

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KYIV UKR
ICAO/IATA: UKBB / KBP
Lat/Long: N50° 20.7', E030° 53.6'
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: 0217 Z
Sunset: 1728 Z

Runway Information

Runway: 18L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 11483 ft x 207 ft
Surface Type: concrete
TDZ-Elev: 426 ft
Lighting: Edge, ALS

Runway: 36L
Length x Width: 11483 ft x 207 ft
Surface Type: concrete
TDZ-Elev: 404 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 422 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 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: 119.300
Boryspil Tower: 124.000 Military
Boryspil Tower: 119.650
Boryspil Ground: 118.050
Boryspil Ground: 127.925
Boryspil Clearance Delivery: 130.275
Kyiv Radar ACC: 124.675 RCO
Kyiv Radar ACC: 127.725 RCO
Kyiv Radar ACC: 128.175 RCO
Kyiv Radar ACC: 122.775 RCO

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KYIV, UKRAINE

BORYSPIL INTL

15 FEB 19

10-1P

Eff 28 Feb

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival	126.7
	134.250 (Russian)
ATIS Departure	125.950
	119.425 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

STARs and SIDs are minimum noise routes.

1.2.2. REVERSE THRUST

Between 2200-0600LT after landing, the use of idle reverse thrust is advised on all RWYs, safety permitting.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. CRITERIA FOR INITIATION AND TERMINATION OF LVP

LVP is applied when RVR is less than 600m. Pilots are 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 exit point, the pilot picks up the TWY centerline lights running parallel to the RWY centerline lights and follows 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 move behind Follow-me car from TWY C or crossing TWY B and TWY C1, C2, C4 thru C6 to the indicated 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 AND 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 out immediately. When towing and engines start-up have been completed, the pilot shall inform 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.

Following standard taxi routing established for ACFT for departure RWY 36R: 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 holding position or other reporting points prescribed by ATC. It is prohibited to cross the holding position line (ILS critical area) designated with RWY Guard Lights (pairs of flashing yellow lights one pair located on each side of a TWY), RWY Taxi-holding Position Markings and RWY Designation Signs without ATC clearance.

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10-1P1

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AIRPORT BRIEFING

1. GENERAL

1.4. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

A-SMGCS using mode S is in operation at the APT.

ACFT operators should ensure that Mode S transponders are able to operate when the ACFT is on the ground.

The crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and assigned mode A code:

- when requesting push-back or taxi, whichever is earlier;
- after landing continuously until the ACFT is entirely parked on stand.

Crew of Mode S equipped ACFT should switch on transponder for identification. Mode S setting is specified in item 7 of the ICAO ATC flight plan (e.g. BAW 123, AFR456, SAS945 ...).

The ACFT identification shall be entered from the request for push-back or taxi, whichever is earlier, through FMS or the Transponder Control Panel.

During parking crew should set up Mode A code 0000 and subsequently set up Mode S transponder position OFF.

When APU of ACFT parked on the stands of Terminals B and D is inoperative, ACFT are allowed to run one engine just prior beginning to the towing (push-back) towards to the engine start-up position. ACFT towing (push-back) with the engine running (starting up during towing) on the apron covered with snow, or ice (slippery) is prohibited.

1.5. TAXI PROCEDURES

For taxi restrictions refer to 10-9 charts.

Movement of ACFT is prohibited without Ground authorization on 118.050.

Taxi guidelines may be invisible because of snow. Assistance from Follow-me car to be requested via ATC.

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. FLIGHT PROCEDURES

Multiple line-ups on the same RWY allowed when visibility is 4000m and more for the following configurations:

- RWY 18L - from TWY A1, A2 and A3;
- RWY 36R - from TWY A4, A5 and A6.

When confirming multiple line-up clearance, pilot should read-back RWY designator, TWY designator and ACFT number in the departure sequence.

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10-1P2

Eff 28 Feb

AIRPORT BRIEFING

1. GENERAL

1.8. PREFERENTIAL RWY USE

System is in effect on schedule:

0700-0930LT - RWY 36R/L

0930-1230LT - RWY 18L/R

1700-1920LT - RWY 36R/L

1920-2130LT - RWY 18L/R

The Preferential RWY System will not be effective under the following circumstances:

- during CAT II or CAT III operations;
- in case of tail wind component more than 10 KT for a dry RWY, 5 KT for a wet RWY or 0 KT for a contaminated RWY;
- in case of weather phenomena in the vicinity of an aerodrome or equipment failures that require RWY change.

The Preferential RWY System is not compulsory, should not be discussed during standard RTF and could be changed on ATC discretion considering current conditions and restrictions.

However, if a pilot requests a different RWY for safety reasons, ATC will assign that RWY (air traffic and other conditions permitting). In such cases, ACFT may be subject to significant delay.

1.9. OTHER INFORMATION

Birds.

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BORYSPIL INTL

15 FEB 19

10-1P3

Eff 28 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

- Switch to transponder code 7600 immediately.
- If the RWY in use is 36R/L, proceed to IAF GIDRU at altitude 4000' or on the last assigned altitude (FL) when it is higher than 4000', hold over GIDRU for 5 minutes, then execute instrument approach procedure for RWY in use which is broadcasted by ATIS, or on the RWY 36R, if both RWYs are in use.
- If the RWY in use is 18R/L, proceed to IAF BO NDB at altitude 4000' or at the last assigned altitude (FL) when it is higher than 4000', hold over BO NDB for 5 minutes, then execute instrument approach procedure for RWY in use which is broadcasted by ATIS, or for RWY 18L, if both RWYs are in use.

2.2. SPEED RESTRICTIONS

MAX 250 KT at or below 10010' within 30NM from aerodrome Kyiv/Boryspil unless otherwise instructed.

Speed restrictions on final:

- Maintain 180 KT between 10NM to 6NM from RWY THR.
- Maintain 160 KT between 6NM to 4NM from RWY THR.

2.3. CONTINUOUS DESCENT OPERATIONS (CDO)

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

ATC will issue further descent instruction prior to the CDO flight reaching 900m (3000ft) from the last assigned level.

Distance-to-go information will be passed by ATC. Pilots who require additional track distance should inform ATC as soon as requirement is apparent.

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 cancelled by ATC.

2.4. CAT II/III OPERATIONS

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

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15 FEB 19

10-1P4

Eff 28 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.5. 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 RWY Occupancy Times (ROT) RWYs shall be left via the existing high-speed turn-offs (HST).

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	

2.6. TAXI PROCEDURES

Arriving ACFT move behind Follow-me car to the designated stand.

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15 FEB 19

10-1P5

Eff 28 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.7. OTHER INFORMATION

2.7.1. INDEPENDENT PARALLEL APPROACHES

Pilots will be informed when independent parallel approaches procedure is in operation by ATIS: "Expect simultaneous approach....".

In case of ACFT deviation from the ILS LOC course during final approach and penetration the No Transgression Zone (NTZ), both the penetrating ACFT and the threatened ACFT on the adjacent LOC course will be instructed to complete evasive maneuvers (e.g. to turn immediately and climb/descent to an assigned altitude).

In case of technical issues with equipment related to the procedures, standard approach procedures are used.

2.7.2. AVOIDANCE OF AN UNINTENDED CROSSING OF THE FINAL APPROACH COURSE IN CASE OF TEMPORARY RADIO CONTACT FAILURE

If an ACFT is on a radar vector which leads it to the ILS LOC course at an angle of 70° or less, the pilot shall turn inbound to the final approach of the previously announced RWY's ILS LOC course and shall descend to last assigned altitude, unless the pilot has been instructed by ATC clearance to be vectored cross the ILS LOC course.

2.7.3. EVASIVE MANEUVERS

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

2.7.4. 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.

2.7.5. LANDING RWY

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

2.7.6. IFR FLIGHTS CARRYING OUT VISUAL APPROACH

In order to remain within controlled airspace, ACFT commencing visual approach:

- For RWY 18L/R:
from West and Northwest shall maintain altitude of at least 2470' until D9.2 BRP.
- For RWY 36L/R:
shall maintain altitude of at least 2470' until D4.3 BRP.

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15 FEB 19

10-1P6

Eff 28 Feb

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing procedures are performed on stands or in designated areas at apron or TWY after push-back. Contact Boryspil Transit on FREQ 131.775 for coordination.

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. GENERAL

Before request for ATC clearance monitor ATIS on 125.950. Contact Delivery for ATC clearance, if unavailable contact BORISPIIL Ground on 118.050.

Push-back clearance - contact Ground on 118.050.

Engine starts and idle power engine runs are allowed on stands only after an ATC clearance to do so is received from BORYSPIL Ground. Starting engines only allowed one by one. Engine ground running must be carried out only using an idle power.

3.2.2. APT COLLABORATIVE DECISION MAKING

3.2.2.1. 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.

3.2.2.2. 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 minutes 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 minutes.

If TOBT is changed to an earlier time, new TOBT must be 5 minutes 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 minutes or more from EOBT.

3.2.2.3. 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 minutes prior to TOBT.

At TSAT (± 5 minutes) 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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15 FEB 19

10-1P7

Eff 28 Feb

AIRPORT BRIEFING

3. DEPARTURE

3.3. VISUAL DEPARTURE

A visual departure is a departure under IFR when either part of or all an instrument departure procedure (e.g. standard instrument departure (SID)) is not completed and the departure is executed in visual reference to terrain.

To execute a visual departure, ACFT take-off performance shall allow them to make an early turn after take-off. Visual departure procedure is allowed during the daytime only when cloud base is not less than 780m.

Pilot shall be responsible for maintaining obstacle clearance until the altitude, specified in ATC clearance.

The following phraseology is used for visual departure:

REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint, altitude).

ATS initiated visual departure:

ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint/altitude)

Clearance for visual departure:

VISUAL DEPARTURE RWY (number) APPROVED, TURN LEFT/RIGHT [DIRECT] TO (navaid, heading, waypoint) [MAINTAIN VISUAL REFERENCE UNTIL (altitude)]

Read-back of visual departure clearance:

VISUAL DEPARTURE TO/UNTIL (navaid, waypoint/altitude).

3.4. OTHER INFORMATION

Possible simultaneous departures according standard instrument departure chart.

Pilots will be informed when independent parallel departure procedure is in operation by ATIS: "Expect simultaneous departures RWY 18L/18R (36L/36R)".

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20 MAY 16

10-1R

Eff 26 May

RADAR MINIMUM ALTITUDES

KYIV Approach
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 t temperature at the surface is +5°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.

3. Minimum levels provided by ATC when ACFT are under radar vectoring or direct routing include corrections for low temperature effect if temperature is within the range from -28°C to +4°C inclusively.

FT/METER CONVERSION

QNH

10010' - 3050m

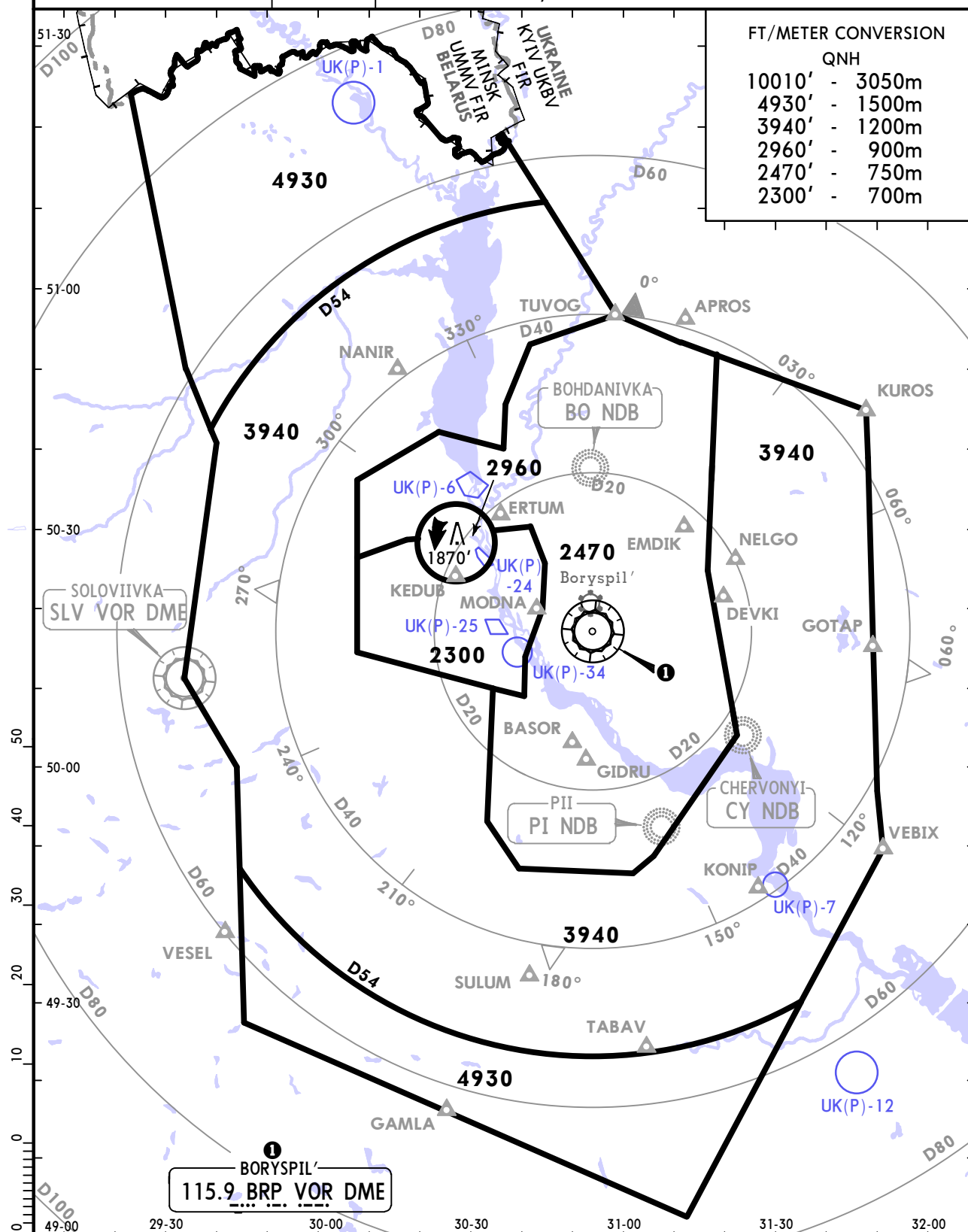
4930' - 1500m

3940' - 1200m

2960' - 900m

2470' - 750m

2300' - 700m



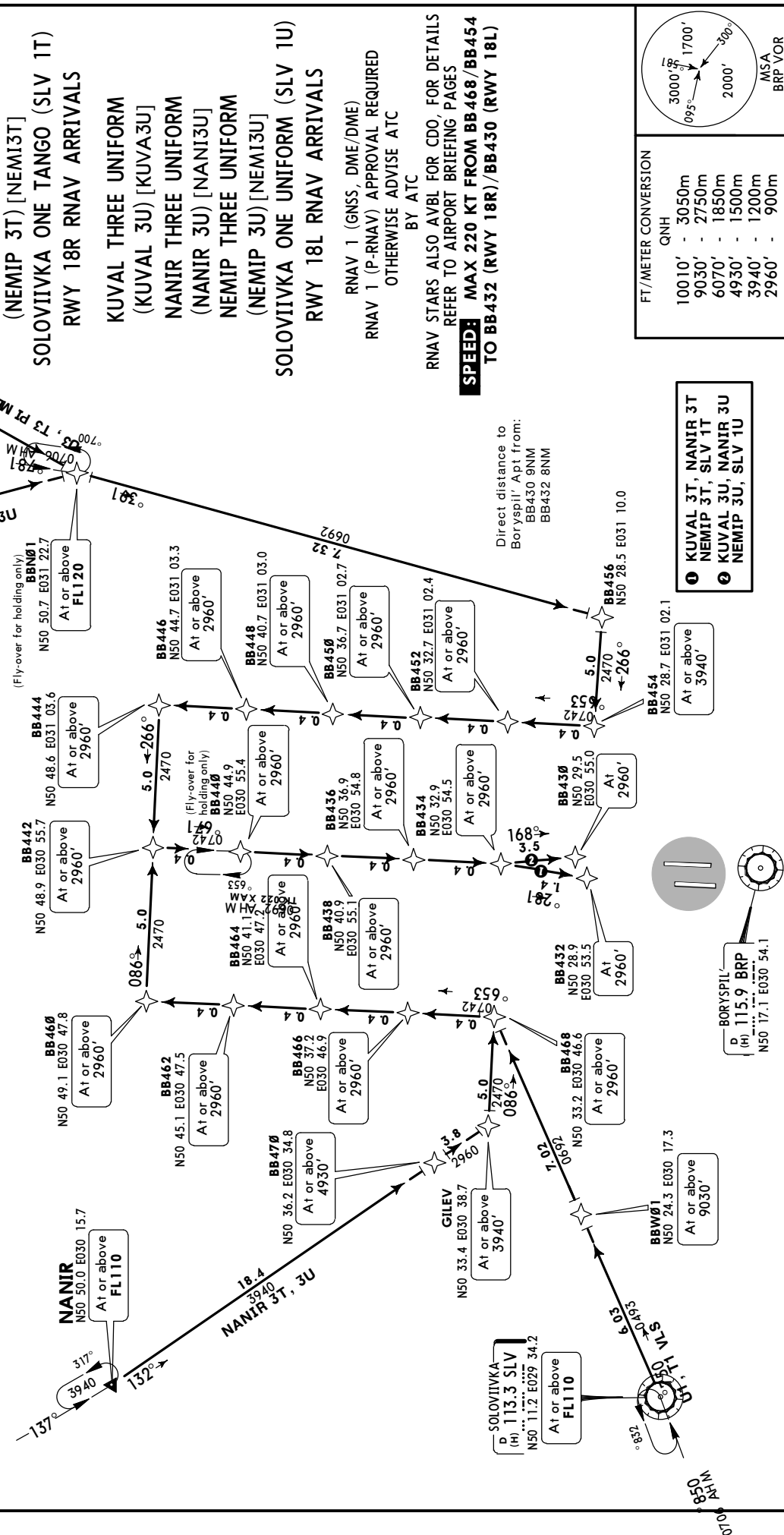
LOSS OF COMMUNICATION PROCEDURE

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.

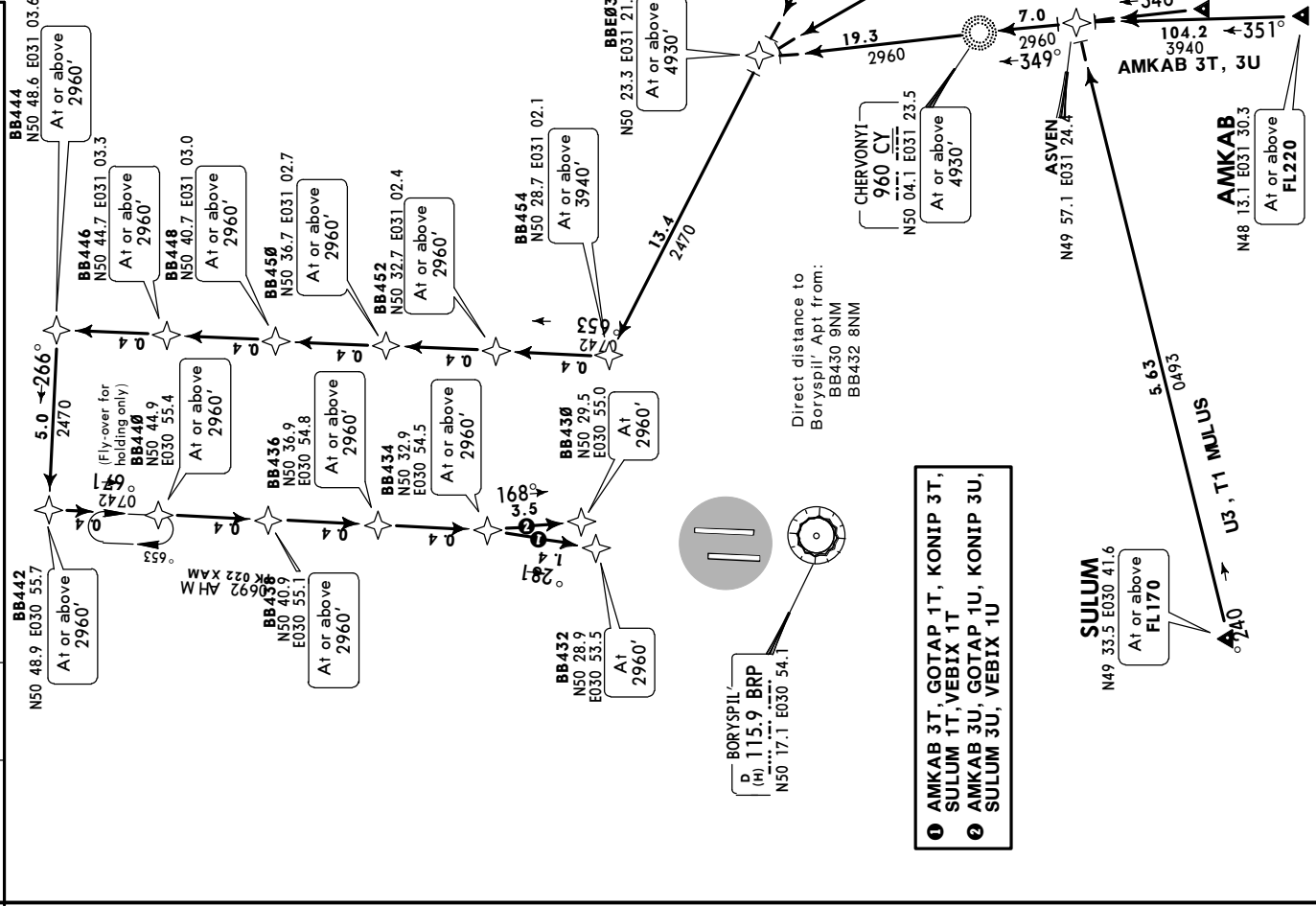
KYIV, UKRAINE
RNAV STAR

UKBB/KBP
BORYSPIL'
19 JUN 15
Eff 25 JUN
10-2

ATIS	Apt Elev	Alt Set: hPa (MM on request)	Trans level: By ATC	Trans alt: 10010'
126.7 (Russian)	427'	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 (3940') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
KUVAL 3U	18L	KUVAL (FL120+) - BBN01 (FL120+) - BB456 (3940') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
NANIR 3T	18R	NANIR (FL110+) - BB470 (4930') - GILEV (3940') - BB468 (2960') - BB466 (2960') - BB464 (2960') - BB462 (2960') - BB460 (2960') - BB458 (2960') - BB456 (2960') - BB454 (2960') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB446 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
NANIR 3U	18L	NANIR (FL110+) - BB470 (4930') - GILEV (3940') - BB468 (2960') - BB466 (2960') - BB464 (2960') - BB462 (2960') - BB460 (2960') - BB458 (2960') - BB456 (2960') - BB454 (2960') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB446 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
NEMIP 3T	18R	NEMIP (FL120+) - BBN01 (FL120+) - BB456 (3940') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
NEMIP 3U	18L	NEMIP (FL120+) - BBN01 (FL120+) - BB456 (3940') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18R: BB430 (2960')		
SLV 1T	18R	SLV (FL110+) - BBW01 (9030') - BB468 (2960') - BB466 (2960') - BB464 (2960') - BB462 (2960') - BB460 (2960') - BB458 (2960') - BB456 (2960') - BB454 (2960') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB446 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18L: BB430 (2960')		
SLV 1U	18L	SLV (FL110+) - BBW01 (9030') - BB468 (2960') - BB466 (2960') - BB464 (2960') - BB462 (2960') - BB460 (2960') - BB458 (2960') - BB456 (2960') - BB454 (2960') - BB452 (2960') - BB450 (2960') - BB448 (2960') - BB446 (2960') - BB444 (2960') - BB442 (2960') - BB440 (2960') - BB438 (2960') - BB436 (2960') - BB434 (2960') - BB432 (2960') - RWY 18L: BB430 (2960')		



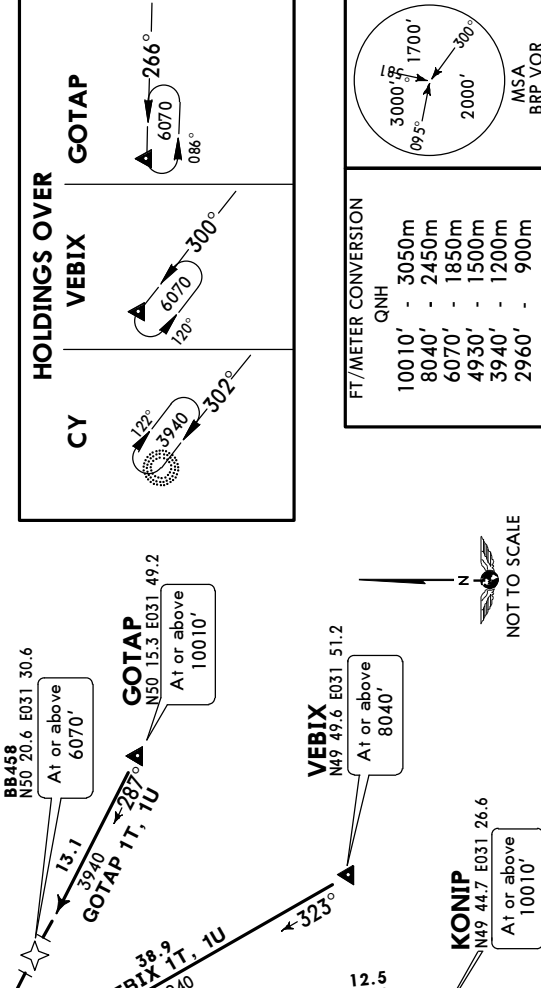
ATIS 126.7 (Russian 134.250)	Apt Elev 427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. Speed restrictions are always mandatory unless cancelled by ATC. 2. Altitudes will be assigned by ATC. 3. On downwind EXPECT RADAR vectors to final.
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AMKAB 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]	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]
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STAR	RWY	ROUTING
AMKAB 3T	18R	AMKAB (FL220+) - ASVEN - CY (4930'+) - BBE03 (4930'+).
AMKAB 3U	18L	GOTAP (10010+) - BB458 (6070'+) - BBE03 (4930'+).
GOTAP 1T	18R	KONIP (10010'+) - ASVEN - CY (4930'+) - BBE03 (4930'+).
GOTAP 1U	18L	SULUM (FL170+) - ASVEN - CY (4930'+) - BBE03 (4930'+).
KONIP 3T	18R	VEBIX (8040'+) - BBE03 (4930'+).
KONIP 3U	18L	
SULUM 1T	18R	
SULUM 3U	18L	
VEBIX 1T	18R	
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' +) - BB432 (2960' +) - BB430 (2960' +).	RWY 18R: BB432 (2960')// RWY 18L: BB430 (2960').



FT/METER CONVERSION	QNH
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m

4930'	-	1500m
3940'	-	1200m
2960'	-	900m

MSA
BRP VOR



266°

3

7

VEBIX

At or above 8040'

A diagram showing a beam with a force of 6070 N applied at an angle of 300°.

MK AB (EI 330+)

RMKAB (FLZZ0+) -

SULUM (FL170+) - C

- BB652 (2960'+) -
(2960'+) - BB640 (2960'+)

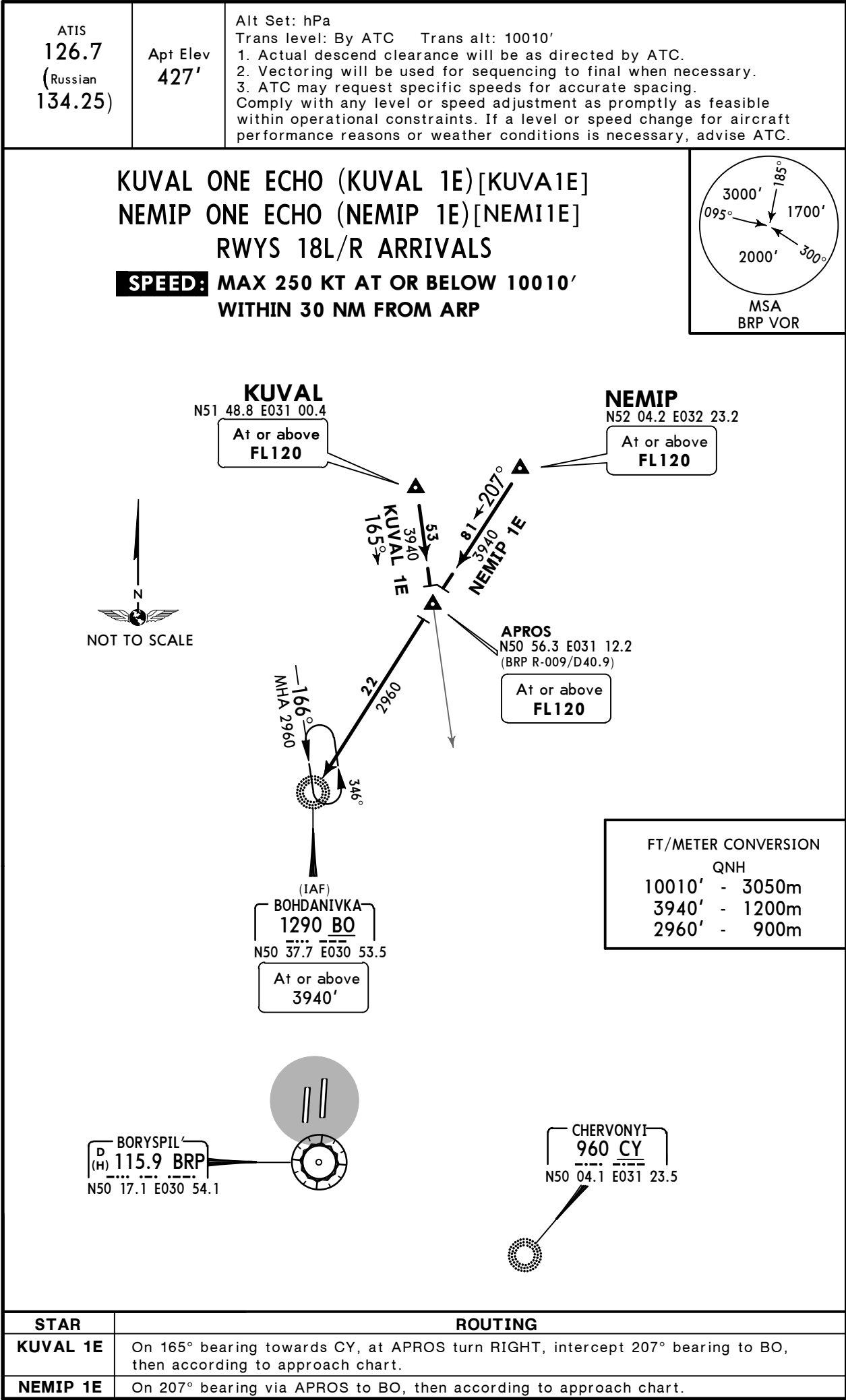
32 (2960') / RWY 3

(2960 +) - RWY 36L: BB632 (2960') / RWY (2960 +) - RWY 36L: BB632 (2960') / RWY used.

UKBB/KBP
BORYSPIL'

JEPPESSEN
14 AUG 15 **(10-2D)**

KYIV, UKRAINE
STAR

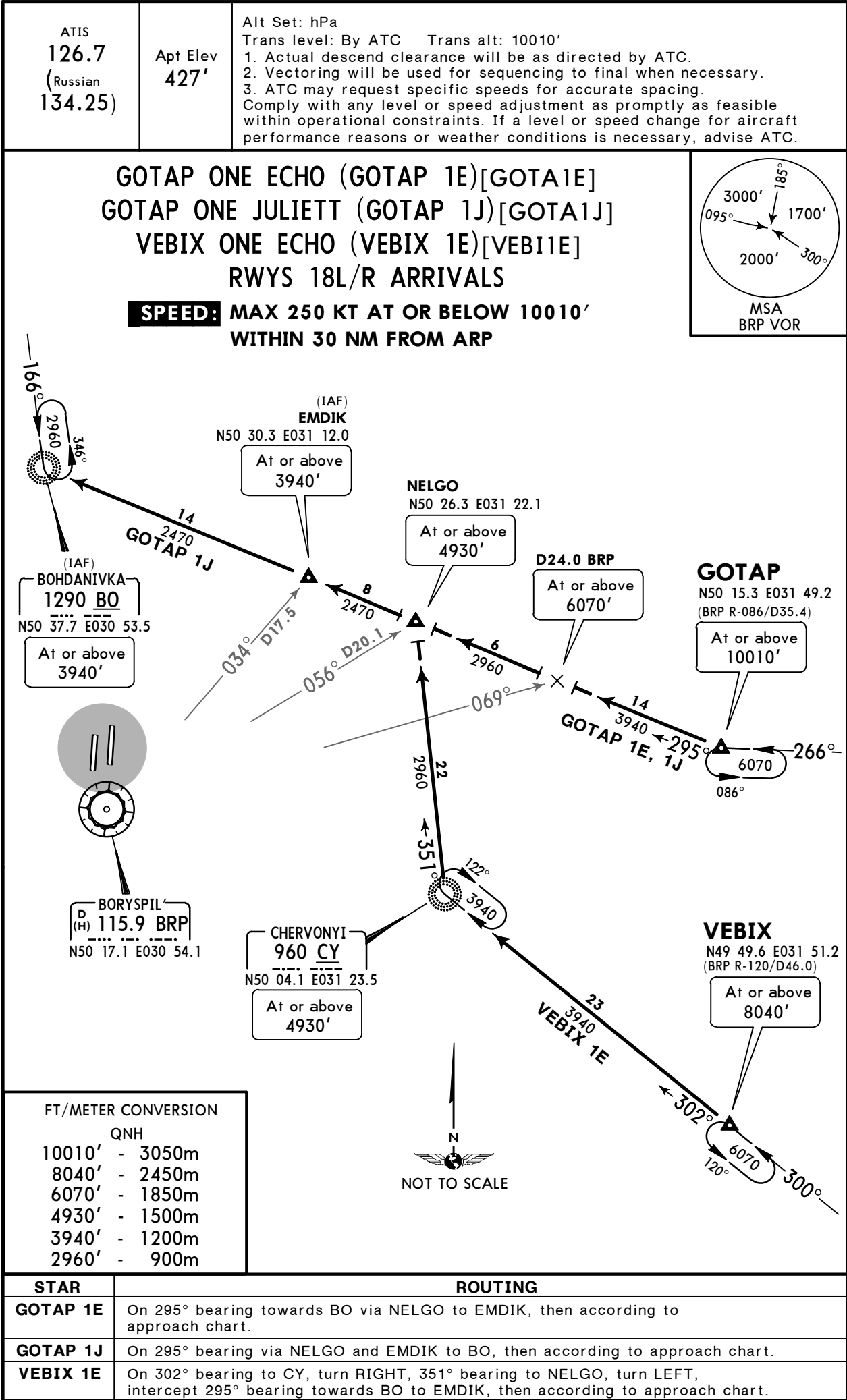


STAR

UKBB/KBP
BORYSPIL'

JEPPESEN
14 AUG 15 10-2F Eff 20 Aug

KYIV, UKRAINE
STAR



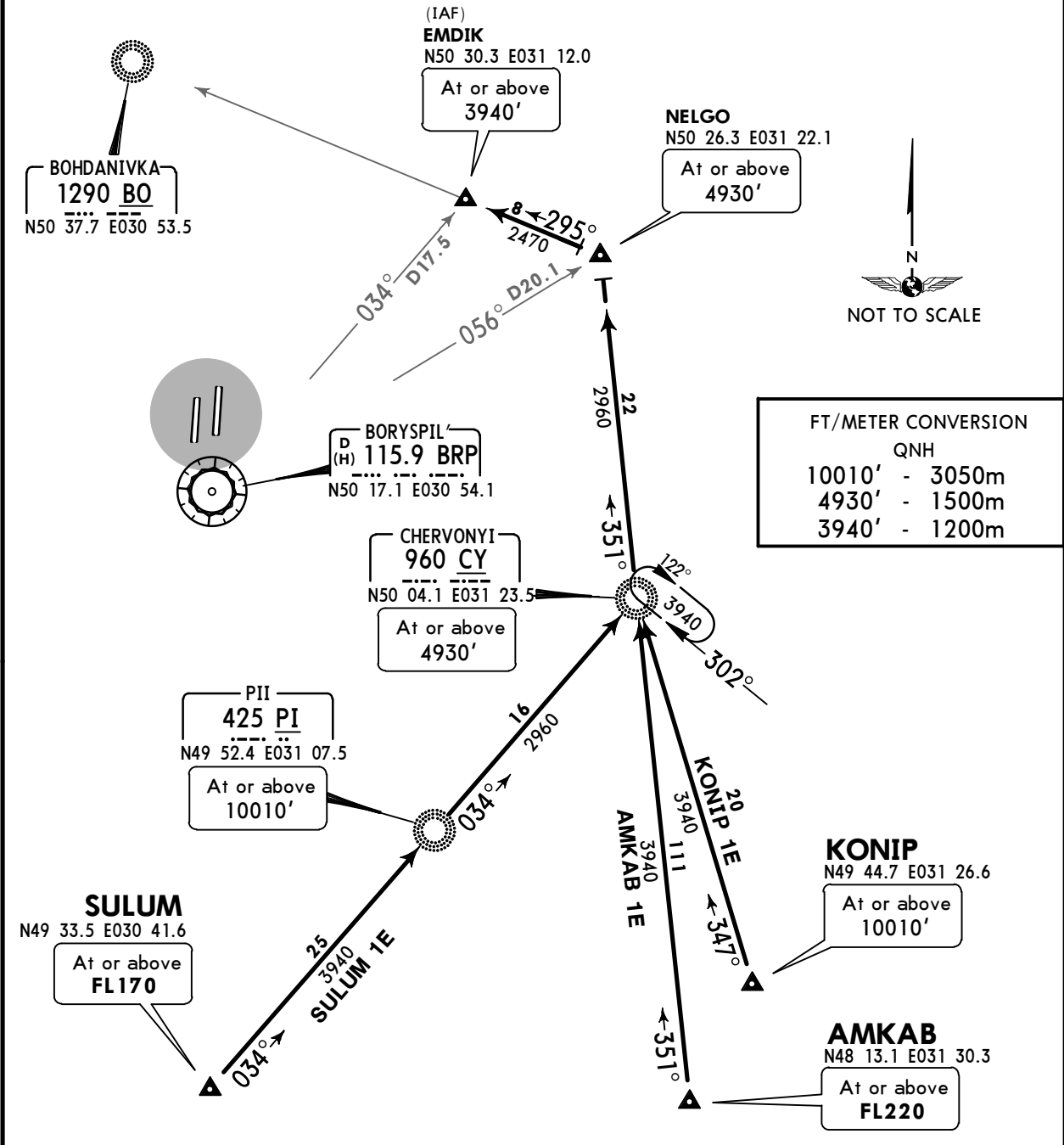
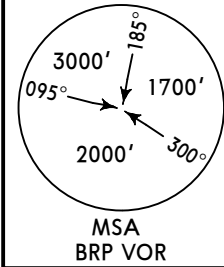
UKBB/KBP
BORYSPIL'

JEPPESEN
14 AUG 15 10-2H Eff 20 Aug

KYIV, UKRAINE
STAR

ATIS 126.7 (Russian) 134.25)	Apt Elev 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.
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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



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.

UKBB/KBP
BORYSPIL'

 **JEPPESSEN**
20 MAY 16 **10-3** **Eff 26 May**

KYIV, UKRAINE
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
GOTAP 1R, KUROK 2R, TUVOG 1R	10-3B
GOTAP 1S, KUROK 2S, TUVOG 1S	10-3C
GOTAP 1Y, KUROK 2Y, TUVOG 1Y	10-3D
GOTAP 1Z, KUROK 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	

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3B Eff 26 May

KYIV, UKRAINE
RNAV SID

ATIS
125.950
(Russian
119.425)

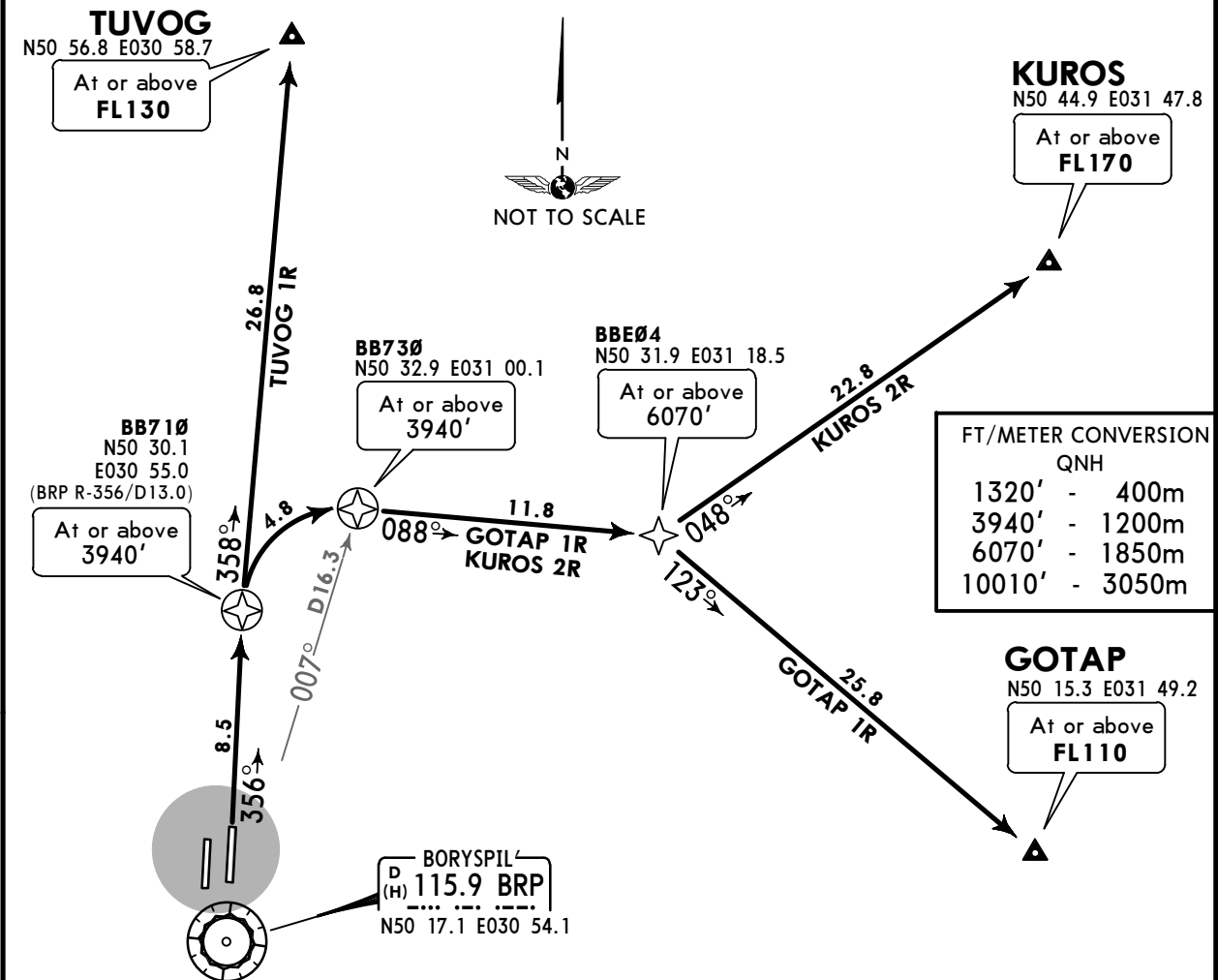
KYIV
Approach
124.675
127.725
128.175

Apt Elev
427'

Trans level: By ATC Trans alt: 10010'
1. Contact KYIV Approach 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

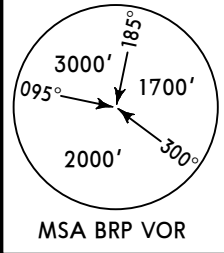
SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1R KUROS 2R	On 356° track to BB710 (BRP R-356/D13.0), turn RIGHT to BB730 (BRP R-007/D16.3).
TUVOG 1R	On 356° track to BB710 (BRP R-356/D13.0).
SID	ROUTING
GOTAP 1R	BB730 (3940'+) - BBE04 (6070'+) - GOTAP (FL110+).
KUROS 2R	BB730 (3940'+) - BBE04 (6070'+) - KUROS (FL170+).
TUVOG 1R	BB710 (3940'+) - TUVOG (FL130+).

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 (10-3C) Eff 26 May

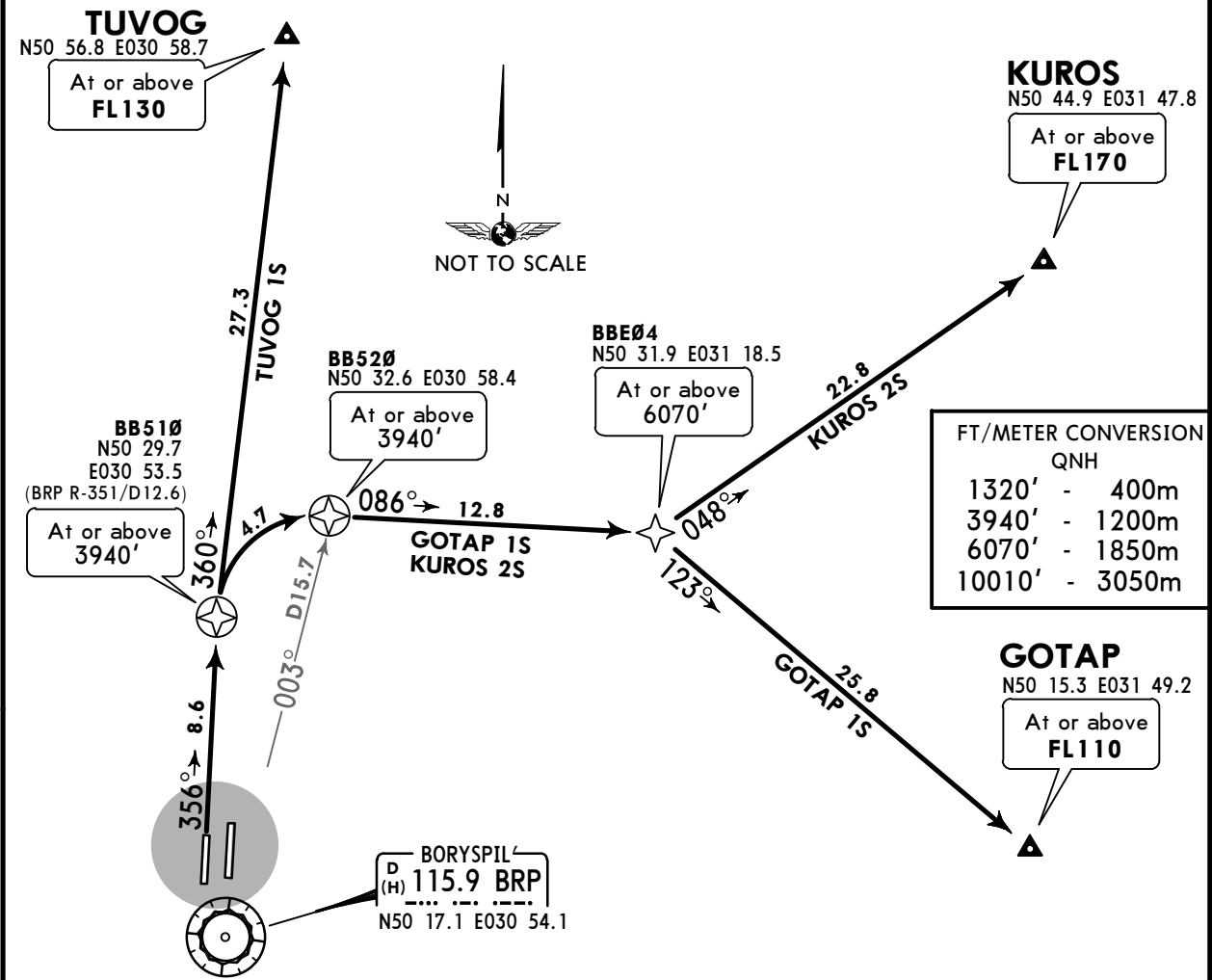
KYIV, UKRAINE
RNAV SID

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



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

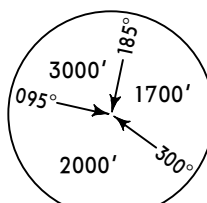
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

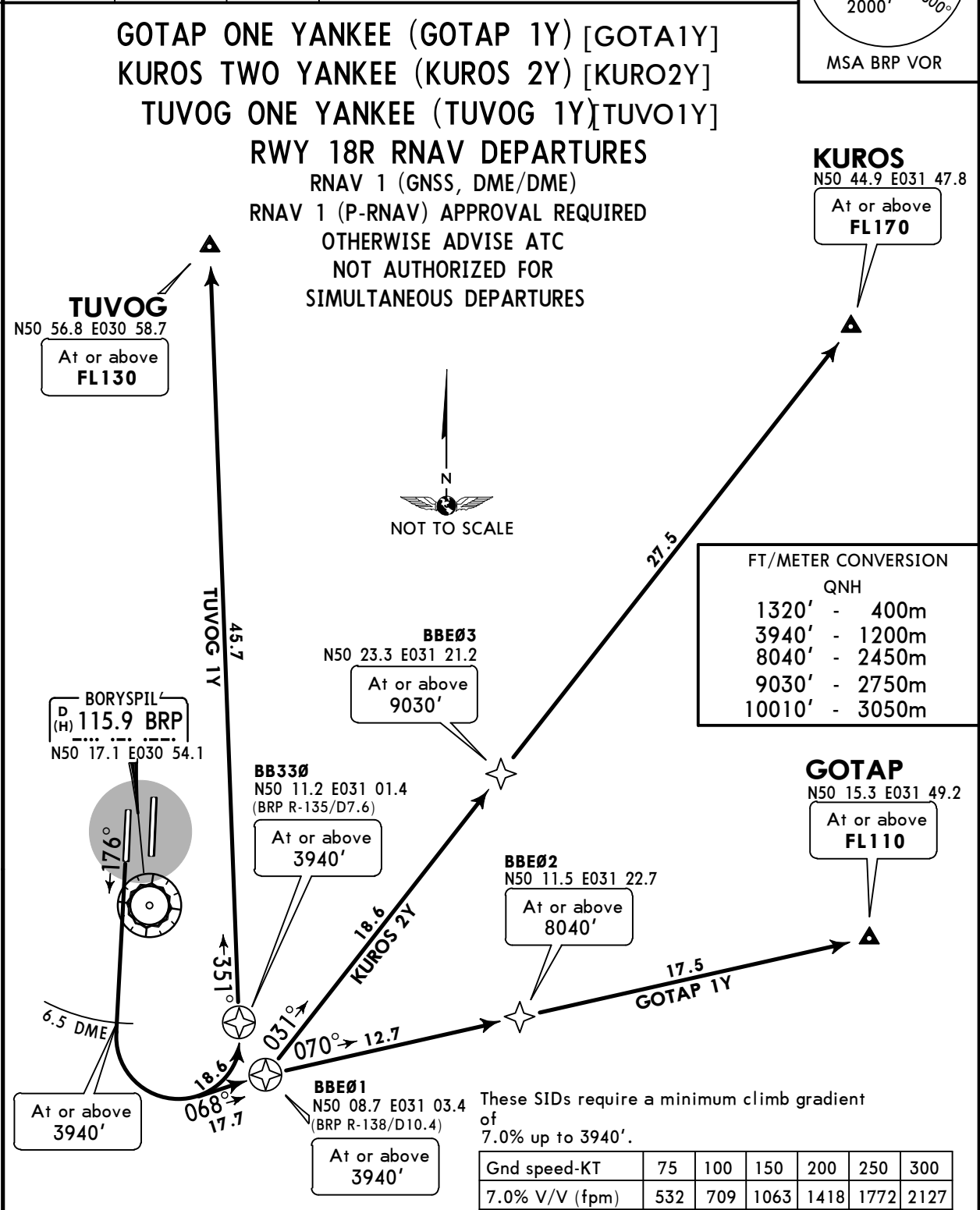
Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1S KUROS 2S	On 356° track to BB510 (BRP R-351/D12.6), turn RIGHT to BB520 (BRP R-003/D15.7).
TUVOG 1S	On 356° track to BB510 (BRP R-351/D12.6).
SID	ROUTING
GOTAP 1S	BB520 (3940'+) - BBE04 (6070'+) - GOTAP (FL110+).
KUROS 2S	BB520 (3940'+) - BBE04 (6070'+) - KUROS (FL170+).
TUVOG 1S	BB510 (3940'+) - TUVOG (FL130+).

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3D Eff 26 May

KYIV, UKRAINE
RNAV SID

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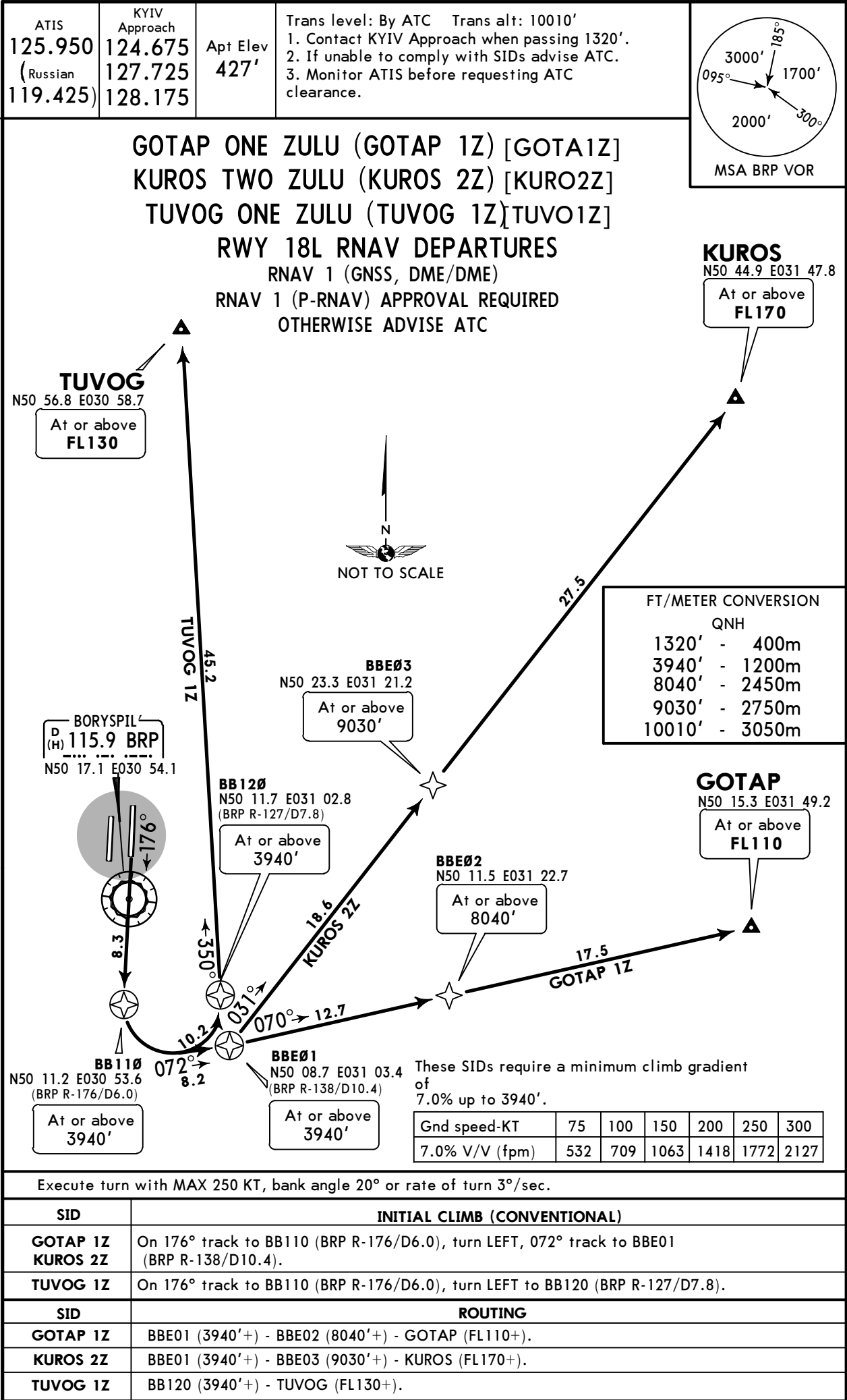


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	INITIAL CLIMB (CONVENTIONAL)
GOTAP 1Y KUROS 2Y	On 176° track to BRP 6.5 DME, turn LEFT, 068° track to BBE01 (BRP R-138/D10.4).
TUVOG 1Y	On 176° track to BRP 6.5 DME, turn LEFT to BB330 (BRP R-135/D7.6).
SID	ROUTING
GOTAP 1Y	BBE01 (3940'+) - BBE02 (8040'+) - GOTAP (FL110+).
KUROS 2Y	BBE01 (3940'+) - BBE03 (9030'+) - KUROS (FL170+).
TUVOG 1Y	BB330 (3940'+) - TUVOG (FL130+).

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3E Eff 26 May

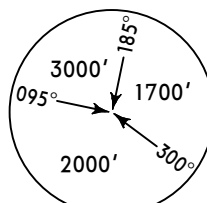
KYIV, UKRAINE
RNAV SID



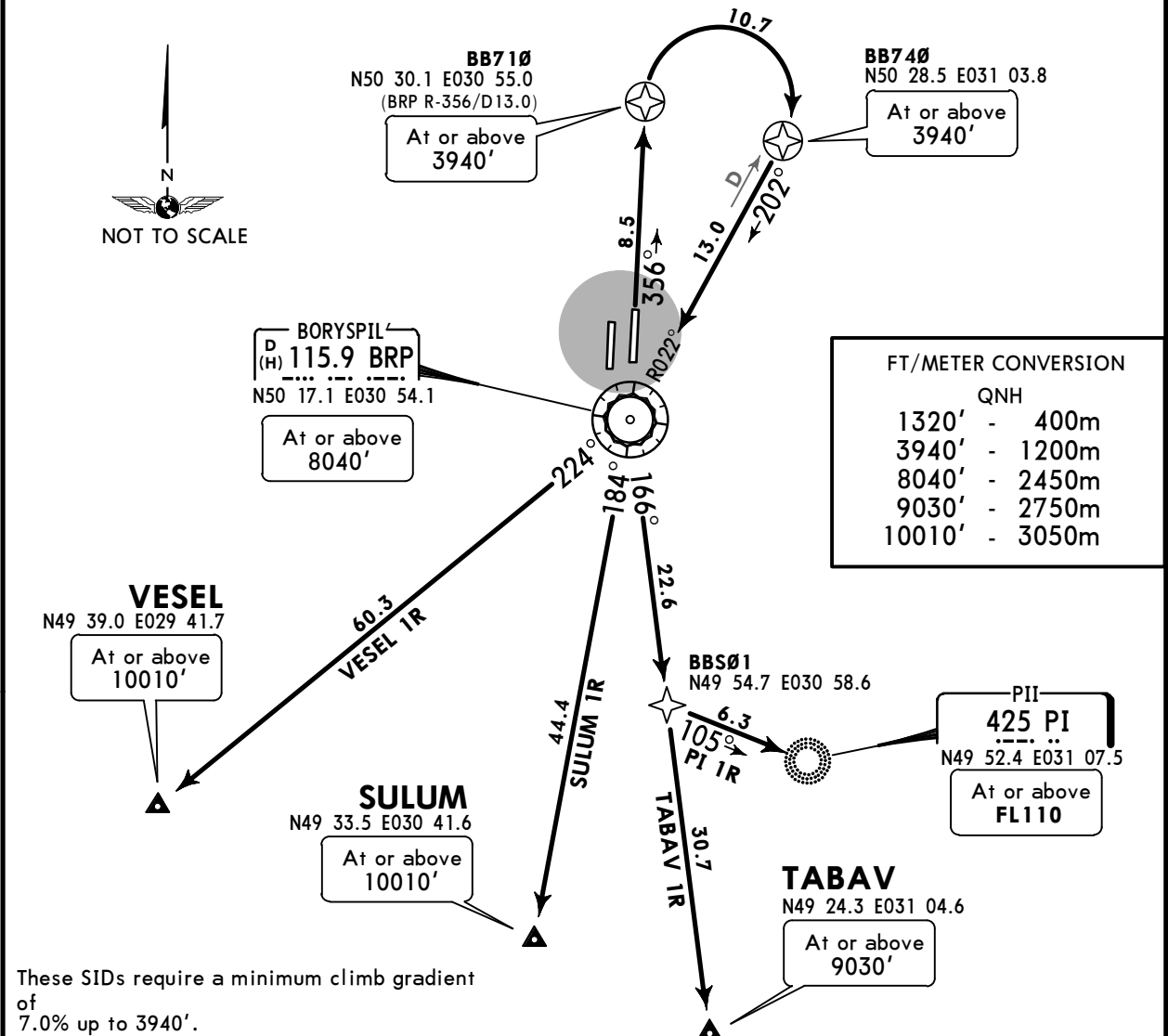
UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3F Eff 26 May

KYIV, UKRAINE
RNAV SID

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



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)

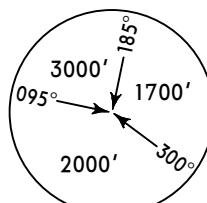
On 356° track to BB710 (BRP R-356/D13.0), turn RIGHT to BB740 (BRP R-022/D13.0).

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'+).

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3G Eff 26 May

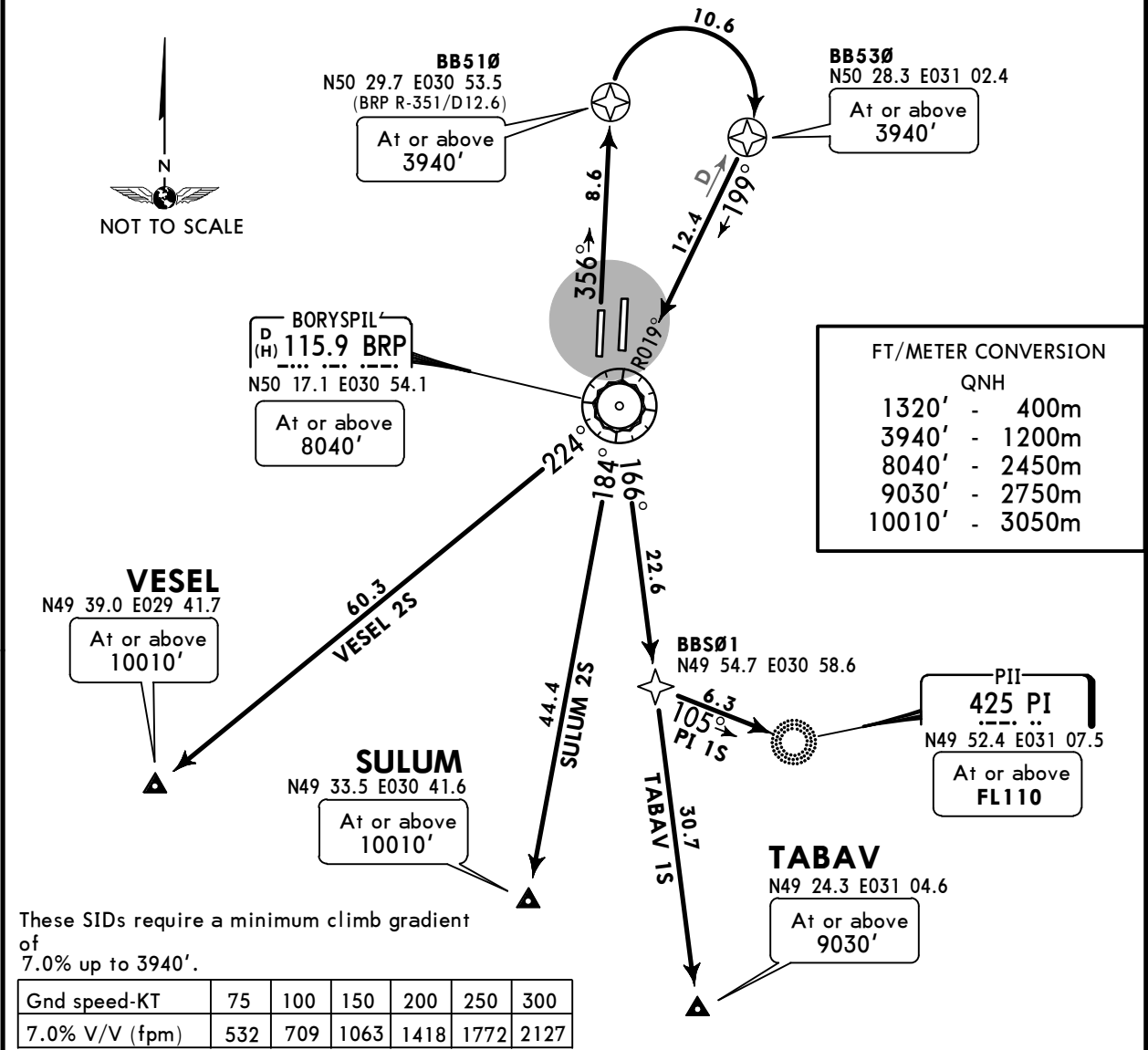
KYIV, UKRAINE
RNAV SID

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

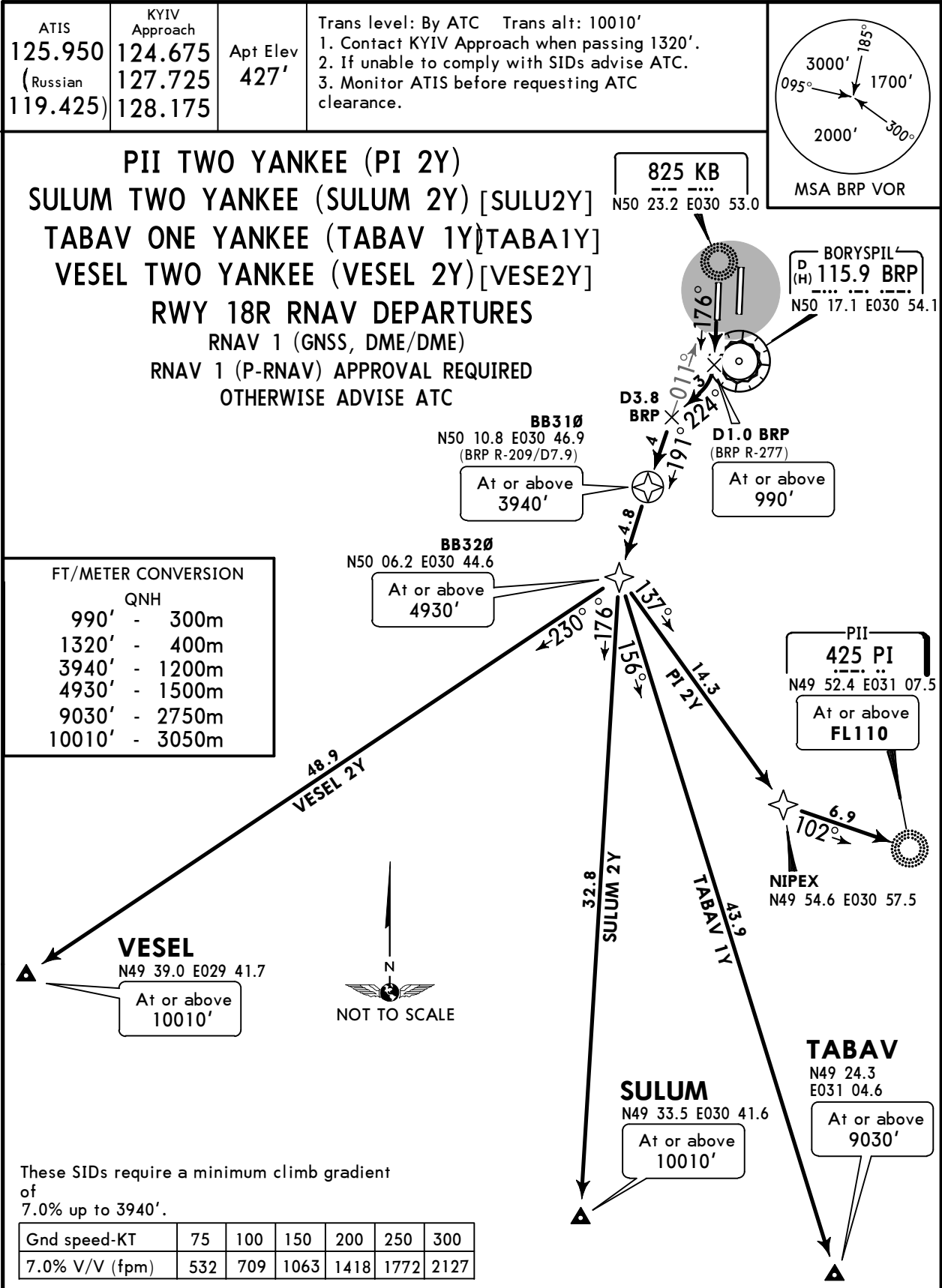


Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
INITIAL CLIMB (CONVENTIONAL)	
On 356° track to BB510 (BRP R-351/D12.6), turn RIGHT to BB530 (BRP R-019/D12.4).	
SID	ROUTING
PI 1S	BB530 (3940'+) - BRP (8040'+) - BBS01 - PI (FL110+).
SULUM 2S	BB530 (3940'+) - BRP (8040'+) - SULUM (10010'+).
TABAV 1S	BB530 (3940'+) - BRP (8040'+) - BBS01 - TABAV (9030'+).
VESEL 2S By ATC	BB530 (3940'+) - BRP (8040'+) - VESEL (10010'+).

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 (10-3H) Eff 26 May

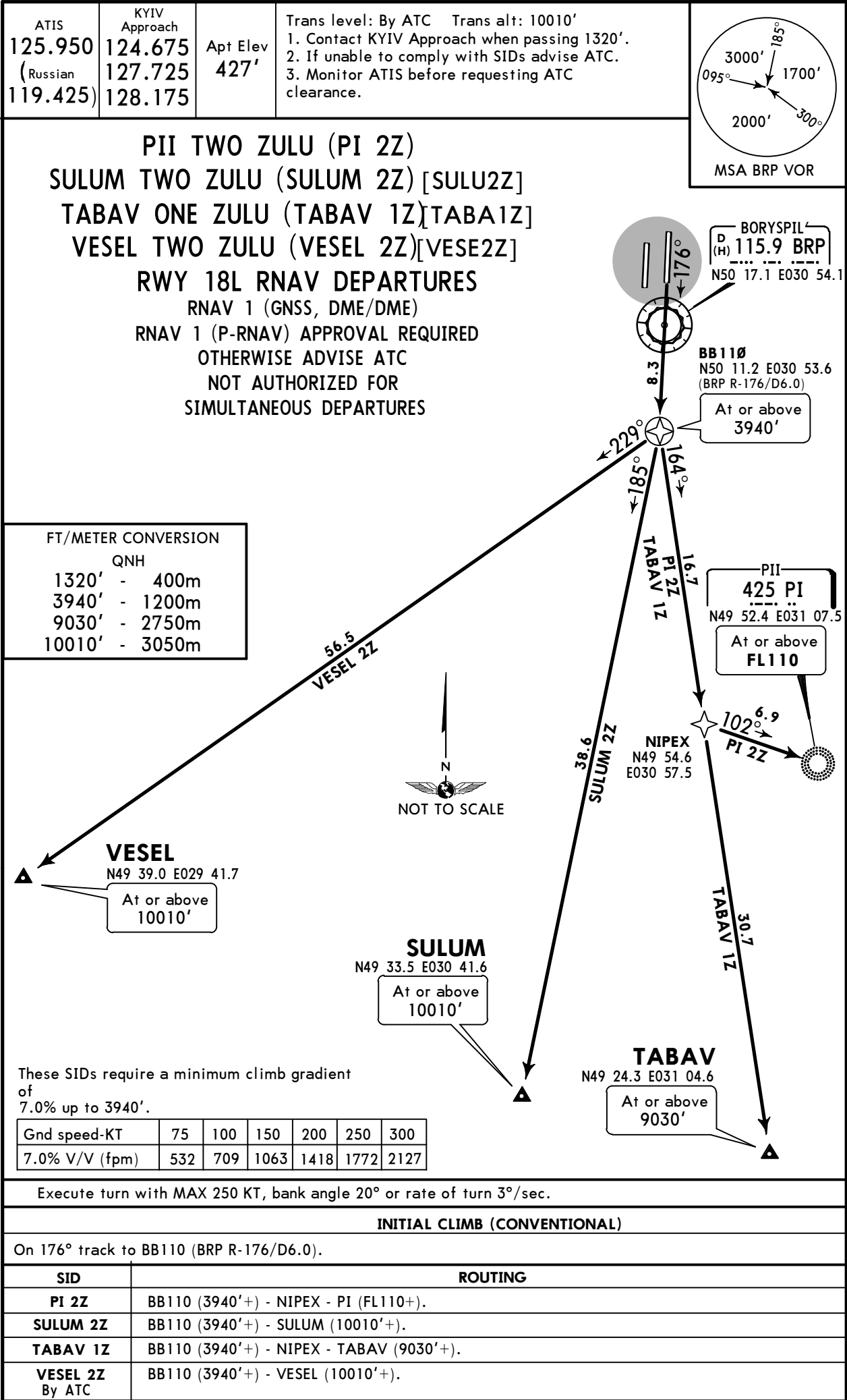
KYIV, UKRAINE
RNAV SID



UKBB/KBP
BORYSPIL'

JEPPESEN
20 MAY 16 10-3J Eff 26 May

KYIV, UKRAINE
RNAV SID



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QNH

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



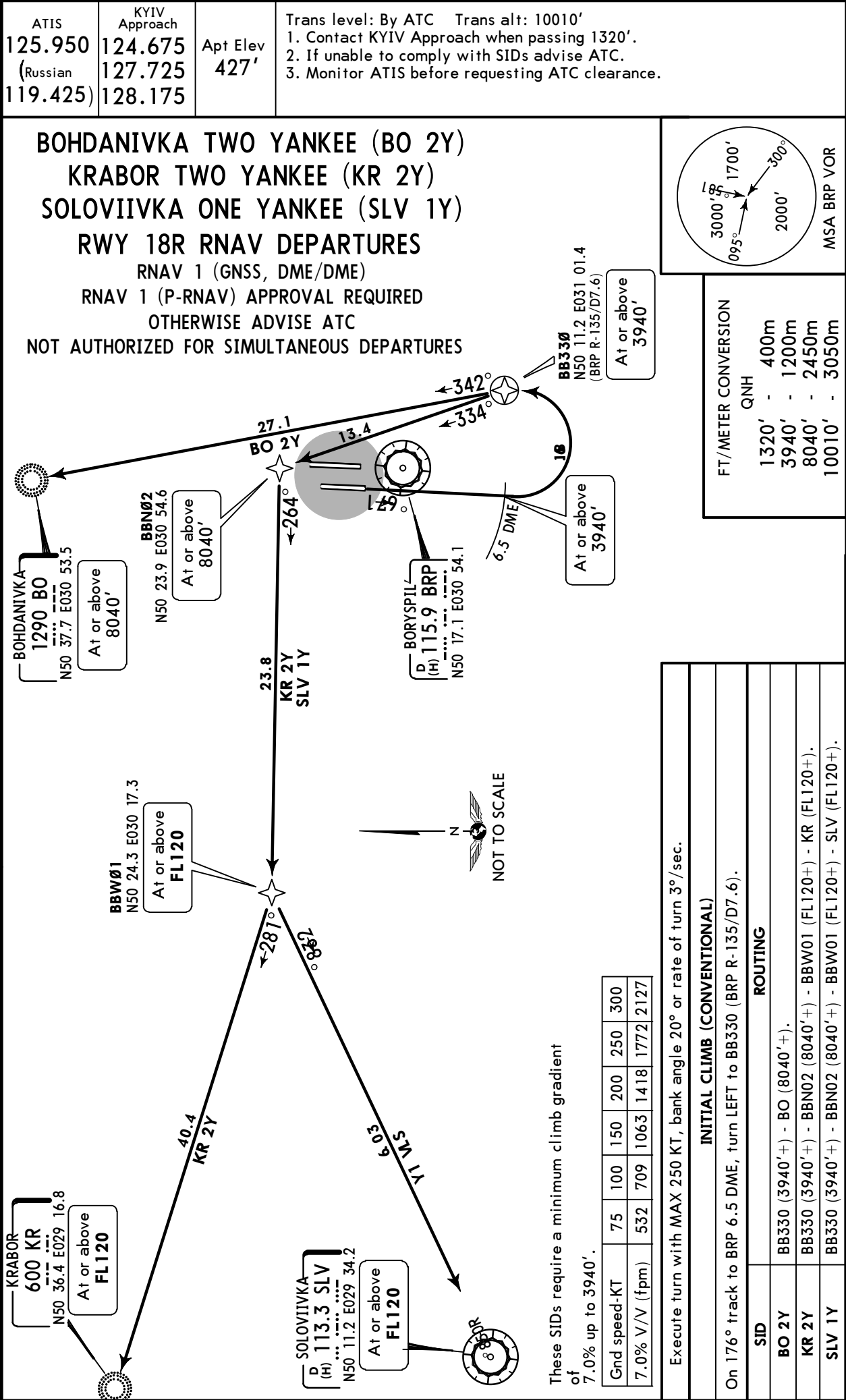
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Execute turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	INITIAL CLIMB (CONVENTIONAL)
BO 2S	On 356° track to BB510 (BRP R-351/D12.6).
KR 1S	On 356° track to BRP 5.6 DME, turn LEFT, 314° track, intercept BRP R-333 to
SLV 1S	D14.1 BRP, turn LEFT to BBW02 (R-321/D17.4).
SID	ROUTING
BO 2S ①	BB510 (3940' +) - BO (6070' +).
KR 1S	BBW02 (3940' +) - BBW01 (FL120+) - KR (FL120+).
SLV 1S	BBW02 (3940' +) - BBW01 (FL120+) - SLV (FL120+).
① Not authorized for simultaneous departures.	

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3M Eff 26 May

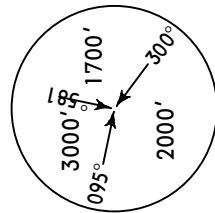
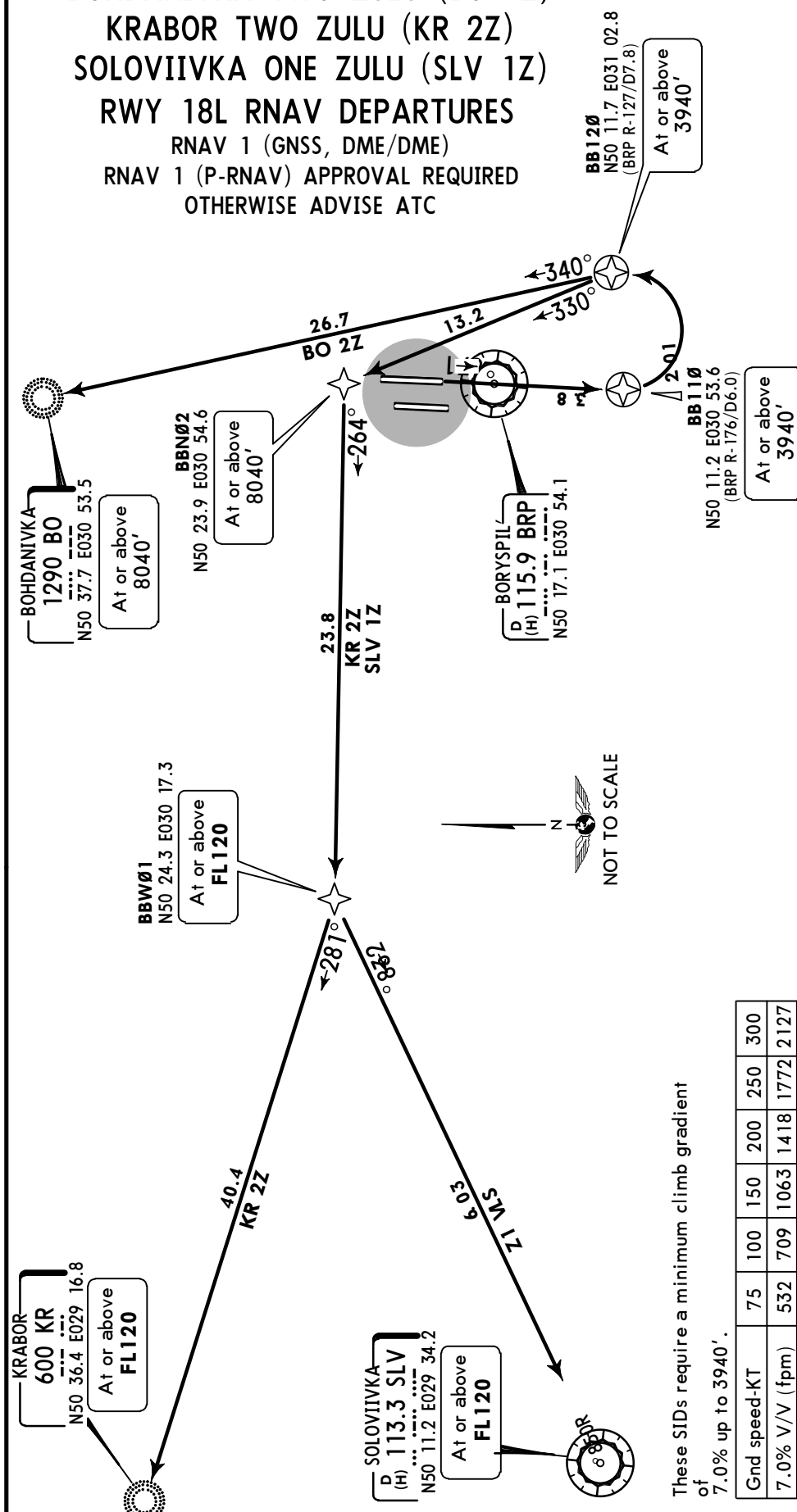
KYIV, UKRAINE
RNAV SID



KYIV, UKRAINE
RNAV SID

ATIS 125.950 (Russian 119.425)	KYIV Approach 124.675 127.725 128.175	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Approach when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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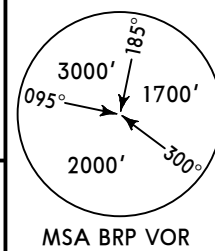
BOHDANIVKA TWO ZULU (BO 2Z)
KRABOR TWO ZULU (KR 2Z)
SOLOVIIVKA ONE ZULU (SLV 1Z)
RWY 18L RNAV DEPARTURES
RNAV 1 (GNSS, DME/DME)
RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



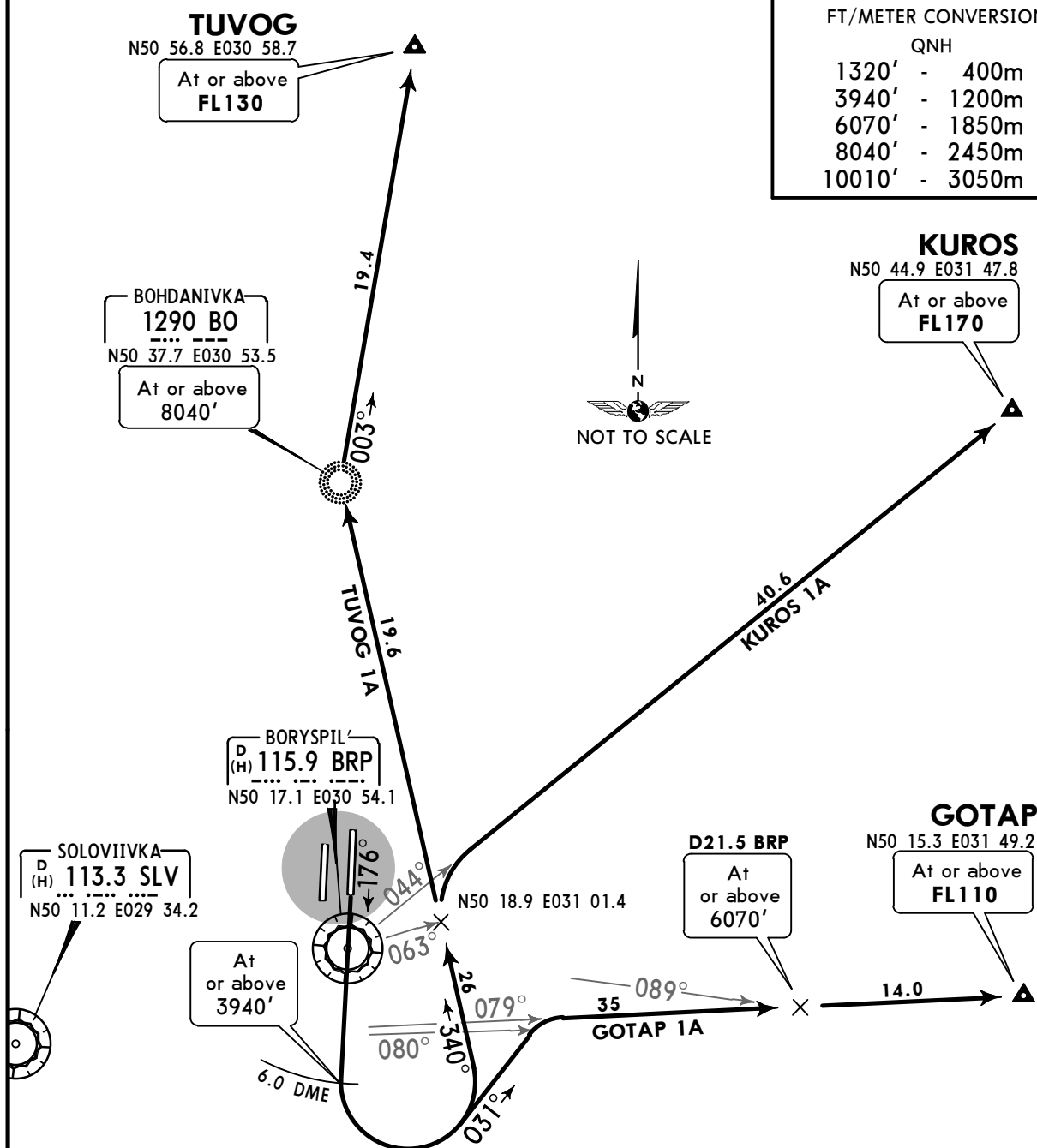
FT/METER CONVERSION	QNH
1320'	- 400m
3940'	- 1200m
8040'	- 2450m
10010'	- 3050m

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+).

KYIV, UKRAINE



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



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

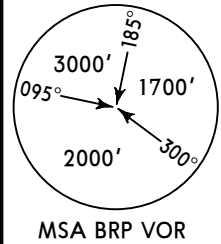
SID	ROUTING
GOTAP 1A	On 176° track to BRP 6.0 DME, turn LEFT, 031° track, when passing SLV R-080 turn RIGHT, intercept SLV R-079 to GOTAP.
KUROS 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept 340° bearing towards BO, when passing BRP R-063 turn RIGHT, intercept BRP R-044 to KUROS.
TUVOG 1A	On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

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 (10-3Q) Eff 26 May

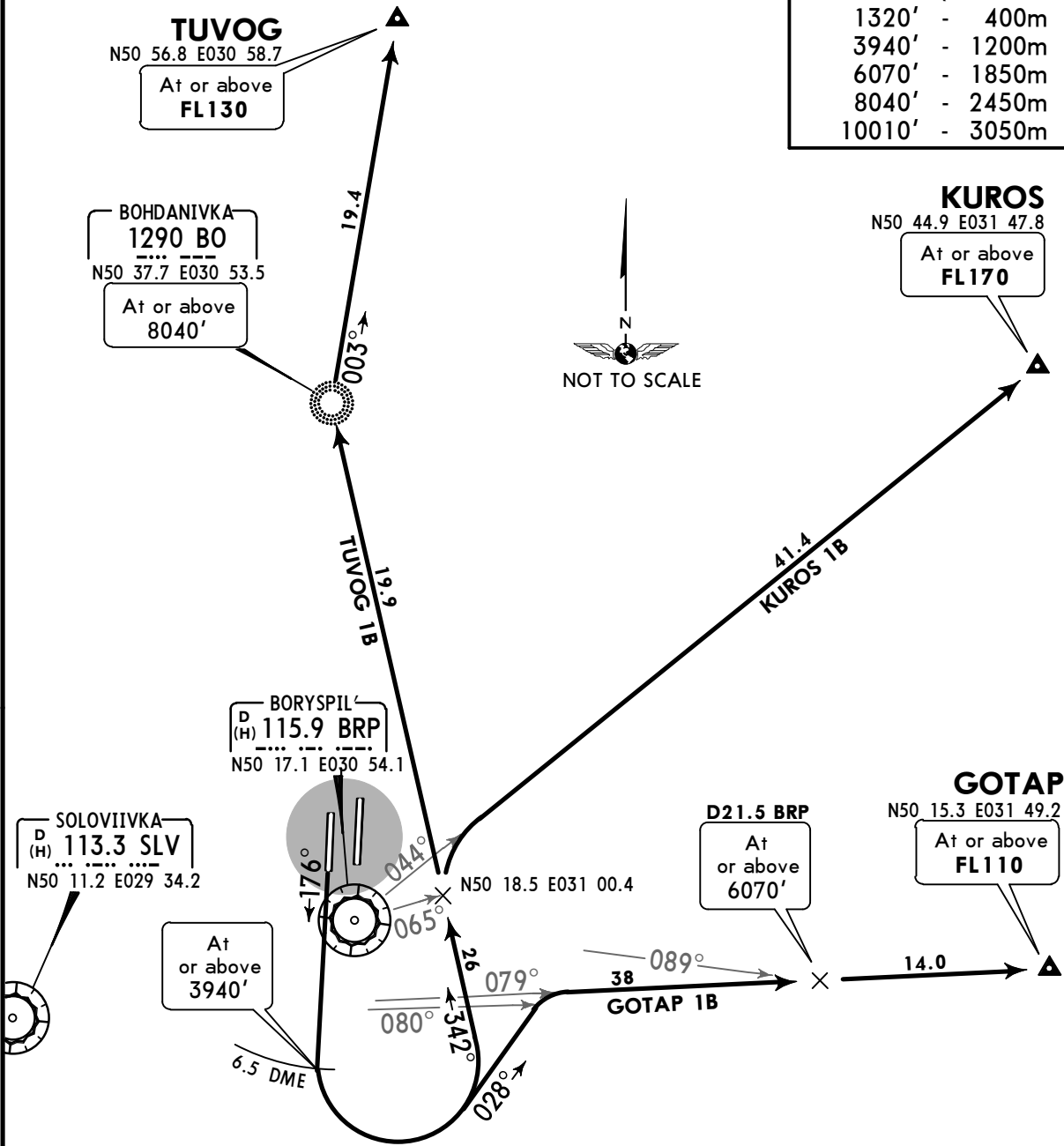
KYIV, UKRAINE
SID

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



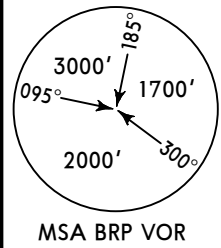
Execute initial turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	ROUTING
GOTAP 1B	On 176° track to BRP 6.5 DME, turn LEFT, 028° track, when passing SLV R-080 turn RIGHT, intercept SLV R-079 to GOTAP.
KUROS 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 342° bearing towards BO, 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.

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3S Eff 26 May

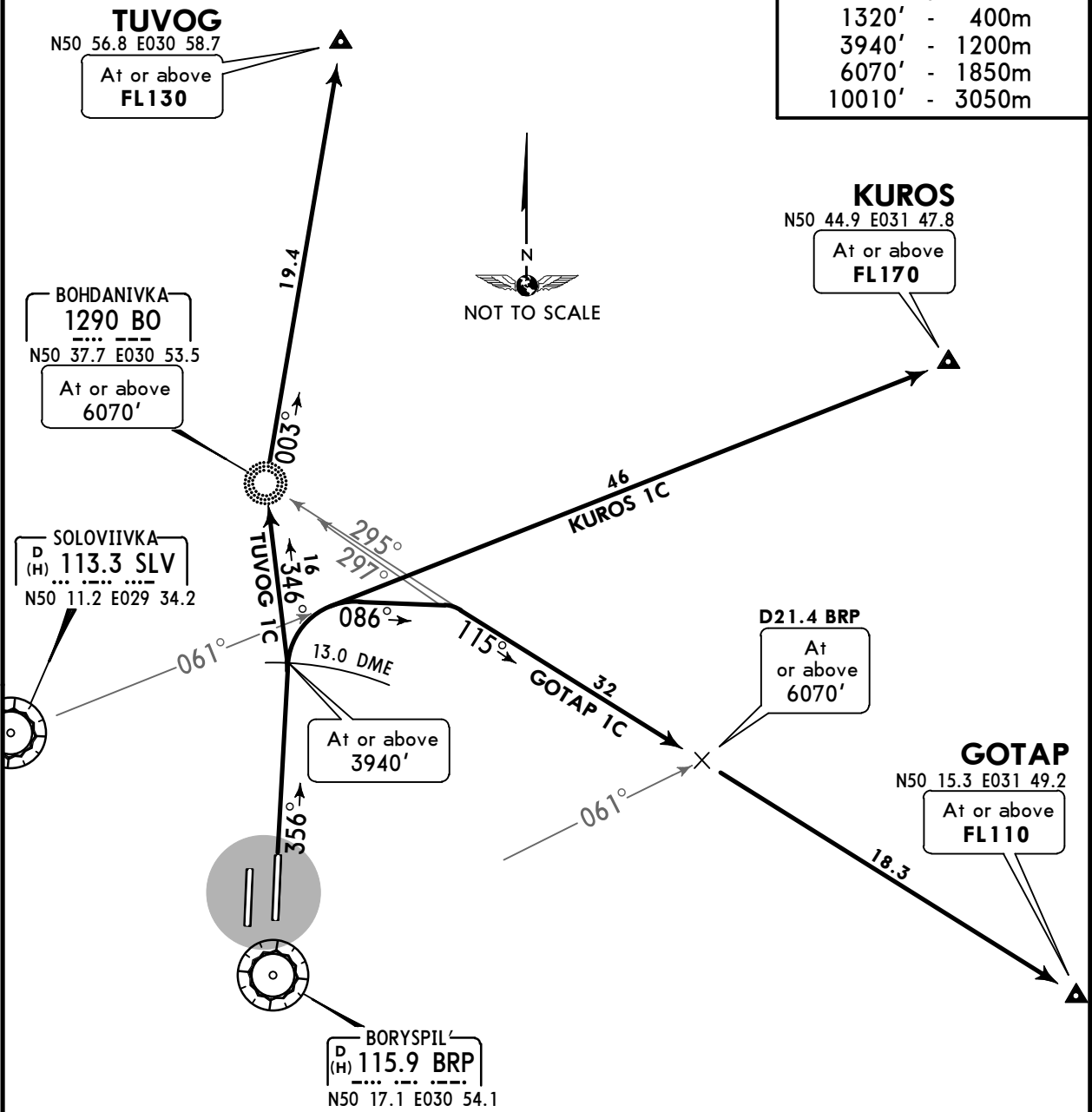
KYIV, UKRAINE
SID

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



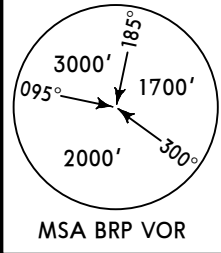
Execute initial turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	ROUTING
GOTAP 1C	On 356° track to BRP 13.0 DME, turn RIGHT, 086° track, when passing 297° bearing to BO turn RIGHT, intercept 115° bearing from BO to GOTAP.
KUROS 1C	On 356° track to BRP 13.0 DME, turn RIGHT, intercept 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.

UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3T Eff 26 May

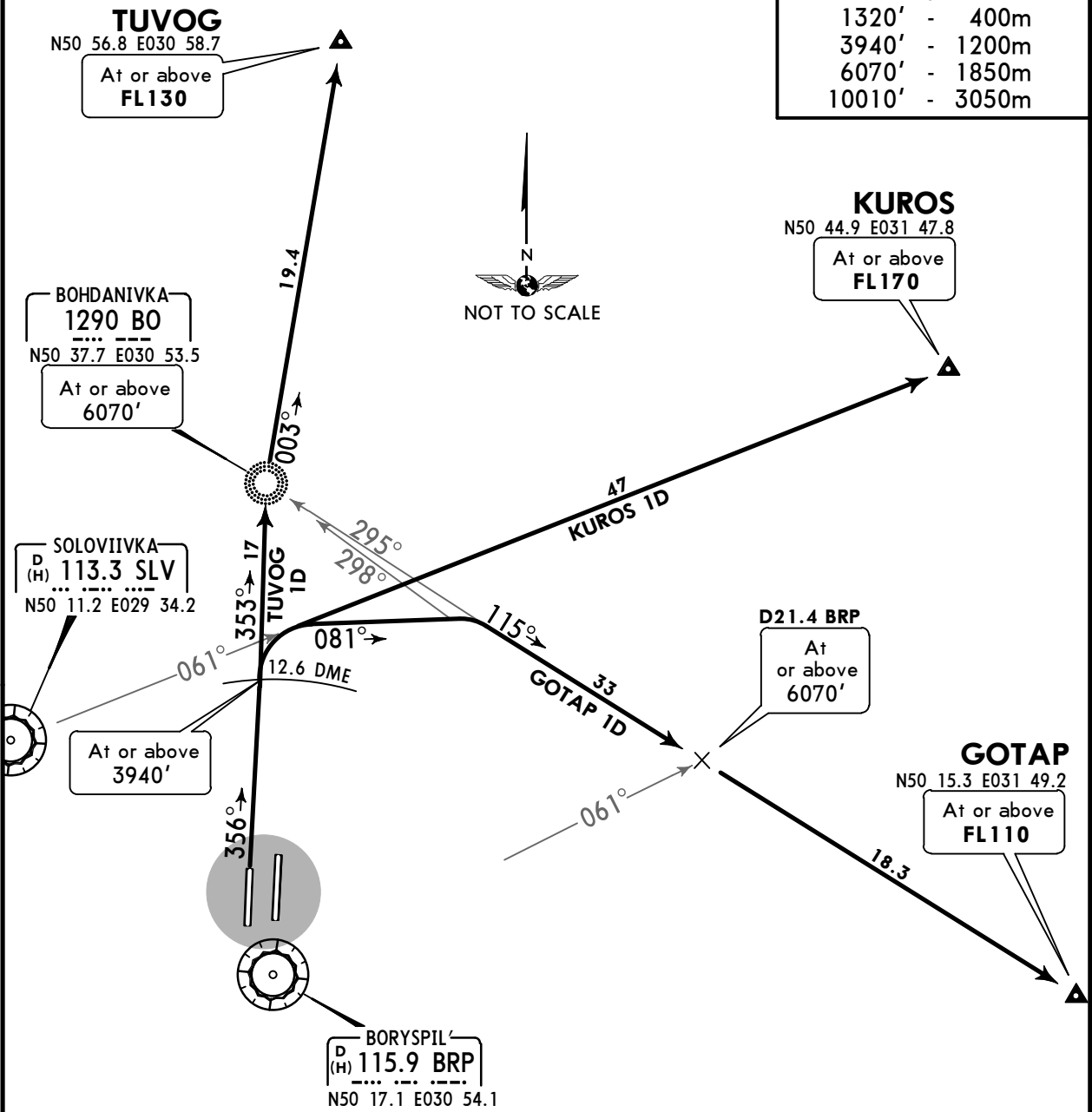
KYIV, UKRAINE
SID

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

MSA BRP VOR

BORYSPIL
D
(H) 115.9 BRP
N50 17.1 E030 54.1

VESEL TWO ALPHA (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

VESEL
N49 39.0 E029 41.7
At or above 10010'

SULUM
N49 33.5 E030 41.6
At or above 10010'

TABAV
N49 24.3 E031 04.6
At or above 9030'

PII
425 PI
N49 52.4 E031 07.5
At or above FL110

D18.8 BRP
N49 58.5 E030 57.8

D29.0 BRP
N49 48.4 E030 59.8

6.0 DME

NOT TO SCALE

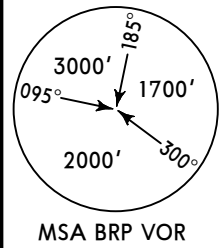
SID	ROUTING
PI 2A	On 176° track to BRP 6.0 DME, turn LEFT, intercept BRP R-166 to D18.8 BRP, turn LEFT, intercept 121° bearing to PI.
SULUM 1A	On 176° track to BRP 6.0 DME, turn LEFT, intercept BRP R-166 to D29.0 BRP turn RIGHT, intercept 215° bearing from PI to SULUM.
TABAV 1A	On 176° track to BRP 6.0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

UKBB/KBP
BORYSPIL'

JEPPESEN
20 MAY 16 10-3T2 Eff 26 May

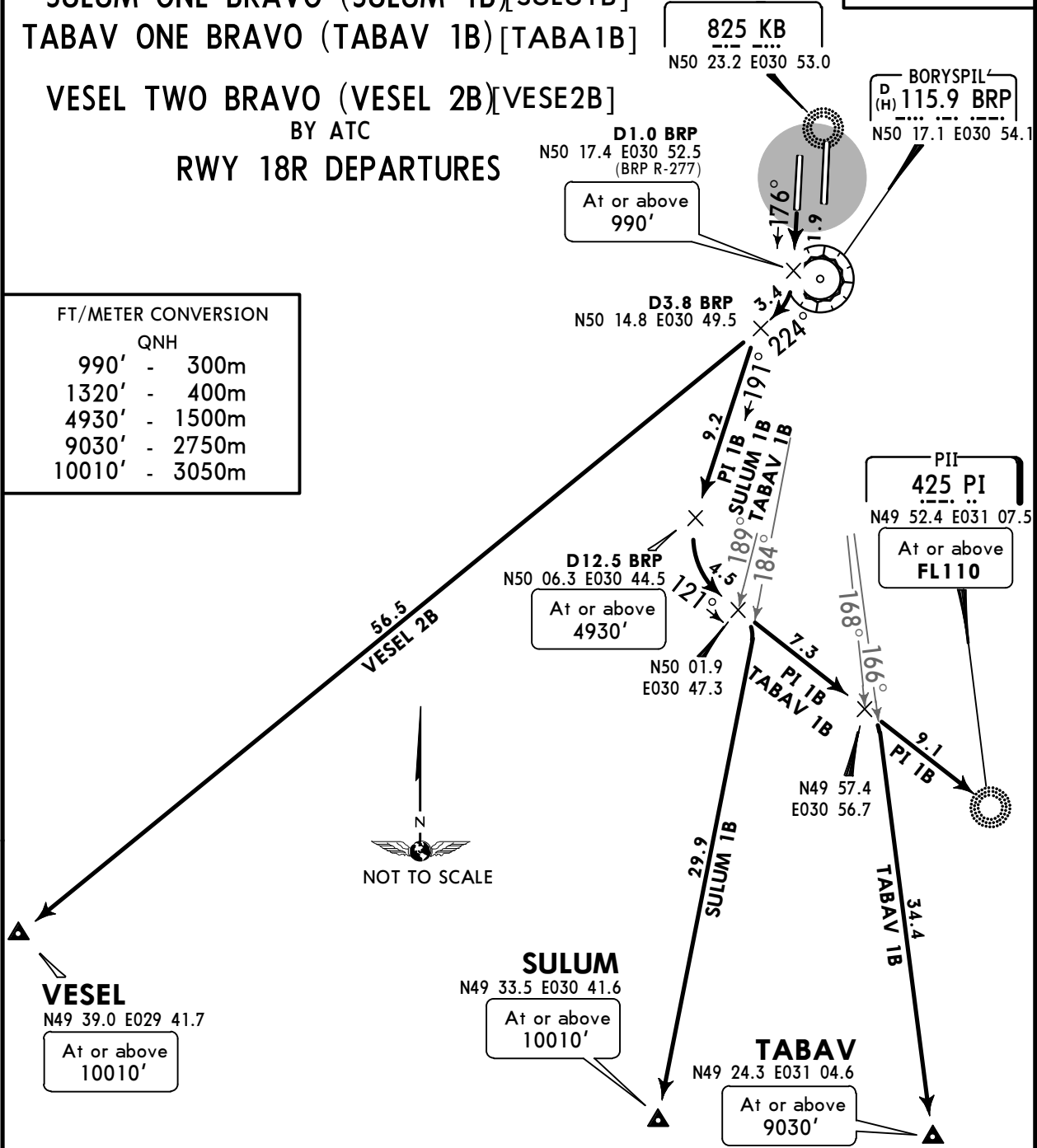
KYIV, UKRAINE
SID

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

UKBB/KBP
BORYSPIL'

JEPPESEN
20 MAY 16 10-3T3 Eff 26 May

KYIV, UKRAINE
SID

ATIS
125.950
(Russian
119.425)

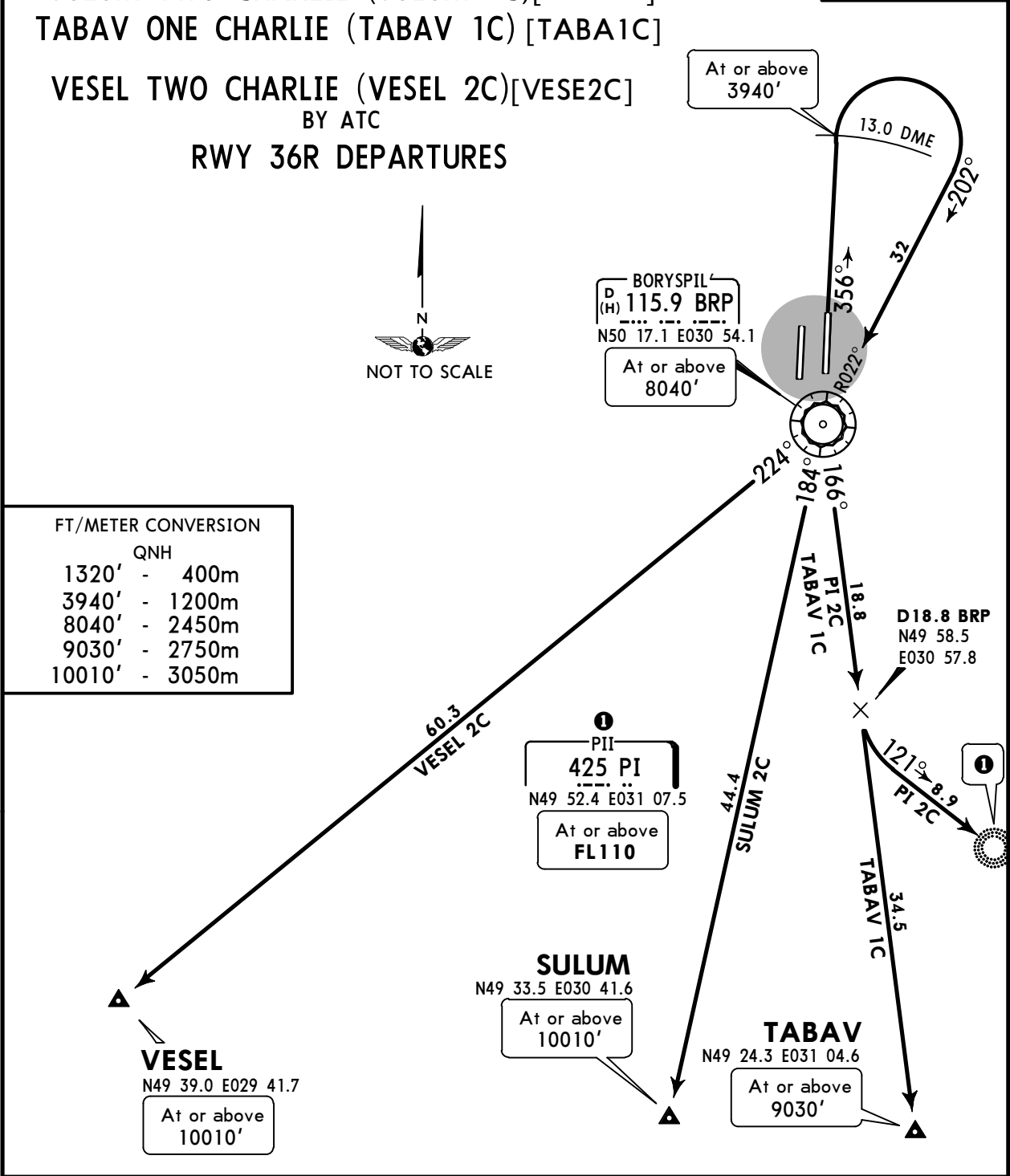
KYIV
Approach
124.675
127.725
128.175

Apt Elev
427'

Trans level: By ATC Trans alt: 10010'
1. Contact KYIV Approach 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



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.

UKBB/KBP
BORYSPIL'

JEPPESEN
20 MAY 16 10-3T4 Eff 26 May

KYIV, UKRAINE
SID

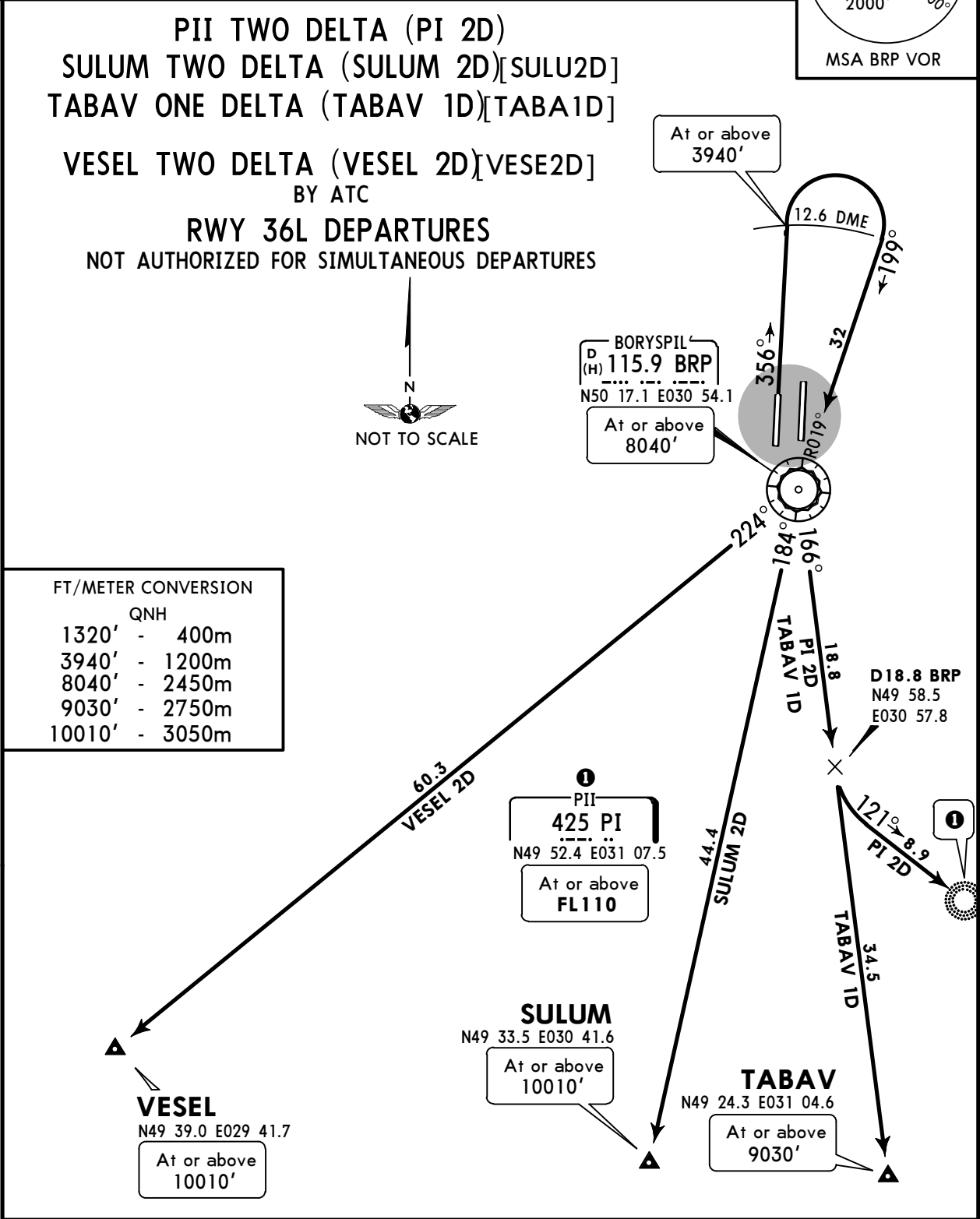
ATIS
125.950
(Russian
119.425)

KYIV
Approach
124.675
127.725
128.175

Apt Elev
427'

Trans level: By ATC Trans alt: 10010'
1. Contact KYIV Approach when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.

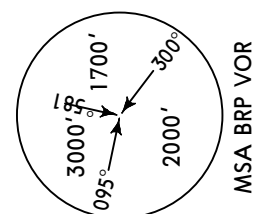
MSA BRP VOR



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 P1.
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.

Trans level: By ATC Trans alt: 10010'

1. Contact KYIV Approach when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.



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.

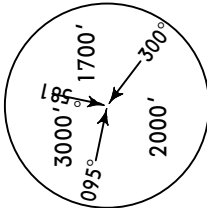
UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3V Eff 26 May

KYIV, UKRAINE
SID

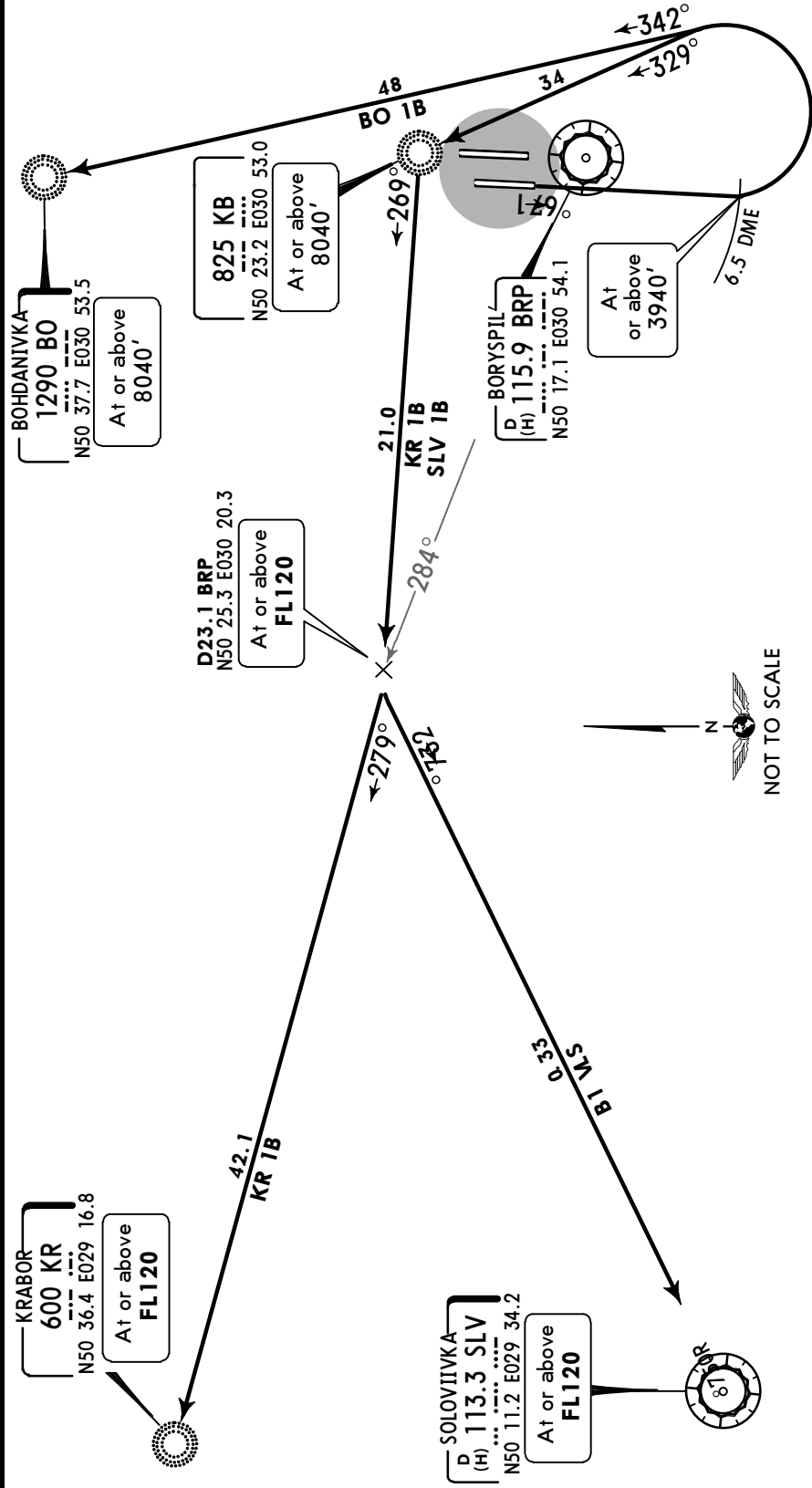
ATIS 125.950 (Russian 119.425)	KYIV Approach 124.675 127.725 128.175	Apt Elev 427'	Trans level: By ATC Trans alt: 10010' 1. Contact KYIV Approach when passing 1320'. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance.
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BOHDANIVKA ONE BRAVO (BO 1B)
KRABOR ONE BRAVO (KR 1B)
SOLOVIIVKA ONE BRAVO (SLV 1B)
RWY 18R DEPARTURES
NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



MSA BRP VOR

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



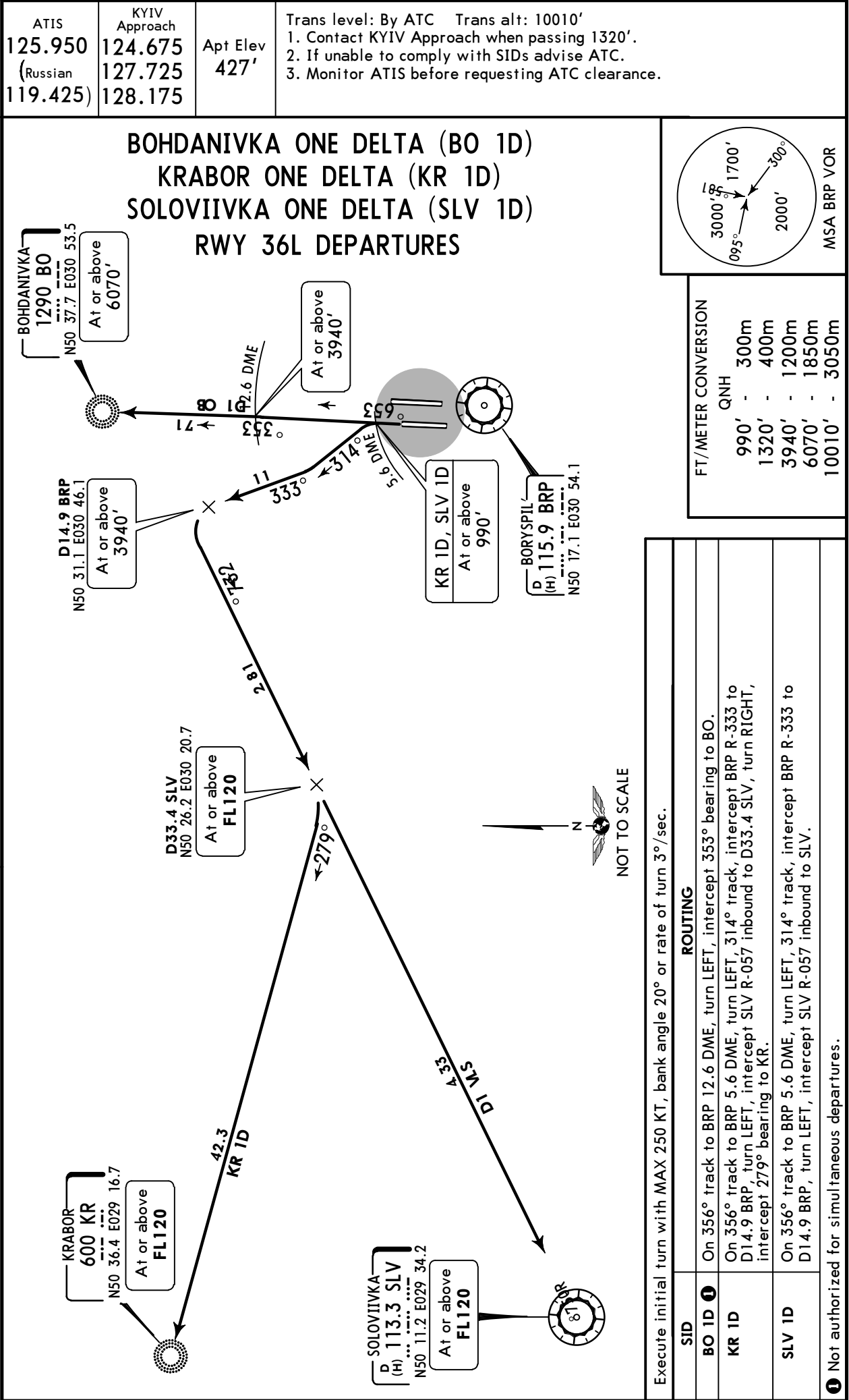
ROUTING	
Execute initial turn with MAX 250 KT, bank angle 20° or rate of turn 3°/sec.	
SID	
BO 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 342° bearing to BO.
KR 1B	On 176° track to BRP 6.5 DME, turn LEFT, intercept 329° bearing to KB, turn LEFT, 269° bearing to D23.1 BRP, turn RIGHT, intercept 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.

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UKBB/KBP
BORYSPIL'

JEPPESSEN
20 MAY 16 10-3X Eff 26 May

KYIV, UKRAINE
SID

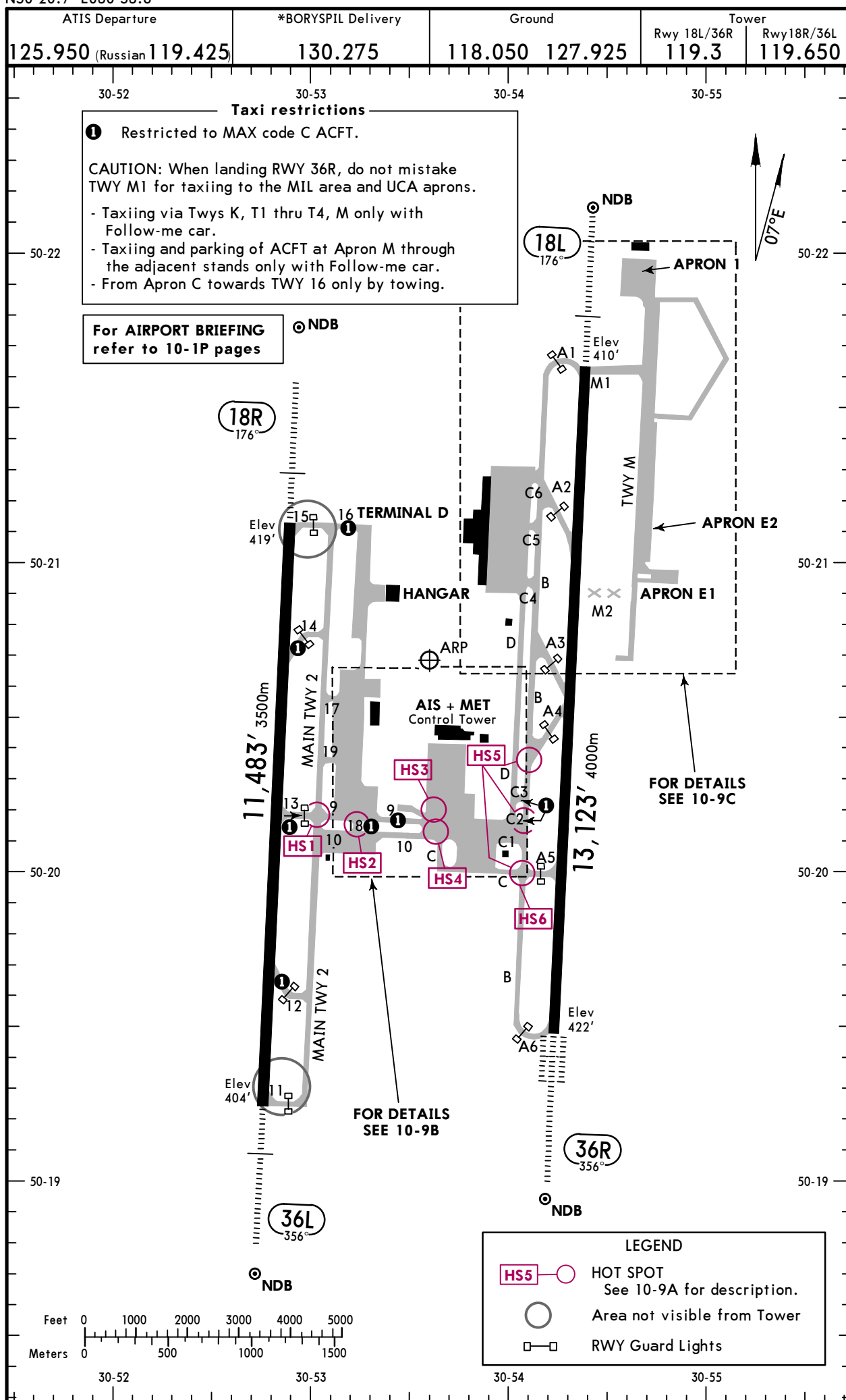


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Apt Elev **427'**
N50 20.7 E030 53.6

JEPPESSEN

15 FEB 19 **(10-9)** Eff 28 Feb

KYIV, UKRAINE
BORYSPIL INTL


UKBB/KBP



15 FEB 19 **10-9A** Eff 28 Feb

KYIV, UKRAINE

BORYSPIL INTL

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

1 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)

2 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.

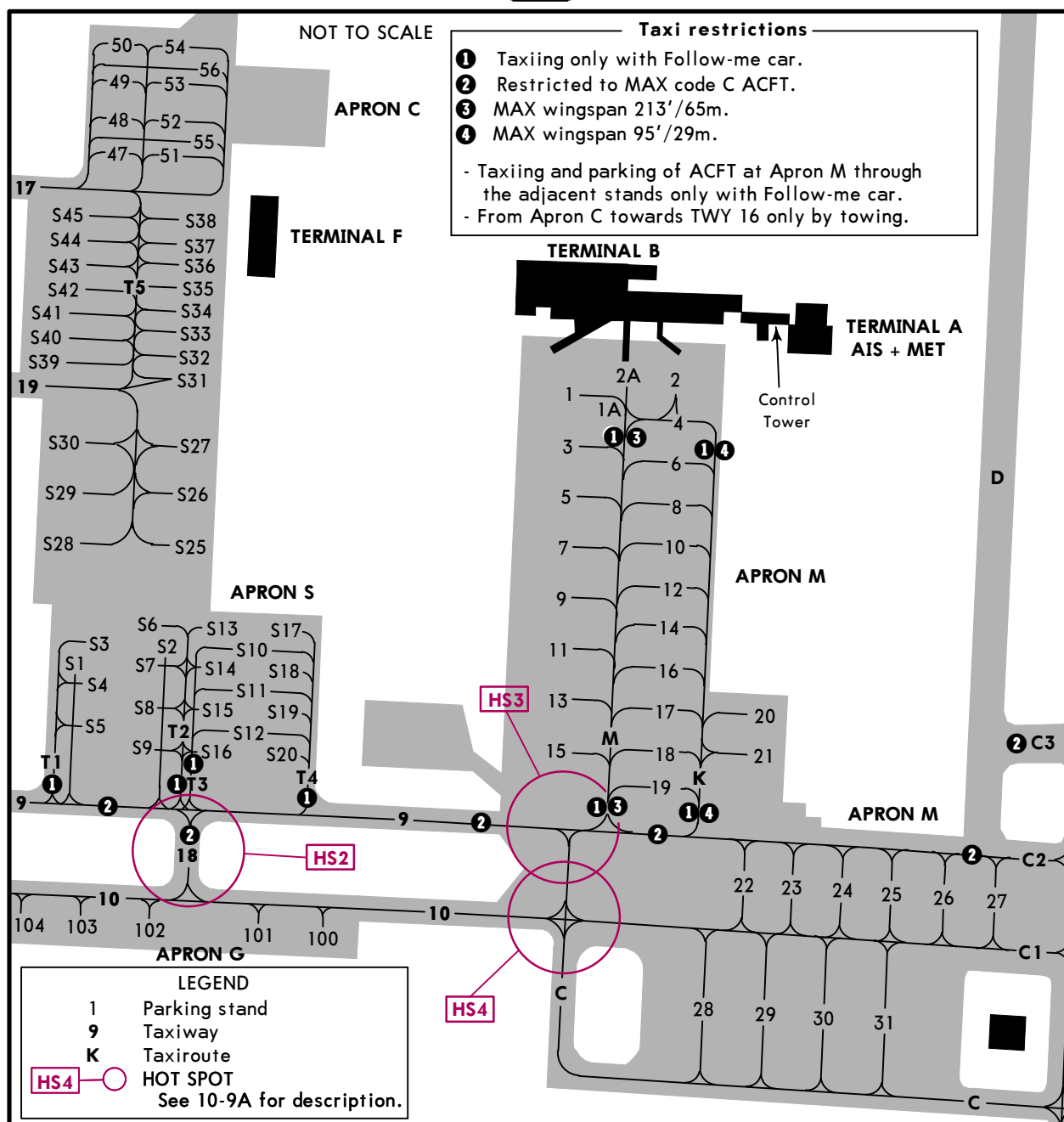
Standard		TAKE-OFF				
	Low Visibility Take-off			All Rwys	All Rwys	
	Rwy 18L/36R					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

UKBB/KBP

JEPPesen
15 FEB 19 10-9B Eff 28 Feb

KYIV, UKRAINE

BORYSPIL INTL



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
47 thru 56	N50 20.6 E030 53.2	S39 thru S41	N50 20.4 E030 53.1
100	N50 20.1 E030 53.3	S42 thru S45	N50 20.5 E030 53.1
101, 102	N50 20.1 E030 53.2		
103, 104	N50 20.1 E030 53.1		

CHANGES: Apt name. Taxi restrictions. Stands 37 and 38 withdrawn.

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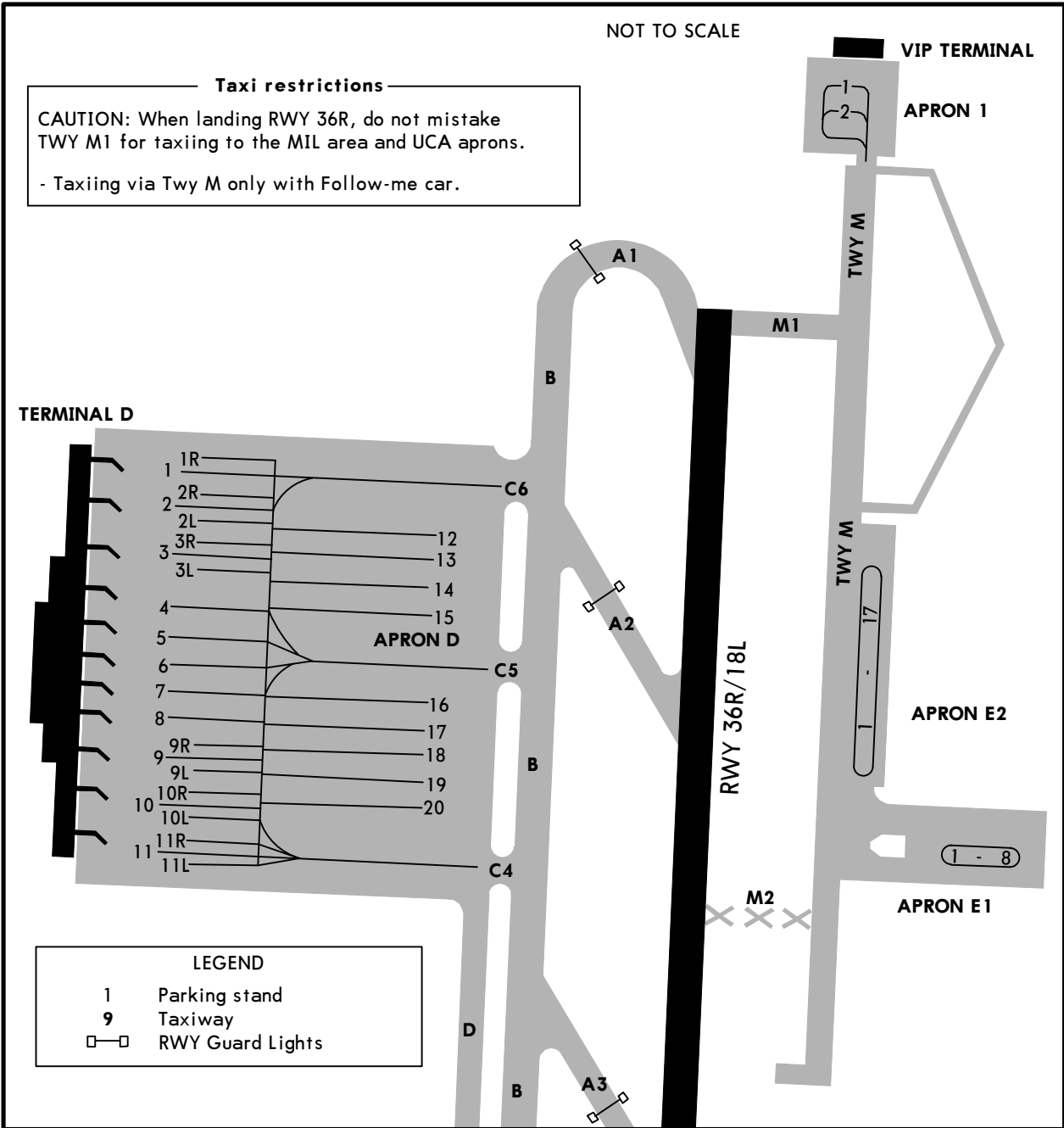
UKBB/KBP

JEPPESEN

KYIV, UKRAINE

15 FEB 19 10-9C Eff 28 Feb

BORYSPIL INTL



INS COORDINATES

STAND No.	COORDINATES
APRON D	
1, 1R	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	N50 21.1 E030 54.1
17 thru 20	N50 21.0 E030 54.1

UKBB/KBP

 **JEPPESSEN**

16 DEC 11

10-9D

KYIV, UKRAINE
BORYSPIL'

VISUAL DOCKING GUIDANCE SYSTEM

PILOT INSTRUCTIONS

The following sequence of events identifies how a pilot would use this system to dock an aircraft at this gate.



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



AIRCRAFT DETECTED.
When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, distance to gate will be measured in such increments:

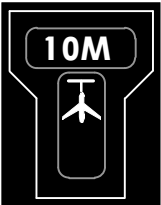
98'/30m to 66'/20m	5m steps
66'/20m to 33'/10m	2m steps
33'/10m to 3'/1m	1m steps
3'/1m to STOP	0.2m steps



AIRCRAFT IS RIGHT OF CENTERLINE.
Correction to the LEFT is required.



AIRCRAFT IS LEFT OF CENTERLINE.
Correction to the RIGHT is required.



AIRCRAFT IS ON CENTERLINE.
It is 33'/10m to final stop position.
Important: Approach slowly to final stop position.



AIRCRAFT IS ON CENTERLINE.
It is 1.3'/0.4m to final stop position.
Prepare to stop the aircraft.

UKBB/KBP

 **JEPPesen**
16 DEC 11 (10-9E)

KYIV, UKRAINE
BORYSPIL'

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.

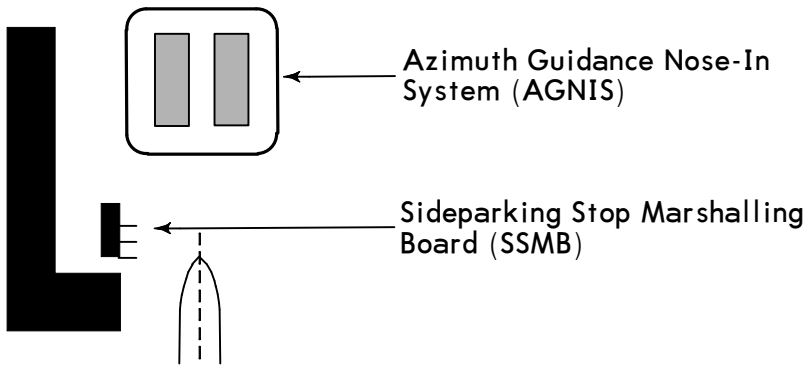
If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact Apron Control and wait for a marshall guidance.

UKBB/KBP

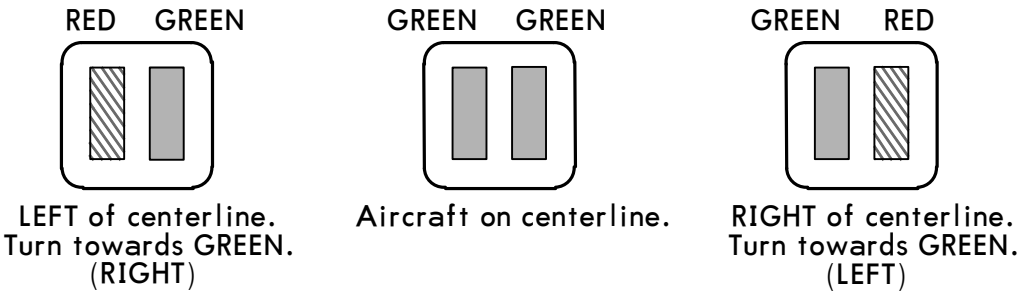
JEPPESSEN
8 FEB 13 10-9F

KYIV, UKRAINE
BORYSPIL'

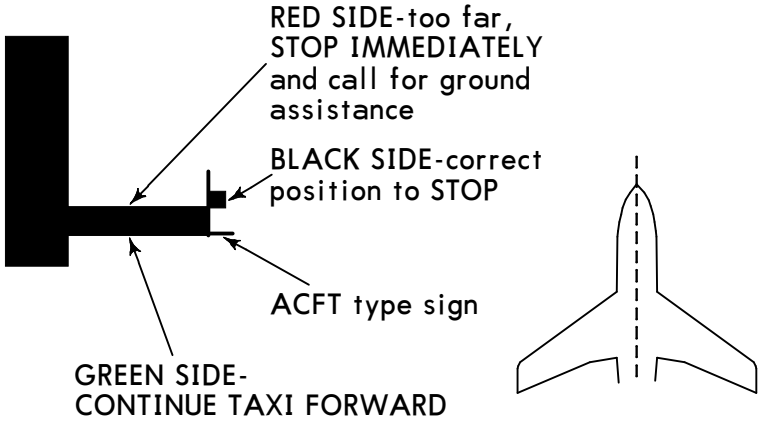
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS



SSMB SIGNALS



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

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

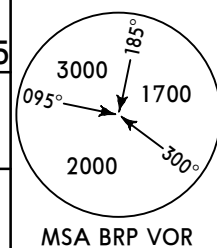
UKBB/KBP
BORYSPIL'

JEPPESSEN
8 SEP 17 **(11-1)**

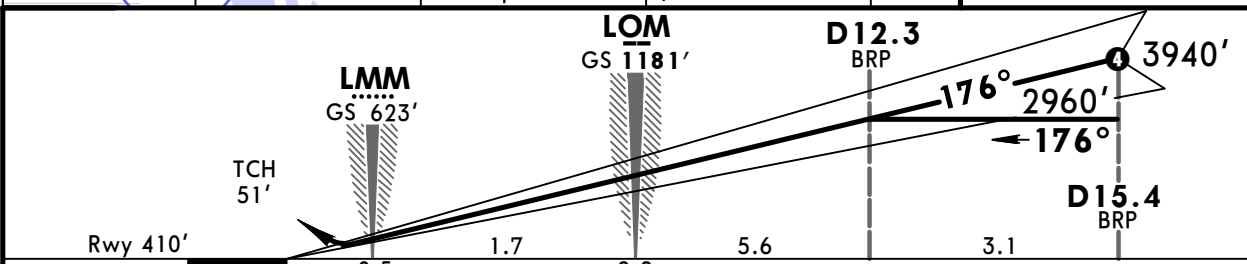
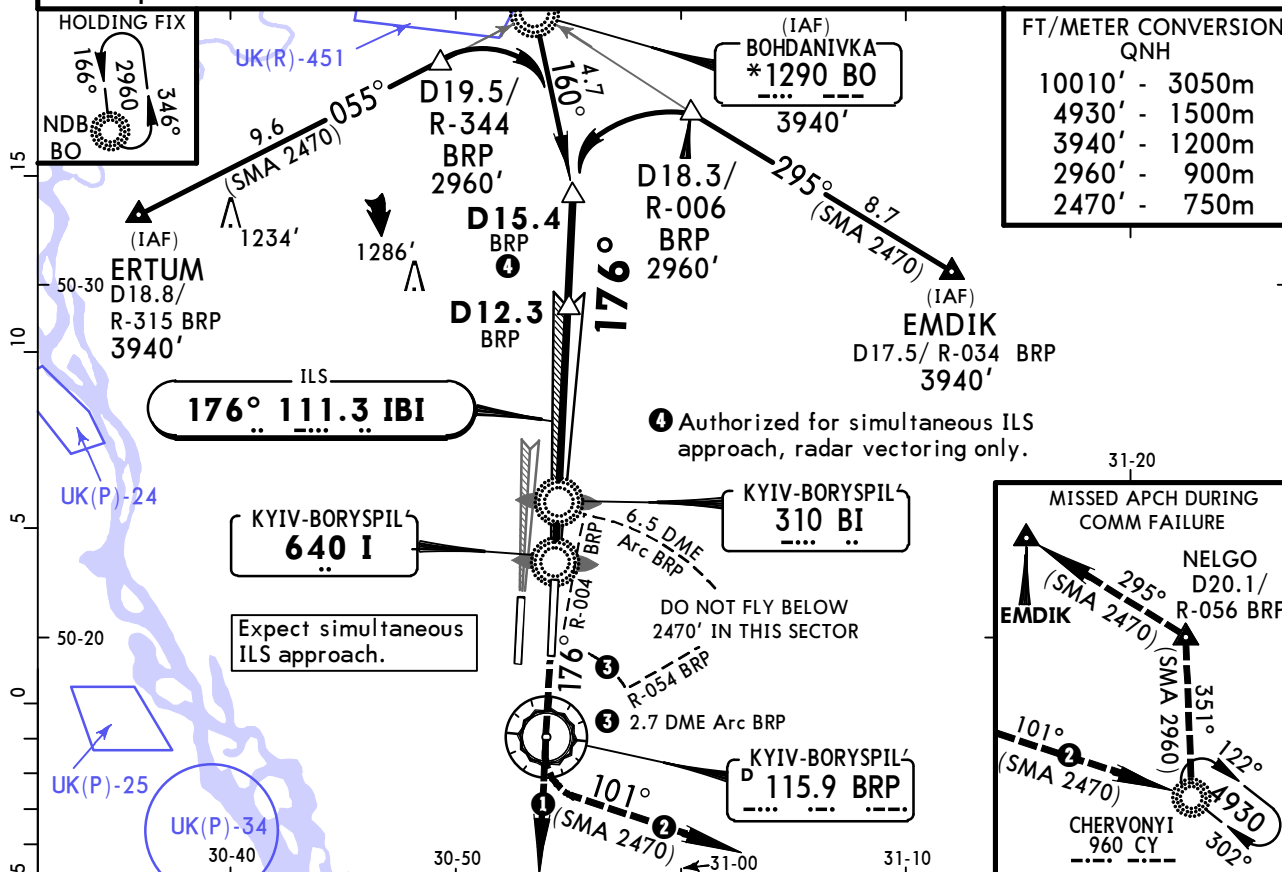
KYIV, UKRAINE
ILS Rwy 18L

ATIS Arrival	KYIV Approach 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	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums		Apt Elev 427' Rwy 410'
111.3	176°	1181' (771')			

MISSED APCH: ① Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ② 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.



Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'
DME required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed apch above
GS	3.00°	372	478	531	637	743		

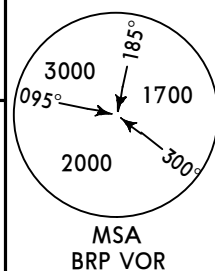
Standard STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND ②			
ILS		LOC (GS out)		West of apt			
DA(H) A: 610' (200') C: 630' (220') B: 620' (210') D: 640' (230')							
FULL		ALS out		Max Kts		MDA(H) VIS	
A				100		870' (460') 1500m	
B				135		910' (500') 1600m	
C				180		1020' (610') 2400m	
D				205		1110' (700') 3600m	

① W/o HUD/AP/FD: RVR 750m. ② Circling height based on rwy 18L thresh elev of 410'.

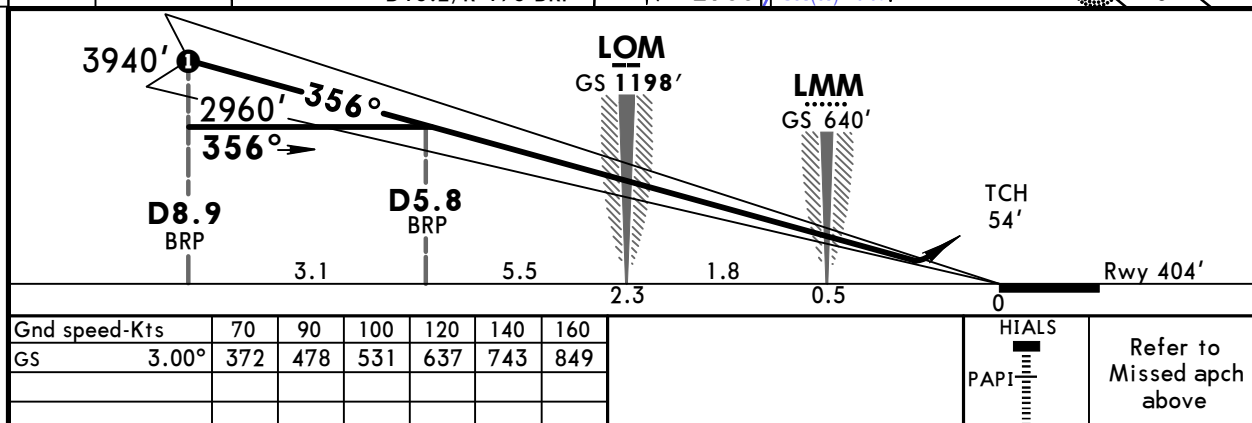
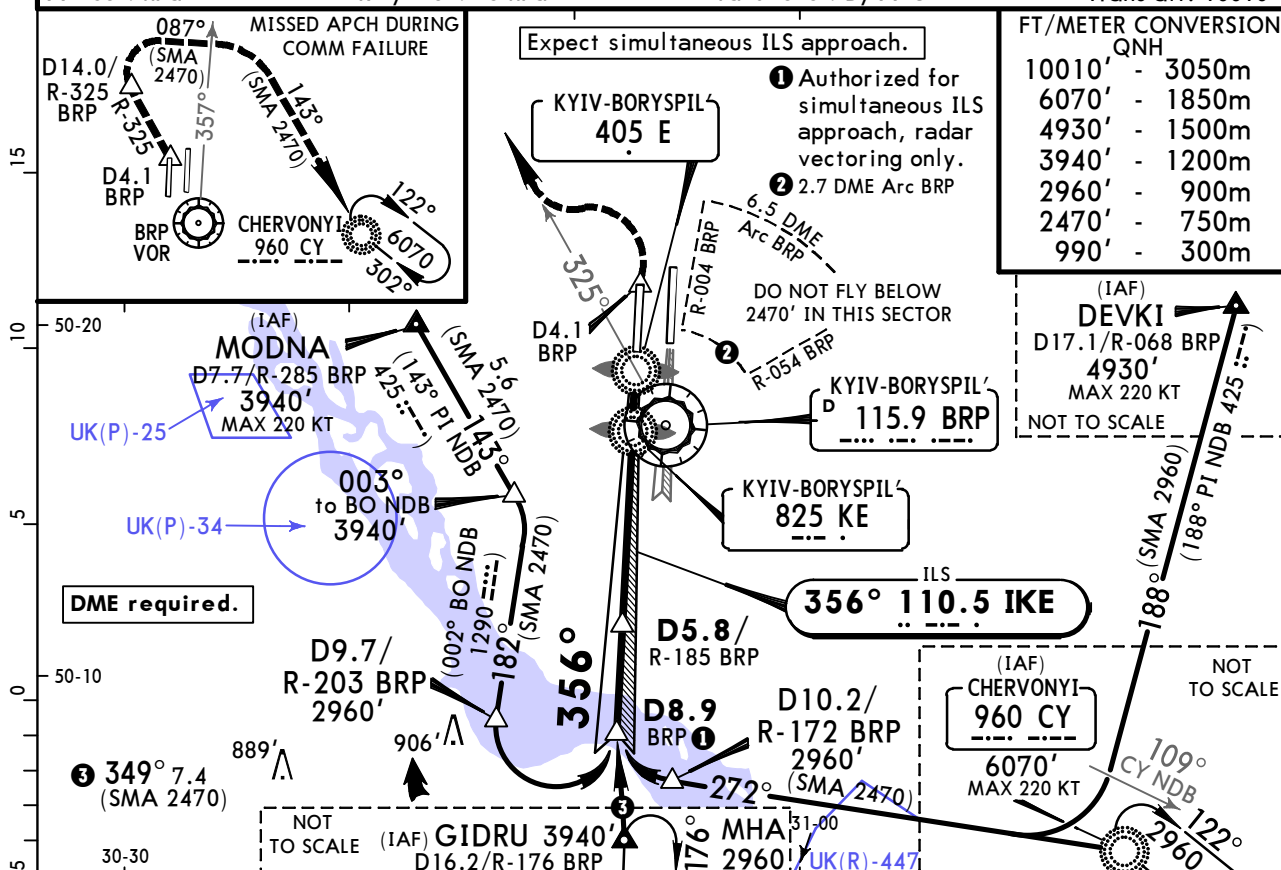
KYIV, UKRAINE
ILS Rwy 36L

ATIS Arrival		KYIV Approach 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 IKE 110.5	Final Apch Crs 356°	GS LOM 1198' (794')	ILS DA(H) 604' (200')	Apt Elev 427' 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 climbing to 6070' and hold over 5 min, then according to chart.



Alt Set: hPa	Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'
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Standard		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND 2				
ILS		LOC (GS out)		West of apt				
DA(H) 604'(200')								
FULL		ALS out		Max	MDA(H)	VIS	MDA(H)	VIS
A	RVR 550m 1	RVR 1200m	NOT APPLICABLE	Kts				
B				100	880'(476')	1500m	2470'(2066')	1500m
C				135	910'(506')	1600m	2470'(2066')	1600m
D				180	1030'(626')	2400m	2470'(2066')	2400m
				205	1110'(706')	3600m	2470'(2066')	3600m

1 W/o HUD/AP/FD: RVR 750m. **2** Circling height based on rwy 36L thresh elev of 404'.

UKBB/KBP
BORYSPIL INTL

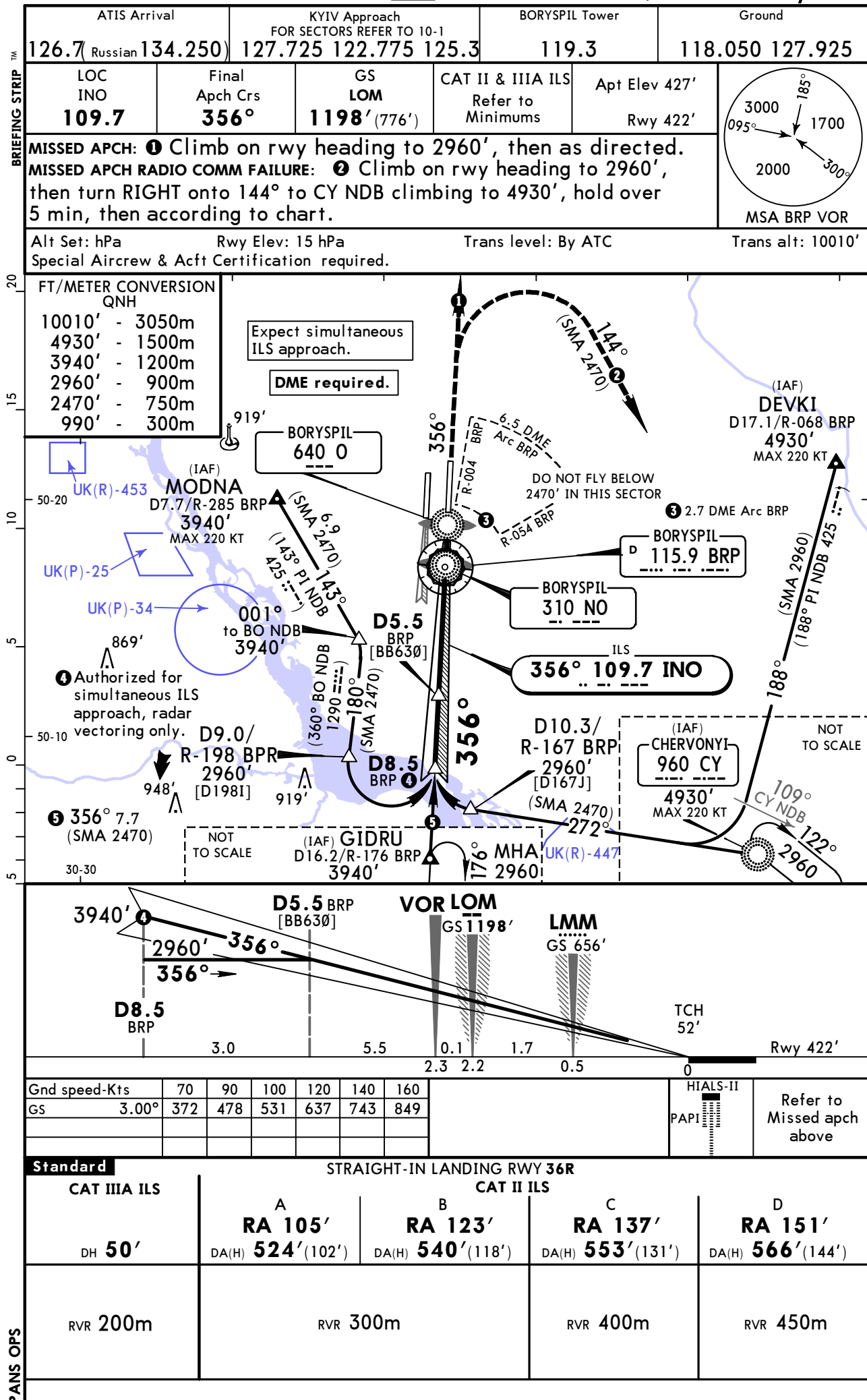
JEPPESSEN

15 FEB 19

11-4A

Eff 28 Feb

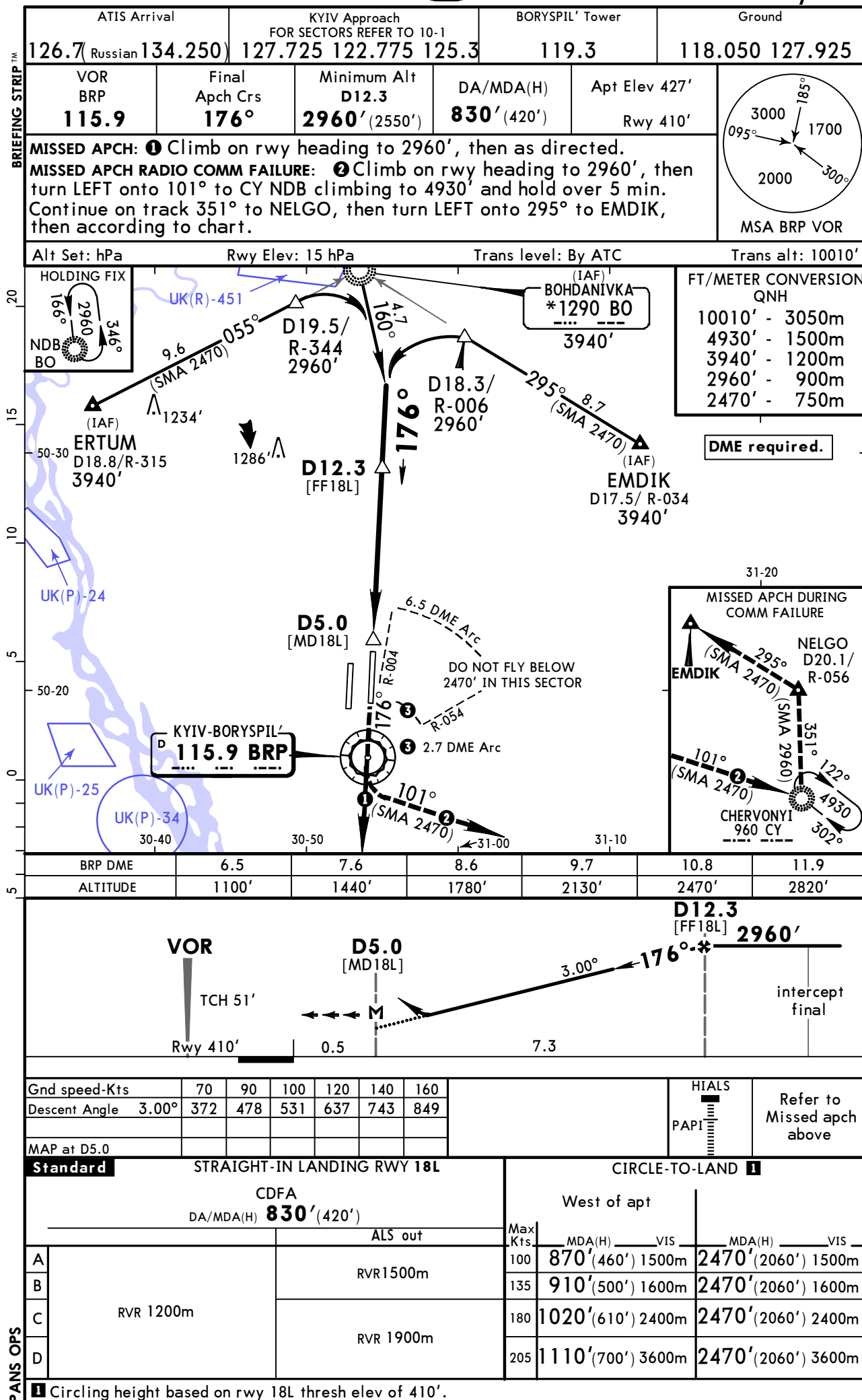
KYIV, UKRAINE
CAT II/III ILS Rwy 36R



UKBB/KBP
BORYSPIL'

JEPPesen
8 SEP 17 **(13-1)**

KYIV, UKRAINE
VOR Rwy 18L



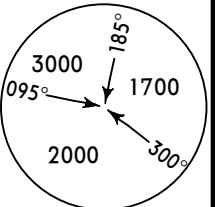
UKBB/KBP
BORYSPIL'

JEPPESEN
8 SEP 17 (13-2)

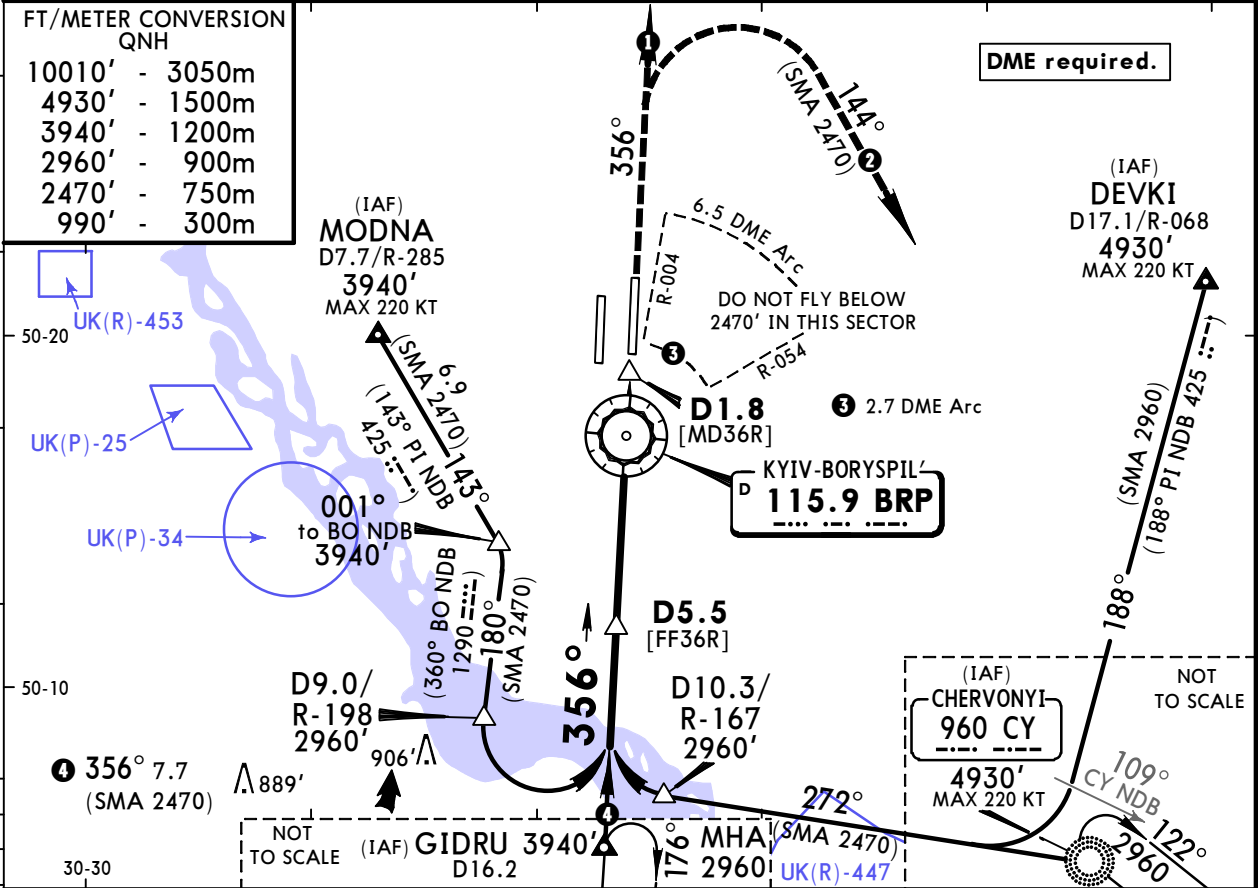
KYIV, UKRAINE
VOR Rwy 36R

ATIS Arrival		KYIV Approach 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 115.9	Final Apch Crs 356°	Minimum Alt D5.5 2960' (2538')		DA/MDA(H) 790' (368')		Apt Elev 427' 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.							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10010'	

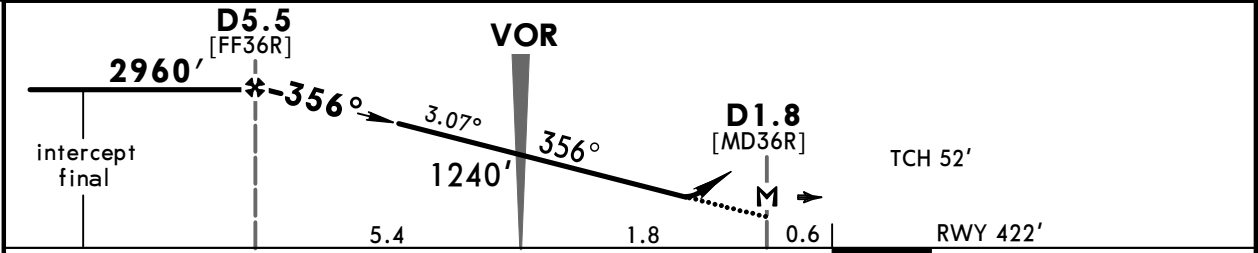
MSA
BRP VOR



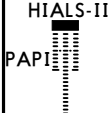
MSA
BRP VOR



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
MAP at D1.8 after VOR						



Refer to
Missed apch
above

STRAIGHT-IN LANDING RWY 36R			CIRCLE-TO-LAND ①			
CDFA DA/MDA(H) 790' (368')			West of apt			
ALS out			Max Kts	MDA(H)	VIS	MDA(H)
RVR 1500m			100	890' (468')	1500m	2470' (2048')
RVR 1000m			135	930' (508')	1600m	2470' (2048')
RVR 1700m			180	1030' (608')	2400m	2470' (2048')
			205	1130' (708')	3600m	2470' (2048')

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

UKBB/KBP
BORYSPIL'

JEPPESSEN
8 SEP 17 **16-1**

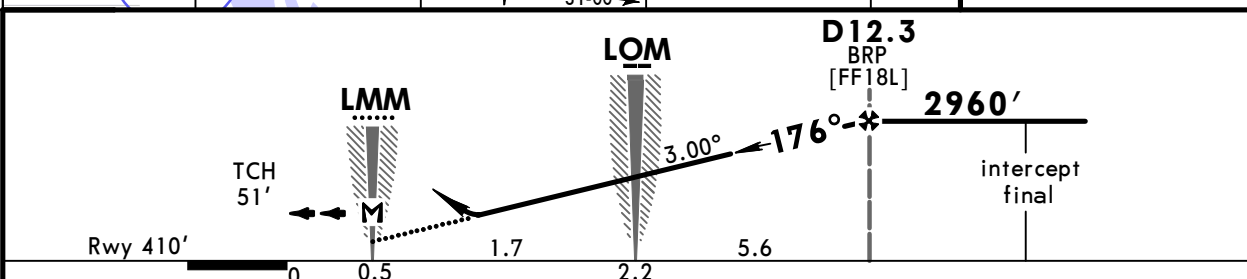
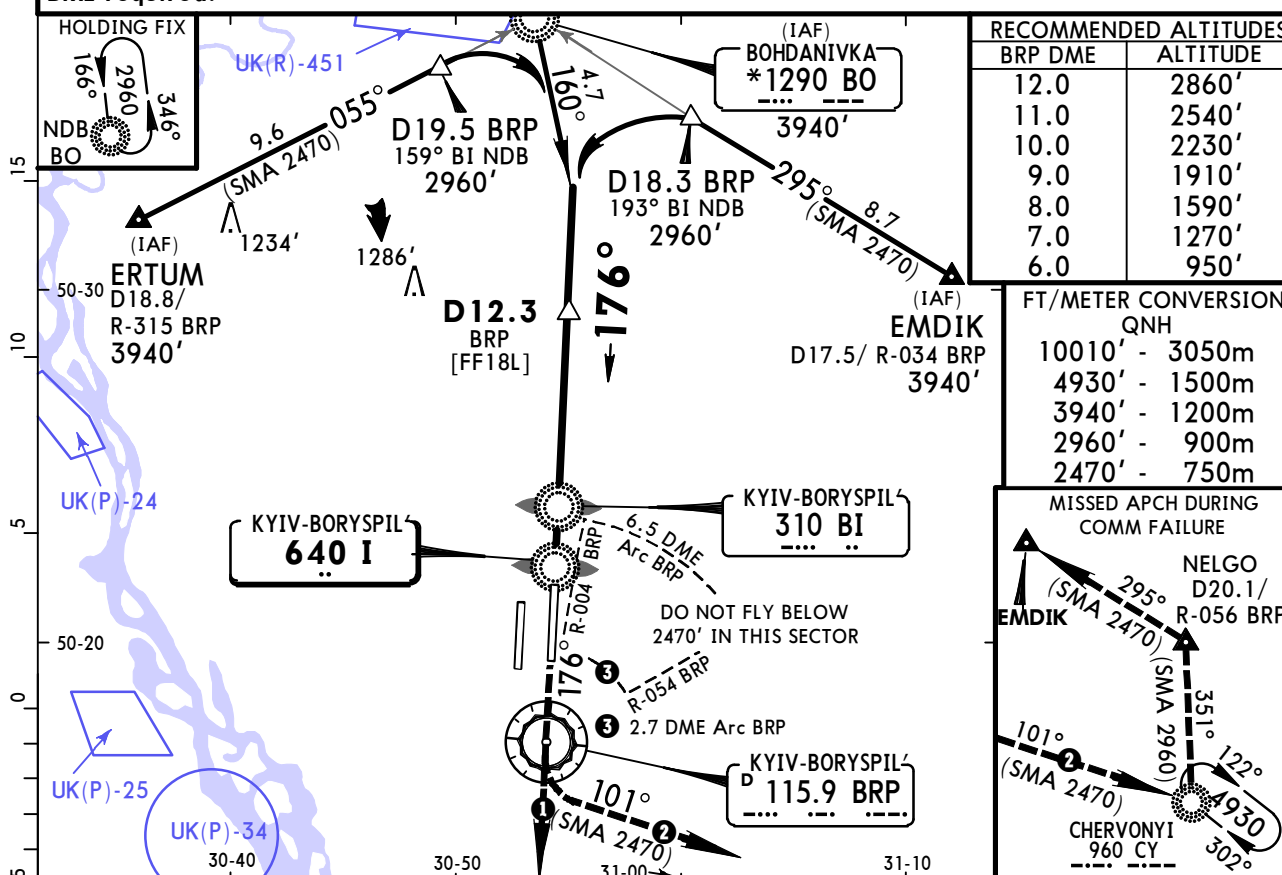
KYIV, UKRAINE
NDB Rwy 18L

ATIS Arrival	KYIV Approach 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
NDB I 640	Final Apch Crs 176°	Minimum Alt D12.3 BRP 2960' (2550')	DA/MDA(H) 830' (420')	Apt Elev 427'	Rwy 410'

MSA BRP VOR

MISSED APCH: ① Climb on rwy heading to 2960', then as directed.
MISSED APCH RADIO COMM FAILURE: ② 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.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'
DME required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	Refer to Missed apch above
Descent Angle	3.00°	372	478	531	637	743		

Standard			STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND 1				
			CDFA		West of apt				
			DA/MDA(H) 830'(420')						
			ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1200m		RVR 1500m		100	870'(460')	1500m	2470'(2060')	1500m
B					135	910'(500')	1600m	2470'(2060')	1600m
C			RVR 1900m		180	1020'(610')	2400m	2470'(2060')	2400m
D					205	1110'(700')	3600m	2470'(2060')	3600m

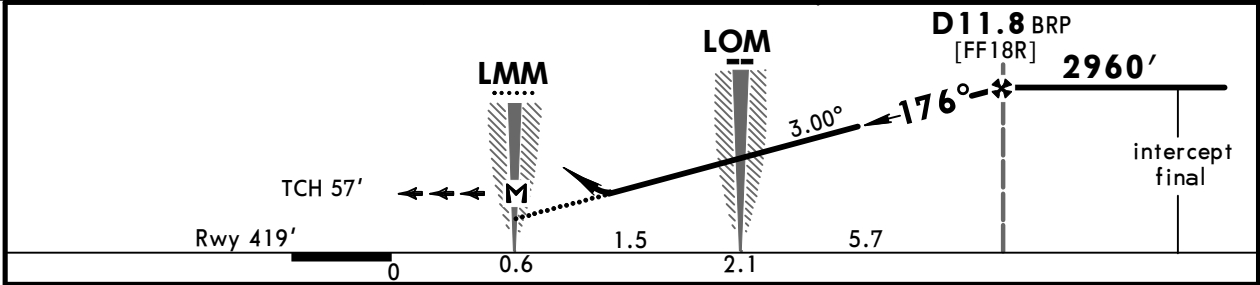
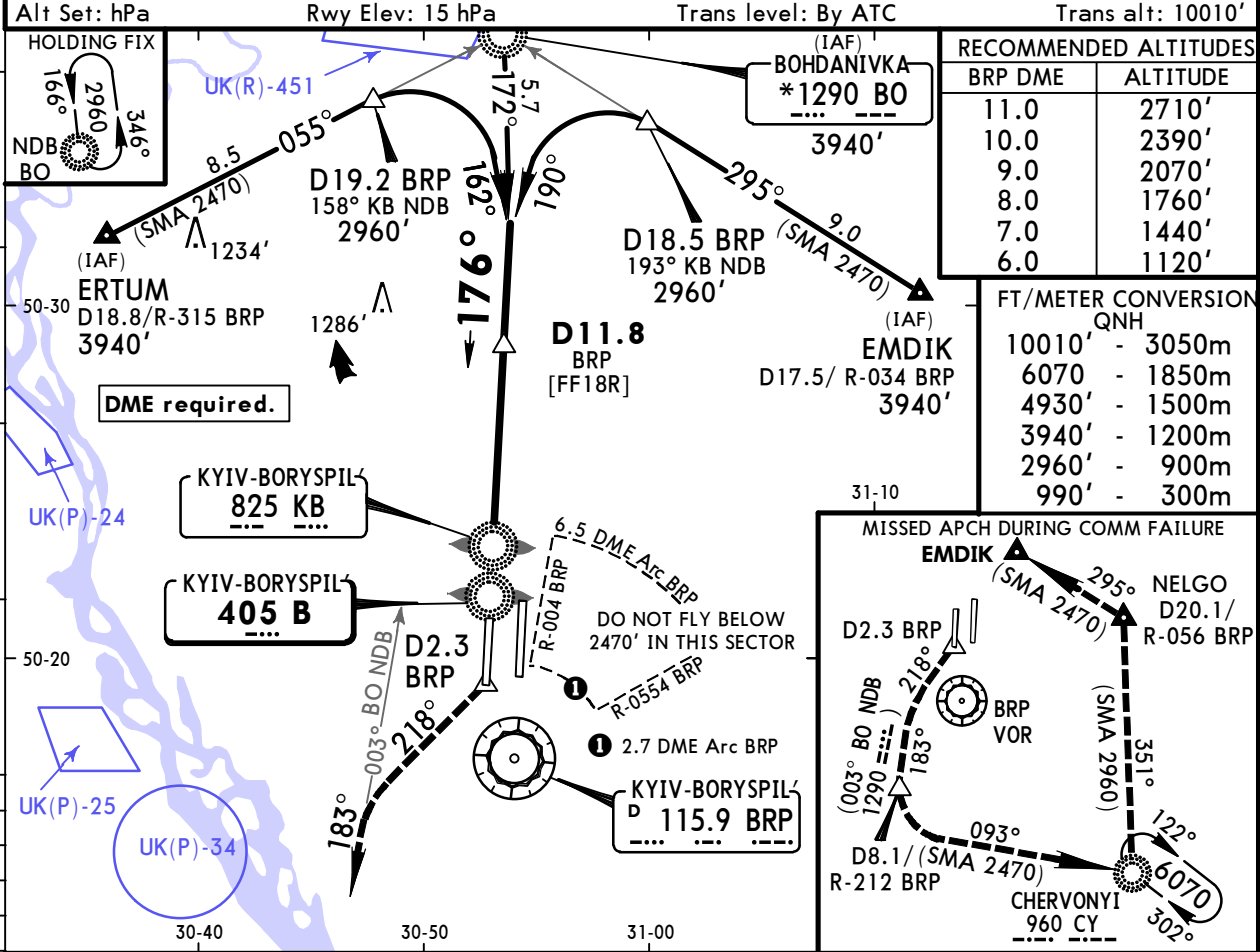
① Circling height based on rwy 18L thresh elev of 410'.

UKBB/KBP
BORYSPIL'

JEPPESEN
8 SEP 17 16-2

KYIV, UKRAINE
NDB Rwy 18R

ATIS Arrival	KYIV Approach 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 405	Final ApcH Crs 176°	Minimum Alt D11.8 BRP 2960' (2541')	DA/MDA(H) 830' (411')	Apt Elev 427' Rwy 419'	
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.					MSA BRP VOR
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 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.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM								

Standard		CIRCLE-TO-LAND	
STRRAIGHT-IN LANDING RWY 18R		West of apt	
CDFA			
DA/MDA(H) 830' (411')			
ALS out			
RVR 1200m	A	RVR 1500m	
	B	RVR 1900m	
	C	RVR 1900m	
D			

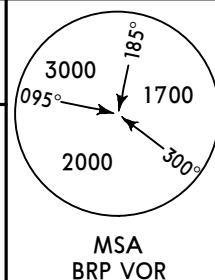
1 Circling height based on rwy 18R thresh elev of 419'.

KYIV, UKRAINE
NDB Rwy 36L

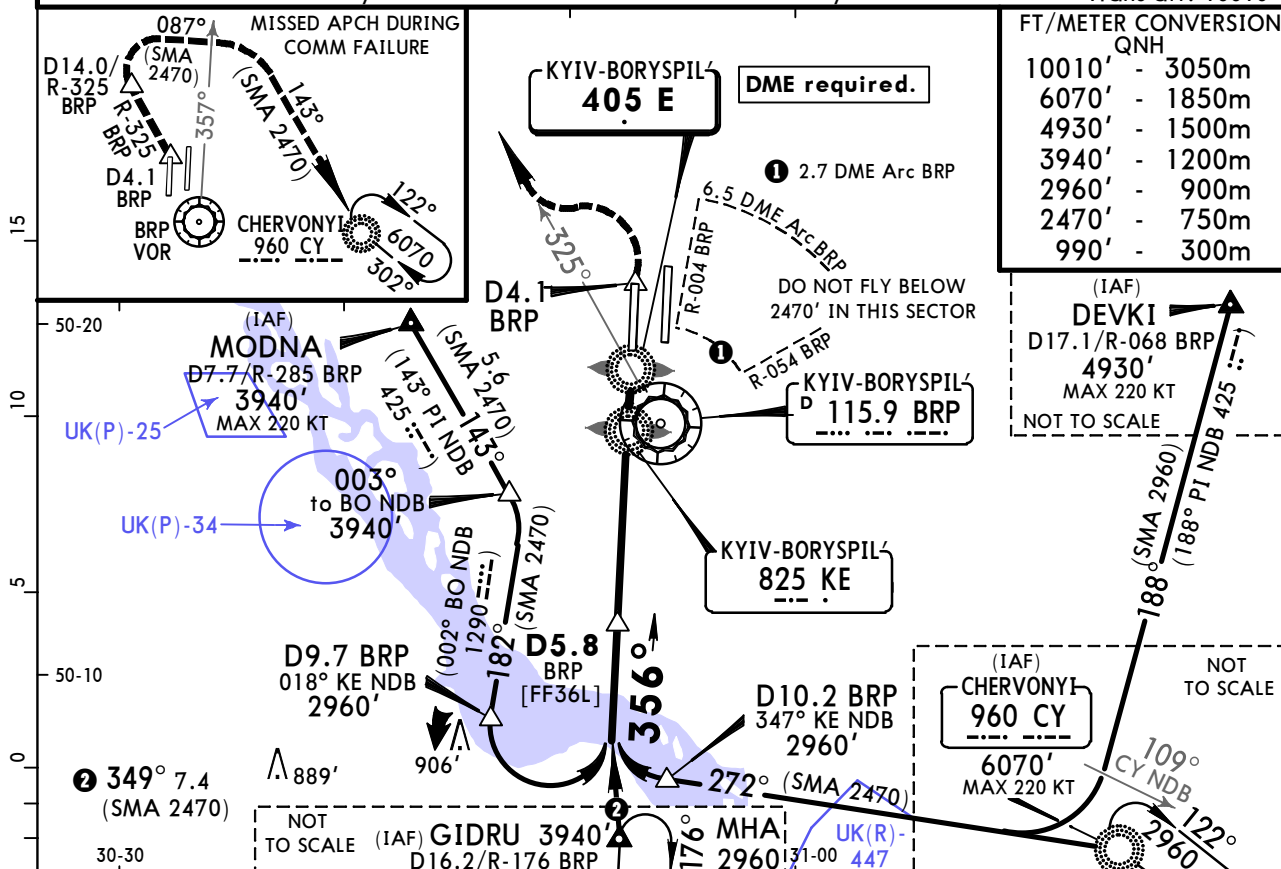
ATIS Arrival		KYIV Approach FOR SECTORS REFER TO 10-1		BORYSPIL' Tower		Ground	
126.7 (Russian 134.250)		127.725 122.775 125.3		119.650		118.050 127.925	
NDB E 405	Final Apch Crs 356°	Minimum Alt D5.8 BRP 2960' (2556')	DA/MDA(H) 760' (356')	Apt Elev 427' Rwy 404'			

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.

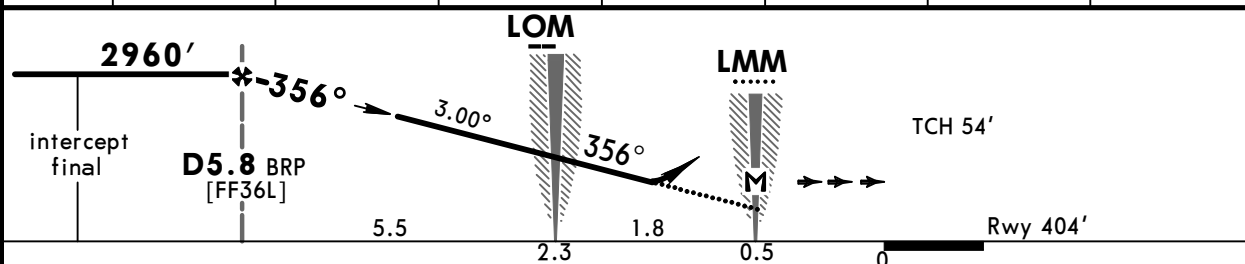
MISSED APCH RADIO COMM FAILURE: Climb on rwy heading to 990' or above to D4.1 BRP, then turn LEFT to intercept R-325 BRP, climbing to D14.0/R-325 BRP to 4930'. Turn RIGHT onto 087°, at R-357 BRP turn RIGHT onto 143° to CY NDB climbing to 6070' and hold over 5 min, then according to chart.



Alt Set: hPa	Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'
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BRP DME	5.0 to BRP	4.0 to BRP	3.0 to BRP	2.0 to BRP	1.0 to BRP	0.0	1.0 after BRP
ALTITUDE	2710'	2390'	2070'	1760'	1440'	1120'	800'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

Standard		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND 1	
		CDFA		West of apt	
		DA/MDA(H) 760' (356')			
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	MDA(H) 880' (476') 1500m VIS 2470' (2066') 1500m
B				135	910' (506') 1600m 2470' (2066') 1600m
C			RVR 1600m	180	1030' (626') 2400m 2470' (2066') 2400m
D				205	1110' (706') 3600m 2470' (2066') 3600m

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

UKBB/KBP
BORYSPIL'

JEPPESSEN

8 SEP 17 **(16-4)**

KYIV, UKRAINE
NDB Rwy 36R

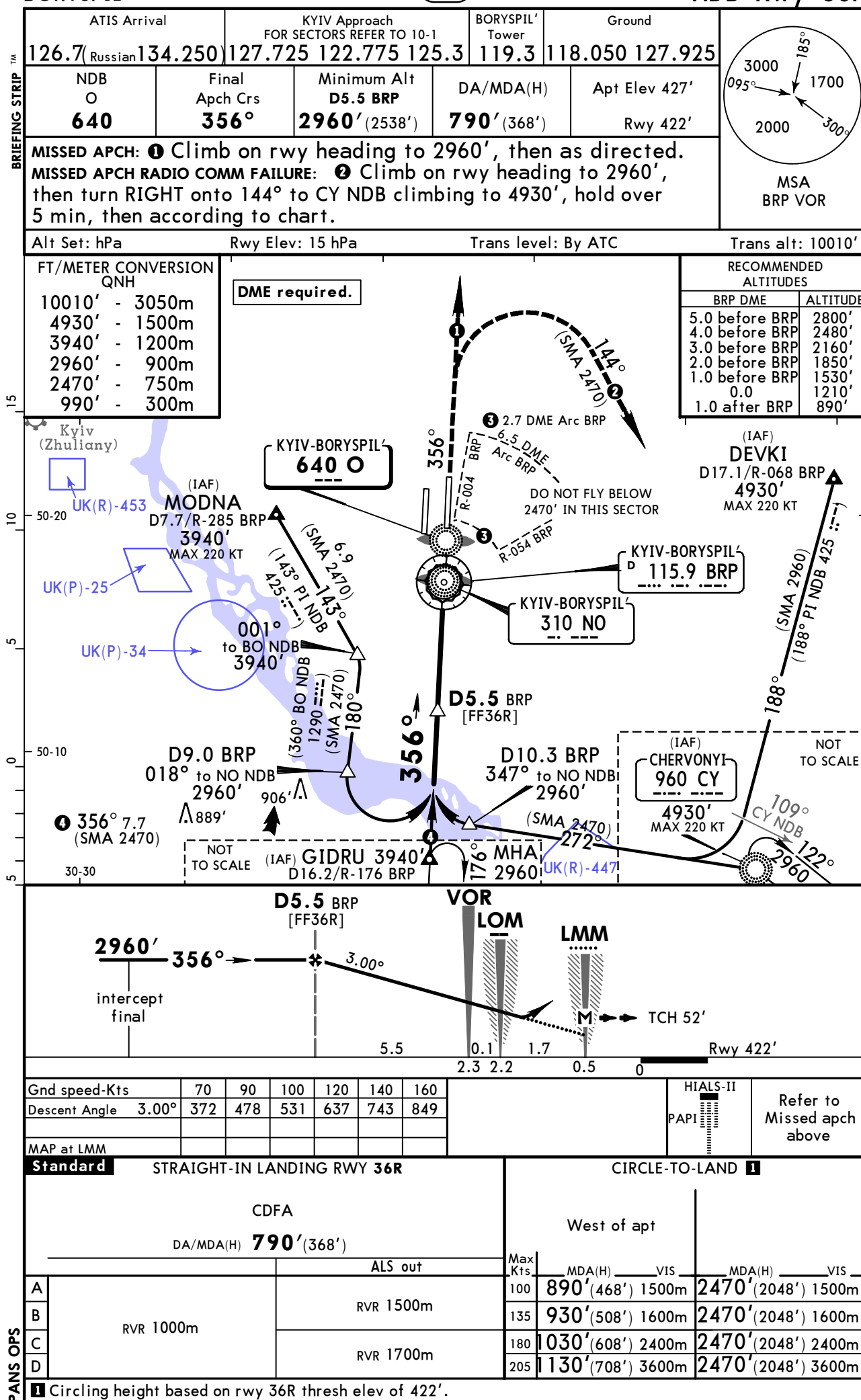


Chart changes since cycle 08-2019

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKBB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20190227

(11-4) ILS CAT I Rwy 36R DA(H) raised to: CAT C: 632'(210'), CAT D: 642'(220'), minimums not affected from this change. (11-4A) ILS CAT II Rwy 36R DA(H) raised to: CAT A: 524'(102') RA 107', CAT B: 540'(118') RA 124', CAT C: 553'(131') RA 138' and CAT D: 566'(144') RA 152', RVR changed to: CAT AB: RVR 300m, CAT C: RVR400m and CAT D: RVR 450m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20181108

End Date: No end date

Airport name changed from Boryspil' to Boryspil Intl.