

Boryspil International Airport

IATA/ICAO CODE: KBP/UKBB
 CITY: Kyiv
 COUNTRY: Ukraine

AIRPORT CONTACT

[Information updated by the airport 2/2011](#)

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 Airport Web Site: www.boryspil-airport.com.ua

ELEVATION: 130

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
18L/36R	4000	-	3	60
18R/36L	3500	-	3	63
A noise monitoring systems will be introduced after maintenance and testing.				

NOISE ABATEMENT PROCEDURES

Using Reverse Thrust after landing aircraft:

Reverse thrust, other than idle thrust, shall not be used between 2300 and 0700 (2200 and 0600) LT except when necessary for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**AIRPORT CURFEWS - [NONE](#)****PREFERENTIAL RUNWAYS**

18L/36R

OPERATING QUOTA - [NONE](#)**ENGINE RUN-UP RESTRICTIONS - [NONE](#)****APU OPERATING RESTRICTIONS - [NONE](#)****NOISE BUDGET RESTRICTIONS - [NONE](#)**

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	-	Restricted-Development Zones in the vicinity of the airport see Fig. 9.9-1
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	-	Noise Contours of 75 WECPNL based on Summer 2003 timetable estimated 2015 in relation to B, C and D planning boundary see Fig. 9.12-1 Noise Contours 65 DNL based on Summer 2003 timetable estimated 2015 in relation to B, C and D planning boundary see Fig. 9.12-2
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM

A noise monitoring system is included in the Project of Runway 18L/36R reconstruction. All conditions of putting this into operation and the noise monitoring procedures will be known after maintenance and testing.

FLIGHT TRACK MONITORING SYSTEM - **NONE**NOISE LEVEL LIMITS - **NONE**CHAPTER 2 RESTRICTIONS - **NONE**

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - NONE