

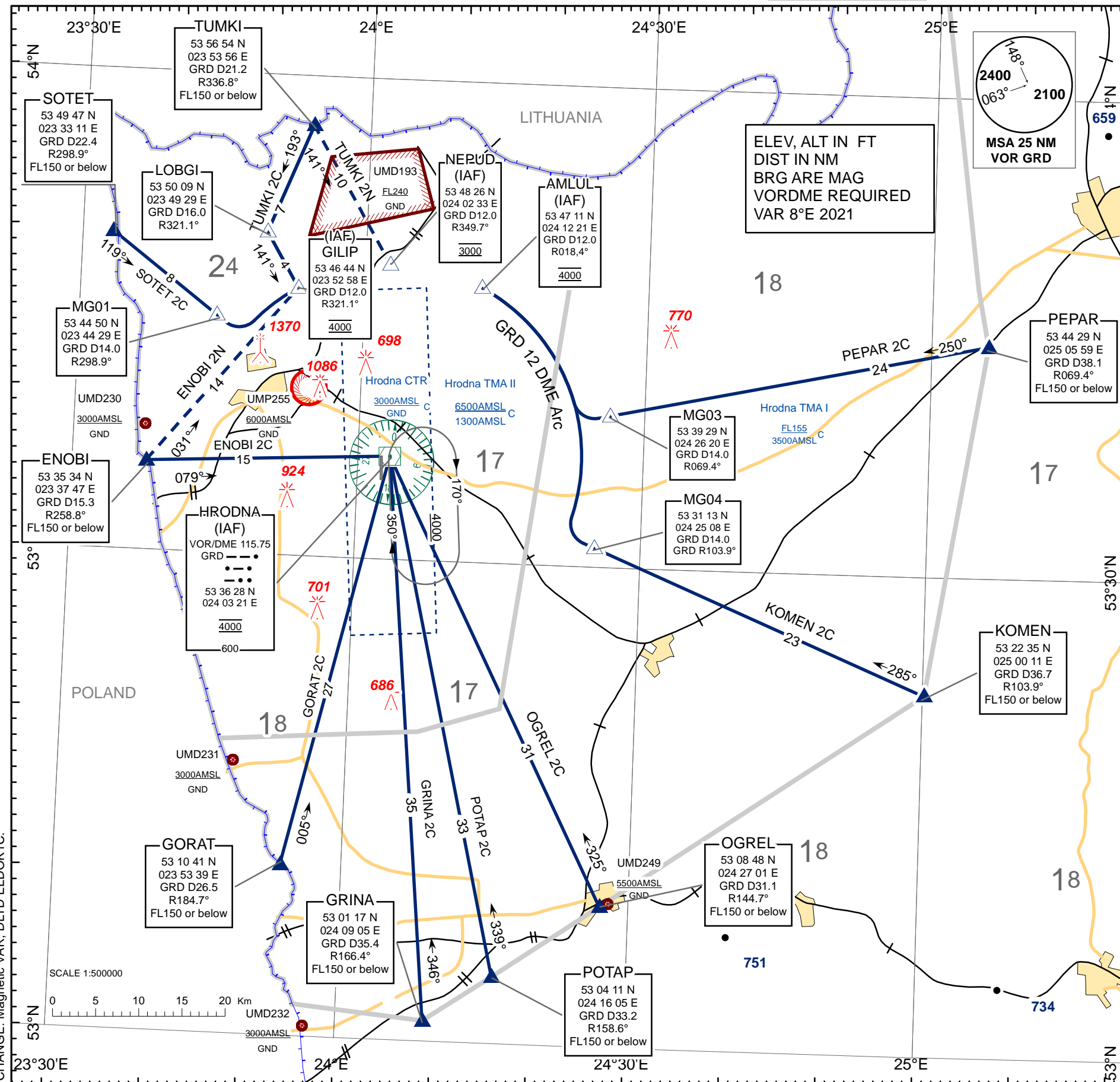
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL: by ATC  
TRANSITION ALTITUDE: 6000

Alt set: - hPa (mm on req)  
- QNH (QFE on req)

TWR 134.500  
MET 135.025 (EN)  
126.175 (RUS)

ENOBI 2C, ENOBI 2N, GORAT 2C, GRINA 2C  
KOMEN 2C, OGREL 2C, PEPAR 2C, POTAP 1C  
SOTET 2C, TUMKI 2C, TUMKI 2N



BELAERONAVIGATSIA SOE

STANDARD ARRIVAL CHART INSTRUMENT (STAR) ROUTES  
HRODNA RWY 17

STAR NAME	ROUTE
ENOBI 2C	<b>ENOBI TWO CHARLIE</b> After passing ENOBI intercept GRD VOR R-259° inbound to GRD (IAF). Cross GRD (IAF) at 4000 AMSL.
ENOBI 2N	<b>ENOBI TWO NOVEMBER</b> After passing ENOBI proceed on 031° track to GILIP (IAF). Cross GILIP (IAF) at 4000 AMSL.
GORAT 2C	<b>GORAT TWO CHARLIE</b> After passing GORAT intercept GRD VOR R-185° inbound to GRD (IAF). Cross GRD (IAF) at 4000 AMSL.
GRINA 2C	<b>GRINA TWO CHARLIE</b> After passing GRINA intercept GRD VOR R-166° inbound to GRD (IAF). Cross GRD (IAF) at 4000 AMSL.
KOMEN 2C	<b>KOMEN TWO CHARLIE</b> After passing KOMEN intercept GRD VOR R-104° inbound to MG04. Turn RIGHT along GRD DME D12 arc to AMLUL (IAF). Cross AMLUL (IAF) at 4000 AMSL.
OGREL 2C	<b>OGREL TWO CHARLIE</b> After passing OGREL intercept GRD VOR R-145° inbound to GRD (IAF). Cross GRD (IAF) at 4000 AMSL.
PEPAR 2C	<b>PEPAR TWO CHARLIE</b> After passing PEPAR intercept GRD VOR R-069° inbound to MG03. Turn RIGHT along GRD DME 12 arc to AMLUL (IAF). Cross AMLUL (IAF) at 4000 AMSL.
POTAP 2C	<b>POTAP TWO CHARLIE</b> After passing POTAP intercept GRD VOR R-159° inbound to GRD (IAF). Cross GRD (IAF) at 4000 AMSL.
SOTET 2C	<b>SOTET TWO CHARLIE</b> After passing SOTET intercept GRD VOR R-299° inbound to MG01. Turn LEFT along GRD DME D12 arc to GILIP (IAF). Cross GILIP (IAF) at 4000 AMSL.
TUMKI 2C	<b>TUMKI TWO CHARLIE</b> After passing TUMKI proceed on 193° track to LOBGI. Turn LEFT intercept GRD VOR R-321° inbound to GILIP (IAF). Cross GILIP (IAF) at 4000 AMSL.
TUMKI 2N	<b>TUMKI TWO NOVEMBER</b> After passing TUMKI proceed on 141° track to NEPUD (IAF). Cross NEPUD (IAF) at 3000 AMSL.

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