

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKKK

Terminal Charts For UKKK

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KYIV UKR
ICAO/IATA: UKKK / IEV
Lat/Long: N50° 24.1', E030° 27.1'
Elevation: 587 ft

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

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

Sunrise: 0219 Z
Sunset: 1730 Z

Runway Information

Runway: 26
Length x Width: 7579 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 587 ft
Lighting: Edge, ALS
Displaced Threshold: 157 ft

Runway: 08
Length x Width: 7579 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 560 ft
Lighting: Edge, ALS
Displaced Threshold: 492 ft

Communication Information

ATIS: 126.800 Non-English
ATIS: 127.475
Zhuliany Tower: 120.700
Zhuliany Ground: 119.000
Kyiv Radar ACC: 125.300 RCO
Kyiv Radar ACC: 127.725 RCO

Kyiv Radar ACC: 124.675 RCO

Kyiv Information: 118.500 Flight Info Service RCO

1. GENERAL

1.1. ATIS

ATIS 127.475
 126.8 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT TIME RESTRICTIONS

Between 2300-0700LT flights of AN-12, AN-24, AN-26, AN-30, AN-32, TU-134 and their modifications, Helicopters MI-2, MI-8 and their modifications, which are not in accordance with the requirements of Chapter 3 Supplement 16 Volume 2 ICAO are prohibited except VIP, medical and SAR.

Between 2300-0700LT scheduled and business flights are restricted.

1.2.2. REVERSE THRUST

Between 2300-0700LT reverse thrust is not to be used except for flight safety.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Procedures are applied for take-off only and when RVR is less than 550m.

Beginning of LVP notified via ATIS or by ATC.

Taxiing from stand to point sign of ILS critical zone with Follow-me car only.

Only one ACFT allowed on the maneuvering area at a time.

1.4. TAXI PROCEDURES

When RVR is less than 550m taxiing via TWY 1, 2 and 4 performed with Follow-me car only.

Taxiing via apron M and L performed with Follow-me car only.

Taxiing on TWY 6 by towing only.

TWY 4 MAX wingspan 100'/30.5m.

Taxiing of YAK-42, A-320, A-321 and B-737 only on TWY 1 and TWY 2.

1.5. PARKING INFORMATION

Stands Z12 thru Z14 available for helicopters.

1.6. OTHER INFORMATION

Birds.

UKKK/IEV

JEPPESEN

KYIV, UKRAINE

ZHULIANY INTL

21 DEC 18

20-1P1

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. RADIO COMMUNICATION FAILURE

ACFT crew should:

- Switch to transponder code 7600 immediately.
- Proceed to IAF ZK NDB at altitude 4000' or at the last assigned altitude (FL) if it is higher than 4000', hold over ZK NDB for 5 minutes, then execute instrument approach procedure for RWY-in-use which is broadcasted by ATIS.

2.1.2. ACFT EXPERIENCING RADIO COMMUNICATION FAILURE

- Follow the established RCF procedures.
- When able to see light gun signal from control tower, follow that instruction.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement is provided by CDO and accurate execution of STARs during approach and landing procedure.

2.2.2. CONTINUOUS DESCENT OPERATIONS (CDO)

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

ATC will issue further descent instruction prior to the CDO flight reaching 2300' to prevent levelling off.

MAX IAS 220 KT at 20 track miles from touchdown.

Minimum levels must be adhered to unless cancelled by ATC.

2.3. OTHER INFORMATION

Do not mistake lighted highway for approach lights RWY 08.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

NADP2 is compulsory during take-off.

ATIS
127.475
(Russian
126.8)

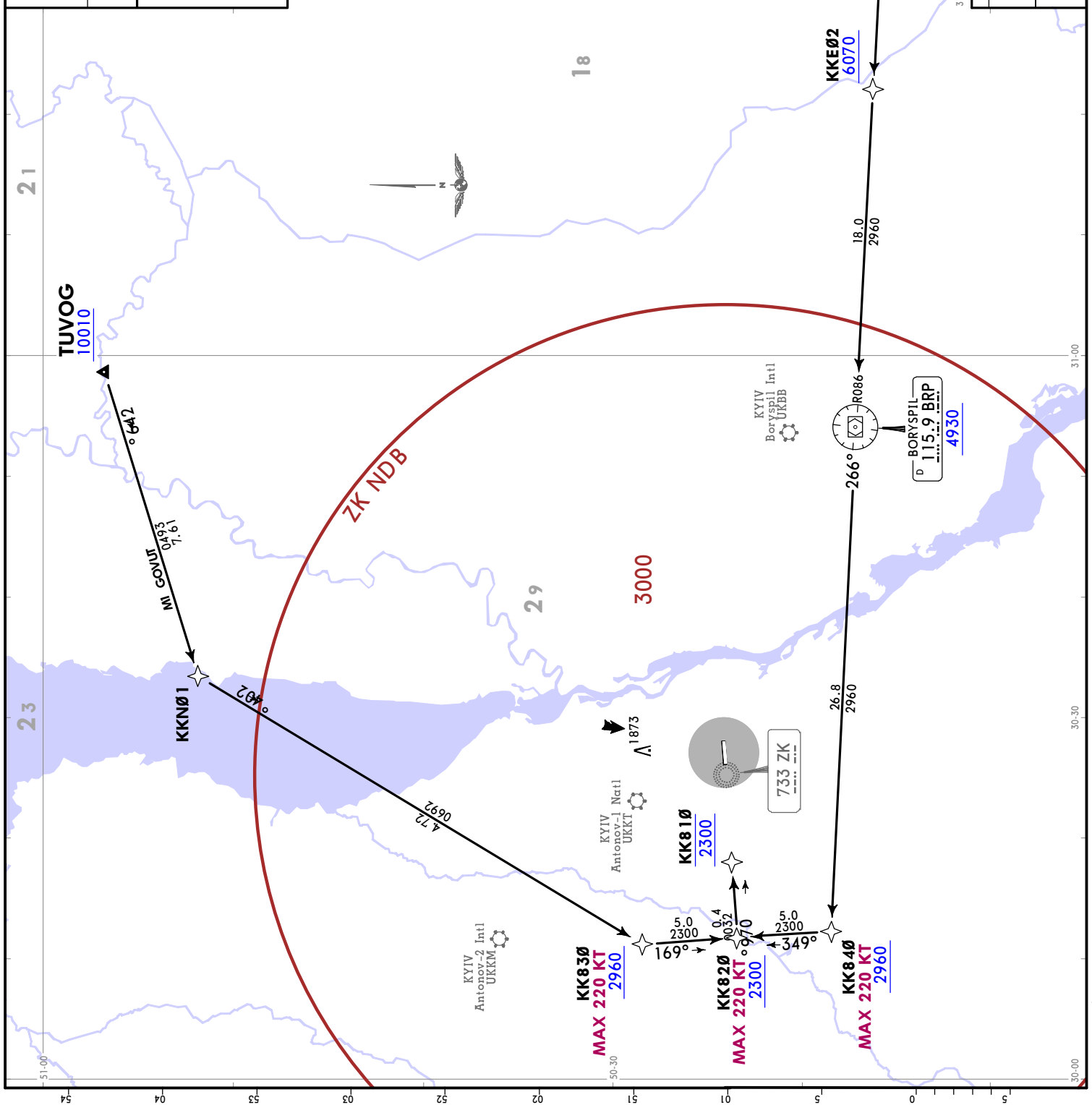
Alt Set: hPa (MM on request)
Trans level: By ATC
1. RNAV 1 (GNSS, DME/DME).
2. RNAV 1 (P-RNAV) approval required,
otherwise advise ATC.
3. Speed restriction are always
MANDATORY unless cancelled by ATC.
4. Altitudes will be assigned by ATC.

Apt Elev
587

GOTAP 1M [GOTA1M]
TUVOG 1M [TUV01M]
RWY 08 RNAV ARRIVALS
BY ATC
RNAV STARS ALSO AVBL FOR CDO
FOR DETAILS REFER TO AIRPORT BRIEFING PAGES

FT/METER CONVERSION	
QNH	
10010'	- 3050m
6070'	- 1850m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2300'	- 700m

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤
LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤
For LOST COMMS refer to 10-1P pages.





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

1. RNAV 1 (GNSS, DME/DME).
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
3. Speed restriction are always MANDATORY unless cancelled by ATC.
4. Altitudes will be assigned by ATC.

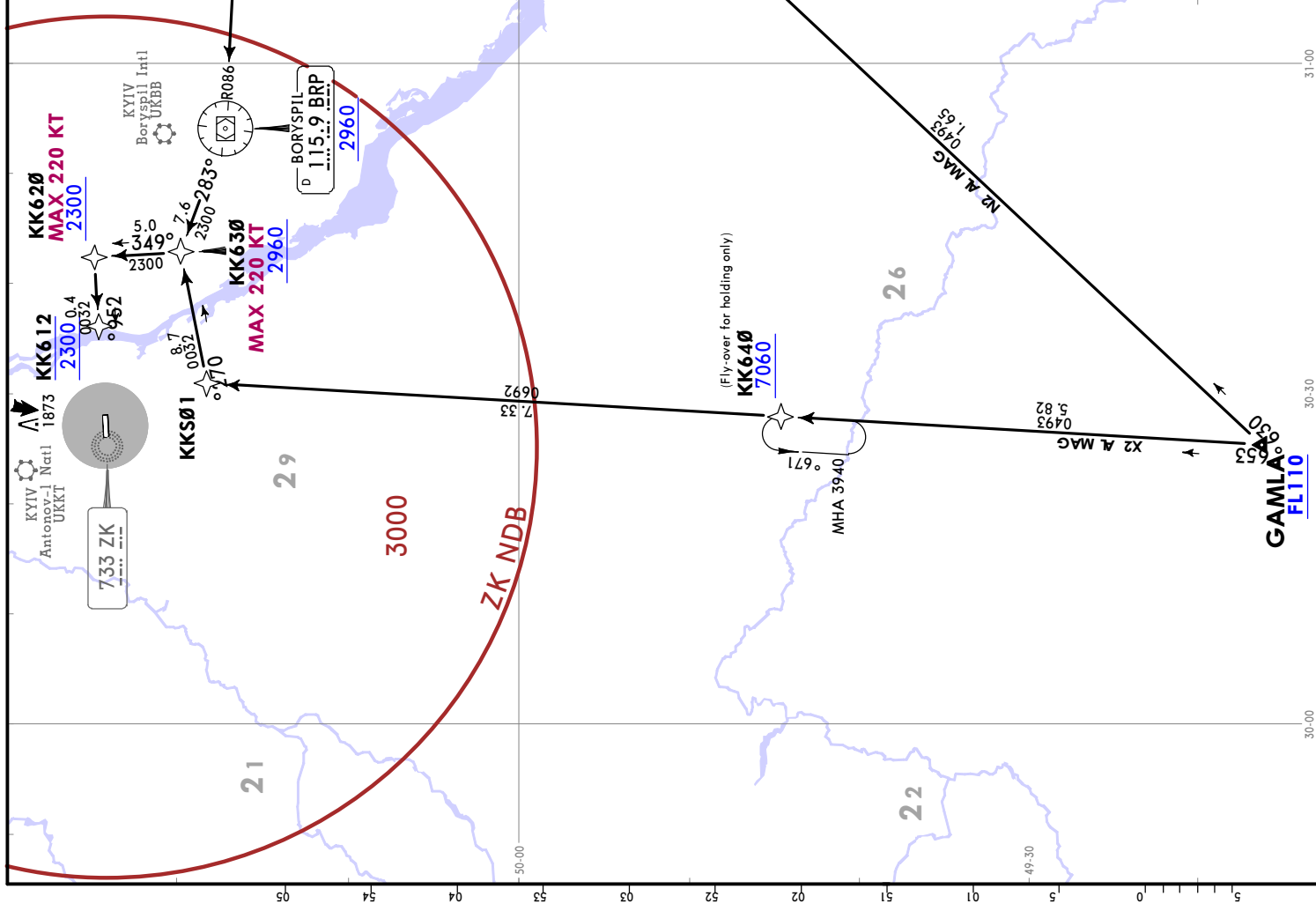
ATIS
127.475
(Russian)
126.8

Apt Elev
587

CHERVONYI 2N (CY 2N) [CY2N]
GAMLA 2N [GAML2N]
GAMLA 2X [GAML2X]
RWY 26 RNAV ARRIVALS
BY ATC
RNAV STARS ALSO AVBL FOR CDO, FOR DETAILS
REFER TO AIRPORT BRIEFING PAGES

FT/METER CONVERSION

QNH
10010' - 3050m
7060' - 2150m
6070' - 1850m
3940' - 1200m
2960' - 900m
2300' - 700m



ROUTING

STAR	ROUTING
CY 2N	CY (10010+) - KKE02 (6070+) - BRP (2960+) - KKE630 (K220+; 2960+) - KKE620 (K220+; 2300+) - KKE612 (2300).
GAMLA 2N	GAMLA (FL110+) - ASVEN - CY (10010+) - KKE02 (6070+) - BRP (2960+) - KKE630 (K220+; 2960+) - KKE620 (K220+; 2300).
GAMLA 2X	GAMLA (FL110+) - KKE640 (7060+) - KKS01 - KKE630 (K220+; 2960+) - KKE620 (K220+; 2300+) - KKE612 (2300).

UKKK/IEV
ZHULIANY INTL

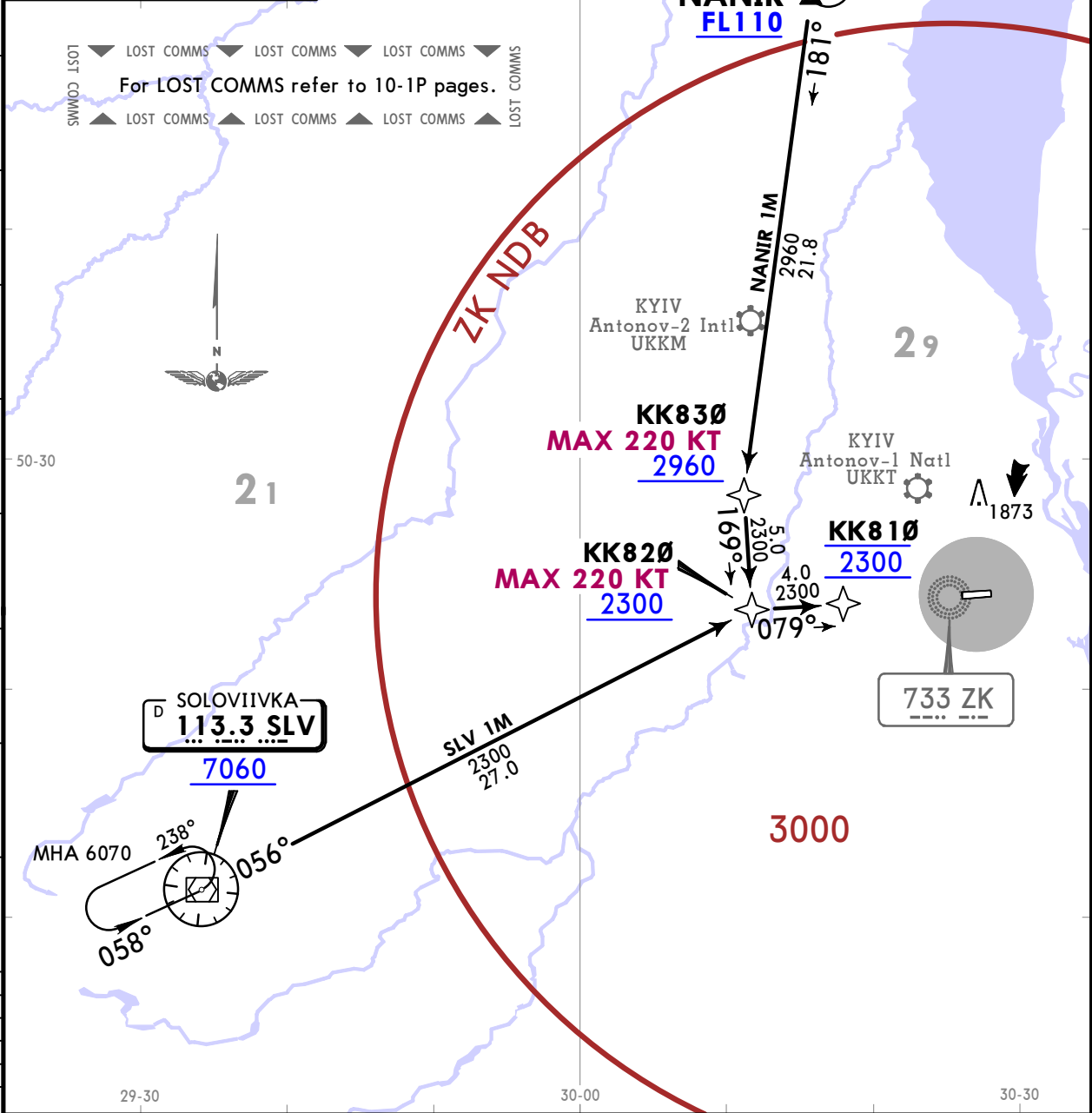
JEPPESSEN
21 DEC 18 (20-2D)

KYIV, UKRAINE
RNAV STAR

ATIS 127.475 (Russian 126.8)	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: By ATC 1. RNAV 1 (GNSS, DME/DME). 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. Speed restriction are always MANDATORY unless cancelled by ATC. 4. Altitudes will be assigned by ATC.
--	------------------------	---

NANIR 1M [NANI1M]
SOLOVIIVKA 1M (SLV 1M) [SLV1M]
RWY 08 RNAV ARRIVALS
BY ATC
RNAV STARS ALSO AVBL FOR CDO, FOR DETAILS
REFER TO AIRPORT BRIEFING PAGES

FT/METER CONVERSION	
QNH	
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2300'	- 700m

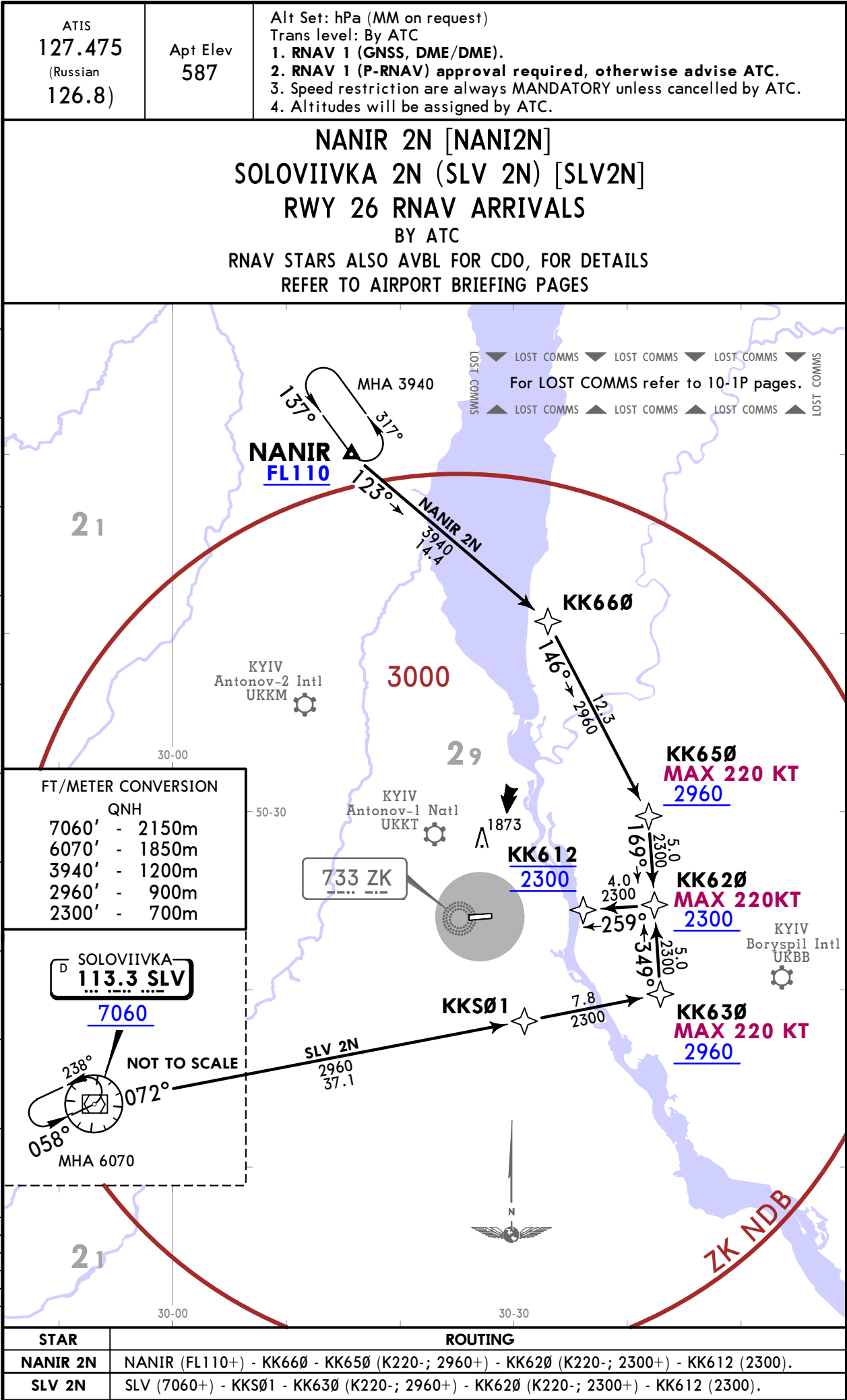


STAR	ROUTING
NANIR 1M	NANIR (FL110+) - KK830 (K220-; 2960+) - KK820 (K220-; 2300+) - KK810 (2300).
SLV 1M	SLV (7060+) - KK820 (K220-; 2300+) - KK810 (2300).

UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-2E)

KYIV, UKRAINE
RNAV STAR



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-2F)

KYIV, UKRAINE
STAR

ATIS
127.475
(Russian
126.8)

Apt Elev
587

Alt Set: hPa (MM on request)
Trans level: By ATC
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.

TUVOG 1P [TUV01P]

RWYS 08, 26 ARRIVAL

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

LOST COMMS
For LOST COMMS refer to 10-1P pages.

FT/METER CONVERSION

QNH
10010' - 3050m
4930' - 1500m
3940' - 1200m
2960' - 900m

KYIV
Antonov-2 Intl
UKKM

D24.9 BRP
4930

KYIV
Antonov-1 Natl
UKKT

(IAF)

733 ZK

MAX 230 KT
2960

30-30

ROUTING

On 246° bearing towards KR NDB, at D37.3 BRP turn LEFT, intercept 178° bearing to ZK NDB, then according to APP chart.

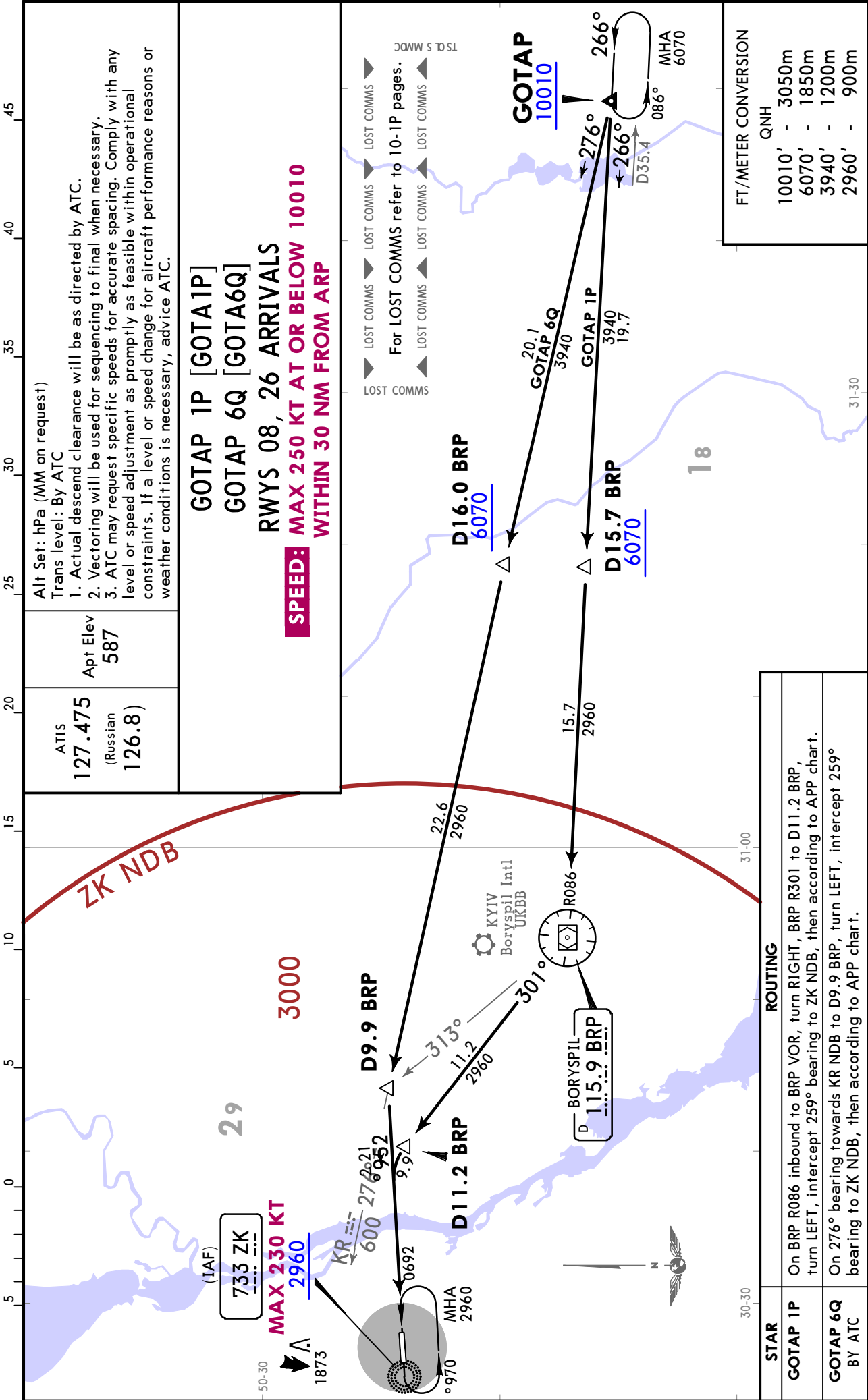
CHANGES: New format.

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UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 20-2G

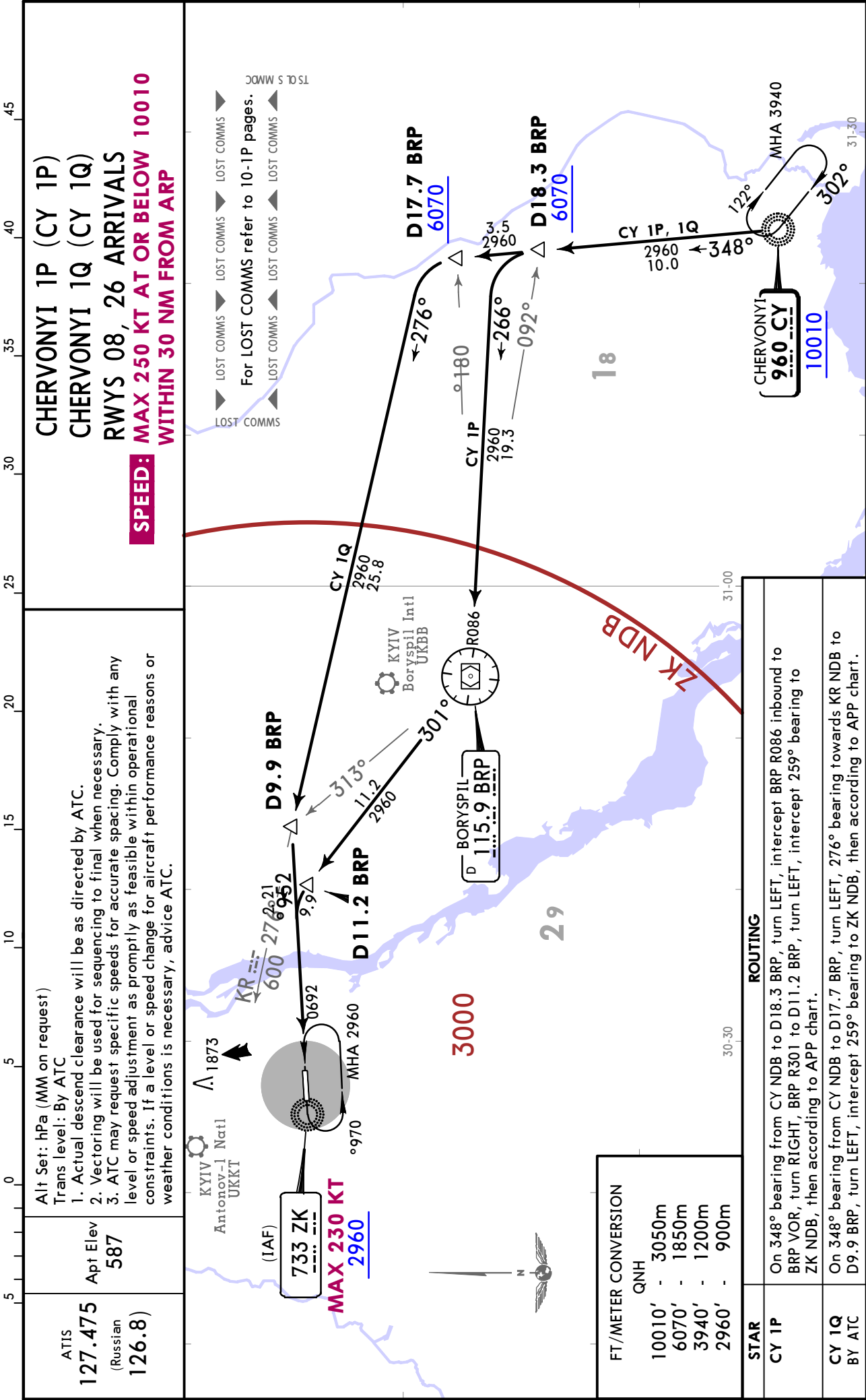
KYIV, UKRAINE
STAR



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 20-2H

KYIV, UKRAINE
STAR



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-2J)

KYIV, UKRAINE
STAR

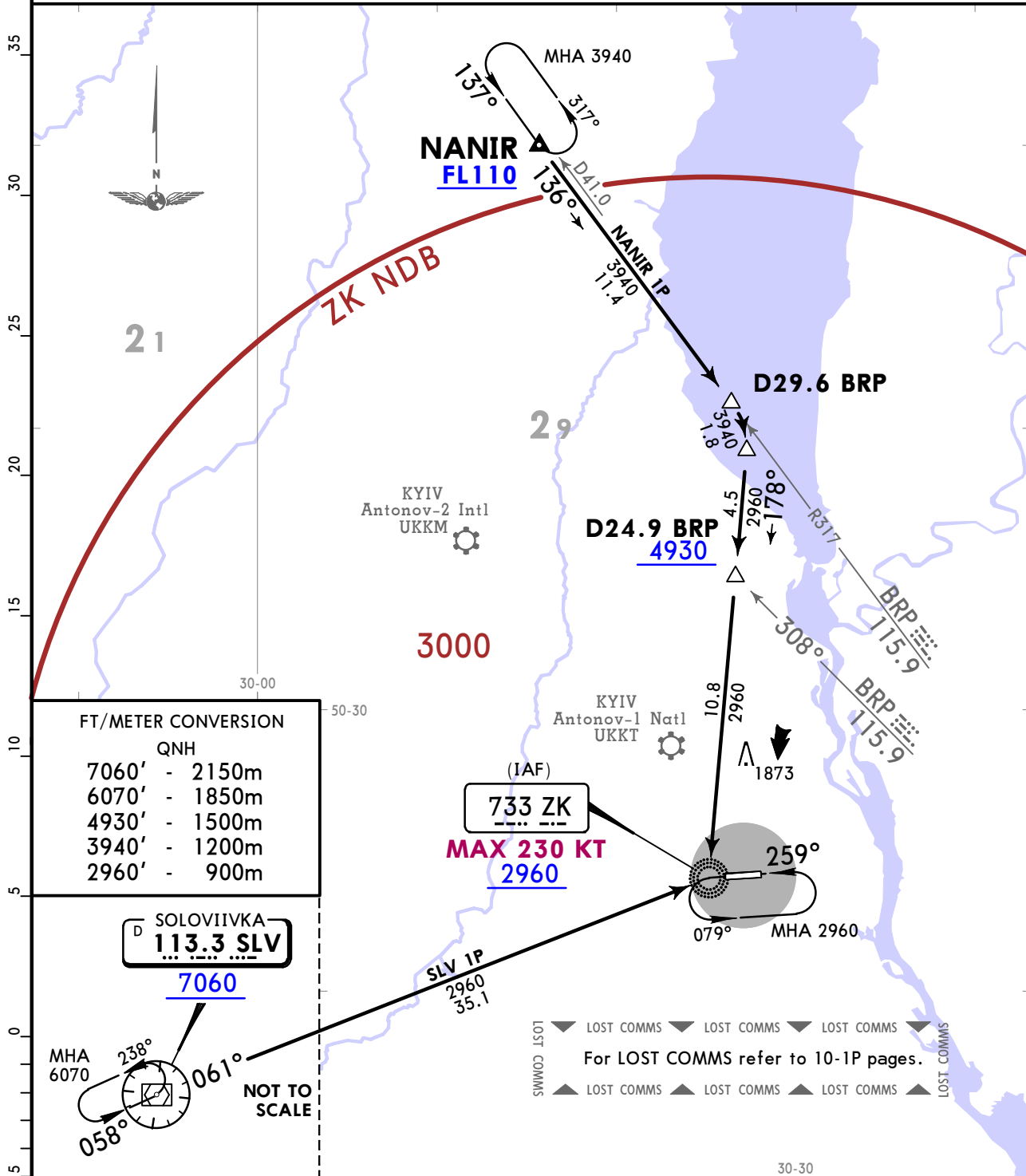
ATIS
127.475
(Russian
126.8)

Apt Elev
587

Alt Set: hPa (MM on request)
Trans level: By ATC
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 1P [NANI1P]
SOLOVIIVKA 1P (SLV 1P) [SLV1P]
RWYS 08, 26 ARRIVALS

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



STAR	ROUTING
NANIR 1P	On BRP R317 inbound to D29.6 BRP, turn RIGHT, intercept 178° bearing to ZK NDB, then according to APP chart.
SLV 1P	On SLV R061 to ZK NDB, then according to APP chart.

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ZHULIANY INTL

 **JEPPesen**
11 JAN 19 **20-3**

KYIV, UKRAINE
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
GOTAP 1K, KURO5 1K	20-3B
GOTAP 1L, KURO5 1L	20-3C
PII 1K, TABAV 1K	20-3D
PII 1L, TABAV 1L	20-3E
LABOD 1K, SULUM 2K	20-3F
LABOD 1L, SULUM 1L	20-3G
KRABOR 1K, SOLOVIIVKA 1K	20-3H
KRABOR 2L, SOLOVIIVKA 1L	20-3J
LASDA 1K	20-3K
LASDA 1L	20-3L

UKKK/IEV
ZHULIANY INTL

 **JEPPESSEN**
11 JAN 19 **20-3A**

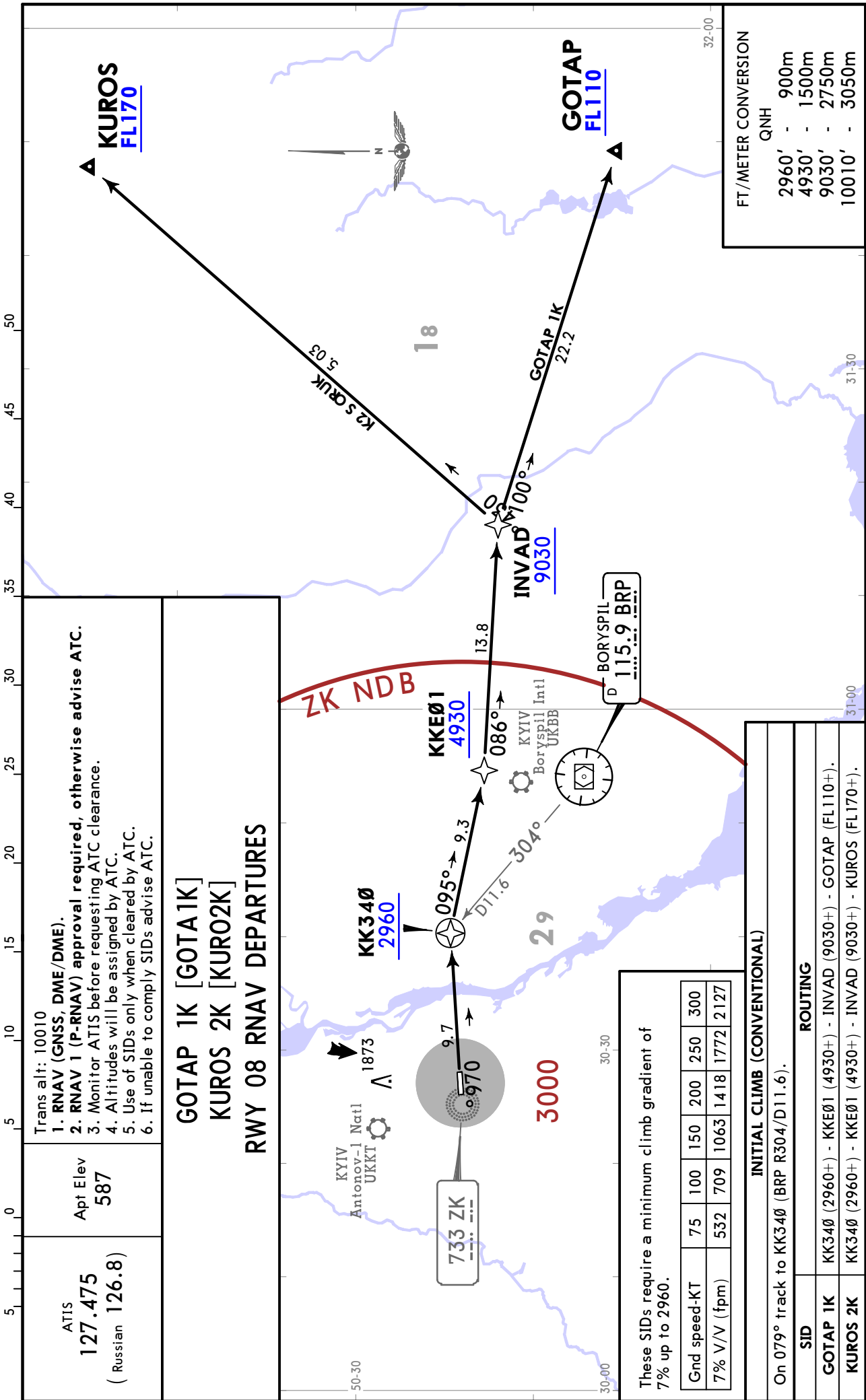
KYIV, UKRAINE
SID

SID DESIGNATION	REFER TO CHART
KUROS 1G, 2Q	20-3M
KUROS 1H, 1X	20-3N
GOTAP 1G, 1Q	20-3P
GOTAP 1H, 1X	20-3Q
PII 2G, TABAV 1G	20-3S
PII 1H, TABAV 1H	20-3T
BASOR 1G, SULUM 1G	20-3U
BASOR 1H, SULUM 1H	20-3V
SOLOVIIVKA 1G	20-3W
SOLOVIIVKA 1H, 1X	20-3X
KRABOR 4G	20-3X1
KRABOR 1H, 2X	20-3X2
LASDA 1G	20-3X3
LASDA 1H	20-3X4

UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 20-3B

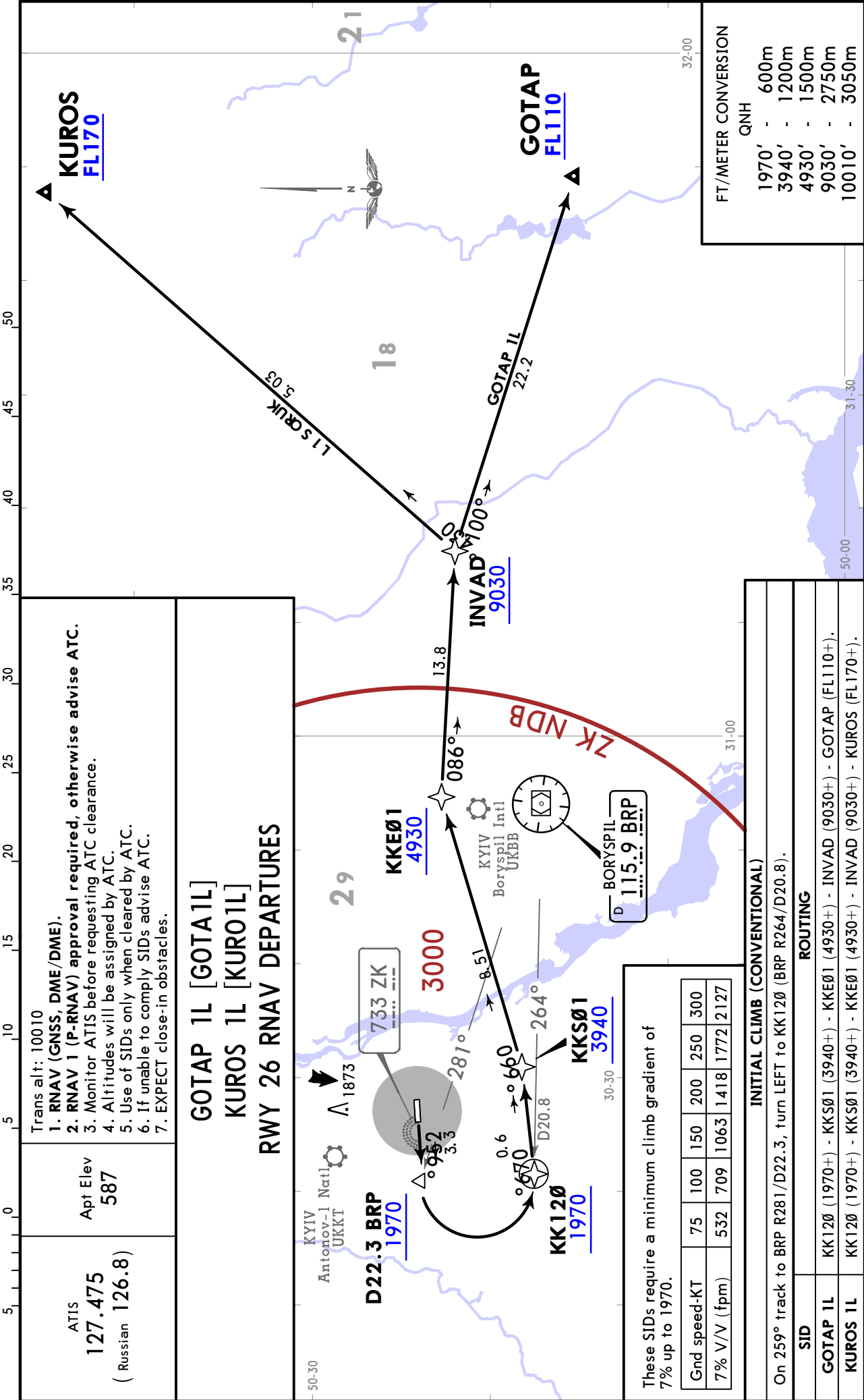
KYIV, UKRAINE
RNAV SID



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-3C)

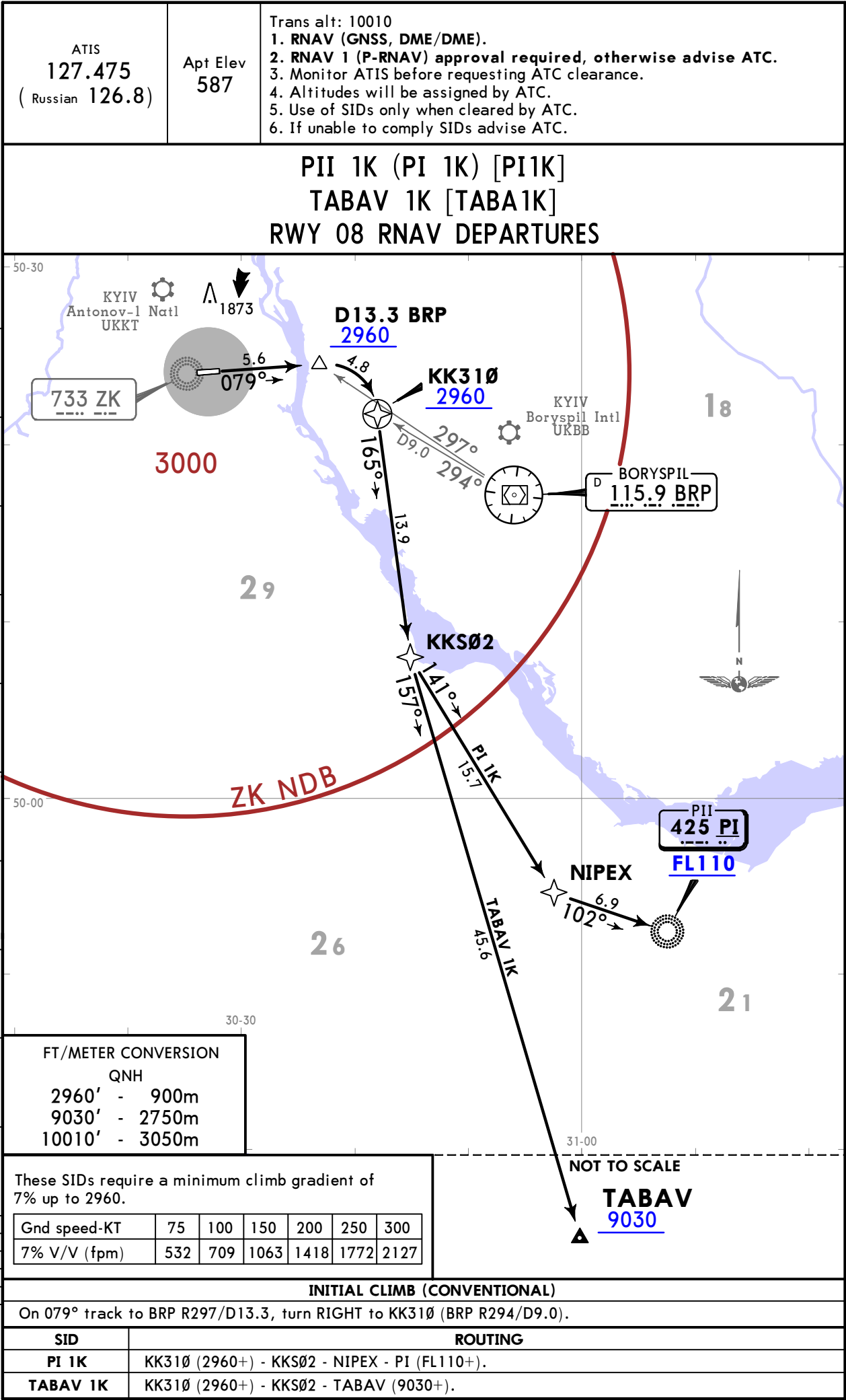
KYIV, UKRAINE
RNAV SID



UKKK/IEV
ZHULIANY INTL

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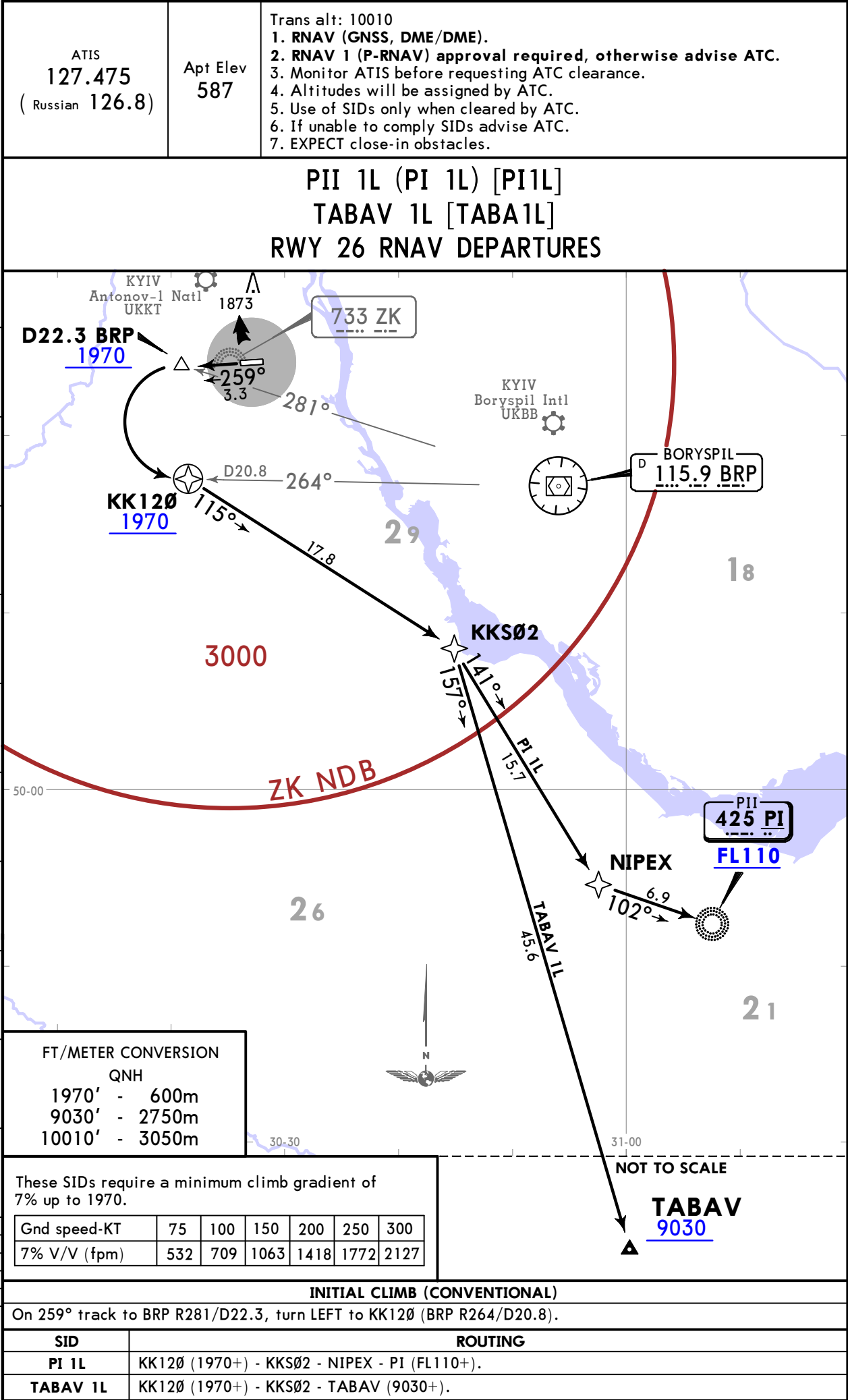
KYIV, UKRAINE
RNAV SID



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
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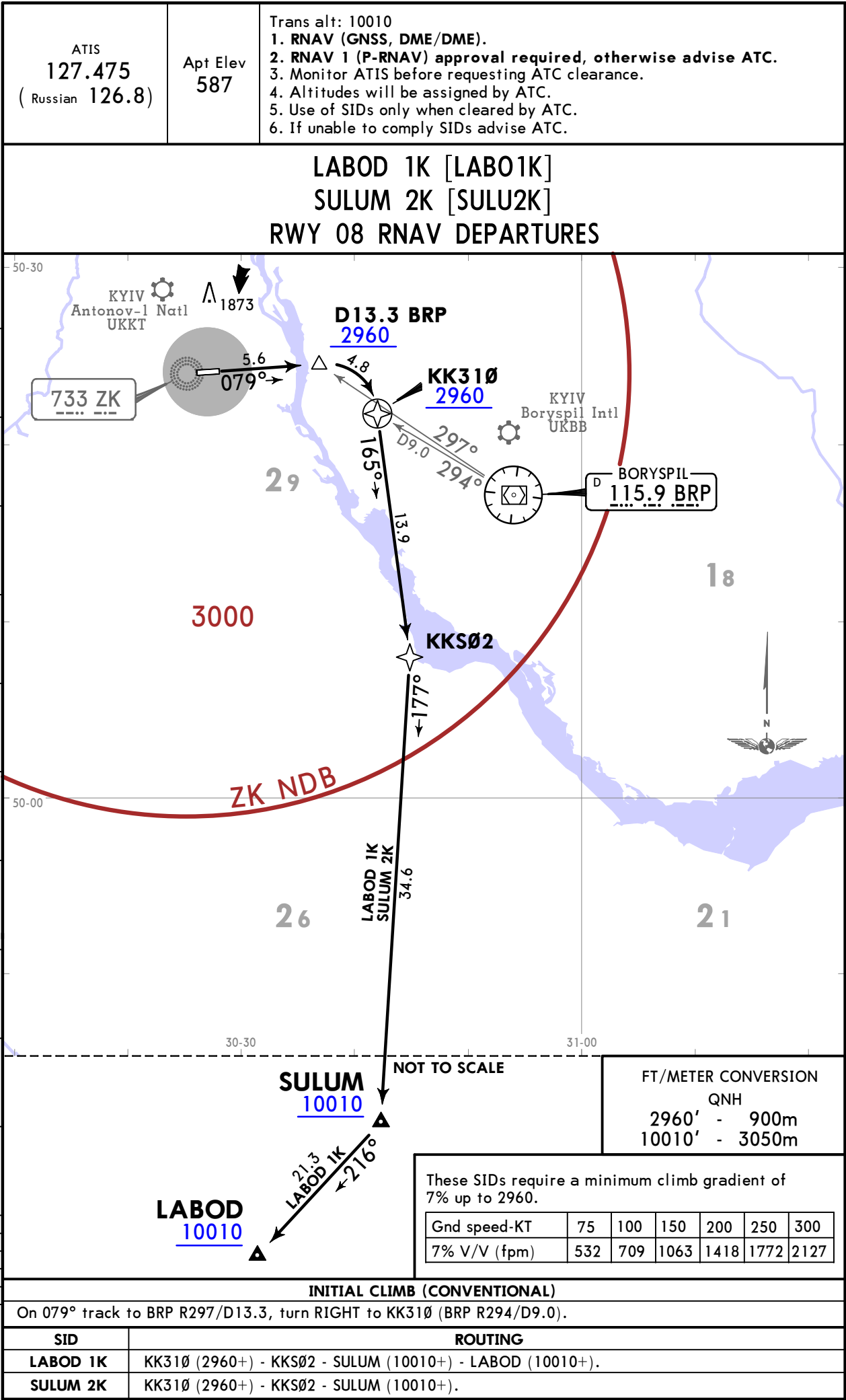
KYIV, UKRAINE
RNAV SID



UKKK/IEV
ZHULIANY INTL

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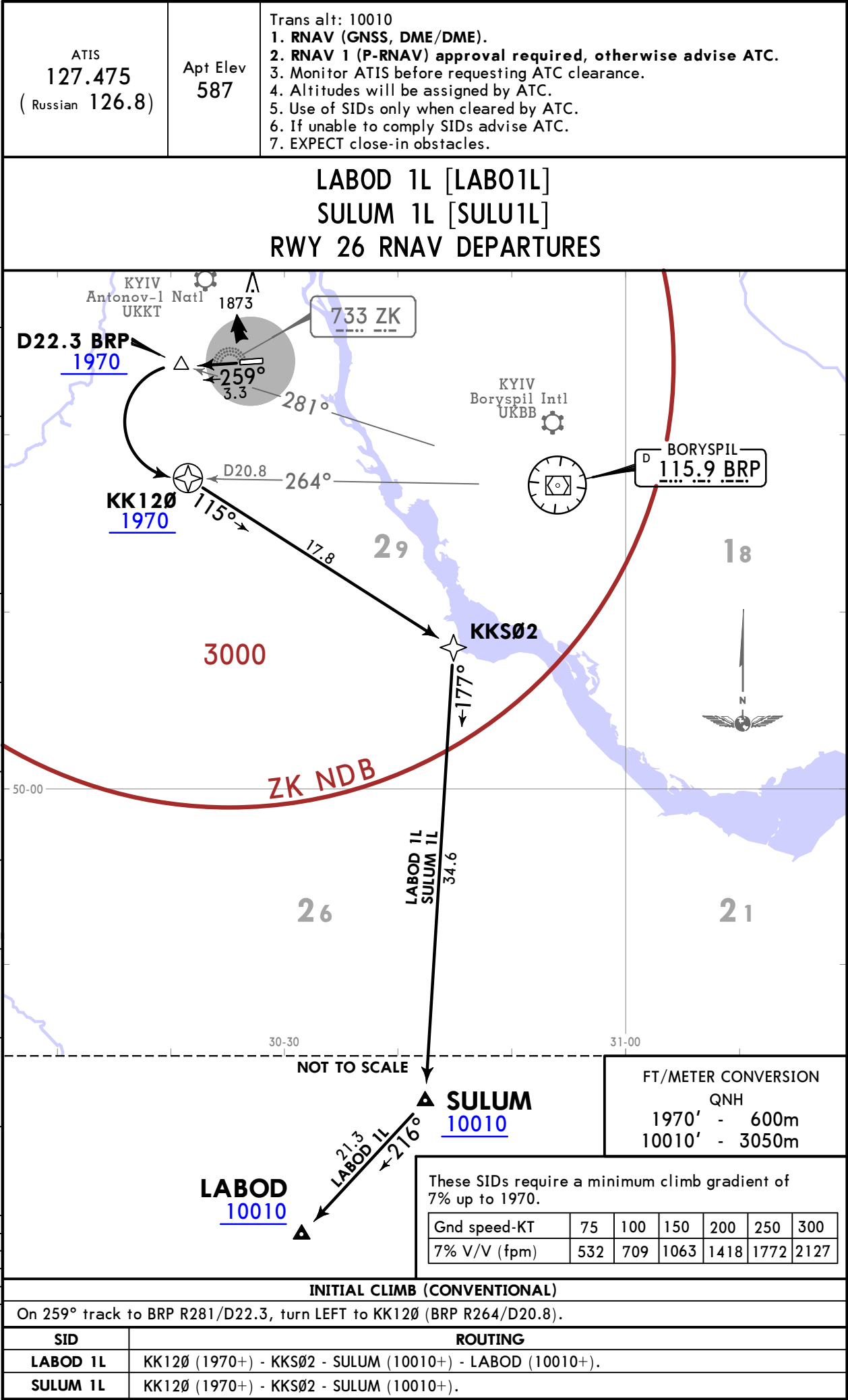
KYIV, UKRAINE
RNAV SID



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-3G)

KYIV, UKRAINE
RNAV SID

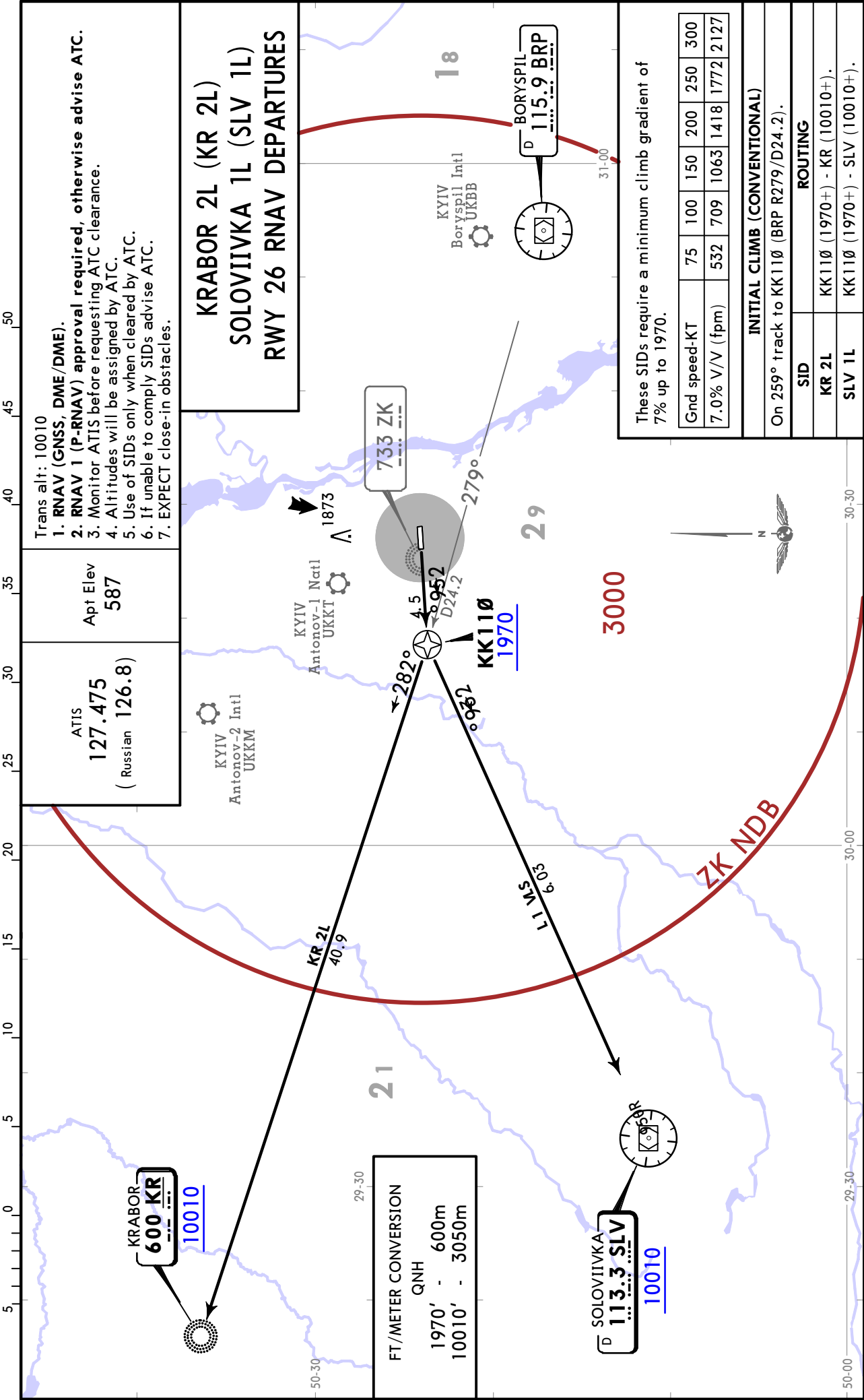




UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-3J)

KYIV, UKRAINE
RNAV SID

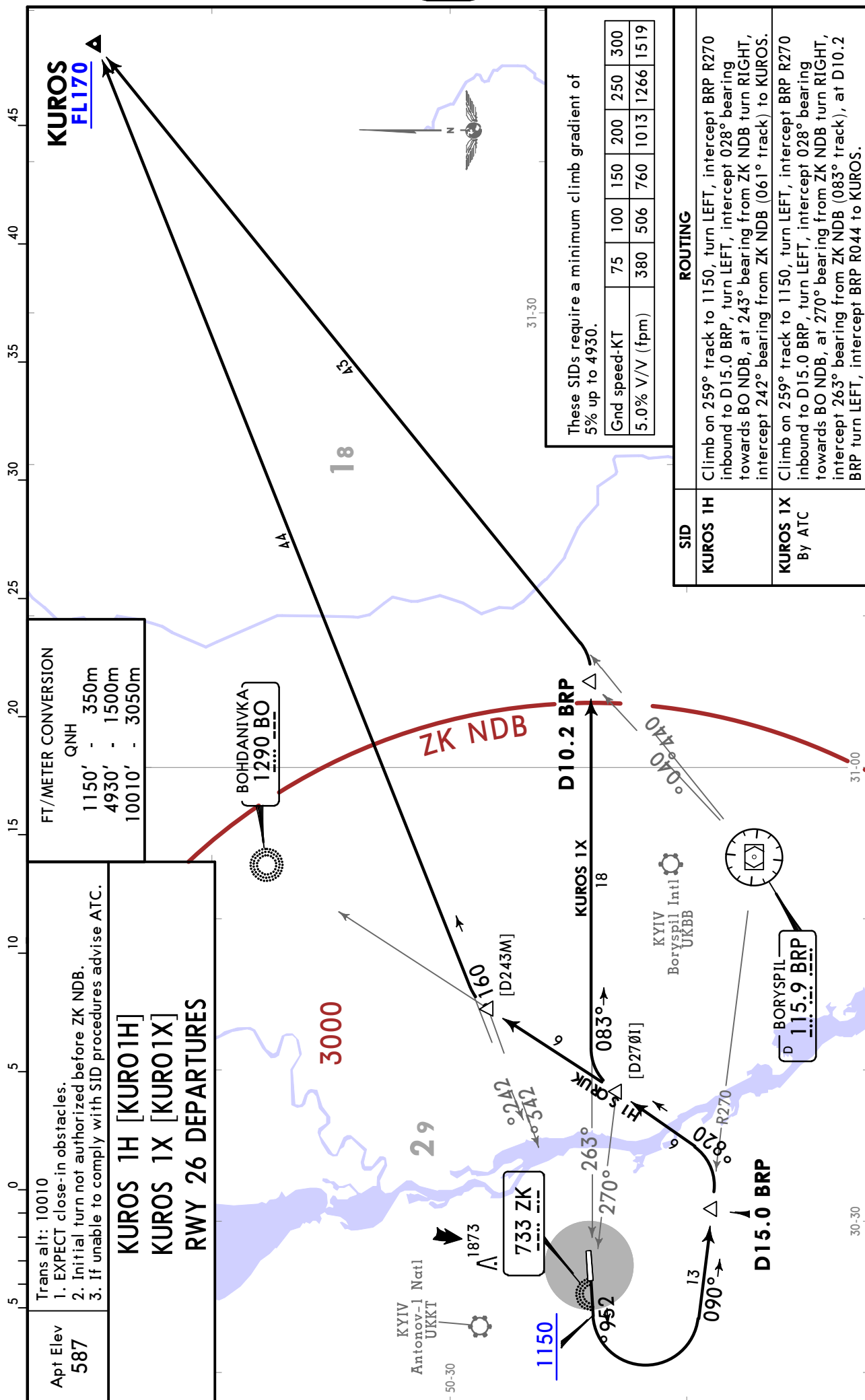




UKKK/IEV
ZHULIANY INTL

JEPPESSEN
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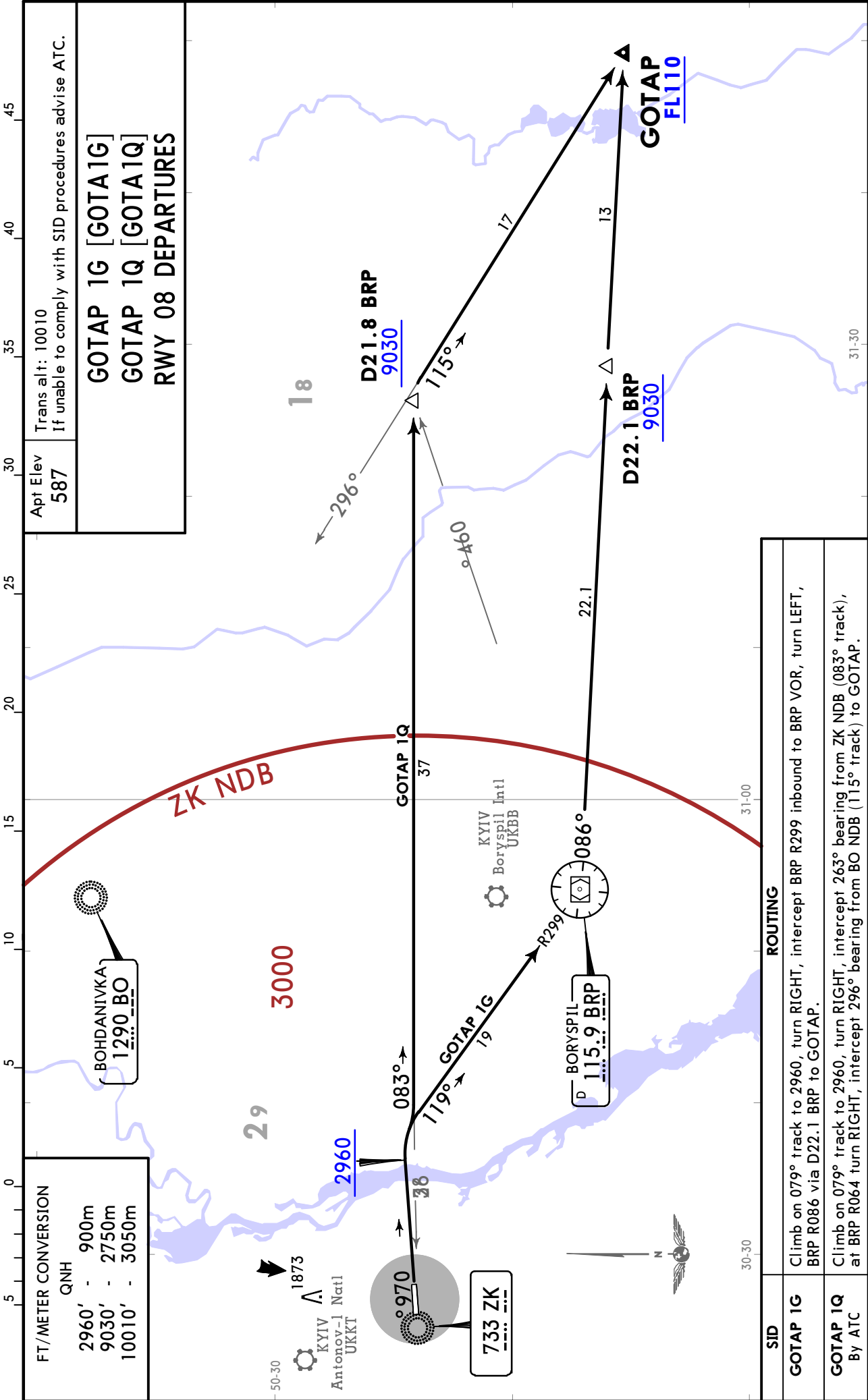
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANI INTL

JEPPESSEN
21 DEC 18 20-3P

KYIV, UKRAINE
SID

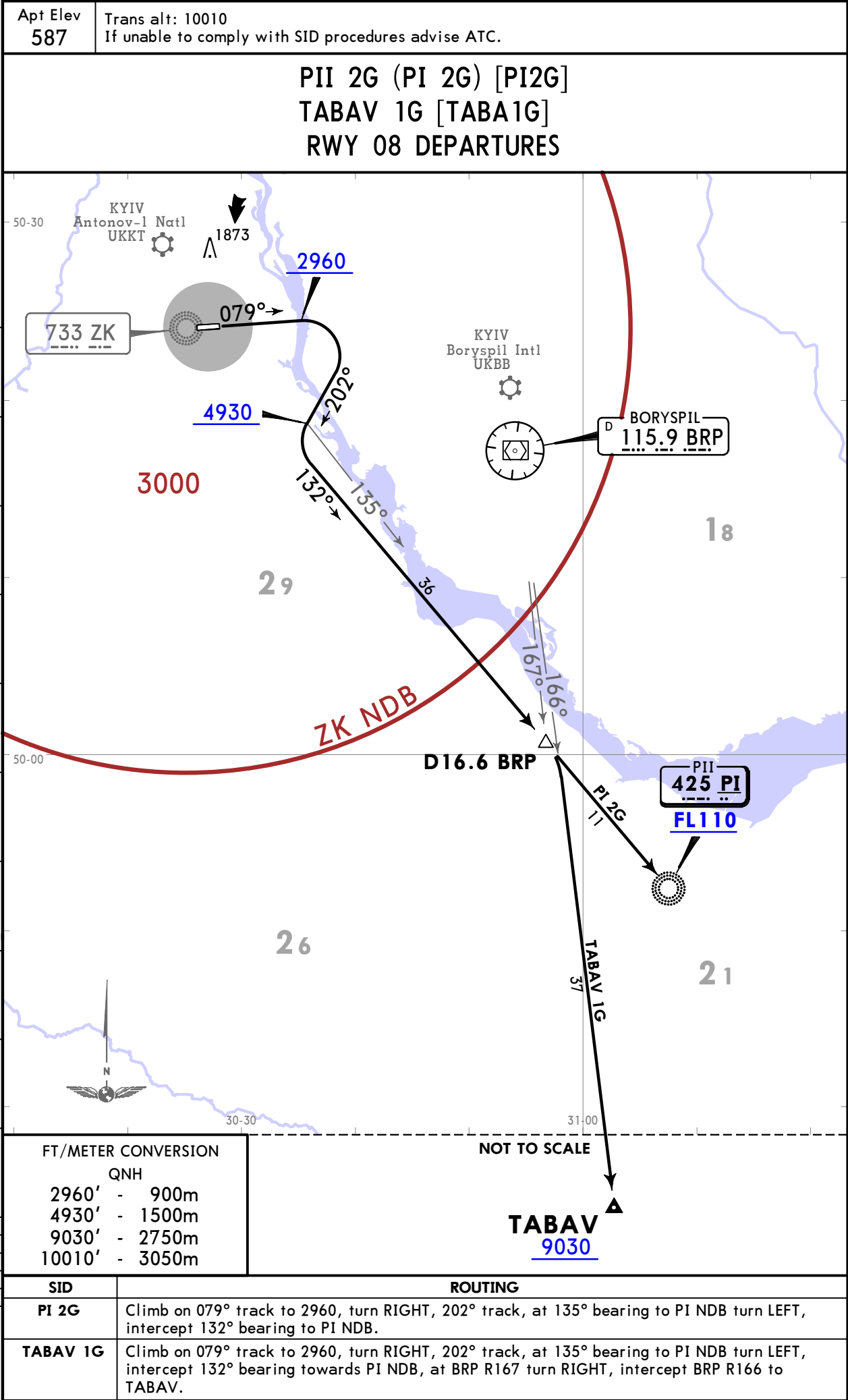




UKKK/IEV
ZHULIANY INTL

21 DEC 18 **20-3S**

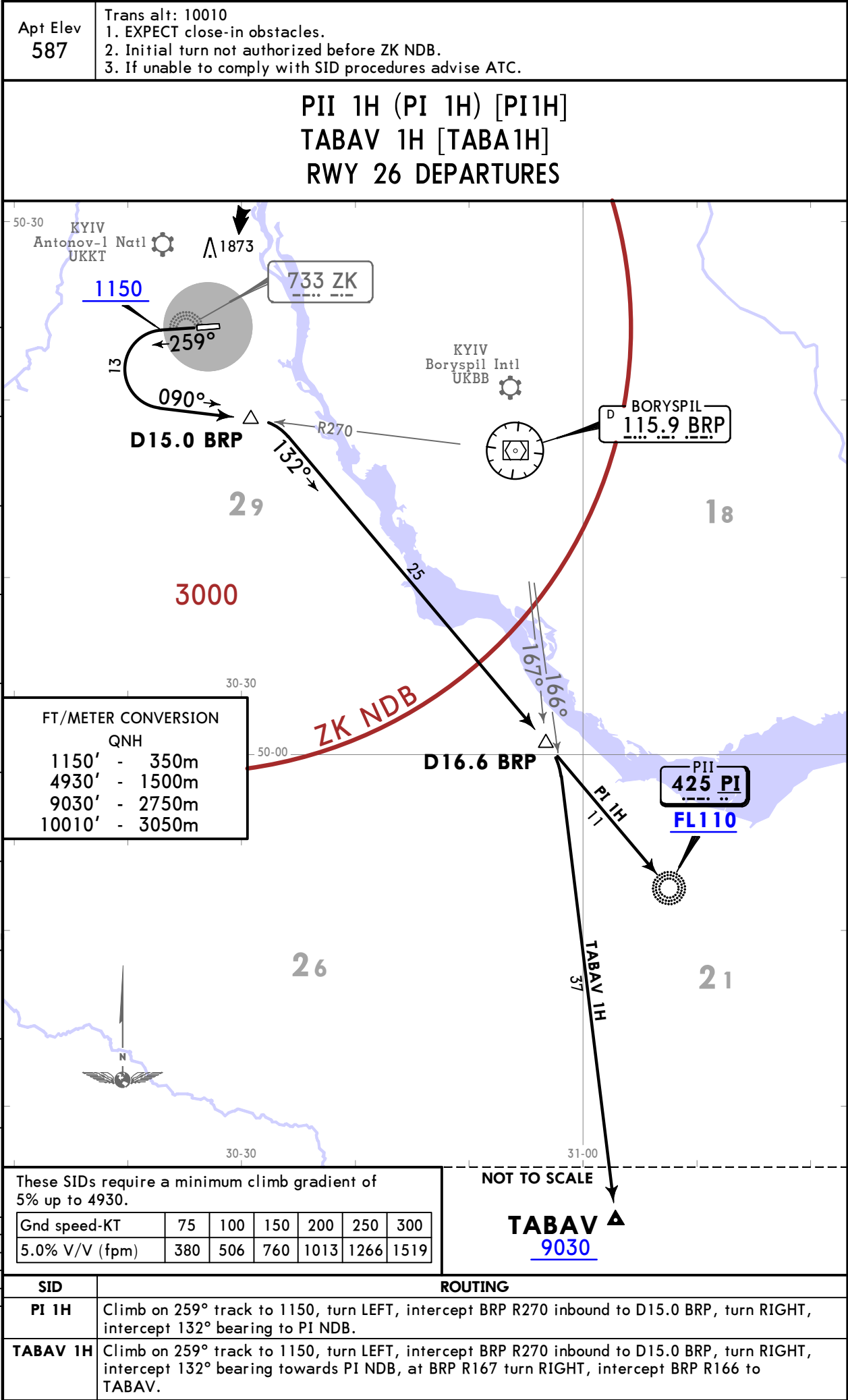
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANY INTL

JEPPESEN
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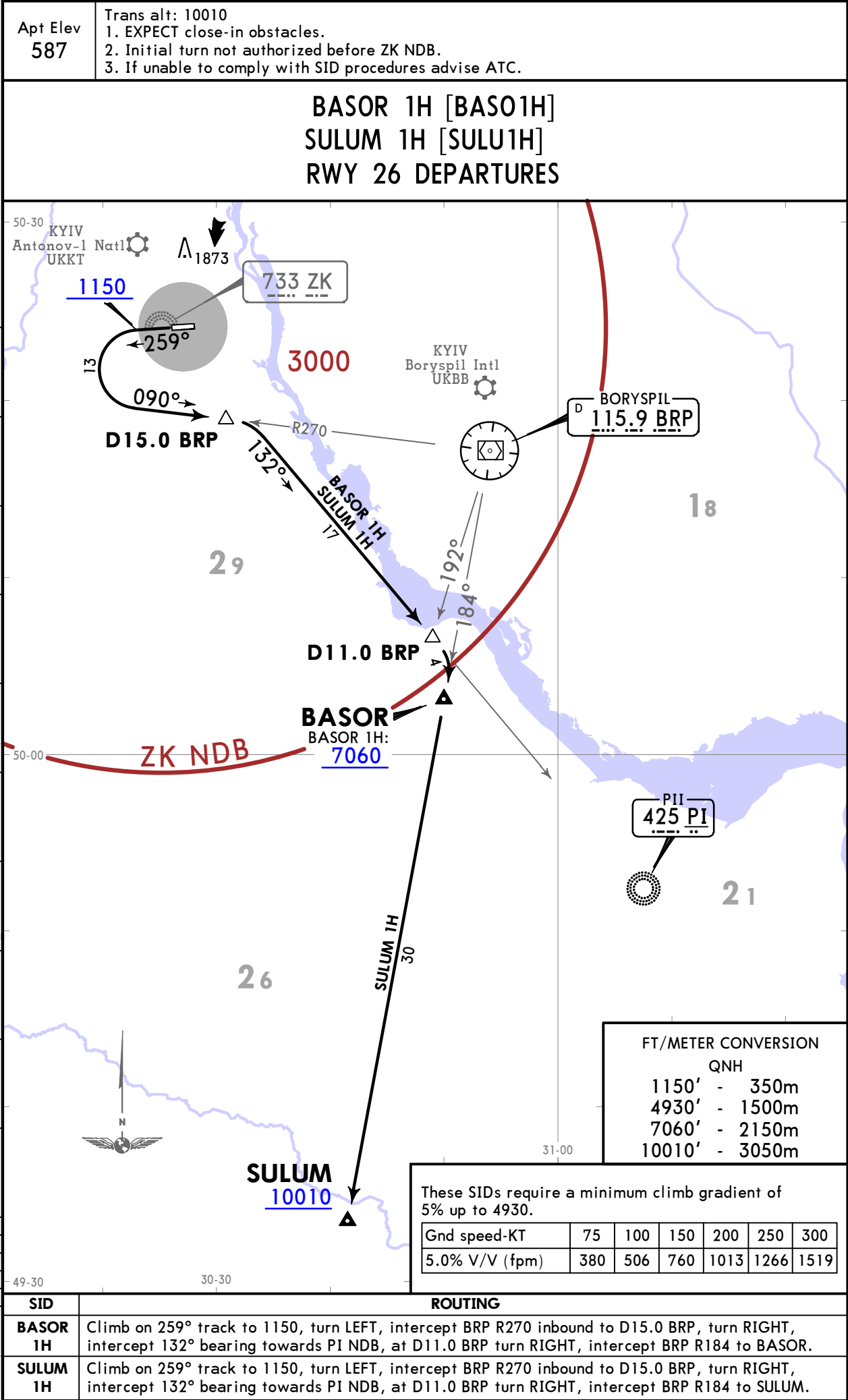
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
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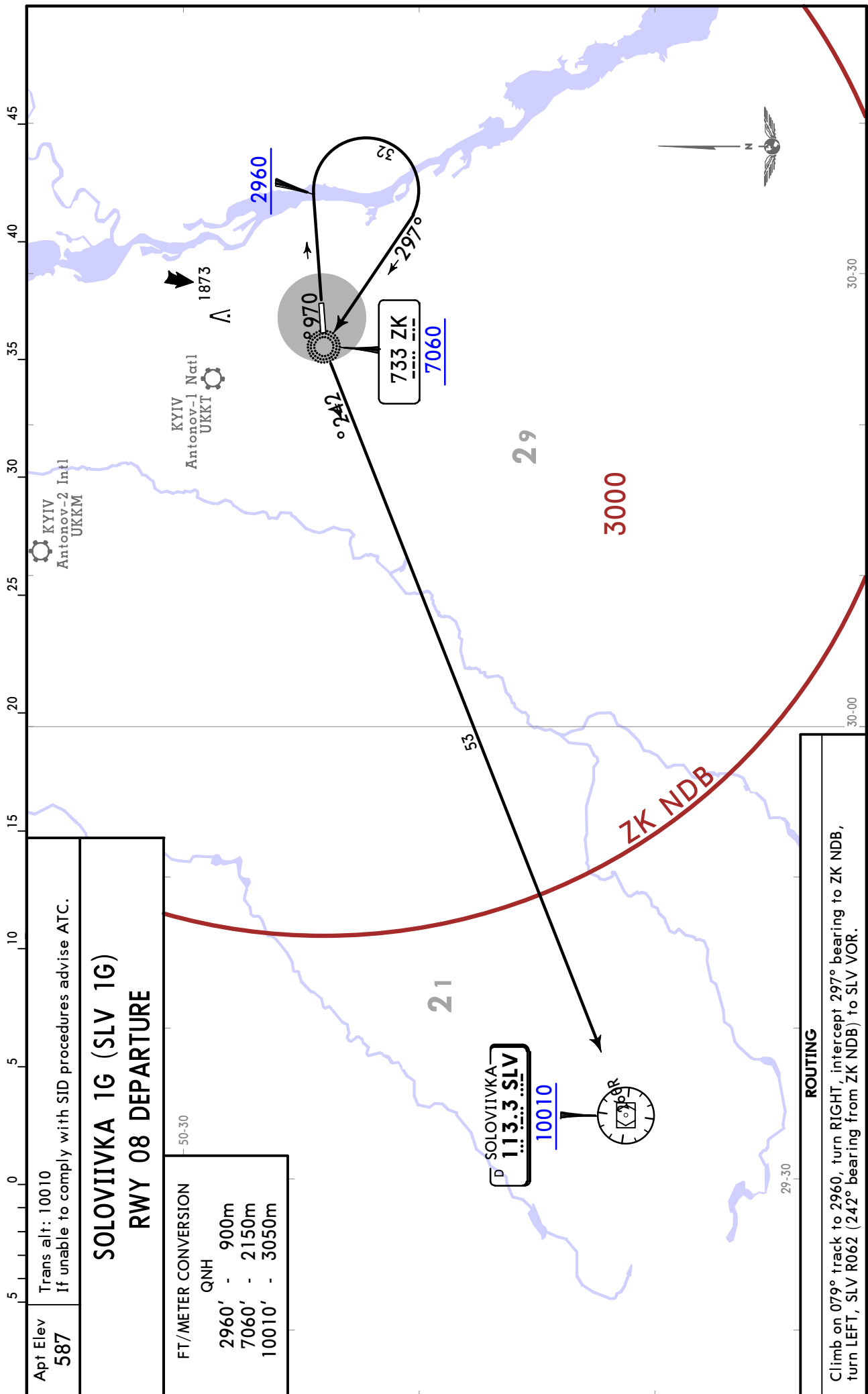
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 20-3W

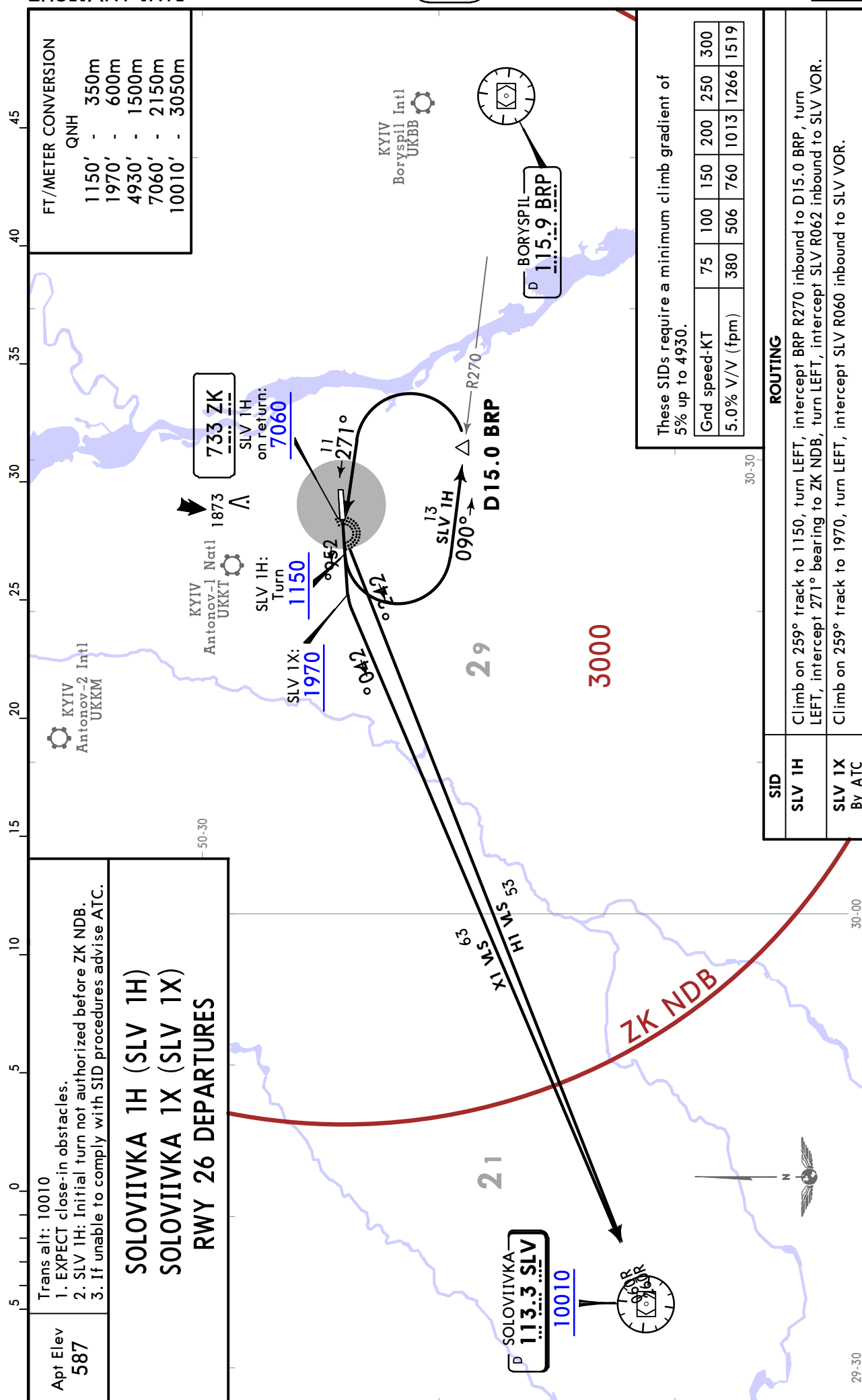
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANY INTL

JEPPESEN
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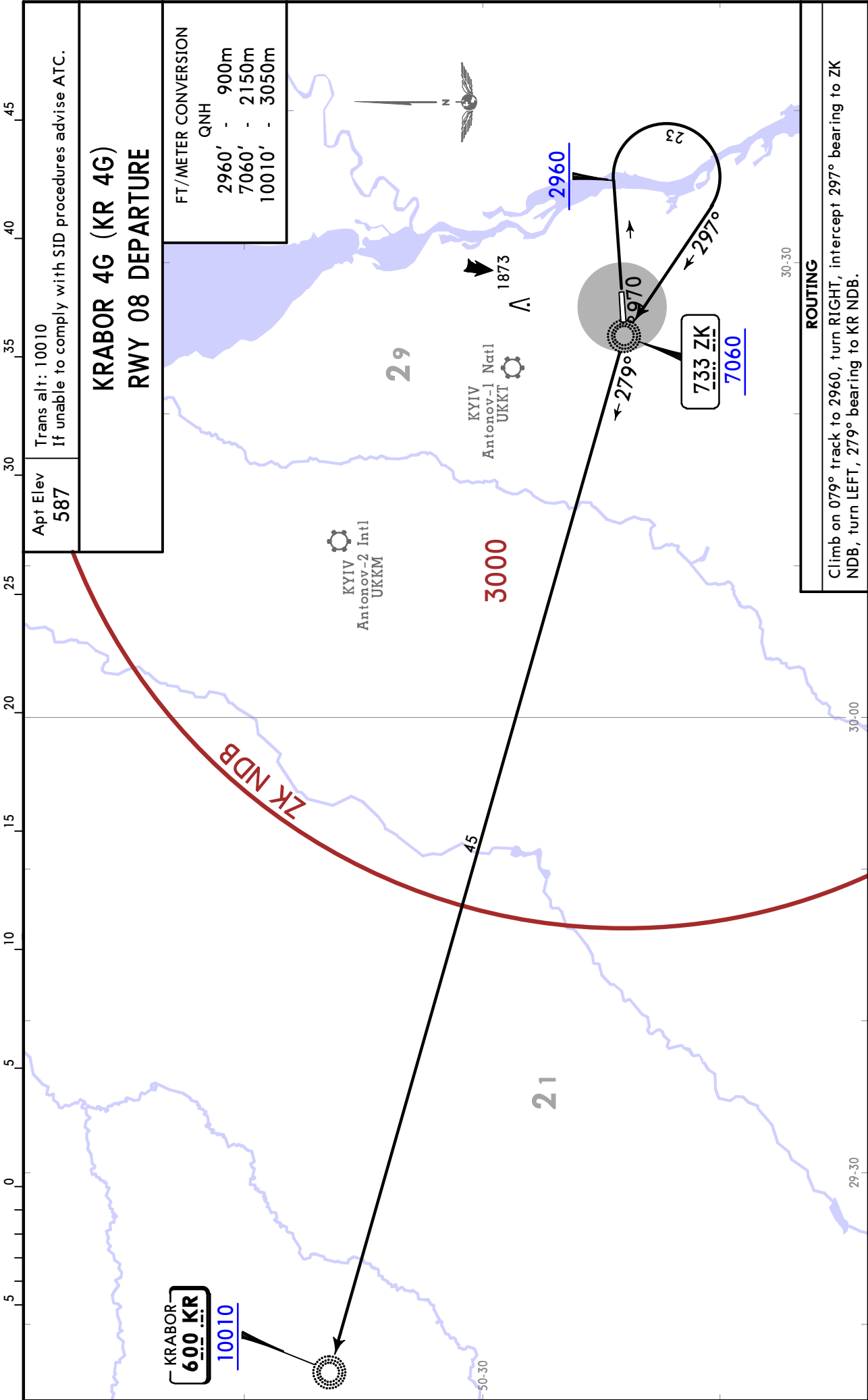
KYIV, UKRAINE

SID

UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-3X1)

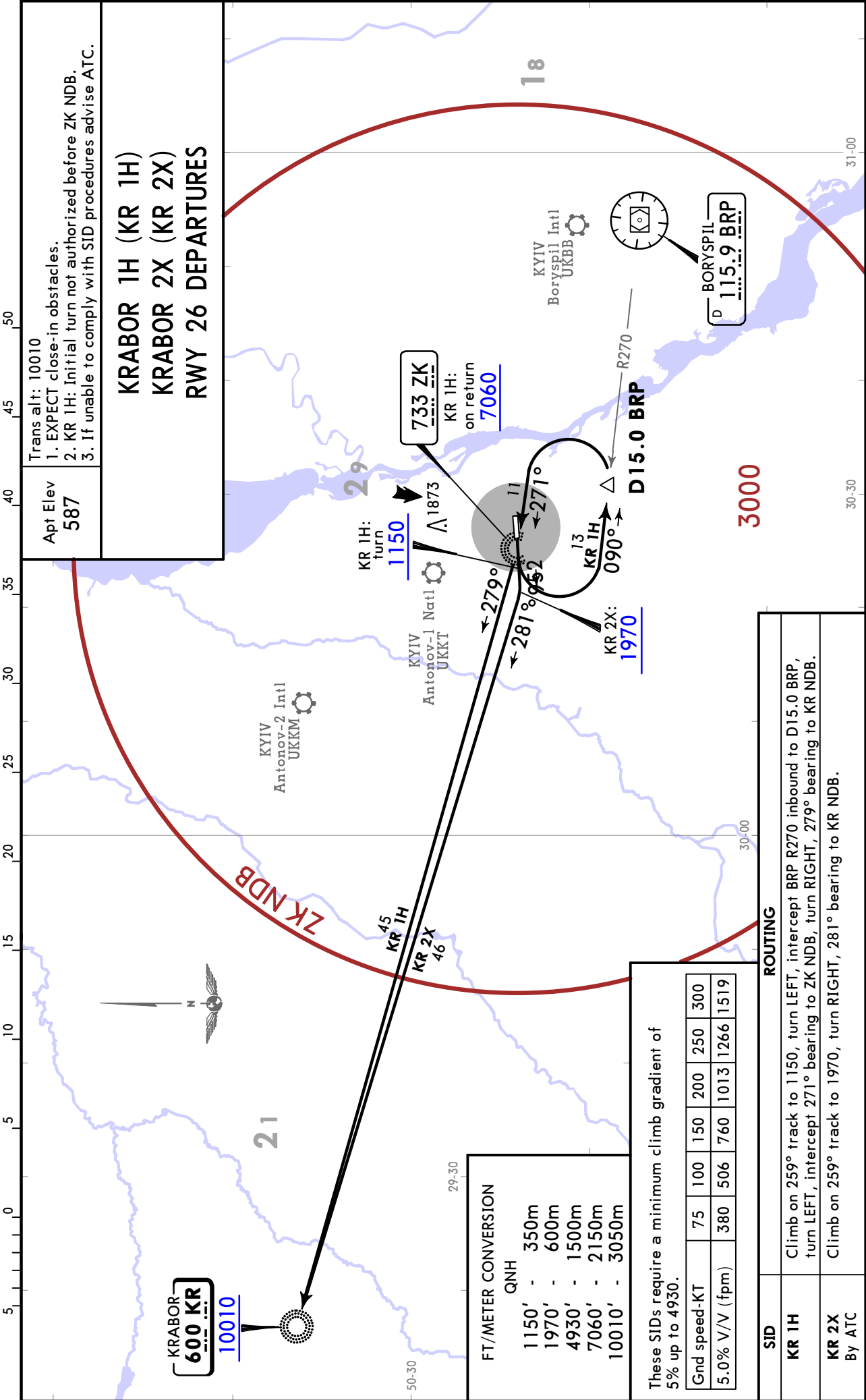
KYIV, UKRAINE
SID



UKKK/IEV
ZHULIANY INTL

21 DEC 18 20-3X2

KYIV, UKRAINE
SID



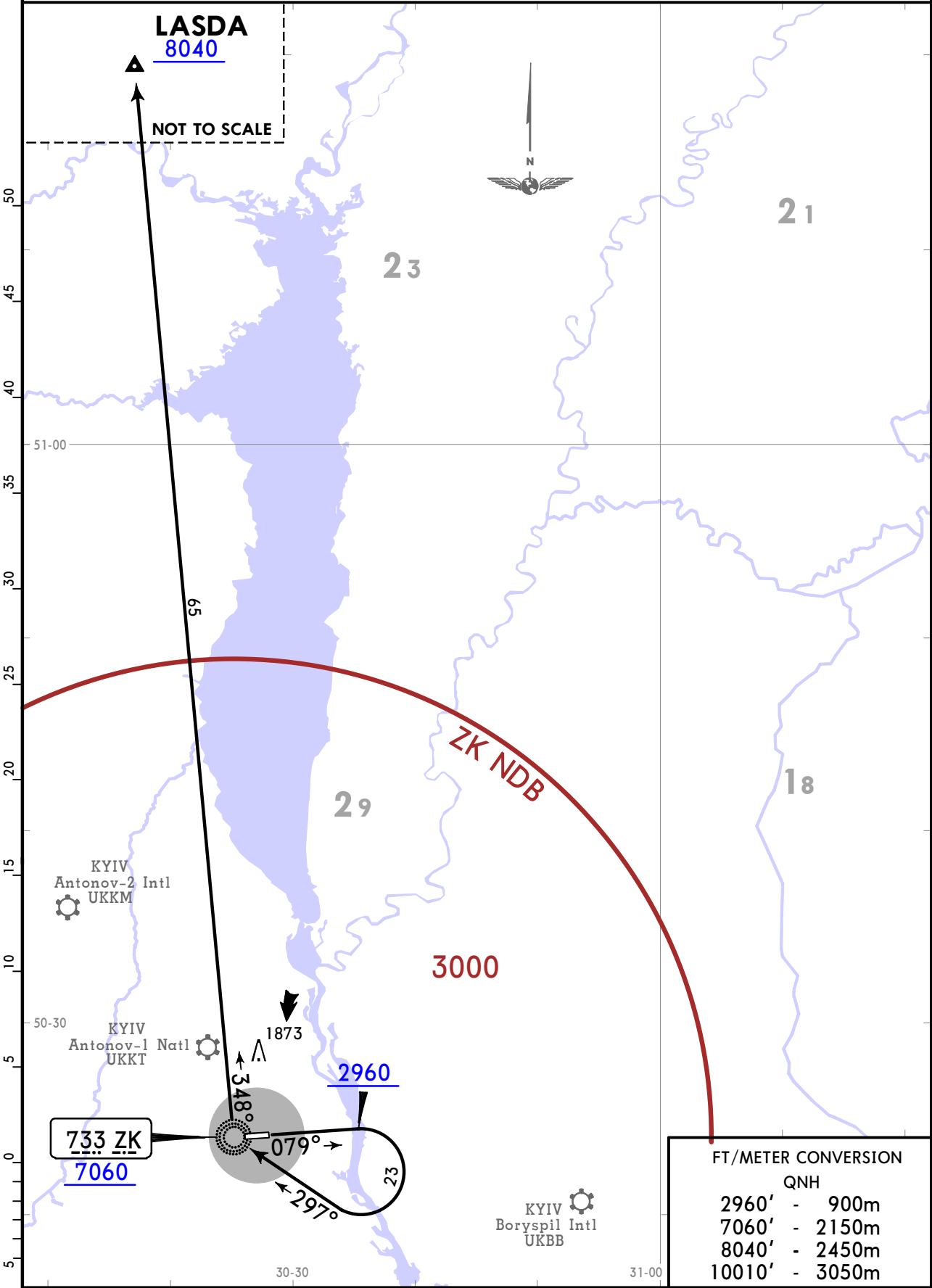
UKKK/IEV
ZHULIANY INTL

JEPPESSEN
21 DEC 18 (20-3X3)

KYIV, UKRAINE
SID

Apt Elev 587	Trans alt: 10010 If unable to comply with SID with procedures advise ATC.
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LASDA 1G [LASD1G]
RWY 08 DEPARTURE



UKKK/IEV
ZHULIANY INTL

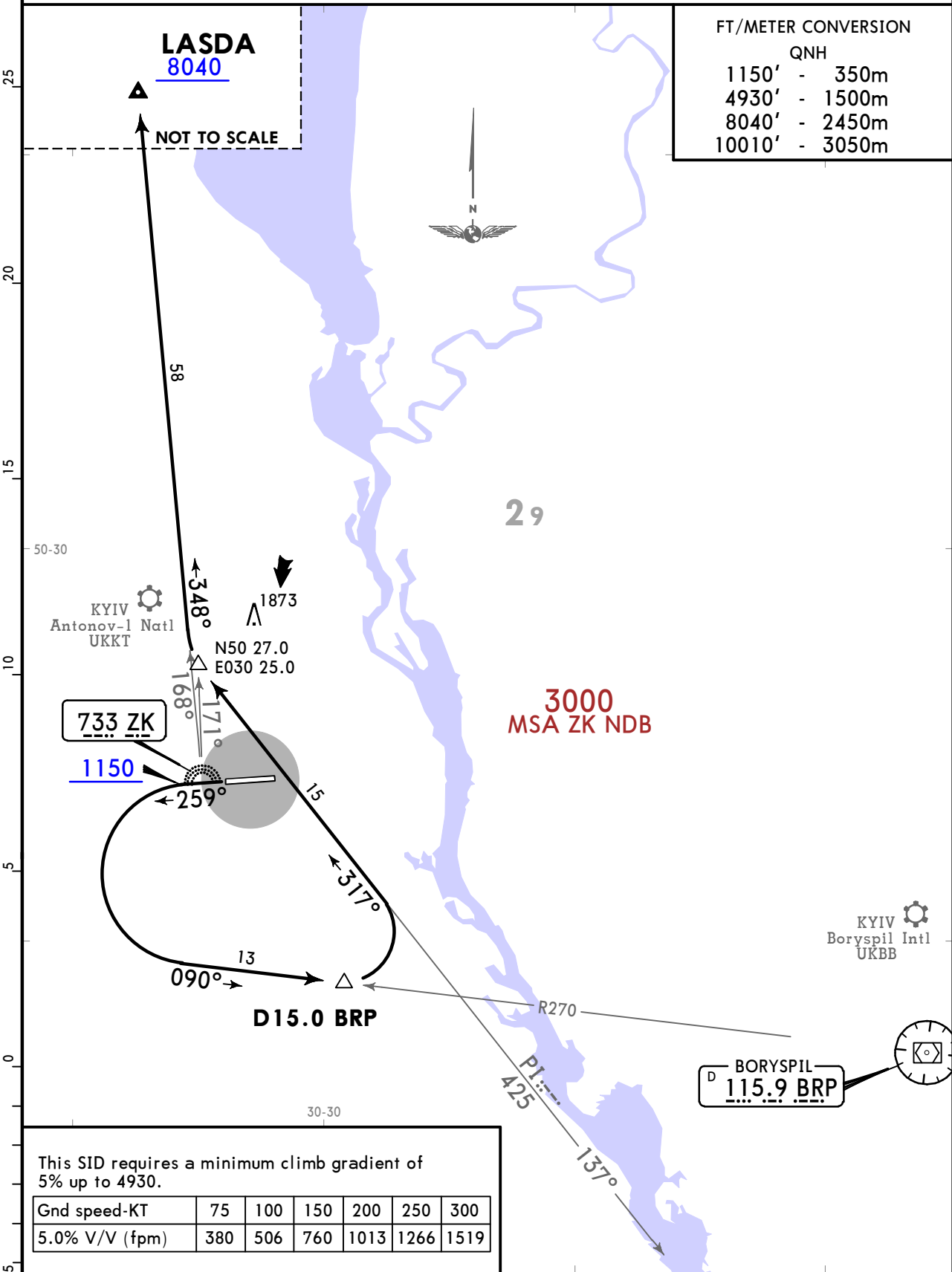
21 DEC 18 **20-3X4**

KYIV, UKRAINE
SID

Apt Elev 587	Trans alt: 10010
	1. EXPECT close-in obstacles
	2. Initial turn not authorized before ZK NDB.
	3. If unable to comply with SID procedures advise ATC.

LASDA 1H [LASD1H]
RWY 26 DEPARTURE

FT/METER CONVERSION	
QNH	
1150'	350m
4930'	1500m
8040'	2450m
10010'	3050m



This SID requires a minimum climb gradient of 5% up to 4930.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ROUTING

Climb on 259° track to 1150, turn LEFT, intercept BRP R270 inbound to D15.0 BRP, turn LEFT, intercept 137° bearing from PI NDB (317° track), at 171° bearing from ZK NDB turn RIGHT, intercept 168° bearing from ZK NDB (348° track) to LASDA.

UKKK/IEV

Apt Elev **587'**

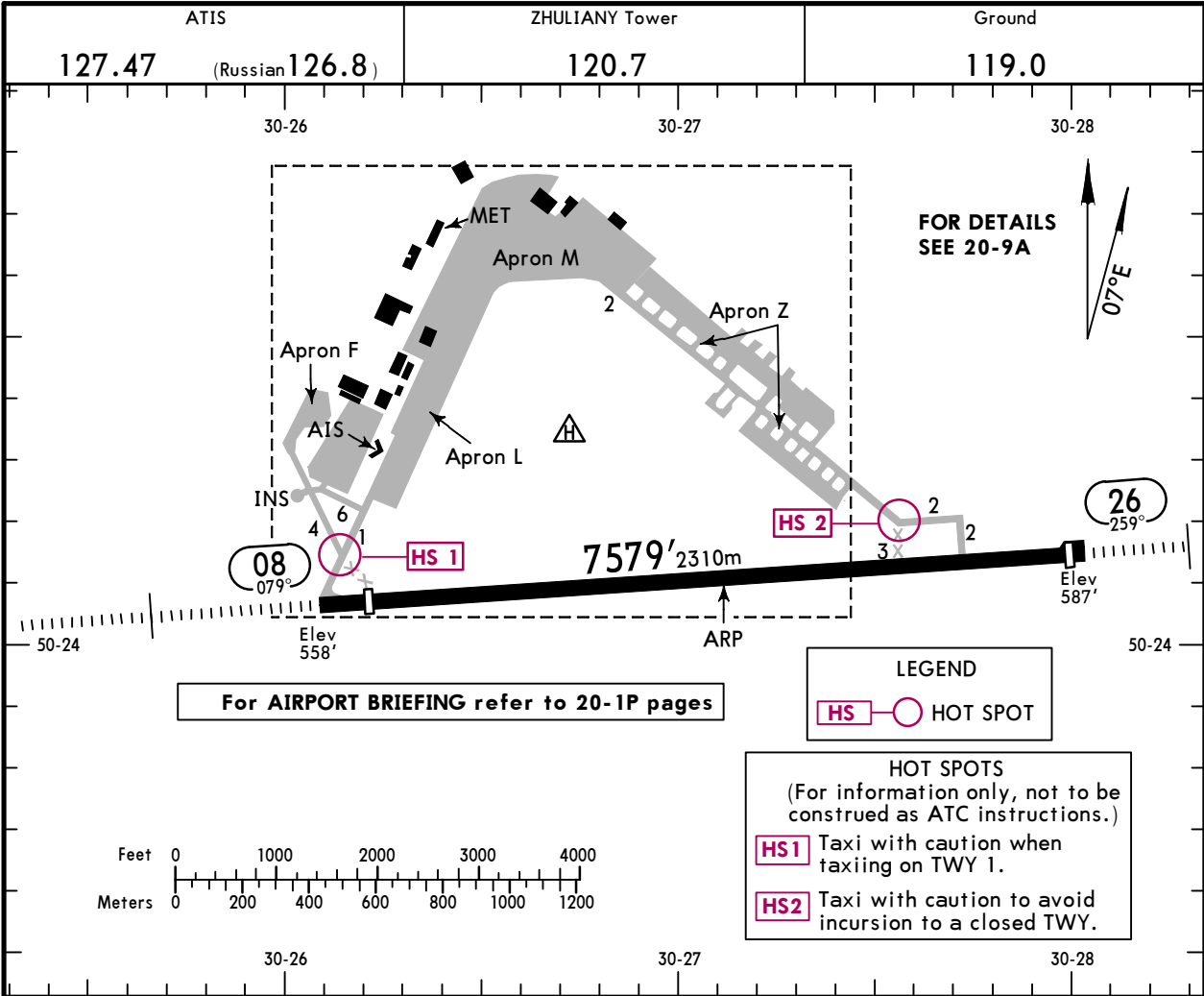
N50 24.1 E030 27.1

JEPPESSEN

26 APR 19 **(20-9)**

KYIV, UKRAINE

ZHULIANY INTL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Glide Slope	
08	HIRL (60m) HIALS SFL PAPI-L (angle 3.0°)	RVR	7087' 2160m	6236' 1901m	148' 45m
26	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR	7422' 2262m	6389' 1947m	

1 TAKE-OFF RUN AVAILABLE
RWY 26:
From rwy head 7382' (2250m)
twy 2 int 6201' (1890m)

JAR-OPS			
TAKE-OFF 1			
All Rwy's			
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m.			

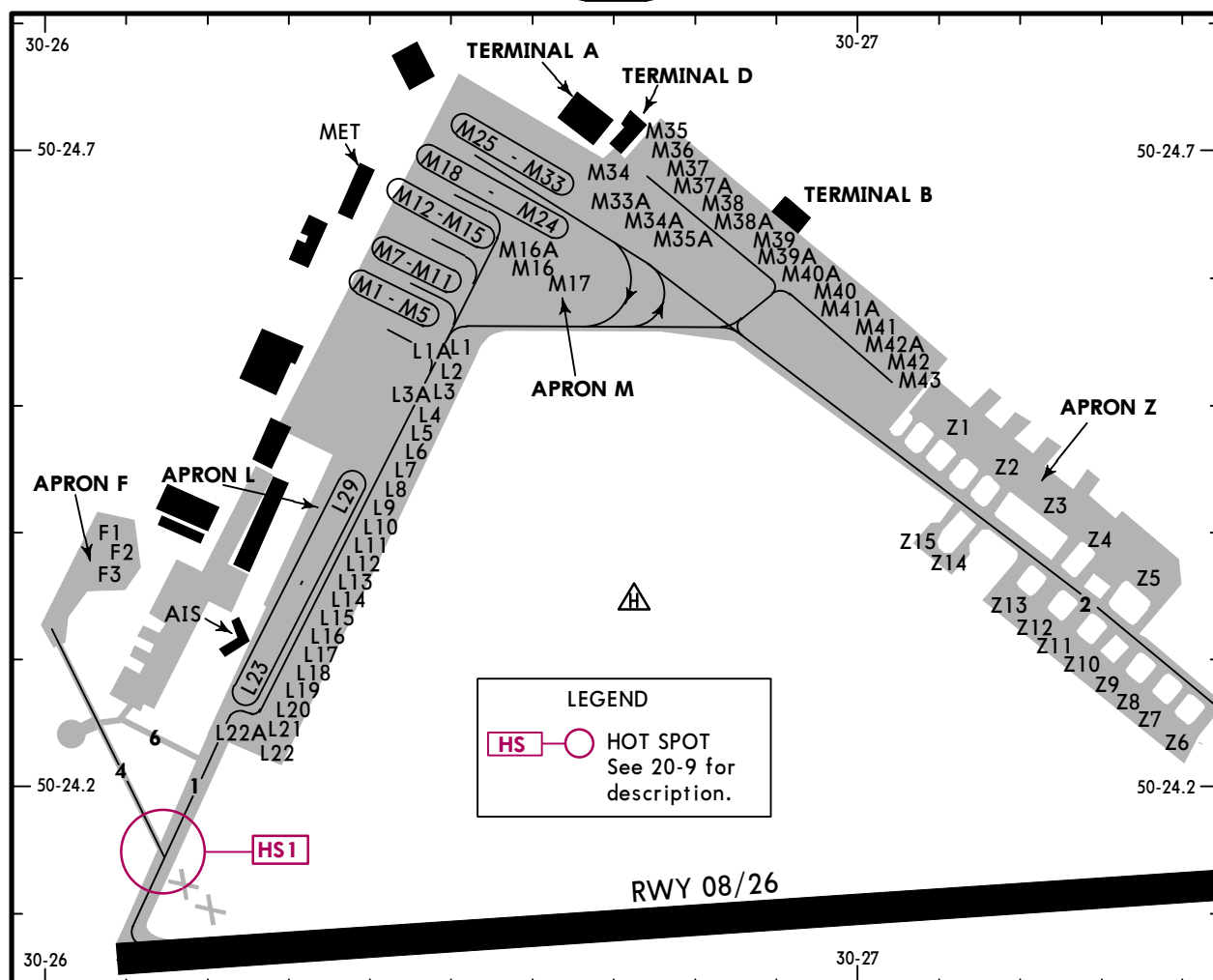
UKKK/IEV

JEPPESSEN

26 APR 19 20-9A

KYIV, UKRAINE

ZHULIANY INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON M		APRON L	
M1 thru M11	N50 24.6 E030 26.4	L1 thru L2	N50 24.6 E030 26.5
M12, M13	N50 24.7 E030 26.4	L3 thru L6	N50 24.5 E030 26.5
M14	N50 24.7 E030 26.5	L7, L8	N50 24.5 E030 26.4
M15 thru M16A	N50 24.6 E030 26.5	L9 thru L14	N50 24.4 E030 26.4
M17	N50 24.6 E030 26.6	L15, L16	N50 24.3 E030 26.4
M18	N50 24.7 E030 26.4	L17 thru L21	N50 24.3 E030 26.3
M19, M20	N50 24.7 E030 26.5	L22, L22A	N50 24.2 E030 26.3
M21, M22	N50 24.6 E030 26.5	L23, L24	N50 24.3 E030 26.3
M23, M24	N50 24.6 E030 26.6	L25 thru L28	N50 24.4 E030 26.3
M25, M26	N50 24.7 E030 26.5	L29	N50 24.4 E030 26.4
M27 thru M30	N50 24.7 E030 26.6	APRON F	
M31 thru M33A, M34A	N50 24.6 E030 26.7	F1 thru F3	N50 24.4 E030 26.1
M35A	N50 24.6 E030 26.8	APRON Z	
M34	N50 24.7 E030 26.6	Z1, Z2	N50 24.5 E030 27.0
M35 thru M37A	N50 24.7 E030 26.8	Z3, Z4	N50 24.5 E030 27.1
M38	N50 24.7 E030 26.9	Z5	N50 24.5 E030 27.2
M38A	N50 24.7 E030 26.8	Z6	N50 24.3 E030 27.3
M39	N50 24.6 E030 26.9	Z7 thru Z9	N50 24.3 E030 27.2
M39A	N50 24.7 E030 26.9	Z10	N50 24.4 E030 27.2
M40 thru M42	N50 24.6 E030 26.9	Z11 thru Z13	N50 24.4 E030 27.1
M42A, M43	N50 24.6 E030 27.0	Z14, Z15	N50 24.4 E030 27.0

CHANGES: Hot spot information.

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UKKK/IEV

STRAIGHT-IN RWY	A	B	C	D
08 ILS FULL ALS out	760'(200') ② R550m R1200m	760'(200') ② R550m R1200m	767'(207') ② R550m R1200m	777'(217') ② R550m R1200m
① LOC with D1.8 IKI ALS out	960'(400') R1100m R1500m	960'(400') R1100m R1500m	960'(400') R1100m R1800m	960'(400') R1100m R1800m
① LOC w/o D1.8 IKI ALS out	1010'(450') R1400m R1500m	1010'(450') R1400m R1500m	1010'(450') R1400m R2100m	1010'(450') R1400m R2100m
① NDB ALS out	1090'(530') R1500m R1500m	1090'(530') R1500m R1500m	1090'(530') R1700m R2400m	1090'(530') R1700m R2400m
NDB ALS out	1090'(530') R1900m R2600m	1090'(530') R1900m R2600m	1090'(530') R2100m R2800m	1090'(530') R2100m R2800m
26 ILS ALS out	787'(200') R1000m R1200m	787'(200') R1000m R1200m	787'(200') R1000m R1200m	787'(200') R1000m R1200m
① LOC with D1.5 IKV ALS out	960'(373') R1500m R1500m	960'(373') R1500m R1500m	960'(373') R1500m R1700m	960'(373') R1500m R1700m
① LOC w/o D1.5 IKV ALS out	1070'(483') R1500m R1500m	1070'(483') R1500m R1500m	1070'(483') R2100m R2300m	1070'(483') R2100m R2300m
① NDB ALS out	1270'(683') R1500m R1500m	1270'(683') R1500m R1500m	1270'(683') R2400m R2400m	1270'(683') R2400m R2400m
NDB ALS out	1270'(683') R3200m R3400m	1270'(683') R3200m R3400m	1270'(683') R3400m R3600m	1270'(683') R3400m R3600m

① Continuous Descent Final Approach.

② W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED

TAKE-OFF			
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	R300m	400m	500m
D			

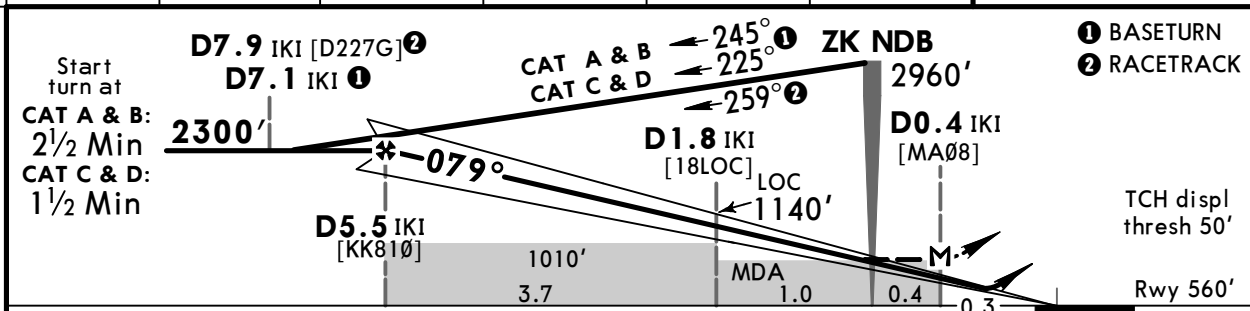
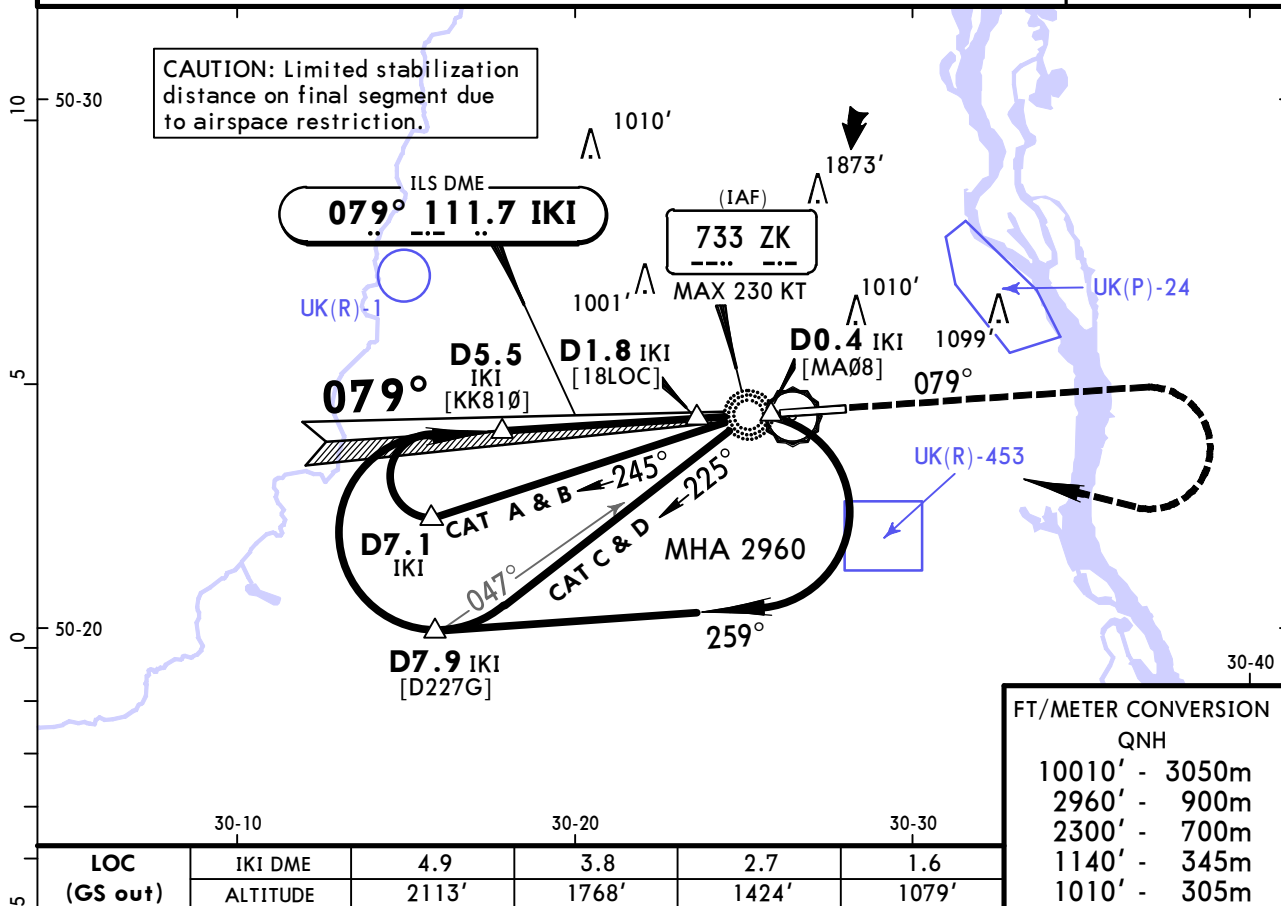
UKKK/IEV
ZHULIANY INTL

JEPPESSEN
15 MAR 19 **(21-1)** **Eff 28 Mar**

KYIV, UKRAINE
ILS or LOC Rwy 08

BRIEFING STRIP

ATIS		*KYIV Radar		ZHULIANY Tower		Ground	
127.475 (Russian) 126.8		125.3		120.7		119.0	
LOC IKI 111.7	Final Aptch Crs 079°	GS D5.5 IKI 2300' (1740')	ILS DA(H) Refer to Minimums	Apt Elev 587' Rwy 560'		3000 MSA ZK NDB	
MISSED APCH: Climb on 079° to 2300', then turn RIGHT to ZK NDB, climbing to 2960', then according to chart.							
Alt Set: hPa Rwy Elev: 20 hPa Trans level: By ATC Trans alt: 10010'							
1. DME required. 2. CAUTION: Do not mistake lighted highway for ALS rwy 08.							



ILS	LOC (GS out)	CIRCLE-TO-LAND
DA(H) C: 767' (207') AB: 760' (200') D: 777' (217')	with D1.8 IKI MDA(H) 960' (400')	w/o D1.8 IKI MDA(H) 1010' (450')
FULL	ALS out	ALS out

JAR-OPS		STRAIGHT-IN LANDING RWY 08		LOC (GS out)		CIRCLE-TO-LAND	
A		RVR 550m		RVR 900m		RVR 1000m	
B		RVR 600m		RVR 1000m		RVR 1500m	
C		RVR 1000m		RVR 1500m		RVR 2000m	
D		RVR 1400m		RVR 2000m		RVR 1600m	

CHANGES: None.

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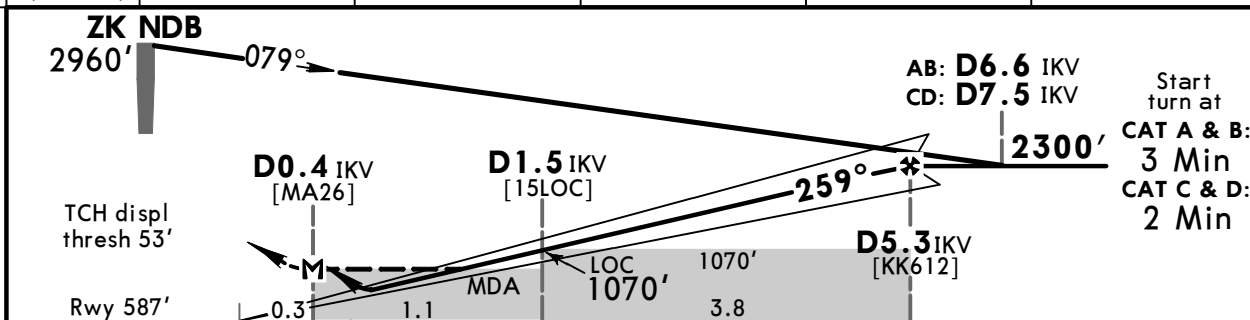
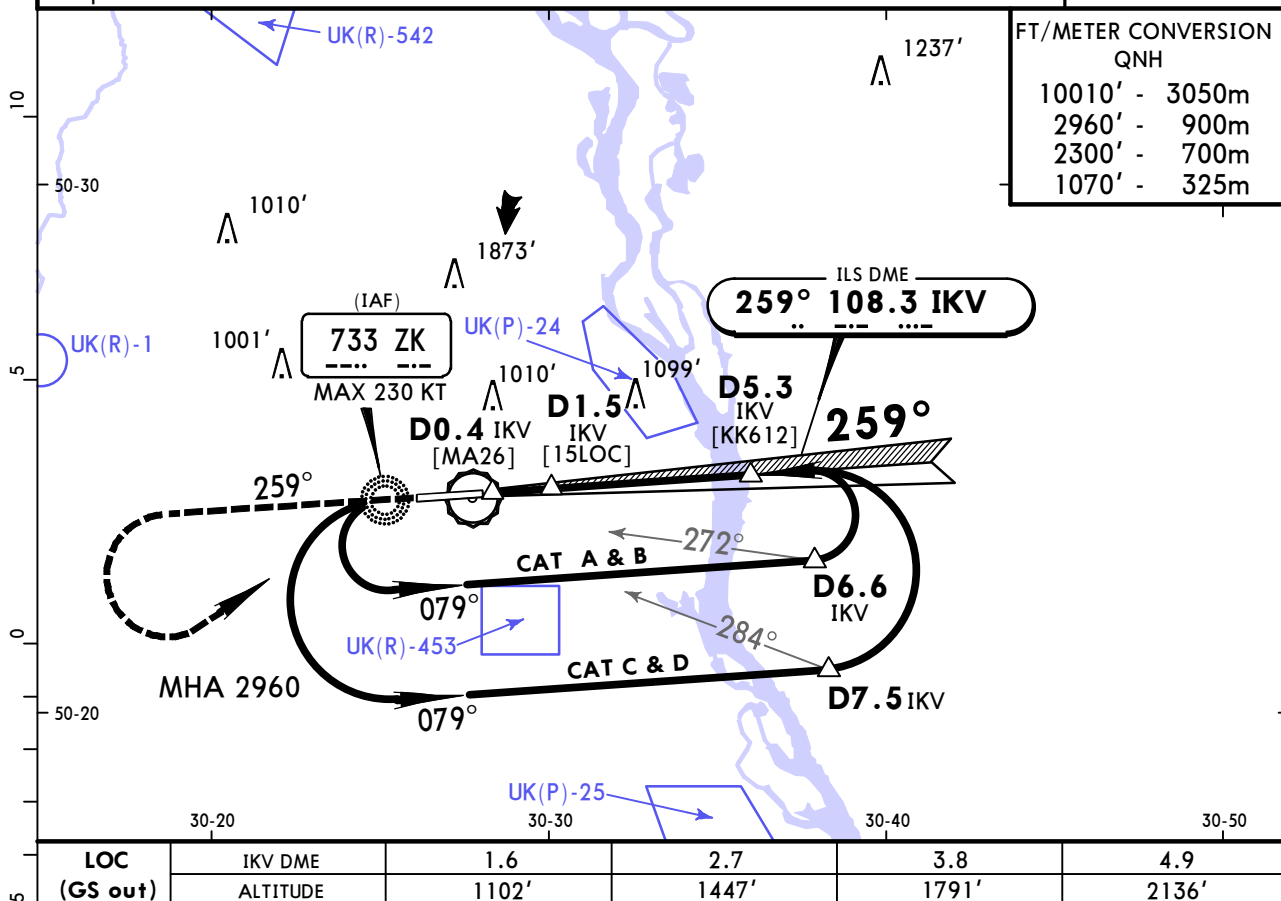
UKKK/IEV
ZHULIANY INTL

JEPPESSEN
15 MAR 19 **(21-2)** Eff 28 Mar

KYIV, UKRAINE
ILS or LOC Rwy 26

BRIEFING STRIP

ATIS		*KYIV Radar		ZHULIANY Tower		Ground	
127.475 (Russian) 126.8		125.3		120.7		119.0	
LOC IKV 108.3	Final Apch Crs 259°	GS D5.3 IKV 2300' (1713')	ILS DA(H) 787' (200')	Apt Elev 587' Rwy 587'		3000 MSA ZK NDB	
MISSED APCH: Climb on 259° to 2300', then turn LEFT to ZK NDB, climbing to 2960', then according to chart.							
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'							
1. DME required. 2. CAUTION: Limited stabilization distance on final segment due to airspace restriction.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS 2300'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.4 IKV							

JAR-OPS		STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
ILS		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 787' (200')		with D1.5 IKV		w/o D1.5 IKV			
FULL		ALS out		ALS out			
A	RVR 800m	RVR 1000m	RVR 1300m	RVR 1500m	RVR 1500m	A	NOT AUTHORIZED
B			RVR 1400m	RVR 1500m	RVR 1500m	B	
C			RVR 1600m	RVR 1800m	RVR 1800m	C	
D			RVR 1800m	RVR 2000m	RVR 2000m	D	

UKKK/IEV
ZHULIANY INTL

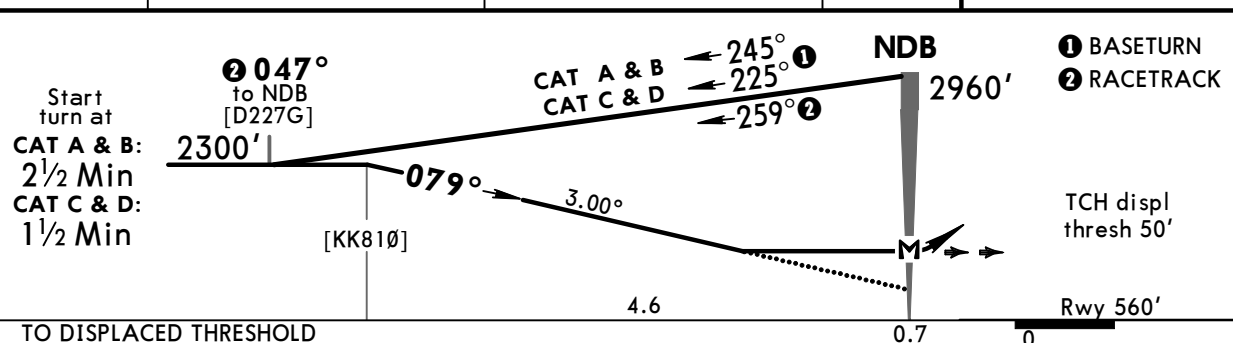
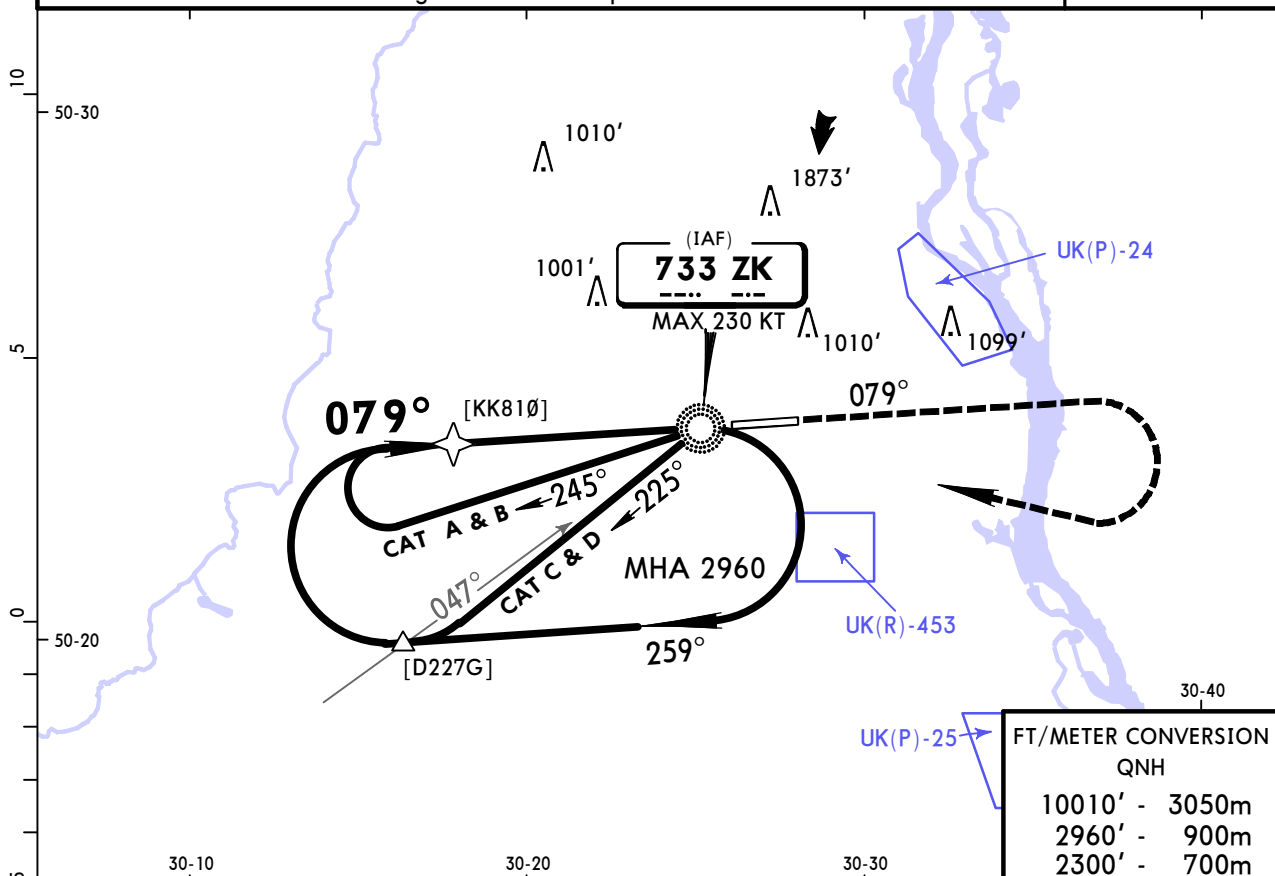
JEPPESSEN
21 DEC 18 **(26-1)**

KYIV, UKRAINE
NDB Rwy 08

TM

BRIEFING STRIP

ATIS		*KYIV Radar		ZHULIANY Tower		Ground	
127.475 (Russian 126.8)		125.3		120.7		119.0	
NDB ZK 733	Final Apch Crs 079°	Minimum Alt No FAF		MDA(H) 1090' (530')	Apt Elev 587' Rwy 560'		3000 MSA ZK NDB
MISSED APCH: Climb on 079° to 2300', then turn RIGHT to NDB, climbing to 2960', then according to chart.							
Alt Set: hPa Rwy Elev: 20 hPa Trans level: By ATC Trans alt: 10010' 1. CAUTION: Do not mistake lighted highway for ALS rwy 08. 2. CAUTION: Limited stabilization distance on final segment due to airspace restriction.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2300' on 079°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

JAR-OPS STRAIGHT-IN LANDING RWY 08 CIRCLE-TO-LAND

MDA(H) 1090' (530')		ALS out	
A	RVR 1000m	RVR 1500m	
B	RVR 1200m	RVR 2000m	
C	RVR 1600m	NOT AUTHORIZED	
D	RVR 1600m	NOT AUTHORIZED	

FT/METER CONVERSION	
QNH	
10010'	- 3050m
2960'	- 900m
2300'	- 700m

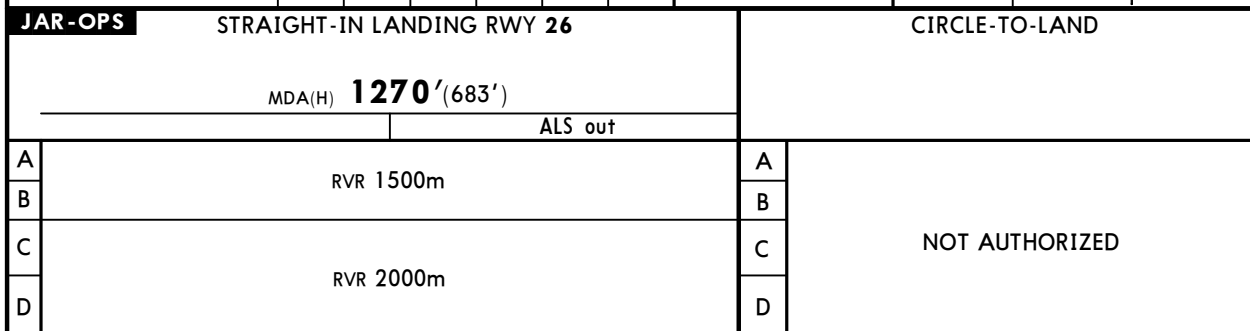


Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KYIV, (ZHULIANY INTL - UKKK)				
REV	AIRPORT, AIRPORT INFO, TA...	20-9	26 Apr 2019	
REV	PARKING POSITIONS	20-9A	26 Apr 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKKK

Type: Terminal

Effectivity: Temporary

Begin Date: 20190328

End Date: Until Further Notice

Based on SUP 09/19, on charts 20-9S (Standard mnms) and 21-1 (ILS or LOC Rwy 08), DA/MDA(H) for LOC with D1.8 IKI is not available.