

## List of pages in this Trip Kit

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Terminal Charts For UKKM

Revision Letter For Cycle 02-2021

Change Notices

Notebook

## General Information

Location: KYIV UKR  
ICAO/IATA: UKKM / GML  
Lat/Long: N50° 36.02', E030° 11.62'  
Elevation: 518 ft

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

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

Sunrise: 0550 Z  
Sunset: 1430 Z

## Runway Information

Runway: 15  
Length x Width: 11490 ft x 184 ft  
Surface Type: concrete  
TDZ-Elev: 516 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33  
Length x Width: 11490 ft x 184 ft  
Surface Type: concrete  
TDZ-Elev: 511 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

Antonov Tower: 120.550  
Antonov Radar: 118.150  
Antonov Radar: 129.550  
Kyiv Radar ACC: 125.300 RCO  
Kyiv Radar ACC: 127.725 RCO  
Kyiv Radar ACC: 124.675 RCO

# UKKM/GML ANTONOV-2 INTL

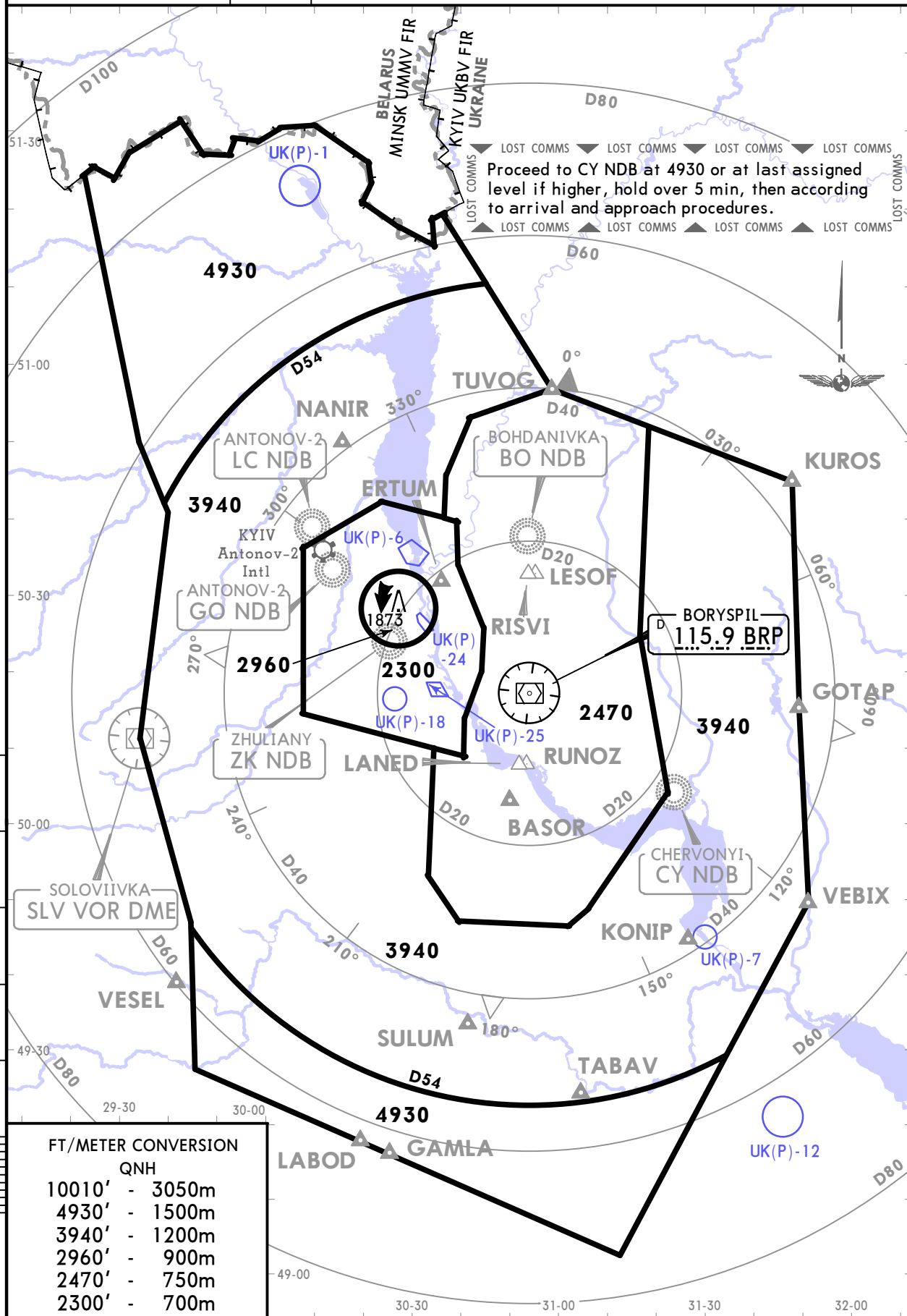
**JEPPESEN**  
10 APR 20  
Eff 23 Apr **30-1R**

# KYIV, UKRAINE RADAR MINIMUM ALTITUDES

KYIV Radar  
FOR SECTORS REFER TO 10-1  
**122.775 124.675**  
**125.3**  
**127.725 128.175**

Apt Elev  
**518**

- 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. 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	
QNH	
10010'	- 3050m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2470'	- 750m
2300'	- 700m

UKKM/GML  
ANTONOV-2 INTL

JEPPESEN  
17 MAY 19 30-2 Eff 23 May

KYIV, UKRAINE

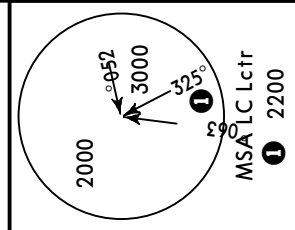
STAR

Apt Elev  
518'

Alt Set: hPa  
Trans level: By ATC Trans alt: 10010'  
Actual descend clearances will be as directed by ATC.

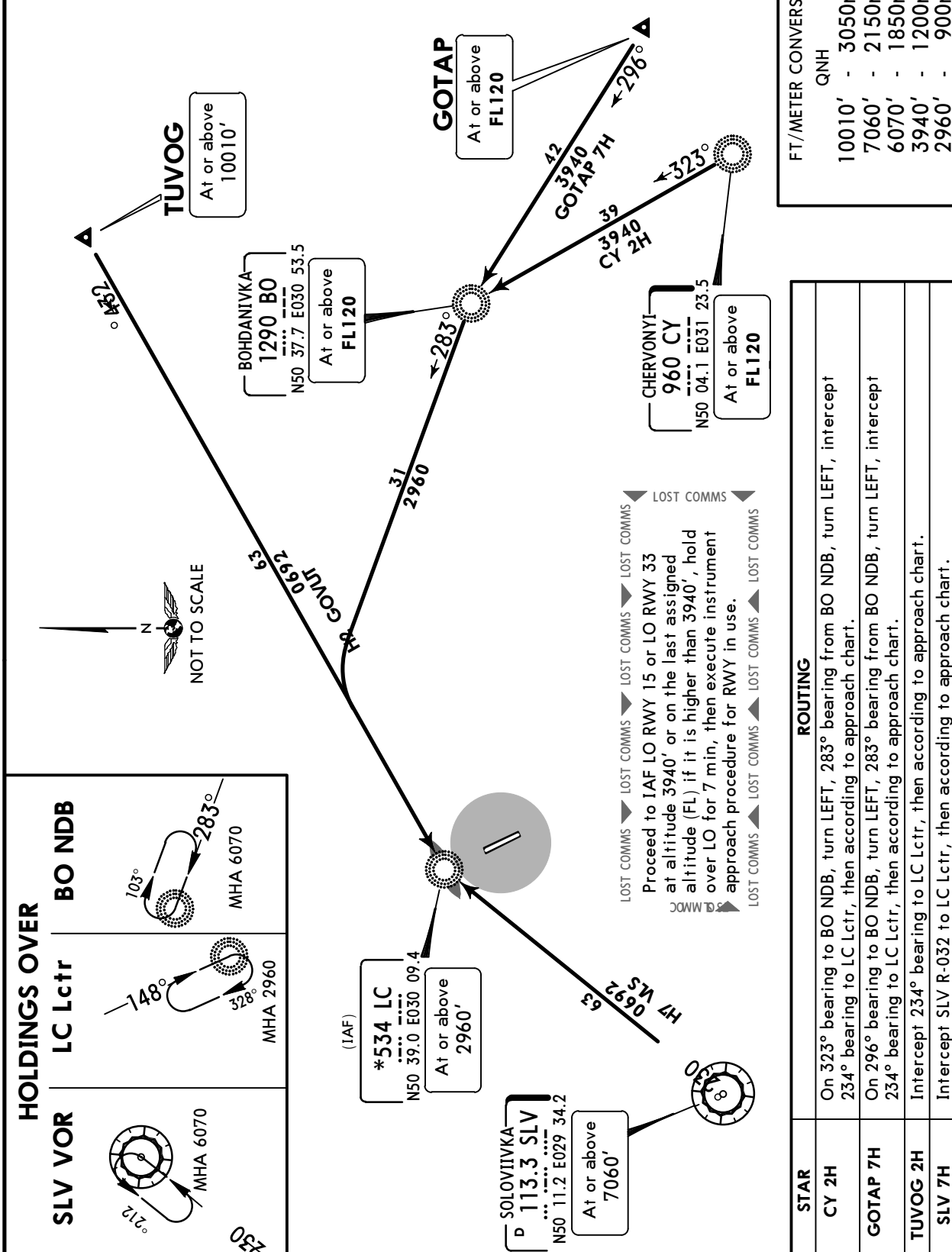
CHERVONYI 2H (CY 2H) [CY2H]  
GOTAP 7H [GOTA7H], TUVOG 2H [TUV02H]  
SOLOVIIVKA 7H (SLV 7H) [SLV7H]  
ARRIVALS  
(RWY 15)

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

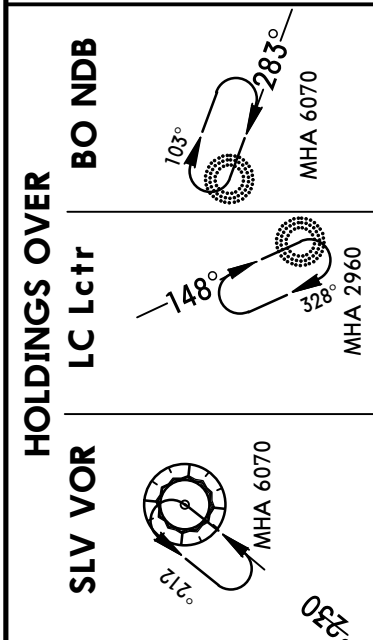


FT./METER CONVERSION

FT.	METER
10010'	3050m
7060'	2150m
6070'	1850m
3940'	1200m
2960'	900m



STAR	ROUTING
CY 2H	On 323° bearing to BO NDB, turn LEFT, 283° bearing from BO NDB, turn LEFT, intercept 234° bearing to LC Lctr, then according to approach chart.
GOTAP 7H	On 296° bearing to BO NDB, turn LEFT, 283° bearing from BO NDB, turn LEFT, intercept 234° bearing to LC Lctr, then according to approach chart.
TUVOG 2H	Intercept 234° bearing to LC Lctr, then according to approach chart.
SLV 7H	Intercept SLV R-032 to LC Lctr, then according to approach chart.



CHANGES: STARs revised & renumbered; lost comms; airport name.

UKKM/GML  
ANTONOV-2 INTL

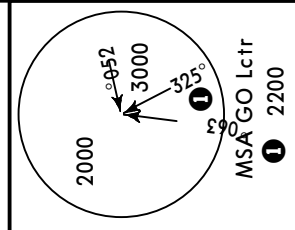
JEPPESEN  
17 MAY 19 (30-2A) Eff 23 May

KYIV, UKRAINE  
STAR

Apt Elev 518'  
Alt Set: hPa  
Trans level: By ATC Trans alt: 10010'  
Actual descend clearances will be as directed by ATC.

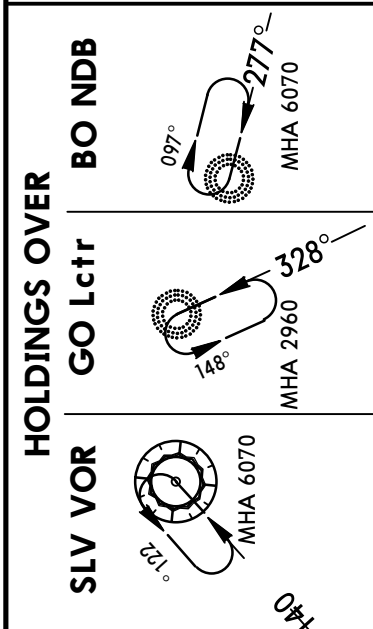
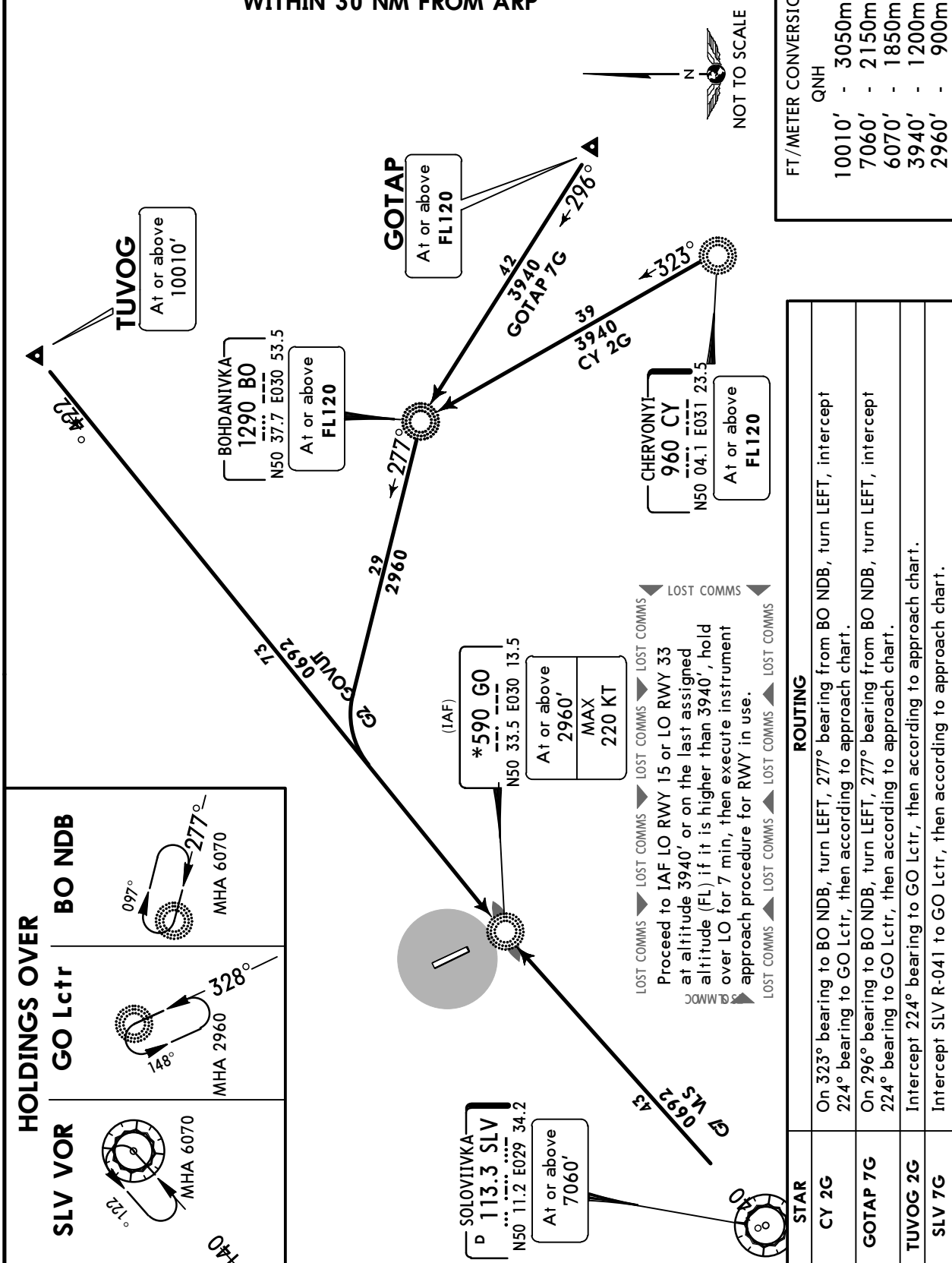
CHERVONYI 2G (CY 2G) [CY2G]  
GOTAP 7G [GOTA7G], TUVOG 2G [TUV02G]  
SOLOVIIVKA 7G (SLV 7G) [SLV7G]  
ARRIVALS  
(RWY 33)

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



FT./METER CONVERSION  
QNH

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



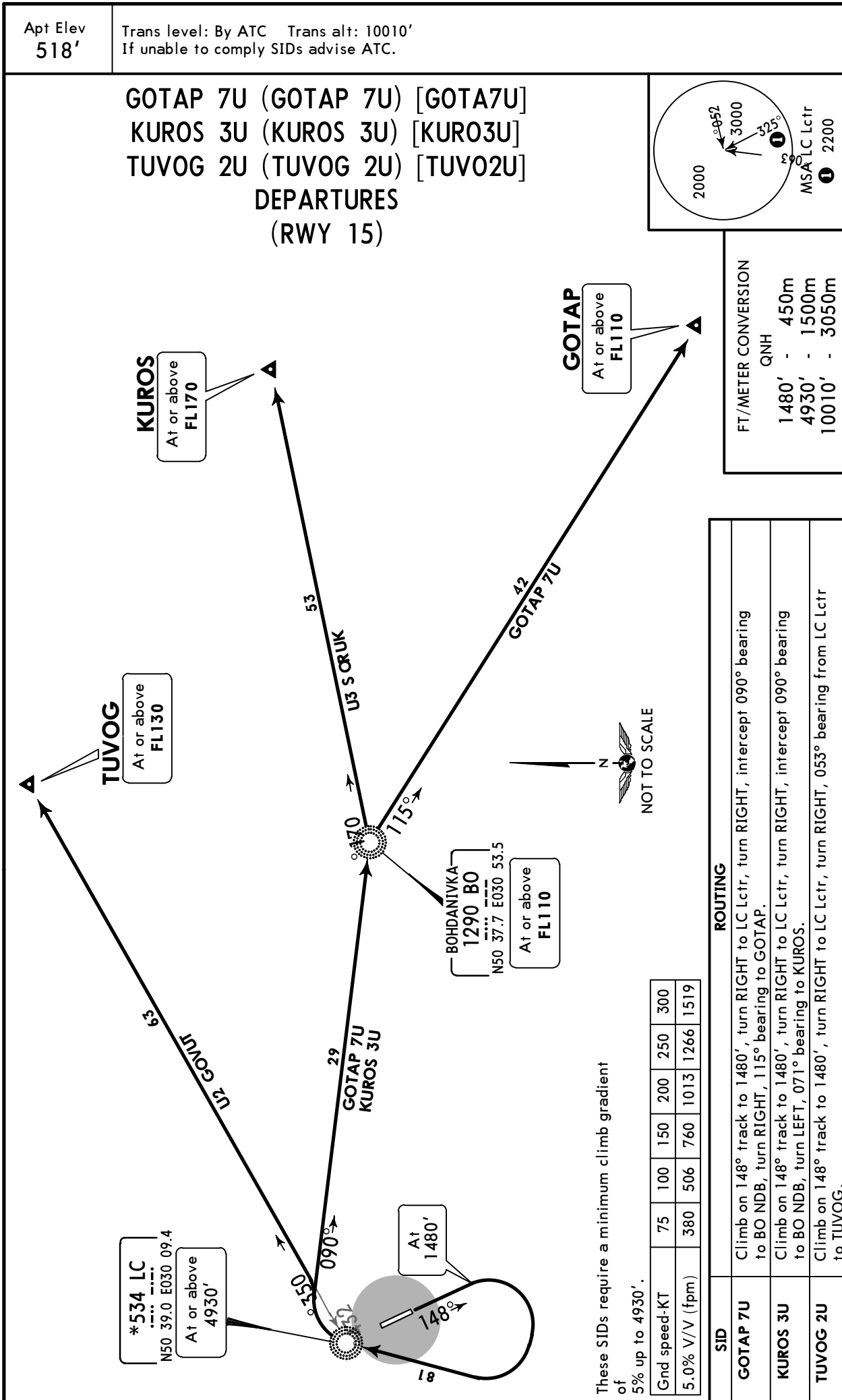
**ROUTING**

<b>STAR</b>	On 323° bearing to BO NDB, turn LEFT, 277° bearing from BO NDB, turn LEFT, intercept 224° bearing to GO Lctr, then according to approach chart.
<b>CY 2G</b>	On 296° bearing to BO NDB, turn LEFT, 277° bearing from BO NDB, turn LEFT, intercept 224° bearing to GO Lctr, then according to approach chart.
<b>GOTAP 7G</b>	Intercept 224° bearing to GO Lctr, then according to approach chart.
<b>TUVOG 2G</b>	Intercept 224° bearing to GO Lctr, then according to approach chart.
<b>SLV 7G</b>	Intercept 224° bearing to GO Lctr, then according to approach chart.

UKKM/GML  
ANTONOV-2 INTL

JEPPESSEN  
17 MAY 19 30-3 Eff 23 May

KYIV, UKRAINE  
SID



UKKM/GML  
ANTONOV-2 INTL

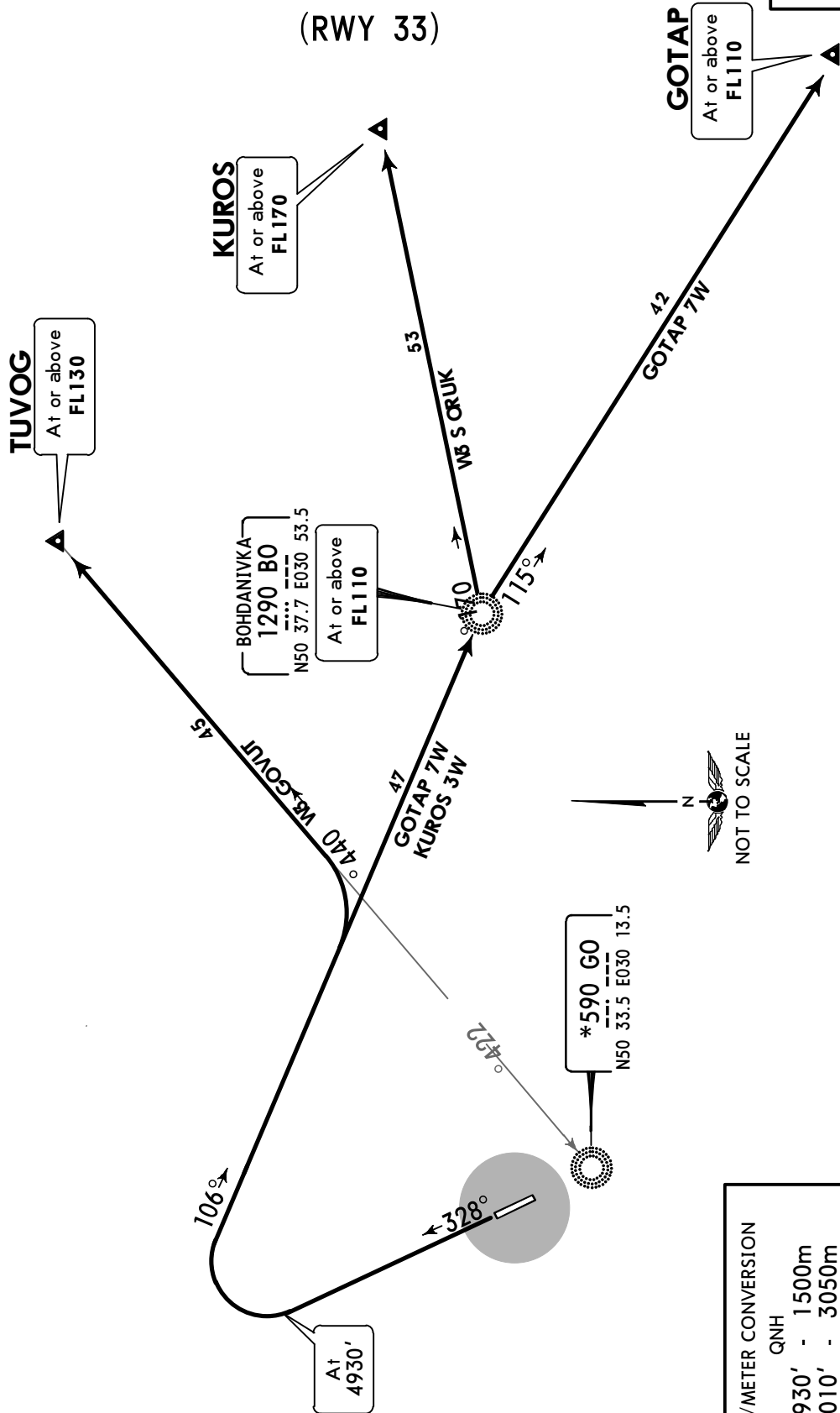
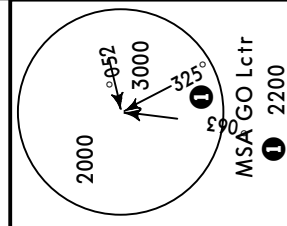
JEPPESEN  
17 MAY 19 (30-3A) Eff 23 May

KYIV, UKRAINE  
SID

Apt Elev  
518'

Trans level: By ATC Trans alt: 10010'

GOTAP 7W (GOTAP 7W) [GOTA7W]  
KUROS 3W (KUROS 3W) [KURO3W]  
TUVOG 3W (TUVOG 3W) [TUVO3W]  
DEPARTURES  
(RWY 33)



FT/METER CONVERSION	
QNH	
4930'	1500m
10010'	3050m

ROUTING	
GOTAP 7W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn RIGHT, 115° bearing to GOTAP.
KUROS 3W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn LEFT, 071° bearing to KUROS.
TUVOG 3W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn LEFT, intercept 044° bearing from GO Lctr to TUVOG.

UKKM/GML  
ANTONOV-2 INTL

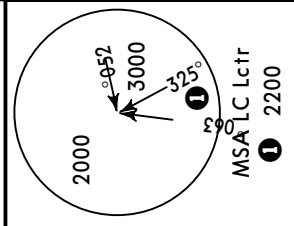
1 NOV 19 **30-3B** Eff 7 Nov

KYIV, UKRAINE

**SID**

Apt Elev 518' Trans level: By ATC Trans alt: 10010'  
If unable to comply SIDs advise ATC.

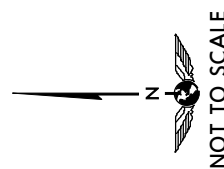
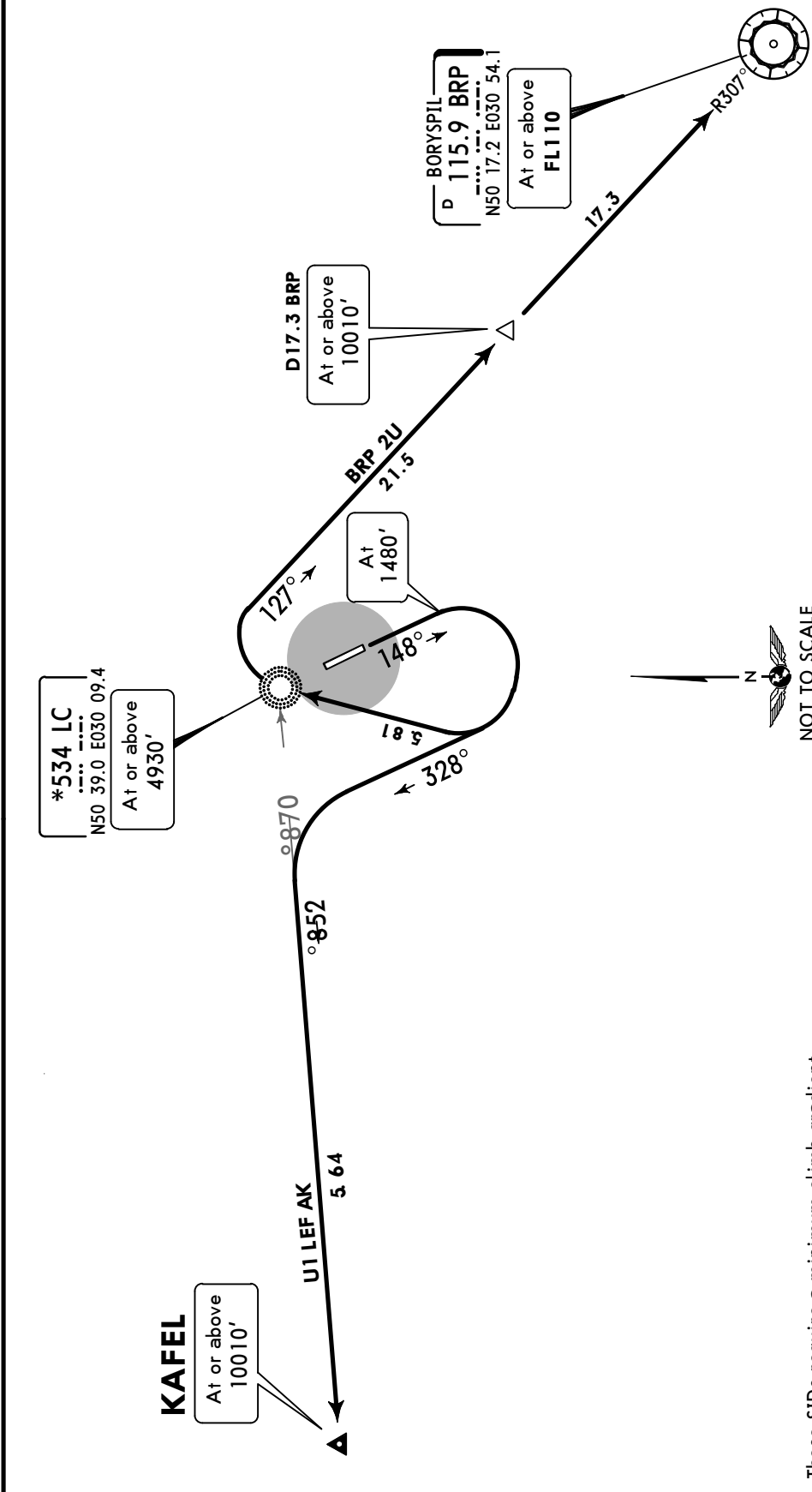
**BORYSPIL 2U (BRP 2U) [BRP2U]  
KAFEL 1U [KAFE1U]  
DEPARTURES  
(RWY 15)**



**FT/METER CONVERSION**

QNH

1480'	-	450m
4930'	-	1500m
10010'	-	3050m



These SIDs require a minimum climb gradient of 5% up to 4930'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
<b>BRP 2U</b>	Climb on 148° track to 1480', turn RIGHT to LC Lctr, turn RIGHT, intercept BRP R-307 inbound to BRP VOR.
<b>KAFEL 1U</b>	Climb on 148° track to 1480', turn RIGHT, on 328° track, turn LEFT, intercept 258° bearing from LC Lctr to KAFEL.

CHANGES: SID KRABOR 3U replaced by KAFEL 1U.



UKKM/GML  
ANTONOV-2 INTL

1 NOV 19 **30-3C** Eff 7 Nov

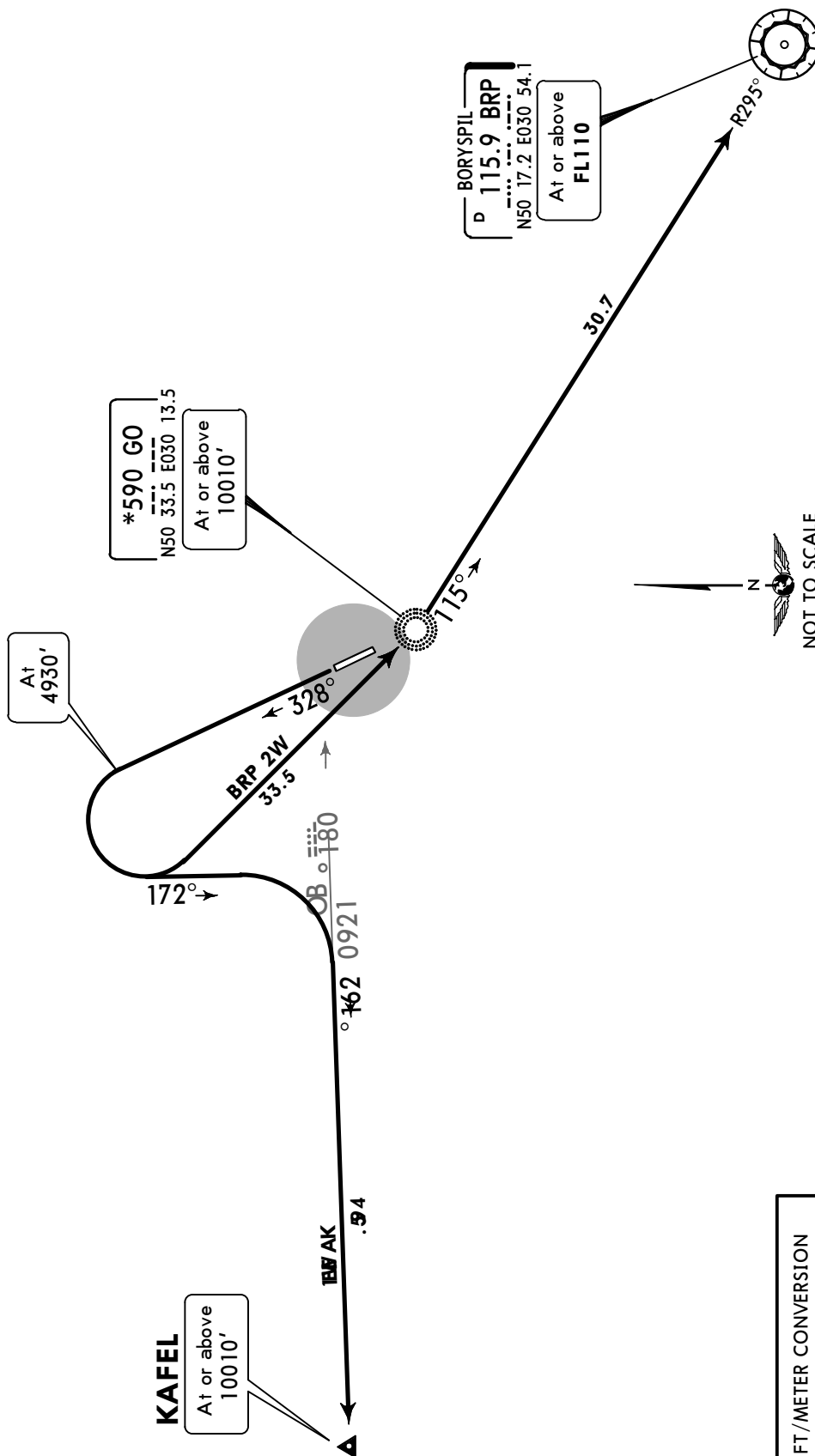
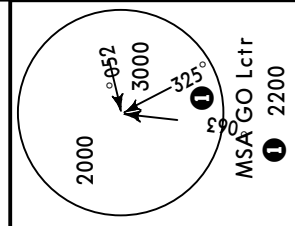
KYIV, UKRAINE

**SID**

Apt Elev  
518'

Trans level: By ATC Trans alt: 10010'

**BORYSPIL 2W (BRP 2W) [BPR2W]  
KAFEL 1W [KAFE1W]  
DEPARTURES  
(RWY 33)**



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

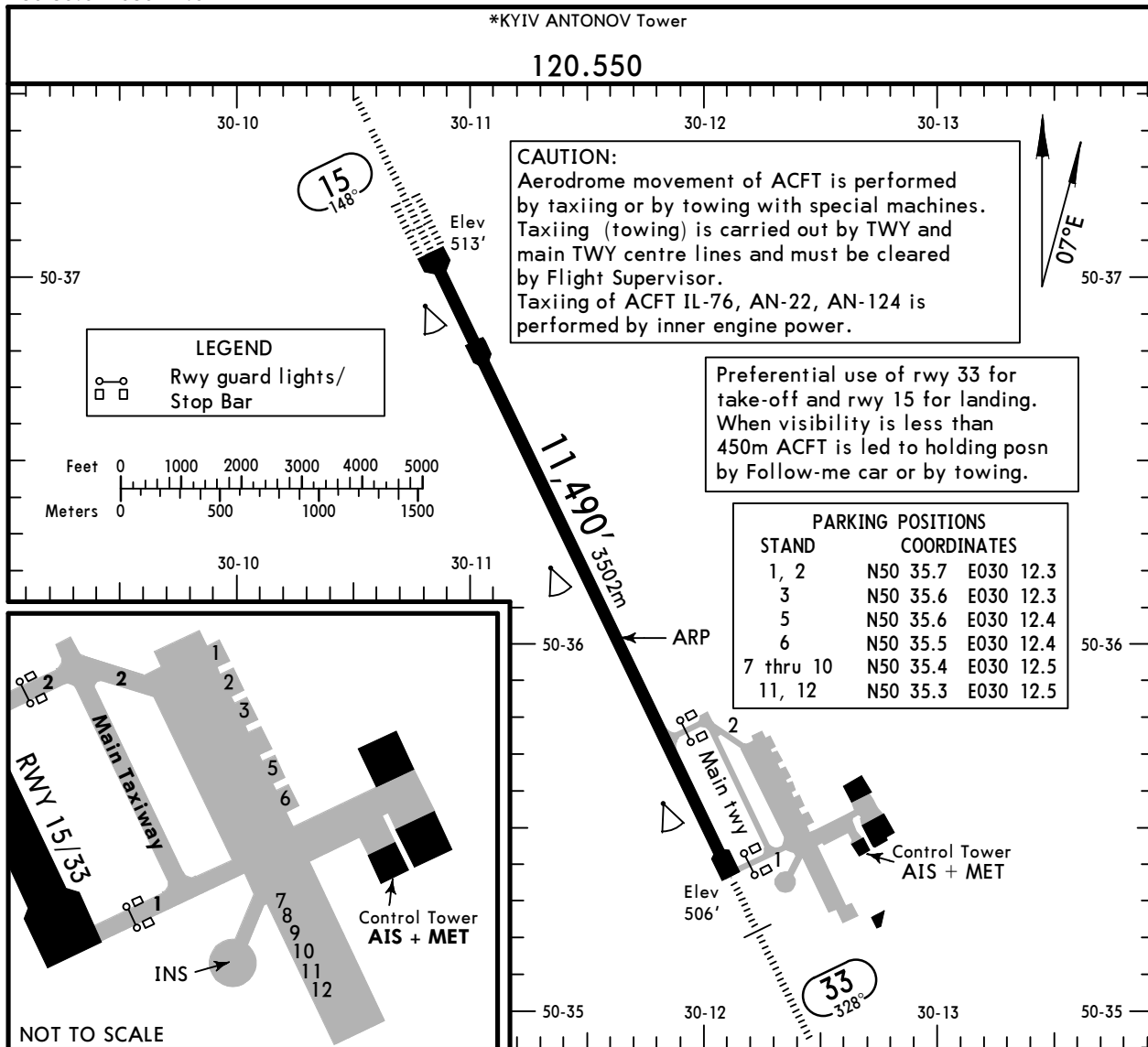
ROUTING	
<b>BRP 2W</b>	Climb on 328° track to 4930', turn LEFT to GO Lctr, turn LEFT, intercept BRP R-295 inbound to BRP VOR.
<b>KAFEL 1W</b>	Climb on 328° track to 4930', turn LEFT, on 172° track, turn RIGHT, intercept 261° bearing from BO NDB to KAFEL.

CHANGES: SID KRABOR 3W replaced by KAFEL 1W.

**UKKM/GML**  
 Apt Elev **518'**  
 N50 36.0 E030 11.6

**JEPPesen**  
 10 APR 20 **(30-9)** Eff 23 Apr

**KYIV, UKRAINE**  
**ANTONOV-2 INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
15	HIRL (60m)	CL (30m)	HIALS-II	PAPI-L (3.0°)	RVR	10,457' 3187m		184'
33	HIRL (60m)	CL (30m)	HIALS	PAPI-L (3.0°)	RVR	10,579' 3224m		56m

**JAR-OPS TAKE-OFF 1**

**All Rwys**

**LVP must be in force**

	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

**1** Operators applying U.S. Ops Specs: CL required below 300m.

UKKM/GML



10 MAY 19

30-9S

Eff 23 May

Standard

KYIV, UKRAINE  
ANTONOV-2 INTL

STRAIGHT-IN RWY		A	B	C	D
15	ILS FULL ALS out	713'(200') R550m ① R1200m	713'(200') R550m ① R1200m	713'(200') R550m ① R1200m	713'(200') R550m ① R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ②③	920'(407') R1200m R1500m	920'(407') R1200m R1500m	920'(407') R1200m R1900m	920'(407') R1200m R1900m
	NDB ②④	920'(407') R1200m R1900m	920'(407') R1200m R1900m	920'(407') R1200m R1900m	920'(407') R1200m R1900m
	NDB ④	920'(407') R1400m R2100m	920'(407') R1400m R2100m	920'(407') R1600m R2300m	920'(407') R1600m R2300m
	ALS out				
33	ILS FULL ALS out	706'(200') R550m ① R1200m	706'(200') R550m ① R1200m	706'(200') R550m ① R1200m	706'(200') R550m ① R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ②⑤ with SDF at GO NDB ALS out	940'(434') R1300m R1500m	940'(434') R1300m R1500m	940'(434') R1300m R2000m	940'(434') R1300m R2000m
	NDB ②⑥ with SDF at GO NDB ALS out	940'(434') R1300m R2000m	940'(434') R1300m R2000m	940'(434') R1300m R2000m	940'(434') R1300m R2000m
	NDB ⑥ with SDF at GO NDB ALS out	940'(434') R1500m R2200m	940'(434') R1500m R2200m	940'(434') R1700m R2400m	940'(434') R1700m R2400m
	NDB ②⑤ w/o SDF	1220'(714') R1500m	1220'(714') R1500m	1220'(714') R2400m	1220'(714') R2400m
	NDB ⑥ w/o SDF ALS out	1220'(714') R2800m R3500m	1220'(714') R2800m R3500m	1220'(714') R3000m R3700m	1220'(714') R3000m R3700m
	ALS out				

① W/o HUD/AP/FD: R750m

③ with FF15

⑤ with FF33

② Continuous Descent Final Approach

④ w/o FF15

⑥ w/o FF33

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 15	990'(472')	1050'(532')	1150'(632')	1220'(702')
After apch to rwy 33	990'(472') ⑦ V1500m ⑧	1050'(532') ⑦ V1600m ⑧	1150'(632') ⑦ V2400m ⑧	1220'(702') ⑦ V3600m ⑧

⑦ After NDB circling height based on rwy 33 thresh elev of 506': MDA(H) 1220'(714').

⑧ or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off					
A	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)
B	TDZ, MID, RO				
C	R150m	R200m	R300m	400m	500m
D					

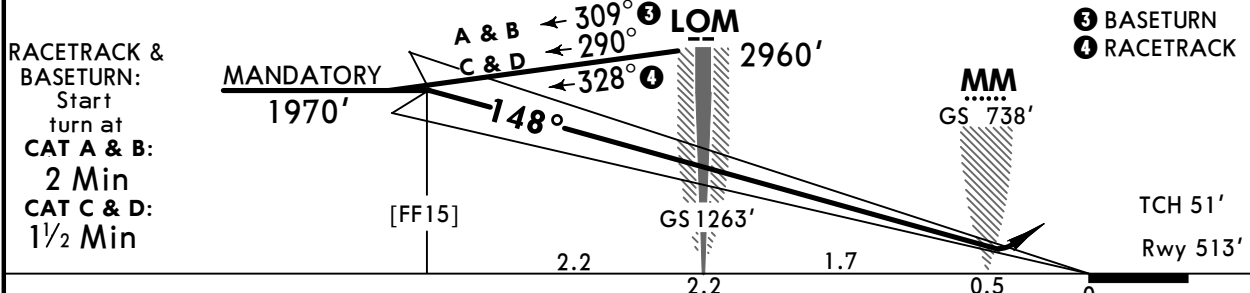
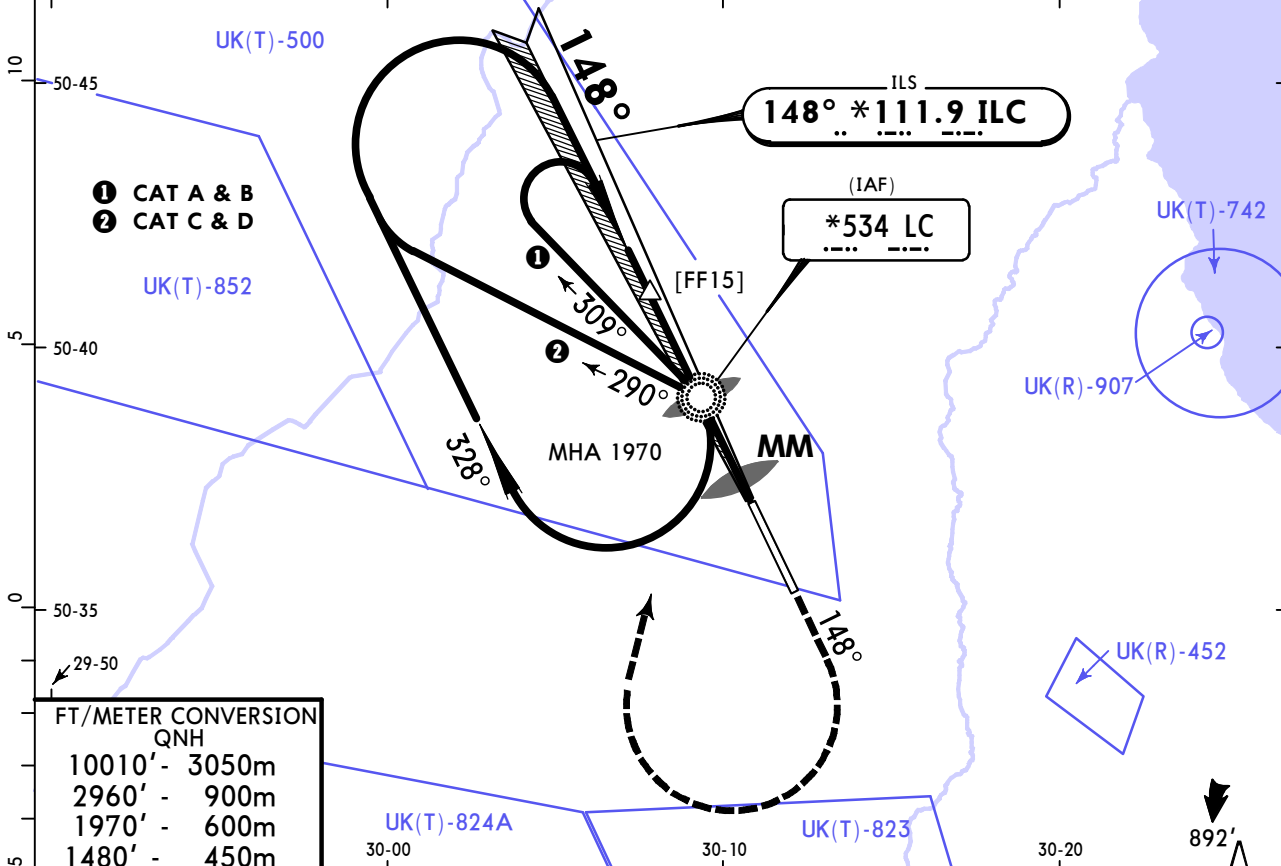
**UKKM/GML**  
ANTONOV-2 INTL

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

**KYIV, UKRAINE**  
ILS Rwy 15

*KYIV Radar			*KYIV ANTONOV Tower		
125.3		127.725		120.550	
LOC ILC <b>*111.9</b>	Final Apch Crs <b>148°</b>	No FAF	ILS DA(H) <b>713'(200')</b>	Apt Elev 518' Rwy 513'	
<p><b>MISSED APCH:</b> Climb on 148° to 1480', then turn RIGHT climbing to 2960' to LC NDB, then according to chart.</p>					<p>MSA LC NDB</p>

Alt Set: hPa (MM on req)      Rwy Elev: 19 hPa      Trans level: By ATC      Trans alt: 10010'



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

HIALS-II  
PAPI

1480' on 148°

JAR-OPS		STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) <b>713'(200')</b>						
FULL		ALS out				
A				Max Kts		
B				100	990' (472') 1500m	
C	RVR 550m	RVR 1000m	NOT AUTHORIZED		135	1050' (532') 1600m
D				180	1150' (632') 2400m	
				205	1220' (702') 3600m	

CHANGES: Mandatory altitude. UK(R)-907 added.

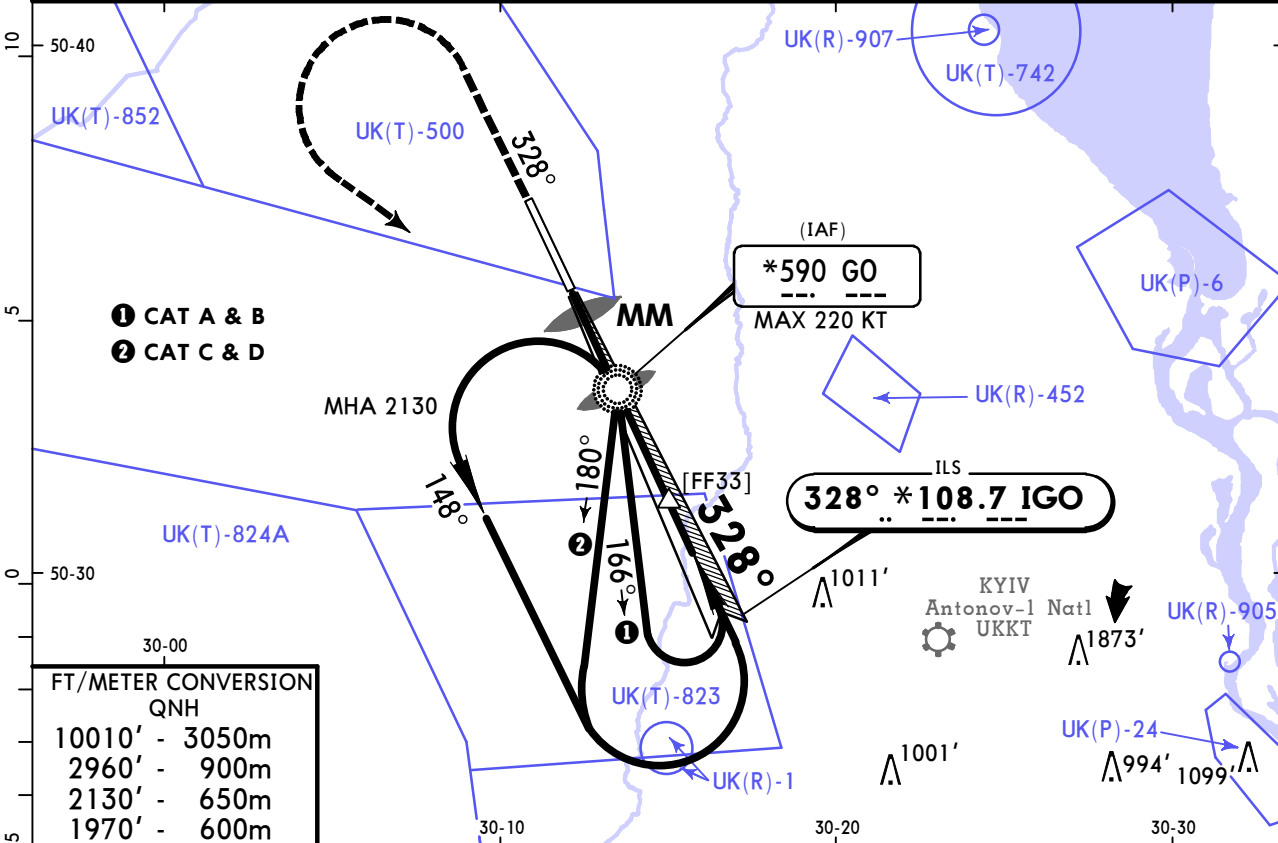
**UKKM/GML**  
ANTONOV-2 INTL

**JEPPESSEN**  
25 DEC 20 **31-2** Eff 31 Dec

**KYIV, UKRAINE**  
ILS Rwy 33

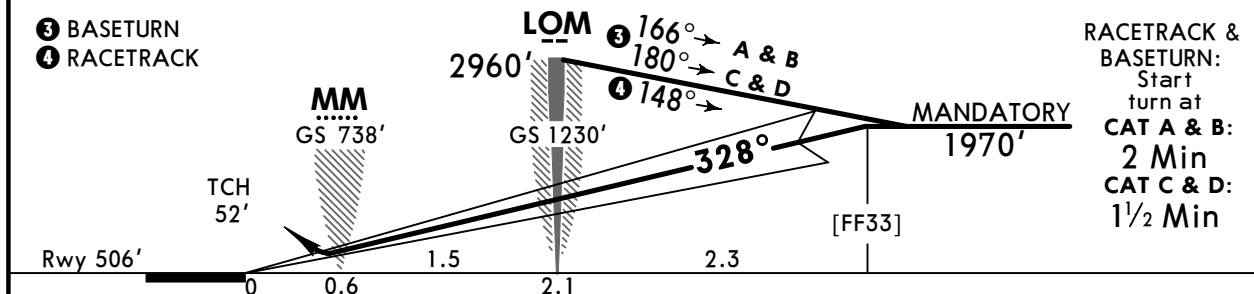
*KYIV Radar			*KYIV ANTONOV Tower		
125.3		127.725		120.550	
LOC IGO <b>*108.7</b>	Final Apch Crs <b>328°</b>	No FAF	ILS DA(H) <b>706'</b> (200')	Apt Elev 518'	Rwy 506'
<b>MISSED APCH:</b> Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then according to chart.					<p>MSA GO NDB</p>

Alt Set: hPa (MM on req)      Rwy Elev: 18 hPa      Trans level: By ATC      Trans alt: 10010'

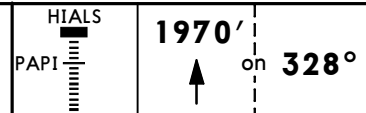


**FT/METER CONVERSION**  
QNH

10010'	3050m
2960'	900m
2130'	650m
1970'	600m



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



JAR-OPS		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) <b>706'</b> (200')					
FULL		ALS out			
A					
B					
C	RVR 550m	NOT AUTHORIZED			
D	RVR 1000m				
		Max Kts	MDA(H)	VIS	
		100	990' (472')	1500m	
		135	1050' (532')	1600m	
		180	1150' (632')	2400m	
		205	1220' (702')	3600m	

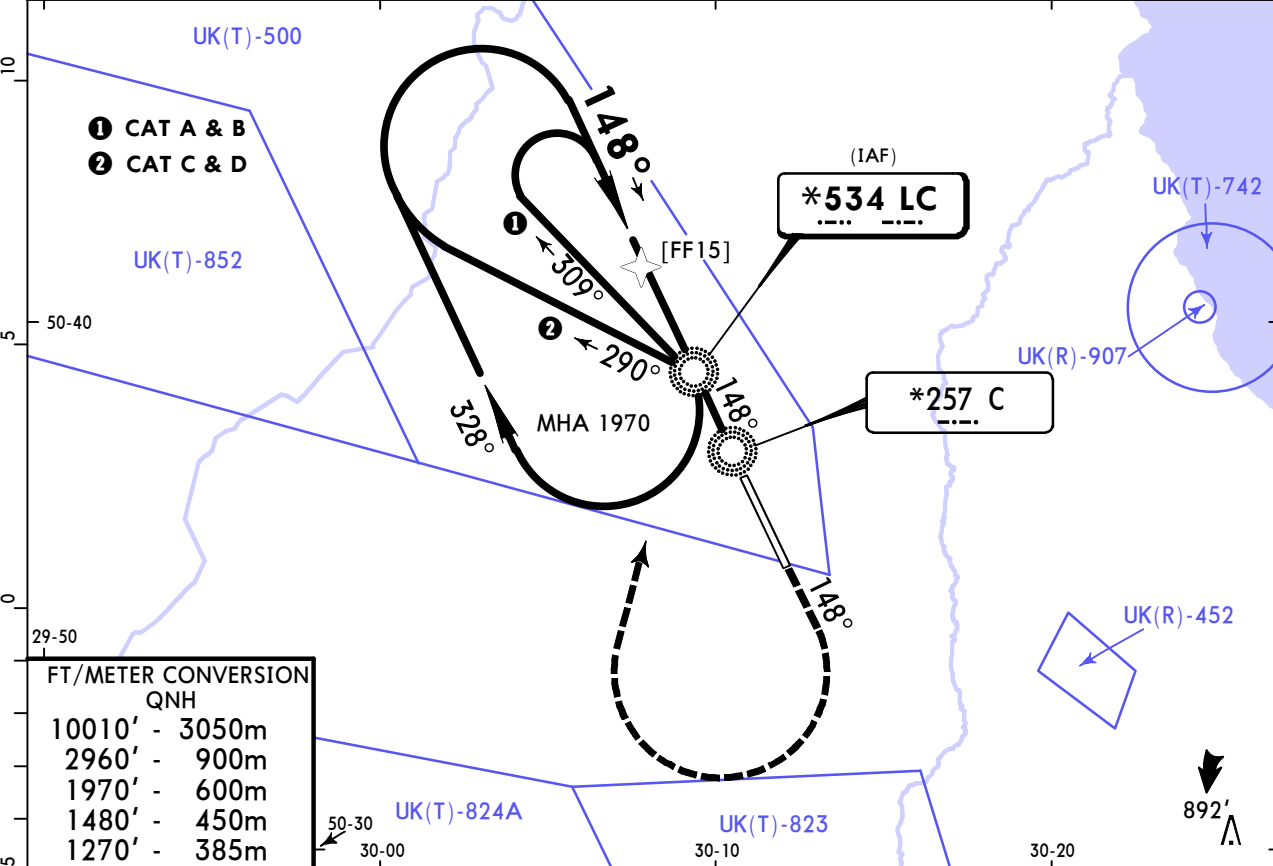
**UKKM/GML**  
ANTONOV-2 INTL

**JEPPESSEN**  
25 DEC 20 **(36-1)** Eff 31 Dec

**KYIV, UKRAINE**  
NDB Rwy 15

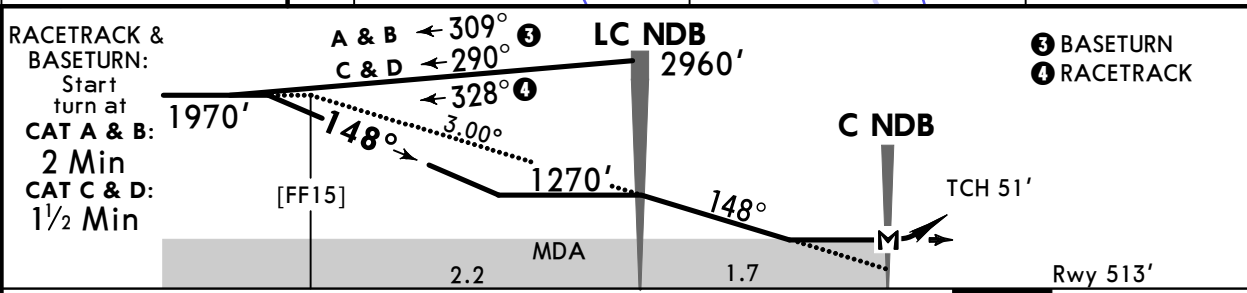
*KYIV Radar			*KYIV ANTONOV Tower		
125.3		127.725		120.550	
NDB LC <b>*534</b>	Final Apch Crs <b>148°</b>	No FAF	MDA(H) <b>920'</b> (407')	Apt Elev 518' Rwy 513'	
<b>MISSED APCH:</b> Climb on 148° to 1480', then turn RIGHT climbing to 2960' to LC NDB, then as directed.					<p>MSA LC NDB</p>

Alt Set: hPa (MM on req)      Rwy Elev: 19 hPa      Trans level: By ATC      Trans alt: 10010'



**FT/METER CONVERSION**

QNH	
10010'	3050m
2960'	900m
1970'	600m
1480'	450m
1270'	385m



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

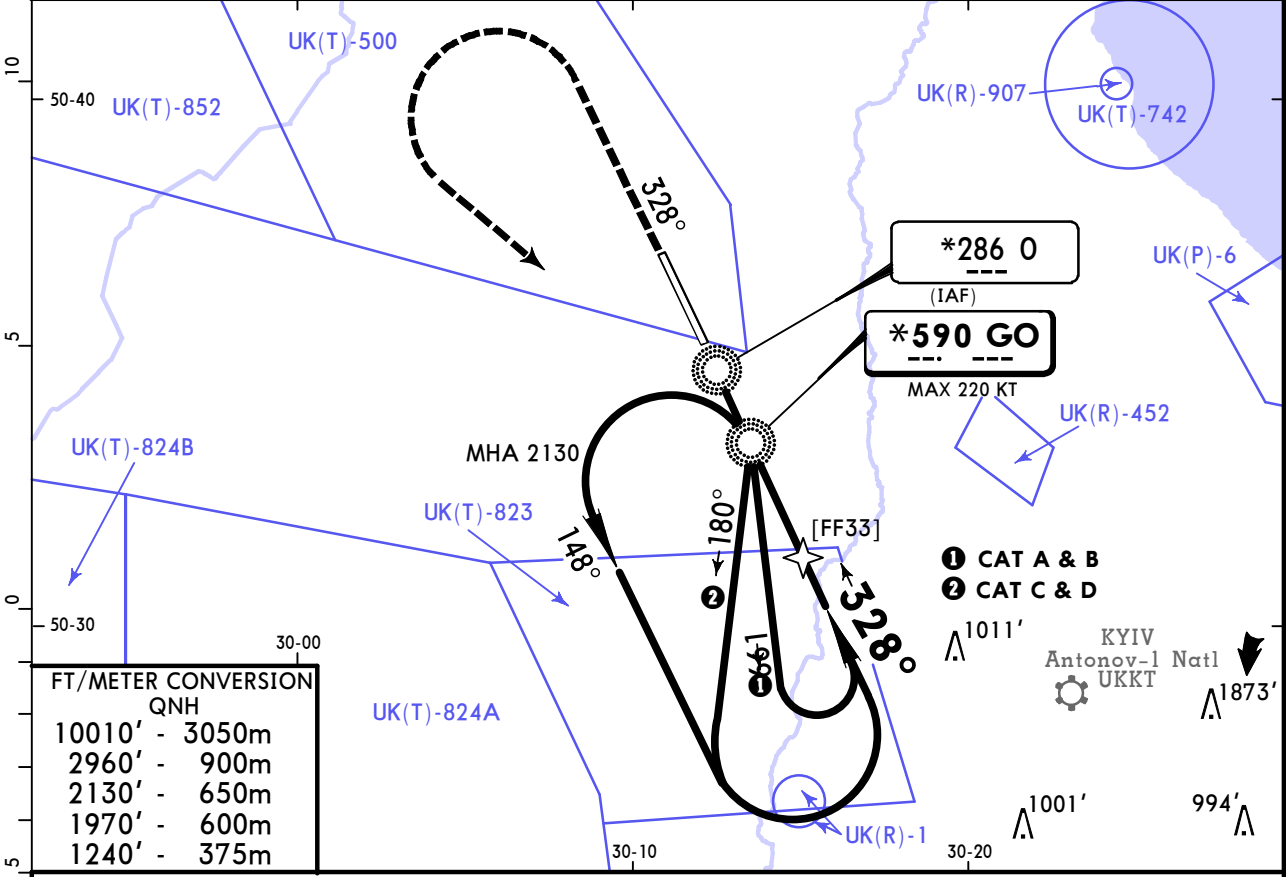
<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 15</b>		<b>CIRCLE-TO-LAND</b>		
				MDA(H) <b>920'</b> (407')				
				ALS out				
<b>PANS OPS</b>	A	RVR 900m	RVR 1500m		Max Kts 100	MDA(H) <b>990'</b> (472')	VIS 1500m	
	B	RVR 1000m		RVR 1800m		135	1050' (532')	1600m
	C			RVR 2000m		180	1150' (632')	2400m
	D	RVR 1400m				205	1220' (702')	3600m

**UKKM/GML**  
ANTONOV-2 INTL

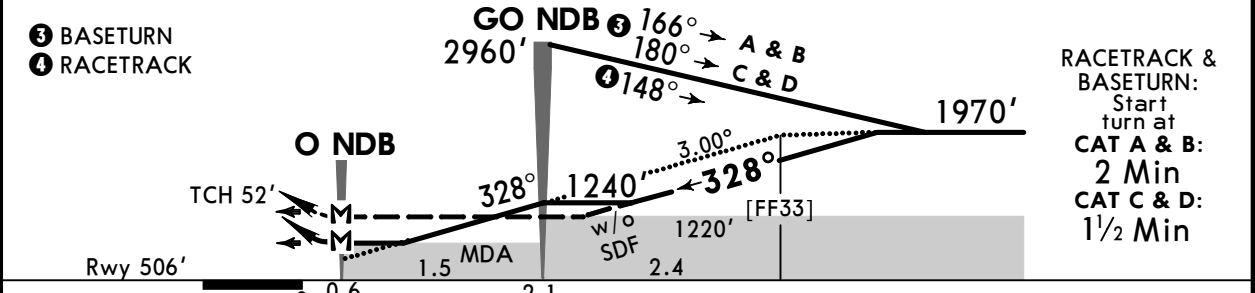
**JEPPESEN**  
25 DEC 20 **(36-2)** Eff 31 Dec

**KYIV, UKRAINE**  
NDB Rwy 33

*KYIV Radar 125.3    127.725			*KYIV ANTONOV Tower 120.550		
NDB GO <b>*590</b>	Final Apch Crs <b>328°</b>	No FAF	MDA(H) (CONDITIONAL) <b>940'</b> (434')	Apt Elev 518' Rwy 506'	<p>MSA GO NDB</p>
<p><b>MISSED APCH:</b> Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then according to chart.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa		Trans level: By ATC    Trans alt: 10010'	



FT/METER CONVERSION	
QNH	
10010'	3050m
2960'	900m
2130'	650m
1970'	600m
1240'	375m



Gnd speed-Kts	70	90	100	120	140	160		1970' on 328°
Descent Angle 3.00°	372	478	531	637	743	849		

<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 33</b>		<b>CIRCLE-TO-LAND</b>	
with SDF at GO NDB		w/o SDF					
MDA(H) <b>940'</b> (434')		MDA(H) <b>1220'</b> (714')					
	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A	RVR 900m	RVR 1500m	RVR 1200m	100	1220' (714')	1500m	
B	RVR 1000m	RVR 1800m	RVR 1400m	135	1220' (714')	1600m	
C	RVR 1400m	RVR 2000m	RVR 1800m	180	1220' (714')	2400m	
D	RVR 1400m	RVR 2000m	RVR 1800m	205	1220' (714')	3600m	

CHANGES: UK(R)-907 & UK(T)-742 added. © JEPPESEN, 2000, 2020. ALL RIGHTS RESERVED.

## 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, (ANTONOV-2 INTL - UKKM)**



## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKKM