

General Information

Location: KYIV UKR
ICAO/IATA: UKKM / GML
Lat/Long: N50° 36.02', E030° 11.62'
Elevation: 518 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: 0508 Z
Sunset: 1419 Z

Runway Information

Runway: 15
Length x Width: 11490 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 516 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 11490 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 511 ft
Lighting: Edge, ALS, Centerline

Communication Information

Antonov Tower: 121.700
Kyiv Radar ACC: 125.300
Kyiv Radar ACC: 124.675
Antonov Radar: 129.550
Kyiv Radar ACC: 127.725
Antonov Radar: 118.150

UKKM
ANTONOV-2

JEPPESEN
9 SEP 16 (30-2A) Eff 15 Sep

KYIV, UKRAINE

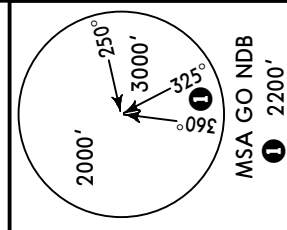
STAR

Apt Elev
518'

Alt Set: hPa
Trans level: By ATC Trans alt: 10010'
Actual descend clearances will be as directed by ATC.

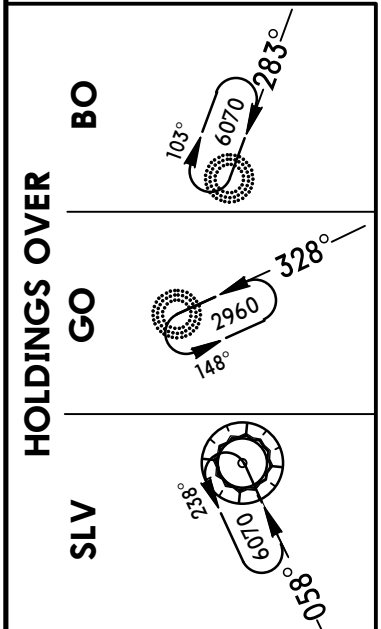
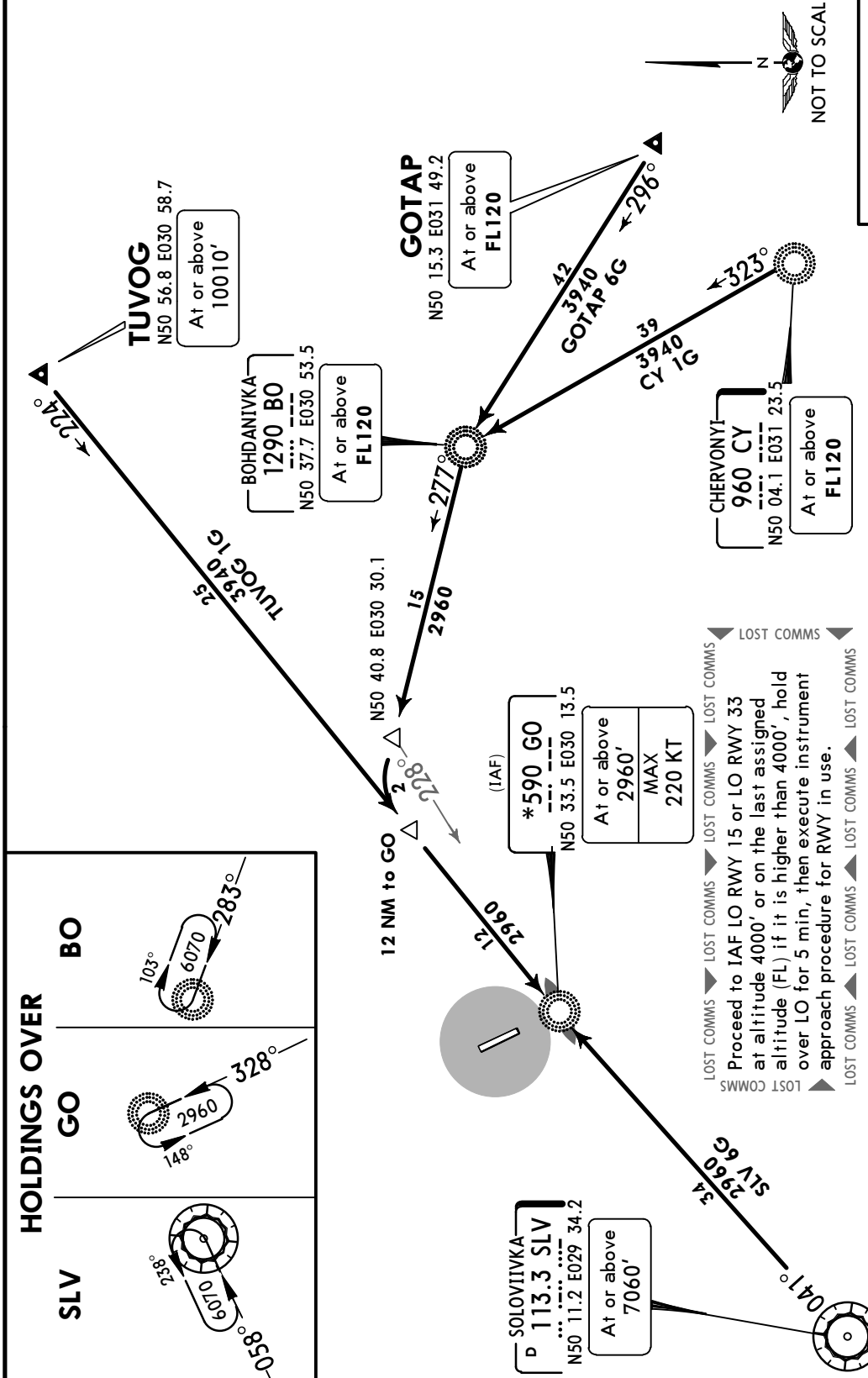
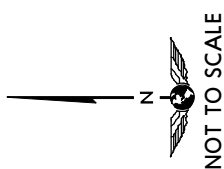
CHERVONYI 1G (CY 1G) [CY1G]
GOTAP 6G [GOTA6G]
TUVOG 1G [TUV01G]
SOLOVIIVKA 6G (SLV 6G) [SLV6G]
RWY 33 ARRIVALS

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



FT./METER CONVERSION
QNH

10010'	-	3050m
7060'	-	2150m
6070'	-	1850m
3940'	-	1200m
2960'	-	900m



CHANGES: Lost comms established.

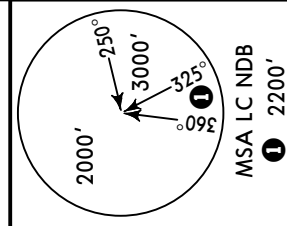
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JEPPESSEN
4 DEC 15 **30-3** **Eff 10 Dec**

KYIV, UKRAINE
SID

Apt Elev **518'** Trans level: By ATC Trans alt: 10010'
1. If unable to comply SIDs advise ATC.
2. EXPECT close-in obstacles.

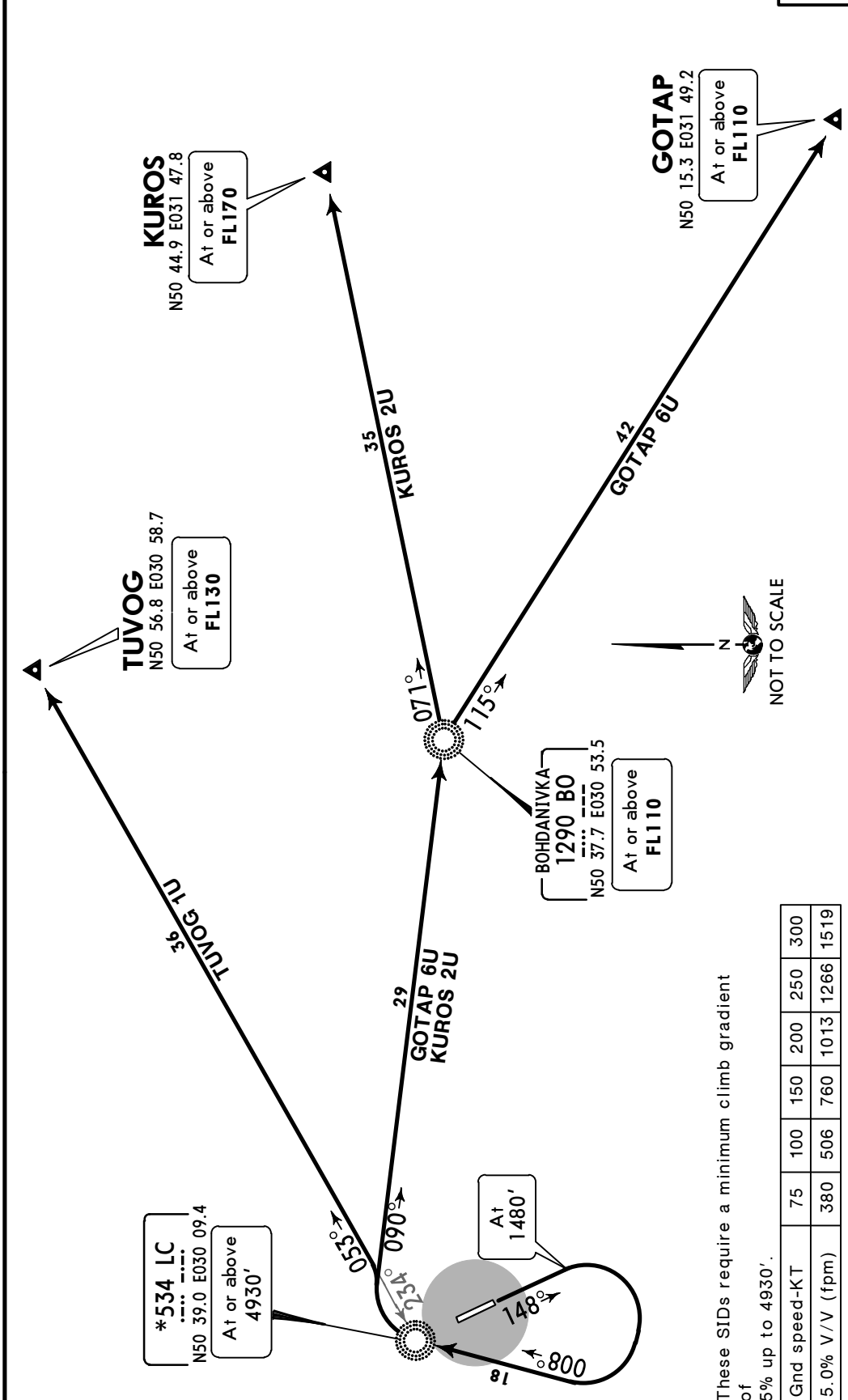
**GOTAP SIX UNIFORM (GOTAP 6U) [GOTA6U]
KURO TWO UNIFORM (KURO 2U) [KURO2U]
TUVOG ONE UNIFORM (TUVOG 1U) [TUVO1U]
RWY 15 DEPARTURES**



FT/METER CONVERSION

QNH

1480'	-	450m
4930'	-	1500m
10010'	-	3050m



These SIDs require a minimum climb gradient of 5% up to 4930'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
GOTAP 6U	Climb on 148° track to 1480', turn RIGHT, intercept 008° bearing to LC, turn RIGHT, intercept 090° bearing to BO, turn RIGHT, 115° bearing to GOTAP.
KURO 2U	Climb on 148° track to 1480', turn RIGHT, intercept 008° bearing to LC, turn RIGHT, intercept 090° bearing to BO, turn LEFT, 071° bearing to KURO.
TUVOG 1U	Climb on 148° track to 1480', turn RIGHT, intercept 008° bearing to LC, turn RIGHT, 053° bearing from LC to TUVOG.

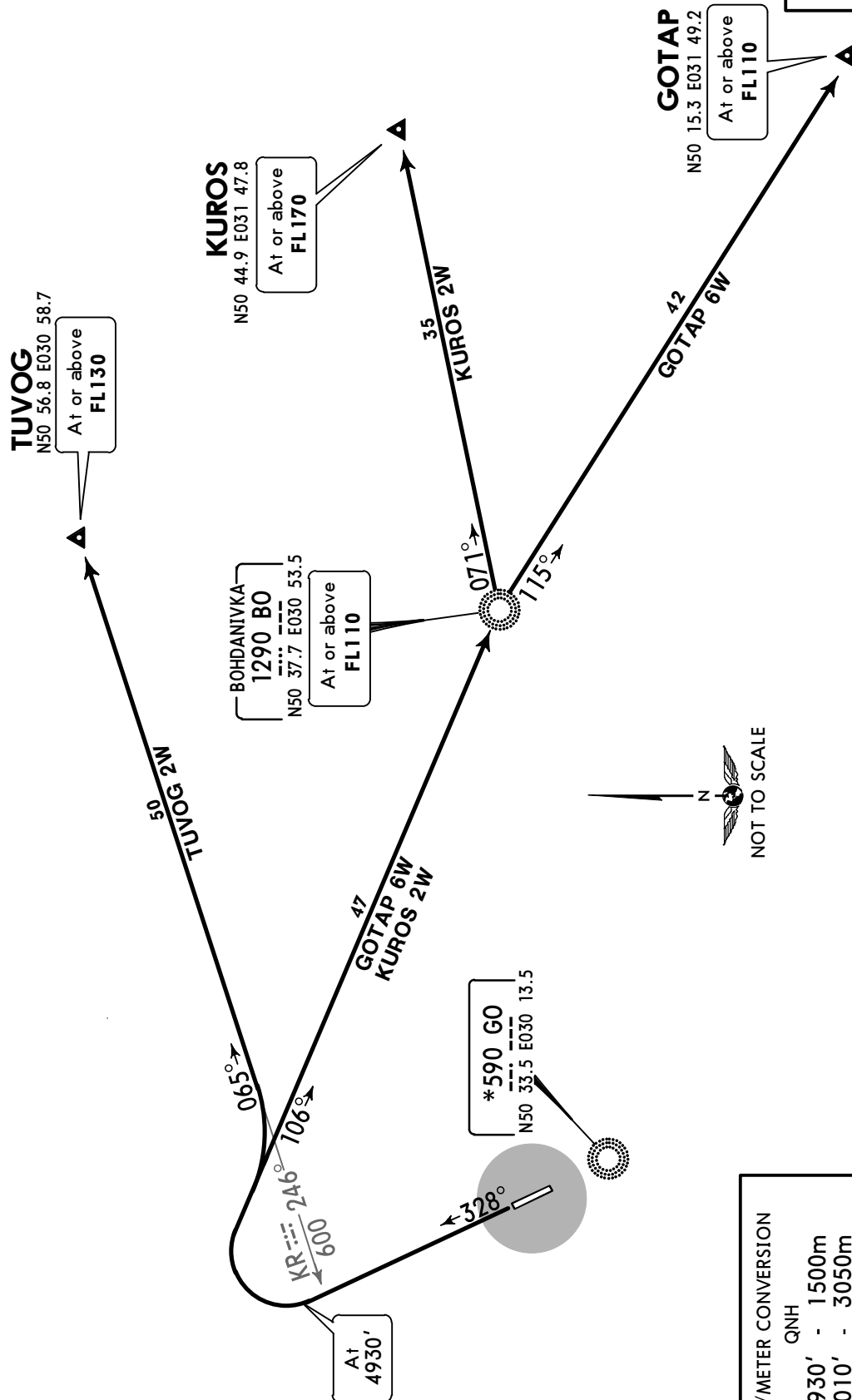
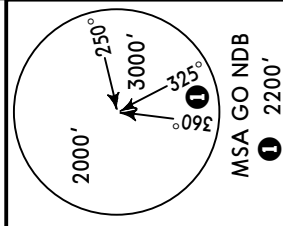
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JEPPESSEN
4 DEC 15 **30-3A** **Eff 10 Dec**

KYIV, UKRAINE
SID

Apt Elev **518'** Trans level: By ATC Trans alt: 10010'
EXPECT close-in obstacles.

GOTAP SIX WHISKEY (GOTAP 6W) [GOTA6W]
KUROS TWO WHISKEY (KUROS 2W) [KURO2W]
TUVOG TWO WHISKEY (TUVOG 2W) [TUVO2W]
RWY 33 DEPARTURES



FT/METER CONVERSION	
QNH	
4930'	- 1500m
10010'	- 3050m

ROUTING	
GOTAP 6W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO, turn RIGHT, 115° bearing to GOTAP.
KUROS 2W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO, turn LEFT, 071° bearing to KUROS.
TUVOG 2W	Climb on 328° track to 4930', turn RIGHT, 065° track (246° bearing from KR) to TUVOG.

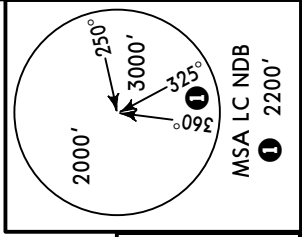
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ANTONOV-2

JEPESEN
4 DEC 15 **30-3B** Eff 10 Dec

KYIV, UKRAINE
SID

Apt Elev 518'
Trans level: By ATC Trans alt: 10010'
1. If unable to comply SIDs advise ATC.
2. EXPECT close-in obstacles.

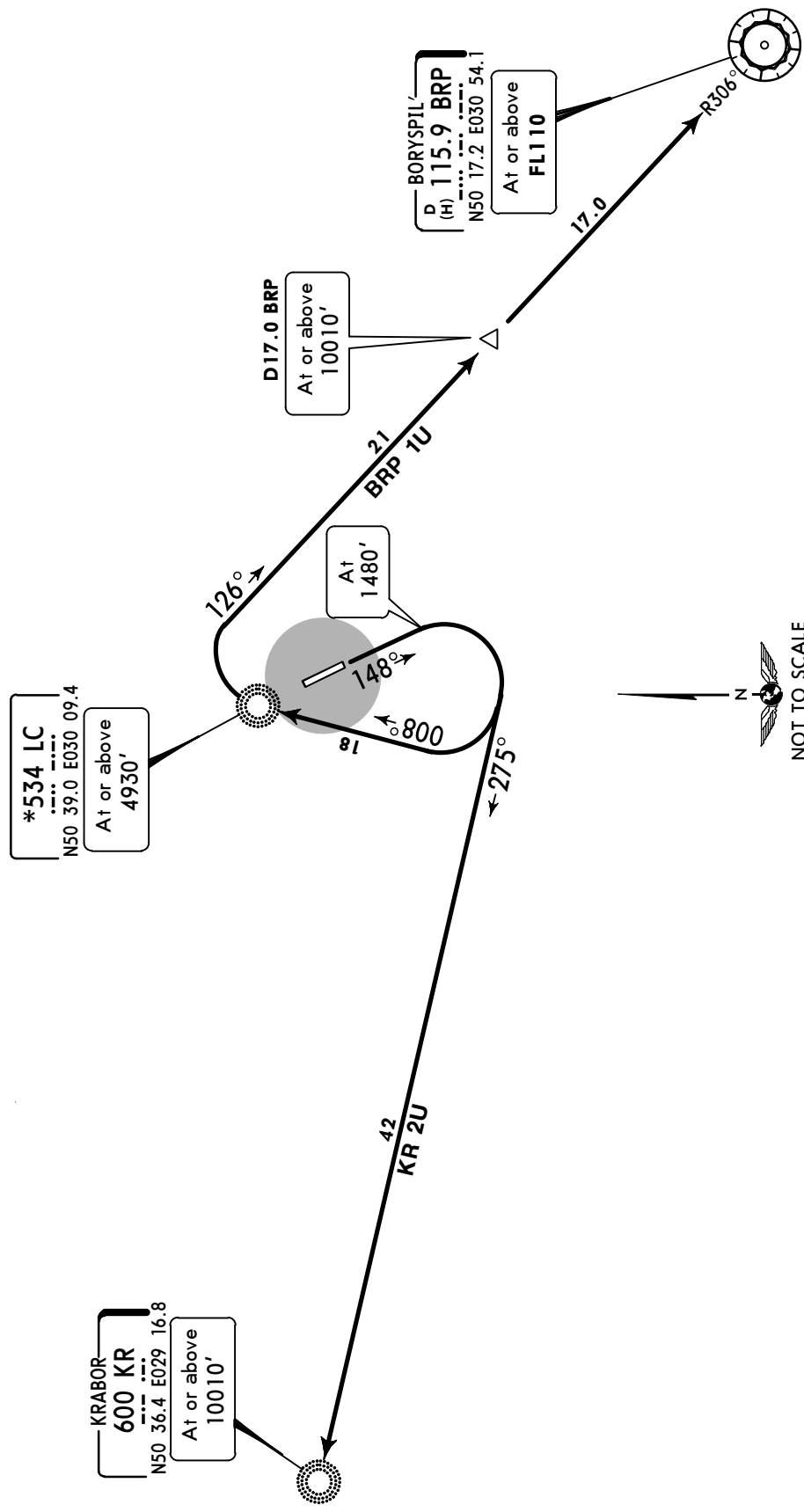
BORYSPIL ONE UNIFORM (BRP 1U)
KRABOR TWO UNIFORM (KR 2U)
RWY 15 DEPARTURES



FT/METER CONVERSION

QNH

1480'	-	450m
4930'	-	1500m
10010'	-	3050m



These SIDs require a minimum climb gradient of 5% up to 4930'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
BRP 1U	Climb on 148° track to 1480', turn RIGHT, intercept 008° bearing to LC, turn RIGHT, intercept BRP R-306 inbound to BRP.
KR 2U	Climb on 148° track to 1480', turn RIGHT, intercept 275° bearing to KR.

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JEPPESSEN
4 DEC 15 **30-3C** **Eff 10 Dec**

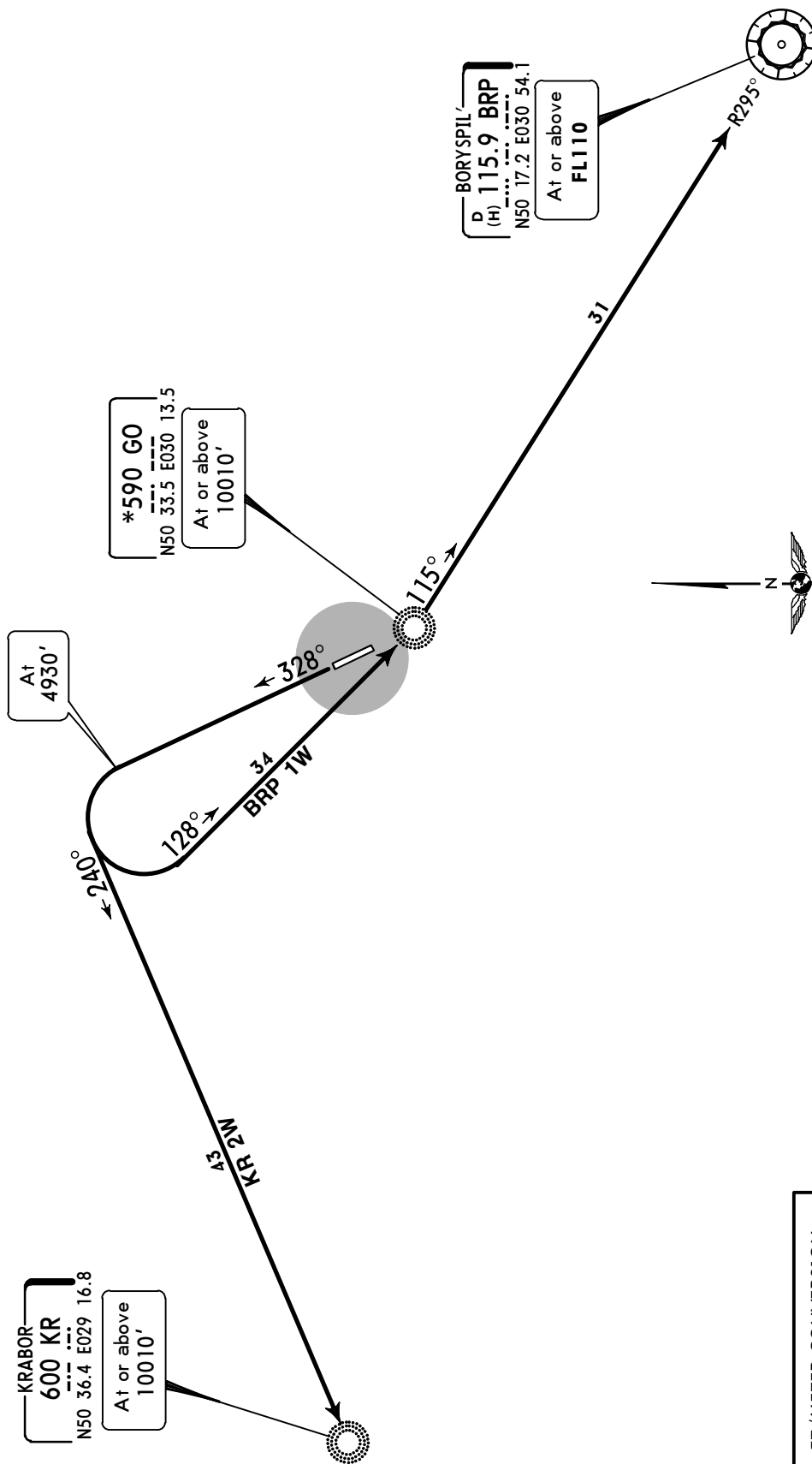
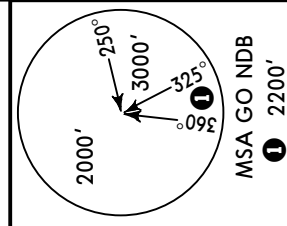
KYIV, UKRAINE

SID

Apt Elev
518'

Trans level: By ATC Trans alt: 10010'
EXPECT close-in obstacles.

**BORYSPIL ONE WHISKEY (BRP 1W)
KRABOR TWO WHISKEY (KR 2W)
RWY 33 DEPARTURES**



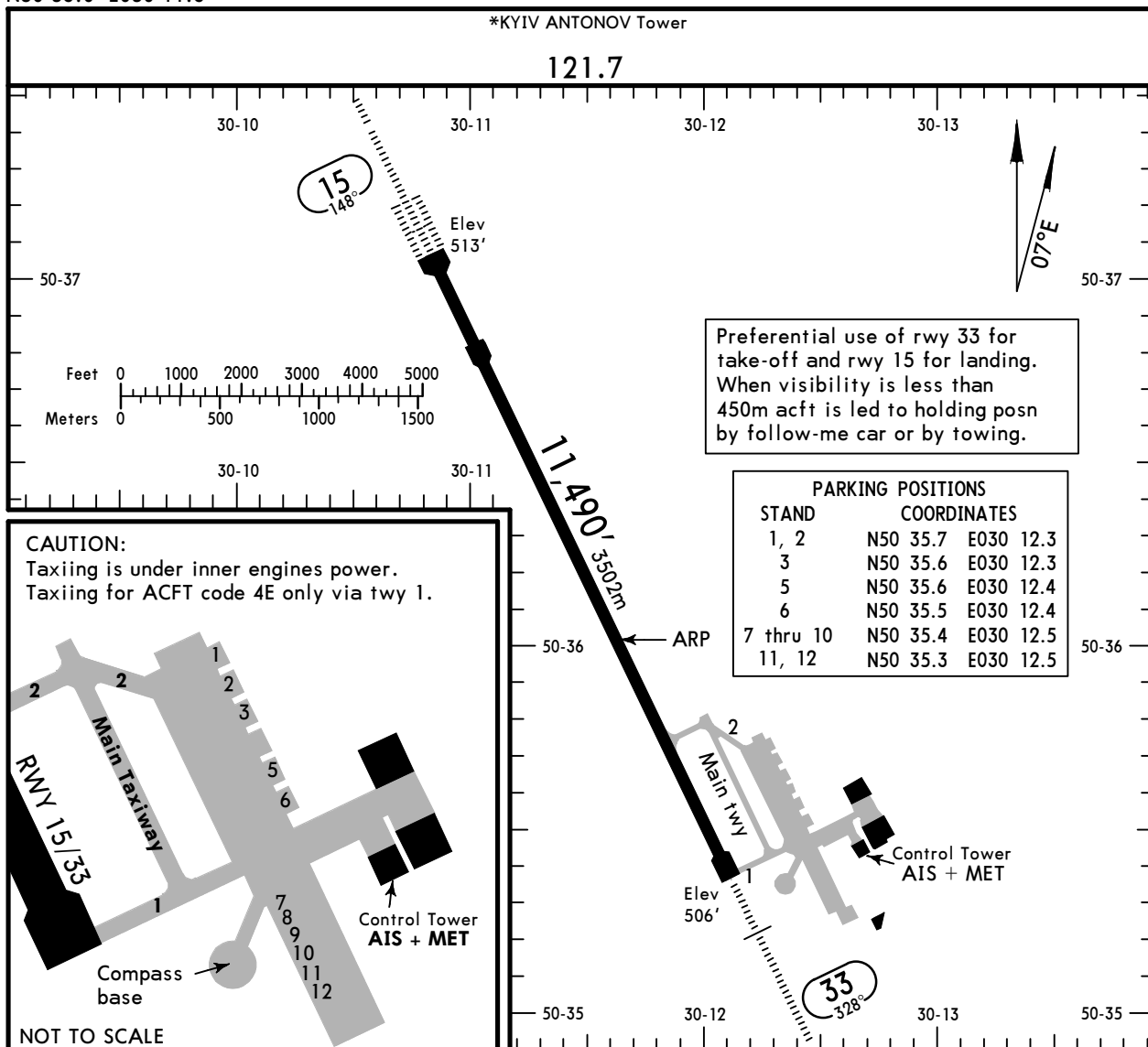
FT/METER CONVERSION	
QNH	
4930'	- 1500m
10010'	- 3050m

ROUTING	
SID	
BRP 1W	Climb on 328° track to 4930', turn LEFT, intercept 128° bearing to GO, turn LEFT, intercept BRP R-295 inbound to BRP.
KR 2W	Climb on 328° track to 4930', turn LEFT, intercept 240° bearing to KR.

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 Apt Elev **518'**
 N50 36.0 E030 11.6

JEPPesen
 11 DEC 15 **(30-9)**

KYIV, UKRAINE
ANTONOV-2



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	CL (30m)	HIALS-II	PAPI-L (3.0°)	RVR	Threshold		
15	HIRL (60m)	CL (30m)	HIALS-II	PAPI-L (3.0°)	RVR		10,457' 3187m	184'
33	HIRL (60m)	CL (30m)	HIALS	PAPI-L (3.0°)	RVR		10,579' 3224m	56m

JAR-OPS

TAKE-OFF 1

All Rwys					
LVP must be in force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

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

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 **JEPPesen**

19 JUN 15

30-9S

Eff 25 Jun

Standard
KYIV, UKRAINE
ANTONOV

STRAIGHT-IN RWY		A	B	C	D
15	ILS FULL Limited ALS out	713' (200') R550m R750m R1200m	713' (200') R550m R750m R1200m	713' (200') R550m R750m R1200m	713' (200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ① ALS out	920' (407') R1200m R1500m	920' (407') R1200m R1500m	920' (407') R1200m R1900m	920' (407') R1200m R1900m
	NDB ALS out	920' (407') R1400m C2100m	920' (407') R1400m C2100m	920' (407') R1600m C2300m	920' (407') R1600m C2300m
33	ILS FULL Limited ALS out	706' (200') R550m R750m R1200m	706' (200') R550m R750m R1200m	706' (200') R550m R750m R1200m	709' (203') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ① with SDF at GO NDB ALS out	970' (464') R1500m C2200m	970' (464') R1500m C2200m	970' (464') R1500m C2200m	970' (464') R1500m C2200m
	NDB ① w/o SDF ALS out	1090' (584') R2000m C2700m	1090' (584') R2000m C2700m	1090' (584') R2000m C2700m	1090' (584') R2000m C2700m
	NDB w/o SDF ALS out	1090' (584') R2200m C2900m	1090' (584') R2200m C2900m	1090' (584') R2400m C3100m	1090' (584') R2400m C3100m

① Continuous Descent Final Approach

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 15 ②	990' (477')	1020' (507')	1120' (607')	1220' (707')
After apch to rwy 33 ③	990' (484') ④ V1500m ⑤	1020' (514') ④ V1600m ⑤	1120' (614') V2400m ⑤	1210' (704') V3600m

② Circling height based on rwy 15 thresh elev of 513'.

③ Circling height based on rwy 33 thresh elev of 506'.

④ After NDB: MDA(H) 1090'(584').

⑤ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 15, 33

LVP must be in force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m	500m
C			400m	
D	200m	250m	300m	

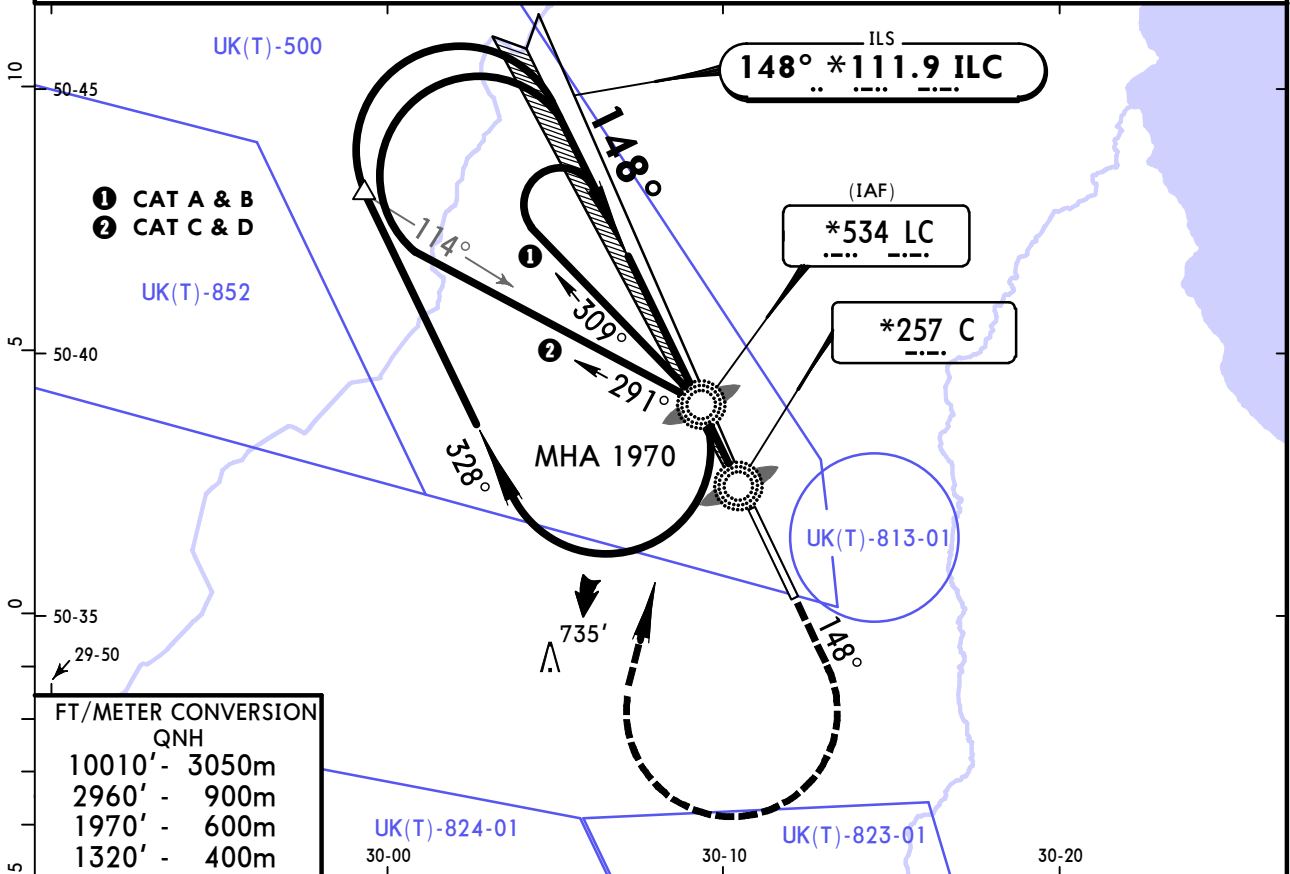
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JEPPESSEN
19 JUN 15 (31-1) Eff 25 Jun

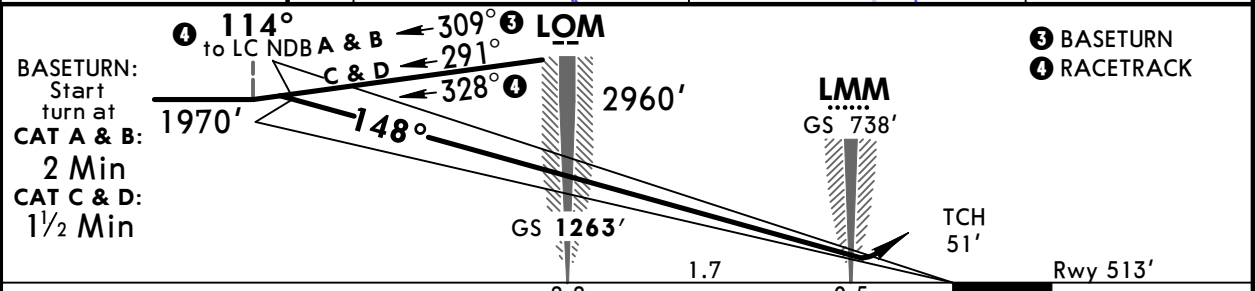
KYIV, UKRAINE
ILS Rwy 15

*KYIV Radar 125.3 127.725			*KYIV ANTONOV Tower 121.7		
LOC ILC *111.9	Final Apch Crs 148°	GS LOM 1263' (750')	ILS DA(H) 713' (200')	Apt Elev 518' Rwy 513'	<p>MSA LC NDB</p>
<p>MISSED APCH: Climb on 148° to 1320', then turn RIGHT climbing to 2960' to LC NDB, then as directed.</p> <p>MISSED APCH WITH LOST COMM: Climb on 148° to 1320', then turn RIGHT climbing to 2960', to LC NDB, then according to chart.</p>					

Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION	
QNH	
10010'	3050m
2960'	900m
1970'	600m
1320'	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
ILS GS	3.00°	372	478	531	637	743	

JAR-OPS		STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND I	
ILS		LOC (GS out)			
DA(H) 713' (200')					
FULL		ALS out			
A				Max Kts	MDA(H) VIS
B				100	990' (477') 1500m
C	RVR 550m	RVR 1000m	NOT AUTHORIZED	135	1020' (507') 1600m
D				180	1120' (607') 2400m
				205	1220' (707') 3600m

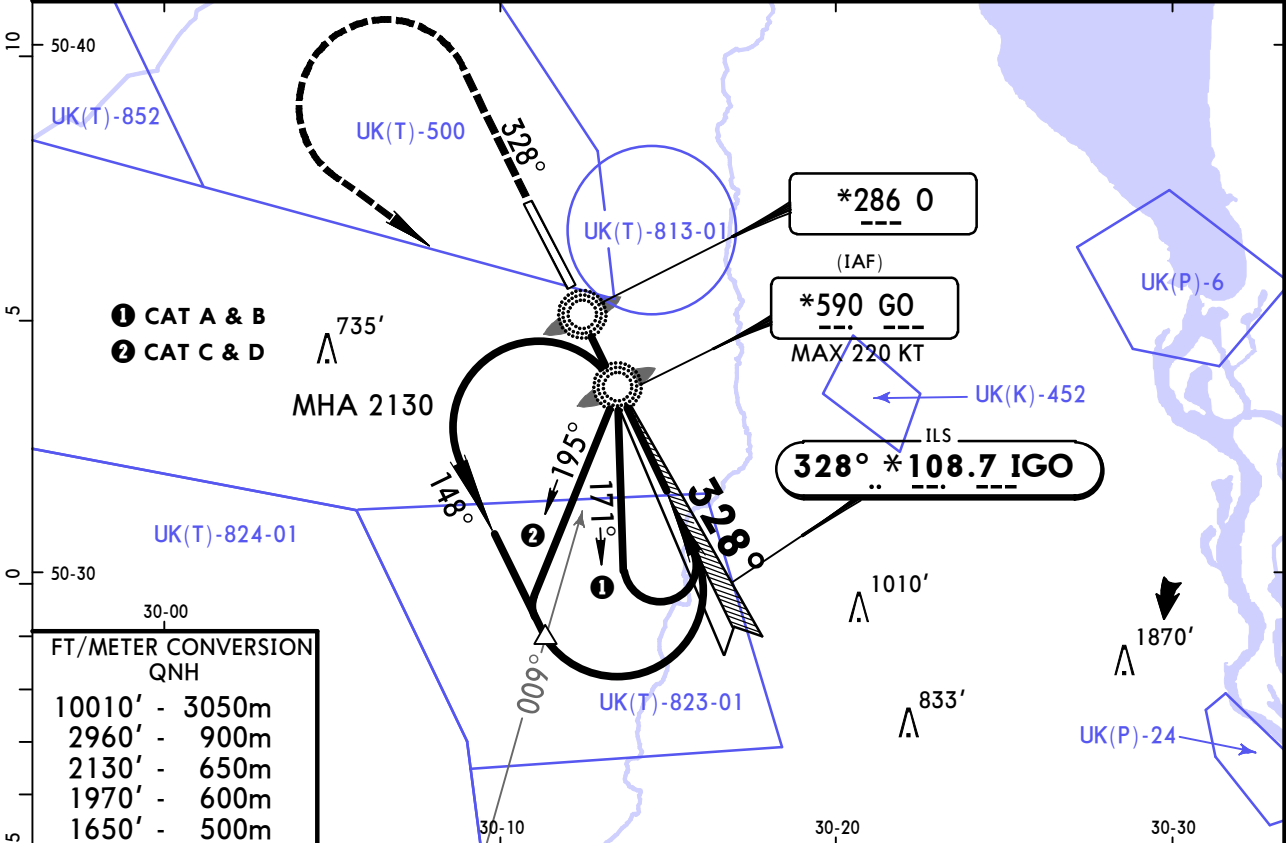
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JEPPESSEN
19 JUN 15 **(31-2)** Eff 25 Jun

KYIV, UKRAINE
ILS Rwy 33

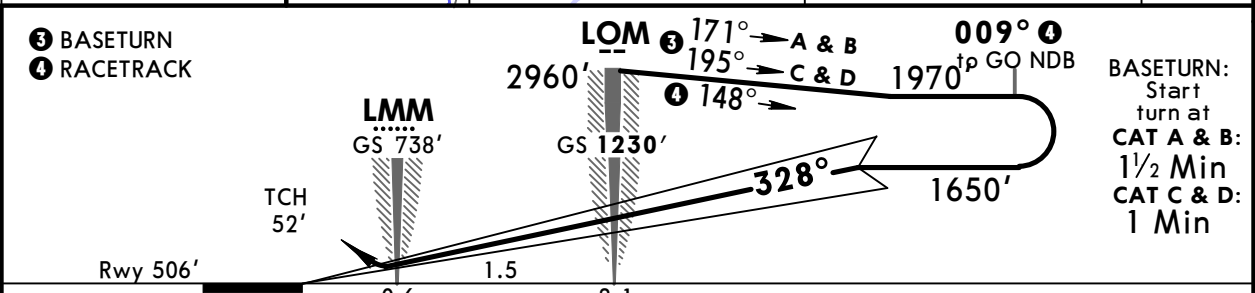
*KYIV Radar 125.3 127.725	*KYIV ANTONOV Tower 121.7				
LOC IGO *108.7	Final Apch Crs 328°	GS LOM 1230' (724')	ILS DA(H) Refer to Minimums	Apt Elev 518' Rwy 506'	<p>MSA GO NDB</p>
<p>MISSED APCH: Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then as directed.</p> <p>MISSED APCH WITH LOST COMM: Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then according to chart.</p>					

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION QNH

10010'	3050m
2960'	900m
2130'	650m
1970'	600m
1650'	500m



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	372	478	531	637	743	

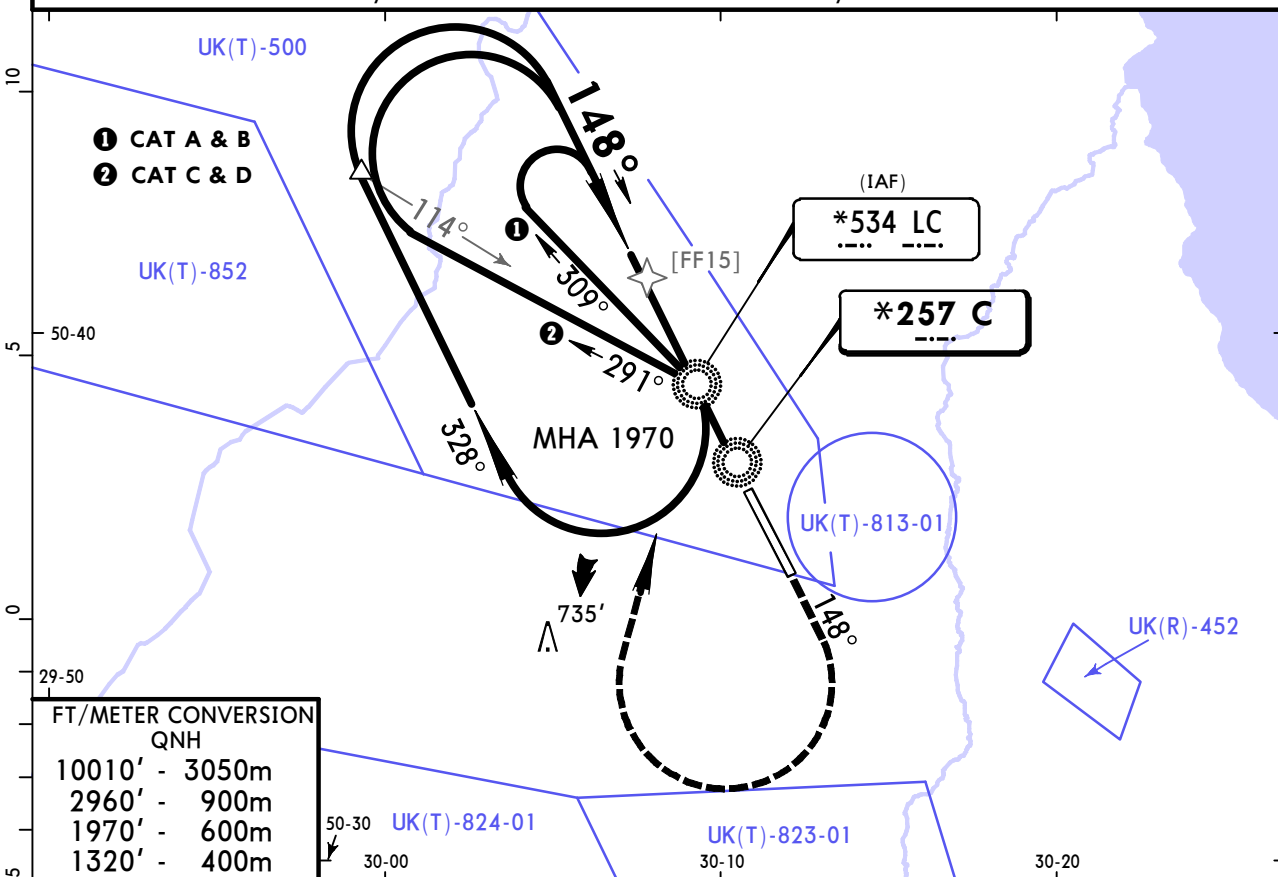
JAR-OPS STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND																
ILS DA(H) ABC: 706' (200') D: 709' (203')		LOC (GS out)		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%;">Max Kts</td> <td style="width:40%;">MDA(H)</td> <td style="width:50%;">VIS</td> </tr> <tr> <td>100</td> <td>990' (484')</td> <td>1500m</td> </tr> <tr> <td>135</td> <td>1020' (514')</td> <td>1600m</td> </tr> <tr> <td>180</td> <td>1120' (614')</td> <td>2400m</td> </tr> <tr> <td>205</td> <td>1210' (704')</td> <td>3600m</td> </tr> </table>		Max Kts	MDA(H)	VIS	100	990' (484')	1500m	135	1020' (514')	1600m	180	1120' (614')	2400m	205	1210' (704')	3600m
Max Kts	MDA(H)	VIS																		
100	990' (484')	1500m																		
135	1020' (514')	1600m																		
180	1120' (614')	2400m																		
205	1210' (704')	3600m																		
FULL	ALS out	RVR 550m	RVR 1000m	NOT AUTHORIZED																
A																				
B																				
C																				
D																				

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JEPPESSEN
24 JUL 15 (36-1)

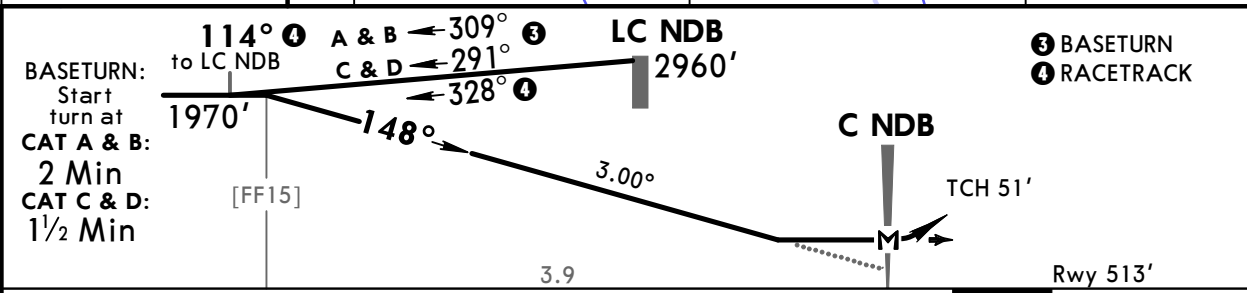
KYIV, UKRAINE
NDB Rwy 15

*KYIV Radar 125.3 127.725				*KYIV ANTONOV Tower 121.7	
NDB C *257	Final Apch Crs 148°	Minimum Alt No FAF	MDA(H) 920' (407')	Apt Elev 518'	Rwy 513'
MISSED APCH: Climb on 148° to 1320', then turn RIGHT climbing to 2960' to LC NDB, then as directed. MISSED APCH WITH LOST COMM: Climb on 148° to 1320', then turn RIGHT climbing to 2960' to LC NDB, then according to chart.					<p>MSA LC NDB</p>
Alt Set: hPa		Rwy Elev: 19 hPa	Trans level: By ATC		Trans alt: 10010'



FT/METER CONVERSION

QNH	
10010'	3050m
2960'	900m
1970'	600m
1320'	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1320' on 148°
Descent Angle 3.00°	372	478	531	637	743	849	

JAR-OPS STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
MDA(H) 920' (407')			MDA(H) VIS		
		ALS out	Max Kts		
A	RVR 900m	RVR 1500m	100	990' (477')	1500m
B	RVR 1000m	RVR 1800m	135	1020' (507')	1600m
C	RVR 1400m	RVR 2000m	180	1120' (607')	2400m
D	RVR 1400m	RVR 2000m	205	1220' (707')	3600m

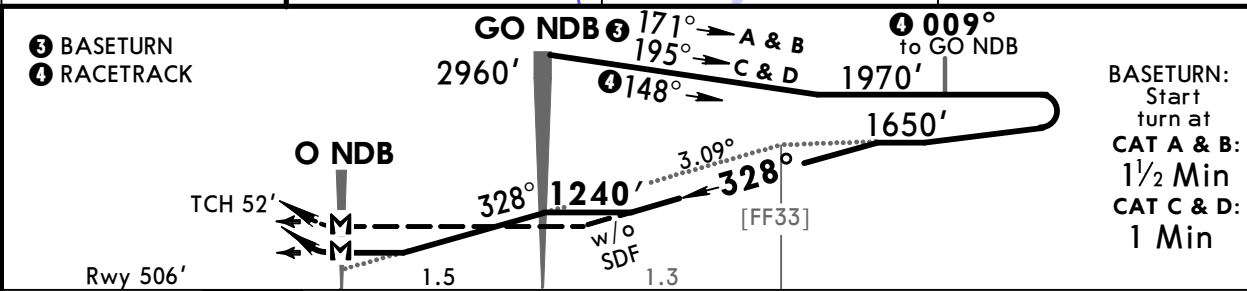
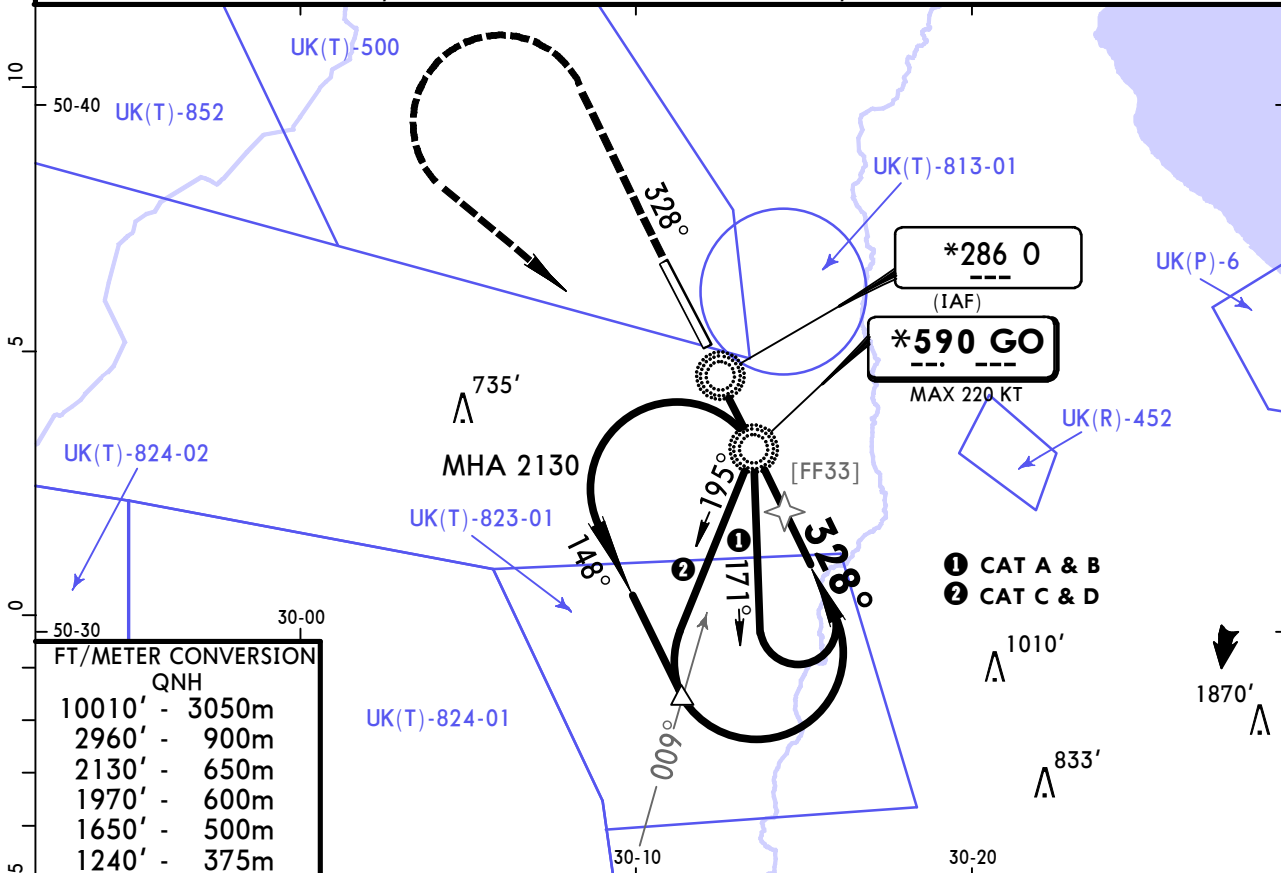
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JEPPESSEN
24 JUL 15 **(36-2)**

KYIV, UKRAINE
NDB Rwy 33

*KYIV Radar 125.3 127.725				*KYIV ANTONOV Tower 121.7	
NDB GO *590	Final Apch Crs 328°	Minimum Alt GO NDB 1240' (734')	MDA(H) (CONDITIONAL) 970' (464')	Apt Elev 518' Rwy 506'	
MISSED APCH: Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then as directed. MISSED APCH WITH LOST COMM: Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then according to chart.					<p>2000' 250° 325° 325° 325° 360° MSA GO NDB</p>
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC		Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1970' ↑ on 328°
Descent Angle 3.09°	383	492	547	656	765	875	
MAP at O NDB							

JAR-OPS STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND 1		
with SDF at GO NDB		w/o SDF		Max Kts	MDA(H)	VIS
MDA(H) 970' (464')		MDA(H) 1090' (584')				
A	RVR 1000m	RVR 1500m	RVR 1000m	100	1090' (584')	1500m
B	RVR 1200m		RVR 1200m	135	1090' (584')	1600m
C	RVR 1600m	RVR 2000m	RVR 1600m	180	1120' (614')	2400m
D	RVR 1600m		RVR 1600m	205	1210' (704')	3600m

1 Circling height based on rwy 33 thresh elev of 506'.

Chart changes since cycle 19-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KYIV, (ANTONOV-2 - UKKM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKKM