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Airport Information For UKBB
Terminal Charts For UKBB
Revision Letter For Cycle 13-2014
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 7.2°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: 0146 Z
Sunset: 1811 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

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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 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 BORISPIL' 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.

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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.

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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.

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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.

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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.

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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.

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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.

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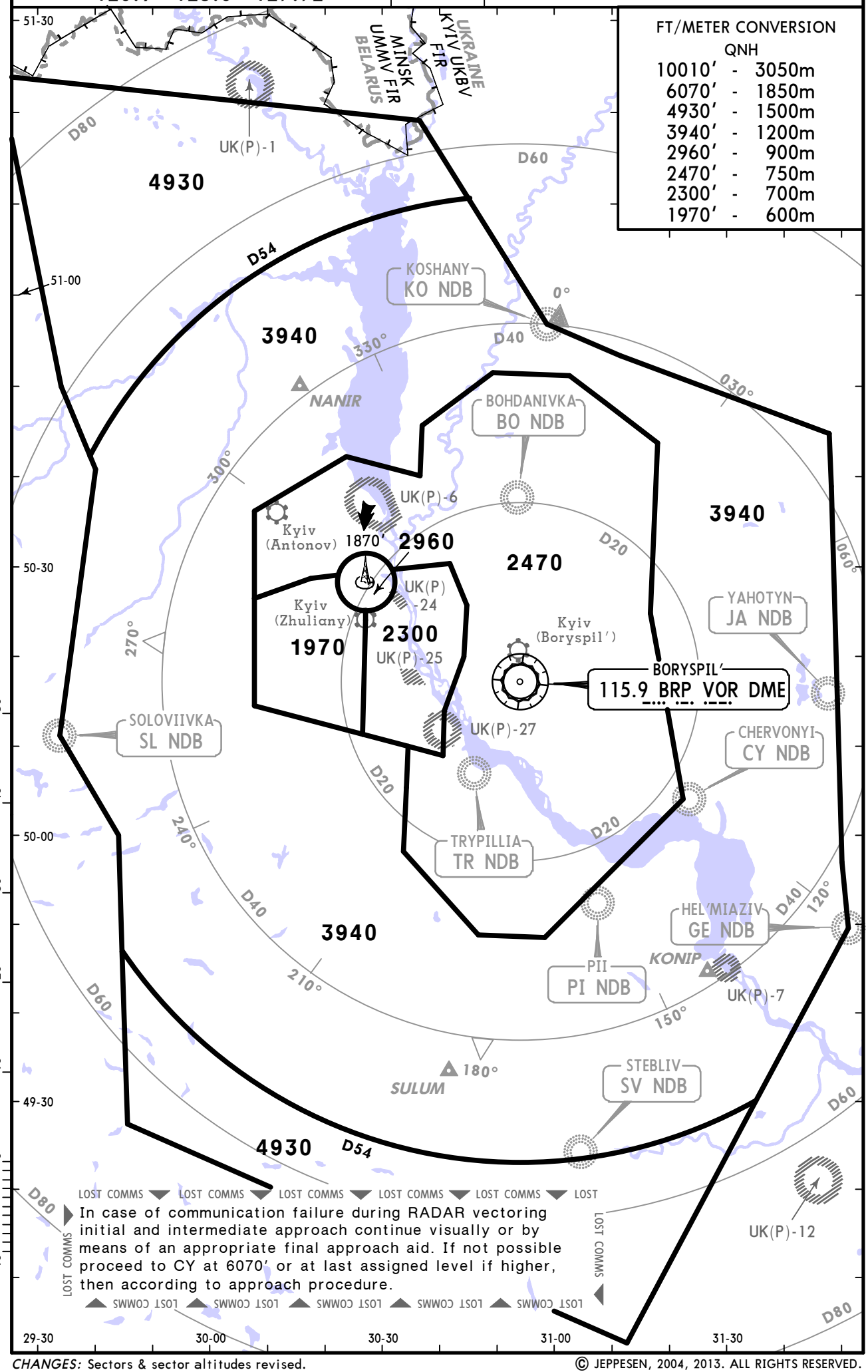
KYIV Radar (APP)
FOR SECTORS REFER TO 10-1
120.9 123.0 127.72

Apt Elev
427'

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



CHANGES: Sectors & sector altitudes revised.

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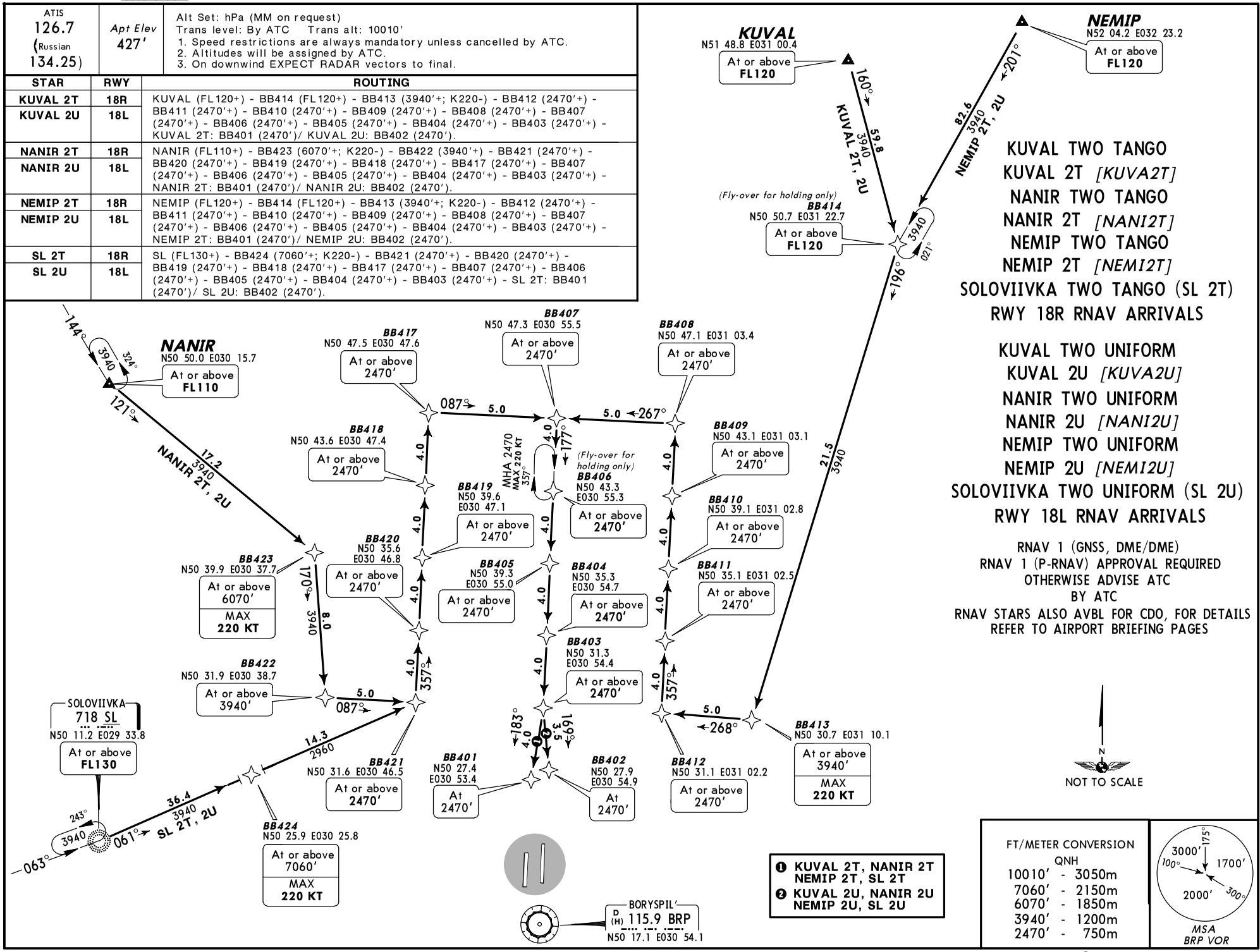
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

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').
KUVAL 2U	18L	
NANIR 2T	18R	NANIR (FL110+) - BB423 (6070'+; K220-) - BB422 (3940'+) - BB421 (2470'+) - BB420 (2470'+) - BB419 (2470'+) - BB418 (2470'+) - BB417 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - NANIR 2T: BB401 (2470')/ NANIR 2U: BB402 (2470').
NANIR 2U	18L	
NEMIP 2T	18R	NEMIP (FL120+) - BB414 (FL120+) - BB413 (3940'+; K220-) - BB412 (2470'+) - BB411 (2470'+) - BB410 (2470'+) - BB409 (2470'+) - BB408 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - NEMIP 2T: BB401 (2470')/ NEMIP 2U: BB402 (2470').
NEMIP 2U	18L	
SL 2T	18R	SL (FL130+) - BB424 (7060'+; K220-) - BB421 (2470'+) - BB420 (2470'+) - BB419 (2470'+) - BB418 (2470'+) - BB417 (2470'+) - BB407 (2470'+) - BB406 (2470'+) - BB405 (2470'+) - BB404 (2470'+) - BB403 (2470'+) - SL 2T: BB401 (2470')/ SL 2U: BB402 (2470').
SL 2U	18L	



CHANGES: Chart reindexed.

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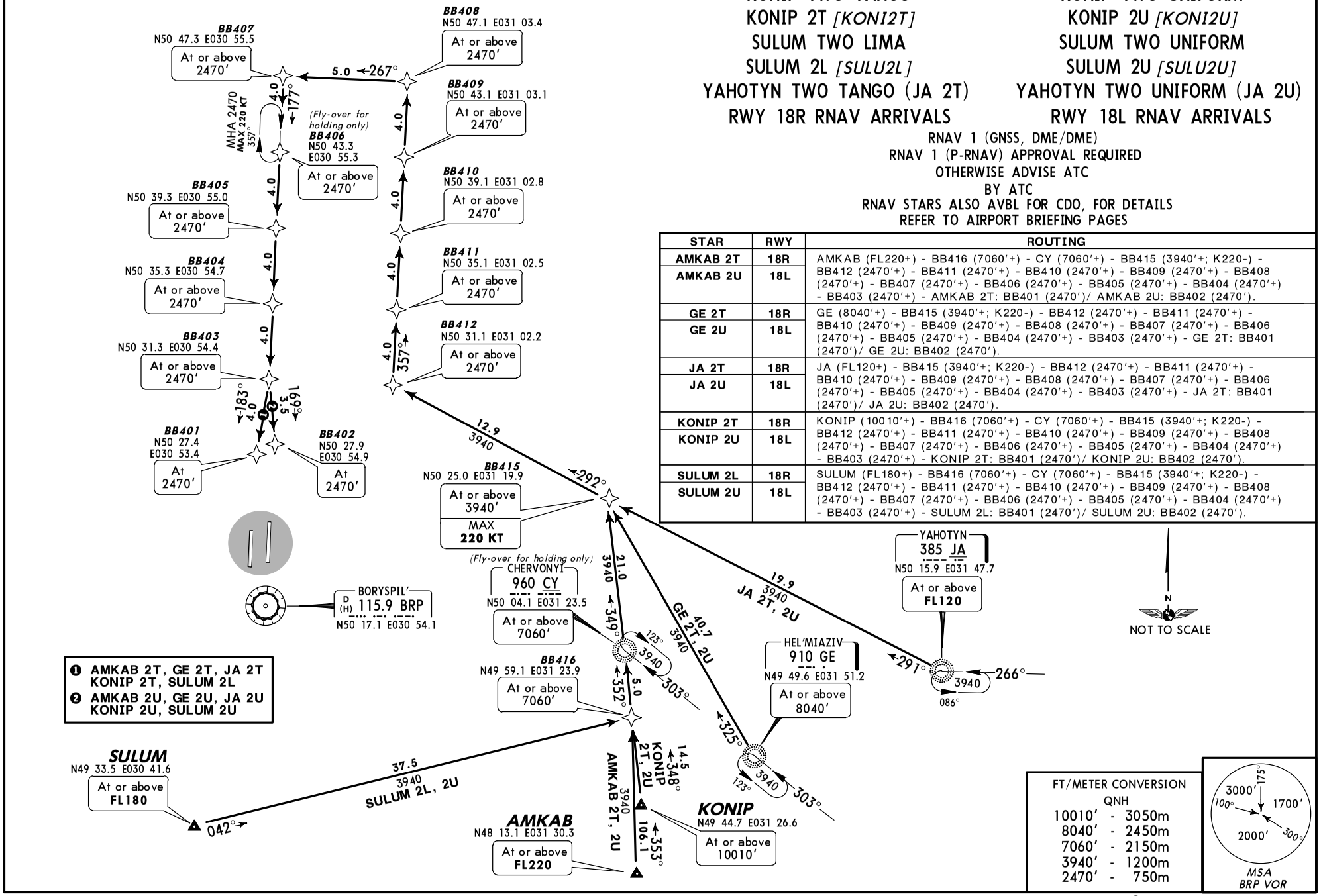
ATIS	Apt Elev	
126.7 (Russian 134.25)	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

AMKAB TWO TANGO
AMKAB 2T *[AMKA2T]*
HEL'MIAZIV TWO TANGO (GE 2T)
KONIP TWO TANGO
KONIP 2T *[KONI2T]*
SULUM TWO LIMA
SULUM 2L *[SULU2L]*
YAHOTYN TWO TANGO (JA 2T)
RWY 18R RNAV ARRIVALS

AMKAB TWO UNIFORM
AMKAB 2U *[AMKA2U]*
HEL'MIAZIV TWO UNIFORM (GE 2U)
KONIP TWO UNIFORM
KONIP 2U *[KONI2U]*
SULUM TWO UNIFORM
SULUM 2U *[SULU2U]*
YAHOTYN TWO UNIFORM (JA 2U)
RWY 18L 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

STAR	RWY	ROUTING
AMKAB 2T	18R	AMKAB (FL220+) - BB416 (7060′+) - CY (7060′+) - BB415 (3940′+; K220-) - BB412 (2470′+) - BB411 (2470′+) - BB410 (2470′+) - BB409 (2470′+) - BB408 (2470′+) - BB407 (2470′+) - BB406 (2470′+) - BB405 (2470′+) - BB404 (2470′+) - BB403 (2470′+) - AMKAB 2T: BB401 (2470′)/ AMKAB 2U: BB402 (2470′).
AMKAB 2U	18L	
GE 2T	18R	GE (8040′+) - BB415 (3940′+; K220-) - BB412 (2470′+) - BB411 (2470′+) - BB410 (2470′+) - BB409 (2470′+) - BB408 (2470′+) - BB407 (2470′+) - BB406 (2470′+) - BB405 (2470′+) - BB404 (2470′+) - BB403 (2470′+) - GE 2T: BB401 (2470′)/ GE 2U: BB402 (2470′).
GE 2U	18L	
JA 2T	18R	JA (FL120+) - BB415 (3940′+; K220-) - BB412 (2470′+) - BB411 (2470′+) - BB410 (2470′+) - BB409 (2470′+) - BB408 (2470′+) - BB407 (2470′+) - BB406 (2470′+) - BB405 (2470′+) - BB404 (2470′+) - BB403 (2470′+) - JA 2T: BB401 (2470′)/ JA 2U: BB402 (2470′).
JA 2U	18L	
KONIP 2T	18R	KONIP (10010′+) - BB416 (7060′+) - CY (7060′+) - BB415 (3940′+; K220-) - BB412 (2470′+) - BB411 (2470′+) - BB410 (2470′+) - BB409 (2470′+) - BB408 (2470′+) - BB407 (2470′+) - BB406 (2470′+) - BB405 (2470′+) - BB404 (2470′+) - BB403 (2470′+) - KONIP 2T: BB401 (2470′)/ KONIP 2U: BB402 (2470′).
KONIP 2U	18L	
SULUM 2L	18R	SULUM (FL180+) - BB416 (7060′+) - CY (7060′+) - BB415 (3940′+; K220-) - BB412 (2470′+) - BB411 (2470′+) - BB410 (2470′+) - BB409 (2470′+) - BB408 (2470′+) - BB407 (2470′+) - BB406 (2470′+) - BB405 (2470′+) - BB404 (2470′+) - BB403 (2470′+) - SULUM 2L: BB401 (2470′)/ SULUM 2U: BB402 (2470′).
SULUM 2U	18L	



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
7060′	-	2150m
3940′	-	1200m
2470′	-	750m

MSA
BRP VOR

CHANGES: Chart reindexed.

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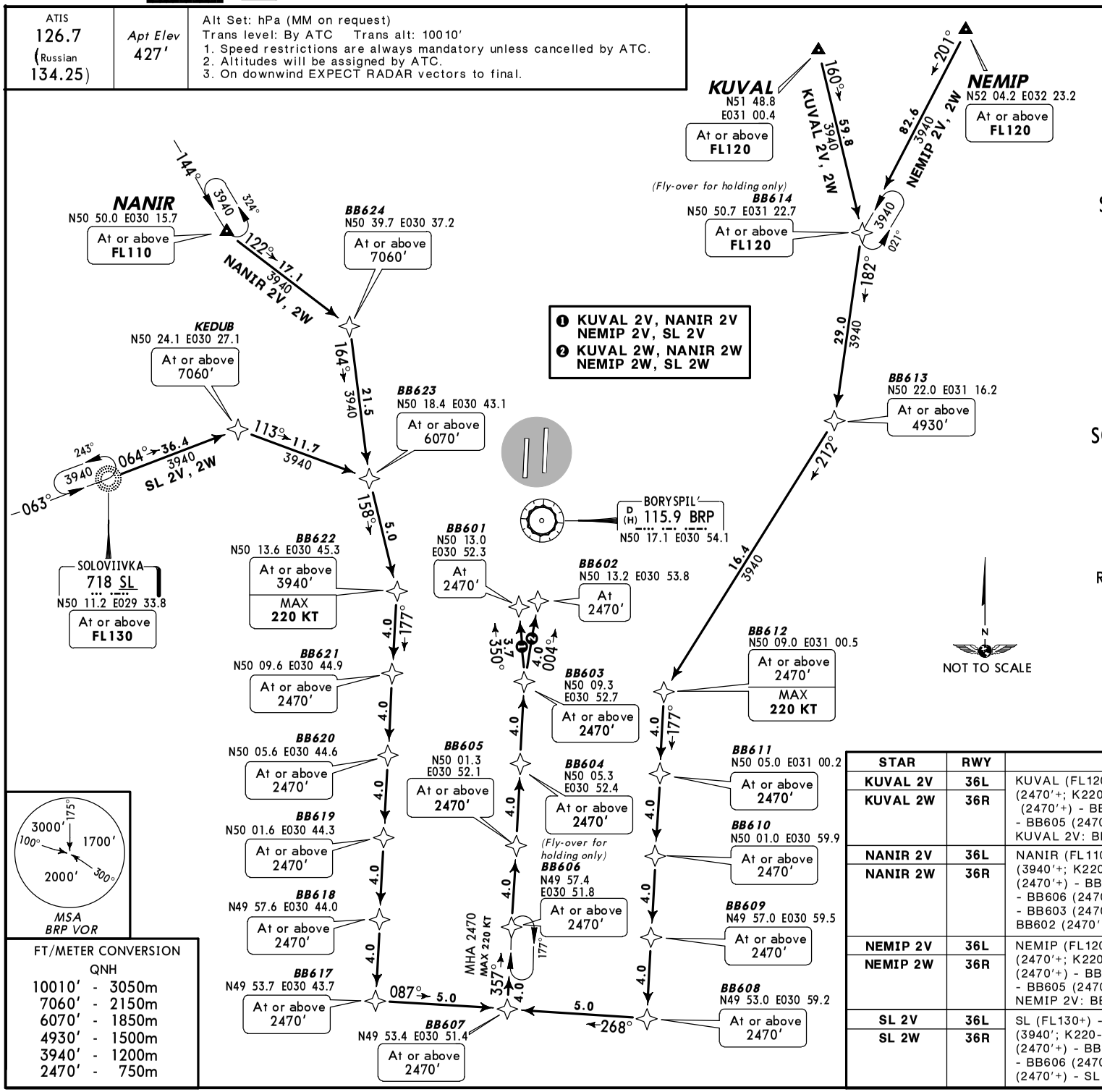
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

KUVAL TWO VICTOR
KUVAL 2V *[KUVA2V]*
NANIR TWO VICTOR
NANIR 2V *[NANI2V]*
NEMIP TWO VICTOR
NEMIP 2V *[NEMI2V]*
SOLOVIIVKA TWO VICTOR (SL 2V)
RWY 36L RNAV ARRIVALS

KUVAL TWO WHISKEY
KUVAL 2W *[KUVA2W]*
NANIR TWO WHISKEY
NANIR 2W *[NANI2W]*
NEMIP TWO WHISKEY
NEMIP 2W *[NEMI2W]*
SOLOVIIVKA TWO WHISKEY (SL 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



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

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 (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').
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'+) - BB607 (2470'+) - BB606 (2470'+) - BB605 (2470'+) - BB604 (2470'+) - BB603 (2470'+) - SL 2V: BB601 (2470')/ SL 2W: BB602 (2470').
SL 2W	36R	

CHANGES: Chart reindexed.

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ATIS	Apt Elev	
126.7 (Russian 134.25)	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

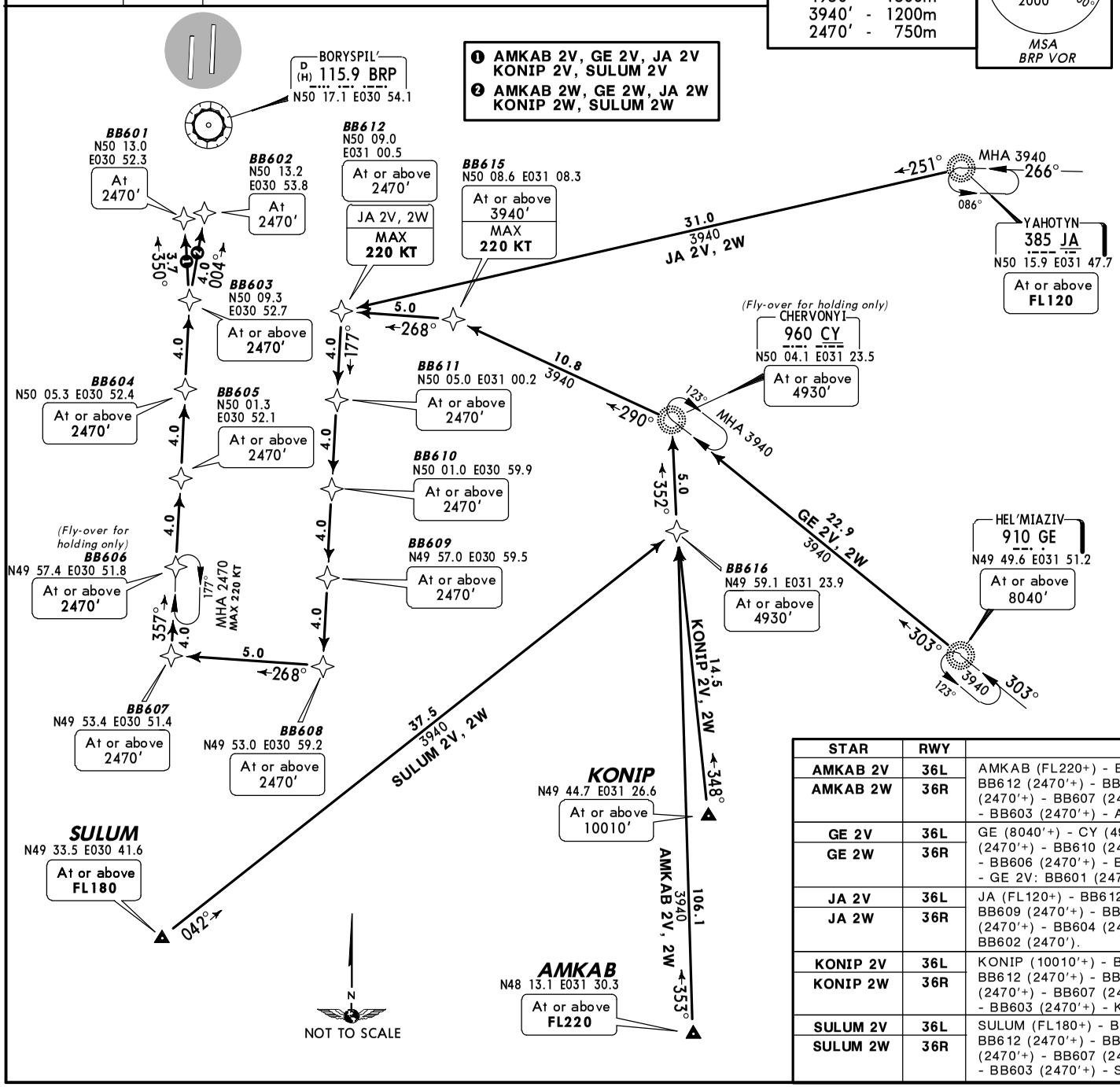
10010'	-	3050m
8040'	-	2450m
4930'	-	1500m
3940'	-	1200m
2470'	-	750m

MSA BRP VOR
3000' 175°
100° 1700'
2000' 300°

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



STAR	RWY	ROUTING
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 2V	36L	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').
GE 2W	36R	
JA 2V	36L	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').
JA 2W	36R	
KONIP 2V	36L	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').
KONIP 2W	36R	
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'+) - SULUM 2V: BB601 (2470')/ SULUM 2W: BB602 (2470').
SULUM 2W	36R	

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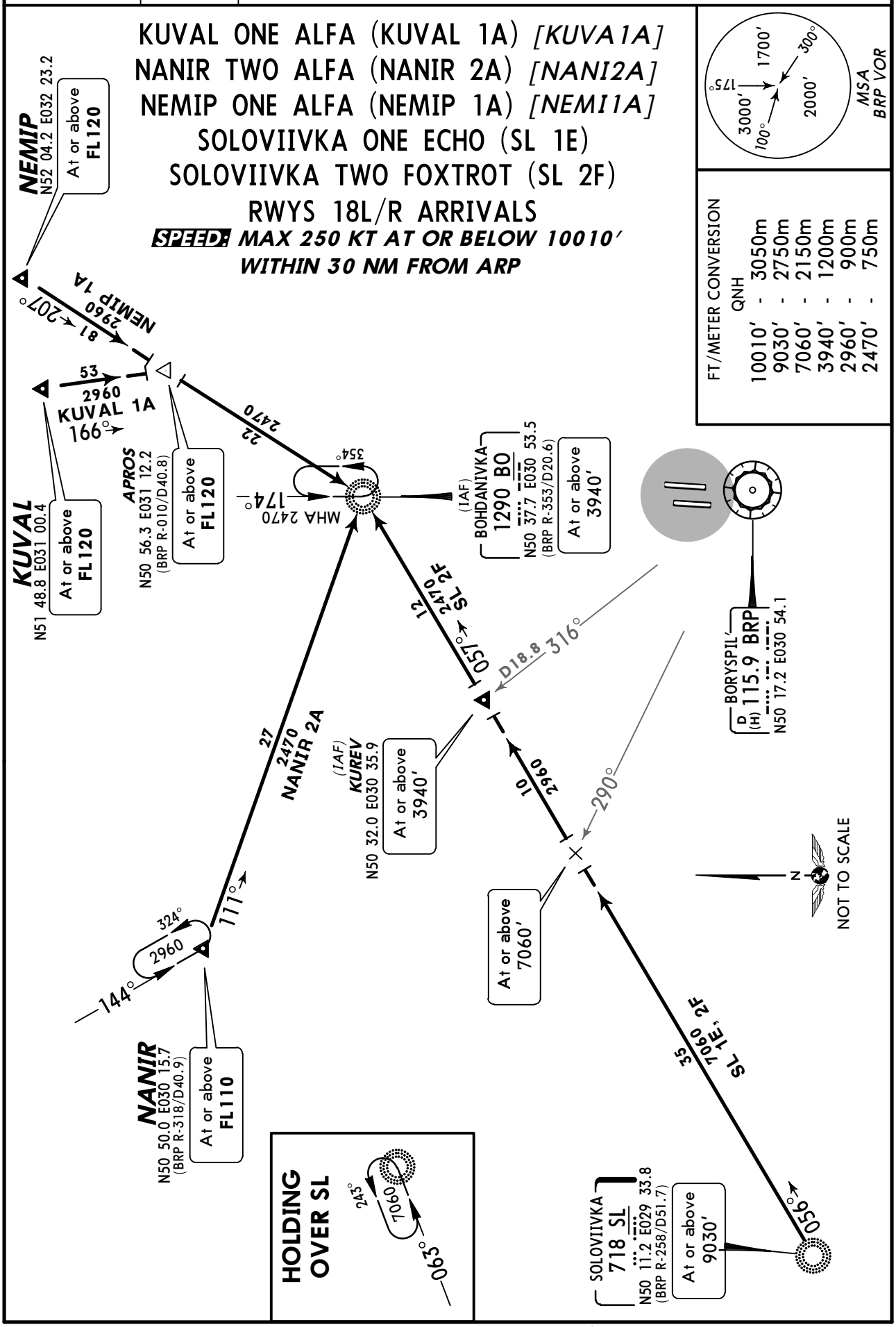
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with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

KUVAL ONE ALFA (KUVAL 1A) *[KUVA1A]*
NANIR TWO ALFA (NANIR 2A) *[NANI2A]*
NEMIP ONE ALFA (NEMIP 1A) *[NEMI1A]*
SOLOVIIVKA ONE ECHO (SL 1E)
SOLOVIIVKA TWO FOXTROT (SL 2F)
RWYS 18L/R ARRIVALS

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



CHANGES: ATIS.

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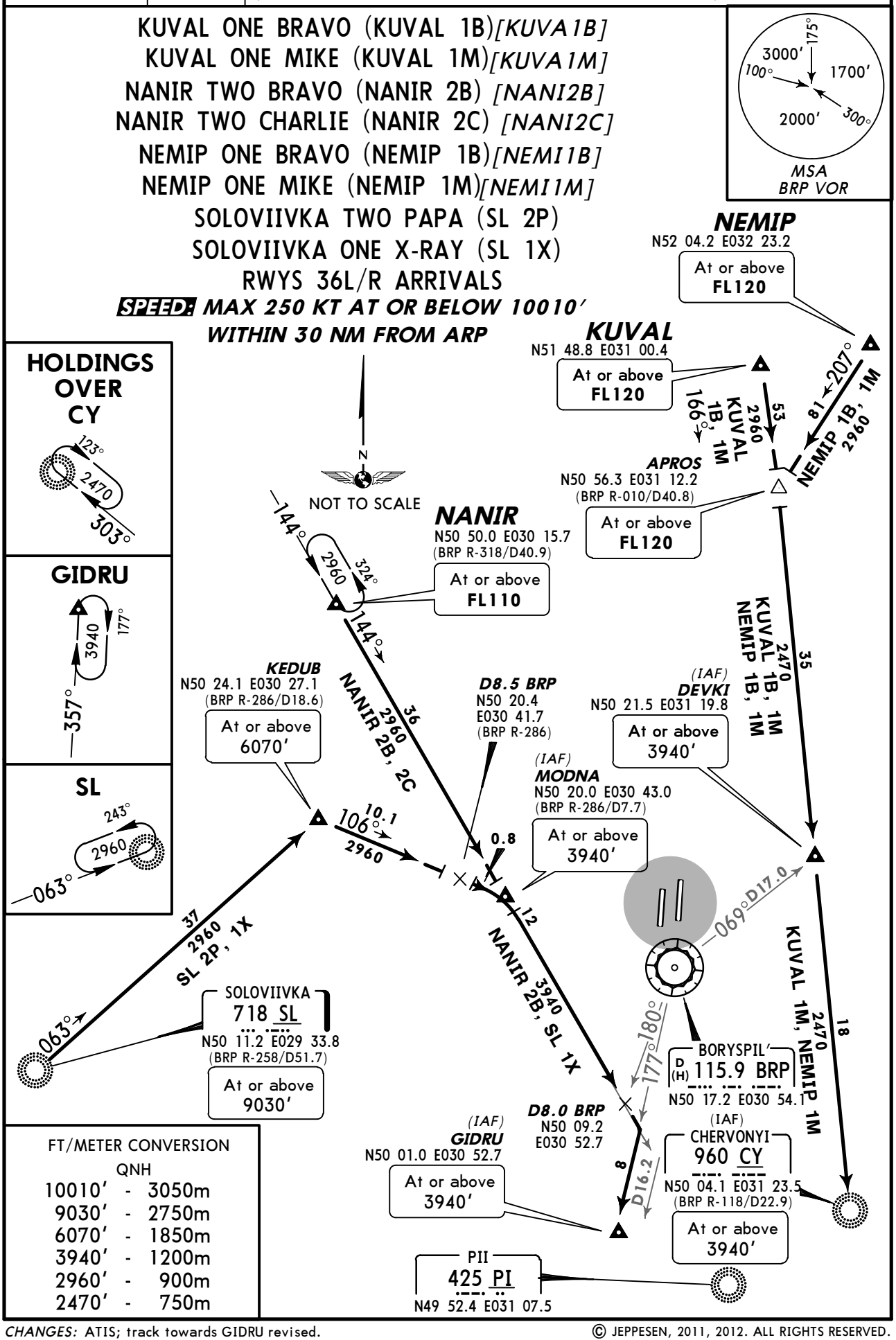
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with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

KUVAL ONE BRAVO (KUVAL 1B) *[KUVA1B]*
KUVAL ONE MIKE (KUVAL 1M) *[KUVA1M]*
NANIR TWO BRAVO (NANIR 2B) *[NANI2B]*
NANIR TWO CHARLIE (NANIR 2C) *[NANI2C]*
NEMIP ONE BRAVO (NEMIP 1B) *[NEMI1B]*
NEMIP ONE MIKE (NEMIP 1M) *[NEMI1M]*
SOLOVIIVKA TWO PAPA (SL 2P)
SOLOVIIVKA ONE X-RAY (SL 1X)
RWYS 36L/R ARRIVALS

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



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

CHANGES: ATIS; track towards GIDRU revised.

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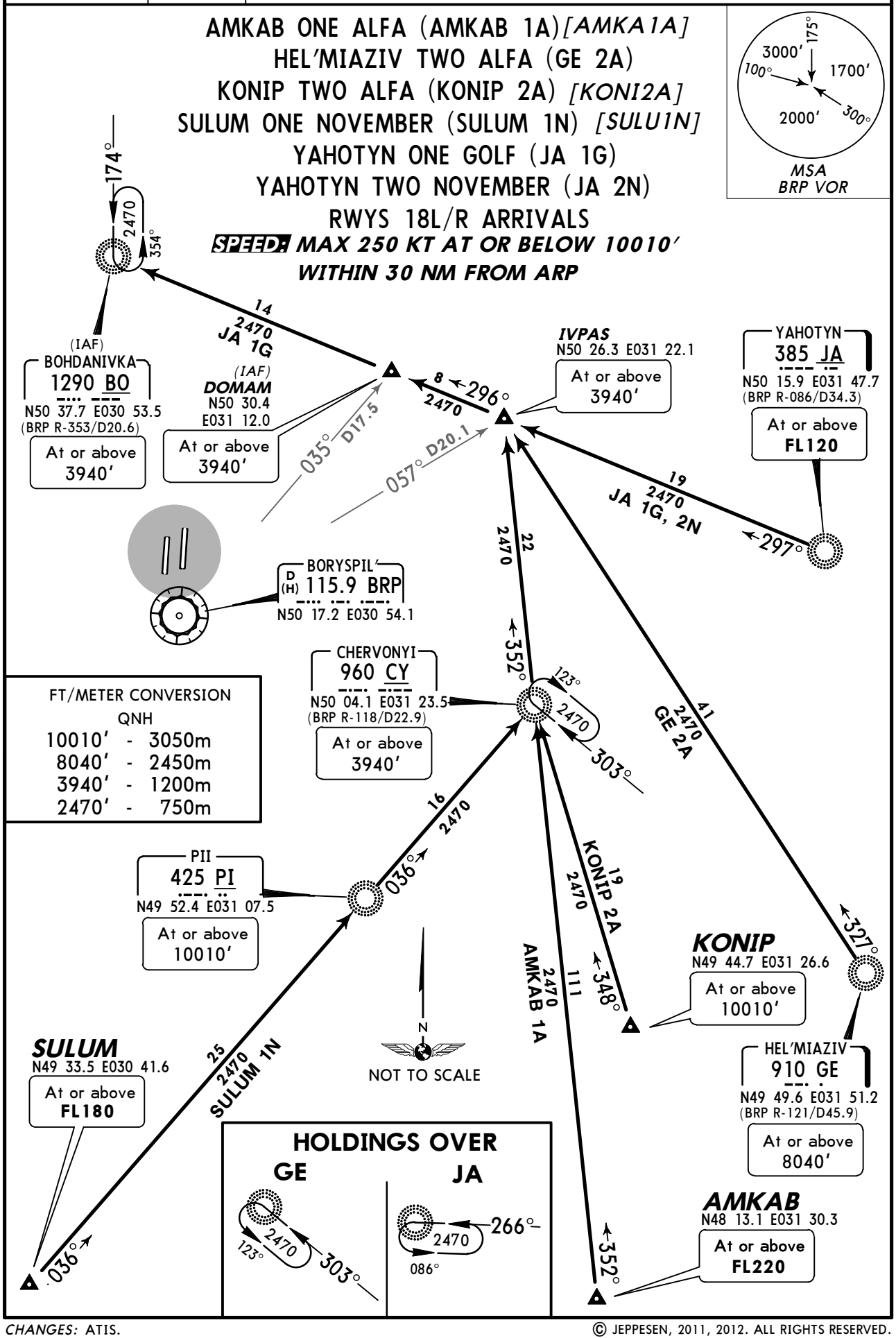
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with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

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



FT/METER CONVERSION
QNH

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

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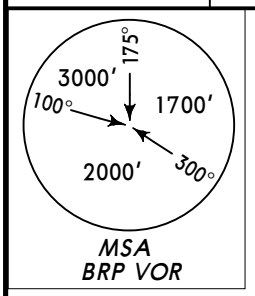
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with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



AMKAB ONE MIKE (AMKAB 1M) *[AMKA1M]*
HEL'MIAZIV TWO MIKE (GE 2M)
KONIP TWO MIKE (KONIP 2M) *[KONI2M]*
SULUM TWO MIKE (SULUM 2M) *[SULU2M]*
YAHOTYN TWO MIKE (JA 2M)
RWYS 36L/R ARRIVALS

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

BORYSPIL'
D (H) 115.9 BRP
N50 17.2 E030 54.1

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

YAHOTYN
385 JA
N50 15.9 E031 47.7
(BRP R-086/D34.3)
At or above FL120

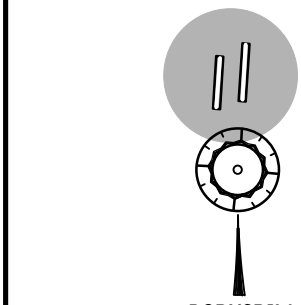
PII
425 PI
N49 52.4 E031 07.5
At or above 10010'

HEL'MIAZIV
910 GE
N49 49.6 E031 51.2
(BRP R-121/D45.9)
At or above 8040'

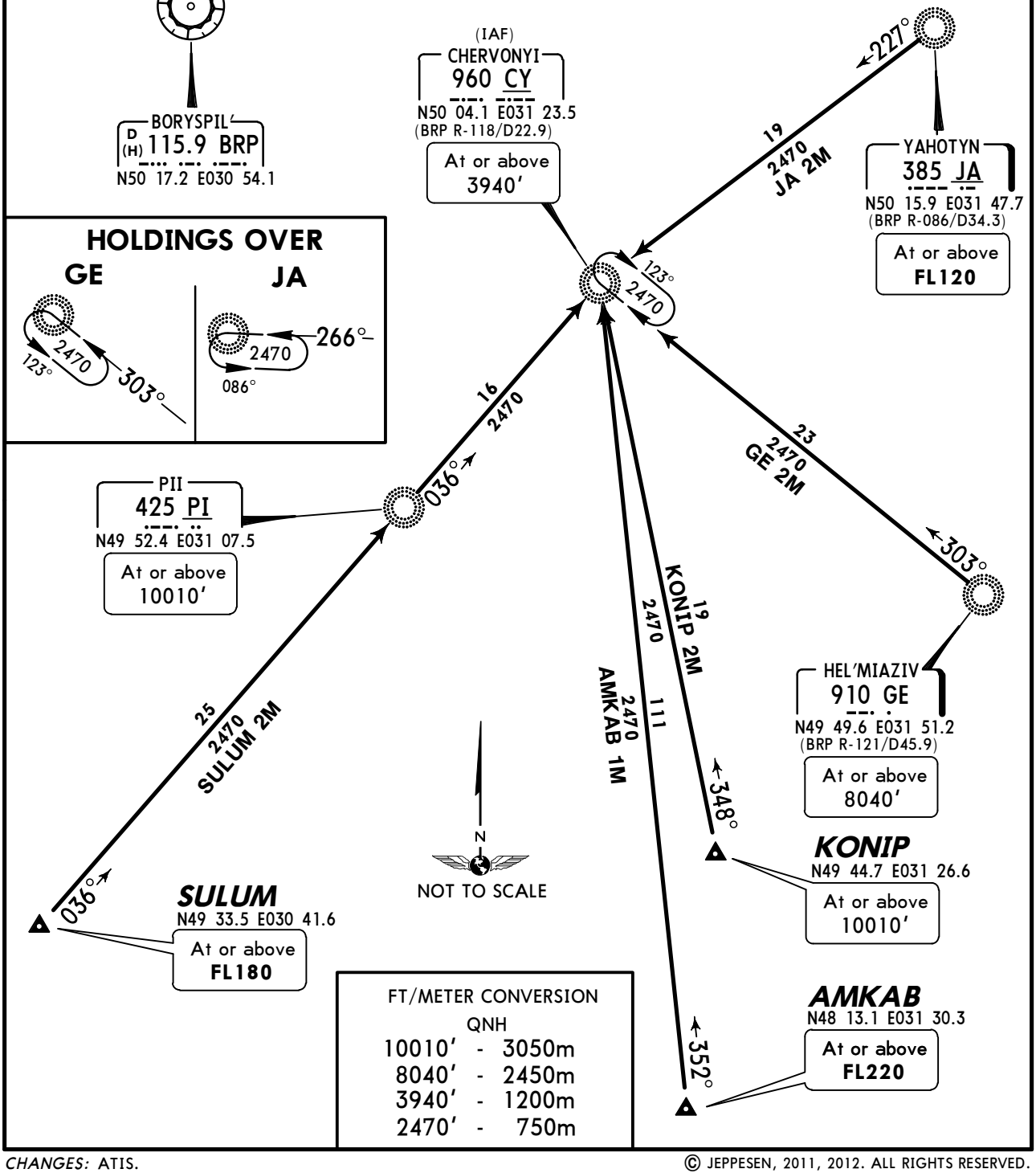
KONIP
N49 44.7 E031 26.6
At or above 10010'

SULUM
N49 33.5 E030 41.6
At or above FL180

AMKAB
N48 13.1 E031 30.3
At or above FL220



HOLDINGS OVER



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

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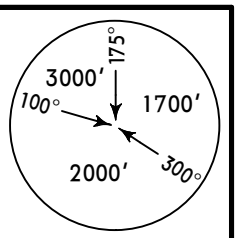
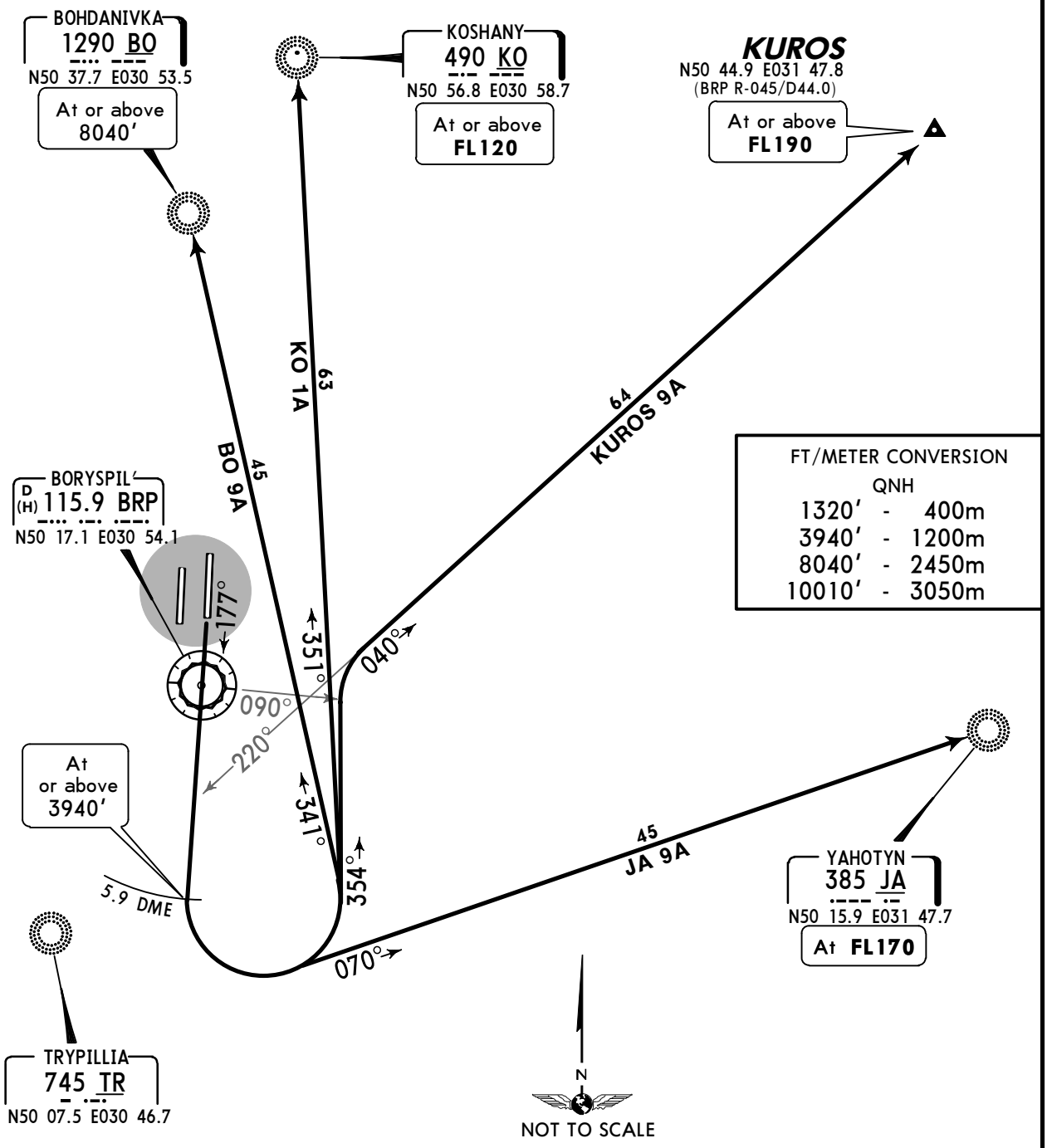
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

BOHDANIVKA NINE ALFA (BO 9A)
KOSHANY ONE ALFA (KO 1A)
KUROS NINE ALFA (KUROS 9A) *[KURO9A]*
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES



FT/METER CONVERSION

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

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

SID	ROUTING
BO 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.

CHANGES: SID KO 1A established; JA 9A crossing revised.

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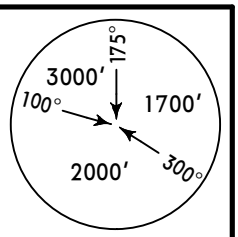
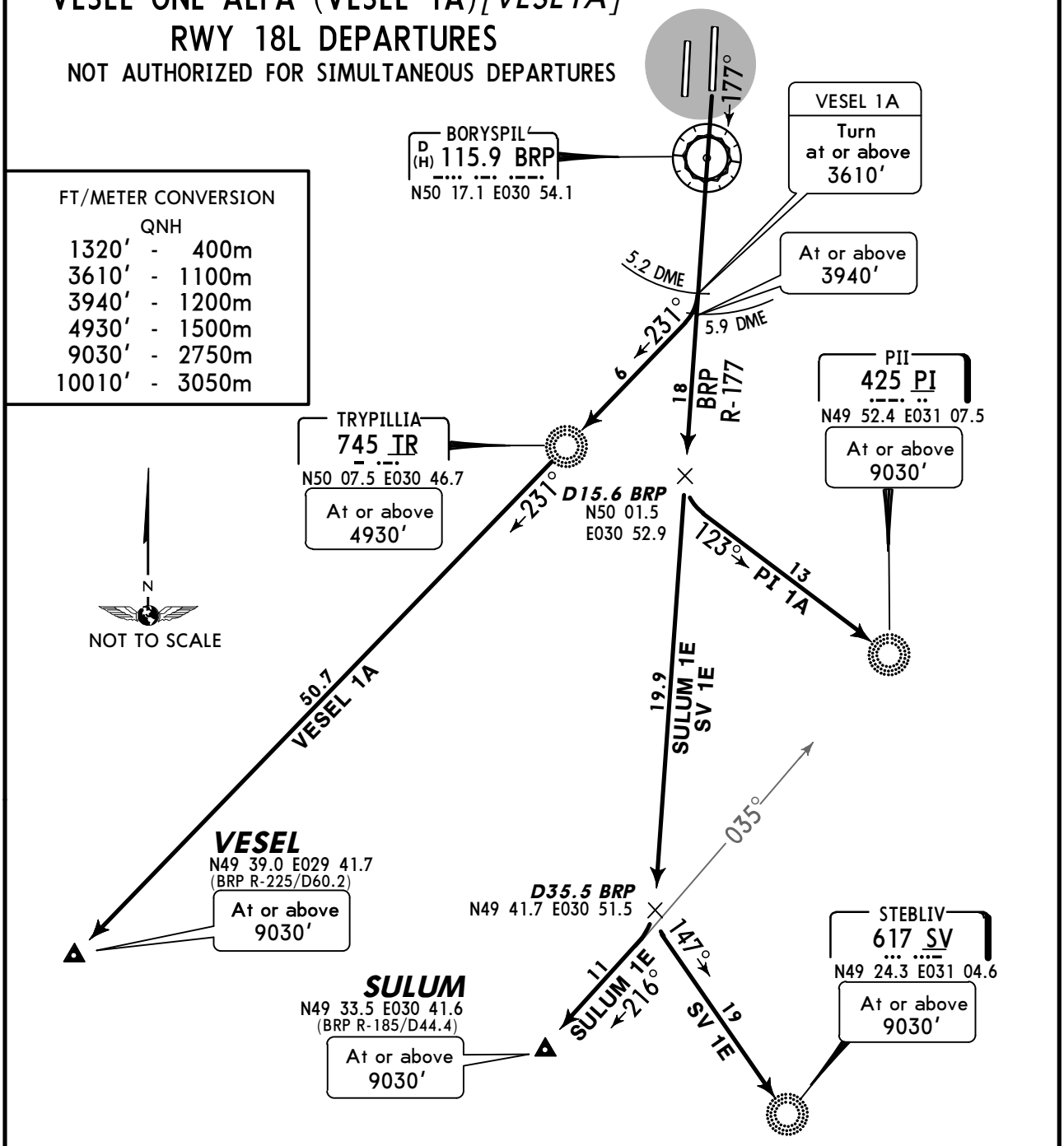
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

PII ONE ALFA (PI 1A)
STEBLIV ONE ECHO (SV 1E)
SULUM ONE ECHO (SULUM 1E)[SULU1E]
VESEL ONE ALFA (VESEL 1A)[VESE1A]
RWY 18L DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION	
QNH	
1320'	400m
3610'	1100m
3940'	1200m
4930'	1500m
9030'	2750m
10010'	3050m

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

SID	ROUTING
PI 1A	On 177° track, intercept BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI.
SULUM 1E	On 177° track, intercept BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM.
SV 1E	On 177° track, intercept BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV.
VESEL 1A ❶	On 177° track to BRP 5.2 DME, turn RIGHT, intercept 231° bearing to VESEL.

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

CHANGES: SID TR 1A replaced by VESEL 1A.

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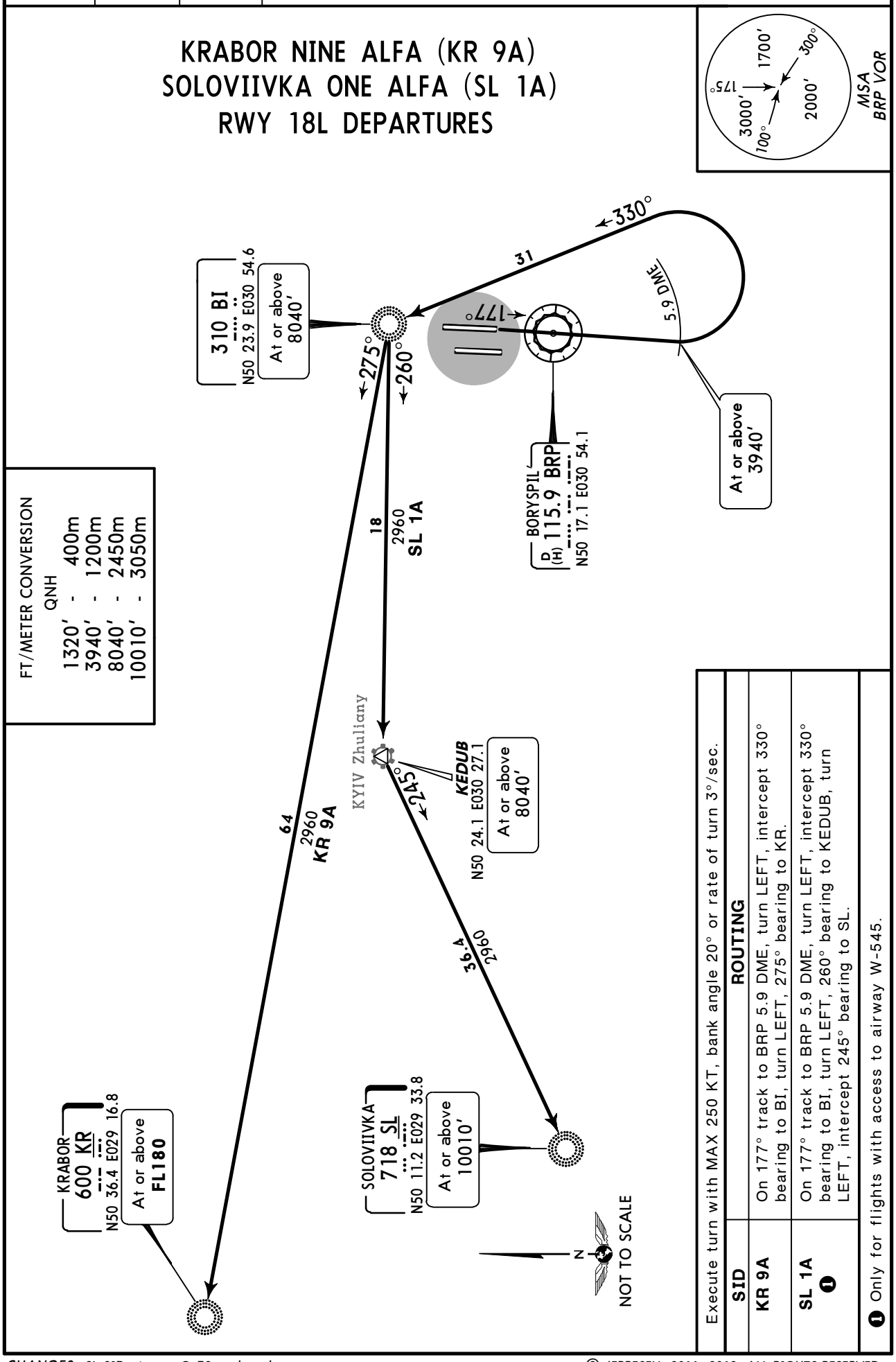
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

KRABOR NINE ALFA (KR 9A)
SOLOVIIVKA ONE ALFA (SL 1A)
RWY 18L DEPARTURES



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

SID	ROUTING
KR 9A	On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 275° bearing to KR.
SL 1A ❶	On 177° track to BRP 5.9 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 245° bearing to SL.

❶ Only for flights with access to airway W-545.

CHANGES: SL SID airway G-38 replaced.

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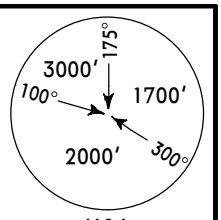
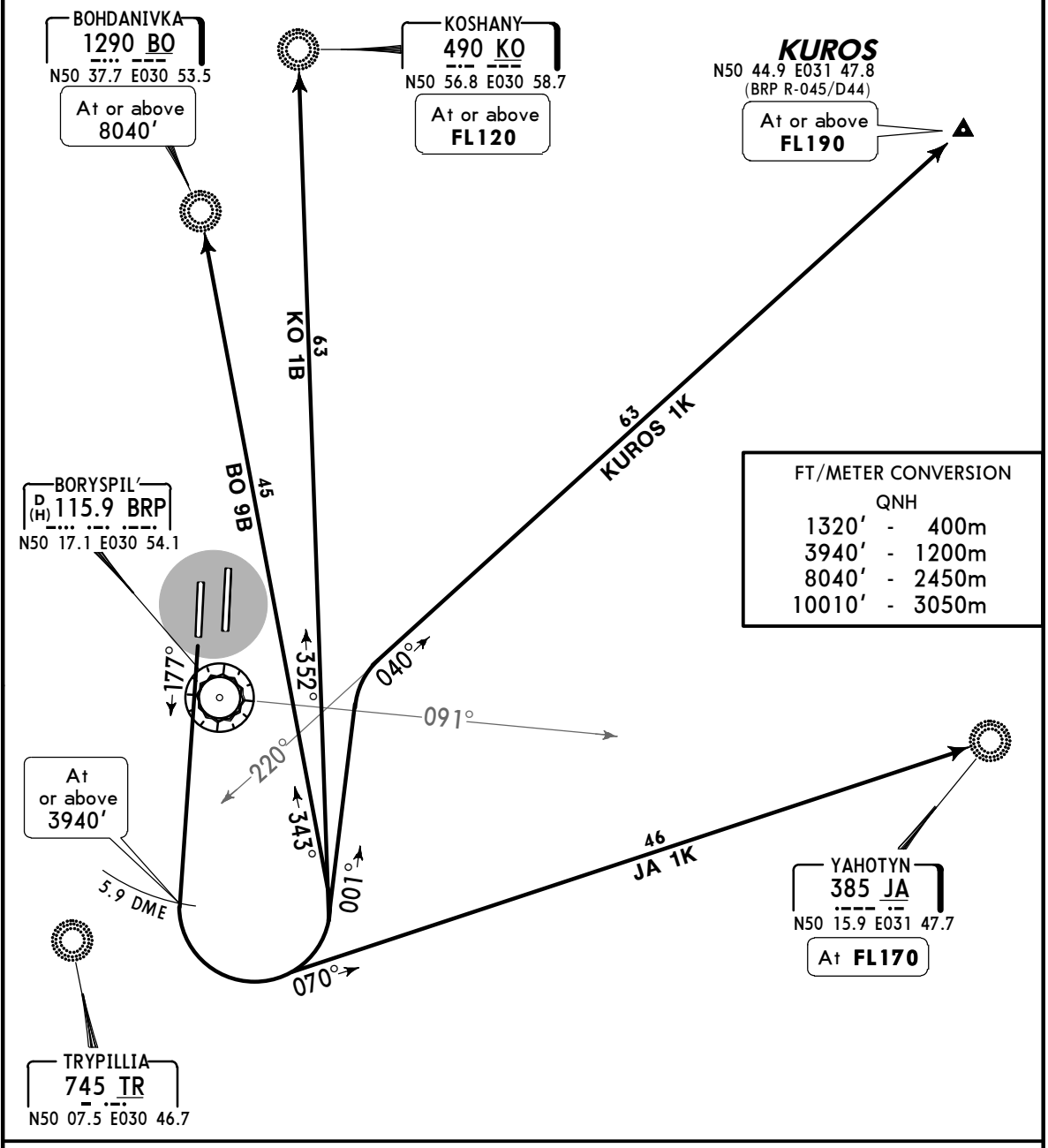
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

BOHDANIVKA NINE BRAVO (BO 9B)
KOSHANY ONE BRAVO (KO 1B)
KUROS ONE KILO (KUROS 1K) *[KURO1K]*
YAHOTYN ONE KILO (JA 1K)
RWY 18R DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION

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

NOT TO SCALE

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.

CHANGES: SID KO 1B established; JA 1K crossing revised.

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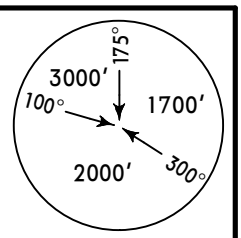
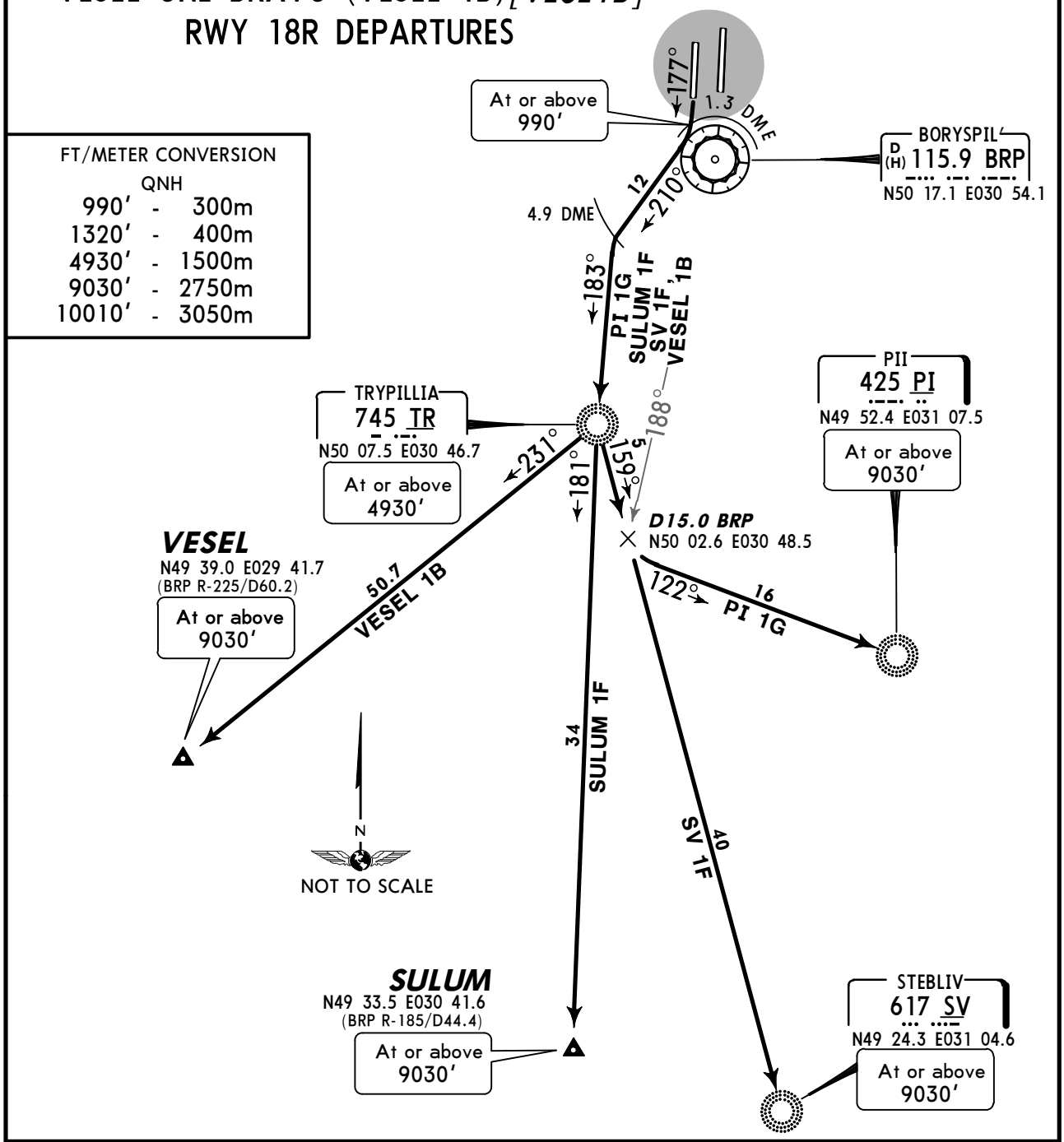
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

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



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 ❶	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.

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

CHANGES: SID TR 1B withdrawn, VESEL 1B established.

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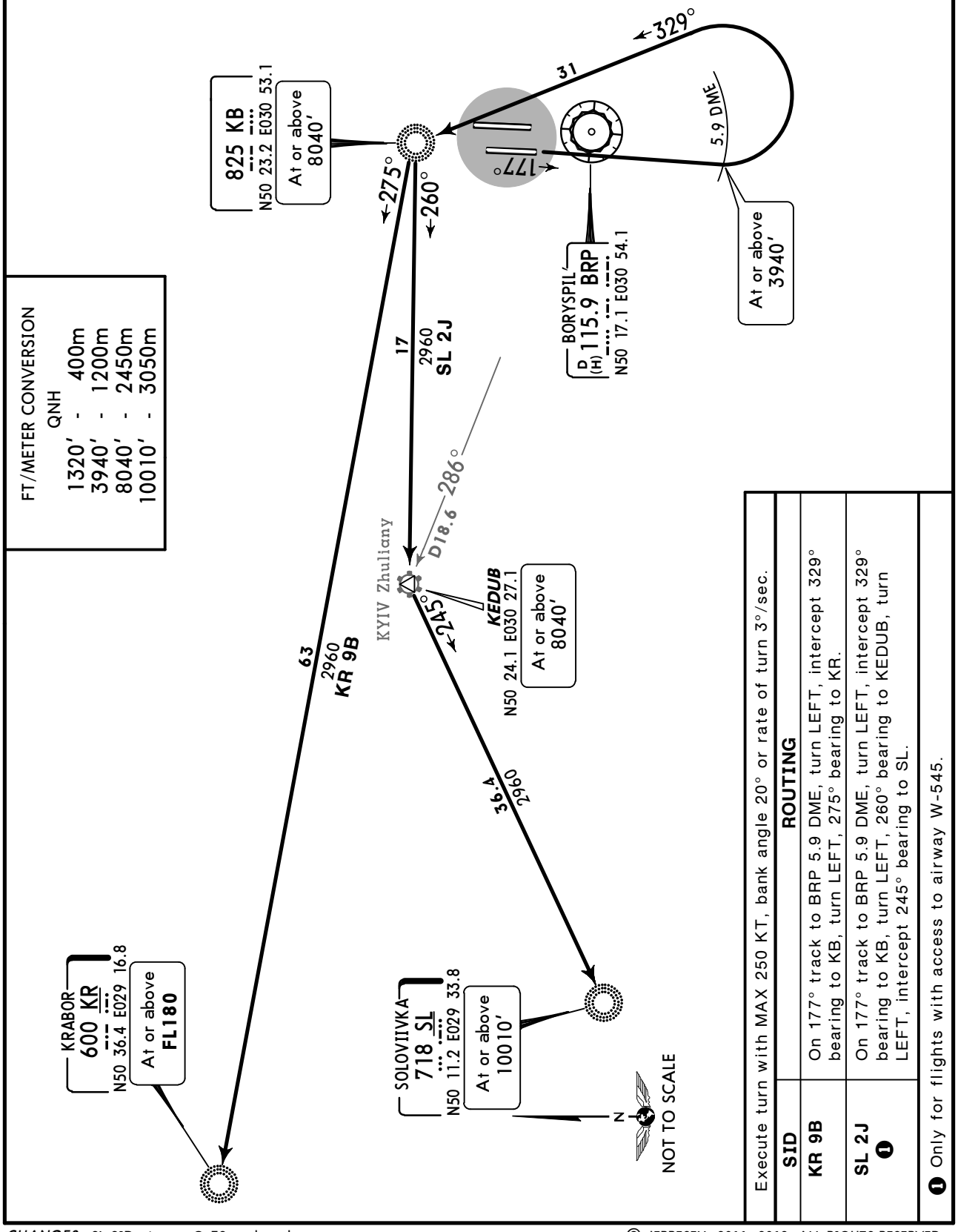
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

KRABOR NINE BRAVO (KR 9B)
SOLOVIIVKA TWO JULIETT (SL 2J)
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
KR 9B	On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 275° bearing to KR.
SL 2J ❶	On 177° track to BRP 5.9 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 260° bearing to KEDUB, turn LEFT, intercept 245° bearing to SL.

❶ Only for flights with access to airway W-545.

CHANGES: SL SID airway G-38 replaced.

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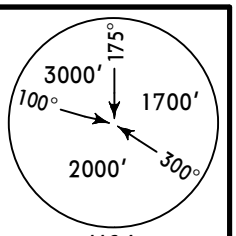
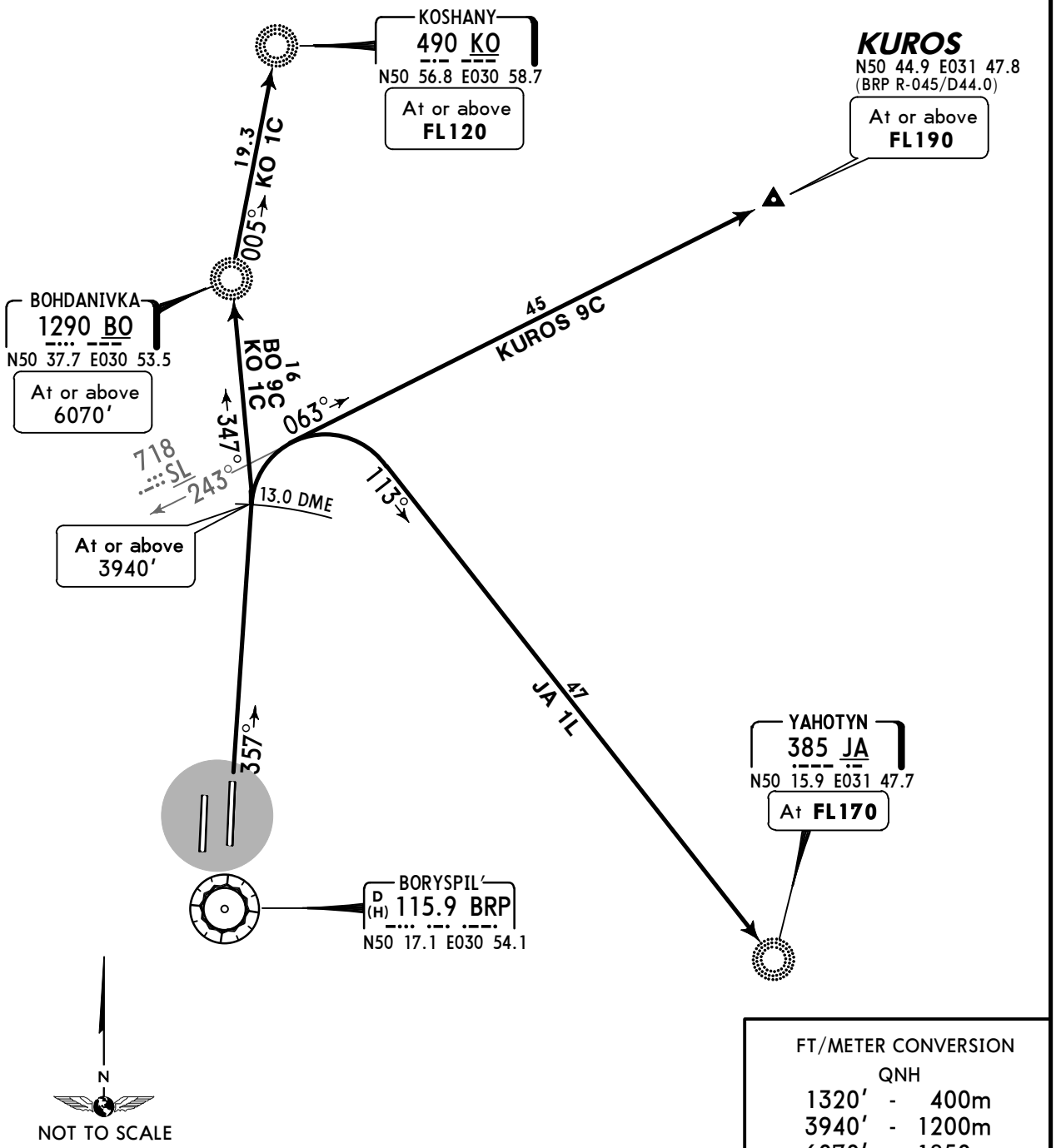
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

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



FT/METER CONVERSION
QNH

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

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

CHANGES: SID KO 1C established; JA 1L crossing revised.

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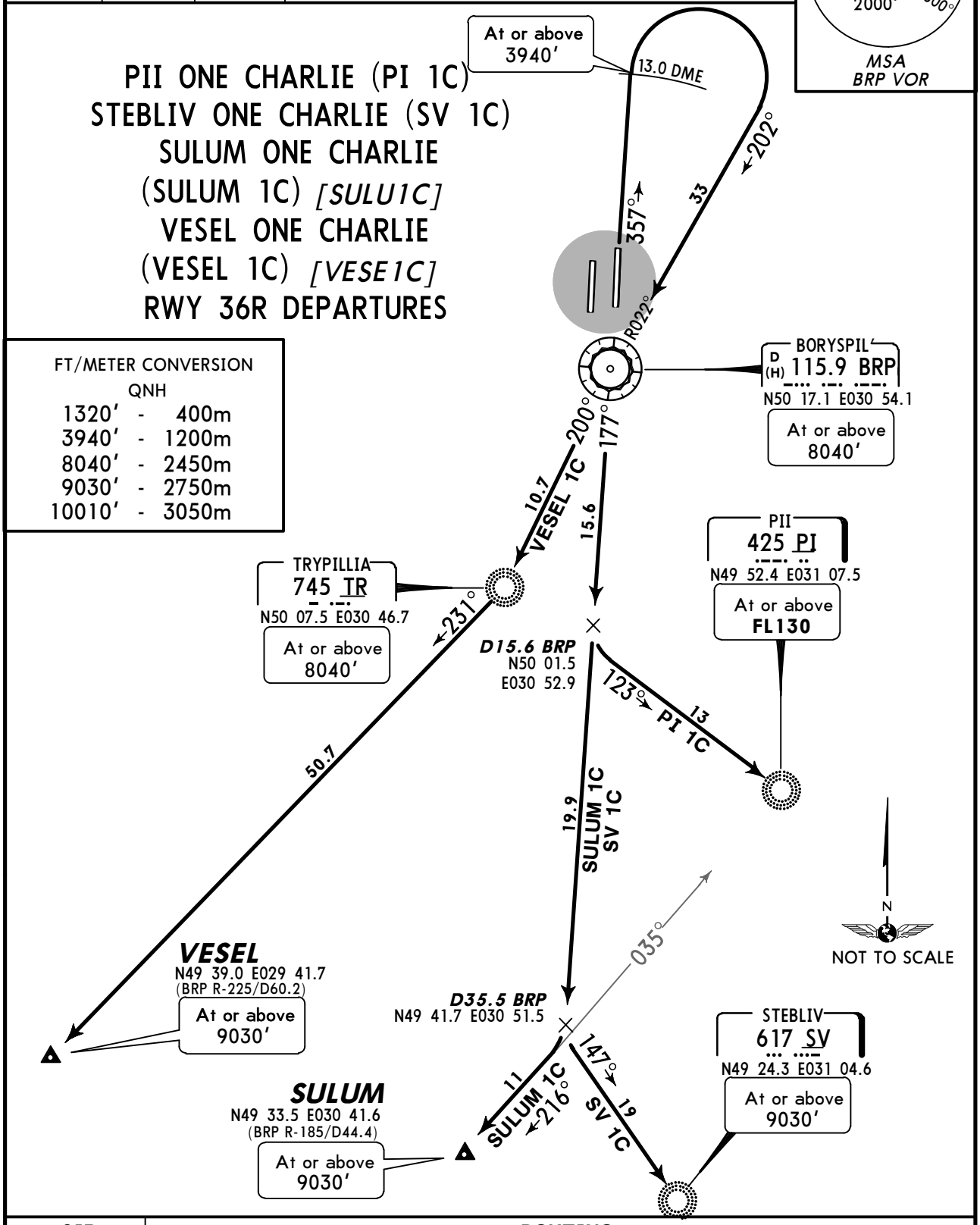
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



FT/METER CONVERSION
QNH

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

SID	ROUTING
PI 1C	On 357° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI.
SULUM 1C	On 357° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM.
SV 1C	On 357° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV.
VESEL 1C ❶	On 357° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-200 to TR, turn RIGHT, 231° bearing to VESEL.

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

CHANGES: SID TR 1C replaced by VESEL 1C.

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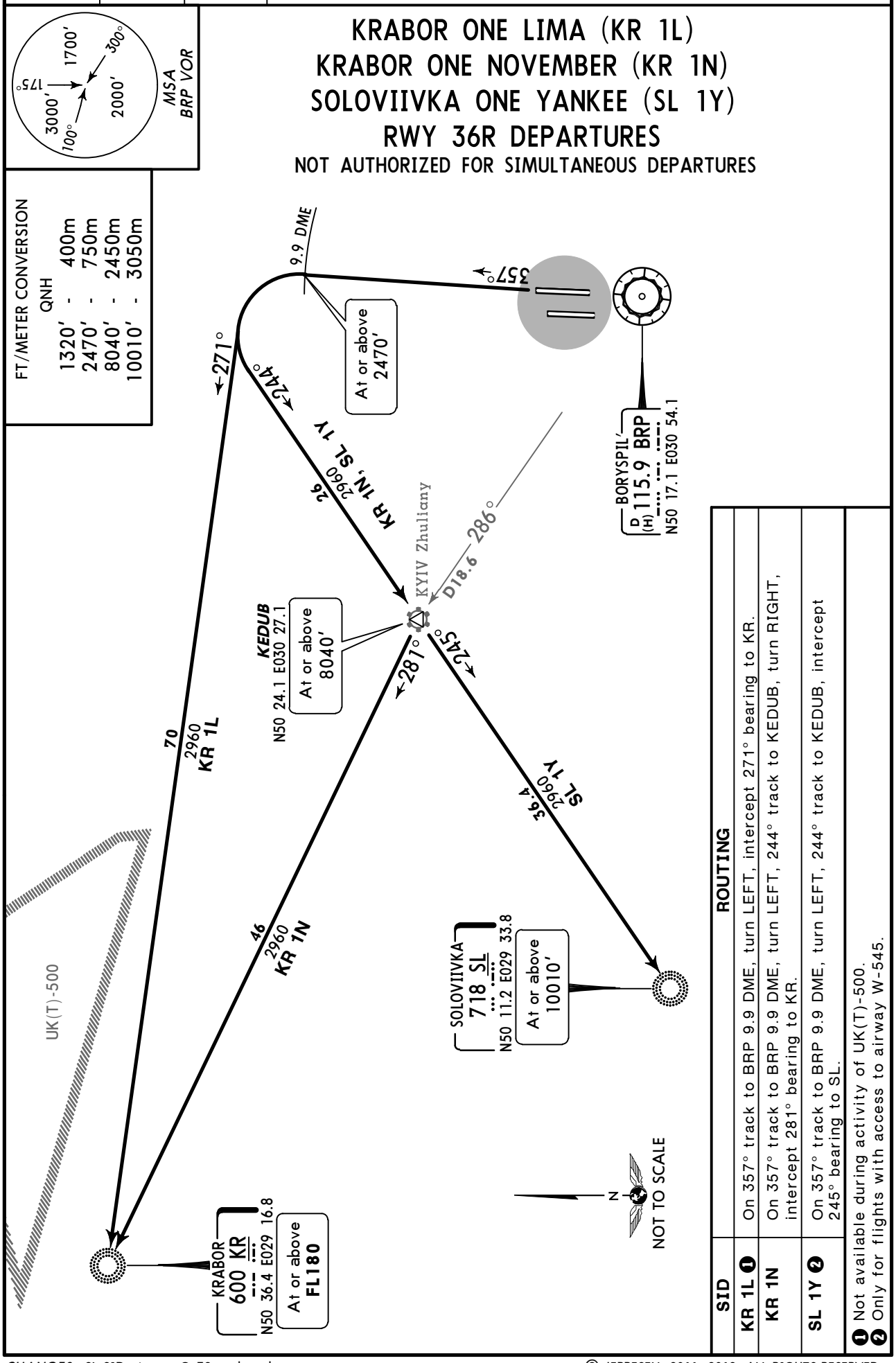
ATIS	KYIV Radar	Apt Elev
125.95 (Russian 119.42)	120.9	427'

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.

KRABOR ONE LIMA (KR 1L)
KRABOR ONE NOVEMBER (KR 1N)
SOLOVIIVKA ONE YANKEE (SL 1Y)
RWY 36R DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
KR 1L ❶	On 357° track to BRP 9.9 DME, turn LEFT, intercept 271° bearing to KR.
KR 1N	On 357° track to BRP 9.9 DME, turn LEFT, 244° track to KEDUB, turn RIGHT, intercept 281° bearing to KR.
SL 1Y ❷	On 357° track to BRP 9.9 DME, turn LEFT, 244° track to KEDUB, intercept 245° bearing to SL.

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway W-545.

CHANGES: SL SID airway G-38 replaced.

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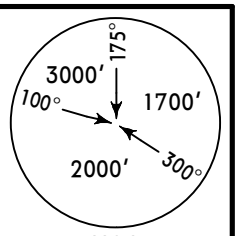
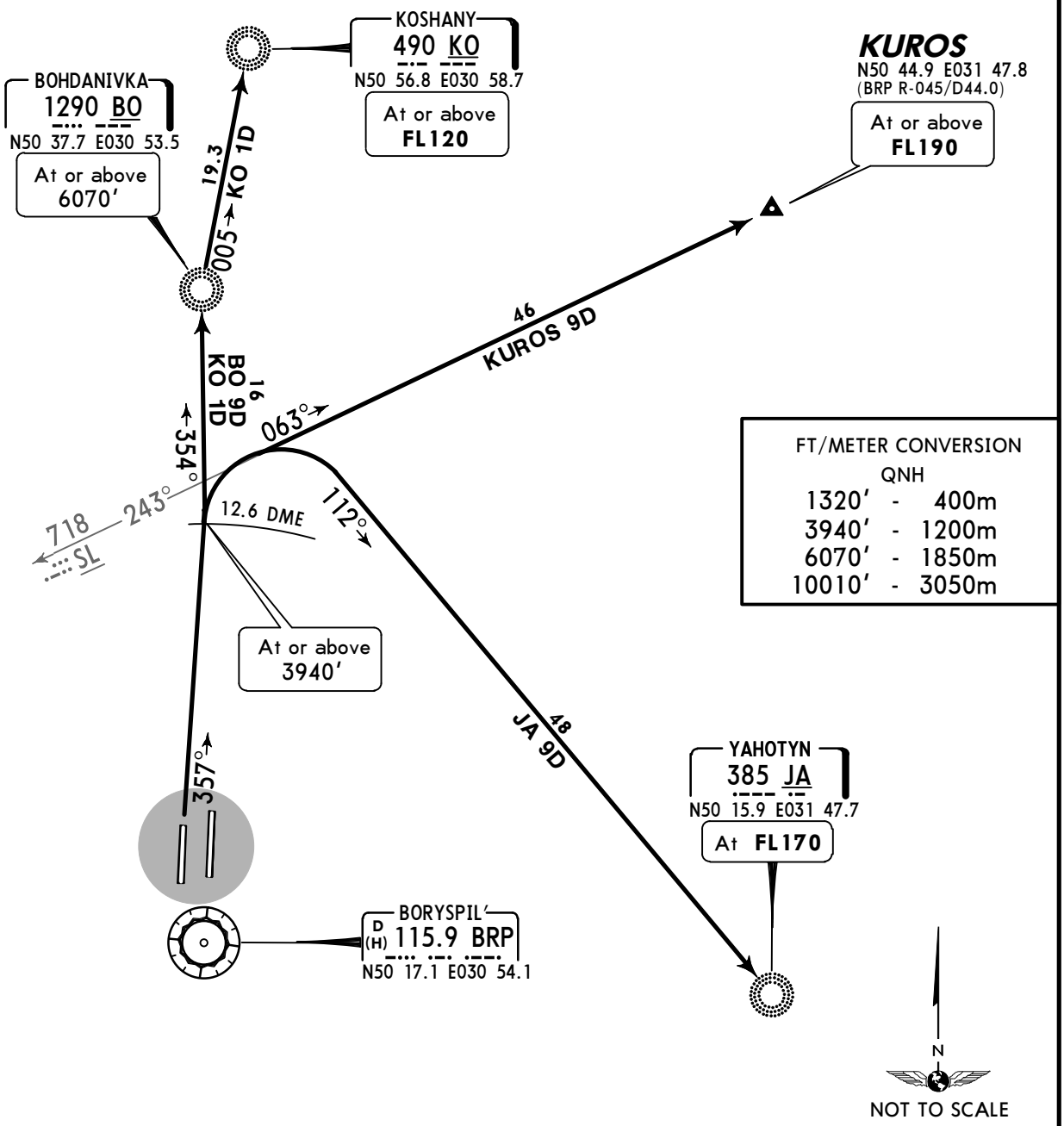
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA
BRP VOR

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.

CHANGES: SID KO 1D established; JA 9D crossing revised.

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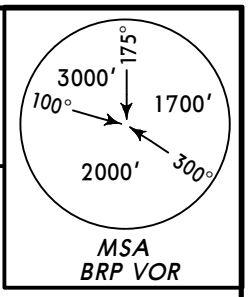
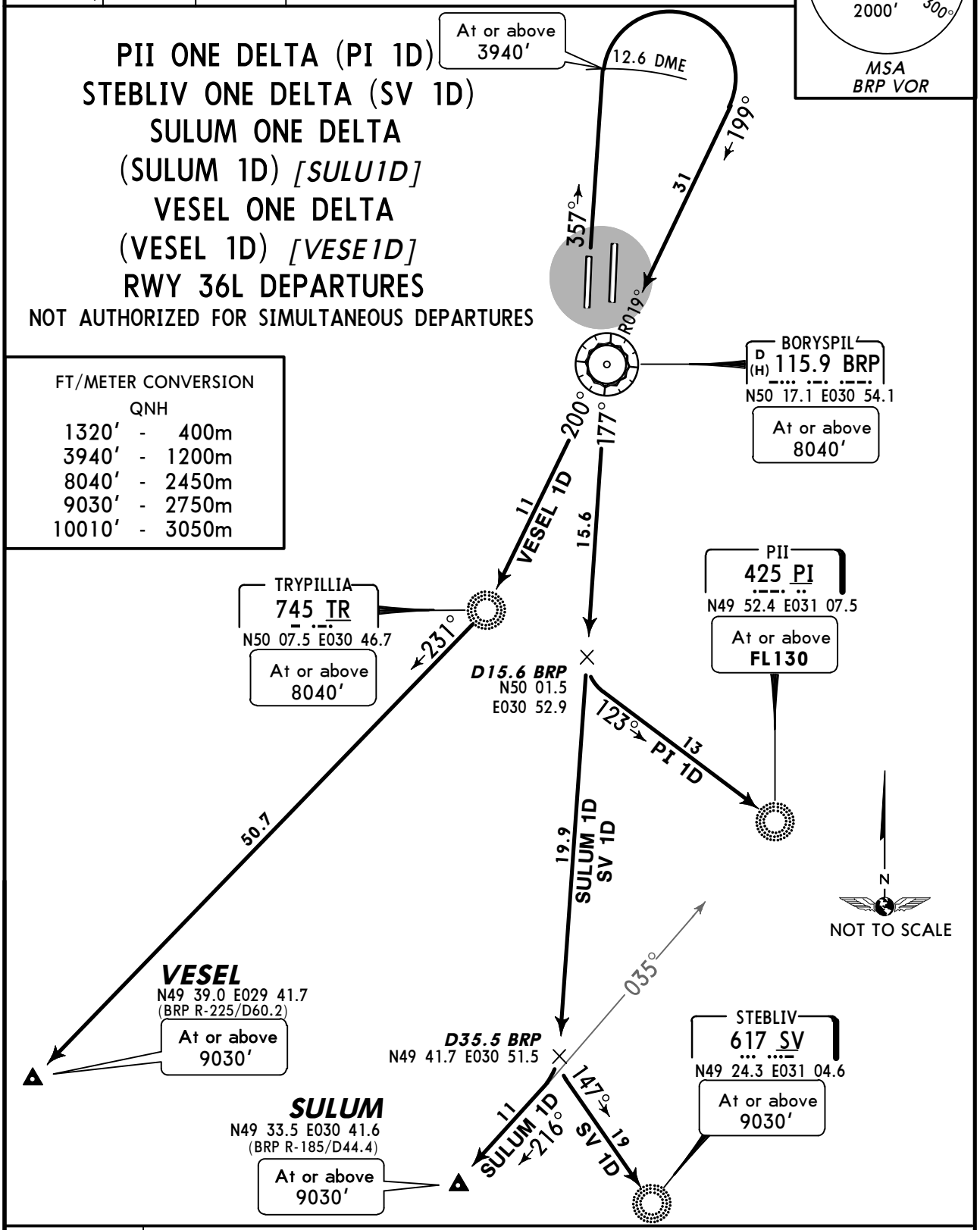
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



PII ONE DELTA (PI 1D)
STEBLIV ONE DELTA (SV 1D)
SULUM ONE DELTA (SULUM 1D) *[SULU1D]*
VESEL ONE DELTA (VESEL 1D) *[VESE1D]*
RWY 36L DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
PI 1D	On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D15.6 BRP, turn LEFT, intercept 123° bearing to PI.
SULUM 1D	On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn RIGHT, intercept 216° bearing from PI to SULUM.
SV 1D	On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-177 to D35.5 BRP, turn LEFT, intercept 147° bearing to SV.
VESEL 1D ❶	On 357° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn RIGHT, BRP R-200 to TR, turn RIGHT, 231° bearing to VESEL.

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

CHANGES: SID TR 1D replaced by VESEL 1D.

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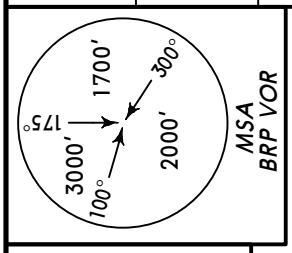
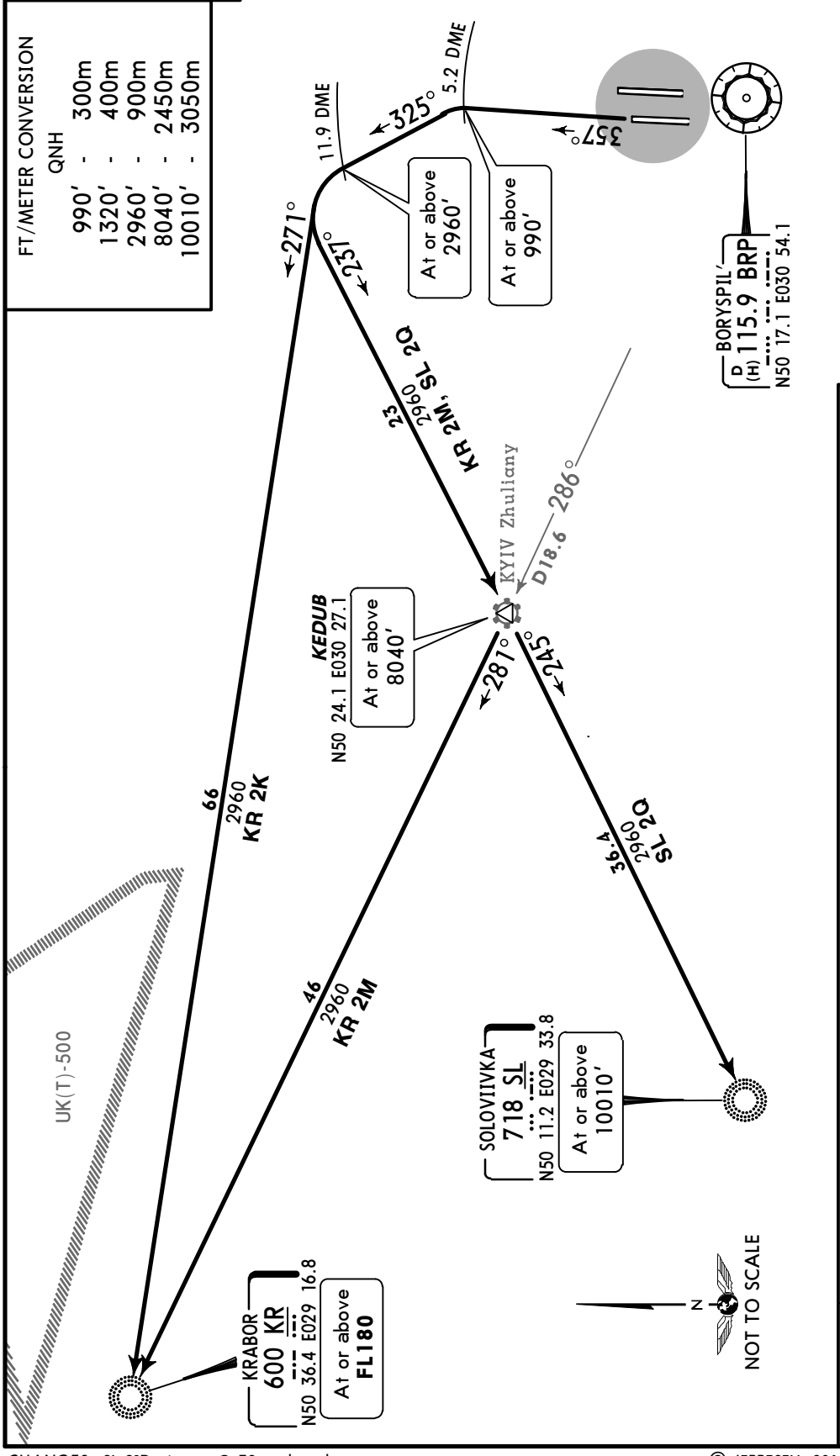
ATIS	KYIV Radar	Apt Elev	
125.95 (Russian 119.42)	120.9	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

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



FT/METER CONVERSION

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



SID	ROUTING
KR 2K ❶	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, intercept 271° beaing to KR.
KR 2M	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, 237° track to KEDUB, turn RIGHT, intercept 281° bearing to KR.
SL 2Q ❷	On 357° track to BRP 5.2 DME, turn LEFT, 325° track to BRP 11.9 DME, turn LEFT, 237° track to KEDUB, turn RIGHT, intercept 245° bearing to SL.

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway W-545.

CHANGES: SL SID airway G-38 replaced.

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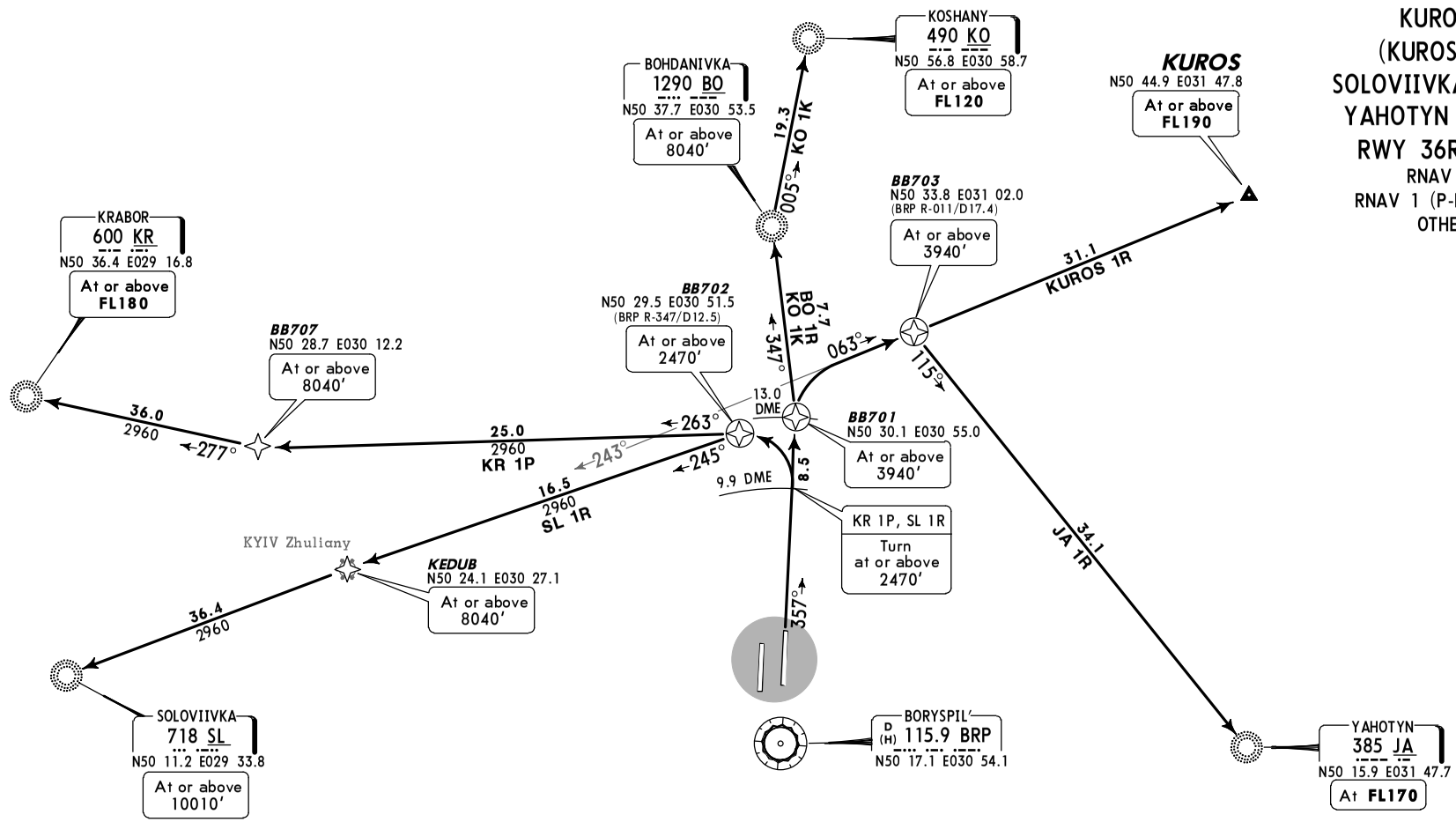
KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	427'	Trans level: By ATC Trans alt: 10010' 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320'. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE ROMEO (BO 1R)
KOSHANY ONE KILO (KO 1K)
KRABOR ONE PAPA (KR 1P)
KUROS ONE ROMEO (KUROS 1R) *[KURO1R]*
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 ❶	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 ❶❷	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'+).

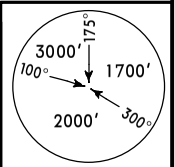
❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway W-545.

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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

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



MSA
BRP VOR

CHANGES: RNAV SID KO 1K established; SL 1R awy and JA 1R crossing revised.

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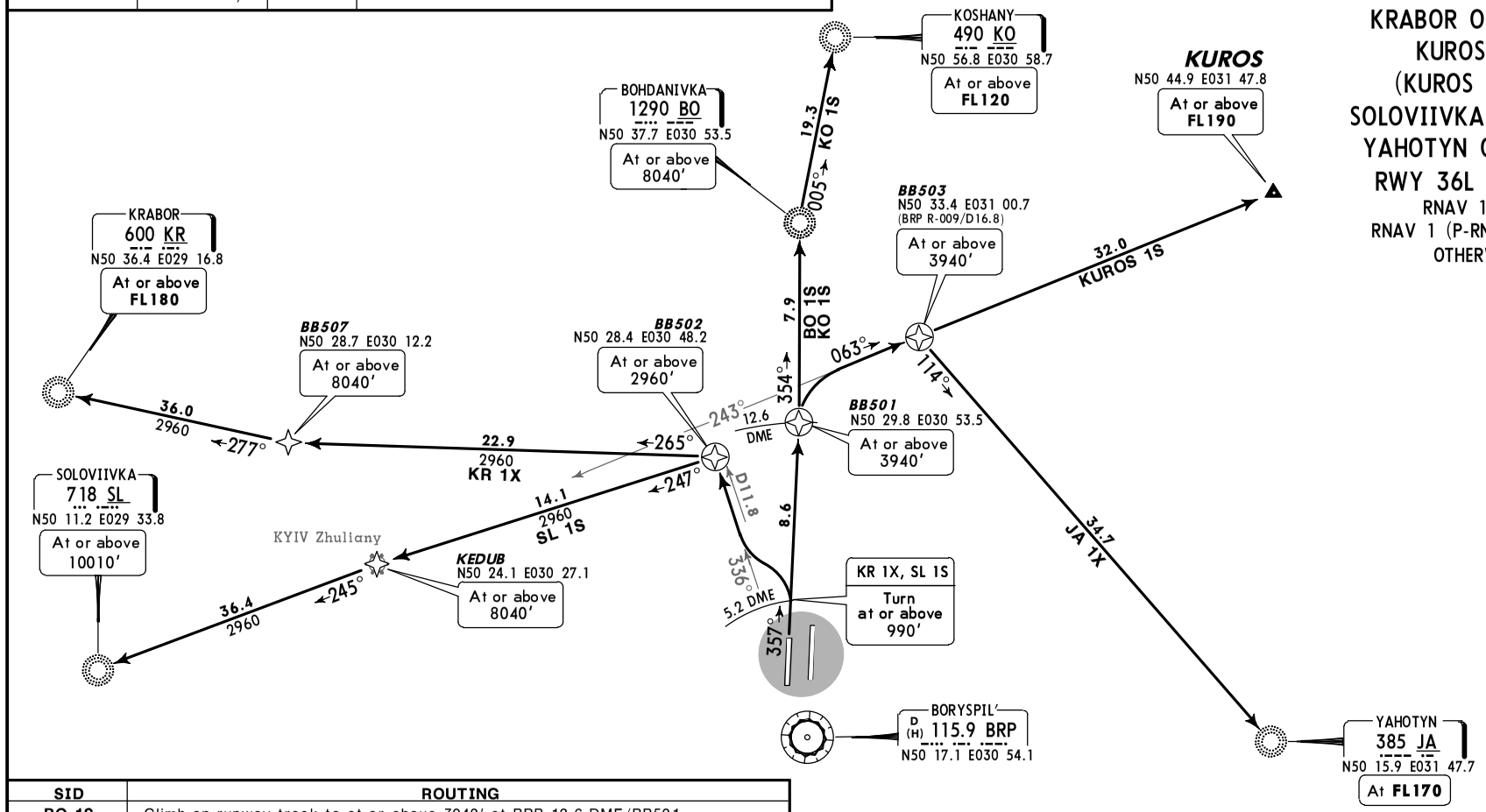
KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	427′	Trans level: By ATC Trans alt: 10010′ 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320′. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE SIERRA (BO 1S)
KOSHANY ONE SIERRA (KO 1S)
KRABOR ONE X-RAY (KR 1X)
KUROS ONE SIERRA (KUROS 1S) *[KURO1S]*
SOLOVIIVKA 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



SID	ROUTING
BO 1S ❶	Climb on runway track to at or above 3940′ at BRP 12.6 DME/BB501 - BO (8040′+).
JA 1X ❶	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 ❶	Climb on runway track to at or above 3940′ at BRP 12.6 DME/BB501- BO (8040′+) - KO (FL120+).
KUROS 1S ❶	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 ❶	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 ❷	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′+).

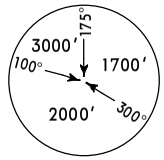
❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway W-545.

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



MSA
BRP VOR

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

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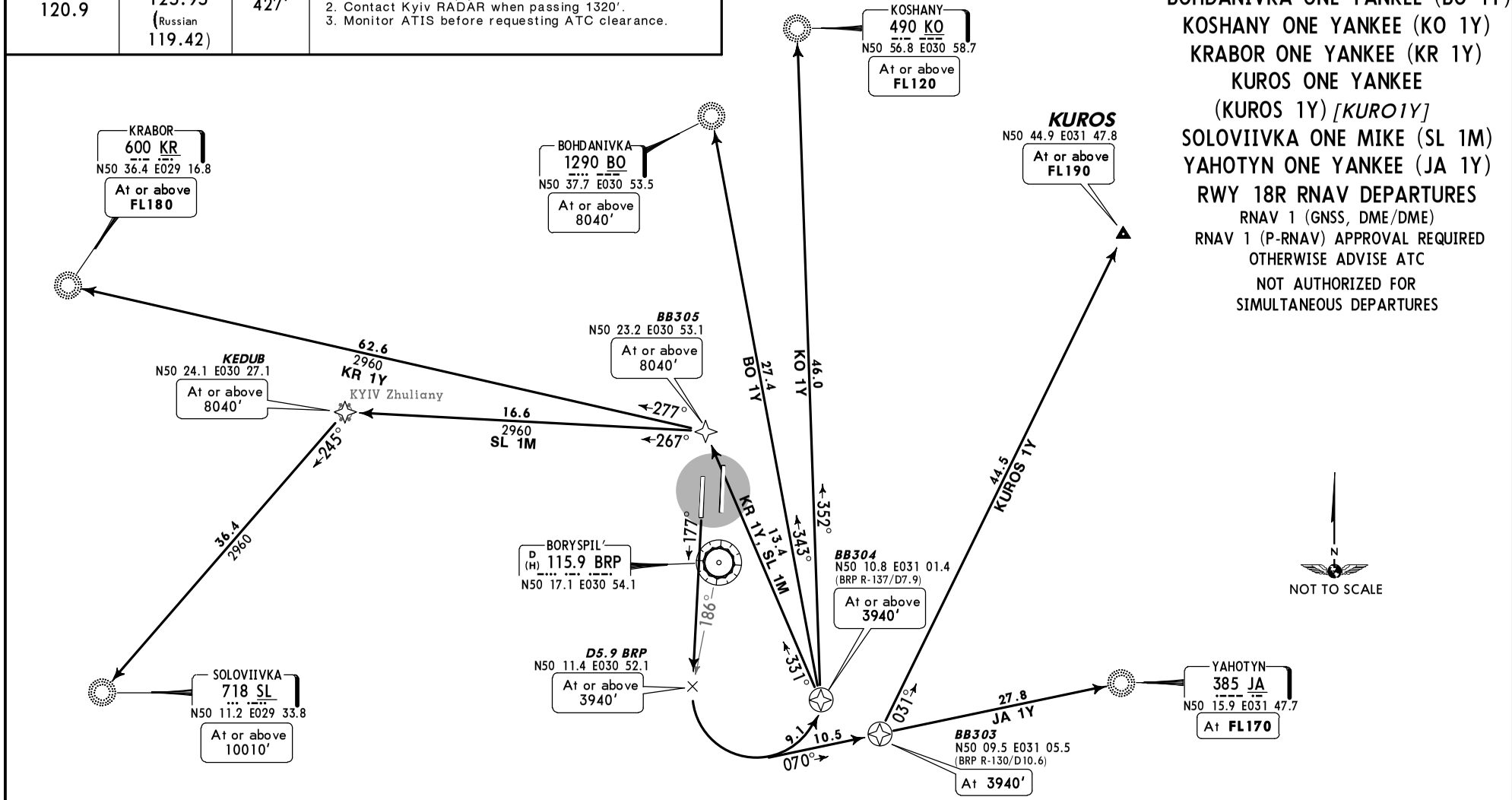
KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	427′	Trans level: By ATC Trans alt: 10010′ 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320′. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE YANKEE (BO 1Y)
KOSHANY ONE YANKEE (KO 1Y)
KRABOR ONE YANKEE (KR 1Y)
KUROS ONE YANKEE (KUROS 1Y) *[KURO1Y]*
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



Execute turn with MAX 250 KT, bank angle 020° or rate of turn 3°/sec.

SID	ROUTING
BO 1Y	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 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+).
KUROS 1Y	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 070° track to D10.6 BRP/BB303 (3940′+) - KUROS (FL190+).
SL 1M ❶	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′+).

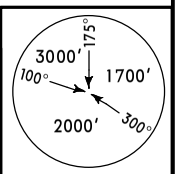
❶ Only for flights with access to airway W-545.

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

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

FT/METER CONVERSION
QNH

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



MSA
BRP VOR

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

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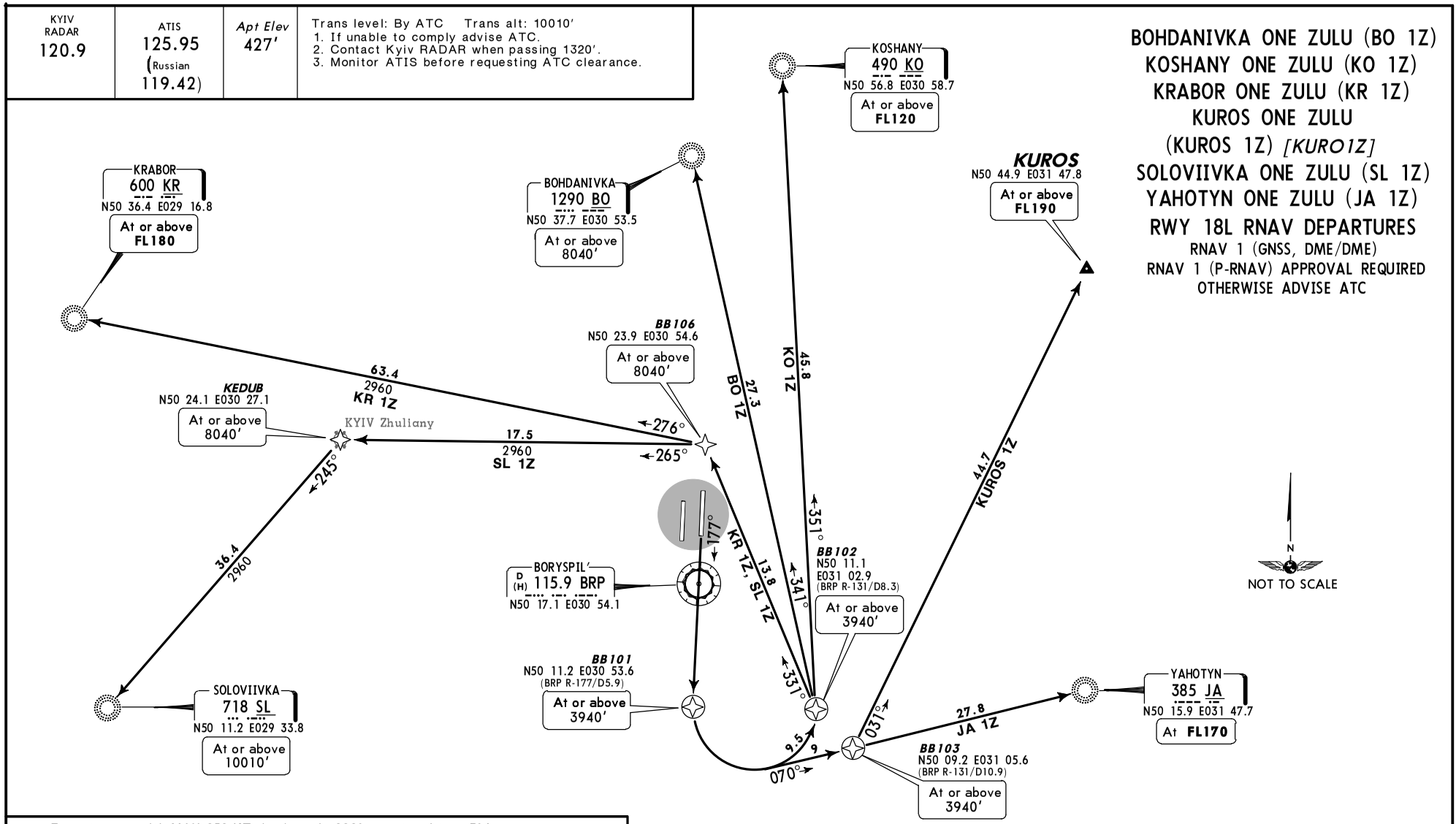
KYIV RADAR	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	427′	Trans level: By ATC Trans alt: 10010′ 1. If unable to comply advise ATC. 2. Contact Kyiv RADAR when passing 1320′. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE ZULU (BO 1Z)
KOSHANY ONE ZULU (KO 1Z)
KRABOR ONE ZULU (KR 1Z)
KUROS ONE ZULU (KUROS 1Z) *[KURO1Z]*
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+).
KUROS 1Z	Climb on runway track to at or above 3940′ at D5.9 BRP, turn LEFT, 031° track to D10.9 BRP/BB103 (3940′+) - KUROS (FL190+).
SL 1Z ❶	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′+).

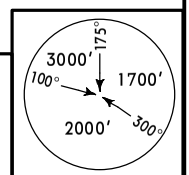
❶ Only for flights with access to airway W-545.

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

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

FT/METER CONVERSION
QNH

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



MSA
BRP VOR

CHANGES: RNAV SID KO 1Z established; SL 1Z awy and JA 1Z crossing revised.

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KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	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.

SID	ROUTING
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 ❶	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′+).

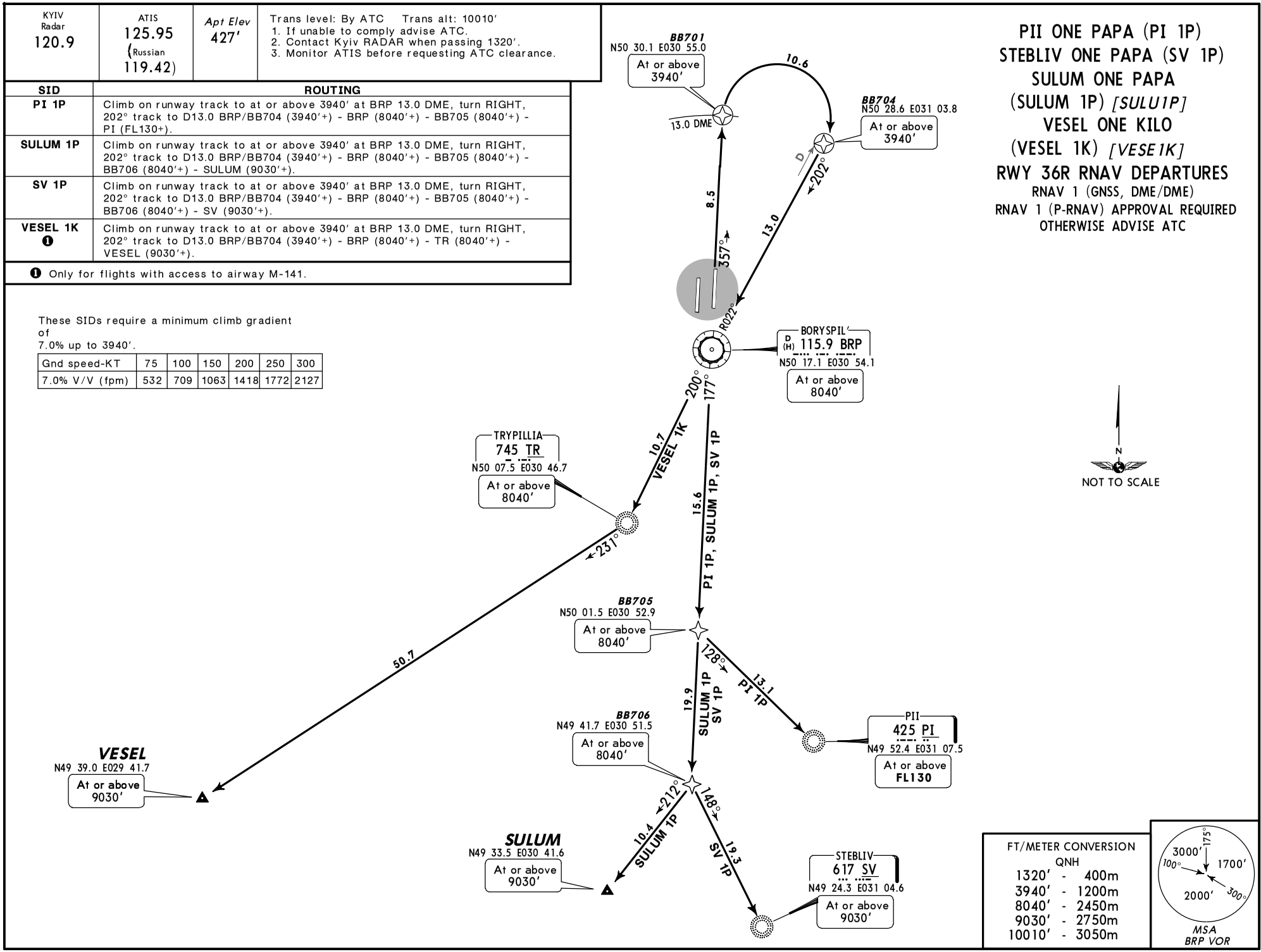
❶ Only for flights with access to airway M-141.

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

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

PII ONE PAPA (PI 1P)
STEBLIV ONE PAPA (SV 1P)
SULUM ONE PAPA (SULUM 1P) *[SULU1P]*
VESEL ONE KILO (VESEL 1K) *[VESE1K]*
RWY 36R RNAV DEPARTURES

RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



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

MSA
BRP VOR

CHANGES: RNAV SID TR 1K replaced by VESEL 1K.

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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.

SID	ROUTING
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 ❶	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'+).

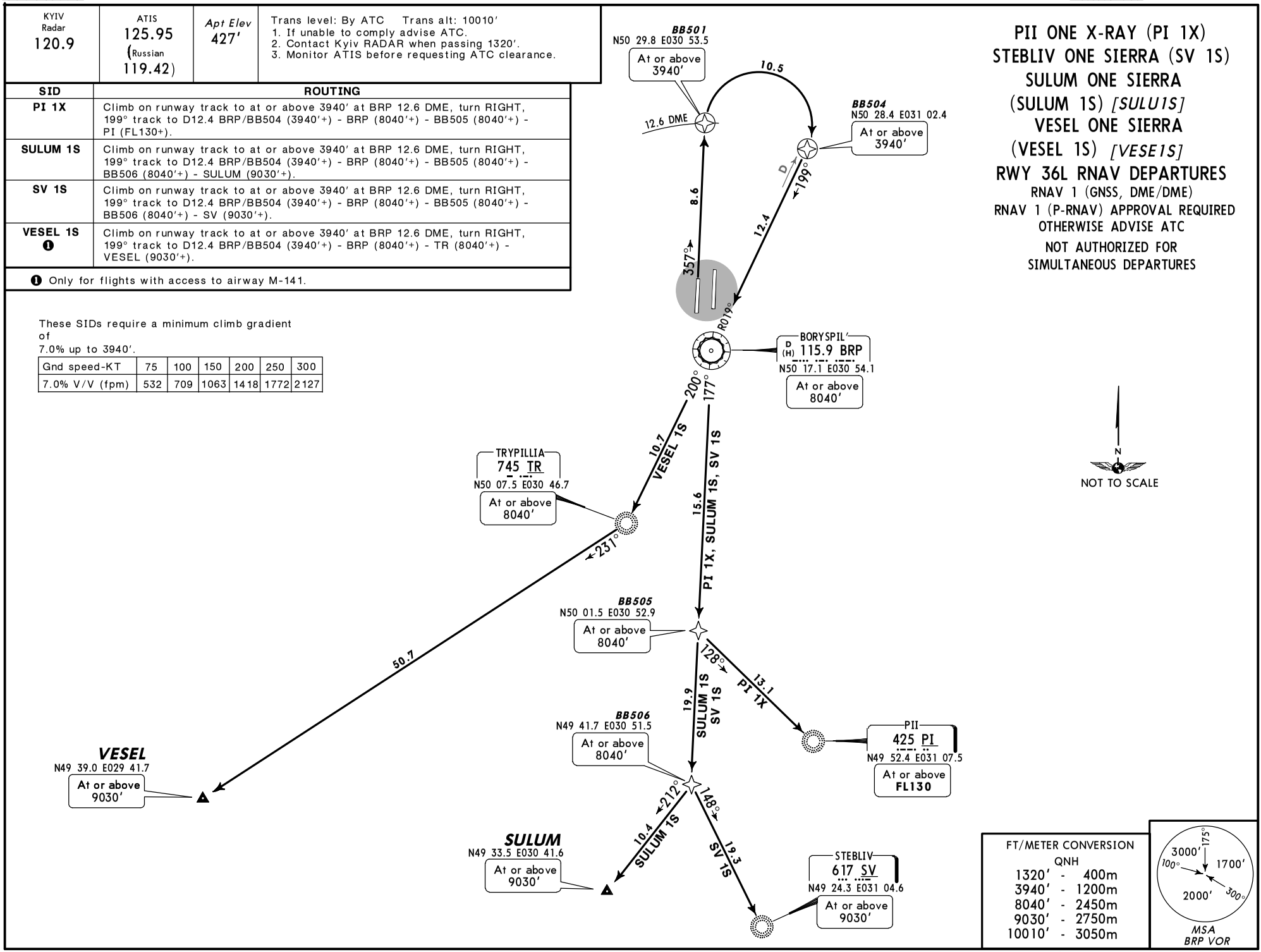
❶ Only for flights with access to airway M-141.

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

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

PII ONE X-RAY (PI 1X)
STEBLIV ONE SIERRA (SV 1S)
SULUM ONE SIERRA (SULUM 1S) *[SULU1S]*
VESEL ONE SIERRA (VESEL 1S) *[VESE1S]*
RWY 36L RNAV DEPARTURES

RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION

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

MSA BRP VOR

CHANGES: RNAV SID TR 1S replaced by VESEL 1S.

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KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	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.

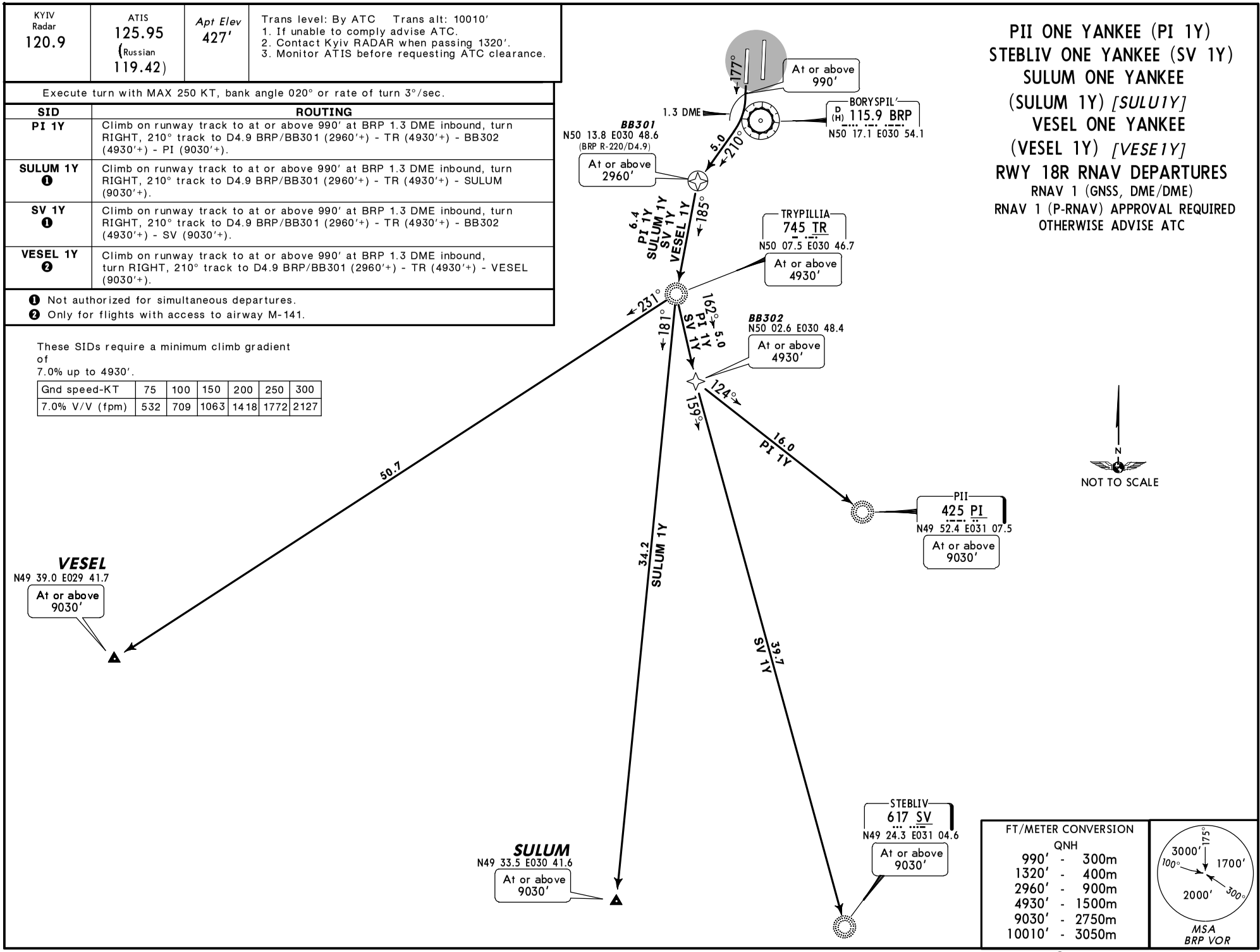
SID	ROUTING
PI 1Y	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+) - BB302 (4930'+) - PI (9030'+).
SULUM 1Y ❶	Climb on runway track to at or above 990' at BRP 1.3 DME inbound, turn RIGHT, 210° track to D4.9 BRP/BB301 (2960'+) - TR (4930'+) - SULUM (9030'+).
SV 1Y ❶	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 ❷	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'+).

❶ Not authorized for simultaneous departures.
❷ Only for flights with access to airway M-141.

These SIDs require a minimum climb gradient of 7.0% up to 4930'.

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

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



FT/METER CONVERSION QNH	
990'	300m
1320'	400m
2960'	900m
4930'	1500m
9030'	2750m
10010'	3050m

MSA
BRP VOR

CHANGES: RNAV SID TR 1Y withdrawn; VESEL 1Y established.

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KYIV Radar	ATIS	Apt Elev	
120.9	125.95 (Russian 119.42)	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.

SID	ROUTING
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 ❶	Climb on runway track to at or above 3940' at D5.9 BRP/BB101 - TR (4930'+) - VESEL (9030'+).

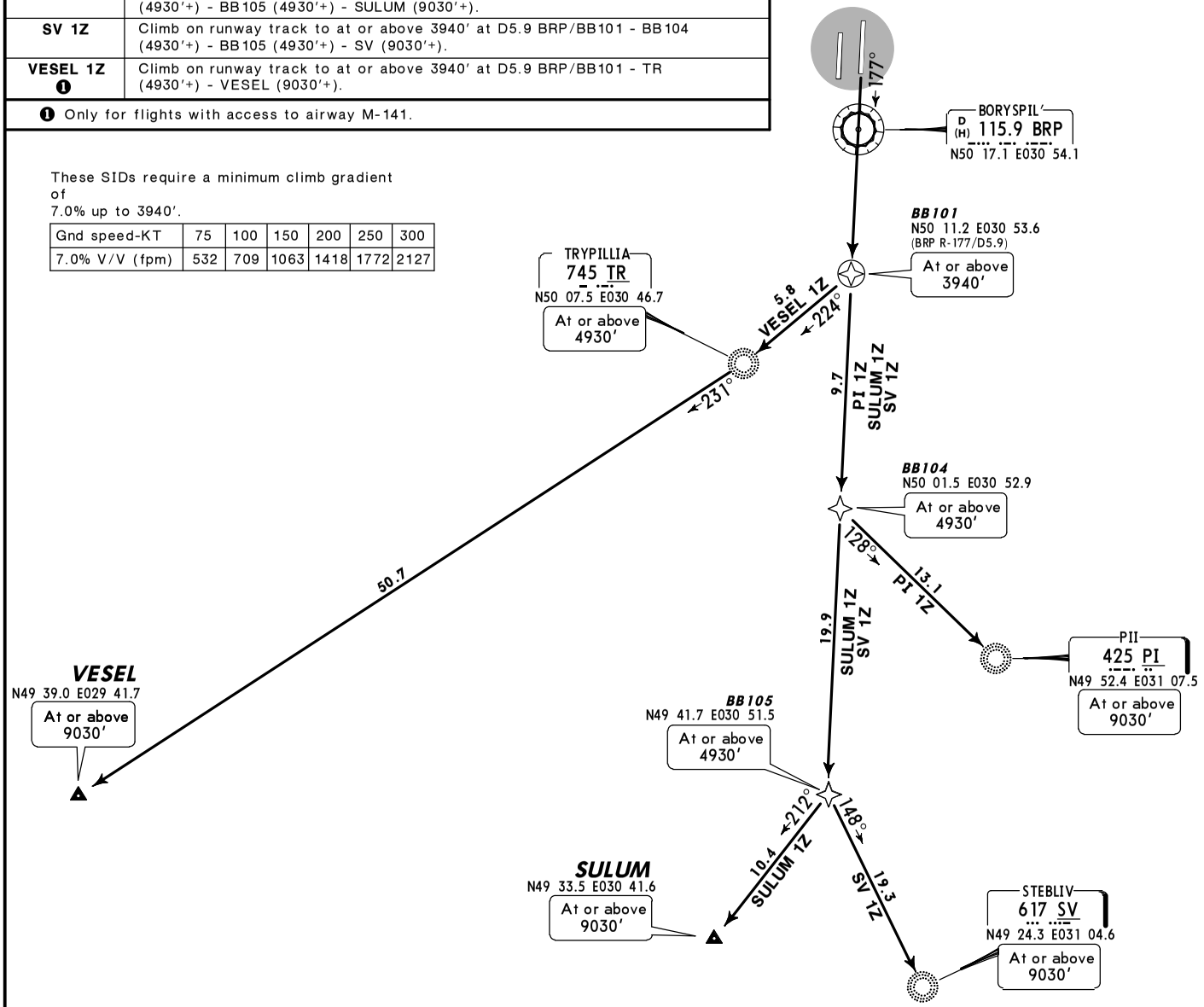
❶ Only for flights with access to airway M-141.

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

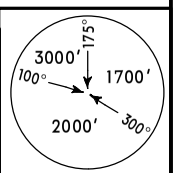
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

PII ONE ZULU (PI 1Z)
STEBLIV ONE ZULU (SV 1Z)
SULUM ONE ZULU (SULUM 1Z) *[VESE1Z]*
VESEL ONE ZULU (VESEL 1Z) *[VESE1Z]*
RWY 18L RNAV DEPARTURES

RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION	
QNH	
1320'	400m
3940'	1200m
4930'	1500m
9030'	2750m
10010'	3050m



MSA
BRP VOR

CHANGES: RNAV SID TR 1Z replaced by VESEL 1Z.

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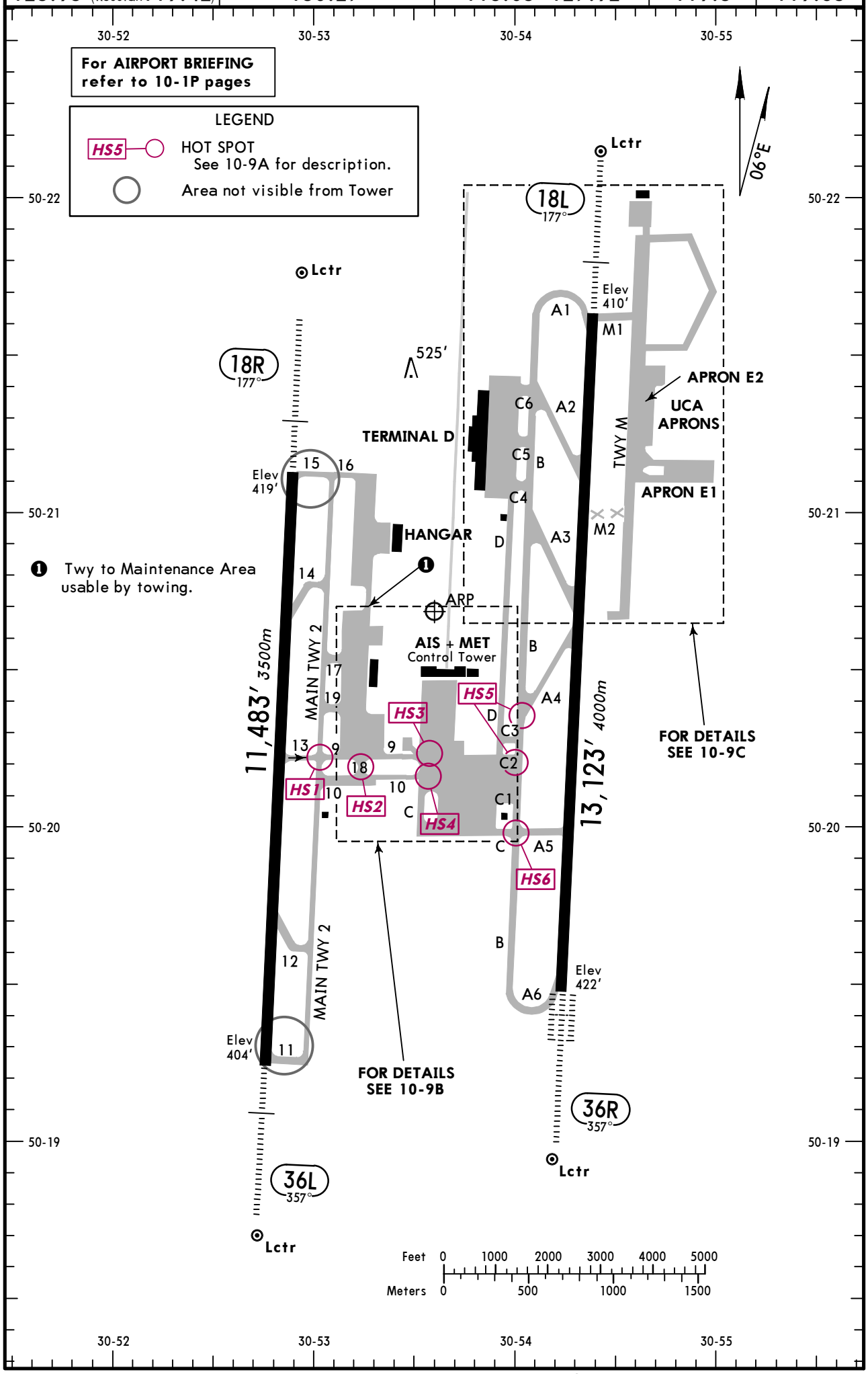
ATIS Departure	*BORYSPIL′ Delivery	Ground	Tower Rwy 18L/36R	Tower Rwy18R/36L
125.95 (Russian119.42)	130.27	118.05 127.92	119.3	119.65



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 18L:

From rwy head	13,123' (4000m)
twy A2 int	9514' (2900m)
twy A3 int	6562' (2000m)

RWY 36R:

From rwy head	13,123' (4000m)
twy A5 int	10,007' (3050m)
twy A4 int	6562' (2000m)

❷ TAKE-OFF RUN AVAILABLE
First 820'/250m unusable for take off.

RWY 18R:

From rwy head	10,662' (3250m)
twy A14 int	8366' (2550m)
twy A13 int	5577' (1700m)

RWY 36L:

From rwy head	10,662' (3250m)
twy A12 int	8366' (2550m)
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 ❶

	Rwys 18L/36R LVP must be in force			All Rwys LVP must be in force		
	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	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: Usable lengths.

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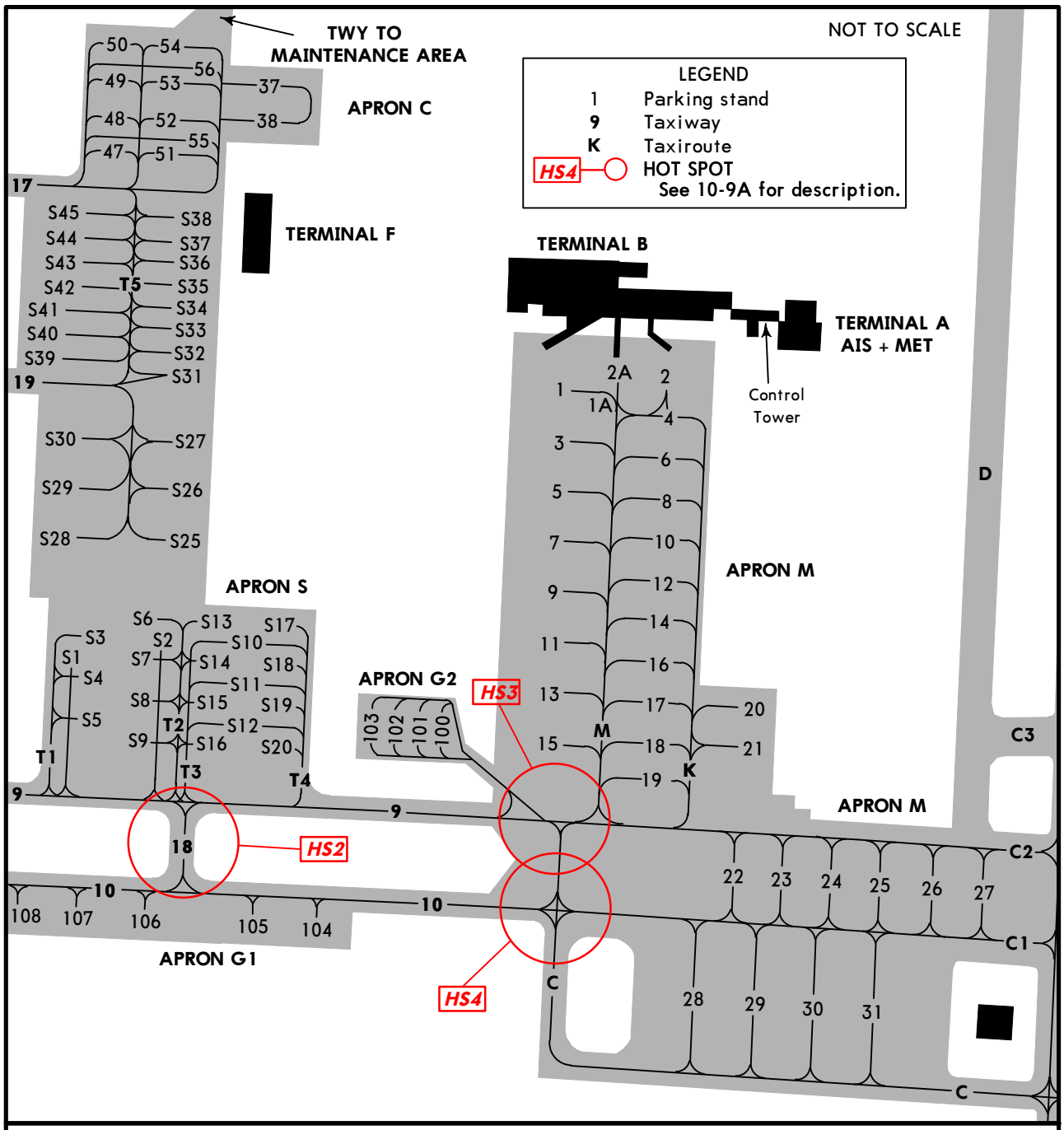

INS COORDINATES

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		

CHANGES: Coordinates.

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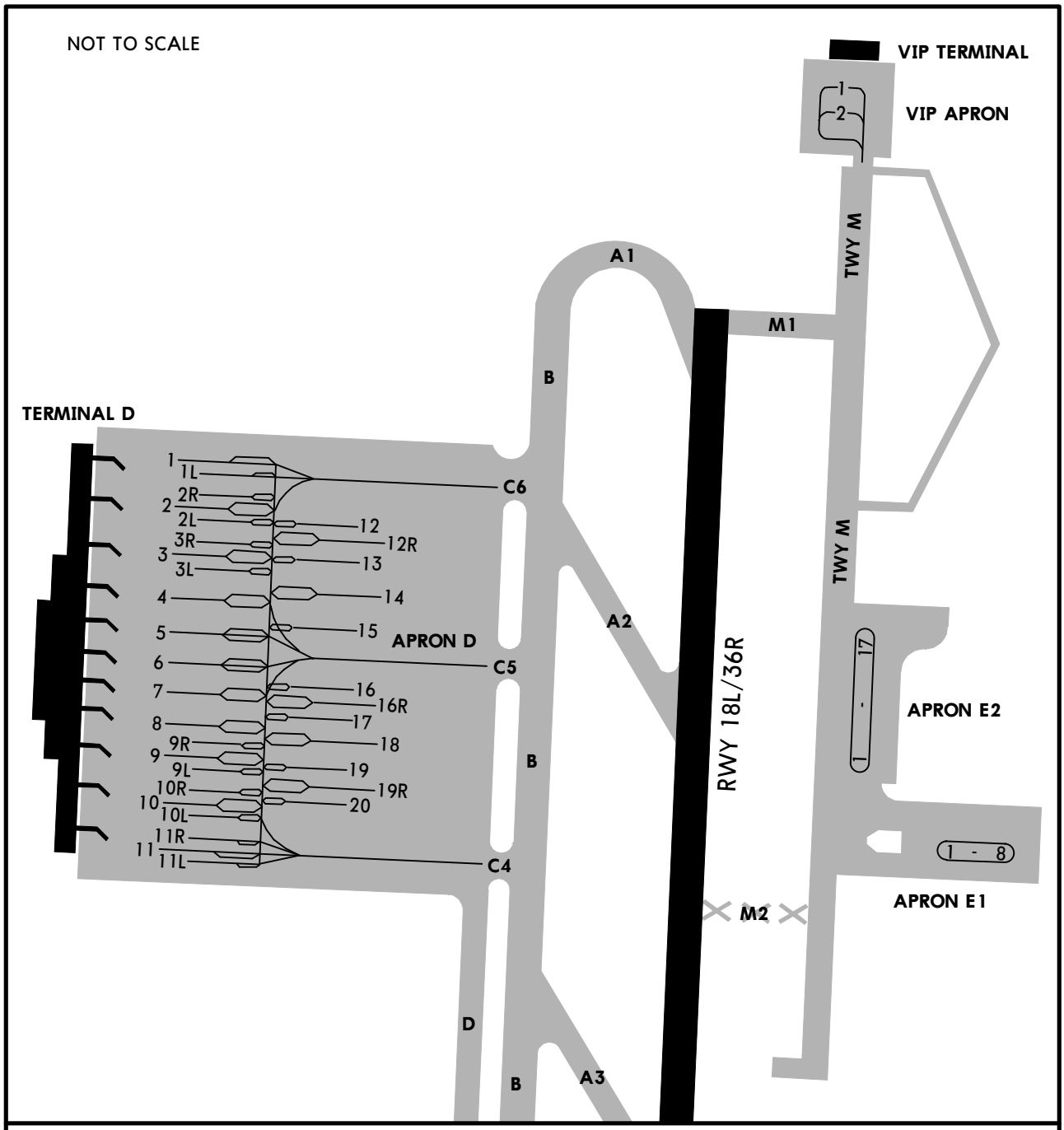

INS COORDINATES

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.

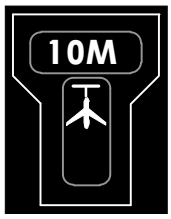
GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

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 maesured 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.

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VISUAL DOCKING GUIDANCE SYSTEM

STOP.
Stop now, docking point reached.

OK.
Successful docking.

TOO FAR.
Aircraft has gone beyond docking position.

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

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

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

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact Apron Control and wait for a marshall guidance.

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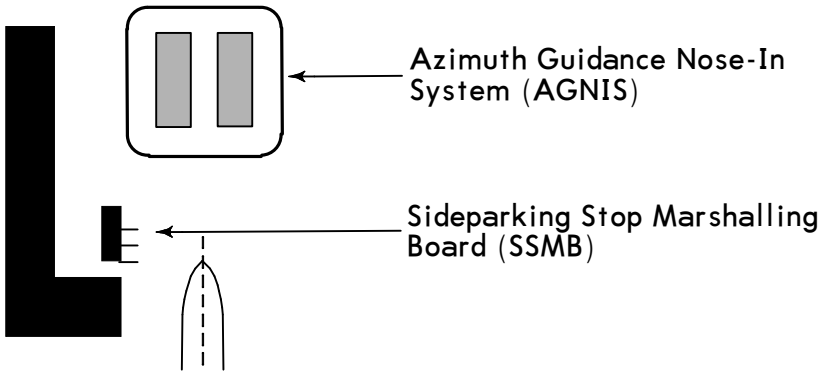
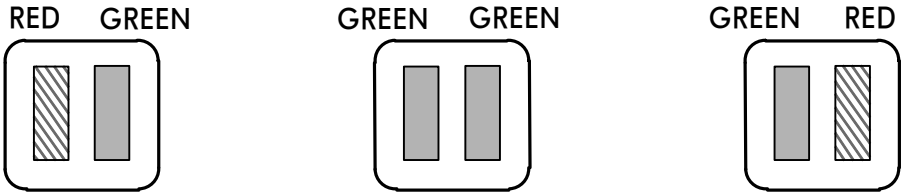
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS

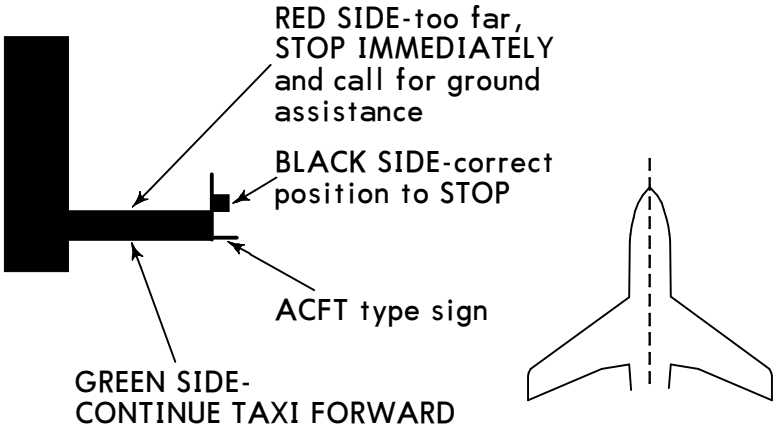


LEFT of centerline. Turn towards GREEN. (RIGHT)

Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN. (LEFT)

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.

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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 ❶	**790'**(380')	**790'**(380')	**790'**(380')	**790'**(380')
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**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 ❶	**810'**(391')	**810'**(391')	**810'**(391')	**810'**(391')
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
36L	ILS	**604'**(200')	**604'**(200')	**604'**(200')	**604'**(200')
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ❶	**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 ❶	**790'**(368')	**790'**(368')	**790'**(368')	**790'**(368')
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**790'**(368')	**790'**(368')	**790'**(368')	**790'**(368')
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

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CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 18L ❶❷	**870**′(460′)	**910**′(500′)	**1020**′(610′)	**1110**′(700′)
After apch to rwy 18L ❷	**2470**′(2060′)	**2470**′(2060′)	**2470**′(2060′)	**2470**′(2060′)
After apch to rwy 18R ❶❸	**870**′(451′)	**920**′(501′)	**1020**′(601′)	**1120**′(701′)
After apch to rwy 18R ❸	**2470**′(2051′)	**2470**′(2051′)	**2470**′(2051′)	**2470**′(2051′)
After apch to rwy 36L ❶❹	**870**′(466′)	**910**′(506′)	**1020**′(616′)	**1110**′(706′)
After apch to rwy 36L ❹	**2470**′(2066′)	**2470**′(2066′)	**2470**′(2066′)	**2470**′(2066′)
After apch to rwy 36R ❶❺	**870**′(448′)	**930**′(508′)	**1030**′(608′)	**1130**′(708′)
After apch to rwy 36R ❺	**2470**′(2048′)	**2470**′(2048′)	**2470**′(2048′)	**2470**′(2048′)
	V1500m	V1600m	V2400m	V3600m

❶ West of airport.
❷ Circling height based on rwy 18L thresh elev of 410′.
❸ Circling height based on rwy 18R thresh elev of 419′.
❹ Circling height based on rwy 36L thresh elev of 404′.
❺ Circling height based on rwy 36R thresh elev of 422′.

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

	LVP must be in force					
	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, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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BRIEFING STRIP

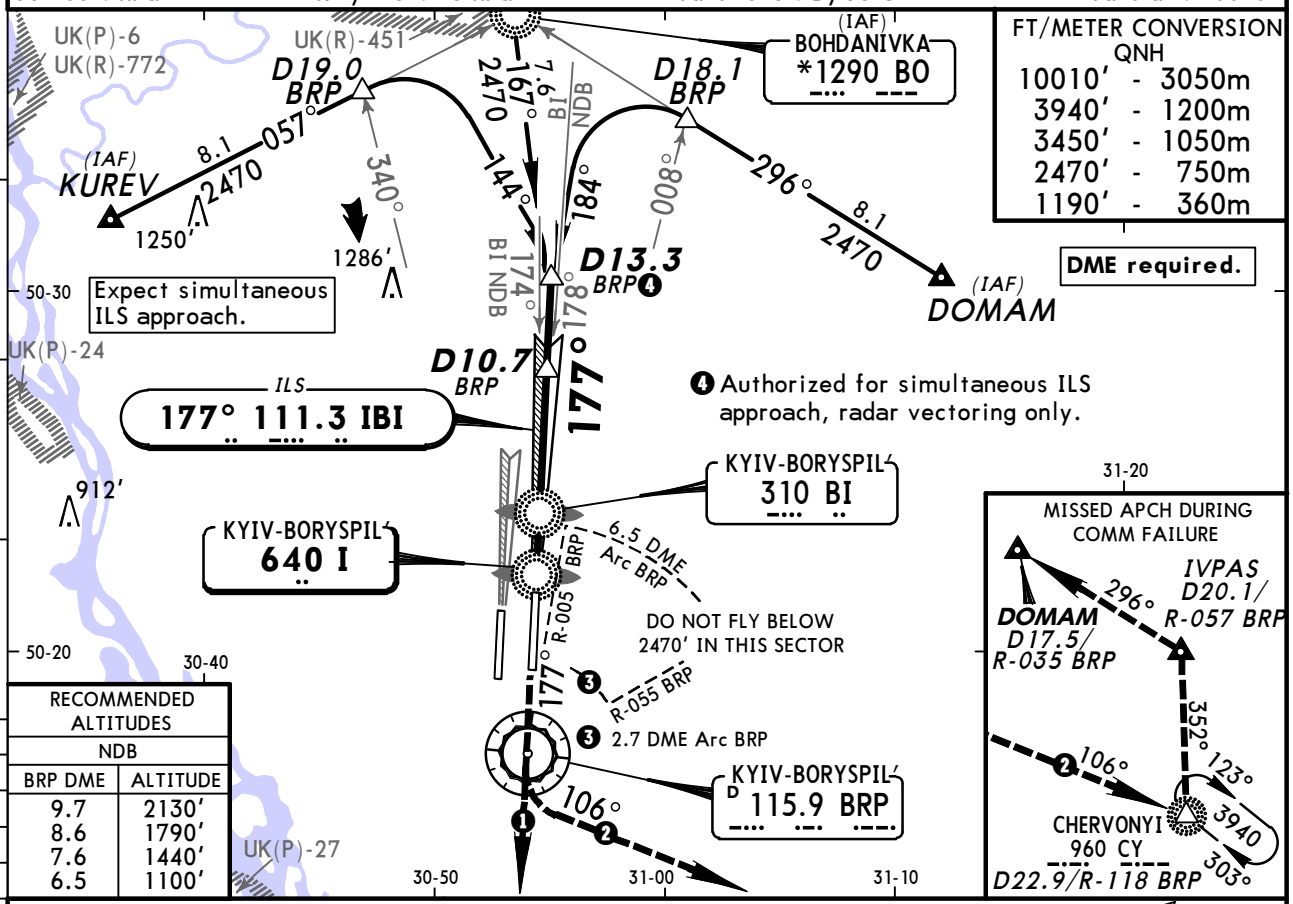
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.3	118.05 127.92

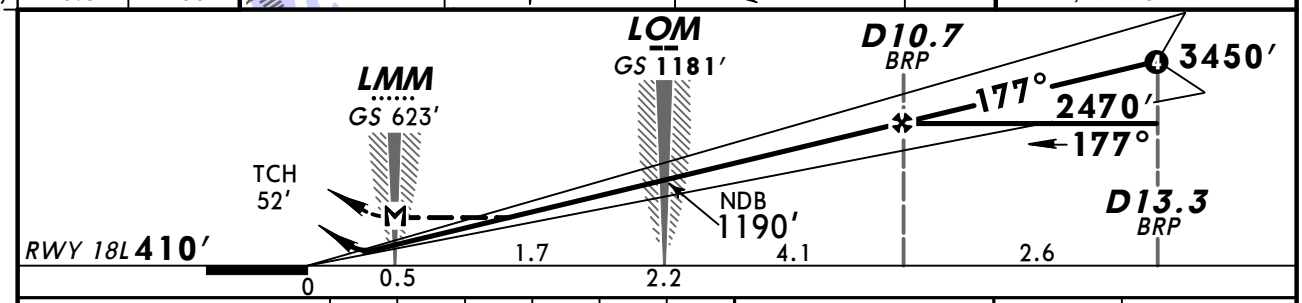
LOC IBI 111.3	Final Apch Crs 177°	GS LOM 1181' (771')	ILS DA(H) 610' (200')	Apt Elev 427'
NDB I 640		Minimum Alt D10.7 BRP 2470' (2060')	NDB MDA(H) 790' (380')	RWY 410'

MSA BRP VOR: 3000' 100° 175° 1700' 2000' 300°

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 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 | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'





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

HIALS PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 610' (200') FULL	ILS DA(H) 610' (200') ALS out	LOC (GS out)	NDB MDA(H) 790' (380')	NDB MDA(H) 790' (380') ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (460')	1500m	2470' (2060')	1500m
135	930' (520')	1600m	2470' (2060')	1600m
180	1030' (620')	2400m	2470' (2060')	2400m
205	1130' (720')	3600m	2470' (2060')	3600m

PANS OPS

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

CHANGES: Communications.

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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)	127.72 120.9 125.3	119.65	118.05 127.92

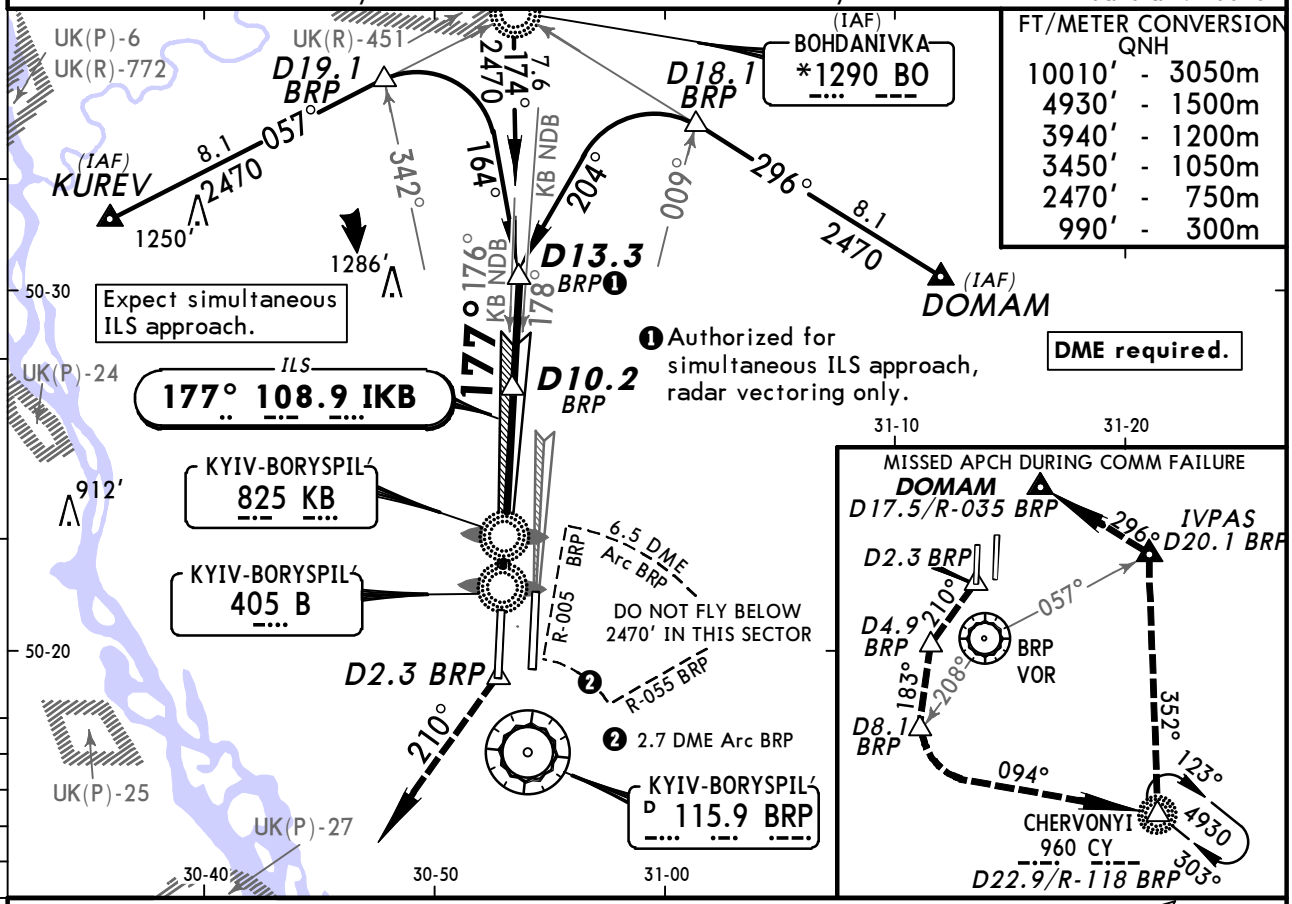
LOC IKB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
108.9	177°	1132' (713')	619' (200')	RWY 419'

MSA BRP VOR: 3000' 100° 1700' 175° 2000' 300°

MISSED APCH: Climb on rwy heading to 990' or above to D2.3 BRP, turn RIGHT onto 210°, climbing to 2470', then as directed.

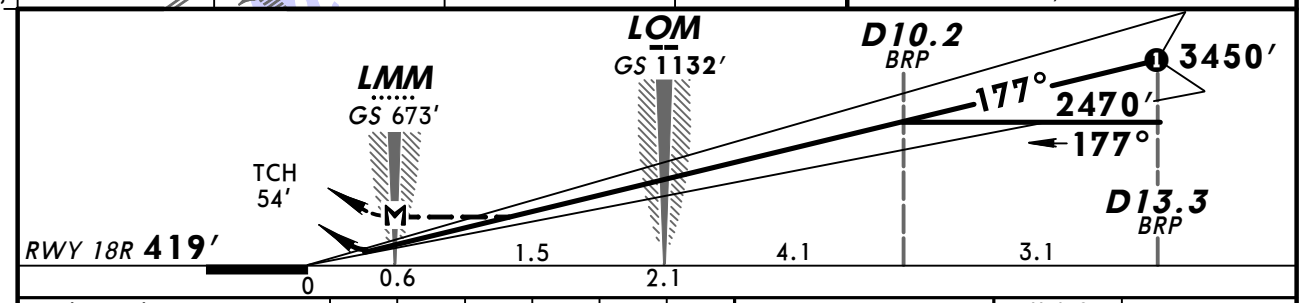
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 BRP turn RIGHT onto 210°, climbing to D4.9 BRP to 4930'. Turn LEFT onto 183° to D8.1/R-208 BRP, turn LEFT onto 094° to CY NDB and hold over 5 min at 4930'. Continue on track 352° to IVPAS, turn LEFT onto 296° to DOMAM at 3940', then according to chart.

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m
3450'	-	1050m
2470'	-	750m
990'	-	300m



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

HIALS
PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 619' (200') FULL	ILS DA(H) 619' (200') ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND 1

Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (451')	1500m	2470' (2051')	1500m
135	930' (511')	1600m	2470' (2051')	1600m
180	1030' (611')	2400m	2470' (2051')	2400m
205	1130' (711')	3600m	2470' (2051')	3600m

PANS OPS

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

CHANGES: Communications.

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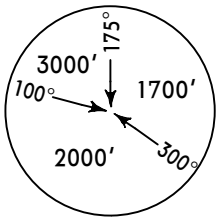
BRIEFING STRIP

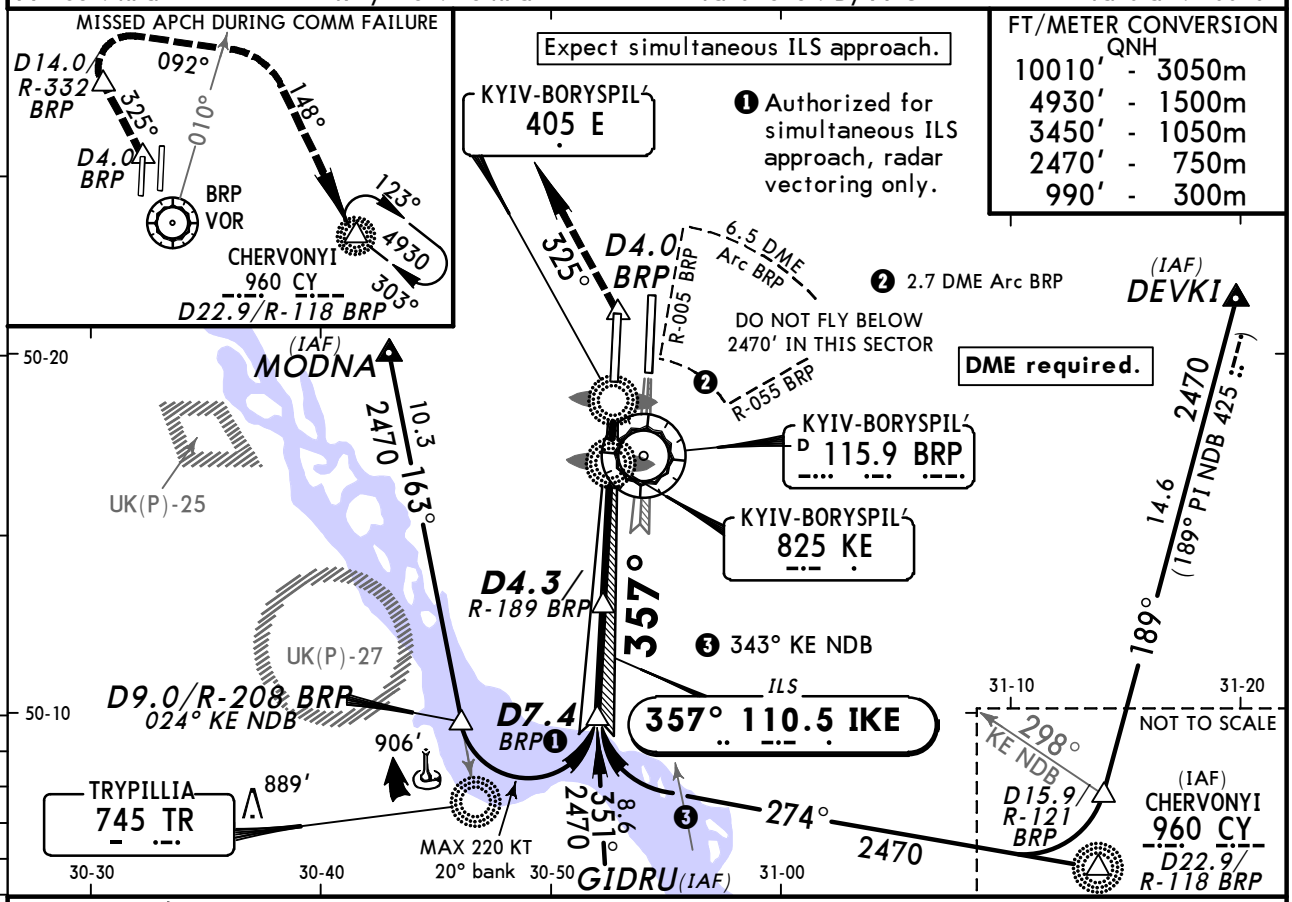
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.65	118.05 127.92

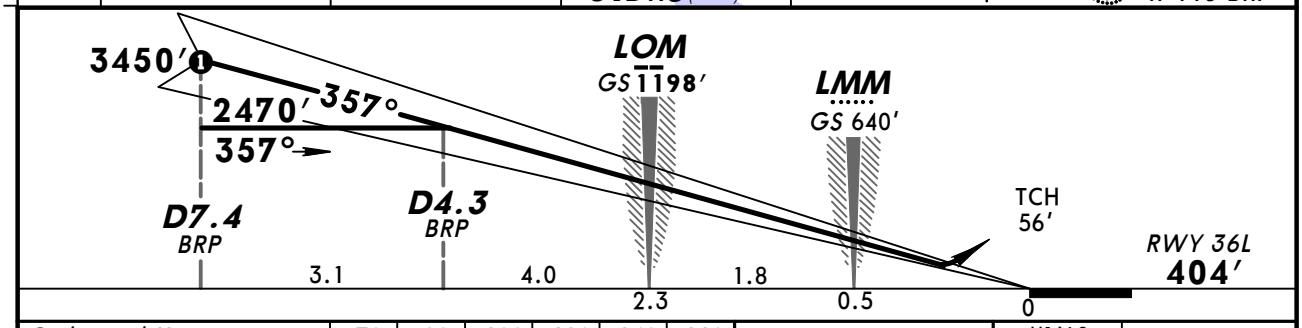
LOC	Final	GS	ILS	Apt Elev 427'
IKE	Apch Crs	LOM	DA(H)	RWY 404'
110.5	357°	1198' (794')	604' (200')	

MISSED APCH: Climb on rwy heading to 990' or above to D4.0 BRP, 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 BRP turn LEFT onto 325°, climbing to D14.0/R-332 BRP to 4930'. Turn RIGHT onto 092°, at R-010 turn RIGHT onto 148° to CY NDB and hold over 5 min at 4930', then according to chart.



Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'





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

HIALS
PAPI

Refer to Missed apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **36L**

	ILS DA(H) 604' (200') FULL	ILS DA(H) 604' (200') ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND 1

	Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
A	100	870' (466')	1500m	2470' (2066')	1500m
B	135	930' (526')	1600m	2470' (2066')	1600m
C	180	1030' (626')	2400m	2470' (2066')	2400m
D	205	1130' (726')	3600m	2470' (2066')	3600m

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

CHANGES: Communications.

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BRIEFING STRIP

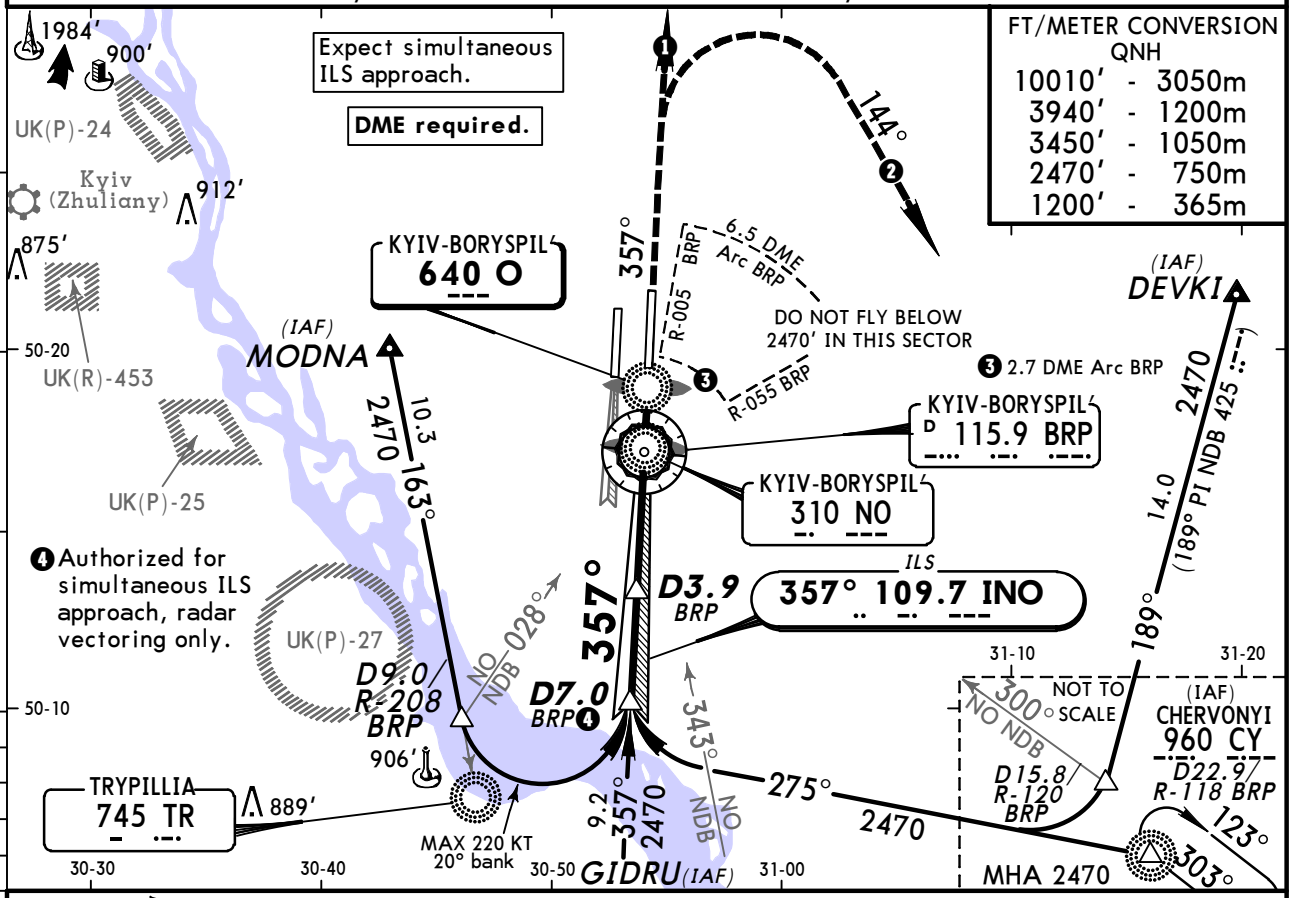
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.3	118.05 127.92

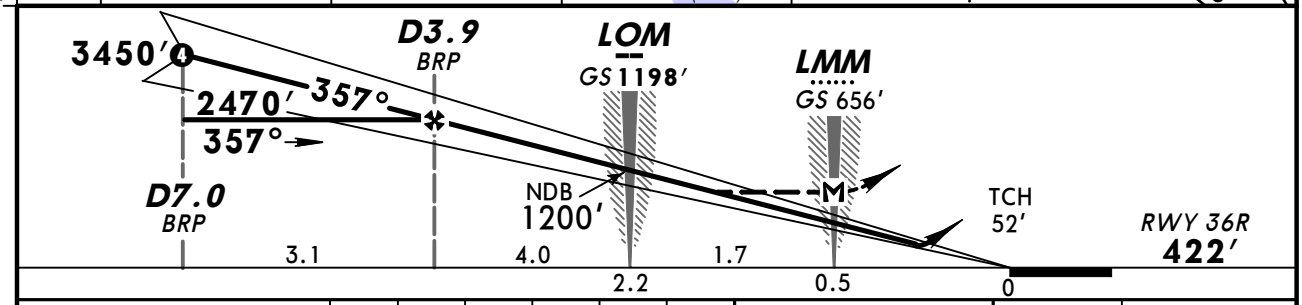
LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198' (776')	ILS DA(H) Refer to Minimums	Apt Elev 427'
NDB O 640		Minimum Alt D3.9 BRP 2470' (2048')	NDB MDA(H) 790' (368')	RWY 422'

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

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 | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'





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

HIALS-II
PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY 36R

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
DA(H) ABC: 622' (200') D: 627' (205')				MDA(H) 790' (368')	
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D	RVR 600m			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (448')	1500m	2470' (2048')	1500m
135	930' (508')	1600m	2470' (2048')	1600m
180	1030' (608')	2400m	2470' (2048')	2400m
205	1130' (708')	3600m	2470' (2048')	3600m

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

PANS OPS

CHANGES: Communications.

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BRIEFING STRIP

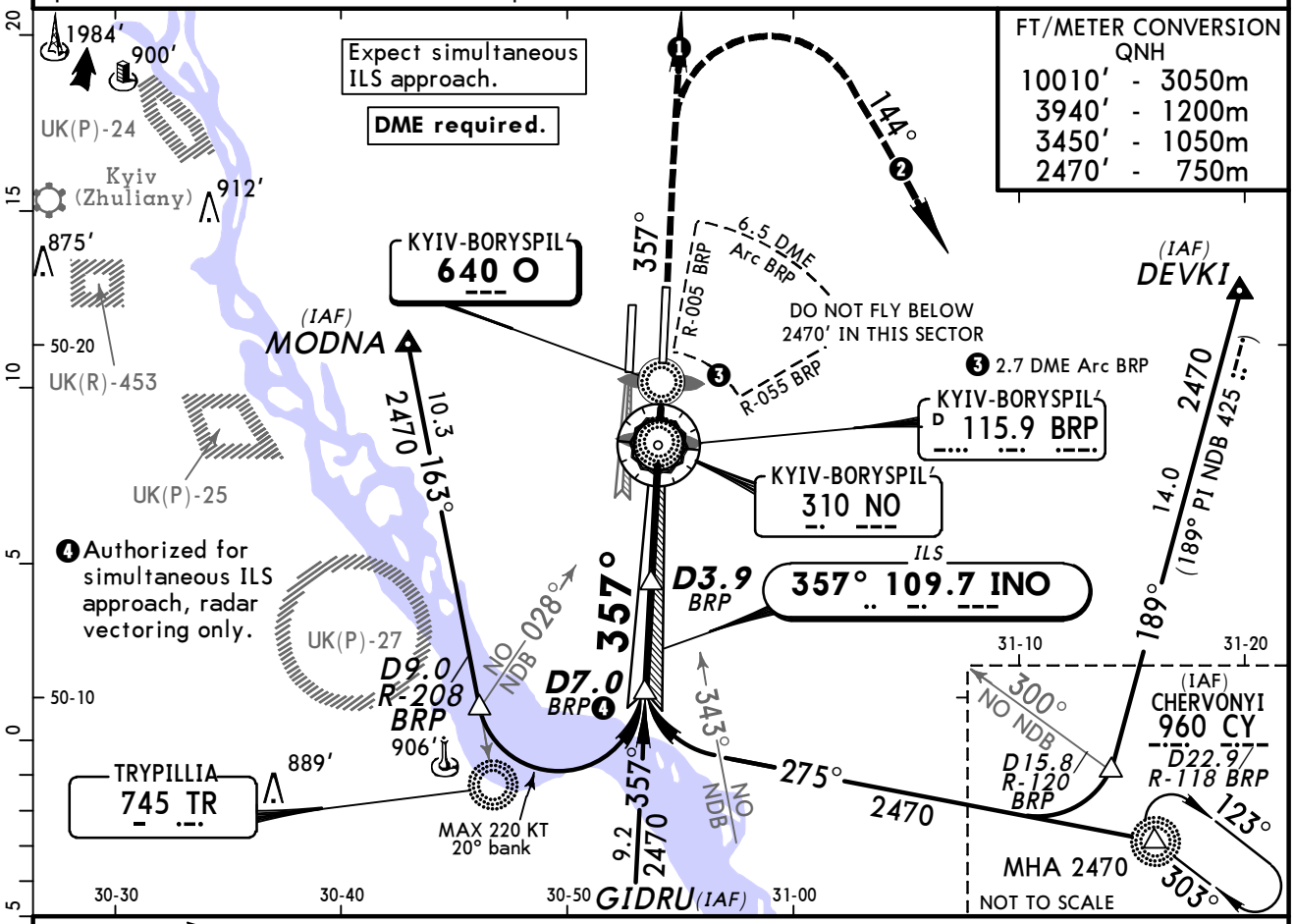
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.3	118.05 127.92

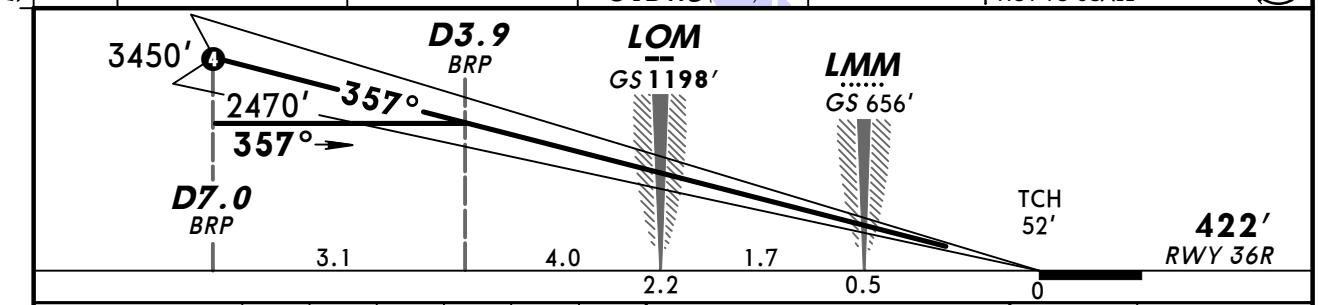
LOC	Final	GS	CAT II ILS	Apt Elev 427'
INO	Apch Crs	LOM	RA 104'	
109.7	357°	1198' (776')	DA(H) 522' (100')	RWY 422'

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: 3000' 175°, 1700' 100°, 2000' 300°

Alt Set: hPa 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
PAPI

Refer to Missed apch above

JAR-OPS

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS
ABCD
RA 104'
DA(H) **522'** (100')

PANS OPS

RVR 300m ❶

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

CHANGES: Communications.

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BRIEFING STRIP™

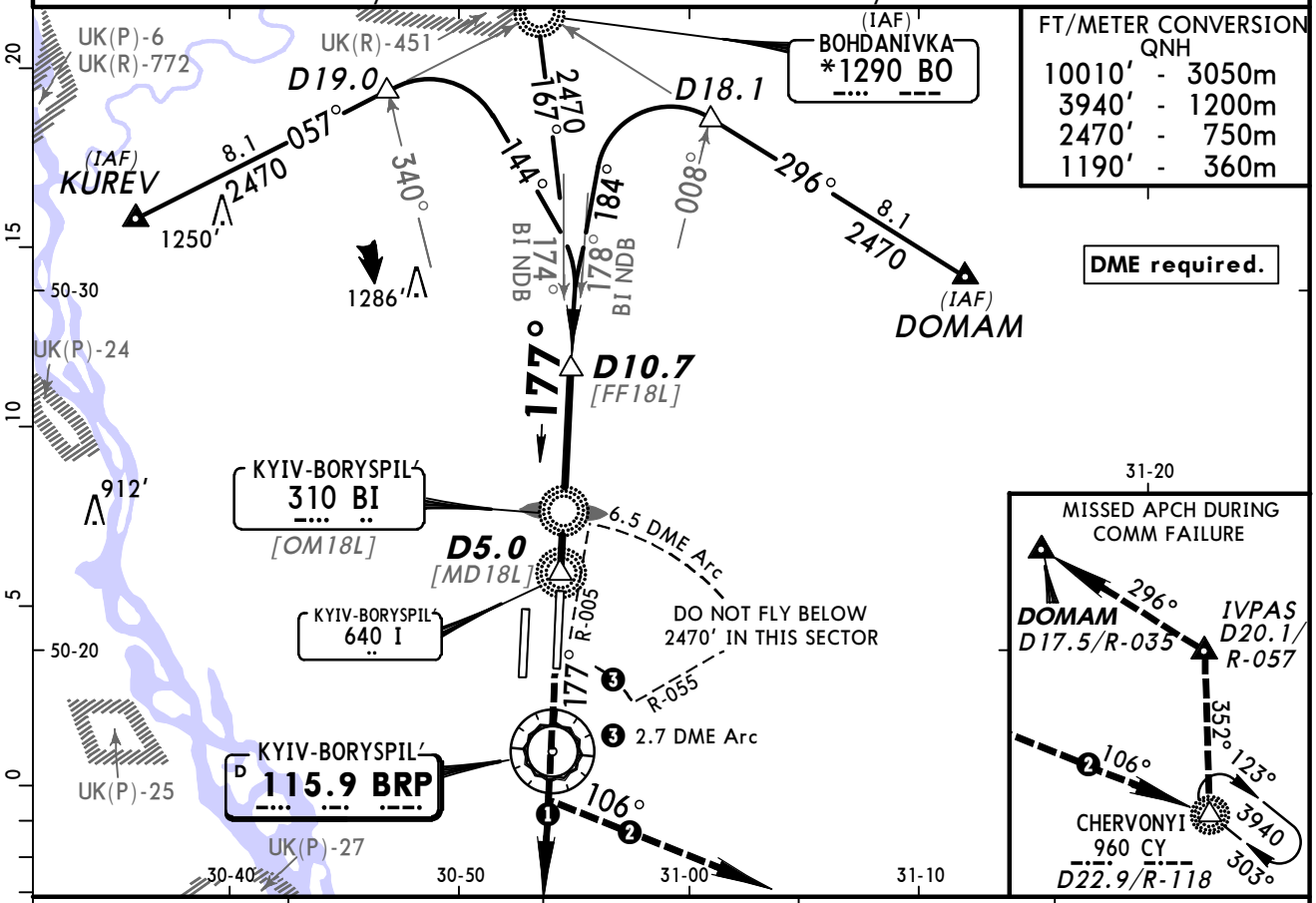
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.3	118.05 127.92

VOR BRP	Final Apch Crs	Minimum Alt D10.7	MDA(H)	Apt Elev 427'
115.9	177°	2470' (2060')	790' (380')	RWY 410'

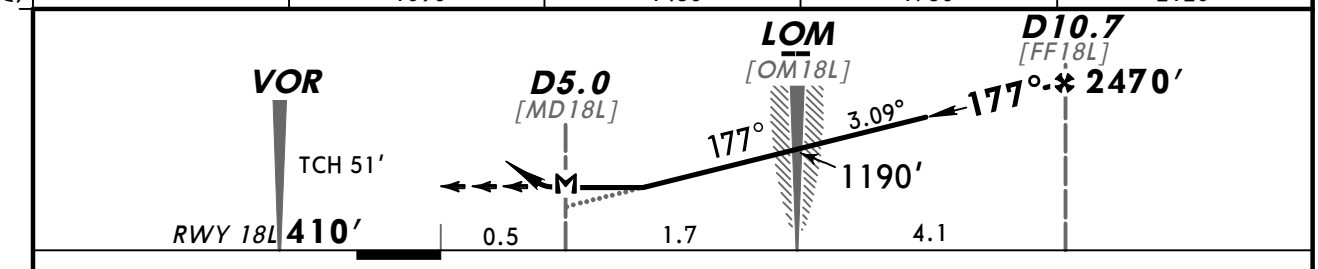
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn LEFT onto 106° to CY NDB climbing to 3940' and hold over 5 min. Continue on track 352° to IVPAS, then turn LEFT onto 296° to DOMAM, then according to chart.

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



BRP DME	6.5	7.6	8.6	9.7
ALTITUDE	1090'	1430'	1780'	2120'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at D5.0							

HIALS
PAPI

Refer to Missed apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **18L**

MDA(H) 790' (380')

		ALS out				
A	RVR 900m	RVR 1500m				
B	RVR 1000m					
C		RVR 1800m				
D	RVR 1400m	RVR 2000m				

CIRCLE-TO-LAND ❶

Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (460')	1500m	2470' (2060')	1500m
135	930' (520')	1600m	2470' (2060')	1600m
180	1030' (620')	2400m	2470' (2060')	2400m
205	1130' (720')	3600m	2470' (2060')	3600m

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

CHANGES: Communications.

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BRIEFING STRIP™

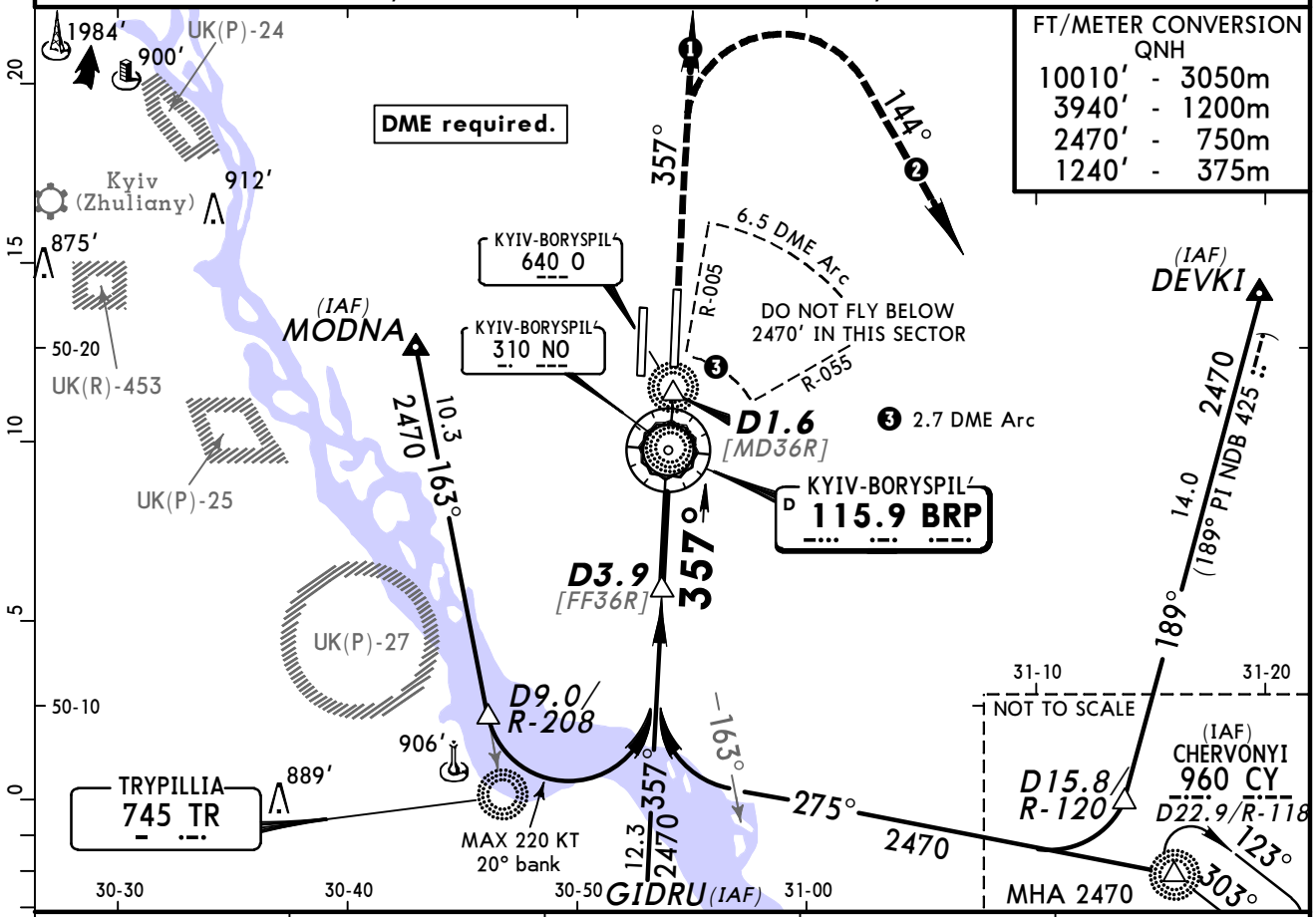
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.3	118.05 127.92

VOR BRP	Final Apch Crs	Minimum Alt D3.9	MDA(H)	Apt Elev 427'
115.9	357°	2470' (2048')	790' (368')	RWY 422'

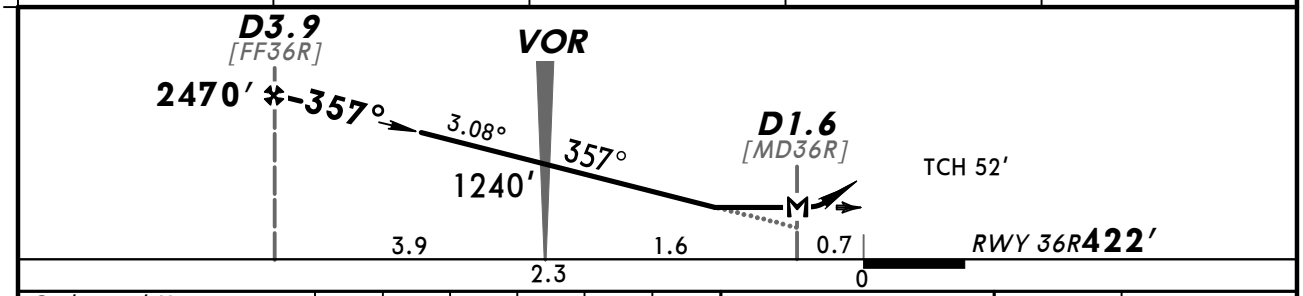
MISSED APCH: ❶ Climb on rwy heading to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470', then turn RIGHT onto 144° to CY NDB climbing to 3940', hold over 5 min, then according to chart.

MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



BRP DME	2.2 before BRP	1.1 before BRP	0.0	1.1 after BRP
ALTITUDE	1890'	1570'	1230'	880'



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

HIALS-II
PAPI

Refer to Missed apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **36R**

MDA(H) **790'** (368')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (448')	1500m	2470' (2048')	1500m
135	930' (508')	1600m	2470' (2048')	1600m
180	1030' (608')	2400m	2470' (2048')	2400m
205	1130' (708')	3600m	2470' (2048')	3600m

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

CHANGES: Communications.

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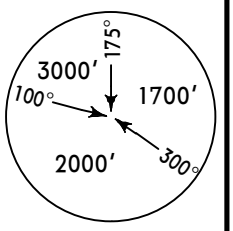
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.65	118.05 127.92

BRIEFING STRIP™

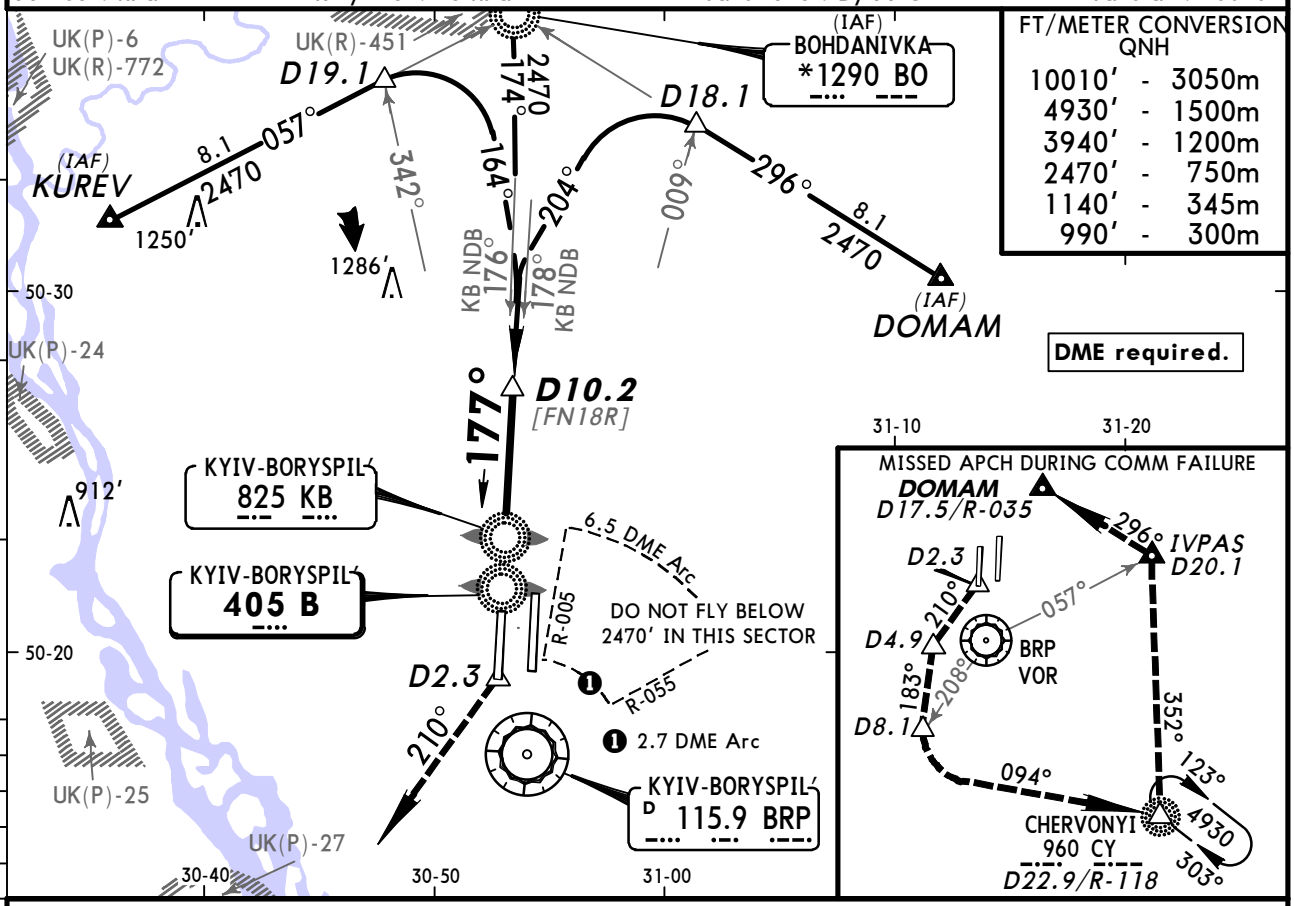
NDB	Final Apch Crs	Minimum Alt D10.2	MDA(H)	Apt Elev 427'
B 405	177°	2470' (2051')	810' (391')	RWY 419'

MISSED APCH: Climb on rwy heading to 990' or above to D2.3, turn RIGHT onto 210°, climbing to 2470', then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 turn RIGHT onto 210°, climbing to D4.9 to 4930'. Turn LEFT onto 183° to D8.1/R-208, turn LEFT onto 094° to CY NDB and hold over 5 min at 4930'. Continue on track 352° to IVPAS, turn LEFT onto 296° to DOMAM at 3940', then according to chart.



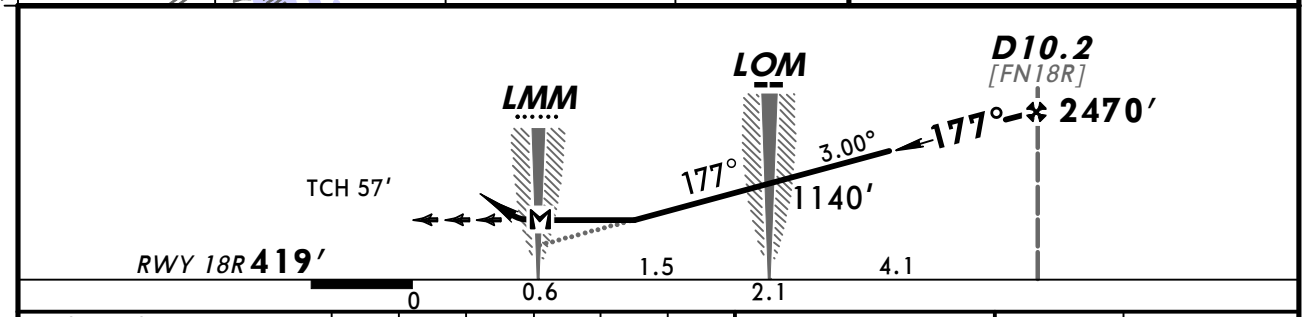
MSA
BRP VOR

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m
2470'	-	750m
1140'	-	345m
990'	-	300m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00	372	478	531	637	743 849
MAP at LMM						

HIALS
PAPI

Refer to Missed apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **18R**

MDA(H) **810'** (391')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND 1

West of apt

Max Kts	MDA(H)	VIS	MDA(H)	VIS
100	870' (451')	1500m	2470' (2051')	1500m
135	930' (511')	1600m	2470' (2051')	1600m
180	1030' (611')	2400m	2470' (2051')	2400m
205	1130' (711')	3600m	2470' (2051')	3600m

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

CHANGES: Communications. Descent angle.

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UKBB/KBP
BORYSPIL'

JEPPESEN
16 MAY 14 (16-2)

KYIV, UKRAINE
NDB Rwy 36L

BRIEFING STRIP ™

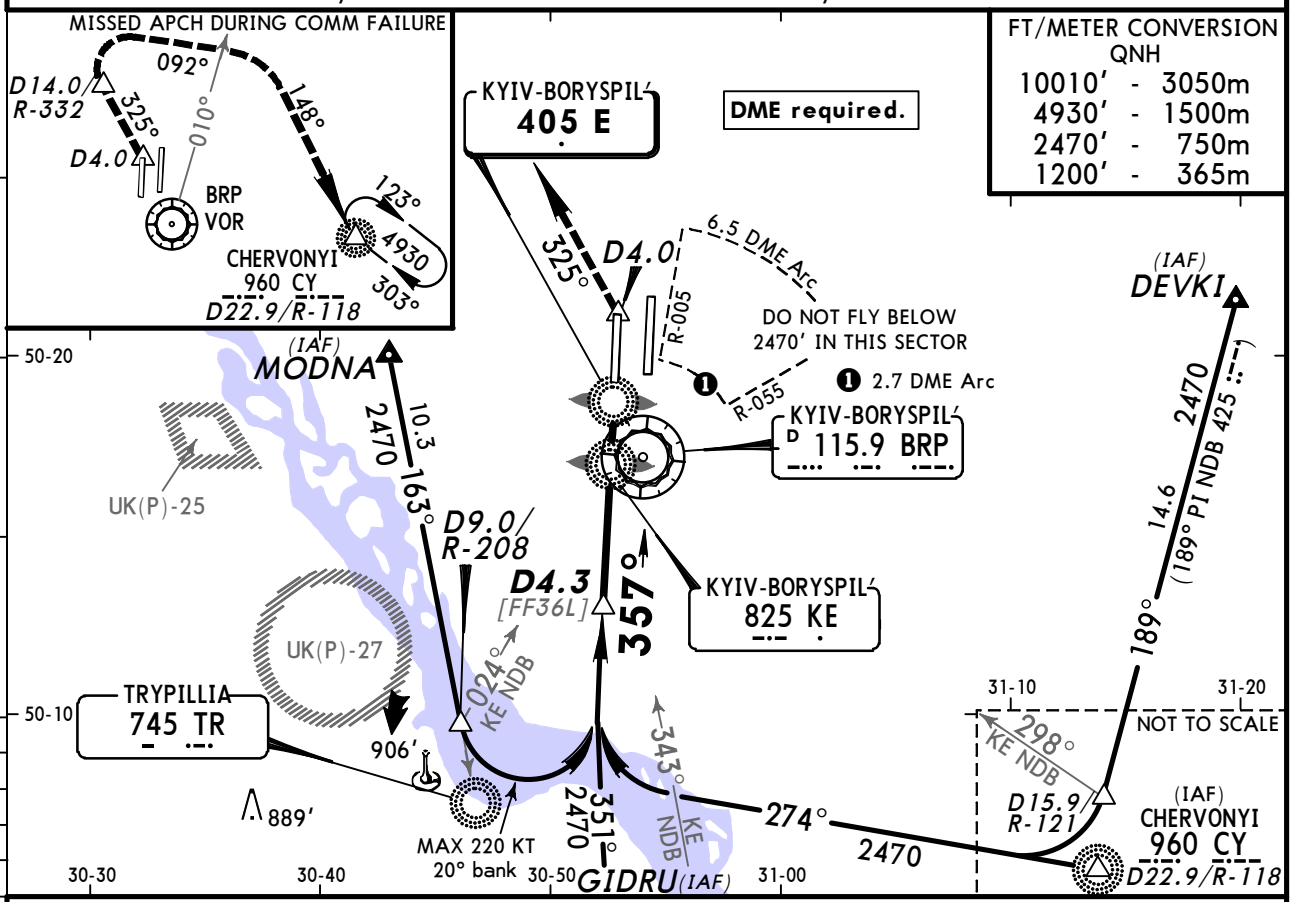
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.25)	127.72 120.9 125.3	119.65	118.05 127.92

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 427'
E 405	357°	D4.3 2470' (2066')	760' (356')	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.

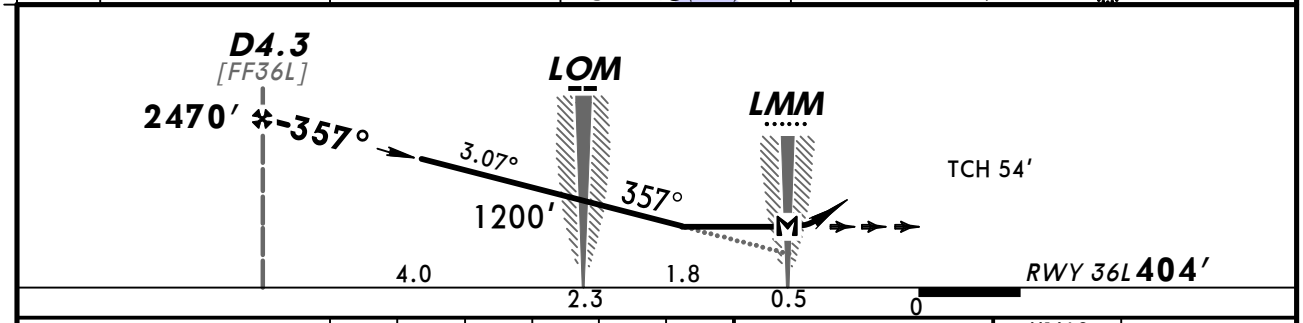
MSA BRP VOR: 3000' (175°), 1700' (100°), 2000' (300°)

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
2470'	-	750m
1200'	-	365m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.07 380	489	543	652	760	869
MAP at LMM						

HIALS
PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **36L**

MDA(H) **760'** (356')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND [1]

Max Kts.	West of apt MDA(H)	VIS	MDA(H)	VIS
100	870' (466')	1500m	2470' (2066')	1500m
135	930' (526')	1600m	2470' (2066')	1600m
180	1030' (626')	2400m	2470' (2066')	2400m
205	1130' (726')	3600m	2470' (2066')	3600m

PANS OPS

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

CHANGES: Communications. Descent angle.

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JeppView for Windows

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KYIV, (BORYSPIL' - UKBB)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKBB

Type: Terminal
Effectivity: Permanent
Begin Date: 20140211
End Date: No end date

(10-1R) KYIV Radar (APP) frequency read 125.30MHz instead of 123.00MHz.