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Trip Kit Index

Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 08-2013

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: 0304 Z
Sunset: 1649 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 BORISPIIL' 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

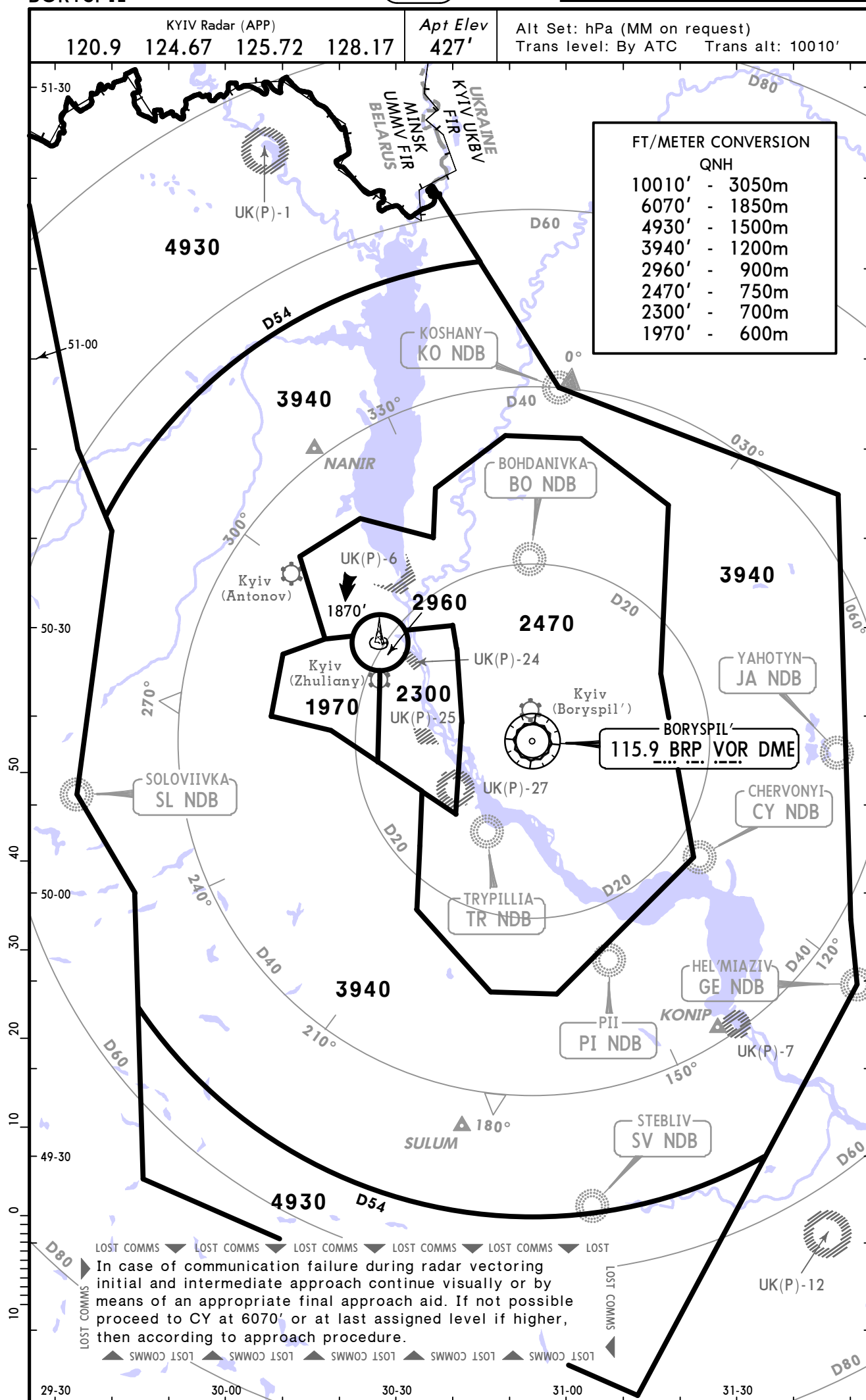
Apt Elev
427'

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

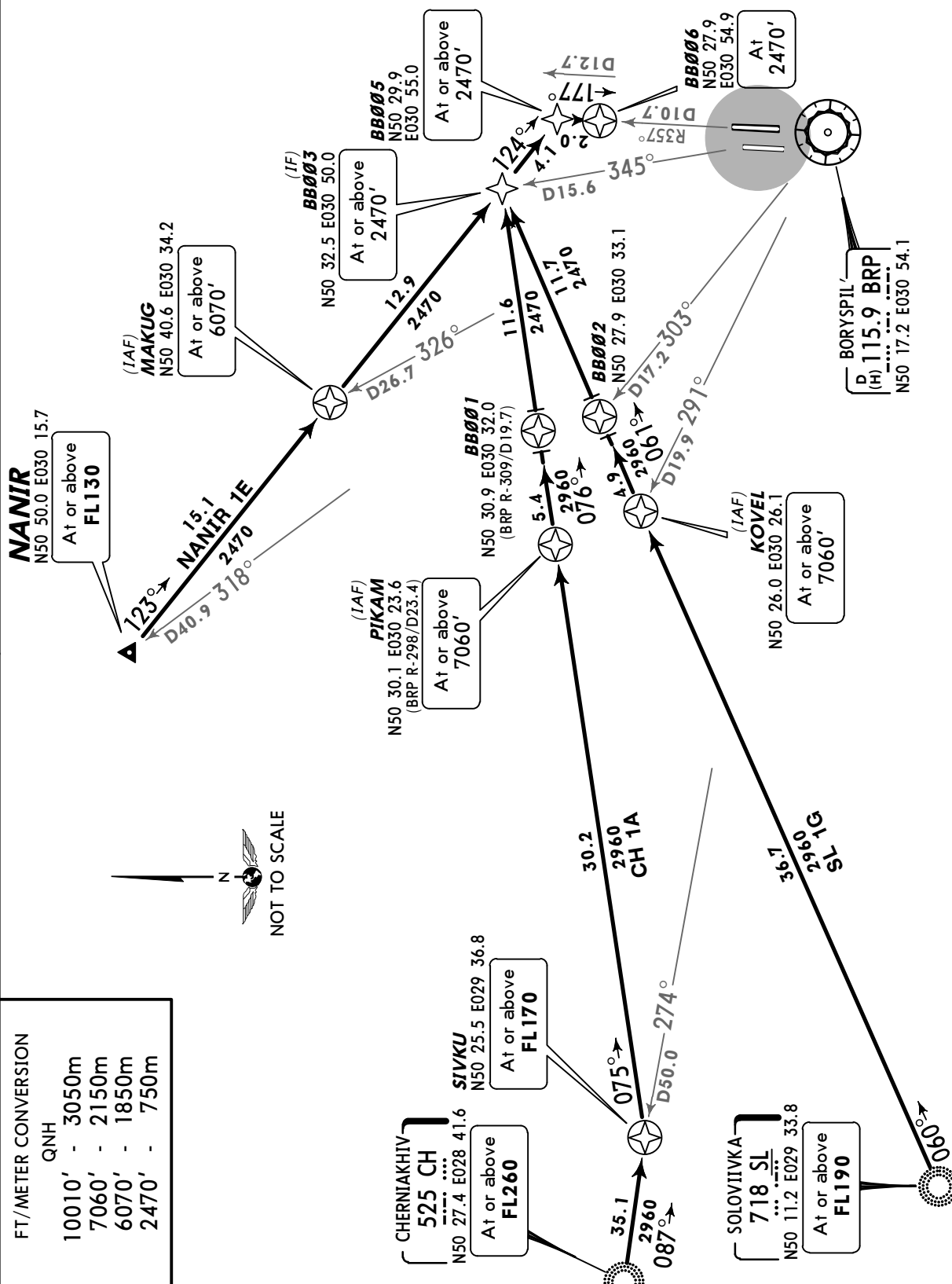
FT/METER CONVERSION

QNH

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



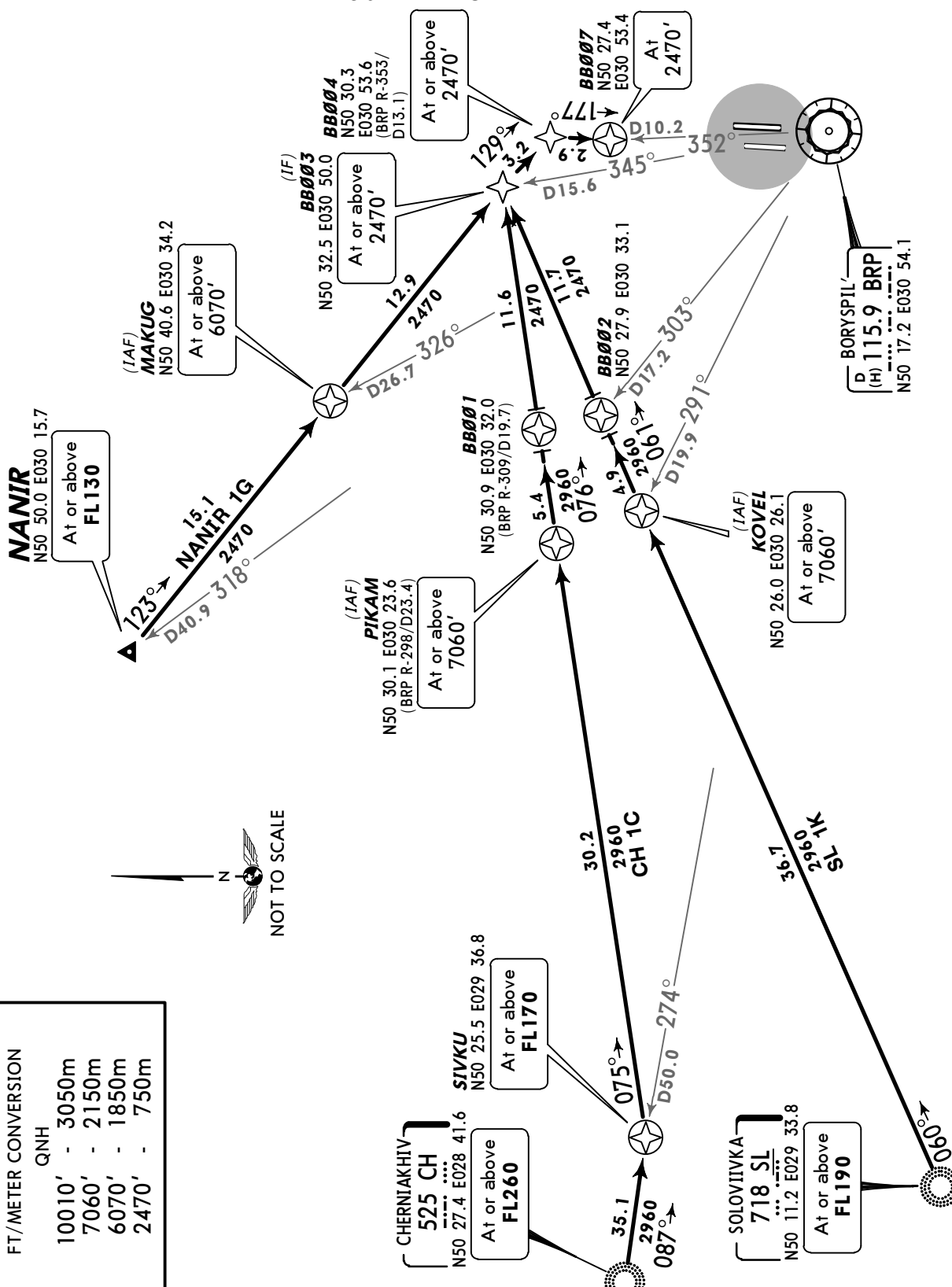
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



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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

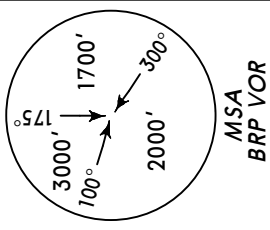


FEET/METER CONVERSION	QNH
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
2470'	- 750m

ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

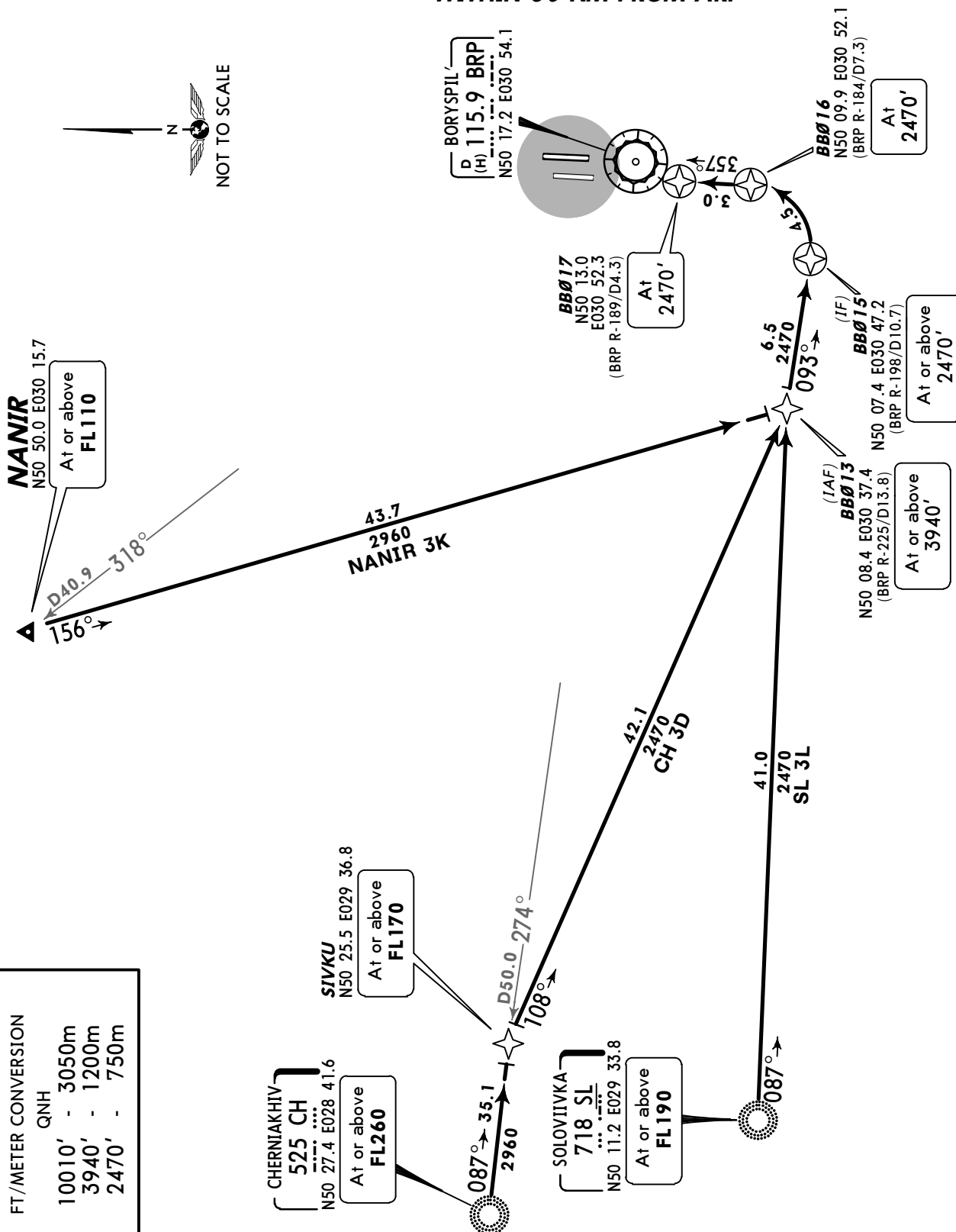


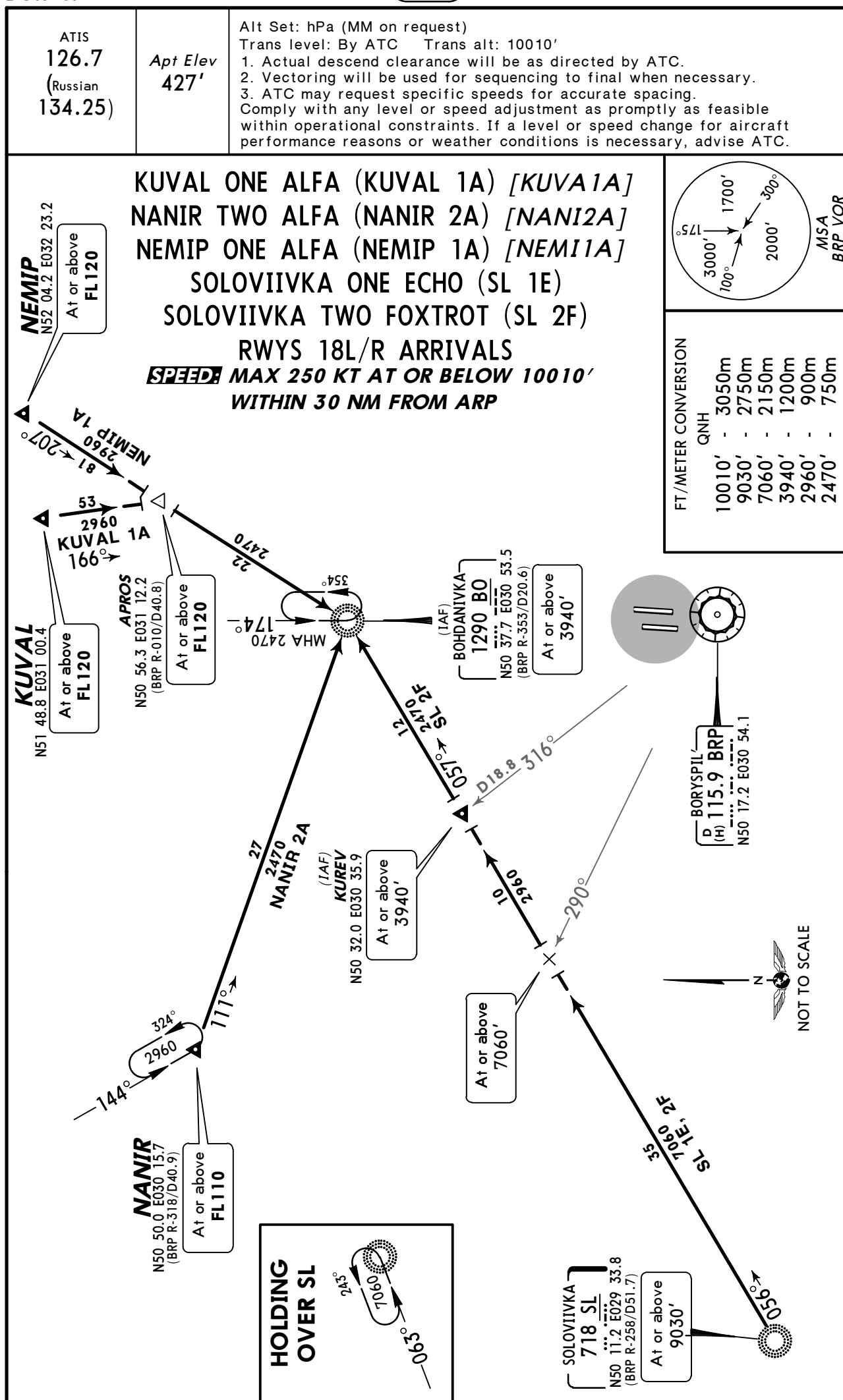
CHERNIAKHIV THREE DELTA (CH 3D)
NANIR THREE KILO (NANIR 3K) [NANI3K]
SOLOVIIVKA THREE LIMA (SL 3L)
RWY 36L RNAV ARRIVALS

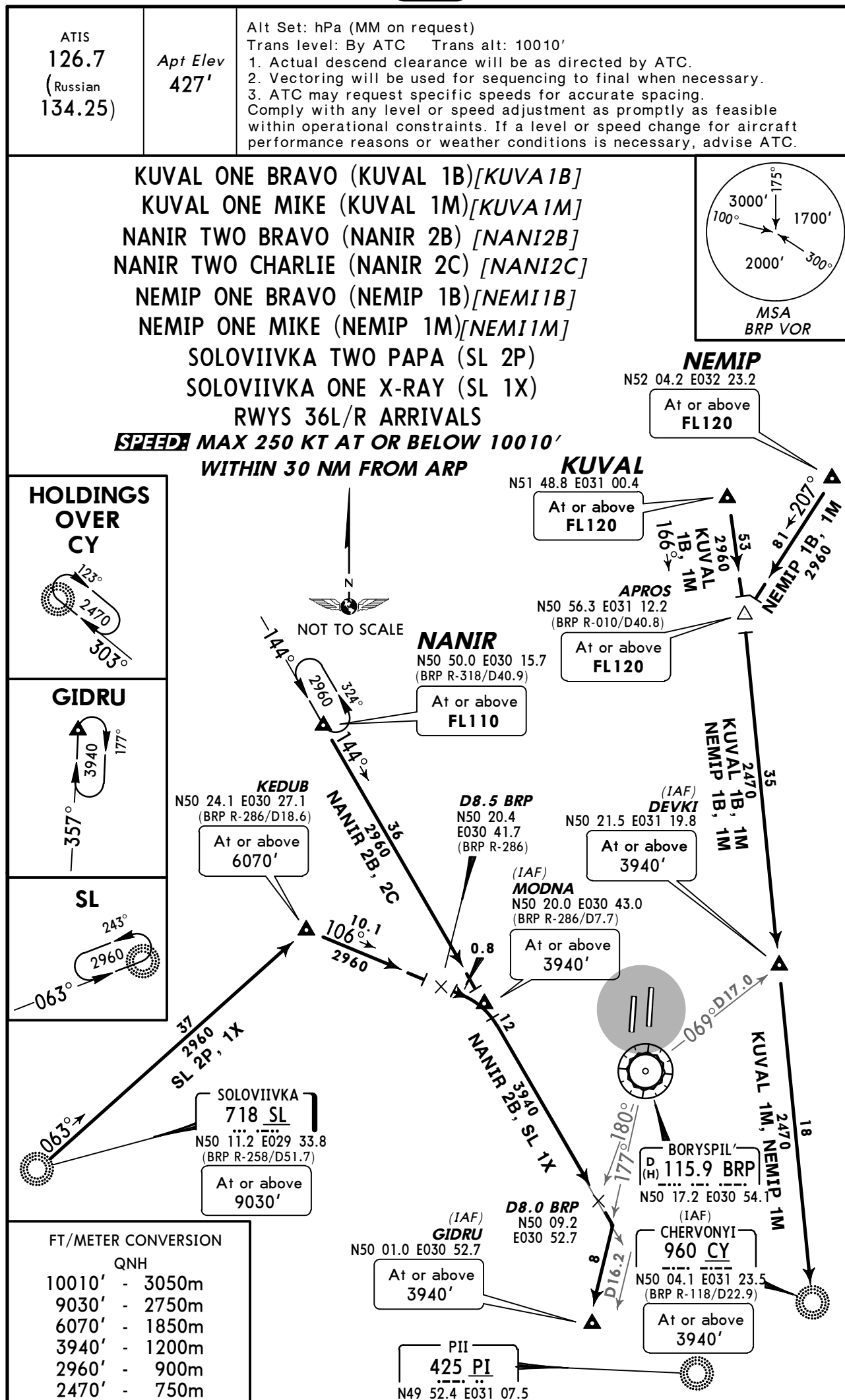
RNAV (GNSS OR VOR/DME BRP)

B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

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

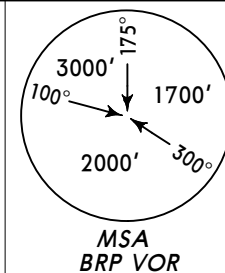




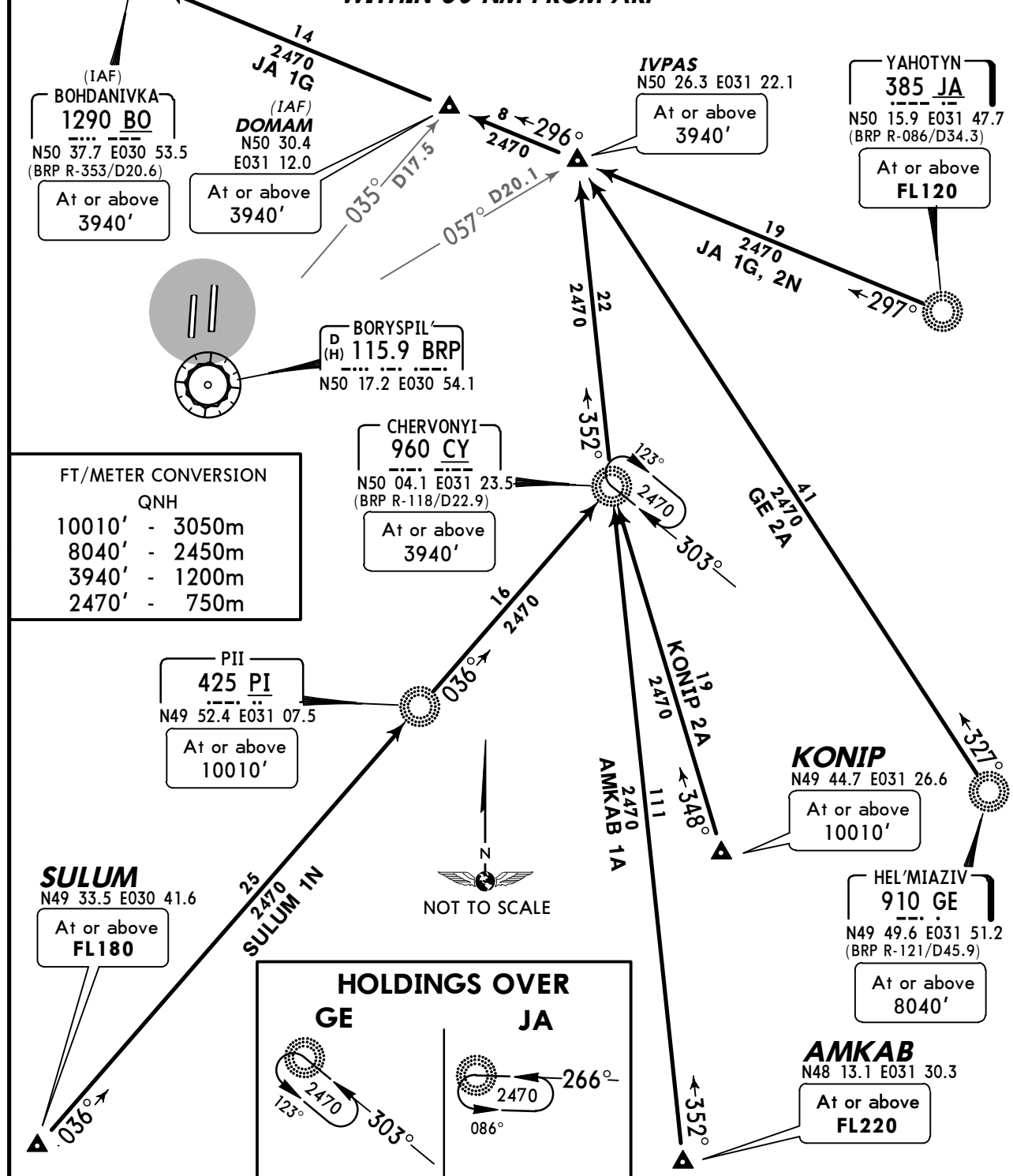


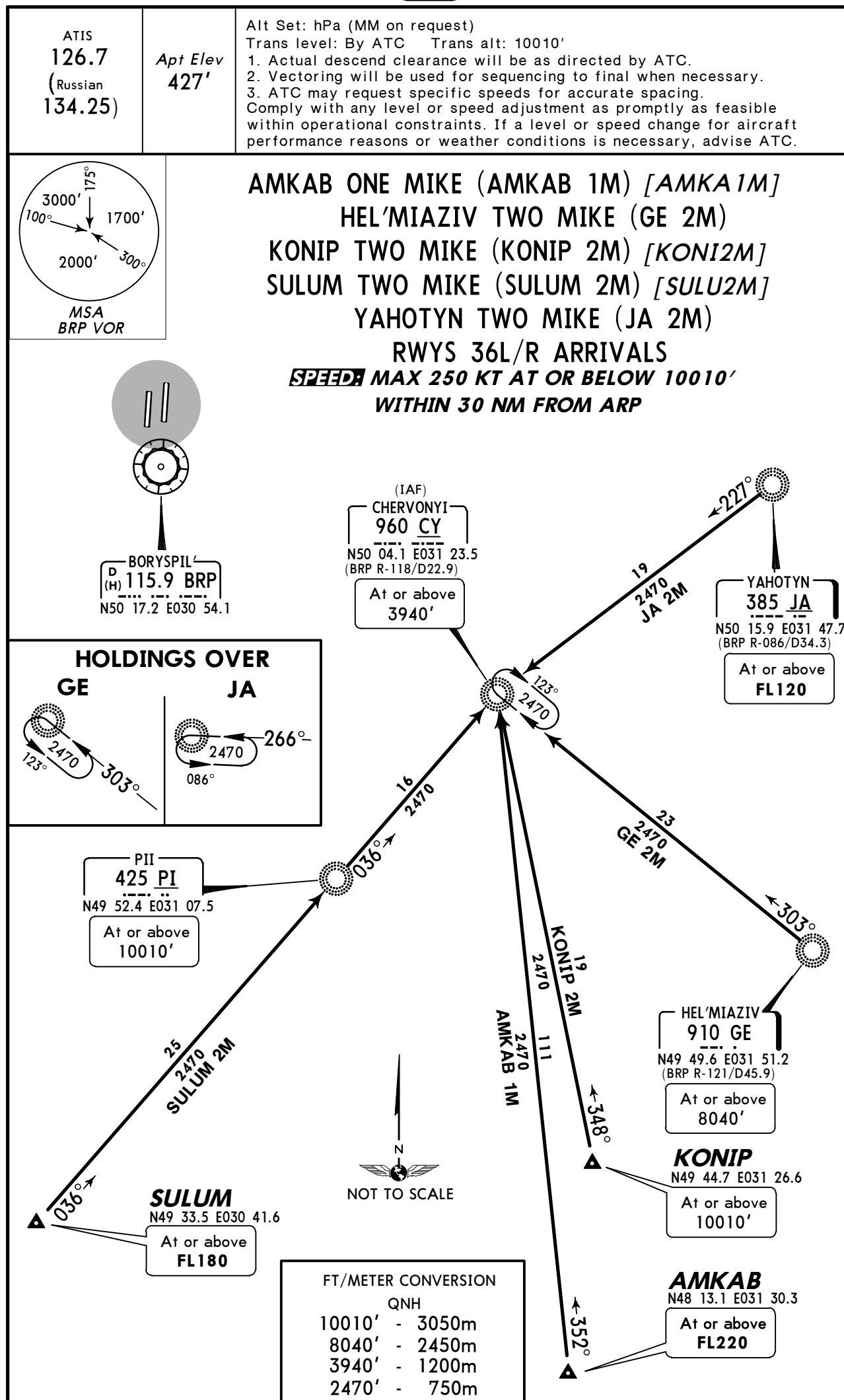
ATIS 126.7 (Russian 134.25)	<i>Apt Elev</i> 427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply 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)**

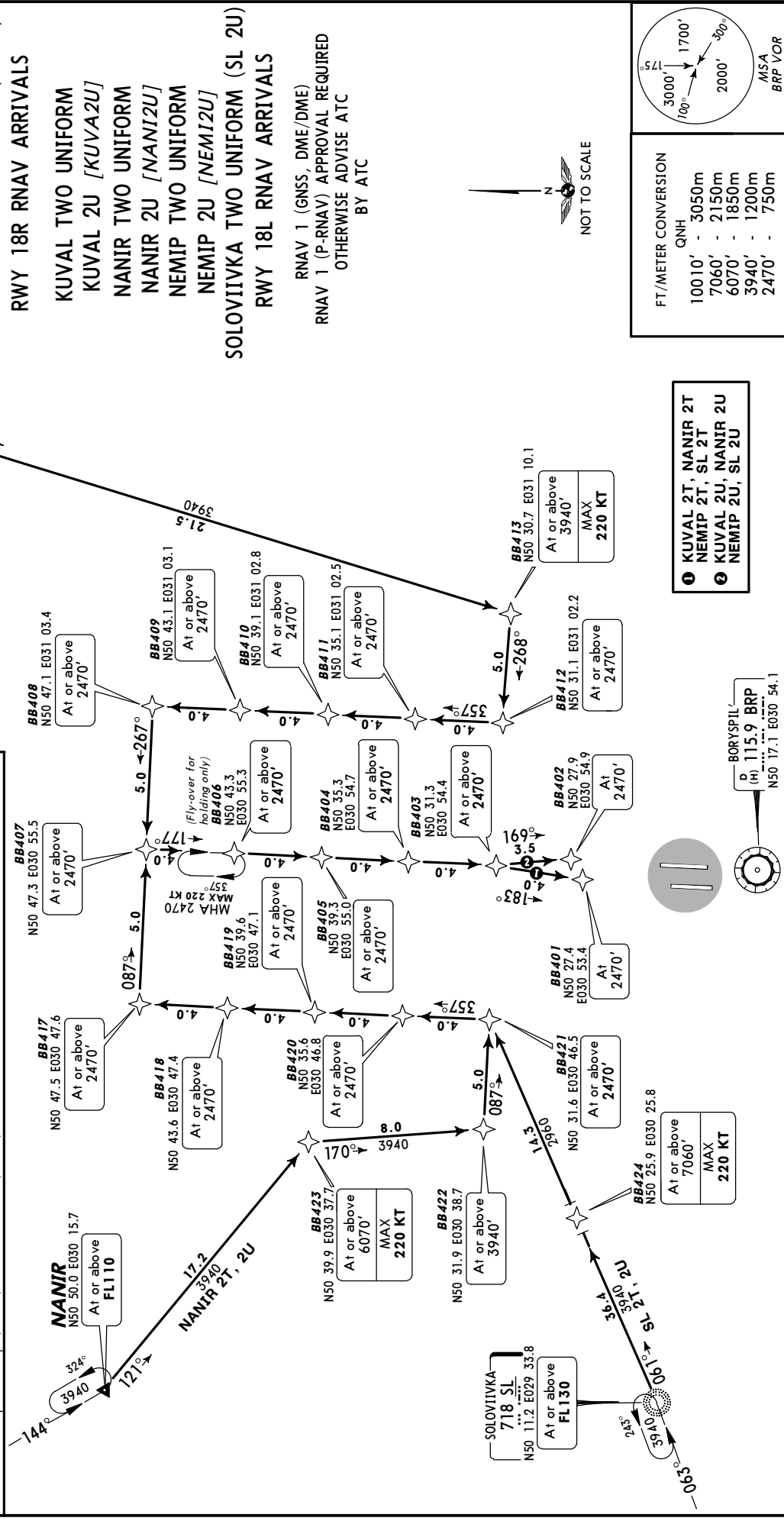


**RWYS 18L/R ARRIVALS
SPEED MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP**



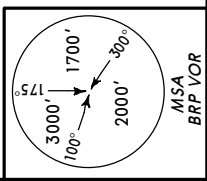
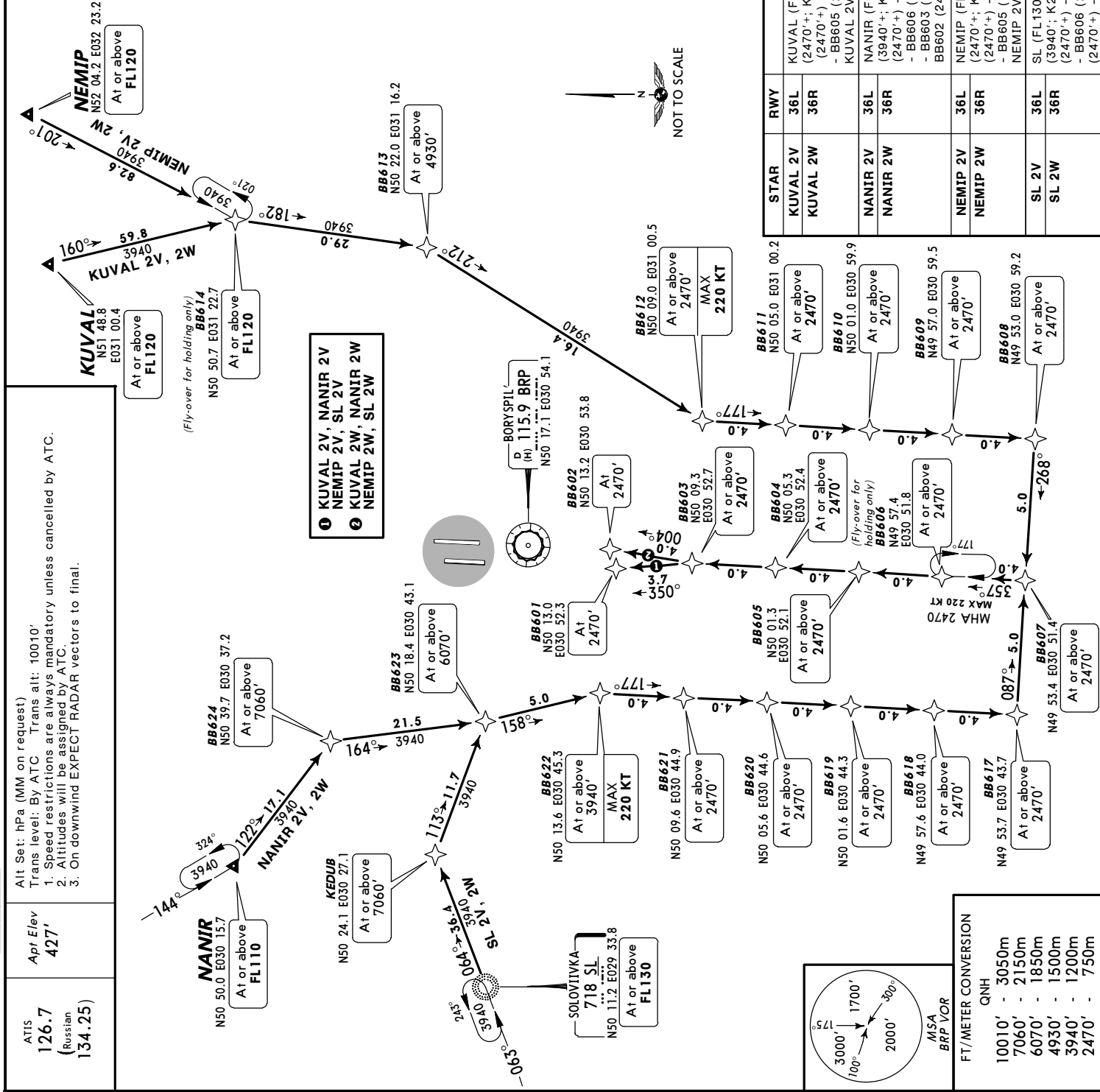


ATIS 126.7 (Russian) 134.25)	Apt Elev 427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.
STAR	RWY	ROUTING
KUVAL 2T	18R	KUVAL (FL120+) - 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').
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').
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').
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)

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



FT/METER CONVERSION	
QNH	
10010' - 3050m	
7060' - 2150m	
6070' - 1850m	
4930' - 1500m	
3940' - 1200m	
2470' - 750m	

STAR	RWY	ROUTING
KUAL 2V	36L	KUAL (FL120+) - BB614 (FL120+) - BB613 (4930'+) - BB612 (2470'+; K220-) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - KUAL 2V: BB601 (2470')/ KUAL 2W: BB602 (2470').
KUAL 2W	36R	
NANIR 2V	36L	
NANIR 2W	36R	
NEMIP 2V	36L	NEMIP (FL120+) - BB614 (FL120+) - BB613 (4930'+) - BB612 (2470'+; K220-) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - NEMIP 2V: BB601 (2470')/ NEMIP 2W: BB602 (2470').
NEMIP 2W	36R	
SL 2V	36L	SL (FL130+) - KEDUB (7060'+) - BB623 (6070'+) - BB622 (3940'; K220-) - BB621 (2470'+) - BB620 (2470'+) - BB619 (2470'+) - BB618 (2470'+) - BB617 (2470'+) - BB616 (2470'+) - BB615 (2470'+) - BB614 (2470'+) - BB613 (4930'+) - BB612 (2470'+; K220-) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - NEMIP 2V: BB601 (2470')/ NEMIP 2W: BB602 (2470').
SL 2W	36R	

CHANGES: BB606 & BB614 availability.

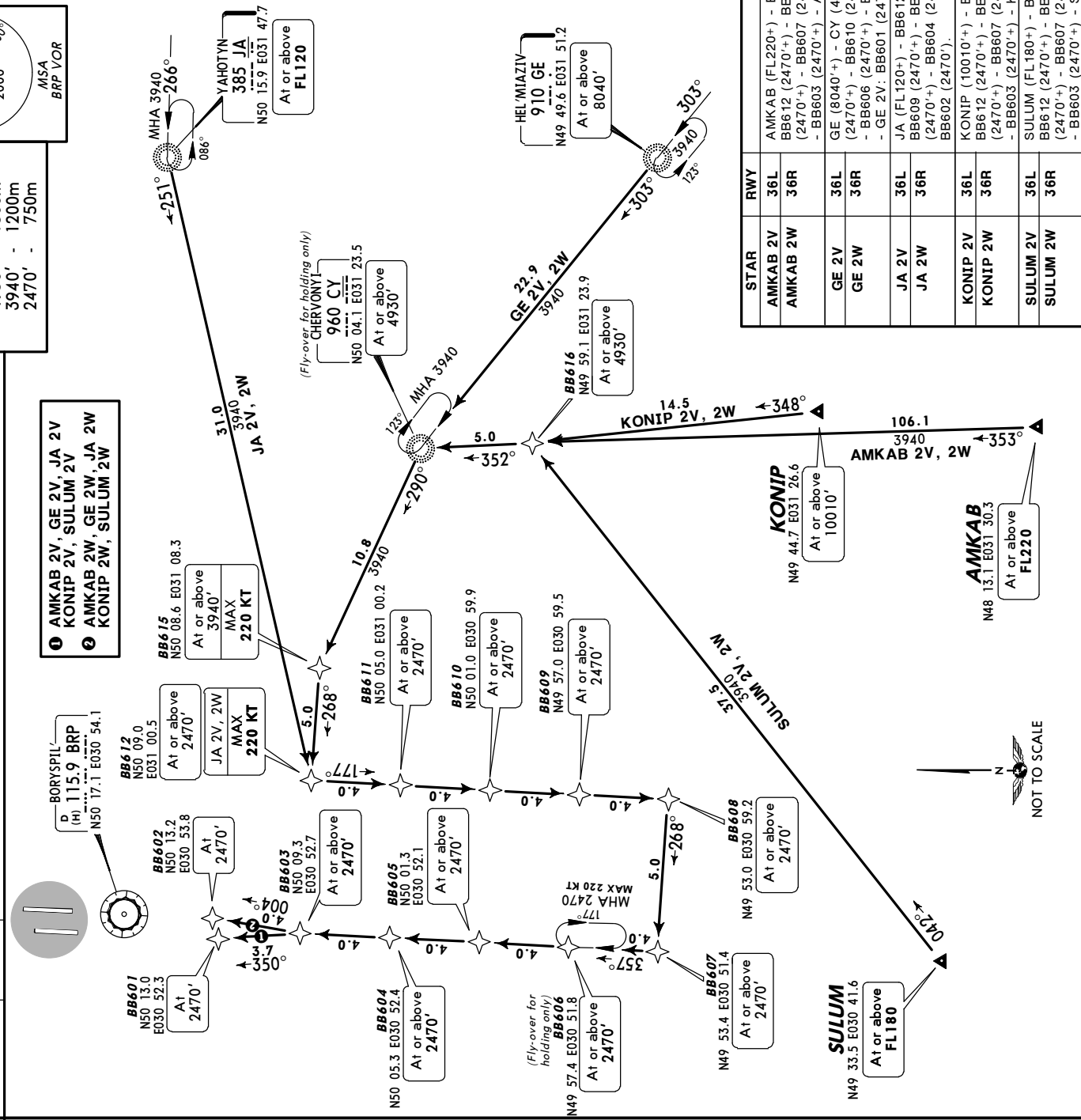
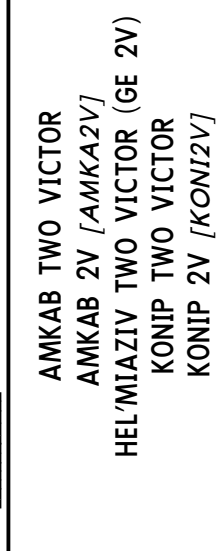
ATIS
126.7
(Russian
134.25)

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.

FT/METER CONVERSION

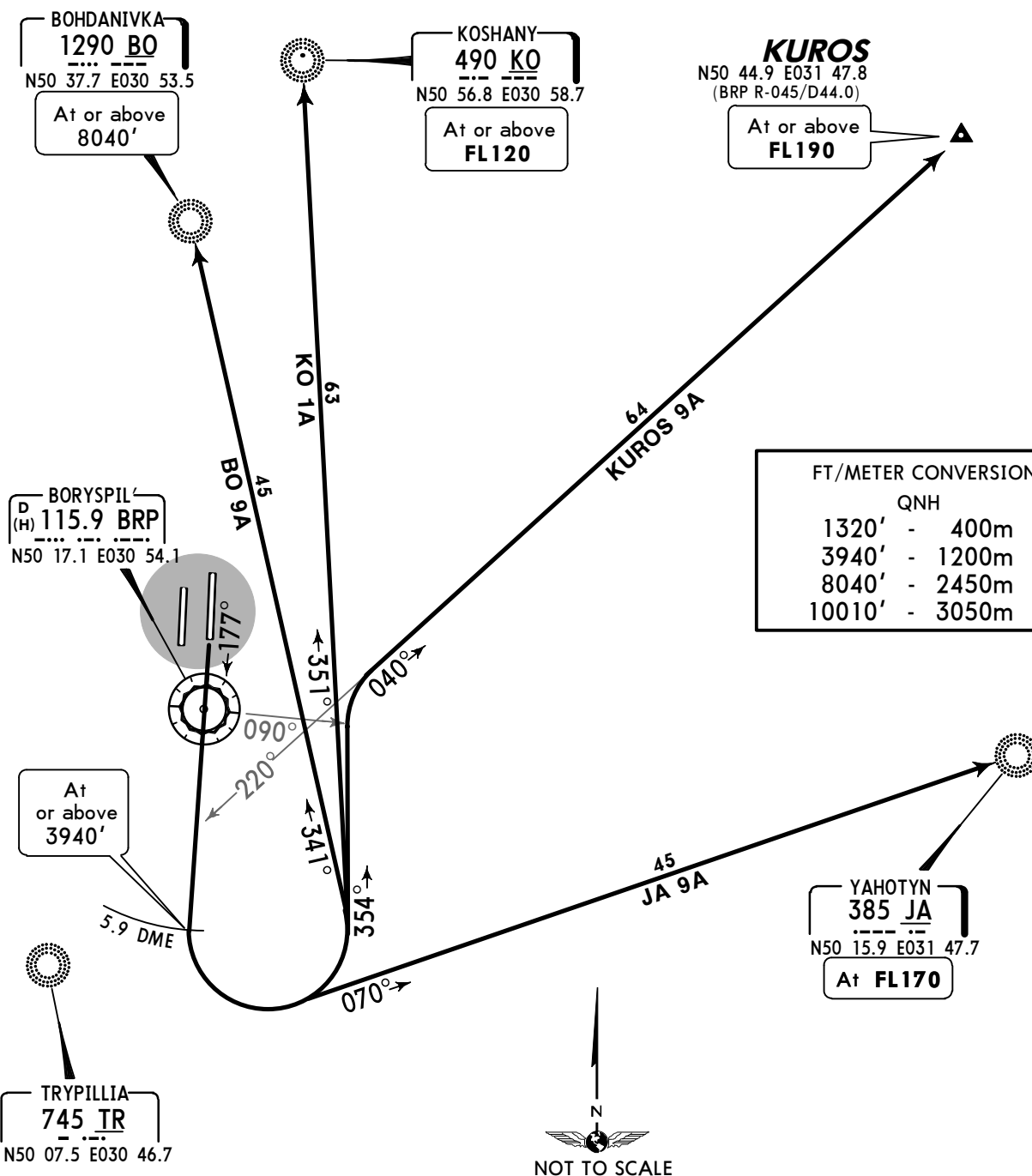
QNH
10010' - 3050m
8040' - 2450m
4930' - 1500m
3940' - 1200m
2470' - 750m



ROUTING		
STAR	RWY	
AMKAB 2V	36L	AMKAB (FL220+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
AMKAB 2W	36R	GE (8040'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
GE 2V	36L	JA (FL120+) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
GE 2W	36R	JA (FL120+) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
JA 2V	36L	AMKAB (FL220+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
JA 2W	36R	AMKAB (FL220+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
KONIP 2V	36L	SULUM (FL180+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
KONIP 2W	36R	SULUM (FL180+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
SULUM 2V	36L	SULUM (FL180+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').
SULUM 2W	36R	SULUM (FL180+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').

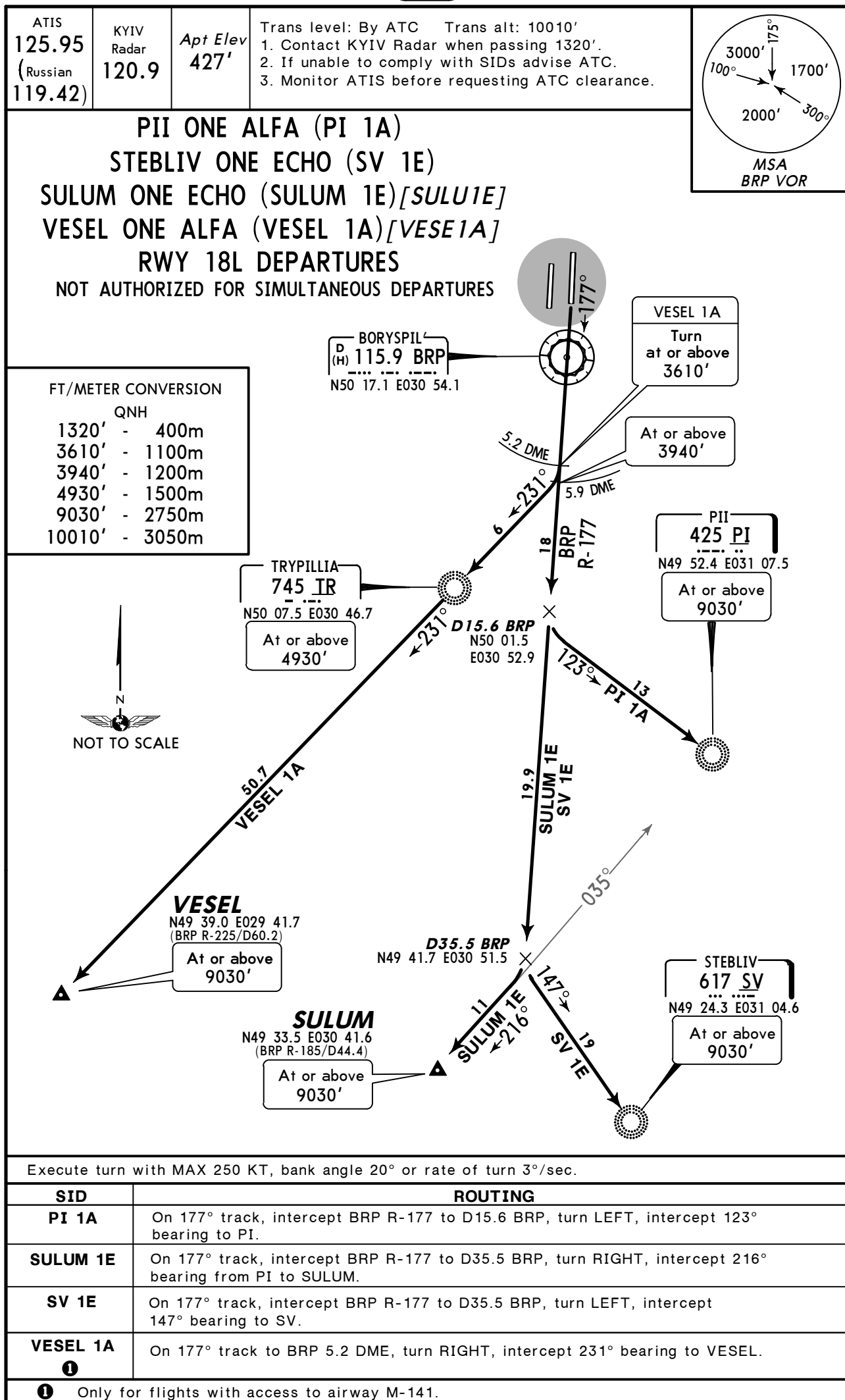
ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.	MSA BRP VOR
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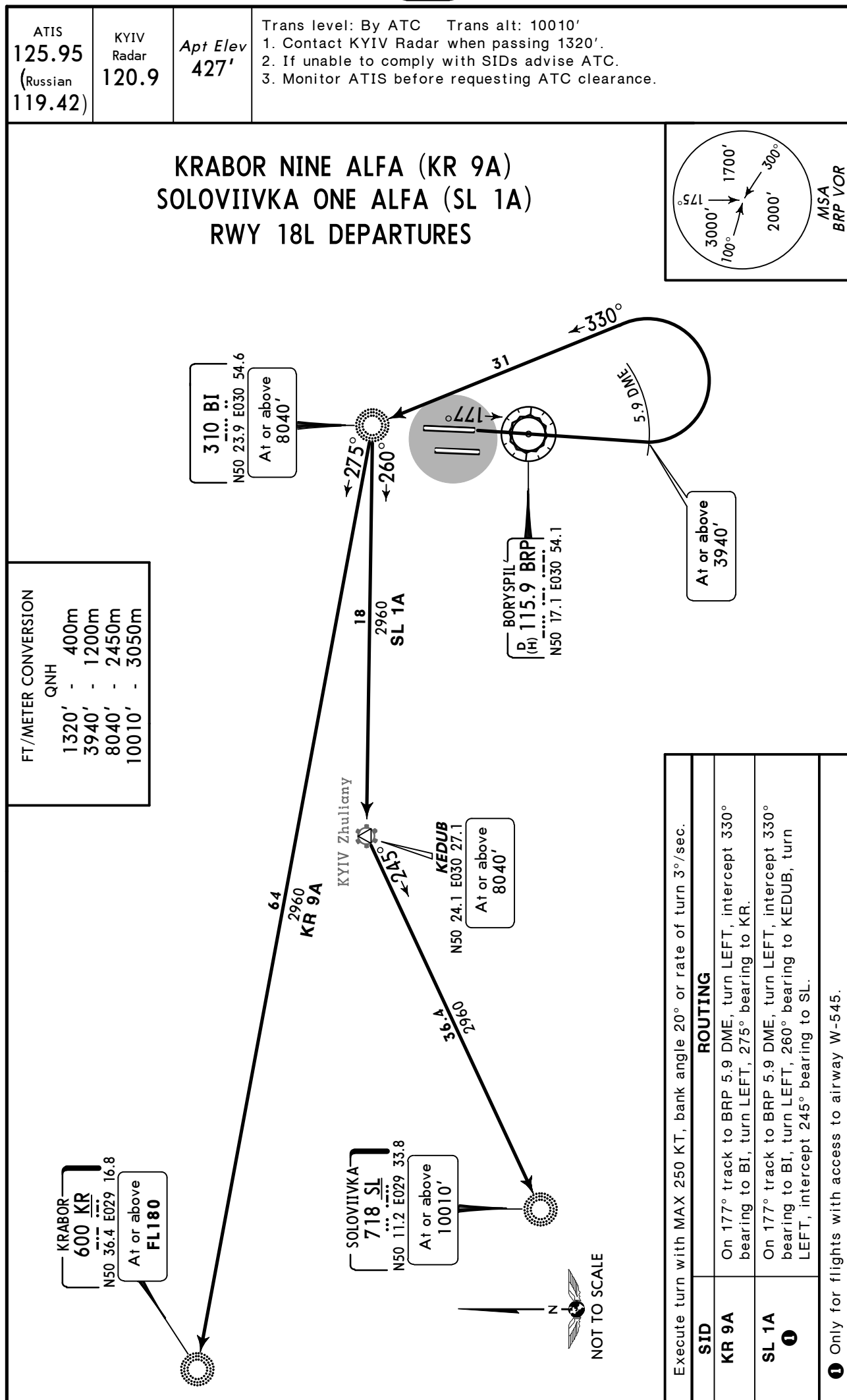
BOHDANIVKA NINE ALFA (BO 9A)
KOSHANY ONE ALFA (KO 1A)
KUROS NINE ALFA (KUROS 9A) [KURO9A]
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES

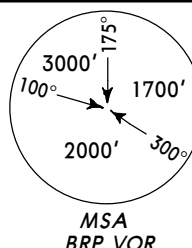


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

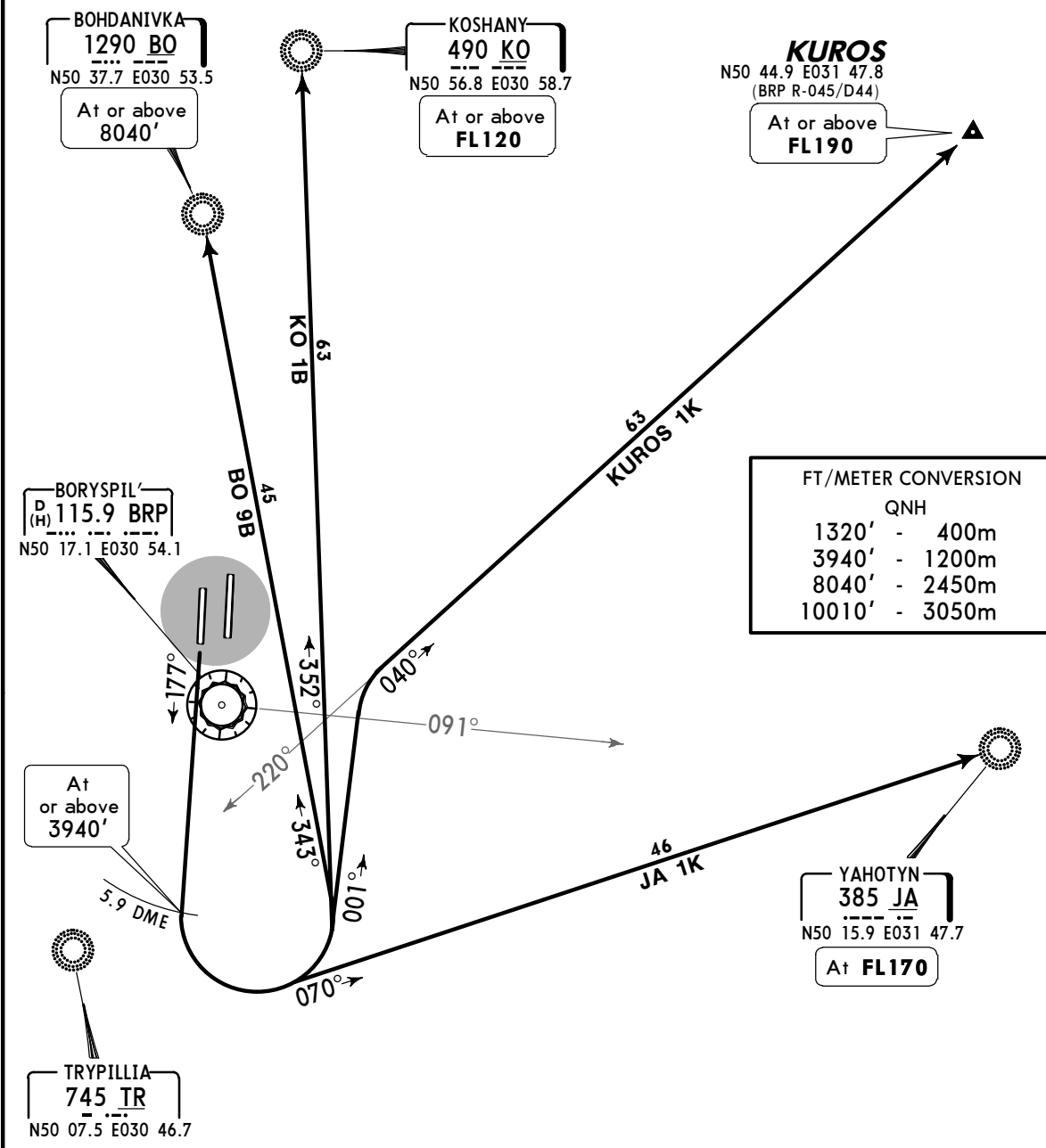
SID	ROUTING
BO 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 341° bearing to BO.
JA 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KO 1A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 351° bearing to KO.
KUROS 9A	On 177° track to BRP 5.9 DME, turn LEFT, 354° track,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





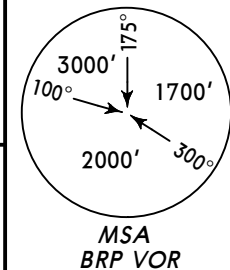
ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.	
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BOHDANIVKA NINE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



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

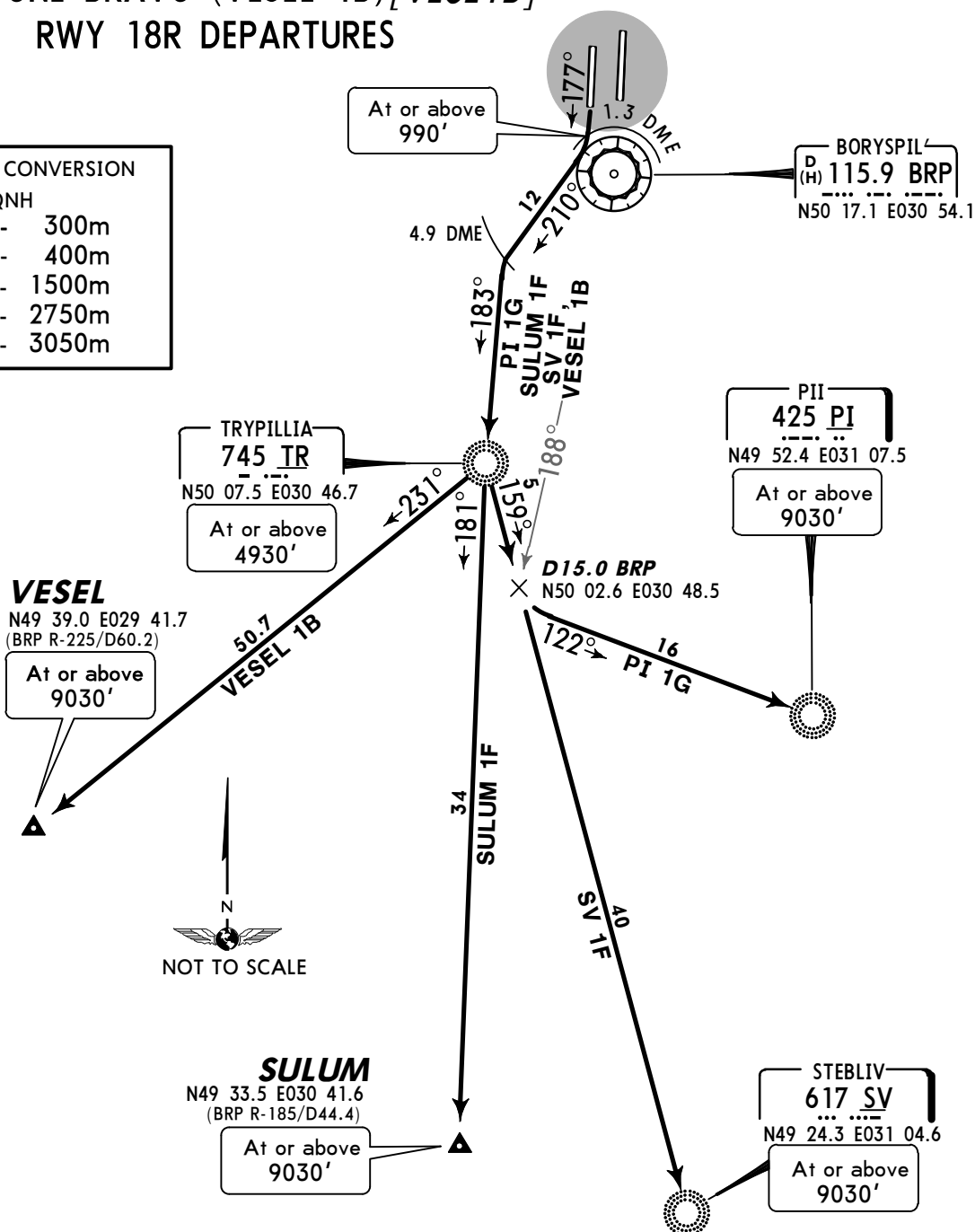
SID	ROUTING
BO 9B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 343° bearing to BO.
JA 1K	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KO 1B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 352° bearing to KO.
KUROS 1K	On 177° track to BRP 5.9 DME, turn LEFT, 001° track, 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

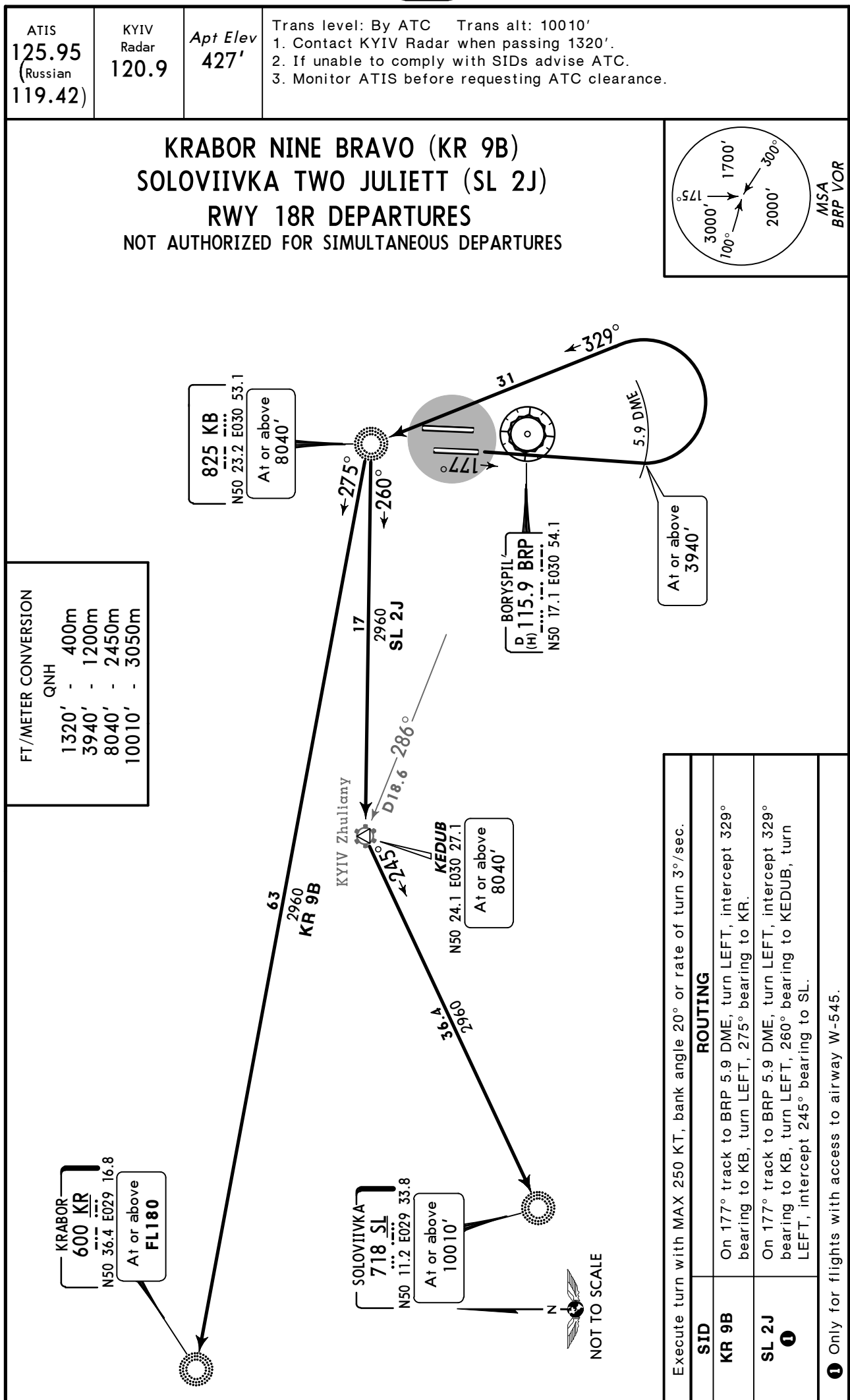
	QNH
990'	- 300m
1320'	- 400m
4930'	- 1500m
9030'	- 2750m
10010'	- 3050m

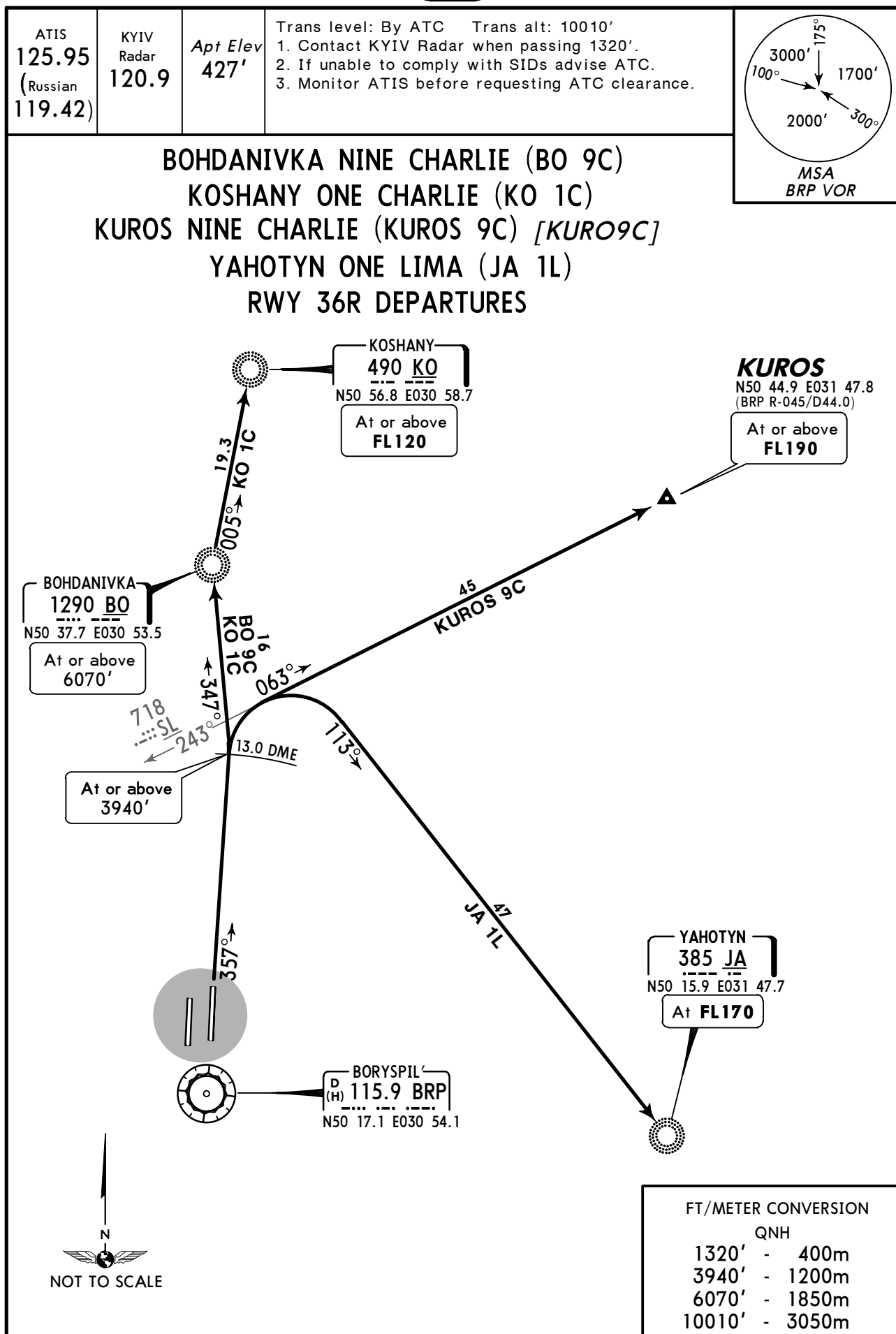


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

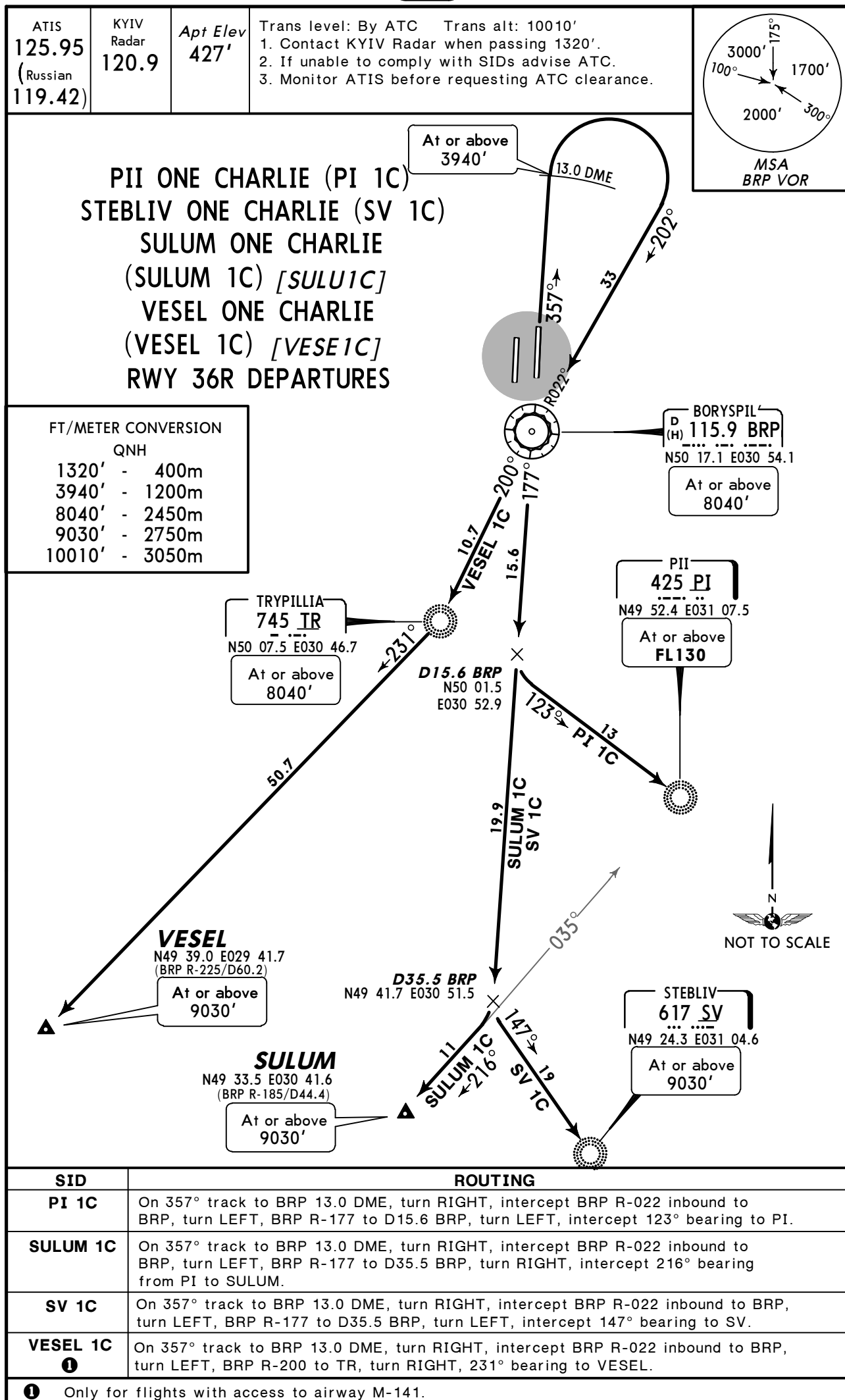
SID	ROUTING
PI 1G	On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, turn LEFT, intercept 183° bearing to TR, turn LEFT, 159° bearing to D15.0 BRP, turn LEFT, intercept 122° bearing to PI.
SULUM 1F	On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, 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.



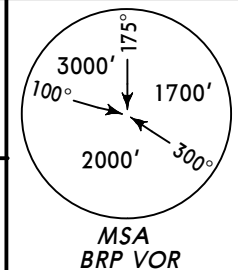


SID	ROUTING
BO 9C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO.
JA 1L	On 357° track to BRP 13.0 DME, turn RIGHT, intercept 113° bearing to JA.
KO 1C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO, turn RIGHT, 005° bearing to KO.
KUROS 9C	On 357° track to BRP 13.0 DME, turn RIGHT, 063° track to KUROS.

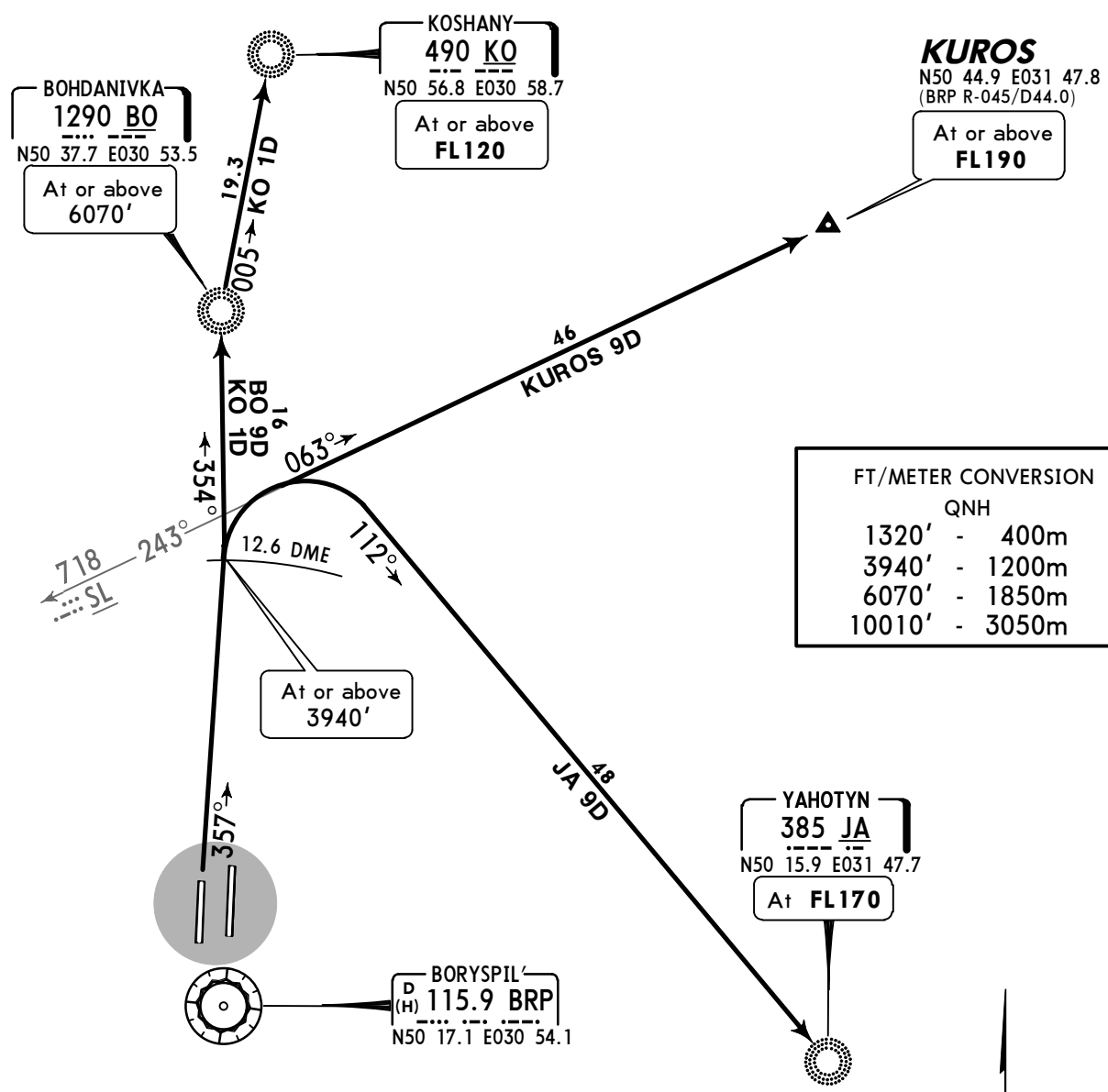


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ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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BOHDANIVKA 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

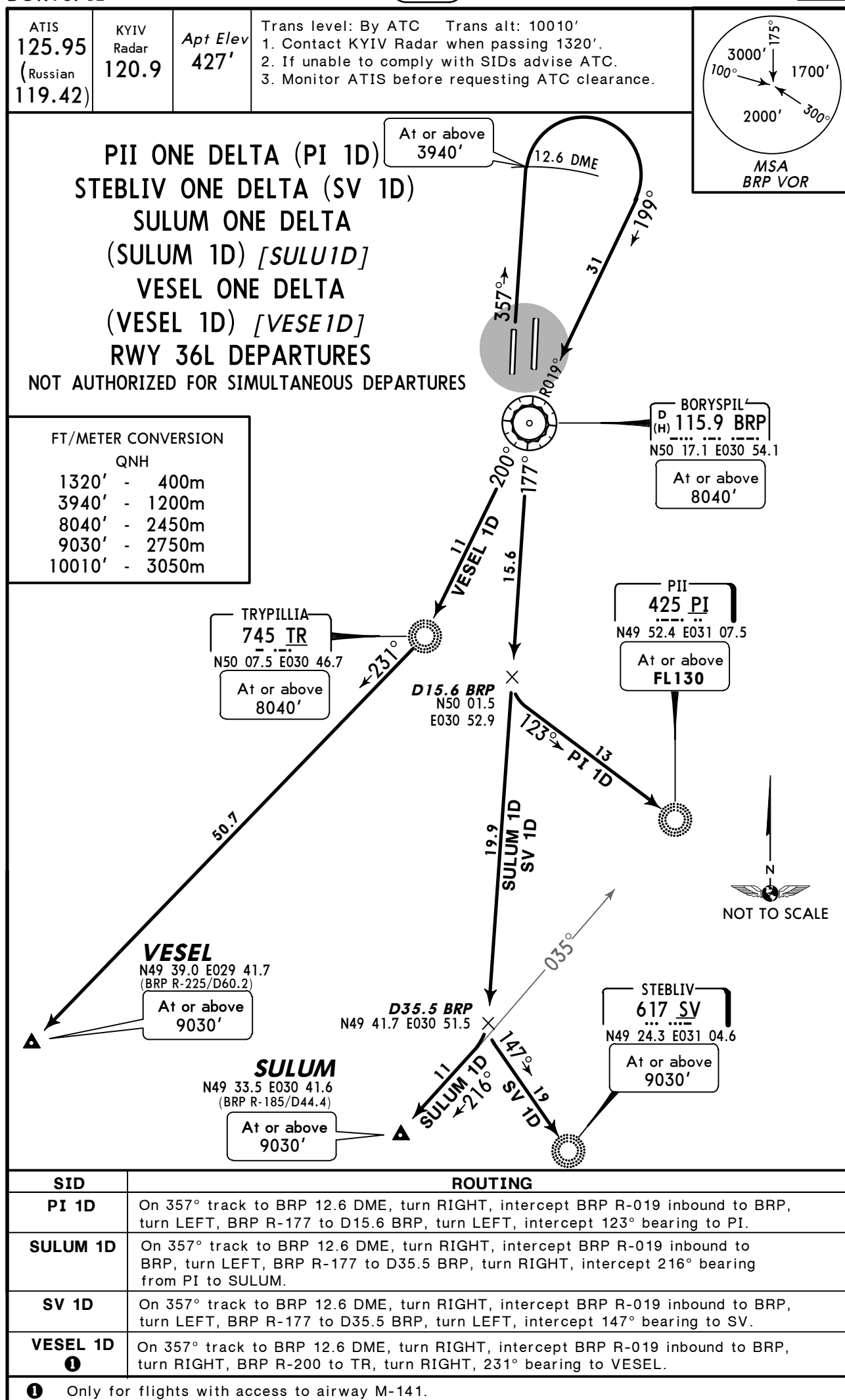


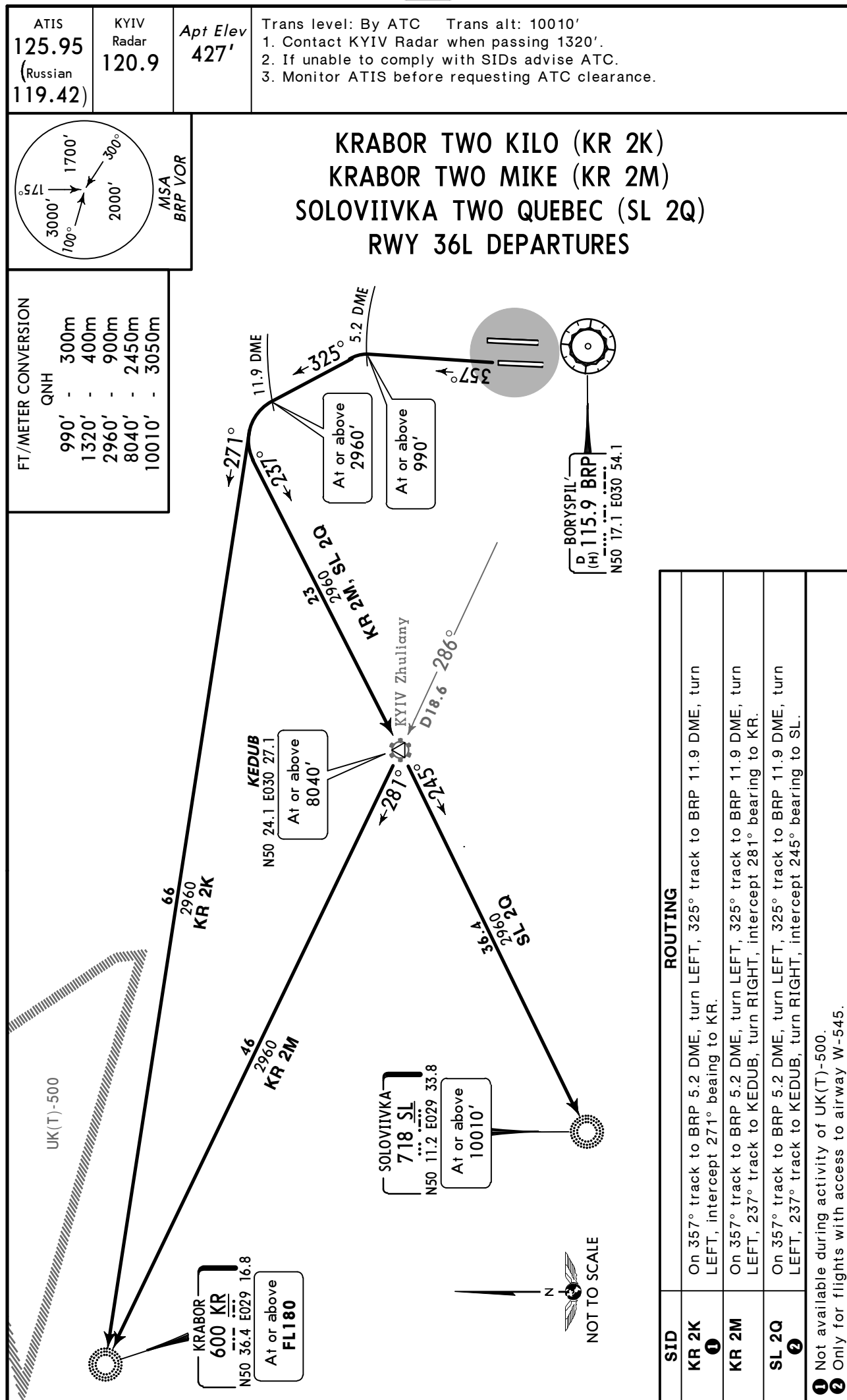
FT/METER CONVERSION

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



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





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.

BOHDANIVKA ONE ROMEO (BO 1R)

KOSHANY ONE KILO (KO 1K)

KRABOR ONE PAPA (KR 1P)

KUROS ONE ROMEO

(KUROS 1R) [KUROS 1R]

SOLOVIIVKA ONE ROMEO (SL 1R)

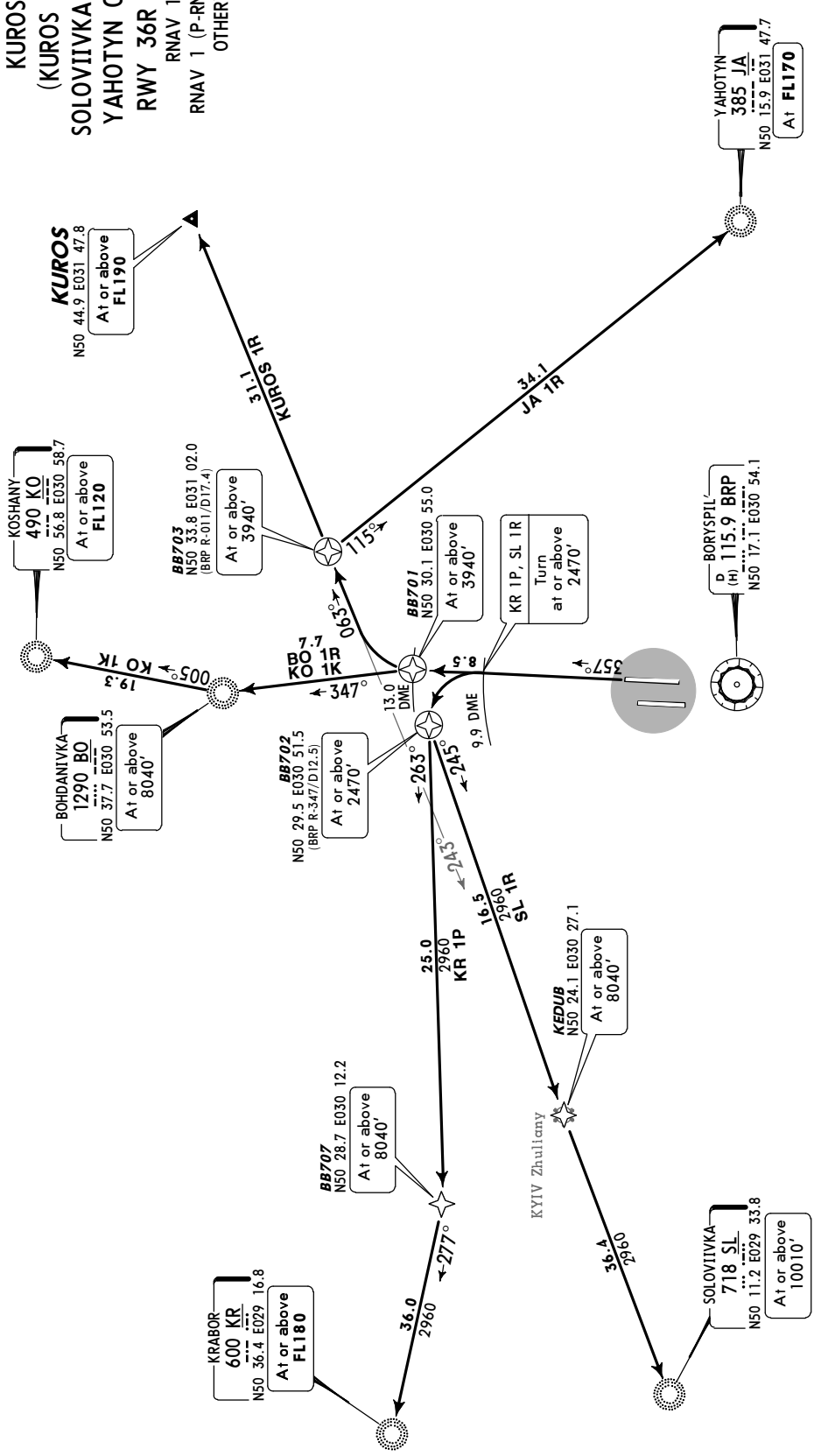
YAHOTYN ONE ROMEO (JA 1R)

RWY 36R RNAV DEPARTURES

RNAV 1 (GNSS, 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+).
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	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.	

FT/METER CONVERSION

QNH

1320' - 400m

2470' - 750m

3940' - 1200m

8040' - 2450m

10010' - 3050m

These SIDs require a minimum climb gradient of

BO 1R, JA 1R, KO 1K, 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
V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION

QNH

1320' - 400m

2470' - 750m

3940' - 1200m

8040' - 2450m

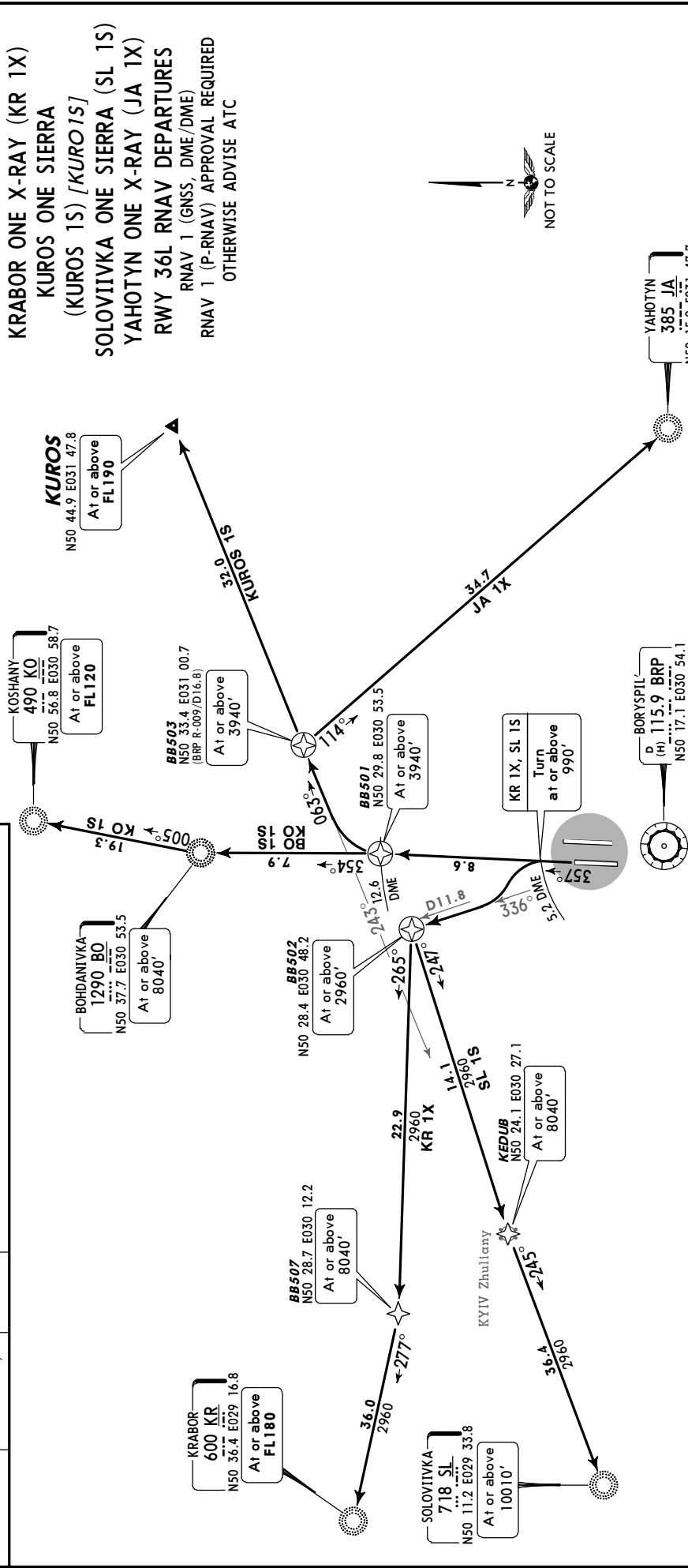
10010' - 3050m

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 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'
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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.

CHANGES: RNAV SID KO 1S established; SL 1S away and JA 1X crossing revised.

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

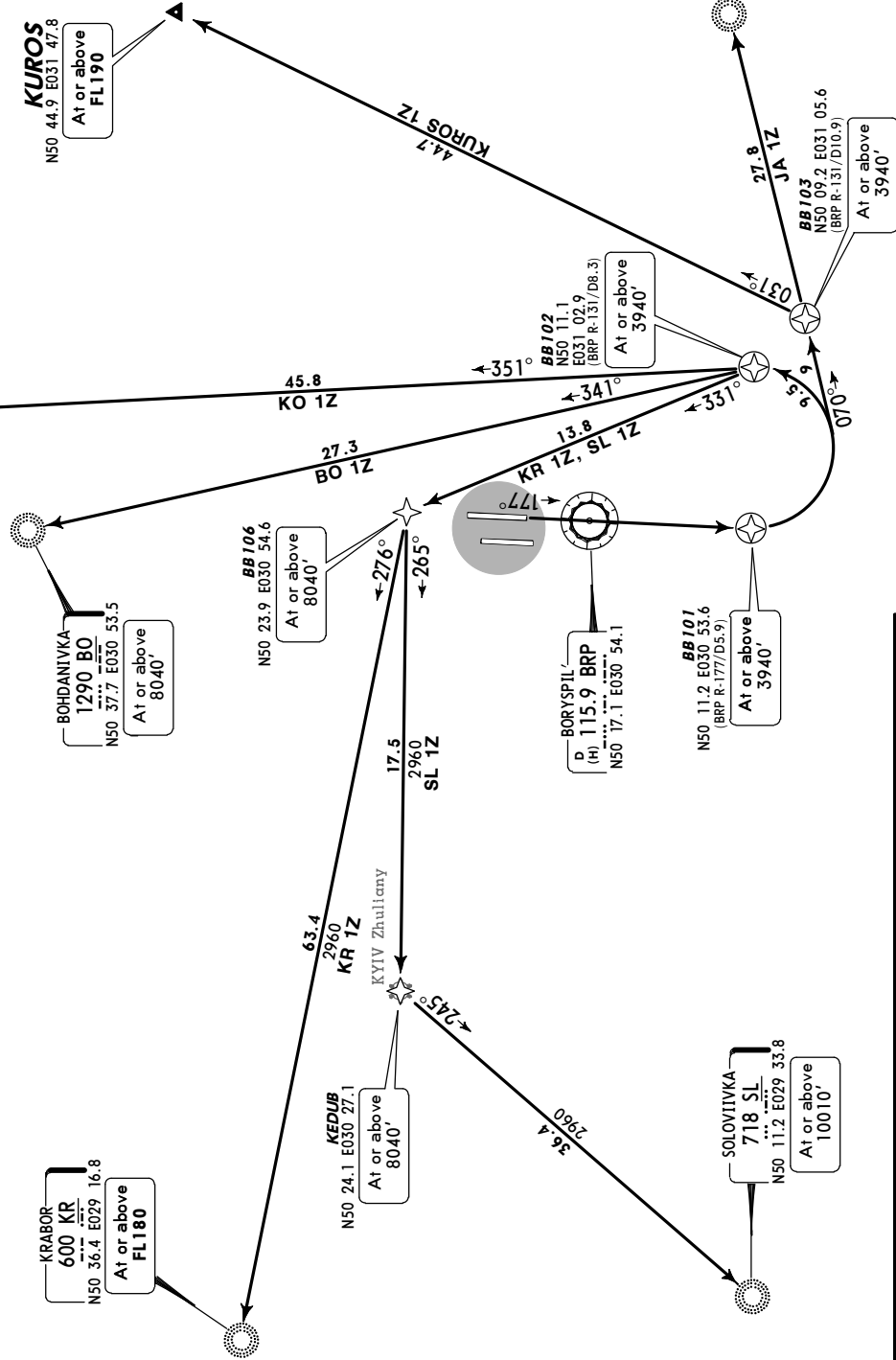
990' - 300m
1320' - 400m
2960' - 900m
3940' - 1200m
8040' - 2450m
10010' - 3050m

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 ZULU (BO 1Z)
KOSHANY ONE ZULU (KO 1Z)
KRABOR ONE ZULU (KR 1Z)
KURO ONE ZULU
(KURO 1Z) [KURO 1Z]
SOLOVIIVKA ONE ZULU (SL 1Z)
YAHOTYN ONE ZULU (JA 1Z)
RWY 18L RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



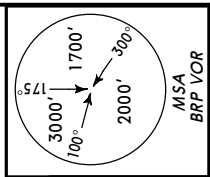
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.	
SID	ROUTING
BO 1Z	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 341° track to D8.3 BRP/BB102 (3940'+) - BO (8040'+).
JA 1Z	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 070° track to D10.9 BRP/BB103 (3940'+) - JA (FL170).
KO 1Z	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 351° track to D8.3 BRP/BB102 (3940'+) - KO (FL120+).
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+).
KURO 1Z	Climb on runway track to at or above 3940' at D5.9 BRP, turn LEFT, 031° track to D10.9 BRP/BB103 (3940'+) - KURO (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 W-545.	

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

FT/METER CONVERSION

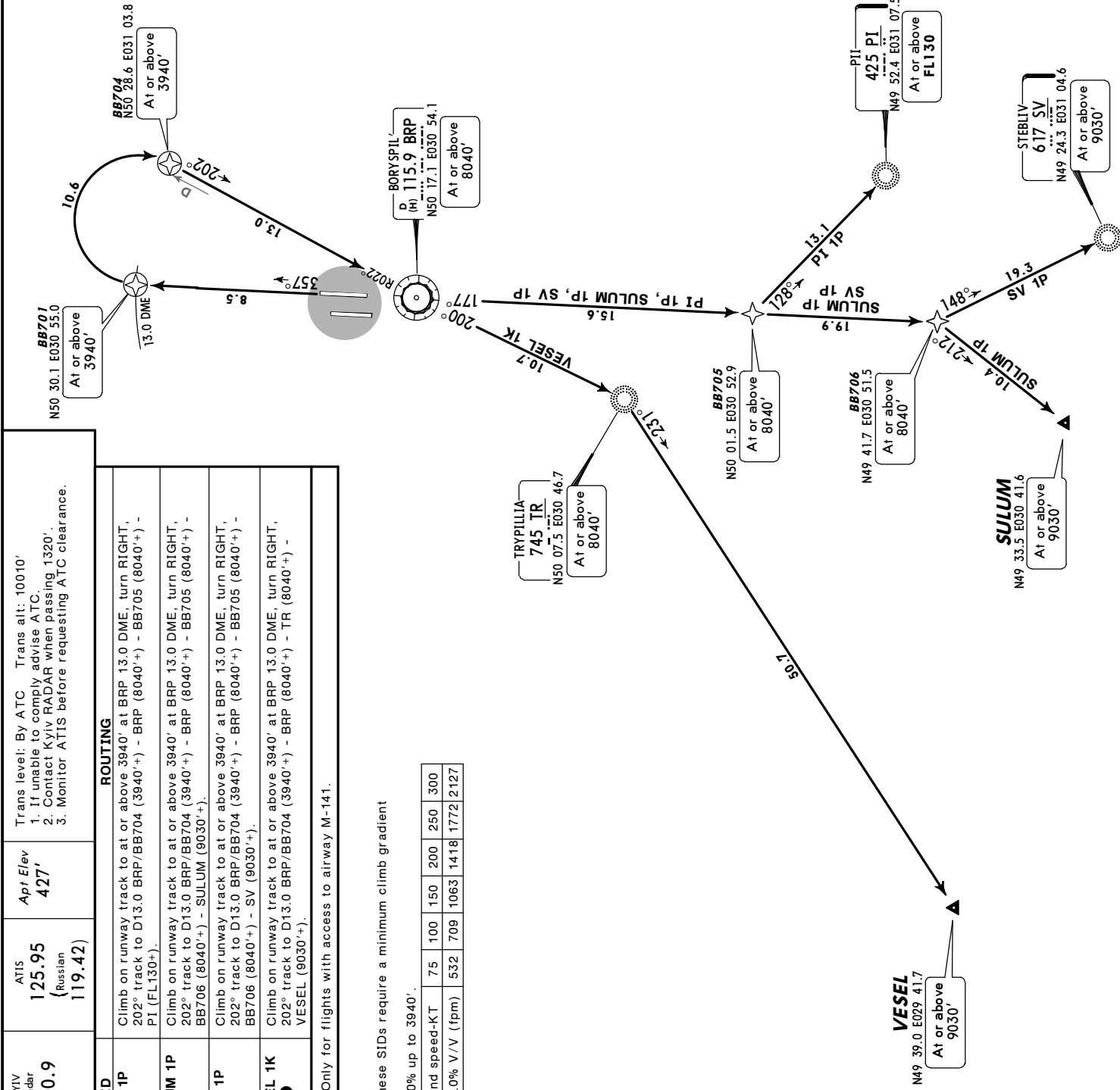
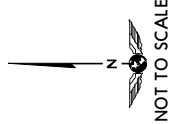
QNH	1320'	400m
	3940'	1200m
	8040'	2450m
	10010'	3050m



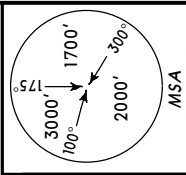
KYIV Radar 120.9	ATIS 125.95 {Russian 119.42}	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact KYIV RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
ROUTING			
SID			
PI 1P	Climb on runway track to at or above 3940' at BRP 13.0 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



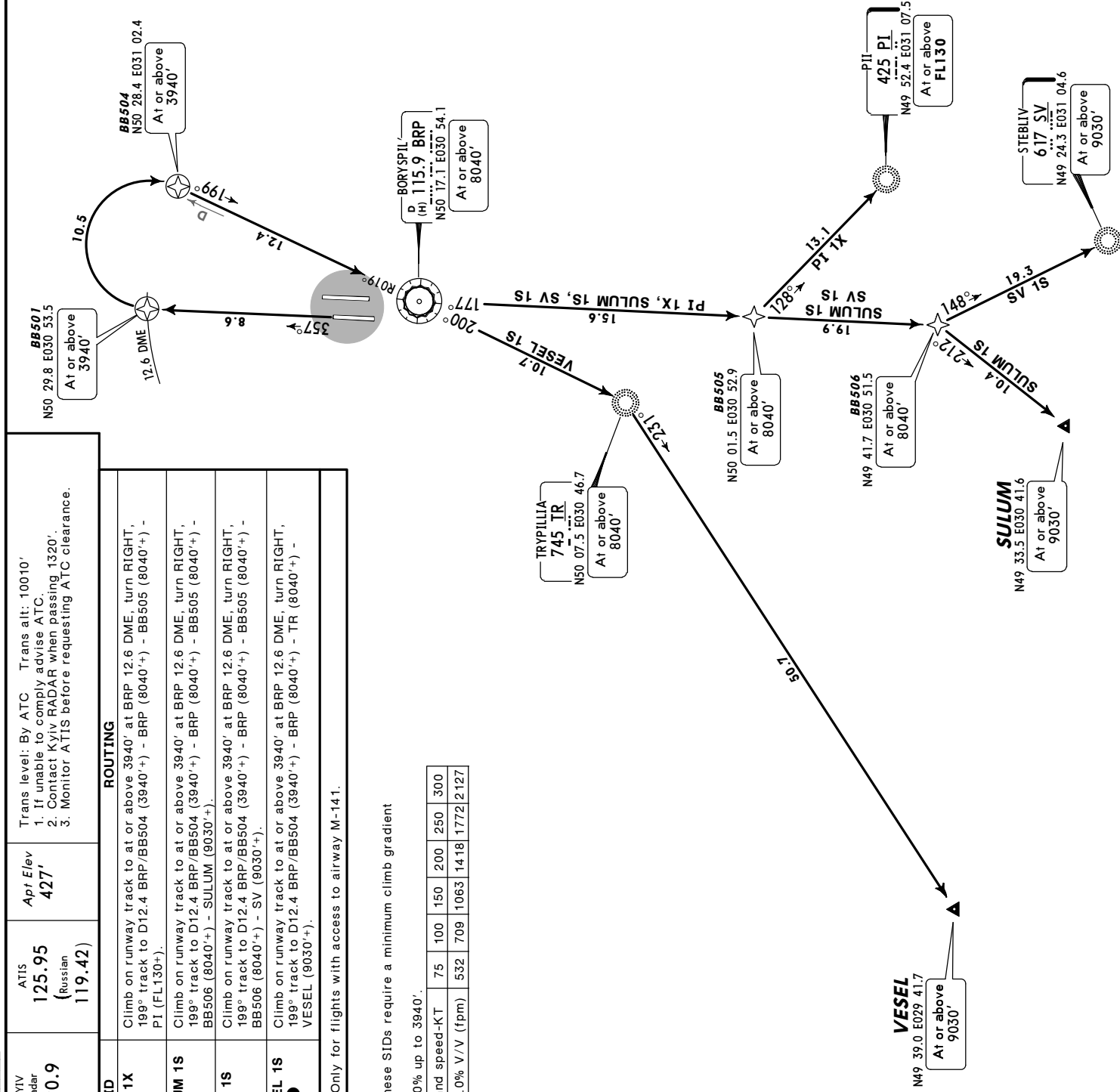
FT/METER CONVERSION	
QNH	
1320' -	400m
3940' -	1200m
8040' -	2450m
9030' -	2750m
10010' -	3050m



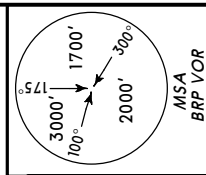
KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
ROUTING			
SID			
PI 1X	Climb on runway track to at or above 3940' at BRP 12.6 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

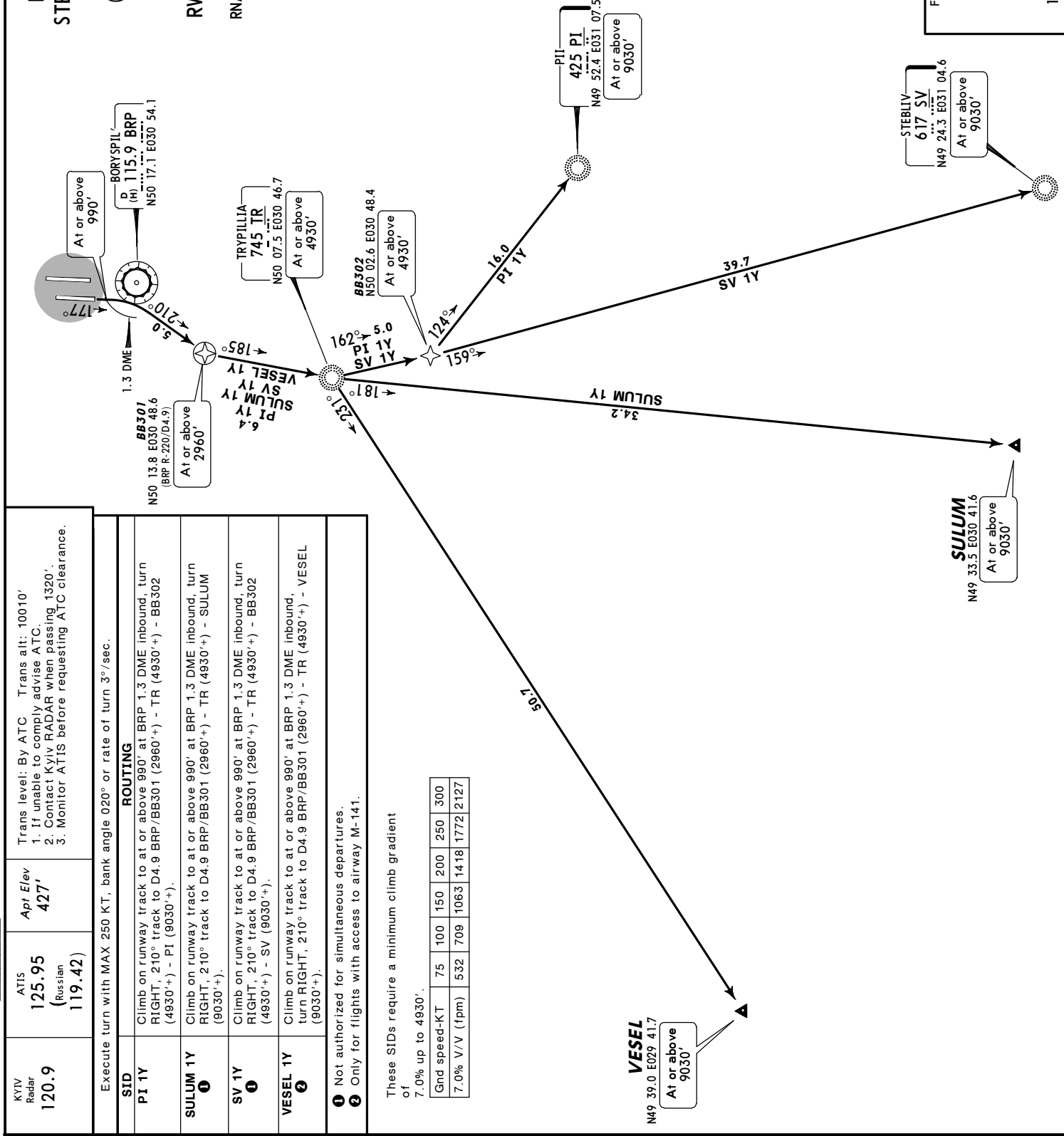


KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.			
ROUTING			
SID PI 1Y	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn R1GHT, 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 R1GHT, 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 R1GHT, 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 R1GHT, 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'.

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

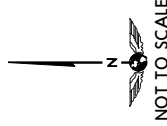
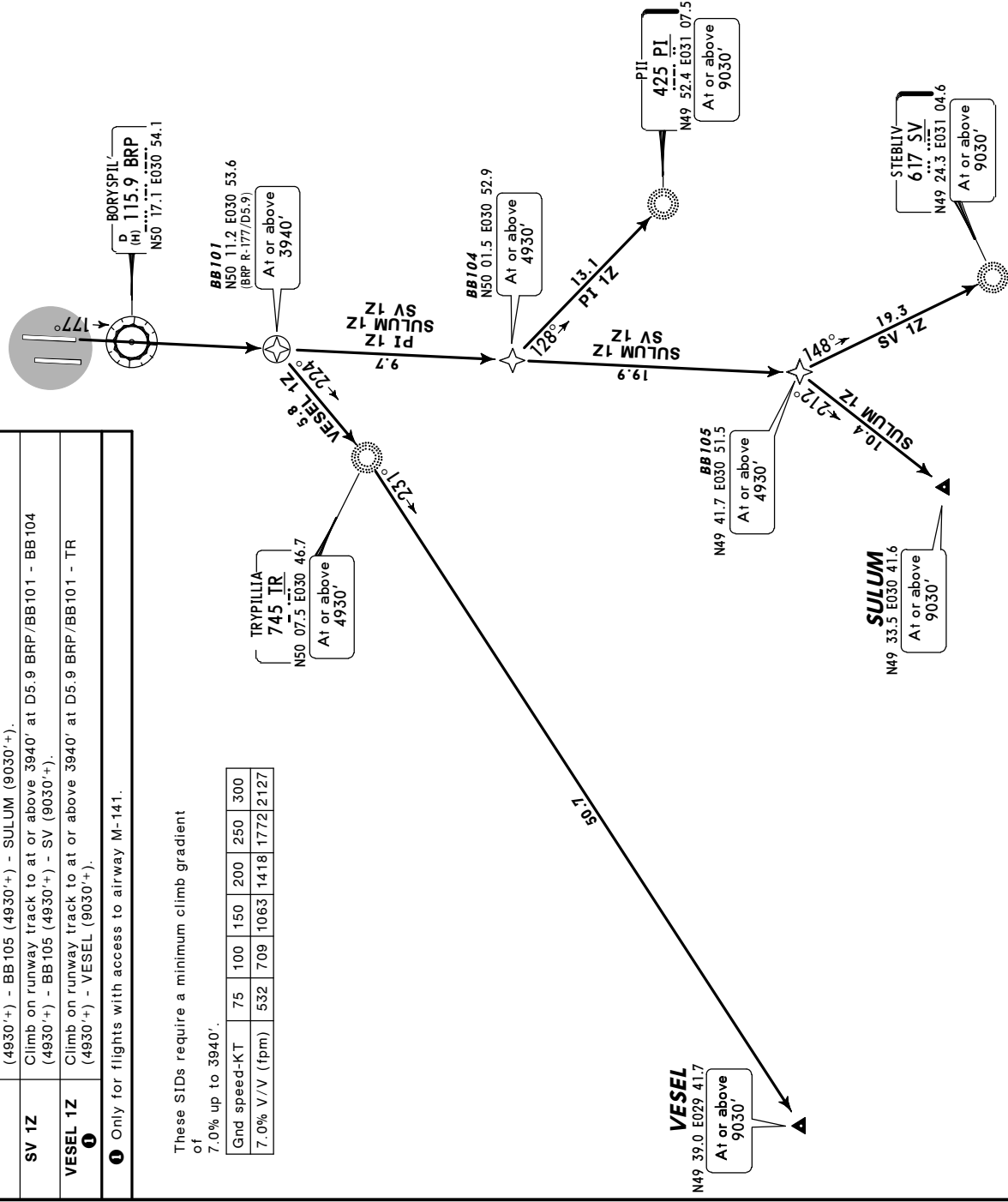
PII ONE YANKEE (PI 1Y)
STEBLIV ONE YANKEE (SV 1Y)
SULUM ONE YANKEE (SULUM 1Y) [SULU1Y]
VESEL ONE YANKEE (VESEL 1Y) [VESE1Y]
RWY 18R RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



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 ①	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR (4930'+) - 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
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m

MSA

BRP VOR

3000'

175°

100°

1700'

2000'

30°

For AIRPORT BRIEFING refer to 10-1P pages

LEGEND

- HS5** HOT SPOT See 10-9A for description.
- Area not visible from Tower

1 Twy to Maintenance Area usable by towing.

FOR DETAILS SEE 10-9B

FOR DETAILS SEE 10-9C

FOR DETAILS SEE 10-9C

Scale:

Feet 0 1000 2000 3000 4000 5000

Meters 0 500 1000 1500

Coordinates:

30-52 30-53 30-54 30-55

50-19 50-20 50-21 50-22

Runways:

- 18L 177°
- 18R 177°
- 36L 357°
- 36R 357°

taxiways:

- MAIN TWY 2
- TWY M
- TWY A
- TWY B
- TWY C
- TWY D
- TWY E
- TWY F
- TWY G
- TWY H
- TWY I
- TWY J
- TWY K
- TWY L
- TWY N
- TWY O
- TWY P
- TWY Q
- TWY R
- TWY S
- TWY T
- TWY U
- TWY V
- TWY W
- TWY X
- TWY Y
- TWY Z

Aprons:

- APRON E1
- APRON E2
- UCA APRONS

Terminal Buildings:

- TERMINAL D
- TERMINAL A
- TERMINAL B
- TERMINAL C
- TERMINAL E
- TERMINAL F
- TERMINAL G
- TERMINAL H
- TERMINAL I
- TERMINAL J
- TERMINAL K
- TERMINAL L
- TERMINAL M
- TERMINAL N
- TERMINAL O
- TERMINAL P
- TERMINAL Q
- TERMINAL R
- TERMINAL S
- TERMINAL T
- TERMINAL U
- TERMINAL V
- TERMINAL W
- TERMINAL X
- TERMINAL Y
- TERMINAL Z

Other Features:

- HANGAR
- ARP
- AIS + MET Control Tower
- Lctr
- Elev 419'
- Elev 422'
- Elev 404'
- Elev 410'
- 525'
- 11,483' 3500m
- 13,123' 4000m

ADDITIONAL RUNWAY INFORMATION					
RWY		LANDING		TAKE-OFF	WIDTH
		Threshold	USABLE LENGTHS BEYOND 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

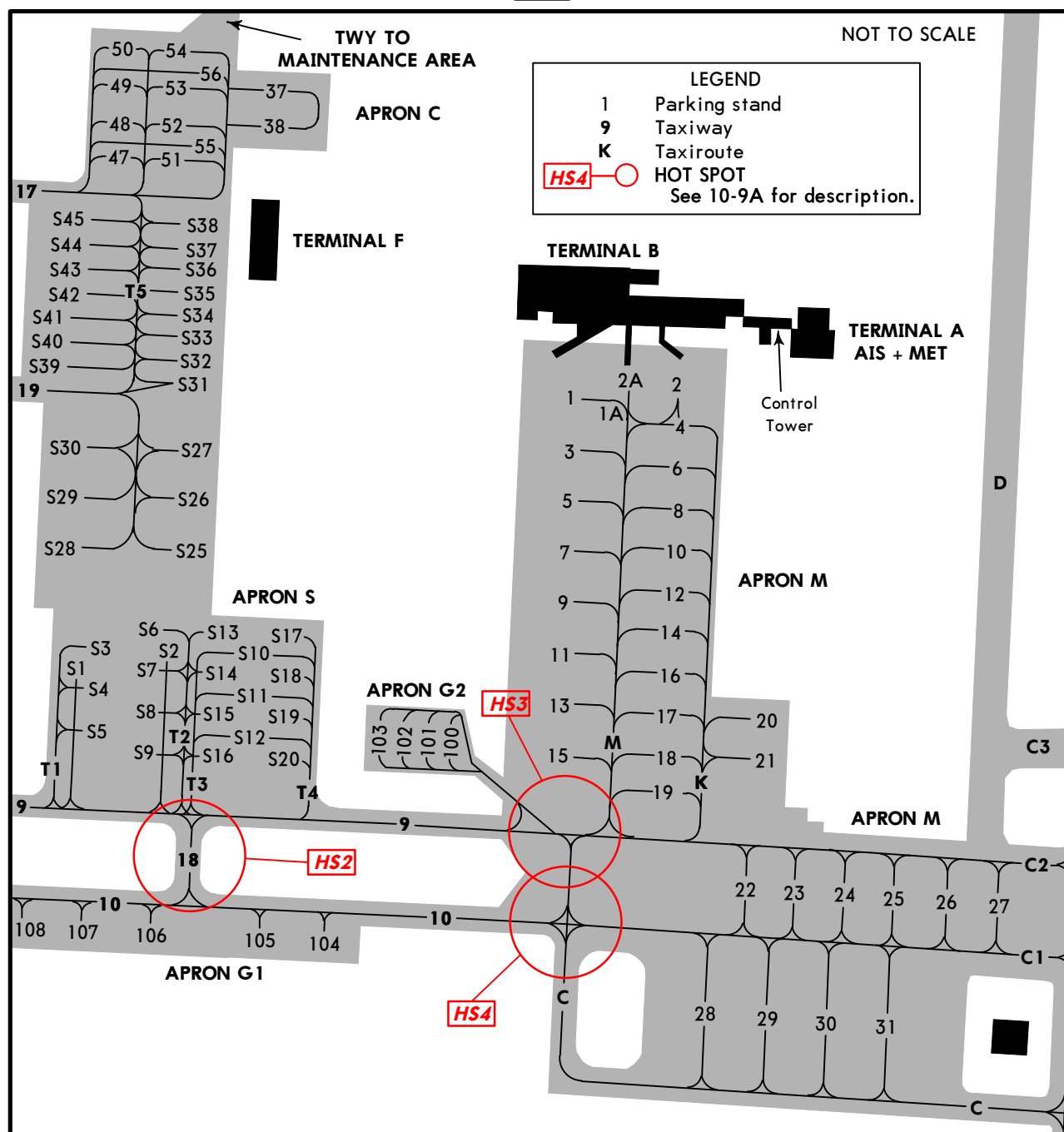
Exercise CAUTION, when crossing intersection on MAIN TWY 2.
- HS2, 3&4

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.

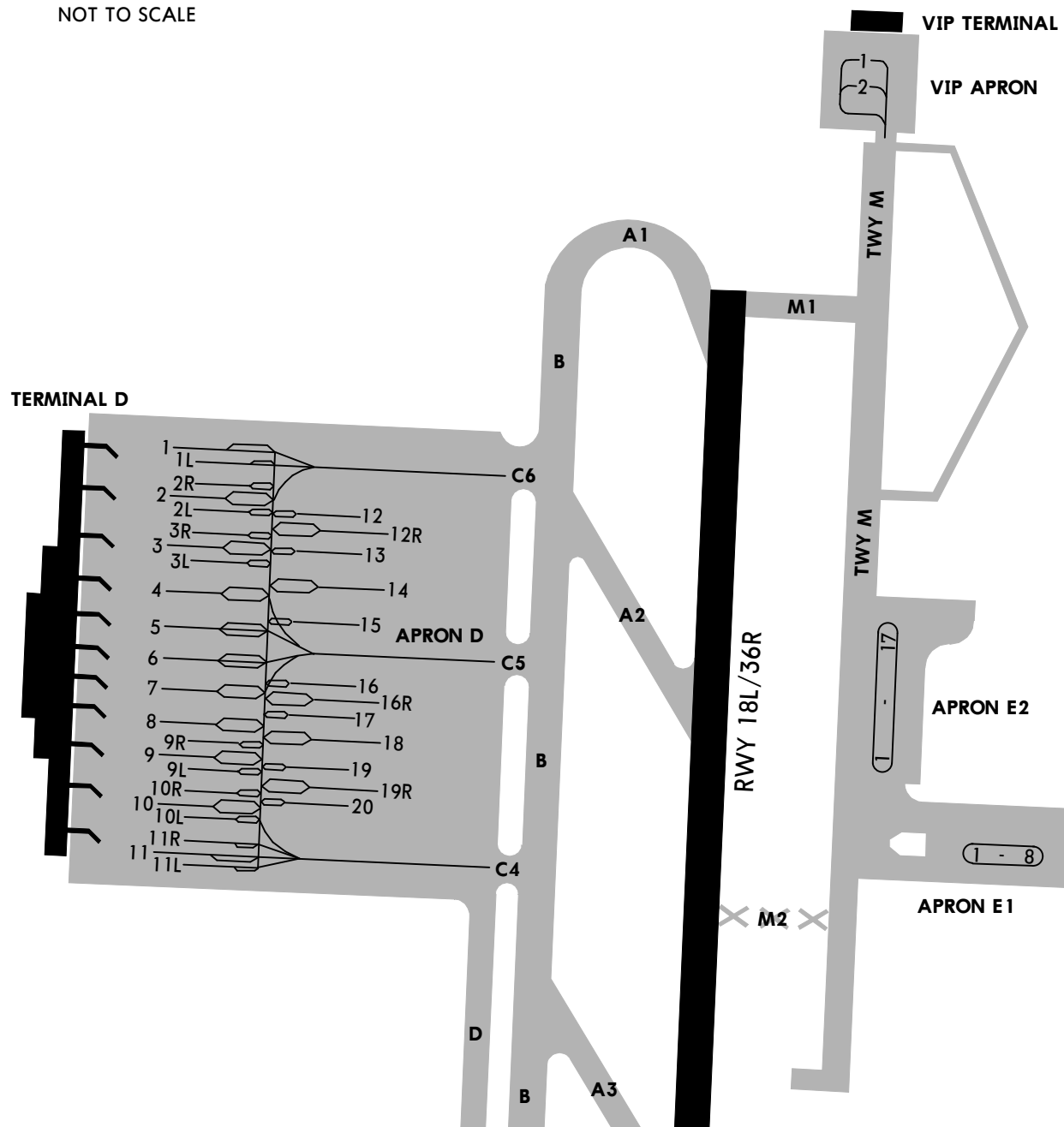
JAR-OPS		TAKE-OFF ❶				
	Rwys 18L/36R LVP must be in force			LVP must be in force	All Rwys	
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
❶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



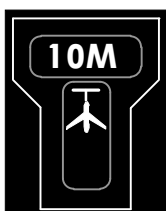
AIRCRAFT IS RIGHT OF CENTERLINE.

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.



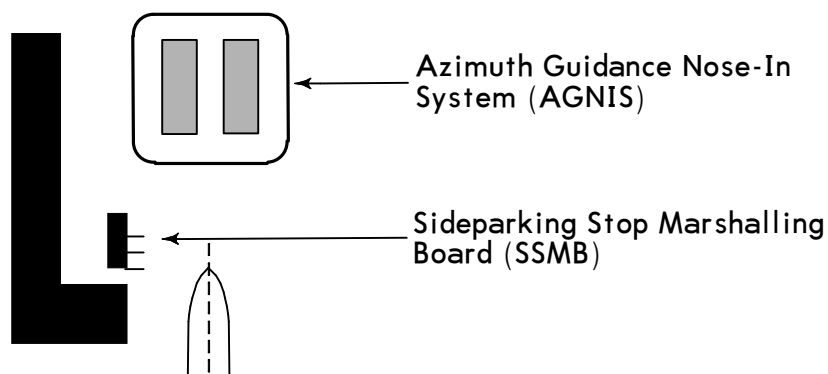
ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from Apron
Control to resume docking procedure.

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

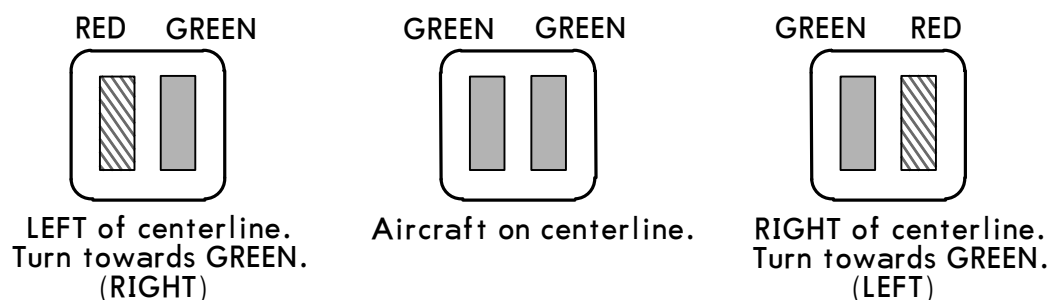
- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

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.

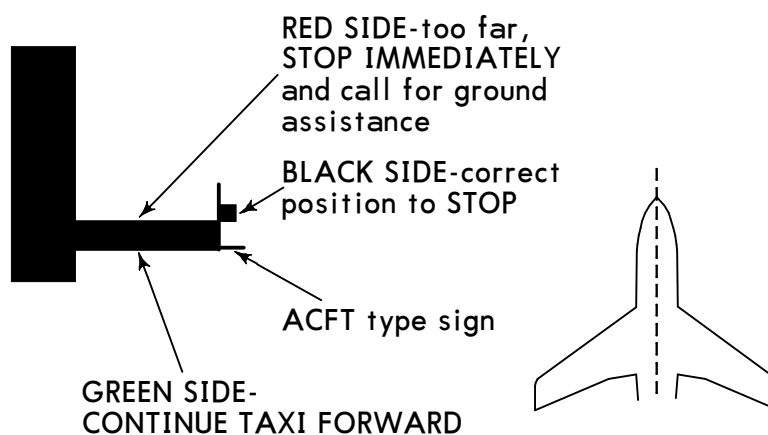
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS



SSMB SIGNALS



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

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

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
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
36R	ALS out	R1500m	R1500m	R1600m	R1600m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	522'(100')	522'(100')	522'(100')	522'(100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	622'(200')	622'(200')	622'(200')	627'(205')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ①	790'(368')	790'(368')	790'(368')	790'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	790'(368')	790'(368')	790'(368')	790'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

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'.

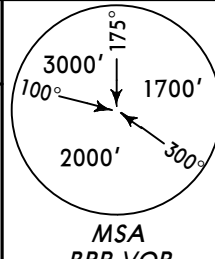
❺ Circling height based on rwy 36R thresh elev of 422'.

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						

TM

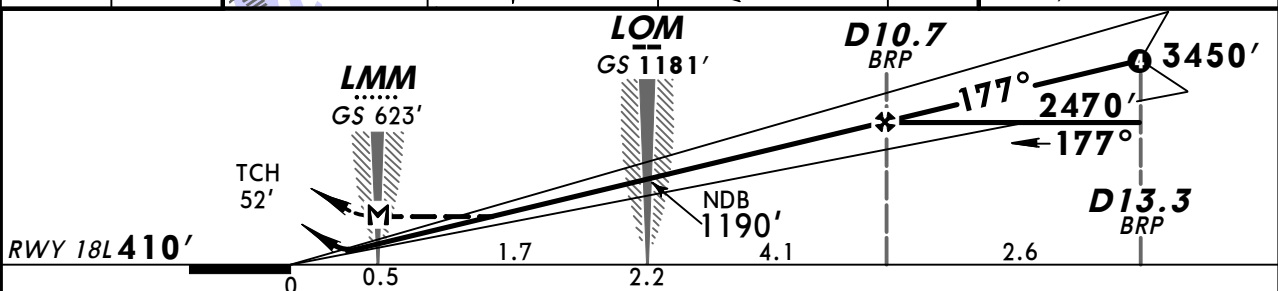
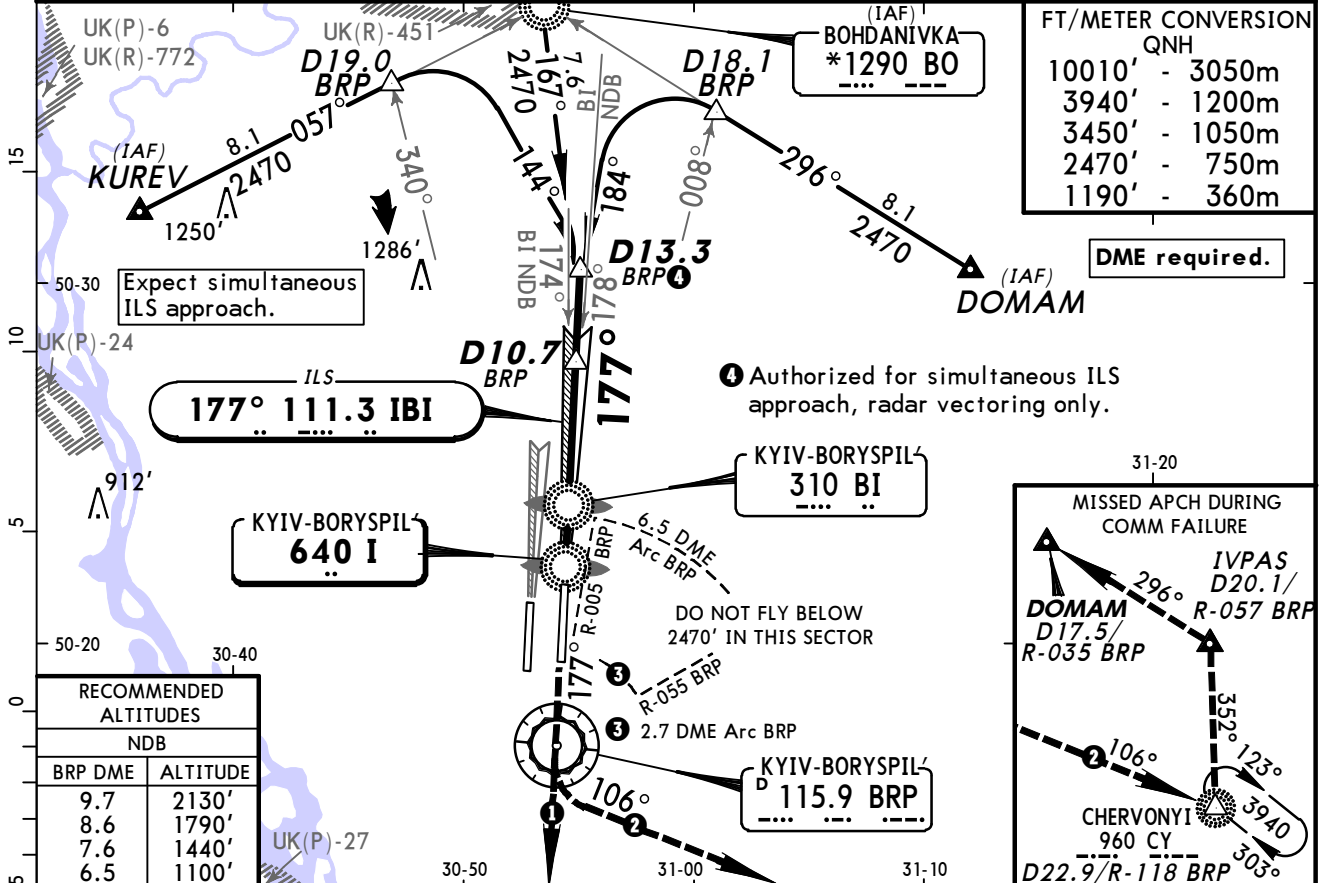
BRIEFING STRIP

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 Apt Chrs 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'



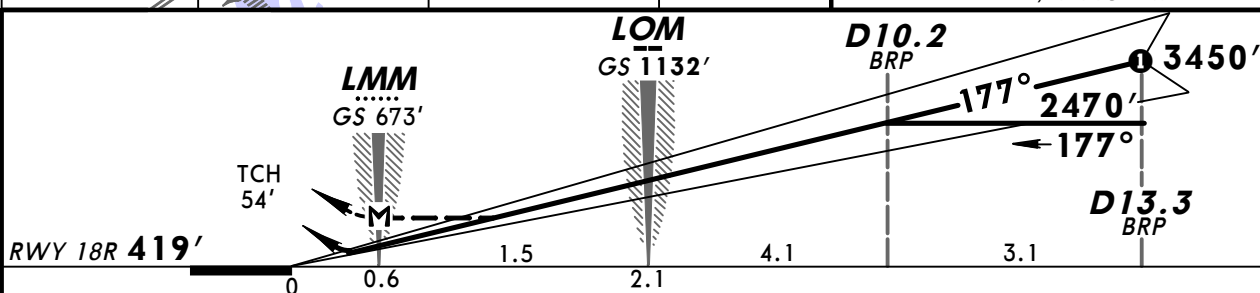
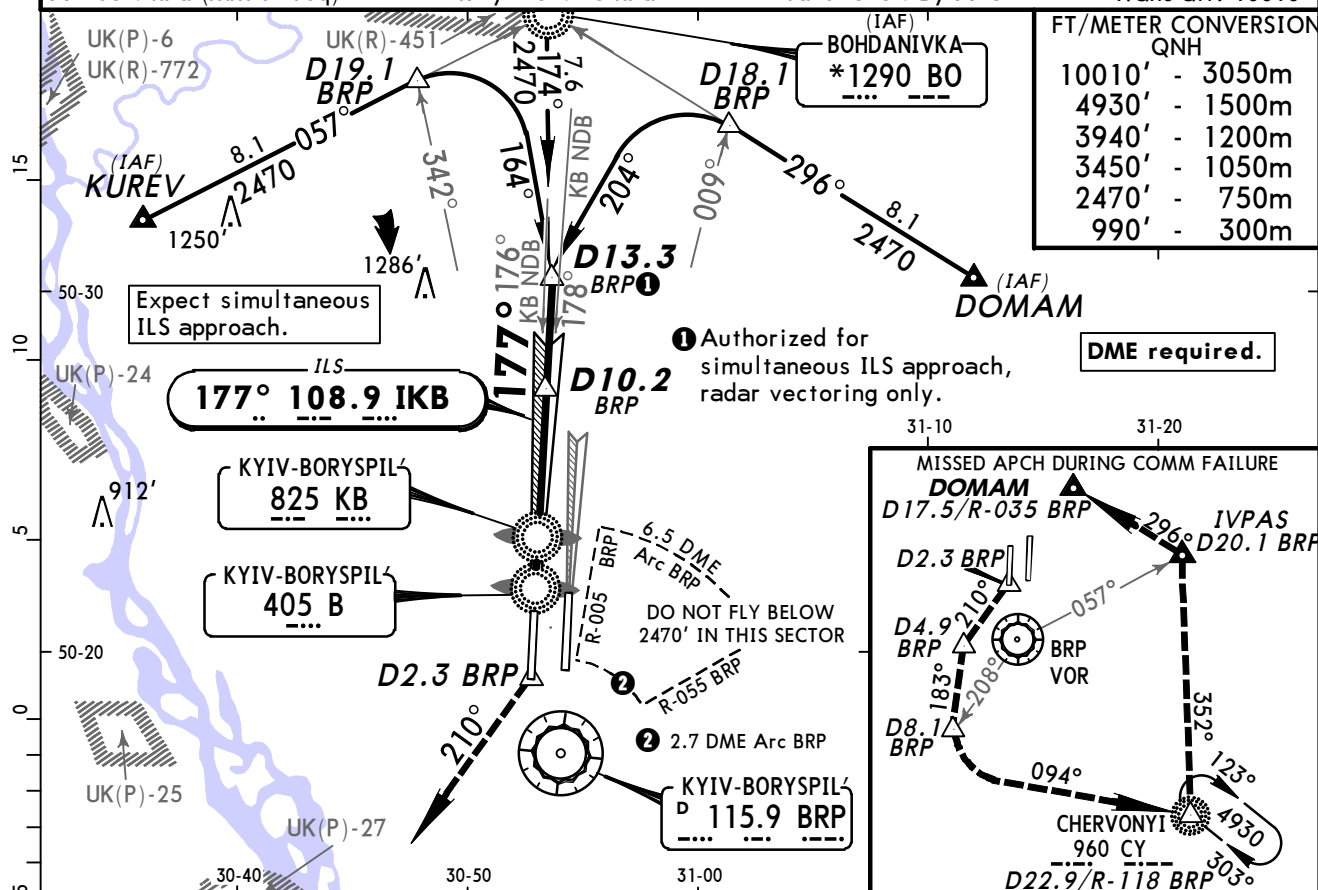
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861		
MAP at LMM								

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		Max Kts	
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'.

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.

Trans alt: 10010'



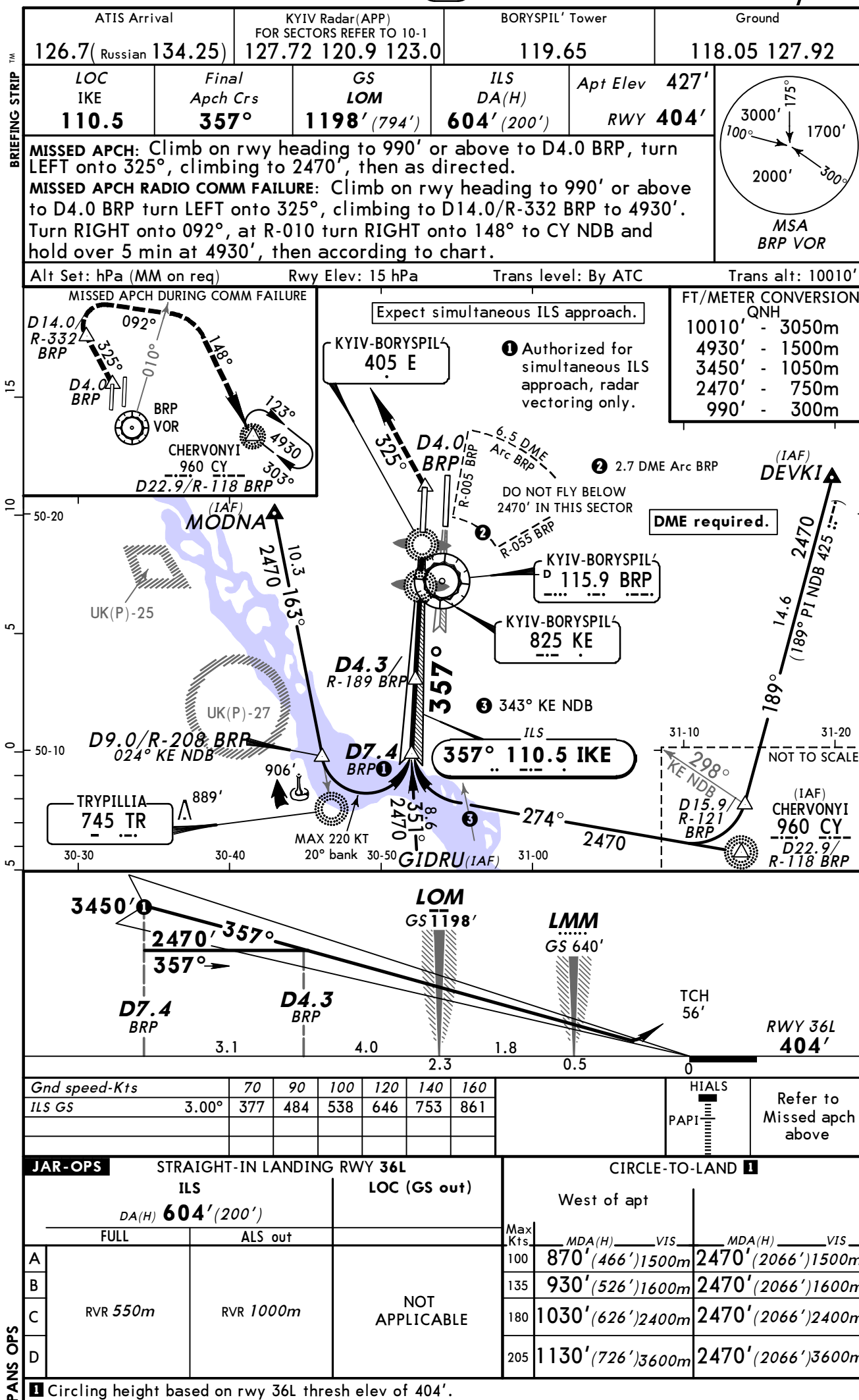
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	377	484	538	646	753	861

A gel electrophoresis image showing a single band labeled PAPI at approximately 100 kDa. The band is located in the lower half of the gel, with a molecular weight marker (HIALS) indicated above it.

Refer to
Missed apch
above

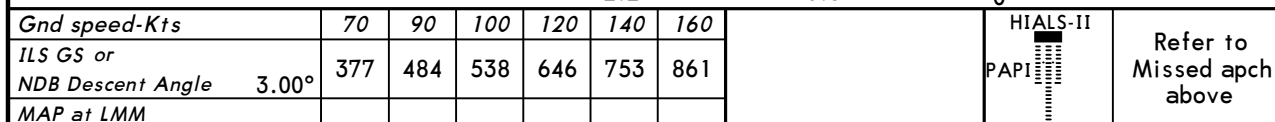
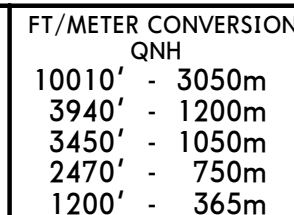
JAR-OPS		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		West of apt	
DA(H) 619' (200')					
FULL		ALS out		Max Kts	MDA(H) VIS MDA(H) VIS
A	RVR 550m	RVR 1000m	NOT APPLICABLE	100	870' (451') 1500m 2470' (2051') 1500m
B				135	930' (511') 1600m 2470' (2051') 1600m
C				180	1030' (611')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

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



MSA
BRP VOR

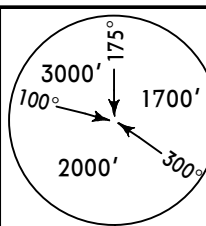
Alt Set: hPa (MM on req)	Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'
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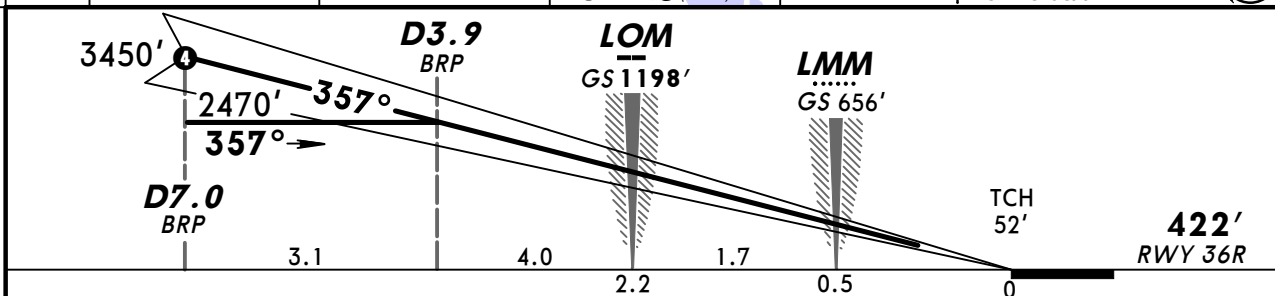
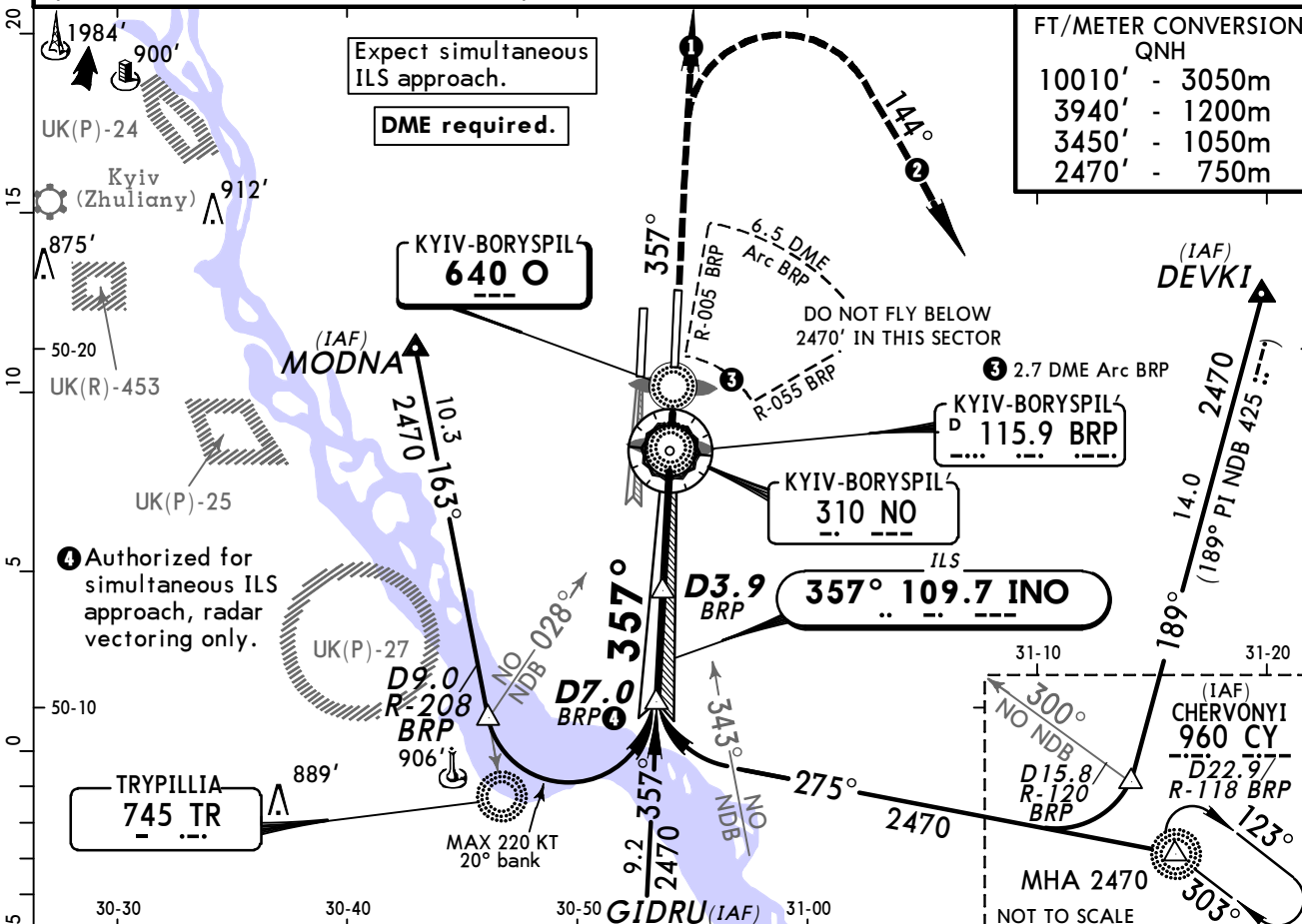


JAR-OPS		STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND 1			
ILS		LOC	NDB		West of apt				
DA(H) ABC: 622' (200')		(GS out)	MDA(H) 790' (368')		Max Kts				
D: 627' (205')						MDA(H) VIS		MDA(H) VIS	
FULL		ALS out		ALS out	100	870' (448') 1500m	2470' (2048') 1500m		
A	RVR 550m	RVR 1000m	NOT APPLICABLE	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		

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BRIEFING STRIP™

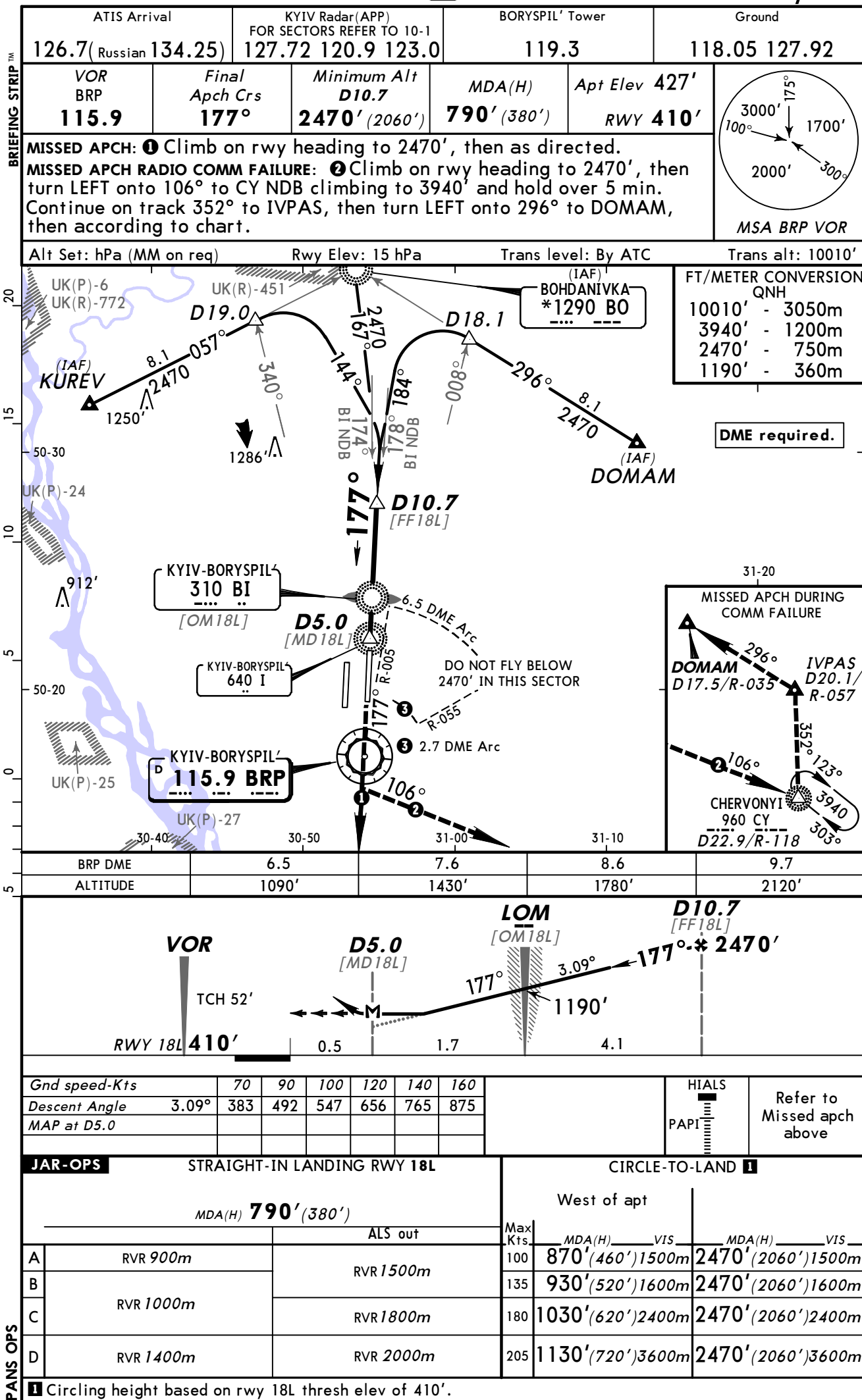
ATIS Arrival		KYIV Radar (APP) FOR SECTORS REFER TO 10-1		BORYSPIL' Tower		Ground	
126.7 (Russian 134.25)		127.72 120.9 123.0		119.3		118.05 127.92	
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	CAT II ILS RA 104' DA (H) 522' (100')	Apt Elev 427'	RWY 422'		
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed. MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.							
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10010'	
Special Aircrew & Acft Certification required.							



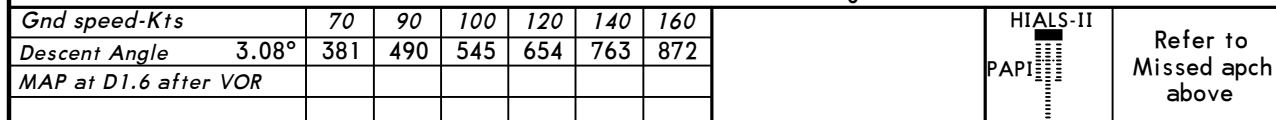
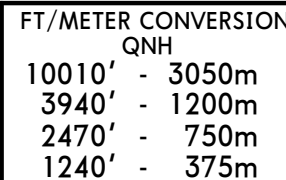
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II		Refer to Missed apch above
PAPI		

JAR-OPS	STRAIGHT-IN LANDING RWY 36R
	CAT II ILS
	ABCD
	RA 104'
	DA(H) 522' (100')
	RVR 300m 1
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.	



A diagram of a circular sector. Three radii are drawn from the center to the circumference, labeled 3000', 1700', and 2000'. The three central angles are labeled 100°, 175°, and 300°.



JAR-OPS		STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND 1				
		MDA(H) 790'(368')		Max Kts	West of apt			
		ALS out			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

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BRIEFING STRIP™

Government	Percentage
Current	10
Previous	5
Both	15
Neither	0



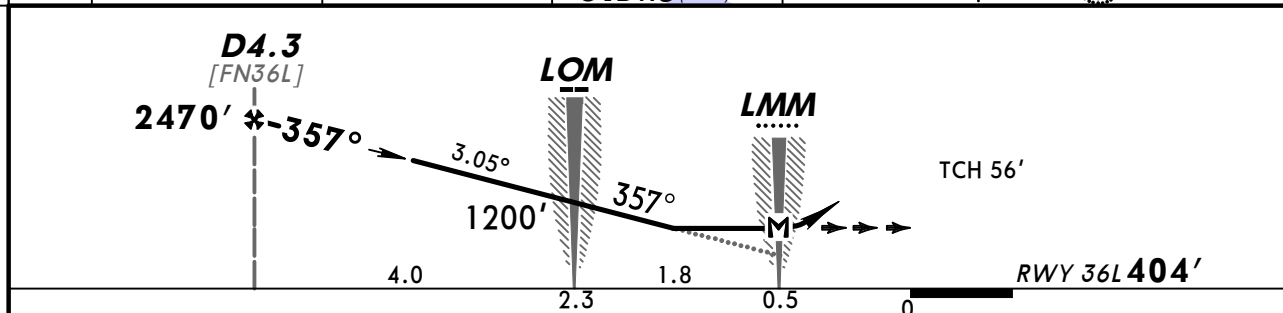
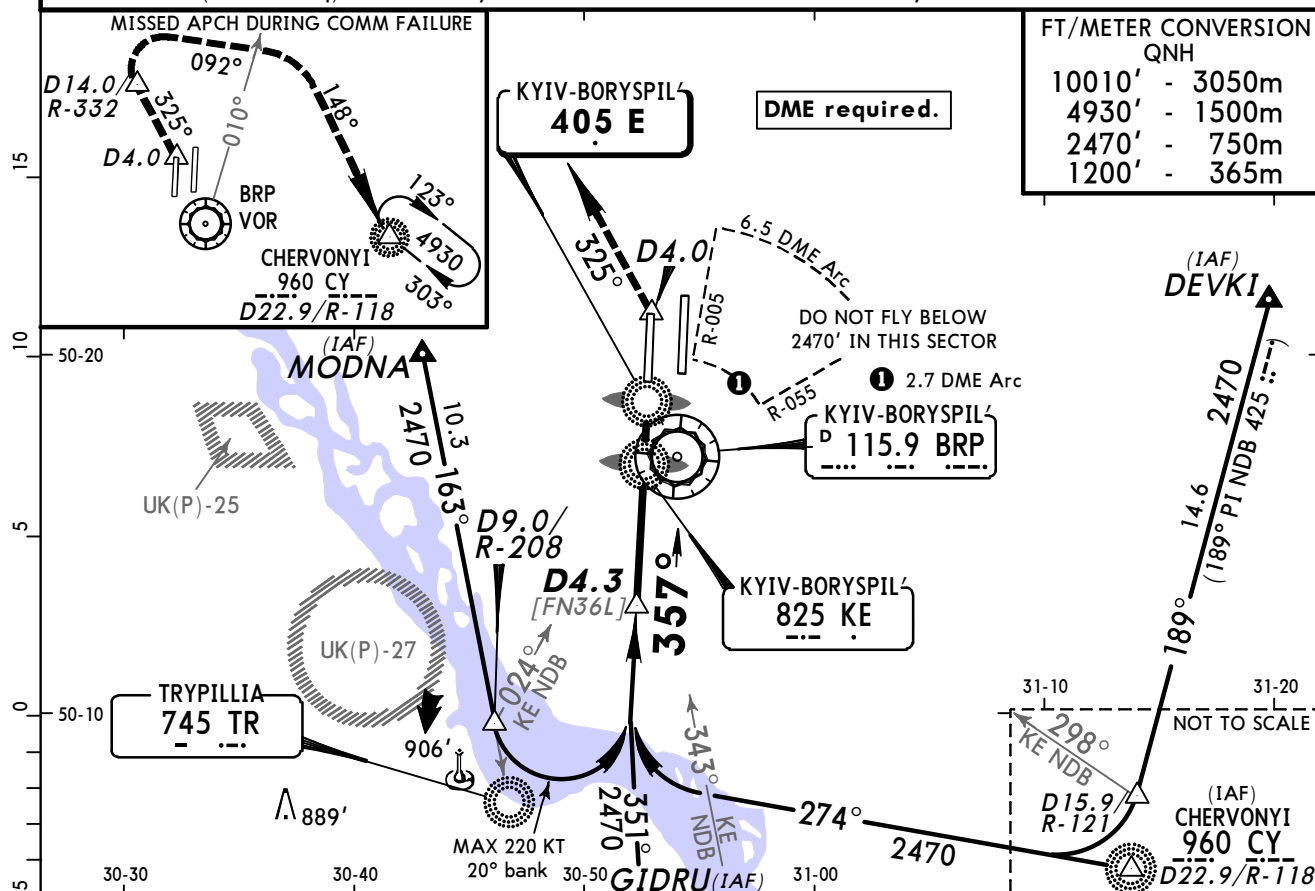
ANS OPS

ANS OPS

ANS OPS

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 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		HIALS	
Descent Angle	3.05°	378	486	540	648	755	863	PAPI	Refer to Missed apch above
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

No Chart Change Notices for Airport UKBB