

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMMS

Terminal Charts For UMMS

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Minsk Blr
IATA Code: MSQ
Lat/Long: N53° 52.9' E028° 01.8'
Elevation: 670 ft

Airport Use: Public
Magnetic Variation: 7.3°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: 0626 Z
Sunset: 1355 Z,

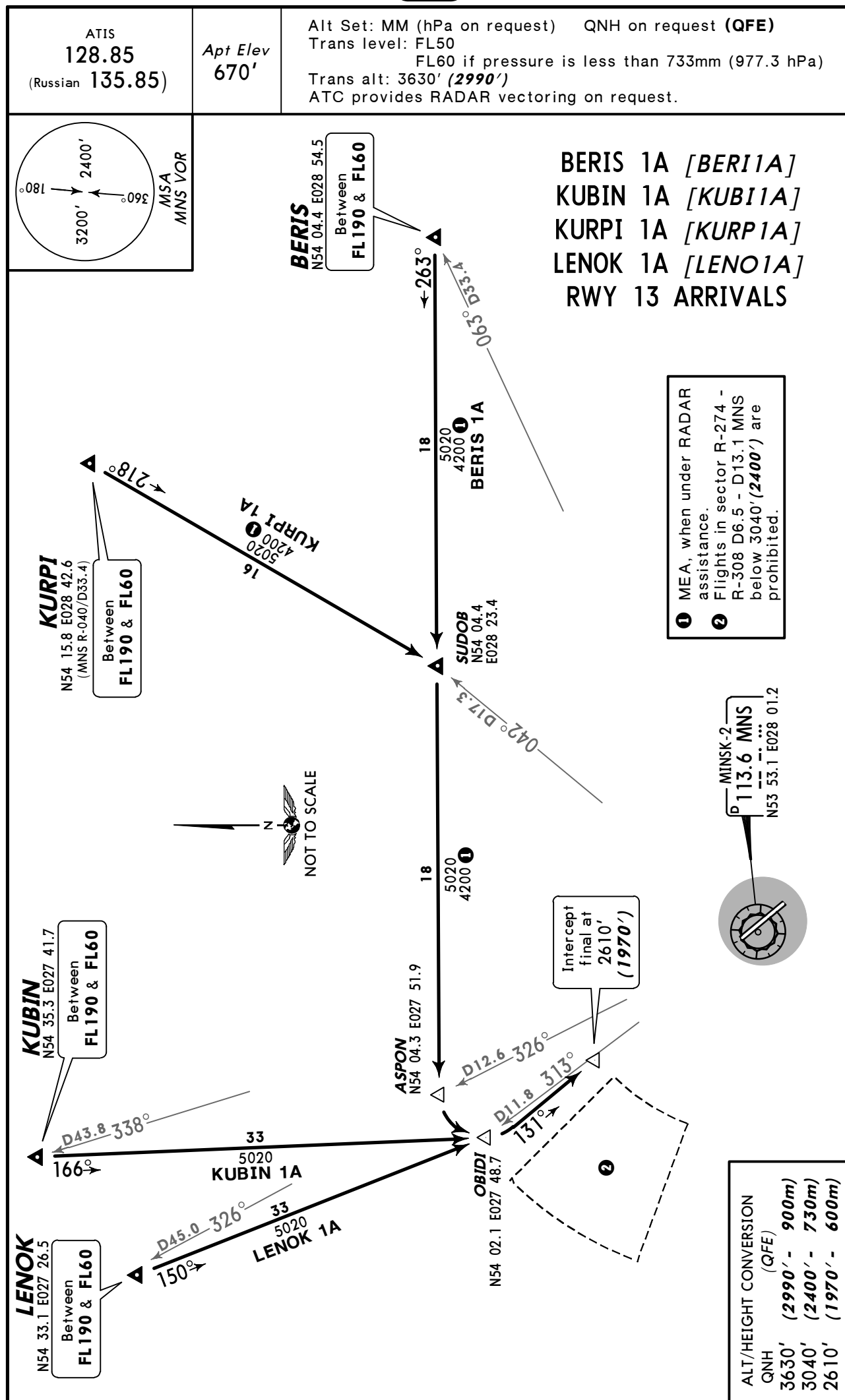
Runway Information

Runway: 13
Length x Width: 11946 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 640 ft
Lighting: Edge, ALS, Centerline

Runway: 31
Length x Width: 11946 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 670 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 135.85 Non-English
ATIS 128.85
Minsk-2 Tower 118.3
Minsk-2 Ground Control 129.95
Minsk Approach Control 125.9
Minsk Radar 125.25

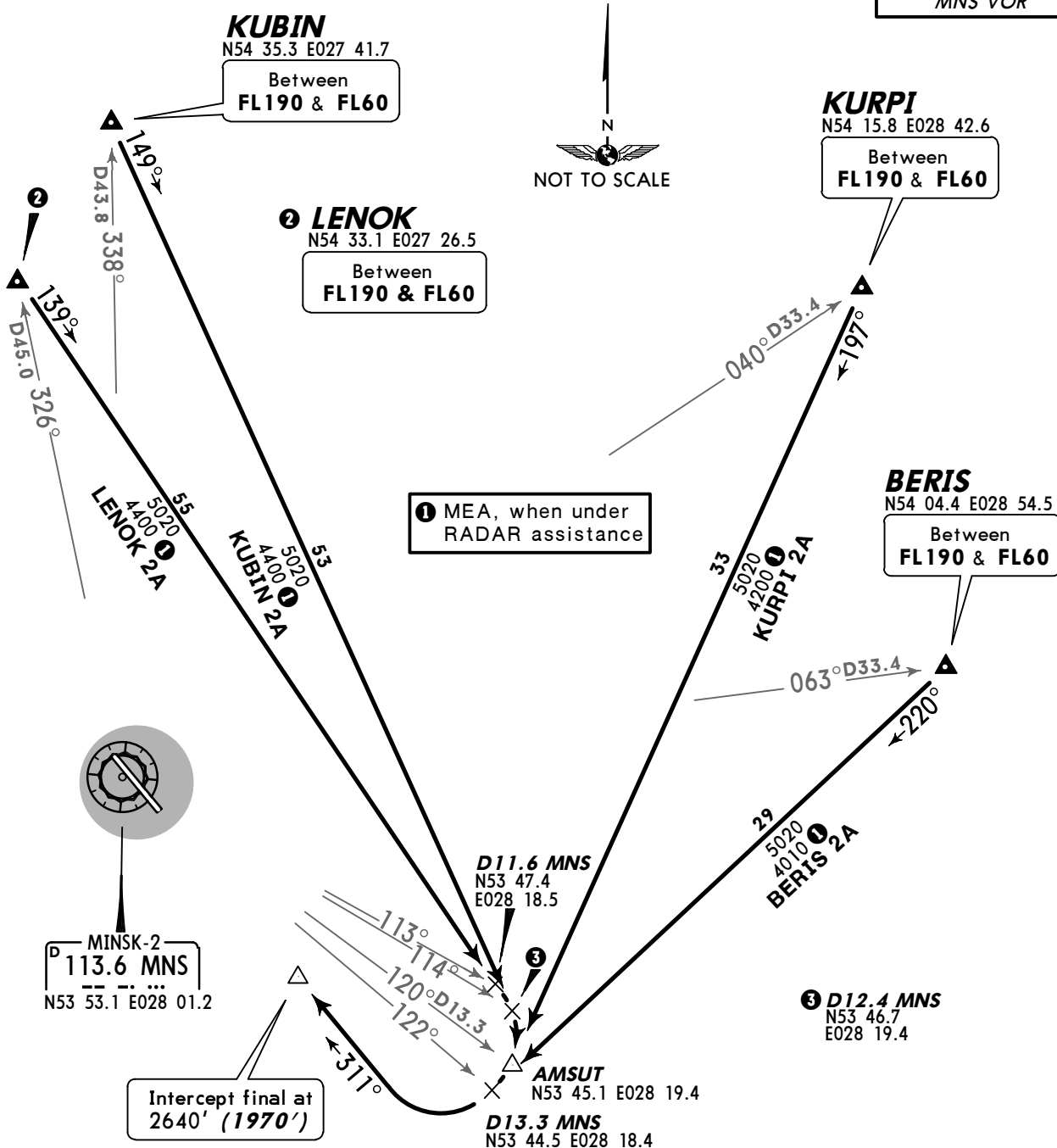
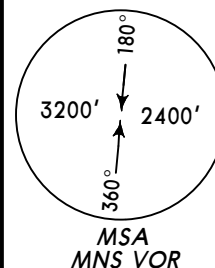


ATIS
128.85
(Russian 135.85)

Apt Elev
670'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' (2960')
ATC provides RADAR vectoring on request.

BERIS 2A [BERI2A], KUBIN 2A [KUBI2A]
KURPI 2A [KURP2A], LENOK 2A [LENO2A]
RWY 31 ARRIVALS



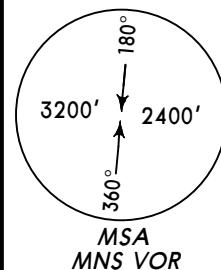
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2960' - 900m)
2640'	(1970' - 600m)

ATIS
128.85
(Russian **135.85**)

Apt Elev
670'

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' (**2990'**)
ATC provides radar vectoring on request.

DELON 1A [DELO1A], LUPAN 1A [LUPA1A] ①
NASKA 1A [NASK1A], NASKA 1B [NASK1B]
RWY 13 ARRIVALS
FROM SOUTH



D11.8 MNS
N54 03.9 E027 53.9

D10.6 MNS
N54 03.0 E027 55.1

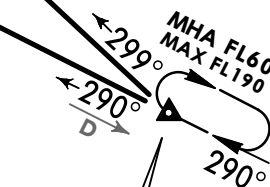
- ① By ATC.
- ② MEA, when under radar assistance.
- ③ Flights in sector R-274 - R-308 D6.5 - D13.1 MNS below 3040' (**2400'**) are prohibited.

Intercept
final at
2610'
(**1970'**)

MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2

NASKA 1A
45
5020
4010

NASKA 1B
35.7
5020
4010



NASKA
N53 37.0 E028 54.9
Between
FL190 & FL60

DELON 1A
39.2
5020
4010

DELON
N53 21.0 E028 38.9
Between
FL190 & FL60

LUPAN 1A ①
47.7
5020
4010

LUPAN
N53 07.1 E027 40.6
Between
FL190 & FL60



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2990' - 900m)
3040'	(2400' - 730m)
2610'	(1970' - 600m)

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL50
 FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' (**2960'**)
ATC provides radar vectoring on request.



- ① By ATC.
- ② MEA, when under radar assistance.

24
5020
4010 ②
NASKA 2A

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

Between
FL190 & FL60

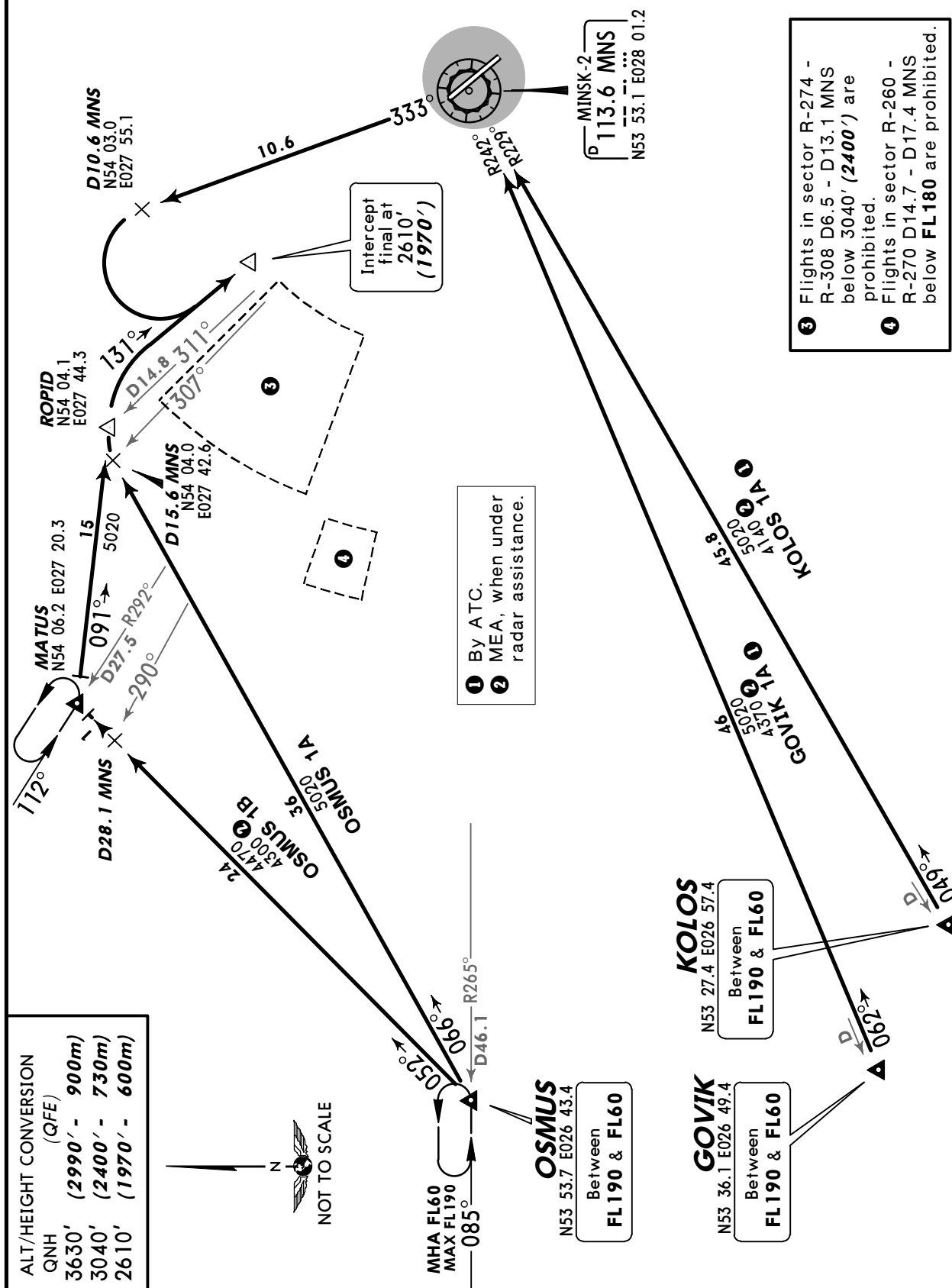
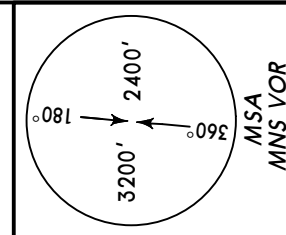
LUPAN
N53 07.1 E027 40.6
Between
FL190 & FL60

ALT/HEIGHT CONVERSION

QNH	(QFE)
3630'	(2960' - 900m)
2640'	(1970' - 600m)

ATIS 128.85 (Russian 135.85)	<i>Apt Elev</i> 670'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3630' (2990') ATC provides radar vectoring on request.
---	--	--

GOVIK 1A [GOVI1A]①, KOLOS 1A [KOLO1A]①
OSMUS 1A [OSMU1A], OSMUS 1B [OSMU1B]
RWY 13 ARRIVALS
FROM WEST



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Apt Elev
670'

QNH on request (QFE)

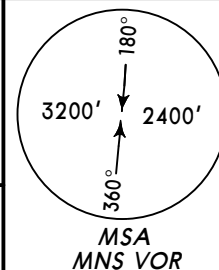
Trans level: FL50

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], OSTAV 3A [OSTA3A]
PENAL 3A [PENA3A]
RWY 13 DEPARTURES**

LENOK

N54 33.1 E027 26.5

Between
FL60 & FL190

KUBIN

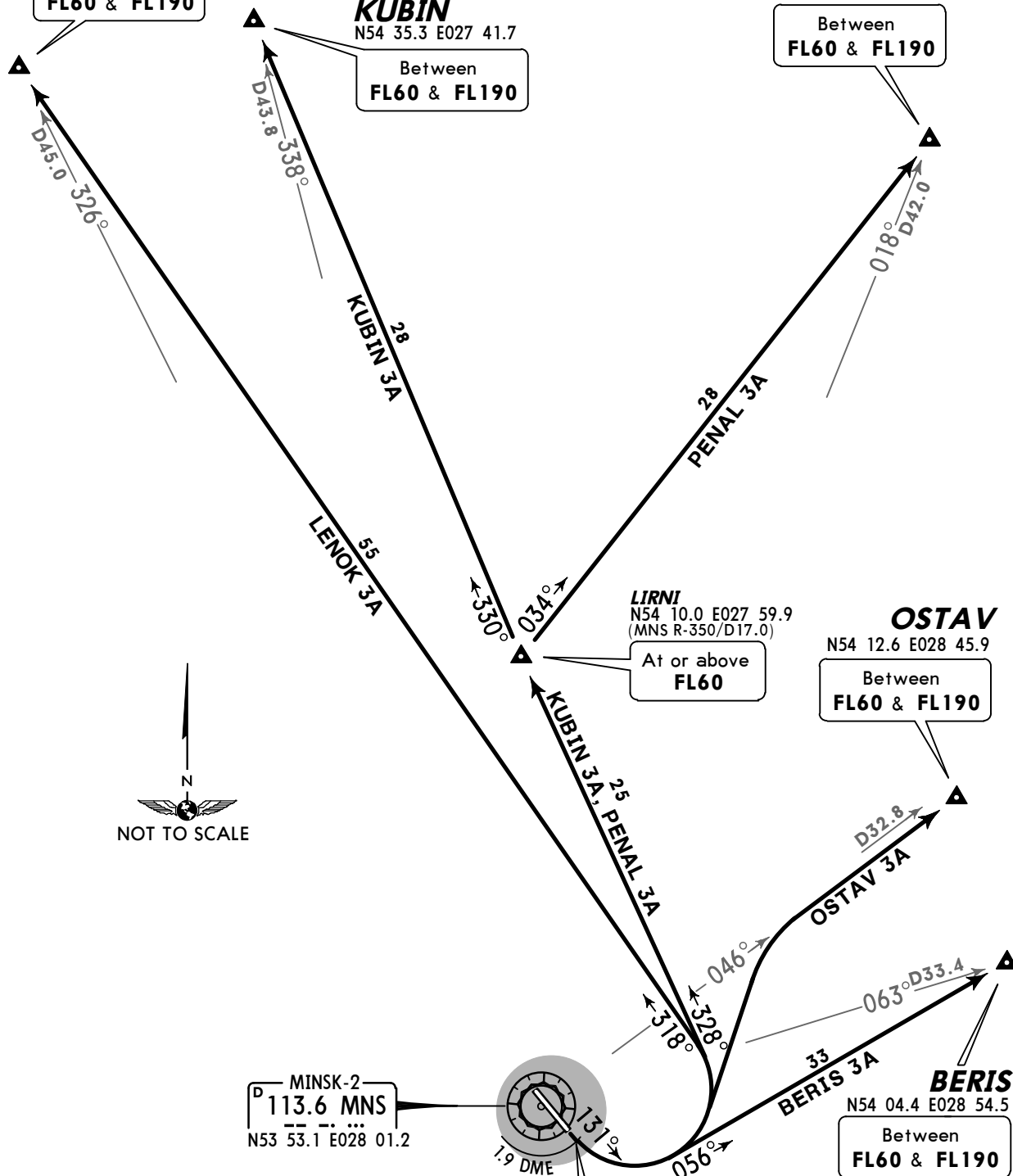
N54 35.3 E027 41.7

Between
FL60 & FL190

PENAL

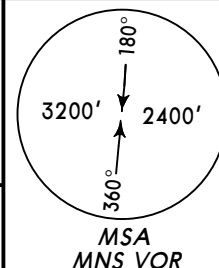
N54 31.1 E028 31.3

Between
FL60 & FL190



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

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.



MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2

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Apt Elev
670'

QNH on request (QFE)

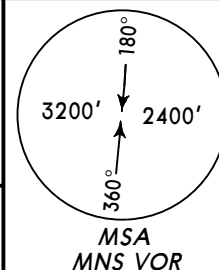
Trans level: FL50

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] ①, NASKA 3A [NASK3A]
RWY 13 DEPARTURES
TO SOUTHEAST & SOUTH**

MINSK-2
D 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

NASKA 3A

DELON 3A

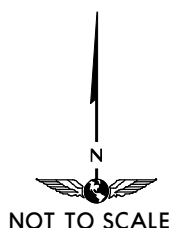
LUPAN 3A ①

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

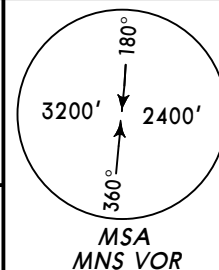
QNH (QFE)

1300' (**660'** - 200m)

3630' (**2990'** - 900m)

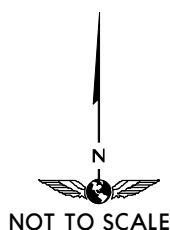
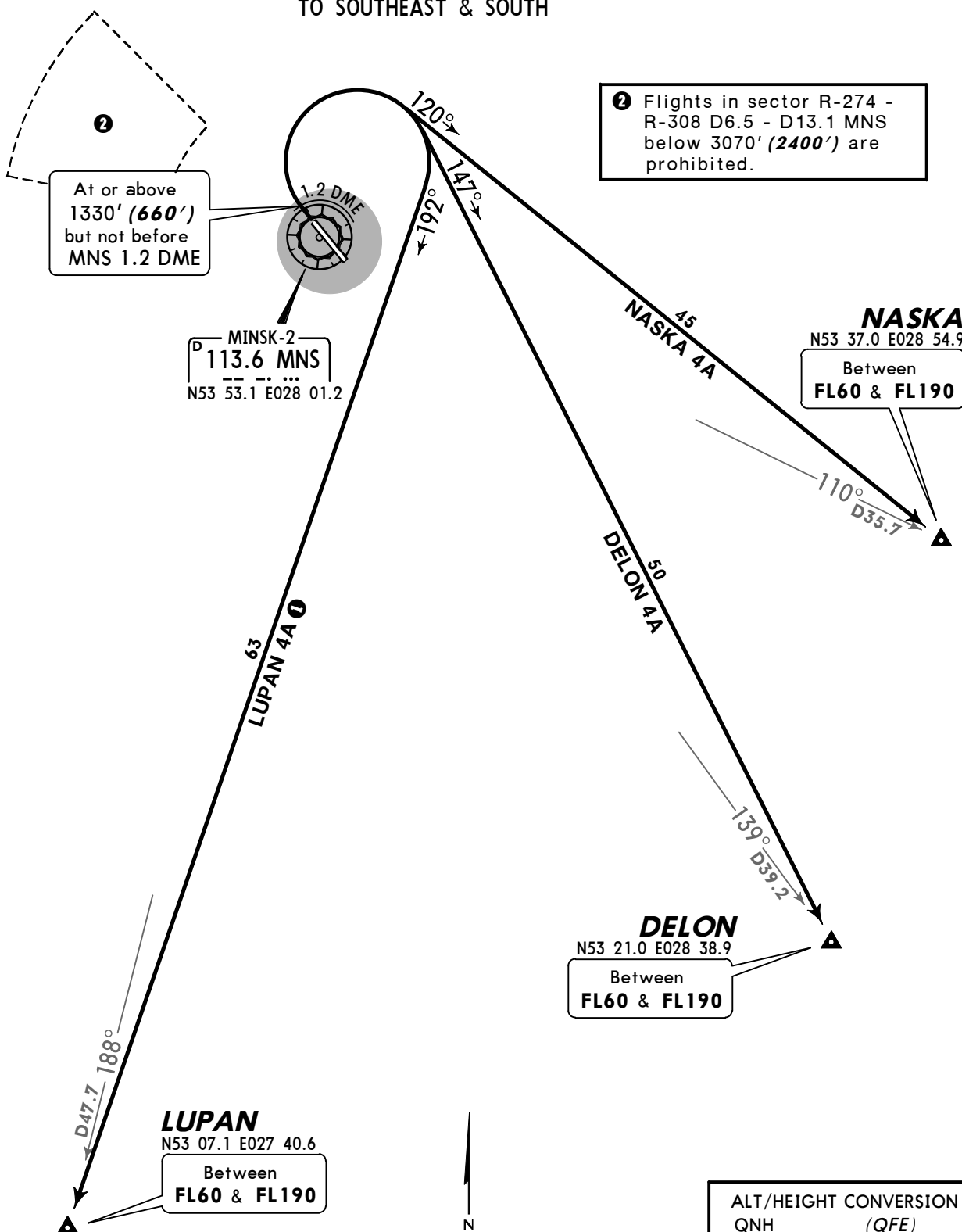
Apt Elev
670'

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**

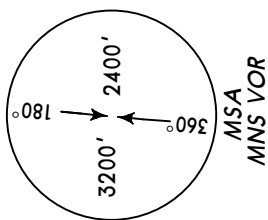
① By ATC.



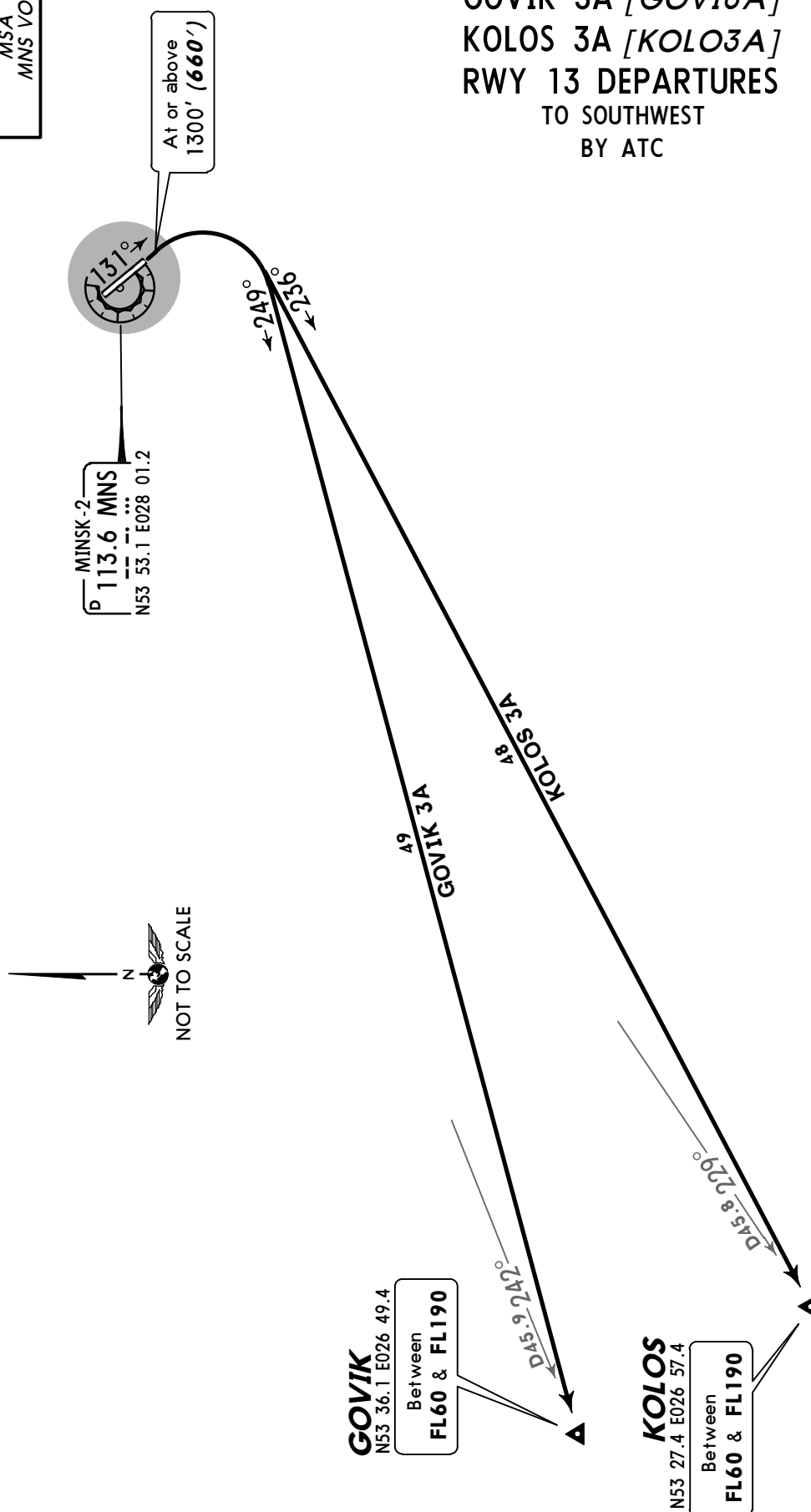
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(660' - 200m)
3070'	(2400' - 730m)
3630'	(2960' - 900m)

Apt Elev
670'

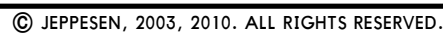
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' (2990')
1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.



GOVIK 3A [GOVI3A]
KOLOS 3A [KOLO3A]
RWY 13 DEPARTURES
TO SOUTHWEST
BY ATC



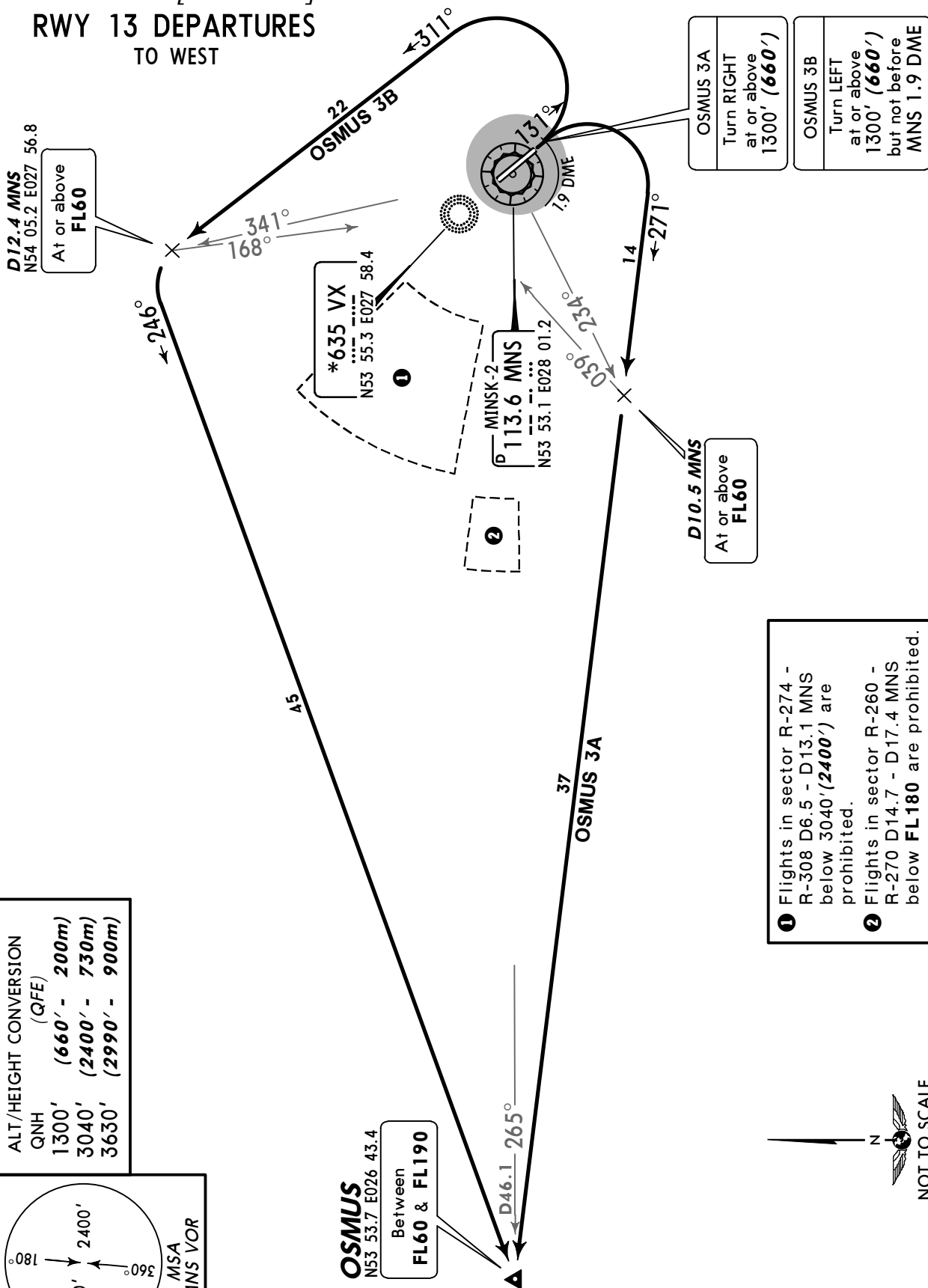
ALT/HEIGHT CONVERSION
(QFE)
QNH
1300' (660' - 200m)
3630' (2990' - 900m)



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



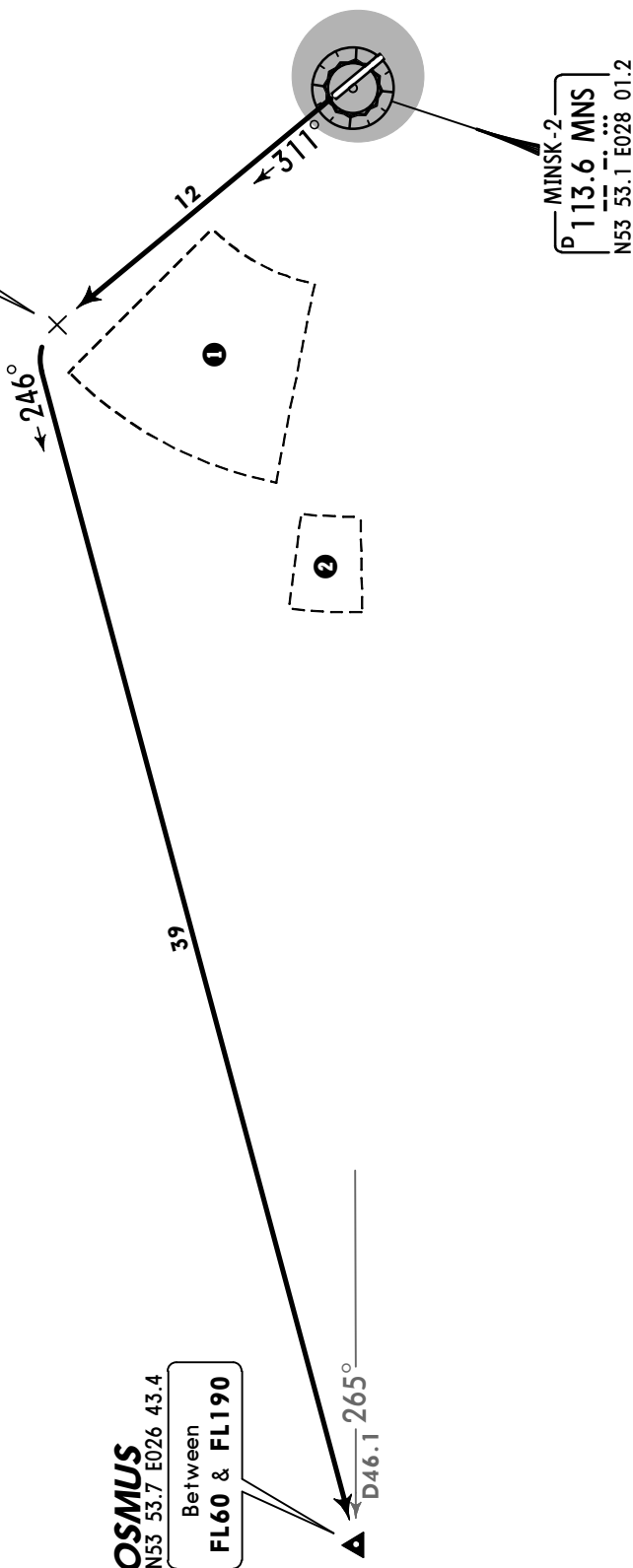
Apt Elev
670'

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.

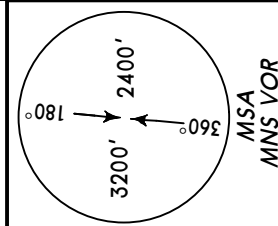
OSMUS 4A [OSMU4A]
RWY 31 DEPARTURE
TO WEST

D13.5 MNS
N54 03.3 E027 46.2
(MNS R-312)

At or above
FL60

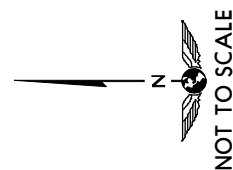


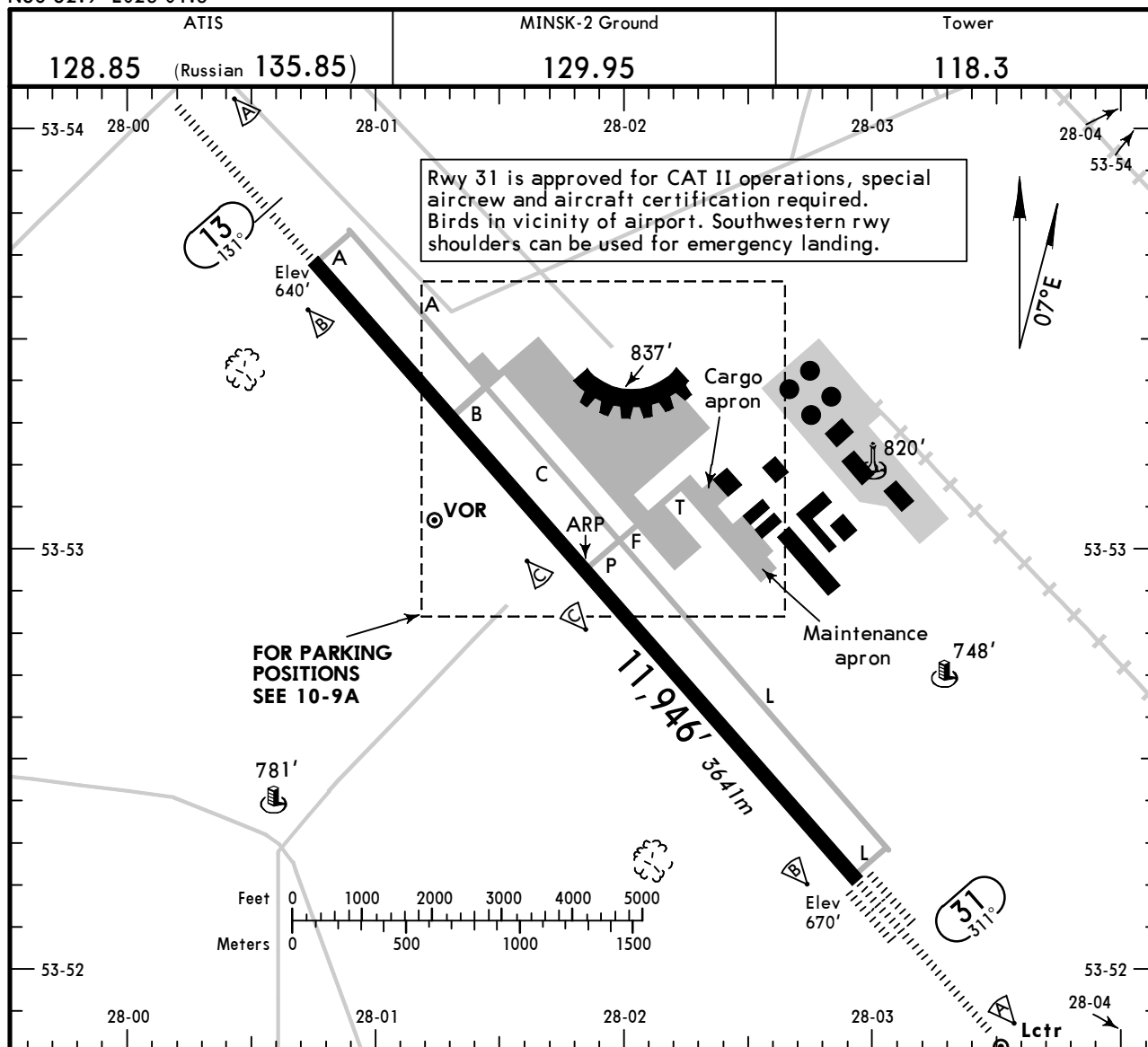
MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2



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

- ① Flights in sector R-274 - R-308 D6.5 - D13.1 MNS below 3070' (2400') are prohibited.
- ② Flights in sector R-260 - R-270 D14.7 - D17.4 MNS below FL180 are prohibited.





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

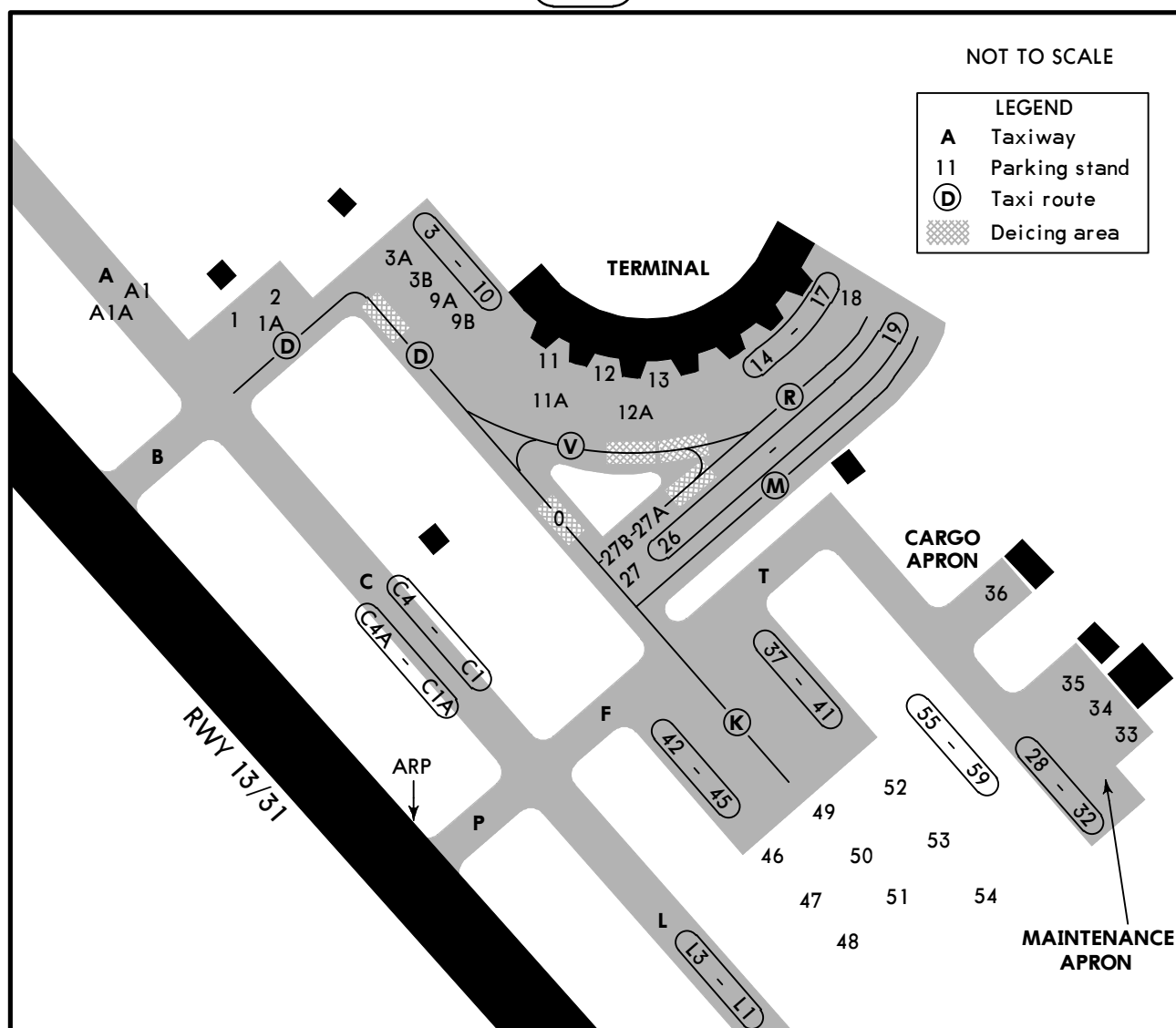
AIR CARRIER (JAA)
All Rwys

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	

NOT TO SCALE

LEGEND	
A	Taxiway
11	Parking stand
(D)	Taxi route
	Deicing area



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		

STRAIGHT-IN RWY		A	B	C	D
13	ILS	840'(200')	840'(200')	840'(200')	840'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1300'(660')	1300'(660')	1630'(990')	1630'(990')
		R1500m	R1500m	C2400m	C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ①	990'(350')	990'(350')	990'(350')	990'(350')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
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')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1330'(660')	1330'(660')	1660'(990')	1660'(990')
		R1500m	R1500m	C2400m	C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ①	1010'(340')	1010'(340')	1010'(340')	1010'(340')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m

① Continuous Descent Final Approach

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1530'(860')	1530'(860')	1530'(860') ③	1530'(860') ③
	ceiling 1020' V3000m	ceiling 1020' V3000m	ceiling 1190' V3000m	ceiling 1190' V4000m

② NIGHT not authorized.

③ wide bodied acft: 1660'(990'), ceiling 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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

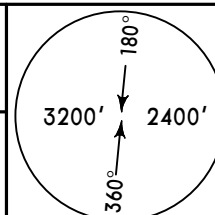
STRAIGHT-IN RWY		A	B	C	D
13	ILS	840' (200')	840' (200')	840' (200')	840' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	1300' (660')	1300' (660')	1630' (990')	1630' (990')
	ALS out	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
31	NDB	990' (350')	990' (350')	990' (350')	990' (350')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	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
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	1330' (660')	1330' (660')	1660' (990')	1660' (990')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1010' (340')	1010' (340')	1010' (340')	1010' (340')
		R900m	R1000m	R1000m	R1400m
	ALS out	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
	CEIL 1020' - V3000m	CEIL 1020' - V3000m	CEIL 1190' - V3000m	CEIL 1190' - V4000m

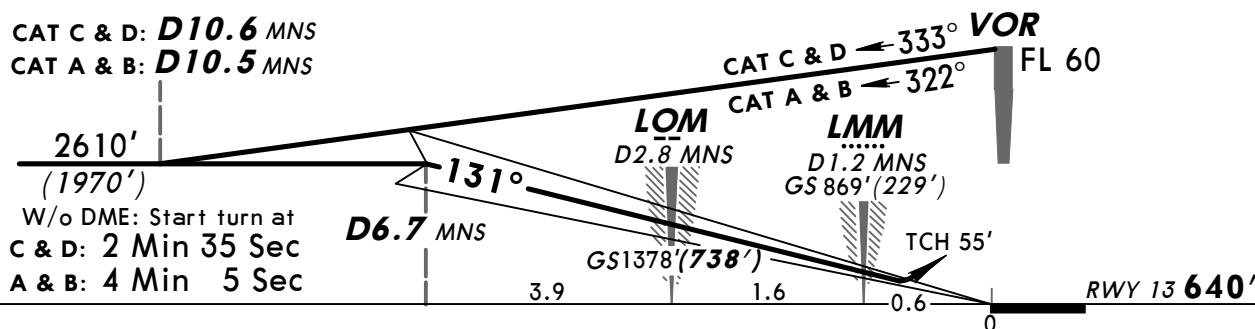
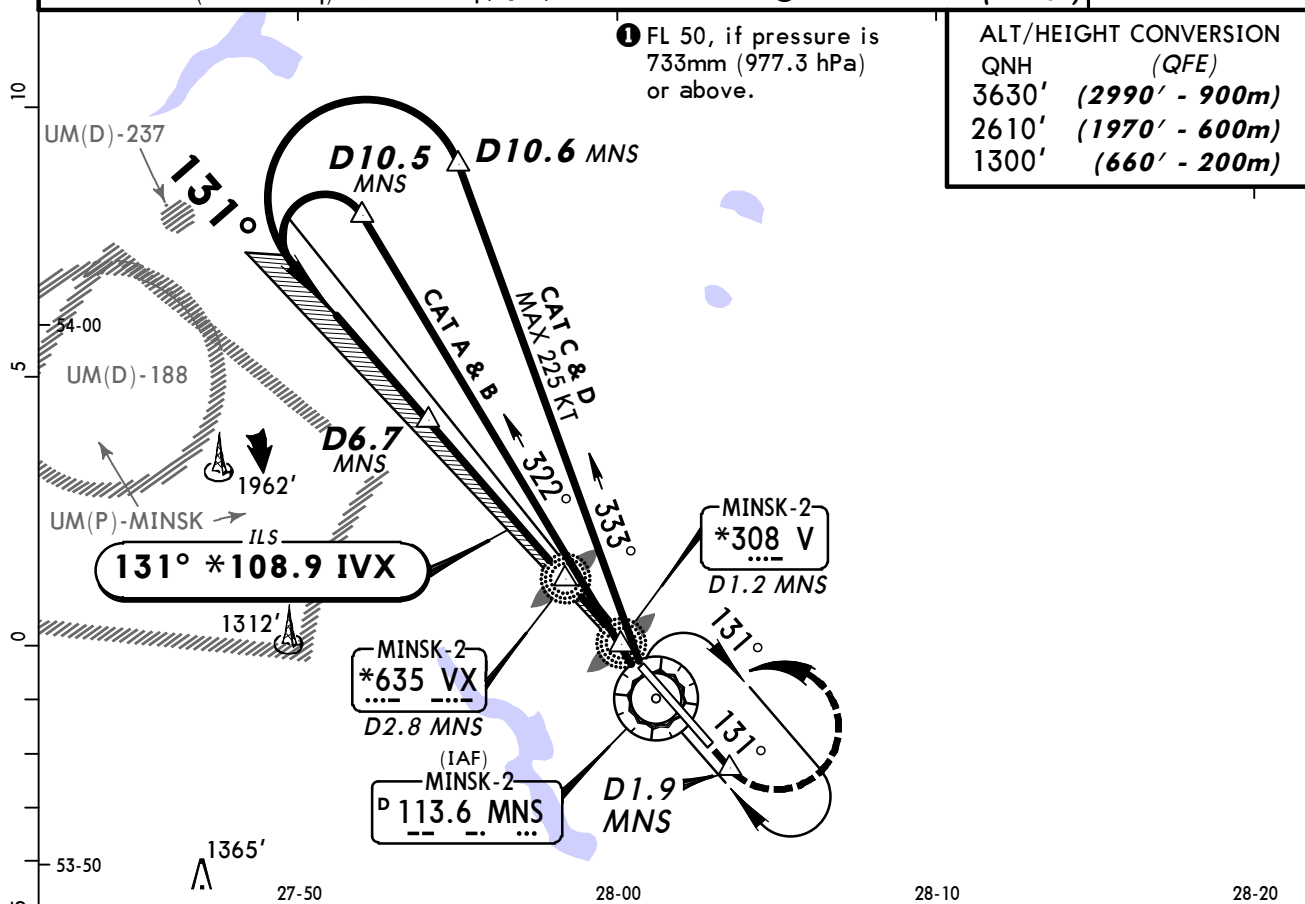
① Wide bodied acft: 1660' (990'), ceil 1320' - V5000m.

TAKE-OFF RWY 13, 31					
A B C D	Approved Operators	LVP must be in Force			
	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
C					
D	150m	200m	250m	300m	500m

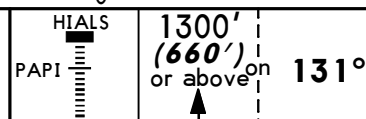
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IVX *108.9	Final Apch Crs 131°	GS LOM 1378'(738')	ILS DA(H) 840'(200')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300'(660') or above. Not before D1.9 MNS turn LEFT (MAX 225 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



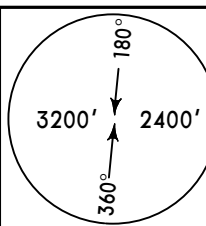
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	484	538	646	753	861

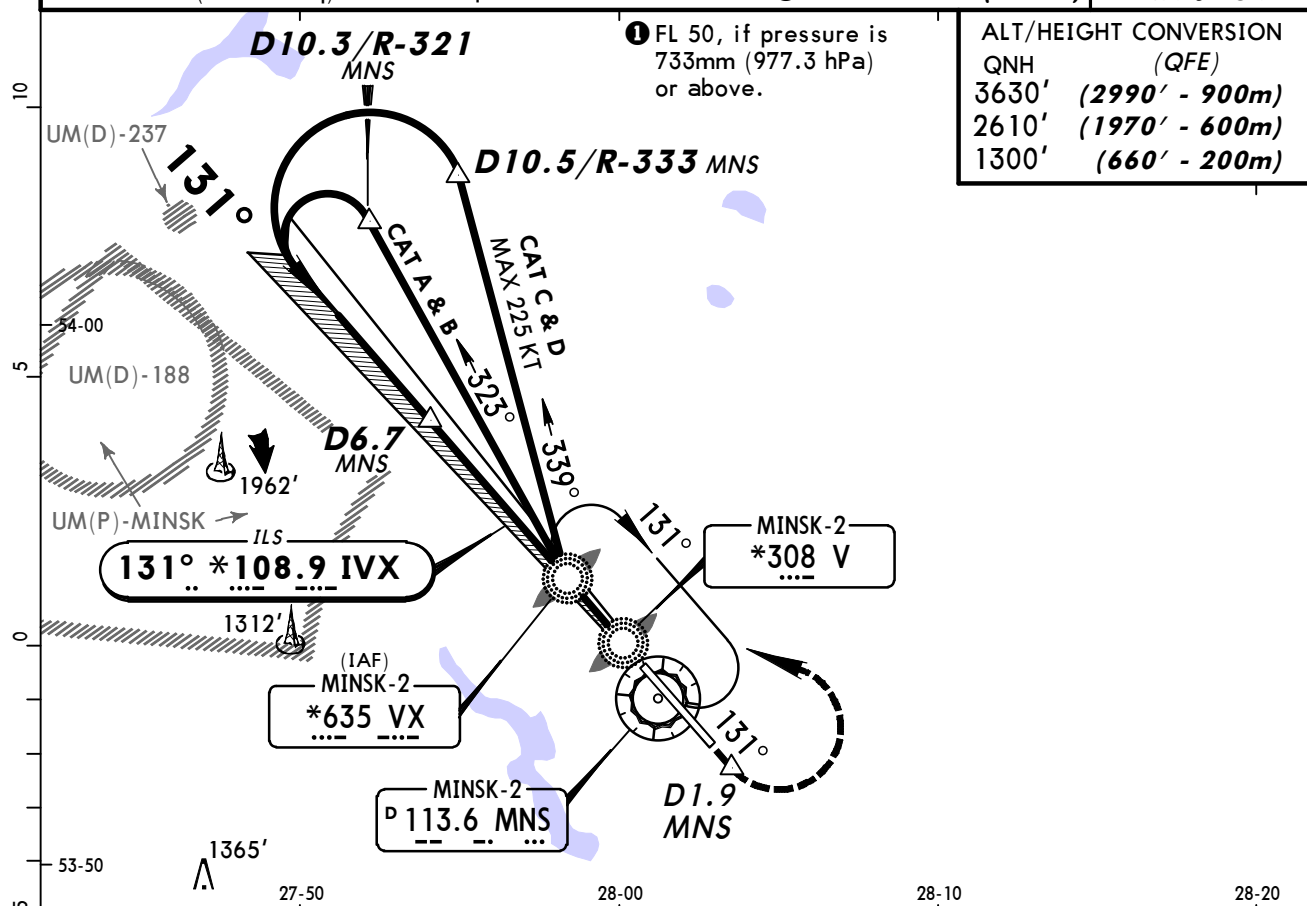


STRAIGHT-IN LANDING RWY 13			CEILING REQUIRED		CIRCLE-TO-LAND
ILS		LOC (GS out)		NIGHT not authorized	
DA(H) 840'(200')					
FULL		ALS out		Max Kts	MDA(H) CEIL-VIS
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1530'(860') 1020'- 3000m
B				135	
C				180	1530'(860') 1 1190'- 3000m
D				205	1530'(860')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

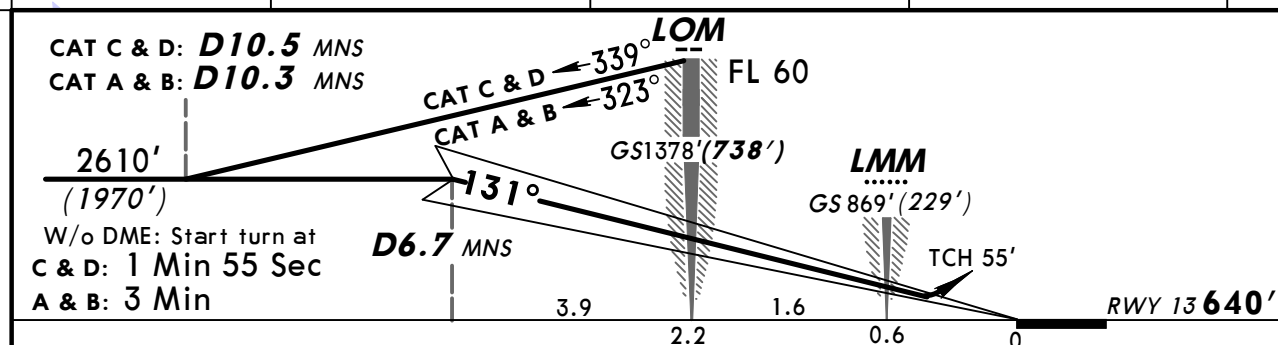
① Wide bodied acft: MDA(H) 1660'(990'), CEIL-VIS 1320' - 5.0 km.

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 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')					
					MSA MNS VOR



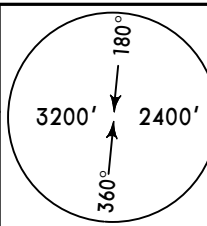
ALT/HEIGHT CONVERSION	(QFE)
3630'	(2990' - 900m)
2610'	(1970' - 600m)
1300'	(660' - 200m)

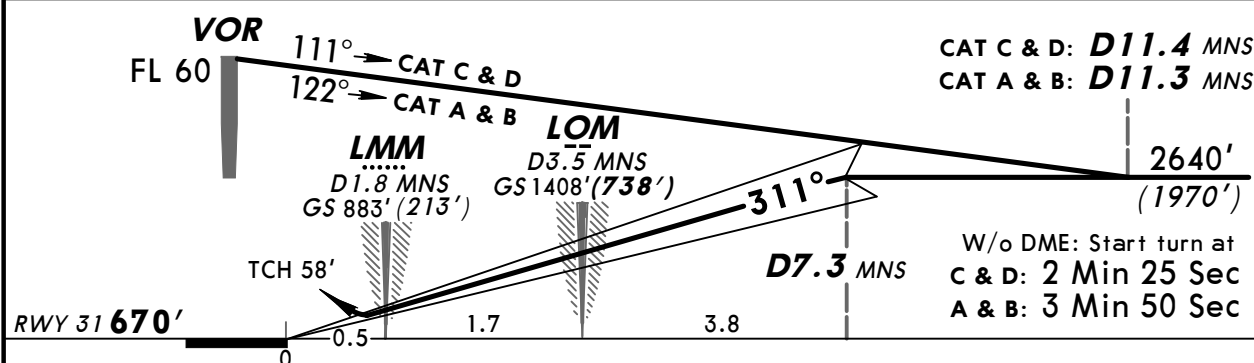
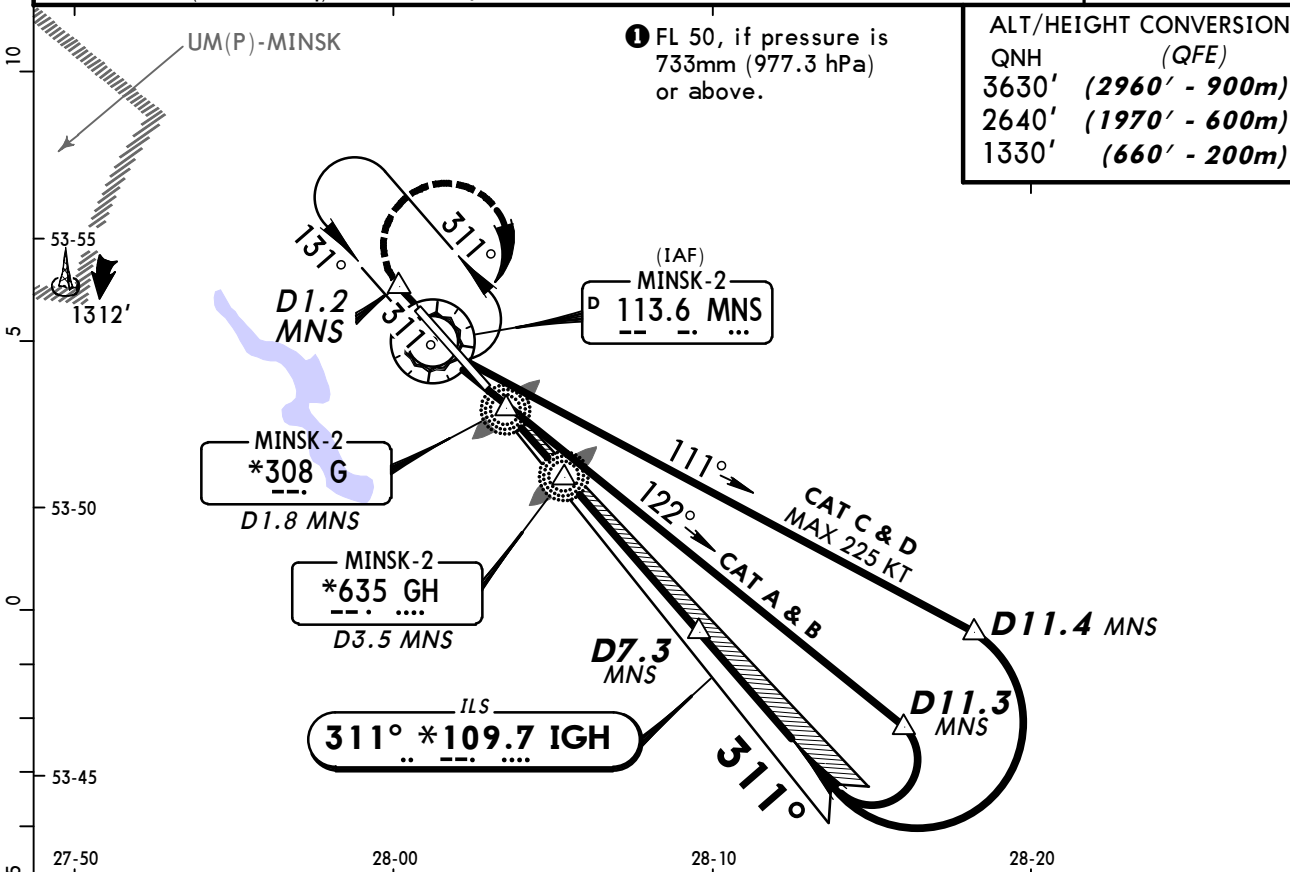


Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753

STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND			
ILS			LOC (GS out)		NIGHT not authorized				
DA(H) 840'(200')									
FULL		ALS out				Max Kts	MDA(H)	CEIL-VIS	
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.

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



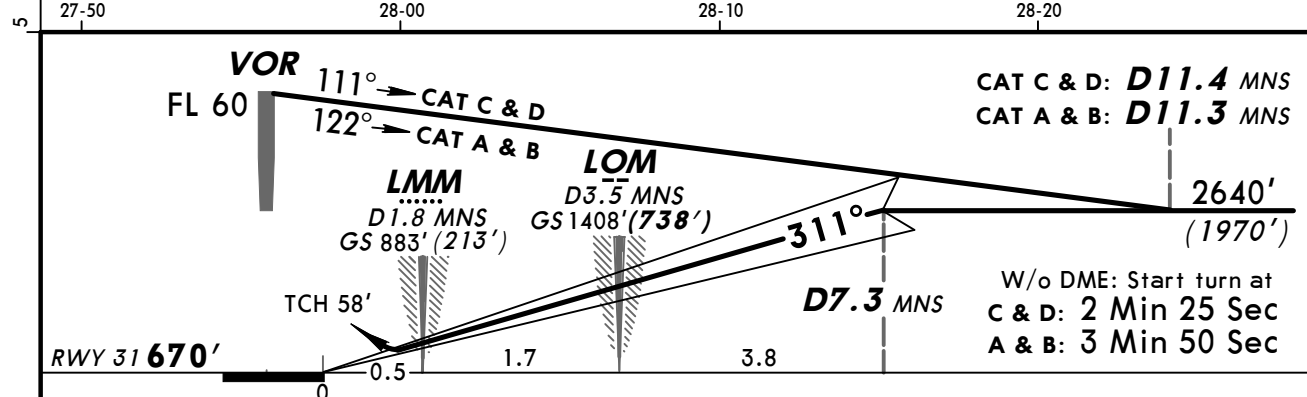
Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753

HIALS-II	1330'	311°
PAPI	(660') on or above	

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	1530'(860')	1020'- 3000m	
B					135			
C					180	1530'(860') I	1190'- 3000m	
D					205	1530'(860') I	1190'- 4000m	

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

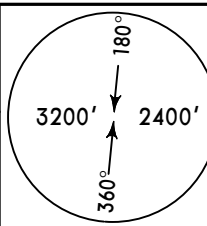
BRIEFING STRIP TM

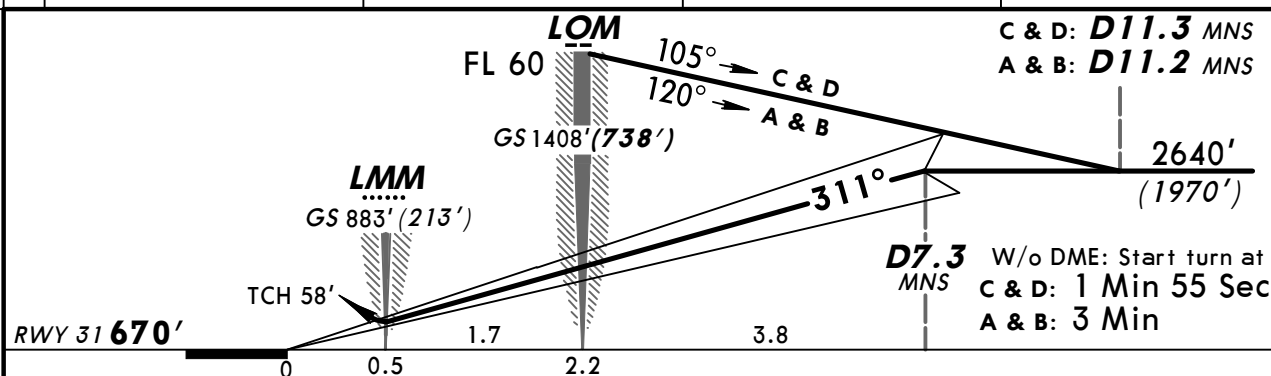
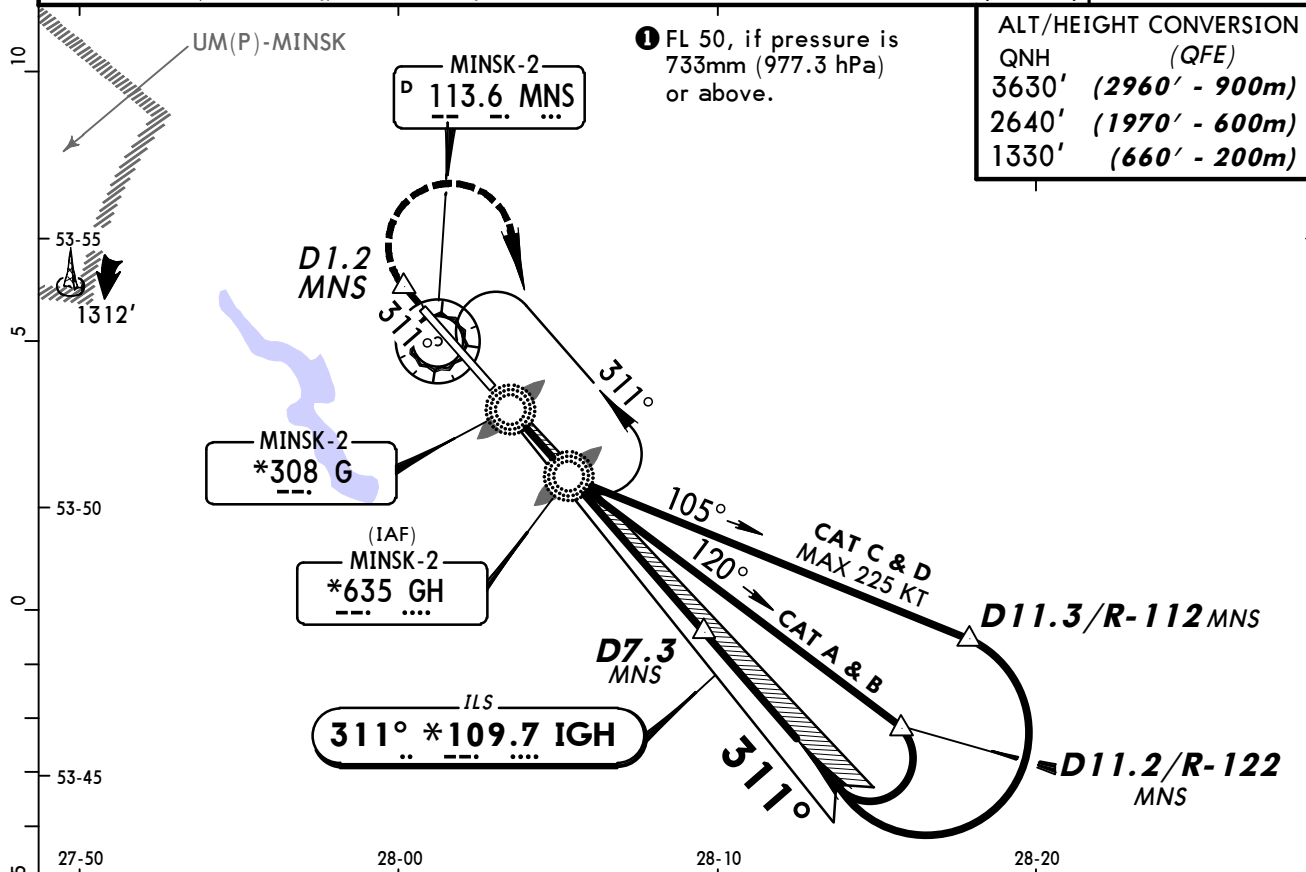


HIALS-II  PAPI	1330' (660') or above on	311°
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CAT II ILS
ABCD
RA 97'
DA(H) **770'(100')**

PANS OPS

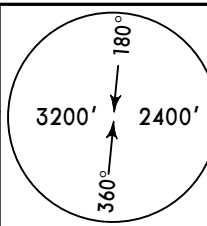
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	ILS DA(H) 870' (200')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 MNS turn RIGHT (MAX 225 KT) to GH NDB climbing to 2640' (1970'), then as directed.				 MSA MNS VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ① Trans alt: 3630' (2960')				ALT/HEIGHT CONVERSION QNH (QFE) 3630' (2960' - 900m) 2640' (1970' - 600m) 1330' (660' - 200m)

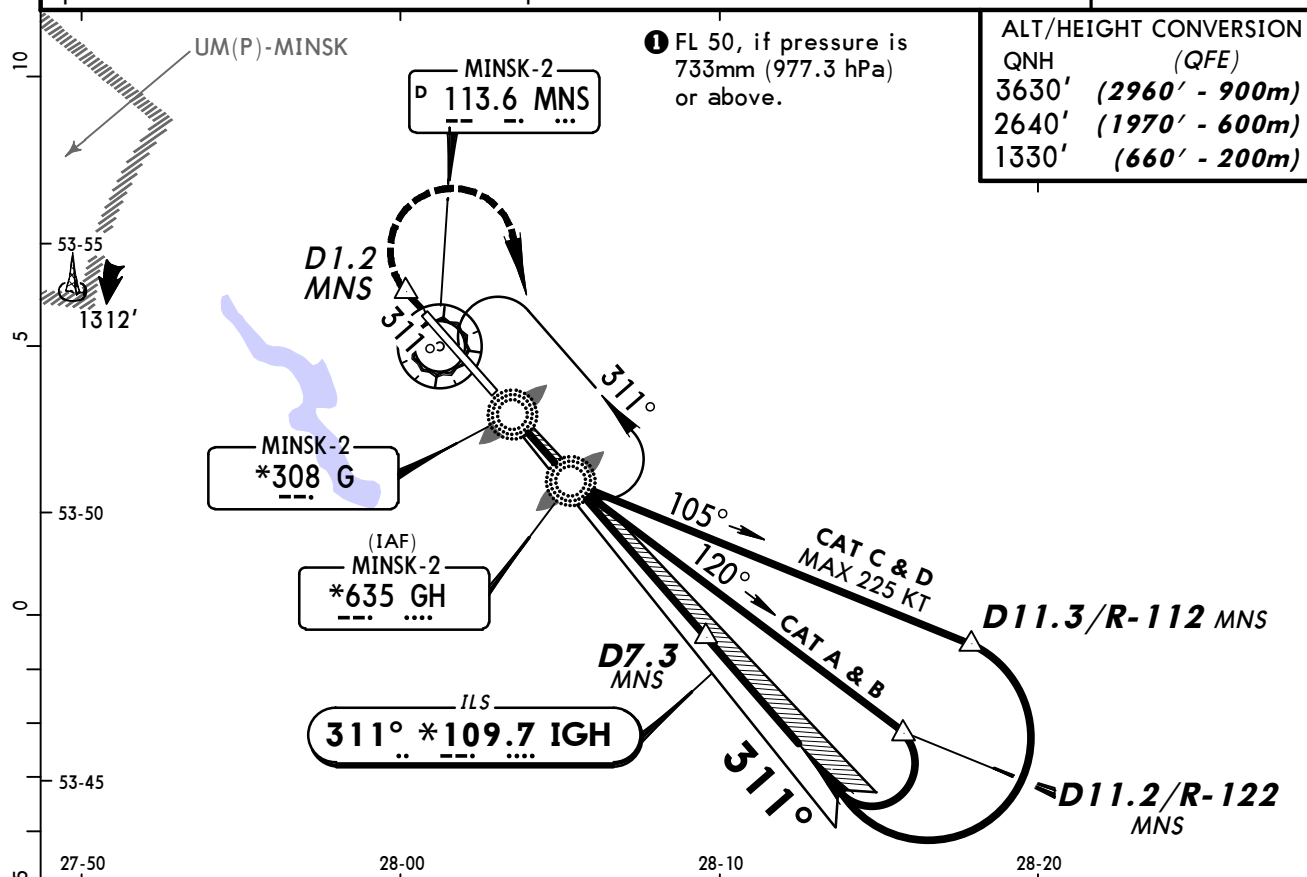


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861

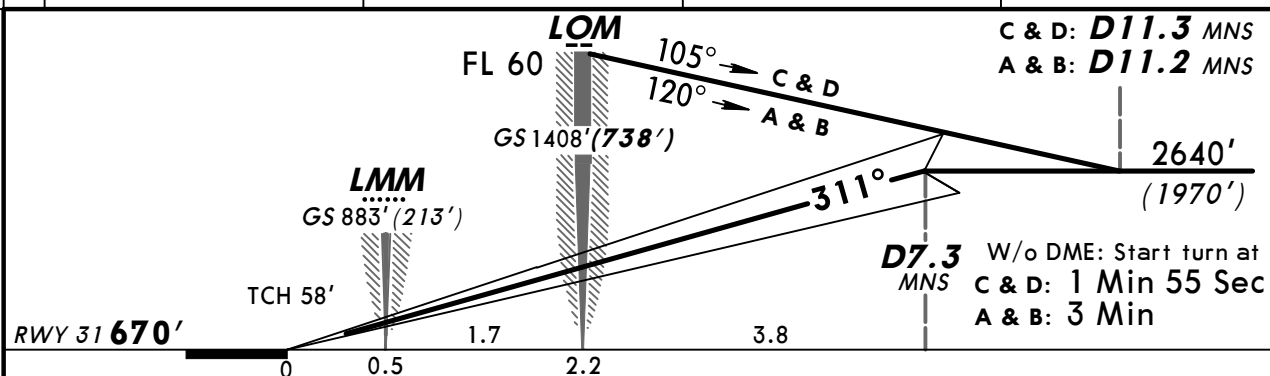
STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS				NIGHT not authorized			
DA(H) 870' (200')							
FULL	TDZ or CL out	ALS out	LOC (GS out)	Max Kts	MDA(H)	CEIL-VIS	
A				100	1530' (860')	1020' - 3000m	
B				135			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	1530' (860') ①	1190'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

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

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



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



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

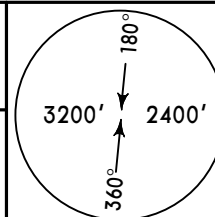
HIALS-II	1330'
PAPI	(660') on 311° or above

STRAIGHT-IN LANDING RWY 31

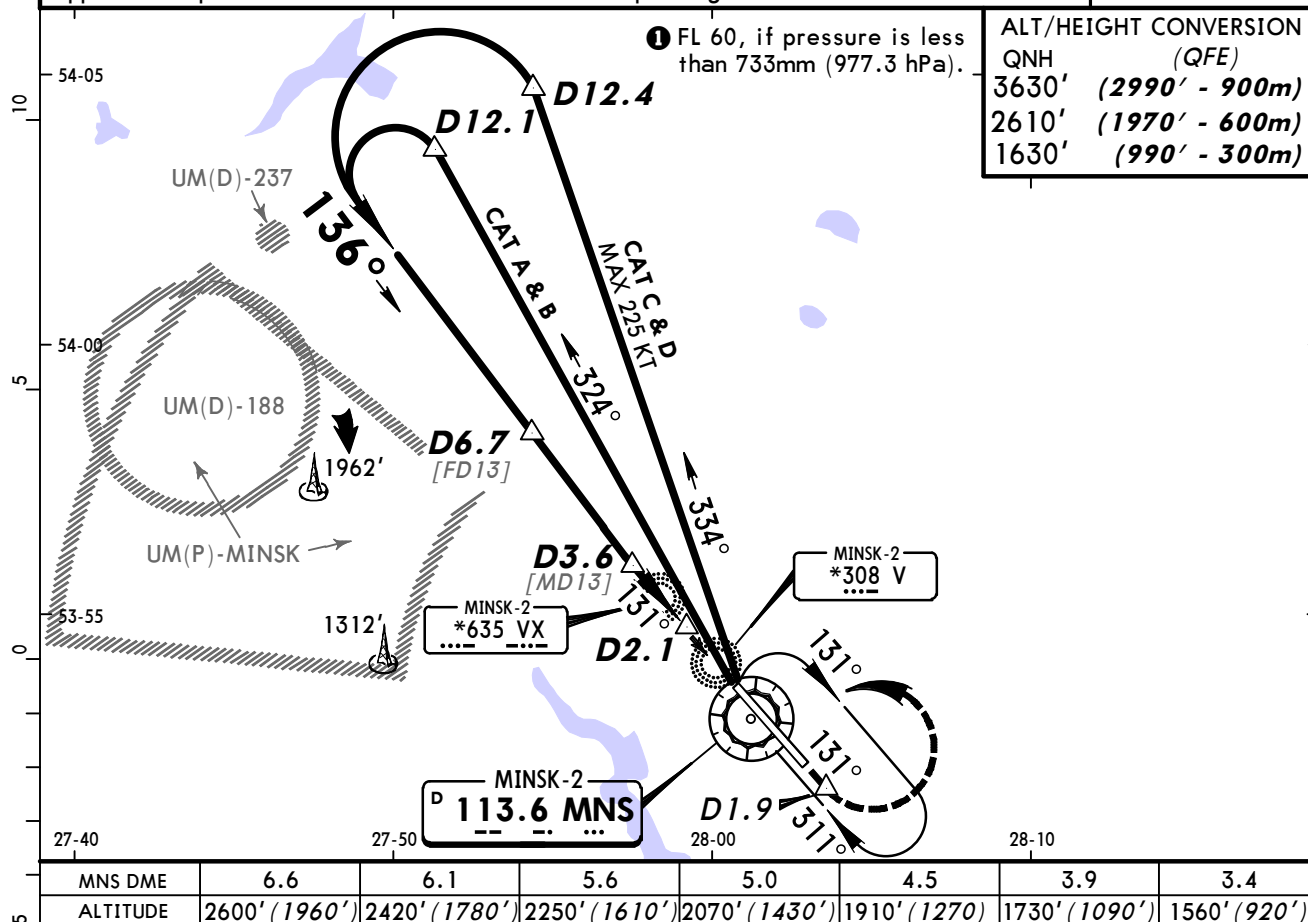
CAT II ILS
ABCD
RA 97'
DA(H) **770' (100')**

RVR 350m

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 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



ALT/HEIGHT CONVERSION	QNH	(QFE)
3630'	(2990' - 900m)	
2610'	(1970' - 600m)	
1630'	(990' - 300m)	

CAT C & D: **D12.4**
CAT A & B: **D12.1**

2610'
(1970')

W/o DME: Start turn at
C & D: 3 Min
A & B: 4 Min 45 Sec

D6.7
[FD13]

3.1

1630'
(990')

3.00°

D3.6
[MD13]

C&D

D2.1

A&B

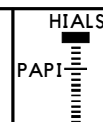
1.5

1.4

TCH 55'

RWY 13 **640'**

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					



2610'
(1970') not above on 131°

STRAIGHT-IN LANDING RWY 13

MDA(H) AB: 1300' (660') CD: 1630' (990')

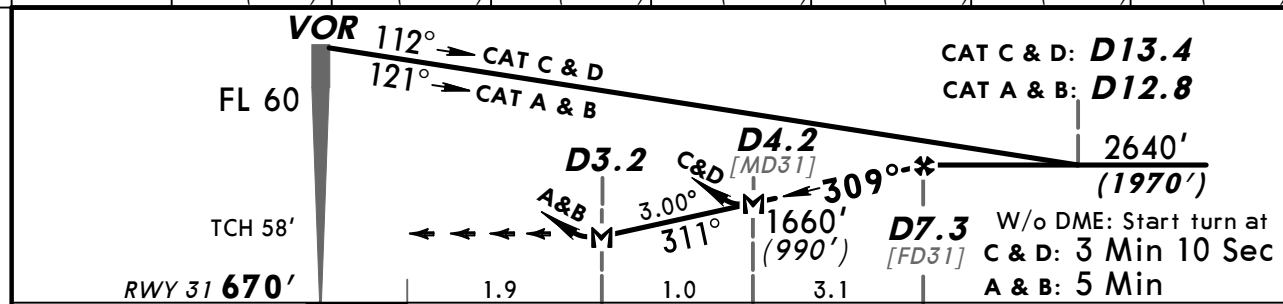
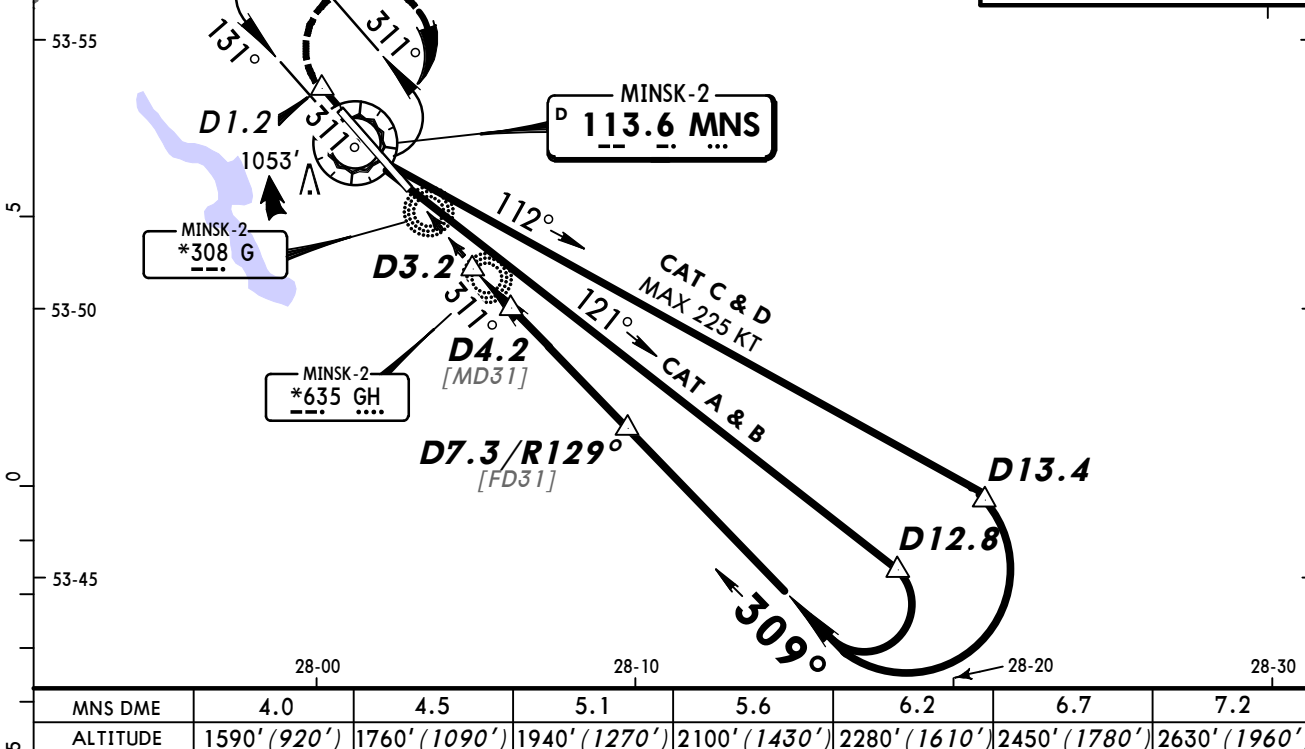
	ALS out
A	1800m
B	2600m
C	4000m
D	4800m

CEILING REQUIRED	CIRCLE-TO-LAND
NIGHT not authorized	
Max Kts	MDA(H) CEIL-VIS
100	1530' (860') 1020' - 3000m
135	
180	1530' (860') 1190' - 4800m
205	

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

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 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

① FL 60, if pressure is less than 733mm (977.3 hPa).		ALT/HEIGHT CONVERSION (QFE)
3630'	(2960' - 900m)	
2640'	(1970' - 600m)	
1660'	(990' - 300m)	



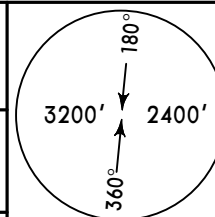
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
CAT C & D: MAP at D4.2	CAT A & B: MAP at D3.2					

HIALS-II

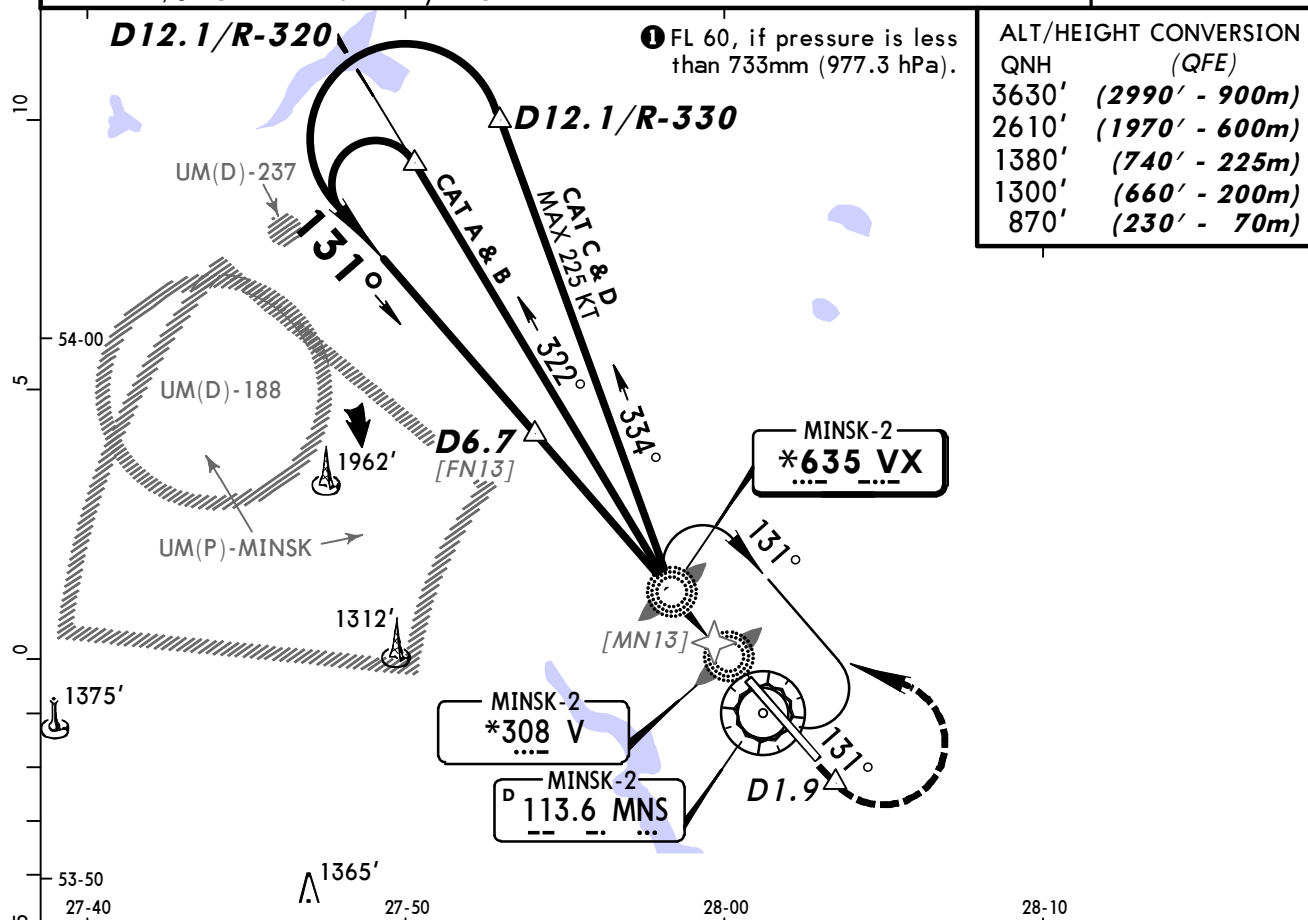
PAPI

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	3200m	100	1530' (860')	1020' - 3200m	
B			135			
C	4000m	4800m	180	1530' (860') ①	1190' - 4800m	
D			205			

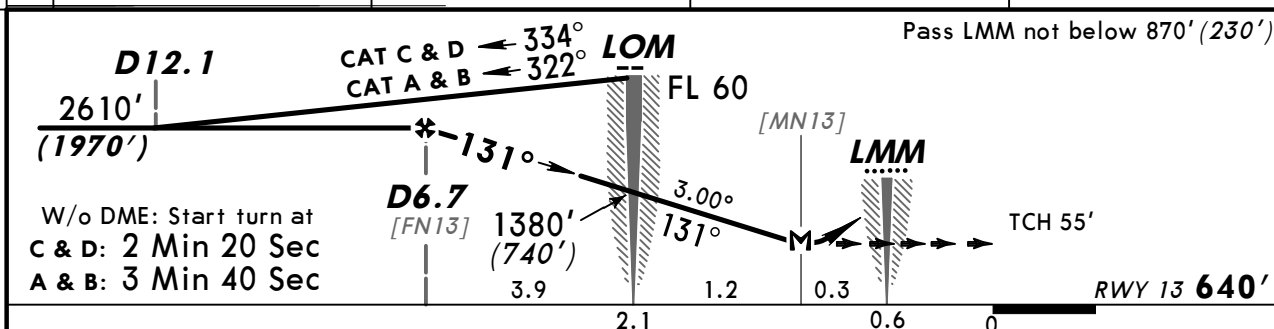
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
NDB VX *635	Final Apch Crs 131°	Minimum Alt D6.7 2610' (1970')	MDA(H) 990' (350')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 turn LEFT (MAX 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. Acft w/o VOR DME descend by ATC.				



MSA
MNS VOR



ALT/HEIGHT CONVERSION	QNH	(QFE)
3630'	(2990' - 900m)	
2610'	(1970' - 600m)	
1380'	(740' - 225m)	
1300'	(660' - 200m)	
870'	(230' - 70m)	

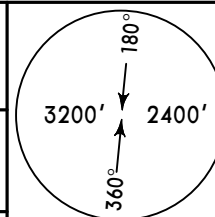


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI 1300' (660') or above on 131°
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849	
<i>D6.7 to MAP</i> 5.1	4:22	3:24	3:04	2:33	2:11	1:55	

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			100	1530'(860')		1020'- 3000m
B				135			
C				180	1530'(860') 1		1190'- 3000m
D	RVR 1500m VIS 1600m		2000m	205	1530'(860') 1		1190'- 4000m

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

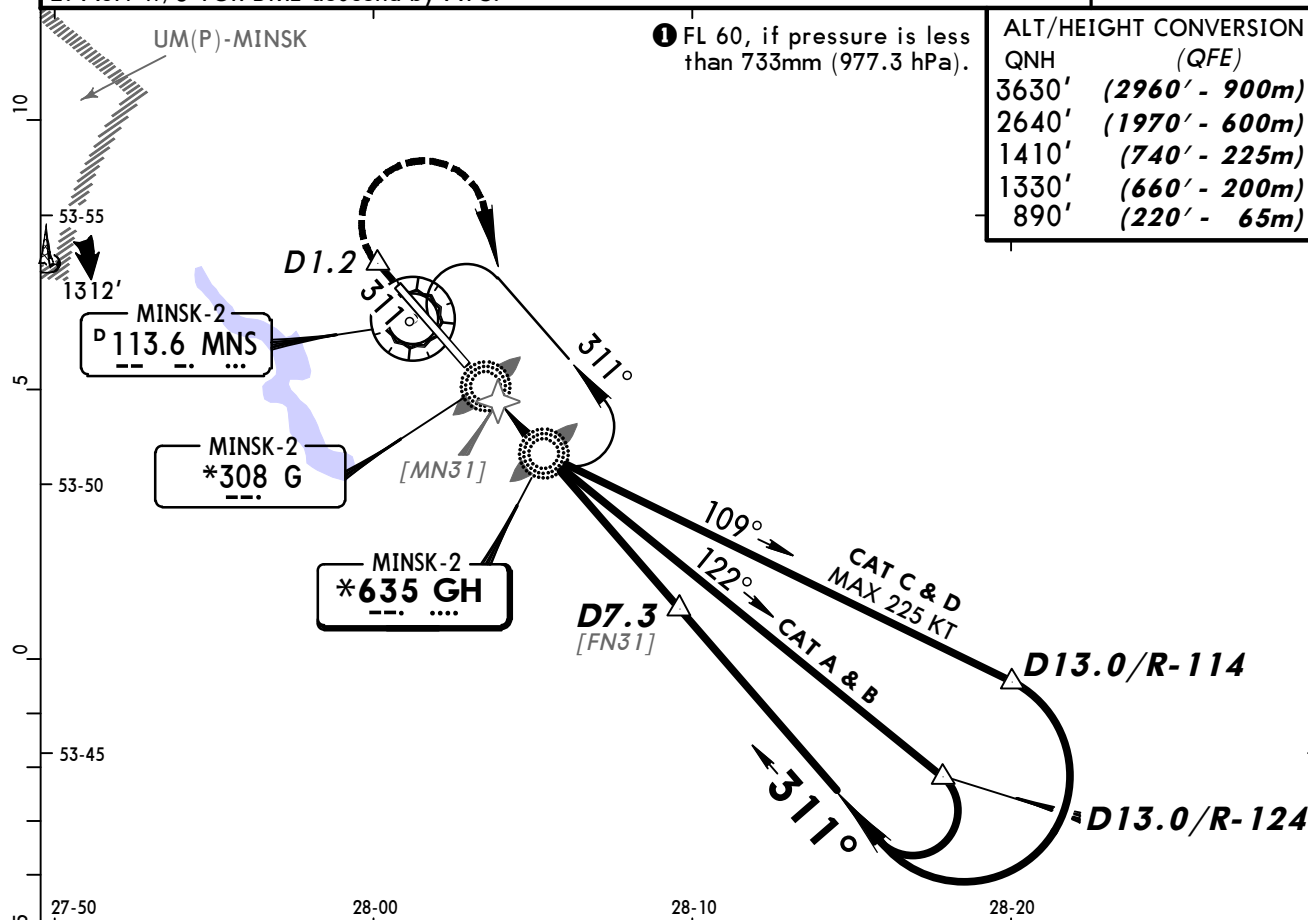
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
NDB GH *635	Final Apch Crs 311°	Minimum Alt D7.3 2640' (1970')	MDA(H) 1010' (340')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 turn RIGHT (MAX 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. Acft w/o VOR DME descend by ATC.				



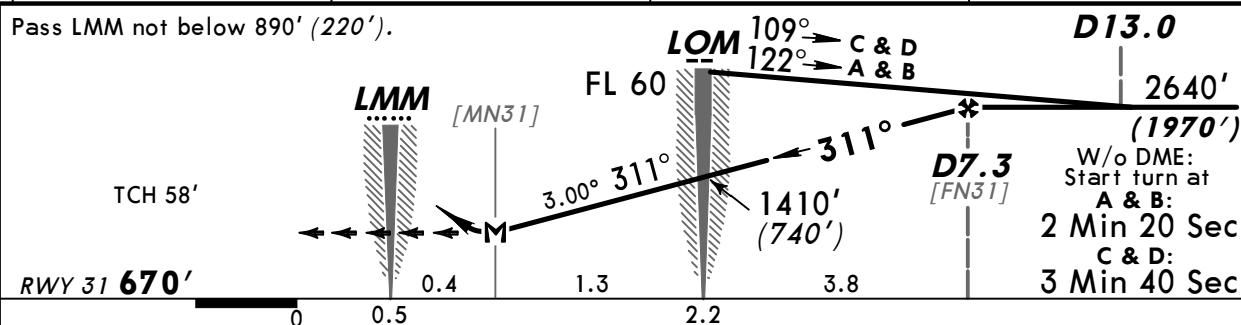
MSA
MNS VOR

① FL 60, if pressure is less than 733mm (977.3 hPa).

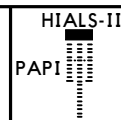
ALT/HEIGHT CONVERSION	(QFE)
3630'	(2960' - 900m)
2640'	(1970' - 600m)
1410'	(740' - 225m)
1330'	(660' - 200m)
890'	(220' - 65m)



Pass LMM not below 890' (220').



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



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
1200m		100	1530' (860') 1020' - 3000m
		135	1530' (860') 1190' - 3000m
		180	1530' (860') 1190' - 4000m
RVR 1500m VIS 1600m		205	1530' (860') 1190' - 4000m

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

MINSK, (MINSK-2 - UMMS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UMMS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3/3A) Eff 13 DEC 12 SID OSTAV 3A: after initial turn follow 016° track to intercept MNS R-046; SID OSTAV 4A: after initial turn follow 076° track to intercept MNS R-046.