

## List of pages in this Trip Kit

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## 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: Minor Airframe, Minor Engine, 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: 0151 Z  
Sunset: 1803 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: 120.550  
Kyiv Radar ACC: 124.675 RCO  
Kyiv Radar ACC: 125.300 RCO  
Kyiv Radar ACC: 127.725 RCO  
Antonov Radar: 129.550  
Antonov Radar: 118.150

# UKKM/GML ANTONOV-2 INTL

10 APR 20  
Eff 23 Apr **30-1R**

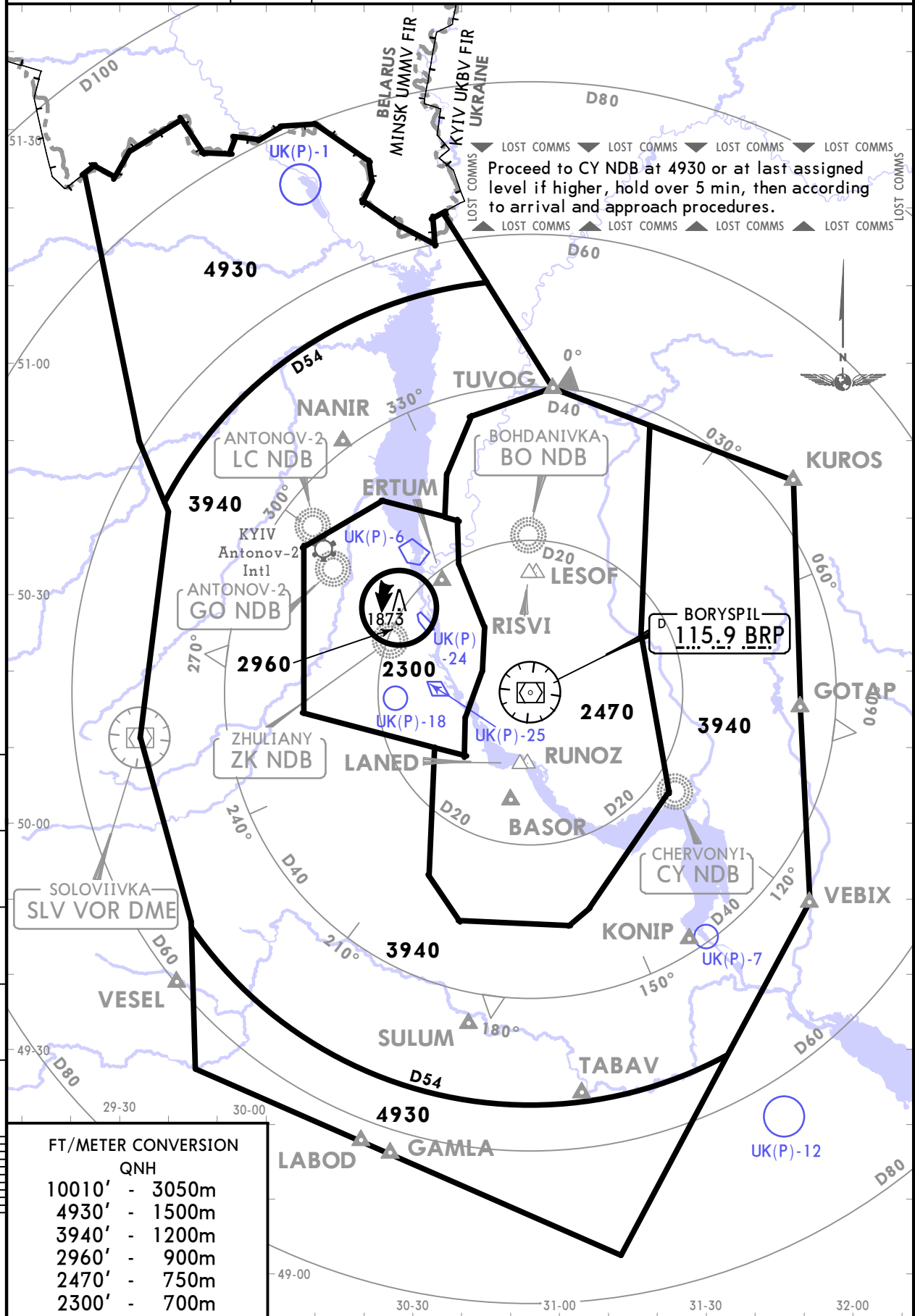
**KYIV, UKRAINE**  
**RADAR MINIMUM ALTITUDES**

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

Apt Elev  
**518**

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

1. This chart may only be used for cross-checking of altitudes assigned while the aircraft identified.
2. Minimum Radar Vectoring Altitude are safe if the temperature at the surface is 5°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.
3. Visual manoeuvring (circling) and visual approach in the sector from BRP R004 to BRP R054, from D2.7 to D6.5 BRP, not authorized.



FT/METER CONVERSION	
QNH	
10010'	- 3050m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2470'	- 750m
2300'	- 700m





UKKM/GML  
ANTONOV-2 INTL

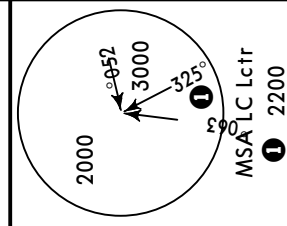
JEPPESSEN  
17 MAY 19 30-3 Eff 23 May

KYIV, UKRAINE  
SID

Apt Elev  
518'

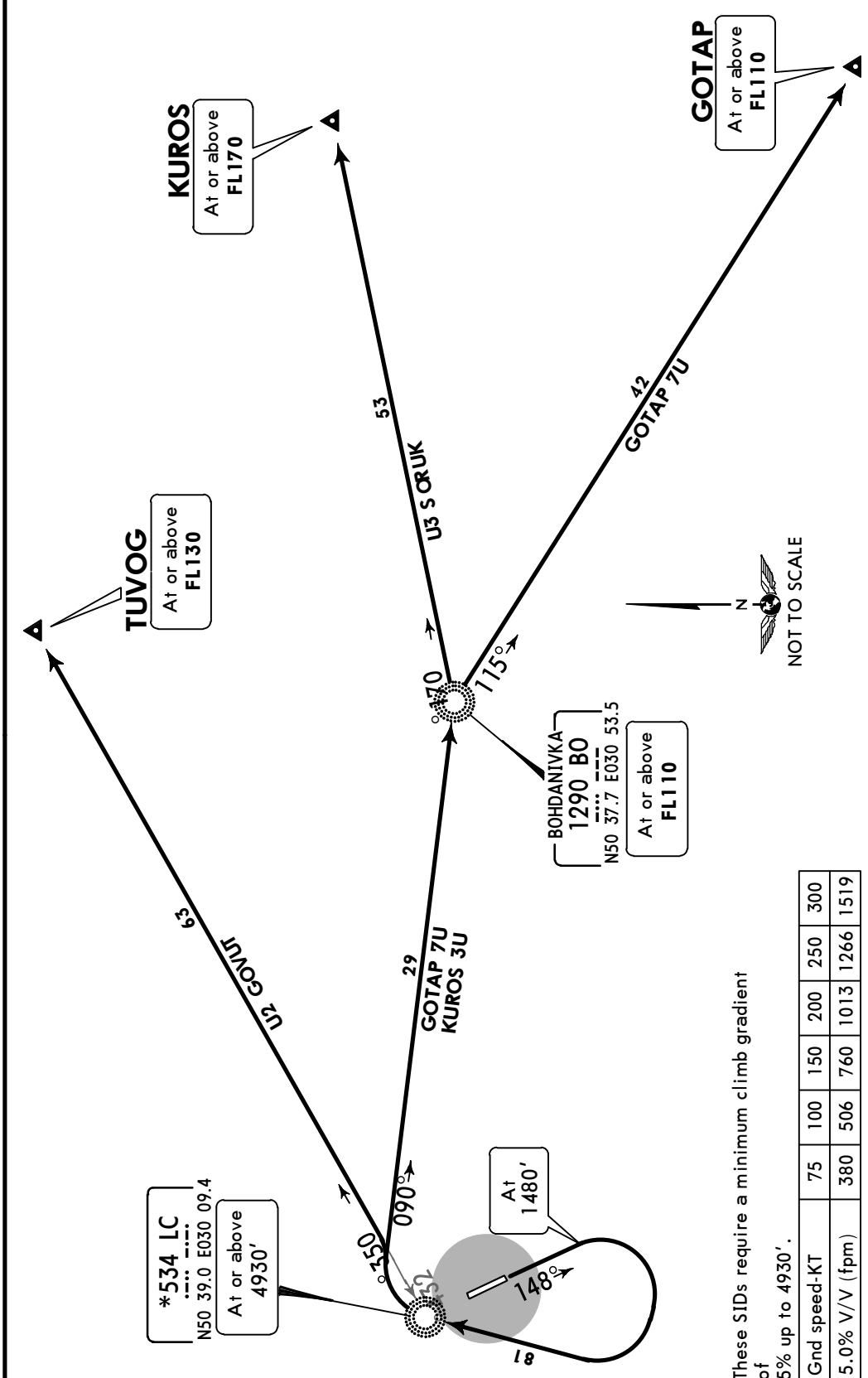
Trans level: By ATC Trans alt: 10010'  
If unable to comply SIDs advise ATC.

GOTAP 7U (GOTAP 7U) [GOTA7U]  
KURO3 3U (KURO3 3U) [KURO3U]  
TUVOG 2U (TUVOG 2U) [TUV02U]  
DEPARTURES  
(RWY 15)



FT/METER CONVERSION  
QNH

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



BOHDANIVKA  
1290 BO  
N50 37.7 E030 53.5  
At or above  
FL110

\*534 LC  
N50 39.0 E030 09.4  
At or above  
4930'

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 7U	Climb on 148° track to 1480', turn RIGHT to LC Lctr, turn RIGHT, intercept 090° bearing to BO NDB, turn RIGHT, 115° bearing to GOTAP.
KURO3 3U	Climb on 148° track to 1480', turn RIGHT to LC Lctr, turn RIGHT, intercept 090° bearing to BO NDB, turn LEFT, 071° bearing to KURO3.
TUVOG 2U	Climb on 148° track to 1480', turn RIGHT to LC Lctr, turn RIGHT, 053° bearing from LC Lctr to TUVOG.

UKKM/GML  
ANTONOV-2 INTL

JEPPESSEN  
17 MAY 19 (30-3A) Eff 23 May

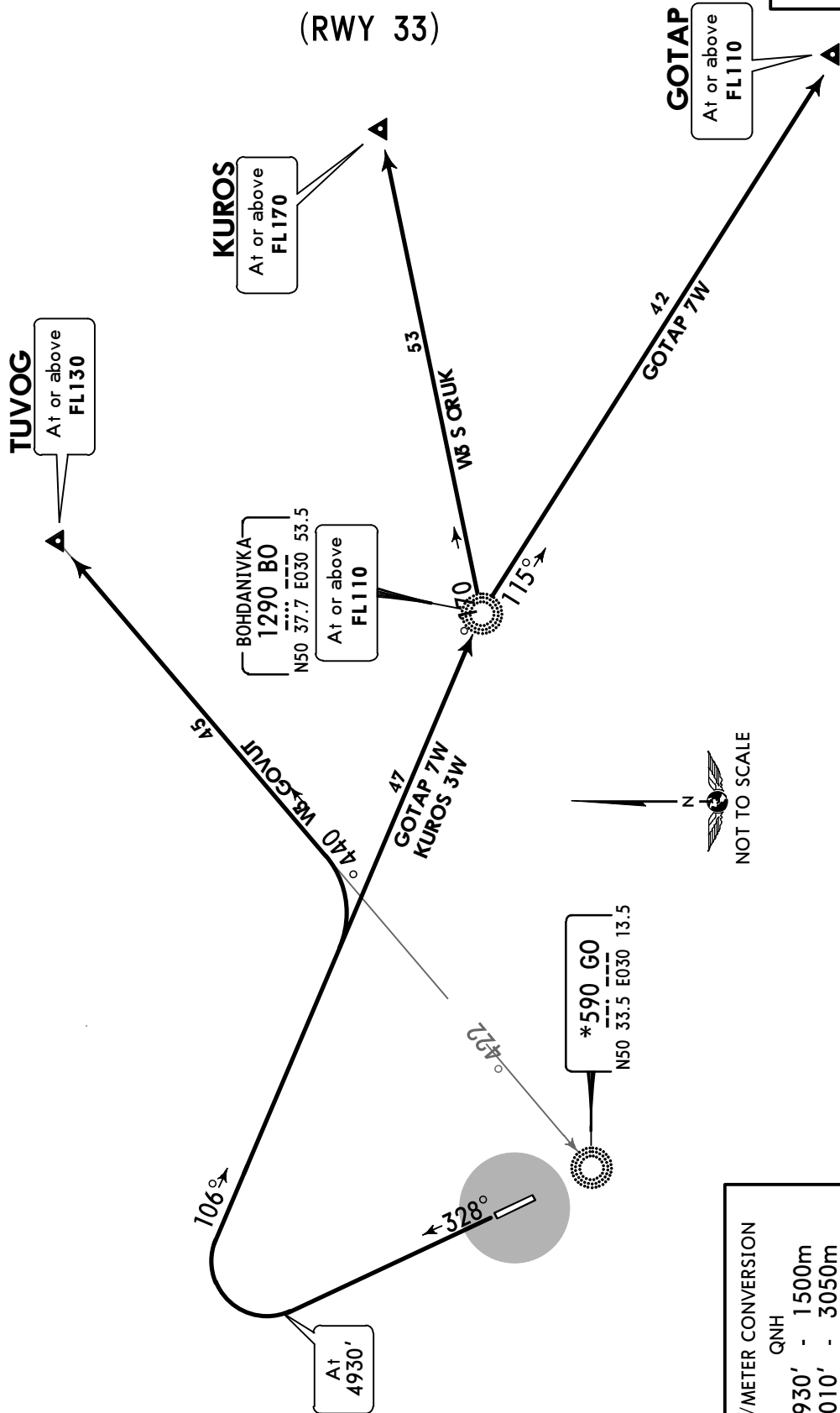
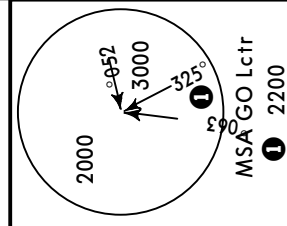
KYIV, UKRAINE

SID

Apt Elev  
518'

Trans level: By ATC Trans alt: 10010'

GOTAP 7W (GOTAP 7W) [GOTA7W]  
KUROS 3W (KUROS 3W) [KURO3W]  
TUVOG 3W (TUVOG 3W) [TUV03W]  
DEPARTURES  
(RWY 33)

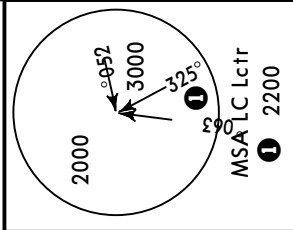


FT/METER CONVERSION	
QNH	
4930'	- 1500m
10010'	- 3050m

SID	ROUTING
GOTAP 7W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn RIGHT, 115° bearing to GOTAP.
KUROS 3W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn LEFT, 071° bearing to KUROS.
TUVOG 3W	Climb on 328° track to 4930', turn RIGHT, intercept 106° bearing to BO NDB, turn LEFT, intercept 044° bearing from GO Lctr to TUVOG.

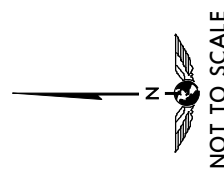
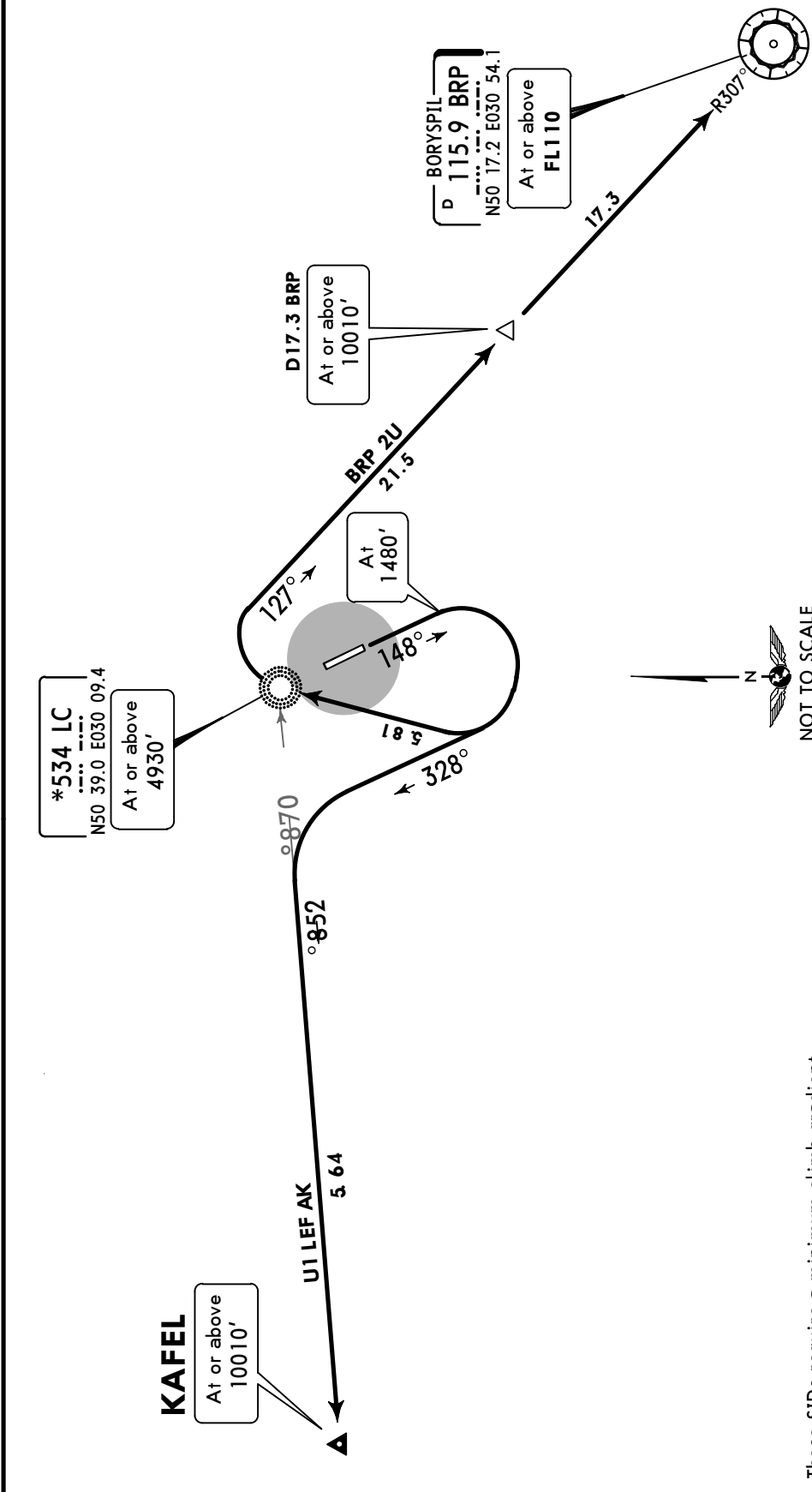
Apt Elev 518' Trans level: By ATC Trans alt: 10010'  
If unable to comply SIDs advise ATC.

**BORYSPIL 2U (BRP 2U) [BRP2U]  
KAFEL 1U [KAFE1U]  
DEPARTURES  
(RWY 15)**



FT/METER CONVERSION  
QNH

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



**\*534 LC**  
N50 39.0 E030 09.4  
At or above 4930'

**KAFEL**  
At or above 10010'

**D17.3 BRP**  
At or above 10010'

**BORYSPIL**  
D 115.9 BRP  
N50 17.2 E030 54.1  
At or above FL110

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
<b>BRP 2U</b>	Climb on 148° track to 1480', turn RIGHT to LC Lctr, turn RIGHT, intercept BRP R-307 inbound to BRP VOR.
<b>KAFEL 1U</b>	Climb on 148° track to 1480', turn RIGHT, on 328° track, turn LEFT, intercept 258° bearing from LC Lctr to KAFEL.



UKKM/GML  
ANTONOV-2 INTL

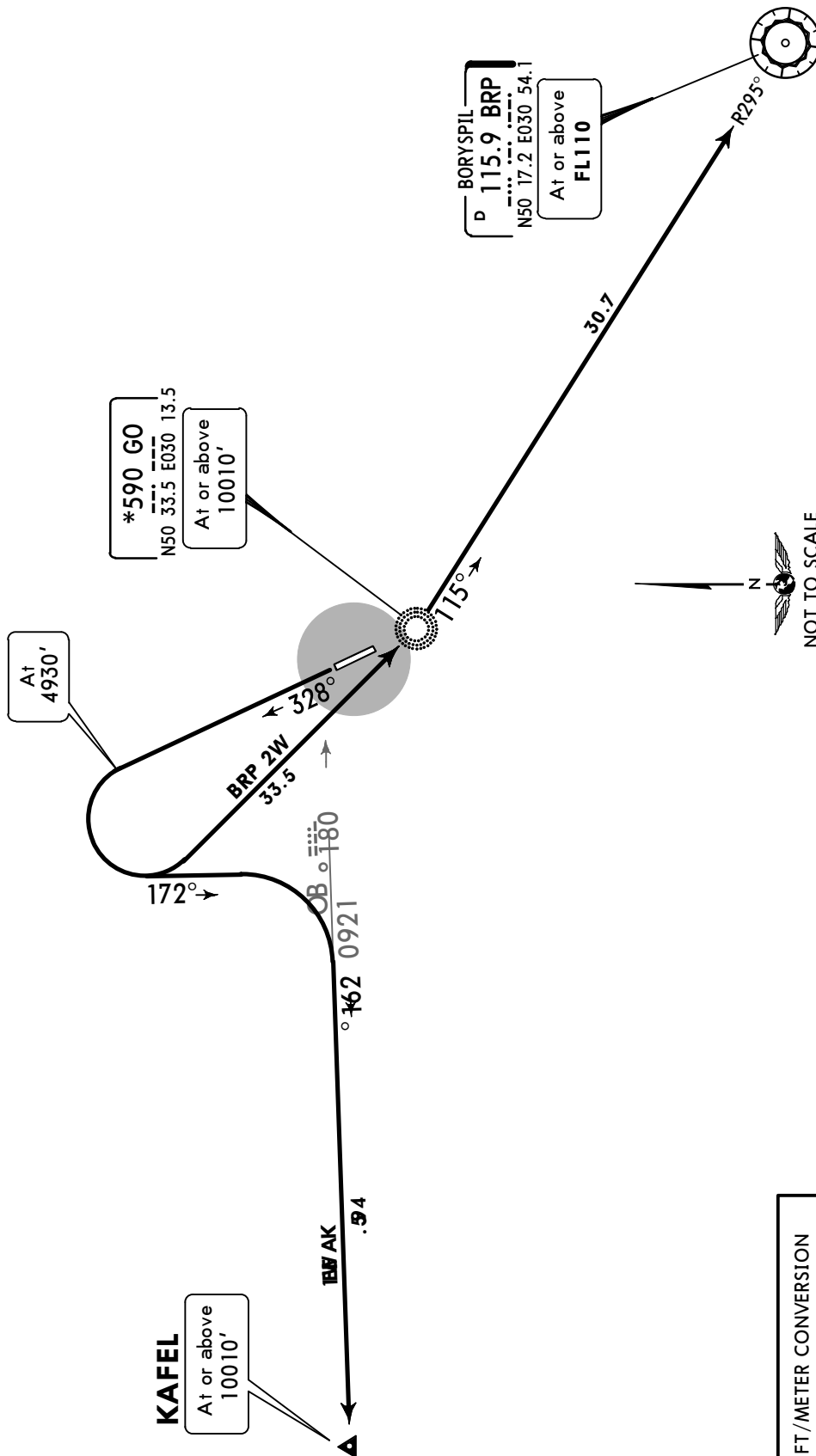
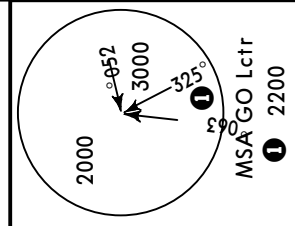
1 NOV 19 **30-3C** Eff 7 Nov

KYIV, UKRAINE  
**SID**

Apt Elev  
518'

Trans level: By ATC Trans alt: 10010'

**BORYSPIL 2W (BRP 2W) [BPR2W]  
KAFEL 1W [KAFE1W]  
DEPARTURES  
(RWY 33)**



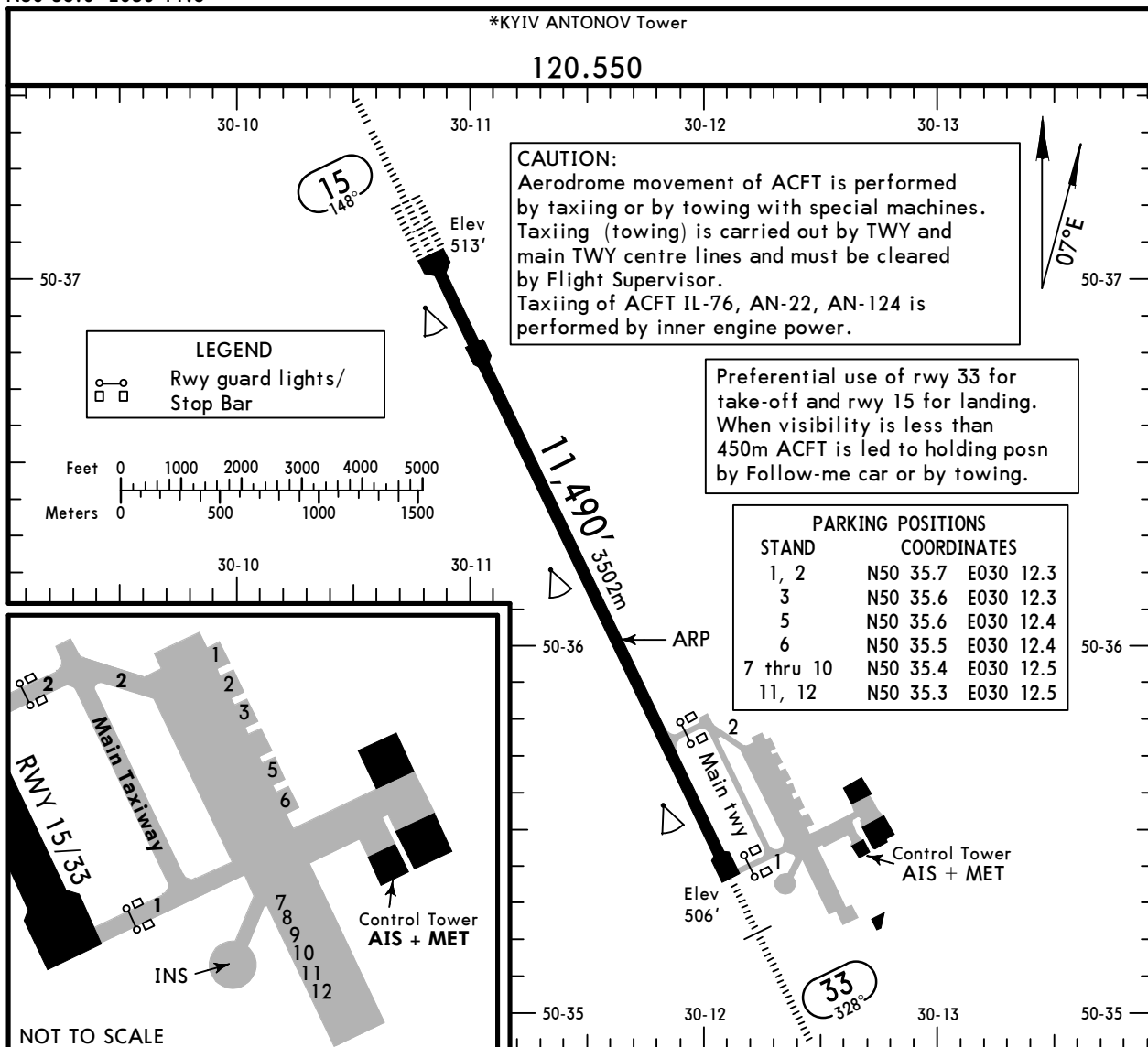
FT/METER CONVERSION	
QNH	
4930'	- 1500m
10010'	- 3050m

ROUTING	
<b>BRP 2W</b>	Climb on 328° track to 4930', turn LEFT to GO Lctr, turn LEFT, intercept BRP R-295 inbound to BRP VOR.
<b>KAFEL 1W</b>	Climb on 328° track to 4930', turn LEFT, on 172° track, turn RIGHT, intercept 261° bearing from BO NDB to KAFEL.

**UKKM/GML**  
 Apt Elev **518'**  
 N50 36.0 E030 11.6

**JEPESEN**  
 10 APR 20 **(30-9)** Eff 23 Apr

**KYIV, UKRAINE**  
**ANTONOV-2 INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
	HIRL (60m)	CL (30m)	HIALS-II	PAPI-L (3.0°)	RVR	Threshold	Glide Slope	
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.

UKKM/GML

 JEPPesen

10 MAY 19

30-9S

Eff 23 May

Standard

KYIV, UKRAINE  
ANTONOV-2 INTL

STRAIGHT-IN RWY		A	B	C	D
15	ILS FULL ALS out	713' (200') R550m ① R1200m	713' (200') R550m ① R1200m	713' (200') R550m ① R1200m	713' (200') R550m ① R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ②③	920' (407') R1200m R1500m	920' (407') R1200m R1500m	920' (407') R1200m R1900m	920' (407') R1200m R1900m
	NDB ②④	920' (407') R1200m R1900m	920' (407') R1200m R1900m	920' (407') R1200m R1900m	920' (407') R1200m R1900m
	NDB ④	920' (407') R1400m R2100m	920' (407') R1400m R2100m	920' (407') R1600m R2300m	920' (407') R1600m R2300m
	ALS out				
33	ILS FULL ALS out	706' (200') R550m ① R1200m	706' (200') R550m ① R1200m	706' (200') R550m ① R1200m	706' (200') R550m ① R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ②⑤ with SDF at GO NDB ALS out	940' (434') R1300m R1500m	940' (434') R1300m R1500m	940' (434') R1300m R2000m	940' (434') R1300m R2000m
	NDB ②⑥ with SDF at GO NDB ALS out	940' (434') R1300m R2000m	940' (434') R1300m R2000m	940' (434') R1300m R2000m	940' (434') R1300m R2000m
	NDB ⑥ with SDF at GO NDB ALS out	940' (434') R1500m R2200m	940' (434') R1500m R2200m	940' (434') R1700m R2400m	940' (434') R1700m R2400m
	NDB ②⑤ w/o SDF	1220' (714') R1500m	1220' (714') R1500m	1220' (714') R2400m	1220' (714') R2400m
	NDB ⑥ w/o SDF ALS out	1220' (714') R2800m R3500m	1220' (714') R2800m R3500m	1220' (714') R3000m R3700m	1220' (714') R3000m R3700m
	ALS out				

① W/o HUD/AP/FD: R750m

③ with FF15

⑤ with FF33

② Continuous Descent Final Approach

④ w/o FF15

⑥ w/o FF33

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 15	990' (472')	1050' (532')	1150' (632')	1220' (702')
After apch to rwy 33	990' (472') ⑦ V1500m ⑧	1050' (532') ⑦ V1600m ⑧	1150' (632') ⑦ V2400m ⑧	1220' (702') ⑦ V3600m ⑧

⑦ After NDB circling height based on rwy 33 thresh elev of 506': MDA(H) 1220' (714').

⑧ or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off					
A	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
B	TDZ, MID, RO				
C	R150m	R200m	R300m	400m	500m
D					

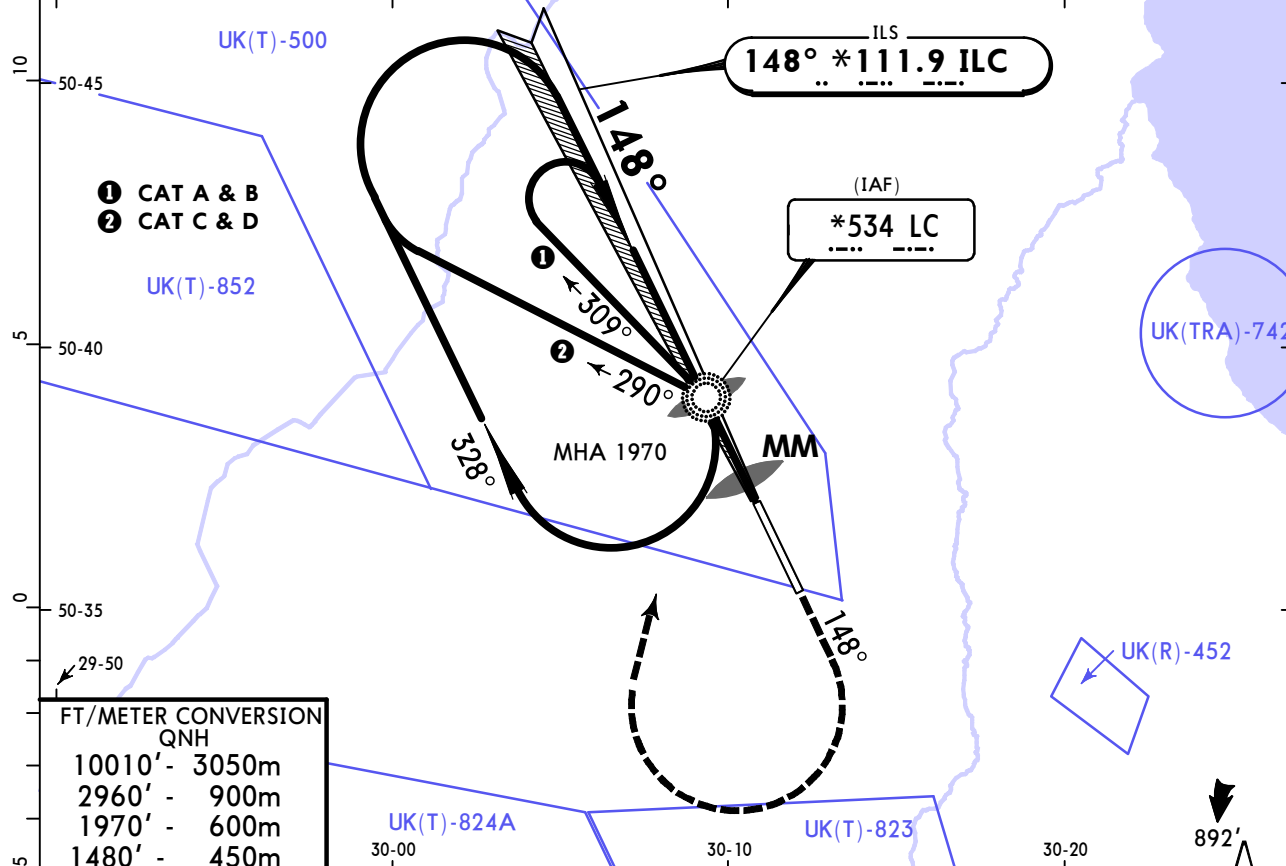
**UKKM/GML**  
ANTONOV-2 INTL

**JEPPESEN**  
10 MAY 19 **(31-1)** Eff 23 May

**KYIV, UKRAINE**  
ILS Rwy 15

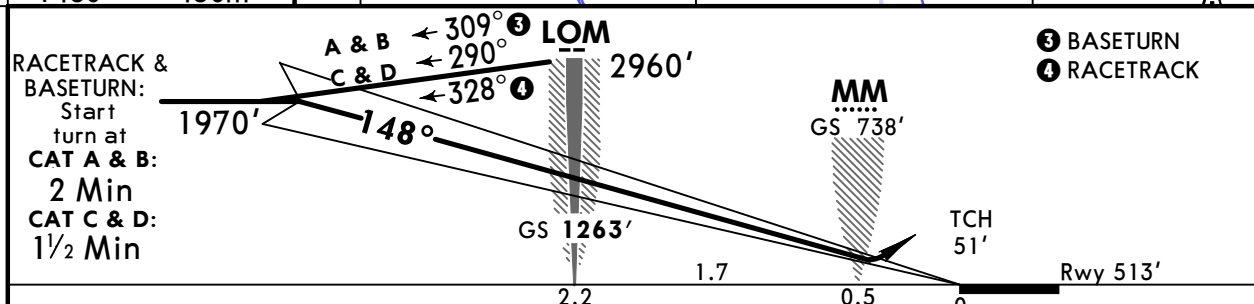
*KYIV Radar	*KYIV ANTONOV Tower
125.3	127.725
LOC ILC <b>*111.9</b>	Final Apch Crs <b>148°</b>
GS LOM <b>1263'</b> (750')	ILS DA(H) <b>713'</b> (200')
Apt Elev 518' Rwy 513'	
<p><b>MISSED APCH:</b> Climb on 148° to 1480', then turn RIGHT climbing to 2960' to LC NDB, then according to chart.</p>	
<p>MSA 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
1480'	-	450m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1480' on 148°
ILS GS	3.00°	372	478	531	637	743		

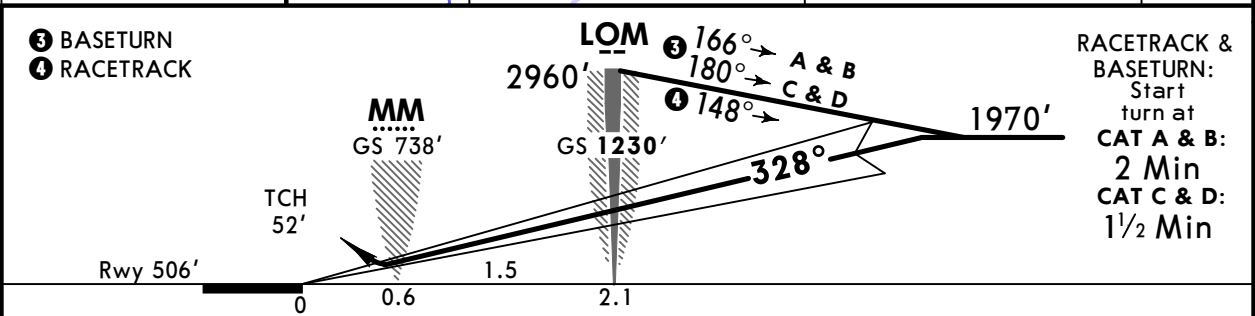
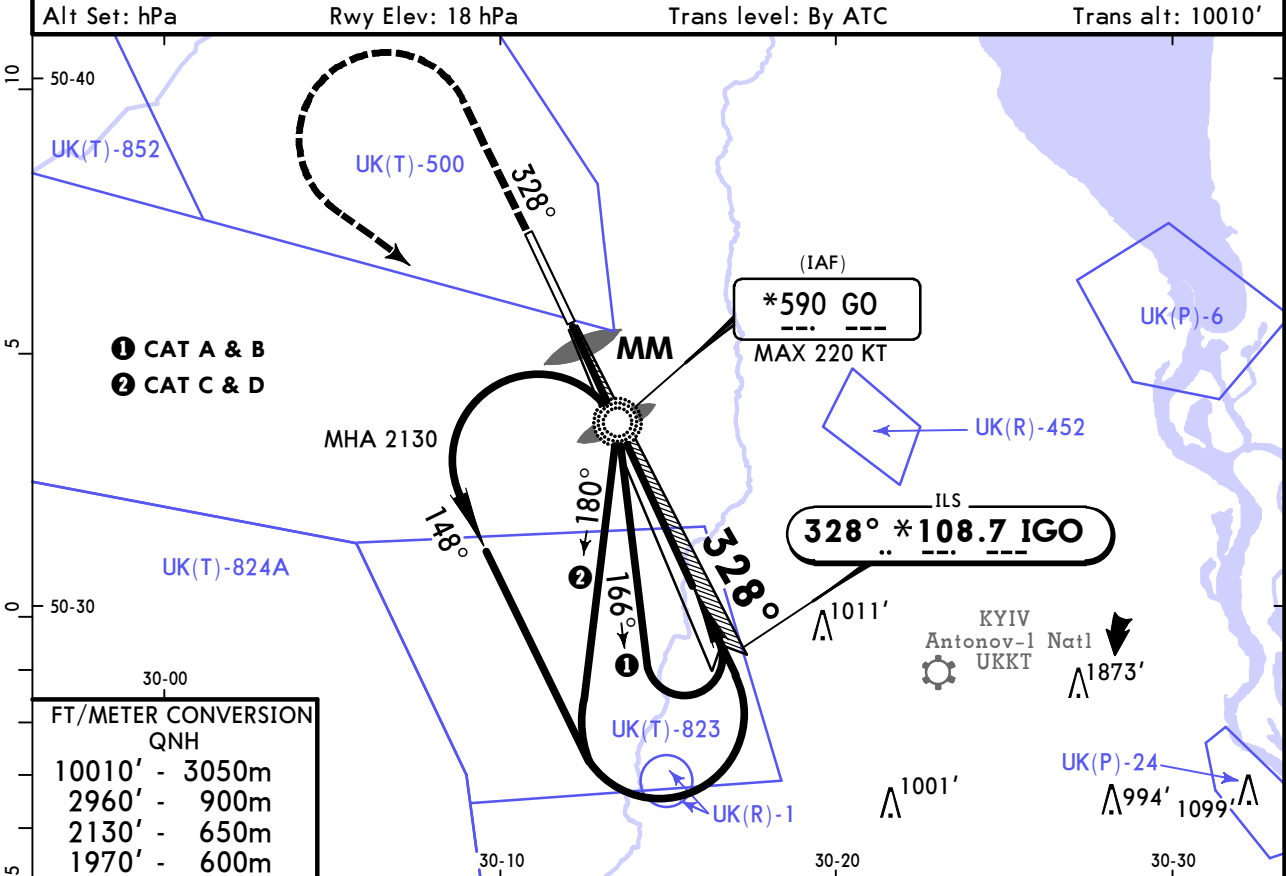
<b>JAR-OPS</b>		<b>STRAIGHT-IN LANDING RWY 15</b>		<b>CIRCLE-TO-LAND</b>	
<b>ILS</b>		<b>LOC (GS out)</b>			
DA(H) <b>713'</b> (200')					
FULL		ALS out			
A				Max Kts	MDA(H)      VIS
B				100	<b>990'</b> (472')      1500m
C	RVR 550m	RVR 1000m	NOT AUTHORIZED	135	<b>1050'</b> (532')      1600m
D				180	<b>1150'</b> (632')      2400m
				205	<b>1220'</b> (702')      3600m

**UKKM/GML**  
ANTONOV-2 INTL

**JEPPESEN**  
10 MAY 19 **31-2** Eff 23 May

**KYIV, UKRAINE**  
ILS Rwy 33

*KYIV Radar	*KYIV ANTONOV Tower				
125.3    127.725	120.550				
LOC IGO <b>*108.7</b>	Final Apch Crs <b>328°</b>	GS LOM <b>1230'</b> (724')	ILS DA(H) <b>706'</b> (200')	Apt Elev 518' Rwy 506'	<p>MSA GO NDB</p>
<p><b>MISSED APCH:</b> Climb on 328° to 1970', then turn LEFT climbing to 2960' to GO NDB, then according to chart.</p>					



Gnd speed-Kts	70	90	100	120	140	160	<b>1970'</b> ↑ on <b>328°</b>
ILS GS	3.00°	372	478	531	637	849	

<b>PANS OPS</b>	<b>JAR-OPS</b>			<b>STRAIGHT-IN LANDING RWY 33</b>			<b>CIRCLE-TO-LAND</b>			
	<b>ILS</b>			<b>LOC (GS out)</b>						
	DA(H) <b>706'</b> (200')									
	FULL		ALS out				Max Kts		MDA(H)	VIS
	A						100	<b>990'</b> (472')	1500m	
B						135	<b>1050'</b> (532')	1600m		
C	RVR 550m	RVR 1000m		NOT AUTHORIZED			180	<b>1150'</b> (632')	2400m	
D						205	<b>1220'</b> (702')	3600m		

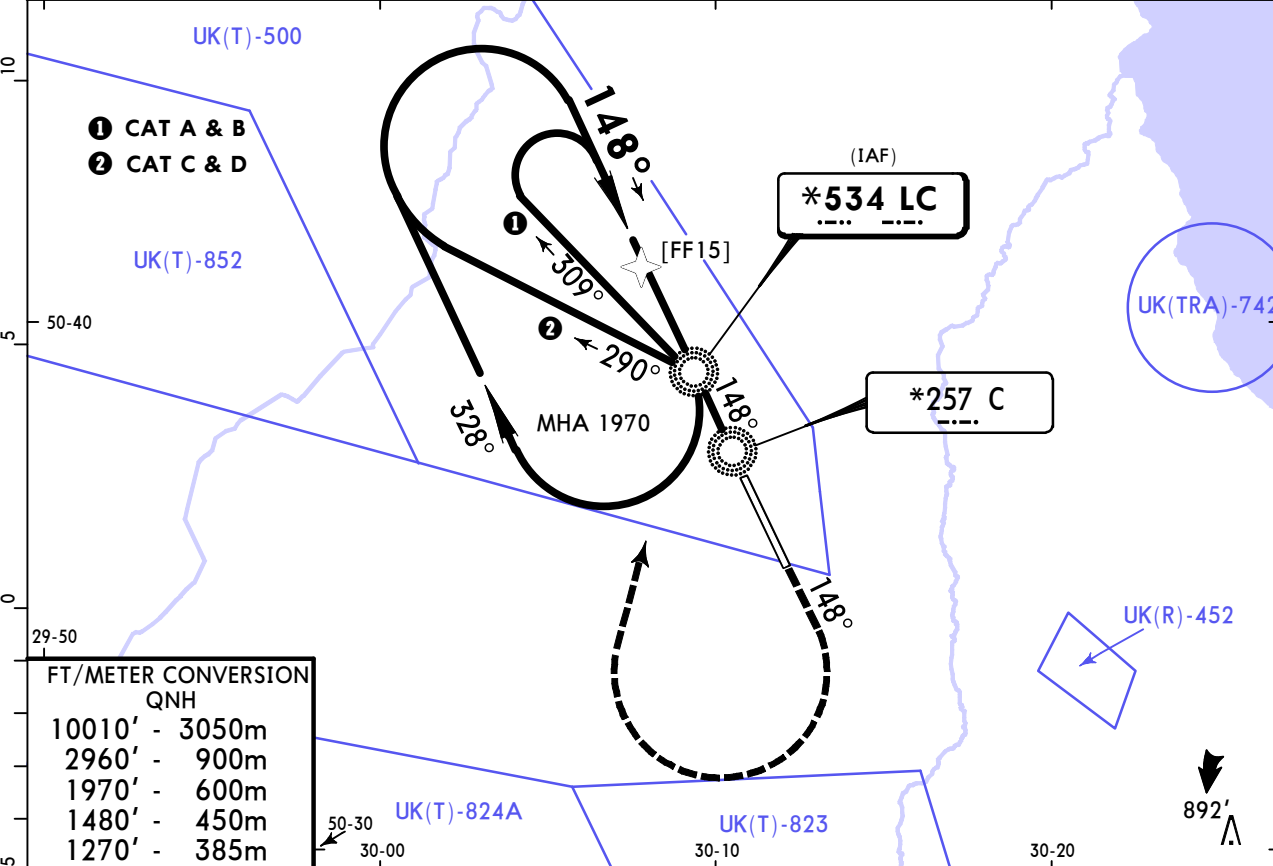
# UKKM/GML ANTONOV-2 INTL

**JEPPESSEN**  
10 MAY 19 **(36-1)** Eff 23 May

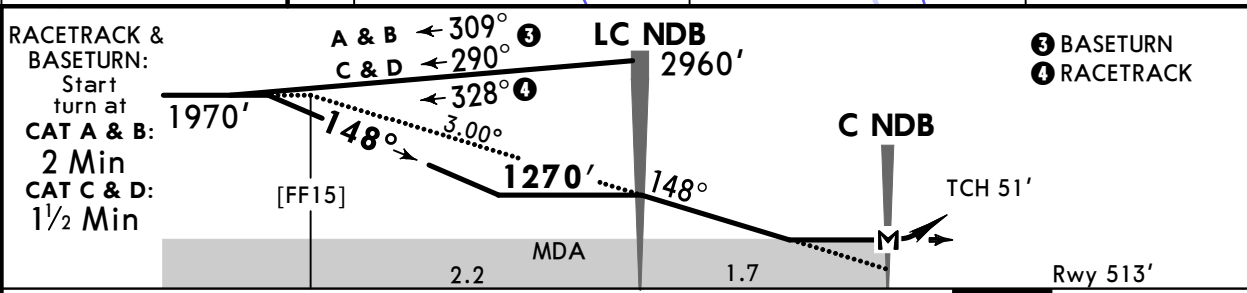
# KYIV, UKRAINE NDB Rwy 15

*KYIV Radar			*KYIV ANTONOV Tower		
125.3		127.725		120.550	
NDB LC <b>*534</b>	Final Apch Crs <b>148°</b>	Minimum Alt LC NDB <b>1270'</b> (757')	MDA(H) <b>920'</b> (407')	Apt Elev 518' Rwy 513'	
<b>MISSED APCH:</b> Climb on 148° to 1480', then turn RIGHT climbing to 2960' to LC NDB, then as directed.					<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
1480'	450m
1270'	385m



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

JAR-OPS STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
MDA(H) <b>920'</b> (407')							
		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 900m	RVR 1500m		100	<b>990'</b> (472')	1500m	
B	RVR 1000m	RVR 1800m		135	<b>1050'</b> (532')	1600m	
C		RVR 2000m		180	<b>1150'</b> (632')	2400m	
D	RVR 1400m	RVR 2000m		205	<b>1220'</b> (702')	3600m	



## Chart changes since cycle 09-2020

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

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



## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKKM