

List of pages in this Trip Kit

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Airport Information For UMMS

Terminal Charts For UMMS

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: MINSK BLR
ICAO/IATA: UMMS / MSQ
Lat/Long: N53° 52.95', E028° 01.85'
Elevation: 670 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 8.0° 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: 0136 Z
Sunset: 1842 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

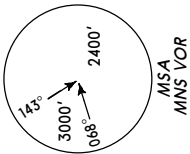
ATIS: 135.850 Non-English
ATIS: 128.850
Minsk-2 Tower: 118.300
Minsk-2 Ground: 129.950
Minsk Approach: 125.900
Minsk 2 Transit Operations: 131.800 Non-English
Minsk Radar: 125.250

UMMS/MSQ
MINSK-2

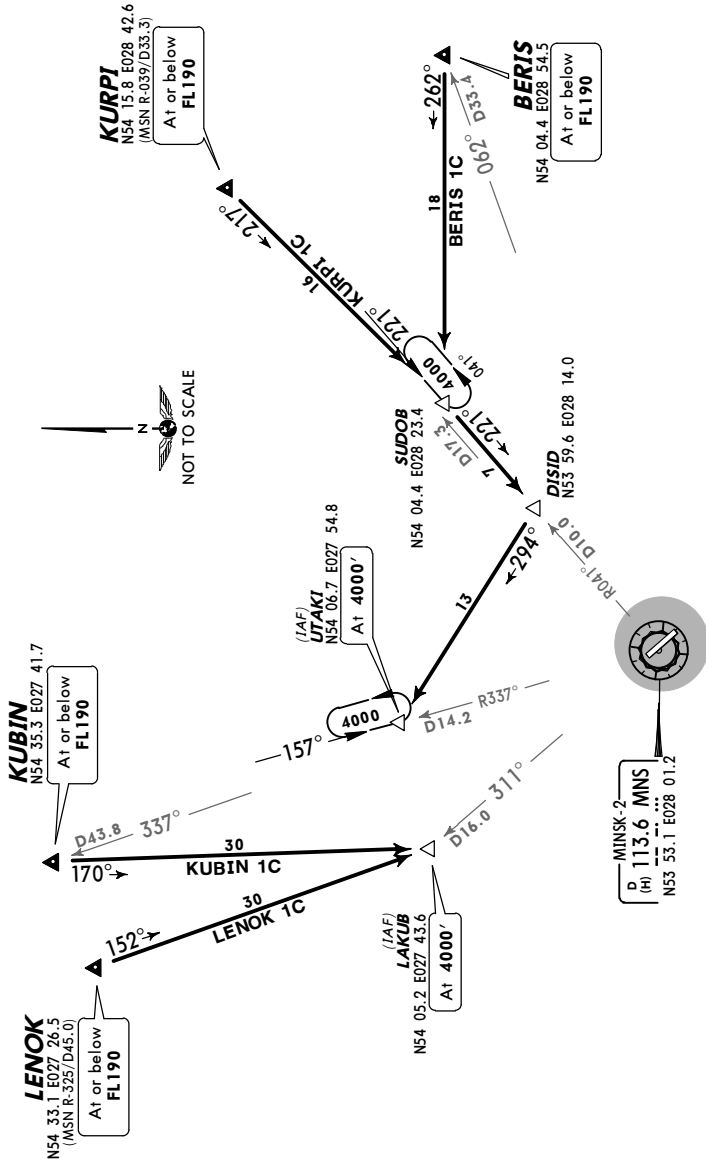
JEPPESEN
21 JUN 13 10-2 Eff 27 Jun

MINSK, BELARUS
STAR

ATIS 128.85 (Russian 135.85)	Apt Elev 670'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
------------------------------------	------------------	-------------------------------------	------------------



BERIS ONE CHARLIE (BERIS 1C) [BERI1C]
KUBIN ONE CHARLIE (KUBIN 1C) [KUBI1C]
KURPI ONE CHARLIE (KURPI 1C) [KURP1C]
LENOK ONE CHARLIE (LENOK 1C) [LENO1C]
RWY 13 ARRIVALS
VOR DME REQUIRED



STAR	ROUTING
BERIS 1C	On 262° track to SUDOB, turn LEFT, intercept MNS R-041 inbound to DISID, turn RIGHT, 294° track to UTAKI.
KUBIN 1C	On 170° track to LAKUB.
KURPI 1C	On 217° track to SUDOB, intercept MNS R-041 inbound to DISID, turn RIGHT, 294° track to UTAKI.
LENOK 1C	On 152° track to LAKUB.

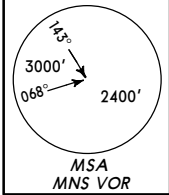
UMMS/MSQ
MINSK-2

JEPPESEN
21 JUN 13 (10-2A) Eff 27 Jun

MINSK, BELARUS
STAR

ATIS 128.85 (Russian 135.85)	Apt Elev 670'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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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]



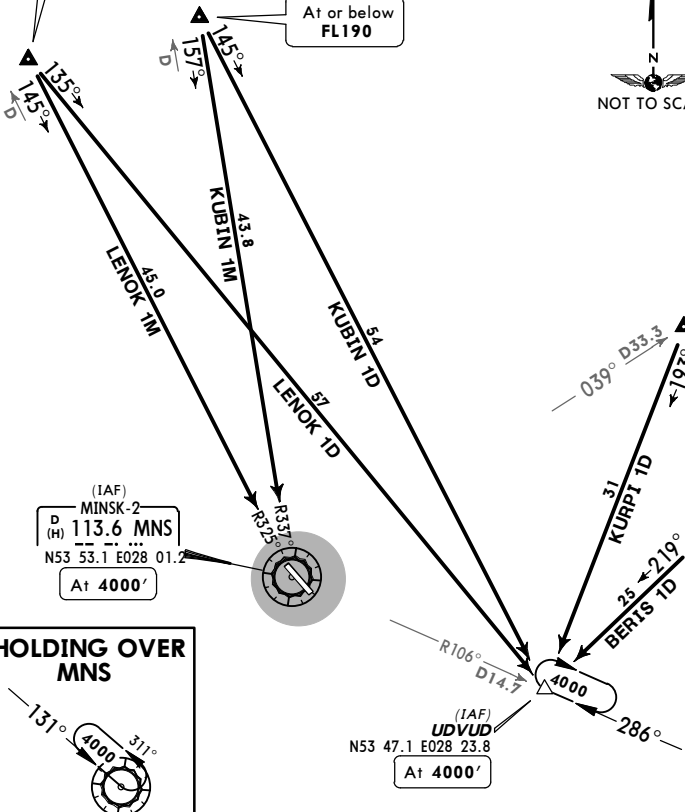
RWY 31 ARRIVALS
VOR DME REQUIRED

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

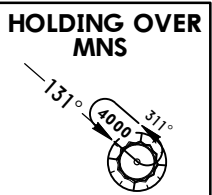
At or below
FL190

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'

(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.

UMMS/MSQ
MINSK-2

JEPPESEN
11 OCT 13 (10-2B) Eff 17 Oct

MINSK, BELARUS
STAR

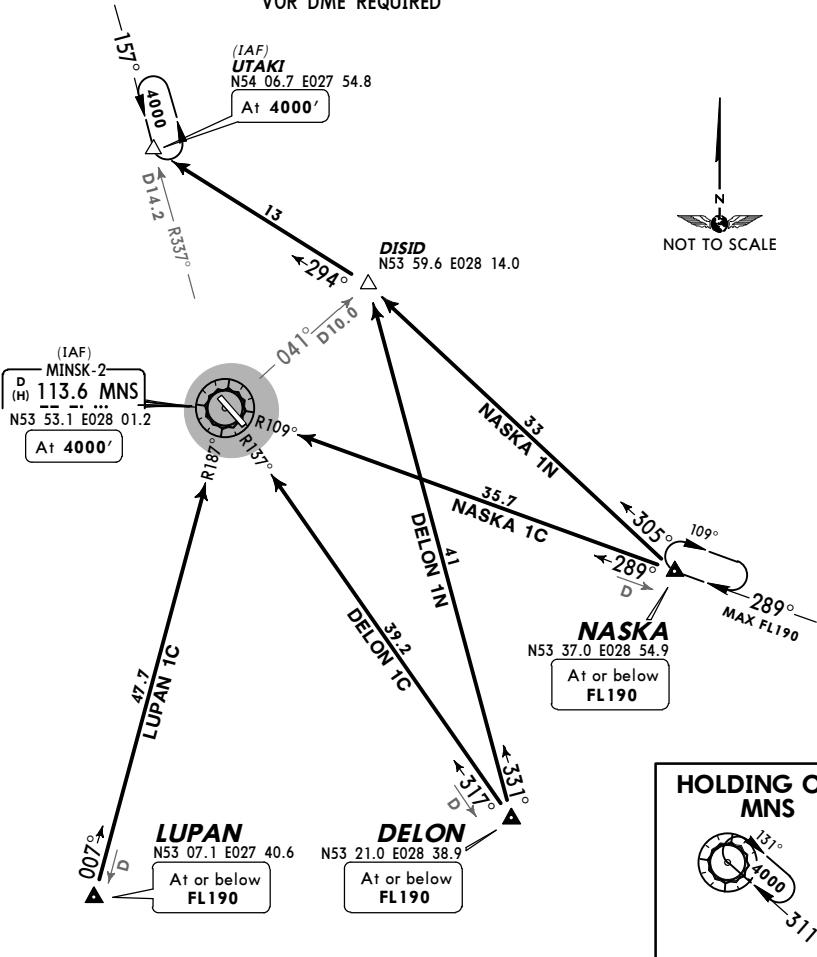
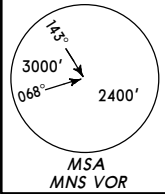
ATIS
128.85
(Russian 135.85)

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



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.

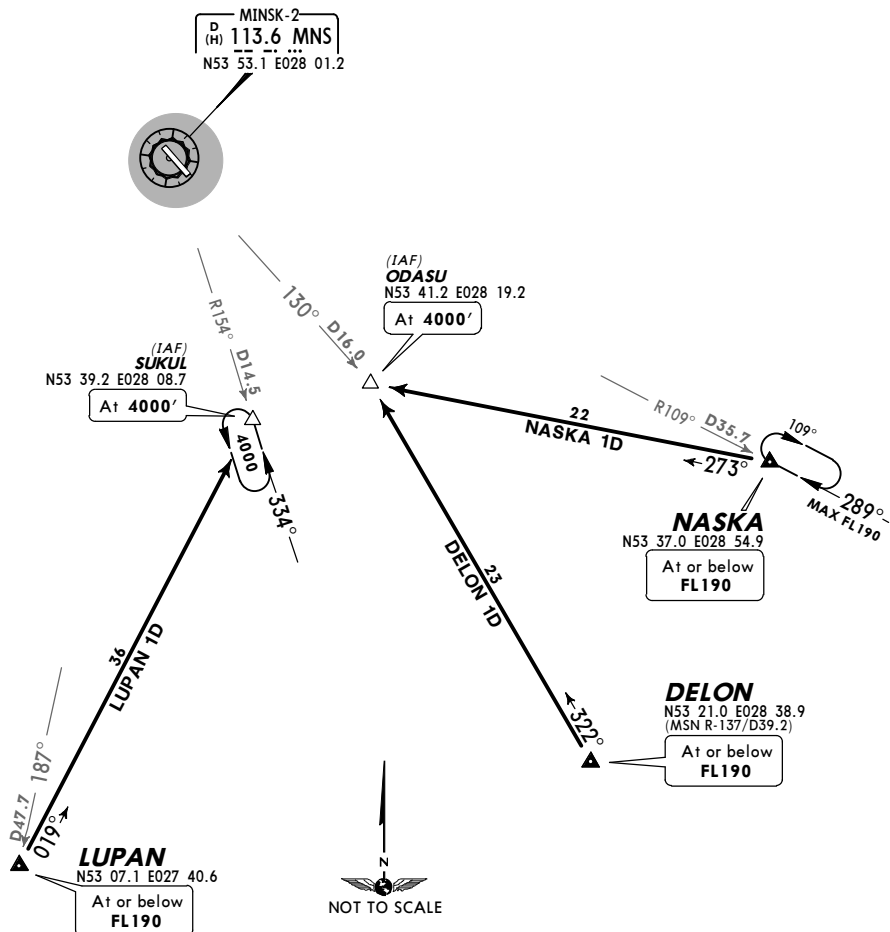
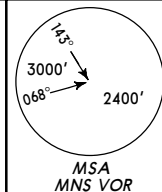
UMMS/MSQ
MINSK-2

JEPPESSEN
11 OCT 13 **(10-2C)** **Eff 17 Oct**

MINSK, BELARUS
STAR

ATIS 128.85 (Russian 135.85)	<i>Apt Elev</i> 670'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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**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.

CHANGES: None.

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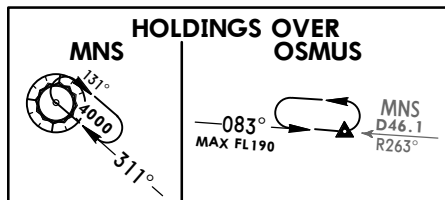
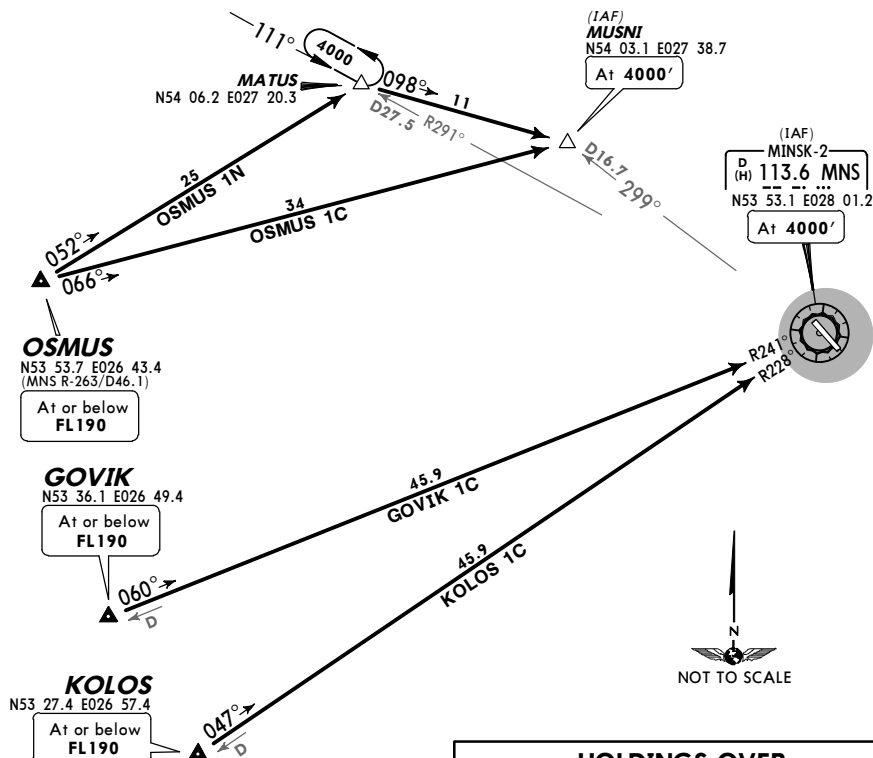
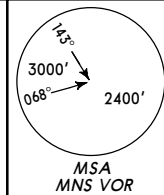
UMMS/MSQ
MINSK-2

JEPPESEN
11 OCT 13 (10-2D) Eff 17 Oct

MINSK, BELARUS
STAR

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	On 052° track to MATUS, turn RIGHT, 098° track to MUSNI.

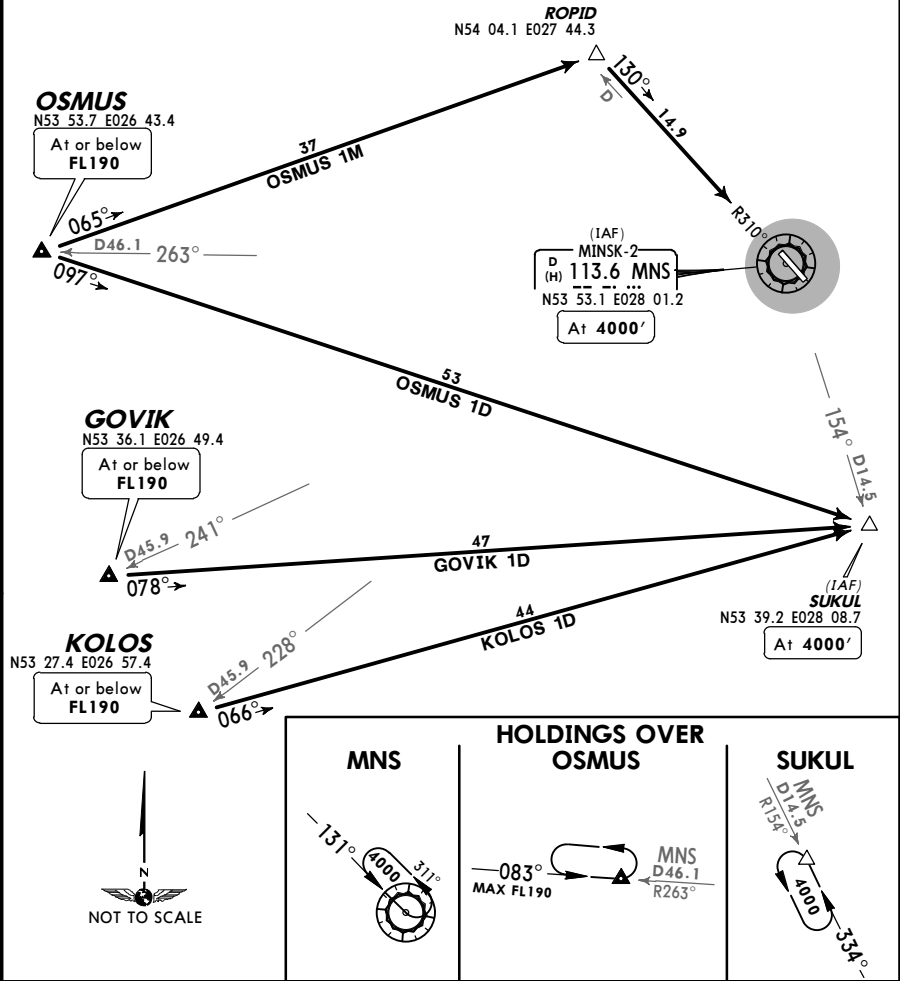
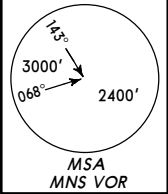
UMMS/MSQ
MINSK-2

JEPPESEN
11 OCT 13 (10-2E) Eff 17 Oct

MINSK, BELARUS
STAR

ATIS 128.85 (Russian 135.85)	Apt Elev 670'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
------------------------------------	------------------	-------------------------------------	------------------

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

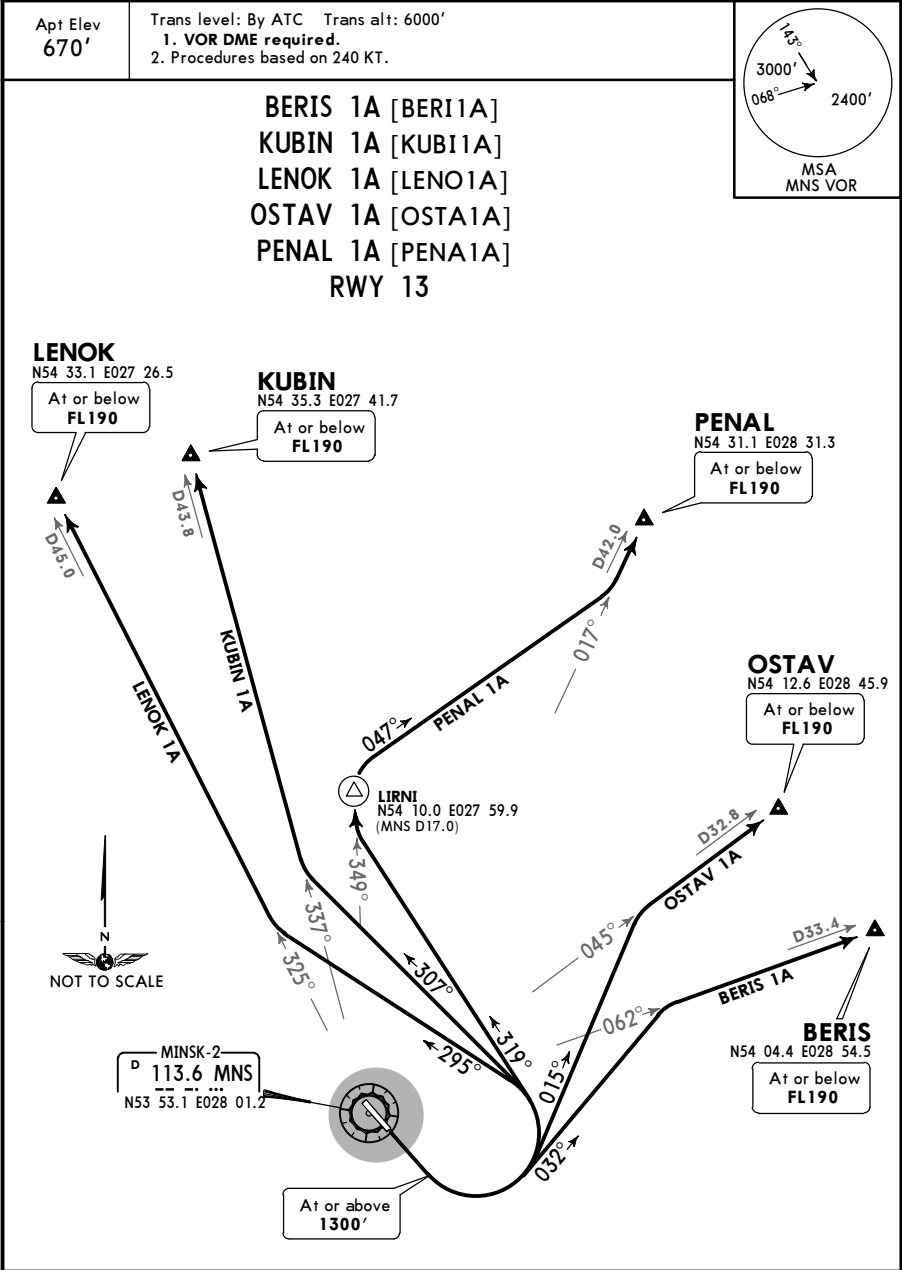


STAR	ROUTING
GOVIK 1D By ATC	On 078° track to SUKUL.
KOLOS 1D By ATC	On 066° track to SUKUL.
OSMUS 1D By ATC	On 097° track to SUKUL.
OSMUS 1M	On 065° track to ROPID, turn RIGHT, intercept MNS R-310 to MNS.

UMMS/MSQ
MINSK-2

JEPPESEN
18 MAR 16 (10-3) Eff 31 Mar

MINSK, BELARUS
SID



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.

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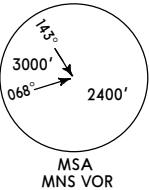
UMMS/MSQ
MINSK-2

 **JEPPesen**
18 MAR 16 (10-3B) Eff 31 Mar

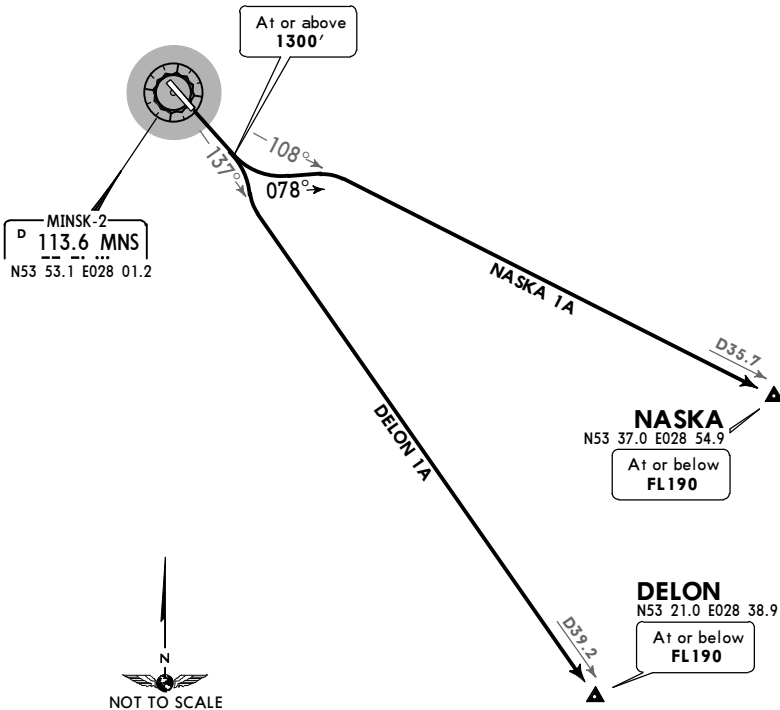
MINSK, BELARUS
SID

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
1. **VOR DME required.**
2. Procedures based on 240 KT.



DELON 1A [DELO1A]
NASKA 1A [NASK1A]
RWY 13



INITIAL CLIMB

Climb straight ahead to at or above 1300'.

SID	ROUTING
DELON 1A	Turn RIGHT, intercept MNS R-137 to DELON.
NASKA 1A	Turn LEFT, 078° track, intercept MNS R-108 to NASKA

CHANGES: None.

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UMMS/MSQ
MINSK-2

JEPPESEN
18 MAR 16 (10-3C) Eff 31 Mar

MINSK, BELARUS
SID

Apt Elev
670'

Trans level: By ATC Trans alt: 6000'
1. VOR DME required.
2. Procedures based on 240 KT.

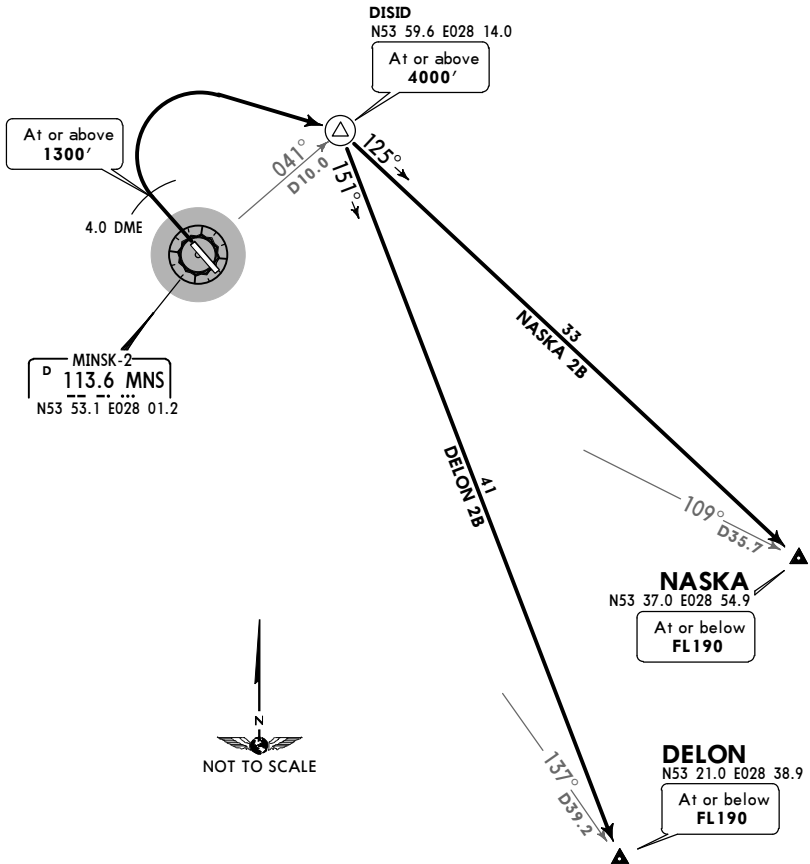
DELON 2B [DELO2B]
NASKA 2B [NASK2B]
RWY 31

3000'

068°

2400'

MSA
MNS VOR



INITIAL CLIMB	
Climb straight ahead to at or above 1300'.	
SID	ROUTING
DELON 2B	At D4.0 MNS, turn RIGHT to DISID, then to DELON.
NASKA 2B	At D4.0 MNS, turn RIGHT to DISID, then to NASKA.

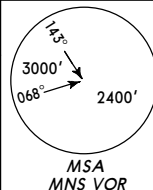
UMMS/MSQ
MINSK-2

JEPPesen
26 DEC 14 (10-3D) Eff 8 Jan

MINSK, BELARUS
SID

Apt Elev
670'

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



GOVIK ONE ALFA (GOVIK 1A) [GOVI1A]
KOLOS ONE ALFA (KOLOS 1A) [KOLO1A]
LUPAN ONE ALFA (LUPAN 1A) [LUPA1A]
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

LUPAN
N53 07.1 E027 40.6
At or below
FL190

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

At or above
1300'
but not less
than
MNS 4.4 DME



INITIAL CLIMB

Climb straight ahead to at or above 1300', not less than MNS 4.4 DME 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.

LUPAN 1A On 217° track, intercept MNS R-187 to LUPAN.

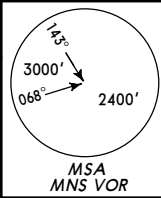
UMMS/MSQ
MINSK-2

JEPPesen
26 DEC 14 (10-3E) Eff 8 Jan

MINSK, BELARUS
SID

Apt Elev
670'

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



GOVIK ONE BRAVO (GOVIK 1B) [GOVI1B]
KOLOS ONE BRAVO (KOLOS 1B) [KOLO1B]
LUPAN ONE BRAVO (LUPAN 1B) [LUPA1B]
RWY 31 DEPARTURES
VOR DME REQUIRED
BY ATC

GOVIK
N53 36.1 E026 49.4
At or below
FL190

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

At or above
1300'

KOLOS
N53 27.4 E026 57.4
At or below
FL190

LUPAN
N53 07.1 E027 40.6
At or below
FL190



INITIAL CLIMB

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

SID	ROUTING
GOVIK 1B	Intercept MNS R-241 to GOVIK.
KOLOS 1B	Intercept MNS R-228 to KOLOS.
LUPAN 1B	Intercept MNS R-187 to LUPAN.

CHANGES: SIDs transferred & revised.

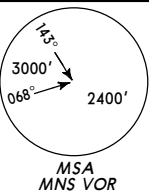
UMMS/MSQ
MINSK-2

JEPPESSEN
26 DEC 14 (10-3F) Eff 8 Jan

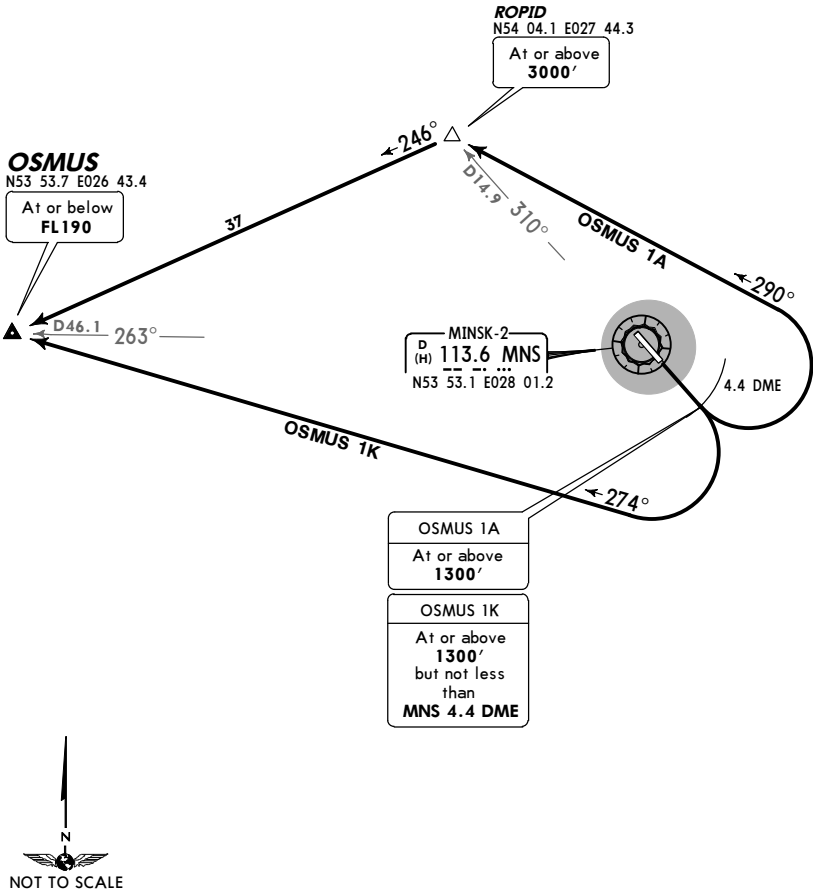
MINSK, BELARUS
SID

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, 246° track to OSMUS.
OSMUS 1K By ATC	Climb straight ahead to at or above 1300', not less than MNS 4.4 DME turn RIGHT, 274° track to OSMUS.

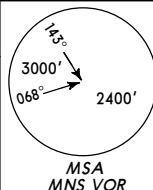
UMMS/MSQ
MINSK-2

JEPPESEN
26 DEC 14 (10-3G) Eff 8 Jan

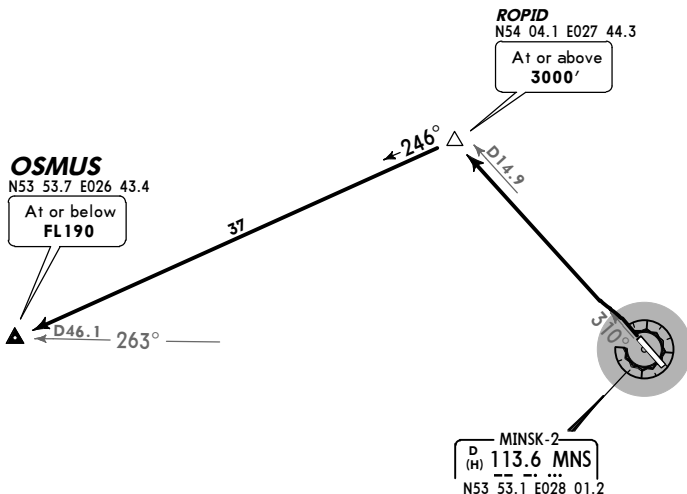
MINSK, BELARUS
SID

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.

UMMS/MSQ
MINSK-2

 **JEPPESSEN**
26 JUL 13 (10-4)

MINSK, BELARUS
NOISE

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.

UMMS/MSQ

Apt Elev **670'**
N53 52.9 E028 01.8

JEPPesen

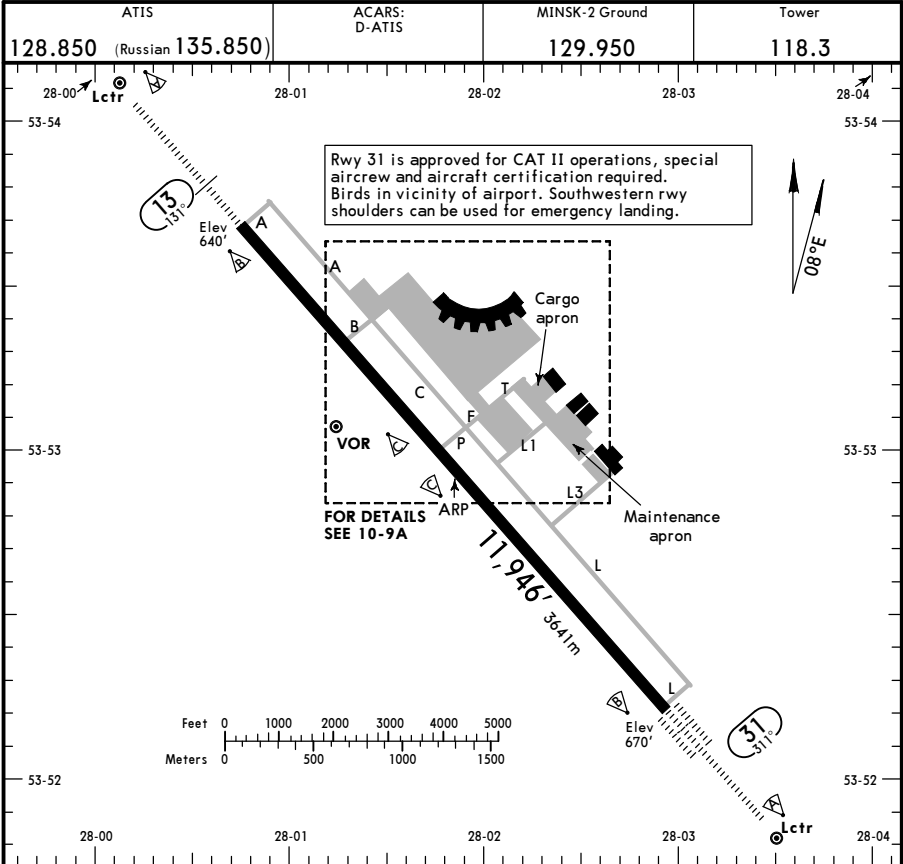
20 MAR 15

10-9

Eff 2 Apr

MINSK, BELARUS

MINSK-2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
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. Taxing along apron and TWY shall be performed following "Follow me" vehicle only.

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

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	

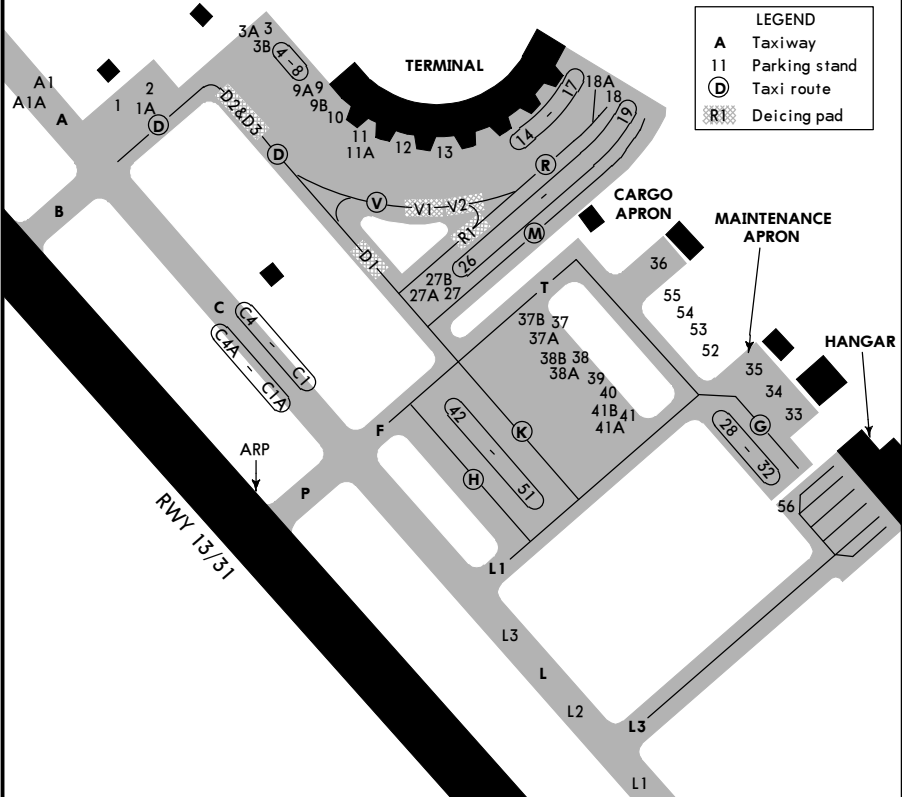
UMMS/MSQ

JEPPesen
20 MAR 15 (10-9A) Eff 2 Apr

MINSK, BELARUS
MINSK-2

NOT TO SCALE

LEGEND	
A	Taxiway
11	Parking stand
D	Taxi route
R	Deicing pad



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 38	N53 53.1 E028 02.2
7 thru 9	N53 53.4 E028 01.8	38A	N53 53.0 E028 02.3
10	N53 53.4 E028 01.9	38B	N53 53.1 E028 02.2
11 thru 12	N53 53.3 E028 01.9	39, 40	N53 53.0 E028 02.3
13, 14	N53 53.3 E028 02.0	41 thru 41B	N53 53.0 E028 02.4
15	N53 53.3 E028 02.1	42	N53 53.1 E028 02.1
16	N53 53.4 E028 02.1	43, 44	N53 53.0 E028 02.1
17, 18	N53 53.4 E028 02.2	45 thru 47	N53 53.0 E028 02.2
19	N53 53.4 E028 02.3	48	N53 53.0 E028 02.3
20	N53 53.3 E028 02.3	49 thru 51	N53 52.9 E028 02.3
21 thru 24	N53 53.3 E028 02.2		

CHANGES: Parking stands. Taxiway L3 established.

UMMS/MSQ



Standard
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
13	ILS	840'(200')	840'(200')	840'(200')	840'(200')
	FULL/Limited	800m	800m	800m	800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1260'(620')	1260'(620')	1260'(620')	1270'(630')
	with DME	R1500m	R1500m	C2100m	C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR	1490'(850')	1490'(850')	1490'(850')	1490'(850')
	W/o DME	C3300m	C3300m	C3500m	C3500m
	ALS out	C4000m	C4000m	C4200m	C4200m
31	NDB ①	1020'(380')	1020'(380')	1020'(380')	1020'(380')
	with FMS	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	1020'(380')	1020'(380')	1020'(380')	1020'(380')
	W/o FMS	R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	CAT 2 ILS	770'(100')	770'(100')	770'(100')	770'(100')
		RA95'R350m	RA95'R350m	RA95'R350m	RA95'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	1100'(430')	1100'(430')	1100'(430')	1100'(430')
	with DME	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	1160'(490')	1160'(490')	1160'(490')	1160'(490')
	W/o DME	R1700m	R1700m	R1900m	R1900m
	ALS out	C2500m	C2500m	C2700m	C2700m
	NDB ①	1080'(410')	1080'(410')	1080'(410')	1080'(410')
	with FMS	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①	1080'(410')	1080'(410')	1080'(410')	1080'(410')
	W/o FMS	R1200m	R1200m	R1200m	R1200m
	ALS out	R1900m	R1900m	R1900m	R1900m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1530'(860') ④ ceil310m V3000m	1530'(860') ④ ceil310m V3000m	1530'(860') ④ ceil360m V3000m	1530'(860') ④④ ceil360m V4000m

② NIGHT not authorized.

③ wide bodied acft: 1660'(990'), ceil 400m-V5000m.

④ or higher minimums of preceding straight-in approach.

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	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

CHANGES: Minimums.

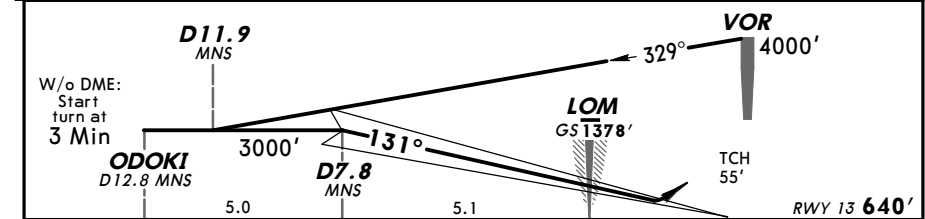
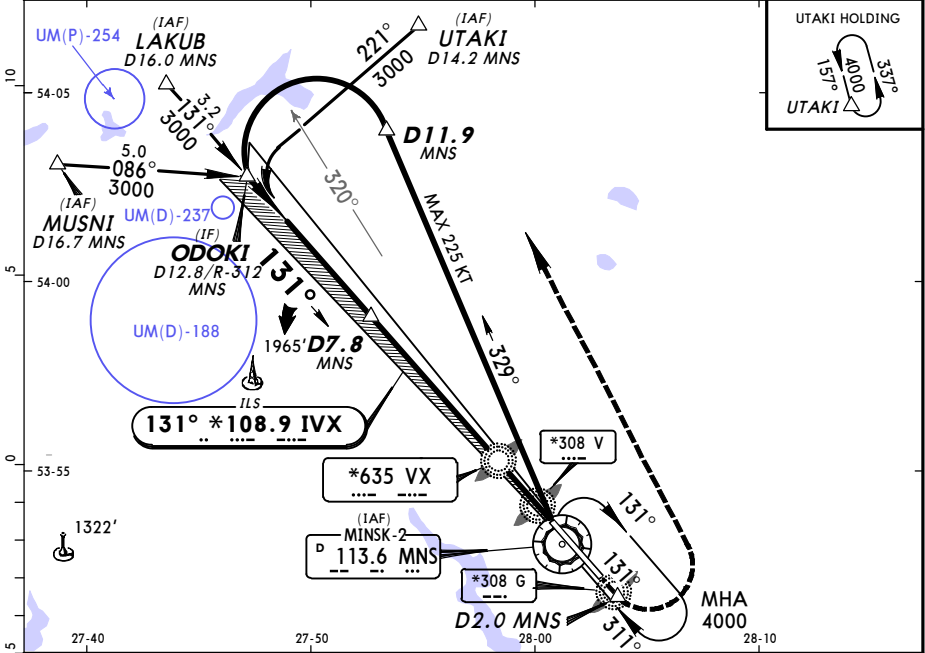
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UMMS/MSQ
MINSK-2

JEPPESSEN
6 FEB 15 (11-1)

MINSK, BELARUS
ILS-Alpha Rwy 13

ATIS 128.850 (Russian 135.850)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.250	MINSK-2 Tower 118.3	Ground 129.950
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°. 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



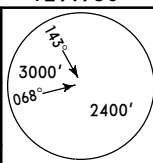
Gnd speed-Kts ILS GS 3.00° 372 478 531 637 743 849		70 90 100 120 140 160		2.1 0		HIALS PAPI		D2.0 1300' on 131°	
STRAIGHT-IN LANDING RWY 13 ILS LOC (GS out) DA(H) 840' (200') FULL ALS out						CEILING REQUIRED CIRCLE-TO-LAND NIGHT not authorized			
				Max Kts 100 135 180 205		MDA(H) CEIL-VIS			
A						1530' (860')		310m - 3000m	
B						1530' (860')		360m - 3000m	
C		800m		1200m		1530' (860') I		360m - 4000m	
D									
US OPS									

UMMS/MSQ
MINSK-2

6 FEB 15 (11-2)

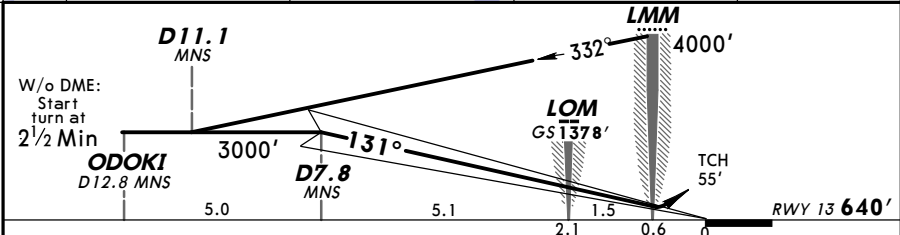
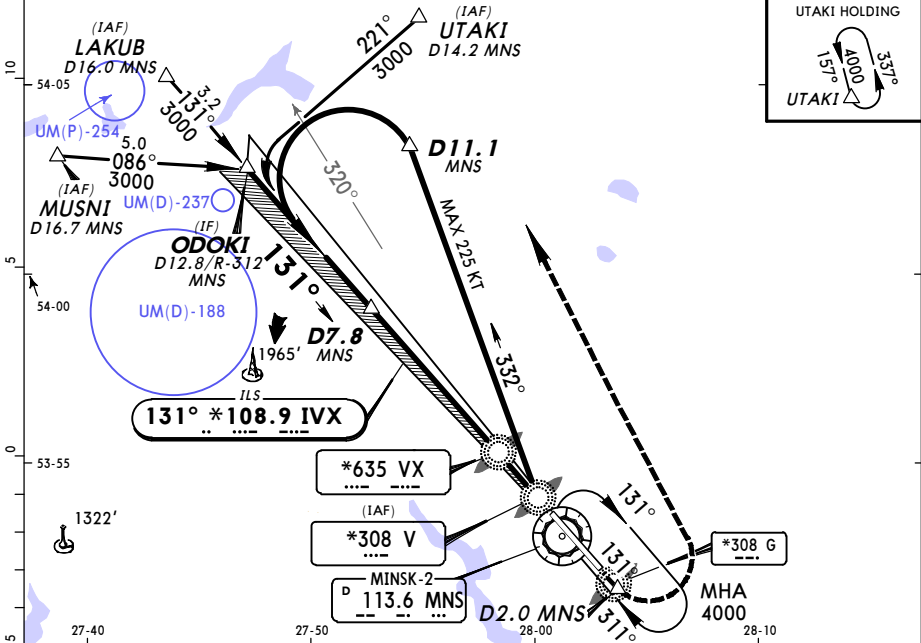
MINSK, BELARUS
ILS-Bravo Rwy 13

ATIS 128.850 (Russian 135.850)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.250	MINSK-2 Tower 118.3	Ground 129.950
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°. 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.				

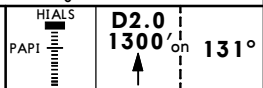


MSA MNS VOR

UTAKI HOLDING



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			
A					Max Kts	MDA(H) CEIL-VIS
B					100	1530' (860') 310m - 3000m
C	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: Minimums.

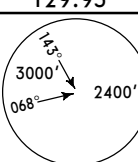
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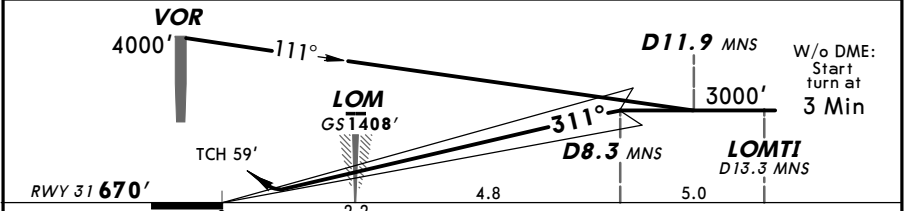
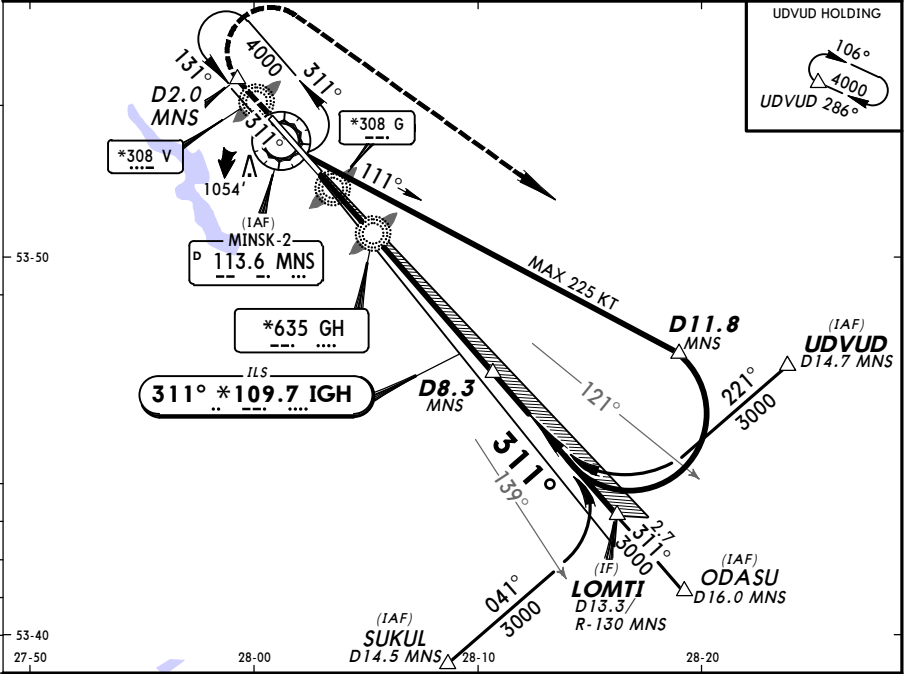
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UMMS/MSQ
MINSK-2

27 DEC 13
Eff 9 Jan
JEPPESEN
11-3A

MINSK, BELARUS
CAT II ILS-Charlie Rwy 31

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 95' 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 Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 6000'				
1. VOR DME required. 2. Special aircrew and acft certification required.				



0							2.2	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D2.0 1300' 311°	
ILS GS	3.00°	372	478	531	637	743		

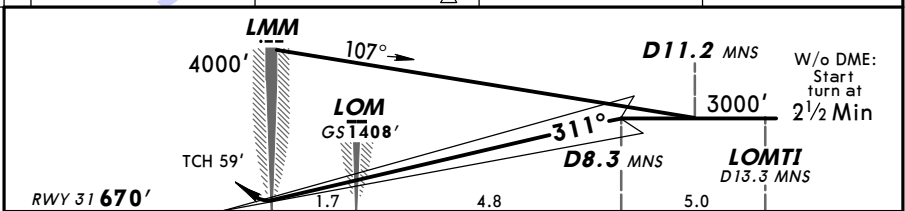
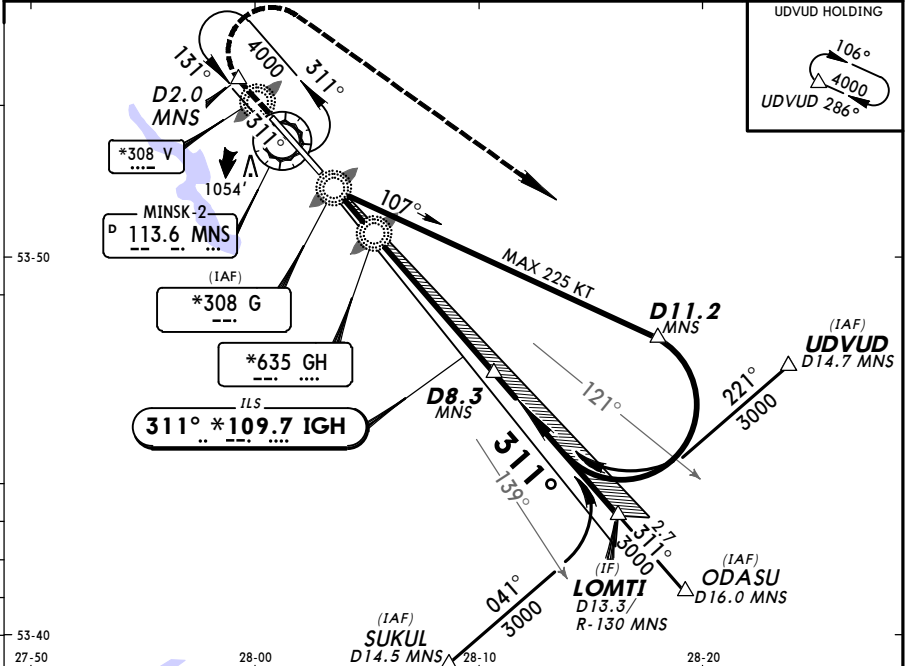
STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
RA 95'
DA(H) 770' (100')
RVR 350m

UMMS/MSQ
MINSK-2

27 DEC 13 11-4 Eff 9 Jan

MINSK, BELARUS
ILS-Delta Rwy 31

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°. 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
PAPI

D2.0
1300' on 311°

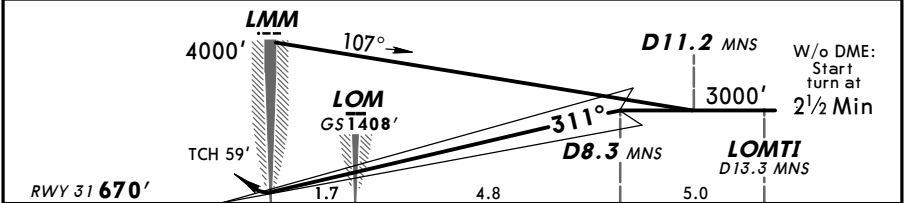
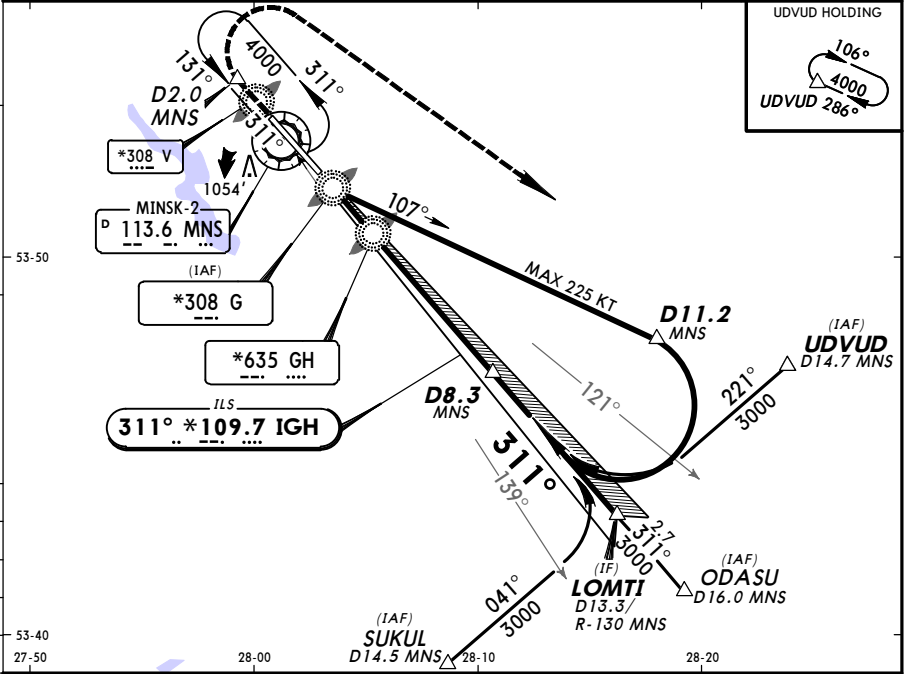
STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS			LOC (GS out)		NIGHT not authorized		
DA(H) 870' (200')							
FULL		ALS out		Max Kts	MDA(H)	CEIL-VIS	
A	RVR 550m VIS 800m	1200m	NOT AUTHORIZED	100	1530' (860')	310m- 3000m	
B				135			
C				180			
D				205			

UMMS/MSQ
MINSK-2

27 DEC 13
Eff 9 Jan
JEPPESSEN
11-4A

MINSK, BELARUS
CAT II ILS-Delta Rwy 31

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	CAT II ILS RA 95' DA(H) 770' (100') Apt Elev 670' RWY 670'	129.95
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'	MSA MNS VOR
1. VOR DME and NDB required. 2. Special aircrew and acft certification required.				



0 0.5 2.2							HIALS-II </	
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STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
RA 95'
DA(H) 770' (100')

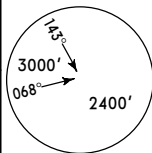
RVR 350m

UMMS/MSQ
MINSK-2

JEPPesen
11 OCT 13 (13-1) Eff 17 Oct

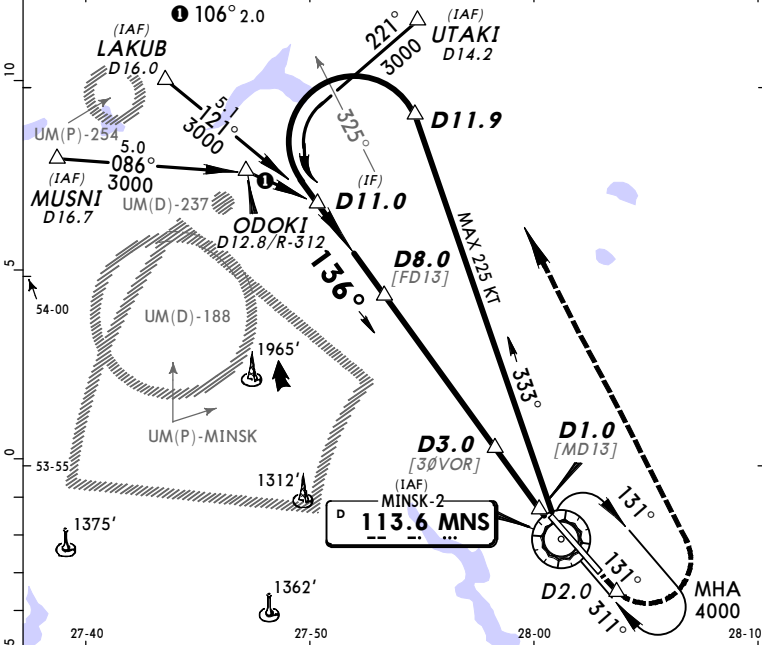
MINSK, BELARUS
VOR Rwy 13

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
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.				

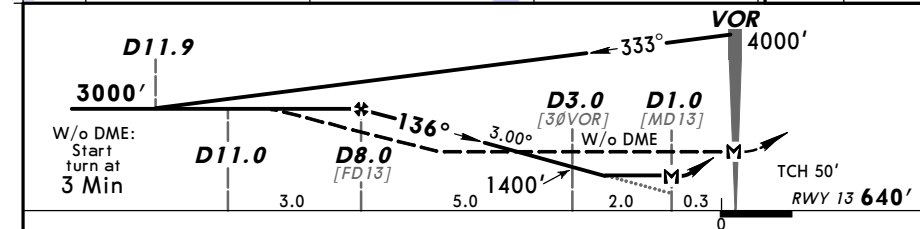


MSA MNS VOR

UTAKI HOLDING



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'

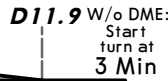
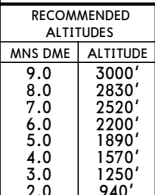


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D2.0 1300' on 136°
Descent Angle	3.00°	372	478	531	637	743	
With DME: MAP at D1.0							
W/o DME: MAP at VOR							

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	
A	ALS out	ALS out	ALS out	Max Kts	MDA(H) CEIL-VIS
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m 800m 1200m	100	1530' (860') 310m - 3000m
C	2000m	2800m	3200m	135	1530' (860') 360m - 3000m
D	2400m	3200m	3600m	180	1530' (860') 360m - 4000m

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

MSA
MNS VOR



HIALS-II
PAPI

CEILING REQUIRED

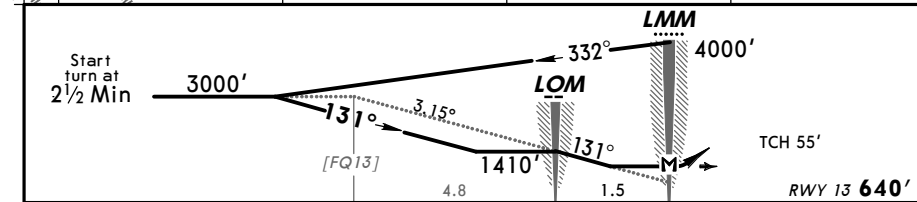
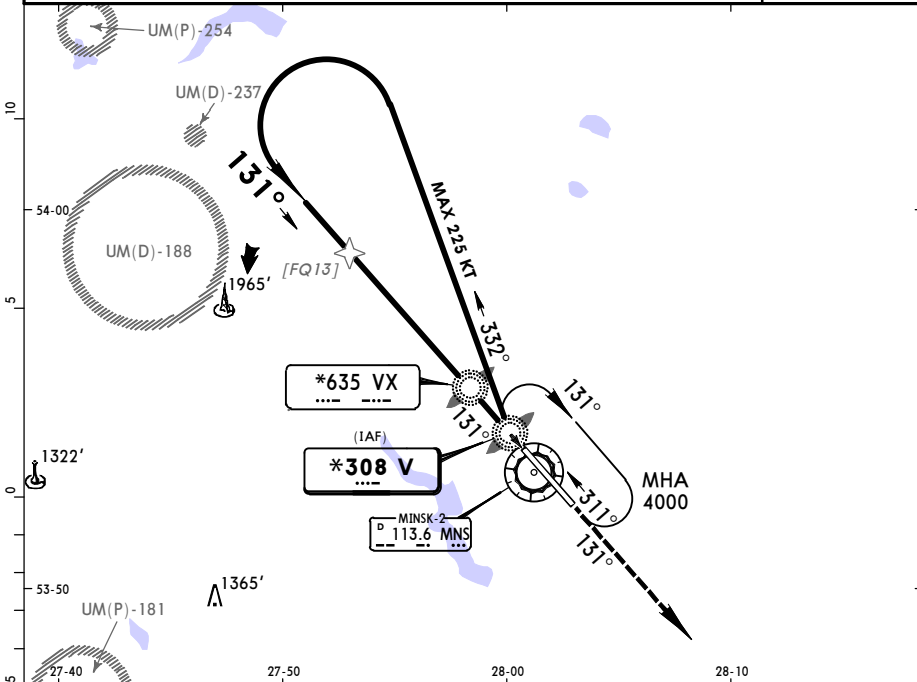
PLANS OPS

UMMS/MSQ
MINSK-2

JEPPESSEN
28 MAR 14 (16-1) Eff 3 Apr

MINSK, BELARUS
NDB Rwy 13

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 No FAF	MDA(H) 1020' (380')	Apt Elev 670' RWY 640'
MISSED APCH: Climb on 131° to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	MSA V NDB



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.15°	390	502	557	669	780	892
MAP at LMM							

2.10.60

HIALS

PAPI

3000' on 131°

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') I

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

CHANGES: MSA. Procedure.

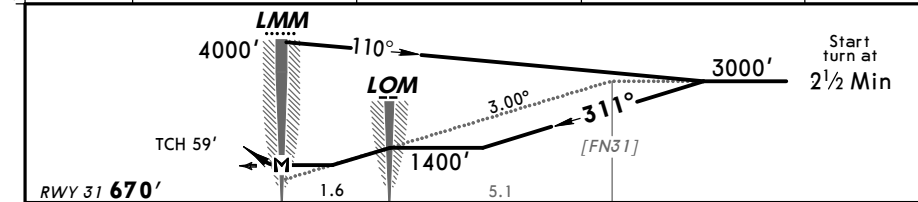
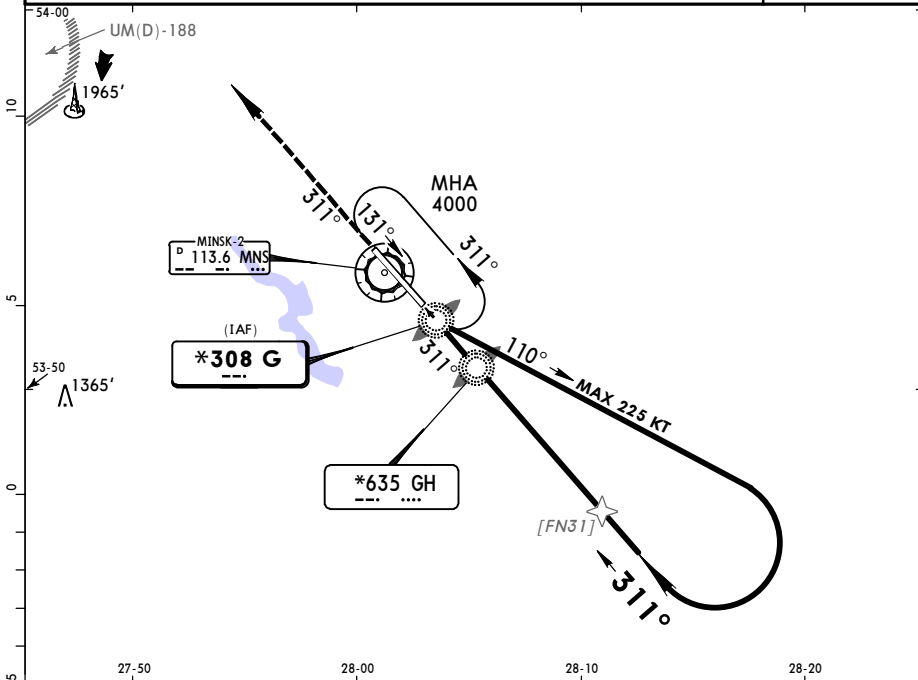
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UMMS/MSQ
MINSK-2

28 MAR 14 (16-2) Eff 3 Apr

MINSK, BELARUS
NDB Rwy 31

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 G *308	Final Apch Crs 311°	Minimum Alt No FAF	MDA(H) 1080'(410')	Apt Elev 670' RWY 670'
MISSED APCH: Climb on 311° to 3000', then as directed.				
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 6000'	MSA G NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'
Descent Angle	3.00°	372	478	531	637	743	PAPI	on 311°
MAP at LMM								

STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 1080'(410')				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	RVR 1500m VIS 1600m	2000m		180	1530'(860')	360m - 3000m	
D				205		1530'(860') 1 360m - 4000m	

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

Chart changes since cycle 12-2016

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMS