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Terminal Charts For UKBB
Revision Letter For Cycle 01-2016
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General Information

Location: KYIV UKR
ICAO/IATA: UKBB / KBP
Lat/Long: N50° 20.68', E030° 53.60'
Elevation: 427 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 7.0° E

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

Sunrise: 0554 Z
Sunset: 1413 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: 119.425 Departure Service Non-English
ATIS: 125.950 Departure Service
ATIS: 126.700 Arrival Service
ATIS: 134.250 Arrival Service Non-English
Boryspil' Tower: 119.650
Boryspil' Tower: 119.300
Boryspil' Tower: 124.000 Military
Boryspil' Ground: 118.050
Boryspil' Ground: 127.925
Boryspil' Clearance Delivery: 130.275

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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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UKBB/KBP BORYSPIL'

JEPPESEN 31 JUL 15 10-1R

KYIV, UKRAINE

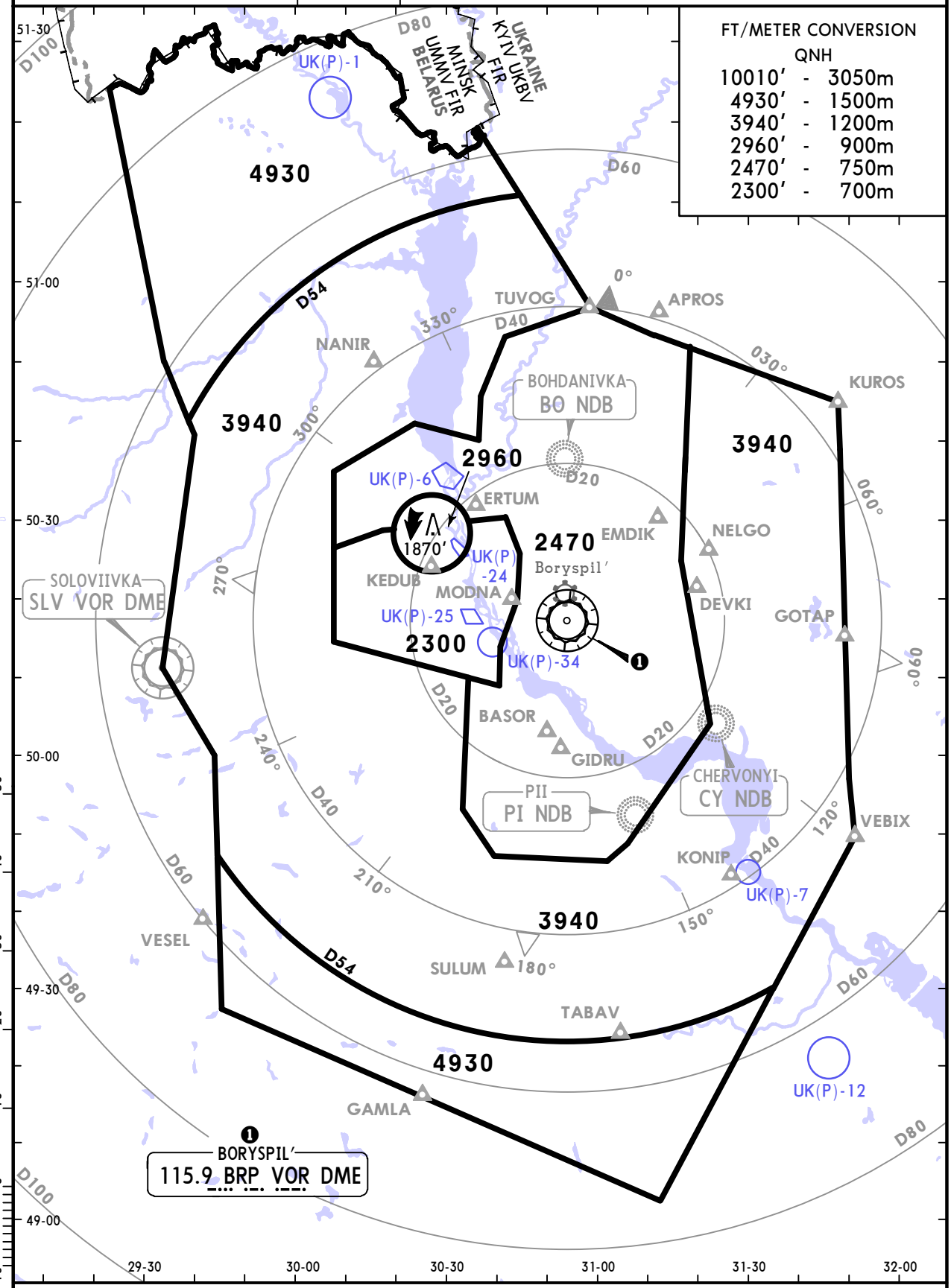
RADAR MINIMUM ALTITUDES

KYIV Radar
FOR SECTORS REFER TO 10-1
122.775 124.675
125.30
127.725 128.175

Apt Elev
427'

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

1. This chart may only be used for cross-checking of altitudes assigned while the aircraft identified.
2. Minimum Radar Vectoring Altitude are safe if the temperature at the surface is +5°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.



LOSS OF COMMUNICATION PROCEDURE

Continue initial and intermediate approach visually or by means of an appropriate final approach aid. If unable to comply, proceed to CY at 4930' or at last assigned level if higher, then according to approach procedure.

CHANGES: Altitudes & sectors revised.

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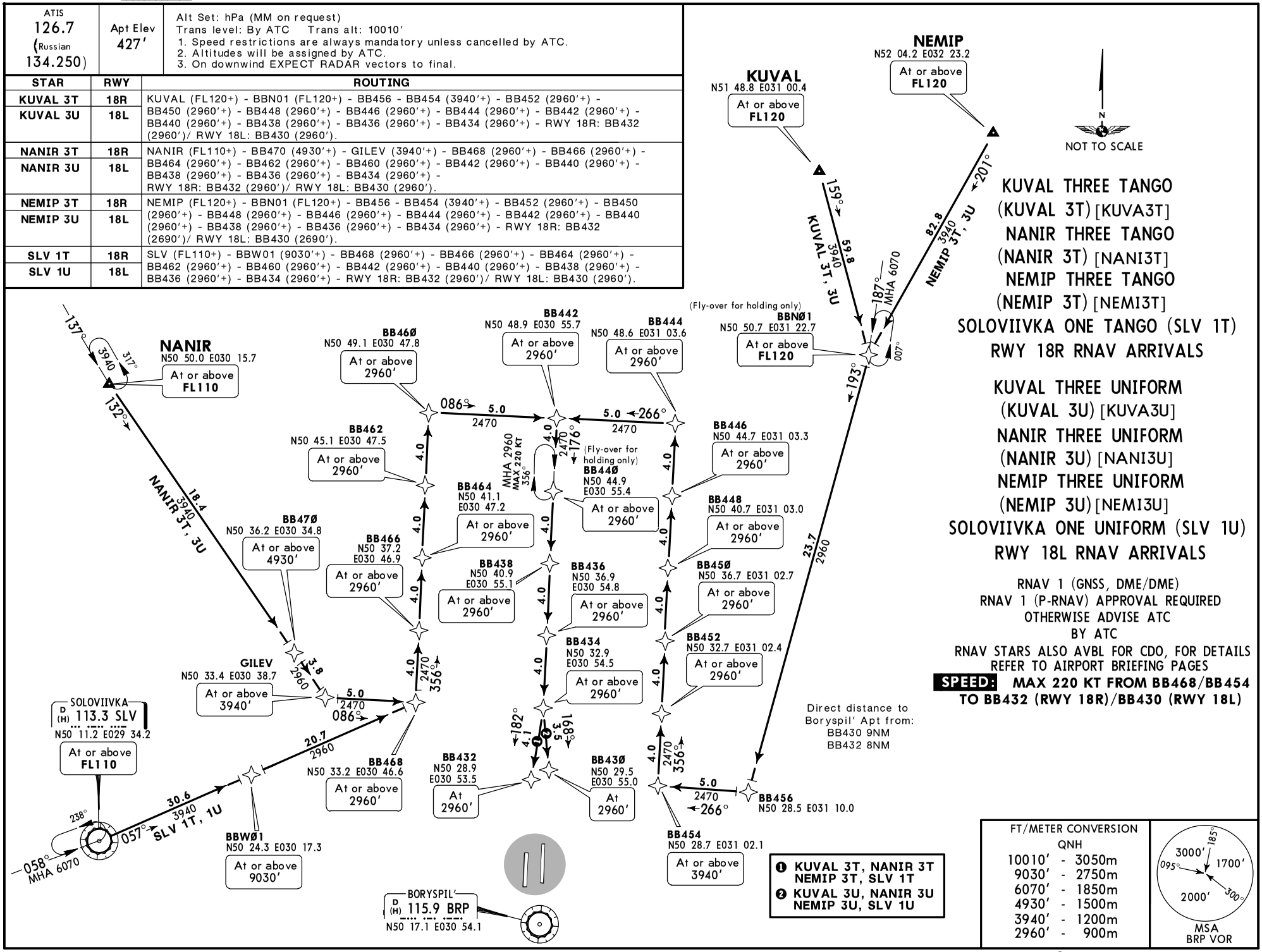
ATIS	Apt Elev	
126.7 (Russian 134.250)	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

STAR	RWY	ROUTING
KUVAL 3T	18R	KUVAL (FL120+) - BBN01 (FL120+) - BB456 - BB454 (3940'+) - BB452 (2960'+) - BB450 (2960'+) - BB448 (2960'+) - BB446 (2960'+) - BB444 (2960'+) - BB442 (2960'+) - BB440 (2960'+) - BB438 (2960'+) - BB436 (2960'+) - BB434 (2960'+) - RWY 18R: BB432 (2960')/ RWY 18L: BB430 (2960').
KUVAL 3U	18L	
NANIR 3T	18R	NANIR (FL110+) - BB470 (4930'+) - GILEV (3940'+) - BB468 (2960'+) - BB466 (2960'+) - BB464 (2960'+) - BB462 (2960'+) - BB460 (2960'+) - BB442 (2960'+) - BB440 (2960'+) - BB438 (2960'+) - BB436 (2960'+) - BB434 (2960'+) - RWY 18R: BB432 (2960')/ RWY 18L: BB430 (2960').
NANIR 3U	18L	
NEMIP 3T	18R	NEMIP (FL120+) - BBN01 (FL120+) - BB456 - BB454 (3940'+) - BB452 (2960'+) - BB450 (2960'+) - BB448 (2960'+) - BB446 (2960'+) - BB444 (2960'+) - BB442 (2960'+) - BB440 (2960'+) - BB438 (2960'+) - BB436 (2960'+) - BB434 (2960'+) - RWY 18R: BB432 (2690')/ RWY 18L: BB430 (2690').
NEMIP 3U	18L	
SLV 1T	18R	SLV (FL110+) - BBW01 (9030'+) - BB468 (2960'+) - BB466 (2960'+) - BB464 (2960'+) - BB462 (2960'+) - BB460 (2960'+) - BB442 (2960'+) - BB440 (2960'+) - BB438 (2960'+) - BB436 (2960'+) - BB434 (2960'+) - RWY 18R: BB432 (2960')/ RWY 18L: BB430 (2960').
SLV 1U	18L	



CHANGES: RNAV STARs completely revised.

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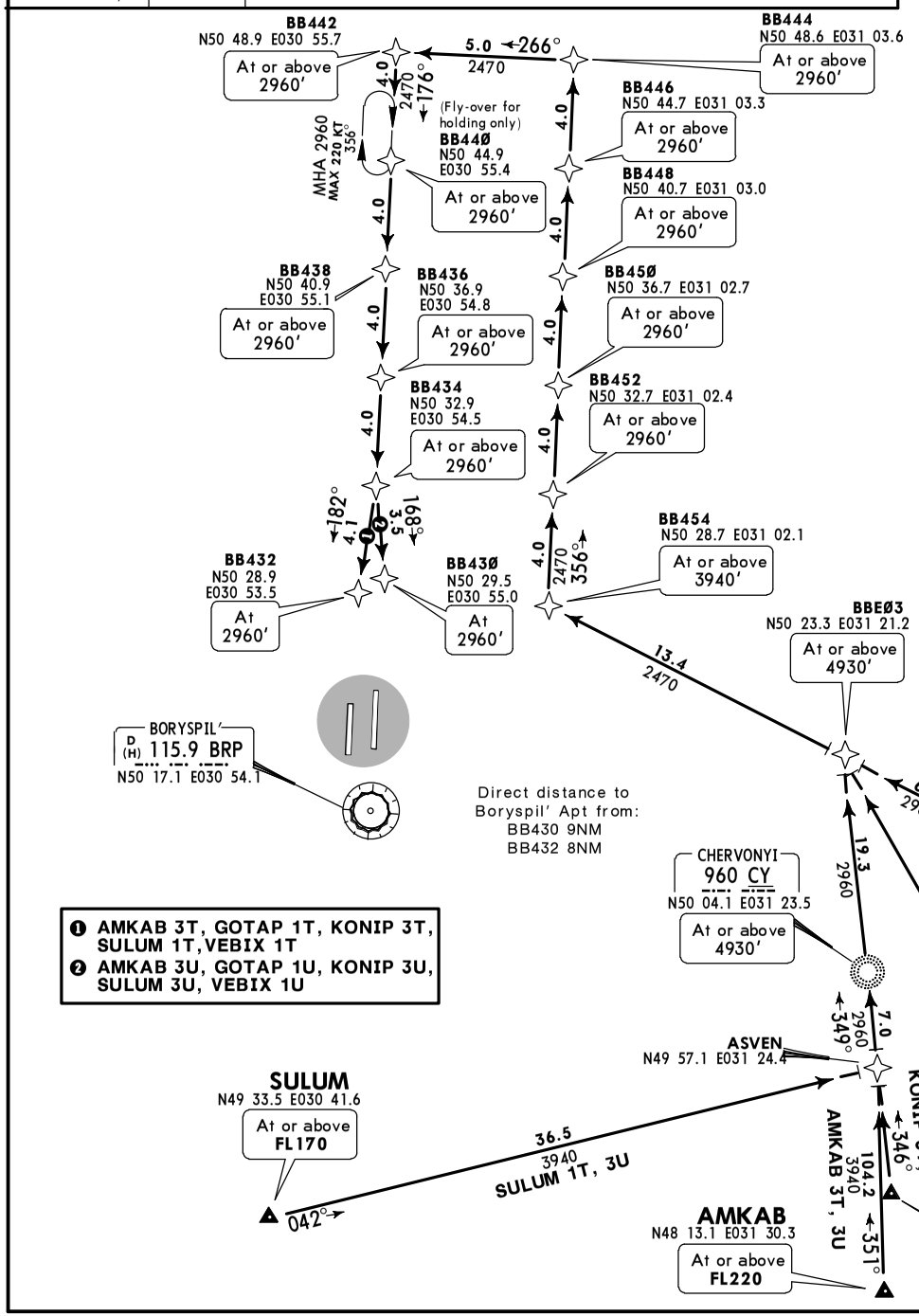
ATIS	Apt Elev	
126.7 (Russian 134.250)	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

AMKAB THREE TANGO (AMKAB 3T) [AMKA3T]
GOTAP ONE TANGO (GOTAP 1T) [GOTA1T]
KONIP THREE TANGO (KONIP 3T) [KONI3T]
SULUM ONE TANGO (SULUM 1T) [SULU1T]
VEBIX ONE TANGO (VEBIX 1T) [VEBI1T]
RWY 18R RNAV ARRIVALS

AMKAB THREE UNIFORM (AMKAB 3U) [AMKA3U]
GOTAP ONE UNIFORM (GOTAP 1U) [GOTA1U]
KONIP THREE UNIFORM (KONIP 3U) [KONI3U]
SULUM THREE UNIFORM (SULUM 3U) [SULU3U]
VEBIX ONE UNIFORM (VEBIX 1U) [VEBI1U]
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
SPEED: MAX 220 KT FROM BB454 TO BB432 (RWY 18R)/BB430 (RWY 18L)

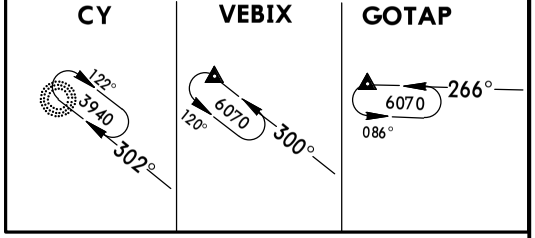


STAR	RWY	ROUTING
AMKAB 3T	18R	AMKAB (FL220+) - ASVEN - CY (4930′+) - BBE03 (4930′+).
AMKAB 3U	18L	
GOTAP 1T	18R	GOTAP (10010+) - BB458 (6070′+) - BBE03 (4930′+).
GOTAP 1U	18L	
KONIP 3T	18R	KONIP (10010′+) - ASVEN - CY (4930′+) - BBE03 (4930′+).
KONIP 3U	18L	
SULUM 1T	18R	SULUM (FL170+) - ASVEN - CY (4930′+) - BBE03 (4930′+).
SULUM 3U	18L	
VEBIX 1T	18R	VEBIX (8040′+) - BBE03 (4930′+).
VEBIX 1U	18L	

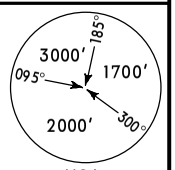
ROUTING

BB454 (3940′+) - BB452 (2960′+) - BB450 (2960′+) - BB448 (2960′+) - BB446 (2960′+) - BB444 (2960′+) - BB442 (2960′+) - BB440 (2960′+) - BB438 (2960′+) - BB436 (2960′+) - BB434 (2960′+) - RWY 18R: BB432 (2960′)/ RWY 18L: BB430 (2960′).

HOLDINGS OVER



FT/METER CONVERSION	
QNH	
10010′	3050m
8040′	2450m
6070′	1850m
4930′	1500m
3940′	1200m
2960′	900m



MSA
BRP VOR

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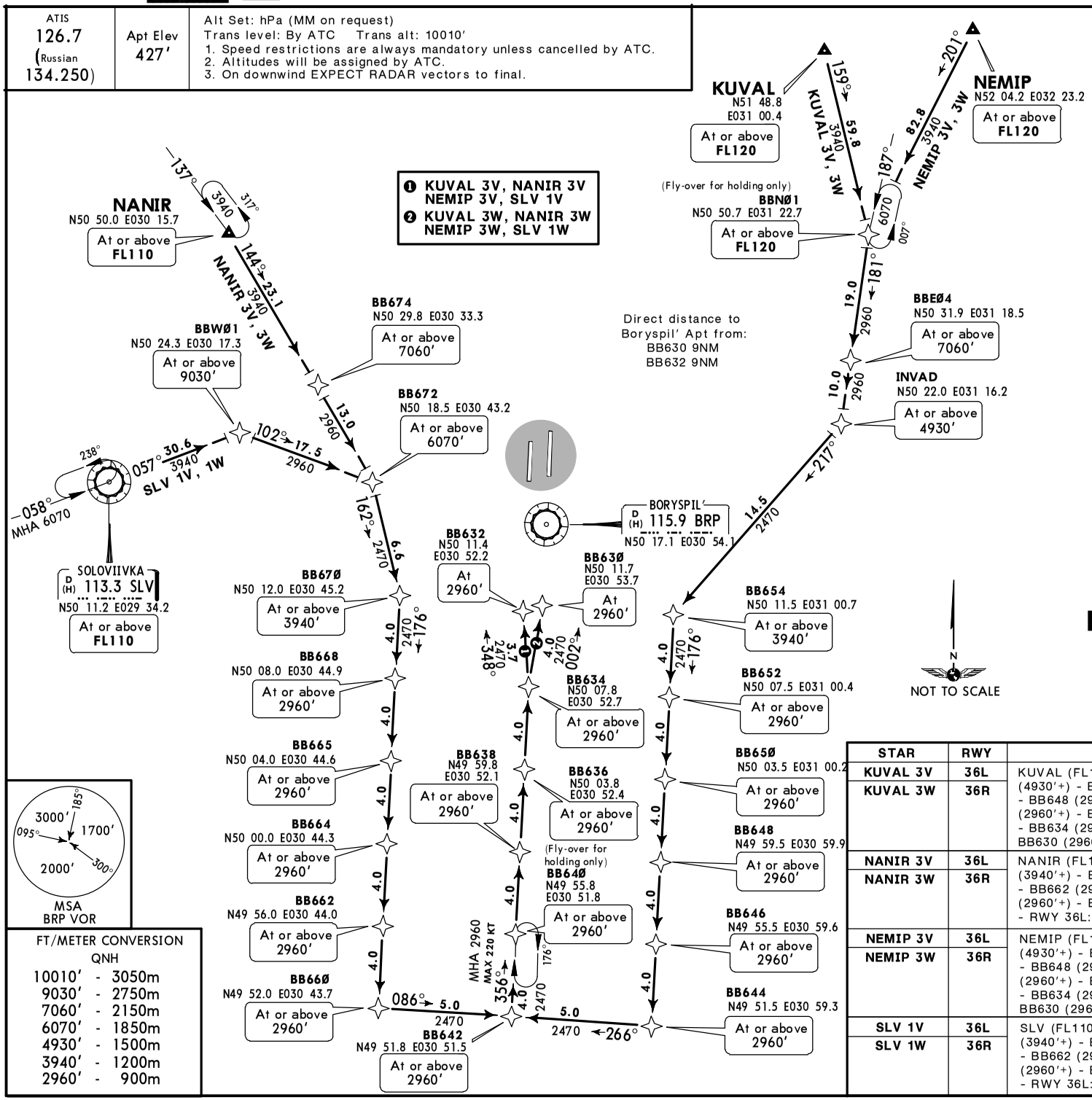
ATIS	Apt Elev	
126.7 (Russian 134.250)	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.

KUVAL THREE VICTOR (KUVAL 3V) [KUVA3]
NANIR THREE VICTOR (NANIR 3V) [NANI3V]
NEMIP THREE VICTOR (NEMIP 3V) [NEMI3V]
SOLOVIIVKA ONE VICTOR (SLV 1V) RWY 36L RNAV ARRIVALS

KUVAL THREE WHISKEY (KUVAL 3W) [KUVA3W]
NANIR THREE WHISKEY (NANIR 3W) [NANI3W]
NEMIP THREE WHISKEY (NEMIP 3W) [NEMI3W]
SOLOVIIVKA ONE WHISKEY (SLV 1W) 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

SPEED: MAX 220 KT FROM BB654/BB670 TO BB632 (RWY 36L)/BB630 (RWY 36R)



FT/METER CONVERSION QNH	
10010′	3050m
9030′	2750m
7060′	2150m
6070′	1850m
4930′	1500m
3940′	1200m
2960′	900m

STAR	RWY	ROUTING
KUVAL 3V	36L	KUVAL (FL120+) - BBN01 (FL120+) - BBE04 (7060′+) - INVAD (4930′+) - BB654 (3940′+) - BB652 (2960′+) - BB650 (2960′+) - BB648 (2960′+) - BB646 (2960′+) - BB644 (2960′+) - BB642 (2960′+) - BB640 (2960′+) - BB638 (2960′+) - BB636 (2960′+) - BB634 (2960′+) - RWY 36L: BB632 (2960′)/ RWY 36R: BB630 (2960′).
KUVAL 3W	36R	
NANIR 3V	36L	NANIR (FL110+) - BB674 (7060′+) - BB672 (6070′+) - BB670 (3940′+) - BB668 (2960′+) - BB665 (2960′+) - BB664 (2960′+) - BB662 (2960′+) - BB660 (2960′+) - BB642 (2960′+) - BB640 (2960′+) - BB638 (2960′+) - BB636 (2960′+) - BB634 (2960′+) - RWY 36L: BB632 (2960′)/ RWY 36R: BB630 (2960′).
NANIR 3W	36R	
NEMIP 3V	36L	NEMIP (FL120+) - BBN01 (FL120+) - BBE04 (7060′+) - INVAD (4930′+) - BB654 (3940′+) - BB652 (2960′+) - BB650 (2960′+) - BB648 (2960′+) - BB646 (2960′+) - BB644 (2960′+) - BB642 (2960′+) - BB640 (2960′+) - BB638 (2960′+) - BB636 (2960′+) - BB634 (2960′+) - RWY 36L: BB632 (2960′)/ RWY 36R: BB630 (2960′).
NEMIP 3W	36R	
SLV 1V	36L	SLV (FL110+) - BBW01 (9030′+) - BB672 (6070′+) - BB670 (3940′+) - BB668 (2960′+) - BB665 (2960′+) - BB664 (2960′+) - BB662 (2960′+) - BB660 (2960′+) - BB642 (2960′+) - BB640 (2960′+) - BB638 (2960′+) - BB636 (2960′+) - BB634 (2960′+) - RWY 36L: BB632 (2960′)/ RWY 36R: BB630 (2960′).
SLV 1W	36R	

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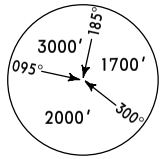
ATIS	Apt Elev
126.7 (Russian 134.250)	427'

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.

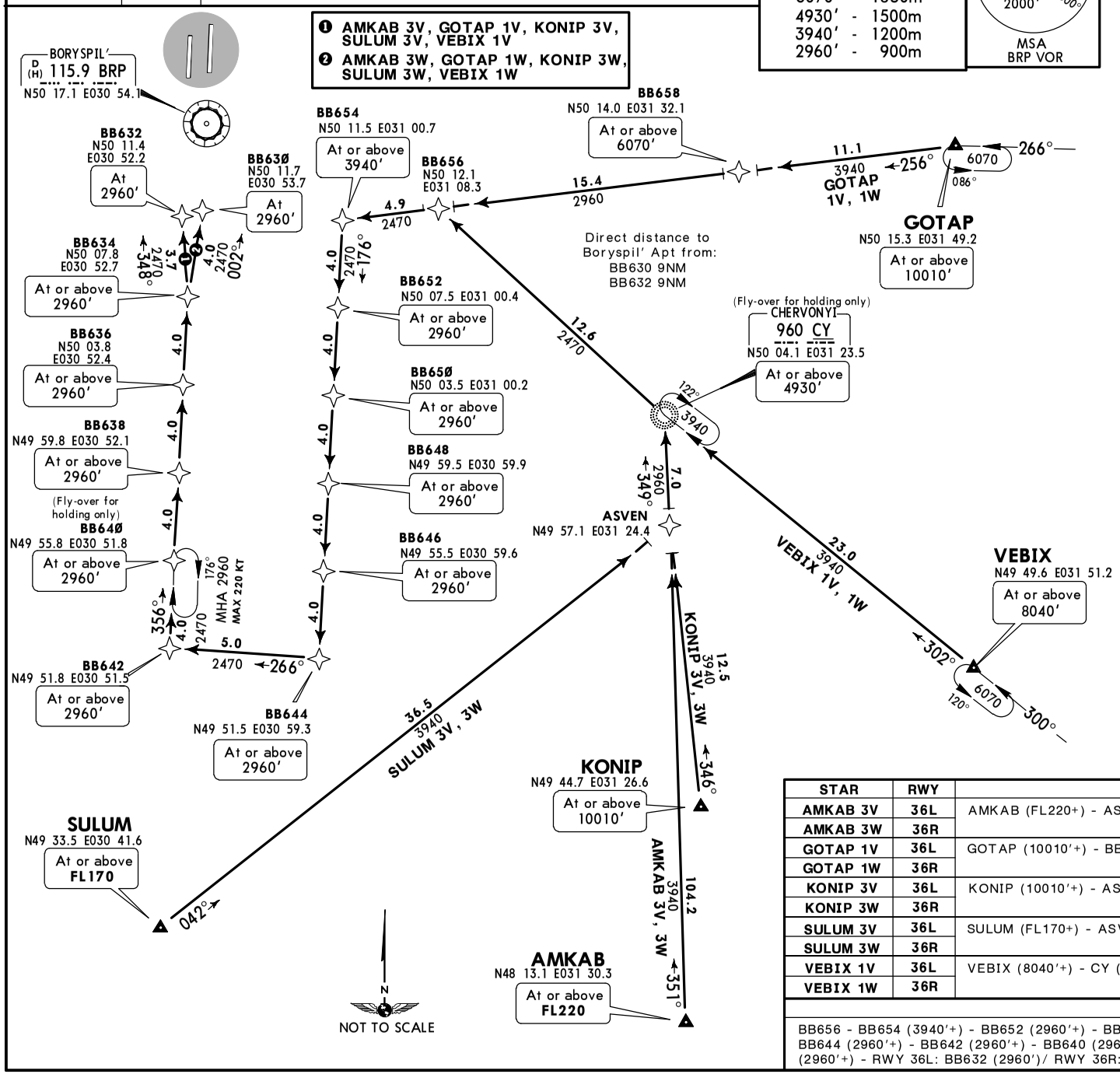
FT/METER CONVERSION
QNH

10010'	3050m
8040'	2450m
6070'	1850m
4930'	1500m
3940'	1200m
2960'	900m



MSA
BRP VOR

❶ AMKAB 3V, GOTAP 1V, KONIP 3V, SULUM 3V, VEBIX 1V
❷ AMKAB 3W, GOTAP 1W, KONIP 3W, SULUM 3W, VEBIX 1W



AMKAB THREE VICTOR
(AMKAB 3V) [AMKA3V]
GOTAP ONE VICTOR
(GOTAP 1V) [GOTA1V]
KONIP THREE VICTOR
(KONIP 3V) [KONI3V]
SULUM THREE VICTOR
(SULUM 3V) [SULU3V]
VEBIX ONE VICTOR
(VEBIX 1V) [VEBI1V]
RWY 36L RNAV ARRIVALS

AMKAB THREE WHISKEY
(AMKAB 3W) [AMKA3W]
GOTAP ONE WHISKEY
(GOTAP 1W) [GOTA1W]
KONIP THREE WHISKEY
(KONIP 3W) [KONI3W]
SULUM THREE WHISKEY
(SULUM 3W) [SULU3W]
VEBIX ONE WHISKEY
(VEBIX 1W) [VEBI1W]
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
SPEED: MAX 220 KT FROM BB654 TO BB632 (RWY 36L)/BB630 (RWY 36R)

STAR	RWY	ROUTING
AMKAB 3V	36L	AMKAB (FL220+) - ASVEN - CY (4930'+) - BB656.
AMKAB 3W	36R	
GOTAP 1V	36L	GOTAP (10010'+) - BB658 (6070'+) - BB656.
GOTAP 1W	36R	
KONIP 3V	36L	KONIP (10010'+) - ASVEN - CY (4930'+) - BB656.
KONIP 3W	36R	
SULUM 3V	36L	SULUM (FL170+) - ASVEN - CY (4930'+) - BB656.
SULUM 3W	36R	
VEBIX 1V	36L	VEBIX (8040'+) - CY (4930'+) - BB656.
VEBIX 1W	36R	

ROUTING

BB656 - BB654 (3940'+) - BB652 (2960'+) - BB650 (2960'+) - BB648 (2960'+) - BB646 (2960'+) - BB644 (2960'+) - BB642 (2960'+) - BB640 (2960'+) - BB638 (2960'+) - BB636 (2960'+) - BB634 (2960'+) - RWY 36L: BB632 (2960')/ RWY 36R: BB630 (2960').

CHANGES: RNAV STARs completely revised.

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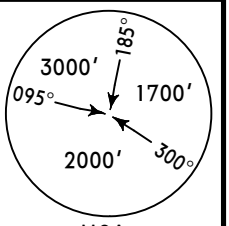
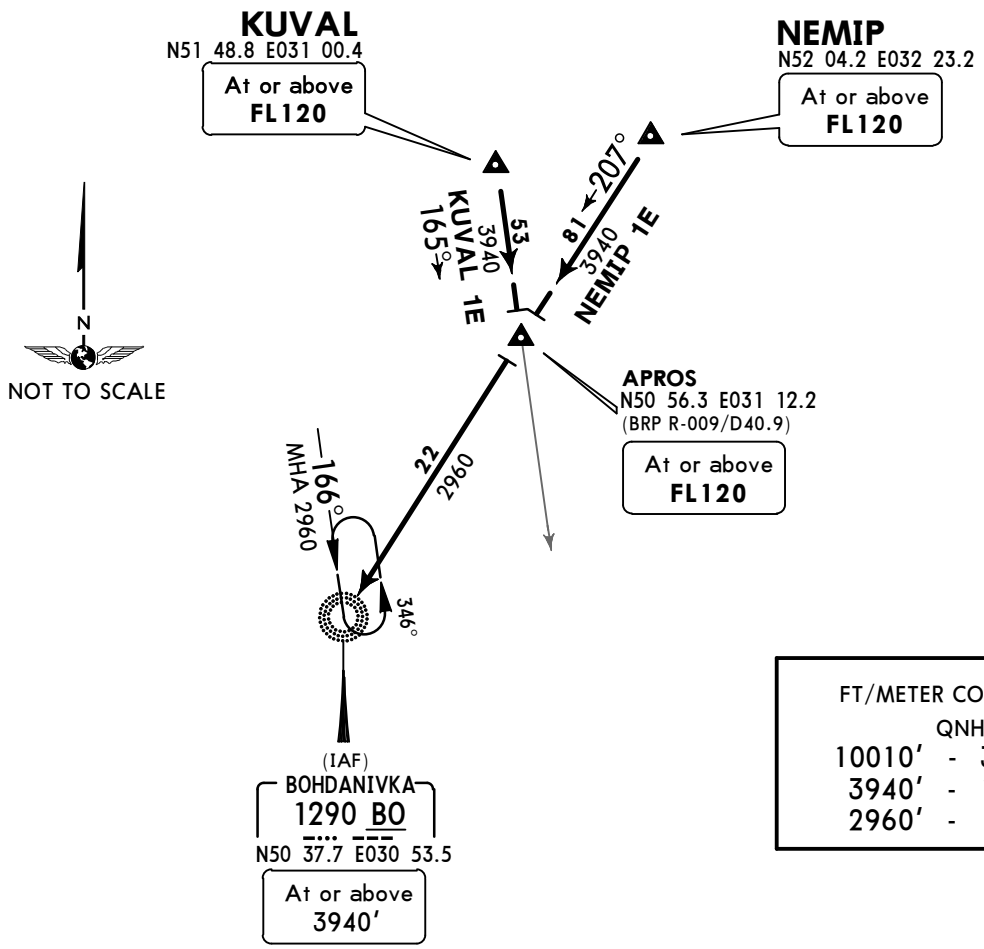
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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 ECHO (KUVAL 1E)[KUVA1E]
NEMIP ONE ECHO (NEMIP 1E)[NEMI1E]
RWYS 18L/R ARRIVALS

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

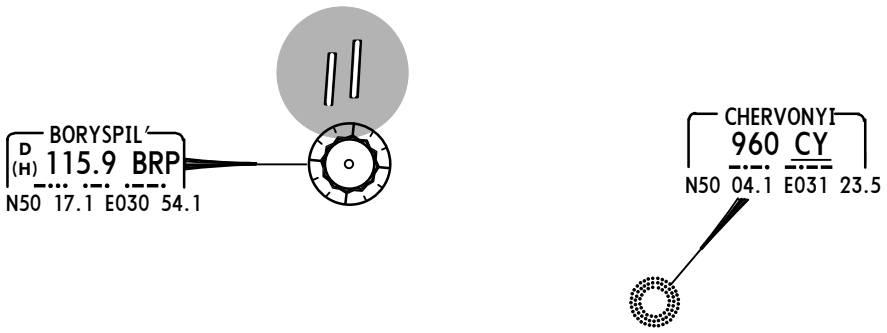


MSA
BRP VOR



FT/METER CONVERSION

QNH		
10010'	-	3050m
3940'	-	1200m
2960'	-	900m



STAR	ROUTING
KUVAL 1E	On 165° bearing towards CY, at APROS turn RIGHT, intercept 207° bearing to BO, then according to approach chart.
NEMIP 1E	On 207° bearing via APROS to BO, then according to approach chart.

CHANGES: Reissue.

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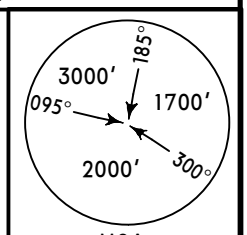
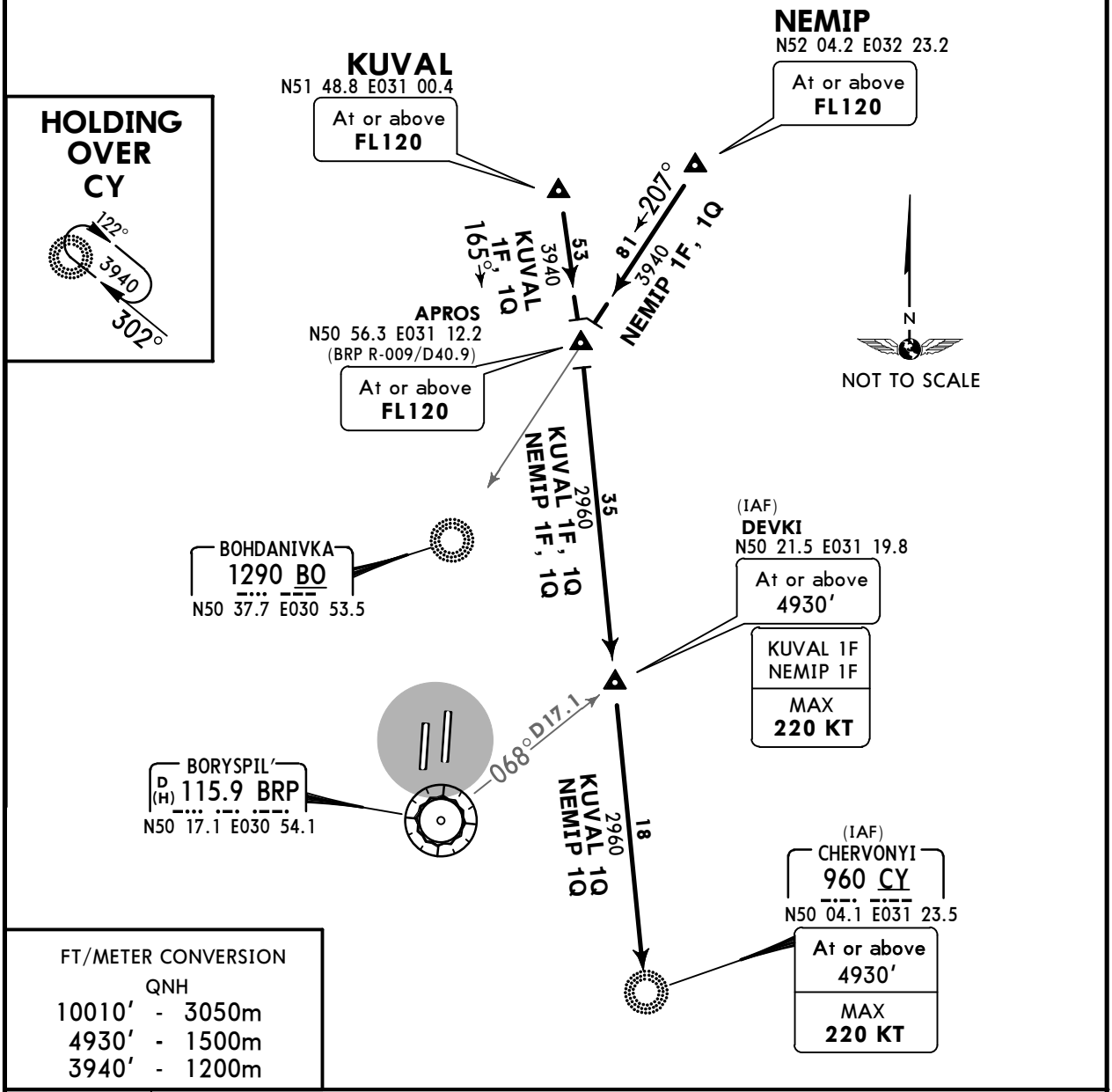
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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 FOXTROT (KUVAL 1F)[KUVA1F]
KUVAL ONE QUEBEC (KUVAL 1Q)[KUVA1Q]
NEMIP ONE FOXTROT (NEMIP 1F)[NEMI1F]
NEMIP ONE QUEBEC (NEMIP 1Q)[NEMI1Q]
RWYS 36L/R ARRIVALS

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



MSA
BRP VOR



FT/METER CONVERSION

QNH		
10010'	-	3050m
4930'	-	1500m
3940'	-	1200m

STAR	ROUTING
KUVAL 1F	On 165° bearing towards CY, via APROS to DEVKI, then according to approach chart.
KUVAL 1Q	On 165° bearing via APROS and DEVKI to CY, then according to approach chart.
NEMIP 1F	On 207° bearing towards BO, at APROS turn LEFT, intercept 165° bearing towards CY to DEVKI, then according to approach chart.
NEMIP 1Q	On 207° bearing towards BO, at APROS turn LEFT, intercept 165° bearing via DEVKI to CY, then according to approach chart.

CHANGES: Reissue.

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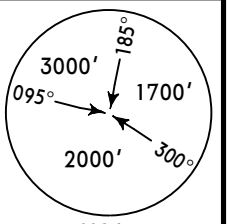
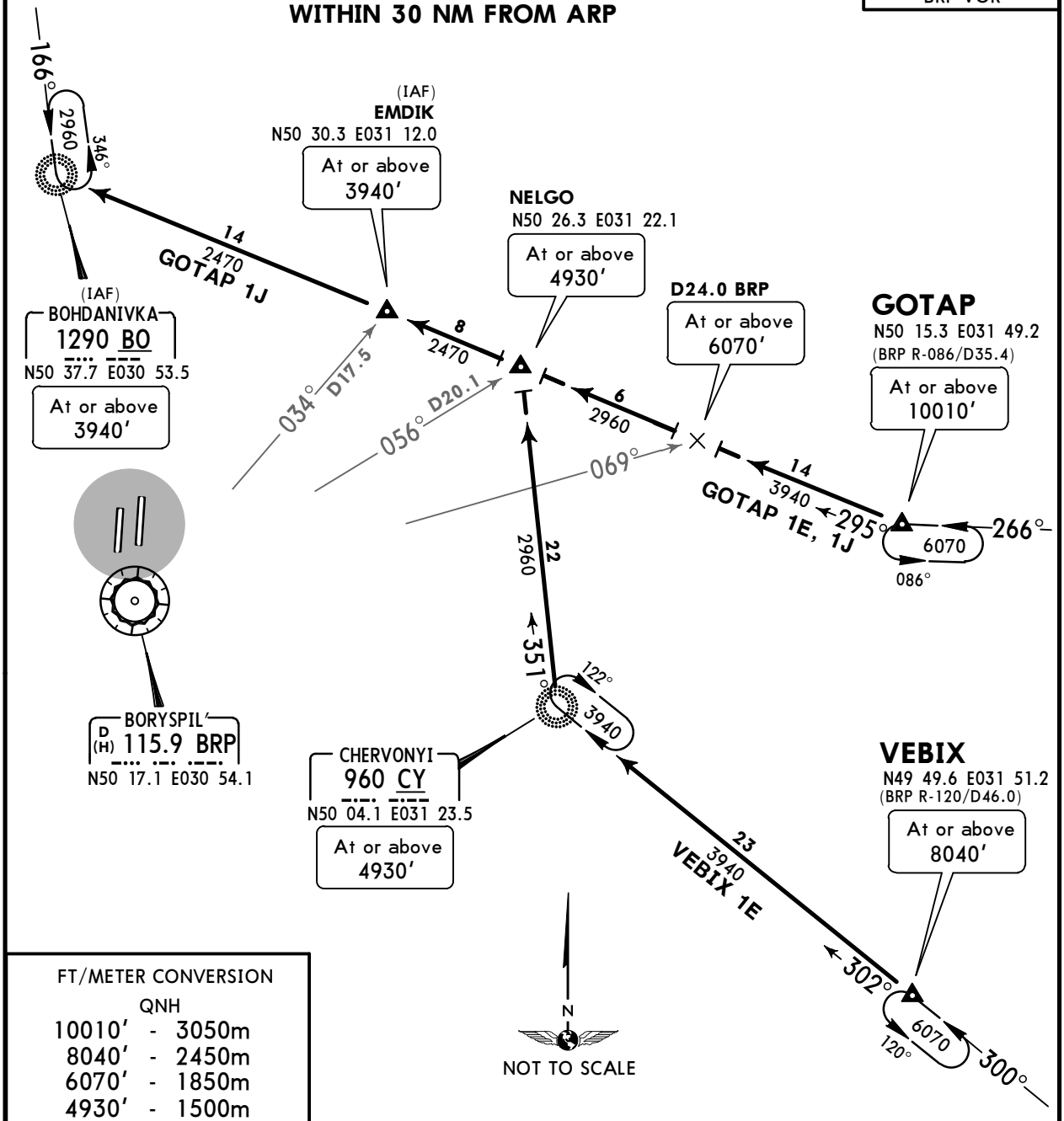
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed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

GOTAP ONE ECHO (GOTAP 1E)[GOTA1E]
GOTAP ONE JULIETT (GOTAP 1J)[GOTA1J]
VEBIX ONE ECHO (VEBIX 1E)[VEBI1E]
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
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

STAR	ROUTING
GOTAP 1E	On 295° bearing towards BO via NELGO to EMDIK, then according to approach chart.
GOTAP 1J	On 295° bearing via NELGO and EMDIK to BO, then according to approach chart.
VEBIX 1E	On 302° bearing to CY, turn RIGHT, 351° bearing to NELGO, turn LEFT, intercept 295° bearing towards BO to EMDIK, then according to approach chart.

CHANGES: NEGLO renamed NELGO.

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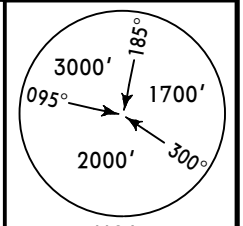
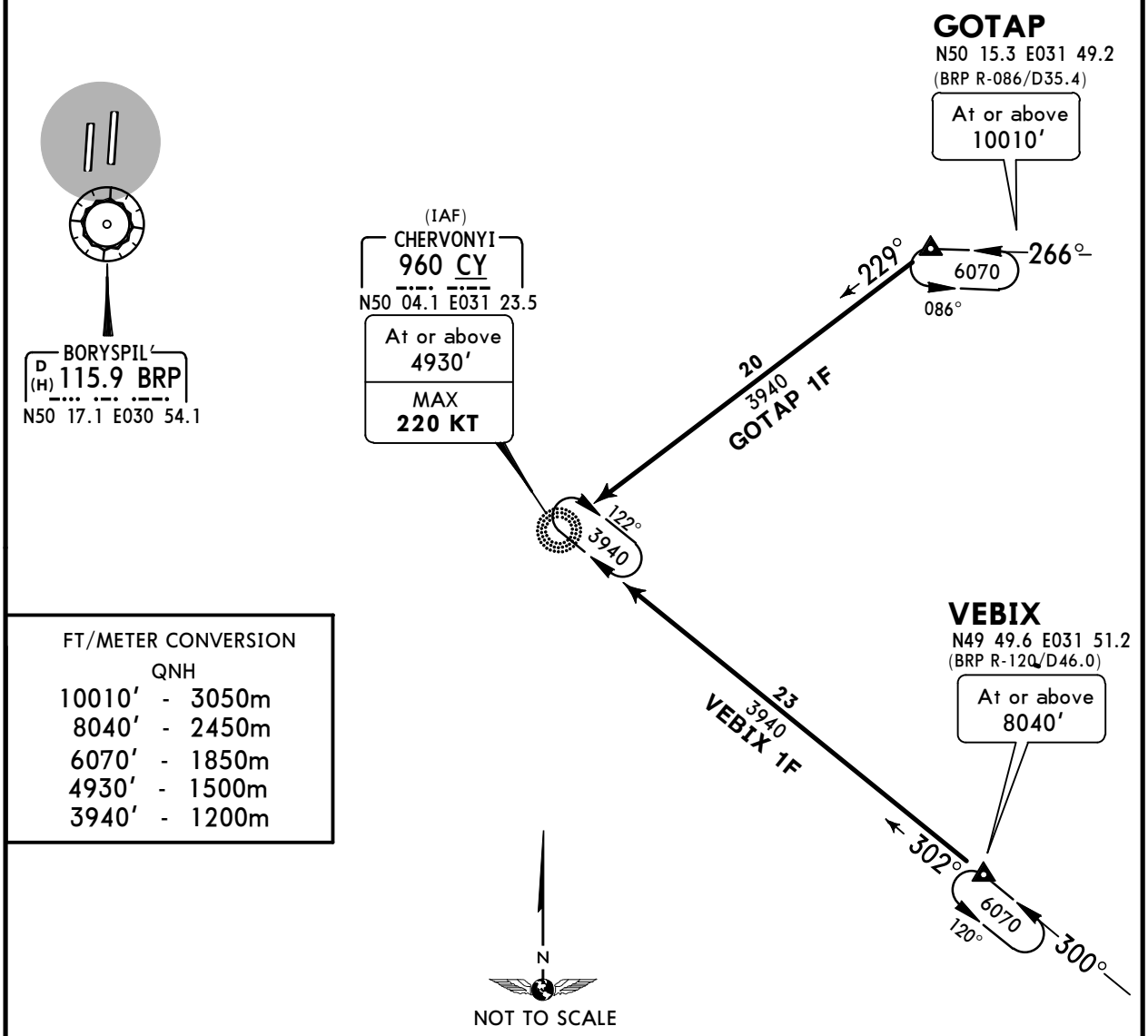
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed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

GOTAP ONE FOXTROT (GOTAP 1F) [GOTA1F]
VEBIX ONE FOXTROT (VEBIX 1F) [VEBI1F]
RWYS 36L/R ARRIVALS

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



MSA
BRP VOR



FT/METER CONVERSION QNH	
10010'	3050m
8040'	2450m
6070'	1850m
4930'	1500m
3940'	1200m

STAR	ROUTING
GOTAP 1F	On 229° bearing to CY, then according to approach chart.
VEBIX 1F	On 302° bearing to CY, then according to approach chart.

CHANGES: None.

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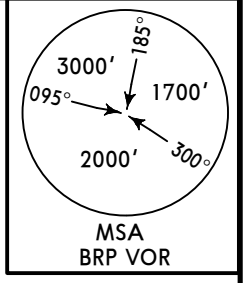
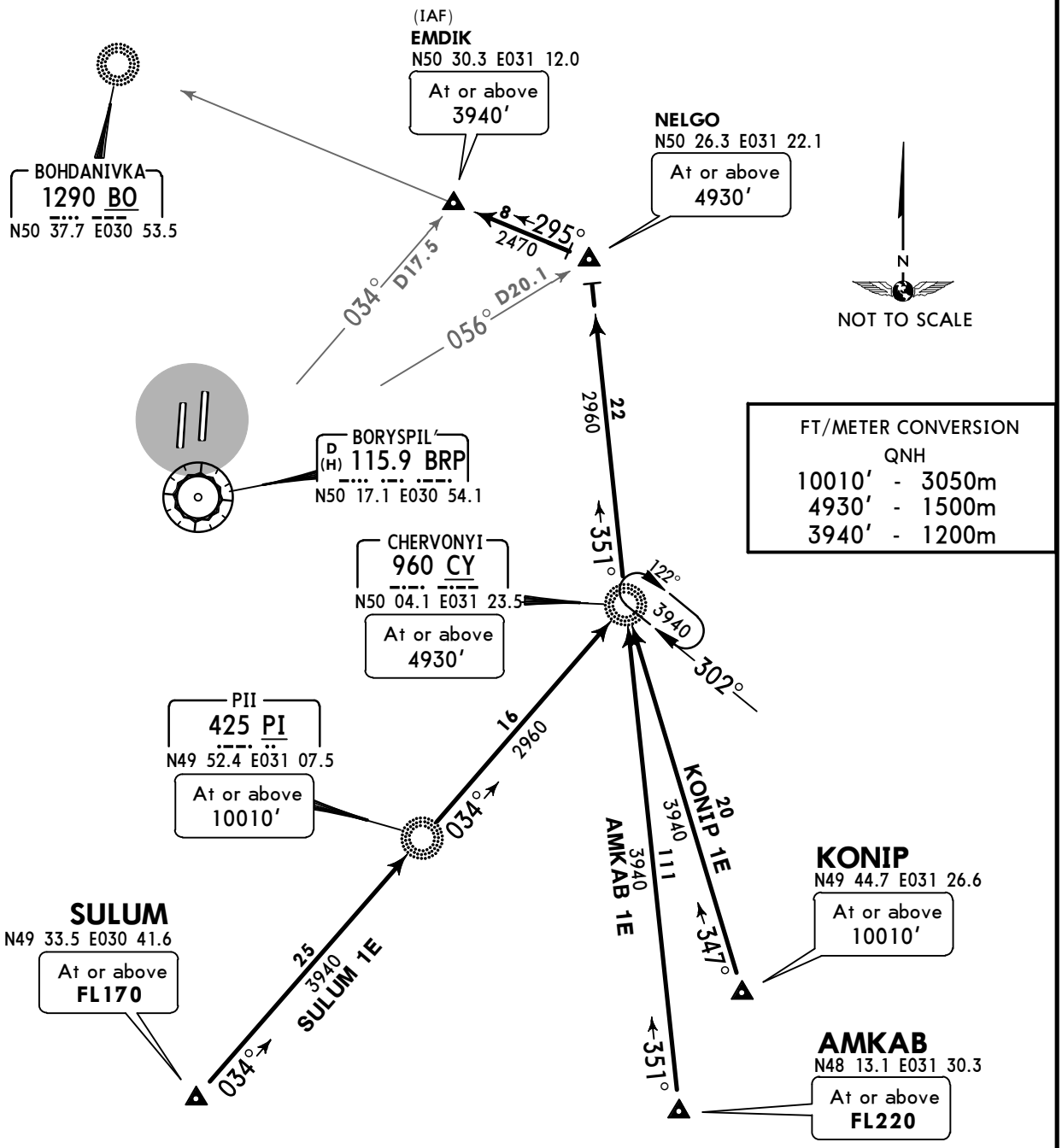
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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 ECHO (AMKAB 1E)[AMKA1E]
KONIP ONE ECHO (KONIP 1E) [KONI1E]
SULUM ONE ECHO (SULUM 1E) [SULU1E]
RWYS 18L/R ARRIVALS

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





FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m

STAR	ROUTING
AMKAB 1E	On 351° bearing to CY, then to NELGO, turn LEFT, intercept 295° bearing towards BO to EMDIK, then according to approach chart.
KONIP 1E	On 347° bearing to CY, turn RIGHT, 351° bearing to NELGO, turn LEFT, intercept 295° towards BO to EMDIK, then according to approach chart.
SULUM 1E	On 034° bearing via PI to CY, turn LEFT, 351° bearing to NELGO, turn LEFT, intercept 295° towards BO to EMDIK, then according to approach chart.

CHANGES: NEGLO renamed NELGO.

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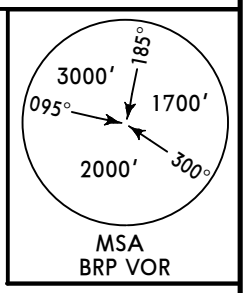
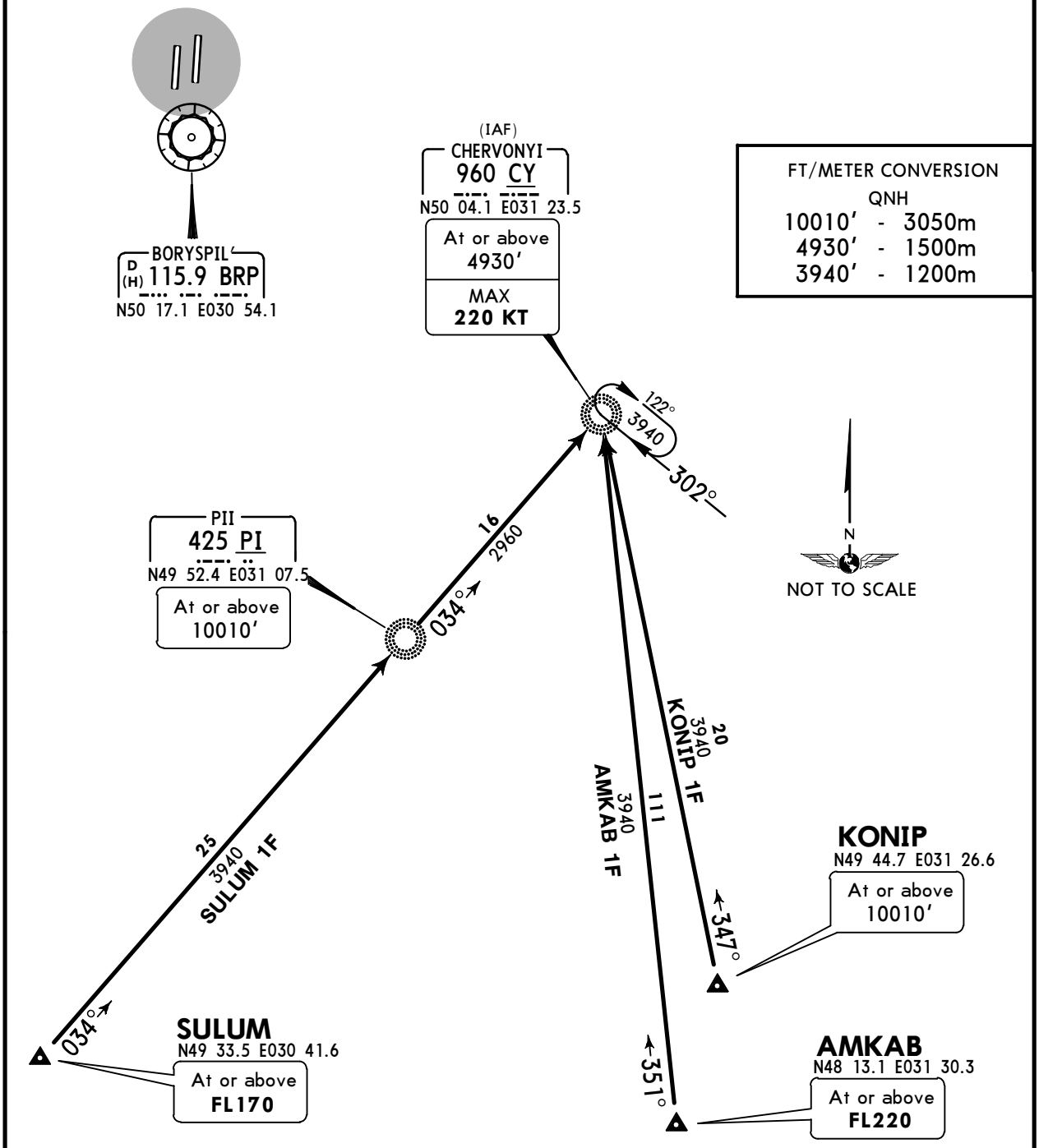
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed 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 FOXTROT (AMKAB 1F) [AMKA1F]
KONIP ONE FOXTROT (KONIP 1F) [KONI1F]
SULUM ONE FOXTROT (SULUM 1F) [SULU1F]
RWYS 36L/R ARRIVALS

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





FT/METER CONVERSION		
QNH		
10010'	-	3050m
4930'	-	1500m
3940'	-	1200m

STAR	ROUTING
AMKAB 1F	On 351° bearing to CY, then according to approach chart.
KONIP 1F	On 347° bearing to CY, then according to approach chart.
SULUM 1F	On 034° bearing via PI to CY, then according to approach chart.

CHANGES: None.

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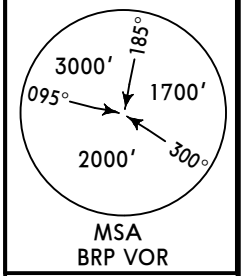
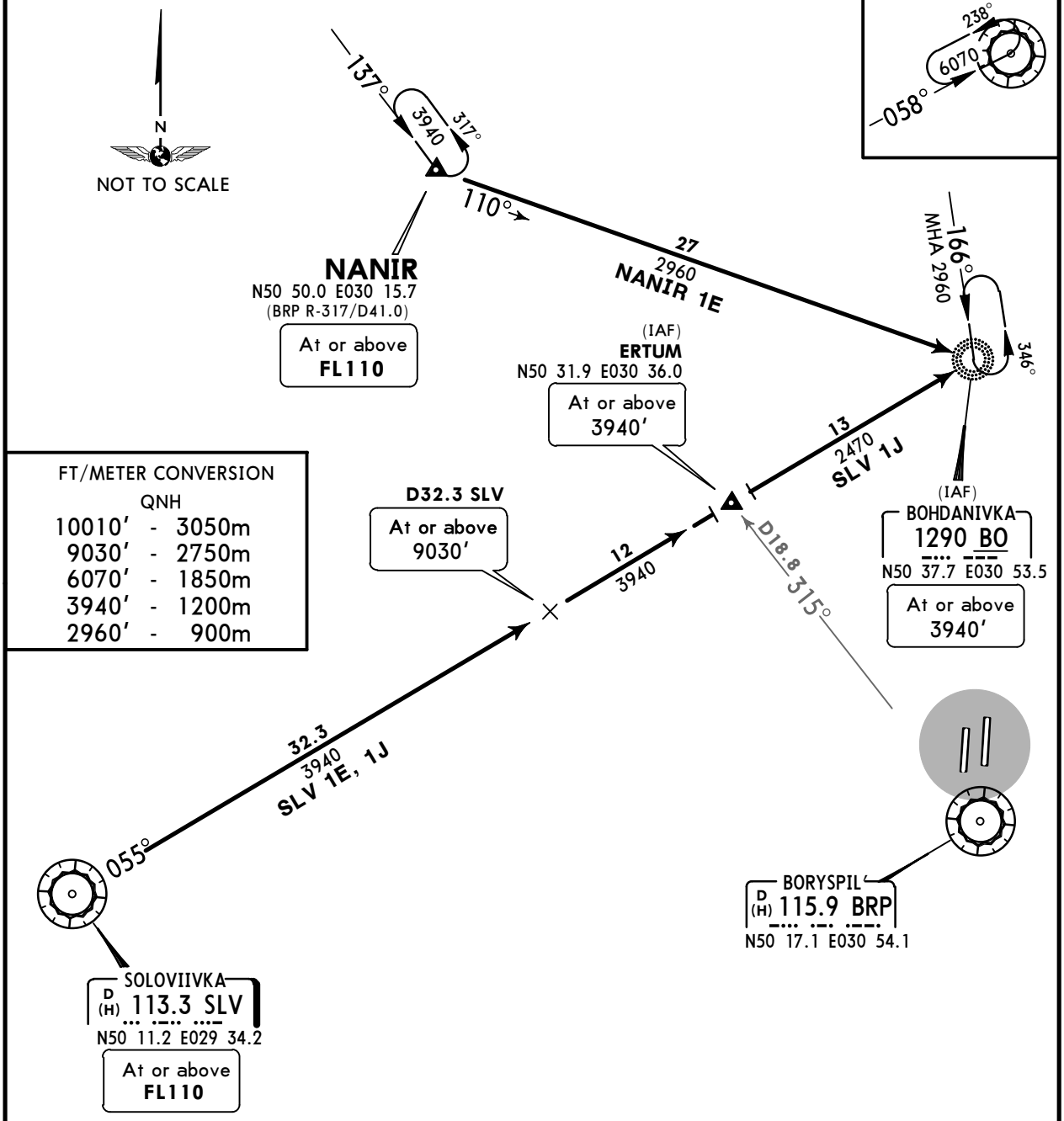
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed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

NANIR ONE ECHO (NANIR 1E) [NANI1E]
SOLOVIIVKA ONE ECHO (SLV 1E)
SOLOVIIVKA ONE JULIETT (SLV 1J)
RWYS 18L/R ARRIVALS

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



HOLDING OVER SLV



FT/METER CONVERSION

QNH		
10010'	-	3050m
9030'	-	2750m
6070'	-	1850m
3940'	-	1200m
2960'	-	900m

STAR	ROUTING
NANIR 1E	On 110° bearing to BO, then according to approach chart.
SLV 1E	On SLV R-055 to ERTUM, then according to approach chart.
SLV 1J	On SLV R-055 via ERTUM to BO, then according to approach chart.

CHANGES: Reissue.

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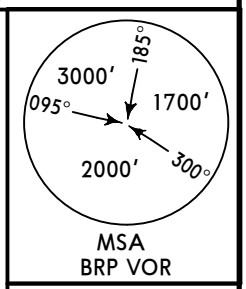
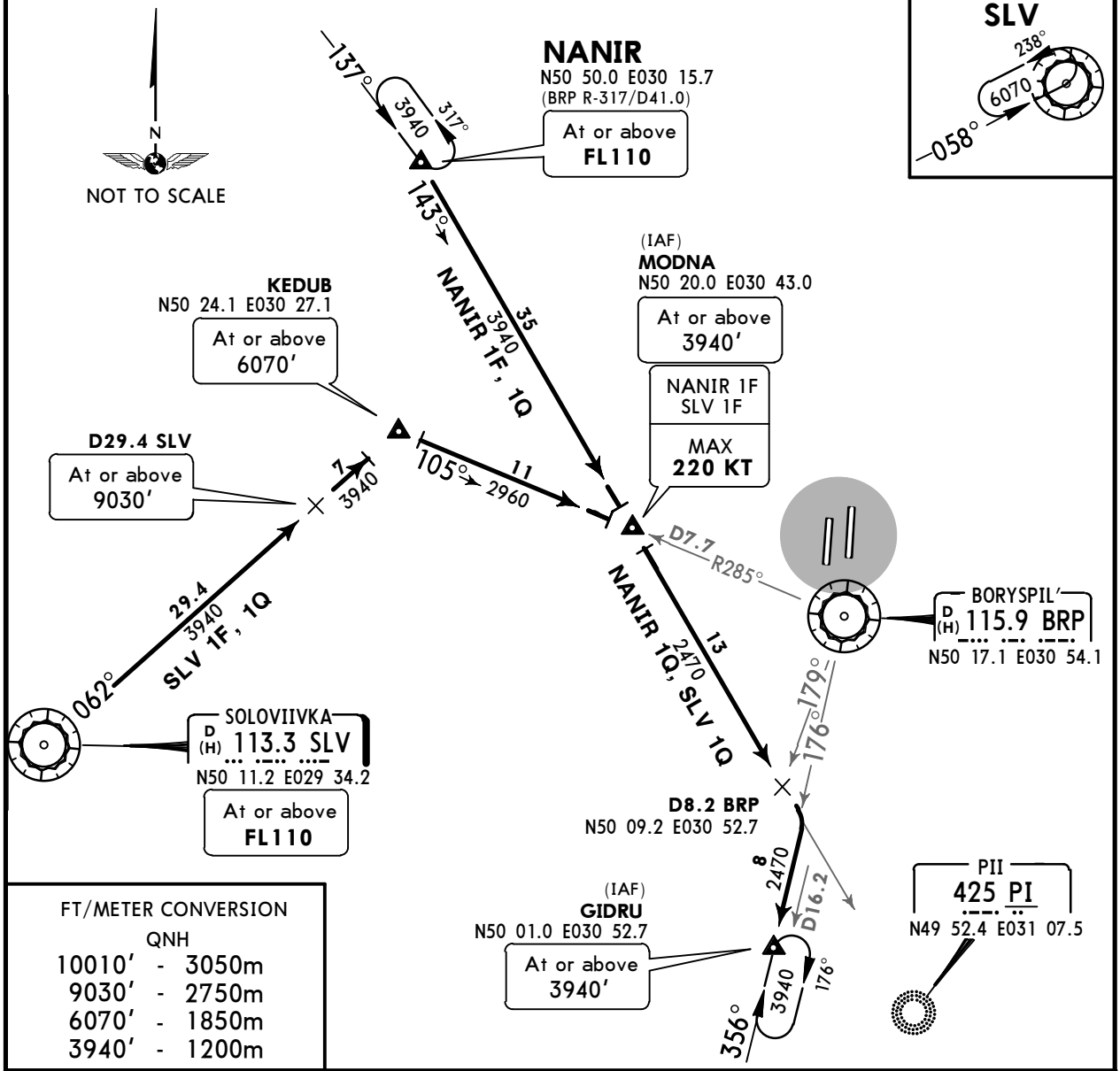
ATIS	Apt Elev	
126.7 (Russian 134.25)	427'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. Actual descend clearance will be as directed by ATC. 2. Vectoring will be used for sequencing to final when necessary. 3. ATC may request specific speeds for accurate spacing. Comply with any level or speed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

NANIR ONE FOXTROT (NANIR 1F) [NANI1F]
NANIR ONE QUEBEC (NANIR 1Q) [NANI1Q]
SOLOVIIVKA ONE FOXTROT (SLV 1F)
SOLOVIIVKA ONE QUEBEC (SLV 1Q)
RWYS 36L/R ARRIVALS

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



HOLDING OVER SLV



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

STAR	ROUTING
NANIR 1F	On 143° bearing towards PI to MODNA, then according to approach chart.
NANIR 1Q	On 143° bearing towards PI via MODNA to D8.2 BRP, turn RIGHT, intercept BRP R-176 to GIDRU, then according to approach chart.
SLV 1F	On SLV R-062 to KEDUB, turn RIGHT, intercept BRP R-285 inbound to MODNA, then according to approach chart.
SLV 1Q	On SLV R-062 to KEDUB, turn RIGHT, intercept BRP R-285 inbound to MODNA, turn RIGHT, 143° bearing towards PI to D8.2 BRP, turn RIGHT, intercept BRP R-176 to GIDRU, then according to approach chart.

CHANGES: Reissue.

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RNAV SID DESIGNATION	REFER TO CHART
GOTAP 1R, KUROS 2R, TUVOG 1R	10-3B
GOTAP 1S, KUROS 2S, TUVOG 1S	10-3C
GOTAP 1Y, KUROS 2Y, TUVOG 1Y	10-3D
GOTAP 1Z, KUROS 2Z, TUVOG 1Z	10-3E
PII 1R, SULUM 1R, TABAV 1R, VESEL 1R	10-3F
PII 1S, SULUM 2S, TABAV 1S, VESEL 2S	10-3G
PII 2Y, SULUM 2Y, TABAV 1Y, VESEL 2Y	10-3H
PII 2Z, SULUM 2Z, TABAV 1Z, VESEL 2Z	10-3J
BOHDANIVKA 2R, KRABOR 1R, SOLOVIIVKA 1R	10-3K
BOHDANIVKA 2S, KRABOR 1S, SOLOVIIVKA 1S	10-3L
BOHDANIVKA 2Y, KRABOR 2Y, SOLOVIIVKA 1Y	10-3M
BOHDANIVKA 2Z, KRABOR 2Z, SOLOVIIVKA 1Z	10-3N

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

CHANGES: RNAV SID designation index established.

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SID DESIGNATION	REFER TO CHART
GOTAP 1A, KUROS 1A, TUVOG 1A	10-3P
GOTAP 1B, KUROS 1B, TUVOG 1B	10-3Q
GOTAP 1C, KUROS 1C, TUVOG 1C	10-3S
GOTAP 1D, KUROS 1D, TUVOG 1D	10-3T
PII 2A, SULUM 1A, TABAV 1A, VESEL 2A	10-3T1
PII 1B, SULUM 1B, TABAV 1B, VESEL 2B	10-3T2
PII 2C, SULUM 2C, TABAV 1C, VESEL 2C	10-3T3
PII 2D, SULUM 2D, TABAV 1D, VESEL 2D	10-3T4
BOHDANIVKA 1A, KRABOR 1A, SOLOVIIVKA 1A	10-3U
BOHDANIVKA 1B, KRABOR 1B, SOLOVIIVKA 1B	10-3V
BOHDANIVKA 1C, KRABOR 1C, SOLOVIIVKA 1C	10-3W
BOHDANIVKA 1D, KRABOR 1D, SOLOVIIVKA 1D	10-3X

CHANGES: SID designation index established.

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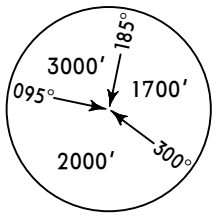
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

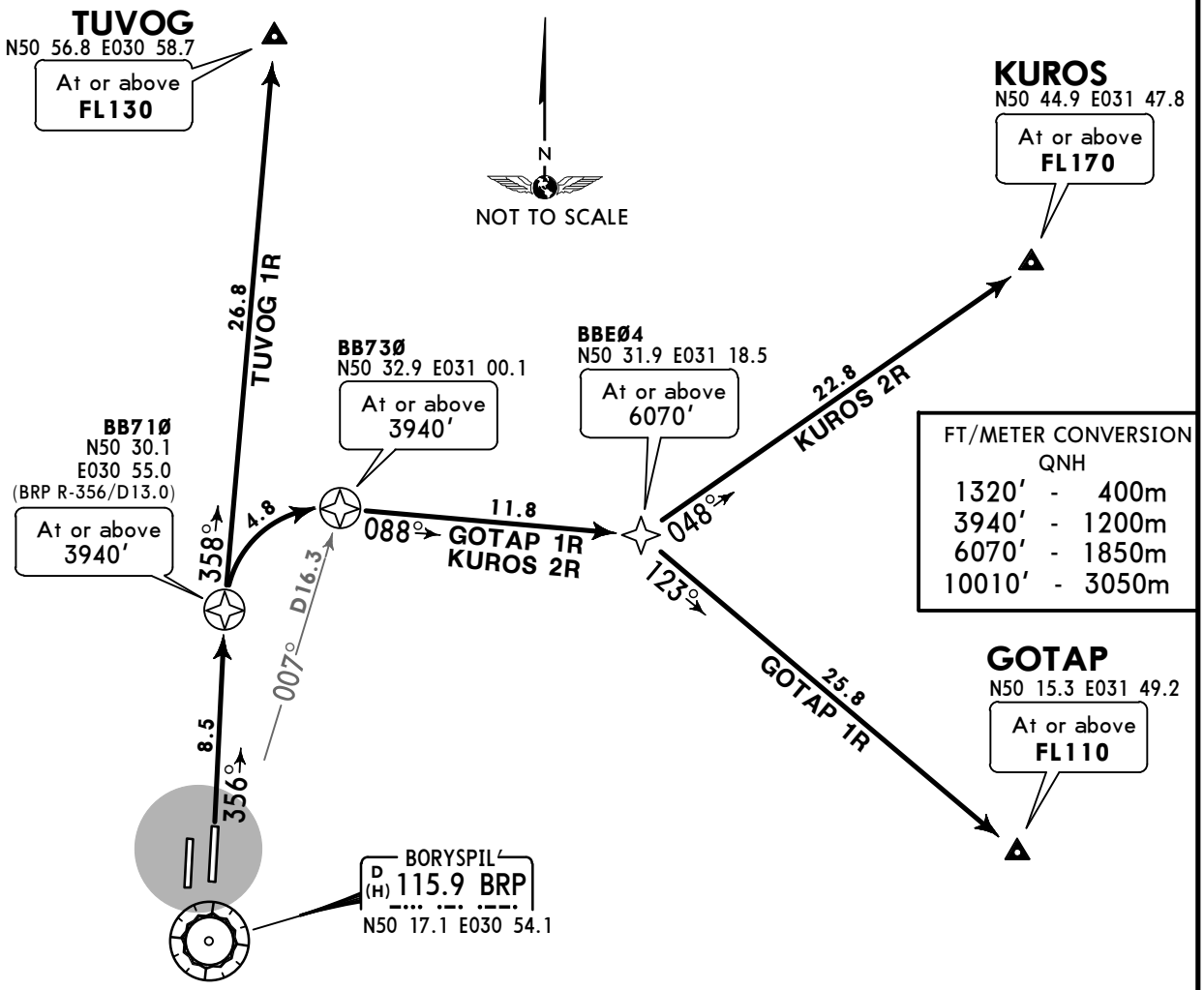
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA BRP VOR

GOTAP ONE ROMEO (GOTAP 1R) [GOTA1R]
KUROS TWO ROMEO (KUROS 2R) [KURO2R]
TUVOG ONE ROMEO (TUVOG 1R)[TUVO1R]
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
6070'	-	1850m
10010'	-	3050m

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

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

SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1R KUROS 2R	On 356° track to BB710 (BRP R-356/D13.0), turn RIGHT to BB730 (BRP R-007/D16.3).
TUVOG 1R	On 356° track to BB710 (BRP R-356/D13.0).

SID	ROUTING
GOTAP 1R	BB730 (3940'+) - BBE04 (6070'+) - GOTAP (FL110+).
KUROS 2R	BB730 (3940'+) - BBE04 (6070'+) - KUROS (FL170+).
TUVOG 1R	BB710 (3940'+) - TUVOG (FL130+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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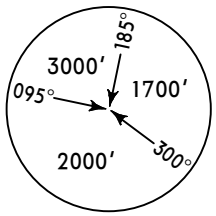
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

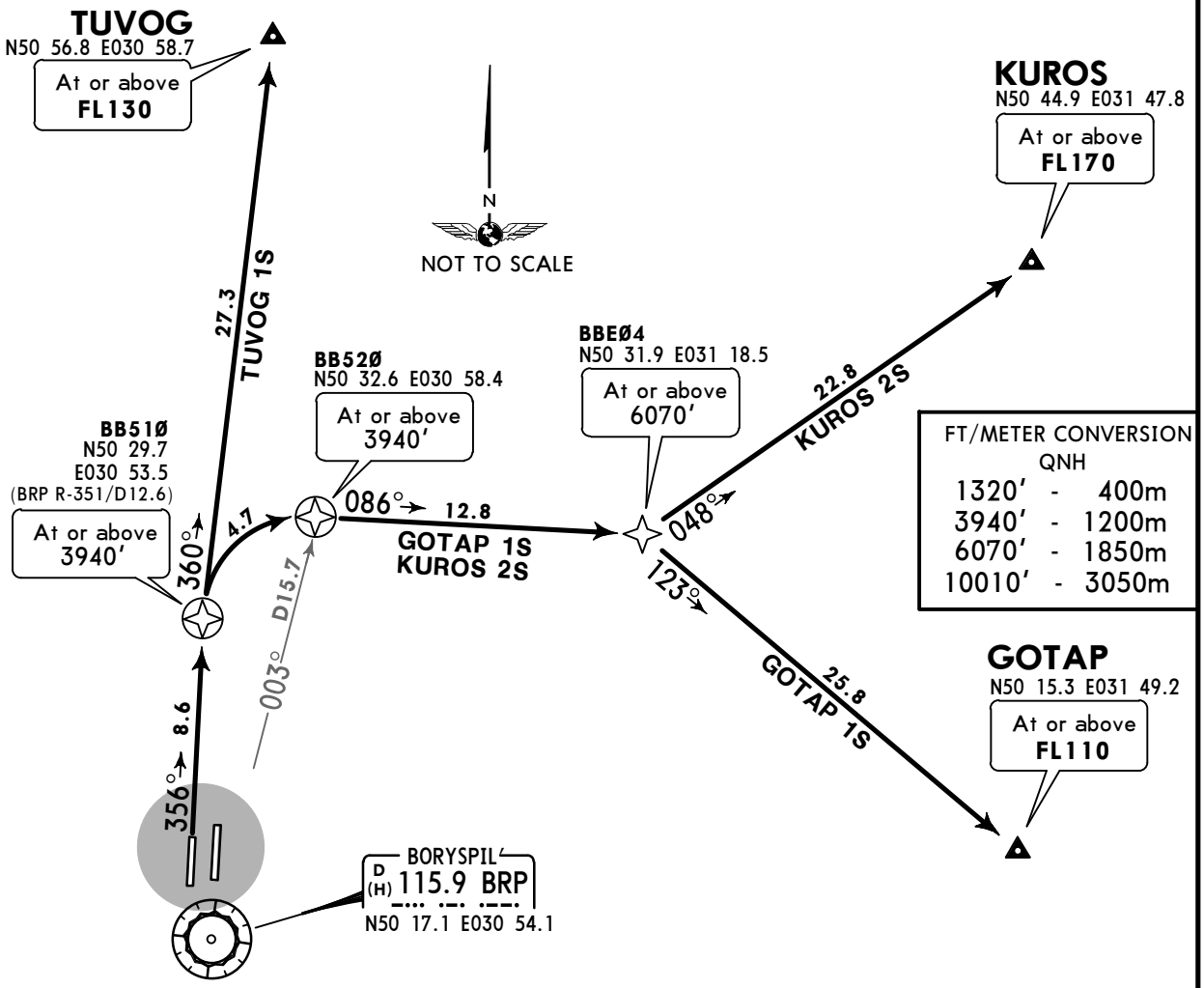


MSA BRP VOR

GOTAP ONE SIERRA (GOTAP 1S) [GOTA1S]
KUROS TWO SIERRA (KUROS 2S) [KURO2S]
TUVOG ONE SIERRA (TUVOG 1S)[TUVO1S]
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
6070'	-	1850m
10010'	-	3050m

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

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

SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1S KUROS 2S	On 356° track to BB510 (BRP R-351/D12.6), turn RIGHT to BB520 (BRP R-003/D15.7).
TUVOG 1S	On 356° track to BB510 (BRP R-351/D12.6).

SID	ROUTING
GOTAP 1S	BB520 (3940'+) - BBE04 (6070'+) - GOTAP (FL110+).
KUROS 2S	BB520 (3940'+) - BBE04 (6070'+) - KUROS (FL170+).
TUVOG 1S	BB510 (3940'+) - TUVOG (FL130+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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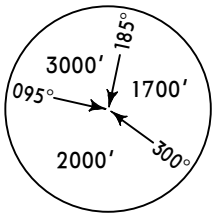
UKBB/KBP
BORYSPIL'

JEPPESEN

19 JUN 15 (10-3D) Eff 25 Jun

KYIV, UKRAINE
RNAV SID

ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	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

GOTAP ONE YANKEE (GOTAP 1Y) [GOTA1Y]
KUROS TWO YANKEE (KUROS 2Y) [KURO2Y]
TUVOG ONE YANKEE (TUVOG 1Y) [TUVO1Y]
RWY 18R RNAV DEPARTURES

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

KUROS
N50 44.9 E031 47.8
At or above **FL170**

TUVOG
N50 56.8 E030 58.7
At or above **FL130**

N
NOT TO SCALE

TUVOG 1Y 45.7

27.5

BBEØ3
N50 23.3 E031 21.2
At or above 9030'

BORYSPIL
D (H) 115.9 BRP
N50 17.1 E030 54.1

176°

BB33Ø
N50 11.2 E031 01.4
(BRP R-135/D7.6)
At or above 3940'

GOTAP
N50 15.3 E031 49.2
At or above **FL110**

BBEØ2
N50 11.5 E031 22.7
At or above 8040'

18.6 KUROS 2Y

351°

17.5 GOTAP 1Y

6.5 DME

031°

070° 12.7

18.6

068° 17.7

BBEØ1
N50 08.7 E031 03.4
(BRP R-138/D10.4)
At or above 3940'

At or above 3940'

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

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

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

SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1Y KUROS 2Y	On 176° track to BRP 6.5 DME, turn LEFT, 068° track to BBE01 (BRP R-138/D10.4).
TUVOG 1Y	On 176° track to BRP 6.5 DME, turn LEFT to BB330 (BRP R-135/D7.6).

SID	ROUTING
GOTAP 1Y	BBE01 (3940'+) - BBE02 (8040'+) - GOTAP (FL110+).
KUROS 2Y	BBE01 (3940'+) - BBE03 (9030'+) - KUROS (FL170+).
TUVOG 1Y	BB330 (3940'+) - TUVOG (FL130+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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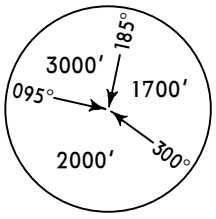
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA BRP VOR

GOTAP ONE ZULU (GOTAP 1Z) [GOTA1Z]
KUROS TWO ZULU (KUROS 2Z) [KURO2Z]
TUVOG ONE ZULU (TUVOG 1Z) [TUVO1Z]
RWY 18L RNAV DEPARTURES

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

KUROS
N50 44.9 E031 47.8
At or above **FL170**

TUVOG
N50 56.8 E030 58.7
At or above **FL130**

N
NOT TO SCALE

TUVOG 1Z 45.2

27.5

BBEØ3
N50 23.3 E031 21.2
At or above 9030'

BORYSPIL
D (H) 115.9 BRP
N50 17.1 E030 54.1

BB12Ø
N50 11.7 E031 02.8
(BRP R-127/D7.8)
At or above 3940'

GOTAP
N50 15.3 E031 49.2
At or above **FL110**

176°

8.3

350°

18.6 KUROS 2Z

BBEØ2
N50 11.5 E031 22.7
At or above 8040'

17.5 GOTAP 1Z

031°

070° 12.7

10.2

072° 8.2

BB11Ø
N50 11.2 E030 53.6
(BRP R-176/D6.0)
At or above 3940'

BBEØ1
N50 08.7 E031 03.4
(BRP R-138/D10.4)
At or above 3940'

FT/METER CONVERSION
QNH

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

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

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

SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1Z KUROS 2Z	On 176° track to BB110 (BRP R-176/D6.0), turn LEFT, 072° track to BBE01 (BRP R-138/D10.4).
TUVOG 1Z	On 176° track to BB110 (BRP R-176/D6.0), turn LEFT to BB120 (BRP R-127/D7.8).

SID	ROUTING
GOTAP 1Z	BBE01 (3940'+) - BBE02 (8040'+) - GOTAP (FL110+).
KUROS 2Z	BBE01 (3940'+) - BBE03 (9030'+) - KUROS (FL170+).
TUVOG 1Z	BB120 (3940'+) - TUVOG (FL130+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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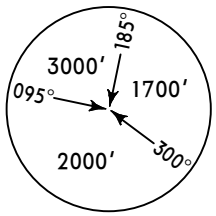
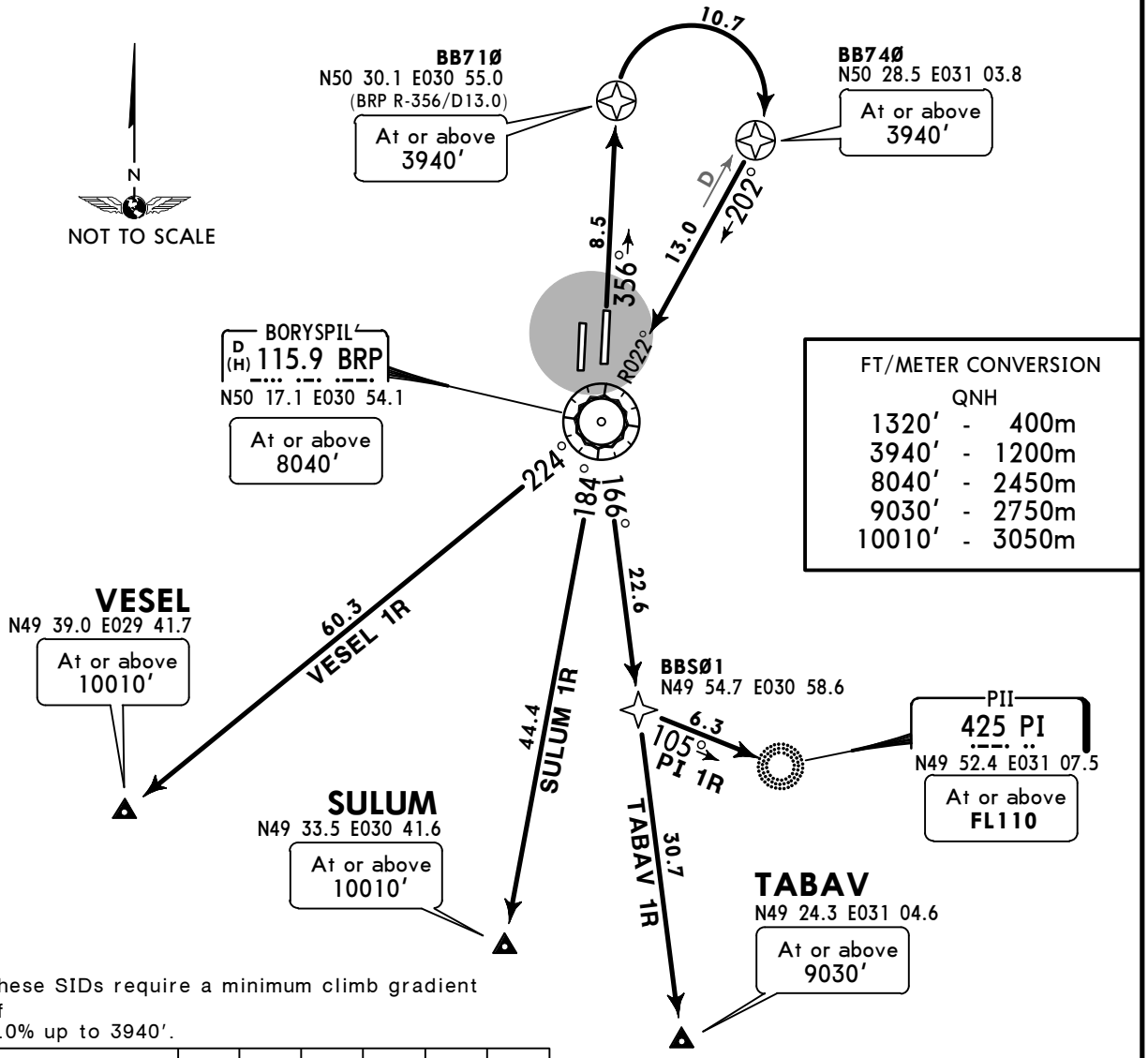
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA BRP VOR

PII ONE ROMEO (PI 1R)
SULUM ONE ROMEO (SULUM 1R) [SULU1R]
TABAV ONE ROMEO (TABAV 1R) [TABA1R]
VESEL ONE ROMEO (VESEL 1R) [VESE1R]
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

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

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

INITIAL CLIMB (CONVENTIONAL)

On 356° track to BB710 (BRP R-356/D13.0), turn RIGHT to BB740 (BRP R-022/D13.0).

SID	ROUTING
PI 1R	BB740 (3940'+) - BRP (8040'+) - BBS01 - PI (FL110+).
SULUM 1R	BB740 (3940'+) - BRP (8040'+) - SULUM (10010'+).
TABAV 1R	BB740 (3940'+) - BRP (8040'+) - BBS01 - TABAV (9030'+).
VESEL 1R By ATC	BB740 (3940'+) - BRP (8040'+) - VESEL (10010'+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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ATIS	KYIV Radar	Apt Elev	
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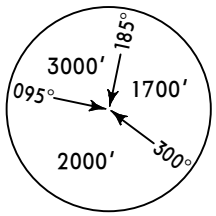
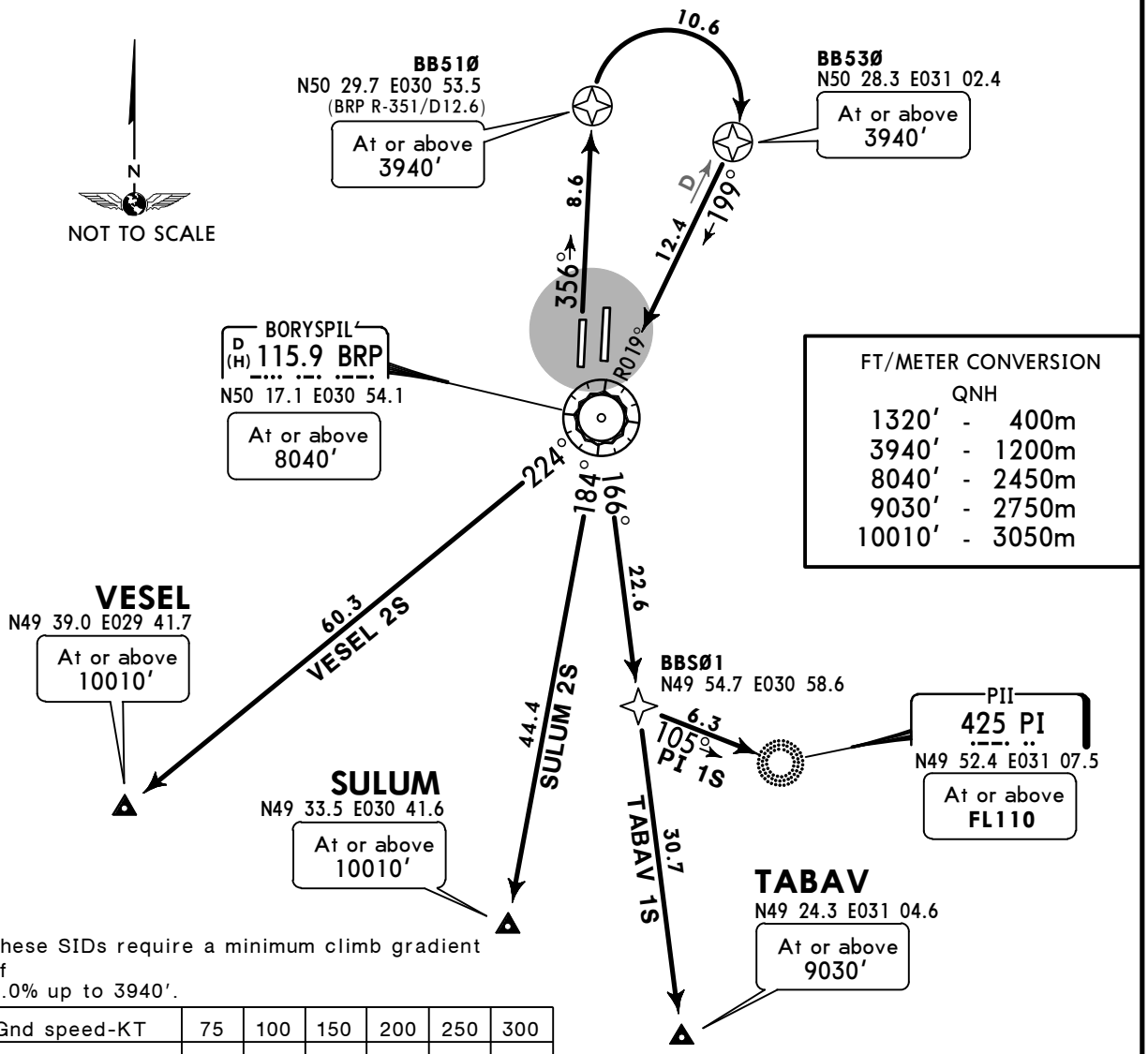


MSA BRP VOR

PII ONE SIERRA (PI 1S)
SULUM TWO SIERRA (SULUM 2S) [SULU2S]
TABAV ONE SIERRA (TABAV 1S) [TABA1S]
VESEL TWO SIERRA (VESEL 2S) [VESE2S]
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

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

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

INITIAL CLIMB (CONVENTIONAL)

On 356° track to BB510 (BRP R-351/D12.6), turn RIGHT to BB530 (BRP R-019/D12.4).

SID	ROUTING
PI 1S	BB530 (3940'+) - BRP (8040'+) - BBS01 - PI (FL110+).
SULUM 2S	BB530 (3940'+) - BRP (8040'+) - SULUM (10010'+).
TABAV 1S	BB530 (3940'+) - BRP (8040'+) - BBS01 - TABAV (9030'+).
VESEL 2S By ATC	BB530 (3940'+) - BRP (8040'+) - VESEL (10010'+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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UKBB/KBP
BORYSPIL'

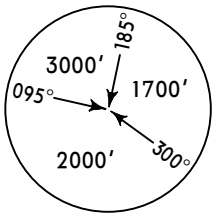
JEPPESEN

19 JUN 15 (10-3H) Eff 25 Jun

KYIV, UKRAINE
RNAV SID

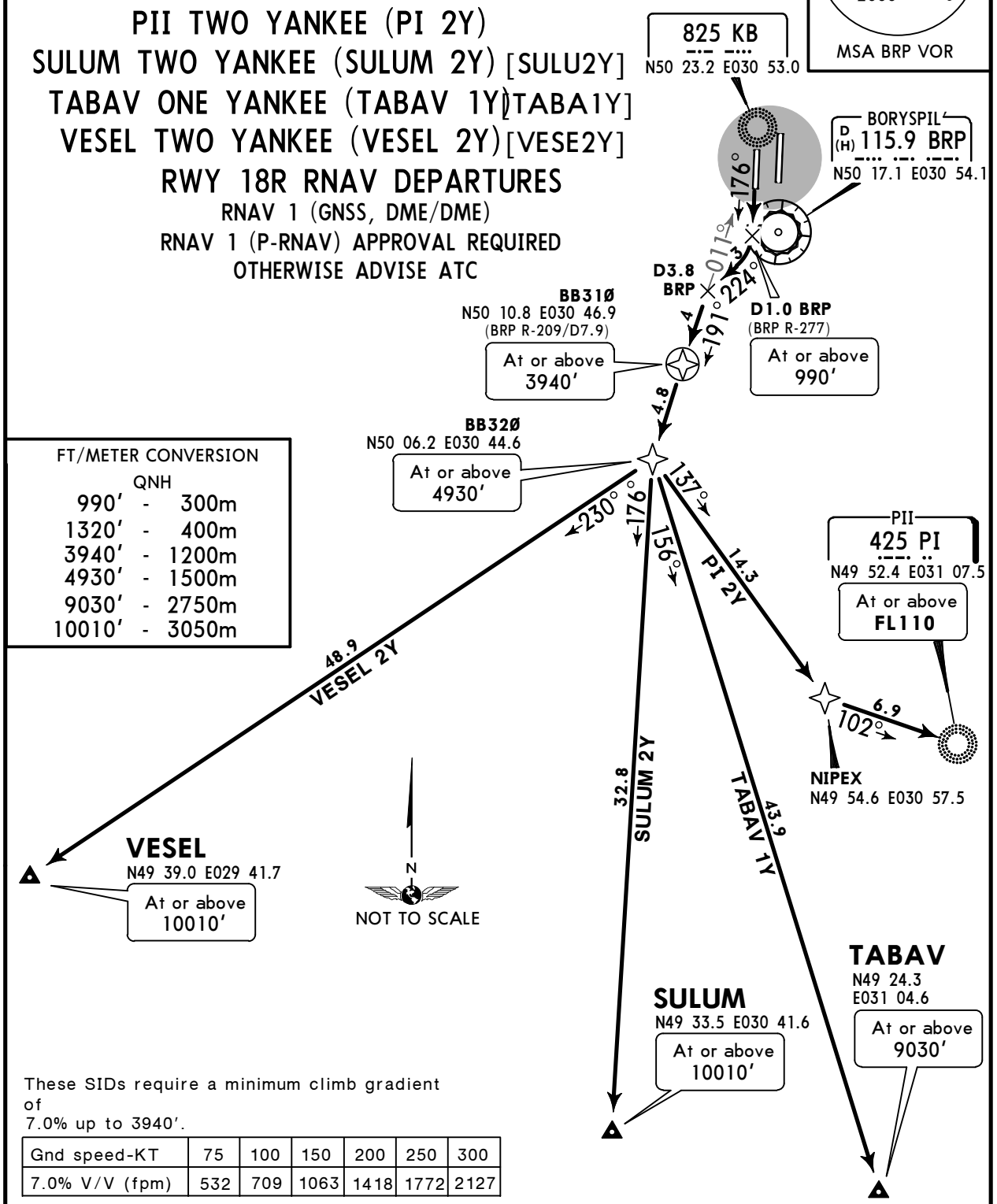
ATIS	KYIV Radar	Apt Elev
125.950 (Russian 119.425)	124.675 127.725 128.175	427'

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 TWO YANKEE (PI 2Y)
SULUM TWO YANKEE (SULUM 2Y) [SULU2Y]
TABAV ONE YANKEE (TABAV 1Y) [TABA1Y]
VESEL TWO YANKEE (VESEL 2Y) [VESE2Y]
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
3940'	1200m
4930'	1500m
9030'	2750m
10010'	3050m

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

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

INITIAL CLIMB (CONVENTIONAL)

On 176° track to BRP R-277/D1.0, turn RIGHT, intercept BRP R-224 to D3.8 BRP, turn LEFT, intercept 191° brg from KB to BB310 (BRP R-209/D7.9).

SID	ROUTING
PI 2Y	BB310 (3940'+) - BB320 (4930'+) - NIPEX - PI (FL110+).
SULUM 2Y	BB310 (3940'+) - BB320 (4930'+) - SULUM (10010'+).
TABAV 1Y	BB310 (3940'+) - BB320 (4930'+) - TABAV (9030'+).
VESEL 2Y By ATC	BB310 (3940'+) - BB320 (4930'+) - VESEL (10010'+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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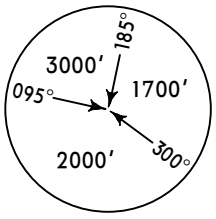
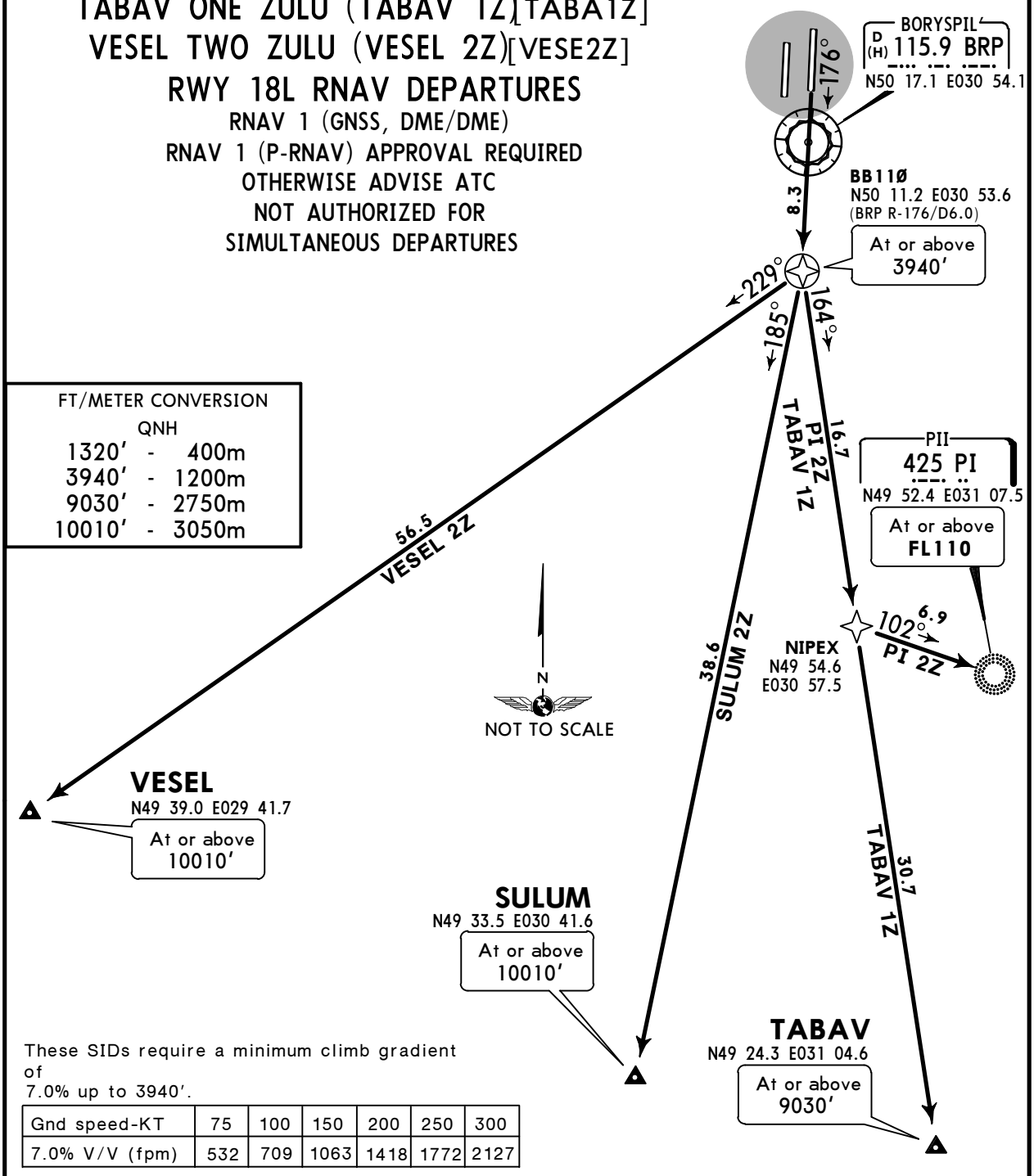
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA BRP VOR

PII TWO ZULU (PI 2Z)
SULUM TWO ZULU (SULUM 2Z) [SULU2Z]
TABAV ONE ZULU (TABAV 1Z) [TABA1Z]
VESEL TWO ZULU (VESEL 2Z) [VESE2Z]
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
9030'	-	2750m
10010'	-	3050m

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

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

INITIAL CLIMB (CONVENTIONAL)

On 176° track to BB110 (BRP R-176/D6.0).

SID	ROUTING
PI 2Z	BB110 (3940'+) - NIPEX - PI (FL110+).
SULUM 2Z	BB110 (3940'+) - SULUM (10010'+).
TABAV 1Z	BB110 (3940'+) - NIPEX - TABAV (9030'+).
VESEL 2Z By ATC	BB110 (3940'+) - VESEL (10010'+).

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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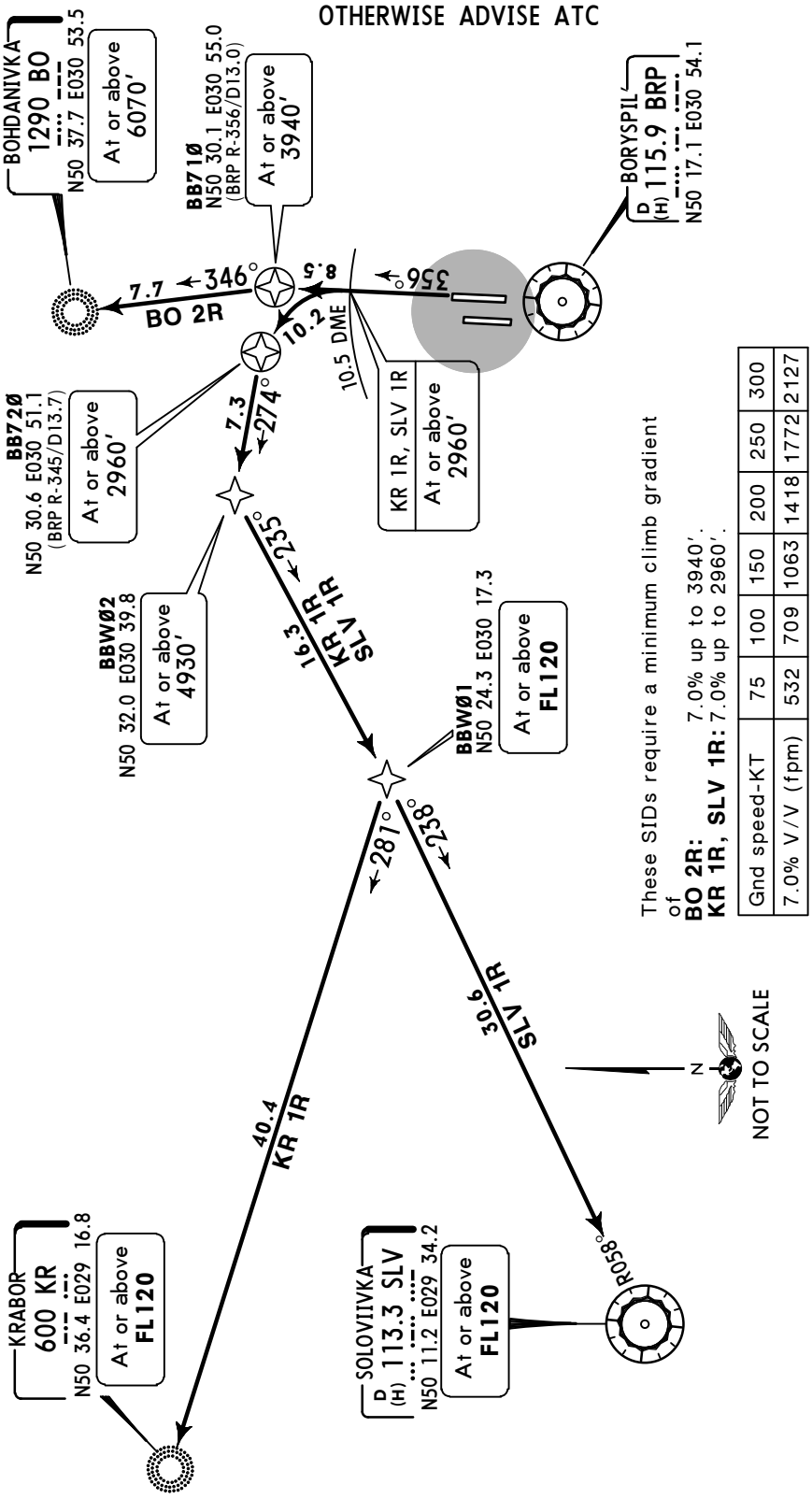
ATIS	KYIV Radar	Apt Elev
125.950 (Russian 119.425)	124.675 127.725 128.175	427'

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.

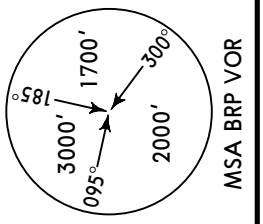
BOHDANIVKA TWO ROMEO (BO 2R)
KRABOR ONE ROMEO (KR 1R)
SOLOVIIVKA ONE ROMEO (SLV 1R)
RWY 36R RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of
BO 2R: 7.0% up to 3940'.
KR 1R, SLV 1R: 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



MSA BRP VOR

FT/METER CONVERSION
QNH

1320' -	400m
2960' -	900m
3940' -	1200m
4930' -	1500m
6070' -	1850m
10010' -	3050m

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

SID	INITIAL CLIMB (CONVENTIONAL)
BO 2R	On 356° track to BB710 (BRP R-356/D13.0).
KR 1R, SLV 1R	On 356° track to BRP 10.5 DME, turn LEFT to BB720 (R-345/D13.7).

SID	ROUTING
BO 2R	BB710 (3940'+) - BO (6070'+).
KR 1R ❶	BB720 (2960'+) - BBW02 (4930'+) - BBW01 (FL120+) - KR (FL120+).
SLV 1R ❶	BB720 (2960'+) - BBW02 (4930'+) - BBW01 (FL120+) - SLV (FL120+).

❶ Not authorized for simultaneous departures.

CHANGES: RNAV SIDs completely revised; SIDs transferred.

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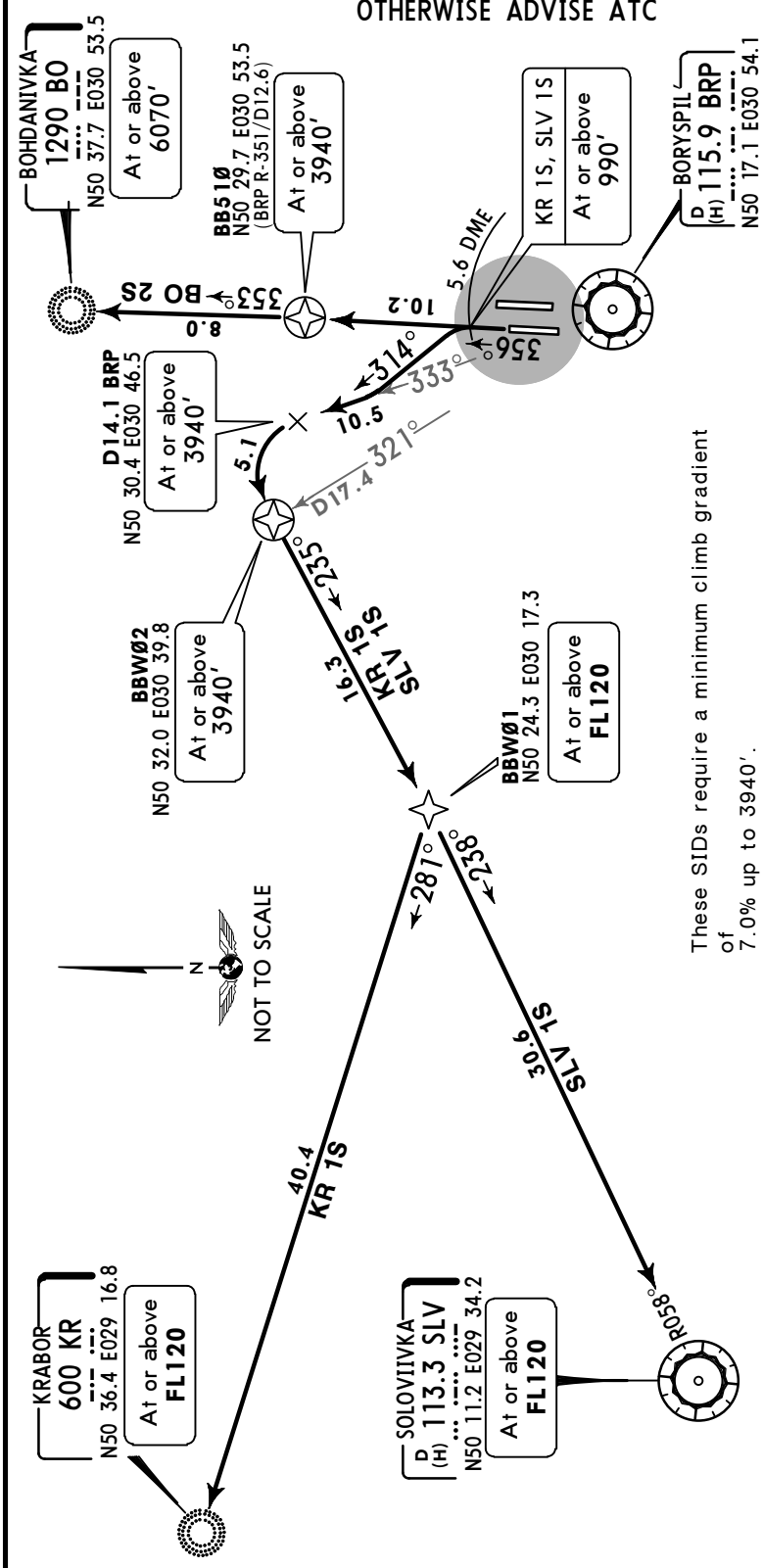
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA TWO SIERRA (BO 2S)
KRABOR ONE SIERRA (KR 1S)
SOLOVIIVKA ONE SIERRA (SLV 1S)
RWY 36L RNAV DEPARTURES

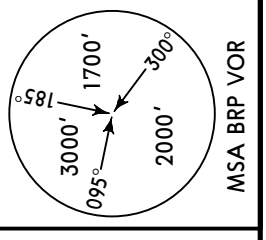
RNAV 1 (GNSS, DME/DME)

RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



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



MSA BRP VOR

FT/METER CONVERSION
QNH

990'	-	300m
1320'	-	400m
3940'	-	1200m
6070'	-	1850m
10010'	-	3050m

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

SID	INITIAL CLIMB (CONVENTIONAL)
BO 2S	On 356° track to BB510 (BRP R-351/D12.6).
KR 1S SLV 1S	On 356° track to BRP 5.6 DME, turn LEFT, 314° track, intercept BRP R-333 to D14.1 BRP, turn LEFT to BBW02 (R-321/D17.4).

SID	ROUTING
BO 2S ❶	BB510 (3940'+) - BO (6070'+).
KR 1S	BBW02 (3940'+) - BBW01 (FL120+) - KR (FL120+).
SLV 1S	BBW02 (3940'+) - BBW01 (FL120+) - SLV (FL120+).

❶ Not authorized for simultaneous departures.

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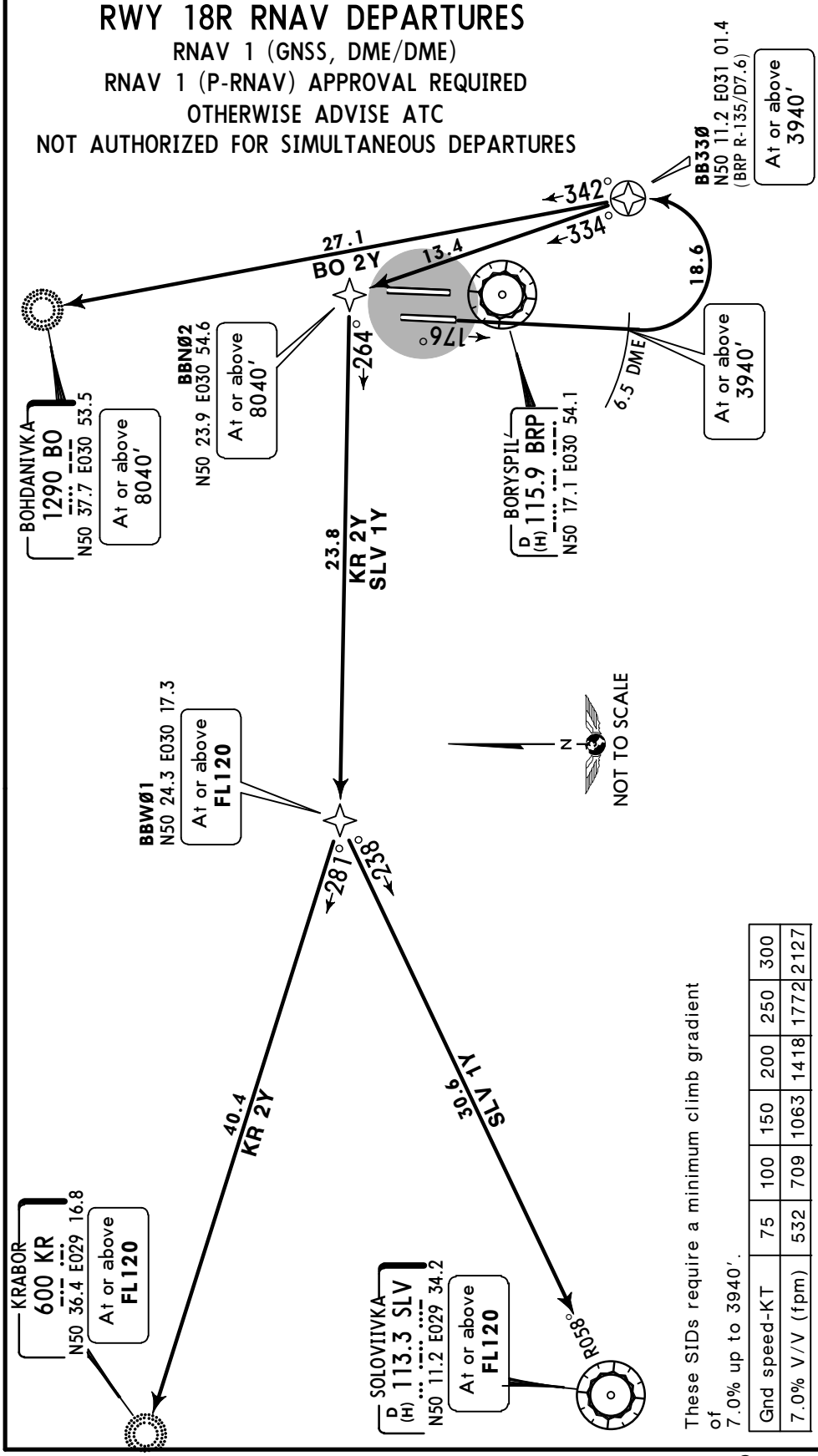
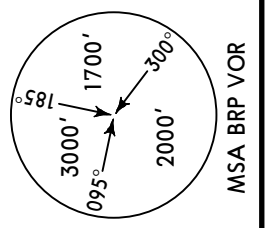
ATIS	KYIV Radar	Apt Elev
125.950 (Russian 119.425)	124.675 127.725 128.175	427'

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.

BOHDANIVKA TWO YANKEE (BO 2Y)
KRABOR TWO YANKEE (KR 2Y)
SOLOVIIVKA ONE YANKEE (SLV 1Y)
RWY 18R 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
10010'	3050m

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

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

INITIAL CLIMB (CONVENTIONAL)

On 176° track to BRP 6.5 DME, turn LEFT to BB330 (BRP R-135/D7.6).

SID	ROUTING
BO 2Y	BB330 (3940'+) - BO (8040'+).
KR 2Y	BB330 (3940'+) - BBN02 (8040'+) - BBW01 (FL120+) - KR (FL120+).
SLV 1Y	BB330 (3940'+) - BBN02 (8040'+) - BBW01 (FL120+) - SLV (FL120+).

CHANGES: RNAV SIDs completely revised.

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UKBB/KBP
BORYSPIL'

JEPPESEN

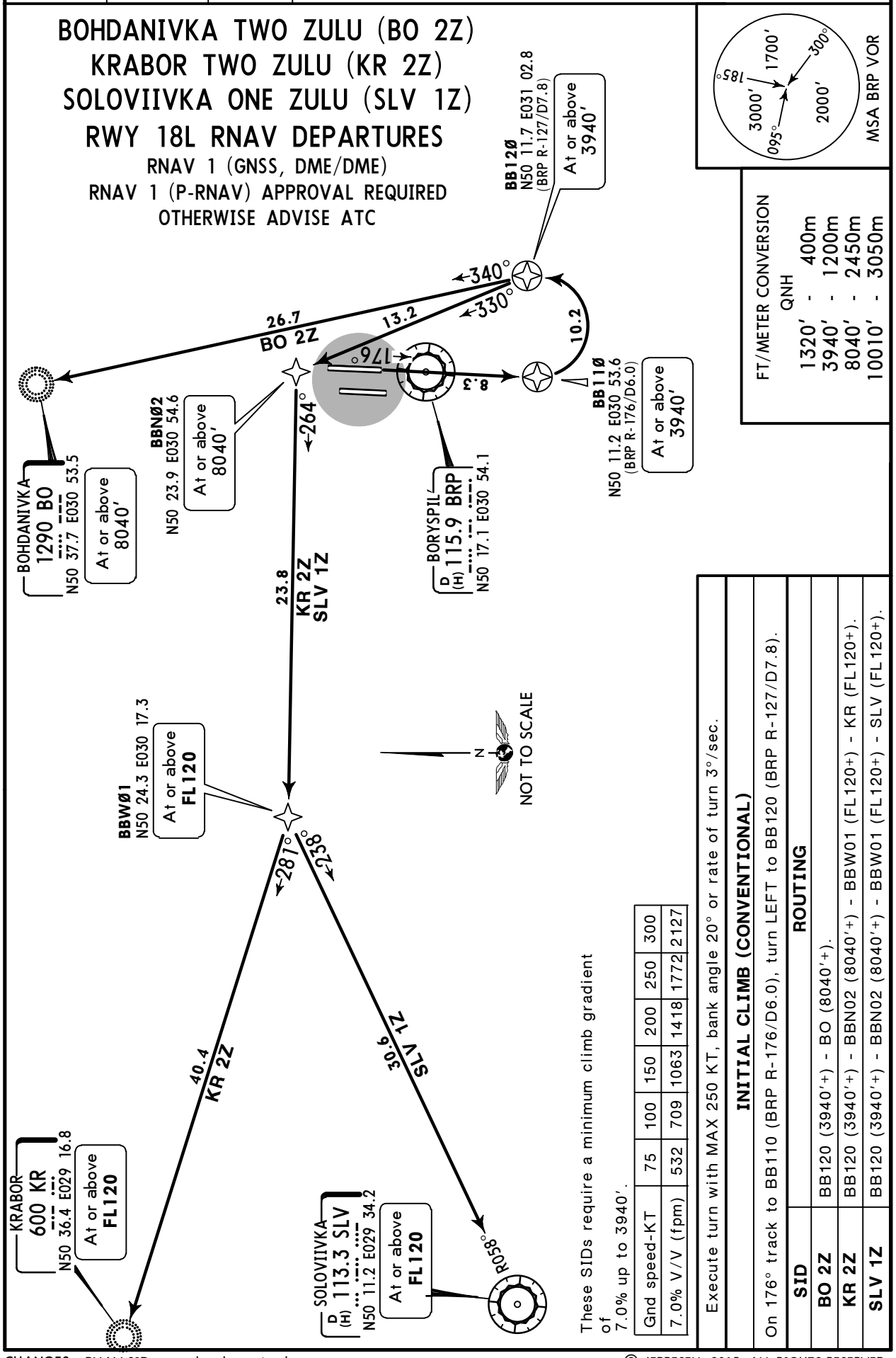
19 JUN 15 (10-3N) Eff 25 Jun

KYIV, UKRAINE
RNAV SID

ATIS	KYIV Radar	Apt Elev
125.950 (Russian 119.425)	124.675 127.725 128.175	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.

BOHDANIVKA TWO ZULU (BO 2Z)
KRABOR TWO ZULU (KR 2Z)
SOLOVIIVKA ONE ZULU (SLV 1Z)
RWY 18L 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
10010'	3050m

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

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

INITIAL CLIMB (CONVENTIONAL)
On 176° track to BB110 (BRP R-176/D6.0), turn LEFT to BB120 (BRP R-127/D7.8).

SID	ROUTING
BO 2Z	BB120 (3940'+) - BO (8040'+).
KR 2Z	BB120 (3940'+) - BBN02 (8040'+) - BBW01 (FL120+) - KR (FL120+).
SLV 1Z	BB120 (3940'+) - BBN02 (8040'+) - BBW01 (FL120+) - SLV (FL120+).

CHANGES: RNAV SIDs completely revised.

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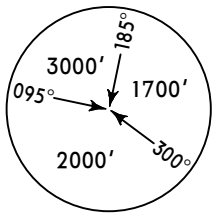
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

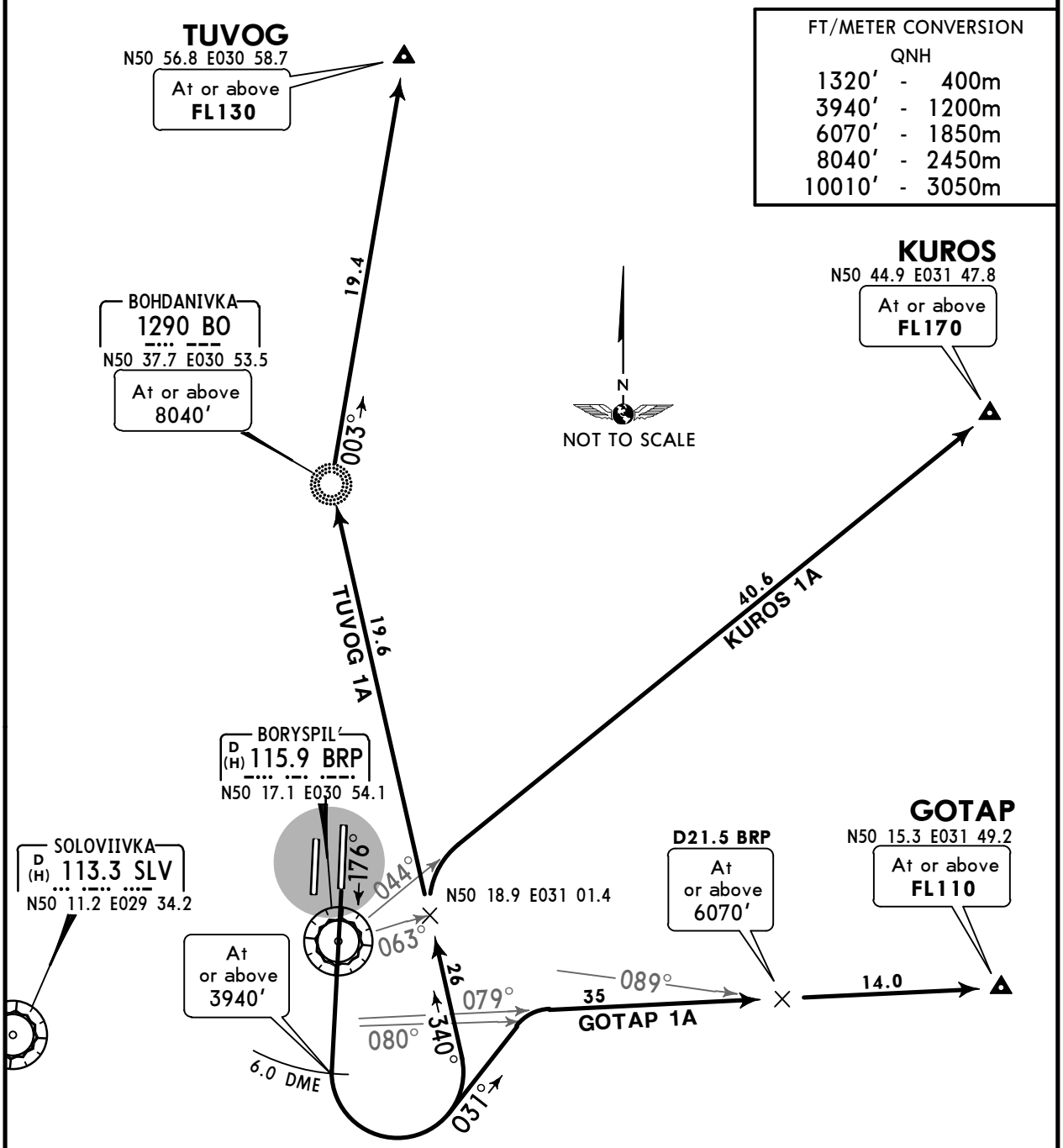


MSA BRP VOR

GOTAP ONE ALFA (GOTAP 1A) [GOTA1A]
KUROS ONE ALFA (KUROS 1A) [KURO1A]
TUVOG ONE ALFA (TUVOG 1A) [TUVO1A]
RWY 18L DEPARTURES

FT/METER CONVERSION
QNH

1320'	-	400m
3940'	-	1200m
6070'	-	1850m
8040'	-	2450m
10010'	-	3050m



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

SID	ROUTING
GOTAP 1A	On 176° track to BRP 6.0 DME, turn LEFT, 031° track, when passing SLV R-080 turn RIGHT, intercept SLV R-079 to GOTAP.
KUROS 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 340° bearing towards BO, when passing BRP R-063 turn RIGHT, intercept BRP R-044 to KUROS.
TUVOG 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 340° bearing to BO, turn RIGHT, 003° bearing to TUVOG.

CHANGES: Chart completely revised.

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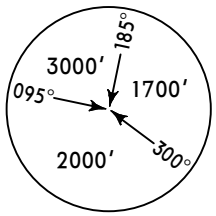
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

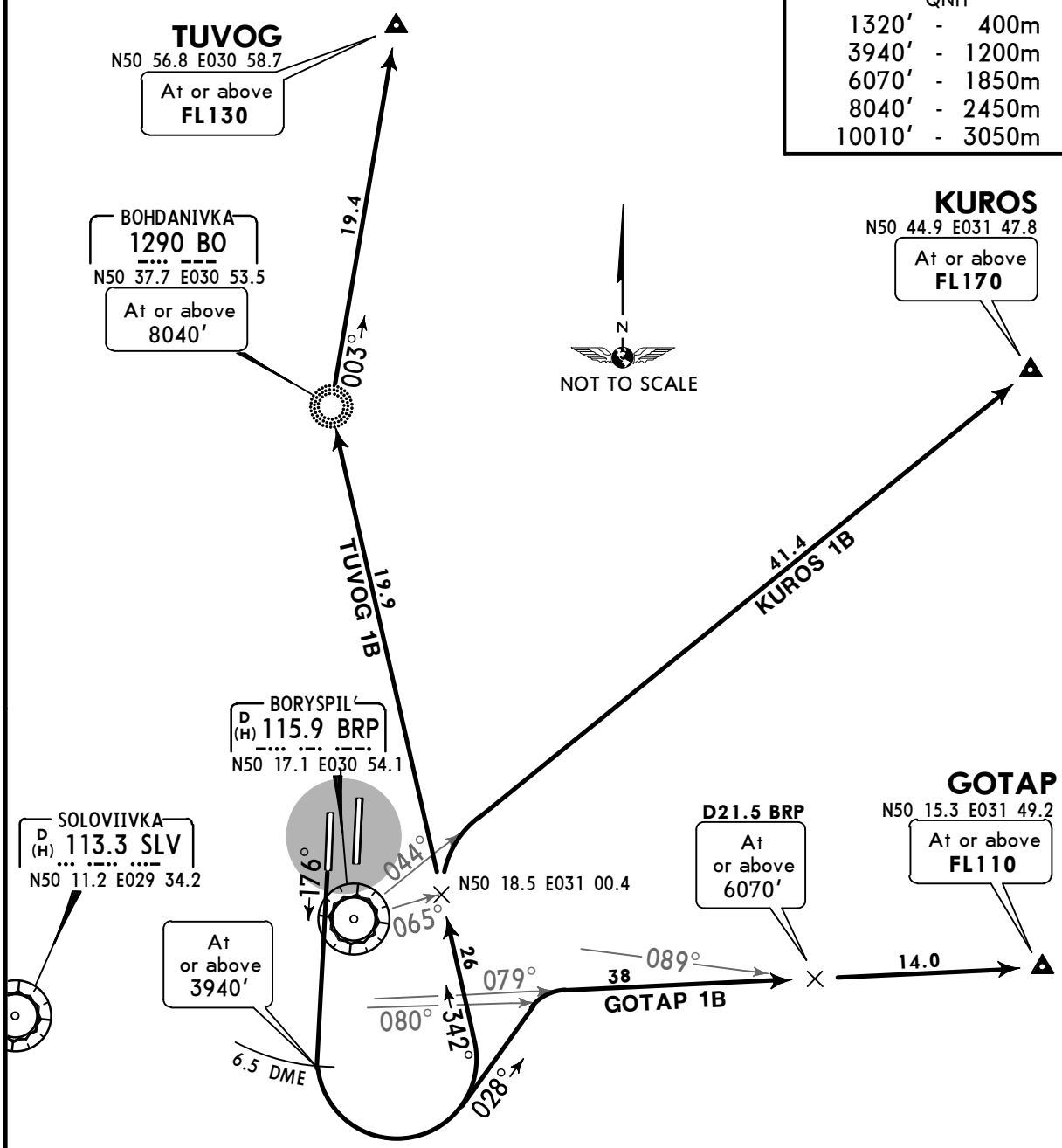


MSA BRP VOR

GOTAP ONE BRAVO (GOTAP 1B) [GOTA1B]
KUROS ONE BRAVO (KUROS 1B) [KURO1B]
TUVOG ONE BRAVO (TUVOG 1B) [TUVO1B]
RWY 18R DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

FT/METER CONVERSION
QNH

1320'	-	400m
3940'	-	1200m
6070'	-	1850m
8040'	-	2450m
10010'	-	3050m



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

SID	ROUTING
GOTAP 1B	On 176° track to BRP 6.5 DME, turn LEFT, 028° track, when passing SLV R-080 turn RIGHT, intercept SLV R-079 to GOTAP.
KUROS 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 342° bearing towards BO, when passing BRP R-065 turn RIGHT, intercept BRP R-044 to KUROS.
TUVOG 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 342° bearing to BO, turn RIGHT, 003° bearing to TUVOG.

CHANGES: Chart completely revised.

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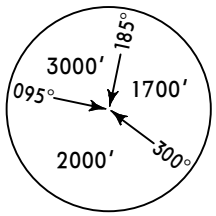
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	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.

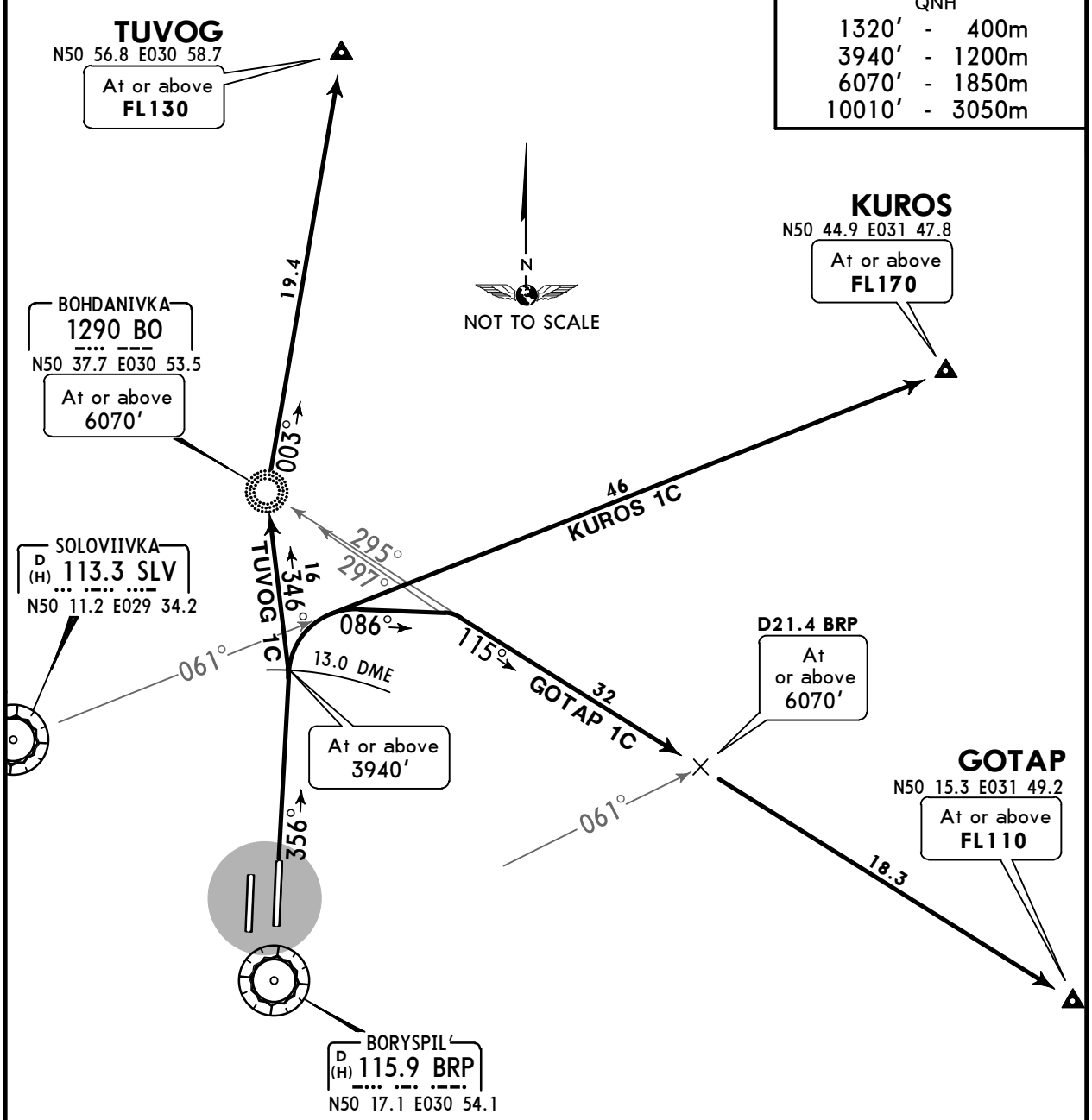


MSA BRP VOR

GOTAP ONE CHARLIE (GOTAP 1C) [GOTA1C]
KUROS ONE CHARLIE (KUROS 1C) [KURO1C]
TUVOG ONE CHARLIE (TUVOG 1C) [TUVO1C]
RWY 36R DEPARTURES

FT/METER CONVERSION
QNH

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



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

SID	ROUTING
GOTAP 1C	On 356° track to BRP 13.0 DME, turn RIGHT, 086° track, when passing 297° bearing to BO turn RIGHT, intercept 115° bearing from BO to GOTAP.
KUROS 1C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept SLV R-061 to KUROS.
TUVOG 1C	On 356° track to BRP 13.0 DME, turn LEFT, intercept 346° bearing to BO, turn RIGHT, 003° bearing to TUVOG.

CHANGES: Chart completely revised.

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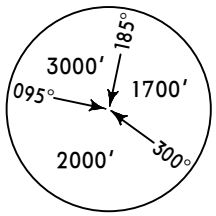
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

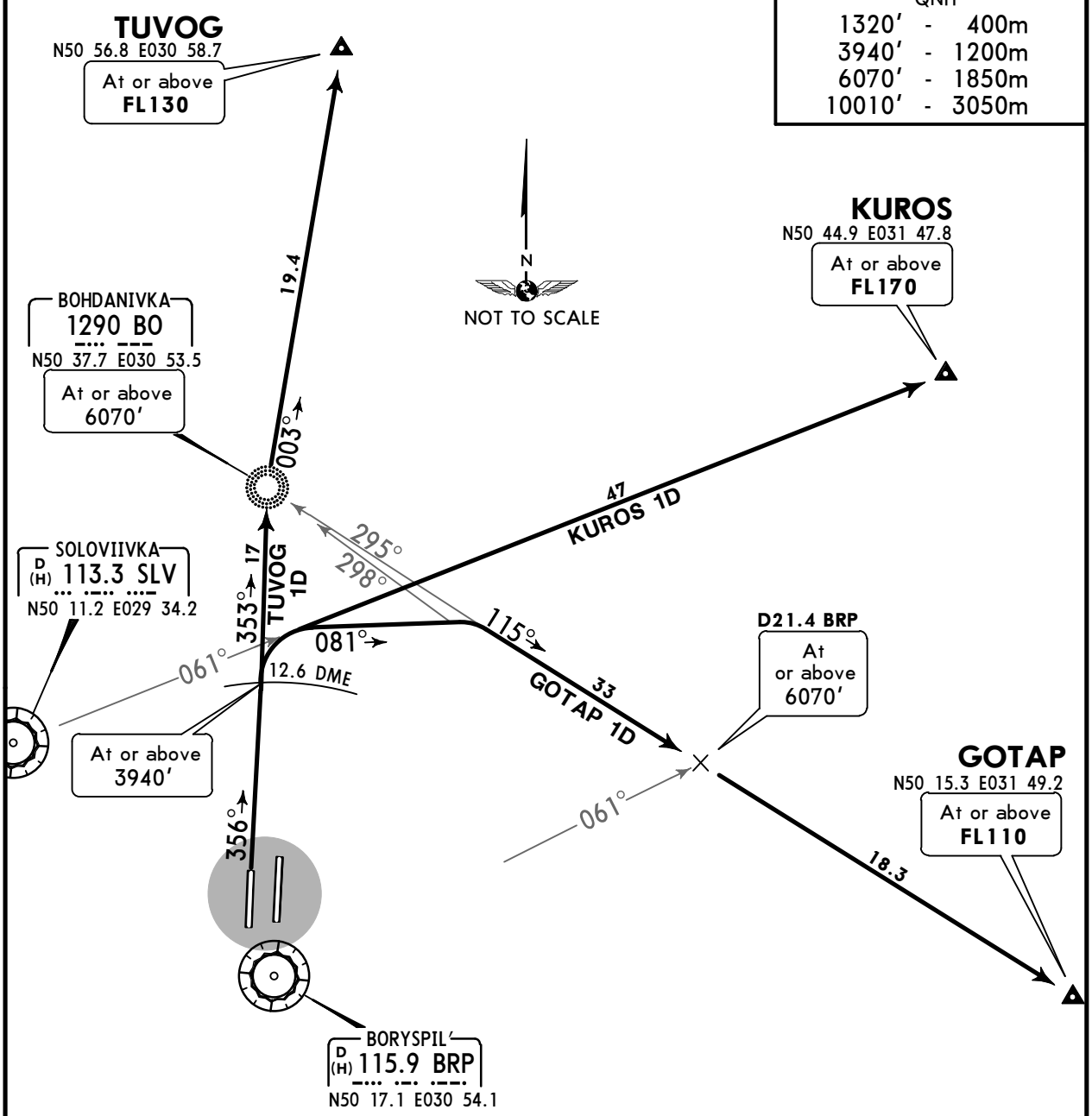


MSA BRP VOR

GOTAP ONE DELTA (GOTAP 1D) [GOTA1D]
KUROS ONE DELTA (KUROS 1D) [KURO1D]
TUVOG ONE DELTA (TUVOG 1D) [TUVO1D]
RWY 36L DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

FT/METER CONVERSION
QNH

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



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

SID	ROUTING
GOTAP 1D	On 356° track to BRP 12.6 DME, turn RIGHT, 081° track, when passing 298° bearing to BO turn RIGHT, intercept 115° bearing from BO to GOTAP.
KUROS 1D	On 356° track to BRP 12.6 DME, turn RIGHT, intercept SLV R-061 to KUROS.
TUVOG 1D	On 356° track to BRP 12.6 DME, turn LEFT, intercept 353° bearing to BO, turn RIGHT, 003° bearing to TUVOG.

CHANGES: Chart completely revised.

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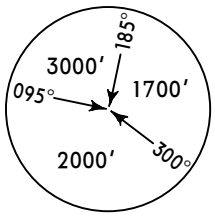
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



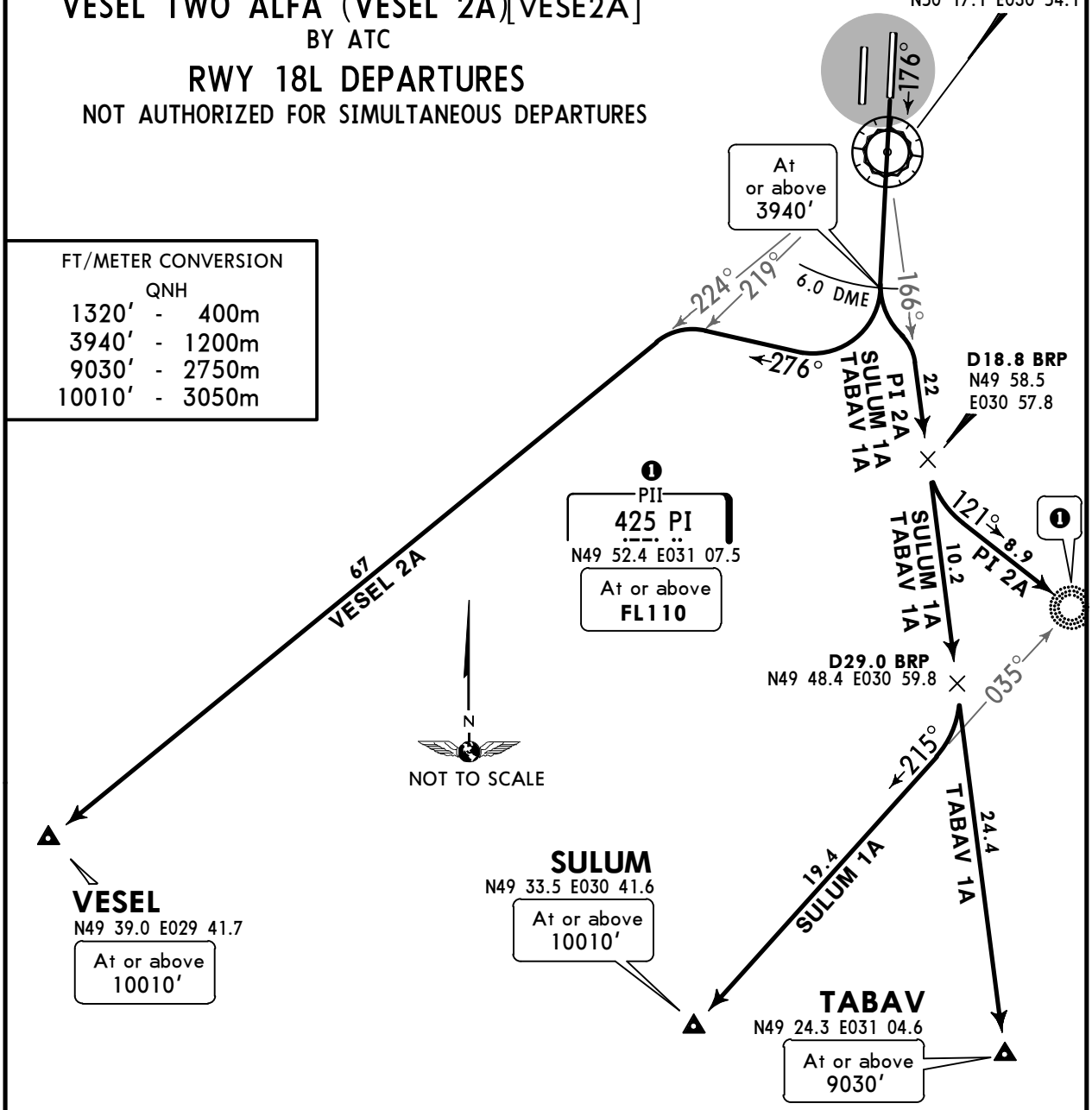
MSA BRP VOR

PII TWO ALFA (PI 2A)
SULUM ONE ALFA (SULUM 1A) [SULU1A]
TABAV ONE ALFA (TABAV 1A) [TABA1A]

VESEL TWO ALFA (VESEL 2A) [VESE2A]
BY ATC

RWY 18L DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES

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



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

SID	ROUTING
PI 2A	On 176° track to BRP 6.0 DME, turn LEFT, intercept BRP R-166 to D18.8 BRP, turn LEFT, intercept 121° bearing to PI.
SULUM 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept BRP R-166 to D29.0 BRP turn RIGHT, intercept 215° bearing from PI to SULUM.
TABAV 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept BRP R-166 to TABAV.
VESEL 2A	On 176° track to BRP 6.0 DME, turn RIGHT, 276° track, when passing BRP R-219 turn LEFT, intercept BRP R-224 to VESEL.

CHANGES: New chart.

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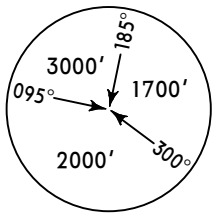
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

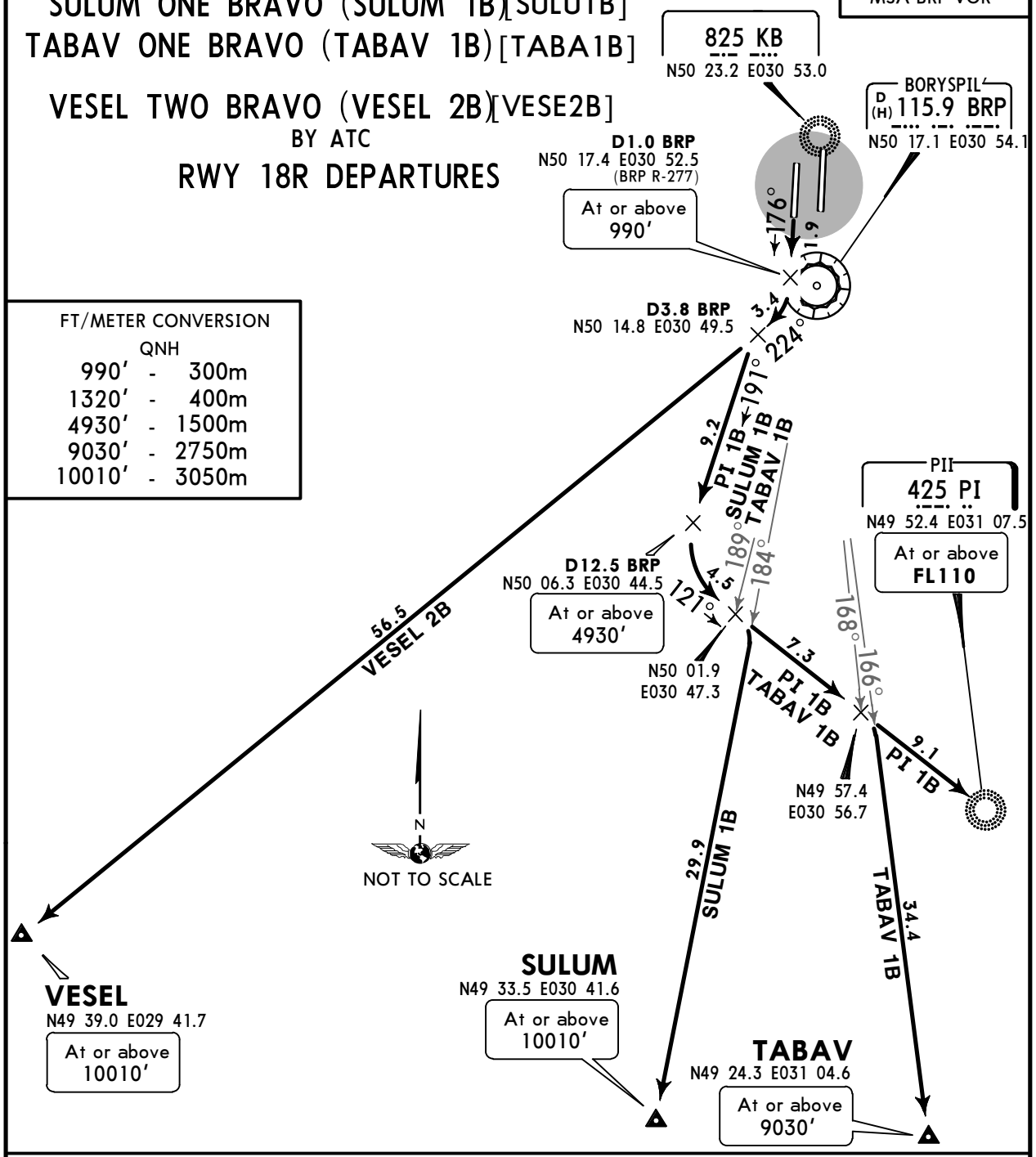


MSA BRP VOR

PII ONE BRAVO (PI 1B)
SULUM ONE BRAVO (SULUM 1B)[SULU1B]
TABAV ONE BRAVO (TABAV 1B)[TABA1B]
VESEL TWO BRAVO (VESEL 2B)[VESE2B]

BY ATC

RWY 18R DEPARTURES



FT/METER CONVERSION

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

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

SID	ROUTING
PI 1B	On 176° track to D1.0 BRP, turn RIGHT, intercept BRP R-224 to D3.8 BRP, turn LEFT, intercept 191° bearing from KB to D12.5 BRP, turn LEFT, intercept 121° bearing to PI.
SULUM 1B	On 176° track to D1.0 BRP, turn RIGHT, intercept BRP R-224 to D3.8 BRP, turn LEFT, intercept 191° bearing from KB to D12.5 BRP, turn LEFT, intercept 121° bearing towards PI, when passing BRP R-189 turn RIGHT, intercept BRP R-184 to SULUM.
TABAV 1B	On 176° track to D1.0 BRP, turn RIGHT, intercept BRP R-224 to D3.8 BRP, turn LEFT, intercept 191° bearing from KB to D12.5 BRP, turn LEFT, intercept 121° bearing to PI, when passing BRP R-168 turn RIGHT, intercept BRP R-166 to TABAV.
VESEL 2B	On 176° track to D1.0 BRP, turn RIGHT, intercept BRP R-224 to VESEL.

CHANGES: New chart.

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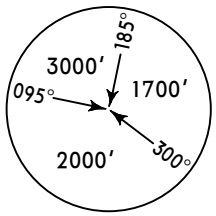
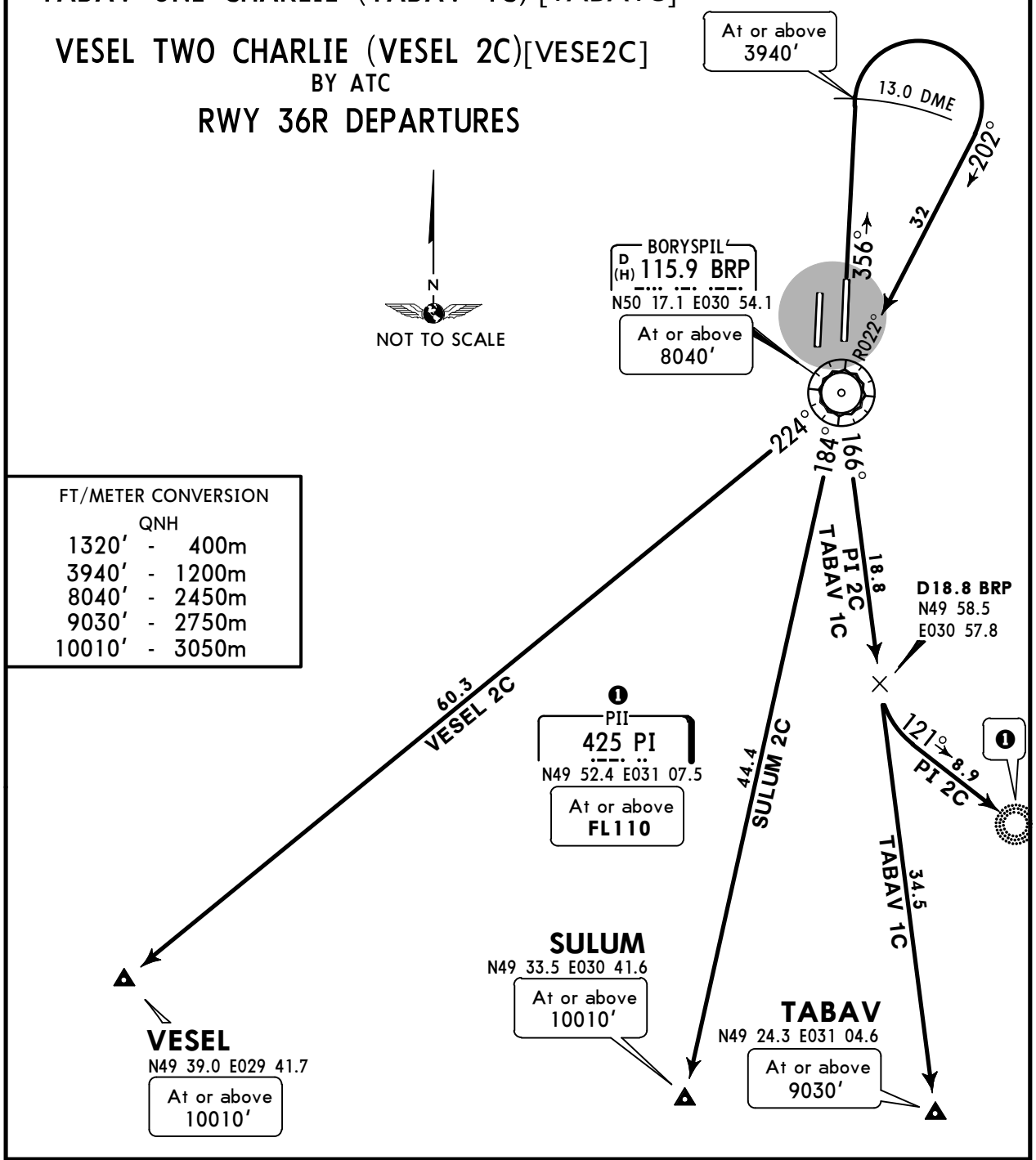
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



MSA BRP VOR

PII TWO CHARLIE (PI 2C)
SULUM TWO CHARLIE (SULUM 2C)[SULU2C]
TABAV ONE CHARLIE (TABAV 1C) [TABA1C]
VESEL TWO CHARLIE (VESEL 2C)[VESE2C]
BY ATC
RWY 36R DEPARTURES



FT/METER CONVERSION

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

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

SID	ROUTING
PI 2C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-166 to D18.8 BRP, turn LEFT, intercept 121° bearing to PI.
SULUM 2C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-184 to SULUM.
TABAV 1C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn LEFT, BRP R-166 to TABAV.
VESEL 2C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept BRP R-022 inbound to BRP, turn RIGHT, BRP R-224 to VESEL.

CHANGES: New chart.

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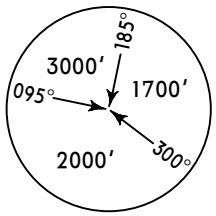
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.



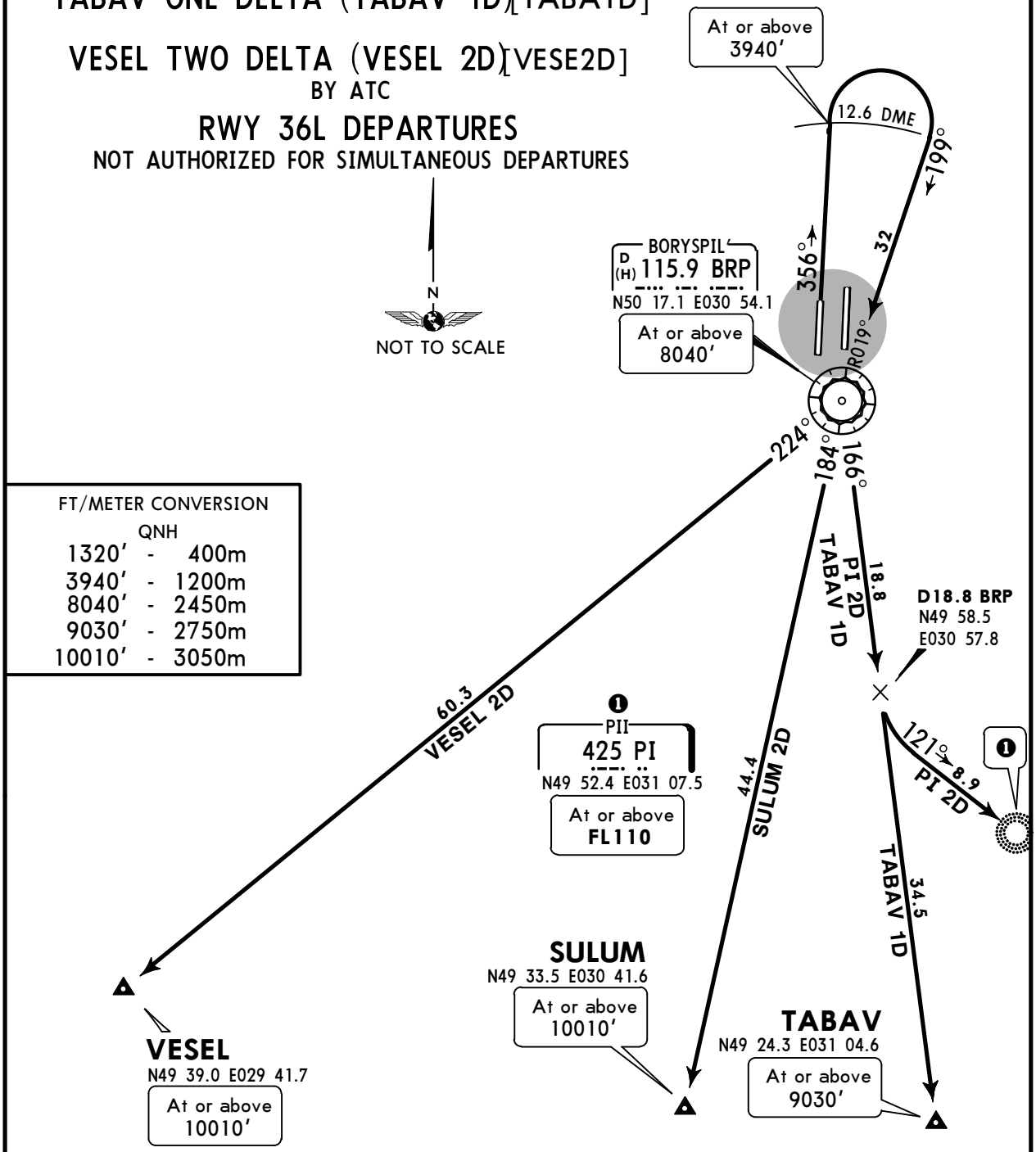
MSA BRP VOR

PII TWO DELTA (PI 2D)
SULUM TWO DELTA (SULUM 2D)[SULU2D]
TABAV ONE DELTA (TABAV 1D)[TABA1D]
VESEL TWO DELTA (VESEL 2D)[VESE2D]

BY ATC

RWY 36L DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION

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

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

SID	ROUTING
PI 2D	On 356° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-166 to D18.8 BRP, turn LEFT, intercept 121° bearing to PI.
SULUM 2D	On 356° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-184 to SULUM.
TABAV 1D	On 356° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn LEFT, BRP R-166 to TABAV.
VESEL 2D	On 356° track to BRP 12.6 DME, turn RIGHT, intercept BRP R-019 inbound to BRP, turn RIGHT, BRP R-224 to VESEL.

CHANGES: New chart.

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UKBB/KBP
BORYSPIL'

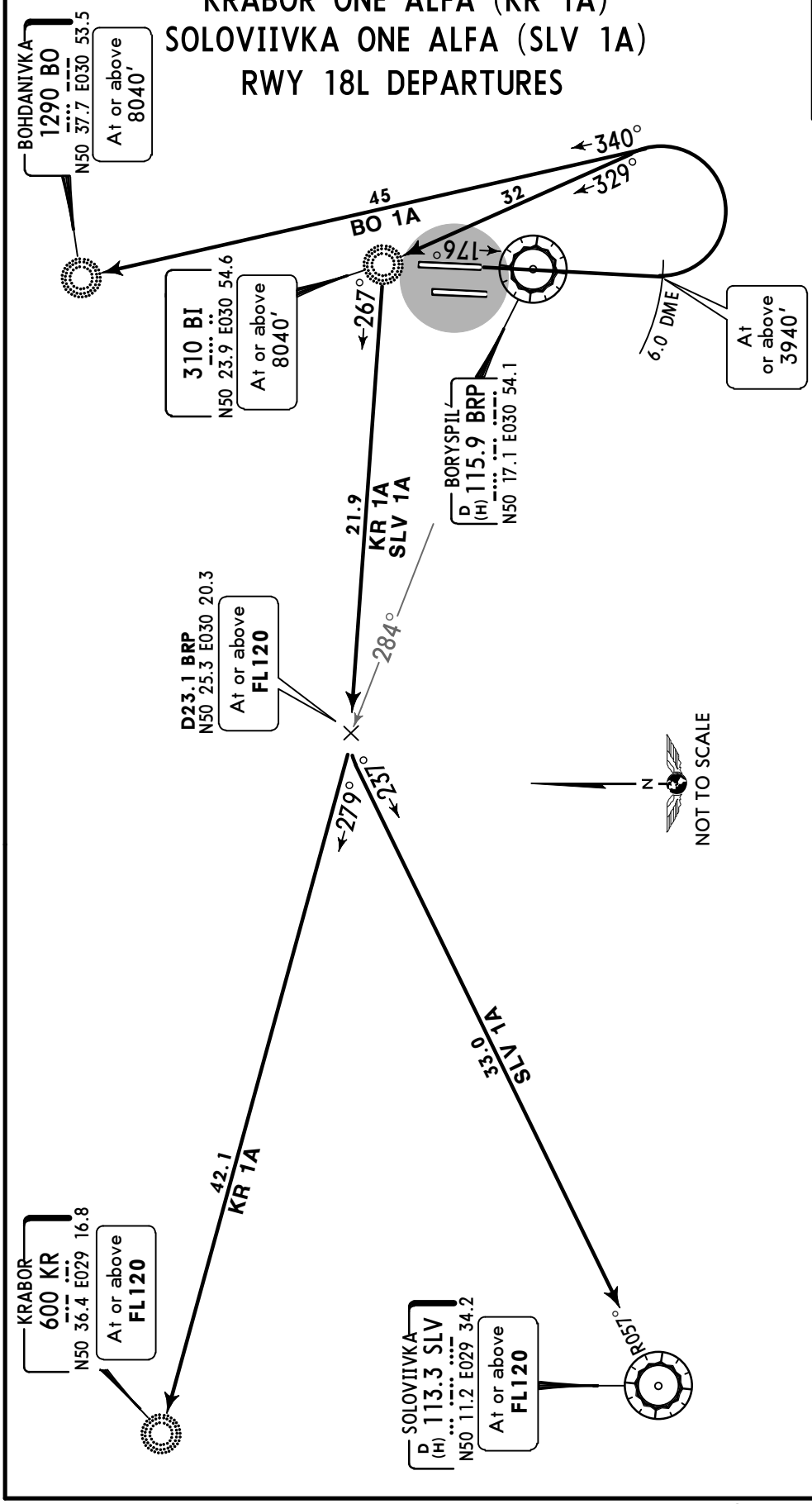
JEPPESEN

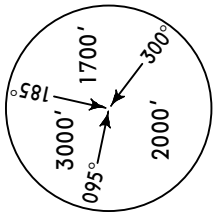
19 JUN 15 (10-3U) Eff 25 Jun

KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	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.

BOHDANIVKA ONE ALFA (BO 1A)
KRABOR ONE ALFA (KR 1A)
SOLOVIIVKA ONE ALFA (SLV 1A)
RWY 18L DEPARTURES





MSA BRP VOR

FT/METER CONVERSION
QNH

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

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

SID	ROUTING
BO 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 340° bearing to BO.
KR 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 329° bearing to BI, turn LEFT, 267° bearing to D23.1 BRP, turn RIGHT, intercept 279° bearing to KR.
SLV 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 329° bearing to BI, turn LEFT, 267° bearing to D23.1 BRP, turn LEFT, intercept SLV R-057 inbound to SLV.

CHANGES: Chart completely revised.

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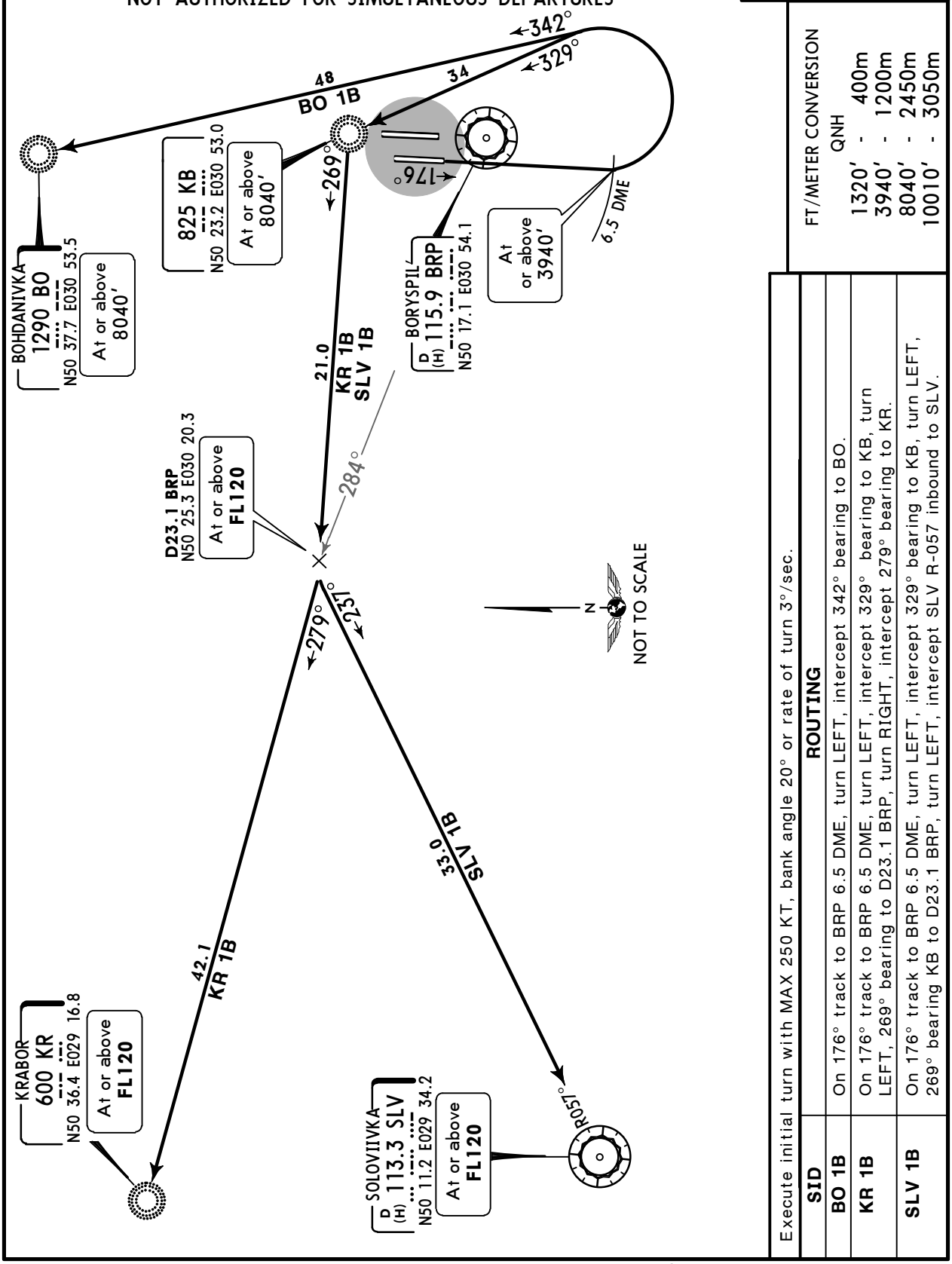
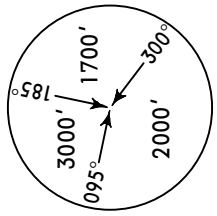
ATIS	KYIV Radar	Apt Elev
125.950 (Russian 119.425)	124.675 127.725 128.175	427'

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.

BOHDANIVKA ONE BRAVO (BO 1B)
KRABOR ONE BRAVO (KR 1B)
SOLOVIIVKA ONE BRAVO (SLV 1B)
RWY 18R DEPARTURES

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES





FT/METER CONVERSION
QNH

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

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

SID	ROUTING
BO 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 342° bearing to BO.
KR 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 269° bearing to D23.1 BRP, turn RIGHT, intercept 279° bearing to KR.
SLV 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 269° bearing KB to D23.1 BRP, turn LEFT, intercept SLV R-057 inbound to SLV.

CHANGES: Chart completely revised.

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UKBB/KBP
BORYSPIL'

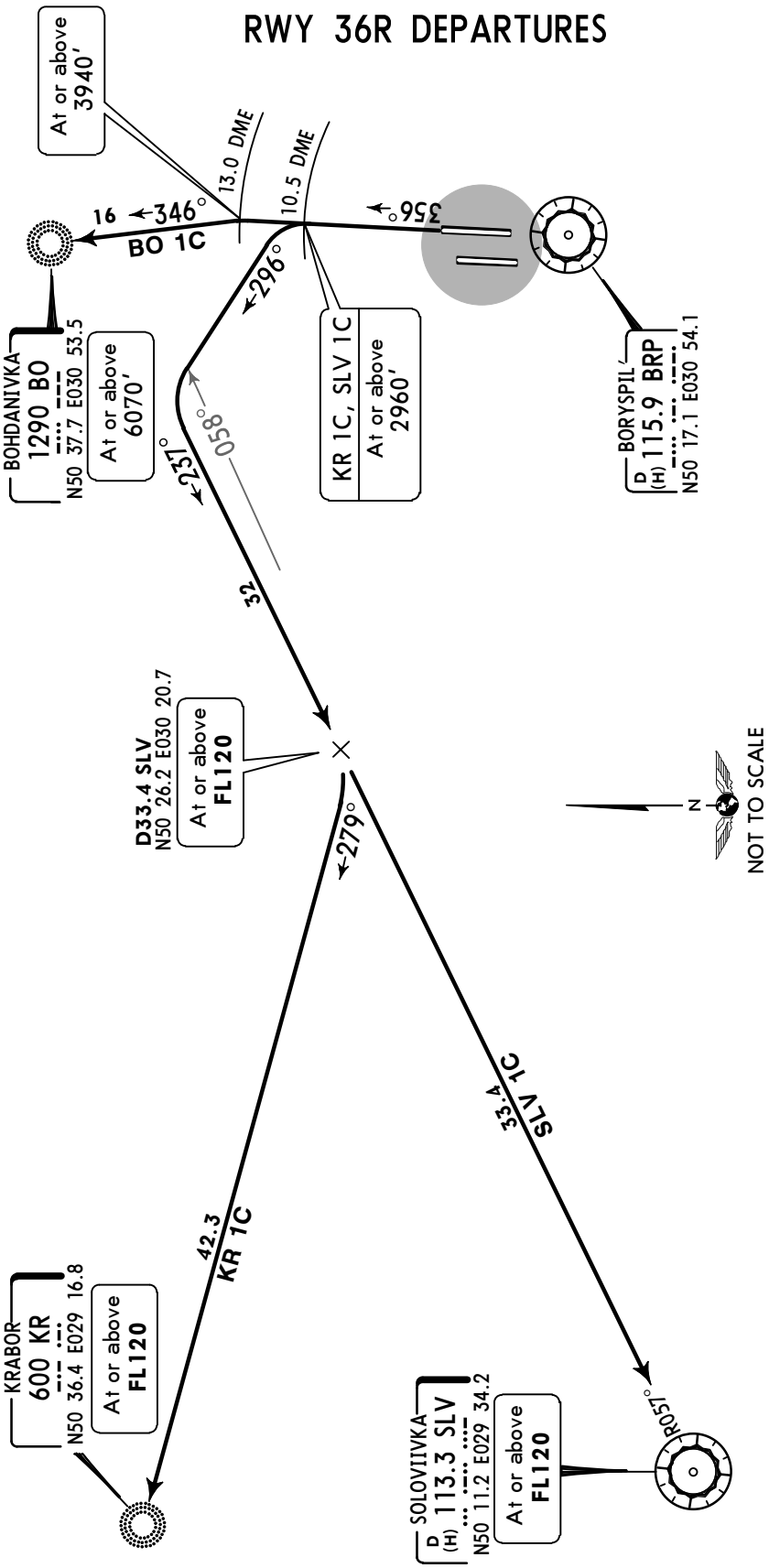
JEPPESEN

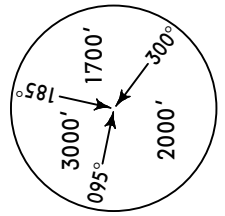
19 JUN 15 (10-3W) Eff 25 Jun

KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	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.

BOHDANIVKA ONE CHARLIE (BO 1C)
KRABOR ONE CHARLIE (KR 1C)
SOLOVIIVKA ONE CHARLIE (SLV 1C)
RWY 36R DEPARTURES





FT/METER CONVERSION

QNH	
1320'	400m
2960'	900m
3940'	1200m
6070'	1850m
10010'	3050m

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

SID	ROUTING
BO 1C	On 356° track to BRP 13.0 DME, turn LEFT, intercept 346° bearing to BO.
KR 1C ❶	On 356° track to BRP 10.5 DME, turn LEFT, 296° track, when passing SLV R-058 turn LEFT, intercept SLV R-057 inbound to D33.4 SLV, turn RIGHT, intercept 279° bearing to KR.
SLV 1C ❶	On 356° track to BRP 10.5 DME, turn LEFT, 296° track, when passing SLV R-058 turn LEFT, intercept BRP R-057 inbound to SLV.

❶ Not authorized for simultaneous departures.

CHANGES: New chart.

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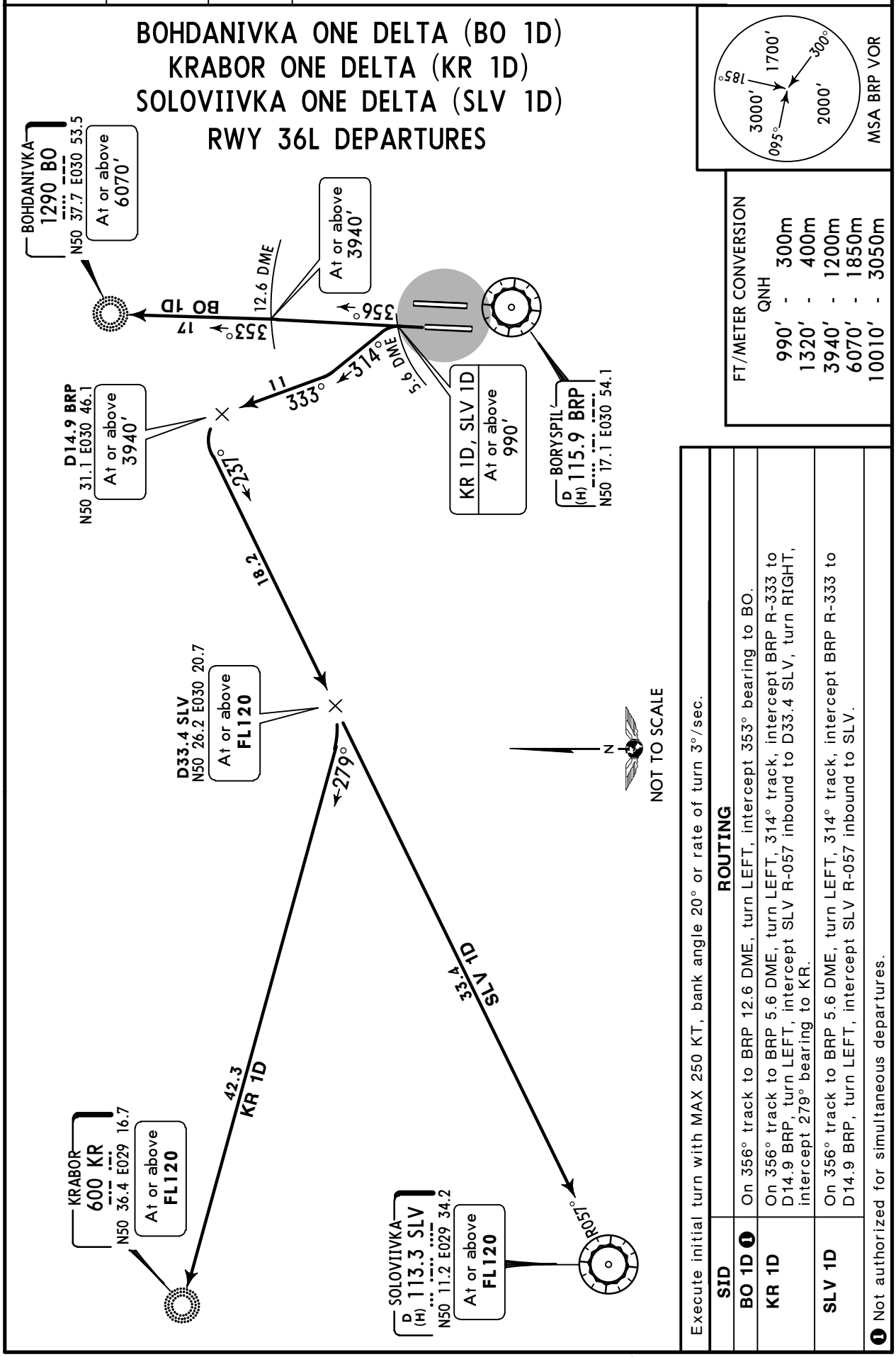
ATIS	KYIV Radar	Apt Elev	
125.950 (Russian 119.425)	124.675 127.725 128.175	427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Radar when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.

BOHDANIVKA ONE DELTA (BO 1D)
KRABOR ONE DELTA (KR 1D)
SOLOVIIVKA ONE DELTA (SLV 1D)
RWY 36L DEPARTURES



FT/METER CONVERSION

QNH	
990'	300m
1320'	400m
3940'	1200m
6070'	1850m
10010'	3050m

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

SID	ROUTING
BO 1D ❶	On 356° track to BRP 12.6 DME, turn LEFT, intercept 353° bearing to BO.
KR 1D	On 356° track to BRP 5.6 DME, turn LEFT, 314° track, intercept BRP R-333 to D14.9 BRP, turn LEFT, intercept SLV R-057 inbound to D33.4 SLV, turn RIGHT, intercept 279° bearing to KR.
SLV 1D	On 356° track to BRP 5.6 DME, turn LEFT, 314° track, intercept BRP R-333 to D14.9 BRP, turn LEFT, intercept SLV R-057 inbound to SLV.

❶ Not authorized for simultaneous departures.

CHANGES: New chart.

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UKBB/KBP

Apt Elev **427'**
N50 20.7 E030 53.6

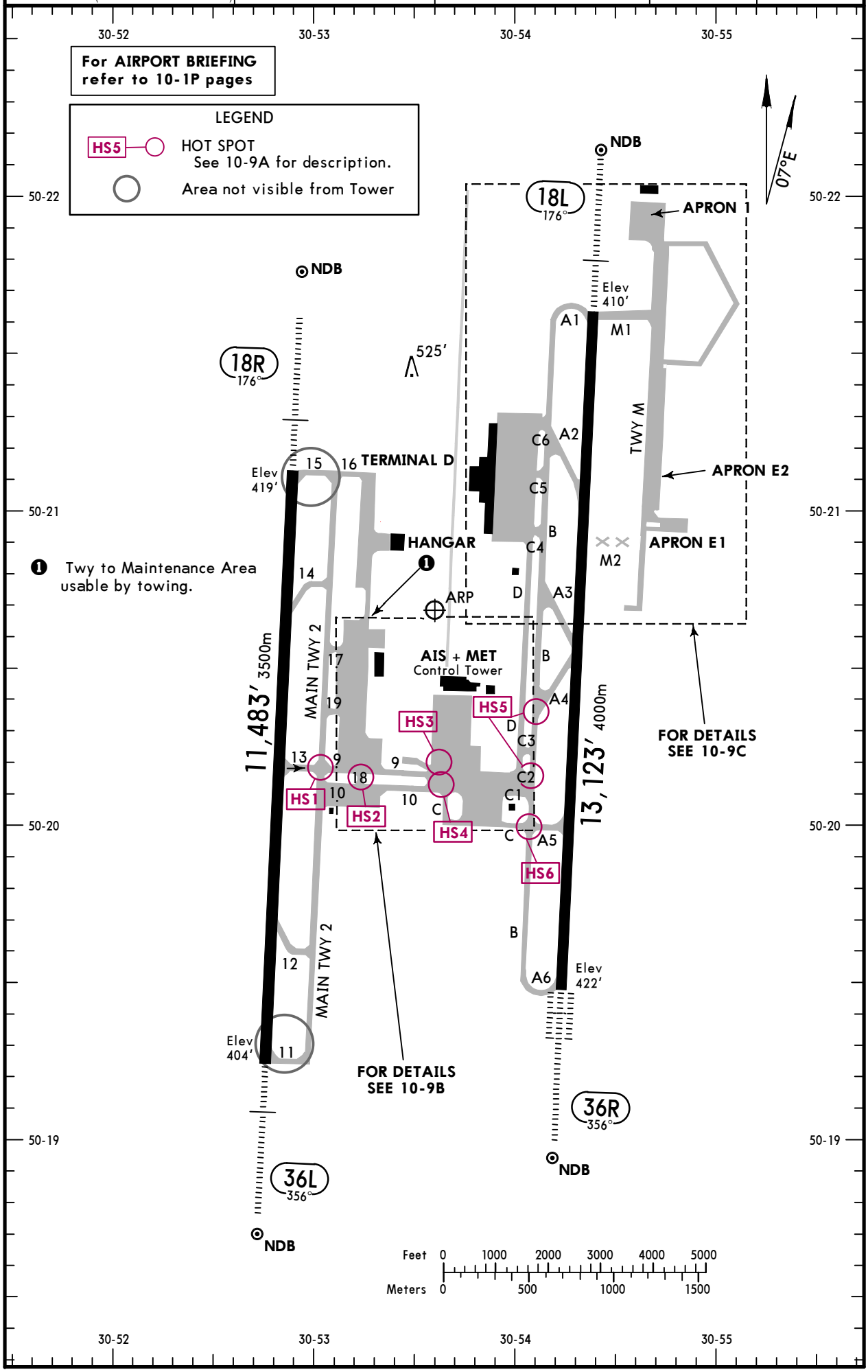
JEPPESEN

19 JUN 15
Eff 25 Jun

(10-9)

KYIV, UKRAINE
BORYSPIL'

ATIS Departure	*BORYSPIL' Delivery	Ground	Tower Rwy 18L/36R	Tower Rwy18R/36L
125.950 (Russian 119.425)	130.275	118.050 127.925	119.3	119.650



CHANGES: Var. Rwy bearings.

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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 1

	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		

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

CHANGES: None.

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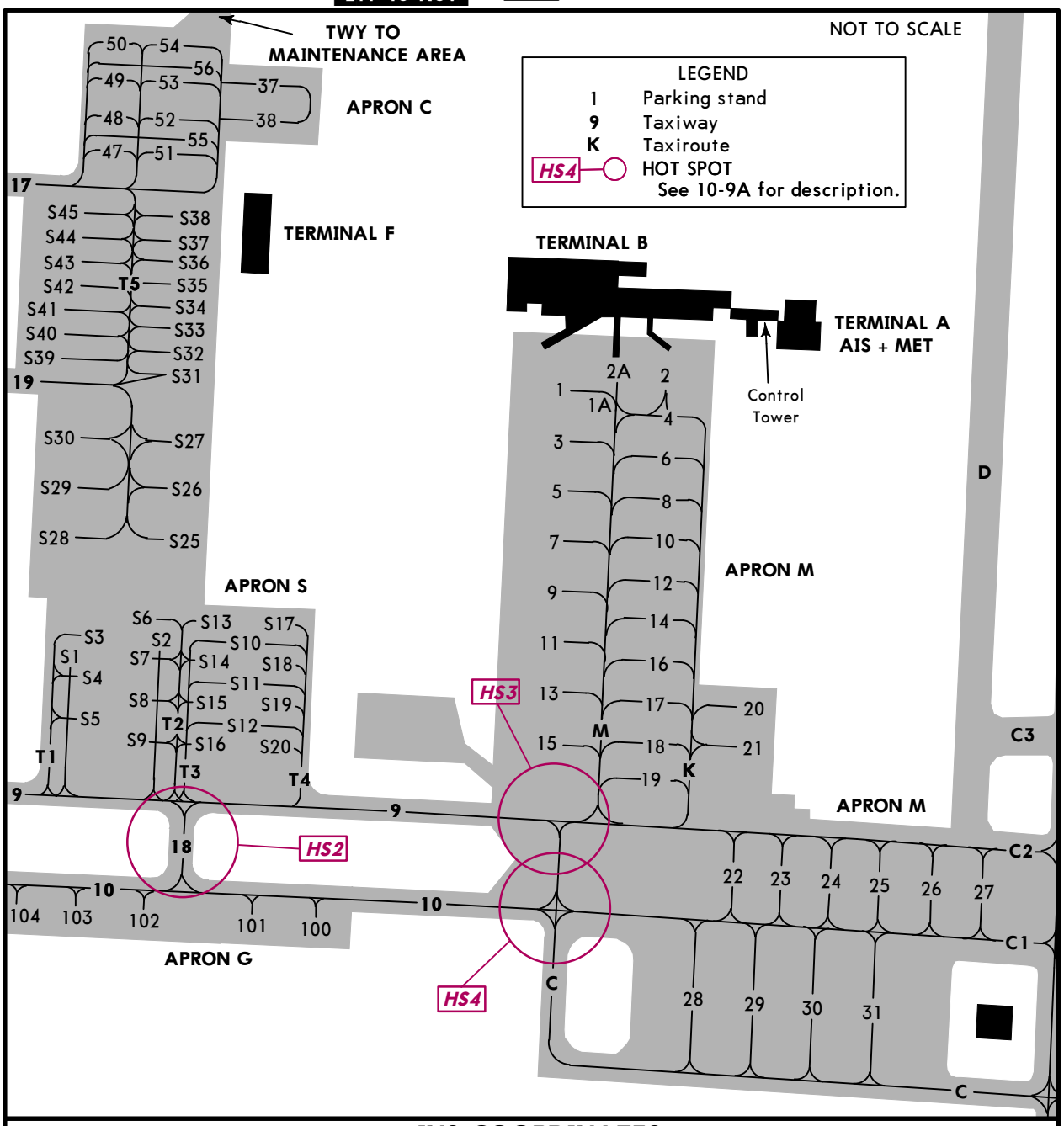

INS COORDINATES

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 thru 19	N50 20.2 E030 53.7	S17	N50 20.3 E030 53.3
20 thru 22	N50 20.2 E030 53.8	S18 thru S20	N50 20.2 E030 53.3
23	N50 20.1 E030 53.8	S25 thru S27	N50 20.3 E030 53.2
24, 25	N50 20.1 E030 53.9	S28 thru S30	N50 20.3 E030 53.1
26, 27	N50 20.1 E030 54.0	S31 thru S34	N50 20.4 E030 53.2
28, 29	N50 20.0 E030 53.8	S35	N50 20.5 E030 53.2
30, 31	N50 20.0 E030 53.9	S36 thru S38	N50 20.5 E030 53.3
37, 38	N50 20.6 E030 53.3	S39 thru S41	N50 20.4 E030 53.1
47 thru 56	N50 20.6 E030 53.2	S42 thru S45	N50 20.5 E030 53.1
100	N50 20.1 E030 53.3		
101, 102	N50 20.1 E030 53.2		
103, 104	N50 20.1 E030 53.1		

CHANGES: Stands established.

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NOT TO SCALE

VIP TERMINAL
APRON 1
TWY M
A1
M1
B
TERMINAL D
C6
A2
APRON D
C5
RWY 18L/36R
APRON E2
B
C4
M2
APRON E1
D
B
A3

INS COORDINATES

STAND No.	COORDINATES
	APRON D
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: Apron 1 established.

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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.

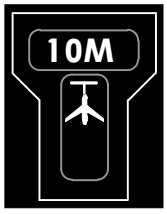
GATE READY FOR DOCKING.
Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

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.

CHANGES: New page.

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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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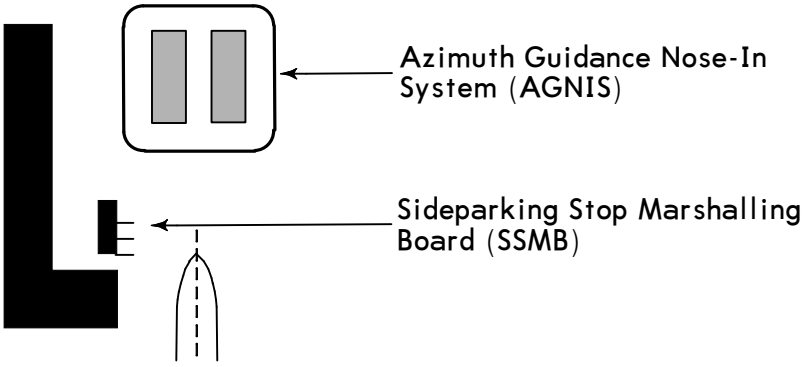
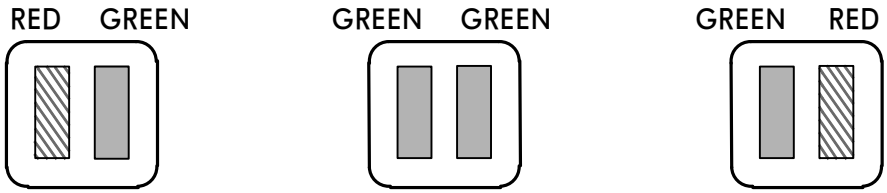
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS

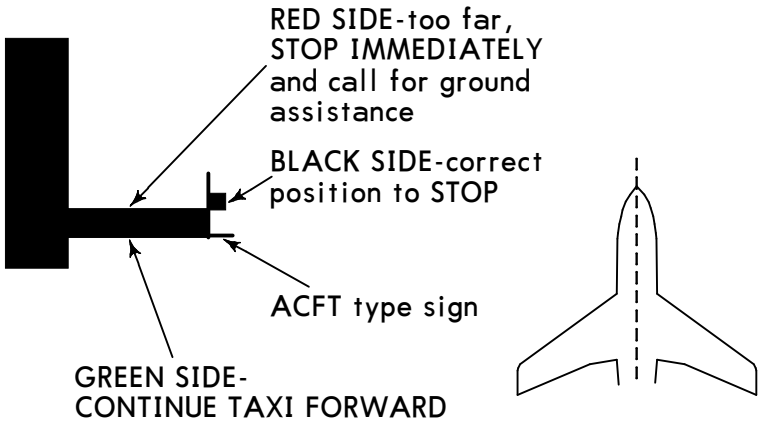


LEFT of centerline. Turn towards GREEN. (RIGHT)

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.

CHANGES: New page.

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STRAIGHT-IN RWY		A	B	C	D
18L	ILS	**610'**(200')	**620'**(210')	**630'**(220')	**640'**(230')
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ❶	**830'**(420')	**830'**(420')	**830'**(420')	**830'**(420')
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	**830'**(420')	**830'**(420')	**830'**(420')	**830'**(420')
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
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	**830'**(411')	**830'**(411')	**830'**(411')	**830'**(411')
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
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')	**530'**(108')	**543'**(121')
		RA104' R300m	**RA104' R300m**	**RA113' R300m**	**RA127' R400m**
	ILS	**622'**(200')	**622'**(200')	**625'**(203')	**635'**(213')
	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.

CHANGES: VOR 18L. NDB 18L, 18R. ILS CAT 2 36R.

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CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 18L ❶❷	**870**′(460′)	**930**′(520′)	**1030**′(620′)	**1130**′(720′)
After apch to rwy 18L ❷	**2470**′(2060′)	**2470**′(2060′)	**2470**′(2060′)	**2470**′(2060′)
After apch to rwy 18R ❶❸	**870**′(451′)	**930**′(511′)	**1030**′(611′)	**1130**′(711′)
After apch to rwy 18R ❸	**2470**′(2051′)	**2470**′(2051′)	**2470**′(2051′)	**2470**′(2051′)
After apch to rwy 36L ❶❹	**870**′(466′)	**930**′(526′)	**1030**′(626′)	**1130**′(726′)
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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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (11-1) Eff 20 Aug

KYIV, UKRAINE ILS or NDB Rwy 18L

BRIEFING STRIP TM

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.3	118.050 127.925

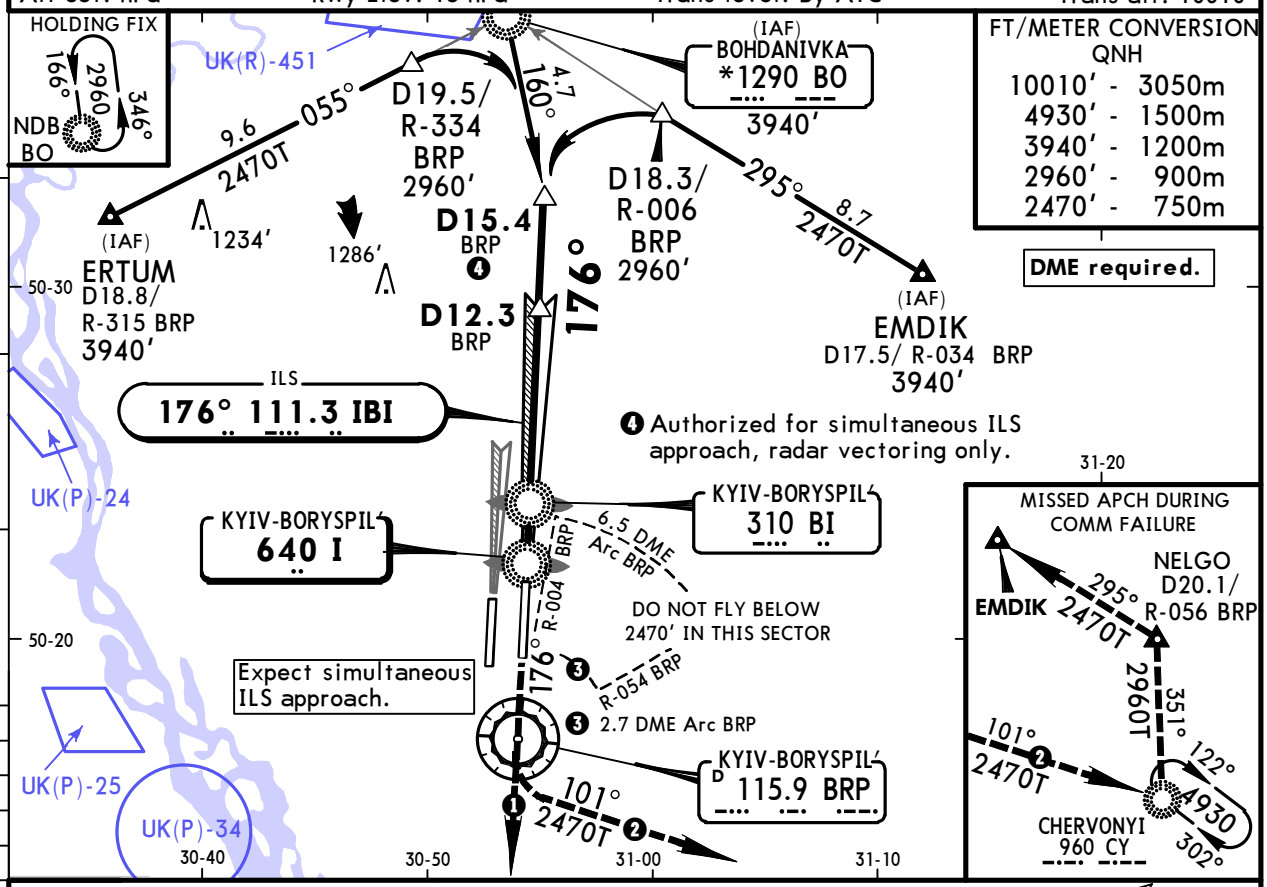
LOC IBI 111.3	Final Apch Crs 176°	GS LOM 1181'(771')	ILS DA(H) Refer to Minimums	Apt Elev 427'
NDB I 640		Minimum Alt D12.3 BRP 2960'(2550')	NDB MDA(H) 830'(420')	Rwy 410'

MSA BRP VOR: 3000' 185°, 1700' 095°, 2000' 300°

MISSED APCH: ❶ Climb on rwy heading to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: ❷Climb on rwy heading to 2960', then turn LEFT onto 101° to CY NDB climbing to 4930' and hold over 5 min. Continue on track 351° to NELGO, then turn LEFT onto 295° to EMDIK, then according to chart.

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

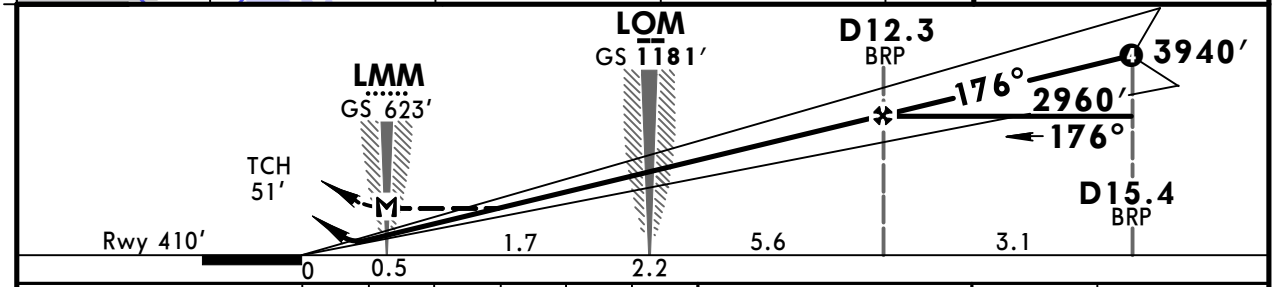


FT/METER CONVERSION QNH

10010' -	3050m
4930' -	1500m
3940' -	1200m
2960' -	900m
2470' -	750m

DME required.

MISSED APCH DURING COMM FAILURE



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB 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 18L

	ILS ❶ DA(H) D:640'(230') FULL	ILS ALS out	LOC (GS out)	NDB MDA(H) 830'(420')	NDB ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B	RVR 600m			RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❷ West of apt

Max Kts	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 DA(H): A: 610'(200'), B: 620'(210'), C: 630'(220').
❷ Circling height based on rwy 18L thresh elev of 410'.

CHANGES: Waypoint name.

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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (11-2) Eff 20 Aug

KYIV, UKRAINE ILS Rwy 18R

BRIEFING STRIP

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.650	118.050 127.925

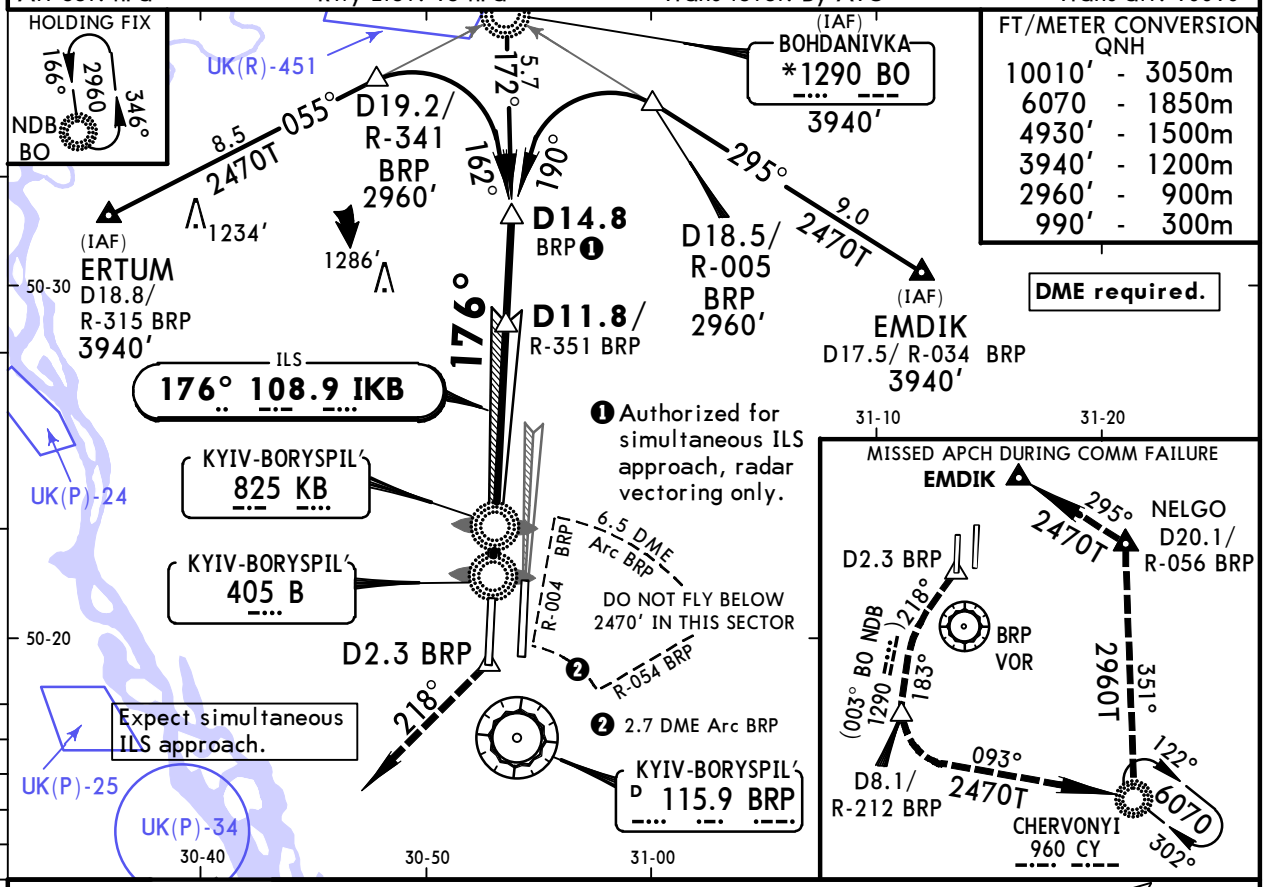
LOC IKB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
108.9	176°	1148'(729')	619'(200')	Rwy 419'

MSA BRP VOR: 3000' 185°, 1700' 095°, 2000' 300°

MISSED APCH: Climb on rwy heading to 990' or above to D2.3 BRP, turn RIGHT onto 218° to intercept 003° BO NDB, climbing to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3 BRP, turn RIGHT onto 218°, to intercept 003° BO NDB to D8.1/R-212 BRP climbing to 4930'. Turn LEFT onto 093° to CY NDB climbing to 6070' and hold over 5 min. Continue on track 351° to NELGO, turn LEFT onto 295° to EMDIK, then according to chart.

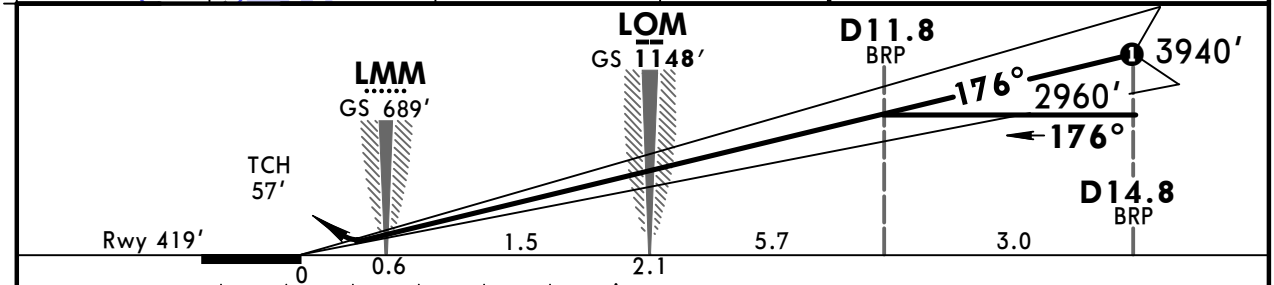
Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION QNH

10010'	-	3050m
6070	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
990'	-	300m

DME required.



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

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 ❶

Max Kts	West of apt 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

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

CHANGES: Waypoint name.

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UKBB/KBP BORYSPIL'

JEPPESEN

19 JUN 15 (11-3) Eff 25 Jun

KYIV, UKRAINE ILS Rwy 36L

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.650	118.050 127.925

BRIEFING STRIP™

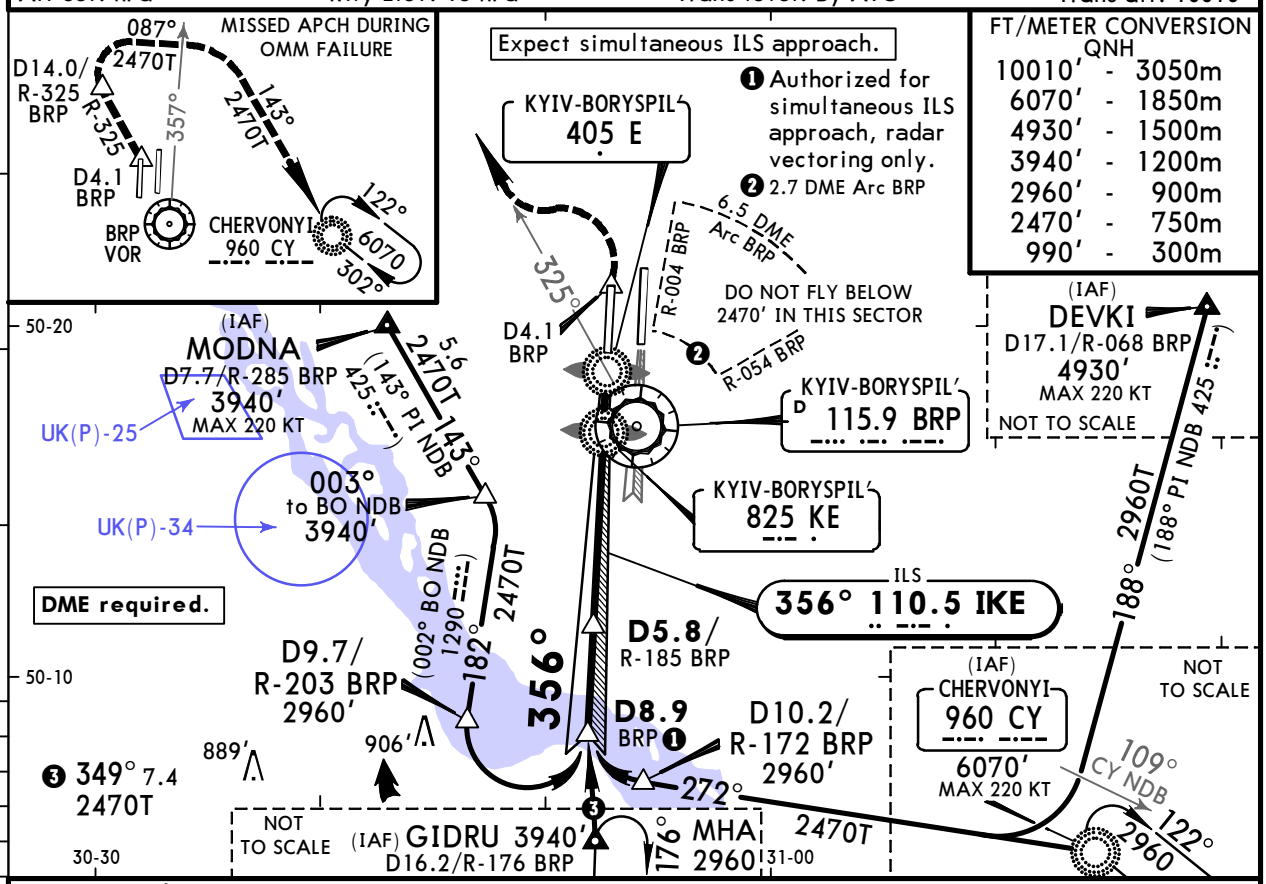
LOC IKE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 427'
110.5	356°	1198'(794')	604'(200')	Rwy 404'

MISSED APCH: Climb on rwy heading to 990' or above to D4.1 BRP, then turn LEFT to intercept R-325 BRP, climbing to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D4.1 BRP, then turn LEFT to intercept R-325 BRP, climbing to D14.0/R-325 BRP to 4930'. Turn RIGHT onto 087°, at R-357 BRP turn RIGHT onto 143° to CY NDB and hold over 5 min at 6070', then according to chart.

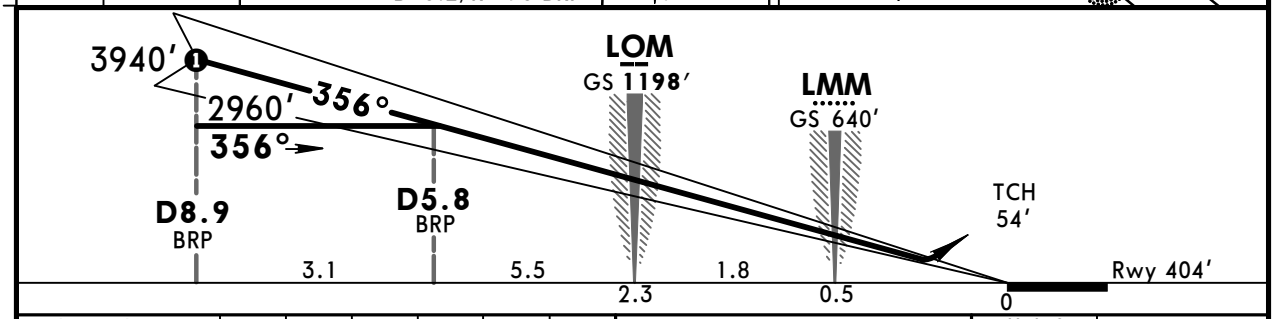
MSA BRP VOR: 3000' (185°), 1700' (300°), 2000' (095°)

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



FT/METER CONVERSION

QNH		
10010'	-	3050m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
990'	-	300m



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

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 ❶

	Max Kts	West of apt 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

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

CHANGES: MSA. Procedure.

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UKBB/KBP BORYSPIL'

JEPPESEN

19 JUN 15 (11-4) Eff 25 Jun

KYIV, UKRAINE ILS or NDB Rwy 36R

BRIEFING STRIP TM

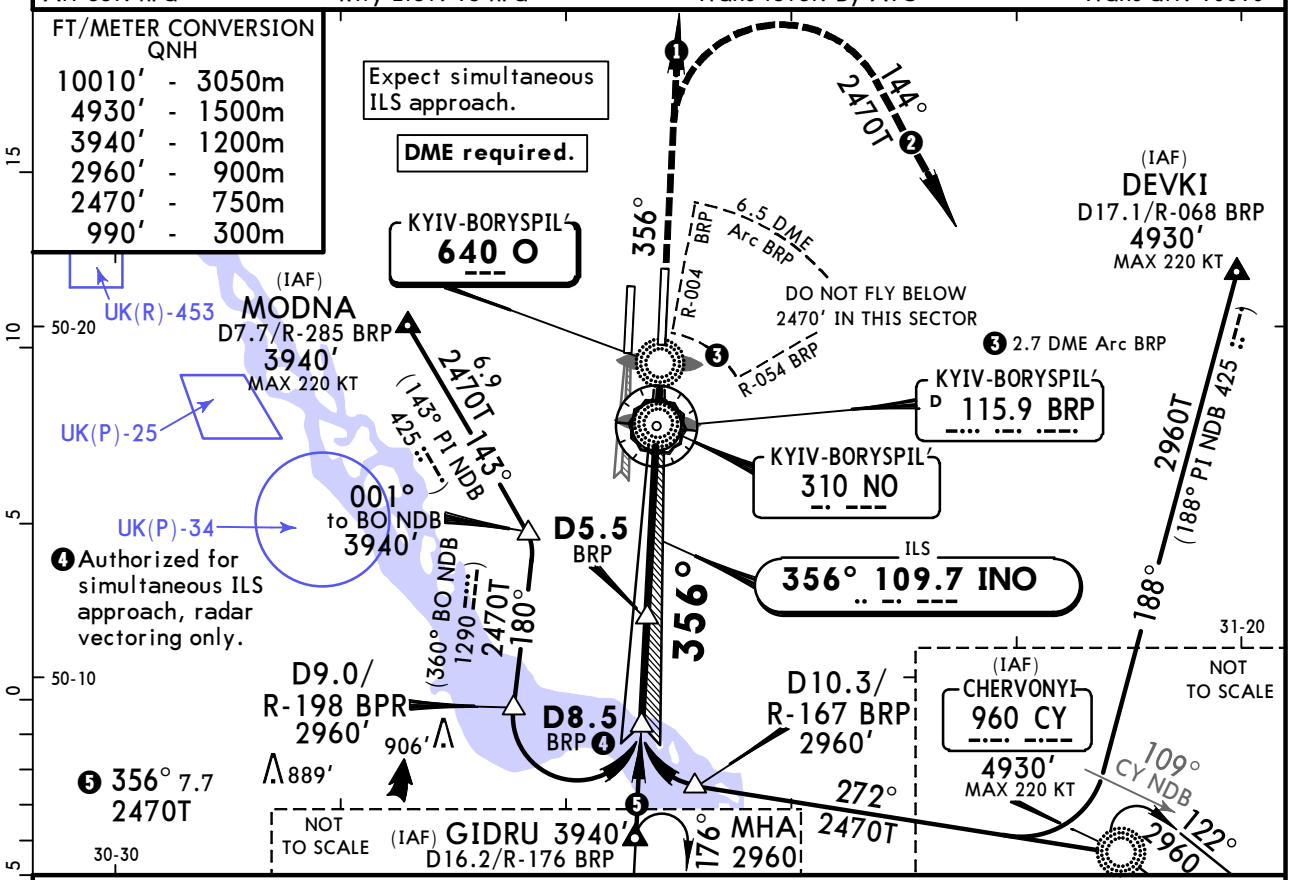
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.3	118.050 127.925

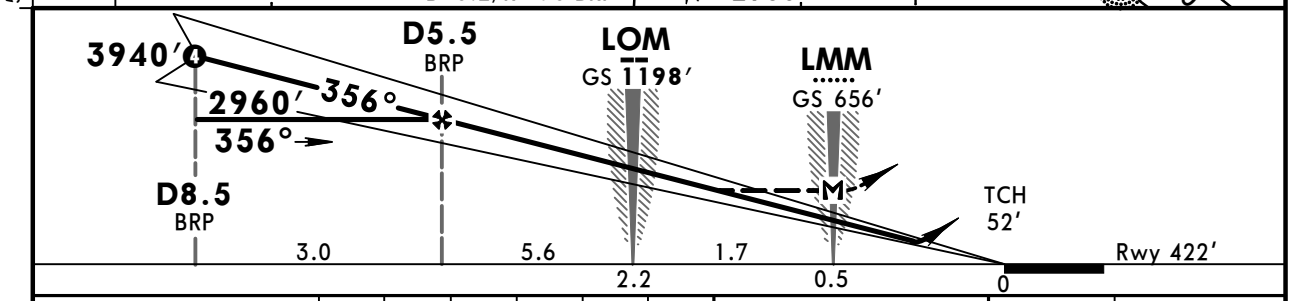
LOC INO 109.7	Final Apch Crs 356°	GS LOM 1198'(776')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 422'
NDB O 640		Minimum Alt D5.5 BRP 2960'(2538')	NDB MDA(H) 790'(368')	

MSA BRP VOR: 3000' 095° 1700' 185° 2000' 300°

MISSED APCH: ❶ Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2960', then turn RIGHT onto 144° to CY NDB climbing to 4930', 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°	372	478	531	637	743	849
MAP at LMM							

HIALS-II PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY 36R

ILS DA(H) AB: 622'(200') C: 625'(203') D: 635'(213')

LOC (GS out) MDA(H) 790'(368')

NDB

PANS OPS

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C	RVR 600m				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: MSA. Procedure.

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UKBB/KBP BORYSPIL'

JEPPESEN

19 JUN 15
Eff 25 Jun
11-4A

KYIV, UKRAINE
CAT II ILS Rwy 36R

BRIEFING STRIP ™

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7 (Russian 134.250)	127.725 122.775 125.3	119.3	118.050 127.925

LOC INO	Final Apch Crs	GS LOM	CAT II ILS	Apt Elev 427'
109.7	356°	1198' (776')	RA 104' DA(H) 522' (100')	Rwy 422'

MISSED APCH: ❶ Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2960', then turn RIGHT onto 144° to CY NDB climbing to 4930', hold over 5 min, then according to chart.

3000' 185° 095° 1700' 2000' 300°
MSA BRP VOR

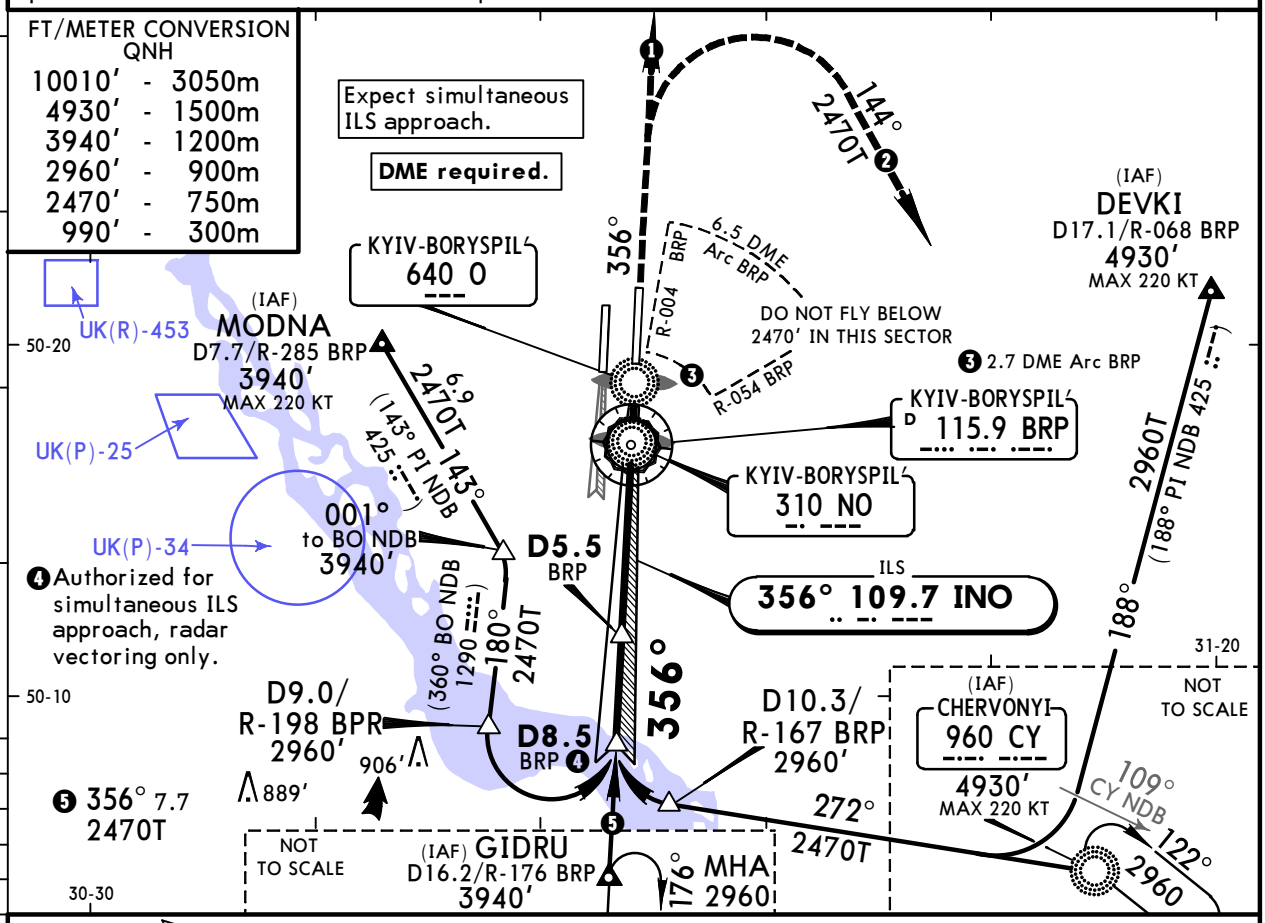
Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'
Special Aircrew & Acft Certification required.

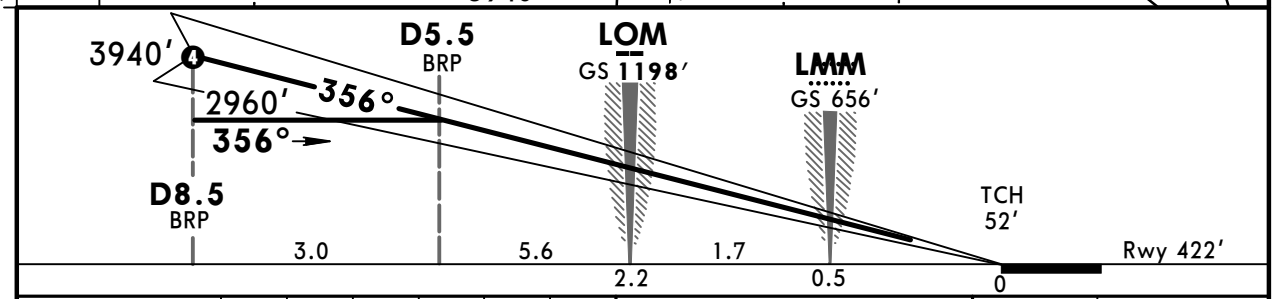
FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
990'	-	300m

Expect simultaneous ILS approach.

DME required.





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

HIALS-II
PAPI

Refer to Missed apch above

JAR-OPS

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

AB	C	D
RA 104'	RA 113'	RA 127'
DA(H) 522' (100')	DA(H) 530' (108')	DA(H) 543' (121')

PANS OPS

RVR 300m ❶	RVR 400m

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

CHANGES: MSA. Procedure. Minimums.

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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (13-1) Eff 20 Aug

KYIV, UKRAINE VOR Rwy 18L

BRIEFING STRIP™

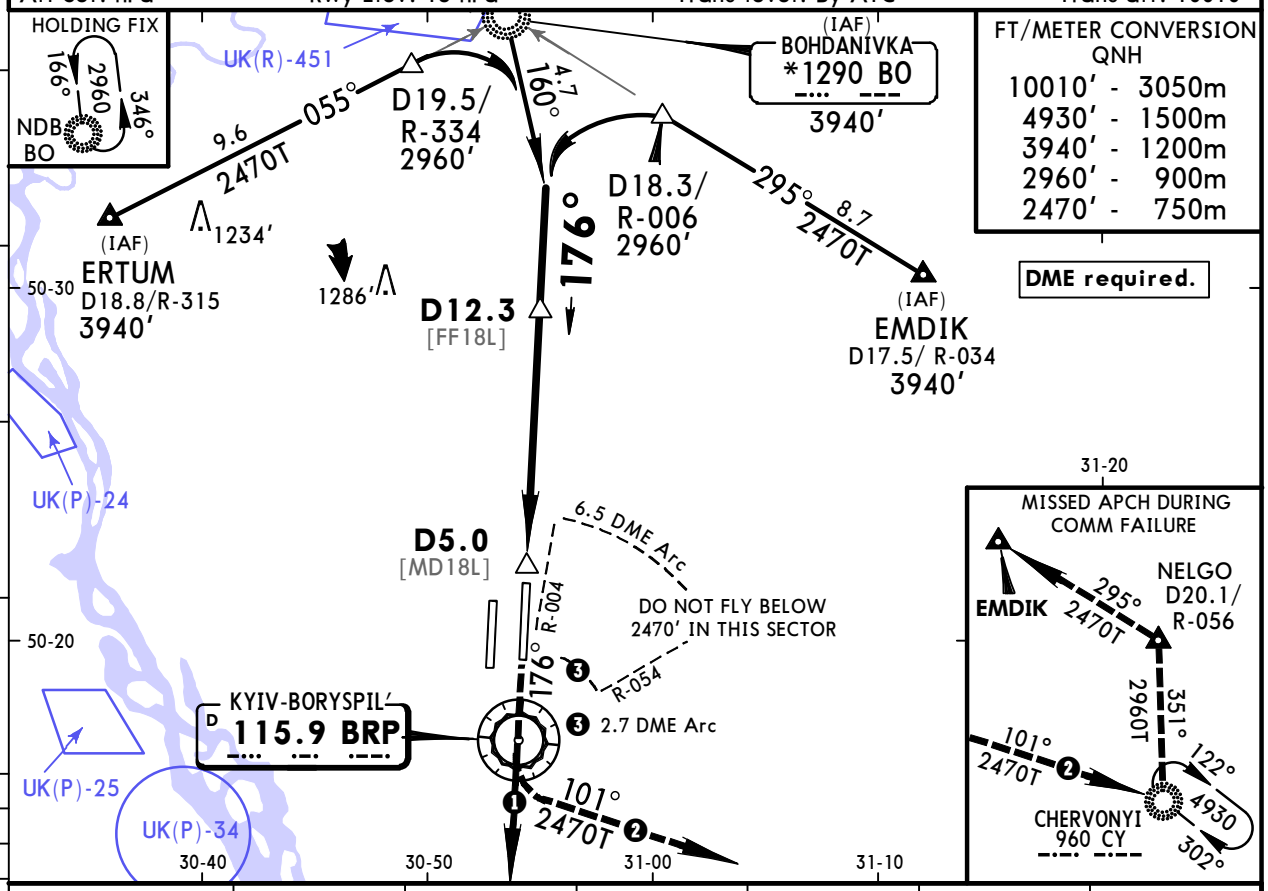
ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7 (Russian 134.250)	127.725 122.775 125.3	119.3	118.050 127.925

VOR BRP	Final Apch Crs	Minimum Alt D12.3	MDA(H)	Apt Elev 427'
115.9	176°	2960' (2550')	830' (420')	Rwy 410'

MISSED APCH: ❶ Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2960', then turn LEFT onto 101° to CY NDB climbing to 4930' and hold over 5 min. Continue on track 351° to NELGO, then turn LEFT onto 295° to EMDIK, then according to chart.

MSA BRP VOR: 3000' (185°), 1700' (095°), 2000' (300°)

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

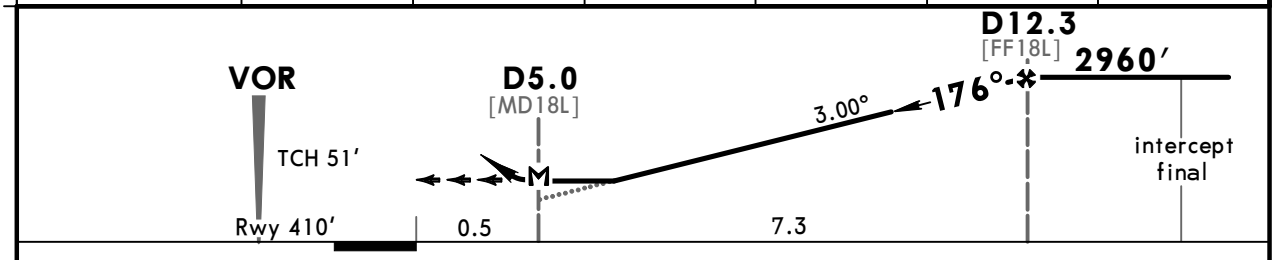


FT/METER CONVERSION
QNH

10010'	3050m
4930'	1500m
3940'	1200m
2960'	900m
2470'	750m

DME required.

BRP DME	6.5	7.6	8.6	9.7	10.8	11.9
ALTITUDE	1100'	1440'	1780'	2130'	2470'	2820'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.0							

HIALS
PAPI

Refer to Missed apch above

PANS OPS

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

MDA(H) **830'** (420')

		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: Waypoint name.

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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (13-2) Eff 20 Aug

KYIV, UKRAINE VOR Rwy 36R

BRIEFING STRIP™

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian134.250)	127.725 122.775 125.3	119.3	118.050 127.925

VOR BRP	Final Apch Crs	Minimum Alt D5.5	MDA(H)	Apt Elev 427'
115.9	356°	2960'(2538')	790'(368')	Rwy 422'

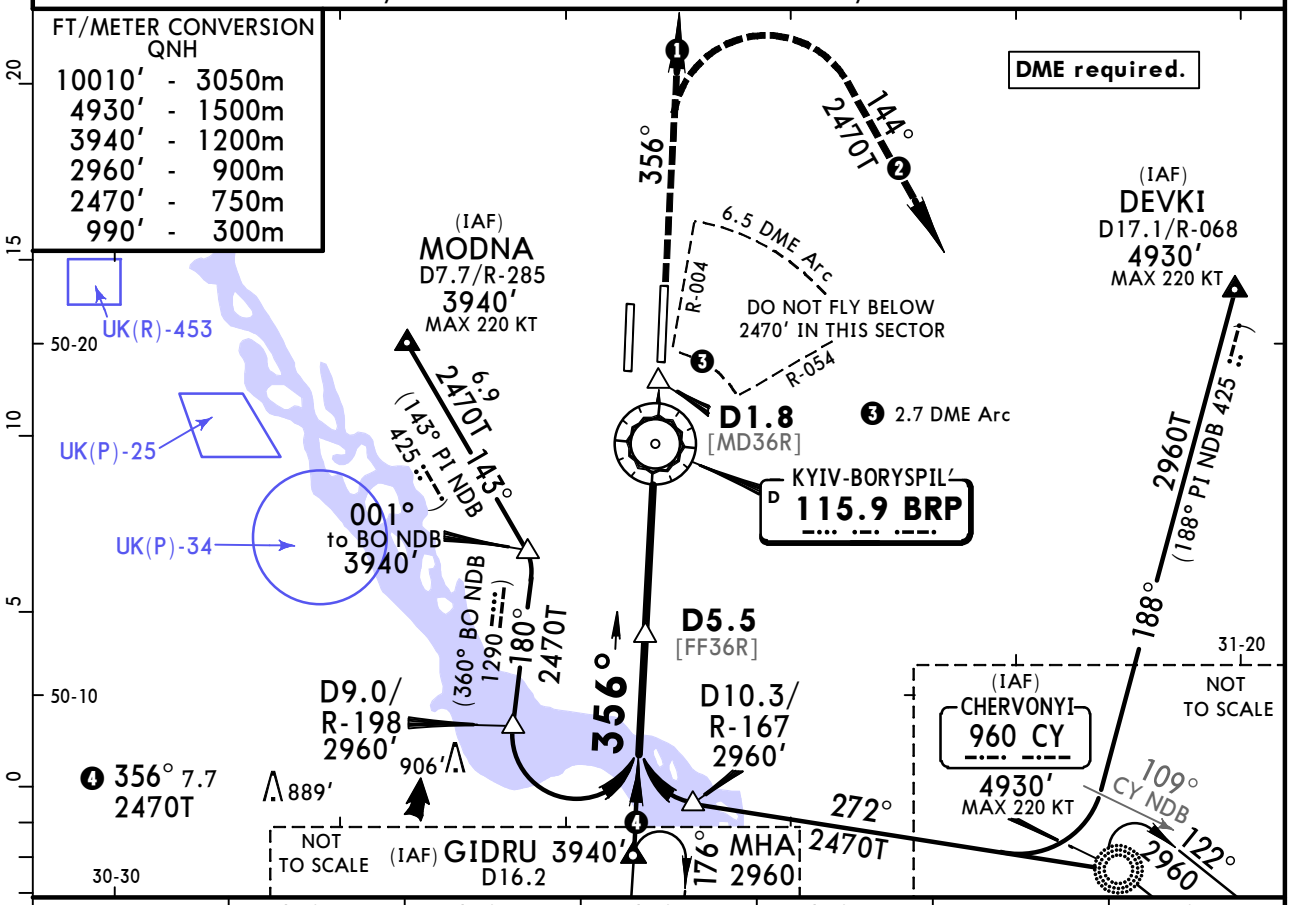
MISSED APCH: ❶ Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2960', then turn RIGHT onto 144° to CY NDB climbing to 4930', hold over 5 min, then according to chart.

MSA BRP VOR: 3000' 095° 1700' 185° 2000' 300°

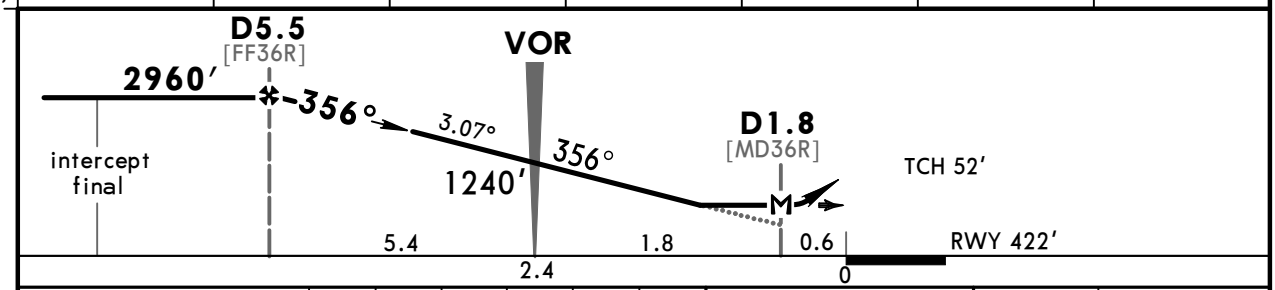
Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'

FT/METER CONVERSION QNH

10010'	-	3050m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
990'	-	300m



BRP DME	4.3 before BRP	3.2 before BRP	2.2 before BRP	1.1 before BRP	0.0	1.1 after BRP
ALTITUDE	2600'	2260'	1910'	1570'	1220'	880'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.8 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: None.

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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (16-1) Eff 20 Aug

KYIV, UKRAINE NDB Rwy 18R

BRIEFING STRIP ™

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.650	118.050 127.925

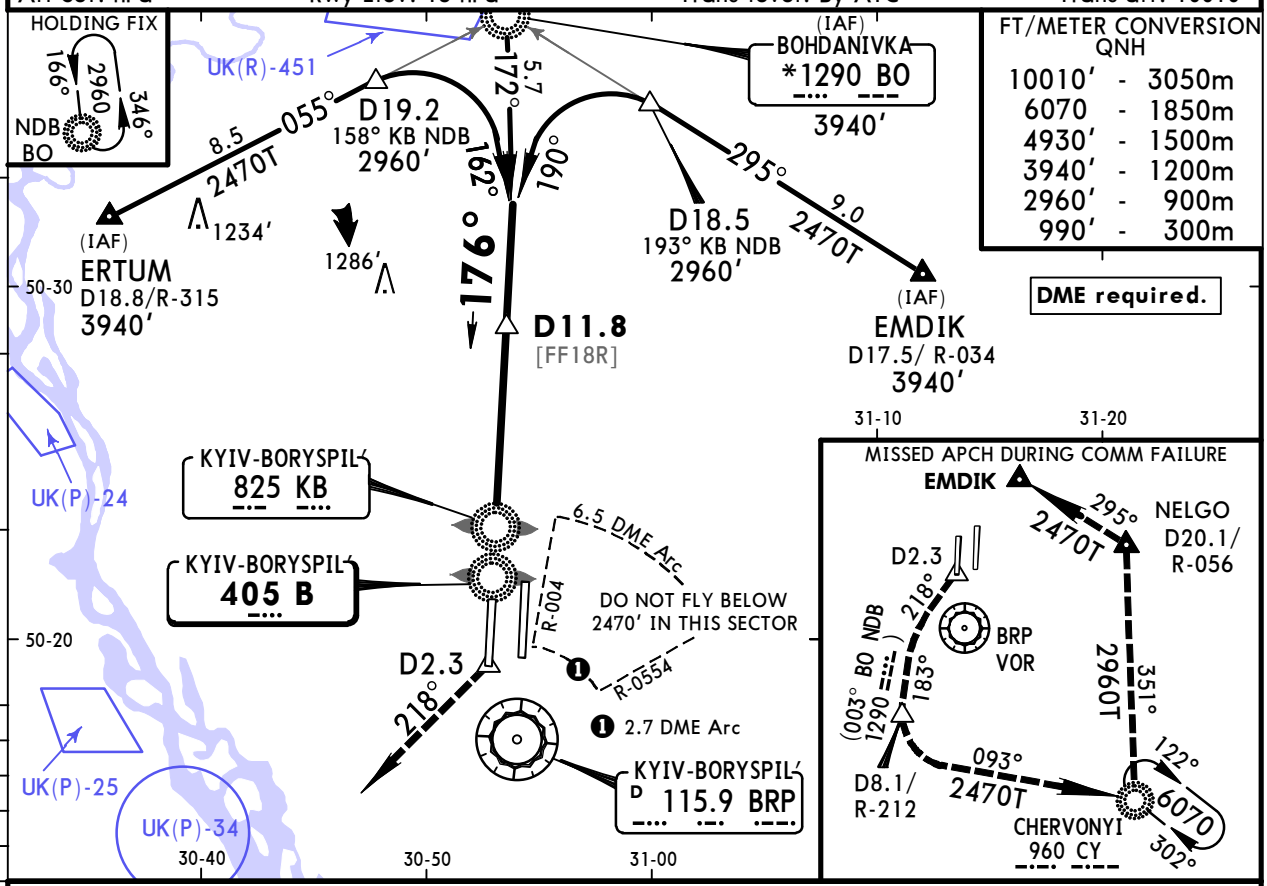
NDB B	Final Apch Crs	Minimum Alt D11.8	MDA(H)	Apt Elev 427'
405	176°	2960'(2541')	830'(411')	Rwy 419'

MSA BRP VOR: 3000' 185°, 1700' 095°, 2000' 300°

MISSED APCH: Climb on rwy heading to 990' or above to D2.3, turn RIGHT onto 218° to intercept 003° BO NDB, climbing to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D2.3, turn RIGHT onto 218°, to intercept 003° BO NDB to D8.1/R-212 climbing to 4930.Turn LEFT onto 093° to CY NDB climbing to 6070' and hold over 5 min. Continue on track 351° to NELGO, turn LEFT onto 295° to EMDIK, then according to chart.

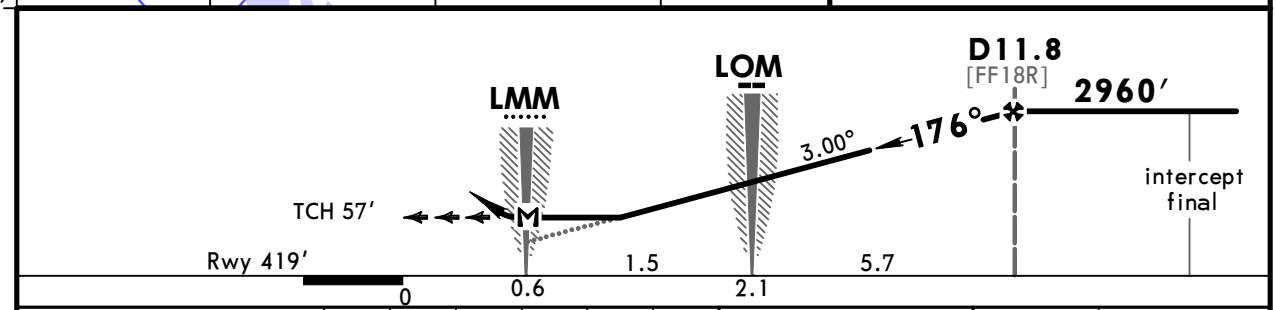
Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION QNH

10010'	-	3050m
6070	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
990'	-	300m

DME required.



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) **830'(411')**

		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'(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: Waypoint name.

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UKBB/KBP BORYSPIL'

JEPPESEN

14 AUG 15 (16-2) Eff 20 Aug

KYIV, UKRAINE NDB Rwy 36L

BRIEFING STRIP ™

ATIS Arrival	KYIV Radar(APP) FOR SECTORS REFER TO 10-1	BORYSPIL' Tower	Ground
126.7(Russian 134.250)	127.725 122.775 125.3	119.650	118.050 127.925

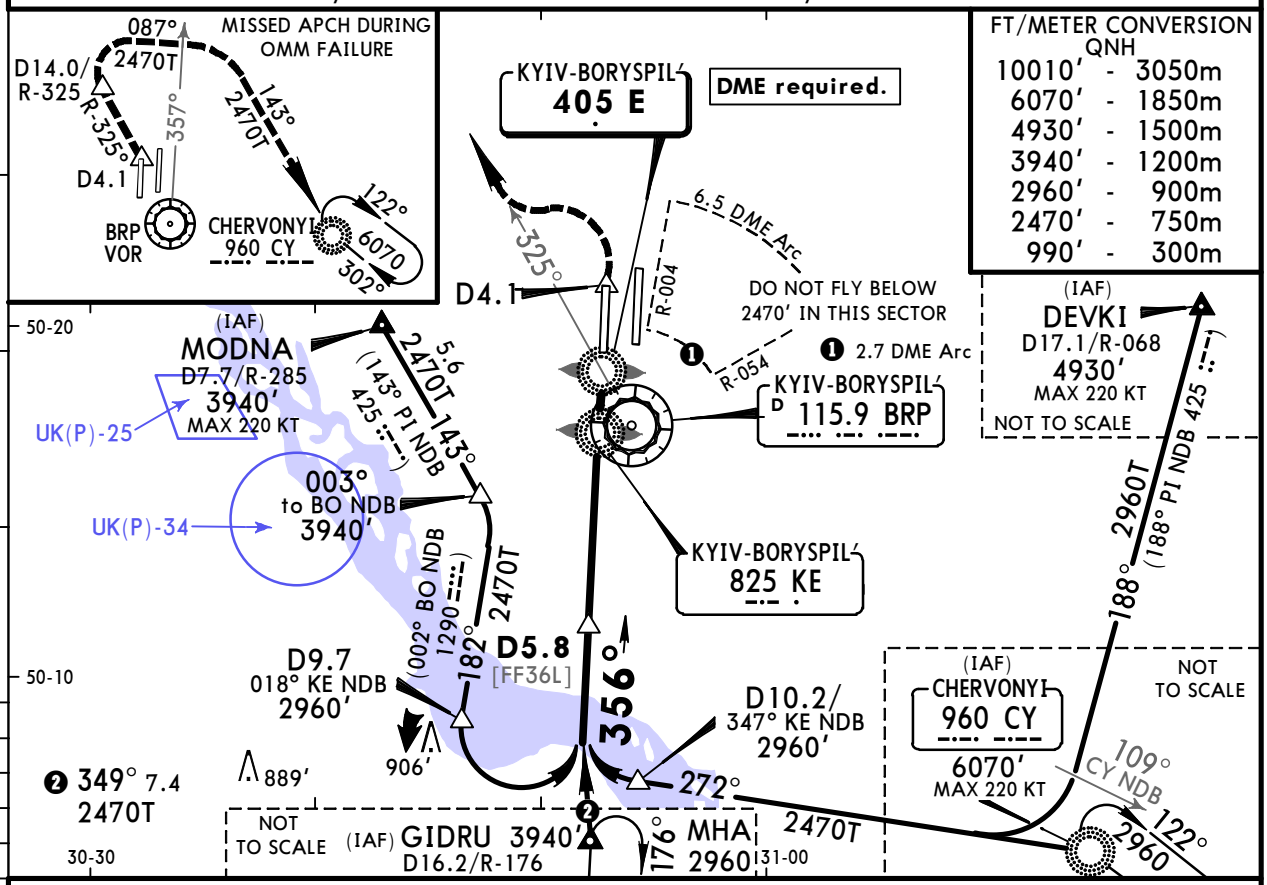
NDB	Final Apch Crs	Minimum Alt D5.8	MDA(H)	Apt Elev 427'
E 405	356°	2960'(2556')	760'(356')	Rwy 404'

MISSED APCH: Climb on rwy heading to 990' or above to D4.1 BRP, then turn LEFT to intercept R-325°, climbing to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D4.1 BRP, then turn LEFT to intercept R-325°, climbing to D14.0/R-325 BRP to 4930'. Turn RIGHT onto 087°, at R-357 turn RIGHT onto 143° to CY NDB and hold over 5 min at 6070', then according to chart.

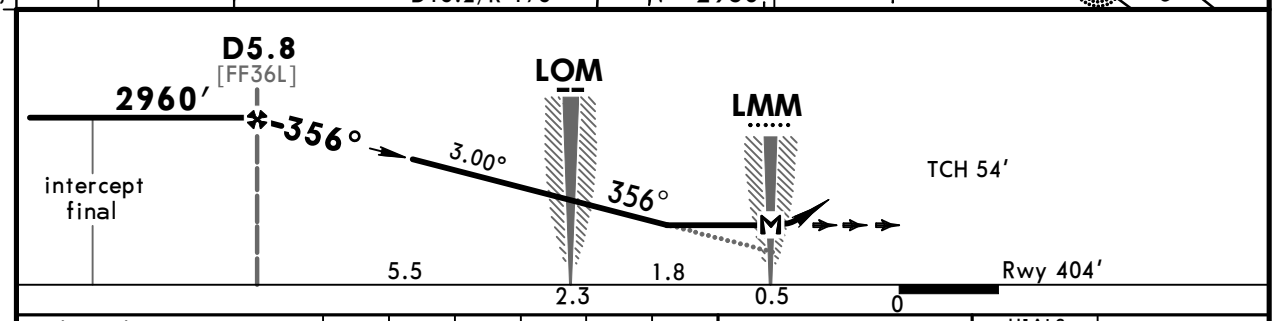
MSA BRP VOR: 3000' (185°), 1700' (095°), 2000' (300°)

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



FT/METER CONVERSION QNH

10010'	-	3050m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
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 **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

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

CHANGES: None.

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Chart changes since cycle 26-2015

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

No Chart Change Notices for Airport UKBB