

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Kyiv Ukr
IATA Code: KBP
Lat/Long: N50° 20.7' E030° 53.6'
Elevation: 427 ft

Airport Use: Public
Magnetic Variation: 6.9°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0254 Z
Sunset: 1657 Z,

Runway Information

Runway: 18L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 11483 ft x 207 ft
Surface Type: concrete
TDZ-Elev: 426 ft
Lighting: Edge, ALS

Runway: 36L
Length x Width: 11483 ft x 207 ft
Surface Type: concrete
TDZ-Elev: 404 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 422 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 134.25 Arrival Service Non-English
ATIS 126.85 Departure Service
ATIS 126.7 Arrival Service
ATIS 120.5 Departure Service Non-English
Boryspil' Tower 119.3
Boryspil' Tower 124.0 Military
Boryspil' Tower 119.65
Boryspil' Ground Control 118.05
Boryspil' Clearance Delivery 130.275
Kyiv Radar Approach Control 128.175
Kyiv Radar Approach Control 125.725
Kyiv Radar Approach Control 124.675
Kyiv Radar Approach Control 120.9

1. GENERAL

1.1. ATIS

ATIS Arrival	126.7
	134.25 (Russian)
ATIS Departure	126.85
	120.5 (Russian)

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, C4 thru C6 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 (C1, C2, C4 thru C6) - ACFT stand.

1.3.3. START-UP, TAXIING & HOLDING

Pilots shall request start-up clearance indicating the number of ACFT stand (Apron). Clearance for towing and taxiing out of the ACFT stand shall be requested when the ACFT is ready to carry it out immediately. When towing and engines start-up have been completed the pilot shall inform BORISPIIL' Ground: "Ready to taxi." Taxiing of the ACFT shall be carried out at MIM engines power behind Follow-me car to RWY 18L/36R until TWY C (B). Then taxiing shall be continued on its own following green TWY centerline lights to holding position. In case of the APT surveillance radar being out of operation ACFT taxi with Follow-me car until line-up.

Following standard taxi routing established for ACFT before departure:
ACFT stand - TWY C (C1, C2, C4 thru C6) - 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.

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 M only with Follow-me car.

Taxi guidelines may be invisible because of snow. Assistance from Follow-me car to be requested via BORISPIIL' Ground.

1.5. PARKING INFORMATION

For Docking Guidance System graphics refer to 10-9 charts.

Stands 1 thru 20 on apron D equipped with Docking Guidance System.

1.6. OTHER INFORMATION

Birds.

Sequential engines start-up and running on IDLE thrust permitted on apron stands on request via BORISPIIL' Ground.

2. ARRIVAL**2.1. NOISE ABATEMENT PROCEDURES**

Landing restrictions:

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

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

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

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

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

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

2.4. TAXI PROCEDURES

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

2. ARRIVAL

2.5. OTHER INFORMATION**2.5.1. INDEPENDENT PARALLEL APPROACHES**

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

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

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

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

2.5.3. EVASIVE MANOEUVRES

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

2.5.4. USE OF TCAS DURING PARALLEL APPROACHES

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

2.5.5. LANDING RWY

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

2.5.6. IFR FLIGHTS CARRYING OUT VISUAL APPROACH

In order to remain within controlled airspace, ACFT carrying out visual approach

- to RWYs 18L/R: from West and Northwest shall maintain altitude of at least 2470' until D9.2 BRP.
- to RWYs 36L/R: shall maintain altitude of at least 2470' until D4.3 BRP.

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.

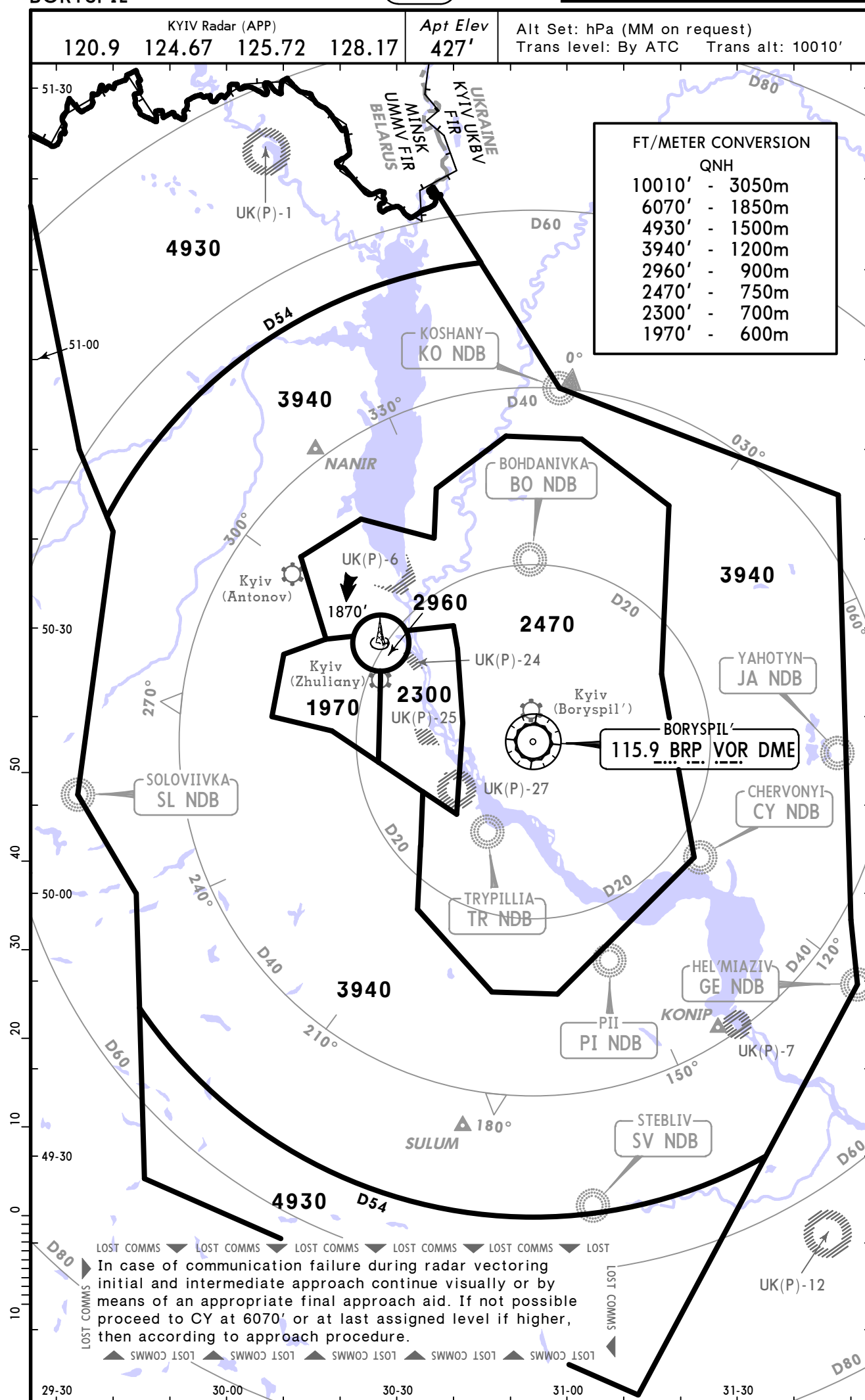
3.3. START-UP & PUSH-BACK PROCEDURES

Before start-up listen to ATIS. Contact Delivery for ATC clearance, if unavailable contact BORISPIL' Ground.

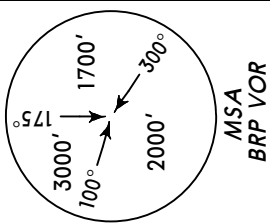
Taxiing of CAT C and D ACFT out of stands with MAX rating 0.42 of engines power. If unable to break away under this power, flight crew shall call for a tow tractor for towing to start-up point.

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.



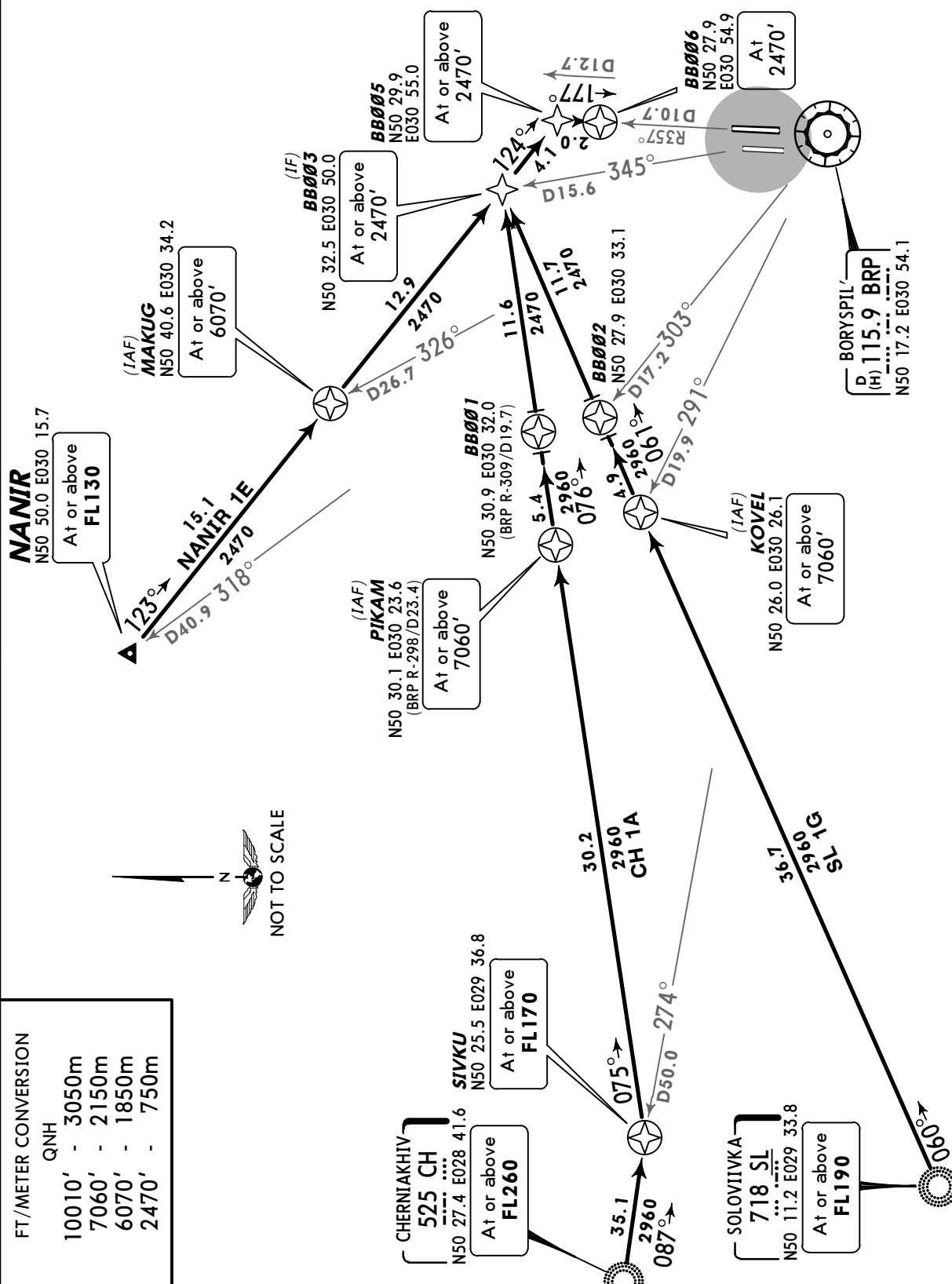
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



RNAV (GNSS OR VOR/DME BRP)

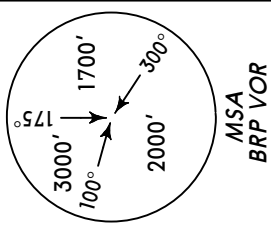
**B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC**

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



QNH	FEET/METER CONVERSION
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
2470'	- 750m

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

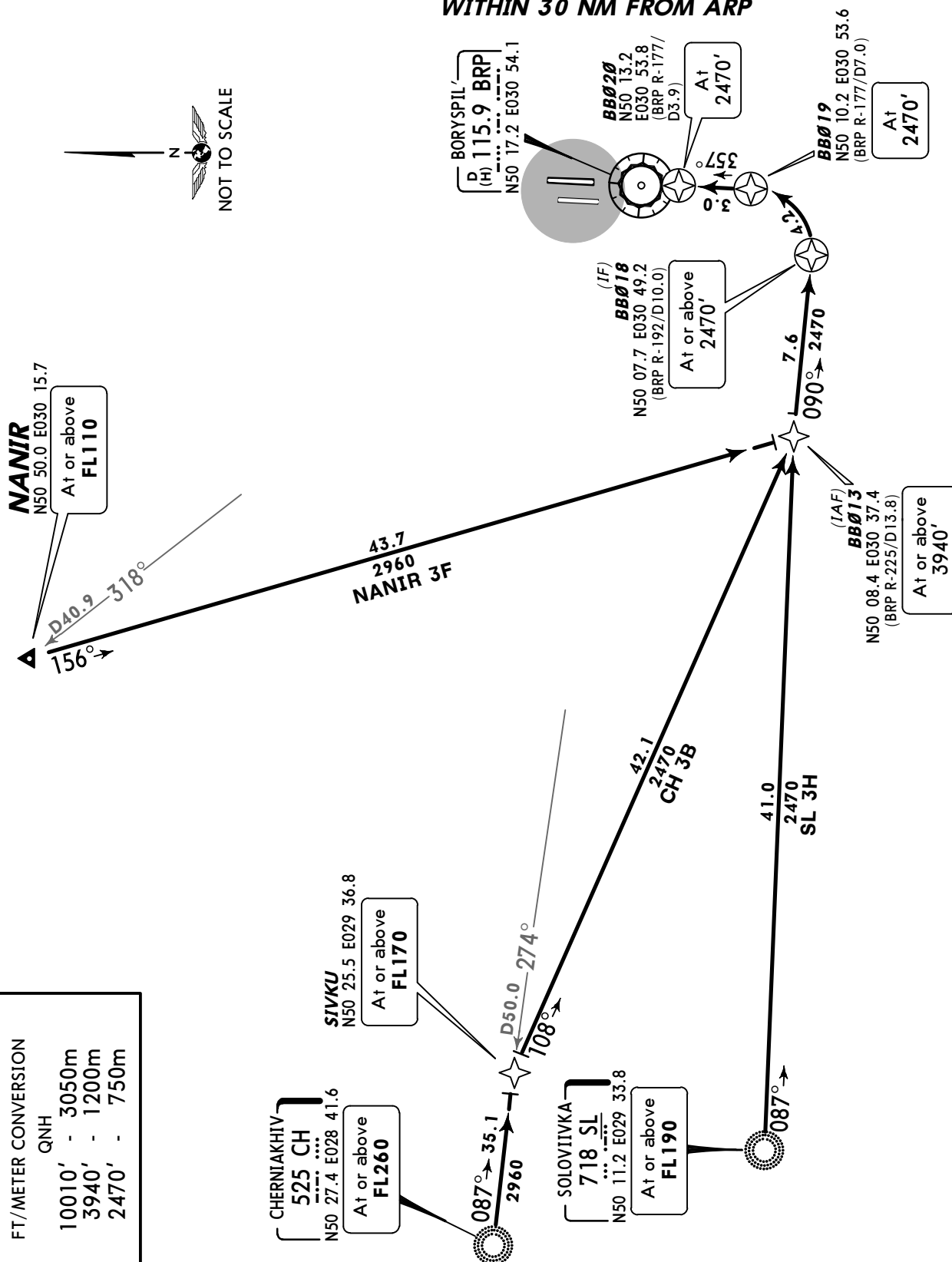


RWY 36R RNAV ARRIVALS

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



FT/METER CONVERSION

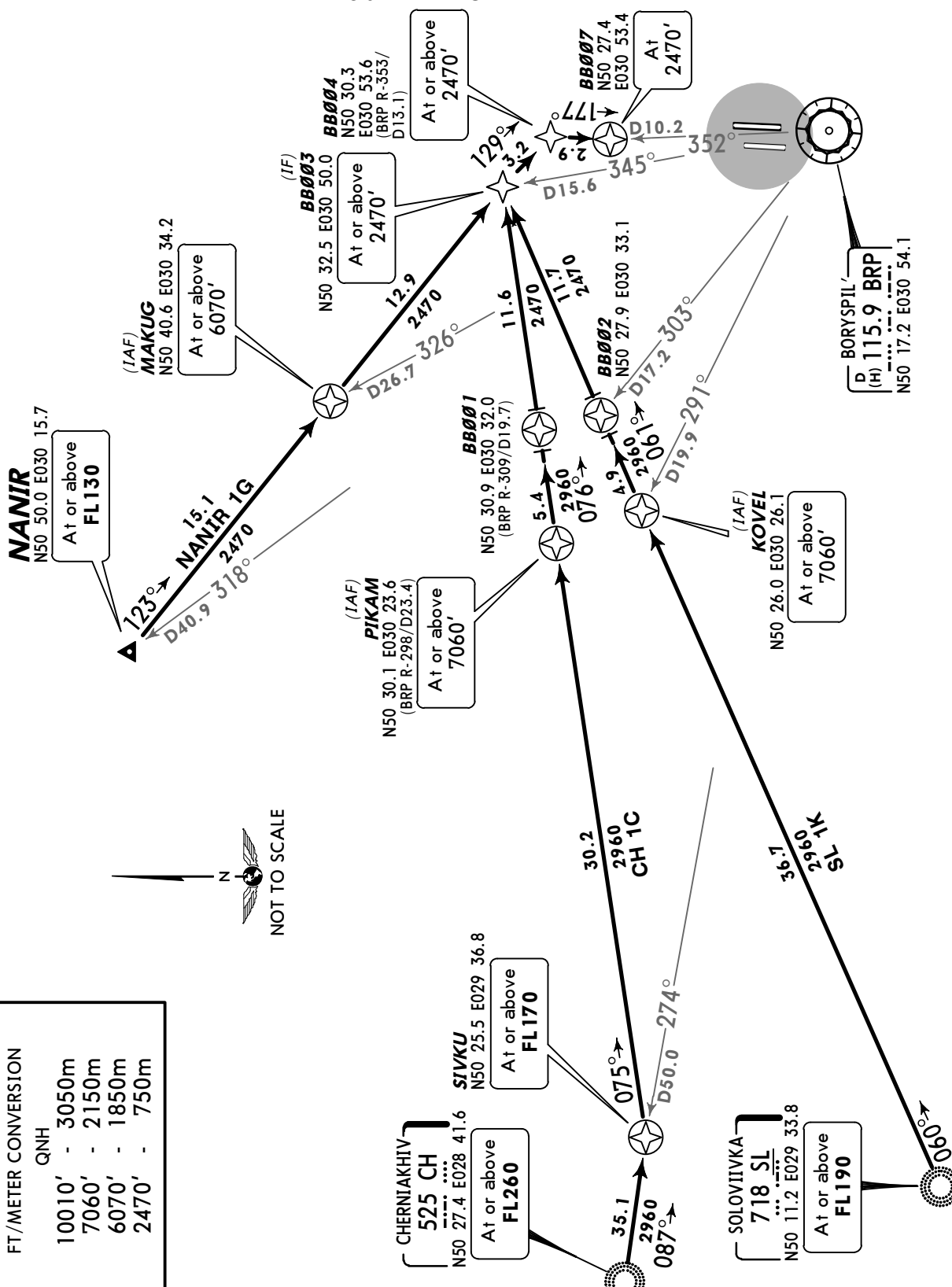
QNH

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

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

MSA
BRP VOR

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

CHERNIAKHIV-
505 CH

...	...	...
50	27.4	E028 41.6

SIVKU

N50 25.5 E029 36.8

At or above

FL1

1

351

87° 1' 27.60"

5

— SOLOVIVKA —

718 SL

50 11 2 E029 33.8

$$V + \frac{1}{2} \frac{V^2}{c^2}$$
All of above
FI 190

0171

—

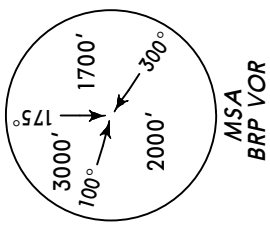


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ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

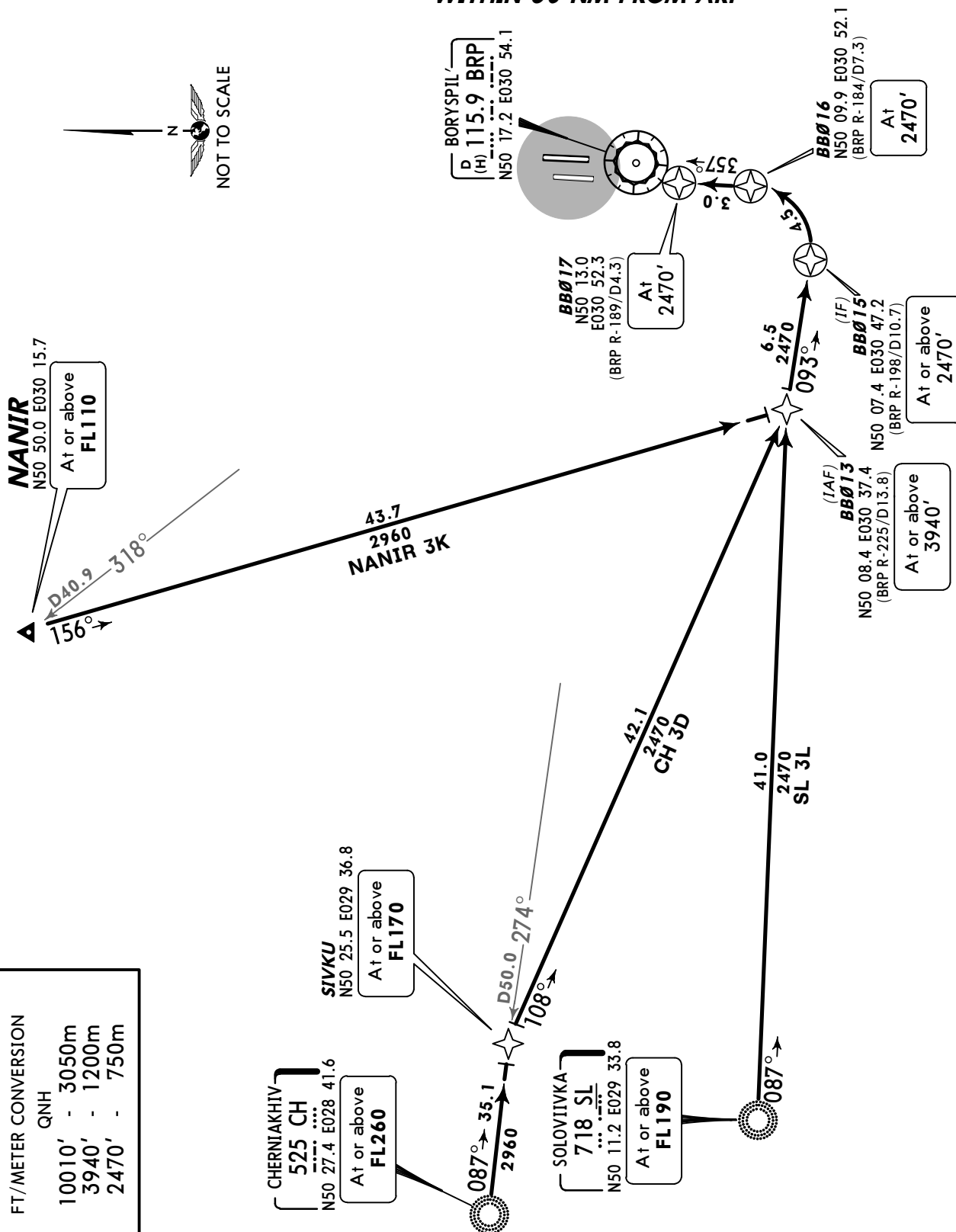


**CHERNIAKHIV THREE DELTA (CH 3D)
NANIR THREE KILO (NANIR 3K) [NANI3K]
SOLOVIIVKA THREE LIMA (SL 3L)
RWY 36L RNAV ARRIVALS**

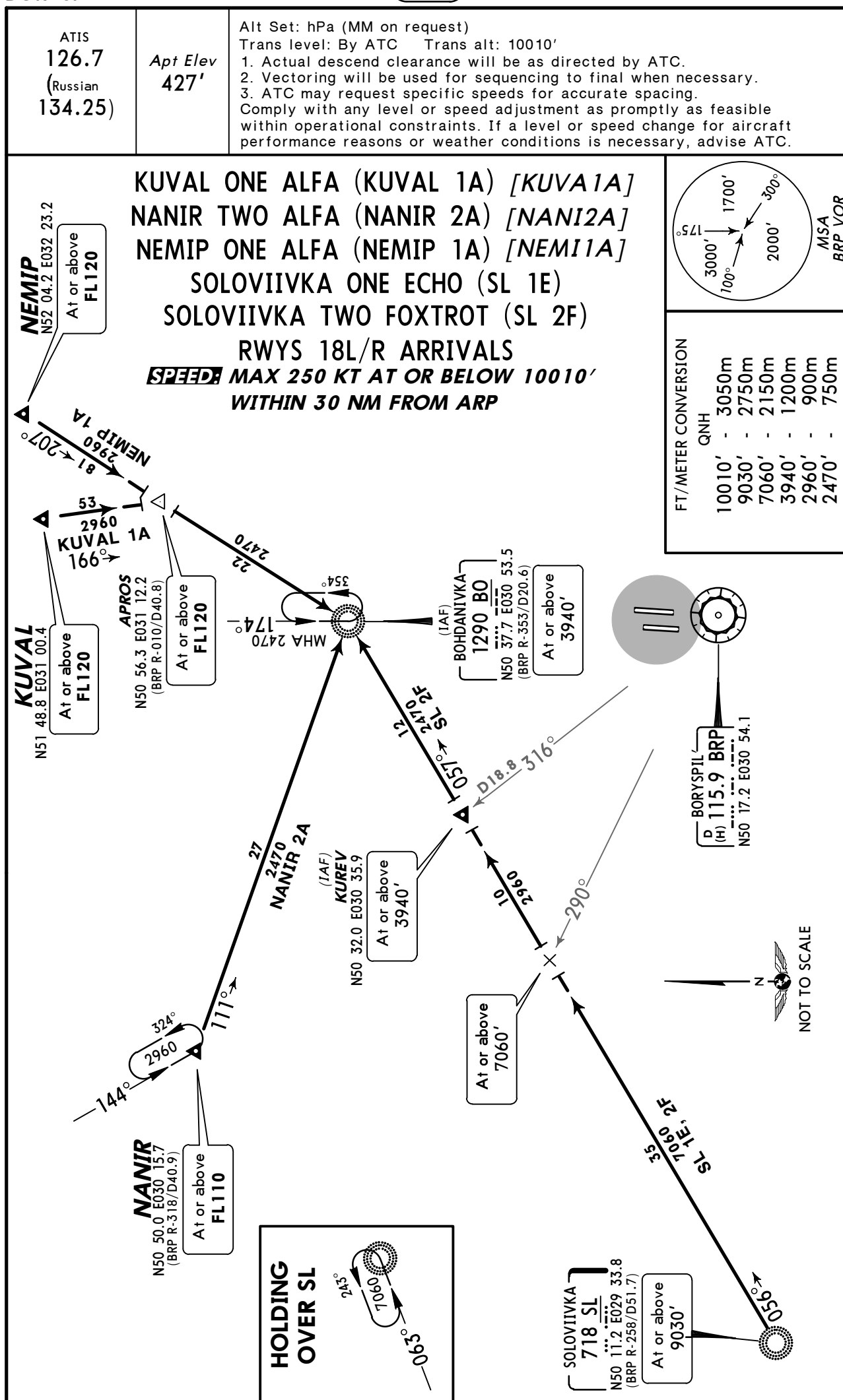
RNAV (GNSS OR VOR/DME BRP)

B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

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

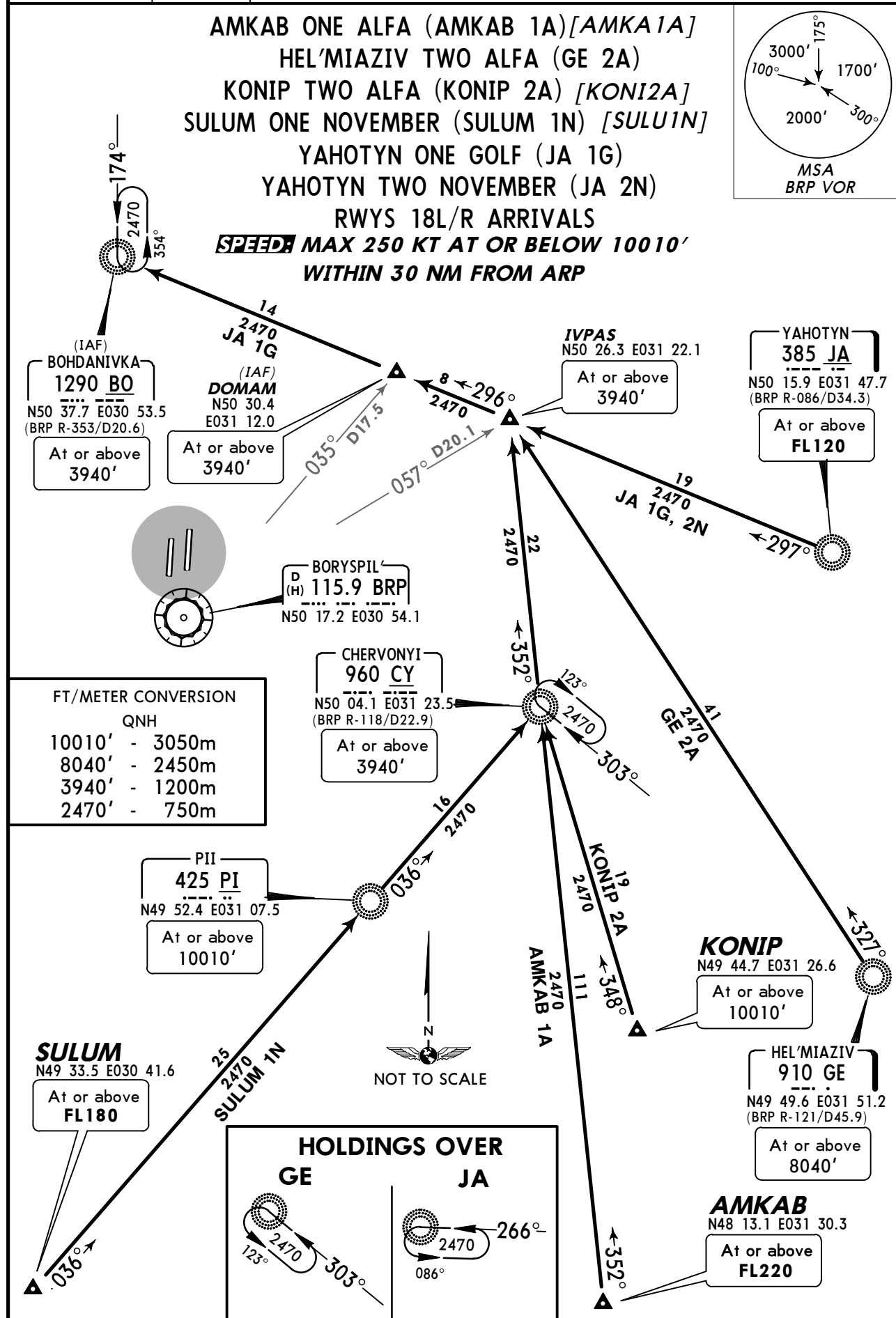


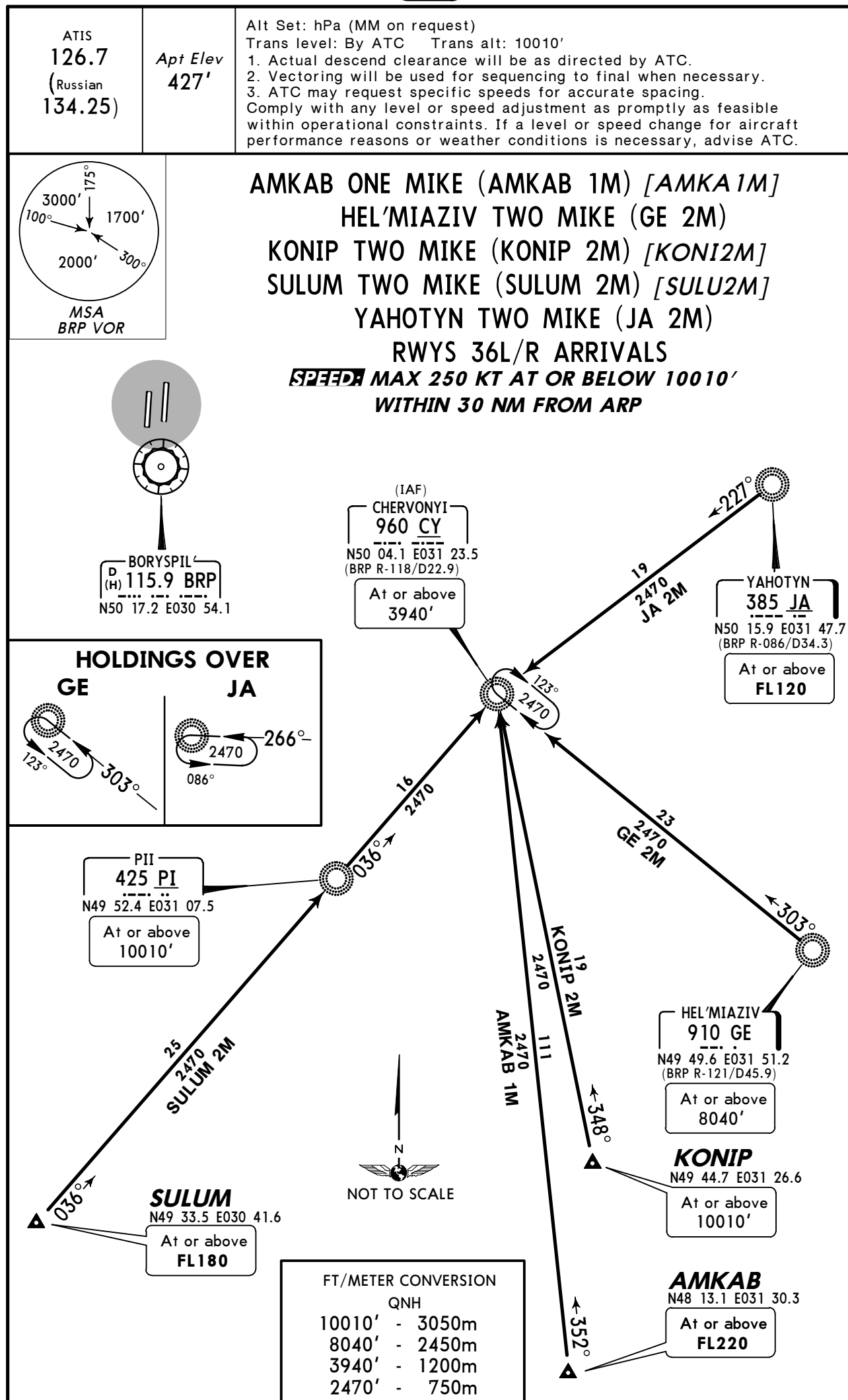
FT/METER CONVERSION
QNH
10010' - 3050m
3940' - 1200m
2470' - 750m



CHANGES: ATIS: track towards GIDRII revised. © JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

ATIS 126.7 (Russian 134.25)	<i>Apt Elev</i> 427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.
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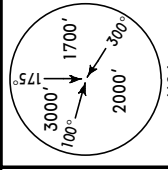


Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT RADAR vectors to final.

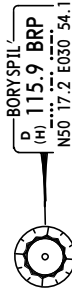
ATIS
126.7
(Russian
134.25)

Apt Elev
427'

FT/METER CONVERSION
QNH
10010' - 3050m
8040' - 2450m
7060' - 2150m
3940' - 1200m
2470' - 750m



- ① AMKAB 1V, GE 1V, JA 1V
KONIP 1V, SULUM 1V
② AMKAB 1W, GE 1W, JA 1W
KONIP 1W, SULUM 1W



BORYSPIL
D 115.9 BRP
N50 17.2 E030 54.1

BB601
N50 13.0 E030 52.3
At
2470'

BB602
N50 13.2 E030 53.8
At
2470'

BB603
N50 09.3 E030 52.7
At
2470'

BB604
N50 50.3 E030 52.4
At
2470'

BB605
N50 01.3 E030 52.1
At or above
2470'

BB606
N49 57.4 E030 51.8
At
3940'

BB607
N49 53.4 E030 51.4
At or above
3940'

BB608
N49 53.0 E030 59.2
At or above
3940'

BB609
N49 57.0 E030 59.5
At or above
3940'

BB610
N50 01.0 E030 59.9
At or above
3940'

BB611
N50 05.0 E031 00.2
At or above
3940'

BB612
N50 09.0 E031 00.5
At
7060'
MAX
220 KT

BB615
N50 08.6 E031 08.3
At or above
7060'

BB617
N50 05.0 E031 00.2
At or above
3940'

BB619
N49 57.0 E030 59.5
At or above
3940'

BB620
N49 57.0 E030 59.5
At or above
3940'

BB621
N49 57.0 E030 59.5
At or above
3940'

BB622
N49 57.0 E030 59.5
At or above
3940'

BB623
N49 57.0 E030 59.5
At or above
3940'

BB624
N49 57.0 E030 59.5
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BB625
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BB626
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BB627
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At or above
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BB628
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BB629
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BB630
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BB634
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BB636
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At or above
3940'

BB637
N49 57.0 E030 59.5
At or above
3940'

BB638
N49 57.0 E030 59.5
At or above
3940'

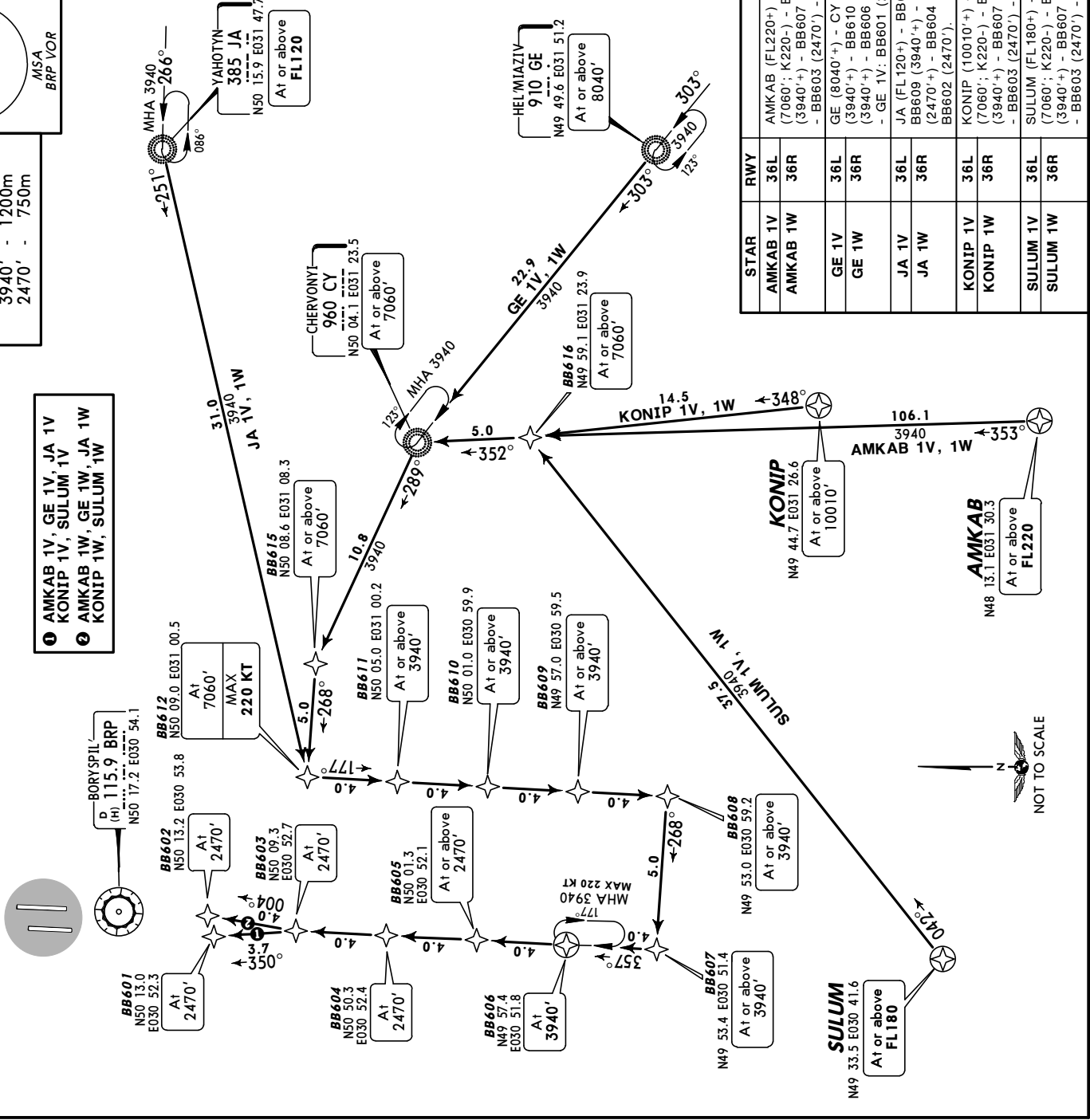
BB639
N49 57.0 E030 59.5
At or above
3940'

BB640
N49 57.0 E030 59.5
At or above
3940'

BB641
N49 57.0 E030 59.5
At or above
3940'

BB642
N49 57.0 E030 59.5
At or above
3940'

BB643
N49 57.0 E030 59.5
At or above
3940'



AMKAB ONE VICTOR
AMKAB 1V [AMKA1V]
HEL'MIAZIV ONE VICTOR (GE 1V)
KONIP ONE VICTOR
KONIP 1V [KON1V]
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 [KON1W]
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

ROUTING

STAR	RWY
AMKAB 1V	36L
AMKAB 1W	36R
GE 1V	36L
GE 1W	36R
JA 1V	36L
JA 1W	36R
KONIP 1V	36L
KONIP 1W	36R
SULUM 1V	36L
SULUM 1W	36R

AMKAB (FL220+) - BB616 (7060+) - BB615 (7060+) - BB612 (7060+) - 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+).

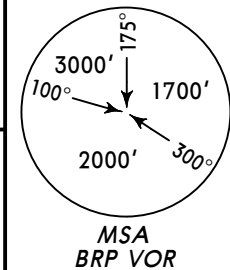
GE (8040+) - CY (7060+) - BB615 (7060+) - BB612 (7060+) - BB611 (3940+) - BB610 (3940+) - BB609 (3940+) - BB608 (3940+) - BB607 (3940+) - BB606 (3940+) - BB605 (2470+) - BB604 (2470+) - GE 1V: BB601 (2470+)/ GE 1W: BB602 (2470+).

JA (FL120+) - BB612 (7060+) - BB611 (3940+) - BB610 (3940+) - BB609 (3940+) - BB608 (3940+) - BB607 (3940+) - BB606 (3940+) - BB605 (2470+) - BB604 (2470+) - JA 1V: BB601 (2470+)/ JA 1W: BB602 (2470+).

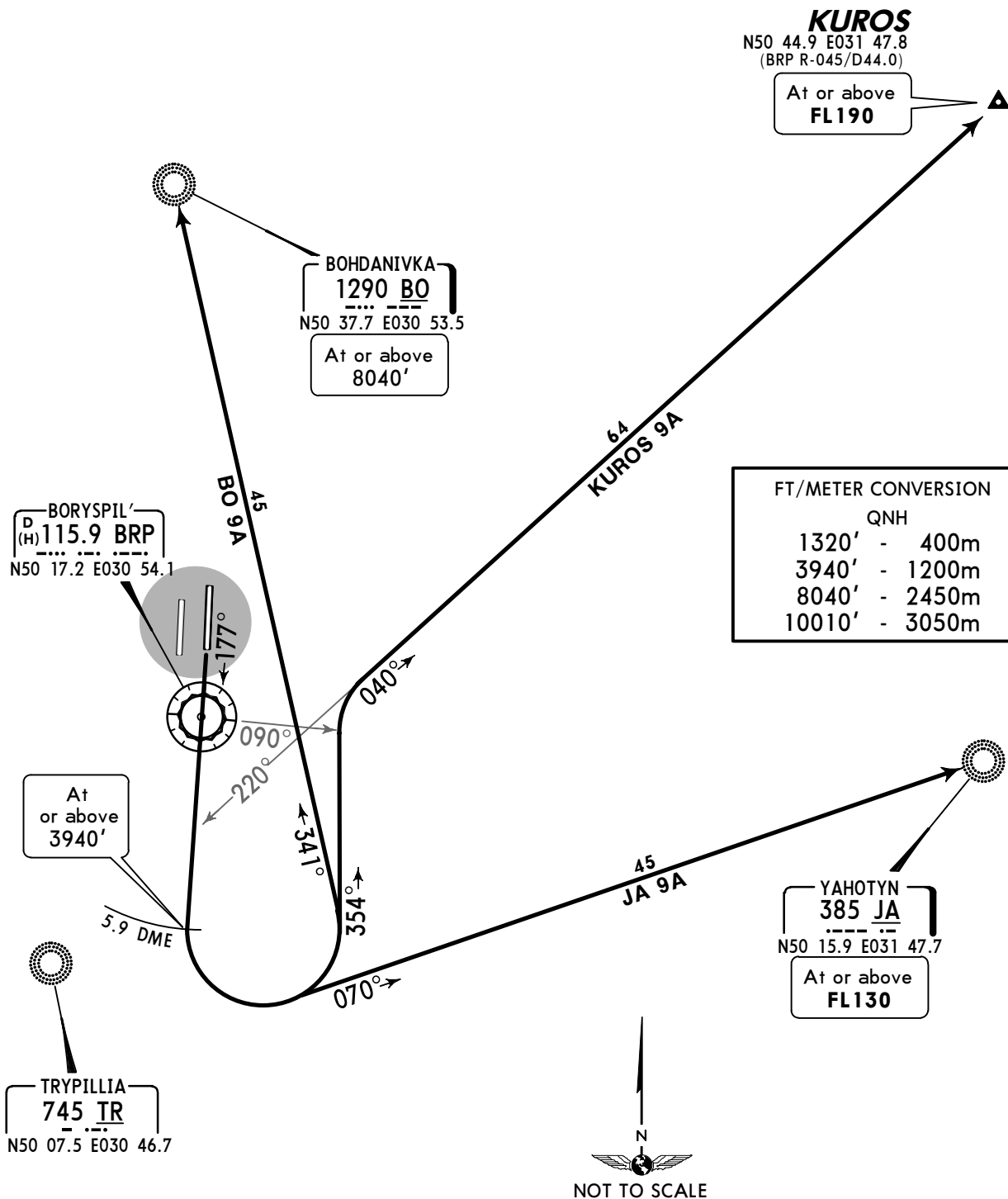
KONIP (10010+) - BB616 (7060+) - BB615 (7060+) - BB612 (7060+) - BB611 (3940+) - BB610 (3940+) - BB609 (3940+) - BB608 (3940+) - BB607 (3940+) - BB606 (3940+) - BB605 (2470+) - BB604 (2470+) - BB603 (2470+) - KONIP 1V: BB601 (2470+)/ KONIP 1W: BB602 (2470+).

SULUM (FL180+) - BB616 (7060+) - BB615 (7060+) - BB612 (7060+) - 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+).

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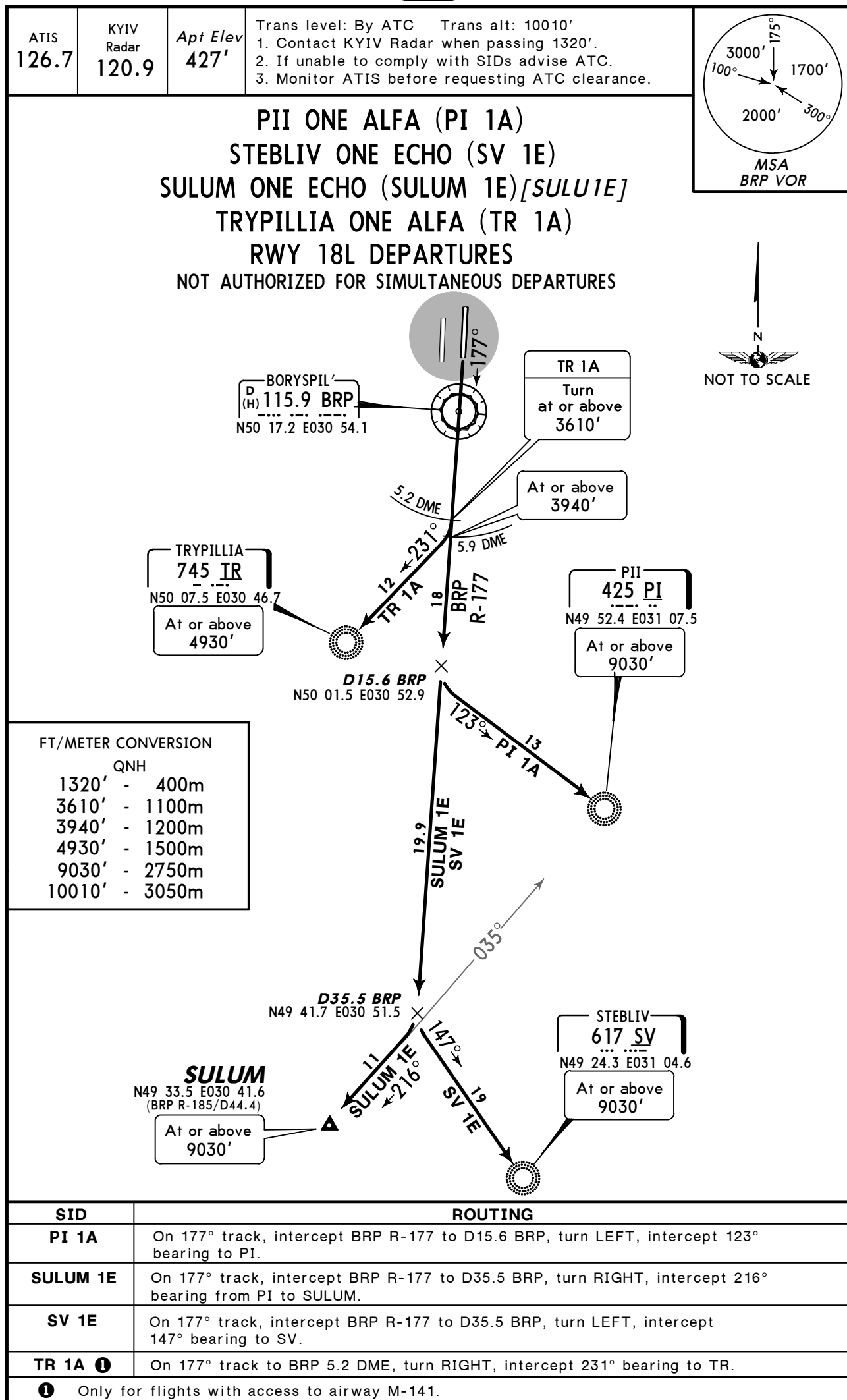


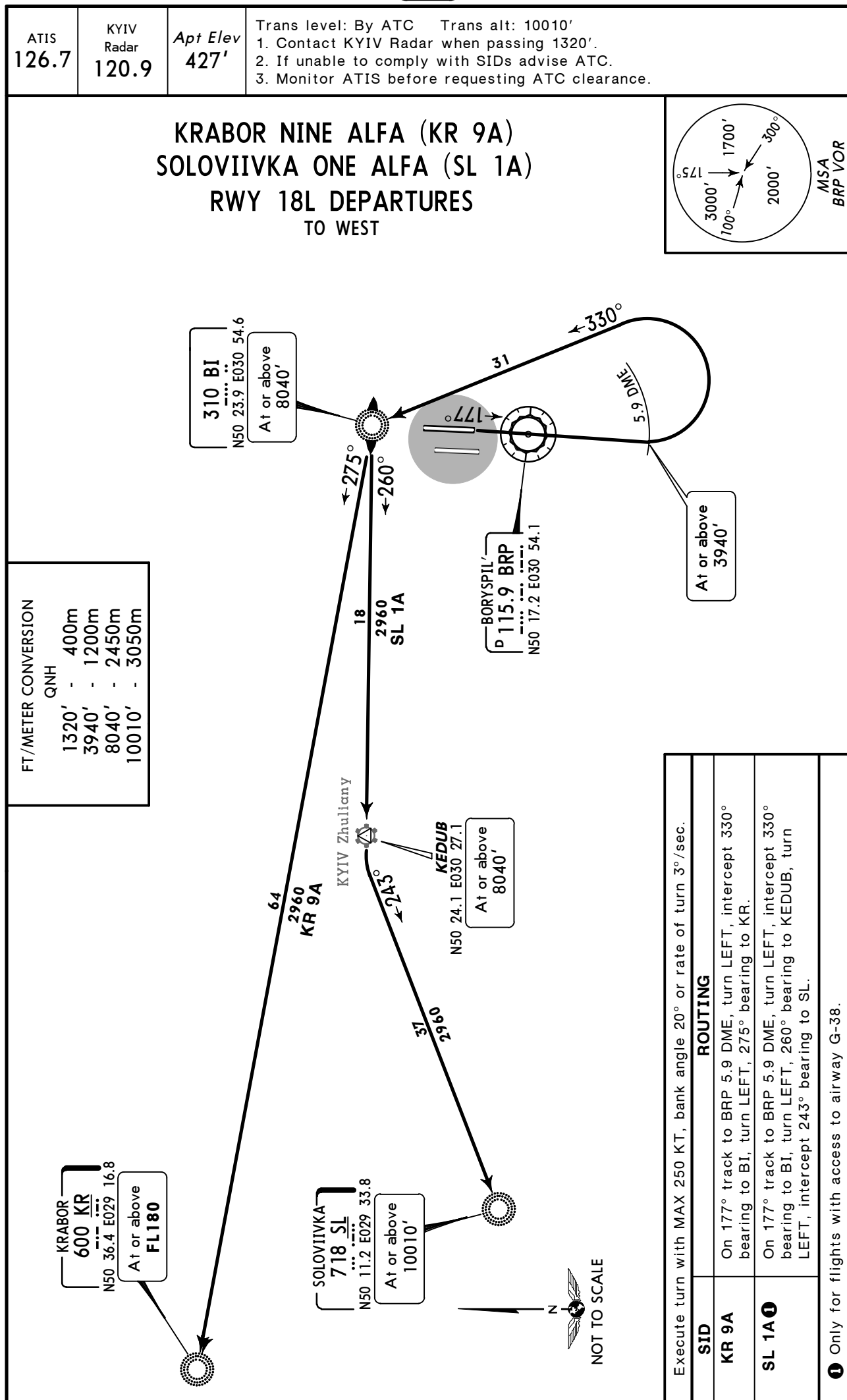
BOHDANIVKA NINE ALFA (BO 9A)
KUROS NINE ALFA (KUROS 9A) [KURO9A]
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES

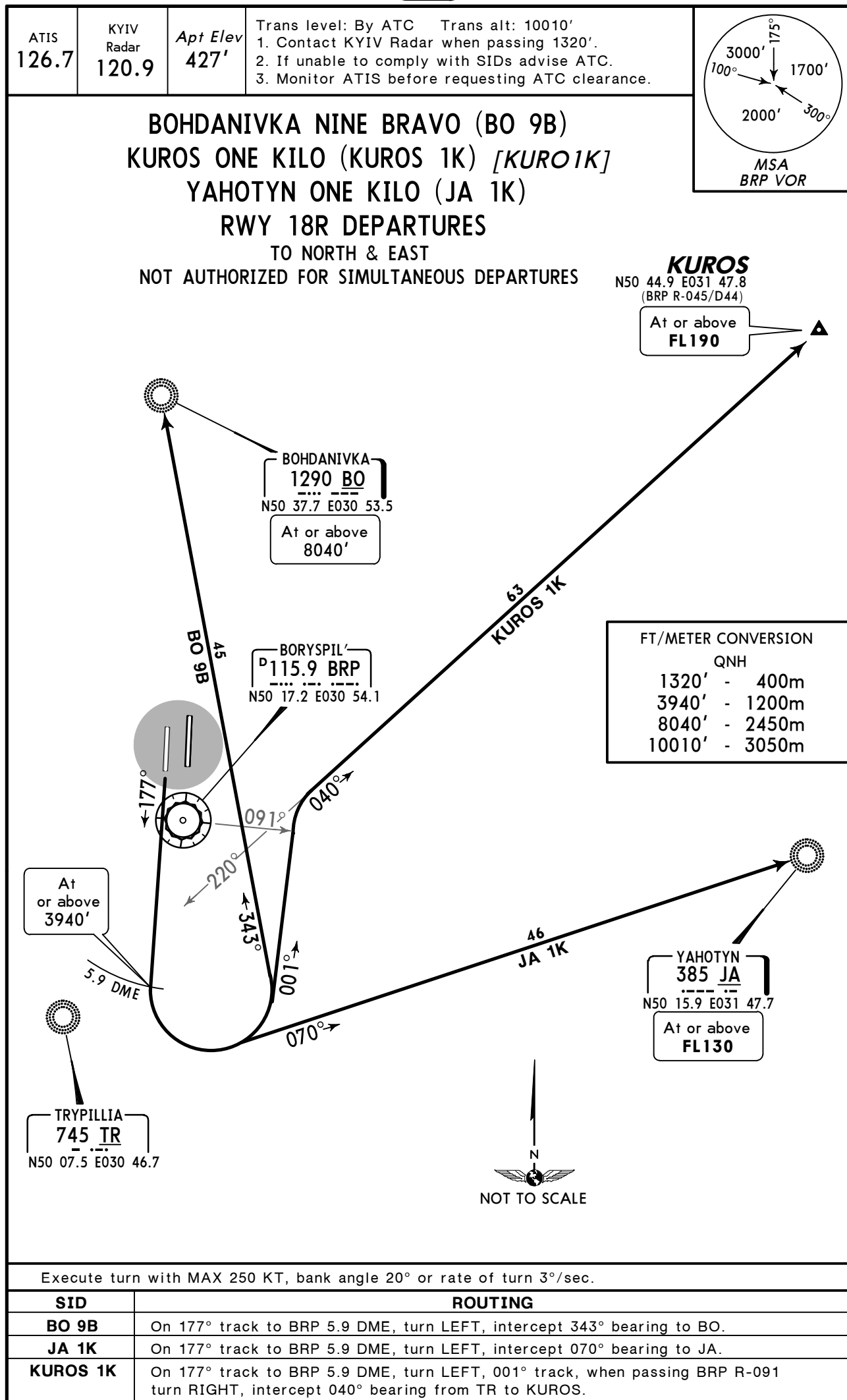


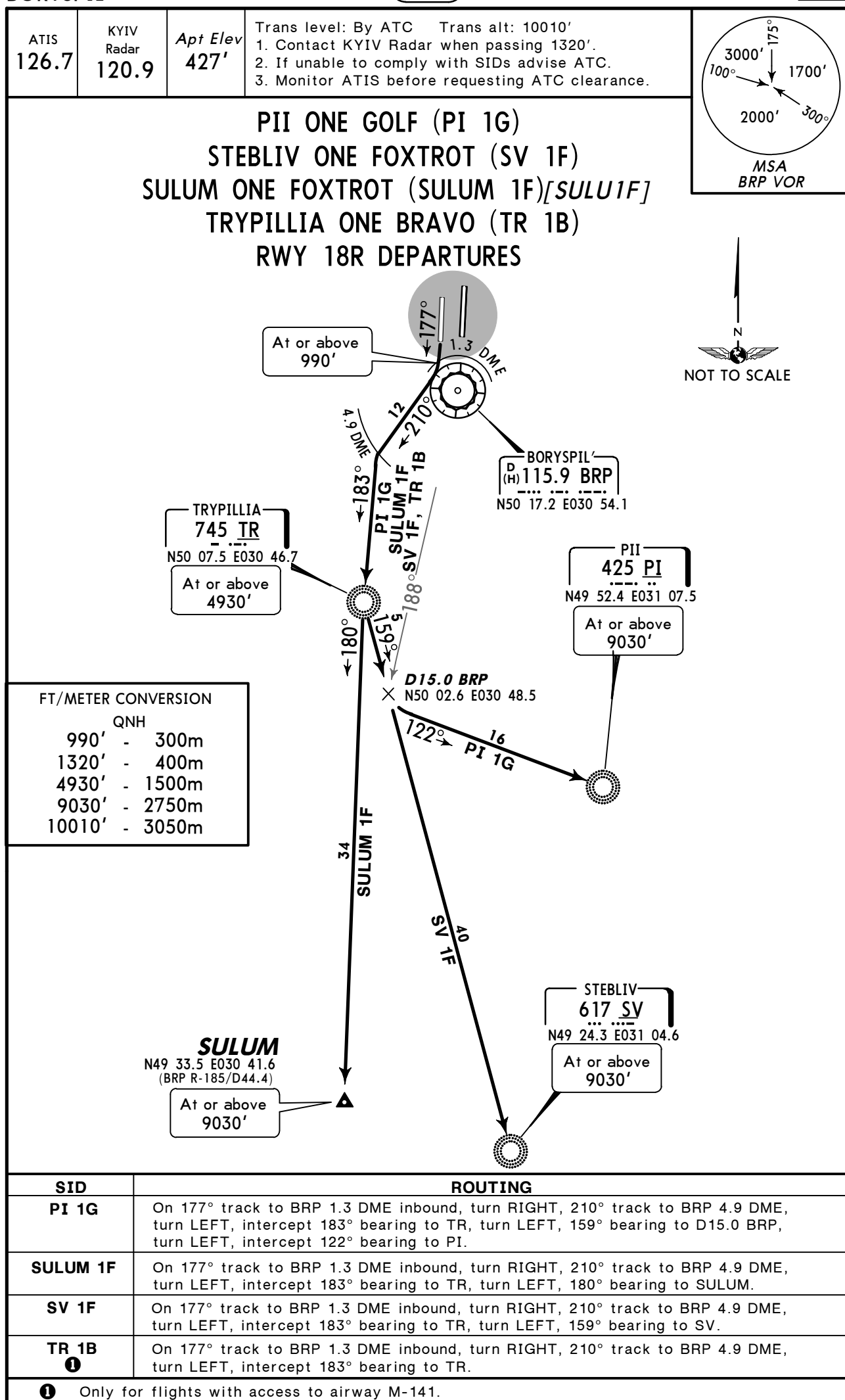
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

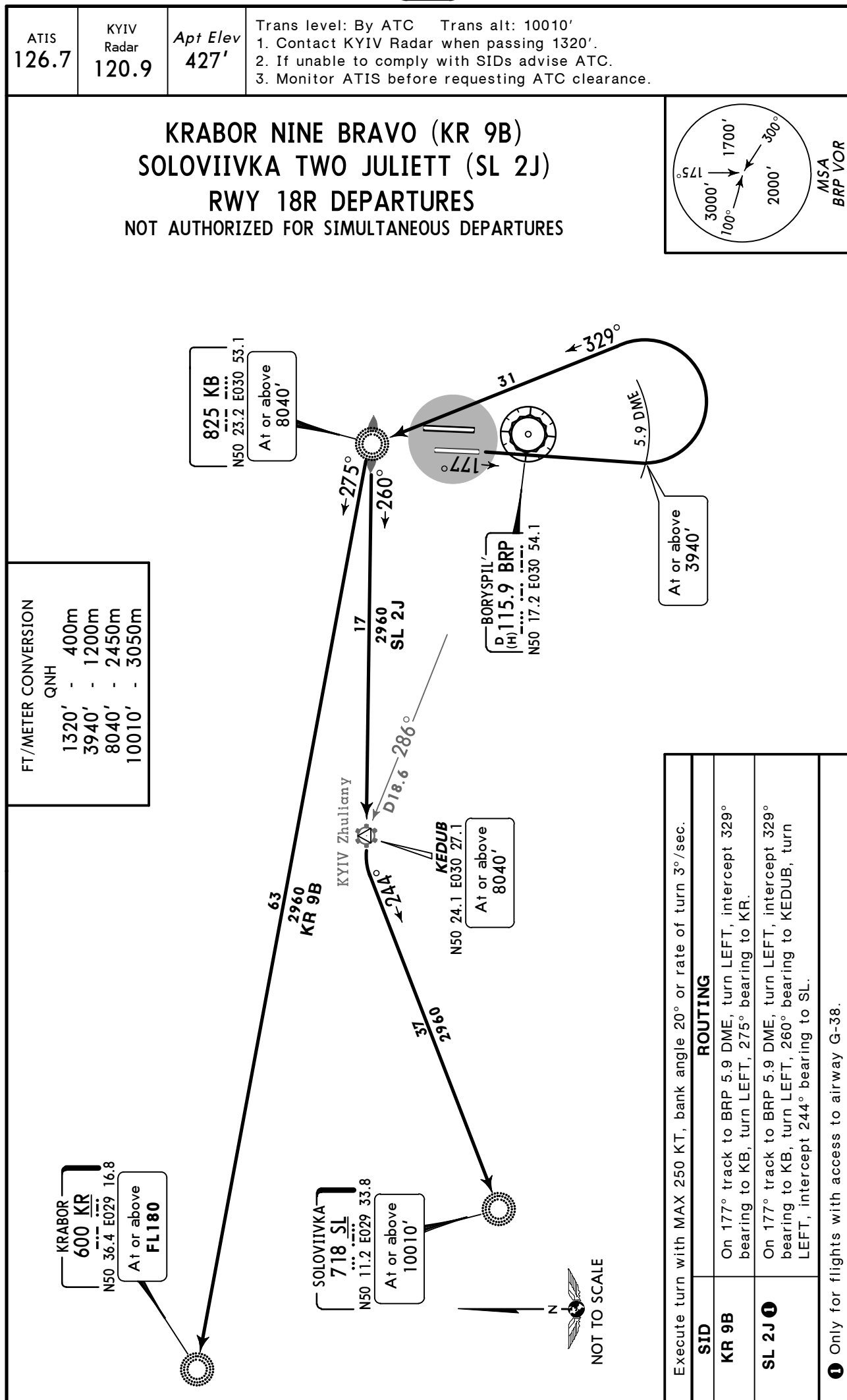
SID	ROUTING
BO 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 341° bearing to BO.
JA 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KUROS 9A	On 177° track to BRP 5.9 DME, turn LEFT, 354° track, when passing BRP R-090 turn RIGHT, intercept 040° bearing from TR to KUROS.

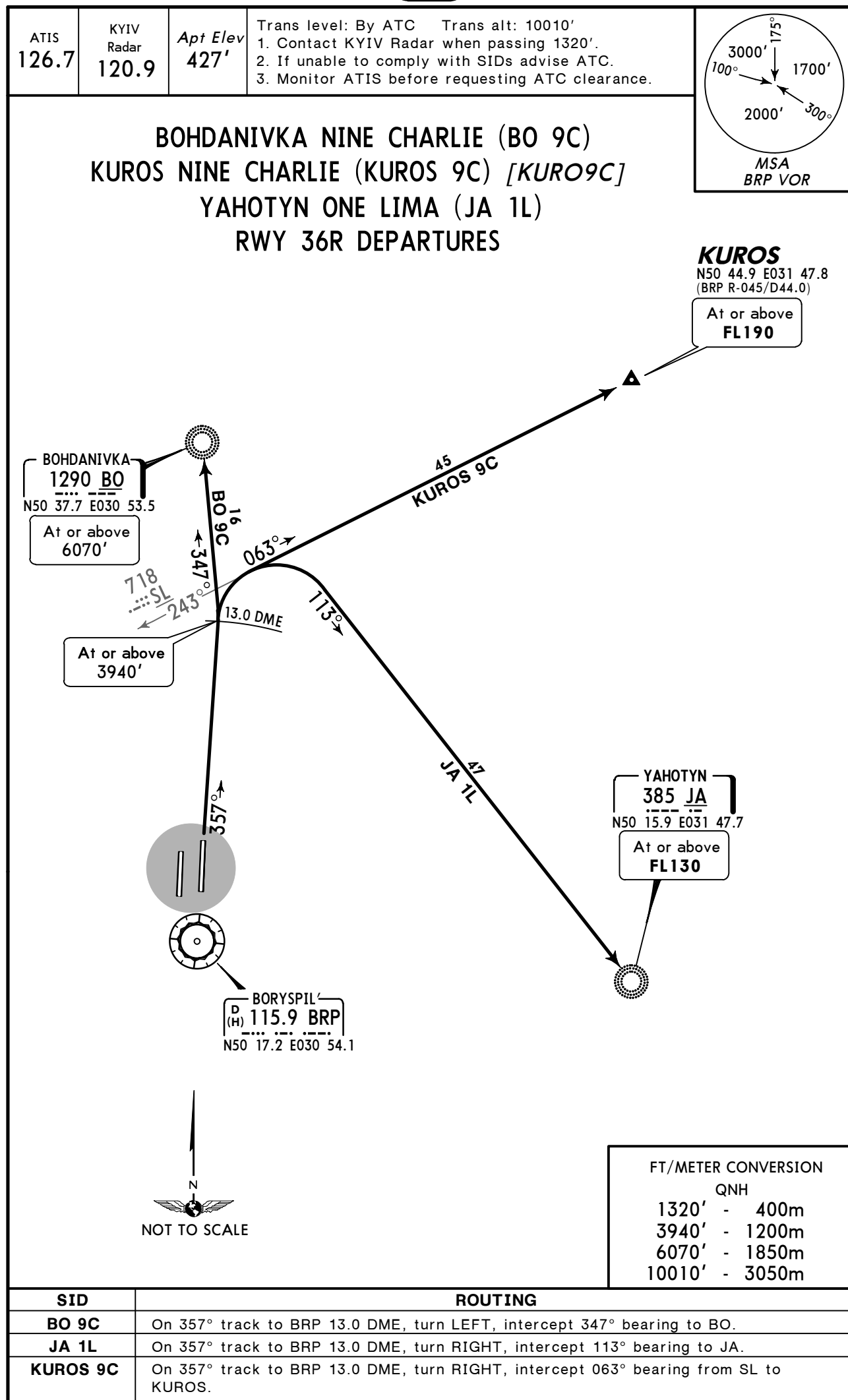


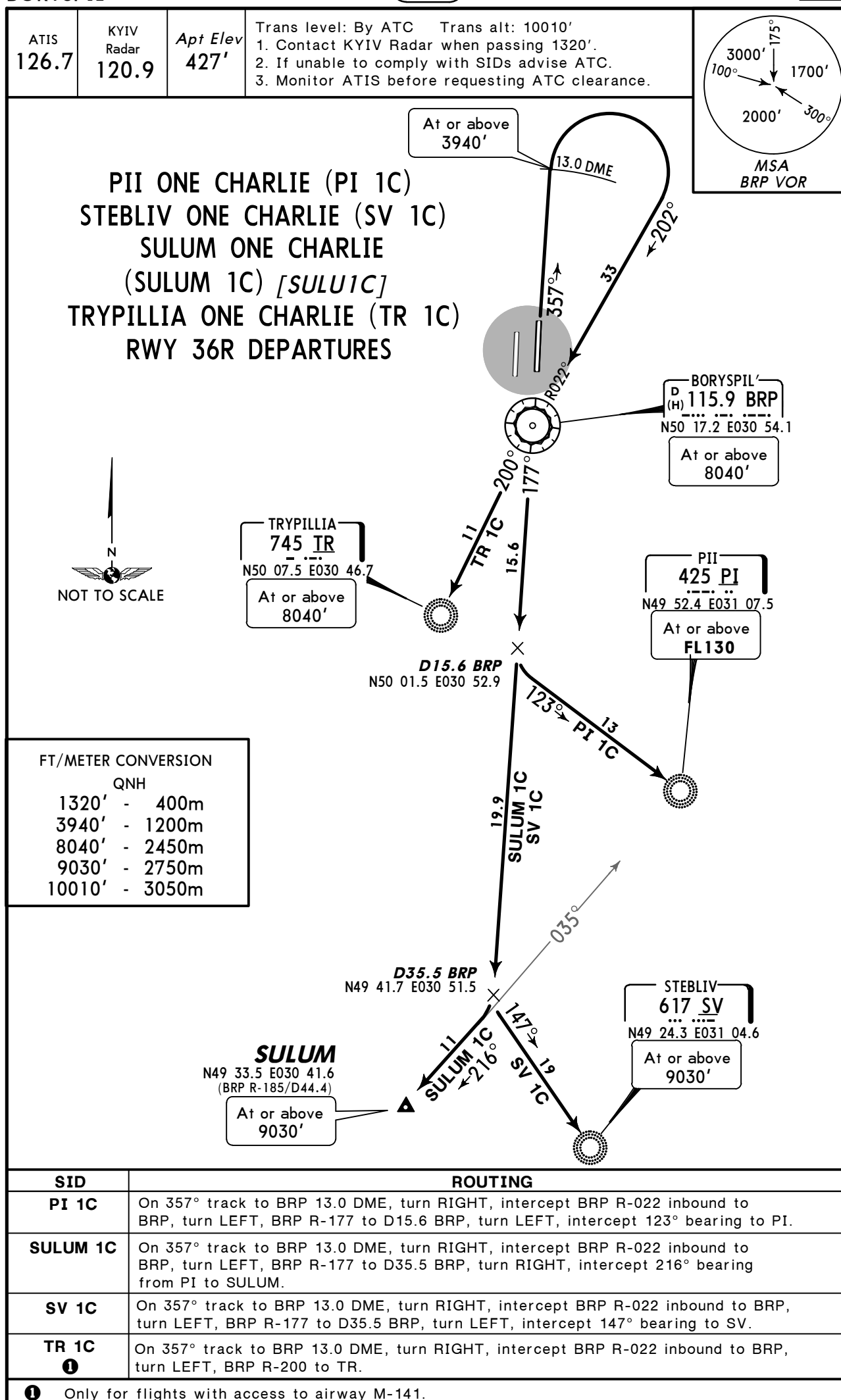


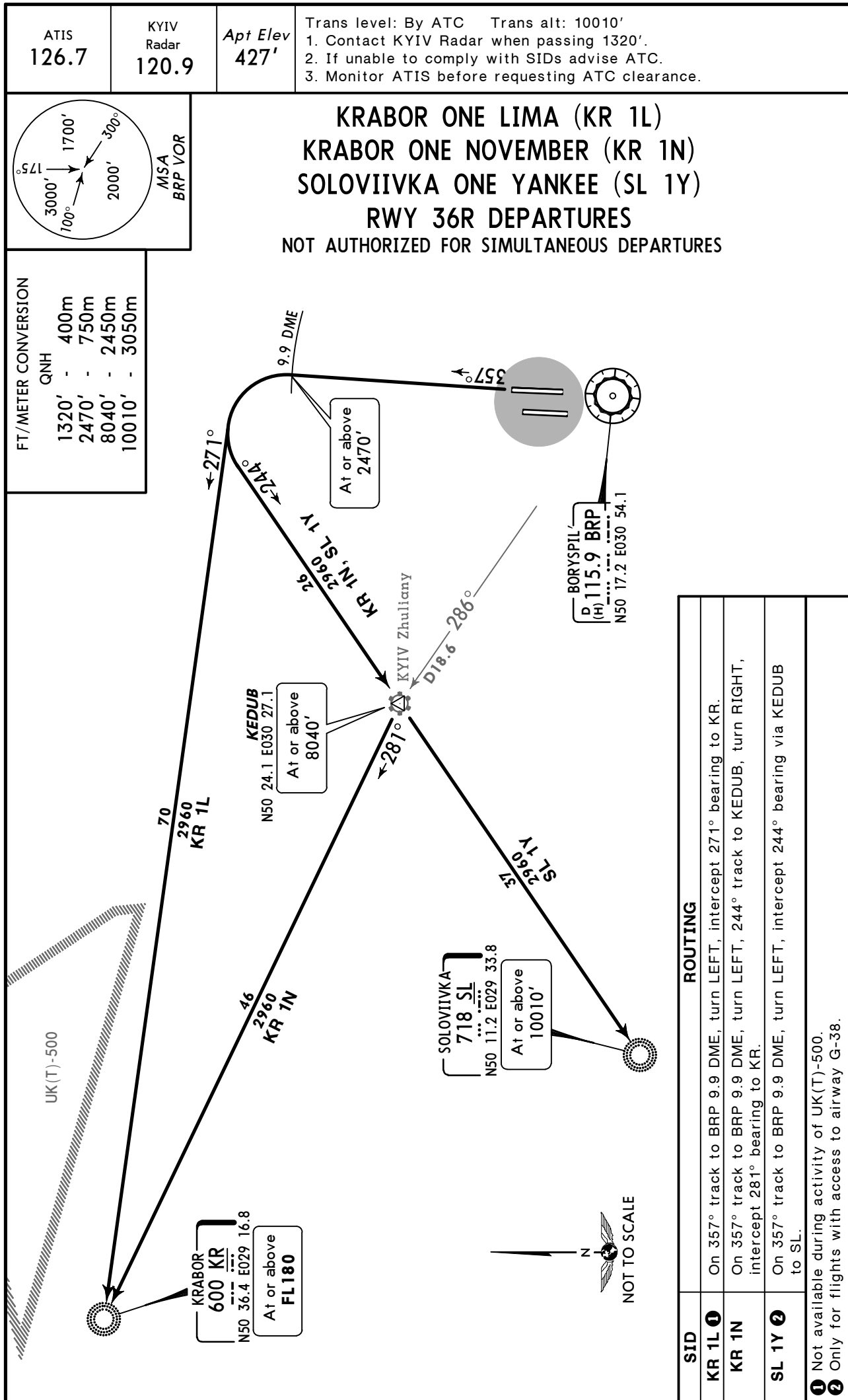


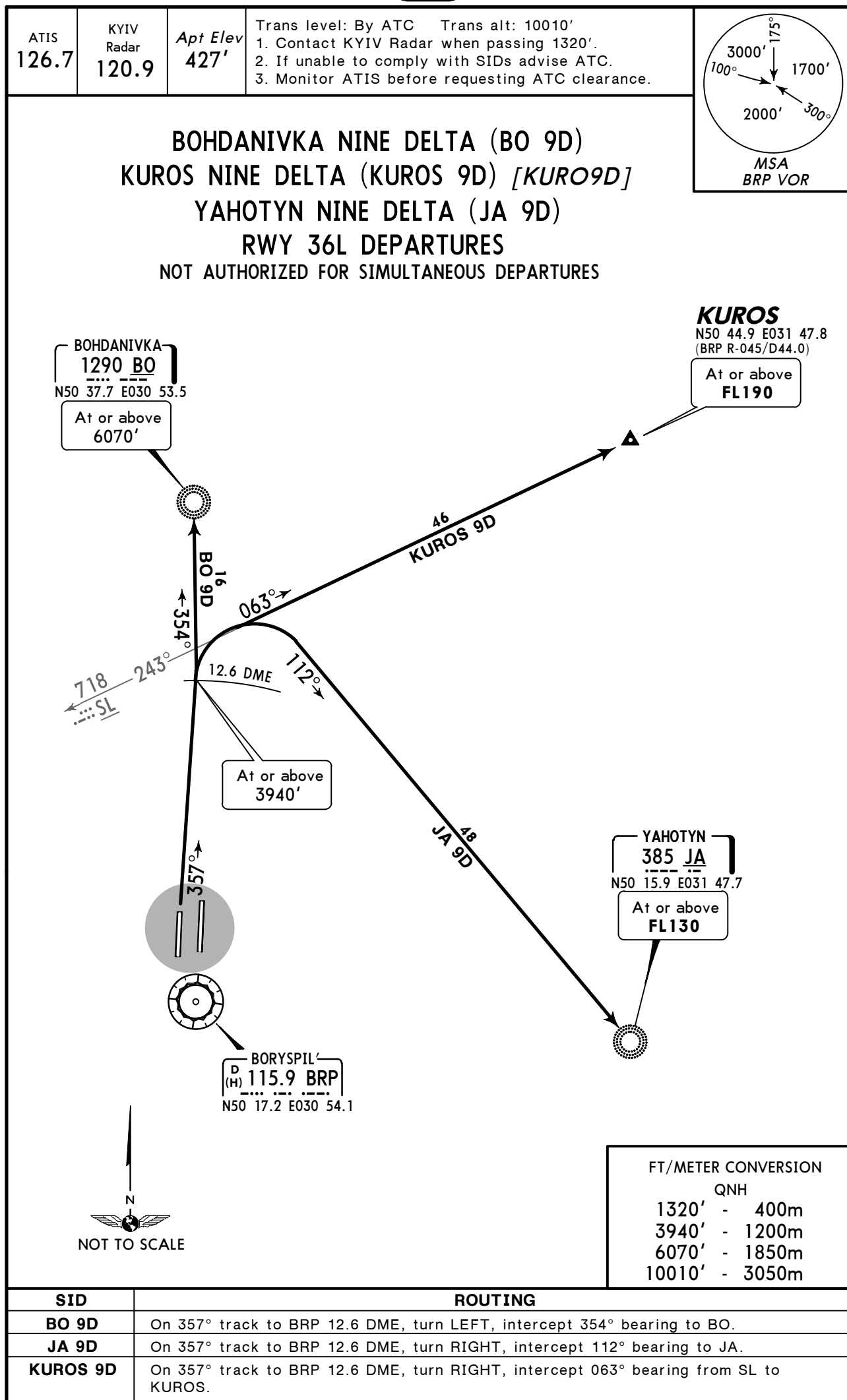


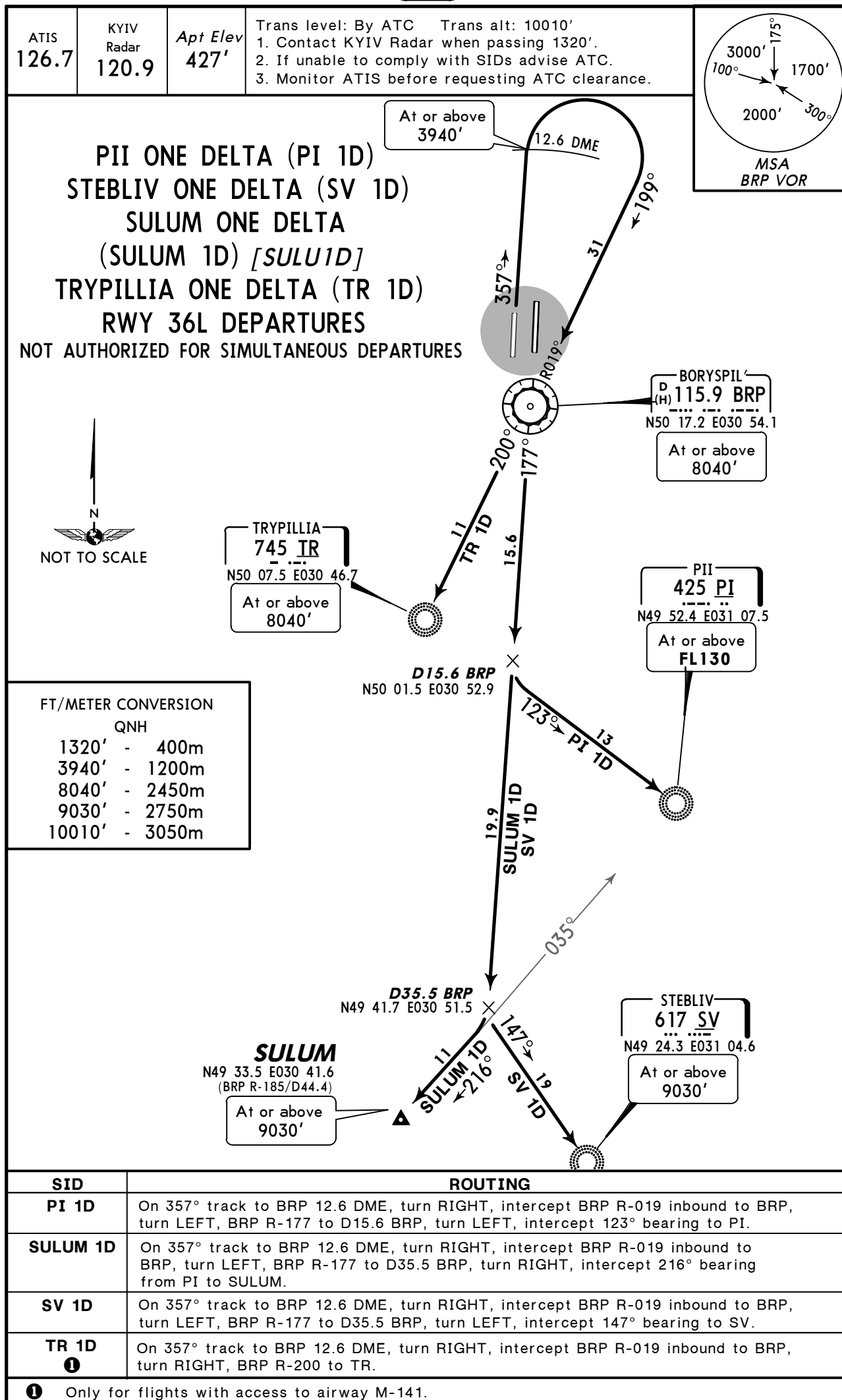


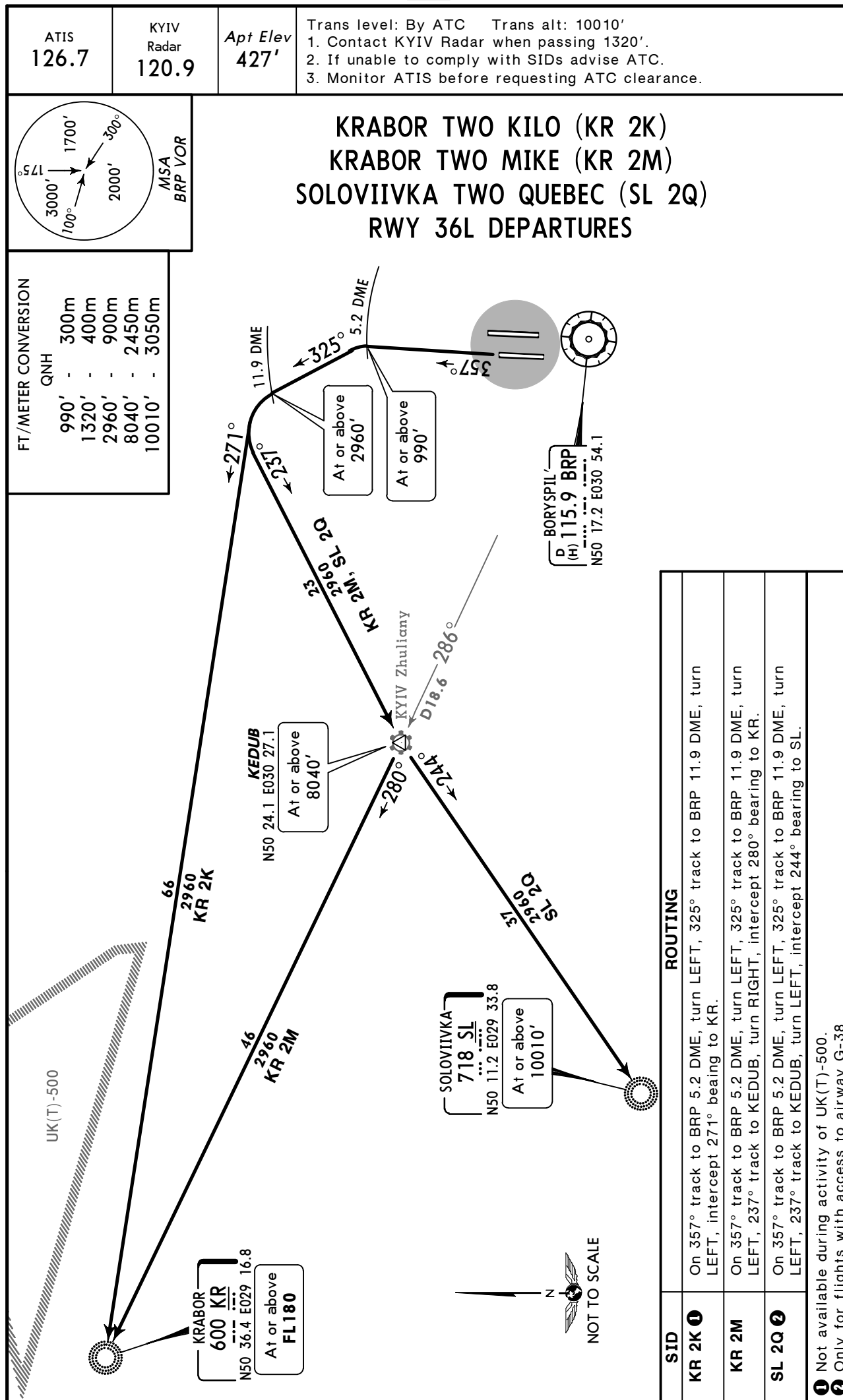








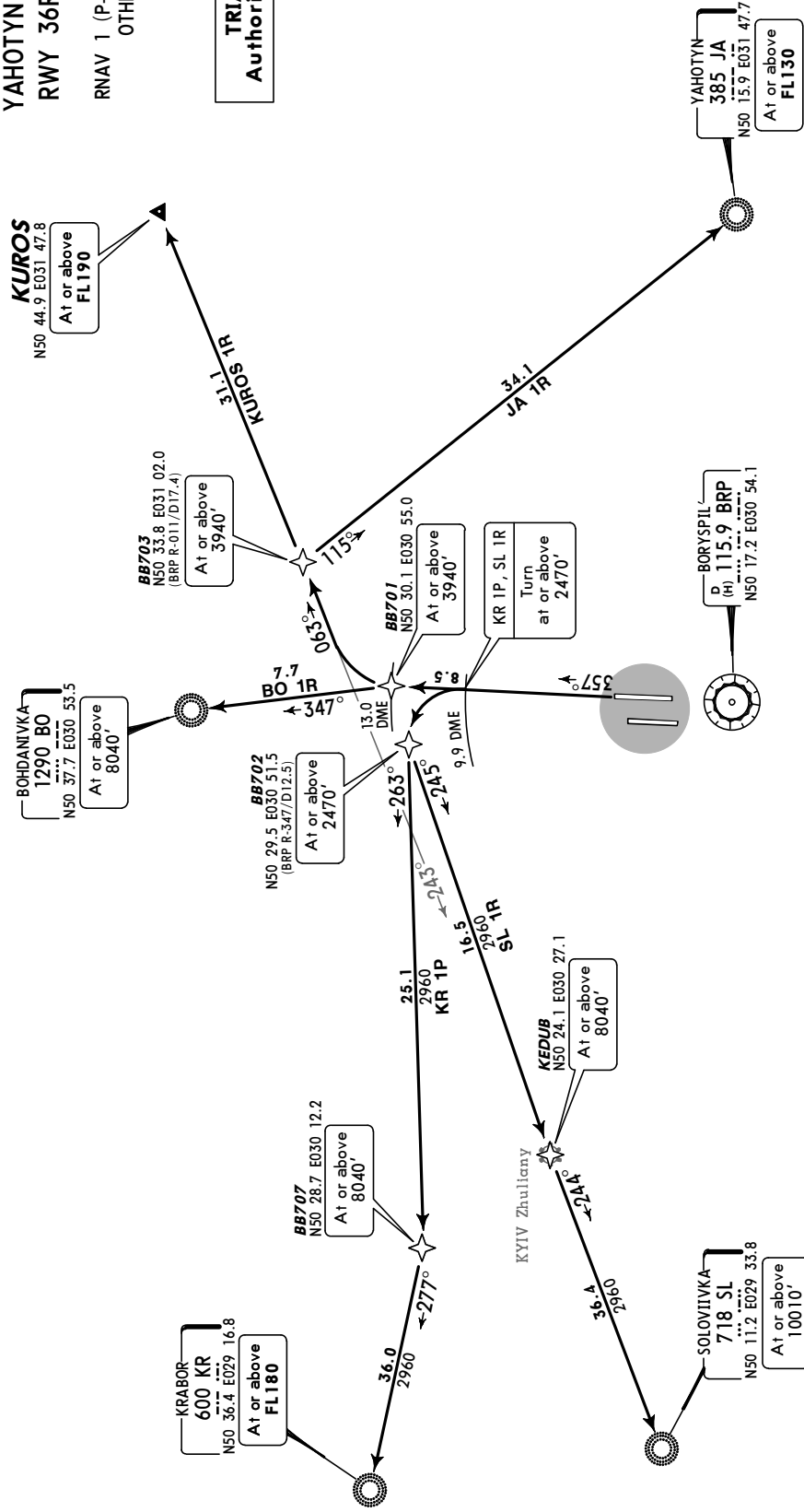




KYIV RADAR 120.9	ATIS 126.7	<i>Apt E lev</i> 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
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BOHDANIVKA ONE ROMEO (BO 1R)
 KRABOR ONE PAPA (KR 1P)
 KUROS ONE ROMEO
 (KUROS 1R) [*KUROS 1R*]
 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 ①	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 ① ②	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'+).
①	Not authorized for simultaneous departures.
②	Only for flights with access to airway G-38.

These SIDs require a minimum climb gradient of

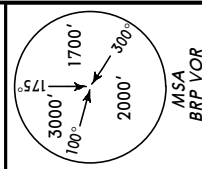
BO 1R, JA 1R, KUROS 1R
7.0% up to 3940'.
KR 1P, SL 1R
7.0% up to 2470'.

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

FT/METER CONVERSION

CNH

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



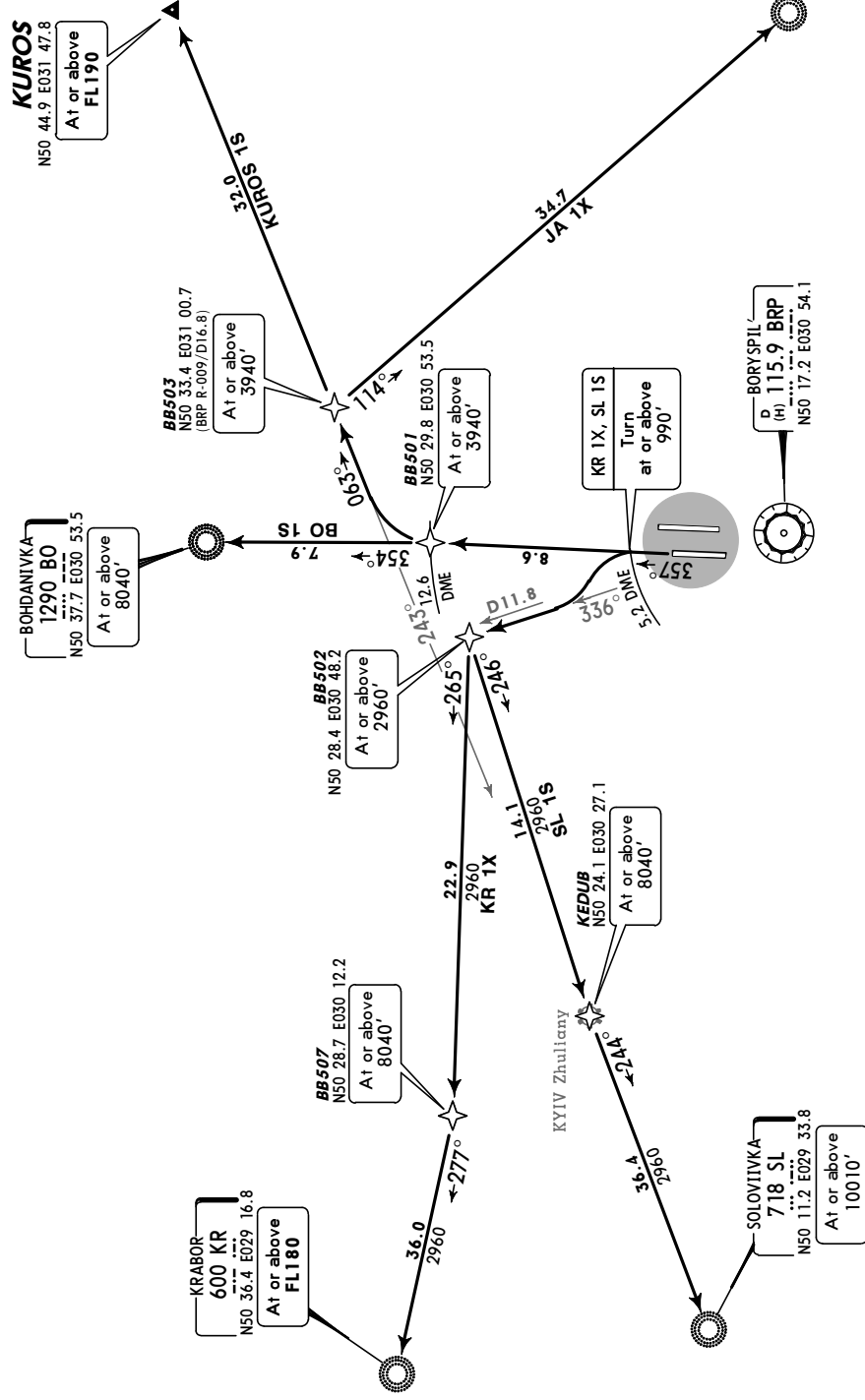
Trans level: By ATC Trans alt: 10010'
1. If unable to comply advise ATC.
2. Contact Kyiv RADAR when passing 1320'.
3. Monitor ATIS before requesting ATC clearance.

Apt Elev
427'

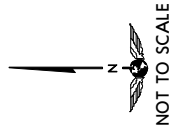
ATIS
126.7

KYIV
RADAR
120.9

BOHDANIVKA ONE SIERRA (BO 1S)
KRABOR ONE X-RAY (KR 1X)
KUROS ONE SIERRA
(KUROS 1S) [KUROS 1S]
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



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'.

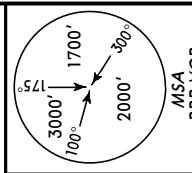
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

ROUTING

BO 1S 1	Climb on runway track to at or above 3940' at BRP 12.6 DME/BB501 - BO (8040'+).
JA 1X 1	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 1	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 2	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'+).
1	Not authorized for simultaneous departures.
2	Only for flights with access to airway G-38.

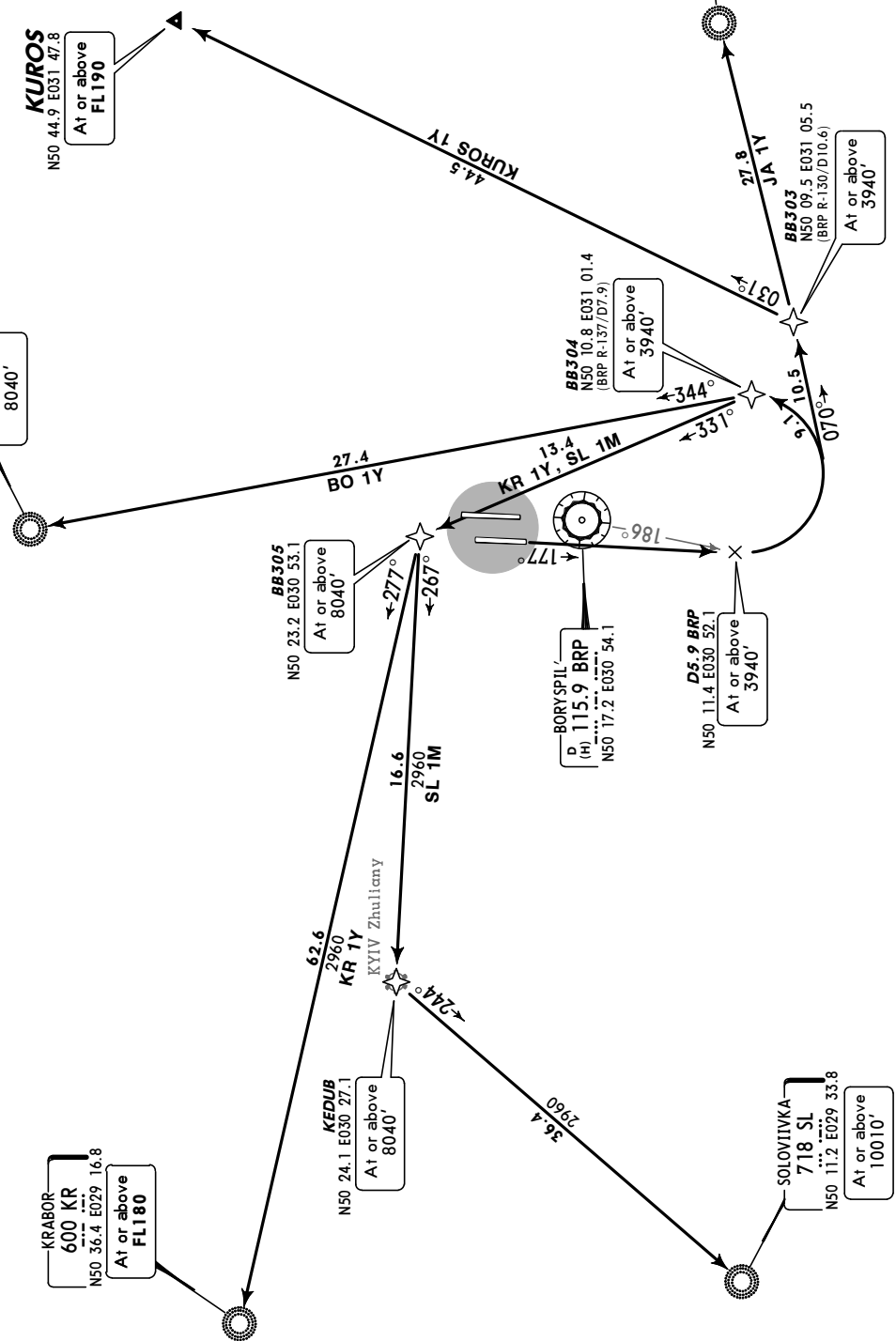
FT/METER CONVERSION

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



KYIV RADAR 120.9	ATIS 126.7	Apr Elev 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.
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BOHDANIVKA ONE YANKEE (BO 1Y)
KRABOR ONE YANKEE (KR 1Y)
KUROS ONE YANKEE
(KUROS 1Y) [KUROS 1Y]
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

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

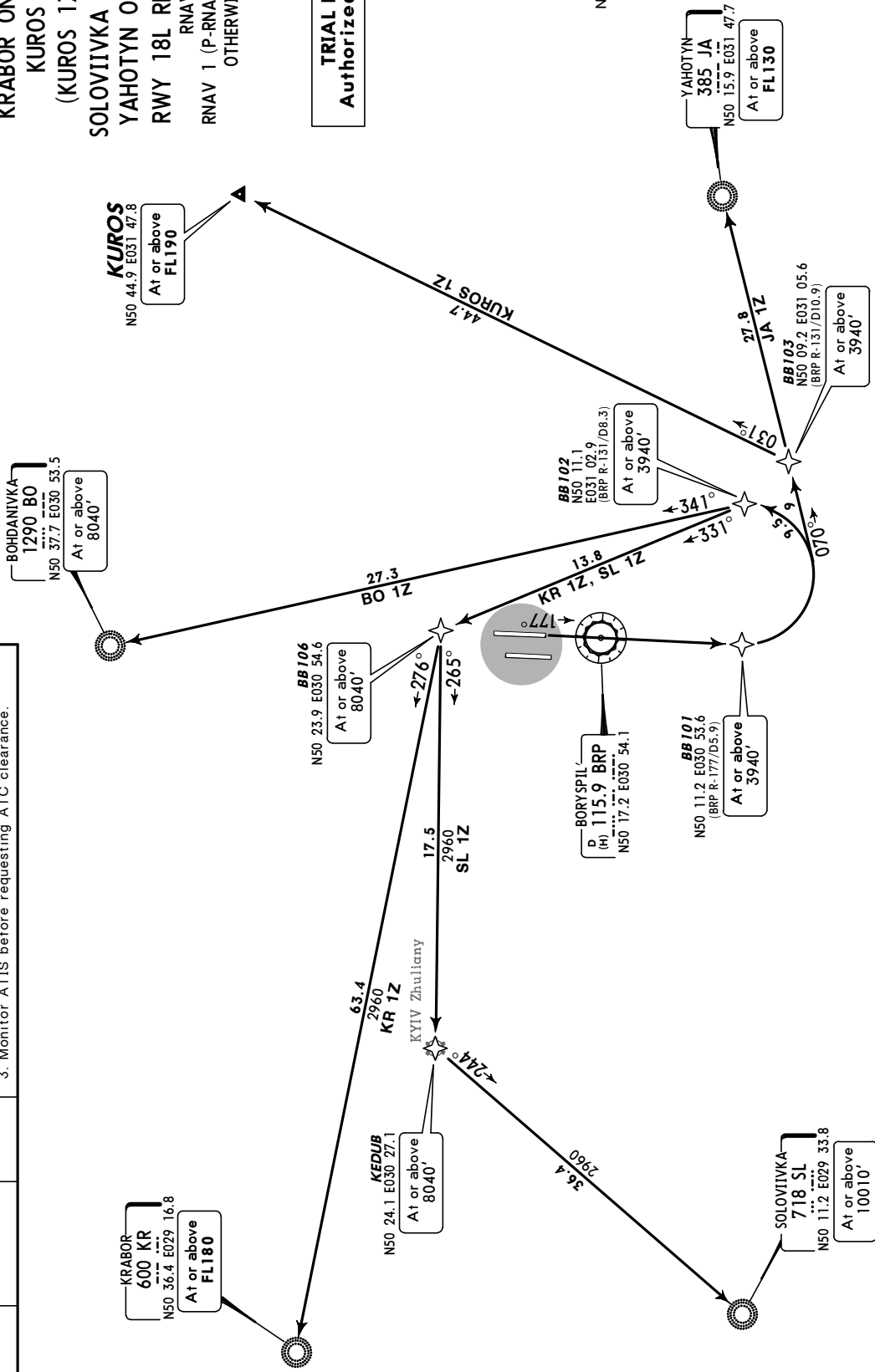
These SIDs require a minimum climb gradient of 7.0% up to 3940'.

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

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	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'+).
Only for flights with access to airway G-38.	

KYIV RADAR 120.9	ATIS 126.7	Apt Elev 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.
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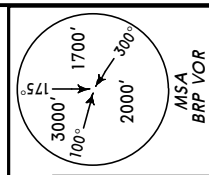
BOHDANIVKA ONE ZULU (BO 1Z)
KRABOR ONE ZULU (KR 1Z)
KUROS ONE ZULU
(KUROS 1Z) [KUROS 1Z]
SOLOVITIVKA ONE ZULU (SL 1Z)
YAHOTYN ONE ZULU (JA 1Z)
RWY 18L RNAV DEPARTURES
RNAV 1 (GNSS)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



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	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'+).
Only for flights with access to airway G-38.	

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



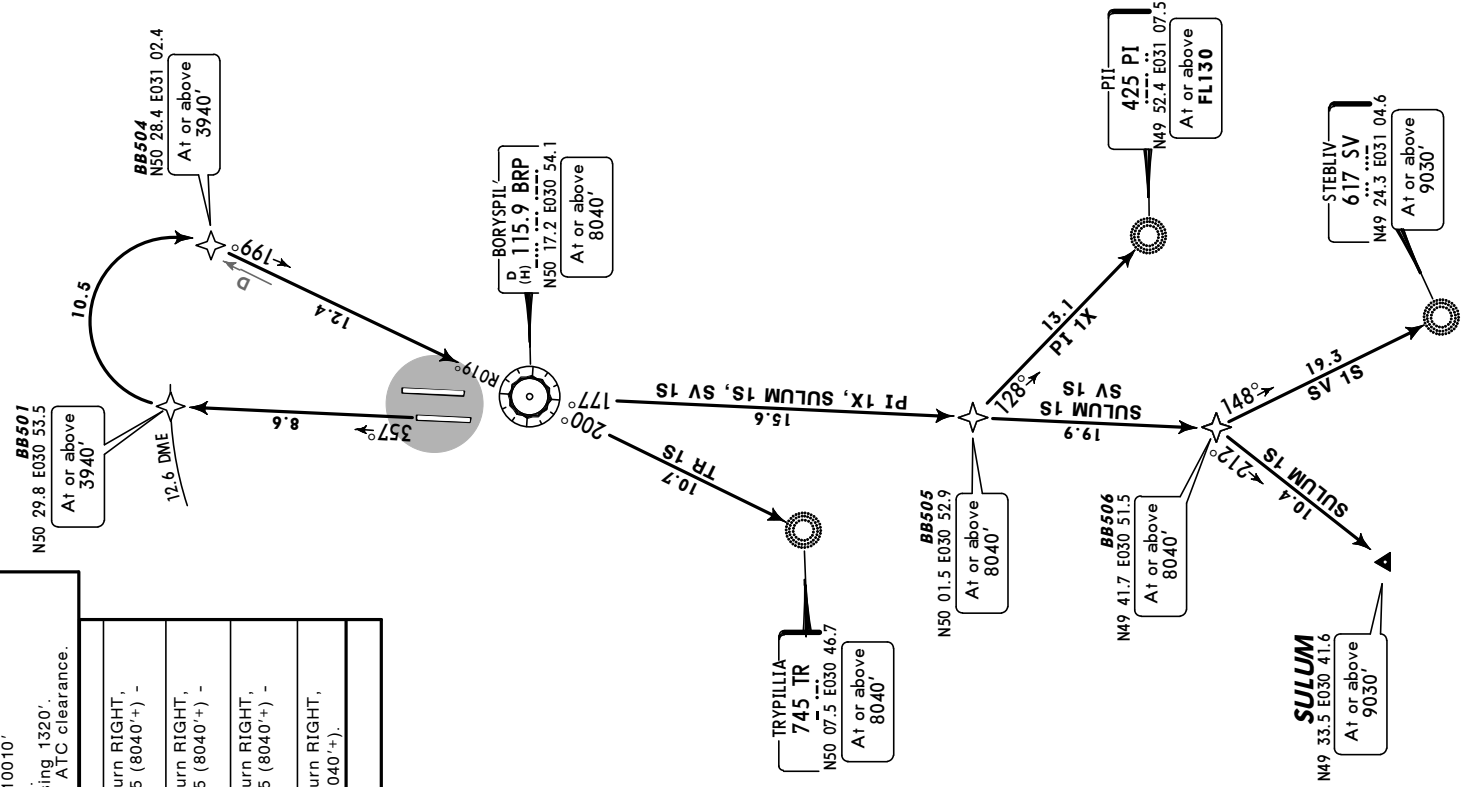
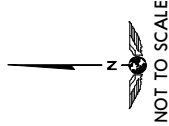
KYIV RADAR 120.9	ATIS 126.7	Apt Elev 427'	Trans level: By ATC Trans alt: 10010'
1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.			
ROUTING			
SID			
PI 1X	Climb on runway track to at or above 3940' at BRP 12.6 DME, turn RIGHT, 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	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'+).		
①			
① 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



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

MSA
BRP VOR

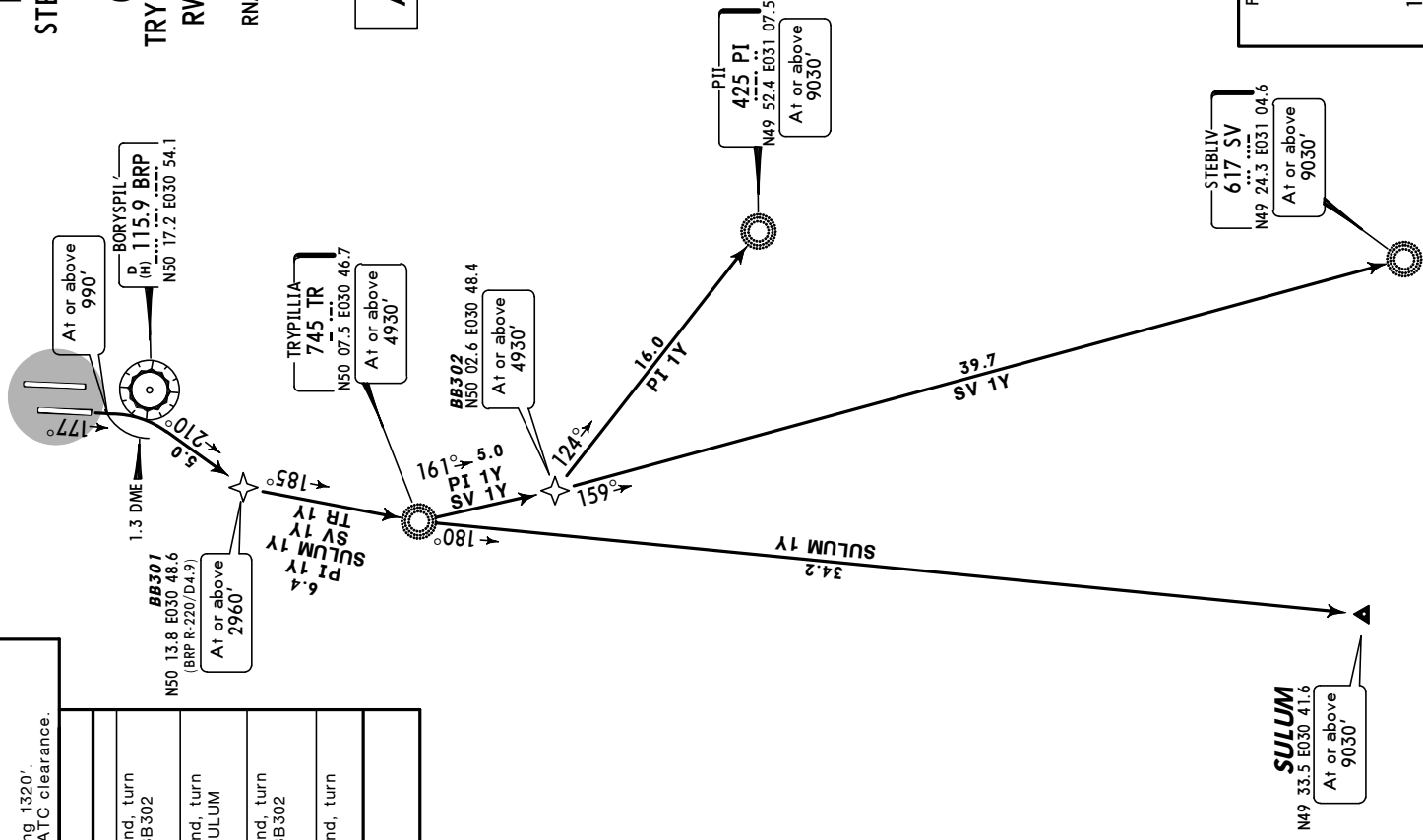
KYIV RADAR 120.9	ATIS 126.7	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.			
ROUTING			
SID			
PI 1Y	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 ①	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 ①	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 ②	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'+).		
① Not authorized for simultaneous departures.			
② 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	990' - 300m
1320' - 400m	1320' - 400m
2960' - 900m	2960' - 900m
4930' - 1500m	4930' - 1500m
9030' - 2750m	9030' - 2750m
10010' - 3050m	10010' - 3050m

3000'

175°

100°

300°

2000'

1700'

MSA
BRP VOR

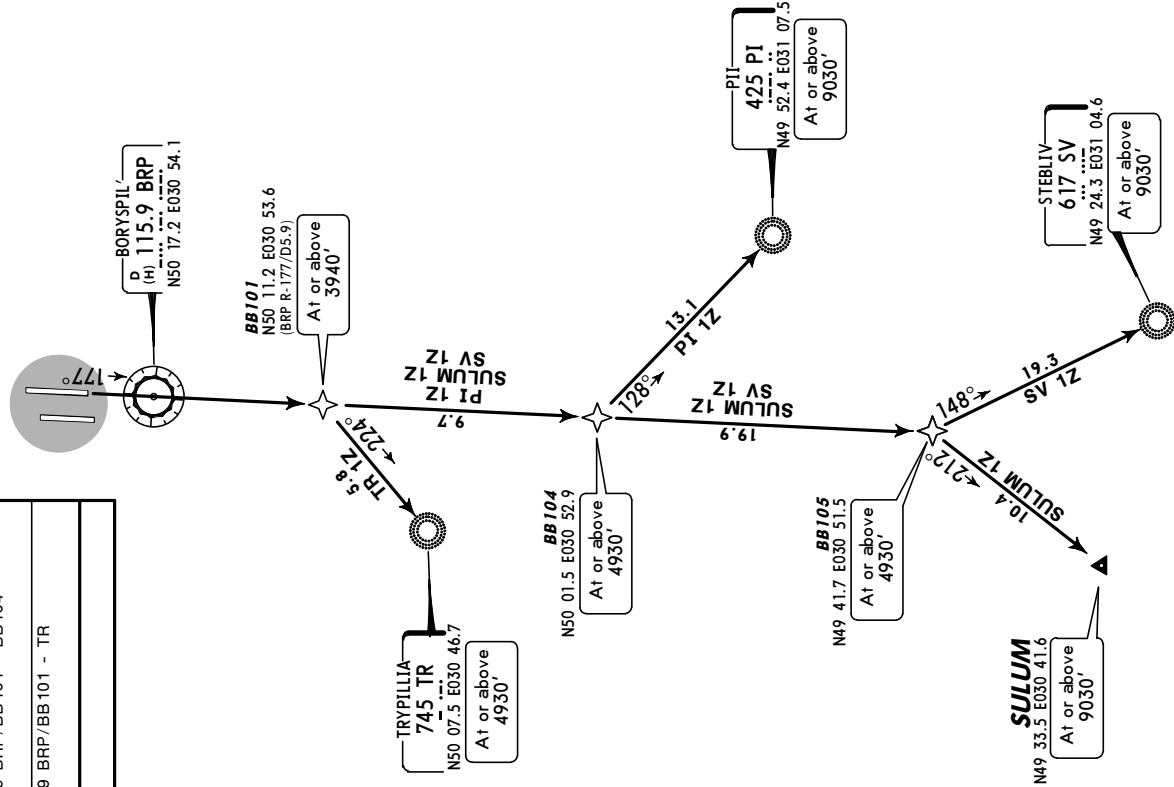
KYIV RADAR 120.9	ATIS 126.7	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.			
ROUTING			
SID			
PI 1Z	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	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR (4930'+).		
❶			
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)
STEBLV 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

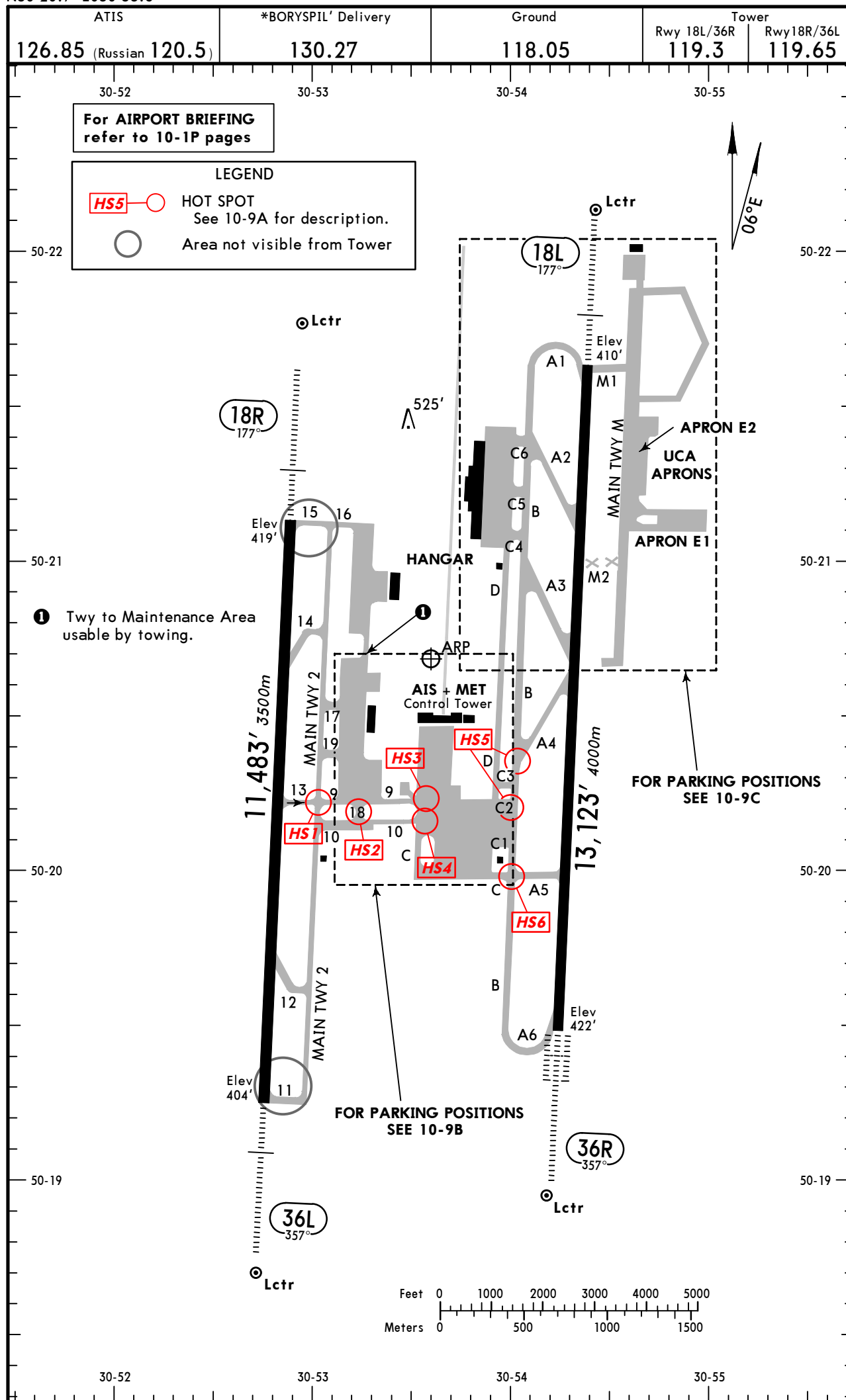
1320'	-	400m
3940'	-	1200m
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m

QNH

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

MSA
BRP VOR

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



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

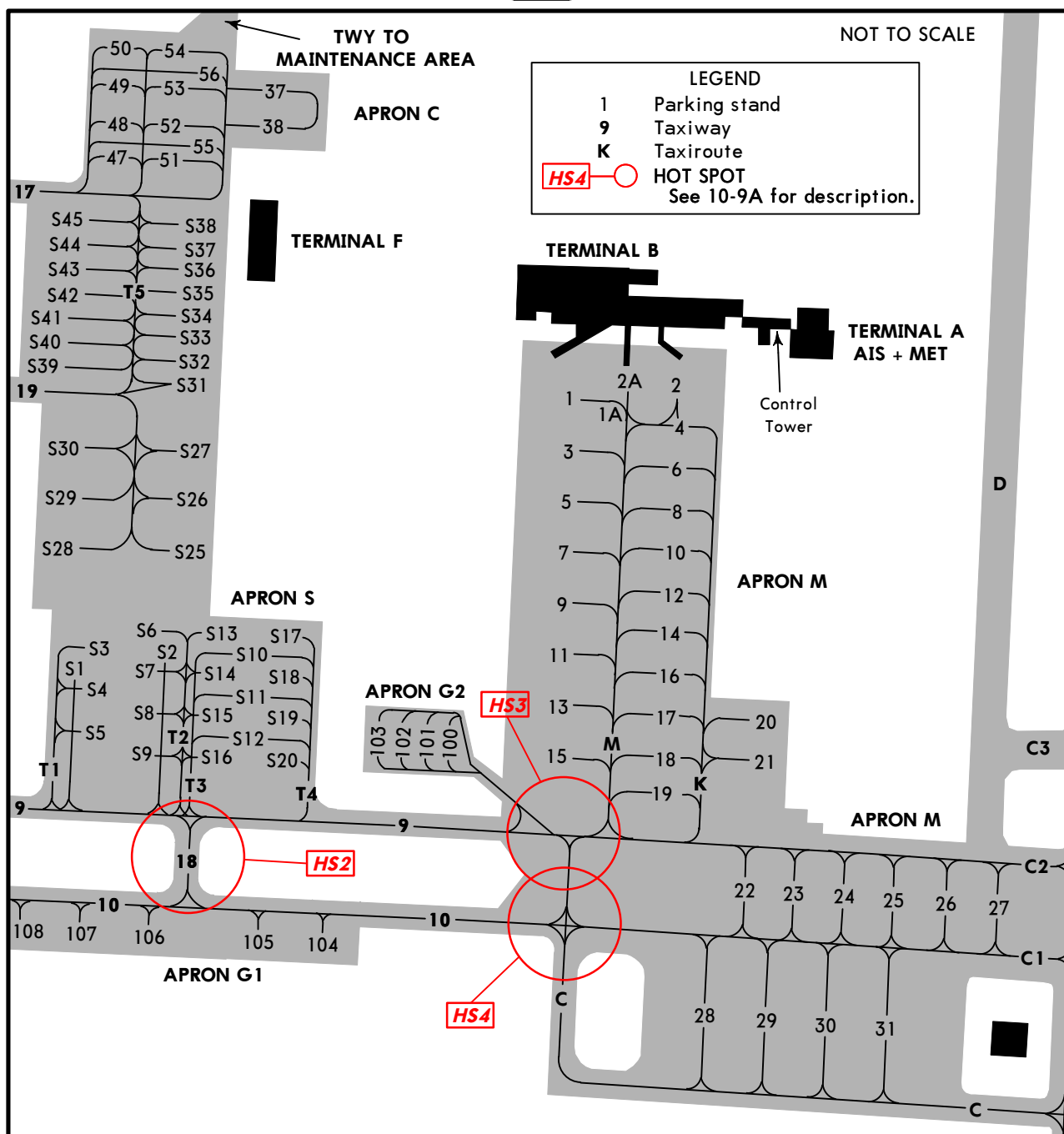
❶ First 820'/250m unusable for take-off.

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.

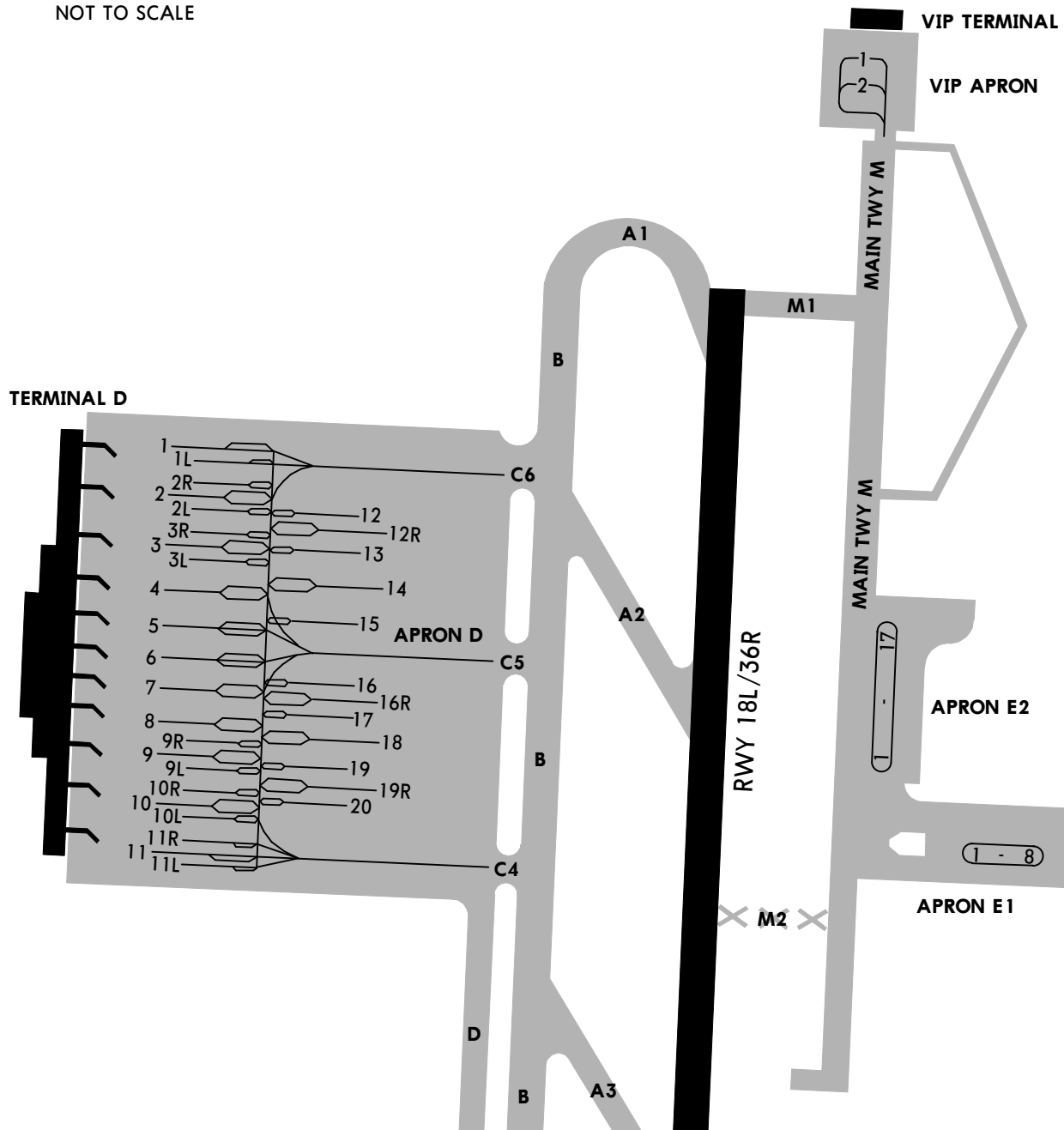
JAR-OPS		TAKE-OFF ❶				
	Rwys 18L/36R LVP must be in force			LVP must be in force	All Rwys	
	Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						



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

NOT TO SCALE



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 measured 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



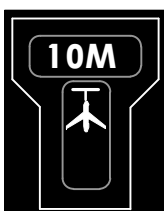
AIRCRAFT IS RIGHT OF CENTERLINE.

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.

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.

STRAIGHT-IN RWY		A	B	C	D
18L	ILS	610' (200')	610' (200')	610' (200')	610' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ①	790' (380')	790' (380')	790' (380')	790' (380')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	790' (380')	790' (380')	790' (380')	790' (380')
		R1000m	R1000m	R1000m	R1000m
18R	ILS	619' (200')	619' (200')	619' (200')	619' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ①	810' (391')	810' (391')	810' (391')	810' (391')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	ILS	604' (200')	604' (200')	604' (200')	604' (200')
	FULL	R550m	R550m	R550m	R550m
36L	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ①	760' (356')	760' (356')	760' (356')	760' (356')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	522' (100')	522' (100')	522' (100')	522' (100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	622' (200')	622' (200')	622' (200')	627' (205')
36R	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ①	790' (368')	790' (368')	790' (368')	790' (368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	790' (368')	790' (368')	790' (368')	790' (368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

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

❶ West of airport.

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

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

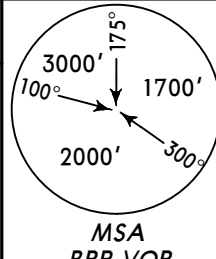
❹ Circling height based on rwy 36L thresh elev of 404'.

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

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

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

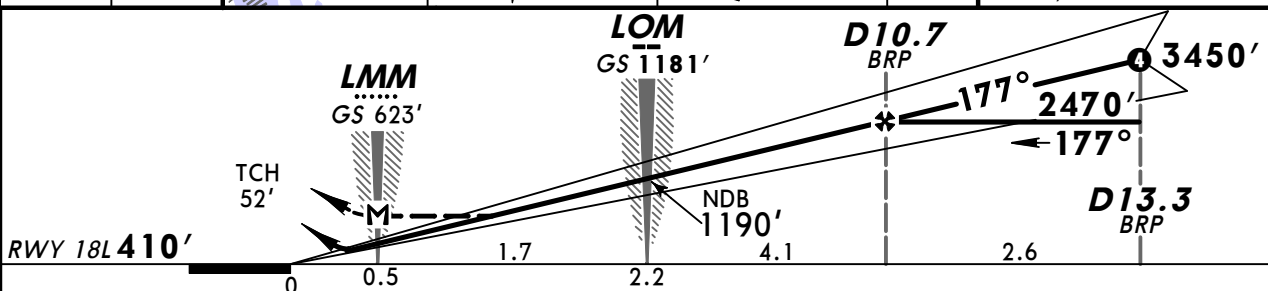
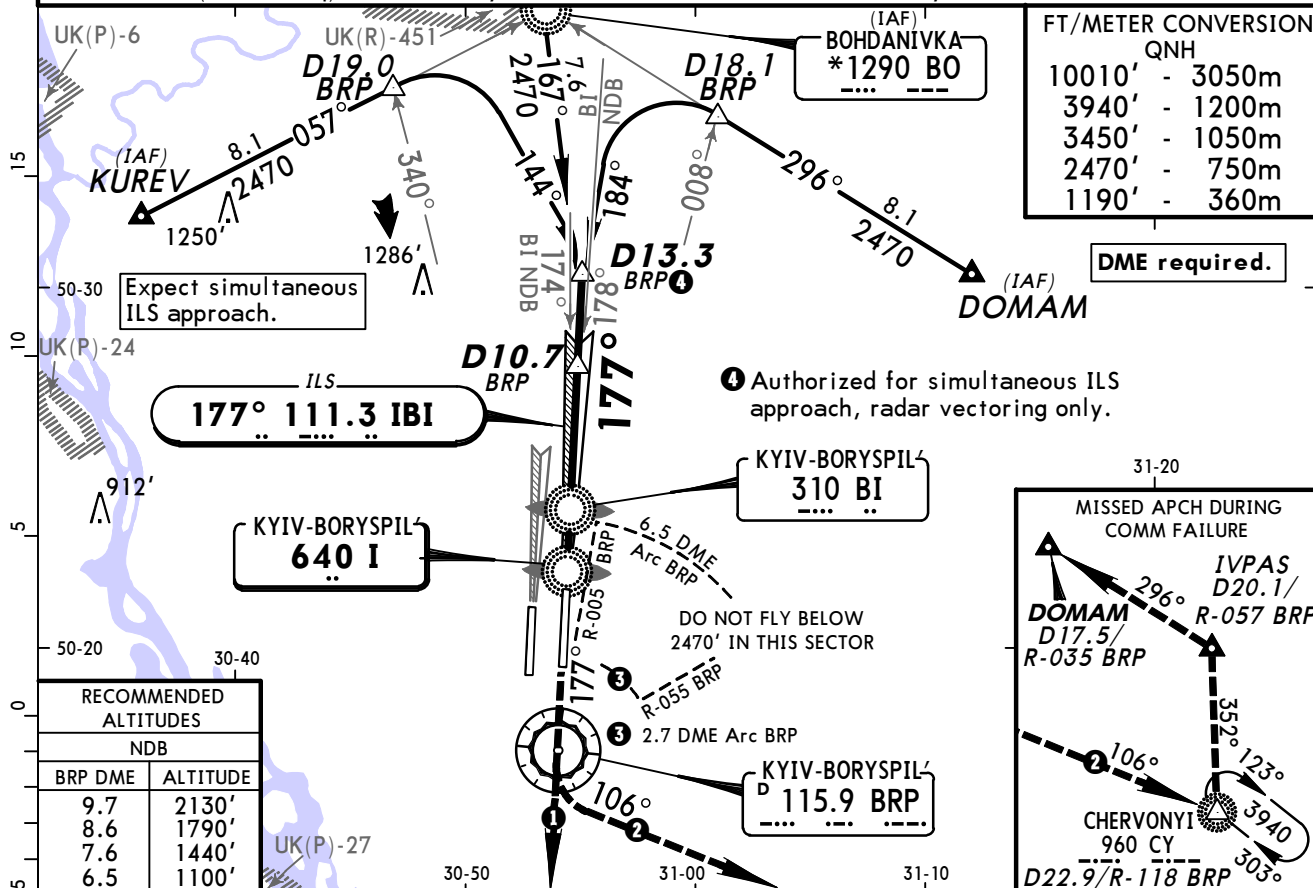
BRIEFING STRIP™

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

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

MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn LEFT onto 106° to CY NDB climbing to 3940' and hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM, then according to chart.

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



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

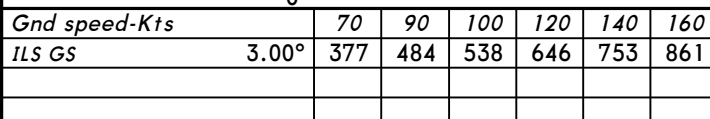
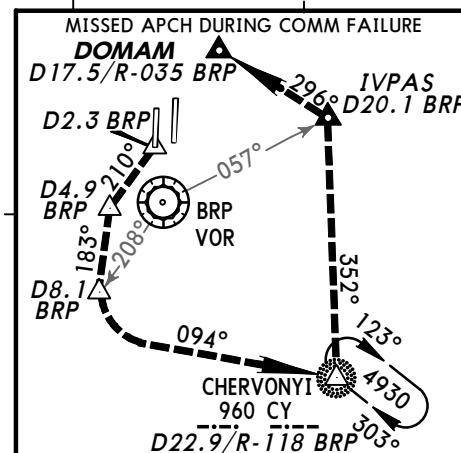
JAR-OPS STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND 1			
ILS DA(H) 610' (200')		LOC (GS out)		NDB MDA(H) 790' (380')		West of apt	
FULL	ALS out			ALS out		MDA(H) VIS	MDA(H) VIS
A						100 870' (460') 1500m	2470' (2060') 1500m
B						135 930' (520') 1600m	2470' (2060') 1600m
C	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 1000m	RVR 1800m	180 1030' (620') 2400m	2470' (2060') 2400m
D				RVR 1400m	RVR 2000m	205 1130' (720') 3600m	2470' (2060') 3600m

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

KYIV, UKRAINE
ILS Rwy 18R

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above BRP VO
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.

FT/METER CONVERSION	
10010'	- 3050m
4930'	- 1500m
3940'	- 1200m
3450'	- 1050m
2470'	- 750m
990'	- 300m

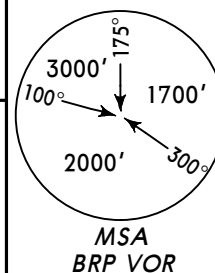


JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		West of apt	
DA(H) 619' (200')					
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m	NOT APPLICABLE	100	870' (451') 1500m
B				135	930' (511') 1600m
C				180	1030' (611') 2400m
D				205	1130' (711') 3600m
					MDA(H) VIS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

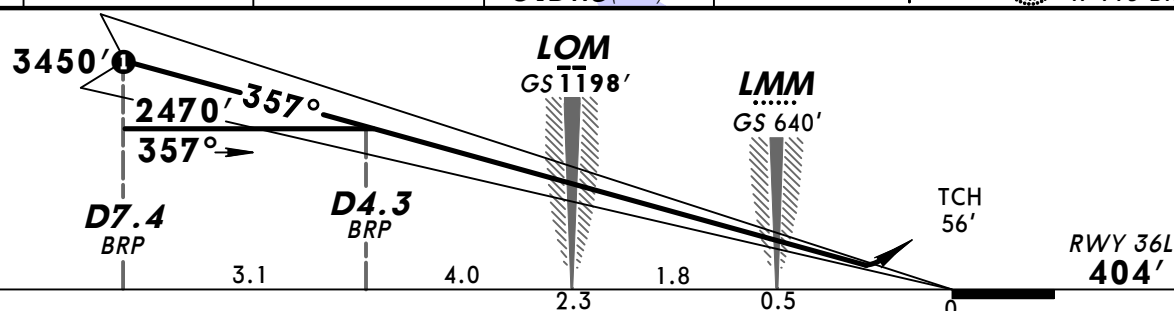
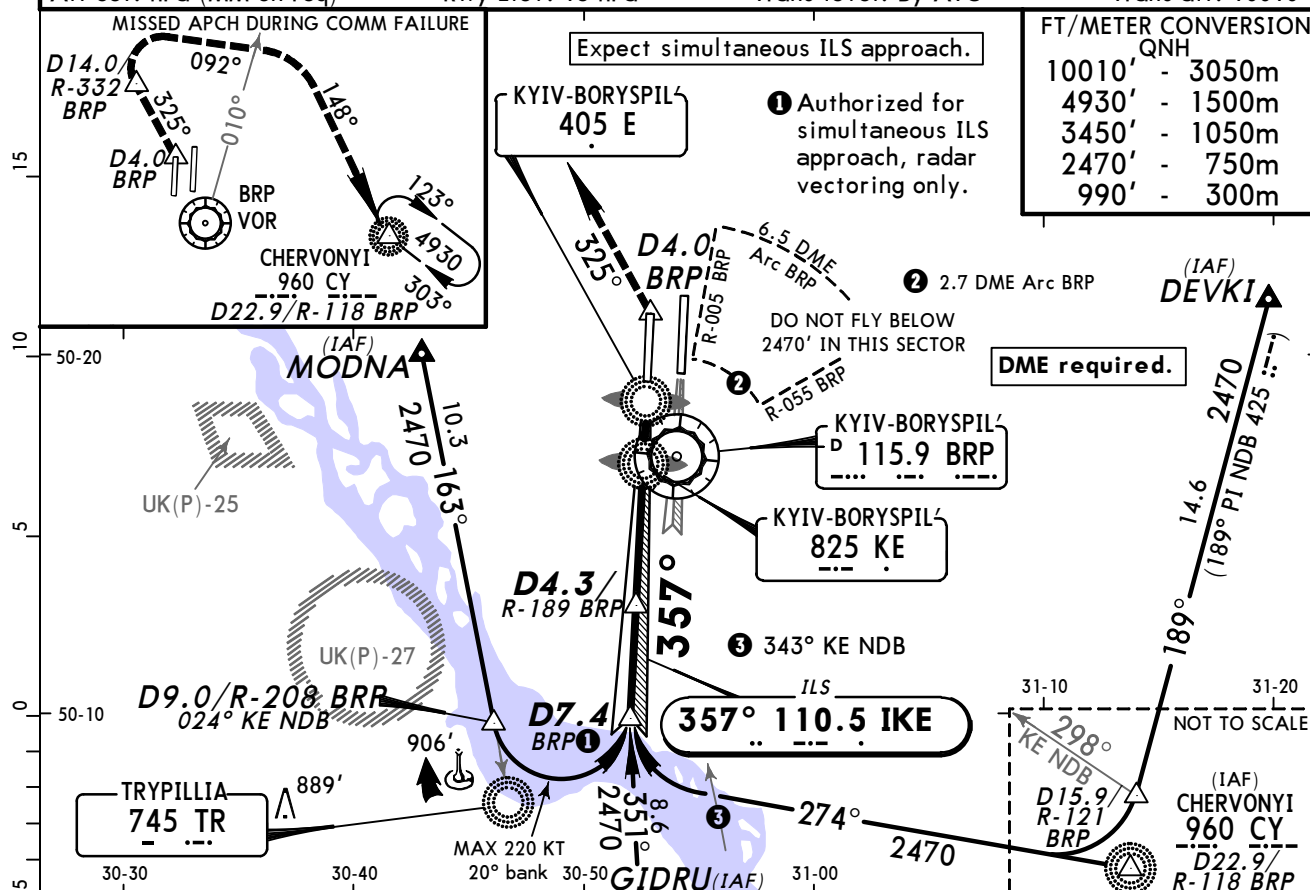
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BRIEFING STRIP TM

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.



Alt Set: hPa (MM on req)	Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'
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HIALS PAPI	Refer to Missed apch above
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JAR-OPS		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND 1		
ILS		LOC (GS out)		West of apt		
DA(H) 604' (200')						
FULL		ALS out				
A	RVR 550m	RVR 1000m	NOT APPLICABLE	Max Kts	MDA(H) VIS	MDA(H) VIS
B				100	870' (466') 1500m	2470' (2066') 1500m
C				135	930' (526') 1600m	2470' (2066') 1600m
D				180	1030' (626') 2400m	2470' (2066') 2400m
				205	1130' (726') 3600m	2470' (2066') 3600m

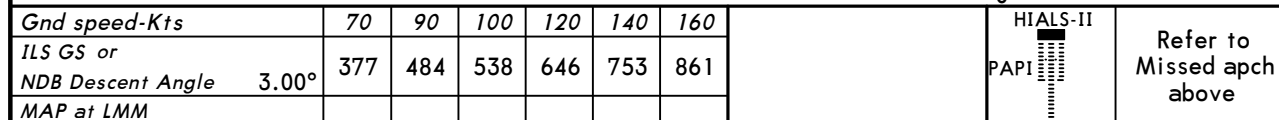
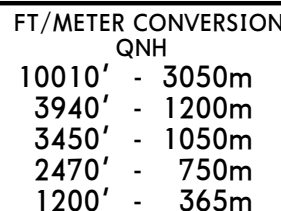
1 Circling height based on rwy 36L thresh elev of 404'.

Eff 20 Oct

■ ILS or NDB Rwy 36R

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

Trans alt: 10010'



JAR-OPS		STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND 1				
ILS		LOC	NDB		West of apt					
DA(H) ABC: 622'(200')		(GS out)	MDA(H) 790'(368')							
D: 627'(205')										
FULL		ALS out	ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS	
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m	100	870'(448')	1500m	2470'(2048')	1500m
B				RVR 1000m		135	930'(508')	1600m	2470'(2048')	1600m
C				RVR 1800m	180	1030'(608')	2400m	2470'(2048')	2400m	
D					RVR 1400m	RVR 2000m	205	1130'(708')	3600m	2470'(2048')

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ATIS		KYIV Radar (APP)				BORYSPIL' Tower		Ground	
126.7		125.72		124.67	128.17	120.9	119.3		118.05
LOC INO	Final Apch Crs	GS LOM		CAT II ILS RA 104' DA(H) 522' (100')		Apt Elev 427' RWY 422'			
109.7	357°	1198' (776')							
MISSED APCH: ① Climb on rwy heading to 2470', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.								MSA BRP VOR	

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

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

MSA BRP VOR

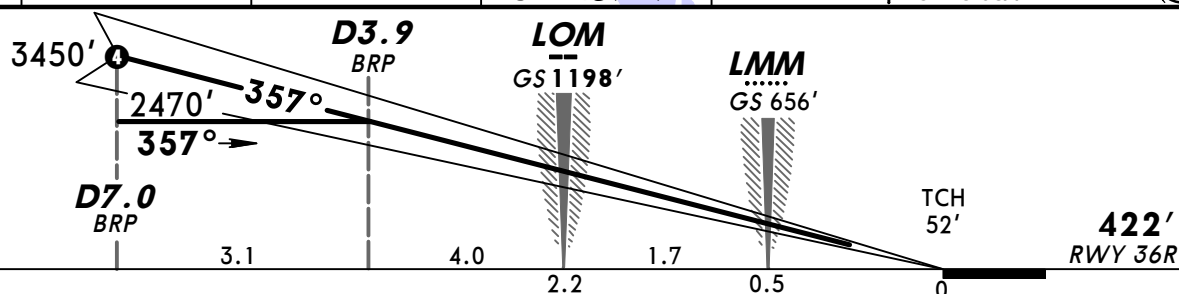
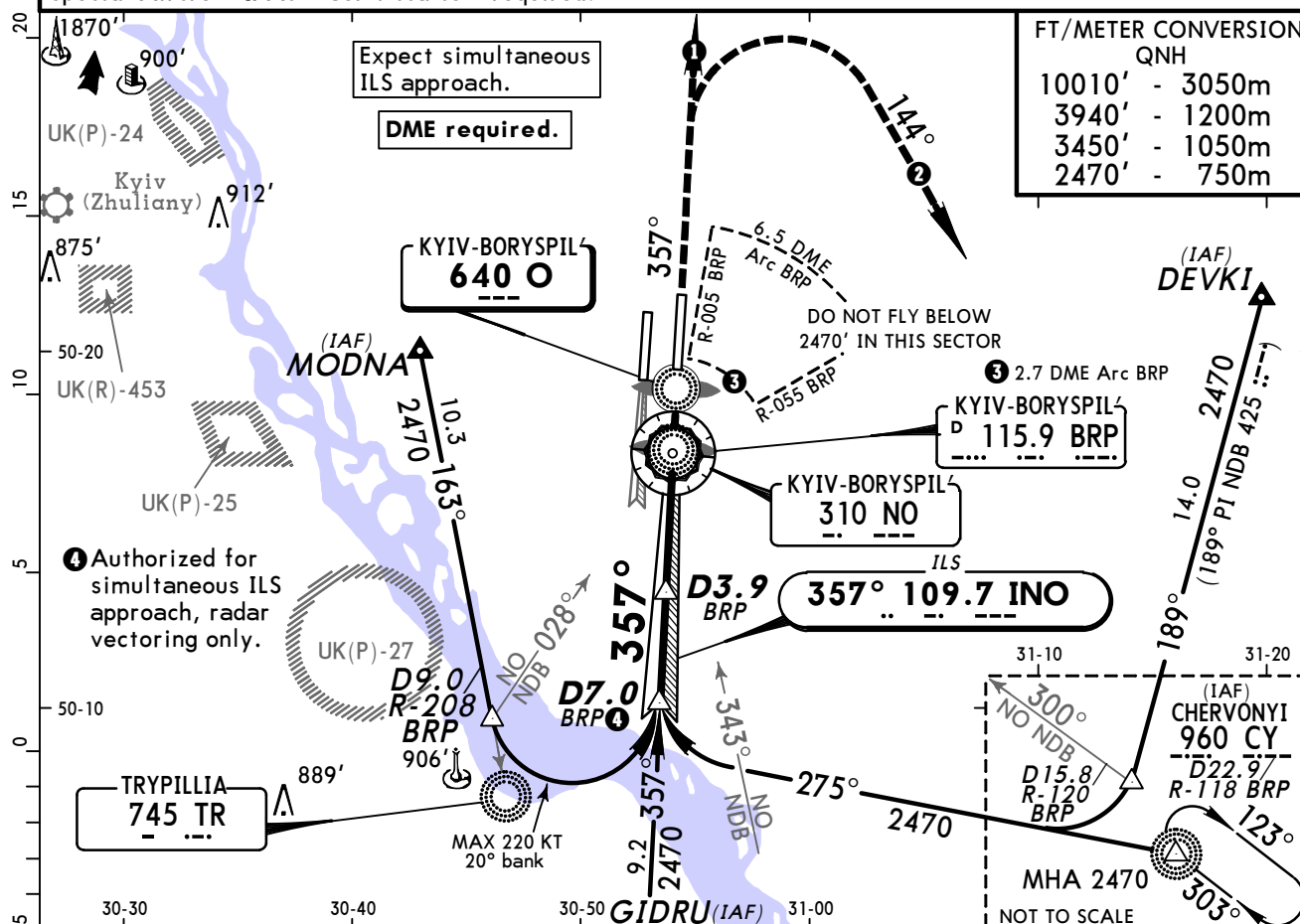
Alt Set: hPa (MM on reg)

Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10010'

Special Aircrew & Acft Certification required.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 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

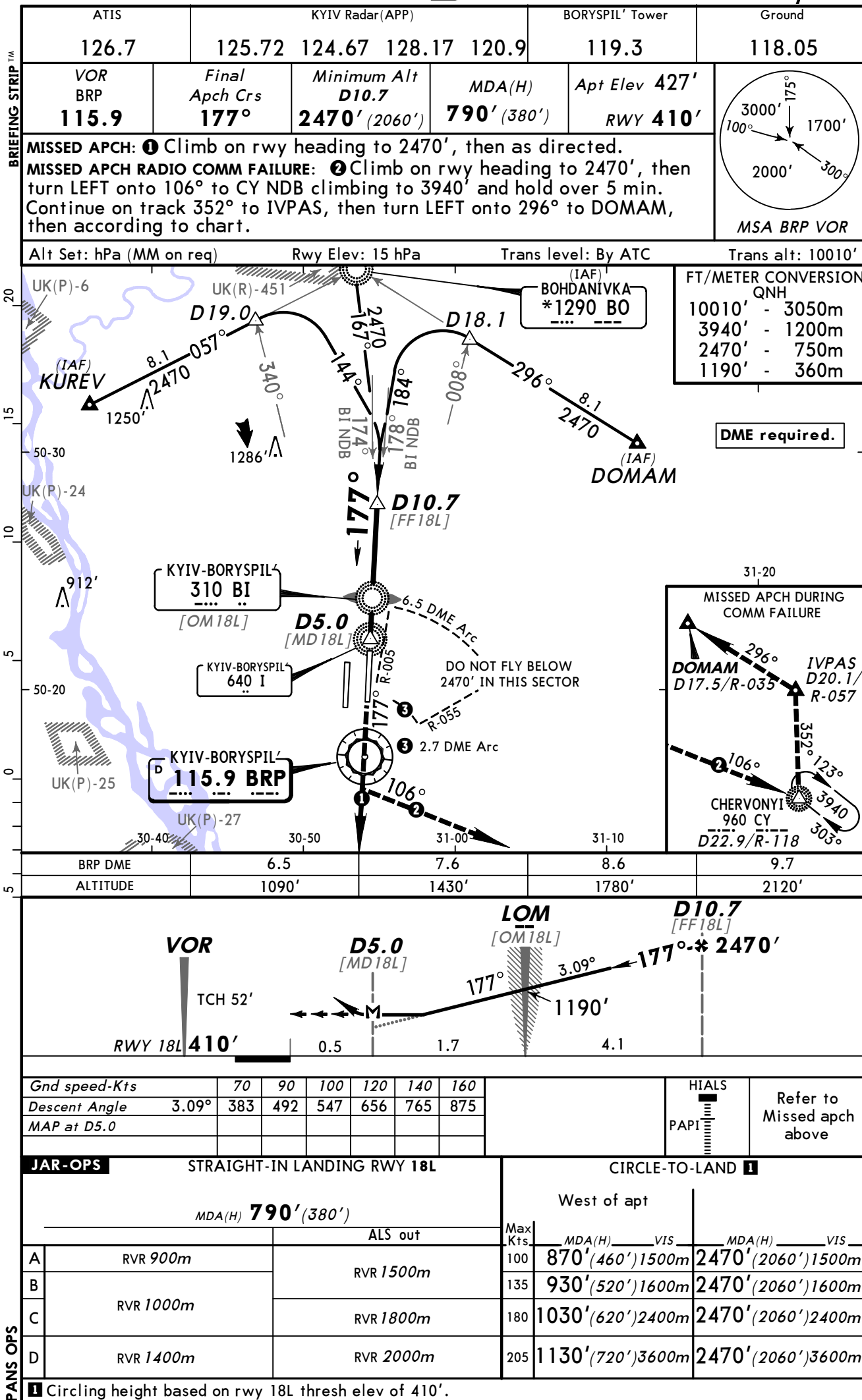
RA 104'

 $DA(H) \mathbf{522'} (100')$ RVR **300m** **I**

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

CHANGES: Procedure.

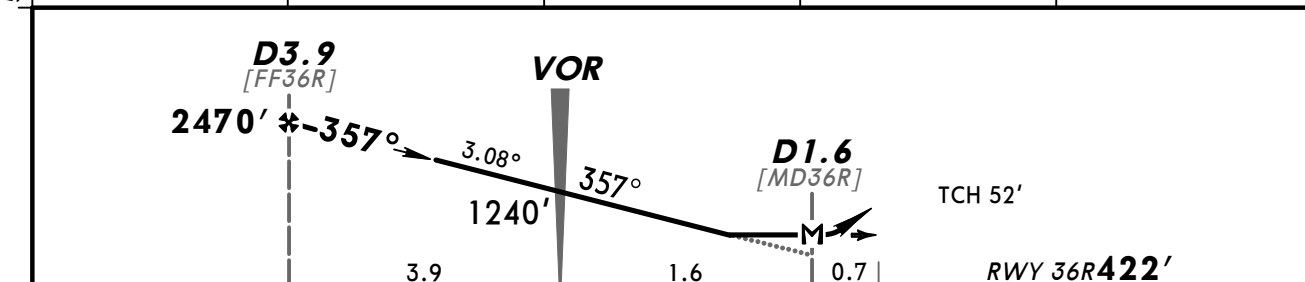
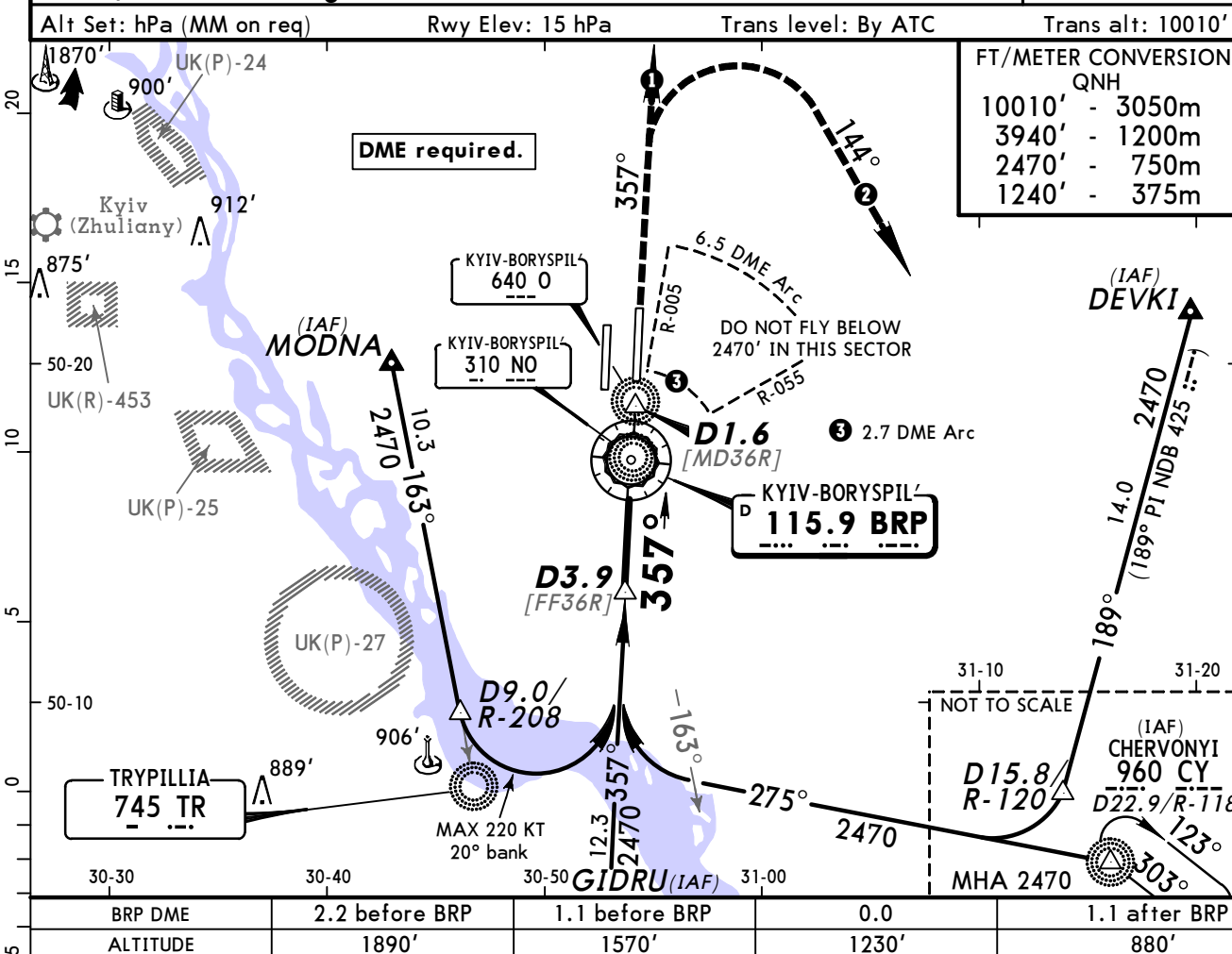
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ATIS 126.7	KYIV Radar (APP) 125.72 124.67 128.17 120.9			BORYSPIL' Tower 119.3	Ground 118.05
VOR BRP 115.9	Final Apch Crs 357°	Minimum Alt D3.9 2470' (2048')	MDA(H) 790' (368')	Apt Elev 427' RWY 422'	

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

MSA
BRP VOR

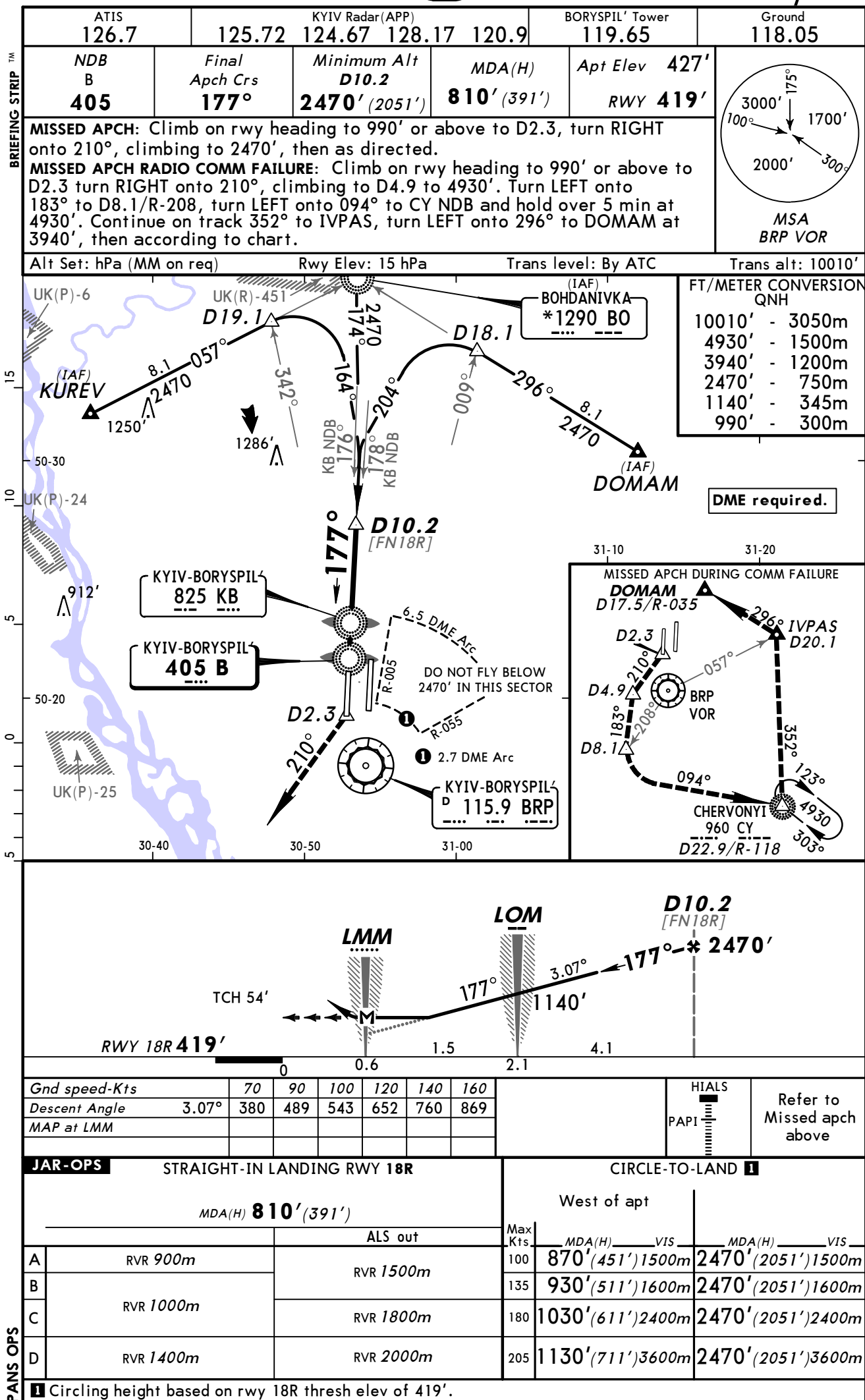


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.08°	381	490	545	654	763	872
MAP at D1.6 after VOR						

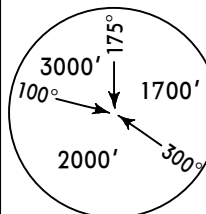
HIALS-II
PAPI
Refer to Missed apch above

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

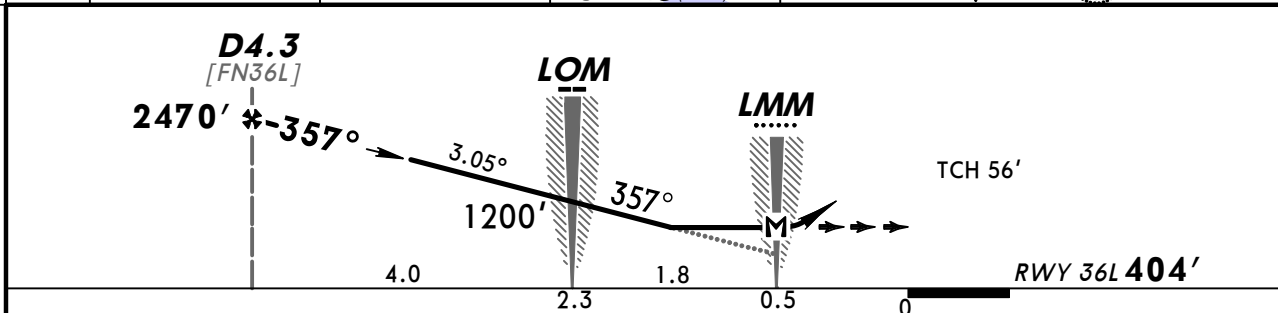
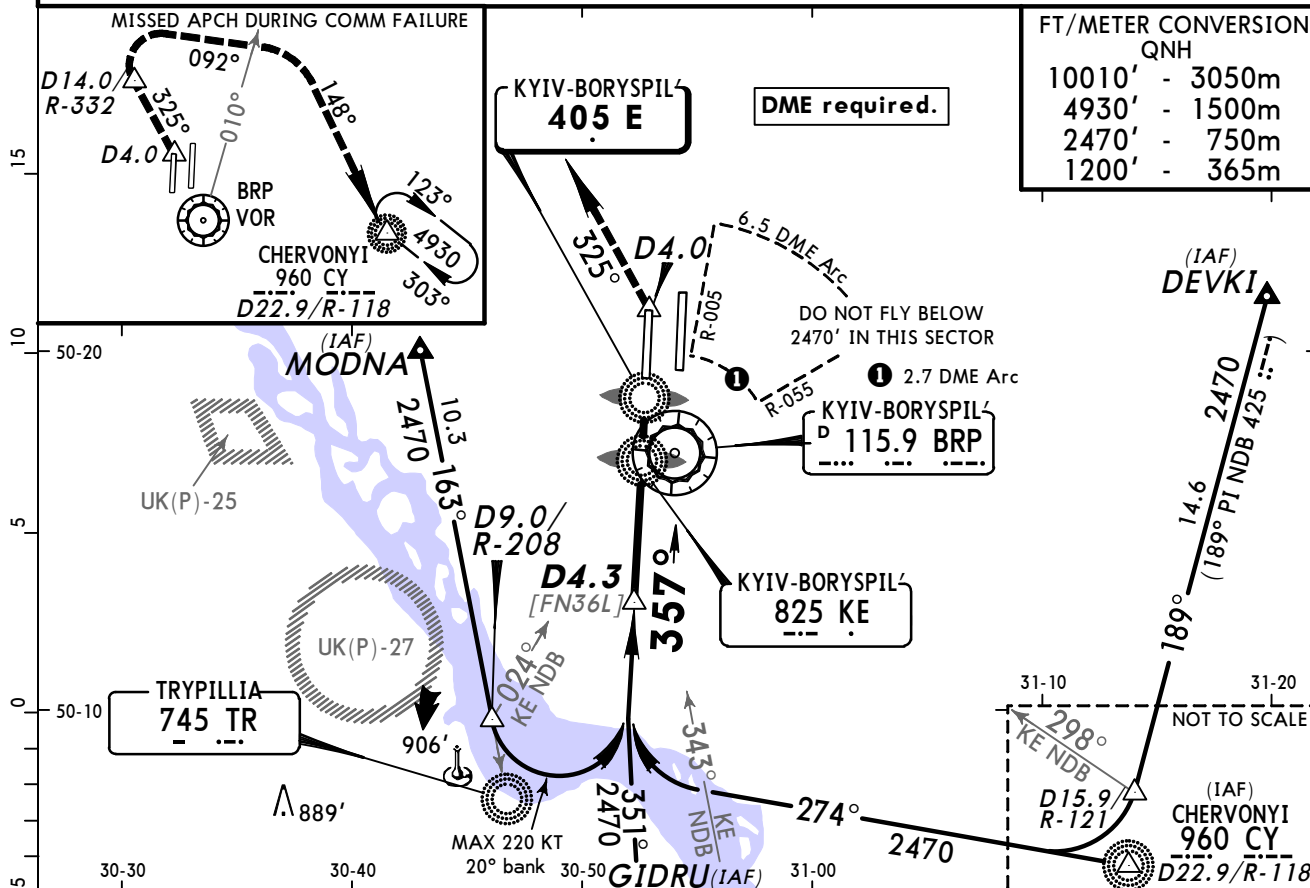
① Circling height based on rwy 36R thresh elev of 422'.

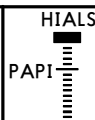


BRIEFING STRIP

ATIS		KYIV Radar(APP)				BORYSPIL' Tower		Ground	
126.7		125.72 124.67 128.17 120.9				119.65		118.05	
NDB E 405	Final Aptch Crs 357°	Minimum Alt D4.3 2470' (2066')	MDA(H) 760' (356')		Apt Elev 427' 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.									

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



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

JAR-OPS			STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND 1			
			MDA(H) 760' (356')			West of apt			
			ALS out			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'.

KYIV, (BORYSPIL' - UKBB)

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.