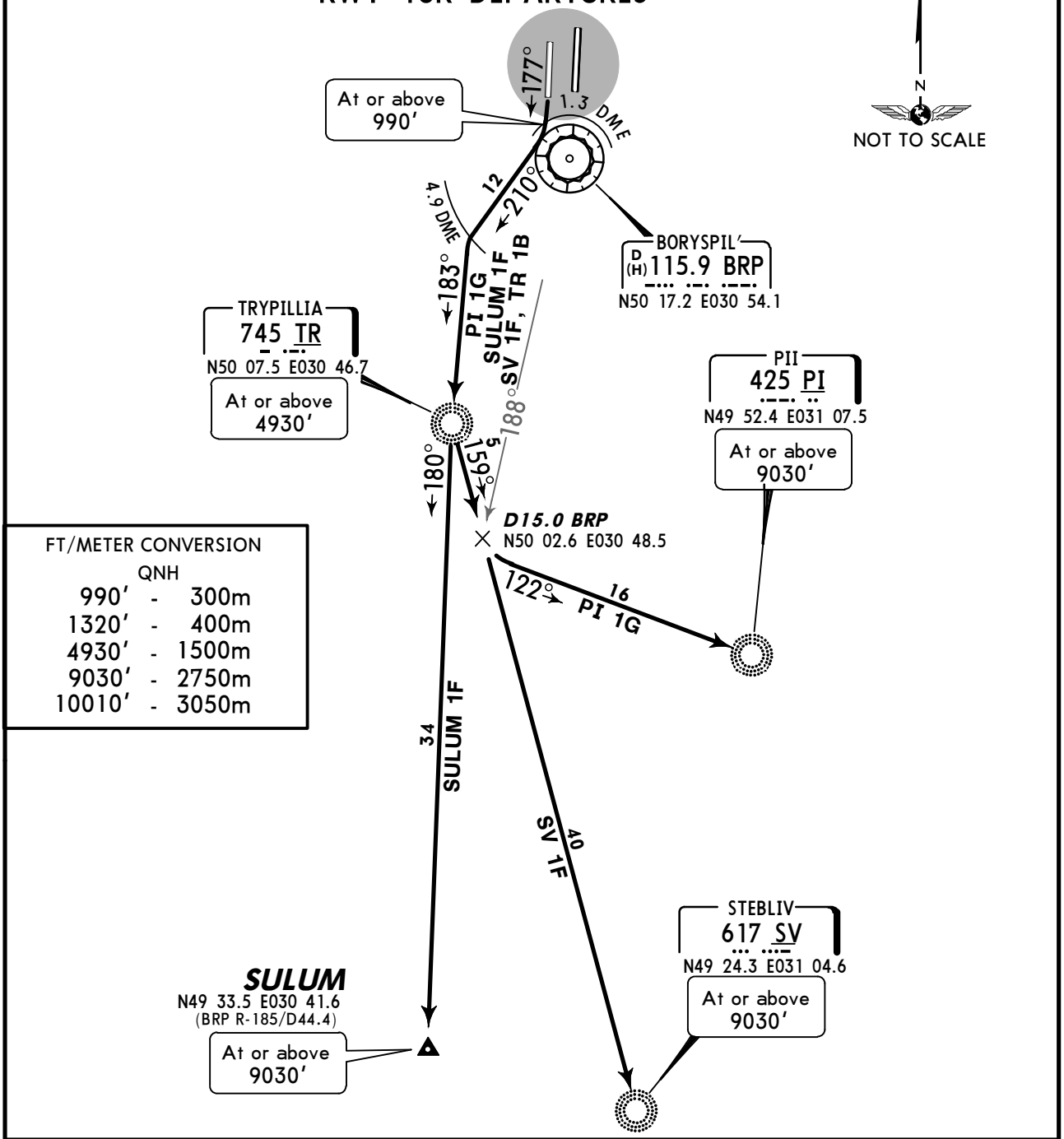
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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]
TRYPILLIA ONE BRAVO (TR 1B)
RWY 18R DEPARTURES



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, 159° bearing to D15.0 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, 159° bearing to SV.
TR 1B ❶	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.

❶ Only for flights with access to airway M-141.

CHANGES: SID TR 1B established.

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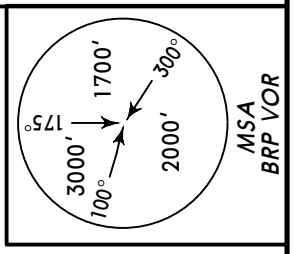
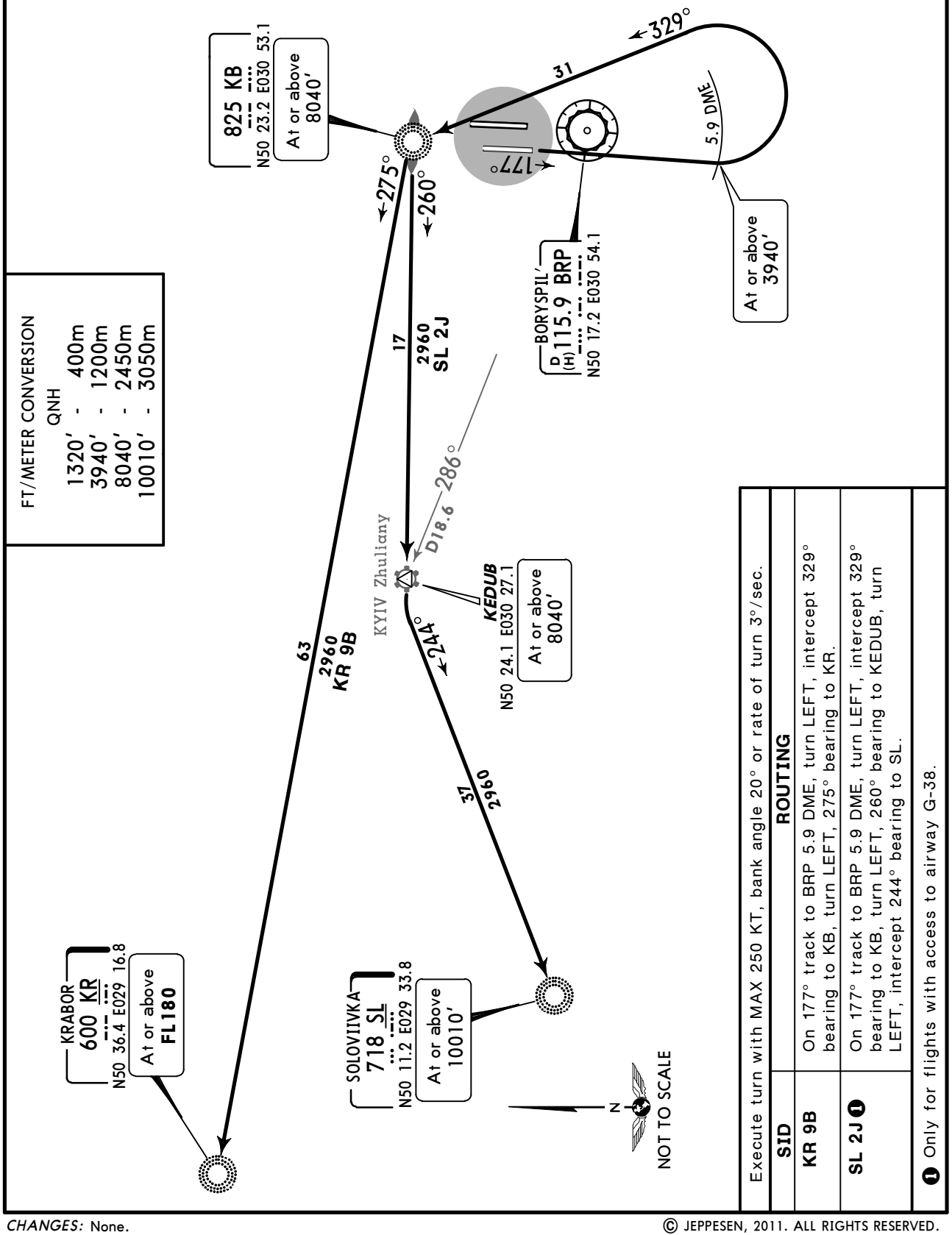
ATIS	KYIV Radar	Apt Elev	
126.7	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

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

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 244° bearing to SL.

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

CHANGES: None.

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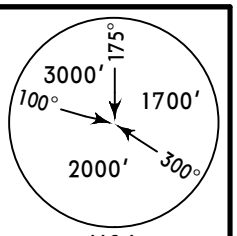
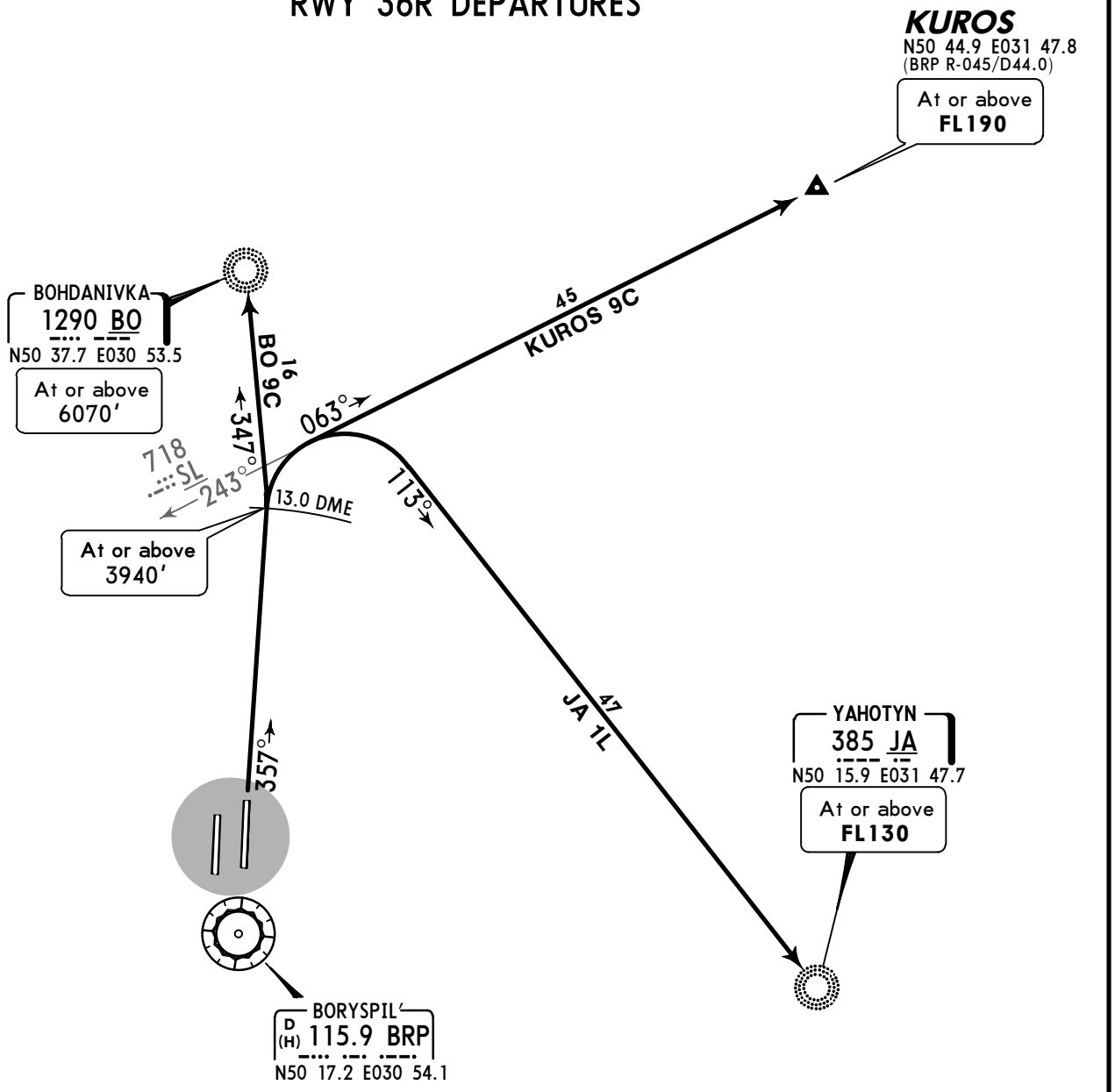
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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

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



FT/METER CONVERSION
QNH

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

SID	ROUTING
BO 9C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO.
JA 1L	On 357° track to BRP 13.0 DME, turn RIGHT, intercept 113° bearing to JA.
KUROS 9C	On 357° track to BRP 13.0 DME, turn RIGHT, intercept 063° bearing from SL to KUROS.

CHANGES: None.

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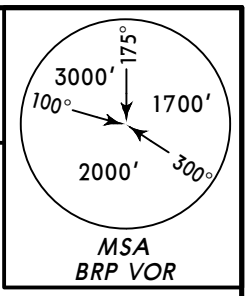
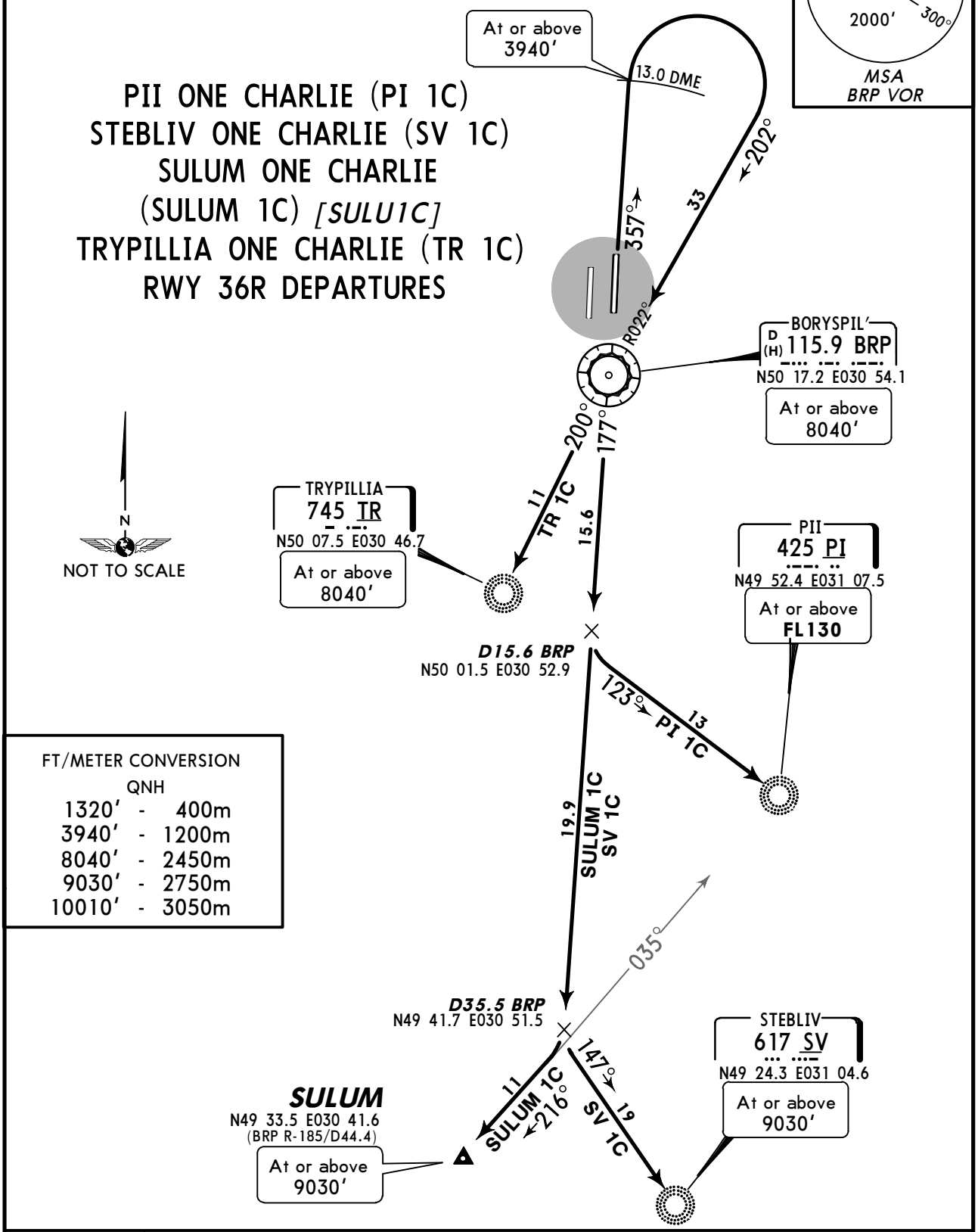
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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.



PII ONE CHARLIE (PI 1C)
STEBLIV ONE CHARLIE (SV 1C)
SULUM ONE CHARLIE (SULUM 1C) *[SULU1C]*
TRYPILLIA ONE CHARLIE (TR 1C)
RWY 36R DEPARTURES



FT/METER CONVERSION QNH	
1320'	400m
3940'	1200m
8040'	2450m
9030'	2750m
10010'	3050m

SID	ROUTING
PI 1C	On 357° track to BRP 13.0 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 13.0 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 13.0 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.
TR 1C ❶	On 357° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-200 to TR.

❶ Only for flights with access to airway M-141.

CHANGES: SID TR 1C established.

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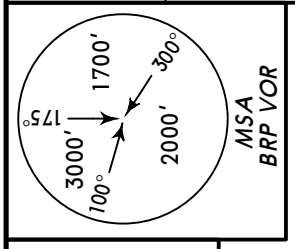
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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

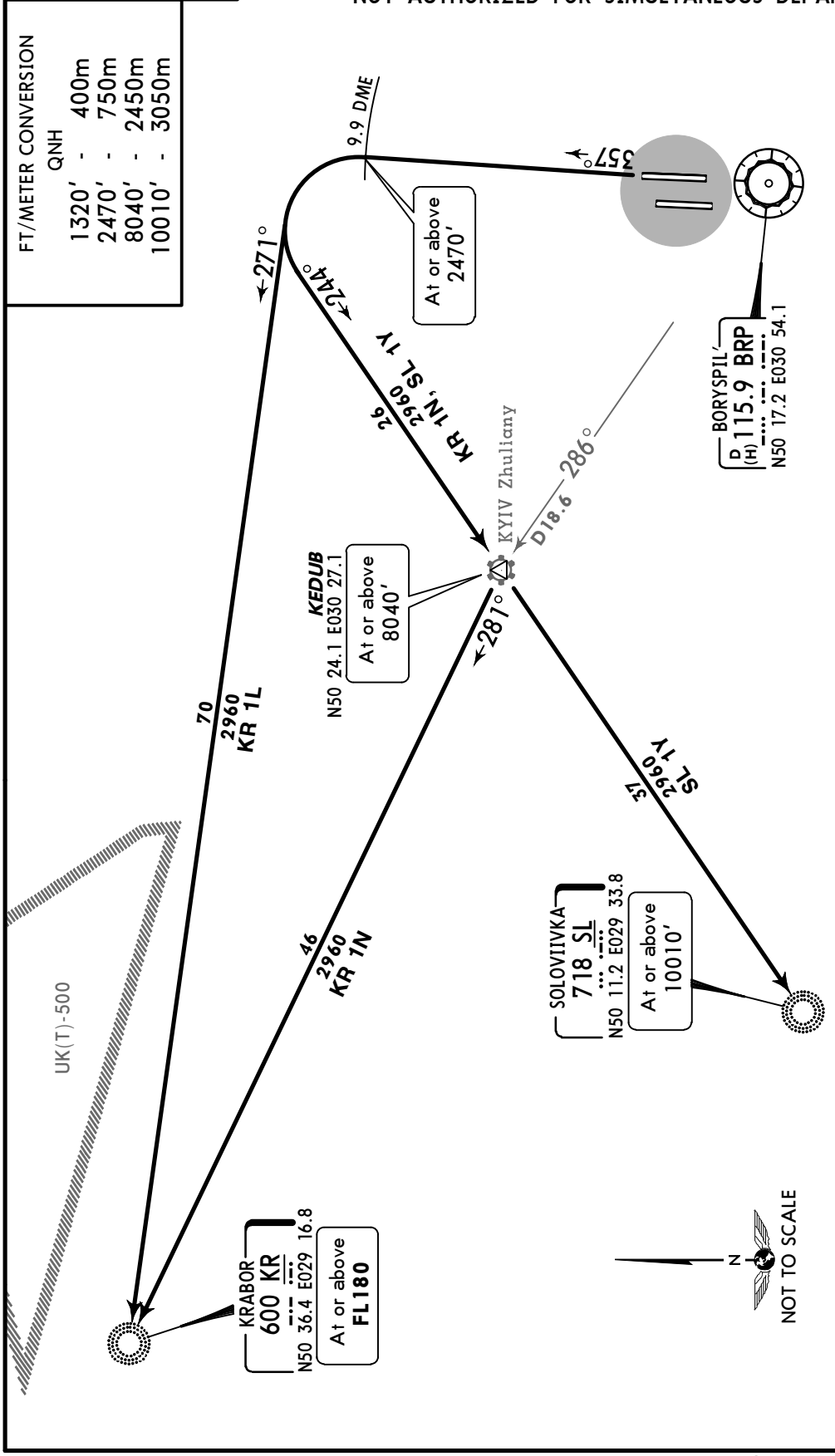
KRABOR ONE LIMA (KR 1L)
KRABOR ONE NOVEMBER (KR 1N)
SOLOVIIVKA ONE YANKEE (SL 1Y)
RWY 36R DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION
QNH

1320'	-	400m
2470'	-	750m
8040'	-	2450m
10010'	-	3050m



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: None.

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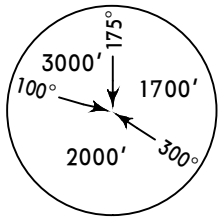
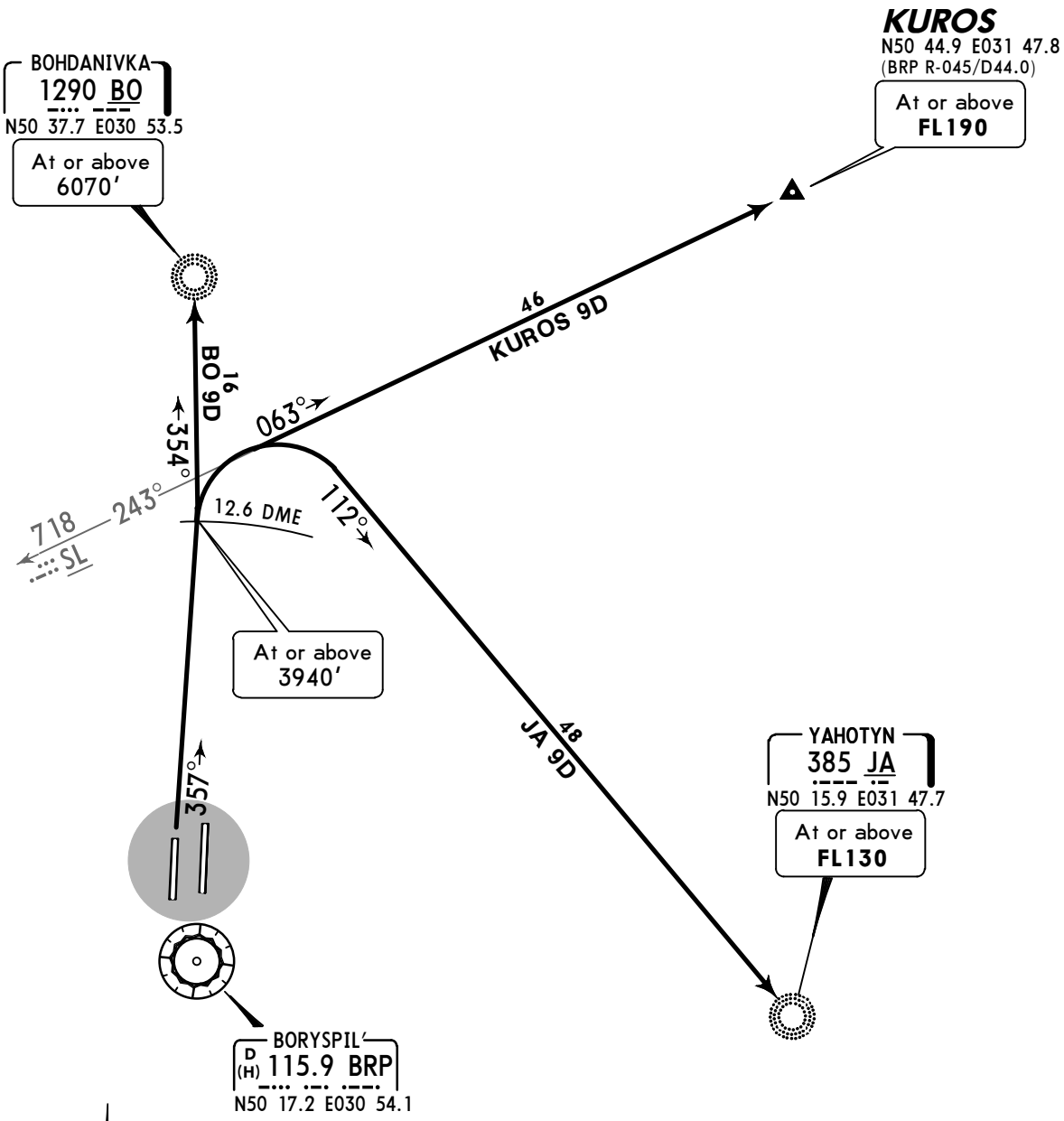
ATIS	KYIV Radar	Apt Elev	
126.7	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

BOHDANIVKA NINE DELTA (BO 9D)
KUROS NINE DELTA (KUROS 9D) *[KURO9D]*
YAHOTYN NINE DELTA (JA 9D)
RWY 36L DEPARTURES

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: Reissue.

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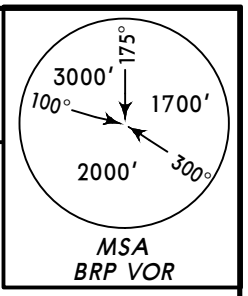
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

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.



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

At or above 3940'
12.6 DME
199°
31
357°
R019°
BORYSPIL'
D (H) 115.9 BRP
N50 17.2 E030 54.1
At or above 8040'
200°
177°
11
TR 1D
15.6
TRYPILLIA
745 TR
N50 07.5 E030 46.7
At or above 8040'
PII
425 PI
N49 52.4 E031 07.5
At or above FL130
N
NOT TO SCALE
D15.6 BRP
N50 01.5 E030 52.9
123°
13
PI 1D
19.9
SULUM 1D
SV 1D
035°
D35.5 BRP
N49 41.7 E030 51.5
STEBLIV
617 SV
N49 24.3 E031 04.6
At or above 9030'
147°
19
SV 1D
11
SULUM 1D
216°
SULUM
N49 33.5 E030 41.6
(BRP R-185/D44.4)
At or above 9030'

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.
TR 1D ❶	On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn RIGHT, BRP R-200 to TR.

❶ Only for flights with access to airway M-141.

CHANGES: SID TR 1D established.

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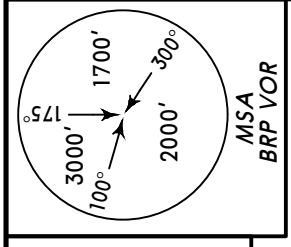
ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

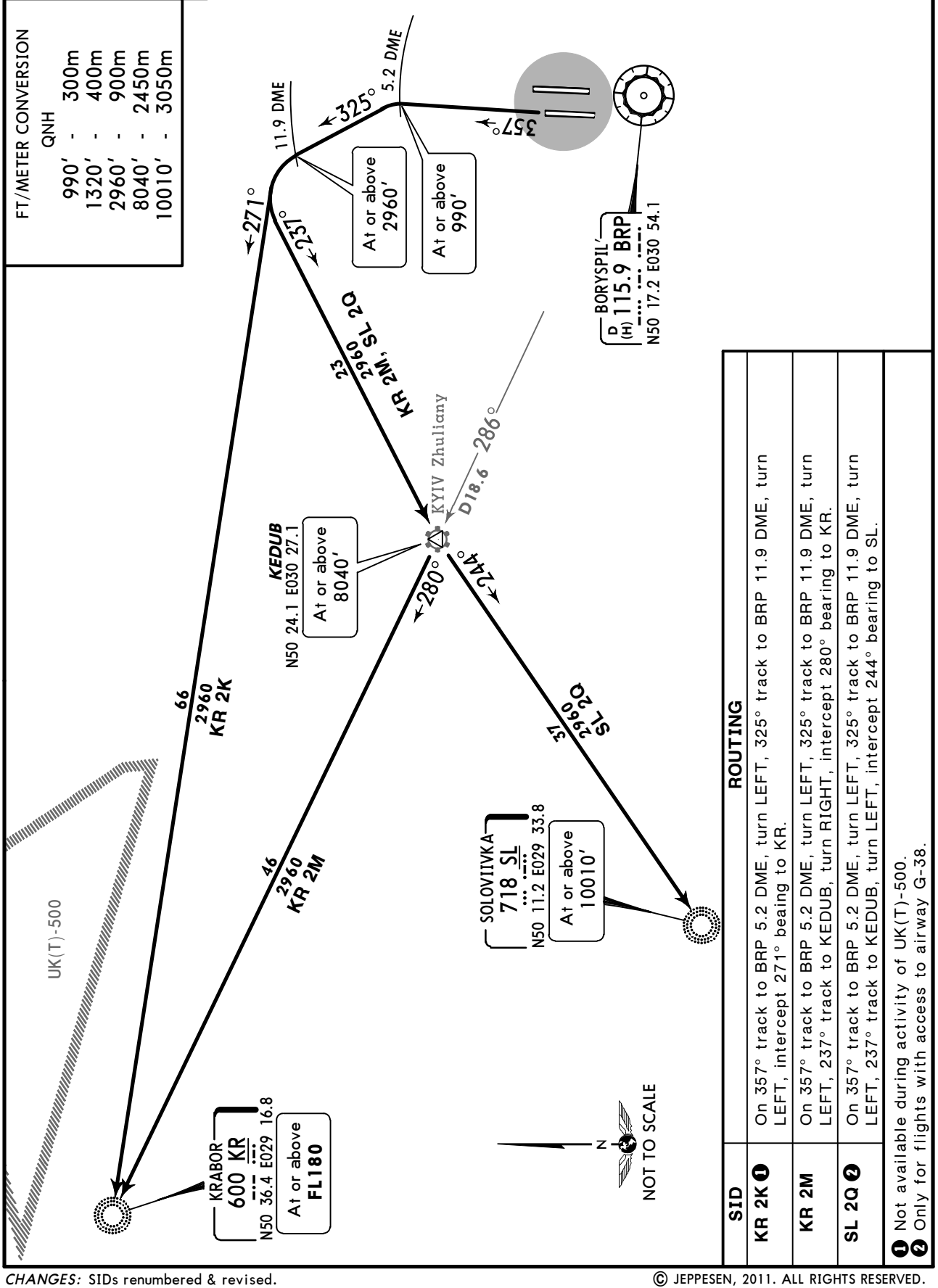
Trans level: By ATC Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

KRABOR TWO KILO (KR 2K)
KRABOR TWO MIKE (KR 2M)
SOLOVIIVKA TWO QUEBEC (SL 2Q)
RWY 36L DEPARTURES



FT/METER CONVERSION
QNH

990'	-	300m
1320'	-	400m
2960'	-	900m
8040'	-	2450m
10010'	-	3050m



SID	ROUTING
KR 2K ❶	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, intercept 271° beaing to KR.
KR 2M	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, 237° track to KEDUB, turn RIGHT, intercept 280° bearing to KR.
SL 2Q ❷	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, 237° 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: SIDs renumbered & revised.

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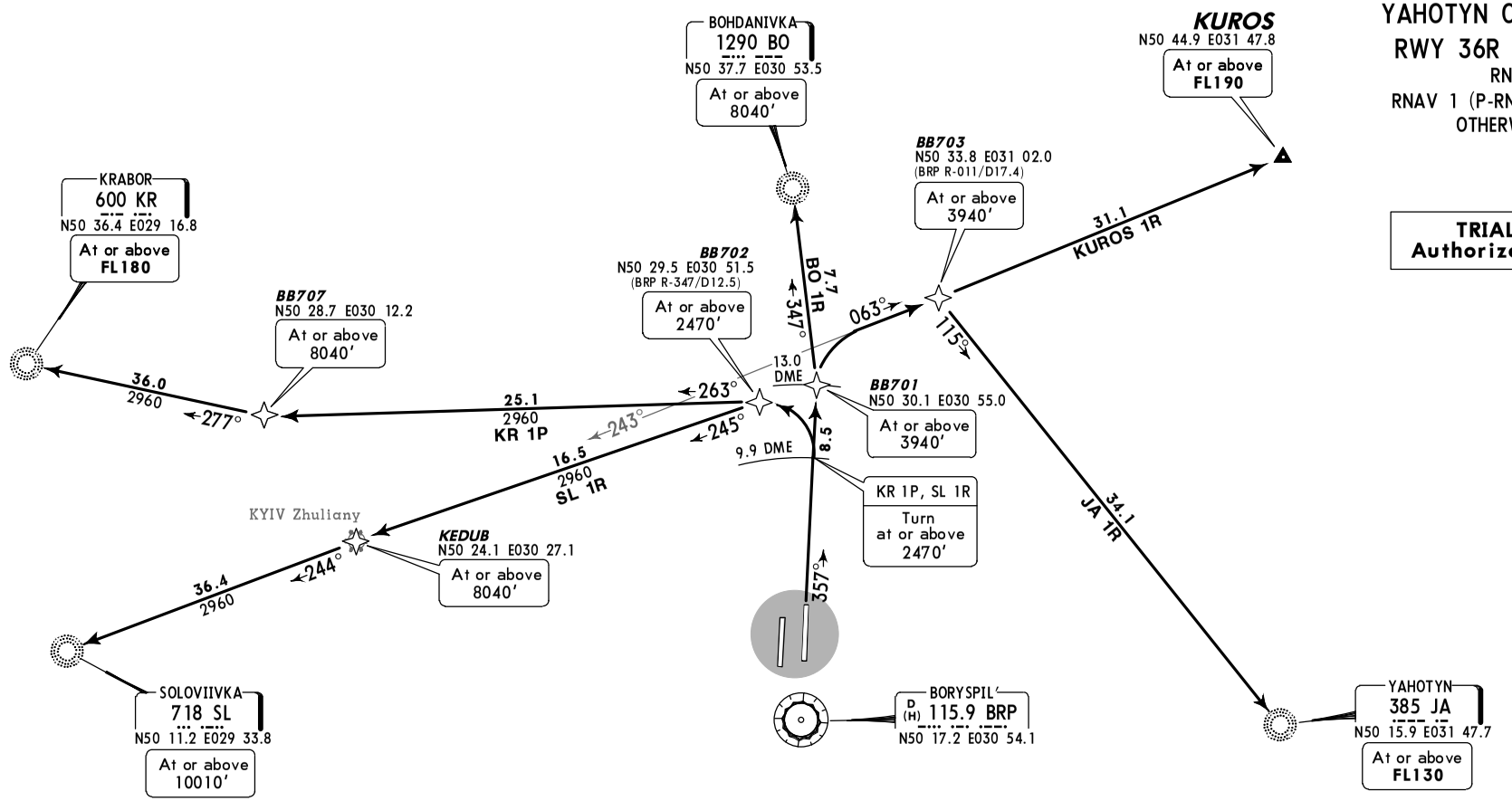
KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE ROMEO (BO 1R)
KRABOR ONE PAPA (KR 1P)
KUROS ONE ROMEO (KUROS 1R) *[KURO1R]*
SOLOVIIVKA ONE ROMEO (SL 1R)
YAHOTYN ONE ROMEO (JA 1R)
RWY 36R RNAV DEPARTURES

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only



SID	ROUTING
BO 1R	Climb on runway track to at or above 3940' at BRP 13.0 DME/BB701 - BO (8040'+).
JA 1R	Climb on runway track to at or above 3940' at BRP 13.0 DME turn RIGHT, intercept 063° bearing from SL to D17.4 BRP/BB703 (3940'+) - JA (FL130+).
KR 1P ❶	Climb on runway track to at or above 2470' at BRP 9.9 DME, turn LEFT to D12.5 BRP/BB702 (2470'+) - BB707 (8040'+) - KR (FL180+).
KUROS 1R	Climb on runway track to at or above 3940' at BRP 13.0 DME turn RIGHT, intercept 063° bearing from SL to D17.4 BRP/BB703 (3940'+) - KUROS (FL190+).
SL 1R ❶❷	Climb on runway track to at or above 2470' at BRP 9.9 DME, turn LEFT to D12.5 BRP/BB702 (2470'+) - KEDUB (8040'+) - SL (10010'+).

❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway G-38.

These SIDs require a minimum climb gradient of

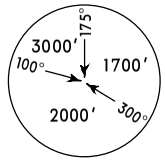
BO 1R, JA 1R, KUROS 1R
7.0% up to 3940'.

KR 1P, SL 1R
7.0% up to 2470'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

1320'	-	400m
2470'	-	750m
3940'	-	1200m
8040'	-	2450m
10010'	-	3050m



MSA
BRP VOR

CHANGES: New chart.

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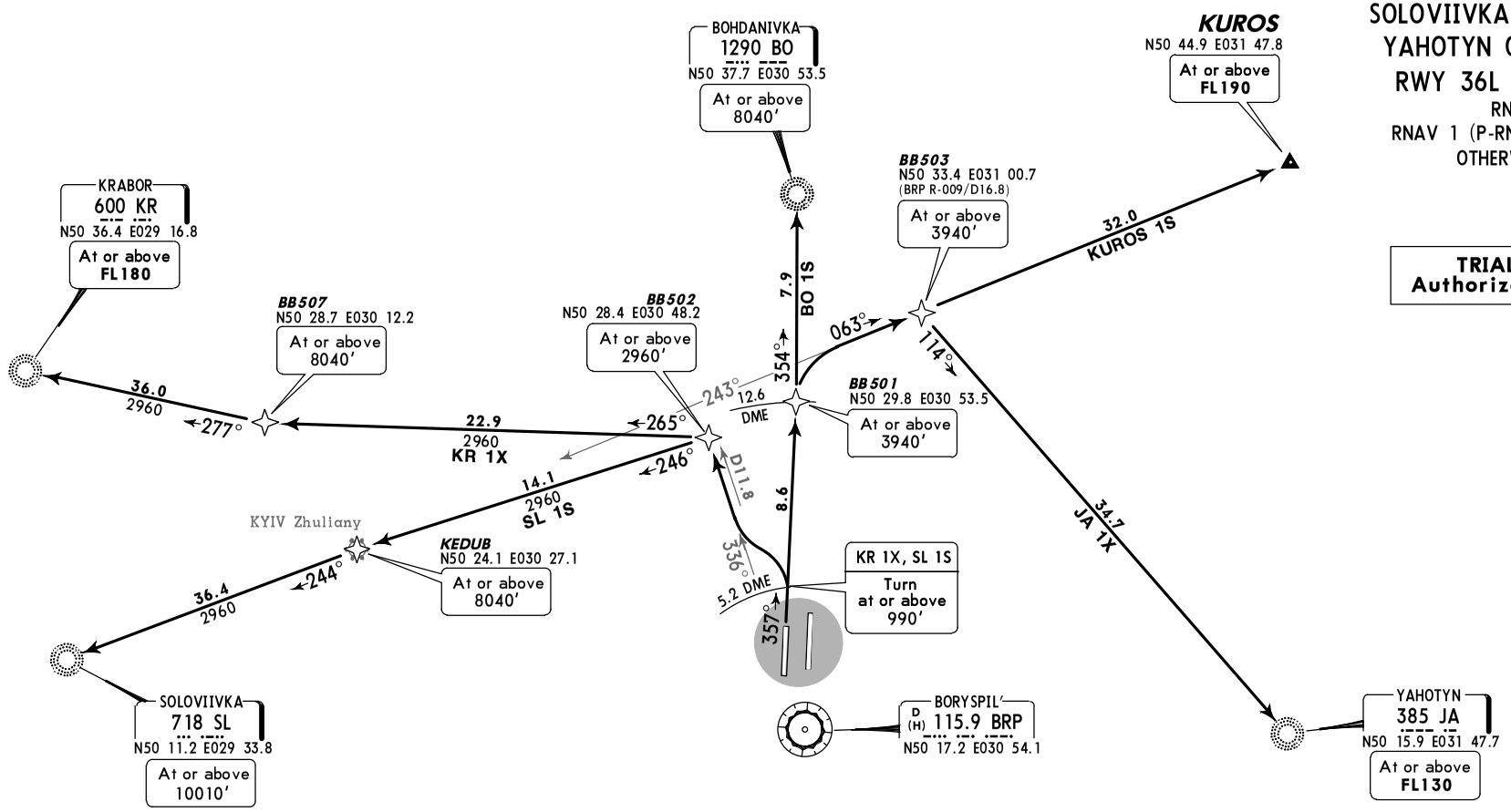
KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427′	Trans level: By ATC Trans alt: 10010′ 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320′. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE SIERRA (BO 1S)
KRABOR ONE X-RAY (KR 1X)
KUROS ONE SIERRA (KUROS 1S) *[KURO1S]*
SOLOVIIVKA ONE SIERRA (SL 1S)
YAHOTYN ONE X-RAY (JA 1X)
RWY 36L RNAV DEPARTURES

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only



SID	ROUTING
BO 1S ❶	Climb on runway track to at or above 3940′ at BRP 12.6 DME/BB501 - BO (8040′+).
JA 1X ❶	Climb on runway track to at or above 3940′ at BRP 12.6 DME turn RIGHT, intercept 063° bearing from SL to D16.8 BRP/BB503 (3940′+) - JA (FL130+).
KR 1X	Climb on runway track to at or above 990′ at BRP 5.2 DME turn LEFT, intercept BRP R-336 to at or above 2960′ at D11.8 BRP/BB502 - BB507 (8040′+) - KR (FL180+).
KUROS 1S ❶	Climb on runway track to at or above 3940′ at BRP 12.6 DME turn RIGHT, intercept 063° bearing from SL to D16.8 BRP/BB503 (3940′+) - KUROS (FL190+).
SL 1S ❷	Climb on runway track to at or above 990′ at BRP 5.2 DME turn LEFT, intercept BRP R-336 to at or above 2960′ at D11.8 BRP/BB502 - KEDUB (8040′+) - SL (10010′+).

❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway G-38.

These SIDs require a minimum climb gradient of

BO 1S, JA 1X, KUROS 1S

7.0% up to 3940′.

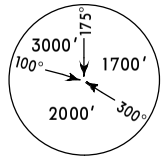
KR 1X, SL 1S

7.0% up to 2960′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

990′	-	300m
1320′	-	400m
2960′	-	900m
3940′	-	1200m
8040′	-	2450m
10010′	-	3050m



MSA
BRP VOR

CHANGES: New chart.

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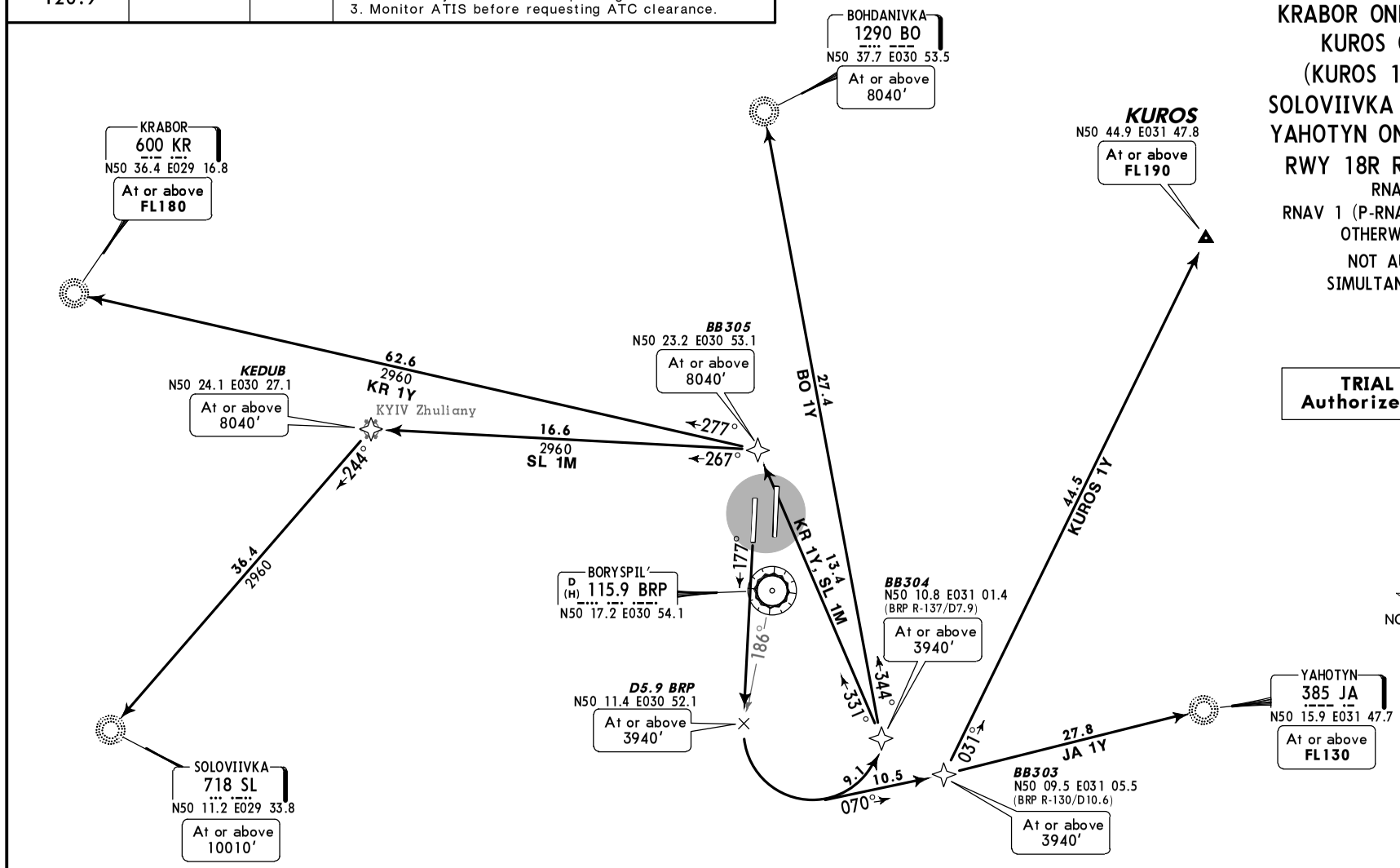
KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE YANKEE (BO 1Y)
KRABOR ONE YANKEE (KR 1Y)
KUROS ONE YANKEE (KUROS 1Y) *[KURO1Y]*
SOLOVIIVKA ONE MIKE (SL 1M)
YAHOTYN ONE YANKEE (JA 1Y)
RWY 18R RNAV DEPARTURES

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

TRIAL PROCEDURES
Authorized operators only



Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.

SID	ROUTING
BO 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 344° track to D7.9 BRP/BB304 (3940'+) - BO (8040'+).
JA 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 070° track to D10.6 BRP/BB303 (3940'+) - JA (FL130+).
KR 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 331° track to D7.9 BRP/BB304 (3940'+) - BB305 (8040'+) - KR (FL180+).
KUROS 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 070° track to D10.6 BRP/BB303 (3940'+) - KUROS (FL190+).
SL 1M ❶	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 331° track to D7.9 BRP/BB304 (3940'+) - BB305 (8040'+) - KEDUB (8040+) - SL (10010'+).

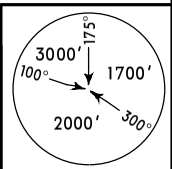
❶ Only for flights with access to airway G-38.

These SIDs require a minimum climb gradient of 7.0% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

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



MSA
BRP VOR

CHANGES: New chart.

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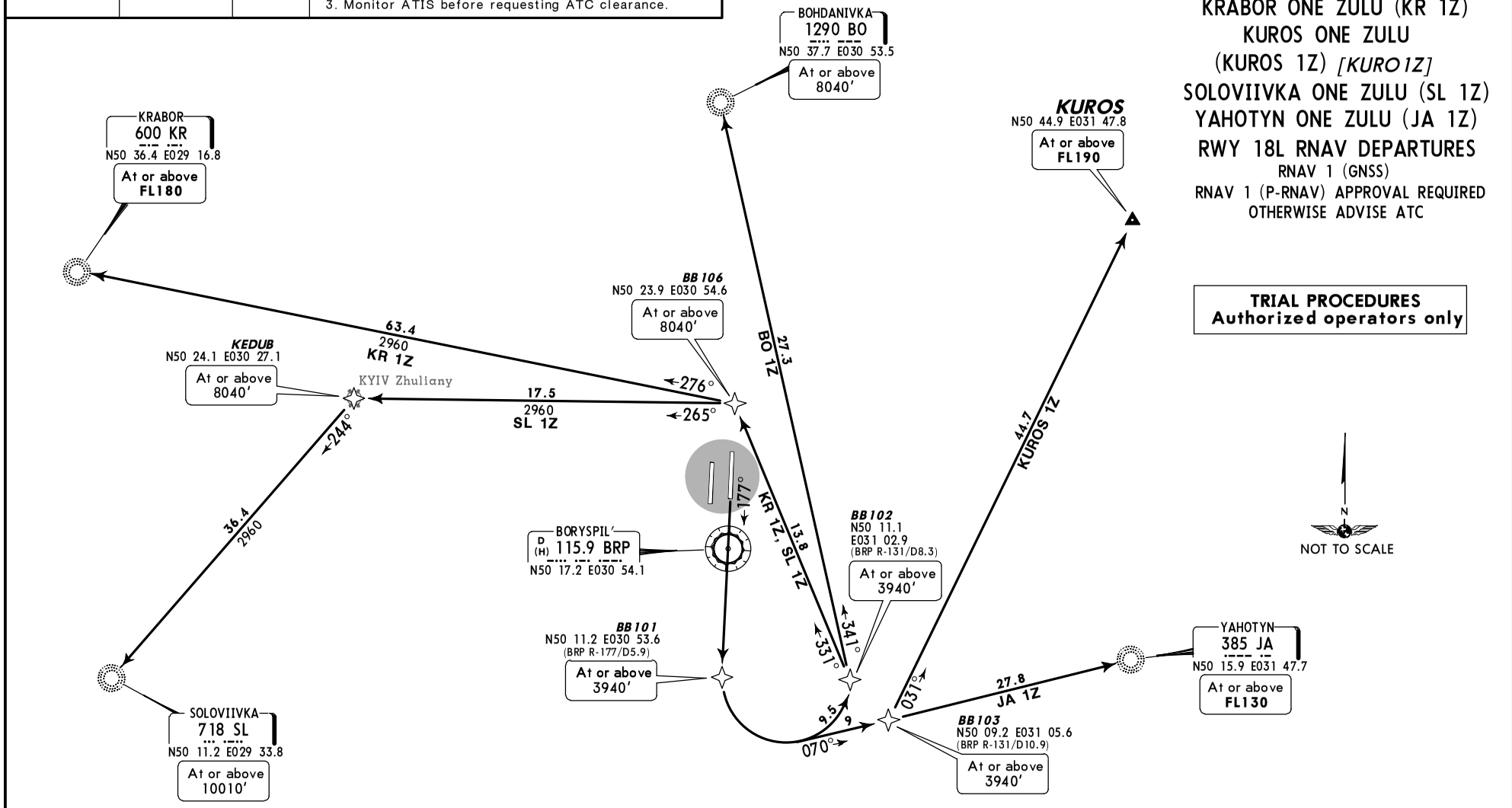
KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427′	Trans level: By ATC Trans alt: 10010′ 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320′. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE ZULU (BO 1Z)
KRABOR ONE ZULU (KR 1Z)
KUROS ONE ZULU (KUROS 1Z) *[KURO1Z]*
SOLOVIIVKA ONE ZULU (SL 1Z)
YAHOTYN ONE ZULU (JA 1Z)
RWY 18L RNAV DEPARTURES

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only



Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.

SID	ROUTING
BO 1Z	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 341° track to D8.3 BRP/BB102 (3940′+) - BO (8040′+).
JA 1Z	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 070° track to D10.9 BRP/BB103 (3940′+) - JA (FL130+).
KR 1Z	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 331° track to D8.3 BRP/BB102 (3940′+) - BB106 (8040′) - KR (FL180+).
KUROS 1Z	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 031° track to D10.9 BRP/BB103 (3940′+) - KUROS (FL190+).
SL 1Z ❶	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 331° track to D10.9 BRP/BB102 (3940′+) - BB106 (8040′+) - KEDUB (8040′+) - SL (10010′+).

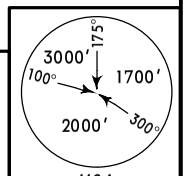
❶ Only for flights with access to airway G-38.

These SIDs require a minimum climb gradient of 7.0% up to 3940′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

1320′	-	400m
3940′	-	1200m
8040′	-	2450m
10010′	-	3050m



MSA
BRP VOR

CHANGES: New chart.

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KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

SID	ROUTING
PI 1P	Climb on runway track to at or above 3940' at BRP 13.0 DME, turn RIGHT, 202° track to D13.0 BRP/BB704 (3940'+) - BRP (8040'+) - BB705 (8040'+) - PI (FL130+).
SULUM 1P	Climb on runway track to at or above 3940' at BRP 13.0 DME, turn RIGHT, 202° track to D13.0 BRP/BB704 (3940'+) - BRP (8040'+) - BB705 (8040'+) - BB706 (8040'+) - SULUM (9030'+).
SV 1P	Climb on runway track to at or above 3940' at BRP 13.0 DME, turn RIGHT, 202° track to D13.0 BRP/BB704 (3940'+) - BRP (8040'+) - BB705 (8040'+) - BB706 (8040'+) - SV (9030'+).
TR 1K ❶	Climb on runway track to at or above 3940' at BRP 13.0 DME, turn RIGHT, 202° track to D13.0 BRP/BB704 (3940'+) - BRP (8040'+) - TR (8040'+).

❶ Only for flights with access to airway M-141.

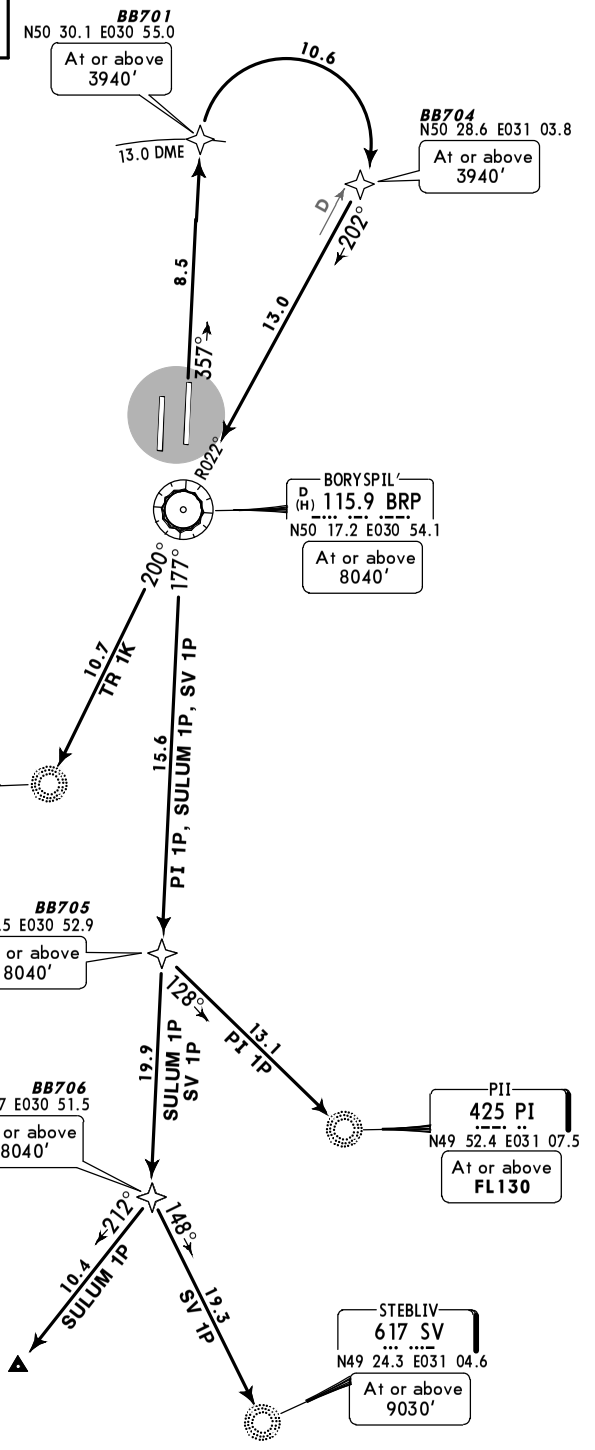
These SIDs require a minimum climb gradient of 7.0% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

PII ONE PAPA (PI 1P)
STEBLIV ONE PAPA (SV 1P)
SULUM ONE PAPA (SULUM 1P) *[SULU1P]*
TRYPILLIA ONE KILO (TR 1K)
RWY 36R RNAV DEPARTURES

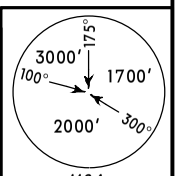
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only



FT/METER CONVERSION
QNH

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



MSA
BRP VOR

CHANGES: New chart.

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KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

SID	ROUTING
PI 1X	Climb on runway track to at or above 3940' at BRP 12.6 DME, turn RIGHT, 199° track to D12.4 BRP/BB504 (3940'+) - BRP (8040'+) - BB505 (8040'+) - PI (FL130+).
SULUM 1S	Climb on runway track to at or above 3940' at BRP 12.6 DME, turn RIGHT, 202° track to D12.4 BRP/BB504 (3940'+) - BRP (8040'+) - BB505 (8040'+) - BB506 (8040'+) - SULUM (9030'+).
SV 1S	Climb on runway track to at or above 3940' at BRP 12.6 DME, turn RIGHT, 202° track to D12.4 BRP/BB504 (3940'+) - BRP (8040'+) - BB505 (8040'+) - BB506 (8040'+) - SV (9030'+).
TR 1S ❶	Climb on runway track to at or above 3940' at BRP 12.6 DME, turn RIGHT, 202° track to D12.4 BRP/BB504 (3940'+) - BRP (8040'+) - TR (8040'+).

❶ Only for flights with access to airway M-141.

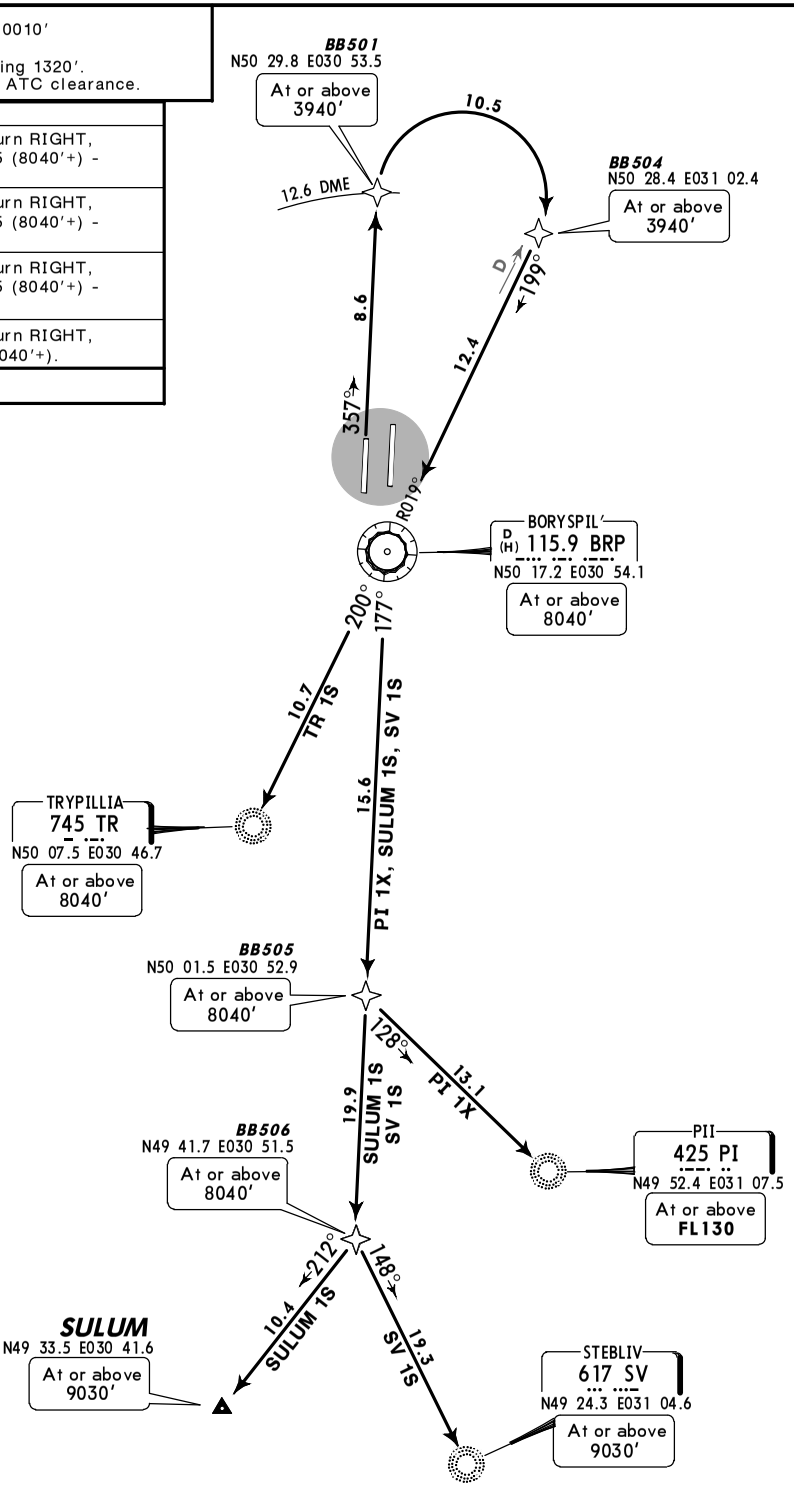
These SIDs require a minimum climb gradient of 7.0% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

PII ONE X-RAY (PI 1X)
STEBLIV ONE SIERRA (SV 1S)
SULUM ONE SIERRA (SULUM 1S) *[SULU1S]*
TRYPILLIA ONE SIERRA (TR 1S)
RWY 36L RNAV DEPARTURES

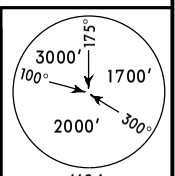
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

TRIAL PROCEDURES
Authorized operators only



N
NOT TO SCALE

FT/METER CONVERSION	
QNH	
1320'	400m
3940'	1200m
8040'	2450m
9030'	2750m
10010'	3050m



MSA
BRP VOR

CHANGES: New chart.

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KYIV RADAR	ATIS	*Apt Elev*	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.

SID	ROUTING
PI 1Y	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+) - BB302 (4930'+) - PI (9030'+).
SULUM 1Y ❶	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+) - SULUM (9030'+).
SV 1Y ❶	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+) - BB302 (4930'+) - SV (9030'+).
TR 1Y ❷	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+).

❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway M-141.

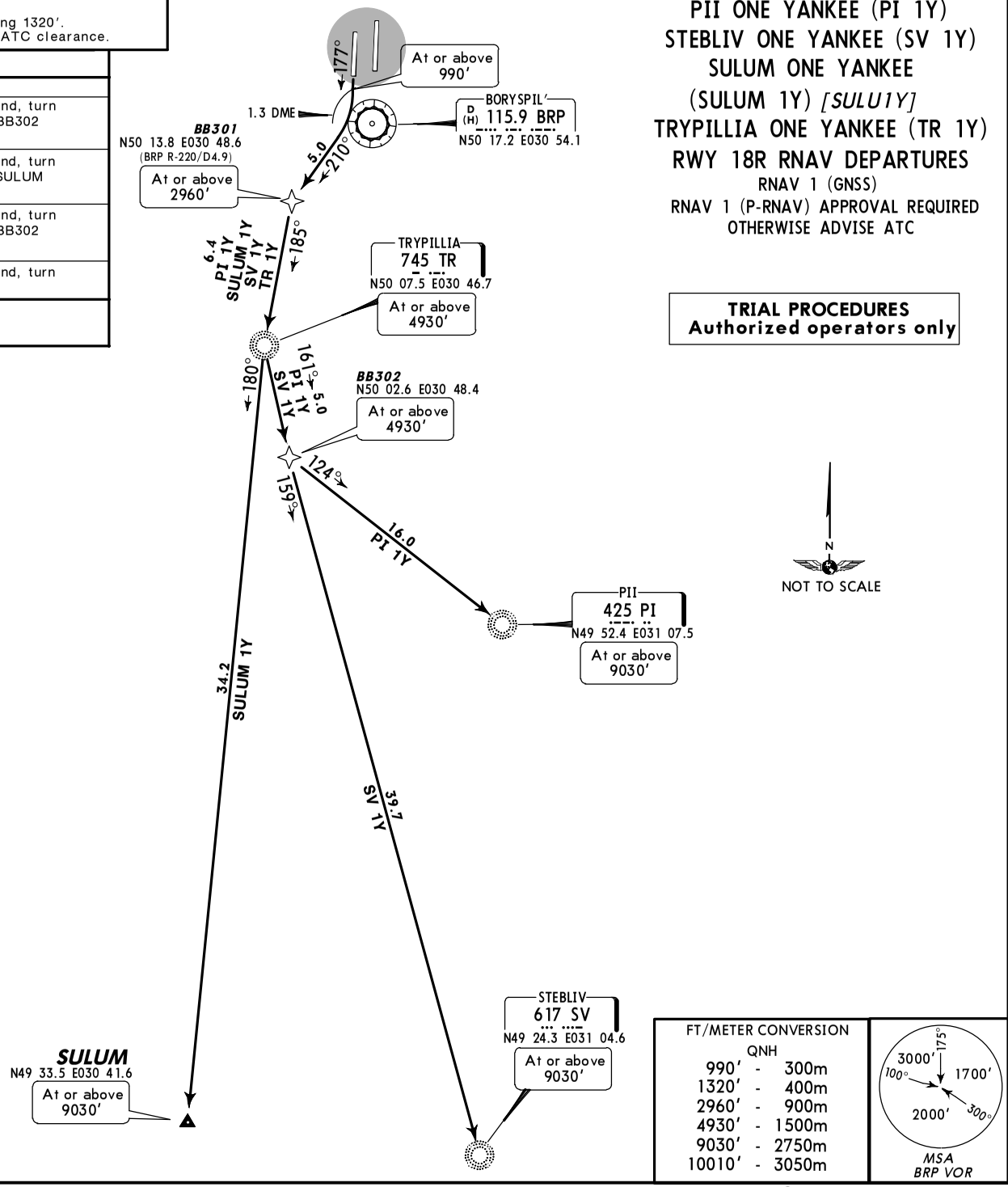
These SIDs require a minimum climb gradient of 7.0% up to 4930'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

PII ONE YANKEE (PI 1Y)
STEBLIV ONE YANKEE (SV 1Y)
SULUM ONE YANKEE (SULUM 1Y) *[SULU1Y]*
TRYPILLIA ONE YANKEE (TR 1Y)
RWY 18R RNAV DEPARTURES

RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only



FT/METER CONVERSION	
QNH	
990'	300m
1320'	400m
2960'	900m
4930'	1500m
9030'	2750m
10010'	3050m

MSA
BRP VOR

CHANGES: New chart.

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KYIV RADAR	ATIS	Apt Elev	
120.9	126.7	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.

SID	ROUTING
PI 1Z	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - BB104 (4930'+) - PI (9030'+).
SULUM 1Z	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - BB104 (4930'+) - BB105 (4930'+) - SULUM (9030'+).
SV 1Z	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - BB104 (4930'+) - BB105 (4930'+) - SV (9030'+).
TR 1Z ❶	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR (4930'+).

❶ Only for flights with access to airway M-141.

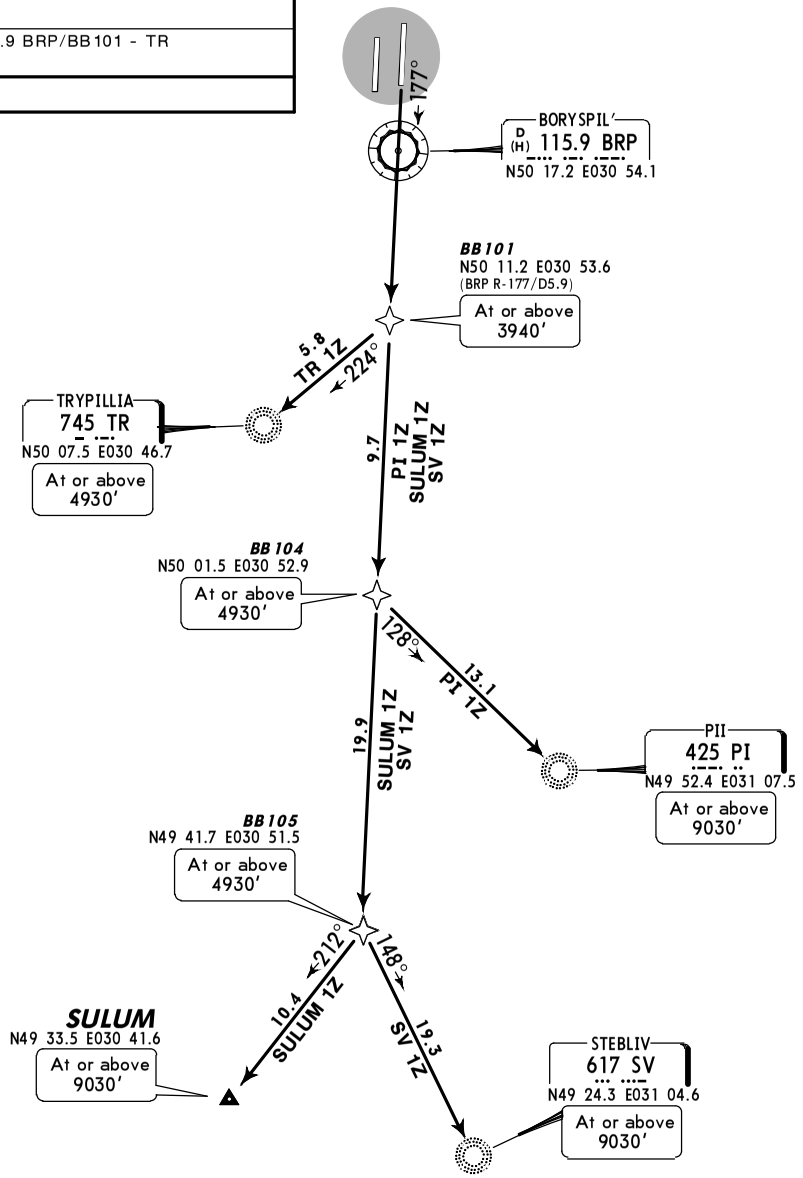
These SIDs require a minimum climb gradient of 7.0% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

PII ONE ZULU (PI 1Z)
STEBLIV ONE ZULU (SV 1Z)
SULUM ONE ZULU (SULUM 1Z) *[SULU1Z]*
TRYPILLIA ONE ZULU (TR 1Z)
RWY 18L RNAV DEPARTURES

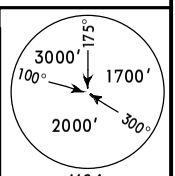
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

TRIAL PROCEDURES
Authorized operators only



FT/METER CONVERSION
QNH

1320'	-	400m
3940'	-	1200m
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m



MSA
BRP VOR

CHANGES: New chart.

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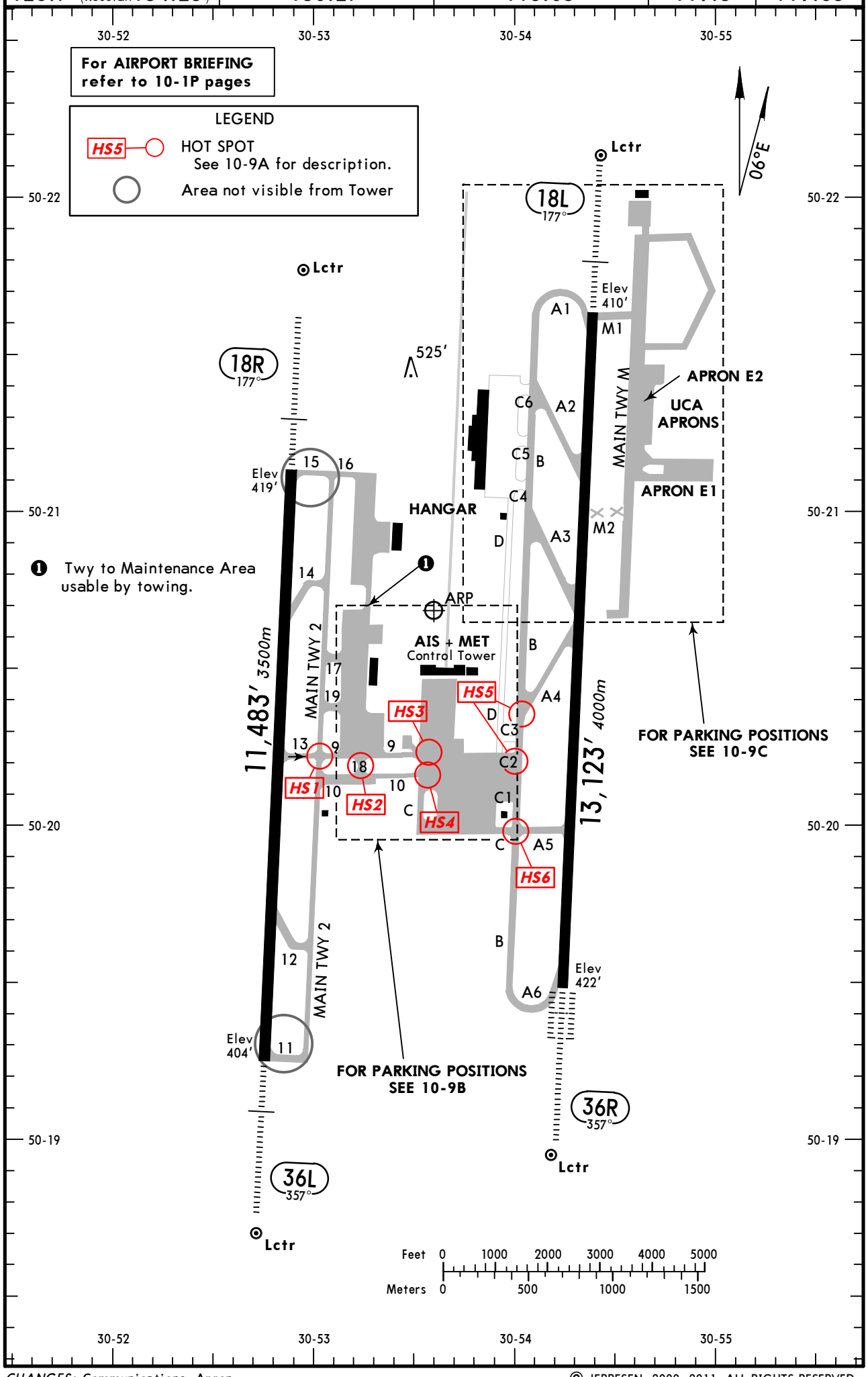
ATIS	*BORYSPIL′ Delivery	Ground	Tower Rwy 18L/36R	Tower Rwy 18R/36L
126.7 (Russian 134.25)	130.27	118.05	119.3	119.65



CHANGES: Communications. Apron.

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ADDITIONAL RUNWAY INFORMATION

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

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

HOT SPOTS

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

HS1 Exercise CAUTION, when crossing 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 B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: None.

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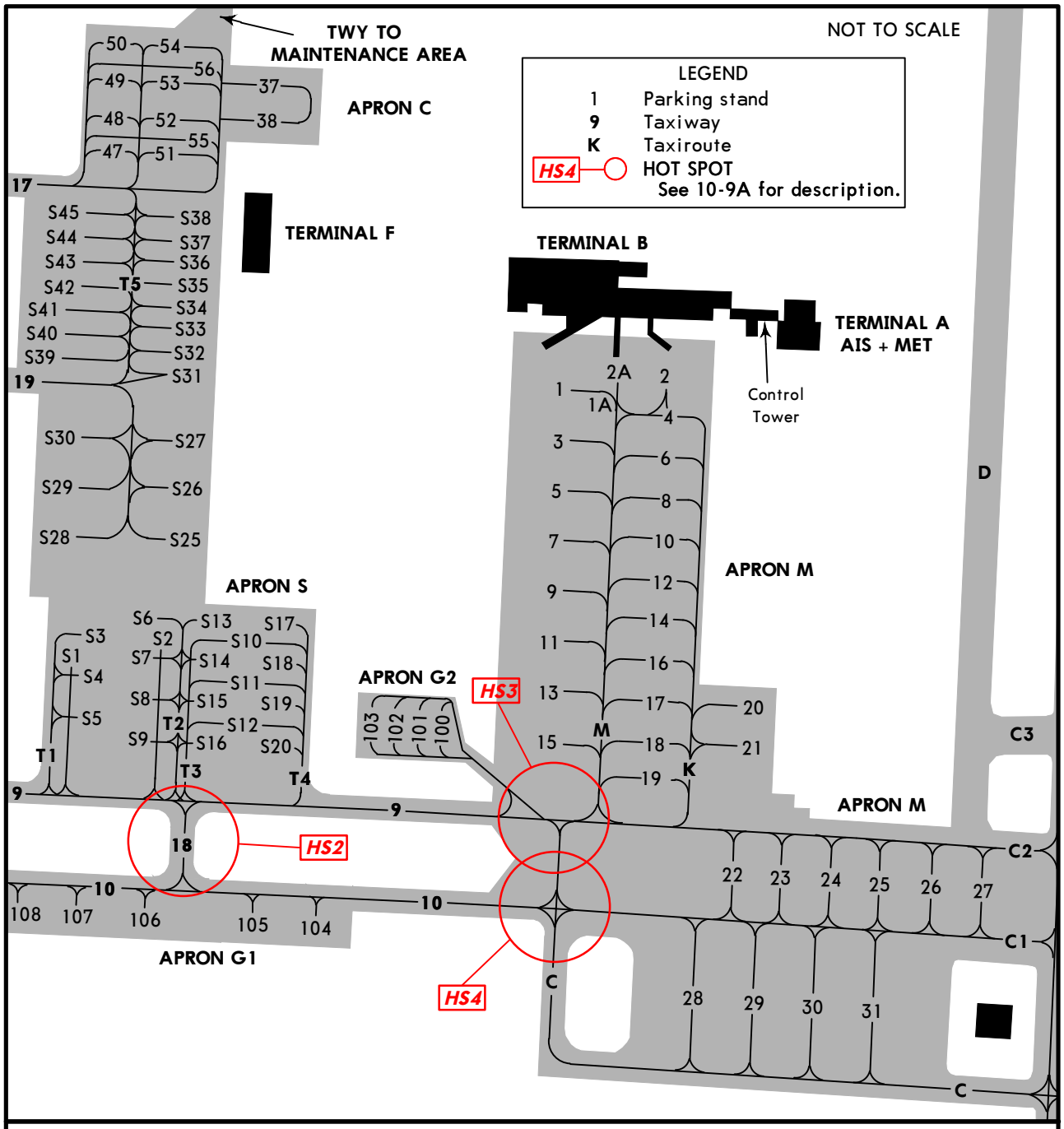

INS COORDINATES

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: Hot spots. Twys.

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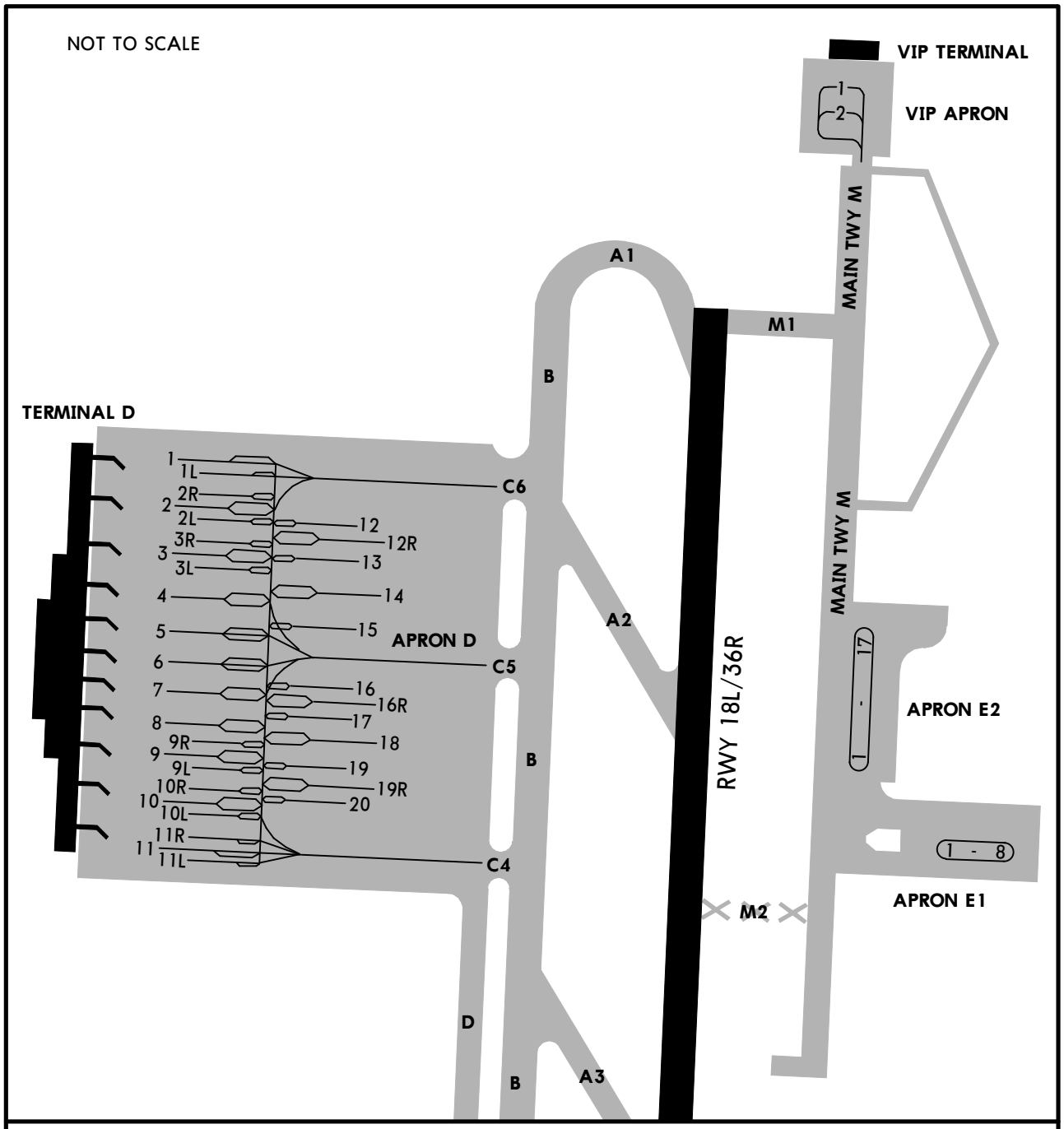

CHANGES: New chart.

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VISUAL DOCKING GUIDANCE SYSTEM

PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.

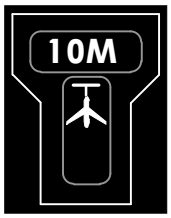
GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, distance to gate will be maesured in such increments:

98'/30m to 66'/20m	5m steps
66'/20m to 33'/10m	2m steps
33'/10m to 3'/1m	1m steps
3'/1m to STOP	0.2m steps

AIRCRAFT IS RIGHT OF CENTERLINE.
Correction to the LEFT is required.

AIRCRAFT IS LEFT OF CENTERLINE.
Correction to the RIGHT is required.



AIRCRAFT IS ON CENTERLINE.
It is 33'/10m to final stop position.
Important: Approach slowly to final stop position.

AIRCRAFT IS ON CENTERLINE.
It is 1.3'/0.4m to final stop position.
Prepare to stop the aircraft.

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VISUAL DOCKING GUIDANCE SYSTEM

STOP.
Stop now, docking point reached.

OK.
Successful docking.

TOO FAR.
Aircraft has gone beyond docking position.

ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from Apron Control to resume docking procedure.

If the following events occur, the pilot must stop the docking procedure, report problem to Apron Control and wait for further instructions:

- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact Apron Control and wait for a marshall guidance.

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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.

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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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BRIEFING STRIP

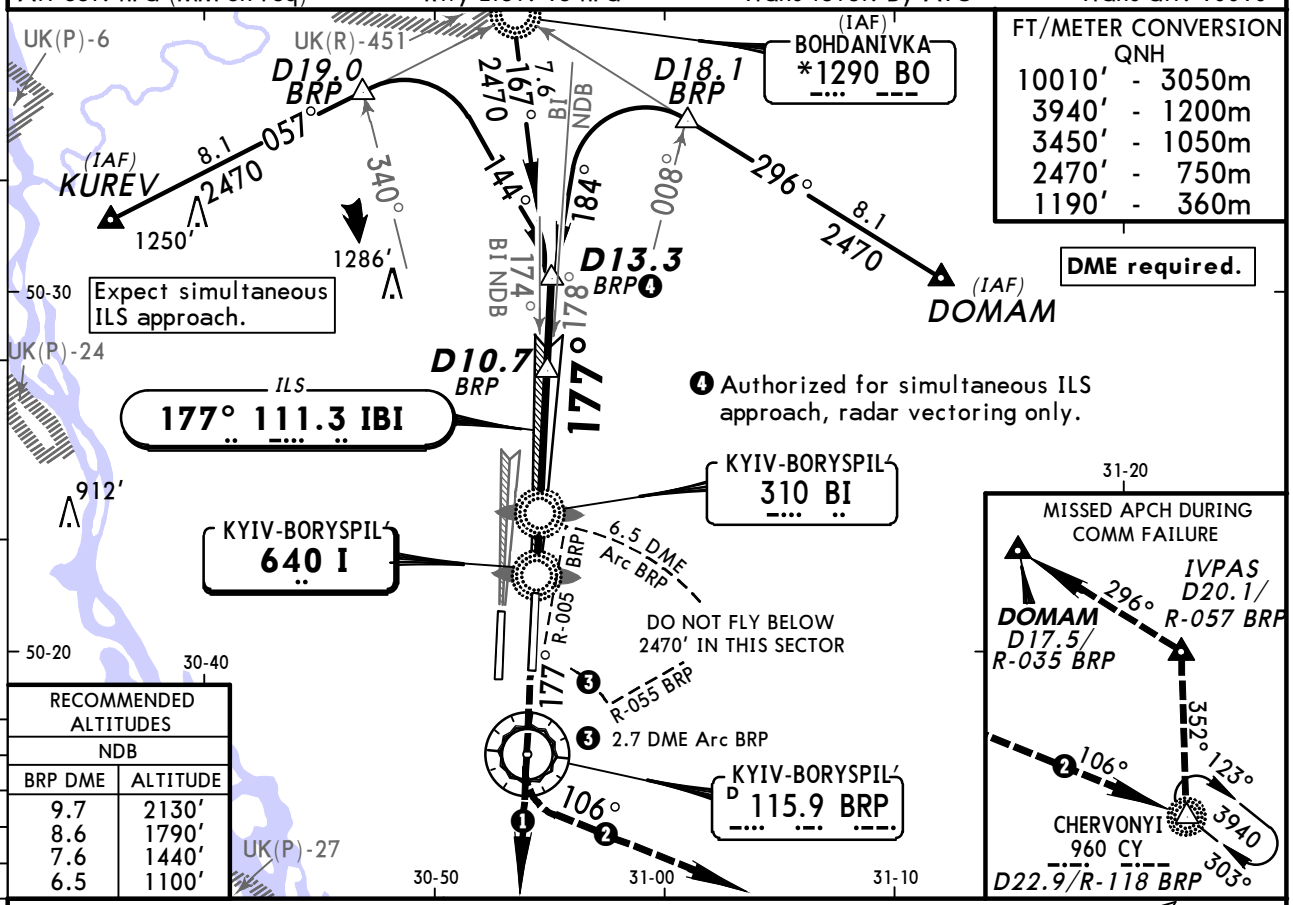
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

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'

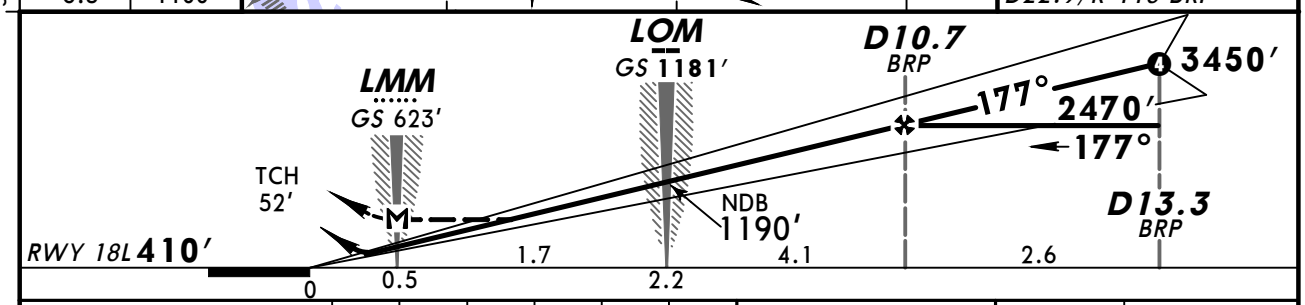
3000' 175° 100° 1700' 2000' 300°
MSA BRP VOR

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 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'



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

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

PANS OPS

CHANGES: Procedure.

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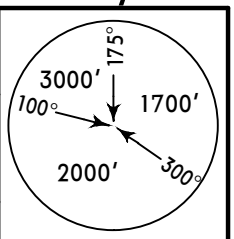
BRIEFING STRIP

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

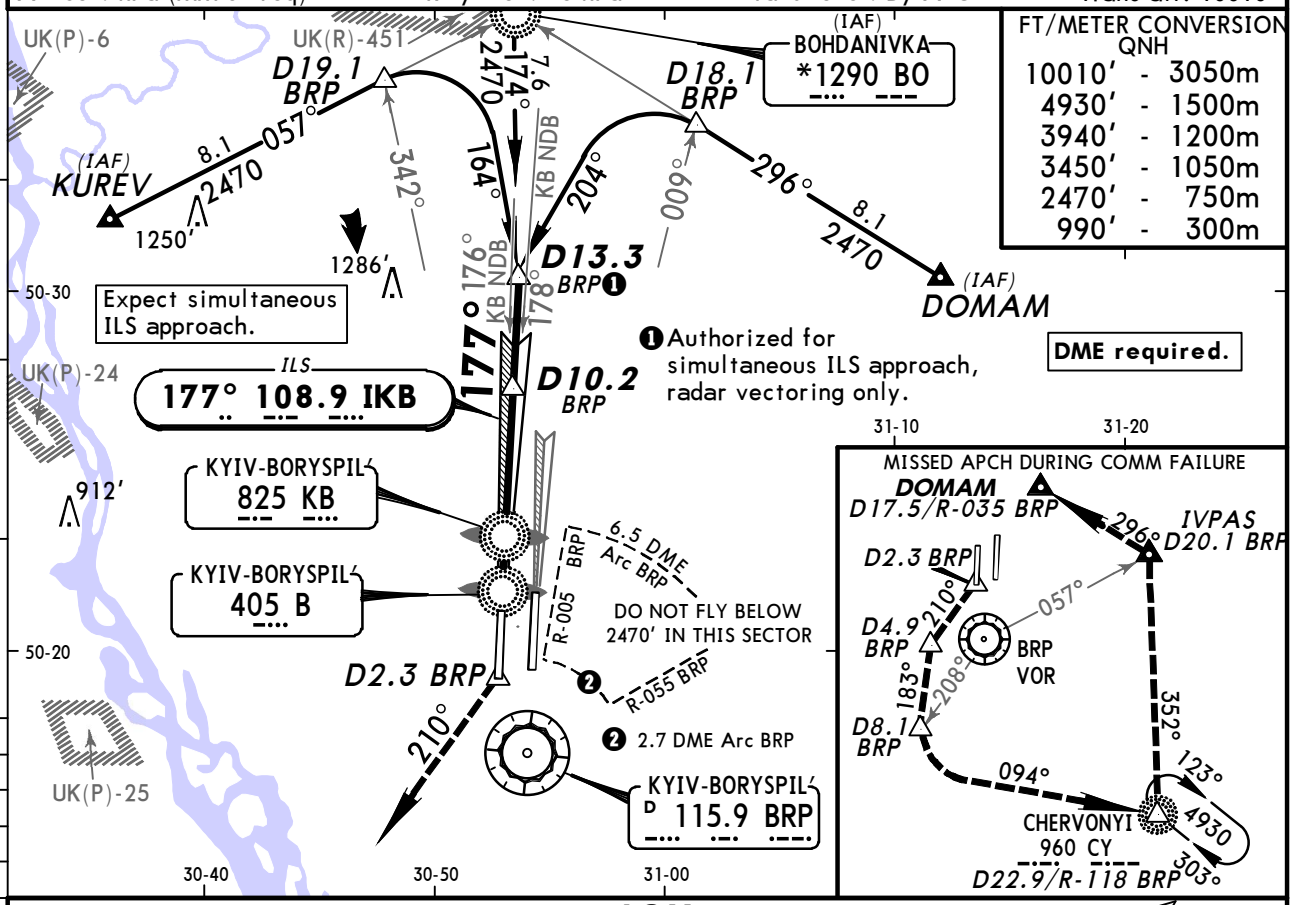
LOC	Final	GS	ILS	
IKB	Apch Crs	LOM	DA(H)	Apt Elev 427'
108.9	177°	1132' (713')	619' (200')	RWY 419'



MSA
BRP VOR

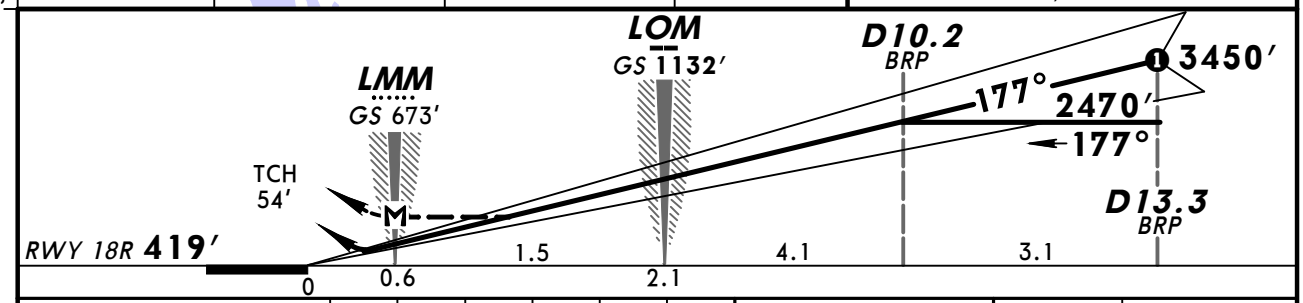
MISSED APCH: Climb on rwy heading to 990' or above to D2.3 BRP, turn RIGHT onto 210°, climbing to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 BRP turn RIGHT onto 210°, climbing to D4.9 BRP to 4930'. Turn LEFT onto 183° to D8.1/R-208 BRP, turn 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 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.

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BRIEFING STRIP ™

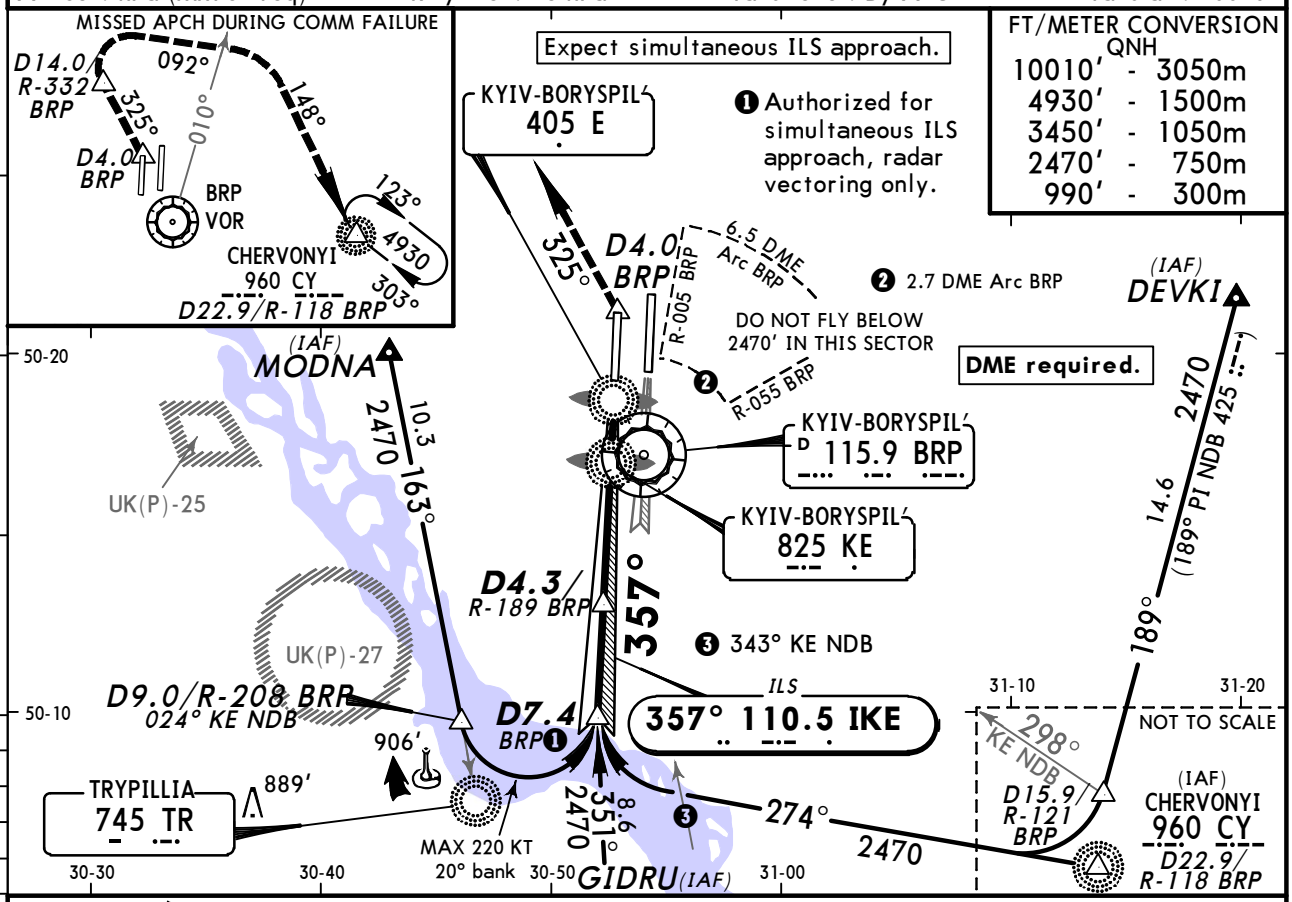
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05

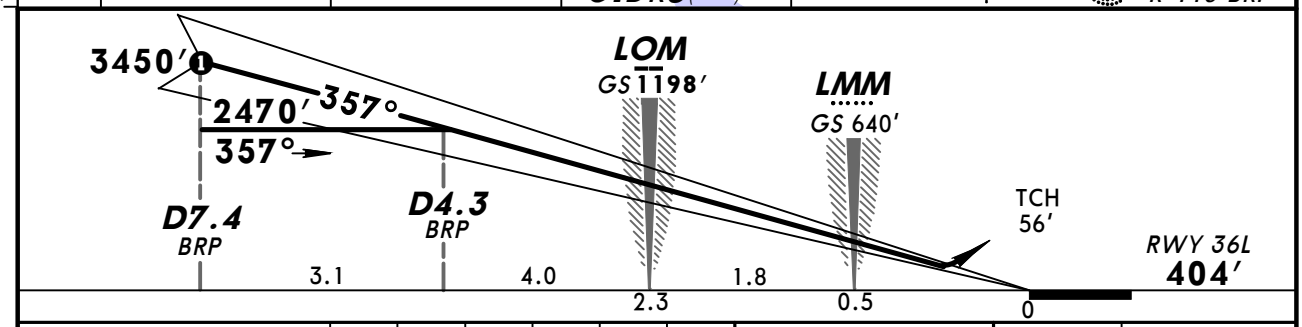
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
IKE 110.5	357°	1198' (794')	604' (200')	RWY 404'

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

PANS OPS

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

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

CIRCLE-TO-LAND 1

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

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

CHANGES: Procedure.

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BRIEFING STRIP™

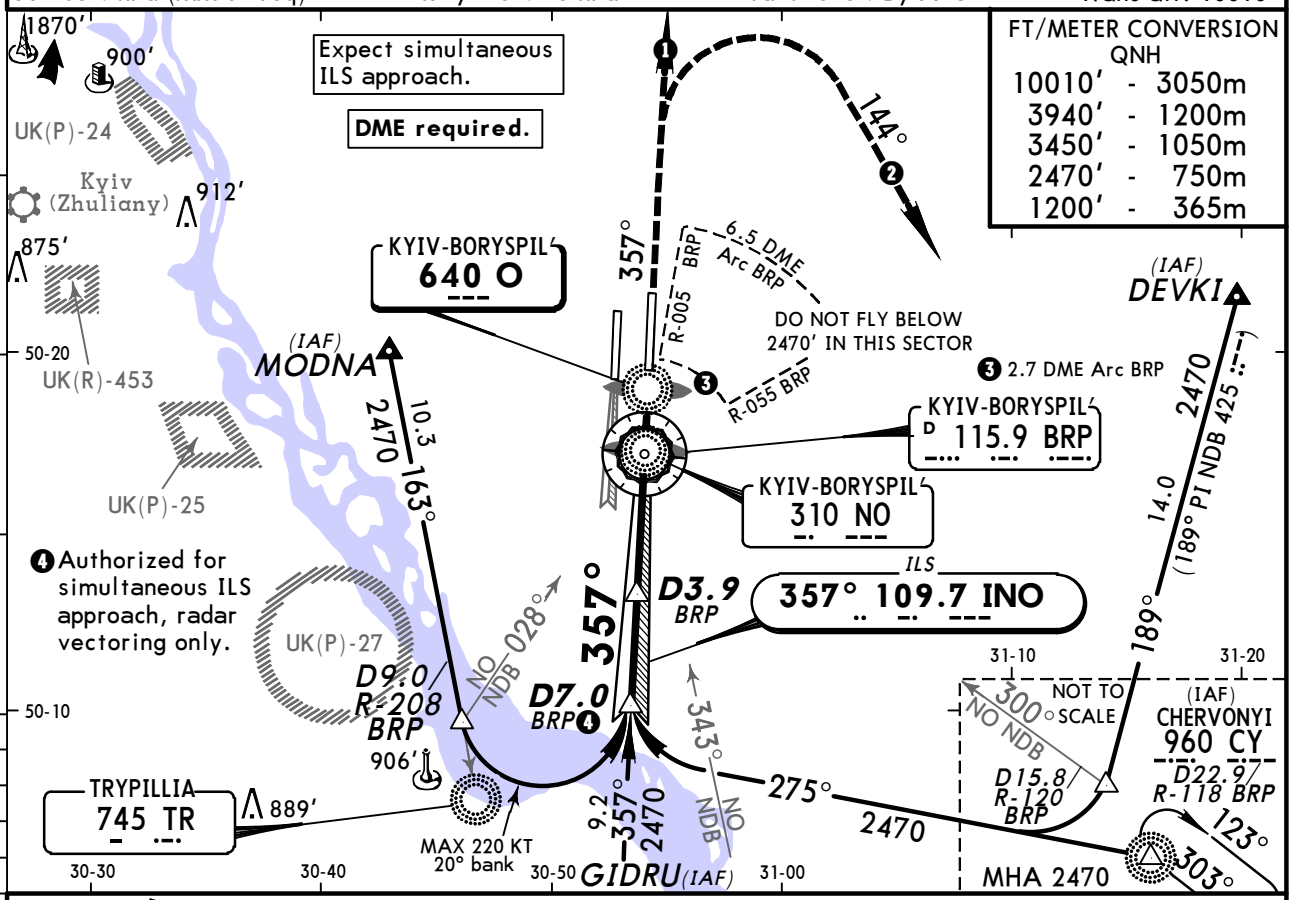
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

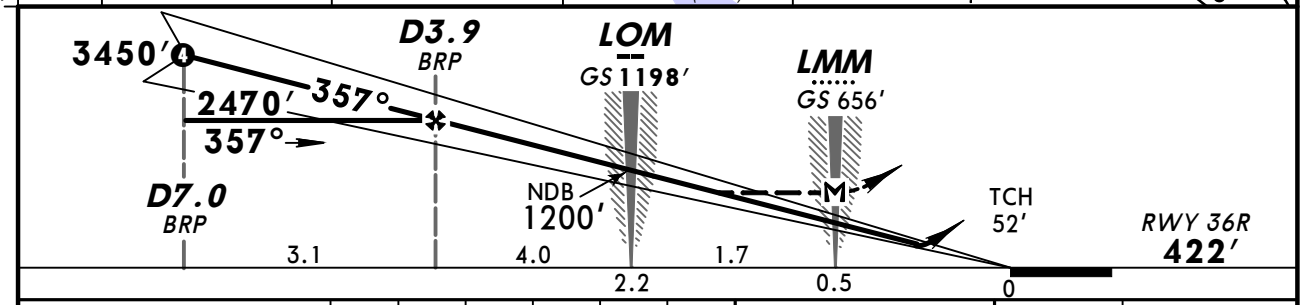
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	ILS DA(H) Refer to Minimums	Apt Elev 427'
NDB O 640		Minimum Alt D3.9 BRP 2470' (2048')	NDB MDA(H) 790' (368')	RWY 422'

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.

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UKBB/KBP
BORYSPIL'

JEPPESEN

14 OCT 11
Eff 20 Oct

(11-4A)

KYIV, UKRAINE
CAT II ILS Rwy 36R

BRIEFING STRIP

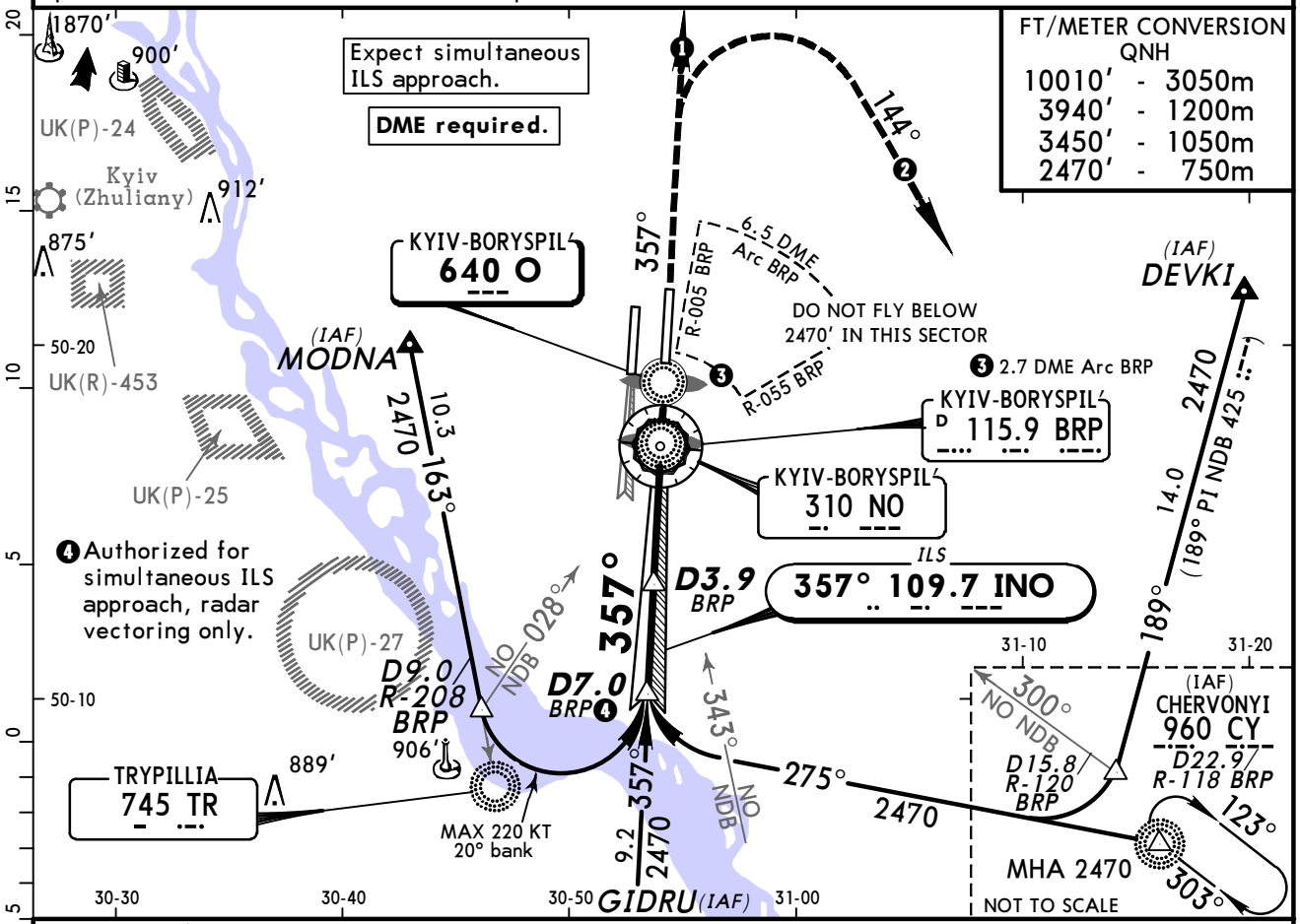
ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.3	118.05

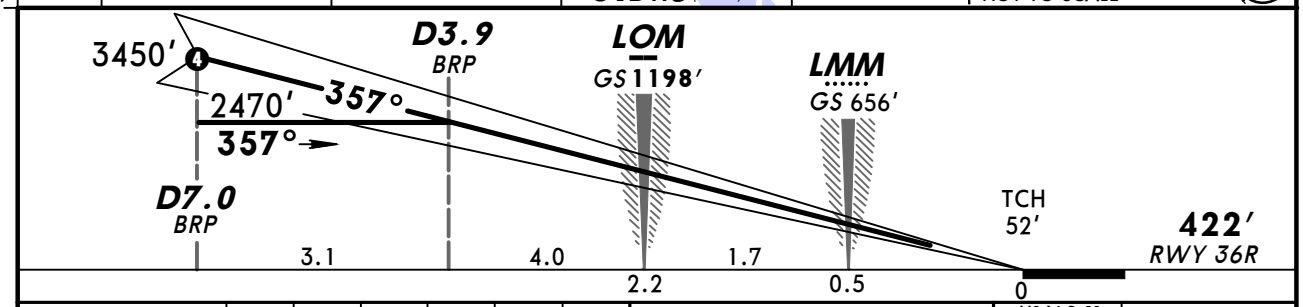
LOC	Final Apch Crs	GS LOM	CAT II ILS RA 104' DA(H) 522'(100')	Apt Elev 427' RWY 422'
INO 109.7	357°	1198'(776')		

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

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

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'
Special Aircrew & Acft Certification required.





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

HIALS-II
PAPI

Refer to Missed apch above

JAR-OPS

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

PANS OPS

RVR 300m ❶

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

CHANGES: Procedure.

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BRIEFING STRIP™

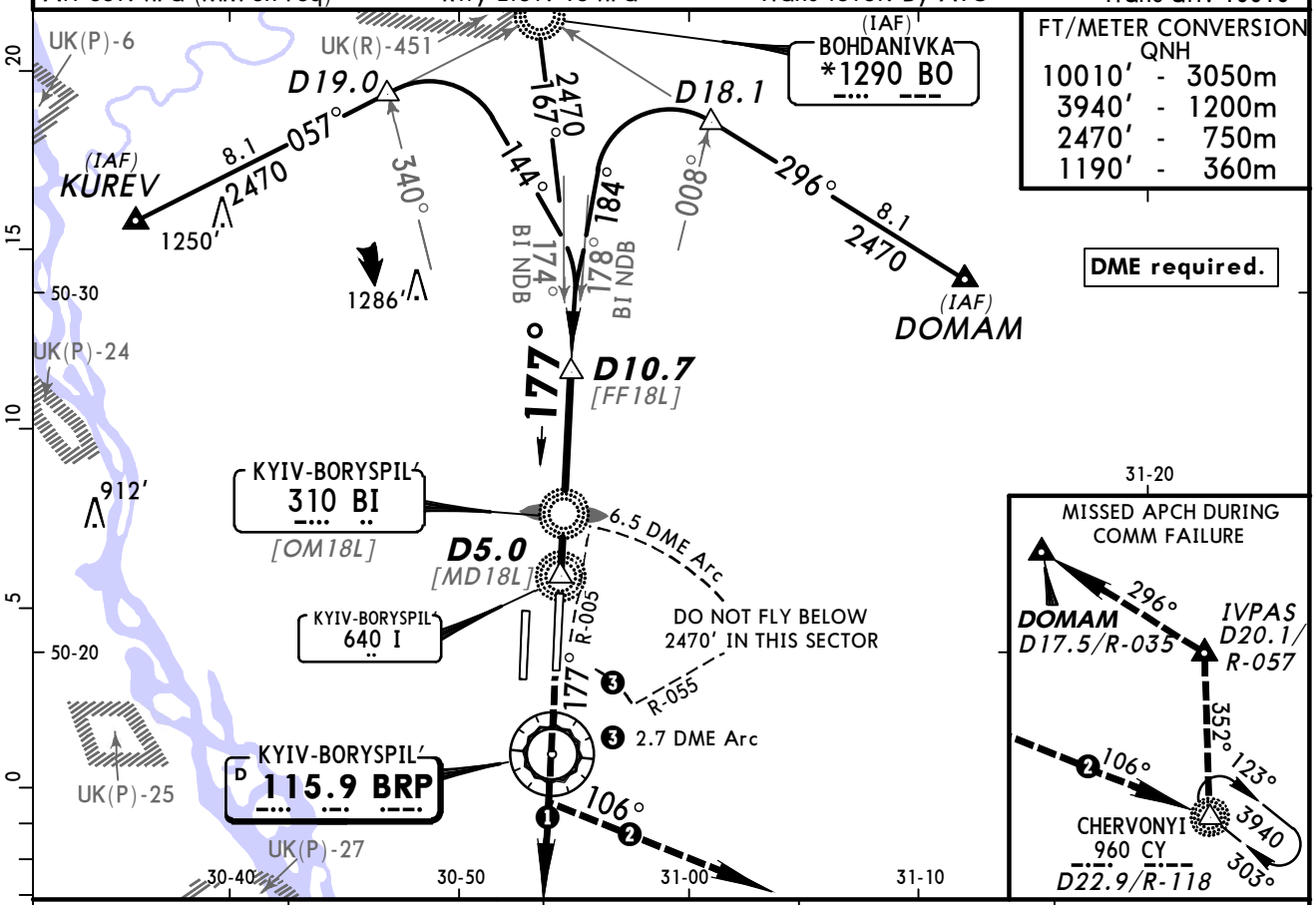
ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.3	118.05

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

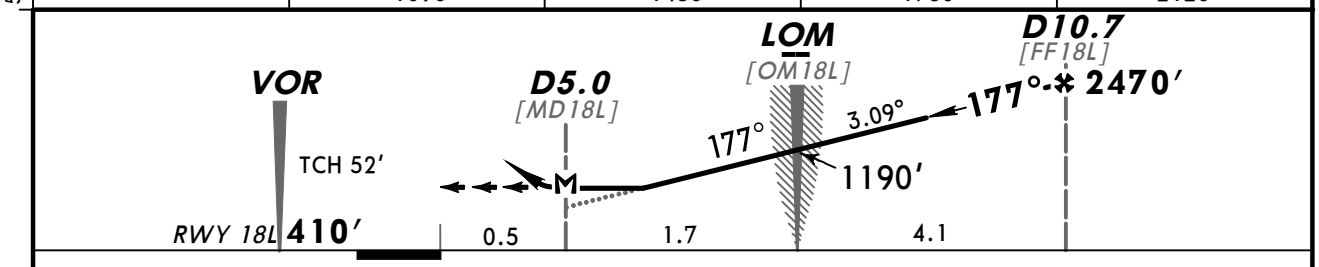
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn LEFT onto 106° to CY NDB climbing to 3940' and hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM, then according to chart.

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'



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.

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BRIEFING STRIP™

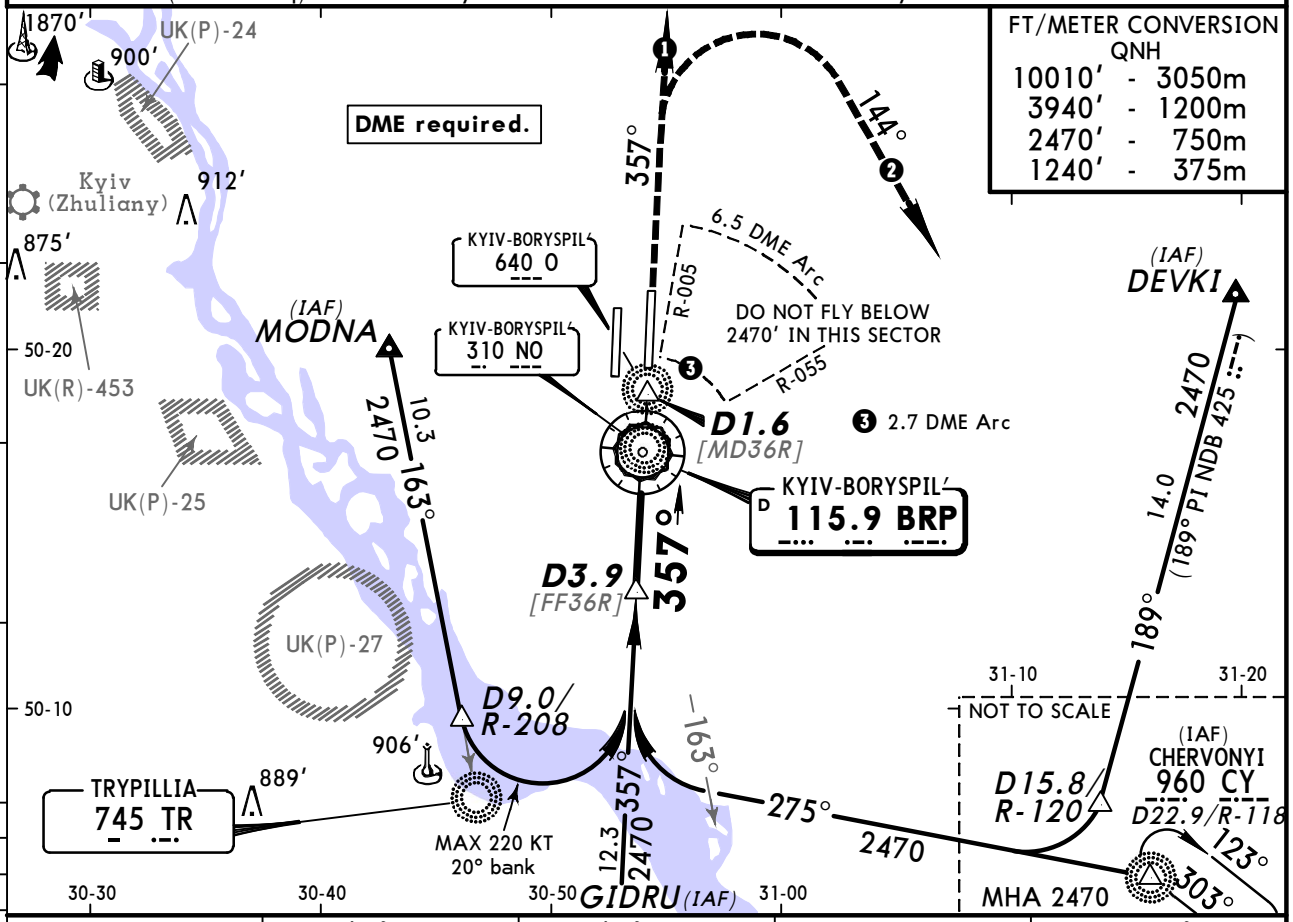
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

VOR BRP	Final Apch Crs	Minimum Alt D3.9	MDA(H)	Apt Elev 427'
115.9	357°	2470' (2048')	790' (368')	RWY 422'

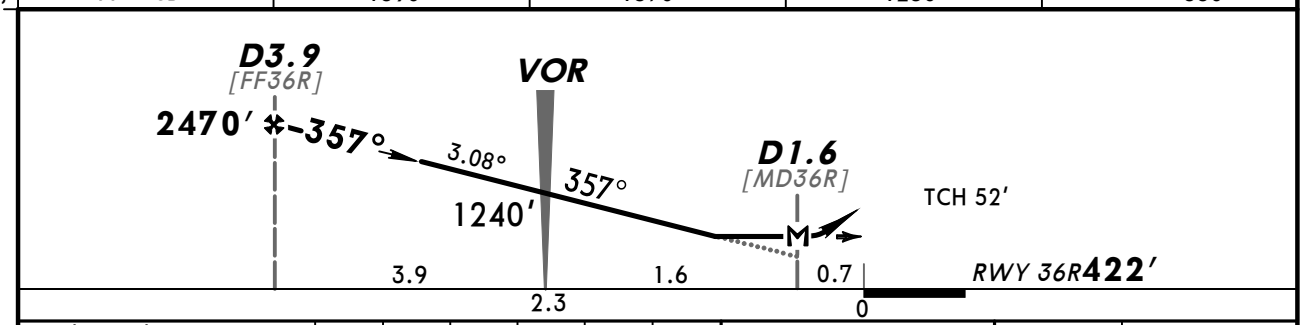
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

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	2.2 before BRP	1.1 before BRP	0.0	1.1 after BRP
ALTITUDE	1890'	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.

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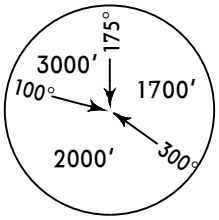
ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.65	118.05

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

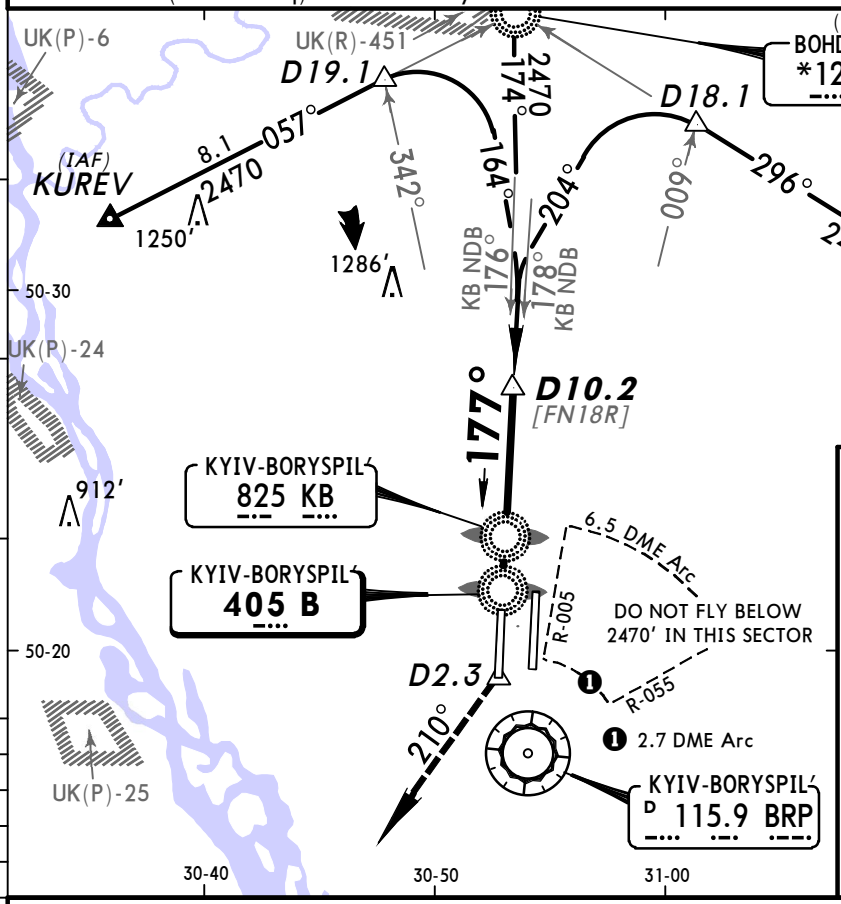
MISSED APCH: Climb on rwy heading to 990' or above to D2.3, turn RIGHT onto 210°, climbing to 2470', then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 turn RIGHT onto 210°, climbing to D4.9 to 4930'. Turn LEFT onto 183° to D8.1/R-208, 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.



MSA
BRP VOR

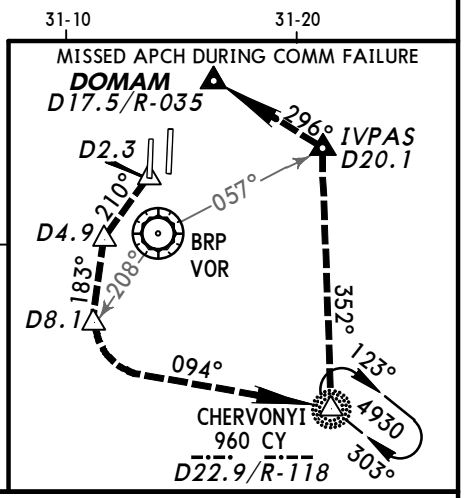
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'

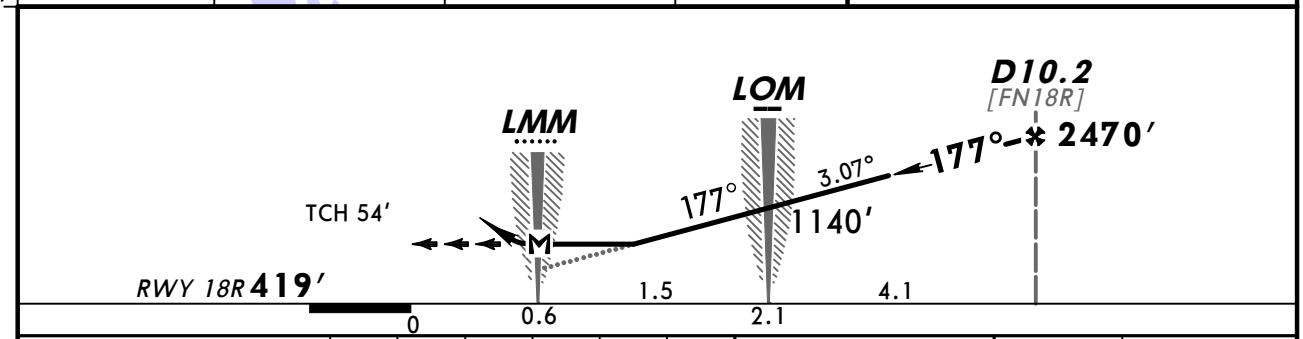


FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m
2470'	-	750m
1140'	-	345m
990'	-	300m

DME required.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.07°	380	489	543	652	760	869
MAP at LMM							

HIALS
PAPI

Refer to Missed apch above

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

MDA(H) **810'** (391')

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

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'.

PANS OPS

CHANGES: Procedure.

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BRIEFING STRIP ™

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

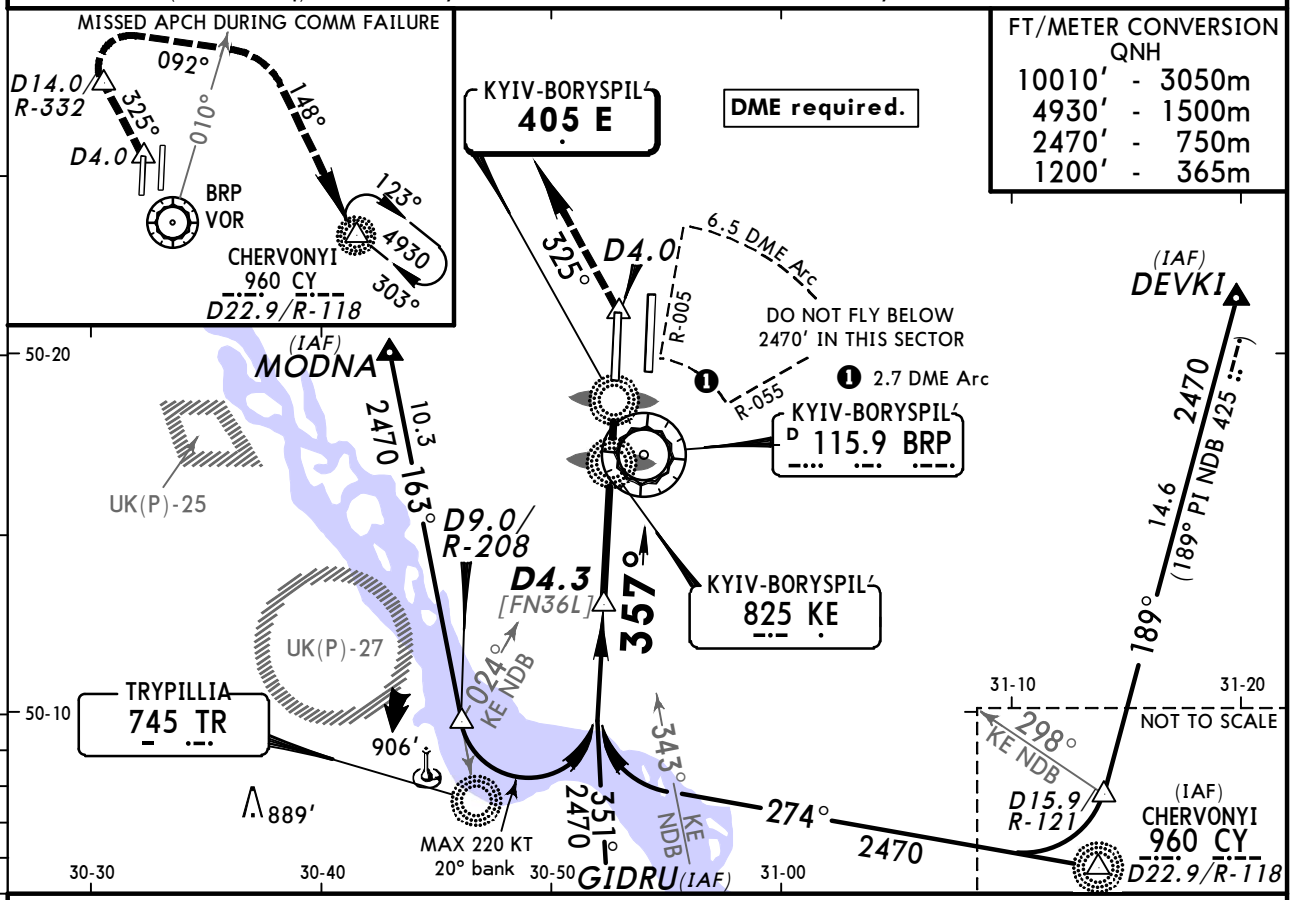
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 427'
E 405	357°	D4.3 2470' (2066')	760' (356')	RWY 404'

MISSED APCH: Climb on rwy heading to 990' or above to D4.0, 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 turn LEFT onto 325°, climbing to D14.0/R-332 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.

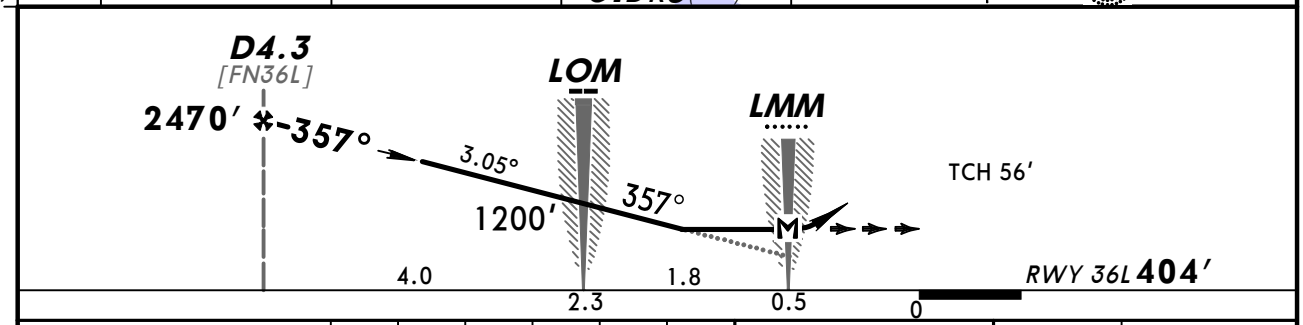
MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

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
2470'	-	750m
1200'	-	365m



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 **36L**

MDA(H) **760'** (356')

		ALS out		CIRCLE-TO-LAND 1 West of apt	
			Max Kts	MDA(H) VIS	MDA(H) VIS
A	RVR 900m	RVR 1500m	100	870' (466') 1500m	2470' (2066') 1500m
B	RVR 1000m		135	930' (526') 1600m	2470' (2066') 1600m
C		RVR 1800m	180	1030' (626') 2400m	2470' (2066') 2400m
D	RVR 1400m	RVR 2000m	205	1130' (726') 3600m	2470' (2066') 3600m

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

PANS OPS

CHANGES: Procedure.

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Chart changes since cycle 05-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KYIV, (BORYSPIL' - UKBB)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKBB

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

Ufn twy D3 clsd.