

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 18L/36R: 80/R/C/W/T

RWY 18R/36L: 39/R/C/W/T

Operation**Transponder Mode S**

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures

In force when RVR below 600m.

ARR

- After LDG report RWY vacated and sensitive area (green lights) passed.
- ACFT will be met on TWY C at crossing of TWY B or C1, C2, C4-C6.
- In case GND RAD U/S, follow-me awaits ACFT at TWY B.
- Standard taxi route RWY 36R: TWY A1 (A2, A3), B, C (C1, C2, C4-C6) stand.

DEP

- REQ start-up CLR indicating stand number (apron).
- REQ tow/taxi only when fully ready.
- Inform GND when tow/push-back completed.
- Taxi with MNM PWR behind follow-me to RWY 18L/36R until TWY C (B) proceed self-maneuvering to HLDG PSN.
- If VIS below 400m, do not use more than idle PWR when leaving stands leading to TWY 2, C or B. If unable to comply contact ATC.
- If GND Radar U/S, taxi with follow-me until line-up.
- Standard taxi route: ACFT stand, TWY C (C1, C2, C4-C6), B, A6, RWY 36R.

RWY Restrictions

LDG: Prepare to leave RWY via high-speed TWYs. If the use of an high-speed TWY is not possible, CTC APCH before turning on final.

TKOF: First 250m / 820ft RWY 18R/36L not AVBL for TKOF.

GENERAL

Minimum Runway Occupancy Time (MROT)

Ensure Standard MROT procedures and in addition:

Perform LDG so as to release the RWY 18L/36R at TWY A3 or A4 within not more than 1.5min after LDG in accordance with the following table when RWY conditions allow.

ACFT Category	RWY 18L	RWY 18R	RWY 36L	RWY 36R
	Exit	Exit	Exit	Exit
Heavy ACFT	A4, A5, A6	12, 11	14, 15	A3, A2, A1
Medium ACFT	A4	13	13	A3
Light ACFT	A4	13	13	A5, A3

If vacacion of RWY not possible via high speed turn-off in accordance with the table above, report to TWY APCH controller (TC-4), with TWY report, before exit on final.

TWY Restrictions

TWY M width 22m / 72ft.

TWY 9, 11, 15, MAIN TWY 2 width 21m / 69ft.

TWY 18 width 20.7m / 71ft.

TWY UTR, 12-14, 16 width 18m / 59ft.

TWY M MAX wingspan 65m / 213ft.

TWY K MAX wingspan 29m / 95ft.

TWY 9, 12, 13, 14, 16, 18, C2, C3 MAX code letter C ACFT.

Taxi/Parking

On APN M through adjacent stand via maintenance area only with follow-me assistance.

Taxiing via route K, T1-T4, TWY M by follow-me only.

Movement from APN C towards TWY 16 by towing only.

Visual Docking Guidance System (VDGS) AVBL on stands 1-20 APN D.

Code letter C and D ACFT, do not use more than idle thrust when taxiing on APN.

Code letter C and D ACFT, do not use more than 0.42 EPR for taxiing out of stands. If unable, REQ towing.

Follow-me AVBL O/R.

Parallel RWY OPS

Simultaneous independent parallel APCHs may be in progress on RWYs 18L/R and 36L/R.

Announcement of simultaneous independent parallel APCHs by ATIS.

During simultaneous independent parallel APCHs avoid unintended crossing of final APCH course when radio contact is temporarily impossible.

ATC may give instructions for evasive maneuvers above 250m / 830ft MSL to avoid traffic penetrating the no transgression zone.

Pilots are expected to prepare both RWYs while simultaneous independent parallel APCHs are in use.

Warnings

The ends of RWY 18R/36L are not fully visible by TWR.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT within 30NM from AD and below 10000ft.

Communication

COM Failure: See CRAR Ukraine and in addition;

If RWY 36R/L in use: Proceed to IAF GIDRU at ALT 4000ft or on the last assigned ALT (FL) if it is higher than 4000ft, hold over GIDRU for 5min, then execute IAP for RWY in use which is broadcasted by ATIS, or on the RWY 36R, if both RWY are in use.

If RWY 318R/L in use: Proceed to IAF BO NDB at ALT 4000ft or at the last assigned ALT (FL) if it is higher than 4000ft, hold over BO NDB for 5min, then execute IAP for RWY in use which is broadcasted by ATIS, or for RWY 18L, if both RWY are in use.

MISAP COM Failure

RWY 18L: Climb on RWY HDG to 2950ft, then turn left on track 101° to CY NDB climbing to 4920ft, hold over 5min, then on track 351° to NELGO, then turn left on track 295° to IAF EMDIK, then according chart.

RWY 18R: Climb on RWY HDG to reach D4.19 BRP at 985ft or above, then turn right on track 218° to intercept bearing 003° BO to R212 D15 BRP climbing to 4920ft, the turn left on track 093° to CY NDB climbing to 6070ft, hold over 5min, then on track 351° to NELGO, then turn left on track 295° to IAF EMDIK, then according chart.

RWY 36L: Climb on RWY HDG to reach D7.52 BRP at 985ft or above, then turn left to intercept R325 D26 BRP climbing to 4920ft, then turn right on track 087°, at R357 BRP turn right on track 143° to IAF CY NDB climbing to 6070ft, hold over 5min, then according chart.

RWY 36R: Climb on RWY HDG to 2950ft, turn right on track 144° to IAF CY NDB climbing to 4920ft, hold over 5min, then according chart.

Arrival Procedure

All ACFT shall contact "Boryspil" OPS CTL on FREQ 131.775 at least 30min prior ETA and provide INFO on PAX, luggage and other pertinent INFO.

Visual APCH

Not authorized below 2460ft AMSL within sector R005-R055 from D5-D12 BRP.

Visual APCH for RWY 36L/R shall maintain ALT at least 2460ft und D8 BRP.

Visual APCH for RWY 18L/R from west and northwest shall maintain ALT at least 2460ft until D17 BRP.

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 more than idle reverse between 2000-0400± if possible.

DEPARTURE**Take-off Minima**

RWY		36R	
All ACFT	ft - m/km	0 - 75R	-
RWY		18L	
All ACFT	ft - m/km	0 - 125R	-
RWY		18R/36L	
All ACFT	ft - m/km	0 - 300R/300V	-

Communication**COM Failure:** See CRAR Ukraine.**ATC Slot, Clearance**

REQ CLR from DLV or contact GND if DLV is not AVBL.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

De-Icing

AVBL.

19-APR-2018

KBP-UKBB

Ukraine Kyiv Boryspil

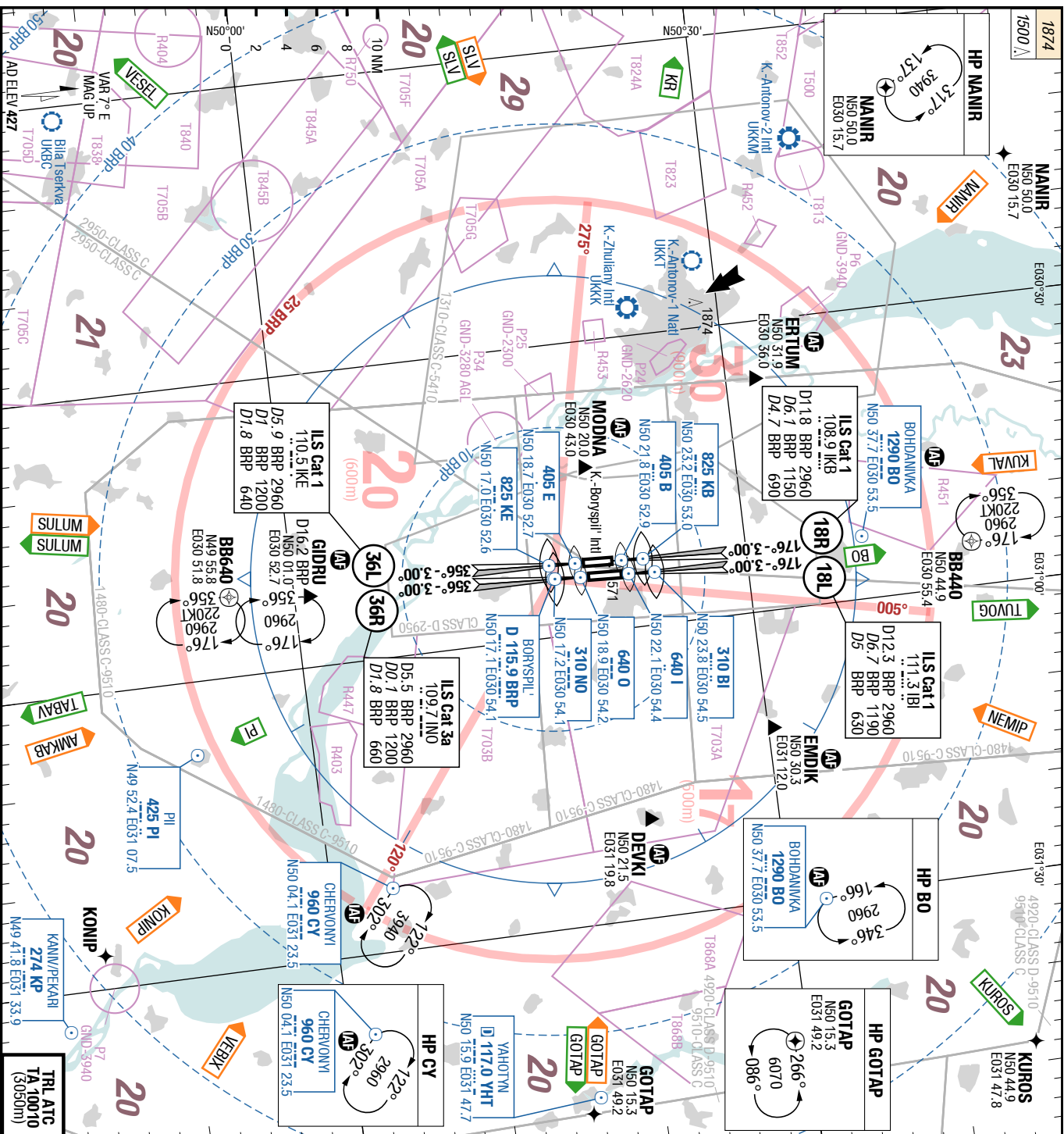
AGC
AFC

AFC

Boryspil Kyiv Ukraine

AGC
AFC

2-10



ATIS	126.700 ARR
	125.950 DEP
APP	127.725
	124.675
	128.175
	122.775
Boryspil TWR	119.650 RMY 18R/36L
Boryspil GND	119.300 RMY 18L/36R
	118.050
	127.925
Boryspil DLV	130.275 HO by ATC

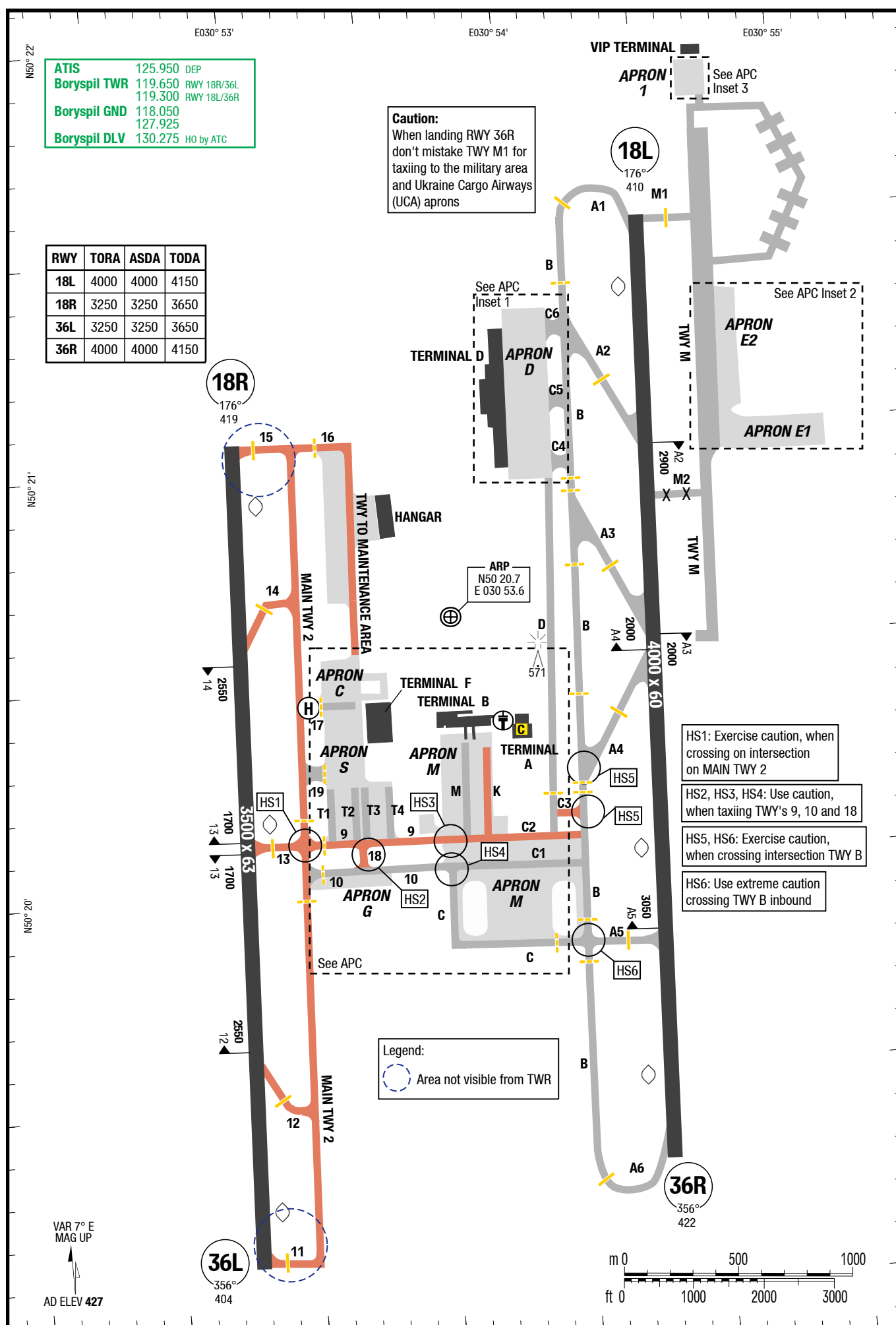
Landing RWY system:

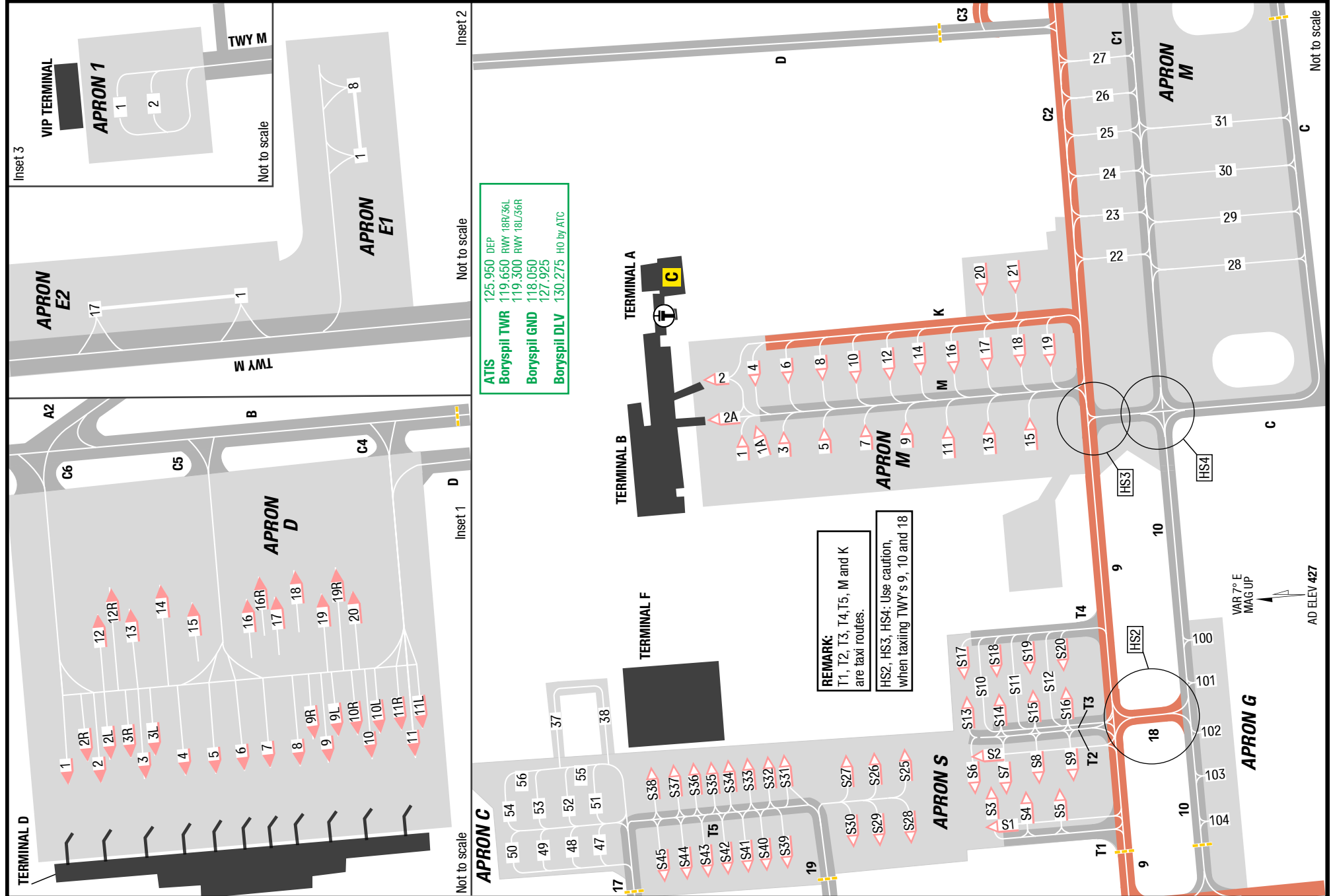
18L	4000 x 60	83.0°	60 HL
HL-P1	THR 419 (15HPa) / TDZ --- (---%)		+0.1%

36R	60 x 4000	3.0°	60 HL
HL-P1	THR 419 (15HPa) / TDZ 426 (15HPa)		-0.1%
HL-P2			

18R	3500 x 63	83.0°	50 HL
HL-P1	THR 419 (15HPa) / TDZ 426 (15HPa)		-0.1%

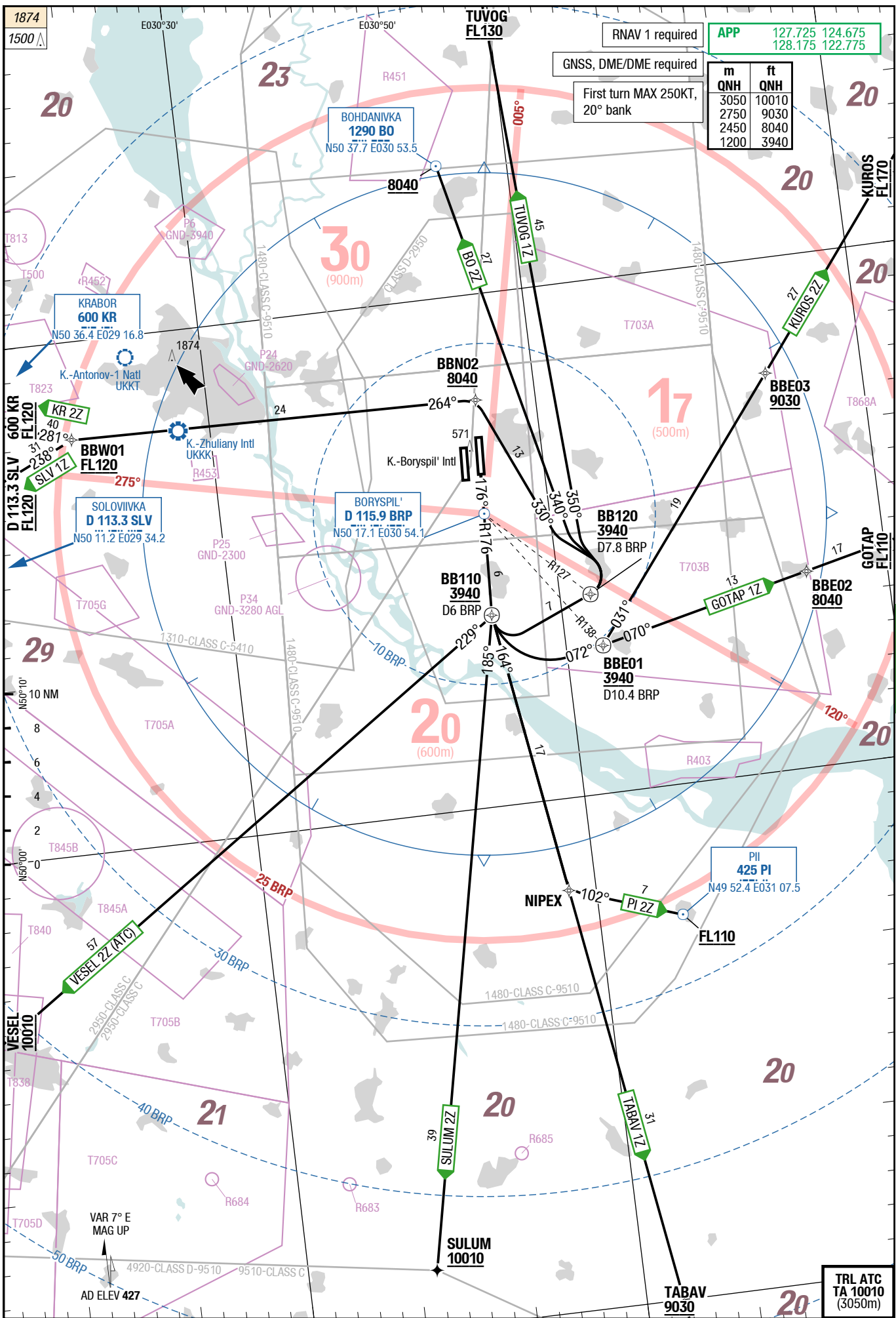
36L	63 x 3500	3.0°	840
HL-P1	THR 404 (15HPa)		-0.1%

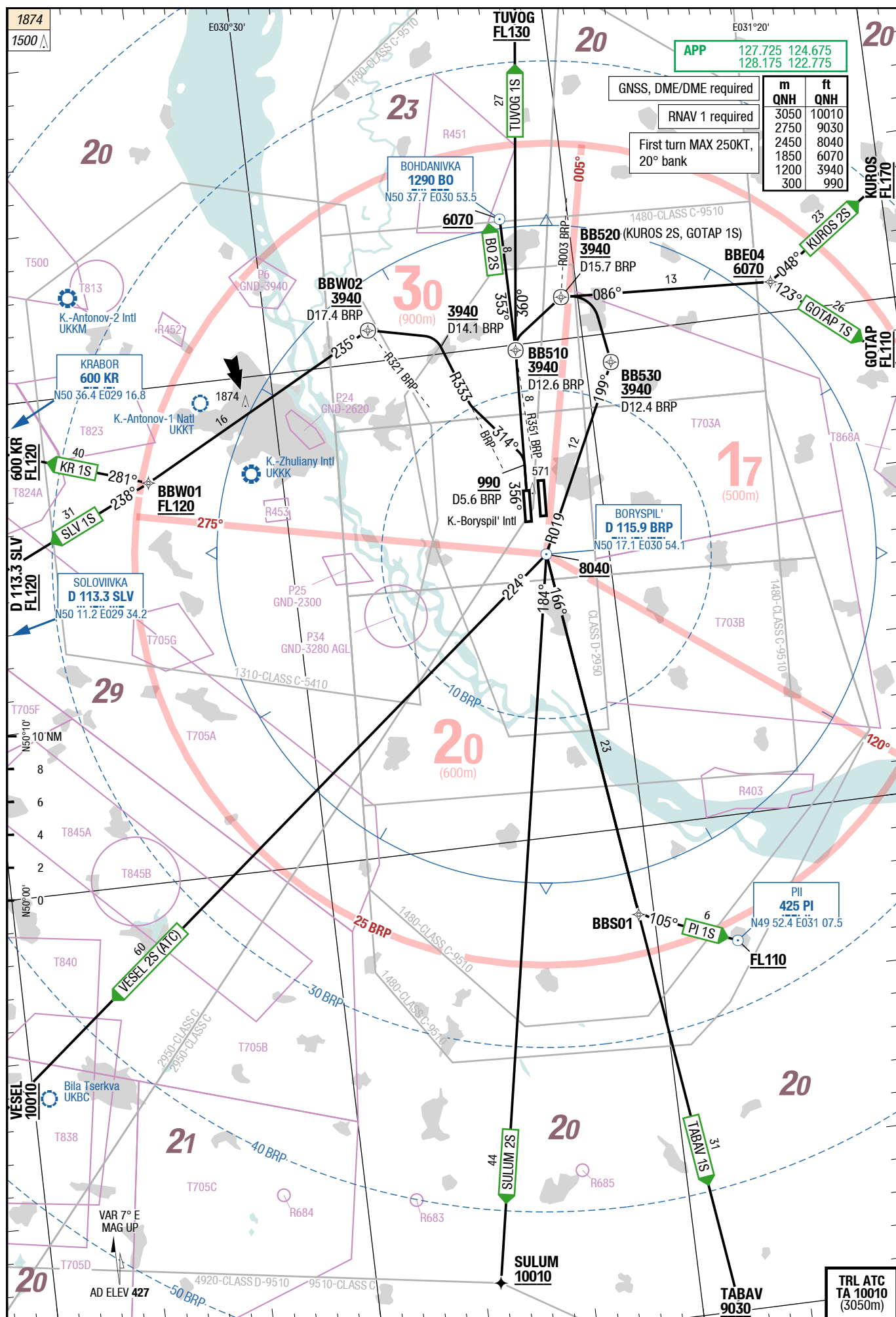


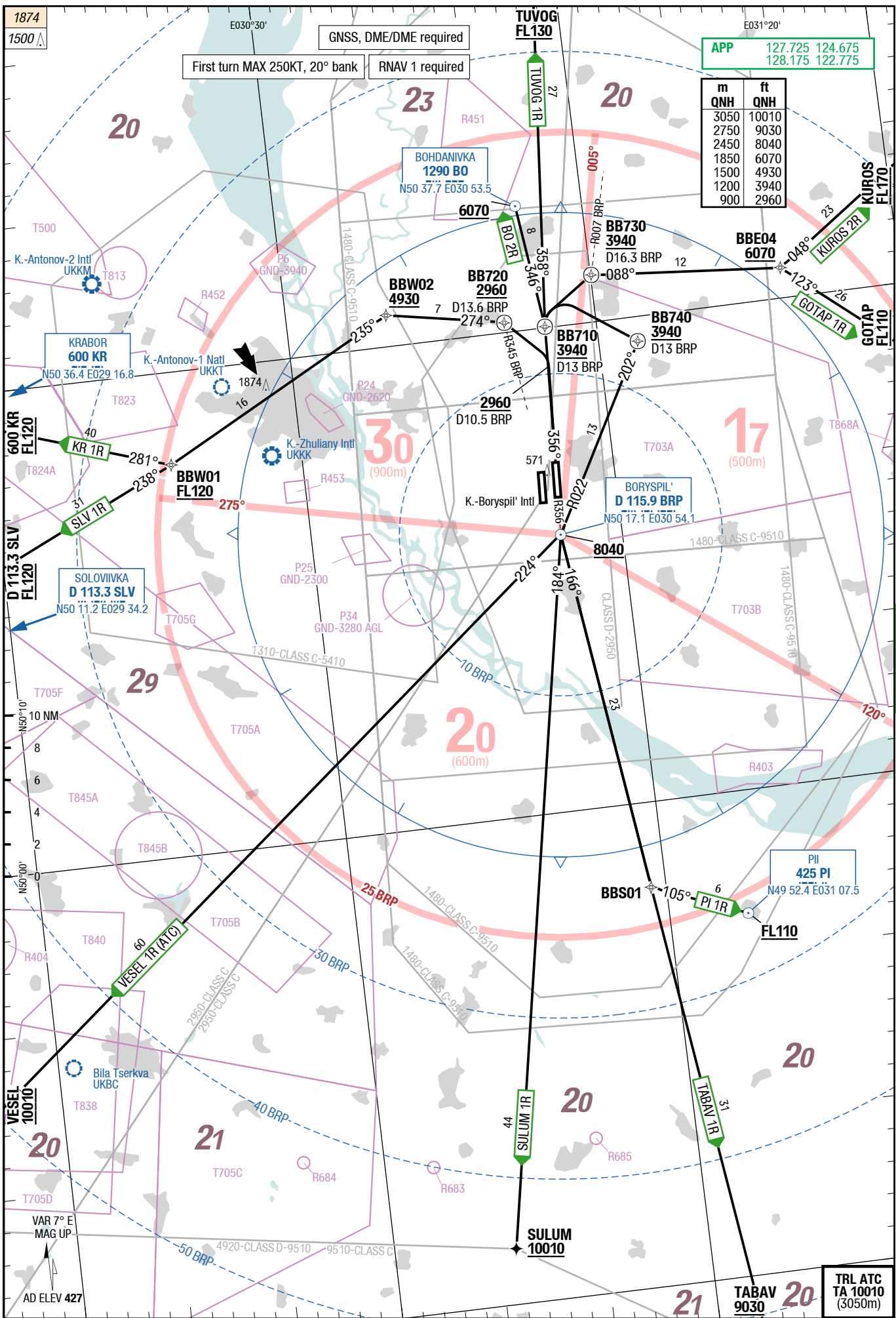


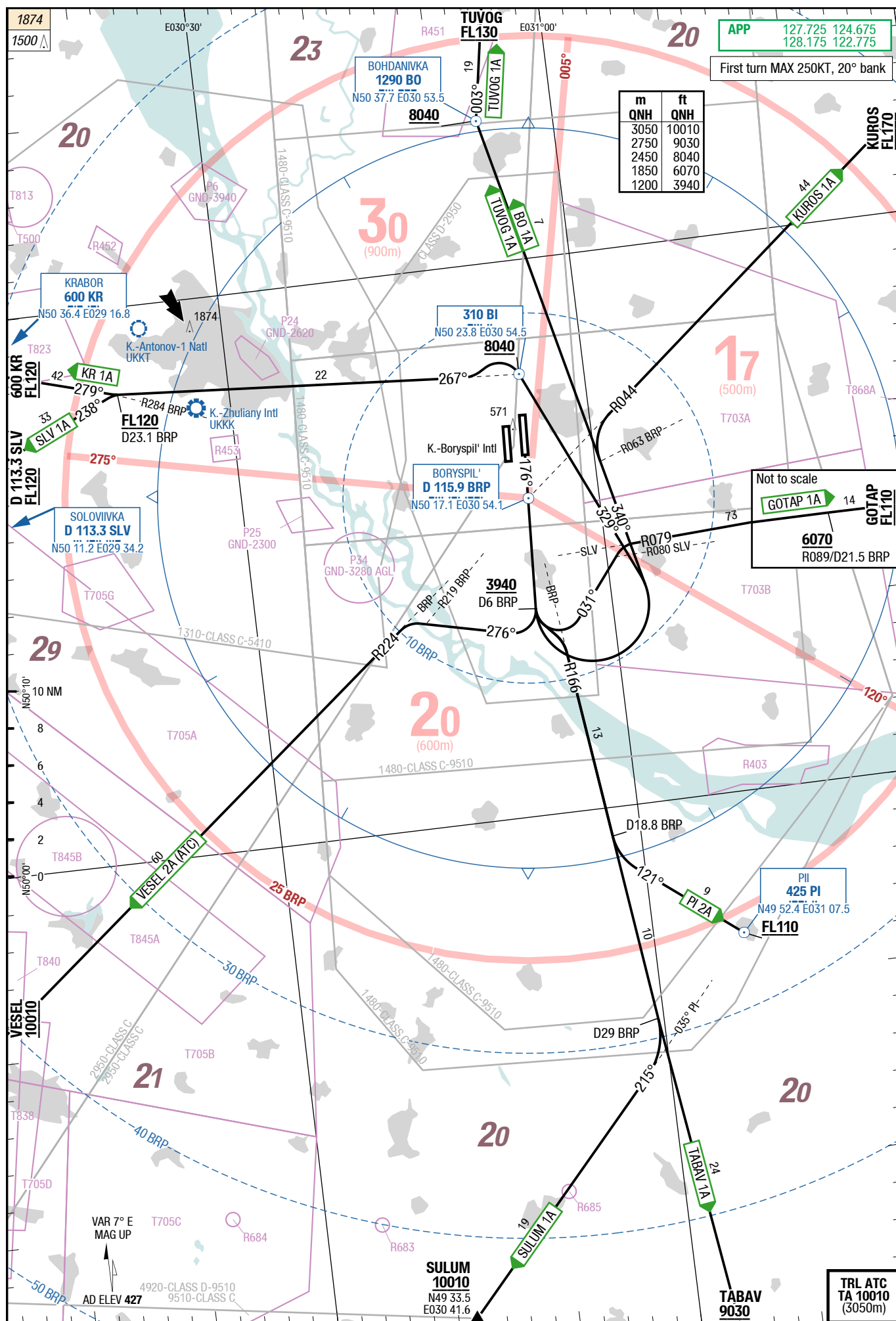
Stand Coordinates

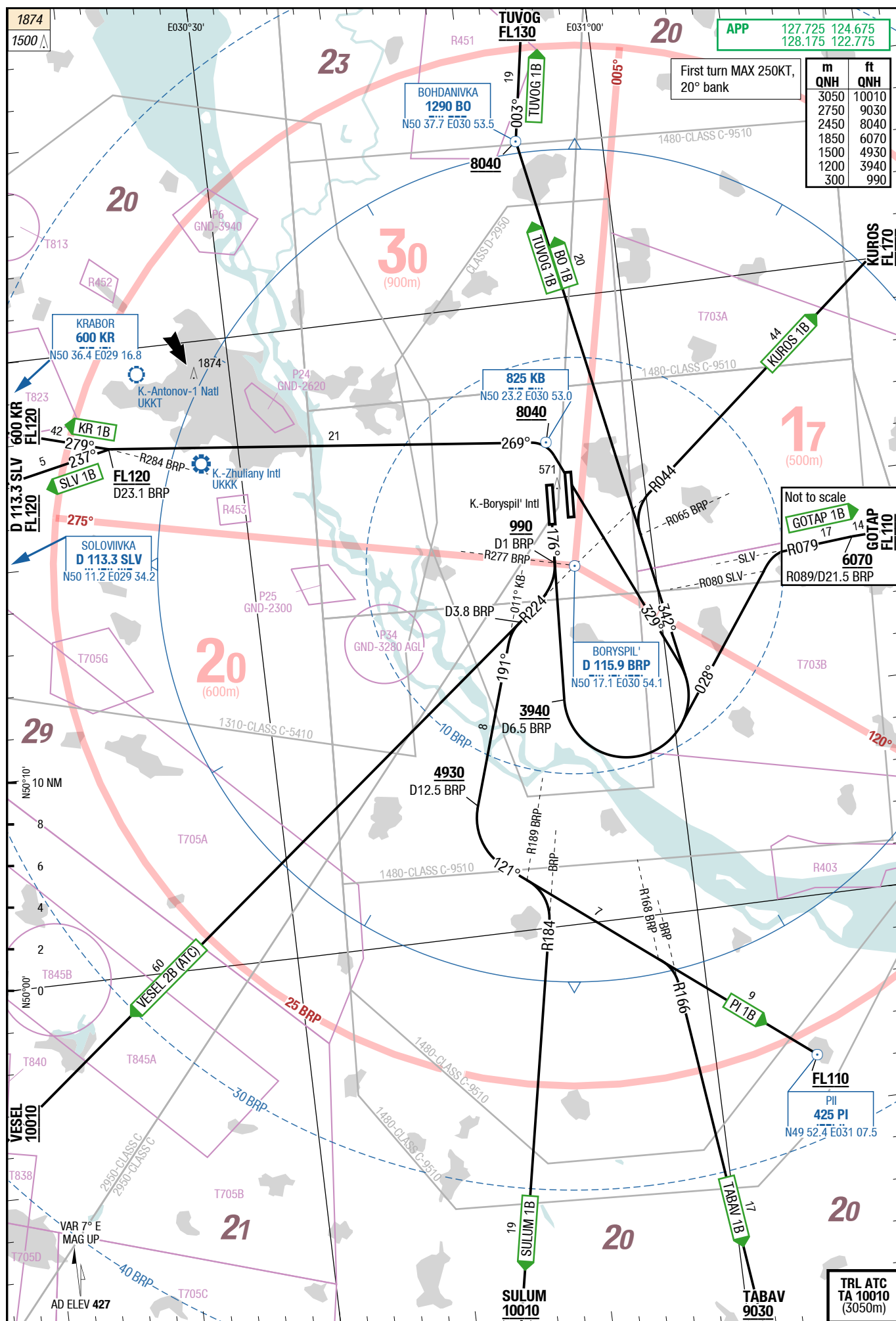
APRON M		APRON S		APRON D	
1-4	N50 20.4 E030 53.7	S1-S3	N50 20.3 E030 53.2	1	N50 21.3 E030 53.9
5-10	N50 20.3 E030 53.7	S4-S8	N50 20.2 E030 53.2	2L,2	N50 21.2 E030 53.9
11	N50 20.2 E030 53.7	S9	N50 20.3 E030 53.2	2R	N50 21.3 E030 53.9
12	N50 20.3 E030 53.7	S10	N50 20.3 E030 53.3	3L-4	N50 21.2 E030 53.9
13	N50 20.2 E030 53.6	S11,S12	N50 20.2 E030 53.3	5-8	N50 21.1 E030 53.9
14	N50 20.3 E030 53.7	S13	N50 20.3 E030 53.3	9L-10R	N50 21.0 E030 53.9
15	N50 20.2 E030 53.6	S14-S16	N50 20.2 E030 53.3	11L-11R	N50 20.9 E030 53.9
16-19	N50 20.2 E030 53.7	S17	N50 20.3 E030 53.3	12-15	N50 21.2 E030 54.1
20-22	N50 20.2 E030 53.8	S18-S20	N50 20.2 E030 53.3	16,16R	N50 21.1 E030 54.1
23	N50 20.1 E030 53.8	S25-S27	N50 20.3 E030 53.2	17-20	N50 21.0 E030 54.1
24, 25	N50 20.1 E030 53.9	S28-S30	N50 20.3 E030 53.1	Others not published	
26, 27	N50 20.1 E030 54.0	S31-S34	N50 20.4 E030 53.2		
28, 29	N50 20.0 E030 53.8	S35	N50 20.5 E030 53.2		
30, 31	N50 20.0 E030 53.9	S36-S38	N50 20.5 E030 53.3		
		S39-S41	N50 20.4 E030 53.1		
APRON G		S42-S45	N50 20.5 E030 53.1		
100	N50 20.1 E030 53.3				
101, 102	N50 20.1 E030 53.2				
103, 104	N50 20.1 E030 53.1				
APRON C					
37, 38	N50 20.6 E030 53.3				
47-56	N50 20.6 E030 53.2				

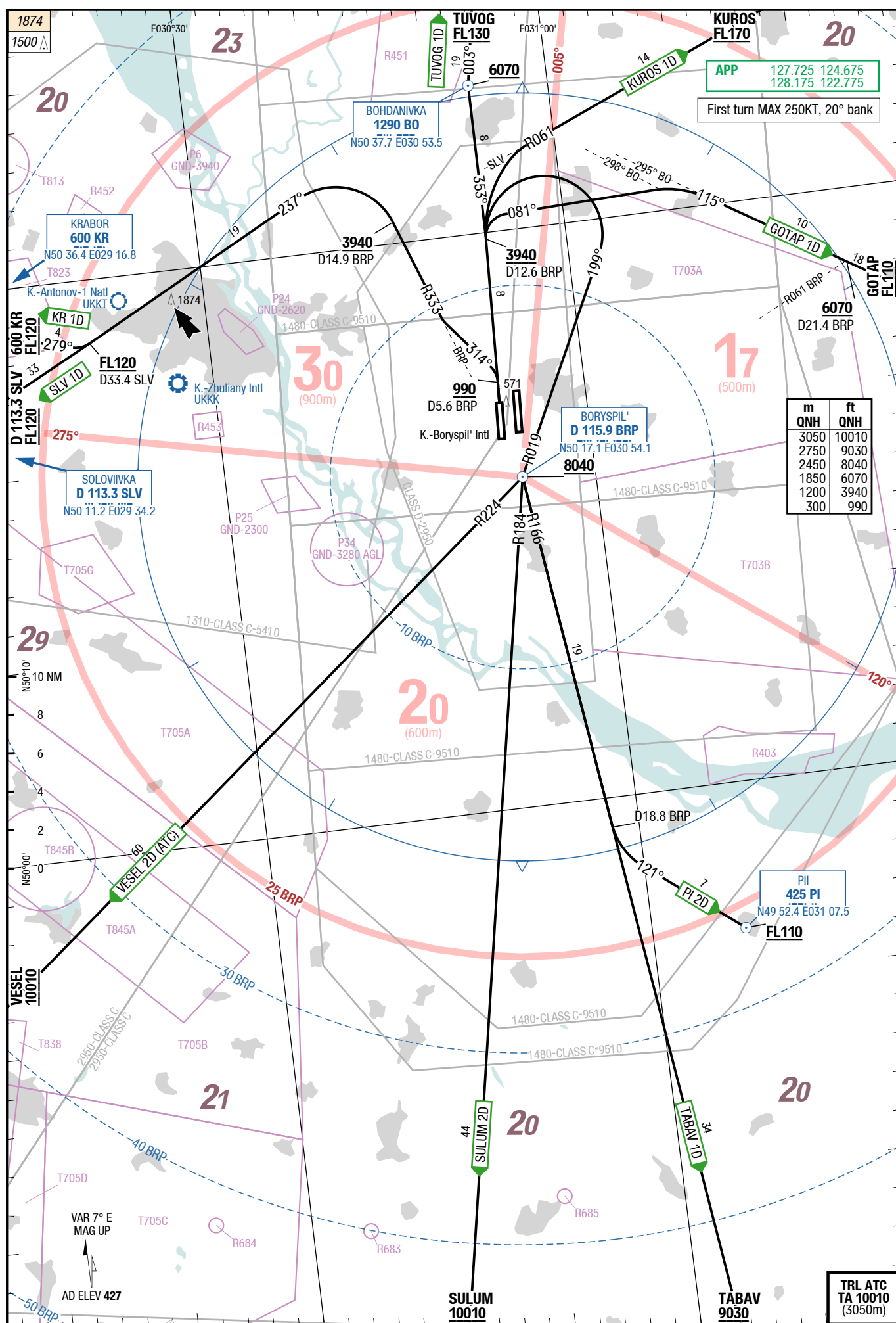












19-APR-2018

KBP-UKBB

4-80

Ukraine Kyiv Boryspil

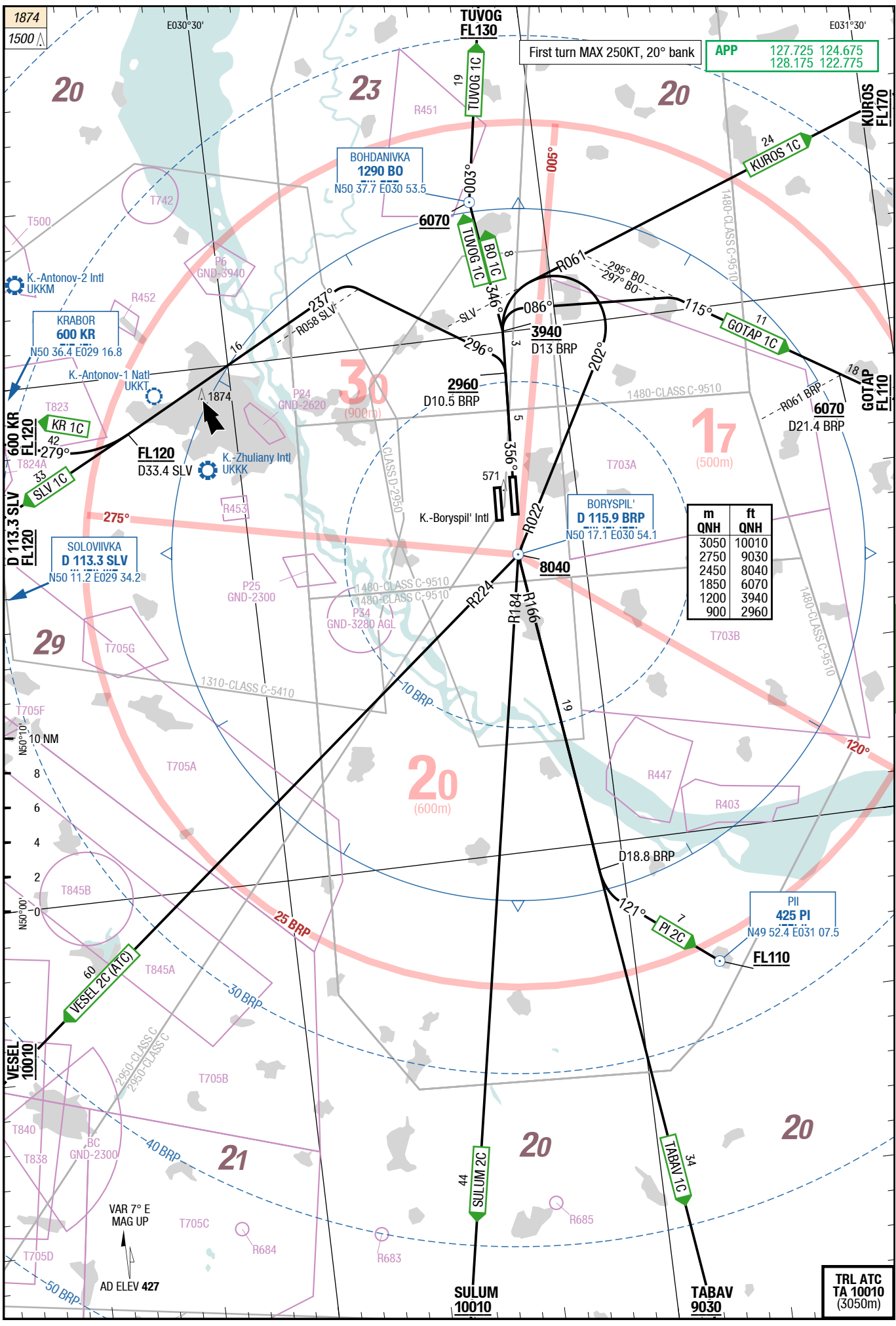
SIDS RWY 36R

SID

SID

Boryspil Kyiv Ukraine

SIDS RWY 36R



Changes: ASP, SIDs, Editorial

05-JAN-2017

KBP-UKBB

5-10

RNAV SIDs RWY 18L

BOHDANIVKA 2Z / GOTAP 1Z / KRABOR 2Z / KUROs 2Z / PII 2Z

RWY 18L (176°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
BOHDANIVKA 2Z BO 2Z 7.0% to 3940 122.775 ①	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) to BB120 (R127/D7.8 BRP), then continue RNAV with FMS route FMS <u>BB120</u> - BO	R176/D6 BRP MNM 3940 BB120 MNM 3940 BO MNM 8040
GOTAP 1Z 7.0% to 3940 122.775 ①	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) 072° to BBE01 (R138/D10.4 BRP), then continue RNAV with FMS route FMS <u>BBE01</u> - BBE02 - GOTAP	R176/D6 BRP MNM 3940 BBE01 MNM 3940 BBE02 MNM 8040 GOTAP MNM FL110
KRABOR 2Z KR 2Z 7.0% to 3940 122.775 ①	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) to BB120 (R127/D7.8 BRP), then continue RNAV with FMS route FMS <u>BB120</u> - BBN02 - BBW01 - KR	R176/D6 BRP MNM 3940 BB120 MNM 3940 BBN02 MNM 8040 BBW01 MNM FL120 KR MNM FL120
KUROs 2Z 7.0% to 3940 122.775 ①	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) 072° to BBE01 (R138/D10.4 BRP), then continue RNAV with FMS route FMS <u>BBE01</u> - BBE03 - KUROs	R176/D6 BRP MNM 3940 BBE01 MNM 3940 BBE03 MNM 9030 KUROs MNM FL170
PII 2Z PI 2Z 7.0% to 3940 122.775 ①②	BB110 (R176/D6 BRP), then continue RNAV with FMS route FMS <u>BB110</u> - NIPEX - PI	BB110 MNM 3940 PI MNM FL110

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

Changes: Routing

05-JAN-2017

KBP-UKBB

5-20

RNAV SIDs RWY 18L

SOLOVIIVKA 1Z / SULUM 2Z / TABAV 1Z / TUVOG 1Z / VESEL 2Z

RWY 18L (176°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
SOLOVIIVKA 1Z SLV 1Z 7.0% to 3940 122.775 ①②	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) to BB120 (R127/D7.8 BRP), then continue RNAV with FMS route FMS <u>BB120</u> - BBN02 - BBW01 - SLV	R176/D6 BRP MNM 3940 BB120 MNM 3940 BBN02 MNM 8040 BBW01 MNM FL120 SLV MNM FL120
SULUM 2Z 7.0% to 3940 122.775 ①②	BB110 (R176/D6 BRP), then continue RNAV with FMS route FMS <u>BB110</u> - SULUM	BB110 MNM 3940 SULUM MNM 10010
TABAV 1Z 7.0% to 3940 122.775 ①②	BB110 (R176/D6 BRP), then continue RNAV with FMS route FMS <u>BB110</u> - NIPEX - TABAV	BB110 MNM 3940 TABAV MNM 9030
TUVOG 1Z 7.0% to 3940 122.775 ①	at BB110 (R176/D6 BRP) LT (MAX 250KT, 20° bank) to BB120 (R127/D7.8 BRP), then continue RNAV with FMS route FMS <u>BB120</u> - TUVOG	R176/D6 BRP MNM 3940 BB120 MNM 3940 TUVOG MNM FL130
VESEL 2Z 7.0% to 3940 (ATC) 122.775 ①②	BB110 (R176/D6 BRP), then continue RNAV with FMS route FMS <u>BB110</u> - VESEL	BB110 MNM 3940 VESEL MNM 10010

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

5-30

RNAV SIDs RWY 18R

BOHDANIVKA 2Y / GOTAP 1Y / KRABOR 2Y / KUROS 2Y

RWY 18R (176°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18R	
BOHDANIVKA 2Y BO 2Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) to BB330 (R135/D7.6 BRP), then continue RNAV with FMS route FMS <u>BB330</u> - BO	D6.5 BRP MNM 3940 BB330 MNM 3940 BO MNM 8040
GOTAP 1Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) 068° to BBE01 (R138/D10.4 BRP), then continue RNAV with FMS route FMS <u>BBE01</u> - BBE02 - GOTAP	D6.5 BRP MNM 3940 BBE01 MNM 3940 BBE02 MNM 8040 GOTAP MNM FL110
KRABOR 2Y KR 2Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) to BB330 (R135/D7.6 BRP), then continue RNAV with FMS route FMS <u>BB330</u> - BBN02 - BBW01 - KR	D6.5 BRP MNM 3940 BB330 MNM 3940 BBN02 MNM 8040 BBW01 MNM FL120 KR MNM FL120
KUROS 2Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) 068° to BBE01 (R138/D10.4 BRP), then continue RNAV with FMS route FMS <u>BBE01</u> - BBE03 - KUROS	D6.5 BRP MNM 3940 BBE01 MNM 3940 BBE03 MNM 9030 KUROS MNM FL170

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

5-40

RNAV SIDs RWY 18R**PII 2Y / SOLOVIIVKA 1Y / SULUM 2Y / TABAV 1Y**

RWY 18R (176°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18R	
PII 2Y PI 2Y 7.0% to 3940 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R244 BRP - at D3.8 BRP LT 191° (QDM 011 KB) to BB310 (R209/D7.9 BRP), then continue RNAV with FMS route FMS <u>BB310</u> - BB320 - NIPEX - PI	R277/D1 BRP MNM 990 BB310 MNM 3940 BB320 MNM 4930 PI MNM FL110
SOLOVIIVKA 1Y SLV 1Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) to BB330 (R135/D7.6 BRP), then continue RNAV with FMS route FMS <u>BB330</u> - BBN02 - BBW01 - SLV	D6.5 BRP MNM 3940 BB330 MNM 3940 BBN02 MNM 8040 BBW01 MNM FL120 SLV MNM FL120
SULUM 2Y 7.0% to 3940 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R244 BRP - at D3.8 BRP LT 191° (QDM 011 KB) to BB310 (R209/D7.9 BRP), then continue RNAV with FMS route FMS <u>BB310</u> - BB320 - SULUM	R277/D1 BRP MNM 990 BB310 MNM 3940 BB320 MNM 4930 SULUM MNM 10010
TABAV 1Y 7.0% to 3940 122.775 ①②	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R244 BRP - at D3.8 BRP LT 191° (QDM 011 KB) to BB310 (R210/D7.9 BRP), then continue RNAV with FMS route FMS <u>BB310</u> - BB320 - TABAV	R277/D1 BRP MNM 990 BB310 MNM 3940 BB320 MNM 4930 TABAV MNM 9030

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

5-50

RNAV SIDs RWY 18R

TUVOG 1Y / VESEL 2Y

RWY 18R (176°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18R	
TUVOG 1Y 7.0% to 3940 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) to BB330 (R135/D7.6 BRP), then continue RNAV with FMS route FMS <u>BB330</u> - TUVOG	D6.5 BRP MNM 3940 BB330 MNM 3940 TUVOG MNM FL130
VESEL 2Y 7.0% to 3940 (ATC) 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R244 BRP - at D3.8 BRP LT 191° (QDM 011 KB) to BB310 (R209/D7.9 BRP), then continue RNAV with FMS route FMS <u>BB310</u> - BB320 - VESEL	R277/D1 BRP MNM 990 BB310 MNM 3940 BB320 MNM 4930 VESEL MNM 10010

- ① If unable to comply with SID procedure, advise ATC.
 ② Not authorized for simultaneous departures.

Changes: Routing

05-JAN-2017

KBP-UKBB

5-60

RNAV SIDs RWY 36L

BOHDANIVKA 2S / GOTAP 1S / KRABOR 1S / KUROS 2S / PII 1S

RWY 36L (356°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36L	
BOHDANIVKA 2S BO 2S 7.0% to 3940 122.775 ①②	BB510 (R351/D12.6 BRP), then continue RNAV with FMS route FMS <u>BB510</u> - BO	BB510 MNM 3940 BO MNM 6070
GOTAP 1S 7.0% to 3940 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB520 (R003/D15.7), then continue RNAV with FMS route FMS <u>BB520</u> - BBE04 - GOTAP	R351/D12.6 BRP MNM 3940 BB520 MNM 3940 BBE04 MNM 6070 GOTAP MNM FL110
KRABOR 1S KR 1S 7.0% to 3940 122.775 ①	at D5.6 BRP LT (MAX 250KT, 20° bank) 314° - intercept R333 BRP - at D14.1 BRP LT to BBW02 (R321/D17.4 BRP), then continue RNAV with FMS route FMS <u>BBW02</u> - BBW01 - KR	D5.6 BRP MNM 990 R333/D14.1 BRP MNM 3940 BBW02 MNM 3940 BBW01 MNM FL120 KR MNM FL120
KUROS 2S 7.0% to 3940 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB520 (R003/D15.7 BRP), then continue RNAV with FMS route FMS <u>BB520</u> - BBE04 - KUROS	R351/D12.6 BRP MNM 3940 BB520 MNM 3940 BBE04 MNM 6070 KUROS MNM FL170
PII 1S PI 1S 7.0% to 3940 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB530 (R019/D12.4 BRP), then continue RNAV with FMS route FMS <u>BB530</u> - BRP - BBS01 - PI	R351/D12.6 BRP MNM 3940 BB530 MNM 3940 BRP MNM 8040 PI MNM FL110

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

5-70

RNAV SIDs RWY 36L

SOLOVIIVKA 1S / SULUM 2S / TABAV 1S / TUVOG 1S / VESEL 2S

RWY 36L (356°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36L	
SOLOVIIVKA 1S SLV 1S 7.0% to 3940 122.775 ①	at D5.6 BRP LT (MAX 250KT, 20° bank) 314° - intercept R333 BRP - at D14.1 BRP LT to BBW02 (R321/D17.4 BRP), then continue RNAV with FMS route FMS <u>BBW02</u> - BBW01 - SLV	D5.6 BRP MNM 990 R333/D14.1 BRP MNM 3940 BBW02 MNM 3940 BBW01 MNM FL120 SLV MNM FL120
SULUM 2S 7.0% to 3940 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB530 (R019/D12.4 BRP), then continue RNAV with FMS route FMS <u>BB530</u> - BRP - SULUM	R351/D12.6 BRP MNM 3940 BB530 MNM 3940 BRP MNM 8040 SULUM MNM 10010
TABAV 1S 7.0% to 3940 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB530 (R019/D12.4 BRP), then continue RNAV with FMS route FMS <u>BB530</u> - BRP - BBS01 - TABAV	R351/D12.6 BRP MNM 3940 BB530 MNM 3940 BRP MNM 8040 TABAV MNM 9030
TUVOG 1S 7.0% to 3940 122.775 ①②	BB510 (R351/D12.6 BRP), then continue RNAV with FMS route FMS <u>BB510</u> - TUVOG	BB510 MNM 3940 TUVOG MNM FL130
VESEL 2S 7.0% to 3940 (ATC) 122.775 ①②	at BB510 (R351/D12.6 BRP) RT (MAX 250KT, 20° bank) to BB530 (R019/D12.4 BRP), then continue RNAV with FMS route FMS <u>BB530</u> - BRP - VESEL	R351/D12.6 BRP MNM 3940 BB530 MNM 3940 BRP MNM 8040 VESEL MNM 10010

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

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KBP-UKBB

5-80

RNAV SIDs RWY 36R

BOHDANIVKA 2R / GOTAP 1R / KRABOR 1R / KUROS 2R / PII 1R

RWY 36R (356°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
BOHDANIVKA 2R BO 2R 7.0% to 3940 122.775 ①②	BB710 (R356/D13 BRP), then continue RNAV with FMS route FMS <u>BB710</u> - BO	BB710 MNM 3940 BO MNM 6070
GOTAP 1R 7.0% to 3940 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB730 (R007/D16.3 BRP), then continue RNAV with FMS route FMS <u>BB730</u> - BBE04 - GOTAP	R356/D13 BRP MNM 3940 BB730 MNM 3940 BBE04 MNM 6070 GOTAP MNM FL110
KRABOR 1R KR 1R 7.0% to 2960 122.775 ①②	at D10.5 BRP LT (MAX 250KT, 20° bank) to BB720 (R345/D13.6 BRP), then continue RNAV with FMS route FMS <u>BB720</u> - BBW02 - BBW01 - KR	D10.5 BRP MNM 2960 BB720 MNM 2960 BBW02 MNM 4930 BBW01 MNM FL120 KR MNM FL120
KUROS 2R 7.0% to 3940 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB730 (R007/D16.3 BRP), then continue RNAV with FMS route FMS <u>BB730</u> - BBE04 - KUROS	R356/D13 BRP MNM 3940 BB730 MNM 3940 BBE04 MNM 6070 KUROS MNM FL170
PII 1R PI 1R 7.0% to 3940 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB740 (R022/D13 BRP), then continue RNAV with FMS route FMS <u>BB740</u> - BRP - BBS01 - PI	R356/D13 BRP MNM 3940 BB740 MNM 3940 BRP MNM 8040 PI MNM FL110

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

5-90

RNAV SIDs RWY 36R

SOLOVIIVKA 1R / SULUM 1R / TABAV 1R / TUVOG 1R / VESEL 1R

RWY 36R (356°)

Passing 1320, contact APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
SOLOVIIVKA 1R SLV 1R 7.0% to 2960 122.775 ①②	at D10.5 BRP LT (MAX 250KT, 20° bank) to BB720 (R345/D13.6 BRP), then continue RNAV with FMS route FMS <u>BB720</u> - BBW02 - BBW01 - SLV	D10.5 BRP MNM 2960 BB720 MNM 2960 BBW02 MNM 4930 BBW01 MNM FL120 SLV MNM FL120
SULUM 1R 7.0% to 3940 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB740 (R022/D13 BRP), then continue RNAV with FMS route FMS <u>BB740</u> - BRP - SULUM	R356/D13 BRP MNM 3940 BB740 MNM 3940 BRP MNM 8040 SULUM MNM 10010
TABAV 1R 7.0% to 3940 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB740 (R022/D13 BRP), then continue RNAV with FMS route FMS <u>BB470</u> - BRP - BBS01 - TABAV	R356/D13 BRP MNM 3940 BB740 MNM 3940 BRP MNM 8040 TABAV MNM 9030
TUVOG 1R 7.0% to 3940 122.775 ①	BB710 (R356/D13 BRP), then continue RNAV with FMS route FMS <u>BB710</u> - TUVOG	BB710 MNM 3940 TUVOG MNM FL130
VESEL 1R 7.0% to 3940 (ATC) 122.775 ①	at BB710 (R356/D13 BRP) RT (MAX 250KT, 20° bank) to BB740 (R022/D13 BRP), then continue RNAV with FMS route FMS <u>BB740</u> - BRP - VESEL	R356/D13 BRP MNM 3940 BB740 MNM 3940 BRP MNM 8040 VESEL MNM 10010

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

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KBP-UKBB

5-100

SIDs RWY 18L

BOHDANIVKA 1A / GOTAP 1A / KRABOR 1A / KUROS 1A / PII 2A / SOLOVIIVKA 1A / SULUM 1A / TABAV 1A / TUVOG 1A

RWY 18L (176°)

Passing 1320, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
BOHDANIVKA 1A BO 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) intercept QDM 340 BO to BO	D6 BRP MNM 3940 BO MNM 8040
GOTAP 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) 031° - crossing R080 SLV RT intercept R079 SLV to GOTAP	D6 BRP MNM 3940 R089/D21.5 BRP MNM 6070 GOTAP MNM FL110
KRABOR 1A KR 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) intercept QDM 329 BI to BI - LT QDR 267 BI - at R284/D23.1 BRP RT 279° to KR	D6 BRP MNM 3940 BI MNM 8040 R284/D23.1 BRP MNM FL120 KR MNM FL120
KUROS 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) intercept QDM 340 BO - crossing R063 BRP RT intercept R044 BRP to KUROS	D6 BRP MNM 3940 KUROS MNM FL170
PII 2A PI 2A 122.775 ①②	at D6 BRP LT (MAX 250KT, 20° bank) intercept R166 BRP - at D18.8 BRP LT intercept QDM 121 PI to PI	D6 BRP MNM 3940 PI MNM FL110
SOLOVIIVKA 1A SLV 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) intercept QDM 329 BI to BI - LT QDR 267 BI - at R284/D23.1 BRP LT 238° to SLV	D6 BRP MNM 3940 BI MNM 8040 R284/D23.1 BRP MNM FL120 SLV MNM FL120
SULUM 1A 122.775 ①②	at D6 BRP LT (MAX 250KT, 20° bank) intercept R166 BRP - at D29 BRP RT 215° (QDM 035 PI) to SULUM	D6 BRP MNM 3940 SULUM MNM 10010
TABAV 1A 122.775 ①②	at D6 BRP LT (MAX 250KT, 20° bank) intercept R166 BRP to TABAV	D6 BRP MNM 3940 TABAV MNM 9030
TUVOG 1A 122.775 ①	at D6 BRP LT (MAX 250KT, 20° bank) intercept QDM 340 BO to BO - RT QDR 003 BO to TUVOG	D6 BRP MNM 3940 BO MNM 8040 TUVOG MNM FL130

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

VESEL 2A

RWY 18L (176°)

Passing 1320, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
VESEL 2A (ATC) 122.775 ①②	at D6 BRP RT (MAX 250KT, 20° bank) 276° - crossing R219 BRP LT intercept R224 BRP to VESEL	D6 BRP MNM 3940 VESEL MNM 10010

- ① If unable to comply with SID procedure, advise ATC.
 ② Not authorized for simultaneous departures.

BOHDANIVKA 1B / GOTAP 1B / KRABOR 1B / KUROS 1B / PII 1B / SOLOVIIVKA 1B / SULUM 1B / TABAV 1B

RWY 18R (176°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18R	
BOHDANIVKA 1B BO 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) intercept QDM 342 BO to BO	D6.5 BRP MNM 3940 BO MNM 8040
GOTAP 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) 028° - crossing R080 SLV RT intercept R079 SLV to GOTAP	D6.5 BRP MNM 3940 R089/D21.5 BRP MNM 6070 GOTAP MNM FL110
KRABOR 1B KR 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) intercept QDM 329 KB to KB - LT QDR 269 KB - crossing R284/D23.1 BRP RT 279° to KR	D6.5 BRP MNM 3940 KB MNM 8040 R284/D23.1 BRP MNM FL120 KR MNM FL120
KUROS 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) intercept QDM 342 BO - crossing R065 BRP RT intercept R044 BRP to KUROS	D6.5 BRP MNM 3940 KUROS MNM FL170
PII 1B PI 1B 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R224 BRP - at D3.8 BRP LT 191° (QDM 011 KB) - at D12.5 BRP LT intercept QDM 121 PI to PI	R277/D1 BRP MNM 990 D12.5 BRP MNM 4930 PI MNM FL110
SOLOVIIVKA 1B SLV 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) intercept QDM 329 KB to KB - LT QDR 269 KB - crossing R284/D23.1 BRP LT 237° to SLV	D6.5 BRP MNM 3940 KB MNM 8040 R284/D23.1 BRP MNM FL120 SLV MNM FL120
SULUM 1B 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R224 BRP - at D3.8 BRP LT 191° (QDM 011 KB) - at D12.5 BRP LT intercept QDM 121 PI - crossing R189 BRP RT intercept R184 BRP to SULUM	R277/D1 BRP MNM 990 D12.5 BRP MNM 4930 SULUM MNM 10010
TABAV 1B 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R224 BRP - at D3.8 BRP LT 191° (QDM 011 KB) - at D12.5 BRP LT intercept QDM 121 PI - crossing R168 BRP RT intercept R166 BRP to TABAV	R277/D1 BRP MNM 990 D12.5 BRP MNM 4930 TABAV MNM 9030

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

TUVOG 1B / VESEL 2B

RWY 18R (176°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18R	
TUVOG 1B 122.775 ①②	at D6.5 BRP LT (MAX 250KT, 20° bank) intercept QDM 342 BO to BO - RT QDR 003 BO to TUVOG	D6.5 BRP MNM 3940 BO MNM 8040 TUVOG MNM FL130
VESEL 2B (ATC) 122.775 ①	at R277/D1 BRP RT (MAX 250KT, 20° bank) intercept R224 BRP to VESEL	R277/D1 BRP MNM 990 VESEL MNM 10010

- ① If unable to comply with SID procedure, advise ATC.
 ② Not authorized for simultaneous departures.

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SIDs RWY 36L

BOHDANIVKA 1D / GOTAP 1D / KRABOR 1D / KUROS 1D / PII 2D / SOLOVIIVKA 1D / SULUM 2D / TABAV 1D / TUVOG 1D

RWY 36L (356°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36L	
BOHDANIVKA 1D BO 1D 122.775 ①②	at D12.6 BRP LT (MAX 250KT, 20° bank) intercept QDM 353 BO to BO	D12.6 BRP MNM 3940 BO MNM 6070
GOTAP 1D 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) 081° - crossing QDM 298 BO RT 115° (QDM 295 BO) to GOTAP	D12.6 BRP MNM 3940 R061/D21.4 BRP MNM 6070 GOTAP MNM FL110
KRABOR 1D KR 1D 122.775 ①	at D5.6 BRP LT (MAX 250KT, 20° bank) 314° - intercept R333 BRP - at D14.9 BRP LT 237° - at D33.4 SLV RT 279° to KR	D5.6 BRP MNM 990 R333/D14.9 BRP MNM 3940 D33.4 SLV MNM FL120 KR MNM FL120
KUROS 1D 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) intercept R061 SLV to KUROS	D12.6 BRP MNM 3940 KUROS MNM FL170
PII 2D PI 2D 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) 199° to BRP - LT R166 BRP - at D18.8 BRP LT intercept QDM 121 PI to PI	D12.6 BRP MNM 3940 BRP MNM 8040 PI MNM FL110
SOLOVIIVKA 1D SLV 1D 122.775 ①	at D5.6 BRP LT (MAX 250KT, 20° bank) 314° - intercept R333 BRP - at D14.9 BRP LT 237° to SLV	D5.6 BRP MNM 990 R333/D14.9 BRP MNM 3940 D33.4 SLV MNM FL120 SLV MNM FL120
SULUM 2D 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) 199° to BRP - LT R184 BRP to SULUM	D12.6 BRP MNM 3940 BRP MNM 8040 SULUM MNM 10010
TABAV 1D 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) 199° to BRP - LT R166 BRP to TABAV	D12.6 BRP MNM 3940 BRP MNM 8040 TABAV MNM 9030
TUVOG 1D 122.775 ①②	at D12.6 BRP LT (MAX 250KT, 20° bank) intercept QDM 353 BO to BO - RT QDR 003 BO to TUVOG	D12.6 BRP MNM 3940 BO MNM 6070 TUVOG MNM FL130

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures.

VESEL 2D

RWY 36L (356°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36L	
VESEL 2D (ATC) 122.775 ①②	at D12.6 BRP RT (MAX 250KT, 20° bank) 199° to BRP - RT R224 BRP to VESEL	D12.6 BRP MNM 3940 BRP MNM 8040 VESEL MNM 10010

- ① If unable to comply with SID procedure, advise ATC.
 ② Not authorized for simultaneous departures.

05-JAN-2017

KBP-UKBB

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SIDs RWY 36R

BOHDANIVKA 1C / GOTAP 1C / KRABOR 1C / KUROS 1C / PII 2C / SOLOVIIVKA 1C / SULUM 2C / TABAV 1C / TUVOG 1C

RWY 36R (356°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
BOHDANIVKA 1C BO 1C 122.775 ①②	at D13 BRP LT (MAX 250KT, 20° bank) intercept QDM 346 BO to BO	D13 BRP MNM 3940 BO MNM 6070
GOTAP 1C 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) 086° - crossing QDM 297 BO RT 115° (QDM 295 BO) to GOTAP	D13 BRP MNM 3940 R061/D21.4 BRP MNM 6070 GOTAP MNM FL110
KRABOR 1C KR 1C 122.775 ①②	at D10.5 BRP LT (MAX 250KT, 20° bank) 296° - crossing R058 SLV LT 237° - at D33.4 SLV RT 279° to KR	D10.5 BRP MNM 2960 D33.4 SLV MNM FL120 KR MNM FL120
KUROS 1C 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) intercept R061 SLV to KUROS	D13 BRP MNM 3940 KUROS MNM FL170
PII 2C PI 2C 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) 202° to BRP - LT R166 BRP - at R166/D18.8 BRP LT intercept QDM 121 PI to PI	D13 BRP MNM 3940 BRP MNM 8040 PI MNM FL110
SOLOVIIVKA 1C SLV 1C 122.775 ①②	at D10.5 BRP LT (MAX 250KT, 20° bank) 296° - crossing R058 SLV LT 237° to SLV	D10.5 BRP MNM 2960 D33.4 SLV MNM FL120 SLV MNM FL120
SULUM 2C 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) 202° to BRP - LT R184 BRP to SULUM	D13 BRP MNM 3940 BRP MNM 8040 SULUM MNM 10010
TABAV 1C 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) 202° to BRP - LT R166 BRP to TABAV	D13 BRP MNM 3940 BRP MNM 8040 TABAV MNM 9030
TUVOG 1C 122.775 ①	at D13 BRP LT (MAX 250KT, 20° bank) intercept QDM 346 BO to BO - RT QDR 003 BO to TUVOG	D13 BRP MNM 3940 BO MNM 6070 TUVOG MNM FL130

① If unable to comply with SID procedure, advise ATC.

② Not authorized for simultaneous departures

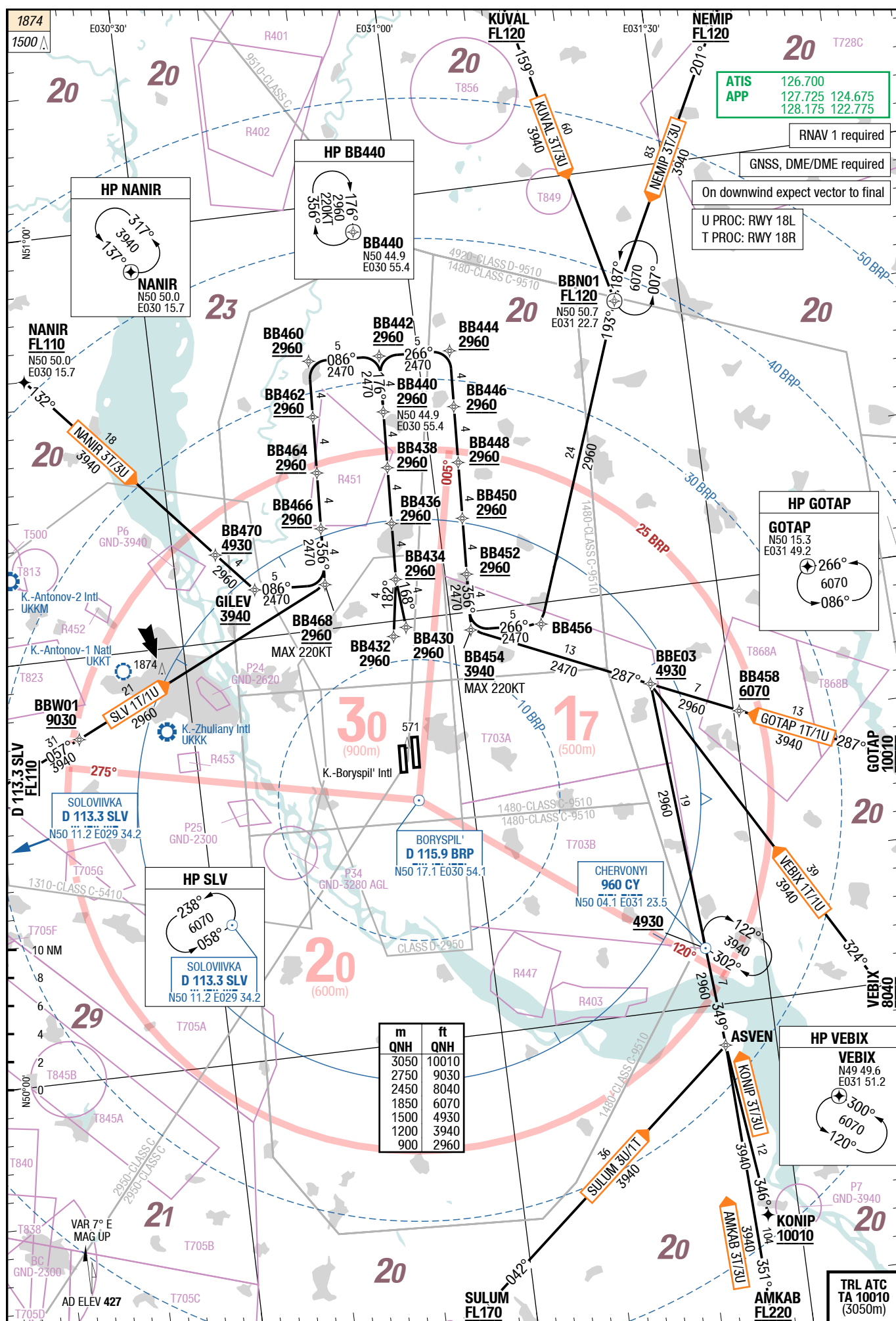
VESEL 2C

RWY 36R (356°)

Passing 1320, contact APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
VESEL 2C (ATC) 122.775 ①	at D13 BRP RT (MAX 250KT, 20° bank) 202° to BRP - RT R224 BRP to VESEL	D13 BRP MNM 3940 BRP MNM 8040 VESEL MNM 10010

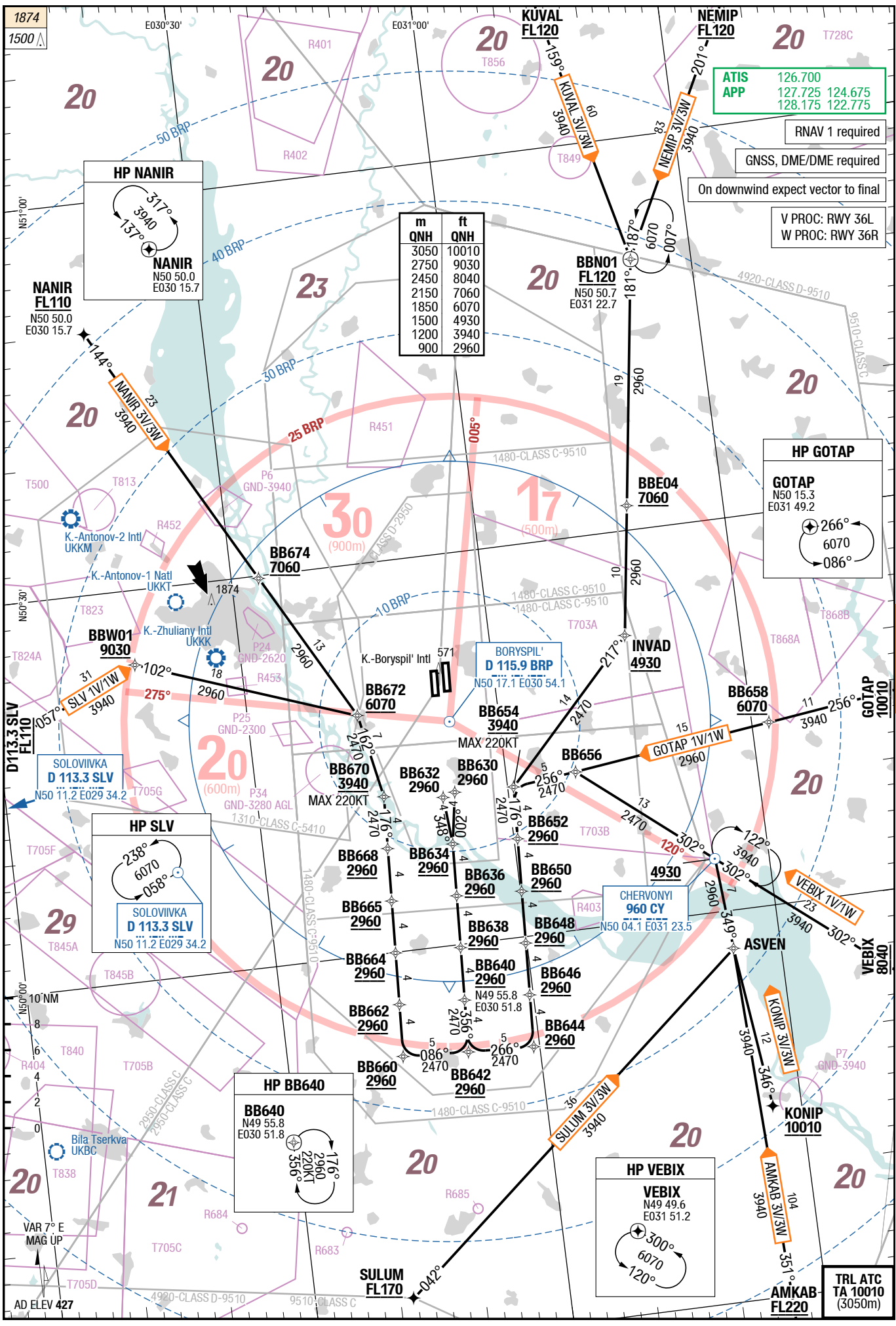
① If unable to comply with SID procedure, advise ATC.

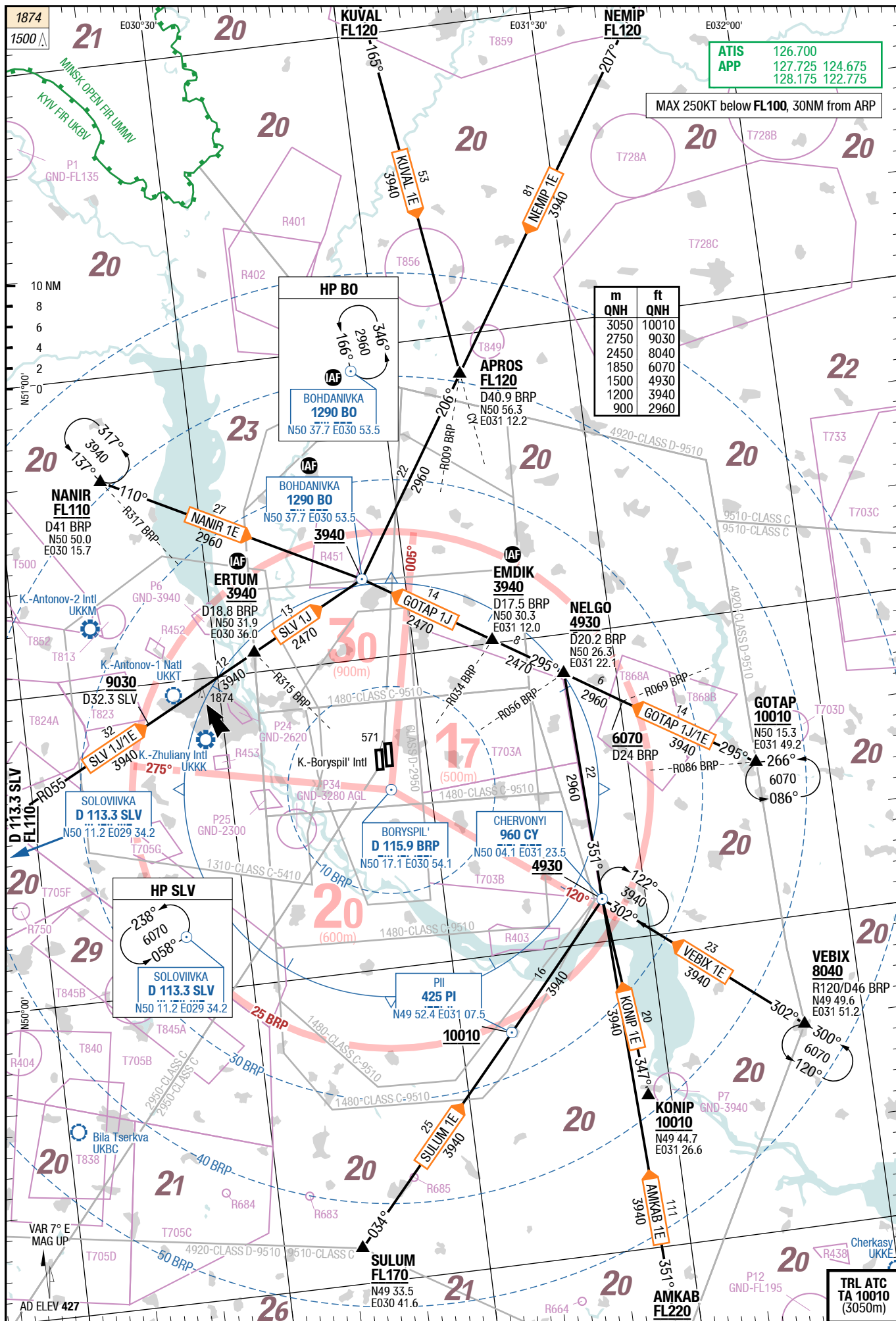


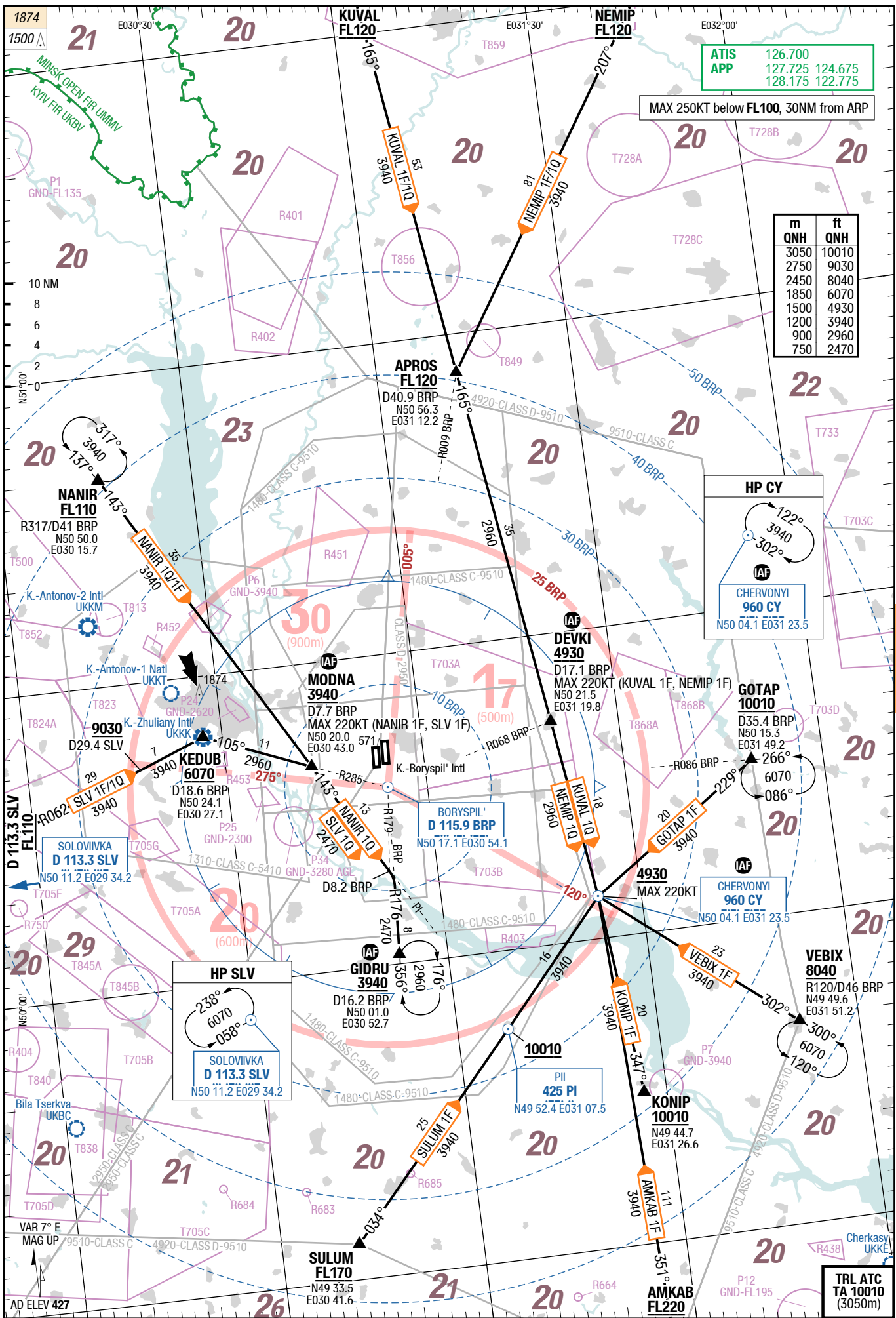
10-AUG-2017
KBP-UKBB

Ukraine Kyiv Boryspil
6-20 RNAV STARS RWYs 36L/R
STAR
STAR

Boryspil Kyiv Ukraine
RNAV STARS RWYs 36L/R



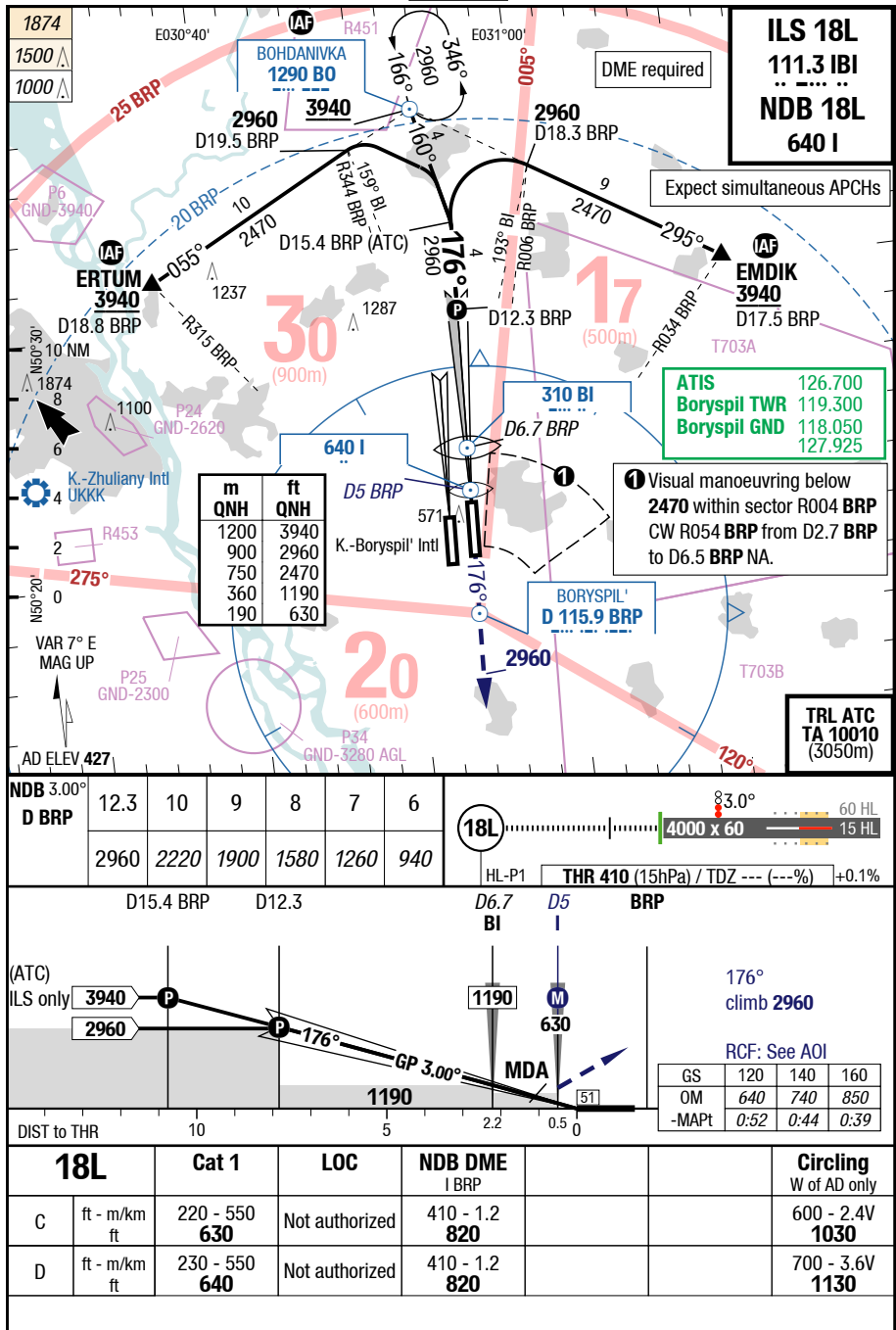




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7-10

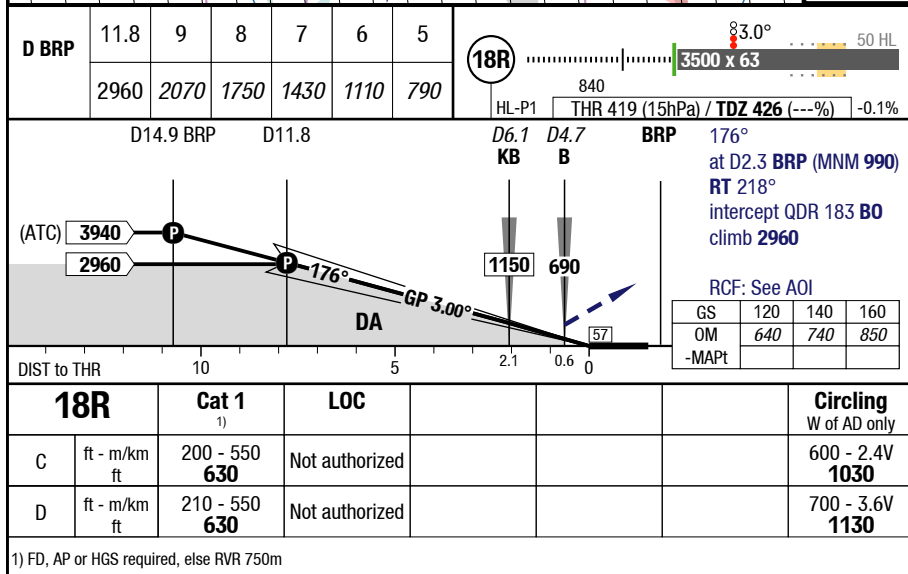
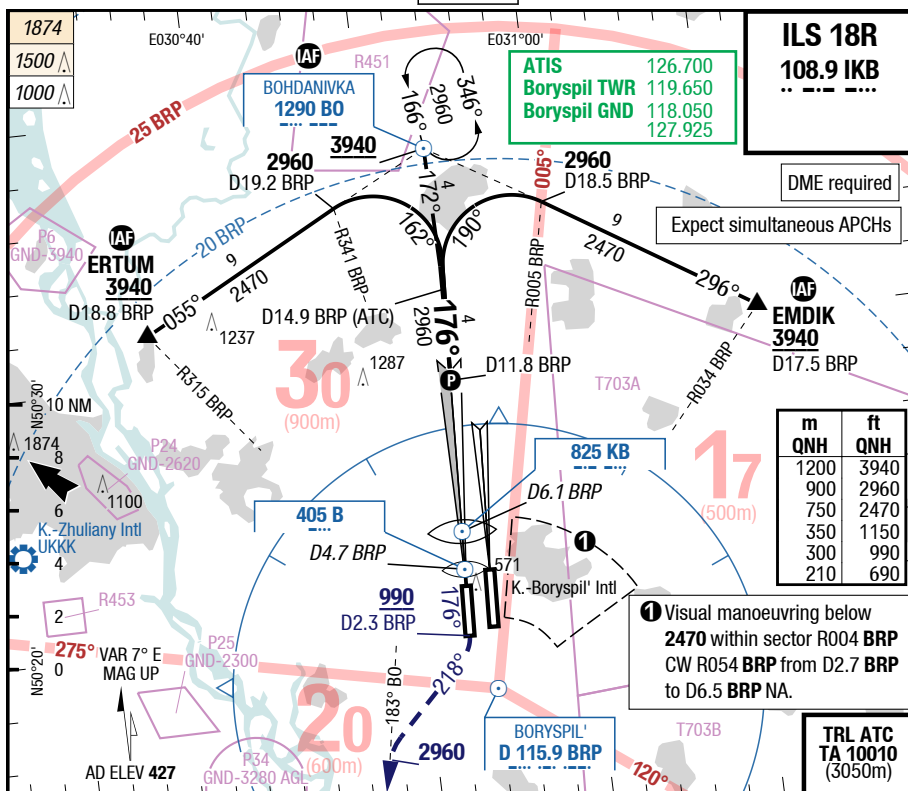
ILS 18L / NDB 18L

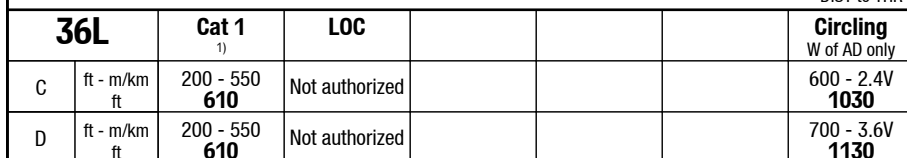


KBP-UKBB

7-20

ILS 18R



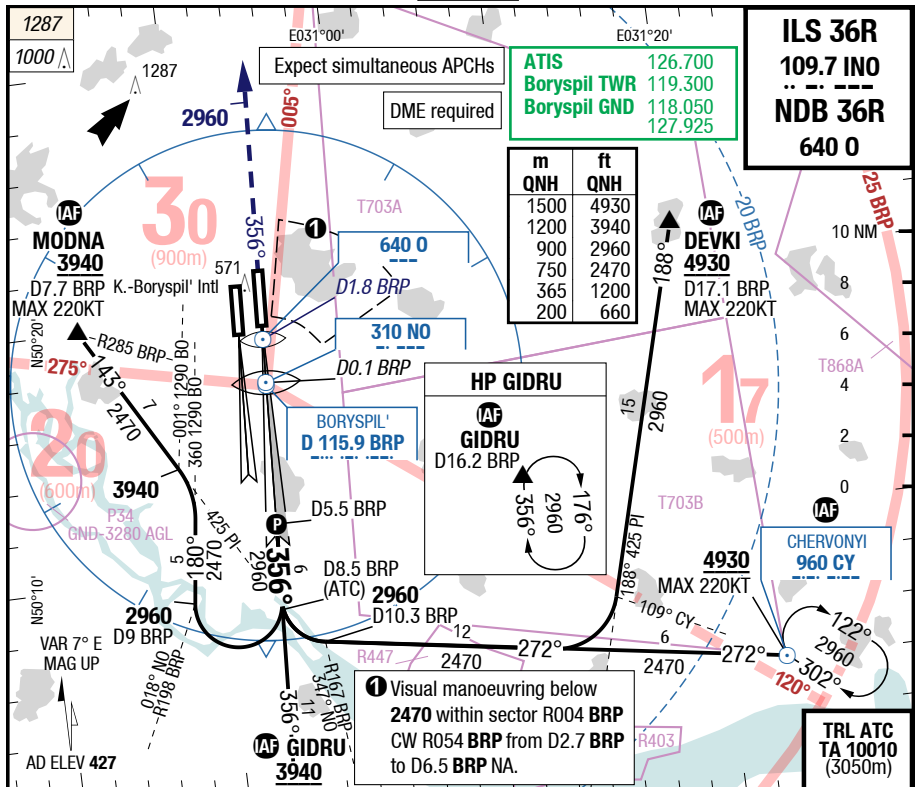


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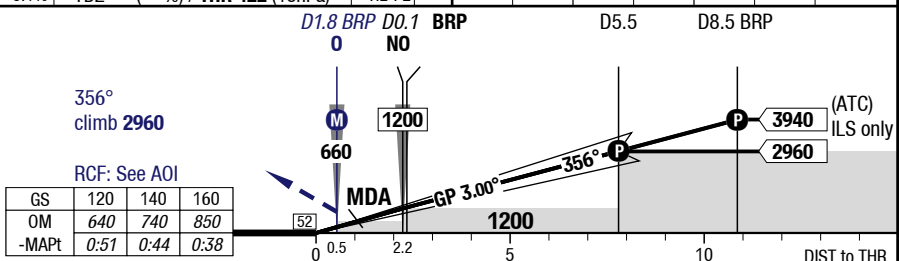
KBP-UKBB

7-40

ILS 36R / NDB 36R



60 HL	60 x 4000	1	BRP	1	2	3	5.5	NDB 3.00° D BRP
15 HL	3.0°	900	1220	1540	1860	2180	2960	
-0.1%	TDZ --- (---%) / THR 422 (15hPa)							



36R		Cat 3a	Cat 2	Cat 1 1)	LOC	NDB DME 0 BRP	Circling W of AD only
C	ft - m/km ft	0 - 200R Company	110 - 300R 113 RA	210 - 550 630	Not authorized	370 - 1.0 790	600 - 2.4V 1030
D	ft - m/km ft	0 - 200R Company	130 - 400R 128 RA	220 - 550 640	Not authorized	370 - 1.0 790	700 - 3.6V 1130

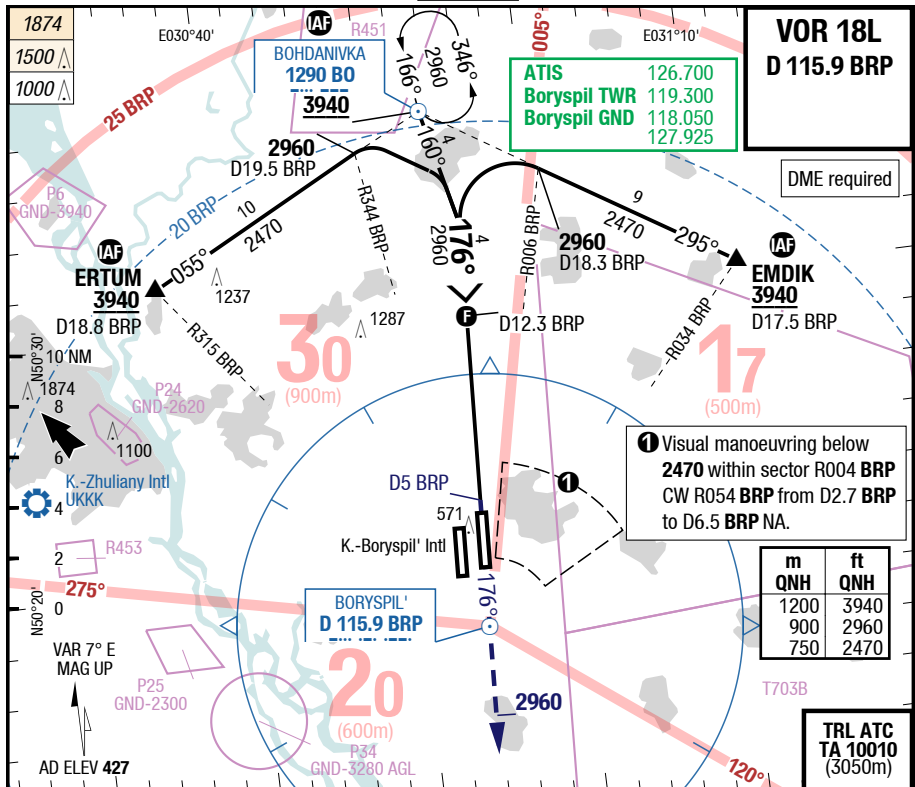
1) With EVS 350m

Changes: APL, SUAs, OBST

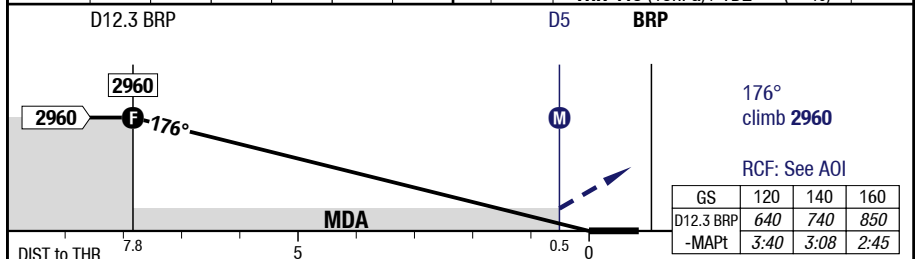
KBP-UKBB

7-50

VOR 18L



3.00° D BRP	12.3	10	9	8	7	6		83.0°	60 HL	15 HL
	2960	2220	1900	1580	1260	940				
	D12.3 BRP									

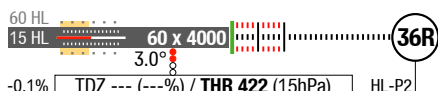
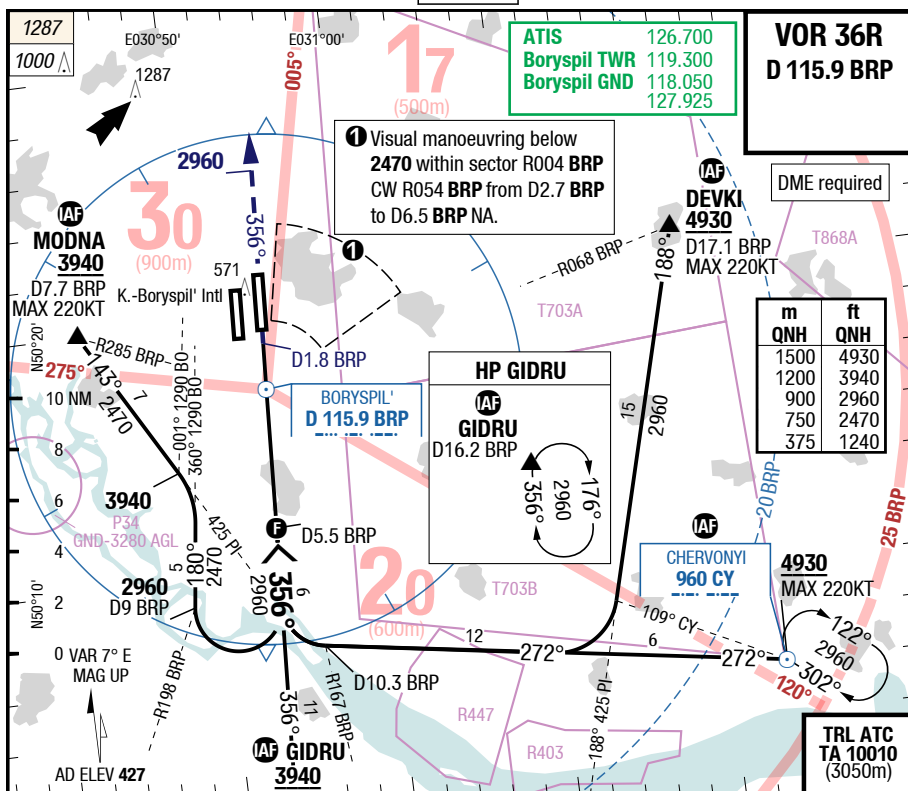


18L	VOR DME					Circling W of AD only
C	ft - m/km ft	410 - 1.2 820				600 - 2.4V 1030
D	ft - m/km ft	410 - 1.2 820				700 - 3.6V 1130

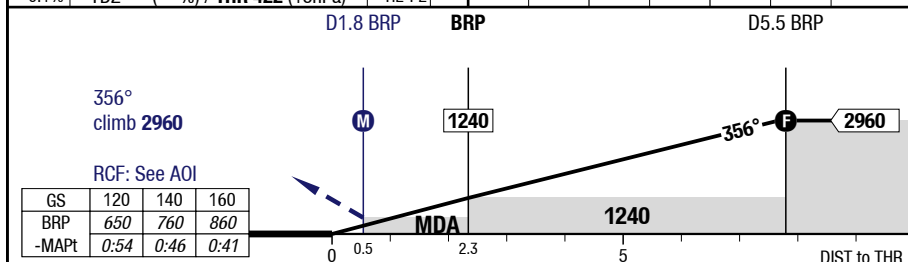
KBP-UKBB

7-60

VOR 36R



1	BRP	1	2	3	5.5	3.05° D BRP
910	1240	1560	1880	2210	2960	



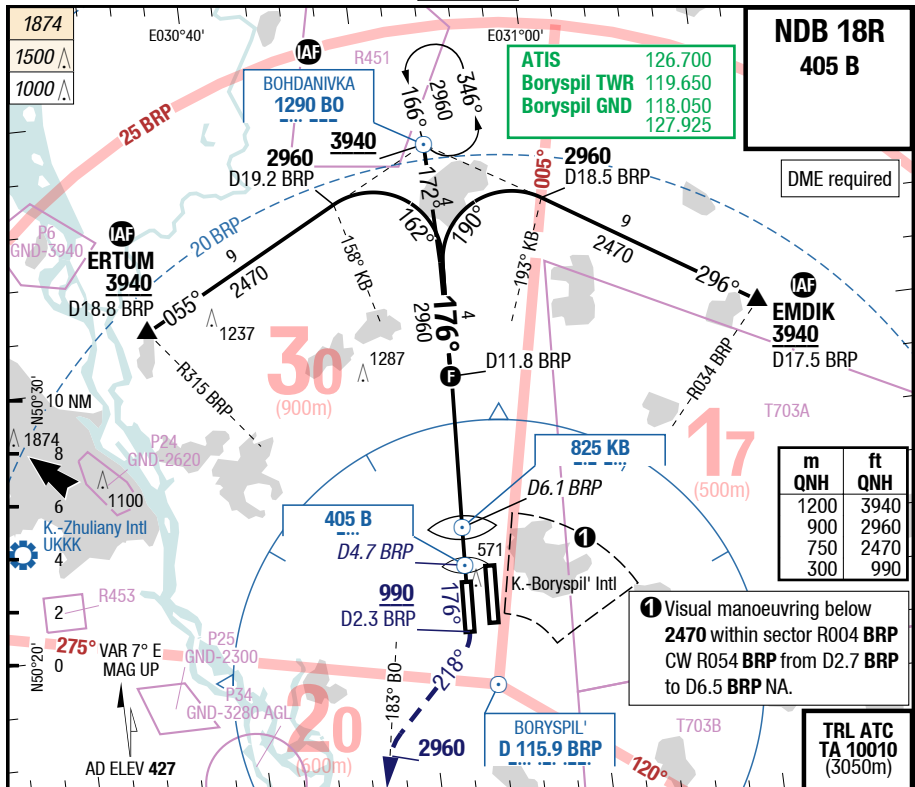
36R	VOR DME						Circling ¹⁾
C	ft - m/km ft	370 - 1.0 790					600 - 2.4V 1030
D	ft - m/km ft	370 - 1.0 790					700 - 3.6V 1130

1) W of AD only

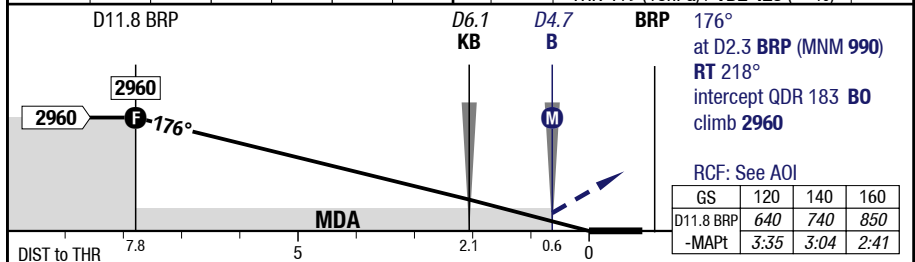
KBP-UKBB

7-70

NDB 18R



3.00°	11.8	10	9	8	7	6	83.0°	50 HL
D BRP	2960	2390	2070	1750	1430	1100	3500 x 63	
							840	
							HL-P1	THR 419 (15hPa) / TDZ 426 (---%) -0.1%

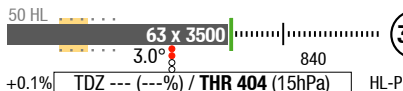
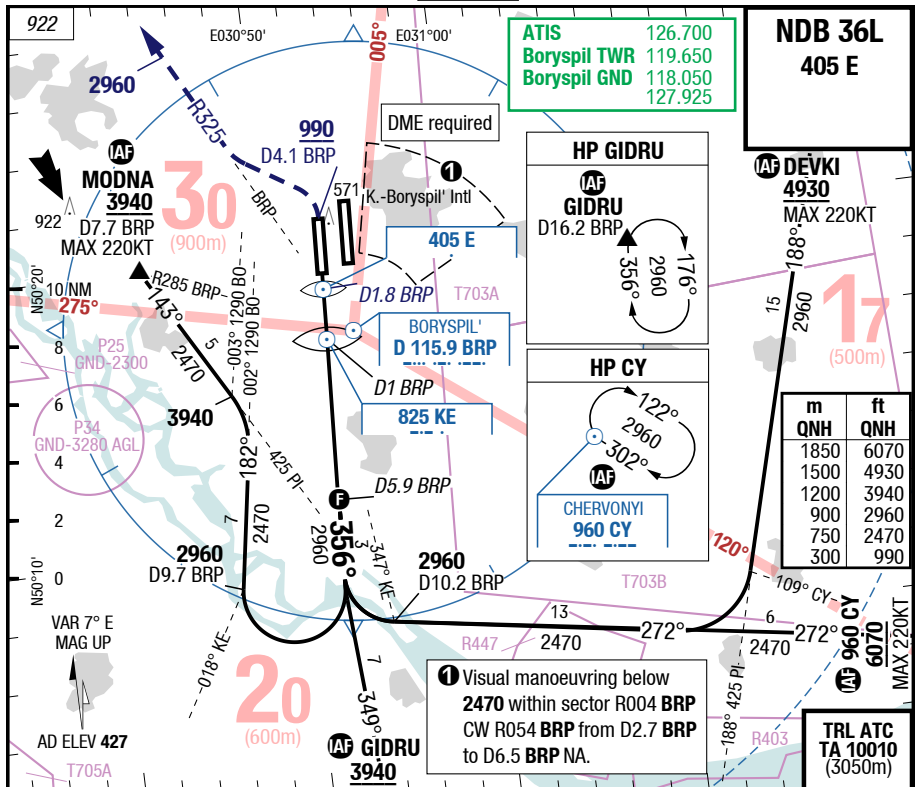


18R	NDB DME B BRP					Circling W of AD only
C	ft - m/km ft	400 - 1.1 820				600 - 2.4V 1030
D	ft - m/km ft	400 - 1.1 820				700 - 3.6V 1130

KBP-UKBB

7-80

NDB 36L

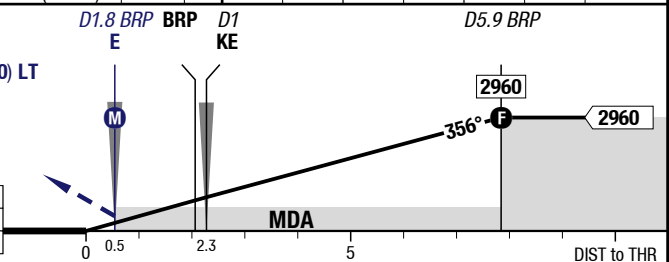


1	BRP	2	3	4	5.9	3.00° D BRP
1000	1120	1680	2030	2360	2960	

356°
 at D4.1 BRP (MNM 990) LT
 intercept R325 BRP
 climb 2960

RCF: See AOI

GS	120	140	160
D5.9 BRP	640	740	850
-MAPt	3:39	3:08	2:44



36L	NDB DME E BRP	Circling W of AD only
C	ft - m/km ft 360 - 900 760	600 - 2.4V 1030
D	ft - m/km ft 360 - 900 760	700 - 3.6V 1130

KBP-UKBB

NIL

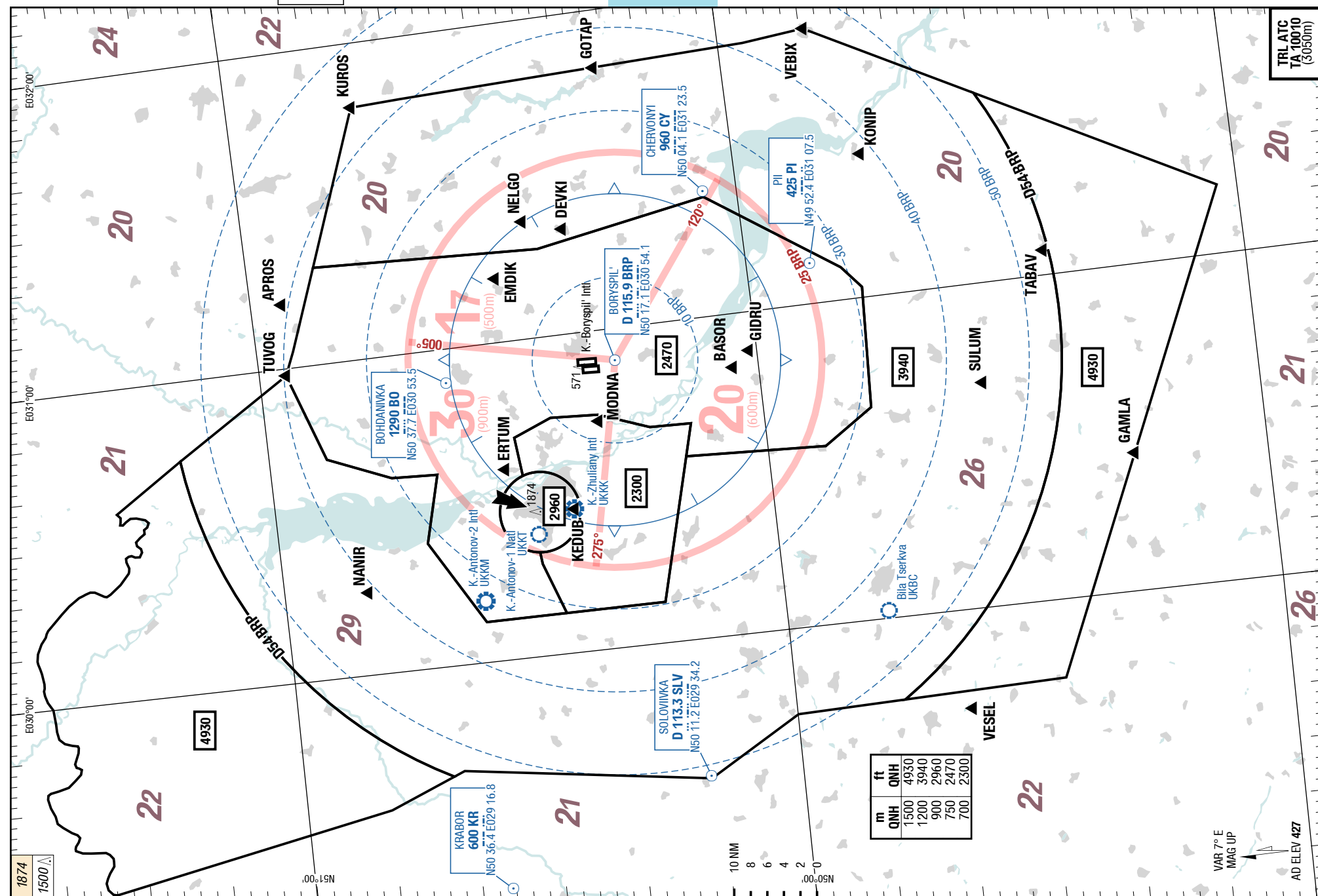
MRC

MRC

MRC

NIL

MRC



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Changes: OBST, Editorial