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Airport Information For UKKM

Terminal Charts For UKKM

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Kyiv Ukr
IATA Code:
Lat/Long: N50° 36.0' E030° 11.6'
Elevation: 518 ft

Airport Use: Public
Magnetic Variation: 7.0°E

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

Sunrise: 0303 Z
Sunset: 1659 Z,

Runway Information

Runway: 15
Length x Width: 11483 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 513 ft
Lighting: Edge, ALS, Centerline

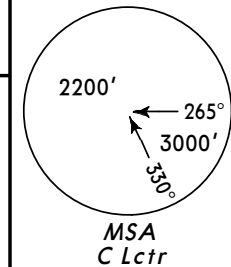
Runway: 33
Length x Width: 11483 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 506 ft
Lighting: Edge, ALS, Centerline

Communication Information

Kyiv Antonov Tower 118.15

Apt Elev
517'

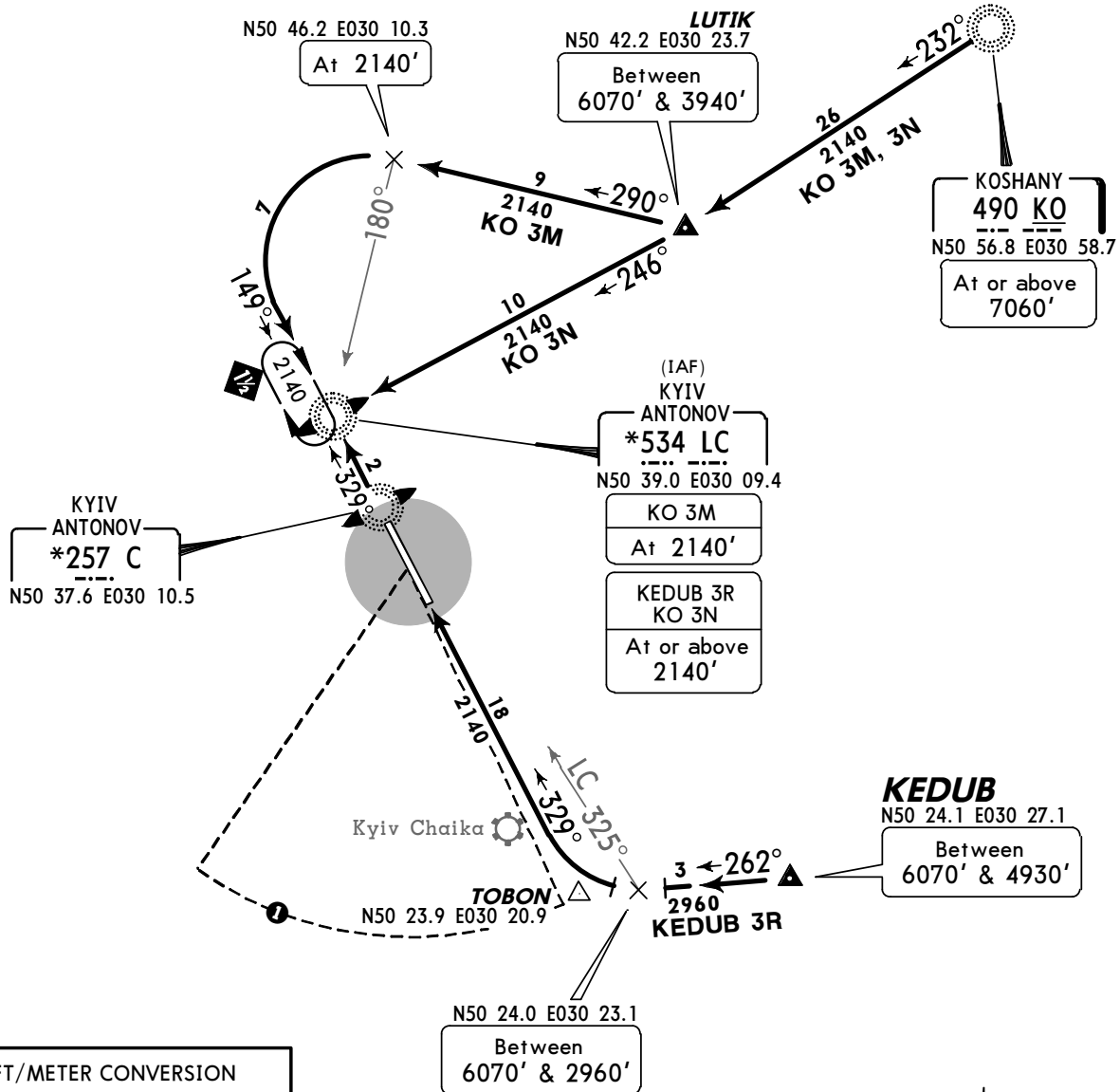
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



KEDUB THREE ROMEO (KEDUB 3R) [KEDU3R]
KOSHANY THREE MIKE (KO 3M)
KOSHANY THREE NOVEMBER (KO 3N)
RWY 15 ARRIVALS

FROM EAST

SPEED: MAX 250 KT BELOW 10010'
WITHIN 30 NM FROM ARP KYIV BORYSPIL'



FT/METER CONVERSION

	QNH
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2140'	- 650m



STAR	ROUTING
KEDUB 3R	On 262° track to N50 24.0 E030 23.1 (325° bearing to LC), turn RIGHT, intercept 329° bearing to LC.
KO 3M	On 232° bearing to LUTIK, turn RIGHT, 290° track to N50 46.2 E030 10.3 (180° bearing to LC), turn LEFT, intercept 149° bearing to LC.
KO 3N	On 232° bearing to LUTIK, turn RIGHT, 246° bearing to LC.

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

KEDUB THREE PAPA (KEDUB 3P) [KEDU3P]
KEDUB THREE SIERRA (KEDUB 3S) [KEDU3S]
KOSHANY THREE PAPA (KO 3P)
RWY 33 ARRIVALS
FROM EAST

~~SPEED~~ MAX 250 KT BELOW 10010'
WITHIN 30 NM FROM ARP KYIV BORYSPIL'

HOLDING OVER

LUTIK
N50 42.2 E030 23.7Between
6070' & 3940'

KOSHANY
490 KO
N50 56.8 E030 58.7
At or above
7060'

(IAF)
KYIV
ANTONOV
*286 O
N50 34.9 E030 12.5
At or above
2140'

KEDUB 3P

KYIV
ANTONOV
*590 GO
N50 33.5 E030 13.5



FT/METER CONVERSION

	QNH
10010'	- 3050m
7060'	- 2150m
6070'	- 1850m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2140'	- 650m
1970'	- 600m

Kyiv Chaika

TOBON
N50 23.9 E030 20.9

N50 24.0 E030 23.1
Between
6070' & 2960'

3
2960
KEDUB
3P, 3S

KEDUB
N50 24.1 E030 27.1
Between
6070' & 4930'

❶ In sector 030° - 330° within 13.5 NM
to ARP all flights above 2160' are by
ATC when Kyiv Chaika AD is active.

KYIV Boryspil'

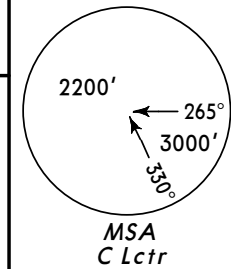
STAR

ROUTING

KEDUB 3P	On 262° track to N50 24.0 E030 23.1 (322° bearing to GO), turn RIGHT, intercept 329° bearing to O.
KEDUB 3S	On 262° track to N50 24.0 E030 23.1 (322° bearing to GO), turn RIGHT, 329° track.
KO 3P	On 232° bearing to LUTIK, turn LEFT, 219° bearing to O.

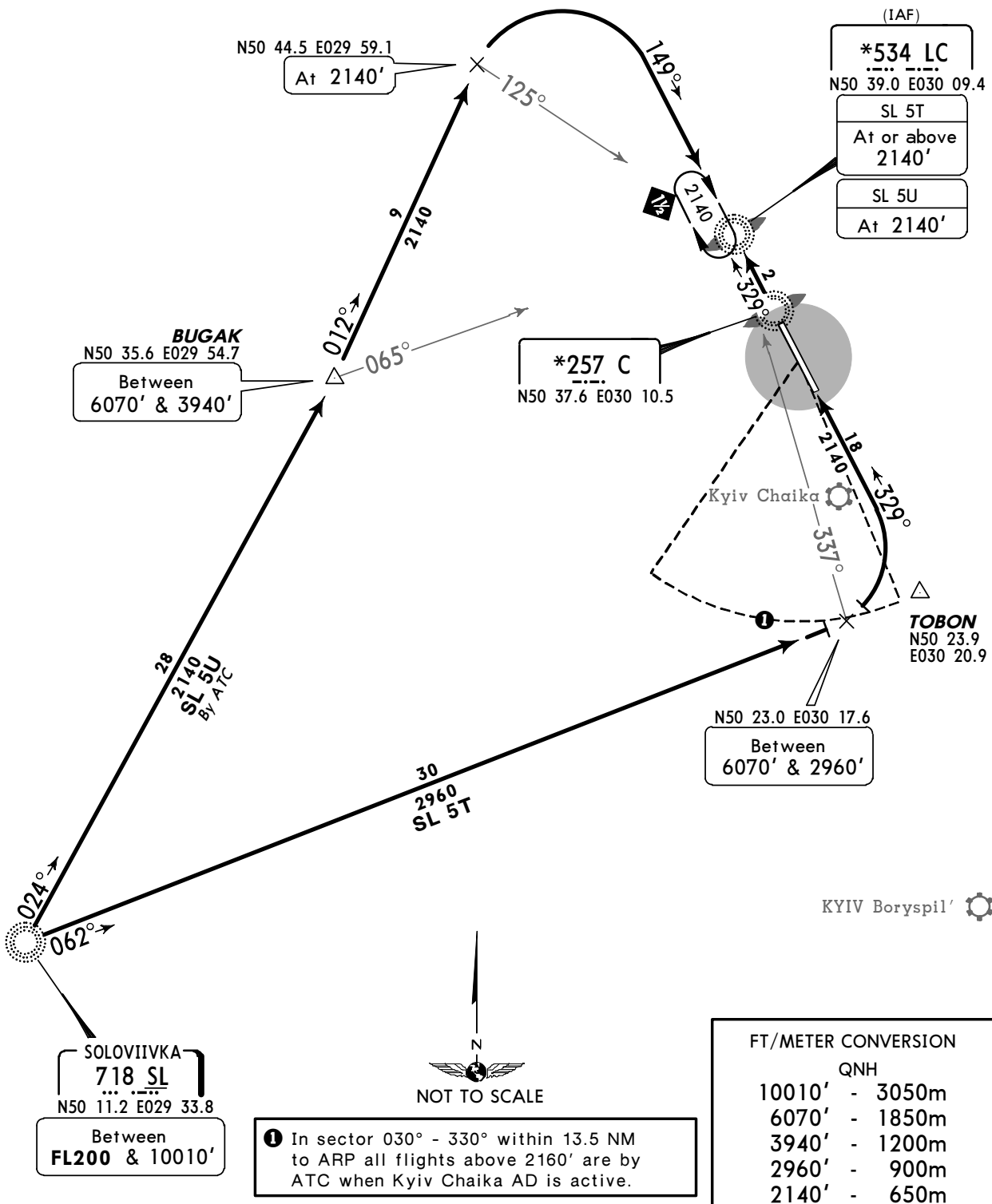
Apt Elev
518'

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



SOLOVIIVKA FIVE TANGO (SL 5T)
SOLOVIIVKA FIVE UNIFORM (SL 5U)
RWY 15 ARRIVALS

~~SPEED~~ MAX 250 KT BELOW 10010'
WITHIN 30 NM FROM ARP KYIV BORYSPIL'



STAR

ROUTING

SL 5T

On 062° bearing to N50 23.0 E030 17.6 (337° bearing to LC), turn LEFT, intercept 329° bearing to LC.

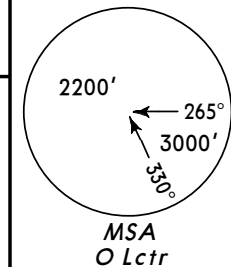
SL 5U

By ATC

On 024° bearing to BUGAK, turn LEFT, 012° track to N50 44.5 E029 59.1 (125° bearing to LC), turn RIGHT, intercept 149° bearing to LC.

Apt Elev
518'

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

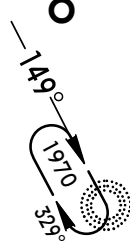


SOLOVIIVKA FIVE VICTOR (SL 5V)
SOLOVIIVKA FIVE WHISKEY (SL 5W)
SOLOVIIVKA THREE ZULU (SL 3Z)
RWY 33 ARRIVALS

~~SPEED~~ MAX 250 KT BELOW 10010'
WITHIN 30 NM FROM ARP KYIV BORYSPIL'



HOLDING OVER



(IAF)
*286 0
N50 34.9 E030 12.5
At or above
2140'

SL 5V, 5W

*590 GO
N50 33.5 E030 13.5

N50 27.6
E030 15.0

Kyiv Chaika

GIMAN
N50 24.4 E030 02.8
Between
6070' & 3940'

TOBON
N50 23.9
E030 20.9

N50 23.0 E030 17.6
Between
6070' & 2960'

KYIV Boryspil'

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8

Between
FL200 & 10010'

① In sector 030° - 330° within 13.5 NM
to ARP all flights above 2160' are by
ATC when Kyiv Chaika AD is active.

FT/METER CONVERSION

QNH

10010' - 3050m
6070' - 1850m
3940' - 1200m
2960' - 900m
2140' - 650m
1970' - 600m

STAR

ROUTING

SL 5V

On 062° bearing to N50 23.0 E030 17.6 (341° bearing to GO), turn LEFT, intercept
329° bearing to O.

SL 5W

By ATC

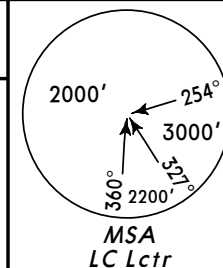
On 049° bearing to GIMAN, turn RIGHT, 062° bearing towards BO, at 346° bearing
to GO turn LEFT, intercept 329° bearing to O.

SL 3Z

On 062° bearing to N50 23.0 E030 17.6 (341° bearing to GO), then according chart.

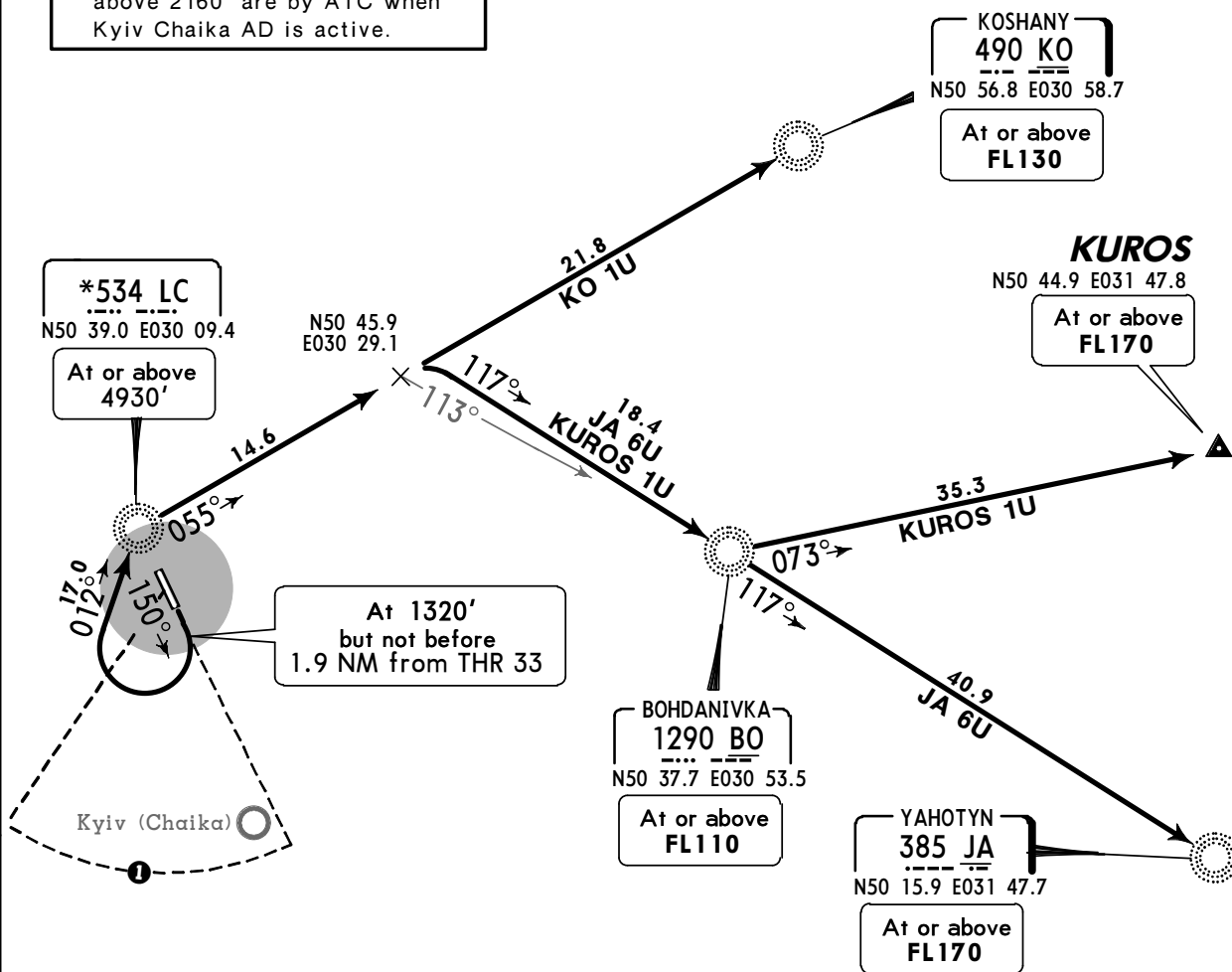
Apt Elev
518'

Trans level: By ATC Trans alt: 10010'
If unable to comply SID advise ATC.

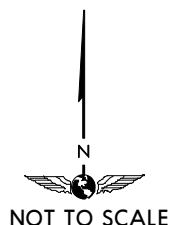


KOSHANY ONE UNIFORM (KO 1U)
KUROS ONE UNIFORM (KUROS 1U) [KUROS 1U]
YAHOTYN SIX UNIFORM (JA 6U)
RWY 15 DEPARTURES

1 In sector 210° - 150° within
13.5 NM from ARP all flights
above 2160' are by ATC when
Kyiv Chaika AD is active.



FT/METER CONVERSION
QNH
1320' - 400m
4930' - 1500m
10010' - 3050m



These SIDs require a minimum climb gradient
of
4% up to 1320'.

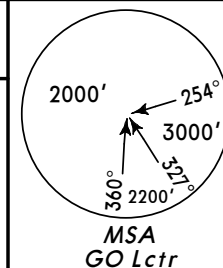
Gnd speed-KT	75	100	150	200	250	300
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC.

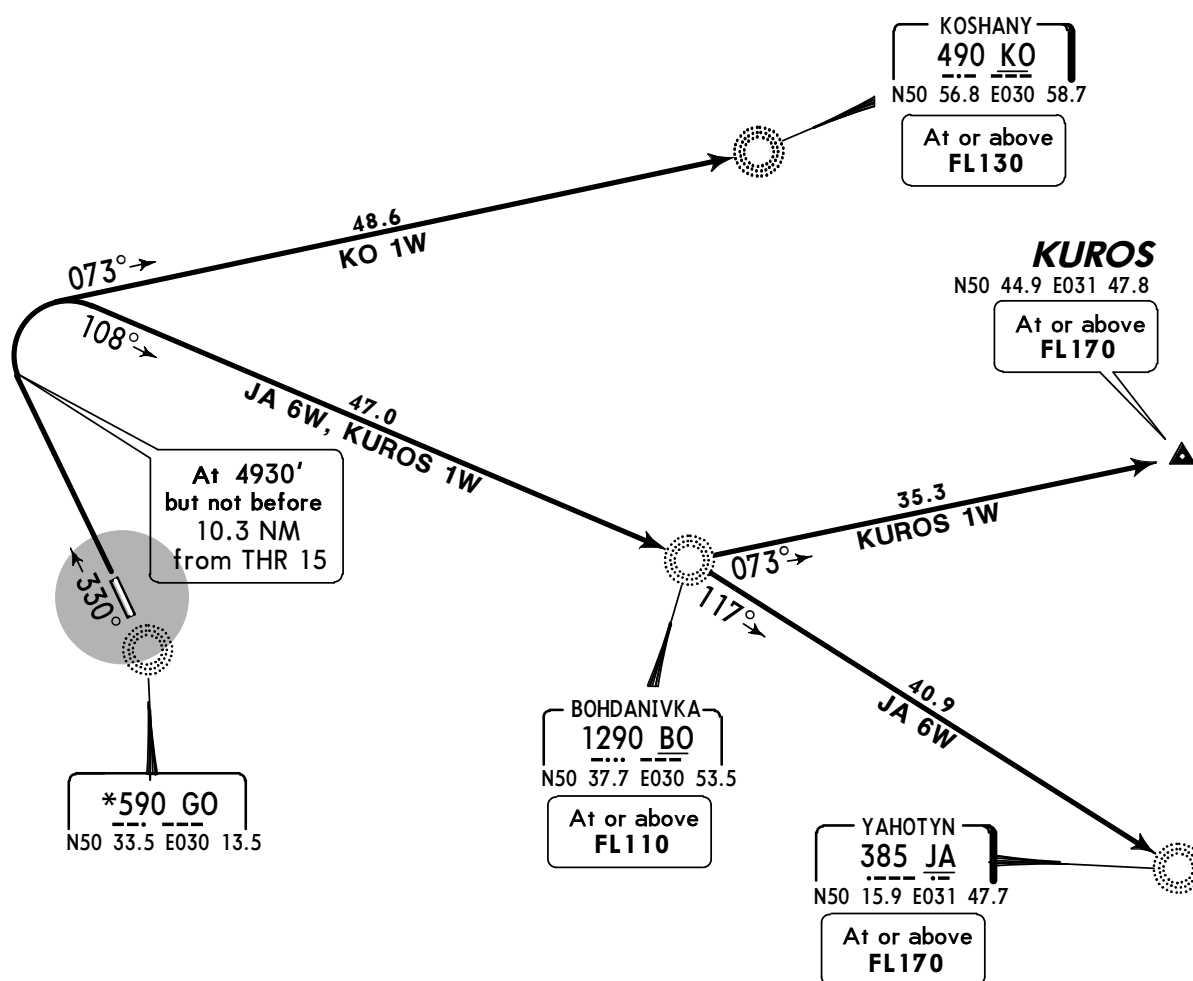
SID	ROUTING
JA 6U	Climb on 150° track to 1320', turn RIGHT, intercept 012° bearing to LC, turn RIGHT, 055° bearing, when passing 113° bearing to BO turn RIGHT, intercept 117° bearing to BO, 117° bearing to JA.
KO 1U	Climb on 150° track to 1320', turn RIGHT, intercept 012° bearing to LC, turn RIGHT, 055° bearing to KO.
KUROS 1U	Climb on 150° track to 1320', turn RIGHT, intercept 012° bearing to LC, turn RIGHT, 055° bearing, when passing 113° bearing to BO turn RIGHT, intercept 117° bearing to BO, turn LEFT, 073° bearing to KUROS.

Apt Elev
518'

Trans level: By ATC Trans alt: 10010'
If unable to comply SID advise ATC.



KOSHANY ONE WHISKEY (KO 1W)
KUROS ONE WHISKEY (KUROS 1W) [KUROS1W]
YAHOTYN SIX WHISKEY (JA 6W)
RWY 33 DEPARTURES



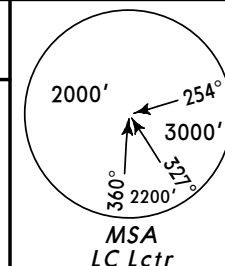
FT/METER CONVERSION	
QNH	
4930'	- 1500m
10010'	- 3050m



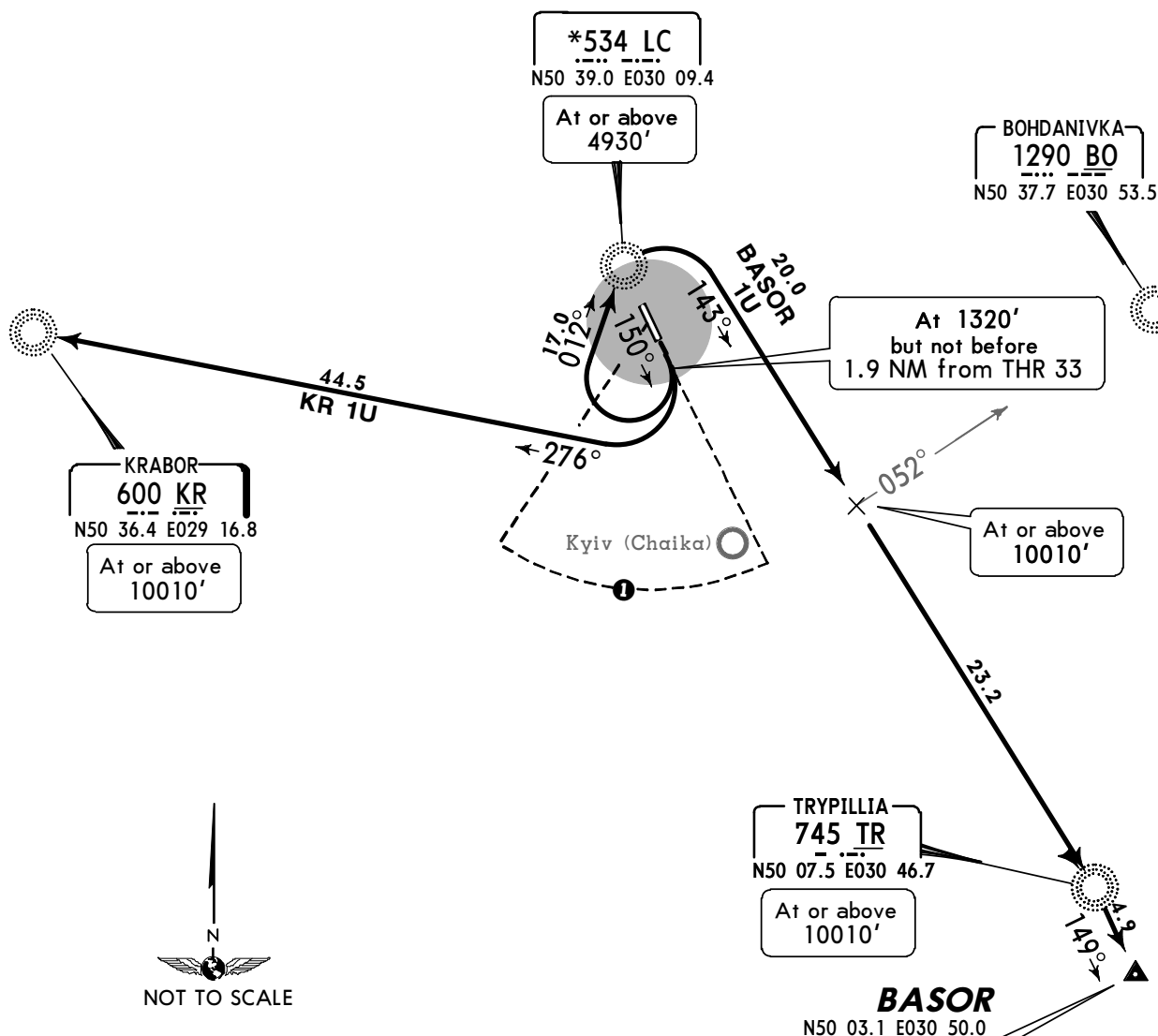
SID	ROUTING
JA 6W	Climb on 330° track to 4930', turn RIGHT, intercept 108° bearing to BO, turn RIGHT, 117° bearing to JA.
KO 1W	Climb on 330° track to 4930', turn RIGHT, intercept 073° bearing to KO.
KUROS 1W	Climb on 330° track to 4930', turn RIGHT, intercept 108° bearing to BO, turn LEFT, 073° bearing to KUROS.

Apt Elev
518'

Trans level: By ATC Trans alt: 10010'
If unable to comply SID advise ATC.



**BASOR ONE UNIFORM (BASOR 1U) [BASO1U]
KRABOR ONE UNIFORM (KR 1U)
RWY 15 DEPARTURES**



❶ In sector 210° - 150° within 13.5 NM from ARP all flights above 2160' are by ATC when Kyiv Chaika AD is active.

These SIDs require a minimum climb gradient

of

BASOR 1U: 4.5% up to 10010'.

KR 1U: 4% up to 10010'.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC.

FT/METER CONVERSION

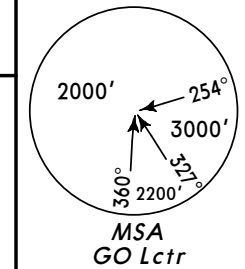
QNH

1320'	-	400m
4930'	-	1500m
10010'	-	3050m

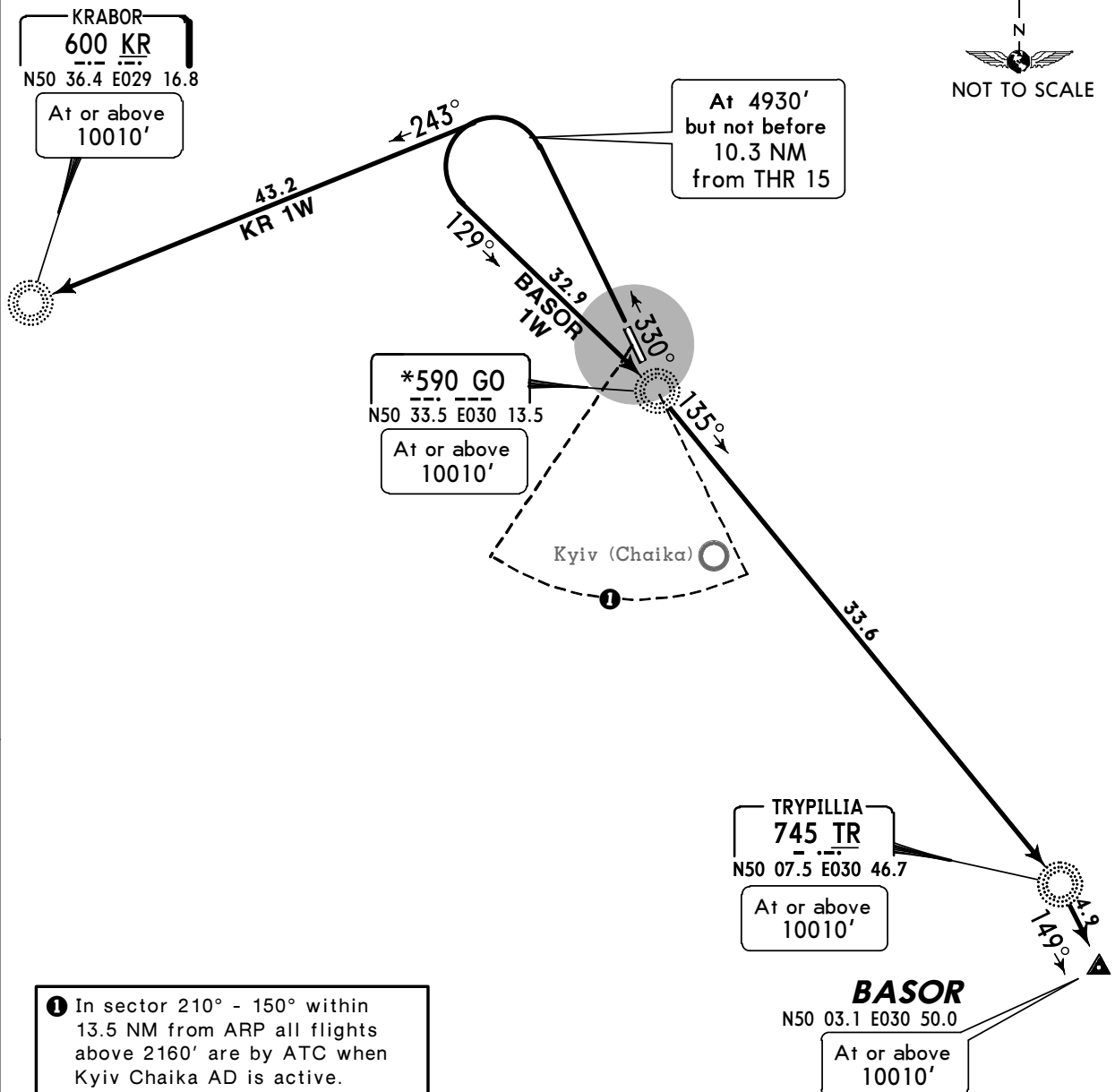
SID	ROUTING
BASOR 1U	Climb on 150° track to 1320', turn RIGHT, intercept 012° bearing to LC, turn RIGHT, intercept 143° bearing to TR, turn RIGHT, 149° bearing to BASOR.
KR 1U	Climb on 150° track to 1320', turn RIGHT, intercept 276° bearing to KR.

Apt Elev
518'

Trans level: By ATC Trans alt: 10010'
If unable to comply SID advise ATC.



**BASOR ONE WHISKEY (BASOR 1W) [BASO1U]
KRABOR ONE WHISKEY (KR 1W)
RWY 33 DEPARTURES**



FT/METER CONVERSION

QNH

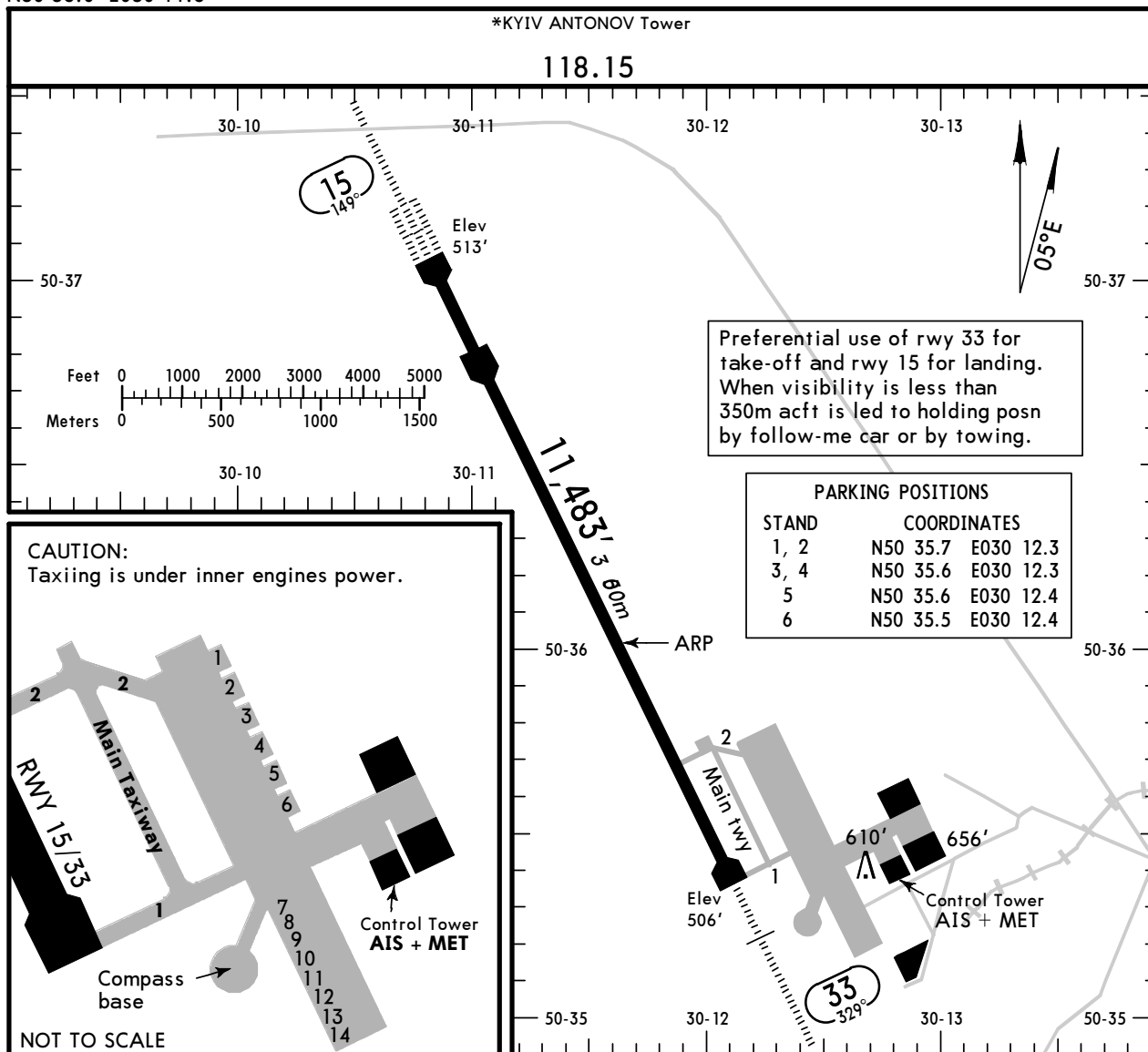
4930' - 1500m
10010' - 3050m

SID	ROUTING
BASOR 1W	Climb on 330° track to 4930', turn LEFT, intercept 129° bearing to GO, turn RIGHT, 135° bearing to TR, turn RIGHT, 149° bearing to BASOR.
KR 1W	Climb on 330° track to 4930', turn LEFT, intercept 243° bearing to KR.

UKKM
 Apt Elev **517'**
 N50 36.0 E030 11.6

JEPPESSEN
 16 JAN 09 **(30-9)**

KYIV, UKRAINE
ANTONOV



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
15	HIRL (60m) CL (30m) HIALS-II PAPI-L (3.0°) RVR		10,089' 3075m		184'
33	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°) RVR		10,253' 3125m		56m

JAR-OPS

TAKE-OFF 1

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

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Lights. Stopway rwy 15 withdrawn. Minimums.

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STRAIGHT-IN RWY		A	B	C	D
15	ILS FULL Limited ALS out	713'(200') R550m R750m R1200m	713'(200') R550m R750m R1200m	713'(200') R550m R750m R1200m	713'(200') R550m R750m R1200m
	PAR ALS out	713'(200') R750m R1200m	713'(200') R750m R1200m	716'(203') R750m R1200m	726'(213') R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①② ALS out	920'(407') R1200m R1500m	920'(407') R1200m R1500m	920'(407') R1200m R1900m	920'(407') R1200m R1900m
	NDB ①③ ALS out	920'(407') R1200m R1900m	920'(407') R1200m R1900m	920'(407') R1200m R1900m	920'(407') R1200m R1900m
33	ILS FULL Limited ALS out	706'(200') R550m R750m R1200m	706'(200') R550m R750m R1200m	706'(200') R550m R750m R1200m	709'(203') R550m R750m R1200m
	PAR ALS out	706'(200') R750m R1200m	716'(210') R750m R1200m	726'(220') R750m R1200m	736'(230') R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ① with LOM ALS out	940'(434') R1300m R2000m	940'(434') R1300m R2000m	940'(434') R1300m R2000m	940'(434') R1300m R2000m
	NDB ①② w/o LOM ALS out	1090'(584') R2000m C2700m	1090'(584') R2000m C2700m	1090'(584') R2000m C2700m	1090'(584') R2000m C2700m
	NDB ③ w/o LOM ALS out	1090'(584') C2200m C2900m	1090'(584') C2200m C2900m	1090'(584') C2400m C3100m	1090'(584') C2400m C3100m

① Continuous Descent Final Approach.

② with FMS.

③ w/o FMS.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 15 ④	990'(477')	1020'(507')	1120'(607')	1220'(707')
After apch to rwy 33 ⑤	990'(484') ⑥	1020'(514') ⑥	1120'(614')	1220'(714')
	V1500m ⑦	V1600m ⑦	V2400m ⑦	V3600m

④ Circling height based on rwy 15 thresh elev of 513'.

⑤ Circling height based on rwy 33 thresh elev of 506'.

⑥ After NDB w/o LOM: MDA(H) 1090'(584').

⑦ or higher minimums of preceding straight-in approach.

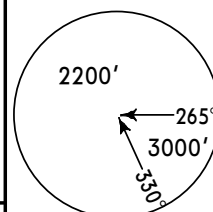
TAKE-OFF RWY 15, 33

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

*KYIV ANTONOV Tower
118.15

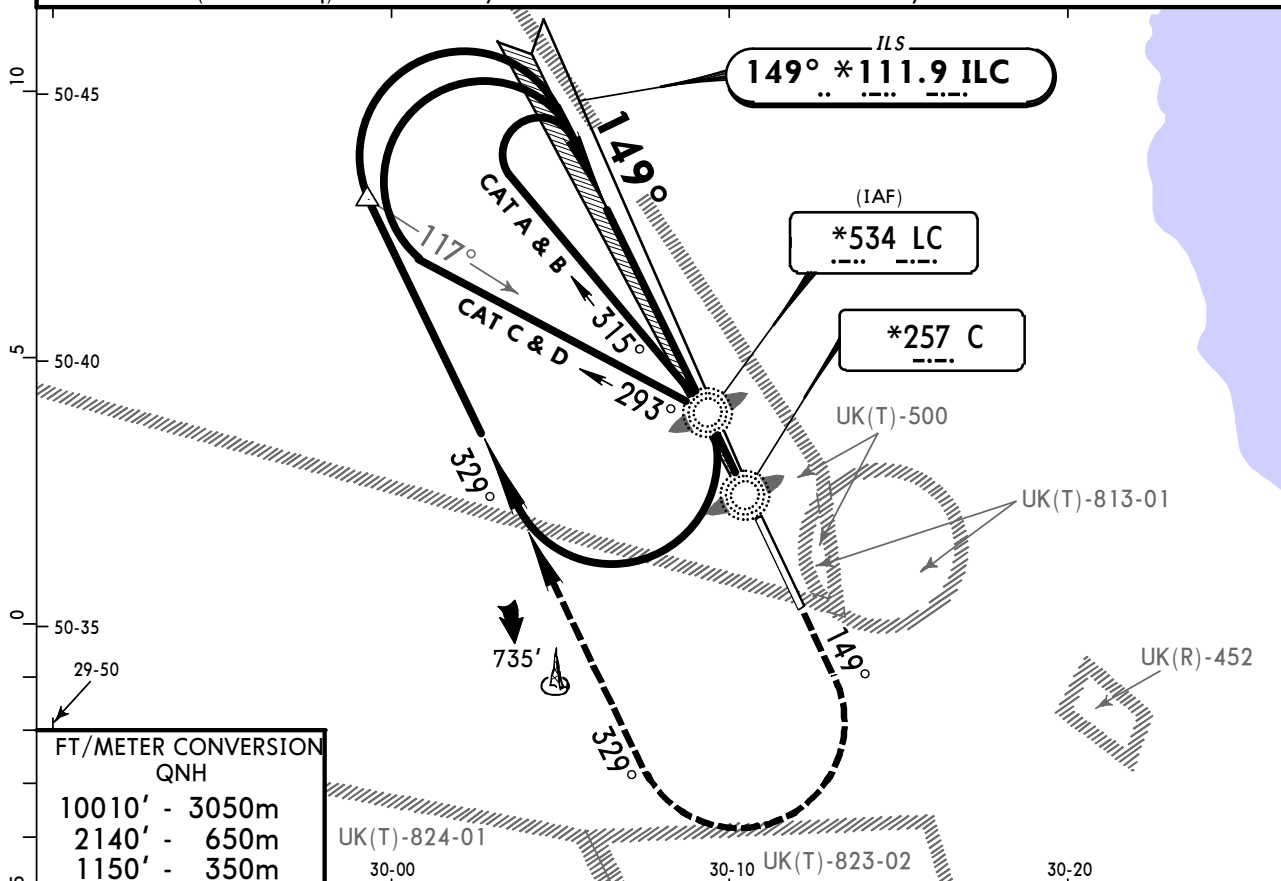
BRIEFING STRIP

LOC ILC *111.9	Final Apch Crs 149°	ILS/PAR GS LOM 1280' (767')	ILS DA(H) 713' (200')	Apt Elev 518'
RADAR			PAR DA(H) Refer to Minimums	RWY 513'



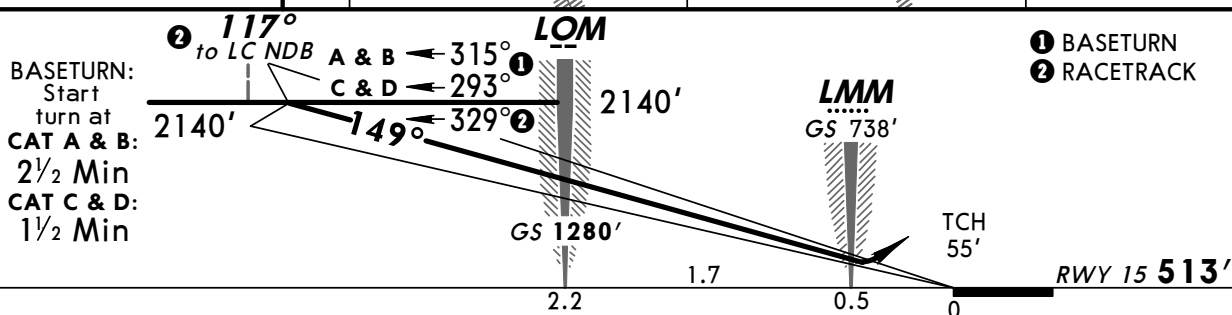
MISSED APCH: Climb on 149° to 1150', then turn RIGHT onto 329° climbing to 2140', then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION
QNH

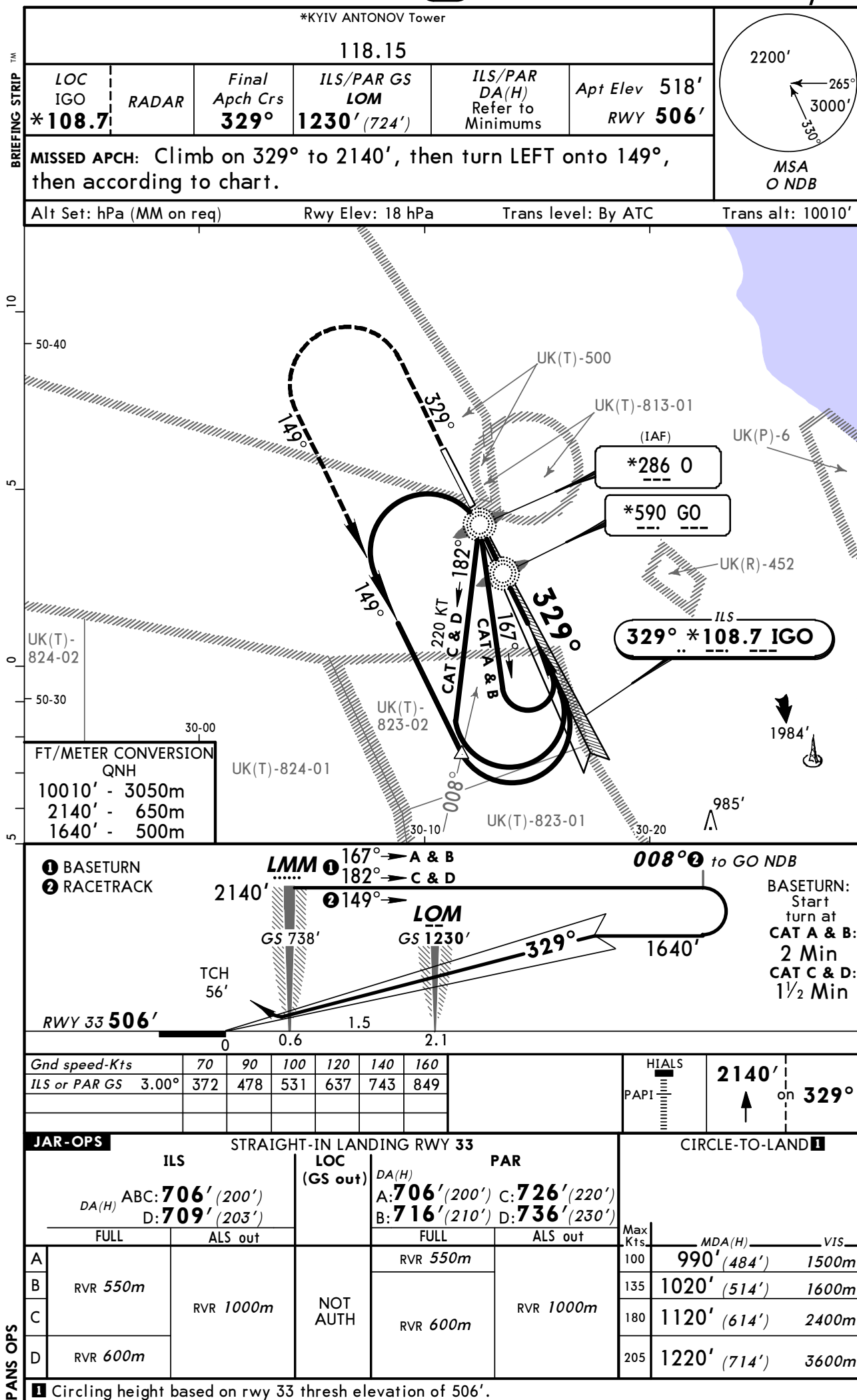
10010'	-	3050m
2140'	-	650m
1150'	-	350m



Gnd speed-Kts	70	90	100	120	140	160
ILS or PAR GS 3.00°	372	478	531	637	743	849

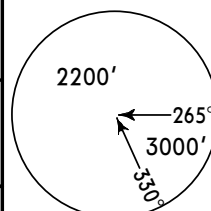
JAR-OPS		STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1		
ILS		LOC (GS out)	PAR		Max Kts	MDA(H)		VIS
DA(H) 713' (200')			C: 716' (203') AB: 713' (200') D: 726' (213')					
FULL	ALS out		FULL	ALS out				
A	RVR 550m	RVR 1000m	NOT AUTH	RVR 550m	RVR 1000m	100	990' (477')	1500m
B				135		1020' (507')	1600m	
C				180		1120' (607')	2400m	
D				205		1220' (707')	3600m	

1 Circling height based on rwy 15 thresh elevation of 513'.



*KYIV ANTONOV Tower

118.15

NDB
C
*257Final
Apch Crs
149°Minimum Alt
LOM
1280' (767')MDA(H)
920' (407')Apt Elev 518'
RWY 513'MSA
C NDB

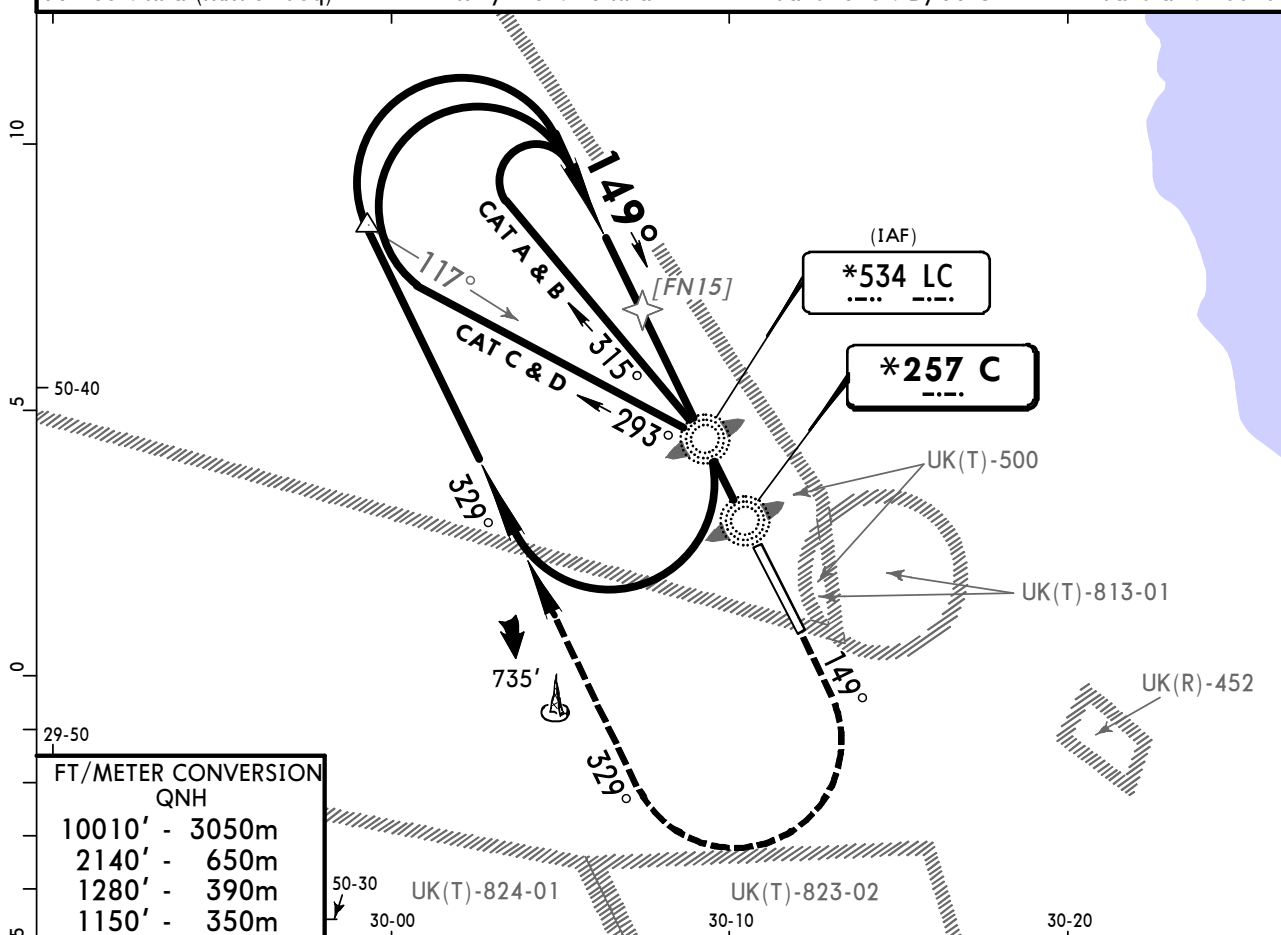
MISSED APCH: Climb on 149° to 1150', then turn RIGHT onto 329° climbing to 2140', then according to chart.

Alt Set: hPa (MM on req)

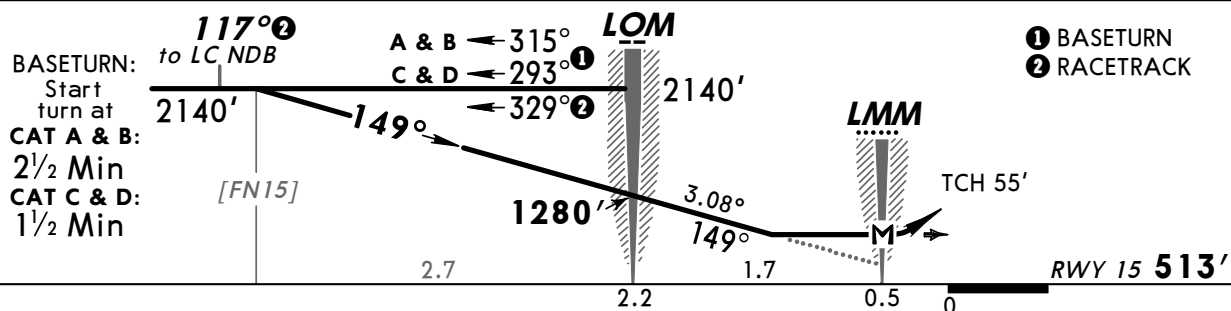
Rwy Elev: 19 hPa

Trans level: By ATC

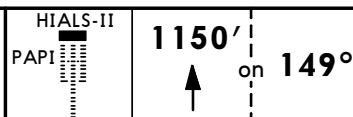
Trans alt: 10010'



FT/METER CONVERSION	
QNH	
10010'	3050m
2140'	650m
1280'	390m
1150'	350m



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 3.08°	381	490	545	654	763	872
<i>MAP at LMM</i>						



JAR-OPS STRAIGHT-IN LANDING RWY 15

MDA(H) 920' (407')

		ALS out	Max Kts
A	RVR 900m	RVR 1500m	100
B	RVR 1000m	RVR 1800m	135
C	RVR 1400m	RVR 2000m	180
D	RVR 1400m	RVR 2000m	205

CIRCLE-TO-LAND

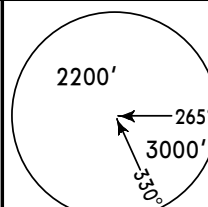
MDA(H)	VIS
990' (477')	1500m
1020' (507')	1600m
1120' (607')	2400m
1220' (707')	3600m

1 Circling height based on rwy 15 thresh elevation of 513'.

*KYIV ANTONOV Tower

118.15

BRIEFING STRIP™

NDB
O
*286Final
Apch Crs
329°with LOM
Minimum Alt
LOM
1300' (794')
w/o LOM
Minimum Alt
No Altwith LOM
MDA(H)
940' (434')
w/o LOM
MDA(H)
1090' (584')Apt Elev 518'
RWY 506'MSA
O NDB

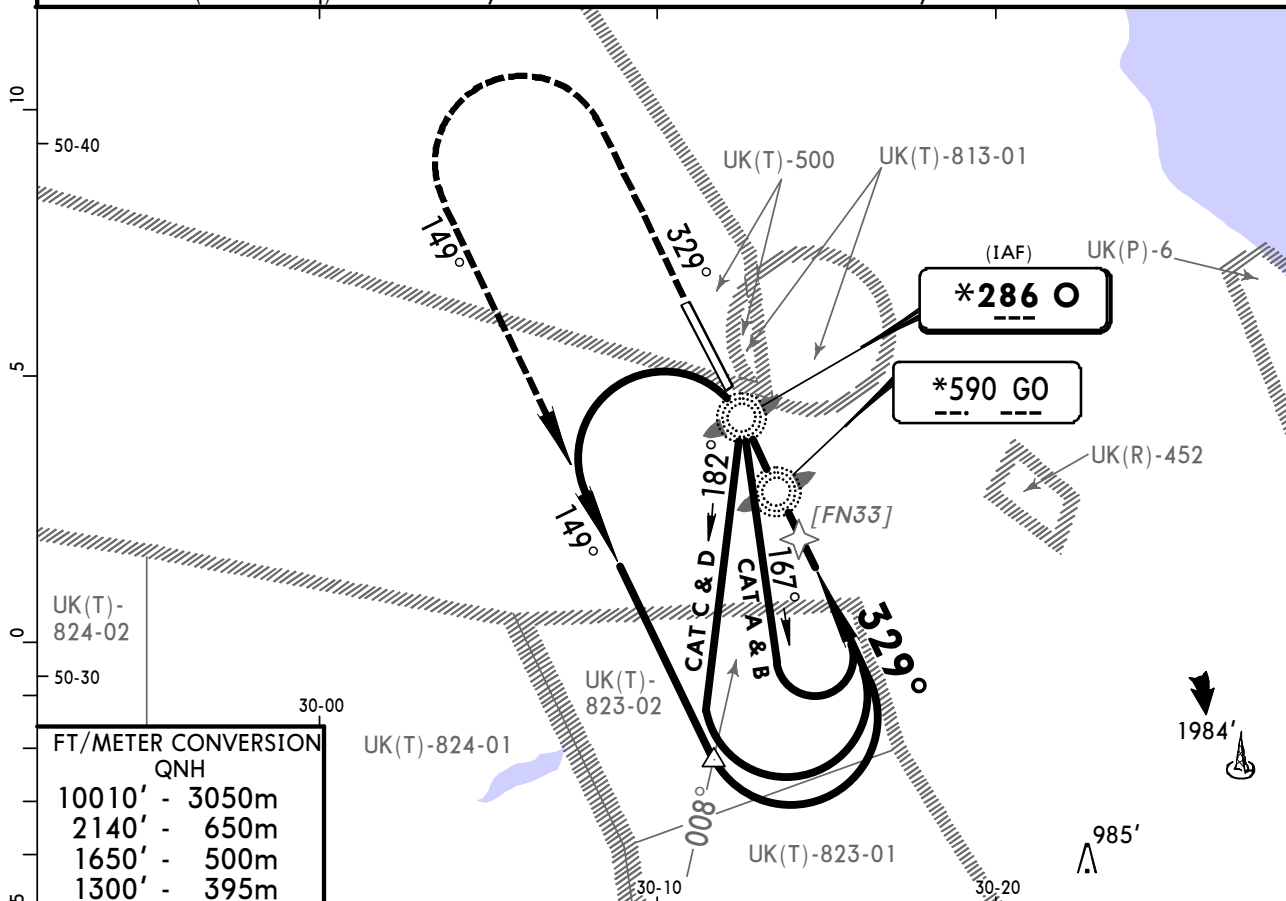
MISSED APCH: Climb on 329° to 2140', then turn LEFT onto 149°, then according to chart.

Alt Set: hPa (MM on req)

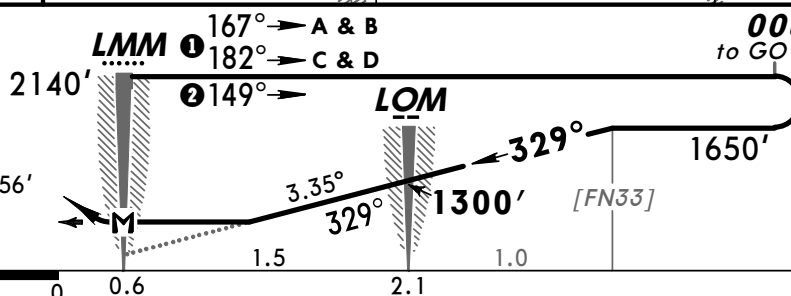
Rwy Elev: 18 hPa

Trans level: By ATC

Trans alt: 10010'



- ① BASETURN
- ② RACETRACK

BASETURN:
Start
turn at
CAT A & B:
2 Min
CAT C & D:
1½ Min

		70	90	100	120	140	160
<i>Gnd speed-Kts</i>							
<i>Descent Angle</i>	3.35°	415	534	593	711	830	948
<i>MAP at LMM</i>							

HIALS
PAPI

2140' on 329°

JAR-OPS

STRAIGHT-IN LANDING RWY 33

CIRCLE-TO-LAND ②

STRAIGHT IN LANDING RWY 09					CIRCLE TO LAND		
with LOM			w/o LOM		Max Kts	MDA(H)	VIS
MDA(H) 940' (434')			MDA(H) 1090' (584')				
		ALS out	ALS out				
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	990' (484') 1	1500m
B	RVR 1000m		RVR 1200m		RVR 2000m	135	1020' (514') 1
C		RVR 1800m				180	1120' (614')
D	RVR 1400m	RVR 2000m	RVR 1600m		205	1220' (714')	3600m

① After NDB apch w/o LOM: MDA(H) 1090' (584'). ② Circling height based on rwy 33 thresh elev of 506'.



Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KYIV, (ANTONOV - UKKM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKKM