

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMMS

Terminal Charts For UMMS

Revision Letter For Cycle 08-2013

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: 0308 Z
Sunset: 1708 Z,

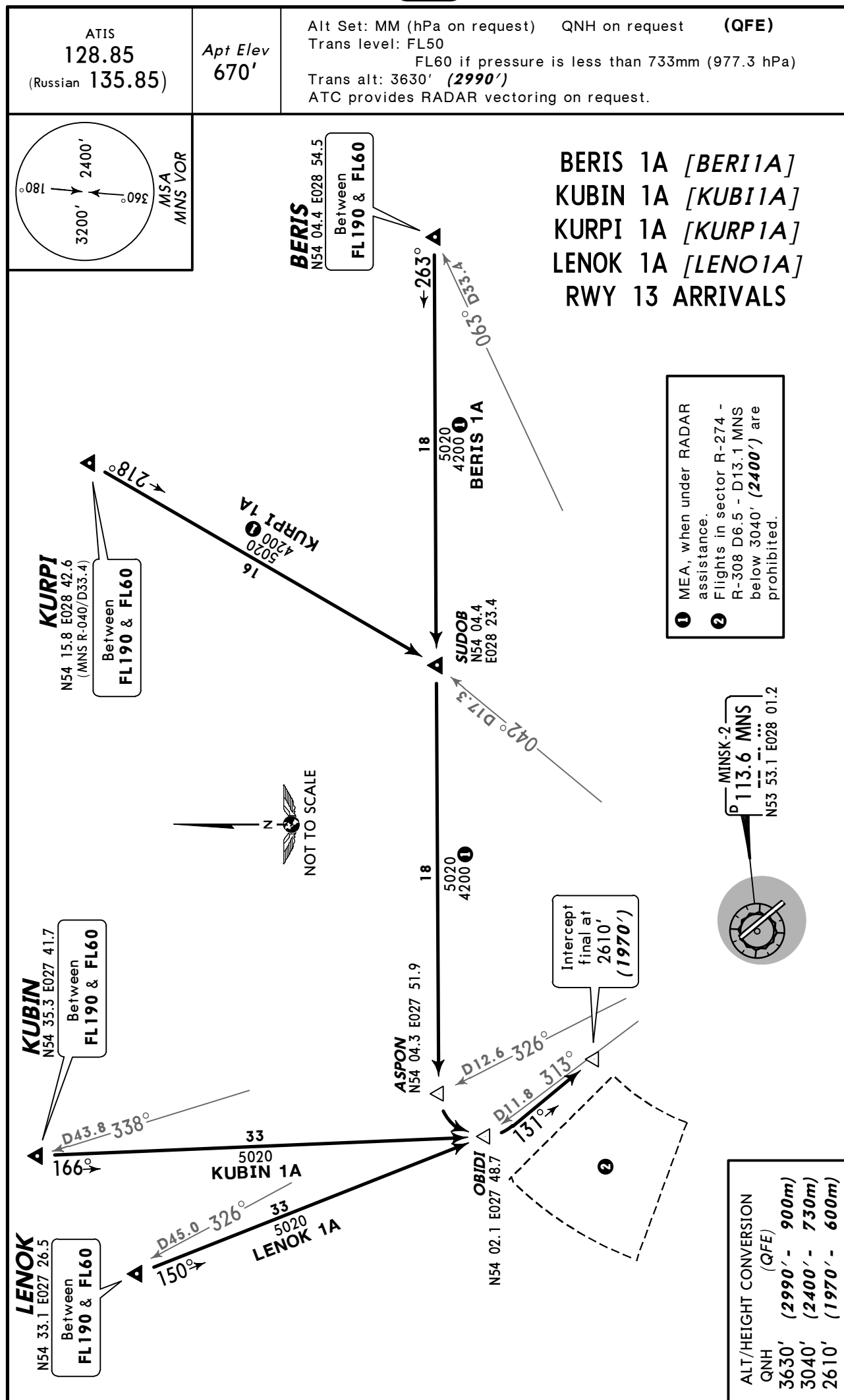
Runway Information

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

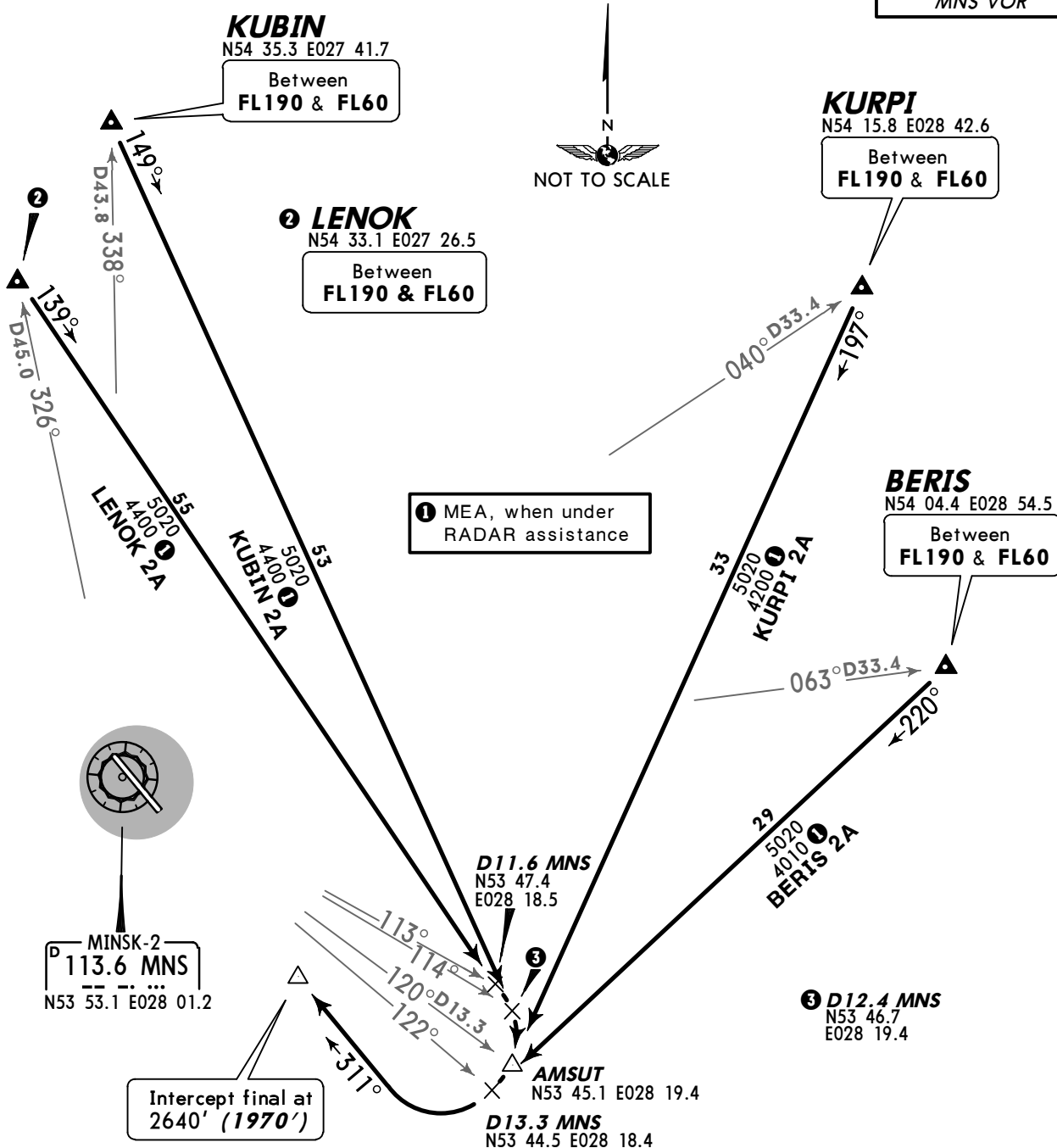
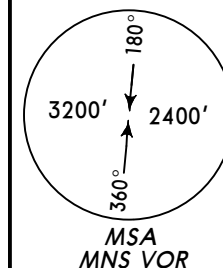


ATIS
128.85
(Russian 135.85)

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



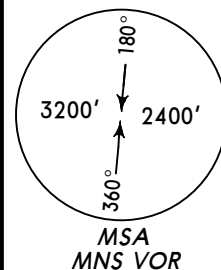
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2960' - 900m)
2640'	(1970' - 600m)

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

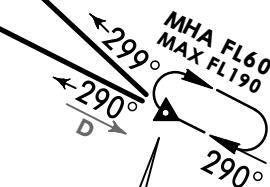
- ① By ATC.
- ② MEA, when under radar assistance.
- ③ Flights in sector R-274 - R-308 D6.5 - D13.1 MNS below 3040' (**2400'**) are prohibited.

Intercept final at
2610'
(1970')

MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2

NASKA 1A
45
5020
4010 ②

NASKA 1B
35.7
5020
4010 ②



NASKA
N53 37.0 E028 54.9
Between
FL190 & FL60

DELON 1A
39.2
5020
4010 ②

DELON
N53 21.0 E028 38.9
Between
FL190 & FL60

LUPAN 1A ①
47.7
5020
4010 ②

LUPAN
N53 07.1 E027 40.6
Between
FL190 & FL60



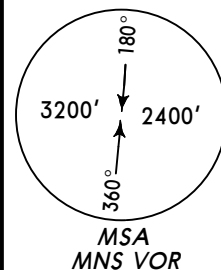
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3630'	(2990' - 900m)
3040'	(2400' - 730m)
2610'	(1970' - 600m)

ATIS
128.85
(Russian 135.85)

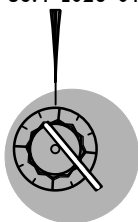
Apt Elev
670'

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' (2960')
ATC provides radar vectoring on request.

DELON 2A [DELO2A]
LUPAN 2A [LUPA2A] ①, NASKA 2A [NASK2A]
RWY 31 ARRIVALS
FROM SOUTH

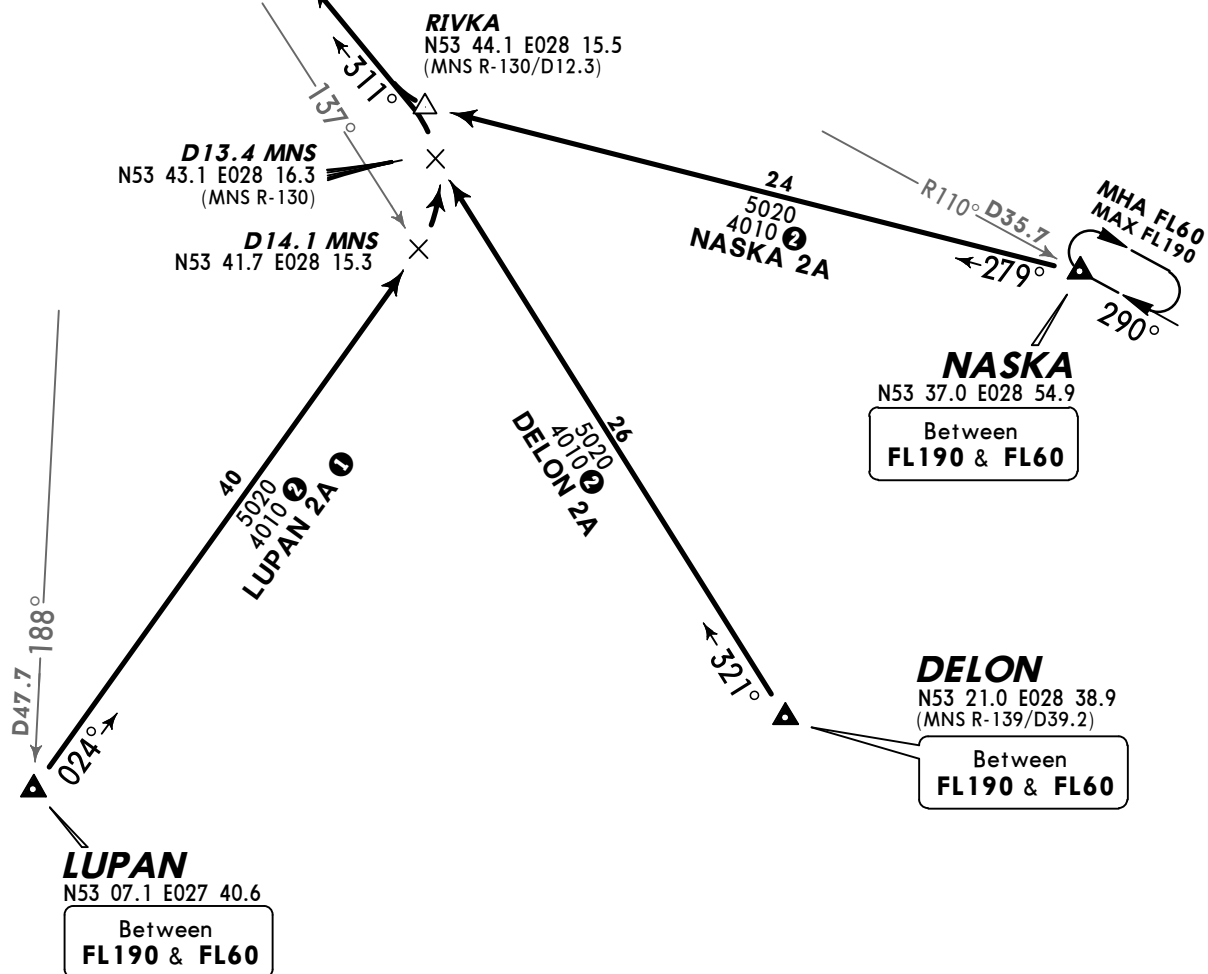


MINSK-2
P 113.6 MNS
N53 53.1 E028 01.2



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

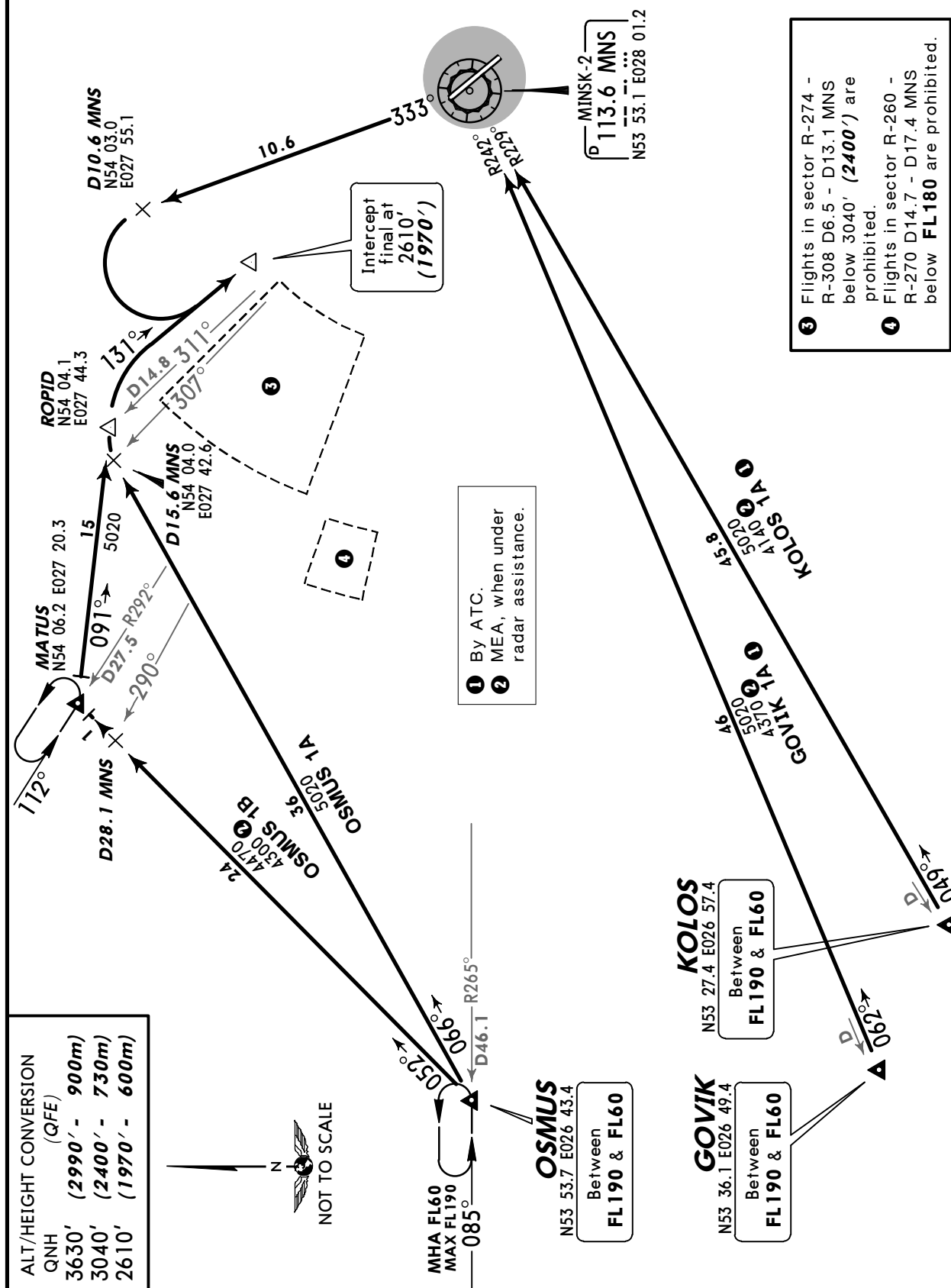
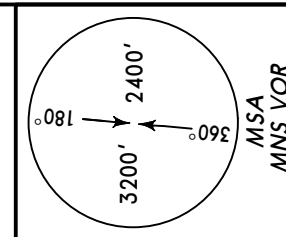
Intercept final at
2640' (1970')



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



GOVIK 2A [GOVI2A] ①, KOLOS 2A [KOLO2A] ①
OSMUS 2A [OSMU2A], OSMUS 2B [OSMU2B]
OSMUS 2C [OSMU2C]
RWY 31 ARRIVALS
FROM WEST

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3630' (2960' - 900m)
 3070' (2400' - 730m)
 2640' (1970' - 600m)

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
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OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 4170

MHA FL60
 MAX FL190

OSMUS
 N53 53.7 E026 43.4
 Between
FL190 & FL60

GOVIK
 N53 36.1 E026 49.4
 Between
FL190 & FL60

KOLOS
 N53 27.4 E026 57.4
 Between
FL190 & FL60

SMILLO
 N53 40.8
 E028 12.8

GOVIK 2A ①
 5020
 4010 ②
 4010 ②

KOLOS 2A ①
 5020
 4010 ②
 4010 ②

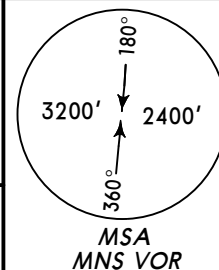
OSMUS 2A
 30
 5020
 4470 ②

OSMUS 2B
 36
 5020
 4300 ②
 4170

OSMUS 2C
 15
 5020
 4300 ②
 41

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

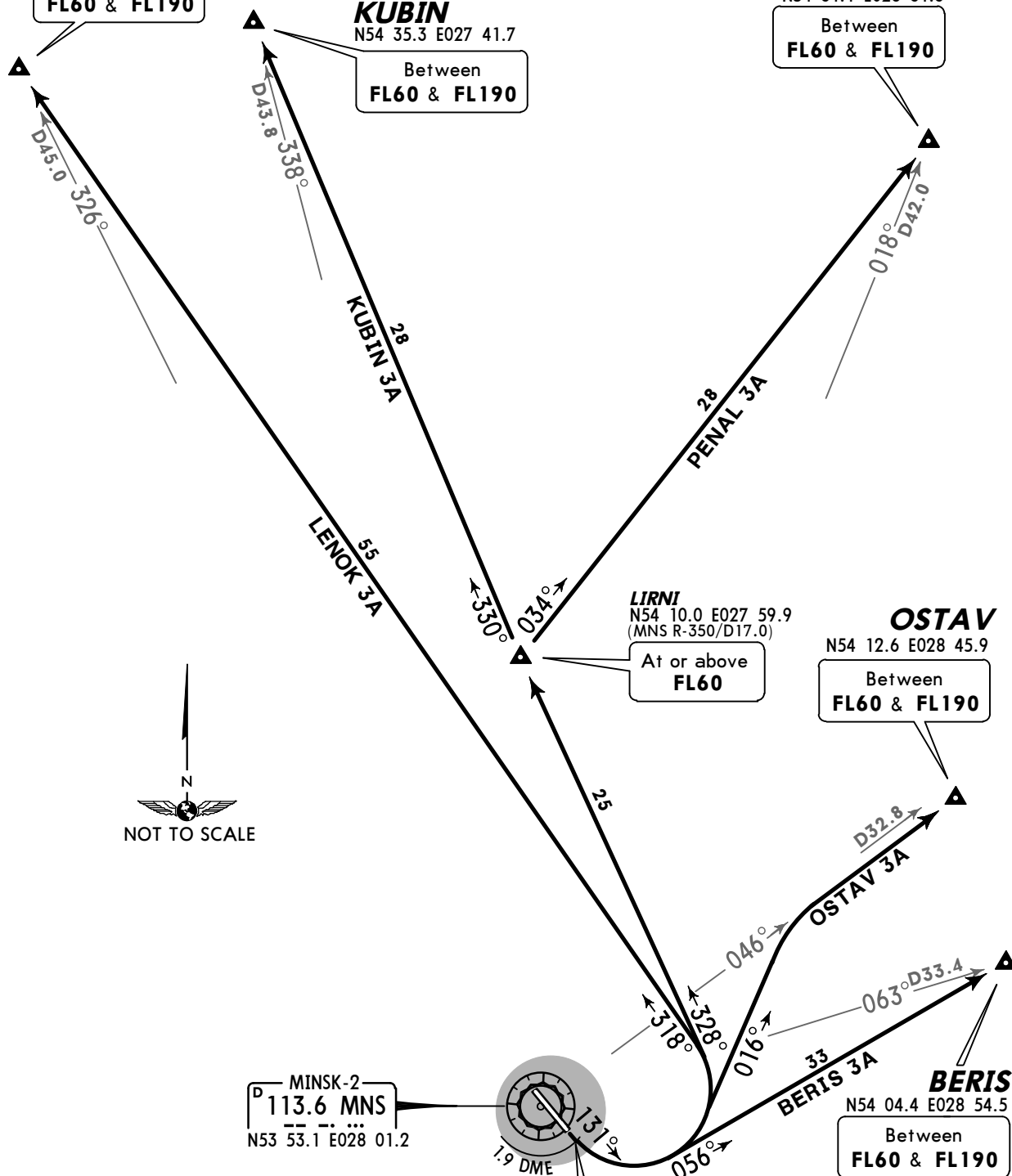
N54 35.3 E027 41.7

Between
FL60 & FL190

PENAL

N54 31.1 E028 31.3

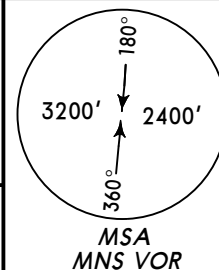
Between
FL60 & FL190



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

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], OSTAV 4A [OSTA4A]
PENAL 4A [PENA4A]
RWY 31 DEPARTURES

LENOK

N54 33.1 E027 26.5
(MNS R-326/D45.0)

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

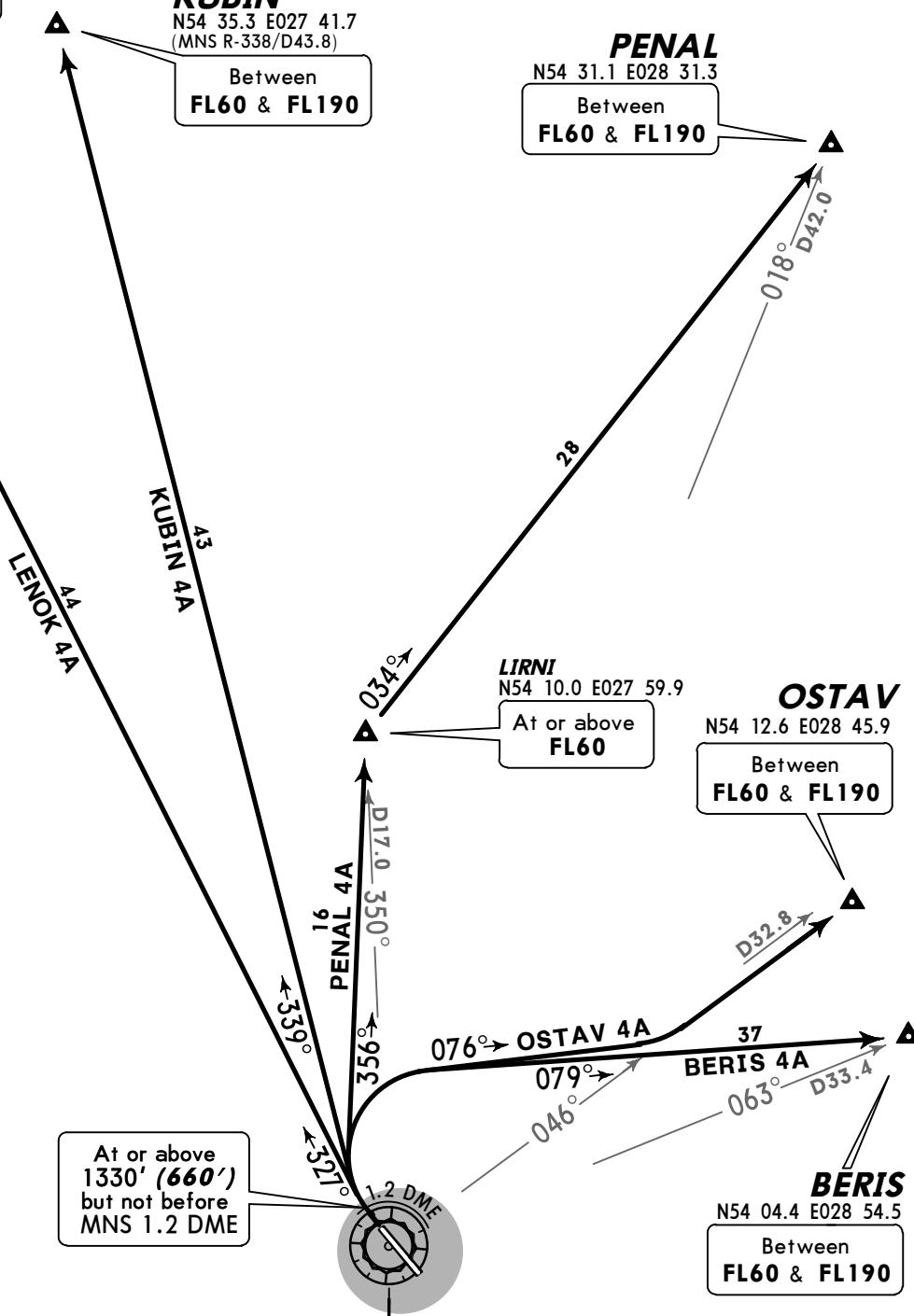
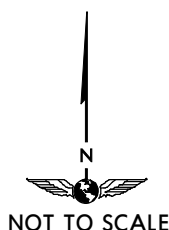
N54 10.0 E027 59.9

At or above
FL60

OSTAV

N54 12.6 E028 45.9

Between
FL60 & FL190

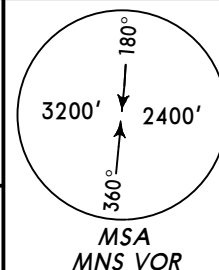


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(660' - 200m)
3630'	(2960' - 900m)

MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2

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

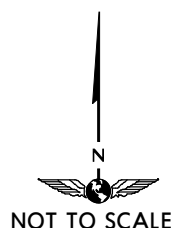
NASKA 3A

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)

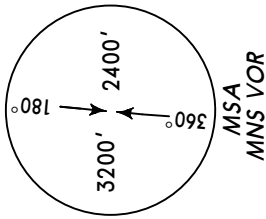
ALT/HEIGHT CONVERSION
QNH (QFE)

1330'	(660' - 200m)
3070'	(2400' - 730m)
3630'	(2960' - 900m)

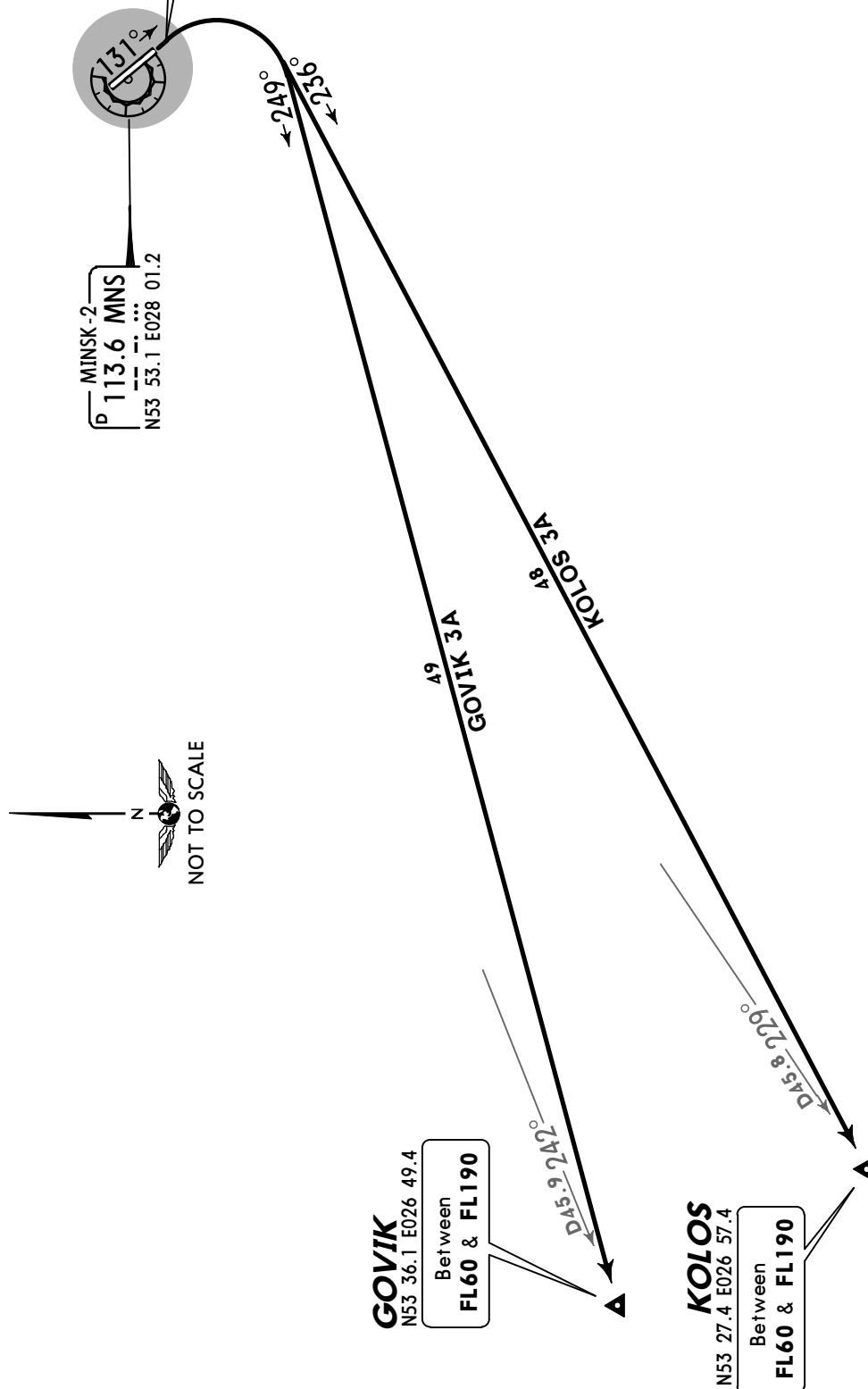
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

Apt Elev
670'

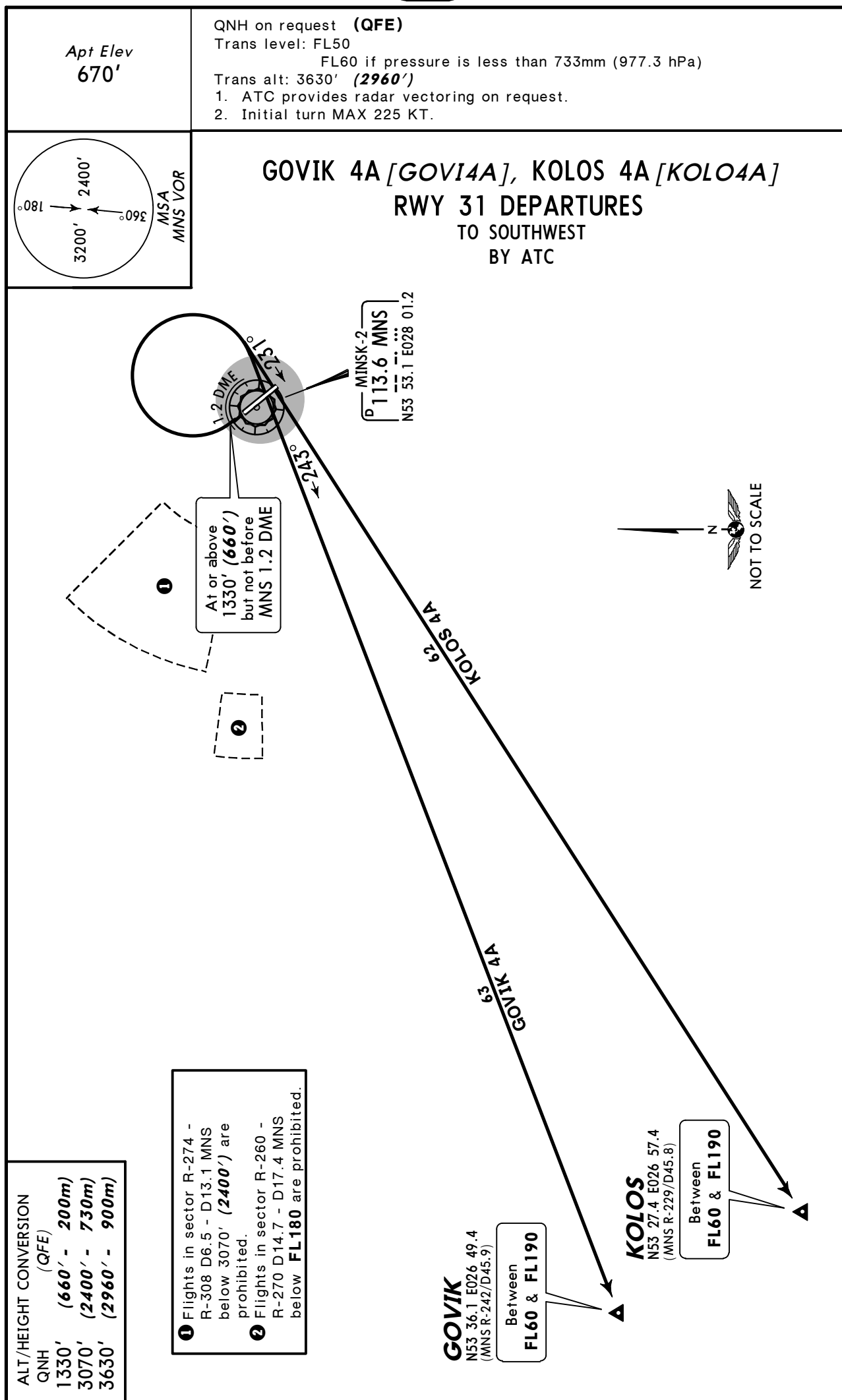
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' (2990')
1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.



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



ALT/HEIGHT CONVERSION
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' (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

D12.4 MNS
N54 05.2 E027 56.8

At or above
FL60

246°

45

*635 VX
N53 55.3 E027 58.4

1

2

MINSK-2
113.6 MNS
N53 53.1 E028 01.2

OSMUS 3A
37

OSMUS
N53 53.7 E026 43.4

Between
FL60 & FL190

D46.1 265°

A

22

OSMUS 3B

311°

137°

1.9 DME

14

277°

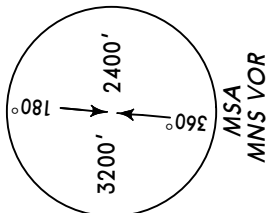
D10.5 MNS
At or above
FL60

OSMUS 3A
Turn RIGHT
at or above
1300' (660')

OSMUS 3B
Turn LEFT
at or above
1300' (660')
but not before
MNS 1.9 DME

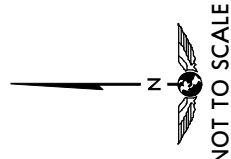
ALT/HEIGHT CONVERSION
(QFE)

QNH
1300' (660' - 200m)
3040' (2400' - 730m)
3630' (2990' - 900m)



1 Flights in sector R-274 - R-308 D6.5 - D13.1 MNS below 3040' (2400') are prohibited.

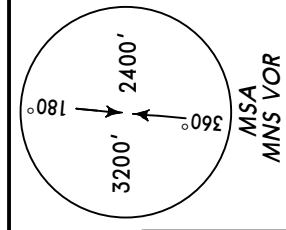
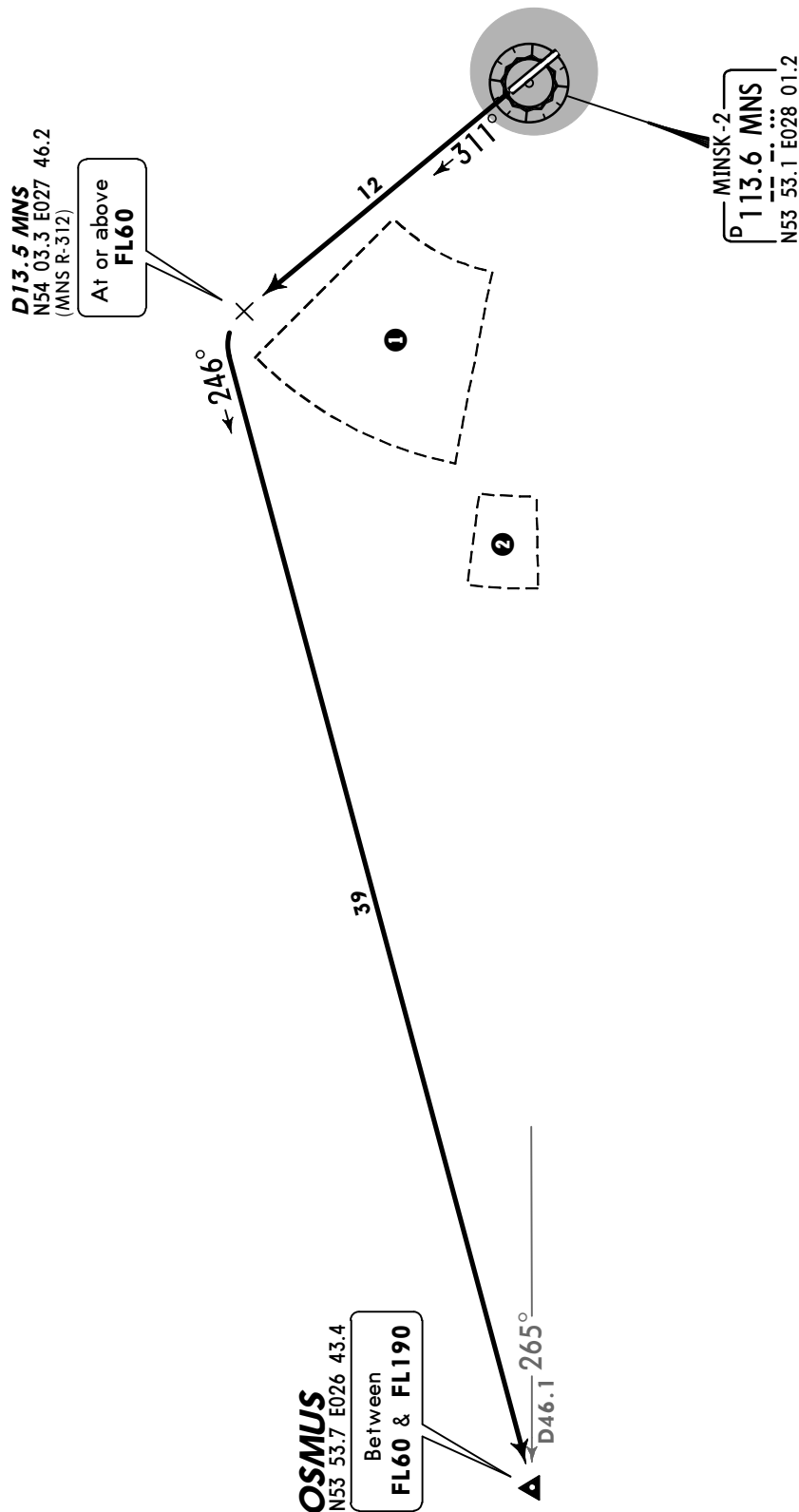
2 Flights in sector R-260 - R-270 D14.7 - D17.4 MNS below FL180 are prohibited.



Apt Elev
670'

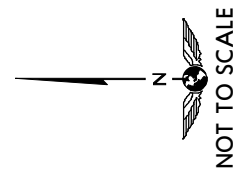
QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3630' **(2960')**
1. ATC provides radar vectoring on request.
2. Initial turn MAX 225 KT.

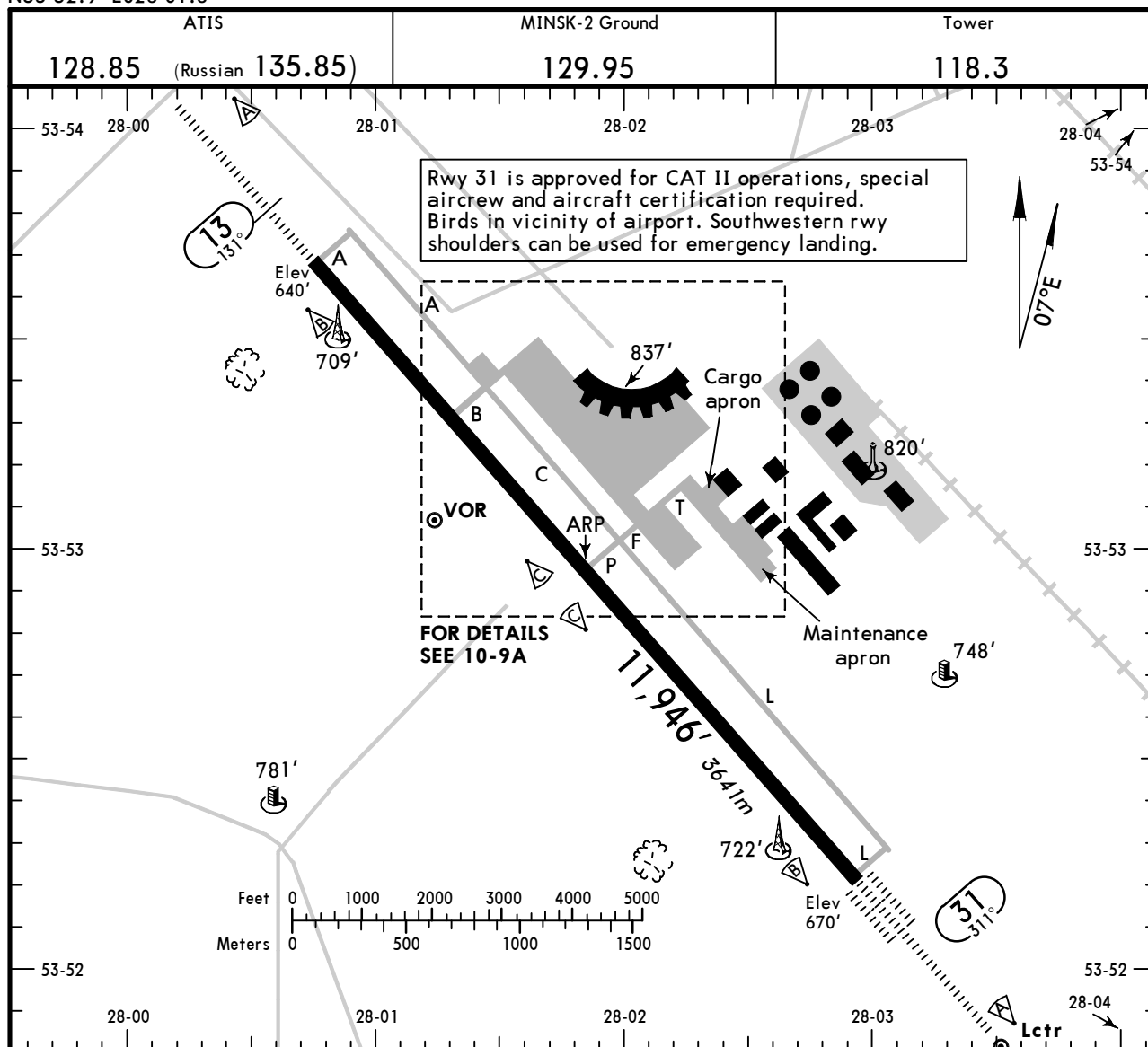
**OSMUS 4A [OSMU4A]
RWY 31 DEPARTURE
TO WEST**



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	



LEGEND

A Taxiway

11 Parking stand

(D) Taxi route

Deicing area

Taxiing and towing are prohibited without controller's clearance.

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')
	<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')
		R1500m	R1500m	C2400m	C2400m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶	990' (350')	990' (350')	990' (350')	990' (350')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	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')
	<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')
		R1500m	R1500m	C2400m	C2400m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶	1010' (340')	1010' (340')	1010' (340')	1010' (340')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m

❶ Continuous Descent Final Approach

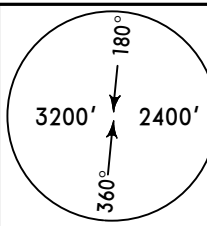
CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	1530' (860')	1530' (860')	1530' (860') ❸	1530' (860') ❸
	ceiling 1020' V3000m	ceiling 1020' V3000m	ceiling 1190' V3000m	ceiling 1190' V4000m

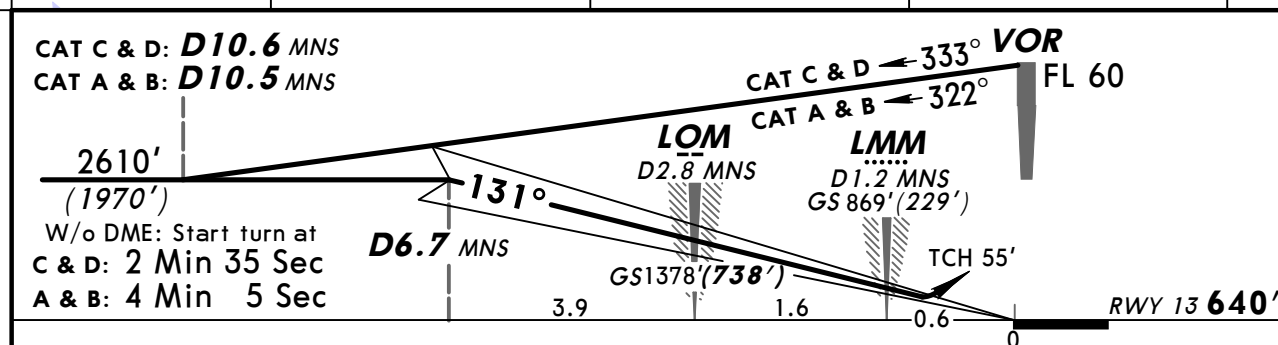
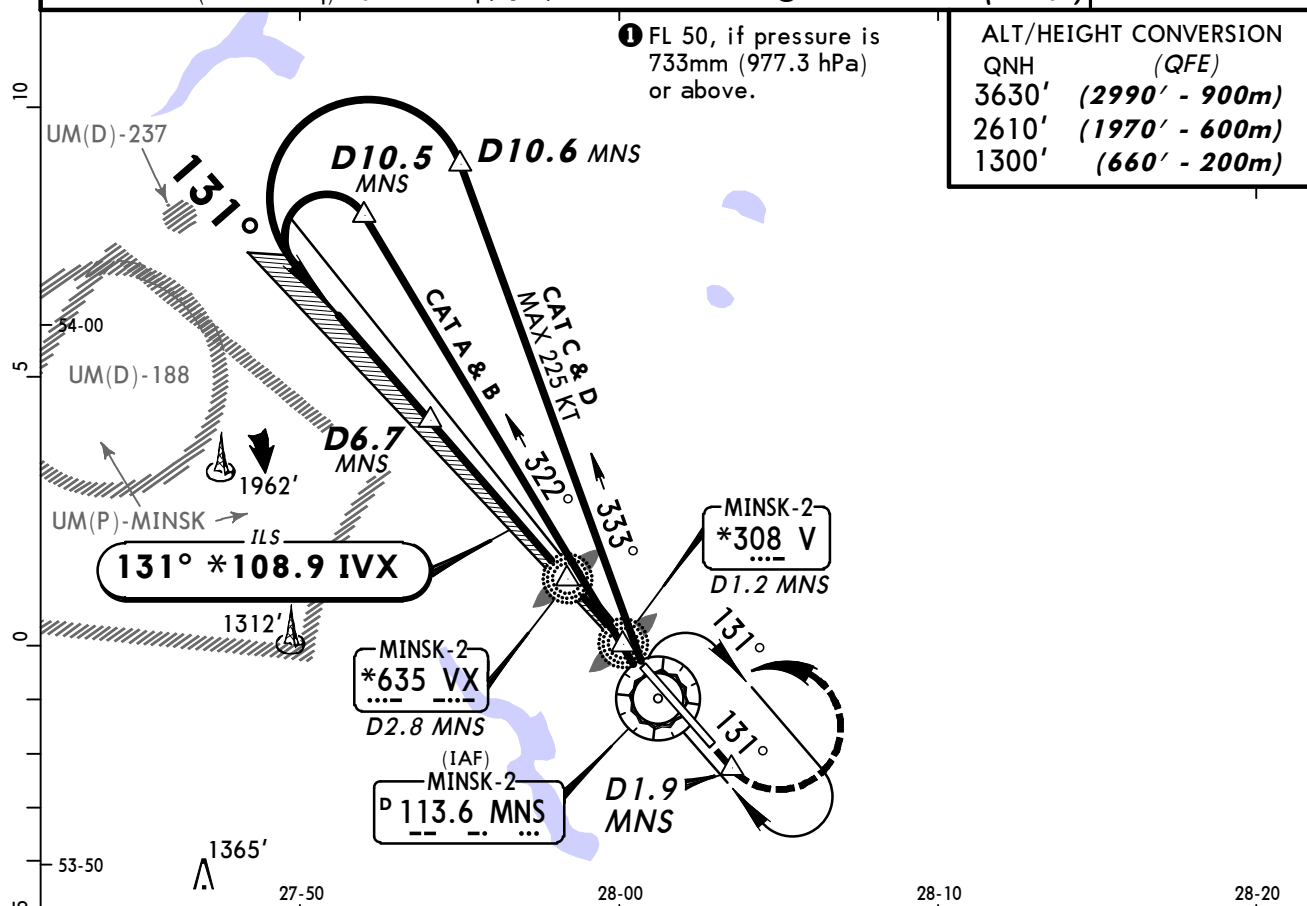
❷ NIGHT not authorized.

❸ 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		

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

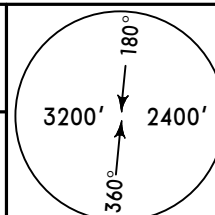


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861

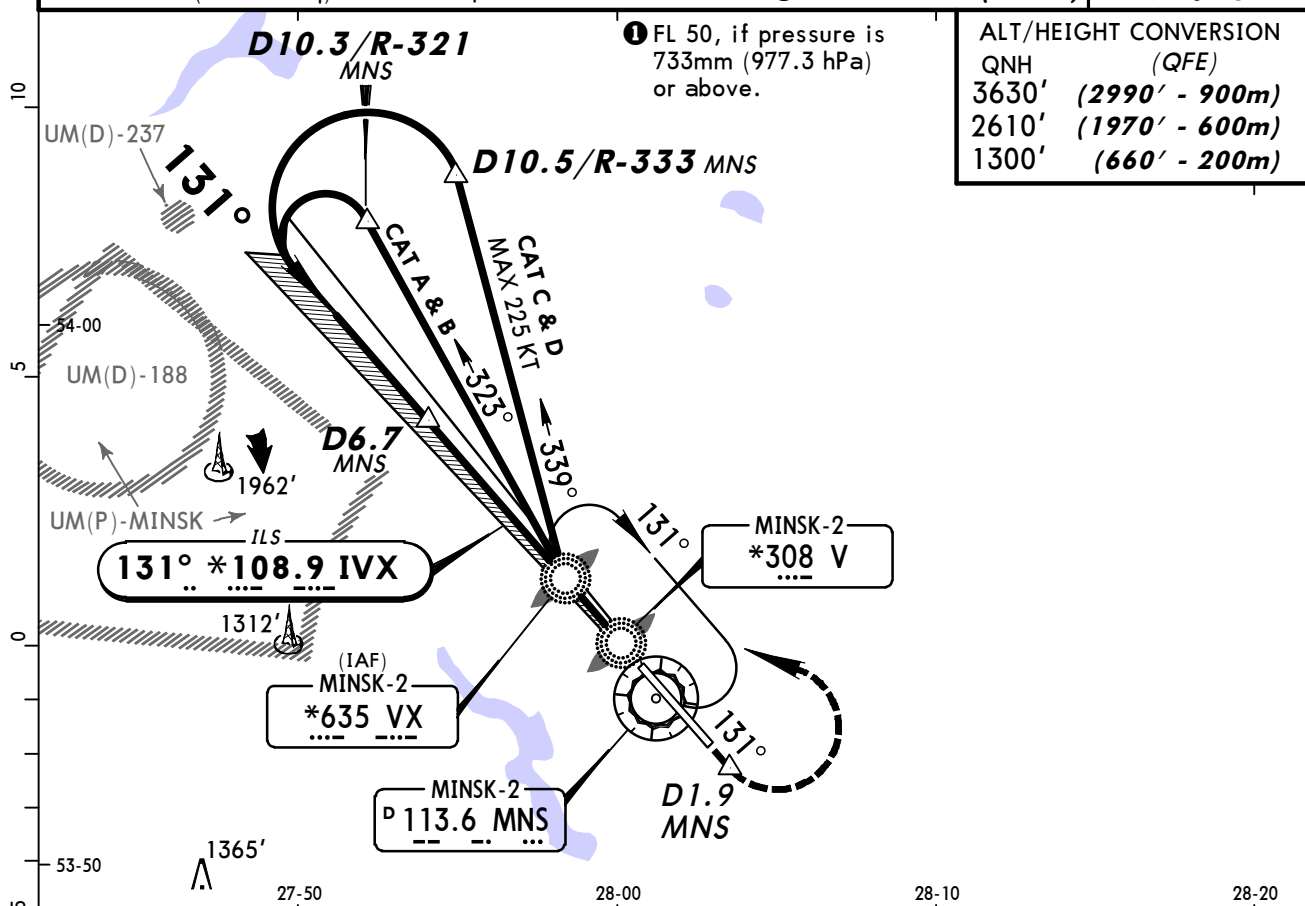
PANS OPS	STRAIGHT-IN LANDING RWY 13		CEILING REQUIRED		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		NIGHT not authorized	
	DA(H) 840'(200')					
	FULL	ALS out			MDA(H)	CEIL-VIS
A						
B						
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		1530'(860') 1	1020'- 3000m
D					1530'(860') 1	1190'- 3000m

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

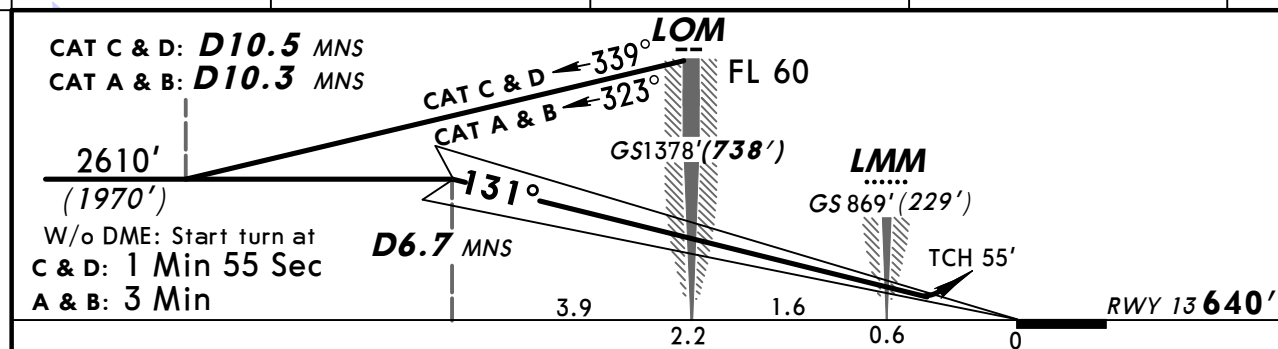
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IVX *108.9	Final Apch Crs 131°	GS LOM 1378' (738')	ILS DA(H) 840' (200')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 MNS turn LEFT (MAX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



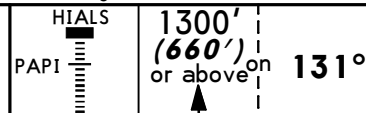
MSA
MNS VOR



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



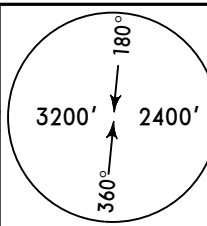
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	377	484	538	646	753	861

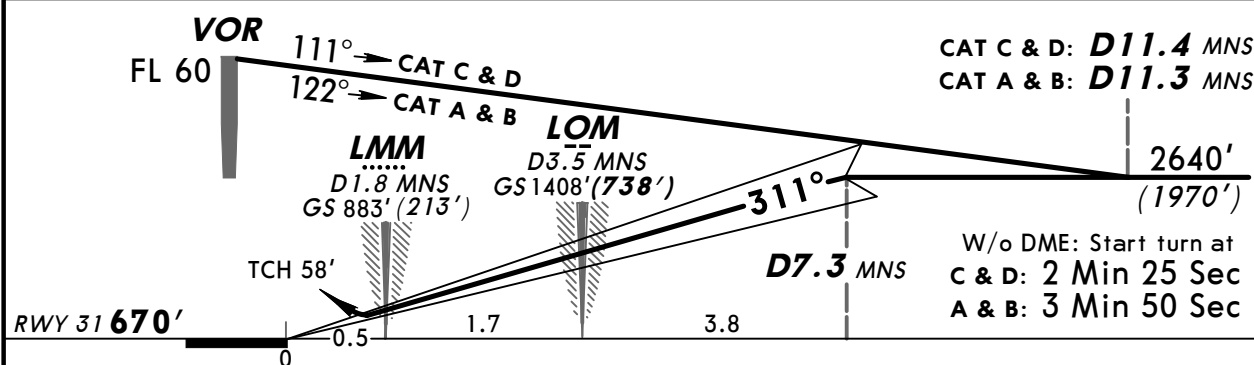
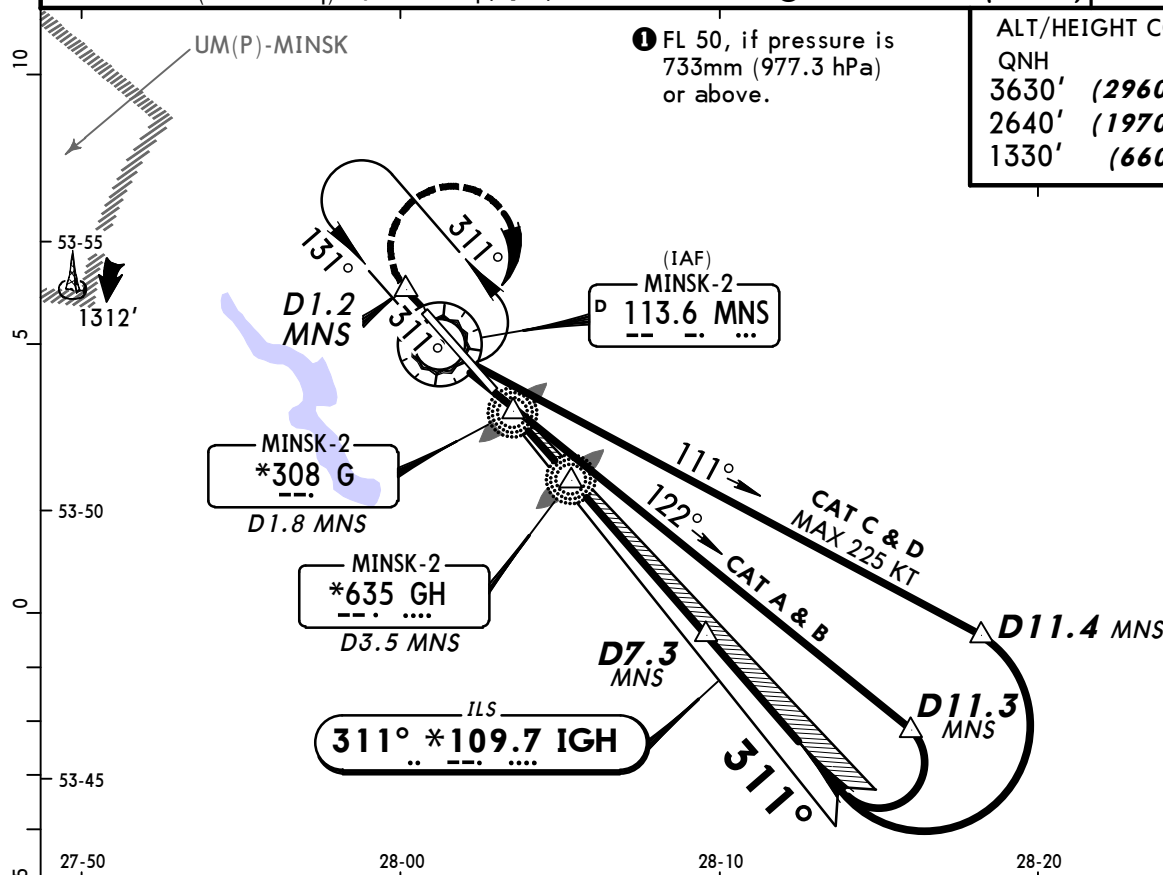


STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND		
ILS			LOC (GS out)		NIGHT not authorized			
DA(H) 840'(200')								
FULL		ALS out						
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	Max Kts.	MDA(H) _____ CEIL-VIS _____			
B				100	1530'(860') 1020' - 3000m			
C				135	1530'(860') 1 1190'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

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

CHANGES: Rwy elev. Bearings.

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.				 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)



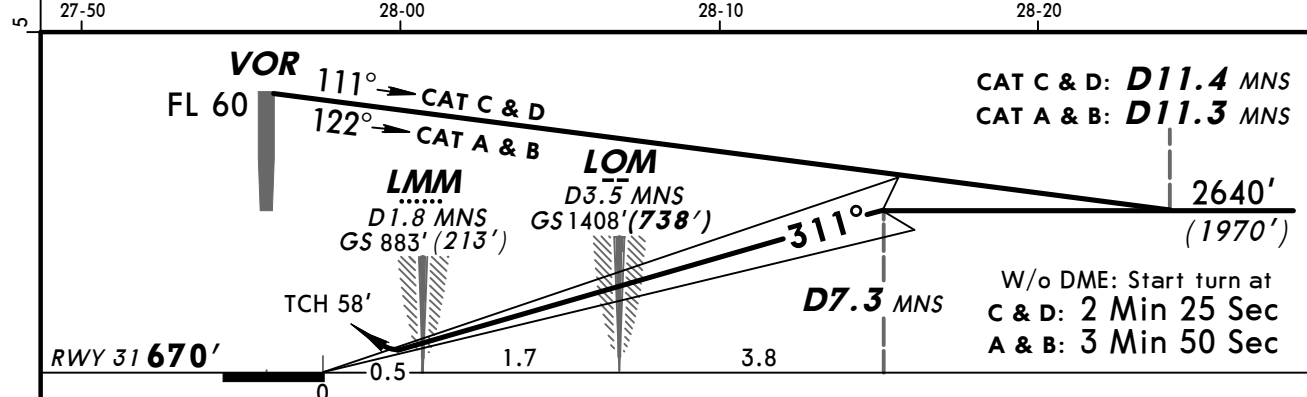
Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753

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

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.

BRIEFING STRIP TM

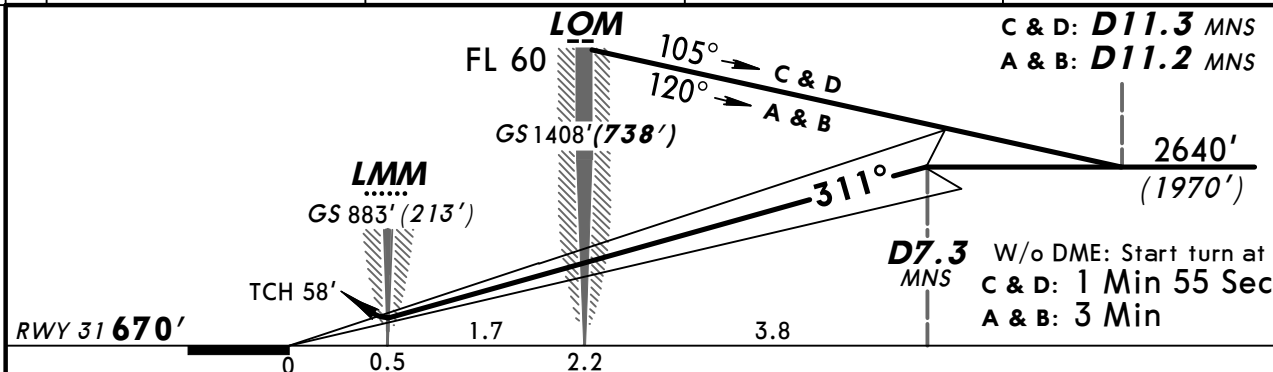
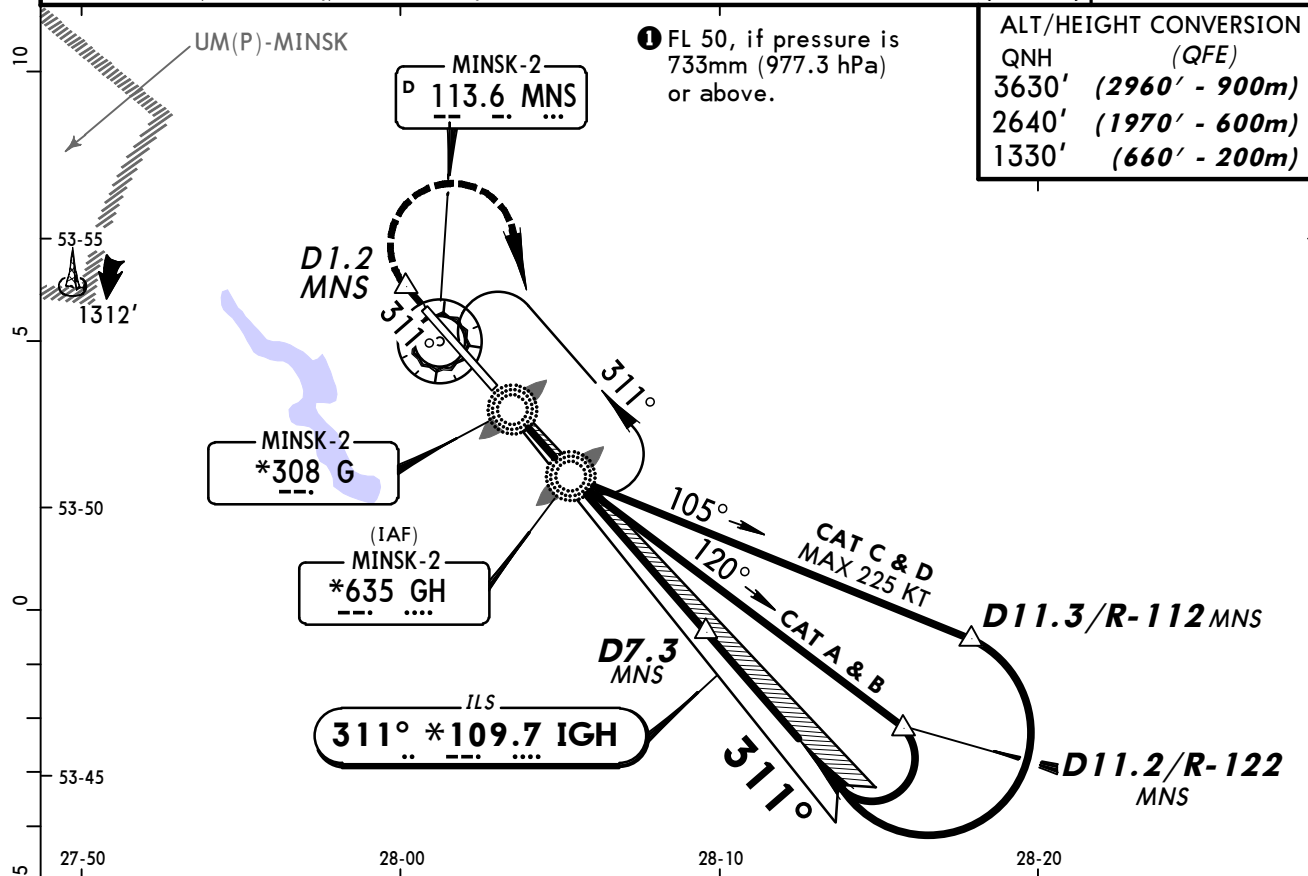


HIALS-II  PAPI	1330' (660') or above on	311°
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CAT II ILS
ABCD
RA 97'
DA(H) **770'(100')**

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.				
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	861

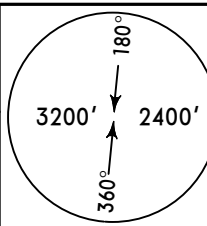
HIALS-II	1330' (660') on or above	311°
PAPI		

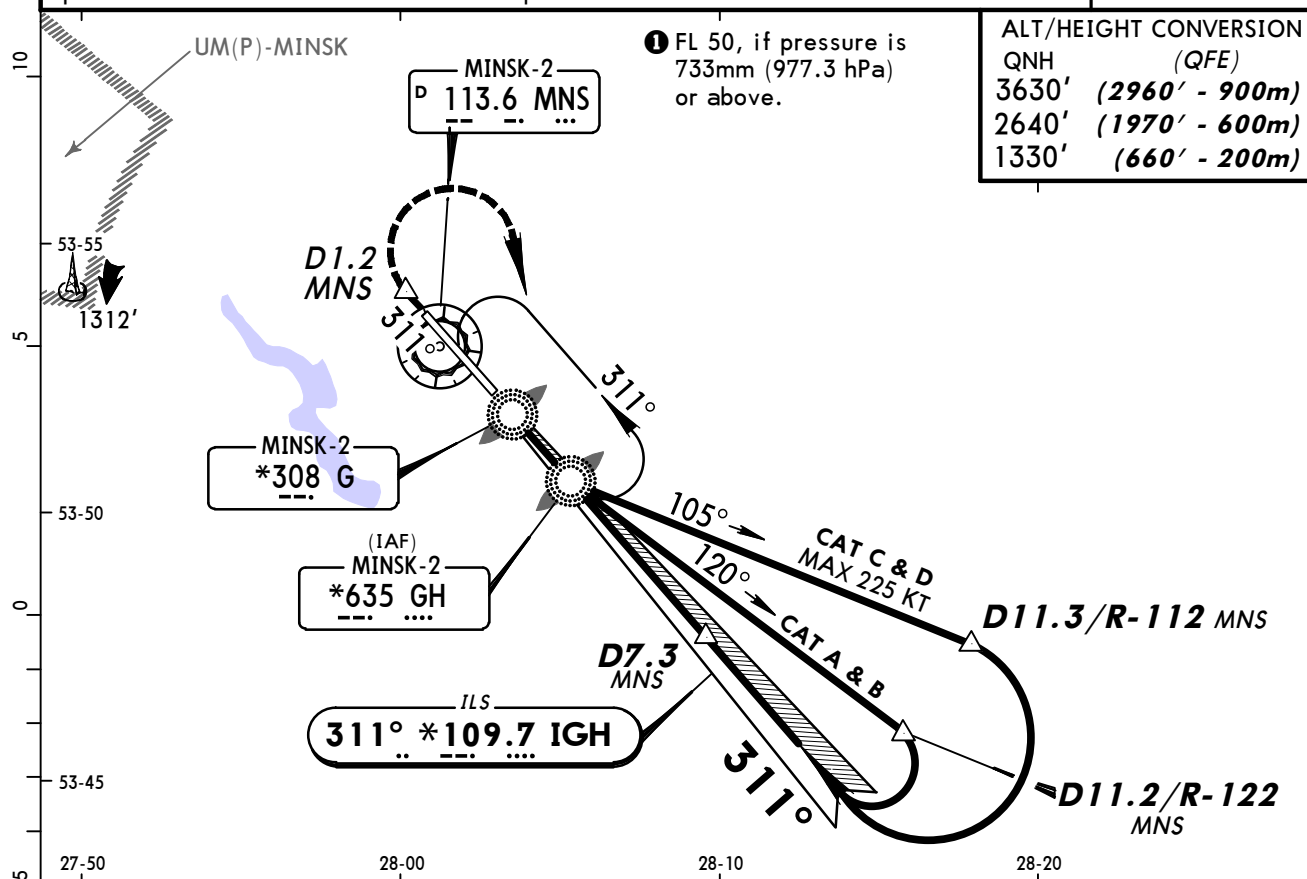
STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND		
ILS DA(H) 870'(200')			LOC (GS out)		NIGHT not authorized			
FULL		TDZ or CL out	ALS out			Max Kts.	MDA(H)	CEIL-VIS
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1530'(860')	1020'- 3000m	
B					135			
C					180	1530'(860')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

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

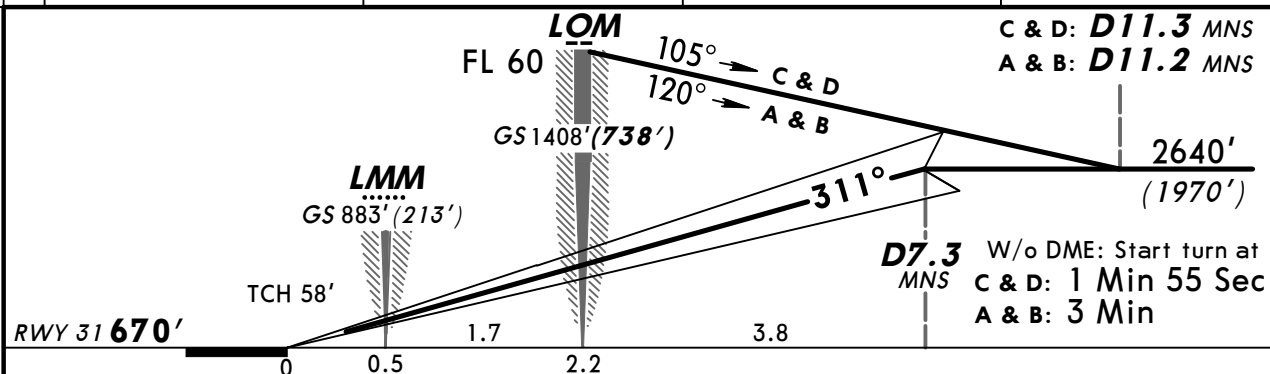
CHANGES: Bearings.

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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 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)	



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

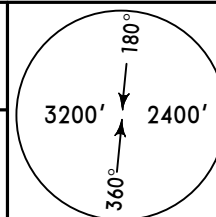
HIALS-II	1330'	(660') on	311°
PAPI		or above	

STRAIGHT-IN LANDING RWY 31

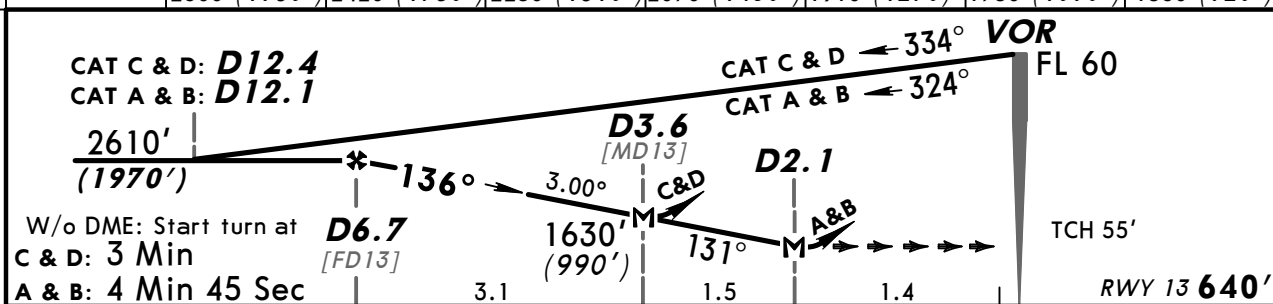
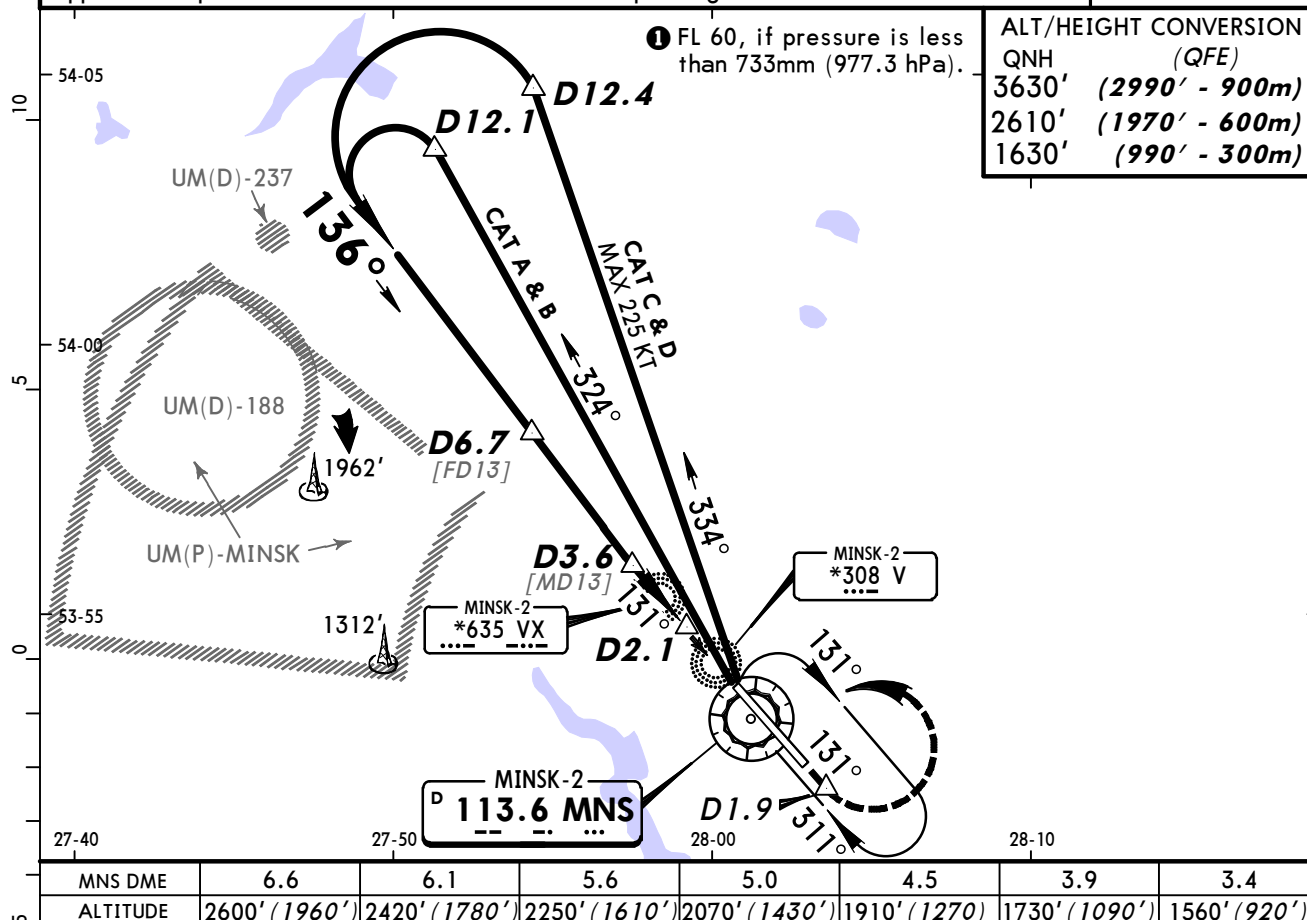
CAT II ILS
ABCD
RA 97'
DA(H) **770' (100')**

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.				



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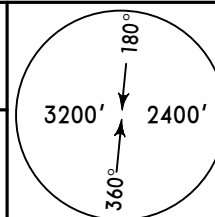


CAT C & D: MAP at D3.6	CAT A & B: MAP at D2.1
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STRAIGHT-IN LANDING RWY 13			CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) AB: 1300' (660') CD: 1630' (990')			NIGHT not authorized			
ALS out			Max Kts	MDA(H)	CEIL-VIS	
A	1800m	2600m	100	1530' (860')	1020' - 3000m	
B			135			
C	4000m	4800m	180	1530' (860') 1	1190' - 4800m	
D			205			

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

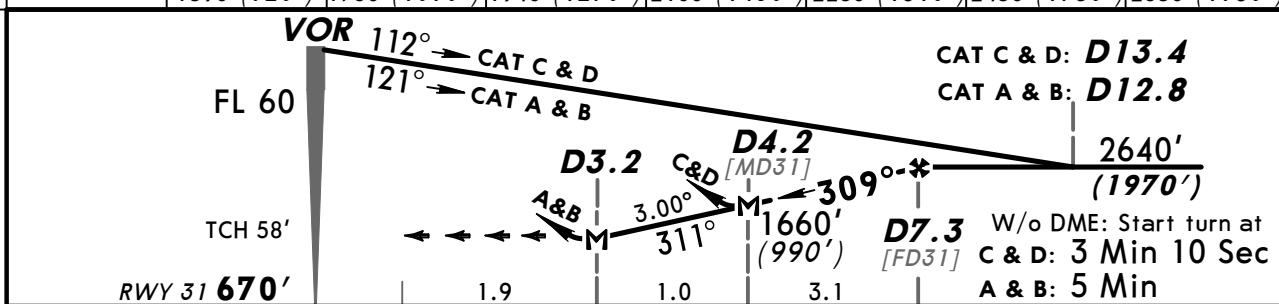
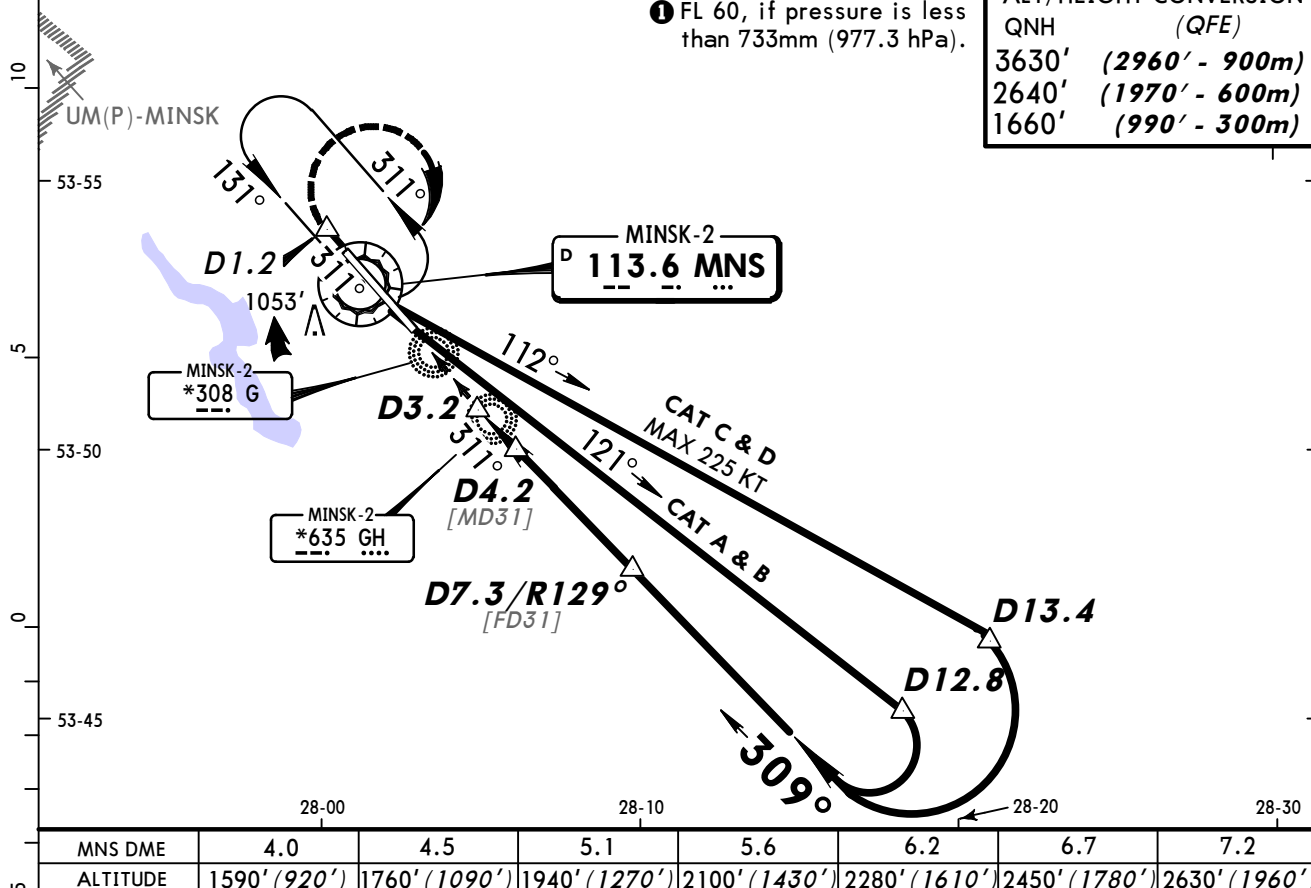
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
VOR MNS 113.6	Final Apch Crs 309°	Minimum Alt D7.3 2640'(1970')	MDA(H) Refer to Minimums	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 2640' (1970') not above. Not before D1.2 after 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 ❶ Trans alt: 3630' (2960') Approach slope descent shall be commenced after passing D7.3.				



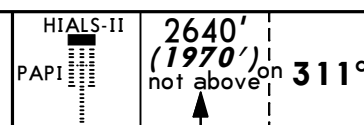
MSA
MNS VOR

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

ALT/HEIGHT CONVERSION (QFE)	
3630'	(2960' - 900m)
2640'	(1970' - 600m)
1660'	(990' - 300m)



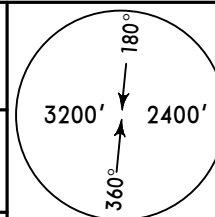
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
CAT C & D: MAP at D4.2	CAT A & B: MAP at D3.2					



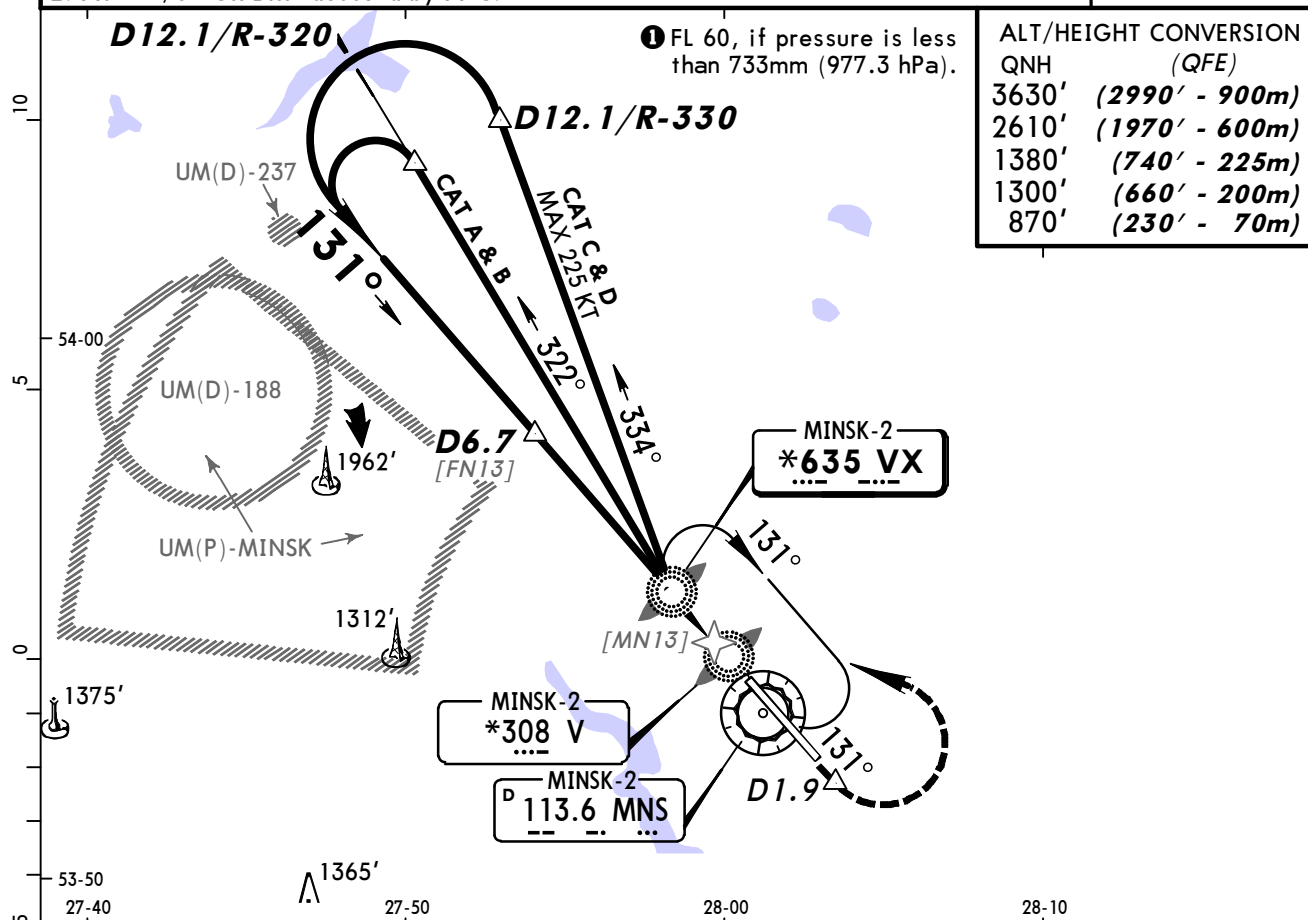
STRAIGHT-IN LANDING RWY 31			CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) AB: 1330' (660') CD: 1660' (990')			NIGHT not authorized			
ALS out			Max Kts	MDA(H)	CEIL-VIS	
A	2400m	3200m	100	1530' (860')	1020' - 3200m	
B			135			
C	4000m	4800m	180	1530' (860') ❶	1190' - 4800m	
D			205			

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

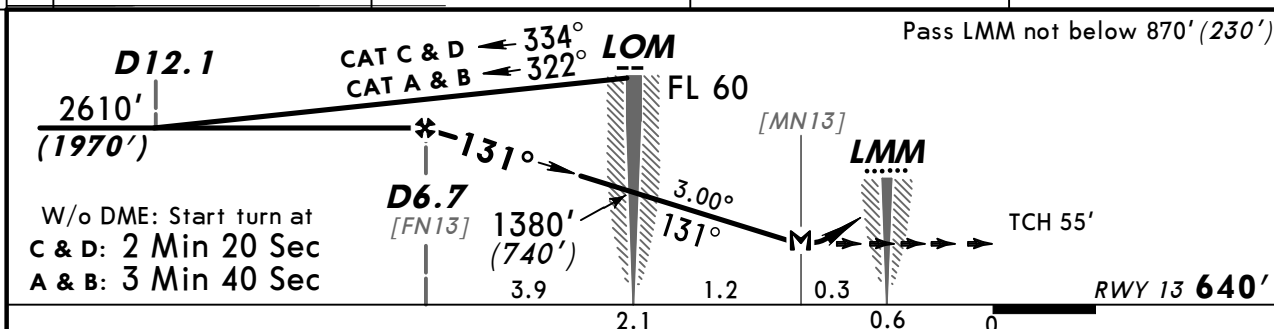
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
NDB VX *635	Final Apch Crs 131°	Minimum Alt D6.7 2610' (1970')	MDA(H) 990' (350')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 1300' (660') or above. Not before D1.9 turn LEFT (MAX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



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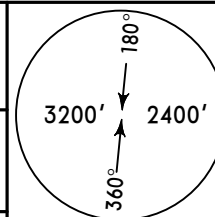
ALT/HEIGHT CONVERSION	QNH	(QFE)
3630'	(2990' - 900m)	
2610'	(1970' - 600m)	
1380'	(740' - 225m)	
1300'	(660' - 200m)	
870'	(230' - 70m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
D6.7 to MAP	5.1	4:22	3:24	3:04	2:33	2:11

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

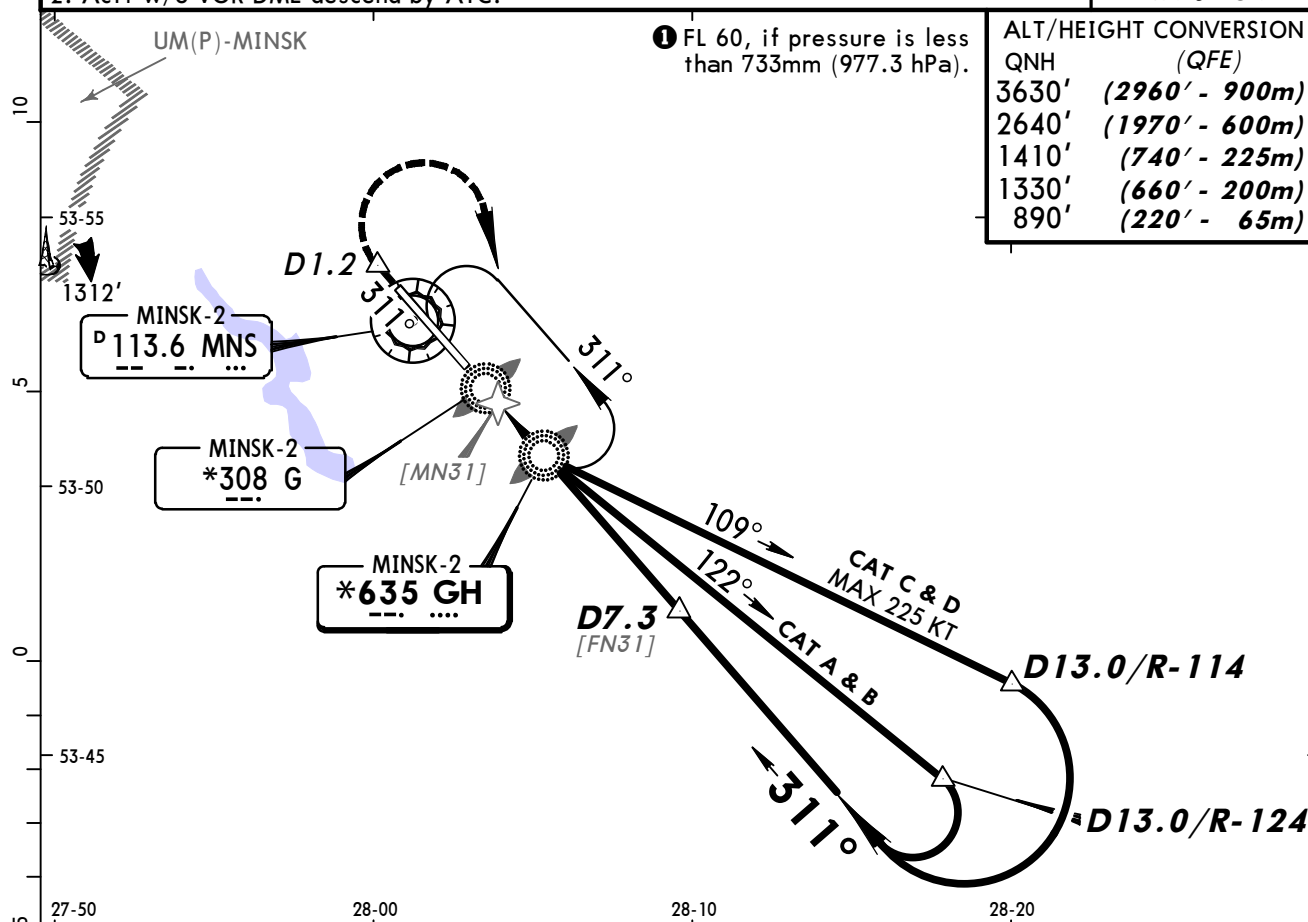
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
NDB GH *635	Final Apch Crs 311°	Minimum Alt D7.3 2640' (1970')	MDA(H) 1010' (340')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 1330' (660') or above. Not before D1.2 turn RIGHT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



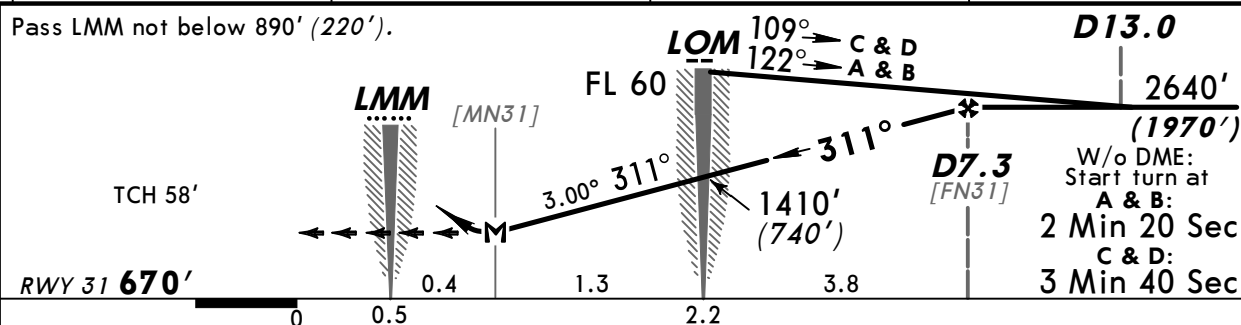
MSA
MNS VOR

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

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		100	1530' (860')	1020' - 3000m
B	1200m	135	1530' (860')	1190' - 3000m
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.

MINSK, (MINSK-2 - UMMS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMS