

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UMMS

General Info

Minsk, BLR

N 53° 52.9' E 28° 01.8' Mag Var: 5.7°E

Elevation: 670'

Public, IFR, Control Tower, Customs, Landing Fee,

Jet Starting Unit available

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 13-31 11946' x 197' concrete

Runway 13 (132.0°M) TDZE 640'

Lights: Edge, ALS, Centerline

Runway 31 (312.0°M) TDZE 670'

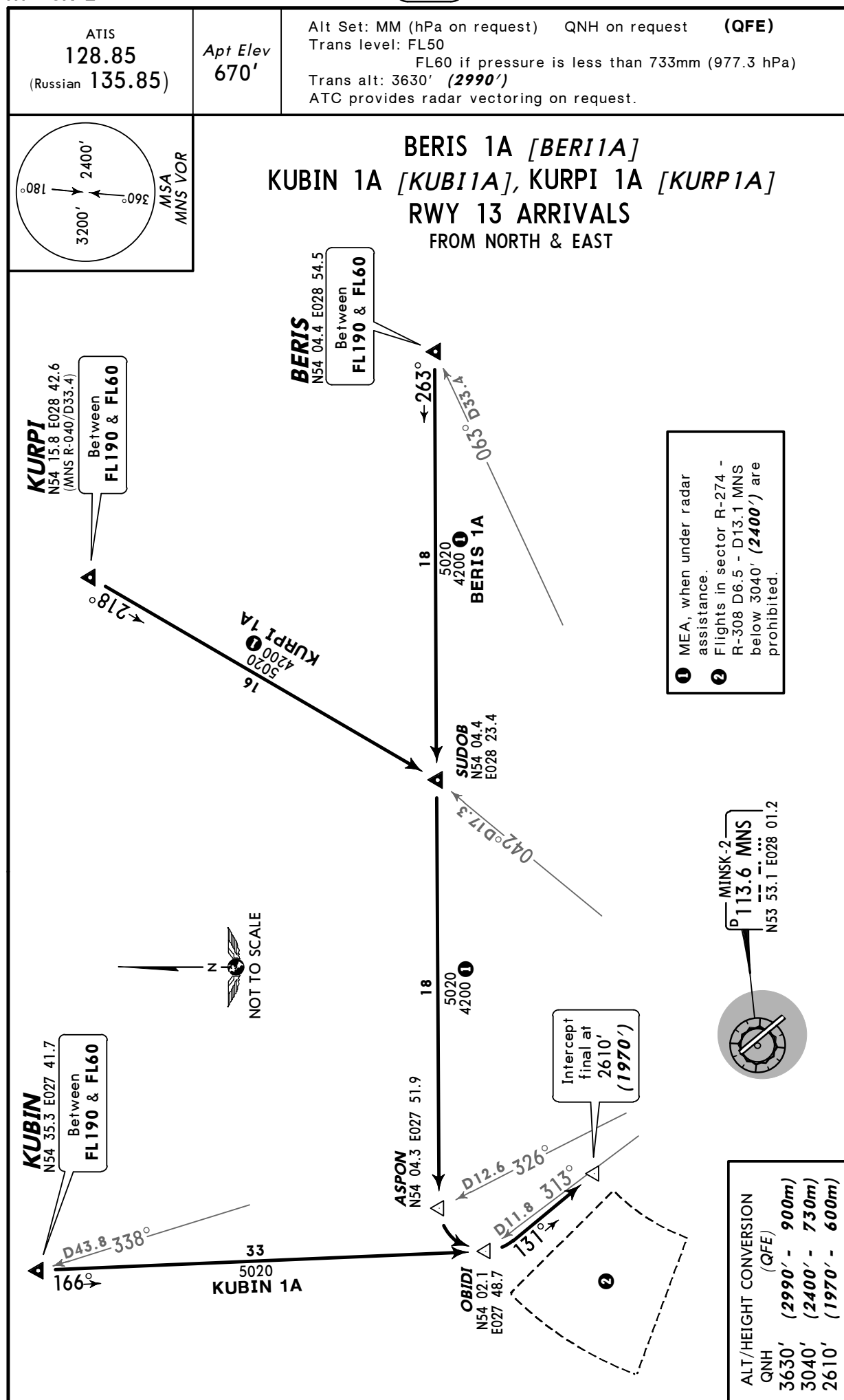
Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **135.85** Non-EnglishATIS **128.85**Minsk-2 Tower **118.3**Minsk-2 Ground Control **129.95**Minsk Approach Control **125.9**Minsk Radar **125.25****Notebook Info**

UMMS/MSQ
MINSK-2

JEPPesen
 12 NOV 10 **10-2** Eff 18 Nov

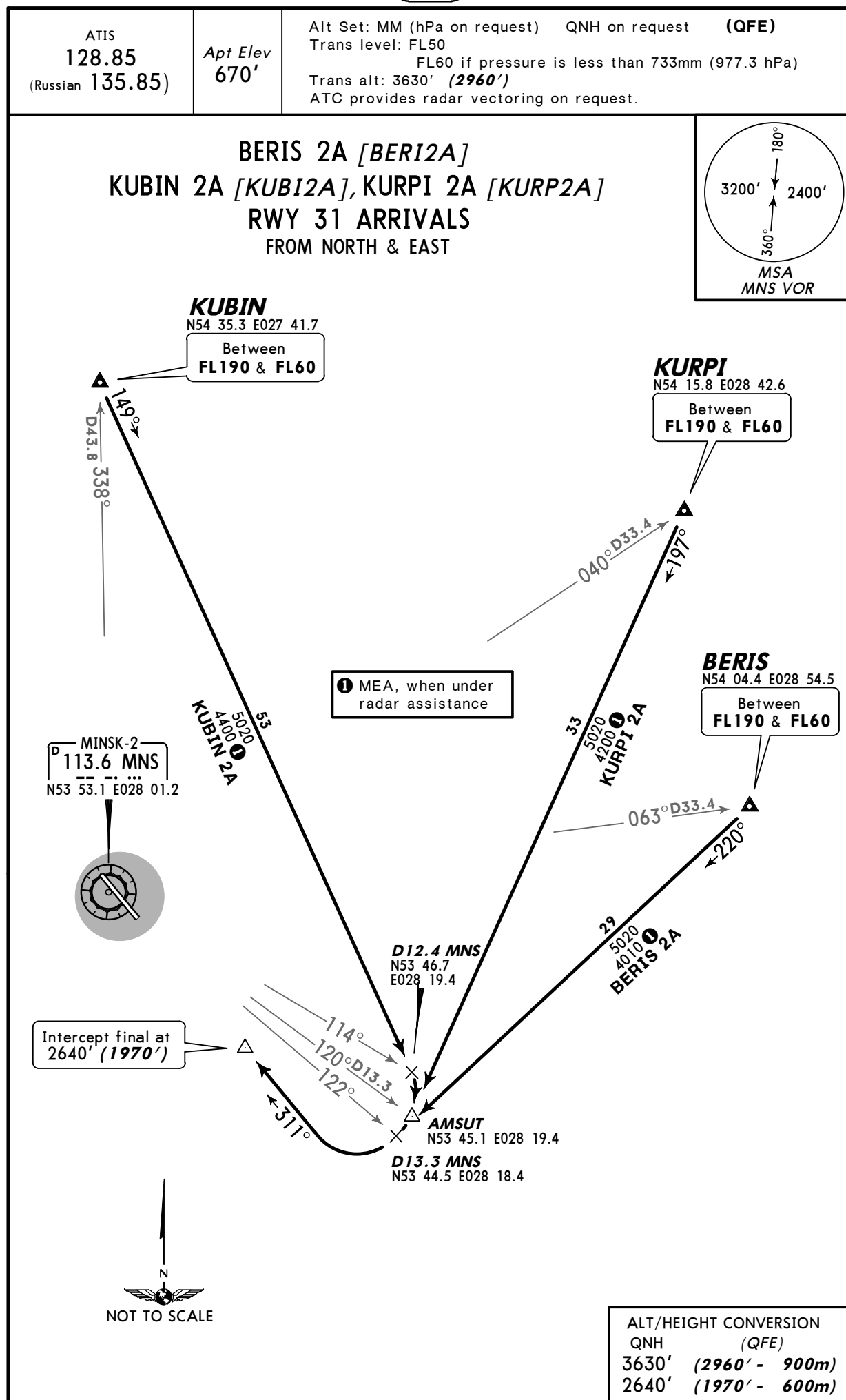
MINSK, BELARUS
STAR



UMMS/MSQ
MINSK-2

JEPPESEN
 12 NOV 10 **10-2A** **Eff 18 Nov**

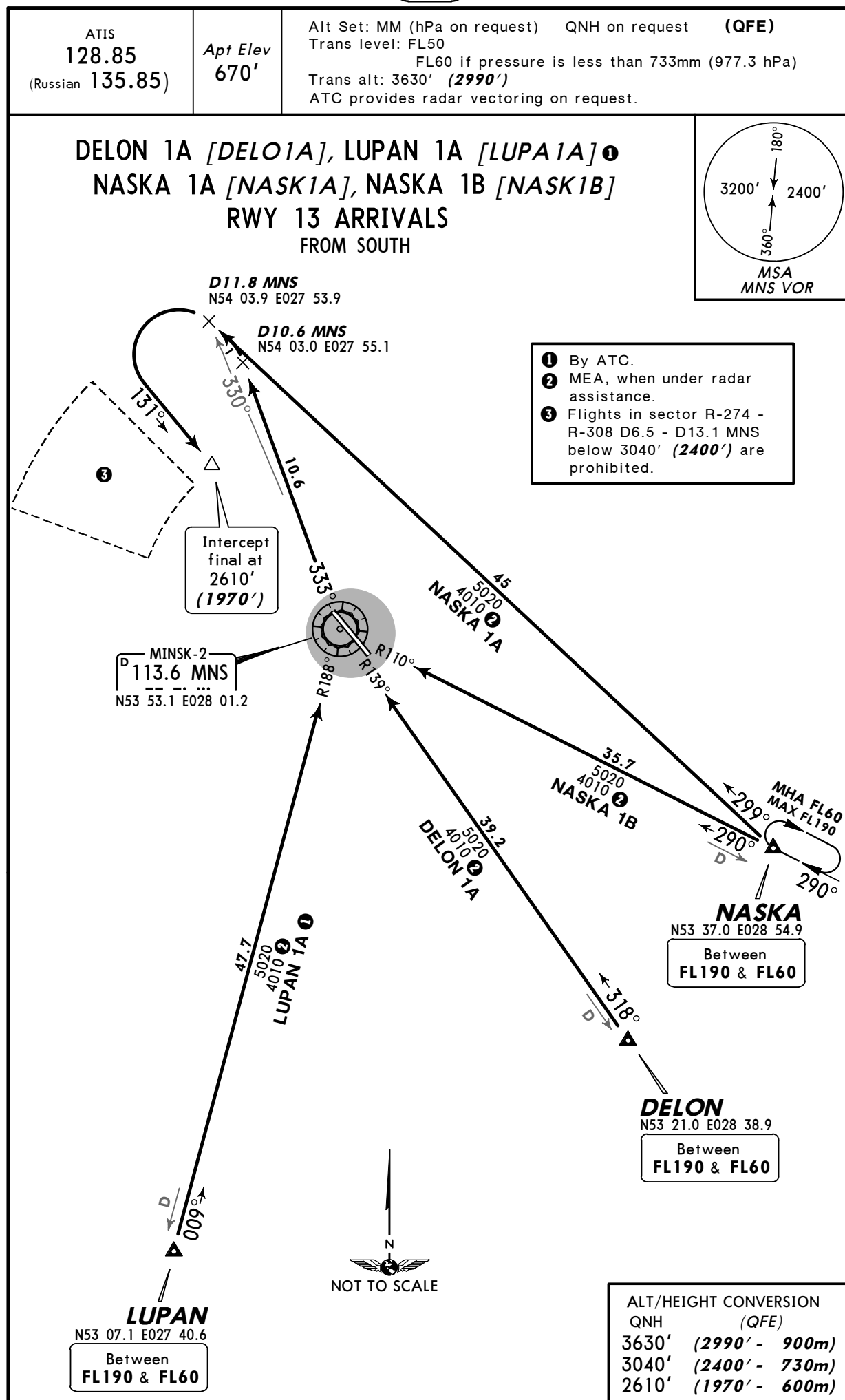
MINSK, BELARUS
STAR



UMMS/MSQ
MINSK-2

JEPPESEN
 12 NOV 10 **10-2B** **Eff 18 Nov**

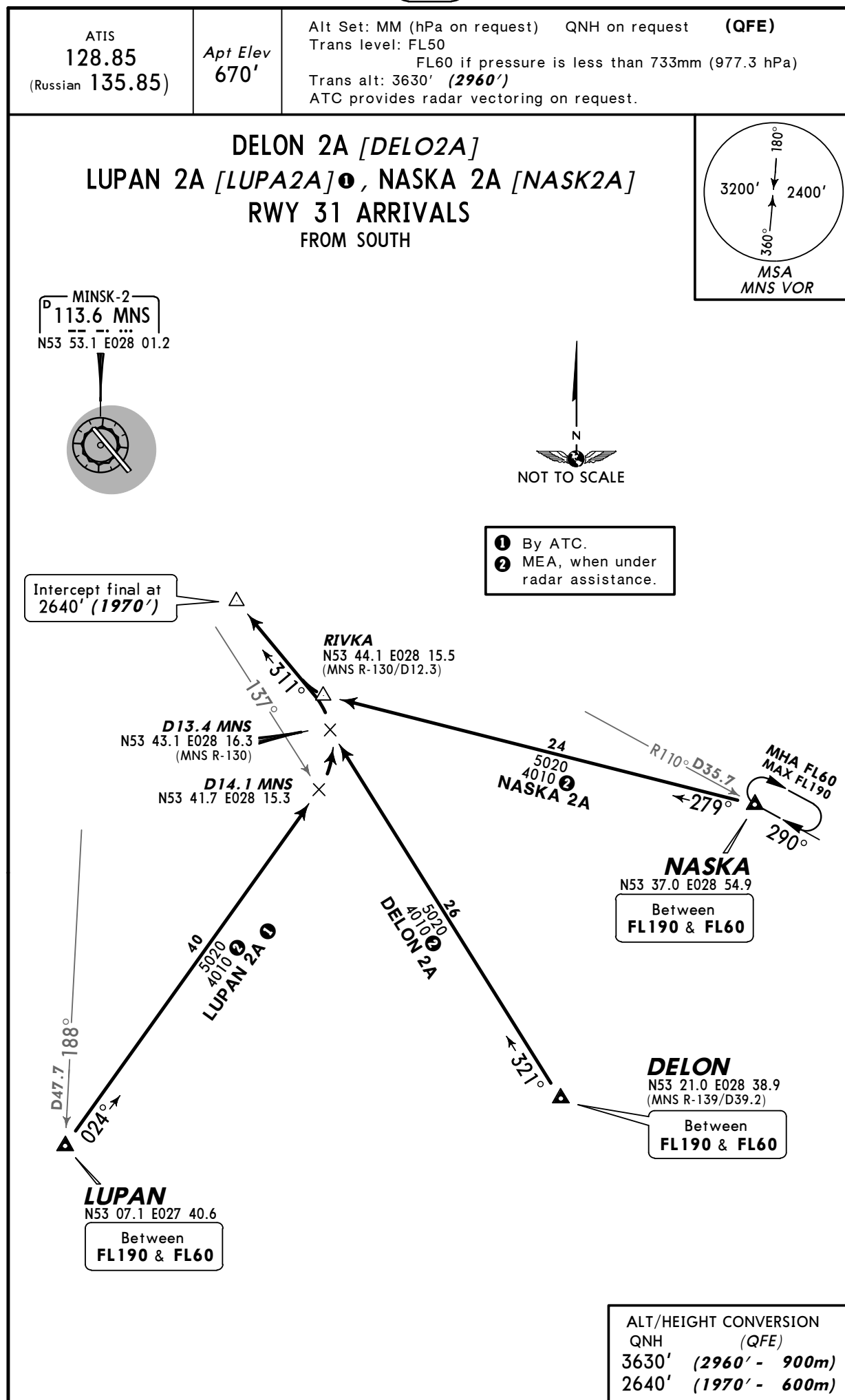
MINSK, BELARUS
STAR



UMMS/MSQ
MINSK-2

JEPPESEN
 12 NOV 10 **10-2C** **Eff 18 Nov**

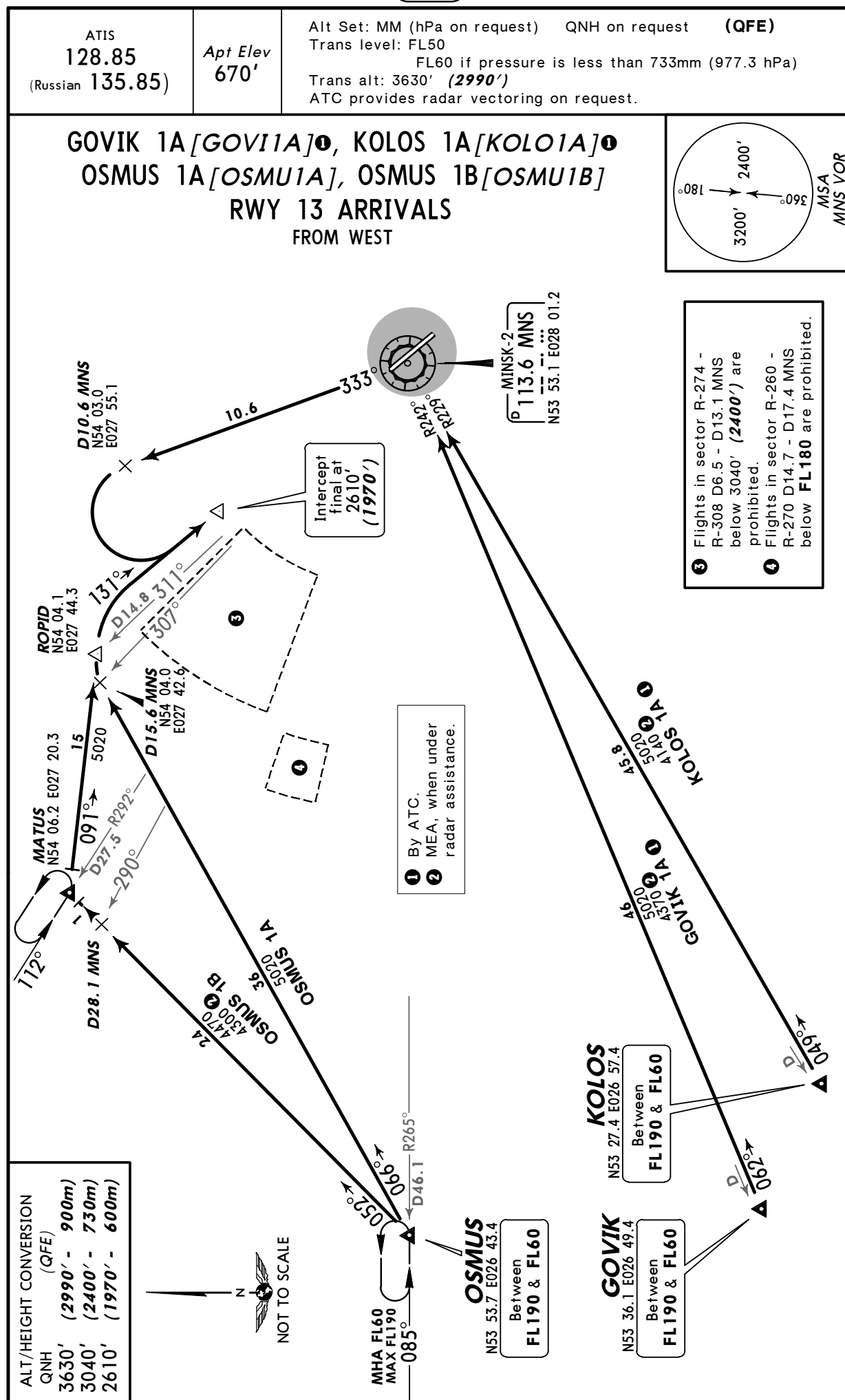
MINSK, BELARUS
STAR



UMMS/MSQ
MINSK-2

JEPPESSEN
 12 NOV 10 **10-2D** **Eff 18 Nov**

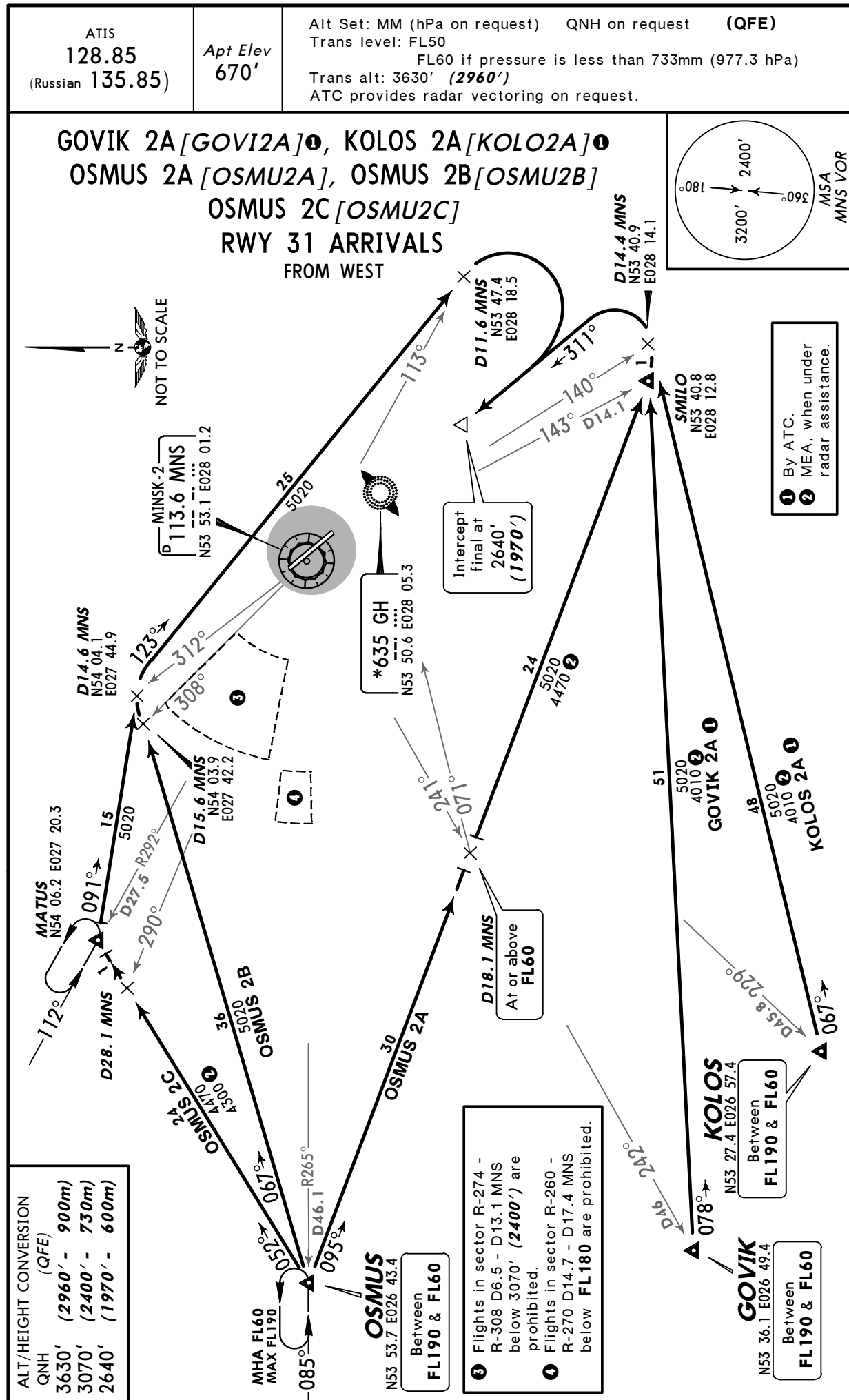
MINSK, BELARUS
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UMMS/MSQ
MINSK-2

JEPPESSEN
12 NOV 10 **10-2E** **Eff 18 Nov**

MINSK, BELARUS
STAR



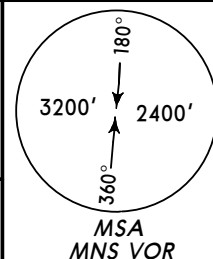
UMMS/MSQ
MINSK-2

JEPPESEN
 12 NOV 10 **10-3** **Eff 18 Nov**

MINSK, BELARUS
SID

Apt Elev
670'

QNH on request **(QFE)**
 Trans level: FL50
 FL60 if pressure is less than 733mm (977.3 hPa)
 Trans alt: 3630' **(2990')**
 1. ATC provides radar vectoring on request.
 2. Initial turn MAX 225 KT.



**BERIS 3A [BERI3A], KUBIN 3A [KUBI3A]
 LENOK 3A [LENO3A], PENAL 3A [PENA3A]
 RWY 13 DEPARTURES
 TO NORTH & EAST**

LENOK

N54 33.1 E027 26.5

Between
FL60 & FL190

KUBIN

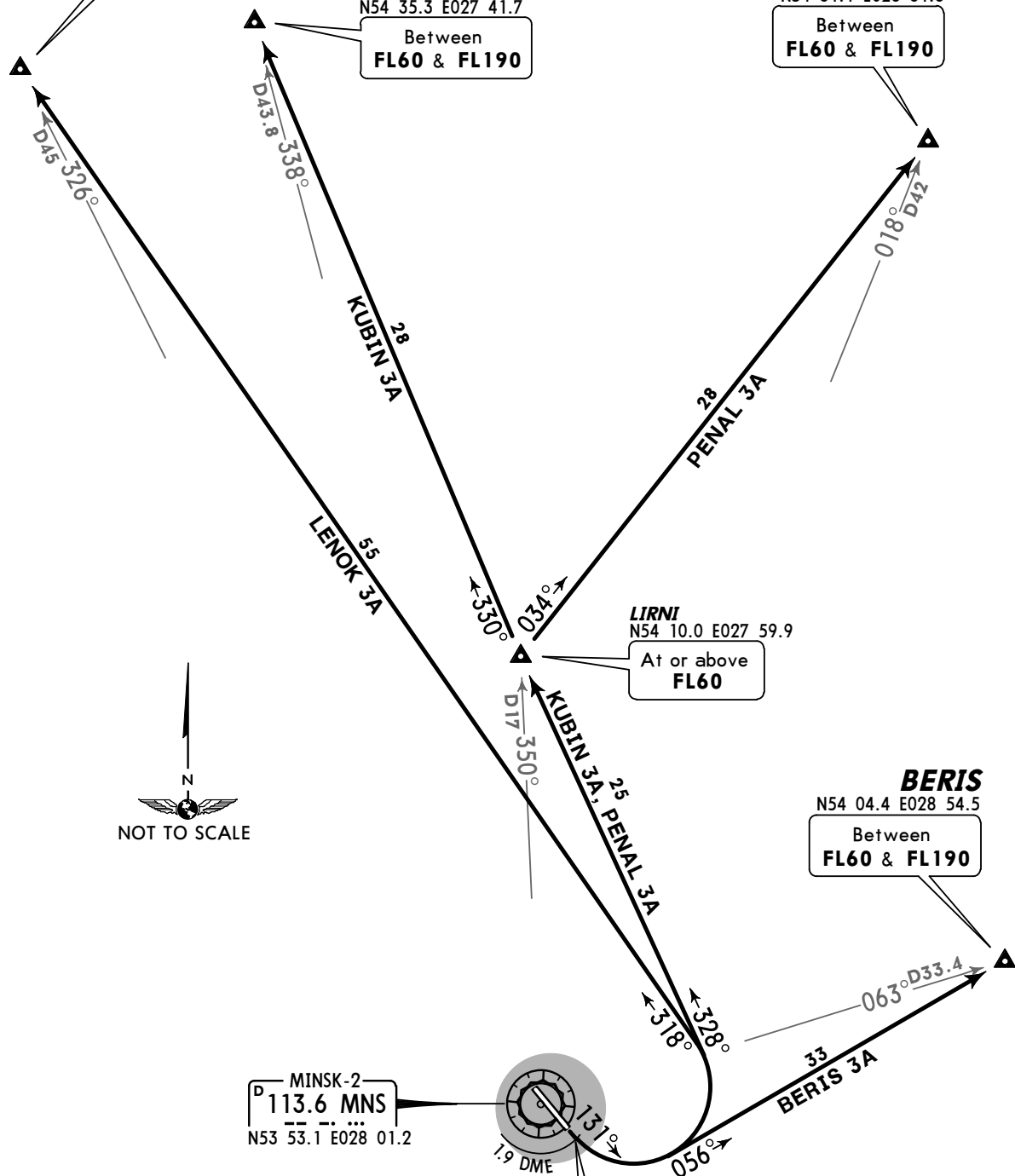
N54 35.3 E027 41.7

Between
FL60 & FL190

PENAL

N54 31.1 E028 31.3

Between
FL60 & FL190



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 1300' **(660' - 200m)**
 3630' **(2990' - 900m)**

At or above
 1300' **(660')**
 but not before
 MNS 1.9 DME

UMMS/MSQ
MINSK-2

JEPPesen
12 NOV 10 **(10-3A)** **Eff 18 Nov**

MINSK, BELARUS
SID

Apt Elev
670'

QNH on request **(QFE)**

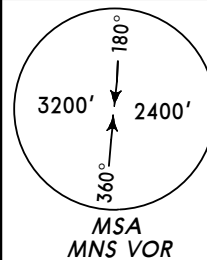
Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3630' **(2960')**

1. ATC provides radar vectoring on request.

2. Initial turn MAX 225 KT.



BERIS 4A [BERI4A], KUBIN 4A [KUBI4A]
LENOK 4A [LENO4A], PENAL 4A [PENA4A]
RWY 31 DEPARTURES
TO NORTH & EAST

LENOK

N54 33.1 E027 26.5
(MNS R-326/D45)

Between
FL60 & FL190

KUBIN

N54 35.3 E027 41.7
(MNS R-338/D43.8)

Between
FL60 & FL190

PENAL

N54 31.1 E028 31.3

Between
FL60 & FL190

LIRNI

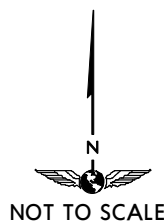
N54 10.0 E027 59.9

At or above
FL60

BERIS

N54 04.4 E028 54.5

Between
FL60 & FL190



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(660' - 200m)
3630'	(2960' - 900m)

MINSK-2
113.6 MNS
N53 53.1 E028 01.2

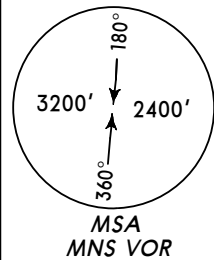
UMMS/MSQ
MINSK-2

JEPPESEN
12 NOV 10 **(10-3B)** **Eff 18 Nov**

MINSK, BELARUS
SID

Apt Elev
670'

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' **(2990')**
1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.



DELON 3A [DELO3A]
LUPAN 3A [LUPA3A] ●, NASKA 3A [NASK3A]
RWY 13 DEPARTURES
TO SOUTHEAST & SOUTH

MINSK-2
113.6 MNS
N53 53.1 E028 01.2

① By ATC.

DELON 3A
LUPAN 3A
Turn **RIGHT**
at or above
1300' **(660')**

NASKA 3A
Turn **LEFT**
at or above
1300' **(660')**
but not before
MNS 1.9 DME

NASKA
N53 37.0 E028 54.9
(MNS R-110/D35.7)

Between
FL60 & FL190

34
NASKA 3A

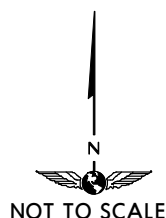
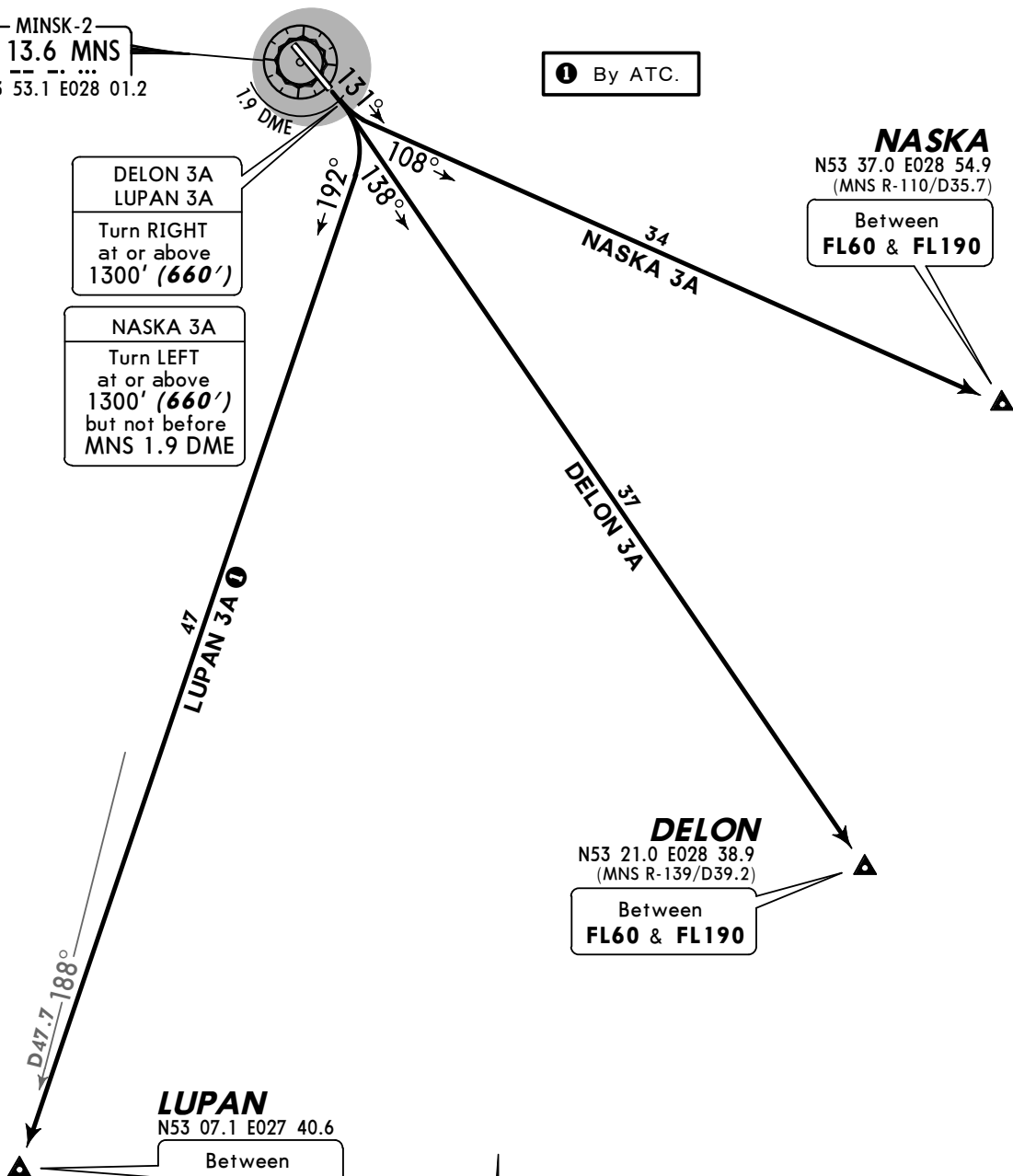
37
DELON 3A

DELON
N53 21.0 E028 38.9
(MNS R-139/D39.2)

Between
FL60 & FL190

LUPAN
N53 07.1 E027 40.6

Between
FL60 & FL190



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1300'	(660' - 200m)
3630'	(2990' - 900m)

UMMS/MSQ
MINSK-2

JEPPesen
12 NOV 10 **(10-3C)** **Eff 18 Nov**

MINSK, BELARUS
SID

Apt Elev
670'

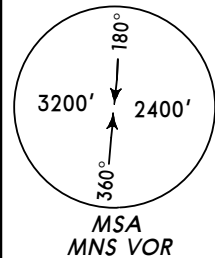
QNH on request **(QFE)**

Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3630' **(2960')**

1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.



DELON 4A [DELO4A]
LUPAN 4A [LUPA4A] ①
NASKA 4A [NASK4A]
RWY 31 DEPARTURES
TO SOUTHEAST & SOUTH

① By ATC.

② Flights in sector R-274 - R-308 D6.5 - D13.1 MNS below 3070' **(2400')** are prohibited.

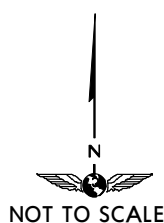
At or above
1330' **(660')**
but not before
MNS 1.2 DME

MINSK-2
113.6 MNS
N53 53.1 E028 01.2

NASKA
N53 37.0 E028 54.9
Between
FL60 & FL190

DELON
N53 21.0 E028 38.9
Between
FL60 & FL190

LUPAN
N53 07.1 E027 40.6
Between
FL60 & FL190

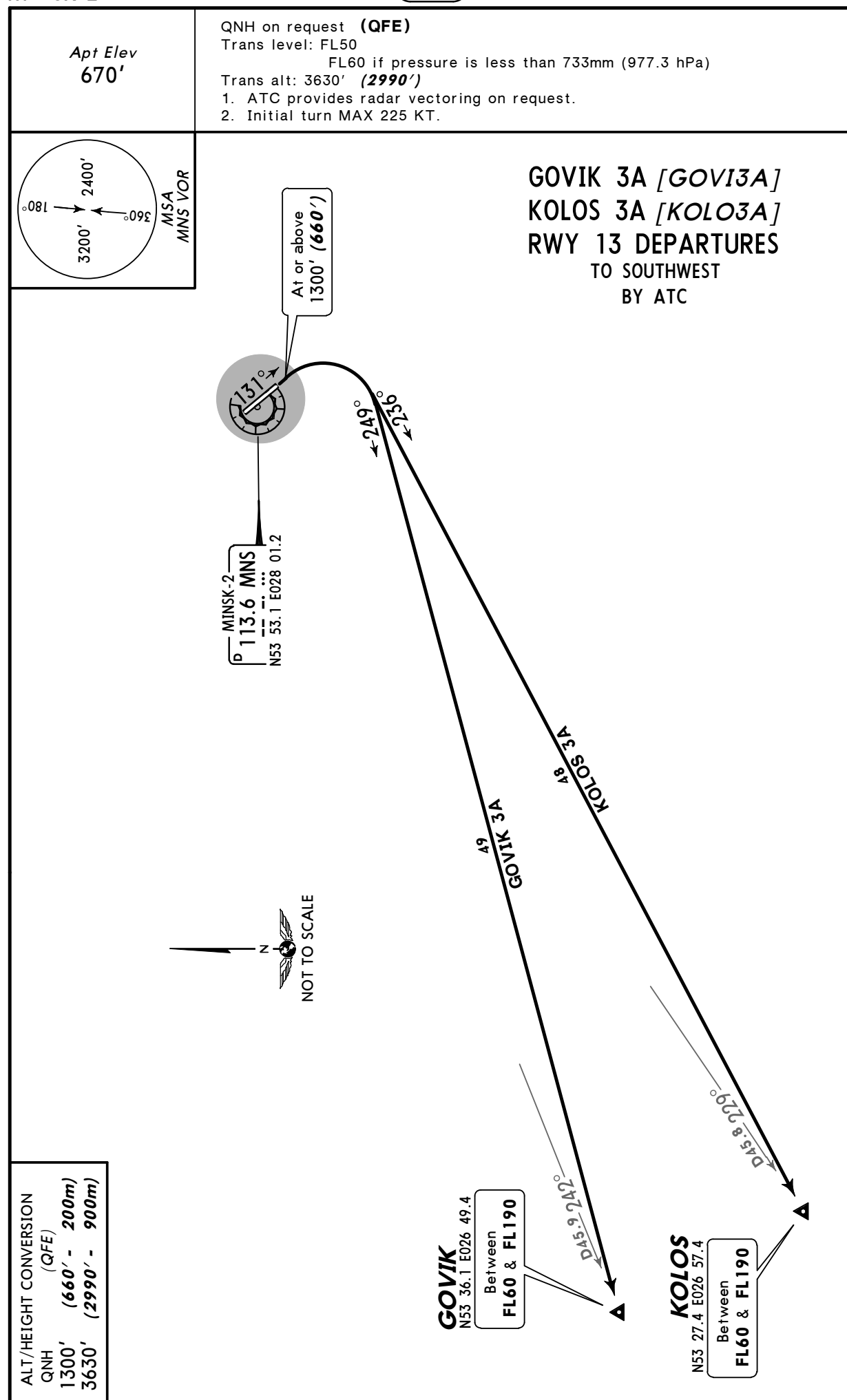


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(660' - 200m)
3070'	(2400' - 730m)
3630'	(2960' - 900m)

UMMS/MSQ
MINSK-2

JEPPESSEN
12 NOV 10 **(10-3D)** **Eff 18 Nov**

MINSK, BELARUS
SID

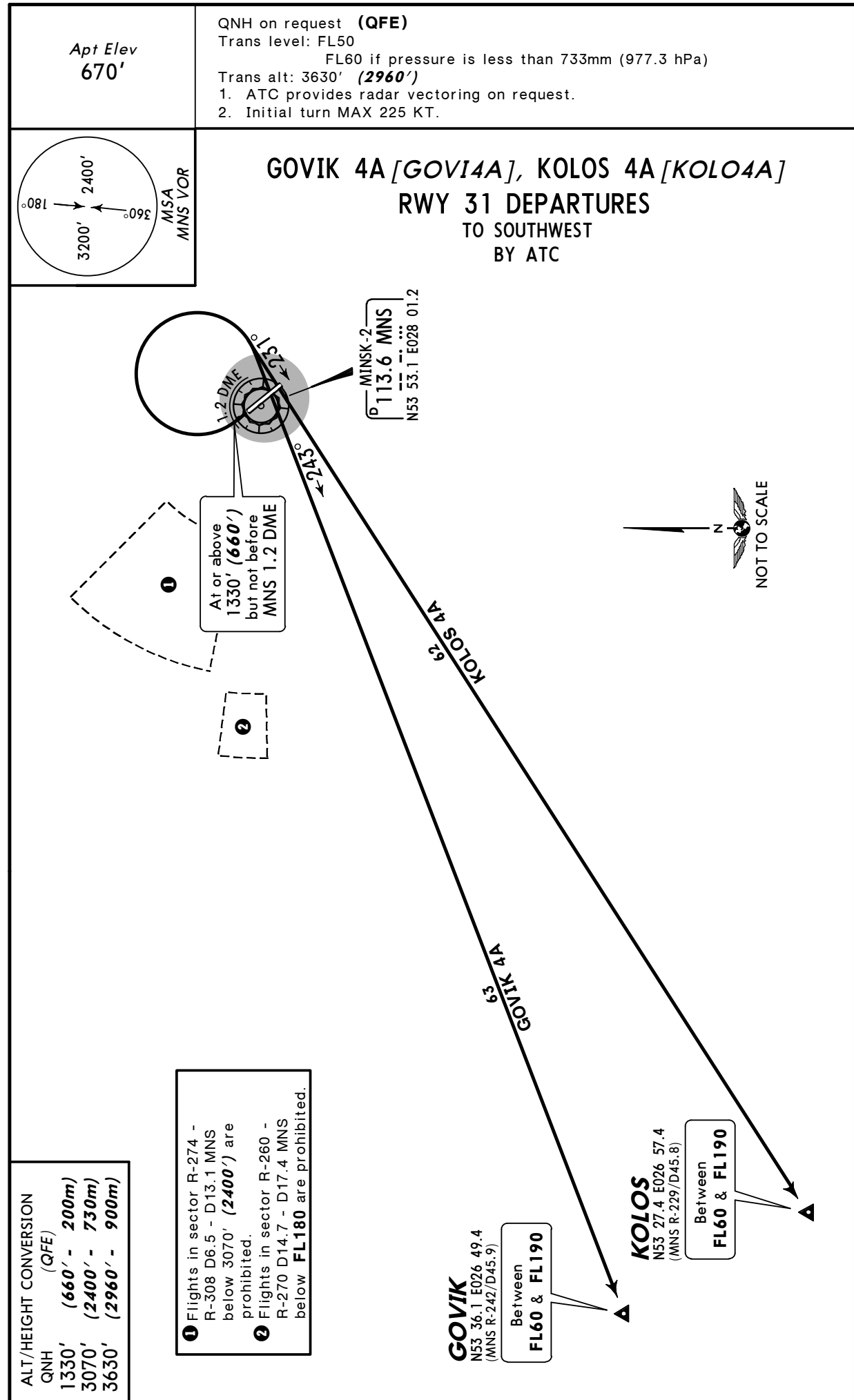


ALT/HEIGHT CONVERSION
(QFE)
1300' (660' - 200m)
3630' (2990' - 900m)

UMMS/MSQ
MINSK-2

JEPPESEN
12 NOV 10 **10-3E** **Eff 18 Nov**

MINSK, BELARUS
SID



UMMS/MSQ
MINSK-2

12 NOV 10

JEPPESSEN

10-3F

Eff 18 Nov

MINSK, BELARUS

SID

Apt Elev
670'

QNH on request **(QFE)**

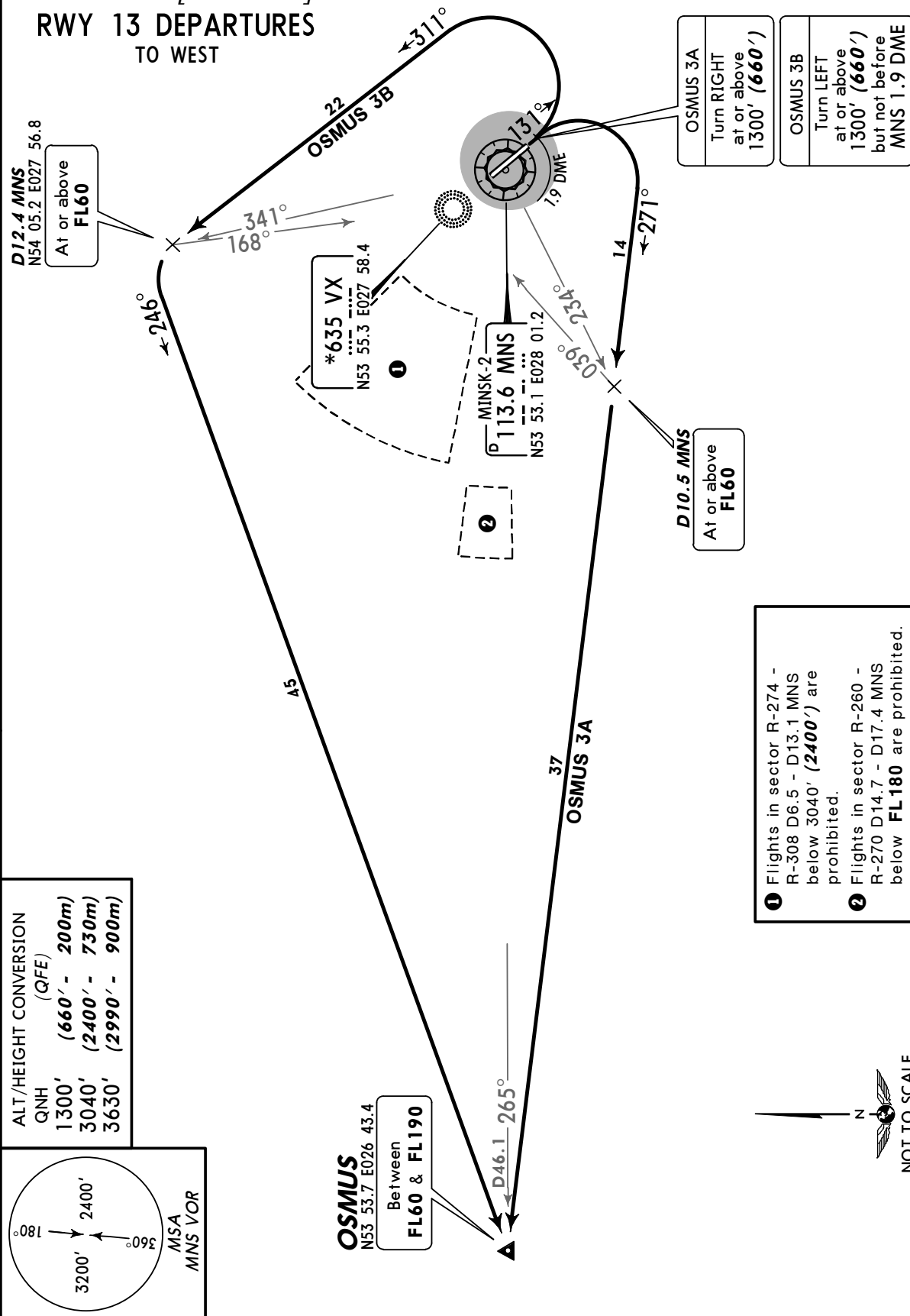
Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3630' **(2990')**

1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.

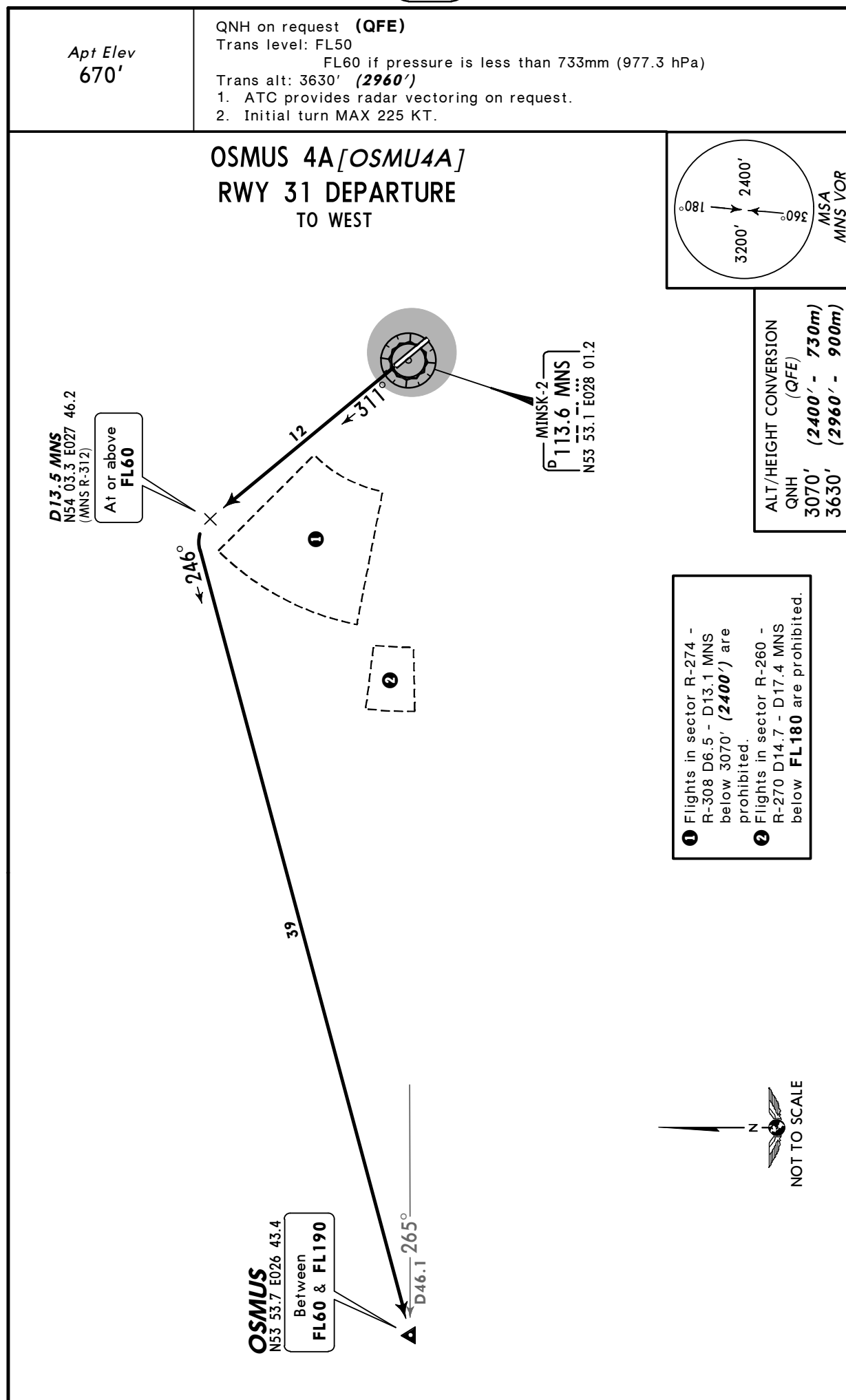
OSMUS 3A [OSMU3A]
OSMUS 3B [OSMU3B]
RWY 13 DEPARTURES
TO WEST



UMMS/MSQ
MINSK-2

JEPPESSEN
12 NOV 10 **(10-3G)** **Eff 18 Nov**

MINSK, BELARUS
SID



UMMS/MSQ

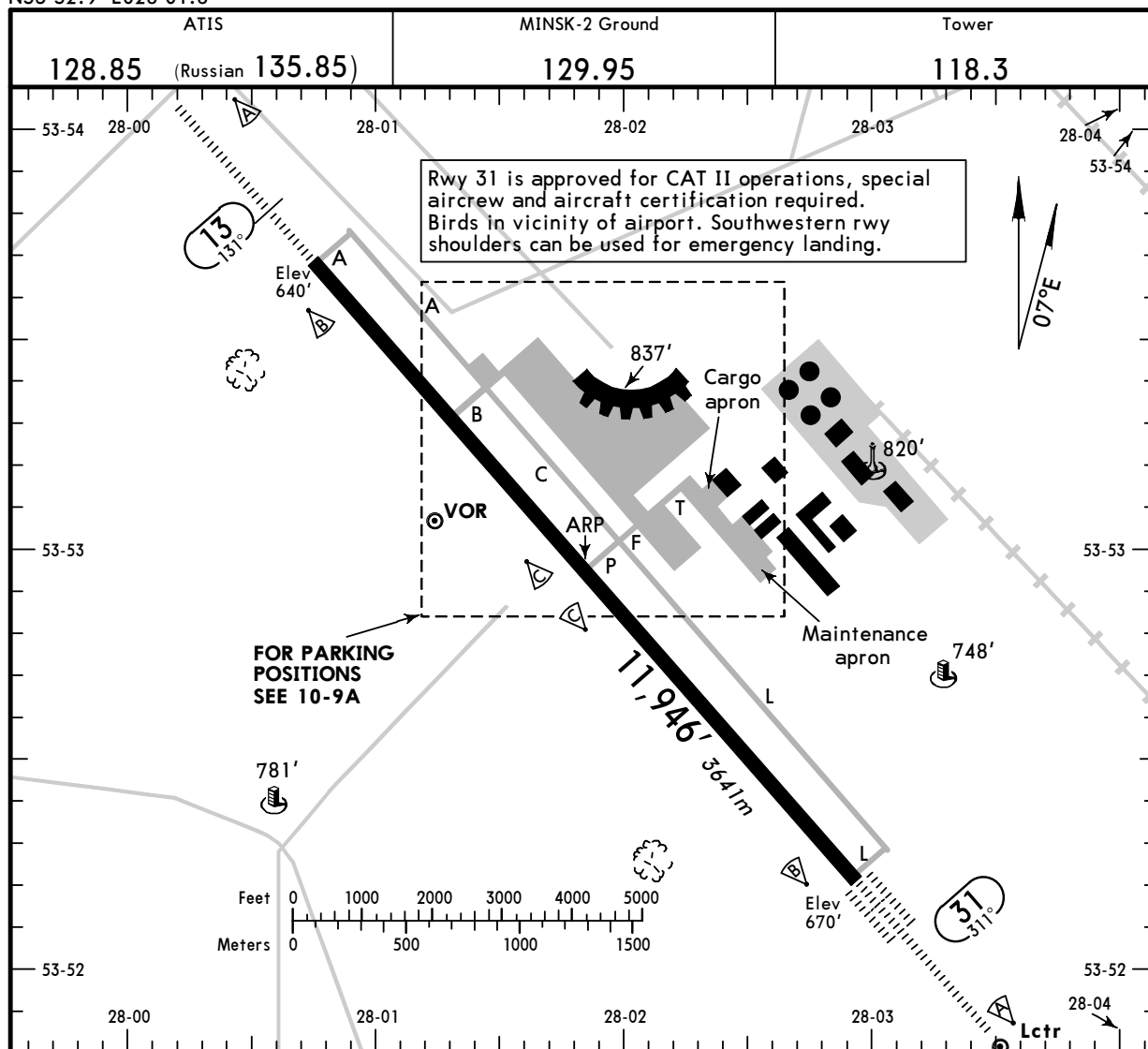
Apt Elev **670'**
 N53 52.9 E028 01.8

JEPPESEN

12 NOV 10 **(10-9)** Eff 18 Nov

MINSK, BELARUS

MINSK-2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13	HIRL (60m) CL (15m) HIALS PAPI-L ① RVR		10,974' 3345m		197'
31	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ① RVR		10,852' 3308m		60m

① angle 3.0°.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

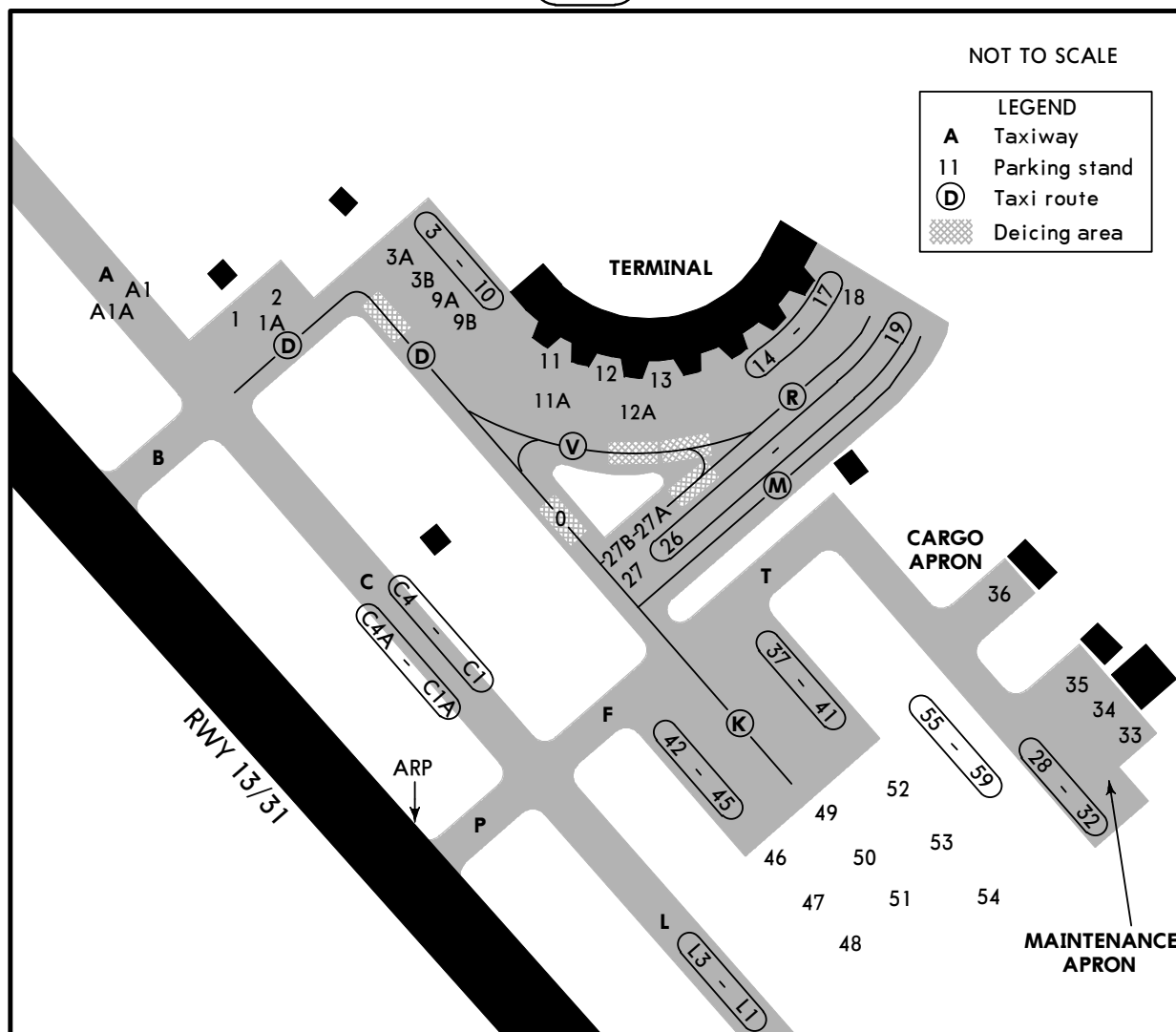
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UMMS/MSQ

JEPPESEN
 12 NOV 10 **(10-9A)** Eff 18 Nov

MINSK, BELARUS
 MINSK-2



Taxiing and towing are prohibited without controller's clearance.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 53.4 E028 01.5	25	N53 53.3 E028 02.1
3	N53 53.5 E028 01.7	26	N53 53.2 E028 02.1
3A, 3B	N53 53.5 E028 01.6	27	N53 53.2 E028 02.0
4, 5	N53 53.5 E028 01.7	36	N53 53.0 E028 02.6
6	N53 53.4 E028 01.7	37 thru 39	N53 53.1 E028 02.2
7 thru 9	N53 53.4 E028 01.8	40	N53 53.0 E028 02.2
10	N53 53.4 E028 01.9	41	N53 53.0 E028 02.3
11 thru 12A	N53 53.3 E028 01.9	42	N53 53.1 E028 02.1
13, 14	N53 53.3 E028 02.0	43 thru 45	N53 53.0 E028 02.2
15	N53 53.3 E028 02.1		
16	N53 53.4 E028 02.1		
17, 18	N53 53.4 E028 02.2		
19	N53 53.4 E028 02.3		
20	N53 53.3 E028 02.3		
21 thru 24	N53 53.3 E028 02.2		

UMMS/MSQ


JEPPESEN
 12 NOV 10 **10-9S** Eff 18 Nov

Standard
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
13	ILS	840' (200')	840' (200')	840' (200')	840' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1300' (660')	1300' (660')	1630' (990')	1630' (990')
31	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶	990' (350')	990' (350')	990' (350')	990' (350')
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	CAT 2 ILS	770' (100')	770' (100')	770' (100')	770' (100')
		RA97' R350m	RA97' R350m	RA97' R350m	RA97' R350m
	ILS	870' (200')	870' (200')	870' (200')	870' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1330' (660')	1330' (660')	1660' (990')	1660' (990')
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶	1010' (340')	1010' (340')	1010' (340')	1010' (340')
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m

❶ Continuous Descent Final Approach

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	1530' (860')	1530' (860')	1530' (860') ❸	1530' (860') ❸
	ceil1020' V3000m	ceil1020' V3000m	ceil1190' V3000m	ceil1190' V4000m

❷ NIGHT not authorized.

❸ wide bodied acft: 1660'(990'), ceil 1320'-V5000m.

TAKE-OFF RWY 13, 31

Approved Operators HIRL, CL & mult. RVR req		LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

UMMS/MSQ

JEPPESEN
12 NOV 10 **10-9X** Eff 18 Nov

JAA MINIMUMS
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
13	ILS	840' (200')	840' (200')	840' (200')	840' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	1300' (660')	1300' (660')	1630' (990')	1630' (990')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	990' (350')	990' (350')	990' (350')	990' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
31	CAT 2 ILS	770' (100')	770' (100')	770' (100')	770' (100')
		RA97' - R350m	RA97' - R350m	RA97' - R350m	RA97' - R350m
	ILS	870' (200')	870' (200')	870' (200')	870' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	1330' (660')	1330' (660')	1660' (990')	1660' (990')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1010' (340')	1010' (340')	1010' (340')	1010' (340')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
NIGHT not authorized	1530' (860')	1530' (860')	1530' (860') ①	1530' (860') ①
	CEIL1020'-V3000m	CEIL1020'-V3000m	CEIL1190'-V3000m	CEIL1190'-V4000m

① Wide bodied acft: **1660'**(990'), ceil 1320'-V5000m.

TAKE-OFF RWY 13, 31

LVP must be in Force						
Approved Operators						
HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

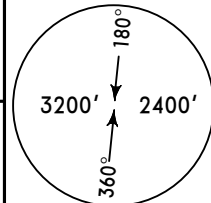
UMMS/MSQ
MINSK-2

JEPPESSEN
12 NOV 10 **11-1** Eff 18 Nov

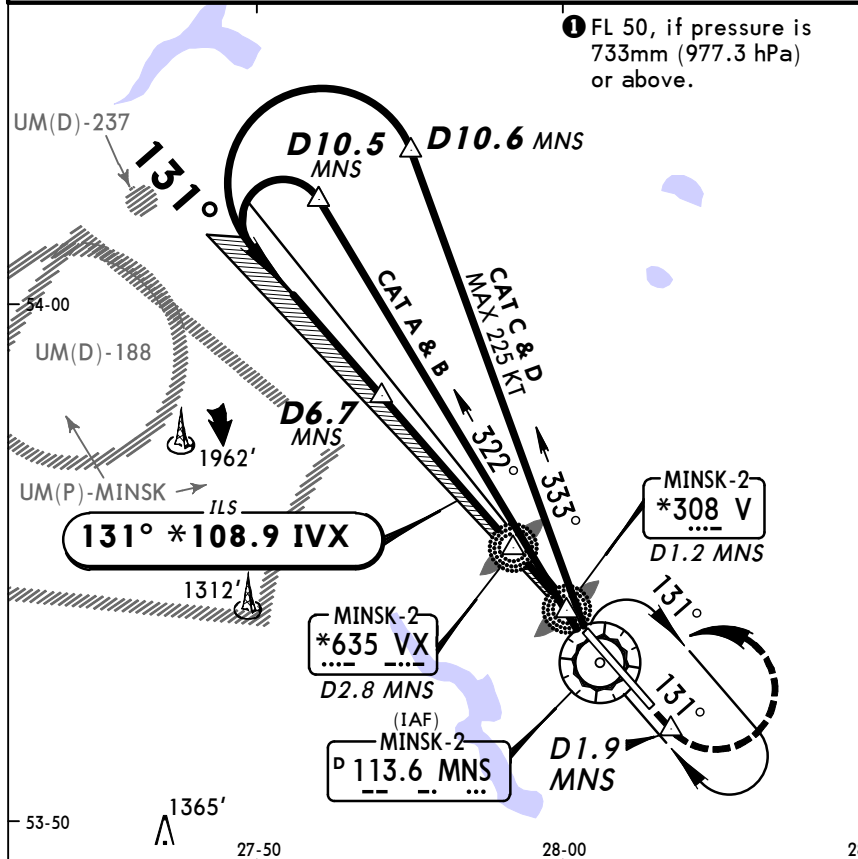
MINSK, BELARUS
ILS-Alpha Rwy 13

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IVX *108.9	Final Apch Crs 131°	GS LOM 1378' (738')	ILS DA(H) 840' (200')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 MNS turn LEFT (MAX 225 KT) to VOR climbing to 2610' (1970') , then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ① Trans alt: 3630' (2990')				

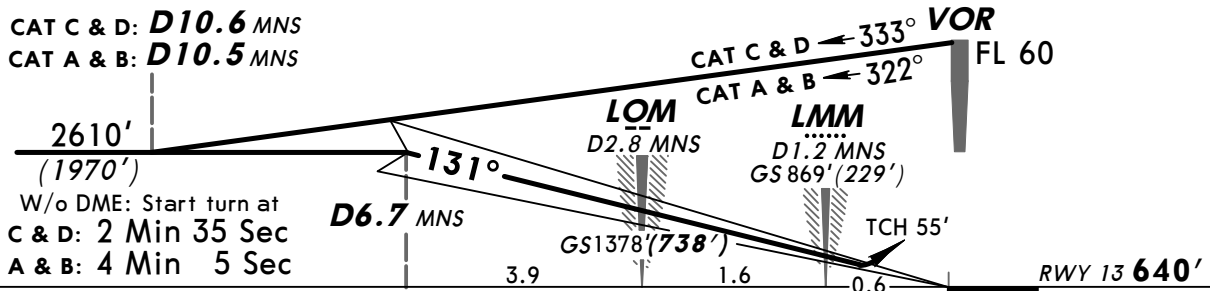


MSA
MNS VOR



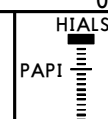
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2990' - 900m)
2610'	(1970' - 600m)
1300'	(660' - 200m)

CAT C & D: **D10.6 MNS**
CAT A & B: **D10.5 MNS**



W/o DME: Start turn at
C & D: 2 Min 35 Sec
A & B: 4 Min 5 Sec

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	484	538	646	753	861



1300' (660')
or above on **131°**

STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND		
ILS			LOC (GS out)		NIGHT not authorized			
DA(H) 840'(200')								
FULL		ALS out						
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	Max Kts	MDA(H)		CEIL-VIS	
B				100	1530'(860')		1020'- 3000m	
C				135	1530'(860') I		1190'- 3000m	
D				180	1530'(860') I		1190'- 4000m	
				205	1530'(860') I		1190'- 4000m	

① Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Rwy elev. Bearings.

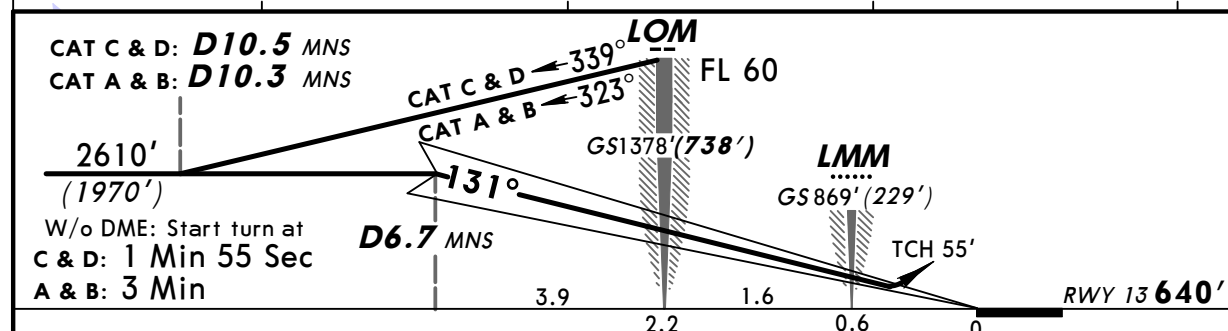
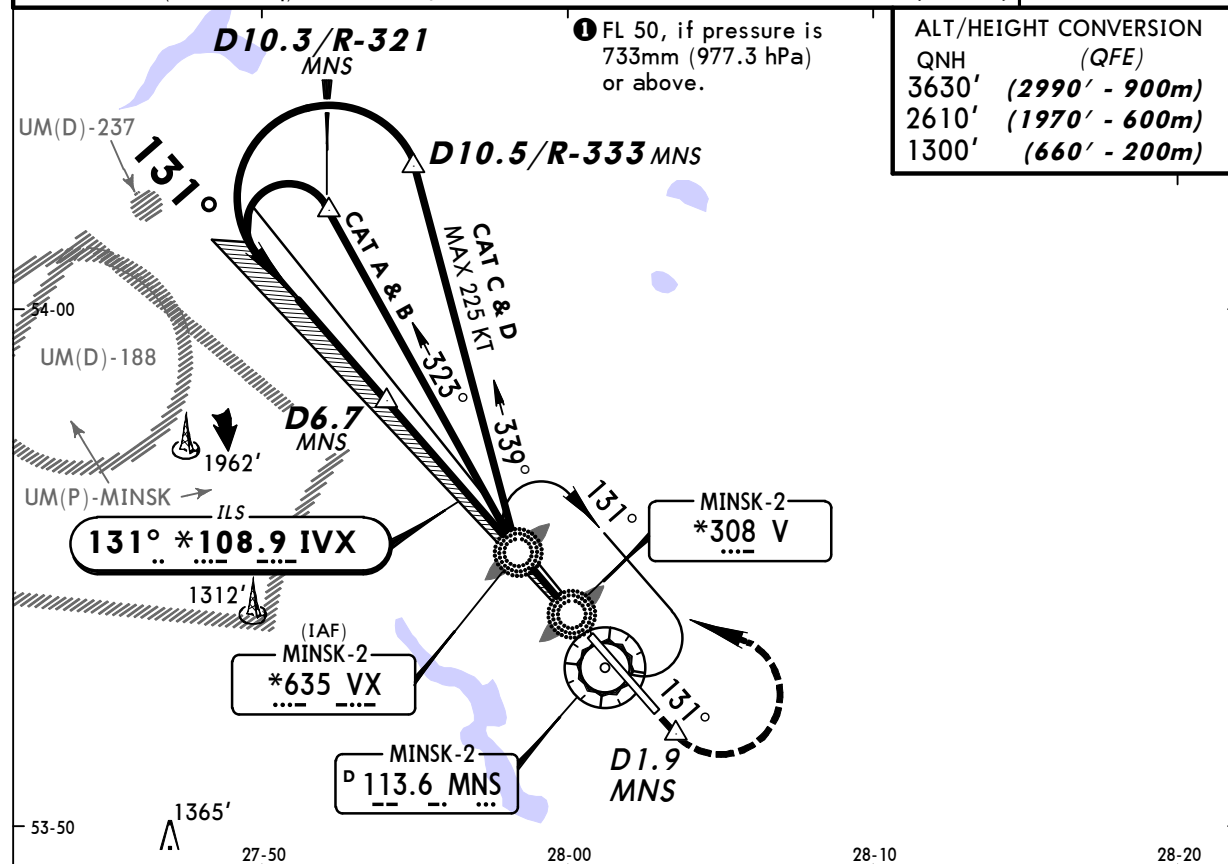
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UMMS/MSQ
MINSK-2

JEPPESEN
12 NOV 10 (11-2) Eff 18 Nov

MINSK, BELARUS
ILS-Bravo Rwy 13

ATIS 128.85 (Russian 135.85)		MINSK Approach (Radar/R) 125.9		*MINSK Radar 125.25		MINSK-2 Tower 118.3		Ground 129.95	
LOC IVX *108.9		Final Apch Crs 131°		GS LOM 1378' (738')		ILS DA(H) 840' (200')		Apt Elev 670' RWY 640'	
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 MNS turn LEFT (MAX 225 KT) to VX NDB climbing to 2610' (1970'), then as directed.									
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3630 (2990')									



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00°	377	484	538	646	753	861	

STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out)		NIGHT not authorized			
DA(H) 840'(200')				Max	MDA(H) CEIL-VIS		
FULL		ALS out		Kts			
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1530'(860') 1020'- 3000m		
B				135			
C				180	1530'(860') 1 1190'- 3000m		
D				205	1530'(860') 1 1190'- 4000m		

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Rwy elev. Bearings.

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UMMS/MSQ
MINSK-2

JEPPESSEN
12 NOV 10 (11-3) Eff 18 Nov

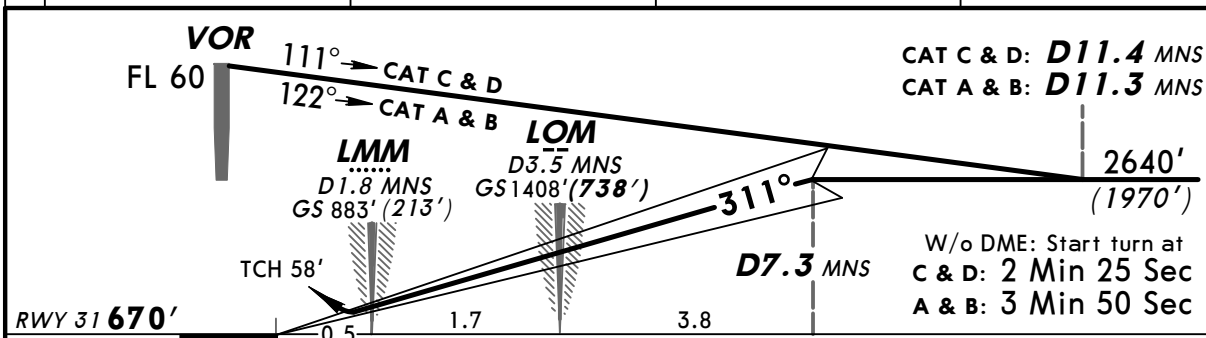
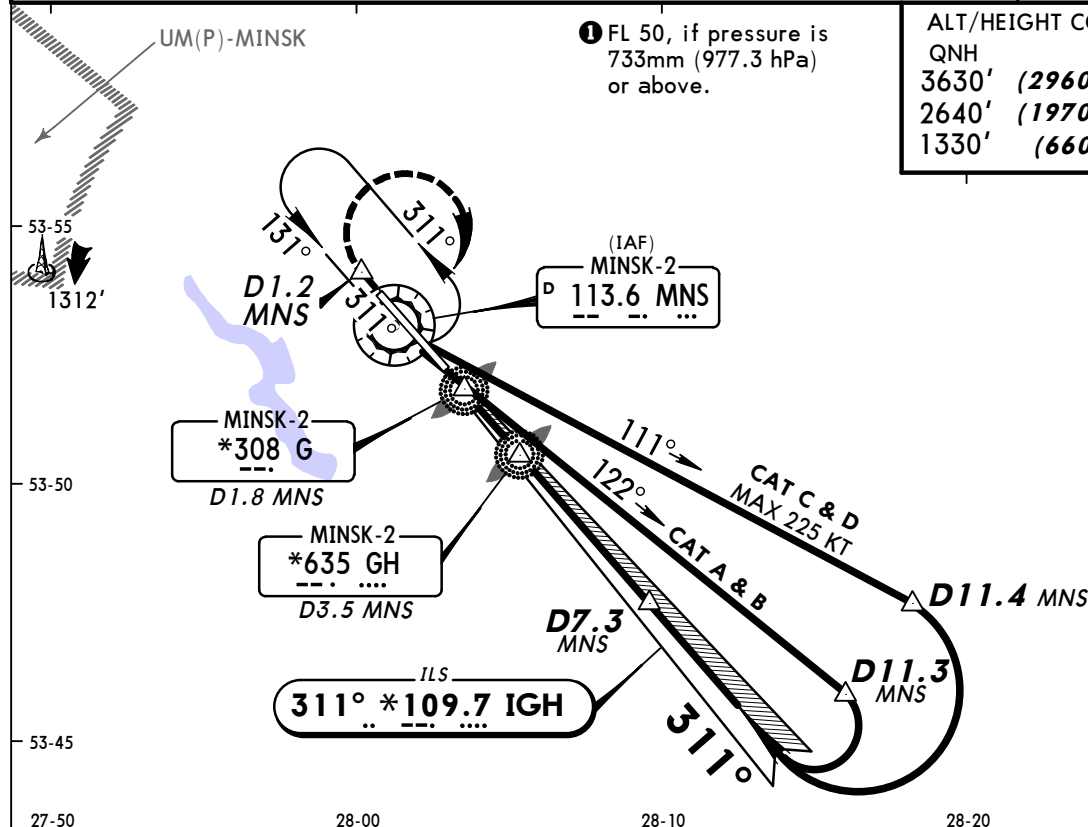
MINSK, BELARUS
ILS-Charlie Rwy 31

ATIS 128.85 (Russian 135.85)		MINSK Approach (Radar/R) 125.9		*MINSK Radar 125.25		MINSK-2 Tower 118.3		Ground 129.95	
LOC IGH *109.7		Final Apch Crs 311°		GS LOM 1408' (738')		ILS DA(H) 870' (200')		Apt Elev 670' RWY 670'	
MISSED APCH: Climb on 311° to 1330'(660') or above. Not before D1.2 MNS turn RIGHT (MAX 225 KT) to VOR climbing to 2640'(1970'), then as directed.									
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3630(2960')									



MSA
MNS VOR

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2960' - 900m)
2640'	(1970' - 600m)
1330'	(660' - 200m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	377	484	538	646	753	861

Diagram of the HI-ALS-II system. A vertical mast is labeled HI-ALS-II and PAPI. A horizontal arm extends from the mast, labeled 1330' (660') or above on 311°. An arrow points to the 1330' (660') mark on the arm.

STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED	CIRCLE-TO-LAND
ILS <i>DA(H)</i> 870'(200')			LOC (GS out)	NIGHT not authorized	
FULL		TDZ or CL out	ALS out	Max Kts	<i>MDA(H)</i> <i>CEIL-VIS</i>
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100
B					135
C					180
D					205
					1530'(860') 1020'- 3000m
					1530'(860') I 1190'- 3000m
					1530'(860') I 1190'- 4000m

1 Wide bodied acft: MDA(H) 1660'(990'), CEIL-VIS 1320'- 5.0 km.

CHANGES: Bearings.

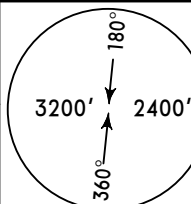
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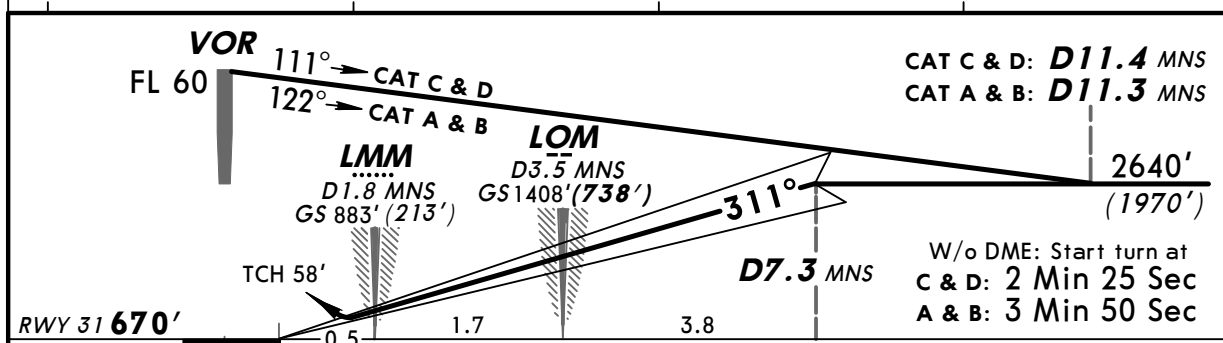
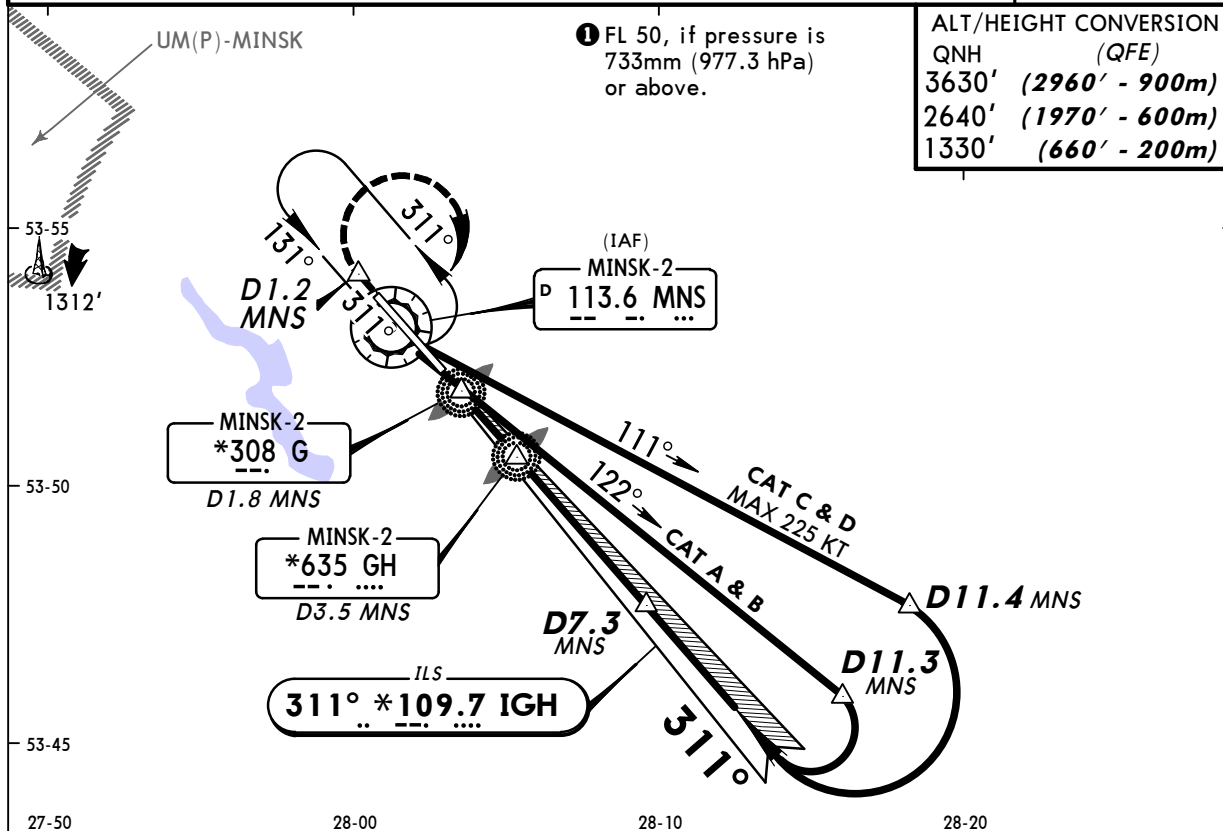
UMMS/MSQ
MINSK-2

JEPPESEN
12 NOV 10
Eff 18 Nov **11-3A**

MINSK, BELARUS
CAT II ILS-Charlie Rwy 31

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	CAT II ILS RA 97' DA(H) 770' (100')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 MNS turn RIGHT (MAX 225 KT) to VOR climbing to 2640' (1970') , then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3630' (2960') Special Aircrew & Acft Certification Required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
RA 97'
DA(H) **770' (100')**

RVR 350m

PANS OPS

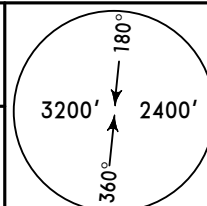
UMMS/MSQ MINSK-2

JEPPesen
12 NOV 10 **(11-4)** Eff 18 Nov

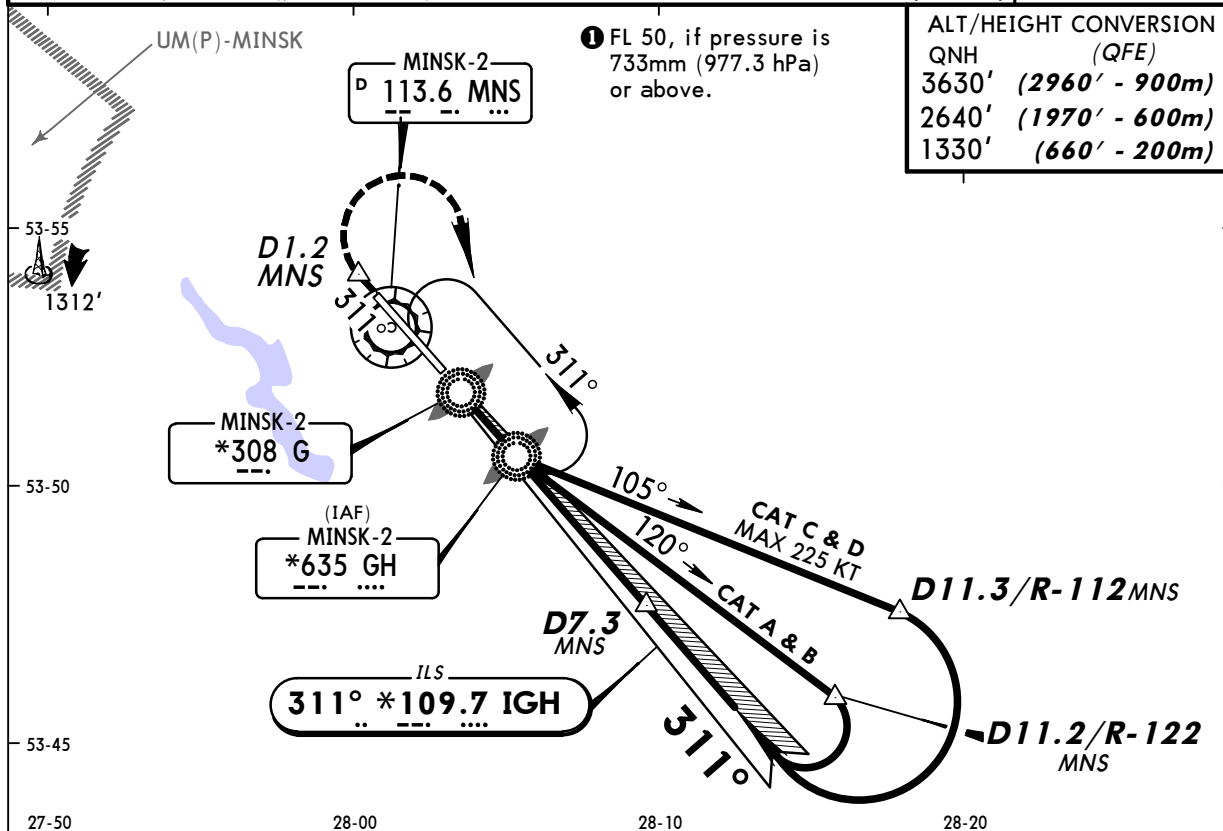
MINSK, BELARUS ILS-Delta Rwy 31

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	ILS DA(H) 870' (200')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 MNS turn RIGHT (MAX 225 KT) to GH NDB climbing to 2640' (1970') , then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3630' (2960')				

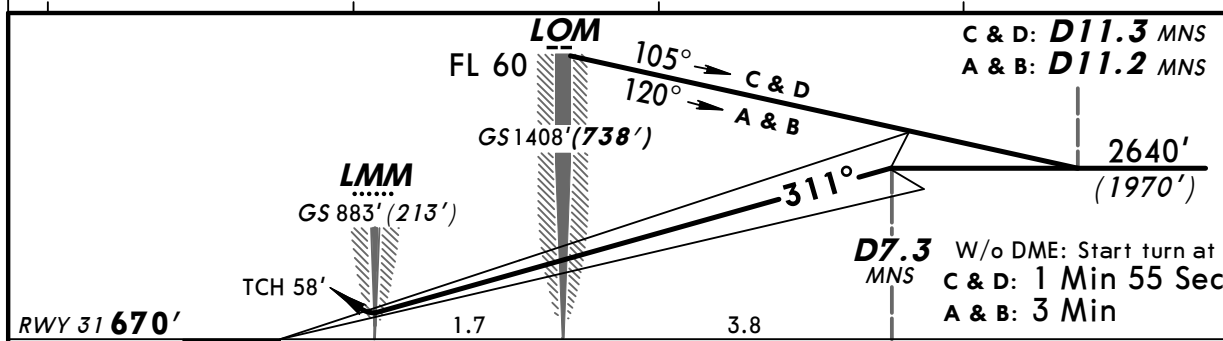


MSA
MNS VOR

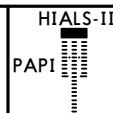


ALT/HEIGHT CONVERSION	QNH	(QFE)
3630'	(2960' - 900m)	
2640'	(1970' - 600m)	
1330'	(660' - 200m)	

1 FL 50, if pressure is 733mm (977.3 hPa) or above.



Ground speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753



STRAIGHT-IN LANDING RWY 31					CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 870'(200')				LOC (GS out)		NIGHT not authorized		
FULL		TDZ or CL out	ALS out			Max Kts	MDA(H)	CEIL-VIS
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		100	1530'(860')	1020'- 3000m
B						135		
C						180	1530'(860') 1	1190'- 3000m
D						205	1530'(860') 1	1190'- 4000m

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Bearings.

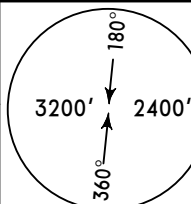
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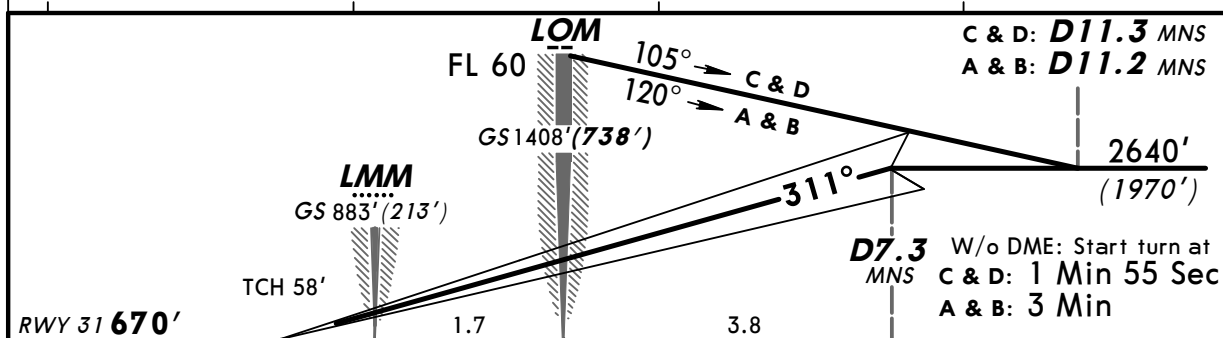
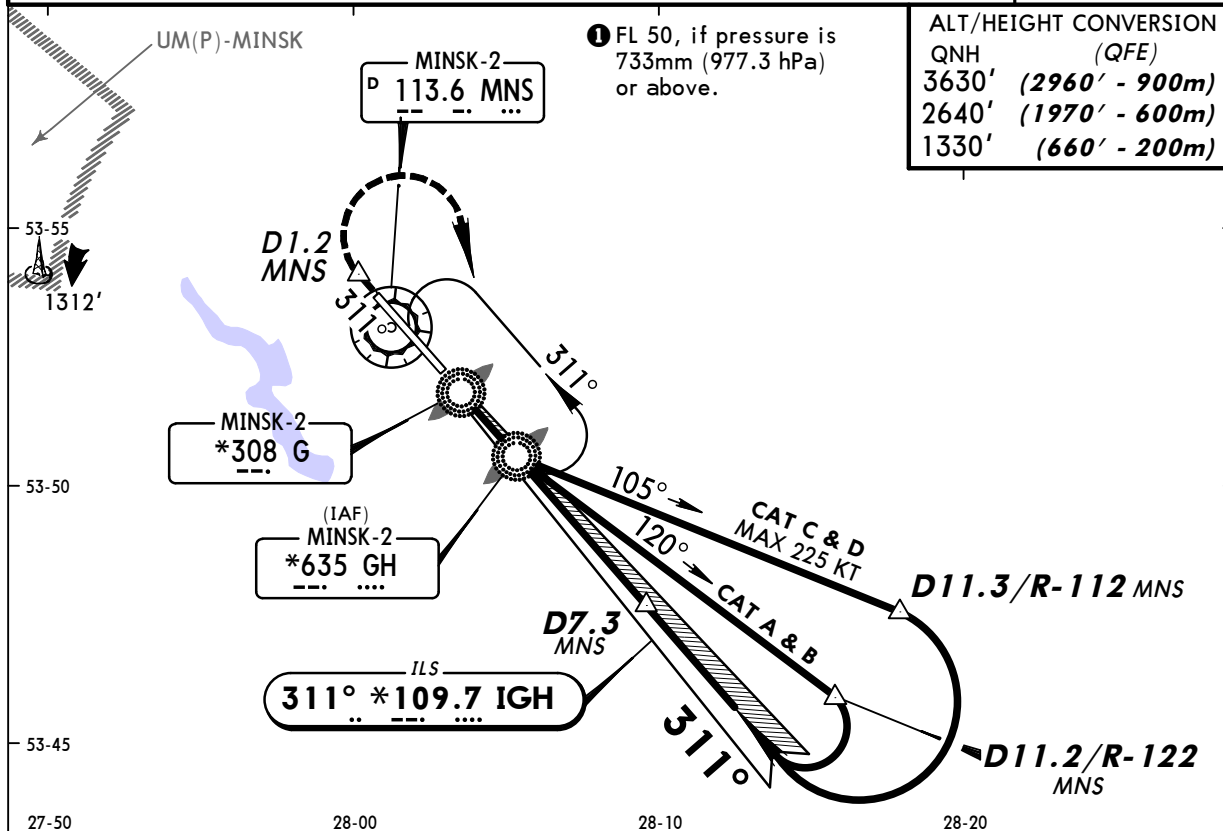
UMMS/MSQ
MINSK-2

JEPPesen
12 NOV 10
Eff 18 Nov 11-4A

MINSK, BELARUS
CAT II ILS-Delta Rwy 31

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	CAT II ILS RA 97' DA(H) 770' (100')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 MNS turn RIGHT (MAX 225 KT) to GH NDB climbing to 2640' (1970'), then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3630' (2960') Special Aircrew & Acft Certification Required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
RA 97'
DA(H) **770' (100')**

RVR 350m

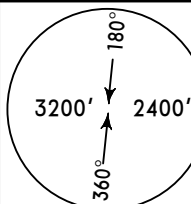
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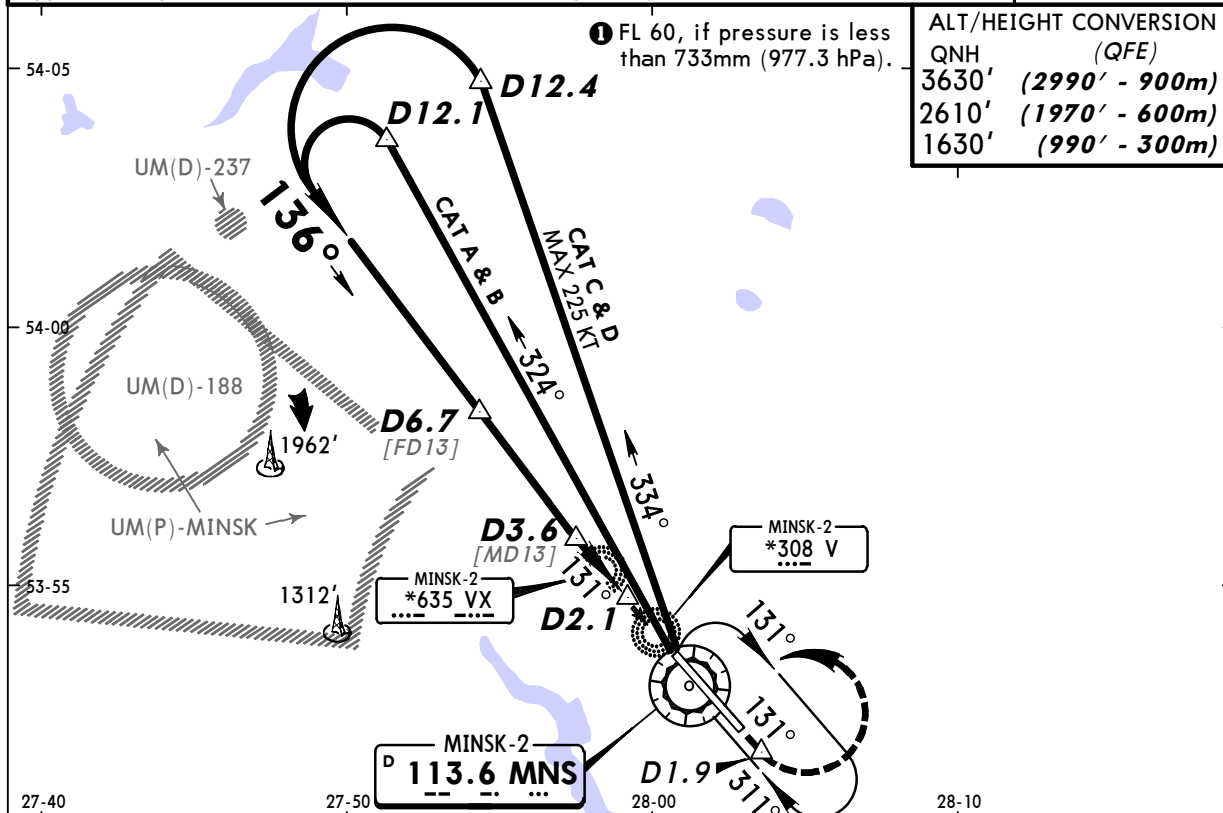
UMMS/MSQ
MINSK-2

JEPPesen
12 NOV 10 **(13-1)** **Eff 18 Nov**

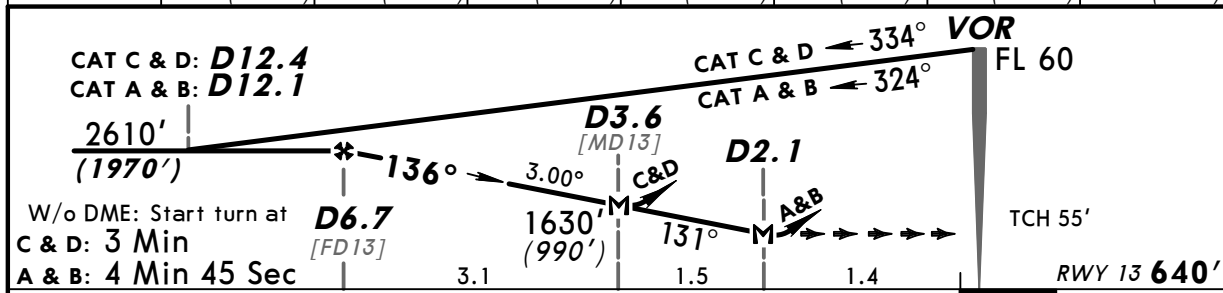
MINSK, BELARUS
VOR DME Rwy 13

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
VOR MNS 113.6	Final Apch Crs 136°	Minimum Alt D6.7 2610' (1970')	MDA(H) Refer to Minimums Apt Elev 670' RWY 640'	
MISSED APCH: Climb on 131° to 2610' (1970') not above. Not before D1.9 after crossing rwy, turn LEFT (MAX 225 KT) to VOR, then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3630' (2990') Approach slope descent shall be commenced after passing D6.7 .				
				MSA MNS VOR



MNS DME	6.6	6.1	5.6	5.0	4.5	3.9	3.4
ALTITUDE	2600' (1960')	2420' (1780')	2250' (1610')	2070' (1430')	1910' (1270)	1730' (1090')	1560' (920')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
CAT C & D: MAP at D3.6	CAT A & B: MAP at D2.1					

HIALS

PAPI

STRAIGHT-IN LANDING RWY 13			CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) AB: 1300' (660') CD: 1630' (990')			NIGHT not authorized			
ALS out			Max Kts	MDA(H)	CEIL-VIS	
A	1800m		100	1530' (860')	1020' - 3000m	
B			135			
C	4000m		180	1530' (860') 1	1190' - 4800m	
D			205			

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Note. Rwy elev. Bearings.

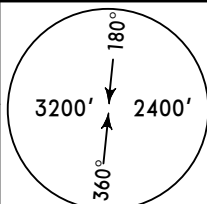
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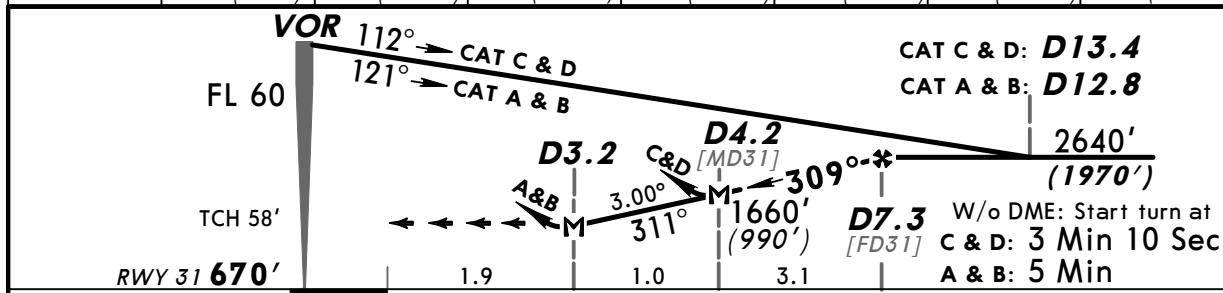
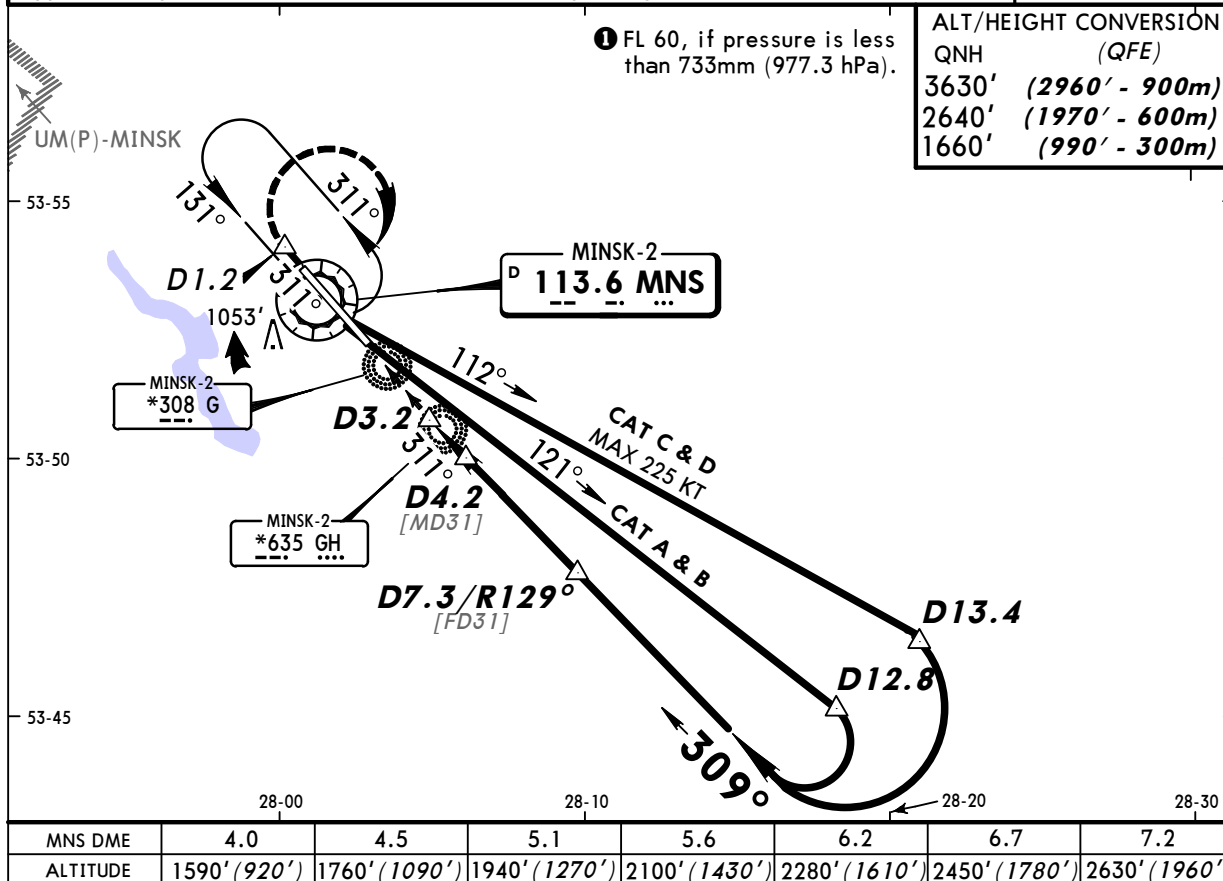
UMMS/MSQ
MINSK-2

JEPPesen
12 NOV 10 **(13-2)** **Eff 18 Nov**

MINSK, BELARUS
VOR DME Rwy 31

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
VOR MNS 113.6	Final Apch Crs 309°	Minimum Alt D7.3 2640' (1970')	MDA(H) Refer to Minimums	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 2640' (1970') not above. Not before D1.2 after crossing rwy, turn RIGHT (MAX 225 KT) to VOR, then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3630' (2960') Approach slope descent shall be commenced after passing D7.3 .				
				
				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
CAT C & D: MAP at D4.2	CAT A & B: MAP at D3.2					

STRAIGHT-IN LANDING RWY 31			CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) AB: 1330' (660') CD: 1660' (990')			NIGHT not authorized			
ALS out			Max Kts	MDA(H)	CEIL-VIS	
A	2400m		100	1530' (860')	1020' - 3200m	
B			135			
C	4000m		180	1530' (860') 1	1190' - 4800m	
D			205			

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

UMMS/MSQ
MINSK-2

12 NOV 10

JEPPESEN

(16-1)

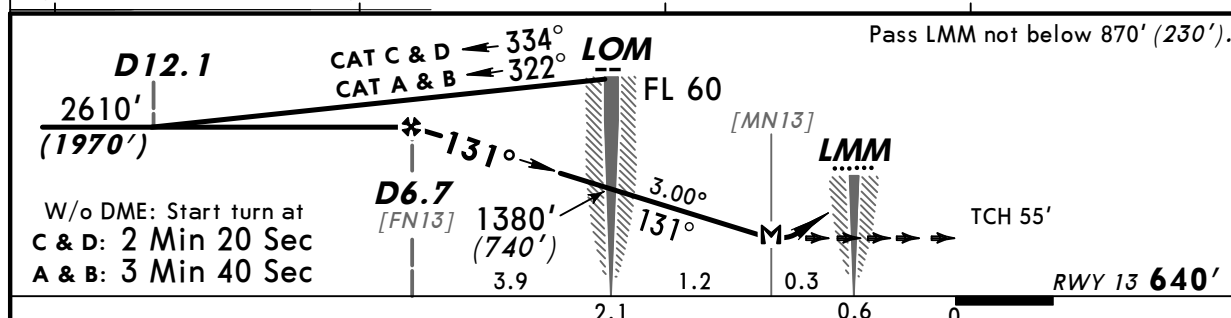
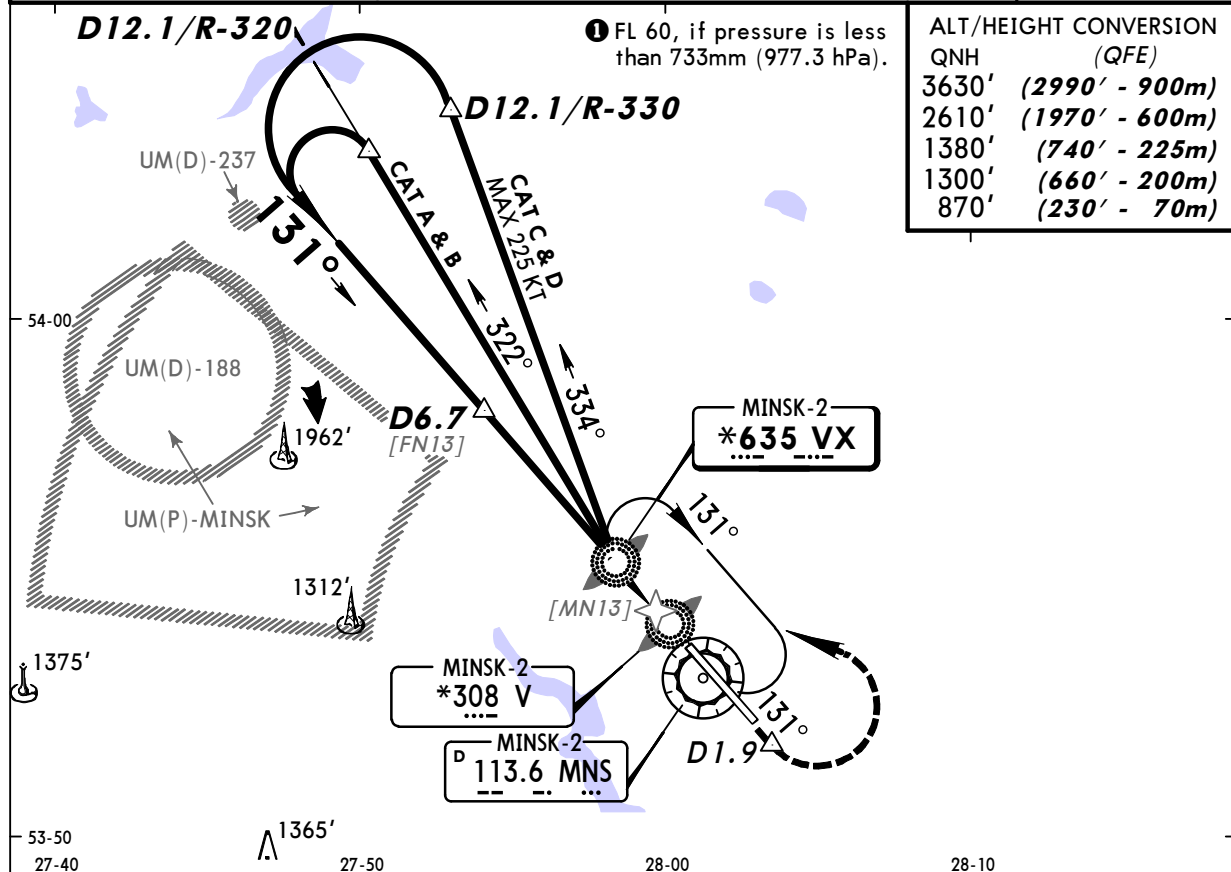
Eff 18 Nov

MINSK, BELARUS
2 NDB Rwy 13

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
NDB VX *635	Final Apch Crs 131°	Minimum Alt D6.7 2610' (1970')	MDA(H) 990' (350')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 turn LEFT (MAX 225 KT) to VX NDB climbing to 2610' (1970'), then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3630' (2990') 1. Approach slope descent shall be commenced after passing D6.7. 2. Act't w/o VOR DME descend by ATC.				

180°
3200' 2400'
360°

MSA
MNS VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160			HIALS PAPI	1300' (660') or above on	131°
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849					
D6.7 to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55					

STRAIGHT-IN LANDING RWY 13			CEILING REQUIRED		CIRCLE-TO-LAND
MDA(H) 990'(350')			NIGHT not authorized		
		ALS out	Max Kts.	MDA(H)	CEIL-VIS
A	1200m	RVR 1500m VIS 1600m	100	1530'(860')	1020'- 3000m
B			135		
C			180	1530'(860') I	1190'- 3000m
D			205	1530'(860') I	1190'- 4000m
RVR 1500m VIS 1600m		2000m			

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Note. Rwy elev. Bearings.

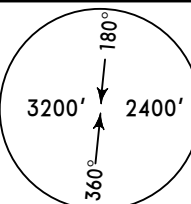
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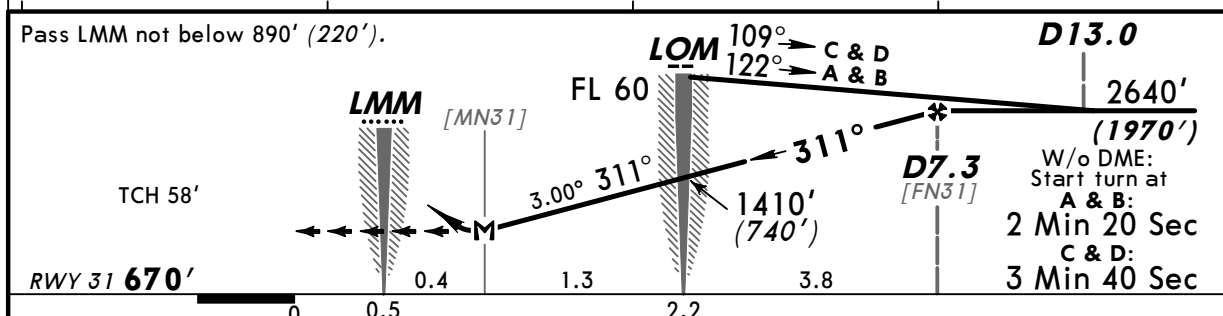
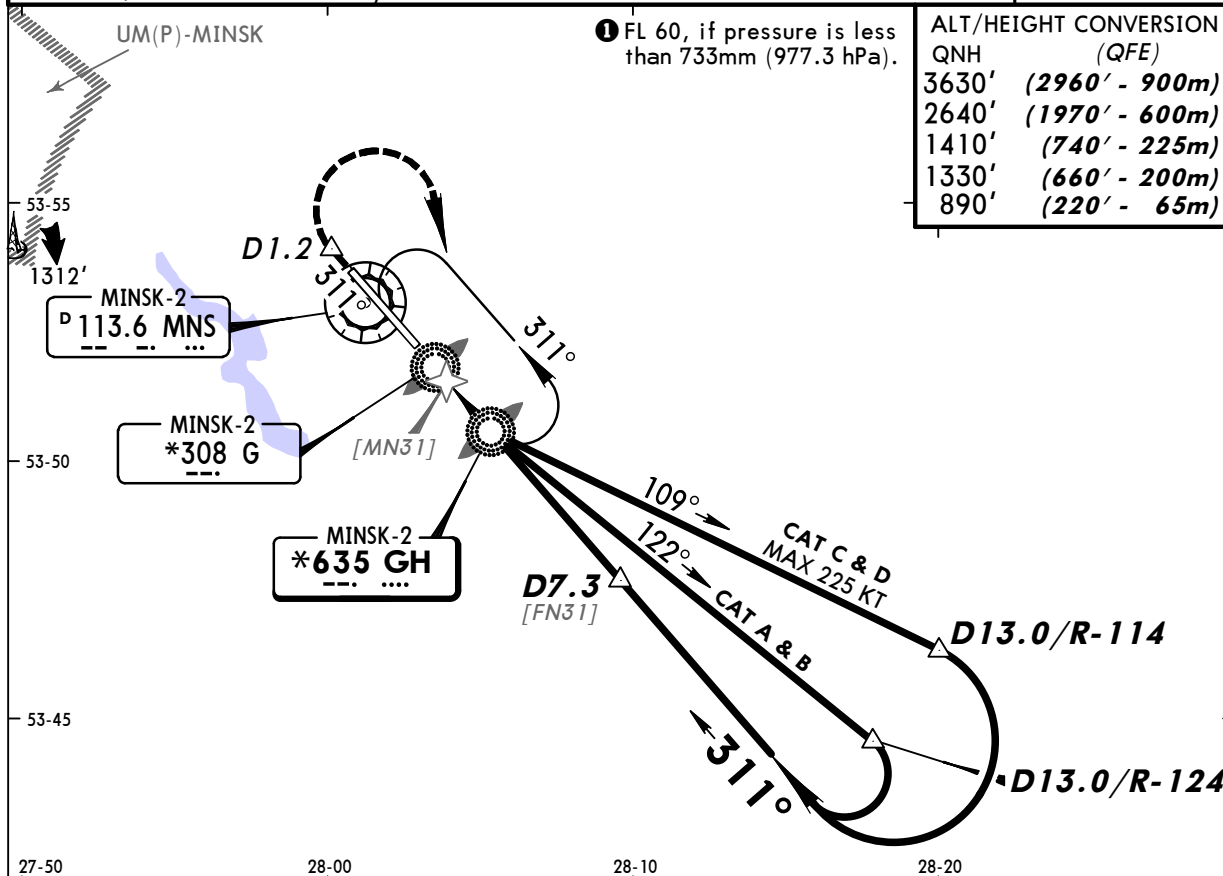
UMMS/MSQ
MINSK-2

JEPPESEN
12 NOV 10 **(16-2)** **Eff 18 Nov**

MINSK, BELARUS
2 NDB Rwy 31

BRIEFING STRIP

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
NDB GH *635	Final Apch Crs 311°	Minimum Alt D7.3 2640' (1970')	MDA(H) 1010' (340')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 turn RIGHT (MAX 225 KT) to GH NDB climbing to 2640' (1970') , then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3630' (2960') 1. Approach slope descent shall be commenced after passing D7.3 . 2. Actft w/o VOR DME descend by ATC.				
				
				MSA MNS VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849
<i>D7.3 to MAP</i> 5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS-II

PAPI

1330'
(660')
or above on 311°

STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 1010'(340')				NIGHT not authorized			
		ALS out		Max Kts	MDA(H)		CEIL-VIS
A	1200m		RVR 1500m VIS 1600m	100	1530'(860')	1020'- 3000m	
B				135			
C				180	1530'(860') 1	1190'- 3000m	
D	RVR 1500m VIS 1600m			205	1530'(860') 1	1190'- 4000m	
1 Wide bodied acft: MDA(H) 1660'(990'), CEIL-VIS 1320'- 5.0 km.							

1 Wide bodied acft: MDA(H) 1660' (990'), CEIL-VIS 1320' - 5.0 km.

CHANGES: Note. Bearings.

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