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JeppView 3.6.3.1

1. GENERAL

1.1. ATIS

ATIS 126.7

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Strict adherence to entry/exit patterns by crews.

1.2.2. REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2200-0600LT, except for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. CRITERIA FOR THE INITIATION AND TERMINATION OF LVP

LVP shall be applied when RVR is less than 600m. Pilots will be 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 point of exit, the pilot will pick up the TWY centerline lights running parallel to the RWY centerline lights and follow 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 are met by FOLLOW ME on crossing of TWY C with TWY B or on crossing of TWY B with TWY C1 (C2) and taxi under its escort to the indicated ACFT stand. In case of the airfield surveillance radar being out of operation the FOLLOW ME meets the ACFT on TWY B.

The following standard taxi routings have been established for ACFT after landing: RWY 36R - TWY A1 (A2, A3) - TWY B - TWY C- ACFT stand.

1.3.3. START-UP - TAXIING - 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 it out immediately. When towing and engines start-up have been completed the pilot shall inform GND: "Ready to taxi." Taxiing of the ACFT shall be carried out at minimum engines power behind FOLLOW ME vehicle to RWY 18L/36R until TWY C (B). Then taxiing shall be continued on its own following green TWY centerline lights to holding position. In case of the airfield surveillance radar being out of operation the ACFT taxis under FOLLOW ME escort until line-up.

1.3.4. DETAILS OF HOLDING POSITION TO BE USED

Pilots shall report from CATII/IIIA holding position or other reporting points prescribed by ATC. It is prohibited to cross the holding position line (ILS critical area) designated by a pair of one-way directional elevated flashing yellow lights installed on both sides of a TWY and by controlled stop bars, red line non-directional lights inset in pavement, and also established day marking holding position on TWY A6. It is prohibited to cross (occupy) RWY or TWY during taxiing and towing without ATC clearance.

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Taxiing of code 4E ACFT via TWYs 12 and 14 is prohibited. Taxiing of code 4E ACFT via TWYs 13 and 18 and of code 4D ACFT via TWYs 12, 14 and 18 to be performed strictly on centerline and at safety speed with great CAUTION.

Taxiing and parking of ACFT at Apron M through the adjacent stands only with FOLLOW ME assistance.

Taxiing via taxiroutes K, T1 thru T4 and F only with FOLLOW ME assistance.

Taxiroute M MAX wingspan 213' / 65m.

Taxiroute K MAX wingspan 95' / 29m.

Taxiing via TWY C2 MAX wingspan 118' / 36m.

From Apron C towards TWY 16 via TWY to Maintenance Area by towing.

Taxiing via MAIN TWY M1 only with FOLLOW ME assistance.

1.5. PARKING INFORMATION

For Docking Guidance System graphics refer to 10-9 charts.

1.6. OTHER INFORMATION

Birds.

Engines start-up and running on idle thrust permitted on apron stands on request via GND.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Landing restrictions:
RWY 36R/18L, 36L/18R - visual manoeuvering above Boryspil' city inside the sector R-005-R-055 between 2.7 and 6.5 DME BRL below 2470' are prohibited.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

Pilots are reminded that by leaving the RWY quickly, ATS will be able to guide ACFT on final using minimum radar separation. This guarantees optimal RWY utilization and minimizes the danger of a missed approach.

In order to reduce Runway Occupancy Times (ROT) pilots shall apply the following procedures:
- RWYs shall, as a rule, be LEFT via the high-speed turn-offs (HST),
- pilots should prepare their landings so as to be able to leave RWYs via HST or TWY in accordance with the following table,
- if no possibility to leave RWY via HST in accordance with the following table, pilot must report to ATC before turning on final.

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	8694' 2650m	11,483' 3500m
					TWY 15	11,483' 3500m	
36R	TWY A5	3117' 950m	TWY A3	6562' 2000m	TWY A3	9843' 3000m	13,123' 4000m
	TWY A3	6562' 2000m			TWY A2	10,007' 3050m	
					TWY A1	13,123' 4000m	

2.4. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by FOLLOW ME to the designated stand.

Taxi guidelines may be invisible because of snow. Assistance from FOLLOW ME to be requested via GND.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Take-off restrictions:
First 250m from THR RWY 18R/36L are not available for take-off.

3.2. DE-ICING

After towing, the de-icing procedure will take place at the ACFT stand or on apron positions (TWY). Coordinate with Transit 131.77.

3.3. START-UP PROCEDURES

Before start-up listen to ATIS. Contact Delivery for ATC clearance, if unavailable contact GND.

3.4. TAXI PROCEDURES

FOLLOW ME can be used on request by crews if visibility is 400m or less or by ATC clearance at night for ACFT to be led from stands to TWY 2 or TWY C, TWY B.
Taxi guidelines may be invisible because of snow. Assistance from FOLLOW ME to be requested via GND.

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UKBB/KBP BORYSPIL'

JEPPESEN
7 NOV 08 (10-1R) Eff 20 Nov

KYIV, UKRAINE

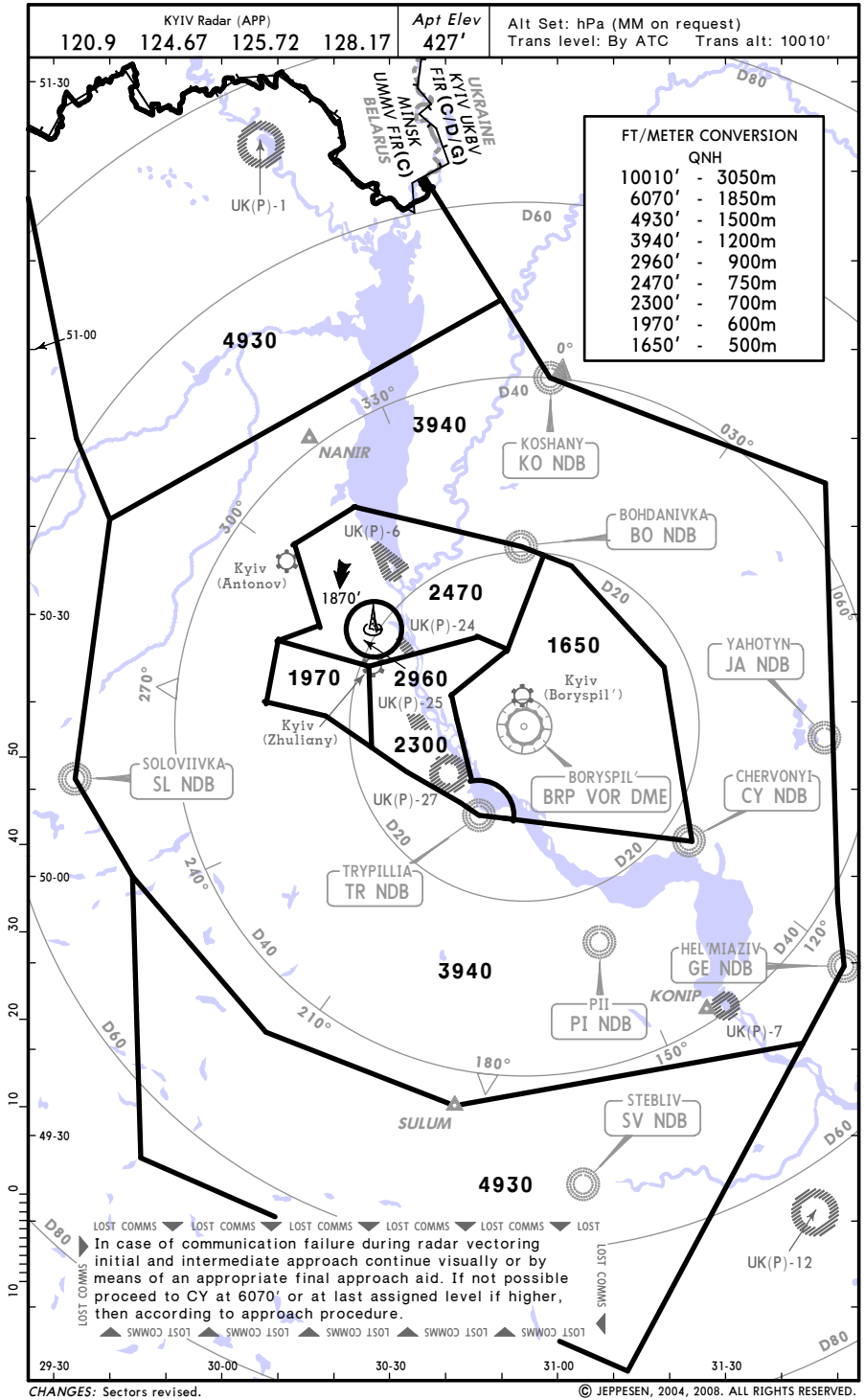
RADAR MINIMUM ALTITUDES

KYIV Radar (APP)
120.9 124.67 125.72 128.17

Apt Elev 427'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH
10010' - 3050m
6070' - 1850m
4930' - 1500m
3940' - 1200m
2960' - 900m
2470' - 750m
2300' - 700m
1970' - 600m
1650' - 500m



CHANGES: Sectors revised.
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UKBB/KBP BORYSPIL'

JEPPESEN
25 APR 08 (10-2) Eff 8 May

KYIV, UKRAINE

RNAV STAR

ATIS
126.7

Apt Elev 427'

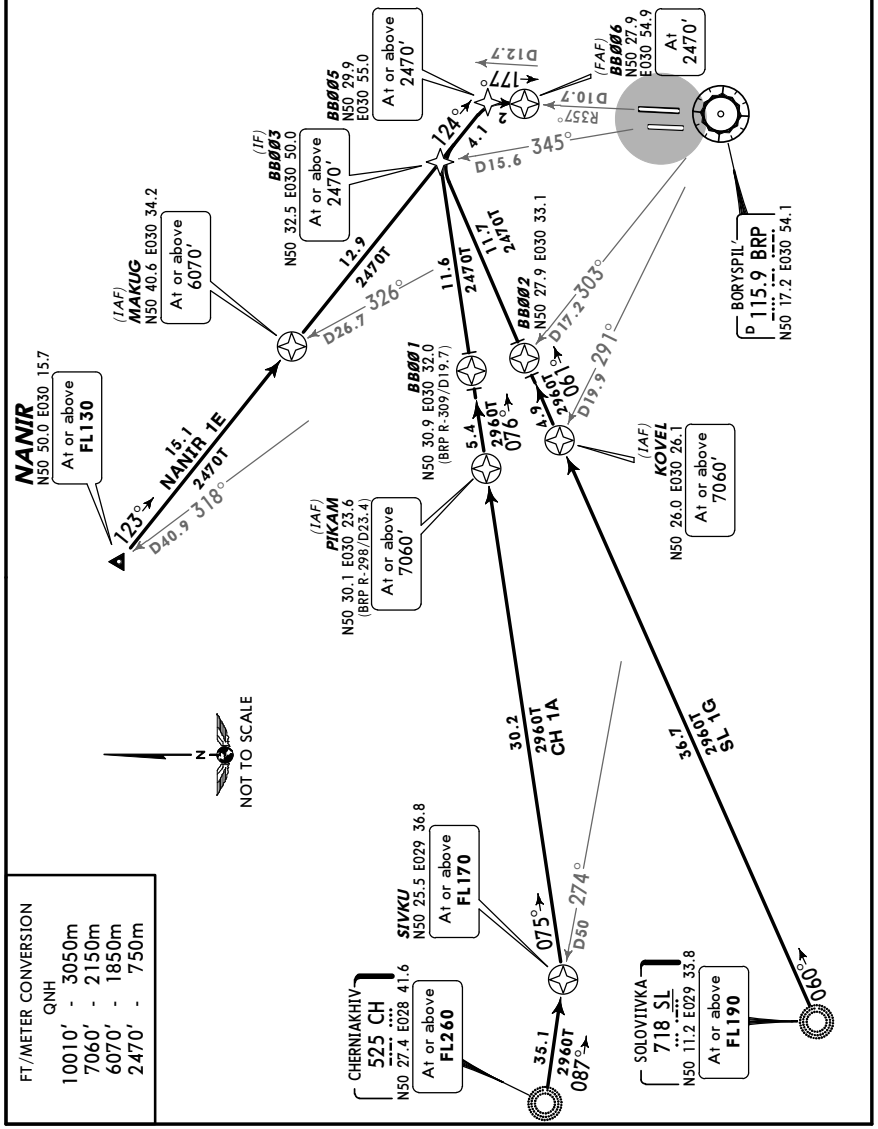
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

MSA
BRP VOR
175°
1700'
300°
3000'
100°
2000'

CHERNIAKHIV ONE ALFA (CH 1A)
NANIR ONE ECHO (NANIR 1E) [NANI1E]
SOLOVIIVKA ONE GOLF (SL 1G)
RWY 18L RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)
BY ATC

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



CHANGES: None.
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UKBB/KBP
BORYSPIL'

JEPPESEN
25 APR 08 (10-2A) Eff 8 May

KYIV, UKRAINE
RNAV STAR

ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

MSA
BRP VOR
1700'
3000'
2000'
175°
100°
300°

CHERNIAKHIV TWO BRAVO (CH 2B)
NANIR TWO FOXTROT (NANIR 2F) *[NANI2F]*
SOLOVIIVKA TWO HOTEL (SL 2H)
RWY 36R RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)
BY ATC

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

NOT TO SCALE

BORYSPIL'
P 115.9 BRP
N50 17.2 E030 54.1

(FAF)
BBØ12
N50 15.3
E030 53.9
(BRP R-177/D1.8)
At 1810'

BBØ1Ø
N50 12.1 E030 53.7
(BRP R-177/D5.1)
At or above 1810'

(IAF)
BABAS
N50 22.5 E030 37.0
At or above 7060'

(IF)
BBØØ8
N50 11.0 E030 45.8
(BRP R-215/D8.2)
At or above 2470'

BBØØ9
N50 09.5 E030 47.0
(BRP R-204/D8.9)
At or above 2470'

(IAF)
RUDKI
N50 09.5 E030 39.5
(BRP R-225/D12.1)
At or above 3940'

NANIR
N50 50.0 E030 15.7
At or above FL130

SIVKU
N50 25.5 E029 36.8
At or above FL170

CHERNIAKHIV
525 CH
N50 27.4 E028 41.6
At or above FL260

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
At or above FL190

357°
052°
072°
085°
106°
087°
086°
148°
123°
274°
290°
318°
D12.1
D40.9
D50
12.8
2470T
5.2
1810T
4.8
30.8
2960T
NANIR 2F
43.2
2470T
CH 2B
42.1
2470T
SL 2H
3.5
2960T

FT/METER CONVERSION
QNH
10010' - 3050m
7060' - 2150m
3940' - 1200m
2470' - 750m
1810' - 550m

CHANGES: RNAV STARs renumbered & revised.

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UKBB/KBP
BORYSPIL'

JEPPESEN
25 APR 08 (10-2B) Eff 8 May

KYIV, UKRAINE
RNAV STAR

ATIS	Apt Elev	
126.7	427'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

MSA
BRP VOR
1700'
3000'
2000'
175°
100°
300°

CHERNIAKHIV ONE CHARLIE (CH 1C)
NANIR ONE GOLF (NANIR 1G) *[NANI1G]*
SOLOVIIVKA ONE KILO (SL 1K)
RWY 18R RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)
BY ATC

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

NOT TO SCALE

BBØØ4
N50 30.3 E030 53.6
(BRP R-353/D13.1)
At or above 2470'

(FAF)
BBØØ7
N50 27.4
E030 53.4
At 2470'

(IF)
BBØØ3
N50 32.5 E030 50.0
At or above 2470'

(IAF)
MAKUG
N50 40.6 E030 34.2
At or above 6070'

BBØØ2
N50 27.9 E030 33.1

BBØØ1
N50 30.9 E030 32.0
(BRP R-309/D19.7)

BORYSPIL'
P 115.9 BRP
N50 17.2 E030 54.1

(IAF)
PIKAM
N50 30.1 E030 23.6
(BRP R-298/D23.4)
At or above 7060'

(IAF)
KOVEL
N50 26.0 E030 26.1
At or above 7060'

NANIR
N50 50.0 E030 15.7
At or above FL130

SIVKU
N50 25.5 E029 36.8
At or above FL170

CHERNIAKHIV
525 CH
N50 27.4 E028 41.6
At or above FL260

SOLOVIIVKA
718 SL
N50 11.2 E029 33.8
At or above FL190

177°
129°
352°
345°
123°
060°
075°
087°
274°
318°
291°
303°
326°
D10.2
D15.6
D26.7
D17.2
D19.9
D40.9
D50
3.2
2.9
12.9
2470T
11.6
11.7
2470T
15.1
NANIR 1G
2470T
5.4
2960T
076°
4.9
2960T
061°
30.2
2960T
CH 1C
36.7
2960T
SL 1K
35.1
2960T

FT/METER CONVERSION
QNH
10010' - 3050m
7060' - 2150m
6070' - 1850m
2470' - 750m

CHANGES: None.

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UKBB/KBP BORYSPIL'

JEPPESEN 25 APR 08 (10-2C) Eff 8 May

KYIV, UKRAINE

RNAV STAR

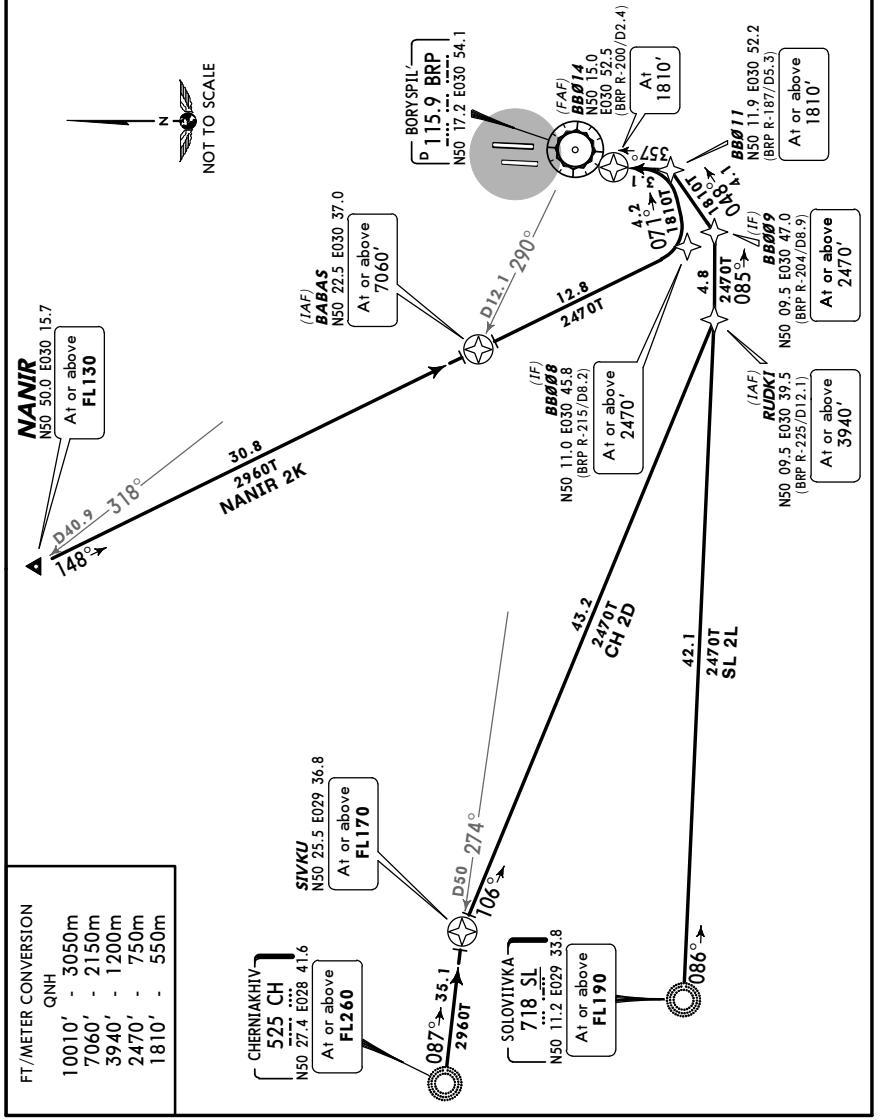
ATIS	Apt Elev	Alt Set: hPa (MM on request)
126.7	427'	Trans level: By ATC Trans alt: 10010'

MSA BRP VOR: 1700' / 3000' / 2000' / 175° / 300° / 100°

CHERNIAKHIV TWO DELTA (CH 2D)
NANIR TWO KILO (NANIR 2K) *[NANI2K]*
SOLOVIIVKA TWO LIMA (SL 2L)
RWY 36L RNAV ARRIVALS

RNAV (GNSS OR VOR/DME BRP)
BY ATC

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



FT/METER CONVERSION
QNH
10010' - 3050m
7060' - 2150m
3940' - 1200m
2470' - 750m
1810' - 550m

CHANGES: RNAV STARs renumbered & revised.

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JeppView 3.6.3.1

UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-2D) Eff 7 May

KYIV, UKRAINE

STAR

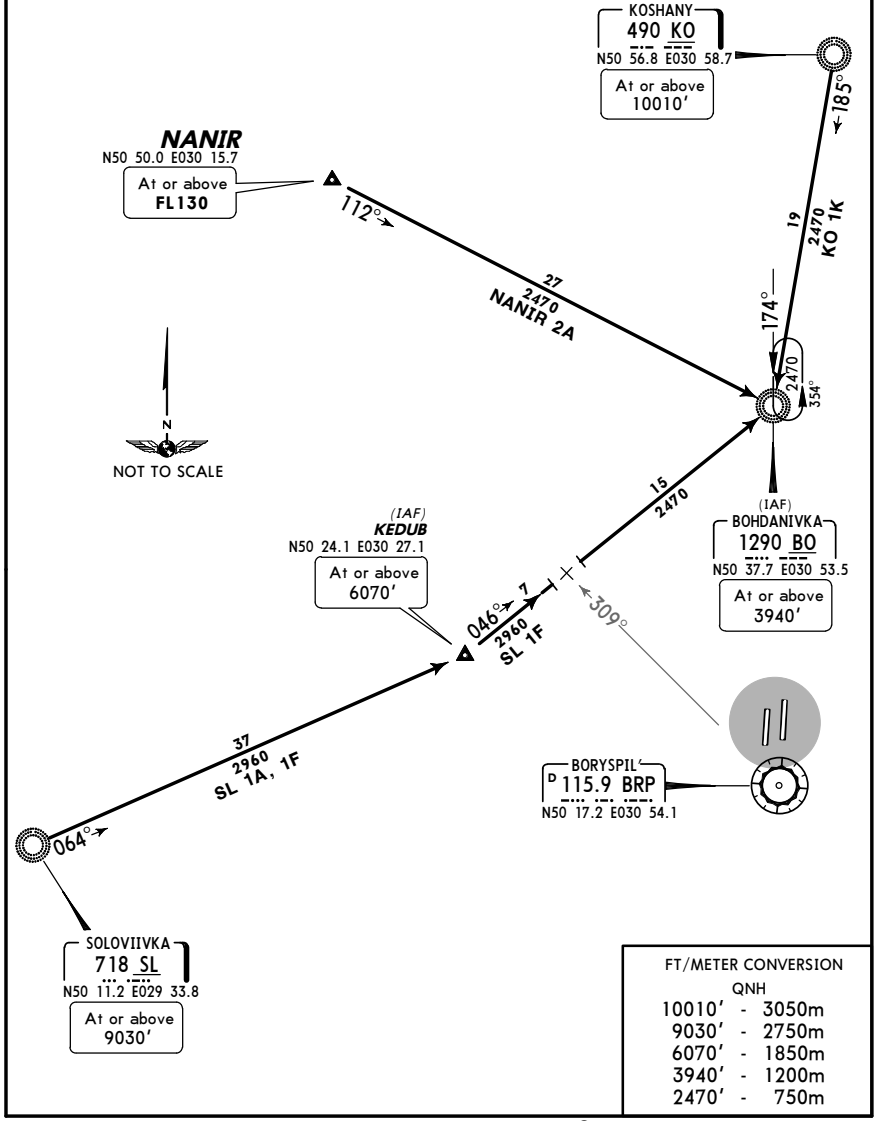
ATIS	Apt Elev	Alt Set: hPa (MM on request)
126.7	427'	Trans level: By ATC Trans alt: 10010'

MSA BRP VOR: 1700' / 3000' / 2000' / 175° / 300° / 100°

KOSHANY ONE KILO (KO 1K)
NANIR TWO ALFA (NANIR 2A) *[NANI2A]*
SOLOVIIVKA ONE ALFA (SL 1A)
SOLOVIIVKA ONE FOXTROT (SL 1F)
RWYS 18L/R ARRIVALS

FROM NORTH & WEST

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



FT/METER CONVERSION
QNH
10010' - 3050m
9030' - 2750m
6070' - 1850m
3940' - 1200m
2470' - 750m

CHANGES: STARs renumbered, reindexed & revised.

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UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-2E) Eff 7 May

KYIV, UKRAINE

STAR

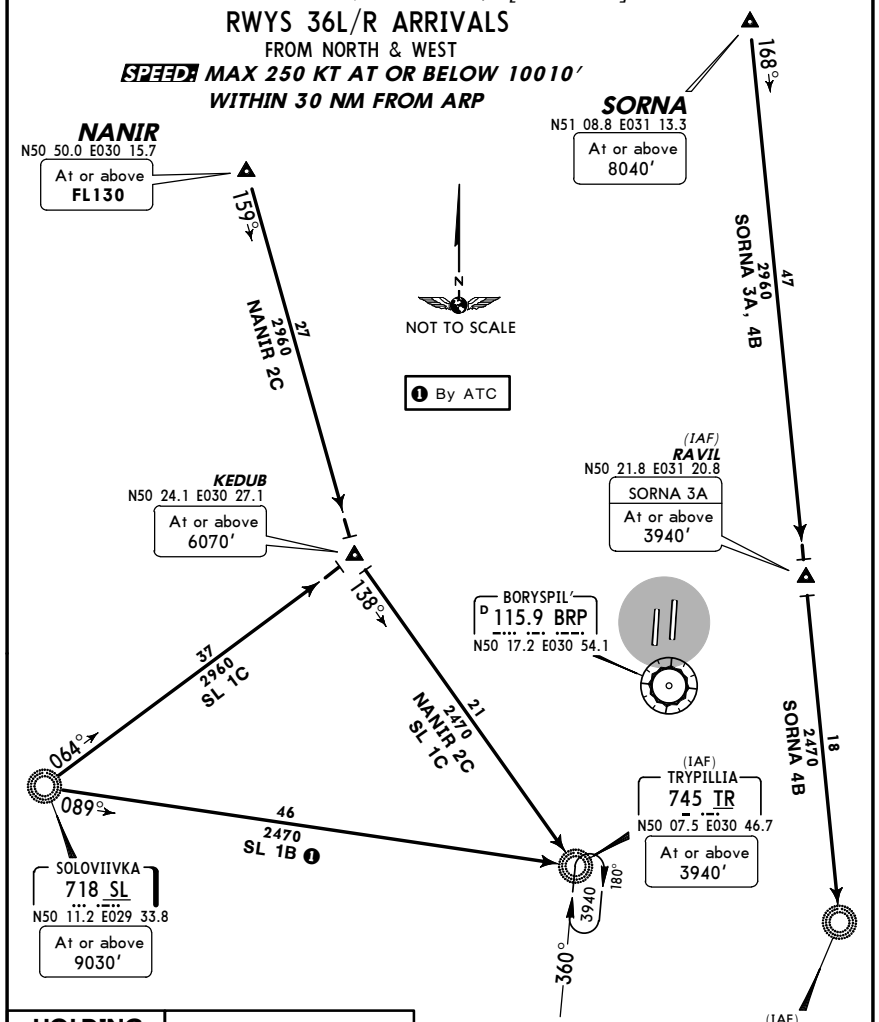
ATIS	Apt Elev	
126.7	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA
BRP VOR
3000′ 175° 100° 1700′ 2000′ 300°

NANIR TWO CHARLIE (NANIR 2C) *[NANI2C]*
SOLOVIIVKA ONE BRAVO (SL 1B)❶
SOLOVIIVKA ONE CHARLIE (SL 1C)
SORNA THREE ALFA (SORNA 3A) *[SORN3A]*
SORNA FOUR BRAVO (SORNA 4B) *[SORN4B]*
RWYS 36L/R ARRIVALS

FROM NORTH & WEST

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



HOLDING OVER CY

123° 2470 303°

FT/METER CONVERSION

QNH

10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
6070′	-	1850m
3940′	-	1200m
2470′	-	750m

CHANGES: STARs renumbered & revised.

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UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-2F) Eff 7 May

KYIV, UKRAINE

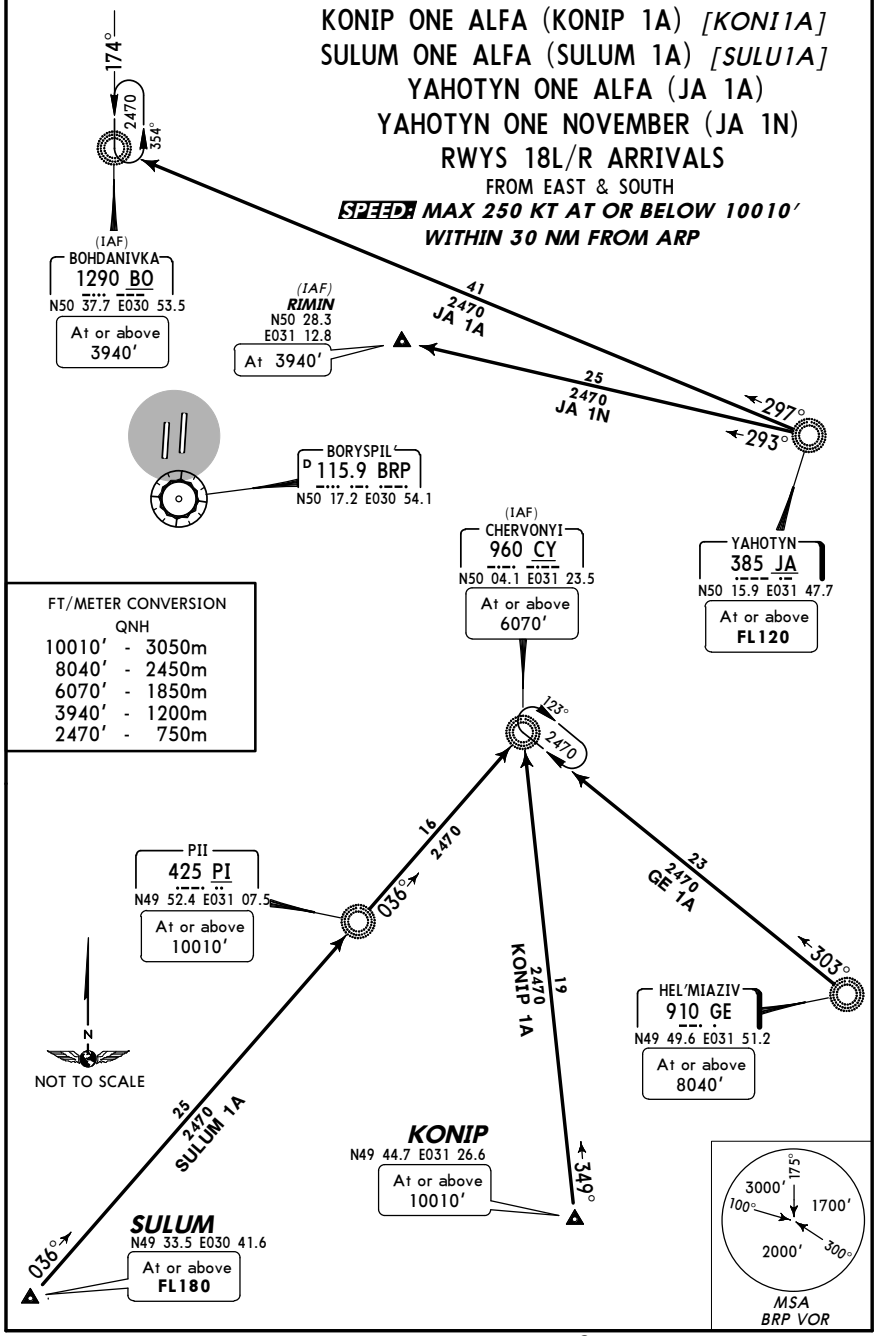
STAR

ATIS	Apt Elev	
126.7	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

HEL'MIAZIV ONE ALFA (GE 1A)
KONIP ONE ALFA (KONIP 1A) *[KONI1A]*
SULUM ONE ALFA (SULUM 1A) *[SULU1A]*
YAHOTYN ONE ALFA (JA 1A)
YAHOTYN ONE NOVEMBER (JA 1N)
RWYS 18L/R ARRIVALS

FROM EAST & SOUTH

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



CHANGES: STARs renumbered & revised.

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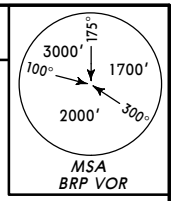
UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-2G) Eff 7 May

KYIV, UKRAINE

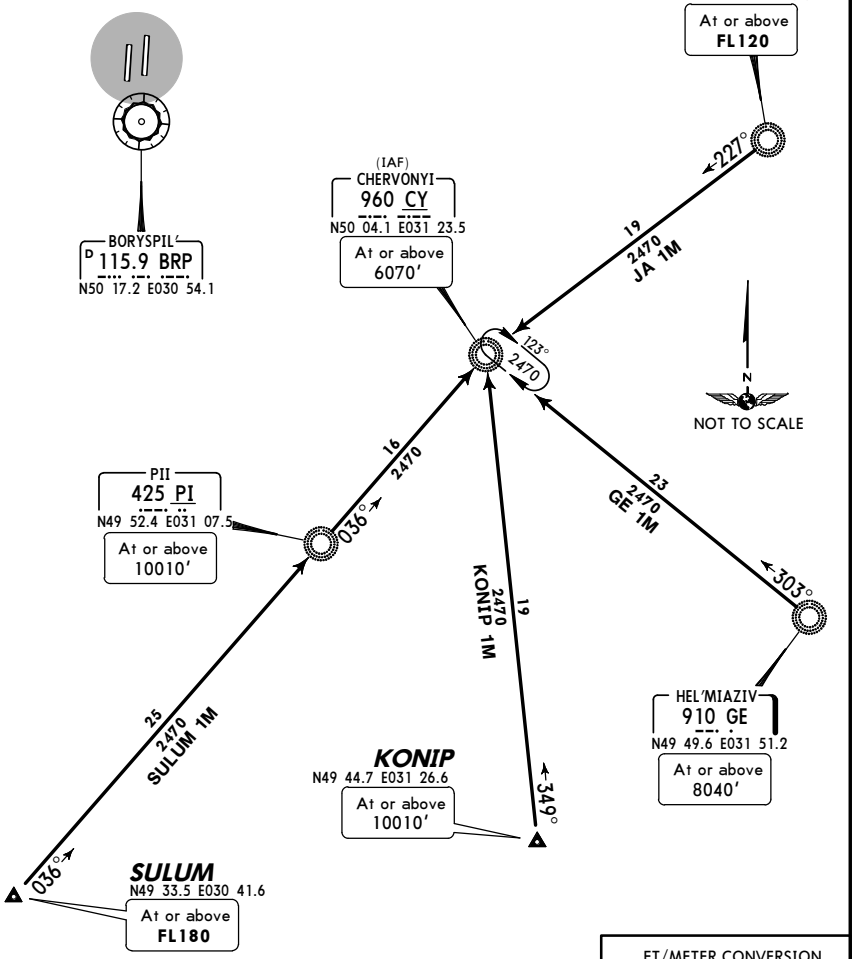
STAR

ATIS	Apt Elev	
126.7	427′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′



HEL'MIAZIV ONE MIKE (GE 1M)
KONIP ONE MIKE (KONIP 1M) *[KONI1M]*
SULUM ONE MIKE (SULUM 1M) *[SULU1M]*
YAHOTYN ONE MIKE (JA 1M)
RWYS 36L/R ARRIVALS
FROM EAST & SOUTH

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



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
6070′	-	1850m
2470′	-	750m

CHANGES: STARs renumbered & revised.

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JEPPESEN
JeppView 3.6.3.1

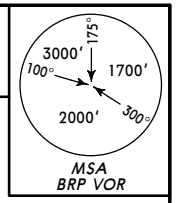
UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-3) Eff 7 May

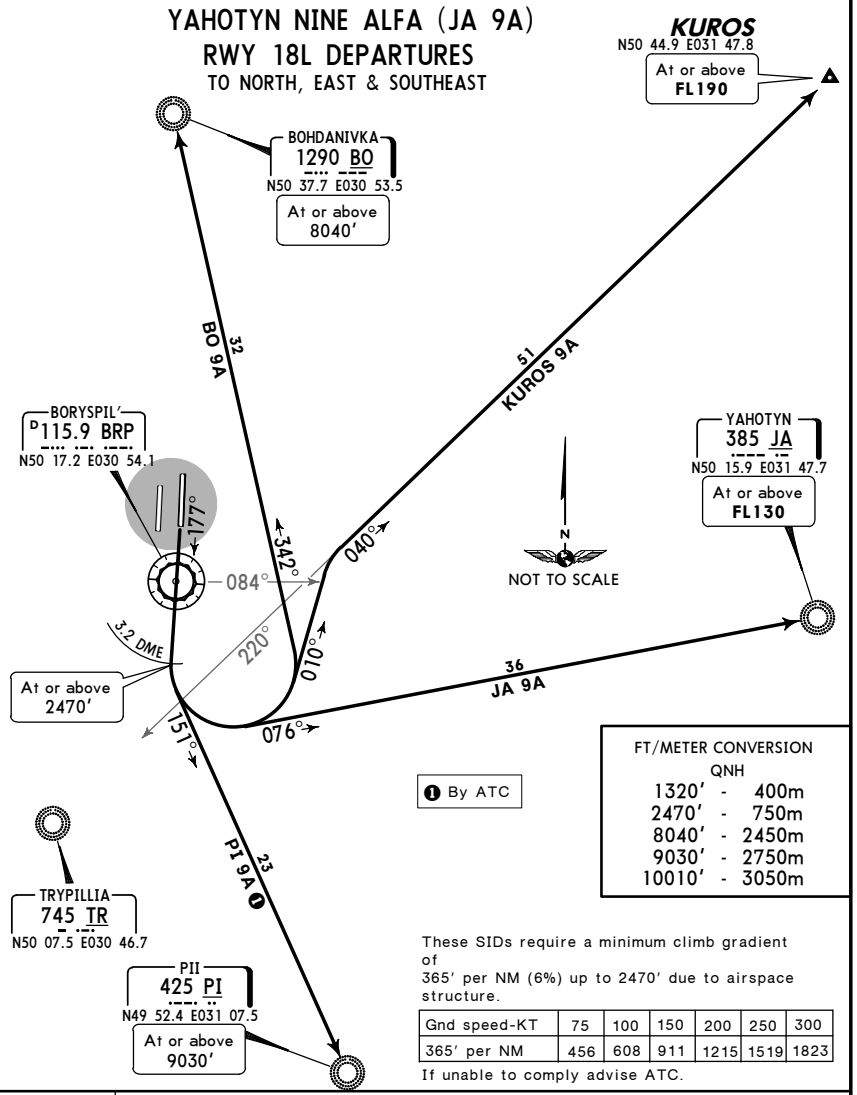
KYIV, UKRAINE

SID

ATIS	KYIV Radar	Apt Elev	
126.7	120.9	427′	Trans level: By ATC 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.



BOHDANIVKA NINE ALFA (BO 9A)
KUROS NINE ALFA (KUROS 9A) *[KURO9A]*
PII NINE ALFA (PI 9A)
YAHOTYN NINE ALFA (JA 9A)
RWY 18L DEPARTURES
TO NORTH, EAST & SOUTHEAST



FT/METER CONVERSION
QNH

1320′	-	400m
2470′	-	750m
8040′	-	2450m
9030′	-	2750m
10010′	-	3050m

These SIDs require a minimum climb gradient of
365′ per NM (6%) up to 2470′ due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

SID	ROUTING
BO 9A	On 177° track to BRP 3.2 DME, turn LEFT, intercept 342° bearing to BO.
JA 9A	On 177° track to BRP 3.2 DME, turn LEFT, intercept 076° bearing to JA.
KUROS 9A	On 177° track to BRP 3.2 DME, turn LEFT, 010° track, when passing BRP R-084 turn RIGHT, intercept 040° bearing from TR to KUROS.
PI 9A ❶	On 177° track to BRP 3.2 DME, turn LEFT, intercept 151° bearing to PI.

CHANGES: SIDs renumbered & revised.

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JeppView 3.6.3.1

UKBB/KBP
BORYSPIL'

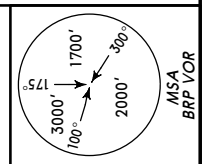
JEPPESEN
24 APR 09 (10-3A) Eff 7 May

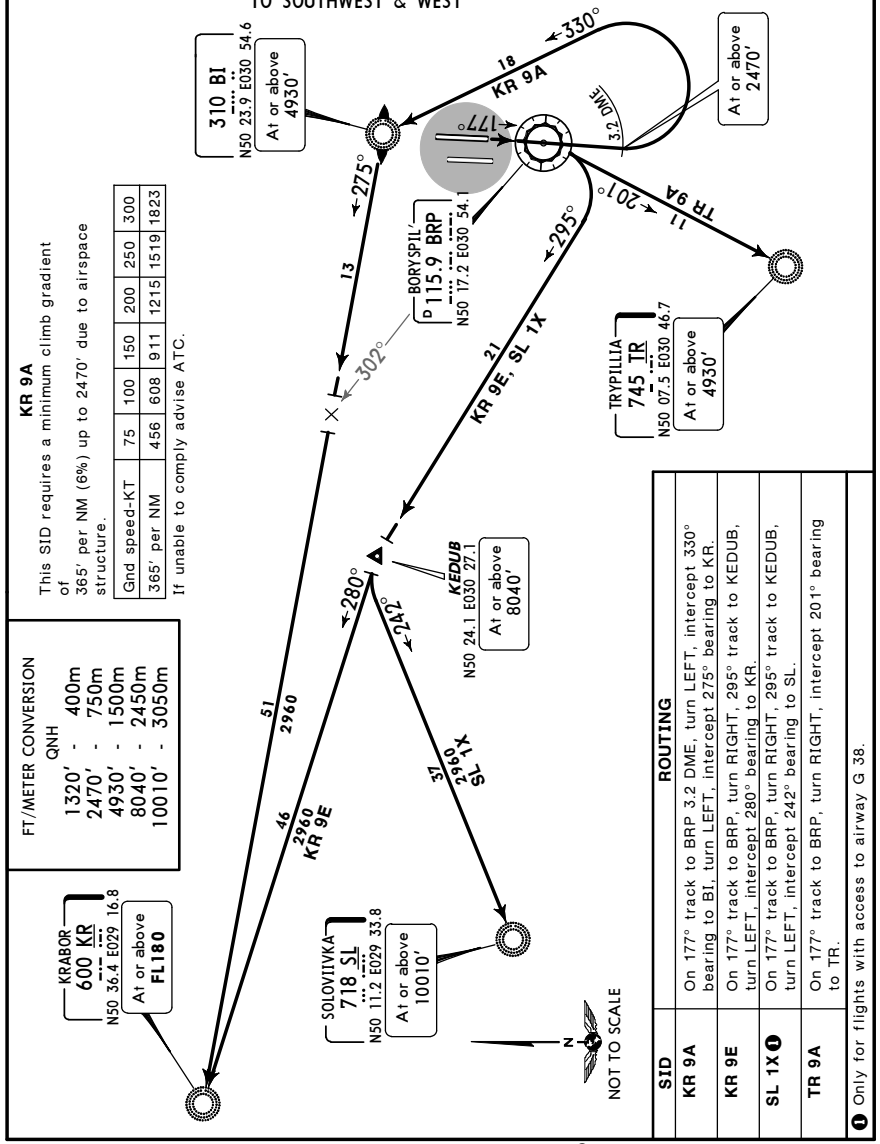
KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.

KRABOR NINE ALFA (KR 9A)
KRABOR NINE ECHO (KR 9E)
SOLOVIIVKA ONE X-RAY (SL 1X)
TRYPILLIA NINE ALFA (TR 9A)
RWY 18L DEPARTURES
TO SOUTHWEST & WEST





KR 9A
This SID requires a minimum climb gradient of 365' per NM (6%) up to 2470' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

FT/METER CONVERSION
QNH
1320' - 400m
2470' - 750m
4930' - 1500m
8040' - 2450m
10010' - 3050m

SID	ROUTING
KR 9A	On 177° track to BRP 3.2 DME, turn LEFT, intercept 330° bearing to BI, turn LEFT, intercept 275° bearing to KR.
KR 9E	On 177° track to BRP, turn RIGHT, 295° track to KEDUB, turn LEFT, intercept 280° bearing to KR.
SL 1X ❶	On 177° track to BRP, turn RIGHT, 295° track to KEDUB, turn LEFT, intercept 242° bearing to SL.
TR 9A	On 177° track to BRP, turn RIGHT, intercept 201° bearing to TR.

❶ Only for flights with access to airway G 38.

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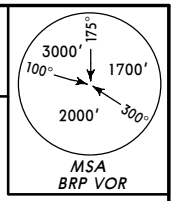
UKBB/KBP
BORYSPIL'

JEPPESEN
24 APR 09 (10-3B) Eff 7 May

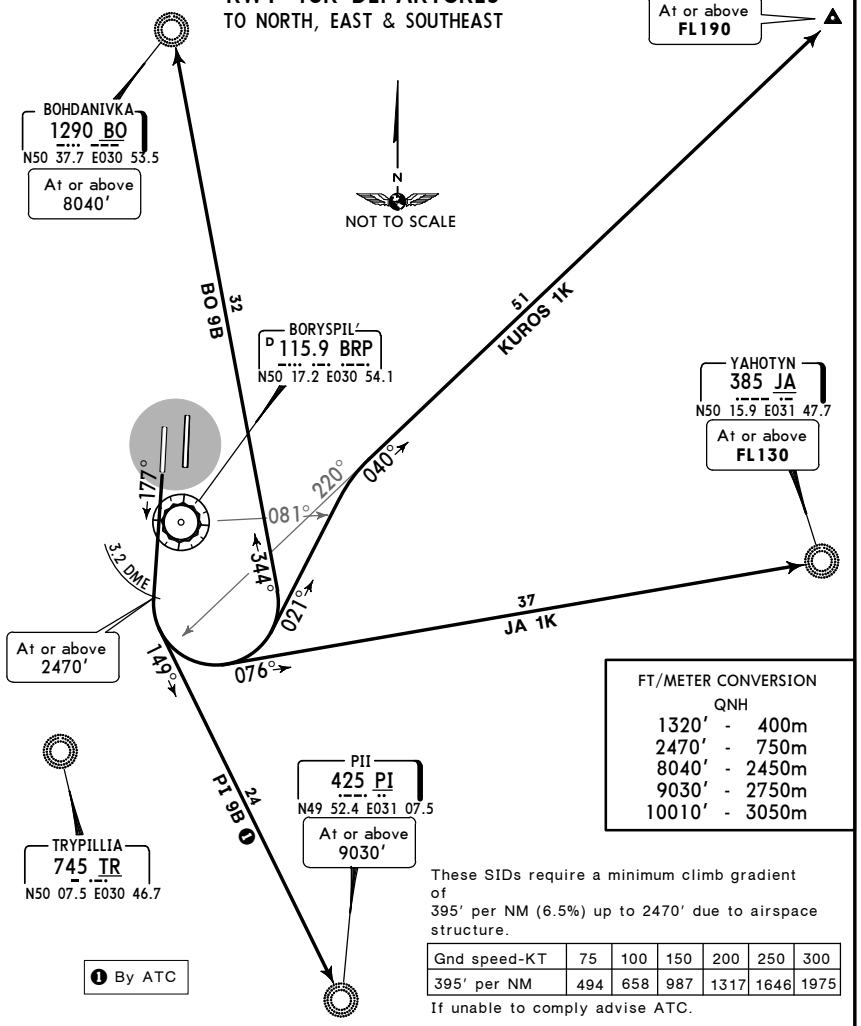
KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.



BOHDANIVKA NINE BRAVO (BO 9B)
KUROS ONE KILO (KUROS 1K) *[KURO1K]*
PII NINE BRAVO (PI 9B)
YAHOTYN ONE KILO (JA 1K)
RWY 18R DEPARTURES
TO NORTH, EAST & SOUTHEAST



FT/METER CONVERSION
QNH
1320' - 400m
2470' - 750m
8040' - 2450m
9030' - 2750m
10010' - 3050m

These SIDs require a minimum climb gradient of 395' per NM (6.5%) up to 2470' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

If unable to comply advise ATC.

SID	ROUTING
BO 9B	On 177° track to BRP 3.2 DME, turn LEFT, intercept 344° bearing to BO.
JA 1K	On 177° track to BRP 3.2 DME, turn LEFT, intercept 076° bearing to JA.
KUROS 1K	On 177° track to BRP 3.2 DME, turn LEFT, 021° track, when passing BRP R-081 turn RIGHT, intercept 040° bearing from TR to KUROS.
PI 9B ❶	On 177° track to BRP 3.2 DME, turn LEFT, intercept 149° bearing to PI.

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UKBB/KBP BORYSPIL'

JEPPESEN 24 APR 09 (10-3C) Eff 7 May

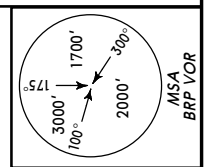
KYIV, UKRAINE

SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.

KRABOR NINE BRAVO (KR 9B)
KRABOR NINE FOXTROT (KR 9F)
SOLOVIIVKA ONE JULIETT (SL 1J)
TRYPILLIA ONE KILO (TR 1K)
RWY 18R DEPARTURES
TO SOUTHWEST & WEST



KR 9B
This SID requirea a minimum climb gradient of 395' per NM (6.5%) up to 2470' due to airspace structure.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

FT/METER CONVERSION
QNH

1320'	400m
2470'	750m
4930'	1500m
8040'	2450m
10010'	3050m

SID	ROUTING
KR 9B	On 177° track to BRP 3.2 DME, turn LEFT, intercept 327° bearing to KB, turn LEFT, intercept 276° bearing to KR.
KR 9F	On 177° track, when passing BRP R-222 turn RIGHT, 299° track to KEDUB, turn LEFT, intercept 280° bearing to KR.
SL 1J ❶	On 177° track, when passing BRP R-222 turn RIGHT, 299° track to KEDUB, turn LEFT, intercept 242° bearing to SL.
TR 1K	On 177° track, when passing BRP R-222 turn RIGHT, intercept 198° bearing to TR.

❶ Only for flights with access to airway G 38.

CHANGES: SIDs renumbered, reindexed & revised; SID SL 1J established.

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UKBB/KBP BORYSPIL'

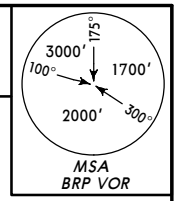
JEPPESEN 24 APR 09 (10-3D) Eff 7 May

KYIV, UKRAINE

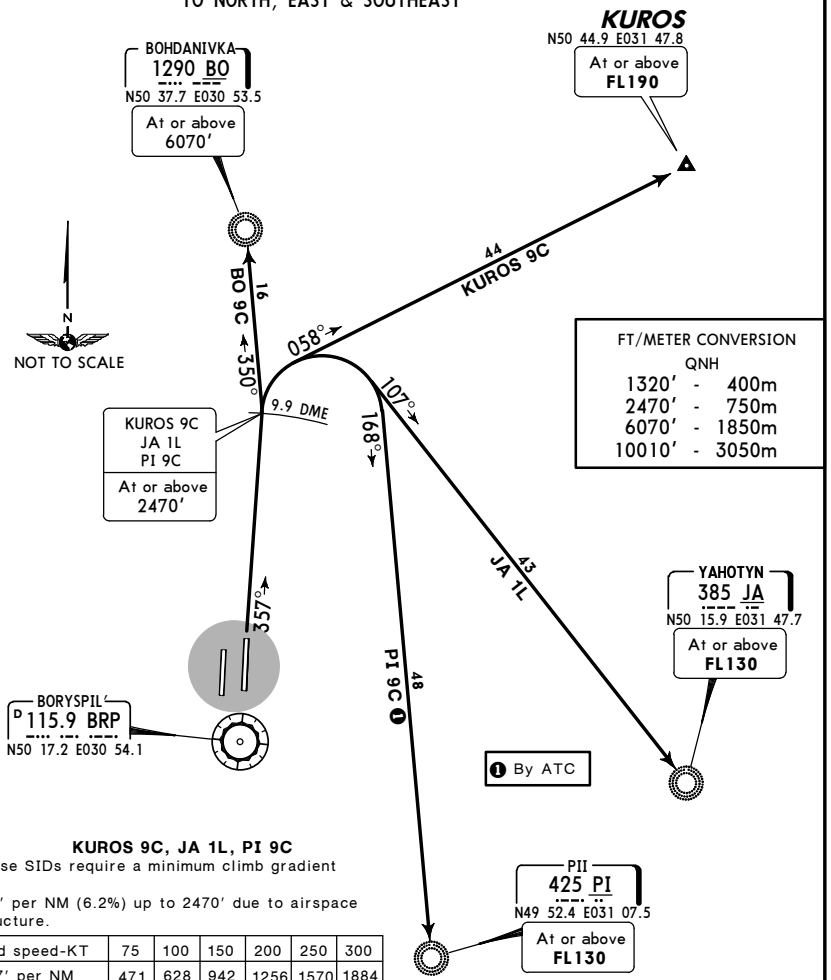
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.



BOHDANIVKA NINE CHARLIE (BO 9C)
KUROS NINE CHARLIE (KUROS 9C) *[KURO9C]*
PII NINE CHARLIE (PI 9C)
YAHOTYN ONE LIMA (JA 1L)
RWY 36R DEPARTURES
TO NORTH, EAST & SOUTHEAST



FT/METER CONVERSION
QNH

1320'	400m
2470'	750m
6070'	1850m
10010'	3050m

KUROS 9C, JA 1L, PI 9C
These SIDs require a minimum climb gradient of 377' per NM (6.2%) up to 2470' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
377' per NM	471	628	942	1256	1570	1884

If unable to comply advise ATC.

SID	ROUTING
BO 9C	On 357° track to BRP 9.9 DME, turn LEFT, intercept 350° bearing to BO.
JA 1L	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 107° bearing to JA.
KUROS 9C	On 357° track to BRP 9.9 DME, turn RIGHT, 058° track to KUROS.
PI 9C ❶	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 168° bearing to PI.

CHANGES: SIDs renumbered, revised & transferred.

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JEPPESEN
JeppView 3.6.3.1

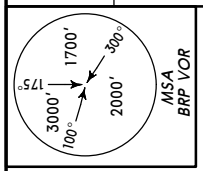
UKBB/KBP
BORYSPIL'

JEPPESEN
24 APR 09 (10-3E) Eff 7 May

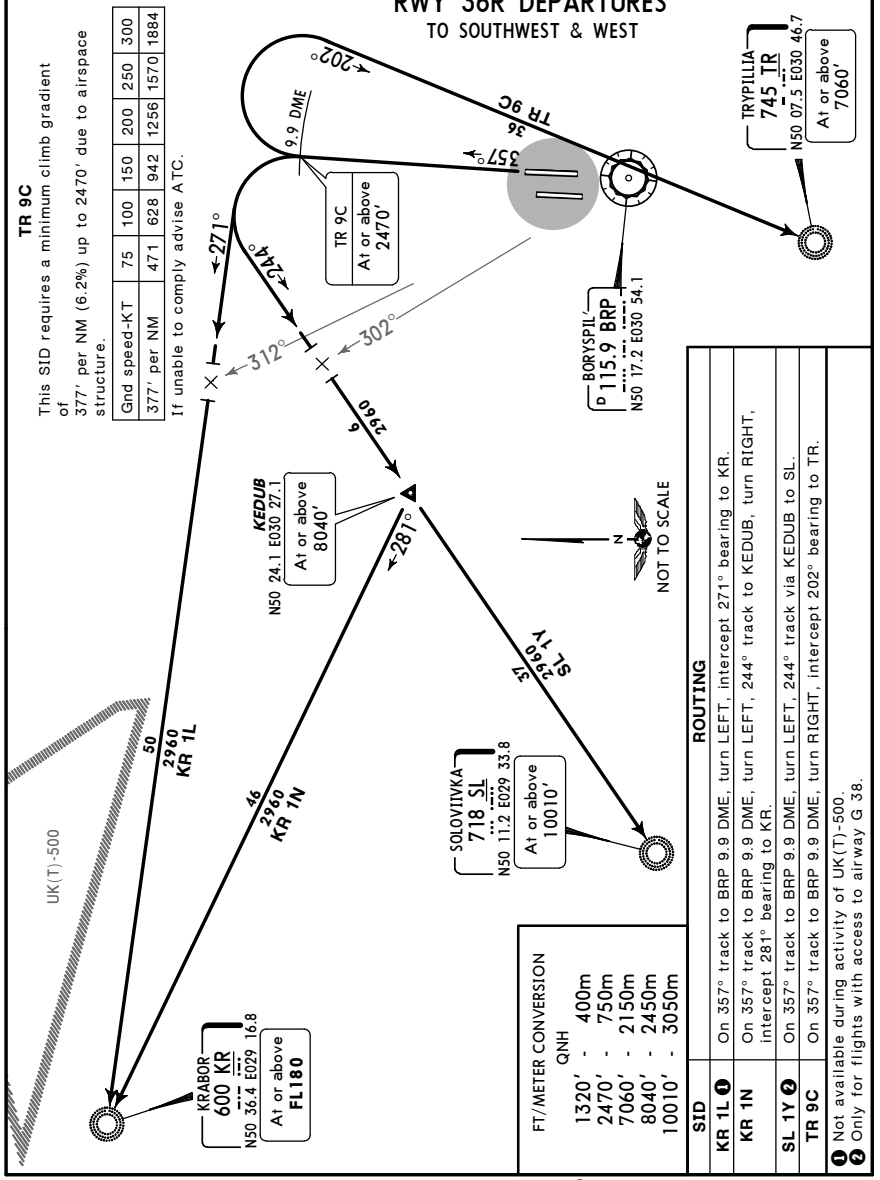
KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.



KRABOR ONE LIMA (KR 1L)
KRABOR ONE NOVEMBER (KR 1N)
SOLOVIIVKA ONE YANKEE (SL 1Y)
TRYPILLIA NINE CHARLIE (TR 9C)
RWY 36R DEPARTURES
TO SOUTHWEST & WEST



SID	ROUTING
KR 1L ❶	On 357° track to BRP 9.9 DME, turn LEFT, intercept 271° bearing to KR.
KR 1N	On 357° track to BRP 9.9 DME, turn LEFT, 244° track to KEDUB, turn RIGHT, intercept 281° bearing to KR.
SL 1Y ❷	On 357° track to BRP 9.9 DME, turn LEFT, 244° track via KEDUB to SL.
TR 9C	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 202° bearing to TR.

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway G 38.

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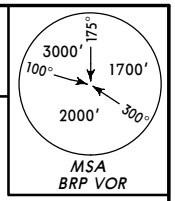
UKBB/KBP
BORYSPIL'

JEPPESEN
24 APR 09 (10-3F) Eff 7 May

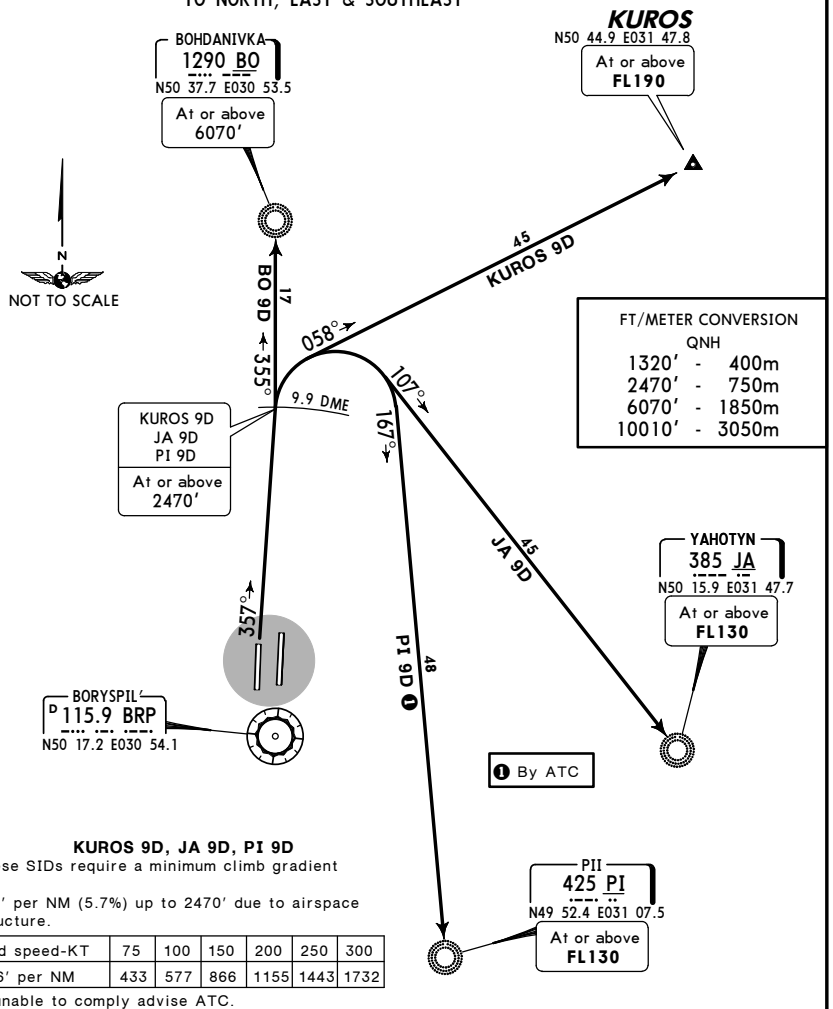
KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

Trans level: By ATC 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.



BOHDANIVKA NINE DELTA (BO 9D)
KUROS NINE DELTA (KUROS 9D) *[KURO9D]*
PII NINE DELTA (PI 9D)
YAHOTYN NINE DELTA (JA 9D)
RWY 36L DEPARTURES
TO NORTH, EAST & SOUTHEAST



KUROS 9D, JA 9D, PI 9D
These SIDs require a minimum climb gradient of 346' per NM (5.7%) up to 2470' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732

If unable to comply advise ATC.

SID	ROUTING
BO 9D	On 357° track to BRP 9.9 DME, turn LEFT, intercept 355° bearing to BO.
JA 9D	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 107° bearing to JA.
KUROS 9D	On 357° track to BRP 9.9 DME, turn RIGHT, 058° track to KUROS.
PI 9D ❶	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 167° bearing to PI.

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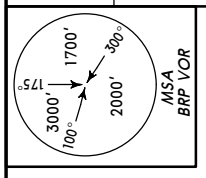
UKBB/KBP
BORYSPIL'

JEPPESEN
24 APR 09 (10-3G) Eff 7 May

KYIV, UKRAINE
SID

ATIS	KYIV Radar	Apt Elev
126.7	120.9	427'

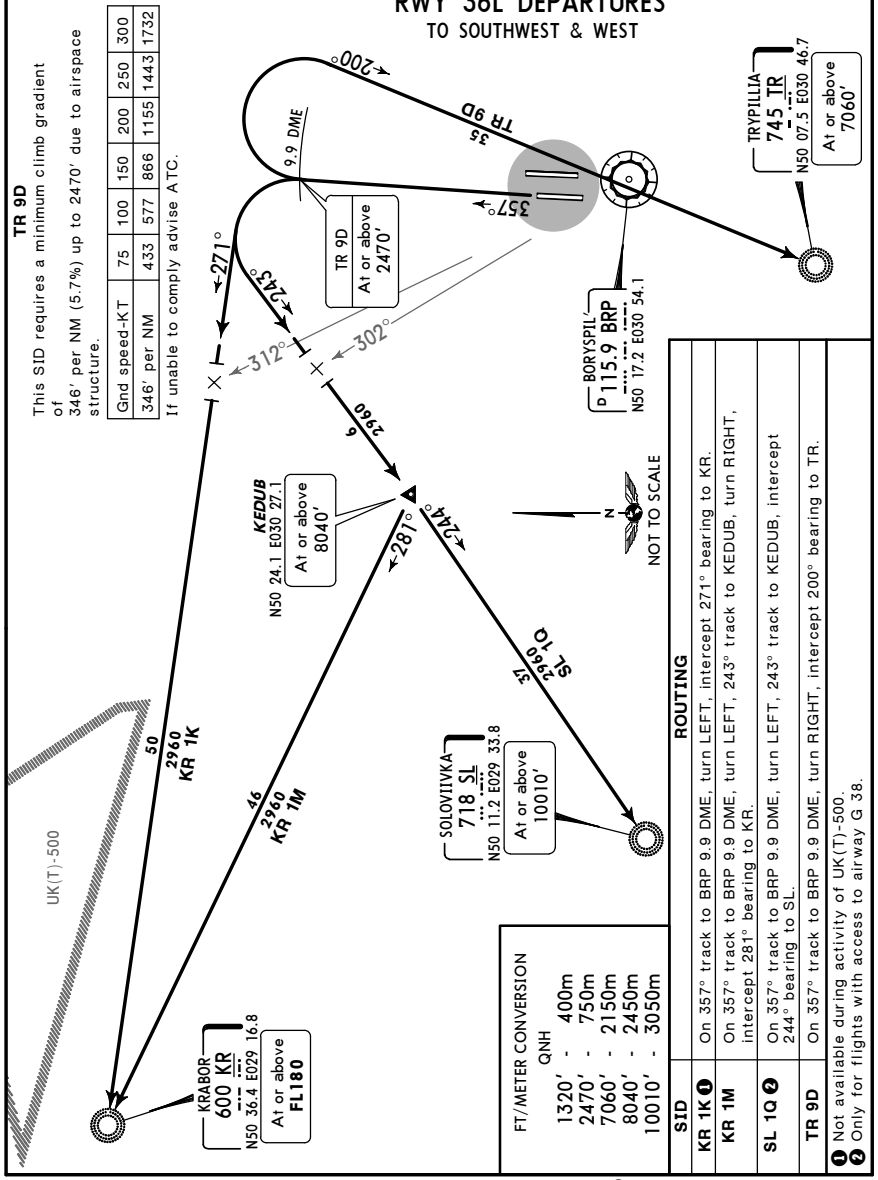
Trans level: By ATC Trans alt: 10010'
1. Contact KYIV Radar when passing 1320'.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.



KRABOR ONE KILO (KR 1K)
KRABOR ONE MIKE (KR 1M)
SOLOVIIVKA ONE QUEBEC (SL 1Q)
TRYPILLIA NINE DELTA (TR 9D)
RWY 36L DEPARTURES
TO SOUTHWEST & WEST

TR 9D
This SID requires a minimum climb gradient of 346' per NM (5.7%) up to 2470' due to airspace structure.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732



SID	ROUTING
KR 1K ❶	On 357° track to BRP 9.9 DME, turn LEFT, intercept 271° bearing to KR.
KR 1M	On 357° track to BRP 9.9 DME, turn LEFT, 243° track to KEDUB, turn RIGHT, intercept 281° bearing to KR.
SL 1Q ❷	On 357° track to BRP 9.9 DME, turn LEFT, 243° track to KEDUB, intercept 244° bearing to SL.
TR 9D	On 357° track to BRP 9.9 DME, turn RIGHT, intercept 200° bearing to TR.

❶ Not available during activity of UK(T)-500.
❷ Only for flights with access to airway G 38.

FT/METER CONVERSION
QNH

1320' -	400m
2470' -	750m
7060' -	2150m
8040' -	2450m
10010' -	3050m

CHANGES: New chart.

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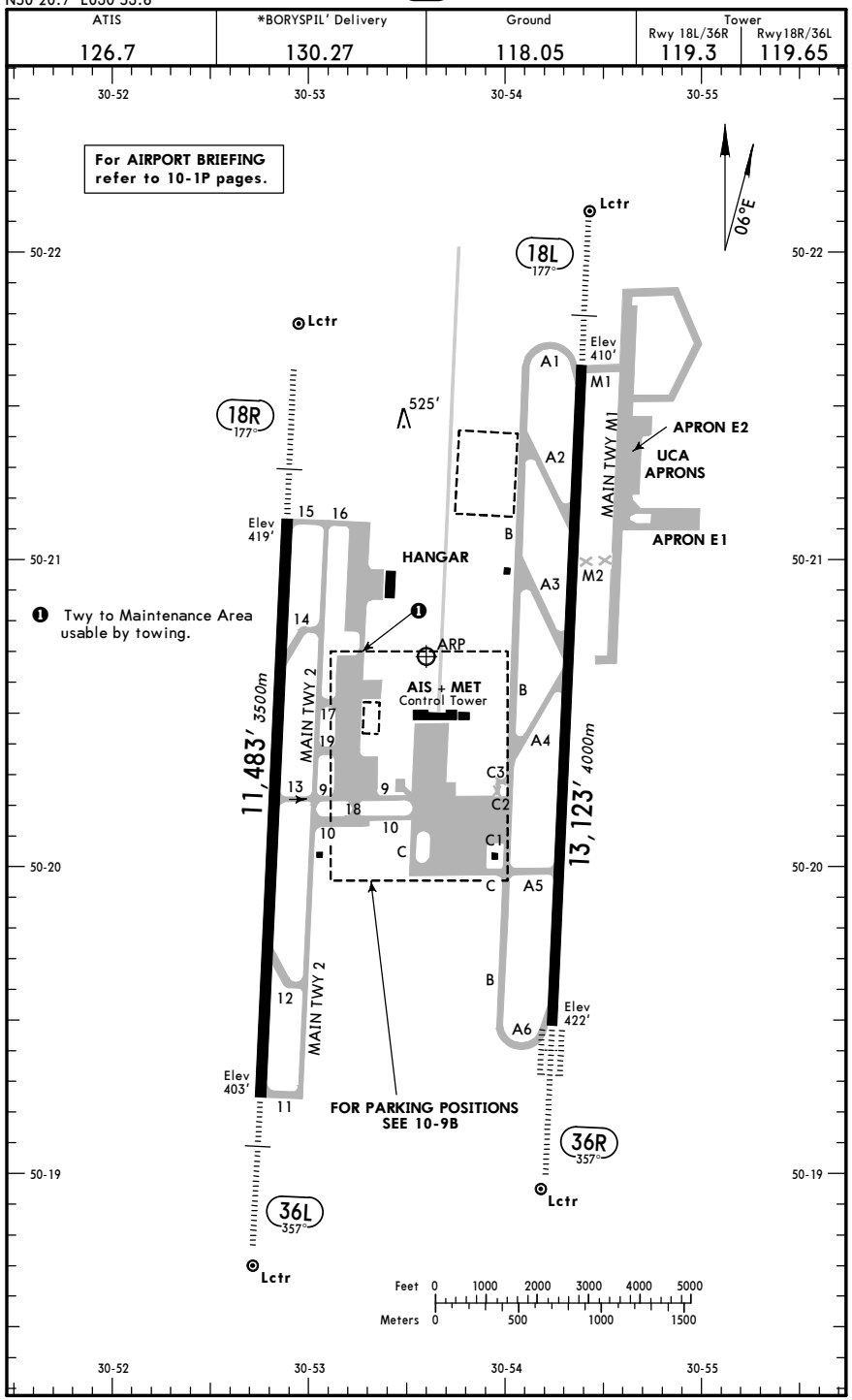
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UKBB/KBP
Apt Elev **427'**
N50 20.7 E030 53.6

JEPPESEN
6 NOV 09 (10-9) Eff 19 Nov

KYIV, UKRAINE
BORYSPIL'

ATIS	*BORYSPIL' Delivery	Ground	Tower Rwy 18L/36R	Tower Rwy18R/36L
126.7	130.27	118.05	119.3	119.65



CHANGES: Apron. Taxiways. Notes transferred to 10-1P pages.

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UKBB/KBP

KYIV, UKRAINE
BORYSPIL'

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		12,139'*3700m*		197' *60m*
36R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) RVR				
18R	HIRL *(50m)* HIALS RVR		10,511'*3204m*	10,663' ❶ *3250m*	207' *63m*
36L			10,268'*3130m*		

❶ First 820'/250m unusable for take-off.

JAR-OPS TAKE-OFF 1

	Rwys 18L/36R LVP must be in force: Approved Operators HIRL, CL & mult. RVR req	Rwys 18L/36R LVP must be in force: RL, CL & mult. RVR req	Rwys 18L/36R LVP must be in force: RL & CL	All Rwys: LVP must be in force RCLM (DAY only) or RL	All Rwys: RCLM (DAY only) or RL	All Rwys: NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Notes and LVP transferred to 10-1P pages.

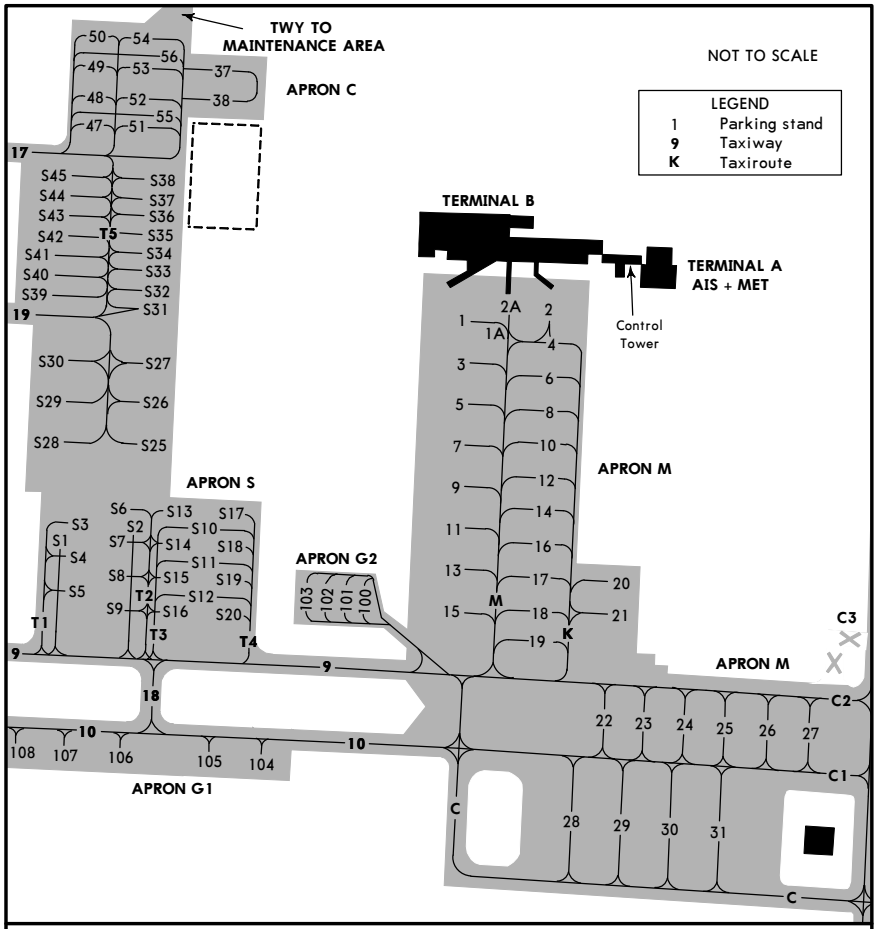
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UKBB/KBP

KYIV, UKRAINE
BORYSPIL'

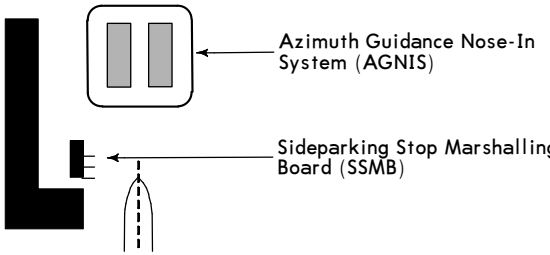


CHANGES: Apron. Parking stands. Notes transferred to 10-1P pages.

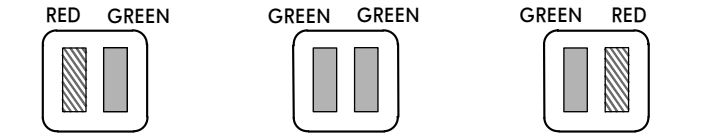
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JEPPESEN JeppView 3.6.3.1

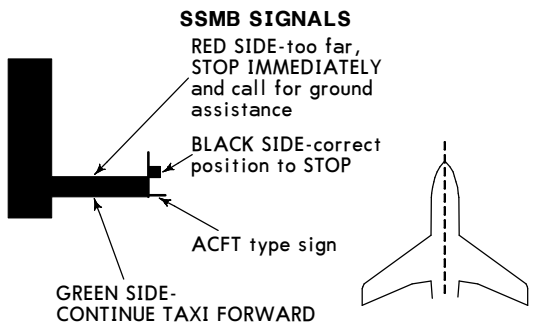
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



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.

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BRIEFING STRIP™

ATIS	KYIV Radar(APP)	BORYSPIL' Tower	Ground
126.7	125.72 124.67 128.17 120.9	119.3	118.05

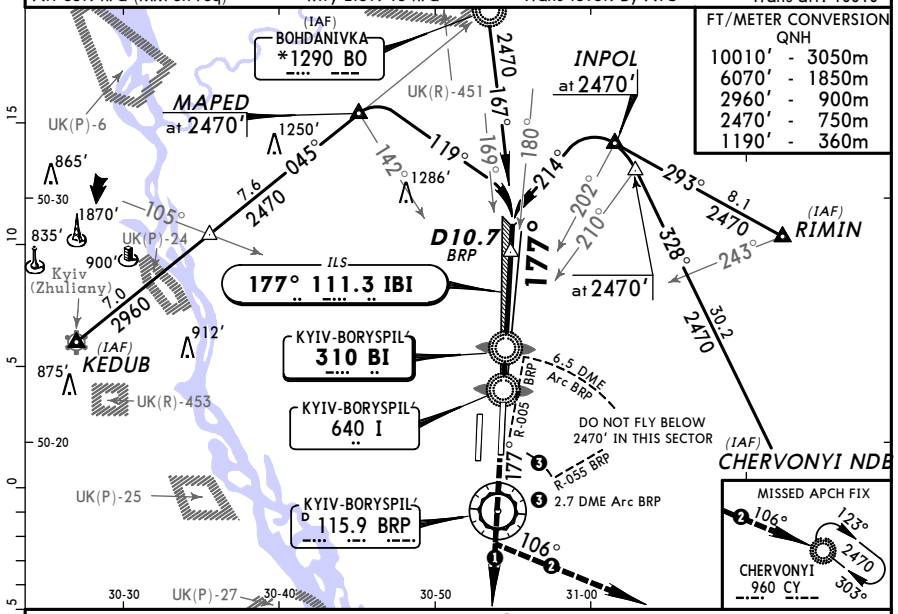
LOC IBI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev
111.3	177°	1181′ (771′)	610′ (200′)	427′
NDB BI		**Minimum Alt D10.7 BRP**	**NDB MDA(H)**	**RWY**
310		2470′ (2060′)	790′ (380′)	410′

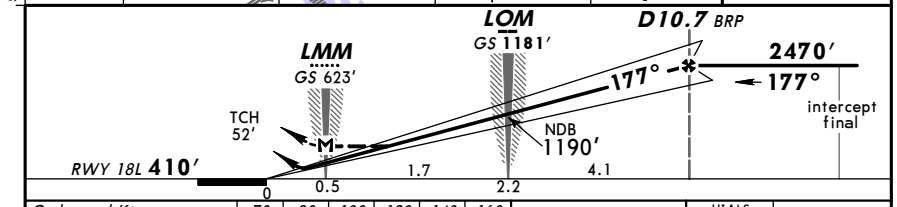
MSA
BRP VOR

MISSED APCH: ❶ Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470′, then turn LEFT to CY NDB climbing to 6070′.

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION
QNH
10010′ - 3050m
6070′ - 1850m
2960′ - 900m
2470′ - 750m
1190′ - 360m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS
PAPI

Refer to Missed apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 610′ (200′) FULL	ILS DA(H) 610′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 790′ (380′)	NDB MDA(H) 790′ (380′) ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶
Not authorized East of apt

Max Kts	MDA(H)	VIS
100	910′ (500′)	1500m
135	930′ (520′)	1600m
180	1030′ (620′)	2400m
205	1130′ (720′)	3600m

❶ Circling height based on rwy 18L thresh elev of 410′.

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UKBB/KBP BORYSPIL'

JEPPESEN 25 APR 08 (11-2)

KYIV, UKRAINE ILS or NDB Rwy 18R

ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05

LOC IKB 108.9	Final Apch Crs 177°	GS LOM 1132′ (713′)	ILS DA(H) 619′ (200′)	Apt Elev 427′
NDB KB 825		Minimum Alt D10.2 BRP 2470′ (2051′)	NDB MDA(H) 810′ (391′)	RWY 419′

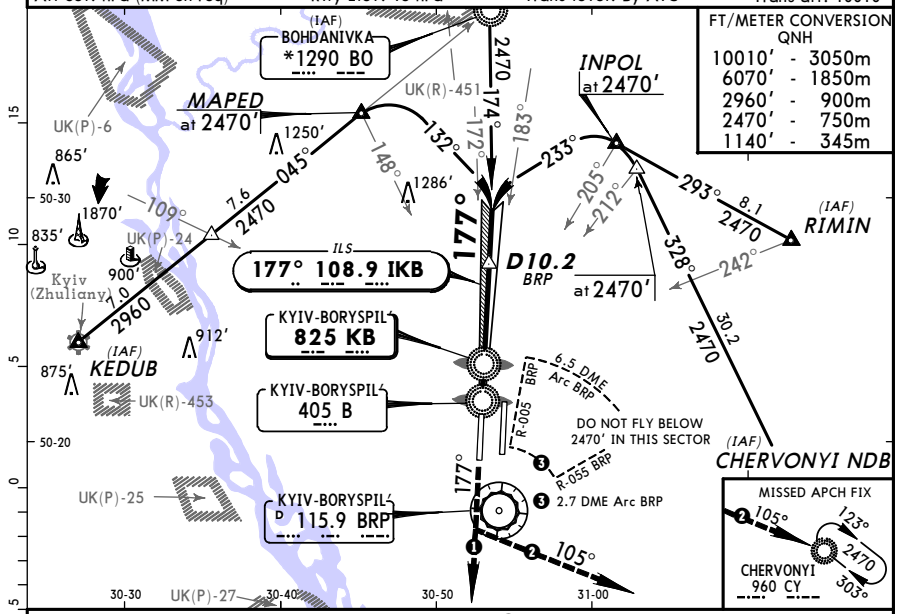
MSA BRP VOR

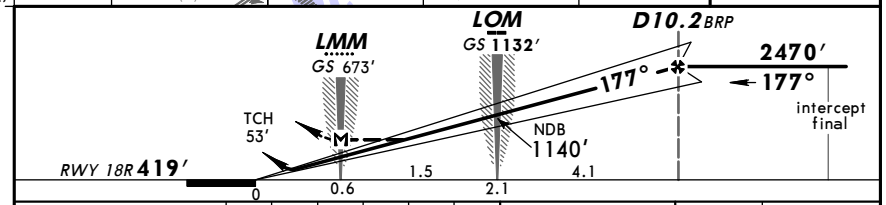
MISSED APCH: ❶Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷Climb on rwy heading to 2470′, then turn LEFT to CY NDB climbing to 6070′.

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2960′	900m
2470′	750m
1140′	345m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 619′ (200′) FULL	ILS DA(H) 619′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 810′ (391′)	NDB MDA(H) 810′ (391′) ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶ Not authorized East of apt

Max Kts	MDA(H)	VIS
100	920′ (501′)	1500m
135	930′ (511′)	1600m
180	1030′ (611′)	2400m
205	1130′ (711′)	3600m

❶ Circling height based on rwy 18R thresh elev of 419′.

PANS OPS

CHANGES: Minimums.

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UKBB/KBP BORYSPIL'

JEPPESEN 25 APR 08 (11-3)

KYIV, UKRAINE ILS or NDB Rwy 36L

ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.65	118.05

LOC IKE 110.5	Final Apch Crs 357°	GS LOM 1198′ (795′)	ILS DA(H) 603′ (200′)	Apt Elev 427′
NDB KE 825		Minimum Alt D2.4 BRP 1810′ (1407′)	NDB MDA(H) 760′ (357′)	RWY 403′

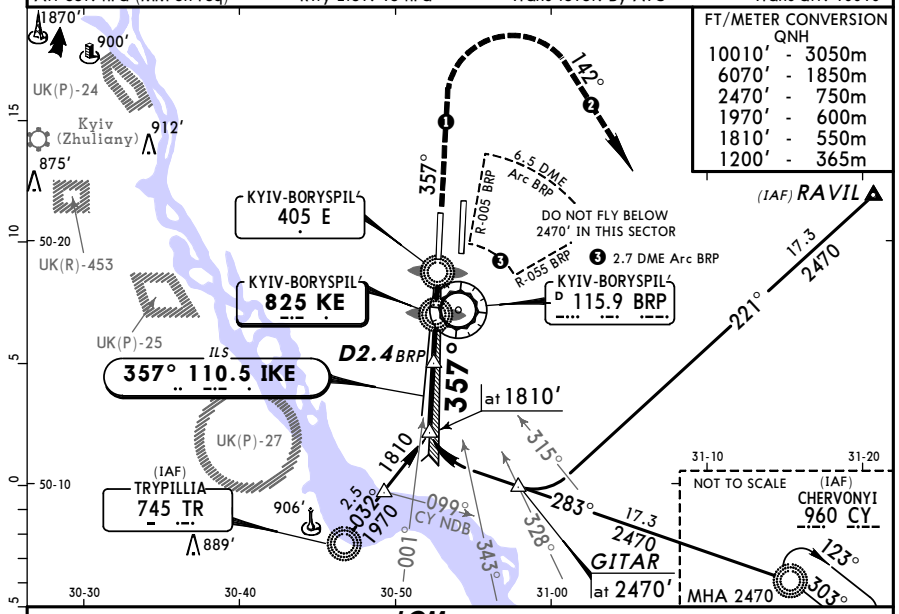
MSA BRP VOR

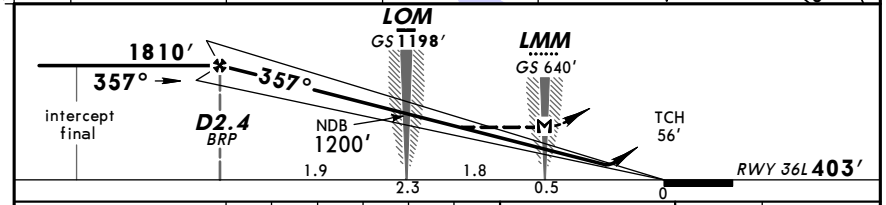
MISSED APCH: ❶ Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470′, then turn RIGHT to CY NDB climbing to 6070′.

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2470′	750m
1970′	600m
1810′	550m
1200′	365m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **36L**

	ILS DA(H) 603′ (200′) FULL	ILS DA(H) 603′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 760′ (357′)	NDB MDA(H) 760′ (357′) ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶ Not authorized East of apt

Max Kts	MDA(H)	VIS
100	910′ (507′)	1500m
135	930′ (527′)	1600m
180	1030′ (627′)	2400m
205	1130′ (727′)	3600m

❶ Circling height based on rwy 36L thresh elev of 403′.

PANS OPS

CHANGES: Minimums.

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UKBB/KBP BORYSPIL'

JEPPESEN 25 APR 08 (11-4)

KYIV, UKRAINE ILS or NDB Rwy 36R

ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198′ (776′)	ILS DA(H) Refer to Minimums	Apt Elev 427′
NDB NO 310		Minimum Alt D1.8 BRP 1810′ (1388′)	NDB MDA(H) 790′ (368′)	RWY 422′

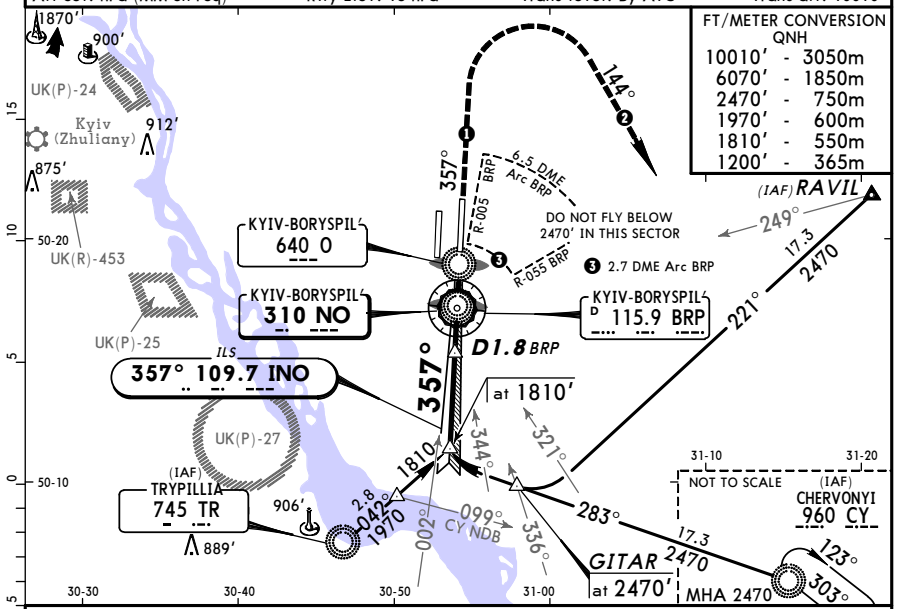
MSA BRP VOR

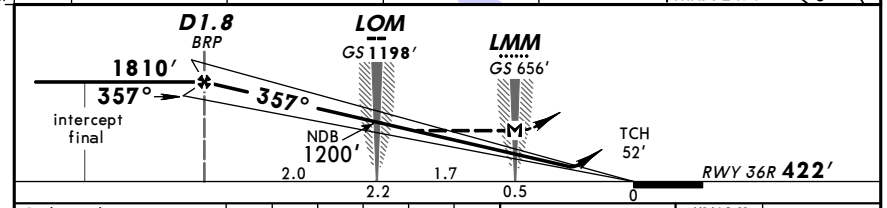
MISSED APCH: ❶ Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470′, then turn RIGHT to CY NDB climbing to 6070′.

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010′

FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2470′	750m
1970′	600m
1810′	550m
1200′	365m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS-II PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **36R**

DA(H)	ILS (GS out) FULL	ILS (GS out) ALS out	LOC (GS out)	NDB MDA(H) 790′ (368′)	NDB ALS out
A	RVR 550m	RVR 1000m	NOT APPLICABLE	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D	RVR 600m			RVR 1400m	RVR 2000m

ABC: 622′ (200′)
D: 627′ (205′)

CIRCLE-TO-LAND ❶ Not authorized East of apt

Max Kts	MDA(H)	VIS
100	920′ (498′)	1500m
135	930′ (508′)	1600m
180	1030′ (608′)	2400m
205	1130′ (708′)	3600m

❶ Circling height based on rwy 36R thresh elev of 422′.

PANS OPS

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UKBB/KBP BORYSPIL'

JEPPESEN 25 APR 08 (11-4A)

KYIV, UKRAINE CAT II ILS Rwy 36R

ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

LOC INO 109.7	Final Apch Crs 357°	GS LOM 1198′ (776′)	CAT II ILS RA 104′ DA(H) 522′ (100′)	Apt Elev 427′ RWY 422′

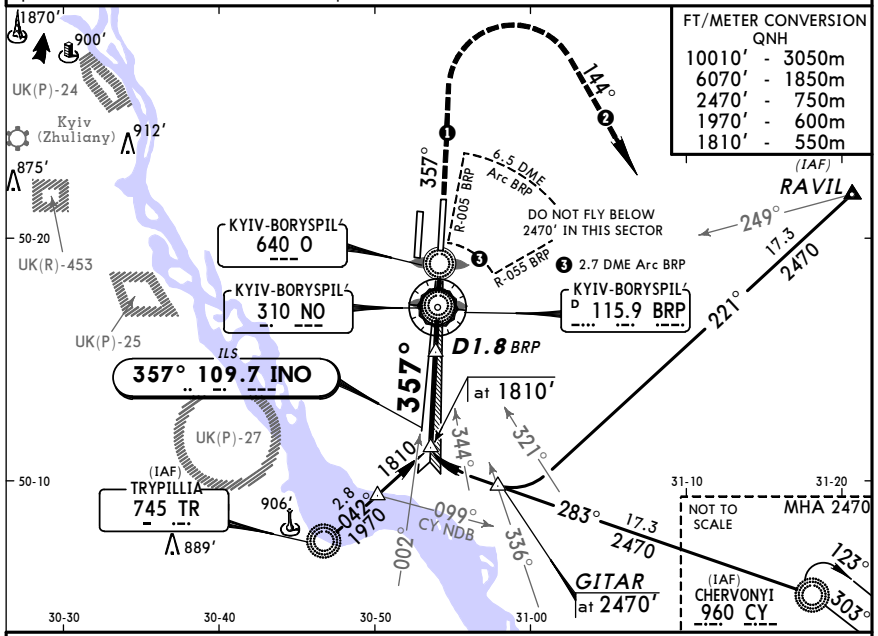
MSA BRP VOR

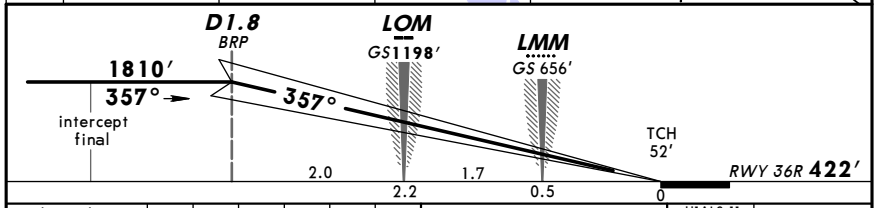
MISSED APCH: ❶ Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on rwy heading to 2470′, then turn RIGHT to CY NDB climbing to 6070′.

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010′
Special Aircrew & Acft Certification required.

FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2470′	750m
1970′	600m
1810′	550m





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY **36R**
CAT II ILS
ABCD
RA 104′
DA(H) **522′** (100′)

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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JEPPESEN JeppView 3.6.3.1

UKBB/KBP BORYSPIL'

JEPPESEN 12 SEP 08 (13-1) Eff 25 Sep

KYIV, UKRAINE VOR DME Rwy 18L

BRIEFING STRIP™

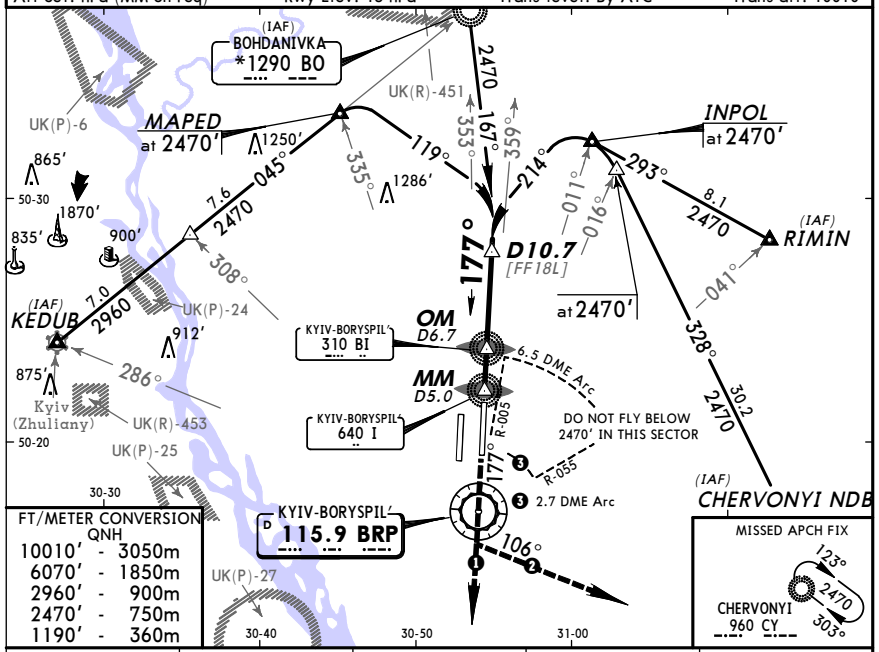
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

VOR BRP	Final Apch Crs	Minimum Alt D10.7	MDA(H)	Apt Elev / RWY
115.9	177°	2470′ (2060′)	810′ (400′)	427′ / RWY 410′

MISSED APCH: ❶Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷Climb on rwy heading to 2470′, then turn LEFT to CY NDB climbing to 6070′.

MSA BRP VOR: 3000′ (175°–100°), 1700′ (100°–300°), 2000′ (300°–175°)

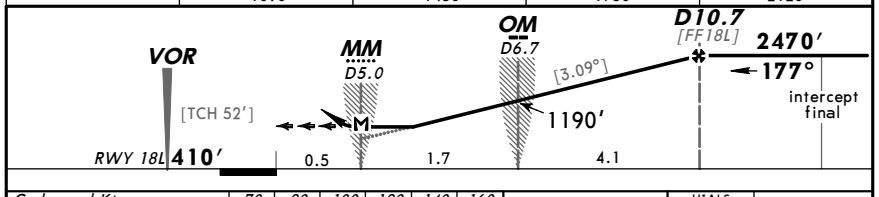
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2960′	900m
2470′	750m
1190′	360m

BRP DME	6.5	7.6	8.6	9.7
ALTITUDE	1090′	1430′	1780′	2120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.39% or Descent angle [3.09°]	383	492	547	656	765	875
MAP at MM/D5.0						

HIALS PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY 18L

MDA(H) 810′ (400′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶ Not authorized East of apt

	Max Kts	MDA(H)	VIS
A	100	910′ (500′)	1500m
B	135	930′ (520′)	1600m
C	180	1030′ (620′)	2400m
D	205	1130′ (720′)	3600m

❶ Circling height based on rwy 18L thresh elev of 410′.

PANS OPS

CHANGES: None.

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UKBB/KBP BORYSPIL'

JEPPESEN 12 SEP 08 (13-2) Eff 25 Sep

KYIV, UKRAINE VOR DME Rwy 36R

BRIEFING STRIP™

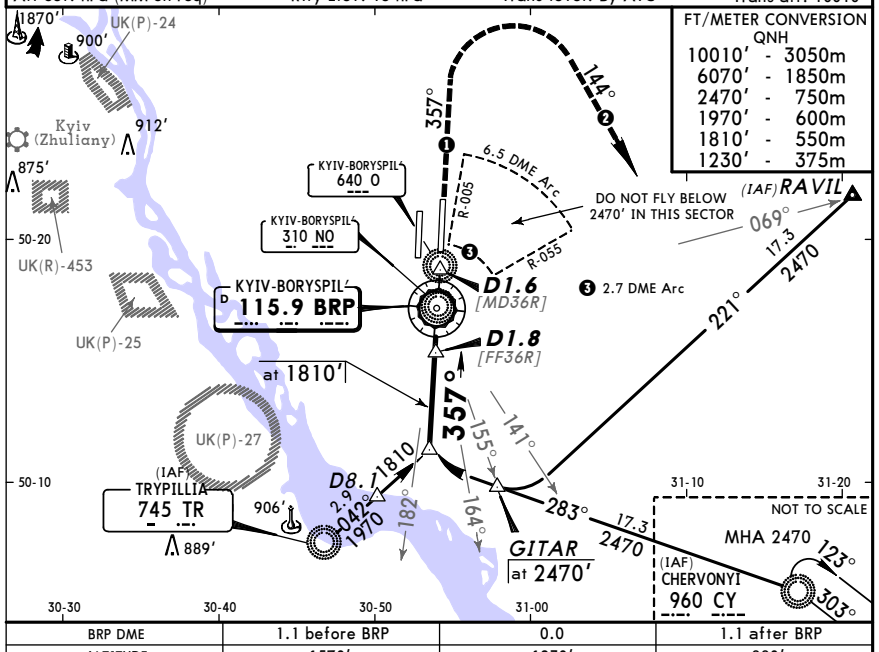
ATIS	KYIV Radar(APP)				BORYSPIL' Tower	Ground
126.7	125.72	124.67	128.17	120.9	119.3	118.05

VOR BRP	Final Apch Crs	Minimum Alt D1.8	MDA(H)	Apt Elev / RWY
115.9	357°	1810′ (1388′)	790′ (368′)	427′ / RWY 422′

MISSED APCH: ❶Climb on rwy heading to 2470′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷Climb on rwy heading to 2470′, then turn RIGHT to CY NDB climbing to 6070′.

MSA BRP VOR: 3000′ (175°–100°), 1700′ (100°–300°), 2000′ (300°–175°)

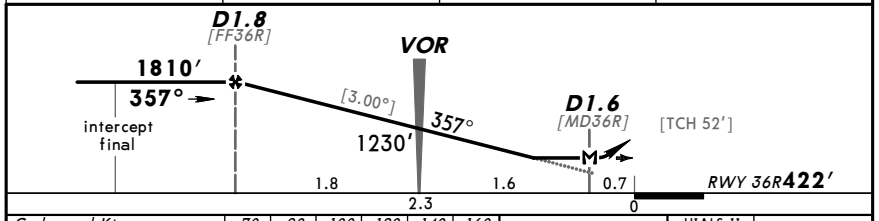
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION QNH

10010′	3050m
6070′	1850m
2470′	750m
1970′	600m
1810′	550m
1230′	375m

BRP DME	1.1 before BRP	0.0	1.1 after BRP
ALTITUDE	1570′	1230′	880′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.6 after VOR						

HIALS-II PAPI

Refer to Missed apch above

JAR-OPS STRAIGHT-IN LANDING RWY 36R

MDA(H) 790′ (368′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶ Not authorized East of apt

	Max Kts	MDA(H)	VIS
A	100	920′ (498′)	1500m
B	135	930′ (508′)	1600m
C	180	1030′ (608′)	2400m
D	205	1130′ (708′)	3600m

❶ Circling height based on rwy 36R thresh elev of 422′.

PANS OPS

CHANGES: Altitude at VOR.

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