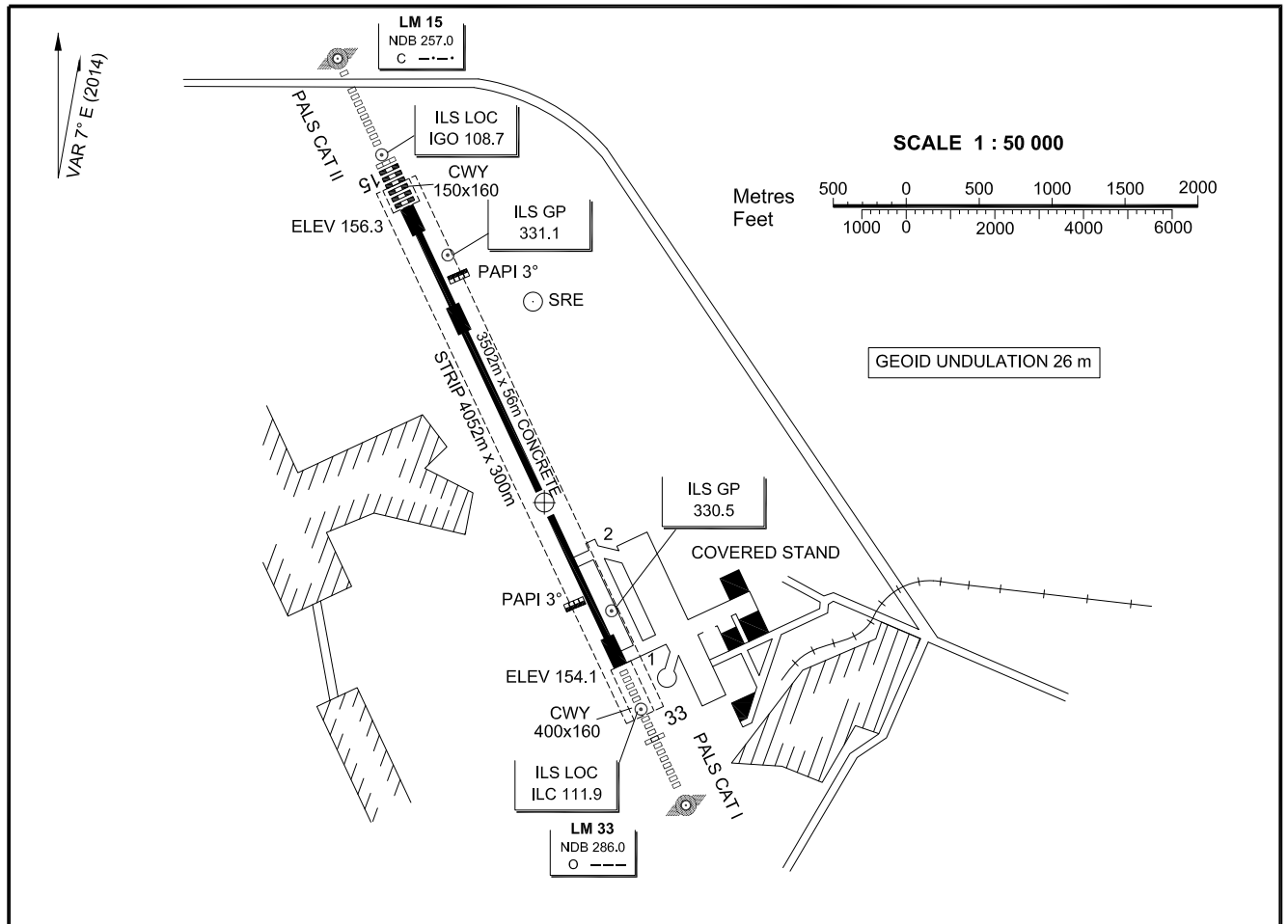
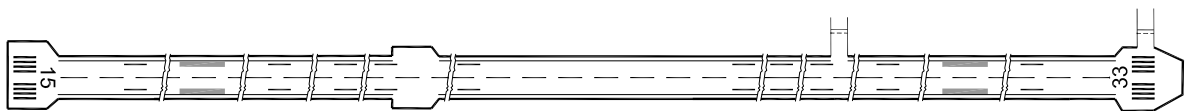


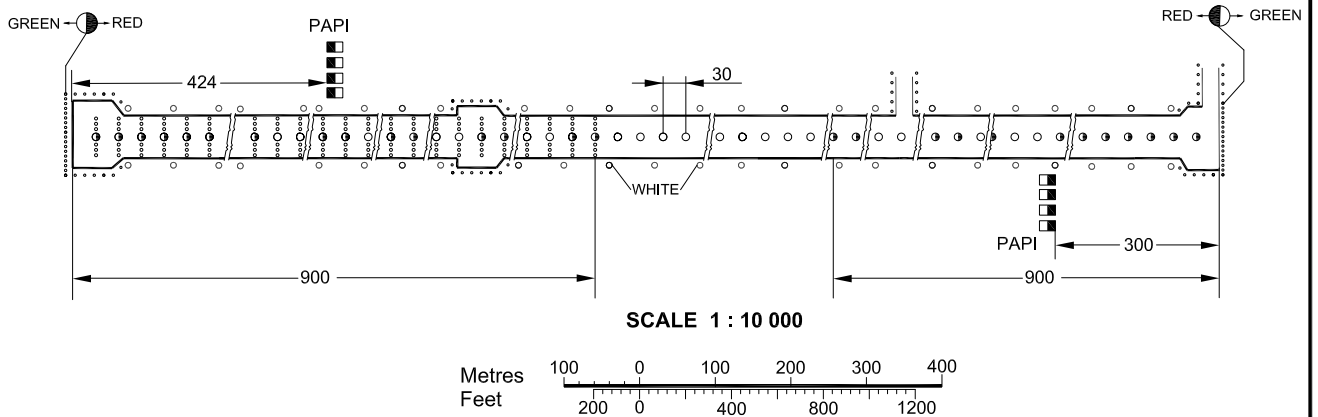
AERODROME CHART-ICAO ARP: 50°36'01"N 030°11'37"E ELEV 158 m TWR 121.700 KYIV/Antonov-2



MARKING AIDS RWY 15/33 AND EXIT TWY



LIGHTING AIDS RWY 15/33 AND EXIT TWY



CHANGE: DIRECTION; GEOID UNDULATION.

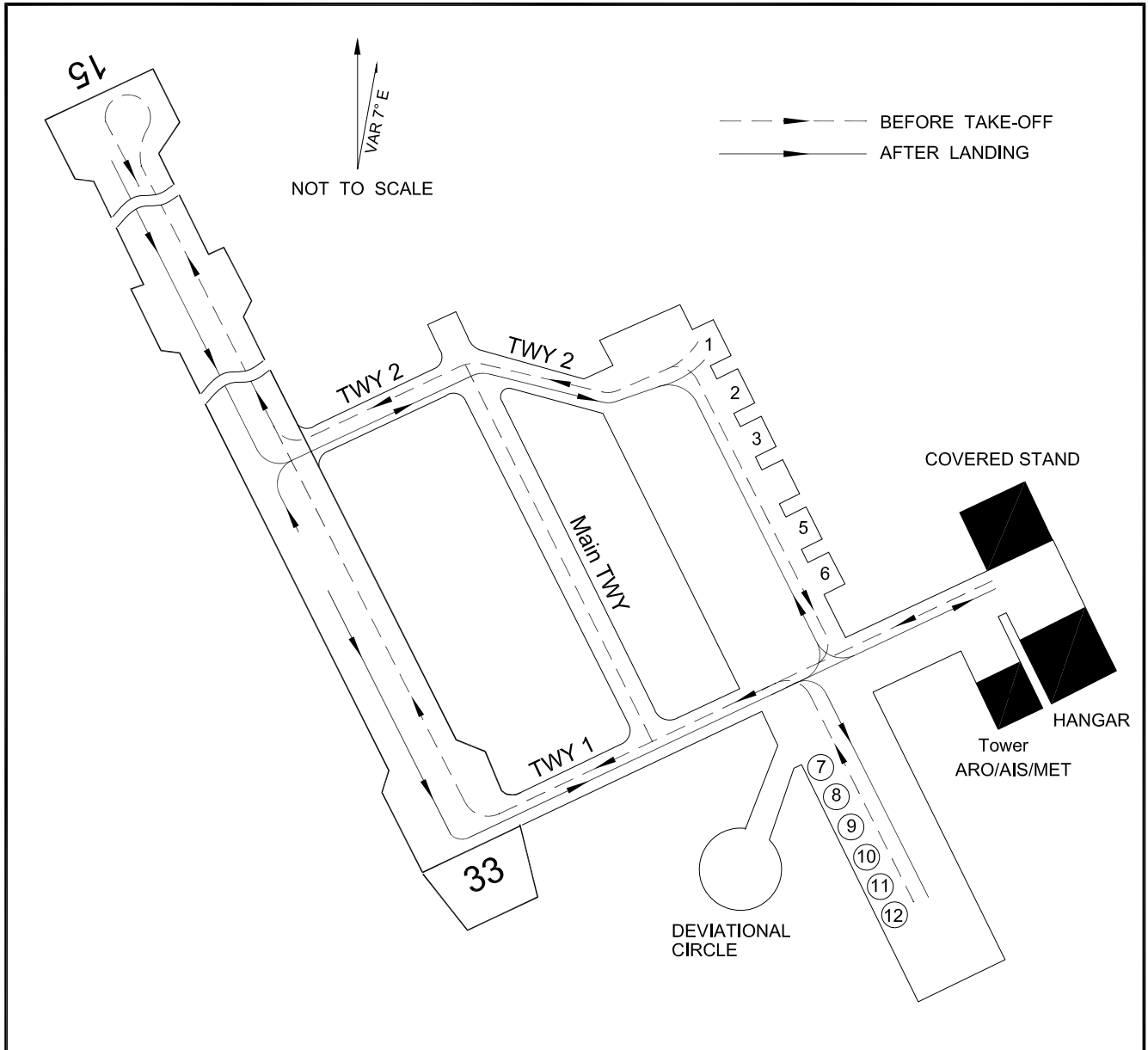
RWY	DIRECTION	THR	BEARING STRENGTH	AERODROME LIGHTING
15	148°	50°37'04.06"N 030°10'50.30"E	PCN 60/R/C/X/T	Approach: RWY 15 - LIH RWY 33 - LIH
33	328°	50°35'21.83"N 030°12'06.93"E		Runway: Edge-WHITE, last 600 m YELLOW - LIH Threshold: GREEN

ELEVATIONS AND DIMENSIONS IN METRES BEARINGS ARE MAGNETIC

AERODROME GROUND MOVEMENT AND AIRCRAFT PARKING CHART

TWR 121.700

KYIV/Antonov-2



TAXIWAYS:

Width: Main TWY - 21m, TWY1 - 22.5m, TWY2 - 21m

Surface: Concrete all TWY

Strength: Main TWY, TWY1 - PCN 60/R/C/X/T,
TWY2 - PCN 59/R/C/X/T

CAUTION:

1. Taxiing AN-12,22,124,225, IL-76 via TWY and apron is performed by inner engine traction.
2. Taxiing AN-22,124,225(Code 4E) only via TWY1.

STANDS:

Surface: Aircraft stands 1,2,3,5,6 - concrete
Strength: PCN 60/R/C/X/T

Surface: Aircraft stands 7-12 - concrete
Strength: PCN 62/R/C/X/T

Aircraft stands 1,2,3,5,6 - for AN-124

Aircraft stands 7,8,9 - for AN-72,74,140,148

Aircraft stands 10-12 - for AN-24,26,32

INS COORDINATES FOR AIRCRAFT STANDS

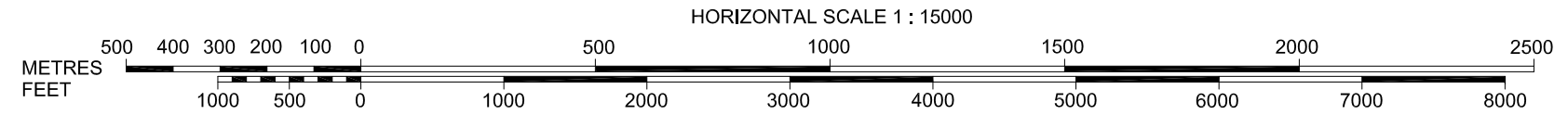
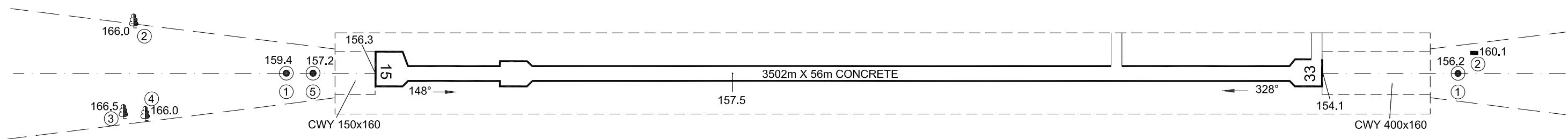
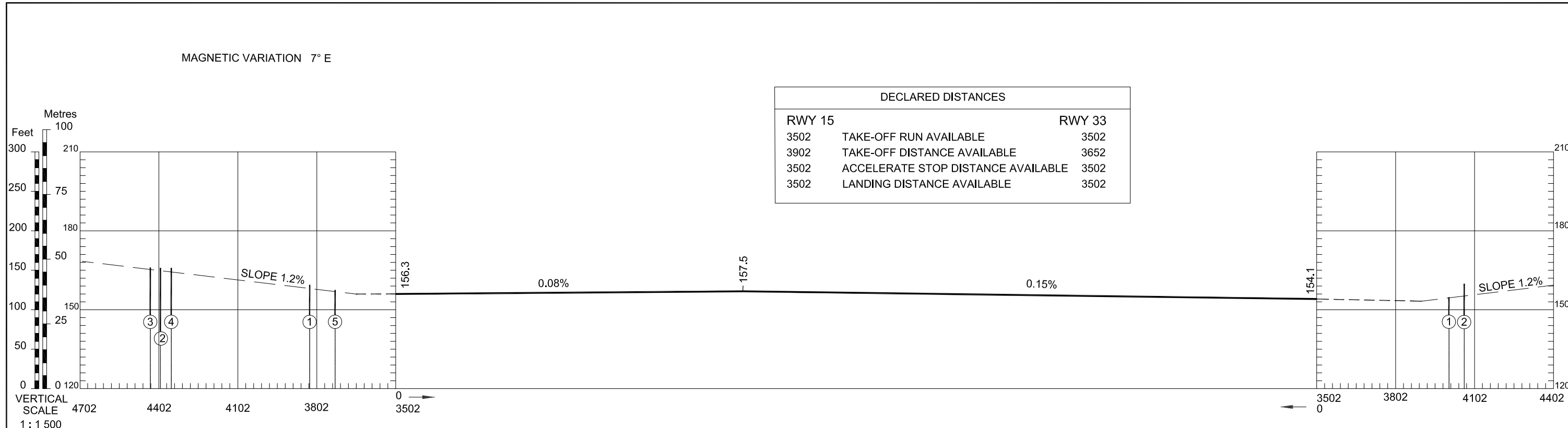
1 - 50°35'43" N	030°12'15" E	8 - 50°35'23" N	030°12'28" E
2 - 50°35'40" N	030°12'16" E	9 - 50°35'22" N	030°12'29" E
3 - 50°35'38" N	030°12'18" E	10 - 50°35'21" N	030°12'29" E
5 - 50°35'33" N	030°12'22" E	11 - 50°35'19" N	030°12'30" E
6 - 50°35'30" N	030°12'24" E	12 - 50°35'18" N	030°12'32" E
7 - 50°35'24" N	030°12'28" E		

CHANGE:

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METRES

KYIV/Antonov-2



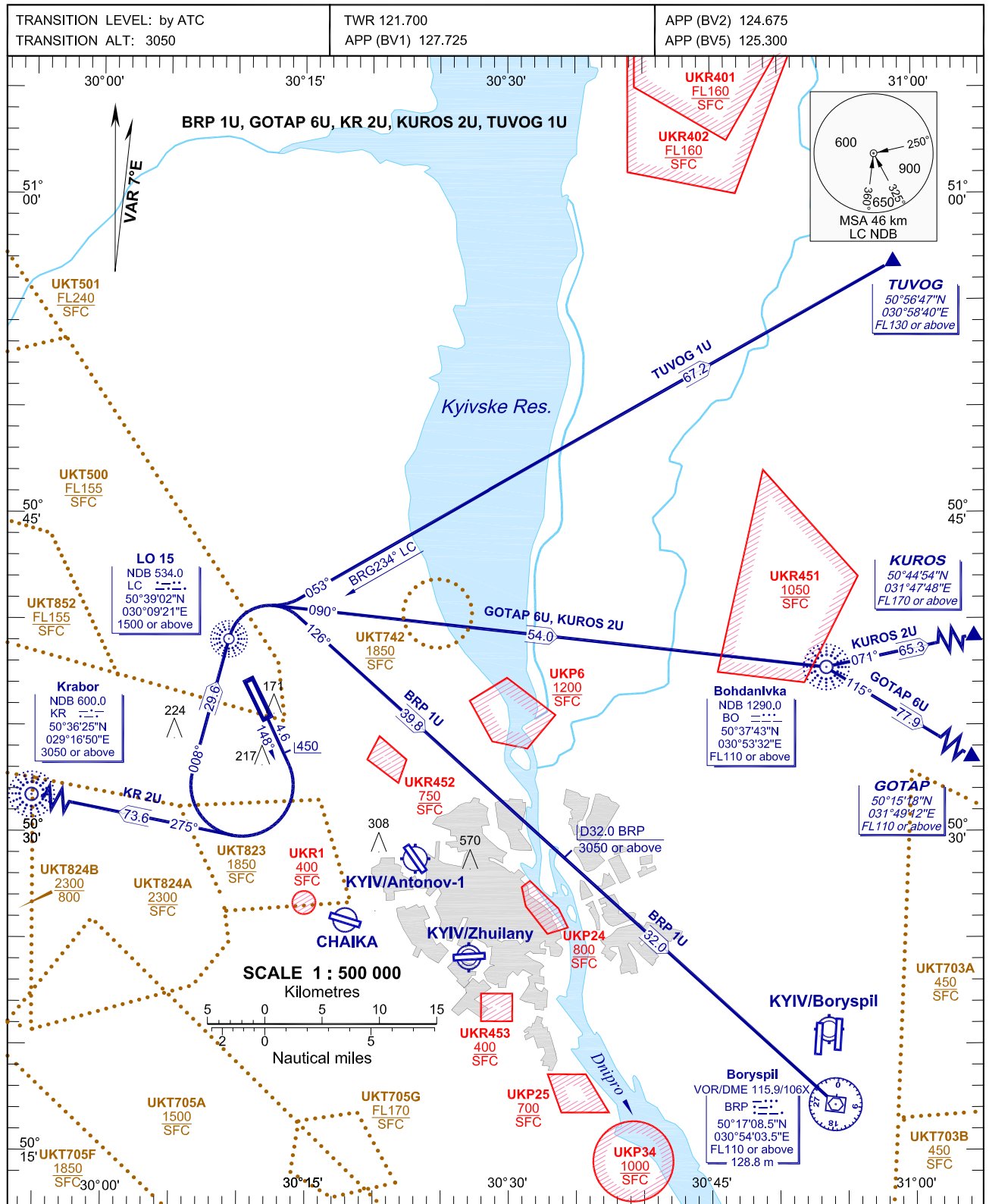
LEGEND	
IDENTIFICATION NUMBER	①
ANTENNA	●
TREES	🌳
BUILDING	■

AMENDMENT RECORD		
N	DATE	ENTERED BY

CHANGE: RWY identification.

STANDARD DEPARTURE CHART
INSTRUMENT (SID)-ICAO

KYIV/Antonov-2
RWY 15



NOTE:

1. Statistical data of ACFT performance are used for determination of the average flight path of the SID procedures.
2. Close-in obstacles straight ahead (trees), 170.4 m at distance 938 m from THR RWY 33.
3. Minimum climb gradient 5% up to 1500 m.
4. If unable to comply SID procedures advise ATC.

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

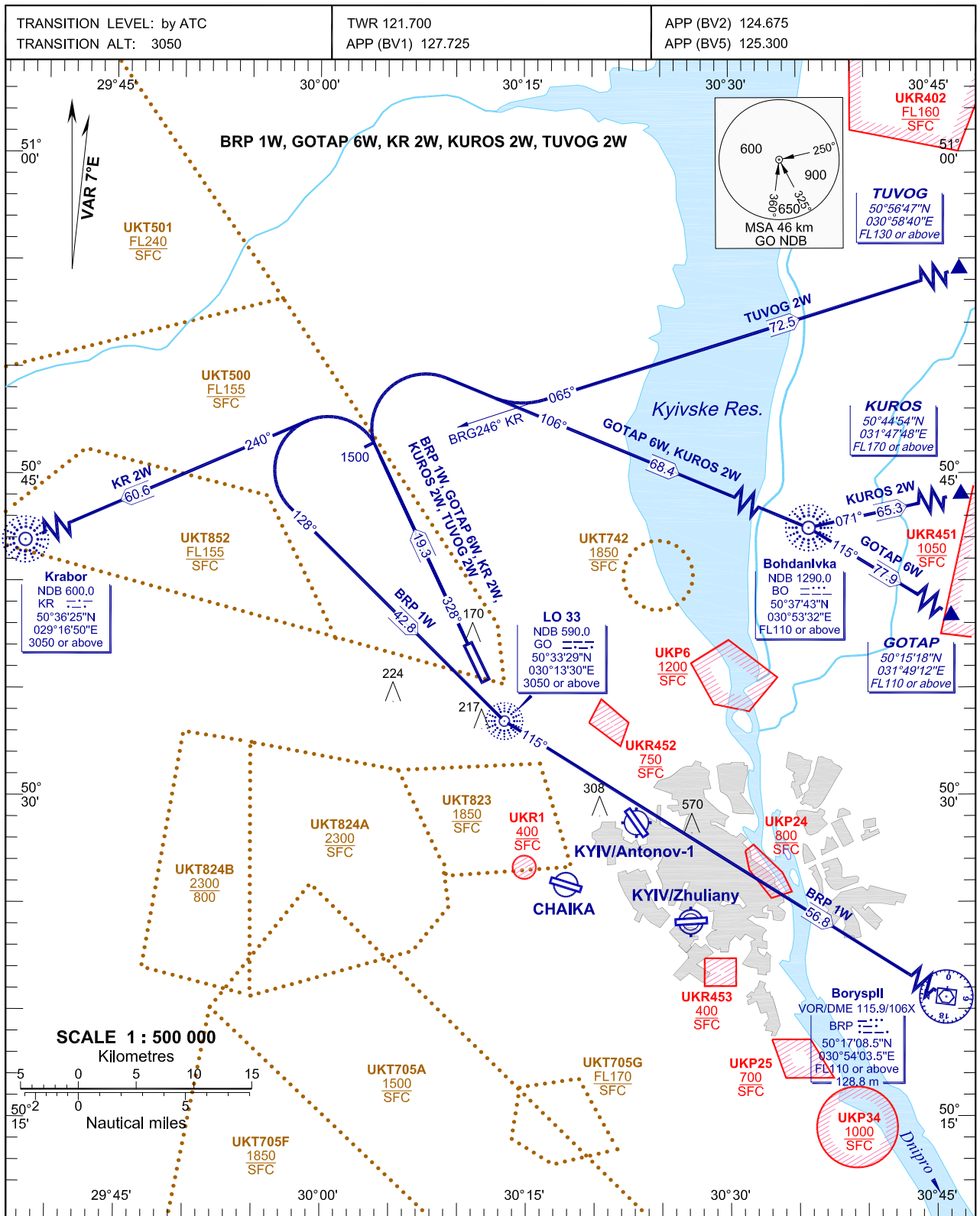
CHANGE: UKR1: Boryspil deleted

SID RWY 15

Designator	Route	Altitude	Remarks
BRP 1U Boryspil' ONE UNIFORM	On track 148° climb to 450, turn RIGHT on track 008° to LC NDB, then turn RIGHT on track 126° to BRP VOR/DME	Cross LC NDB at 1500 or above, D32,0 BRP DME at 3050 or above, BRP VOR/DME at FL110 or above	Minimum climb gradient 5% up to 1500 m
GOTAP 6U GOTAP SIX UNIFORM	On track 148° climb to 450, turn RIGHT on track 008° to LC NDB, turn RIGHT on track 090° to BO NDB, then turn RIGHT on track 115° from BO NDB to GOTAP	Cross LC NDB at 1500 or above, BO NDB at FL110 or above, GOTAP at FL110 or above	Minimum climb gradient 5% up to 1500 m
KR 2U Krabor TWO UNIFORM	On track 148° climb to 450, then turn RIGHT on track 275° to KR NDB	Cross KR NDB at 3050 or above	Minimum climb gradient 5% up to 1500 m
KUROS 2U KUROS TWO UNIFORM	On track 148° climb to 450, turn RIGHT on track 008° to LC NDB, turn RIGHT on track 090° to BO NDB, then turn LEFT on track 071° from BO NDB to KUROS	Cross LC NDB at 1500 or above, BO NDB at FL110 or above, KUROS at FL170 or above	Minimum climb gradient 5% up to 1500 m
TUVOG 1U TUVOG ONE UNIFORM	On track 148° climb to 450, turn RIGHT on track 008° to LC NDB, then turn RIGHT on track 053° (BRG234° LC NDB) to TUVOG	Cross LC NDB at 1500 or above, TUVOG at FL130 or above	Minimum climb gradient 5% up to 1500 m

STANDARD DEPARTURE CHART
INSTRUMENT (SID)-ICAO

KYIV/Antonov-2
RWY 33



NOTE:

1. Statistical data of ACFT performance are used for determination of the average flight path of the SID procedures.
2. Close-in obstacles straight ahead (trees), 170 m at distance 530 m from THR RWY 15.

BEARINGS AND TRACKS ARE MAGNETIC
 ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
 DISTANCES ARE IN KILOMETRES

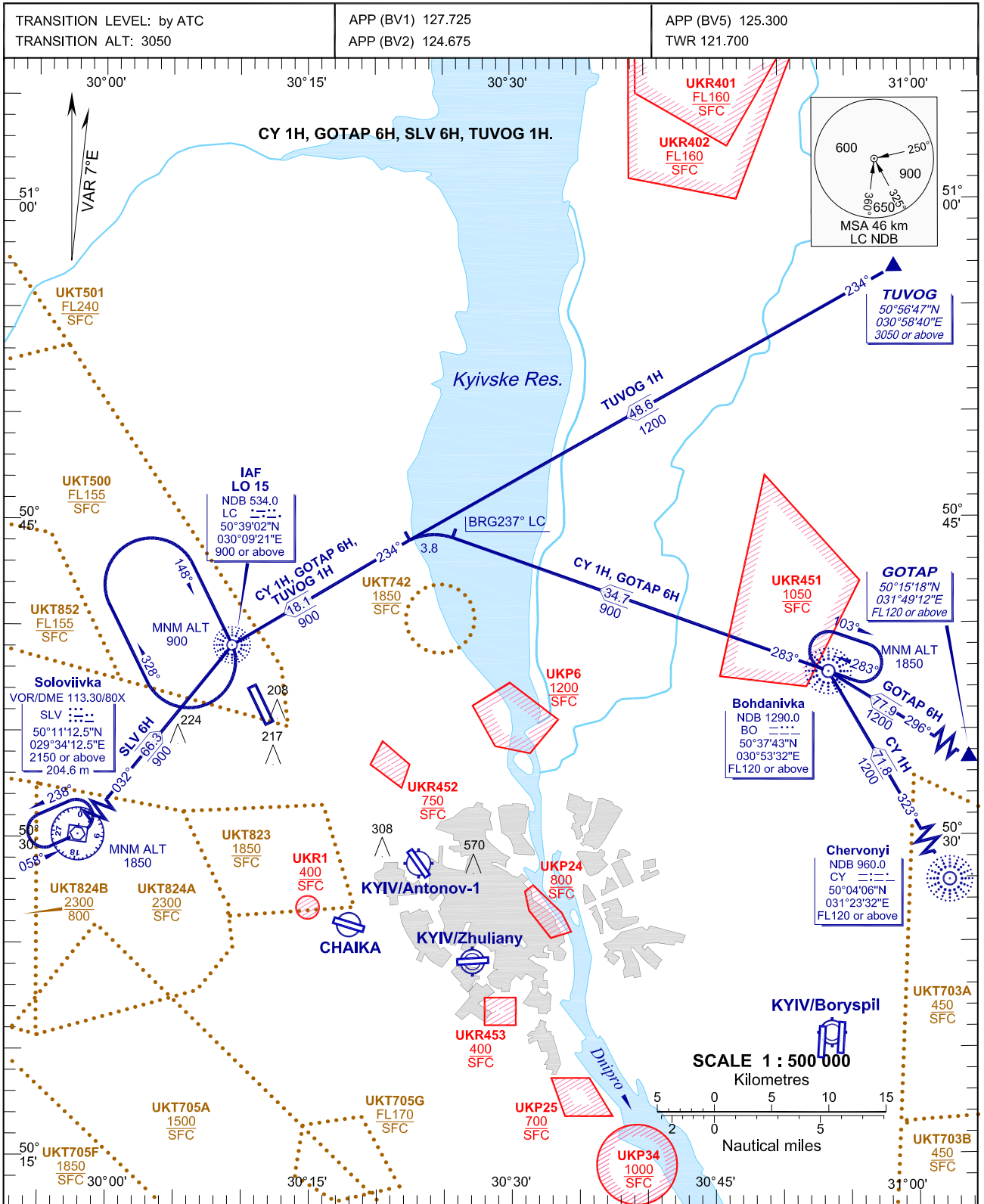
CHANGE: UKR1; Boryspil deleted " " "

SID RWY 33

Designator	Route	Altitude	Remarks
BRP 1W Boryspil' ONE WHISKEY	On track 328° climb to 1500, turn LEFT on track 128° to GO NDB, then turn LEFT on track 115° from GO NDB to BRP VOR/DME	Cross GO NDB at 3050 or above, BRP VOR/DME at FL110 or above	nil
GOTAP 6W GOTAP SIX WHISKEY	On track 328° climb to 1500, turn RIGHT on track 106° to BO NDB, then turn RIGHT on track 115° from BO NDB to GOTAP	Cross BO NDB at FL110 or above, GOTAP at FL110 or above	nil
KR 2W Krabor TWO WHISKEY	On track 328° climb to 1500, then turn LEFT on track 240° to KR NDB	Cross KR NDB at 3050 or above	nil
KUROS 2W KUROS TWO WHISKEY	On track 328° climb to 1500, turn RIGHT on track 106° to BO NDB, then turn LEFT on track 071° from BO NDB to KUROS	Cross BO NDB at FL110 or above, KUROS at FL170 or above	nil
TUVOG 2W TUVOG TWO WHISKEY	On track 328° climb to 1500, turn RIGHT on track 065° (BRG246° KR NDB)to TUVOG	Cross TUVOG at FL130 or above	nil

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)-ICAO

KYIV/Antonov-2
RWY 15



NOTE:

- Speed restriction: 56 km (30 nm) from ARP KYIV/Antonov-2 MAX IAS 465 km/h (250 kt) at or BLW FL100 (3050 m).
- Descend: Actual descend clearances will be as directed by ATC.

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

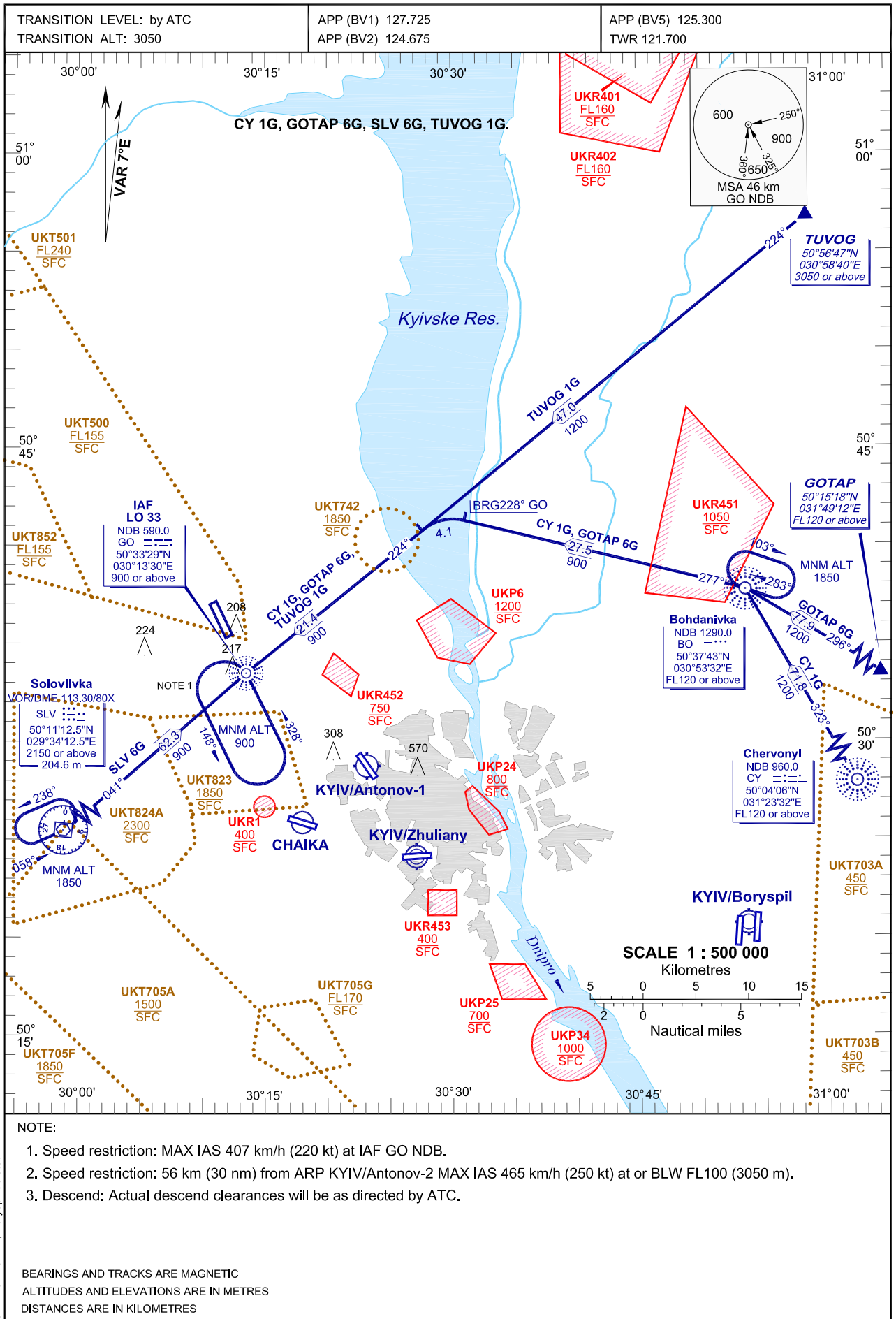
CHANGE: UKR1; Boryspil deleted

STAR RWY 15

Designator	Route	Altitude	Remarks
CY 1H Chervonyi ONE HOTEL	On track 323° from CY NDB to BO NDB, turn LEFT on track 283° from BO NDB to intercept BRG237° LC NDB, turn LEFT on track 234° to IAF LC NDB, then according to approach chart	Cross CY NDB at FL120 or above, BO NDB at FL120 or above, IAF LC NDB at 900 or above	nil
GOTAP 6H GOTAP SIX HOTEL	On track 296° to BO NDB, turn LEFT on track 283° from BO NDB to intercept BRG237° LC NDB, turn LEFT on track 234° to IAF LC NDB, then according to approach chart	Cross GOTAP at FL120 or above, BO NDB at FL120 or above, IAF LC NDB at 900 or above	nil
TUVOG 1H TUVOG ONE HOTEL	On track 234° from TUVOG to IAF LC NDB, then according to approach chart	Cross TUVOG at 3050 or above, IAF LC NDB at 900 or above	nil
SLV 6H Soloviiivka SIX HOTEL	On track 032° from SLV VOR/DME to IAF LC NDB, then according to approach chart	Cross SLV VOR/DME at 2150 or above, IAF LC NDB at 900 or above	nil

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)-ICAO

KYIV/Antonov-2
RWY 33



CHANGE: UKR1; Boryspil deleted

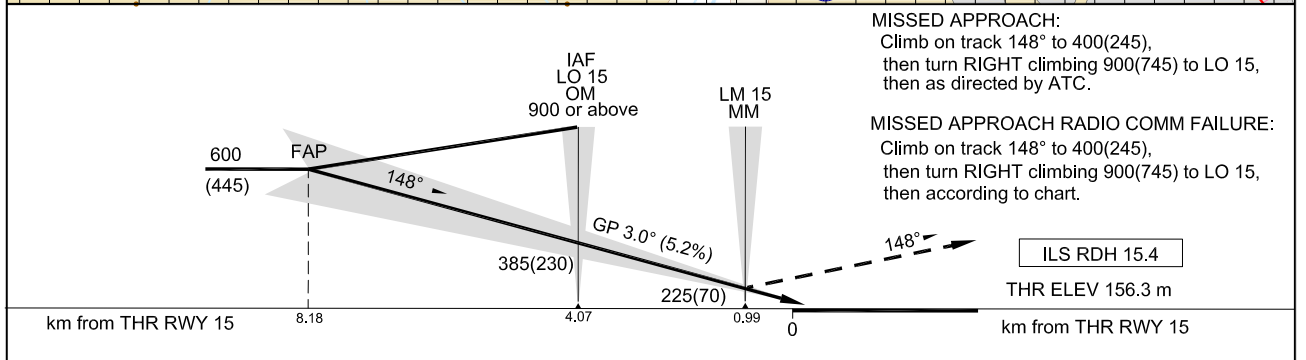
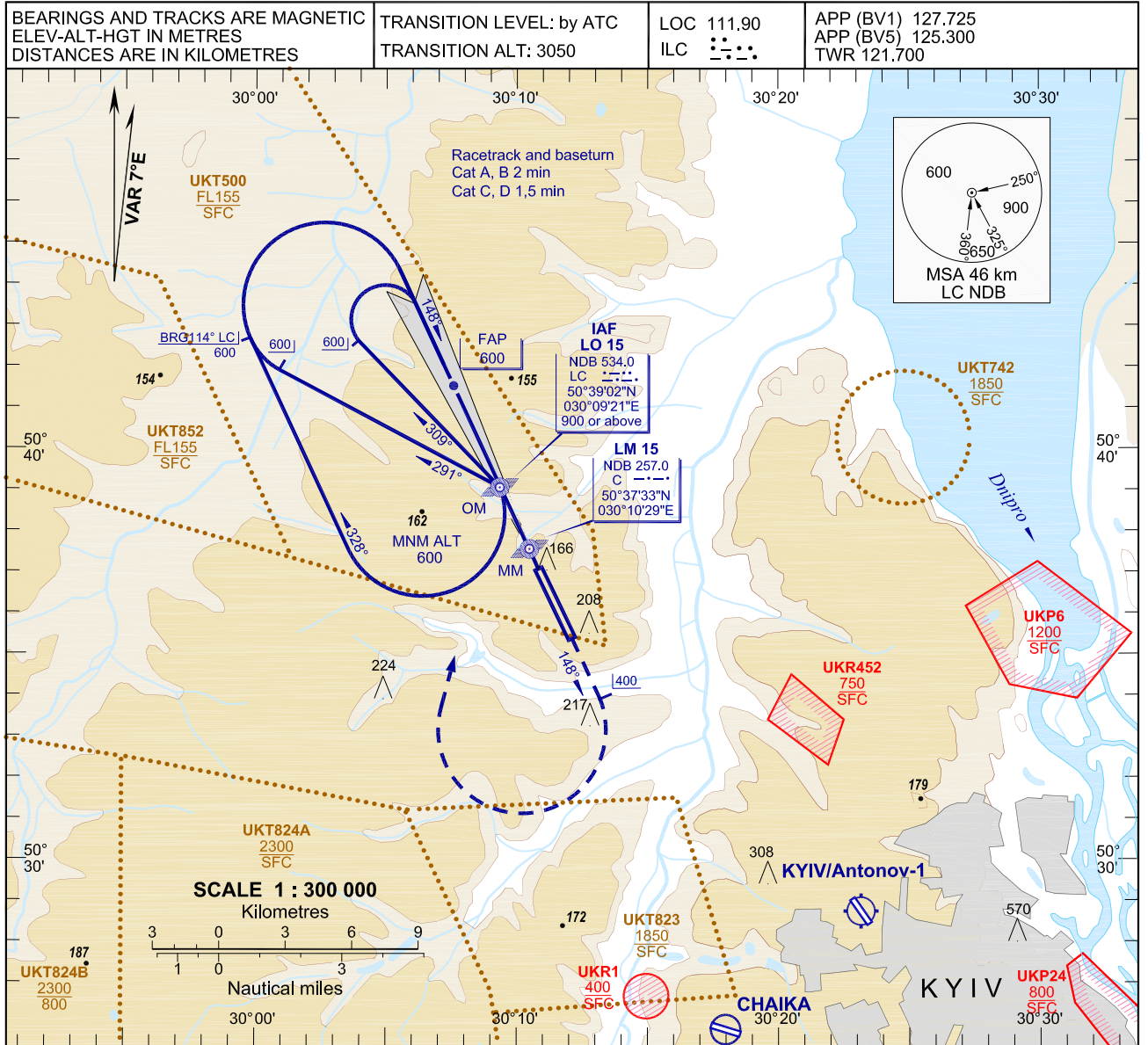
STAR RWY 33

Designator	Route	Altitude	Remarks
CY 1G Chervonyi ONE GOLF	On track 323° from CY NDB to BO NDB, turn LEFT on track 277° from BO NDB to intercept BRG228° GO NDB, turn LEFT on track 224° to IAF GO NDB, then according to approach chart	Cross CY NDB at FL120 or above, BO NDB at FL120 or above, IAF GO NDB at 900 or above	MAX IAS 407 km/h (220 kt) at IAF GO NDB
GOTAP 6G GOTAP SIX GOLF	On track 296° to BO NDB, turn LEFT on track 277° from BO NDB to intercept BRG228° GO NDB, turn LEFT on track 224° to IAF GO NDB, then according to approach chart	Cross GOTAP at FL120 or above, BO NDB at FL120 or above, IAF GO NDB at 900 or above	MAX IAS 407 km/h (220 kt) at IAF GO NDB
TUVOG 1G TUVOG ONE GOLF	On track 224° to IAF GO NDB, then according to approach chart	Cross TUVOG at 3050 or above, IAF GO NDB at 900 or above	MAX IAS 407 km/h (220 kt) at IAF GO NDB
SLV 6G Soloviivka SIX GOLF	On track 041° from SLV VOR/DME to IAF GO NDB, then according to approach chart	Cross SLV VOR/DME at 2150 or above, IAF GO NDB at 900 or above	MAX IAS 407 km/h (220 kt) at IAF GO NDB

INSTRUMENT APPROACH CHART (IAC)-ICAO

AD ELEV 158 m

KYIV/Antonov-2 ILS RWY 15



OCA/H		A	B	C	D	NOTE:				
Straight-in Approach	ILS CAT I	206(50)	209(53)	212(56)	215(59)					
Circling		300(145)	310(155)	340(185)	370(210)					
GROUND SPEED		km/h	150	180	210	240	270	300	330	360
LO15-THR 4070 m		min:s	1:38	1:21	1:10	1:01	0:54	0:49	0:44	0:41
RATE OF DESCENT		m/s	2.2	2.6	3.1	3.5	3.9	4.4	4.8	5.2

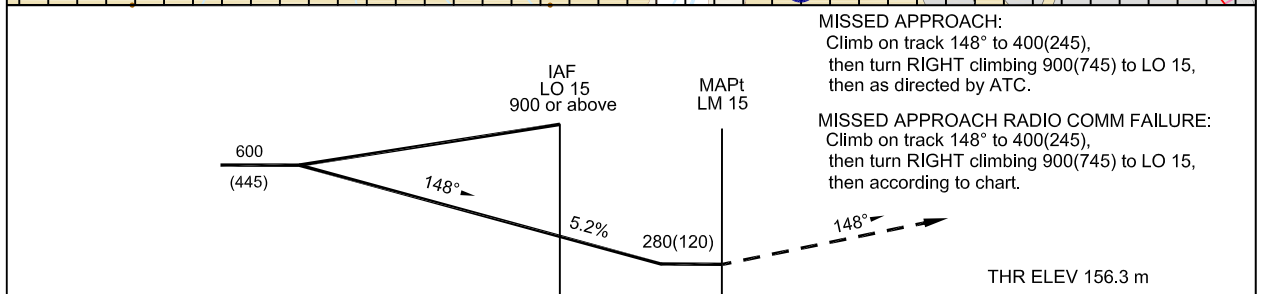
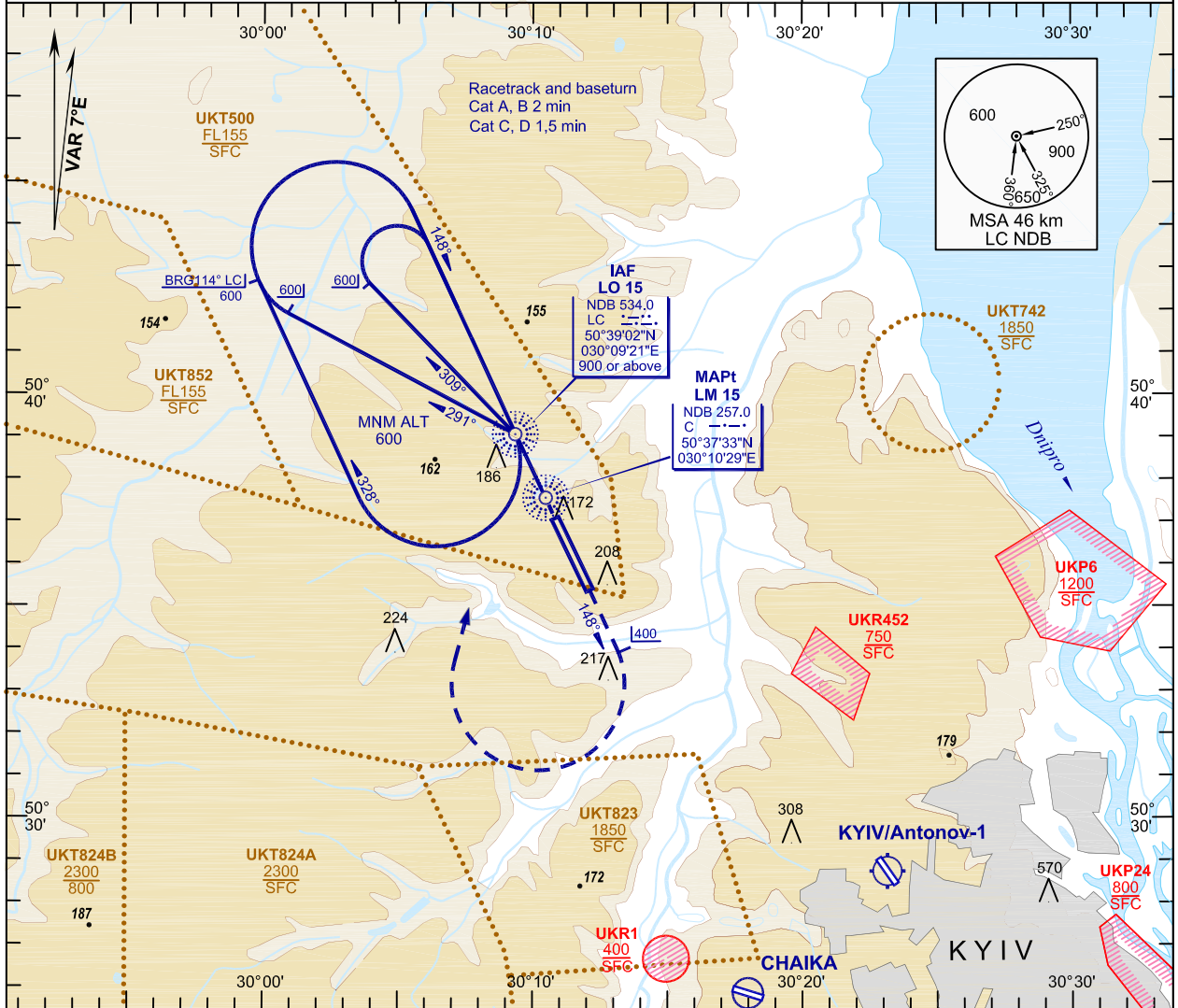
CHANGE: New UKR1

INSTRUMENT APPROACH CHART (IAC)-ICAO

AD ELEV 158 m

**KYIV/Antonov-2
NDB RWY 15**

BEARINGS AND TRACKS ARE MAGNETIC ELEV-ALT-HGT IN METRES DISTANCES ARE IN KILOMETRES	TRANSITION LEVEL: by ATC TRANSITION ALT: 3050	APP (BV1) 127.725 APP (BV5) 125.300 TWR 121.700
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km from THR RWY 15 4.07 0.99 0 km from THR RWY 15

OCA/H		A	B	C	D	NOTE:				
Straight-in Approach	C NDB	280(120)	280(120)	280(120)	280(120)	1. Timing not authorized for defining the MAPt.				
Circling		300(145)	310(155)	340(185)	370(210)					
GROUND SPEED		km/h	150	180	210	240	270	300	330	360
RATE OF DESCENT		m/s	2.2	2.6	3.1	3.5	3.9	4.4	4.8	5.2

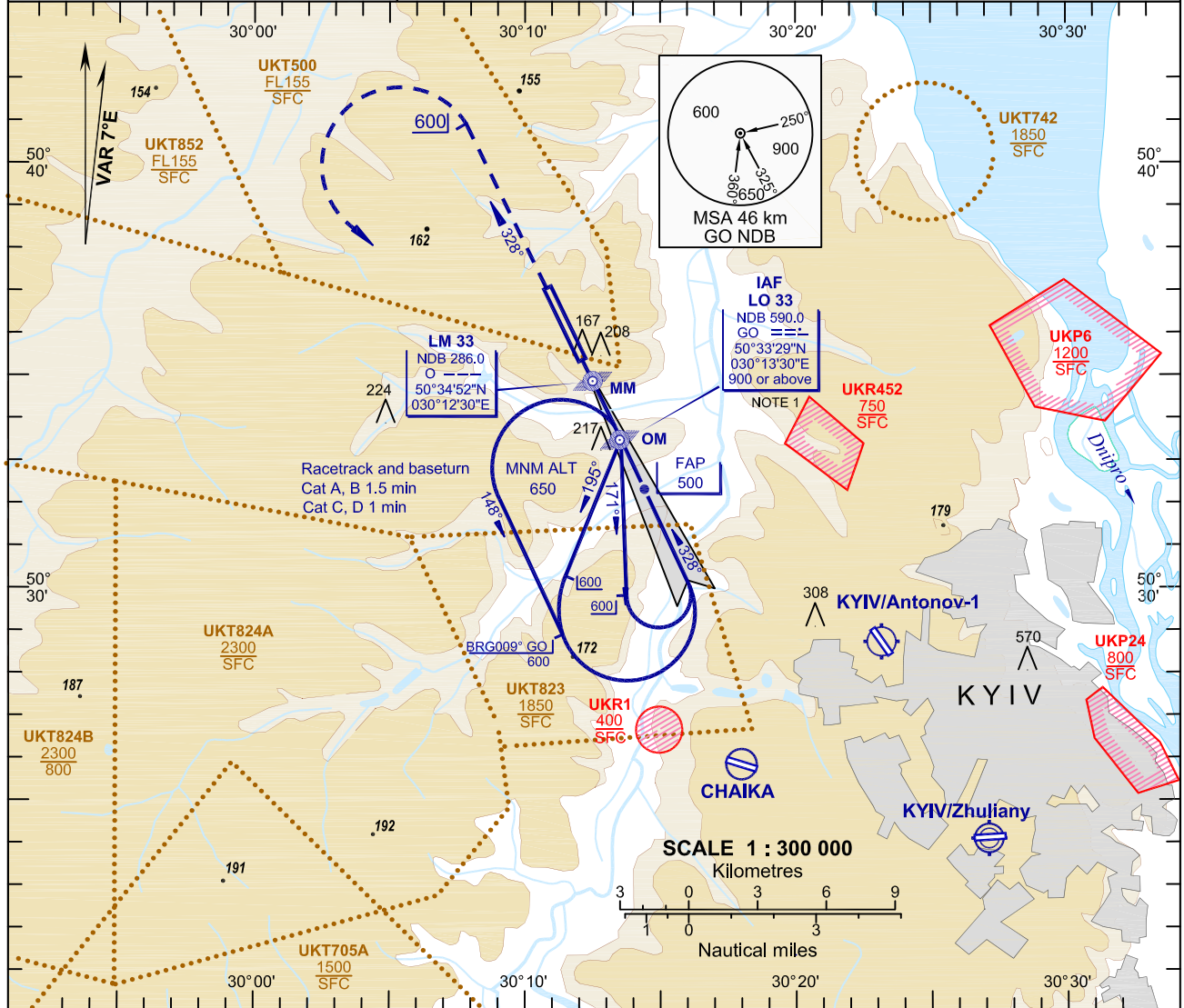
CHANGE: New UKR1.

INSTRUMENT APPROACH CHART (IAC)-ICAO

AD ELEV 158 m

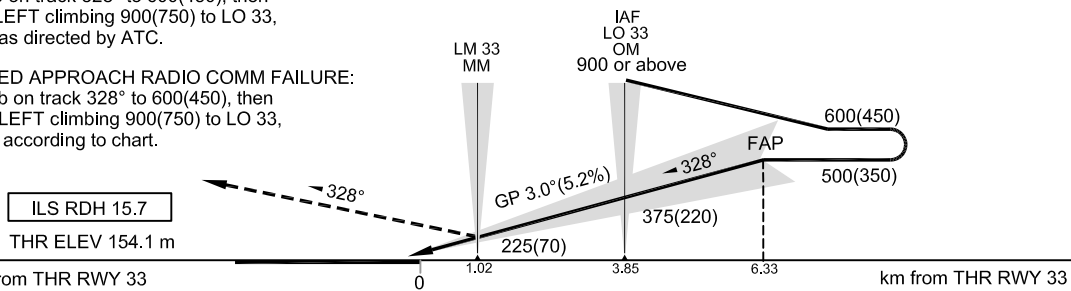
KYIV/Antonov-2 ILS RWY 33

BEARINGS AND TRACKS ARE MAGNETIC ELEV-ALT-HGT IN METRES DISTANCES ARE IN KILOMETRES	TRANSITION LEVEL: by ATC TRANSITION ALT: 3050	LOC 108.700 IGO $\cdot\cdot\cdot$	APP (BV1) 127.725 APP (BV5) 125.300 TWR 121.700
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MISSED APPROACH:
Climb on track 328° to 600(450), then turn LEFT climbing 900(750) to LO 33, then as directed by ATC.

MISSED APPROACH RADIO COMM FAILURE:
Climb on track 328° to 600(450), then turn LEFT climbing 900(750) to LO 33, then according to chart.



OCA/H		A	B	C	D				
Straight-in Approach	ILS CAT I	207(53)	210(56)	213(59)	216(62)				
Circling		300(145)	310(155)	340(185)	365(210)				
GROUND SPEED	km/h	150	180	210	240	270	300	330	360
LO 33 - THR 3850 m	min:s	1:32	1:17	1:06	0:58	0:51	0:46	0:42	0:39
RATE OF DESCENT	m/s	2.2	2.6	3.1	3.5	3.9	4.4	4.8	5.2

NOTE:
1. Speed restriction: MAX IAS 407 km/h (220 kt) at IAF GO NDB.

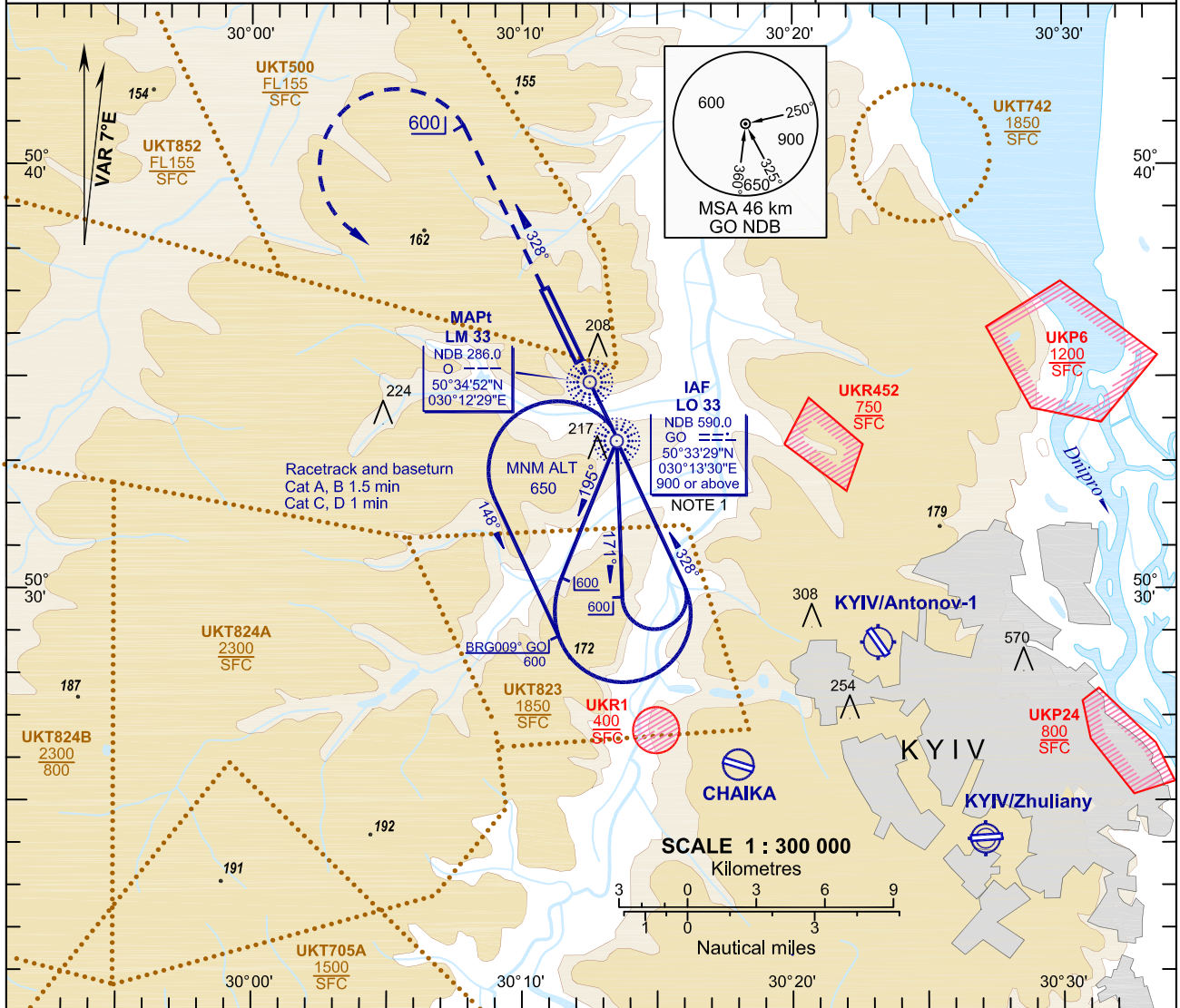
CHANGE: New UKR1.

INSTRUMENT APPROACH CHART (IAC)-ICAO

AD ELEV 158 m

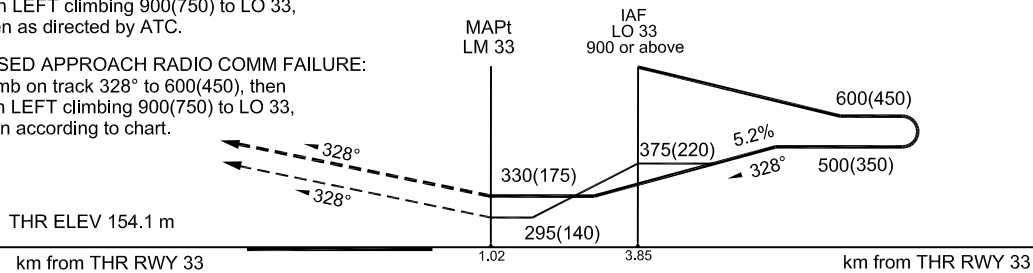
**KYIV/Antonov-2
NDB RWY 33**

BEARINGS AND TRACKS ARE MAGNETIC ELEV-ALT-HGT IN METRES DISTANCES ARE IN KILOMETRES	TRANSITION LEVEL: by ATC TRANSITION ALT: 3050	APP (BV1) 127.725 APP (BV5) 125.300 TWR 121.700
-------------------------------------------------------------------------------------------	--------------------------------------------------	-------------------------------------------------------



MISSED APPROACH:
Climb on track 328° to 600(450), then turn LEFT climbing 900(750) to LO 33, then as directed by ATC.

MISSED APPROACH RADIO COMM FAILURE:
Climb on track 328° to 600(450), then turn LEFT climbing 900(750) to LO 33, then according to chart.



OCA/H		A	B	C	D					
Straight-in Approach	O NDB	330(175)	330(175)	330(175)	330(175)					
	O NDB with SDF GO NDB	295(140)	295(140)	295(140)	295(140)					
Circling		330(175)	330(175)	340(185)	365(210)					
GROUND SPEED		km/h	150	180	210	240	270	300	330	360
LO 33 - MAPt 2830 m		min:s	1:08	0:57	0:49	0:42	0:38	0:34	0:31	0:28
RATE OF DESCENT		m/s	2.2	2.6	3.0	3.5	3.9	4.3	4.8	5.2

NOTE:
1. Speed restriction: MAX IAS 407 km/h (220 kt) at IAF GO NDB.

CHANGE: New UKR1.