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Airport Information For UMMM

Terminal Charts For UMMM

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Minsk Blr
IATA Code: MHP
Lat/Long: N53° 51.9' E027° 32.4'
Elevation: 735 ft

Airport Use: Public
Magnetic Variation: 7.1 °E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 0259 Z
Sunset: 1719 Z,

Runway Information

Runway: 12
Length x Width: 6562 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 748 ft
Lighting: Edge, ALS
Displaced Threshold: 328 ft

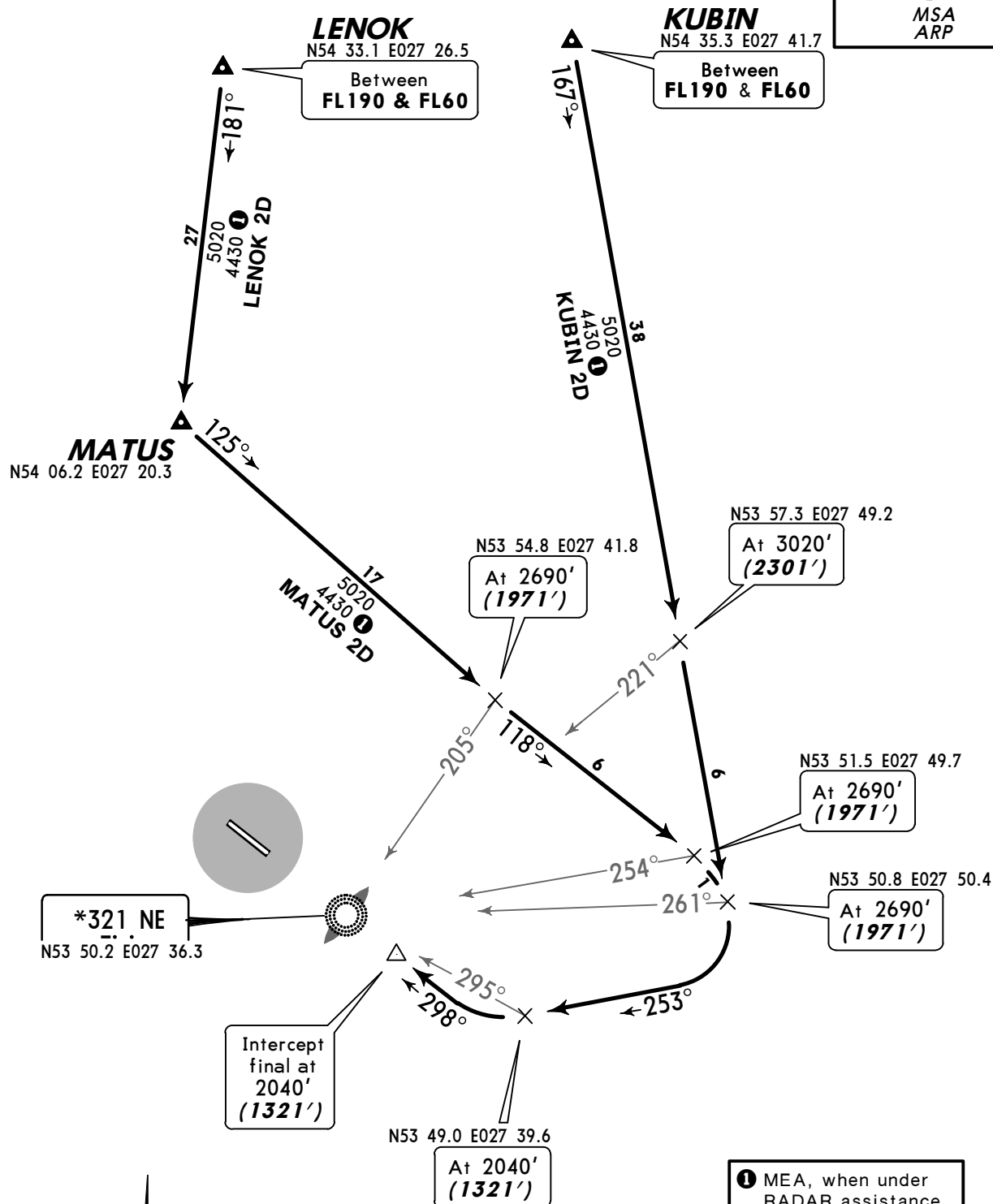
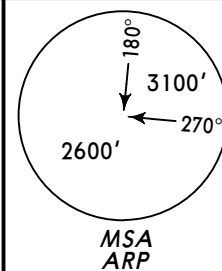
Runway: 30
Length x Width: 6562 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 719 ft
Lighting: Edge, ALS

Communication Information

ATIS 135.775
ATIS 118.4 Non-English
Minsk 1 Tower Tower 128.0
Minsk Radar Approach Control 125.25 Non-English

ATIS 135.77 (Russian 118.4)	Apt Elev 735'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3690' (2971')
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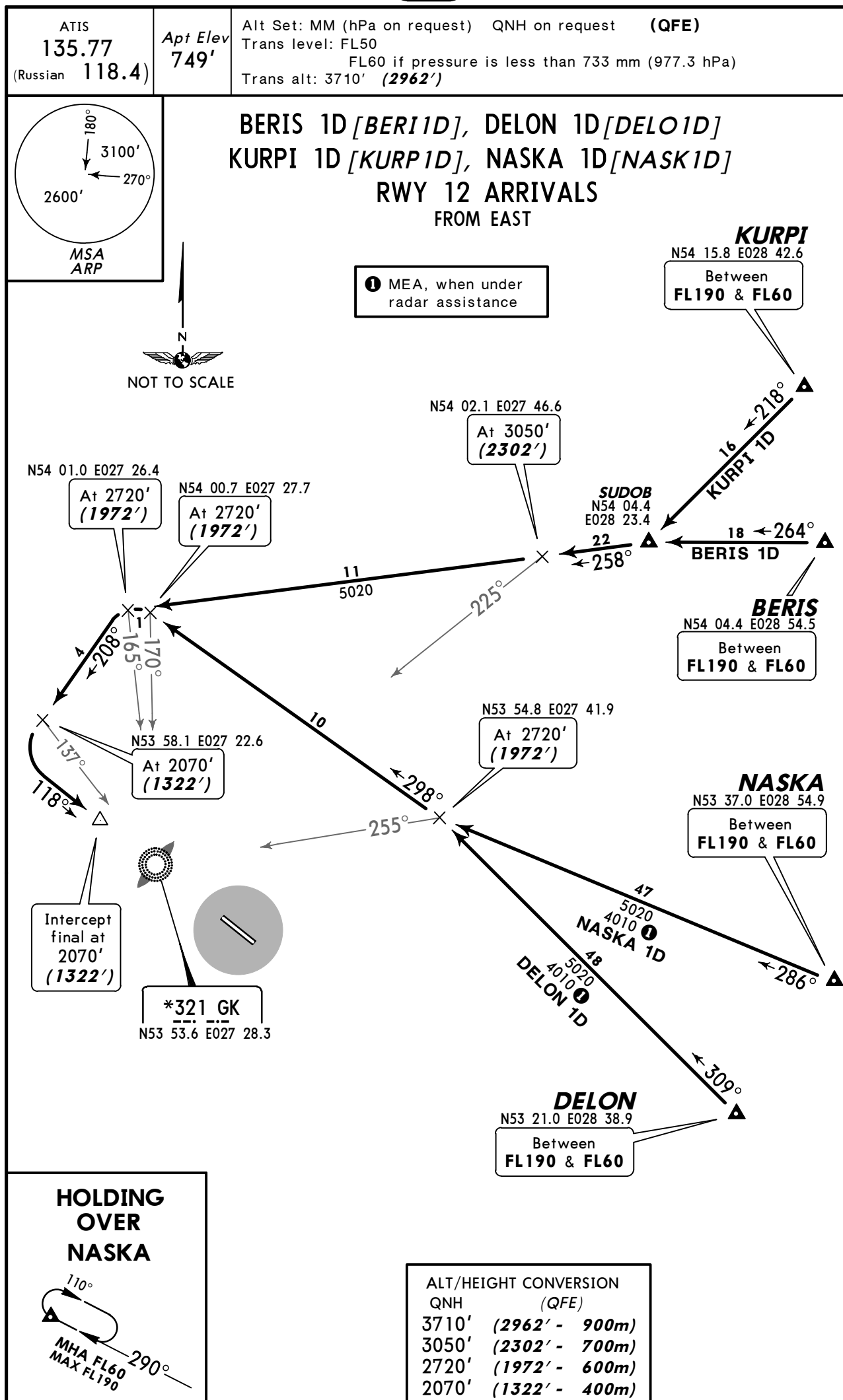
**KUBIN 2D [KUBI2D], LENOK 2D [LENO2D]
MATUS 2D [MATU2D]
RWY 30 ARRIVALS**



NOT TO SCALE

1 MEA, when under RADAR assistance

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3690'	(2971' -	900m)
3020'	(2301' -	700m)
2690'	(1971' -	600m)
2040'	(1321' -	400m)

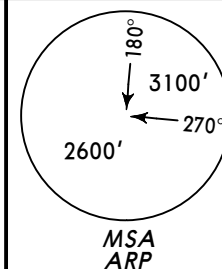


ATIS
135.77
(Russian **118.4**)

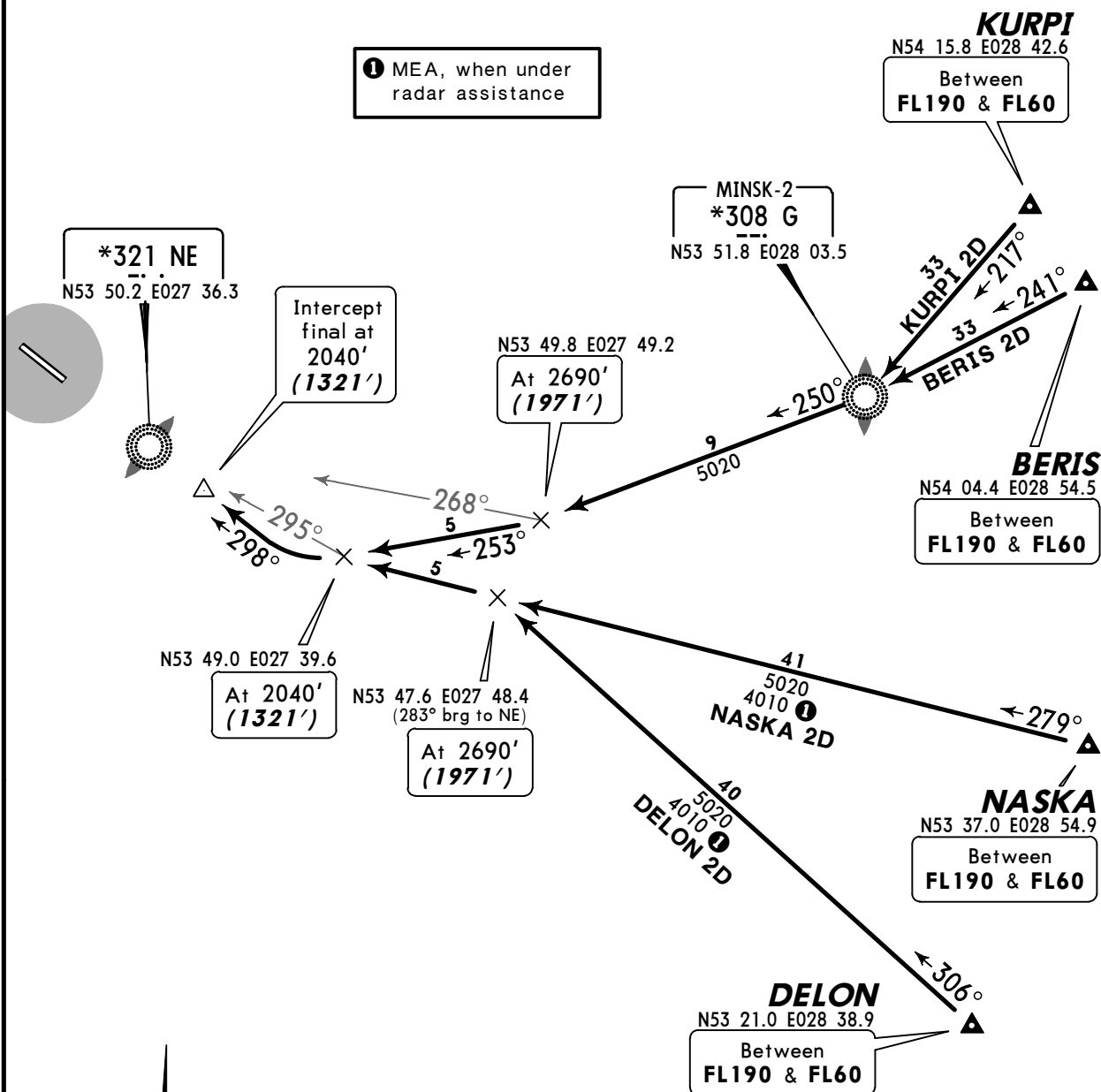
Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (**2991'**)

**BERIS 2D [BERI2D], DELON 2D [DELO2D]
KURPI 2D [KURP2D], NASKA 2D [NASK2D]
RWY 30 ARRIVALS
FROM EAST**



① MEA, when under
radar assistance



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3710'	(2991' - 900m)
2690'	(1971' - 600m)
2040'	(1321' - 400m)

ATIS
135.77
(Russian **118.4**)

Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' **(2962')**

GOVIK 1D [GOVI1D]

KOLOS 1D [KOLO1D]

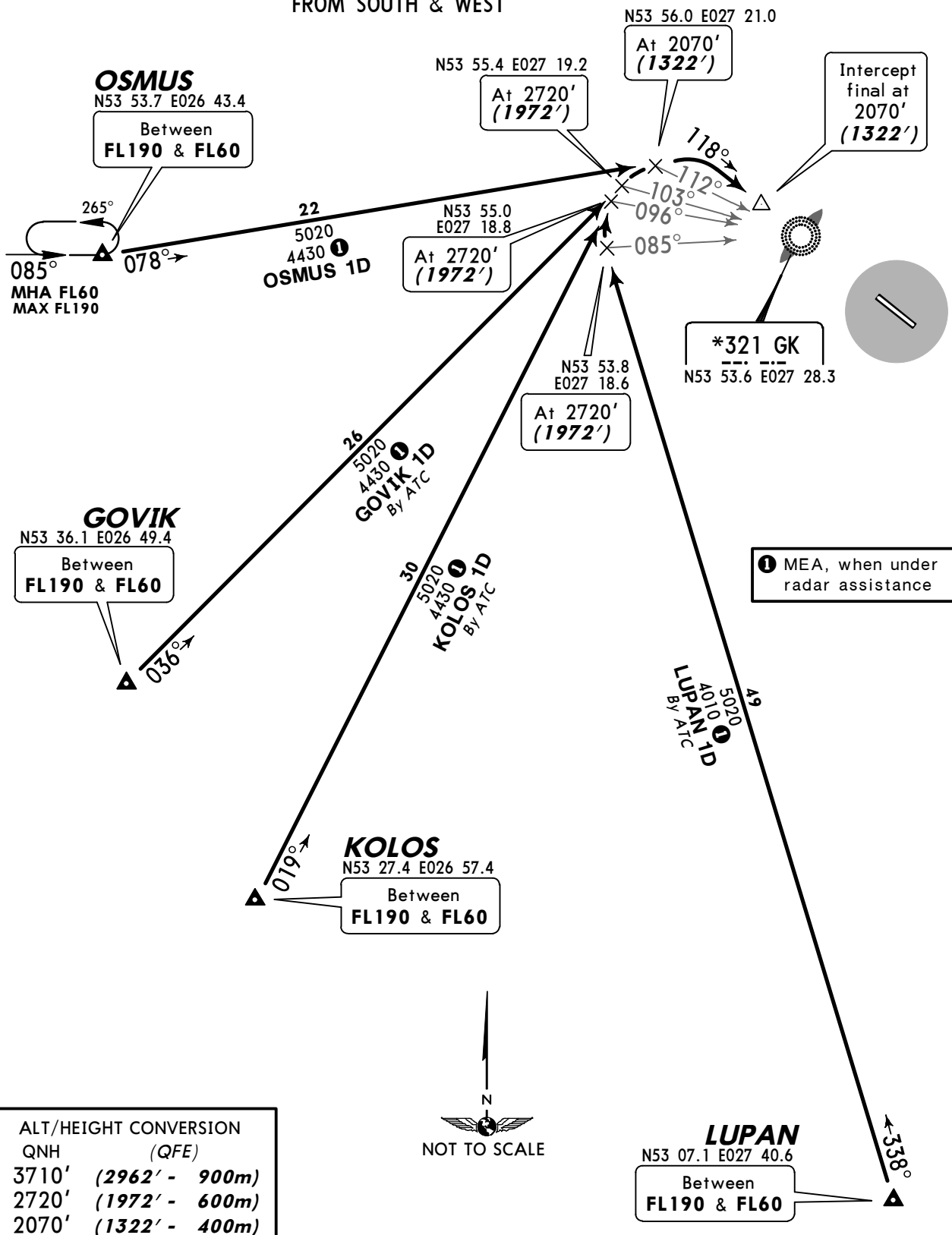
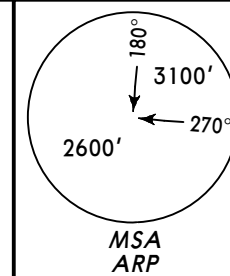
LUPAN 1D [LUPA1D]

BY ATC

OSMUS 1D [OSMU1D]

RWY 12 ARRIVALS

FROM SOUTH & WEST



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3710'	(2962' - 900m)
2720'	(1972' - 600m)
2070'	(1322' - 400m)

ATIS
135.77
(Russian **118.4**)

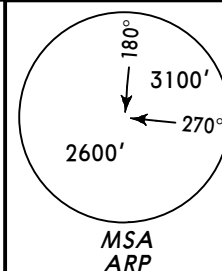
Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' **(2991')**

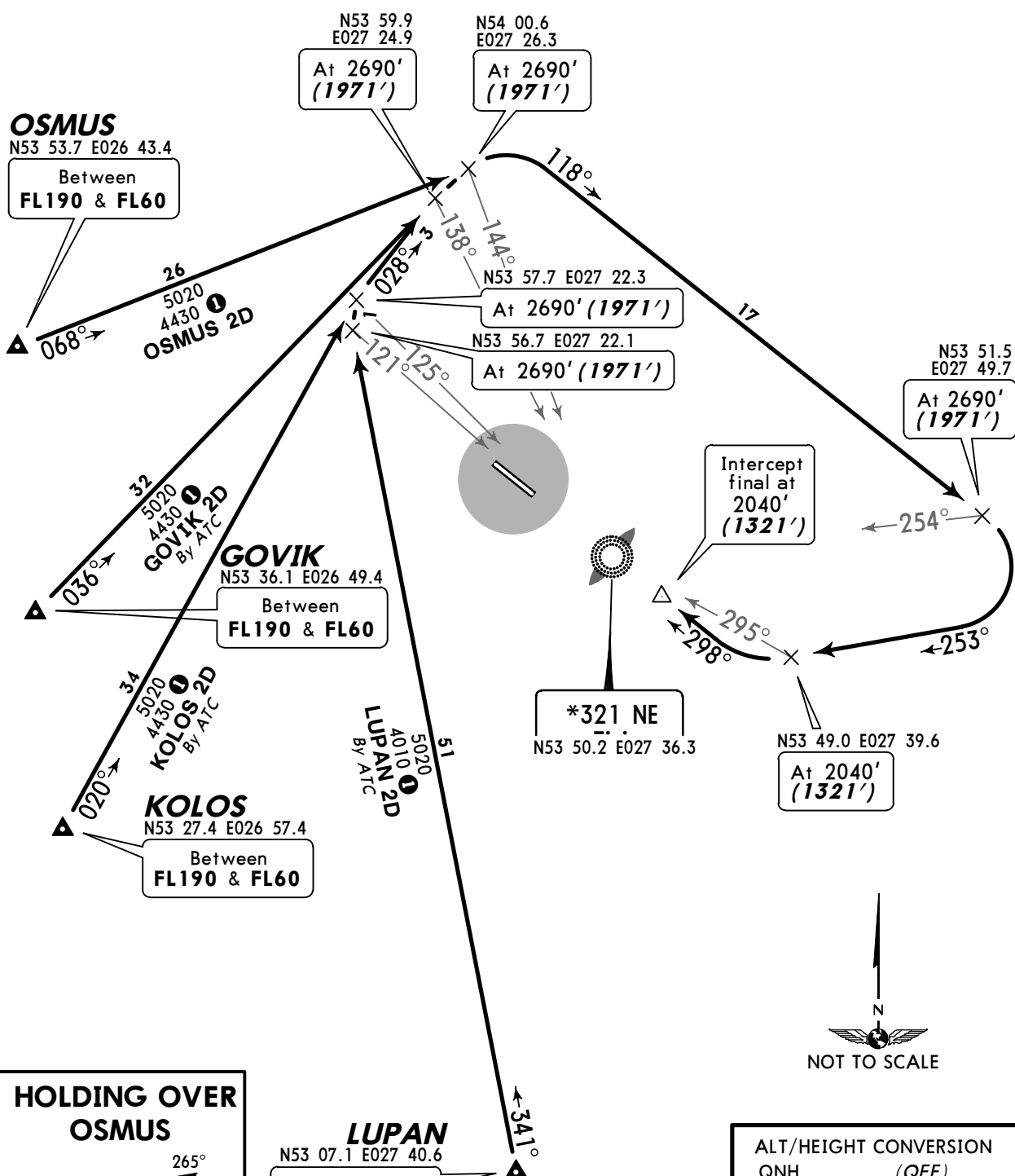
GOVIK 2D [GOVI2D]
KOLOS 2D [KOLO2D]
LUPAN 2D [LUPA2D]
BY ATC

OSMUS 2D [OSMU2D]

RWY 30 ARRIVALS
FROM SOUTH & WEST

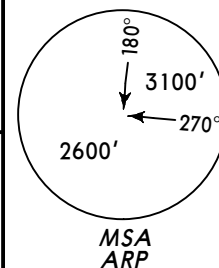


① MEA, when under radar assistance



Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (2962')



KUBIN 3D [KUBI3D], KUBIN 3E [KUBI3E] ①
LENOK 3D [LENO3D], LENOK 3E [LENO3E] ①
PENAL 3D [PENA3D]
RWY 12 DEPARTURES
TO NORTH

LENOK
N54 33.1 E027 26.5

Between
FL60 & FL190

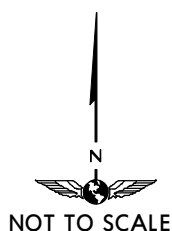
KUBIN
N54 35.3 E027 41.7

Between
FL60 & FL190

PENAL
N54 31.1 E028 31.3

Between
FL60 & FL190

① By ATC.



*321 GK
N53 53.6 E027 28.3

N53 58.2 E027 33.7

LIRNI
N54 10.0
E027 59.9

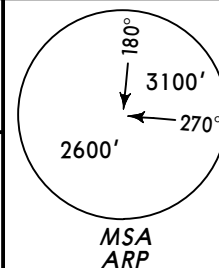
N53 52.1 E027 43.7
At 3050'
(2302')

N53 49.7 E027 37.6
At 2390'
(1642')

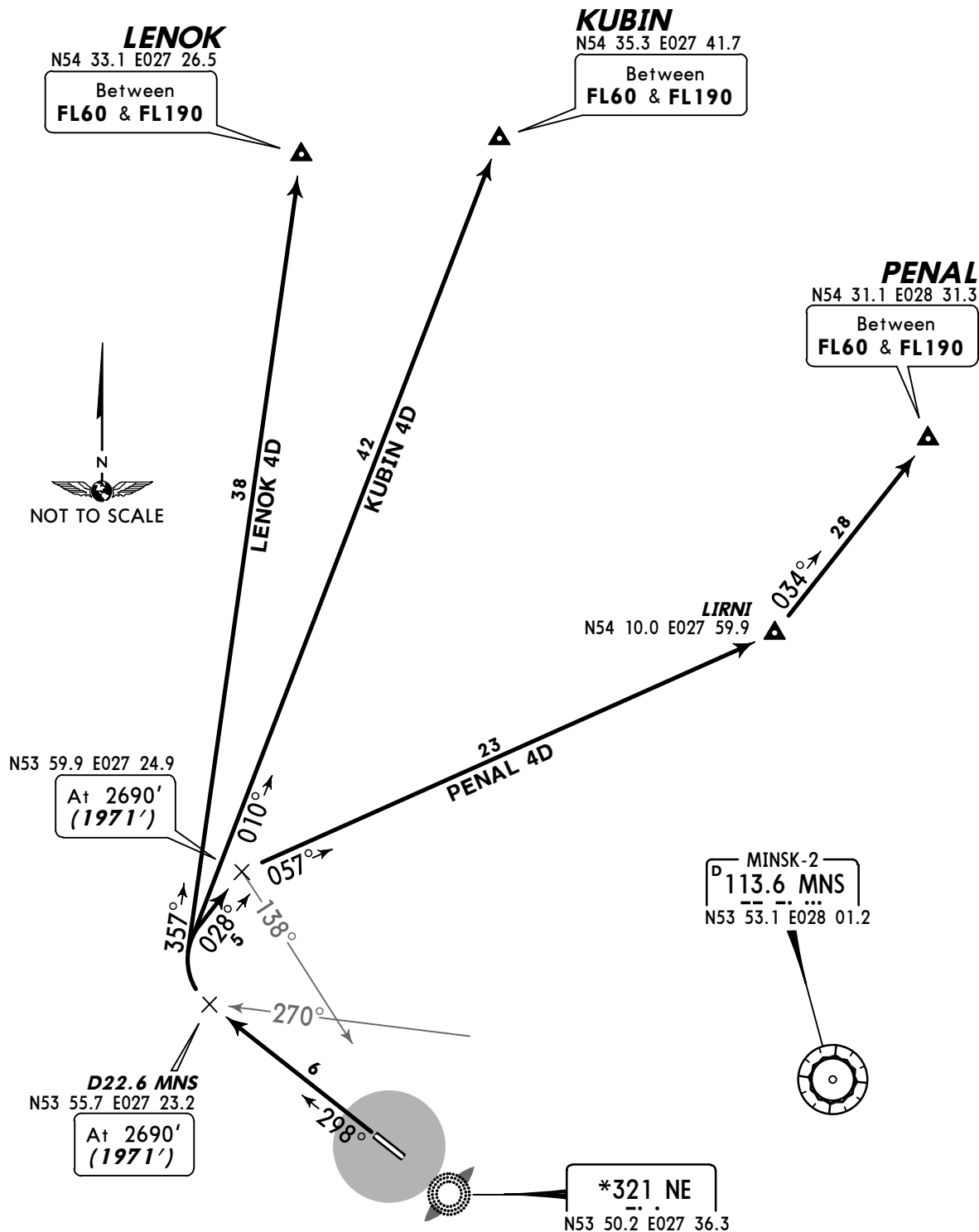
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2390'	(1642' - 500m)
3050'	(2302' - 700m)
3710'	(2962' - 900m)

Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (2991')



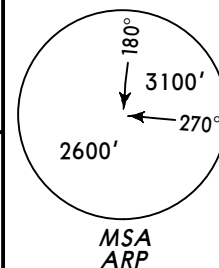
KUBIN 4D [KUBI4D]
LENOK 4D [LENO4D]
PENAL 4D [PENA4D]
RWY 30 DEPARTURES
TO NORTH



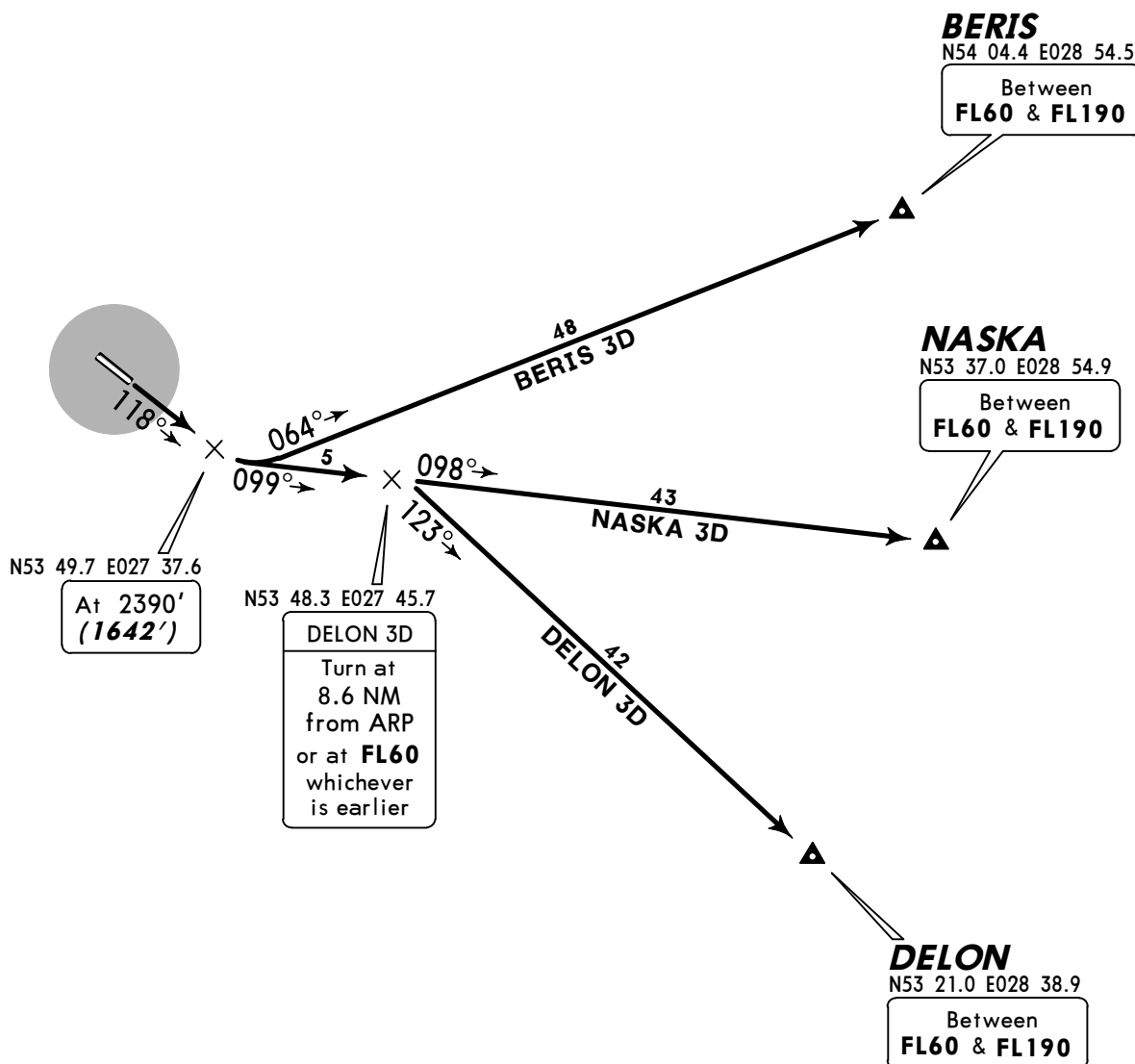
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(1971' - 600m)
3710'	(2991' - 900m)

Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (2962')



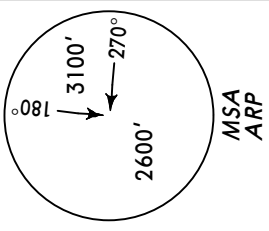
BERIS 3D [BERI3D]
DELON 3D [DELO3D]
NASKA 3D [NASK3D]
RWY 12 DEPARTURES
TO EAST



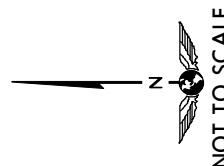
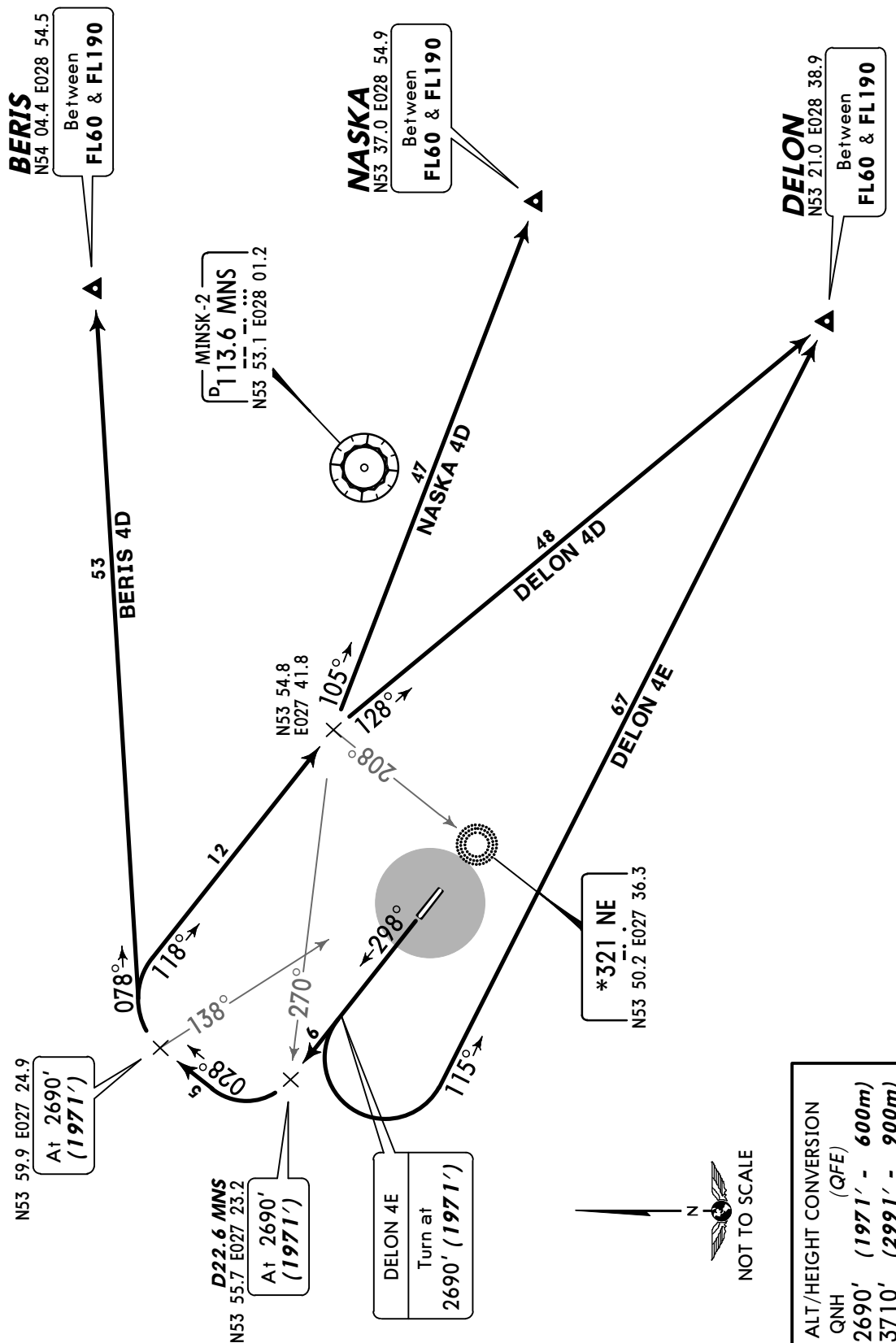
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2390'	(1642' - 500m)
3710'	(2962' - 900m)

Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' **(2991')**

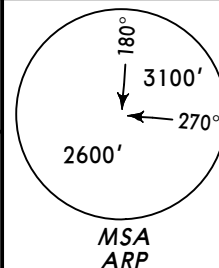


BERIS 4D [BERI4D]
DELON 4D [DELO4D]
DELON 4E [DELO4E]
NASKA 4D [NASK4D]
RWY 30 DEPARTURES
TO EAST



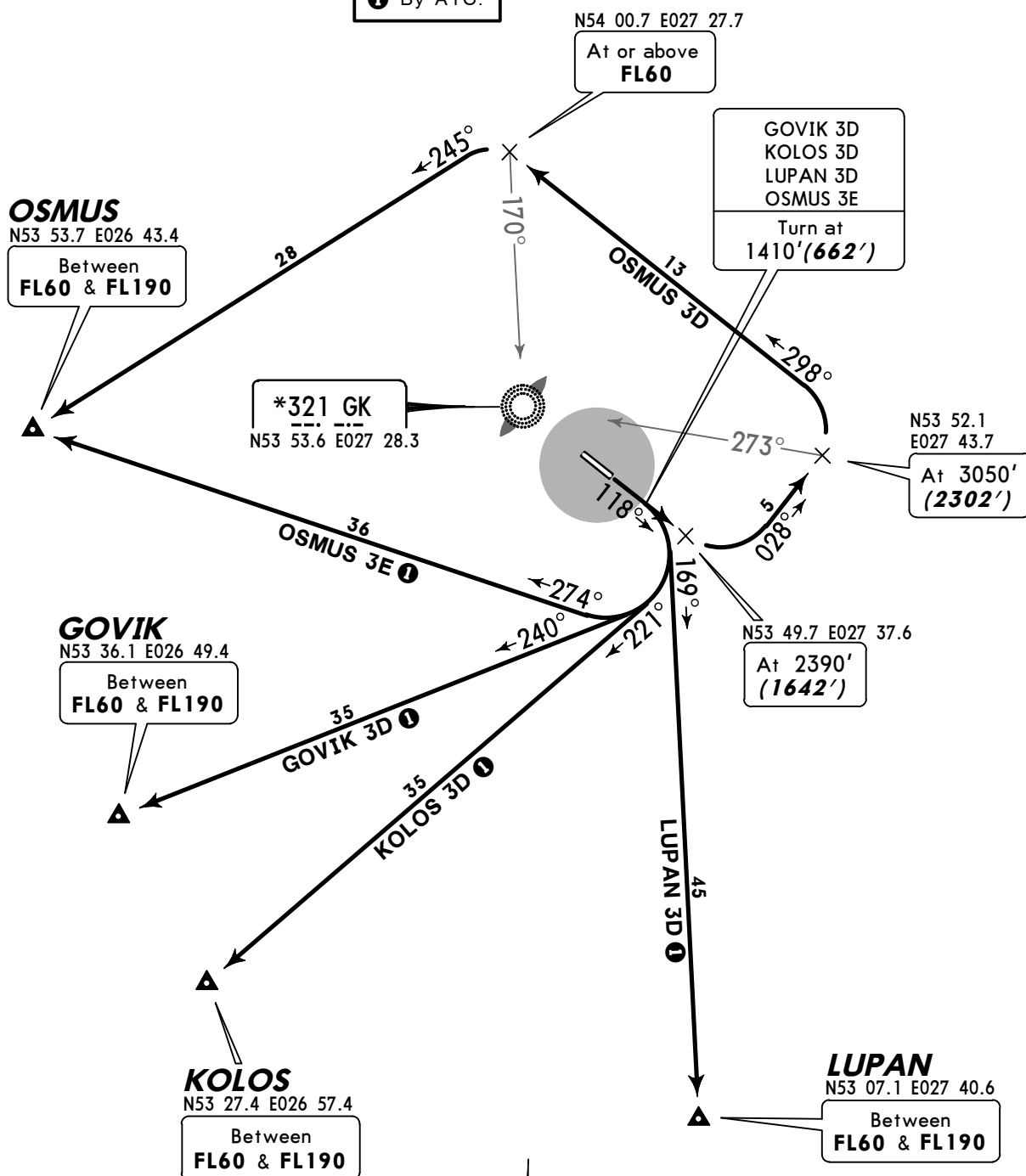
Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (2962')



GOVIK 3D[GOVI3D]①, KOLOS 3D[KOLO3D]①
LUPAN 3D[LUPA3D]①
OSMUS 3D[OSMU3D], OSMUS 3E[OSMU3E]①
RWY 12 DEPARTURES
TO SOUTH & WEST

① By ATC.

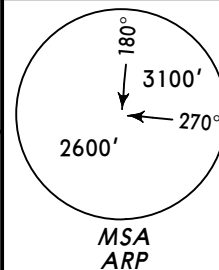


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1410'	(662' - 200m)
2390'	(1642' - 500m)
3050'	(2302' - 700m)
3710'	(2962' - 900m)



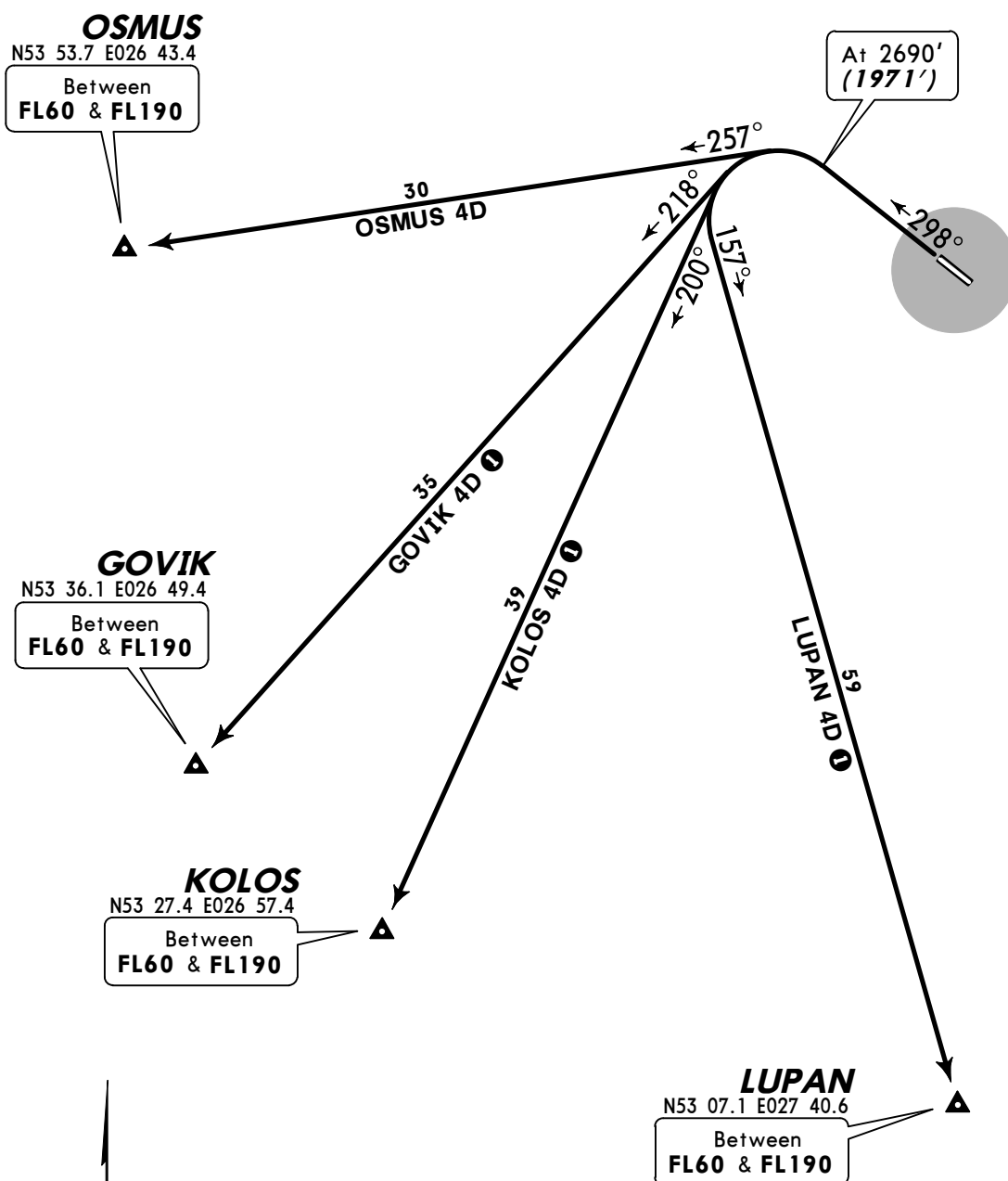
Apt Elev
749'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3710' (2991')



GOVIK 4D [GOVI4D] ①, KOLOS 4D [KOLO4D] ①
LUPAN 4D [LUPA4D] ①, OSMUS 4D [OSMU4D]
RWY 30 DEPARTURES
TO SOUTH & WEST

① By ATC.

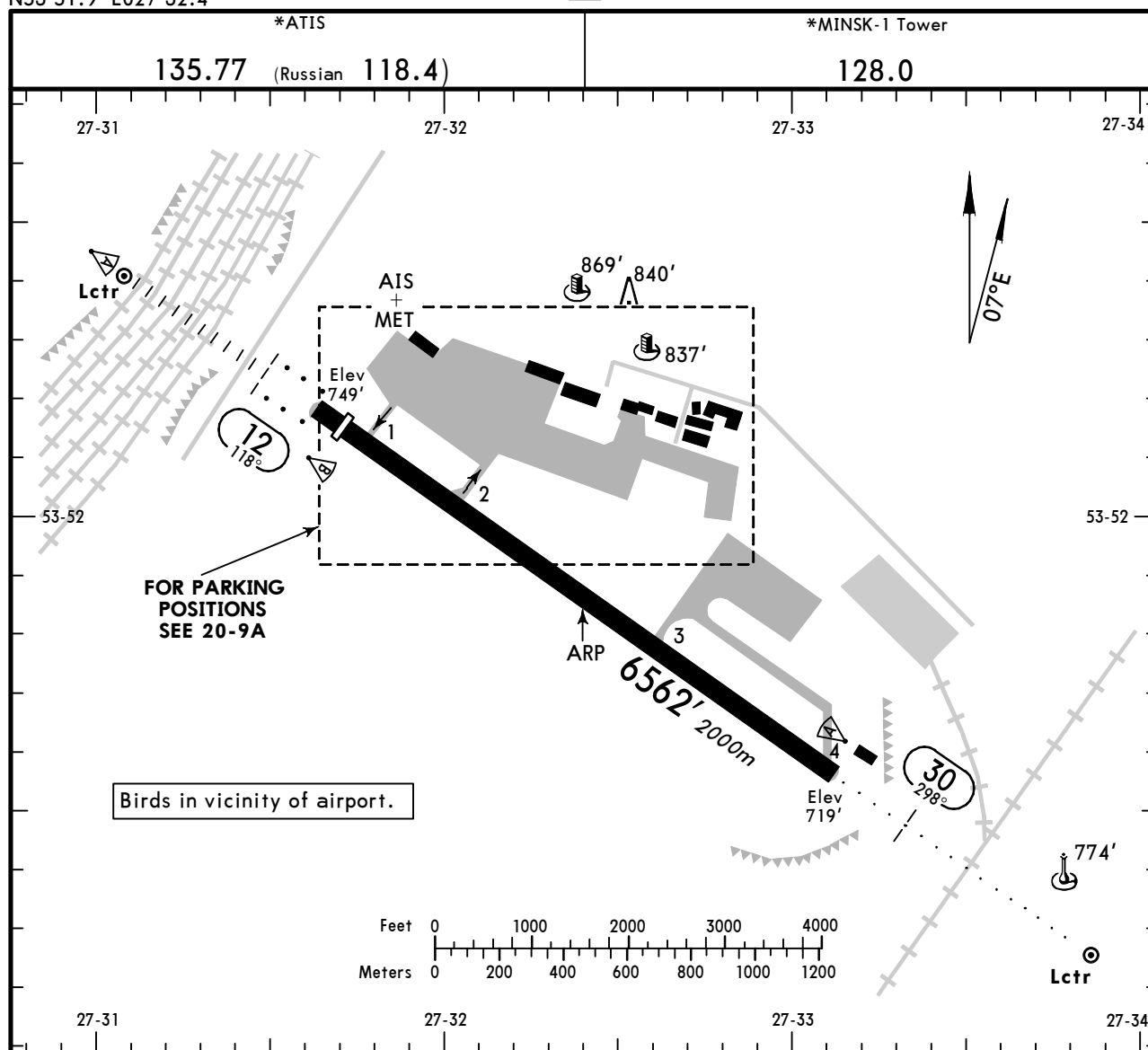


ALT/HEIGHT CONVERSION
QNH (QFE)
2690' (1971' - 600m)
3710' (2991' - 900m)

UMMM/MHP
Apt Elev **749'**
N53 51.9 E027 32.4

JEPPESSEN
1 JUL 11 **(20-9)**

MINSK, BELARUS
MINSK-1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
12			Threshold	Glide Slope		
30	RL (50m) ALS	RVR	6234' 1900m	5483' 1671m		197' 60m

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

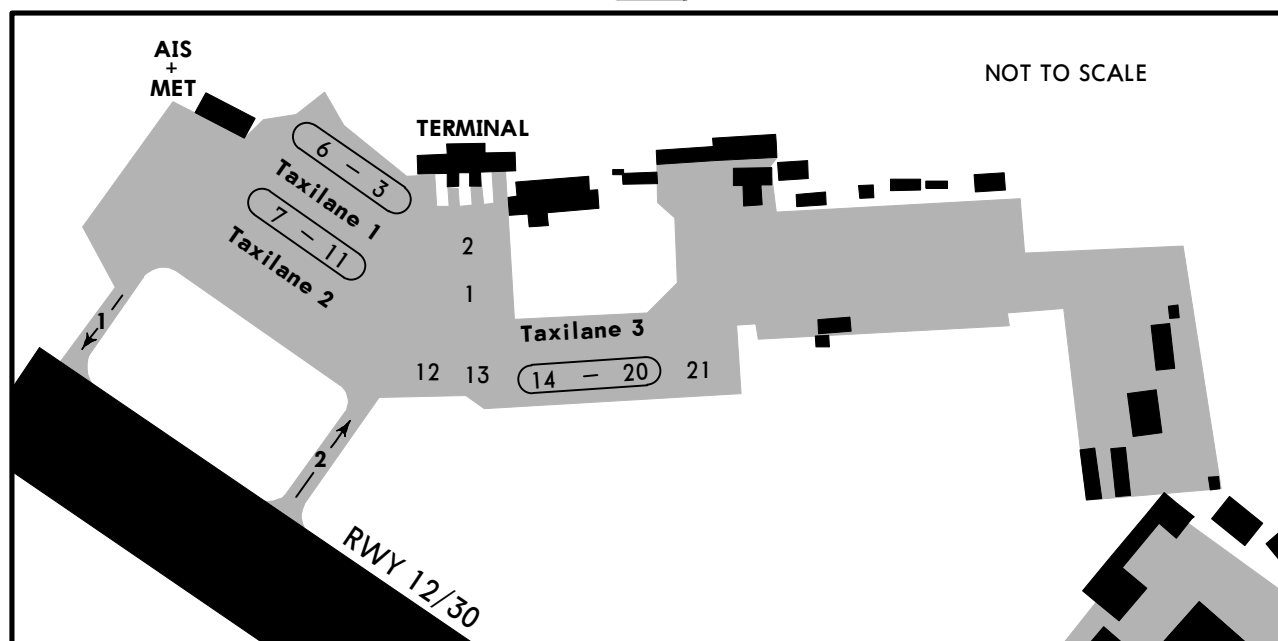
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	
C		
D	300m	400m

CHANGES: ATIS frequency.

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**INS COORDINATES**

STAND No.	COORDINATES
1, 2	N53 52.2 E027 32.1
3 thru 6	N53 52.3 E027 32.0
7, 8	N53 52.2 E027 31.9
9 thru 11	N53 52.2 E027 32.0

Stands 12, 14 thru 20 available for helicopters.
Parking onto stands 14 thru 20 is by towing and onto stand 17 by push-back.

TAXIING PROCEDURE

Taxiing and towing without permission of taxiing controller are prohibited.

STRAIGHT-IN RWY		A	B	C	D
12	ILS	948' (200') R1000m	948' (200') R1000m	948' (200') R1000m	948' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1600' (852') C4000m	1600' (852') C4000m	1600' (852') C4200m	1600' (852') C4200m
	ALS out	C4200m	C4200m	C4400m	C4400m
30	2 NDB ①	1070' (351') R1400m	1070' (351') R1400m	1070' (351') R1400m	1070' (351') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

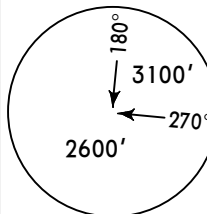
TAKE-OFF RWY 12, 30

LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
12	ILS	948' (200')	948' (200')	948' (200')	948' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
30	NDB	1600' (852')	1600' (852')	1600' (852')	1600' (852')
		R1500m	R1500m	R2000m	R2000m
		1040' (321')	1040' (321')	1040' (321')	1040' (321')
	<i>ALS out</i>	R1300m R1500m	R1400m R1500m	R1600m R1800m	R1800m R2000m

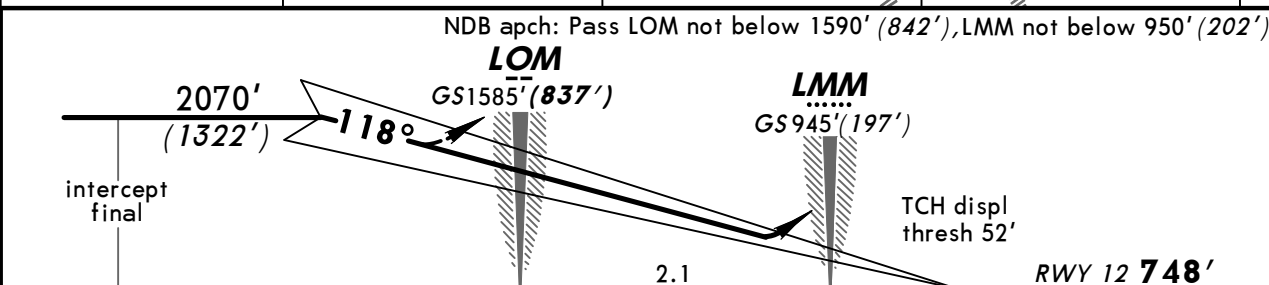
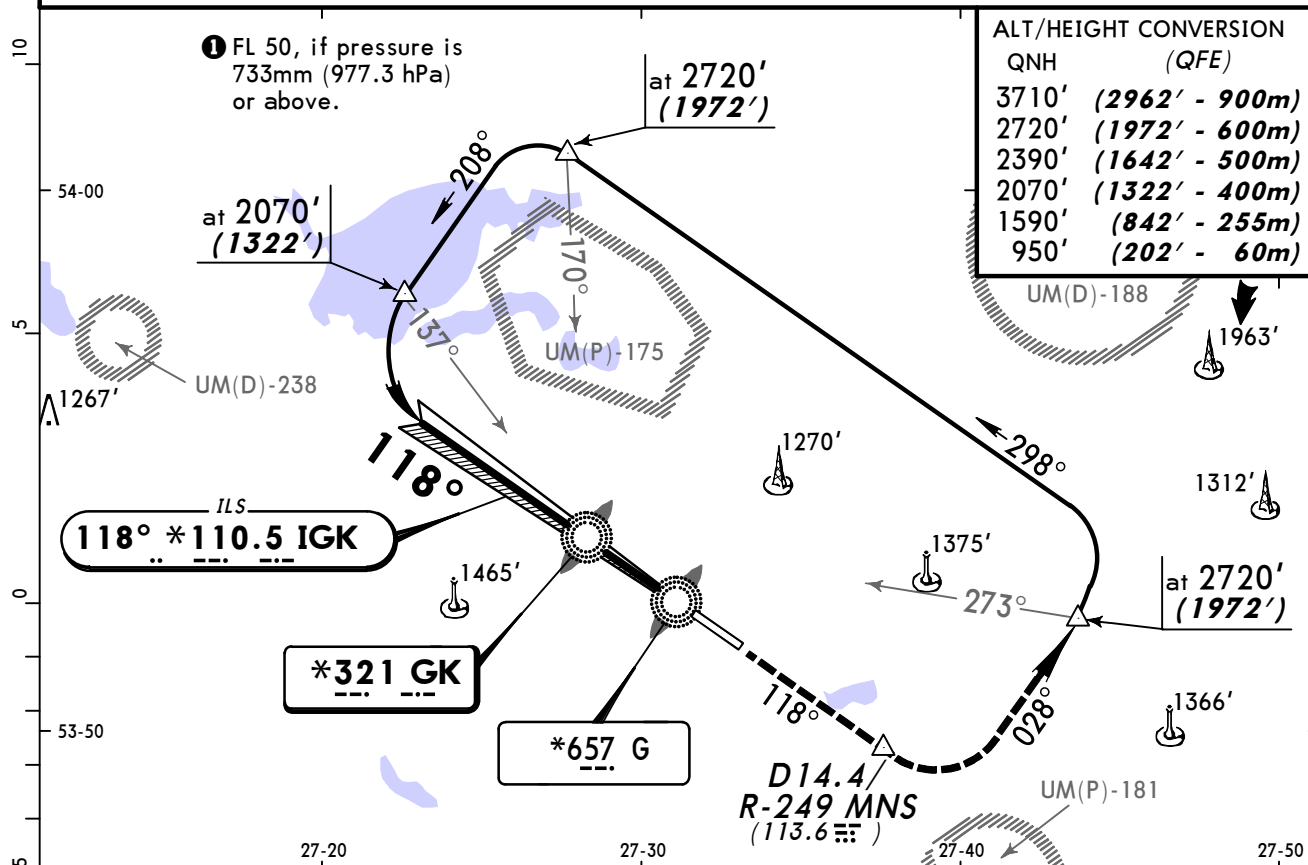
TAKE-OFF RWY 12, 30

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

*ATIS 135.77 (Russian 118.4)		*MINSK-1 Tower 128.0			 MSA ARP
LOC IGK *110.5	Final Apch Crs 118°	GS LOM 1585' (837')	ILS DA(H) 948' (200')	Apt Elev 749'	
NDB GK *321		Minimum Alt No FAF	NDB MDA(H) 1600' (852')	RWY 748'	

MISSED APCH: Climb on 118° to 2390' (1642'). Not before 3.8 NM from ARP or D14.4/R-249 MNS turn LEFT onto 028° climbing to 2720' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ① Trans alt: 3710' (2962')
Procedure restricted to MAX 160 KT.



TO DISPLACED THRESHOLD								2390' (1642') on 118°
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 12					
ILS		LOC (GS out)	NDB		
DA(H) 948'(200')			MDA(H) 1600'(852')		
FULL	ALS out		ALS out		
A	1200m		NOT AUTH	3200m	
B					
C				4000m	
D				4400m	

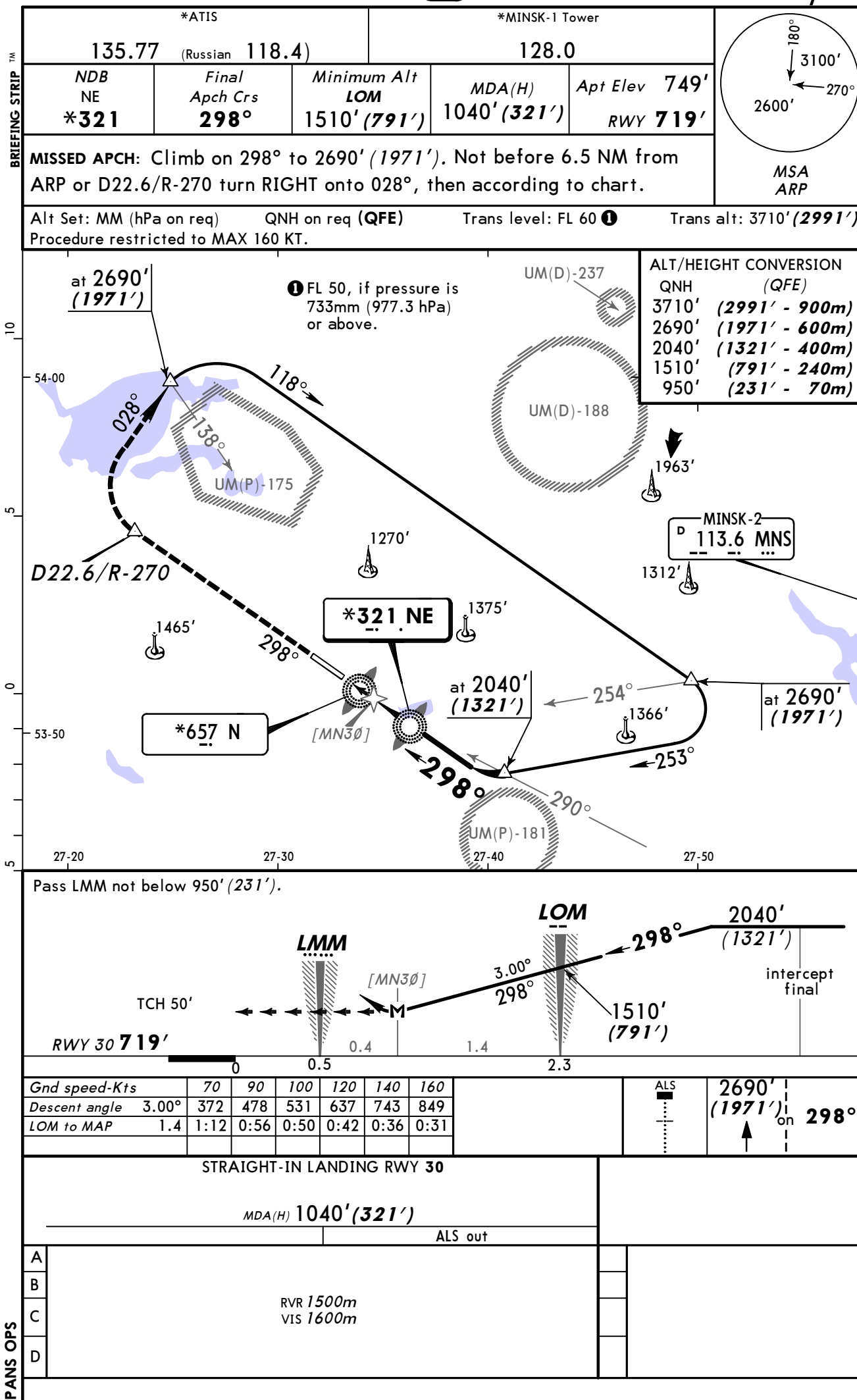


Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MINSK, (MINSK-1 - UMMM)				
REV	STANDARD MNMS	20-9S	23 Mar 2012	05 Apr 2012
REV	JAA MNMS	20-9X	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 12	21-1	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 30	26-1	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMM