

## List of pages in this Trip Kit

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Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 02-2021

Change Notices

Notebook

## General Information

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

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

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

Sunrise: 0547 Z  
Sunset: 1428 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: 124.000 Military

Boryspil Tower: 119.650

Boryspil Tower: 119.300

Boryspil Ground: 118.050

Boryspil Ground: 127.925

Boryspil Clearance Delivery: 130.275

Kyiv Radar ACC: 122.775 RCO

Kyiv Radar ACC: 128.175 RCO

Kyiv Radar ACC: 127.725 RCO

Kyiv Radar ACC: 124.675 RCO

Kyiv Information: 118.500 Flight Info Service RCO

UKBB/KBP

JEPPESSEN

KYIV, UKRAINE

BORYSPII 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.

## 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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KYIV, UKRAINE

BORYSPIIL INTL

15 FEB 19

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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KYIV, UKRAINE

BORYSPIL INTL

15 FEB 19

10-1P3

Eff 28 Feb

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 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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KYIV, UKRAINE

BORYSPIL INTL

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.



## 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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### 3. DEPARTURE

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#### 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 BORYSPIL 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  $\pm 5$  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 ( $\pm 5$  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.

UKBB/KBP  
BORYSPIL INTL

JEPPESEN

24 JAN 20

10-1P7

Eff 30 Jan

KYIV, UKRAINE  
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).

Visual departure not authorized in sector R004-R054, distance D5.0-D12.0 from BRP VOR below 2470'.

First turn for visual departure from RWY 36R/36L not authorized below 1970'.

#### 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)".

# UKBB/KBP BORYSPIL INTL

**JEPPESSEN**  
1 NOV 19 **10-1R**

# KYIV, UKRAINE

**Eff 7 Nov RADAR MINIMUM ALTITUDES**

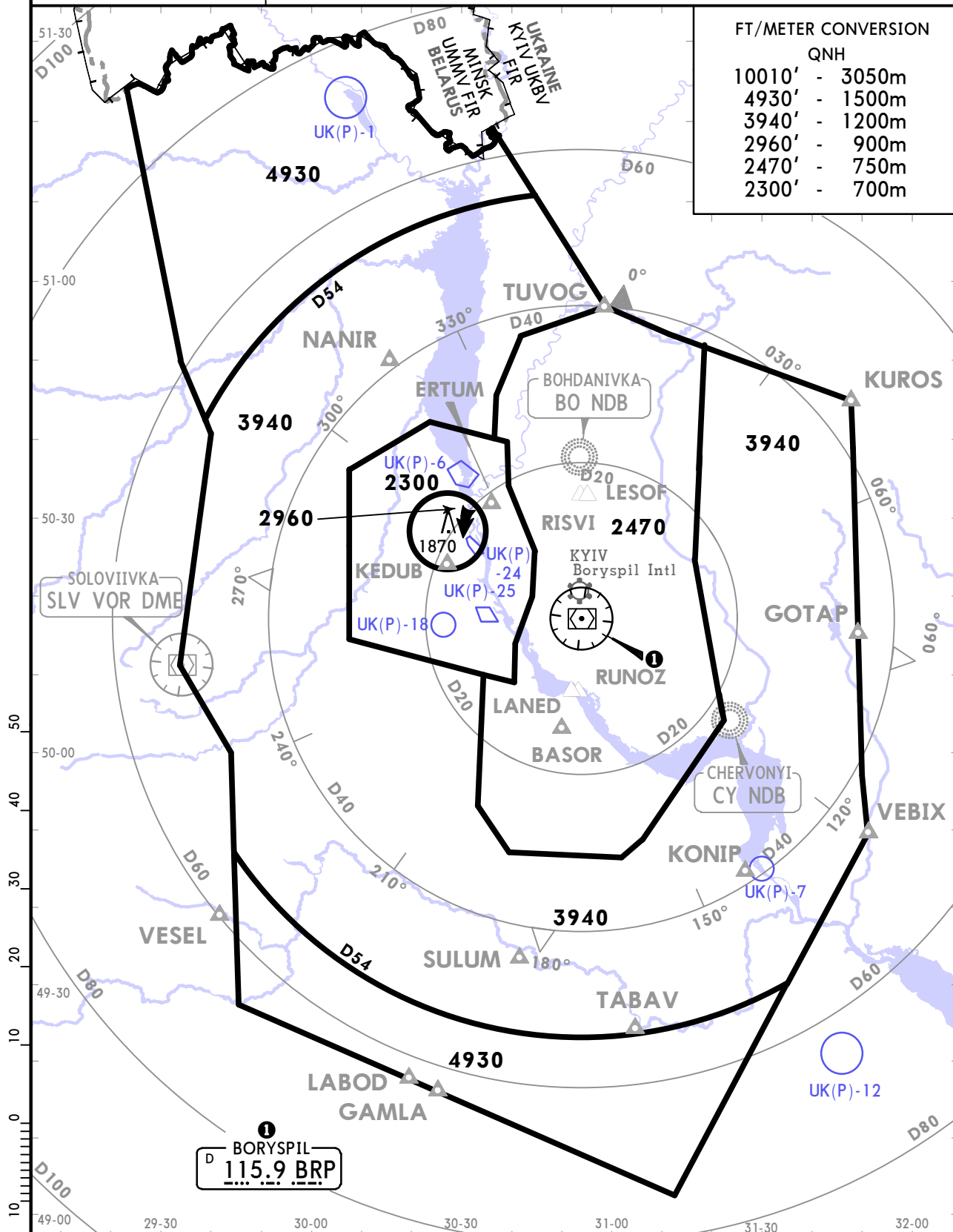
KYIV Radar  
FOR SECTORS REFER TO 10-1  
**122.775 124.675**  
**125.30**  
**127.725 128.175**

Apt Elev  
**427**

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010  
1. This chart may only be used for cross-checking of altitudes assigned while the aircraft identified. 2. Minimum Radar Vectoring Altitude are safe if the temperature at the surface is +5°C or above. For lower temperatures, corrected minimum levels will be provided by ATC. 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 +5°C inclusively. 4. Visual manoeuvring (circling) and visual approach in the sector from BRP R004 to BRP R054, from D2.7 to D6.5 BRP, not authorized.

### FT/METER CONVERSION

FT	METER
10010'	3050m
4930'	1500m
3940'	1200m
2960'	900m
2470'	750m
2300'	700m



**BORYSPIL**  
D **115.9 BRP**

### LOSS OF COMMUNICATION PROCEDURE

Proceed to CY NDB at 4930 or at last assigned level if higher, hold over 5 min, then according to arrival and approach procedures.













CHANGES: Reissue.

UKBB/KBP  
BORSPIL INTL

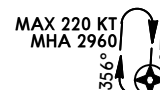
ATIS 126.7 (Russian 134.250)	KYIV Radar 122.775	Apt Elev 427
Alt Set: hPa (MM on request) Trans level: By ATC 1. GNSS or DME/DME required. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. RNAV STARs also avbl for CDO, for details refer to 10-IP pages. 4. EXPECT direct routing/shortcuts by ATC whenever possible. 5. On downwind EXPECT RADAR vector to final. 6. Altitudes will be assigned by ATC. 7. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).		
<b>CHERVONYI 1T (CY 1T) [CY1T]      CHERVONYI 1U (CY 1U) [CY1U]</b> <b>KONIP 4T [KONI4T]                  KONIP 4U [KONI4U]</b> <b>SULUM 2T [SULU2T]                  SULUM 4U [SULU4U]</b> (RWY 18R)                                  (RWY 18L) <b>RNAV (GNSS, DME/DME) ARRIVALS</b> <span style="background-color: #ffcccc; padding: 2px;"><b>SPEED: MAX 220 KT FROM BB454 TO RISVI (RWY 18R)/LESOF (RWY 18L)</b></span>		

STAR	RWY	ROUTING
CY 1T <b>①</b>	18R	CY NDB (3940+) - BBE03.
CY 1U <b>②</b>	18L	
KONIP 4T	18R	KONIP (10010+) - ASVEN - CY NDB (3940+) - BBE03.
KONIP 4U	18L	
SULUM 2T	18R	SULUM (FL170+) - ASVEN - CY NDB (3940+) - BBE03.
SULUM 4U	18L	

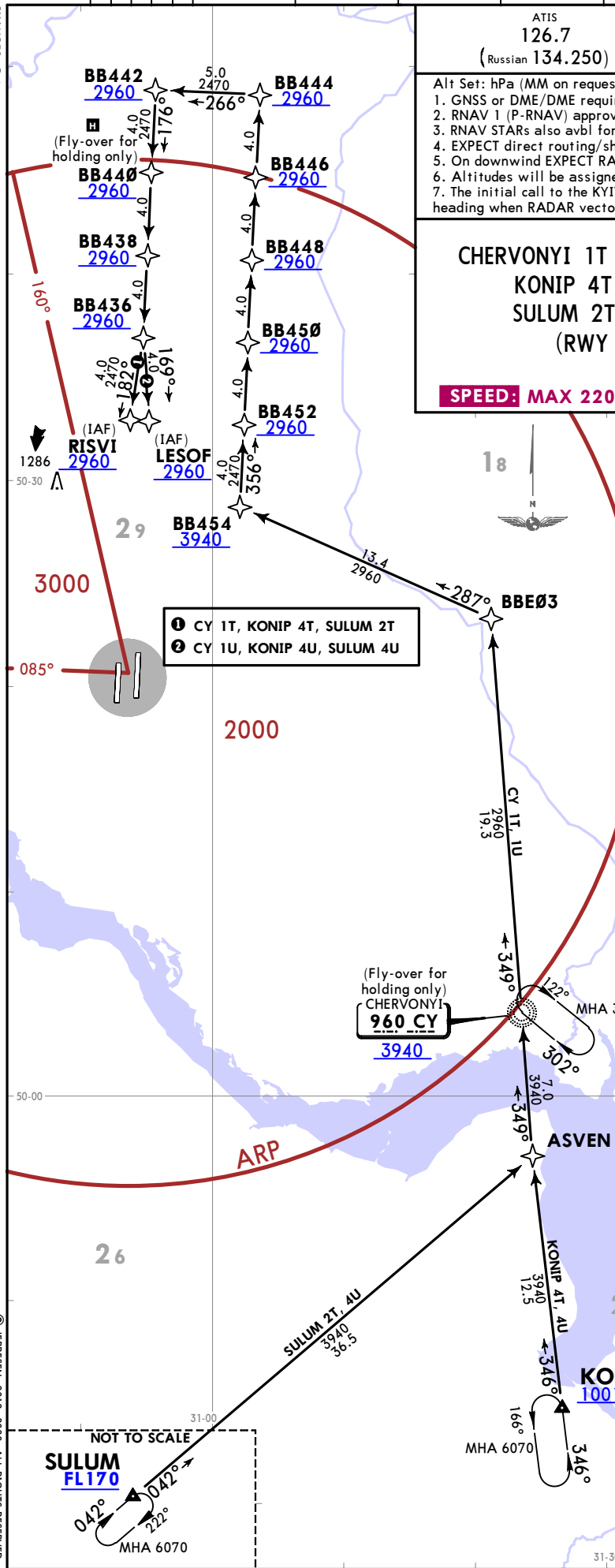
**①** Should be used only in case of communication failure during vectoring or after missed approach.

**ROUTING**

BBE03 - BB454 (3940+) - BB452 (2960+) - BB450 (2960+) - BB448 (2960+) - BB446 (2960+) - BB444 (2960+) - BB442 (2960+) - BB440 (2960+) - BB438 (2960+) - BB436 (2960+) - RWY 18R: RISVI (2960+)/RWY 18L: LESOF (2960+).

<p style="text-align: center;"><b>HOLDING OVER BB440</b></p> <p style="text-align: center;">MAX 220 KT MHA 2960</p> 	<p style="text-align: center;"><b>FT/METER CONVERSION QNH</b></p> <table style="width:100%; border-collapse: collapse;"> <tr><td>10010'</td><td>-</td><td>3050m</td></tr> <tr><td>6070'</td><td>-</td><td>1850m</td></tr> <tr><td>3940'</td><td>-</td><td>1200m</td></tr> <tr><td>2960'</td><td>-</td><td>900m</td></tr> <tr><td>2470'</td><td>-</td><td>750m</td></tr> </table>	10010'	-	3050m	6070'	-	1850m	3940'	-	1200m	2960'	-	900m	2470'	-	750m
10010'	-	3050m														
6070'	-	1850m														
3940'	-	1200m														
2960'	-	900m														
2470'	-	750m														

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 For LOST COMMs refer to 10-IP pages.  
 LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



**RNAV (GNSS, DME/DME) ARRIVALS**

**SPEED: MAX 220 KT FROM BB454 TO RISVI (RWY 18R)/LESOF (RWY 18L)**

CHERVONYI 1T (CY 1T) [CY1T]  
 KONIP 4T [KONI4T]  
 SULUM 2T [SULU2T]  
 (RWY 18R)  
 RNAV (GNSS, DME/DME) ARRIVALS  
 CHERVONYI 1U (CY 1U) [CY1U]  
 KONIP 4U [KONI4U]  
 SULUM 4U [SULU4U]  
 (RWY 18L)

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10 JUL 20 (10-2D)  
**JEPPESEN KYIV, UKRAINE**  
 RNAV STAR

ATIS <b>126.7</b> (Russian) 134.250)	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>
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Alt Set: hPa (MM on request) Trans level: By ATC  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.  
 3. RNAV STARs also avbl for CDO, for details refer to 10-IP pages.  
 4. EXPECT direct routing/shortcuts by ATC whenever possible.  
 5. On downwind EXPECT RADAR vector to final.  
 6. Altitudes will be assigned by ATC.  
 7. The initial call to the KYIV Radar shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

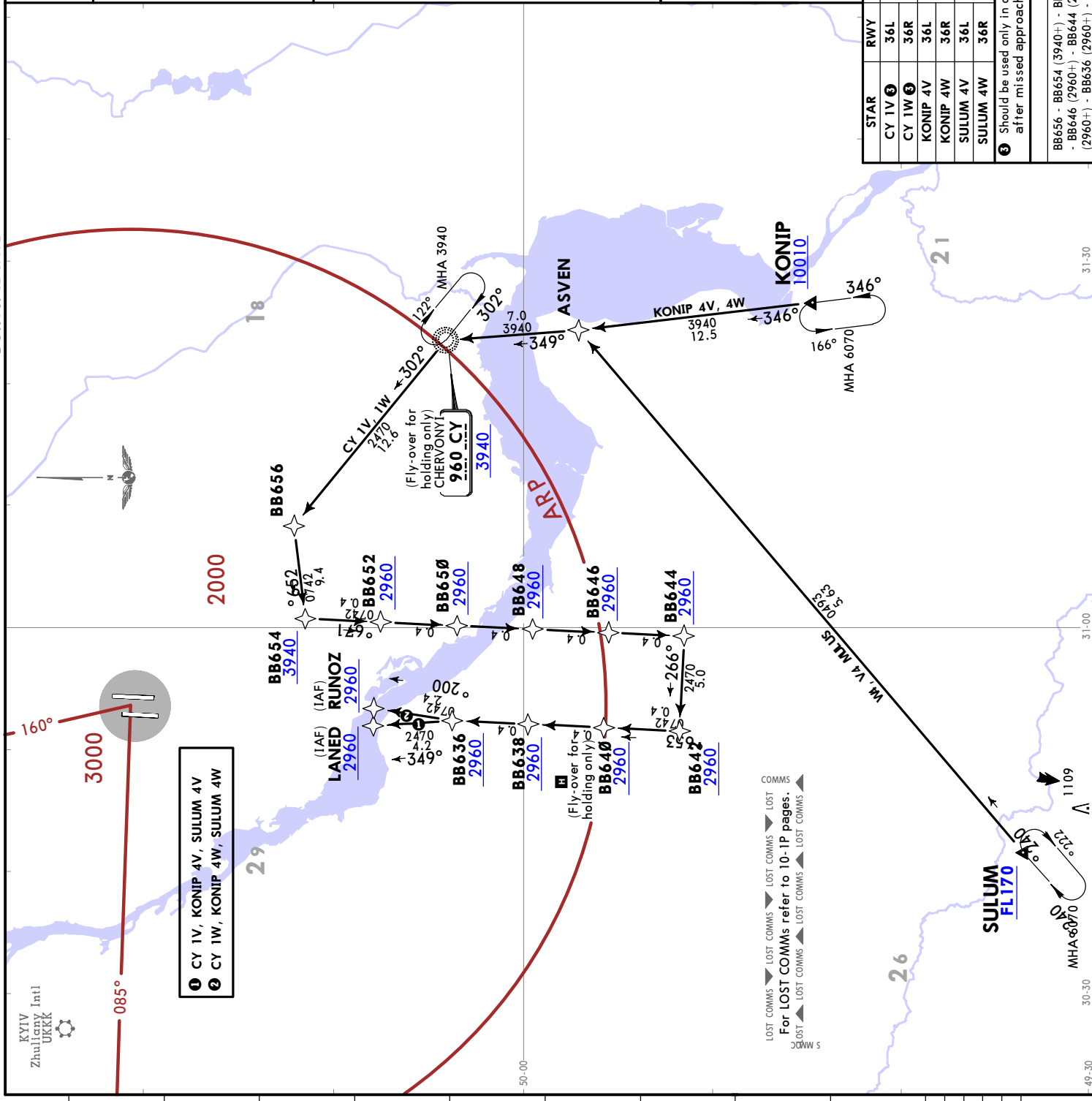
**CHERVONYI 1V (CY 1V) [CY1V]**  
**KONIP 4V [KONI4V]**  
**SULUM 4V [SULU4V]**  
**RNAV (GNSS, DME/DME) ARRIVALS**  
**(RWY 36L)**

**CHERVONYI 1W (CY 1W) [CY1W]**  
**KONIP 4W [KONI4W]**  
**SULUM 4W [SULU4W]**  
**RNAV (GNSS, DME/DME) ARRIVALS**  
**(RWY 36R)**

**SPEED: MAX 220 KT FROM BB654 TO LANED (RWY 36L)/RUNOZ (RWY 36R)**

**HOLDING OVER**  
**BB640**

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



STAR	RWY	ROUTING
CY 1V	36L	CY NDB (3940+) - BB656.
CY 1W	36R	KONIP (10010+) - ASVEN - CY NDB (3940+) - BB656.
KONIP 4V	36L	SULUM (FL170+) - ASVEN - CY NDB (3940+) - BB656.
KONIP 4W	36R	
SULUM 4V	36L	
SULUM 4W	36R	

Should be used only in case of communication failure during vectoring or after missed approach.

**ROUTING**  
 BB656 - BB654 (3940+) - BB652 (2960+) - BB650 (2960+) - BB648 (2960+) - BB646 (2960+) - BB644 (2960+) - BB642 (2960+) - BB640 (2960+) - BB636 (2960+) - RWY 36L - LANED (2960+)/ RWY 36R - RUNOZ (2960+).

**JEPPESSEN KYIV, UKRAINE**  
**RNAV STAR**  
 27 DEC 19 (10-2F)

ATIS  
 126.7  
 (Russian)  
 134.250

KYIV Radar  
 122.775

Apt Elev  
 427

Alt Set: hPa (MM on request) Trans level: By ATC  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.  
 3. RNAV STARs also avbl for CDO, for details refer to 10-1P pages.  
 4. EXPECT direct routing/shortcuts by ATC whenever possible.  
 5. On downwind EXPECT RADAR vector to final.  
 6. Altitudes will be assigned by ATC.  
 7. The initial call to the KYIV Radar shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

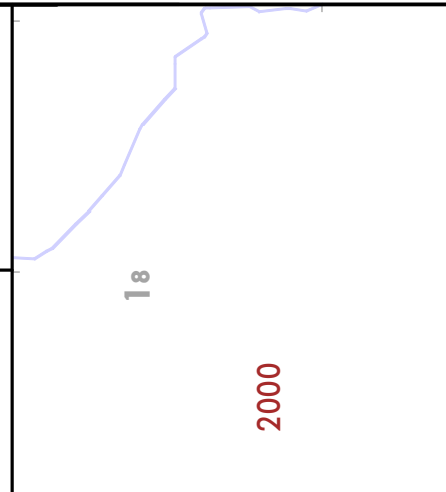
**NANIR 4T [NANI4T]**  
**SOLOVIIVKA 2T (SLV 2T) [SLV2T]**  
**RNAV (GNSS, DME/DME) ARRIVALS**  
 (RWY 18R)

**NANIR 4U [NANI4U]**  
**SOLOVIIVKA 2U (SLV 2U) [SLV2U]**  
**RNAV (GNSS, DME/DME) ARRIVALS**  
 (RWY 18L)

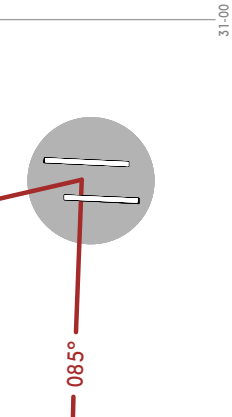
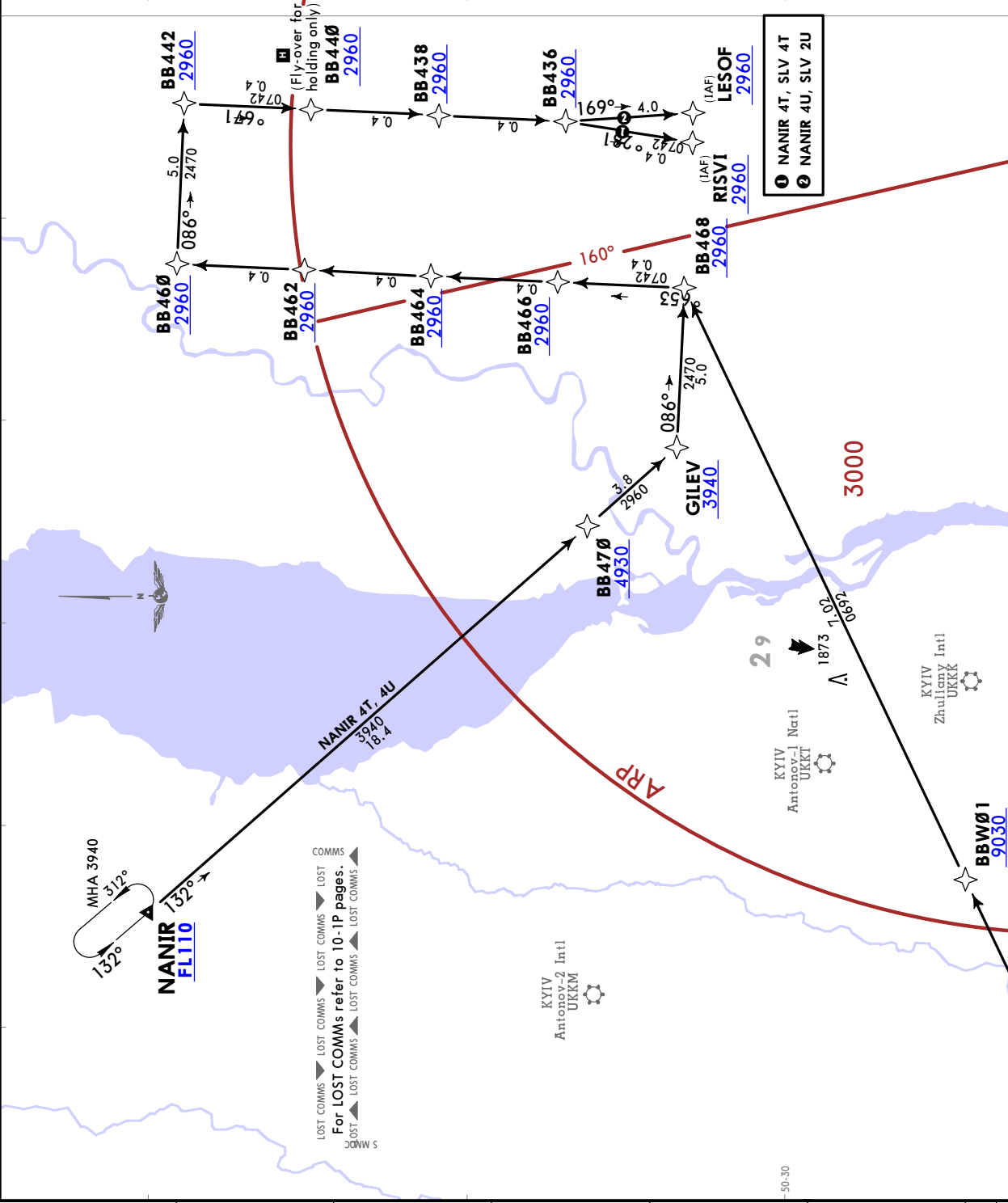
**SPEED: MAX 220 KT FROM BB468 TO RISVI (RWY 18R)/LESOF (RWY 18L)**

**HOLDING OVER**  
**BB440**

FT/METER CONVERSION  
 QNH  
 9030' - 2750m  
 6070' - 1850m  
 4930' - 1500m  
 3940' - 1200m  
 2960' - 900m  
 2470' - 750m



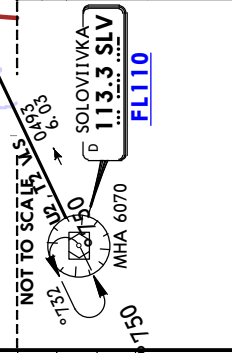
**UKBB/KBP**  
**BORYSPIL INTL**



STAR	RWY	ROUTING
NANIR 4T	18R	NANIR (FL110+) - BB470 (4930+) - GILEV (3940+) - BB468 (2960+)
NANIR 4U	18L	- BB468 (2960+)
SLV 2T	18R	SLV VOR (FL110+) - BBW01 (9030+) - BB468 (2960+)
SLV 2U	18L	

ROUTING
BB468 (2960+) - BB466 (2960+) - BB464 (2960+) - BB462 (2960+) - BB460 (2960+) - BB440 (2960+) - BB438 (2960+) - BB436 (2960+) - RWY 18R: RISVI (2960+)/ RWY 18L: LESOF (2960+)



**UKBB/KBP**  
BORYSPIL INTL

**JEPPESSEN**  
27 DEC 19 10-2G

**KYIV, UKRAINE**  
RNAV STAR

ATIS  
126.7  
(Russian)  
134.250

KYIV Radar  
122.775

Apt Elev  
427

**HOLDING OVER**  
BB640

MAX 220 KT  
MHA 2960

**FT./METER CONVERSION**

QNH	FT.	METER
9030'	-	2750m
7060'	-	2150m
6070'	-	1850m
3940'	-	1200m
2960'	-	900m
2470'	-	750m

**NANIR FL110**

MHA 3940

324°

144°

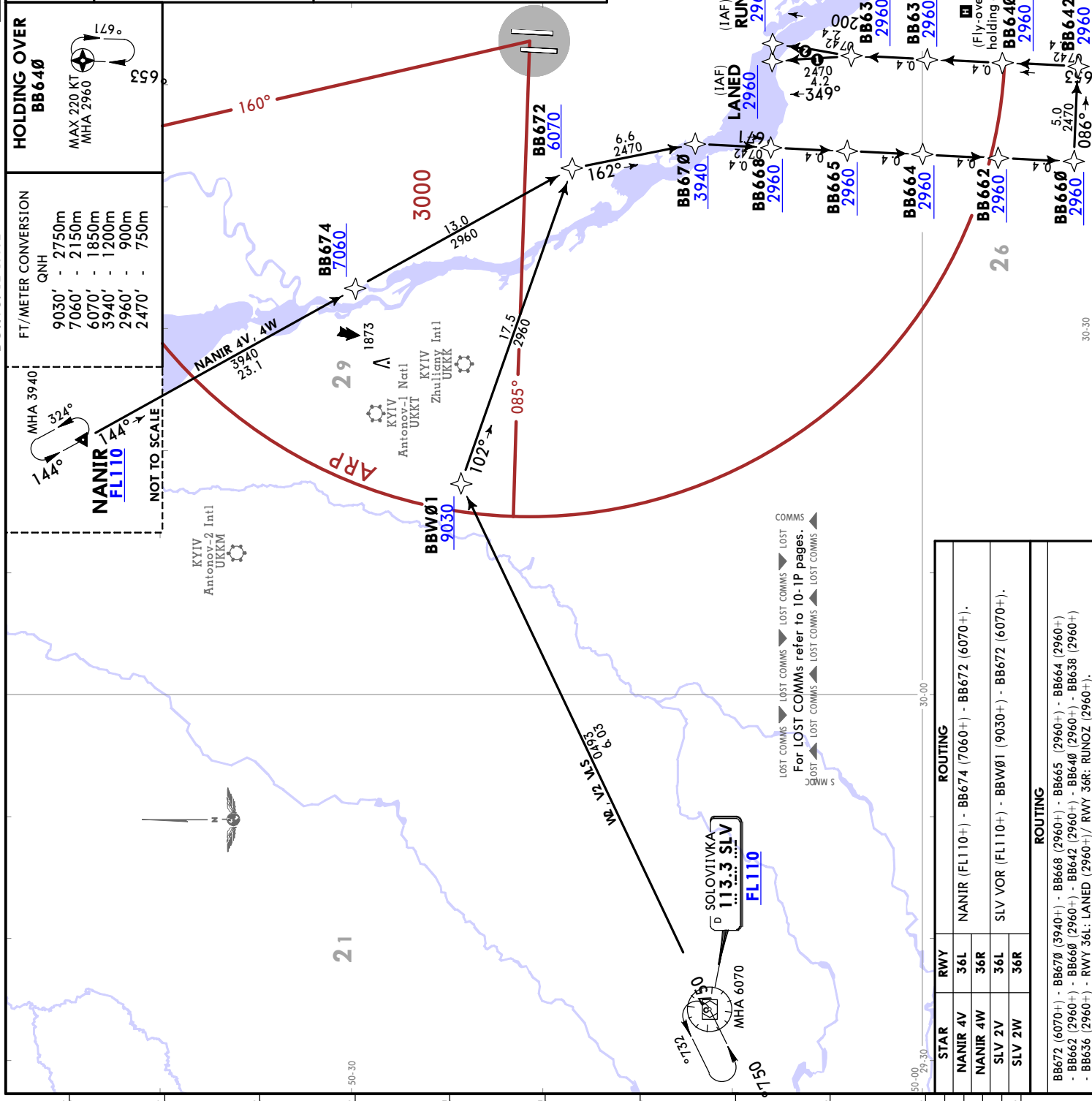
NOT TO SCALE

All Set: hPa (MM on request) Trans level: By ATC  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.  
 3. RNAV STARs also avbl for CDO, for details refer to 10-1P pages.  
 4. EXPECT direct routing/shortcuts by ATC whenever possible.  
 5. On downwind EXPECT RADAR vector to final.  
 6. Altitudes will be assigned by ATC.  
 7. The initial call to the KYIV Radar shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

**NANIR 4V [NANI4V]**  
SOLOVIIVKA 2V (SLV 2V) [SLV2V]  
RNAV (GNSS, DME/DME) ARRIVALS  
(RWY 36L)

**NANIR 4W [NANI4W]**  
SOLOVIIVKA 2W (SLV 2W) [SLV2W]  
RNAV (GNSS, DME/DME) ARRIVALS  
(RWY 36R)

**SPEED: MAX 220 KT FROM BB670 TO LANED (RWY 36L)/RUNOZ (RWY 36R)**



STAR	RWY	ROUTING
NANIR 4V	36L	NANIR (FL110+) - BB674 (7060+) - BB672 (6070+).
NANIR 4W	36R	NANIR (FL110+) - BB674 (7060+) - BB672 (6070+).
SLV 2V	36L	SLV VOR (FL110+) - BBW01 (9030+) - BB672 (6070+).
SLV 2W	36R	SLV VOR (FL110+) - BBW01 (9030+) - BB672 (6070+).

ROUTING
BB672 (6070+) - BB670 (3940+) - BB668 (2960+) - BB665 (2960+) - BB664 (2960+) - BB662 (2960+) - BB660 (2960+) - BB640 (2960+) - BB638 (2960+) - BB636 (2960+) - RWY 36L: LANED (2960+)/ RWY 36R: RUNOZ (2960+).

**UKBB/KBP**  
BORYSPII INTL

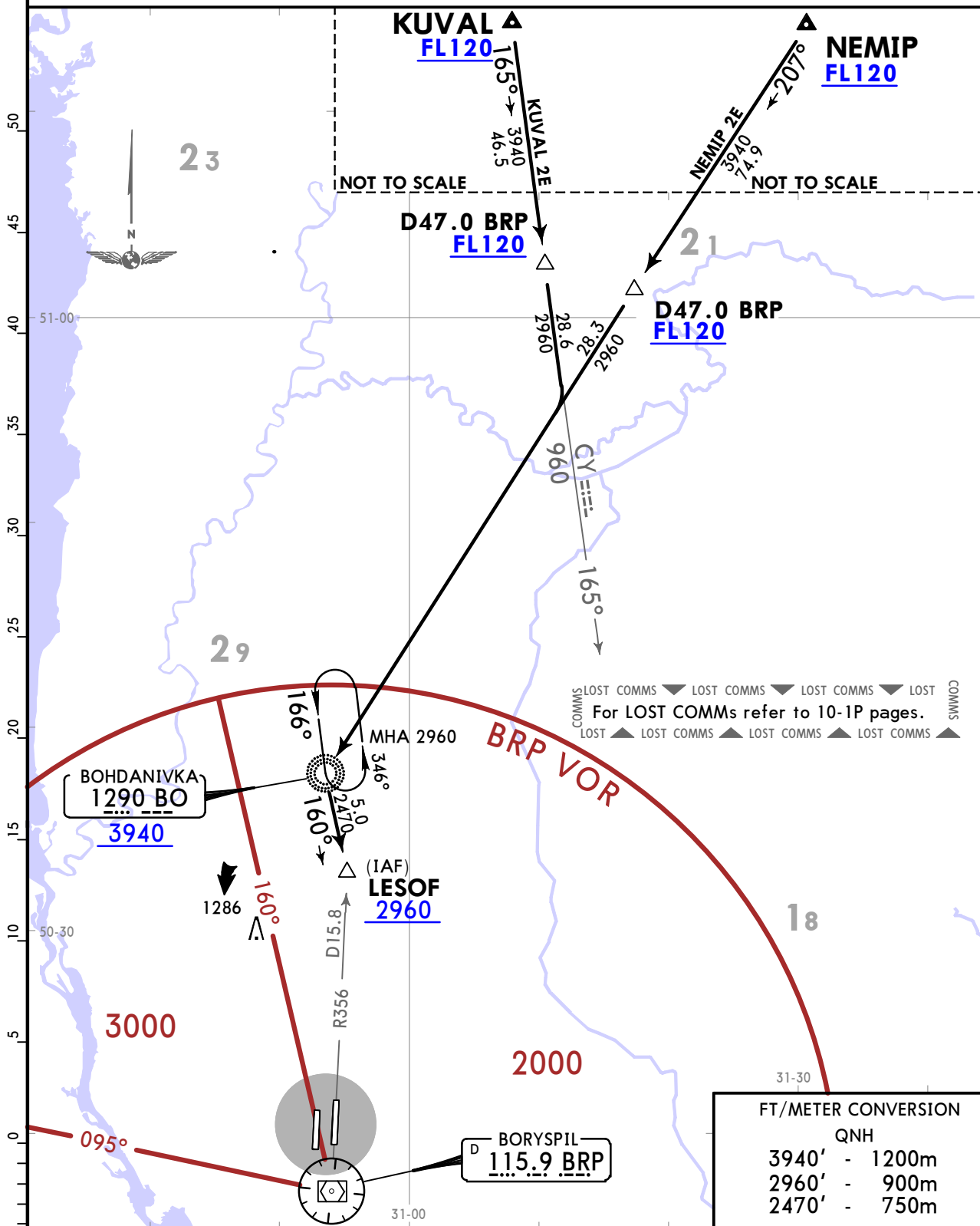
**JEPPESEN**  
27 DEC 19 **(10-2H)**

**KYIV, UKRAINE**  
**STAR**

ATIS <b>126.7</b> (Russian) <b>134.250</b>	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>
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Alt Set: hPa (MM on request) Trans level: By ATC  
 1. Altitudes will be assigned by ATC.  
 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

**KUVAL 2E [KUVA2E], NEMIP 2E [NEMI2E]**  
**ARRIVALS**  
**(RWY 18L)**



STAR	ROUTING
<b>KUVAL 2E</b>	On 165° bearing towards CY NDB, via D47.0 BRP, turn RIGHT, intercept 207° bearing to BO NDB, turn LEFT, 160° bearing from BO NDB to LESOF, then according to approach chart.
<b>NEMIP 2E</b>	On 207° bearing to BO NDB, via D47.0 BRP, turn LEFT, 160° bearing from BO NDB to LESOF, then according to approach chart.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

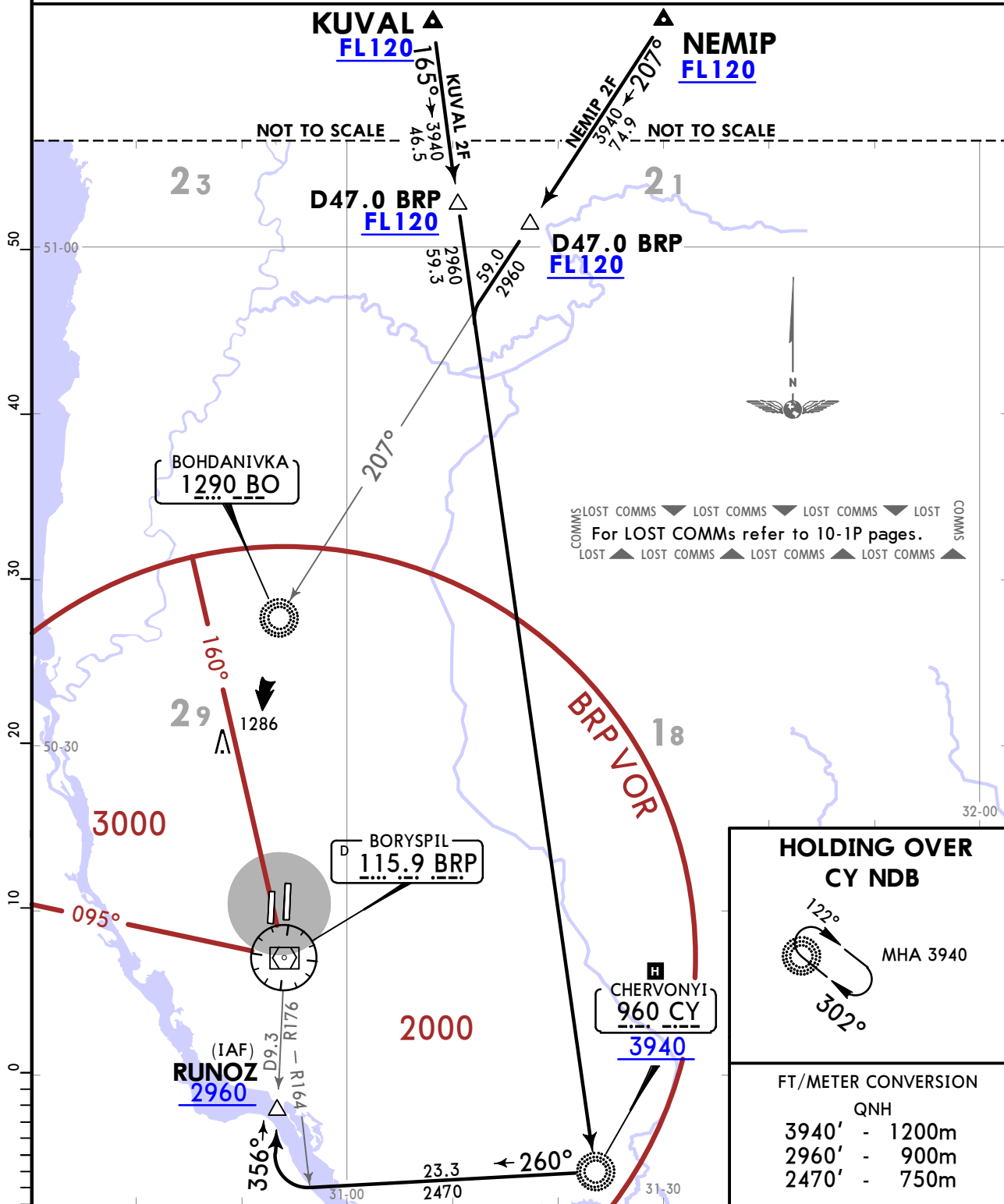
**KYIV, UKRAINE**

27 DEC 19 **(10-2J)**

**STAR**

ATIS <b>126.7</b> (Russian) <b>134.250</b>	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**KUVAL 2F [KUVA2F], NEMIP 2F [NEMI2F]**  
**ARRIVALS**  
**(RWY 36R)**



STAR	ROUTING
<b>KUVAL 2F</b>	On 165° bearing to CY NDB, via D47.0 BRP, turn RIGHT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.
<b>NEMIP 2F</b>	On 207° bearing towards BO NDB, via D47.0 BRP, intercept 165° bearing to CY NDB, turn RIGHT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.





**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

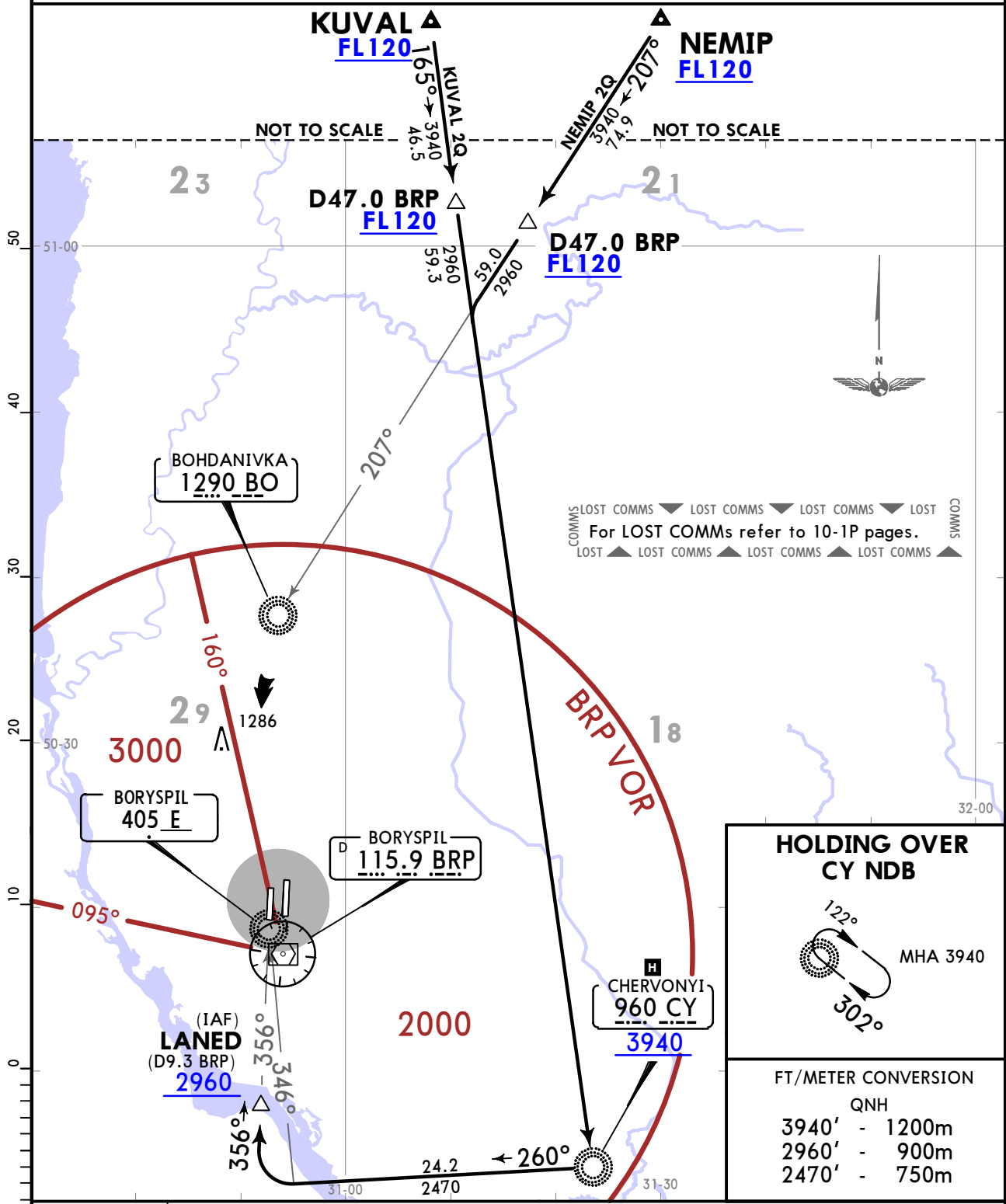
**KYIV, UKRAINE**

27 DEC 19 **10-2L**

**STAR**

ATIS <b>126.7</b> (Russian) <b>134.250</b>	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**KUVAL 2Q [KUVA2Q], NEMIP 2Q [NEMI2Q]**  
**ARRIVALS**  
**(RWY 36L)**



STAR	ROUTING
<b>KUVAL 2Q</b>	On 165° bearing to CY NDB via D47.0 BRP, turn RIGHT, on 260° bearing from CY NDB, intercept 346° bearing to E NDB, turn RIGHT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.
<b>NEMIP 2Q</b>	On 207° bearing towards BO NDB via D47.0 BRP, intercept 165° bearing to CY NDB, turn RIGHT, on 260° bearing from CY NDB, intercept 346° bearing to E NDB, turn RIGHT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.



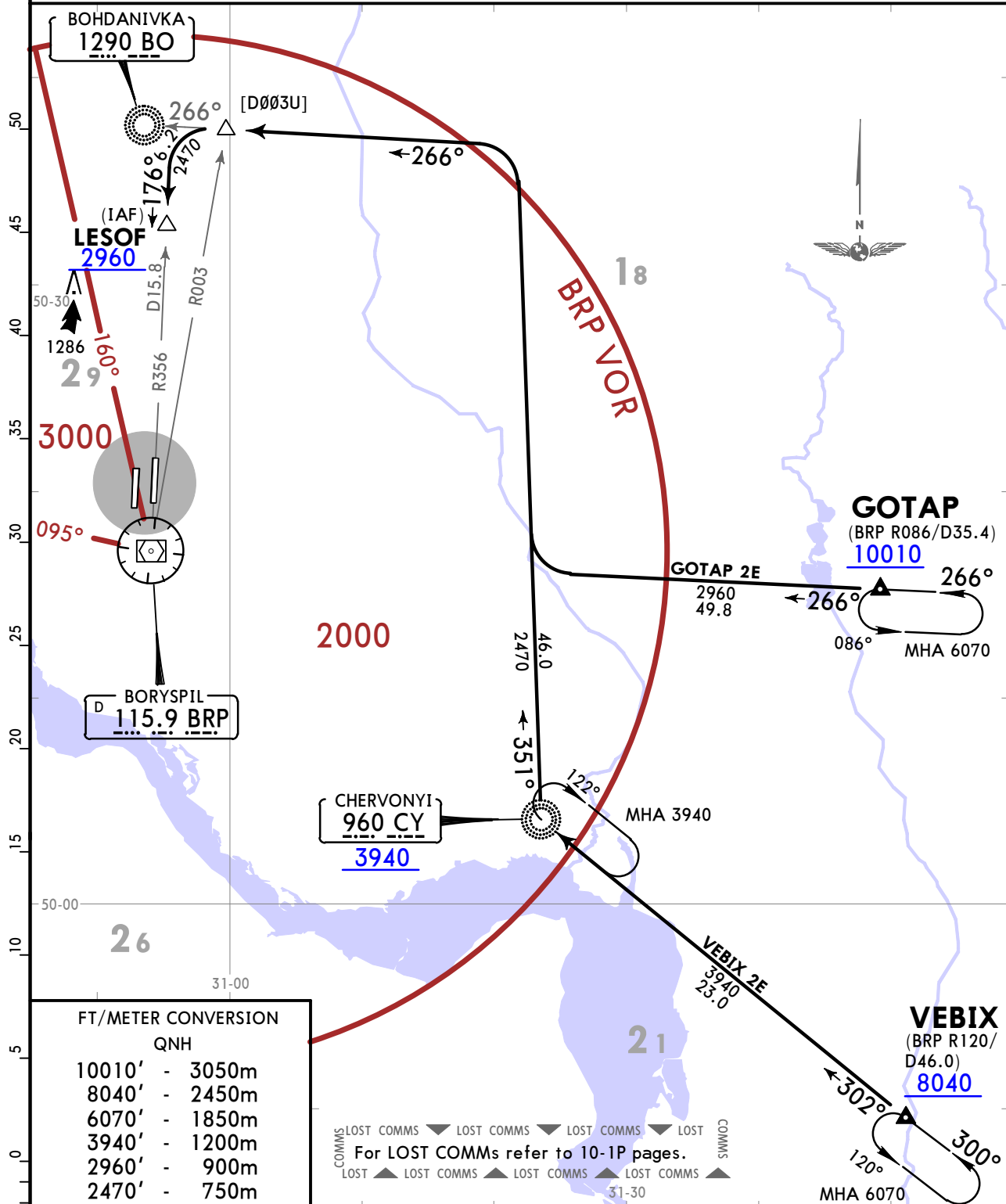
**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
27 DEC 19 **10-2M**

**KYIV, UKRAINE**  
**STAR**

ATIS <b>126.7</b> (Russian <b>134.250</b> )	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**GOTAP 2E [GOTA2E], VEBIX 2E [VEBI2E]**  
**ARRIVALS**  
**(RWY 18L)**



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

For LOST COMMS refer to 10-1P pages.

STAR	ROUTING
<b>GOTAP 2E</b>	On BRP R086 inbound, turn RIGHT, intercept 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept BRP R003, turn LEFT, intercept BRP R356 to LESOF, then according to approach chart.
<b>VEBIX 2E</b>	On 302° bearing to CY NDB, turn RIGHT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept BRP R003, turn LEFT, intercept BRP R356 to LESOF, then according to approach chart.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
27 DEC 19 **(10-2N)**

**KYIV, UKRAINE**  
**STAR**

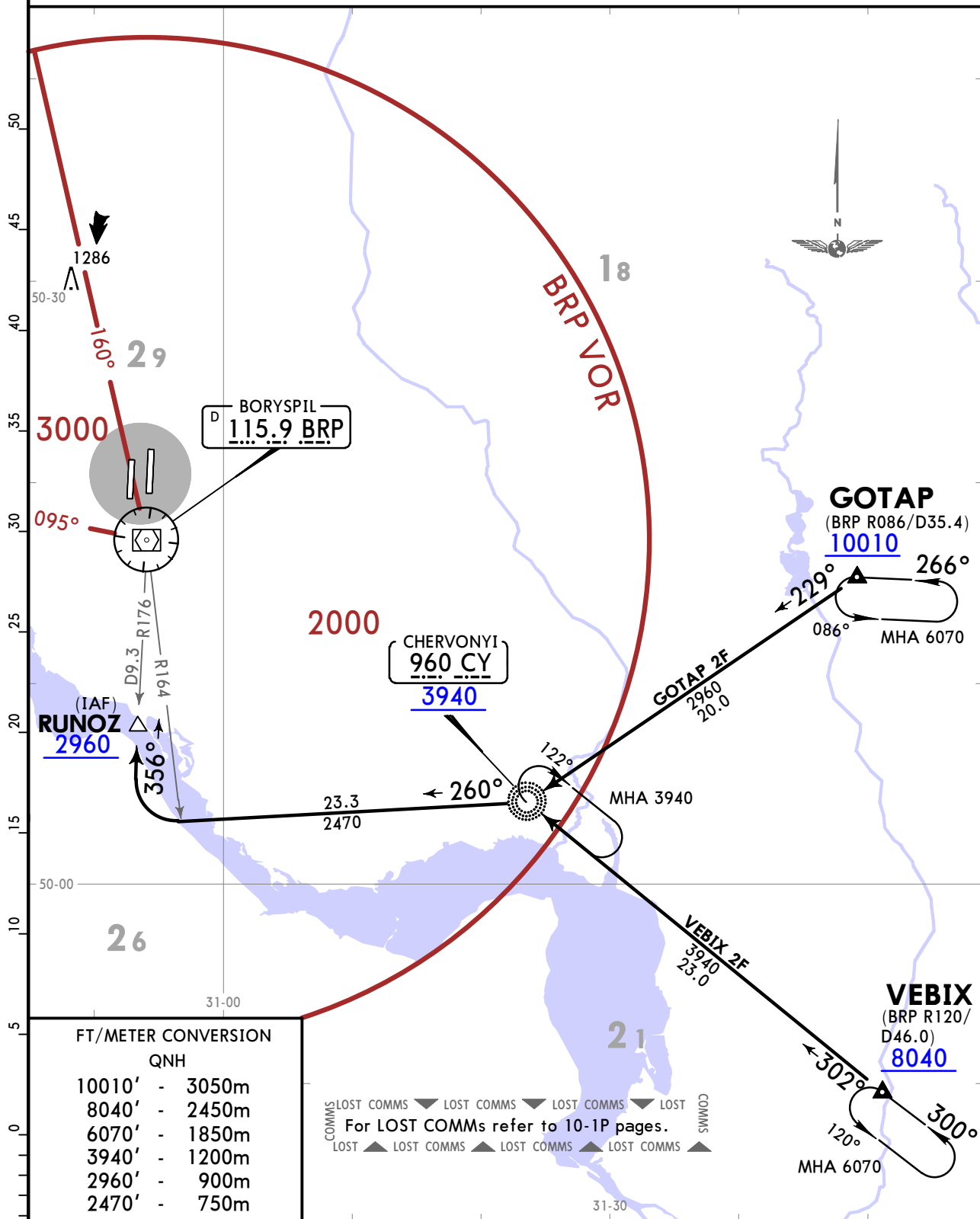
ATIS  
**126.7**  
(Russian)  
**134.250**

KYIV Radar  
**122.775**

Apt Elev  
**427**

Alt Set: hPa (MM on request) Trans level: By ATC  
1. Altitudes will be assigned by ATC.  
2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

**GOTAP 2F [GOTA2F], VEBIX 2F [VEBI2F]**  
**ARRIVALS**  
**(RWY 36R)**



FT/METER CONVERSION	
QNH	
10010'	3050m
8040'	2450m
6070'	1850m
3940'	1200m
2960'	900m
2470'	750m

For LOST COMMS refer to 10-1P pages.

STAR	ROUTING
<b>GOTAP 2F</b>	On 229° bearing to CY NDB, turn RIGHT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.
<b>VEBIX 2F</b>	On 302° bearing to CY NDB, turn LEFT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.

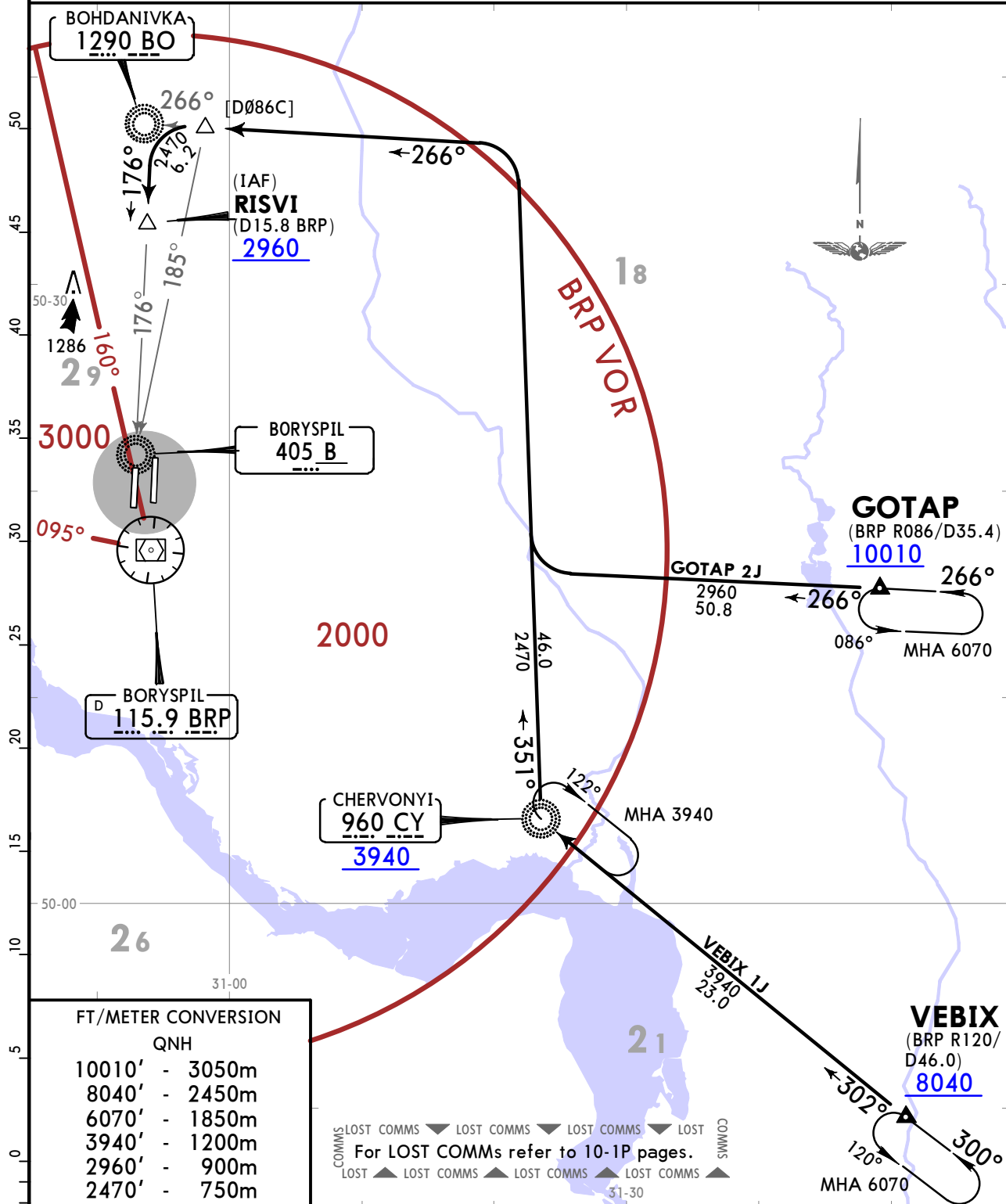
**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
 24 JAN 20 **10-2P** **Eff 30 Jan**

**KYIV, UKRAINE**  
**STAR**

ATIS <b>126.7</b> (Russian <b>134.250</b> )	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**GOTAP 2J [GOTA2J], VEBIX 1J [VEBI1J]**  
**ARRIVALS**  
**(RWY 18R)**



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
<b>GOTAP 2J</b>	On BRP R086 inbound, turn RIGHT, intercept 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept 185° bearing to B NDB, turn LEFT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.
<b>VEBIX 1J</b>	On 302° bearing to CY NDB, turn RIGHT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept 185° bearing to B NDB, turn LEFT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.

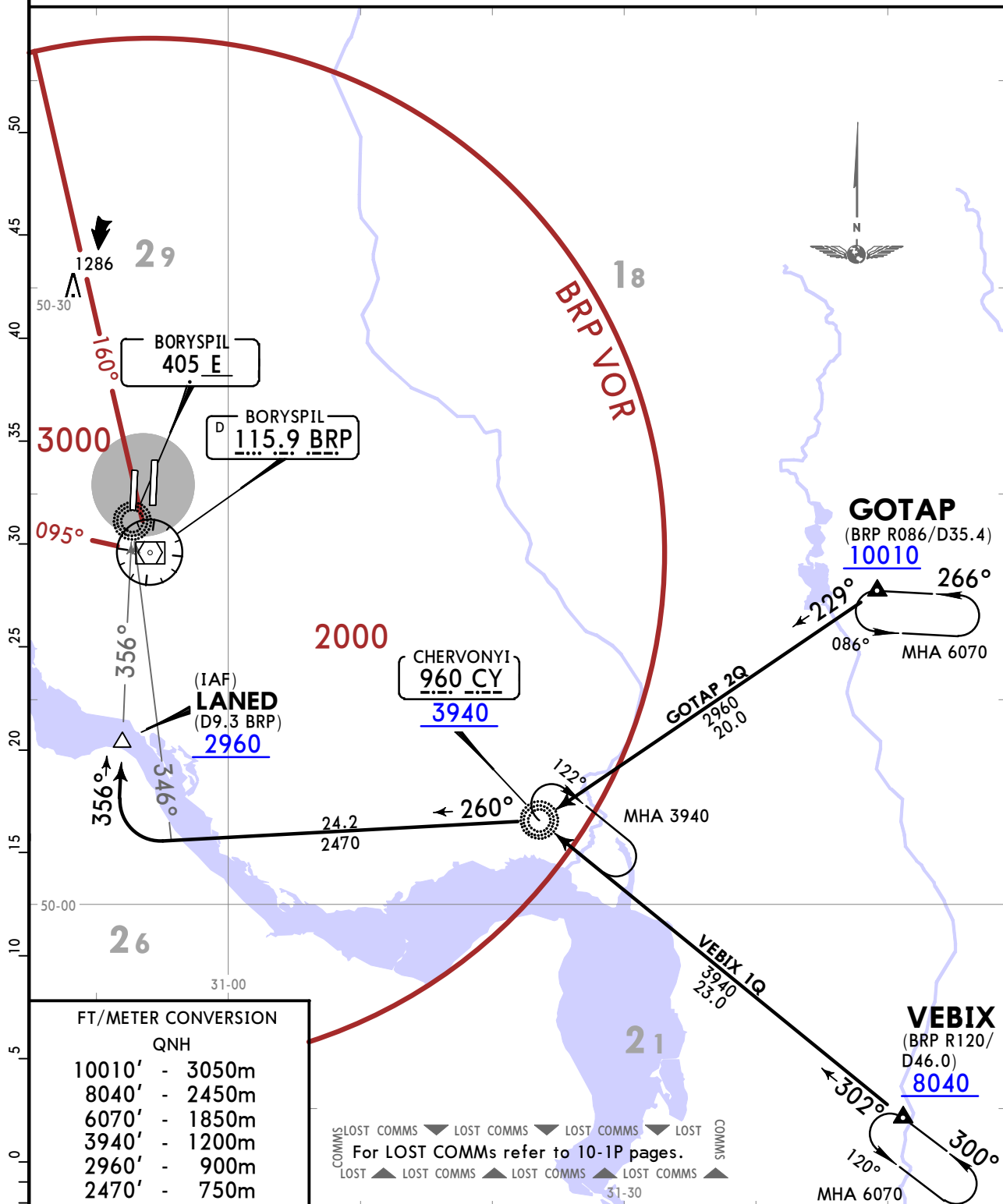
**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
 24 JAN 20 **10-2Q** **Eff 30 Jan**

**KYIV, UKRAINE**  
**STAR**

ATIS <b>126.7</b> (Russian <b>134.250</b> )	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**GOTAP 2Q [GOTA2Q], VEBIX 1Q [VEBI1Q]**  
**ARRIVALS**  
**(RWY 36L)**



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

For LOST COMMS refer to 10-1P pages.

STAR	ROUTING
<b>GOTAP 2Q</b>	On 229° bearing to CY NDB, turn RIGHT, 260° bearing from CY NDB, intercept 346° bearing to E NDB, turn RIGHT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.
<b>VEBIX 1Q</b>	On 302° bearing to CY NDB, turn LEFT, 260° bearing from CY NDB, intercept 346° bearing to E NDB, turn RIGHT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**

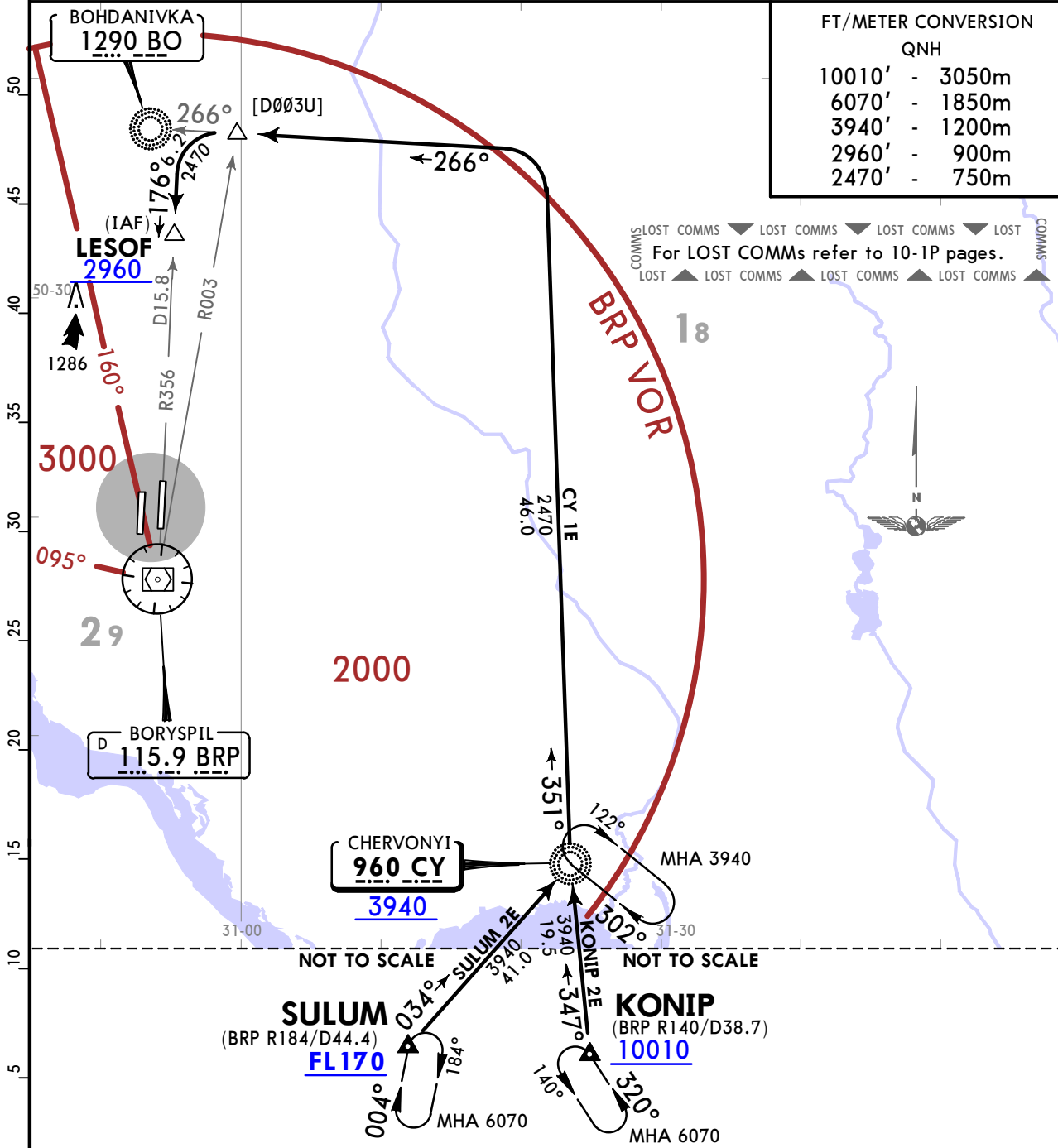
**KYIV, UKRAINE**

28 FEB 20 **10-2S**

**STAR**

ATIS <b>126.7</b> (Russian) <b>134.250</b>	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**CHERVONYI 1E (CY 1E) [CY1E], KONIP 2E [KONI2E]  
SULUM 2E [SULU2E]  
ARRIVALS  
(RWY 18L)**



STAR	ROUTING
<b>CY 1E ①</b>	On 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept BRP R003, turn LEFT, intercept BRP R356 to LESOF, then according to approach chart.
<b>KONIP 2E</b>	On 347° bearing to CY NDB, turn RIGHT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept BRP R003, turn LEFT, intercept BRP R356 to LESOF, then according to approach chart.
<b>SULUM 2E</b>	On 034° bearing to CY NDB, turn LEFT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept BRP R003, turn LEFT, intercept BRP R356 to LESOF, then according to approach chart.

① Should be used only in case of communication failure during vectoring or after missed approach.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**

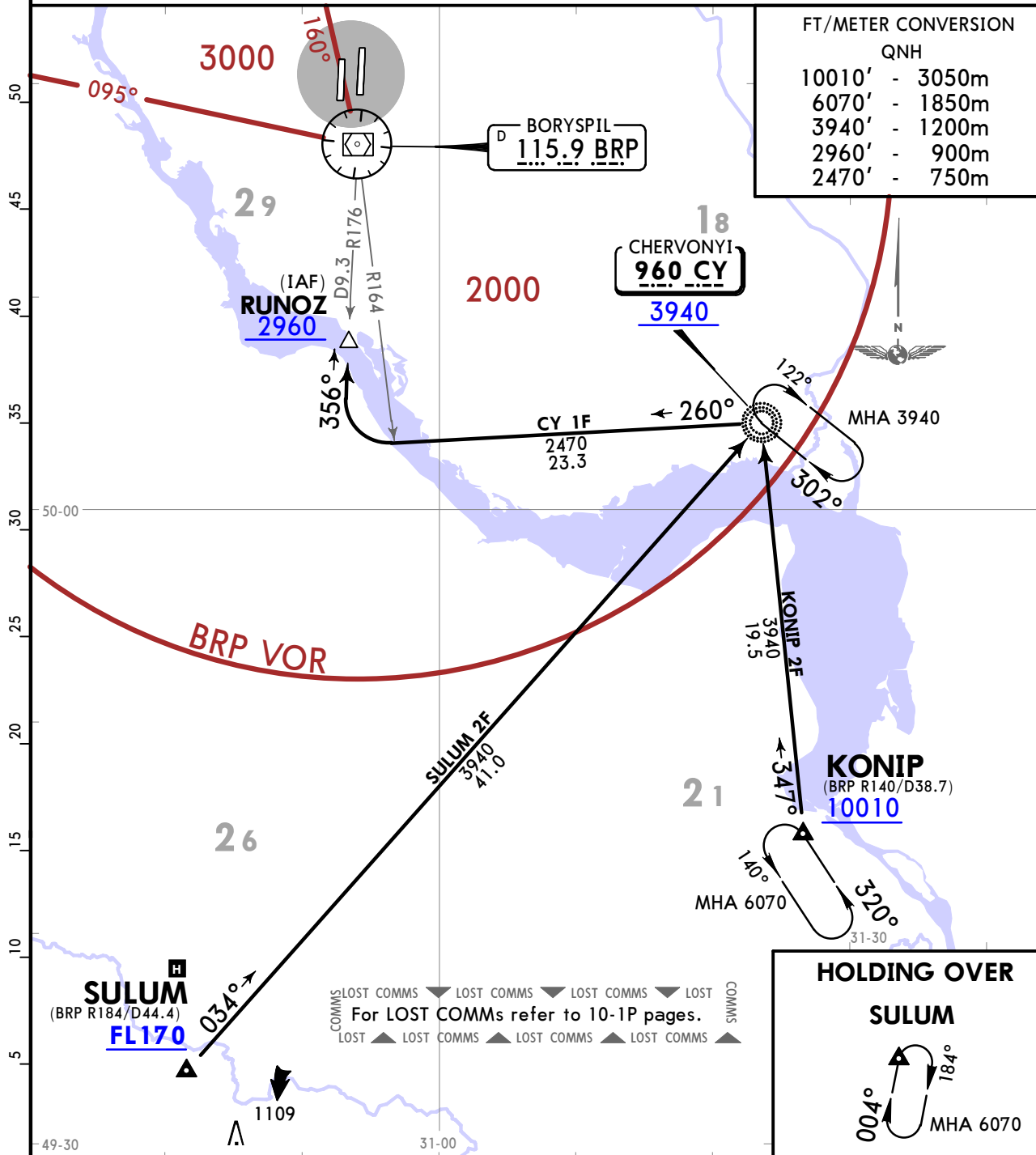
**KYIV, UKRAINE**

28 FEB 20 **10-2T**

**STAR**

ATIS <b>126.7</b> (Russian <b>134.250</b> )	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**CHERVONYI 1F (CY 1F) [CY1F], KONIP 2F [KONI2F]  
SULUM 2F [SULU2F]  
ARRIVALS  
(RWY 36R)**



STAR	ROUTING
<b>CY 1F ①</b>	On 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.
<b>KONIP 2F</b>	On 347° bearing to CY NDB, turn LEFT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.
<b>SULUM 2F</b>	On 034° bearing to CY NDB, enter holding over CY NDB, turn LEFT, 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.

① Should be used only in case of communication failure during vectoring or after missed approach.



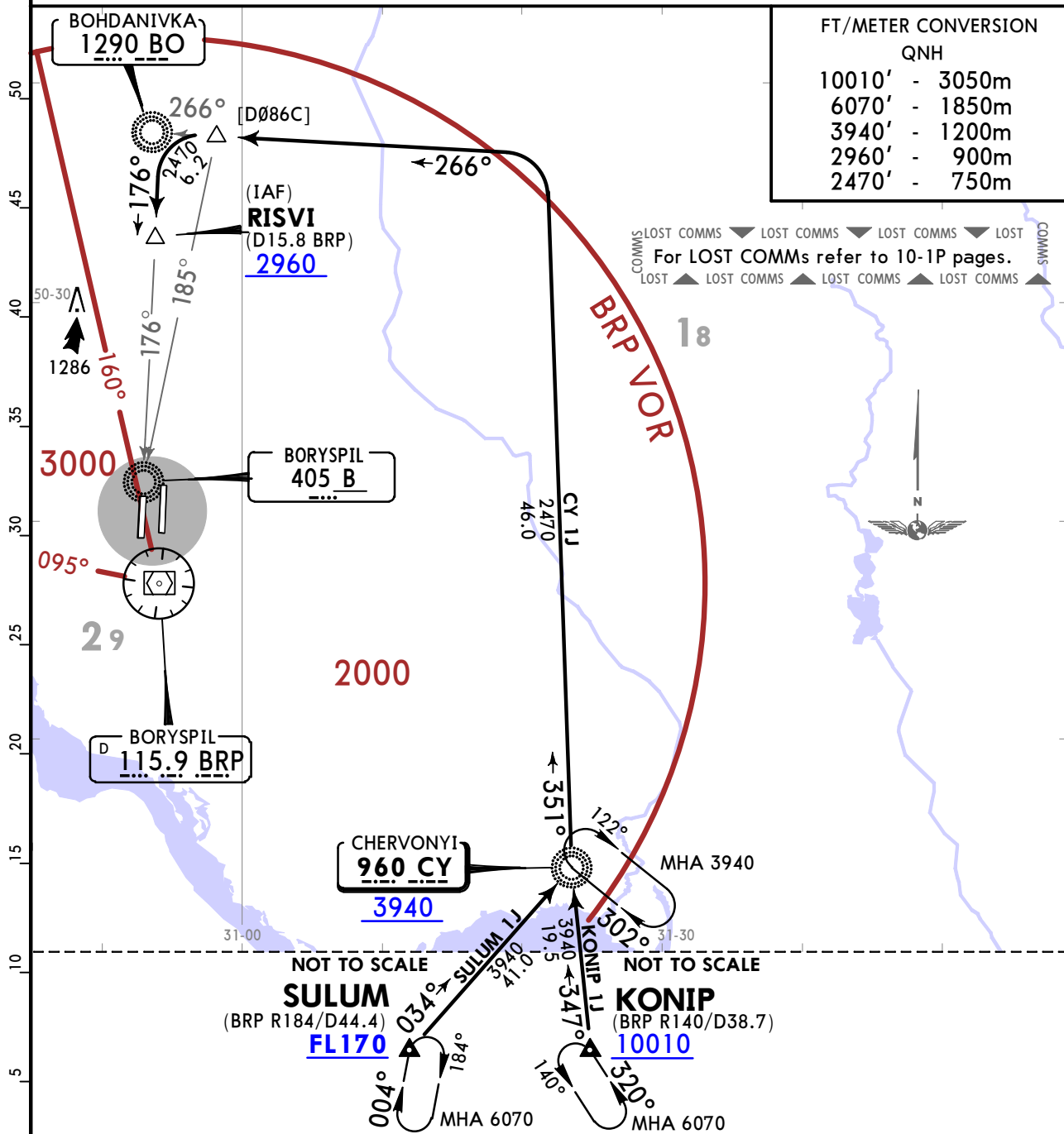
**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
28 FEB 20 **(10-2U)**

**KYIV, UKRAINE**  
**STAR**

ATIS <b>126.7</b> (Russian <b>134.250</b> )	KYIV Radar <b>122.775</b>	Apt Elev <b>427</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
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**CHERVONYI 1J (CY 1J) [CY1J], KONIP 1J [KONI1J]  
SULUM 1J [SULU1J]  
ARRIVALS  
(RWY 18R)**



STAR	ROUTING
<b>CY 1J ①</b>	On 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept 185° bearing to B NDB, turn LEFT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.
<b>KONIP 1J</b>	On 347° bearing to CY NDB, turn RIGHT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept 185° bearing to B NDB, turn LEFT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.
<b>SULUM 1J</b>	On 034° bearing to CY NDB, turn LEFT, 351° bearing from CY NDB, turn LEFT, intercept 266° bearing towards BO NDB, intercept 185° bearing to B NDB, turn LEFT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.

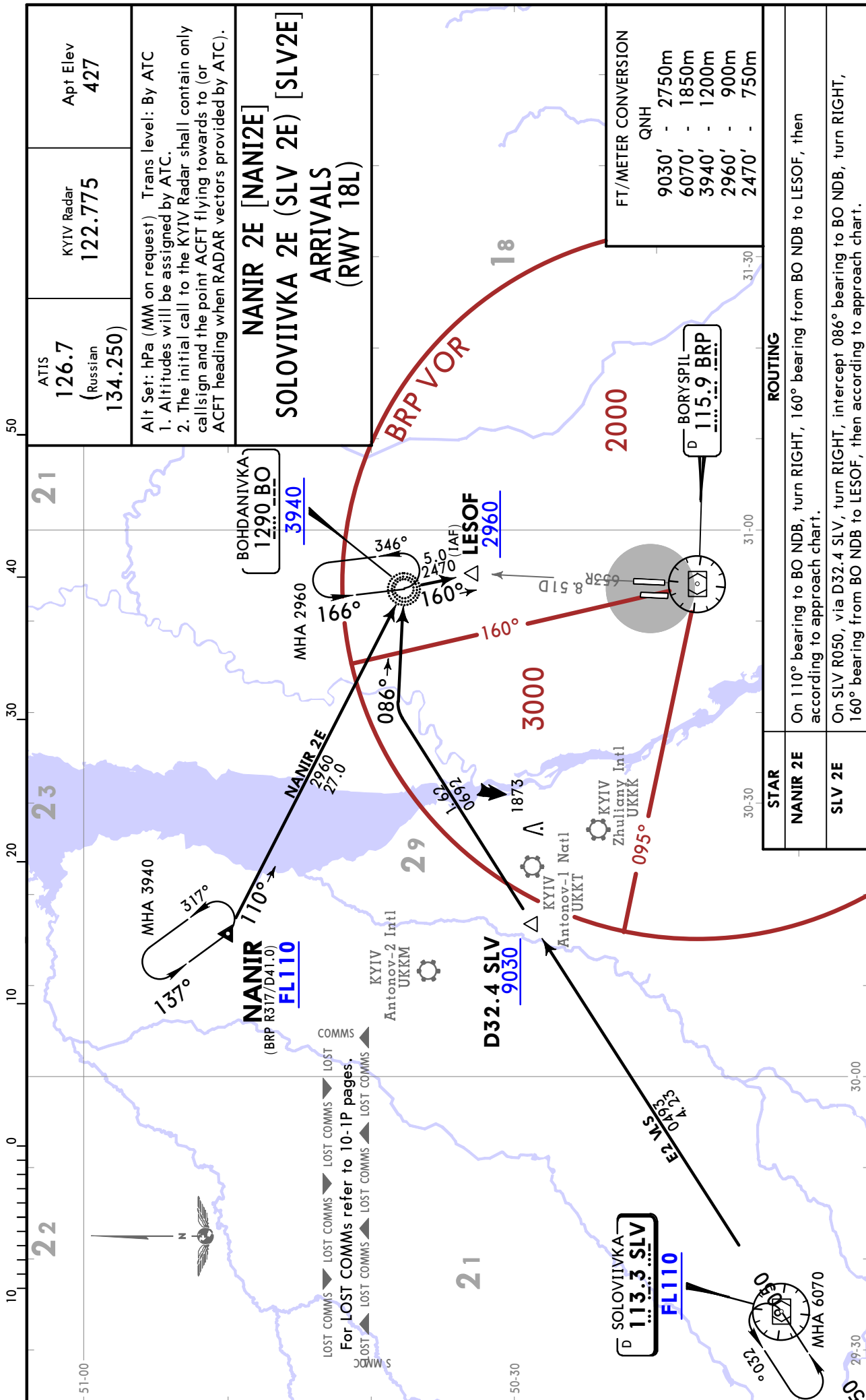
① Should be used only in case of communication failure during vectoring or after missed approach.  
 CHANGES: Note established. © JEPPESSEN, 2019, 2020. ALL RIGHTS RESERVED.





**UKBB/KBP**  
BORYSPIL INTL

**KYIV, UKRAINE**  
**STAR**



**UKBB/KBP**  
BORYSPII INTL

**JEPPESSEN**  
27 DEC 19 **(10-2X)**

**KYIV, UKRAINE**  
**STAR**

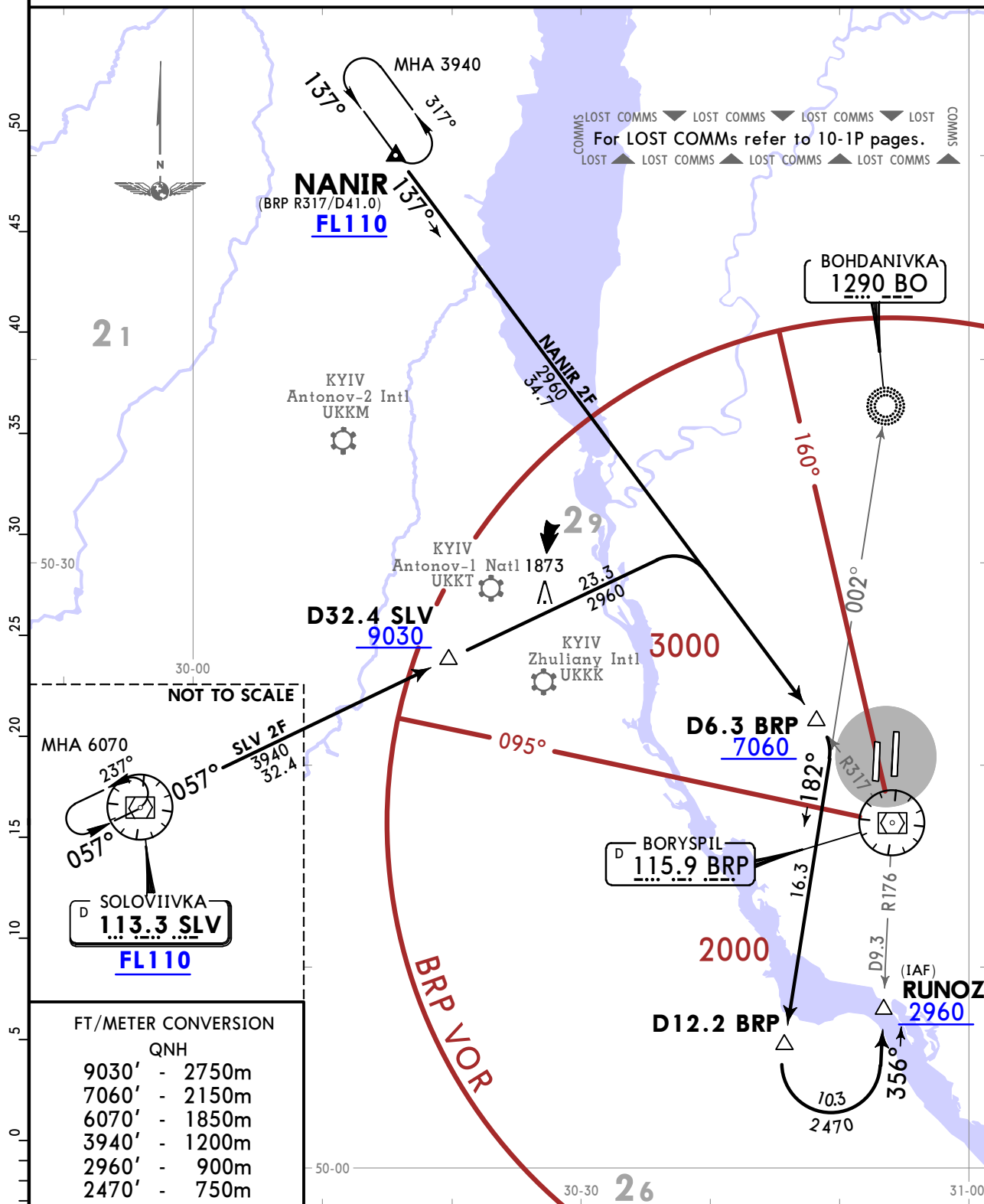
ATIS  
**126.7**  
(Russian  
**134.250**)

KYIV Radar  
**122.775**

Apt Elev  
**427**

Alt Set: hPa (MM on request) Trans level: By ATC  
1. Altitudes will be assigned by ATC.  
2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

**NANIR 2F [NANI2F], SOLOVIIVKA 2F (SLV 2F) [SLV2F]**  
**ARRIVALS**  
**(RWY 36R)**



FT/METER CONVERSION

	QNH
9030'	- 2750m
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
<b>NANIR 2F</b>	On BRP R317° inbound to D6.3 BRP, turn RIGHT, intercept 182° bearing from BO NDB, to D12.2 BRP, turn LEFT, intercept BRP R176 to RUNOZ, then according to approach chart.
<b>SLV 2F</b>	On SLV R057, via D32.4 SLV, turn RIGHT, intercept BRP R317 inbound, to D6.3 BRP, turn RIGHT, intercept 182° bearing from BO NDB, to D12.2 BRP, turn LEFT, intercept BRP R176 to RUNOZ, then according to approach chart.



**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
 27 DEC 19 **10-2X2**

**KYIV, UKRAINE**  
**STAR**

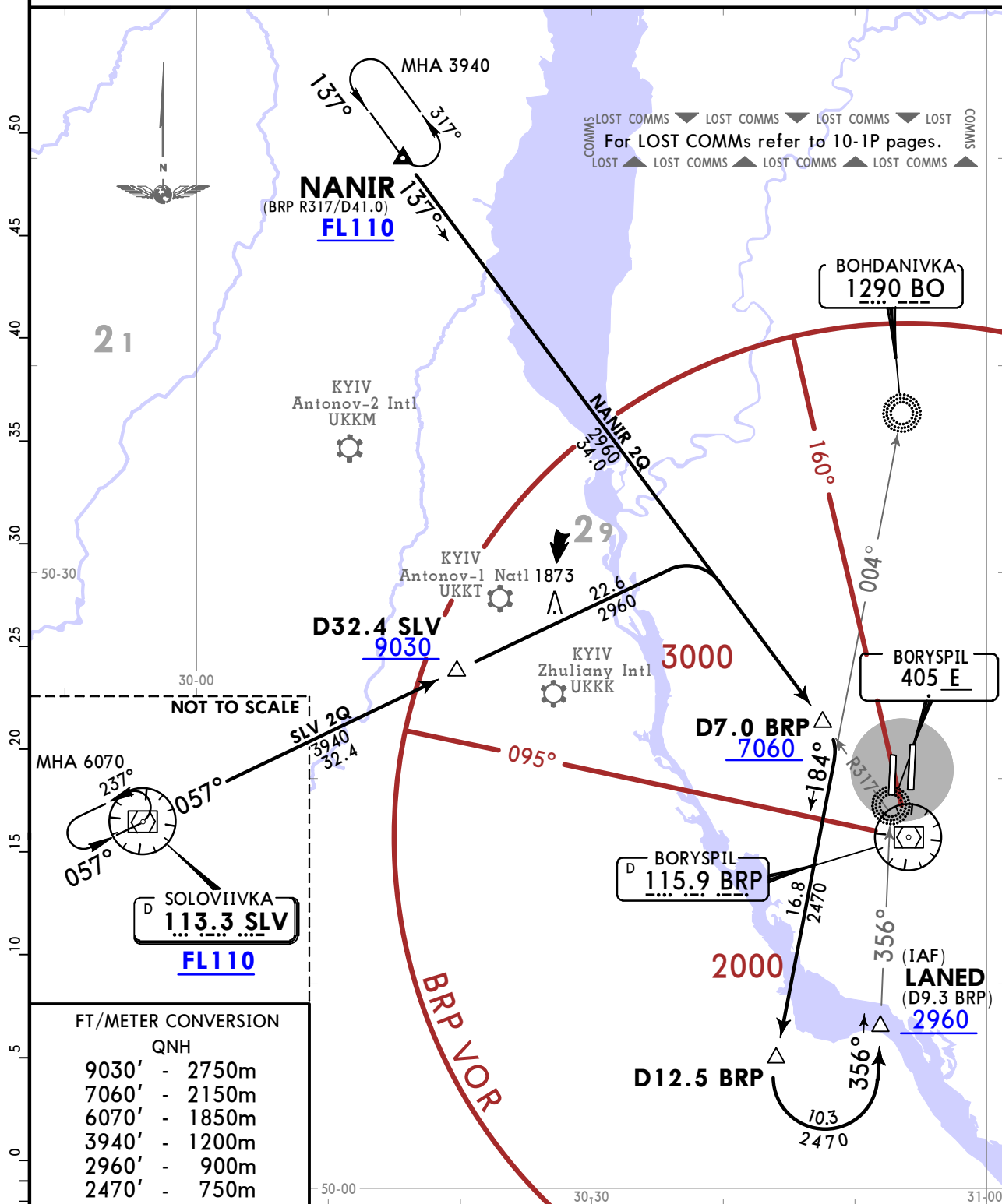
ATIS  
**126.7**  
 (Russian  
**134.250**)

KYIV Radar  
**122.775**

Apt Elev  
**427**

Alt Set: hPa (MM on request) Trans level: By ATC  
 1. Altitudes will be assigned by ATC.  
 2. The initial call to the KYIV Radar shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).

**NANIR 2Q [NANI2Q], SOLOVIIVKA 2Q (SLV 2Q) [SLV2Q]**  
**ARRIVALS**  
**(RWY 36L)**



FT/METER CONVERSION	
QNH	
9030'	- 2750m
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
<b>NANIR 2Q</b>	On BRP R317° inbound to D7.0 BRP, turn RIGHT, intercept 184° bearing from BO NDB to D12.5 BRP, turn LEFT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.
<b>SLV 2Q</b>	On SLV R057, via D32.4 SLV, turn RIGHT, intercept BRP R317 inbound, to D7.0 BRP, turn RIGHT, intercept 184° bearing from BO NDB to D12.5 BRP, turn LEFT, intercept 356° bearing towards E NDB to LANED, then according to approach chart.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**

**KYIV, UKRAINE**

27 DEC 19 **10-3**

**RNAV SID**

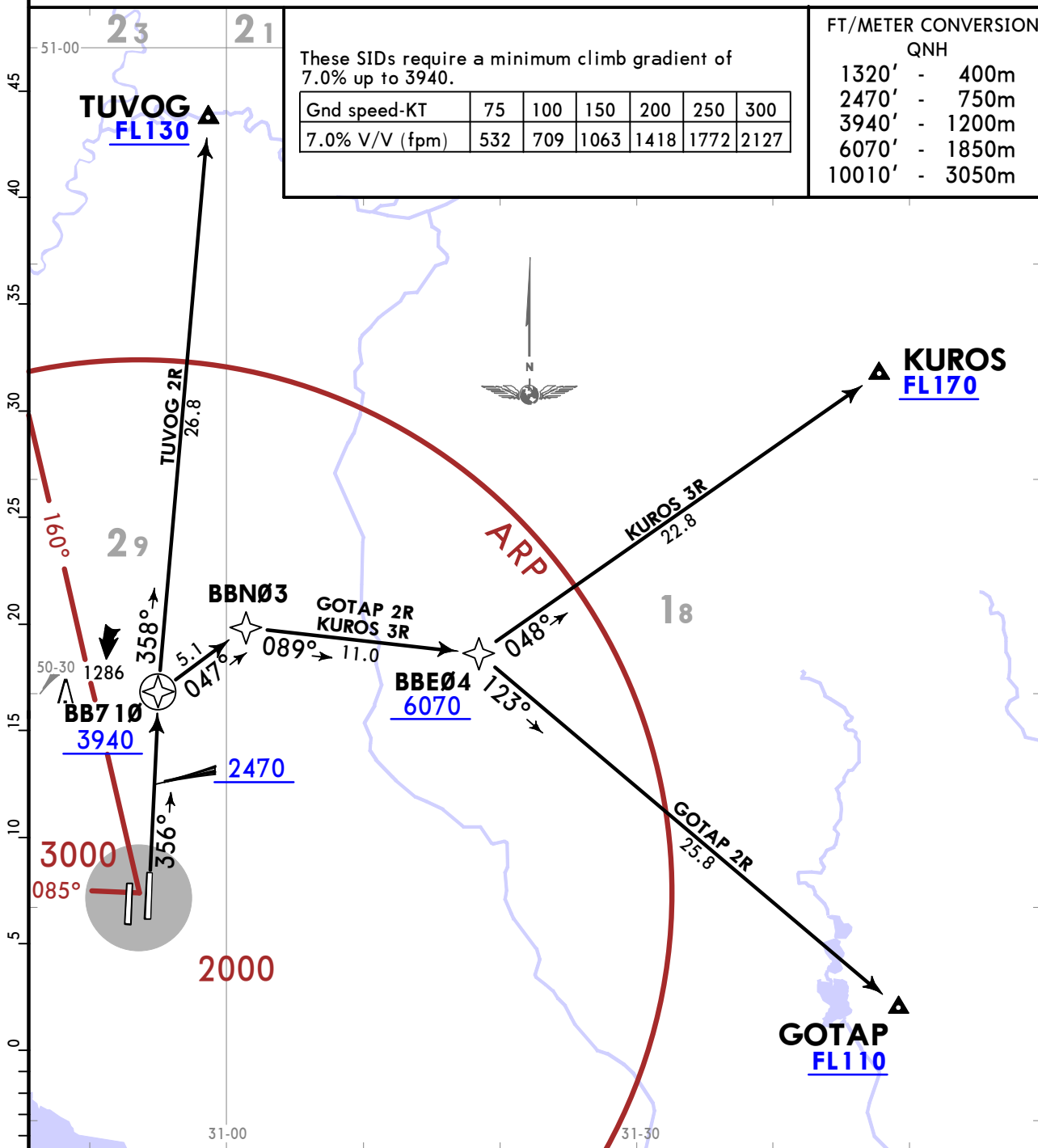
ATIS  
**125.950**  
 (Russian  
**119.425**)

KYIV  
 Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
1. GNSS or DME/DME required.
  2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  3. Contact KYIV Radar when passing 1320.
  4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  5. If unable to comply with SIDs advise ATC.
  6. Monitor ATIS before requesting ATC clearance.

**GOTAP 2R [GOTA2R]**  
**KUROS 3R [KURO3R]**  
**TUVOG 2R [TUV02R]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 36R)**



SID	ROUTING
<b>GOTAP 2R</b>	(2470+) - BB710 (3940+) - BBN03 - BBE04 (6070+) - GOTAP (FL110+).
<b>KUROS 3R</b>	(2470+) - BB710 (3940+) - BBN03 - BBE04 (6070+) - KUROS (FL170+).
<b>TUVOG 2R</b>	(2470+) - BB710 (3940+) - TUVOG (FL130+).

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**

**KYIV, UKRAINE**

27 DEC 19 **10-3A**

**RNAV SID**

ATIS  
**125.950**  
 (Russian  
**119.425**)

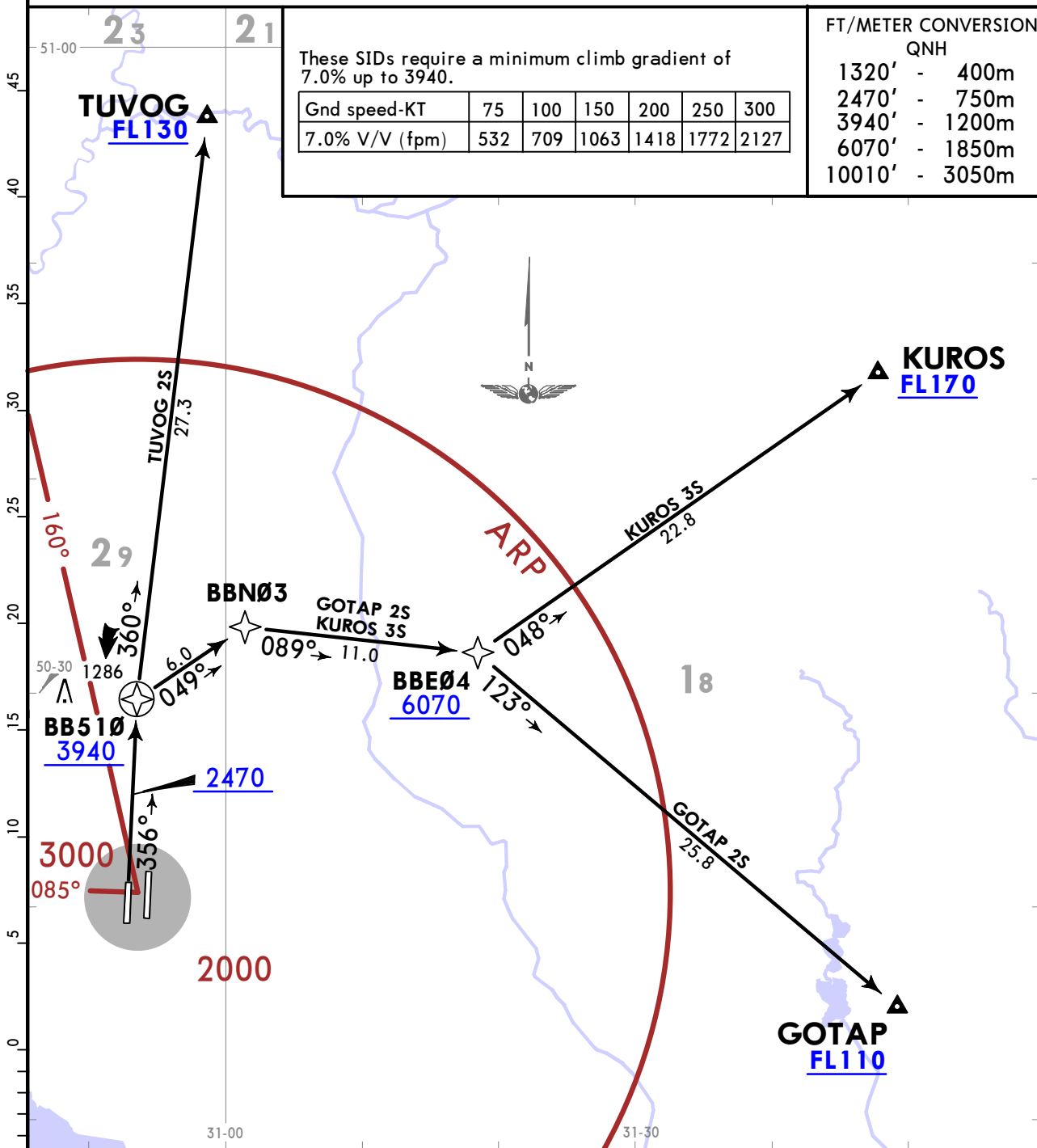
KYIV  
 Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
1. GNSS or DME/DME required.
  2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  3. Contact KYIV Radar when passing 1320.
  4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  5. If unable to comply with SIDs advise ATC.
  6. Monitor ATIS before requesting ATC clearance.

**GOTAP 2S [GOTA2S], KUROS 3S [KURO3S]  
 TUVOG 2S [TUV02S]  
 RNAV (GNSS, DME/DME) DEPARTURES  
 (RWY 36L)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
<b>GOTAP 2S</b>	(2470+) - BB510 (3940+) - BBN03 - BBE04 (6070+) - GOTAP (FL110+).
<b>KUROS 3S</b>	(2470+) - BB510 (3940+) - BBN03 - BBE04 (6070+) - KUROS (FL170+).
<b>TUVOG 2S</b>	(2470+) - BB510 (3940+) - TUVOG (FL130+).



**UKBB/KBP**  
**BORYSPIL INTL**



27 DEC 19 **10-3B**

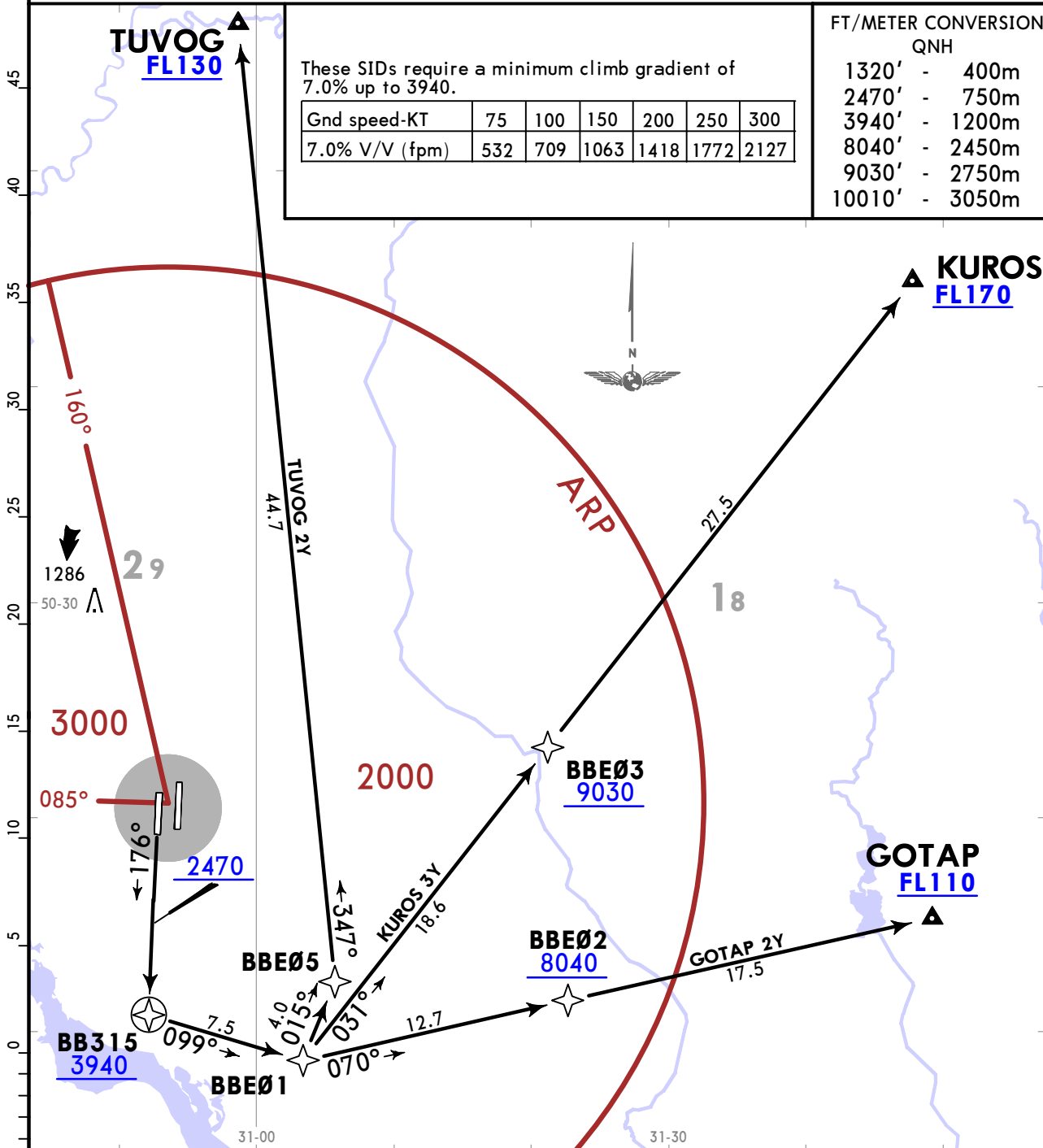
**KYIV, UKRAINE**

**RNAV SID**

ATIS <b>125.950</b> (Russian) <b>119.425</b>	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>	Trans alt: 10010 1. GNSS or DME/DME required. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Contact KYIV Radar when passing 1320. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC). 5. If unable to comply with SIDs advise ATC. 6. Monitor ATIS before requesting ATC clearance.
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**GOTAP 2Y [GOTA2Y], KURO3 3Y [KURO3Y]  
 TUVOG 2Y [TUV02Y]  
 RNAV (GNSS, DME/DME) DEPARTURES  
 (RWY 18R)**

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

FT/METER CONVERSION  
 QNH

1320'	-	400m
2470'	-	750m
3940'	-	1200m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
GOTAP 2Y	(2470+) - BB315 (3940+) - BBE01 - BBE02 (8040+) - GOTAP (FL110+).
KURO3 3Y	(2470+) - BB315 (3940+) - BBE01 - BBE03 (9030+) - KURO3 (FL170+).
TUVOG 2Y	(2470+) - BB315 (3940+) - BBE01 - BBE05 - TUVOG (FL130+).

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

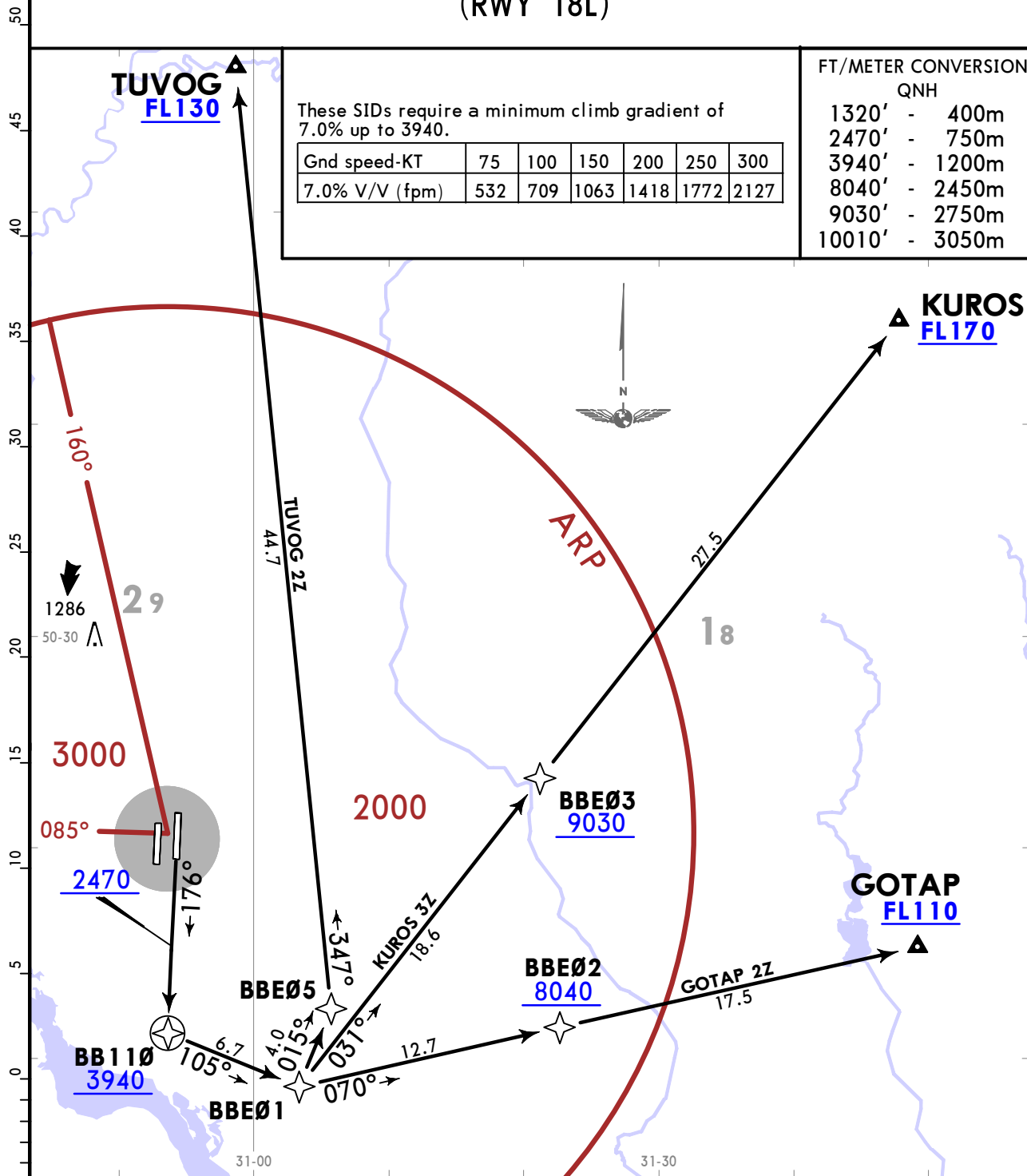
**KYIV, UKRAINE**

27 DEC 19 **10-3C**

**RNAV SID**

ATIS <b>125.950</b> (Russian) <b>119.425</b>	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>	Trans alt: 10010 1. GNSS or DME/DME required. 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Contact KYIV Radar when passing 1320. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC). 5. If unable to comply with SIDs advise ATC. 6. Monitor ATIS before requesting ATC clearance.
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**GOTAP 2Z [GOTA2Z], KURO3 3Z [KURO3Z]  
 TUVOG 2Z [TUV02Z]  
 RNAV (GNSS, DME/DME) DEPARTURES  
 (RWY 18L)**



SID	ROUTING
<b>GOTAP 2Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE02 (8040+) - GOTAP (FL110+).
<b>KURO3 3Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE03 (9030+) - KURO3 (FL170+).
<b>TUVOG 2Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE05 - TUVOG (FL130+).



**UKBB/KBP**  
BORYSPIL INTL

**JEPPESEN**  
27 DEC 19 **(10-3D)**

**KYIV, UKRAINE**  
**RNAV SID**

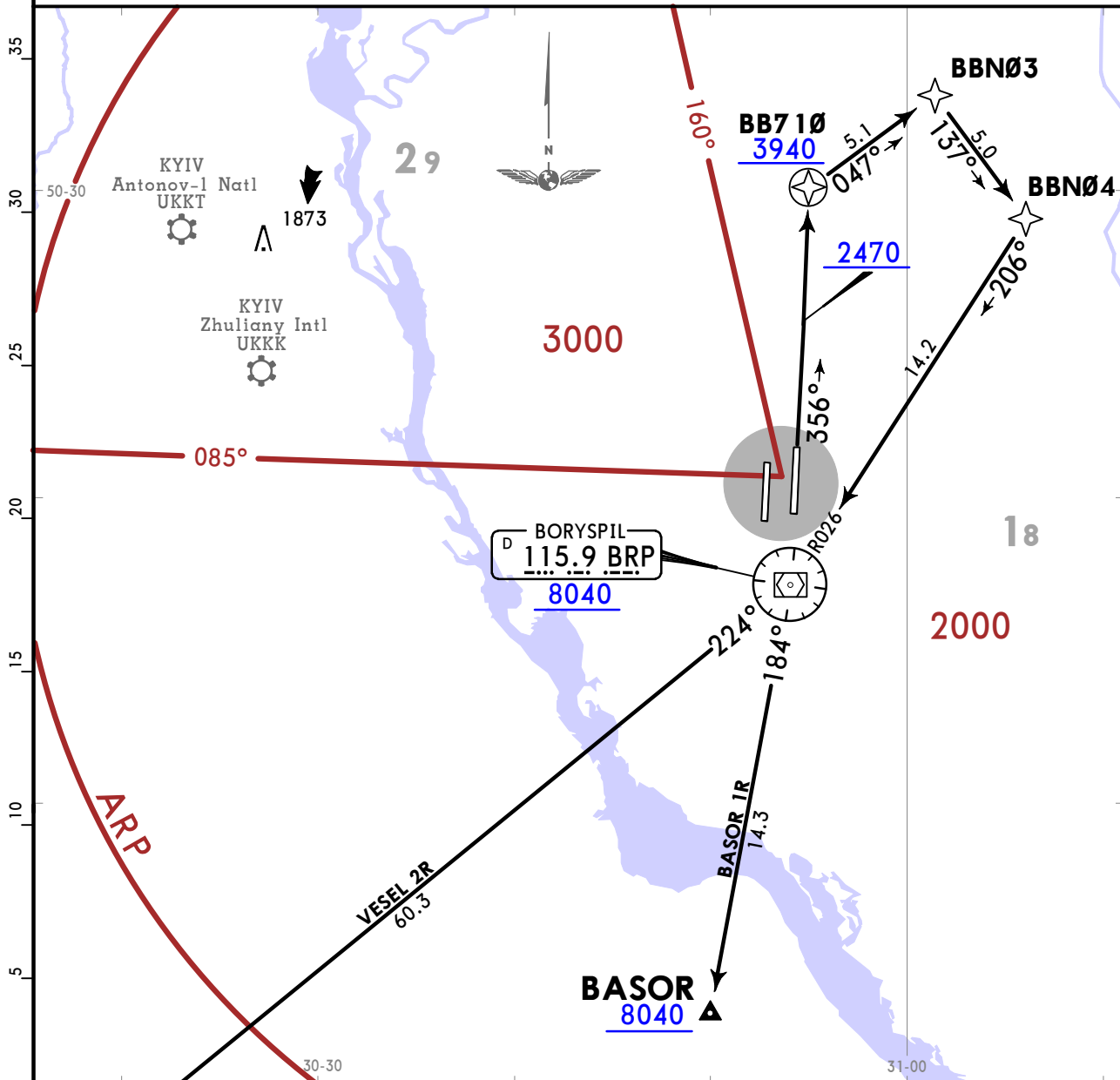
ATIS  
**125.950**  
(Russian  
**119.425**)

KYIV Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
- GNSS or DME/DME required.
  - RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  - Contact KYIV Radar when passing 1320.
  - The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  - If unable to comply with SIDs advise ATC.
  - Monitor ATIS before requesting ATC clearance.

**BASOR 1R [BASO1R]**  
**VESEL 2R [VESE2R]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 36R)**



**VESEL**  
**10010**

NOT TO SCALE

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

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

FT/METER CONVERSION  
QNH

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

SID	ROUTING
<b>BASOR 1R</b>	(2470+) - BB710 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - BASOR (8040+).
<b>VESEL 2R</b> By ATC	(2470+) - BB710 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - VESEL (10010+).

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
 27 DEC 19 **(10-3E)**

**KYIV, UKRAINE**  
**RNAV SID**

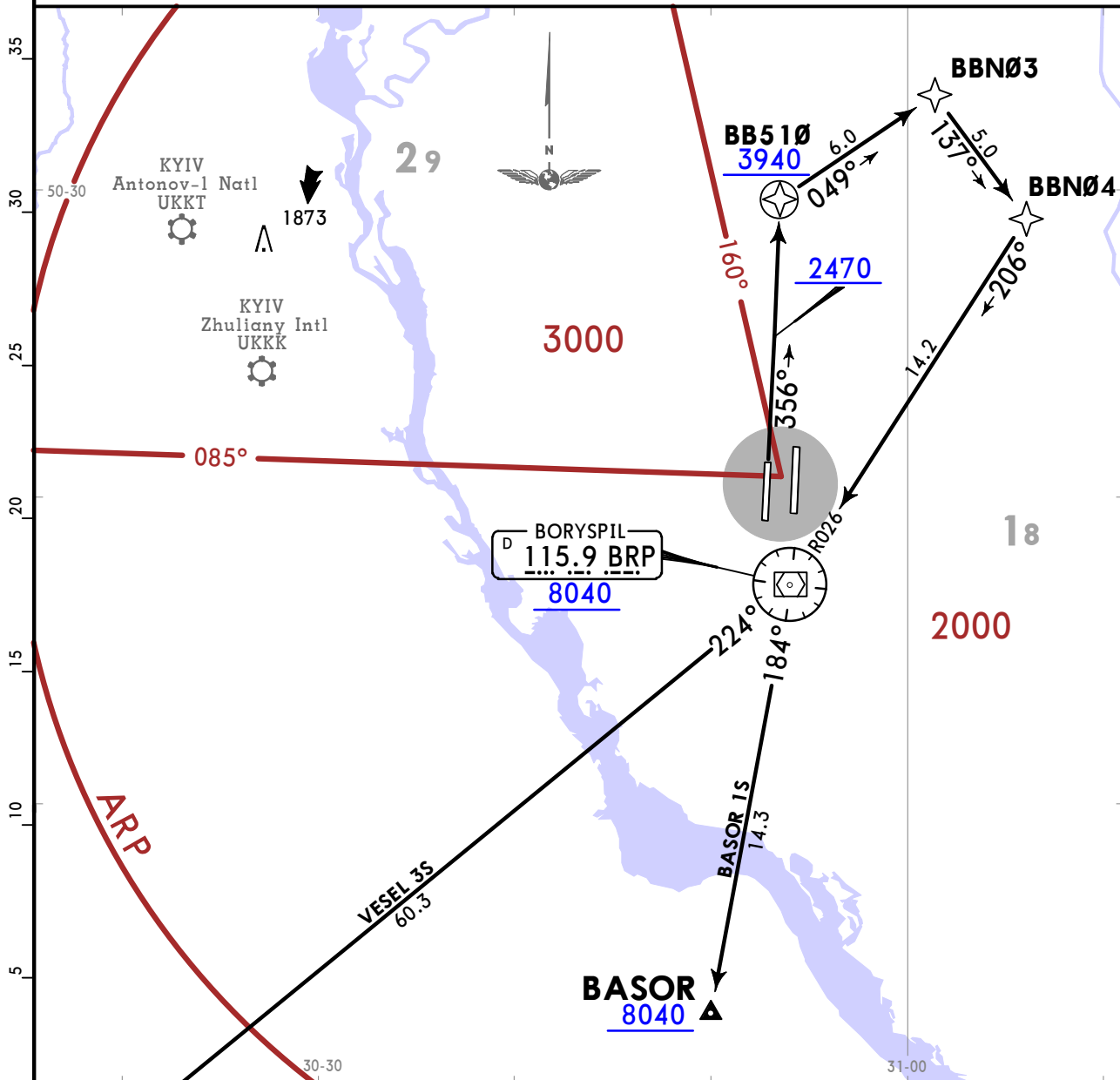
ATIS  
**125.950**  
 (Russian  
**119.425**)

KYIV Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
- GNSS or DME/DME required.
  - RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  - Contact KYIV Radar when passing 1320.
  - The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  - If unable to comply with SIDs advise ATC.
  - Monitor ATIS before requesting ATC clearance.

**BASOR 1S [BASO1S], VESEL 3S [VESE3S]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 36L)**  
 NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



**VESEL**  
10010

NOT TO SCALE

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

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

FT/METER CONVERSION  
 QNH

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

SID	ROUTING
<b>BASOR 1S</b>	(2470+) - BB510 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - BASOR (8040+).
<b>VESEL 3S</b> By ATC	(2470+) - BB510 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - VESEL (10010+).

**UKBB/KBP**  
BORYSPIL INTL

**JEPPESEN**  
27 DEC 19 **(10-3F)**

**KYIV, UKRAINE**  
**RNAV SID**

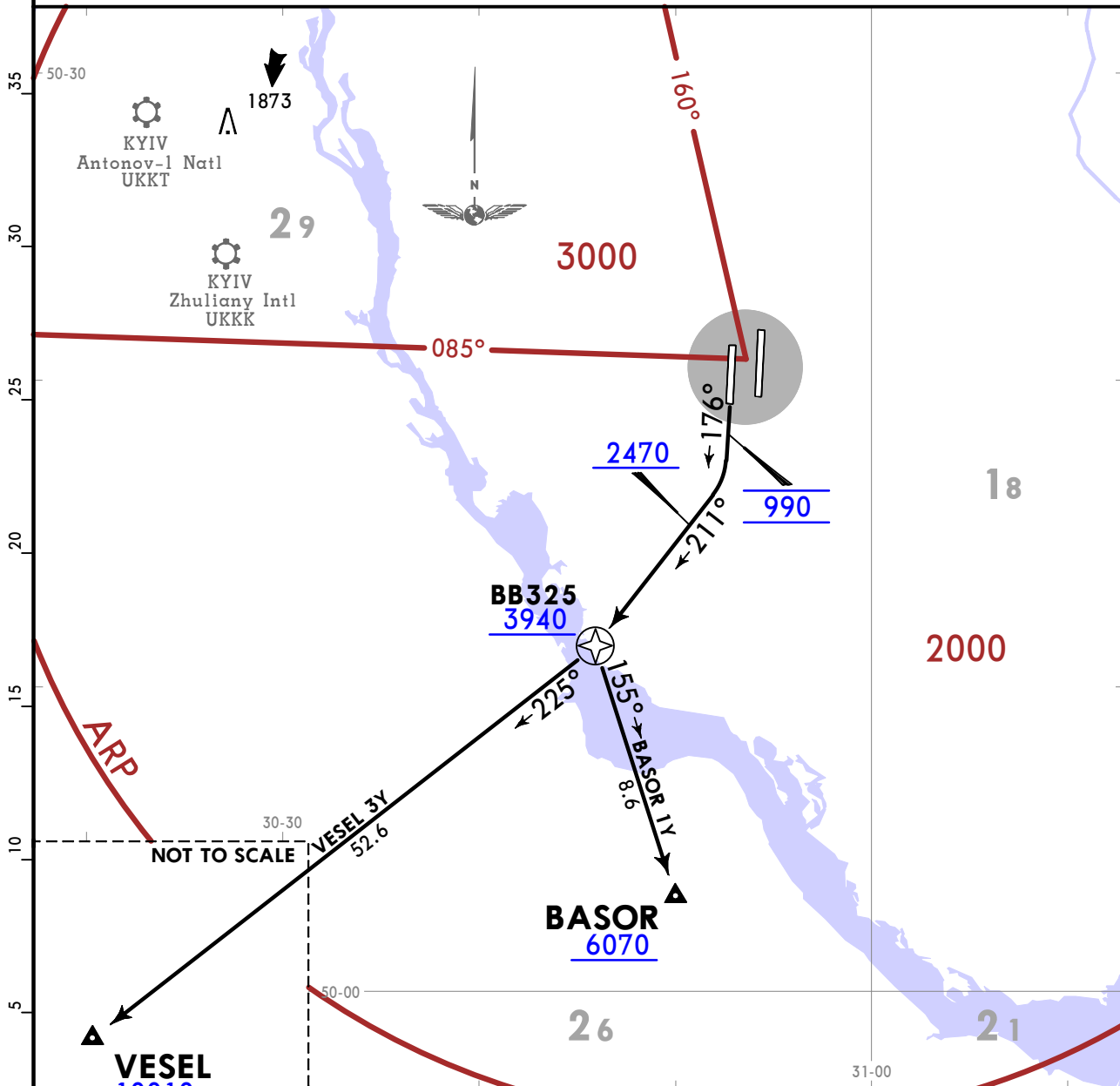
ATIS  
**125.950**  
(Russian  
**119.425**)

KYIV Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
- GNSS or DME/DME required.
  - RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  - Contact KYIV Radar when passing 1320.
  - The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  - If unable to comply with SIDs advise ATC.
  - Monitor ATIS before requesting ATC clearance.

**BASOR 1Y [BASO1Y], VESEL 3Y [VESE3Y]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 18R)**



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

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

**FT/METER CONVERSION**  
QNH

990'	-	300m
1320'	-	400m
2470'	-	750m
3940'	-	1200m
6070'	-	1850m
10010'	-	3050m

SID	ROUTING
<b>BASOR 1Y</b>	(990) - (2470+) - BB325 (3940+) - BASOR (6070+).
<b>VESEL 3Y</b> By ATC	(990) - (2470+) - BB325 (3940+) - VESEL (10010+).

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
 27 DEC 19 **(10-3G)**

**KYIV, UKRAINE**  
**RNAV SID**

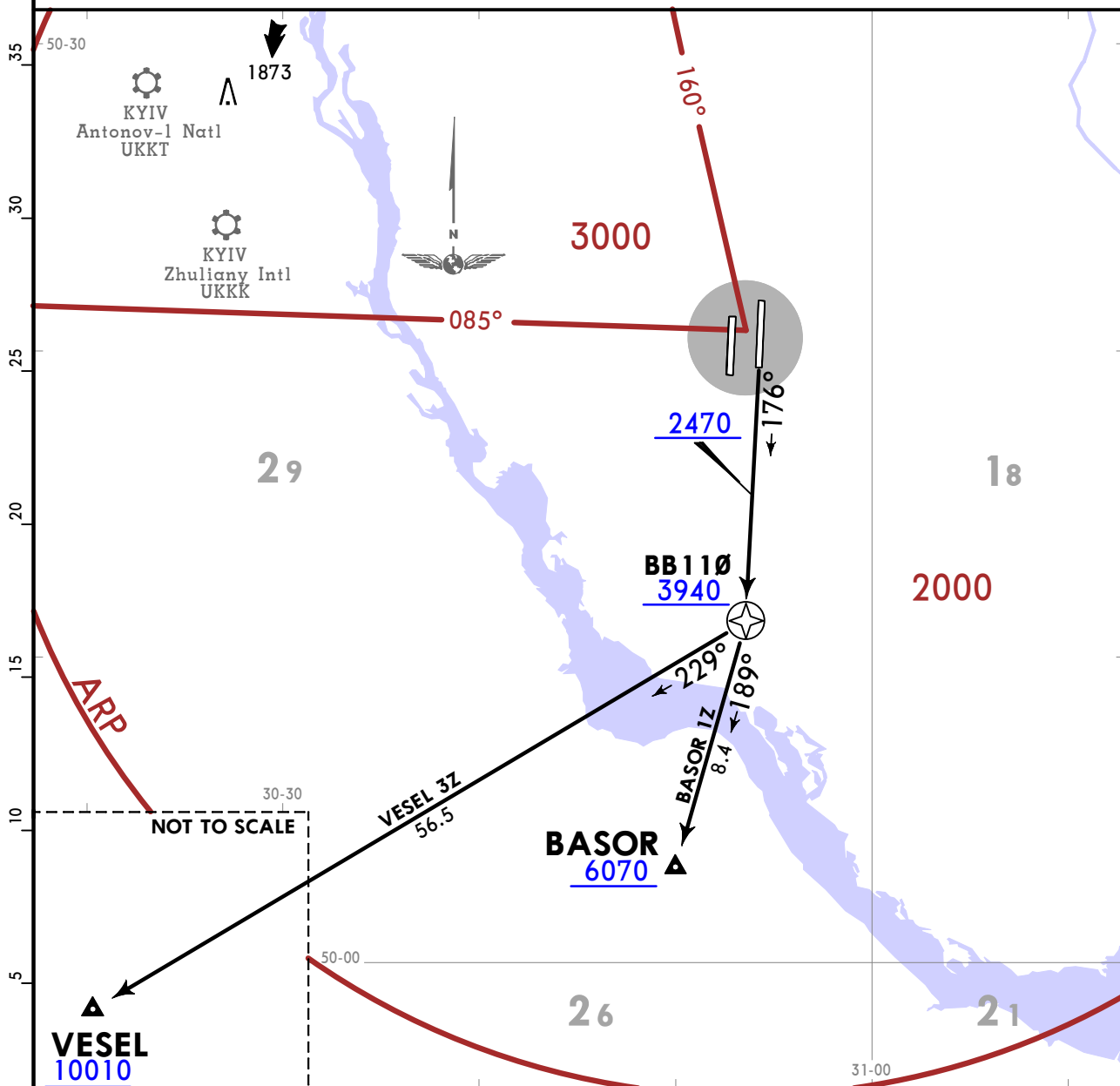
ATIS  
**125.950**  
 (Russian  
**119.425**)

KYIV  
 Radar  
**128.175**

Apt Elev  
**427**

- Trans alt: 10010
1. GNSS or DME/DME required.
  2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  3. Contact KYIV Radar when passing 1320.
  4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  5. If unable to comply with SIDs advise ATC.
  6. Monitor ATIS before requesting ATC clearance.

**BASOR 1Z [BASO1Z], VESEL 3Z [VESE3Z]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 18L)**  
**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

**FT/METER CONVERSION**  
 QNH

1320'	-	400m
2470'	-	750m
3940'	-	1200m
6070'	-	1850m
10010'	-	3050m

SID	ROUTING
<b>BASOR 1Z</b>	(2470+) - BB110 (3940+) - BASOR (6070+).
<b>VESEL 3Z</b> By ATC	(2470+) - BB110 (3940+) - VESEL (10010+).

UKBB/KBP  
BORYSPIL INTL

JEPPESSEN  
27 DEC 19 10-3H

KYIV, UKRAINE  
RNAV SID

**BOHDANIVKA 3R (BO 3R) [BO3R]**  
**KAFEL 1R [KAFE1R]**  
**SOLOVIIVKA 2R (SLV 2R) [SLV2R]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 36R)**

- Trans alt: 10010
- GNSS or DME/DME required.
  - RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  - Contact KYIV Radar when passing 1320.
  - The initial call to KYIV Radar shall contain only call sign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  - If unable to comply with SIDs advise ATC.
  - Monitor ATIS before requesting ATC clearance.

ATIS  
**125.950**  
(Russian  
119.425)

KYIV  
Radar  
**128.175**

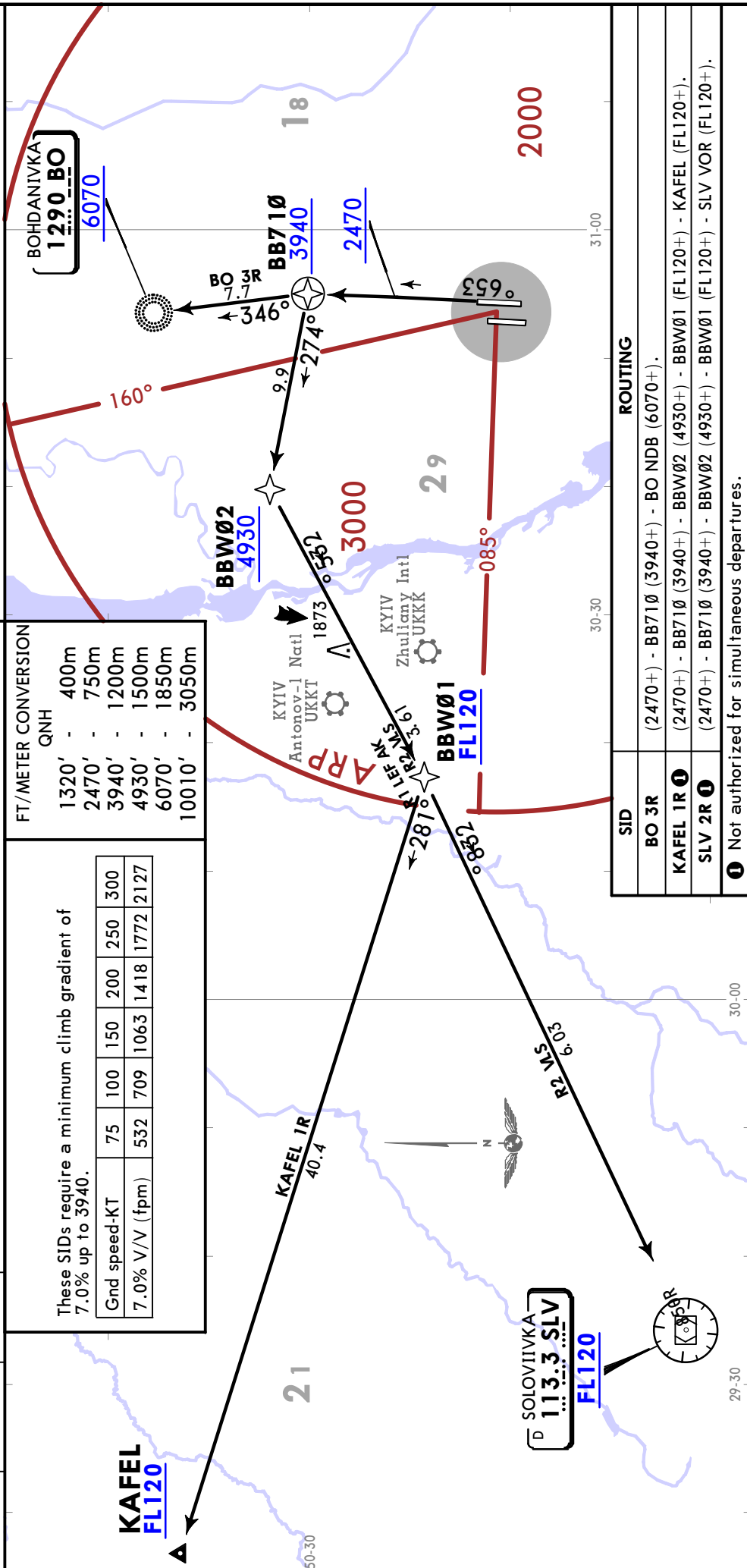
Apt Elev  
**427**

FT/METER CONVERSION  
QNH

1320'	-	400m
2470'	-	750m
3940'	-	1200m
4930'	-	1500m
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	ROUTING
BO 3R	(2470+) - BB710 (3940+) - BO NDB (6070+).
KAFEL 1R	(2470+) - BB710 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - KAFEL (FL120+).
SLV 2R	(2470+) - BB710 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - SLV VOR (FL120+).

Not authorized for simultaneous departures.

UKBB/KBP  
BORYSPIL INTL

JEPPesen  
27 DEC 19 10-3J

KYIV, UKRAINE  
RNAV SID

**BOHDANIVKA 3S (BO 3S) [BO3S]**  
**KAFEL 1S [KAFE1S]**  
**SOLOVIIVKA 2S (SLV 2S) [SLV2S]**  
**RNAV (GNSS, DME/DME) DEPARTURES**  
**(RWY 36L)**

- Trans alt: 10010
- GNSS or DME/DME required.
  - RNAV 1 (P-RNAV) approval required otherwise advise ATC.
  - Contact KYIV Radar when passing 1320.
  - The initial call to KYIV Radar shall contain only call sign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
  - If unable to comply with SIDs advise ATC.
  - Monitor ATIS before requesting ATC clearance.

ATIS  
**125.950**  
(Russian  
**119.425**)

KYIV  
Radar  
**128.175**

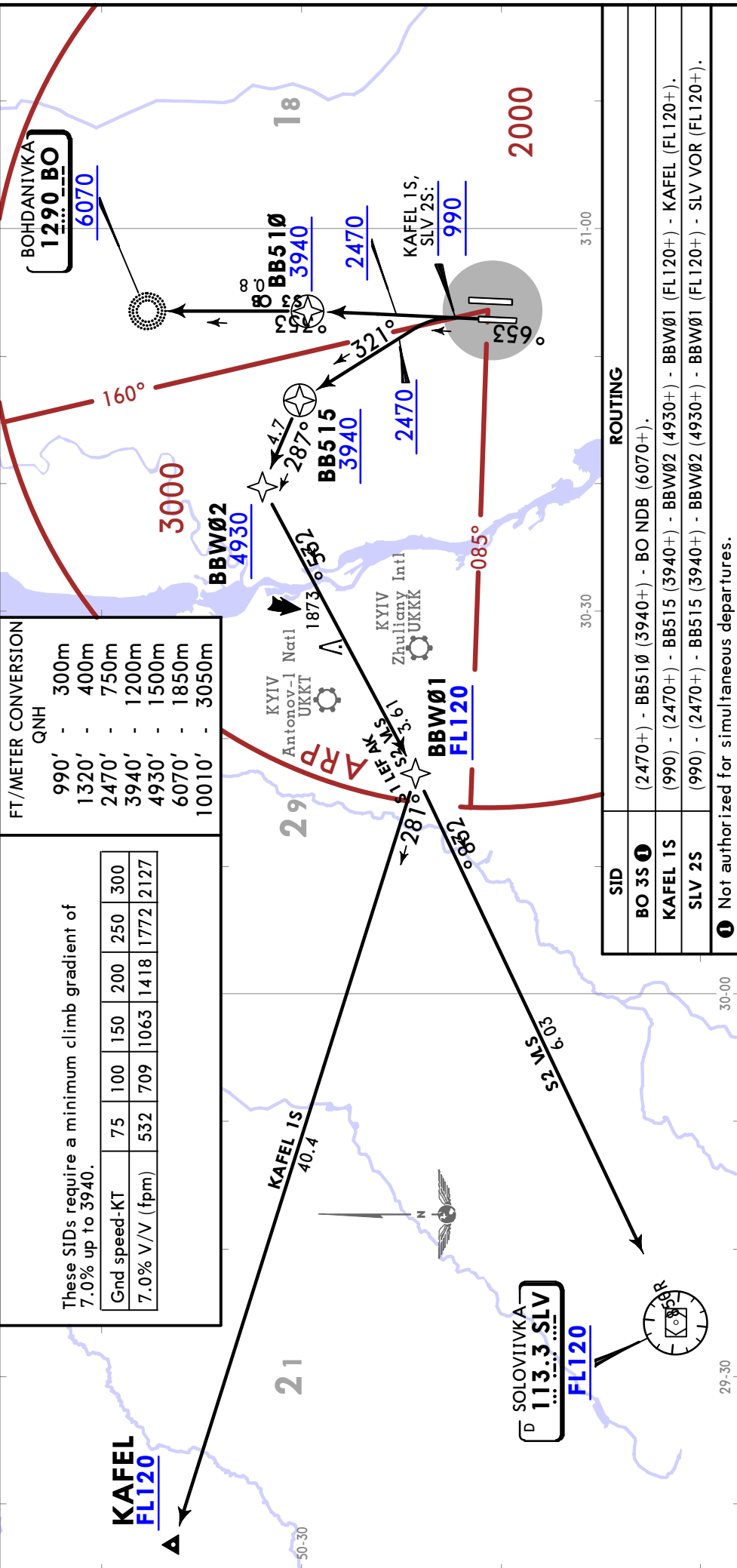
Apt Elev  
**427**

FT/METER CONVERSION  
QNH

990'	-	300m
1320'	-	400m
2470'	-	750m
3940'	-	1200m
4930'	-	1500m
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	ROUTING
<b>BO 3S</b> ①	(2470+) - BB510 (3940+) - BO NDB (6070+).
<b>KAFEL 1S</b>	(990) - (2470+) - BB515 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - KAFEL (FL120+).
<b>SLV 2S</b>	(990) - (2470+) - BB515 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - SLV VOR (FL120+).

① Not authorized for simultaneous departures.

**JEPPesen KYIV, UKRAINE**  
**RNAV SID**

**UKBB/KBP**  
**BORYSPIL INTL**

10 JUL 20 (10-3K)

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

Trans alt: 10010  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.  
 3. Contact KYIV Radar when passing 1320.  
 4. The initial call to KYIV Radar shall contain only call sign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).  
 5. If unable to comply with SIDs advise ATC.  
 6. Monitor ATIS before requesting ATC clearance.

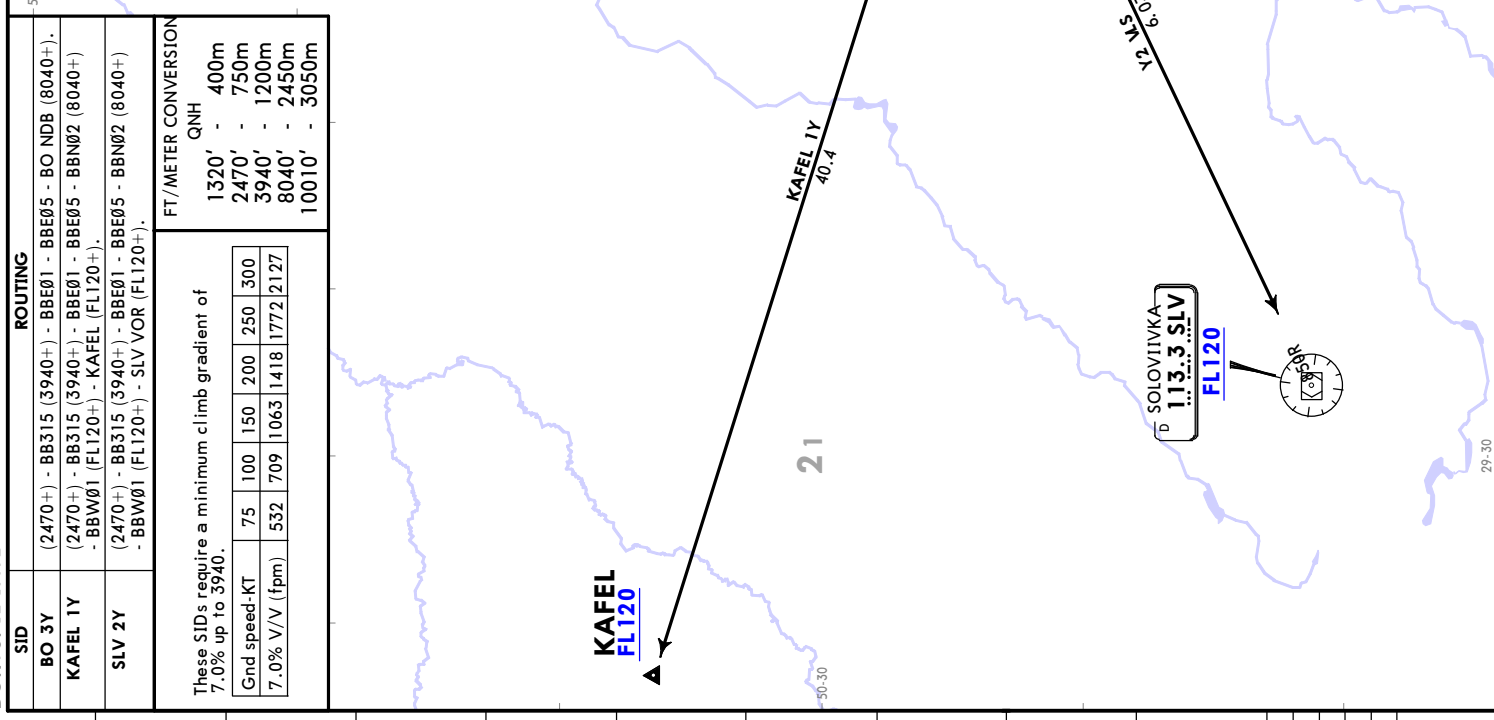
**BOHDANIVKA 3Y (BO 3Y) [BO3Y]**  
**KAFEL 1Y [KAFE1Y]**  
**SOLOVIIVKA 2Y (SLV 2Y) [SLV2Y]**  
**RNAV (GNSS, DME/DME)**  
**DEPARTURES**  
**(RWY 18R)**  
**NOT AUTHORIZED FOR**  
**SIMULTANEOUS DEPARTURES**

ROUTING	
BO 3Y	(2470+) - BB315 (3940+) - BBE01 - BBE05 - BO NDB (8040+).
KAFEL 1Y	(2470+) - BB315 (3940+) - BBE01 - BBE05 - BBN02 (8040+) - BBW01 (FL120+) - KAFEL (FL120+).
SLV 2Y	(2470+) - BB315 (3940+) - BBE01 - BBE05 - BBN02 (8040+) - BBW01 (FL120+) - SLV VOR (FL120+).

FT./METER CONVERSION	
	QNH
1320'	400m
2470'	750m
3940'	1200m
8040'	2450m
10010'	3050m

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

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





**UKBB/KBP**  
BORYSPIL INTL

**JEPPesen**  
10 JUL 20 (10-3L)

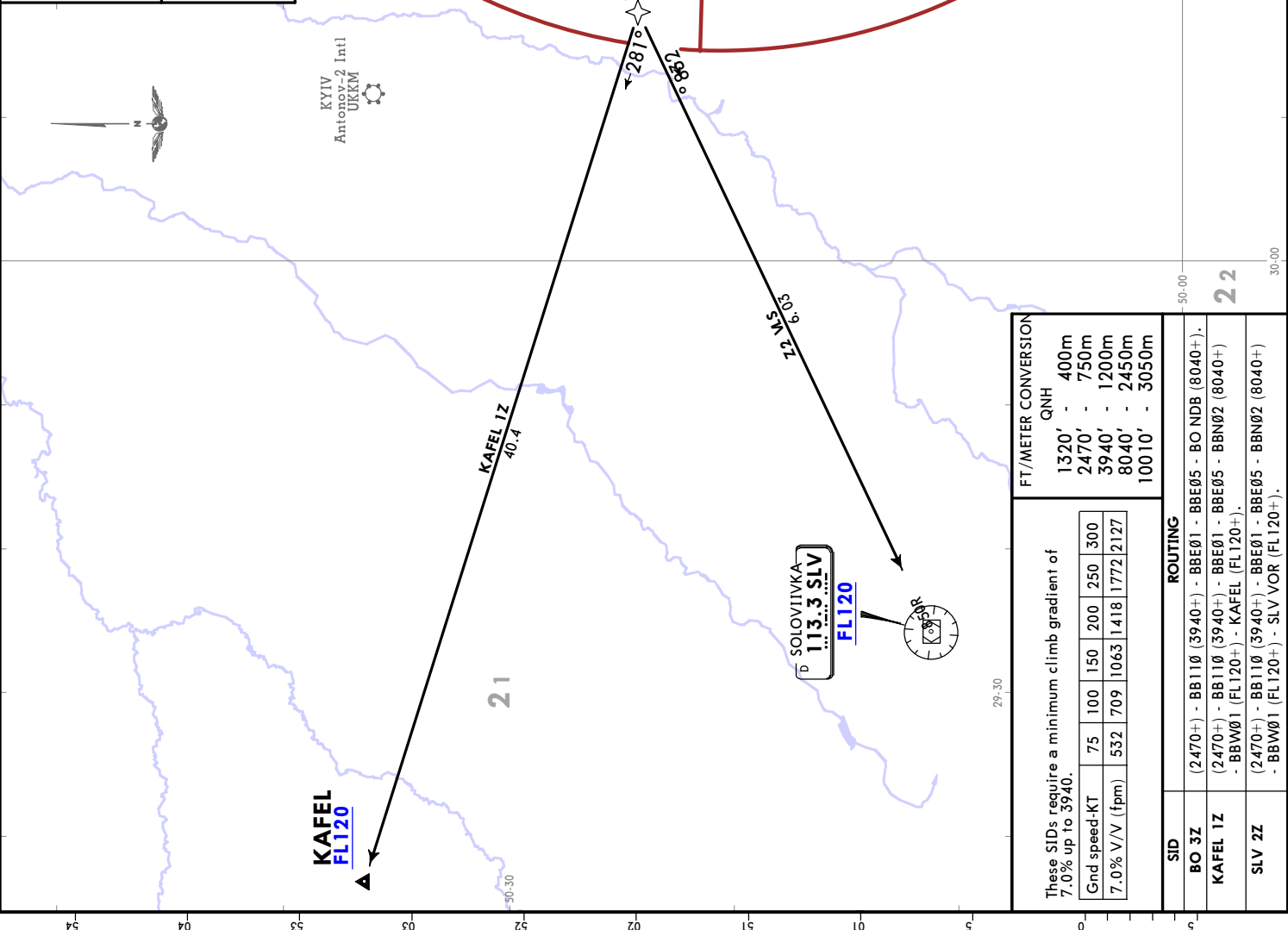
**KYIV, UKRAINE**  
RNAV SID

Trans alt: 10010

- GNSS or DME/DME required.
- RNAV 1 (P-RNAV) approval required otherwise advise ATC.
- Contact KYIV Radar when passing 1320.
- The initial call to KYIV Radar shall contain only call sign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
- If unable to comply with SIDs advise ATC.
- Monitor ATIS before requesting ATC clearance.

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

**BOHDANIVKA 3Z (BO 3Z) [BO3Z], KAFEL 1Z [KAFE1Z]  
SOLOVIIVKA 2Z (SLV 2Z) [SLV2Z]  
RNAV (GNSS, DME/DME) DEPARTURES  
(RWY 18L)**



FT./METER CONVERSION	
	QNH
1320'	400m
2470'	750m
3940'	1200m
8040'	2450m
10010'	3050m

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

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

ROUTING	
<b>SID</b>	
<b>BO 3Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE05 - BO NDB (8040+).
<b>KAFEL 1Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE05 - BBN02 (8040+) - BBW01 (FL120+) - KAFEL (FL120+).
<b>SLV 2Z</b>	(2470+) - BB110 (3940+) - BBE01 - BBE05 - BBN02 (8040+) - BBW01 (FL120+) - SLV VOR (FL120+).



**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**

**KYIV, UKRAINE**

27 DEC 19 **(10-3M)**

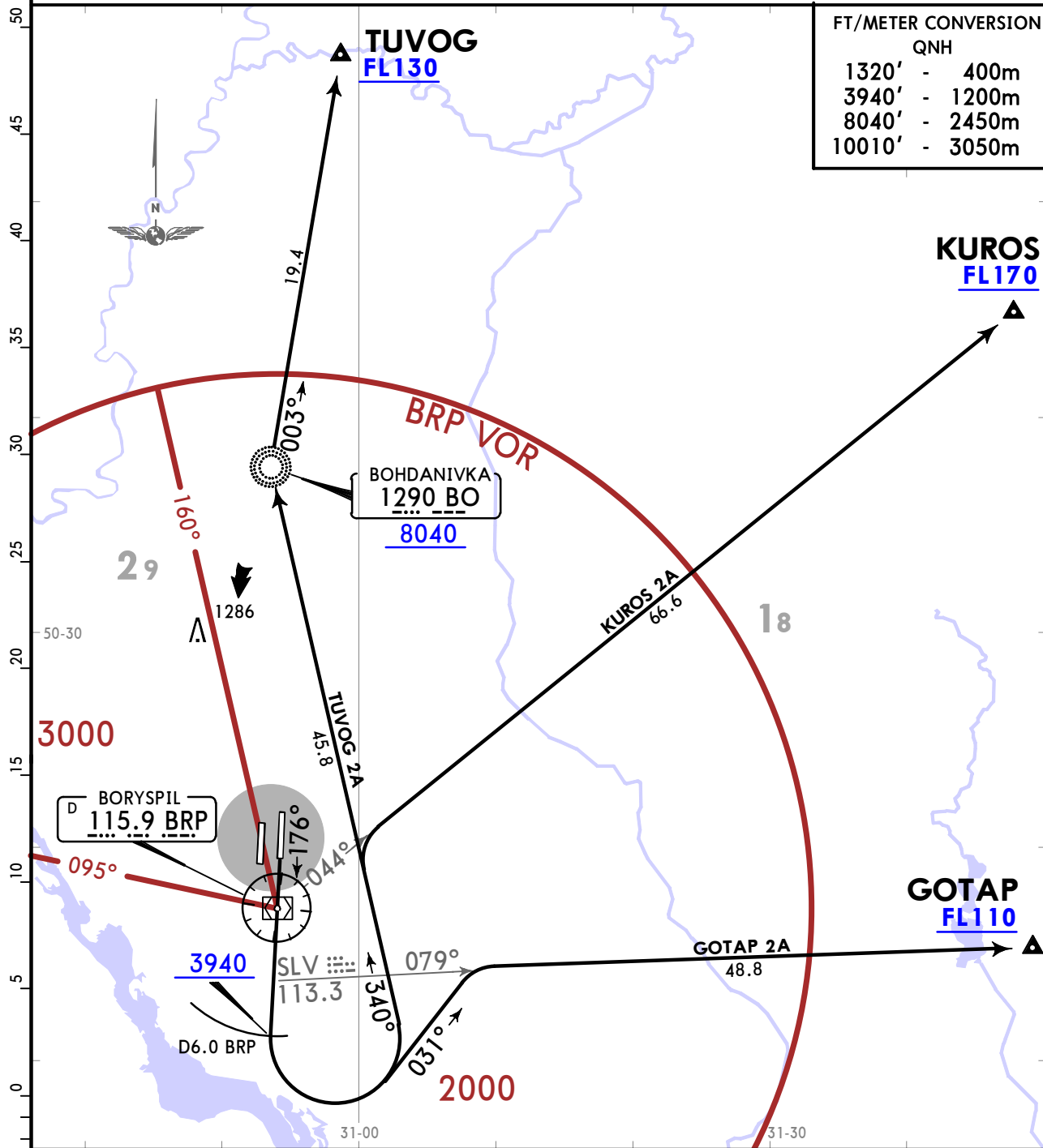
**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>
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Trans alt: 10010  
 1. Contact KYIV Radar when passing 1320.  
 2. If unable to comply with SIDs advise ATC.  
 3. Monitor ATIS before requesting ATC clearance.  
 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

**GOTAP 2A [GOTA2A], KUROS 2A [KURO2A]  
 TUVOG 2A [TUVO2A]  
 DEPARTURES  
 (RWY 18L)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
<b>GOTAP 2A</b>	On 176° track to D6.0 BRP, turn LEFT, 031° track, turn RIGHT, intercept SLV R079 to GOTAP.
<b>KUROS 2A</b>	On 176° track to D6.0 BRP, turn LEFT, intercept 340° bearing towards BO NDB, turn RIGHT, intercept BRP R044 to KUROS.
<b>TUVOG 2A</b>	On 176° track to D6.0 BRP, turn LEFT, to BO NDB, turn RIGHT, 003° bearing to TUVOG.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPesen**

**KYIV, UKRAINE**

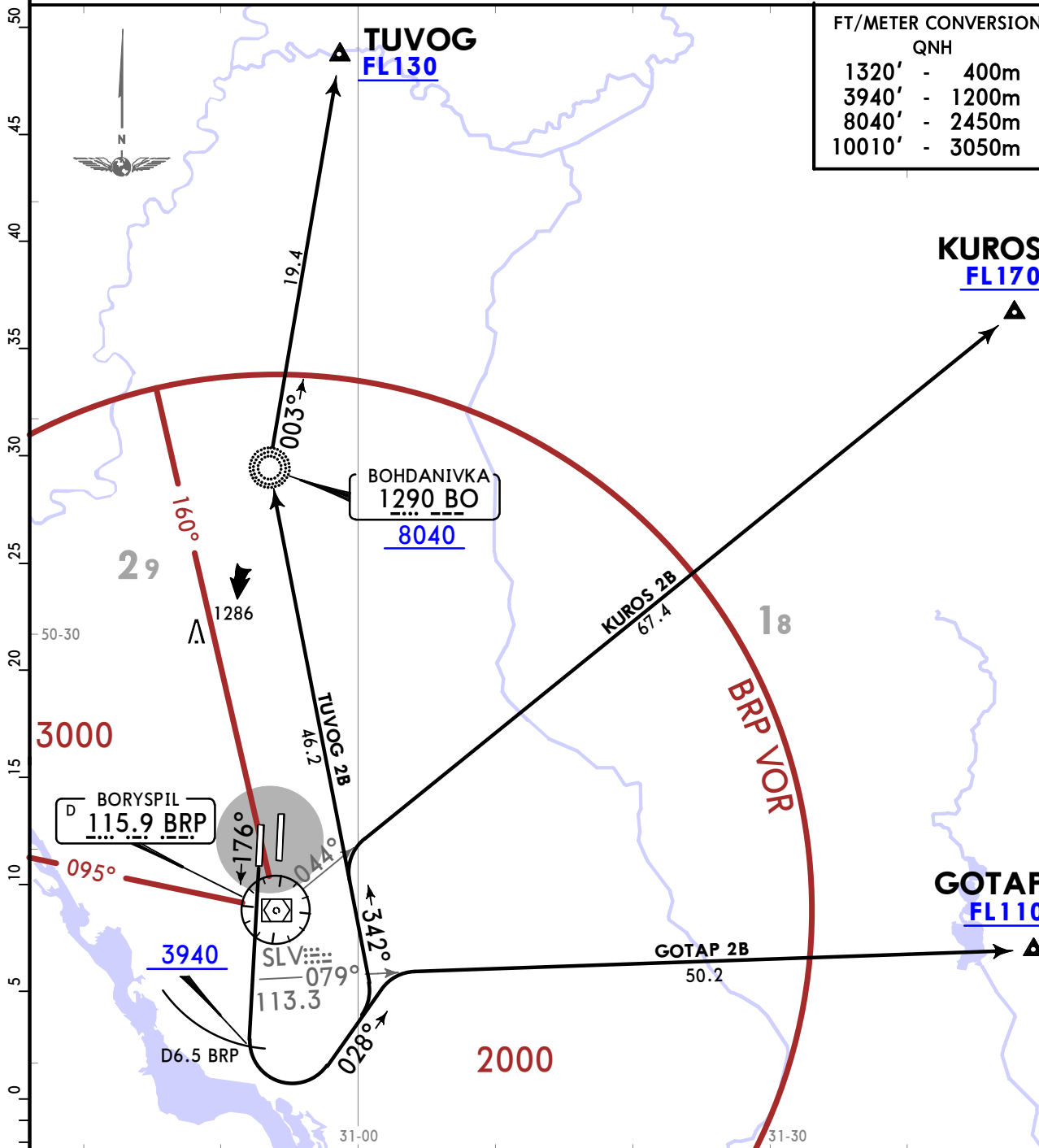
27 DEC 19 **(10-3N)**

**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>	Trans alt: 10010 1. Contact KYIV Radar when passing 1320. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
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**GOTAP 2B [GOTA2B], KUROS 2B [KURO2B]  
 TUVOG 2B [TUVO2B]  
 DEPARTURES  
 (RWY 18R)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
<b>GOTAP 2B</b>	On 176° track to D6.5 BRP, turn LEFT, 028° track, turn RIGHT, intercept SLV R079 to GOTAP.
<b>KUROS 2B</b>	On 176° track to D6.5 BRP, turn LEFT, intercept 342° bearing towards BO NDB, turn RIGHT, intercept BRP R044 to KUROS.
<b>TUVOG 2B</b>	On 176° track to D6.5 BRP, turn LEFT, to BO NDB, turn RIGHT, 003° bearing to TUVOG.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

**KYIV, UKRAINE**

27 DEC 19 **(10-3P)**

**SID**

ATIS  
**125.950**  
 (Russian  
**119.425**)

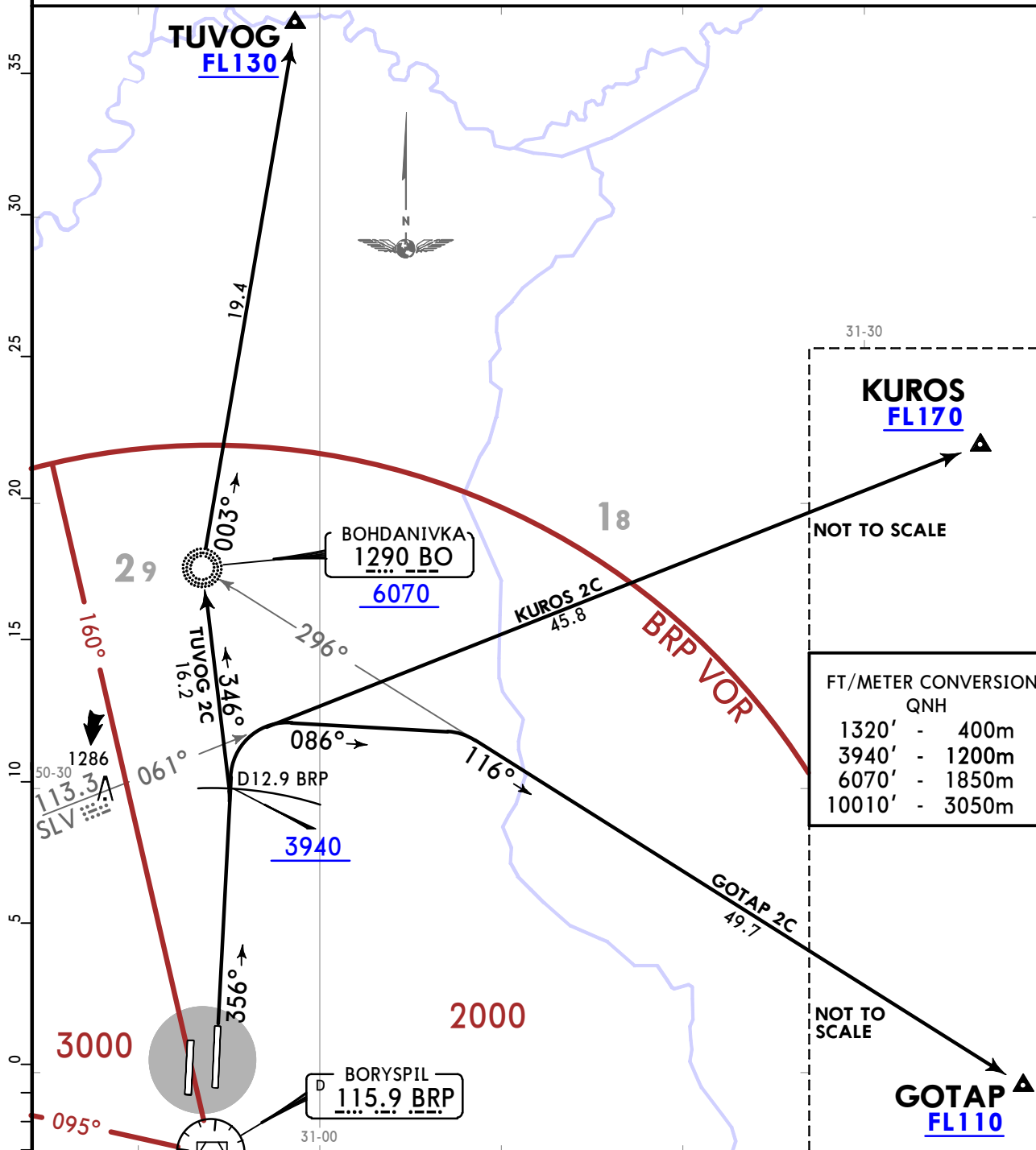
KYIV Radar  
**128.175**

Apt Elev  
**427**

Trans alt: 10010  
 1. Contact KYIV Radar when passing 1320.  
 2. If unable to comply with SIDs advise ATC.  
 3. Monitor ATIS before requesting ATC clearance.  
 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

**GOTAP 2C [GOTA2C], KUROS 2C [KURO2C]  
 TUVOG 2C [TUVO2C]  
 DEPARTURES  
 (RWY 36R)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



FT/METER CONVERSION	
QNH	
1320'	- 400m
3940'	- 1200m
6070'	- 1850m
10010'	- 3050m

SID	ROUTING
<b>GOTAP 2C</b>	On 356° track to D12.9 BRP, turn RIGHT, 086° track, turn RIGHT, intercept 116° bearing from BO NDB to GOTAP.
<b>KUROS 2C</b>	On 356° track to D12.9 BRP, turn RIGHT, intercept SLV R061 to KUROS.
<b>TUVOG 2C</b>	On 356° track to D12.9 BRP, turn LEFT, intercept 346° bearing to BO NDB, turn RIGHT, 003° bearing to TUVOG.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

**KYIV, UKRAINE**

27 DEC 19 **(10-3Q)**

**SID**

ATIS  
**125.950**  
 (Russian  
**119.425**)

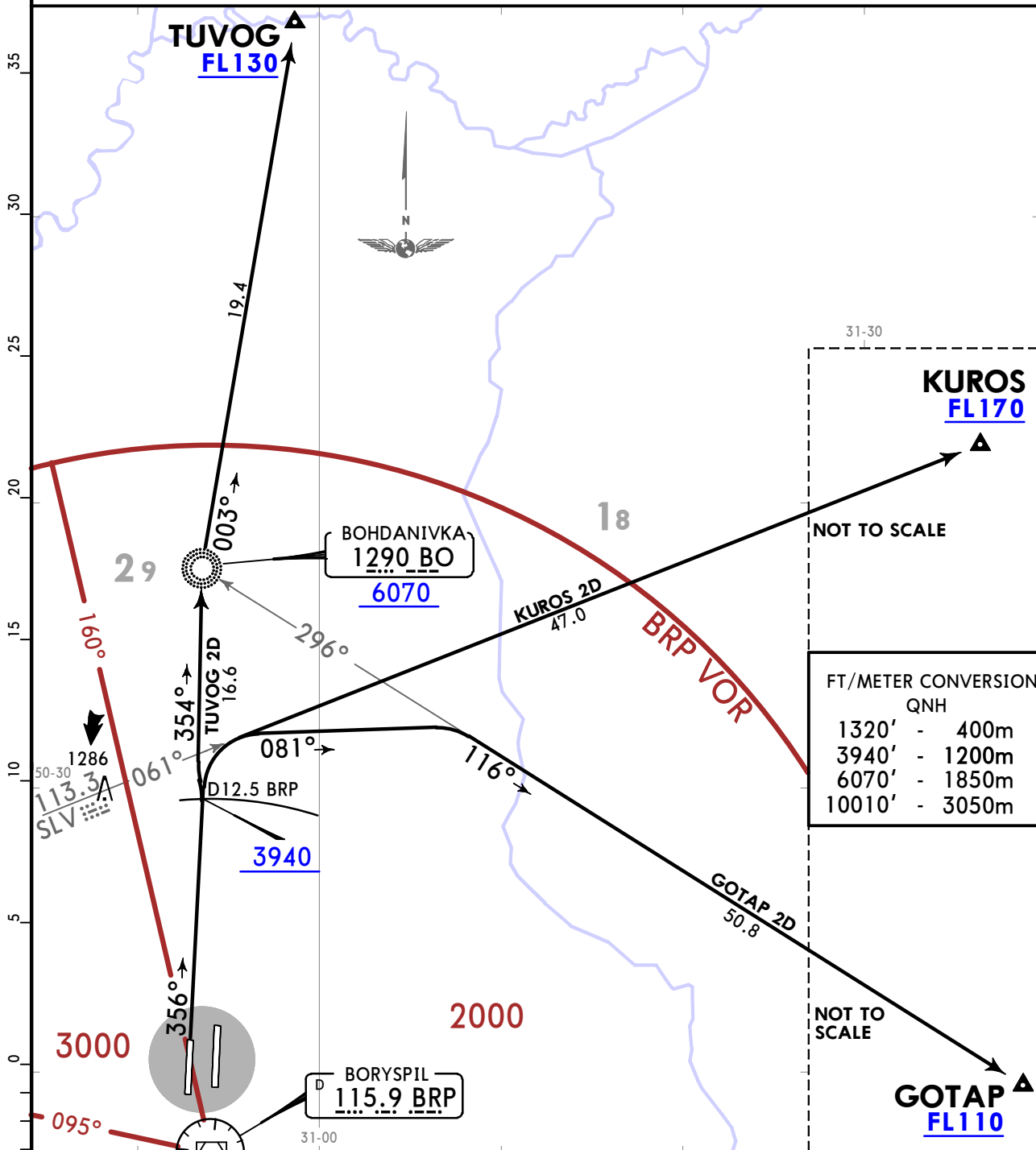
KYIV Radar  
**128.175**

Apt Elev  
**427**

Trans alt: 10010  
 1. Contact KYIV Radar when passing 1320.  
 2. If unable to comply with SIDs advise ATC.  
 3. Monitor ATIS before requesting ATC clearance.  
 4. The initial call to KYIV Radar shall contain only call sign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

**GOTAP 2D [GOTA2D], KUROS 2D [KURO2D]  
 TUVOG 2D [TUVO2D]  
 DEPARTURES  
 (RWY 36L)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
<b>GOTAP 2D</b>	On 356° track to D12.5 BRP, turn RIGHT, 081° track, turn RIGHT, intercept 116° bearing from BO NDB to GOTAP.
<b>KUROS 2D</b>	On 356° track to D12.5 BRP, turn RIGHT, intercept SLV R061 to KUROS.
<b>TUVOG 2D</b>	On 356° track to D12.5 BRP, turn LEFT, intercept 354° bearing to BO NDB, turn RIGHT, 003° bearing to TUVOG.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
 27 DEC 19 **(10-3S)**

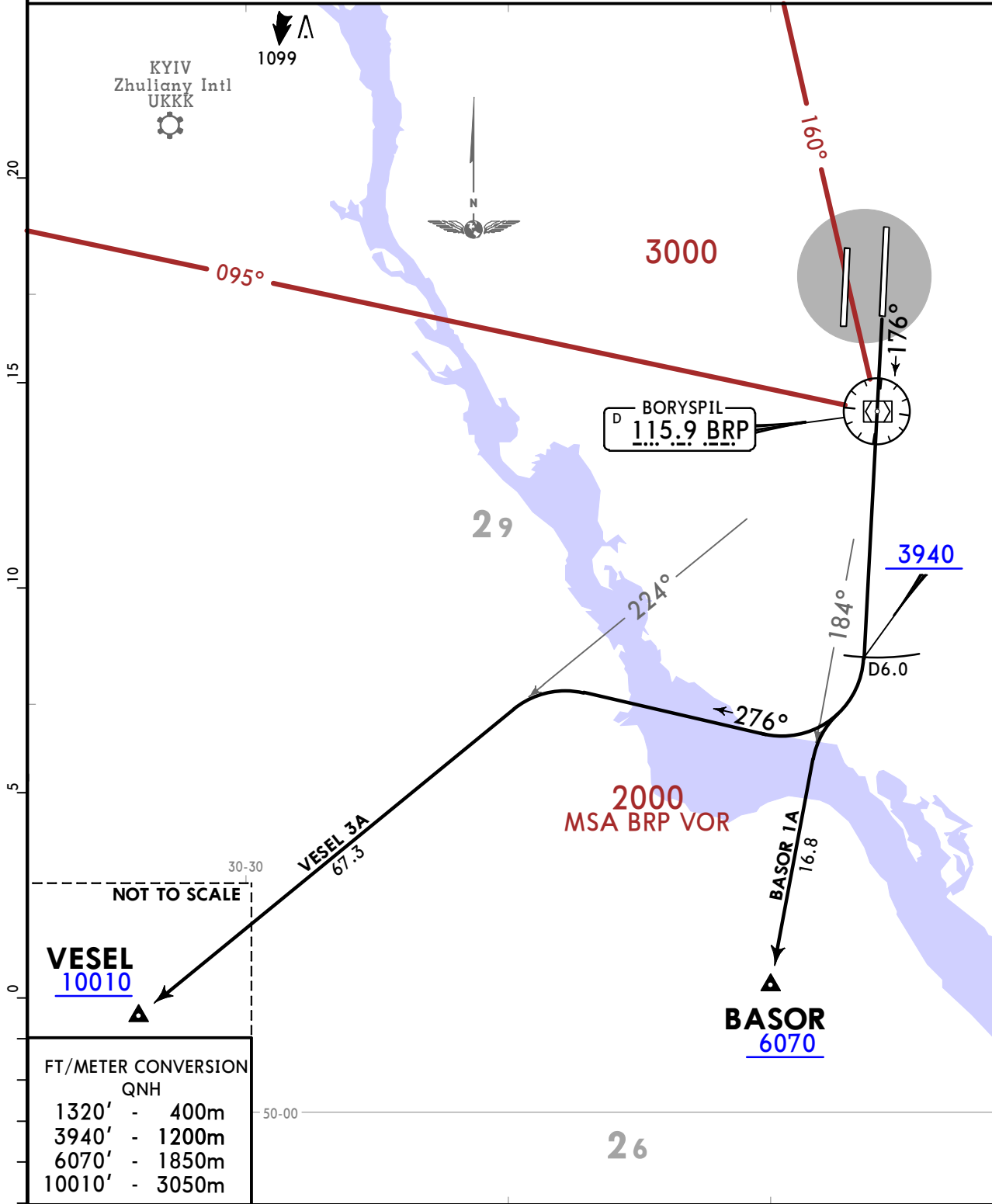
**KYIV, UKRAINE**  
**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>
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- Trans alt: 10010
1. Contact KYIV Radar when passing 1320.
  2. If unable to comply with SIDs advise ATC.
  3. Monitor ATIS before requesting ATC clearance.
  4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

**BASOR 1A [BASO1A], VESEL 3A [VESE3A]**  
**DEPARTURES**  
**(RWY 18L)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



**VESEL**  
10010

**BASOR**  
6070

FT/METER CONVERSION  
 QNH

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

SID	ROUTING
<b>BASOR 1A</b>	On 176° track to D6.0 BRP, turn RIGHT, intercept BRP R184 to BASOR.
<b>VESEL 3A</b> BY ATC	On 176° track to D6.0 BRP, turn RIGHT, 276° track, turn LEFT, intercept BRP R224 to VESEL.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
 27 DEC 19 **(10-3T)**

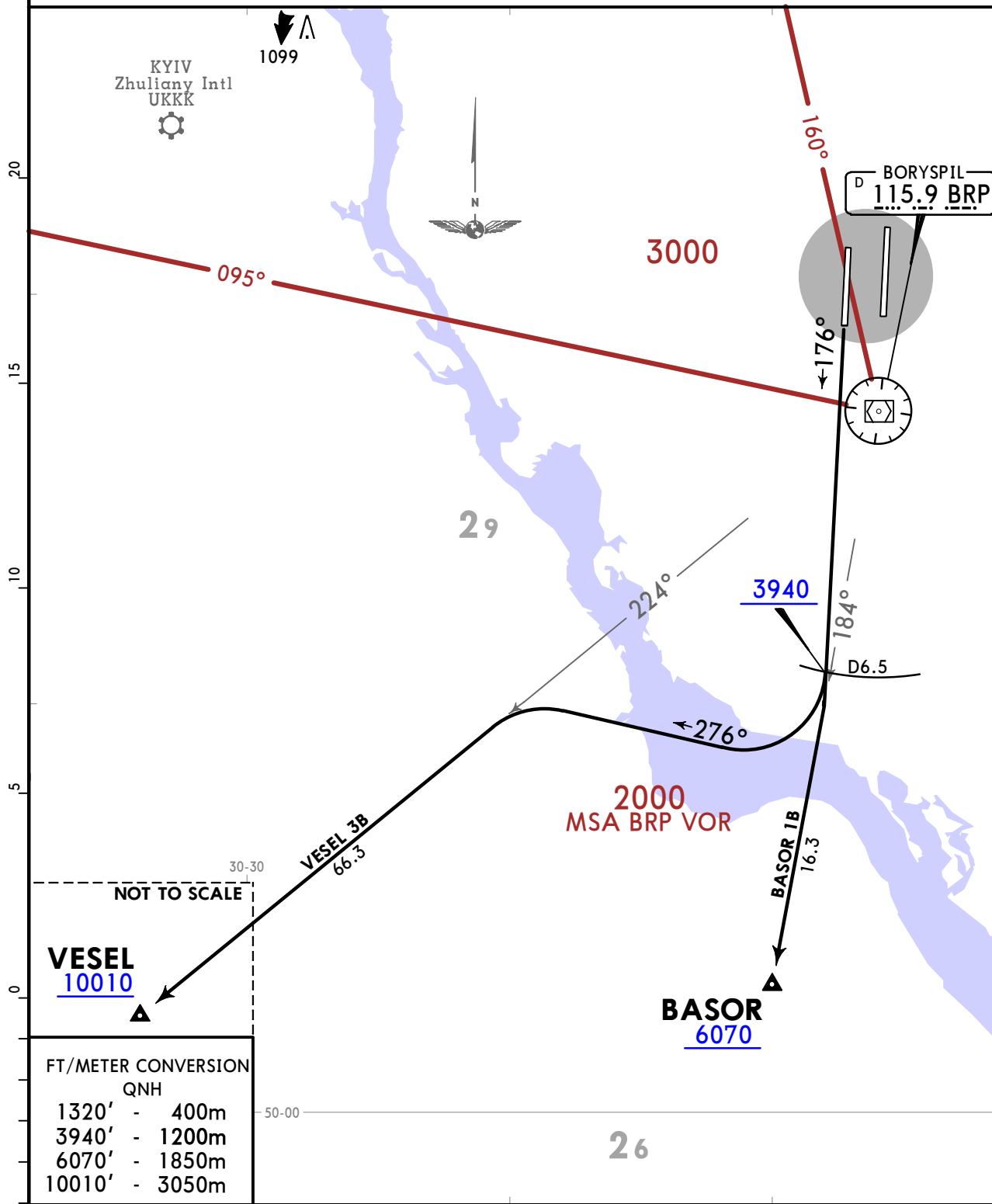
**KYIV, UKRAINE**  
**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>
--	---------------------------------	------------------------

Trans alt: 10010  
 1. Contact KYIV Radar when passing 1320.  
 2. If unable to comply with SIDs advise ATC.  
 3. Monitor ATIS before requesting ATC clearance.  
 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

**BASOR 1B [BASO1B], VESEL 3B [VESE3B]**  
**DEPARTURES**  
**(RWY 18R)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



NOT TO SCALE

**VESEL**  
10010

FT/METER CONVERSION  
 QNH  
 1320' - 400m  
 3940' - 1200m  
 6070' - 1850m  
 10010' - 3050m

SID	ROUTING
<b>BASOR 1B</b>	On 176° track to D6.5 BRP, turn RIGHT, intercept BRP R184 to BASOR.
<b>VESEL 3B</b> BY ATC	On 176° track to D6.5 BRP, turn RIGHT, 276° track, turn LEFT, intercept BRP R224 to VESEL.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

**KYIV, UKRAINE**

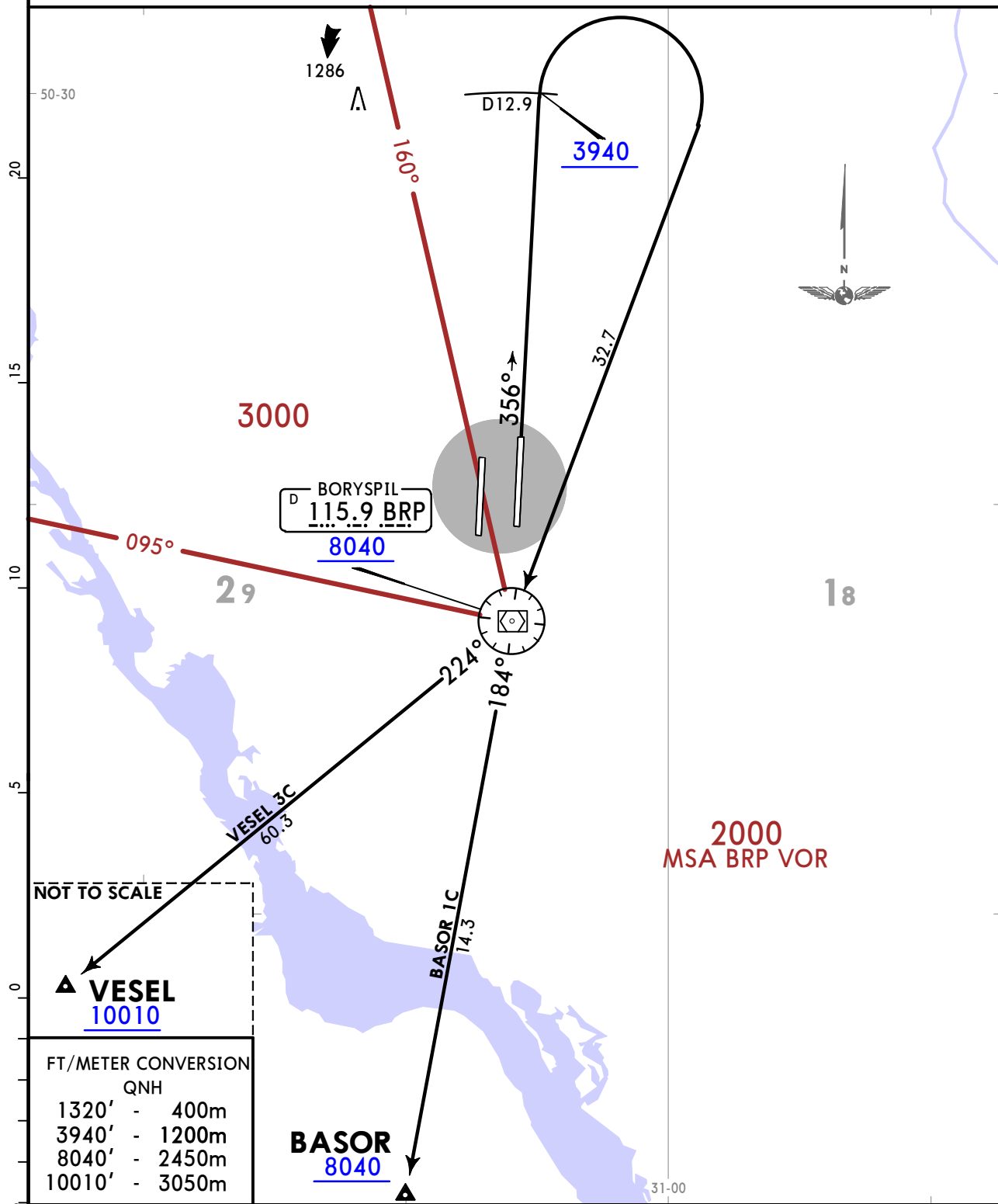
27 DEC 19 **(10-3U)**

**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>	Trans alt: 10010 1. Contact KYIV Radar when passing 1320. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
--	---------------------------------	------------------------	--

**BASOR 1C [BASO1C], VESEL 3C [VESE3C]**  
**DEPARTURES**  
**(RWY 36R)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



NOT TO SCALE

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

SID	ROUTING
<b>BASOR 1C</b>	On 356° track to D12.9 BRP, turn RIGHT to BRP VOR, turn LEFT, BRP R184 to BASOR.
<b>VESEL 3C</b> BY ATC	On 356° track to D12.9 BRP, turn RIGHT to BRP VOR, turn RIGHT, BRP R224 to VESEL.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**

**KYIV, UKRAINE**

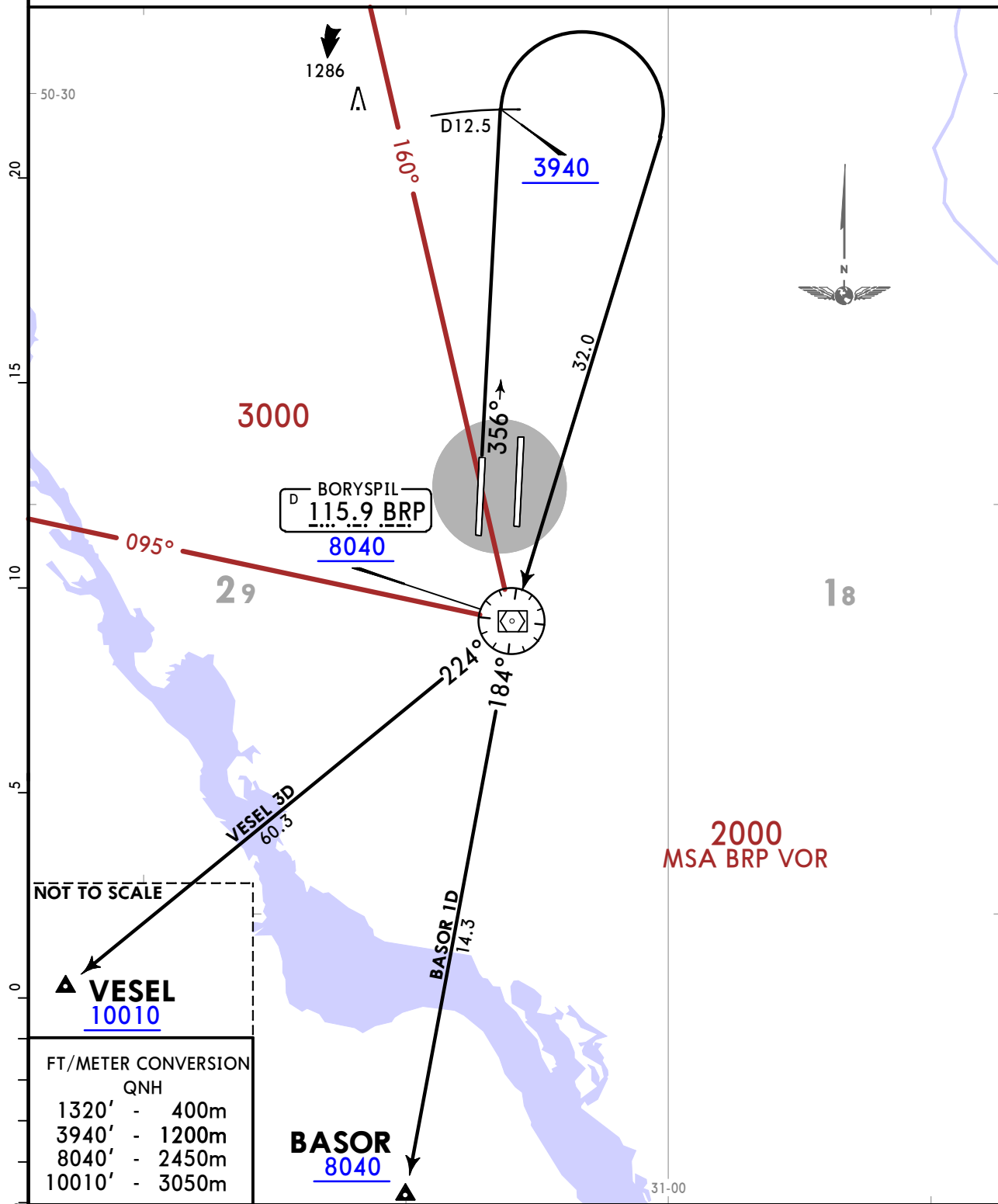
27 DEC 19 **(10-3V)**

**SID**

ATIS <b>125.950</b> (Russian <b>119.425</b> )	KYIV Radar <b>128.175</b>	Apt Elev <b>427</b>	Trans alt: 10010 1. Contact KYIV Radar when passing 1320. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
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**BASOR 1D [BASO1D], VESEL 3D [VESE3D]**  
**DEPARTURES**  
**(RWY 36L)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



NOT TO SCALE

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

SID	ROUTING
<b>BASOR 1D</b>	On 356° track to D12.5 BRP, turn RIGHT to BRP VOR, turn LEFT, BRP R184 to BASOR.
<b>VESEL 3D</b> BY ATC	On 356° track to D12.5 BRP, turn RIGHT to BRP VOR, turn RIGHT, BRP R224 to VESEL.



**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
27 DEC 19 **(10-3W)**

**KYIV, UKRAINE**

**SID**

**BOHDANIVKA 2A (BO 2A) [B02A]**  
**KAFEL 1A [KAFE1A]**  
**SOLOVIIVKA 2A (SLV 2A) [SLV2A]**  
**DEPARTURES**  
**(RWY 18L)**  
**NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES**

Trans alt: 10010  
1. Contact KYIV Radar when passing 1320.  
2. If unable to comply with SIDs advise ATC.  
3. Monitor ATIS before requesting ATC clearance.  
4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

ATIS  
**125.950**  
(Russian  
**119.425**)

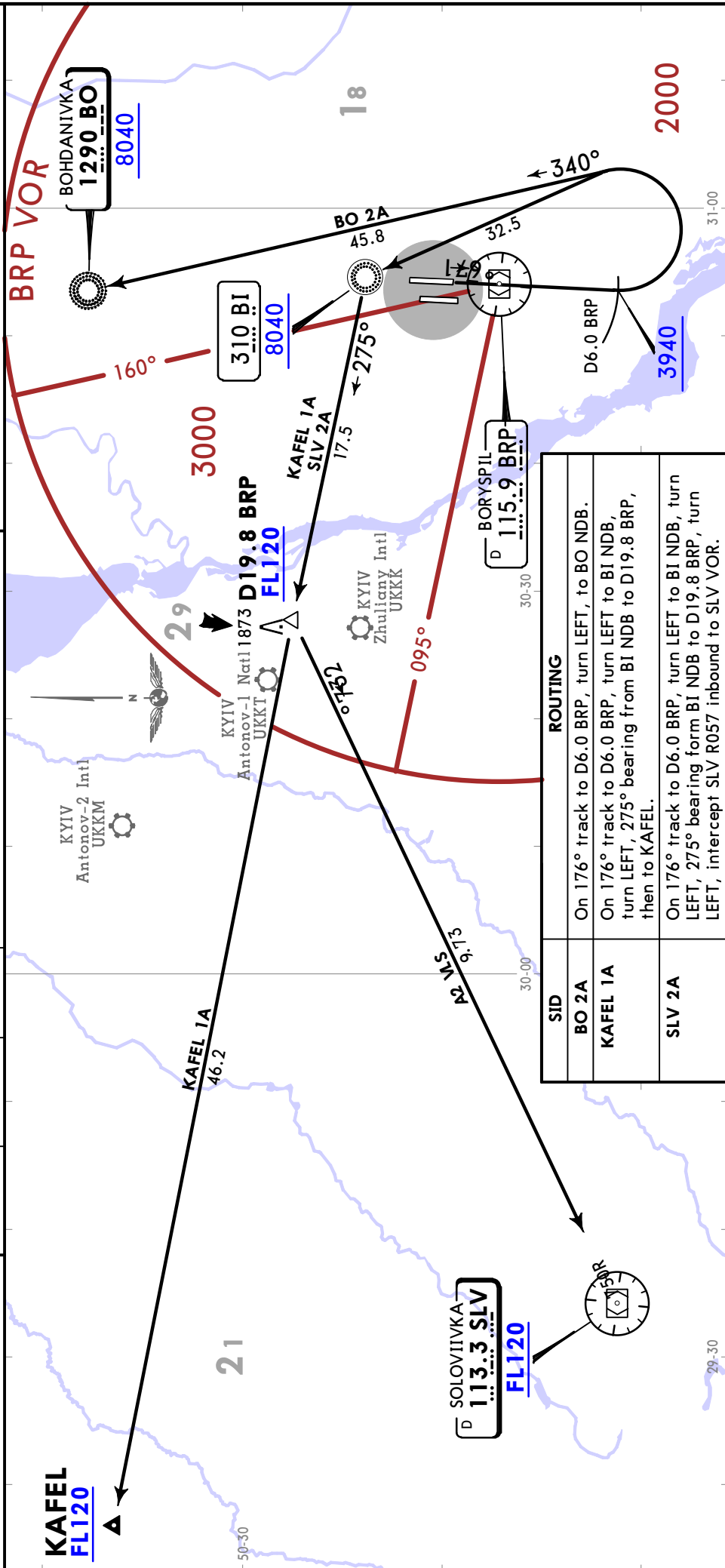
KYIV Radar  
**128.175**

Apt Elev  
**427**

**FT/METER CONVERSION**

QNH

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



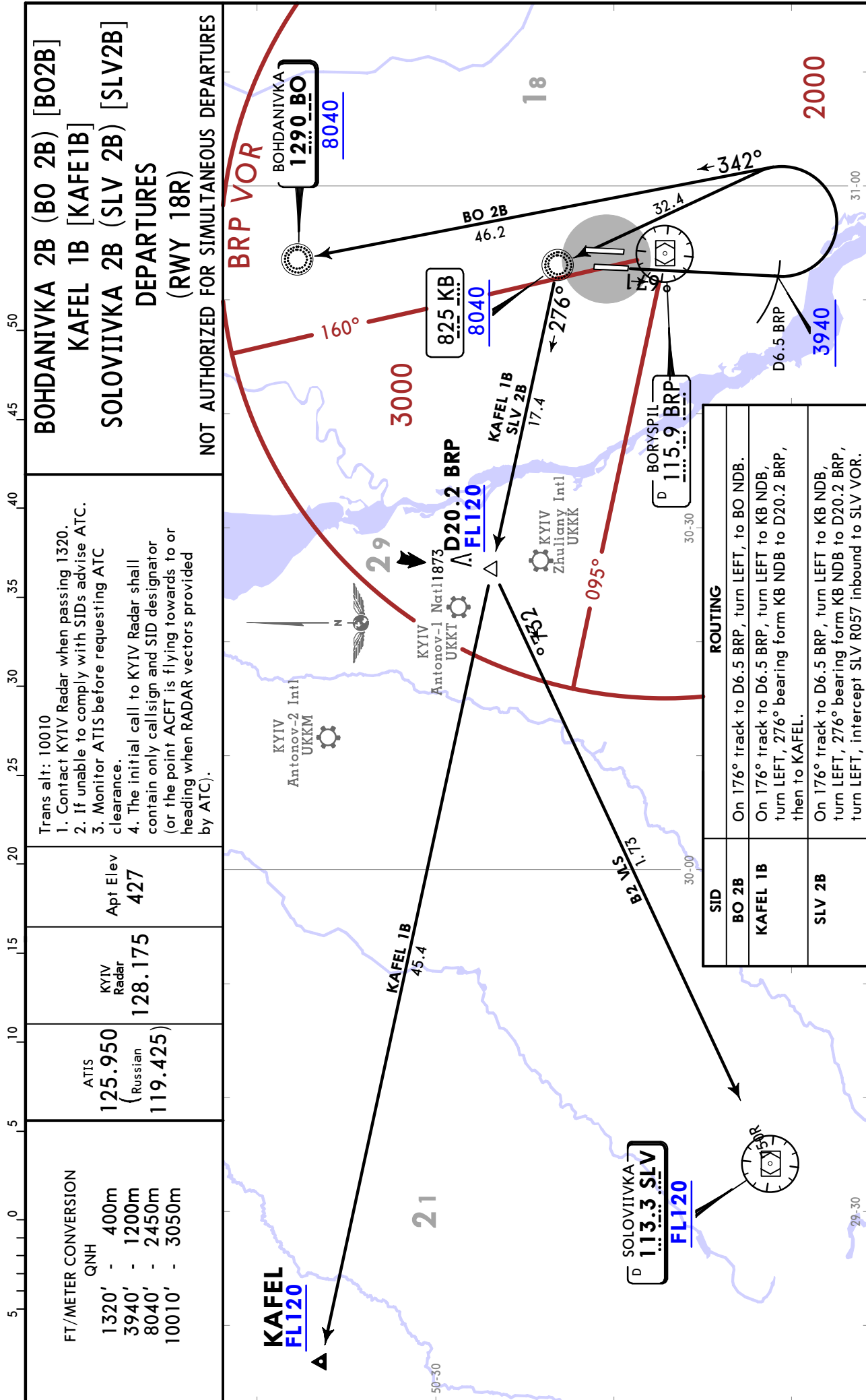
SID	ROUTING
BO 2A	On 176° track to D6.0 BRP, turn LEFT, to BO NDB.
KAFEL 1A	On 176° track to D6.0 BRP, turn LEFT to BI NDB, turn LEFT, 275° bearing from BI NDB to D19.8 BRP, then to KAFEL.
SLV 2A	On 176° track to D6.0 BRP, turn LEFT to BI NDB, turn LEFT, 275° bearing from BI NDB to D19.8 BRP, turn LEFT, intercept SLV R057 inbound to SLV VOR.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
27 DEC 19 **(10-3X)**

**KYIV, UKRAINE**

**SID**



**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
27 DEC 19 **10-3X1**

**KYIV, UKRAINE**

**SID**

**BOHDANIVKA 2C (BO 2C) [BO2C]**  
**KAFEL 1C [KAFE1C]**  
**SOLOVIIVKA 2C (SLV 2C) [SLV2C]**  
**DEPARTURES**  
**(RWY 36R)**  
**NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES**

- Trans alt: 10010
1. Contact KYIV Radar when passing 1320.
  2. If unable to comply with SIDs advise ATC.
  3. Monitor ATIS before requesting ATC clearance.
  4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).

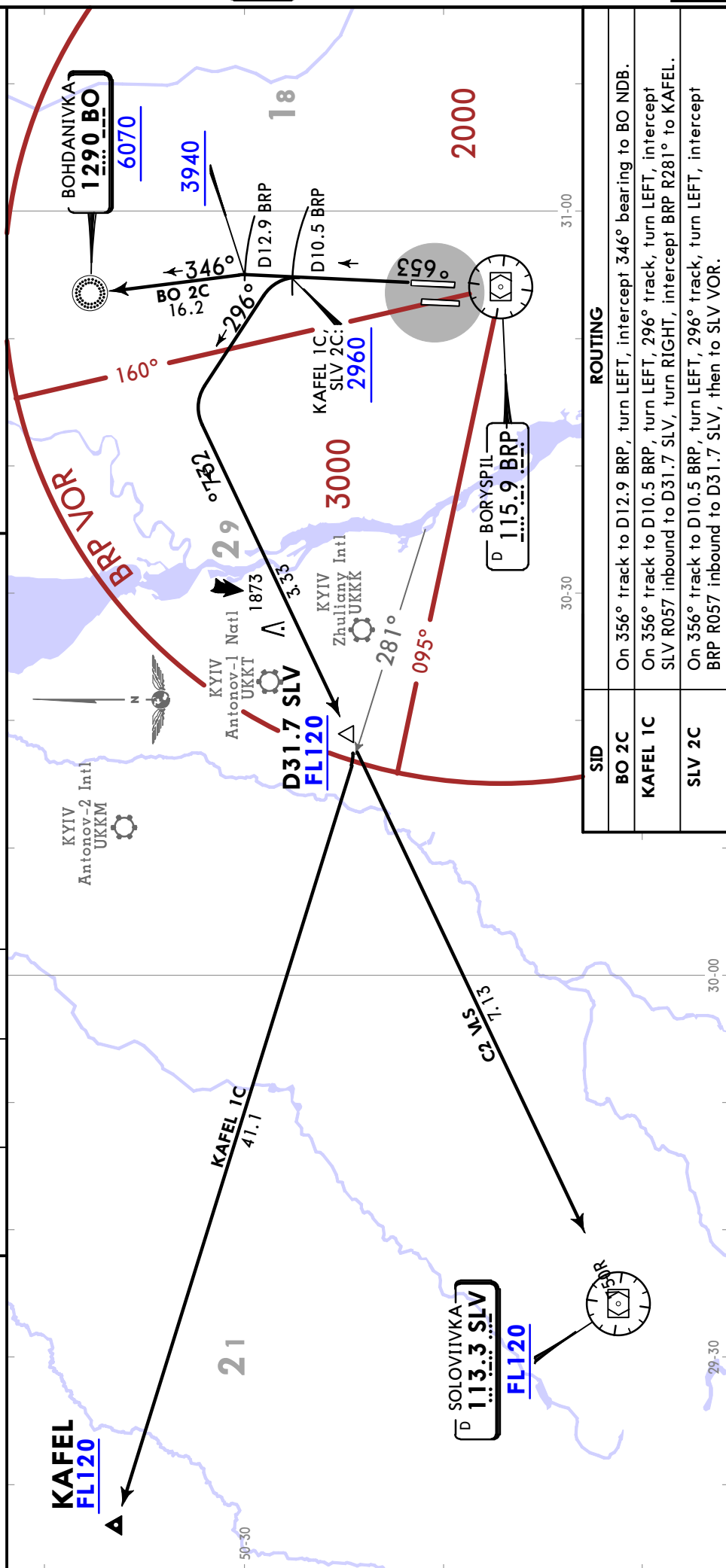
Apt Elev  
**427**

KYIV Radar  
**128.175**

ATIS  
**125.950**  
(Russian  
**119.425**)

**FT/METER CONVERSION**

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



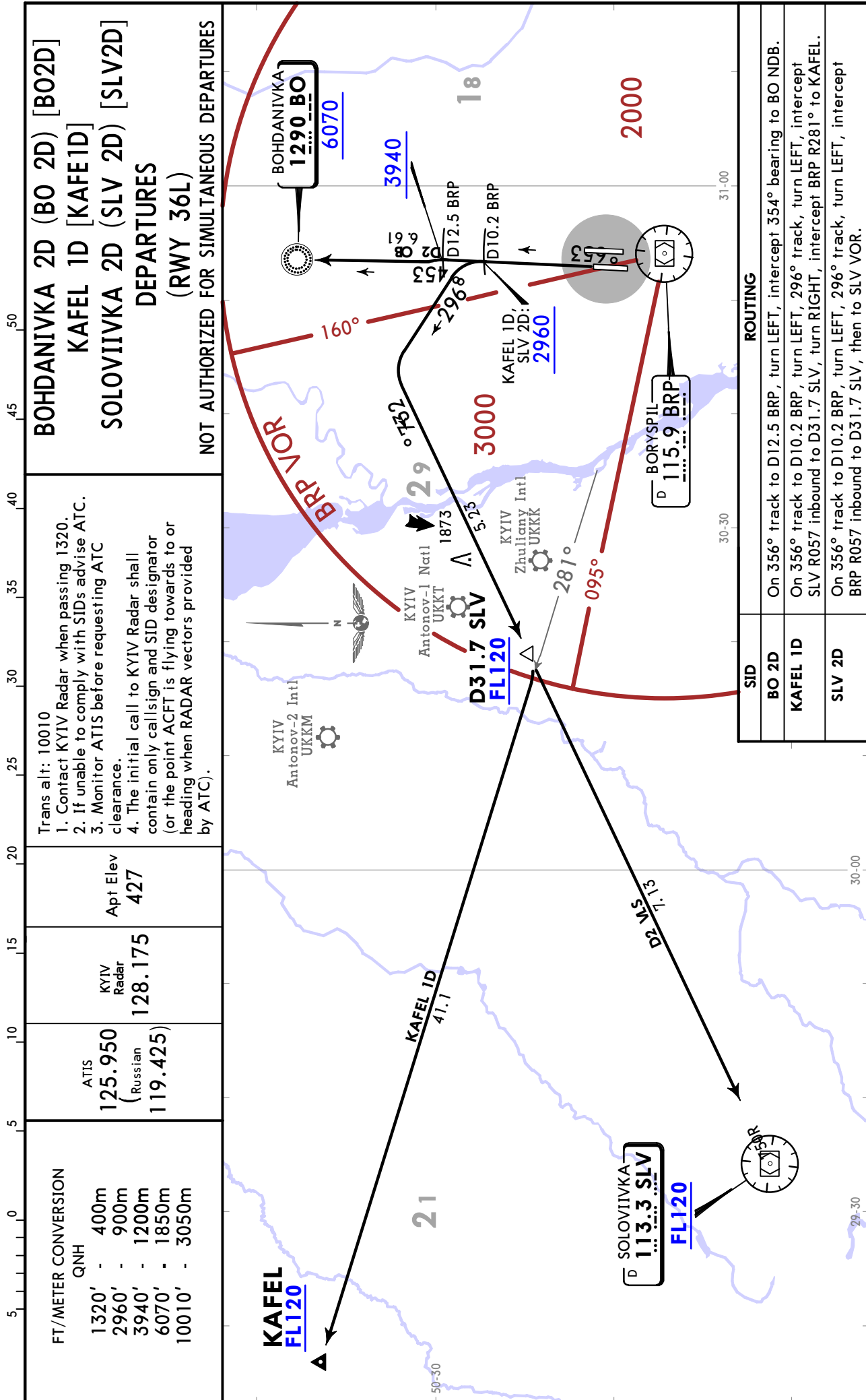
SID	ROUTING
<b>BO 2C</b>	On 356° track to D12.9 BRP, turn LEFT, intercept 346° bearing to BO NDB.
<b>KAFEL 1C</b>	On 356° track to D10.5 BRP, turn LEFT, 296° track, turn LEFT, intercept SLV R057 inbound to D31.7 SLV, turn RIGHT, intercept BRP R281° to KAFEL.
<b>SLV 2C</b>	On 356° track to D10.5 BRP, turn LEFT, 296° track, turn LEFT, intercept BRP R057 inbound to D31.7 SLV, then to SLV VOR.

UKBB/KBP  
BORYSPIL INTL

JEPPESSEN  
27 DEC 19 10-3X2

KYIV, UKRAINE

SID



# UKBB/KBP

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

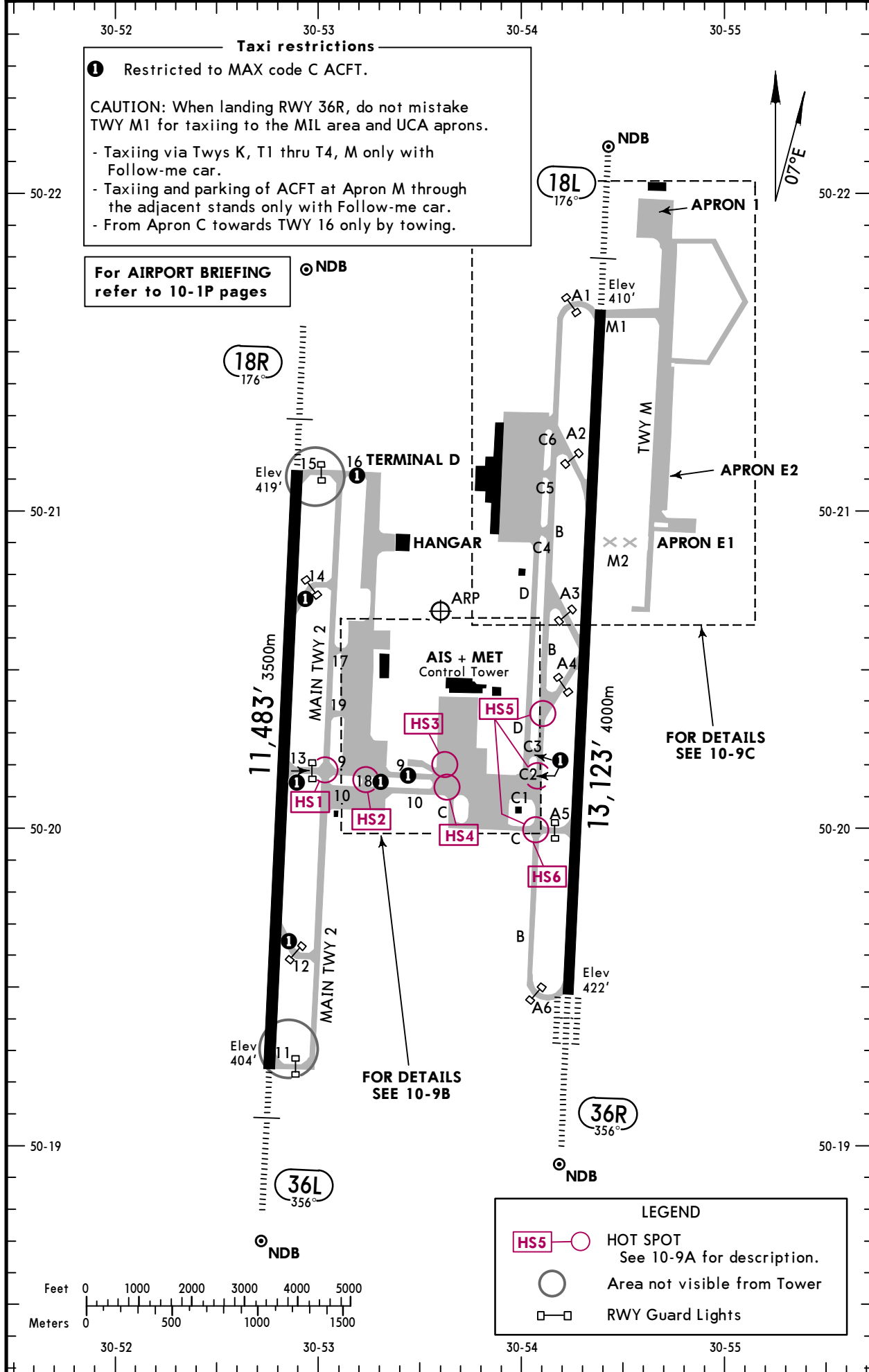


15 FEB 19 **10-9** Eff 28 Feb

# KYIV, UKRAINE

BORYSPIL INTL

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



**Taxi restrictions**

① Restricted to MAX code C ACFT.

CAUTION: When landing RWY 36R, do not mistake TWY M1 for taxiing to the MIL area and UCA aprons.

- Taxiing via Twys K, T1 thru T4, M only with Follow-me car.
- Taxiing and parking of ACFT at Apron M through the adjacent stands only with Follow-me car.
- From Apron C towards TWY 16 only by towing.

For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9C

FOR DETAILS SEE 10-9B

LEGEND	
	HOT SPOT See 10-9A for description.
	Area not visible from Tower
	RWY Guard Lights



UKBB/KBP



KYIV, UKRAINE

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

BORYSPIL INTL

ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					LANDING BEYOND		
				Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR			12,090' 3685m	①	197' 60m
36R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR					
18R	HIRL (50m) HIALS PAPI-L (3.0°)	RVR			10,450' 3185m	10,663' ② 3250m	207' 63m
36L					10,511' 3204m		

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.

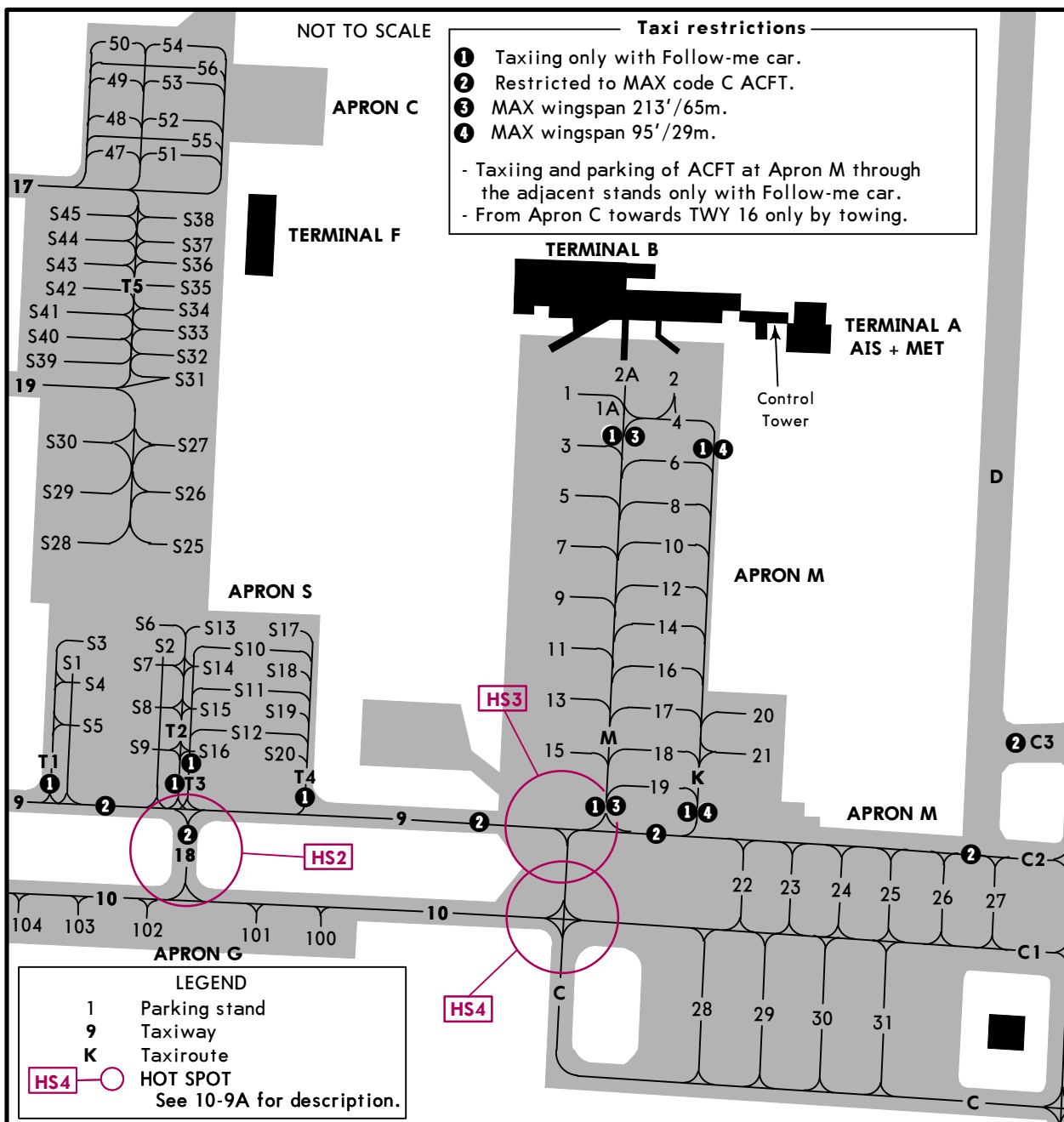
**Standard TAKE-OFF**

	Low Visibility Take-off Rwy 18L/36R			All Rwys	All Rwys	
	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		



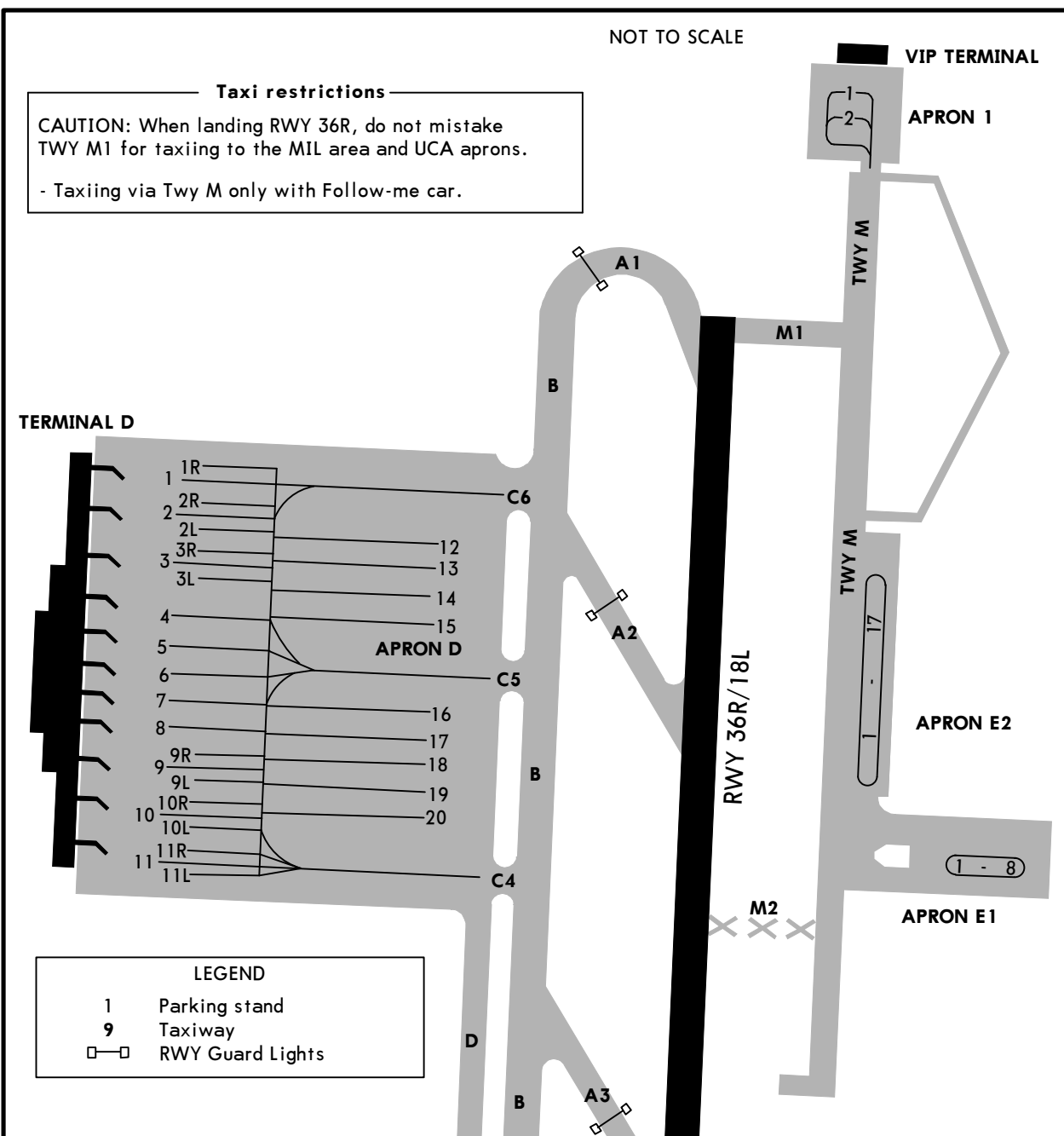
UKBB/KBP

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

**KYIV, UKRAINE**  
BORYSPIL INTL

NOT TO SCALE

**Taxi restrictions**  
CAUTION: When landing RWY 36R, do not mistake TWY M1 for taxiing to the MIL area and UCA aprons.  
- Taxiing via Twy M only with Follow-me car.



**INS COORDINATES**

STAND No.	COORDINATES
<b>APRON D</b>	
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



## VISUAL DOCKING GUIDANCE SYSTEM

### PILOT INSTRUCTIONS

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



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



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

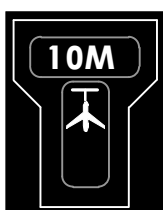
98'/30m to 66'/20m	5m steps
66'/20m to 33'/10m	2m steps
33'/10m to 3'/1m	1m steps
3'/1m to STOP	0.2m steps



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



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



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



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

## VISUAL DOCKING GUIDANCE SYSTEM



**STOP.**  
Stop now, docking point reached.



**OK.**  
Successful docking.



**TOO FAR.**  
Aircraft has gone beyond docking position.



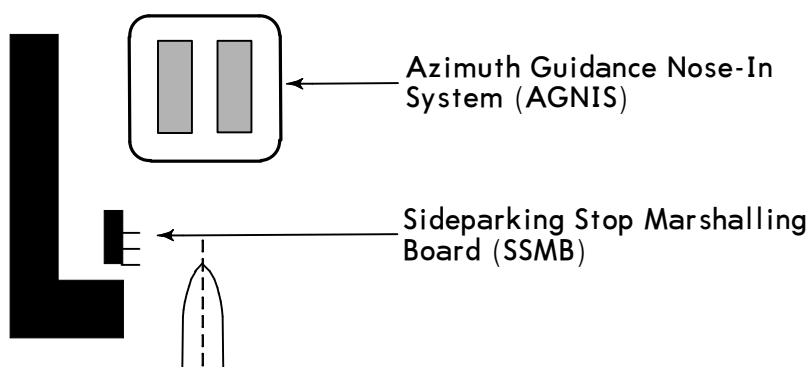
**ESTOP (EMERGENCY STOP).**  
Stop aircraft immediately,  
wait for docking instructions from Apron  
Control to resume docking procedure.

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

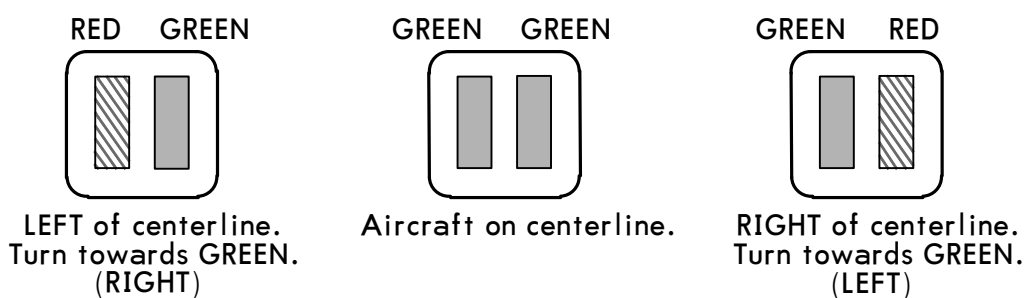
- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

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

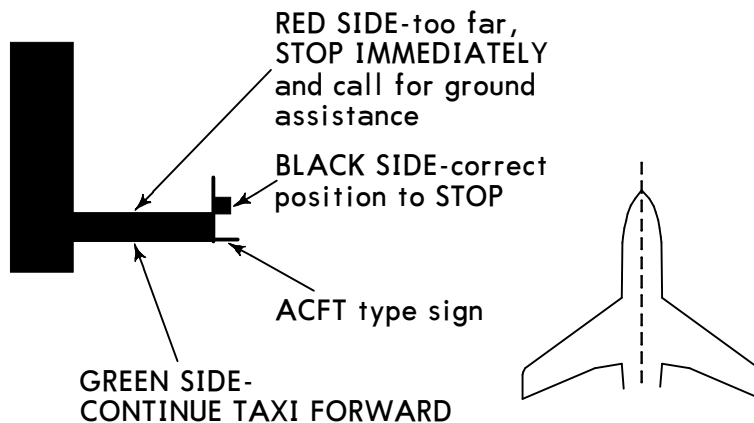
**VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM**



**AGNIS SIGNALS**



**SSMB SIGNALS**



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

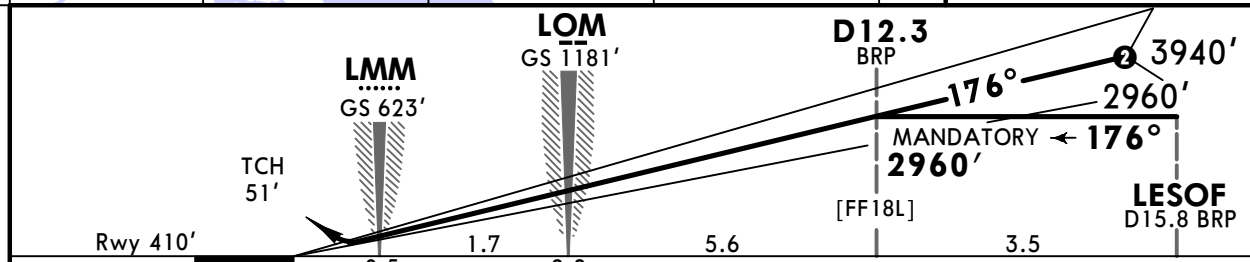
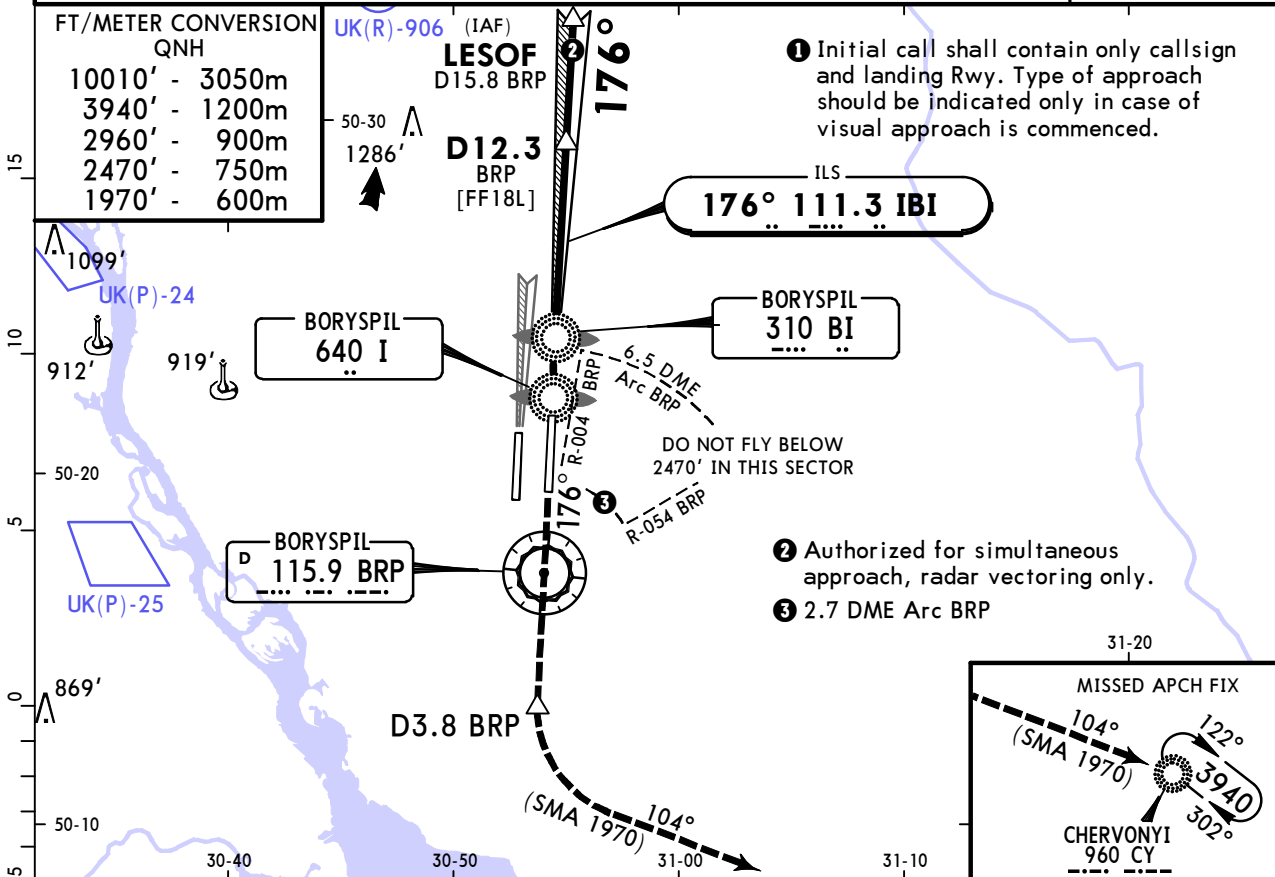
**WARNING:** In case of missing correct position or any doubt in AGNIS serviceability, stop immediately and call for ground service assistance.

# UKBB/KBP BORYSPIL INTL

**JEPPESSEN**  
25 DEC 20 **(11-1)** Eff 31 Dec

# KYIV, UKRAINE ILS Rwy 18L

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050 127.925			
LOC IBI <b>111.3</b>	Final Apch Crs <b>176°</b>	<b>D12.3 BRP</b> MANDATORY 2960' (2550')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 410'		
<b>MISSED APCH:</b> On track 176° climb 1970' to D3.8 BRP, then turn LEFT on track 104° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						
1. DME required. 2. Expect simultaneous approaches.					MSA BRP VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	D3.8 BRP
GS	3.00°	372	478	531	637	743		

<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
	ILS DA(H) A: <b>610'</b> (200') C: <b>630'</b> (220') B: <b>620'</b> (210') D: <b>640'</b> (230')		LOC (GS out)	
	FULL ALS out		West of apt	
	A		Max Kts	MDA(H) VIS
	B	RVR 550m ①	100	890'(463') 1500m 2470'(2043') 1500m
C	RVR 1200m	135	930'(503') 1600m 2470'(2043') 1600m	
D		180	1030'(603') 2400m 2470'(2043') 2400m	
		205	1130'(703') 3600m 2470'(2043') 3600m	

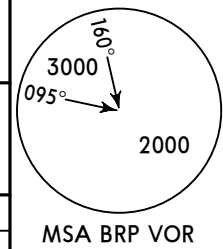
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

# UKBB/KBP BORYSPIL INTL

**JEPPESEN**  
25 DEC 20 **(11-2)** Eff 31 Dec

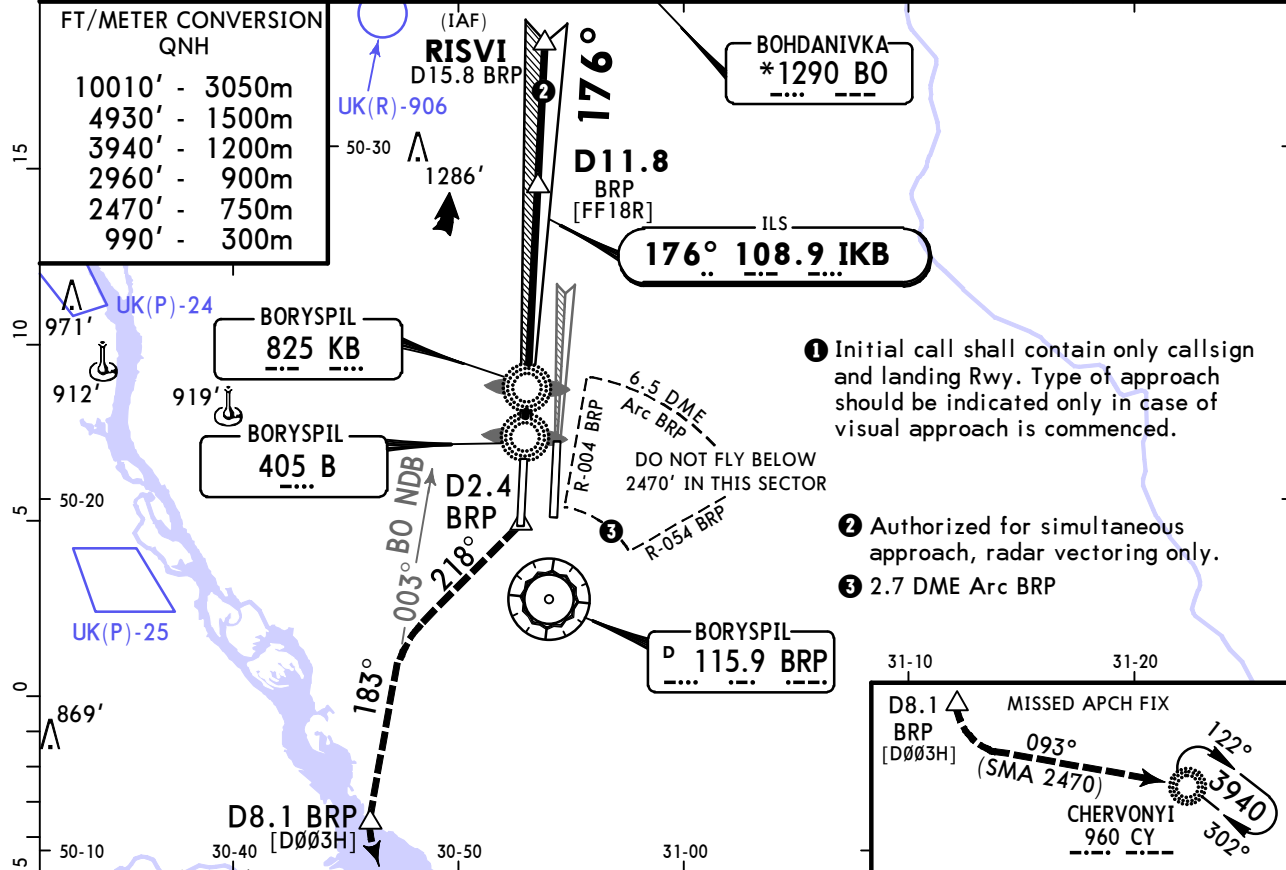
# KYIV, UKRAINE ILS Rwy 18R

ATIS Arrival			KYIV Radar FOR SECTORS REFER TO 10-1			
126.7 (Russian 134.250)			127.725	124.675	128.175	122.775 125.3
BORYSPIL Tower ① 119.650			Ground 118.050 127.925			
LOC IKB <b>108.9</b>	Final Apch Crs <b>176°</b>	<b>D11.8 BRP</b> MANDATORY 2960' (2541')	ILS DA(H) 619' (200')	Apt Elev 427' Rwy 419'		
<p><b>MISSED APCH:</b> On track 176° climb 990' or above to D2.4 BRP, then turn RIGHT on track 218° to intercept 003° to BO NDB, then turn LEFT climbing MIM 2960' and MAX 4930' to D8.1 BRP, then turn LEFT on track 093° climbing 4930' to CY NDB. Hold over 5min, then according to arrival and approach procedures.</p>						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						
1. DME required. 2. Expect simultaneous approaches.						

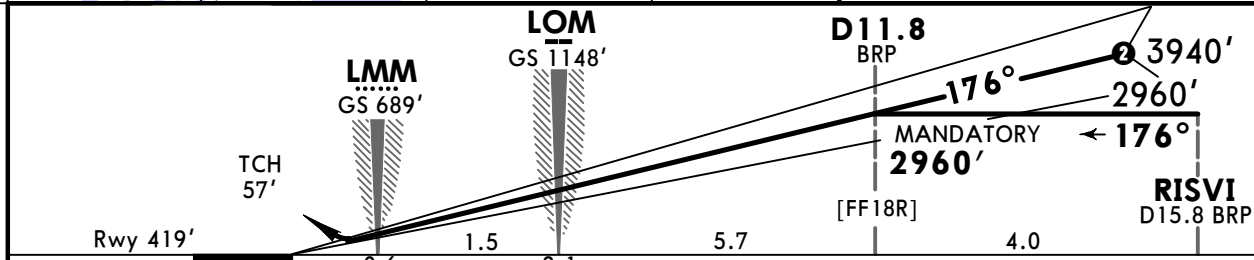
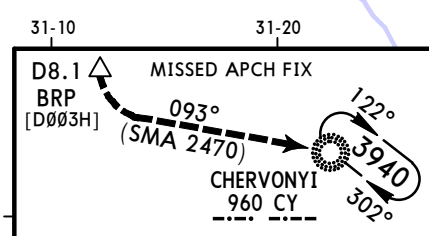


FT/METER CONVERSION  
QNH

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



- ① Initial call shall contain only call sign and landing Rwy. Type of approach should be indicated only in case of visual approach is commenced.
- ② Authorized for simultaneous approach, radar vectoring only.
- ③ 2.7 DME Arc BRP



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

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)	
	DA(H) 619' (200')		West of apt	
	FULL	ALS out	Max Kts	MDA(H) VIS
	A		100	890' (463') 1500m 2470' (2043') 1500m
B		135	930' (503') 1600m 2470' (2043') 1600m	
C	RVR 550m ①	RVR 1200m	180	1030' (603') 2400m 2470' (2043') 2400m
D			205	1130' (703') 3600m 2470' (2043') 3600m

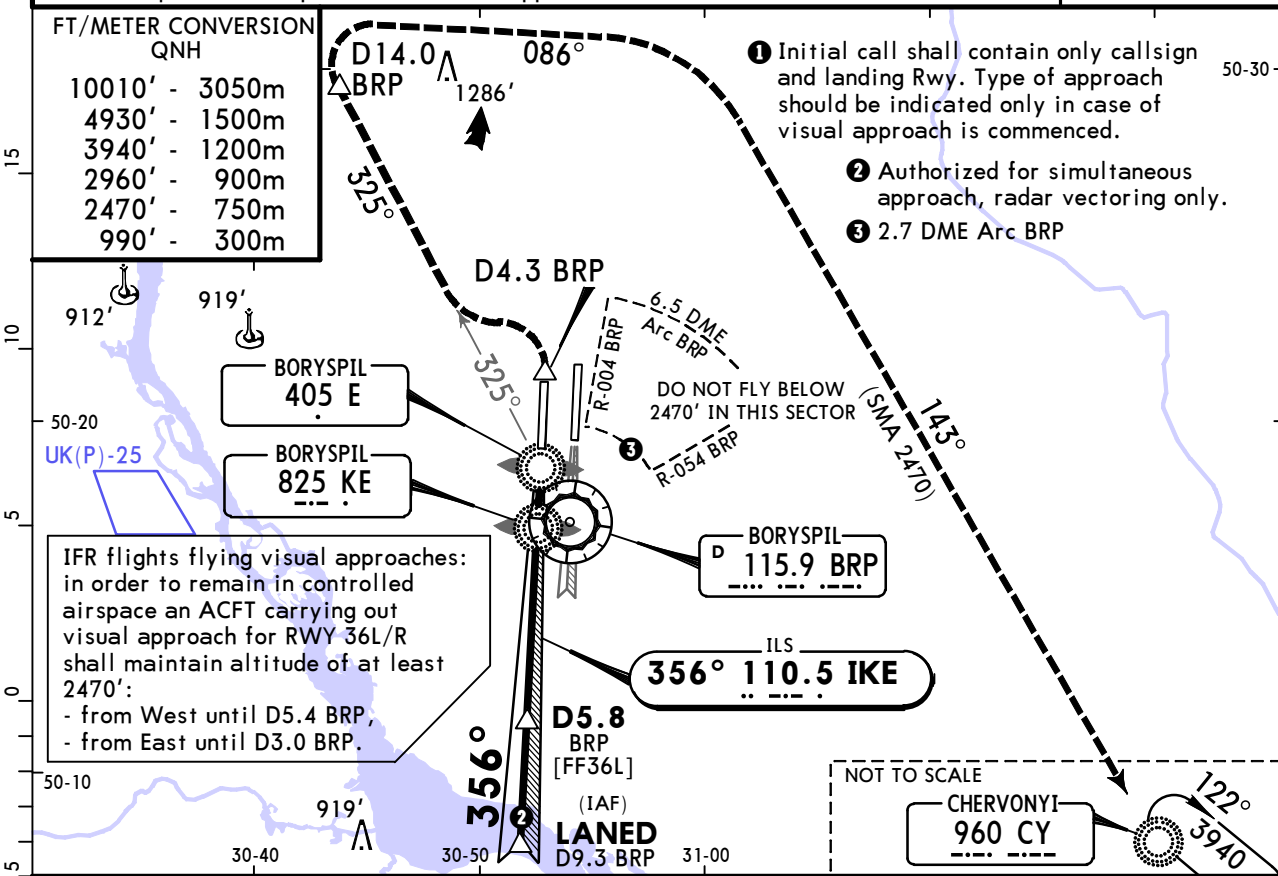
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: UK(R)-906 added. © JEPPESEN, 2001, 2020. ALL RIGHTS RESERVED.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
13 DEC 19 **(11-3)**

**KYIV, UKRAINE**  
**ILS Rwy 36L**

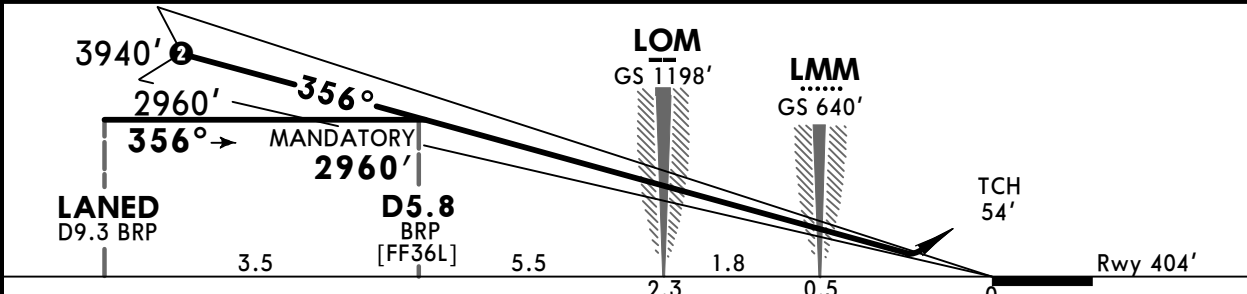
ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.650			Ground 118.050			127.925
LOC IKE <b>110.5</b>	Final Apch Crs <b>356°</b>	<b>D5.8 BRP</b> MANDATORY <b>2960'</b> (2556')	ILS DA(H) <b>604'</b> (200')	Apt Elev 427' Rwy 404'		
<b>MISSED APCH:</b> On track 356° climb 990' or above to D4.3 BRP, then turn LEFT to intercept R-325 BRP climbing MIM 2960' and MAX 4930' to D14.0 BRP, then turn RIGHT on track 086°, then turn RIGHT on track 143° climbing 4930' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						MSA BRP VOR
1. DME required. 2. Expect simultaneous approaches.						



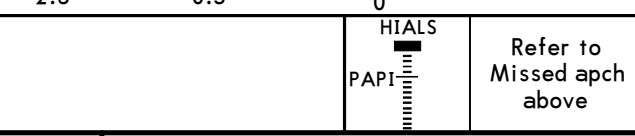
**FT/METER CONVERSION**  
QNH

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

**IFR flights flying visual approaches:**  
in order to remain in controlled airspace an ACFT carrying out visual approach for RWY 36L/R shall maintain altitude of at least 2470':  
- from West until D5.4 BRP,  
- from East until D3.0 BRP.



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



<b>PANS OPS</b>	<b>Standard STRAIGHT-IN LANDING RWY 36L</b>			<b>CIRCLE-TO-LAND</b>				
	ILS DA(H) <b>604'</b> (200')		LOC (GS out)	West of apt				
	FULL	ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A			100	890' (463')	1500m	2470' (2043')	1500m
	B			135	930' (503')	1600m	2470' (2043')	1600m
C	RVR 550m ①	RVR 1200m		180	1030' (603')	2400m	2470' (2043')	2400m
D				205	1130' (703')	3600m	2470' (2043')	3600m

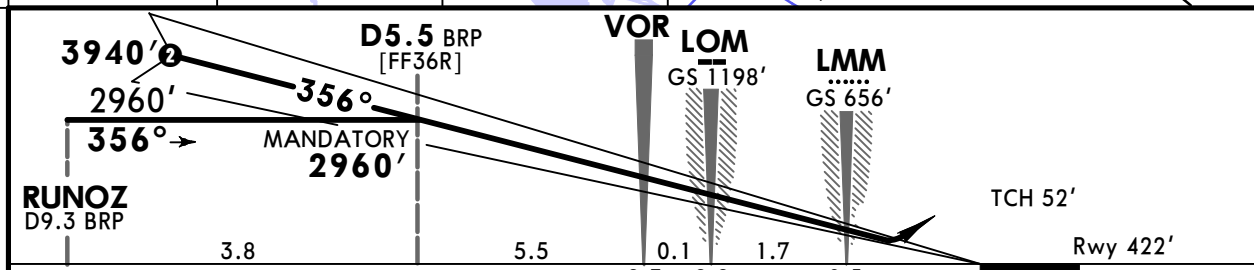
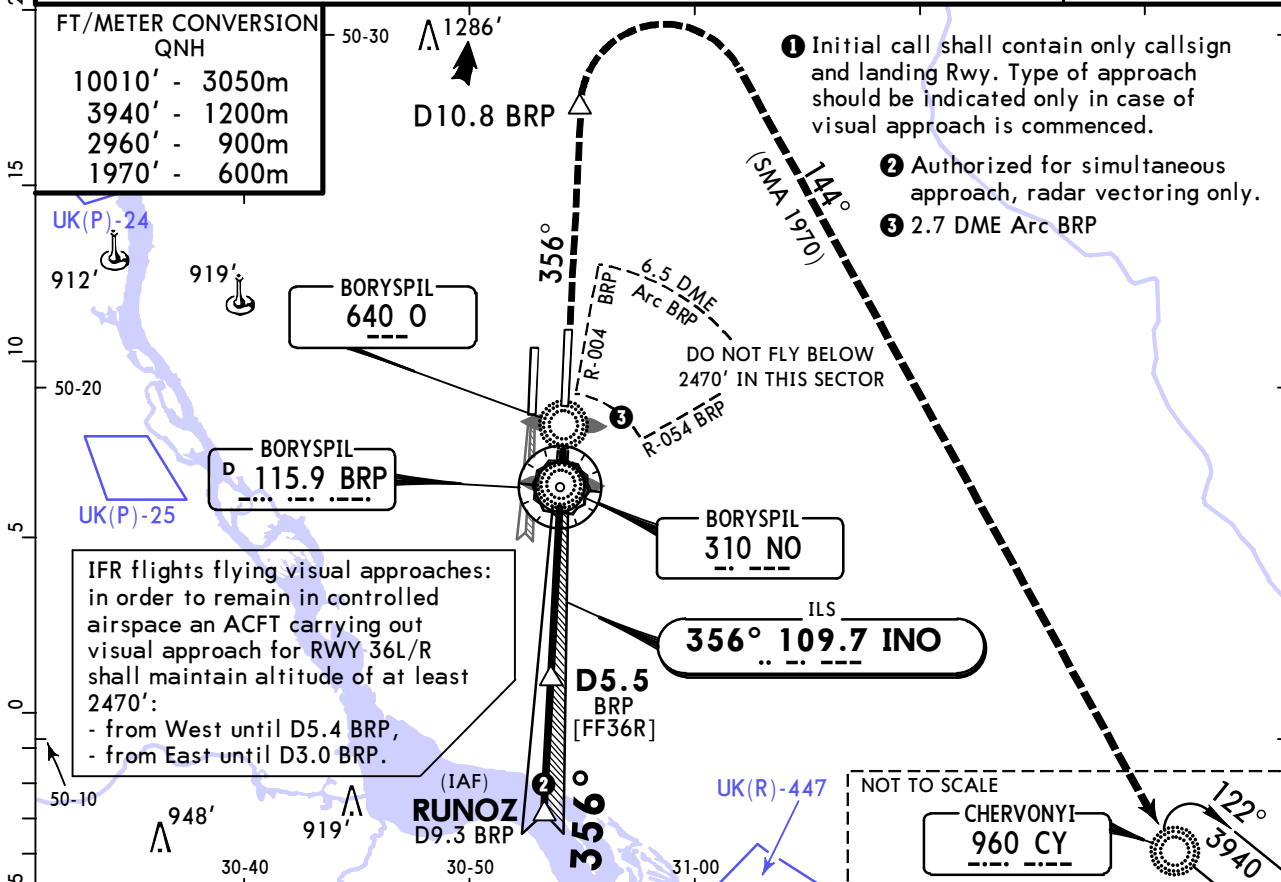
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
3 JAN 20 **(11-4)**

**KYIV, UKRAINE**  
**ILS Rwy 36R**

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050		127.925	
LOC INO <b>109.7</b>	Final Apch Crs <b>356°</b>	<b>D5.5 BRP</b> MANDATORY <b>2960'</b> (2538')	ILS DA(H) Refer to Minimums	Apt Elev 427'	Rwy 422'	
<b>MISSED APCH:</b> On track 356° climb 1970' to D10.8 BRP, then turn RIGHT on track 144° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						
1. DME required. 2. Expect simultaneous approaches.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1970' on 356° D10.8 BRP
GS	3.00°	372	478	531	637	743	

<b>PANS OPS</b>	<b>Standard STRAIGHT-IN LANDING RWY 36R ILS</b>			<b>CIRCLE-TO-LAND</b>			
	DA(H) C: <b>632'</b> (210')		LOC (GS out)	West of apt		Max Kts	
	AB: <b>622'</b> (200') D: <b>642'</b> (220')			MDA(H)	VIS		MDA(H)
	FULL	TDZ or CL out	ALS out				
	A				100	<b>890'</b> (463') 1500m	<b>2470'</b> (2043') 1500m
B	RVR 550m	RVR 550m ①	RVR 1200m		135	<b>930'</b> (503') 1600m	<b>2470'</b> (2043') 1600m
C					180	<b>1030'</b> (603') 2400m	<b>2470'</b> (2043') 2400m
D					205	<b>1130'</b> (703') 3600m	<b>2470'</b> (2043') 3600m

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

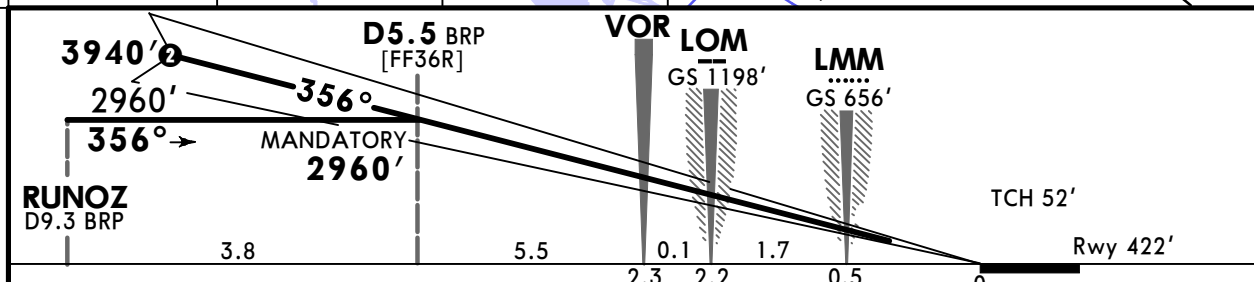
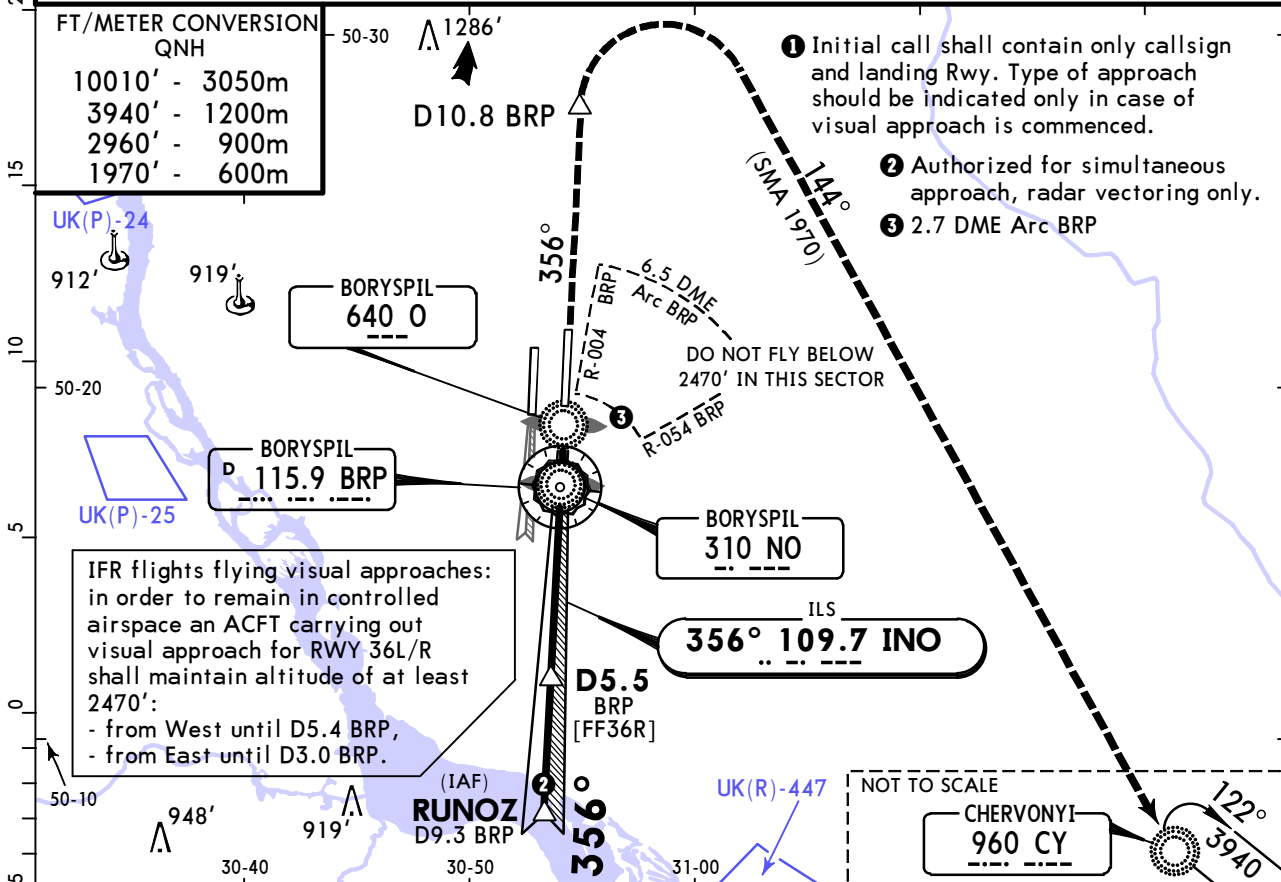


**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
3 JAN 20 **(11-4A)**

**KYIV, UKRAINE**  
**CAT II/III ILS Rwy 36R**

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050		127.925	
LOC INO <b>109.7</b>	Final Apch Crs <b>356°</b>	<b>D5.5 BRP</b> MANDATORY <b>2960'</b> (2538')	CAT IIIA & II ILS Refer to Minimums	Apt Elev 427'	Rwy 422'	
<b>MISSED APCH:</b> On track 356° climb 1970' to D10.8 BRP, then turn RIGHT on track 144° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						
1. DME required. 2. Expect simultaneous approaches.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	1970' ↑ on 356° D10.8 BRP
GS	3.00°	372	478	531	637	743		

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 36R</b>			
<b>CAT IIIA ILS</b>		<b>CAT II ILS</b>		<b>CAT II ILS</b>		<b>CAT II ILS</b>	
A		B		C		D	
<b>RA 105'</b>		<b>RA 123'</b>		<b>RA 137'</b>		<b>RA 151'</b>	
DH <b>50'</b>		DA(H) <b>524'</b> (102')		DA(H) <b>553'</b> (131')		DA(H) <b>566'</b> (144')	
RVR <b>200m</b>		RVR <b>300m</b>		RVR <b>400m</b>		RVR <b>450m</b>	

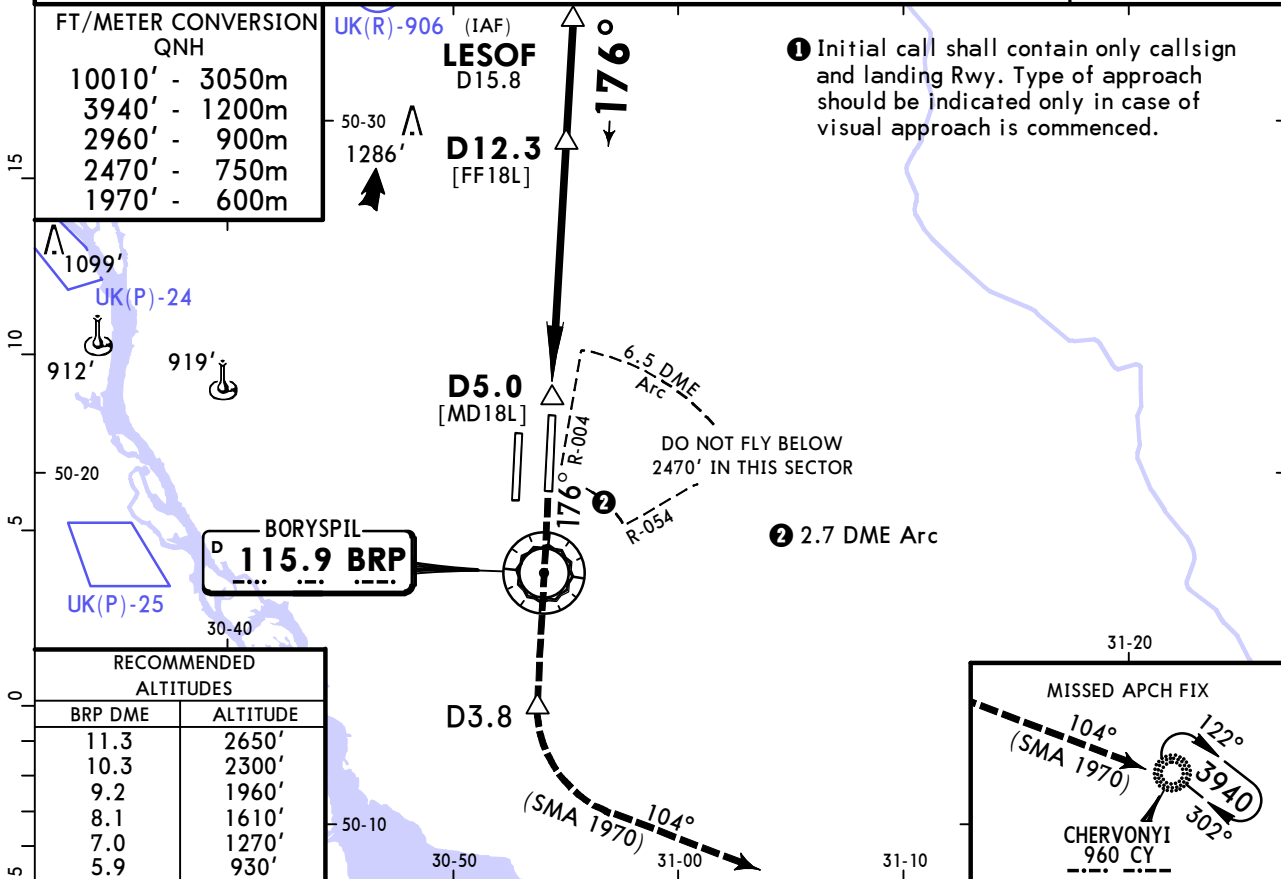


# UKBB/KBP BORYSPIL INTL

**JEPPESEN**  
25 DEC 20 **(13-1)** Eff 31 Dec

# KYIV, UKRAINE VOR Rwy 18L

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050			127.925
VOR BRP <b>115.9</b>	Final Apch Crs <b>176°</b>	<b>D12.3</b> MANDATORY <b>2960'</b> (2550')	DA/MDA(H) <b>830'</b> (420')	Apt Elev 427' Rwy 410'		
<b>MISSED APCH:</b> On track 176° climb 1970' to D3.8, then turn LEFT on track 104° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						MSA BRP VOR
DME required.						

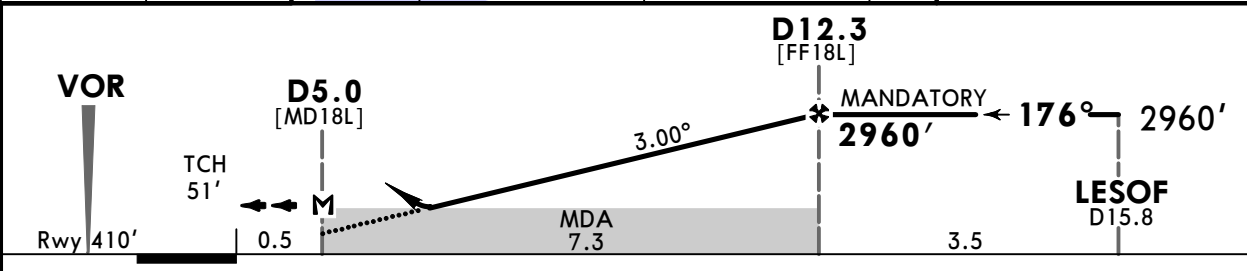


FT/METER CONVERSION  
QNH

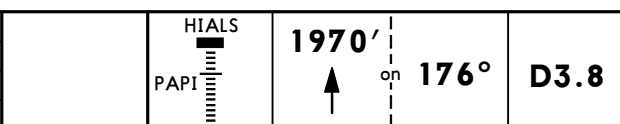
10010'	3050m
3940'	1200m
2960'	900m
2470'	750m
1970'	600m

RECOMMENDED ALTITUDES

BRP DME	ALTITUDE
11.3	2650'
10.3	2300'
9.2	1960'
8.1	1610'
7.0	1270'
5.9	930'



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



PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND		
	CDFA DA/MDA(H) <b>830'</b> (420')			West of apt		
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1200m	RVR 1500m	100	<b>890'</b> (463')	1500m
	B		RVR 1500m	135	<b>930'</b> (503')	1600m
C	RVR 1900m		180	<b>1030'</b> (603')	2400m	
D	RVR 1900m		205	<b>1130'</b> (703')	3600m	

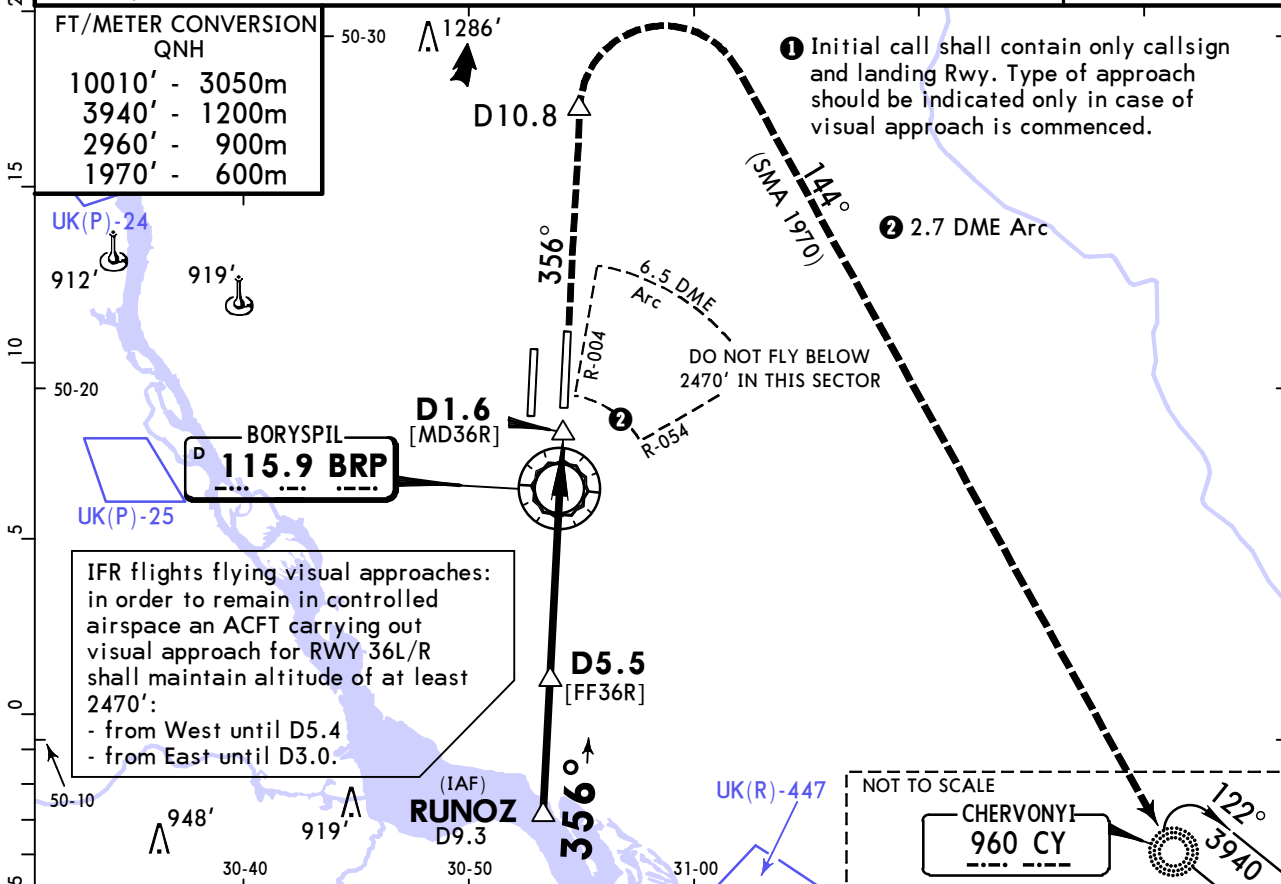
CHANGES: UK(R)-906 added.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESSEN**  
25 DEC 20 **(13-2)** **Eff 31 Dec**

**KYIV, UKRAINE**  
**VOR Rwy 36R**

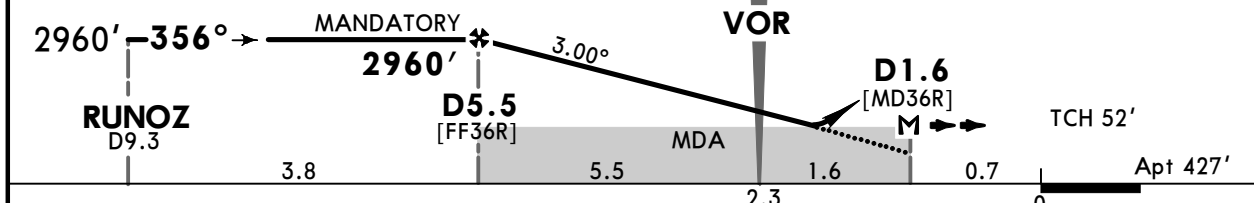
ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050		127.925	
VOR BRP <b>115.9</b>	Final Apch Crs <b>356°</b>	D5.5 MANDATORY <b>2960'</b> (2533')	DA/MDA(H) <b>760'</b> (333')	Apt Elev 427'		
<b>MISSED APCH:</b> On track 356° climb 1970' or above to D10.8, then turn RIGHT on track 144° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req)    Apt Elev: 15 hPa    Trans level: By ATC    Trans alt: 10010'						MSA BRP VOR
DME required.						



IFR flights flying visual approaches: in order to remain in controlled airspace an ACFT carrying out visual approach for RWY 36L/R shall maintain altitude of at least 2470':

- from West until D5.4
- from East until D3.0.

BRP DME	D4.9 before BRP	D3.8 before BRP	D2.7 before BRP	D1.6 before BRP	D0.5 before BRP	D0.5 after BRP
ALTITUDE	2770'	2430'	2090'	1740'	1400'	1050'



Gnd speed-Kts	70	90	100	120	140	160		1970' on 356° D10.8
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.6 after VOR								

<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND						
	CDFA				West of apt						
	DA/MDA(H) <b>760'</b> (333')				Max Kts		MDA(H) VIS		MDA(H) VIS		
	ALS out				100	890' (463')	1500m	2470' (2043')	1500m		
	A	RVR 800m			RVR 1500m			135	930' (503')	1600m	2470' (2043')
B							180	1030' (603')	2400m	2470' (2043')	2400m
C							205	1130' (703')	3600m	2470' (2043')	3600m
D											

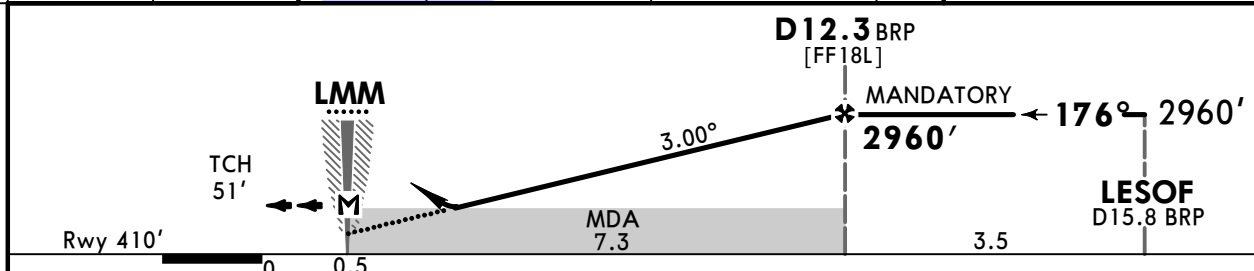
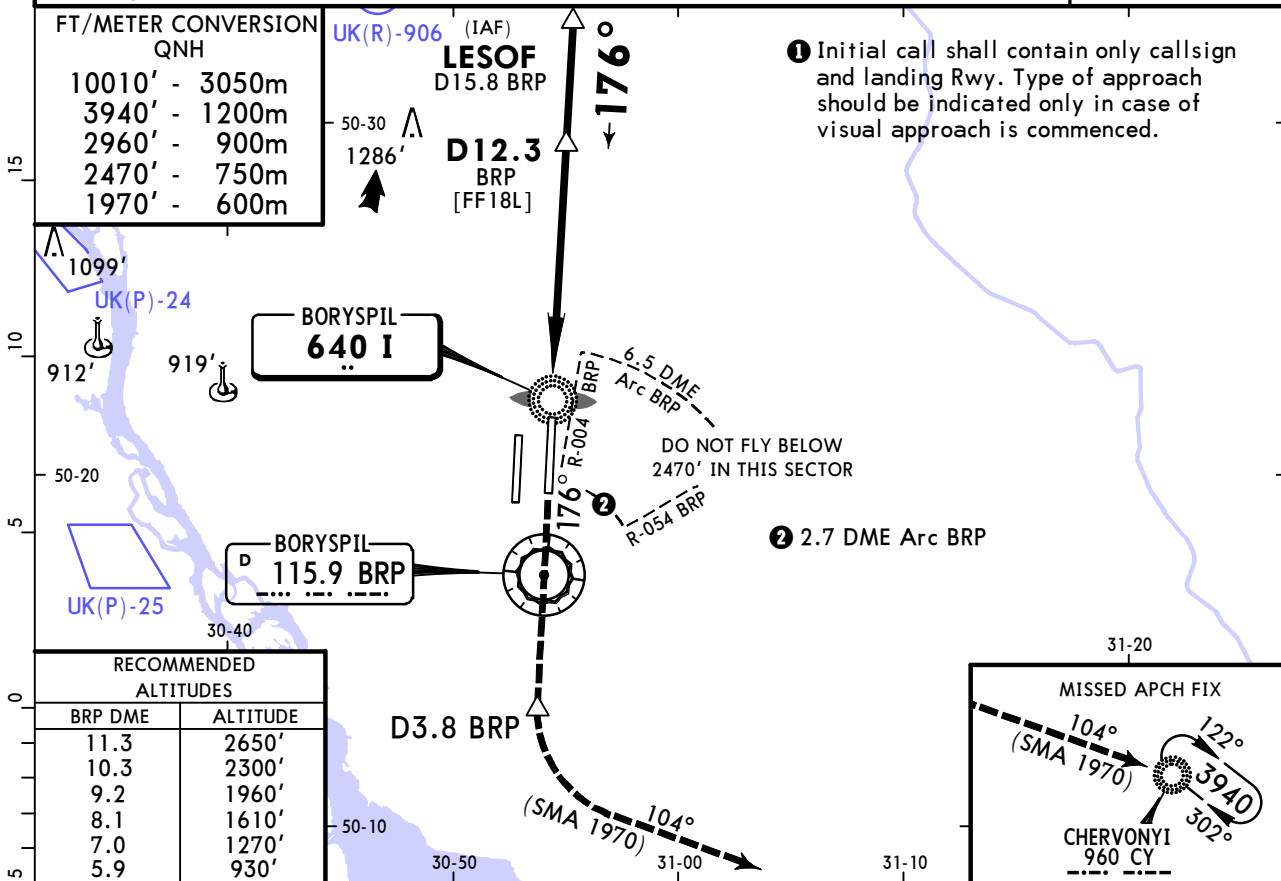
CHANGES: None.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
25 DEC 20 **(16-1)** **Eff 31 Dec**

**KYIV, UKRAINE**  
**NDB Rwy 18L**

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.3			Ground 118.050			127.925
NDB I <b>640</b>	Final Apch Crs <b>176°</b>	<b>D12.3 BRP</b> MANDATORY <b>2960'</b> (2550')	DA/MDA(H) <b>830'</b> (420')	Apt Elev 427' Rwy 410'		
<b>MISSED APCH:</b> On track 176° climb 1970' to D3.8 BRP, then turn LEFT on track 104° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'		MSA BRP VOR
DME required.						



Gnd speed-Kts	70	90	100	120	140	160		<b>1970'</b> ↑ on <b>176°</b>	<b>D3.8 BRP</b>
Descent Angle	3.00°	372	478	531	637	743			

<b>PANS OPS</b>	<b>Standard</b>				<b>Circle-to-Land</b>				
	<b>STRAIGHT-IN LANDING RWY 18L</b>				<b>CIRCLE-TO-LAND</b>				
	<b>CDFA</b> DA/MDA(H) <b>830'</b> (420')				West of apt				
	ALS out				Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A	RVR 1500m			100	<b>890'</b> (463')	1500m	<b>2470'</b> (2043')	1500m
B	RVR 1200m			135	<b>930'</b> (503')	1600m	<b>2470'</b> (2043')	1600m	
C	RVR 1900m			180	<b>1030'</b> (603')	2400m	<b>2470'</b> (2043')	2400m	
D	RVR 1900m			205	<b>1130'</b> (703')	3600m	<b>2470'</b> (2043')	3600m	

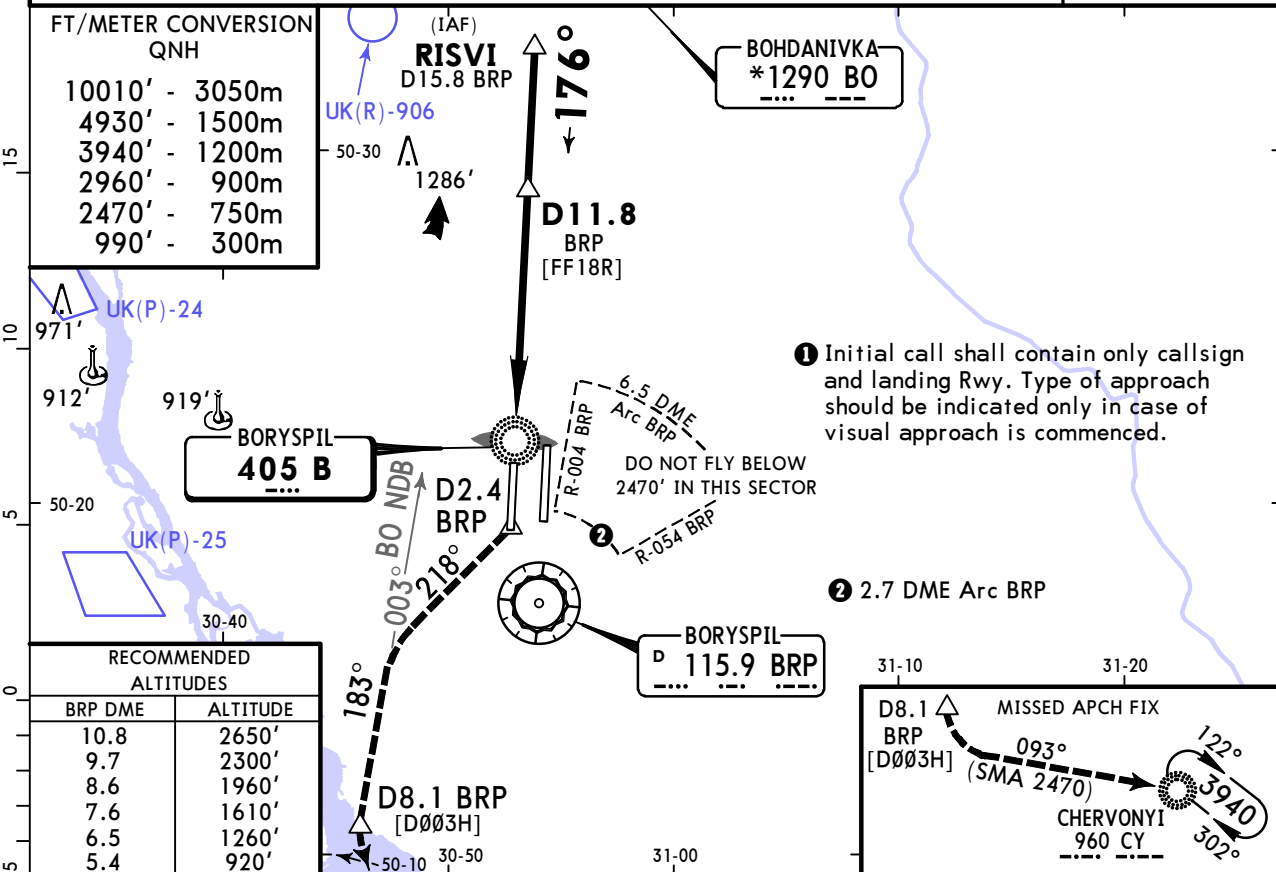
CHANGES: UK(R)-906 added.

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
25 DEC 20 **(16-2)** Eff 31 Dec

**KYIV, UKRAINE**  
**NDB Rwy 18R**

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7 (Russian 134.250)		127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.650			Ground 118.050 127.925			
NDB B <b>405</b>	Final Apch Crs <b>176°</b>	<b>D11.8 BRP</b> MANDATORY <b>2960'</b> (2541')	DA/MDA(H) <b>830'</b> (411')	Apt Elev 427'	Rwy 419'	
<b>MISSED APCH:</b> On track 176° climb 990' or above to D2.4 BRP, then turn RIGHT on track 218° to intercept 003° to BO NDB, then turn LEFT climbing MIM 2960' and MAX 4930' to D8.1 BRP, then turn LEFT on track 093° climbing 4930' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'		MSA BRP VOR
DME required.						



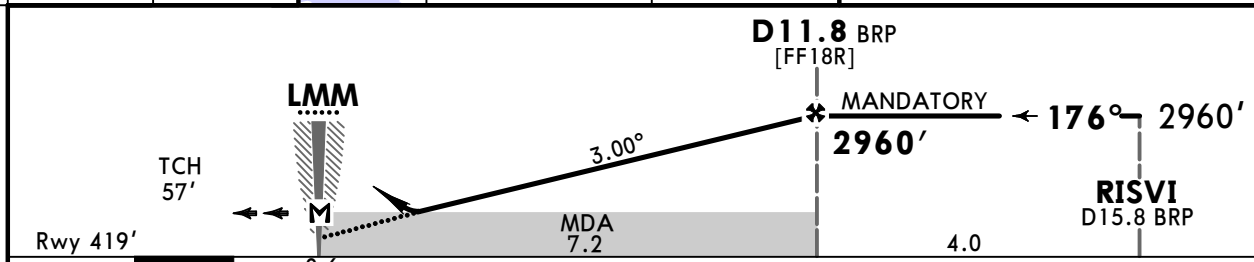
**FT/METER CONVERSION**  
QNH

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

**RECOMMENDED ALTITUDES**

BRP DME	ALTITUDE
10.8	2650'
9.7	2300'
8.6	1960'
7.6	1610'
6.5	1260'
5.4	920'

- ① Initial call shall contain only call sign and landing Rwy. Type of approach should be indicated only in case of visual approach is commenced.
- ② 2.7 DME Arc BRP



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

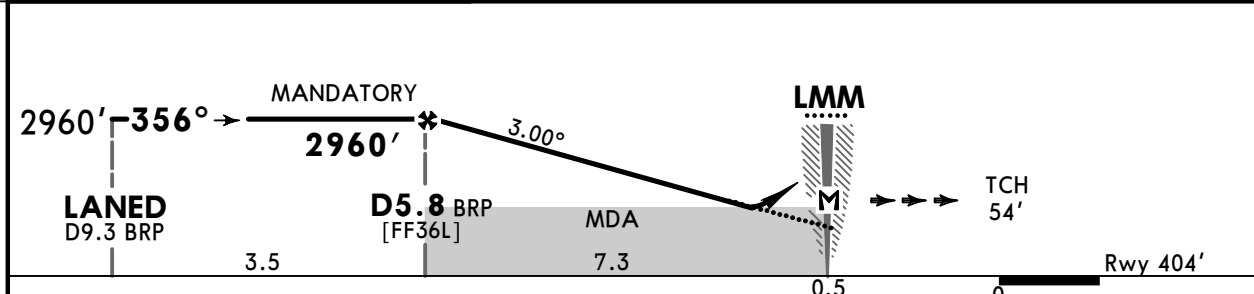
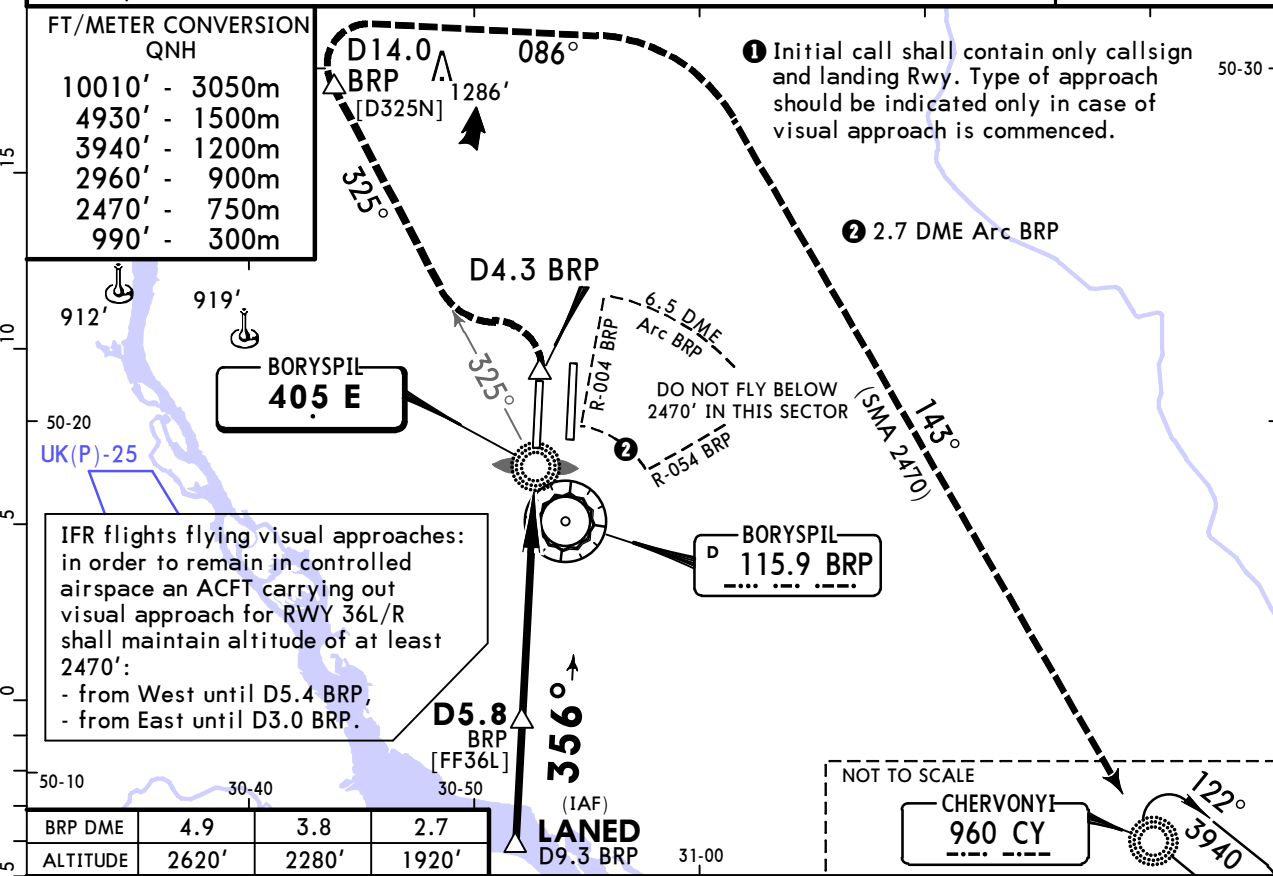
	STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
	CDFA DA/MDA(H) <b>830'</b> (411')		West of apt	
	ALS out	Max Kts	MDA(H) VIS	MDA(H) VIS
A	RVR 1500m	100	890' (463') 1500m	2470' (2043') 1500m
B		135	930' (503') 1600m	2470' (2043') 1600m
C	RVR 1200m	180	1030' (603') 2400m	2470' (2043') 2400m
D		205	1130' (703') 3600m	2470' (2043') 3600m

**UKBB/KBP**  
**BORYSPIL INTL**

**JEPPESEN**  
13 DEC 19 **(16-3)**

**KYIV, UKRAINE**  
**NDB Rwy 36L**

ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
BORYSPIL Tower ① 119.650			Ground 118.050			127.925
NDB E <b>405</b>	Final Apch Crs <b>356°</b>	<b>D5.8 BRP</b> MANDATORY <b>2960'</b> (2556')	DA/MDA(H) <b>780'</b> (376')	Apt Elev 427' Rwy 404'		
<b>MISSED APCH:</b> On track 356° climb 990' or above to D4.3 BRP, then turn LEFT to intercept R-325 BRP climbing MIM 2960' and MAX 4930' to D14.0 BRP, then turn RIGHT on track 086°, then turn RIGHT on track 143° climbing 4930' to CY NDB. Hold over 5min, then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						MSA BRP VOR
DME required.						



Gnd speed-Kts	70	90	100	120	140	160	<b>HIALS</b> 	Refer to Missed apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM							<b>PAPI</b> 	
<b>Standard</b>	<b>STRAIGHT-IN LANDING RWY 36L</b>							

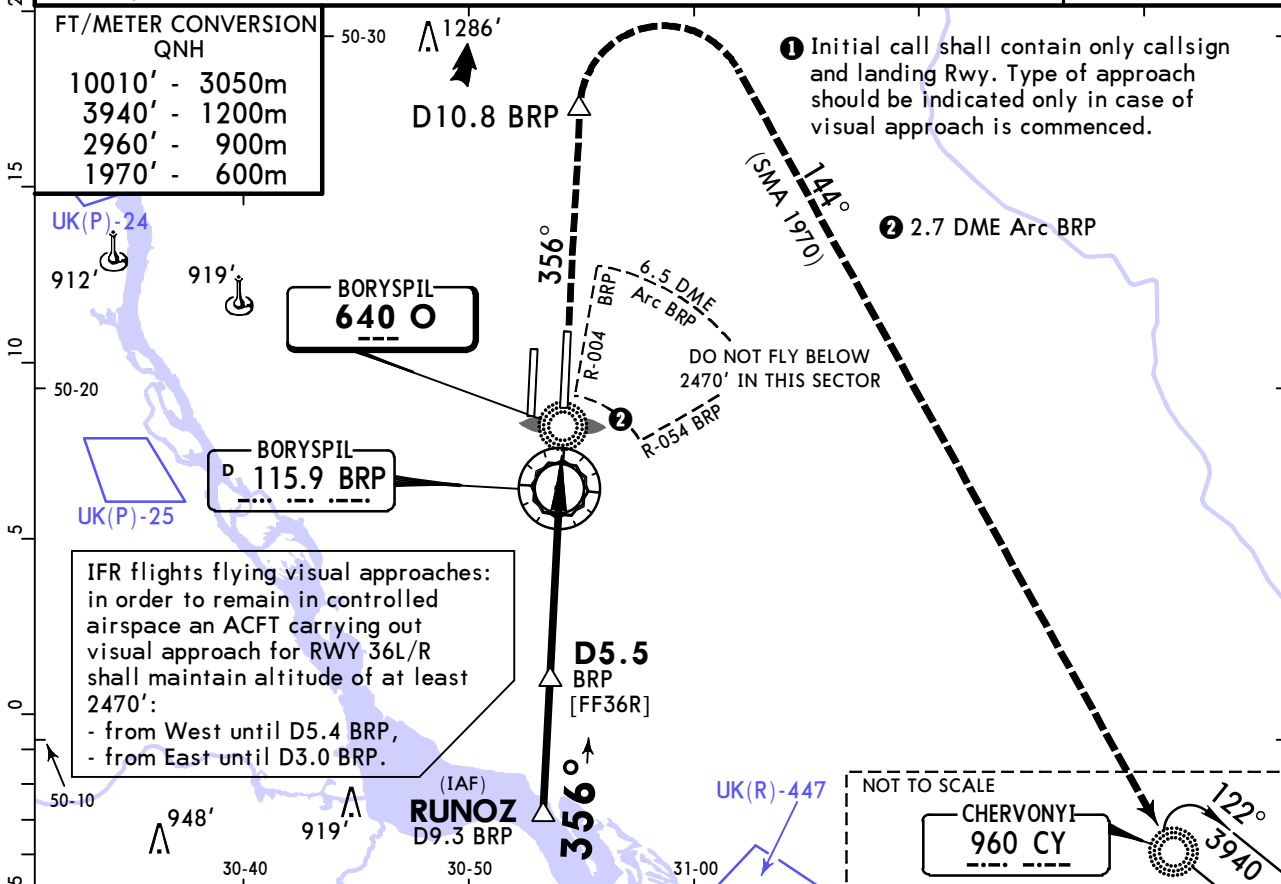
<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 36L</b>				<b>CIRCLE-TO-LAND</b>				
		<b>CDFA</b>				<b>West of apt</b>				
		<b>DA/MDA(H) 780' (376')</b>								
		<b>ALS out</b>								
<b>A</b>	<b>RVR 1000m</b>	<b>RVR 1500m</b>				Max Kts	<b>MDA(H)</b>	<b>VIS</b>	<b>MDA(H)</b>	<b>VIS</b>
<b>B</b>						100	<b>890' (463')</b>	1500m	<b>2470' (2043')</b>	1500m
<b>C</b>						135	<b>930' (503')</b>	1600m	<b>2470' (2043')</b>	1600m
<b>D</b>						180	<b>1030' (603')</b>	2400m	<b>2470' (2043')</b>	2400m
						205	<b>1130' (703')</b>	3600m	<b>2470' (2043')</b>	3600m



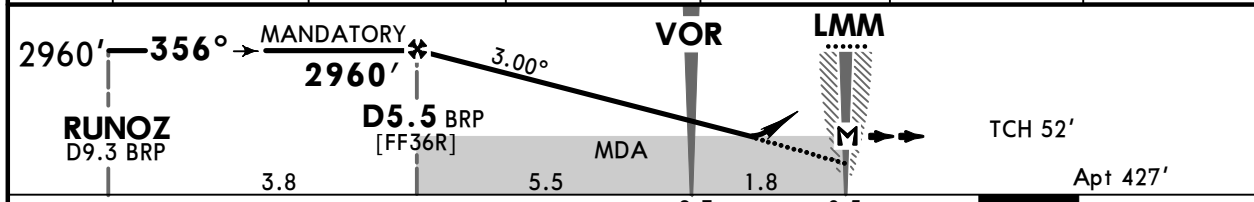
**UKBB/KBP**  
**BORYSPIL INTL**

**KYIV, UKRAINE**  
**NDB Rwy 36R**

BRIEFING STRIP™	ATIS Arrival		KYIV Radar FOR SECTORS REFER TO 10-1				
	126.7	(Russian 134.250)	127.725	124.675	128.175	122.775	125.3
	BORYSPIL Tower ① 119.3			Ground 118.050		127.925	
	NDB O <b>640</b>	Final Apch Crs <b>356°</b>	<b>D5.5 BRP</b> MANDATORY <b>2960'</b> (2533')	DA/MDA(H) <b>760'</b> (333')	Apt Elev 427'		
<b>MISSED APCH:</b> On track 356° climb 1970' to D10.8 BRP, then turn RIGHT on track 144° climbing 3940' to CY NDB. Hold over 5min, then according to arrival and approach procedures.							
Alt Set: hPa (MM on req)		Apt Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'		MSA BRP VOR	
DME required.							



BRP DME	D4.9 before BRP	D3.8 before BRP	D2.7 before BRP	D1.6 before BRP	D0.5 before BRP	D0.5 after BRP
ALTITUDE	2770'	2430'	2090'	1740'	1400'	1050'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1970' on 356° D10.8 BRP
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

PANS OPS	<b>Standard</b>			STRAIGHT-IN LANDING RWY 36R			CIRCLE-TO-LAND				
	CDFA						West of apt				
	DA/MDA(H) <b>760'</b> (333')										
	ALS out						Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A	RVR 800m		RVR 1500m			100	890' (463')	1500m	2470' (2043')	1500m
B						135	930' (503')	1600m	2470' (2043')	1600m	
C						180	1030' (603')	2400m	2470' (2043')	2400m	
D						205	1130' (703')	3600m	2470' (2043')	3600m	

## Chart changes since cycle 01-2021

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:** Permanent

**Begin Date:** 20181108

**End Date:** No end date

Airport name changed from Boryspil' to Boryspil Intl.