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Airport Information For UMMM

Terminal Charts For UMMM

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Minsk Blr
IATA Code: MHP
Lat/Long: N53° 51.9' E027° 32.4'
Elevation: 748 ft

Airport Use: Public
Magnetic Variation: 7.2°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: 0310 Z
Sunset: 1710 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

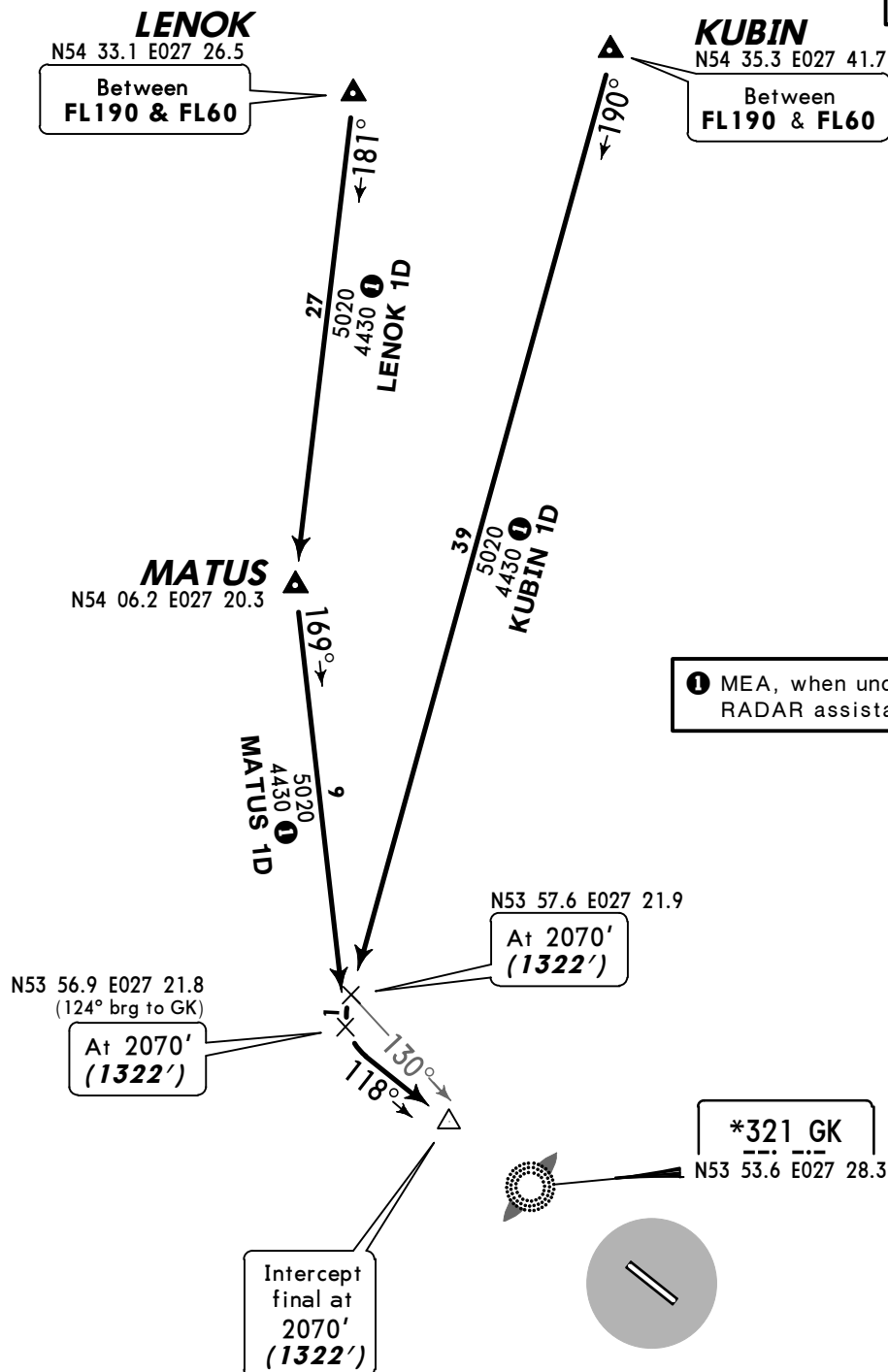
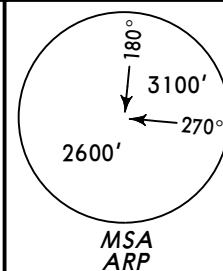
Runway: 30
Length x Width: 6562 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 719 ft
Lighting: Edge, ALS

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' (2942')
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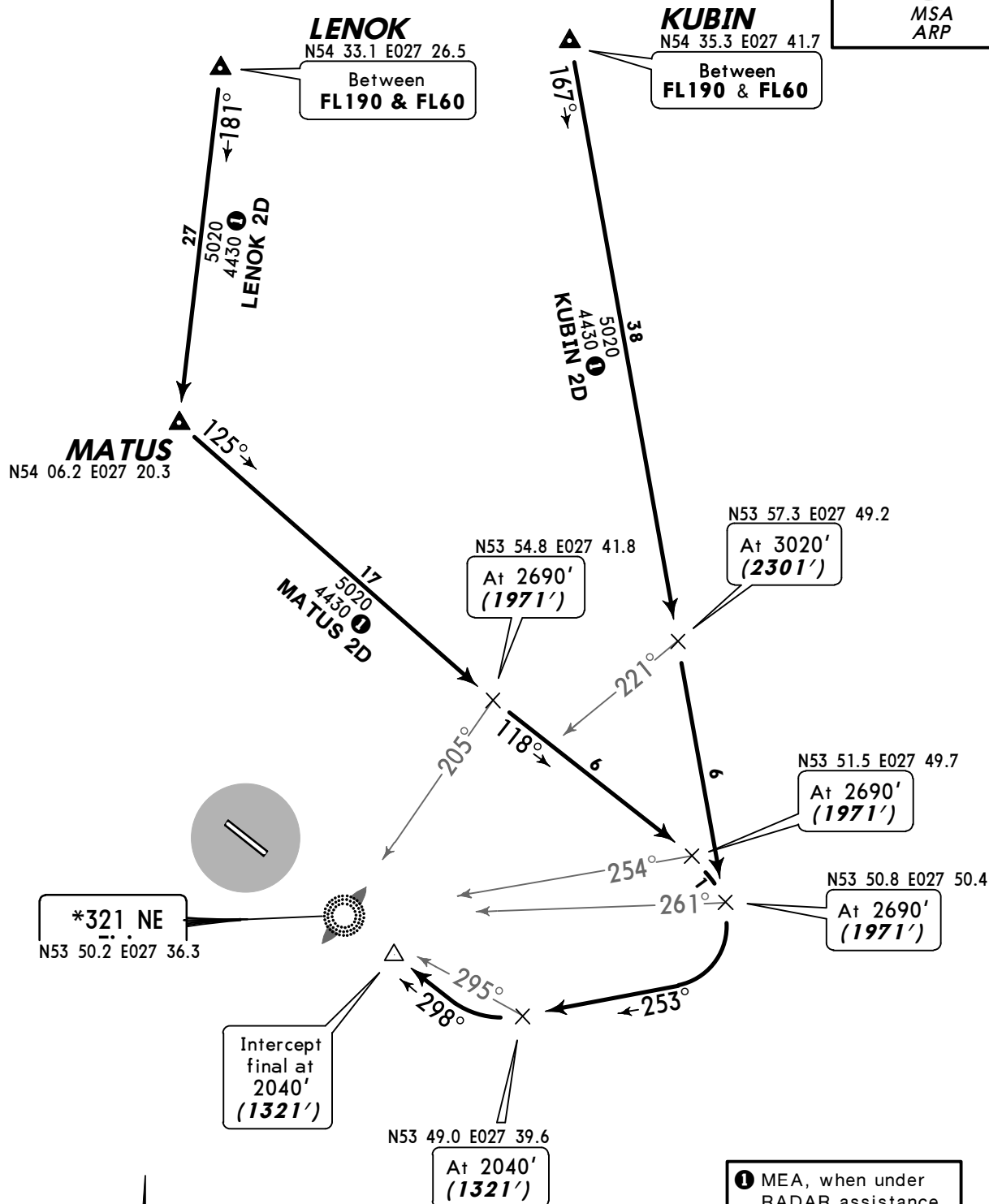
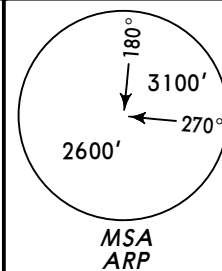
KUBIN 1D [KUBI1D], LENOK 1D [LENO1D]
MATUS 1D [MATU1D]
RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3690'	(2942' - 900m)
2070'	(1322' - 400m)

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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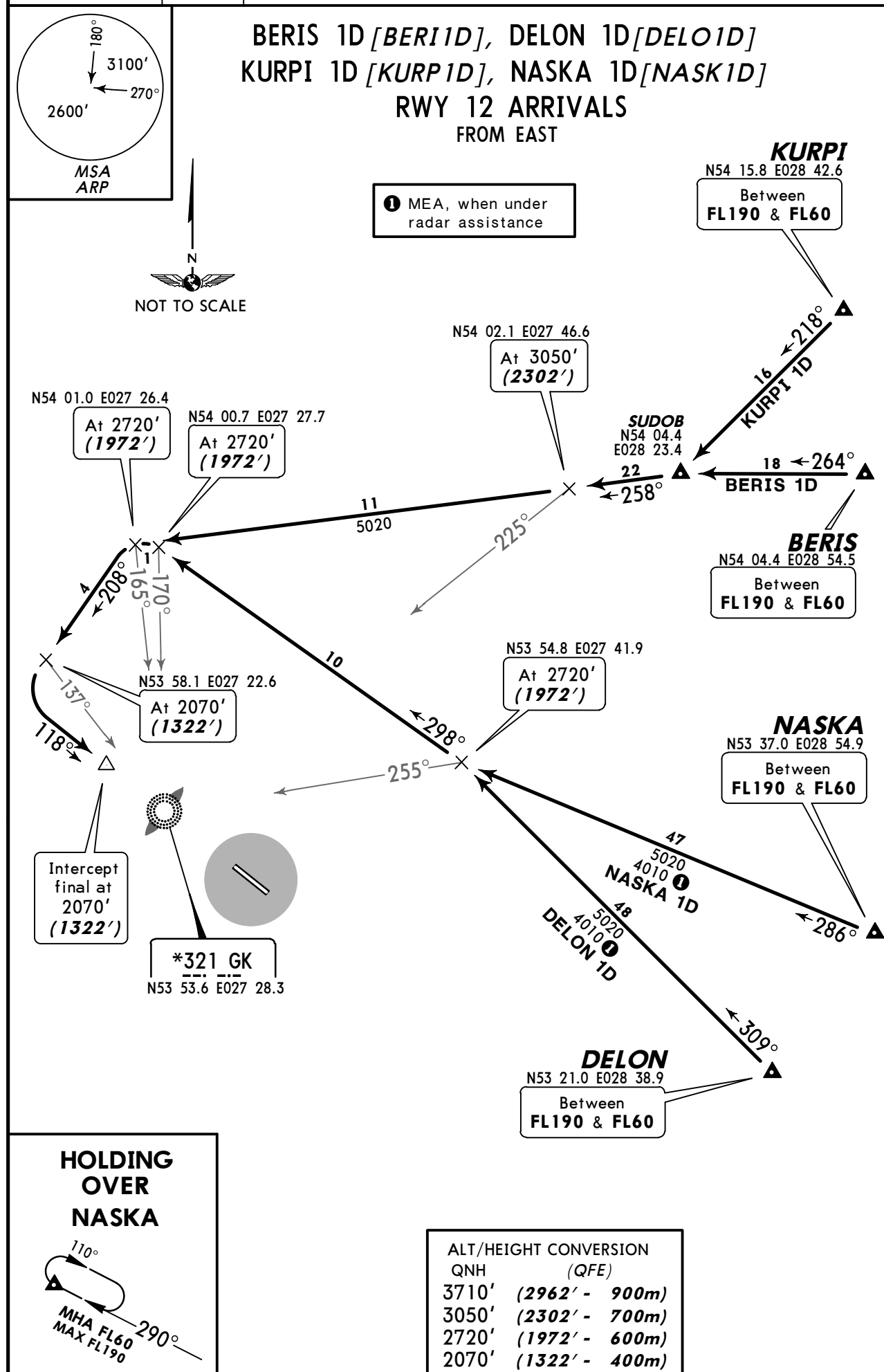
**KUBIN 2D [KUBI2D], LENOK 2D [LENO2D]
MATUS 2D [MATU2D]
RWY 30 ARRIVALS**



① MEA, when under
RADAR assistance

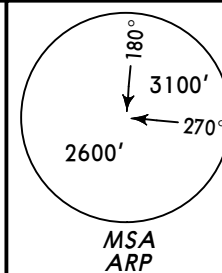
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3690'	(2971' - 900m)
3020'	(2301' - 700m)
2690'	(1971' - 600m)
2040'	(1321' - 400m)

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' (2962')
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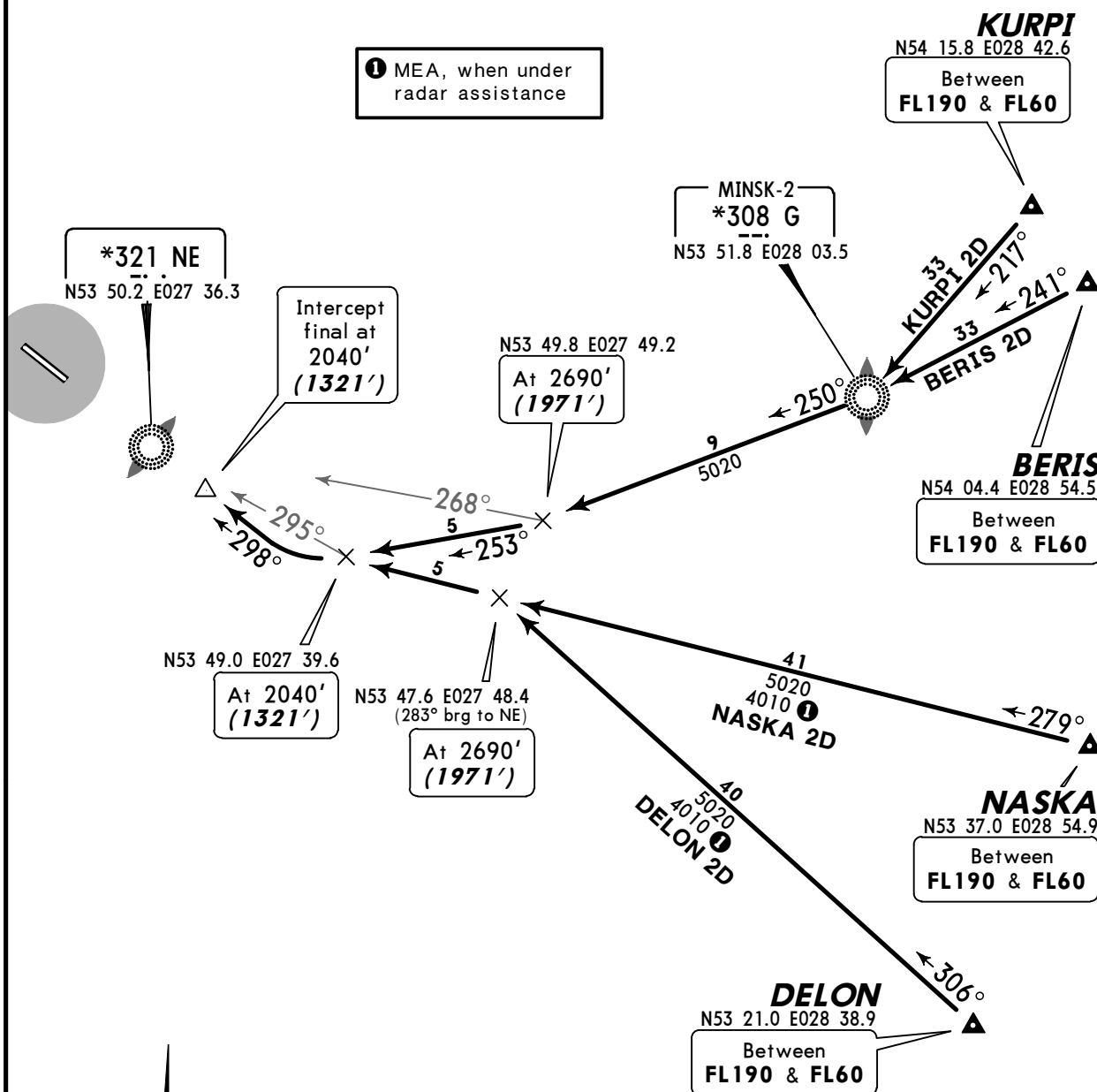


ATIS 135.77 (Russian 118.4)	Apt Elev 749'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3710' (2991')
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**BERIS 2D [BERI2D], DELON 2D [DELO2D]
KURPI 2D [KURP2D], NASKA 2D [NASK2D]
RWY 30 ARRIVALS
FROM EAST**

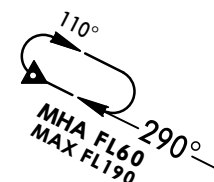


① MEA, when under radar assistance



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

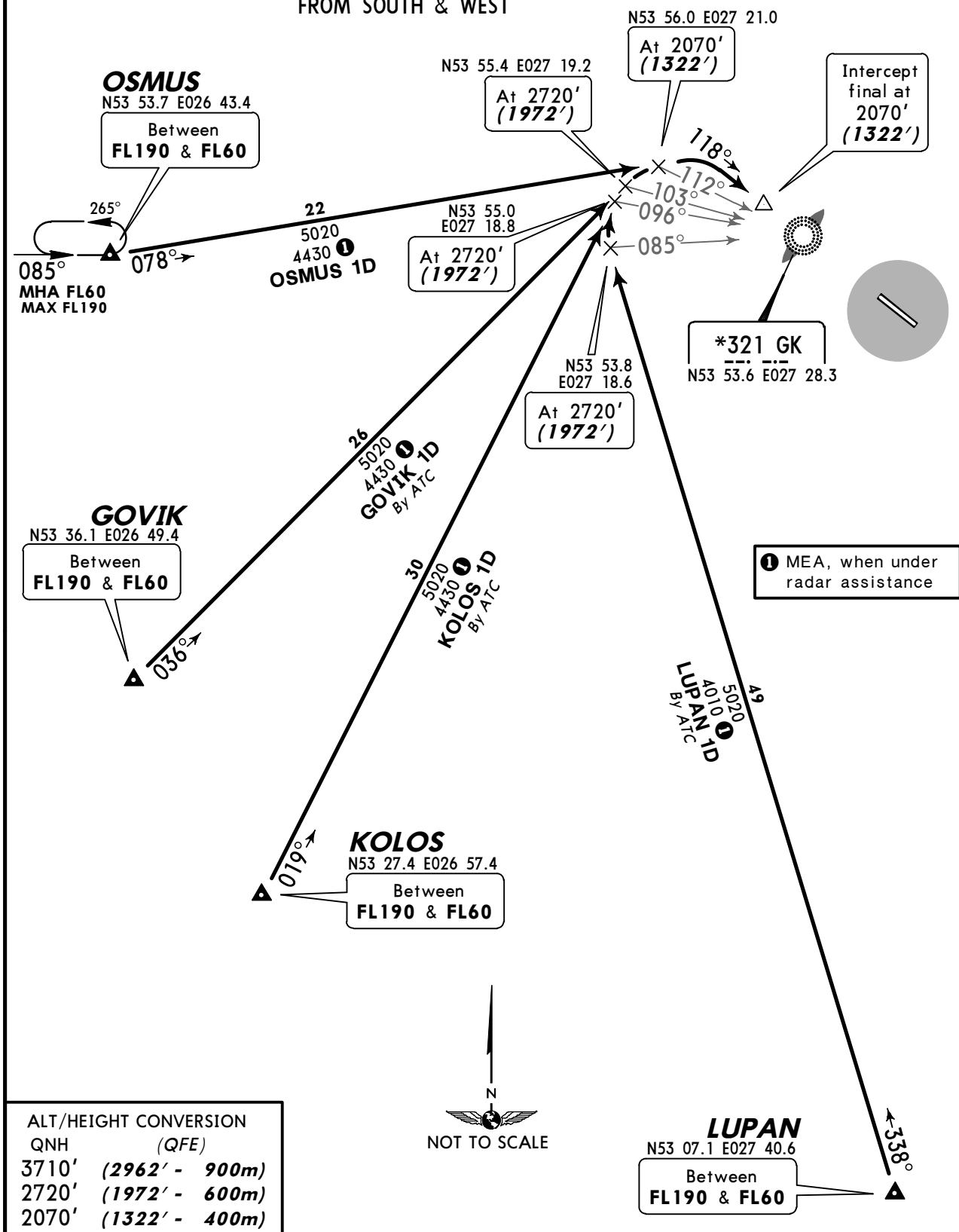
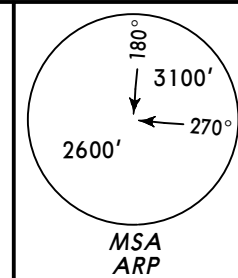
**HOLDING
OVER
NASKA**



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')
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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**)

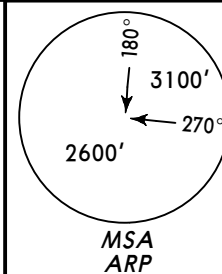
Apt Elev
749'

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

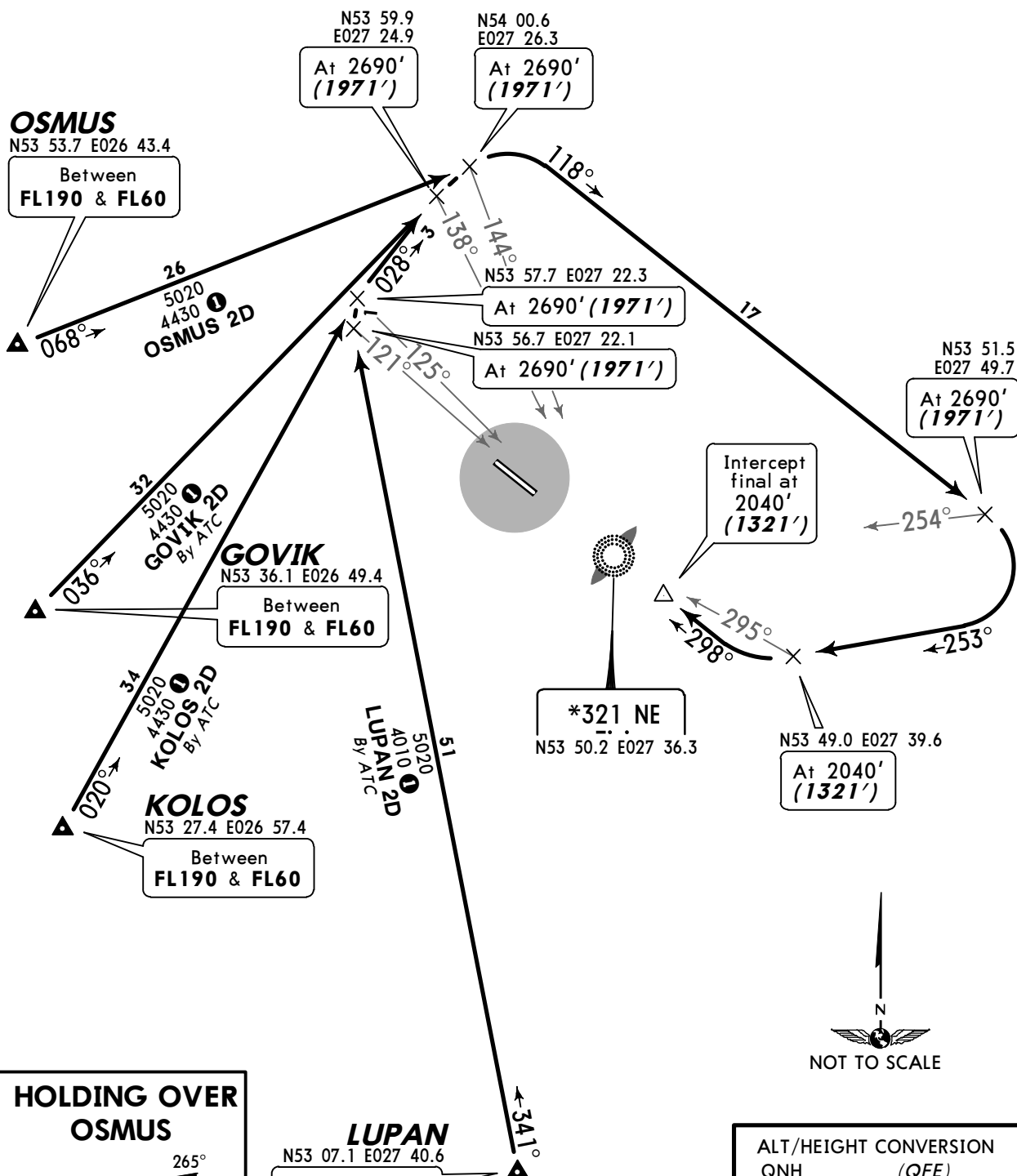


① MEA, when under radar assistance

OSMUS

N53 53.7 E026 43.4

Between
FL190 & FL60



HOLDING OVER OSMUS



ALT/HEIGHT CONVERSION

QNH (QFE)

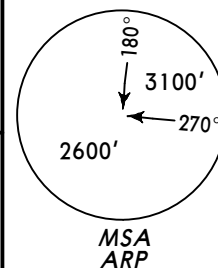
3710' (2991' - 900m)

2690' (1971' - 600m)

2040' (1321' - 400m)

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

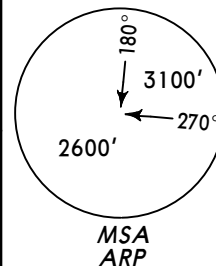
N53 52.1 E027 43.7
At 3050'
(2302')

N53 49.7 E027 37.6
At 2390'
(1642')

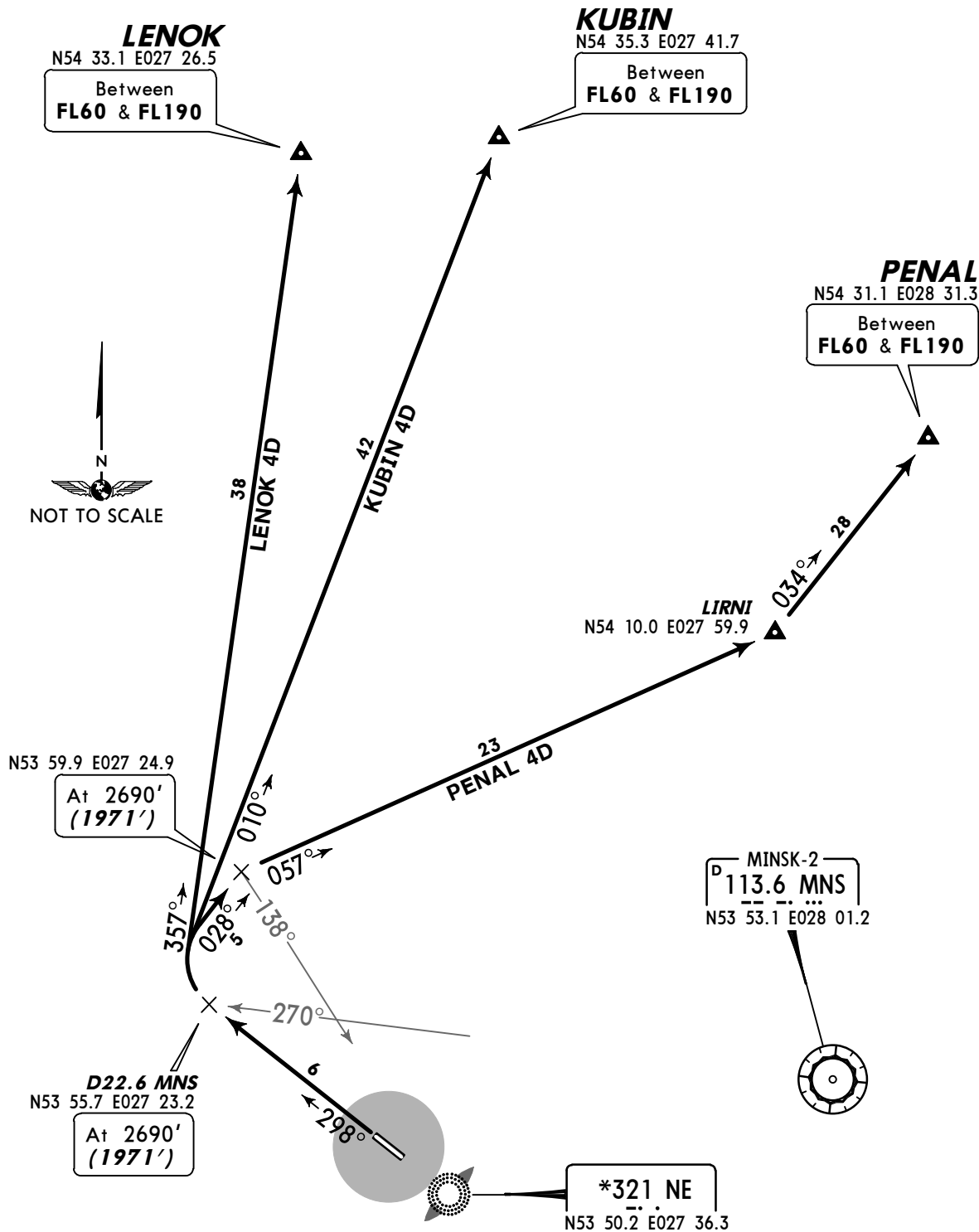
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2390'	(1642' - 500m)
3050'	(2302' - 700m)
3710'	(2962' - 900m)

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')



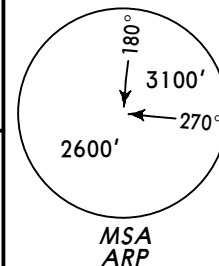
KUBIN 4D [KUBI4D]
LENOK 4D [LENO4D]
PENAL 4D [PENA4D]
RWY 30 DEPARTURES
TO NORTH



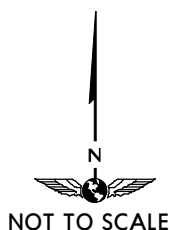
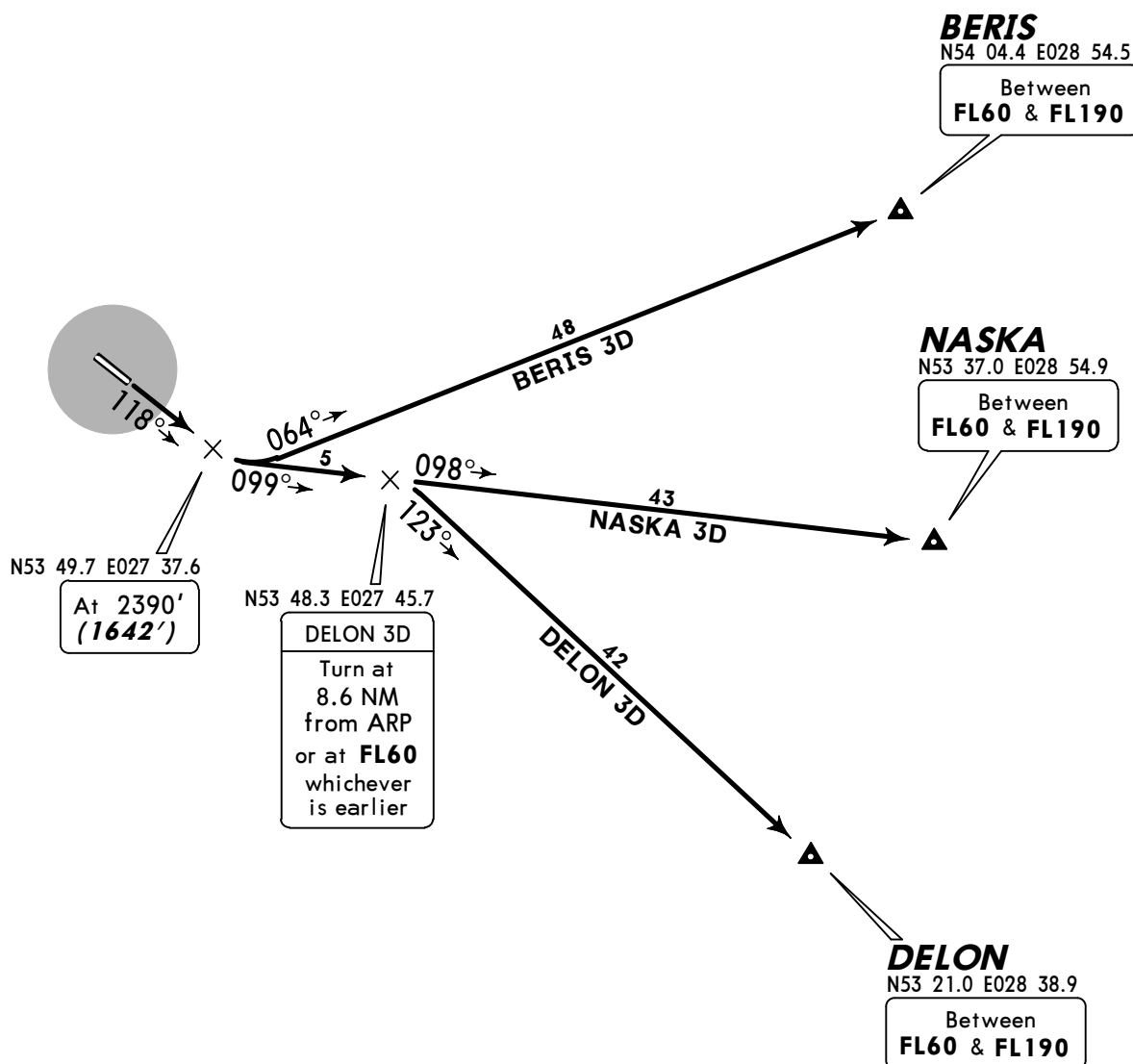
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(1971' - 600m)
3710'	(2991' - 900m)

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')



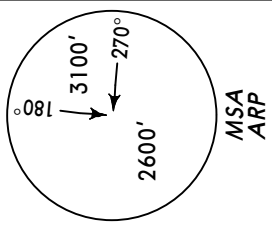
BERIS 3D [BERI3D]
DELON 3D [DELO3D]
NASKA 3D [NASK3D]
RWY 12 DEPARTURES
TO EAST



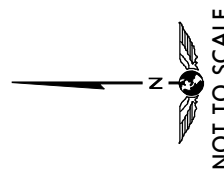
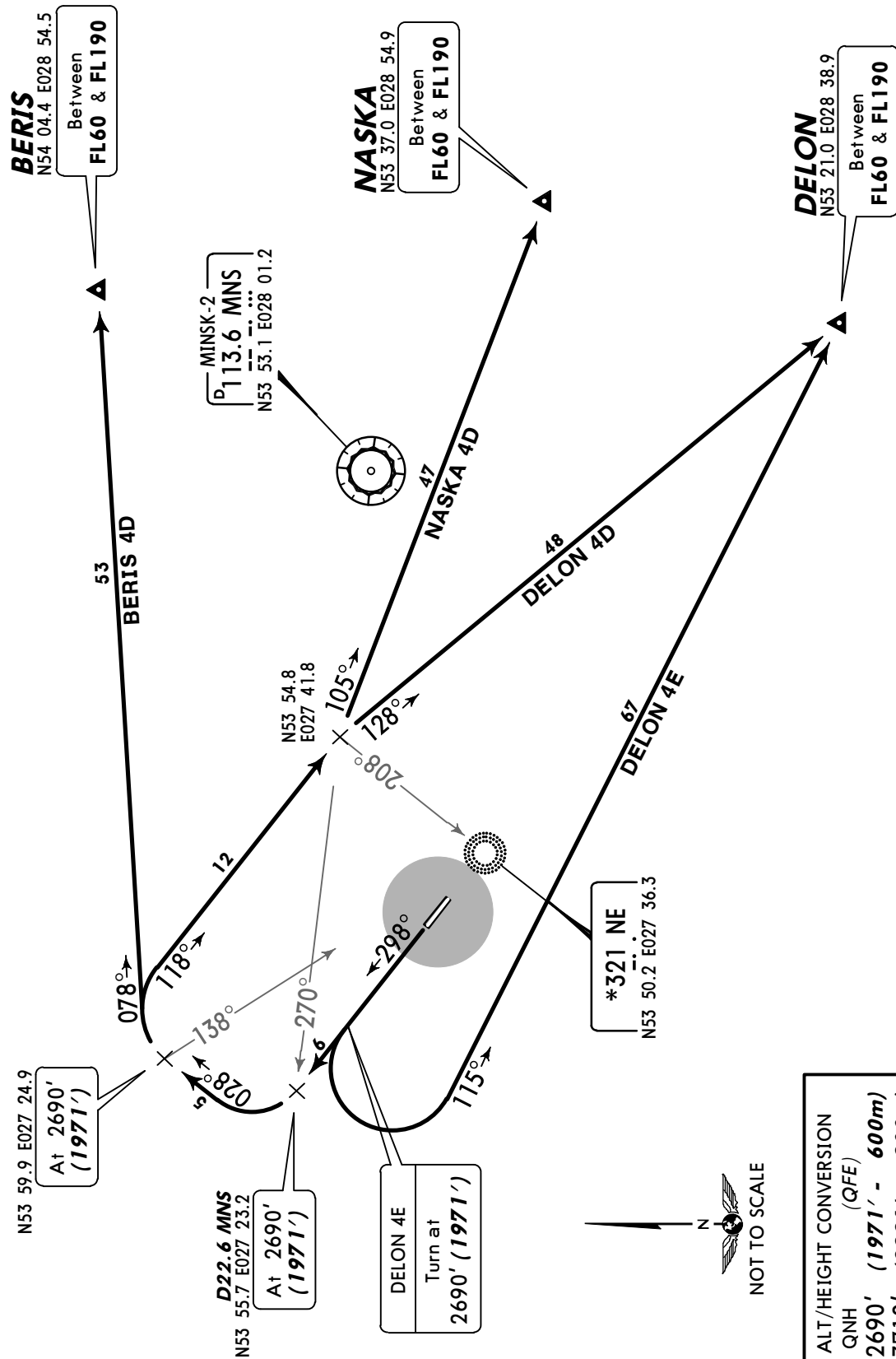
ALT/HEIGHT CONVERSION
QNH (QFE)
2390' (1642' - 500m)
3710' (2962' - 900m)

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')

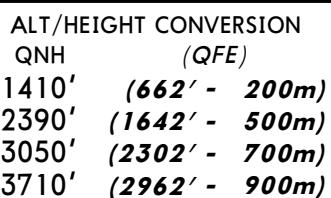


BERIS 4D [BERI4D]
DELON 4D [DELO4D]
DELON 4E [DELO4E]
NASKA 4D [NASK4D]
RWY 30 DEPARTURES
TO EAST



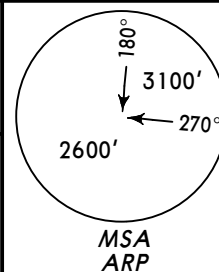
MSA
ARP

1 By ATC.



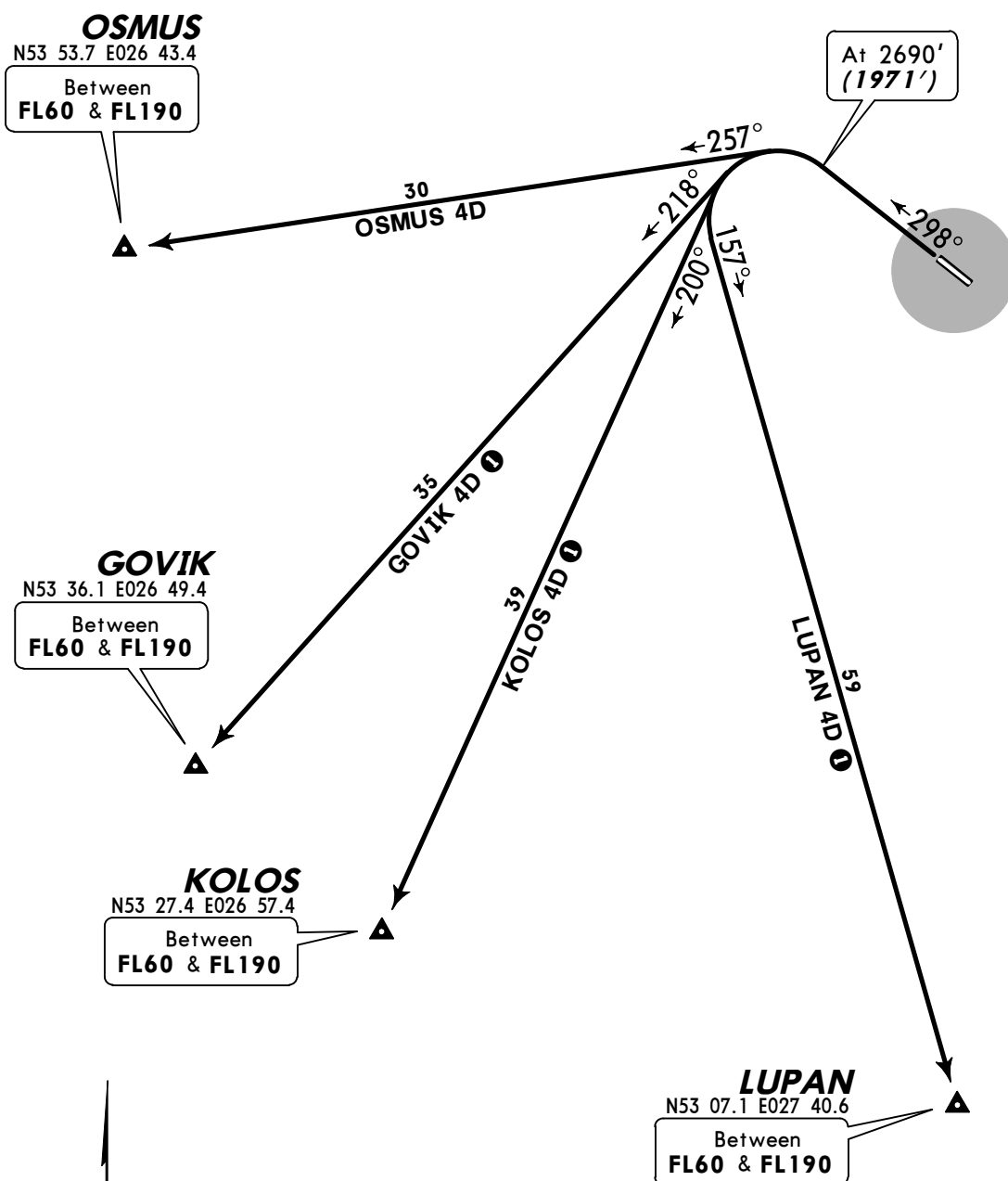
Apt Elev
749'

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')

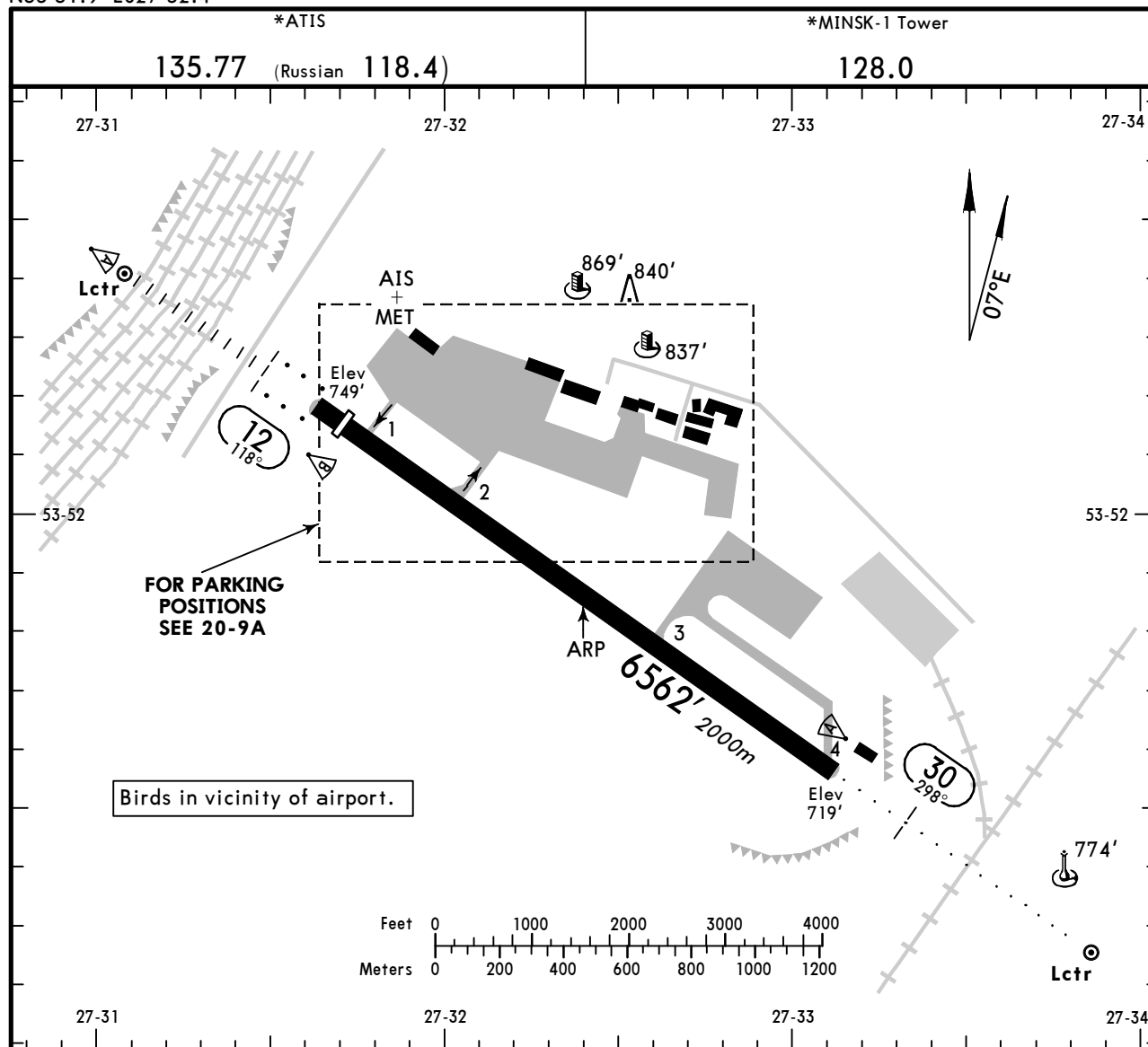


GOVIK 4D [GOVI4D] ①, KOLOS 4D [KOLO4D] ①
LUPAN 4D [LUPA4D] ①, OSMUS 4D [OSMU4D]
RWY 30 DEPARTURES
TO SOUTH & WEST

① By ATC.



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



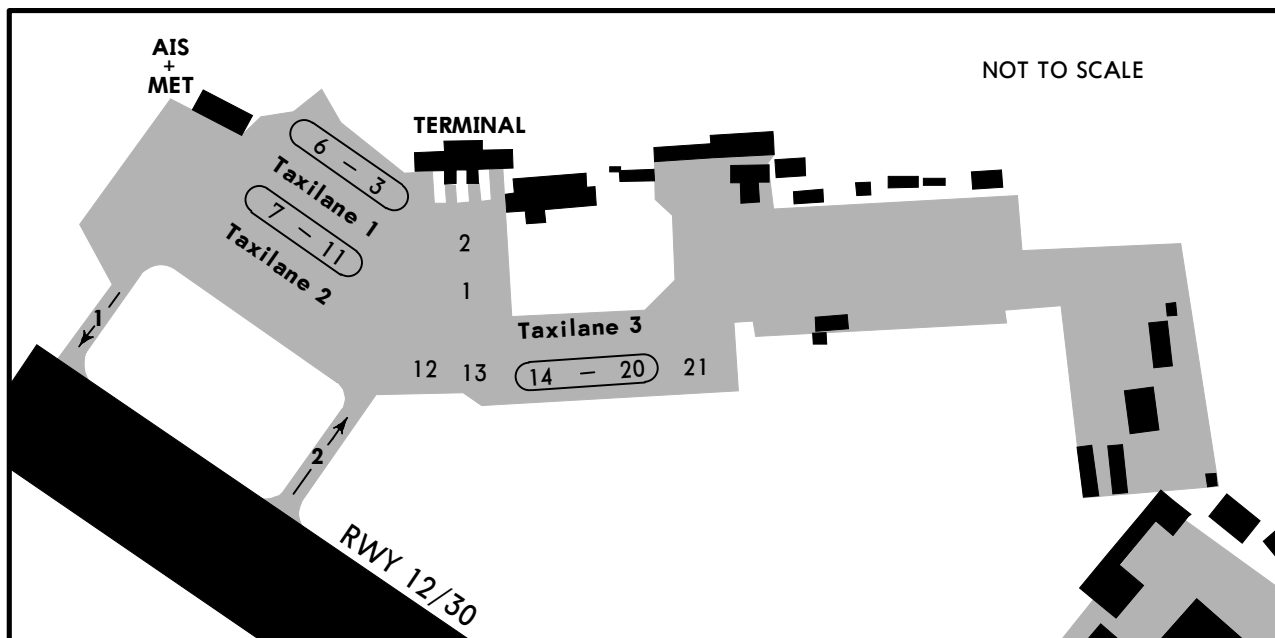
ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
12	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	400m
C		
D	300m	

**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

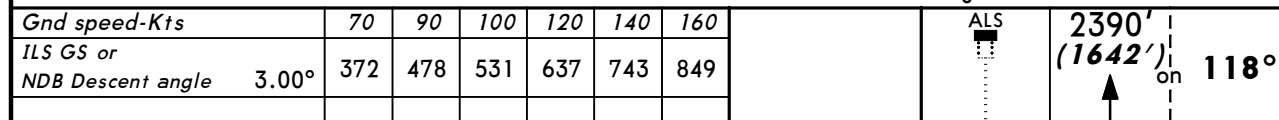
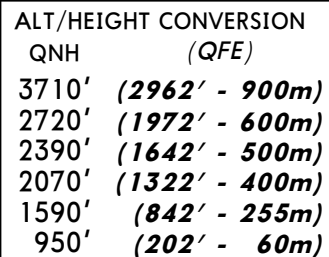
① Continuous Descent Final Approach.

TAKE-OFF RWY 12, 30

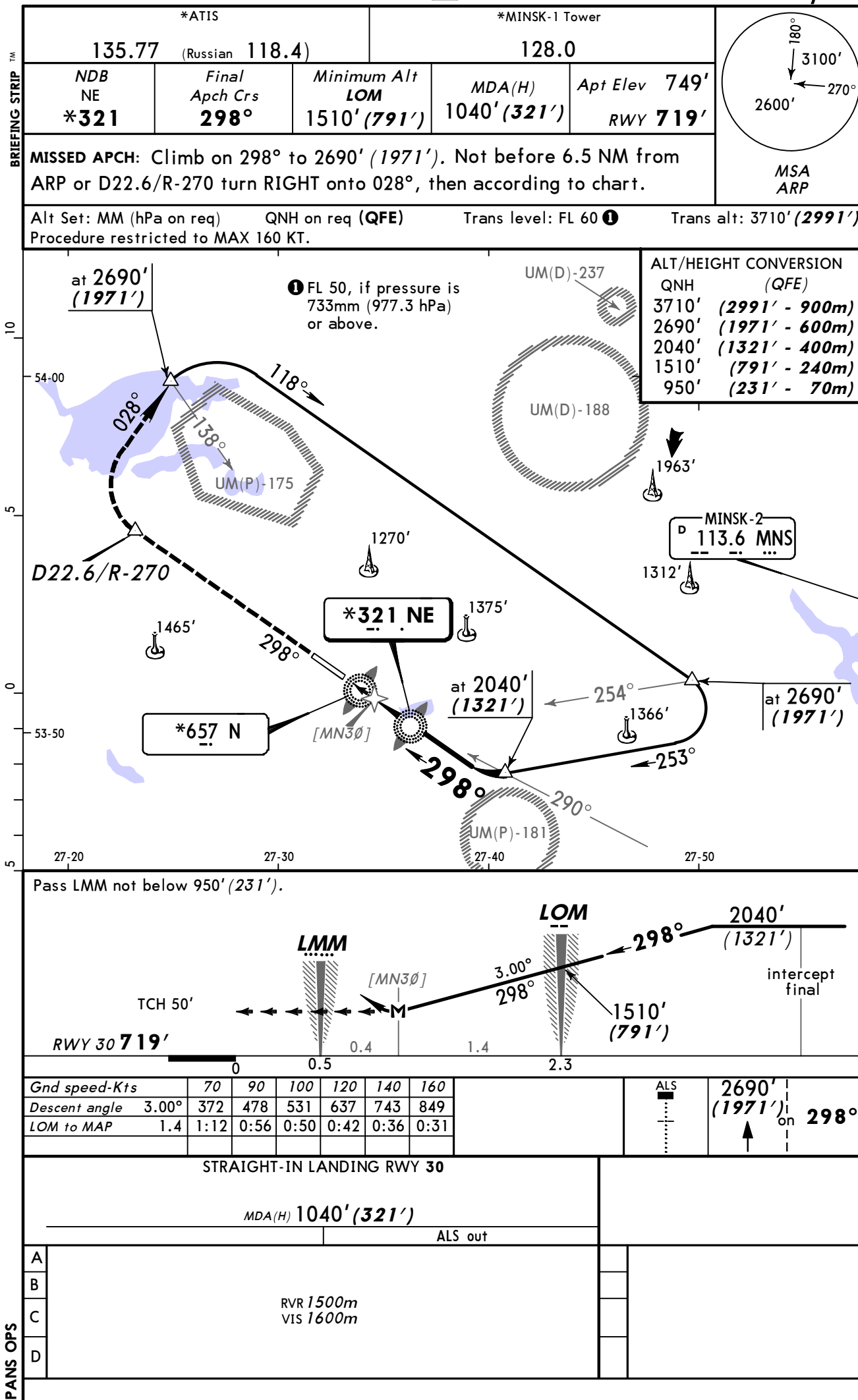
LVP must be in force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

A diagram of a circular MSA ARP. The circle has a radius of 3100' and a diameter of 2600'. Two points on the circumference are connected by a chord. The angle between the radius and the chord is 180°. The angle between the chord and the radius is 270°.

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



PANS OPS



MINSK, (MINSK-1 - UMMM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMM