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Airport Information For UKBB

Terminal Charts For UKBB

Revision Letter For Cycle 05-2025

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: 0200 Z
Sunset: 1747 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: 125.950 Departure Service

ATIS: 126.700 Arrival Service

Boryspil Tower: 119.650

Boryspil Tower: 124.000 Military

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: 124.675 RCO

Kyiv Information: 118.500 Flight Info Service RCO

Kyiv Radar ACC: 127.725 RCO

Kyiv Radar ACC: 128.175 RCO

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 vacating 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.

1.5.1. OPERATION OF ACFT WITH HIGHER CODE LETTER

Code F ACFT are allowed for operation only with authorization of the State aviation administration of Ukraine. Boeing 747-800 and An-124-100 "Ruslan" are allowed for operation without previous authorization.

Slot for code F ACFT (except Boeing 747-800 and An-124-100 "Ruslan") shall be requested:

- not later than 3 months - for regular flights;
- not later than 5 days - for one-time flights.

Code F ACFT use:

- RWY 18L/36R;
- TWY: A1, A2, A3, A4, A5, A6, C, C1, C4, C5, C6, 10, MTWY-B;
- Stand: D1, D2, D3, D9, D10, D11, M28, M30, M31, G101, G102, G103.

Medical provision of emergency rescue operations is available for all code F ACFT except Airbus 380-900.

No evacuation equipment for code F ACFT at the aerodrome.

Procedure for operation of ACFT with higher code letter is regulated by procedure.

1. GENERAL**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.

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.

QFE is not included in ATIS and provided by ATC on request.

When convective phenomena are observed by weather radar within 100km (54NM) from ARP, only following general warning will be included in ATIS:

"CAUTION! CONVECTIVE PHENOMENA ARE OBSERVED WITHIN 100 KILOMETERS FROM THE AERODROME BY WEATHER RADAR."

Detailed information could be provided by ATC on request.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Set transponder code 7600.

Proceed to CY NDB at 1200m (3940') or on the last assigned altitude when it is higher than 1200m (3940'), hold over CY NDB for 5 minutes, then execute arrival and instrument approach procedures for RWY in use broadcasted in ATIS, or:

- on RWY 18L, if both RWY 18L/R are in use;
- on RWY 36R, if both RWY 36L/R are in use.

2.2. SPEED RESTRICTIONS

MAX 250 KT at or below 10010' within 30NM from aerodrome Kyiv/Boryspil unless otherwise instructed.

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.

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							
RWY	Light		Medium		Heavy		Total RWY length
	Exit	Avbl RWY length	Exit	Avbl RWY length	Exit	Avbl 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	

2. ARRIVAL

ACFT							
	Light		Medium		Heavy		
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.

2.7. OTHER INFORMATION

2.7.1. 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.

In order to remain within controlled airspace, 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.

3. DEPARTURE

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

When preparing for departure, monitor ATIS on 119.425 (Rus) or 125.950 (Eng) before requesting for ATC clearance.

ATC clearance provided by Delivery on 130.275 or Ground on 118.050. Report current ATIS, providing ATIS code letter at initial contact with Delivery/Ground.

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 ± 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 (± 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.

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 D2.7-D6.5 from BRP VOR below 2470'.

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

3.4. CONTINUOUS CLIMB OPERATIONS (CCO)

Supposed that all ACFT departing from Kyiv/Boryspil APT are ready CCO and DCT at any waypoint related to the route indicated in the flight plan.

The CCO is initiated by the ATC at any phase of departure.

ATC unit may cancel execution of a CCO at any time due to traffic situation. In this case the alternate instruction will be issued to the pilot.

3.5. OTHER INFORMATION

Possible simultaneous departures according standart 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

JEPPesen

KYIV, UKRAINE

18 FEB 22 (10-1R)

Eff 24 Feb **RADAR MINIMUM ALTITUDES**

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

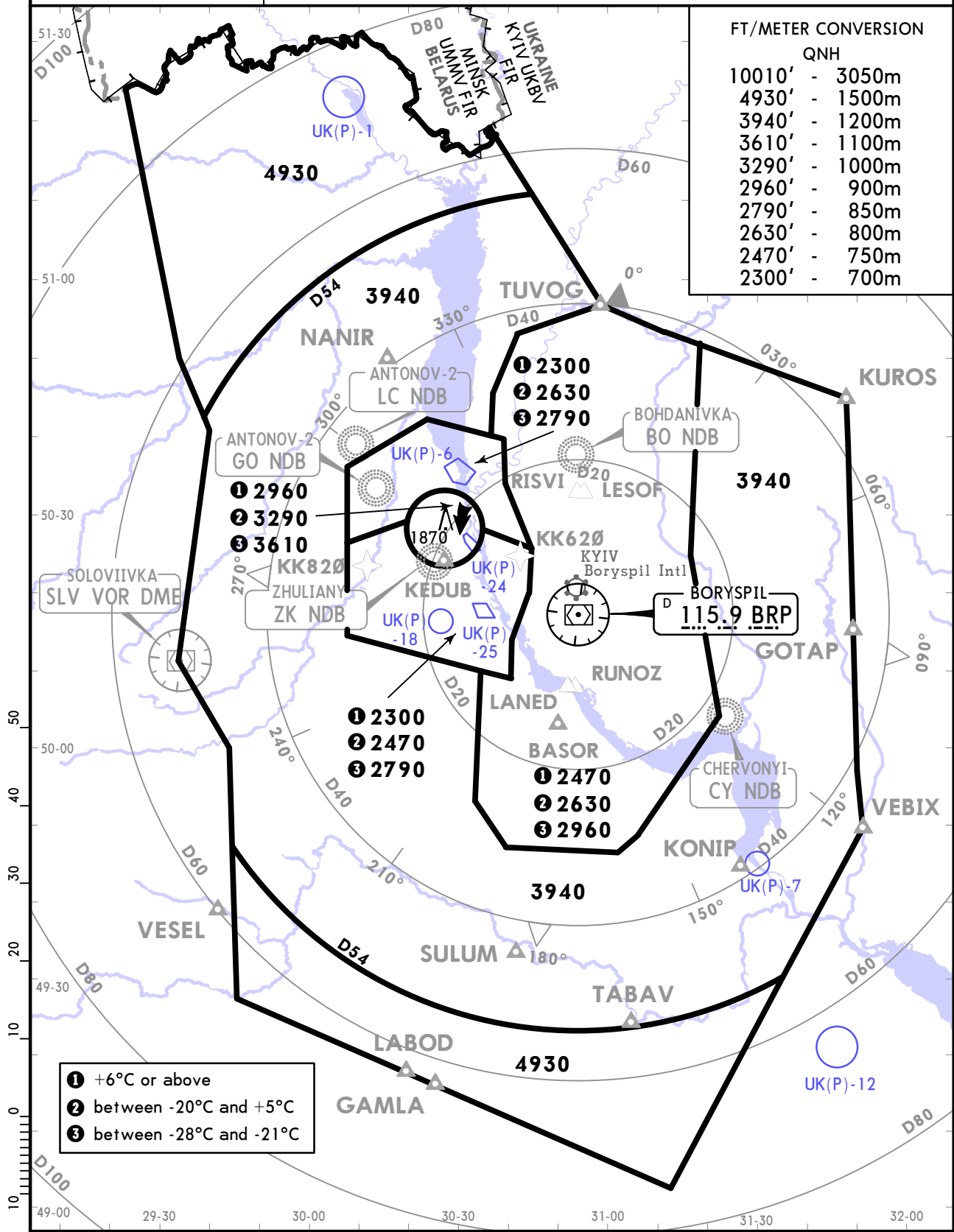
Apt Elev
427

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

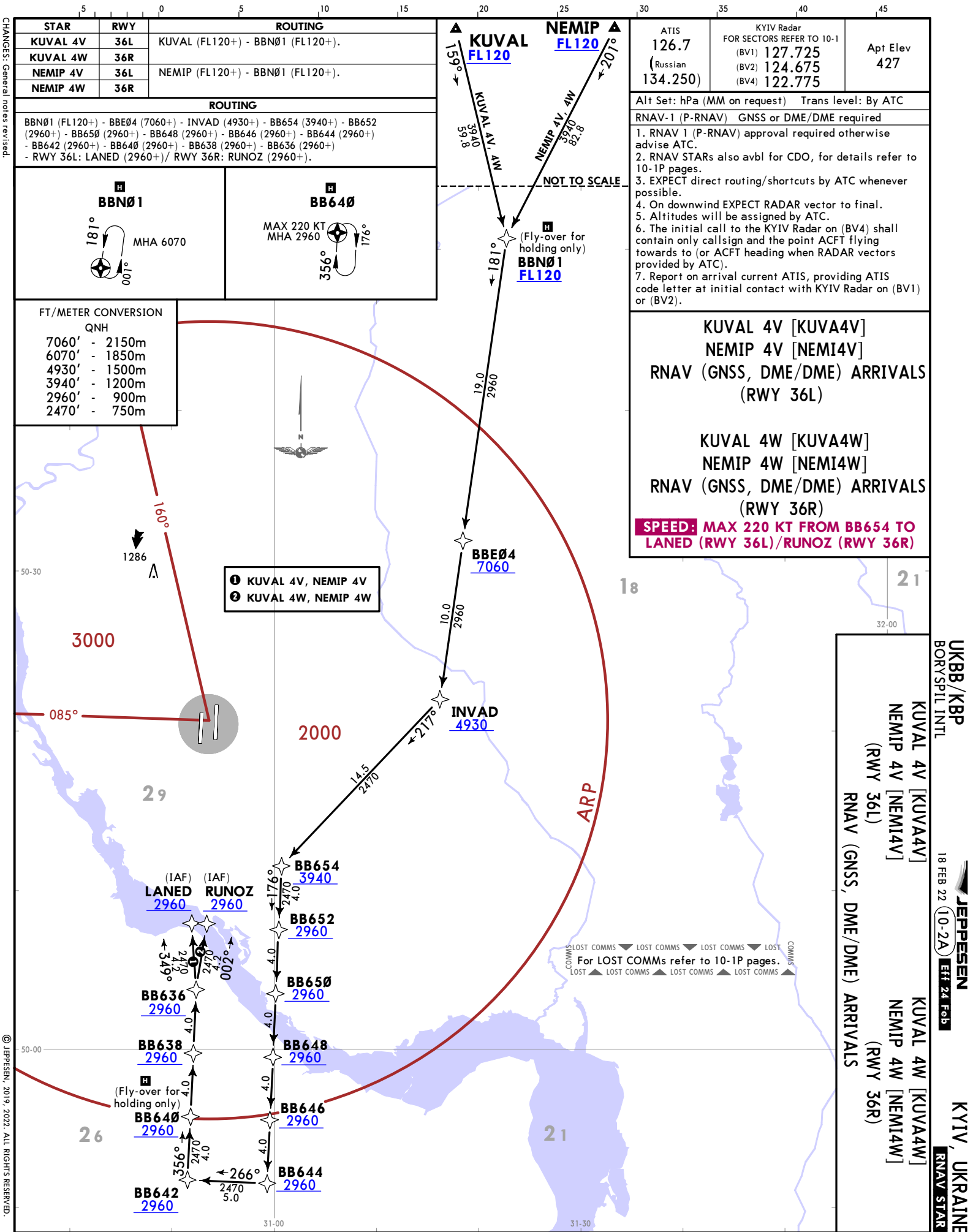
1. This chart may only be used for cross-checking of altitudes assigned while under vectoring control.
2. Visual manoeuvring (circling) and visual approach in the sector from BRP R004 to BRP R054, from D2.7 to D6.5 BRP below 2470 is not authorized.

FT/METER CONVERSION

FT	METER
10010'	3050m
4930'	1500m
3940'	1200m
3610'	1100m
3290'	1000m
2960'	900m
2790'	850m
2630'	800m
2470'	750m
2300'	700m



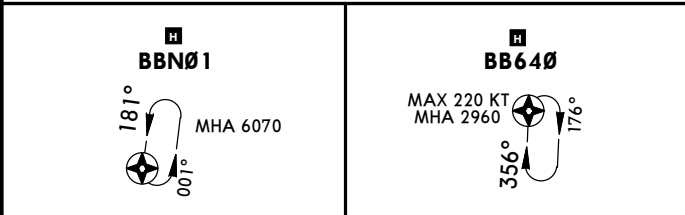
LOSS OF COMMUNICATION PROCEDURE
Proceed to CY NDB at 4930 or at last assigned level if higher, hold over 5 min, then according to arrival and approach procedures.



STAR	RWY	ROUTING
KUAL 4V	36L	KUAL (FL120+) - BBNØ1 (FL120+).
KUAL 4W	36R	KUAL (FL120+) - BBNØ1 (FL120+).
NEMIP 4V	36L	NEMIP (FL120+) - BBNØ1 (FL120+).
NEMIP 4W	36R	NEMIP (FL120+) - BBNØ1 (FL120+).

ROUTING

BBNØ1 (FL120+) - BBEØ4 (7060+) - INVAD (4930+) - BB654 (3940+) - BB652 (2960+) - BB65Ø (2960+) - BB648 (2960+) - BB646 (2960+) - BB644 (2960+) - BB642 (2960+) - BB64Ø (2960+) - BB638 (2960+) - BB636 (2960+) - RWY 36L: LANED (2960+)/ RWY 36R: RUNOZ (2960+).



FT/METER CONVERSION

QNH

7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m

ATIS 126.7 (Russian 134.250)	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
Alt Set: hPa (MM on request) Trans level: By ATC		
RNAV-1 (P-RNAV) GNSS or DME/DME required		
<ol style="list-style-type: none"> RNAV 1 (P-RNAV) approval required otherwise advise ATC. RNAV STARs also avbl for CDO, for details refer to 10-1P pages. EXPECT direct routing/shortcuts by ATC whenever possible. On downwind EXPECT RADAR vector to final. Altitudes will be assigned by ATC. The initial call to the KYIV Radar on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2). 		

**KUAL 4V [KUVA4V]
NEMIP 4V [NEMI4V]
RNAV (GNSS, DME/DME) ARRIVALS
(RWY 36L)**

**KUAL 4W [KUVA4W]
NEMIP 4W [NEMI4W]
RNAV (GNSS, DME/DME) ARRIVALS
(RWY 36R)**

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

**UKBB/KBP
BORISPIIL INTL**

**KUAL 4V [KUVA4V]
NEMIP 4V [NEMI4V]
(RWY 36L)**

RNAV (GNSS, DME/DME) ARRIVALS

**KYIV, UKRAINE
RNAV STAR**

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
Alt Set: hPa (MM on request) Trans level: By ATC		
RNAV-1 (P-RNAV) GNS or DME/DME required		
1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.		
2. RNAV STARS also avbl for CDO, for details refer to 10-1P pages.		
3. EXPECT direct routing/shortcuts by ATC whenever possible.		
4. On downwind EXPECT RADAR vector to final.		
5. Altitudes will be assigned by ATC.		
6. The initial call to the KYIV Radar on (BV4) shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).		
7. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).		

**GOTAP 2V [GOTA2V]
 VEBIX 2V [VEBIX2V]
 RNAV (GNS, DME/DME) ARRIVALS
 (RWY 36L)**

**GOTAP 2W [GOTA2W]
 VEBIX 2W [VEBIX2W]
 RNAV (GNS, DME/DME) ARRIVALS
 (RWY 36R)**

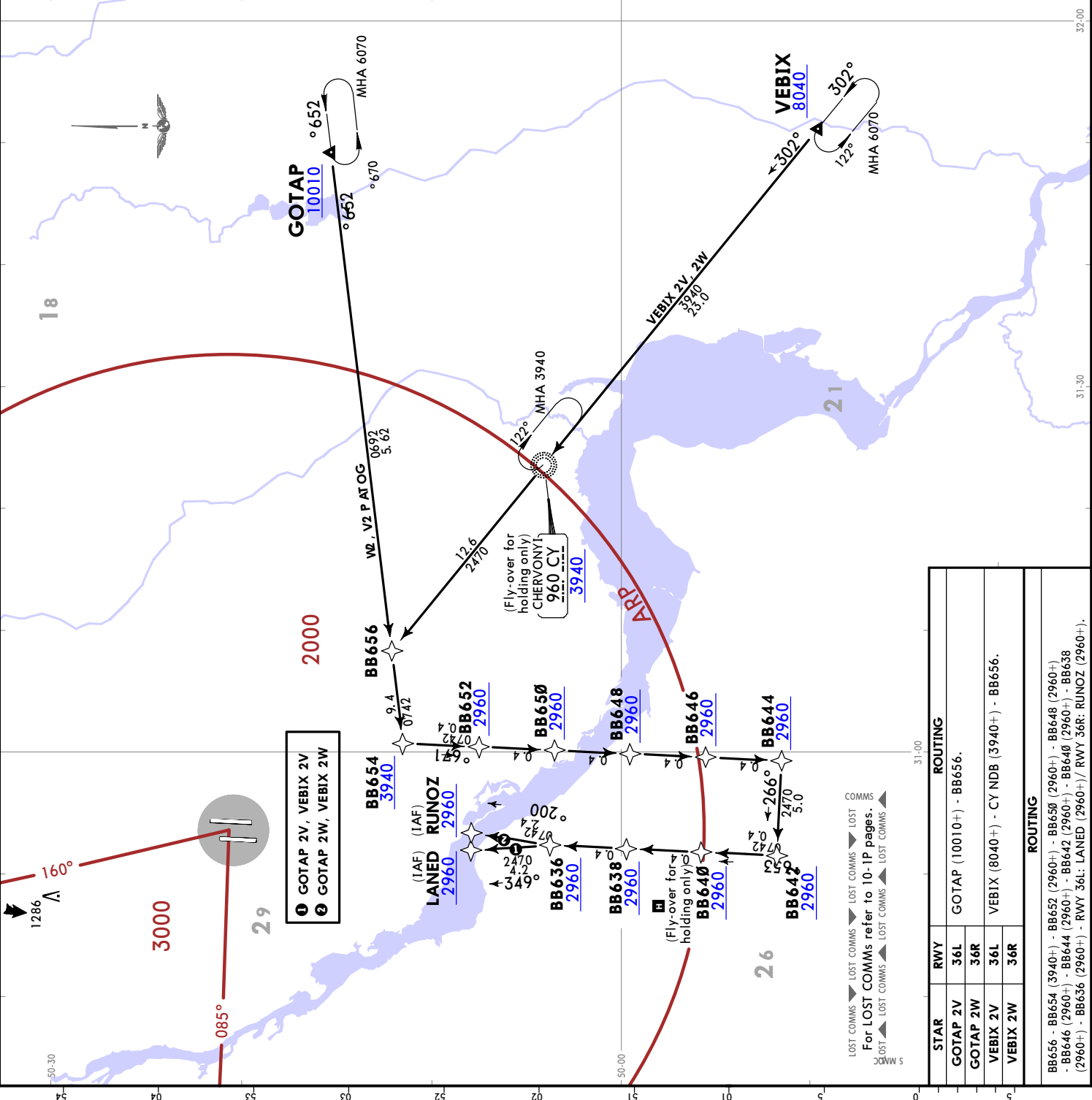
SPEED: MAX 220 KT FROM BB654 TO LANED (RWY 36L)/RUNOZ (RWY 36R)

BB 640

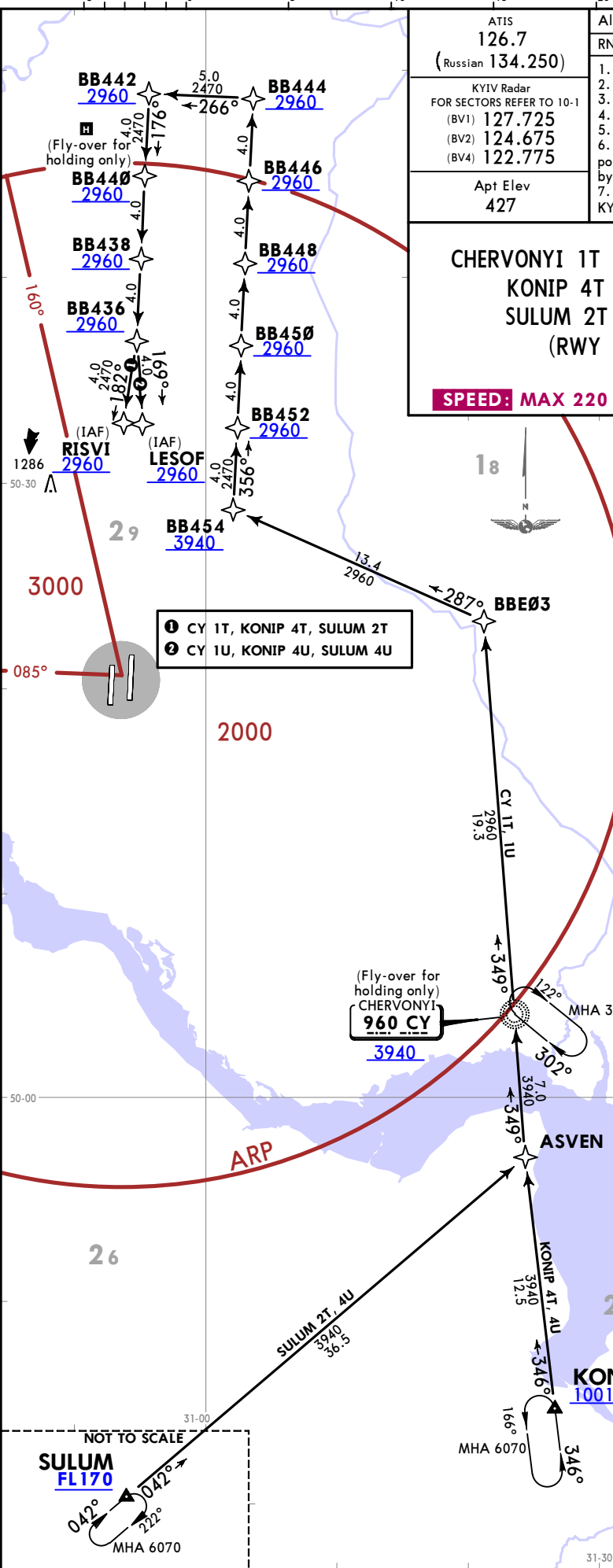
FT/METER CONVERSION
 QNH
 10010' - 3050m
 8040' - 2450m
 6070' - 1850m
 3940' - 1200m
 2960' - 900m
 2470' - 750m

MAX 220 KT
 MHA 2960

21



CHANGES: General notes revised.



ATIS
126.7
(Russian 134.250)

Alt Set: hPa (MM on request) Trans level: By ATC
RNAV-1 (P-RNAV) GNSS or DME/DME required

KYIV Radar
FOR SECTORS REFER TO 10-1
(BV1) 127.725
(BV2) 124.675
(BV4) 122.775

Apt Elev
427

1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
2. RNAV STARs also avbl for CDO, for details refer to 10-1P pages.
3. EXPECT direct routing/shortcuts by ATC whenever possible.
4. On downwind EXPECT RADAR vector to final.
5. Altitudes will be assigned by ATC.
6. The initial call to the KYIV Radar on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
7. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).

CHERVONYI 1T (CY 1T) [CY1T] CHERVONYI 1U (CY 1U) [CY1U]
KONIP 4T [KONI4T] KONIP 4U [KONI4U]
SULUM 2T [SULU2T] SULUM 4U [SULU4U]
 (RWY 18R) (RWY 18L)

RNAV (GNSS, DME/DME) ARRIVALS
SPEED: MAX 220 KT FROM BB454 TO RISVI (RWY 18R)/LESOF (RWY 18L)

STAR	RWY	ROUTING
CY 1T ③	18R	CY NDB (3940+) - BBE03.
CY 1U ③	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	

③ Should be used only in case of radio communication failure during radar vectoring or after missed approach procedure.

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+).

BB440

MAX 220 KT
MHA 2960

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 For LOST COMMs refer to 10-1P 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)

CHERVONYI 1U (CY 1U) [CY1U]
 KONIP 4U [KONI4U]
 SULUM 4U [SULU4U]
 (RWY 18L)

NOT TO SCALE

SULUM FL170

MHA 6070

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
Alt Set: hPa (MM on request) Trans level: By ATC		
RNAV-1 (P-RNAV) GNSS or DME/DME required		
<ol style="list-style-type: none"> RNAV 1 (P-RNAV) approval required otherwise advise ATC. RNAV STARs also avbl for CDO, for details refer to 10-1P pages. EXPECT direct routing/shortcuts by ATC whenever possible. On downwind EXPECT RADAR vector to final. Altitudes will be assigned by ATC. The initial call to the KYIV Radar on (BV4) shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2). 		

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)

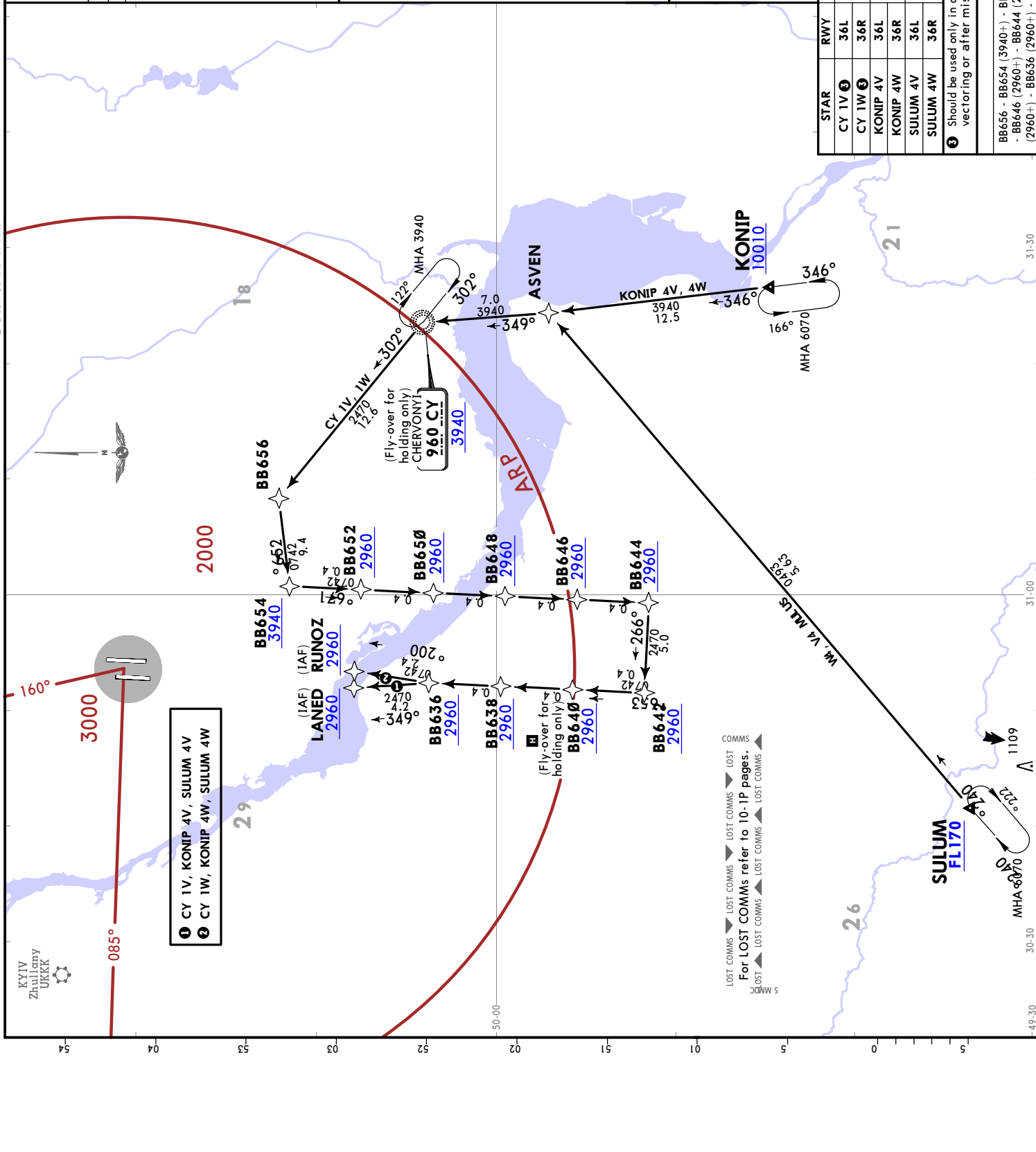
BB 640	FT/METER CONVERSION QNH 10010' - 3050m 6070' - 1850m 3940' - 1200m 2960' - 900m 2470' - 750m
ROUTING	CY NDB (3940+) - BB656.
STAR	KONIP 4V 36L
RWY	KONIP 4V 36R
STAR	SULUM 4V 36L
RWY	SULUM 4V 36R

STAR	RWY
CY 1V 36L	36L
CY 1W 36R	36R
KONIP 4V 36L	36L
KONIP 4W 36R	36R
SULUM 4V 36L	36L
SULUM 4W 36R	36R

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

ROUTING

BB656 - BB654 (3940+) - BB652 (2960+) - BB650 (2960+) - BB648 (2960+) - BB646 (2960+) - BB644 (2960+) - BB642 (2960+) - BB640 (2960+) - BB638 (2960+) - BB636 (2960+) - RWY 36L: LANED (2960+)/ RWY 36R: RUNOZ (2960+).



UKBB/KBP
BORYSPIL INTL

JEPPESSEN KYIV, UKRAINE
RNAV STAR

18 FEB 22 (10-2F) Eff 24 Feb

ATIS
126.7
(Russian)
134.250

KYIV Radar
FOR SECTORS REFER TO 10-1
(BV1) 127.725
(BV2) 124.675
(BV4) 122.775

Apt Elev
427

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

- RNAV-1 (P-RNAV) GNS or DME/DME required
1. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
 2. RNAV STARs also avbl for CDO, for details refer to 10-1P pages.
 3. EXPECT direct routing/shortcuts by ATC whenever possible.
 4. On downwind EXPECT RADAR vector to final.
 5. Altitudes will be assigned by ATC.
 6. The initial call to the KYIV Radar on (BV4) shall contain only call sign and 'the point' ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
 7. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).

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

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

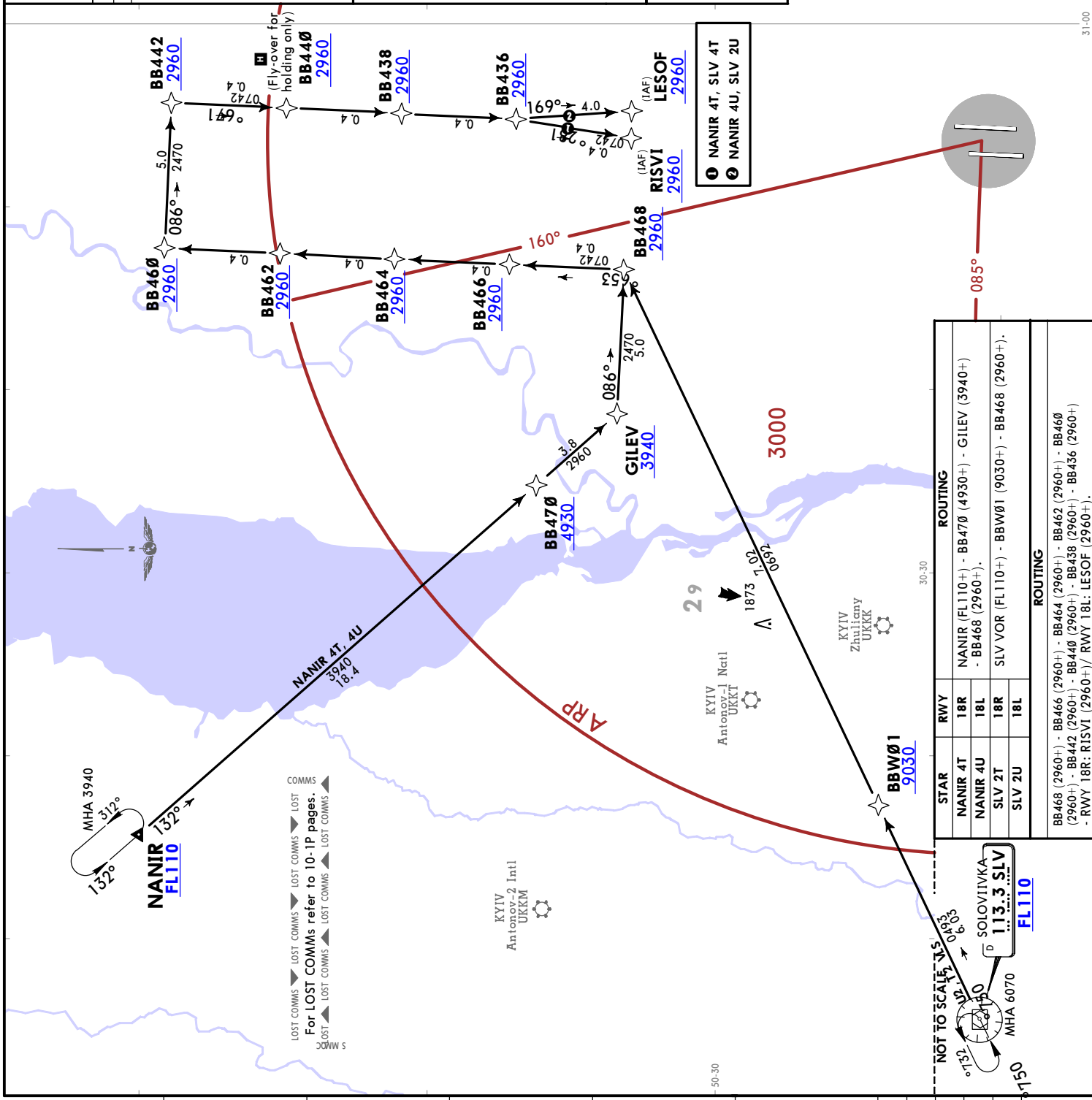
SPEED: MAX 220 KT FROM BB468 TO RISVI (RWY 18R)/LESOF (RWY 18L)

BB440

MAX 220 KT
MHA 2960

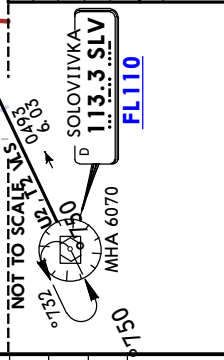
FT./METER CONVERSION

9030'	-	2750m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2470'	-	750m



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

STAR	RWY	ROUTING
BB468 (2960+)	-	BB466 (2960+) - BB464 (2960+) - BB462 (2960+) - BB460 (2960+) - BB442 (2960+) - BB440 (2960+) - BB438 (2960+) - BB436 (2960+) - RWY 18R: RISVI (2960+)/ RWY 18L: LESOF (2960+)



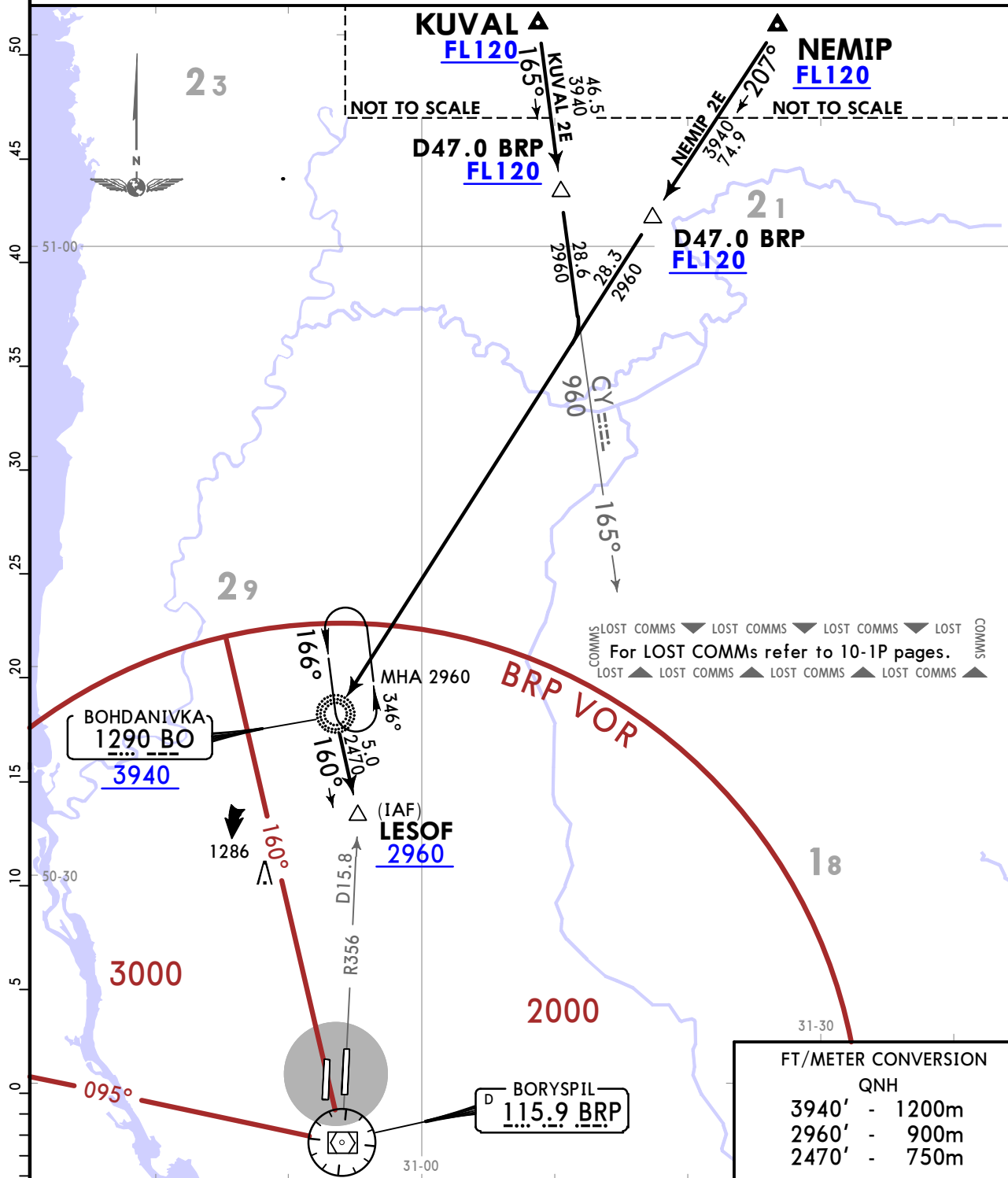
UKBB/KBP
BORYSPIL INTL

JEPPESEN
18 FEB 22 **(10-2H)** **Eff 24 Feb**

KYIV, UKRAINE
STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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KUVAL 2E [KUVA2E], NEMIP 2E [NEMI2E]
ARRIVALS
(RWY 18L)



For LOST COMMS refer to 10-1P pages.

FT/METER CONVERSION	
QNH	
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
KUVAL 2E	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.
NEMIP 2E	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

18 FEB 22

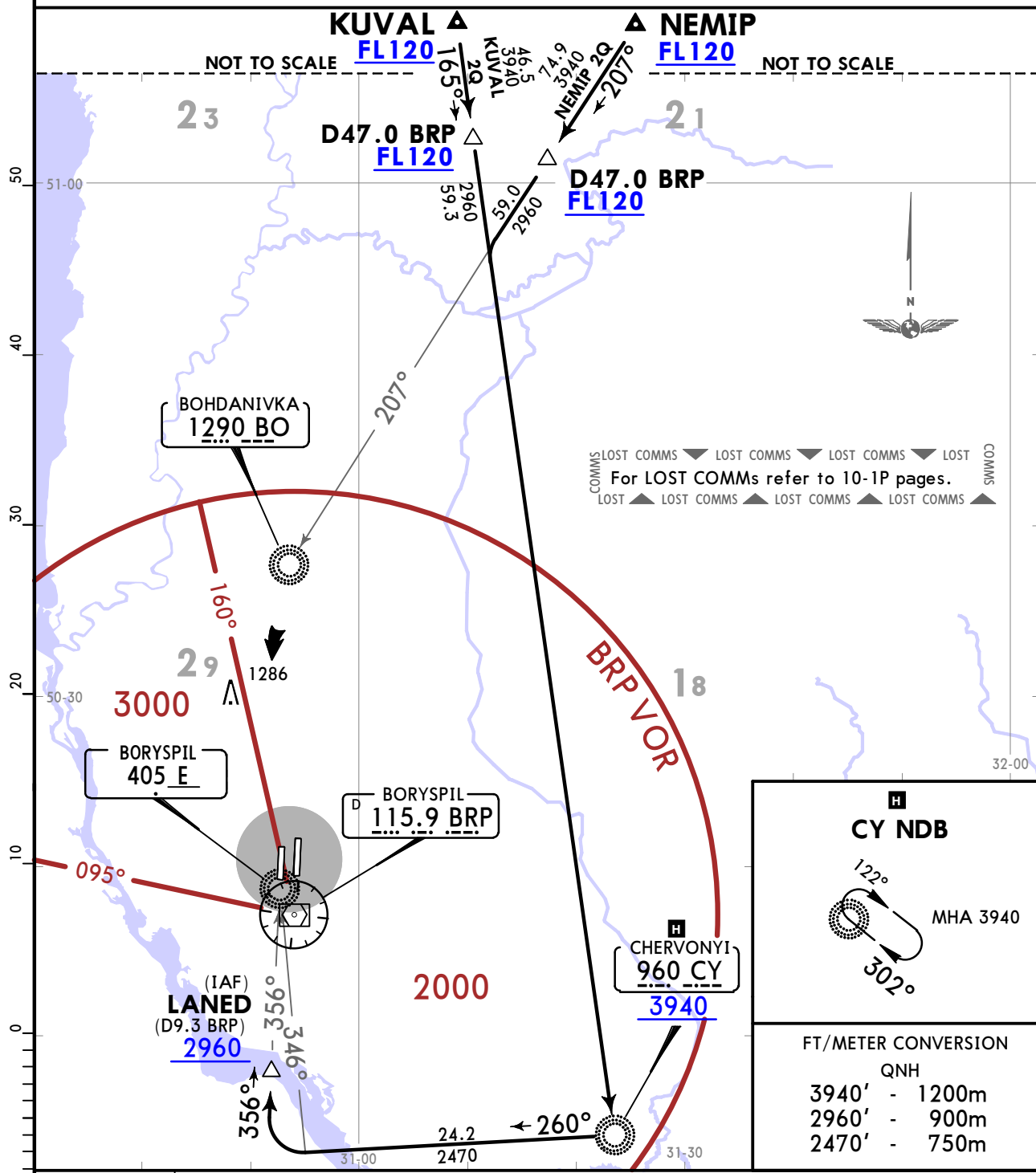
10-1L

Eff 24 Feb

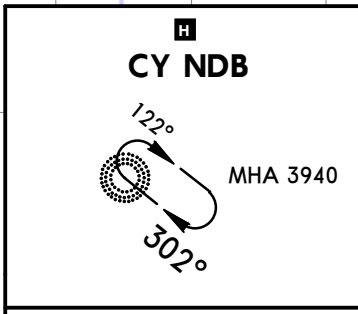
STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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KUVAL 2Q [KUVA2Q], NEMIP 2Q [NEMI2Q]
ARRIVALS
(RWY 36L)



For LOST COMMS refer to 10-1P pages.



FT/METER CONVERSION

QNH	
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
KUVAL 2Q	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.
NEMIP 2Q	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



KYIV, UKRAINE

18 FEB 22

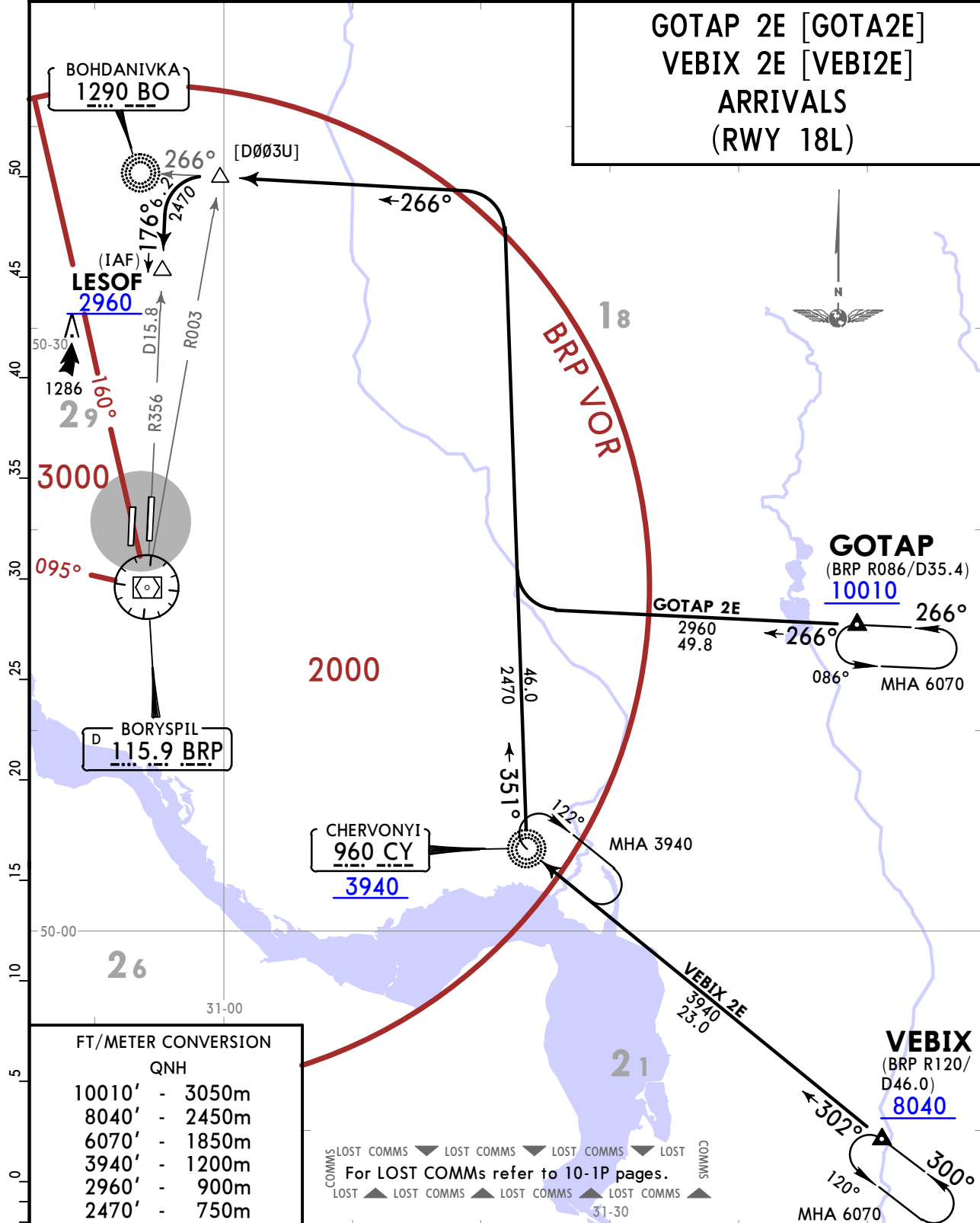
10-2M

Eff 24 Feb

STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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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

STAR	ROUTING
GOTAP 2E	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.
VEBIX 2E	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



KYIV, UKRAINE

18 FEB 22

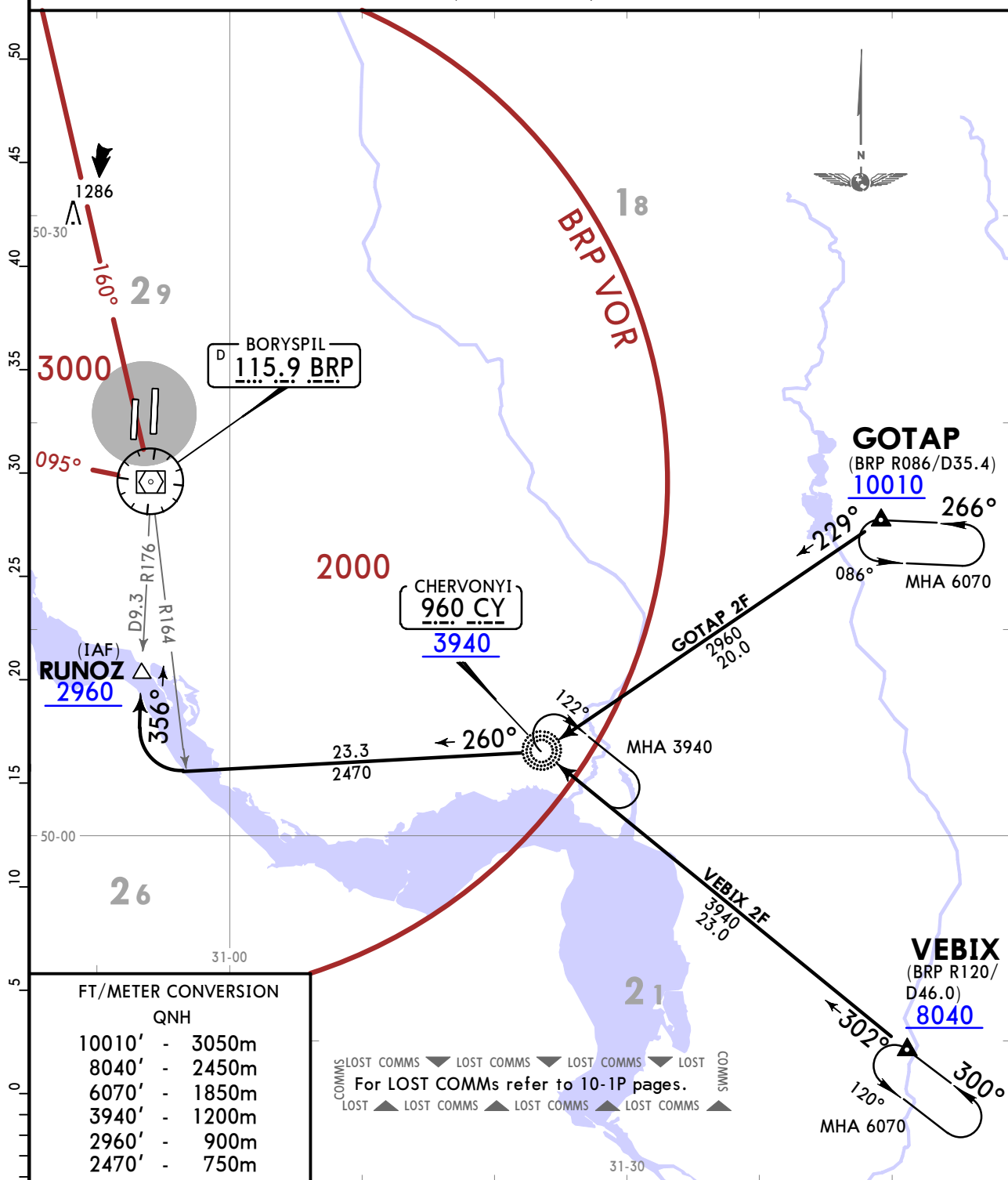
10-2N

Eff 24 Feb

STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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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
GOTAP 2F	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.
VEBIX 2F	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



KYIV, UKRAINE

18 FEB 22

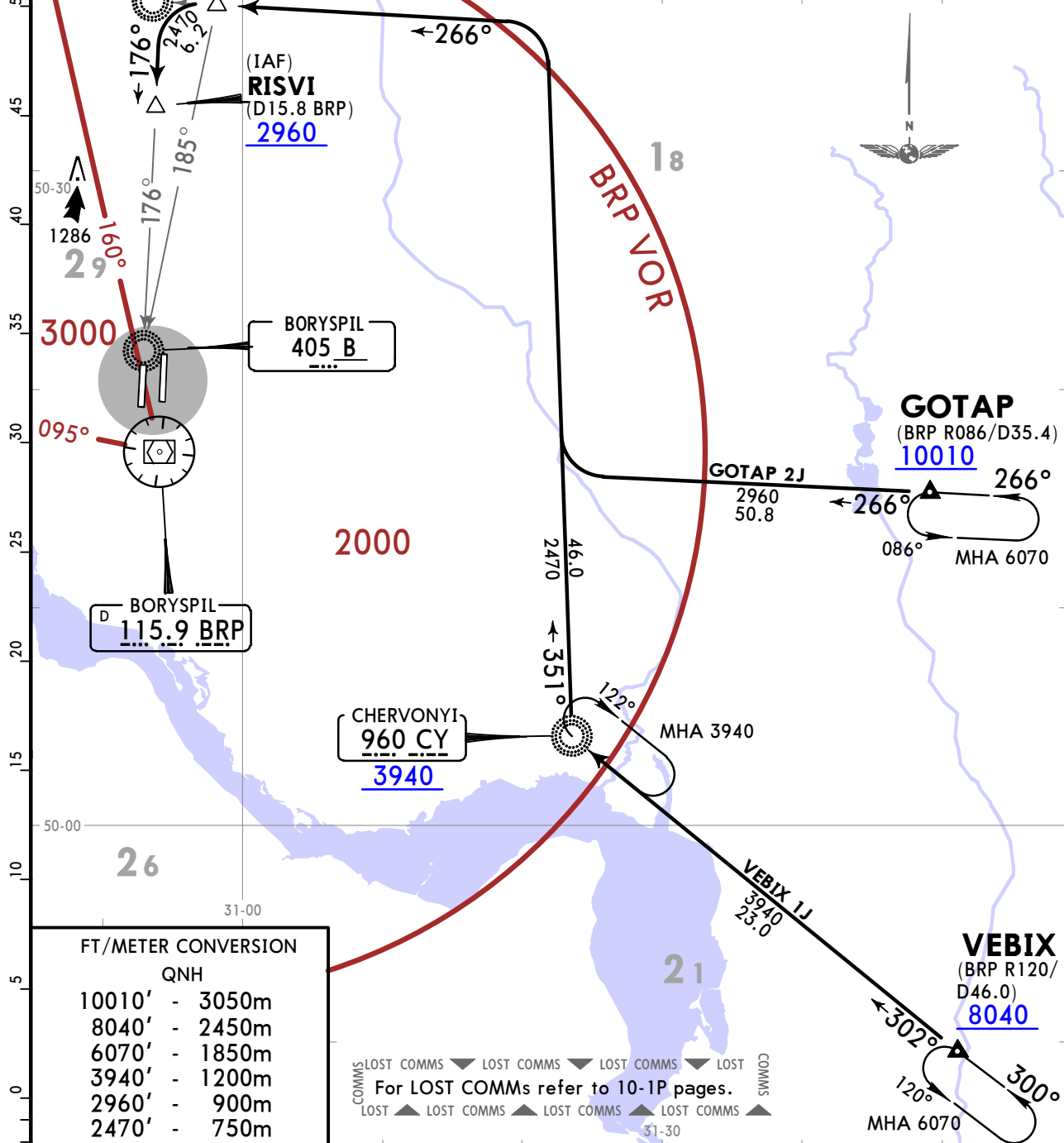
10-2P

Eff 24 Feb

STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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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

For LOST COMMS refer to 10-1P pages.

STAR	ROUTING
GOTAP 2J	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.
VEBIX 1J	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



KYIV, UKRAINE

18 FEB 22

10-25

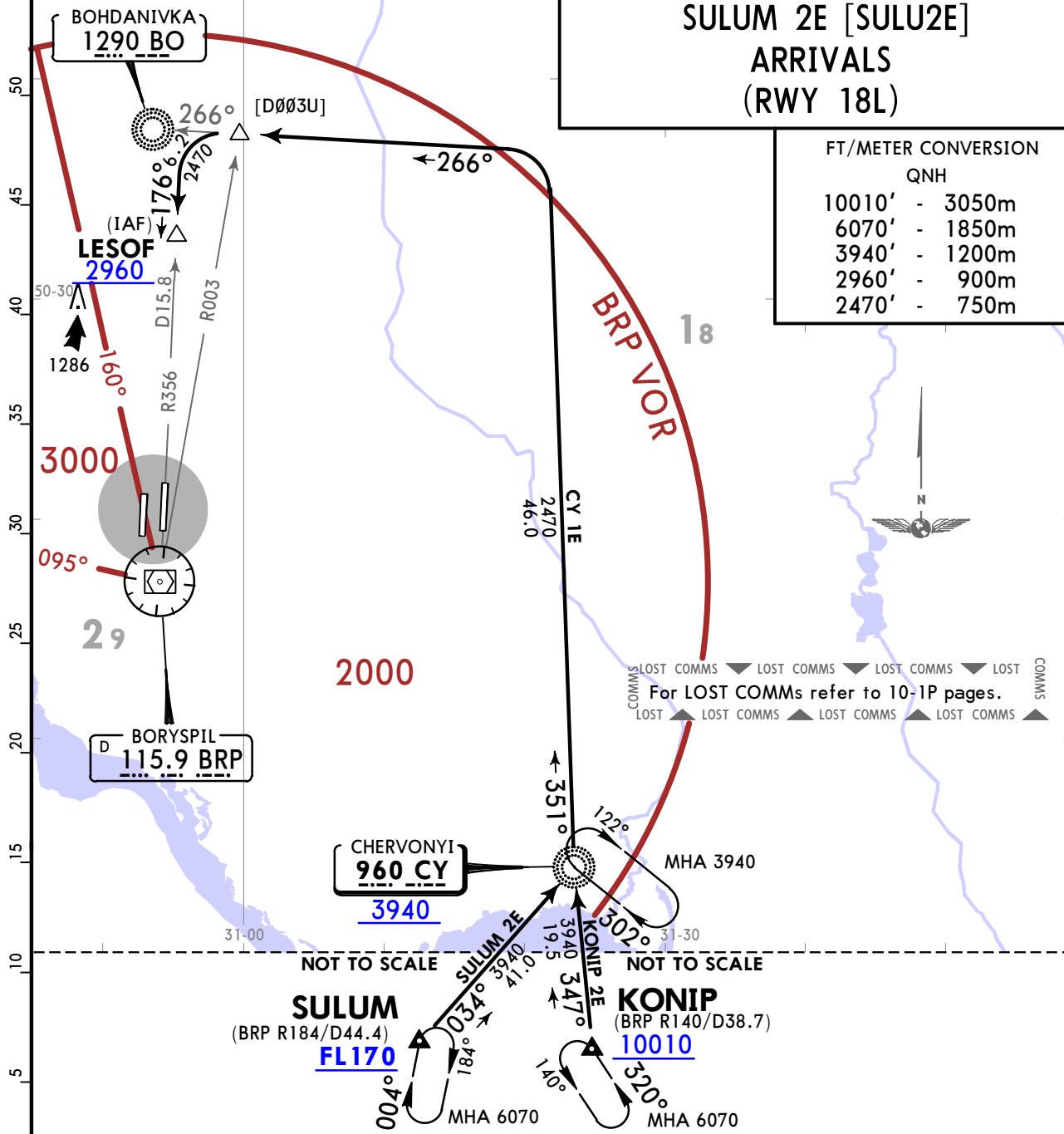
Eff 24 Feb

STAR

<p>ATIS 126.7 (Russian) 134.250</p>	<p>KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775</p>	<p>Apt Elev 427</p>	<p>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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).</p>
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CHERVONYI 1E (CY 1E) [CY1E]
KONIP 2E [KONI2E]
SULUM 2E [SULU2E]
ARRIVALS
(RWY 18L)

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



STAR	ROUTING
<p>CY 1E ①</p>	<p>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.</p>
<p>KONIP 2E</p>	<p>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.</p>
<p>SULUM 2E</p>	<p>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.</p>

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

UKBB/KBP
BORYSPIL INTL



KYIV, UKRAINE

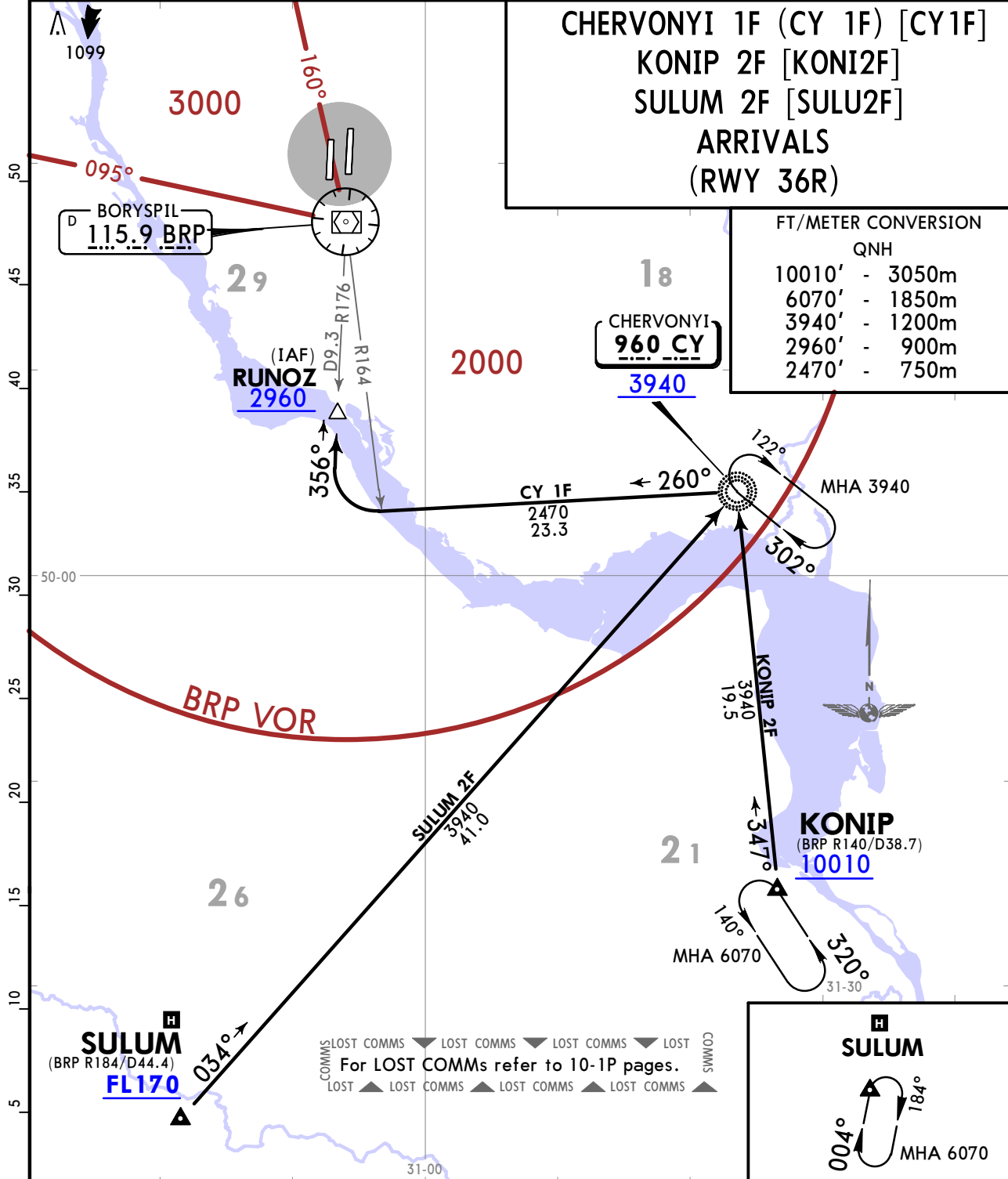
18 FEB 22

10-2T

Eff 24 Feb

STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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STAR	ROUTING
CY 1F ①	On 260° bearing from CY NDB, intercept BRP R164, turn RIGHT, intercept BRP R176 to RUNOZ, then according to approach chart.
KONIP 2F	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.
SULUM 2F	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 radio communication failure during radar vectoring or after missed approach procedure.

UKBB/KBP BORYSPIL INTL

JEPPESEN
18 FEB 22 **(10-2U)** Eff 24 Feb

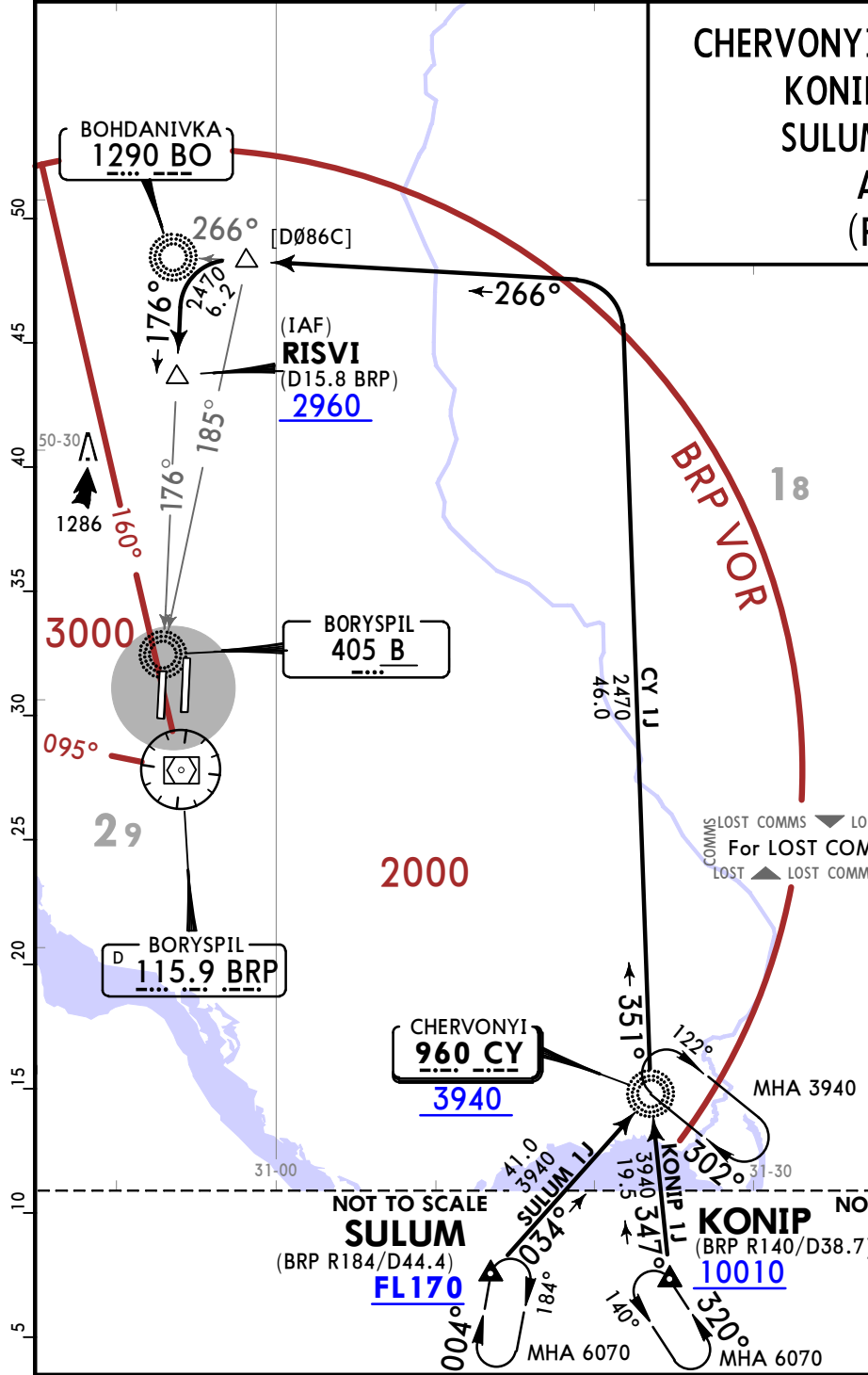
KYIV, UKRAINE
STAR

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
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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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).

CHERVONYI 1J (CY 1J) [CY1J]
KONIP 1J [KONI1J]
SULUM 1J [SULU1J]
ARRIVALS
(RWY 18R)

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



STAR	ROUTING
CY 1J ①	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.
KONIP 1J	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.
SULUM 1J	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 radio communication failure during radar vectoring or after missed approach procedure.

UKBB/KBP
BORYSPIL INTL



KYIV, UKRAINE

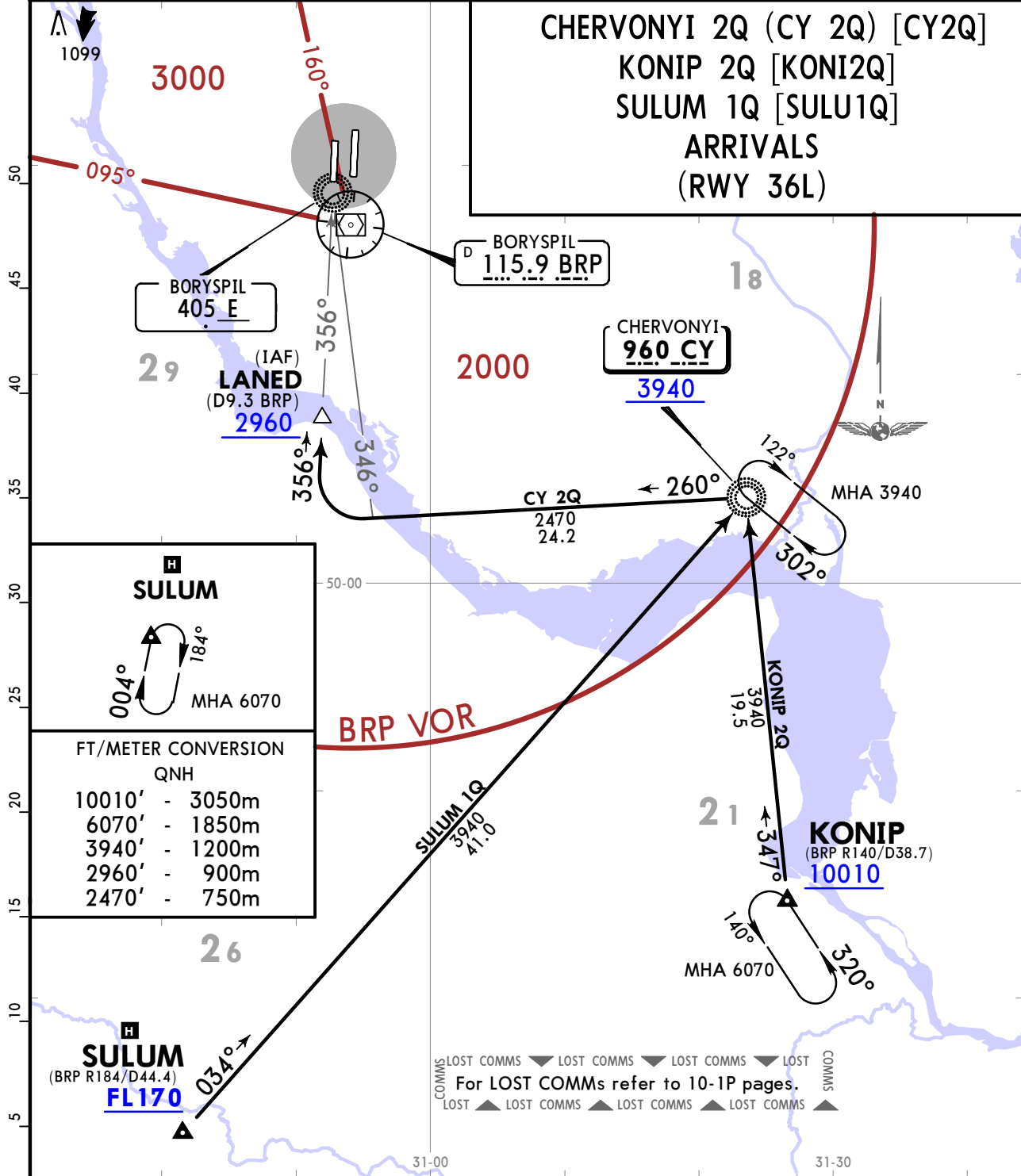
18 FEB 22

10-2V

Eff 24 Feb

STAR

ATIS 126.7 (Russian 134.250)	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC). 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).
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STAR	ROUTING
CY 2Q ①	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.
KONIP 2Q	On 347° 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.
SULUM 1Q	On 034° bearing to CY NDB, enter holding over 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.

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

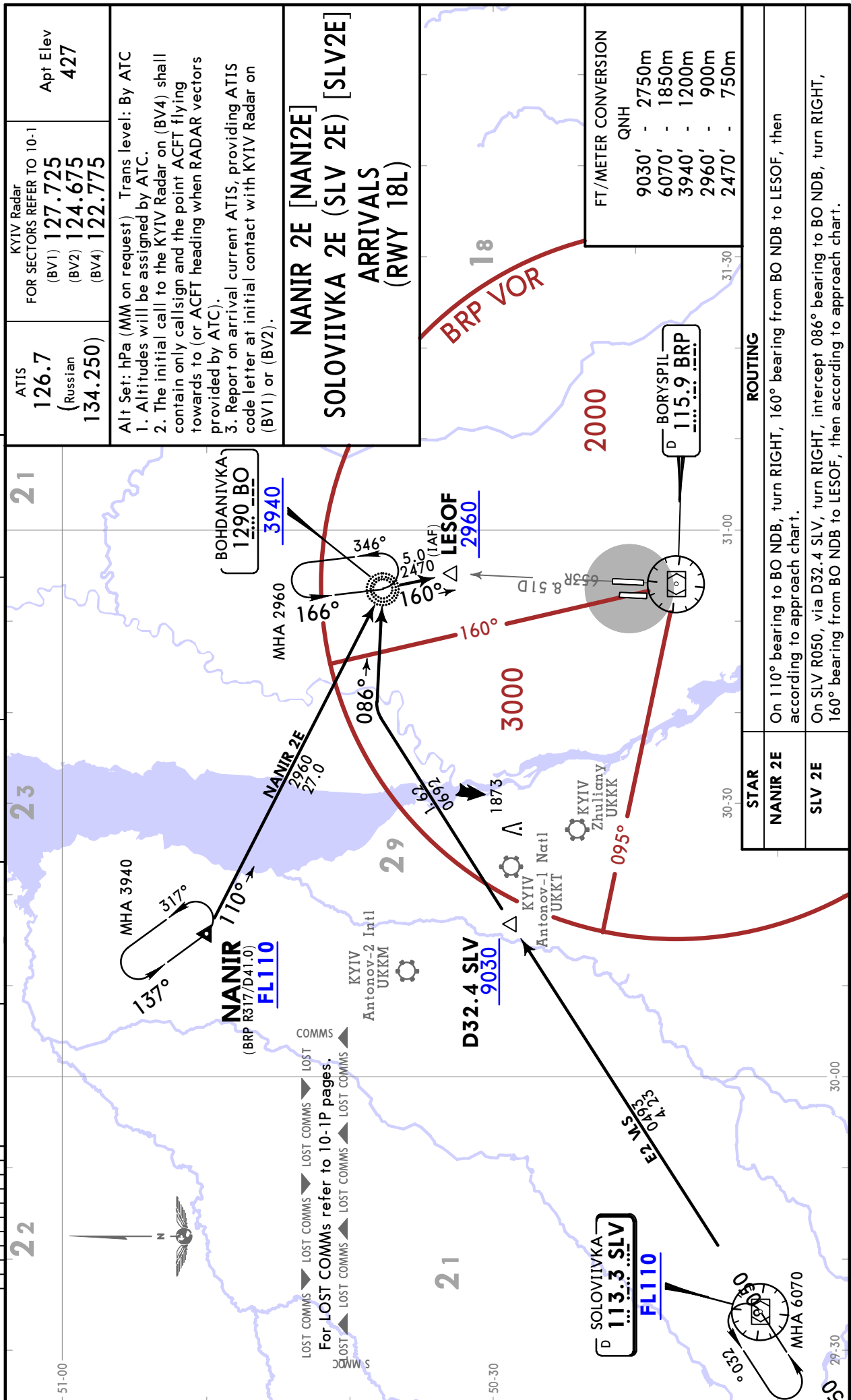
UKBB/KBP BORYSPIL INTL



KYIV, UKRAINE

18 FEB 22 (10-2W) Eff 24 Feb

STAR



CHANGES: General note 3 established, general note 2 revised.

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UKBB/KBP
BORYSPIL INTL



KYIV, UKRAINE

18 FEB 22

(10-2X)

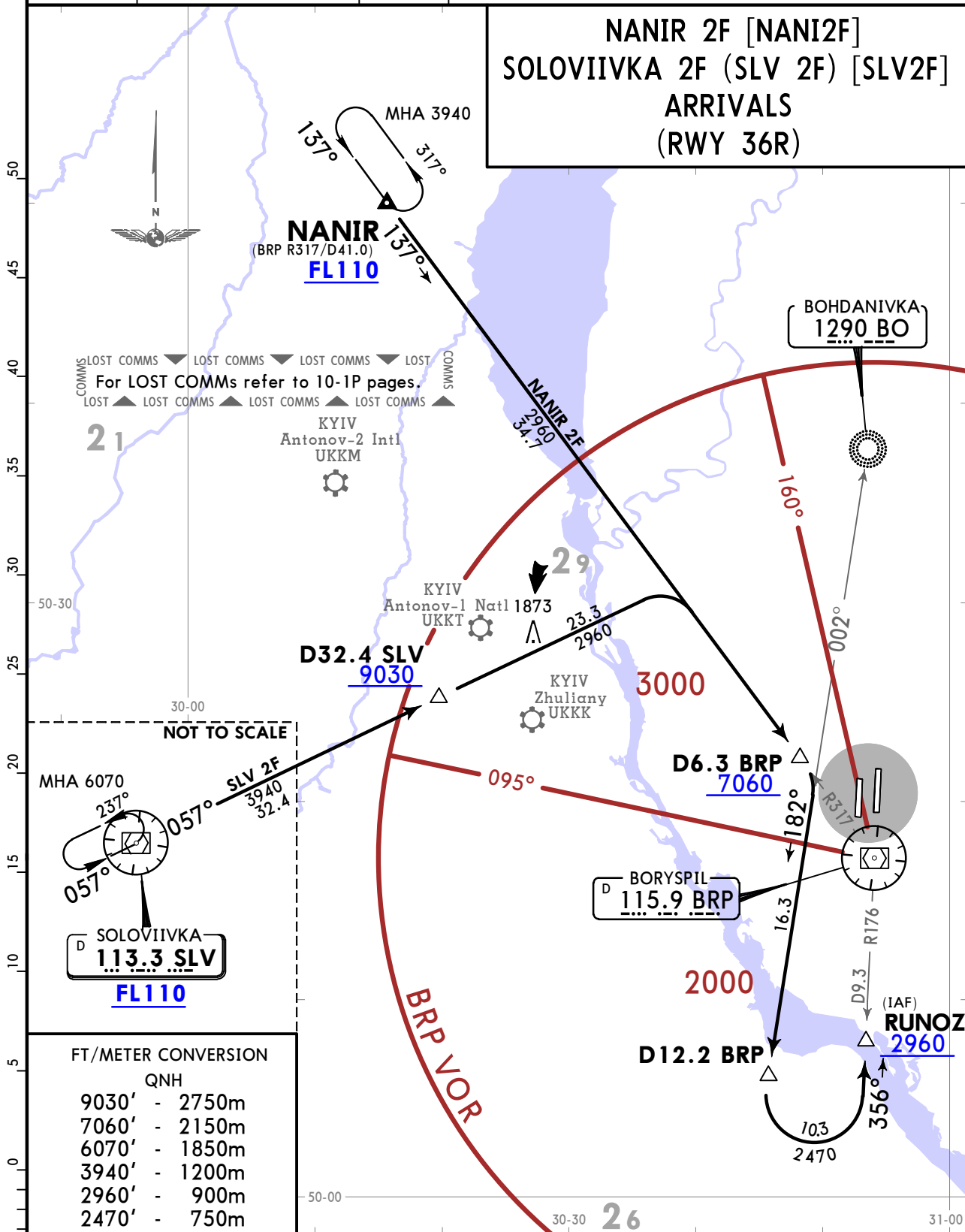
Eff 24 Feb

STAR

ATIS 126.7 (Russian 134.250)	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
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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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).

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



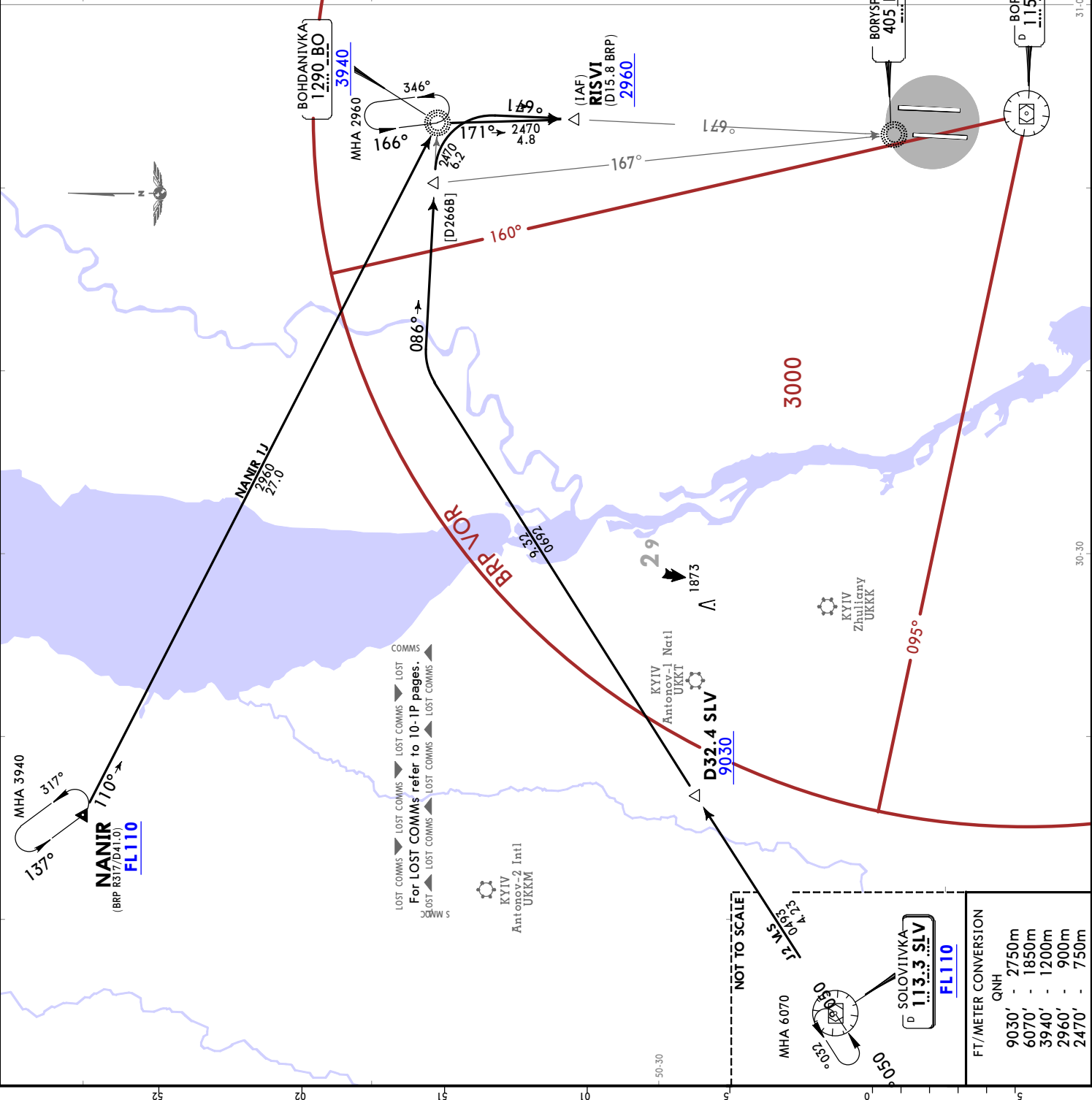
FT/METER CONVERSION	
	QNH
9030'	- 2750m
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

STAR	ROUTING
NANIR 2F	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.
SLV 2F	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.

ATIS 126.7 (Russian) 134.250	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 122.775	Apt Elev 427
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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 on (BV4) shall contain only call sign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).

NANIR 1J [NANI1J] SOLOVIIVKA 2J (SLV 2J) [SLV2J] ARRIVALS (RWY 18R)	
STAR NANIR 1J	ROUTING On 110° bearing to BO NDB, turn RIGHT, 171° bearing from BO NDB to RISVI, then according to approach chart.
SLV 2J	On SLV R050 inbound, via D32.4 SLV, turn RIGHT, intercept 086° bearing towards BO NDB, intercept 167° bearing to B NDB, turn RIGHT, intercept 176° bearing towards B NDB to RISVI, then according to approach chart.



UKBB/KBP BORYSPII INTL



18 FEB 22

10-2X2

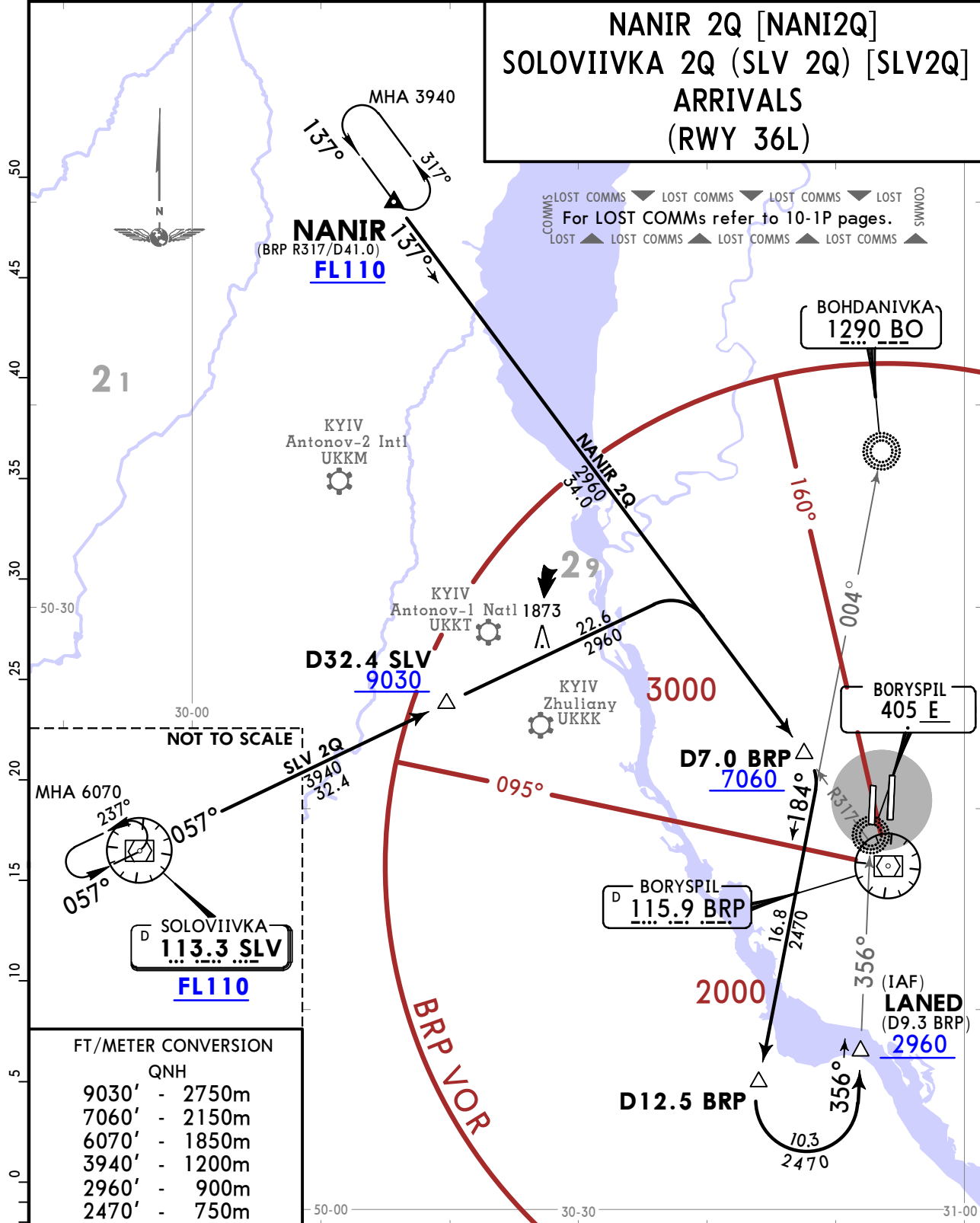
Eff 24 Feb

KYIV, UKRAINE

STAR

ATIS 126.7 (Russian 134.250)	KYIV Radar FOR SECTORS REFER TO 10-1 (BV1) 127.725 (BV2) 124.675 (BV4) 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 on (BV4) shall contain only callsign and the point ACFT flying towards to (or ACFT heading when RADAR vectors provided by ATC).
 3. Report on arrival current ATIS, providing ATIS code letter at initial contact with KYIV Radar on (BV1) or (BV2).



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

STAR	ROUTING
NANIR 2Q	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.
SLV 2Q	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

JEPPesen

KYIV, UKRAINE

27 DEC 19 **10-3**

RNAV SID

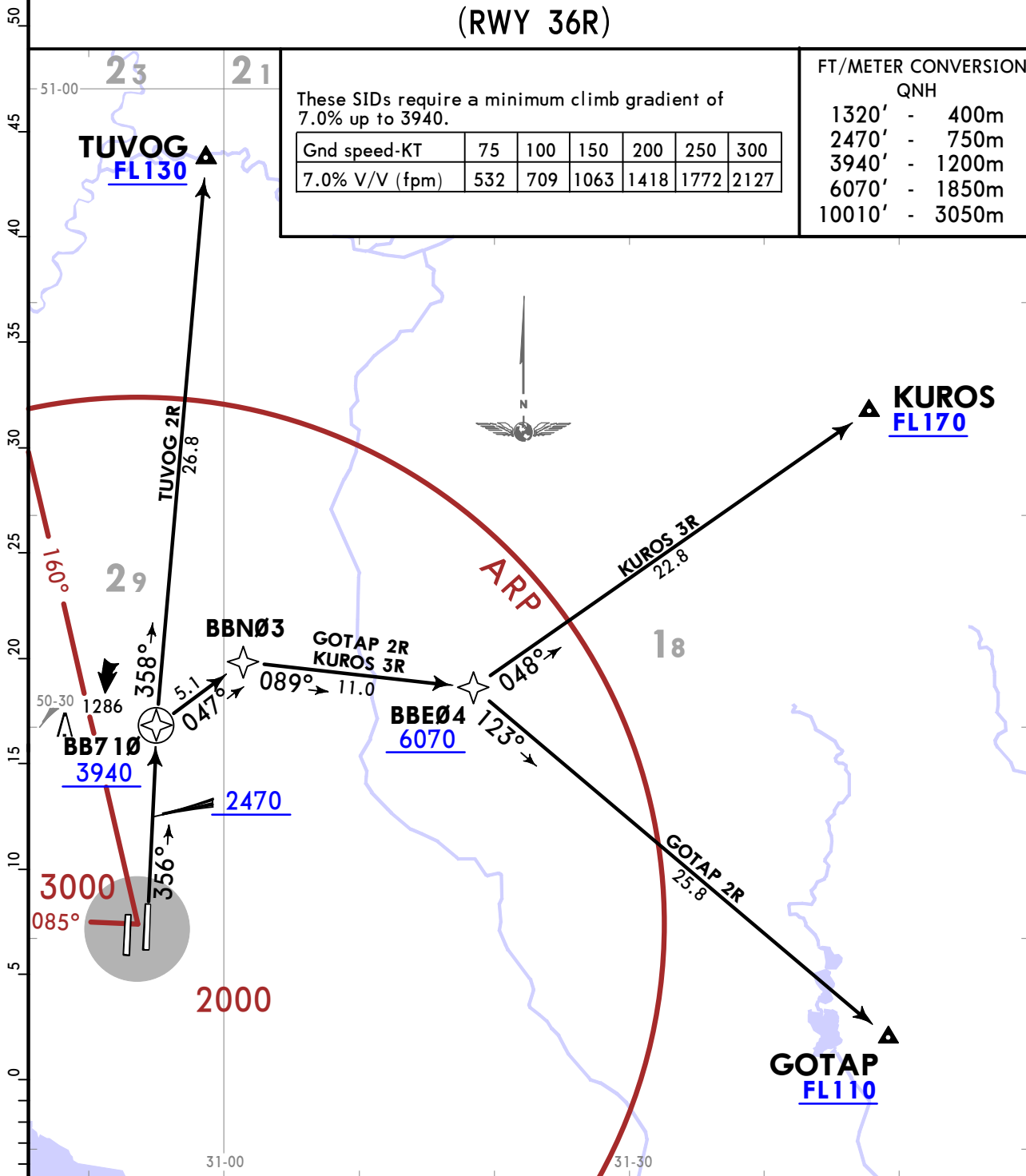
ATIS
125.950
 (Russian)
119.425

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)



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
GOTAP 2R	(2470+) - BB710 (3940+) - BBN03 - BBE04 (6070+) - GOTAP (FL110+).
KUROS 3R	(2470+) - BB710 (3940+) - BBN03 - BBE04 (6070+) - KUROS (FL170+).
TUVOG 2R	(2470+) - BB710 (3940+) - TUVOG (FL130+).

UKBB/KBP
BORYSPIIL INTL

JEPPESSEN

KYIV, UKRAINE

27 DEC 19 **10-3A**

RNAV SID

ATIS
125.950
(Russian
119.425)

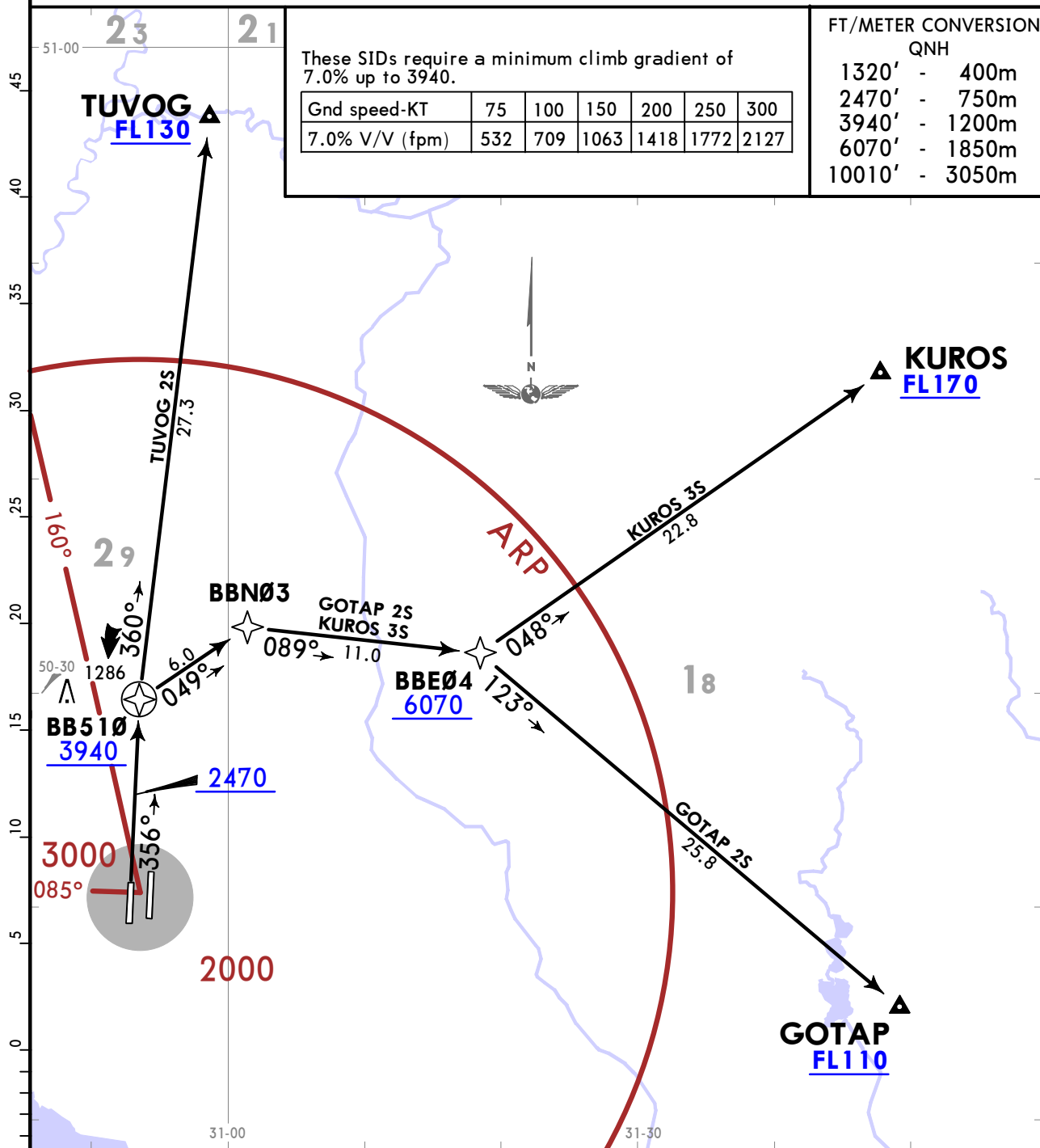
KYIV
Radar
128.175

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
GOTAP 2S	(2470+) - BB510 (3940+) - BBN03 - BBE04 (6070+) - GOTAP (FL110+).
KUROS 3S	(2470+) - BB510 (3940+) - BBN03 - BBE04 (6070+) - KUROS (FL170+).
TUVOG 2S	(2470+) - BB510 (3940+) - TUVOG (FL130+).

UKBB/KBP
BORYSPIL INTL

JEPPESSEN

KYIV, UKRAINE

27 DEC 19 **10-3B**

RNAV SID

ATIS
125.950
 (Russian)
119.425

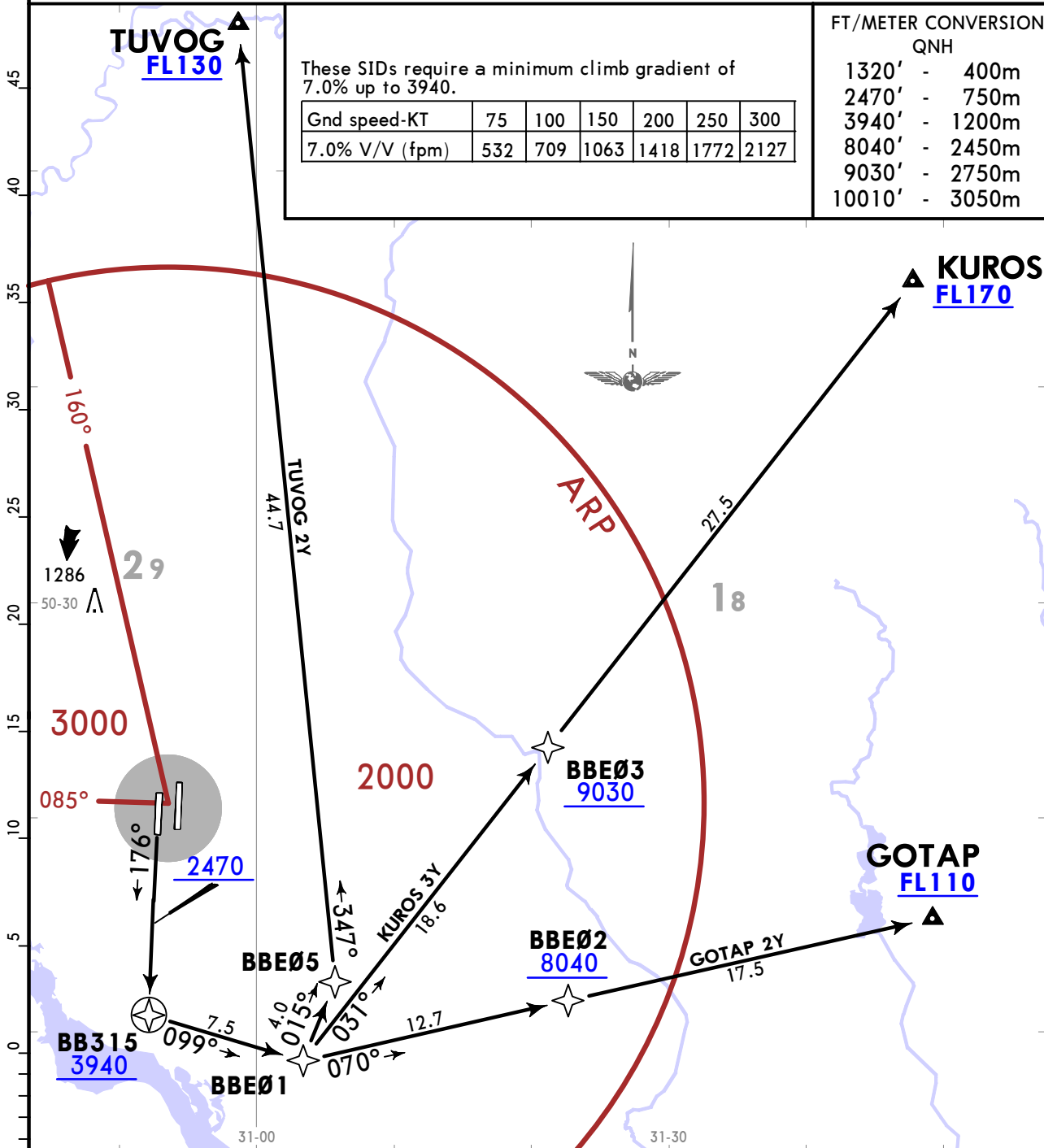
KYIV Radar
128.175

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 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

JEPPESSEN

KYIV, UKRAINE

27 DEC 19 **10-3C**

RNAV SID

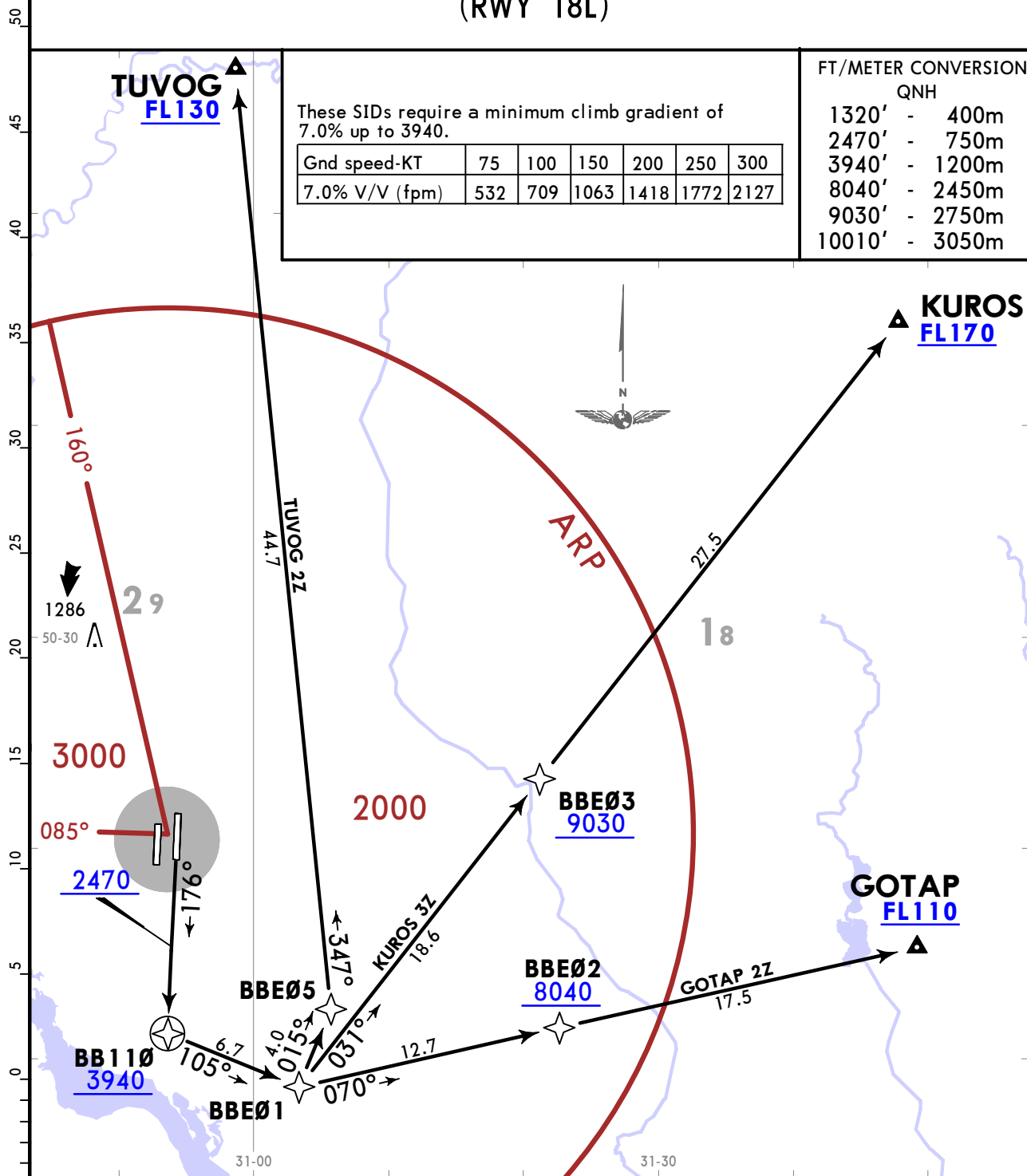
ATIS
125.950
 (Russian
119.425)

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 2Z [GOTA2Z], KURO3 3Z [KURO3Z]
 TUVOG 2Z [TUV02Z]
 RNAV (GNSS, DME/DME) DEPARTURES
 (RWY 18L)**



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 2Z	(2470+) - BB110 (3940+) - BBE01 - BBE02 (8040+) - GOTAP (FL110+).
KURO3 3Z	(2470+) - BB110 (3940+) - BBE01 - BBE03 (9030+) - KURO3 (FL170+).
TUVOG 2Z	(2470+) - BB110 (3940+) - BBE01 - BBE05 - TUVOG (FL130+).

CHANGES: New format, chart reindexed.

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UKBB/KBP
BORYSPIL INTL



KYIV, UKRAINE

12 MAR 21

(10-3D)

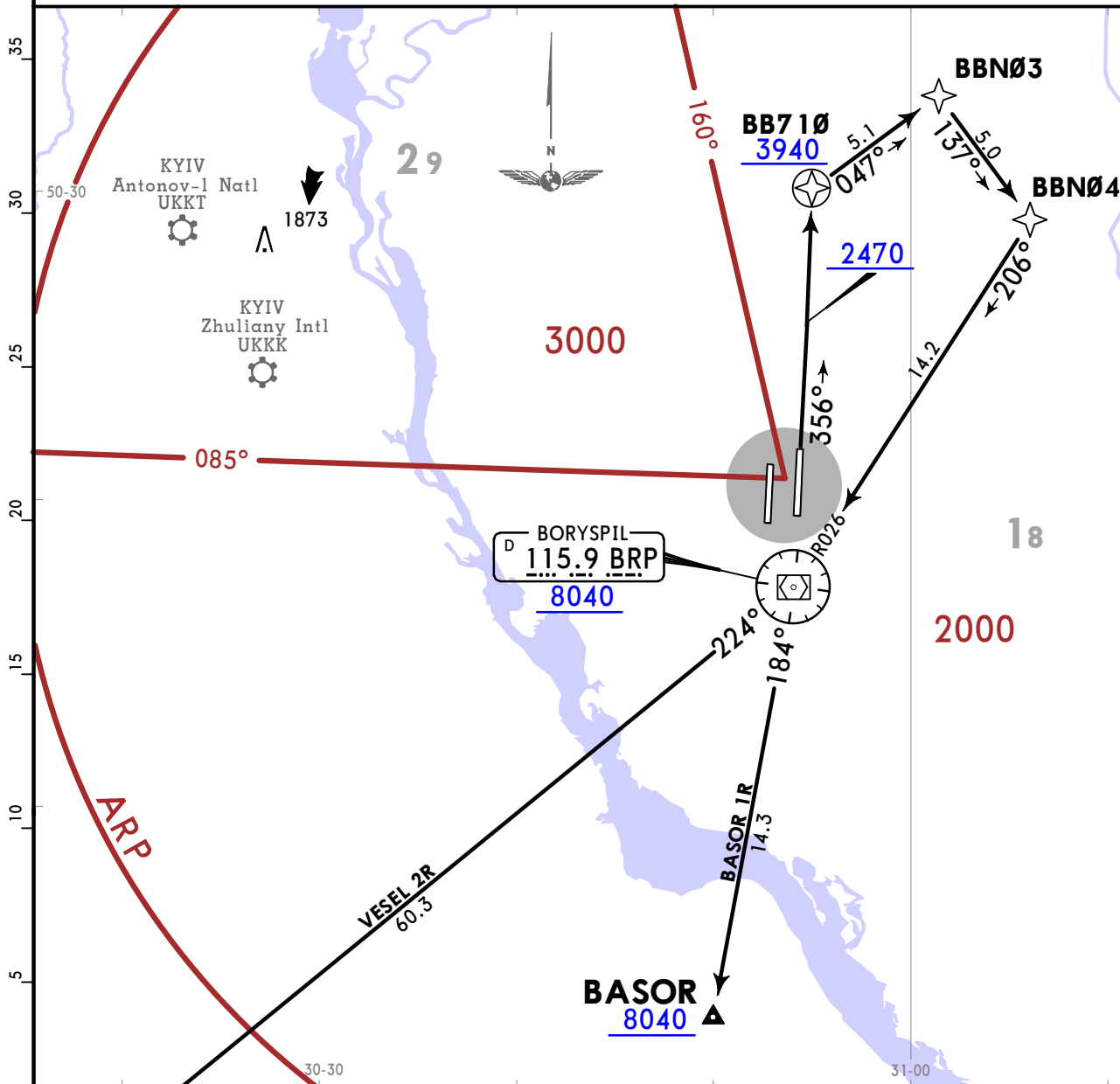
Eff 25 Mar

RNAV SID

ATIS 125.950 (Russian 119.425)	KYIV Radar 128.175	Apt Elev 427
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- 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
BASOR 1R	(2470+) - BB710 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - BASOR (8040+).
VESEL 2R	(2470+) - BB710 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - VESEL (10010+).

CHANGES: By ATC withdrawn from VESEL 2R.

UKBB/KBP
BORYSPIL INTL

JEPPESEN
 12 MAR 21 **10-3E** Eff 25 Mar

KYIV, UKRAINE
RNAV SID

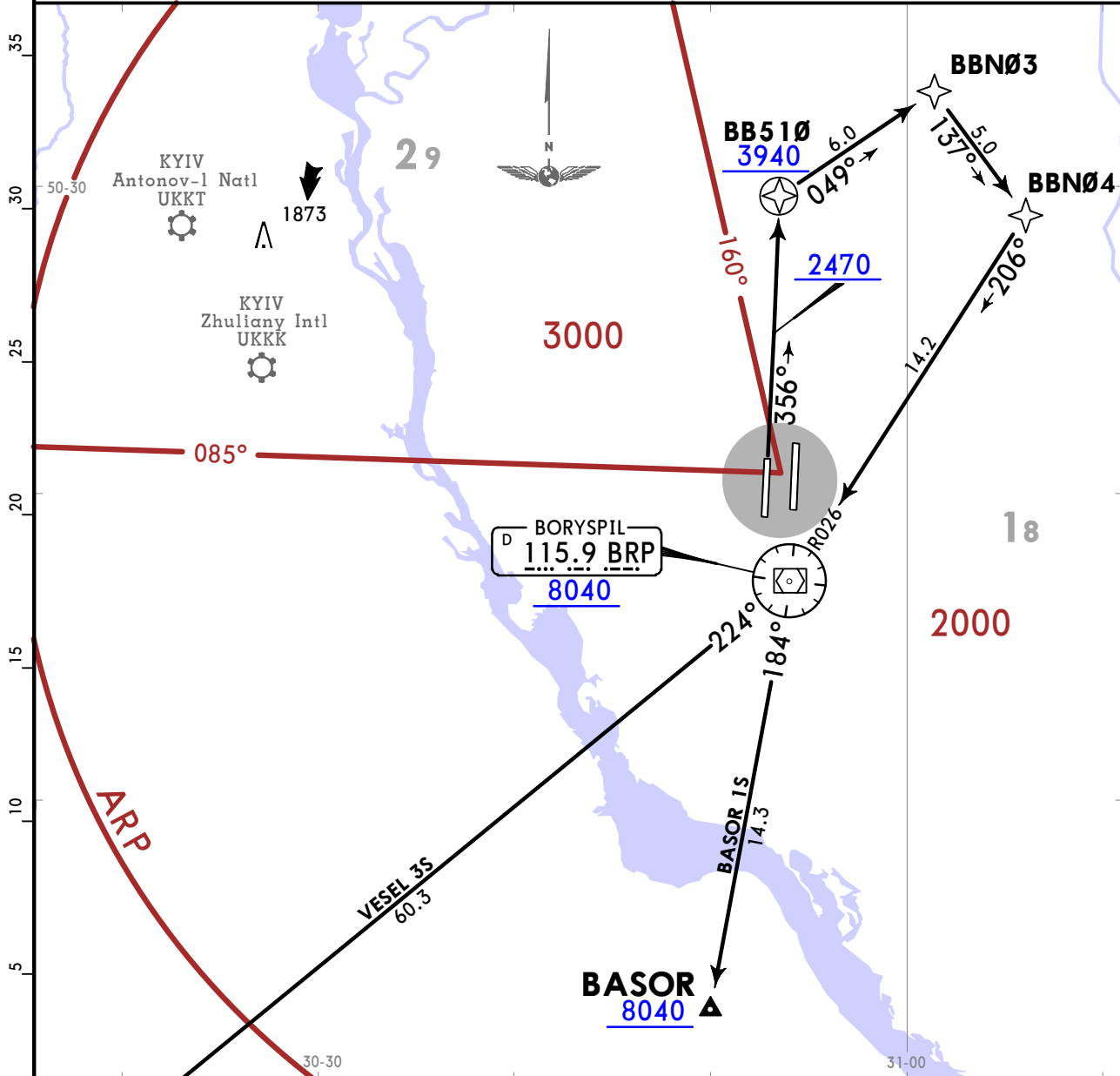
ATIS
125.950
 (Russian
119.425)

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
BASOR 1S	(2470+) - BB510 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - BASOR (8040+).
VESEL 3S	(2470+) - BB510 (3940+) - BBN03 - BBN04 - BRP VOR (8040+) - VESEL (10010+).

UKBB/KBP
BORYSPIL INTL



12 MAR 21 **(10-3F)** Eff 25 Mar

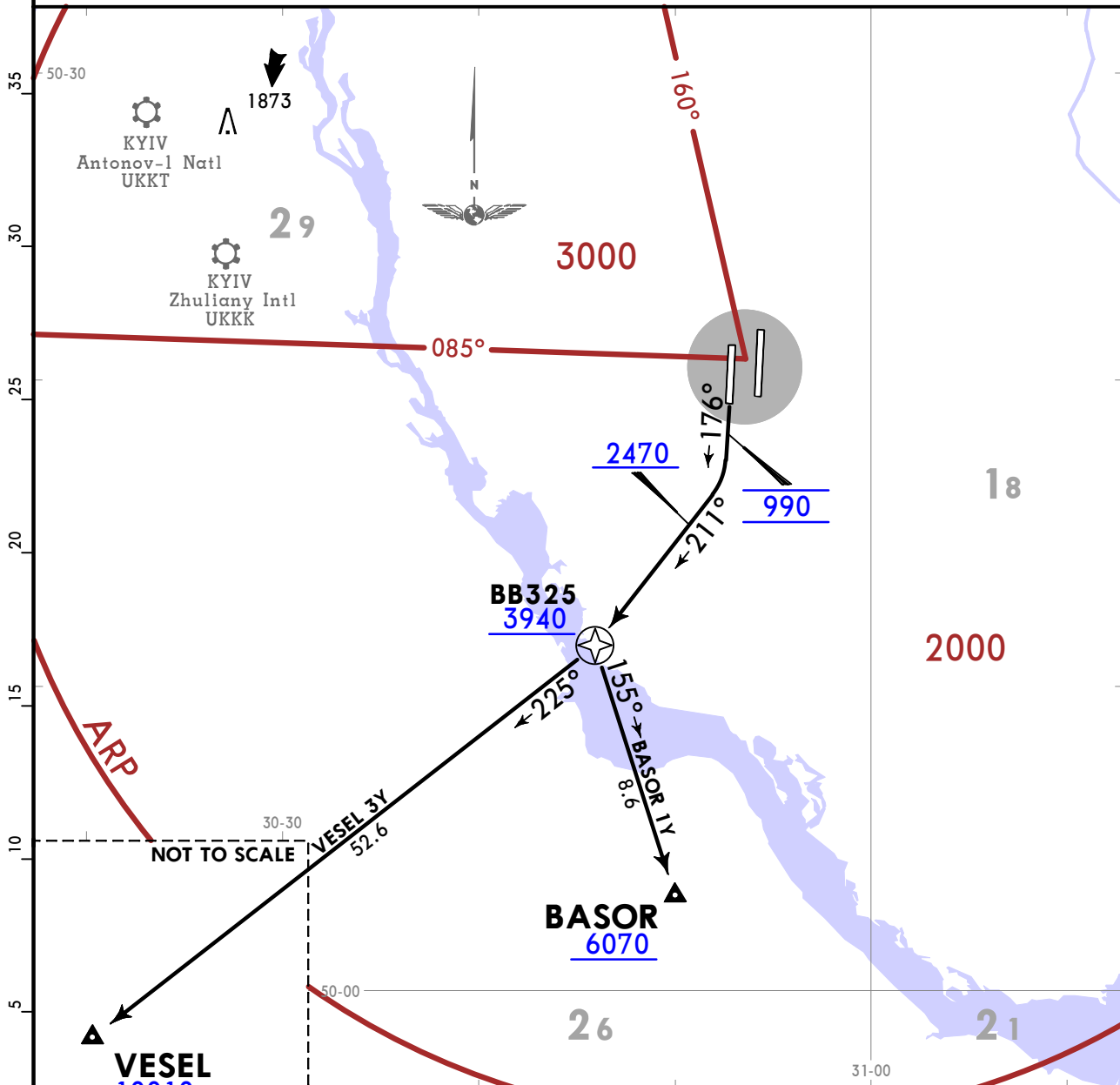
KYIV, UKRAINE

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
BASOR 1Y	(990) - (2470+) - BB325 (3940+) - BASOR (6070+).
VESEL 3Y	(990) - (2470+) - BB325 (3940+) - VESEL (10010+).

CHANGES: By ATC withdrawn from VESEL 3Y.

UKBB/KBP
BORYSPIL INTL

JEPPESEN

KYIV, UKRAINE

12 MAR 21

10-3G

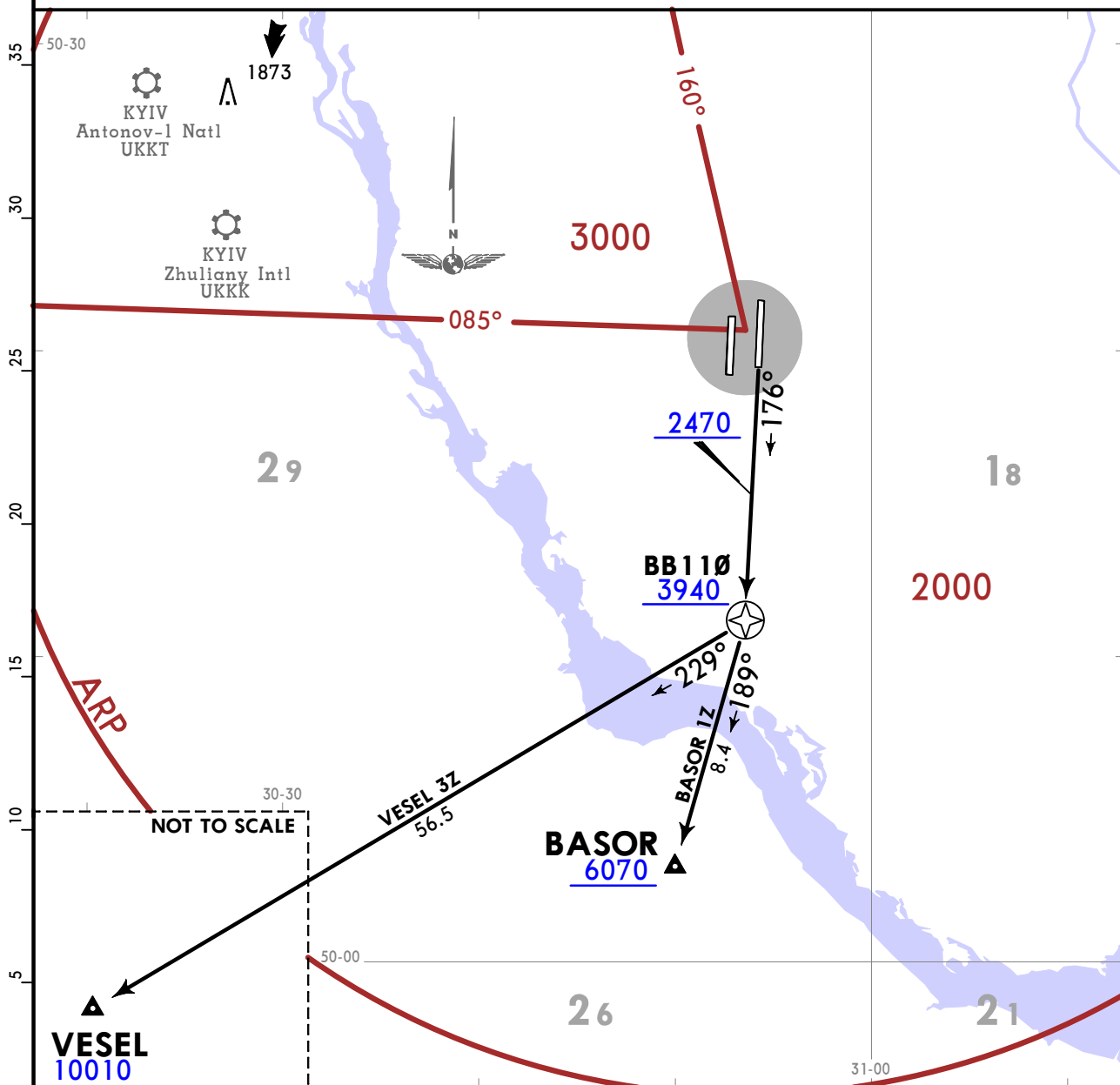
Eff 25 Mar

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 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
BASOR 1Z	(2470+) - BB110 (3940+) - BASOR (6070+).
VESEL 3Z	(2470+) - BB110 (3940+) - VESEL (10010+).

CHANGES: By ATC withdrawn from VESEL 3Z.

UKBB/KBP
BORYSPIL INTL

JEPPesen
 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.

KYIV Radar
128.175
 Apt Elev
427

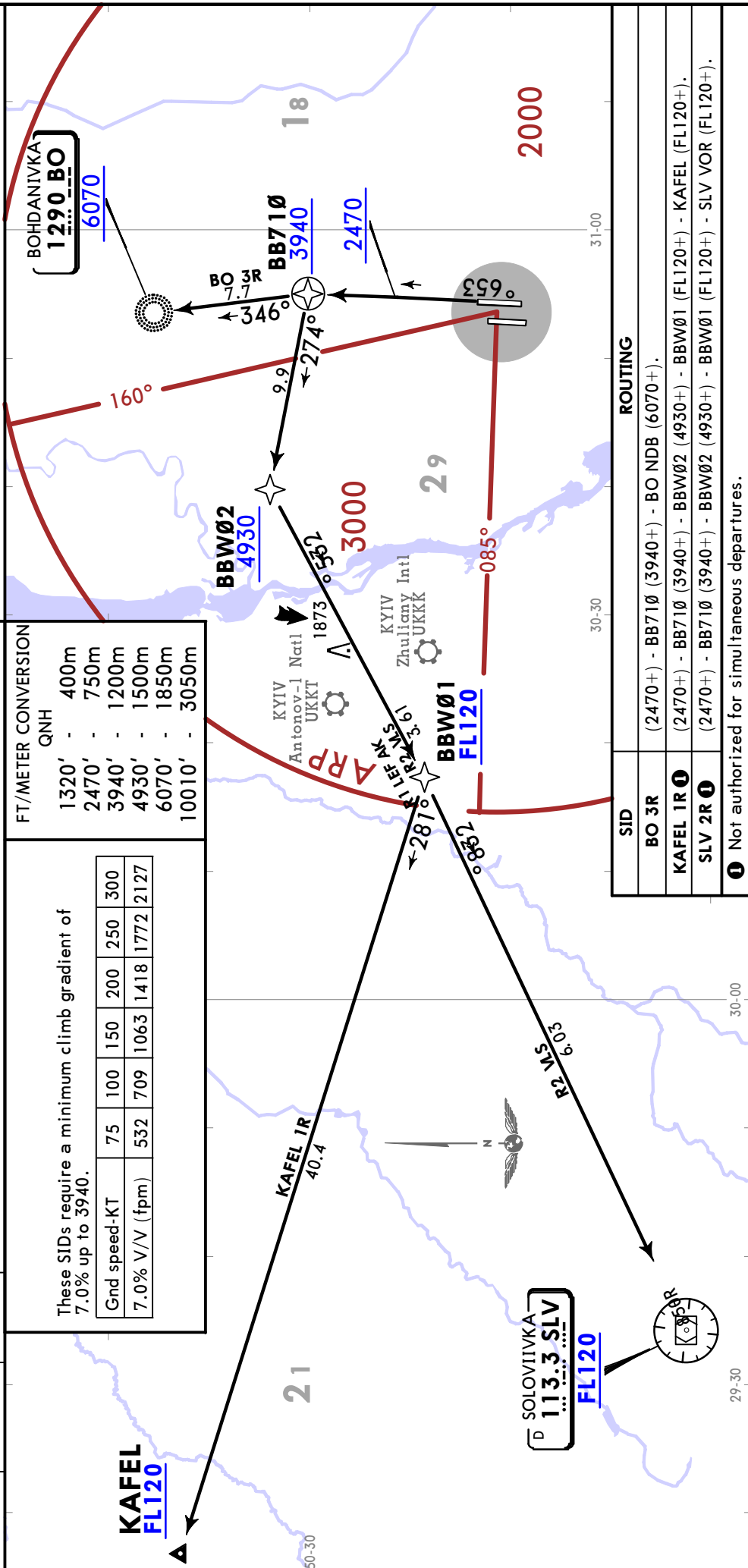
ATIS
125.950
 (Russian)
119.425

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



ROUTING

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

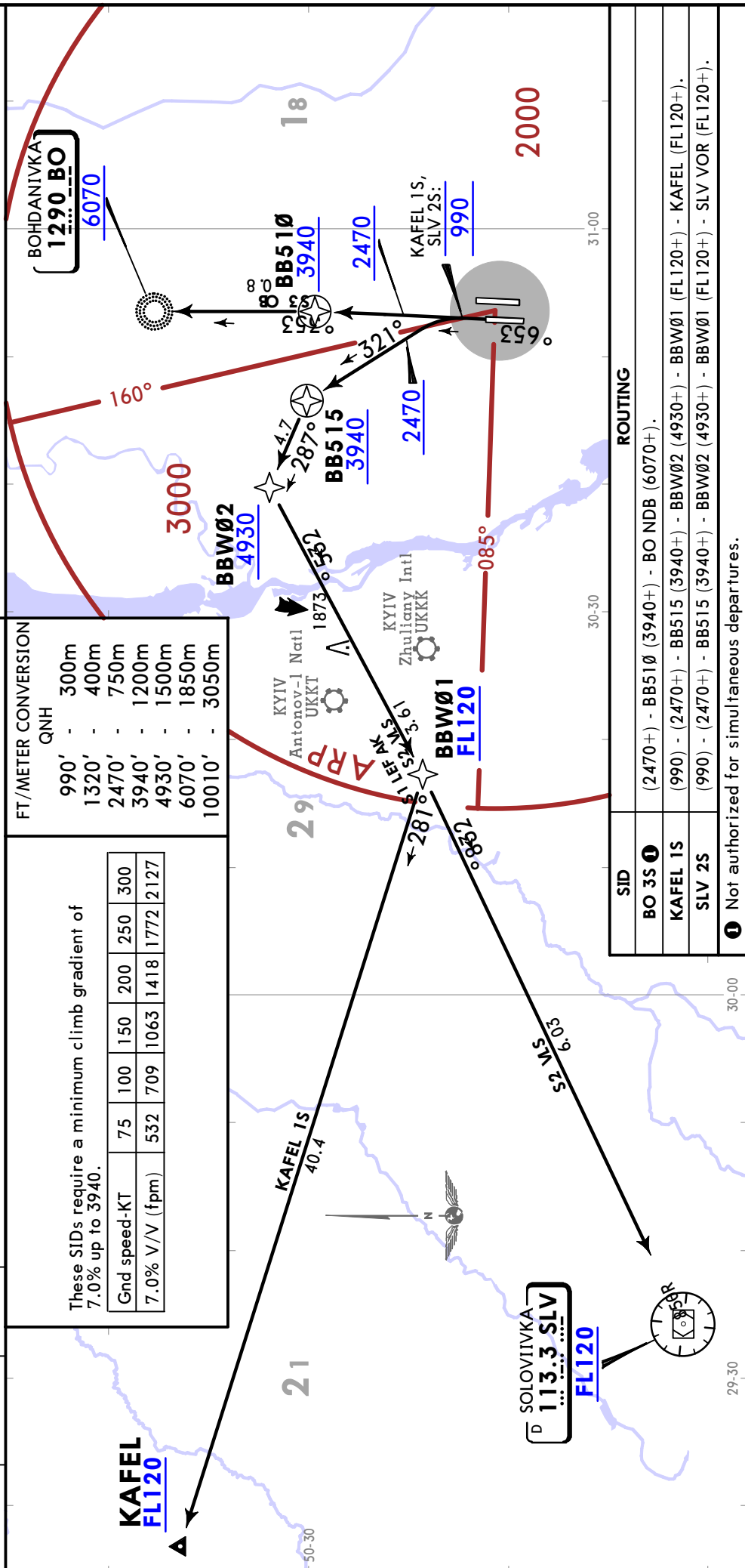
KYIV Radar
128.175
Apt Elev
427

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



ROUTING

SID	ROUTING
BO 3S ①	(2470+) - BB510 (3940+) - BO NDB (6070+).
KAFEL 1S	(990) - (2470+) - BB515 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - KAFEL (FL120+).
SLV 2S	(990) - (2470+) - BB515 (3940+) - BBW02 (4930+) - BBW01 (FL120+) - SLV VOR (FL120+).

① Not authorized for simultaneous departures.

JEPPesen KYIV, UKRAINE
RNAV SID

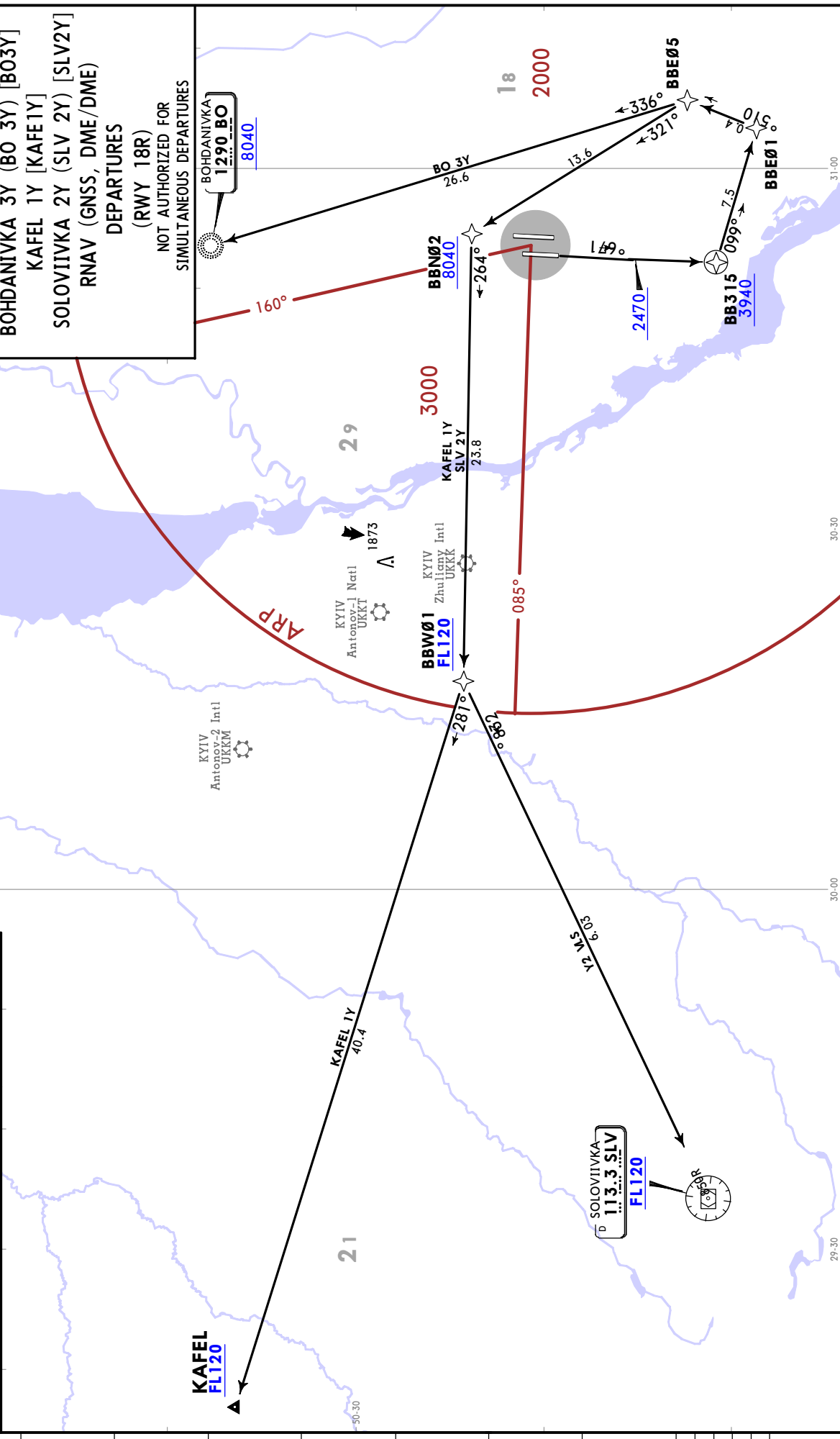
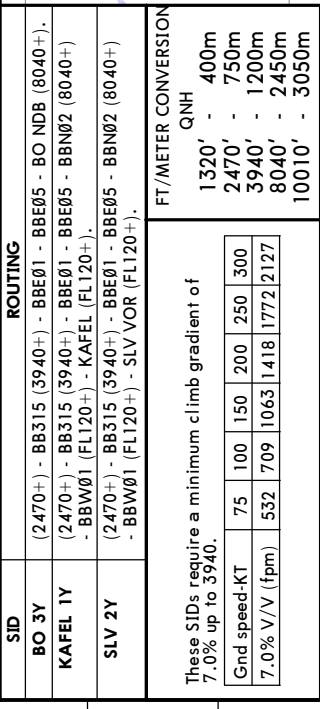
UKBB/KBP
BORYSPIL INTL

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

10 JUL 20 (10-3L)

JEPPESSEN

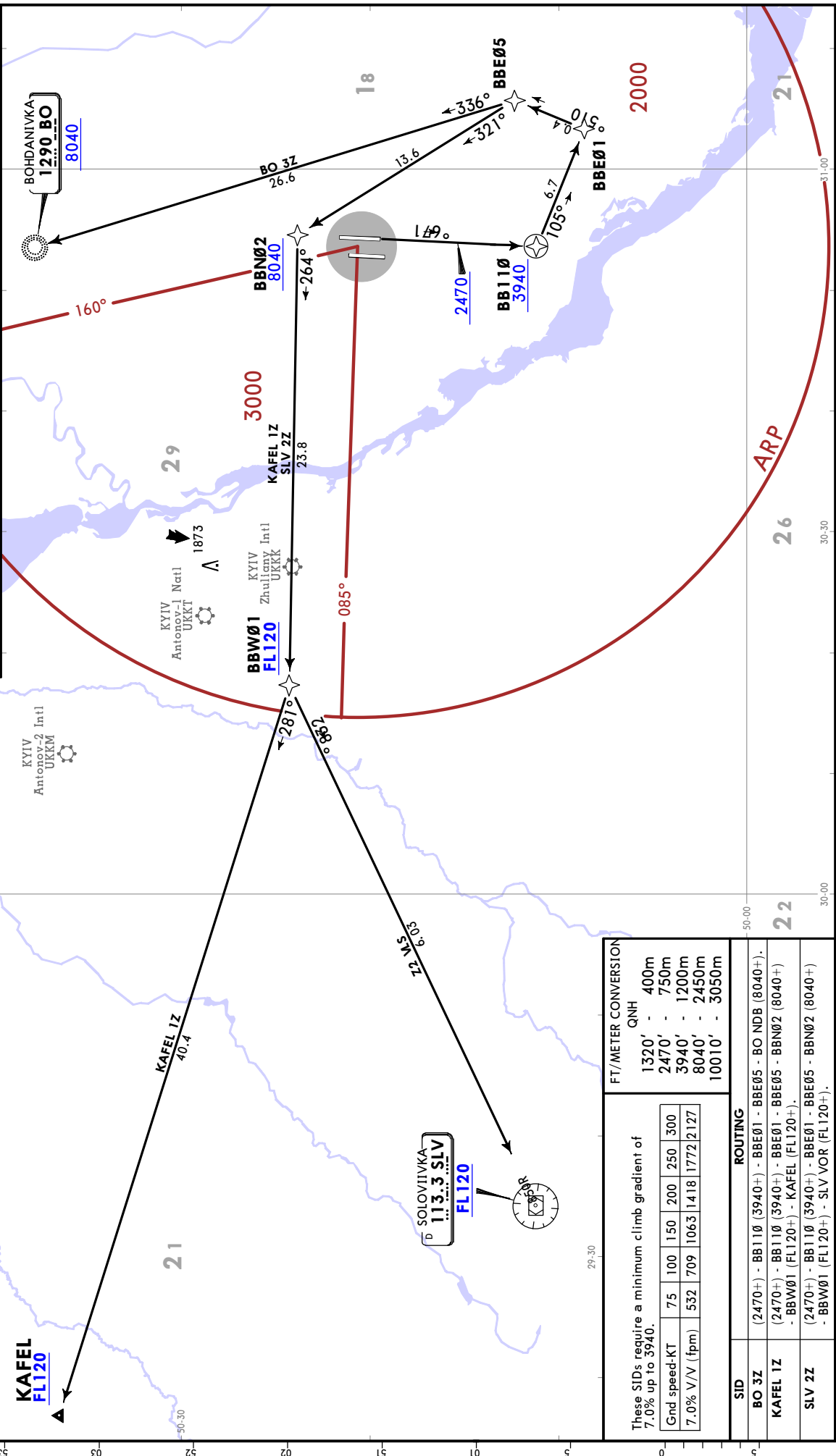
KYIV, UKRAINE
RNAV SID

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 125.950 (Russian 119.425)	KYIV Radar 128.175	Apt Elev 427
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**BOHDANIVKA 3Z (BO 3Z) [BO3Z], KAFEL 1Z [KAFE1Z]
SOLOVIIVKA 2Z (SLV 2Z) [SLV2Z]
RNAV (GNSS, DME/DME) DEPARTURES
(RWY 18L)**



UKBB/KBP
BORYSPIL INTL

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

KYIV, UKRAINE
SID

ATIS
125.950
 (Russian
119.425)

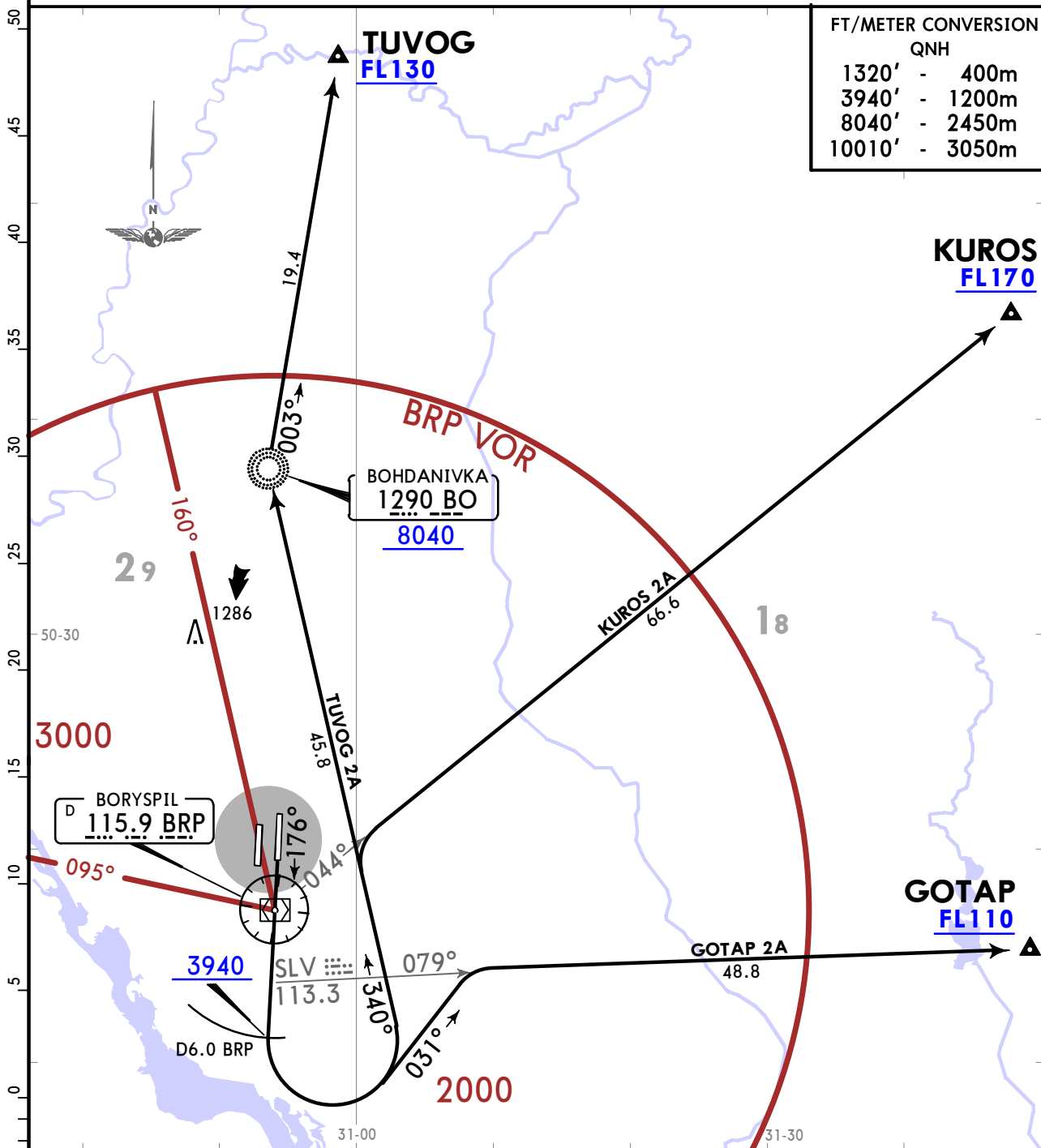
KYIV Radar
128.175

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

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



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

UKBB/KBP
BORYSPIL INTL

JEPPESSEN

KYIV, UKRAINE

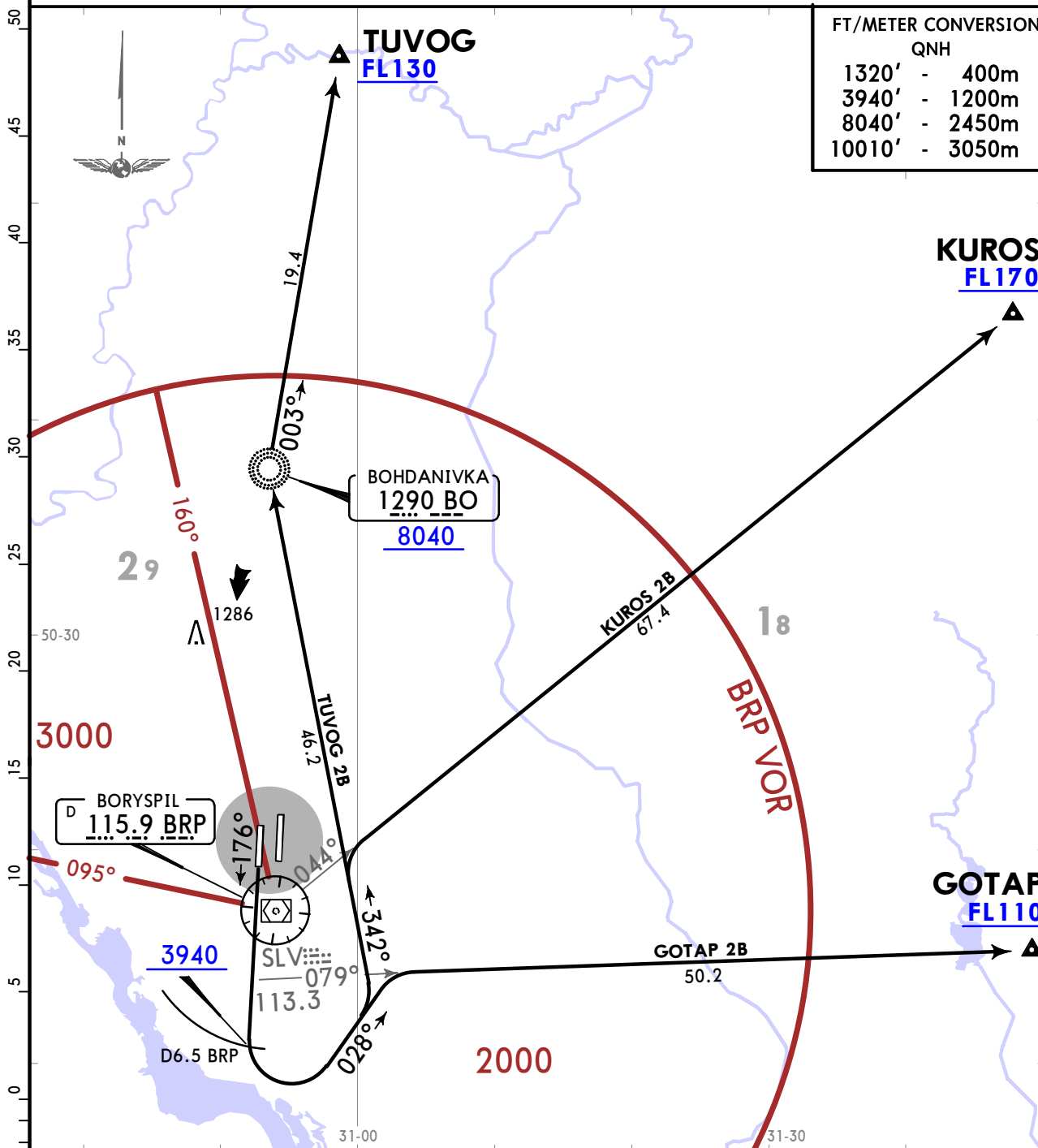
27 DEC 19 **(10-3N)**

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 2B [GOTA2B], KUROS 2B [KURO2B]
 TUVOG 2B [TUVO2B]
 DEPARTURES
 (RWY 18R)**

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



SID	ROUTING
GOTAP 2B	On 176° track to D6.5 BRP, turn LEFT, 028° track, turn RIGHT, intercept SLV R079 to GOTAP.
KUROS 2B	On 176° track to D6.5 BRP, turn LEFT, intercept 342° bearing towards BO NDB, turn RIGHT, intercept BRP R044 to KUROS.
TUVOG 2B	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 **(10-3Q)**

SID

ATIS
125.950
 (Russian
119.425)

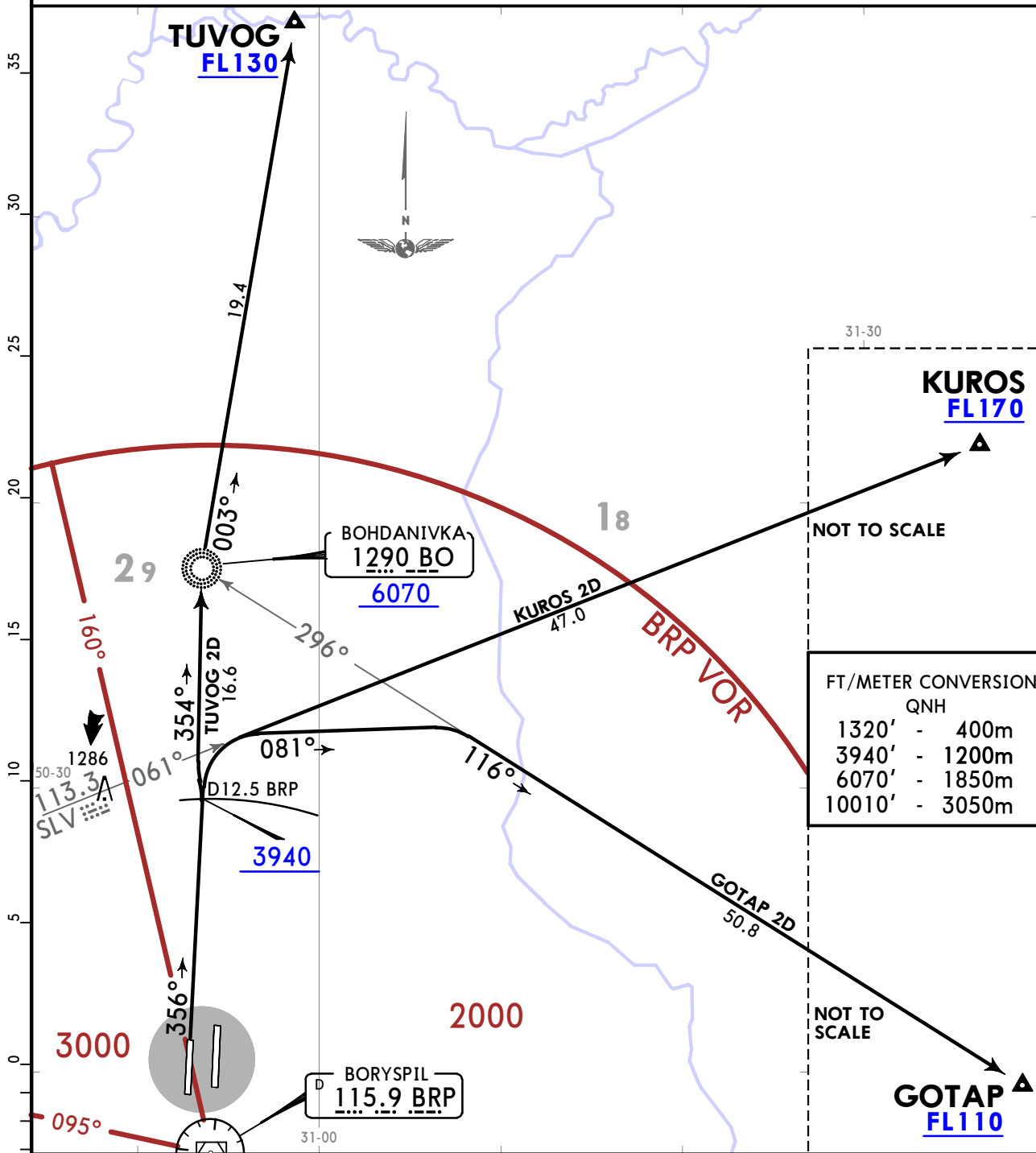
KYIV
 Radar
128.175

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



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

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

KYIV, UKRAINE

12 MAR 21

(10-3S)

Eff 25 Mar

SID

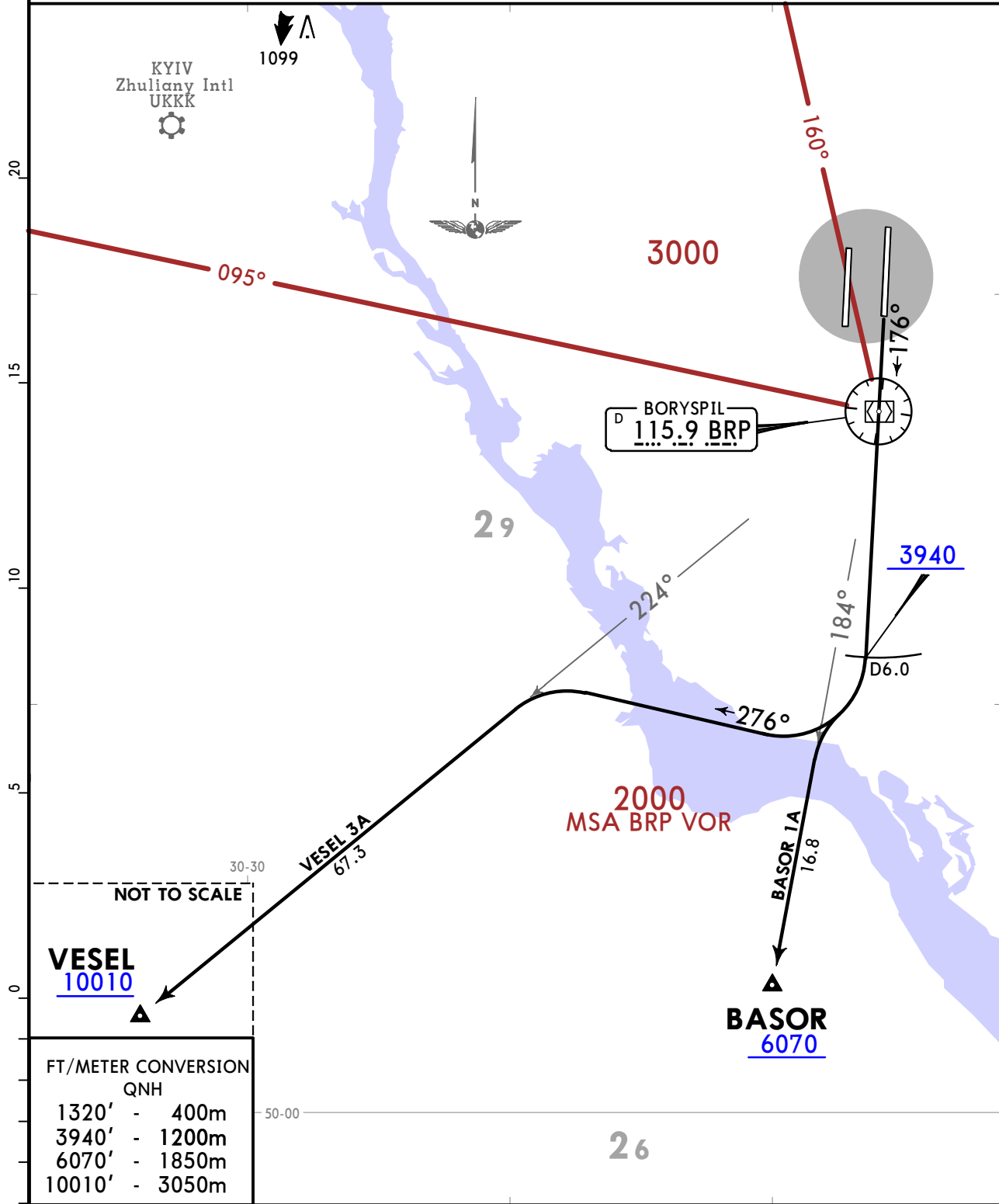
ATIS 125.950 (Russian 119.425)	KYIV Radar 128.175	Apt Elev 427	Trans alt: 10010 1. Contact KYIV Radar when passing 1320. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
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BASOR 1A [BASO1A], VESEL 3A [VESE3A]

DEPARTURES

(RWY 18L)

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



NOT TO SCALE

VESEL
10010

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

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

CHANGES: By ATC withdrawn from VESEL 3A.

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UKBB/KBP
BORYSPIL INTL

JEPPESEN

KYIV, UKRAINE

12 MAR 21

10-3T

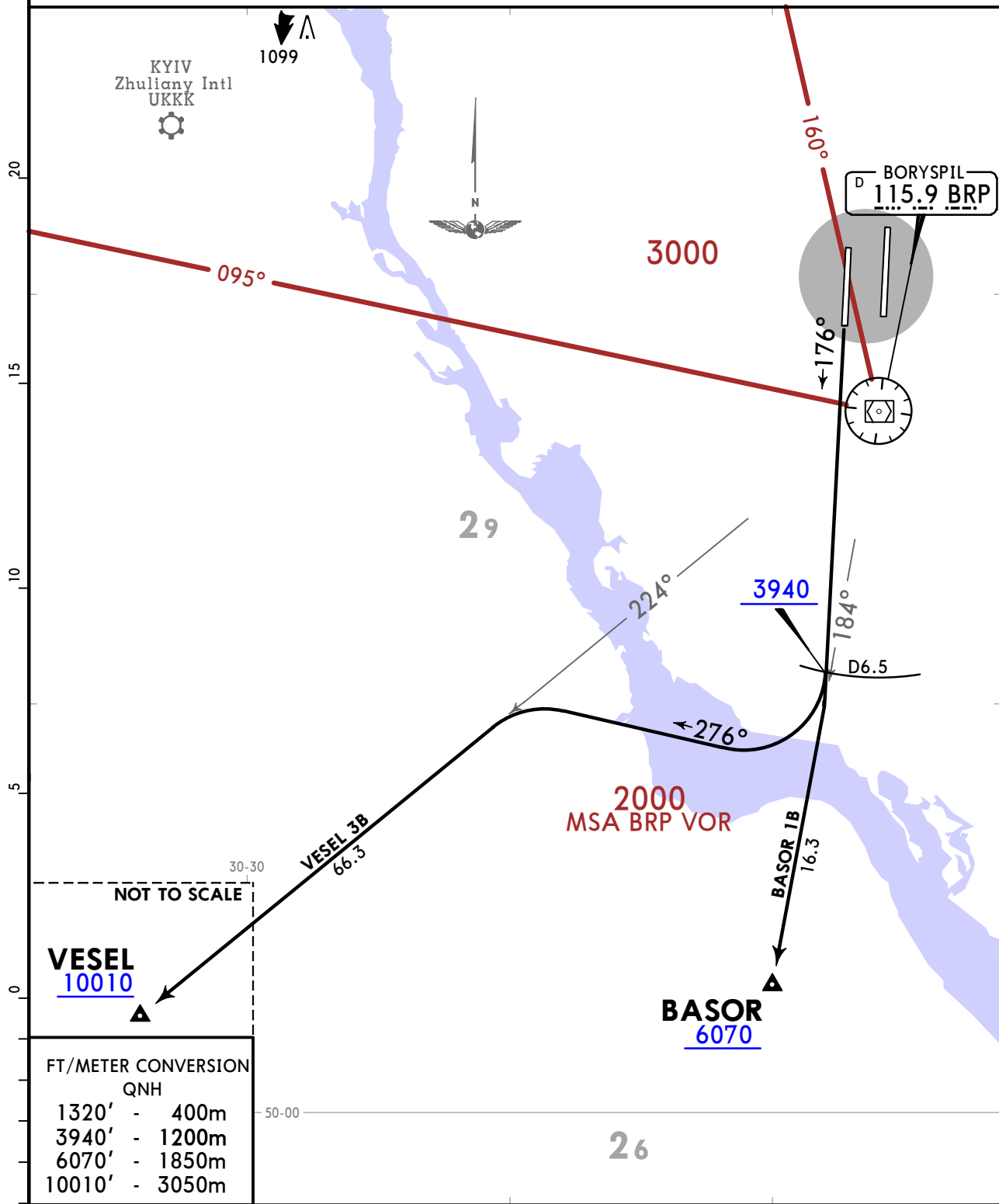
Eff 25 Mar

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

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



VESEL
10010

BASOR
6070

FT/METER CONVERSION
 QNH

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

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

UKBB/KBP
BORYSPIL INTL



KYIV, UKRAINE

12 MAR 21

10-3U

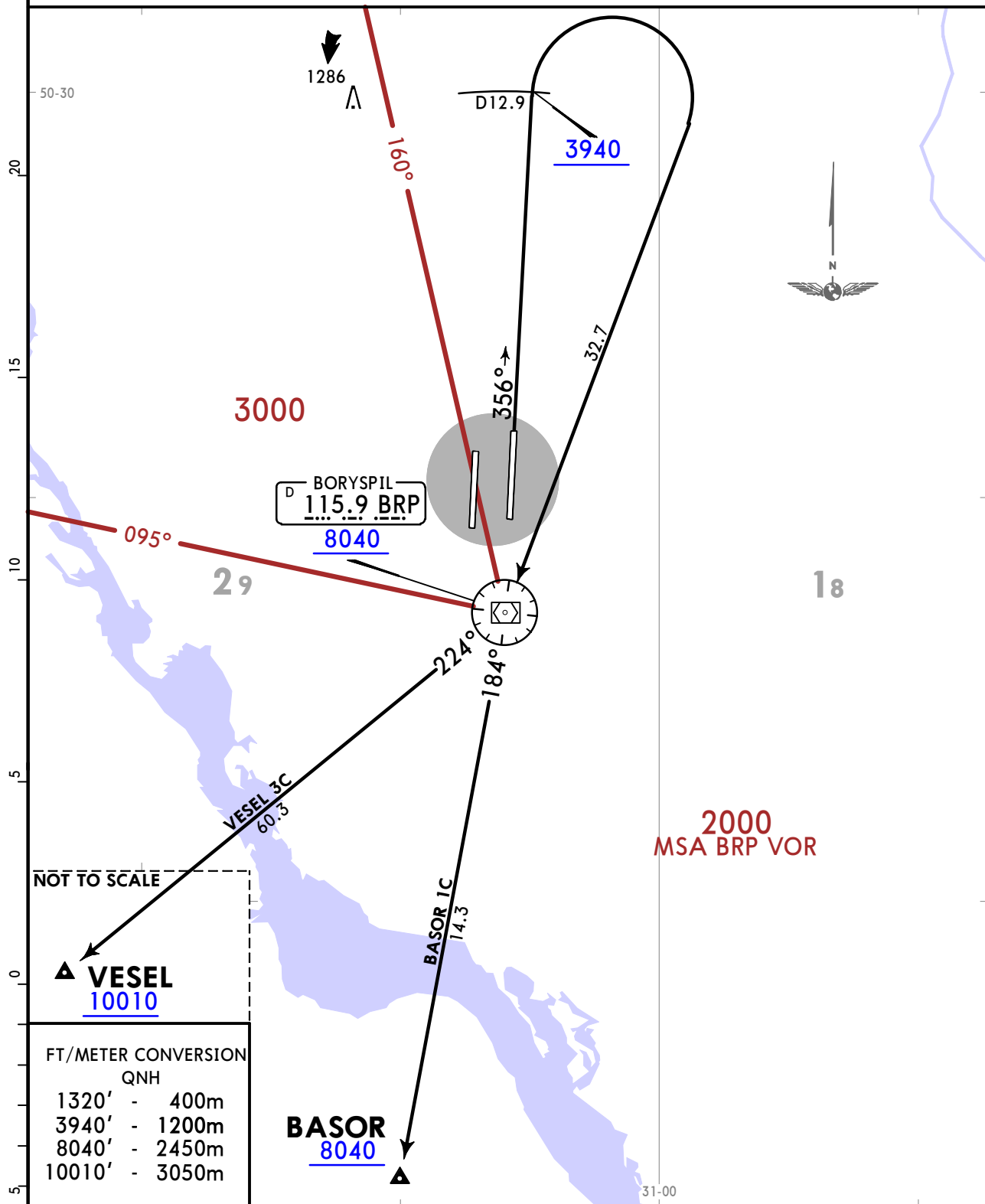
Eff 25 Mar

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

NOT AUTHORIZED FOR SIMULTANEOUS DEPARTURES



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

SID	ROUTING
BASOR 1C	On 356° track to D12.9 BRP, turn RIGHT to BRP VOR, turn LEFT, BRP R184 to BASOR.
VESEL 3C	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

12 MAR 21

10-3V

Eff 25 Mar

SID

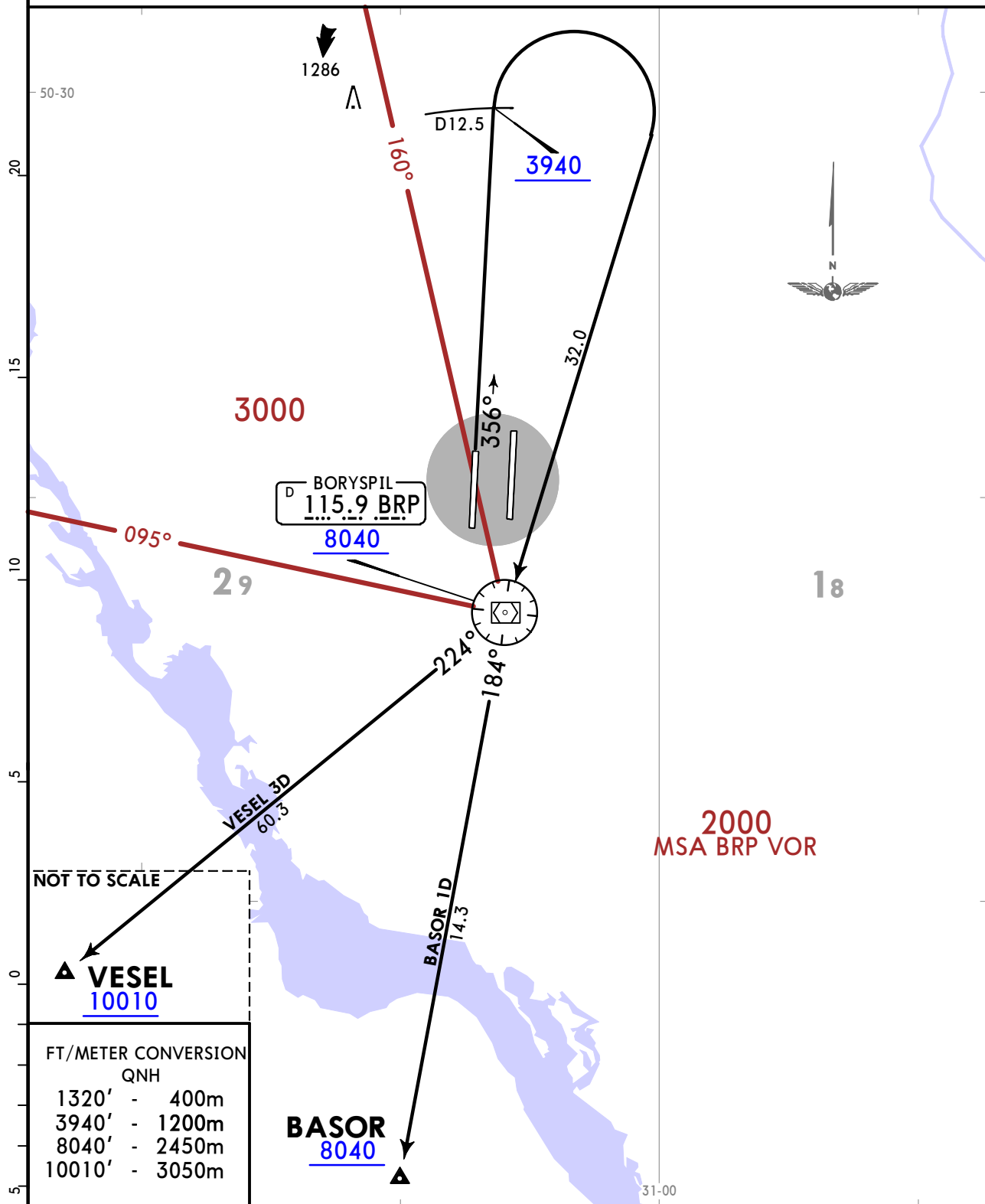
ATIS 125.950 (Russian 119.425)	KYIV Radar 128.175	Apt Elev 427	Trans alt: 10010 1. Contact KYIV Radar when passing 1320. 2. If unable to comply with SIDs advise ATC. 3. Monitor ATIS before requesting ATC clearance. 4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors provided by ATC).
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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
BASOR 1D	On 356° track to D12.5 BRP, turn RIGHT to BRP VOR, turn LEFT, BRP R184 to BASOR.
VESEL 3D	On 356° track to D12.5 BRP, turn RIGHT to BRP VOR, turn RIGHT, BRP R224 to VESEL.

UKBB/KBP
BORYSPIL INTL

KYIV, UKRAINE

SID

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

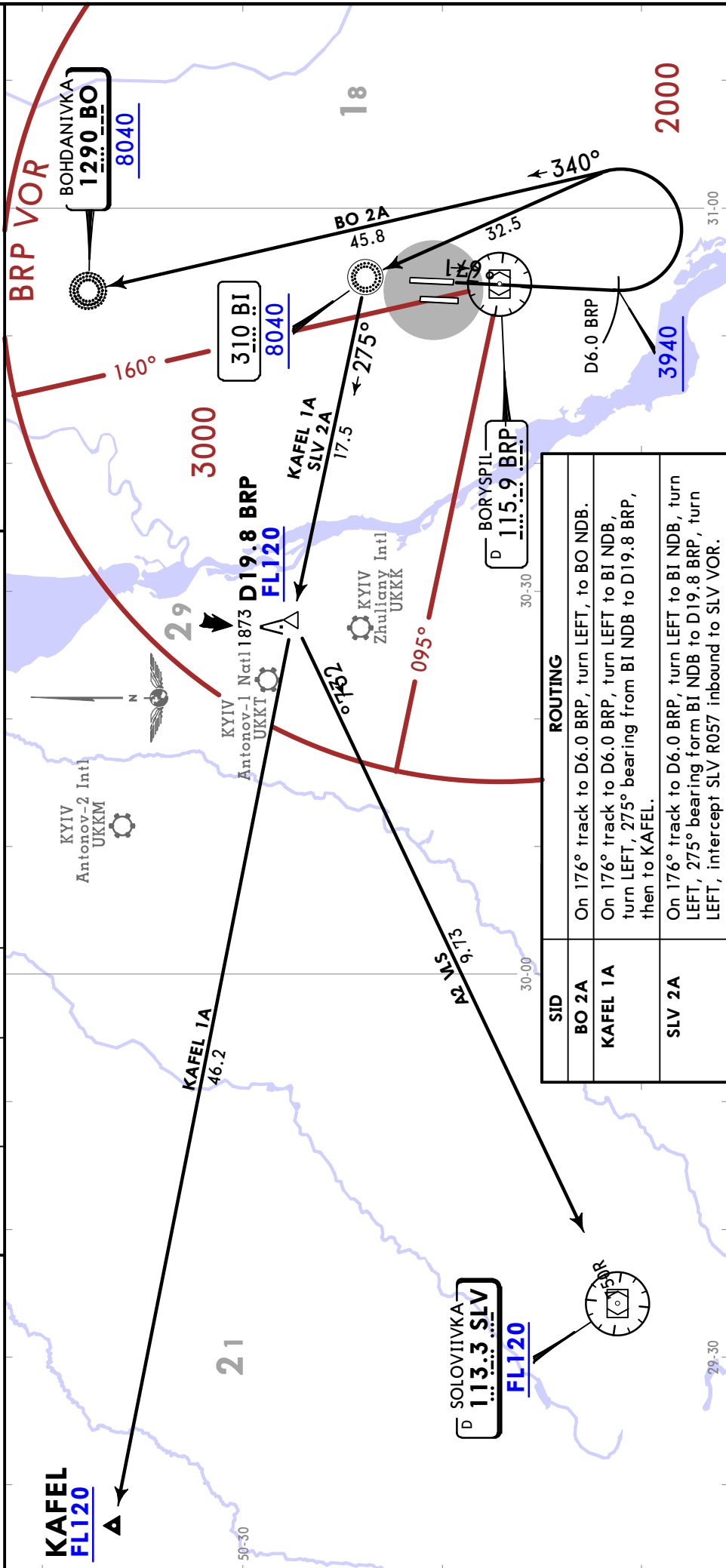
Trans alt: 10010
1. Contact KYIV Radar when passing 1320.
2. If unable to comply with SIDs advise ATC.
3. Monitor ATIS before requesting ATC clearance.
4. The initial call to KYIV Radar shall contain only callsign and SID designator (or the point ACFT is flying towards to or heading when RADAR vectors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

KYIV Radar
128.175
Apt Elev
427

ATIS
125.950
(Russian)
119.425

FT/METER CONVERSION

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



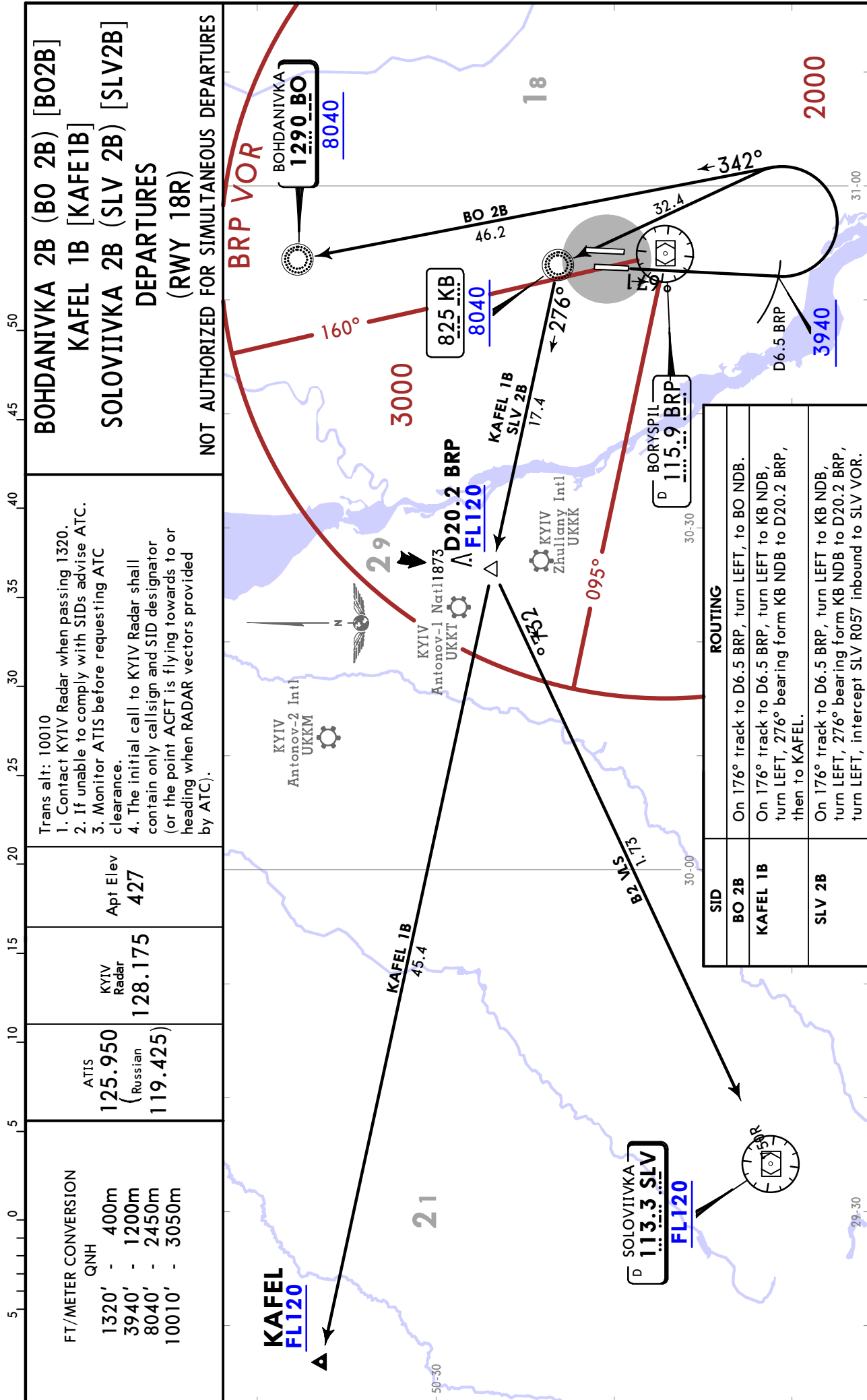
SID	ROUTING
BO 2A	On 176° track to D6.0 BRP, turn LEFT, to BO NDB.
KAFE 1A	On 176° track to D6.0 BRP, turn LEFT to BI NDB, turn LEFT, 275° bearing from BI NDB to D19.8 BRP, then to KAFE 1A.
SLV 2A	On 176° track to D6.0 BRP, turn LEFT to BI NDB, turn LEFT, 275° bearing from BI NDB to D19.8 BRP, turn LEFT,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

UKBB/KBP
BORYSPIL INTL

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

KYIV, UKRAINE

SID



UKBB/KBP
BORYSPIL INTL

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).

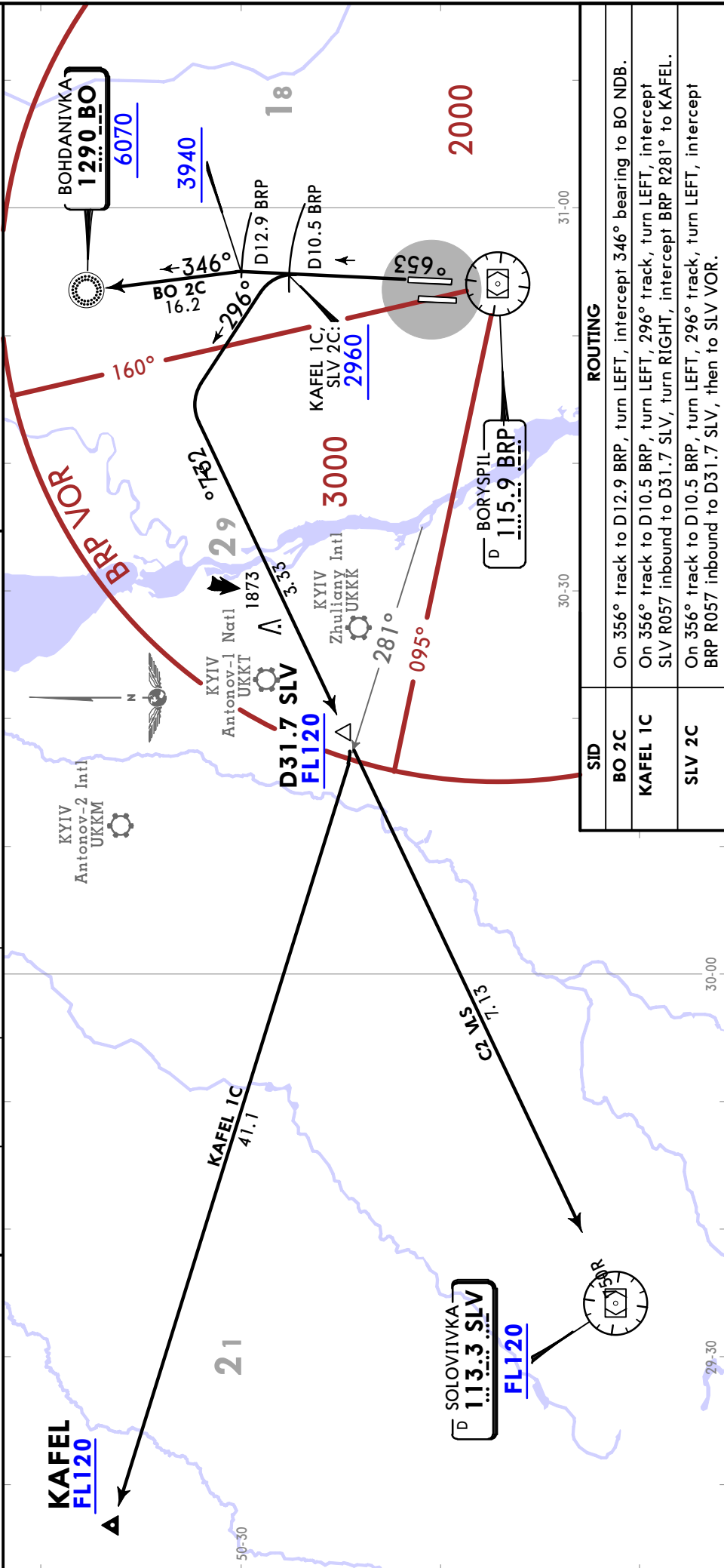
Apt Elev
427

KYIV Radar
128.175

ATIS
125.950
(Russian
119.425)

FT/METER CONVERSION

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

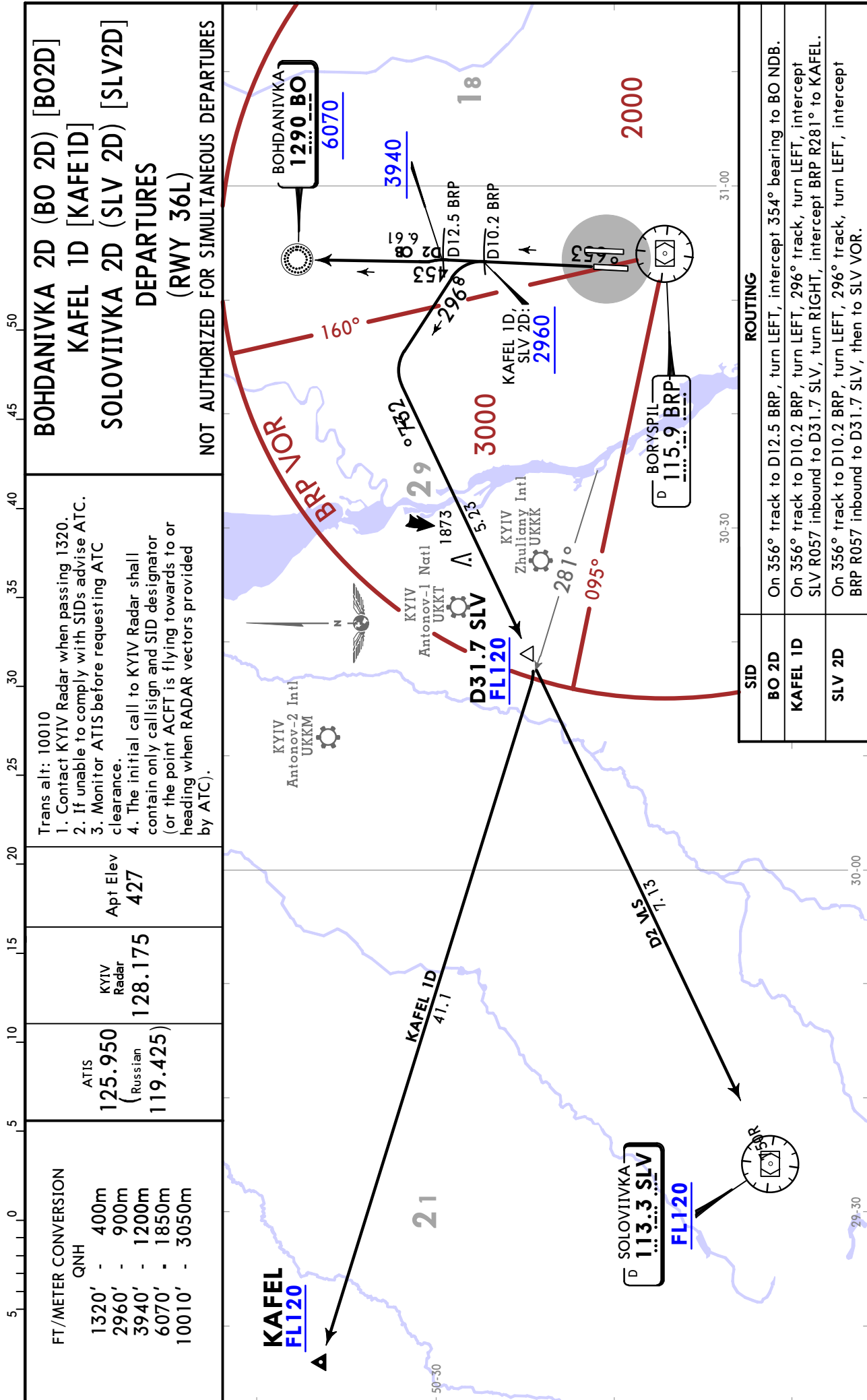


SID	ROUTING
BO 2C	On 356° track to D12.9 BRP, turn LEFT, intercept 346° bearing to BO NDB.
KAFEL 1C	On 356° track to D10.5 BRP, turn LEFT, 296° track, turn LEFT, intercept SLV R057 inbound to D31.7 SLV, turn RIGHT, intercept BRP R281° to KAFEL.
SLV 2C	On 356° track to D10.5 BRP, turn LEFT, 296° track,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

UKBB/KBP
BORYSPIL INTL

KYIV, UKRAINE

SID

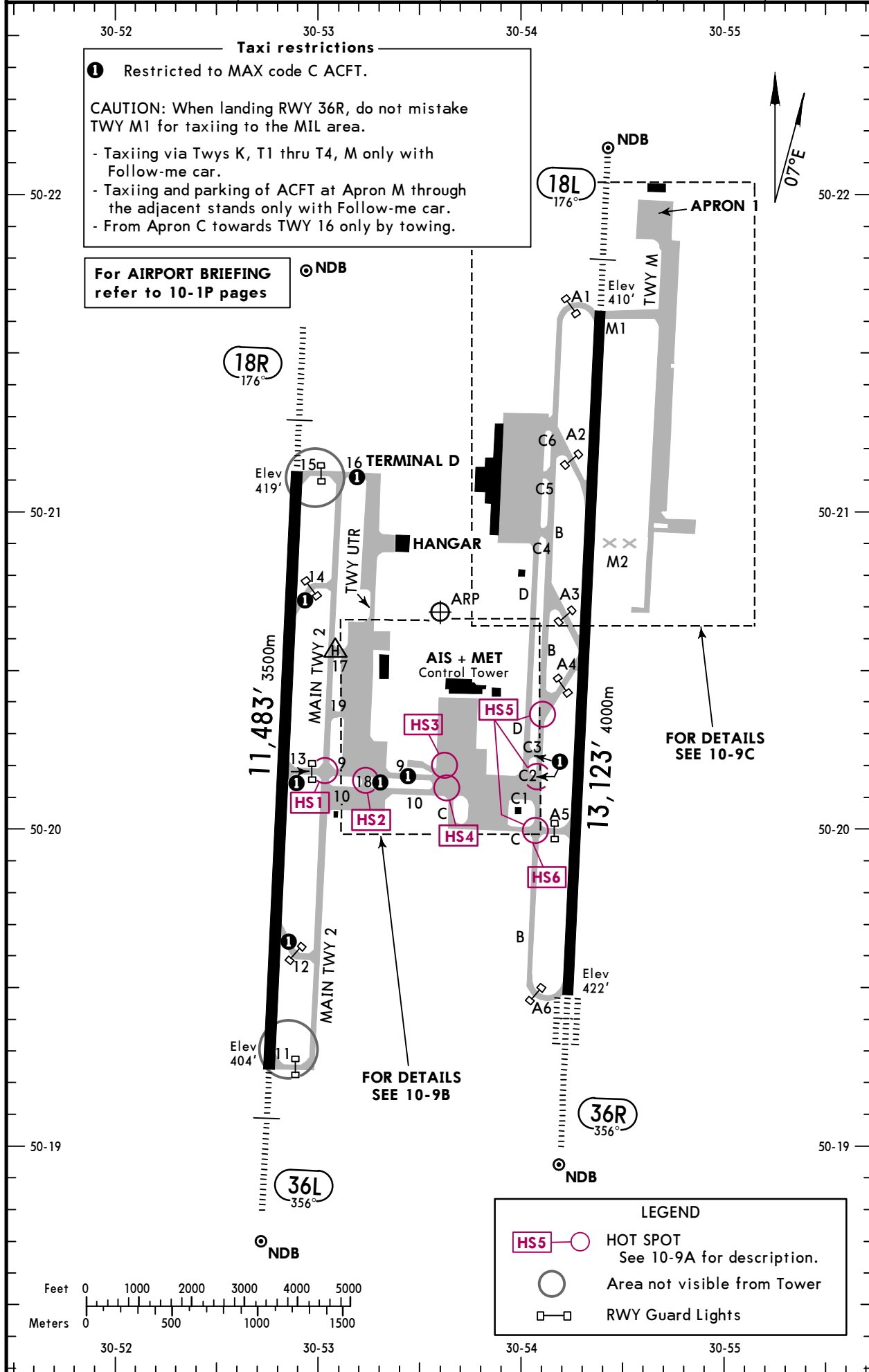


UKBB/KBP
 Apt Elev **427'**
 N50 20.7 E030 53.6

JEPPESEN
 12 MAR 21 **(10-9)** Eff 25 Mar

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 Rwy18R/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.

- 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

HS5 ○	HOT SPOT See 10-9A for description.
○	Area not visible from Tower
□-□	RWY Guard Lights

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

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

RWY 18R:

From rwy head 11,483' (3500m)
 twy 14 int 8858' (2700m)
 twy 13 int 5741' (1750m)

RWY 36L:

From rwy head 11,483' (3500m)
 twy 12 int 8858' (2700m)
 twy 13 int 5741' (1750m)

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

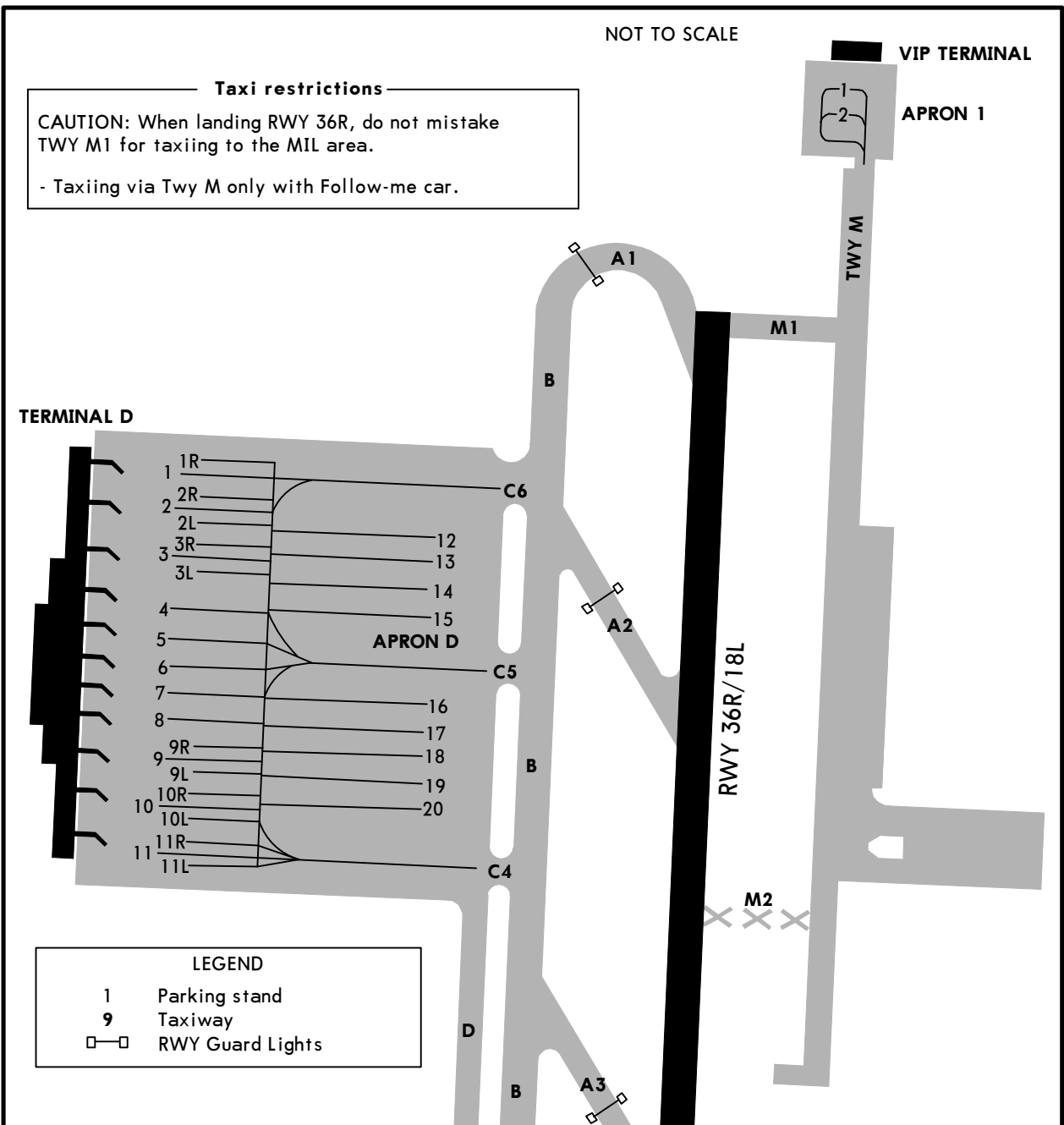
	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

NOT TO SCALE

Taxi restrictions

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

- Taxiing via Twy M only with Follow-me car.



LEGEND

1 Parking stand
 9 Taxiway
 □—□ RWY Guard Lights

INS COORDINATES

STAND No.	COORDINATES
APRON D	
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:

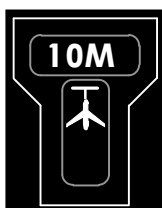
98'/30m to 66'/20m	5m steps
66'/20m to 33'/10m	2m steps
33'/10m to 3'/1m	1m steps
3'/1m to STOP	0.2m steps



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.



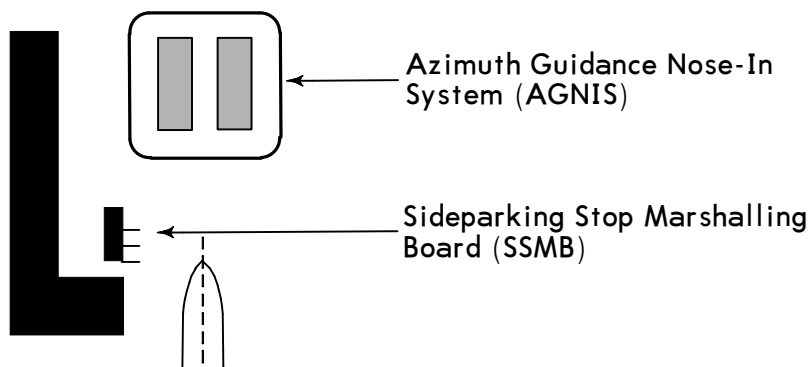
ESTOP (EMERGENCY STOP).
Stop aircraft immediately,
wait for docking instructions from Apron
Control to resume docking procedure.

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

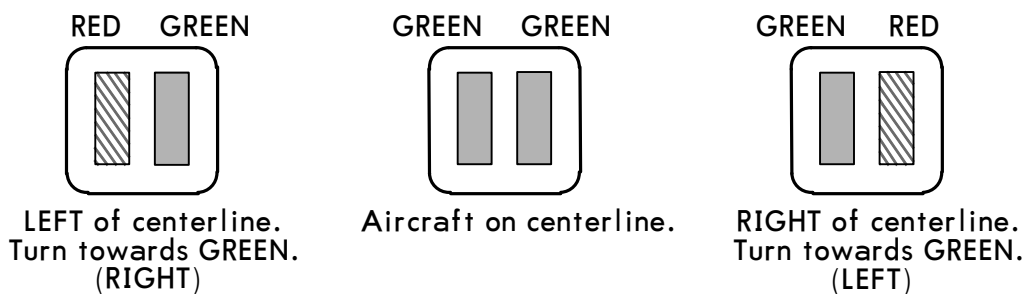
- Displayed aircraft type is not the incoming aircraft.
- Display board become unreadable (loss of display).
- ESTOP message is displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

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.

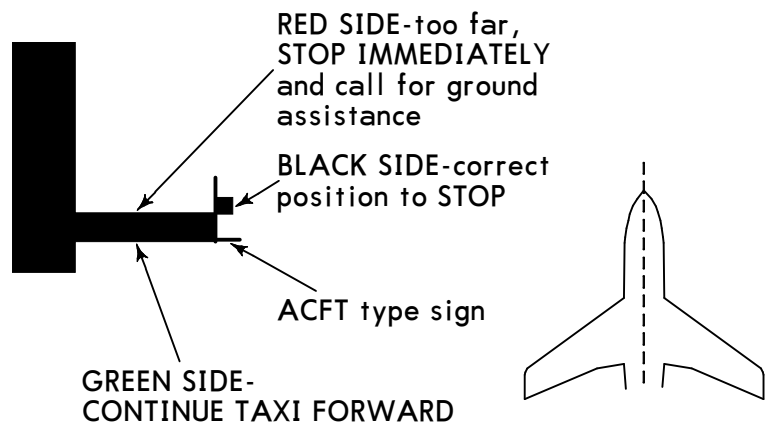
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



AGNIS SIGNALS



SSMB SIGNALS



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

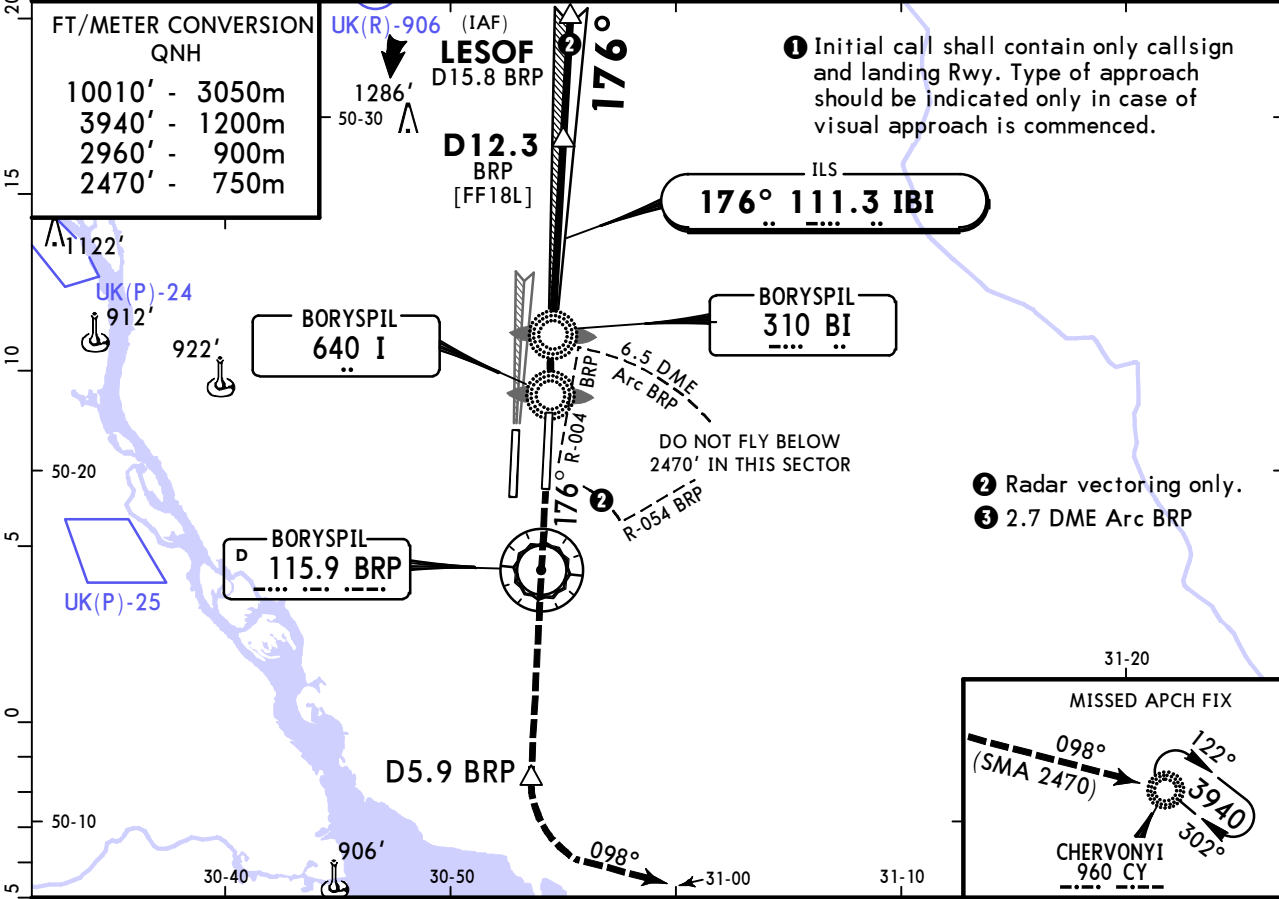
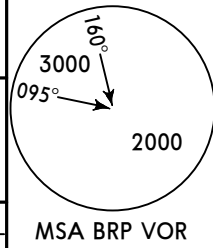
WARNING: In case of missing correct position or any doubt in AGNIS serviceability, stop immediately and call for ground service assistance.

UKBB/KBP BORYSPIL INTL

JEPPESEN
18 FEB 22 **(1-1)** Eff 24 Feb

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 111.3	Final Apch Crs 176°	D12.3 BRP MANDATORY 2960' (2550')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 410'		
MISSED APCH: On track 176° climb 2960' to D5.9 BRP, then turn LEFT on track 098° climbing 3940' to CY NDB, (in case of radio communication failure hold over CY NDB 5 min), 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.						

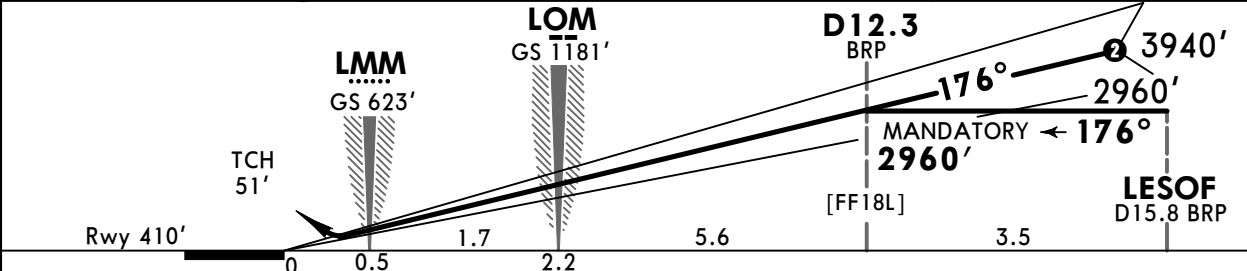
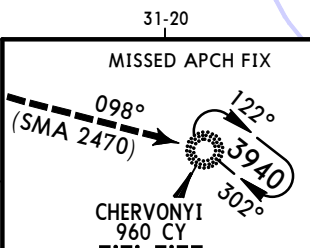


FT/METER CONVERSION
QNH

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

① Initial call shall contain only callsign and landing Rwy. Type of approach should be indicated only in case of visual approach is commenced.

② Radar vectoring only.
③ 2.7 DME Arc BRP



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2960'	on 176°	D5.9 BRP
GS	372	478	531	637	743	849				

PANS OPS	Standard STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND				
	ILS		LOC (GS out)		West of apt				
	DA(H) A: 610' (200') C: 630' (220')				Max Kts	MDA(H) VIS		MDA(H) VIS	
	B: 620' (210') D: 640' (230')					100	890' (463') 1500m	2470' (2043') 1500m	
	FULL		ALS out		135	930' (503') 1600m	2470' (2043') 1600m		
A	RVR 550m ①		RVR 1200m		180	1030' (603') 2400m	2470' (2043') 2400m		
B			NOT APPLICABLE		205	1130' (703') 3600m	2470' (2043') 3600m		
C									
D									

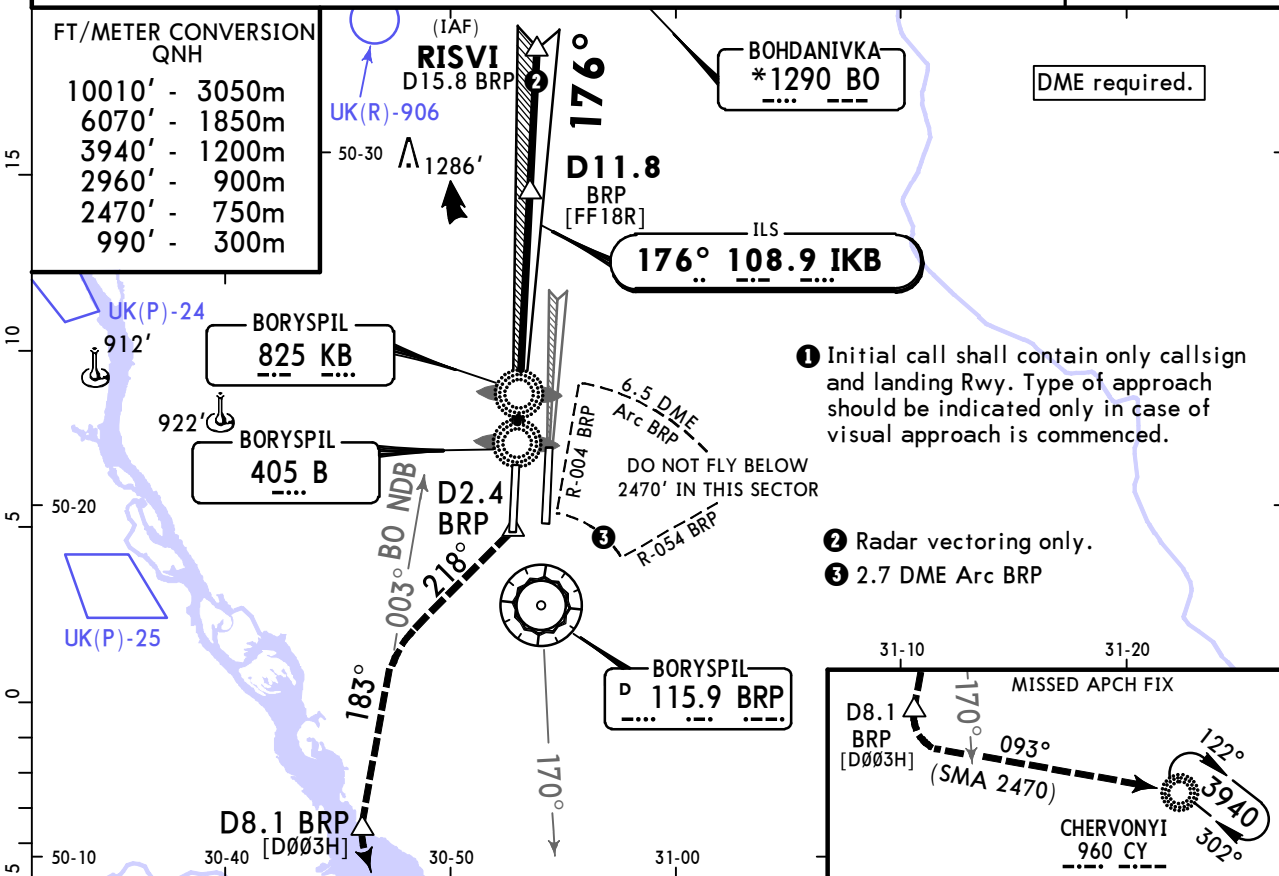
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

UKBB/KBP BORYSPIL INTL

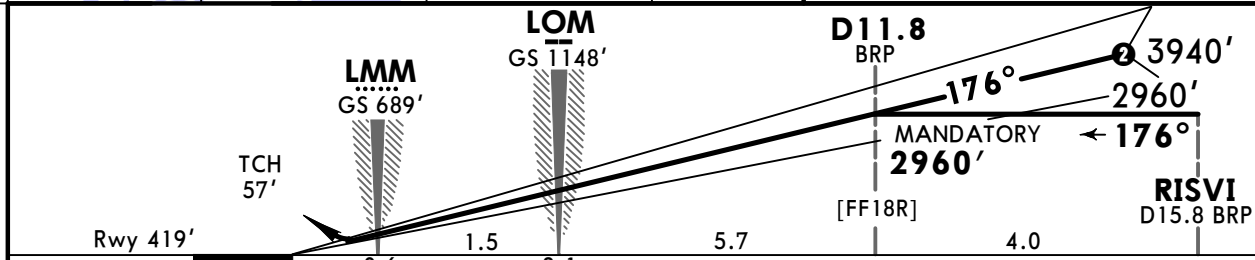
JEPPESEN
18 FEB 22 (11-2) Eff 24 Feb

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 108.9	Final Apch Crs 176°	D11.8 BRP MANDATORY 2960'(2541')	ILS DA(H) 619'(200')	Apt Elev 427'	Rwy 419'	
MISSED APCH: On track 176° climb 990' or above to D2.4 BRP, then turn RIGHT on track 218°, turn LEFT to intercept 003° to BO NDB, climbing MIM 3940' and MAX 6070' to D8.1 BRP, then turn LEFT on track 093° to CY NDB, cross R-170 BRP at 6070', proceed at 6070' to CY NDB, (in case of radio communication failure hold over CY NDB 5 min), 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 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 Radar vectoring only.
- ③ 2.7 DME Arc BRP



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

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

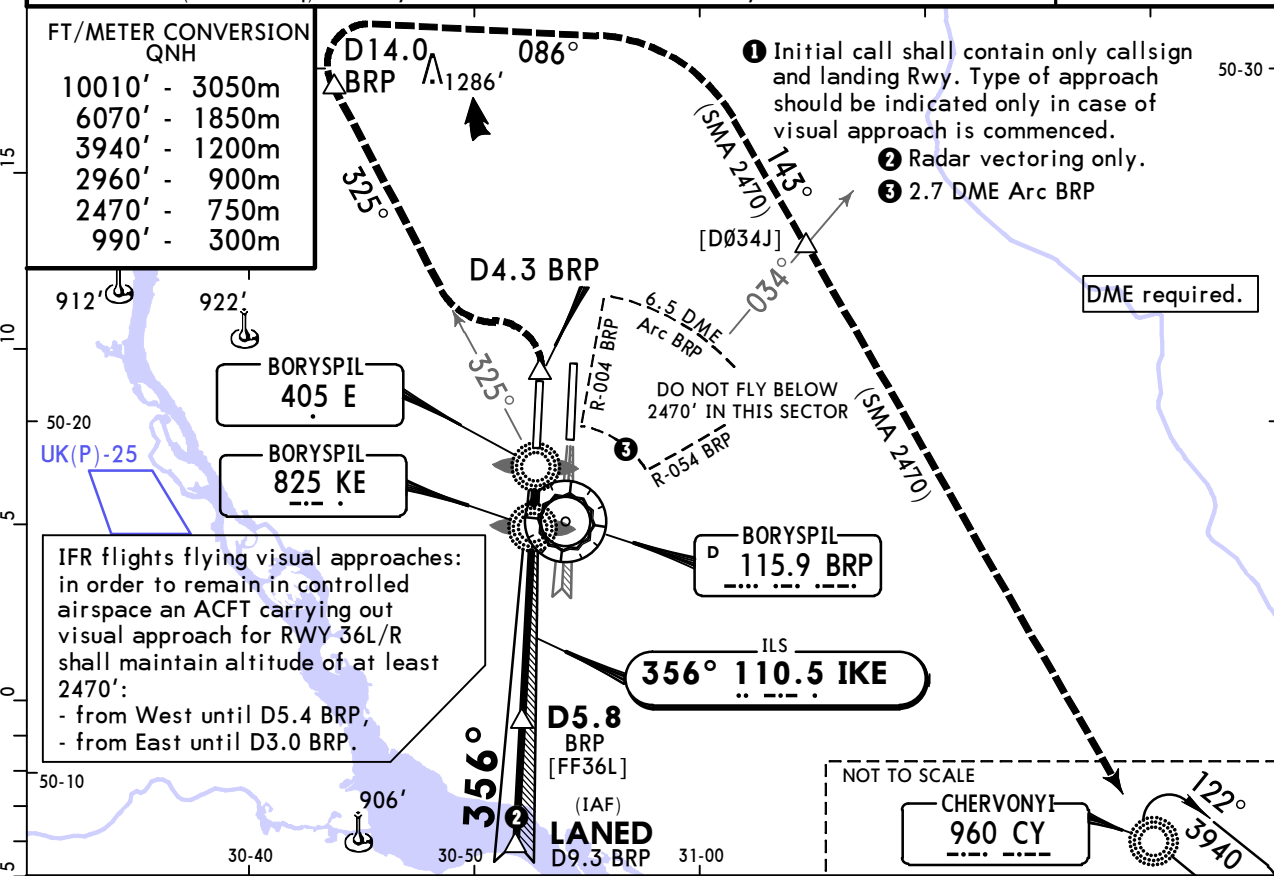
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Notes withdrawn. © JEPPESEN, 2001, 2022. ALL RIGHTS RESERVED.

UKBB/KBP
BORYSPIL INTL

JEPPESEN
18 FEB 22 **11-3** Eff 24 Feb

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 110.5	Final ApcH Crs 356°	D5.8 BRP MANDATORY 2960' (2556')	ILS DA(H) 604' (200')	Apt Elev 427' Rwy 404'		
<p>MISSED APCH: On track 356° climb 990' or above to D4.3 BRP, then turn LEFT to intercept R-325 BRP climbing MIM 3940' and MAX 6070' to D14.0 BRP, then turn RIGHT on track 086°, then turn RIGHT on track 143° to CY NDB, cross R-034 BRP at 6070', proceed at 6070' to CY NDB (in case of radio communication failure hold over CY NDB 5 min), 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'						

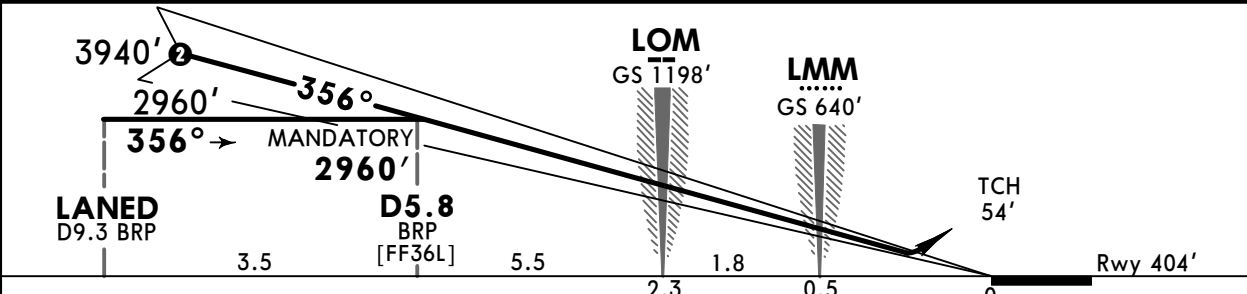


FT/METER CONVERSION
QNH

10010'	3050m
6070'	1850m
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		Refer to Missed apch above
GS	3.00°	372	478	531	637	743		

PANS OPS	Standard STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND					
	ILS DA(H) 604' (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	NOT APPLICABLE		180	1030' (603')	2400m	2470' (2043')	2400m
D					205	1130' (703')	3600m	2470' (2043')	3600m

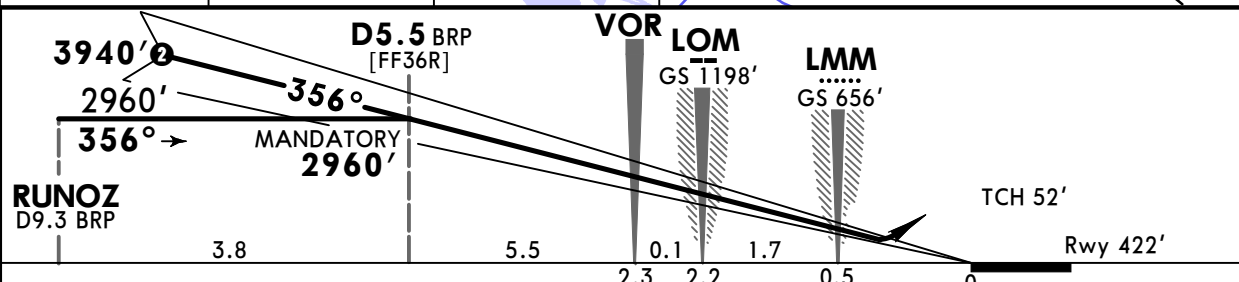
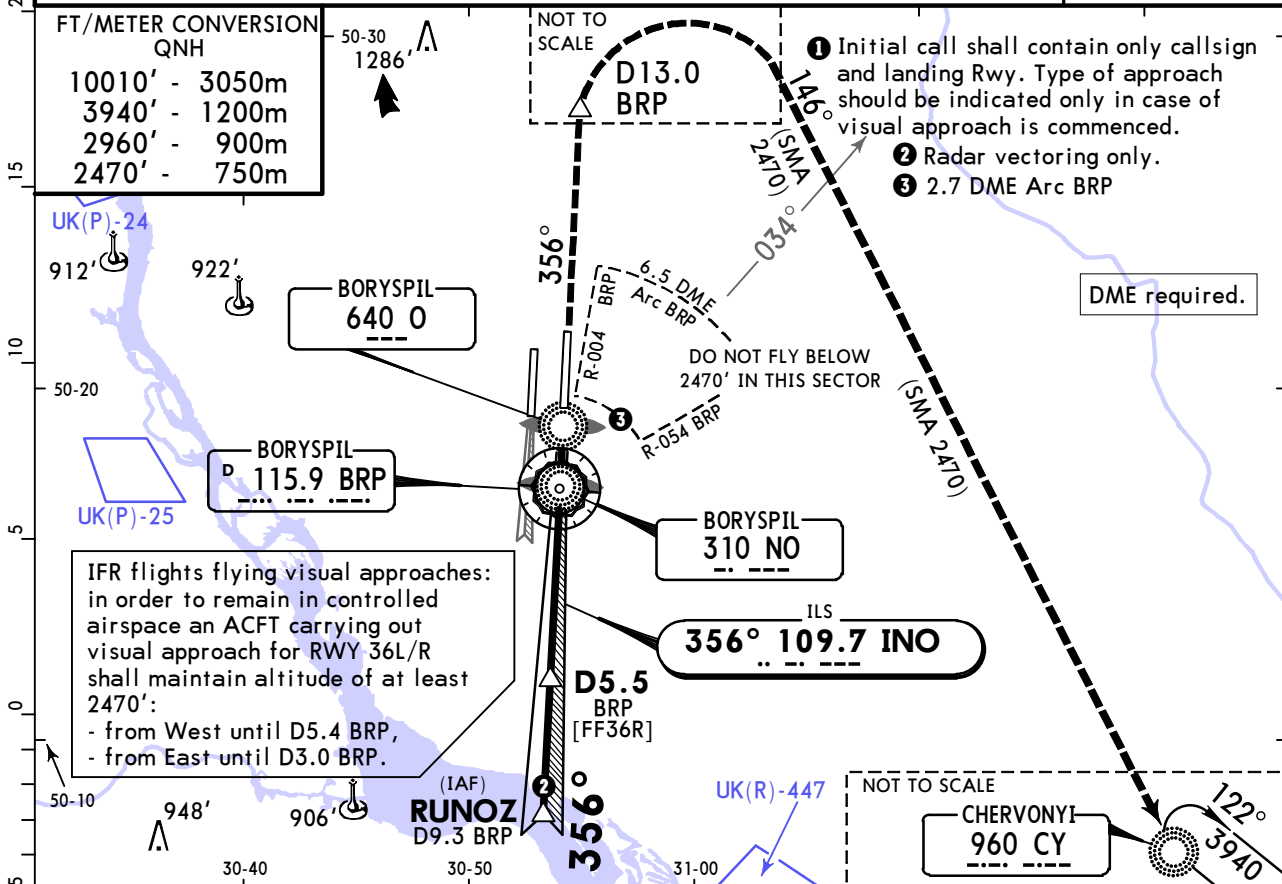
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

UKBB/KBP BORYSPIL INTL

JEPPESSEN
18 FEB 22 (11-4) **Eff 24 Feb**

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 109.7	Final Apch Crs 356°	D5.5 BRP MANDATORY 2960' (2538')	ILS DA(H) Refer to Minimums	Apt Elev 427'	Rwy 422'	
MISSED APCH: On track 356° climb 2960' to D13.0 BRP, then turn RIGHT on track 146° to CY NDB, cross R-034 at 2960', climb 3940' to CY NDB, (in case of radio communication failure hold over CY NDB 5 min), 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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2960' on 356° D13.0 BRP
GS	3.00°	372	478	531	637	743	

PANS OPS	Standard STRAIGHT-IN LANDING RWY 36R ILS			LOC (GS out)	CIRCLE-TO-LAND		
	FULL	TDZ or CL out	ALS out		West of apt		
A				DA(H) C: 632'(210') AB: 622'(200') D: 642'(220')	Max Kts	MDA(H) VIS	MDA(H) VIS
B	RVR 550m	RVR 550m ①	RVR 1200m	NOT APPLICABLE	100	890'(463') 1500m	2470'(2043') 1500m
C					135	930'(503') 1600m	2470'(2043') 1600m
D					180	1030'(603') 2400m	2470'(2043') 2400m
					205	1130'(703') 3600m	2470'(2043') 3600m

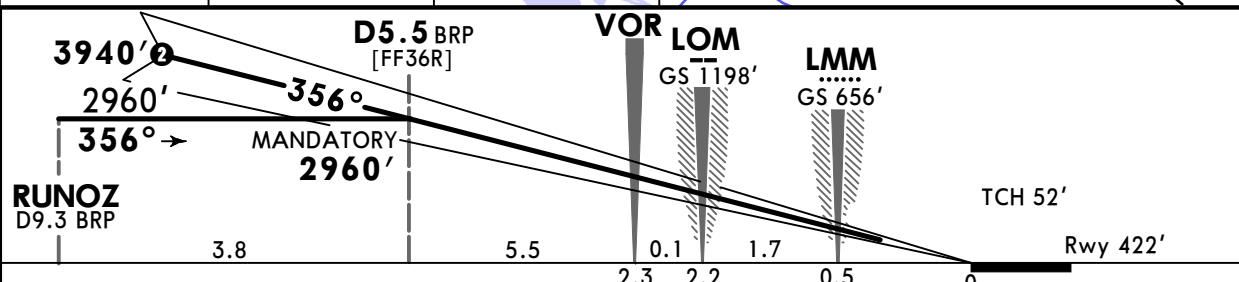
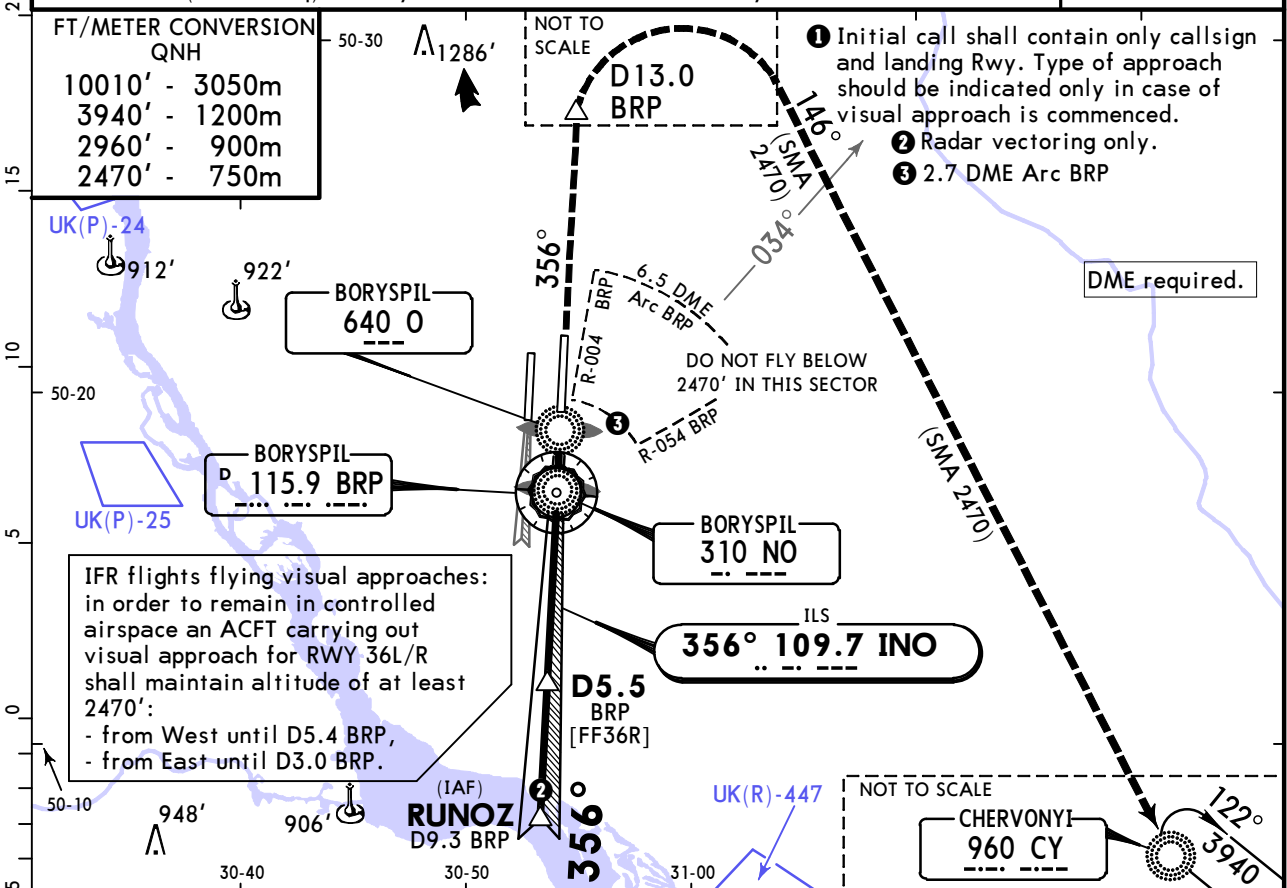
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

UKBB/KBP
BORYSPIL INTL

JEPPESEN
18 FEB 22
Eff 24 Feb **(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 109.7	Final Apch Crs 356°	D5.5 BRP MANDATORY 2960' (2538')	CAT IIIA & II ILS Refer to Minimums	Apt Elev 427'	Rwy 422'	
MISSED APCH: On track 356° climb 2960' to D13.0 BRP, then turn RIGHT on track 146° to CY NDB, cross R-034 at 2960', climb 3940' to CY NDB, (in case of radio communication failure hold over CY NDB 5 min), then according to arrival and approach procedures.						
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 10010'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2960' on 356° D13.0 BRP
GS	3.00°	372	478	531	637	743	

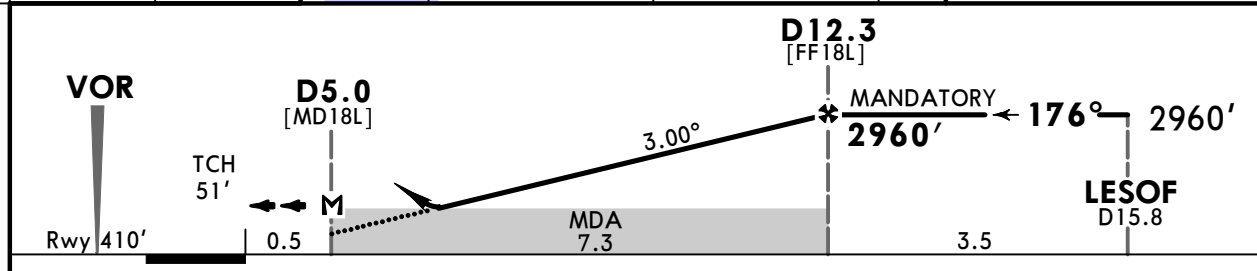
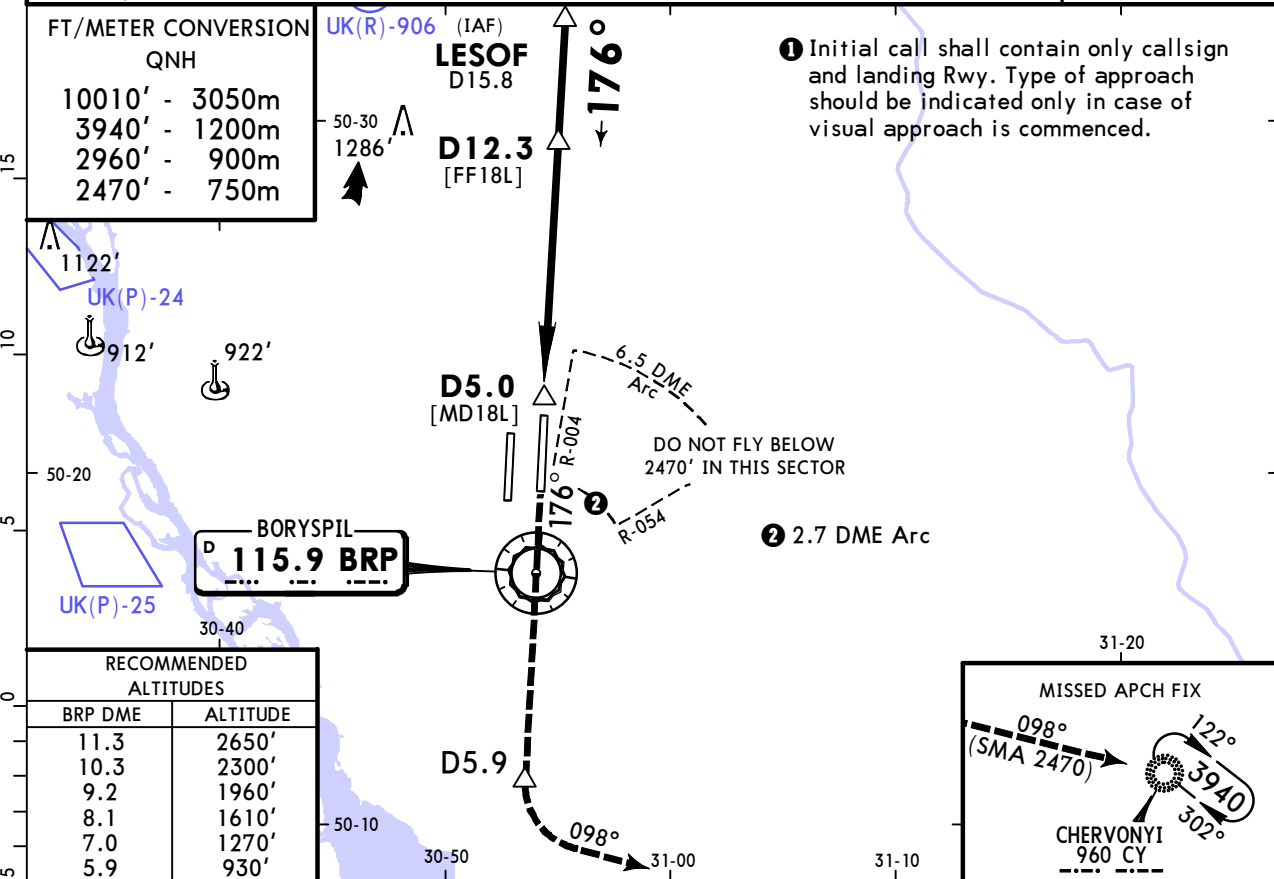
Standard				STRAIGHT-IN LANDING RWY 36R			
CAT IIIA ILS		CAT II ILS		CAT II ILS		CAT II ILS	
A		B		C		D	
RA 105'		RA 123'		RA 137'		RA 151'	
DH 50'		DA(H) 524' (102')		DA(H) 540' (118')		DA(H) 553' (131')	
RVR 200m		RVR 300m		RVR 400m		RVR 450m	

UKBB/KBP BORYSPII INTL

JEPPESEN
12 MAR 21 (13-1) Eff 25 Mar

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 115.9	Final Apch Crs 176°	D12.3 MANDATORY 2960' (2550')	DA/MDA(H) 830' (420')	Apt Elev 427' Rwy 410'		
MISSED APCH: On track 176° climb 2960' to D5.9, then turn LEFT on track 098° climbing 3940' to CY NDB (in case of radio communication failure hold over CY NDB 5 min), 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		2960' on 176° D5.9	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D5.0									

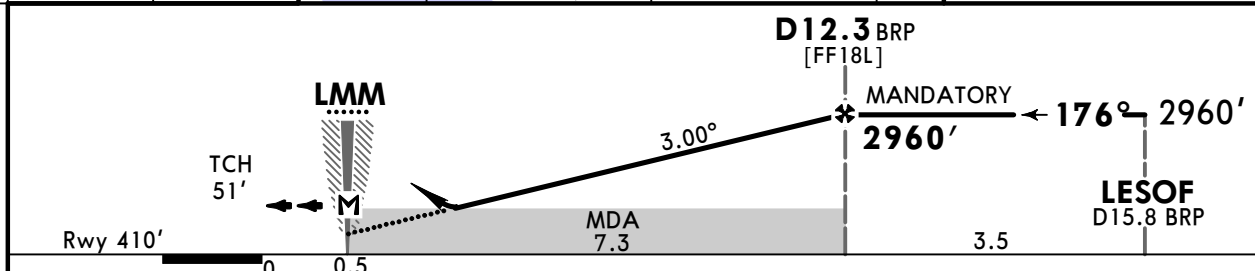
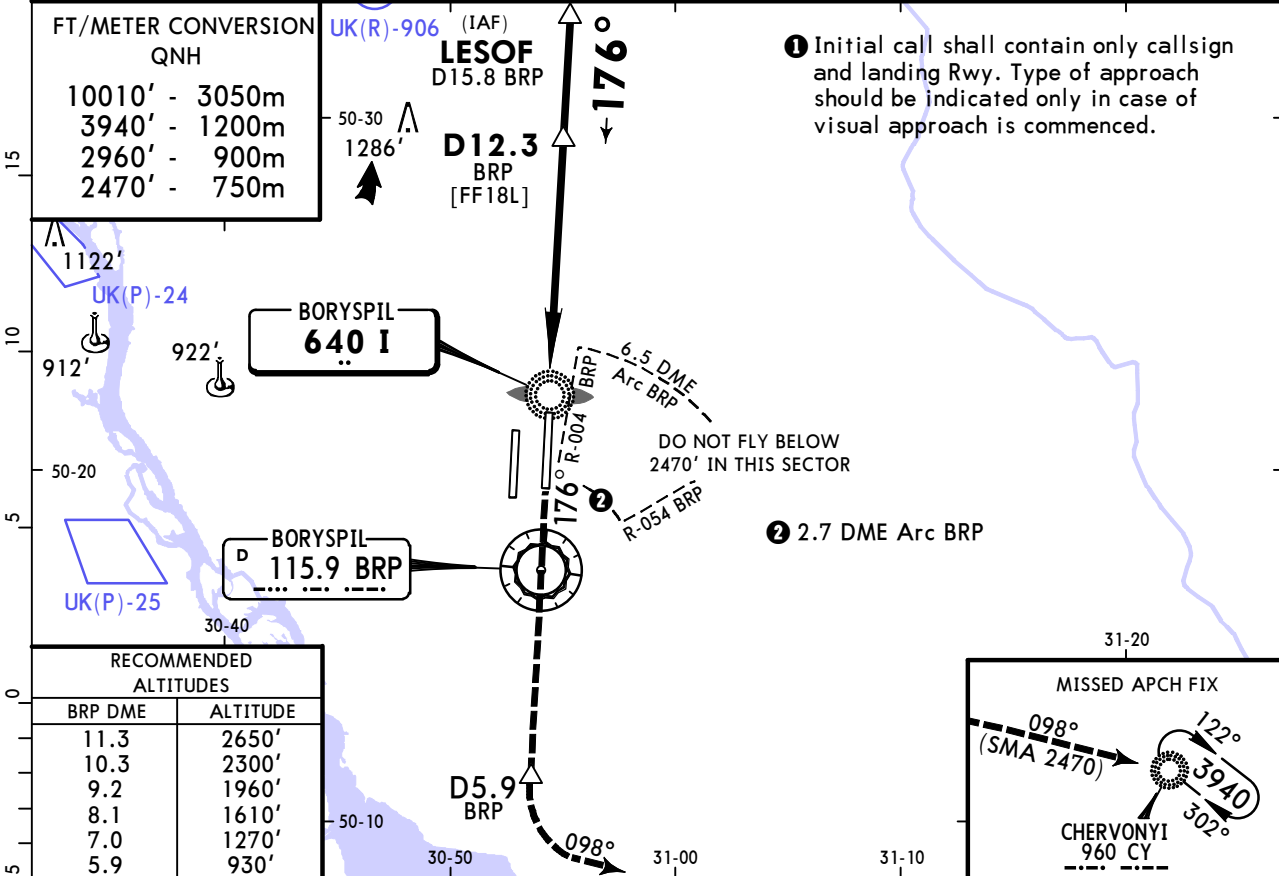
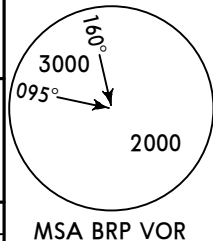
PANS OPS	Standard STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND				
	CDFA DA/MDA(H) 830' (420')				West of apt				
	ALS out				Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A	RVR 1500m			100	890' (463')	1500m	2470' (2043')	1500m
	B	RVR 1200m			135	930' (503')	1600m	2470' (2043')	1600m
C	RVR 1900m			180	1030' (603')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

UKBB/KBP BORYSPIL INTL

JEPPESEN
12 MAR 21 **(16-1)** Eff 25 Mar

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 640	Final Apch Crs 176°	D12.3 BRP MANDATORY 2960' (2550')	DA/MDA(H) 830' (420')	Apt Elev 427' Rwy 410'		
MISSED APCH: On track 176° climb 2960' to D5.9 BRP, then turn LEFT on track 098° climbing 3940' to CY NDB (in case of radio communication failure hold over CY NDB 5 min), then according to arrival and approach procedures.						
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10010'						
DME required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2960'	on 176°	D5.9 BRP
Descent Angle	372	478	531	637	743	849				
MAP at LMM										

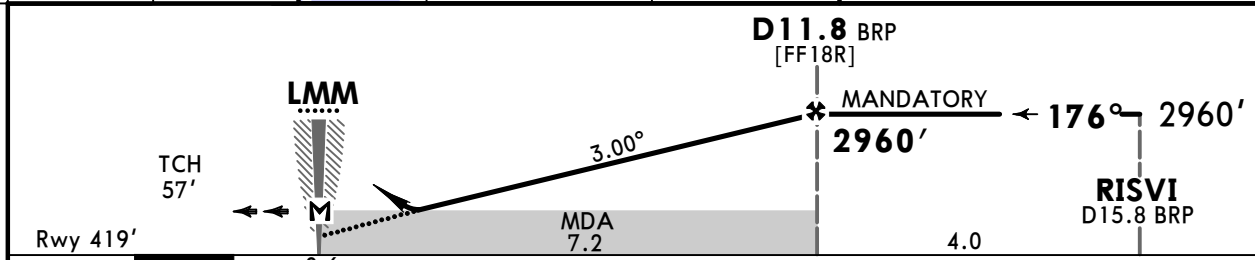
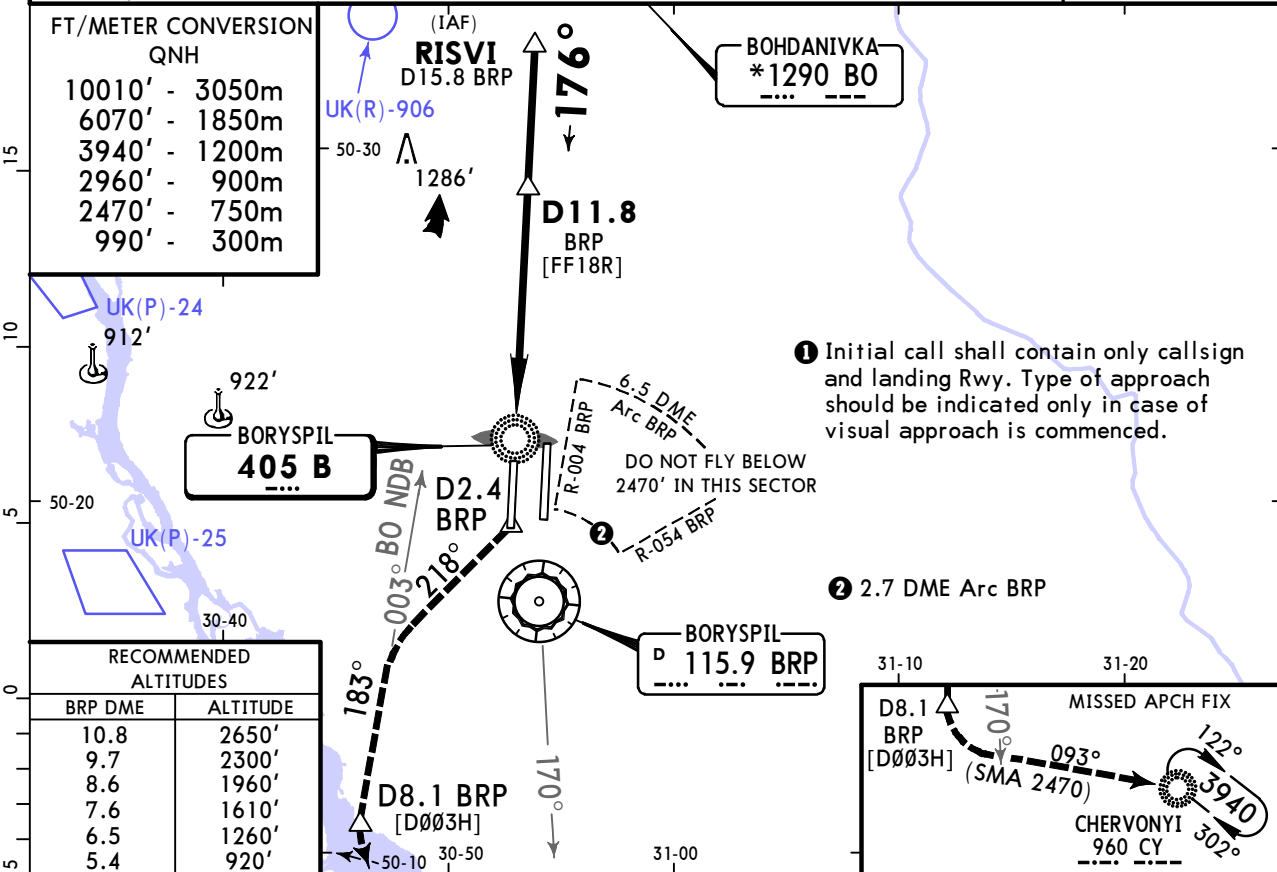
PANS OPS	Standard STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND					
	CDFA				West of apt					
	DA/MDA(H) 830' (420')				Max Kts		MDA(H) VIS		MDA(H) VIS	
	ALS out				100	890' (463') 1500m		2470' (2043') 1500m		
	RVR 1500m				135	930' (503') 1600m		2470' (2043') 1600m		
RVR 1200m				180		1030' (603')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

UKBB/KBP BORYSPIL INTL

JEPPESEN
12 MAR 21 (16-2) Eff 25 Mar

KYIV, UKRAINE NDB Rwy 18R

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 ① 119.650			Ground 118.050 127.925			
	NDB B 405	Final Apch Crs 176°	D11.8 BRP MANDATORY 2960' (2541')	DA/MDA(H) 830' (411')	Apt Elev 427'	Rwy 419'	
MISSED APCH: On track 176° climb 990' or above to D2.4 BRP, then turn RIGHT on track 218°, turn LEFT to intercept 003° to BO NDB, climbing MIM 3940' and MAX 6070' to D8.1 BRP, turn LEFT on track 093° to CY NDB, cross R-170 BRP at 6070', proceed at 6070' to CY NDB (in case of radio communication failure hold over CY NDB 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'							
DME required.							
						MSA BRP VOR	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed apch above
Descent Angle	3.00°	372	478	531	637	849		

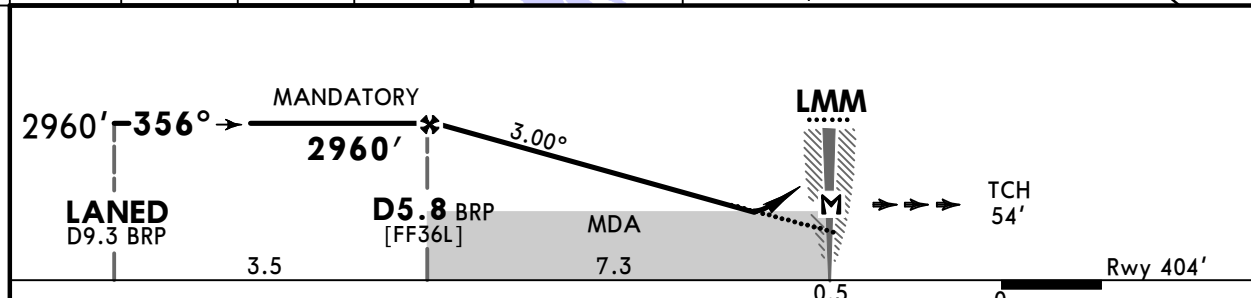
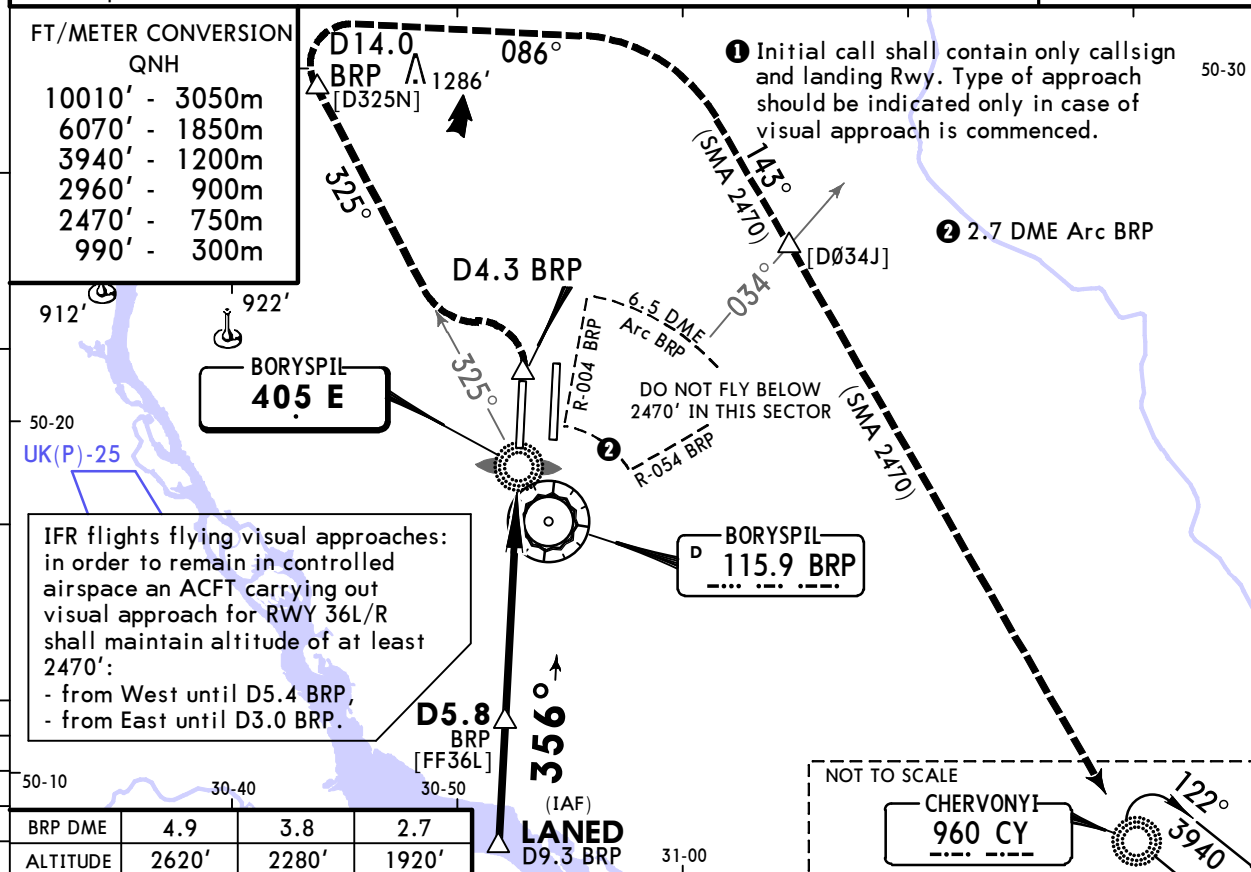
PANS OPS	Standard		STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND					
			CDFA		West of apt					
			DA/MDA(H) 830' (411')		ALS out		Max Kts			
					RVR 1500m		MDA(H)	VIS	MDA(H)	VIS
	A					100	890' (463')	1500m	2470' (2043')	1500m
B					135	930' (503')	1600m	2470' (2043')	1600m	
C	RVR 1200m				180	1030' (603')	2400m	2470' (2043')	2400m	
D			RVR 1900m		205	1130' (703')	3600m	2470' (2043')	3600m	

UKBB/KBP BORYSPIL INTL

JEPPESEN
12 MAR 21 **(16-3)** Eff 25 Mar

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 405	Final Apch Crs 356°	D5.8 BRP MANDATORY 2960' (2556')	DA/MDA(H) 780' (376')	Apt Elev 427' Rwy 404'		
MISSED APCH: On track 356° climb 990' or above to D4.3 BRP, then turn LEFT to intercept R-325 BRP climbing MIM 3940' and MAX 6070' to D14.0 BRP, then turn RIGHT on track 086°, then turn RIGHT on track 143° to CY NDB, cross R-034 BRP at 6070', proceed at 6070' to CY NDB (in case of radio communication failure hold over CY NDB 5 min), 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	HIALS 	Refer to Missed apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM							PAPI 	

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND		
		CDFA		West of apt		
		DA/MDA(H) 780' (376')				
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1000m	RVR 1500m	100	890' (463')	1500m
B	135			930' (503')	1600m	
C	180			1030' (603')	2400m	
D	205			1130' (703')	3600m	
		RVR 1700m		2470' (2043')	1500m	
				2470' (2043')	1600m	
				2470' (2043')	2400m	
				2470' (2043')	3600m	

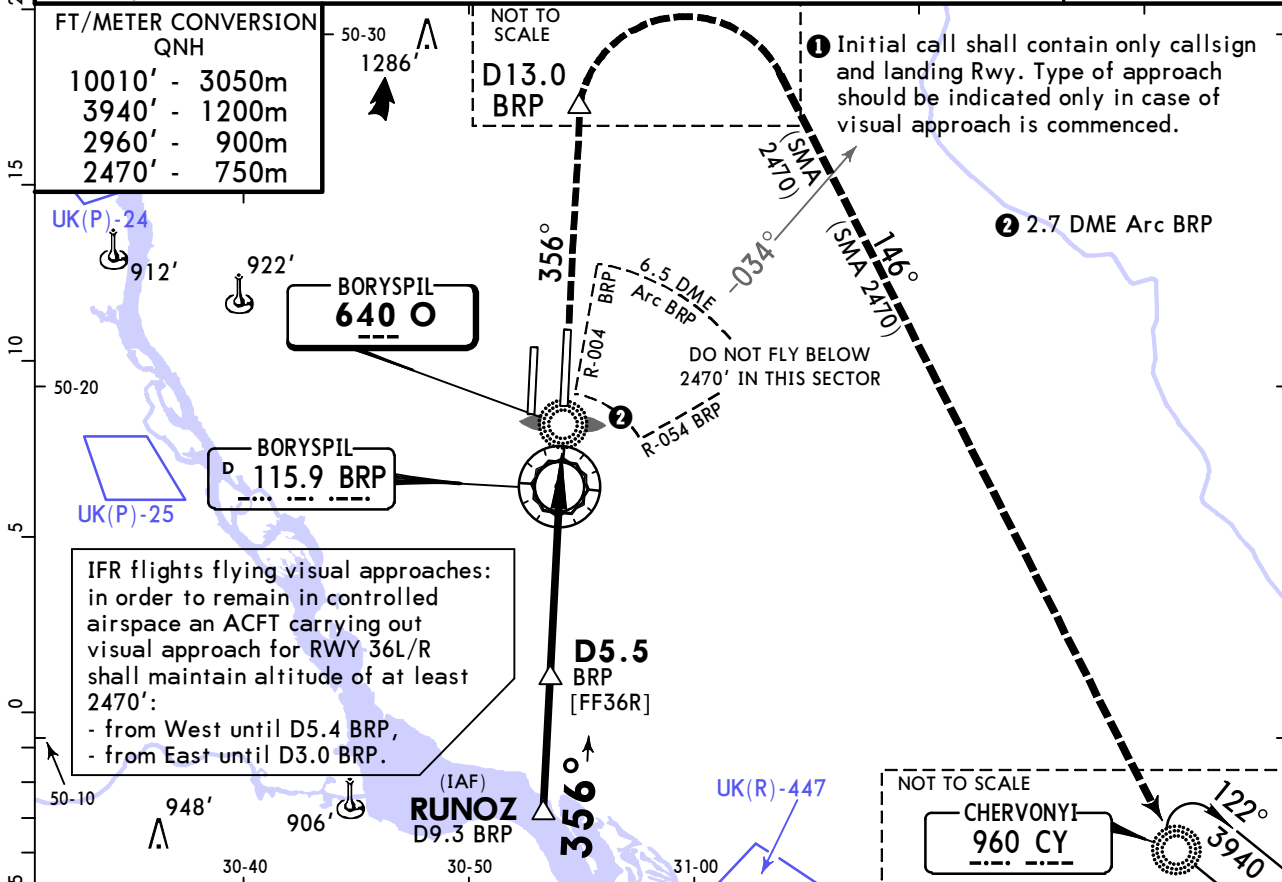
CHANGES: Missed approach.

UKBB/KBP
BORYSPIL INTL

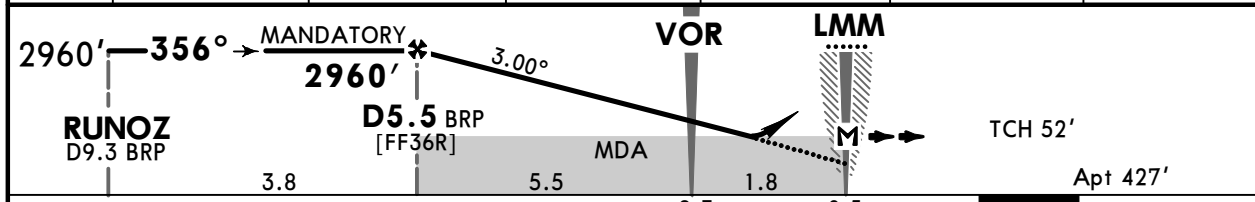
JEPPESEN
12 MAR 21 **(16-4)** Eff 25 Mar

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			127.925
	NDB O 640	Final ApcH Crs 356°	D5.5 BRP MANDATORY 2960' (2533')	DA/MDA(H) 760' (333')	Apt Elev 427'		
MISSED APCH: On track 356° climb 2960' to D13.0 BRP, then turn RIGHT on track 146° to CY NDB, cross R-034 at 2960', climb 3940' to CY NDB (in case of radio communication failure hold over CY NDB 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 2960' on 356° D13.0 BRP
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM	Standard						

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

Chart changes since cycle 04-2025

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: Temporary

Begin Date: 20211230

End Date: Until Further Notice

ATIS frequencies 134.250 MHz (Russian) and 119.425 MHz (Russian) unserviceable (based on SUP 015-21 AIRAC).

Type: Terminal

Effectivity: Temporary

Begin Date: 20211230

End Date: Until Further Notice

Based on AIRAC AIP SUP 15/21 ATIS frequencies 134.250MHz (Russian) and 119.425MHz (Russian) out of service.

Type: Terminal

Effectivity: Permanent

Begin Date: 20181108

End Date: No end date

Airport name changed from Boryspil' to Boryspil Intl.