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AIP AMDT: AIRAC AMDT 003/2022

Effective Date: 06 OCT 2022

1. Amendment content.
Содержание поправки.

AD	**UMBB AD 2** - information is updated in: UMBB AD 2.6 **UMGG AD 2** - information is updated in: UMGG AD 2.24 UMGG AD 2.24.8-1 **UMMS AD 2** - information is updated in: UMMS AD 2.24 UMMS AD 2.24.10-1 UMMS AD 2.24.12-1 UMMS AD 2.24.14-1 UMMS AD 2.24.16-1

2. This AIP amendment incorporates information contained in the following publications:
Эта поправка AIP включает информацию, содержащуюся в следующих публикациях:

NOTAM: NIL;

SUP: NIL;

AIC: NIL.

3. Insert/remove the pages as shown in the list on the next page:
Вставить/удалить страницы, как показано в списке на следующей странице:

Insert the following pages / *Вставить следующие страницы*		**Remove the following pages / *Удалить следующие страницы***	
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GEN 0.2 Record of AIP Amendments
Регистрация поправок к AIP

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№/year *№/год*	*Publication date* *Дата публикации*	*Date inserted* *Дата ввода в действие*	*Inserted by* *Кем внесено*
001/2020	30-Jan-2020	27-Feb-2020	
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003/2021	12-Aug-2021	07-Oct-2021	
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001/2022	24-Feb-2022	21-Apr-2022	
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003/2022	11-Aug-2022	06-Oct-2022	

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GEN 0.4 Checklist of AIP pages
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3	**Transportation** ***Транспортное обслуживание***	Taxi *Такси*
4	**Medical facilities** ***Медицинское обслуживание***	Aid post at Airport Terminal, ambulance service, hospitals in the city *Медпункт в аэропорту, служба скорой помощи и больницы в городе*
5	**Bank and Post Office** ***Банк и почтовое отделение***	NIL
6	**Tourist Office** ***Туристическое бюро***	NIL
7	**Remarks** ***Примечания***	NIL

UMBB AD 2.6 Rescue and fire fighting services
Аварийно-спасательная и противопожарная службы

1	**AD category for fire fighting** ***Категория аэродрома по противопожарному оснащению***	A6 ICAO HO
2	**Rescue equipment** ***Аварийно-спасательное оборудование***	Available 2 fire trucks *Имеется 2 пожарных автомобиля*
3	**Capability for removal of disabled aircraft** ***Возможность по удалению ВС, потерявших способность двигаться***	Available for all TYP ACFT in 5 hours after delivery equipment from the AD MINSK-2. *Имеется для всех типов ВС через 5 часов после доставки оборудования из аэродрома Минск-2.*
4	**Remarks** ***Примечания***	AD category A7 - by prior request *Обеспечение категории 7 - по предварительному запросу*

UMBB AD 2.7 Seasonal availability – clearing
Сезонное использование оборудования – удаление осадков

1	**Types of clearing equipment** ***Виды оборудования для удаления осадков***	Available *Имеется*
2	**Clearance priorities** ***Очередность удаления осадков***	See / *см.* AD 1.2
3	**Remarks** ***Примечания***	NIL

UMBB AD 2.8 Aprons, taxiways and check locations/positions data
Данные по перронам, РД и местам/пунктам проверок

1	**Designation, surface and strength of aprons** ***Обозначение, поверхность и прочность перронов***	APRON STANDS 1, 2 Surface: ASPH Strength: PCN 79 / F / C / X / T
		APRON STANDS 3(3A, 3B) - 7 Surface: CONC+ASPH Strength: PCN 49 / R / B / X / T
		APRON STAND 8, 9 Surface: ASPH Strength: PCN 74 / F / C / X / T
		APRON STANDS 10, 11 Surface: ASPH Strength: PCN 13 / F / D / Y / T AUW 12300 KG / 1 MPa

		APRON STAND 12 Surface: ASPH Strength: PCN 15 / F / C / Y / T AUW 12300 KG / 1 MPa
2	**Designation, width, surface and strength of TWY** ***Обозначение, ширина, поверхность и прочность РД***	TWY A Width: 23 M Surface: CONC+ASPH Strength: PCN 45 / R / B / X / T
3	**Designation, width, surface and strength of taxi routes** ***Обозначение, ширина, поверхность и прочность перронных РД***	Taxi route B Width: 54.5 M Surface: CONC+ASPH Strength: PCN 49 / R / B / X / T
		Taxi route C Width: 41.4 M - from TWY A to stand 6; from stand 6 to stand 9 - 35.5 M Surface: CONC+ASPH Strength: PCN 49 / R / B / X / T
		Taxi route D Width: 55.0 M Surface: CONC+ASPH Strength: PCN 49 / R / B / X / T
4	**Location and elevation to the nearest metre or foot of altimeter checkpoints** ***Местоположение и превышение пунктов проверки высотомеров с точностью до ближайшего метра или фута***	On RWY *На ВПП*
5	**Location of VOR checkpoints** ***Местоположение пунктов проверки VOR***	NIL
6	**Position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds** ***Местоположение пунктов проверки INS в градусах, минутах, секундах и сотых долях секунды***	NIL
7	**Remarks** ***Примечания***	NIL

UMBB AD 2.9 Surface movement guidance and control system and markings

Система управления наземным движением и контроля за ним и соответствующие маркировочные знаки

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands** ***Использование опознавательных знаков места стоянки ВС, указательных линий РД и системы визуального управления стыковкой / размещением на стоянке***	Guidance signs boards at entrances to RWY. TWY and taxi route guide centre lines, lead-in and lead-out lines markings. Visual aids of taxiing guidance - Nil. *Указательные знаки на сопряжении РД с ВПП. Маркировка осевых линий РД и ПРД, линий заруливания и выруливания. Визуальных средств управления рулением нет.*
2	**RWY and TWY markings and LGT** ***Маркировочные знаки и огни ВПП и РД***	Marking: RWY designation, RWY THR, aiming point, RWY TDZ, RWY CL, RWY turn pad, RWY holding position. TWY CL, TWY side stripes. *Lights: RWY edge, RWY end, RWY THR, RWY turn pad edge, TWY edge.* *Маркировка: порогов ВПП, обозначения ВПП, прицельной точки посадки, площадки разворота на ВПП, зоны приземления, осевой линии ВПП, места ожидания у ВПП, осевой линии РД, ненесущих участков покрытий РД. Огни: входные огни ВПП, посадочные огни ВПП, ограничительные огни ВПП, боковые рулежные огни площадки разворота на ВПП, боковые рулежные огни РД.*

5.18. In case of deterioration of meteorological conditions to the values less than those established for carrying out visual flights at night, a pilot-in-command must return to the aerodrome of departure or carry out landing at the nearest alternate aerodrome.

5.18. В случае ухудшения метеоусловий до значений, менее установленных для выполнения визуальных полетов ночью, командир ВС должен возвратиться на аэродром вылета или произвести посадку на ближайшем запасном аэродроме.

5.19.The ATC controller, in the area of responsibility of whom a visual flight at night is carried out, shall:

5.19. Диспетчер УВД, который несет ответственность за выполнение визуального полета ночью, должен:

a. provide the established intervals between aircraft during departure;

a. обеспечить установленные интервалы между ВС при вылете;

b. provide the observation of conditions excluding conflicting traffic and a flight with crossing the routes at the same height;

b. обеспечить соблюдение условий, исключающих встречное движение и полет с пересечением маршрутов на одной высоте;

c. clear the lower flight level along the flight route;

c. освободить нижний эшелон по маршруту следования;

d. timely provide the information about the air traffic and the presence of IMC en-route.

d. своевременно предоставить информацию о движении и наличии на маршруте ПМУ.

UMGG AD 2.23 Additional information
Дополнительная информация

1. Bird concentration in the vicinity of the airport

1.1. The ornithological situation in CTR is conditioned by seasonal and daily bird migration. The presence of lake and collective farm fields adjoining the aerodrome territory, the proximity of Sozh river, rich vegetable cover and climatic conditions stimulate the concentration of different kinds of birds in the vicinity of the aerodrome (gulls, rooks, starlings, geese, ducks etc.). The most hazardous are morning, evening and seasonal bird migrations as well as periods when young birds are flying out of nests (August–September).

1.2. During periods of eventual bird migrations in CTR a visual observation from Tower is organized over the ornithological situation. In case of hazardous ornithological situation a special aerodrome service shall take measures on dissipation of bird concentrations. The ATC controller shall inform the flight crew about bird concentration in the take-off and approach area.

1.3. On obtaining the information about hazardous ornithological situation, the flight crew shall increase caution and act according to the situation informing the ATC controller about it. For dissipation of bird concentrations the flight crew is recommended to switch on on-board landing lights during take-off and approach.

1. Скопление птиц в районе аэропорта

1.1. Орнитологическая обстановка в CTR обусловлена сезонной и суточной миграцией птиц. Наличие озера и колхозных полей, примыкающих к территории аэродрома, близость реки Сож, богатый растительный покров и климатические условия способствуют сосредоточению вблизи аэродрома различных видов птиц (чаек, грачей, скворцов, гусей, уток и т.п.). Наибольшую опасность представляют утренние, вечерние, сезонные перелеты, а также периоды вылета из гнезд молодых особей (август–сентябрь).

1.2. В периоды возможных перелетов в диспетчерской зоне организуется визуальное наблюдение за орнитологической обстановкой с ДПА. В случае опасной орнитологической обстановки аэродромная служба принимает меры по отпугиванию птиц. Диспетчер УВД информирует экипаж о наличии птиц в направлении взлета и захода на посадку.

1.3. Экипаж ВС, получив информацию об опасной орнитологической обстановке, усиливает осмотрительность и действует согласно обстановке, о чем информирует диспетчера УВД. Для отпугивания птиц экипажу ВС рекомендуется включать посадочные фары при взлете и заходе на посадку.

UMGG AD 2.24 Charts related to an aerodrome
Относящиеся к аэродрому карты

Aerodrome Chart – ICAO *Карта аэродрома – ИКАО*	UMGG AD 2.24.1
Aerodrome Ground Movement Chart – ICAO *Карта наземного аэродромного движения – ИКАО*	UMGG AD 2.24.2
Aircraft Parking Chart – ICAO *Карта размещения на стоянку воздушных судов – ИКАО*	UMGG AD 2.24.3
Area Chart – ICAO *Карта района – ИКАО*	UMGG AD 2.24.5
Standard Departure Chart – Instrument (SID) – ICAO (RWY 10) *Карта стандартного вылета по приборам – ИКАО (ВПП 10)*	UMGG AD 2.24.6
Standard Departure Chart – Instrument (SID) – ICAO (RWY 28) *Карта стандартного вылета по приборам – ИКАО (ВПП 28)*	UMGG AD 2.24.7
Standard Arrival Chart – Instrument (STAR) – ICAO (RWY 10) *Карта стандартного прибытия по приборам – ИКАО (ВПП 10)*	UMGG AD 2.24.8
Standard Arrival Chart – Instrument (STAR) – ICAO (RWY 28) *Карта стандартного прибытия по приборам – ИКАО (ВПП 28)*	UMGG AD 2.24.9
Instrument Approach Chart – ICAO (ILS RWY 10) *Карта захода на посадку по приборам – ИКАО (ILS ВПП 10)*	UMGG AD 2.24.10
Instrument Approach Chart – ICAO (ILS RWY 28) *Карта захода на посадку по приборам – ИКАО (ILS ВПП 28)*	UMGG AD 2.24.11
Instrument Approach Chart – ICAO (VOR RWY 10) *Карта захода на посадку по приборам – ИКАО (VOR ВПП 10)*	UMGG AD 2.24.12
Instrument Approach Chart – ICAO (VOR RWY 28) *Карта захода на посадку по приборам – ИКАО (VOR ВПП 28)*	UMGG AD 2.24.13
Instrument Approach Chart – ICAO (NDB RWY 10) *Карта захода на посадку по приборам – ИКАО (NDB ВПП 10)*	UMGG AD 2.24.14
Instrument Approach Chart – ICAO (NDB RWY 28) *Карта захода на посадку по приборам – ИКАО (NDB ВПП 28)*	UMGG AD 2.24.15
Visual Approach Chart – ICAO *Карта визуального захода на посадку – ИКАО*	UMGG AD 2.24.16

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL: by ATC

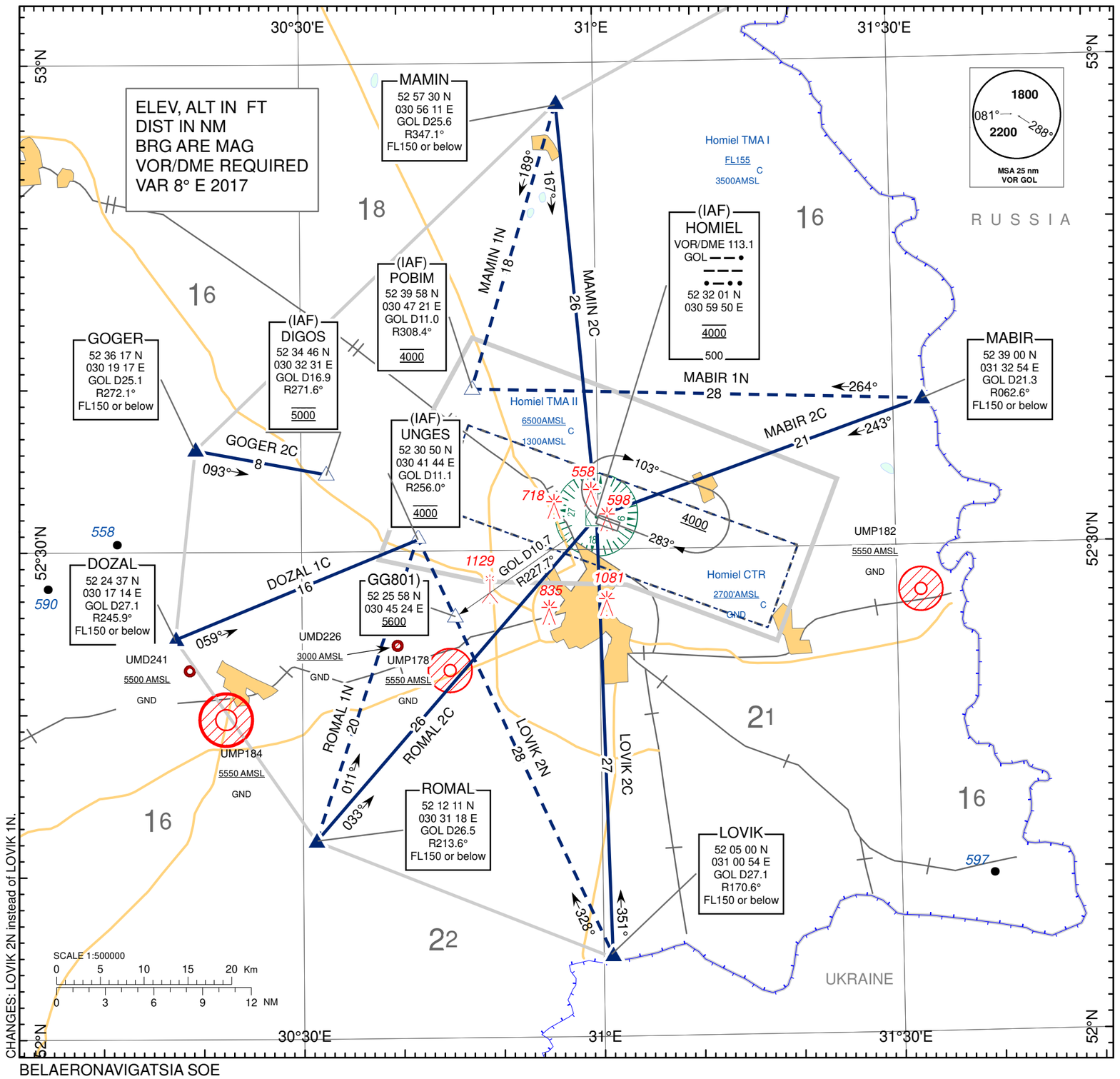
TRANSITION ALTITUDE: 6000

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

APP 126.100
TWR 118.100
MET 119.550 (EN)
124.475 (RUS)

HOMIEL RWY 10

DOZAL 1C,GOGER 2C, LOVIK 2C
LOVIK 2N, MABIR 2C, MABIR 1N
MAMIN 2C, MAMIN 1N, ROMAL 2C
ROMAL 1N



STANDARD ARRIVAL CHART INSTRUMENT (STAR) ROUTES HOMIEL RWY 10

STAR NAME	ROUTE
DOZAL 1C	**DOZAL ONE CHARLIE** After passing DOZAL proceed on 059° track to UNGES (IAF). Cross UNGES (IAF) at 4000 AMSL.
GOGER 2C	**GOGER TWO CHARLIE** After passing GOGER proceed on 093° track to DIGOS (IAF). Cross DIGOS (IAF) at 5000 AMSL.
LOVIK 2C	**LOVIK TWO CHARLIE** After passing LOVIK intercept GOL VOR R-171° inbound to GOL (IAF). Cross GOL (IAF) at 4000 AMSL.
LOVIK 2N	**LOVIK TWO NOVEMBER** After passing LOVIK proceed on 328° track to UNGES (IAF) (cross GG801 at 5600 or above). Cross UNGES (IAF) at 4000 AMSL.
MABIR 2C	**MABIR TWO CHARLIE** After passing MABIR intercept GOL VOR R-063° inbound to GOL (IAF). Cross GOL (IAF) at 4000 AMSL.
MABIR 1N	**MABIR ONE NOVEMBER** After passing MABIR proceed on 264° track to POBIM (IAF). Cross POBIM (IAF) at 4000 AMSL.
MAMIN 2C	**MAMIN TWO CHARLIE** After passing MAMIN intercept GOL VOR R-347° inbound to GOL (IAF). Cross GOL (IAF) at 4000 AMSL.
MAMIN 1N	**MAMIN ONE NOVEMBER** After passing MAMIN proceed on 189° track to POBIM (IAF). Cross POBIM (IAF) at 4000 AMSL.
ROMAL 2C	**ROMAL TWO CHARLIE** After passing ROMAL intercept GOL VOR R-214° inbound to GOL (IAF). Cross GOL (IAF) at 4000 AMSL.
ROMAL 1N	**ROMAL ONE NOVEMBER** After passing ROMAL proceed on 011° track to UNGES (IAF). Cross UNGES (IAF) at 4000 AMSL.

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5.3.4. If in case of radio communication failure at the moment of arrival the landing aerodrome meteorological conditions are below minimum, the pilot-in-command has the right to carry out landing under current conditions

5.3.4. Если к моменту прибытия ВС, потерявшего связь, погода на аэродроме посадки стала ниже минимума, КВС предоставляется право произвести посадку в этих условиях.

5.3.5. In all cases of radio communication failure it is necessary to set SSR transponder to Code 7600.

5.3.5. Во всех случаях при потере радиосвязи необходимо установить код ответчика ВОРЛ 7600.

6. Low visibility procedures (LVP)

6. Процедуры в условиях ограниченной видимости

6.1. The preparation phase will be implemented when visibility falls below 800 m and CAT III operations are expected.

6.1. Подготовительный этап процедур выполнения полетов в условиях ограниченной видимости (LVP), применяемые к категории III будет осуществляться, когда значение видимости (RVR) или ее прогнозируемые значения станут ниже 800 метров.

6.2. The LVP are applied during take-off and after landing of aircraft under low visibility conditions. Low visibility procedure shall be applied when RVR is 600 m or less.

6.2. Процедуры в условиях ограниченной видимости применяются при взлете и посадке ВС в условиях ограниченной видимости. Процедуры выполнения полетов в условиях ограниченной видимости применяются при дальности видимости на ВПП (RVR) 600 м и менее.

6.3. The ATC controller shall include the following message into the transmitted ATIS information or advise the flight crew “Low visibility procedure are in progress” and put LVP into operation.

6.3. Процедуры вводятся в действие фразой «Применяются процедуры ограниченной видимости», включаемой в информацию ATIS или передаваемой диспетчером УВД.

6.4. Movement of vehicles and aircraft on the apron, TWY and RWY are monitored by ATS units according to the data of the A-SMGCS.

6.4. Движение ВС и автотранспорта по перрону, РД/ПРД и ВПП контролируется органами ОВД по A-SMGCS.

6.5. RWY 13L is equipped with CAT III ICAO.

6.5. ВПП 13L оборудована системой захода на посадку CAT III ИКАО.

6.6. The flight crew shall report about landing and RWY vacation.

6.6. Экипажи прибывающих ВС должны докладывать о производстве посадки и освобождении ВПП.

6.7. Holding for aircraft behind the stop bars is prohibited without additional instructions.

6.7. Запрещается ожидание ВС за стоп-огнями без дополнительных указаний.

6.8. Take-off of aircraft is normally carried out only from the beginning of RWY.

6.8. Взлет ВС, как правило, осуществляется только от начала ВПП.

6.9. When available RWY characteristics, starting from the take-off roll point, correspond to those required for the aircraft actual take-off weight and take-off conditions, take-off not from the beginning RWY is permitted by the decision of the pilot-in-command.

6.9. Допускается выполнение взлета не от начала ВПП по решению командира ВС, если располагаемые характеристики ВПП от места начала разбега соответствуют потребным для фактической взлетной массы ВС и условиям взлета.

6.10. Meteorological minimum for the precision approach in aircraft categories shall be calculate according to the approved procedures on the basis of aerodrome equipment as well as OCA/H published in AIP Republic of Belarus.

6.10. Метеорологический минимум для точного захода на посадку по категориям ВС рассчитывается по утвержденным методикам на основании оборудования аэродрома и OCA/H опубликованных в AIP Республики Беларусь.

6.11. In all cases aircraft taxiing is carried out by the clearance of the GND controller indicating the taxi route and behind the “Follow-me” vehicle.

6.11. Во всех случаях руление ВС осуществляется с разрешения диспетчера «Руления» с указанием маршрута руления за машиной сопровождения.

6.12. LVP will be terminated when RVR is greater than 600 m and a continuing improvement in these conditions is anticipated.

6.12. Отмена процедур выполнения полетов в условиях ограниченной видимости (LVP) осуществляется, когда значение видимости на ВПП (RVR) станут больше, чем 600 метров и ее прогнозируемые значения имеют тенденцию к увеличению.

7. Aircraft transponder operation

7. Работа самолетного ответчика

7.1. Flight crew of aircraft equipped with Mode S aircraft identification feature shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in item 7 of ICAO flight plan or, if flight plan has not been field, to the aircraft registration.

7.1. Экипаж воздушного судна, оснащенного режимом S функцией идентификации воздушного судна, должен установить опознавательный индекс воздушного судно в ответчике. Это параметр должен соответствовать опознавательному индексу ИКАО, указанному в пункте 7 плана полета ИКАО, или, если план полета на был представлен, регистрационному номеру воздушного судна.

7.2. On the ground transponder shall be:
a. switched on before towing (start up);
b. switched off after taxiing to the stand.

7.2. На земле ответчик должен быть:
a. включен перед буксировкой (запуском двигателя);
b. выключен после заруливания на место стоянки.

UMMS AD 2.23 Additional information
Дополнительная информация

1. Bird concentrations in the vicinity of the airport

1.1. The ornithological situation within Minsk-2 TMA is conditioned by seasonal and daily bird migration. The aerodrome location in the vicinity of the Volma river and water reservoir, rich vegetable cover and climatic conditions stimulate the concentration of birds variety (rooks, crows, partridges, pigeons, starlings) around the aerodrome. The most complicated ornithological situation occurs in spring and in autumn. The majority of birds migrate at heights up to 1000-1500 m.

1.2. During eventual birds migration periods visual and radar observations over the ornithological situation shall be organized in TMA from tower and aerodrome radar stations. In case of hazardous ornithological situation the special aerodrome service shall take measures on dissipation of birds concentrations. The ATC controller shall inform the crew about birds occurrence in the take-off and approach area.

1.3. On obtaining information about hazardous ornithological situation, the crew shall increase caution, operate according to the situation and inform the ATC controller about it. For dissipation of birds concentrations the crew is recommended to switch on on-board landing lights during take-off and approach.

1. Скопление птиц вблизи аэропорта

1.1. Орнитологическая обстановка в районе аэродрома Минск-2 характеризуется сезонной и суточной миграцией птиц. Расположение аэродрома вблизи реки и водохранилища Волма, богатый растительный покров и климатические условия способствуют сосредоточению в районе аэродрома различных видов птиц (грачей, ворон, куропаток, голубей, скворцов). Наиболее сложная орнитологическая обстановка отмечается в весеннее и осеннее время года. Большинство птиц совершает перелеты на высотах до 1000-1500 метров.

1.2. В периоды возможных перелетов птиц в ТМА организуется визуальное и радиолокационное наблюдение за орнитологической обстановкой с Вышки и с аэродромных РЛС. Аэродромная служба в случае опасной орнитологической обстановки принимает меры по отпугиванию птиц. Диспетчер УВД информирует экипаж о наличии птиц в направлении взлета и захода на посадку.

1.3. Экипаж ВС, получив информацию об опасной орнитологической обстановке, усиливает осмотрительность и действует согласно обстановке, о чем информирует диспетчера УВД. Для отпугивания птиц экипажу ВС рекомендуется включать посадочные фары при взлете и заходе на посадку.

UMMS AD 2.24 Charts related to an aerodrome
Относящиеся к аэродрому карты

Aerodrome Chart – ICAO *Карта аэродрома – ИКАО*	UMMS AD 2.24.1
Aerodrome Ground Movement Chart – ICAO *Карта наземного аэродромного движения – ИКАО*	UMMS AD 2.24.2
Aircraft Parking Chart – ICAO *Карта размещения на стоянку воздушных судов – ИКАО*	UMMS AD 2.24.3
Aerodrome Obstacle Chart – ICAO – Type A (RWY 13L/31R) *Карта аэродромных препятствий – ИКАО – Тип А (ВПП 13L/31R)*	UMMS AD 2.24.4
Precision Approach Terrain Chart – ICAO (RWY 13L) *Карта местности для точного захода на посадку – ИКАО (RWY 13L)*	UMMS AD 2.24.6
Area Chart – ICAO *Карта района – ИКАО*	UMMS AD 2.24.8
Standard Departure Chart – Instrument (SID) – ICAO (RWY 13L) *Карта стандартного вылета по приборам – ИКАО (ВПП 13L)*	UMMS AD 2.24.10
Standard Departure Chart – Instrument (SID) – ICAO (RWY 31R) *Карта стандартного вылета по приборам – ИКАО (ВПП 31R)*	UMMS AD 2.24.12
Standard Arrival Chart – Instrument (STAR) – ICAO (RWY 13L) *Карта стандартного прибытия по приборам – ИКАО (ВПП 13L)*	UMMS AD 2.24.14
Standard Arrival Chart – Instrument (STAR) – ICAO (RWY 31R) *Карта стандартного прибытия по приборам – ИКАО (ВПП 31R)*	UMMS AD 2.24.16
Instrument Approach Chart – ICAO (ILS RWY 13L) *Карта захода на посадку по приборам – ИКАО (ILS ВПП 13L)*	UMMS AD 2.24.18
Instrument Approach Chart – ICAO (ILS RWY 31R) *Карта захода на посадку по приборам – ИКАО (ILS ВПП 31R)*	UMMS AD 2.24.20
Visual Approach Chart – ICAO *Карта визуального захода на посадку – ИКАО*	UMMS AD 2.24.31

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

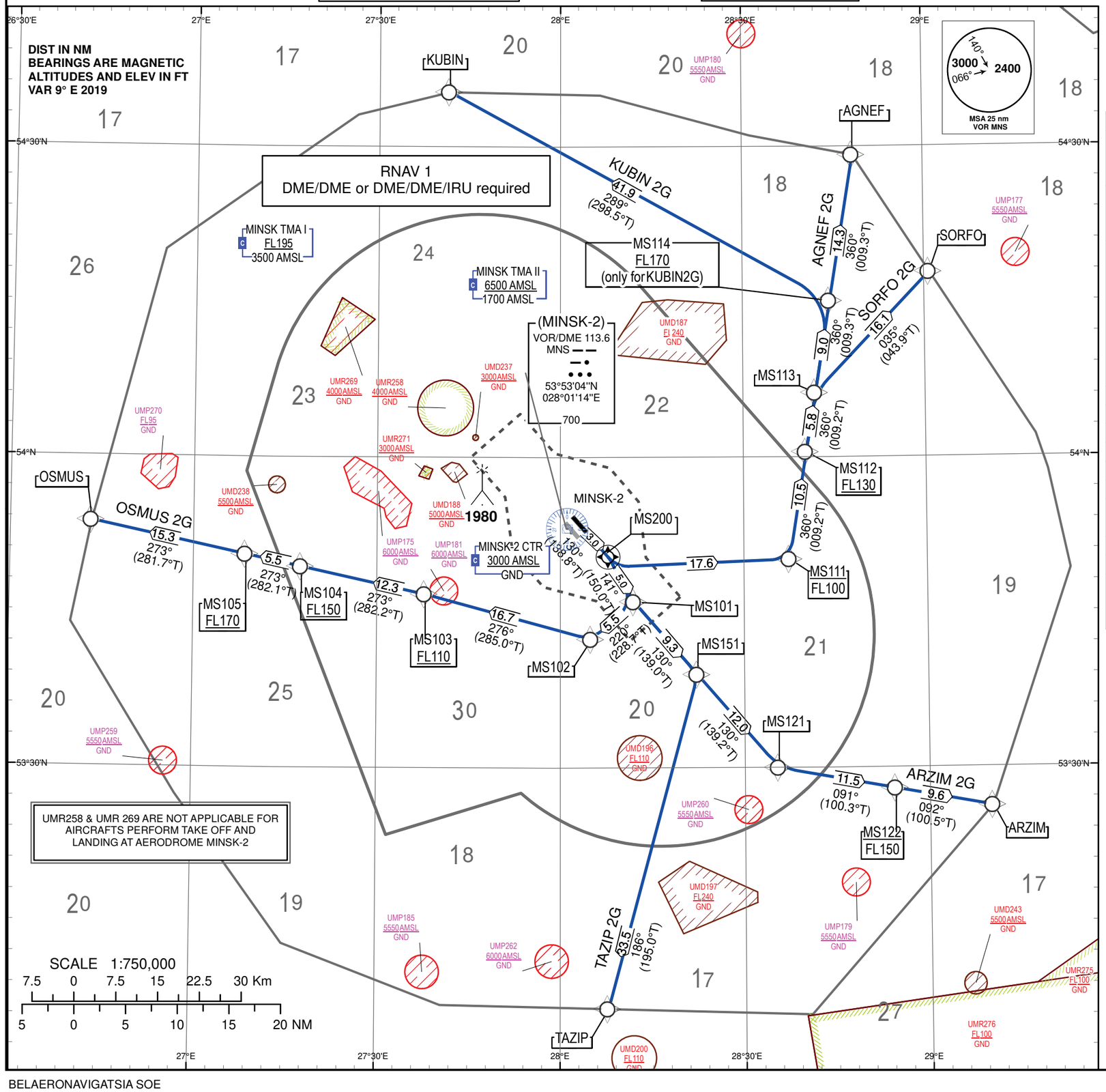
TRANSITION ALTITUDE
6000

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

MINSK APP	125.900
MINSK RADAR	125.250
MINSK TOWER	130.400 PRI 118.300 SRY
MINSK-2 ATIS	128.850 EN 135.850 RUS

MINSK-2
RNAV RWY13L

AGNEF2G, ARZIM2G
KUBIN2G, OSMUS2G
SORFO2G, TAZIP2G



RNAV 1 APPROVAL REQUIRED. OTHERWISE ADVISE ATC.
EXPECT DIRECT ROUTING/SHORTCUTS BY ATC WHENEVER POSSIBLE (ESPECIALLY DURING OFF-PEAK HOURS, SEE GEN 4.1 POINT 8).
INITIAL CLIMB
CLIMB AND MAINTAIN 6000 FT.
CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC.
THE MINIMUM CLIMB GRADIENTS ARE AS FOLLOWS
(REQUIRED FOR SEPARATION REASONS):
- 5.7% FOR SID OSMUS 2G UP TO FL 170;
- 6.5% FOR SID AGNEF 2G, SORFO 2G UP TO FL 130.
- 6.5% FOR SID KUBIN 2G, UP TO FL 170.
WARNING
IF UNABLE TO COMPLY PDG REPORT AT FIRST CONTACT WITH MINSK GND.
RADIO COMMUNICATION FAILURE PROCEDURE
SET TRANSPONDER TO 7600.
IF AVAILABLE CALL TELEPHONE NUMBER +375172157600.
ATTEMPT TO LAND AT THE AERODROME OF DEPARTURE.
IF UNABLE TO LAND AT THE AERODROME OF DEPARTURE:
CONTINUE ASSIGNED AND ACKNOWLEDGED SID;
AFTER REACHING THE LAST ASSIGNED FLIGHT LEVEL, CONTINUE FURTHER CLIMB TO FPL FLIGHT LEVEL IN 3 MINUTES.
IF BEING VECTORED
SET TRANSPONDER TO 7600.
CONTINUE ON ASSIGNED HEADING AND FLIGHT LEVEL FOR 3 MINUTES, THEN PROCEED DIRECT TO FINAL SID POINT, CLIMBING TO FPL FLIGHT LEVEL.

TABULAR DESCRIPTION

AGNEF2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	DF	MS111	-	-	9	17.6	-	-FL100	-	RNAV1
003	TF	MS112	-	360(009.2)	9	10.5	-	+FL130	-250	RNAV1
004	TF	MS113	-	360(009.2)	9	5.8	-	-	-	RNAV1
005	TF	MS114	-	360(009.3)	9	9.0	-	-	-	RNAV1
006	TF	AGNEF	-	360(009.3)	9	14.3	-	-	-	RNAV1
ARZIM2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	TF	MS101	-	141(150)	9	5.0	-	-	-	RNAV1
003	TF	MS151	-	130(139.0)	9	9.3	-	-	-250	RNAV1
004	TF	MS121	-	130(139.2)	9	12.0	-	-	-	RNAV1
005	TF	MS122	-	091(100.3)	9	11.5	-	-FL150	-	RNAV1
006	TF	ARZIM	-	092(100.5)	9	9.6	-	-	-	RNAV1
KUBIN2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	DF	MS111	-	-	9	17.6	-	-FL100	-	RNAV1
003	TF	MS112	-	360(009.2)	9	10.5	-	+FL130	-250	RNAV1
004	TF	MS113	-	360(009.2)	9	5.8	-	-	-	RNAV1
005	TF	MS114	-	360(009.3)	9	9.0	-	+FL170	-	RNAV1
006	TF	KUBIN	-	289(298.5)	9	41.9	-	-	-	RNAV1
OSMUS2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	TF	MS101	-	141 (150.0)	9	5.0	-	-	-	RNAV1
003	TF	MS102	-	220(228.7)	9	5.5	-	-	-	RNAV1
004	TF	MS103	-	276(285.0)	9	16.7	-	+FL110	-250	RNAV1
005	TF	MS104	-	273(282.2)	9	12.3	-	+FL150	-	RNAV1
006	TF	MS105	-	273(282.1)	9	5.5	-	+FL170	-	RNAV1
007	TF	OSMUS	-	273(281.7)	9	15.3	-	-	-	RNAV1
SORFO2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	DF	MS111	-	-	9	17.6	-	-FL100	-	RNAV1
003	TF	MS112	-	360(009.2)	9	10.5	-	+FL130	-250	RNAV1
004	TF	MS113	-	360(009.2)	9	5.8	-	-	-	RNAV1
005	TF	SORFO	-	035(043.9)	9	16.1	-	-	-	RNAV1
TAZIP2G										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS200	Y	130(138.8)	9	3.0	-	-	-210	RNAV1
002	TF	MS101	-	141 (150.0)	9	5.0	-	-	-	RNAV1
003	TF	MS151	-	130(139.0)	9	9.3	-	-	-250	RNAV1
004	TF	TAZIP	-	186(195.0)	9	33.5	-	-	-	RNAV1

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

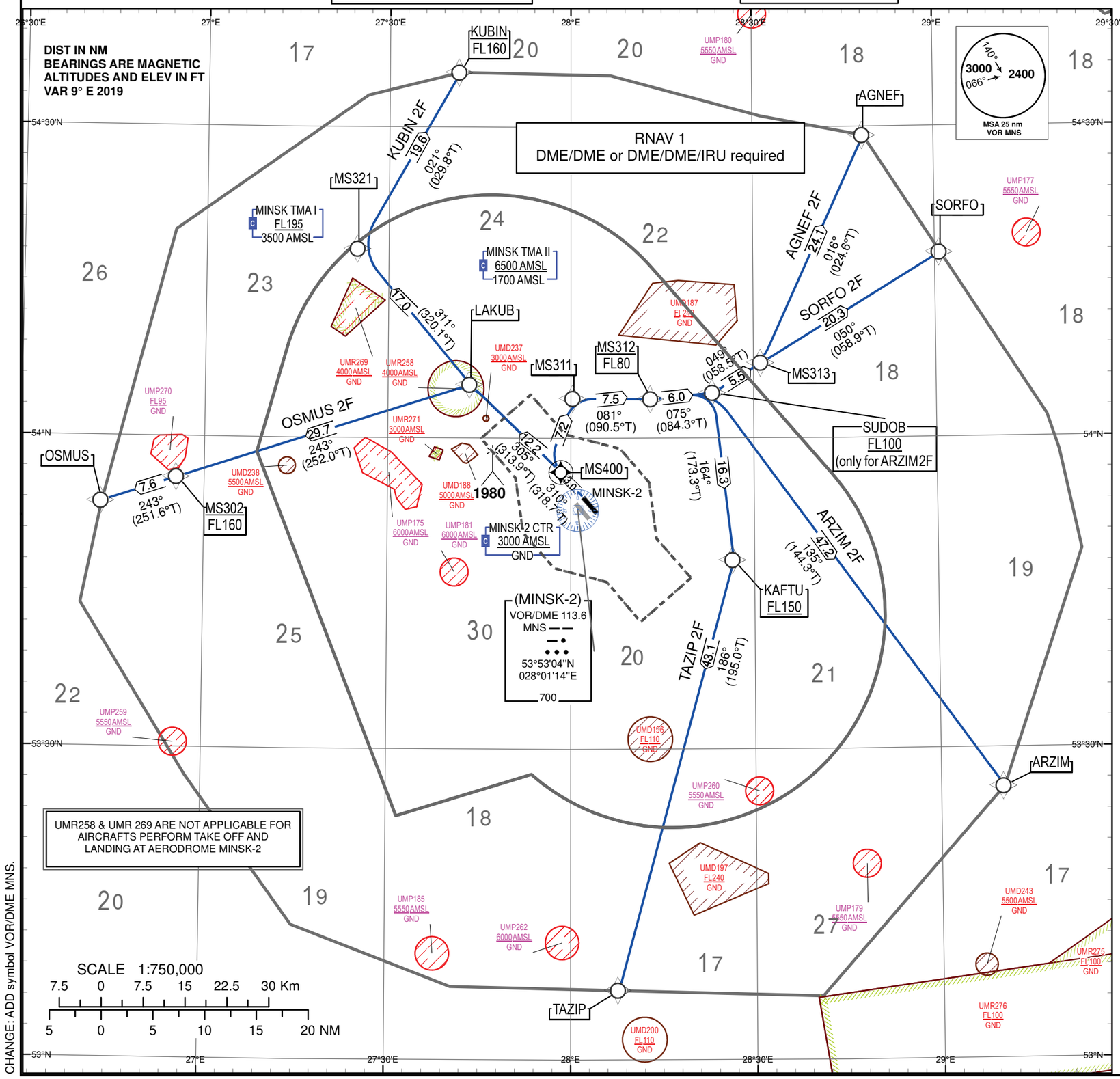
TRANSITION ALTITUDE 6000

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

MINSK APP	125.900
MINSK RADAR	125.250
MINSK TOWER	130.400 PRI 118.300 SRY
MINSK-2 ATIS	128.850 EN 135.850 RUS

MINSK-2
RNAV RWY 31R

AGNEF2F, ARZIM2F
KUBIN2F, OSMUS2F
SORFO2F, TAZIP2F.



RNAV 1 APPROVAL REQUIRED. OTHERWISE ADVISE ATC.
EXPECT DIRECT ROUTING/SHORTCUTS BY ATC WHENEVER POSSIBLE (ESPECIALLY DURING OFF-PEAK HOURS, SEE GEN 4.1 POINT 8).
INITIAL CLIMB CLIMB AND MAINTAIN 6000 FT. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC.
THE MINIMUM CLIMB GRADIENTS ARE AS FOLLOWS (REQUIRED FOR SEPARATION REASONS): - 6.5% FOR SID ARZIM 2F UP TO FL 100; - 6.1% FOR SID TAZIP 2F UP TO FL 150; - Vmax 230KT FOR SID ARZIM 2F UP TO FL 100. **WARNING** IF UNABLE TO COMPLY PDG REPORT AT FIRST CONTACT WITH MINSK GND.
RADIO COMMUNICATION FAILURE PROCEDURE
SET TRANSPONDER TO 7600.
IF AVAILABLE CALL TELEPHONE NUMBER +375172157600.
ATTEMPT TO LAND AT THE AERODROME OF DEPARTURE.
IF UNABLE TO LAND AT THE AERODROME OF DEPARTURE:
CONTINUE ASSIGNED AND ACKNOWLEDGED SID;
AFTER REACHING THE LAST ASSIGNED FLIGHT LEVEL, CONTINUE FURTHER CLIMB TO FPL FLIGHT LEVEL IN 3 MINUTES.
IF BEING VECTORED
SET TRANSPONDER TO 7600.
CONTINUE ON ASSIGNED HEADING AND FLIGHT LEVEL FOR 3 MINUTES, THEN PROCEED DIRECT TO FINAL SID POINT, CLIMBING TO FPL FLIGHT LEVEL.

CHANGE: ADD symbol VOR/DME MNS.

TABULAR DESCRIPTION

AGNEF2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	DF	MS311	-	-	9	7.2	-	-	-	RNAV1
003	TF	MS312	-	081(090.5)	9	7.5	-	-FL80	-230	RNAV1
004	TF	SUDOB	-	075(084.3)	9	6.0	-	-	-250	RNAV1
005	TF	MS313	-	049(058.5)	9	5.5	-	-	-	RNAV1
006	TF	AGNEF	-	016(024.6)	9	24.1	-	-	-	RNAV1
ARZIM2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	DF	MS311	-	-	9	7.2	-	-	-	RNAV1
003	TF	MS312	-	081(090.5)	9	7.5	-	-FL80	-230	RNAV1
004	TF	SUDOB	-	075(084.3)	9	6.0	-	+FL100		RNAV1
005	TF	ARZIM	-	135(144.3)	9	47.2	-	-	-250	RNAV1
KUBIN2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	TF	LAKUB	-	305(313.9)	9	12.2	-	-	-250	RNAV1
003	TF	MS321	-	311(320.1)	9	17.0	-	-	-	RNAV1
004	TF	KUBIN	-	021(029.8)	9	19.6	-	-FL160	-	RNAV1
OSMUS2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	TF	LAKUB	-	305(313.9)	9	12.2	-	-	-25	RNAV1
003	TF	MS302	-	243(251.8)	9	29.7	-	-FL160	-	RNAV1
004	TF	OSMUS	-	243(251.6)	9	7.6	-	-	-	RNAV1
SORFO2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	DF	MS311	-	-	9	7.2	-	-	-	RNAV1
003	TF	MS312	-	081(090.5)	9	7.5	-	-FL80	-230	RNAV1
004	TF	SUDOB	-	075(084.3)	9	6.0	-	-	-250	RNAV1
005	TF	MS313	-	049(058.5)	9	5.5	-	-	-	RNAV1
006	TF	SORFO	-	050(058.9)	9	20.3	-	-	-	RNAV1
TAZIP2F										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	CF	MS400	Y	310(318.7)	9	3.0	-	-	-210	RNAV1
002	DF	MS311	-	-	9	7.2	-	-	-	RNAV1
003	TF	MS312	-	081(090.5)	9	7.5	-	-FL80	-230	RNAV1
004	TF	SUDOB	-	075(084.3)	9	6.0	-	-	-250	RNAV1
005	TF	KAFTU	-	164(173.3)	9	16.3	-	+FL150	-	RNAV1
006	TF	TAZIP	-	186(195.0)	9	43.1	-	-	-	RNAV1

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

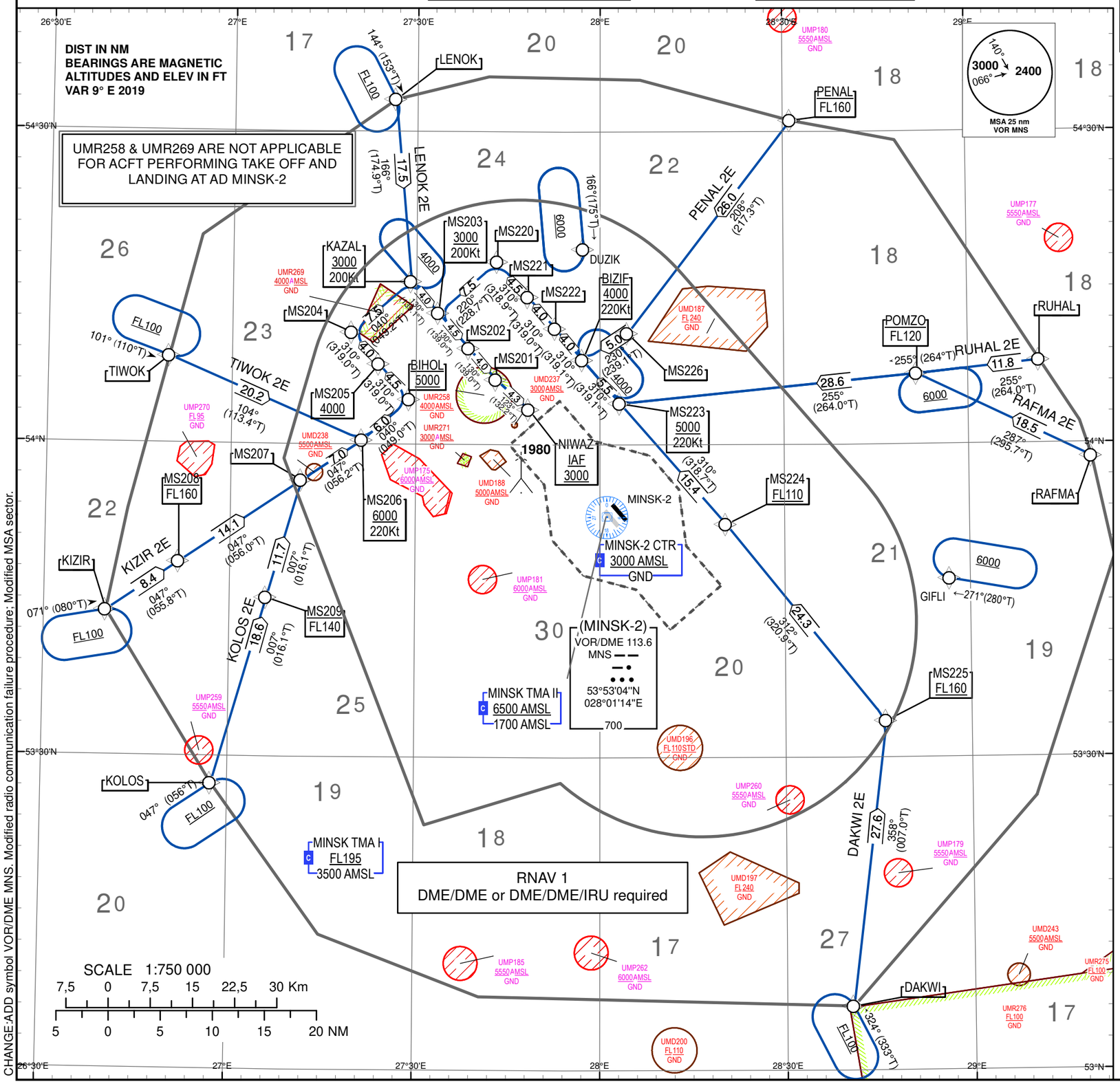
TRANSITION LEVEL: by ATC
TRANSITION ALTITUDE: 6000

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

MINSK APP	125.900
MINSK RADAR	125.250
MINSK TOWER	130.400 PRI 118.300 SRY
MINSK-2 ATIS	128.850 EN 135.850 RUS

MINSK-2
RNAV RWY 13L

DAKWI2E, KIZIR2E, KOLOS2E, LENOK2E, PENAL2E, RAFMA2E, RUHAL2E, TIWOK2E



RNAV 1 approval required. Otherwise advise ATC.
ALT / FL / SPEED restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK APP.
Descent planning: expect base turn normally abeam 10-15 NM final.
Actual descent clearance will be as directed by ATC.
Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
Holdings at GIFLI, DUZIK used for RWY configuration change and during unexpected events.
RADIO COMMUNICATION FAILURE PROCEDURE
If available call +375172157600
RNAV 1 approved aircraft:
If STAR was assigned and acknowledged by flight crew:
continue with assigned STAR; set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart; execute approach and land.
If STAR was assigned, acknowledged by flight crew and vectoring was initiated:
continue on assigned heading, adhering to last assigned and acknowledged altitude; set transponder to 7600, in 2 minutes start descending and proceed to initial approach fix (IAF) in accordance with vertical restrictions; execute approach and land.
If STAR was not assigned:
continue according to FPL; set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart; execute approach and land.
RNAV 1 not approved aircraft:
maintain last assigned and acknowledged altitude/flight level; set transponder to 7600; proceed to MNS VOR/DME; hold over MNS VOR/DME descending to altitude 4000 (all turns RIGHT, 1 min, inbound course 310°); then proceed to TP (R 332.7° D12.2 MNS VOR/DME) descending to 3000; execute turn final intercept IMDL LOC, approach and land. If landing is not possible, climb on track 130° to 3000, turn LEFT to MNS VOR/DME and follow crew decision.
IAS 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown. IAS 180 KT on final approach course within 12 NM to 6 NM to touchdown. IAS 160 KT on final approach course within 6NM to 4NM to touchdown. These speeds are applied for ATC separation purposes and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to confirm to these speeds should inform ATC and state what speeds to be used.

TABULAR DESCRIPTION

DAKWI2E										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	DAKWI	-	-	9	-	-	-	-	RNAV1
002	TF	MS225	-	358(007.0)	9	27.6	-	+FL160	-	RNAV1
003	TF	MS224	-	312(320.9)	9	24.3	-	+FL110	-	RNAV1
004	TF	MS223	-	310(318.7)	9	15.4	-	+5000	-220	RNAV1
005	TF	BIZIF	-	310(319.1)	9	5.5	-	@4000	-	RNAV1
006	TF	MS222	-	310(319.1)	9	4.0	-	-	-	RNAV1
007	TF	MS221	-	310(319.0)	9	4.0	-	-	-	RNAV1
008	TF	MS220	-	310(318.9)	9	4.5	-	-	-	RNAV1
009	TF	MS203	-	220(228.7)	9	7.5	-	+3000	-200	RNAV1
010	TF	MS202	-	130(139.0)	9	4.5	-	-	-	RNAV1
011	TF	MS201	-	130(139.0)	9	4.0	-	-	-	RNAV1
012	TF	NIWAZ	-	123(132.2)	9	4.3	-	@3000	-	RNAV1
KIZIR2E										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	KIZIR	-	-	9	-	-	-	-	RNAV1
002	TF	MS208	-	047(055.8)	9	8.4	-	-FL160	-	RNAV1
003	TF	MS207	-	047(056.0)	9	14.1	-	-	-	RNAV1
004	TF	MS206	-	047(056.2)	9	7.0	-	+6000	-220	RNAV1
005	TF	BIHOL	-	040(049.0)	9	6.0	-	@5000	-	RNAV1
006	TF	MS205	-	310(319.0)	9	4.5	-	+4000	-	RNAV1
007	TF	MS204	-	310(319.0)	9	4	-	-	-	RNAV1
008	TF	KAZAL	-	040(049.2)	9	7.5	-	+3000	-200	RNAV1
009	TF	MS203	-	130(139.1)	9	4.0	-	-	-	RNAV1
010	TF	MS202	-	130(139.0)	9	4.5	-	-	-	RNAV1
011	TF	MS201	-	130(139.0)	9	4.0	-	-	-	RNAV1
012	TF	NIWAZ	-	123(132.2)	9	4.3	-	@3000	-	RNAV1
KOLOS2E										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	KOLOS	-	-	9	-	-	-	-	RNAV1
002	TF	MS209	-	007(016.1)	9	18.6	-	-FL140	-	RNAV1
003	TF	MS207	-	007(016.1	9	11.7	-	-	-	RNAV1
004	TF	MS206	-	047(056.2)	9	7.0	-	+6000	-220	RNAV1
005	TF	BIHOL	-	040(049.0)	9	6.0	-	@5000	-	RNAV1
006	TF	MS205	-	310(319.0)	9	4.5	-	+4000	-	RNAV1
007	TF	MS204	-	310(319.0)	9	4.0	-	-	-	RNAV1
008	TF	KAZAL	-	040(049.2)	9	7.5	-	+3000	-200	RNAV1
009	TF	MS203	-	130(139.1)	9	4.0	-	-	-	RNAV1
010	TF	MS202	-	130(139.0)	9	4.5	-	-	-	RNAV1
011	TF	MS201	-	130(139.0)	9	4.0	-	-	-	RNAV1
012	TF	NIWAZ	-	123(132.2)	9	4.3	-	@3000	-	RNAV1
LENOK2E										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	LENOK	-	-	9	-	-	-	-	RNAV1
002	TF	KAZAL	-	166(174.9)	9	17.5	-	+3000	-200	RNAV1
003	TF	MS203	-	130(139.1)	9	4	-	-	-	RNAV1
004	TF	MS202	-	130(139.0)	9	4.5	-	-	-	RNAV1
005	TF	MS201	-	130(139.0)	9	4	-	-	-	RNAV1
006	TF	NIWAZ	-	123(132.2)	9	4.3	-	@3000	-	RNAV1

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

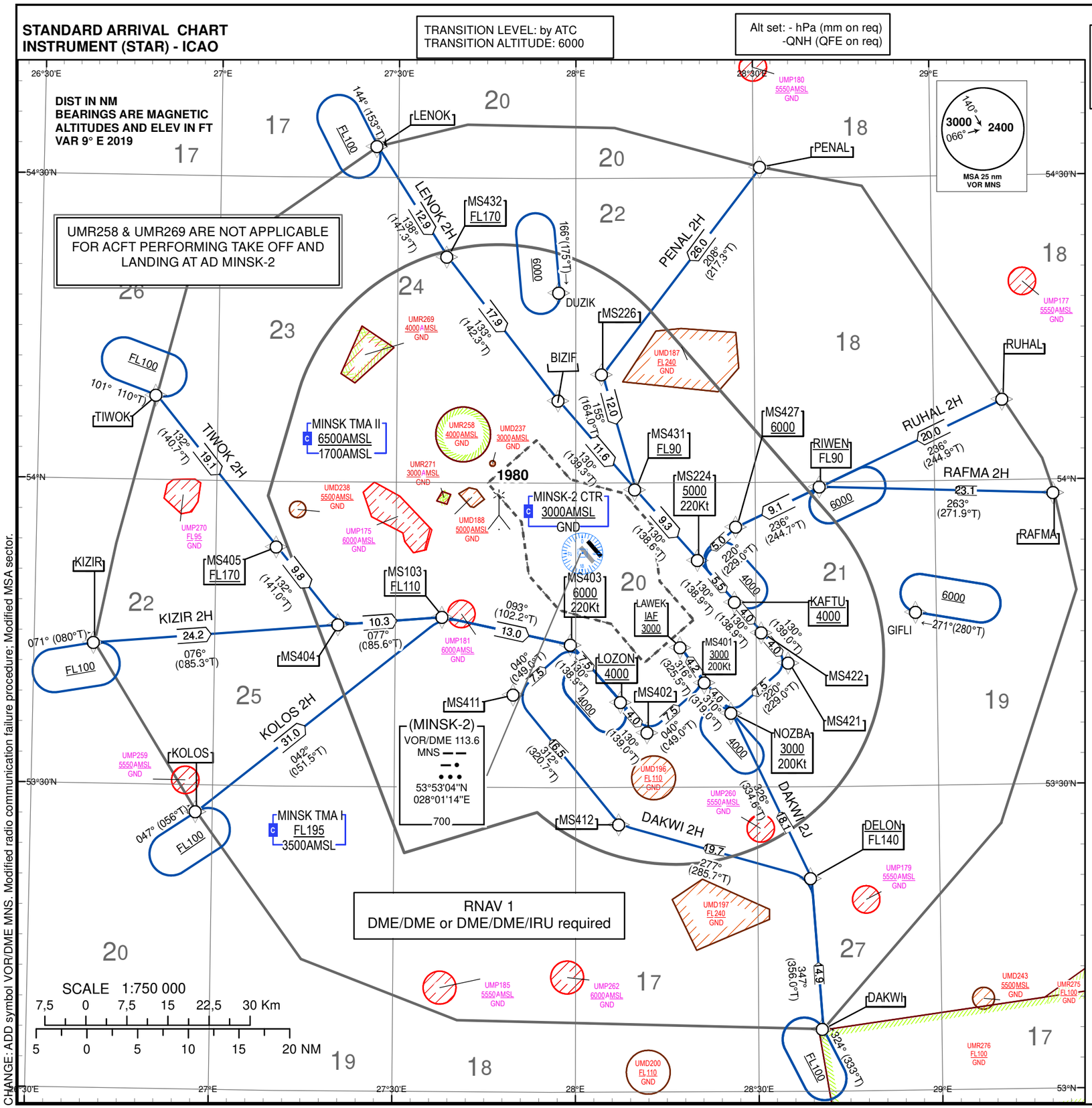
TRANSITION LEVEL: by ATC
TRANSITION ALTITUDE: 6000

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

MINSK APP	125.900
MINSK RADAR	125.250
MINSK TOWER	130.400 PRI 118.300 SRY
MINSK-2 ATIS	128.850 EN 135.850 RUS

MINSK-2
RNAV RWY 31R

DAKWI2H, DAKWI2J
KIZIR2H, KOLOS2H
LENOK2H, PENAL2H
RAFMA2H, RUHAL2H
TIWOK2H



RNAV 1 approval required. Otherwise advise ATC.
ALT / FL / SPEED restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK APP.
Descent planning: expect base turn normally abeam 10-15 NM final.
Actual descent clearance will be as directed by ATC.
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RADIO COMMUNICATION FAILURE PROCEDURE
If available call +375172157600
RNAV 1 approved aircraft:
If STAR was assigned and acknowledged by flight crew:
continue with assigned STAR; set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart; execute approach and land.
If STAR was assigned, acknowledged by flight crew and vectoring was initiated:
continue on assigned heading, adhering to last assigned and acknowledged altitude; set transponder to 7600 and in 2 minutes start descending and proceed to initial approach fix (IAF) in accordance with vertical restrictions; execute approach and land.
If STAR was not assigned:
continue according to FPL; set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart; execute approach and land.
RNAV 1 not approved aircraft:
maintain last assigned and acknowledged altitude/flight level; set transponder to 7600; proceed to MNS VOR/DME; hold over MNS VOR/DME descending to altitude 4000 (all turn LEFT, 1 min, inbound course 130°); then proceed to TP (R 106,2° D12.3 MNS VOR/DME) descending to 3000; execute turn final intercept IMN LOC, approach and land. If landing is not possible, climb on track 310° to 3000, turn LEFT to MNS VOR/DME and follow crew decision.
SPEED RESTRICTION
IAS 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown. IAS 180 KT on final approach course within 12 NM to 6 NM to touchdown. IAS 160 KT on final approach course within 6NM to 4NM to touchdown. These speeds are applied for ATC separation purposes and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to confirm to these speeds should inform ATC and state what speeds to be used.

TABULAR DESCRIPTION

DAKWI2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	DAKWI	-	-	9	-	-	-	-	RNAV1
002	TF	DELON	-	347(356.0)	9	14.9		-FL140	-	RNAV1
003	TF	MS412	-	277(285.7)	9	19.7	-	-	-	RNAV1
004	TF	MS411	-	312(320.7)	9	16.5	-	-	-	RNAV1
005	TF	MS403	-	040(049.0)	9	7.5	-	+6000	-220	RNAV1
006	TF	LOZON	-	130(138.9)	9	7.5	-	@4000	-	RNAV1
007	TF	MS402	-	130(139.0)	9	4.0	-	-	-	RNAV1
008	TF	MS401	-	040(049.0)	9	7.5	-	+3000	-200	RNAV1
009	TF	LAWEK	-	316(325.5)	9	4.2	-	@3000	-	RNAV1
DAKWI2J										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	DAKWI	-	-	9	-	-	-	-	RNAV1
002	TF	DELON	-	347(356.0)	9	14.9	-	-	-	RNAV1
003	TF	NOZBA	-	326(334.6)	9	18.1	-	+3000	-200	RNAV1
004	TF	MS401	-	310(319.0)	9	4.0	-	-	-	RNAV1
005	TF	LAWEK	-	316(325.5)	9	4.2	-	@3000	-	RNAV1
KIZIR2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	KIZIR	-	-	9	-	-	-	-	RNAV1
002	TF	MS404	-	076(085.3)	9	24.2	-	-	-	RNAV1
004	TF	MS103	-	077(085.6)	9	10.3	-	+FL110	-	RNAV1
005	TF	MS403	-	093(102.2)	9	13.0	-	+6000	-220	RNAV1
006	TF	LOZON	-	130(138.9)	9	7.5	-	@4000	-	RNAV1
007	TF	MS402	-	130(139.0)	9	4.0	-	-	-	RNAV1
008	TF	MS401	-	040(049.0)	9	7.5	-	+3000	-200	RNAV1
009	TF	LAWEK	-	316(325.5)	9	4.2	-	@3000	-	RNAV1
KOLOS2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	KOLOS	-	-	9	-	-	-	-	RNAV1
002	TF	MS103	-	042(051.5)	9	31.0	-	+FL110	-	RNAV1
003	TF	MS403	-	093(102.2)	9	13.0	-	+6000	-220	RNAV1
004	TF	LOZON	-	130(138.9)	9	7.5	-	@4000	-	RNAV1
005	TF	MS402	-	130(139.0)	9	4.0	-	-	-	RNAV1
006	TF	MS401	-	040(049.0)	9	7.5	-	+3000	-200	RNAV1
007	TF	LAWEK	-	316(325.5)	9	4.2	-	@3000	-	RNAV1
LENOK2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude FT	Speed KT	Navigation Specification
001	IF	LENOK	-	-	9	-	-	-	-	RNAV1
002	TF	MS432	-	138(147.3)	9	12.9	-	+FL170	-	RNAV1
003	TF	BIZIF	-	133(142.3)	9	17.9	-	-	-	RNAV1
004	TF	MS431	-	130(139.3)	9	11.6	-	+FL90	-	RNAV1
005	TF	MS224	-	130(138.6)	9	9.3	-	+5000	-220	RNAV1
006	TF	KAFTU	-	130(138.9)	9	5.5	-	@4000	-	RNAV1
007	TF	MS422	-	130(138.9)	9	4.0	-	-	-	RNAV1
008	TF	MS421	-	130(139.0)	9	4.0	-	-	-	RNAV1
009	TF	NOZBA	-	220(229.0)	9	7.5	-	+3000	-200	RNAV1
010	TF	MS401	-	310(319.0)	9	4.0	-	-	-	RNAV1
011	TF	LAWEK	-	316(325.5)	9	4.2	-	@3000	-	RNAV1