

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMMS

Terminal Charts For UMMS

Revision Letter For Cycle 01-2014

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: 7.4°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: 0625 Z
Sunset: 1402 Z,

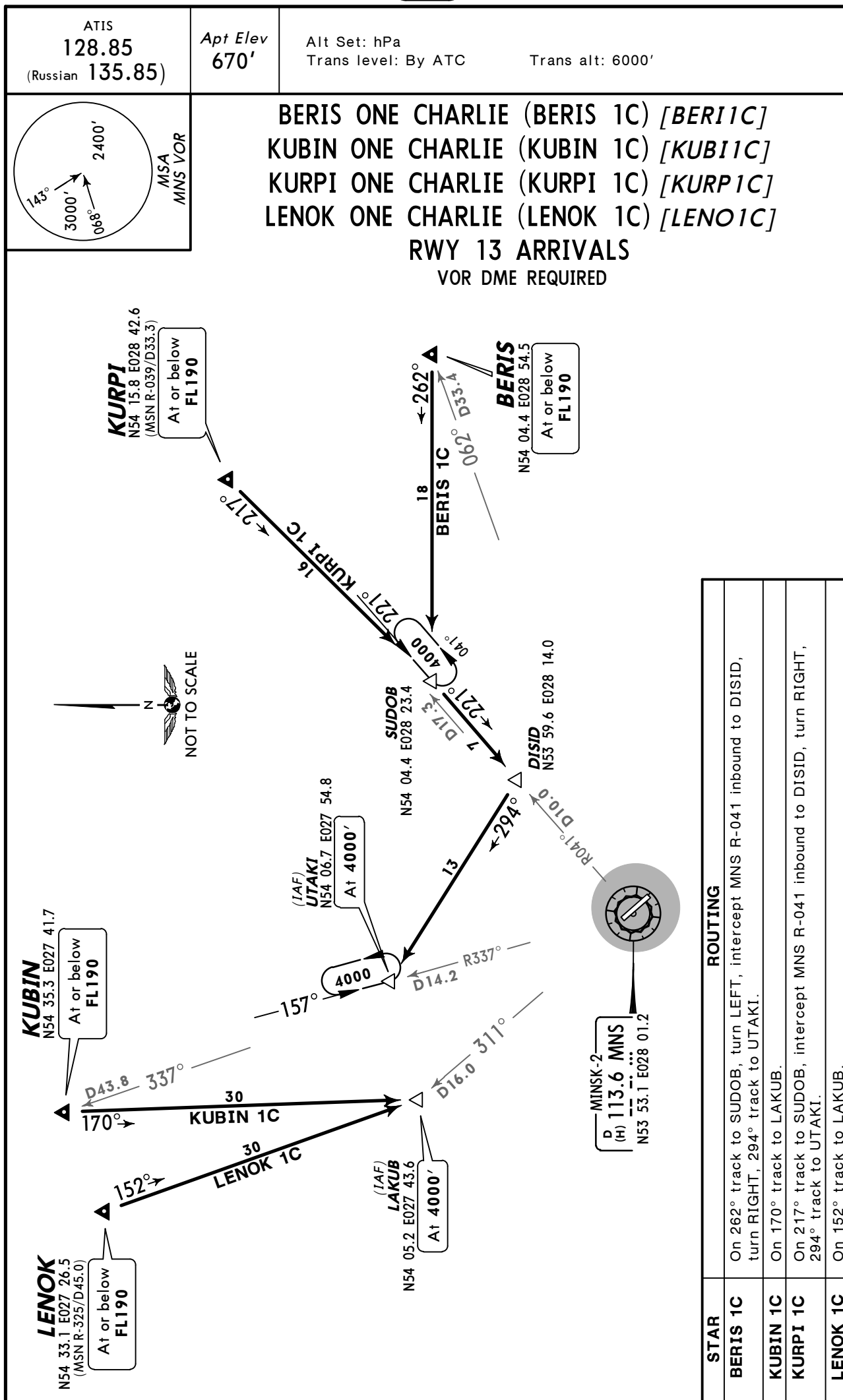
Runway Information

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



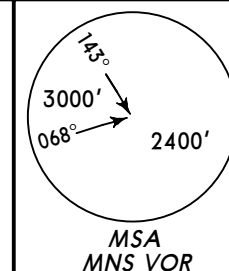
ATIS
128.85
(Russian 135.85)Apt Elev
670'Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

BERIS ONE DELTA (BERIS 1D) [BERI1D]
KUBIN ONE DELTA (KUBIN 1D) [KUBI1D]
KUBIN ONE MIKE (KUBIN 1M) [KUBI1M]
KURPI ONE DELTA (KURPI 1D) [KURP1D]
LENOK ONE DELTA (LENOK 1D) [LENO1D]
LENOK ONE MIKE (LENOK 1M) [LENO1M]

RWY 31 ARRIVALS

VOR DME REQUIRED



LENOK

N54 33.1 E027 26.5

At or below
FL190

KUBIN

N54 35.3 E027 41.7

At or below
FL190

KURPI

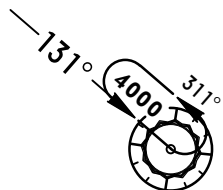
N54 15.8 E028 42.6

At or below
FL190

BERIS

N54 04.4 E028 54.5
(MSN R-062/D33.4)At or below
FL190

(IAF)
MINSK-2
D (H) 113.6 MNS
N53 53.1 E028 01.2
At 4000'

HOLDING OVER
MNS

(IAF)
UDVUD
N53 47.1 E028 23.8
At 4000'

STAR	ROUTING
BERIS 1D	On 219° track tu UDVUD.
KUBIN 1D By ATC	On 145° track to UDVUD.
KUBIN 1M	Intercept MNS R-337 inbound to MNS.
KURPI 1D	On 193° track to UDVUD.
LENOK 1D By ATC	On 135° track tu UDVUD.
LENOK 1M	Intercept MNS R-325 inbound to MNS.

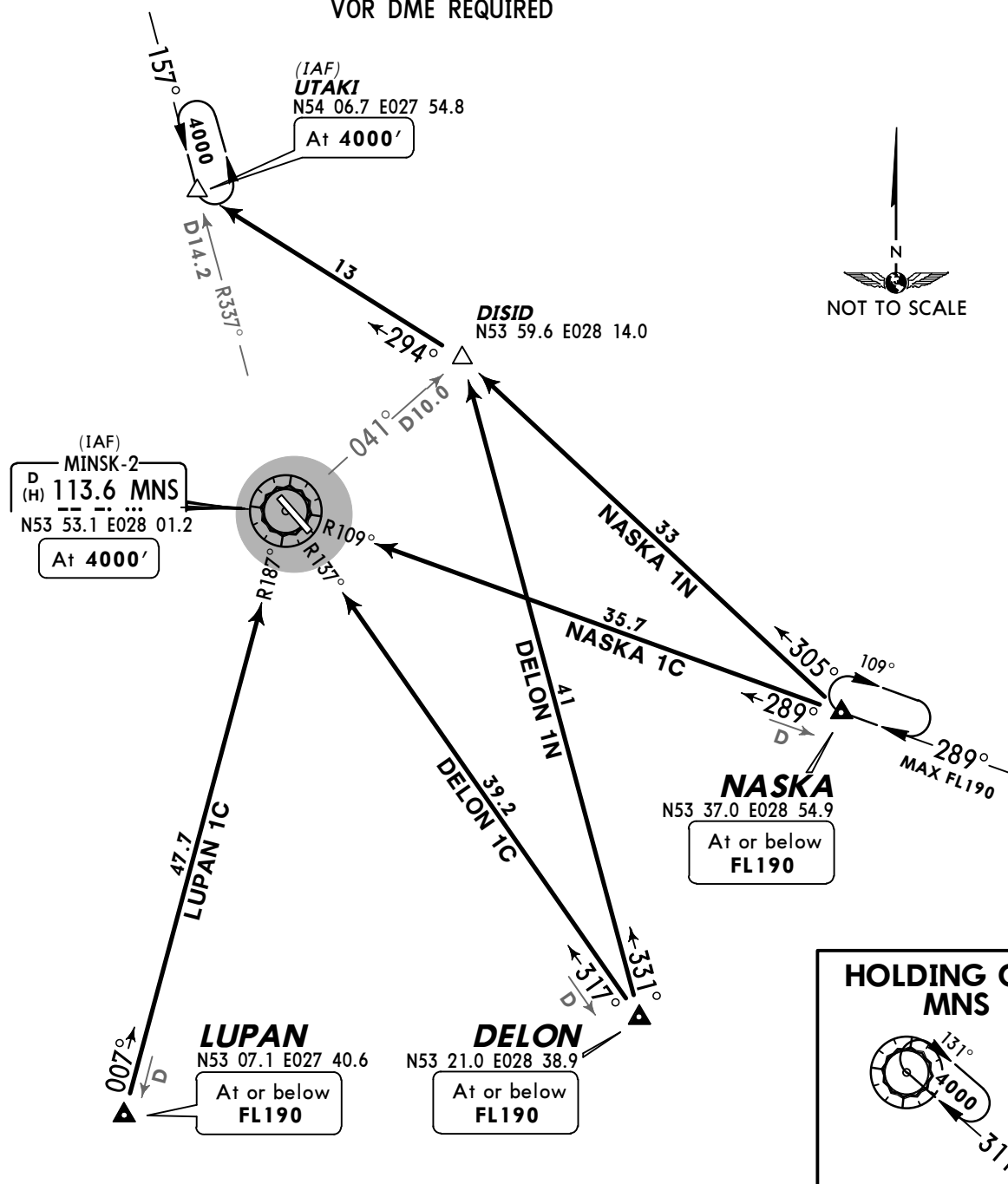
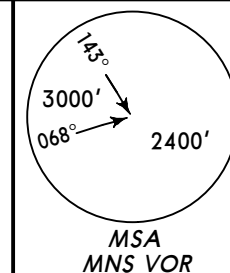
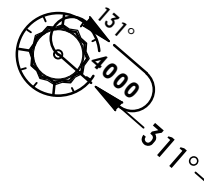
ATIS
128.85
(Russian 135.85)Apt Elev
670'Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

DELON ONE CHARLIE (DELON 1C) [DELO1C]
DELON ONE NOVEMBER (DELON 1N) [DELO1N]
LUPAN ONE CHARLIE (LUPAN 1C) [LUPA1C]
NASKA ONE CHARLIE (NASKA 1C) [NASK1C]
NASKA ONE NOVEMBER (NASKA 1N) [NASK1N]

RWY 13 ARRIVALS

VOR DME REQUIRED

HOLDING OVER
MNS

STAR	ROUTING
DELON 1C	Intercept MNS R-137 inbound to MNS.
DELON 1N By ATC	On 331° track to DISID, turn LEFT, 294° track to UTAKI.
LUPAN 1C By ATC	Intercept MNS R-187 inbound to MNS.
NASKA 1C	Intercept MNS R-109 inbound to MNS.
NASKA 1N By ATC	On 305° track to DISID, turn LEFT, 294° track to UTAKI.

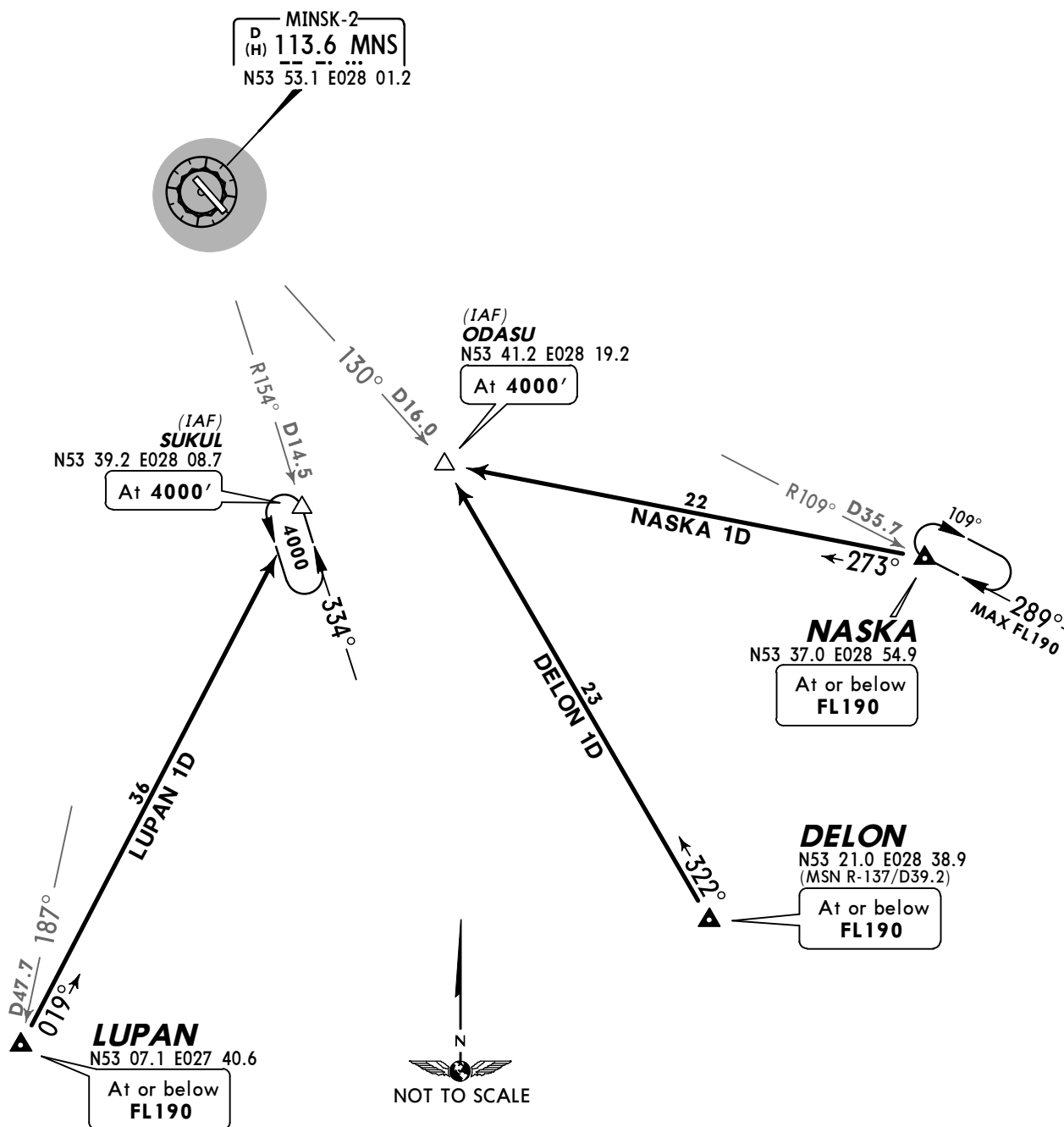
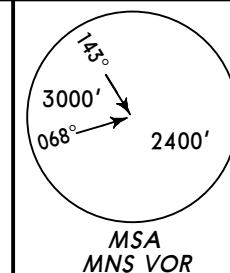
ATIS
128.85
(Russian 135.85)

Apt Elev
670'

Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

DELON ONE DELTA (DELON 1D) [DELO1D]
LUPAN ONE DELTA (LUPAN 1D) [LUPA1D]
NASKA ONE DELTA (NASKA 1D) [NASK1D]
RWY 31 ARRIVALS
VOR DME REQUIRED



STAR	ROUTING
DELON 1D	On 322° track to ODASU.
LUPAN 1D By ATC	On 019° track to SUKUL.
NASKA 1D	On 273° track to ODASU.

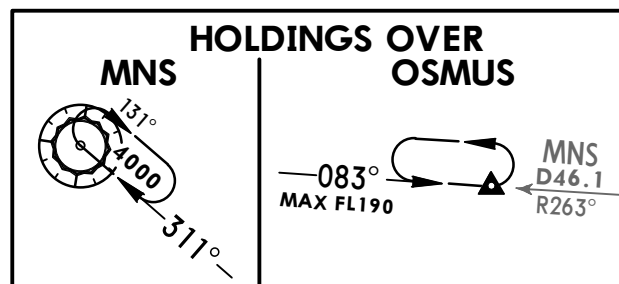
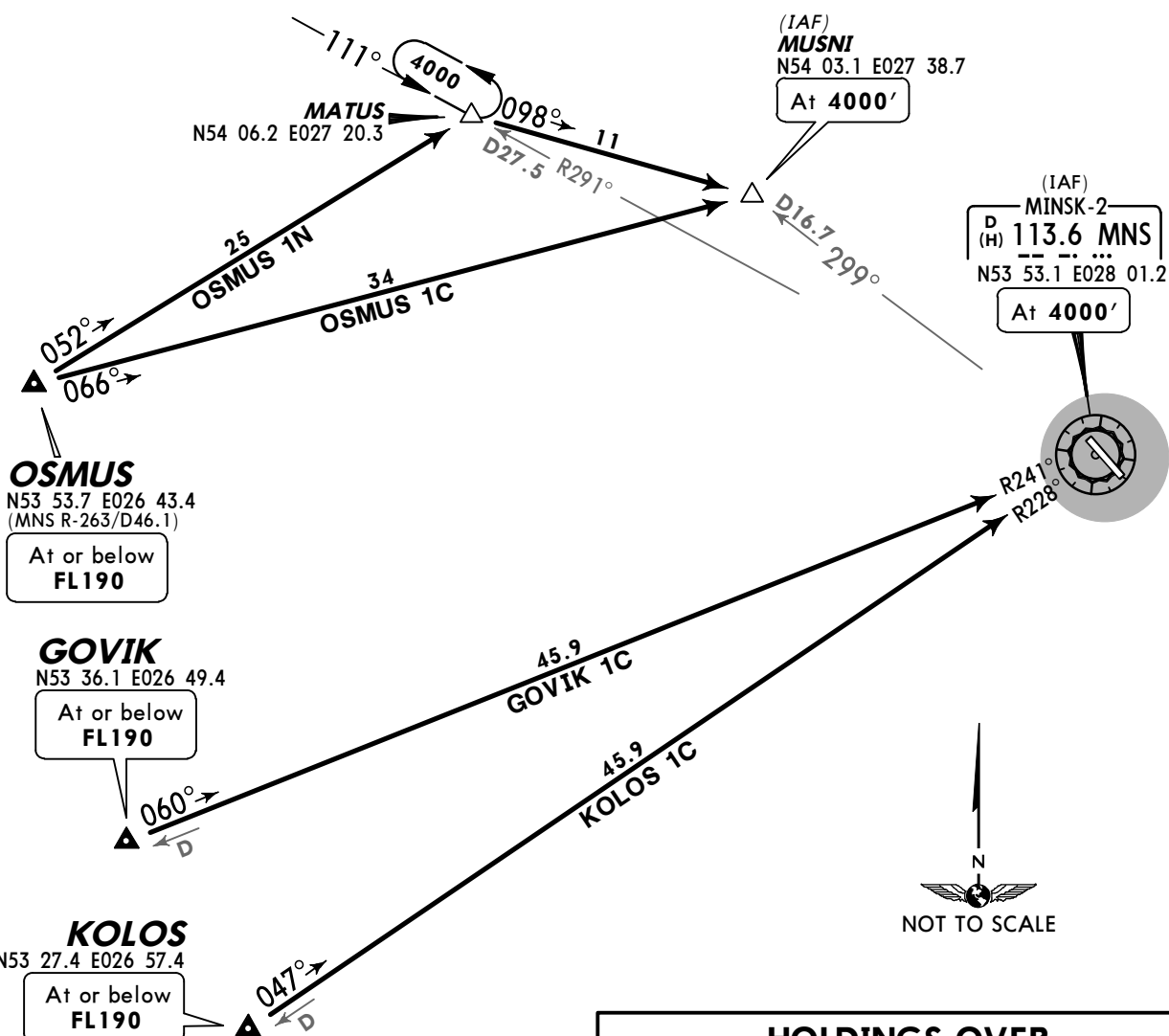
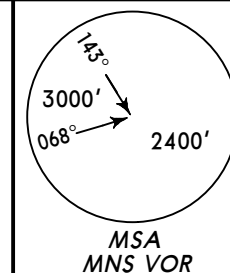
ATIS
128.85
(Russian 135.85)

Apt Elev
670'

Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

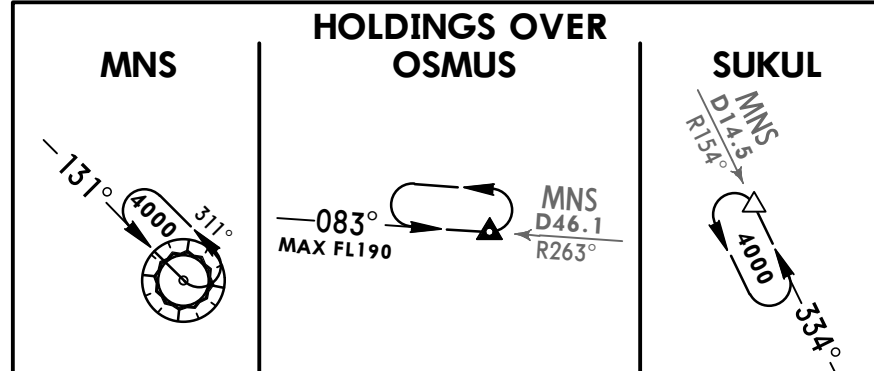
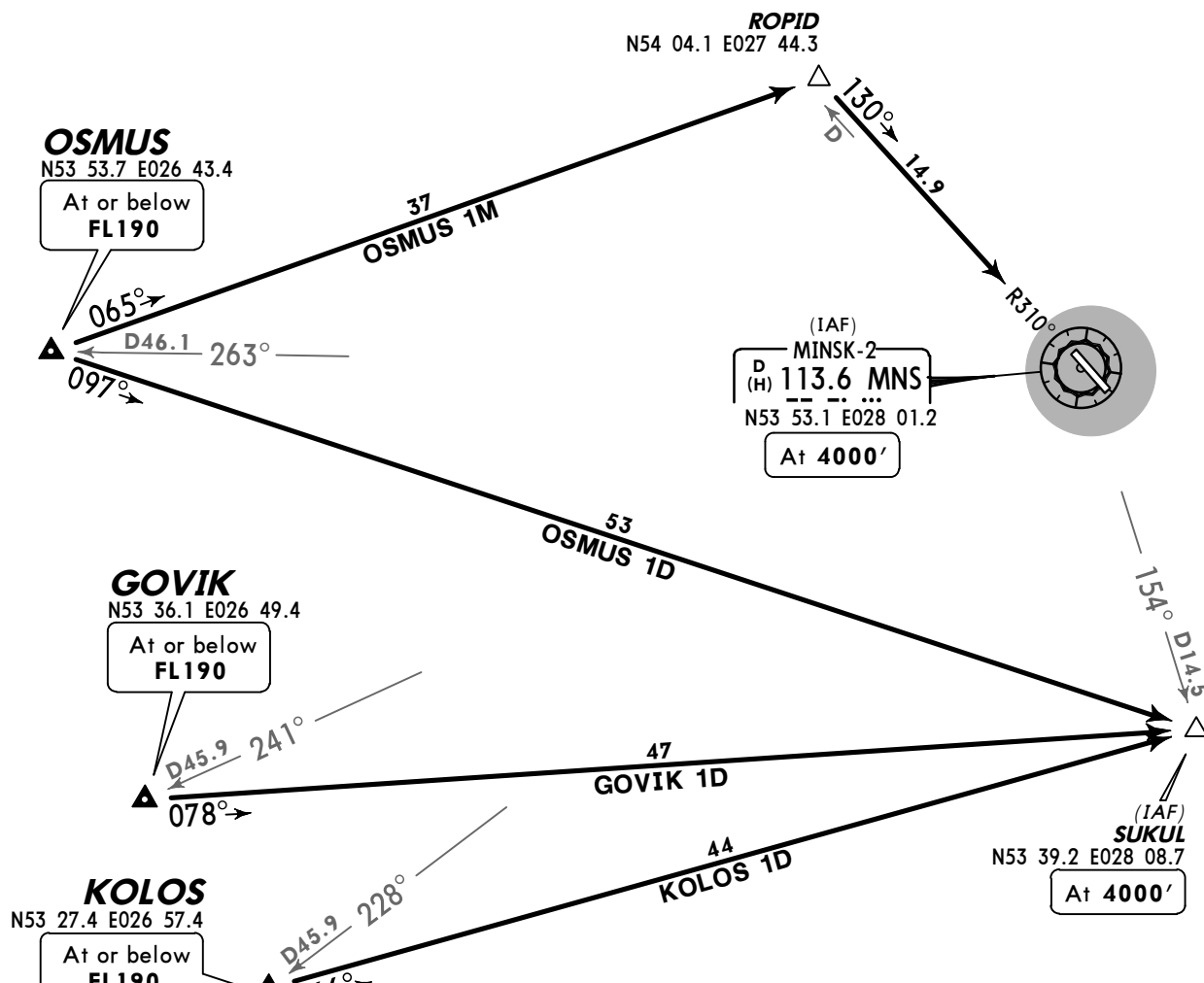
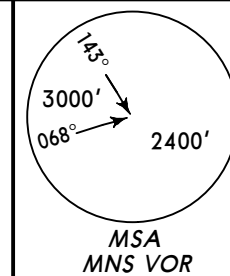
GOVIK ONE CHARLIE (GOVIK 1C) [GOVI1C]
KOLOS ONE CHARLIE (KOLOS 1C) [KOLO1C]
OSMUS ONE CHARLIE (OSMUS 1C) [OSMU1C]
OSMUS ONE NOVEMBER (OSMUS 1N) [OSMU1N]
RWY 13 ARRIVALS
VOR DME REQUIRED



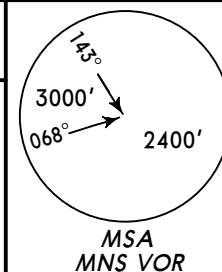
STAR	ROUTING
GOVIK 1C By ATC	Intercept MNS R-241 inbound to MNS.
KOLOS 1C By ATC	Intercept MNS R-228 inbound to MNS.
OSMUS 1C	On 066° track to MUSNI.
OSMUS 1N By ATC	On 052° track to MATUS, turn RIGHT, 098° track to MUSNI.

ATIS 128.85 (Russian 135.85)	Apt Elev 670'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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GOVIK ONE DELTA (GOVIK 1D) [GOVI1D]
KOLOS ONE DELTA (KOLOS 1D) [KOLO1D]
OSMUS ONE DELTA (OSMUS 1D) [OSMU1D]
OSMUS ONE MIKE (OSMUS 1M) [OSMU1M]
RWY 31 ARRIVALS
VOR DME REQUIRED



STAR	ROUTING
GOVIK 1D By ATC	On 078° track to SUKUL.
KOLOS 1D By ATC	On 066° track to SUKUL.
OSMUS 1D By ATC	On 097° track to SUKUL.
OSMUS 1M	On 065° track to ROPID, turn RIGHT, intercept MNS R-310 to MNS.

Apt Elev
670'Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.

BERIS ONE ALFA (BERIS 1A) [BERI1A]
KUBIN ONE ALFA (KUBIN 1A) [KUBI1A]
LENOK ONE ALFA (LENOK 1A) [LENO1A]
OSTAV ONE ALFA (OSTAV 1A) [OSTA1A]
PENAL ONE ALFA (PENAL 1A) [PENA1A]
RWY 13 DEPARTURES
VOR DME REQUIRED

LENOK

N54 33.1 E027 26.5

At or below
FL190**KUBIN**

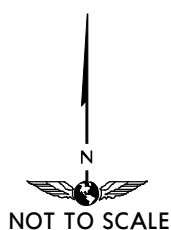
N54 35.3 E027 41.7

At or below
FL190**PENAL**

N54 31.1 E028 31.3

At or below
FL190**OSTAV**

N54 12.6 E028 45.9

At or below
FL190**LIRNI**N54 10.0 E027 59.9
(MNS D17.0)

MINSK-2
D (H) 113.6 MNS
N53 53.1 E028 01.2

At or above
1300'

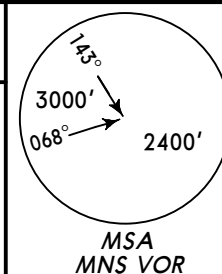
INITIAL CLIMB

Climb straight ahead to at or above 1300', turn LEFT.

SID	ROUTING
BERIS 1A	On 032° track, intercept MNS R-062 to BERIS.
KUBIN 1A	On 307° track, intercept MNS R-337 to KUBIN.
LENOK 1A	On 295° track, intercept MNS R-325 to LENOK.
OSTAV 1A	On 015° track, intercept MNS R-045 to OSTAV.
PENAL 1A	On 319° track, intercept MNS R-349 to LIRNI, turn RIGHT, 047° track, intercept MNS R-017 to PENAL.

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



BERIS ONE BRAVO (BERIS 1B) [BERI1B]
KUBIN ONE BRAVO (KUBIN 1B) [KUBI1B]
LENOK ONE BRAVO (LENOK 1B) [LENO1B]
OSTAV ONE BRAVO (OSTAV 1B) [OSTA1B]
PENAL ONE BRAVO (PENAL 1B) [PENA1B]
RWY 31 DEPARTURES
VOR DME REQUIRED

LENOK
N54 33.1 E027 26.5

At or below
FL190

KUBIN
N54 35.3 E027 41.7

At or below
FL190

PENAL
N54 31.1 E028 31.3

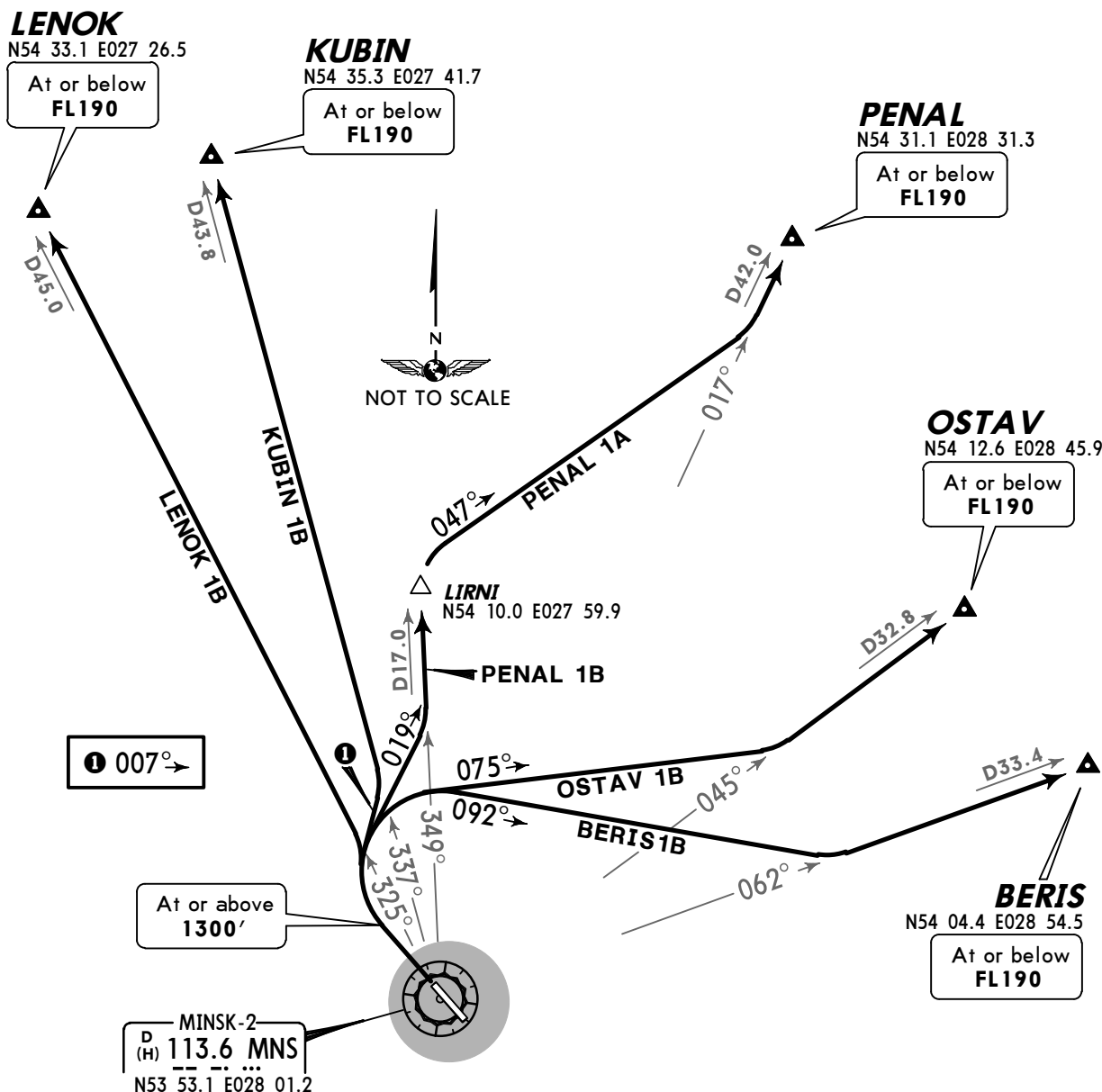
At or below
FL190

OSTAV
N54 12.6 E028 45.9

At or below
FL190

BERIS
N54 04.4 E028 54.5

At or below
FL190



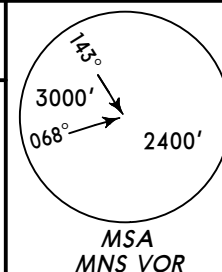
INITIAL CLIMB

Climb straight ahead to at or above 1300', turn RIGHT.

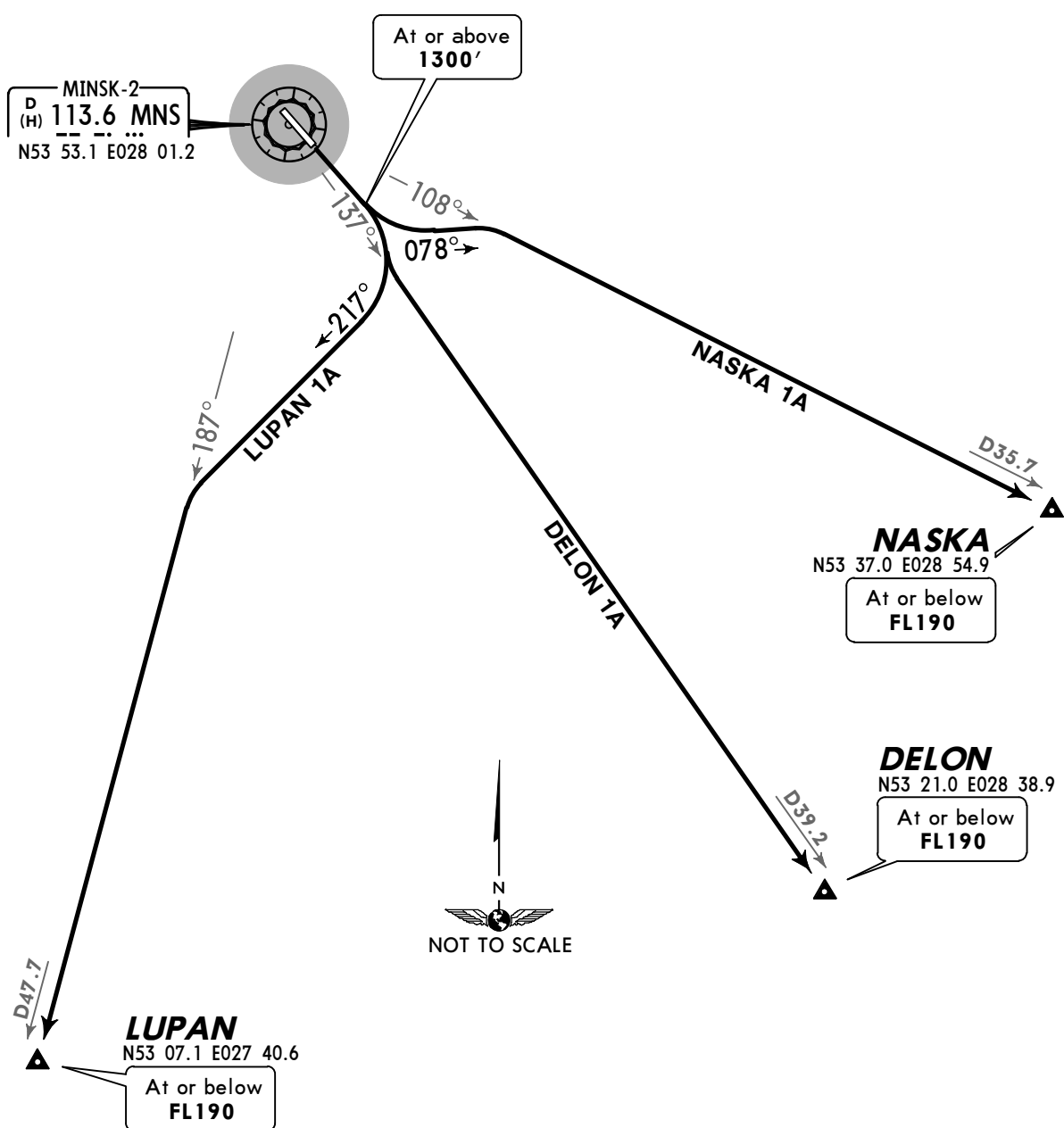
SID	ROUTING
BERIS 1B	On 092° track, intercept MNS R-062 to BERIS.
KUBIN 1B	On 007° track, intercept MNS R-337 to KUBIN.
LENOK 1B	Intercept MNS R-325 to LENOK.
OSTAV 1B	On 075° track, intercept MNS R-045 to OSTAV.
PENAL 1B	On 019° track, intercept MNS R-349 to LIRNI, turn RIGHT, 047° track, intercept MNS R-017 to PENAL.

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



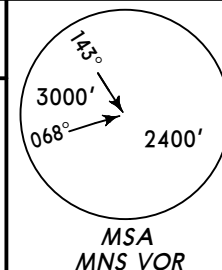
DELON ONE ALFA (DELON 1A) [DELO1A]
LUPAN ONE ALFA (LUPAN 1A) [LUPA1A]
NASKA ONE ALFA (NASKA 1A) [NASK1A]
RWY 13 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
DELON 1A	Climb straight ahead to at or above 1300', turn RIGHT, intercept MNS R-137 to DELON.
LUPAN 1A By ATC	Climb straight ahead to at or above 1300', turn RIGHT, 217° track, intercept MNS R-187 to LUPAN.
NASKA 1A	Climb straight ahead to at or above 1300', turn LEFT, 078° track, intercept MNS R-108 to NASKA

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



GOVIK ONE ALFA (GOVIK 1A) [GOVI1A]
KOLOS ONE ALFA (KUBIN 1A) [KOLO1A]
RWY 13 DEPARTURES
VOR DME REQUIRED
BY ATC

GOVIK
N53 36.1 E026 49.4

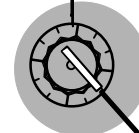
At or below
FL190



KOLOS
N53 27.4 E026 57.4

At or below
FL190

MINSK-2
D (H) 113.6 MNS
N53 53.1 E028 01.2



At or above
1300'

GOVIK 1A

KOLOS 1A



NOT TO SCALE

INITIAL CLIMB

Climb straight ahead to at or above 1300', turn RIGHT.

SID

ROUTING

GOVIK 1A

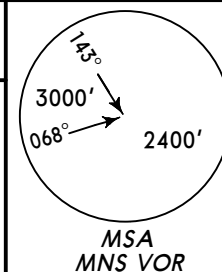
On 271° track, intercept MNS R-241 to GOVIK.

KOLOS 1A

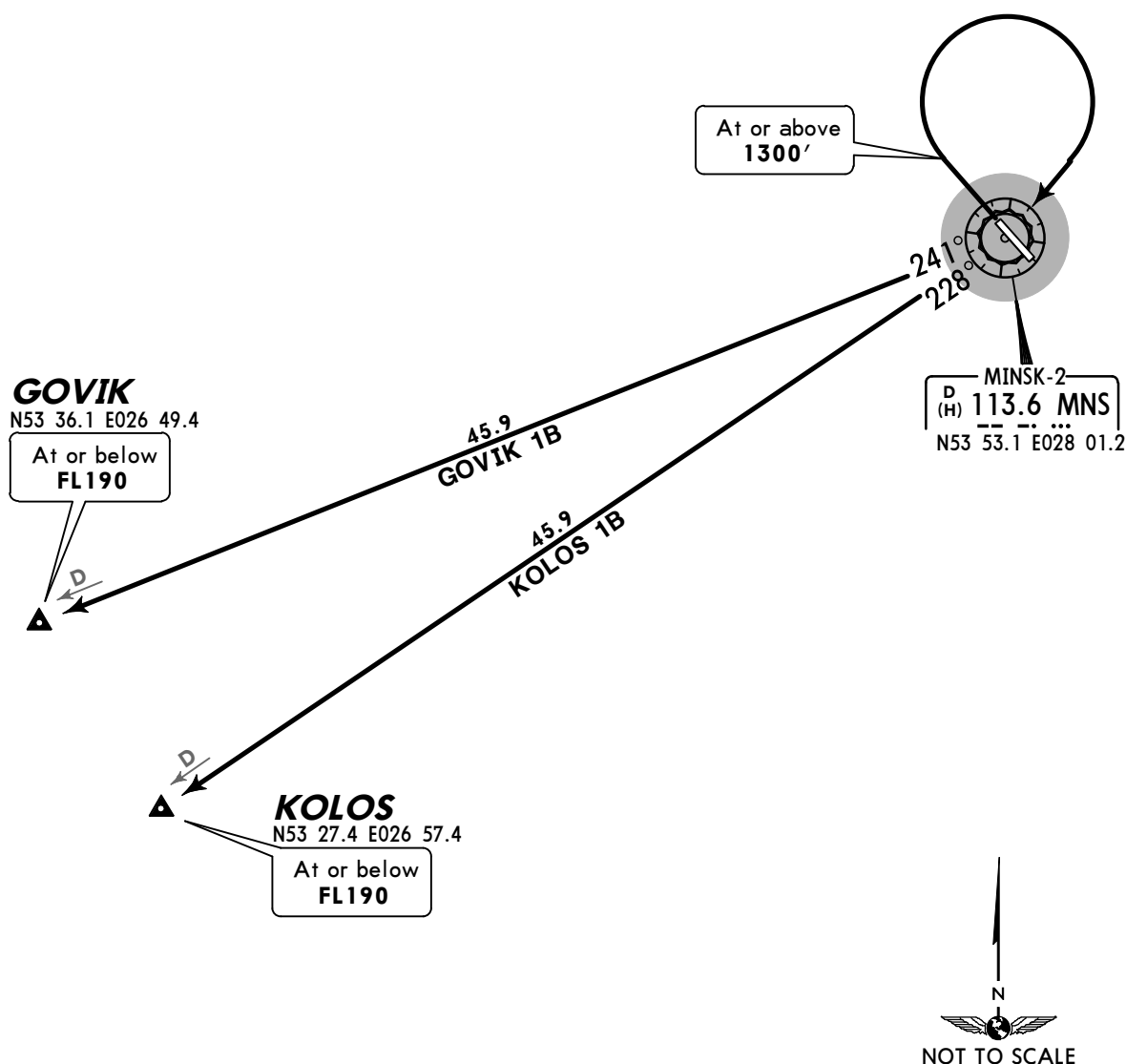
On 258° track, intercept MNS R-228 to KOLOS.

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



GOVIK ONE BRAVO (GOVIK 1B) [GOVI1B]
KOLOS ONE BRAVO (KUBIN 1B) [KOLO1B]
RWY 31 DEPARTURES
VOR DME REQUIRED
BY ATC



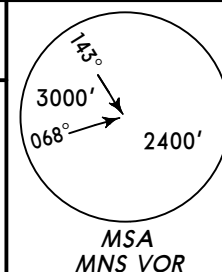
INITIAL CLIMB

Climb straight ahead to at or above 1300', turn RIGHT to MNS.

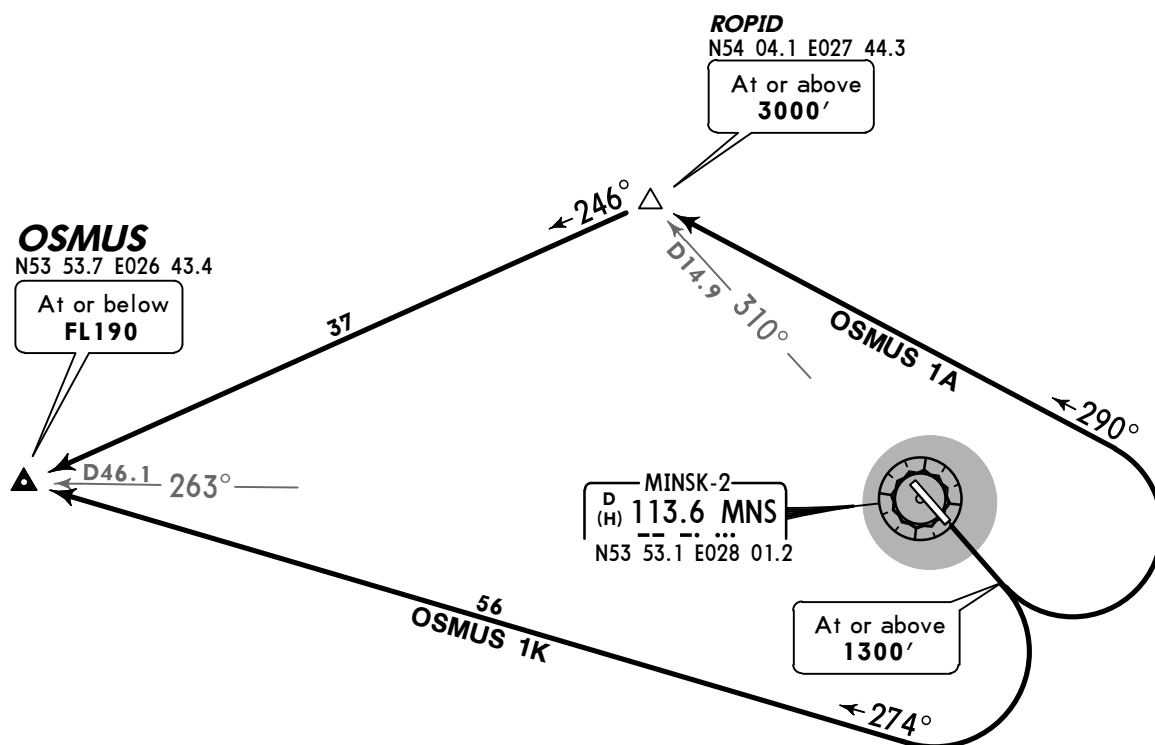
SID	ROUTING
GOVIK 1A	Intercept MNS R-241 to GOVIK.
KOLOS 1A	Intercept MNS R-228 to KOLOS.

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



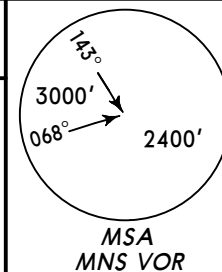
OSMUS ONE ALFA (OSMUS 1A) [OSMU1A]
OSMUS ONE KILO (OSMUS 1K) [OSMU1K]
RWY 13 DEPARTURES
VOR DME REQUIRED



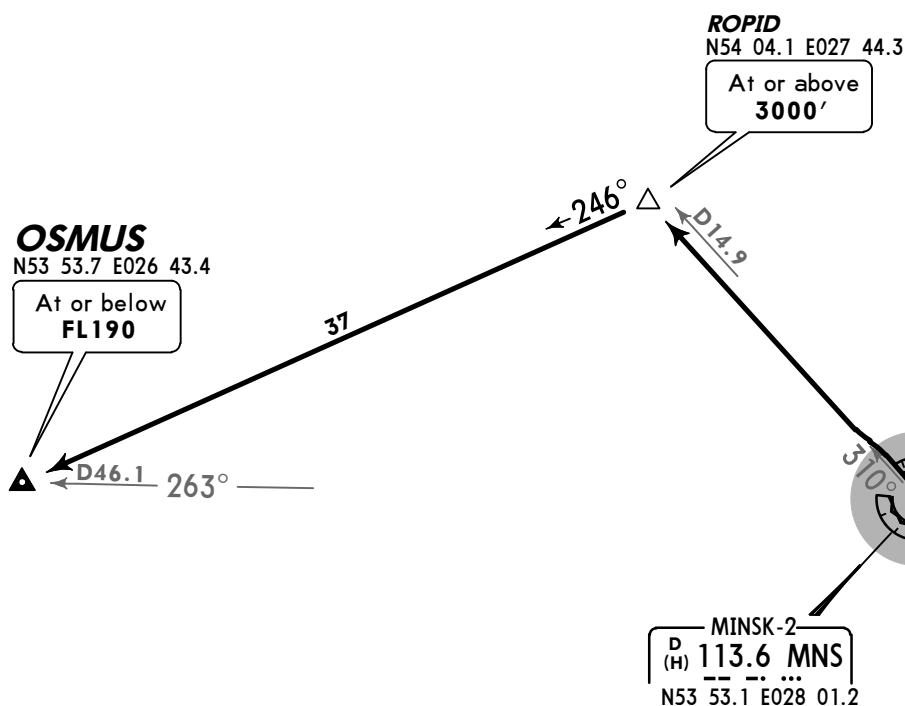
SID	ROUTING
OSMUS 1A	Climb straight ahead to at or above 1300', turn LEFT, 290° track to ROPID, turn LEFT, 246° track to OSMUS.
OSMUS 1K By ATC	Climb straight ahead to at or above 1300', turn RIGHT, 274° track to OSMUS.

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



OSMUS ONE BRAVO (OSMUS 1B) [OSMU1B]
RWY 31 DEPARTURE
VOR DME REQUIRED



ROUTING

Climb straight ahead, intercept MNS R-310 to ROPID, turn LEFT, 246° track to OSMUS.

NOISE ABATEMENT

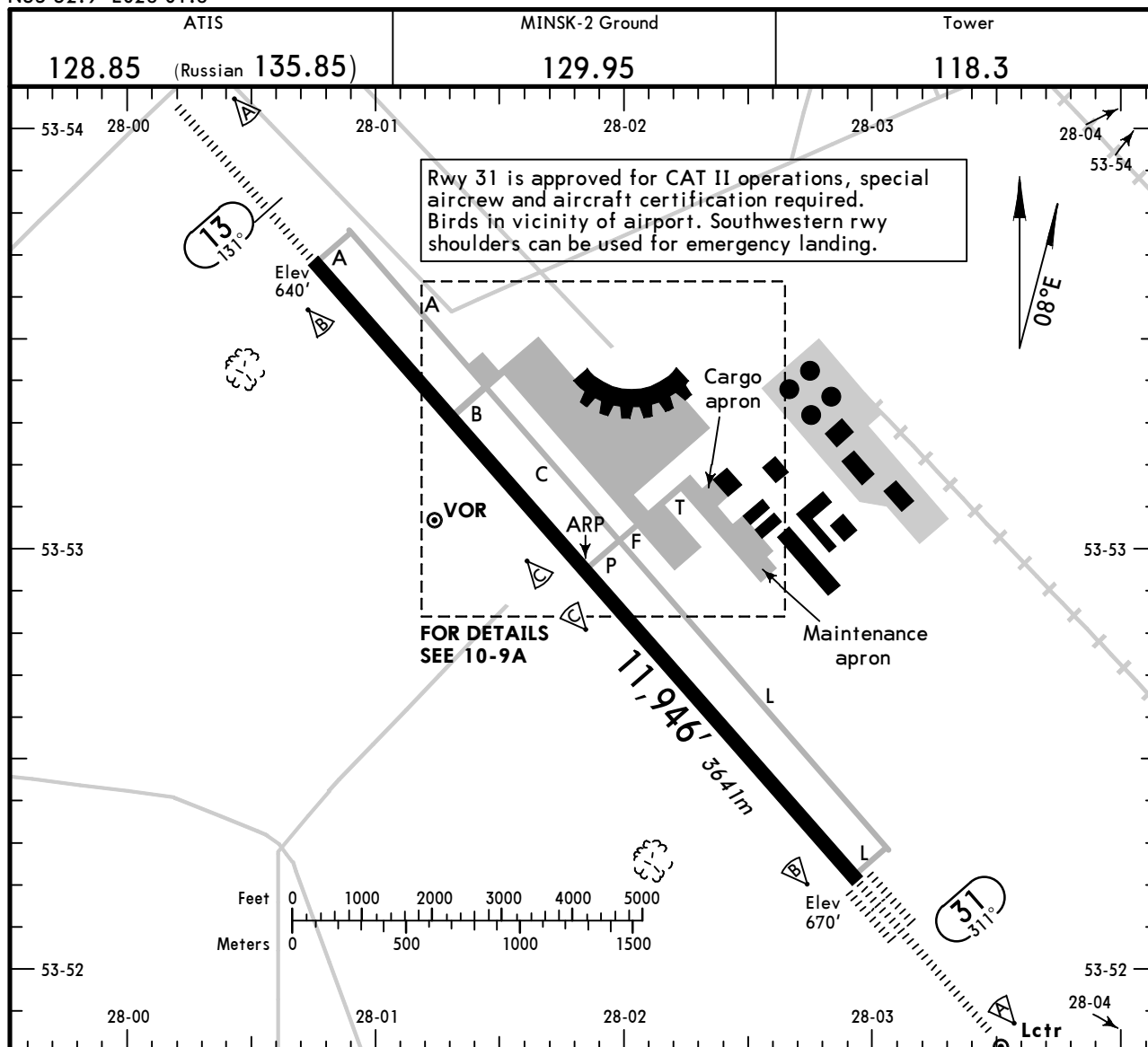
ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.



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°.

LOW VISIBILITY PROCEDURES (LVP)

The LVP operation commence when RVR is 800m or below and ceiling is 60m or below, or as instructed.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

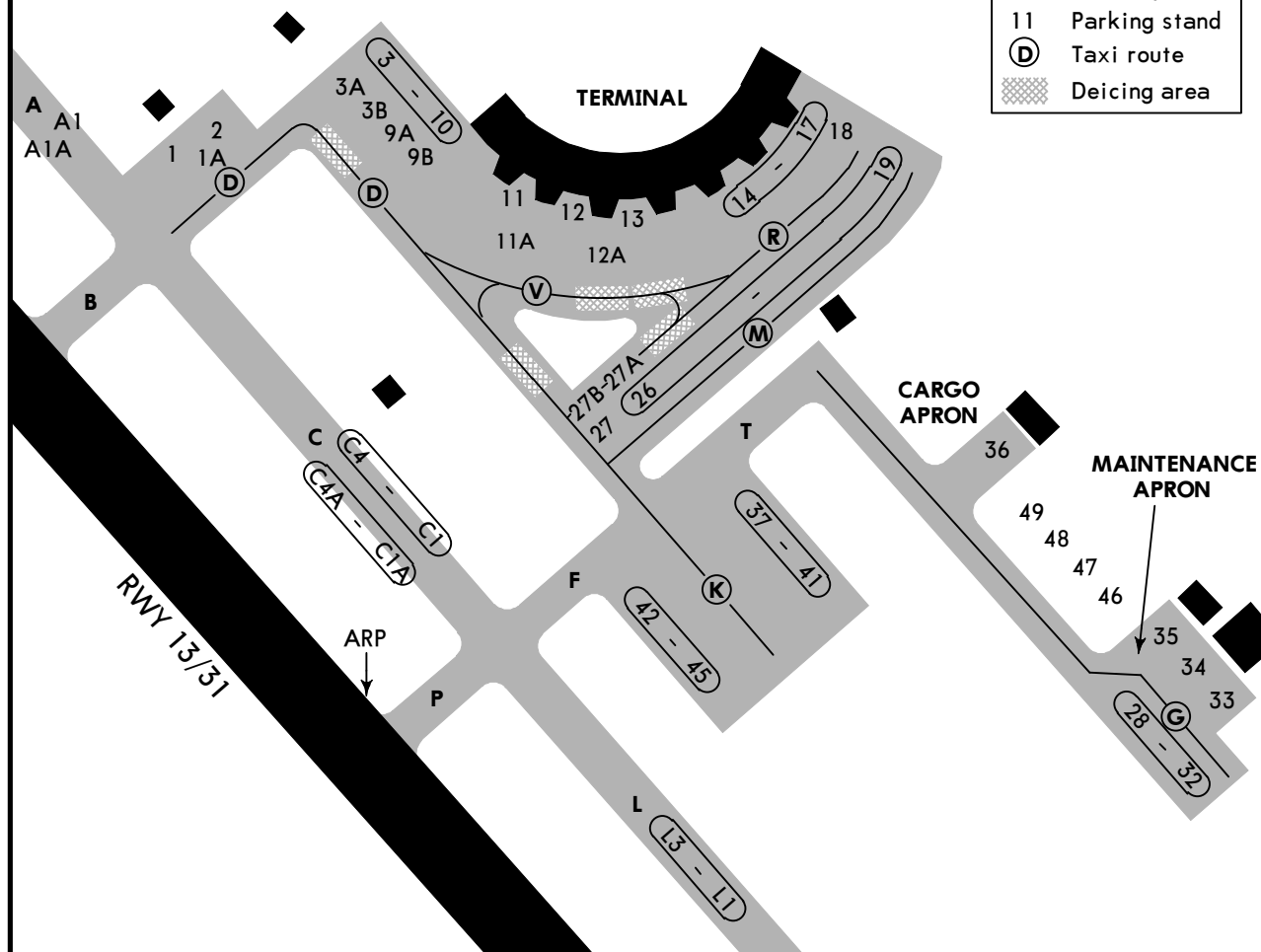
LVP must be in force

	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



Taxing and towing are prohibited without controller's clearance.

Taxing along apron and TWY shall be performed following "Follow me" vehicle only.

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 FULL Limited ALS out	840'(200') R550m R750m R1200m	840'(200') R550m R750m R1200m	840'(200') R550m R750m R1200m	840'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ① with DME ALS out	1260'(620') R1500m R1500m	1260'(620') R1500m R1500m	1260'(620') C2100m C2400m	1270'(630') C2200m C2400m
	VOR W/o DME ALS out	1490'(850') C3300m C4000m	1490'(850') C3300m C4000m	1490'(850') C3500m C4200m	1490'(850') C3500m C4200m
	NDB ① with DME ALS out	1020'(380') R1000m R1500m	1020'(380') R1000m R1500m	1020'(380') R1000m R1700m	1020'(380') R1000m R1700m
	NDB W/o DME ALS out	1020'(380') R1200m R1900m	1020'(380') R1200m R1900m	1020'(380') R1400m C2100m	1020'(380') R1400m C2100m
31	CAT 2 ILS	770'(100') RA97' R350m	770'(100') RA97' R350m	770'(100') RA97' R350m	770'(100') RA97' R350m
	ILS FULL Limited ALS out	870'(200') R550m R750m R1200m	870'(200') R550m R750m R1200m	870'(200') R550m R750m R1200m	870'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ① with DME ALS out	1100'(430') R1300m R1500m	1100'(430') R1300m R1500m	1100'(430') R1300m R2000m	1100'(430') R1300m R2000m
	VOR W/o DME ALS out	1160'(490') R1700m C2500m	1160'(490') R1700m C2500m	1160'(490') R1900m C2700m	1160'(490') R1900m C2700m
	NDB ① with DME ALS out	1080'(410') R1200m R1500m	1080'(410') R1200m R1500m	1080'(410') R1200m R1900m	1080'(410') R1200m R1900m
	NDB W/o DME ALS out	1080'(410') R1400m C2100m	1080'(410') R1400m C2100m	1080'(410') R1600m C2300m	1080'(410') R1600m C2300m

① Continuous Descent Final Approach

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1530'(860') ceil310m V3000m	1530'(860') ceil310m V3000m	1530'(860') ceil310m V3000m	1530'(860') ③ ceil310m V4000m

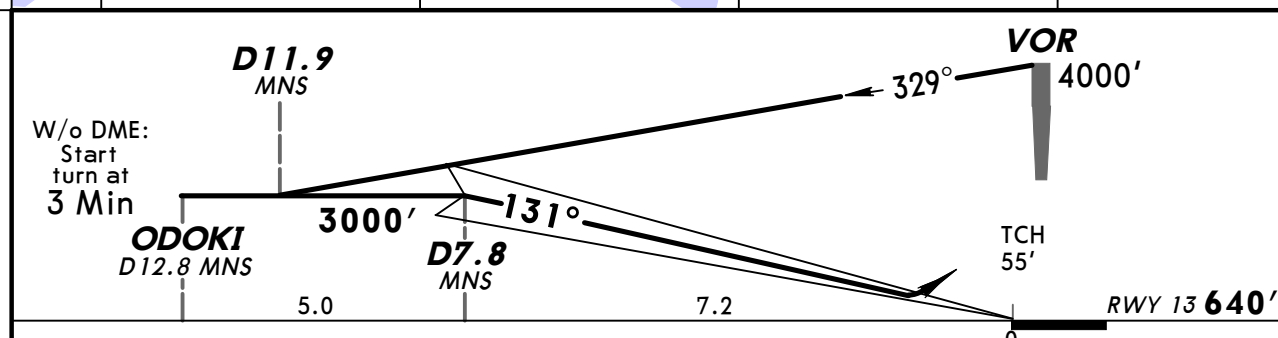
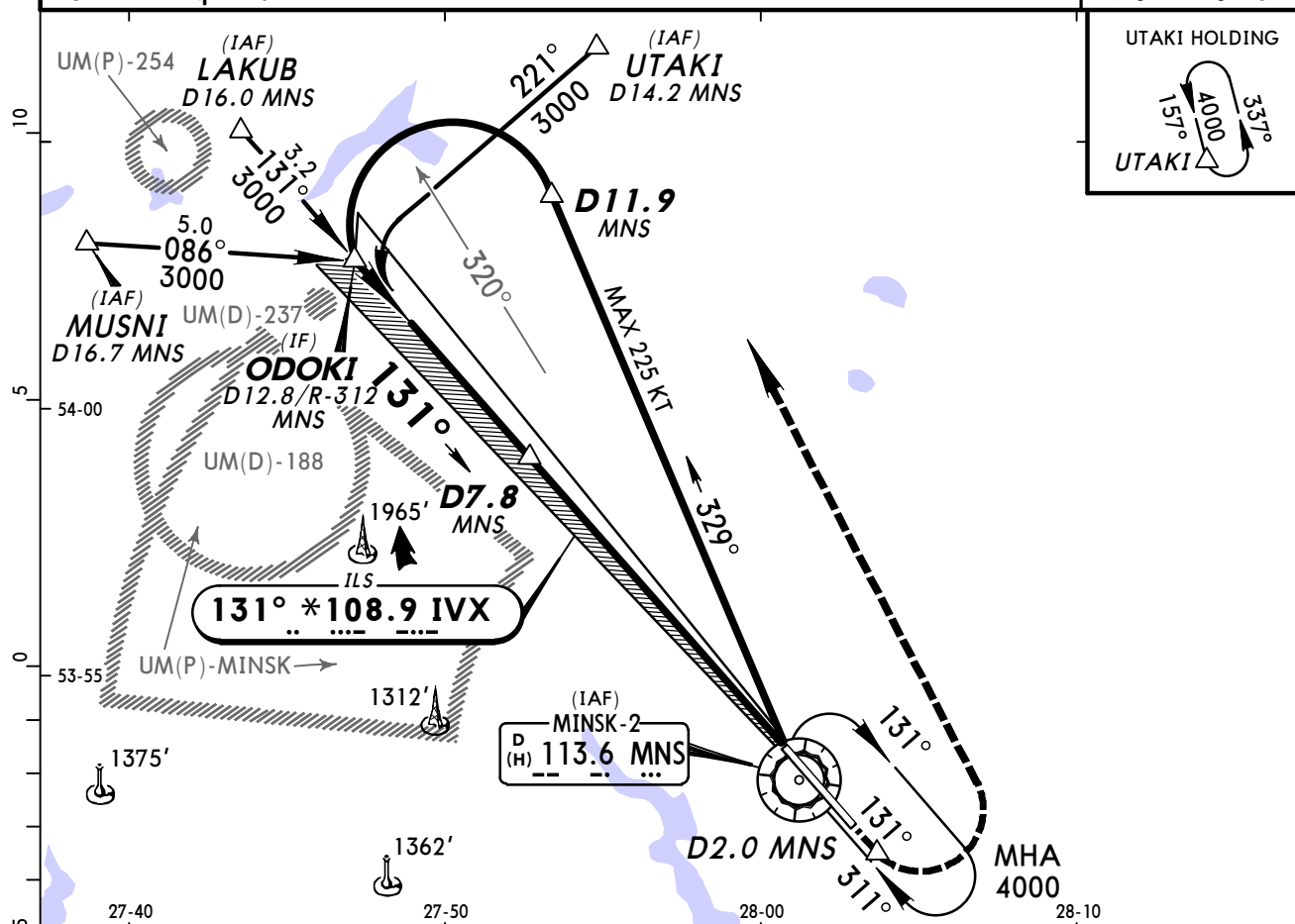
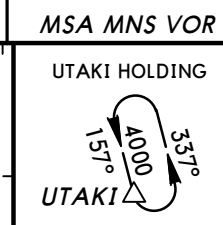
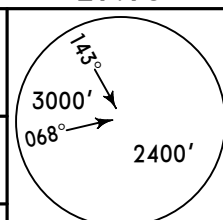
② NIGHT not authorized.

③ wide bodied acft: 1660'(990'), ceil 400m-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 D7.8 3000' (2360')	ILS DA(H) 840' (200')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131°. At D2.0 MNS, but not below 1300', turn LEFT to UTAKI climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME required.				MSA MNS VOR

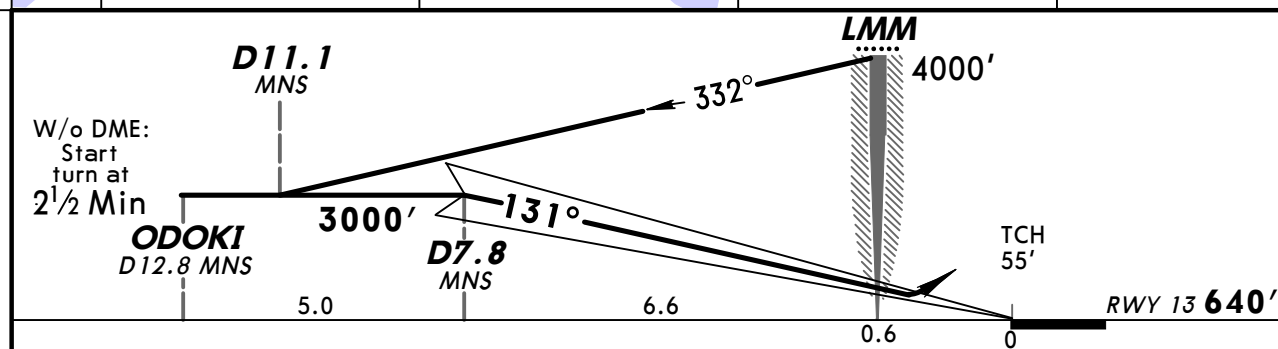
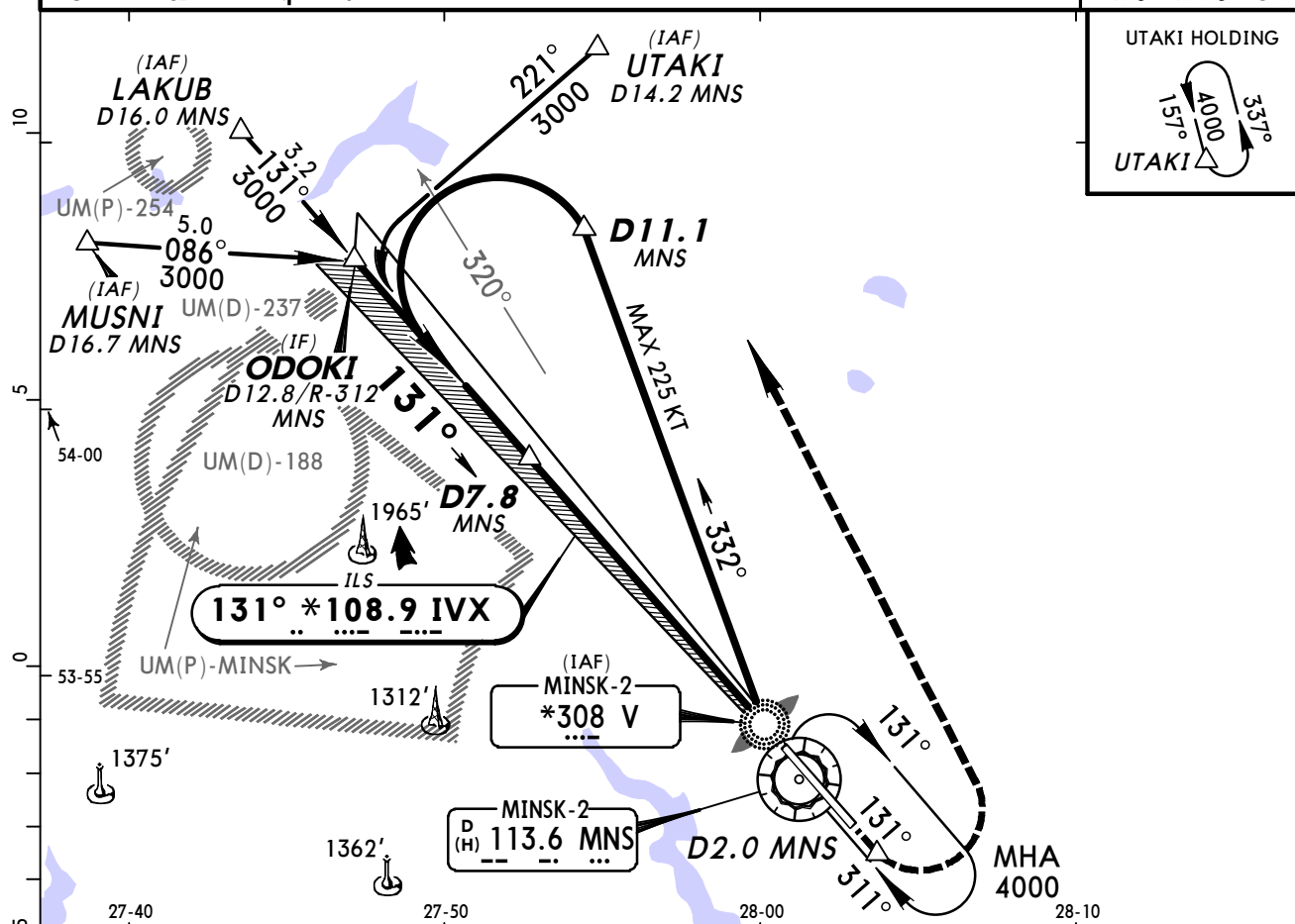
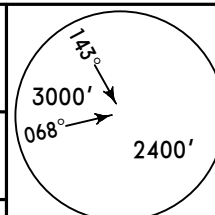


Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	849

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') 310m - 3000m			
C				135	1530'(860') 360m - 3000m			
D				180	1530'(860') 360m - 3000m			
				205	1530'(860') 1 360m - 4000m			

■ CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m - 5000m.

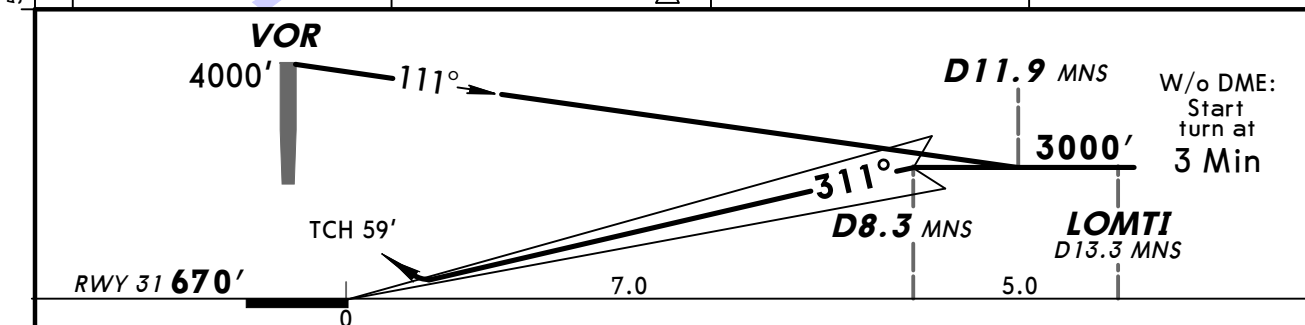
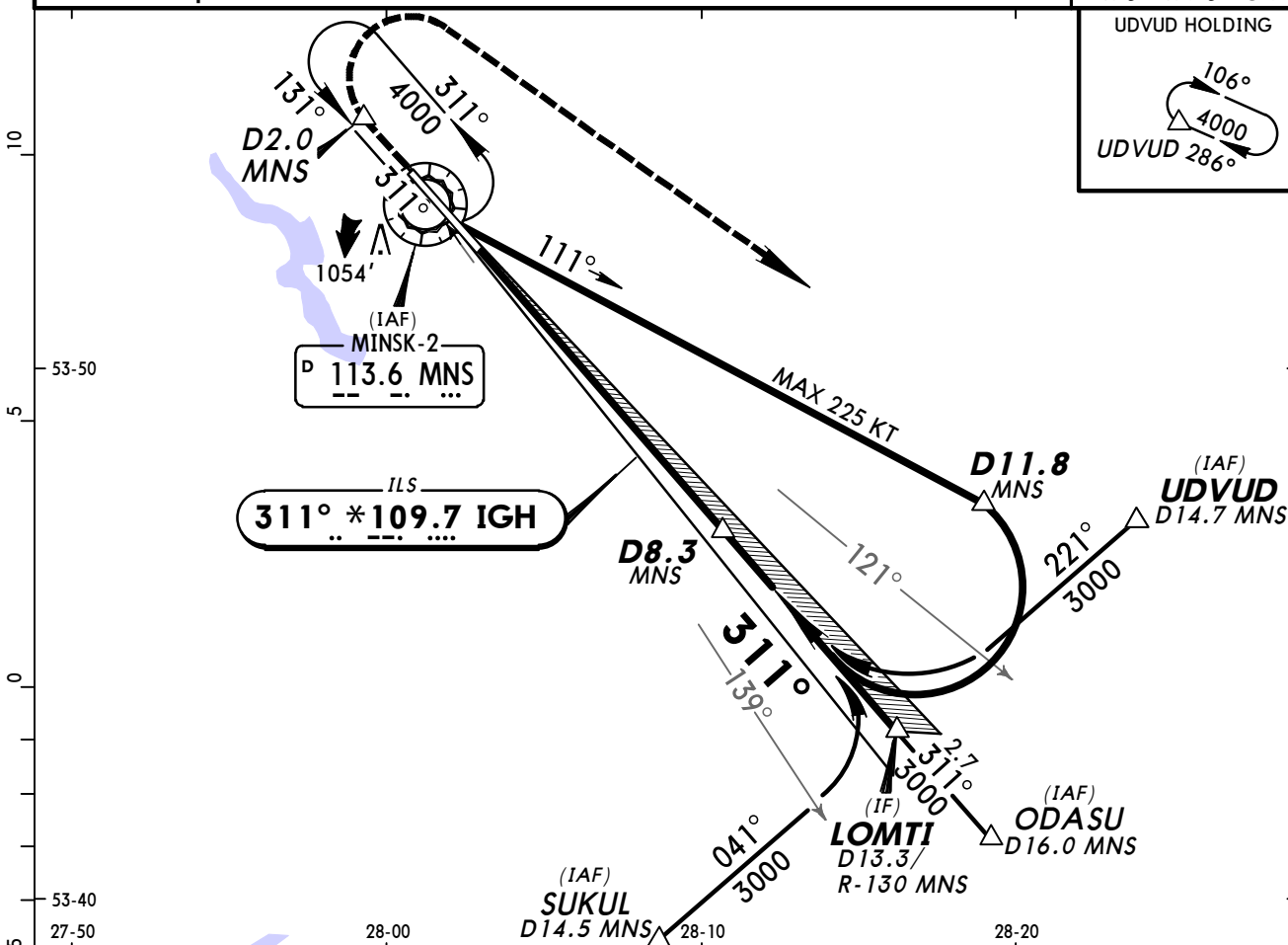
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
LOC IVX *108.9	Final Apch Crs 131°	GS D7.8 3000' (2360')	ILS DA(H) 840' (200')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131°. At D2.0 MNS, but not below 1300', turn LEFT to UTAKI climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME & NDB required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	372	478	531	637	743	849

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')	310m - 3000m	
135							
C				180	1530'(860')	360m - 3000m	
D				205			

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 D8.3 3000' (2330')	ILS DA(H) 870' (200')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311°. At D2.0 MNS, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	372	478	531	637	743	849		

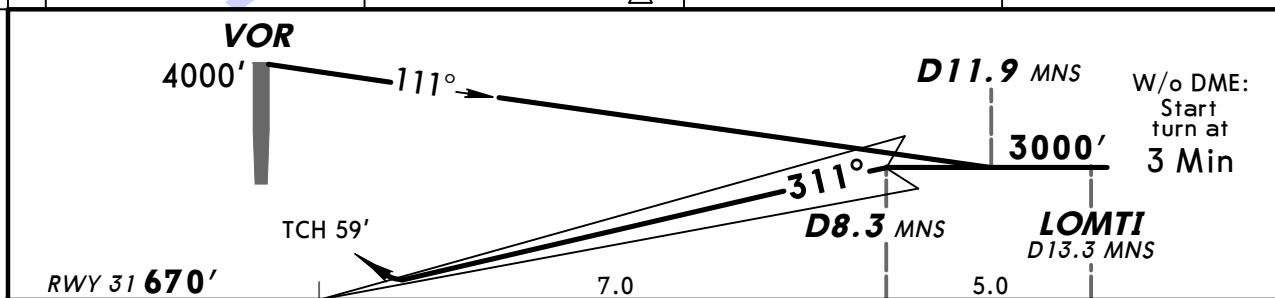
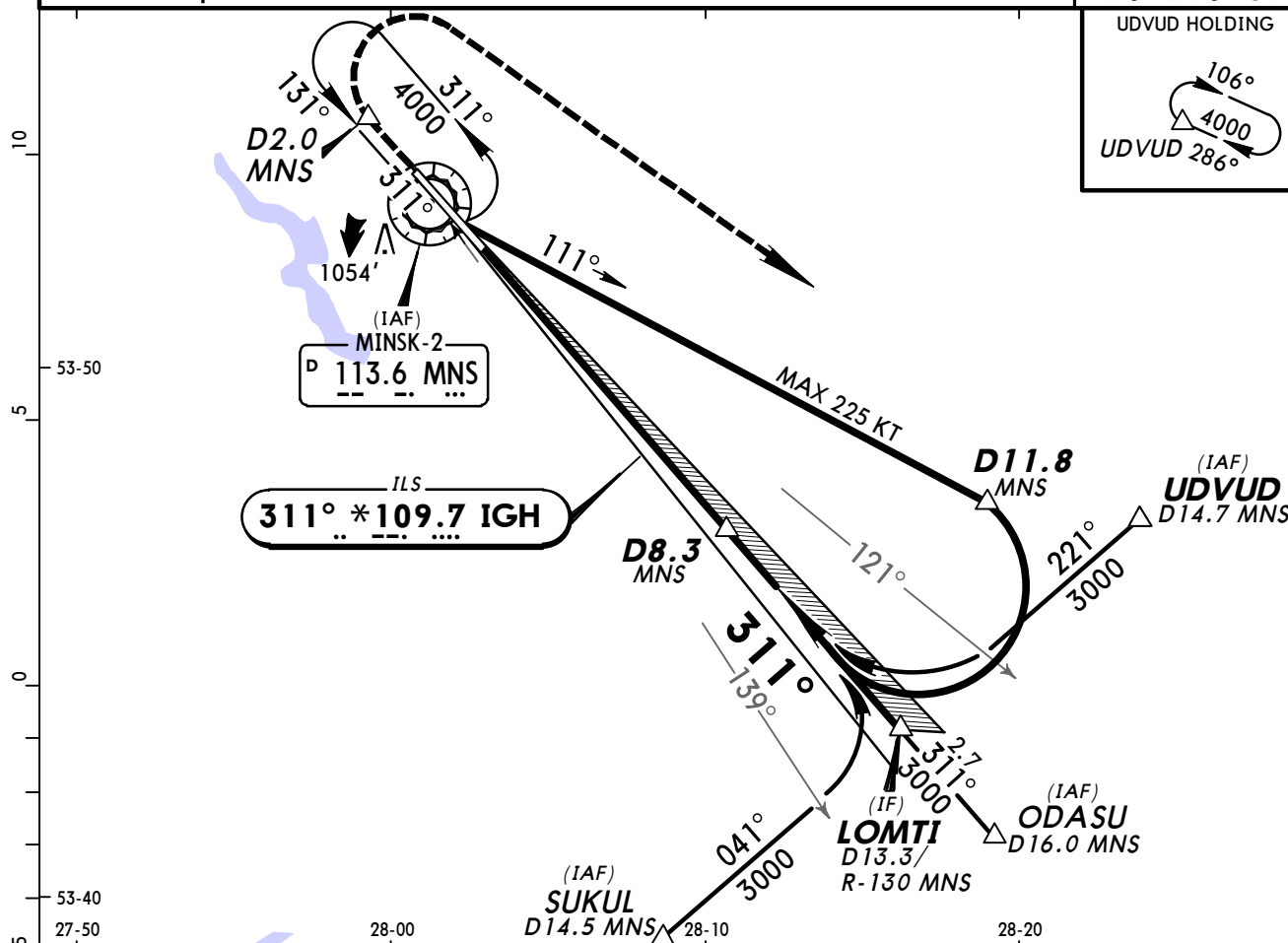
STRAIGHT-IN LANDING RWY 31			CEILING REQUIRED		CIRCLE-TO-LAND	
ILS			NIGHT not authorized			
DA(H) 870' (200')						
FULL		ALS out				
A			Max Kts.	MDA(H)	CEIL-VIS	
B			100	1530' (860')	310m- 3000m	
C	RVR 550m VIS 800m	1200m	135	1530' (860')	360m- 3000m	
D			180	1530' (860')	360m- 3000m	
			205	1530' (860')	360m- 4000m	

■ CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m- 5000m.

CHANGES: Missed approach.

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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 D8.3 3000' (2330')		CAT II ILS RA 97' DA(H) 770' (100')		Apt Elev 670' RWY 670'	
MISSED APCH: Climb on 311°. At D2.0 MNS, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.									
Alt Set: hPa VOR DME required.		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 6000'		MSA MNS VOR	



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849



HIALS-II
PAPI

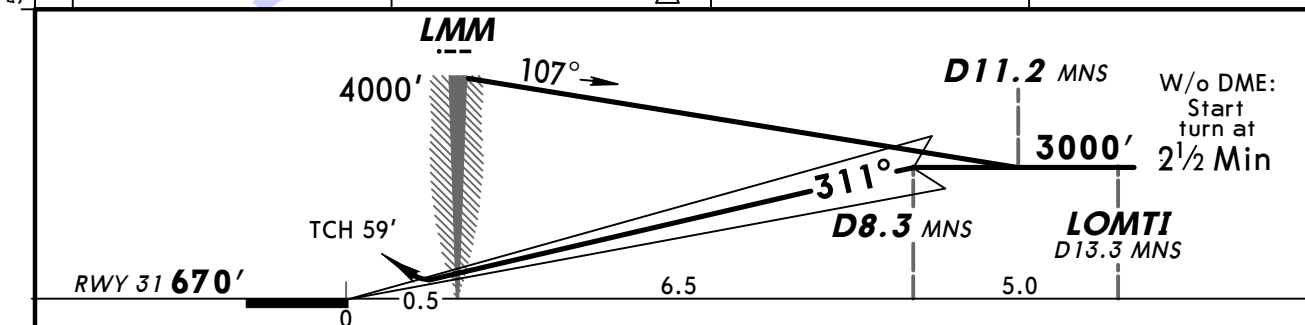
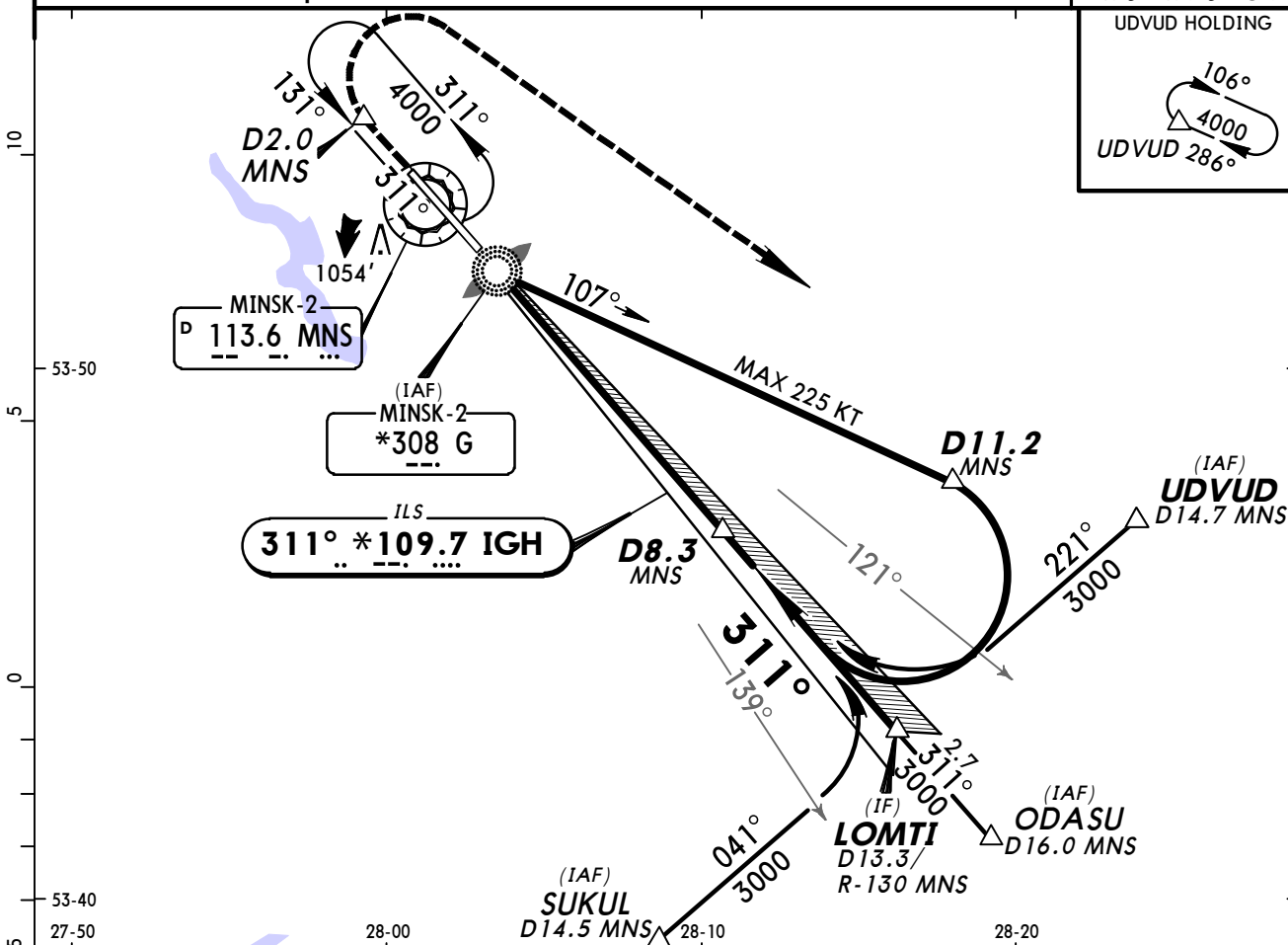
D2.0
1300' on **311°**

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
LOC IGH *109.7	Final Apch Crs 311°	GS D8.3 3000' (2330')	ILS DA(H) 870' (200')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311°. At D2.0 MNS, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME and NDB required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849

HIALS-II	D2.0	1300'	on 311°
PAPI			

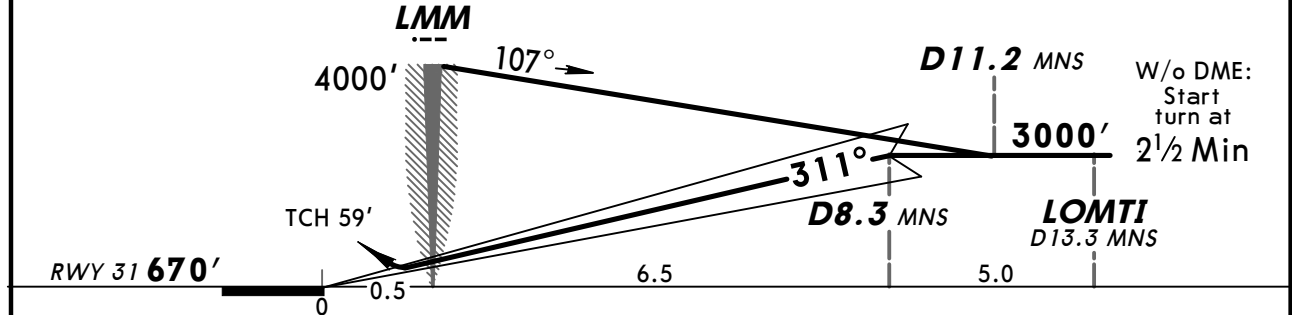
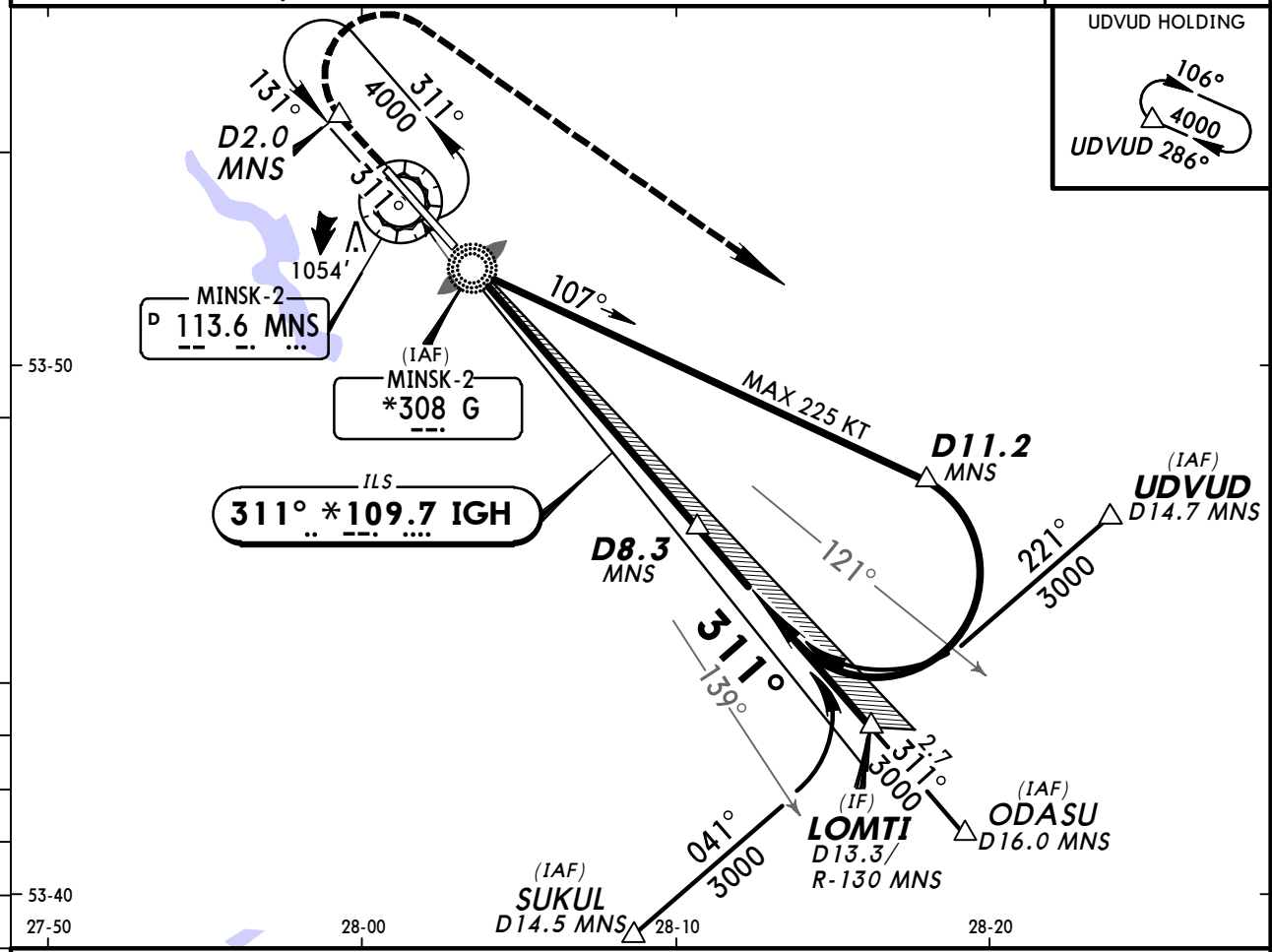
STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND		
ILS			LOC (GS out)		NIGHT not authorized			
DA(H) 870' (200')								
FULL		ALS out				Max Kts	MDA(H)	CEIL-VIS
A	RVR 550m VIS 800m	1200m	NOT AUTHORIZED	100	1530' (860')	310m-3000m		
B				135				
C				180			1530' (860') 1	360m-4000m
D				205				

NOT AUTHORIZED CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m- 5000m.

CHANGES: Missed approach.

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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 D8.3 3000' (2330')	CAT II ILS RA 97' DA(H) 770' (100')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311°. At D2.0 MNS, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.				
Alt Set: hPa VOR DME and NDB required.	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 6000'	MSA MNS VOR UDVUD HOLDING



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 31

CAT II ILS

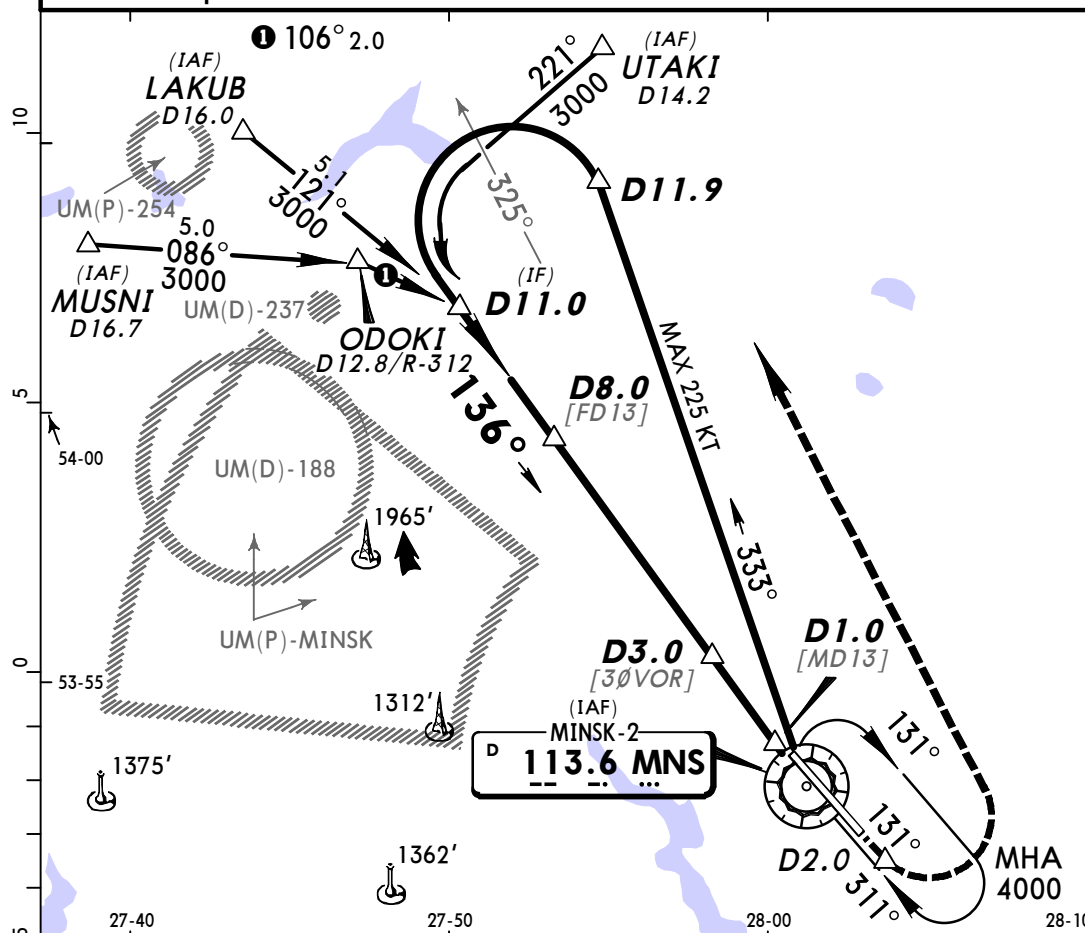
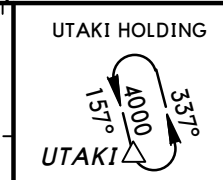
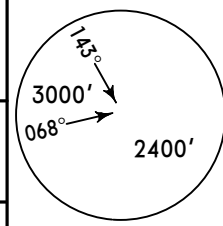
ABCD

RA 97'

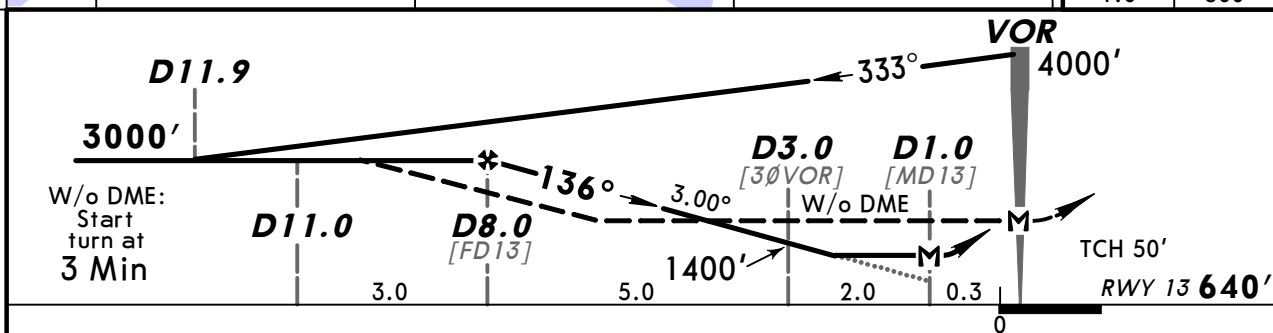
DA(H) 770' (100')

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 D8.0 3000' (2360')	MDA(H) Refer to Minimums	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 136°. At D2.0, but not below 1300', turn LEFT to UTAKI climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME required.				MSA MNS VOR



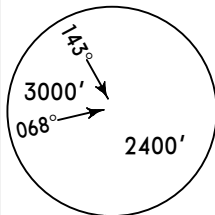
RECOMMENDED ALTITUDES	
MNS DME	ALTITUDE
8.0	3000'
7.0	2690'
6.0	2380'
5.0	2060'
4.0	1750'
3.0	1430'
2.0	1110'
1.0	800'

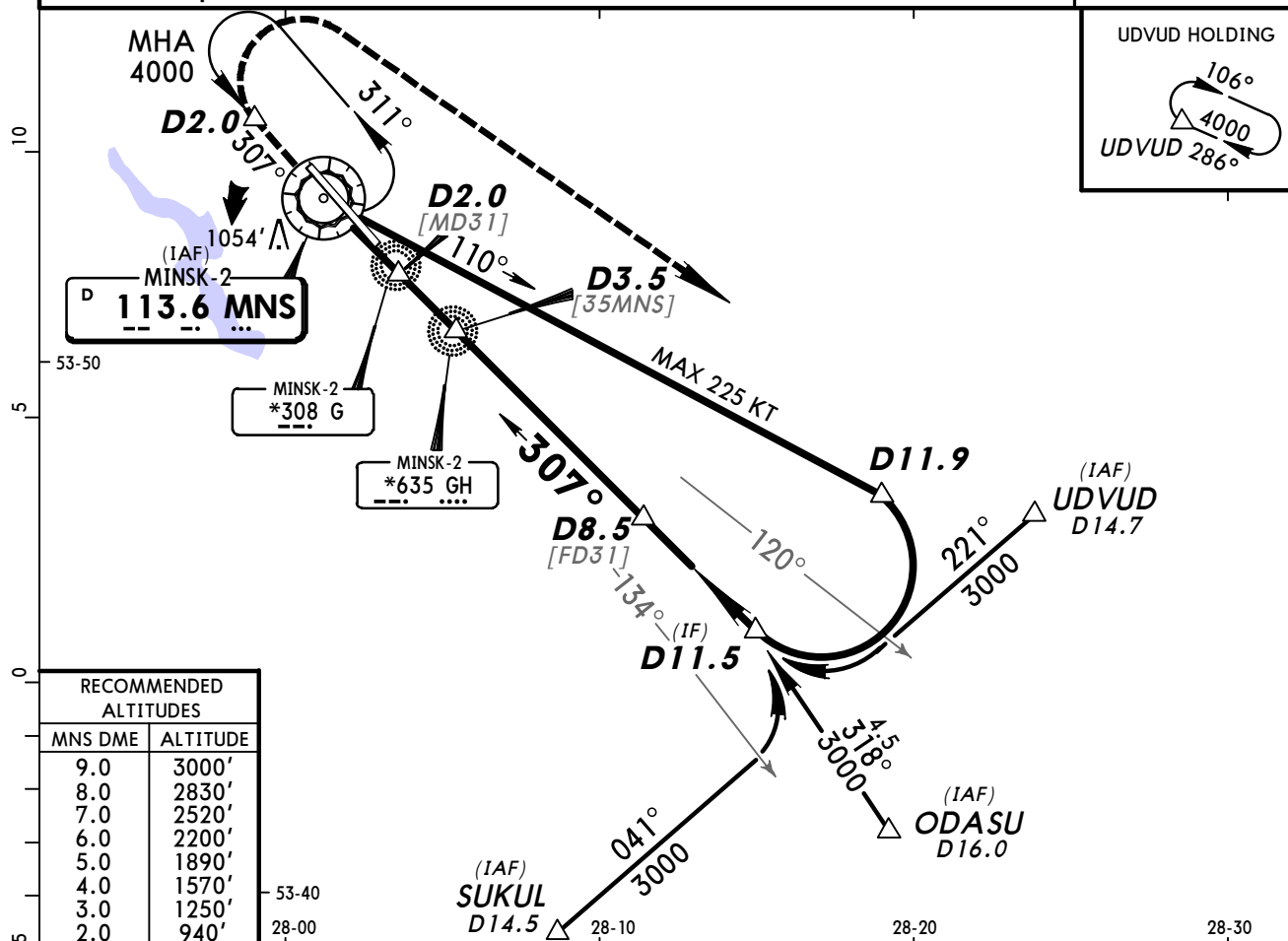


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
With DME: MAP at D1.0						
W/o DME: MAP at VOR						

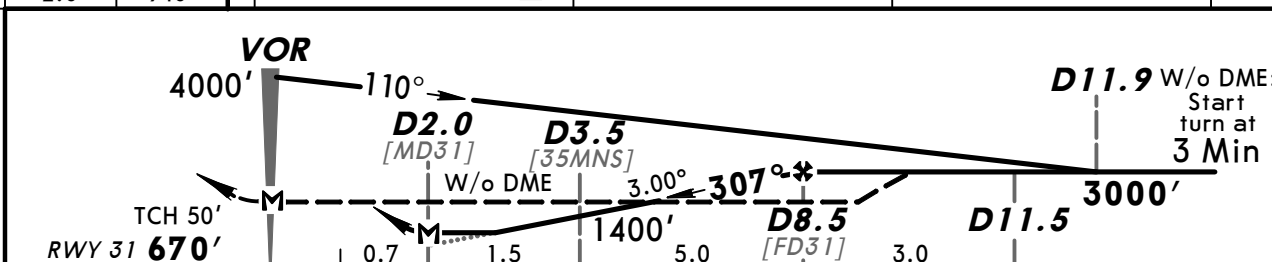
STRAIGHT-IN LANDING RWY 13					CEILING REQUIRED		
With DME ABC: 1260' (620') MDA(H) D: 1270' (630')			W/o DME MDA(H) 1490' (850')		CIRCLE-TO-LAND NIGHT not authorized		
		ALS out			ALS out	Max Kts	MDA(H) CEIL-VIS
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	100	1530' (860') 310m - 3000m
B						135	
C	2000m	2800m	3200m		4000m	180	1530' (860') 360m - 3000m
D	2400m	3200m	3600m		4400m	205	1530' (860') 360m - 4000m

CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m - 5000m.

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 307°	Minimum Alt D8.5 3000' (2330')	MDA(H) Refer to Minimums	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 307°. At D2.0, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME required.				MSA MNS VOR



RECOMMENDED ALTITUDES	
MNS DME	ALTITUDE
9.0	3000'
8.0	2830'
7.0	2520'
6.0	2200'
5.0	1890'
4.0	1570'
3.0	1250'
2.0	940'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
With DME: MAP at D2.0						
W/o DME: MAP at VOR						

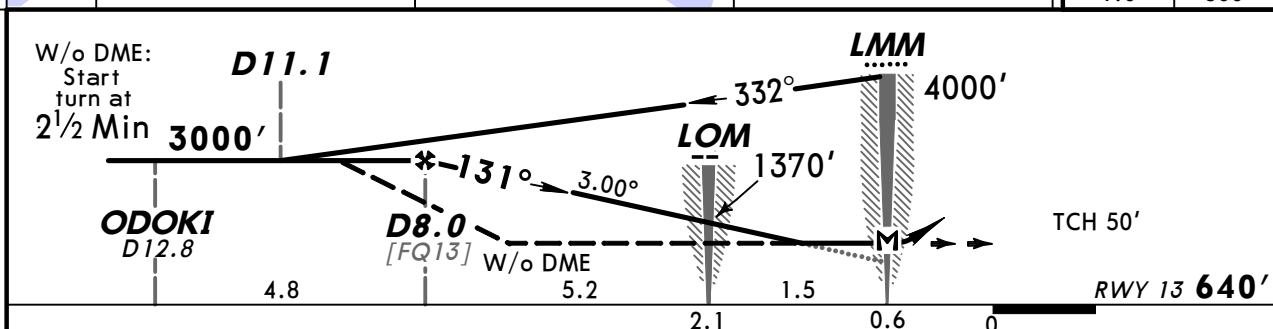
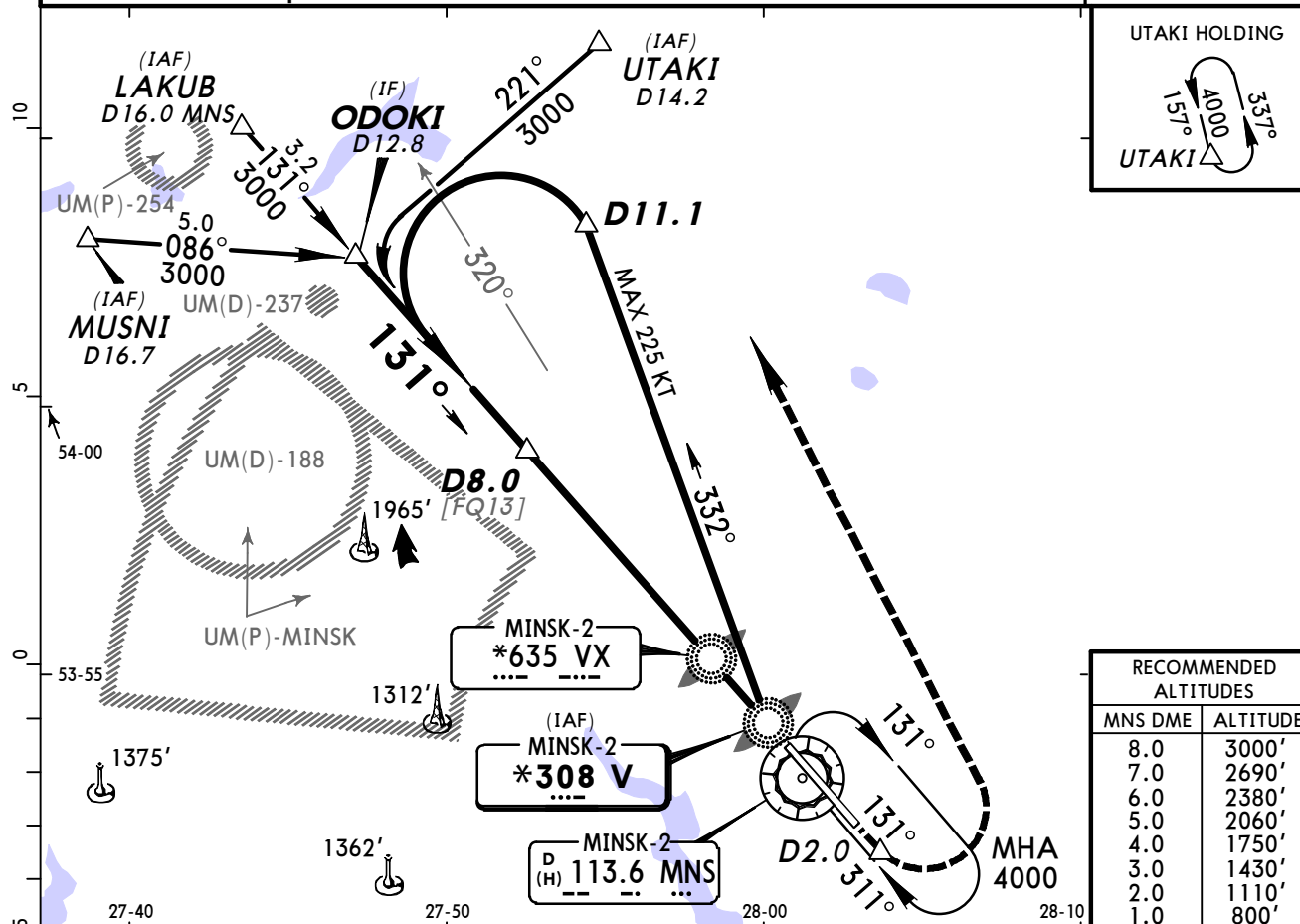
STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED	
With DME		W/o DME		CIRCLE-TO-LAND	
MDA(H) 1100' (430')		MDA(H) 1160' (490')		NIGHT not authorized	
ALS out		ALS out		Max Kts	MDA(H) CEIL-VIS
A	RVR 720m	RVR 1500m	RVR 720m	100	1530' (860')
B	VIS 800m	VIS 1600m	VIS 800m	135	310m - 3000m
C	1200m	2000m	1200m	180	1530' (860')
D	RVR 1500m	2400m	RVR 1500m	205	1530' (860')
	VIS 1600m		VIS 1600m		360m - 4000m

CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m - 5000m.

CHANGES: Procedure. Descent angle.

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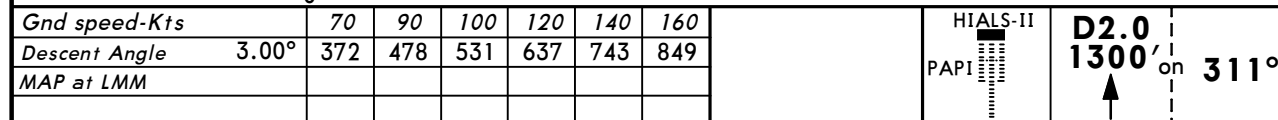
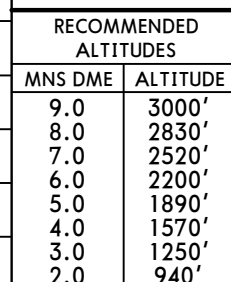
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95
NDB V *308	Final Apch Crs 131°	Minimum Alt D8.0 3000' (2360')	MDA(H) 1020' (380')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131°. At D2.0, but not below 1300', turn LEFT to UTAKI climbing to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME & NDB required.				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at LMM						

STRAIGHT-IN LANDING RWY 13			CEILING REQUIRED		CIRCLE-TO-LAND
MDA(H) 1020' (380')			NIGHT not authorized		
		ALS out	Max Kts.	MDA(H) _____ CEIL-VIS _____	
A	1200m	RVR 1500m VIS 1600m	100	1530' (860') 310m - 3000m	
B			135		
C			180	1530' (860') 360m - 3000m	
D	RVR 1500m VIS 1600m	2000m	205	1530' (860') 1 360m - 4000m	

Diagram illustrating a VOR station (MSA MNS VOR) with a 3000' radius. A bearing of 143° is shown from the station to a point 2400' away, and a bearing of 068° is shown from the station to the same point.



PANS OPS

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MINSK, (MINSK-2 - UMMS)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMS