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Trip Kit Index

Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 25-2012

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: 7.0°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: 0557 Z
Sunset: 1402 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 126.7 Arrival Service
- ATIS 125.95 Departure Service
- ATIS 119.425 Departure Service Non-English
- Boryspil' Tower 119.3
- Boryspil' Tower 124.0 Military
- Boryspil' Tower 119.65
- Boryspil' Ground Control 127.925
- 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	125.95
	119.42 (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. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

A-SMGCS using mode S multilateration is in operation at the APT.

ACFT operators shall ensure that mode S transponders are able to operate when the ACFT is on the ground.

The crew shall select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and assigned mode A code:

- when requesting pushback or taxi, whichever is earlier;
- after landing continuously until the ACFT is fully parked on stand;
- during parking crew shall set up mode A code 0000 and subsequently set up mode S transponder position OFF.

1.5. TAXI PROCEDURES

Taxiroute M MAX wingspan 213' / 65m.

TWYs 9, 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 to TWY 16 only by towing.

Taxiing via TWY M only with Follow-me car.

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

1.6. PARKING INFORMATION

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

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

1.7. OTHER INFORMATION

Birds.

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

3.3.1. GENERAL

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.

3.3.2. APT COLLABORATIVE DECISION MAKING

3.3.2.1. FLIGHT PLAN DATA CHECK

ATC flight plans are checked by the system with regard to their APT Slot - SOBT (Scheduled Off Block Time).

In case of discrepancy between EOBT and SOBT, contact address of AO/HA is informed together with request to coordinate time.

3.3.2.2. TARGET OFF BLOCK TIME (TOBT)

The concept foresees definition of TOBT that is the key parameter for turn-round process and shall be adhered to by AO/HA while preparing ACFT for departure and by ATC while pre-departure sequencing.

Sources of TOBT origin/update in Daily Plan of Flights of APT OPS Data Base:

- flight plan (FPL) TOBT = EOBT,
- information about actual departure time (DEP) from APT of departure/flight progress (FUM) TOBT = EIBT + MTTT,
- actual arrival event TOBT = AIBT + MTTT,
- TOBT update by AO/HA 40 min prior to EOBT (an updated TOBT shall be informed to AOCC via radiochannels, by phone).

TOBT is considered to be most accurate estimate of ACFT off block time. AO/HA shall update TOBT immediately in case when it changes more than +/- 5 min.

If TOBT is changed to an earlier time, new TOBT must be 5 min later than actual time.

During turn-round process, AO or its authorized HA is responsible for accurate estimation of TOBT update and its transmission to AOCC.

It is still mandatory to send a delay message to IFPS if TOBT deviates by 15 min or more from EOBT.

3.3.2.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is a time provided by ATC when an ACFT can expect start-up/push-back approval.

Notification of TSAT is provided to flight crews when they call Delivery for clearance, but not later than 15 min prior to TOBT.

At TSAT (+/- 5 min) flight crew must request start-up/push-back approval.

If pilot does not call for START on time, new TSAT is generated according to actual sequence (the best possible time for start-up approval).

The new TSAT is notified when pilot actually calls for START.

AO is responsible for adherence to TSAT.

3.3.2.4. CONTACT

It is necessary for all AO/HA to give notice of an up-to-date e-mail address, where they can be contacted for messages from the system.

Contact ukbb-cdm@kbp.kiev.ua for e-mails and detailed information.

3. DEPARTURE

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.

KYIV Radar (APP)
120.9 124.67 125.72 128.17

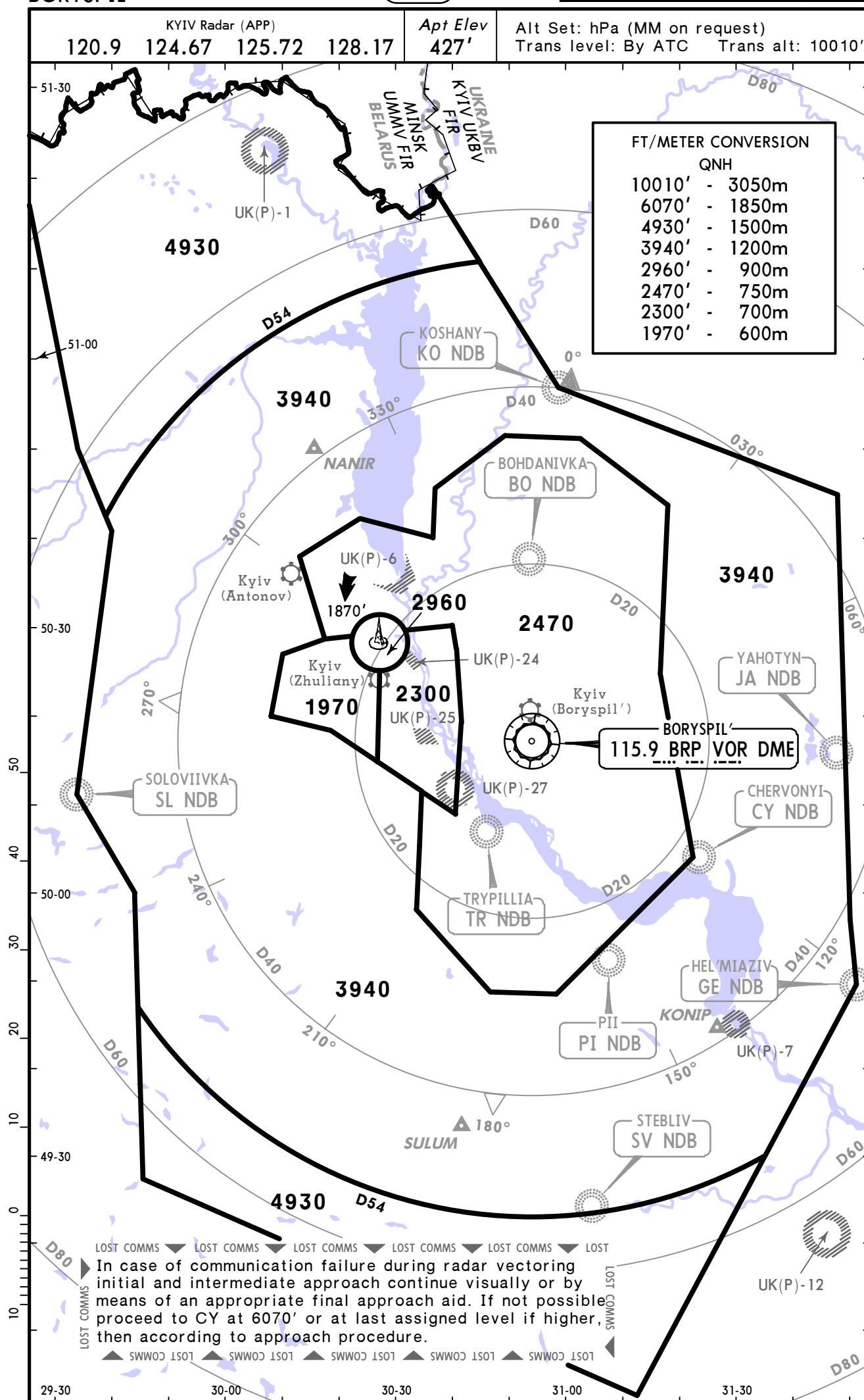
Apt Elev
427'

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

FT/METER CONVERSION

QNH

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

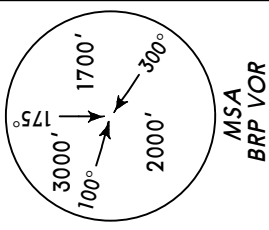
In case of communication failure during radar vectoring initial and intermediate approach continue visually or by means of an appropriate final approach aid. If not possible proceed to CY at 6070' or at last assigned level if higher, then according to approach procedure.

▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

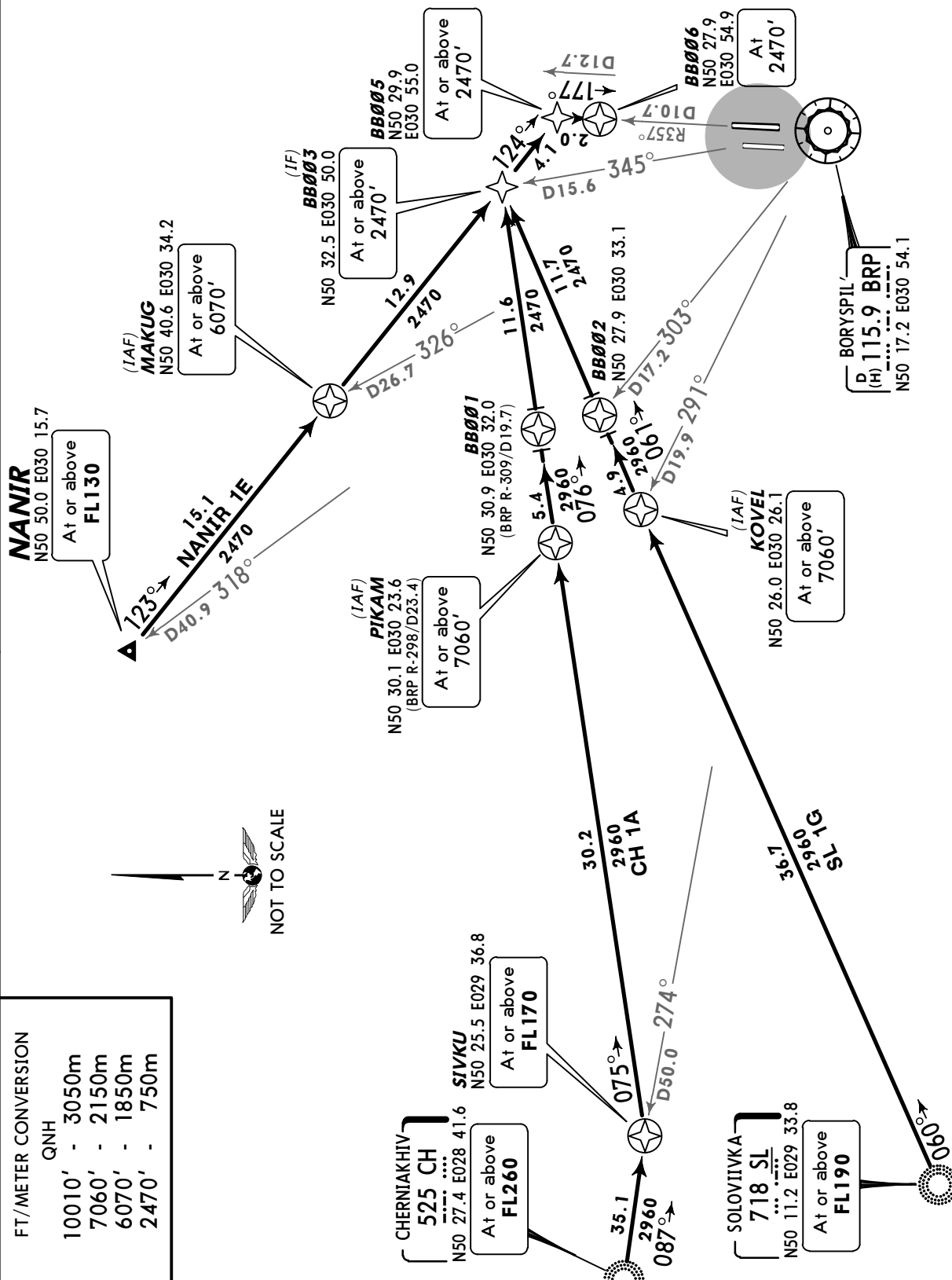


CHERNIAKHIV ONE ALFA (CH 1A)
NANIR ONE ECHO (NANIR 1E) [NANI1E]
SOLOVIIVKA ONE GOLF (SL 1G)
RWY 18L RNAV ARRIVALS

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

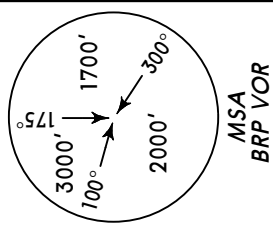


FT/METER CONVERSION	QNH
10010' - 3050m	
7060' - 2150m	
6070' - 1850m	
2470' - 750m	

ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

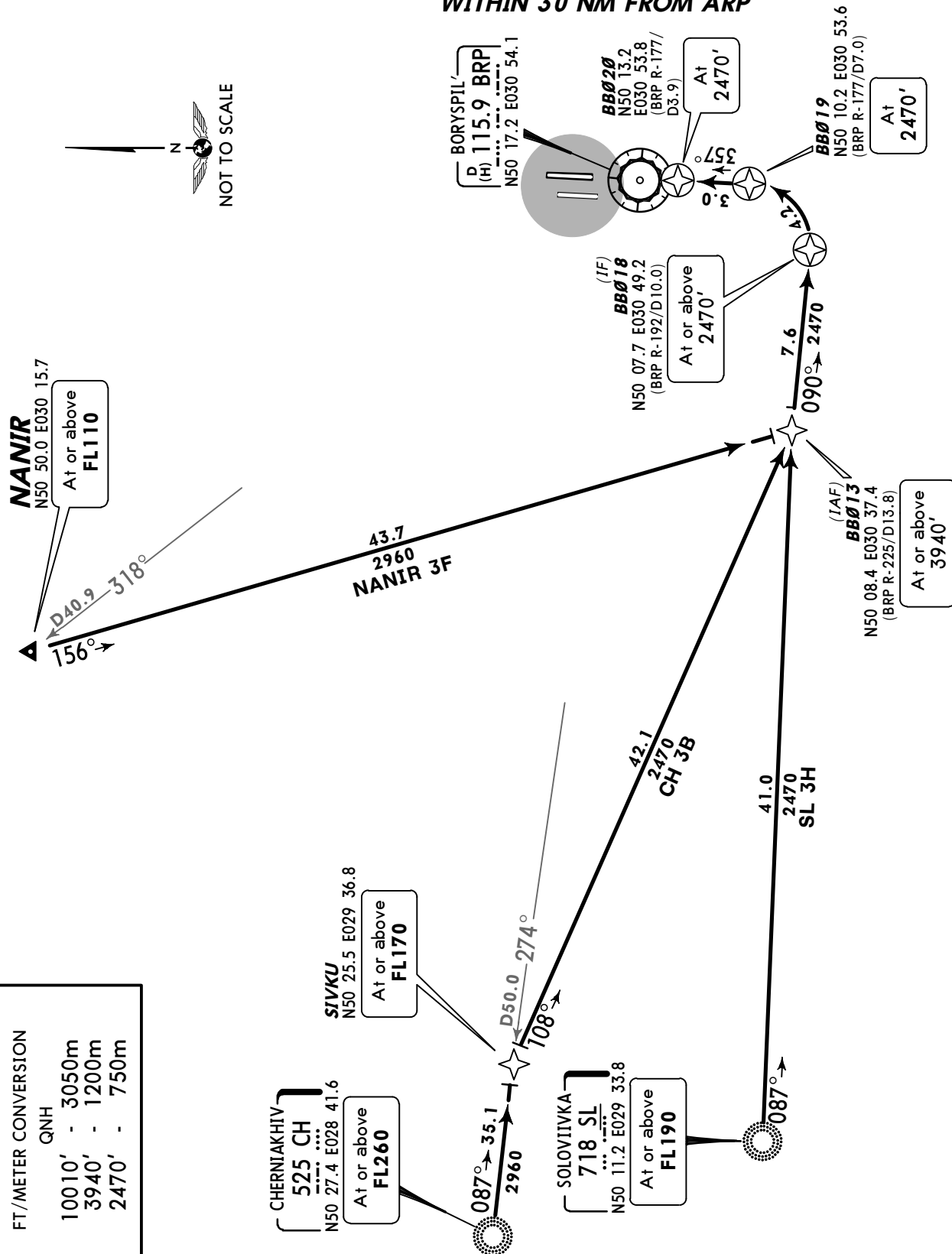


CHERNIAKHIV THREE BRAVO (CH 3B)
NANIR THREE FOXTROT (NANIR 3F) [NANI3F]
SOLOVIIVKA THREE HOTEL (SL 3H)
RWY 36R RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)

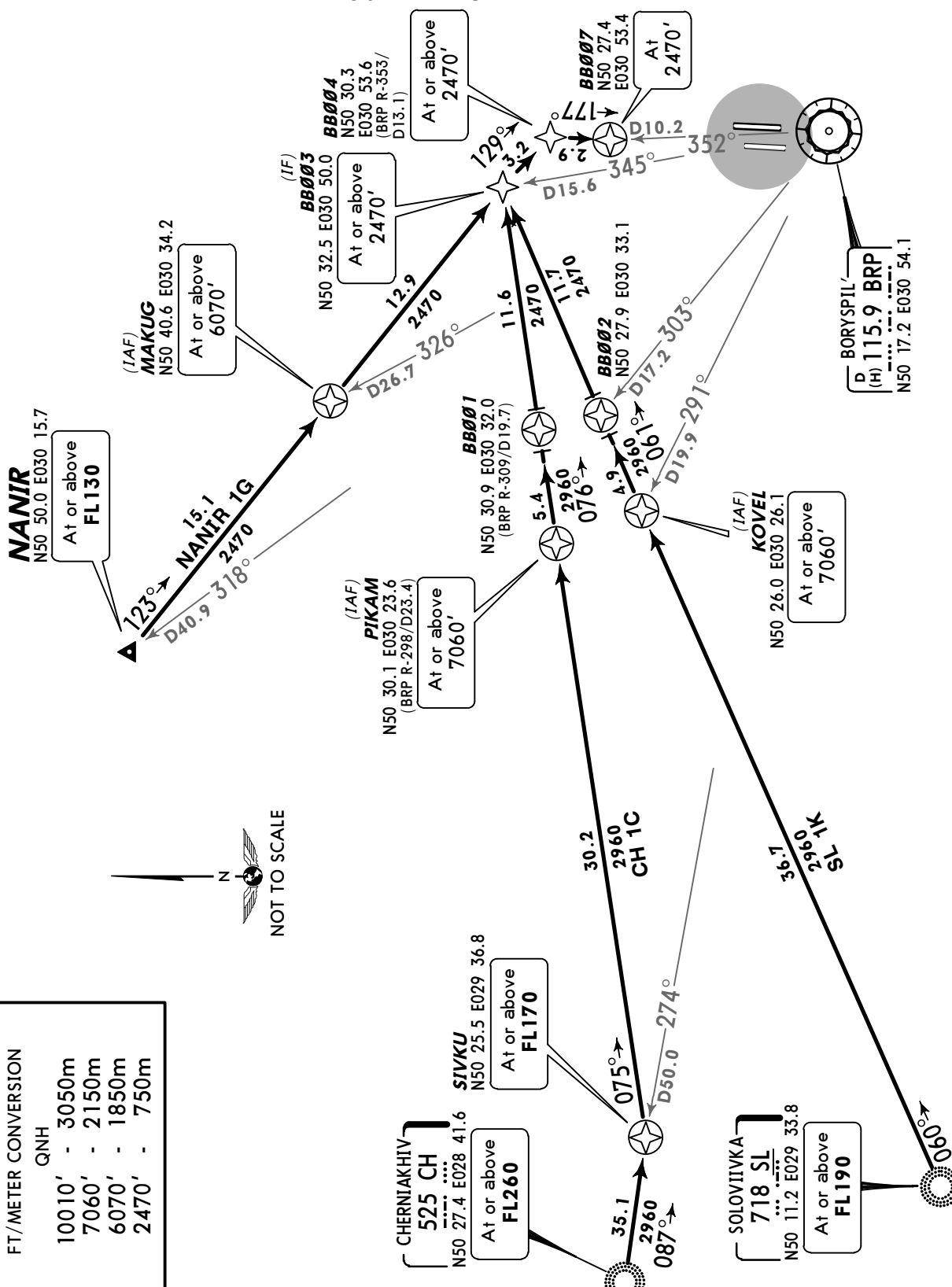
B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

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



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

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

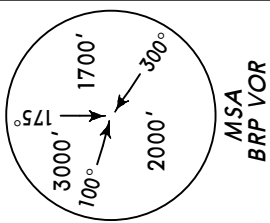


FEET/METER CONVERSION	QNH
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
2470'	- 750m

ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

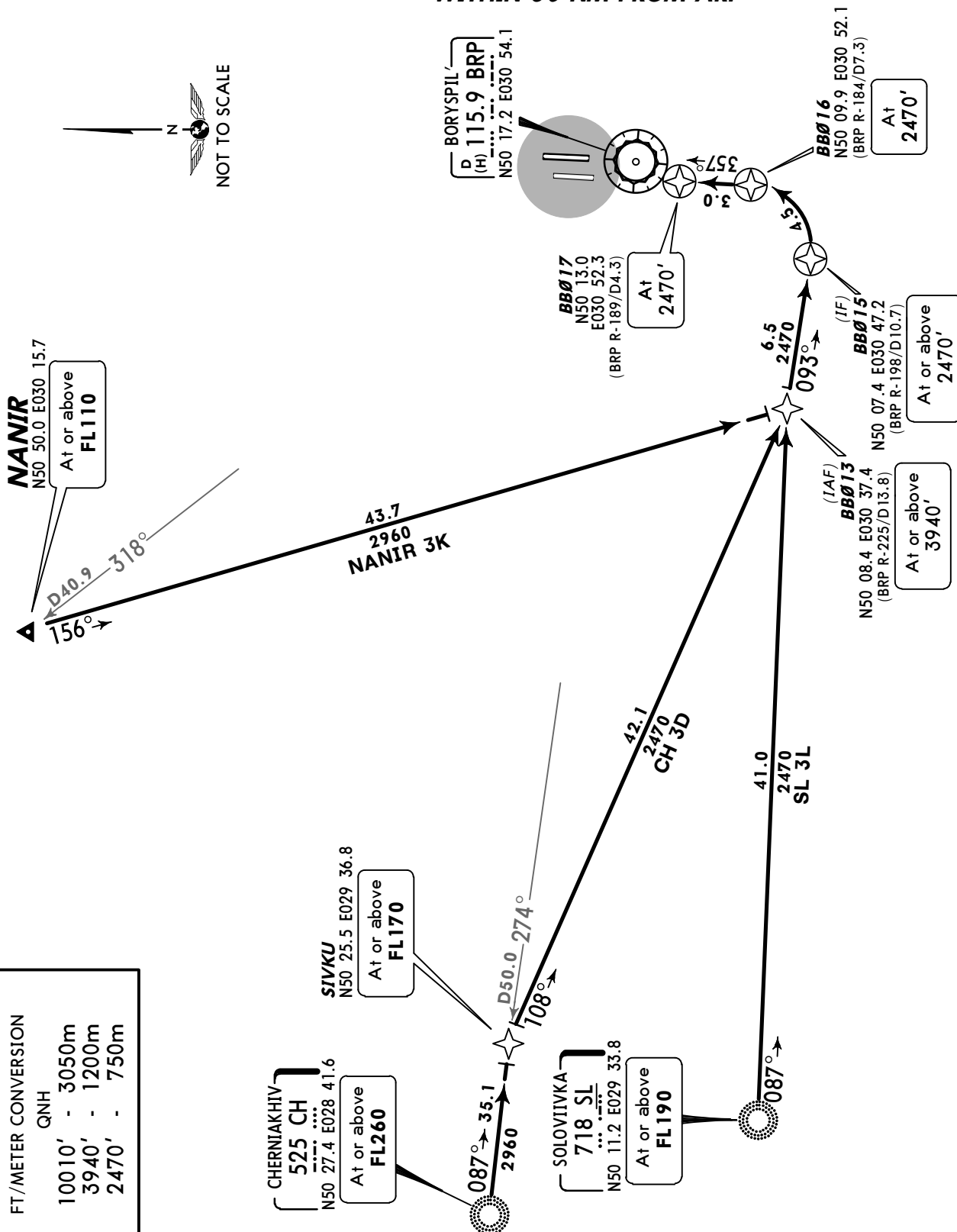


**CHERNIAKHIV THREE DELTA (CH 3D)
NANIR THREE KILO (NANIR 3K) [NANI3K]
SOLOVIIVKA THREE LIMA (SL 3L)
RWY 36L RNAV ARRIVALS**

RNAV (GNSS OR VOR/DME BRP)

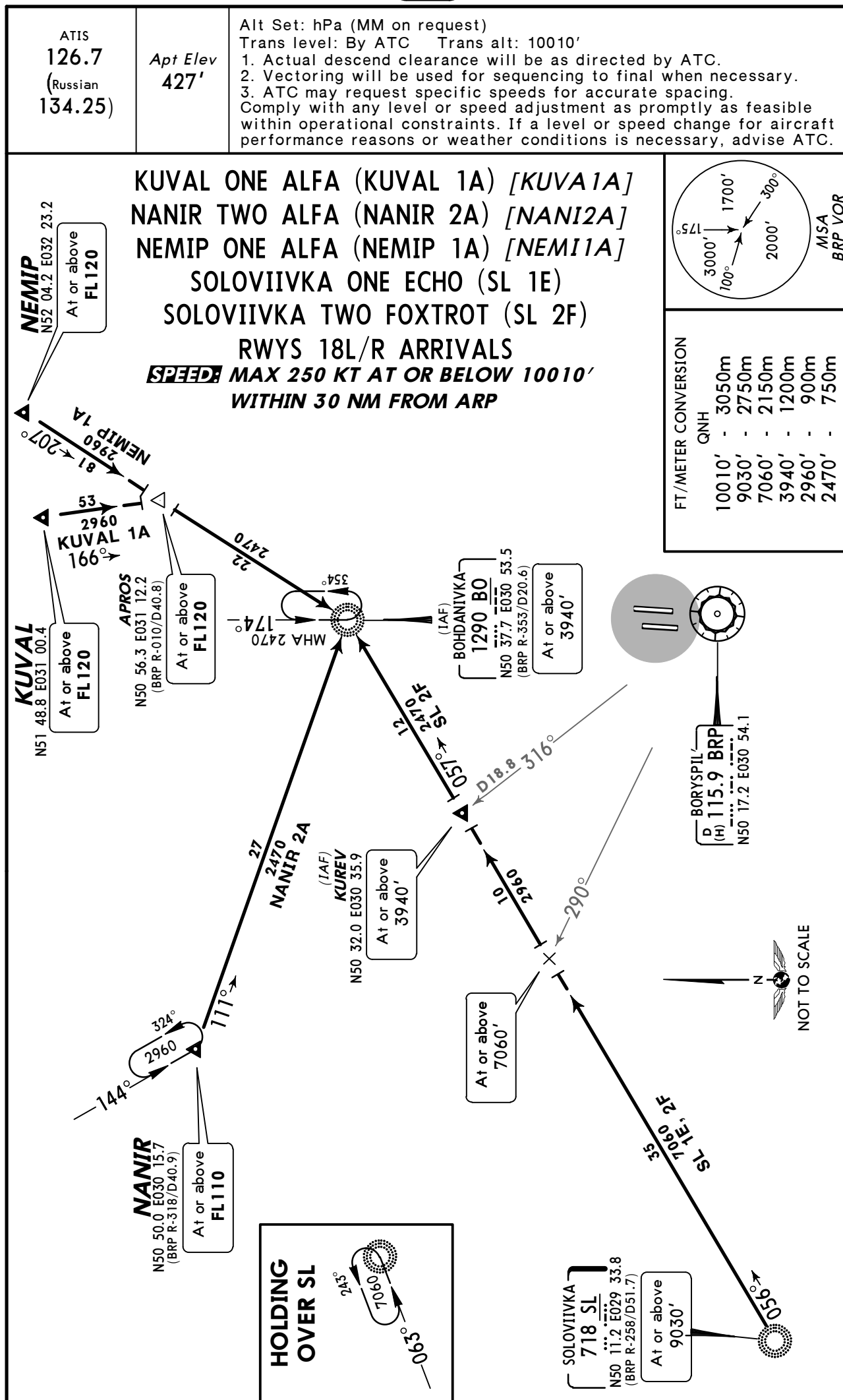
B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

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



FT/METER CONVERSION

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



KUAL ONE BRAVO (KUAL 1B) [KUA1B]
 KUAL ONE MIKE (KUAL 1M) [KUA1M]
 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
SPEEDS MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP

HOLDINGS OVER CY
 123°
 2470'
 303°

GIDRU
 357°
 3940'
 177°

SL
 243°
 2960'
 063°

FT/METER CONVERSION
 QNH
 10010' - 3050m
 9030' - 2750m
 6070' - 1850m
 3940' - 1200m
 2960' - 900m
 2470' - 750m

NOT TO SCALE

KUAL
 N51 48.8 E031 00.4
 At or above FL120

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

NEMIP
 N52 04.2 E032 23.2
 At or above FL120

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

KEDUB
 N50 24.1 E030 27.1
 (BRP R-286/D18.6)
 At or above 6070'

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

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

MODNA
 N50 20.0 E030 43.0
 (BRP R-286/D7.7)
 At or above 3940'

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

D8.0 BRP
 N50 09.2 E030 52.7
 (IAF)

GIDRU
 N50 01.0 E030 52.7
 At or above 3940'

BORYSPIL'
 N50 17.2 E030 54.1
 (H) 115.9 BRP

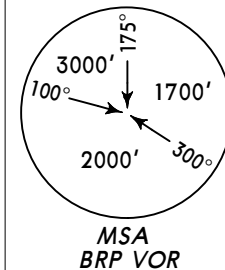
CHERVONYI 960 CY
 N50 04.1 E031 23.5
 (BRP R-118/D22.9)
 At or above 3940'

PII 425 PI
 N49 52.4 E031 07.5

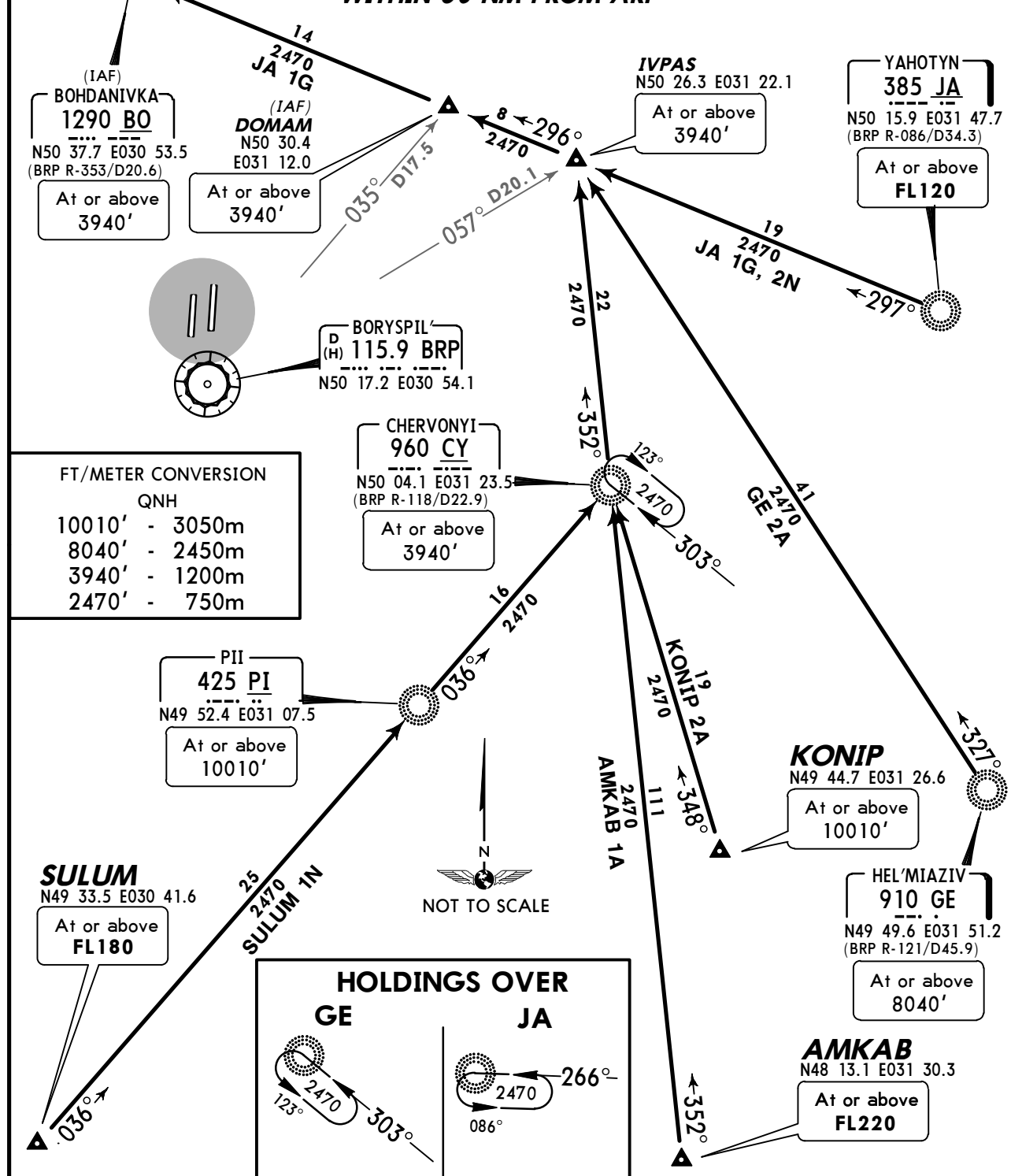
3000' 100° 1700' 300°
 MSA BRP VOR

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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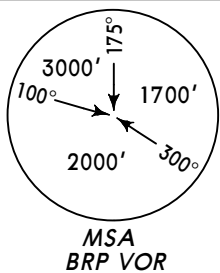
**AMKAB ONE ALFA (AMKAB 1A) [AMKA1A]
HEL'MIAZIV TWO ALFA (GE 2A)
KONIP TWO ALFA (KONIP 2A) [KONI2A]
SULUM ONE NOVEMBER (SULUM 1N) [SULU1N]
YAHOTYN ONE GOLF (JA 1G)
YAHOTYN TWO NOVEMBER (JA 2N)**



**RWYS 18L/R ARRIVALS
SPEED MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP**



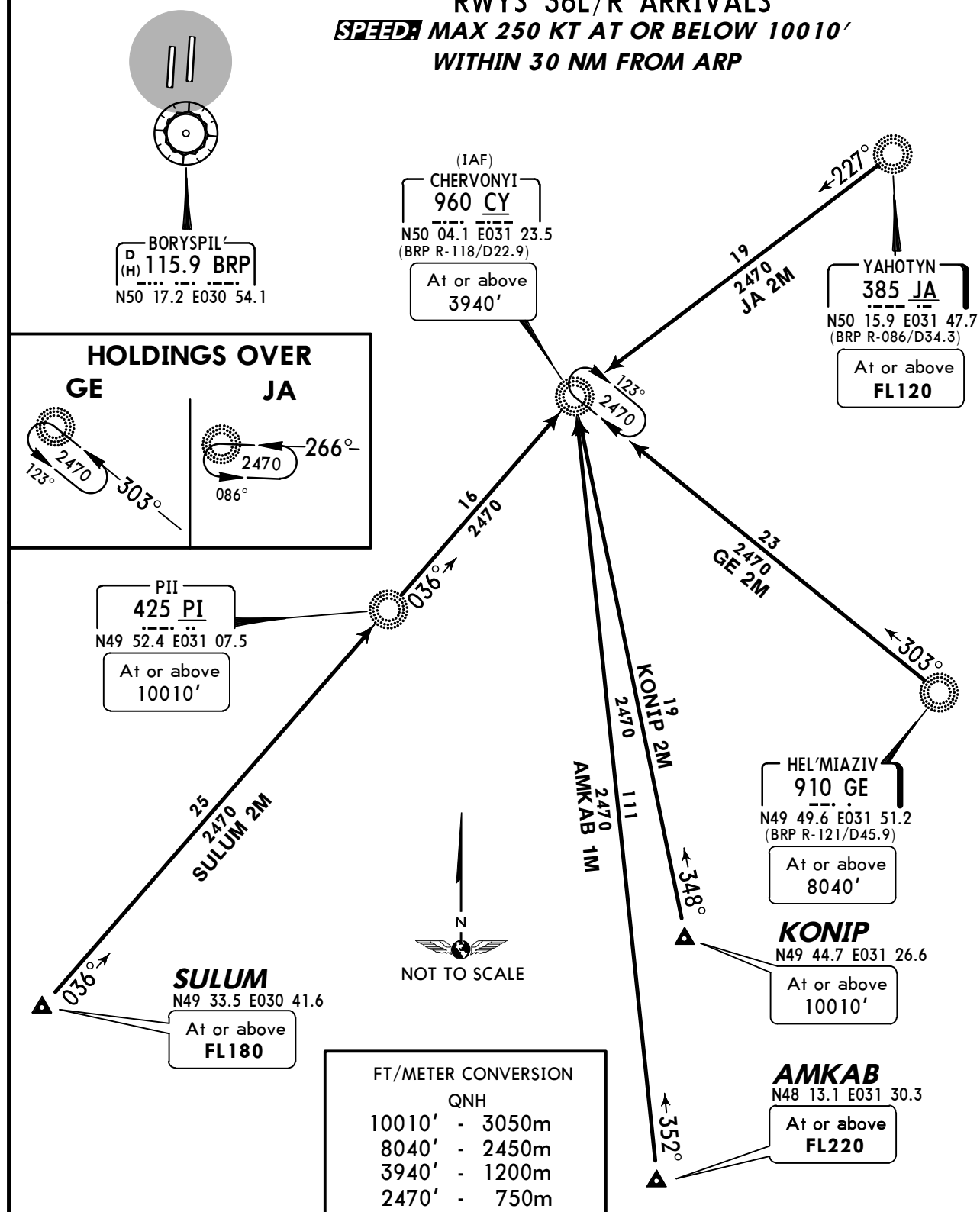
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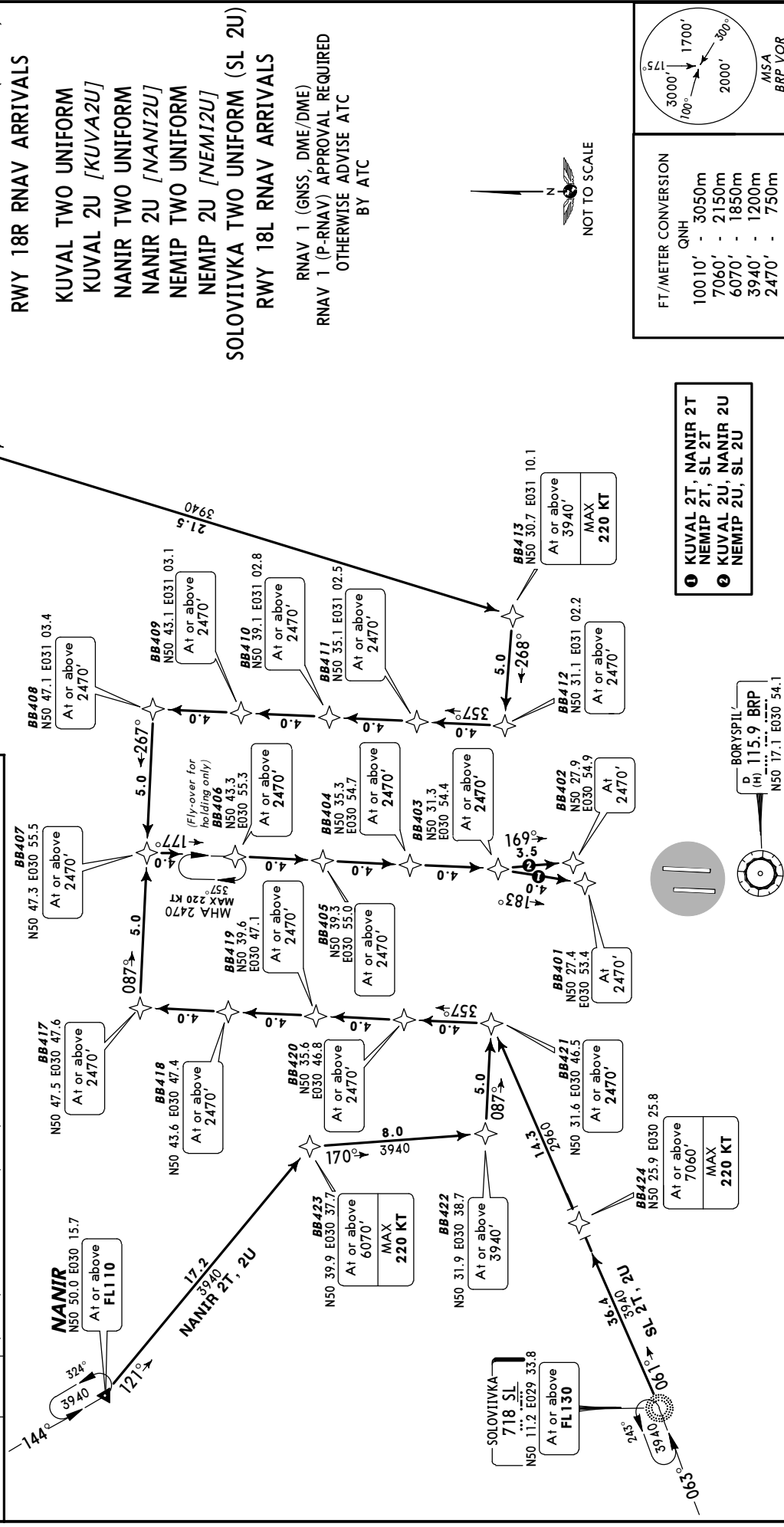
AMKAB ONE MIKE (AMKAB 1M) [AMKA1M]
HEL'MIAZIV TWO MIKE (GE 2M)
KONIP TWO MIKE (KONIP 2M) [KONI2M]
SULUM TWO MIKE (SULUM 2M) [SULU2M]
YAHOTYN TWO MIKE (JA 2M)

RWYS 36L/R ARRIVALS

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



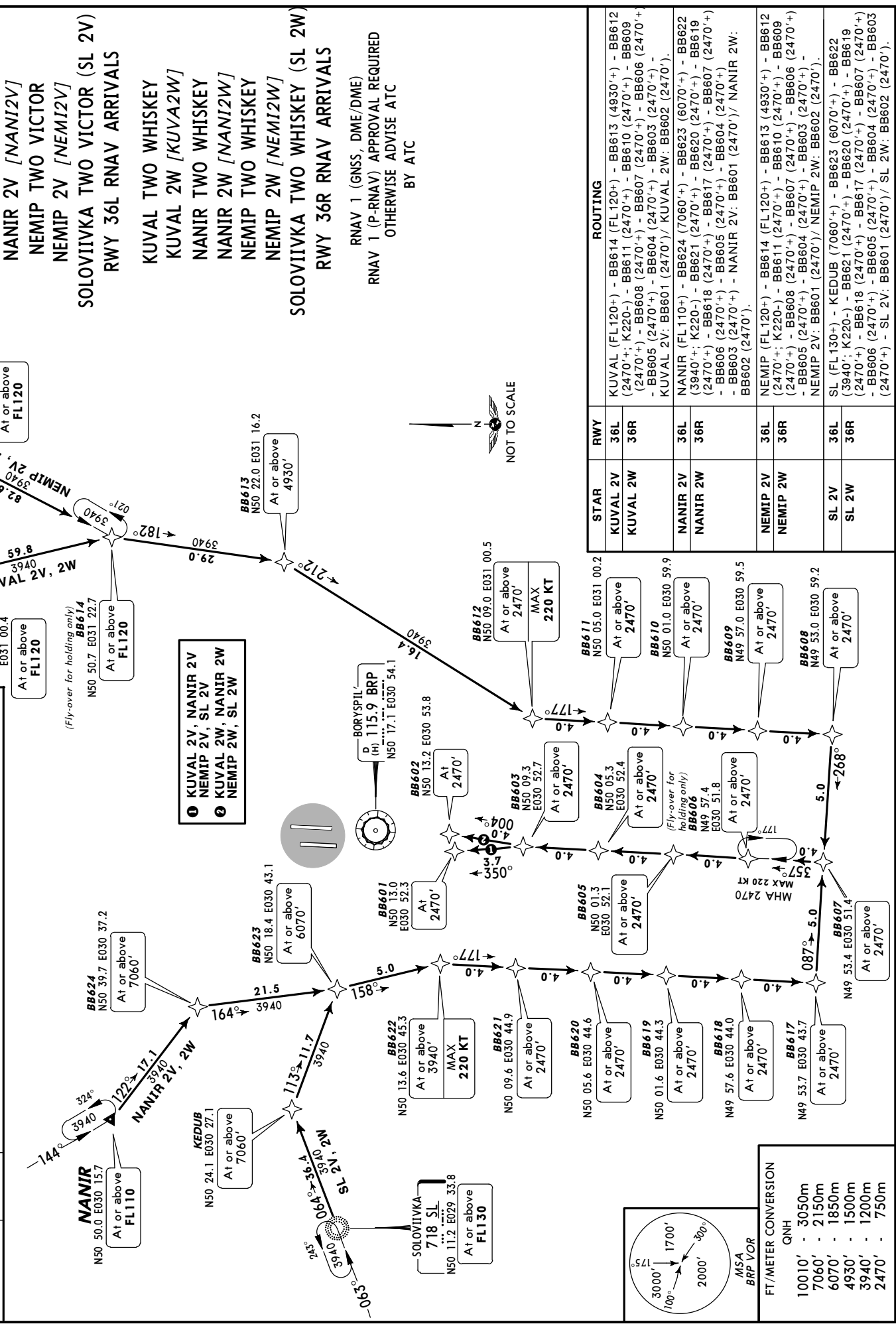
ATIS	Apt Elev	Alt Set: hPa (MM on request)
126.7	427'	Trans level: By ATC Trans alt: 10010'
(Russian)		1. Speed restrictions are always mandatory unless cancelled by ATC.
134.25		2. Altitudes will be assigned by ATC.
		3. On downwind EXPECT RADAR vectors to final.
STAR	RWY	ROUTING
KUVAL 2T	18R	KUVAL (FL120+) - BB414 (FL120+) - BB413 (3940'+; K220-) - BB412 (2470'+) - BB411 (2470'+) - BB410 (2470'+) - BB409 (2470'+) - BB408 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - KUVAL 2T: BB401 (2470')/ KUVAL 2U: BB402 (2470').
KUVAL 2U	18L	
NANIR 2T	18R	NANIR (FL110+) - BB423 (6070'+; K220-) - BB422 (3940'+) - BB421 (2470'+) - BB420 (2470'+) - BB419 (2470'+) - BB418 (2470'+) - BB417 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - NANIR 2T: BB401 (2470')/ NANIR 2U: BB402 (2470').
NANIR 2U	18L	
NEMIP 2T	18R	NEMIP (FL120+) - BB414 (FL120+) - BB413 (3940'+; K220-) - BB412 (2470'+) - BB411 (2470'+) - BB410 (2470'+) - BB409 (2470'+) - BB408 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - NEMIP 2T: BB401 (2470')/ NEMIP 2U: BB402 (2470').
NEMIP 2U	18L	
SL 2T	18R	SL (FL130+) - BB424 (7060'+; K220-) - BB421 (2470'+) - BB420 (2470'+) - BB419 (2470'+) - BB418 (2470'+) - BB417 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - SL 2T: BB401 (2470')/ SL 2U: BB402 (2470').
SL 2U	18L	

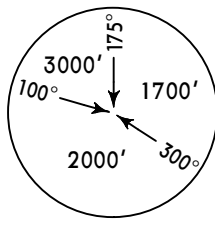


ATIS
126.7
(Russian
134.25)

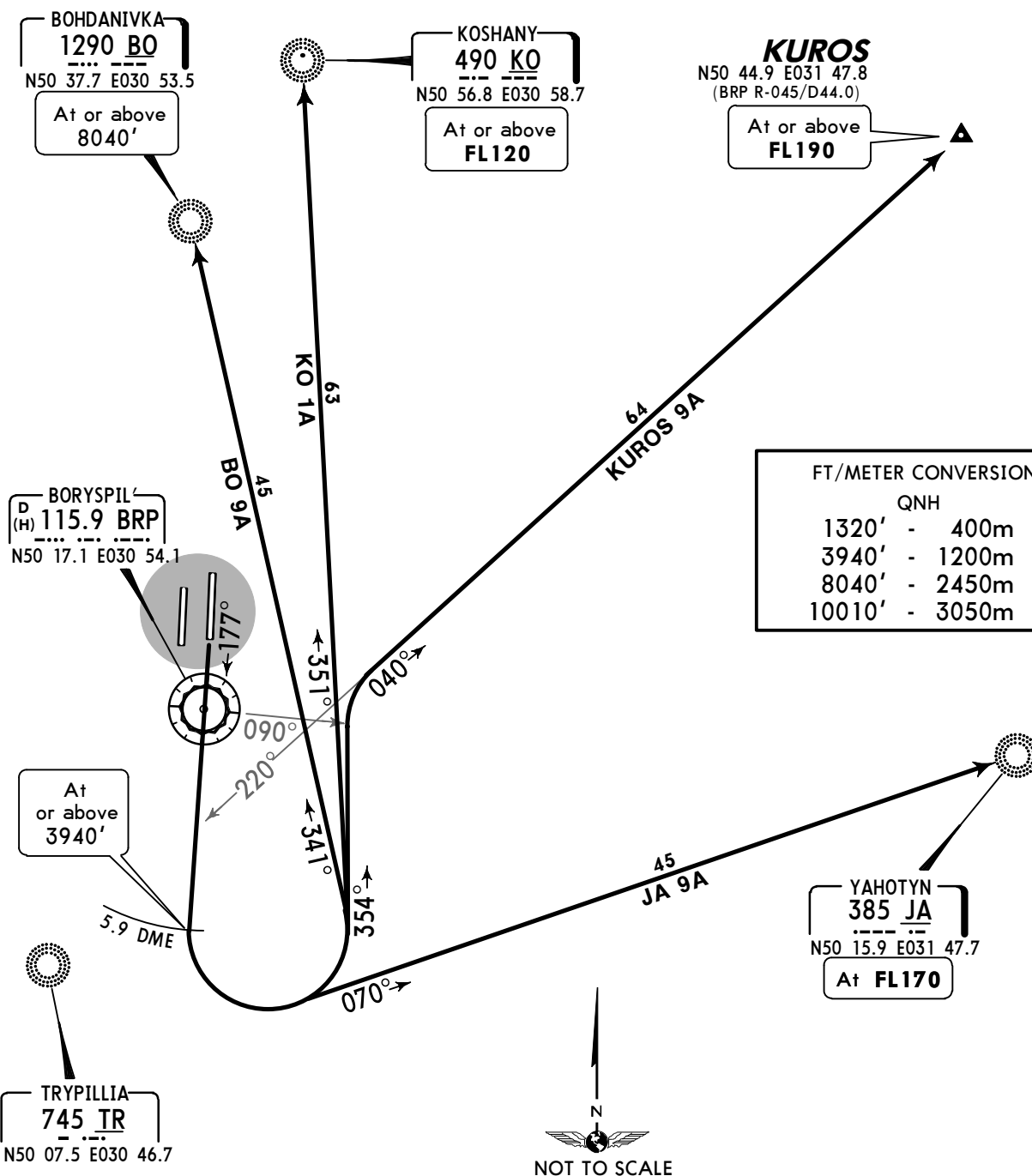
Apt Elev
427'

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.

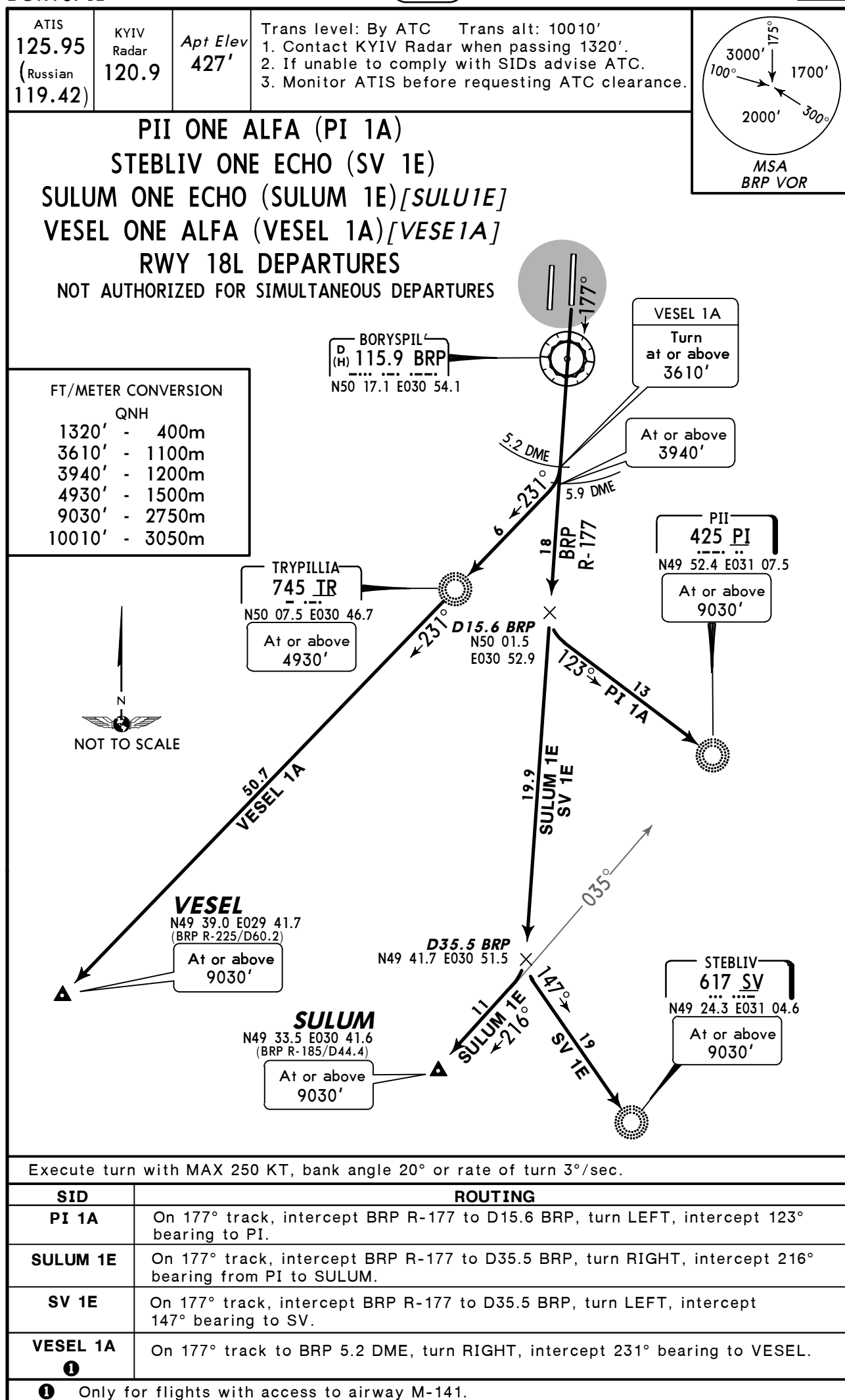


ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.	 MSA BRP VOR
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BOHDANIVKA NINE ALFA (BO 9A)
KOSHANY ONE ALFA (KO 1A)
KUROS NINE ALFA (KUROS 9A) [KURO9A]
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES

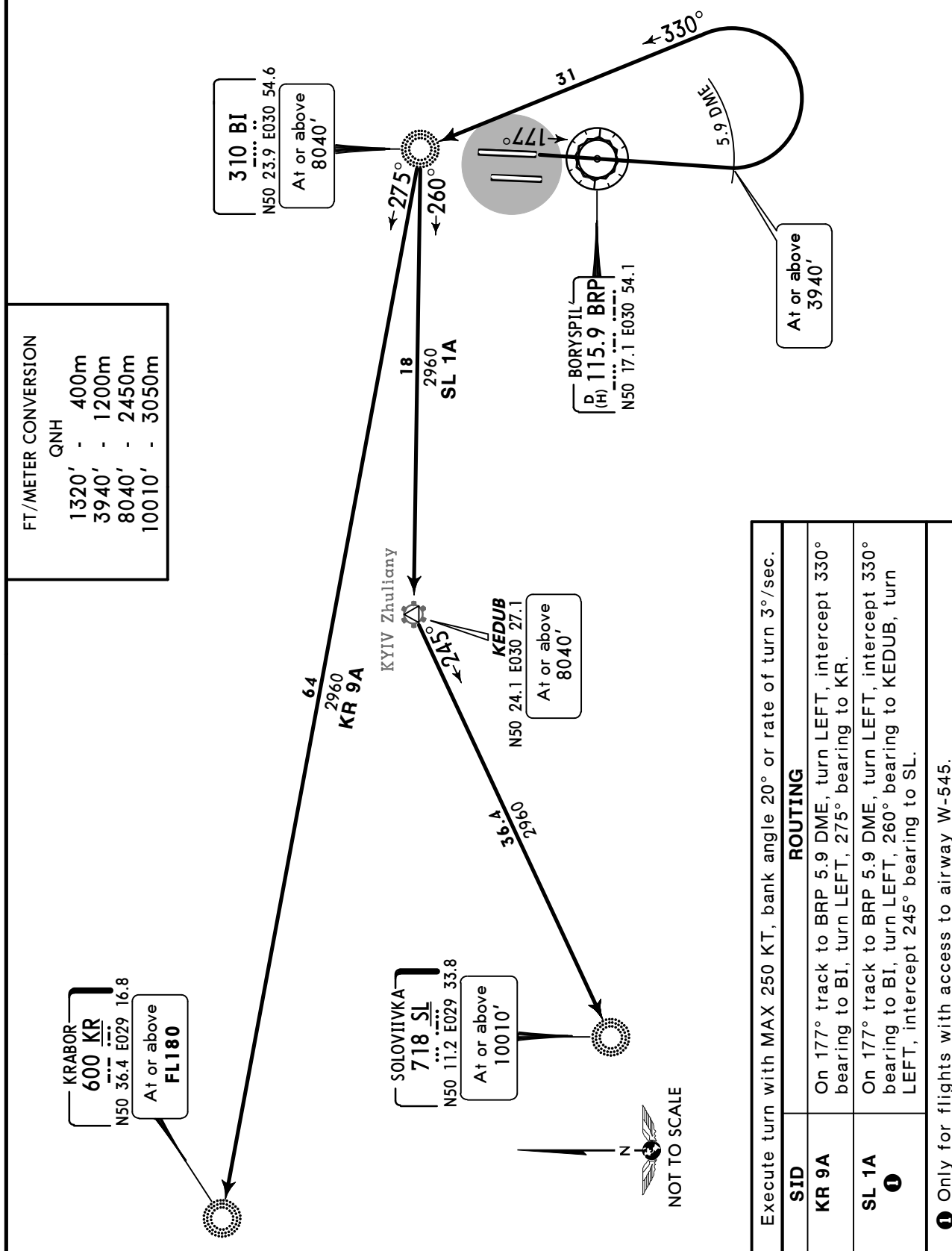
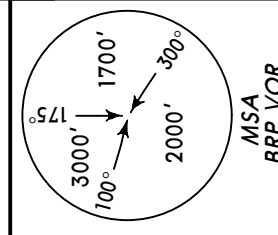


SID	ROUTING
BO 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 341° bearing to BO.
JA 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KO 1A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 351° bearing to KO.
KUROS 9A	On 177° track to BRP 5.9 DME, turn LEFT, 354° track, when passing BRP R-090 turn RIGHT, intercept 040° bearing from TR to KUROS.



ATIS 125.95 (Russian 119.42)	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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**KRABOR NINE ALFA (KR 9A)
SOLOVIIVKA ONE ALFA (SL 1A)
RWY 18L DEPARTURES**



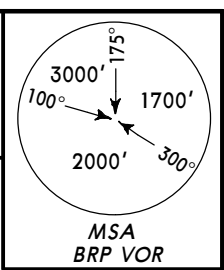
FT/METER CONVERSION

QNH

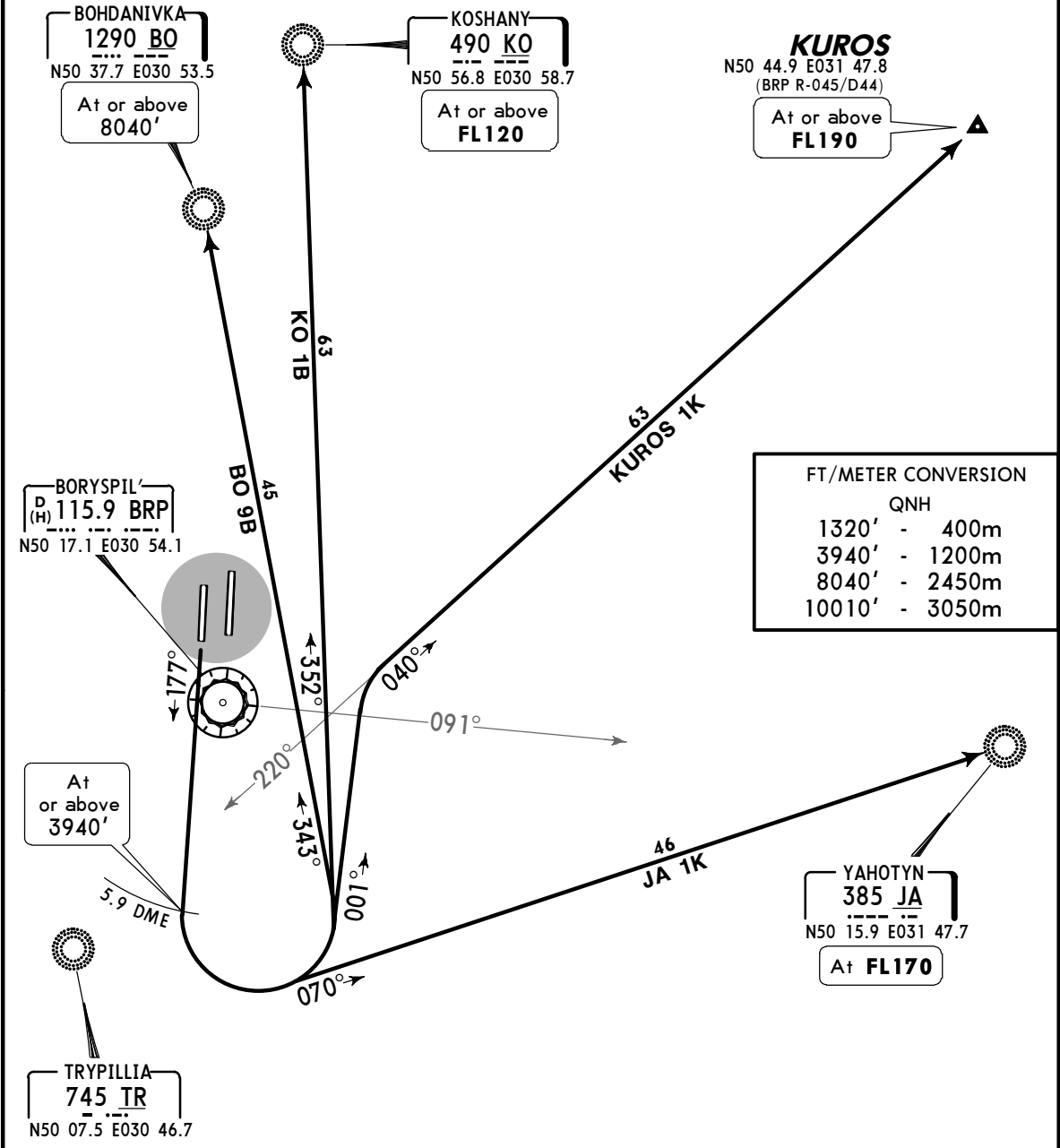
1320' - 400m
3940' - 1200m
8040' - 2450m
10010' - 3050m

ROUTING	
SID	
KR 9A	Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec. On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 275° bearing to KR.
SL 1A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 245° bearing to SL.
① Only for flights with access to airway W-545.	

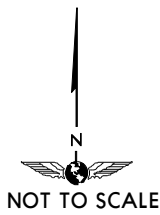
ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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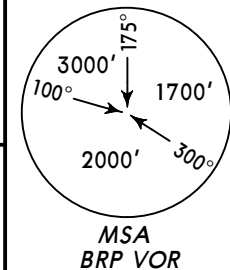
BOHDANIVKA NINE BRAVO (BO 9B)
KOSHANY ONE BRAVO (KO 1B)
KUROS ONE KILO (KUROS 1K) [KURO1K]
YAHOTYN ONE KILO (JA 1K)
RWY 18R DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



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



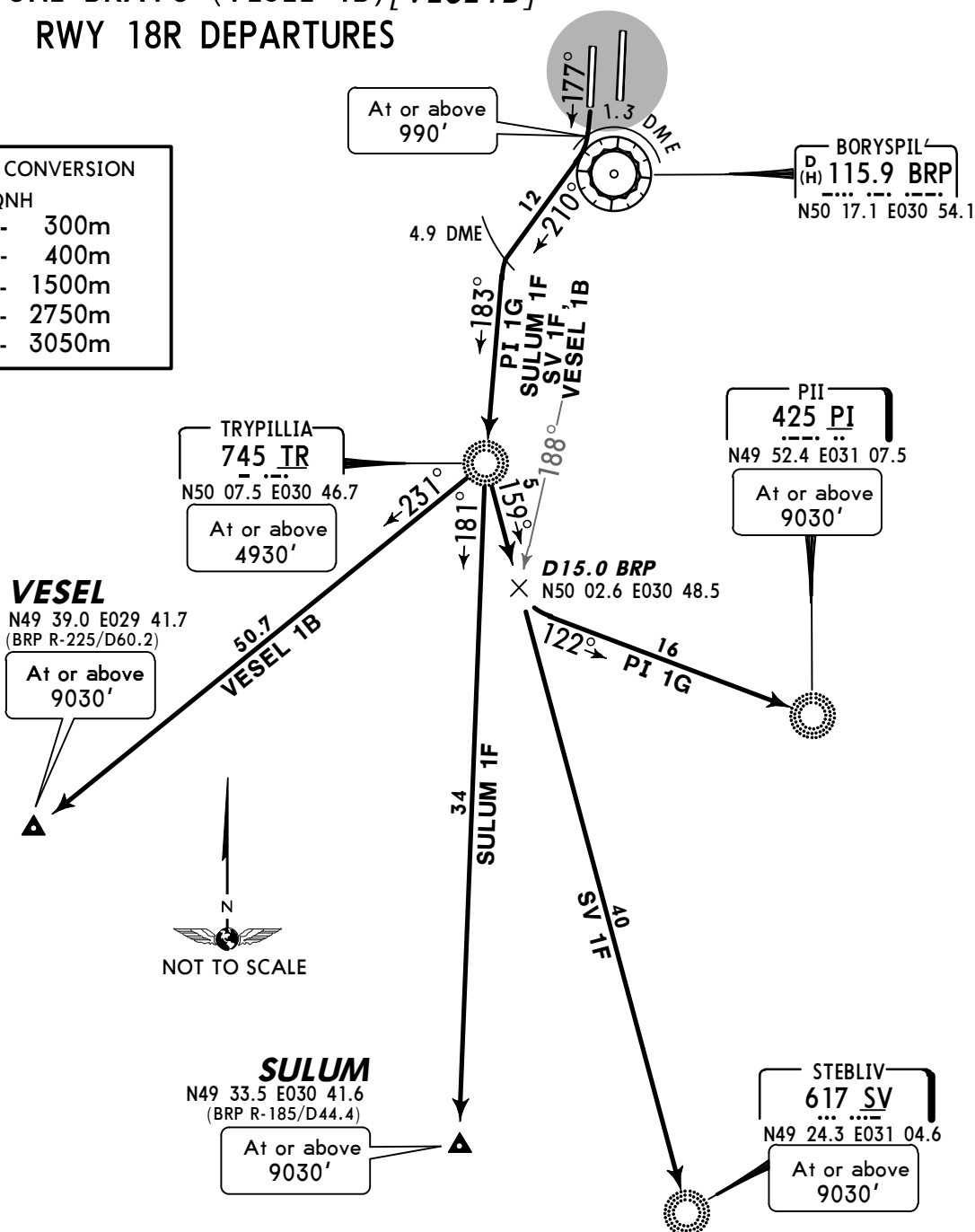
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	ROUTING
BO 9B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 343° bearing to BO.
JA 1K	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KO 1B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 352° bearing to KO.
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.

ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	<i>Apt Elev</i> 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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PII ONE GOLF (PI 1G)
STEBLIV ONE FOXTROT (SV 1F)
SULUM ONE FOXTROT (SULUM 1F)[SULU1F]
VESEL ONE BRAVO (VESEL 1B)[VESE1B]
RWY 18R DEPARTURES

FT/METER CONVERSION

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



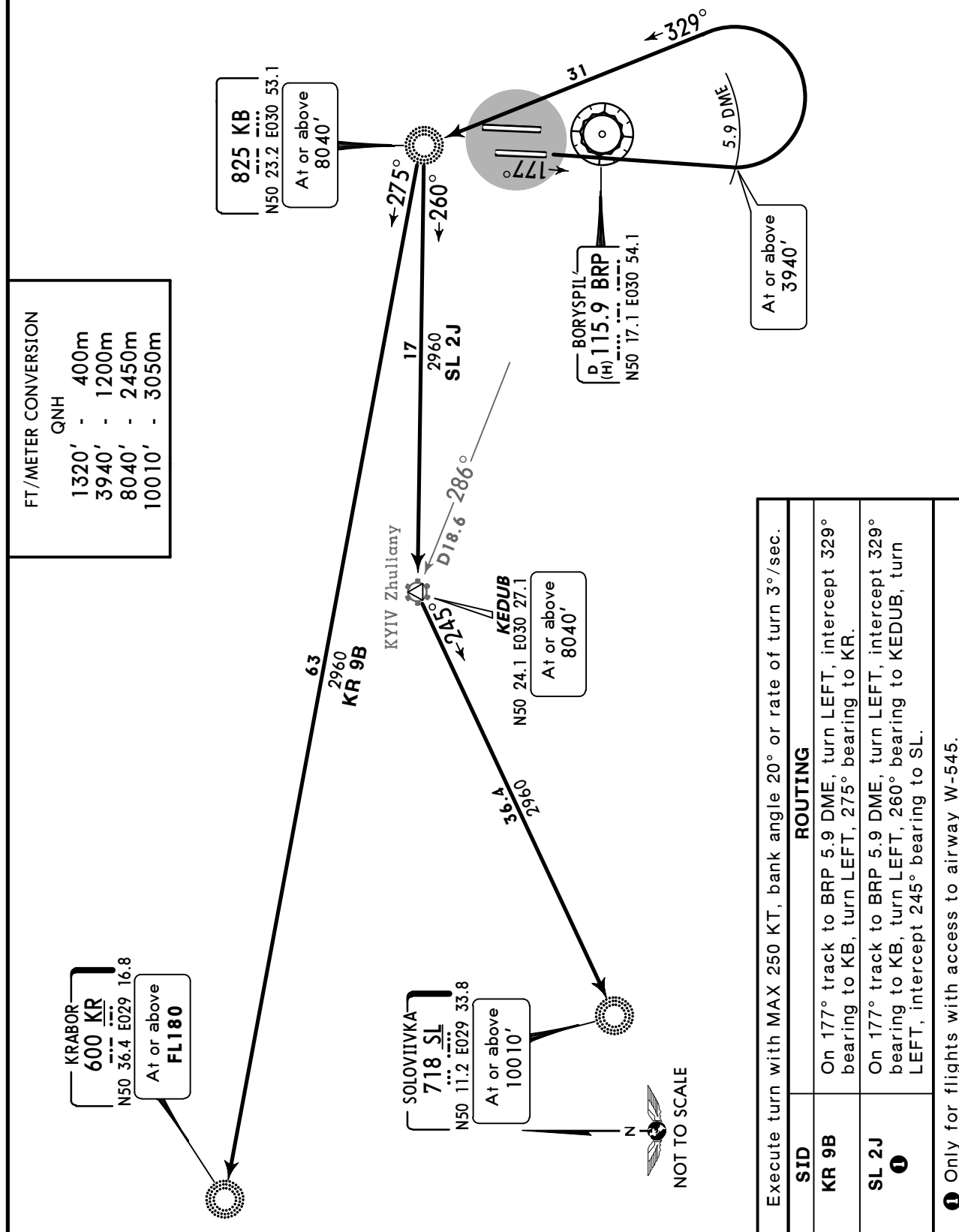
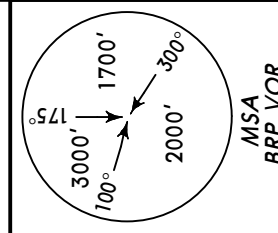
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

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, 181° 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.
VESEL 1B ①	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 RIGHT, 231° bearing to VESEL.

① Only for flights with access to airway M-141.

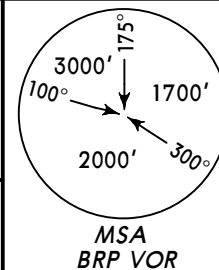
ATIS 125.95 (Russian) 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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**KRABOR NINE BRAVO (KR 9B)
SOLOVIIVKA TWO JULIETT (SL 2J)
RWY 18R DEPARTURES**
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

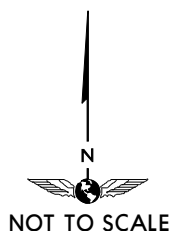
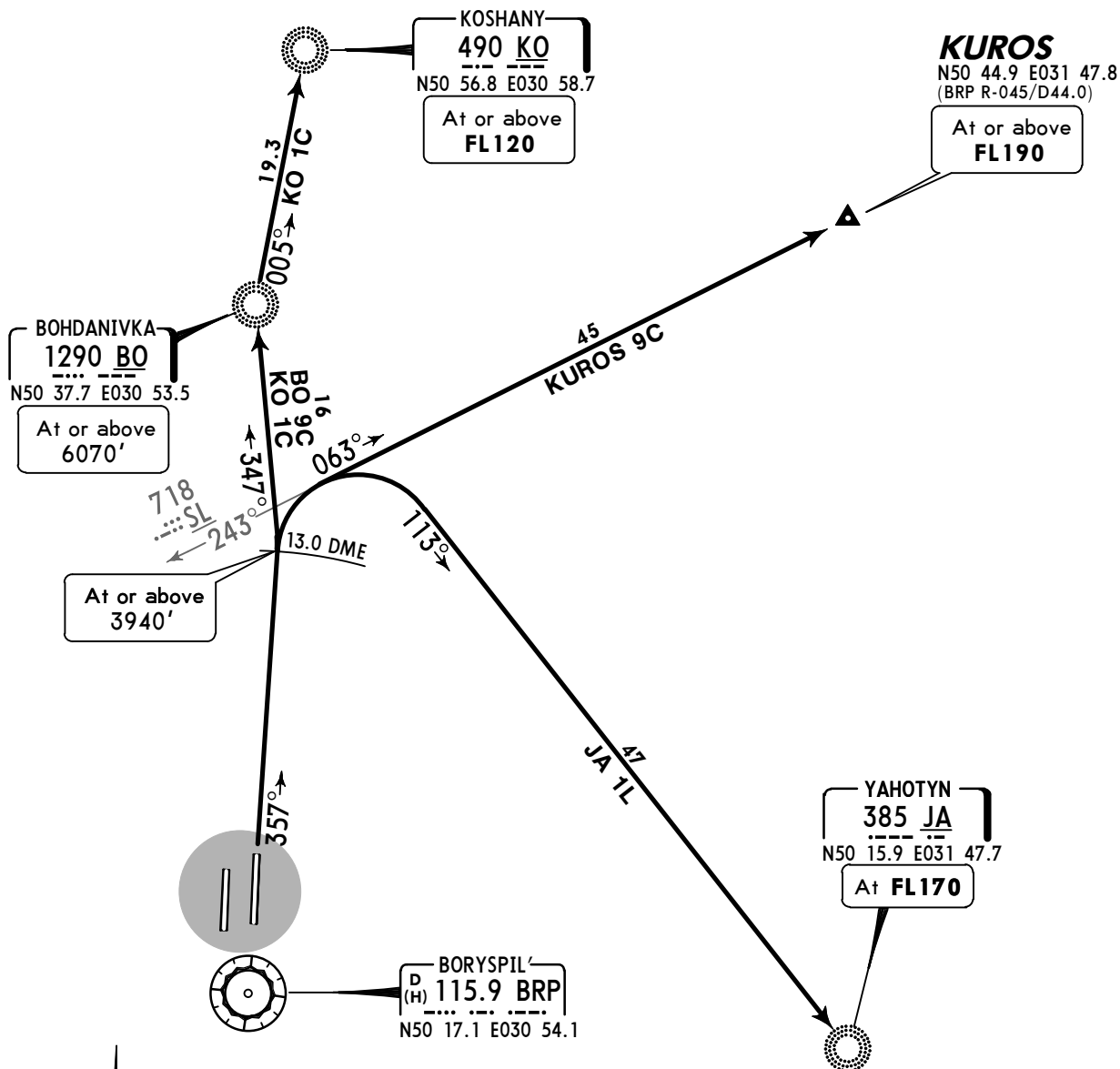


ROUTING	
SID	
KR 9B	Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec. On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 275° bearing to KR.
SL 2J	On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 245° bearing to SL.
① Only for flights with access to airway W-545.	

ATIS 125.95 (Russian 119.42)	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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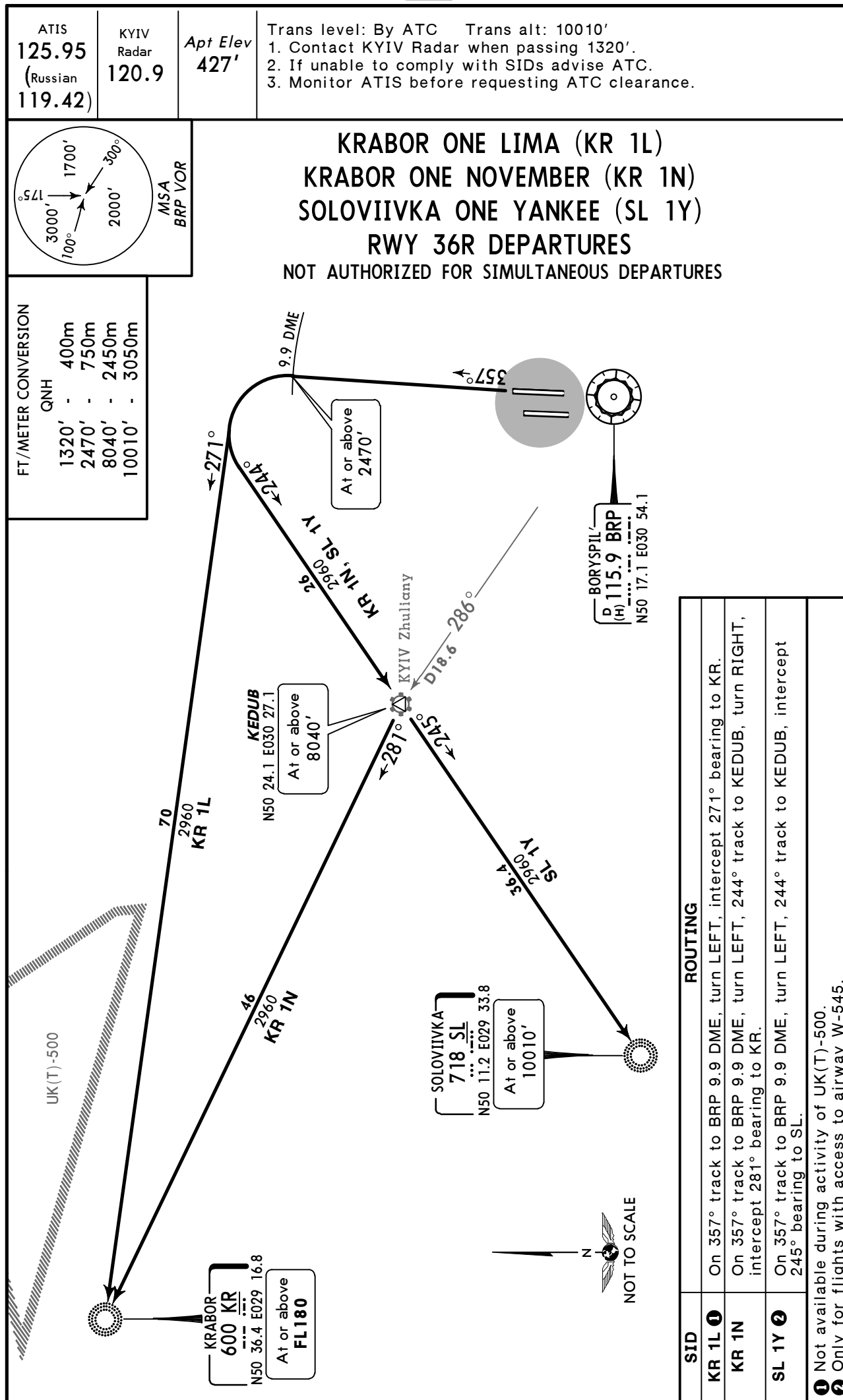
BOHDANIVKA NINE CHARLIE (BO 9C)
KOSHANY ONE CHARLIE (KO 1C)
KUROS NINE CHARLIE (KUROS 9C) [KURO9C]
YAHOTYN ONE LIMA (JA 1L)
RWY 36R DEPARTURES



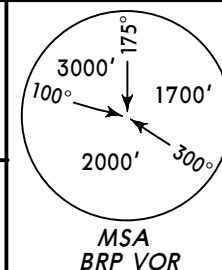
FT/METER CONVERSION	
QNH	
1320'	- 400m
3940'	- 1200m
6070'	- 1850m
10010'	- 3050m

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.
KO 1C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO, turn RIGHT, 005° bearing to KO.
KUROS 9C	On 357° track to BRP 13.0 DME, turn RIGHT, 063° track to KUROS.

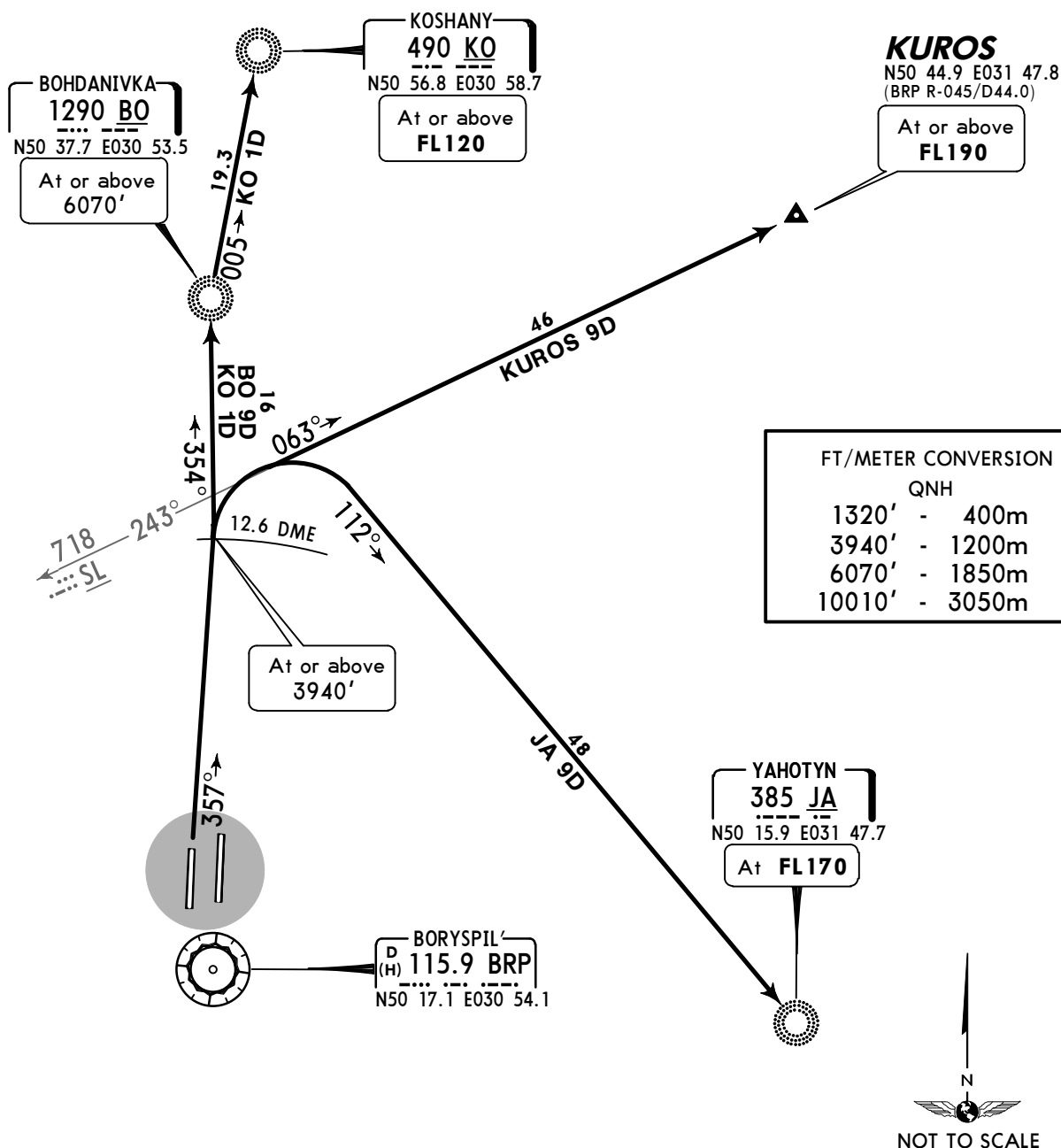
© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.



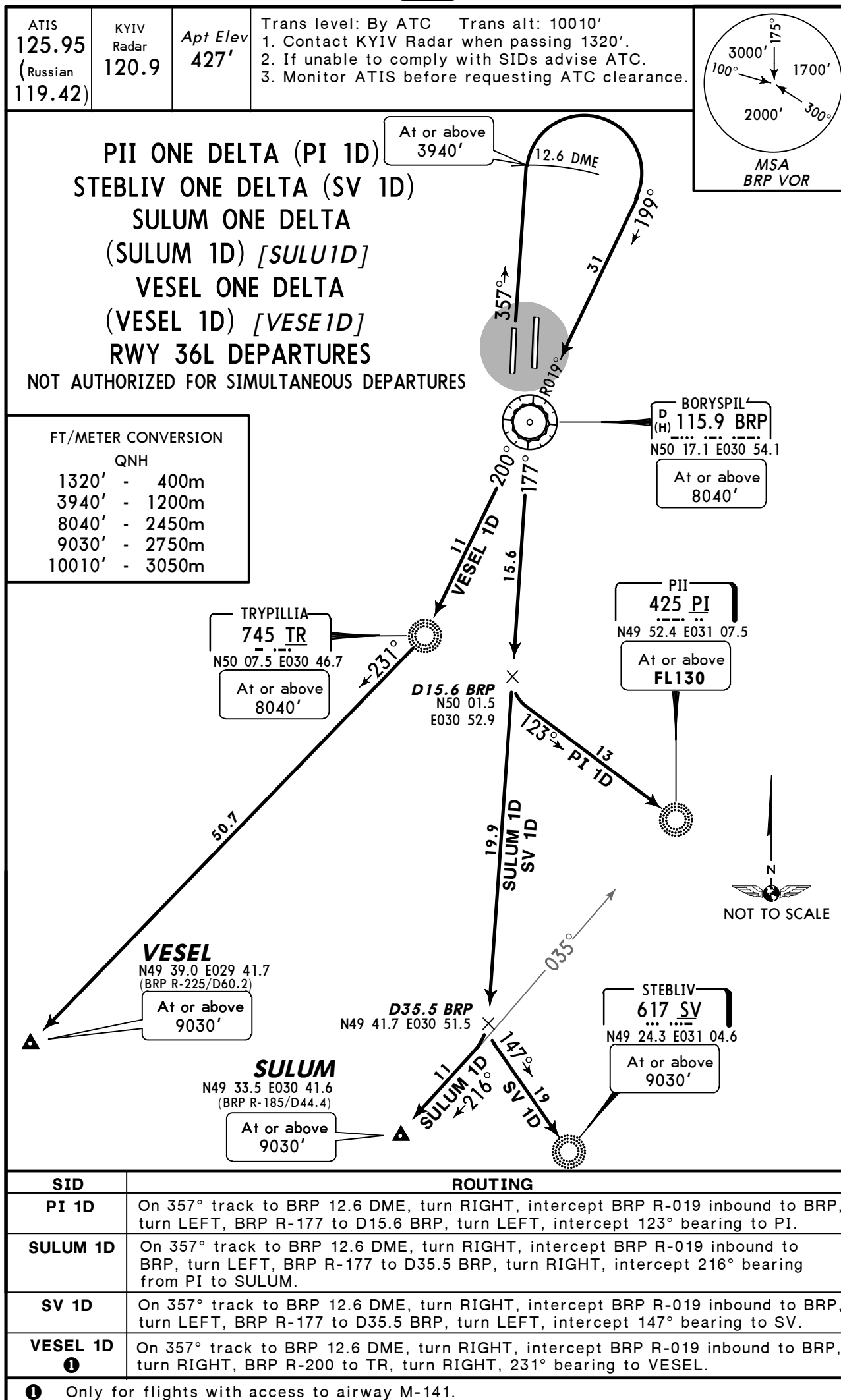
ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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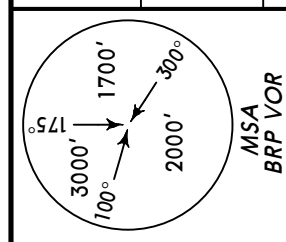
BOHDANIVKA NINE DELTA (BO 9D)
KOSHANY ONE DELTA (KO 1D)
KUROS NINE DELTA (KUROS 9D) [KURO9D]
YAHOTYN NINE DELTA (JA 9D)
RWY 36L DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



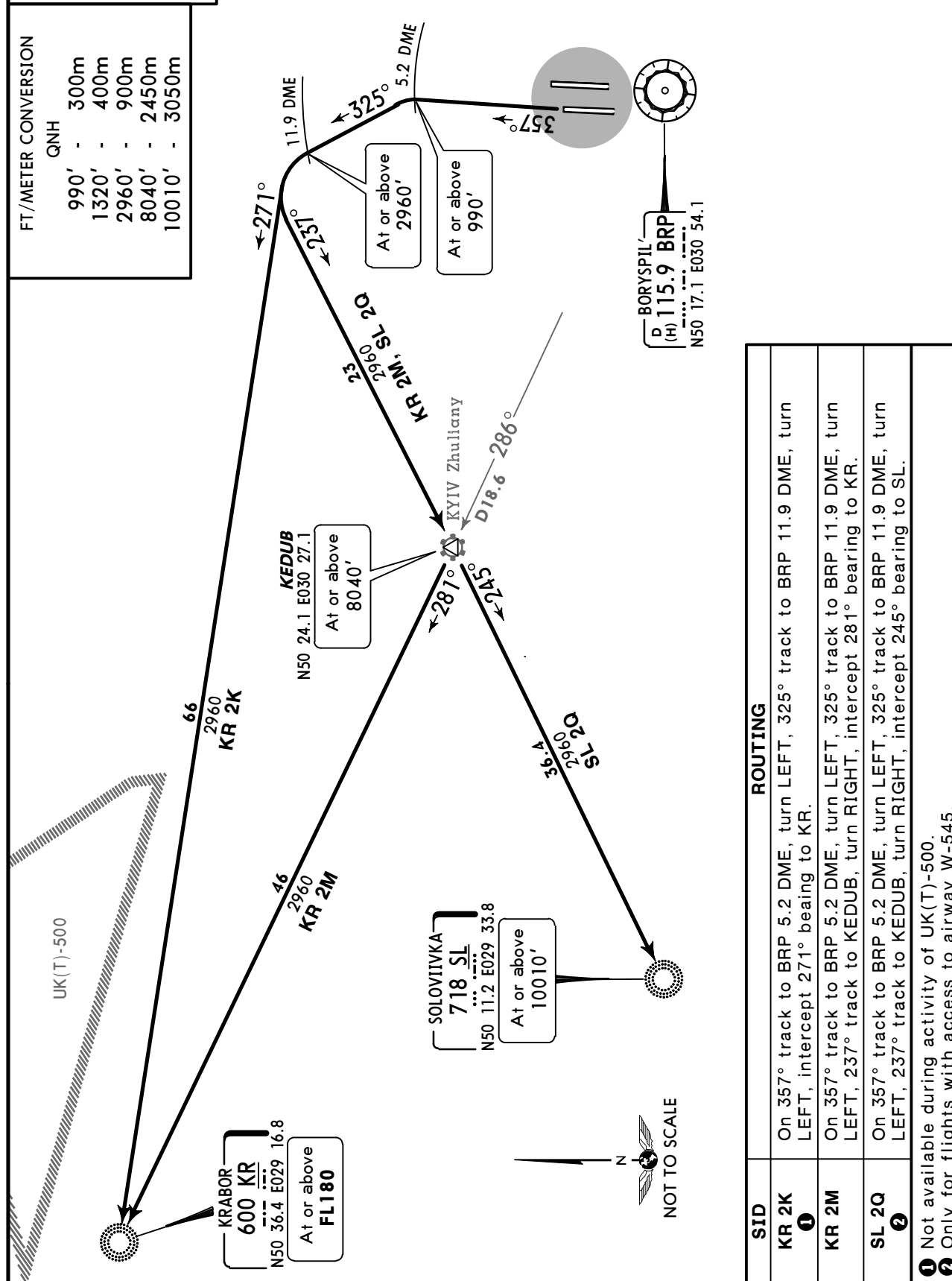
SID	ROUTING
BO 9D	On 357° track to BRP 12.6 DME, turn LEFT, intercept 354° bearing to BO.
JA 9D	On 357° track to BRP 12.6 DME, turn RIGHT, intercept 112° bearing to JA.
KO 1D	On 357° track to BRP 12.6 DME, turn LEFT, intercept 354° bearing to BO, turn RIGHT, 005° bearing to KO.
KUROS 9D	On 357° track to BRP 12.6 DME, turn RIGHT, 063° track to KUROS.



ATIS 125.95 (Russian) 119.42)	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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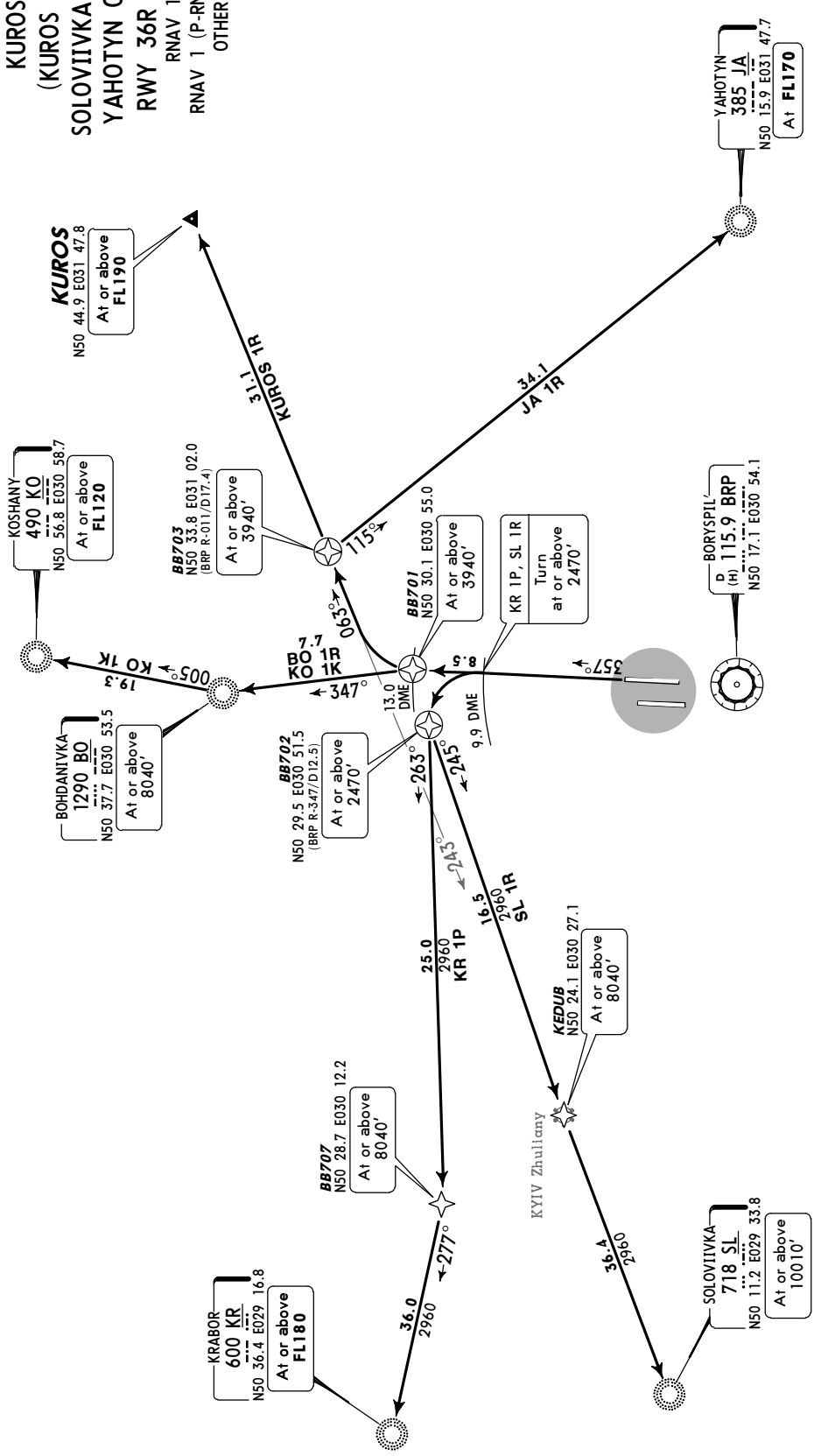


KRABOR TWO KILO (KR 2K)
KRABOR TWO MIKE (KR 2M)
SOLOVIIVKA TWO QUEBEC (SL 2Q)
RWY 36L DEPARTURES



KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	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 ROMEO (BO 1R)
KOSHANY ONE KILO (KO 1K)
KRABOR ONE PAPA (KR 1P)
KURO ONE ROMEO
(KURO 1R) [KUORO 1R]
SOLOVIIVKA ONE ROMEO (SL 1R)
YAHOTYN ONE ROMEO (JA 1R)
RWY 36R RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



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 (FL170).
KO 1K	Climb on runway track to at or above 3940' at BRP 13.0/BB701 DME - BO (8040'+) - KO (FL120+).
KR 1P	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+).
KURO 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'+) - KURO (FL190+).
SL 1R	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'+).
Not authorized for simultaneous departures.	
Only for flights with access to airway W-545.	

These SIDs require a minimum climb gradient of

BO 1R, JA 1R, KO 1K, KURO 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

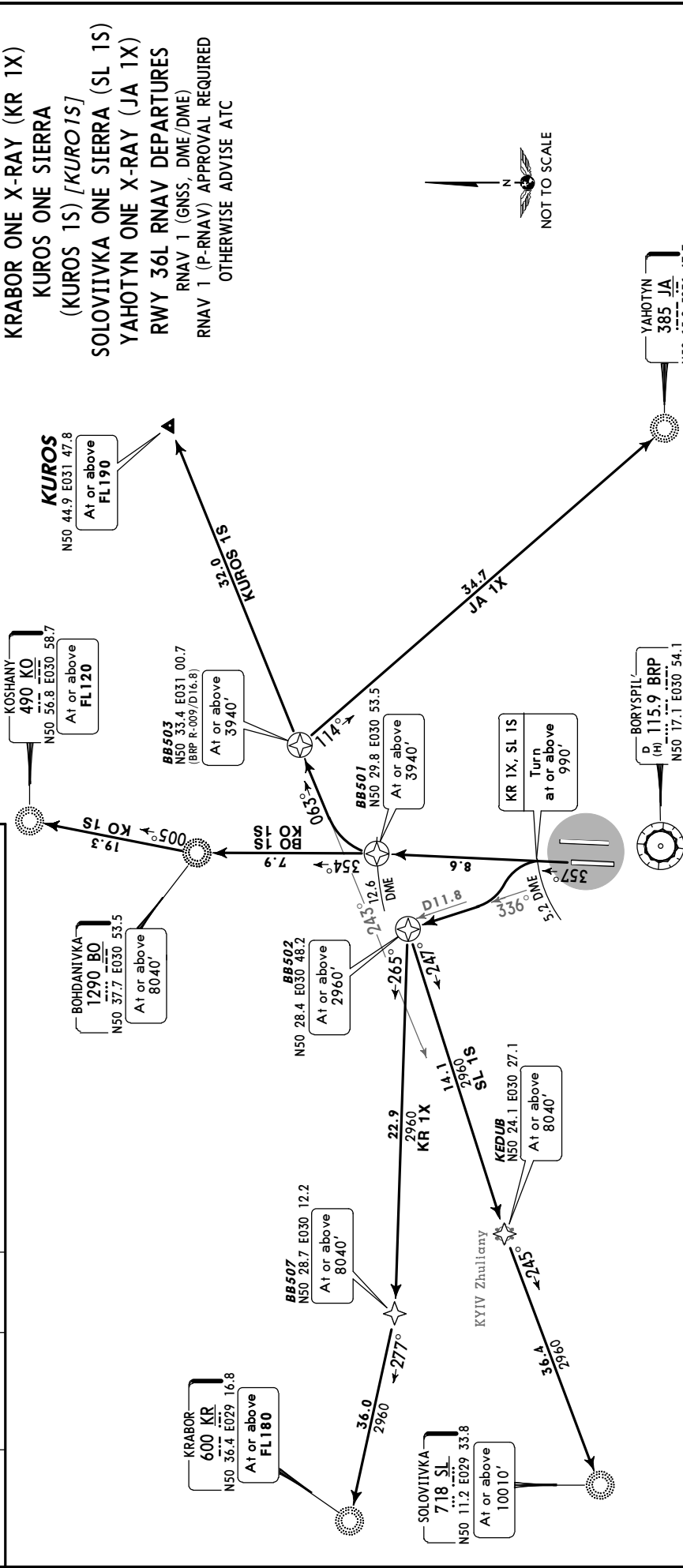
QNH

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

MSA
BRP VOR

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.

KYIV Radar	ATIS	Apt Elev
120.9	125.95 (Russian 119.42)	427'



SID	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 (FL170').
KO 1S ①	Climb on runway track to at or above 3940' at BRP 12.6 DME/BB501- BO (8040'+) - KO (FL120'+).
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'+).
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 W-545.	

BOHDANIVKA ONE SIERRA (BO 1S)
KOSHANY ONE SIERRA (KO 1S)
KRABOR ONE X-RAY (KR 1X)
KUROS ONE SIERRA
(KUROS 1S) [KUROS 1S]
SOLOVIVKA ONE SIERRA (SL 1S)
YAHOTYN ONE X-RAY (JA 1X)
RWY 36L RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

FT/METER CONVERSION

QNH

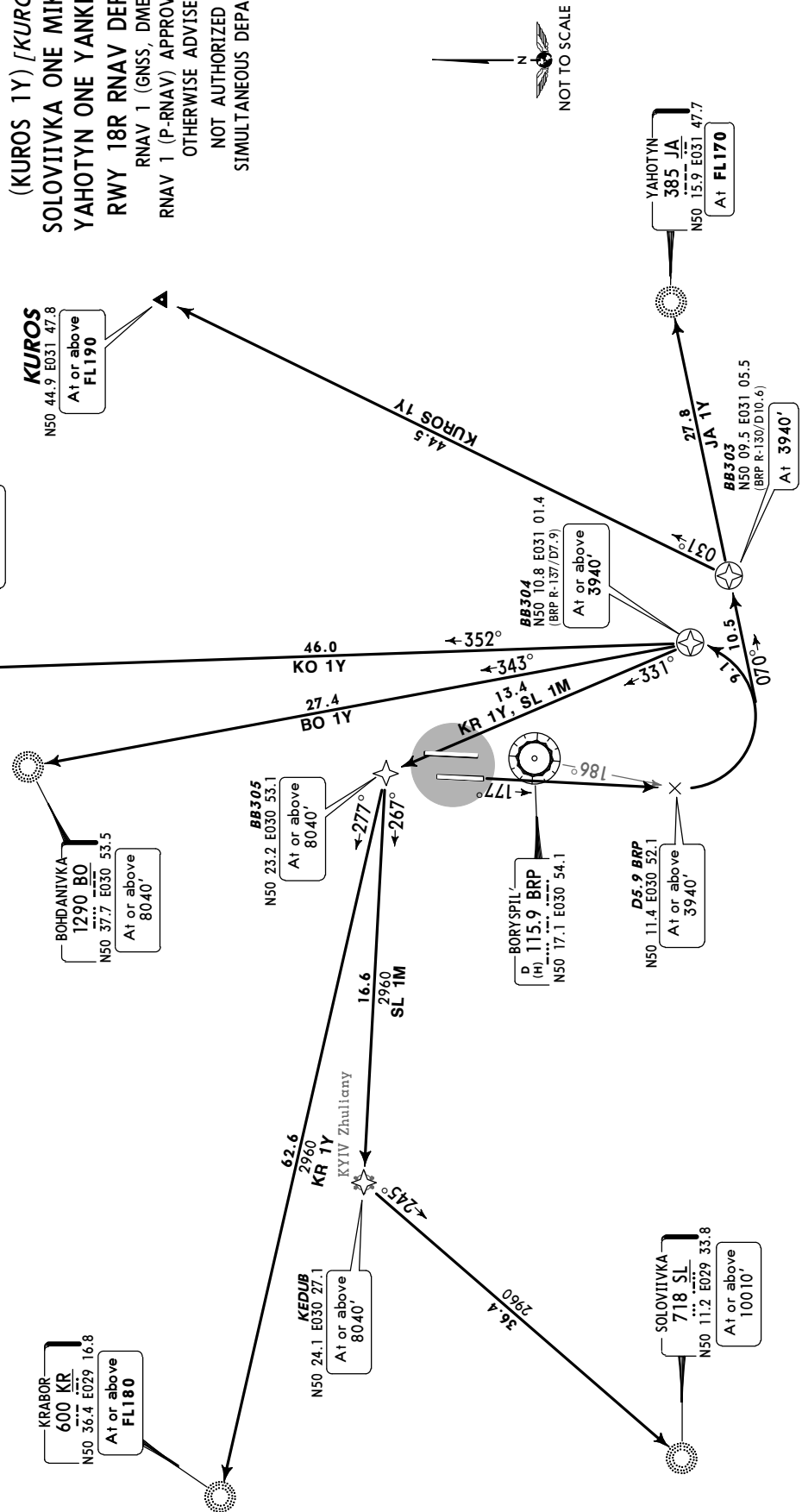
990'	-	300m
1320'	-	400m
2960'	-	900m
3940'	-	1200m
8040'	-	2450m
10010'	-	3050m

MSA
BRP VOR

These SIDs require a minimum climb gradient of
BO 1S, JA 1X, KO 1S, 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

KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	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 YANKEE (BO 1Y)
KOSHANY ONE YANKEE (KO 1Y)
KRABOR ONE YANKEE (KR 1Y)
KUROSONE YANKEE
(KUROSONE 1Y) [KUROSONE 1Y]
SOLOVIIVKA ONE MIKE (SL 1M)
YAHOTYN ONE YANKEE (JA 1Y)
RWY 18R RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR
SIMULTANEOUS DEPARTURES



SID	ROUTING
BO 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 343° 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 (FL170).
KO 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 352° track to D7.9 BRP/BB304 (3940'+) - KO (FL120+).
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+).
KUROSONE 1Y	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 070° track to D10.6 BRP/BB303 (3940'+) - KUROSONE (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 W-545.

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

3000'

175°

100°

2000'

3000'

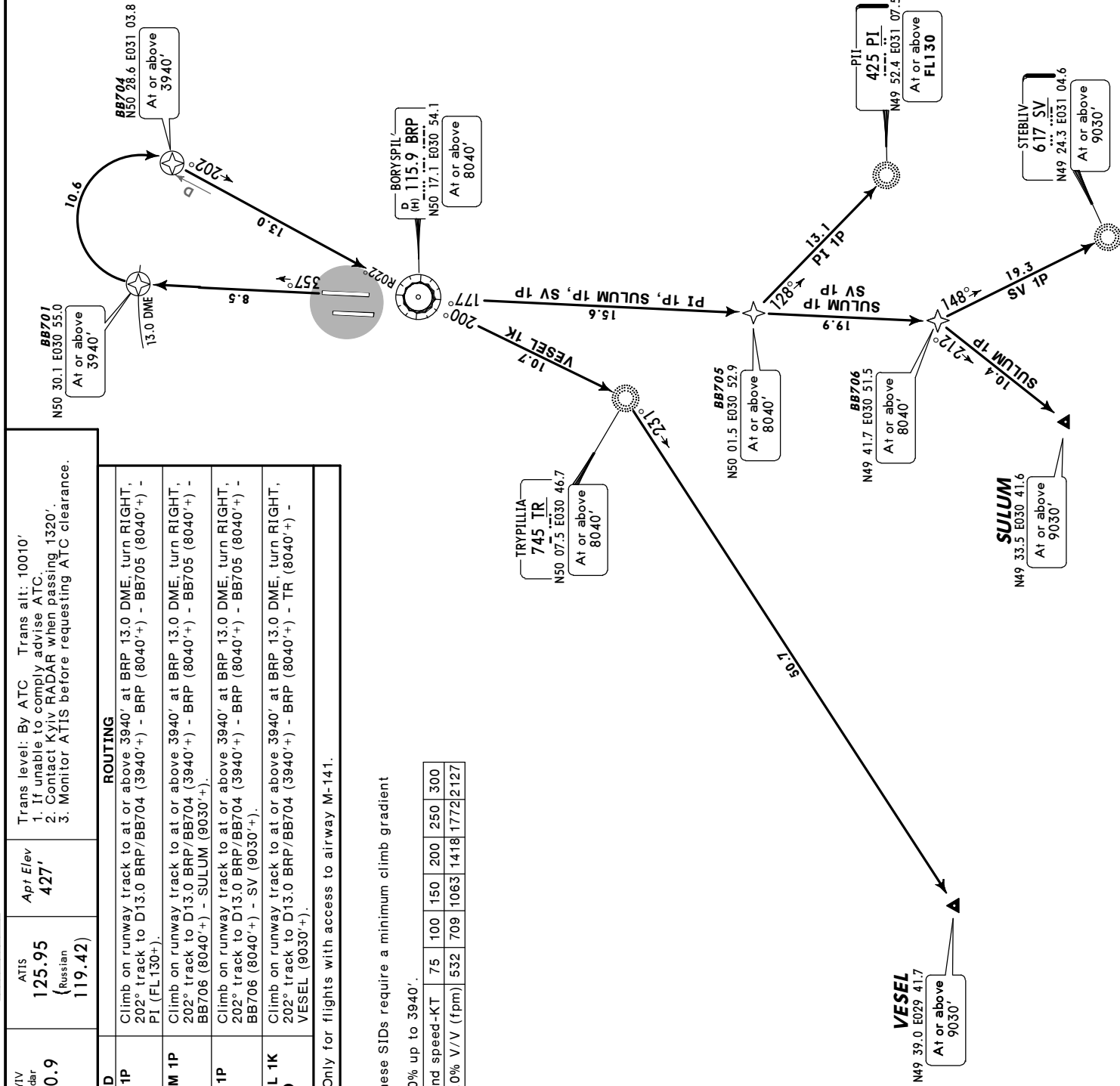
1700'

300°

KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	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 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' +).		
VESEL 1K ①	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' +) - VESEL (9030' +).		
① Only for flights with access to airway M-141.			

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

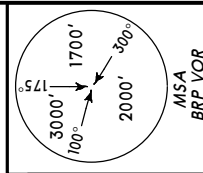
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



FT/METER CONVERSION

QNH

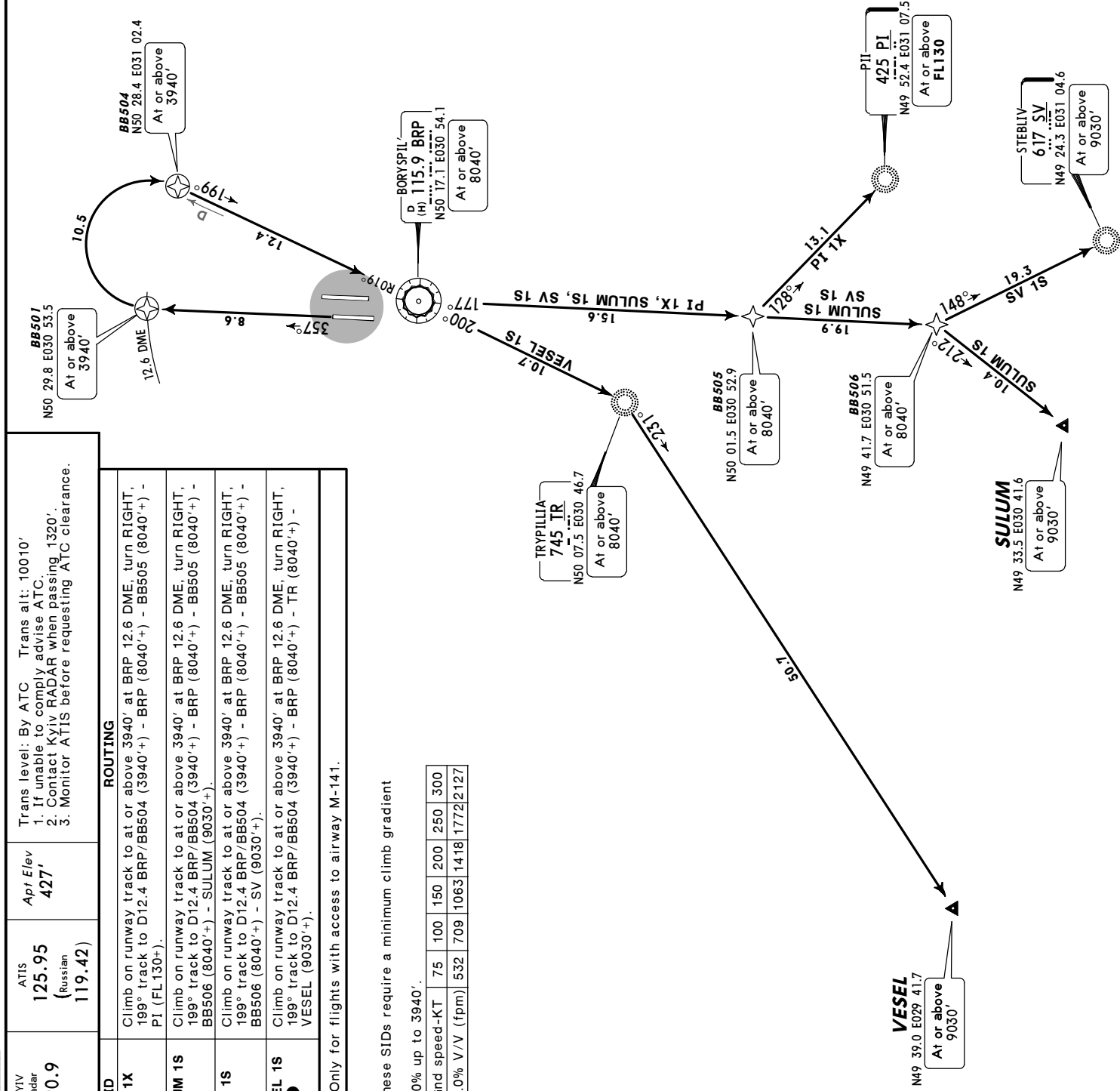
1320'	-	400m
3940'	-	1200m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m



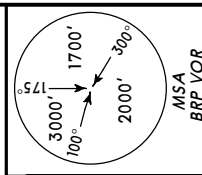
KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact KYIV RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
ROUTING			
SID			
PI 1X	Climb on runway track to at or above 3940' at BRP 12.6 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, 199° 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, 199° track to D12.4 BRP/BB504 (3940' +) - BRP (8040' +) - BB505 (8040' +) - BB506 (8040' +) - SV (9030' +).		
VESEL 1S ①	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' +) - TR (8040' +) - VESEL (9030' +).		
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



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

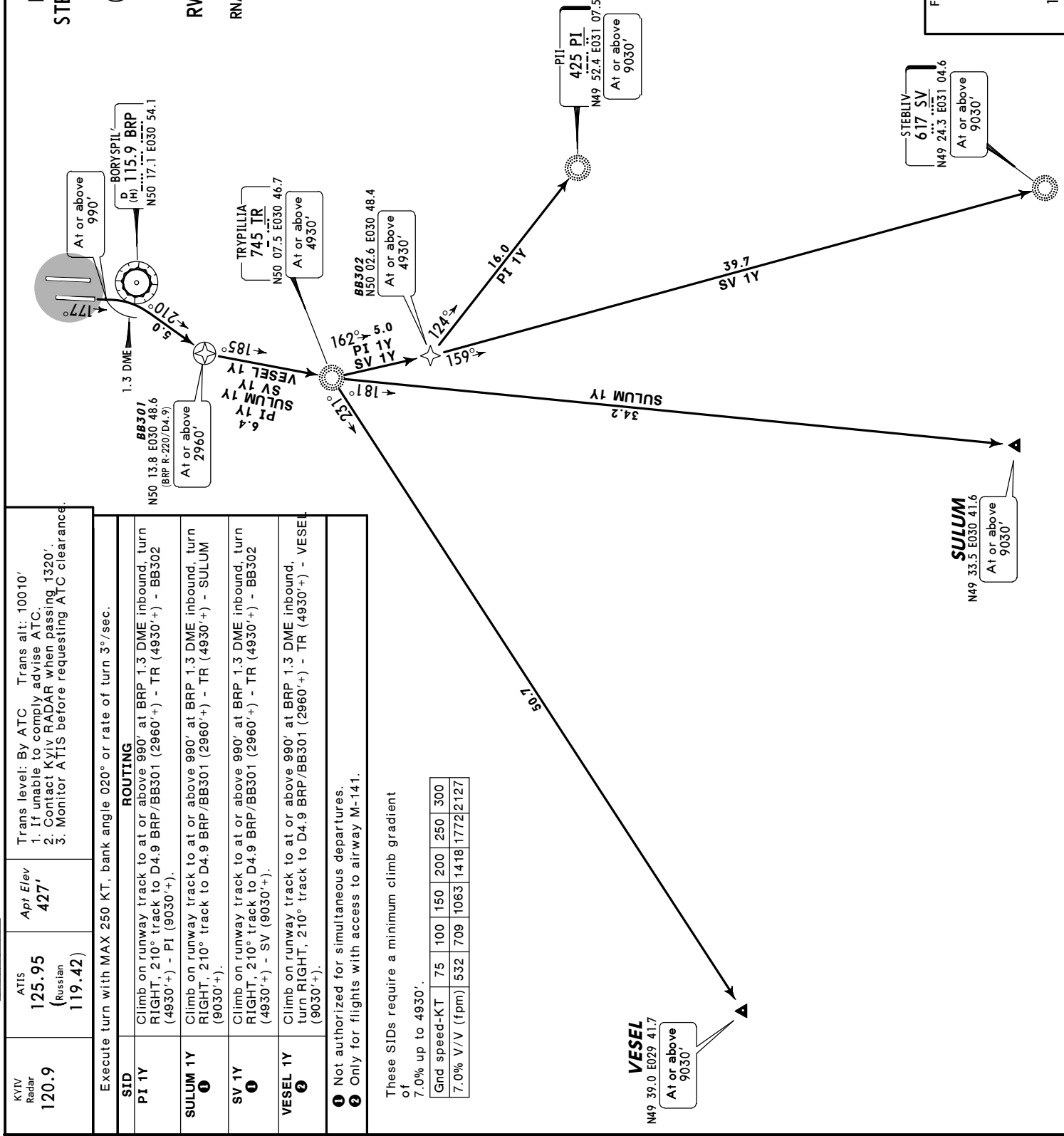


KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.			
ROUTING			
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' +).		
VESEL 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' +) - VESEL (9030' +).		
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

PII ONE YANKEE (PI 1Y)
STEBLIV ONE YANKEE (SV 1Y)
SULUM ONE YANKEE (SULUM 1Y) [SULU1Y]
VESEL ONE YANKEE (VESEL 1Y) [VESE1Y]
RWY 18R RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



FT./METER CONVERSION

QNH

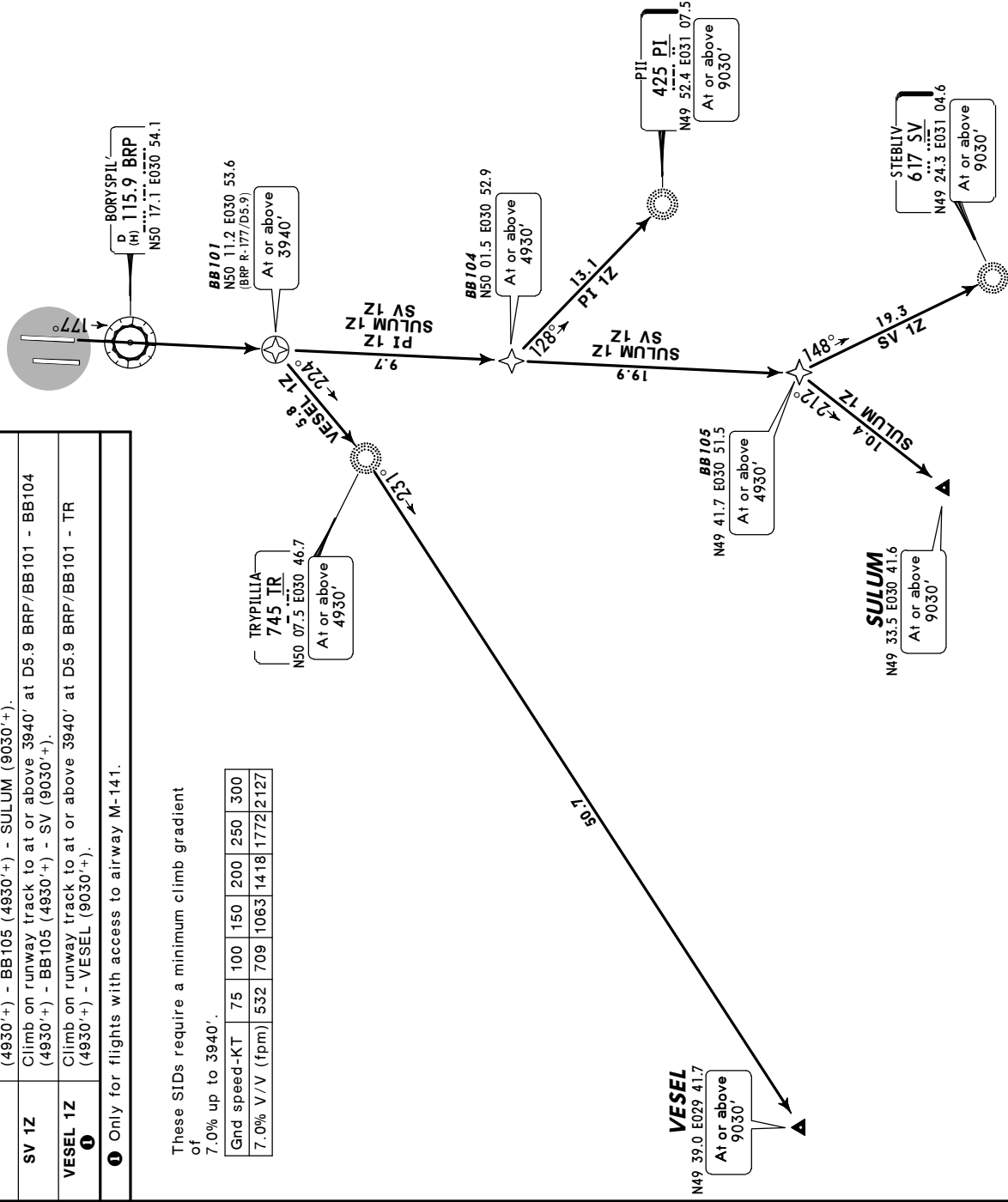
990'	-	300m
1320'	-	400m
2960'	-	900m
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m

MSA
BRP VOR

KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	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'+).		
VESEL 1Z 0	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR (4930'+) - VESEL (9030'+).		
0 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



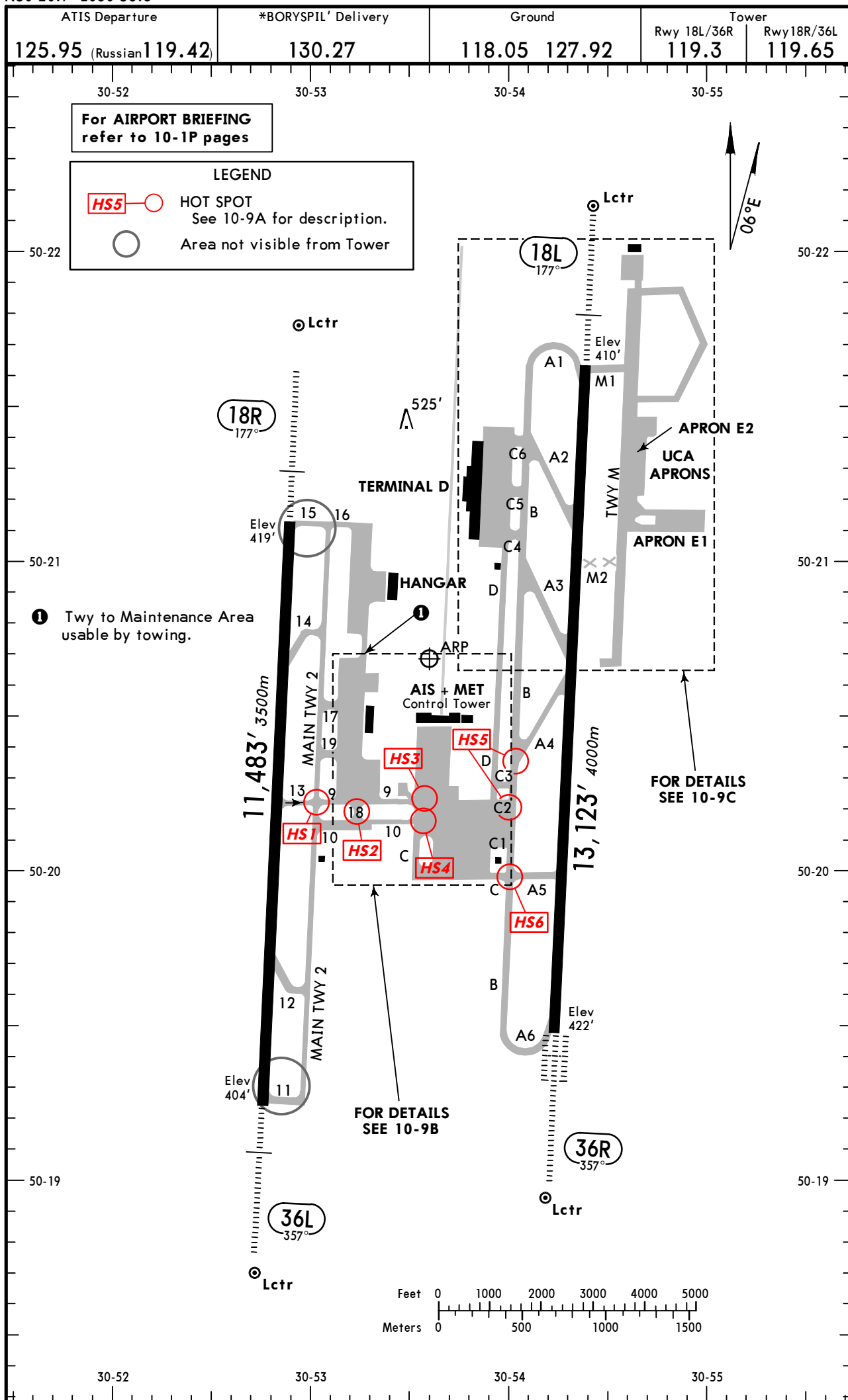
FT/METER CONVERSION

QNH

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

MSA
BRP VOR

3000' 1700' 2000'
100° 175° 30°



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
18L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		12,090' 3685m		197' 60m
36R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR				
18R	HIRL (50m) HIALS PAPI-L (3.0°) RVR		10,450' 3185m	10,663' 3250m ❶	207' 63m
36L			10,511' 3204m		

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

HOT SPOTS

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

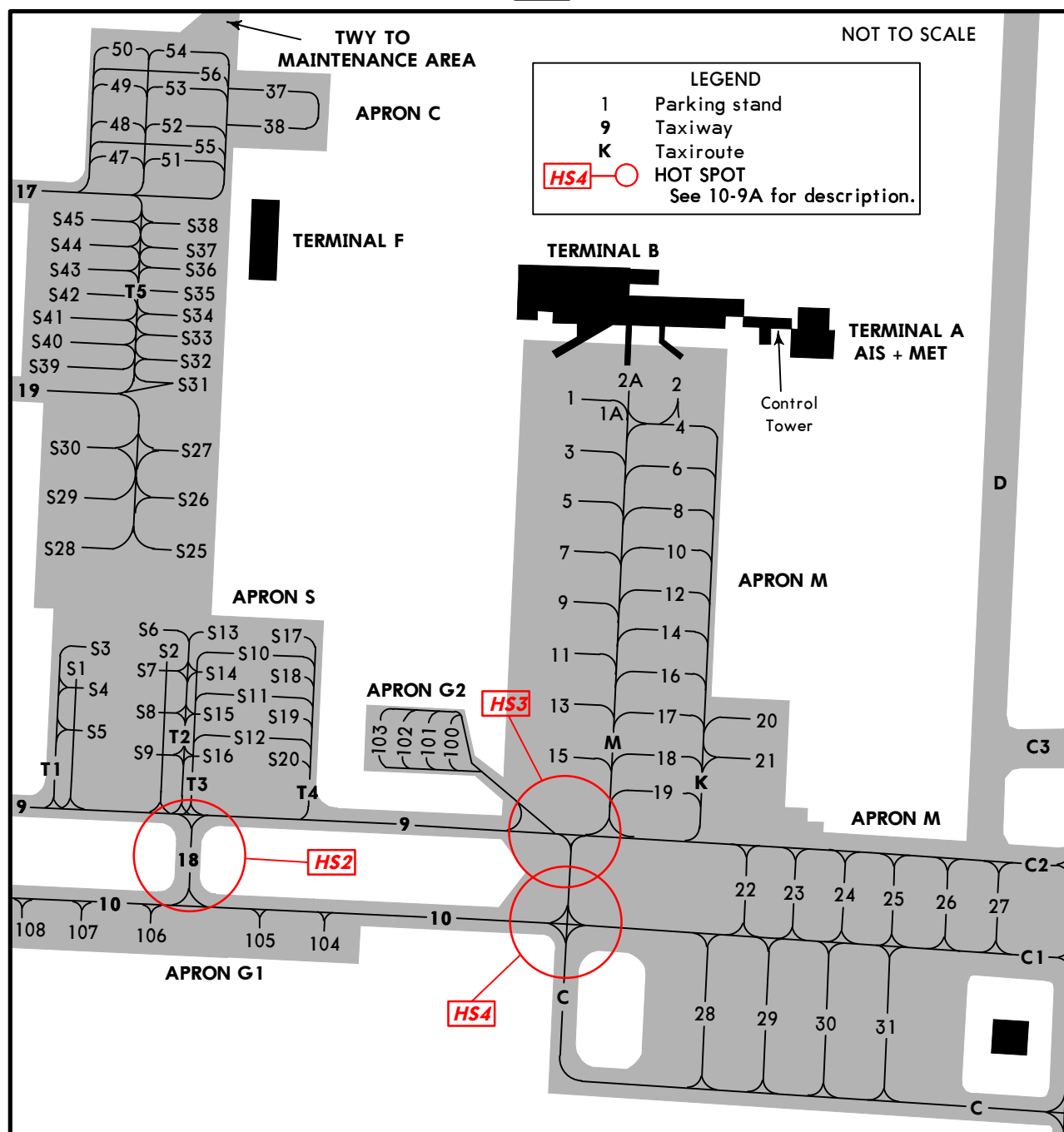
- HS1** Exercise CAUTION, when crossing intersection on MAIN TWY 2.
- HS2, 3&4** Use CAUTION, when taxiing TWYs 9, 10 and 18.
- HS5&6** Exercise CAUTION, when crossing intersection TWY B.
- HS6** Use extreme CAUTION crossing TWY B inbound.

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		

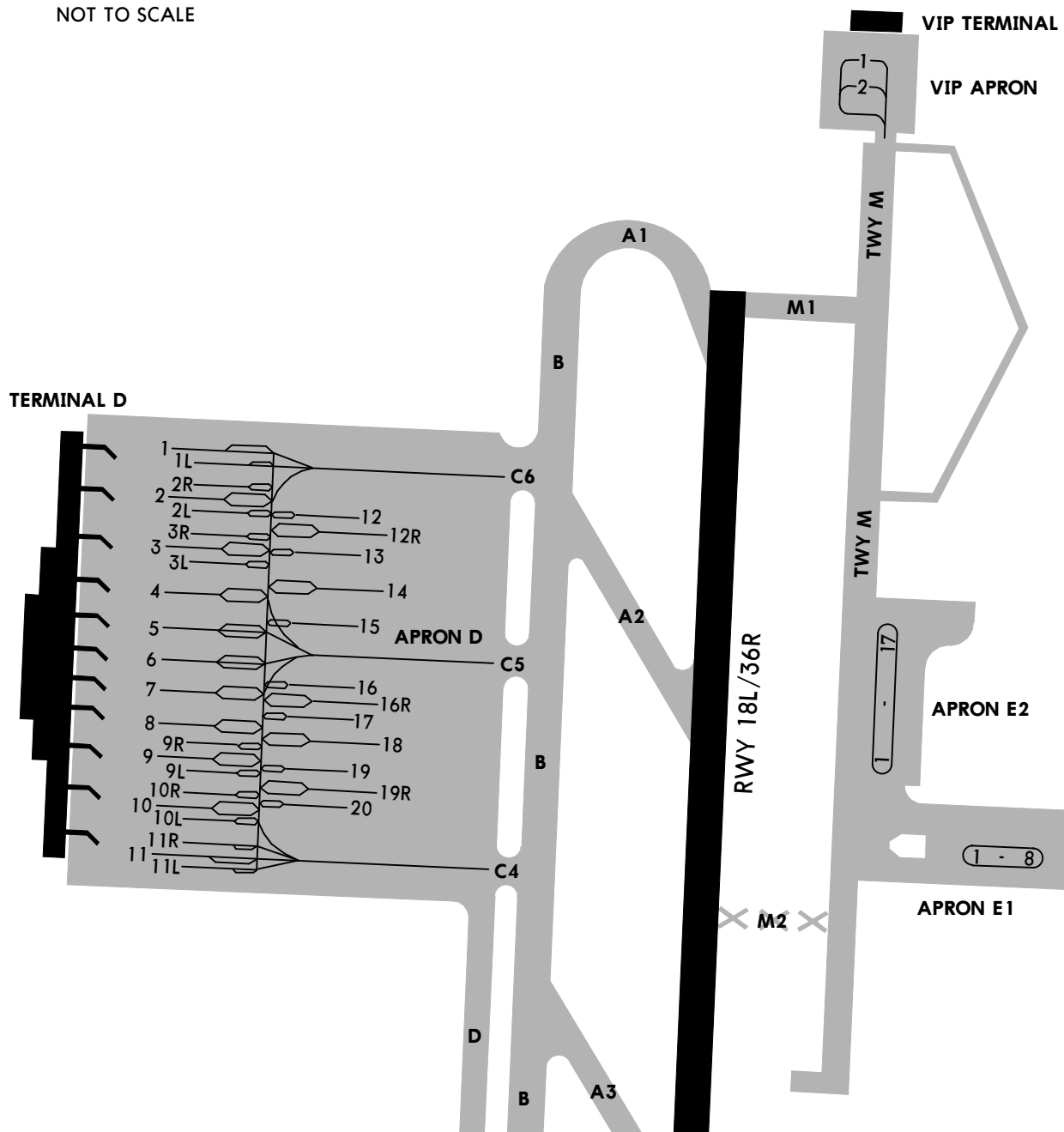
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



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 S8	N50 20.2 E030 53.2
11	N50 20.2 E030 53.7	S9	N50 20.3 E030 53.2
12	N50 20.3 E030 53.7	S10	N50 20.3 E030 53.3
13	N50 20.2 E030 53.6	S11, S12	N50 20.2 E030 53.3
14	N50 20.3 E030 53.7	S13	N50 20.3 E030 53.3
15	N50 20.2 E030 53.6	S14 thru S16	N50 20.2 E030 53.3
16	N50 20.2 E030 53.7	S17	N50 20.3 E030 53.3
17 thru 19	N50 20.2 E030 53.7	S18 thru S20	N50 20.2 E030 53.3
20, 21	N50 20.2 E030 53.8	S25 thru S27	N50 20.3 E030 53.2
37, 38	N50 20.6 E030 53.3	S28 thru S30	N50 20.3 E030 53.1
47 thru 56	N50 20.6 E030 53.2	S31 thru S34	N50 20.4 E030 53.2
100 thru 102	N50 20.2 E030 53.5	S35	N50 20.5 E030 53.2
103	N50 20.2 E030 53.4	S36 thru S38	N50 20.5 E030 53.3
104	N50 20.1 E030 53.3	S39 thru S41	N50 20.4 E030 53.1
105, 106	N50 20.1 E030 53.2	S42 thru S45	N50 20.5 E030 53.1
107, 108	N50 20.1 E030 53.1		

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1	N50 21.3 E030 53.9
2	N50 21.2 E030 53.9
2R	N50 21.3 E030 53.9
2L thru 4	N50 21.2 E030 53.9
5 thru 8	N50 21.1 E030 53.9
9 thru 10L	N50 21.0 E030 53.9
11 thru 11L	N50 20.9 E030 53.9
12 thru 15	N50 21.2 E030 54.1
16, 16R	N50 21.1 E030 54.1
17 thru 20	N50 21.0 E030 54.1

CHANGES: Twy M designation. Coordinates.

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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 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



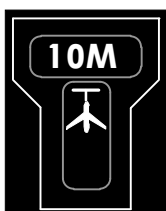
AIRCRAFT IS RIGHT OF CENTERLINE.

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 marshal 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
	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 ①	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 ①	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 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') V1500m	2470'(2048') V1600m	2470'(2048') V2400m	2470'(2048') 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'.

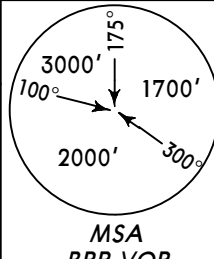
❺ Circling height based on rwy 36R thresh elev of 422'.

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						

™

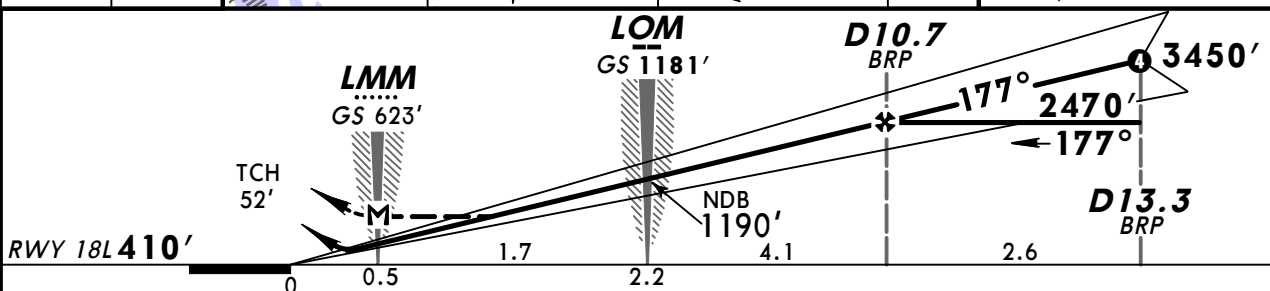
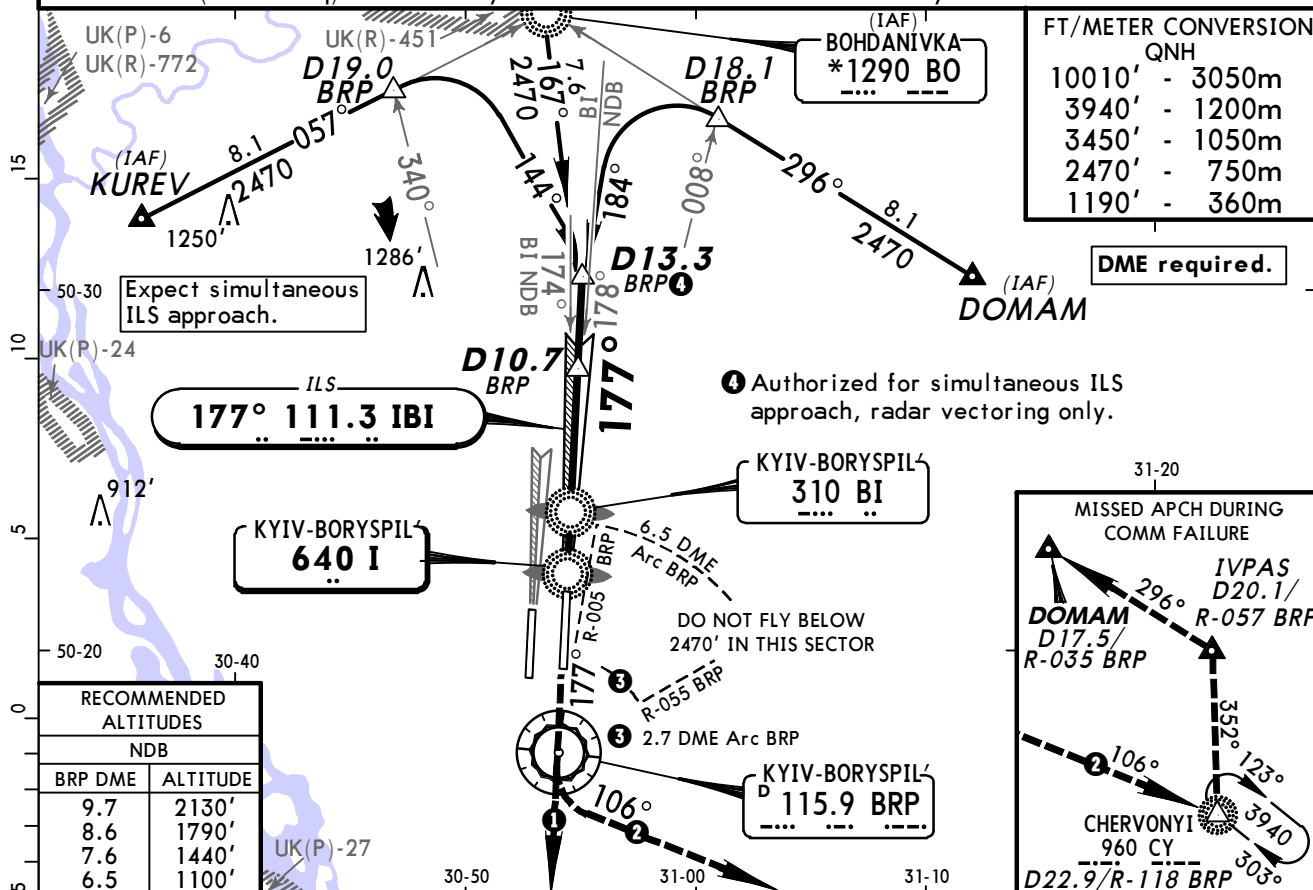
BRIEFING STRIP

ATIS Arrival		KYIV Radar(APP) FOR SECTORS REFER TO 10-1		BORYSPIL' Tower	Ground	
126.7(Russian 134.25)		127.72 120.9 123.0		119.3	118.05 127.92	
LOC IBI 111.3	Final Aptch 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'		

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.

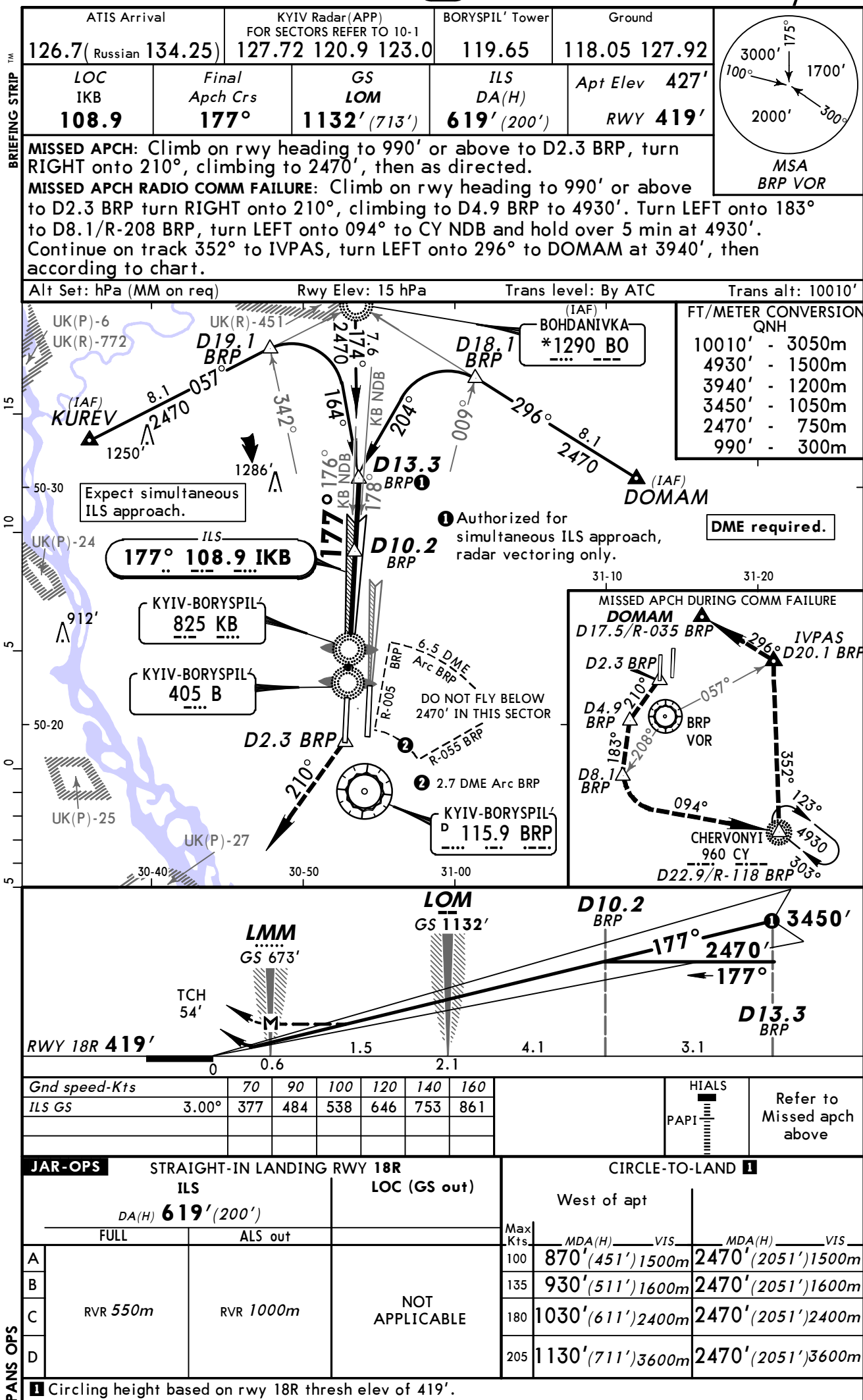
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'



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

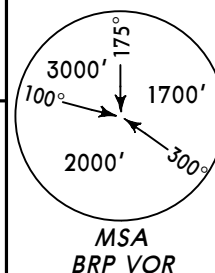
JAR-OPS				STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND 1			
ILS		LOC (GS out)		NDB		West of apt					
DA(H) 610' (200')				MDA(H) 790' (380')				Max Kts		MDA(H) VIS	
FULL		ALS out		ALS out				100		870' (460') 1500m	
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m			135	930' (520') 1600m	2470' (2060') 1600m	
B				RVR 1000m	RVR 1800m			180	1030' (620') 2400m	2470' (2060') 2400m	
C				RVR 1400m	RVR 2000m			205	1130' (720') 3600m	2470' (2060') 3600m	
D											

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

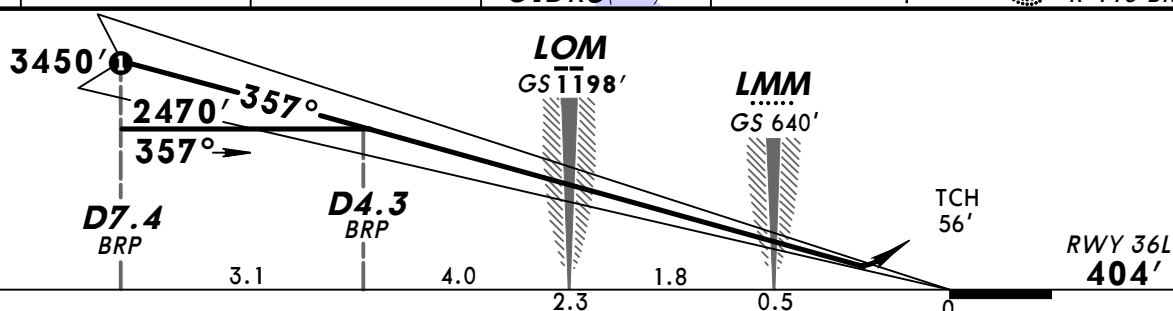
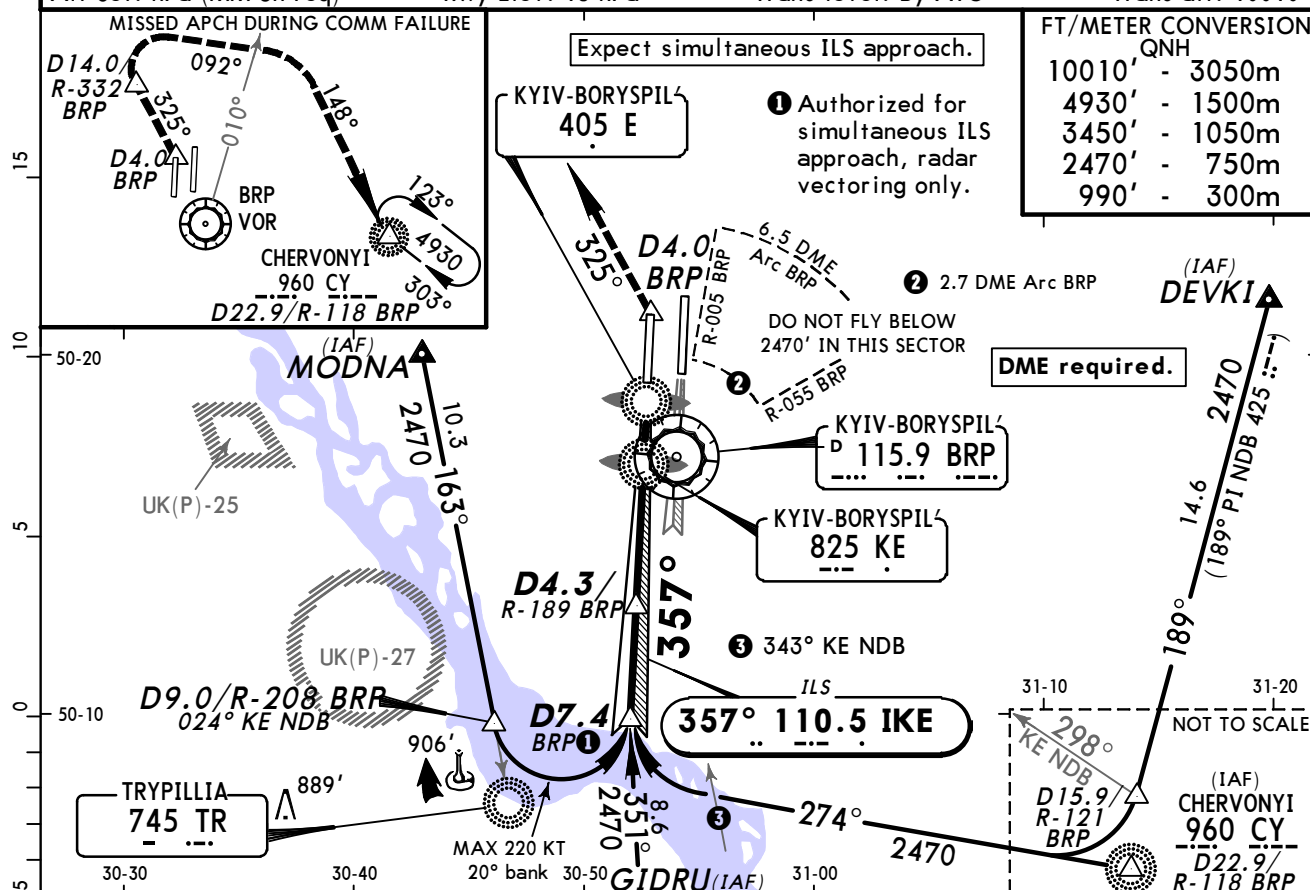


BRIEFING STRIP TM

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'



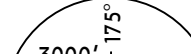
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	377	484	538	646	753	861

Refer to
Missed apch
above

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'.

PANS OPS

ATIS Arrival		KYIV Radar(APP) FOR SECTORS REFER TO 10-1		BORYSPIL' Tower	Ground	 MSA BRP VOR
126.7 (Russian 134.25)		127.72 120.9 123.0		119.3	118.05 127.92	
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	ILS DA(H) Refer to Minimums	Apt Elev 427' RWY 422'		
NDB O 640		Minimum Alt D3.9 BRP 2470' (2048')	NDB MDA(H) 790' (368')			

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

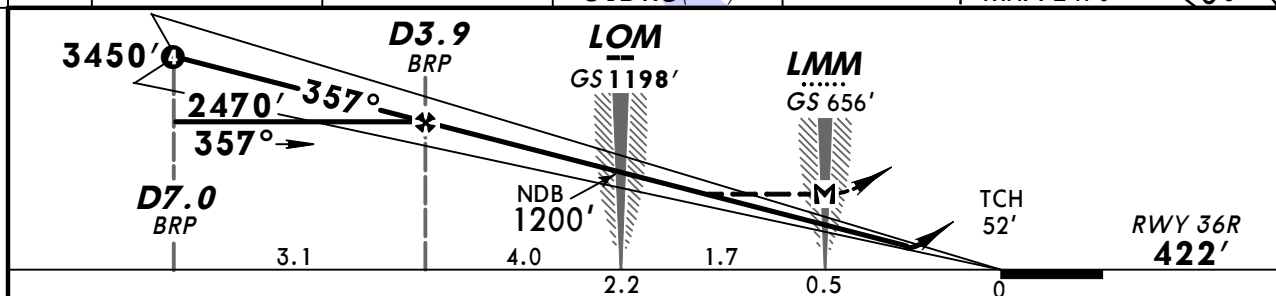
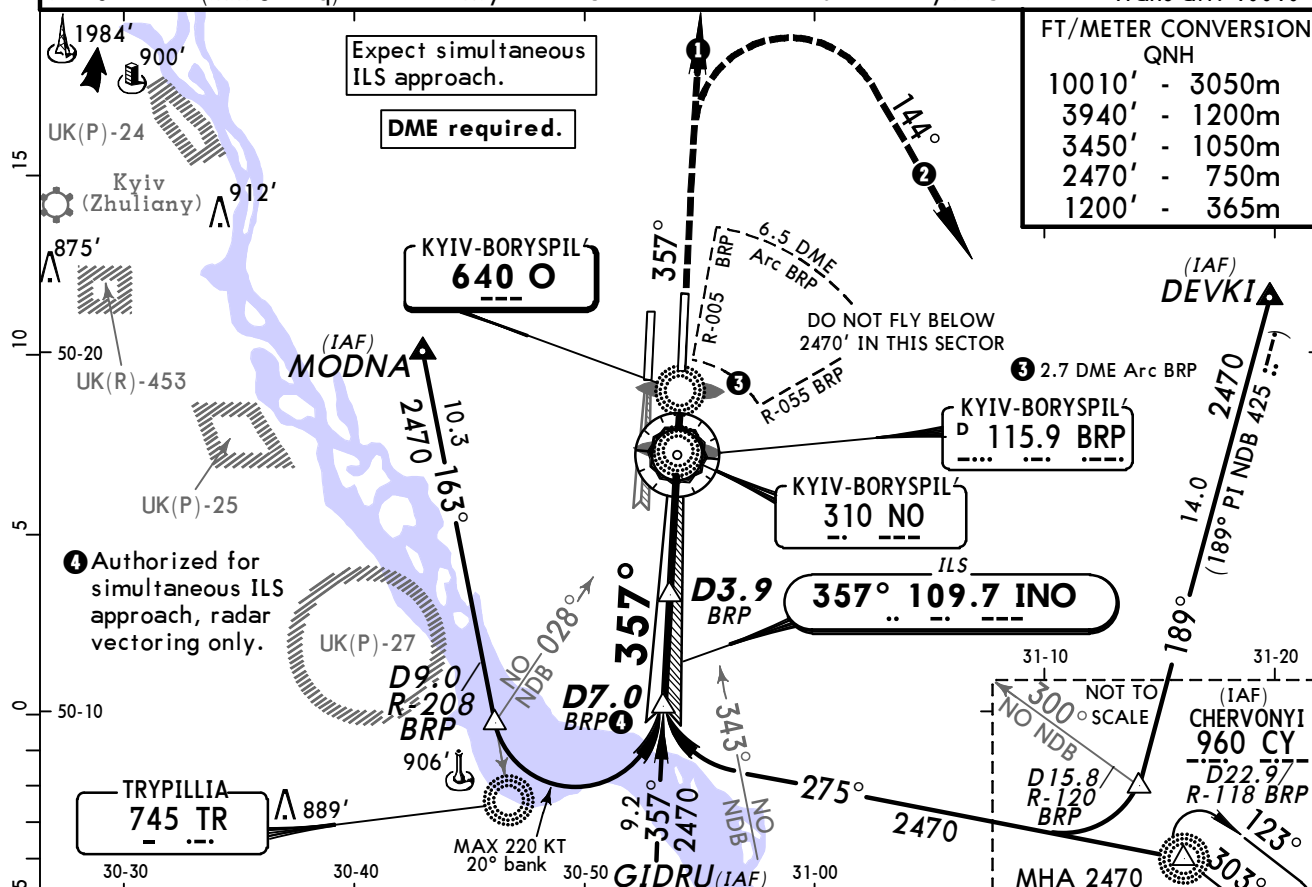
MISSED APCH RADIO COMM FAILURE: ② Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

Alt Set: hPa (MM on req)

Rwy Elev: 15 hPa

Trans level: By ATC

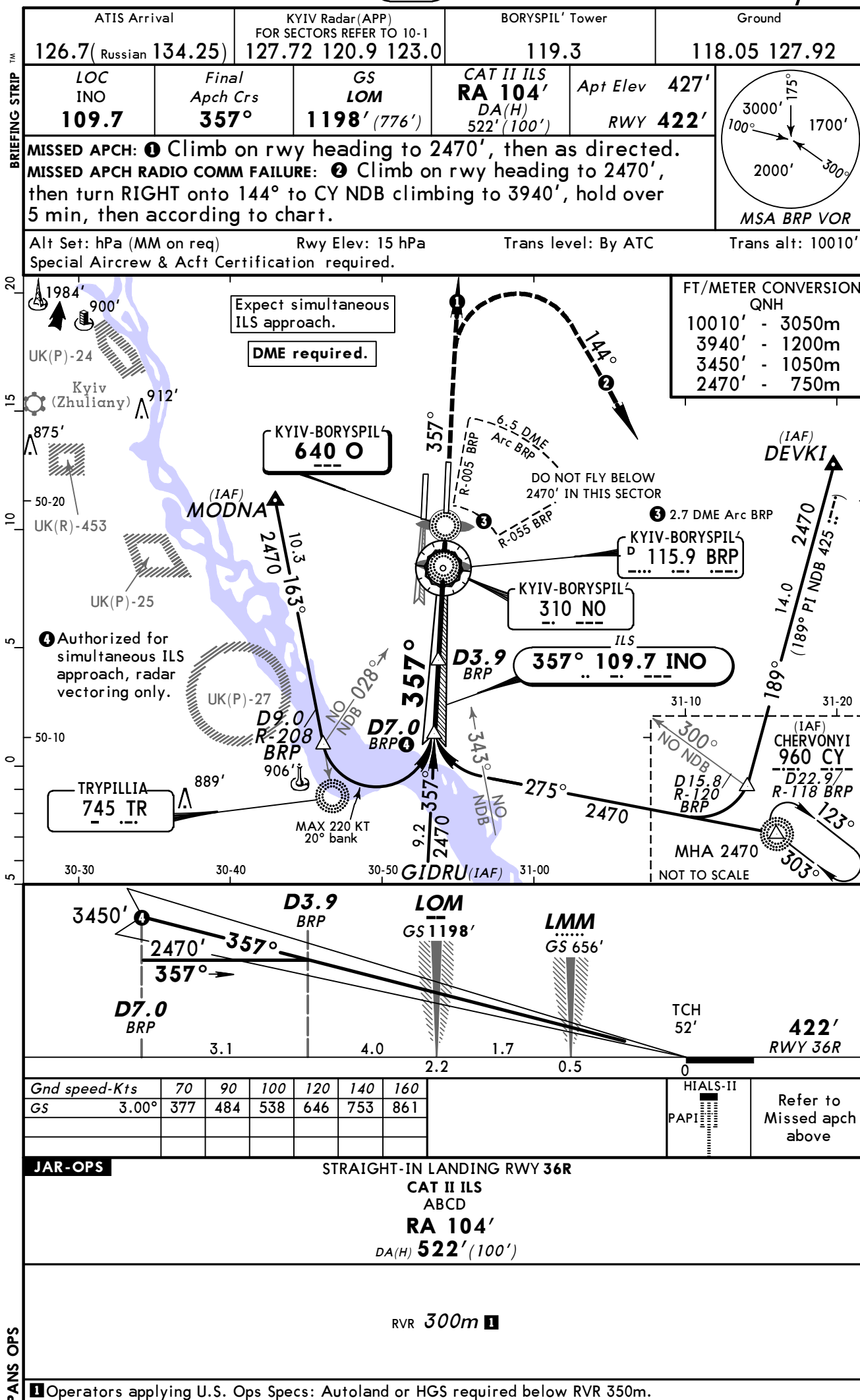
Trans alt: 10010'

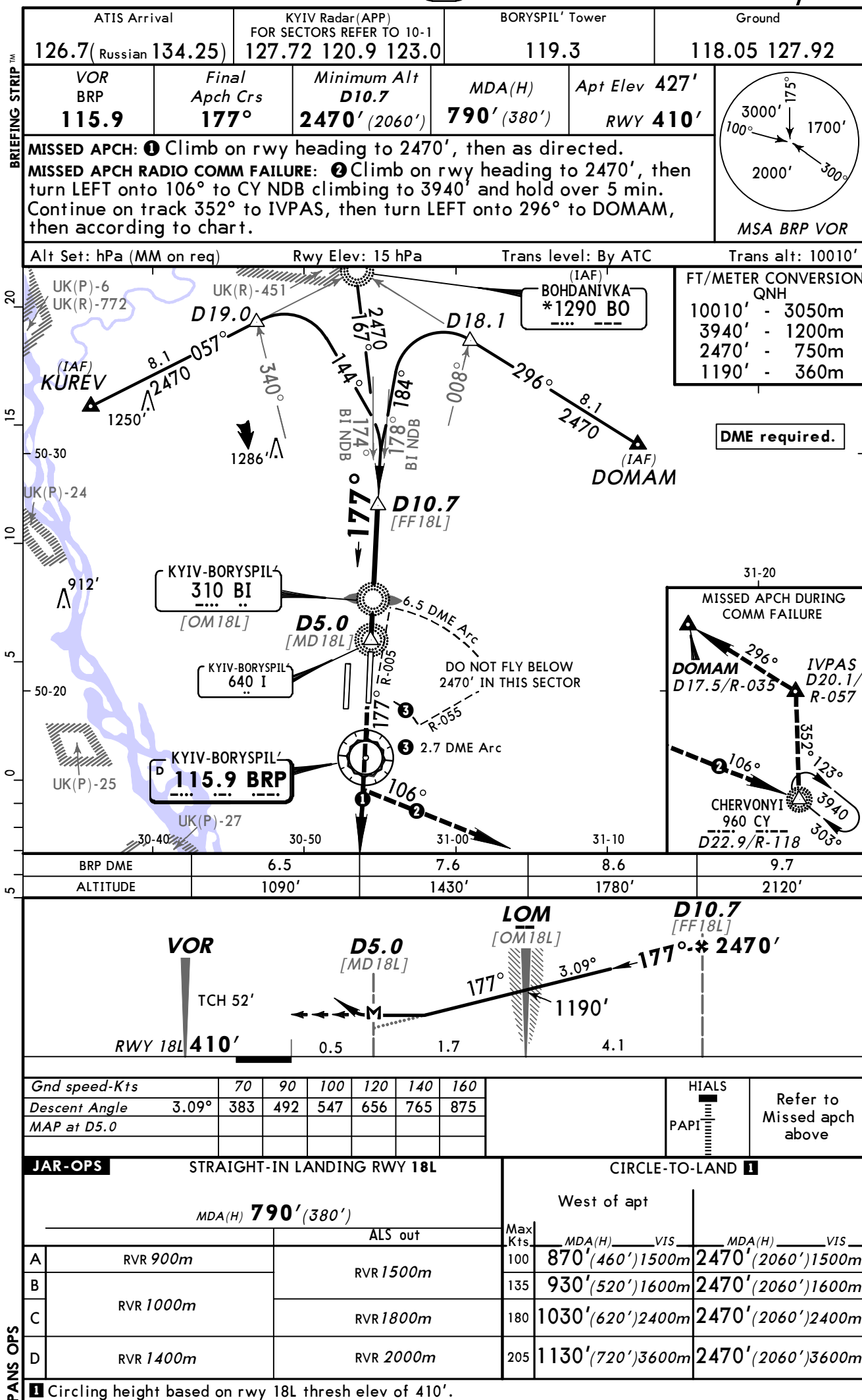


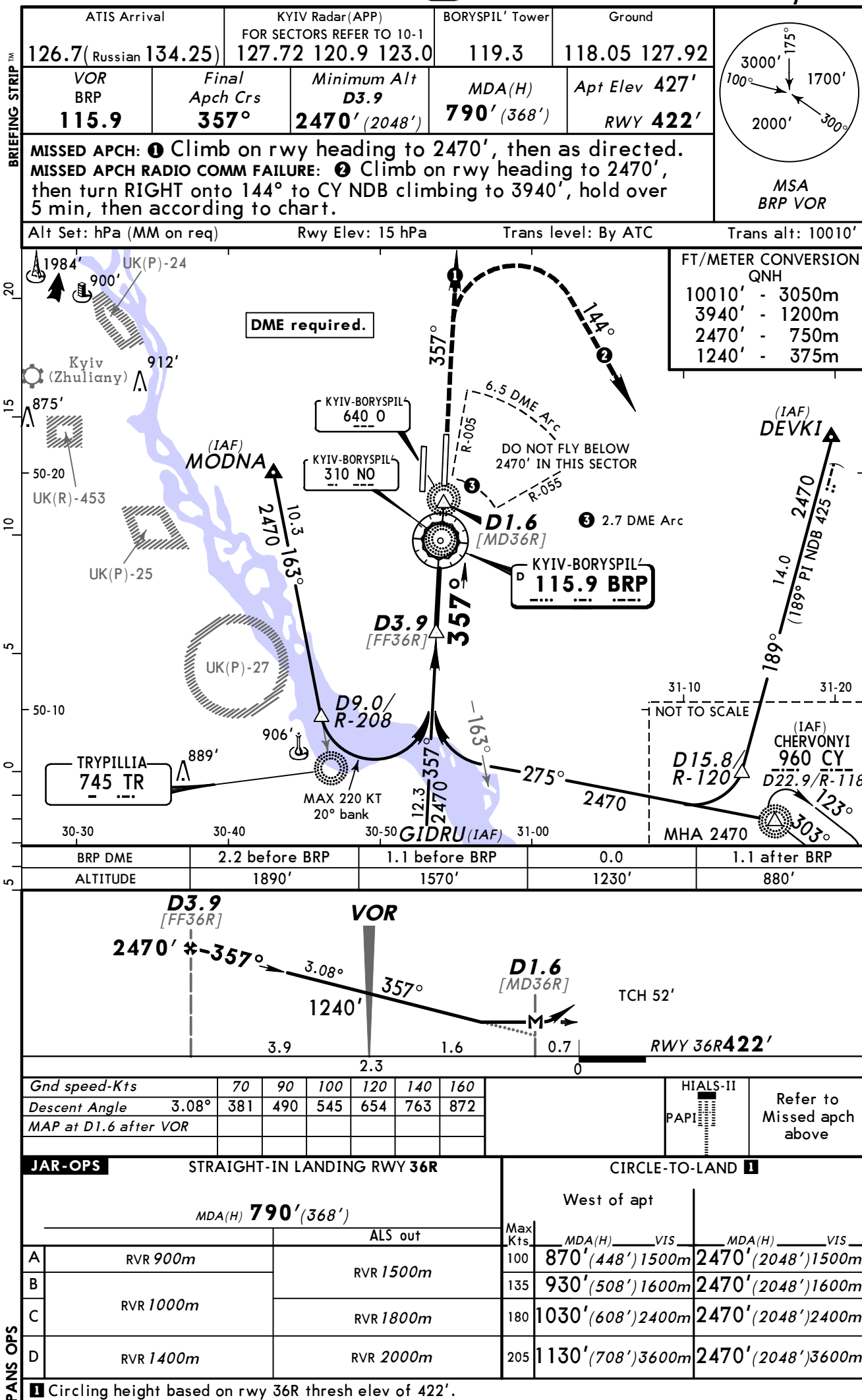
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		Refer to Missed apch above
<i>ILS GS or NDB Descent Angle</i> 3.00°	377	484	538	646	753	861		
<i>MAP at LMM</i>								

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') 3600m	

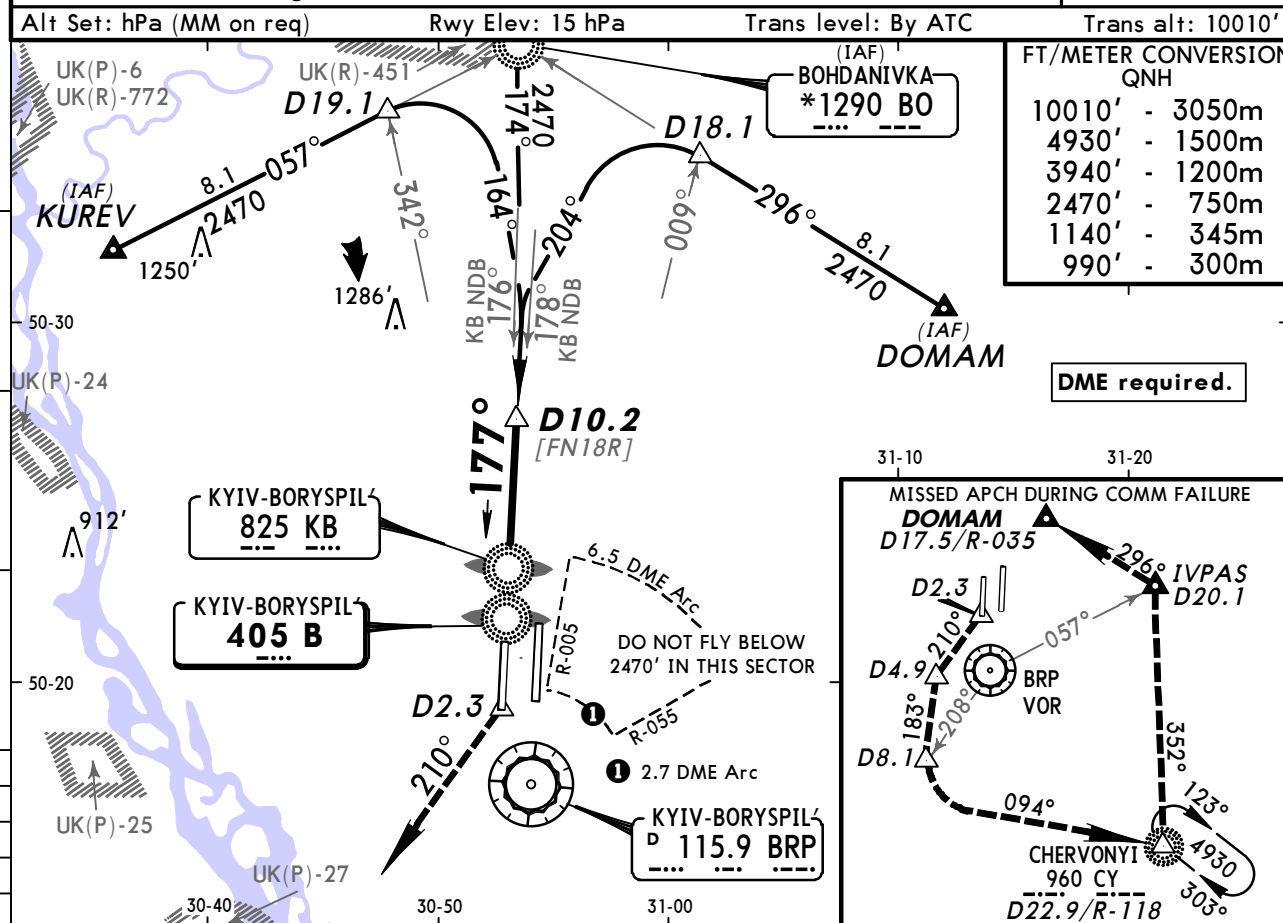
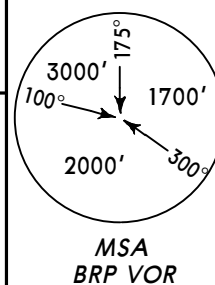
1 Circling height based on rwy 36R thresh elev of 422'.





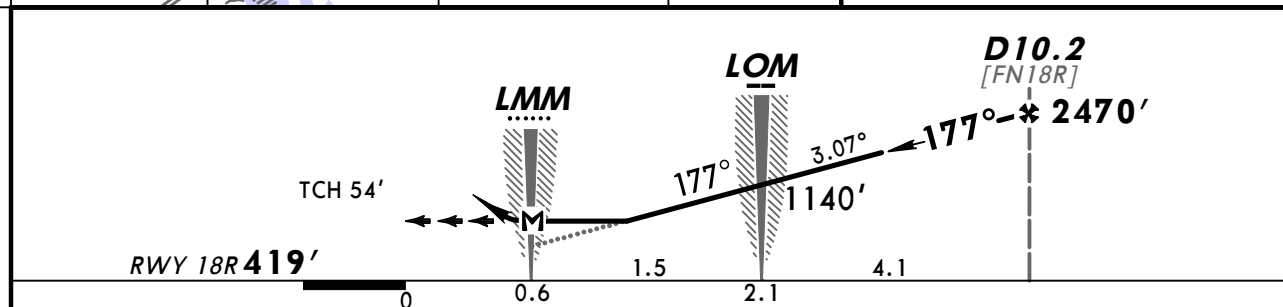
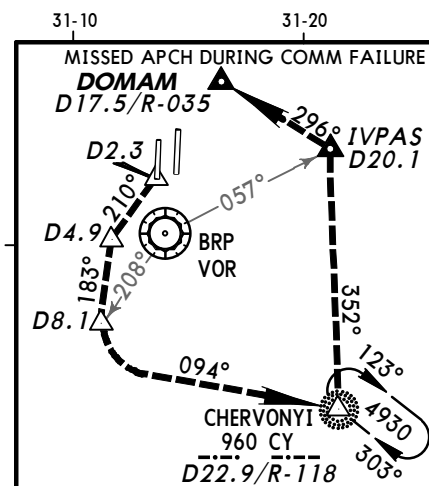


ATIS Arrival	KYIV Radar (APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7 (Russian 134.25)	127.72 120.9 123.0	119.65	118.05 127.92
NDB B 405	Final Apch Crs 177°	Minimum Alt D10.2 2470' (2051')	MDA (H) 810' (391')
		Apt Elev 427'	RWY 419'
MISSED APCH: Climb on rwy heading to 990' or above to 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.			
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.

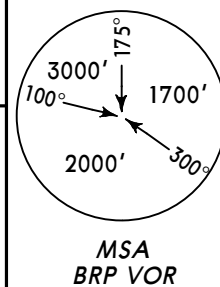


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.07°	380	489	543	652	760
MAP at LMM						

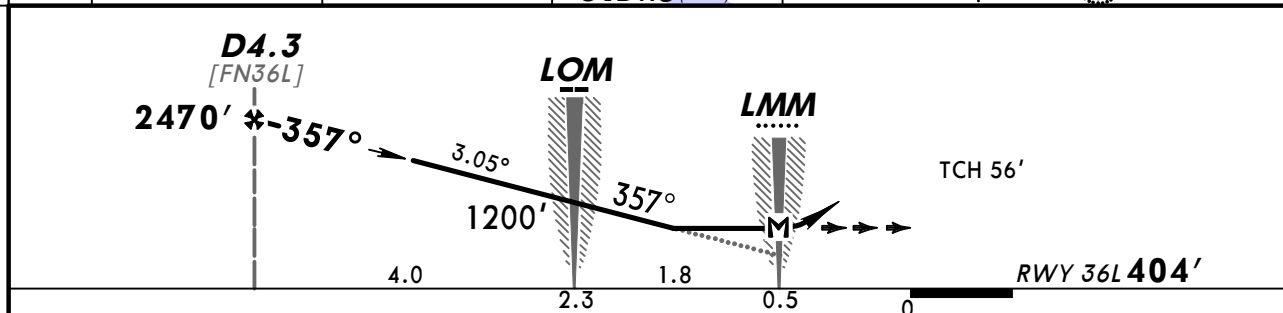
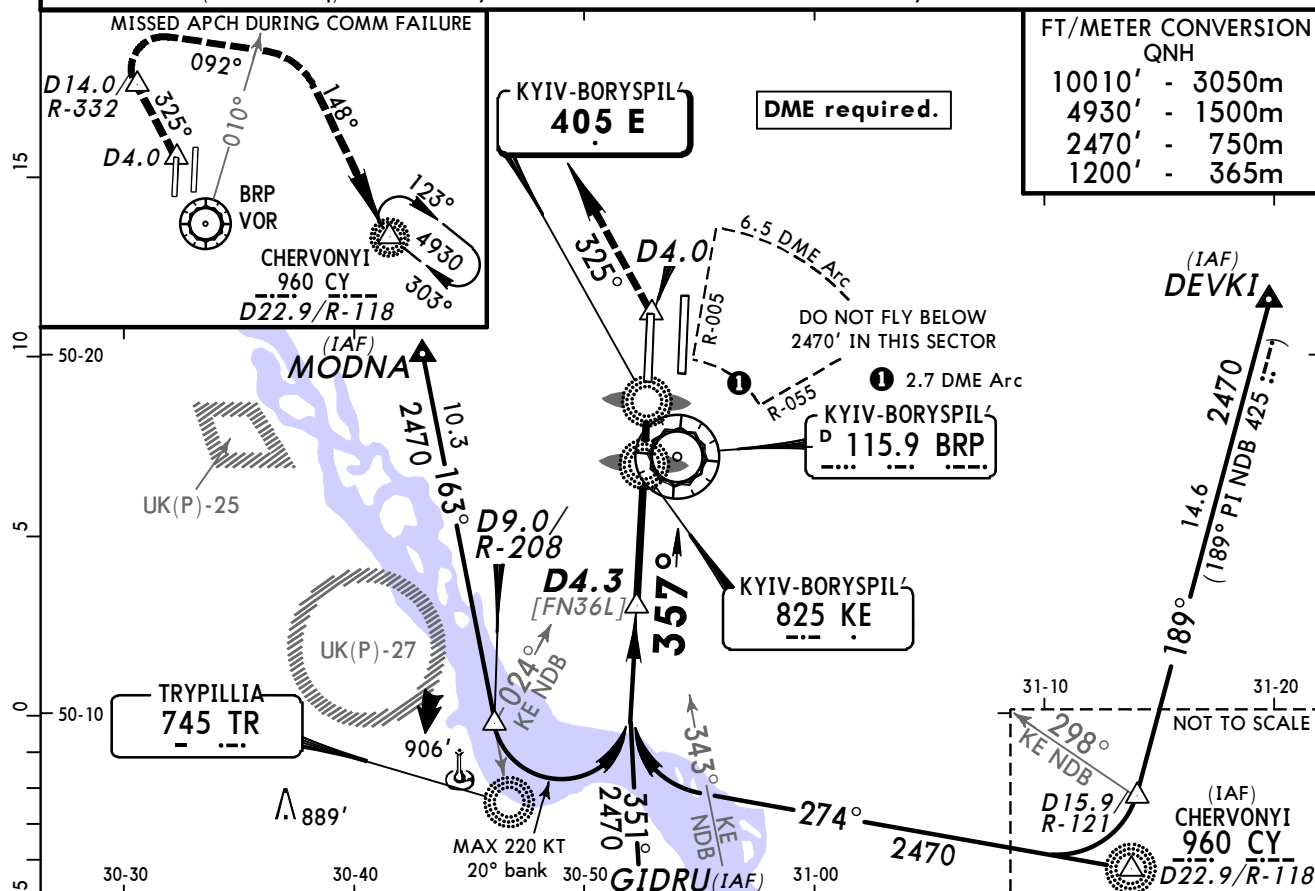
JAR-OPS	STRAIGHT-IN LANDING RWY 18R	CIRCLE-TO-LAND 1
	MDA (H) 810' (391')	West of apt
	ALS out	Max Kts
A	RVR 900m	100
B	RVR 1000m	135
C	RVR 1400m	180
D	RVR 1500m	205

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

ATIS Arrival 126.7 (Russian 134.25)	KYIV Radar (APP) FOR SECTORS REFER TO 10-1 127.72 120.9 123.0	BORYSPIL' Tower 119.65	Ground 118.05 127.92
NDB E 405	Final Aptch Crs 357°	Minimum Alt D4.3 2470' (2066')	MDA(H) 760' (356')
Apt Elev 427' RWY 404'		 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'.

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KYIV, (BORYSPIL' - UKBB)				
REV	KUVAL, NANIR, NEMIP & SOL...	10-2H	30 Nov 2012	13 Dec 2012
REV	AMKAB, GE, KONIP & JA 2T&...	10-2J	30 Nov 2012	13 Dec 2012
REV	KUVAL, NANIR, NEMIP & SOL...	10-2K	30 Nov 2012	13 Dec 2012
REV	AMKAB, GE, KONIP, SULUM &...	10-2L	30 Nov 2012	13 Dec 2012
DEL	BOHDANIVKA, KUROS & YAHOT...	10-3	30 Nov 2012	13 Dec 2012
ADD	BOHDANIVKA, KUROS & YAHOT...	10-3	30 Nov 2012	13 Dec 2012
DEL	PII & TRYPILLIA 1A, STEBL...	10-3A	30 Nov 2012	13 Dec 2012
ADD	PII & VESEL 1A, STEBLIV &...	10-3A	30 Nov 2012	13 Dec 2012
REV	KRABOR 9A, SOLOVIIVKA 1A ...	10-3B	30 Nov 2012	13 Dec 2012
DEL	BOHDANIVKA 9B, KUROS & YA...	10-3C	30 Nov 2012	13 Dec 2012
ADD	BOHDANIVKA 9B, KUROS & YA...	10-3C	30 Nov 2012	13 Dec 2012
DEL	PII 1G, STEBLIV & SULUM 1...	10-3D	30 Nov 2012	13 Dec 2012
ADD	PII 1G, STEBLIV & SULUM 1...	10-3D	30 Nov 2012	13 Dec 2012
REV	KRABOR 9B, SOLOVIIVKA 2J ...	10-3E	30 Nov 2012	13 Dec 2012
DEL	BOHDANIVKA & KUROS 9C, YA...	10-3F	30 Nov 2012	13 Dec 2012
ADD	BOHDANIVKA & KUROS 9C, YA...	10-3F	30 Nov 2012	13 Dec 2012
DEL	PII, STEBLIV, SULUM & TRY...	10-3G	30 Nov 2012	13 Dec 2012
ADD	PII, STEBLIV, SULUM & VES...	10-3G	30 Nov 2012	13 Dec 2012
REV	KRABOR 1L & 1N, SOLOVIIVK...	10-3H	30 Nov 2012	13 Dec 2012
DEL	BOHDANIVKA, KUROS & YAHOT...	10-3J	30 Nov 2012	13 Dec 2012
ADD	BOHDANIVKA, KUROS & YAHOT...	10-3J	30 Nov 2012	13 Dec 2012
DEL	PII, STEBLIV, SULUM & TRY...	10-3K	30 Nov 2012	13 Dec 2012
ADD	PII, STEBLIV, SULUM & VES...	10-3K	30 Nov 2012	13 Dec 2012
REV	KRABOR 2K & 2M, SOLOVIIVK...	10-3L	30 Nov 2012	13 Dec 2012
ADD	BO, JA, KUROS & SL 1R, KO...	10-3M	30 Nov 2012	13 Dec 2012
DEL	BO, JA, KUROS & SL 1R, KR...	10-3M	30 Nov 2012	13 Dec 2012
ADD	BO, KO, KUROS & SL 1S, JA...	10-3N	30 Nov 2012	13 Dec 2012
DEL	BO, KUROS & SL 1S, JA & K...	10-3N	30 Nov 2012	13 Dec 2012
ADD	BO, JA, KO, KR & KUROS 1Y...	10-3P	30 Nov 2012	13 Dec 2012
DEL	BO, JA, KR & KUROS 1Y, SL...	10-3P	30 Nov 2012	13 Dec 2012
ADD	BO, JA, KO, KR, KUROS, SL...	10-3Q	30 Nov 2012	13 Dec 2012
DEL	BO, JA, KR, KUROS, SL 1Z ...	10-3Q	30 Nov 2012	13 Dec 2012
DEL	PII, STEBLIV & SULUM 1P, ...	10-3S	30 Nov 2012	13 Dec 2012
ADD	PII, STEBLIV & SULUM 1P, ...	10-3S	30 Nov 2012	13 Dec 2012
DEL	PII 1X, STEBLIV, SULUM & ...	10-3T	30 Nov 2012	13 Dec 2012
ADD	PII 1X, STEBLIV, SULUM & ...	10-3T	30 Nov 2012	13 Dec 2012
DEL	PII, STEBLIV, SULUM & TRY...	10-3U	30 Nov 2012	13 Dec 2012
ADD	PII, STEBLIV, SULUM & VES...	10-3U	30 Nov 2012	13 Dec 2012
DEL	PII, STEBLIV, SULUM & TRY...	10-3V	30 Nov 2012	13 Dec 2012
ADD	PII, STEBLIV, SULUM & VES...	10-3V	30 Nov 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKBB