

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 08/26: 46/R/C/X/T**Operation****Low Visibility Procedure**

LVP in force when RVR is below 550m. Procedures apply for TKOF only.

TWY 1, 2, and 4 follow-me AVBL O/R.

TWY Restrictions

TWY 1, 2 width 21m / 69ft.

TWY 4 width 15m / 49ft.

TWY 6 width 12m / 39ft.

TWY 3 CLSD.

TWY 4 MAX wingspan 30.5m / 100ft.

TWY 6 only AVBL for taxiing (towing) to/from ACFT overhaul plant No. 410.

Taxi/Parking

Taxiing/parking to/from stands with follow-me.

Taxiing via APN M and L follow-me mandatory.

Warnings**LOC/ILS RWY 08, 26** unusable: Beyond 10° both sides of CL.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition:

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

In case of direct routing BTN ADs of TMA Kyiv: Proceed to IAF ZK NDB at ALT 4000ft or on the last assigned ALT (FL) if it is higher than 4000ft, hold over ZK NDB for 5min, then execute IAP for RWY in use which is broadcasted by ATIS.

ARRIVAL

Arrival Procedure

Visual APCH: VIS APCH is not authorized.

Noise Abatement Procedure

Follow Continuous descent operations (CDO) and strict adhere to STAR patterns.

2100-0900± SKED FLTs are restricted.

Continuous Descent Operations (CDO)

CDO are performed during periods of low traffic density at ATC discretion.

Maintain MAX IAS 220KT at distance of 20 track miles from touchdown.

Reverse: Do not use reverse thrust 2100-0900±, except safety reasons.

Non-standard GP intercept position on RWY 26

GP intercepts RWY 26 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 1954m / 6410ft.

Warnings

Do not mistake lighted highway for APCH lights of RWY 08.

DEPARTURE

Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication

COM Failure: See CRAR and in addition:

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

In case of direct routing BTN ADs of TMA Kyiv: Proceed to IAF ZK NDB at ALT 4000ft or on the last assigned ALT (FL) if it is higher than 4000ft, hold over ZK NDB for 5min, then execute IAP for RWY in use which is broadcasted by ATIS.

Departure Procedure

Noise Abatement Procedure: Use ICAO Standard NADP 2.

De-Icing

AVBL.

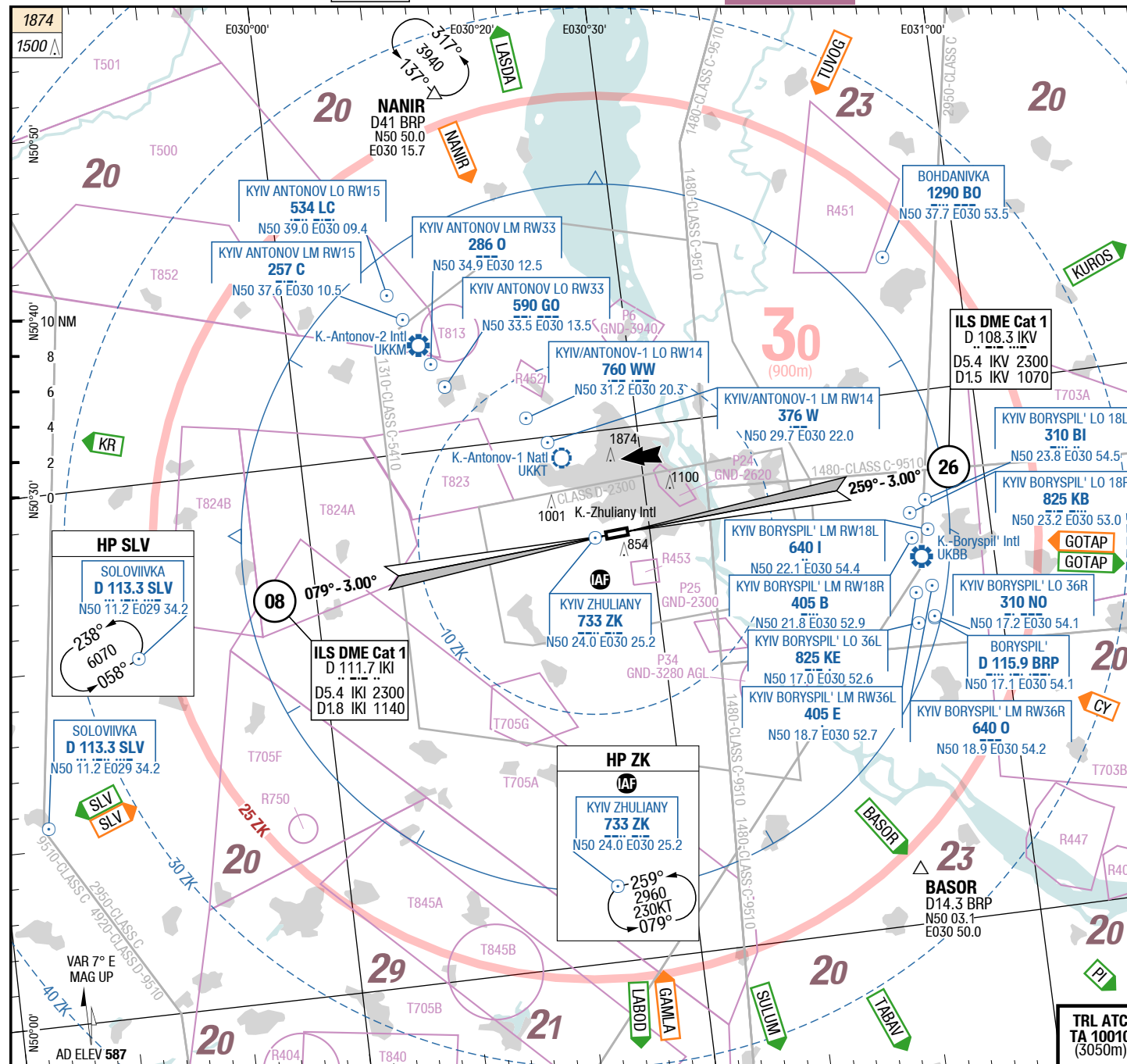
IEV-UKKK

AFC

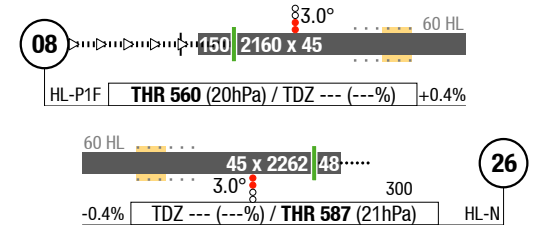
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Landing RWY system:



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Ukraine **Kyiv** Zhuliany Intl

AGC

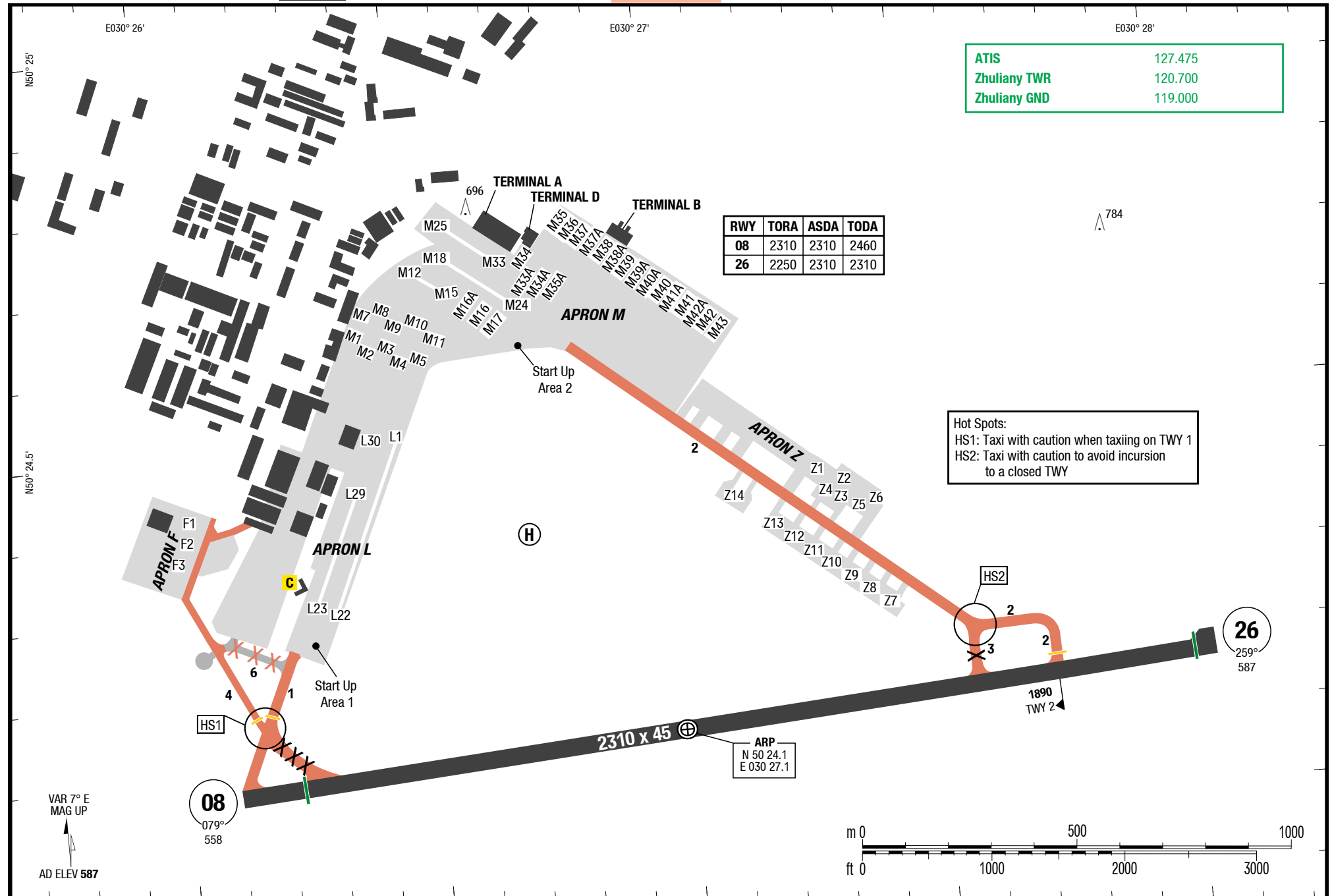
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AGC

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Changes: APN, RWY ELEV, Parking Stands

07-SEP-2017

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4-10

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RNAV SIDs RWY 26

RNAV SIDs RWY 08

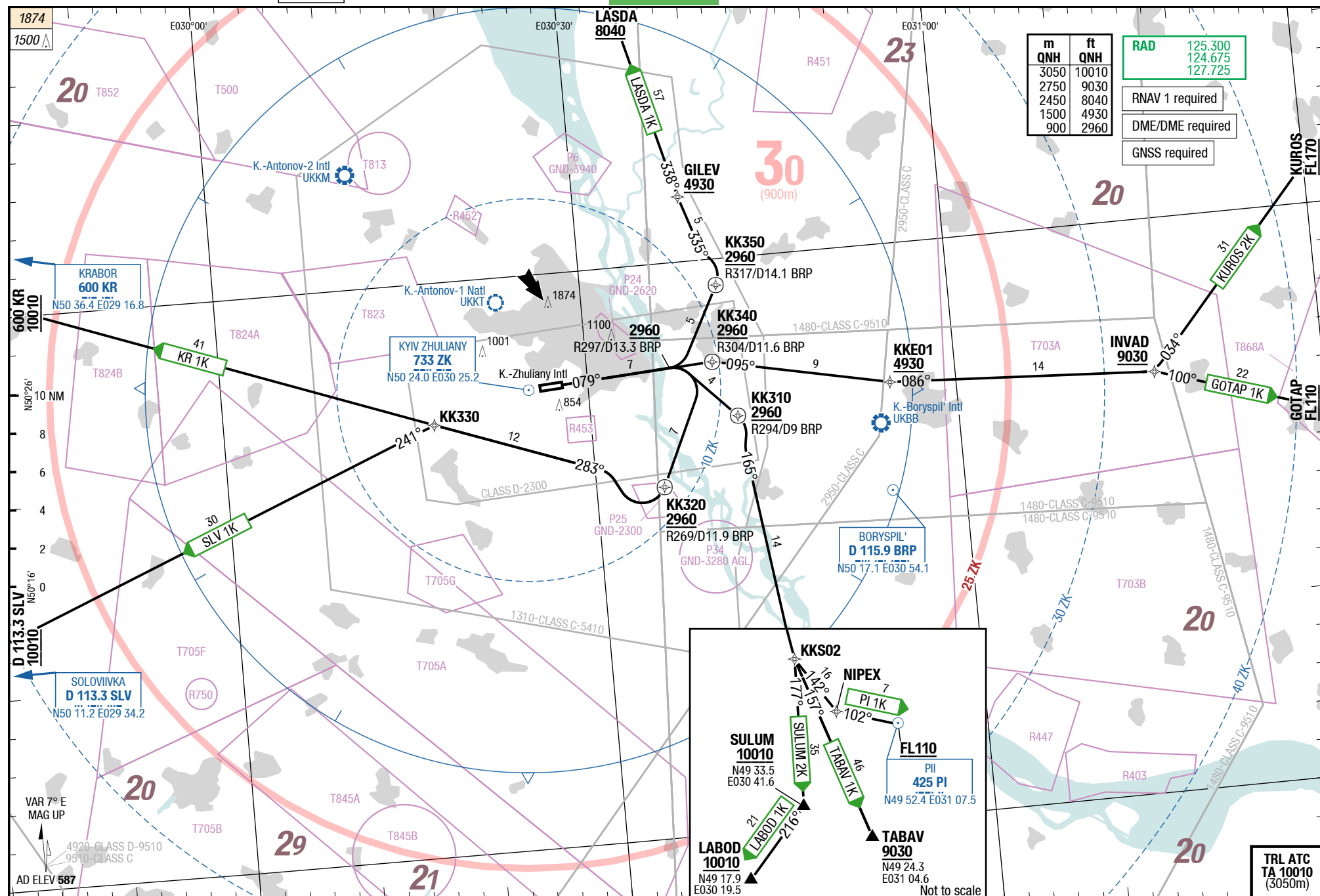
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RNAV SIDs RWY 26

RNAV SIDs RWY 08



Changes: ASP, SUAs, OBST, Editorial

07-SEP-2017

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4-20

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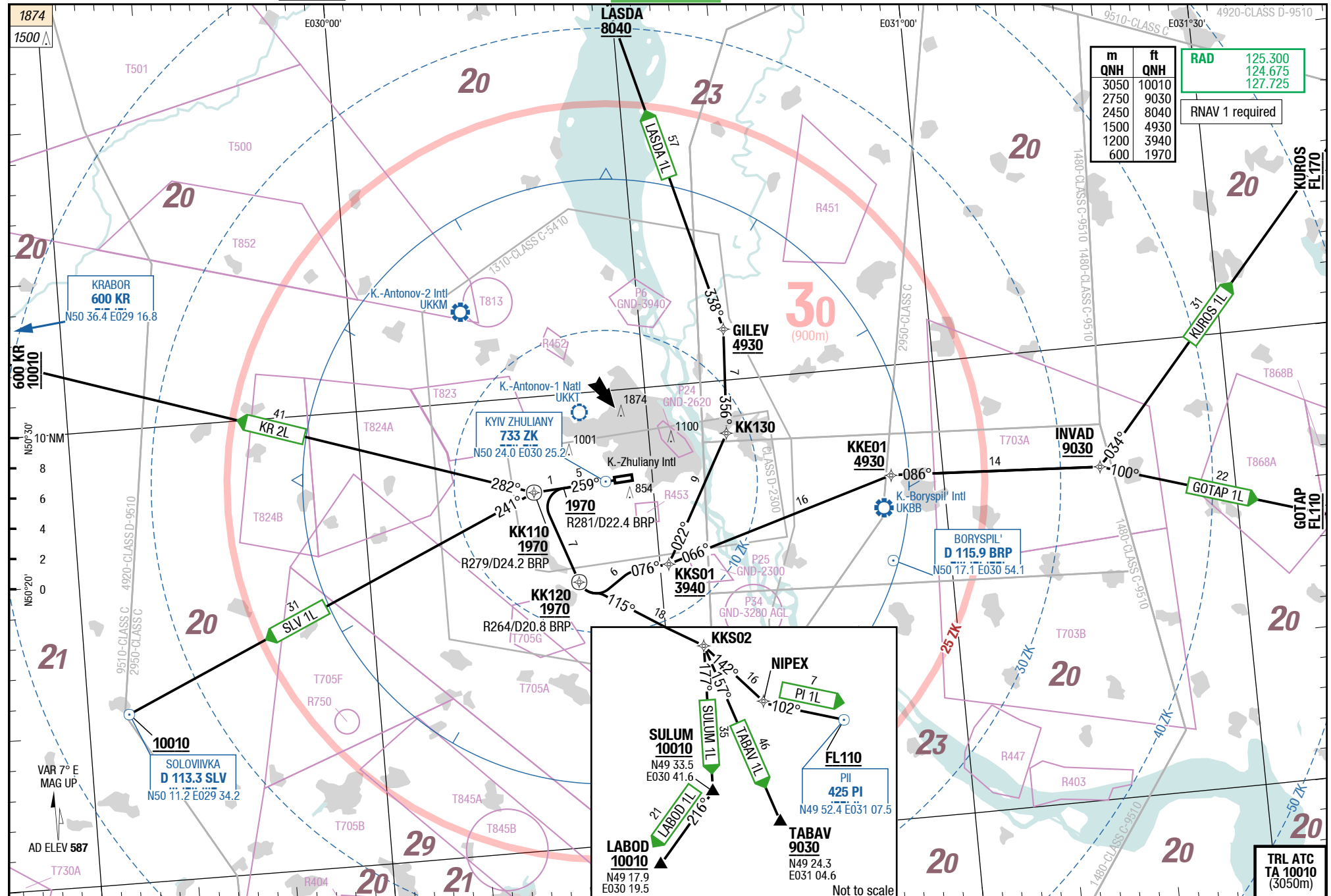
RNAV SIDs RWY 26

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RNAV SIDs RWY 26



Changes: ASP, SUAs, OBST, Editorial

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SIDs RWY 26

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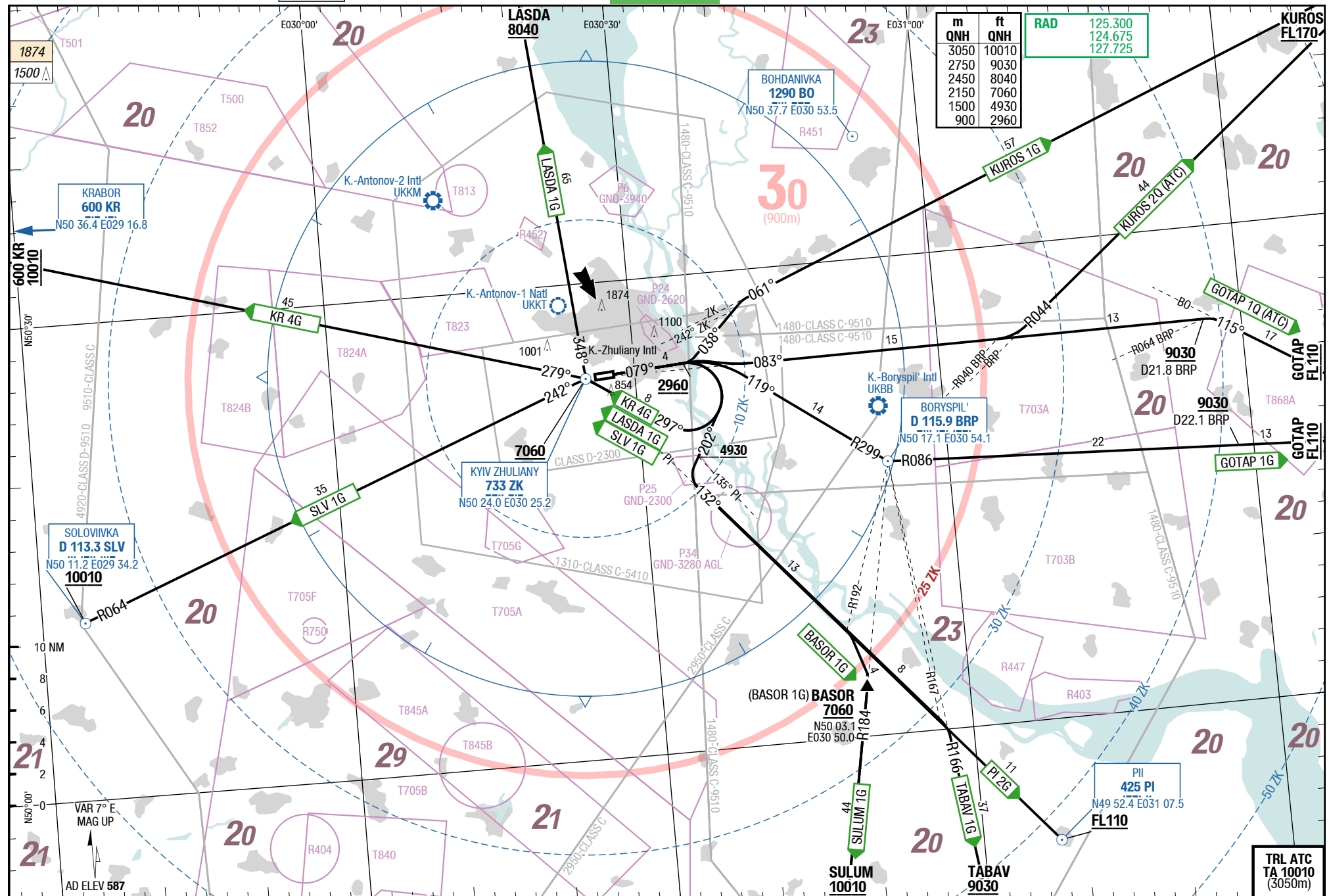
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SIDs RWY 26

SIDs RWY 08



Changes: ASP, ALT, SUAs, OBST, Editorial

07-SEP-2017

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Ukraine **Kyiv** Zhuliany Intl

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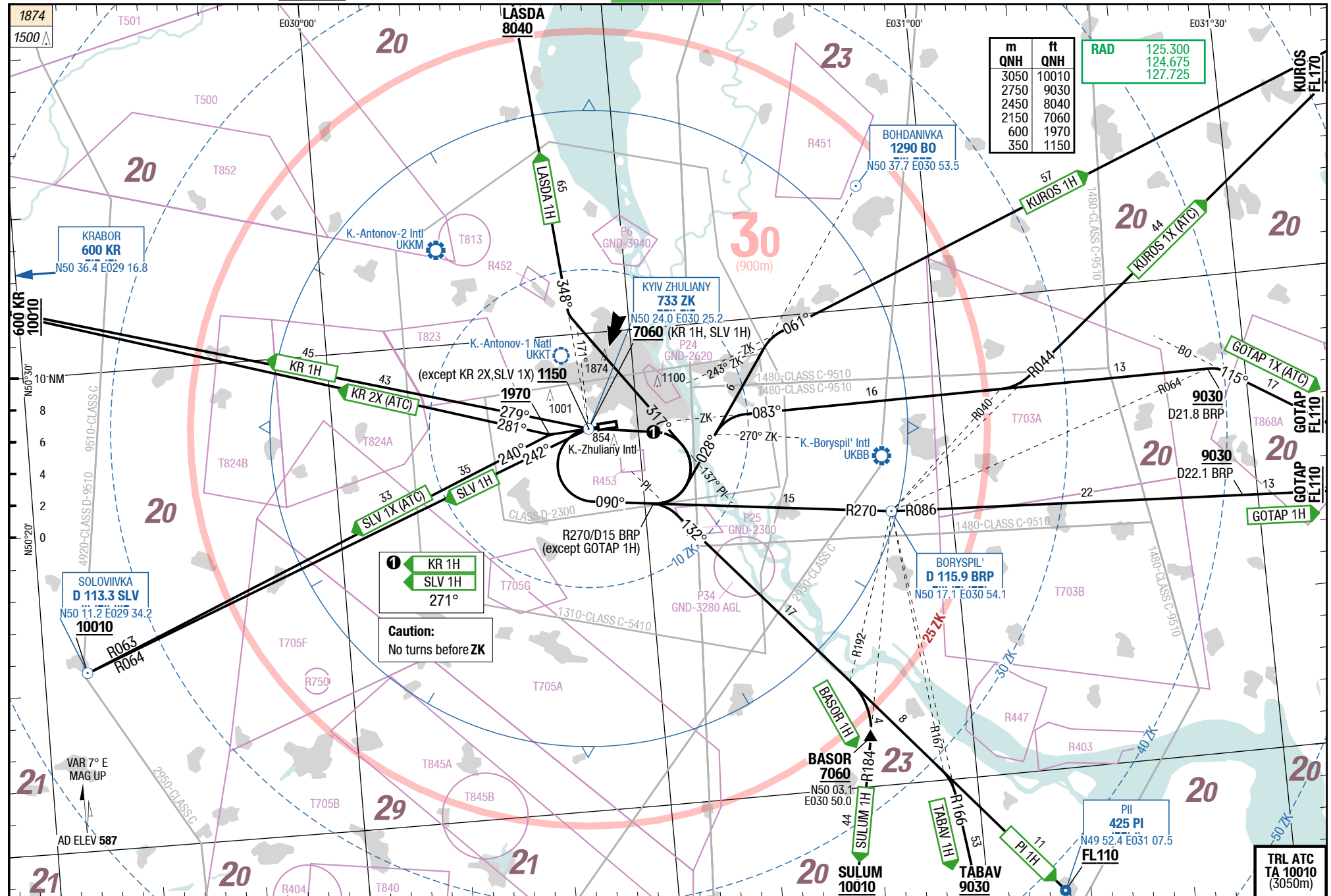
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SIDs RWY 26

SID

SID

SIDs RWY 26



Changes: ASP, ALT, SUAs, OBST, Editorial

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RNAV SIDs RWY 08

GOTAP 1K / KRABOR 1K / KUROS 2K / LABOD 1K / LASDA 1K / PII 1K

RWY 08 (079°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
GOTAP 1K 7.0% to 2960 125.300	<u>KK340</u> [R] - KKE01 [L] - INVAD [R] - GOTAP	KK340 MNM 2960 KKE01 MNM 4930 INVAD MNM 9030 GOTAP MNM FL110
KRABOR 1K KR 1K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK320 (R269/D11.9 BRP), then continue FMS FMS <u>KK320</u> [R] - KK330 - KR	R297/D13.3 BRP MNM 2960 KK320 MNM 2960 KR MNM 10010
KUROS 2K 7.0% to 2960 125.300	<u>KK340</u> [R] - KKE01 [L] - INVAD [L] - KUROS	KK340 MNM 2960 KKE01 MNM 4930 INVAD MNM 9030 KUROS MNM FL170
LABOD 1K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK310 (R294/D9 BRP), then continue FMS FMS <u>KK310</u> [R] - KKS02 [R] - SULUM [R] - LABOD	R297/D13.3 BRP MNM 2960 KK310 MNM 2960 SULUM MNM 10010 LABOD MNM 10010
LASDA 1K 7.0% to 2960 125.300	at R297/D13.3 BRP LT direct KK350 (R317/D14.1 BRP), then continue FMS FMS <u>KK350</u> [L] - GILEV [R] - LASDA	R297/D13.3 BRP MNM 2960 KK350 MNM 2960 GILEV MNM 4930 LASDA MNM 8040
PII 1K PI 1K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK310 (R294/D9 BRP), then continue FMS FMS <u>KK310</u> [R] - KKS02 [L] - NIPEX [L] - PI	R297/D13.3 BRP MNM 2960 KK310 MNM 2960 PI MNM FL110

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RNAV SIDs RWY 08

SIDPT

SOLOVIIVKA 1K / SULUM 2K / TABAV 1K

RWY 08 (079°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
SOLOVIIVKA 1K SLV 1K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK320 (R269/D11.9 BRP), then continue FMS FMS <u>KK320</u> [R] - KK330 [L] - SLV	R297/D13.3 BRP MNM 2960 KK320 MNM 2960 SLV MNM 10010
SULUM 2K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK310 (R294/D9 BRP), then continue FMS FMS <u>KK310</u> [R] - KKS02 [R] - SULUM	R297/D13.3 BRP MNM 2960 KK310 MNM 2960 SULUM MNM 10010
TABAV 1K 7.0% to 2960 125.300	at R297/D13.3 BRP RT direct KK310 (R294/D9 BRP), then continue FMS FMS <u>KK310</u> [R] - KKS02 [L] - TABAV	R297/D13.3 BRP MNM 2960 KK310 MNM 2960 TABAV MNM 9030

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5-30

RNAV SIDs RWY 26

GOTAP 1L / KRABOR 2L / KUROS 1L / LABOD 1L / LASDA 1L

RWY 26 (259°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
GOTAP 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> [L] - KKS01 [L] - KKE01 [R] - INVAD [R] - GOTAP	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 KKS01 MNM 3940 KKE01 MNM 4930 INVAD MNM 9030 GOTAP MNM FL110
KRABOR 2L KR 2L 7.0% to 1970 125.300	<u>KK110</u> [R] - KR	KK110 MNM 1970 KR MNM 10010
KUROS 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> [L] - KKS01 [L] - KKE01 [R] - INVAD [L] - KUROS	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 KKS01 MNM 3940 KKE01 MNM 4930 INVAD MNM 9030 KUROS MNM FL170
LABOD 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> - KKS02 [R] - SULUM [R] - LABOD	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 SULUM MNM 10010 LABOD MNM 10010
LASDA 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> [L] - KKS01 [L] - KK130 [L] - GILEV [L] - LASDA	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 KKS01 MNM 3940 GILEV MNM 4930 LASDA MNM 8040

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5-40

RNAV SIDs RWY 26

PII 1L / SOLOVIIVKA 1L / SULUM 1L / TABAV 1L

RWY 26 (259°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
PII 1L PI 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> [L] - KKS02 [R] - NIPEX [L] - PI	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 PI MNM FL110
SOLOVIIVKA 1L SLV 1L 7.0% to 1970 125.300	<u>KK110</u> [L] - SLV	KK110 MNM 1970 SLV MNM 10010
SULUM 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> - KKS02 [R] - SULUM	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 SULUM MNM 10010
TABAV 1L 7.0% to 1970 125.300	at R281/D22.4 BRP LT direct KK120 (R264/D20.8 BRP), then continue FMS FMS <u>KK120</u> - KKS02 [R] - TABAV	R281/D22.4 BRP MNM 1970 KK120 MNM 1970 TABAV MNM 9030

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SIDs RWY 08

BASOR 1G / GOTAP 1G / GOTAP 1Q / KRABOR 4G / KUROS 1G / KUROS 2Q / LASDA 1G / PII 2G / SOLOVIIVKA 1G / SULUM 1G / TABAV 1G

RWY 08 (079°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BASOR 1G 125.300	at MNM 2960 RT 202° - crossing QDM 135 PI LT intercept QDM 132 PI - crossing R192 BRP RT intercept R184 BRP to BASOR	QDM 135 PI MNM 4930 BASOR MNM 7060
GOTAP 1G 125.300	at MNM 2960 RT intercept R299 BRP to BRP - R086 BRP to GOTAP	R086/D22.1 BRP MNM 9030 GOTAP MNM FL110
GOTAP 1Q (ATC) 125.300	at MNM 2960 RT intercept QDR 083 ZK - crossing R064 BRP RT intercept QDR 115 BO to GOTAP	R064/D21.8 BRP MNM 9030 GOTAP MNM FL110
KRABOR 4G KR 4G 125.300	at MNM 2960 RT intercept QDM 297 ZK to ZK - LT QDR 279 ZK to KR	ZK MNM 7060 KR MNM 10010
KUROS 1G 125.300	at MNM 2960 LT 038° - crossing QDM 242 ZK RT intercept QDR 061 ZK to KUROS	KUROS MNM FL170
KUROS 2Q (ATC) 125.300	at MNM 2960 RT intercept QDR 083 ZK - crossing R040 BRP LT intercept R044 BRP to KUROS	KUROS MNM FL170
LASDA 1G 125.300	at MNM 2960 RT intercept QDM 297 ZK to ZK - QDR 348 ZK to LASDA	ZK MNM 7060 LASDA MNM 8040
PII 2G PI 2G 125.300	at MNM 2960 RT 202° - crossing QDM 135 PI LT intercept QDM 132 PI to PI	QDM 135 PI MNM 4930 PI MNM FL110
SOLOVIIVKA 1G SLV 1G 125.300	at MNM 2960 RT intercept QDM 297 ZK to ZK - LT QDR 242 ZK to SLV	ZK MNM 7060 SLV MNM 10010
SULUM 1G 125.300	at MNM 2960 RT 202° - crossing QDM 135 PI LT intercept QDM 132 PI - crossing R192 BRP RT intercept R184 BRP to SULUM	QDM 135 PI MNM 4930 SULUM MNM 10010
TABAV 1G 125.300	at MNM 2960 RT 202° - crossing QDM 135 PI LT intercept QDM 132 PI - crossing R167 BRP RT intercept R166 BRP to TABAV	QDM 135 PI MNM 4930 TABAV MNM 9030

Changes: ALT

07-SEP-2017

IEV-UKKK

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SIDs RWY 26

BASOR 1H / GOTAP 1H / GOTAP 1X / KRABOR 1H / KRABOR 2X / KUROS 1H / KUROS 1X / LASDA 1H / PII 1H

RWY 26 (259°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BASOR 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP RT intercept QDM 132 PI - crossing R192 BRP RT intercept R184 BRP to BASOR	BASOR MNM 7060
GOTAP 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° intercept R270 BRP to BRP - R086 BRP to GOTAP	R086/D22.1 BRP MNM 9030 GOTAP MNM FL110
GOTAP 1X (ATC) 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT intercept QDM 028 BO - crossing QDM 270 ZK RT intercept QDR 083 ZK - crossing R064 BRP RT intercept QDR 115 BO to GOTAP	R064/D21.8 BRP MNM 9030 GOTAP MNM FL110
KRABOR 1H KR 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT intercept QDM 271 ZK to ZK - QDM 279 ZK to KR	ZK MNM 7060 KR MNM 10010
KRABOR 2X KR 2X (ATC) 5.0% to 4930 125.300	at MNM 1970 RT intercept QDM 281 KR to KR	KR MNM 10010
KUROS 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT intercept QDM 028 BO - crossing QDM 243 ZK RT intercept QDR 061 ZK to KUROS	KUROS MNM FL170
KUROS 1X (ATC) 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT intercept QDM 028 BO - crossing QDM 270 ZK RT intercept QDR 083 ZK - crossing R040 BRP LT intercept R044 BRP to KUROS	KUROS MNM FL170
LASDA 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT 317° - crossing QDM 171 ZK RT intercept QDR 348 ZK to LASDA	LASDA MNM 8040
PII 1H PI 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP RT intercept QDM 132 PI to PI	PI MNM FL110

Changes: ALT

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SIDs RWY 26

SOLOVIIVKA 1H / SOLOVIIVKA 1X / SULUM 1H / TABAV 1H

RWY 26 (259°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
SOLOVIIVKA 1H SLV 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP LT intercept QDM 271 ZK to ZK - QDR 242 ZK to SLV	ZK MNM 7060 SLV MNM 10010
SOLOVIIVKA 1X SLV 1X (ATC) 5.0% to 4930 125.300	at MNM 1970 LT intercept R063 SLV to SLV	SLV MNM 10010
SULUM 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP RT intercept QDM 132 PI - crossing R192 BRP RT intercept R184 BRP to SULUM	SULUM MNM 10010
TABAV 1H 5.0% to 4930 125.300	at MNM 1150 LT 090° - crossing R270/D15 BRP RT intercept QDM 132 PI - crossing R167 BRP RT intercept R166 BRP to TABAV	TABAV MNM 9030

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RNAV STARs RWY 26

RNAV STARs RWY 08

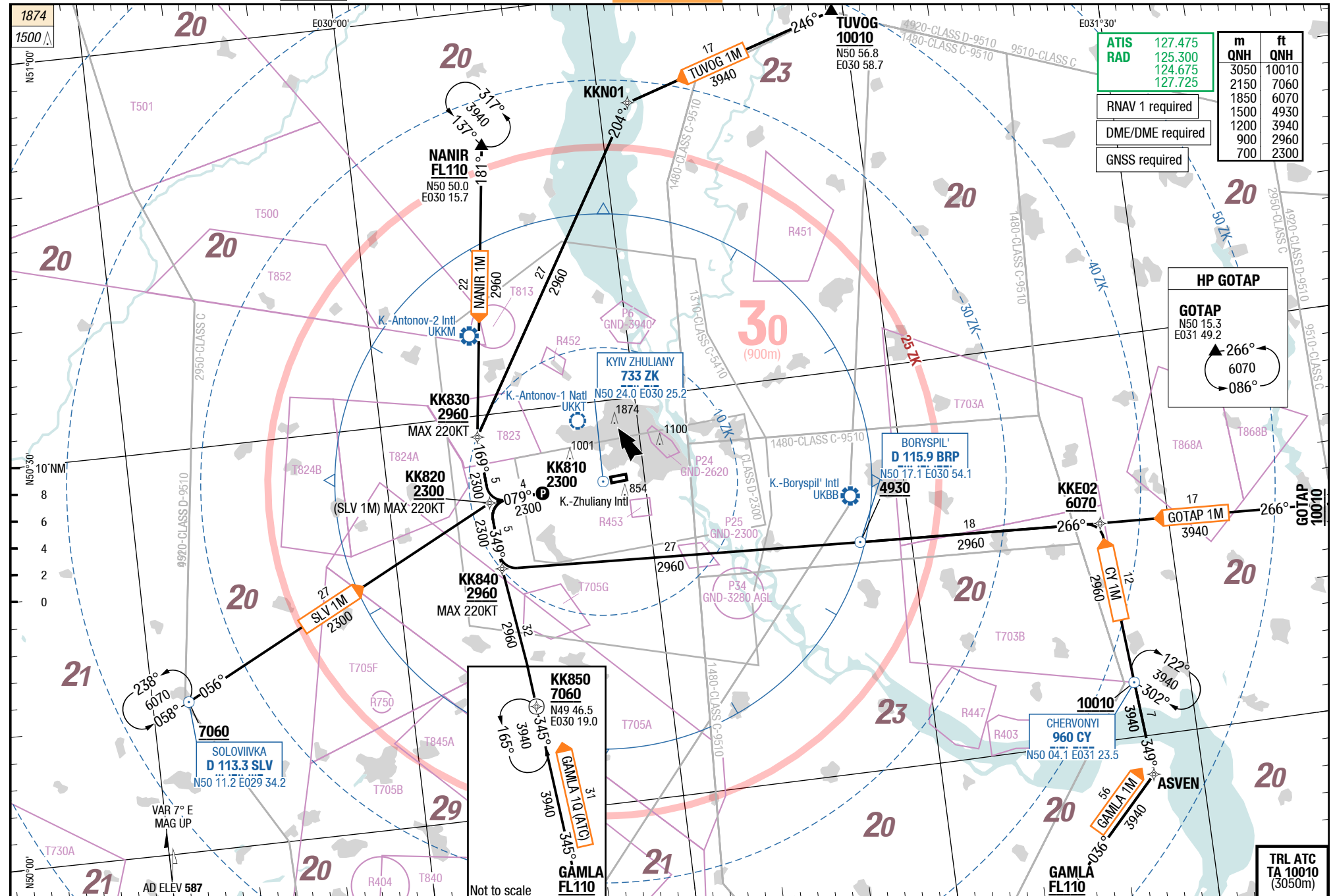
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RNAV STARs RWY 08

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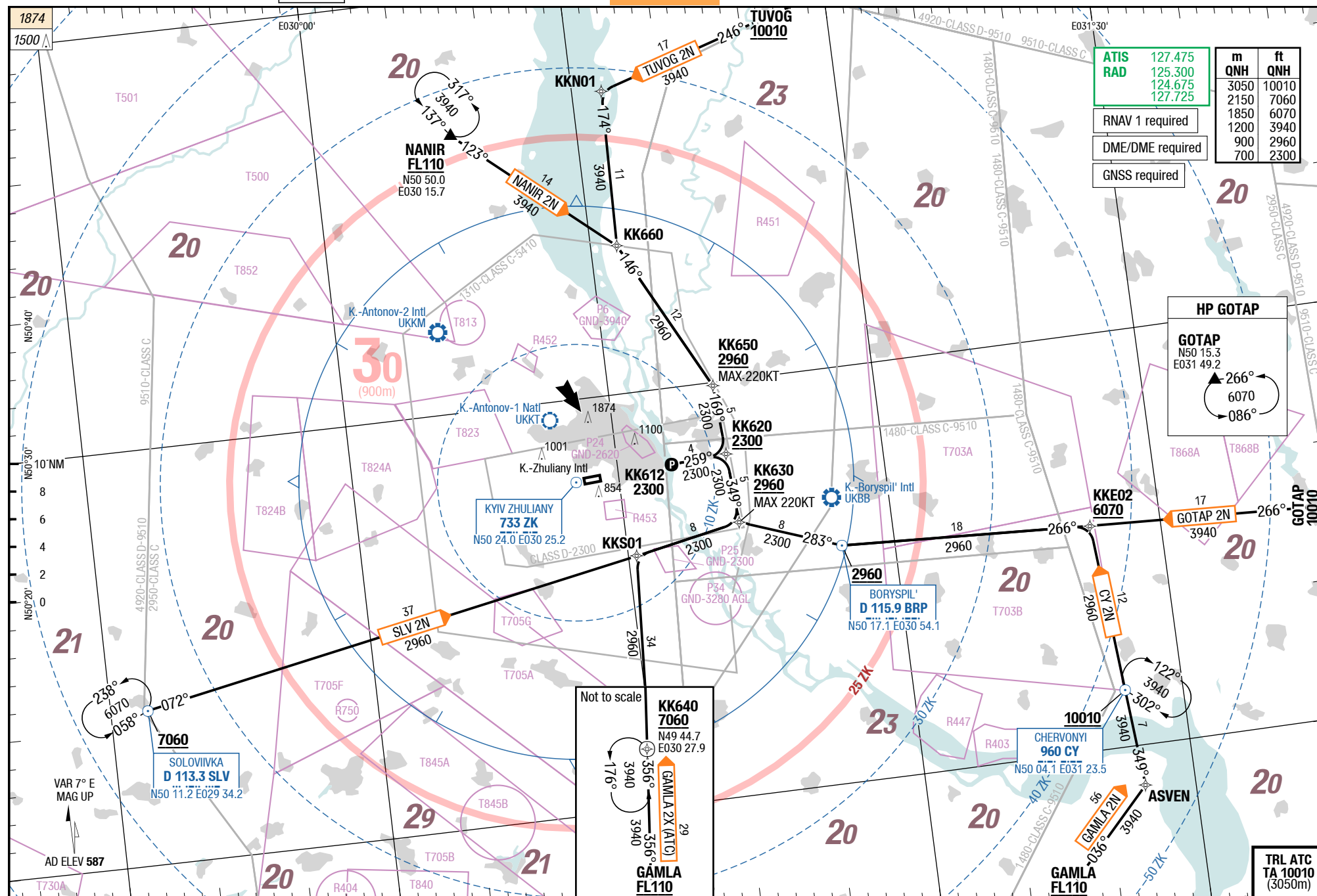
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RNAV STARs RWY 26



Changes: ASP, SUAs, OBST, Editorial

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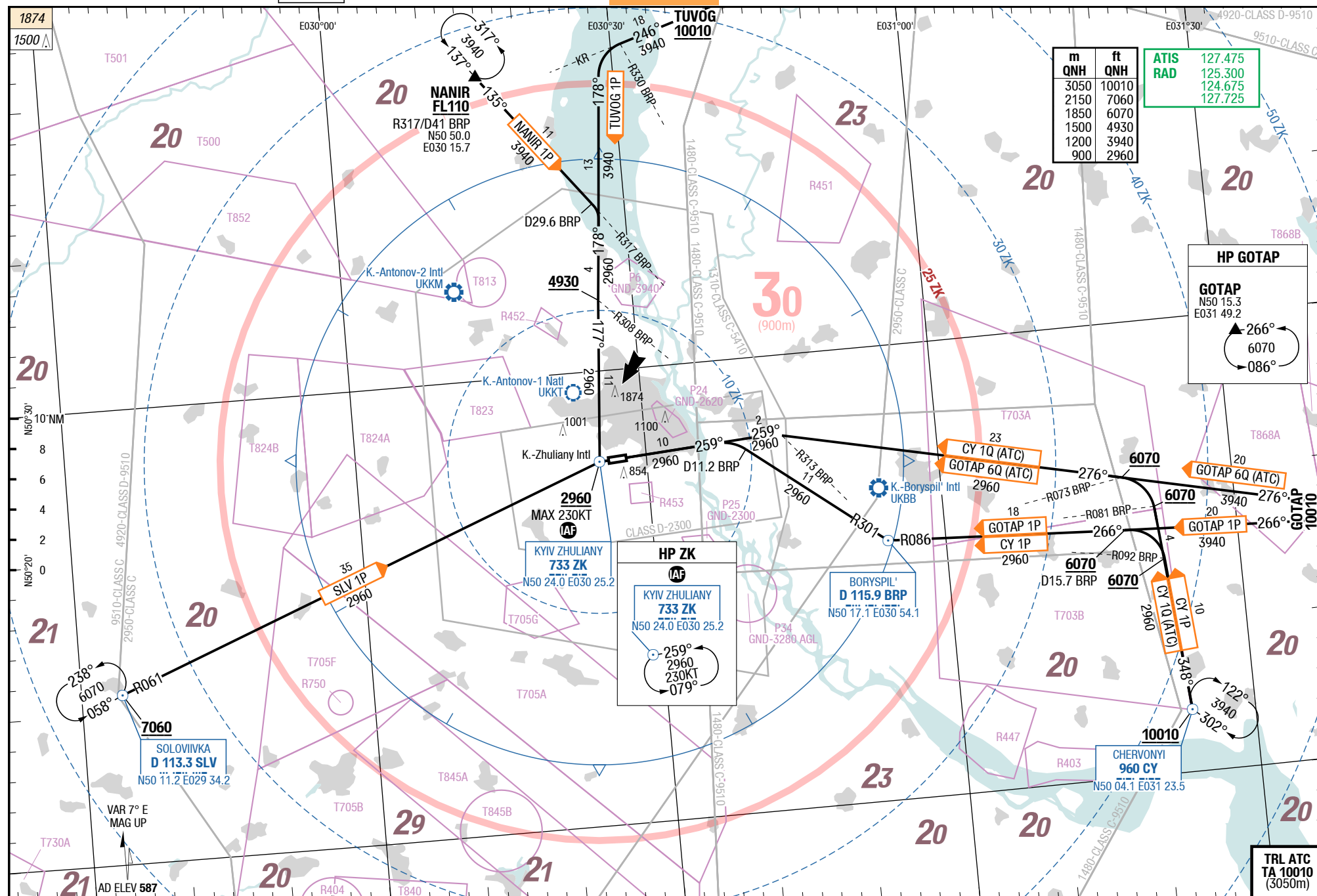
Ukraine **Kyiv** Zhuliany Intl
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STARs RWY 08/26

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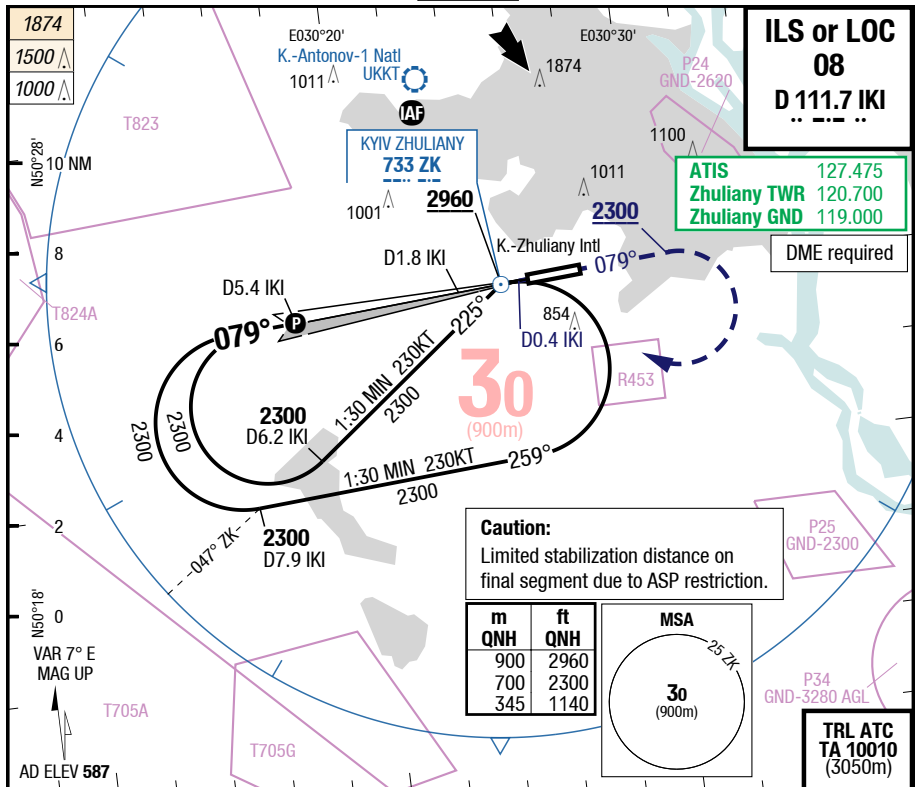
Zhuliany Intl **Kyiv** Ukraine
NIL
STARs RWY 08/26

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ILS or LOC 08

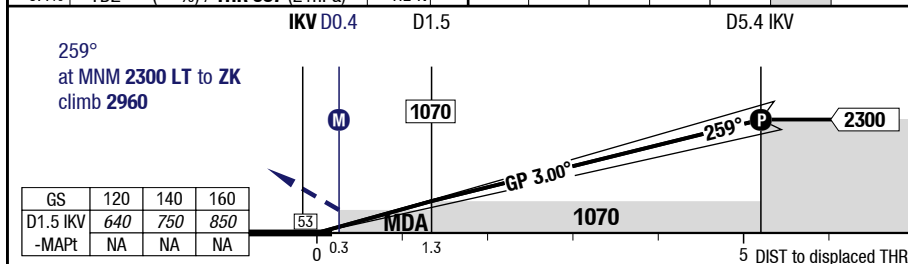
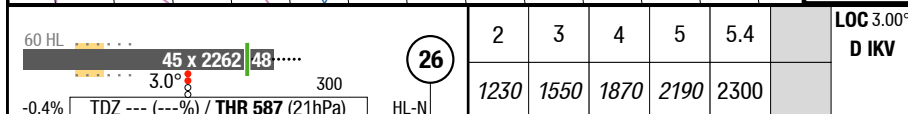
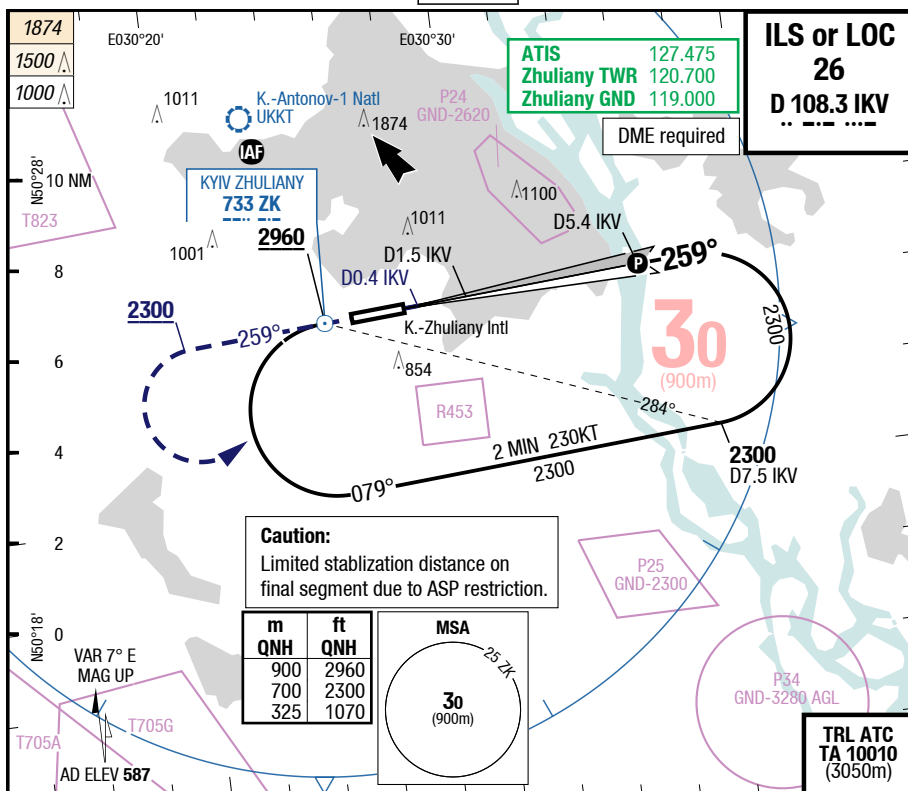


08		Cat 1 DME ¹⁾	LOC DME	LOC DME wo D1.8 IKI	Circling	
C	ft - m/km ft	210 - 550 770	400 - 1.1 960	450 - 1.4 1010	Not authorized	
D	ft - m/km ft	220 - 550 780	400 - 1.1 960	450 - 1.4 1010	Not authorized	

1) FD, AP or HGS required, else RVR 750m

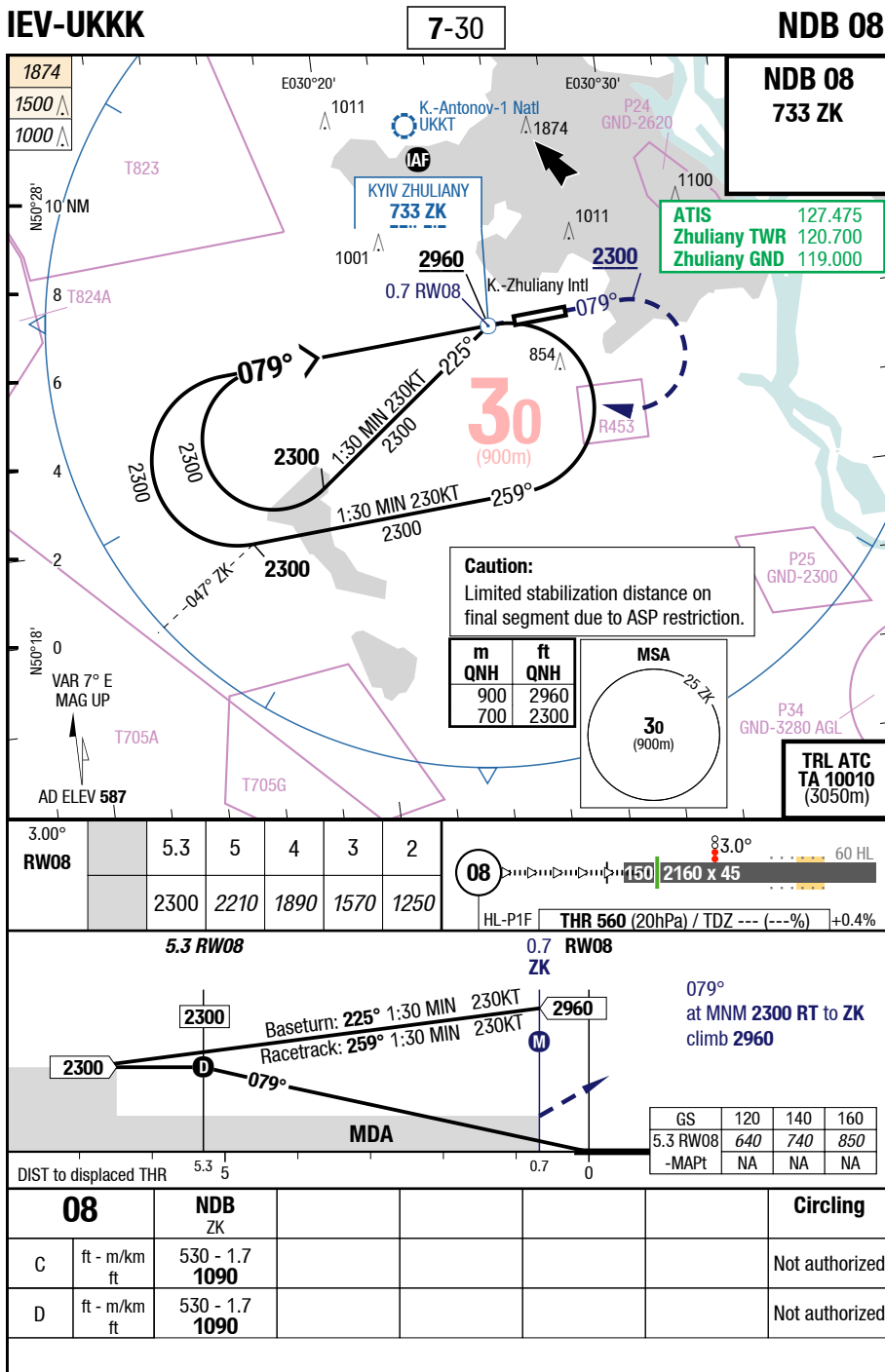
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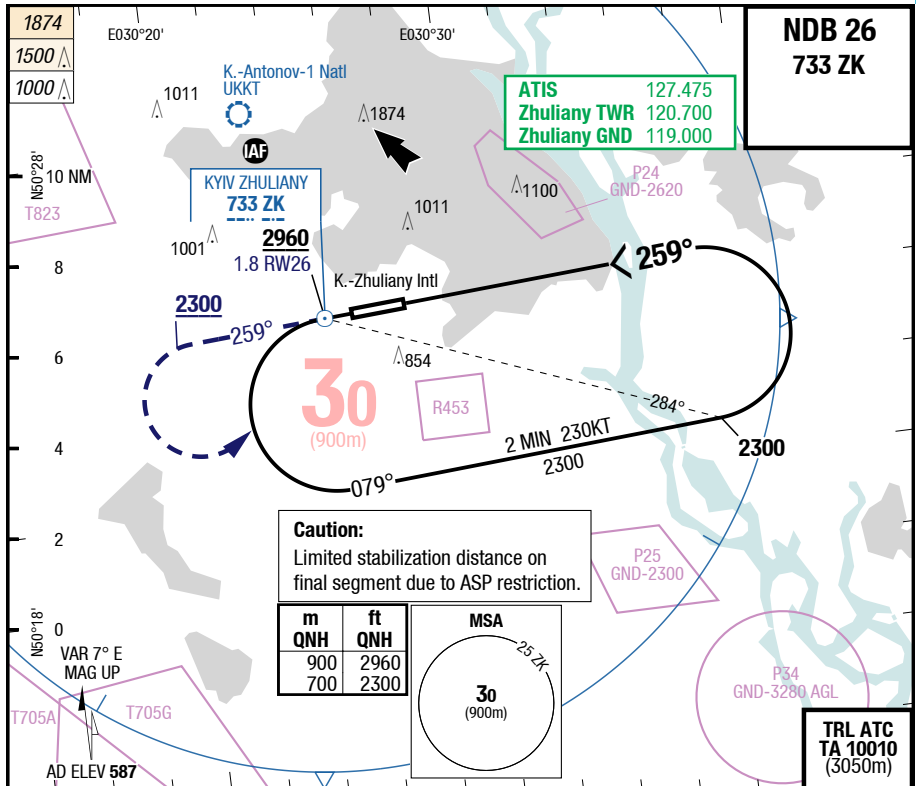
ILS or LOC 26



26		Cat 1 DME 1)	LOC DME	LOC DME wo D1.5 IKV		Circling
C	ft - m/km ft	200 - 1.0 790	350 - 1.4 940	480 - 2.0 1070		Not authorized
D	ft - m/km ft	200 - 1.0 790	350 - 1.4 940	480 - 2.0 1070		Not authorized

1) With EVS 650m





26		NDB ZK	Circling	
C	ft - m/km ft	680 - 2.4 1270	Not authorized	
D	ft - m/km ft	680 - 2.4 1270	Not authorized	