

## List of pages in this Trip Kit

Trip Kit Index  
Airport Information For UKKK  
Terminal Charts For UKKK  
Revision Letter For Cycle 05-2025  
Change Notices  
Notebook

## General Information

Location: KYIV UKR  
ICAO/IATA: UKKK / IEV  
Lat/Long: N50° 24.12', E030° 27.12'  
Elevation: 587 ft

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

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

Sunrise: 0201 Z  
Sunset: 1749 Z

## Runway Information

Runway: 08  
Length x Width: 7579 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 560 ft  
Lighting: Edge, ALS, TDZ  
Displaced Threshold: 492 ft

Runway: 26  
Length x Width: 7579 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 587 ft  
Lighting: Edge, ALS, TDZ  
Displaced Threshold: 157 ft

## Communication Information

ATIS: 127.475  
ATIS: 126.800 Non-English  
Zhuliany Tower: 120.700  
Zhuliany Ground: 119.000  
Kyiv Radar ACC: 125.300 RCO  
Kyiv Radar ACC: 124.675 RCO

Kyiv Information: 118.500 Flight Info Service RCO  
Kyiv Radar ACC: 127.725 RCO

UKKK/IEV

JEPPESEN

KYIV, UKRAINE

ZHULIANY

1 OCT 21

20-1P

Eff 7 Oct

AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

ATIS 127.475  
126.8 (Russian)

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. NIGHT TIME RESTRICTIONS

Between 2300-0700LT flights of AN-12, AN-24, AN-26, AN-30, AN-32, TU-134 and their modifications, helicopters MI-2, MI-8 and their modifications, which are not in accordance with the requirements of Chapter 3, Supplement 16, Volume 2 ICAO are prohibited except VIP, medical and SAR.

Between 2300-0700LT scheduled and business flights are restricted.

#### 1.2.2. REVERSE THRUST

Between 2300-0700LT reverse thrust is not to be used except for flight safety.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

Procedures are applied for take-off only and when RVR is less than 550m but not lower than what the equipment installed at the aerodrome can accommodate.

Beginning of LVP notified via ATIS or by ATC.

Taxiing from stand to point sign of ILS critical zone with Follow-me car only.

Only one ACFT allowed on the maneuvering area at a time.

### 1.4. TAXI PROCEDURES

When RVR is less than 550m taxiing via TWY 1, 2 and 4 performed with Follow-me car only.

Taxiing via apron M and L performed with Follow-me car only.

TWY 4 MAX wingspan 100'/30.5m.

Taxiing of YAK-42, A-320 and B-737 only on TWY 1 and TWY 2.

### 1.5. PARKING INFORMATION

Stands Z12 thru Z14 available for helicopters.

### 1.6. OTHER INFORMATION

Birds.

UKKK/IEV

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KYIV, UKRAINE

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1 OCT 21

20-1P1

Eff 7 Oct

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

#### 2.1.1. RADIO COMMUNICATION FAILURE

ACFT crew should:

- switch to transponder code 7600 immediately;
- proceed to IAF ZK NDB at altitude 4000' or at the last assigned altitude (FL) if it is higher than 4000', hold over ZK NDB for 5 minutes, then execute instrument approach procedure for RWY-in-use which is broadcasted by ATIS.

#### 2.1.2. ACFT EXPERIENCING RADIO COMMUNICATION FAILURE

Follow the established RCF procedures.

When able to see light gun signal from control tower, follow that instruction.

### 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1. GENERAL

Noise abatement is provided by CDO and accurate execution of STARs during approach and landing procedure.

#### 2.2.2. CONTINUOUS DESCENT OPERATIONS (CDO)

CDO are authorized only if there is no system degradation that may affect a GNSS or ILS operation.

ATC will issue further descent instruction prior to the CDO flight reaching 2960' to prevent levelling off.

MAX IAS 220 KT at 20 track miles from touchdown.

Minimum levels must be adhered to unless cancelled by ATC.

### 2.3. OTHER INFORMATION

Do not mistake lighted highway for approach lights RWY 08.

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## 3. DEPARTURE

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### 3.1. NOISE ABATEMENT PROCEDURES

NADP2 is compulsory during take-off.



**JEPPesen KYIV, UKRAINE**  
**RNAV STAR**  
 1 OCT 21 (20-2) Eff 7 Oct

ATIS	KYIV Radar	Apt Elev
127.475 (Russian 126.8)	124.675 127.725	587
Alt Set: hPa (MM on request) Trans level: By ATC		
1. GNSS or DME/DME required.		
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.		
3. EXPECT direct routing/shortcuts by ATC whenever possible.		
4. Altitudes will be assigned by ATC.		
5. Report ATIS on initial contact with KYIV Radar.		

**GOTAP 2M [GOTA2M]**  
**TUVOG 2M [TUVO2M]**  
**RNAV ARRIVALS**  
**(RWY 08)**

RNAV STARS ALSO AVBL FOR CDO  
 FOR DETAILS REFER TO  
 AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT AT OR BELOW  
 10010 WITHIN 30 NM FROM ARP  
 UNLESS OTHERWISE INSTRUCTED**

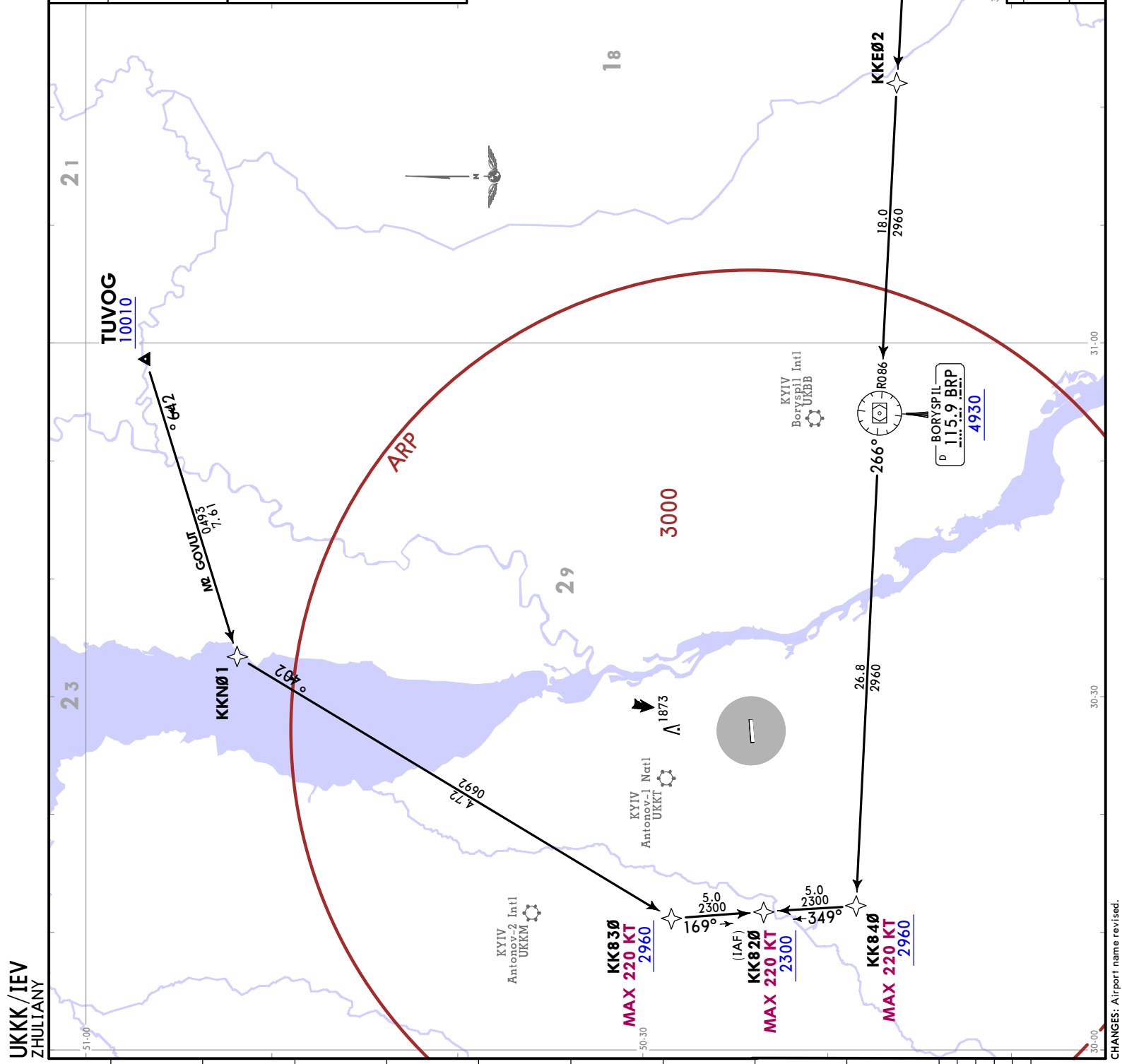
FT./METER CONVERSION

10010'	-	3050m
6070'	-	1850m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2300'	-	700m

QNH

For LOST COMMS refer to 10-1P pages.

STAR	ROUTING
GOTAP 2M	GOTAP (10010+) - KKE02 - BRP VOR (4930+) - KK840 (K220+; 2960+) - KK820 (K220+; 2300+).
TUVOG 2M	TUVOG (10010+) - KKN01 - KK830 (K220+; 2960+) - KK820 (K220+; 2300+).



**UKK/IEV**  
**ZHULIANY**

CHANGES: Airport name revised.

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1 OCT 21 (20-2B) Eff 7 Oct

**JEPPESSEN KYIV, UKRAINE**  
RNAV STAR

ATIS 127.475  
(Russian 126.8)

KYIV Radar 124.675  
Apt Elev 587

Trans level: By ATC

Alt Set: hPa (MM on request)  
1. GNSS or DME/DME required.  
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
3. EXPECT direct routing/shortcuts by ATC whenever possible.  
4. Altitudes will be assigned by ATC.  
5. Report ATIS on initial contact with KYIV Radar.

**CHERVONYI 2M (CY 2M) [CY2M]**  
**GAMLA 2M [GAML2M]**  
**GAMLA 2Q [GAML2Q]**  
**RNAV ARRIVALS**  
**(RWY 08)**

RNAV STARS ALSO AVBL FOR CDO  
FOR DETAILS REFER TO  
AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT AT OR BELOW  
10010 WITHIN 30 NM FROM ARP  
UNLESS OTHERWISE INSTRUCTED**

FT./METER CONVERSION

QNH

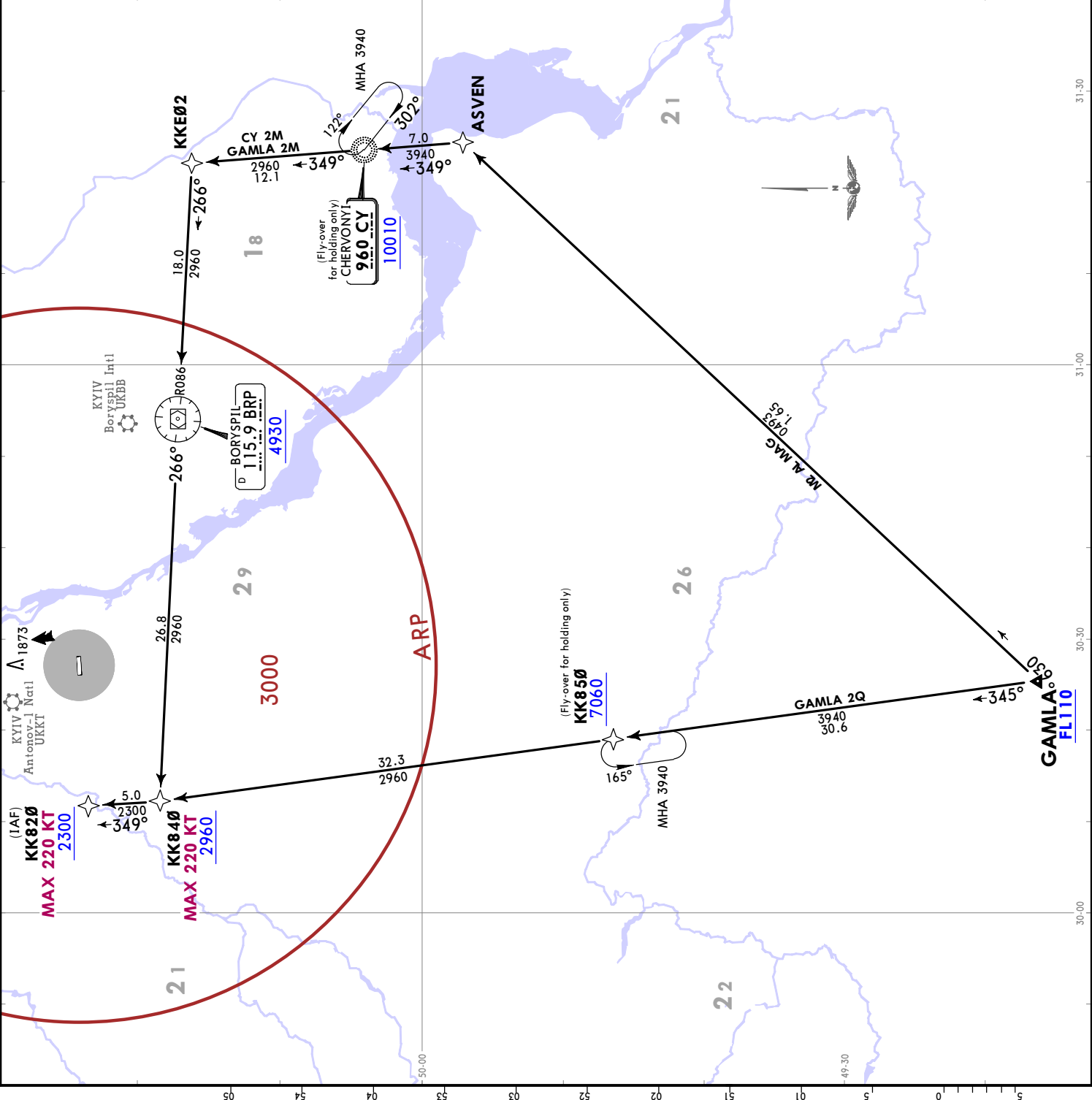
10010'	-	3050m
7060'	-	2150m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2300'	-	700m

LOST COMMS

For LOST COMMS refer to 10-IP pages.

**ROUTING**

<b>STAR</b> CY 2M	CY NDB (10010+) - KKE02 - BRP VOR (4930+) - KK840 (K220+; 2960+) - KK820 (K220+; 2300+).
<b>GAMLA 2M</b>	GAMLA (FL110+) - ASVEN - CY NDB (10010+) - KKE02 - BRP VOR (4930+) - KK840 (K220+; 2960+) - KK820 (K220+; 2300+).
<b>GAMLA 2Q</b>	GAMLA (FL110+) - KK850 (7060+) - KK840 (K220+; 2960+) - KK820 (K220+; 2300+).





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**KYIV, UKRAINE**

1 OCT 21

**20-2D**

**Eff 7 Oct**

**RNAV STAR**

ATIS <b>127.475</b> (Russian <b>126.8</b> )	KYIV Radar <b>124.675</b> <b>127.725</b>	Apt Elev <b>587</b>
------------------------------------------------------	------------------------------------------------	------------------------

- Alt Set: hPa (MM on request)  
Trans level: By ATC
1. GNSS or DME/DME required.
  2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
  3. EXPECT direct routing/shortcuts by ATC whenever possible.
  4. Altitudes will be assigned by ATC.
  5. Report ATIS on initial contact with KYIV Radar.

**LAPVA 1M [LAPV1M], NANIR 2M [NANI2M]  
SOLOVIIVKA 2M (SLV 2M) [SLV2M]  
RNAV ARRIVALS  
(RWY 08)**

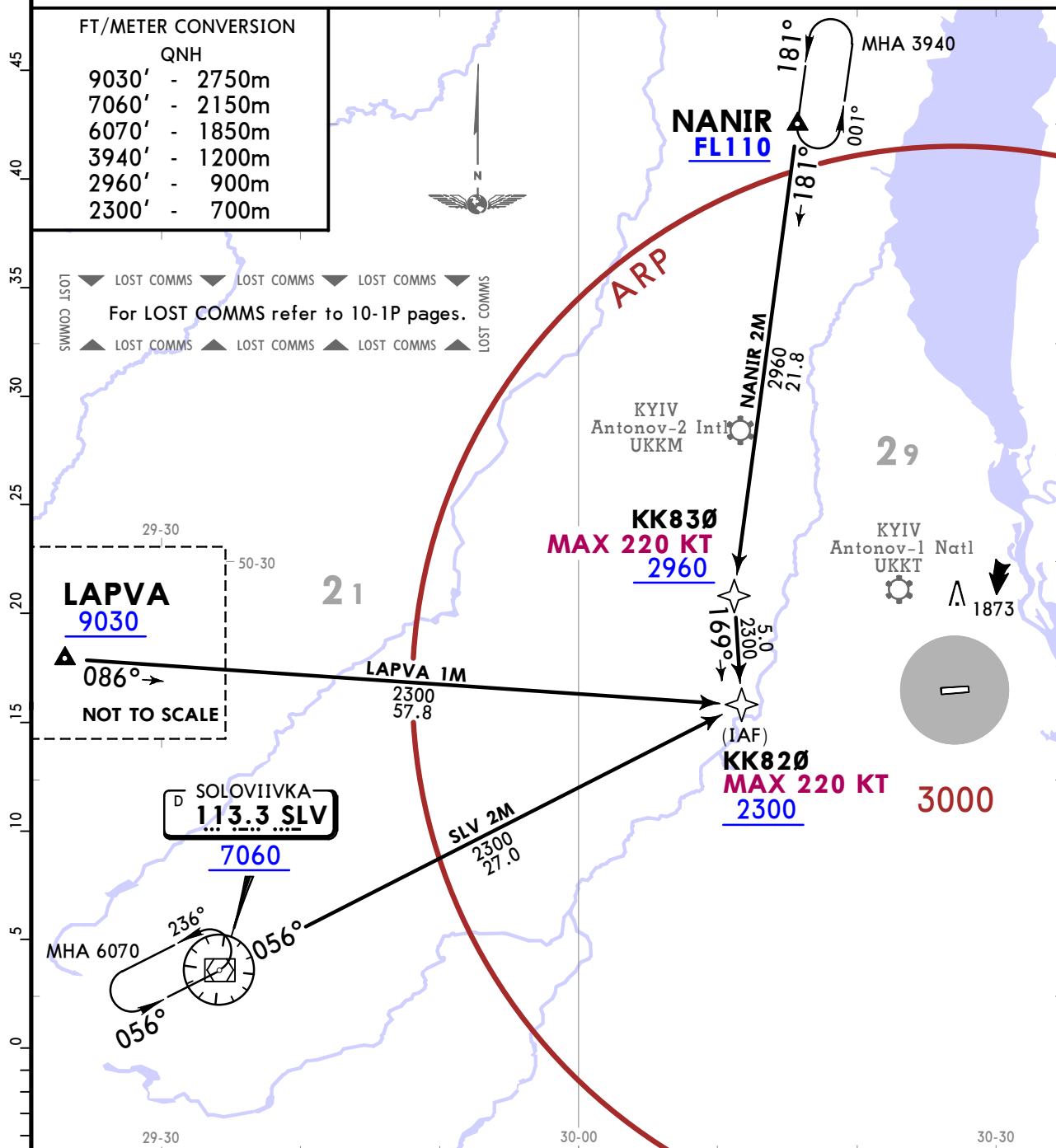
RNAV STARS ALSO AVBL FOR CDO, FOR DETAILS REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT AT OR BELOW 10010 WITHIN 30 NM FROM ARP  
UNLESS OTHERWISE INSTRUCTED**

**FT/METER CONVERSION**

QNH	
9030'	- 2750m
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2300'	- 700m

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
For LOST COMMS refer to 10-1P pages.  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



STAR	ROUTING
<b>LAPVA 1M</b>	LAPVA (9030+) - KK820 (K220-; 2300+).
<b>NANIR 2M</b>	NANIR (FL110+) - KK830 (K220-; 2960+) - KK820 (K220-; 2300+).
<b>SLV 2M</b>	SLV VOR (7060+) - KK820 (K220-; 2300+).

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JEPPESEN  
1 OCT 21 (20-2E) Eff 7 Oct

KYIV, UKRAINE  
RNAV STAR

ATIS  
**127.475**  
(Russian  
**126.8**)

KYIV Radar  
**124.675**  
**127.725**

Apt Elev  
**587**

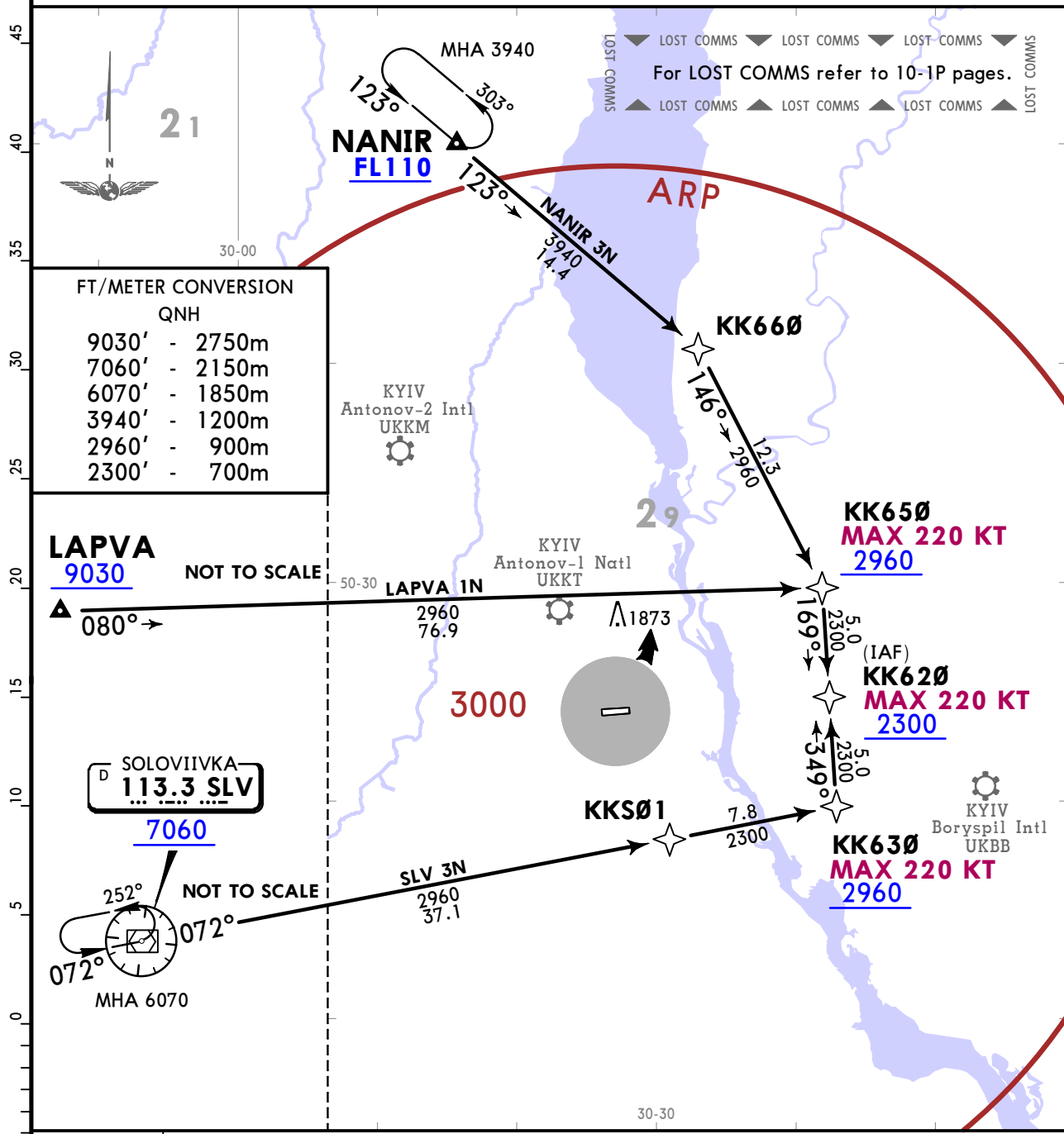
Alt Set: hPa (MM on request)  
Trans level: By ATC

1. GNSS or DME/DME required.
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
3. EXPECT direct routing/shortcuts by ATC whenever possible.
4. Altitudes will be assigned by ATC.
5. Report ATIS on initial contact with KYIV Radar.

LAPVA 1N [LAPV1N], NANIR 3N [NANI3N]  
SOLOVIIVKA 3N (SLV 3N) [SLV3N]  
RNAV ARRIVALS  
(RWY 26)

RNAV STARS ALSO AVBL FOR CDO, FOR DETAILS REFER TO AIRPORT BRIEFING PAGES

**SPEED: MAX 250 KT AT OR BELOW 10010 WITHIN 30 NM FROM ARP UNLESS OTHERWISE INSTRUCTED**



FT/METER CONVERSION

QNH	
9030'	- 2750m
7060'	- 2150m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2300'	- 700m

**LAPVA 9030** NOT TO SCALE  
080° →

**SOLOVIIVKA 113.3 SLV**  
**7060**

NOT TO SCALE  
252° / 072°  
MHA 6070

STAR	ROUTING
LAPVA 1N	LAPVA (9030+) - KK650 (K220-; 2960+) - KK620 (K220-; 2300+).
NANIR 3N	NANIR (FL110+) - KK660 - KK650 (K220-; 2960+) - KK620 (K220-; 2300+).
SLV 3N	SLV VOR (7060+) - KKS01 - KK630 (K220-; 2960+) - KK620 (K220-; 2300+).

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1 OCT 21 (20-2F) Eff 7 Oct

KYIV, UKRAINE  
STAR

ATIS  
127.475  
(Russian  
126.8)

KYIV Radar  
124.675  
127.725

Apt Elev  
587

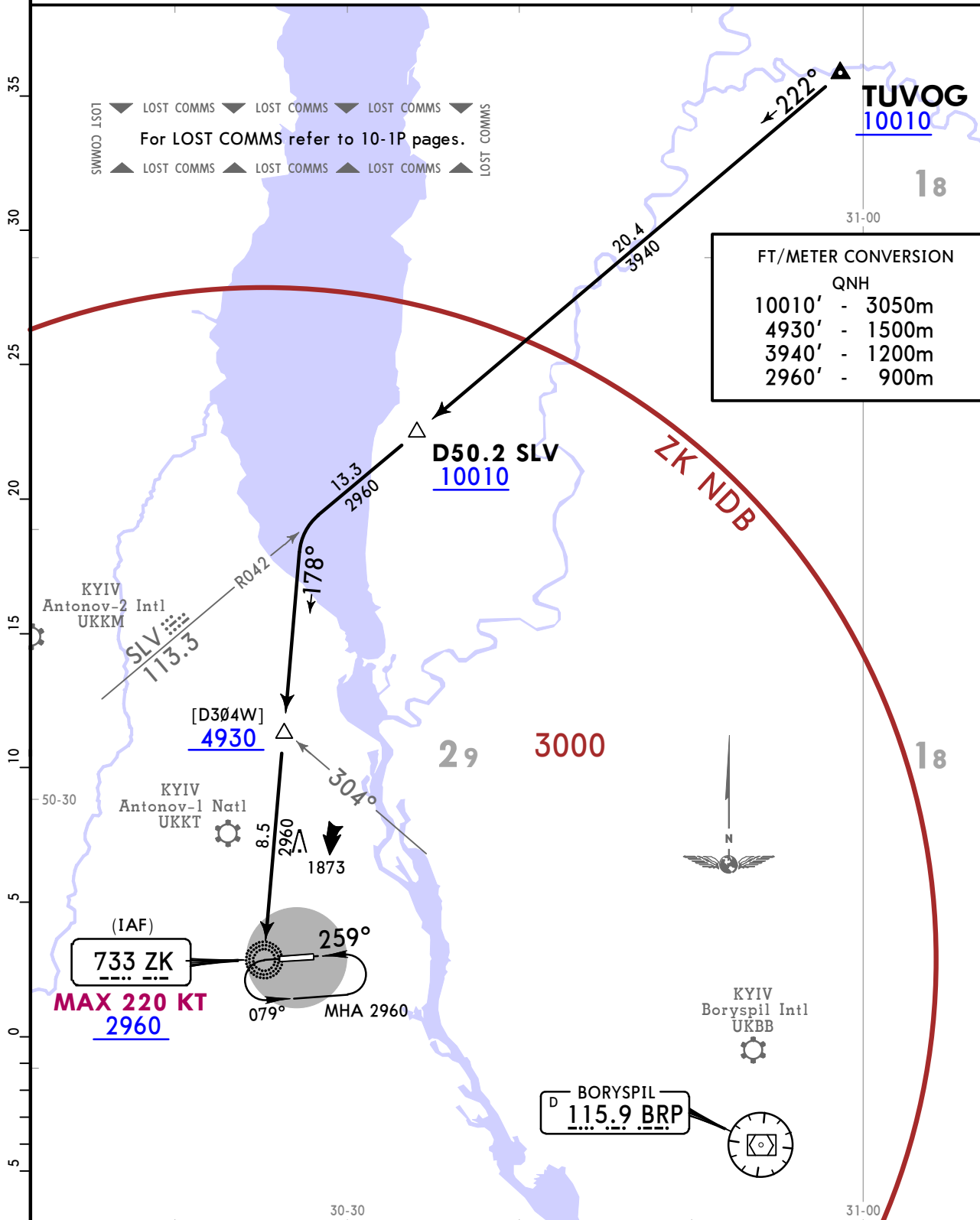
Alt Set: hPa (MM on request)  
Trans level: By ATC  
1. Altitudes will be assigned by ATC.  
2. Report ATIS on initial contact with KYIV Radar.

### TUVOG 2P ARRIVAL [TUV02P] (RWYS 08, 26)

**SPEED: MAX 250 KT AT OR BELOW 10010 WITHIN 30 NM FROM ARP  
UNLESS OTHERWISE INSTRUCTED**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS  
For LOST COMMS refer to 10-1P pages.

FT/METER CONVERSION	
QNH	
10010'	- 3050m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m



#### ROUTING

On SLV R042 inbound, turn LEFT, intercept 178° bearing to ZK NDB, then according to APP chart.

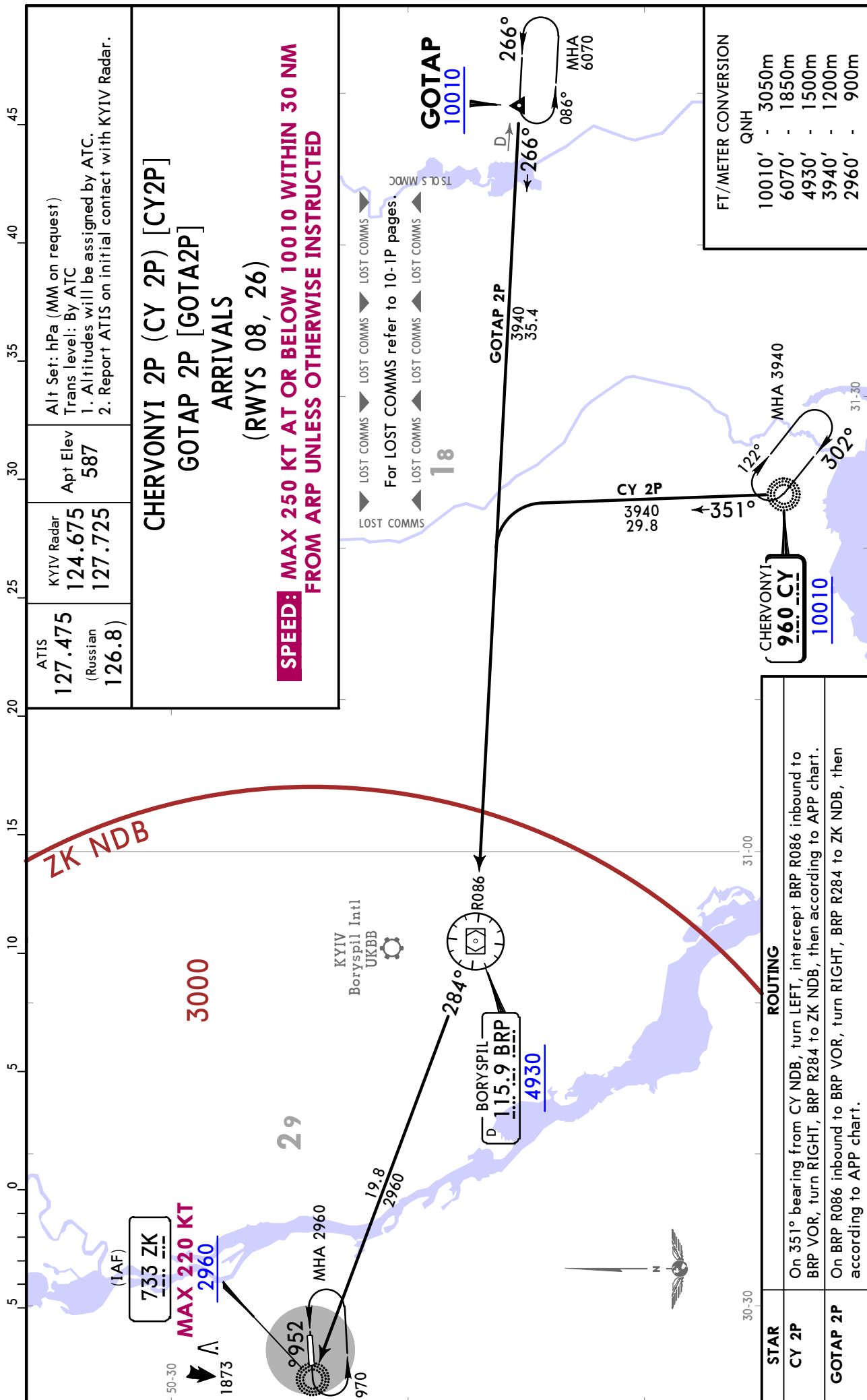
CHANGES: Airport name revised.

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1 OCT 21 (20-2G) Eff 7 Oct

KYIV, UKRAINE  
STAR



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**ZHULIANY**

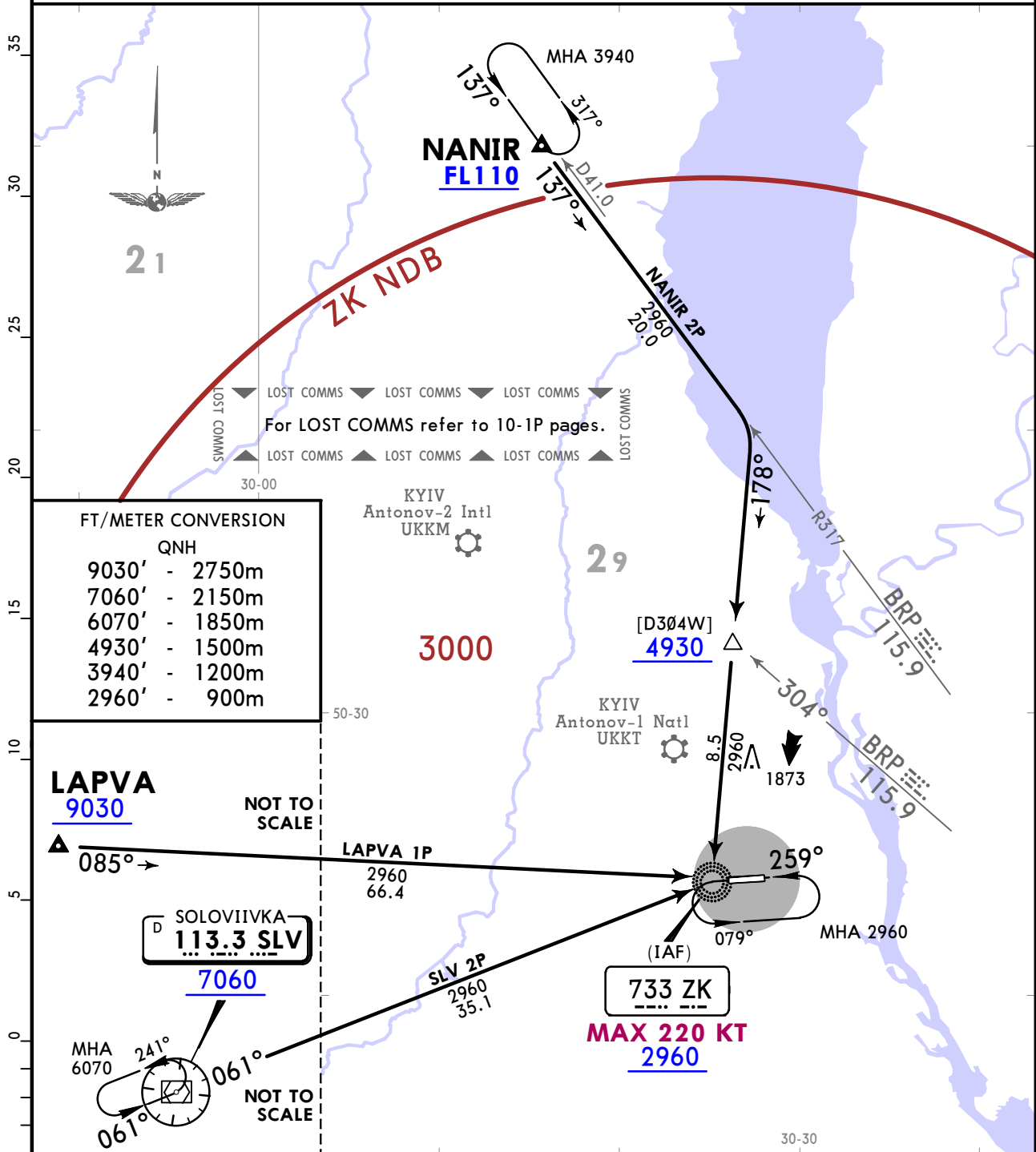
**JEPPESEN**  
1 OCT 21 (20-2H) Eff 7 Oct

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

ATIS <b>127.475</b> (Russian 126.8)	KYIV Radar <b>124.675</b> <b>127.725</b>	Apt Elev <b>587</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. Altitudes will be assigned by ATC. 2. Report ATIS on initial contact with KYIV Radar.
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**LAPVA 1P [LAPV1P], NANIR 2P [NANI2P]**  
**SOLOVIIVKA 2P (SLV 2P) [SLV2P]**  
**ARRIVALS**  
**(RWYS 08, 26)**

**SPEED: MAX 250 KT AT OR BELOW 10010 WITHIN 30 NM FROM ARP**  
**UNLESS OTHERWISE INSTRUCTED**





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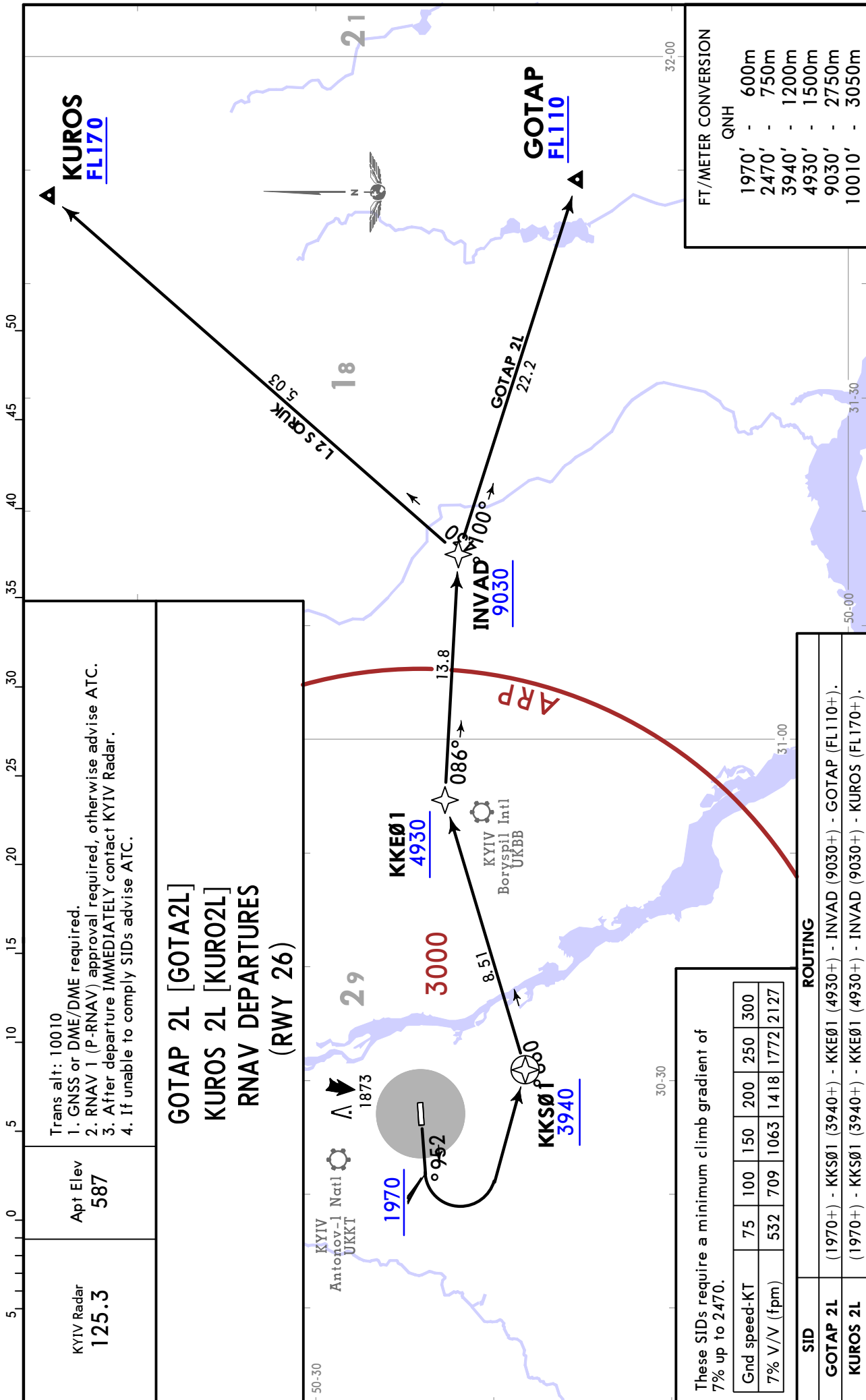
KYIV, UKRAINE

1 OCT 21

20-3A

Eff 7 Oct

RNAV SID



KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
 3. After departure IMMEDIATELY contact KYIV Radar.  
 4. If unable to comply SIDs advise ATC.

**GOTAP 2L [GOTA2L]**  
**KUROS 2L [KURO2L]**  
**RNAV DEPARTURES**  
**(RWY 26)**

These SIDs require a minimum climb gradient of 7% up to 2470.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

SID	ROUTING
<b>GOTAP 2L</b>	(1970+) - KKSØ1 (3940+) - KKEØ1 (4930+) - INVAD (9030+) - GOTAP (FL110+).
<b>KUROS 2L</b>	(1970+) - KKSØ1 (3940+) - KKEØ1 (4930+) - INVAD (9030+) - KUROS (FL170+).

FT/METER CONVERSION

QNH

1970'	-	600m
2470'	-	750m
3940'	-	1200m
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m

**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3D)** **Eff 7 Oct**

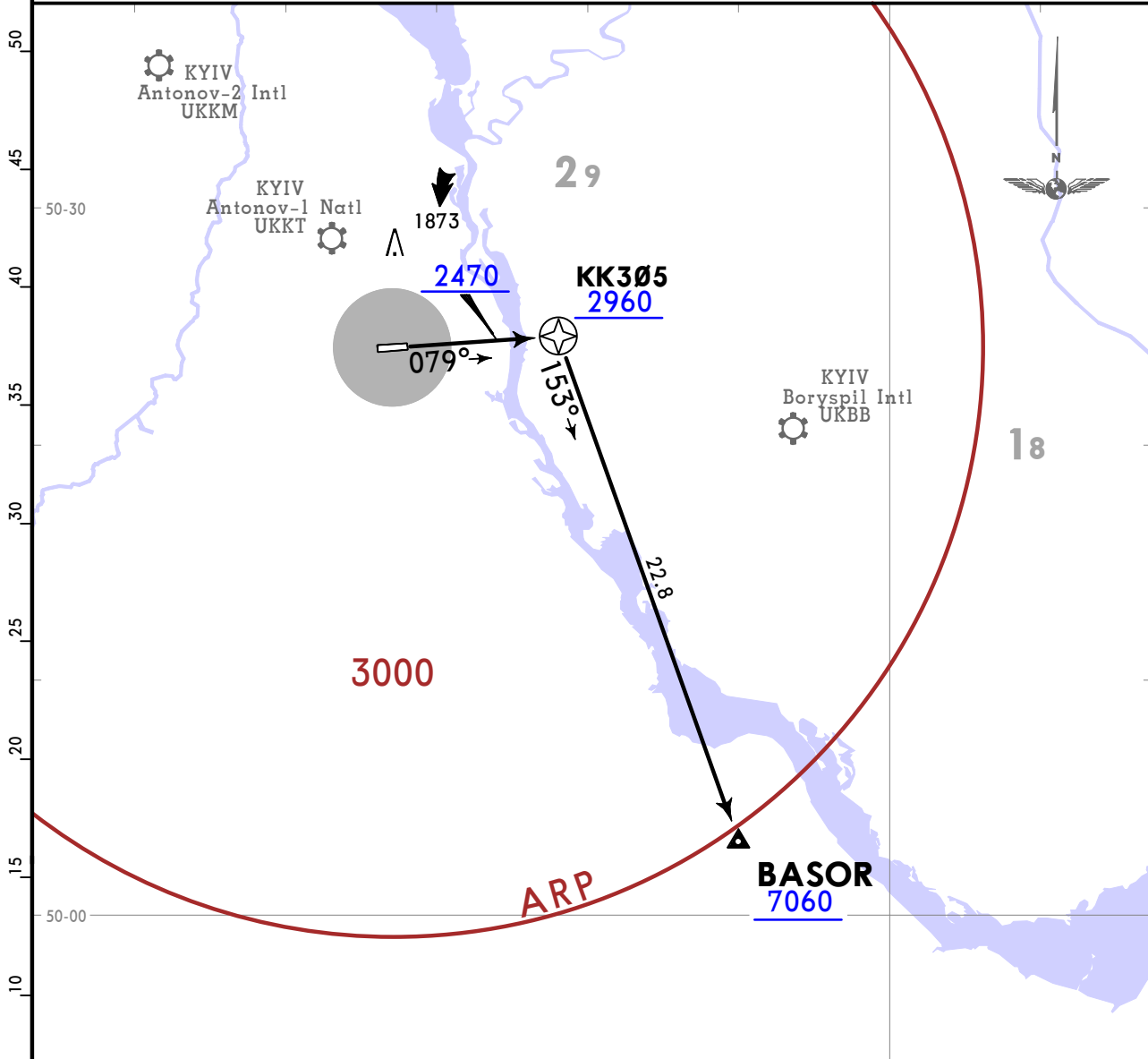
**KYIV, UKRAINE**  
**RNAV SID**

KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
 3. After departure IMMEDIATELY contact KYIV Radar.  
 4. EXPECT close-in obstacles.  
 5. If unable to comply SIDs advise ATC.

**BASOR 1K RNAV DEPARTURE**  
**[BAS01K]**  
**(RWY 08)**



**FT/METER CONVERSION**

QNH

2470'	-	750m
2960'	-	900m
7060'	-	2150m
10010'	-	3050m

This SID requires a minimum climb gradient of 7% up to 2960.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

**ROUTING**  
(2470+) - KK305 (2960+) - BASOR (7060+).

**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3E)** **Eff 7 Oct**

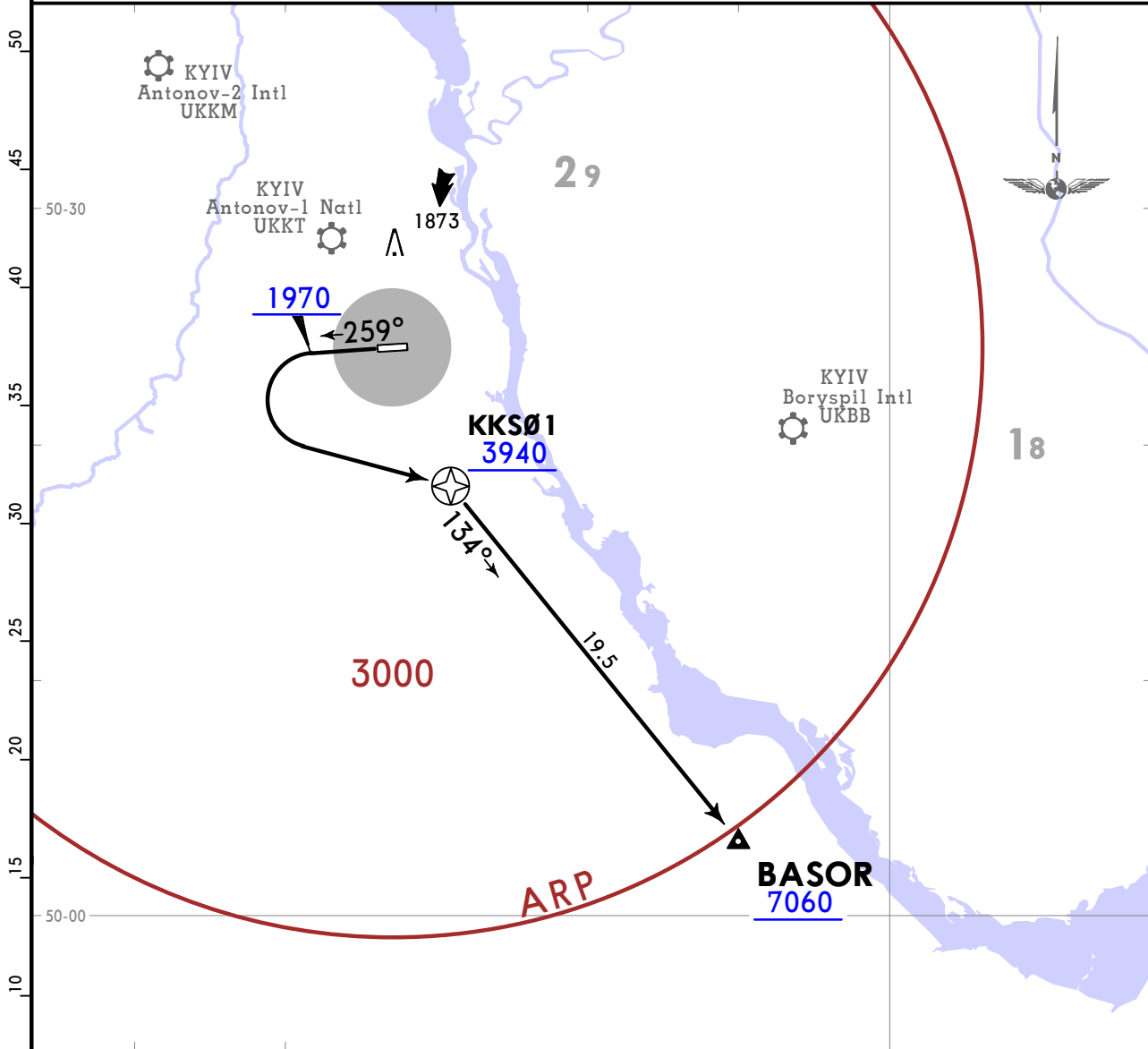
**KYIV, UKRAINE**  
**RNAV SID**

KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
1. GNSS or DME/DME required.  
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
3. After departure IMMEDIATELY contact KYIV Radar.  
4. If unable to comply SIDs advise ATC.

**BASOR 1L RNAV DEPARTURE**  
**[BAS01L]**  
**(RWY 26)**



**FT/METER CONVERSION**

QNH

1970'	-	600m
2470'	-	750m
3940'	-	1200m
7060'	-	2150m
10010'	-	3050m

This SID requires a minimum climb gradient of 7% up to 2470.

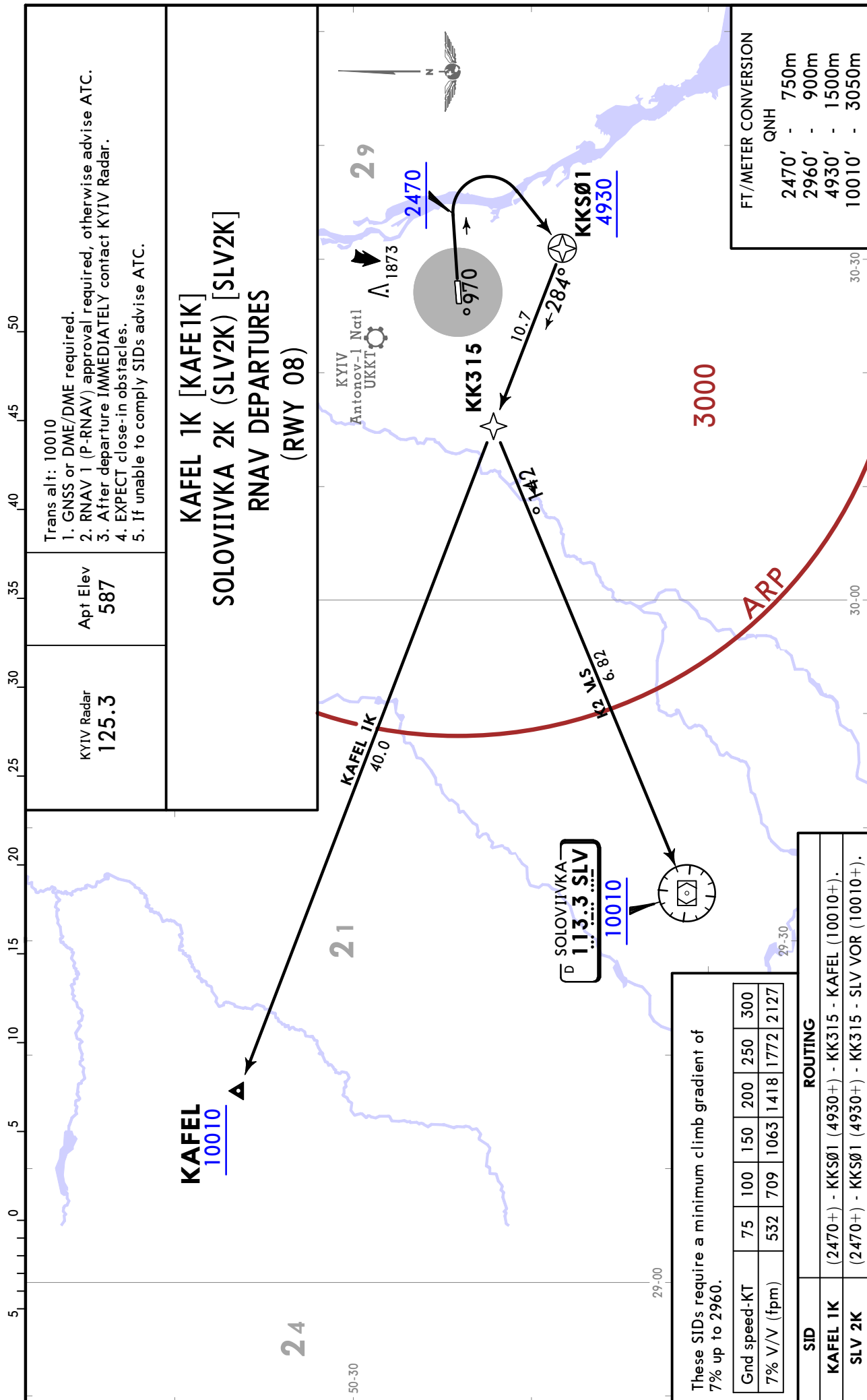
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

**ROUTING**  
(1970+) - KKS01 (3940+) - BASOR (7060+).

UKKK/IEV  
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JEPPESSEN  
1 OCT 21 (20-3F) Eff 7 Oct

KYIV, UKRAINE  
RNAV SID



CHANGES: Airport name revised.

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**JEPPESEN**  
1 OCT 21 **(20-3H)** **Eff 7 Oct**

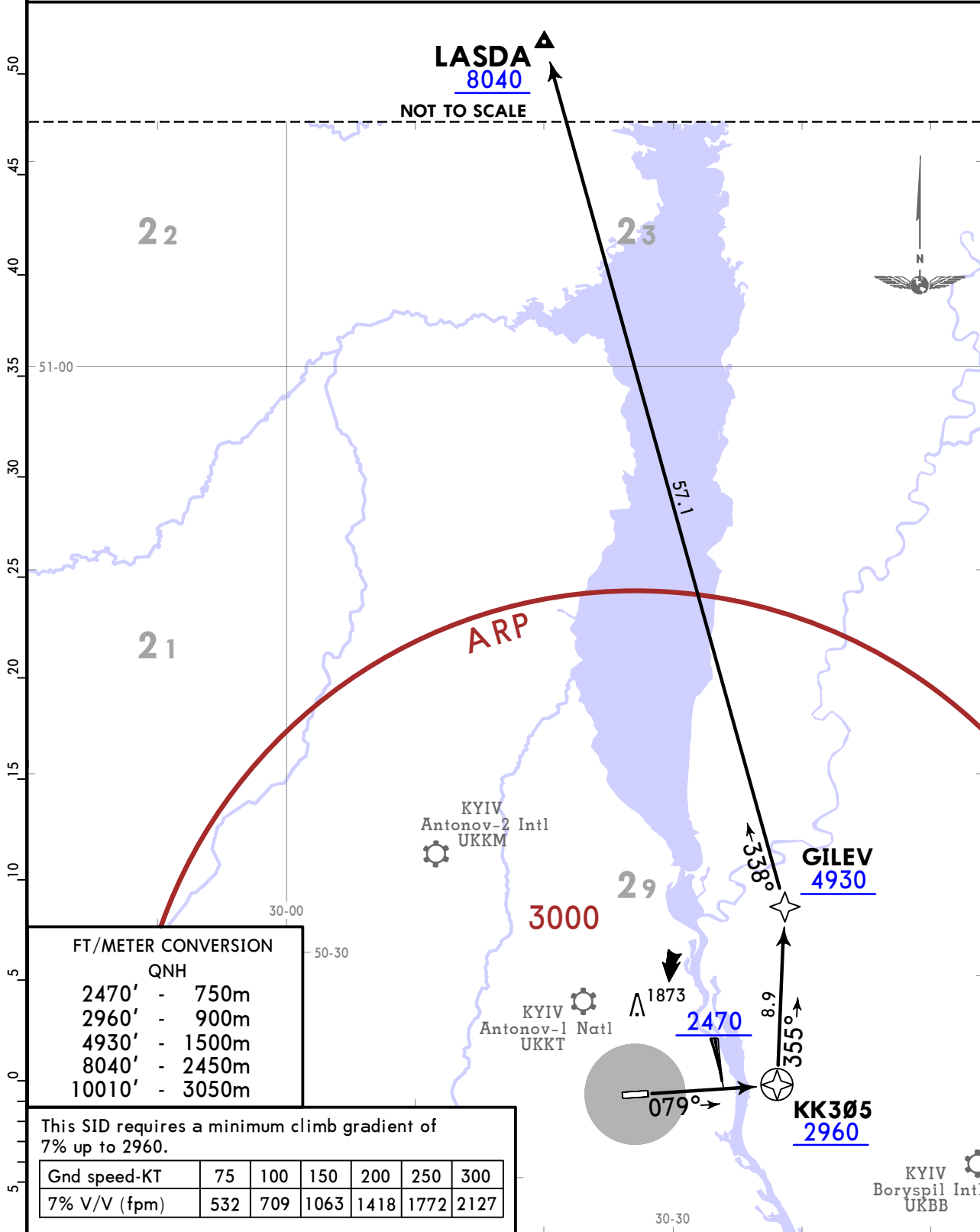
**KYIV, UKRAINE**  
**RNAV SID**

KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
 1. GNSS or DME/DME required.  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
 3. After departure IMMEDIATELY contact KYIV Radar.  
 4. EXPECT close-in obstacles.  
 5. If unable to comply SIDs advise ATC.

**LASDA 2K RNAV DEPARTURE**  
**[LASD2K]**  
**(RWY 08)**



**FT/METER CONVERSION**  
QNH

2470'	-	750m
2960'	-	900m
4930'	-	1500m
8040'	-	2450m
10010'	-	3050m

This SID requires a minimum climb gradient of 7% up to 2960.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

**ROUTING**  
(2470+) - KK305 (2960+) - GILEV (4930+) - LASDA (8040+).

**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3J)** **Eff 7 Oct**

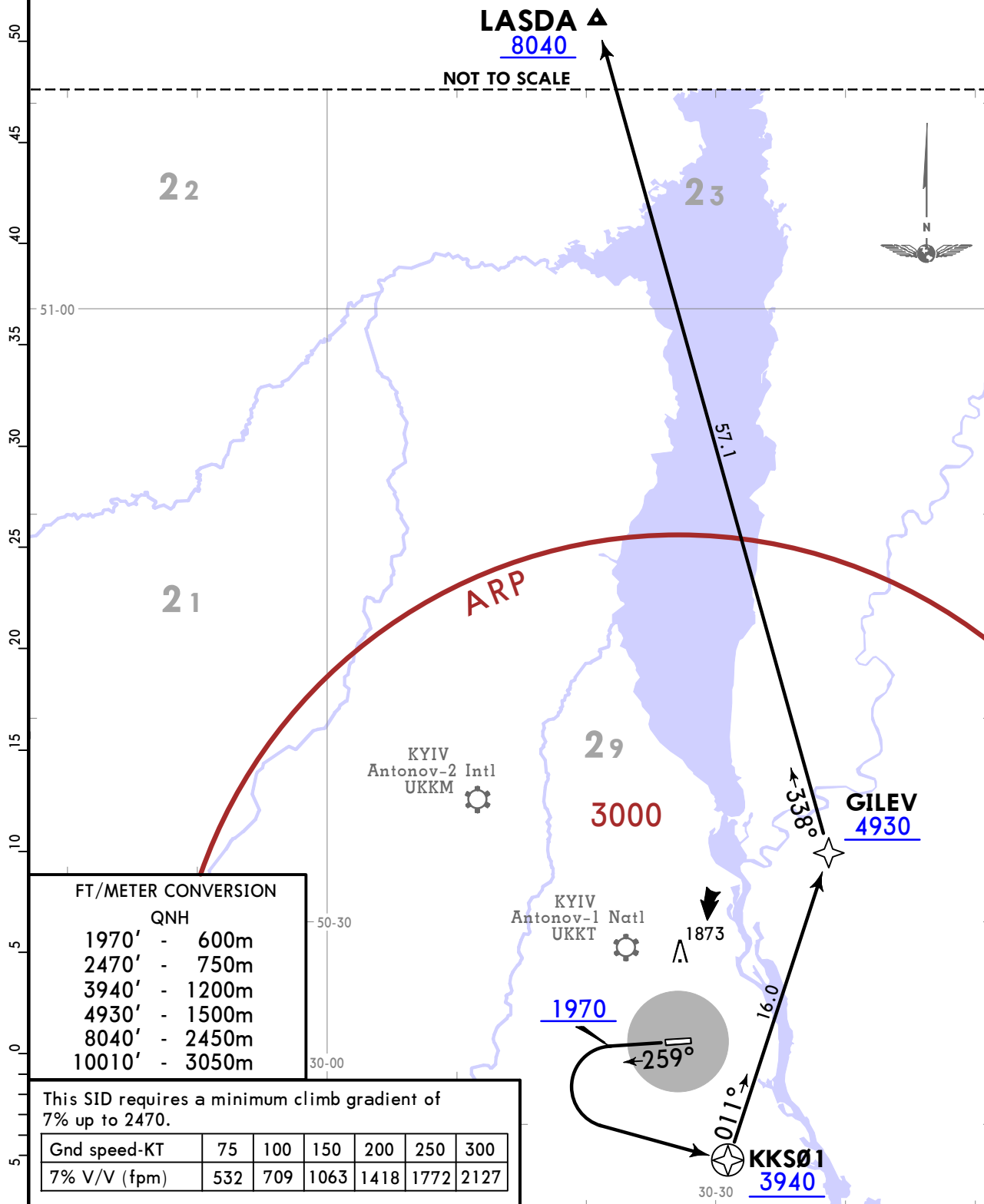
**KYIV, UKRAINE**  
**RNAV SID**

KYIV Radar  
**125.3**

Apt Elev  
**587**

- Trans alt: 10010
1. GNSS or DME/DME required.
  2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
  3. After departure IMMEDIATELY contact KYIV Radar.
  4. If unable to comply SIDs advise ATC.

**LASDA 2L RNAV DEPARTURE**  
**[LASD2L]**  
**(RWY 26)**



**FT/METER CONVERSION**

QNH

1970'	-	600m
2470'	-	750m
3940'	-	1200m
4930'	-	1500m
8040'	-	2450m
10010'	-	3050m

This SID requires a minimum climb gradient of 7% up to 2470.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

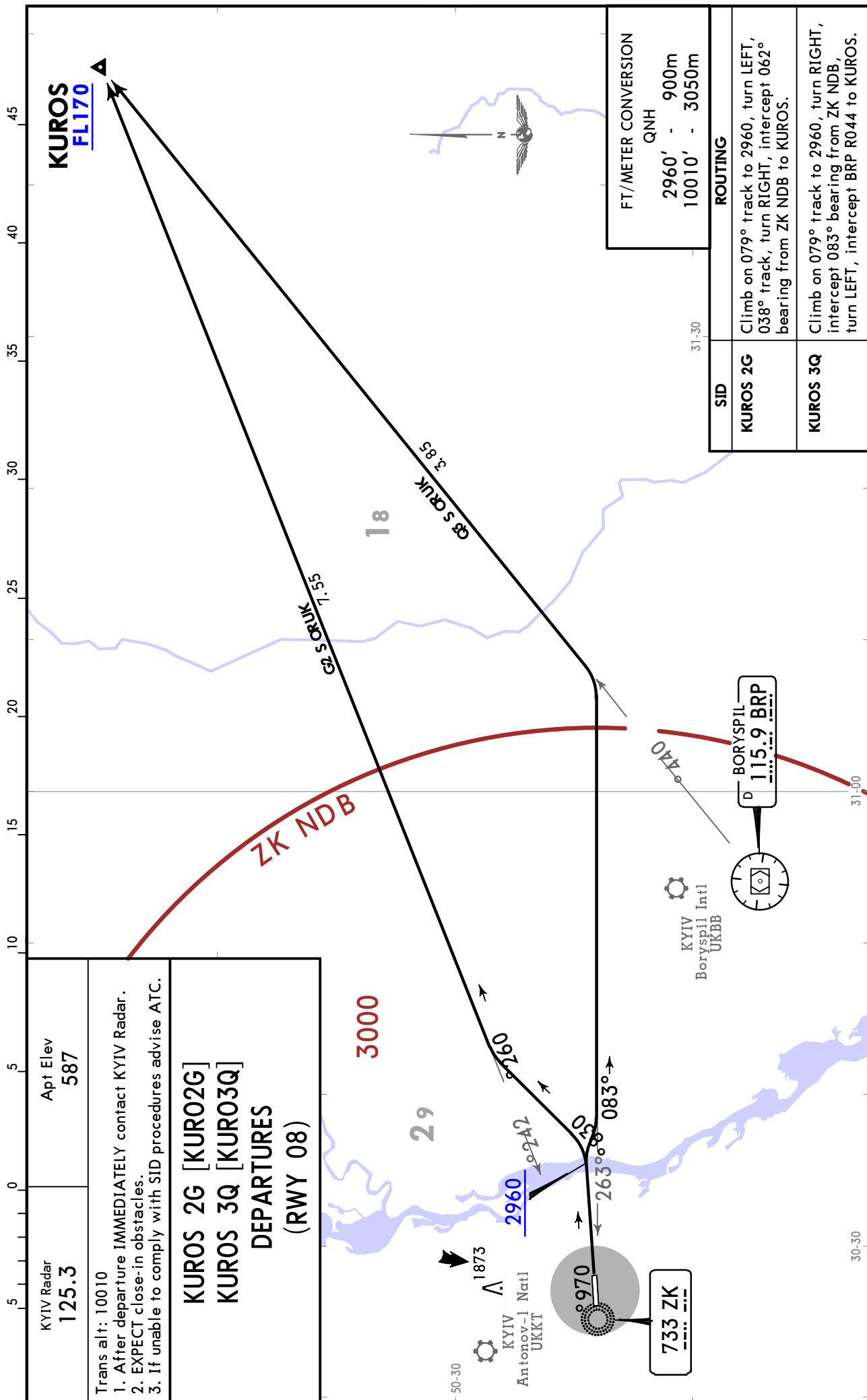
**ROUTING**

(1970+) - KKSØ1 (3940+) - GILEV (4930+) - LASDA (8040+).

**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3K)** **Eff 7 Oct**

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



KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010

1. After departure IMMEDIATELY contact KYIV Radar.
2. EXPECT close-in obstacles.
3. If unable to comply with SID procedures advise ATC.

**KUROS 2G [KURO2G]**  
**KUROS 3Q [KURO3Q]**  
**DEPARTURES**  
**(RWY 08)**

FT/METER CONVERSION	
QNH	2960' - 900m
	10010' - 3050m

ROUTING	
<b>KUROS 2G</b>	Climb on 079° track to 2960, turn LEFT, 038° track, turn RIGHT, intercept 062° bearing from ZK NDB to KUROS.
<b>KUROS 3Q</b>	Climb on 079° track to 2960, turn RIGHT, intercept 083° bearing from ZK NDB, turn LEFT, intercept BRP R044 to KUROS.

CHANGES: Airport name revised.

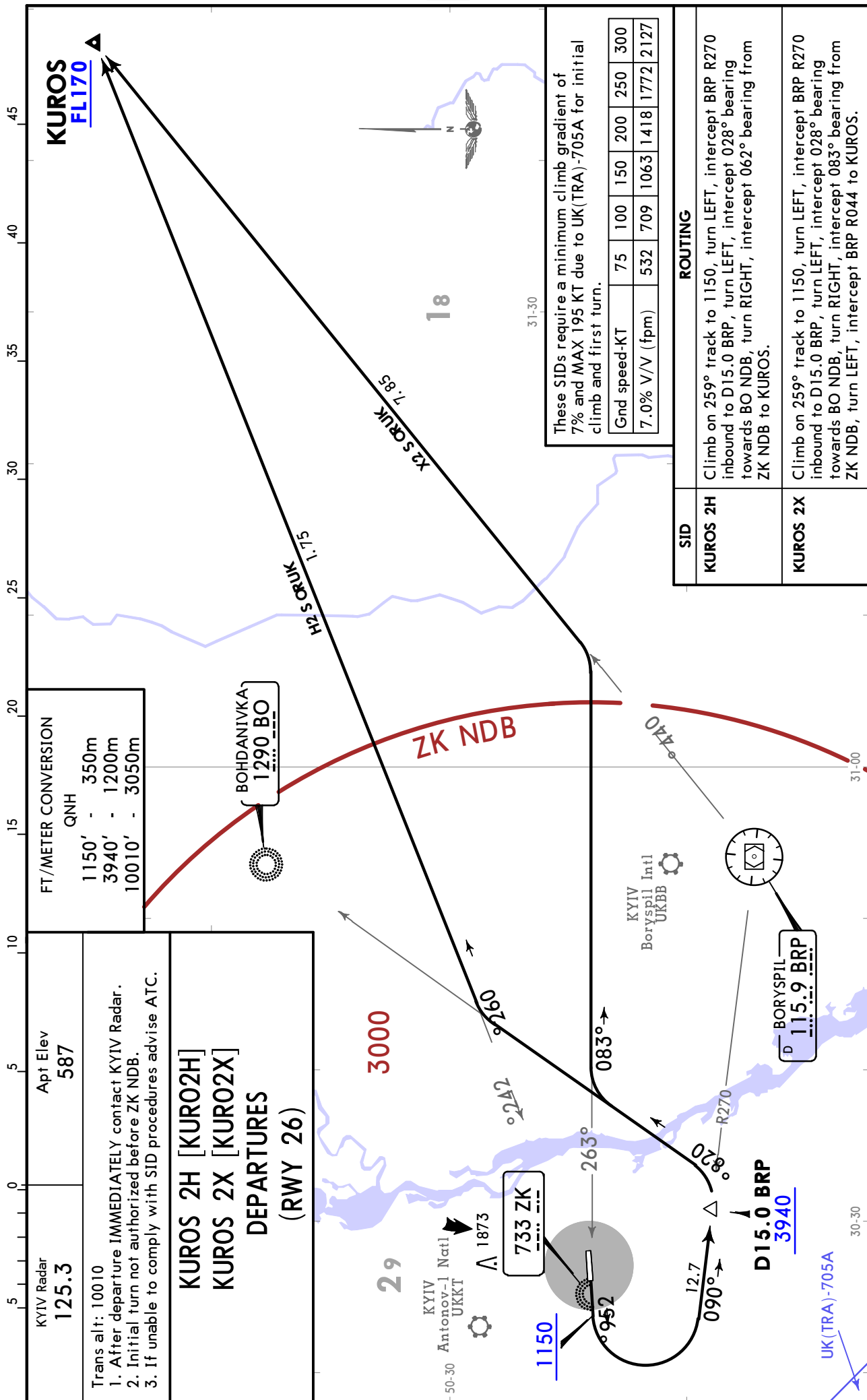
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UKKK/IEV  
ZHULIANY

JEPPESSEN  
1 OCT 21 (20-3L) Eff 7 Oct

KYIV, UKRAINE

SID



CHANGES: Airport name revised.

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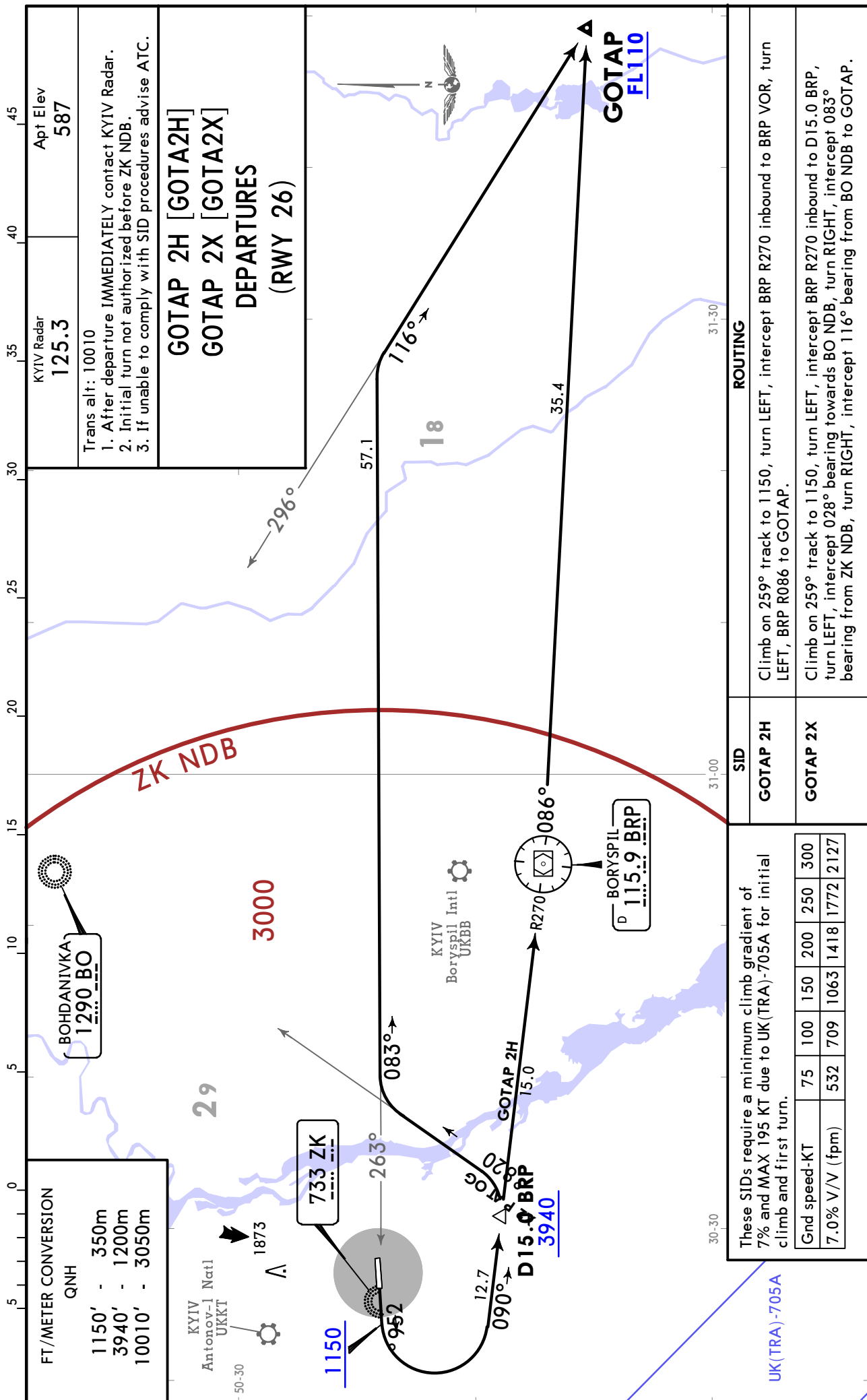


**UKKK/IEV**  
**ZHULIANY**

**JEPPESSEN**  
1 OCT 21 (20-3N) Eff 7 Oct

**KYIV, UKRAINE**

**SID**



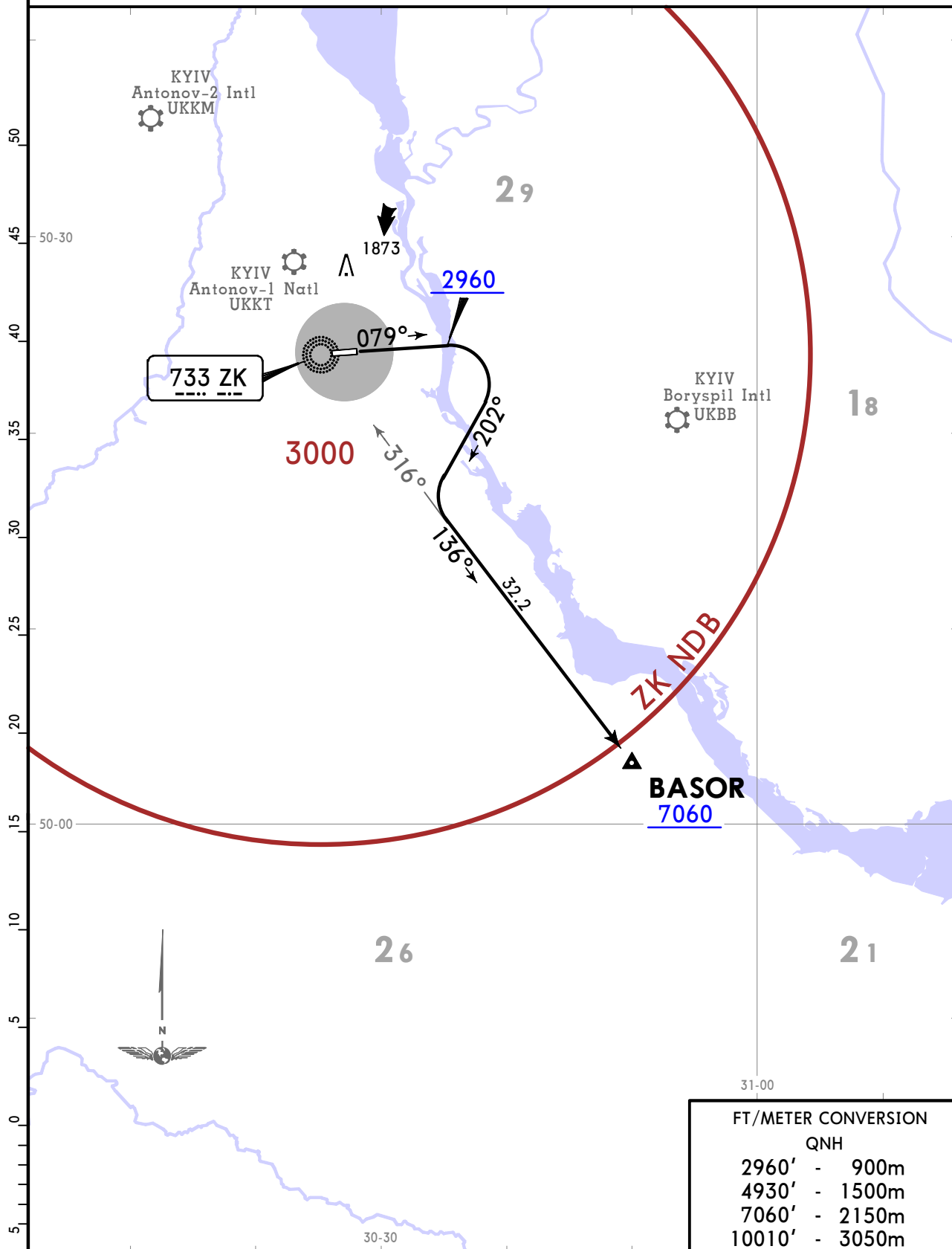
**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3P)** **Eff 7 Oct**

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

KYIV Radar <b>125.3</b>	Apt Elev <b>587</b>	Trans alt: 10010 1. After departure IMMEDIATELY contact KYIV Radar 2. EXPECT close-in obstacles. 3. If unable to comply with SID procedures advise ATC.
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**BASOR 2G DEPARTURE**  
**[BASO2G]**  
**(RWY 08)**



**ROUTING**

Climb on 079° track to 2960, turn RIGHT, 202° track, turn LEFT, intercept 136° bearing from ZK NDB to BASOR.

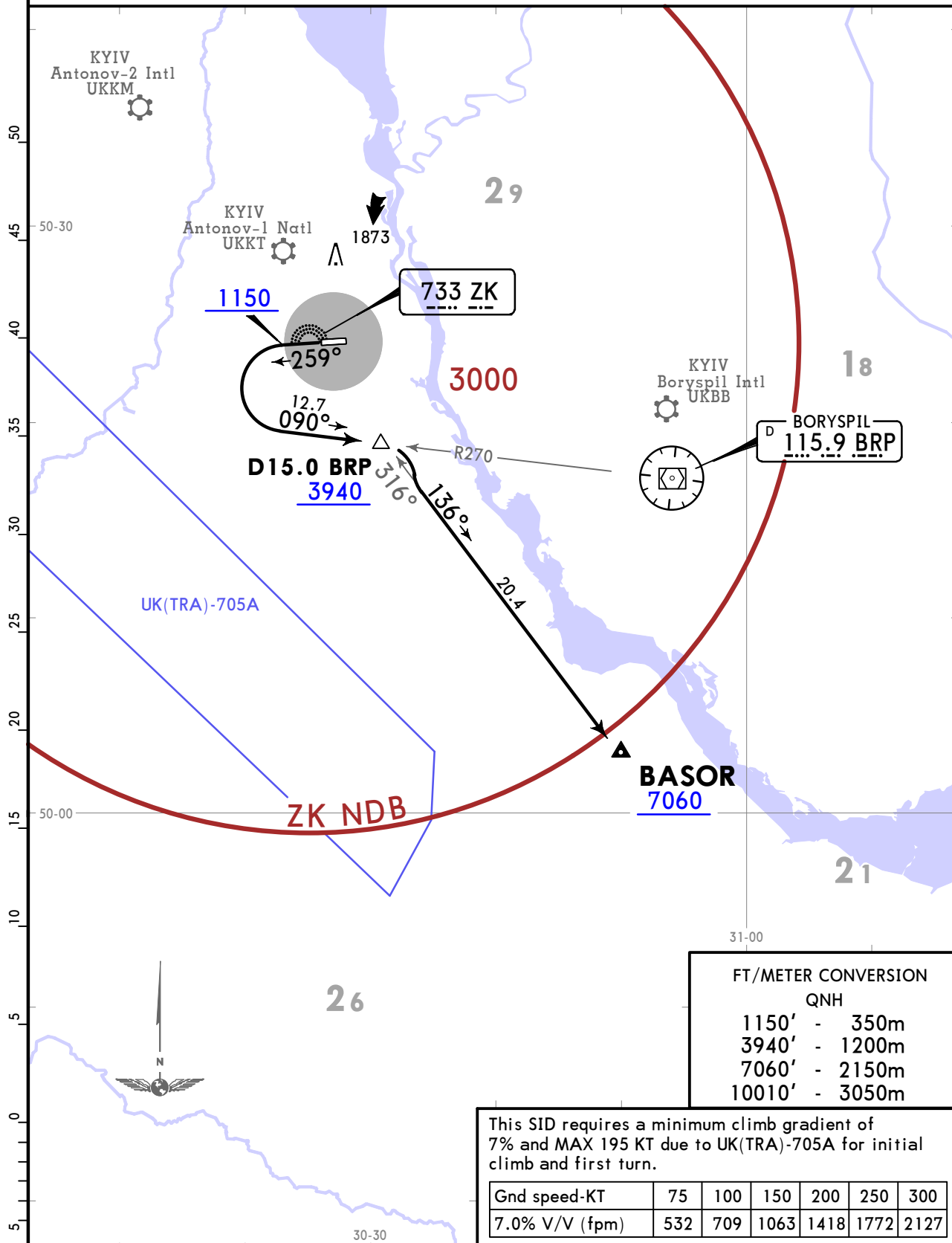
**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
1 OCT 21 **(20-3Q)** **Eff 7 Oct**

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

KYIV Radar <b>125.3</b>	Apt Elev <b>587</b>	Trans alt: 10010 1. After departure IMMEDIATELY contact KYIV Radar. 2. Initial turn not authorized before ZK NDB. 3. If unable to comply with SID procedures advise ATC.
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**BASOR 2H DEPARTURE**  
**[BASO2H]**  
**(RWY 26)**



**FT/METER CONVERSION**

QNH

1150'	-	350m
3940'	-	1200m
7060'	-	2150m
10010'	-	3050m

This SID requires a minimum climb gradient of 7% and MAX 195 KT due to UK(TRA)-705A for initial climb and first turn.

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

**ROUTING**

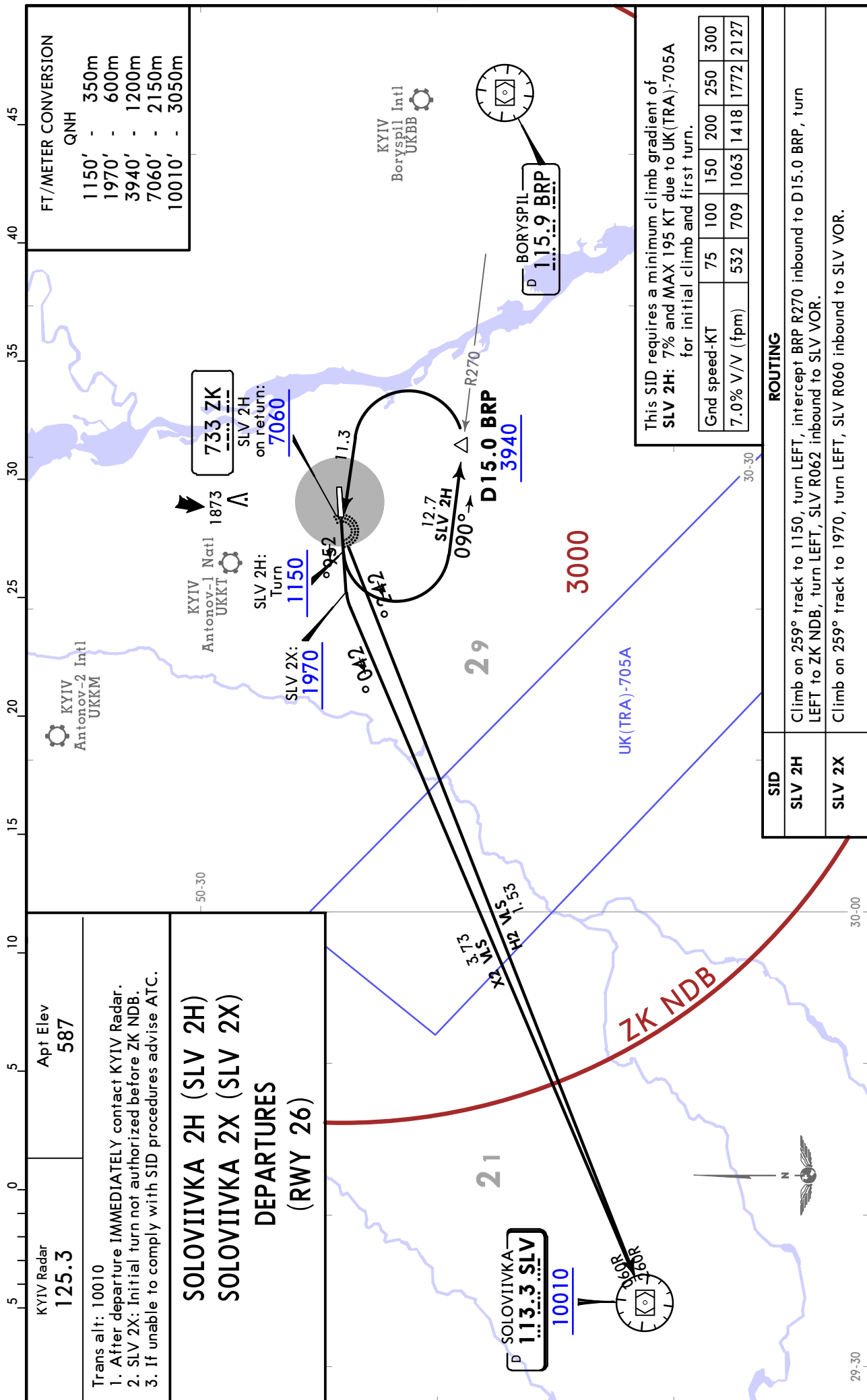
Climb on 259° track to 1150, turn LEFT, intercept BRP R270 inbound to D15.0 BRP, turn RIGHT, intercept 136° bearing from ZK NDB to BASOR.



**UKKK/IEV**  
**ZHULIANY**

**JEPPESSEN**  
1 OCT 21 **20-3T** Eff 7 Oct

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



**FT./METER CONVERSION**

QNH	350m	600m	1200m	2150m	3050m
1150'	-	350m	1970'	-	600m
1970'	-	600m	3940'	-	1200m
3940'	-	1200m	7060'	-	2150m
7060'	-	2150m	10010'	-	3050m

This SID requires a minimum climb gradient of **SLV 2H: 7% and MAX 195 KT** due to UK(TRA)-705A for initial climb and first turn.

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

**ROUTING**

SID	ROUTING
<b>SLV 2H</b>	Climb on 259° track to 1150, turn LEFT, intercept BRP R270 inbound to D15.0 BRP, turn LEFT to ZK NDB, turn LEFT, SLV R062 inbound to SLV VOR.
<b>SLV 2X</b>	Climb on 259° track to 1970, turn LEFT, SLV R060 inbound to SLV VOR.

**KYIV Radar**  
**125.3**

**Apt Elev**  
**587**

Trans alt: 10010

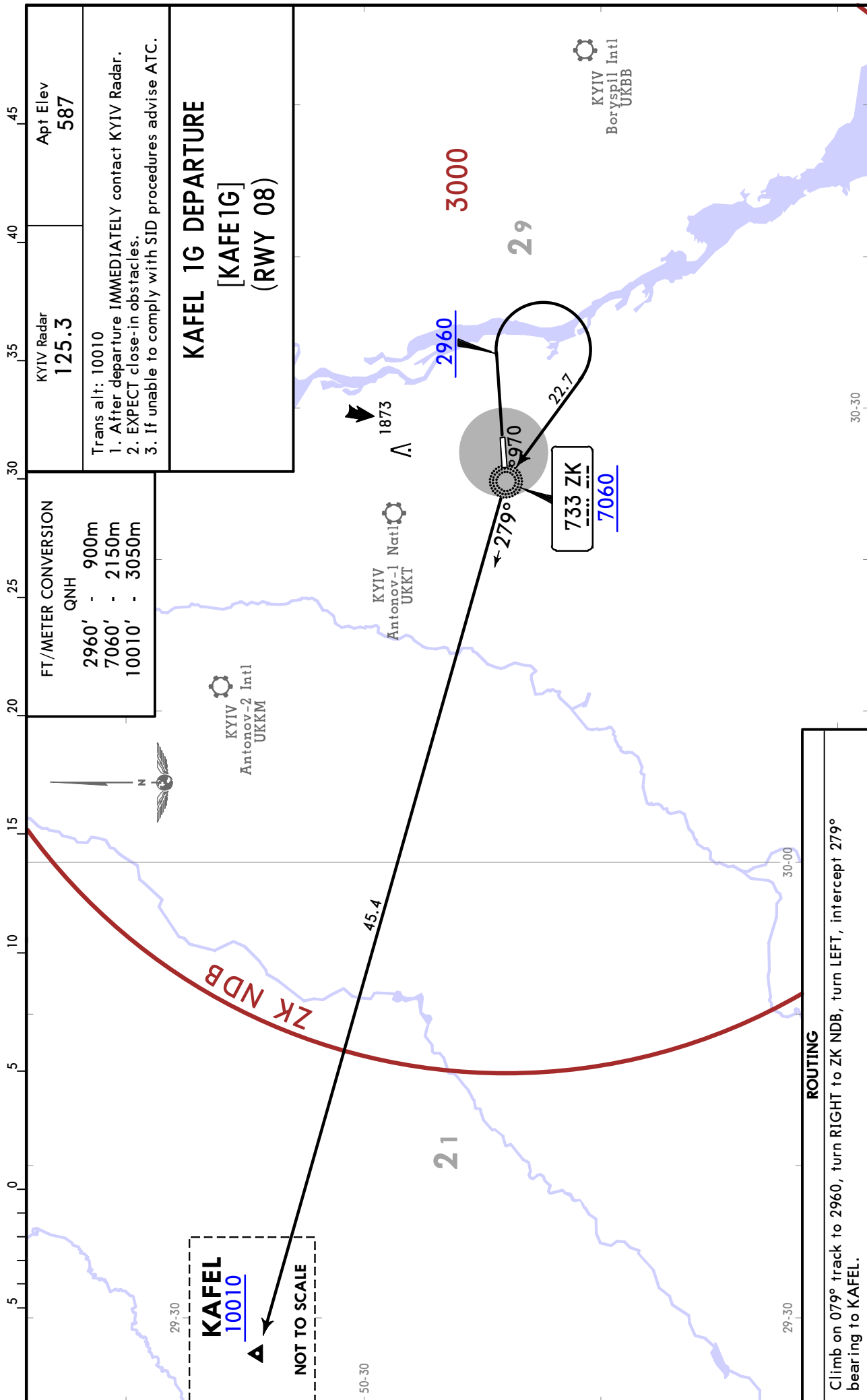
1. After departure IMMEDIATELY contact KYIV Radar.
2. SLV 2X: Initial turn not authorized before ZK NDB.
3. If unable to comply with SID procedures advise ATC.

**SOLOVIIVKA 2H (SLV 2H)**  
**SOLOVIIVKA 2X (SLV 2X)**  
**DEPARTURES**  
**(RWY 26)**

UKKK/IEV  
ZHULIANY

JEPPESEN  
1 OCT 21 (20-3U) Eff 7 Oct

KYIV, UKRAINE  
SID



KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
 1. After departure IMMEDIATELY contact KYIV Radar.  
 2. EXPECT close-in obstacles.  
 3. If unable to comply with SID procedures advise ATC.

**KAFEL 1G DEPARTURE**  
**[KAFE1G]**  
**(RWY 08)**

FT./METER CONVERSION  
 QNH  
 2960' - 900m  
 7060' - 2150m  
 10010' - 3050m



**KAFEL**  
10010

NOT TO SCALE

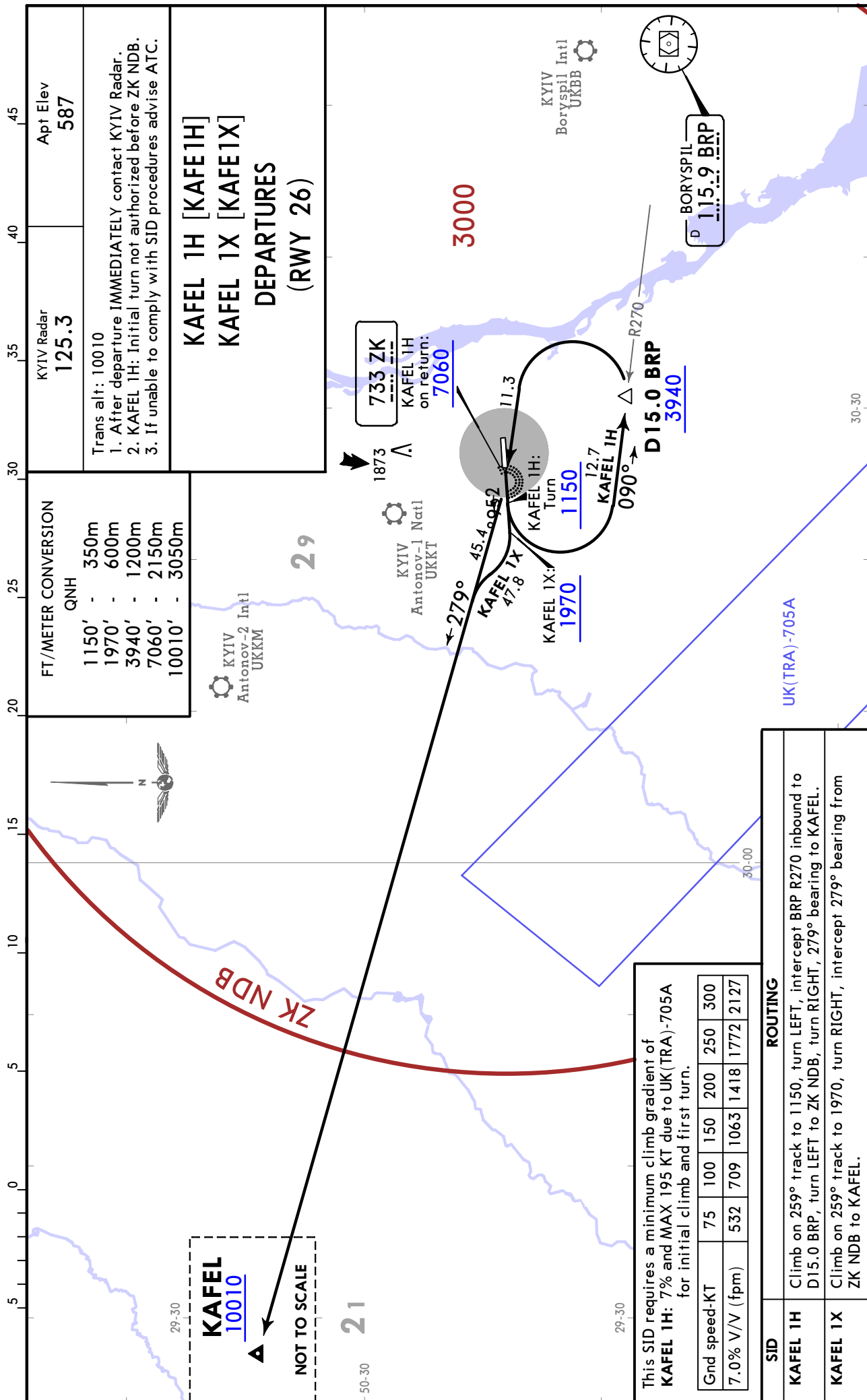
**ROUTING**

Climb on 079° track to 2960, turn RIGHT to ZK NDB, turn LEFT, intercept 279° bearing to KAFEL.

**UKKK/IEV**  
**ZHULIANY**

**JEPPESSEN**  
1 OCT 21 **(20-3V)** **Eff 7 Oct**

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



KYIV Radar  
**125.3**

Apt Elev  
**587**

Trans alt: 10010  
1. After departure IMMEDIATELY contact KYIV Radar.  
2. KAFEL 1H: Initial turn not authorized before ZK NDB.  
3. If unable to comply with SID procedures advise ATC.

**KAFEL 1H [KAFE1H]**  
**KAFEL 1X [KAFE1X]**  
**DEPARTURES**  
**(RWY 26)**

**FT./METER CONVERSION**

QNH	350m	600m	1200m	2150m	3050m
1150'	-	-	-	-	-
1970'	-	-	-	-	-
3940'	-	-	-	-	-
7060'	-	-	-	-	-
10010'	-	-	-	-	-

**KAFEL 1H Turn**  
**1150**  
**12.7**  
**KAFEL 1H**  
**090°**

**733 ZK**  
KAFEL 1H  
on return:  
**7060**

This SID requires a minimum climb gradient of  
**KAFEL 1H: 7% and MAX 195 KT** due to UK(TRA)-705A  
for initial climb and first turn.

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

SID	ROUTING
<b>KAFEL 1H</b>	Climb on 259° track to 1150, turn LEFT, intercept BRP R270 inbound to D15.0 BRP, turn LEFT to ZK NDB, turn RIGHT, 279° bearing to KAFEL.
<b>KAFEL 1X</b>	Climb on 259° track to 1970, turn RIGHT, intercept 279° bearing from ZK NDB to KAFEL.

CHANGES: Airport name revised.

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UKKK/IEV  
ZHULIANY

JEPPESEN

KYIV, UKRAINE

1 OCT 21

20-3W

Eff 7 Oct

SID

KYIV Radar  
125.3

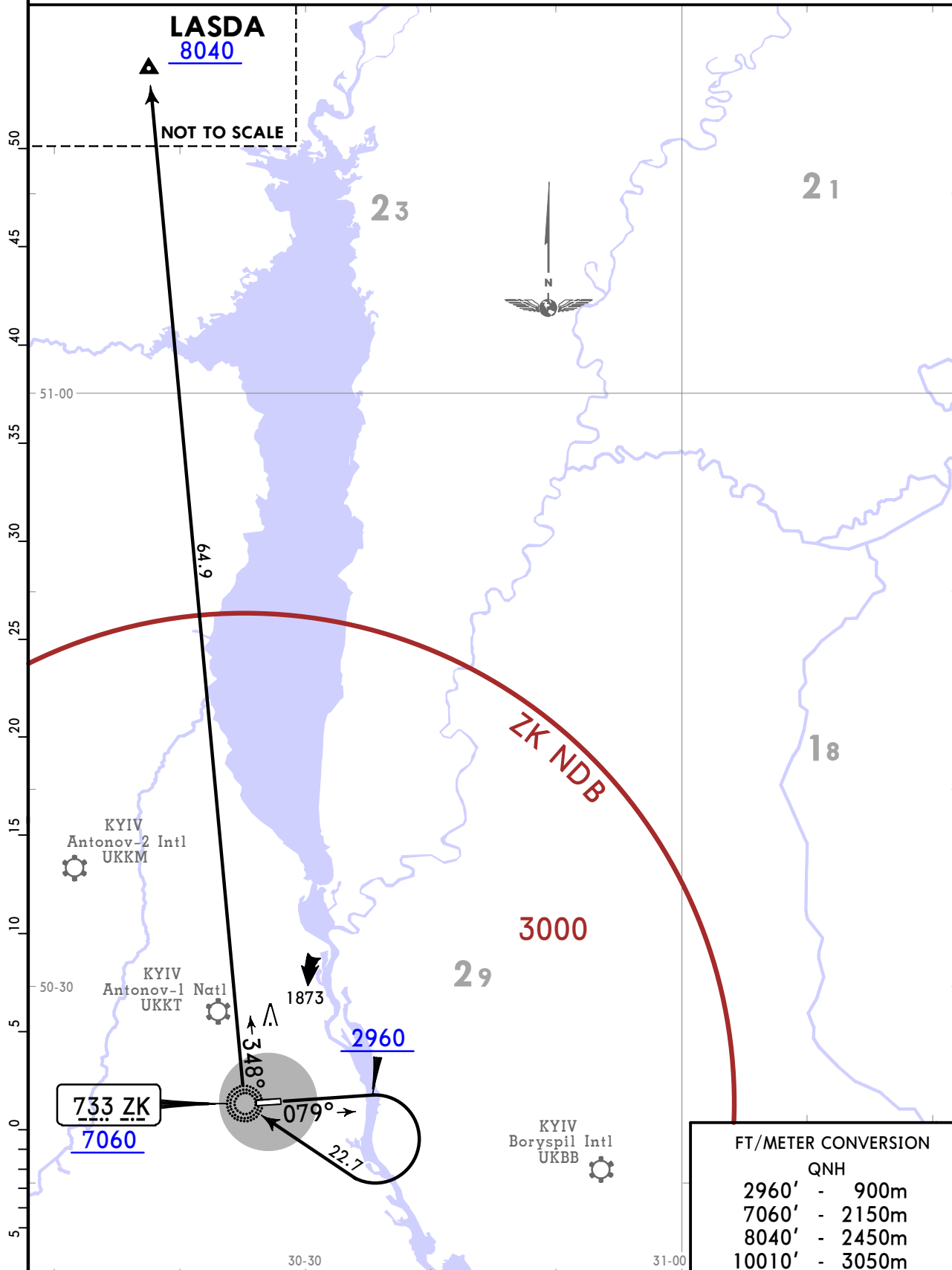
Apt Elev  
587

Trans alt: 10010

1. After departure IMMEDIATELY contact KYIV Radar.
2. EXPECT close-in obstacles.
3. If unable to comply with SID procedures advise ATC.

### LASDA 2G DEPARTURE

[LASD2G]  
(RWY 08)



#### ROUTING

Climb on 079° track to 2960, turn RIGHT to ZK NDB, turn RIGHT, 348° bearing to LASDA.

CHANGES: Airport name revised.

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UKKK/IEV  
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JEPPESEN

KYIV, UKRAINE

1 OCT 21

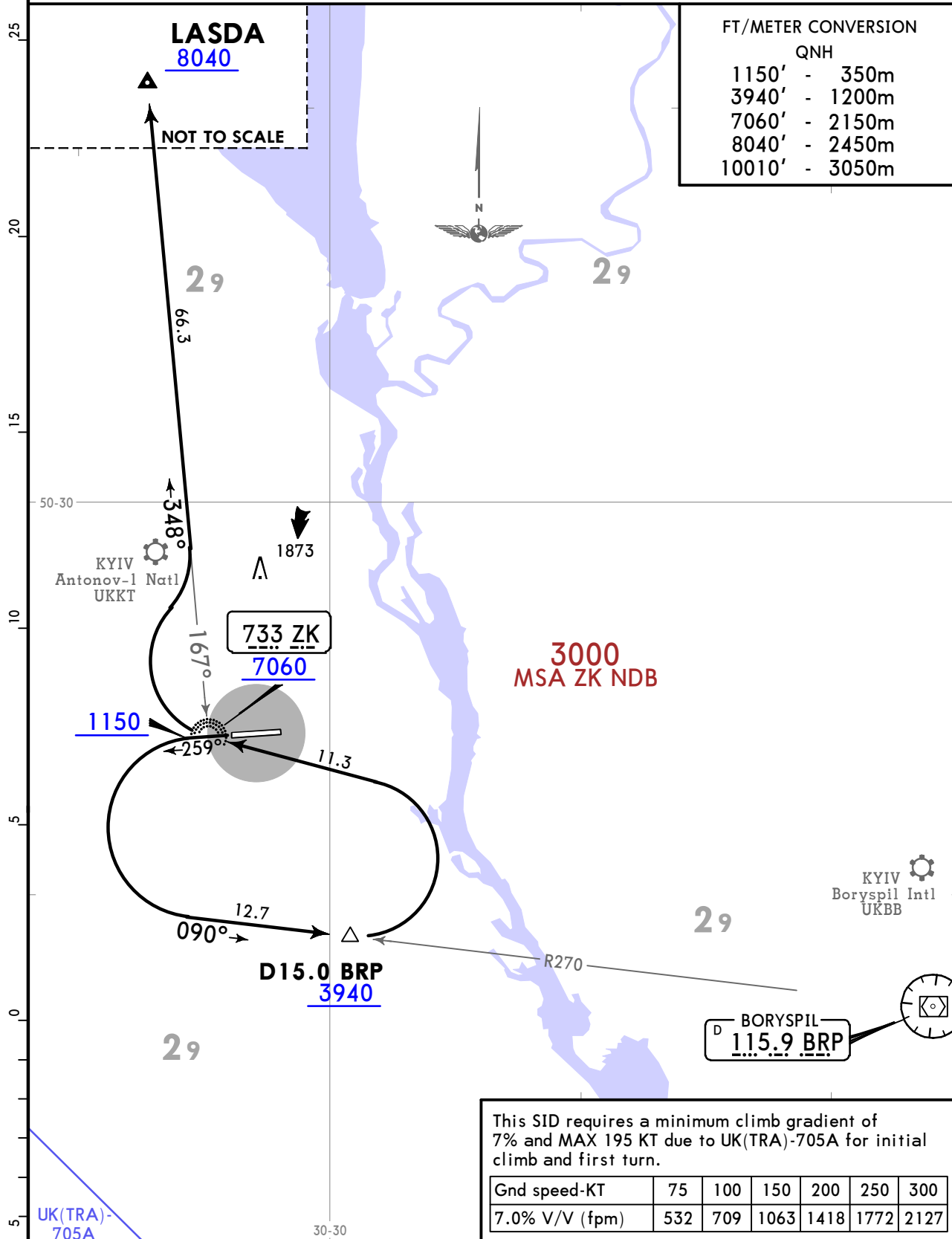
20-3X

Eff 7 Oct

SID

KYIV Radar <b>125.3</b>	Apt Elev <b>587</b>	Trans alt: 10010 1. After departure IMMEDIATELY contact KYIV Radar. 2. Initial turn not authorized before ZK NDB. 3. If unable to comply with SID procedures advise ATC.
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**LASDA 2H DEPARTURE**  
[LASD2H]  
(RWY 26)



FT/METER CONVERSION

QNH	
1150'	- 350m
3940'	- 1200m
7060'	- 2150m
8040'	- 2450m
10010'	- 3050m

This SID requires a minimum climb gradient of 7% and MAX 195 KT due to UK(TRA)-705A for initial climb and first turn.

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

**ROUTING**  
Climb on 259° track to 1150, turn LEFT, intercept BRP R270 inbound to D15.0 BRP, turn LEFT to ZK NDB, turn RIGHT, 348° bearing to LASDA.

CHANGES: Airport name revised.

**UKKK/IEV**

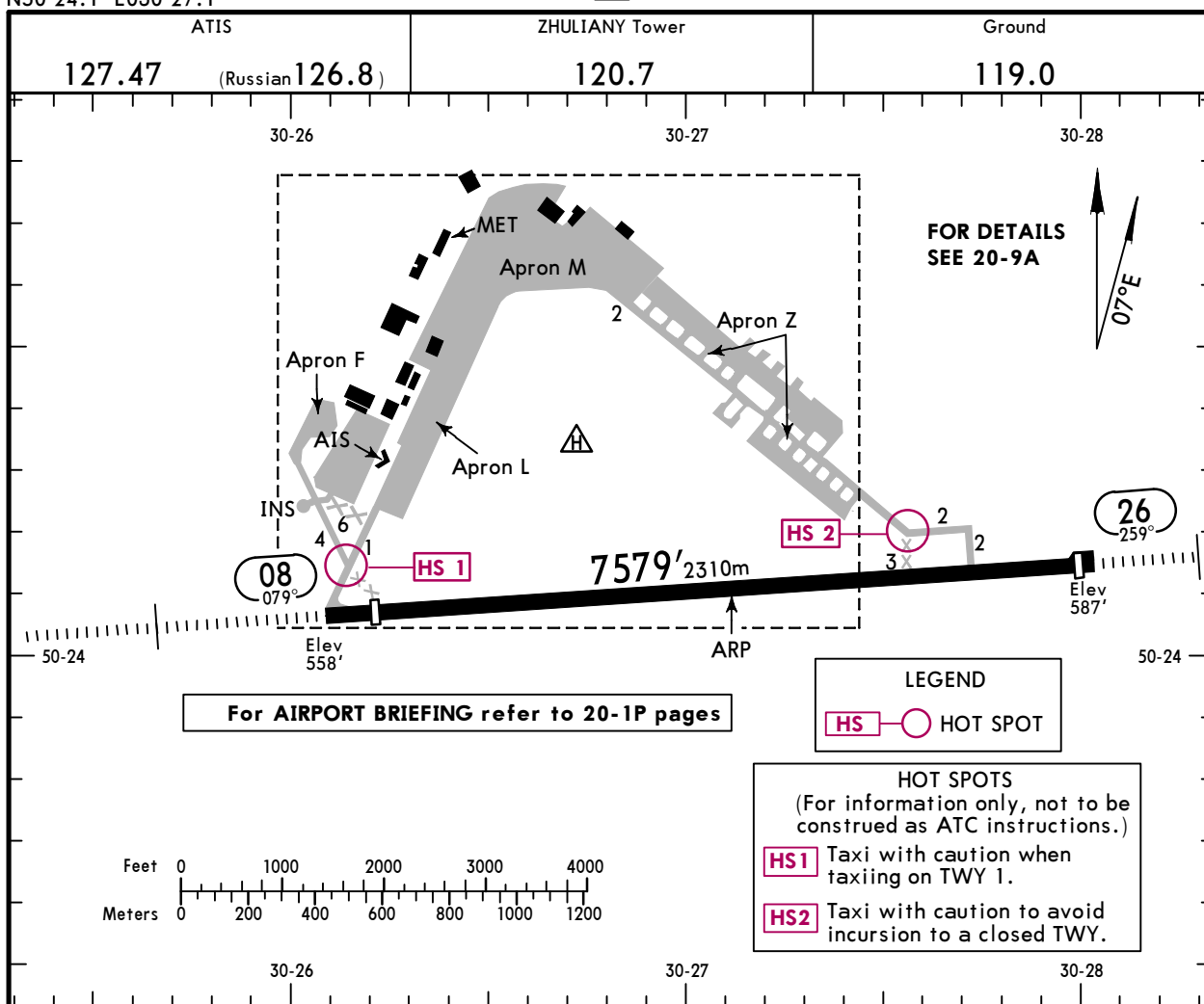
Apt Elev **587'**  
N50 24.1 E030 27.1

**JEPPESEN**

1 OCT 21 **(20-9)** Eff 7 Oct

**KYIV, UKRAINE**

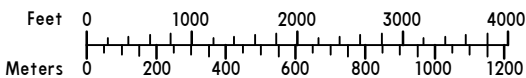
**ZHULIANY**



For AIRPORT BRIEFING refer to 20-1P pages

**LEGEND**  
HS — ○ HOT SPOT

**HOT SPOTS**  
(For information only, not to be construed as ATC instructions.)  
**HS1** Taxi with caution when taxiing on TWY 1.  
**HS2** Taxi with caution to avoid incursion to a closed TWY.



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08	HIRL (60m) HIALS TDZ SFL PAPI-L ① RVR	7087' 2160m	6236' 1901m		148'
26	HIRL (60m) HIALS TDZ PAPI-L ① RVR	7422' 2262m	6389' 1947m	②	45m

- ① (angle 3.0°)
  - ② TAKE-OFF RUN AVAILABLE
- RWY 26:**  
From rwy head 7382' (2250m)  
twy 2 int 6201' (1890m)

**JAR-OPS**

**TAKE-OFF ①**

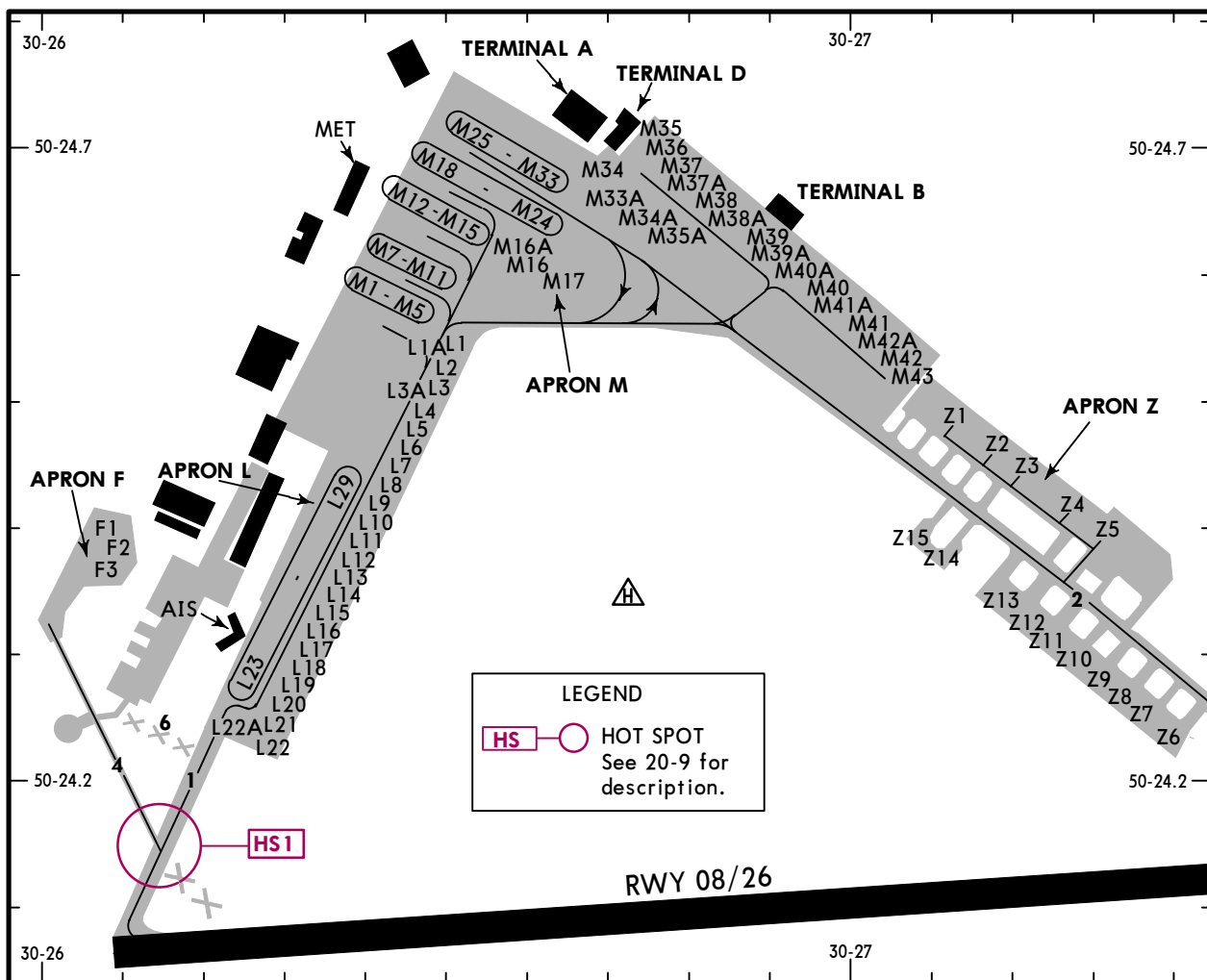
	All Rwys		
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

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

UKKK/IEV

JEPPESEN  
1 OCT 21 (20-9A) Eff 7 Oct

KYIV, UKRAINE  
ZHULIANY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
<b>APRON M</b>		<b>APRON L</b>	
M1 thru M11	N50 24.6 E030 26.4	L1 thru L2	N50 24.6 E030 26.5
M12, M13	N50 24.7 E030 26.4	L3 thru L6	N50 24.5 E030 26.5
M14	N50 24.7 E030 26.5	L7, L8	N50 24.5 E030 26.4
M15 thru M16A	N50 24.6 E030 26.5	L9 thru L14	N50 24.4 E030 26.4
M17	N50 24.6 E030 26.6	L15, L16	N50 24.3 E030 26.4
M18	N50 24.7 E030 26.4	L17 thru L21	N50 24.3 E030 26.3
M19, M20	N50 24.7 E030 26.5	L22, L22A	N50 24.2 E030 26.3
M21, M22	N50 24.6 E030 26.5	L23, L24	N50 24.3 E030 26.3
M23, M24	N50 24.6 E030 26.6	L25 thru L28	N50 24.4 E030 26.3
M25, M26	N50 24.7 E030 26.5	L29	N50 24.4 E030 26.4
M27 thru M30	N50 24.7 E030 26.6	<b>APRON F</b>	
M31 thru M33A, M34A	N50 24.6 E030 26.7	F1 thru F3	N50 24.4 E030 26.1
M35A	N50 24.6 E030 26.8	<b>APRON Z</b>	
M34	N50 24.7 E030 26.6	Z1, Z2	N50 24.5 E030 27.0
M35 thru M37A	N50 24.7 E030 26.8	Z3, Z4	N50 24.5 E030 27.1
M38	N50 24.7 E030 26.9	Z5	N50 24.5 E030 27.2
M38A	N50 24.7 E030 26.8	Z6	N50 24.3 E030 27.3
M39	N50 24.6 E030 26.9	Z7 thru Z9	N50 24.3 E030 27.2
M39A	N50 24.7 E030 26.9	Z10	N50 24.4 E030 27.2
M40 thru M42	N50 24.6 E030 26.9	Z11 thru Z13	N50 24.4 E030 27.1
M42A, M43	N50 24.6 E030 27.0	Z14, Z15	N50 24.4 E030 27.0

UKKK/IEV

**JEPPESEN**  
1 OCT 21 **20-9S** Eff 7 Oct

**Standard**  
**KYIV, UKRAINE**  
**ZHULIANY**

STRAIGHT-IN RWY		A	B	C	D
<b>08</b>	ILS FULL ALS out	<b>760'</b> (200') ② <b>R550m</b> R1200m	<b>760'</b> (200') ② <b>R550m</b> R1200m	<b>767'</b> (207') ② <b>R550m</b> R1200m	<b>777'</b> (217') ② <b>R550m</b> R1200m
	① LOC ALS out	<b>1010'</b> (450') <b>R1400m</b> R1500m	<b>1010'</b> (450') <b>R1400m</b> R1500m	<b>1010'</b> (450') <b>R1400m</b> R2100m	<b>1010'</b> (450') <b>R1400m</b> R2100m
	① NDB ALS out	<b>1090'</b> (530') <b>R1500m</b> R1500m	<b>1090'</b> (530') <b>R1500m</b> R1500m	<b>1090'</b> (530') <b>R1700m</b> R2400m	<b>1090'</b> (530') <b>R1700m</b> R2400m
	NDB ALS out	<b>1090'</b> (530') <b>R1900m</b> R2600m	<b>1090'</b> (530') <b>R1900m</b> R2600m	<b>1090'</b> (530') <b>R2100m</b> R2800m	<b>1090'</b> (530') <b>R2100m</b> R2800m
<b>26</b>	ILS ALS out	<b>787'</b> (200') <b>R1000m</b> R1200m	<b>787'</b> (200') <b>R1000m</b> R1200m	<b>787'</b> (200') <b>R1000m</b> R1200m	<b>787'</b> (200') <b>R1000m</b> R1200m
	① LOC with D1.5 IKV ALS out	<b>960'</b> (373') <b>R1500m</b> R1500m	<b>960'</b> (373') <b>R1500m</b> R1500m	<b>960'</b> (373') <b>R1500m</b> R1700m	<b>960'</b> (373') <b>R1500m</b> R1700m
	① LOC w/o D1.5 IKV ALS out	<b>1070'</b> (483') <b>R1500m</b> R1500m	<b>1070'</b> (483') <b>R1500m</b> R1500m	<b>1070'</b> (483') <b>R2100m</b> R2300m	<b>1070'</b> (483') <b>R2100m</b> R2300m
	① NDB ALS out	<b>1330'</b> (743') <b>R1500m</b> R1500m	<b>1330'</b> (743') <b>R1500m</b> R1500m	<b>1330'</b> (743') <b>R2400m</b> R2400m	<b>1330'</b> (743') <b>R2400m</b> R2400m
	NDB ALS out	<b>1330'</b> (743') <b>R3500m</b> R3700m	<b>1330'</b> (743') <b>R3500m</b> R3700m	<b>1330'</b> (743') <b>R3700m</b> R3900m	<b>1330'</b> (743') <b>R3700m</b> R3900m

① Continuous Descent Final Approach.

② RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED

**TAKE-OFF**

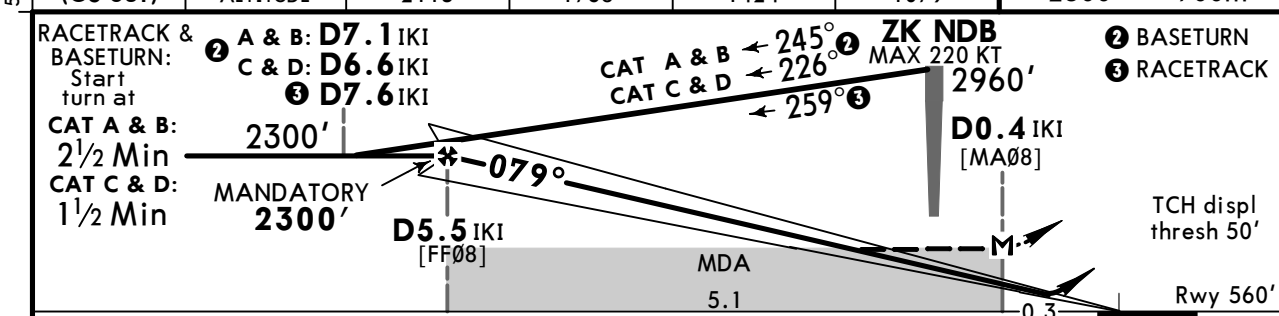
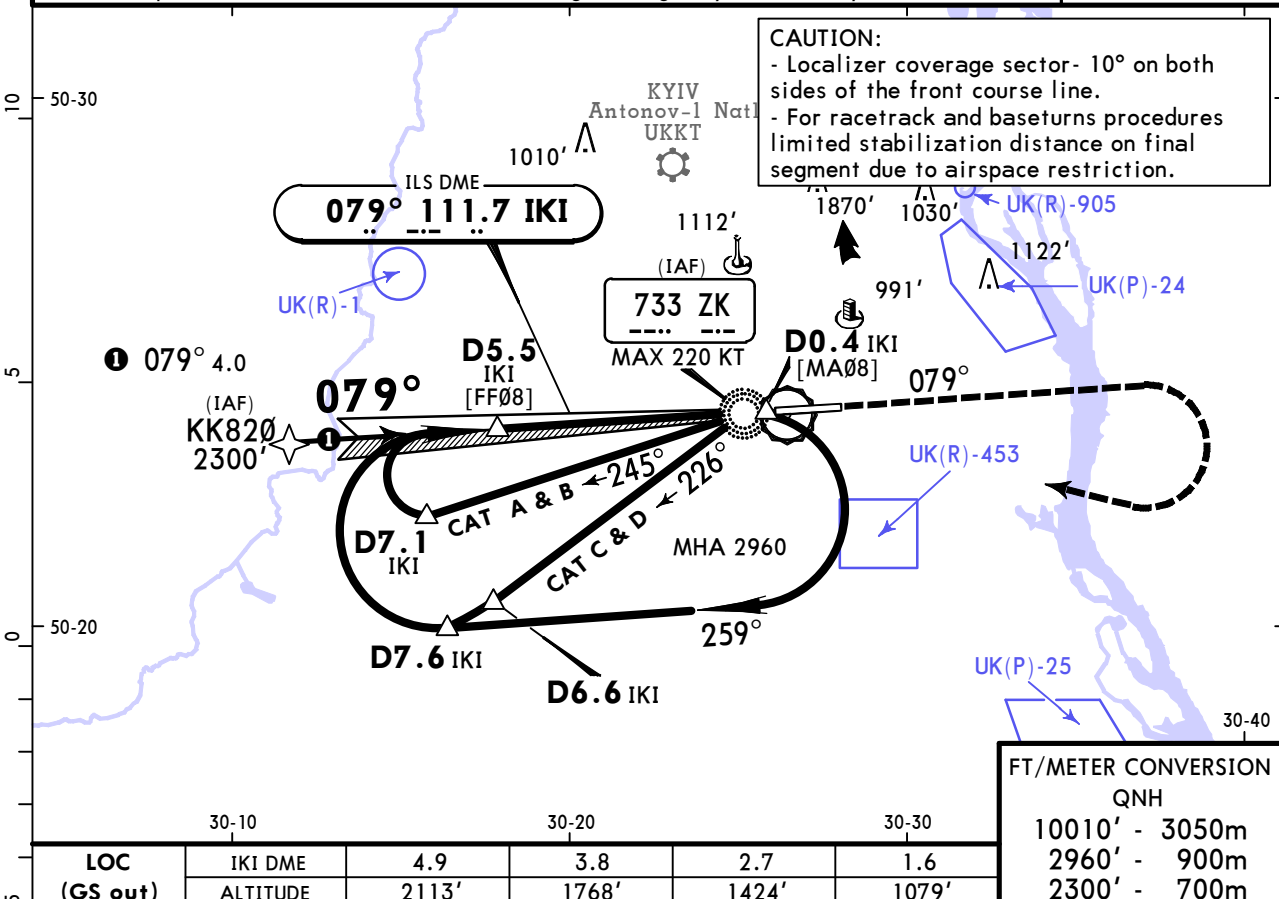
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

# UKKK/IEV ZHULIANY

**JEPPESEN**  
1 OCT 21 (21-1) Eff 7 Oct

# KYIV, UKRAINE ILS or LOC Rwy 08

ATIS <b>127.475</b> (Russian 126.8)		*KYIV Radar (BV5) <b>125.3</b>	ZHULIANY Tower <b>120.7</b>	Ground <b>119.0</b>
LOC IKI <b>111.7</b>	Final Apch Crs <b>079°</b>	D5.5 IKI MANDATORY <b>2300'</b> (1740')	ILS DA(H) Refer to Minimums Apt Elev 587' Rwy 560'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3000</div> <p>MSA ZK NDB</p>
<b>MISSED APCH:</b> Climb on 079° to 2300', then turn RIGHT to ZK NDB, climbing to 2960', then according to chart.				
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: By ATC Trans alt: 10010'				
RNAV 1 required for IAF KK820. ACFT not equipped for RNAV 1 use conventional procedures through IAF ZK NDB.				
1. DME required. 2. CAUTION: Do not mistake lighted highway for ALS rwy 08.				



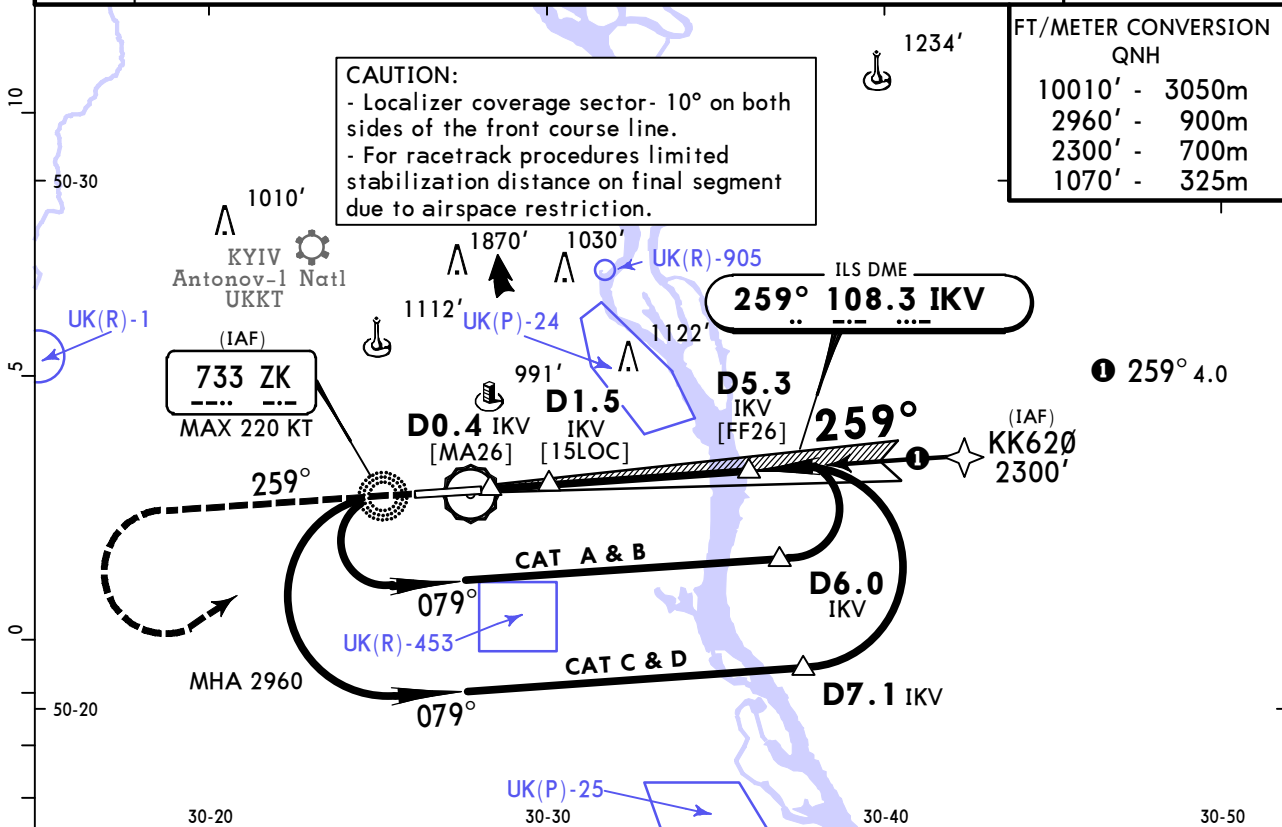
JAR-OPS		STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H)		C: 767' (207')		MDA(H) 1010' (450')			
AB: 760' (200')		D: 777' (217')					
FULL		ALS out		ALS out			
A	RVR 550m			RVR 1000m	RVR 1500m		A
B				RVR 1200m	RVR 2000m		B
C	RVR 600m	RVR 1000m					C
D				RVR 1600m			D
NOT AUTHORIZED							

# UKKK/IEV ZHULIANY

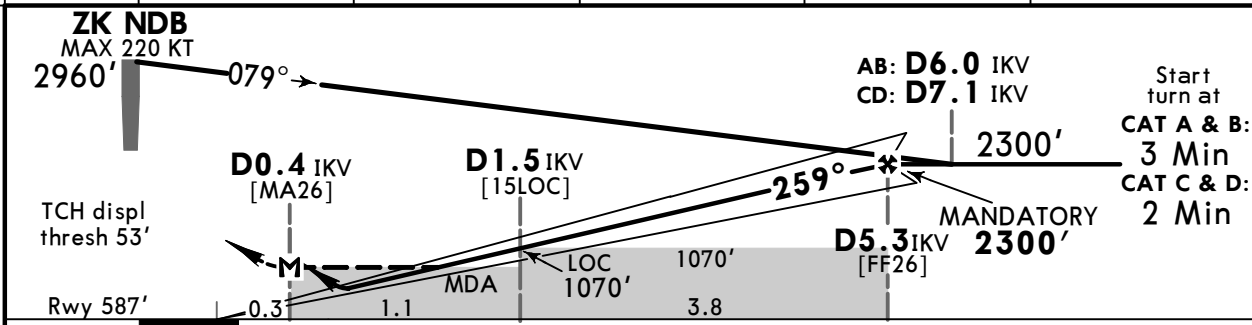
**JEPPESEN**  
1 OCT 21 (21-2) Eff 7 Oct

# KYIV, UKRAINE ILS or LOC Rwy 26

ATIS <b>127.475</b> (Russian 126.8)		*KYIV Radar (BV5) <b>125.3</b>	ZHULIANY Tower <b>120.7</b>	Ground <b>119.0</b>
LOC IKV <b>108.3</b>	Final Apch Crs <b>259°</b>	<b>D5.3 IKV MANDATORY</b> 2300' (1713')	ILS DA(H) <b>787'</b> (200')	Apt Elev 587' Rwy 587'
<b>MISSED APCH:</b> Climb on 259° to 2300', then turn LEFT to ZK NDB, climbing to 2960', then according to chart.				3000 MSA ZK NDB
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'				
RNAV 1 required for IAF KK620. ACFT not equipped for RNAV 1 use conventional procedures through IAF ZK NDB.				
DME required.				



LOC (GS out)	IKV DME	1.6	2.7	3.8	4.9
	ALTITUDE	1102'	1447'	1791'	2136'



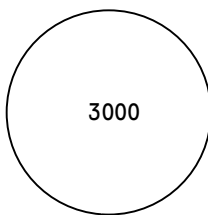
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2300'	on 259°
GS	3.00°	372	478	531	637	743		
MAP at D0.4 IKV								

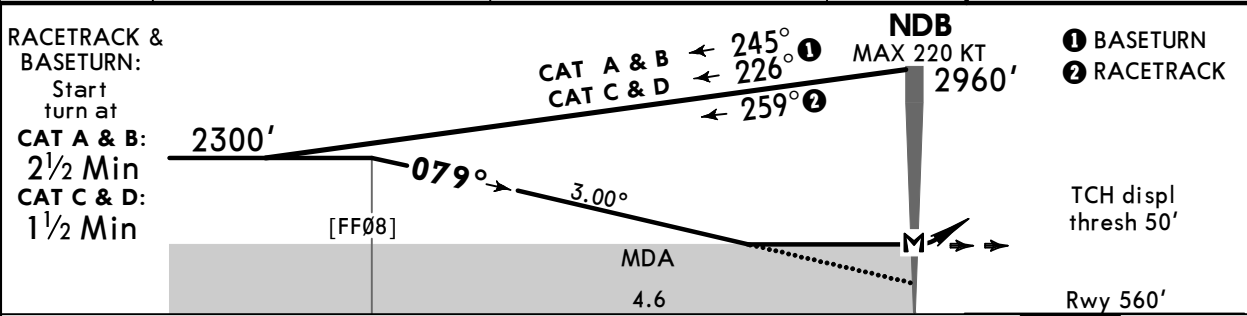
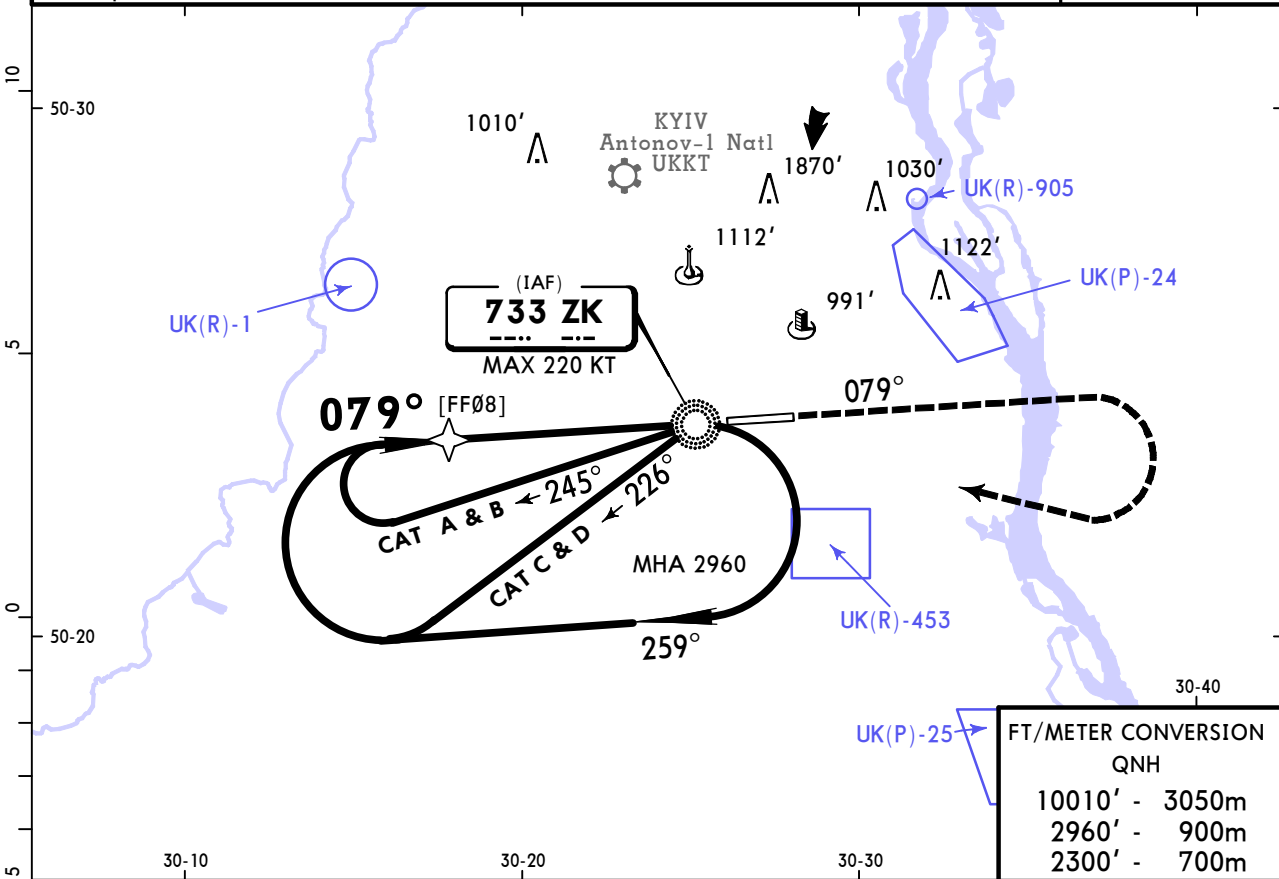
JAR-OPS STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
ILS		LOC (GS out) with D1.5 IKV		LOC (GS out) w/o D1.5 IKV			
DA(H) <b>787'</b> (200')		MDA(H) <b>960'</b> (373')		MDA(H) <b>1070'</b> (483')			
FULL	ALS out	ALS out	ALS out	ALS out	ALS out		
A		RVR 1300m	RVR 1500m	RVR 1500m	RVR 1500m	A	NOT AUTHORIZED
B		RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m	B	
C	RVR 800m	RVR 1600m	RVR 1800m	RVR 1800m	RVR 1800m	C	
D	RVR 1000m	RVR 1800m	RVR 2000m	RVR 2000m	RVR 2000m	D	


**UKKK/IEV**  
**ZHULIANY**

**JEPPESEN**  
14 JAN 22 (26-1) Eff 27 Jan

**KYIV, UKRAINE**  
**NDB Rwy 08**

ATIS <b>127.475</b> (Russian 126.8)		*KYIV Radar (BV5) <b>125.3</b>	ZHULIANY Tower <b>120.7</b>	Ground <b>119.0</b>
NDB ZK <b>733</b>	Final Apch Crs <b>079°</b>	No FAF	MDA(H) <b>1090'</b> (530')	Apt Elev 587' Rwy 560'
<b>MISSED APCH: Climb on 079° to 2300', then turn RIGHT to NDB, climbing to 2960', then according to chart.</b>				 3000 MSA ZK NDB
Alt Set: hPa    Rwy Elev: 20 hPa    Trans level: By ATC    Trans alt: 10010'				
1. CAUTION: Do not mistake lighted highway for ALS rwy 08. 2. CAUTION: For racetrack and baseturns procedures limited stabilization distance on final segment due to airspace restriction.				



TO DISPLACED THRESHOLD						0.7	0
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI  2300' on 079°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

Timing not authorized for defining MAP.

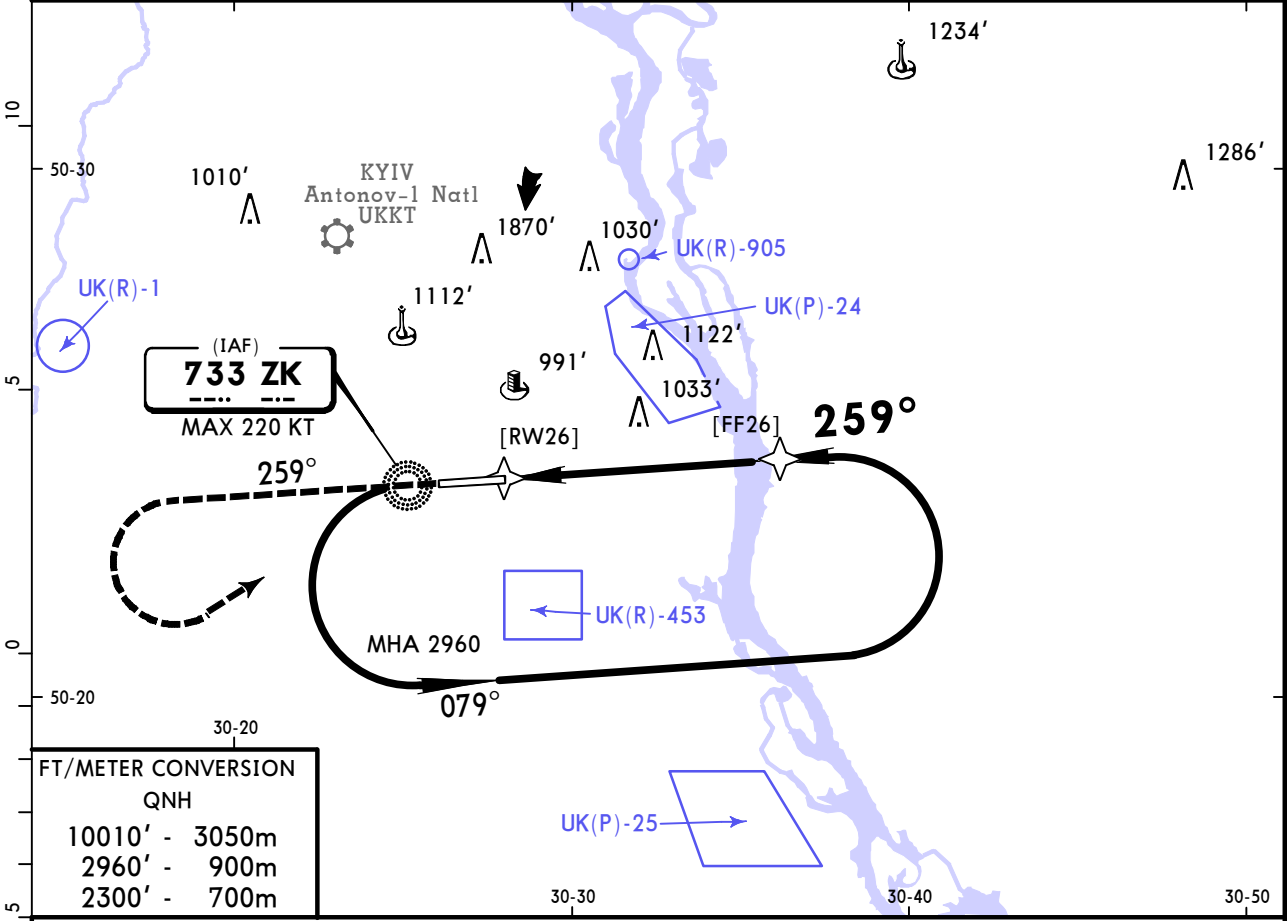
<b>JAR-OPS</b>			<b>STRAIGHT-IN LANDING RWY 08</b>			<b>CIRCLE-TO-LAND</b>		
			MDA(H) <b>1090'</b> (530')					
			ALS out					
A	RVR 1000m		RVR 1500m			A	NOT AUTHORIZED	
B			RVR 2000m			B		
C	RVR 1200m					C		
D	RVR 1600m					D		

**UKKK/IEV**  
**ZHULIANY**

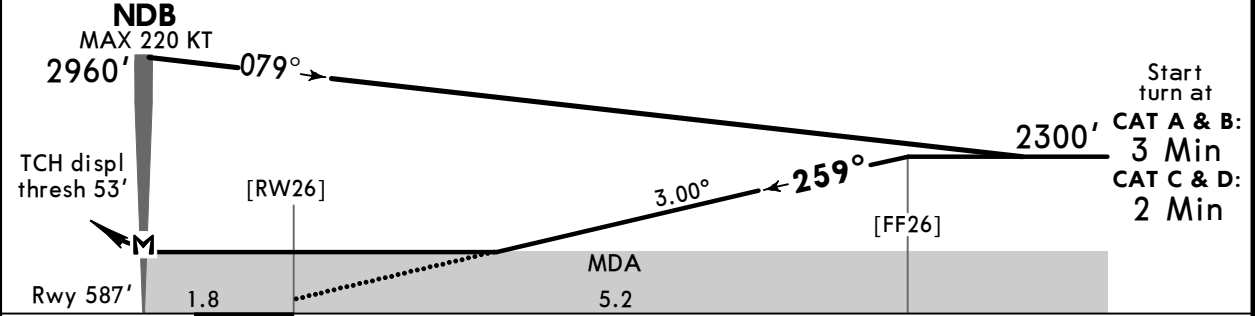
**JEPPESEN**  
14 JAN 22 **(26-2)** Eff 27 Jan

**KYIV, UKRAINE**  
**NDB Rwy 26**

ATIS <b>127.475</b> (Russian 126.8)		*KYIV Radar (BV5) <b>125.3</b>		ZHULIANY Tower <b>120.7</b>	Ground <b>119.0</b>
NDB ZK <b>733</b>	Final Apch Crs <b>259°</b>	No FAF	MDA(H) <b>1330'</b> (743')	Apt Elev 587' Rwy 587'	3000  MSA ZK NDB
<b>MISSED APCH: Climb on 259° to 2300', turn LEFT to NDB, climbing to 2960', then according to chart.</b>					
Alt Set: hPa    Rwy Elev: 21 hPa    Trans level: By ATC    Trans alt: 10010'					
<b>CAUTION: For racetrack procedures limited stabilization distance on final segment due to airspace restriction.</b>					



FT/METER CONVERSION	
QNH	
10010'	3050m
2960'	900m
2300'	700m



Gnd speed-Kts							70	90	100	120	140	160	HIALS PAPI 2300' on 259°	
Descent Angle							3.00°	372	478	531	637	743		849
MAP at NDB														

Timing not authorized for defining MAP.

JAR-OPS STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
MDA(H) <b>1330'</b> (743')				ALS out			
A	RVR 1500m			A	NOT AUTHORIZED		
B				B			
C	RVR 2000m			C			
D				D			

## 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, (ZHULIANY - UKKK)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKKK