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Trip Kit Index

Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 01-2014

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: 7.1°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: 0556 Z
Sunset: 1408 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 124.0 Military

Boryspil' Tower 119.65

Boryspil' Tower 119.3

Boryspil' Ground Control 127.925

Boryspil' Ground Control 118.05

Boryspil' Clearance Delivery 130.275

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 vacating 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. CONTINUOUS DESCENT OPERATIONS (CDO)

CDO are authorized only if there is no system degradation that may affect a GNSS, DME/DME or ILS operation.

After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance, the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.

Depending on the traffic situation, the CDO can start from the top-of-descent (TOD) or from lower levels.

When cleared "WHEN READY DESCEND TO (LEVEL)", the pilot should maintain the cruising/last assigned level until the optimum descent point/TOD, as determined by the pilot (or by FMS), and then commence descent without any additional request unless otherwise instructed by ATC.

Due to airspace structure, ATC will initially instruct pilots to descend to the level(s) above the level of FAP. In doing so, ATC will issue further descent instruction prior to the CDO flight reaching 900 m (3000ft) from the last assigned level so as to prevent leveling off.

As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold (touchdown) as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

Distance-to-go information will be passed together with descent clearance, following to the phraseology below: "(NUMBER) TRACK MILES FROM TOUCHDOWN, DESCEND TO (LEVEL) AT PILOTS DISCRETION".

Pilots who require additional track distance should inform ATC as soon as requirement is apparent.

ATC may at times instruct the ACFT to descend to level above the level depicted for the FAP which would still facilitate a CDO profile. These restrictions will be lifted early enough to prevent leveling off.

CDO can also be initiated from lower levels, when an ACFT proceeds direct to the cleared waypoint or via a combination of waypoints for direct routing and the horizontal trajectory is known to a pilot up to and including the FAP.

Pilots shall maintain MAX IAS 220 KT at a distance of 20 track miles from touchdown.

Specified minimum levels at waypoints must be adhered to unless specifically cancelled by ATC.

2.3. CAT II/III OPERATIONS

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

2. ARRIVAL

2.4. 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	

2.5. TAXI PROCEDURES

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

2. ARRIVAL

2.6. OTHER INFORMATION

2.6.1. 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 10NM/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.

2.6.2. 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.

2.6.3. EVASIVE MANOEUVRES

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

2.6.4. 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.

2.6.5. LANDING RWY

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

2.6.6. 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 radio channels, 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. DEPARTURE

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.

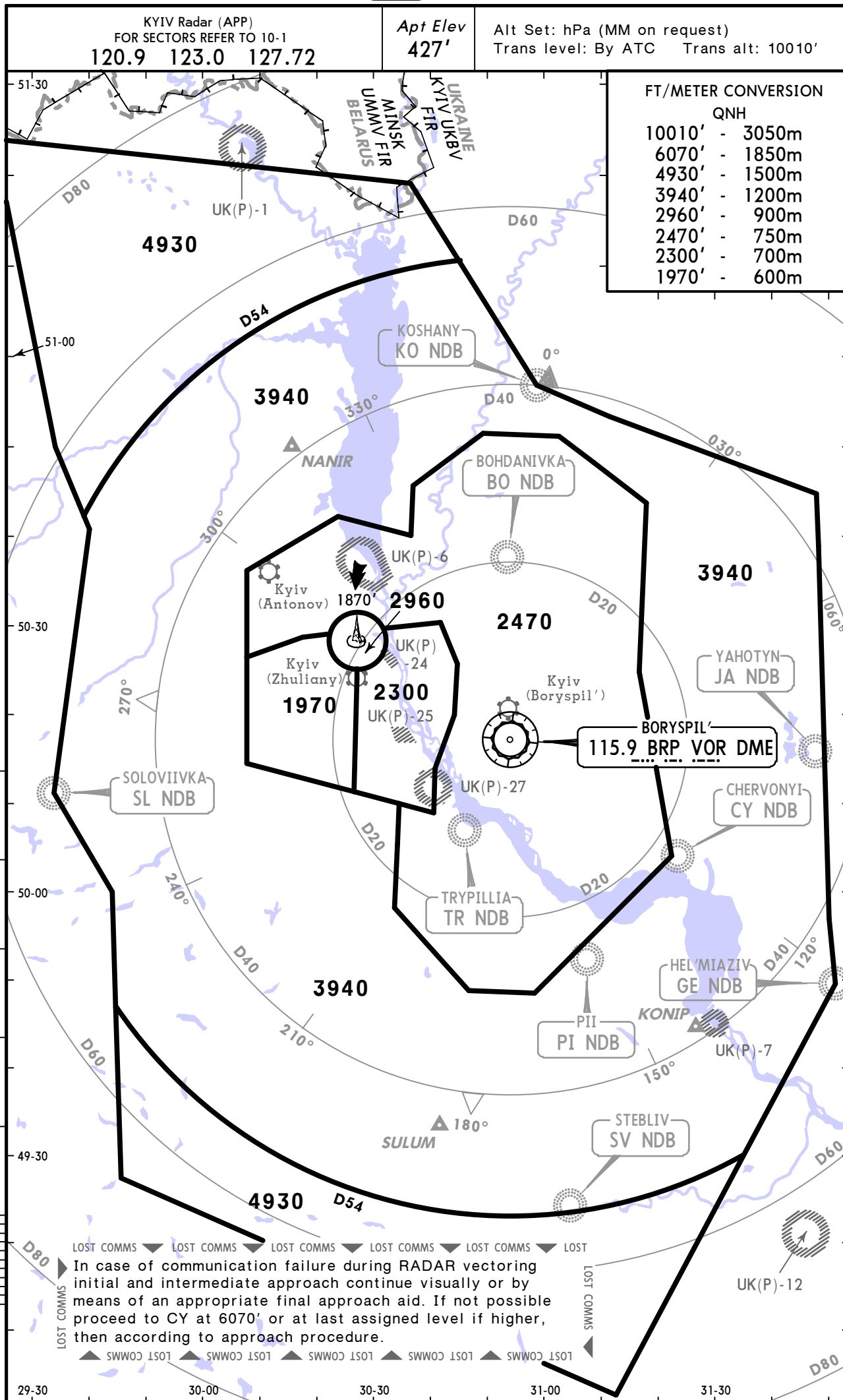
3.4. TAXI PROCEDURES

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.

UKBB/KBP
BORYSPIL'

JEPPESEN
21 JUN 13 10-1R

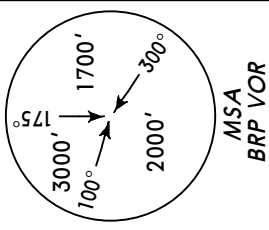
Eff 27 Jun RADAR MINIMUM ALTITUDES
KYIV, UKRAINE



ATIS
126.7 (Russian 134.25)

Apt Elev
427'

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

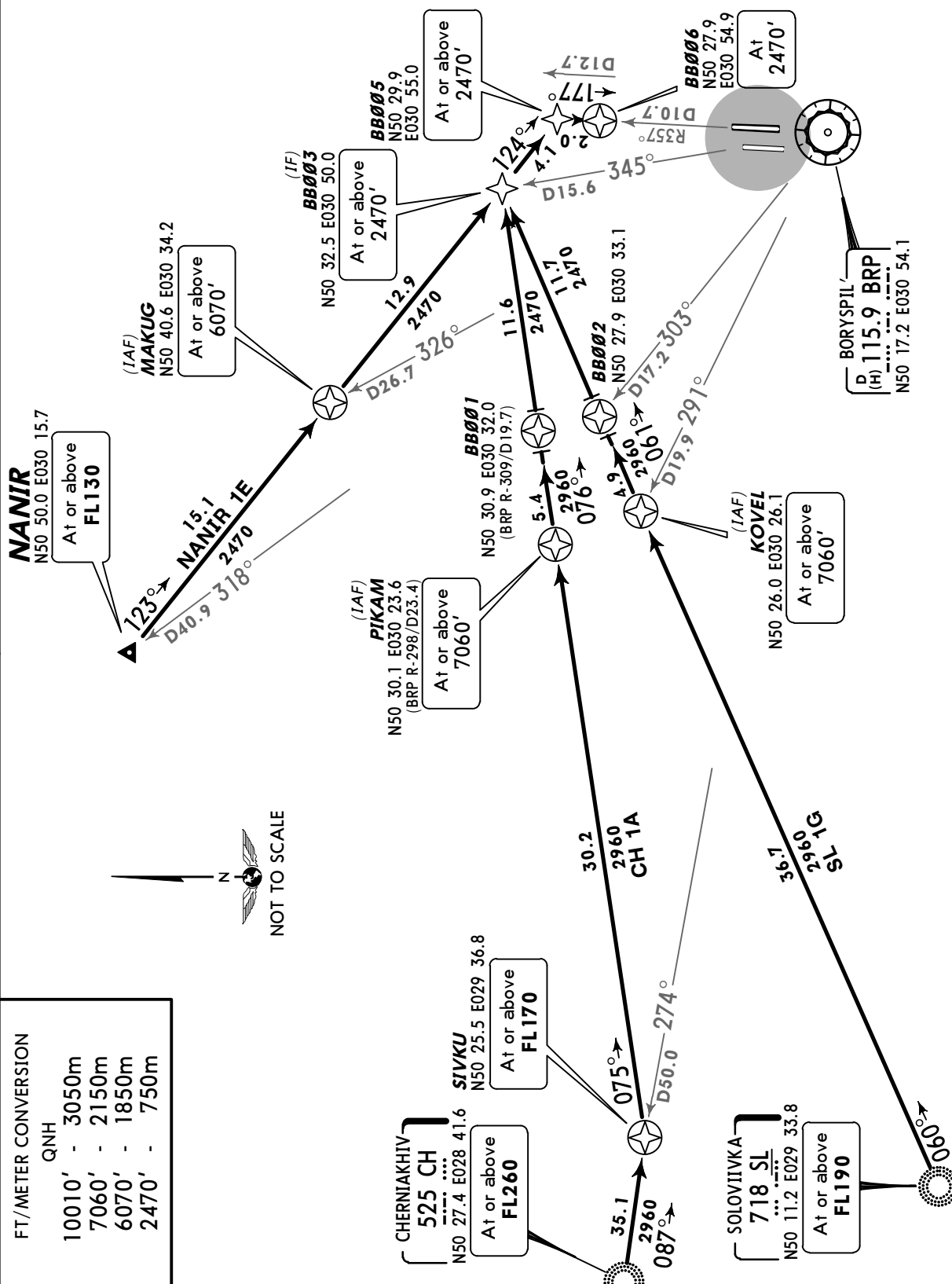


CHERNIAKHIV ONE ALFA (CH 1A)
NANIR ONE ECHO (NANIR 1E) [NANI1E]
SOLOVIIVKA ONE GOLF (SL 1G)
RWY 18L RNAV ARRIVALS

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



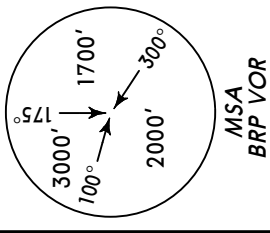
FT/METER CONVERSION
QNH

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'



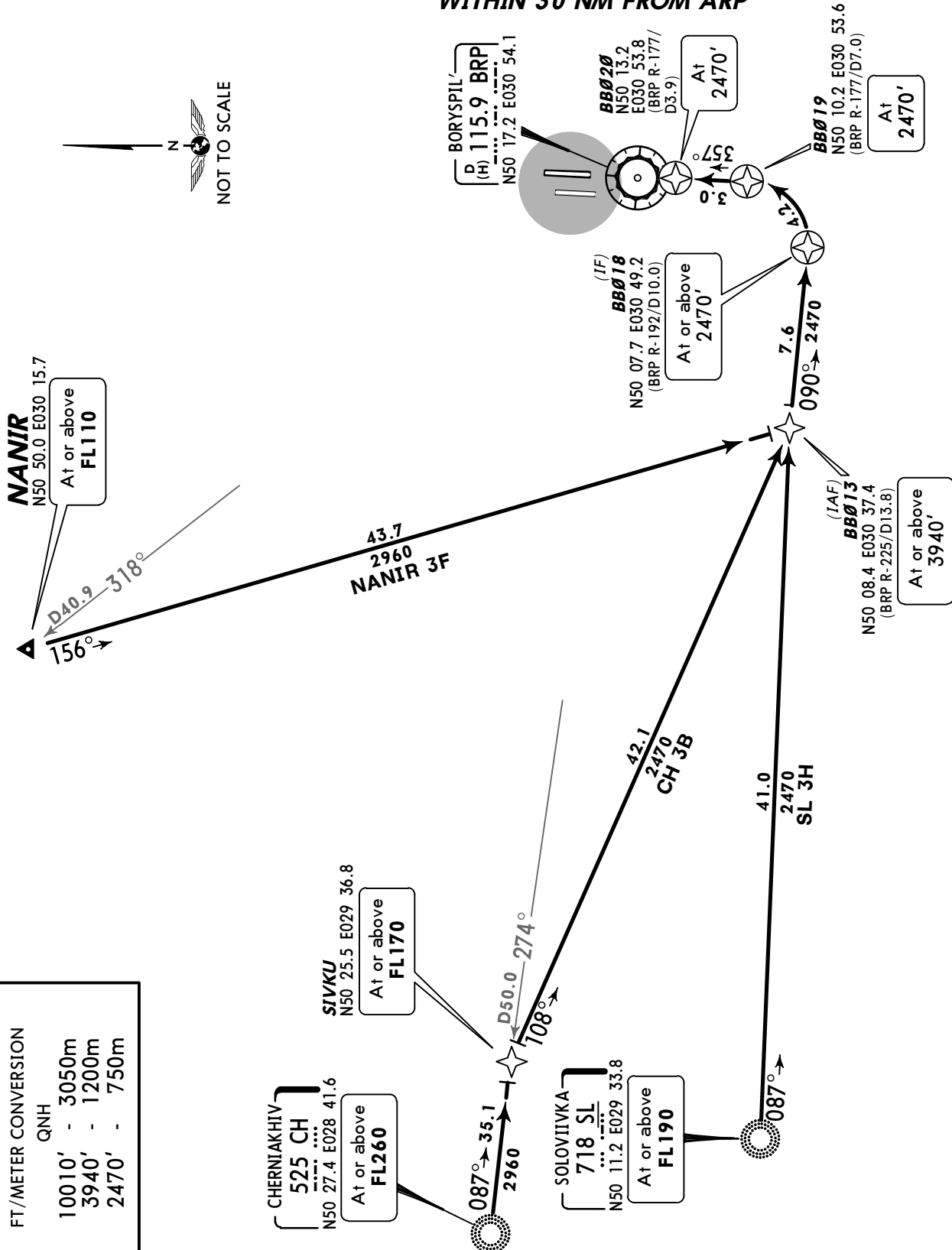
**CHERNIAKHIV THREE BRAVO (CH 3B)
NANIR THREE FOXTROT (NANIR 3F) [NANI3F]
SOLOVIIVKA THREE HOTEL (SL 3H)**

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**



FT/METER CONVERSION

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

ATIS
126.7 (Russian 134.25)

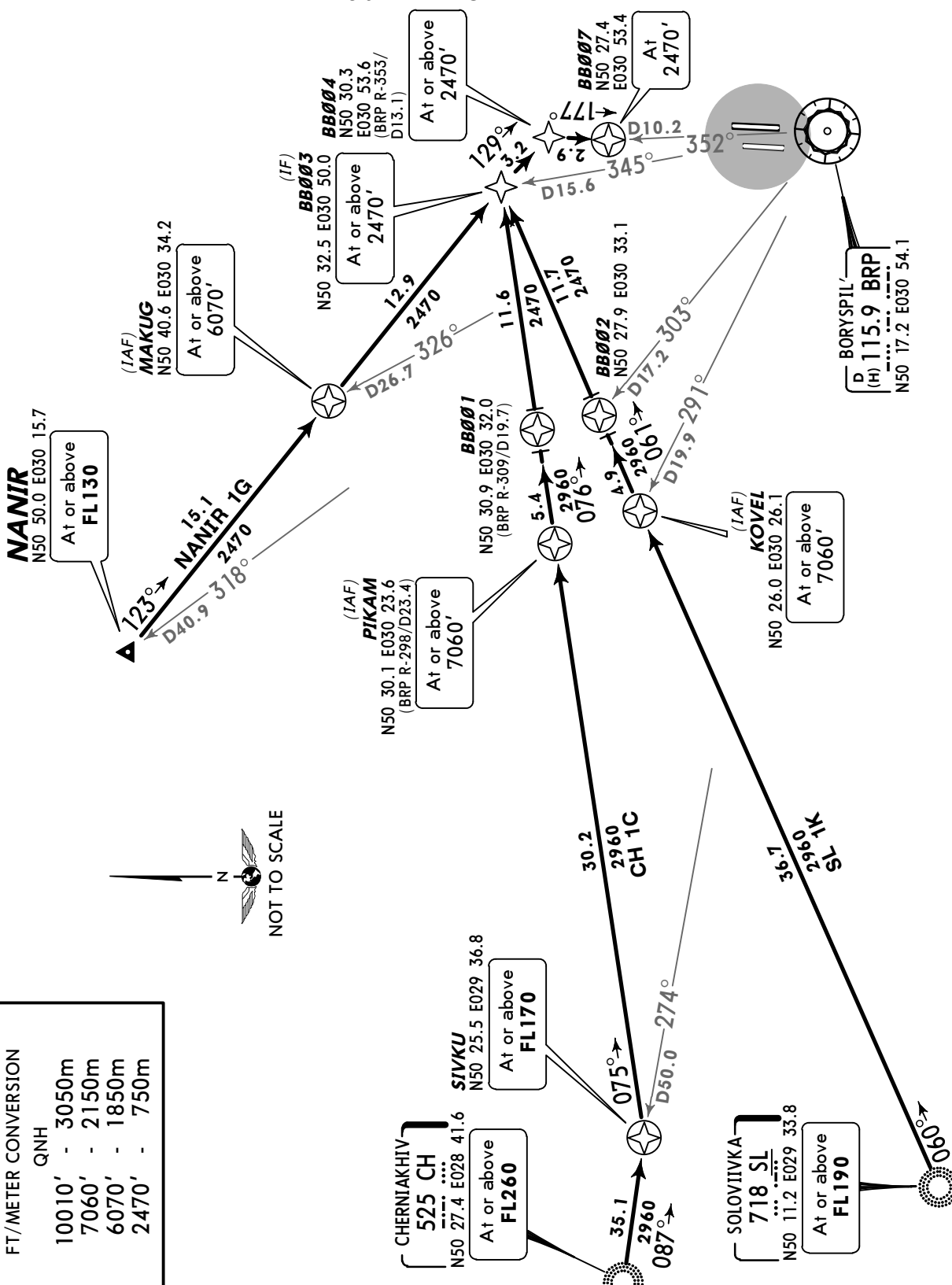
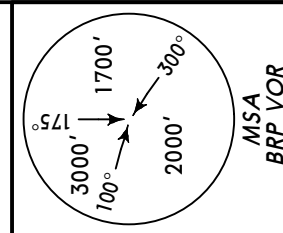
Apt Elev
427'

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

CHERNIAKHIV ONE CHARLIE (CH 1C)
NANIR ONE GOLF (NANIR 1G) [NANI1G]
SOLOVIIVKA ONE KILO (SL 1K)
RWY 18R RNAV ARRIVALS
RNAV (GNSS OR VOR/DME BRP)

B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

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



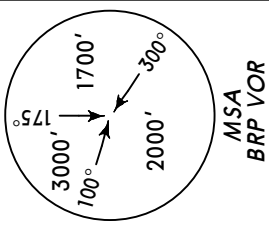
FT/METER CONVERSION

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'

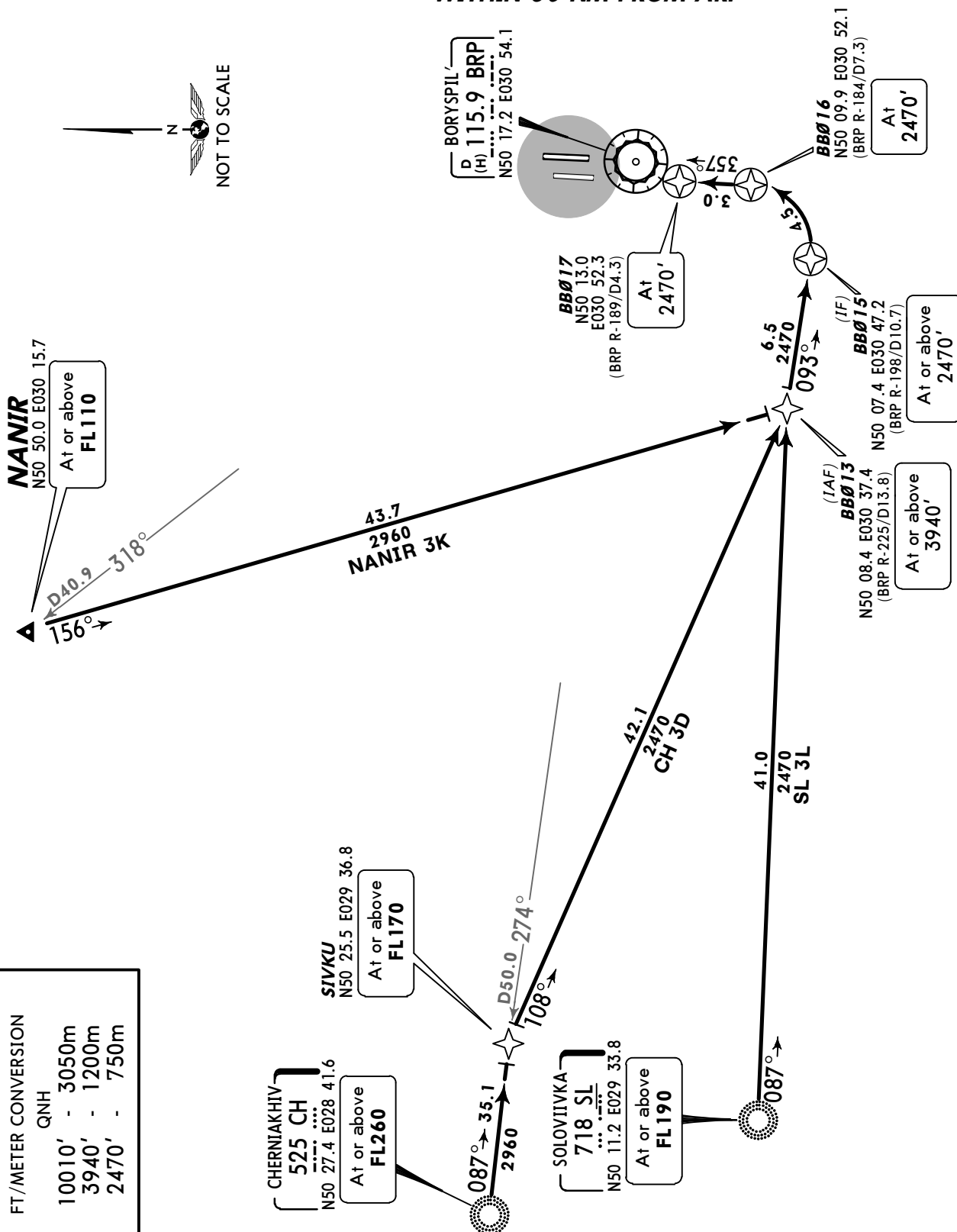


CHERNIAKHIV THREE DELTA (CH 3D)
NANIR THREE KILO (NANIR 3K) [NANI3K]
SOLOVIIVKA THREE LIMA (SL 3L)
RWY 36L RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)

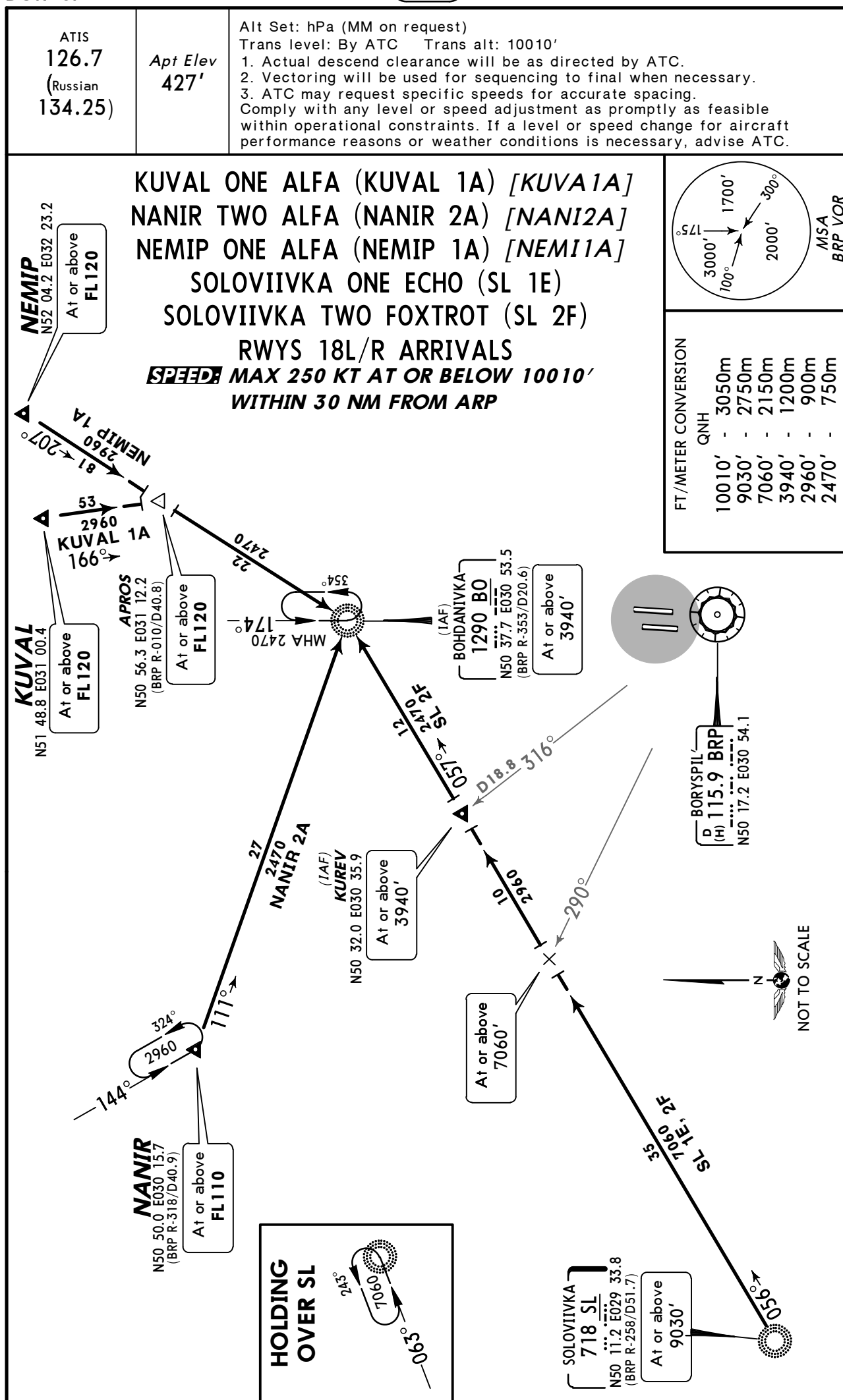
B-RNAV APPROVAL REQUIRED - OTHERWISE ADVISE ATC
BY ATC

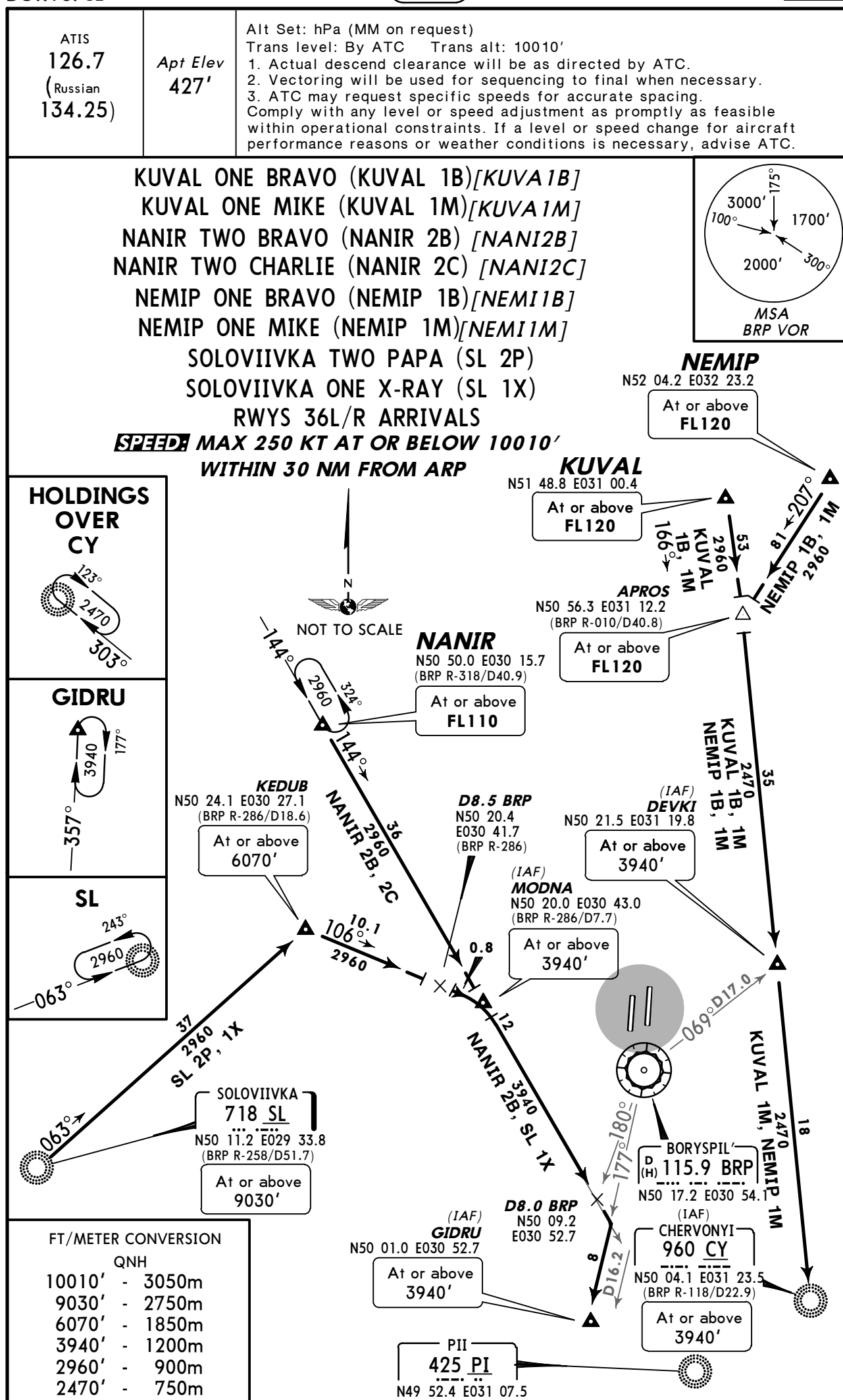
~~SPEED~~ MAX 250 KT AT OR BELOW 10010'
WITHIN 30 NM FROM ARP

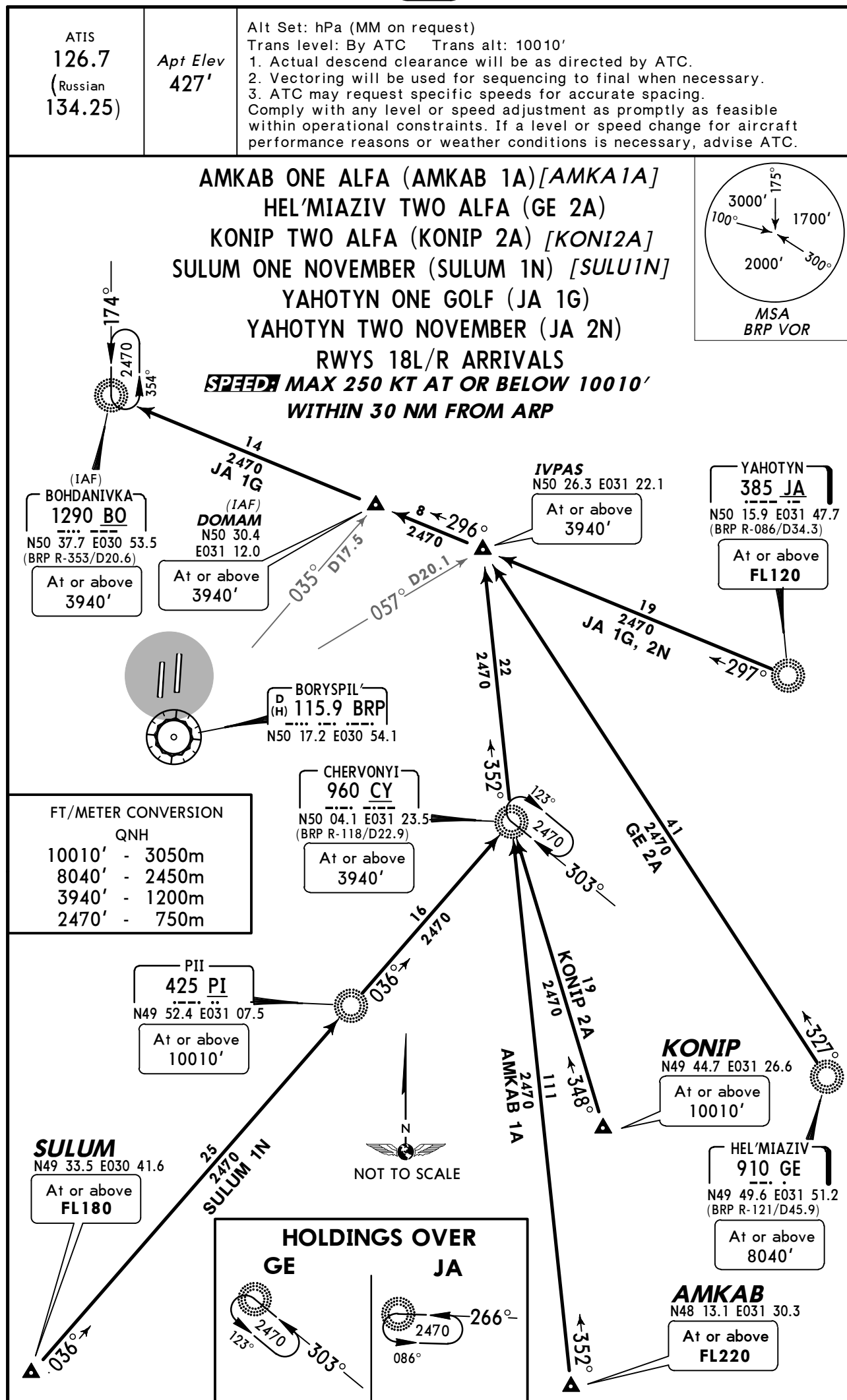


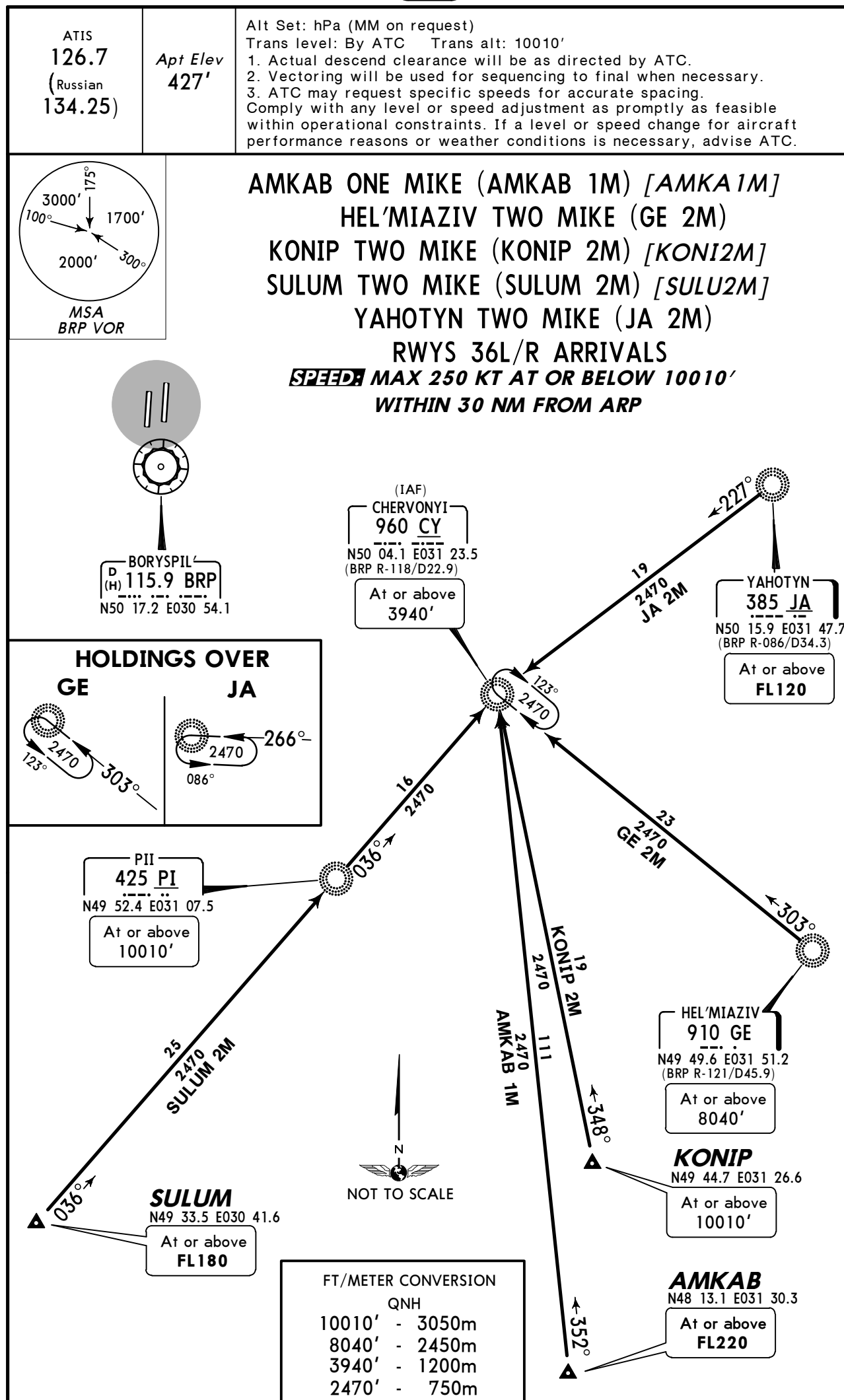
FT/METER CONVERSION

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

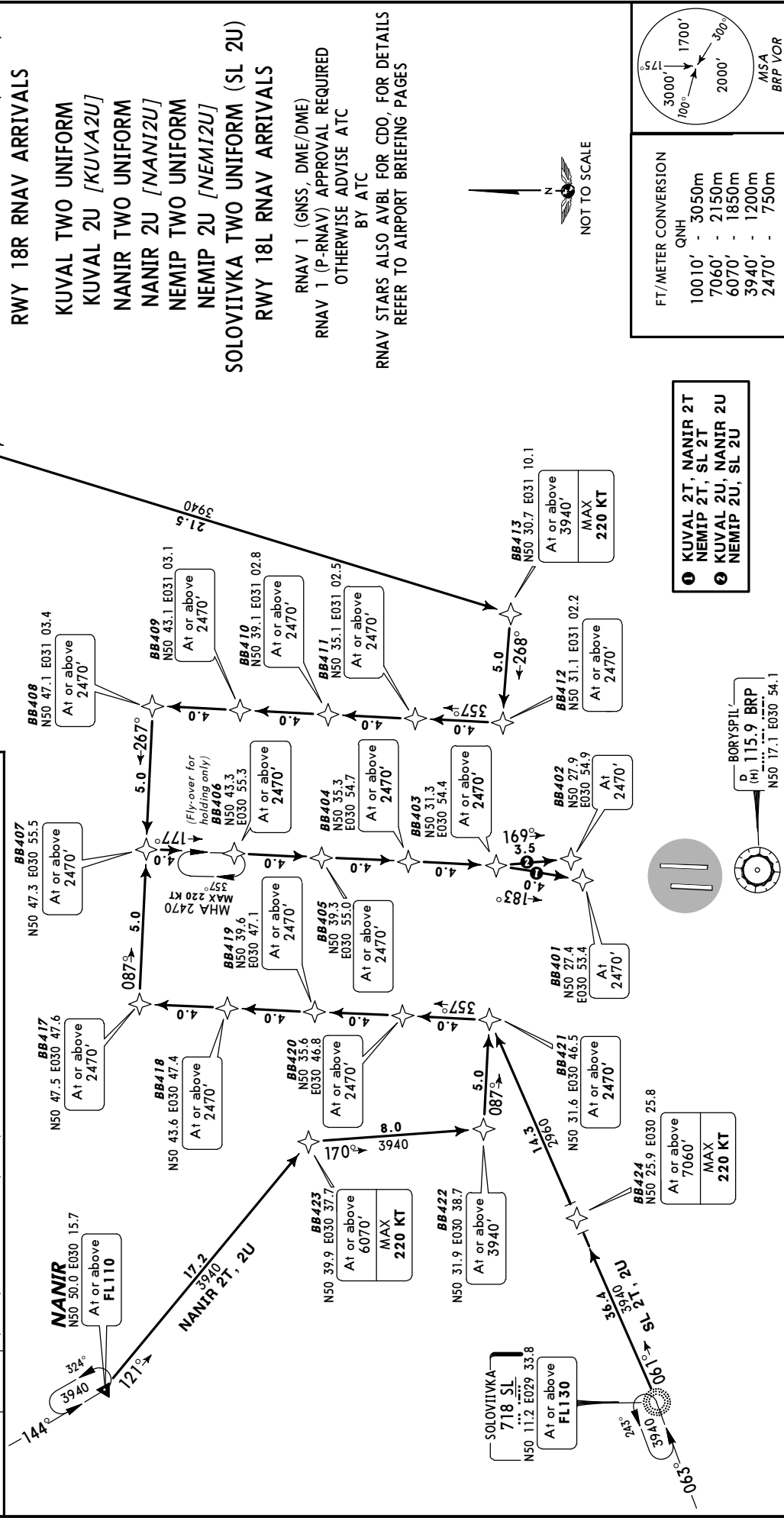






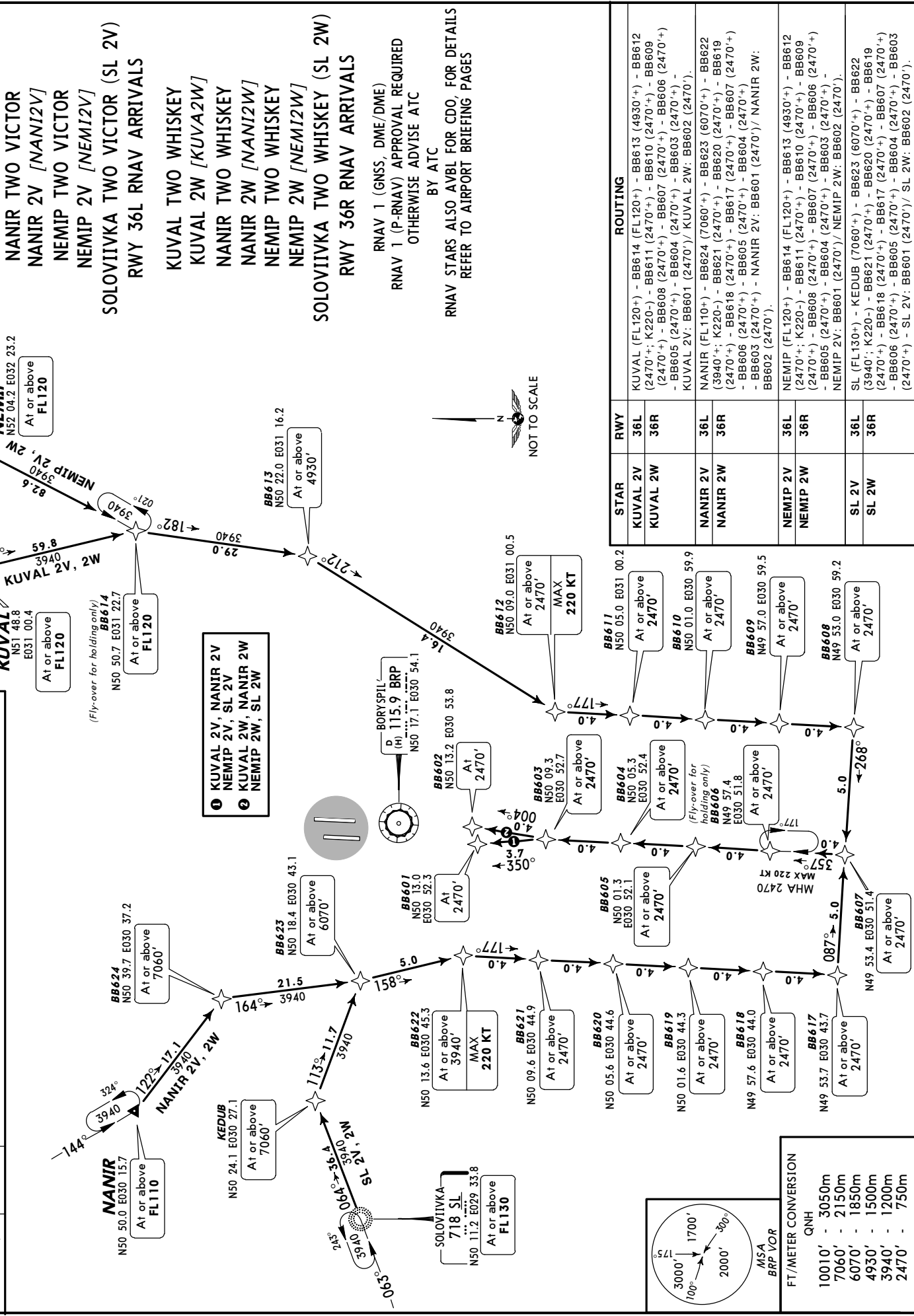


ATIS 126.7 (Russian) 134.25)	Apt Elev 427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.
STAR	RWY	ROUTING
KUVAL 2T	18R	KUVAL (FL120+)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



Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 100'10'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT RADAR vectors to final.

ATIS
126.7
(Russian
134.25)



STAR	RWY	ROUTING
KUVAL 2V	36L	KUVAL (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'+) - KUVAL 2V; BB601 (2470')/ KUVAL 2W; BB602 (2470').
KUVAL 2W	36R	
NANIR 2V	36L	
NANIR 2W	36R	
NEMIP 2V	36L	NEMIP (FL110+) - BB624 (7060'+) - BB623 (6070'+) - BB622 (3940'+; K220-) - BB621 (2470'+) - BB620 (2470'+) - BB619 (2470'+) - BB618 (2470'+) - BB617 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - NANIR 2V; BB601 (2470')/ NANIR 2W; BB602 (2470').
NEMIP 2W	36R	
SL 2V	36L	SLP (FL130+) - KEDUB (7060'+) - BB623 (6070'+) - BB622 (3940'+; K220-) - BB621 (2470'+) - BB620 (2470'+) - BB619 (2470'+) - BB618 (2470'+) - BB617 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - SL 2V; BB601 (2470')/ SL 2W; BB602 (2470').
SL 2W	36R	

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.

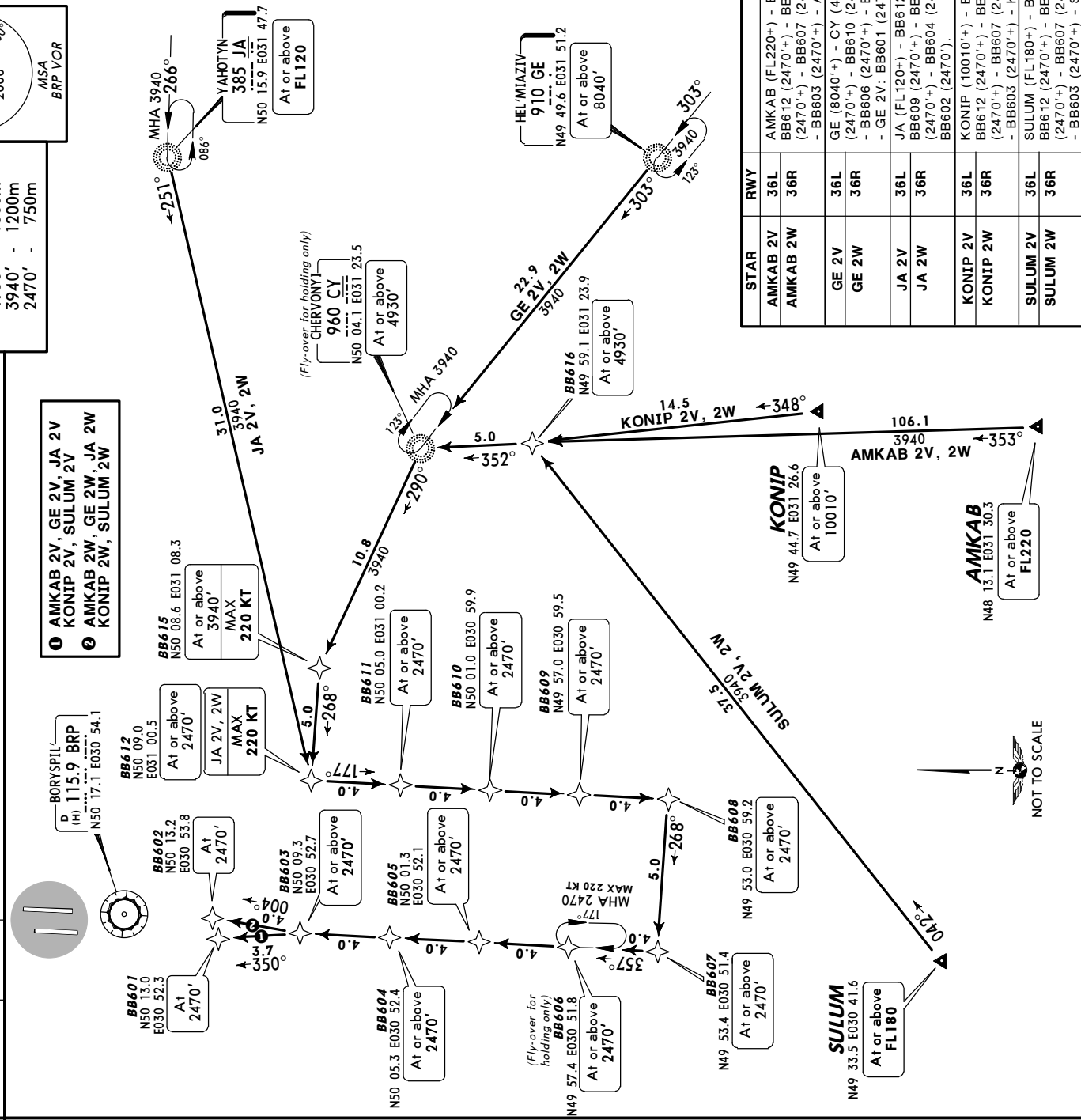
FT / METER CONVERSION

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

AMKAB TWO VICTOR
AMKAB 2V [AMKA2V]
HEL'MIAZIV TWO VICTOR (GE 2V)
KONIP TWO VICTOR
KONIP 2V [KONI2V]
SULUM TWO VICTOR
SULUM 2V [SULU2V]
YAHOTYN TWO VICTOR (JA 2V)
RWY 36L RNAV ARRIVALS

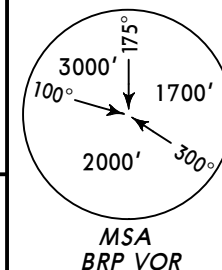
AMKAB TWO WHISKEY
AMKAB 2W [AMKA2W]
HEL'MIAZIV TWO WHISKEY (GE 2W)
KONIP TWO WHISKEY
KONIP 2W [KONI2W]
SULUM TWO WHISKEY
SULUM 2W [SULU2W]
YAHOTYN TWO WHISKEY (JA 2W)
RWY 36R RNAV ARRIVALS

RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC
RNAV STARS ALSO AVBL FOR CDO, FOR DETAILS
REFER TO AIRPORT BRIEFING PAGES

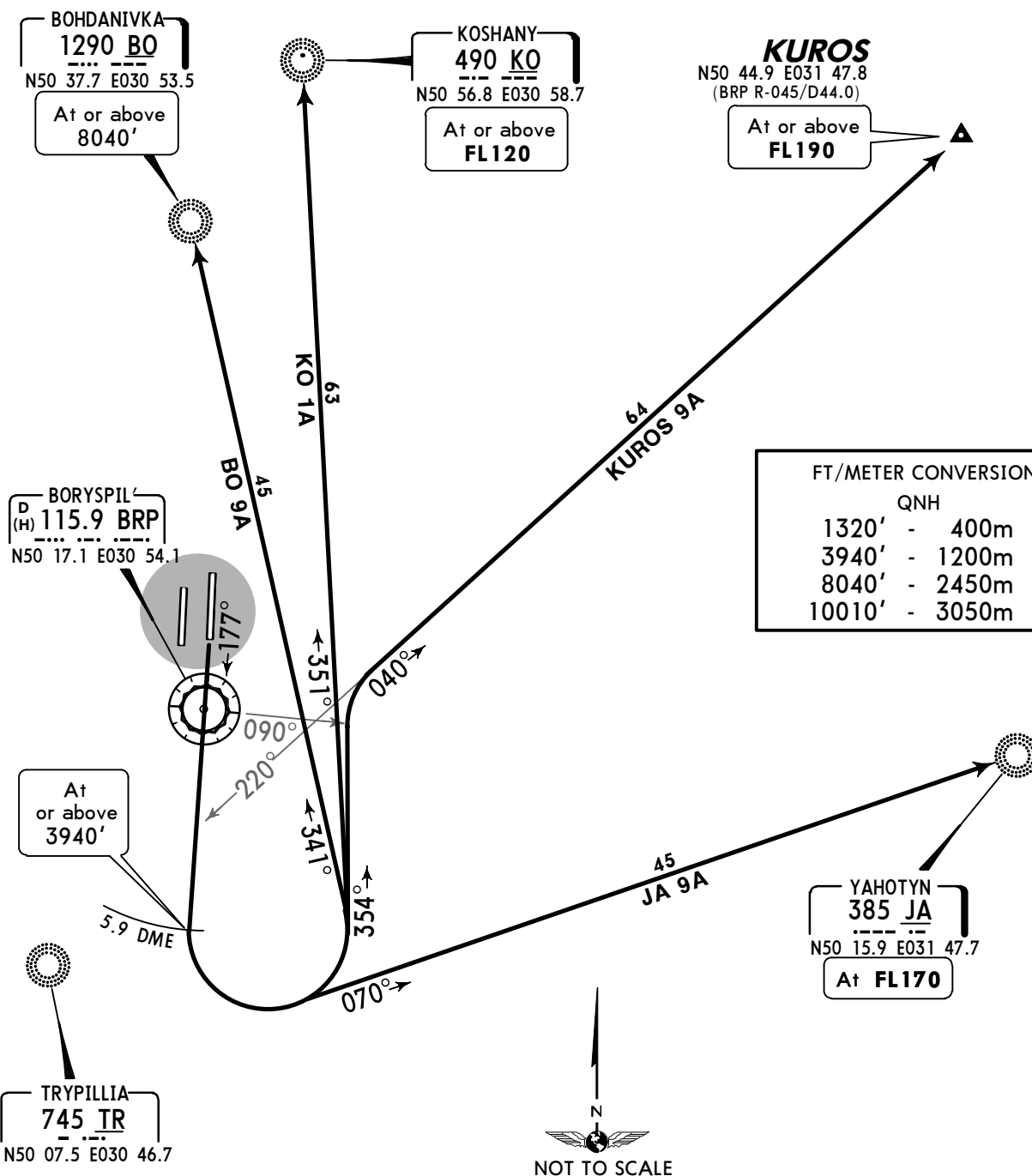


ROUTING	
AMKAB (FL220+) - BB616 (4930'+) - CY (4930'+) - BB615 (3940'+; K220-) - BB612 (2470'+) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - AMKAB 2V: BB601 (2470')/AMKAB 2W: BB602 (2470').	
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'+) - GE 2V: BB601 (2470')/GE 2W: BB602 (2470').	
JA (FL120+) - BB612 (2470'+; K220-) - BB611 (2470'+) - BB610 (2470'+) - BB609 (2470'+) - BB608 (2470'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - JA 2V: BB601 (2470')/JA 2W: BB602 (2470').	
KONIP (10010'+) - 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'+) - KONIP 2V: BB601 (2470')/KONIP 2W: BB602 (2470').	
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'+) - SULUM 2V: BB601 (2470')/SULUM 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.
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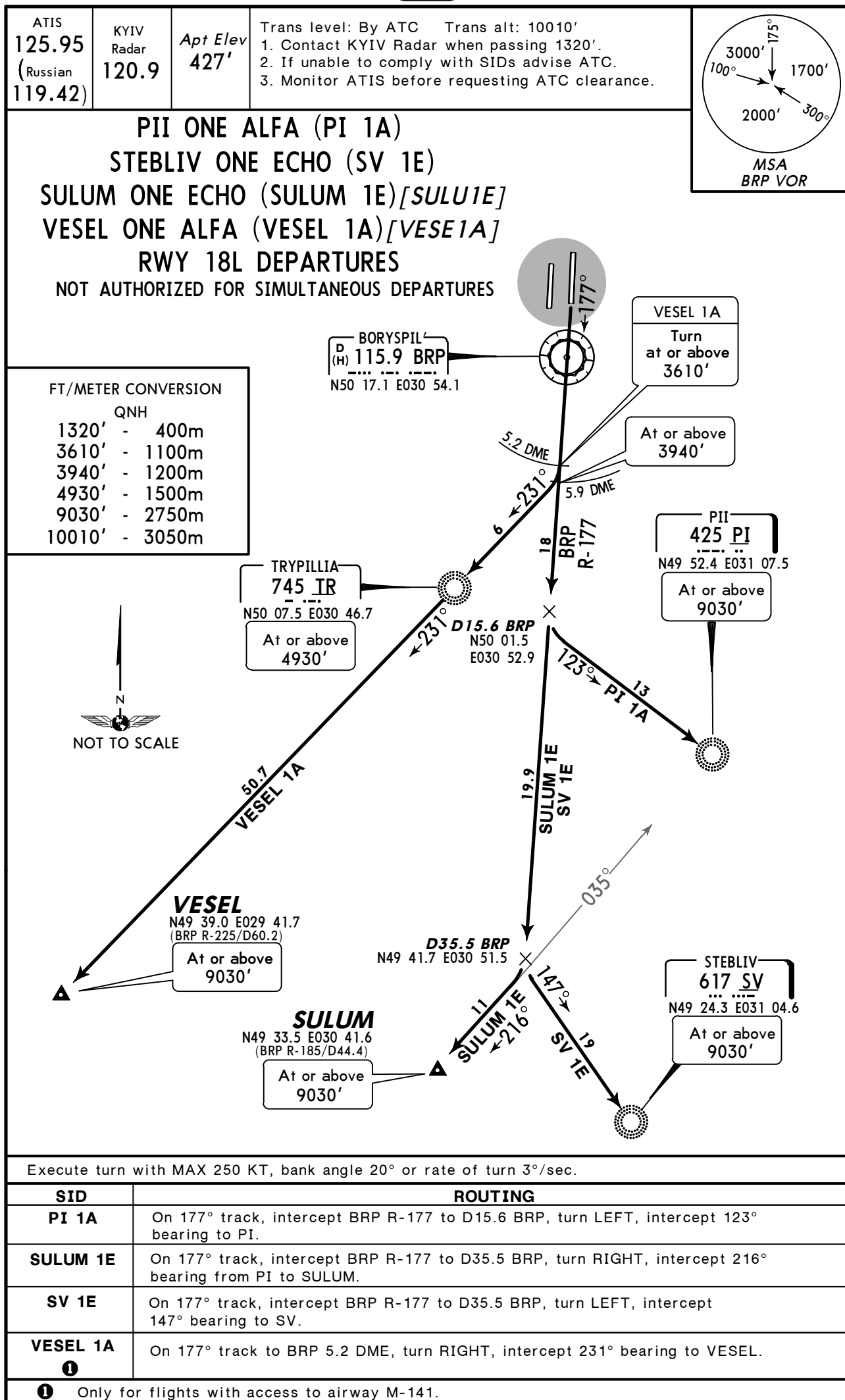


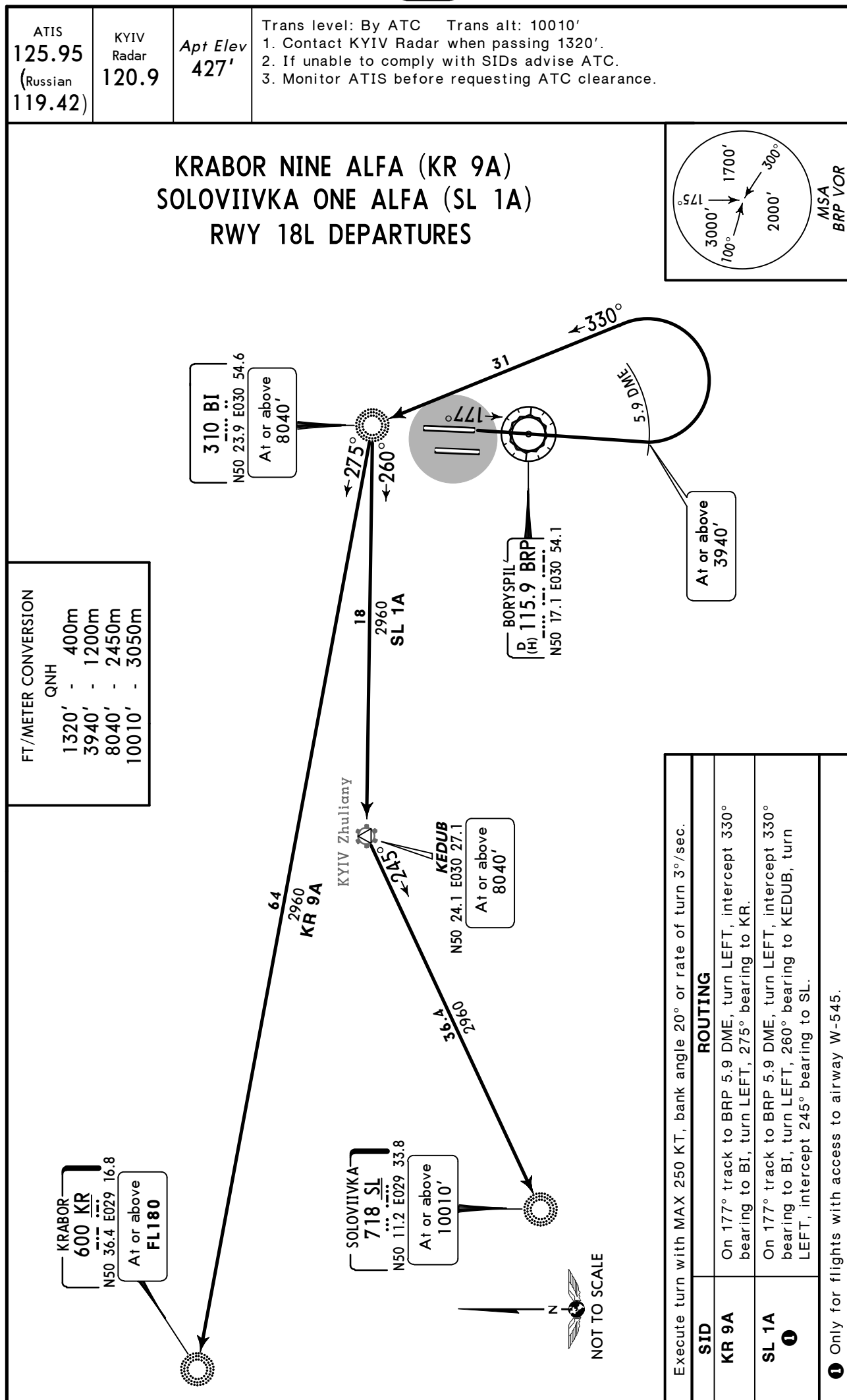
BOHDANIVKA NINE ALFA (BO 9A)
KOSHANY ONE ALFA (KO 1A)
KUROS NINE ALFA (KUROS 9A) [KUROS 9A]
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES

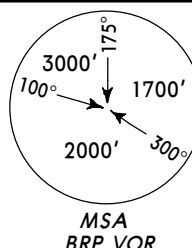


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

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.

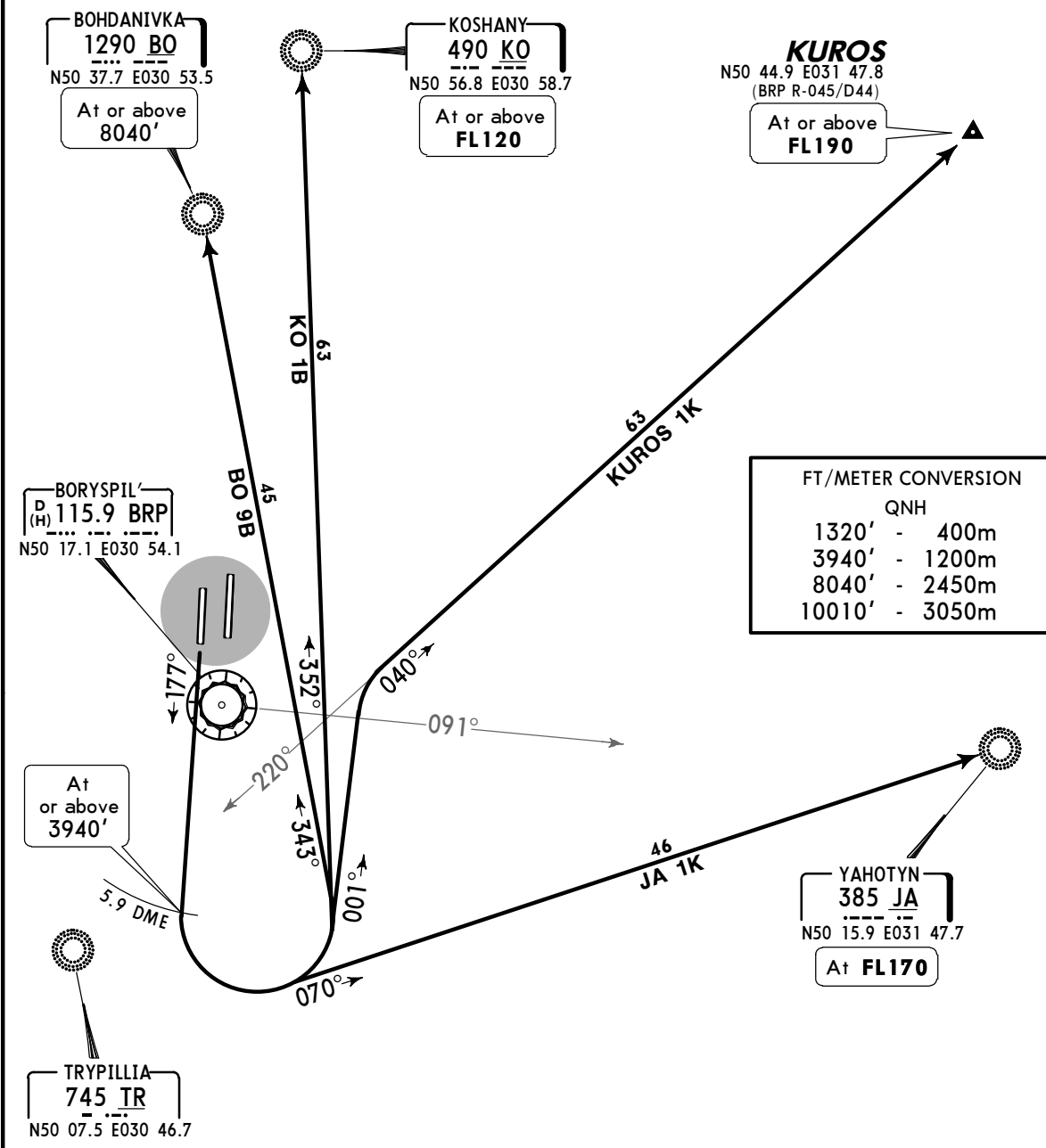




ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.	
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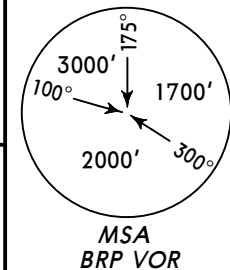
BOHDANIVKA NINE BRAVO (BO 9B)
KOSHANY ONE BRAVO (KO 1B)
KUROS ONE KILO (KUROS 1K) [KURO1K]
YAHOTYN ONE KILO (JA 1K)
RWY 18R DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



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

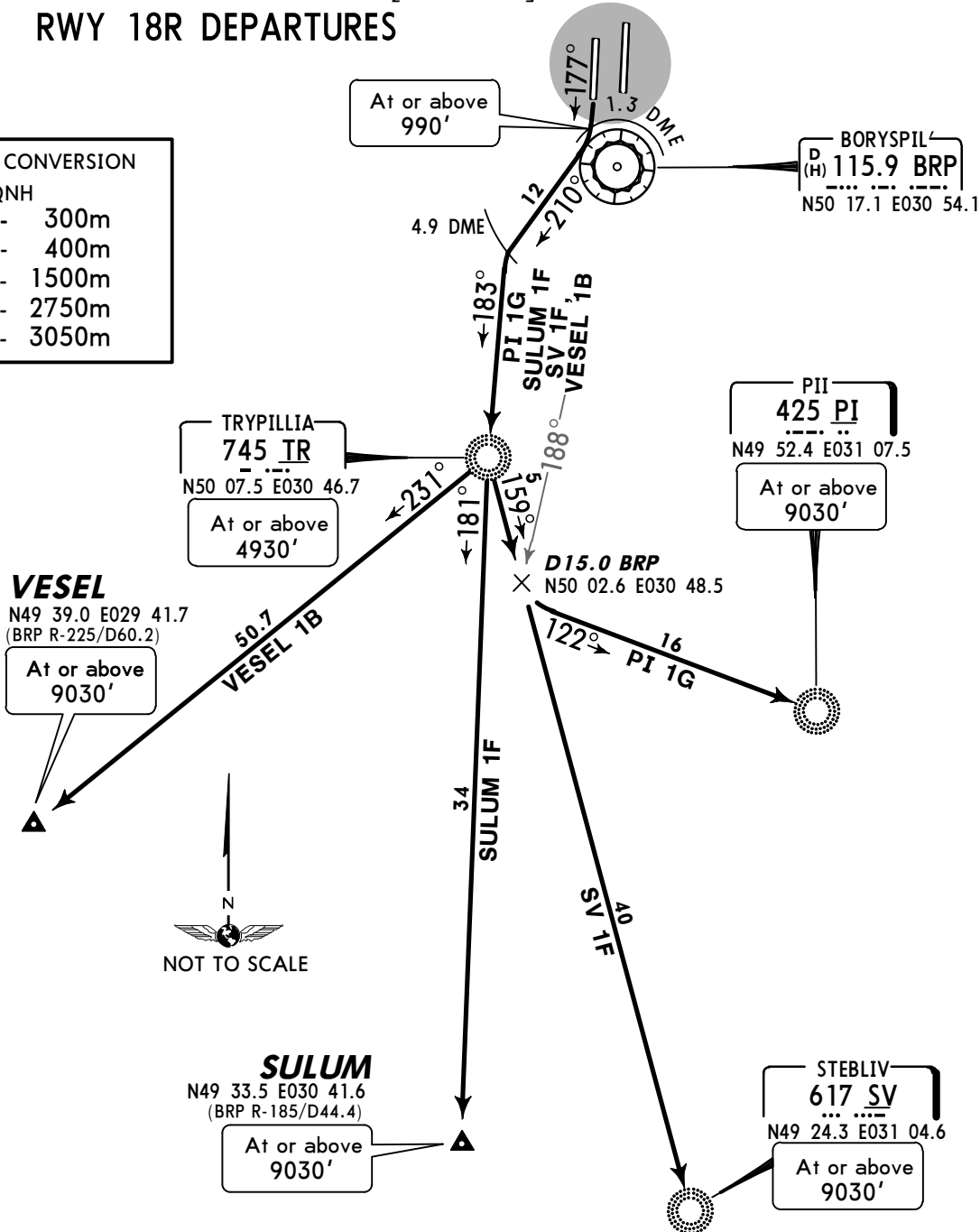
SID	ROUTING
BO 9B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 343° bearing to BO.
JA 1K	On 177° track to BRP 5.9 DME, turn LEFT, intercept 070° bearing to JA.
KO 1B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 352° bearing to KO.
KUROS 1K	On 177° track to BRP 5.9 DME, turn LEFT, 001° track, when passing BRP R-091 turn RIGHT, intercept 040° bearing from TR to KUROS.

ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	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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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

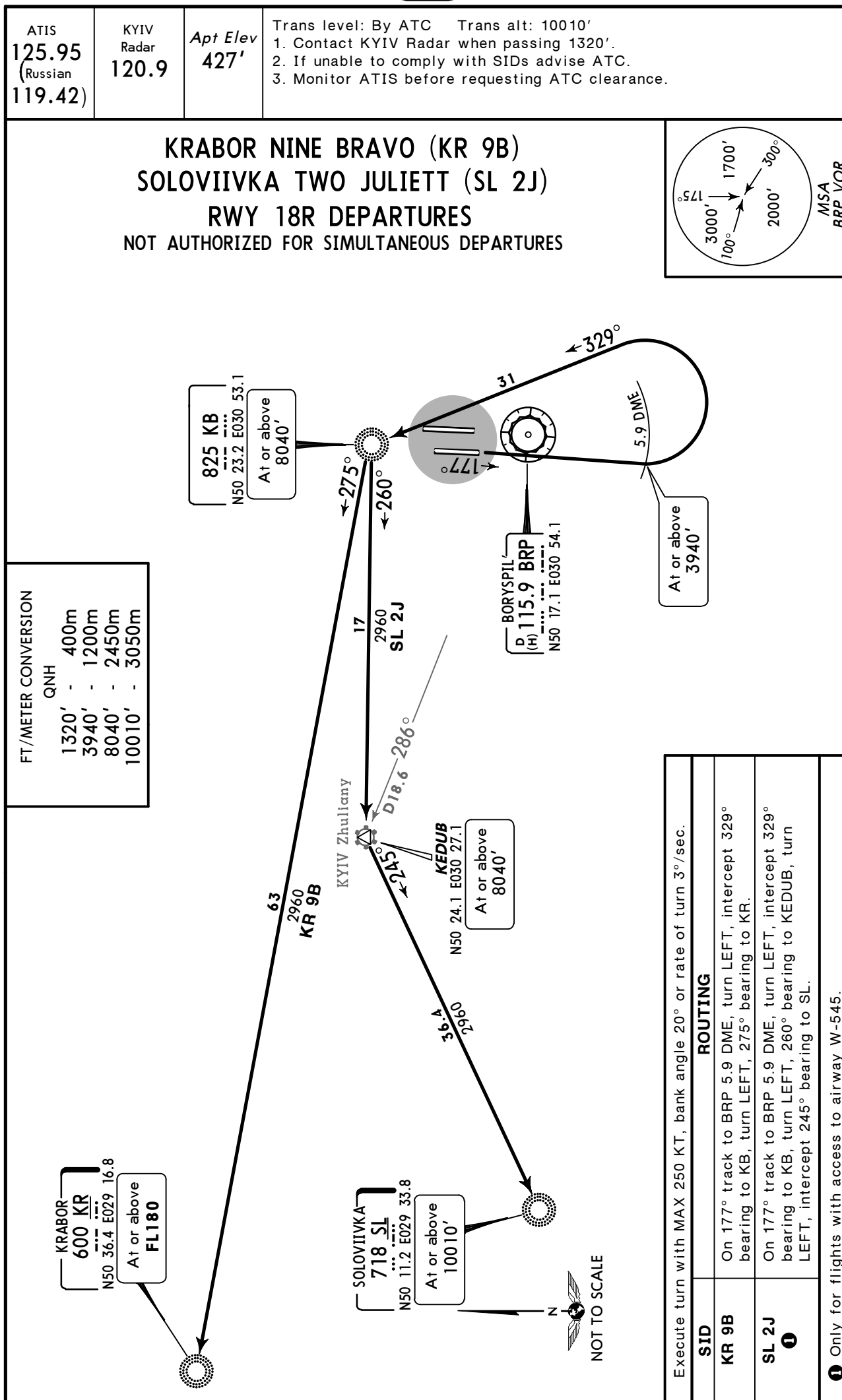
FT/METER CONVERSION

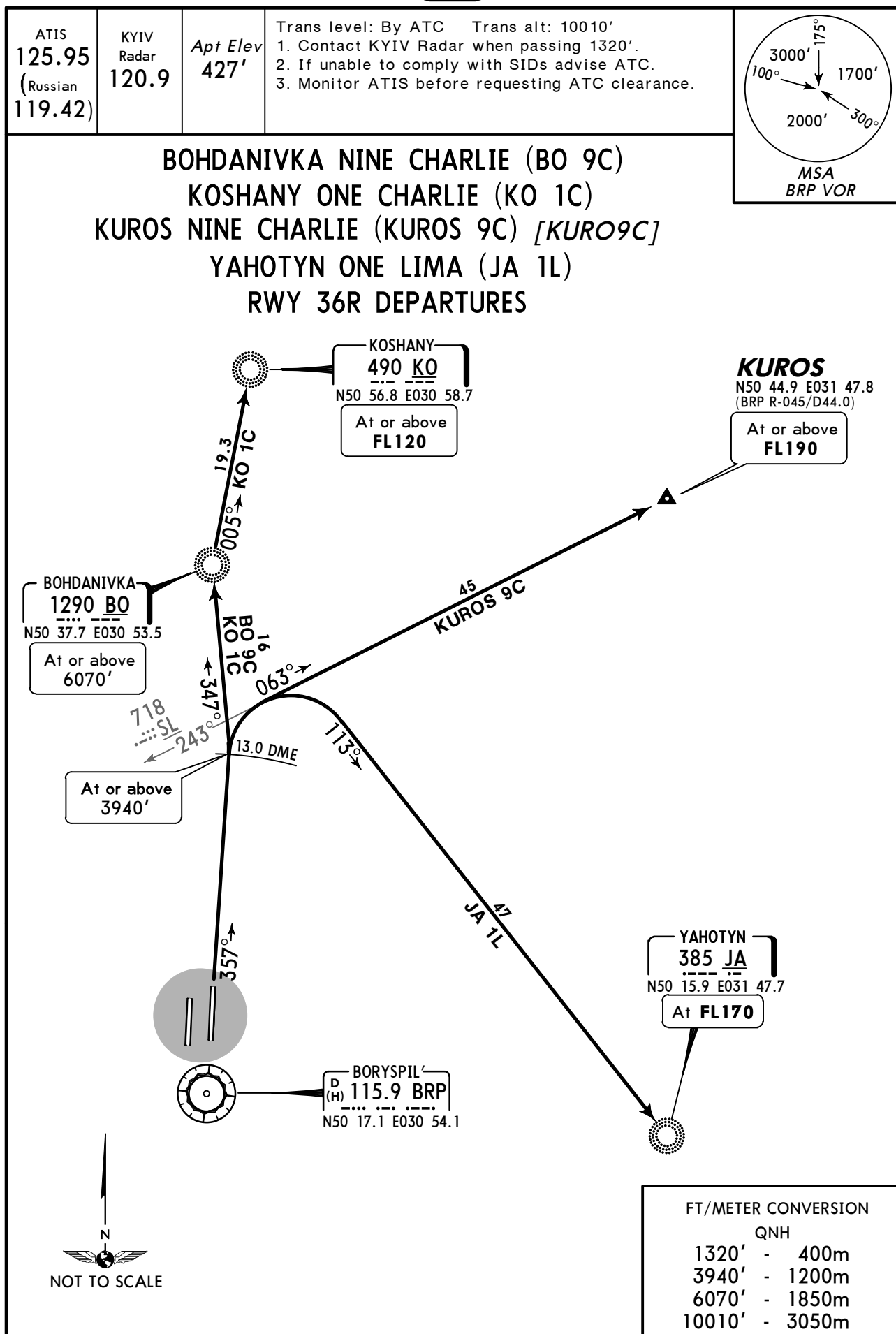
	QNH
990'	- 300m
1320'	- 400m
4930'	- 1500m
9030'	- 2750m
10010'	- 3050m



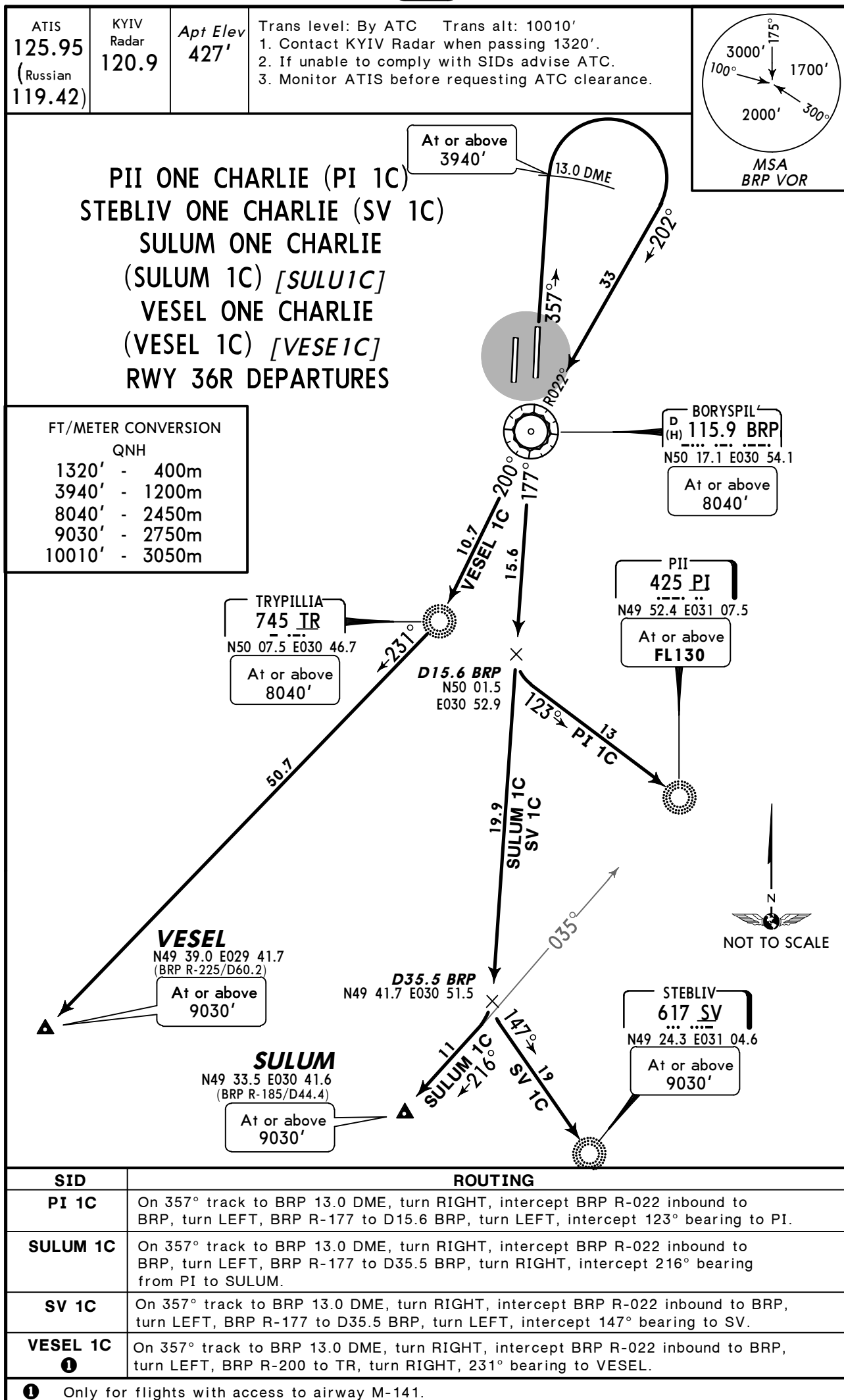
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.

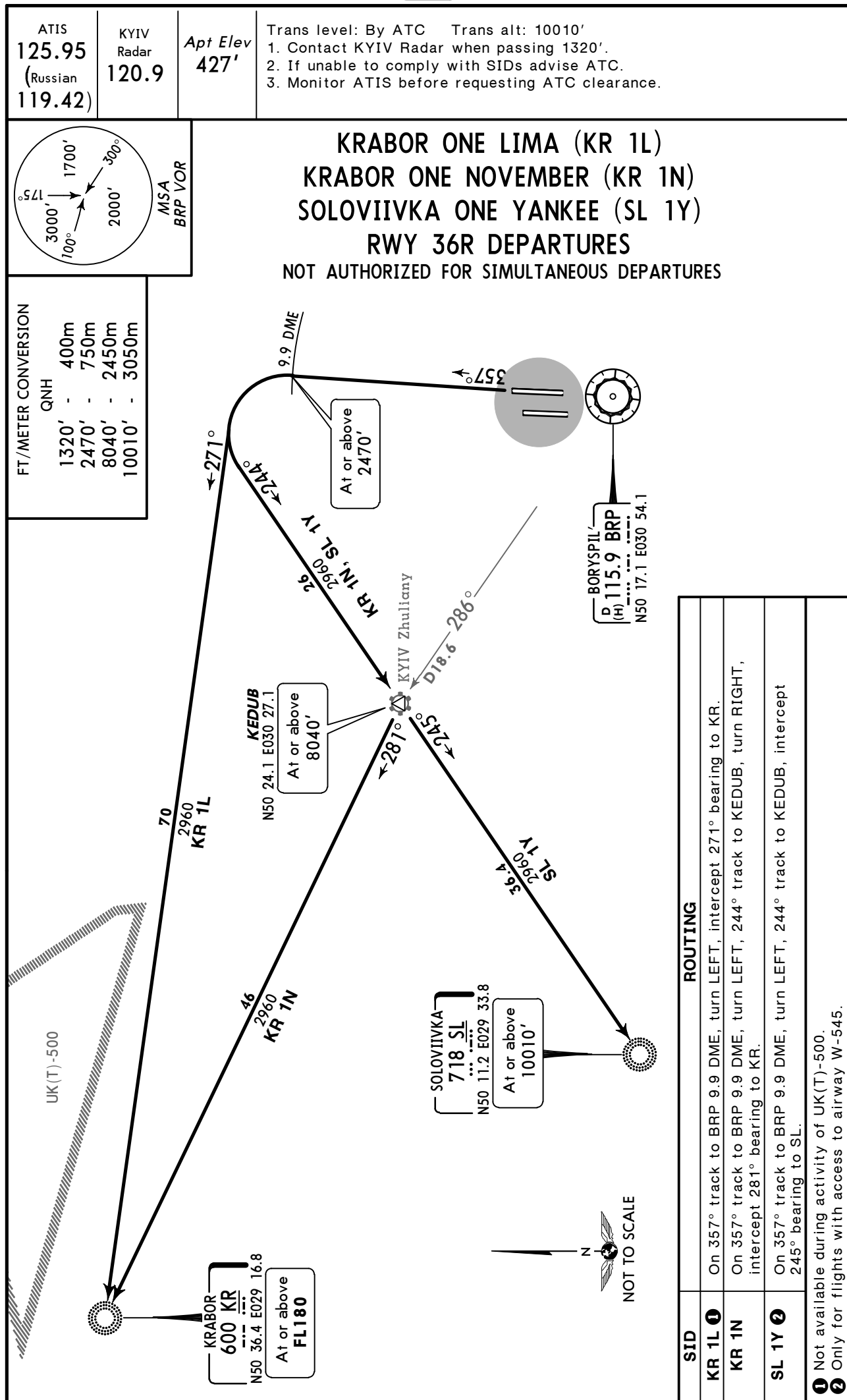
SID	ROUTING
PI 1G	On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME, turn LEFT, intercept 183° bearing to TR, turn LEFT, 159° bearing to D15.0 BRP, turn LEFT, intercept 122° bearing to PI.
SULUM 1F	On 177° track to BRP 1.3 DME inbound, turn RIGHT, 210° track to BRP 4.9 DME,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



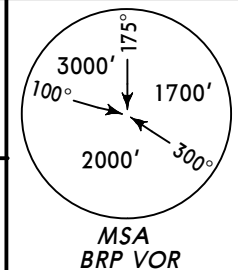


SID	ROUTING
BO 9C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO.
JA 1L	On 357° track to BRP 13.0 DME, turn RIGHT, intercept 113° bearing to JA.
KO 1C	On 357° track to BRP 13.0 DME, turn LEFT, intercept 347° bearing to BO, turn RIGHT, 005° bearing to KO.
KUROS 9C	On 357° track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

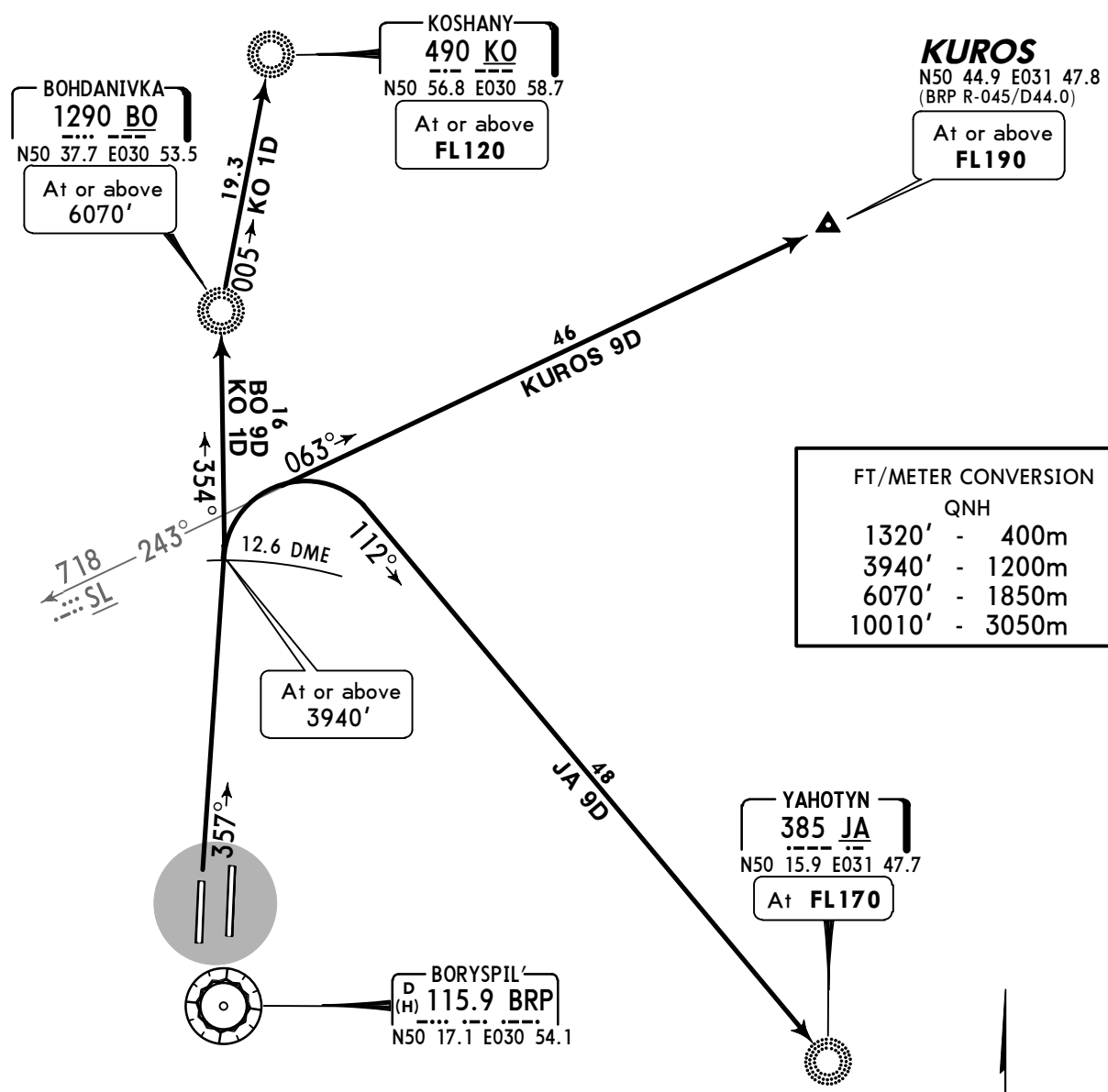




ATIS 125.95 (Russian 119.42)	KYIV Radar 120.9	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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BOHDANIVKA NINE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

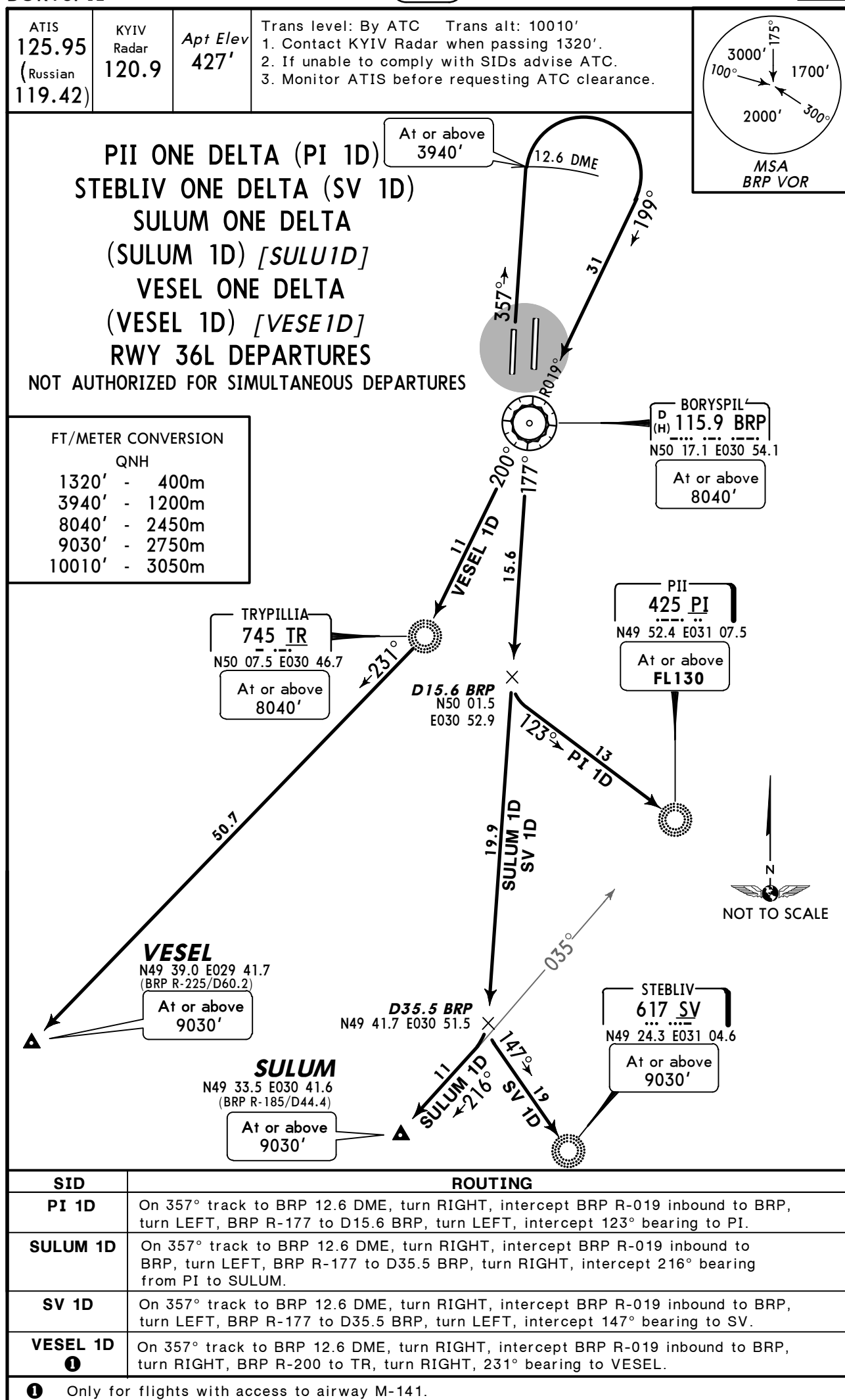


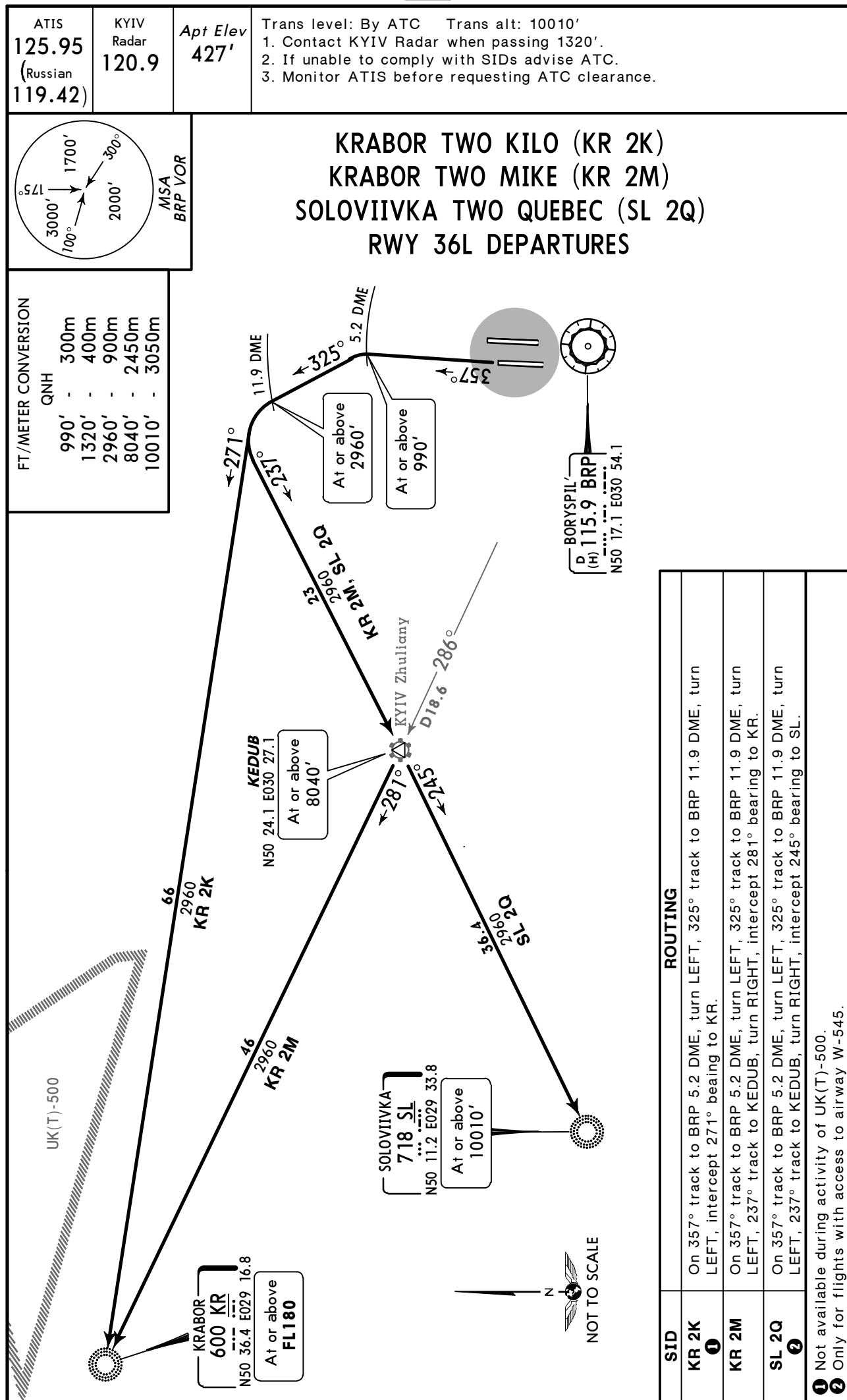
FT/METER CONVERSION

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



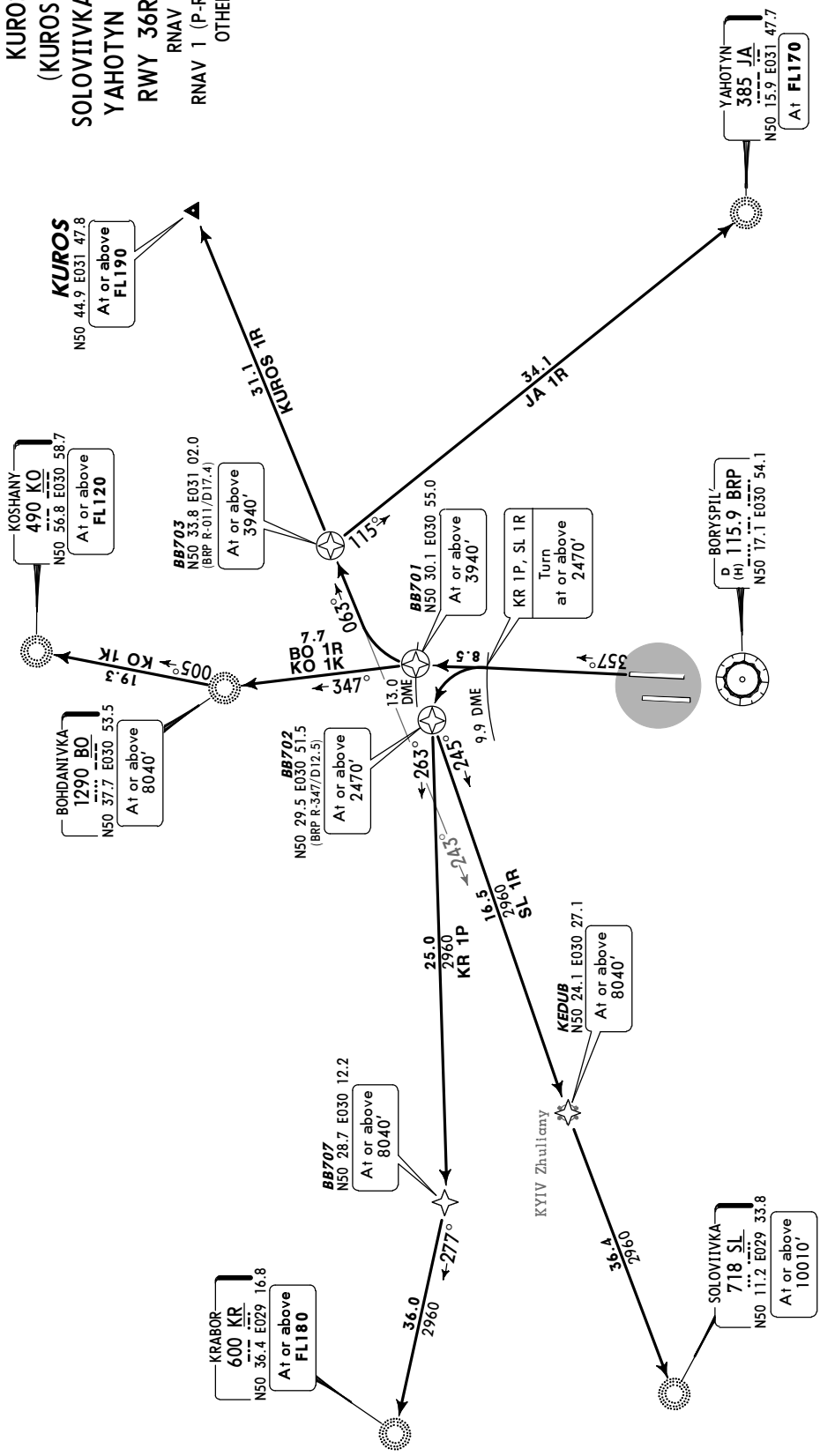
SID	ROUTING
BO 9D	On 357° track to BRP 12.6 DME, turn LEFT, intercept 354° bearing to BO.
JA 9D	On 357° track to BRP 12.6 DME, turn RIGHT, intercept 112° bearing to JA.
KO 1D	On 357° track to BRP 12.6 DME, turn LEFT, intercept 354° bearing to BO, turn RIGHT, 005° bearing to KO.
KUROS 9D	On 357° track 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.
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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 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
V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION

QNH

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

3000'

1700'

2000'

100°

175°

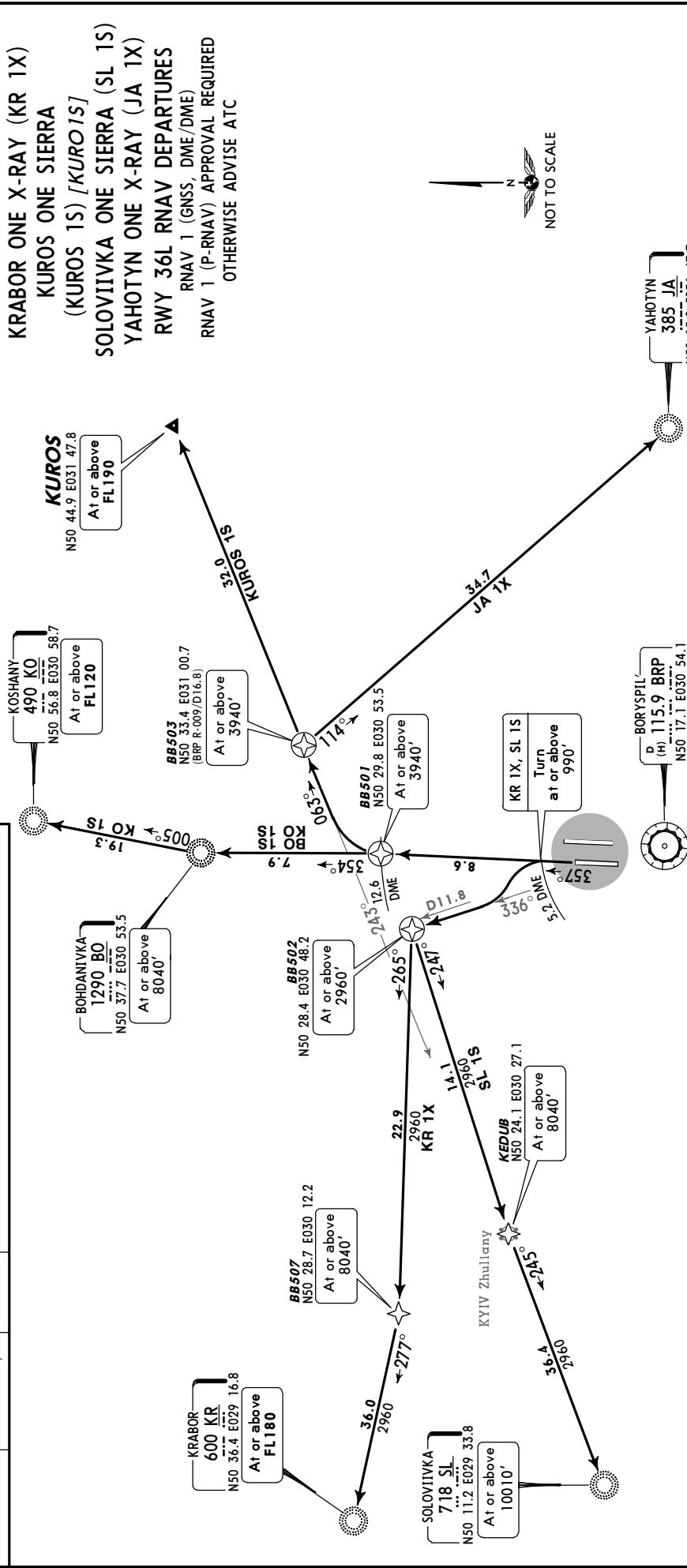
300°

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.	

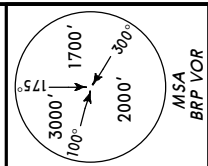
These SIDs require a minimum climb gradient of
BO 1S, JA 1X, KO 1S, KUROS 1S: 7.0% up to 3940'.
KR 1X, SL 1S: 7.0% up to 2960'.

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

FT./METER CONVERSION

QNH

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



KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'
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KYIV, UKRAINE
RNAV SID

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.

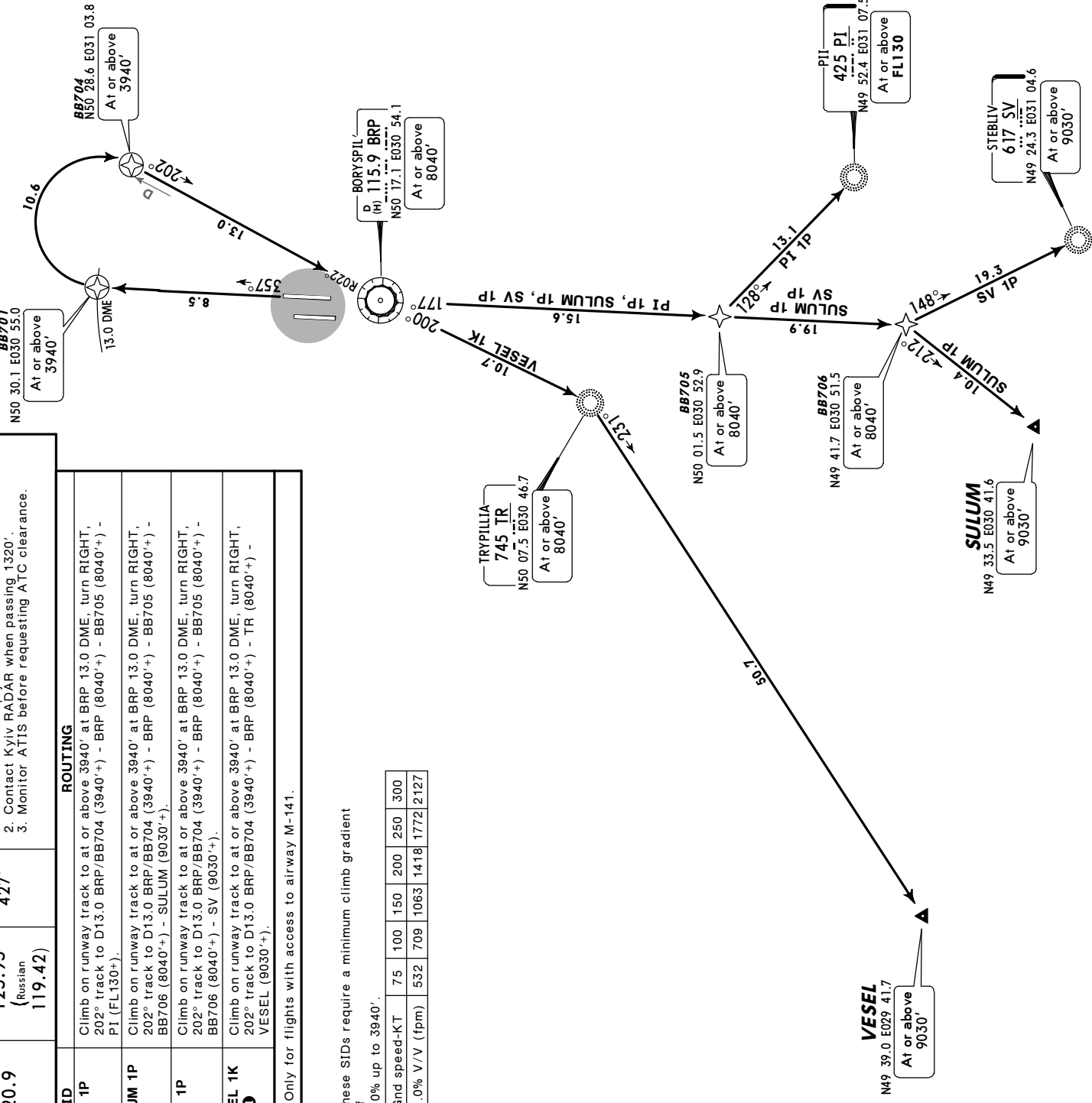
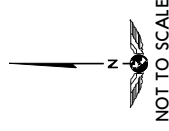
CHANGES: RNAV SID KO 1Y established; SL 1M away and JA 1Y crossing revised.

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KYIV Reader 120.9	ATIS 125.95 (Russian) 119.42)	<i>Apt Elev</i> 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
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.			

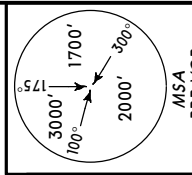
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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



FT/METER CONVERSION

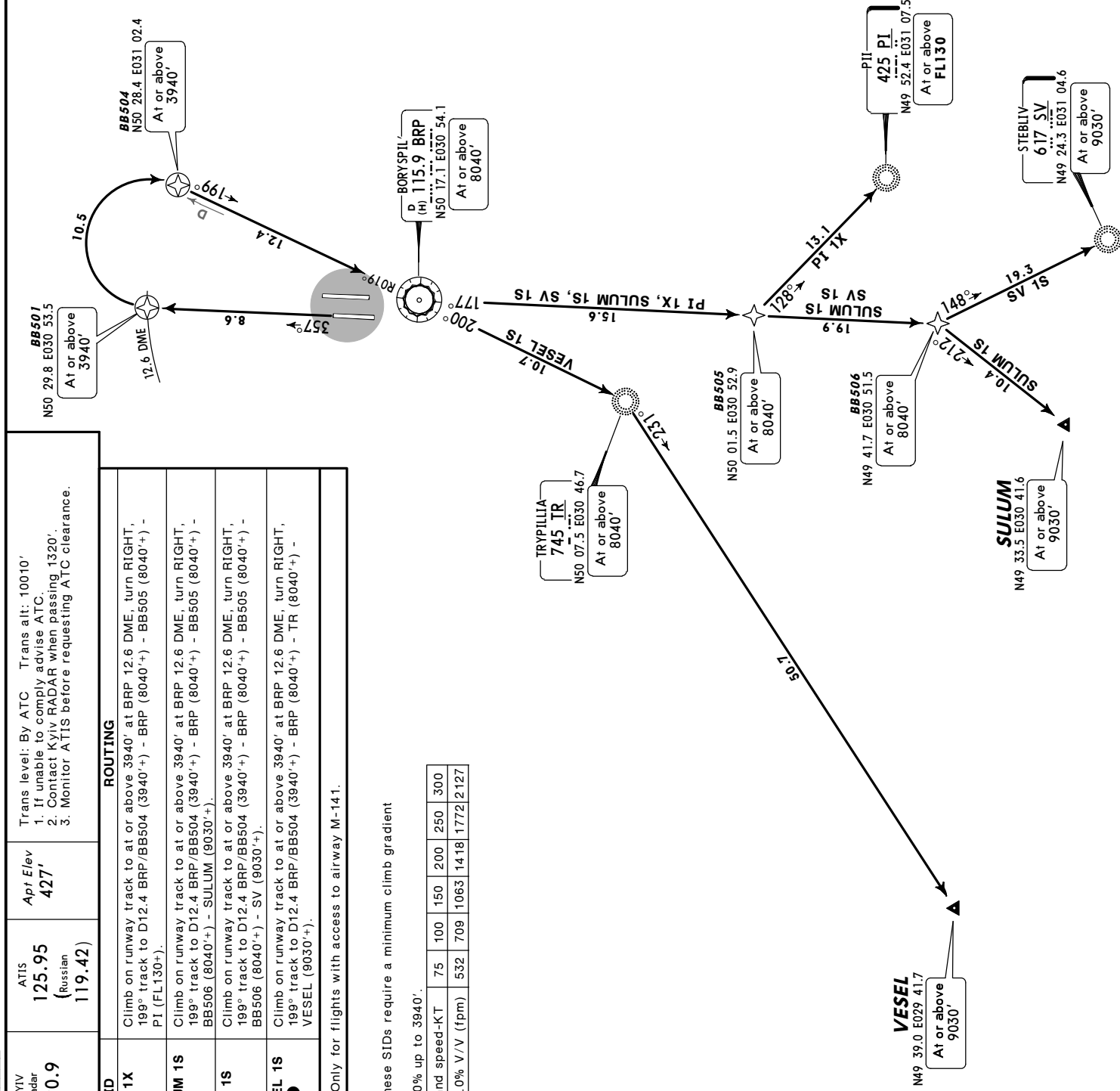
QNH
1320' - 400m
3940' - 1200m
8040' - 2450m
9030' - 2750m
10010' - 3050m



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

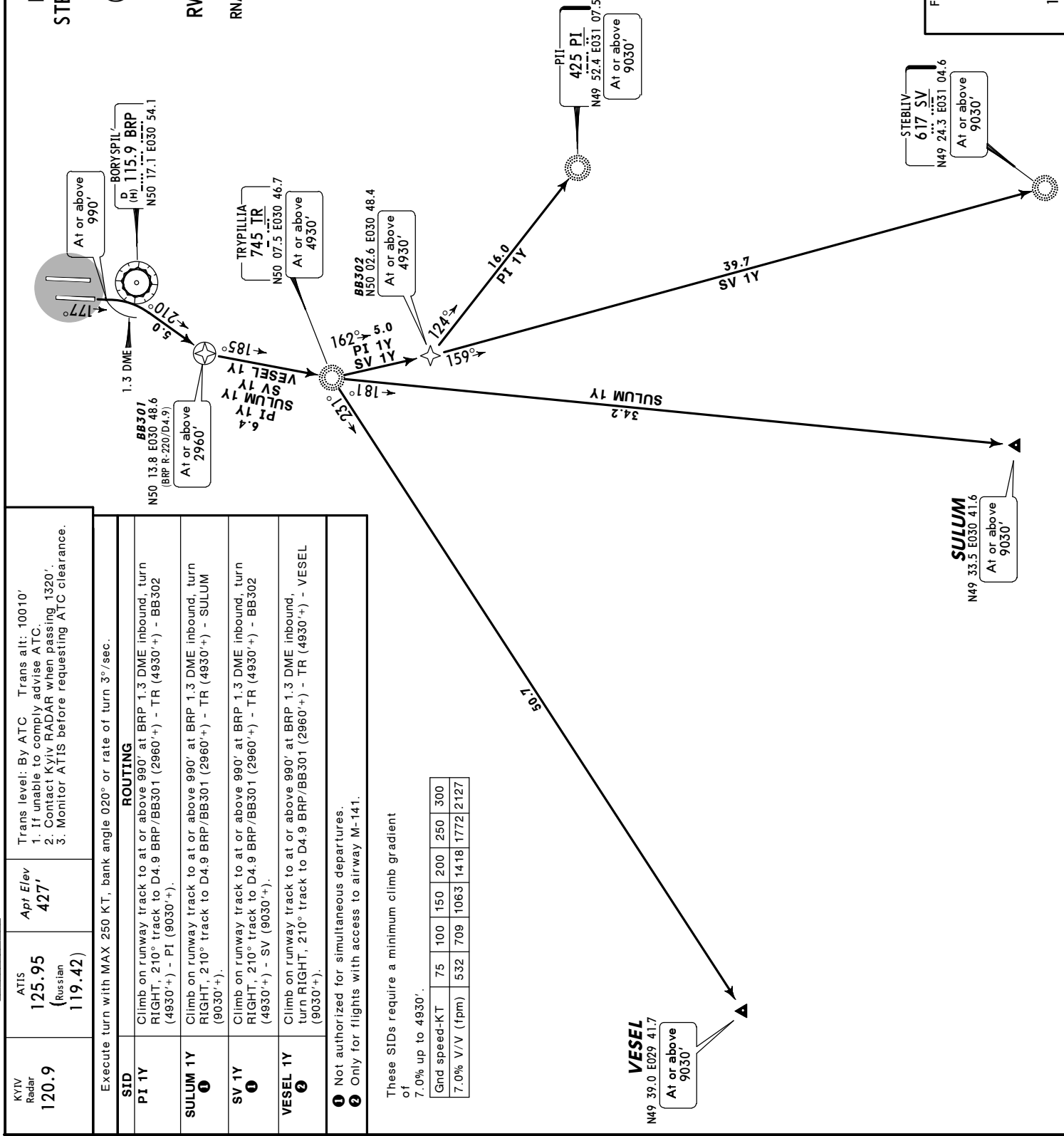


KYIV Radar 120.9	ATIS 125.95 (Russian 119.42)	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.			
ROUTING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

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

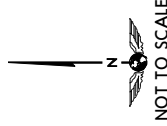
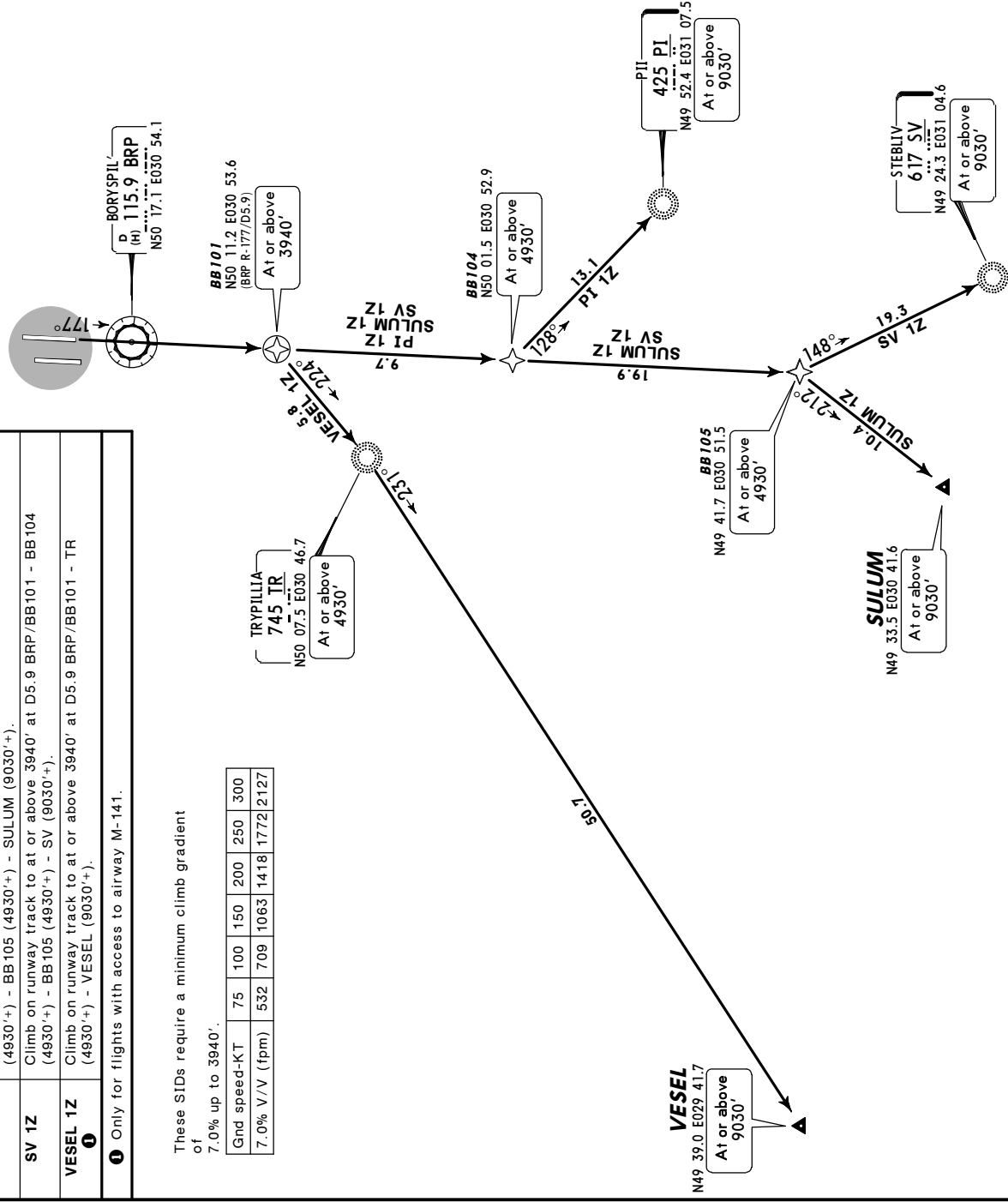
PII ONE YANKEE (PI 1Y)
STEBLIV ONE YANKEE (SV 1Y)
SULUM ONE YANKEE (SULUM 1Y) [SULU1Y]
VESEL ONE YANKEE (VESEL 1Y) [VESE1Y]
RWY 18R RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



KYIV Radar 120.9	ATIS 125.95 (Russian) 119.42	Apr Elev 427'	Trans level: BY ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.
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	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR		
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



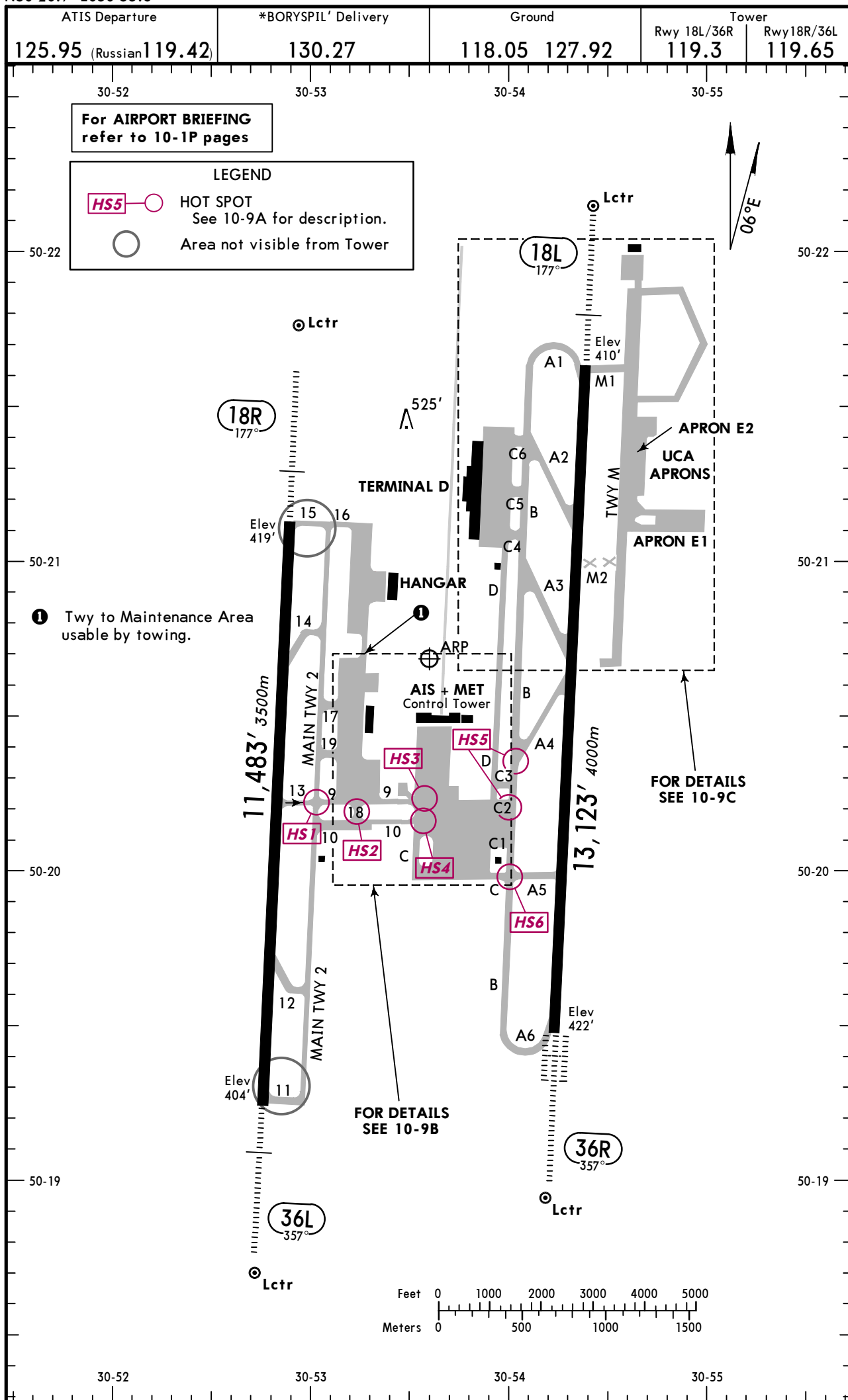
FT/METER CONVERSION

QNH

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

MSA
BRP VOR

3000' 175° 1700' 300° 2000'



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	①	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 ②	207' 63m
36L			10,511' 3204m		

① TAKE-OFF RUN AVAILABLE

RWY 18L:		RWY 36R:	
From rwy head	13,123' (4000m)	From rwy head	13,123' (4000m)
twy A2 int	9514' (2900m)	twy A5 int	10,007' (3050m)
twy A3 int	6562' (2000m)	twy A4 int	6562' (2000m)

② TAKE-OFF RUN AVAILABLE

First 820'/250m unusable for take off.			
RWY 18R:		RWY 36L:	
From rwy head	10,662' (3250m)	From rwy head	10,662' (3250m)
twy A14 int	8366' (2550m)	twy A12 int	8366' (2550m)
twy A13 int	5577' (1700m)	twy A13 int	5577' (1700m)

HOT SPOTS

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

- HS1

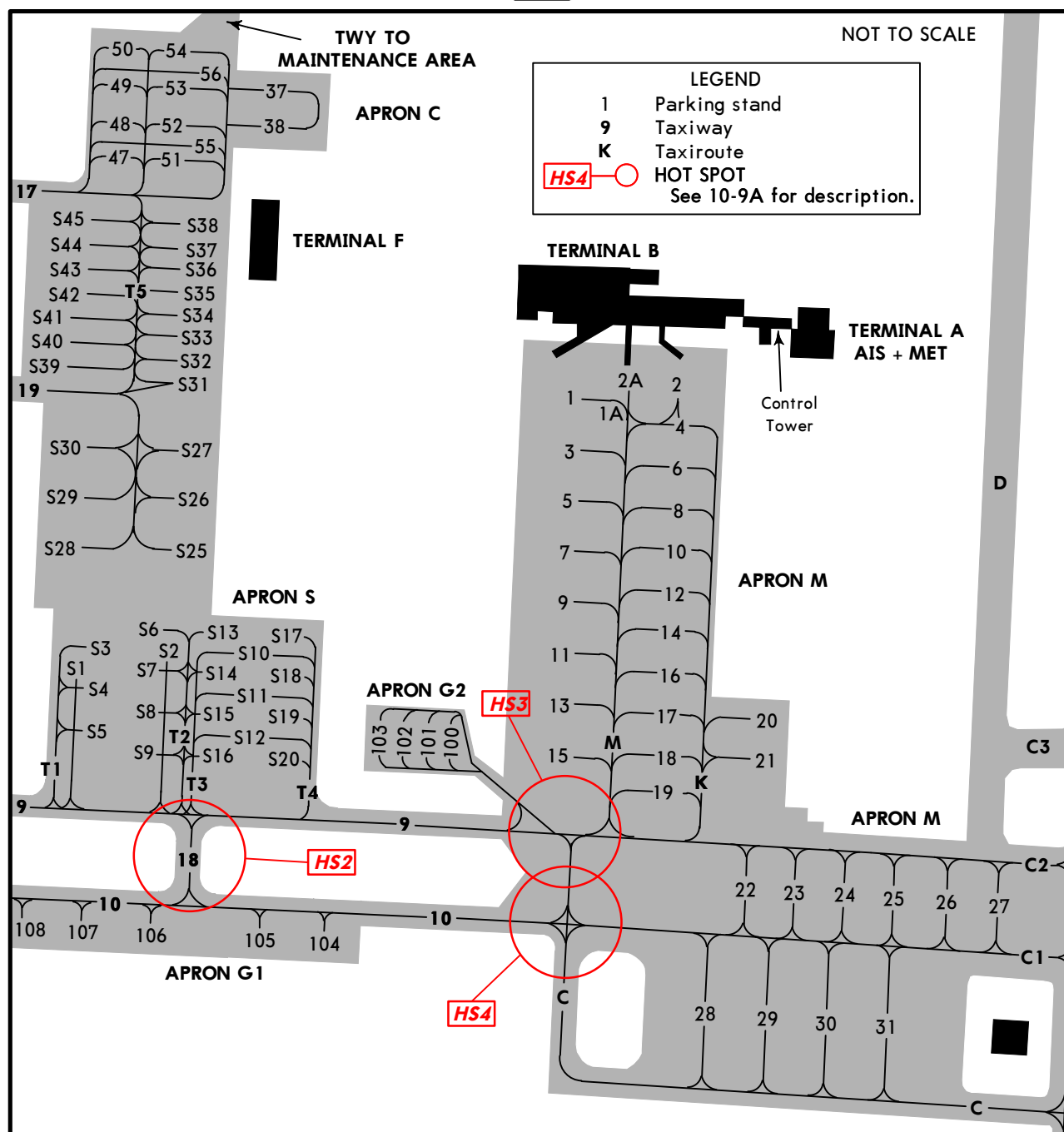
Exercise CAUTION, when crossing intersection on MAIN TWY 2.
- HS2,3&4

Use CAUTION, when taxiing TWYs 9, 10 and 18.
- HS5&6

Exercise CAUTION, when crossing intersection TWY B.
- HS6

Use extreme CAUTION crossing TWY B inbound.

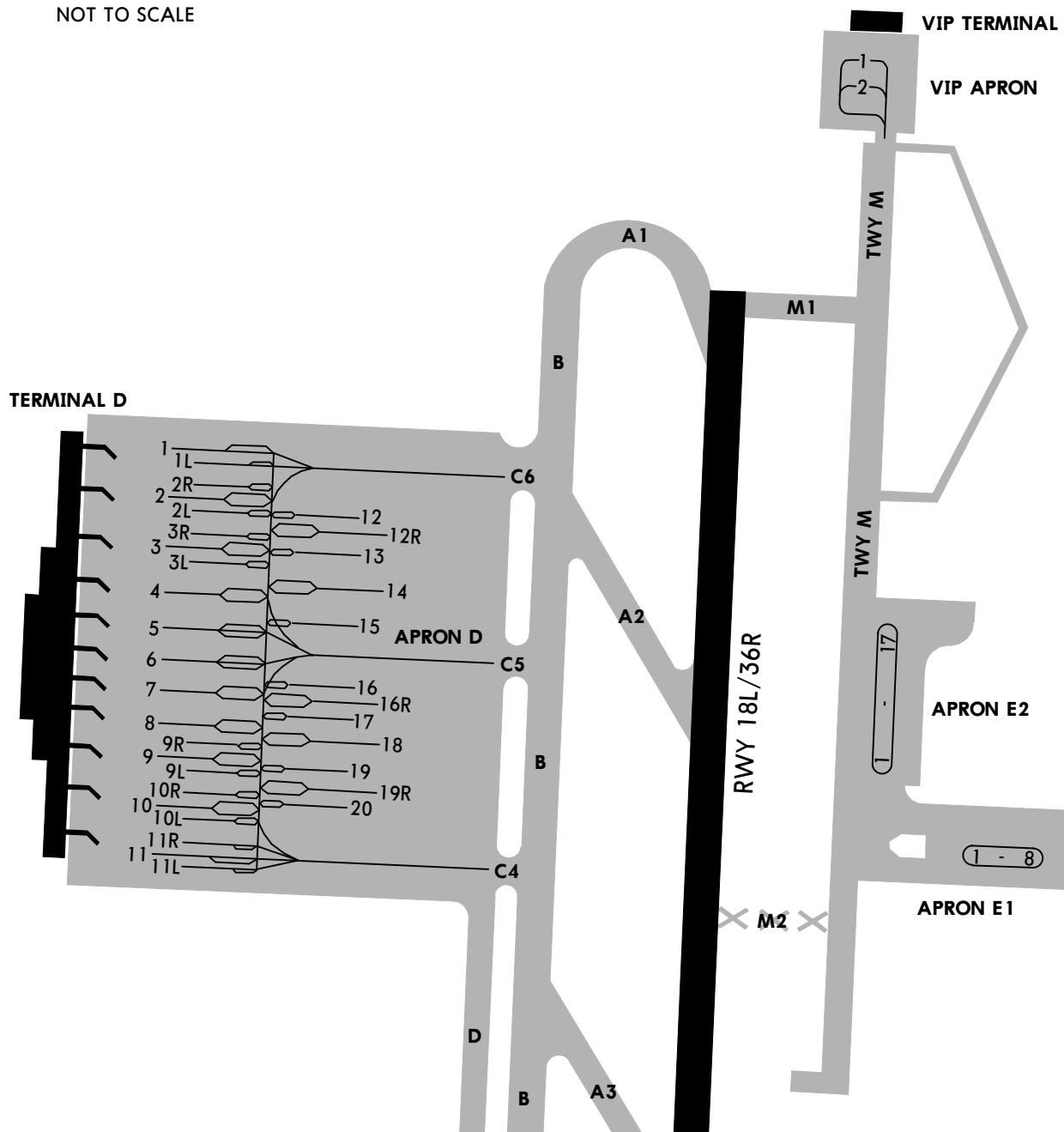
JAR-OPS		TAKE-OFF ①				
	Rwys 18L/36R LVP must be in force			LVP must be in force	All Rwys	
	Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops 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



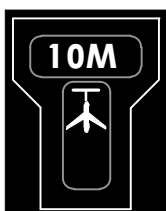
AIRCRAFT IS RIGHT OF CENTERLINE.

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.



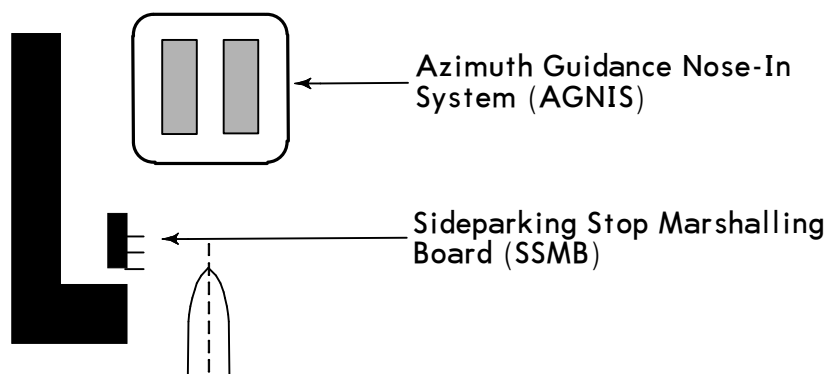
ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from Apron
Control to resume docking procedure.

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

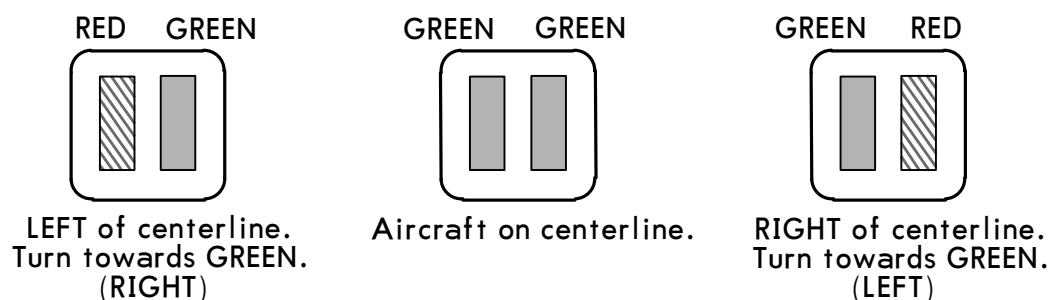
- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

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.

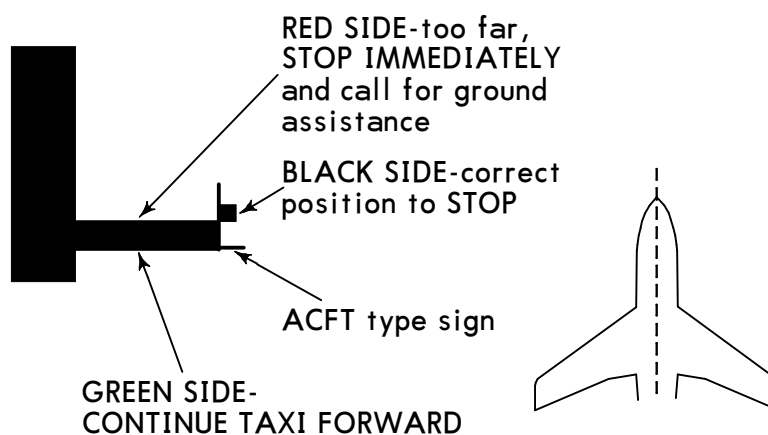
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



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
	ILS	619'(200')	619'(200')	619'(200')	619'(200')
	FULL	R550m	R550m	R550m	R550m
18R	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ①	810'(391')	810'(391')	810'(391')	810'(391')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	ILS	604'(200')	604'(200')	604'(200')	604'(200')
	FULL	R550m	R550m	R550m	R550m
	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'.

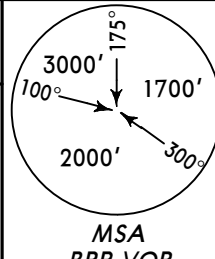
❺ Circling height based on rwy 36R thresh elev of 422'.

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						

TM

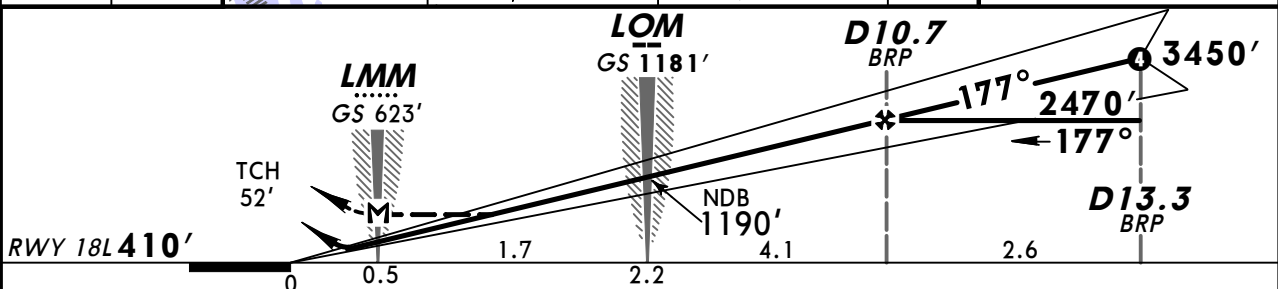
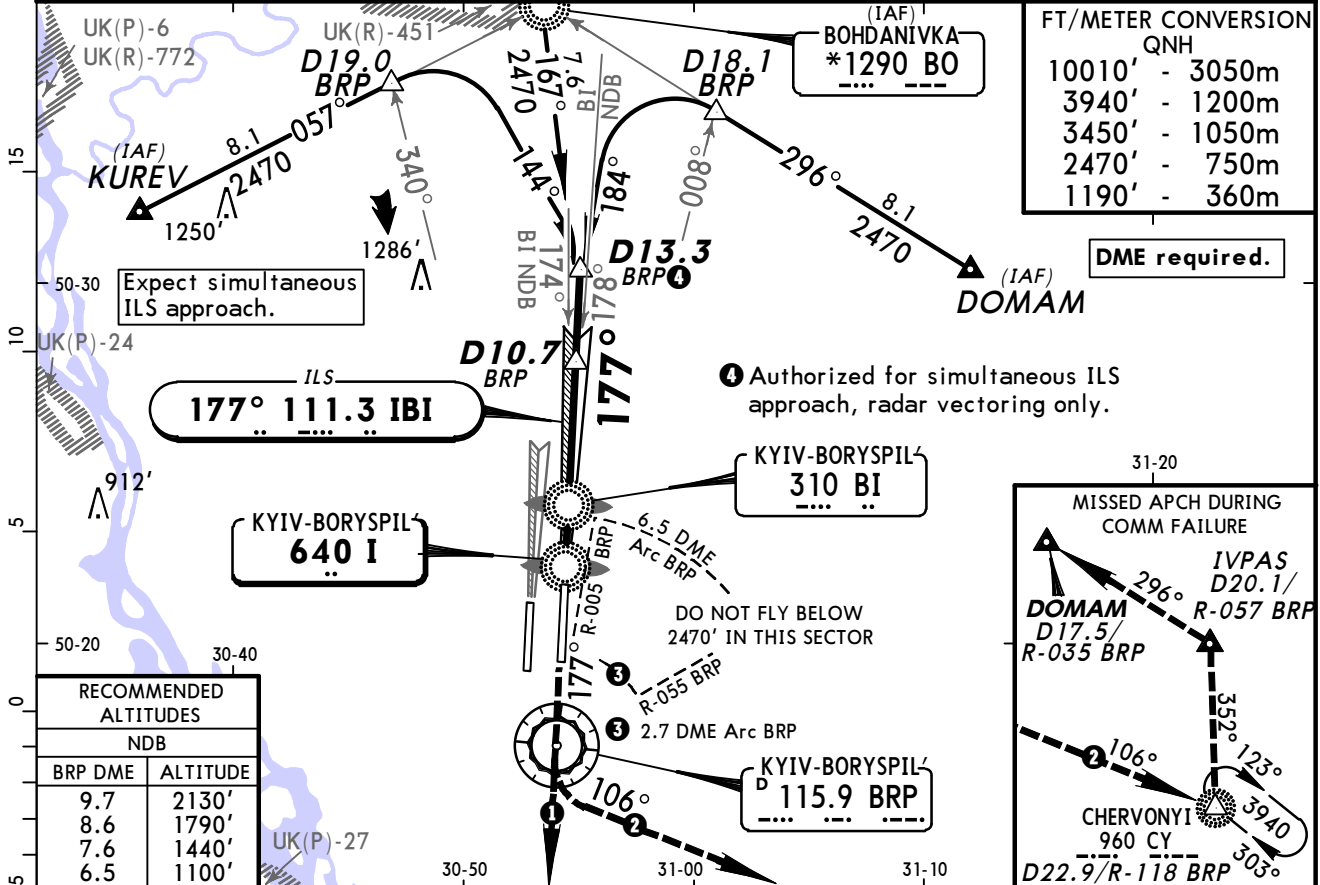
BRIEFING STRIP

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.

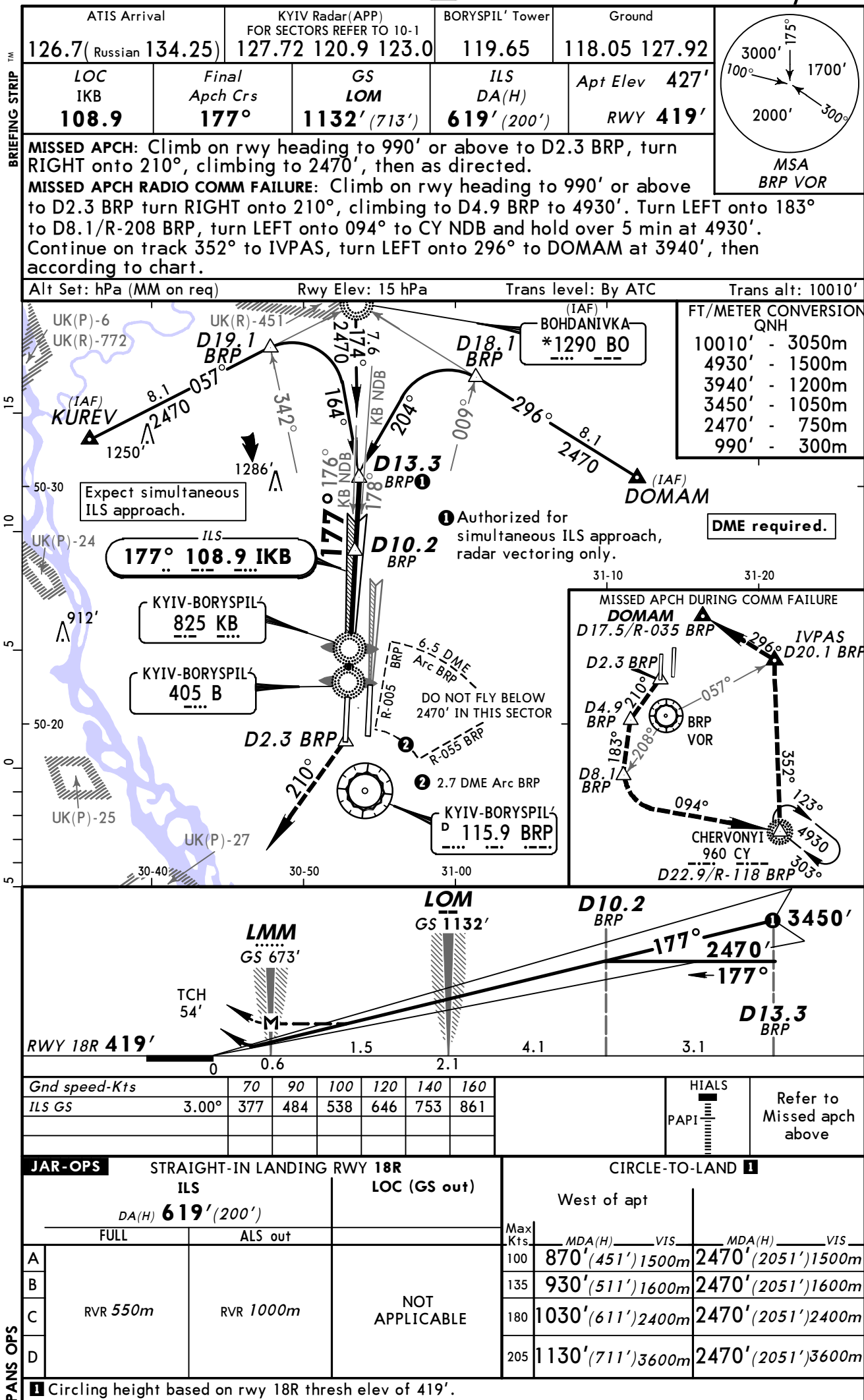
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'

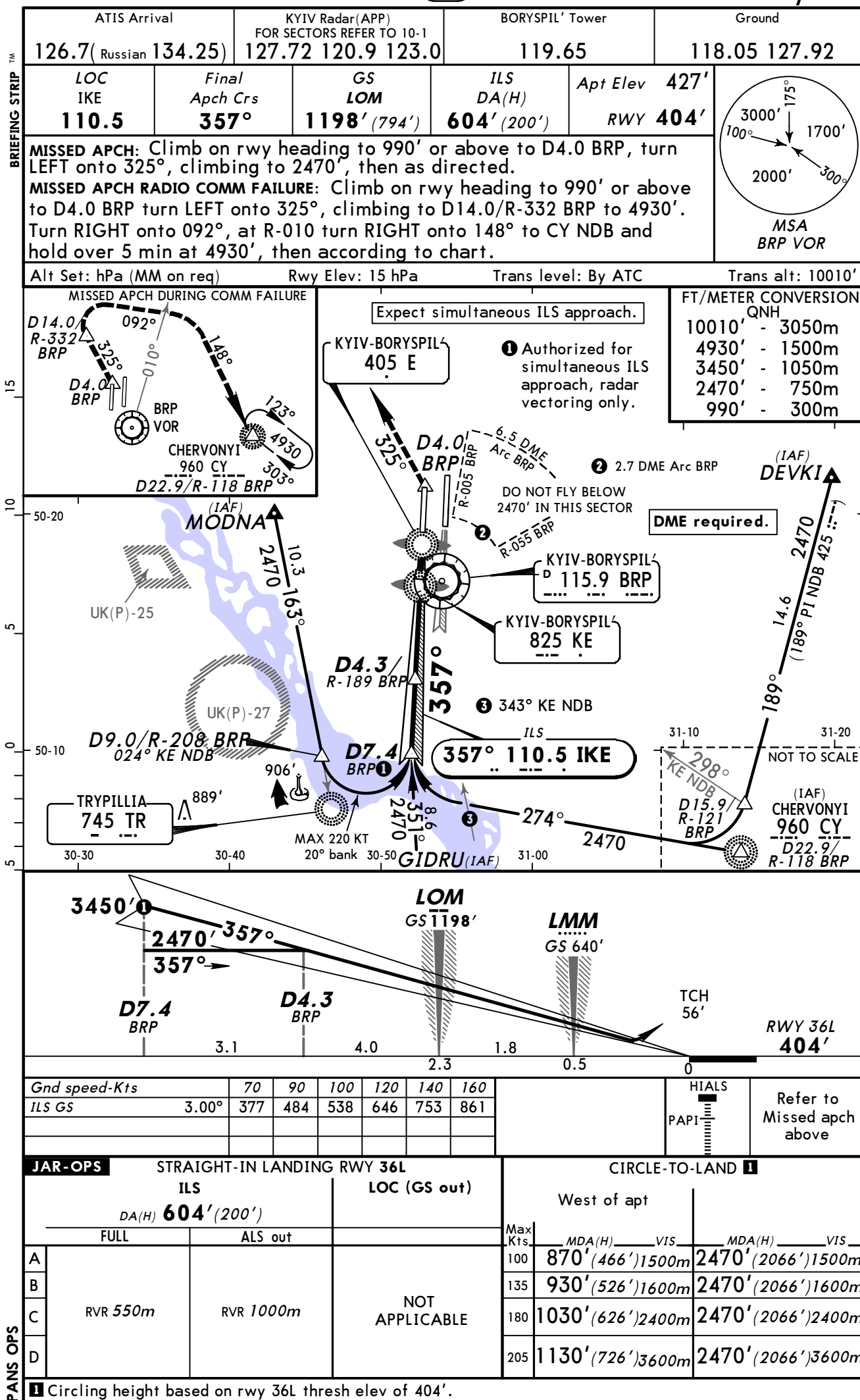


Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861		
MAP at LMM								

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	MDA(H) VIS
A						100	870' (460') 1500m
B						135	930' (520') 1600m
C	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 1000m	RVR 1800m	180	1030' (620') 2400m
D				RVR 1400m	RVR 2000m	205	1130' (720') 3600m

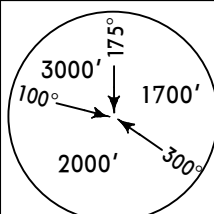
① Circling height based on rwy 18L thresh elev of 410'.





BRIEFING STRIP

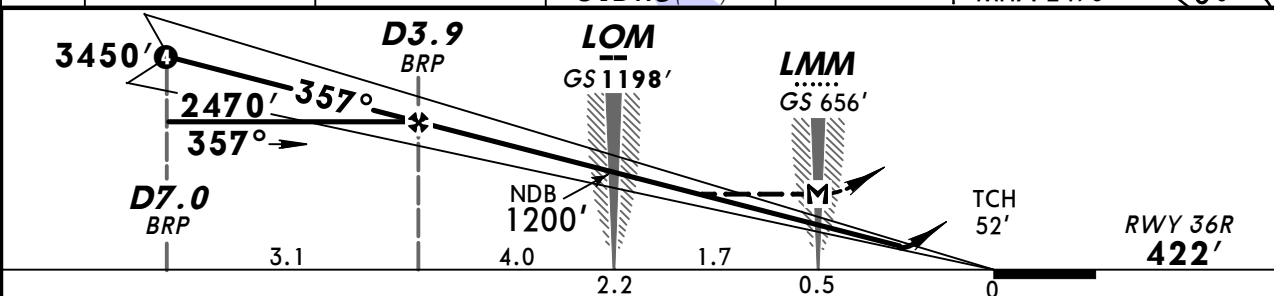
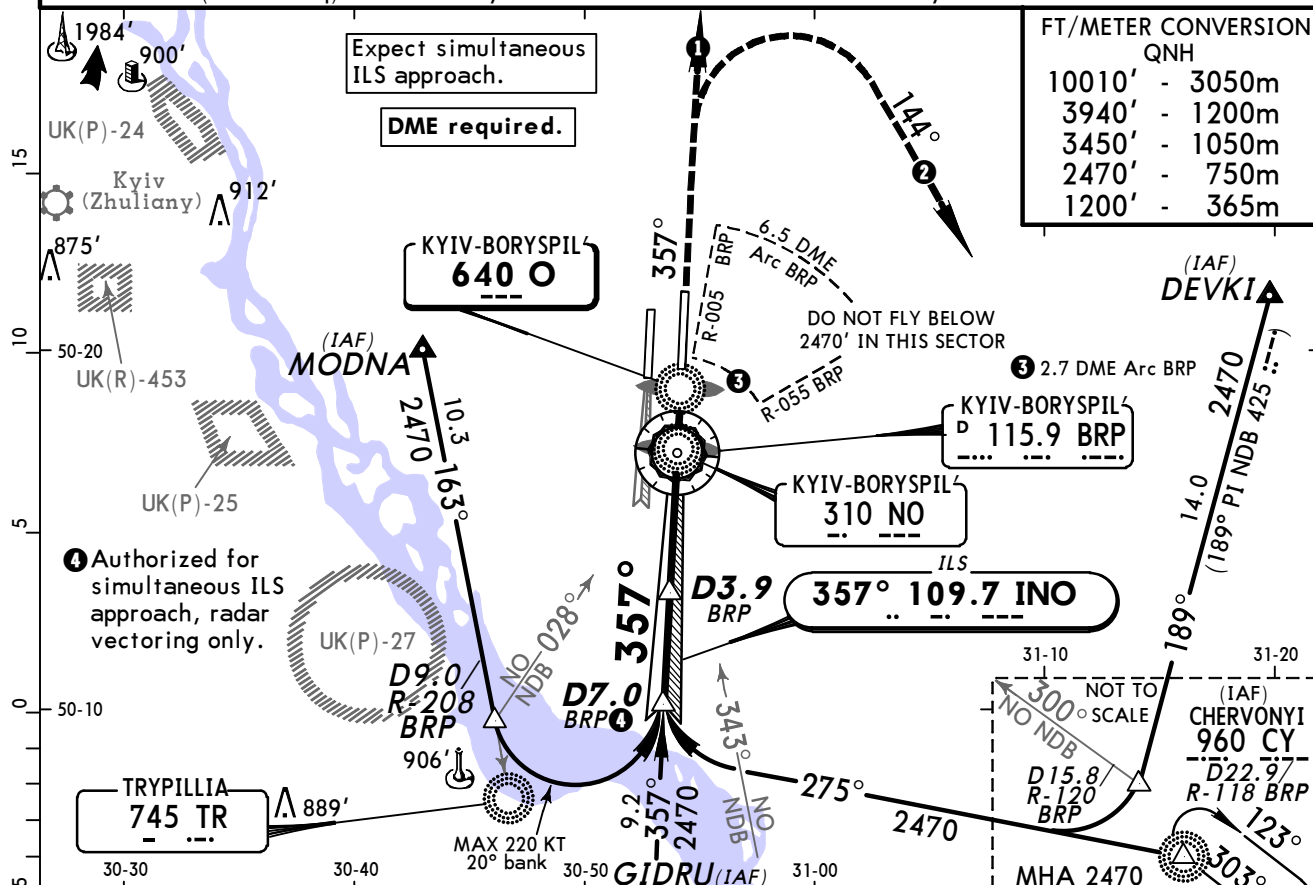
TM

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'		
NDB O 640		Minimum Alt D3.9 BRP 2470'(2048')	NDB MDA(H) 790'(368')	RWY 422'		

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

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

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

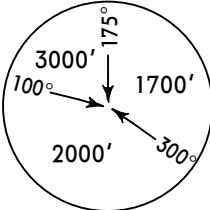


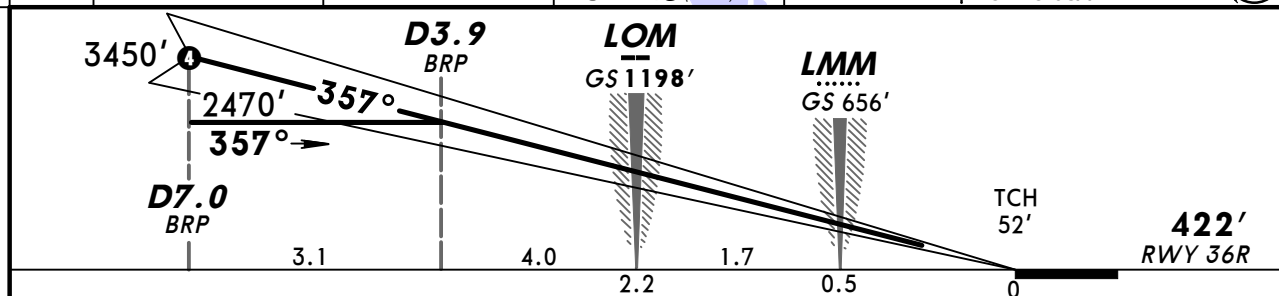
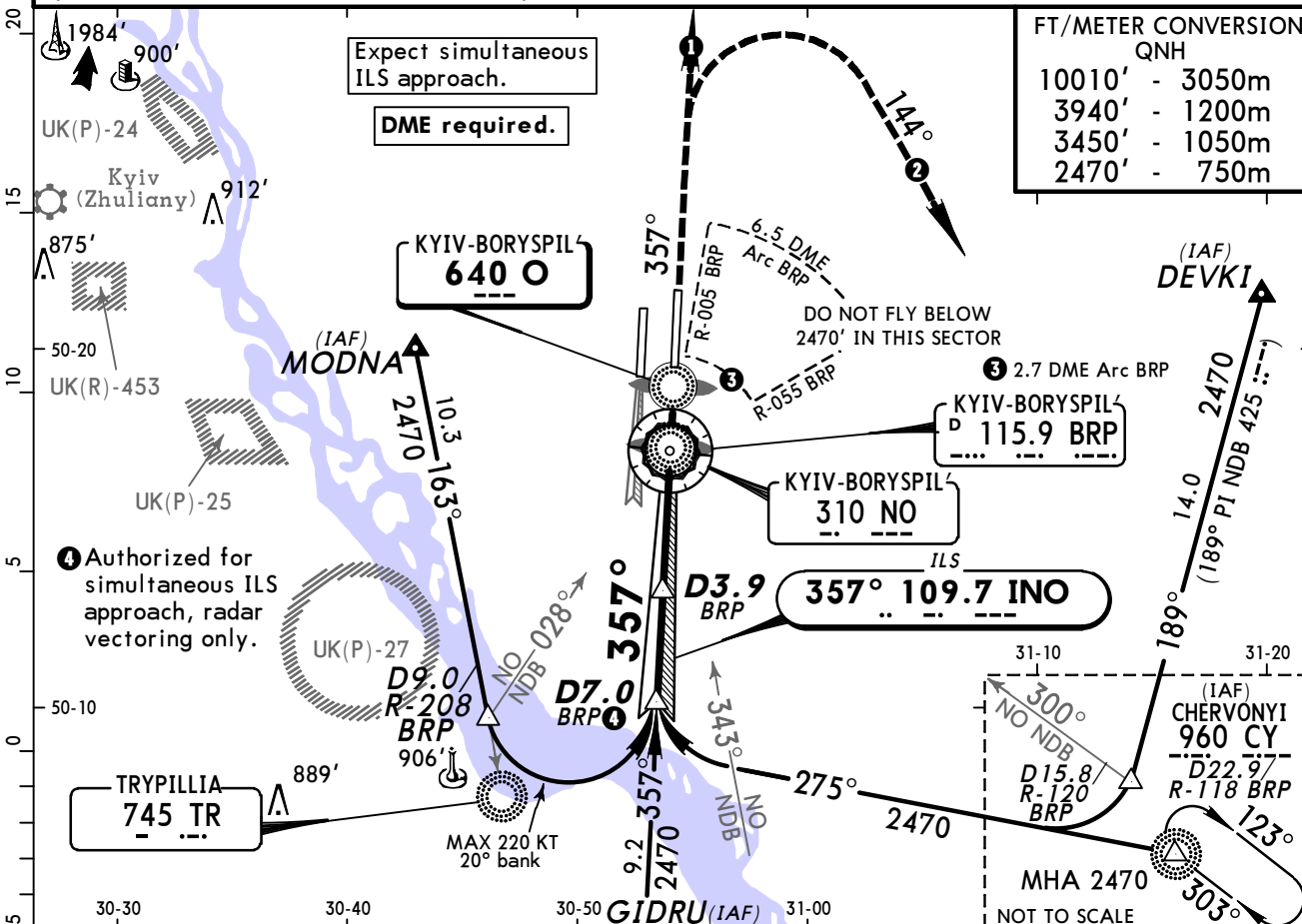
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861		
MAP at LMM								

JAR-OPS				STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND 1			
ILS		LOC		NDB		NDB		West of apt		West of apt	
DA(H) ABC: 622' (200')		GS out		MDA(H) 790' (368')		MDA(H) 790' (368')		MDA(H) 790' (368')		MDA(H) 790' (368')	
FULL		ALS out		ALS out		ALS out		MDA(H) 790' (368')		MDA(H) 790' (368')	
A								Max Kts			
B	RVR 550m							100	870' (448')	1500m	2470' (2048')
C		RVR 1000m						135	930' (508')	1600m	2470' (2048')
D	RVR 600m							180	1030' (608')	2400m	2470' (2048')
								205	1130' (708')	3600m	2470' (2048')

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

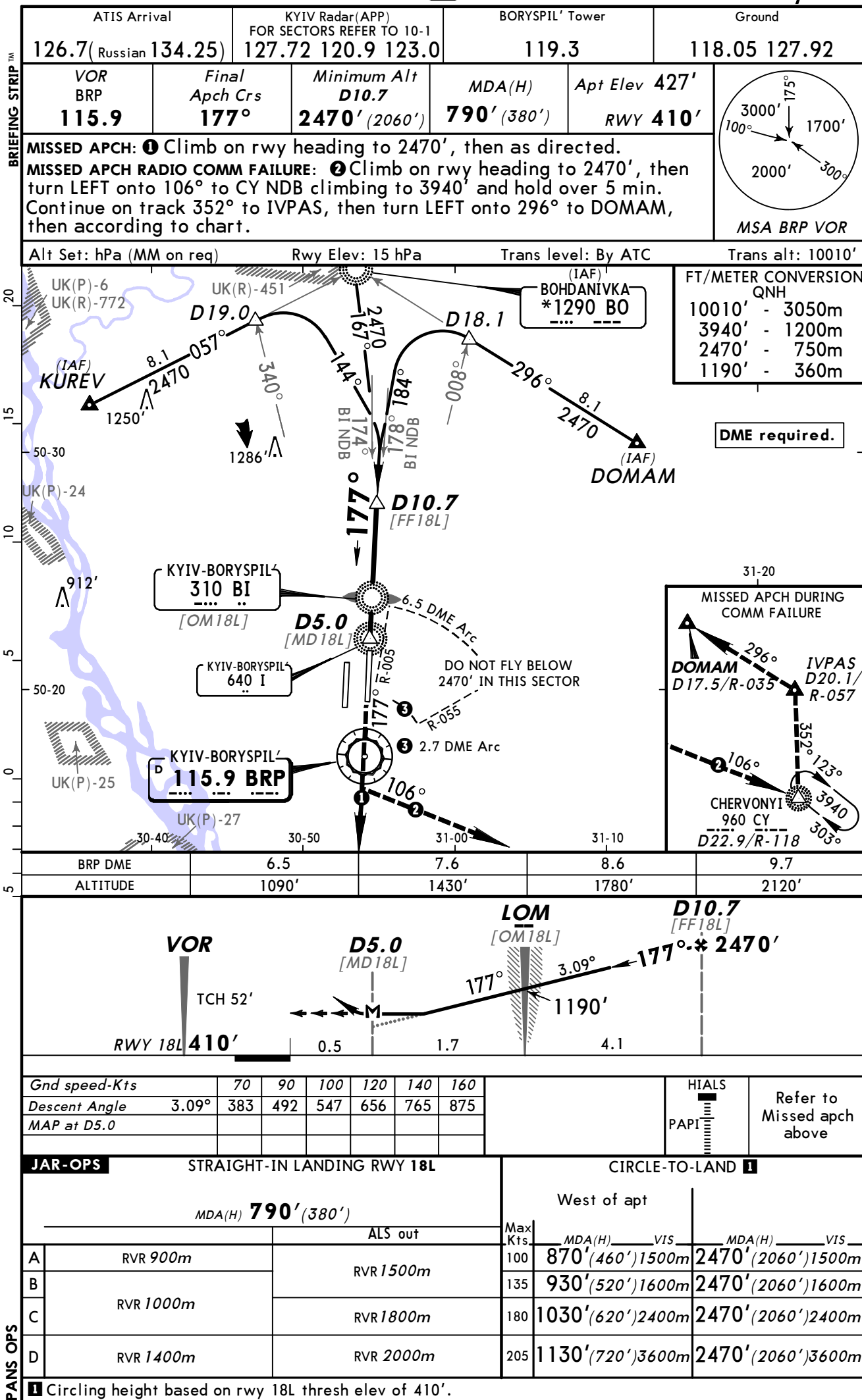
BRIEFING STRIP™

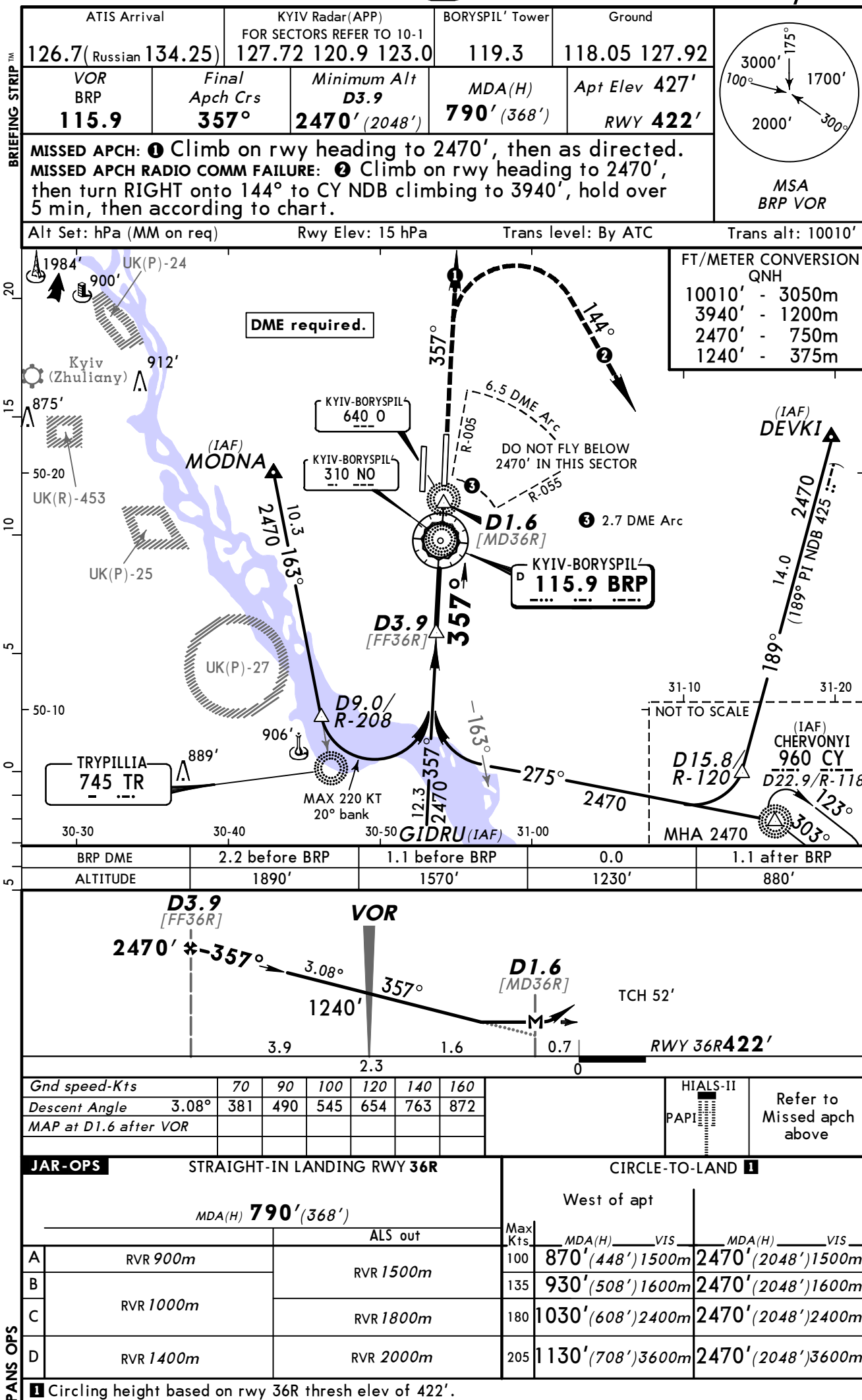
ATIS Arrival		KYIV Radar (APP) FOR SECTORS REFER TO 10-1		BORYSPIL' Tower		Ground	
126.7 (Russian 134.25)		127.72 120.9 123.0		119.3		118.05 127.92	
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	CAT II ILS RA 104' DA (H) 522' (100')	Apt Elev 427'	RWY 422'		
MISSED APCH: ❶ Climb on rwy heading 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.						 MSA BRP VOR	
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	HIALS-II PAPI	Refer to Missed apch above
GS	3.00°	377	484	538	646	753		

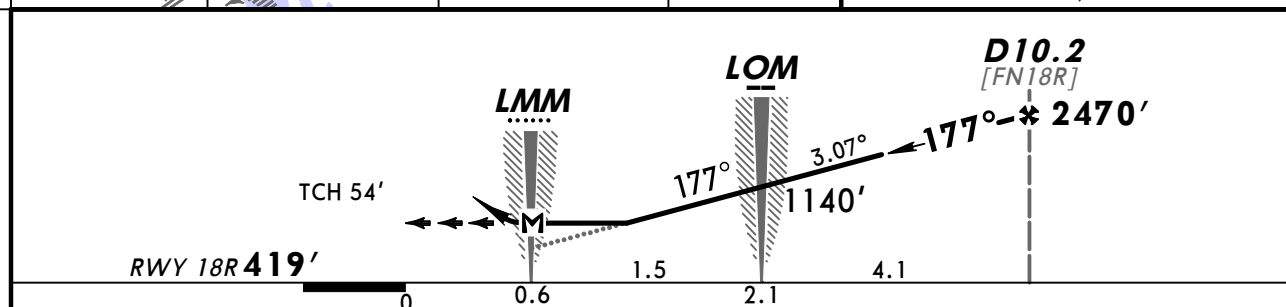
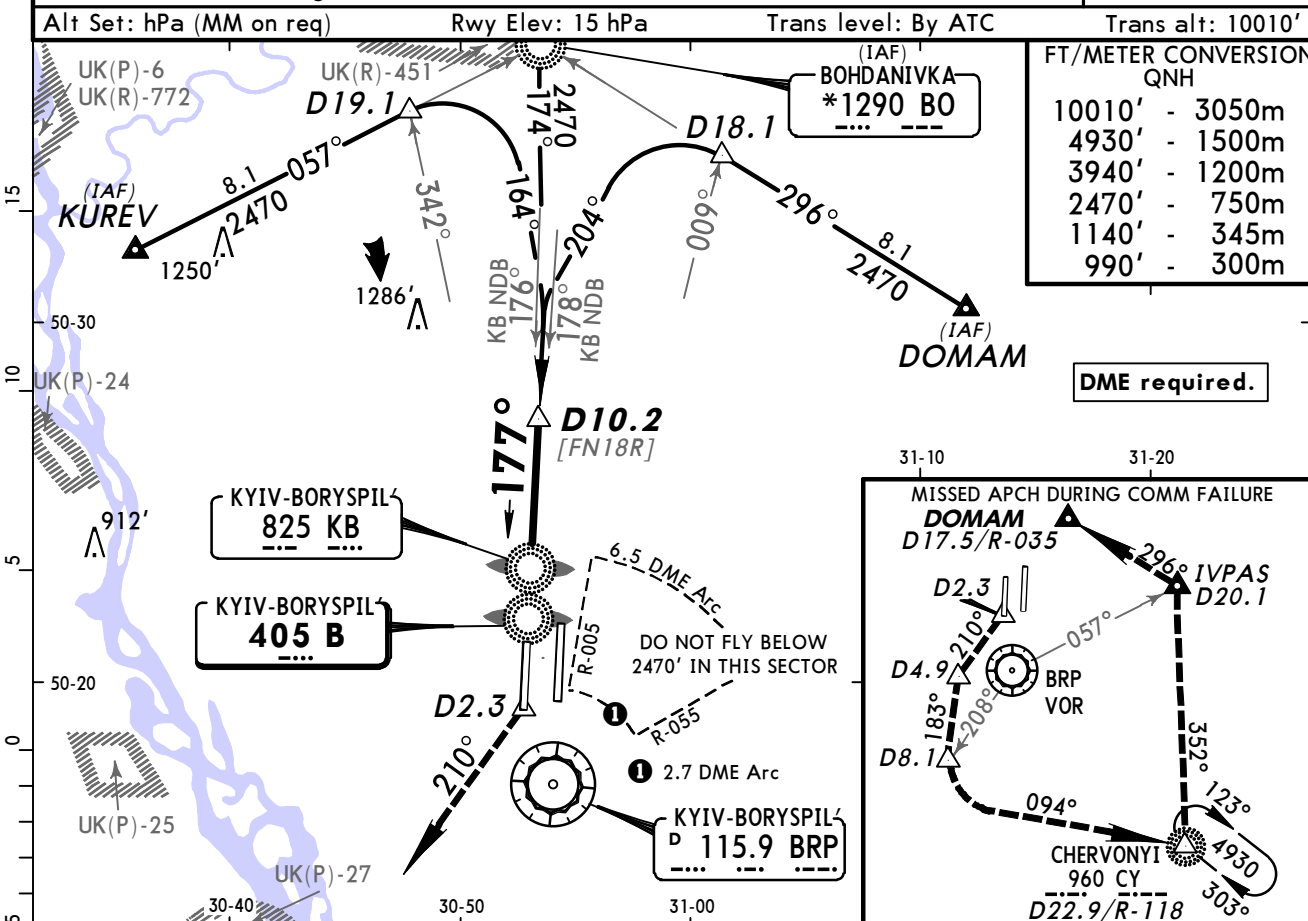
JAR-OPS	STRAIGHT-IN LANDING RWY 36R
	CAT II ILS
	ABCD
	RA 104'
	DA(H) 522' (100')
	RVR 300m 1
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.	





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		119.65		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.						 MSA BRP VOR	
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.							

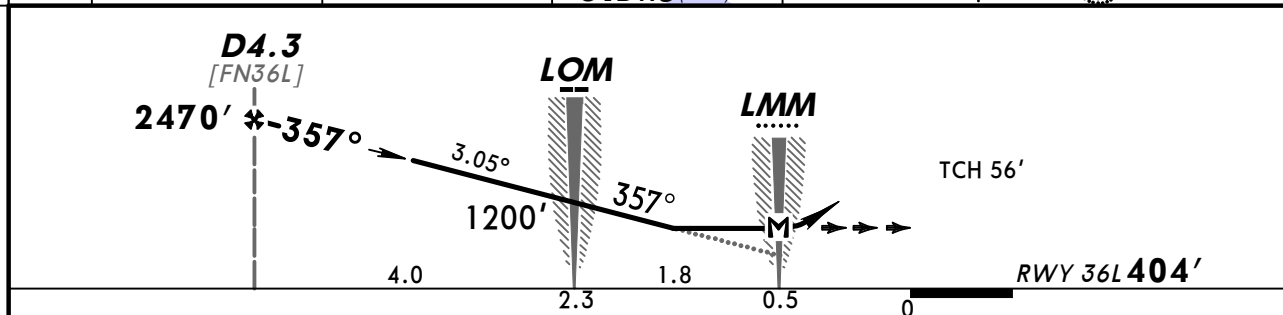
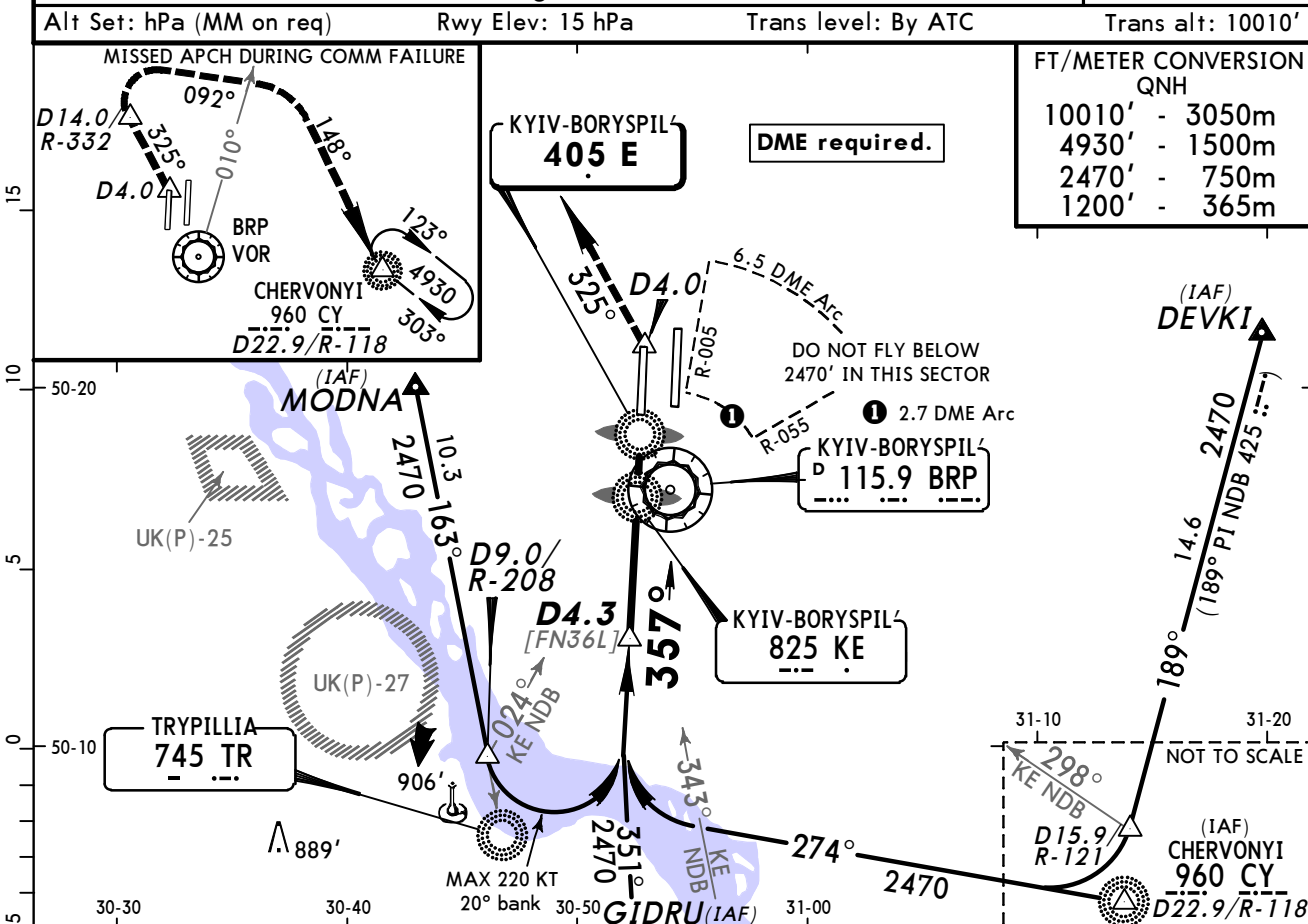


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed apch above
Descent Angle	3.07°	380	489	543	652	760		
MAP at LMM								

JAR-OPS			STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND 1			
			MDA(H) 810'(391')		West of apt			
			ALS out		Max Kts	MDA(H)VIS	MDA(H)VIS	
A	RVR 900m		RVR 1500m		100	870'(451')1500m	2470'(2051')1500m	
B	RVR 1000m				135	930'(511')1600m	2470'(2051')1600m	
C			RVR 1800m		180	1030'(611')2400m	2470'(2051')2400m	
D	RVR 1400m		RVR 2000m		205	1130'(711')3600m	2470'(2051')3600m	

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

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 ApcH 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	<
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JAR-OPS	STRAIGHT-IN LANDING RWY 36L	CIRCLE-TO-LAND 1
	MDA(H) 760' (356')	West of apt
	ALS out	Max Kts
A	RVR 900m	100
B	RVR 1000m	135
C	RVR 1400m	180
D	RVR 2000m	205

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

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KYIV, (BORYSPIL' - UKBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKBB