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Terminal Charts For UMMS
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: MINSK BLR
ICAO/IATA: UMMS / MSQ
Lat/Long: N53° 52.9', E028° 01.8'
Elevation: 681 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: No
LLWS Alert: No
Beacon: No

Sunrise: 0215 Z
Sunset: 1754 Z

Runway Information

Runway: 13L
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 660 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13R
Length x Width: 11946 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 647 ft
Lighting: Edge, ALS, Centerline

Runway: 31L
Length x Width: 11946 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 669 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31R
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 681 ft
Lighting: Edge, ALS, Centerline

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Communication Information

ATIS: 128.850
ATIS: 135.850 Non-English
Minsk Tower: 130.400
Minsk Tower: 118.300
Minsk 2 Ground: 121.575
Minsk 1 Ground: 129.950
Minsk Approach: 125.900
Minsk Radar: 125.250
Minsk Transit MULTICOM: 131.800 Non-English

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1. GENERAL

1.1. ATIS

D-ATIS 128.850
D-ATIS 135.850 (Russian)

1.2. TAXI PROCEDURES

1.2.1. TAXIING AND TOWING PROCEDURES

Taxiing and towing without clearance of the controller are prohibited.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The LVP operation commence when RVR is 600m or below.

Holding for ACFT behind the stop bars is prohibited without additional instructions.

Take-off of ACFT is normally carried out only from the beginning of RWY.

When available RWY characteristics, starting from the take-off roll point, correspond to those required for the ACFT actual take-off weight and take-off conditions, take-off not from the beginning RWY is permitted by the decision of the pilot-in-command.

In all cases ACFT taxiing is carried out by the clearance of ground controller indicating the taxi route and behind the Follow-me vehicle.

1.4. PARKING INFORMATION

ACFT should taxi to the stands 37 (37A, 37B) thru 41 (41A, 41B) on taxi route K, shut down engines abeam the stand and then are set to the stands thought towing.

ACFT should taxi to the stands 28 thru 35, 59 thru 61 on TWY T, shut down engines abeam the stand and then are set to the stands thought towing.

1.5. OTHER

Birds in vicinity of APT.

Southwestern RWY shoulders can be used for emergency landing.

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2. ARRIVAL

2.1. SPEED RESTRICTION

These speeds are applied for ATC separation purposes and are MANDATORY and are to be flown as accurately as possible. ACFT unable to confirm to these speeds should inform ATC and state what speeds to be used.

2.1.1. WHILE USING RNAV STARS

- 200 KT on base leg/closing heading to final approach up to 12NM to touchdown.
- 180 KT on final approach course within 12NM to 6NM to touchdown.
- 160 KT on final approach course within 6NM to 4NM to touchdown.

2.2. COMMUNICATION FAILURE PROCEDURE

If available call +375172192531 and listen to navigation aids voice frequencies.

2.2.1. RNAV 1 APPROVED ACFT

If STAR was assigned and acknowledged by flight crew:

- continue with assigned STAR;
- set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart;
- execute approach and land.

If STAR was assigned, acknowledged by flight crew and vectoring was initiated:

- continue on assigned heading, adhering to last assigned and acknowledged altitude;
- set transponder to 7600 , in 2 minutes start descending and proceed to Initial Approach Fix (IAF) in accordance with vertical restrictions;
- execute approach and land.

If STAR was not assigned:

- continue according to flight plan;
- set transponder to 7600 and in 2 minutes start descending in accordance with vertical restrictions specified on chart;
- execute approach and land.

2.2.2. RNAV 1 NOT APPROVED ACFT

Maintain last assigned and acknowledged altitude/flight level. Set transponder to 7600. Proceed to MNS VOR/DME. Hold over MNS VOR/DME descending to altitude 4000:

- RWY 13L/R: all turns Right, 1 min, inbound course 311°.
- RWY 31L/R: all turns Left, 1 min, inbound course 131°.

Then proceed to:

- RWY 13R: TP (R 328.9°/D11.9 MNS VOR/DME) descending to 3000. Execute turn final intercept IVX LOC, approach and land.
- RWY 13L: TP (R 333.7°/D12.2 MNS VOR/DME) descending to 3000. Execute turn final intercept IMDL LOC, approach and land.
- RWY 31R: TP (R 107.2°/D12.3 MNS VOR/DME) descending to 3000. Execute turn final intercept IMN LOC, approach and land.
- RWY 31L: TP (R 110.9°/D11.9 MNS VOR/DME) descending to 3000. Execute turn final intercept IGH LOC, approach and land.

If landing is not possible:

- RWY 13L/R: climb on track 131° to 3000, turn LEFT to MNS VOR/DME and follow crew decision.
- RWY 31L/R: climb on track 311° to 3000, turn LEFT to MNS VOR/DME and follow crew decision.

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2. ARRIVAL

2.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the ACFT Flight Manual for specified ACFT type.

In case of unfavourable meteorological conditions, such as specific wind speed, cumulonimbus clouds, etc. in approach and landing sectors, noise abatement procedures during approach phase shall not be carried out.

During instrument as well as visual approach, flying below the ILS GS angle is prohibited.

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

2.4. CAT II OPERATIONS

RWY 31L is approved for CAT II operations, special aircrew and ACFT certification

required.

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3. DEPARTURE

3.1. TAXI PROCEDURES

3.1.1. ENGINE START UPS

For the engines start up ACFT are towed to the designated start up points:

- Stands 3 thru 11 on the taxi route D;
- Stands 12 thru 13 on the taxi route V;
- Stands 14 thru 17 on the taxi route R;
- Stands 37 thru 41B on the taxi route K;
- Stands 28 thru 35 and 59 thru 61 on TWY T.

3.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the ACFT Flight Manual for specified ACFT type.

Noise abatement procedures shall not be carried out:

- at the expense of the reduction of flight safety;
- in case of one of the ACFT engines failure during take-off phase;
- in case of forecasted or expected wind shear or downward gusts.

3.3. COMMUNICATION FAILURE PROCEDURE

Set transponder to 7600. If available call telephone number +375172192531. Attempt to land at the aerodrome of departure.

If unable to land at the aerodrome of departure:

Continue assigned and acknowledged SID. After reaching the last assigned flight level, continue further climb to flight plan flight level in 3 minutes.

If being vectored:

Set transponder to 7600. Continue on assigned heading and flight level for 3 minutes, then proceed direct to final SID point, climbing to flight plan flight level.

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D-ATIS
128.850
(Russian 135.850)

Apt Elev
681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach.
4. Descent planning: expect base turn normally abeam 10-15 NM final. 5. Actual descent clearance will be as directed by ATC. 6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). 7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

DAKWI 1C [DAKW1C]
LENOK 1C [LENO1C]
RAFMA 1C [RAFM1C]
RUHAL 1C [RUHA1C]
RWY 13R RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.

MHA FL100
LENOK
LENOK 1C
MHA 4000
KAZAL
MAX 200 KT
3000
MS203
DAKWI 1C, RAFMA 1C, RUHAL 1C:
MAX 200 KT
3000
MS202
MS201
SANGE
3000
UM(R)-258
(IAF)
MHA 6000
DUZIK
MS220
MS221
MS222
BIZIF
4000
MHA 4000
MS223
MAX 220 KT
5000
MS224
FL110
MS225
FL160
DAKWI
MHA FL100
POMZO
FL120
RUHAL
MHA 6000
RAFMA
GIFLI
MHA 6000
MNS VOR
MINSK-2
113.6 MNS
3000
2400
067°
143°
1965
LOST COMMS
For Lost Comms Procedure refer to 10-1P pages.

STAR	ROUTING
DAKWI 1C	DAKWI - MS225 (FL160+) - MS224 (FL110+) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS220 - MS203 (K200-; 3000+) - MS202 - MS201 - SANGE (3000).
LENOK 1C	LENOK - KAZAL (K200-; 3000+) - MS203 - MS202 - MS201 - SANGE (3000).
RAFMA 1C	RAFMA - POMZO (FL120-) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS220 - MS203 (K200-; 3000+) - MS202 - MS201 - SANGE (3000).
RUHAL 1C	RUHAL - POMZO (FL120-) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS220 - MS203 (K200-; 3000+) - MS202 - MS201 - SANGE (3000).

DAKWI 1C [DAKW1C]
LENOK 1C [LENO1C]
RAFMA 1C [RAFM1C]
RUHAL 1C [RUHA1C]
RWY 13R RNAV ARRIVALS

JEPPESEN MINSK, BELARUS
19 APR 19 (10-2) Eff 25 Apr
RNAV STAR

CHANGES: STARs withdrawn; RNAV STARs established.

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CHANGES: STARs withdrawn; RNAV STARs established.

D-ATIS
128.850
(Russian 135.850)

Apt Elev
681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

DAKWI 1D [DAKW1D]
DAKWI 1K [DAKW1K]
LENOK 1D [LENO1D]
RAFMA 1D [RAFM1D]
RUHAL 1D [RUHA1D]
RWY 31L RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.

LENOK
MHA FL100
145° 325°
139° LENOK 1D 12.9
MS432 FL170
134° 17.9
MHA 6000 1.5 Min 167° 347°
❶ DUZIK
BIZIF
131° 11.6
MS431 FL90
9.3
MS427 6000
5.0 221°
MS224 MAX 220 KT 5000
131° 5.5
KAFTU 4000
4.0
MS422
4.0
MS421
❷ MS401 DAKWI 1D: MAX 200 KT 3000
221° 7.5
NOZBA MAX 200 KT 3000
311° 4.0
DAKWI 1K 18.1
327° 278°
DELON
DAKWI 1D, 1K 14.9
348°
DAKWI
145° 325°
MHA FL100

RUHAL
237°
RUHAL 1D 20.0
RAFMA
RAFMA 1D 23.1
264°
RIWEN FL90
MHA 6000
057°
9.1 237°

MNS VOR
143°
067°
2400
3000
UM(R)-258
1965
MINSK-2
113.6 MNS

MS403 MAX 220 KT 6000
(IAF) KIWUL 3000
131° 7.5
MS411
041° 7.5
MHA 4000
311° 7.5
LOZON 4000
4.0 304°
MS402
041° 7.5
16.5 313°
MS412
DAKWI 1D 19.7

MHA 6000
092° 1.5 Min 272°
❶ GIFLI

HOLDING OVER KAFTU
MHA 4000
131° 311°

HOLDING OVER NOZBA
MHA 4000
131° 311°

LOST COMMS For Lost Comms Procedure refer to 10-1P pages.

STAR	ROUTING
DAKWI 1D	DAKWI - DELON - MS412 - MS411 - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - KIWUL (3000).
DAKWI 1K	DAKWI - DELON - NOZBA (K200-; 3000+) - MS401 - KIWUL (3000).
LENOK 1D	LENOK - MS432 (FL170+) - BIZIF - MS431 (FL90+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS401 - KIWUL (3000).
RAFMA 1D	RAFMA - RIWEN (FL90-) - MS427 (6000+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS401 - KIWUL (3000).
RUHAL 1D	RUHAL - RIWEN (FL90-) - MS427 (6000+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS401 - KIWUL (3000).

UMMS/MSQ
MINSK-2

JEPPESEN
19 APR 19 (10-2A)
Eff 25 Apr

MINSK, BELARUS
RNAV STAR

DAKWI 1D [DAKW1D]
DAKWI 1K [DAKW1K]
LENOK 1D [LENO1D]
RAFMA 1D [RAFM1D]
RUHAL 1D [RUHA1D]
RWY 31L RNAV ARRIVALS

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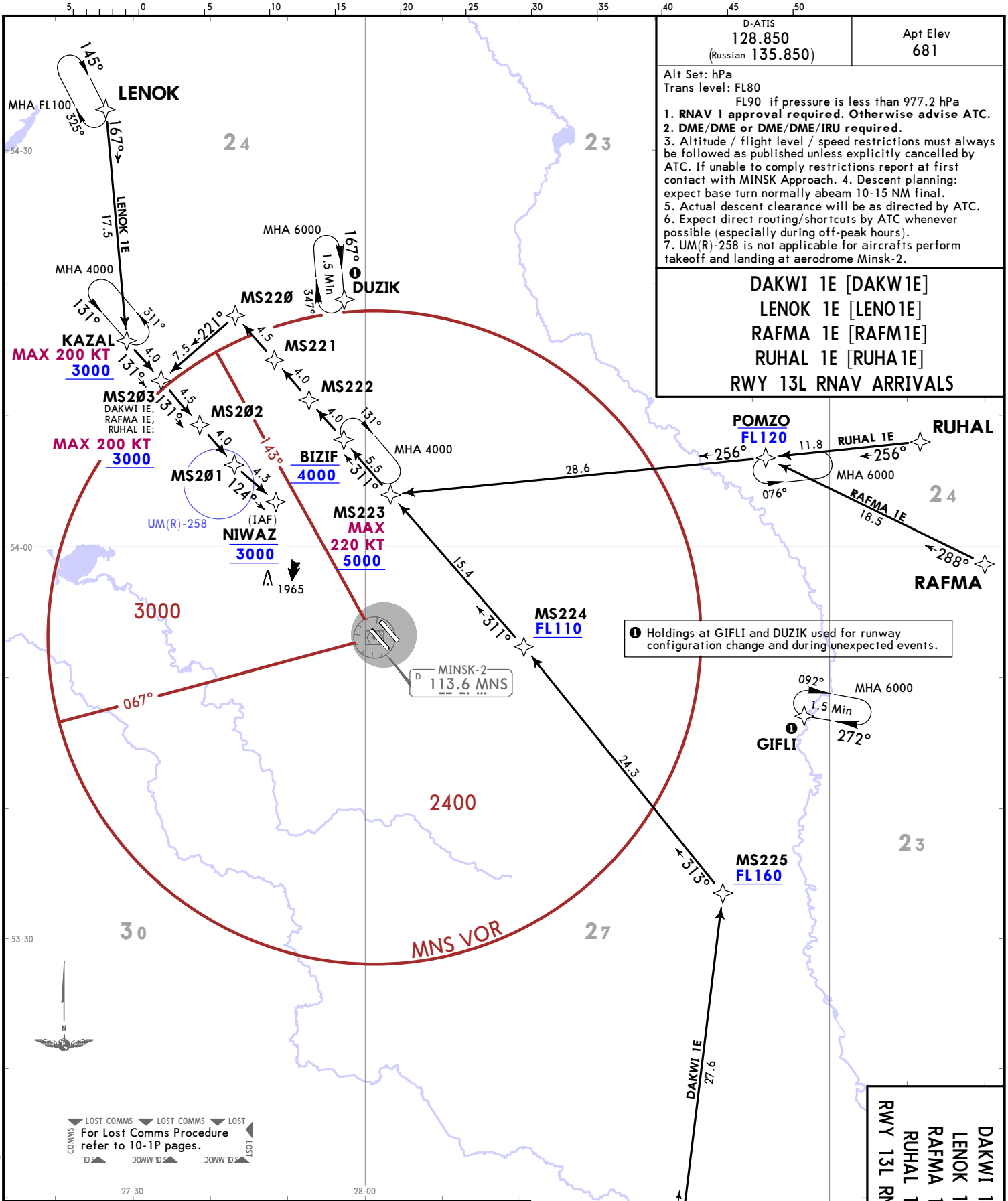
D-ATIS
128.850
(Russian 135.850)

Apt Elev
681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

DAKWI 1E [DAKW1E]
LENOK 1E [LENO1E]
RAFMA 1E [RAFM1E]
RUHAL 1E [RUHA1E]
RWY 13L RNAV ARRIVALS



STAR	ROUTING
DAKWI 1E	DAKWI - MS225 (FL160+) - MS224 (FL110+) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS22Ø - MS2Ø3 (K200-; 3000+) - MS2Ø2 - MS2Ø1 - NIWAZ (3000).
LENOK 1E	LENOK - KAZAL (K200-; 3000+) - MS2Ø3 - MS2Ø2 - MS2Ø1 - NIWAZ (3000).
RAFMA 1E	RAFMA - POMZO (FL120-) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS22Ø - MS2Ø3 (K200-; 3000+)- MS2Ø2 - MS2Ø1 - NIWAZ (3000).
RUHAL 1E	RUHAL - POMZO (FL120-) - MS223 (K220-; 5000+) - BIZIF (4000) - MS222 - MS221 - MS22Ø - MS2Ø3 (K200-; 3000+)- MS2Ø2 - MS2Ø1 - NIWAZ (3000).

DAKWI 1E [DAKW1E]
LENOK 1E [LENO1E]
RAFMA 1E [RAFM1E]
RUHAL 1E [RUHA1E]
RWY 13L RNAV ARRIVALS

JEPPESEN MINSK, BELARUS
19 APR 19 (10-2B)
Eff 25 Apr
RNAV STAR

CHANGES: STARs withdrawn, RNAV STARs established.
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CHANGES: STARs withdrawn; RNAV STARs established.

D-ATIS
128.850
(Russian 135.850)

Apt Elev
681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

DAKWI 1H [DAKW1H]
DAKWI 1J [DAKW1J]
LENOK 1H [LENO1H]
RAFMA 1H [RAFM1H]
RUHAL 1H [RUHA1H]
RWY 31R RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.

LENOK
MHA FL100
145°
325°
139°
LENOK 1H
12.9
MS432
FL170
134°
MHA 6000
167°
1.5 Min
347°
❶ DUZIK
17.9
BIZIF
131°
11.6
MS431
FL90
131°
9.3
MS427
6000
5.0
221°
MS224
MAX 220 KT
5000
131°
5.5
H KAFTU
4000
4.0
MS422
4.0
MS421
❷ MS4Ø1
DAKWI 1H:
MAX
200 KT
3000
H NOZBA
MAX 200 KT
3000
7.5
221°
311°
4.0
4.2
317°
❷
LOZON
4000
7.5
041°
4.0
MS4Ø2
131°
7.5
311°
4.0
MS4Ø3
MAX 220 KT
6000
7.5
041°
MS411
MHA 4000
16.5
313°
MS412
DAKWI 1J
18.1
327°
DAKWI 1H
19.7
278°
DELON
DAKWI 1H, 1J
14.9
348°
DAKWI
MHA FL100
145°
325°
RUHAL
237°
RUHAL 1H
20.0
MHA 6000
RAFMA 1H
23.1
RAFMA
264°
9.1
237°
057°
RIWEN
FL90
MHA 6000
092°
1.5 Min
272°
GIFLI
MINSK-2
D 113.6 MNS
MNS VOR
143°
067°
3000
2400
UM(R)-258
1965
(IAF)
LAWEK
3000
2 4
2 3
2 4
2 3
2 7
3 0
54-30
54-00
53-30
27-30
28-00
28-30
29-00

LOST COMMS
For Lost Comms Procedure refer to 10-1P pages.

STAR	ROUTING
DAKWI 1H	DAKWI - DELON - MS412 - MS411 - MS4Ø3 (K220-; 6000+) - LOZON (4000) - MS4Ø2 - MS4Ø1 (K200-; 3000+) - LAWEK (3000).
DAKWI 1J	DAKWI - DELON - NOZBA (K200-; 3000+) - MS4Ø1 - LAWEK (3000).
LENOK 1H	LENOK - MS432 (FL170+) - BIZIF - MS431 (FL90+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS4Ø1 - LAWEK (3000).
RAFMA 1H	RAFMA - RIWEN (FL90-) - MS427 (6000+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS4Ø1 - LAWEK (3000).
RUHAL 1H	RUHAL - RIWEN (FL90-) - MS427 (6000+) - MS224 (K220-; 5000+) - KAFTU (4000) - MS422 - MS421 - NOZBA (K200-; 3000+) - MS4Ø1 - LAWEK (3000).

HOLDING OVER KAFTU
MHA 4000
131°
311°

HOLDING OVER NOZBA
131°
311°
MHA 4000

DAKWI 1H [DAKW1H]
DAKWI 1J [DAKW1J]
LENOK 1H [LENO1H]
RAFMA 1H [RAFM1H]
RUHAL 1H [RUHA1H]
RWY 31R RNAV ARRIVALS

UMMS/MSQ
MINSK-2

JEPPESEN
19 APR 19 (10-2C) Eff 25 Apr

MINSK, BELARUS
RNAV STAR

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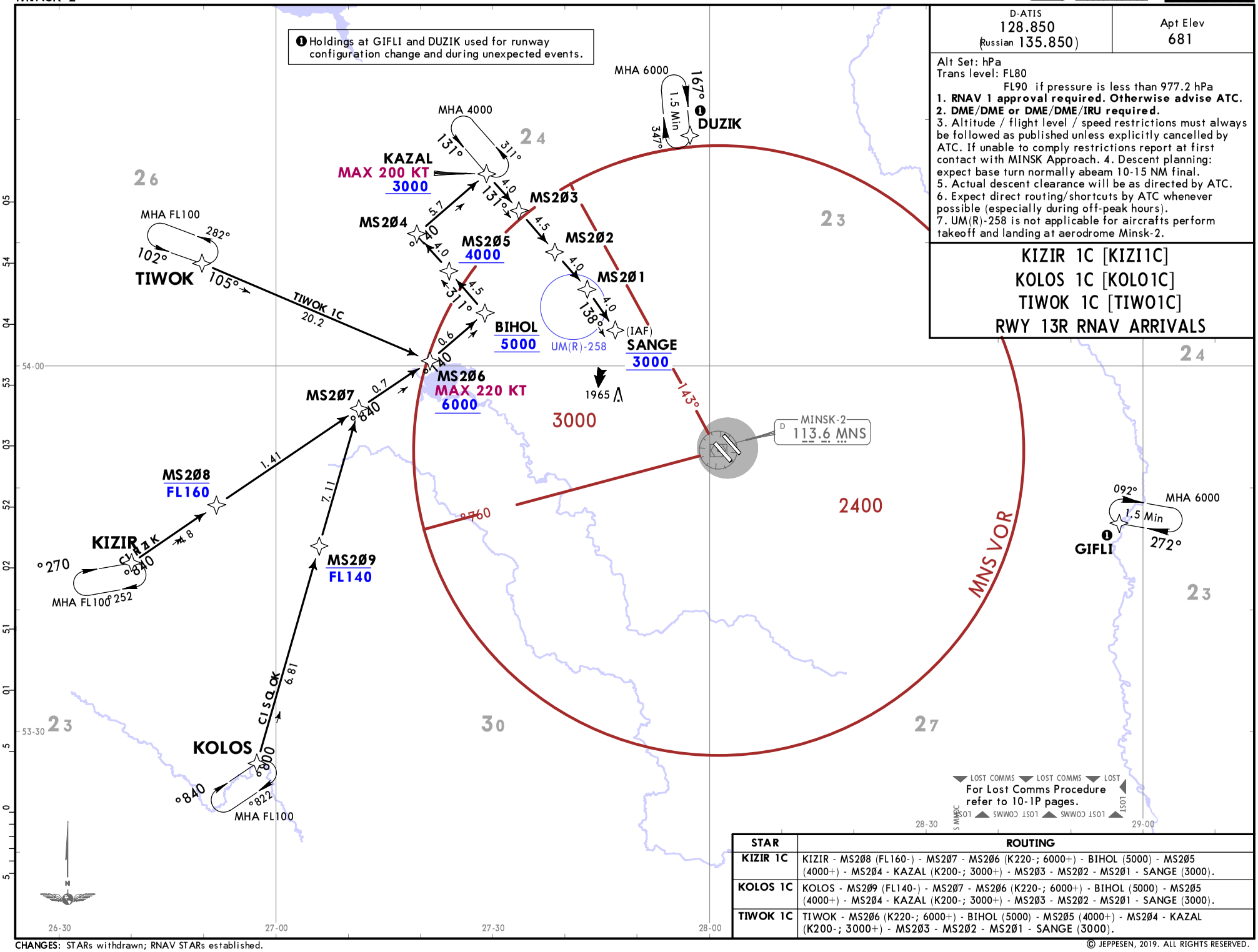
JEPPESEN MINSK, BELARUS
19 APR 19 (10-2D) Eff 25 Apr RNAV STAR



D-ATIS	Apt Elev
128.850 (Russian 135.850)	681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa

1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

KIZIR 1C [KIZI1C]
KOLOS 1C [KOLO1C]
TIWOK 1C [TIWO1C]
RWY 13R RNAV ARRIVALS

STAR	ROUTING
KIZIR 1C	KIZIR - MS2Ø8 (FL160-) - MS2Ø7 - MS2Ø6 (K220-; 6000+) - BIHOL (5000) - MS2Ø5 (4000+) - MS2Ø4 - KAZAL (K200-; 3000+) - MS2Ø3 - MS2Ø2 - MS2Ø1 - SANGE (3000).
KOLOS 1C	KOLOS - MS2Ø9 (FL140-) - MS2Ø7 - MS2Ø6 (K220-; 6000+) - BIHOL (5000) - MS2Ø5 (4000+) - MS2Ø4 - KAZAL (K200-; 3000+) - MS2Ø3 - MS2Ø2 - MS2Ø1 - SANGE (3000).
TIWOK 1C	TIWOK - MS2Ø6 (K220-; 6000+) - BIHOL (5000) - MS2Ø5 (4000+) - MS2Ø4 - KAZAL (K200-; 3000+) - MS2Ø3 - MS2Ø2 - MS2Ø1 - SANGE (3000).

CHANGES: STARs withdrawn; RNAV STARs established.

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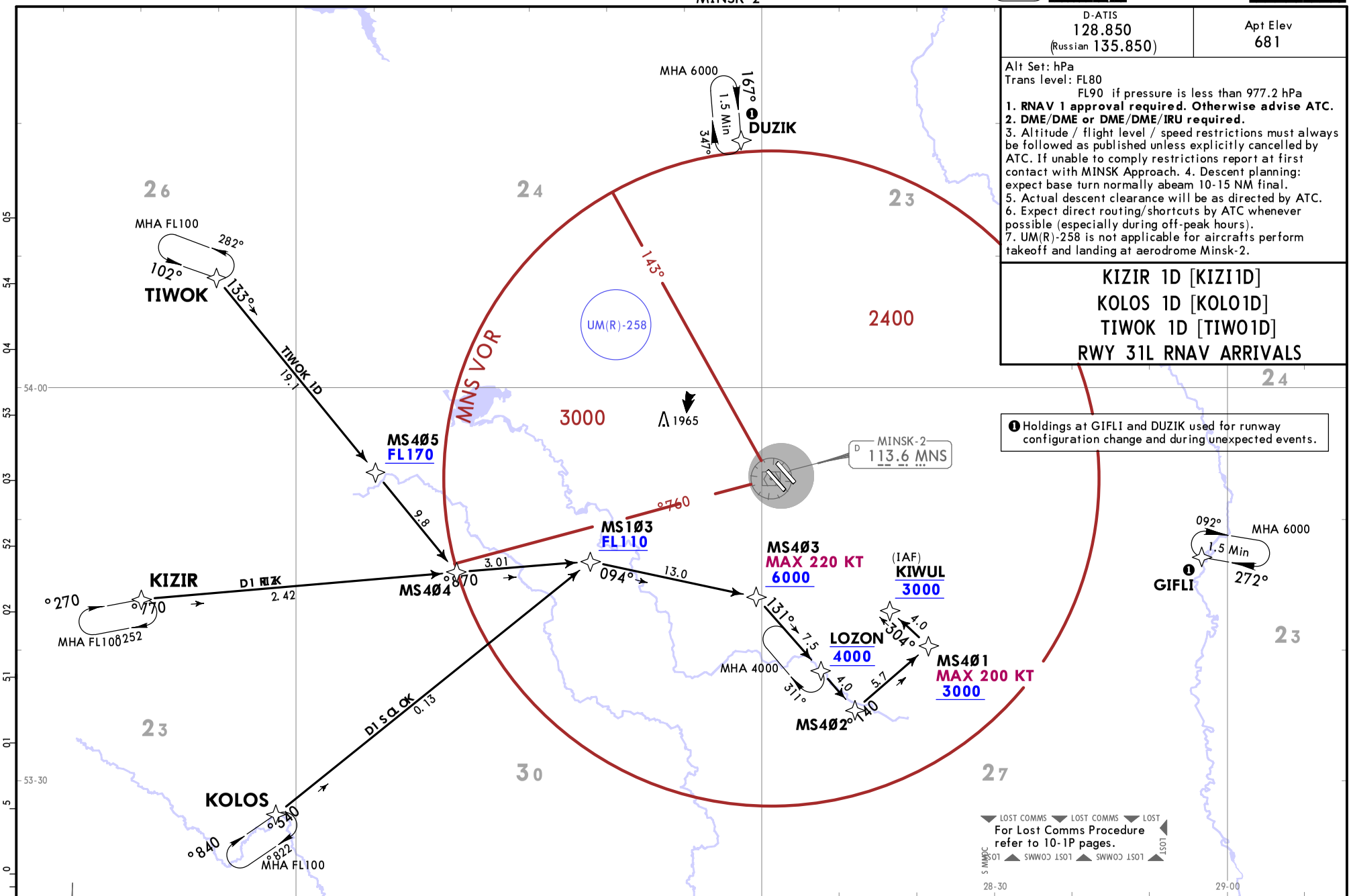
D-ATIS	Apt Elev
128.850 (Russian 135.850)	681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

KIZIR 1D [KIZI1D]
KOLOS 1D [KOLO1D]
TIWOK 1D [TIWO1D]
RWY 31L RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.



STAR	ROUTING
KIZIR 1D	KIZIR - MS404 - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - KIWUL (3000).
KOLOS 1D	KOLOS - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - KIWUL (3000).
TIWOK 1D	TIWOK - MS405 (FL170+) - MS404 - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - KIWUL (3000).

CHANGES: STARs withdrawn; RNAV STARs established.

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JEPPESEN
19 APR 19 (10-2F) Eff 25 Apr

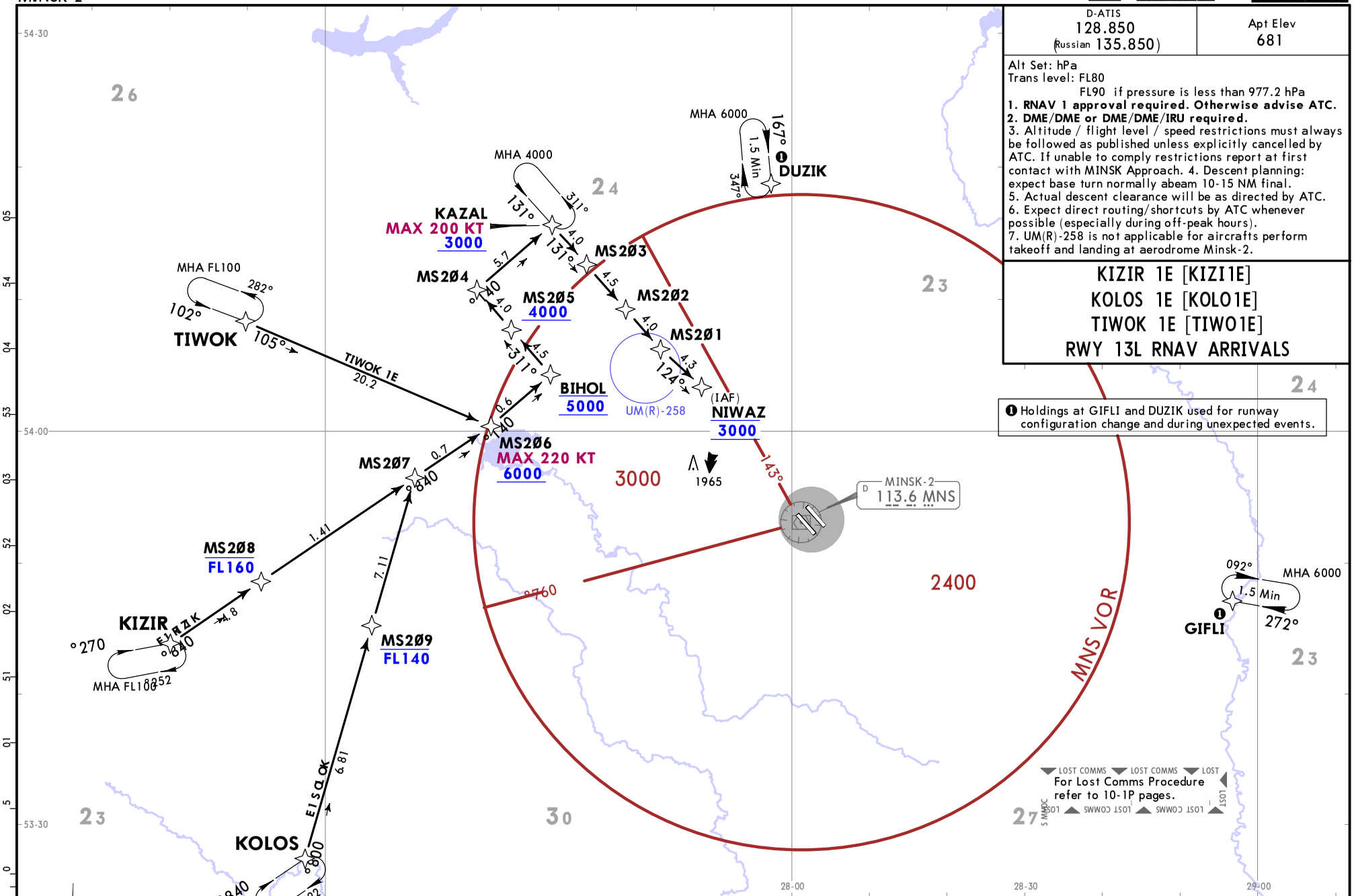
MINSK, BELARUS
RNAV STAR

D-ATIS	Apt Elev
128.850 (Russian 135.850)	681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

KIZIR 1E [KIZI1E]
KOLOS 1E [KOLO1E]
TIWOK 1E [TIWO1E]
RWY 13L RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.



STAR	ROUTING
KIZIR 1E	KIZIR - MS208 (FL160-) - MS207 - MS206 (K220-; 6000+) - BIHOL (5000) - MS205 (4000+) - MS204 - KAZAL (K200-; 3000+) - MS203 - MS202 - MS201 - NIWAZ (3000).
KOLOS 1E	KOLOS - MS209 (FL140-) - MS207 - MS206 (K220-; 6000+) - BIHOL (5000) - MS205 (4000+) - MS204 - KAZAL (K200-; 3000+) - MS203 - MS202 - MS201 - NIWAZ (3000).
TIWOK 1E	TIWOK - MS206 (K220-; 6000+) - BIHOL (5000) - MS205 (4000+) - MS204 - KAZAL (K200-; 3000+) - MS203 - MS202 - MS201 - NIWAZ (3000).

CHANGES: New chart.

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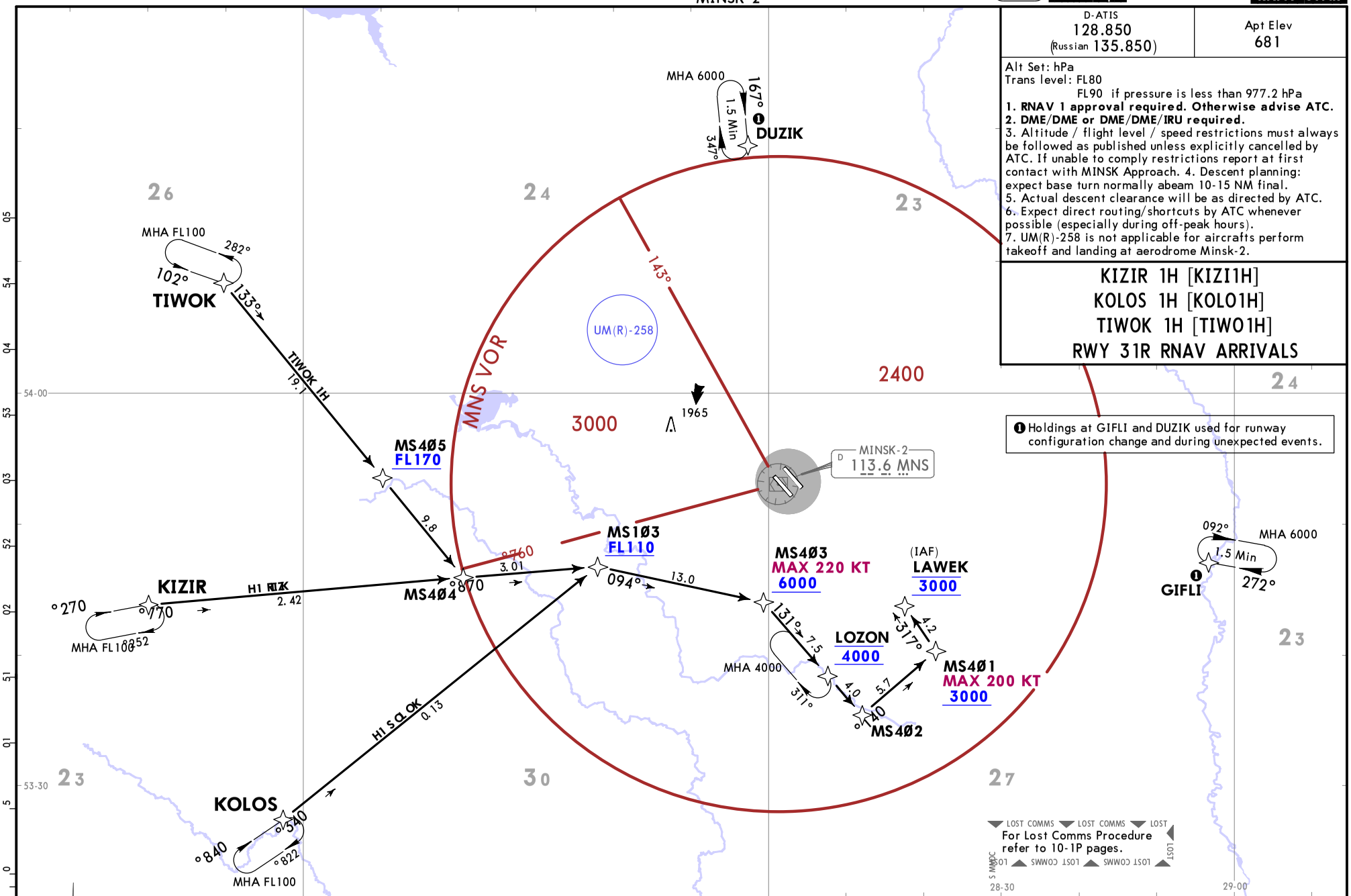
D-ATIS	Apt Elev
128.850 (Russian 135.850)	681

Alt Set: hPa
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 4. Descent planning: expect base turn normally abeam 10-15 NM final.
5. Actual descent clearance will be as directed by ATC.
6. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
7. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

KIZIR 1H [KIZI1H]
KOLOS 1H [KOLO1H]
TIWOK 1H [TIWO1H]
RWY 31R RNAV ARRIVALS

❶ Holdings at GIFLI and DUZIK used for runway configuration change and during unexpected events.



STAR	ROUTING
KIZIR 1H	KIZIR - MS404 - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - LAWEK (3000).
KOLOS 1H	KOLOS - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - LAWEK (3000).
TIWOK 1H	TIWOK - MS405 (FL170+) - MS404 - MS103 (FL110+) - MS403 (K220-; 6000+) - LOZON (4000) - MS402 - MS401 (K200-; 3000+) - LAWEK (3000).

CHANGES: New chart.

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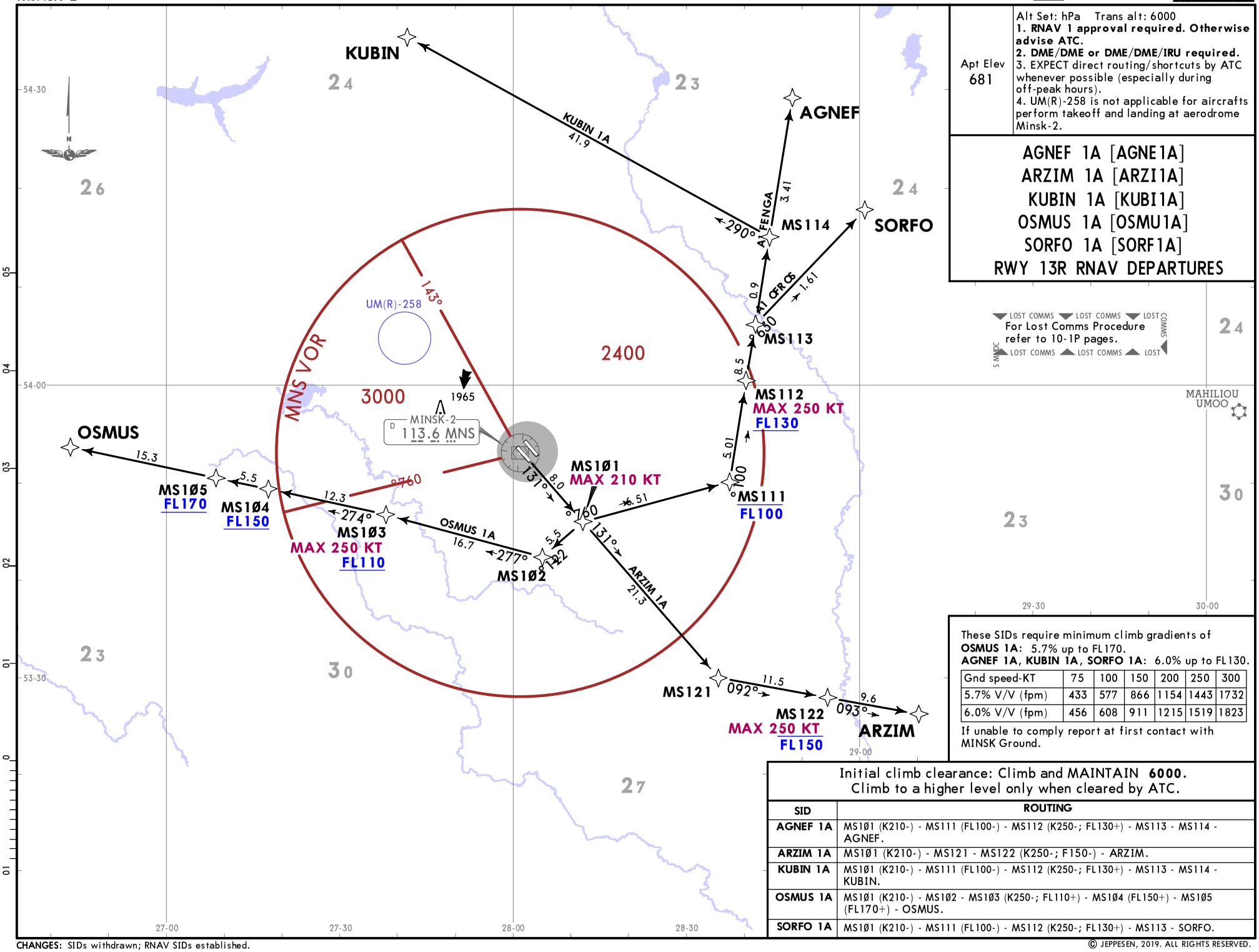
Alt Set: hPa Trans alt: 6000
1. RNAV 1 approval required. Otherwise advise ATC.
2. DME/DME or DME/DME/IRU required.
3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
4. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

Apt Elev 681

AGNEF 1A [AGNE1A]
ARZIM 1A [ARZI1A]
KUBIN 1A [KUBI1A]
OSMUS 1A [OSMU1A]
SORFO 1A [SORF1A]
RWY 13R RNAV DEPARTURES



These SIDs require minimum climb gradients of
OSMUS 1A: 5.7% up to FL170.
AGNEF 1A, KUBIN 1A, SORFO 1A: 6.0% up to FL130.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply report at first contact with MINSK Ground.

Initial climb clearance: Climb and MAINTAIN **6000**.
Climb to a higher level only when cleared by ATC.

SID	ROUTING
AGNEF 1A	MS101 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 - AGNEF.
ARZIM 1A	MS101 (K210-) - MS121 - MS122 (K250-; F150-) - ARZIM.
KUBIN 1A	MS101 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 - KUBIN.
OSMUS 1A	MS101 (K210-) - MS102 - MS103 (K250-; FL110+) - MS104 (FL150+) - MS105 (FL170+) - OSMUS.
SORFO 1A	MS101 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - SORFO.

CHANGES: SIDs withdrawn; RNAV SIDs established.

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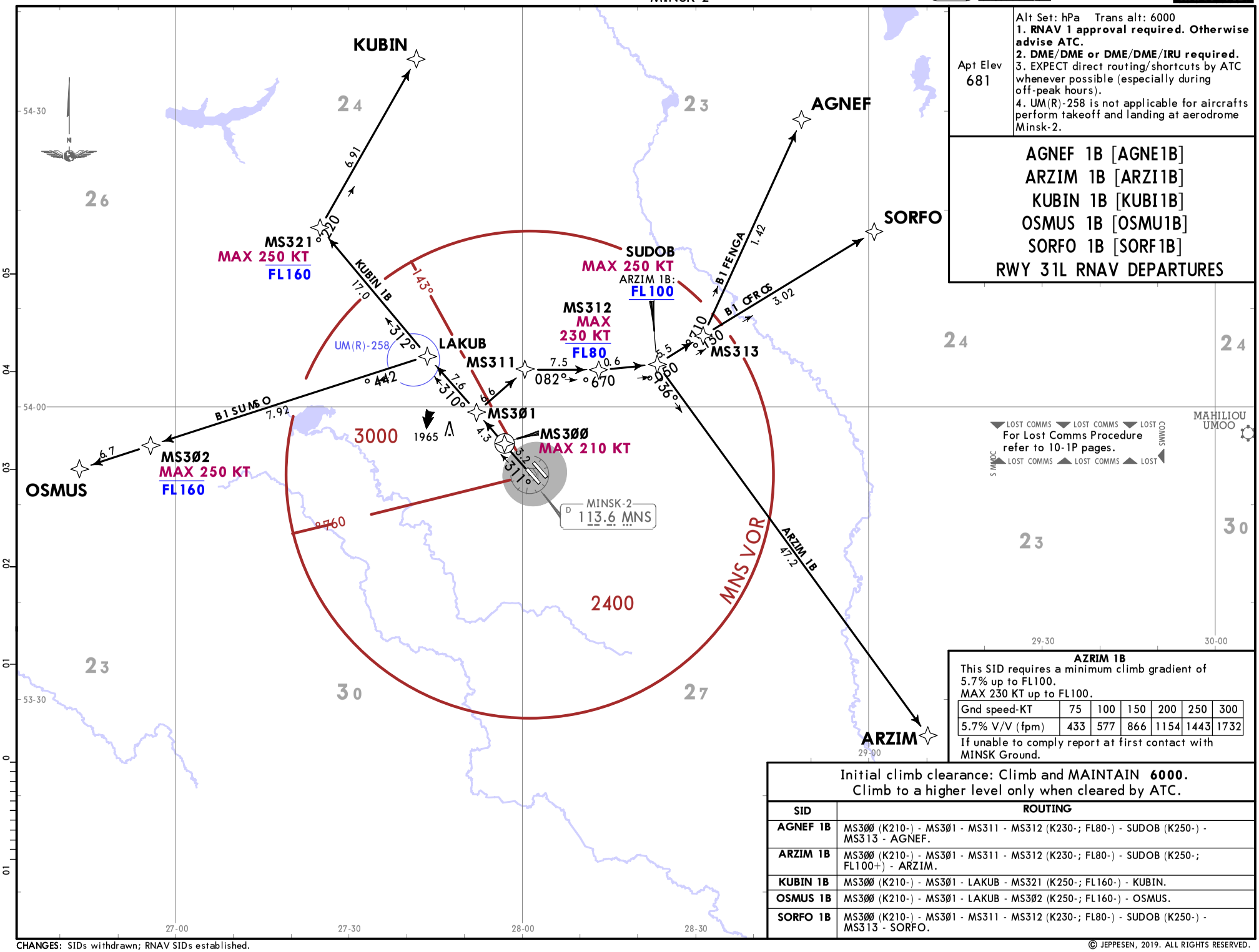
Apt Elev 681	Alt Set: hPa Trans alt: 6000 **1. RNAV 1 approval required. Otherwise advise ATC.** **2. DME/DME or DME/DME/IRU required.** 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). 4. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

AGNEF 1B [AGNE1B]
ARZIM 1B [ARZI1B]
KUBIN 1B [KUBI1B]
OSMUS 1B [OSMU1B]
SORFO 1B [SORF1B]
RWY 31L RNAV DEPARTURES



AZRIM 1B

This SID requires a minimum climb gradient of 5.7% up to FL100.
MAX 230 KT up to FL100.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply report at first contact with MINSK Ground.

Initial climb clearance: Climb and MAINTAIN **6000**.
Climb to a higher level only when cleared by ATC.

SID	ROUTING
AGNEF 1B	MS300 (K210-) - MS301 - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - MS313 - AGNEF.
ARZIM 1B	MS300 (K210-) - MS301 - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-; FL100+) - ARZIM.
KUBIN 1B	MS300 (K210-) - MS301 - LAKUB - MS321 (K250-; FL160-) - KUBIN.
OSMUS 1B	MS300 (K210-) - MS301 - LAKUB - MS302 (K250-; FL160-) - OSMUS.
SORFO 1B	MS300 (K210-) - MS301 - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - MS313 - SORFO.

CHANGES: SIDs withdrawn; RNAV SIDs established.

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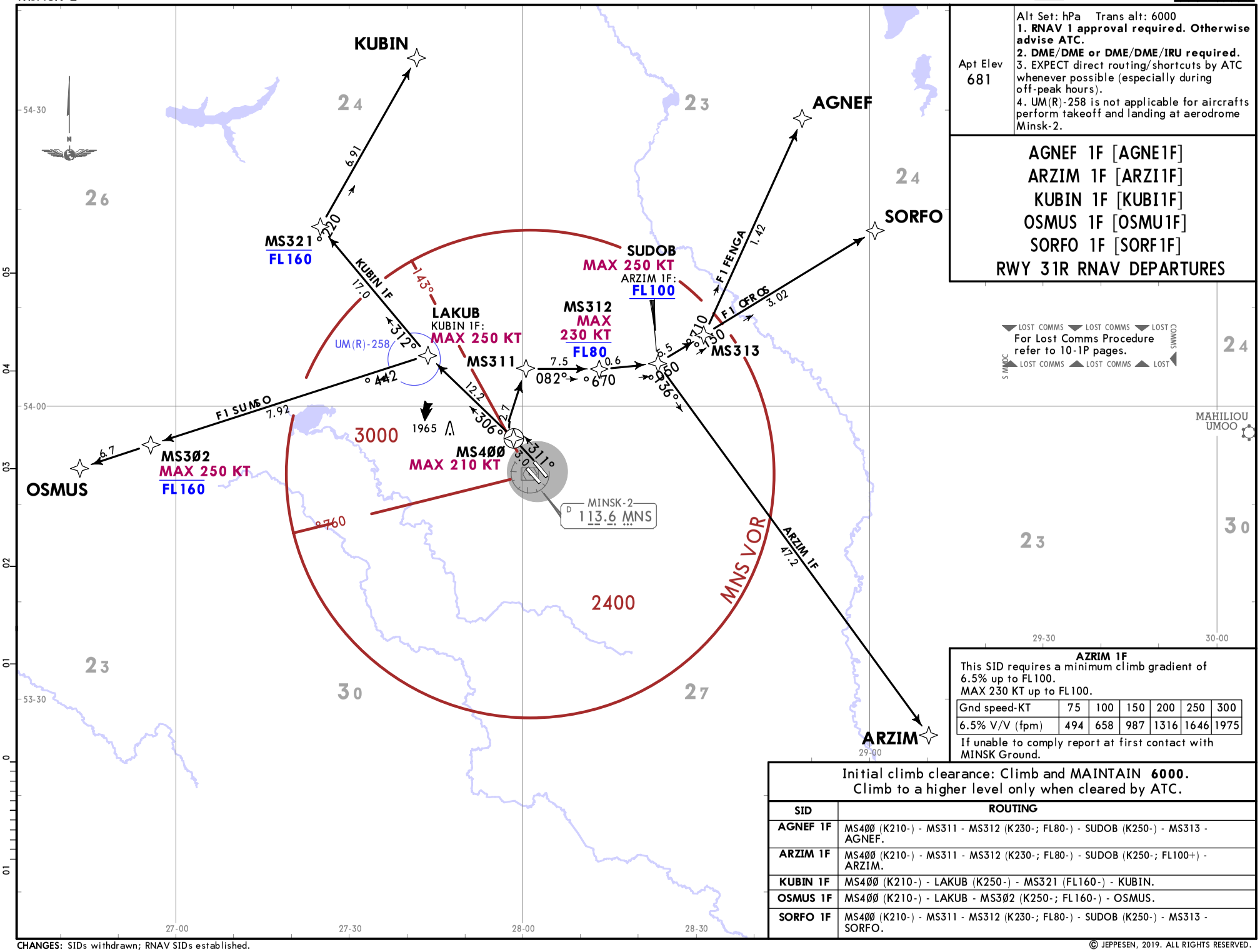

Apt Elev 681	Alt Set: hPa Trans alt: 6000 **1. RNAV 1 approval required. Otherwise advise ATC.** **2. DME/DME or DME/DME/IRU required.** 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). 4. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

AGNEF 1F [AGNE1F]
ARZIM 1F [ARZI1F]
KUBIN 1F [KUBI1F]
OSMUS 1F [OSMU1F]
SORFO 1F [SORF1F]
RWY 31R RNAV DEPARTURES

AZRIM 1F

This SID requires a minimum climb gradient of 6.5% up to FL100.
MAX 230 KT up to FL100.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply report at first contact with MINSK Ground.

Initial climb clearance: Climb and MAINTAIN **6000**.
Climb to a higher level only when cleared by ATC.

SID	ROUTING
AGNEF 1F	MS400 (K210-) - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - MS313 - AGNEF.
ARZIM 1F	MS400 (K210-) - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-; FL100+) - ARZIM.
KUBIN 1F	MS400 (K210-) - LAKUB (K250-) - MS321 (FL160-) - KUBIN.
OSMUS 1F	MS400 (K210-) - LAKUB - MS302 (K250-; FL160-) - OSMUS.
SORFO 1F	MS400 (K210-) - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - MS313 - SORFO.

CHANGES: SIDs withdrawn; RNAV SIDs established.

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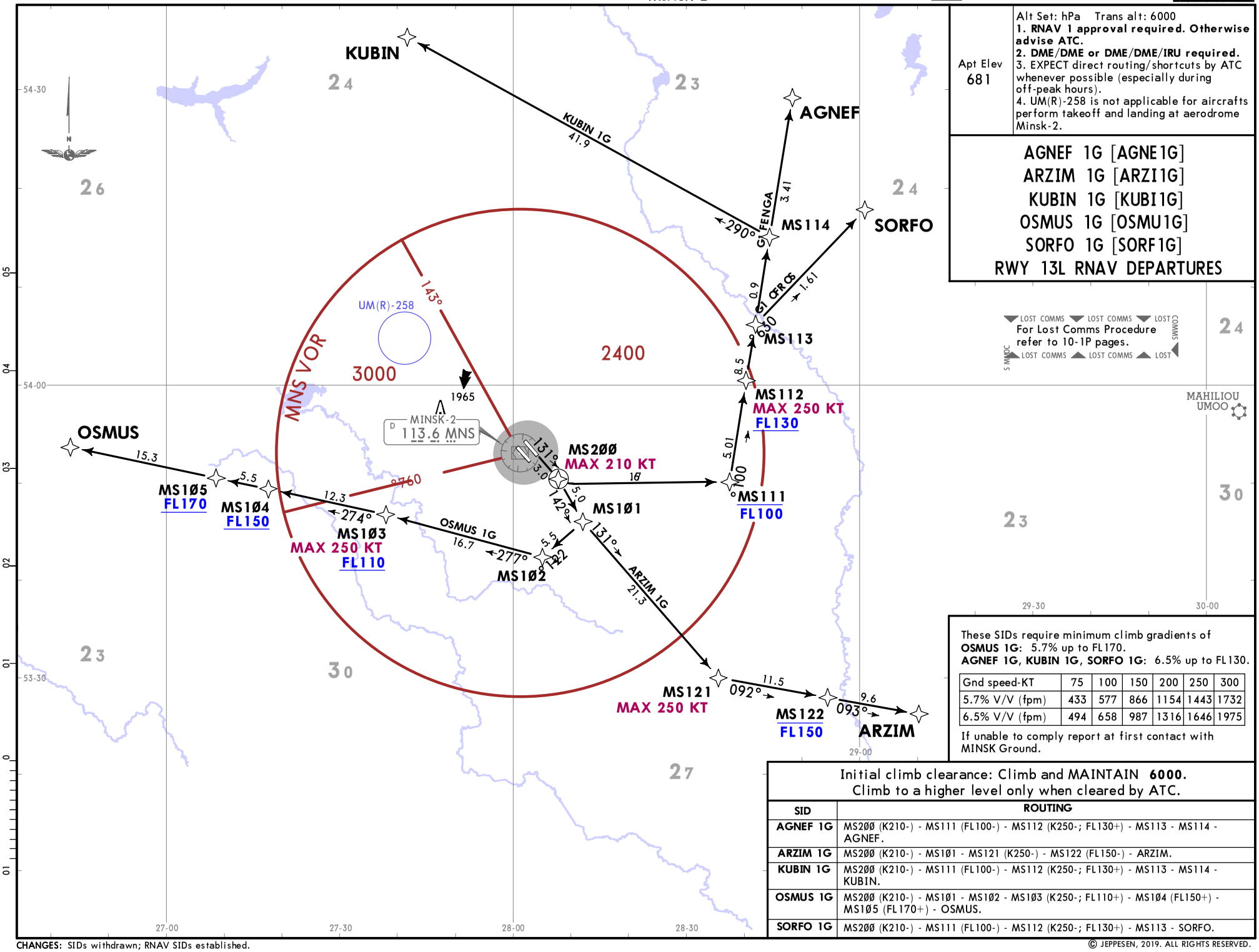
Apt Elev 681	Alt Set: hPa Trans alt: 6000 **1. RNAV 1 approval required. Otherwise advise ATC.** **2. DME/DME or DME/DME/IRU required.** 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). 4. UM(R)-258 is not applicable for aircrafts perform takeoff and landing at aerodrome Minsk-2.

AGNEF 1G [AGNE1G]
ARZIM 1G [ARZI1G]
KUBIN 1G [KUBI1G]
OSMUS 1G [OSMU1G]
SORFO 1G [SORF1G]
RWY 13L RNAV DEPARTURES



These SIDs require minimum climb gradients of
OSMUS 1G: 5.7% up to FL170.
AGNEF 1G, KUBIN 1G, SORFO 1G: 6.5% up to FL130.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply report at first contact with MINSK Ground.

Initial climb clearance: Climb and MAINTAIN **6000.**
Climb to a higher level only when cleared by ATC.

SID	ROUTING
AGNEF 1G	MS200 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 - AGNEF.
ARZIM 1G	MS200 (K210-) - MS101 - MS121 (K250-) - MS122 (FL150-) - ARZIM.
KUBIN 1G	MS200 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 - KUBIN.
OSMUS 1G	MS200 (K210-) - MS101 - MS102 - MS103 (K250-; FL110+) - MS104 (FL150+) - MS105 (FL170+) - OSMUS.
SORFO 1G	MS200 (K210-) - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - SORFO.

CHANGES: SIDs withdrawn; RNAV SIDs established.

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UMMS/MSQ

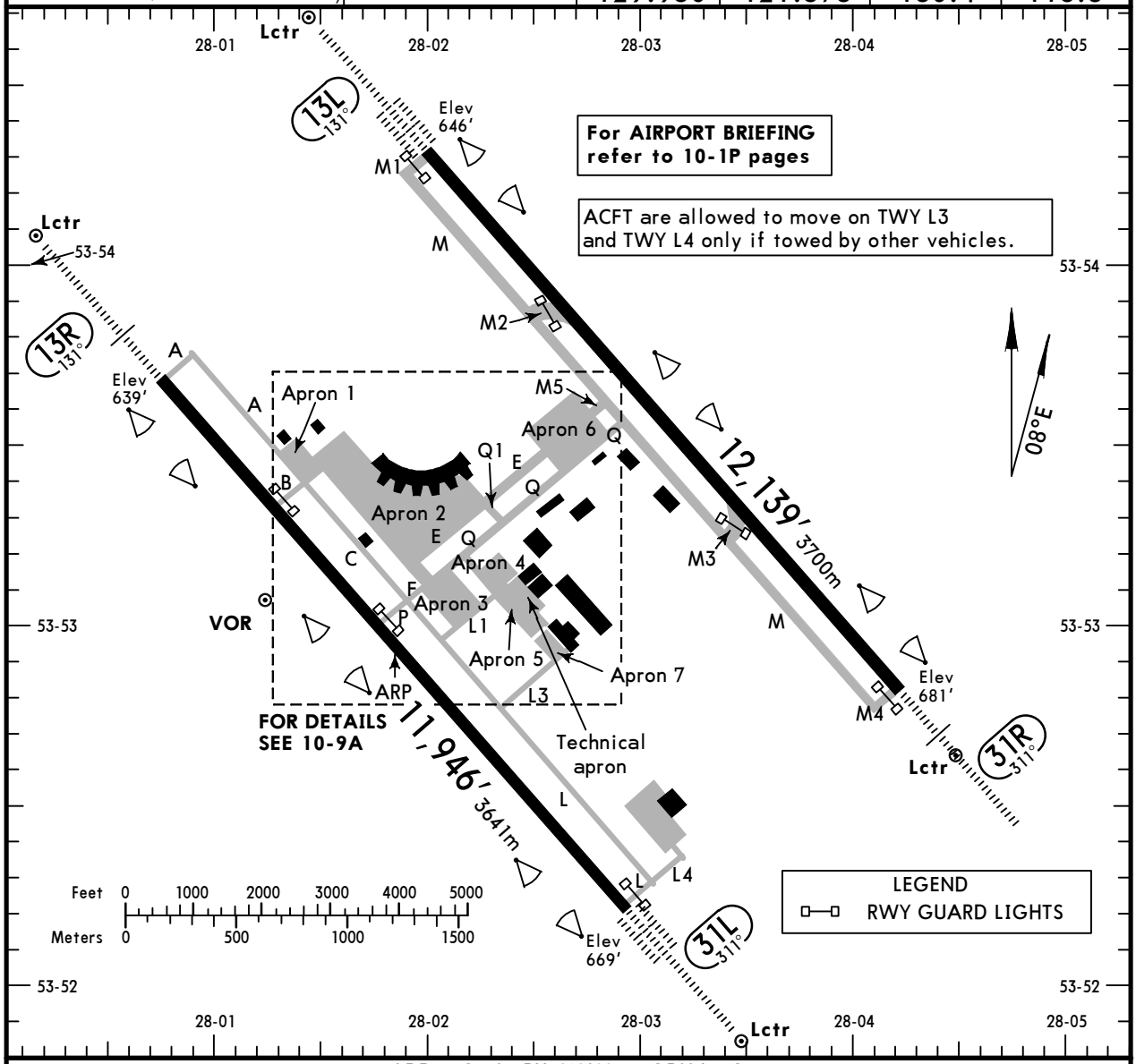
Apt Elev **681′**
N53 52.9 E028 01.8

JEPPESEN
19 APR 19 (10-9) **Eff 25 Apr**

MINSK, BELARUS

MINSK-2

D-ATIS	Data Comm D-ATIS DCL	Ground 1 Rwy 13R/31L	Ground 2 Rwy 13L/31R	Tower Rwy 13L/31R	Tower Rwy 13R/31L
128.850 (Russian 135.850)		129.950	121.575	130.4	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13R	HIRL (60m) CL (15m) HIALS PAPI-L ❶ RVR		10,974′ 3345m	❷	197′ 60m
31L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ❶ RVR		10,852′ 3308m		

❶ angle 3.0°.
❷ TAKE-OFF RUN AVAILABLE

RWY 13R:
From rwy head 11,946′ (3641m)
twy B int 8934′ (2723m)
twy P int 6040′ (1841m)

RWY 31L:
From rwy head 11,946′ (3641m)
twy P int 5906′ (1800m)
twy B int 3012′ (918m)

13L	HIRL (60m) CL (15m) HIALS-III TDZ PAPI-L ❸ ❹ RVR		11,167′ 3404m	❺	197′ 60m
31R	HIRL (60m) CL (15m) HIALS PAPI-L ❸ HSTIL-M2 RVR		11,106′ 3385m		

❸ angle 3.0°. ❹ HSTIL-M3
❺ RWY 13L:
From rwy head 12,139′ (3700m)
twy M2 int 8350′ (2545m)

RWY 31R:
From rwy head 12,139′ (3700m)
twy M3 int 8350′ (2545m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RL & CL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m (150m)	400m	500m
B			
C			
D	250m (200m)		

CHANGES: Comms. New Rwy, Aprons, Twy.

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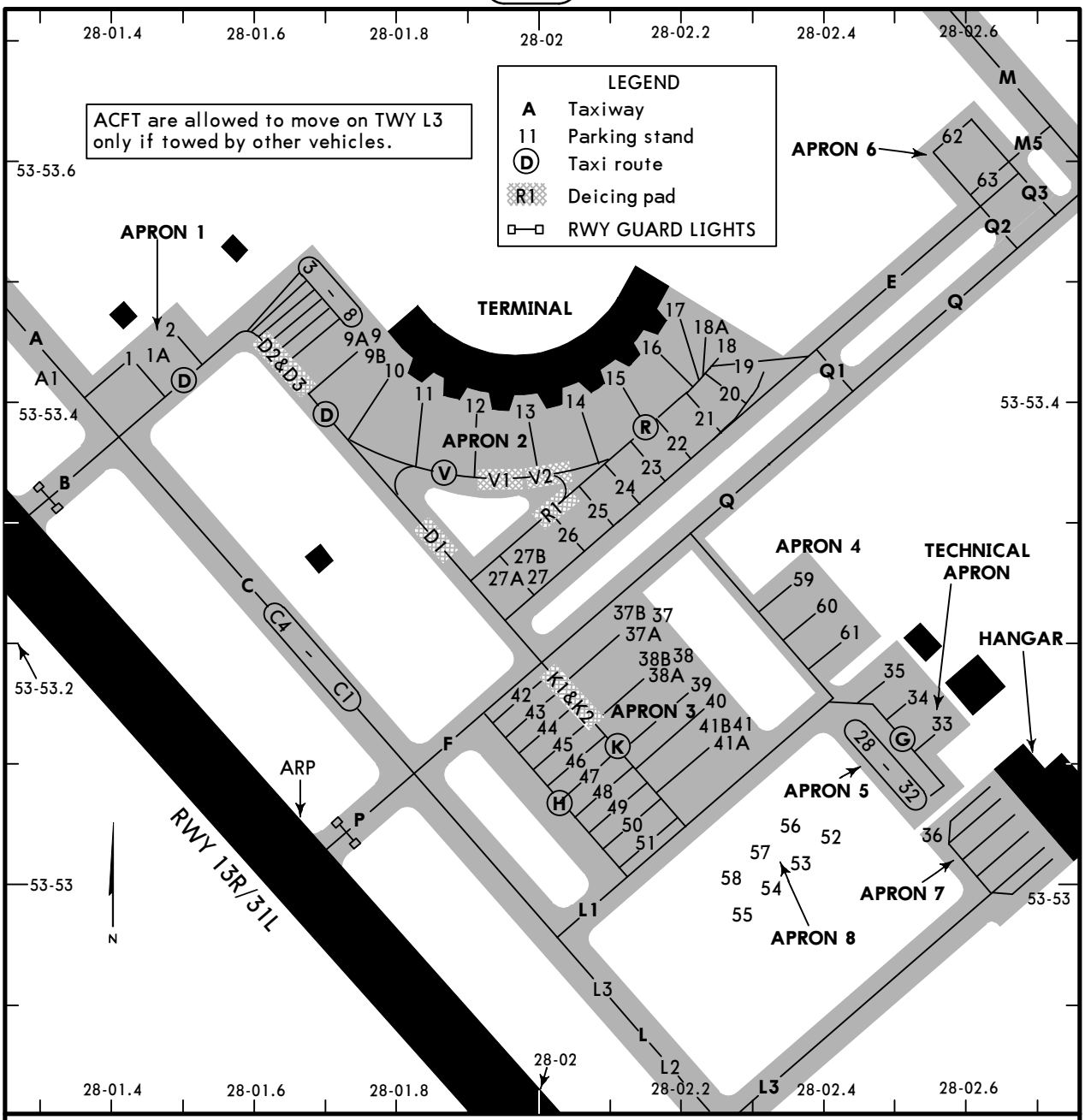

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 53.4 E028 01.5	39, 40	N53 53.0 E028 02.3
3	N53 53.5 E028 01.7	41 thru 41B	N53 53.0 E028 02.4
4, 5	N53 53.5 E028 01.7	42	N53 53.1 E028 02.1
6	N53 53.4 E028 01.7	43, 44	N53 53.0 E028 02.1
7 thru 9	N53 53.4 E028 01.8	45 thru 47	N53 53.0 E028 02.2
10	N53 53.4 E028 01.9	48	N53 53.0 E028 02.3
11, 12	N53 53.3 E028 01.9	49 thru 51	N53 52.9 E028 02.3
13, 14	N53 53.3 E028 02.0	52,53	N53 53.0 E028 02.4
15	N53 53.3 E028 02.1	54,55	N53 52.9 E028 02.3
16	N53 53.4 E028 02.1	56	N53 52.9 E028 02.4
17, 18	N53 53.4 E028 02.2	57,58	N53 53.0 E028 02.3
19	N53 53.4 E028 02.3	59 thru 61	N53 53.1 E028 02.4
20	N53 53.3 E028 02.3	62,63	N53 53.6 E028 02.6
21 thru 24	N53 53.3 E028 02.2		
25	N53 53.3 E028 02.1		
26	N53 53.2 E028 02.1		
27	N53 53.2 E028 02.0		
37 thru 38	N53 53.1 E028 02.2		
38A	N53 53.0 E028 02.3		
38B	N53 53.1 E028 02.2		

CHANGES: New Aprons and Twys. New parking stands.

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STRAIGHT-IN RWY		A	B	C	D
13L	ILS FULL TDZ or CL out ALS out	**846**′(200′) **R550m** ❶R550m R1200m	**848**′(202′) **R550m** ❶R550m R1200m	**859**′(213′) **R550m** ❶R550m R1200m	**869**′(223′) **R550m** ❶R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
13R	ILS FULL ALS out	**839**′(200′) ❶**R550m** R1200m	**849**′(210′) ❶**R550m** R1200m	**857**′(218′) ❶**R550m** R1200m	**868**′(229′) ❶**R550m** R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷NDB ALS out	**1060**′(421′) **R1300m** R1500m	**1060**′(421′) **R1300m** R1500m	**1060**′(421′) **R1300m** R2000m	**1060**′(421′) **R1300m** R2000m
31L	CAT 2 ILS	**769**′(100′) **RA99′R300m**	**784**′(115′) **RA114′R300m**	**798**′(129′) **RA128′R400m**	**813**′(144′) **RA143′R450m**
	ILS FULL TDZ or CL out ALS out	**869**′(200′) **R550m** ❶R550m R1200m	**875**′(206′) **R550m** ❶R550m R1200m	**884**′(215′) **R550m** ❶R550m R1200m	**894**′(225′) **R550m** ❶R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷NDB ALS out	**1140**′(471′) **R1500m** R1500m	**1140**′(471′) **R1500m** R1500m	**1140**′(471′) **R1500m** R2200m	**1140**′(471′) **R1500m** R2200m
31R	ILS FULL ALS out	**881**′(200′) ❶**R550m** R1200m	**881**′(200′) ❶**R550m** R1200m	**881**′(200′) ❶**R550m** R1200m	**881**′(200′) ❶**R550m** R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

❶ W/o HUD/AP/FD: RVR 750m

❷ CDFA

CIRCLE-TO-LAND ❸	100 KT	135 KT	180 KT	205 KT
After ILS Rwy 13L, ILS Rwy 31R	**1150**′(469′) V1500m	**1230**′(549′) V1600m	**1390**′(709′) V2400m	**1420**′(739′) V3600m
After ILS Rwy 13R, ILS Rwy 31L, NDB Rwy 13R, NDB Rwy 31L	**1230**′(549′) V1500m	**1240**′(559′) V1600m	**1390**′(709′) V2400m	**1390**′(709′) V3600m

❸ NIGHT not authorized.

TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	400m	400m	500m

CHANGES: Minimums.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (11-1) Eff 25 Apr

MINSK, BELARUS
ILS Rwy 13L

BRIEFING STRIP

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

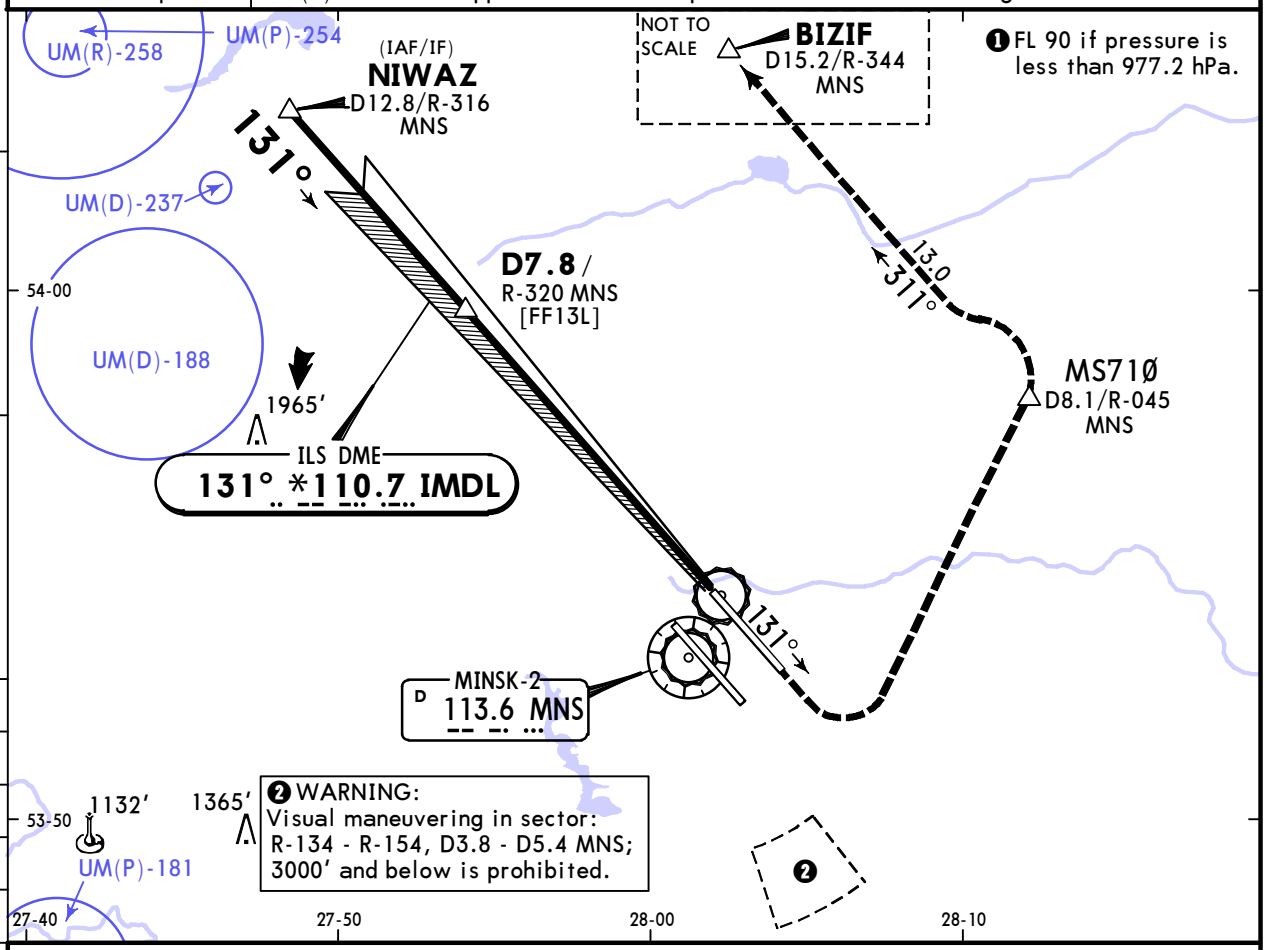
LOC IMDL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 681'
*110.7	131°	D7.8 MNS 3000' (2354')	Refer to Minimums	Rwy 646'

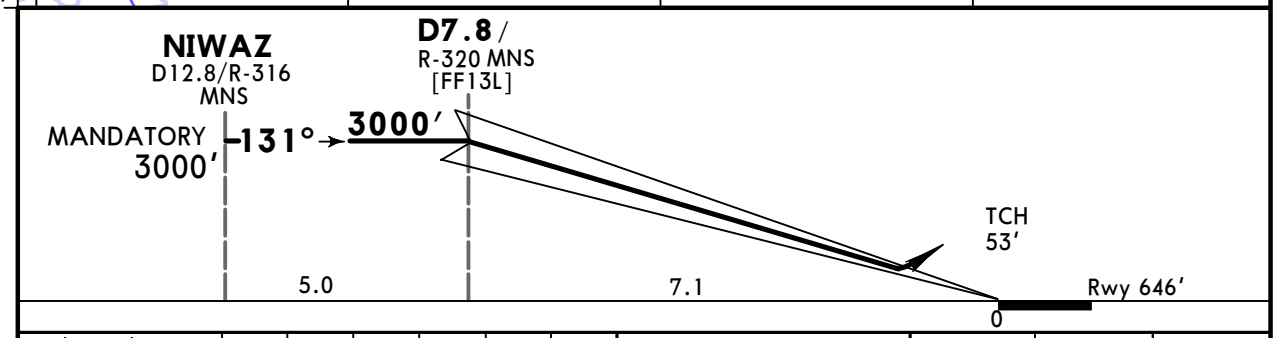
MISSED APCH: Climb on 131°. At 1300' turn LEFT to MS71Ø climbing to 3000', then proceed on track 311° to BIZIF, then as directed.

Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000'

VOR DME required. | UM(R)-258 is not applicable for ACFT perform take-off and landing.

MSA MNS VOR: 143° 3000; 068° 2400





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

HIALS-II, PAPI — 1300' on 131°

PANS OPS

STRAIGHT-IN LANDING RWY 13L

ILS — DA(H) A: 846'(200') B: 848'(202') C: 859'(213') D: 869'(223')

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1150'(469')	1600m
135	1230'(549')	1600m
180	1390'(709')	3200m
205	1420'(739')	3600m

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (11-2) Eff 25 Apr

MINSK, BELARUS
ILS Rwy 13R

BRIEFING STRIP

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

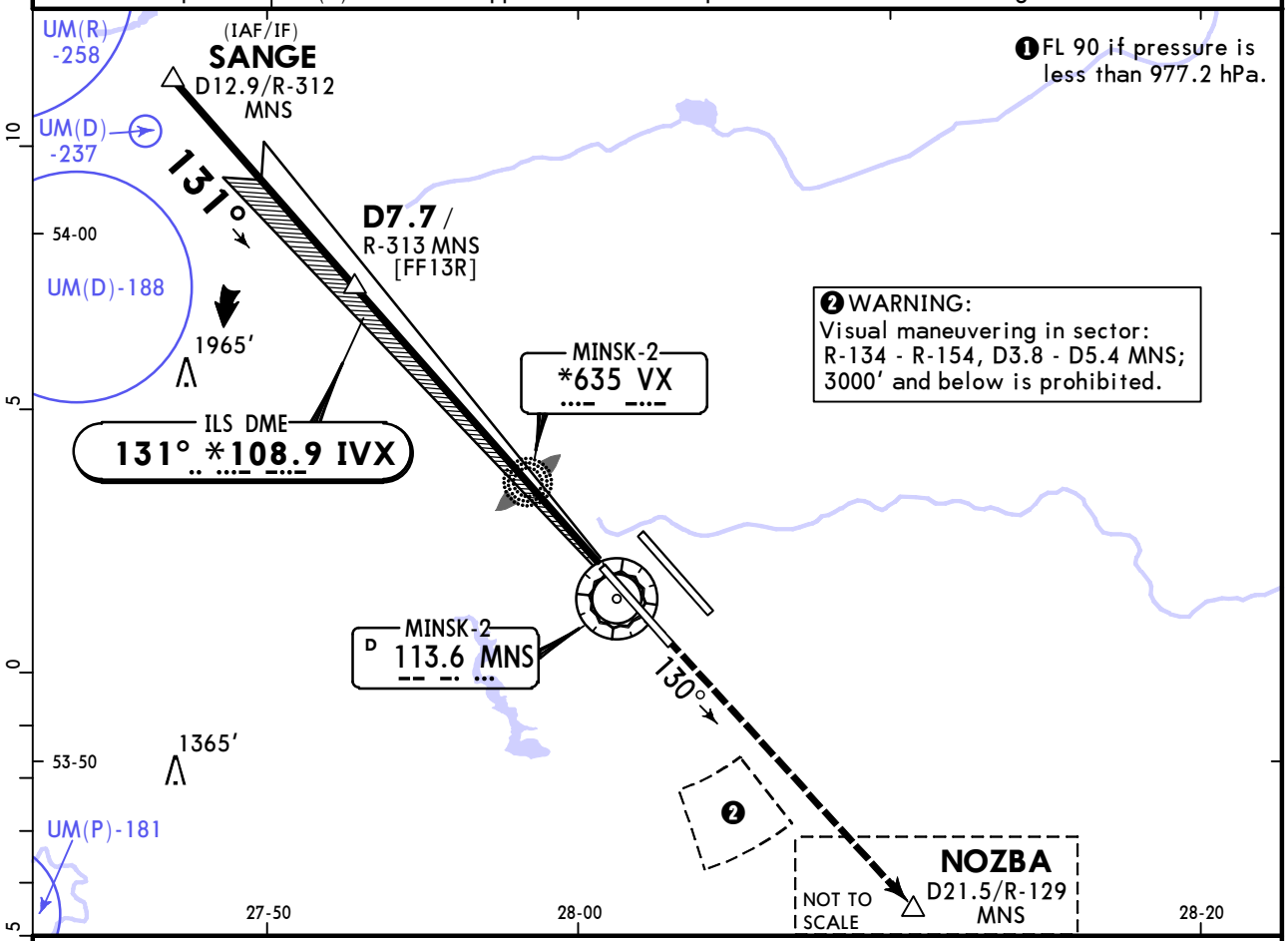
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 681′
IVX *108.9	131°	D7.7 MNS 3000′(2361′)	Refer to Minimums	Rwy 639′

MISSED APCH: Climb on track 130° to 3000′ to NOZBA, then as directed.

Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

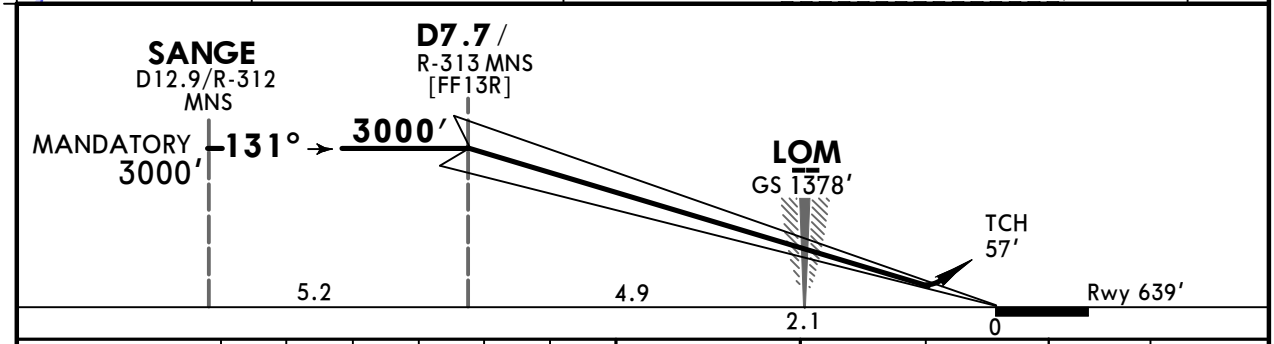
VOR DME required. | UM(R)-258 is not applicable for ACFT perform take-off and landing.

143° 3000′ 068° 2400
MSA MNS VOR



❶ FL 90 if pressure is less than 977.2 hPa.

❷ WARNING: Visual maneuvering in sector: R-134 - R-154, D3.8 - D5.4 MNS; 3000′ and below is prohibited.



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

HIALS
PAPI

NOZBA on 130° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 13R

ILS
DA(H) A: 839′(200′) C: 857′(218′)
B: 849′(210′) D: 868′(229′)

	FULL	ALS out	LOC (GS out)
A	RVR 720m VIS 800m	RVR 1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND
NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1230′(549′)	1600m
135	1240′(559′)	1600m
180	1390′(709′)	3200m
205	1390′(709′)	3600m

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (11-3) Eff 25 Apr

MINSK, BELARUS
ILS Rwy 31L

BRIEFING STRIP

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

LOC IGH	Final Apch Crs	GS	ILS DA(H)	Apt Elev 681'
*109.7	311°	D8.3 MNS 3000' (2331')	Refer to Minimums	Rwy 669'

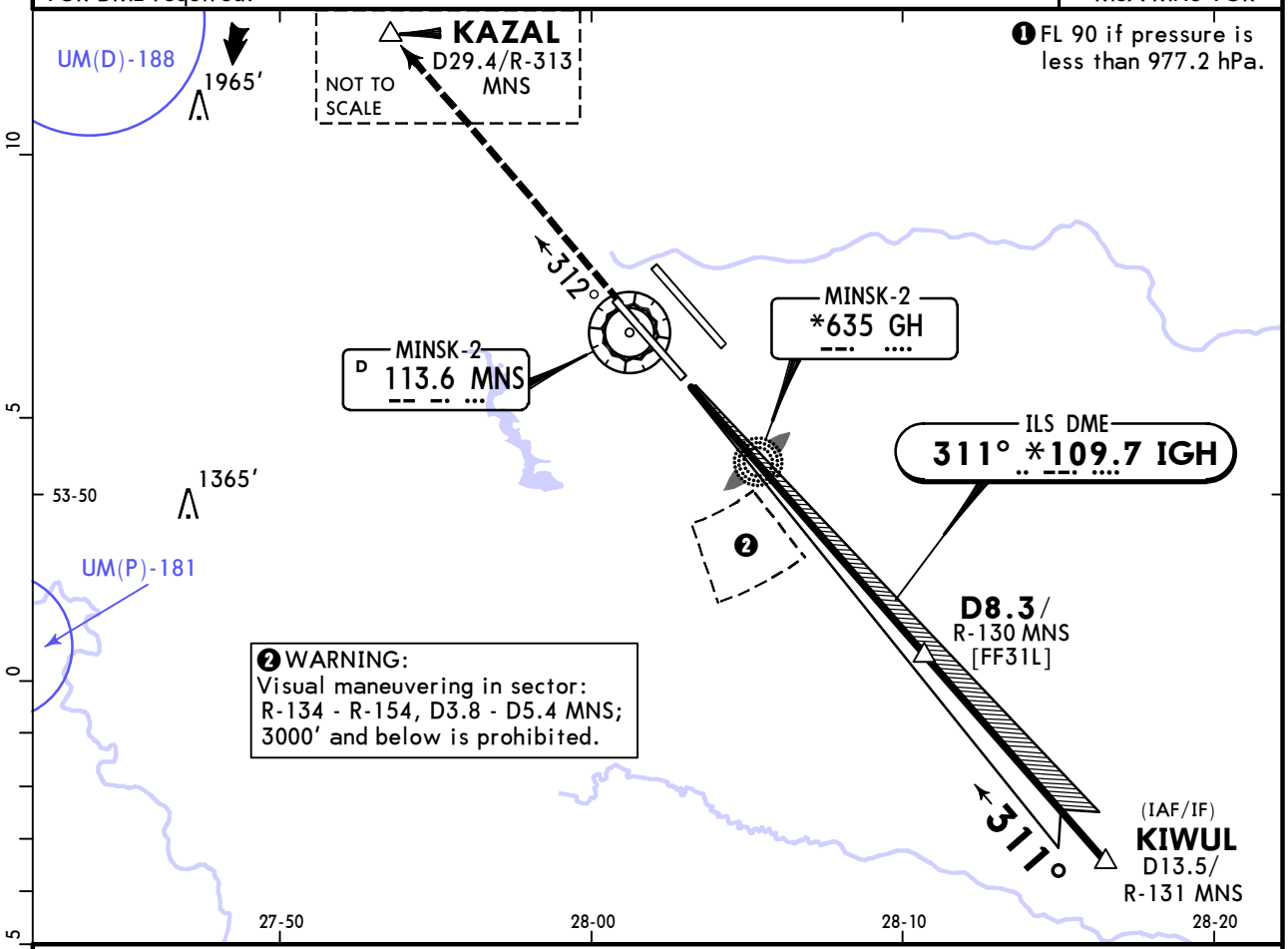
MISSED APCH: Climb on track 312° to 3000' to KAZAL, then as directed.

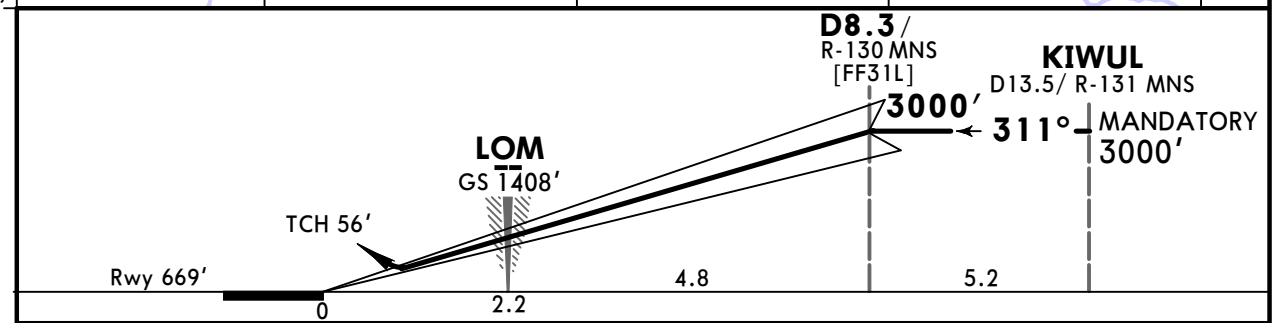
Alt Set: hPa Rwy Elev: 24 hPa Trans level: FL 80 ❶ Trans alt: 6000'

VOR DME required.

MSA MNS VOR: 143° 3000; 068° 2400

❶ FL 90 if pressure is less than 977.2 hPa.





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

HIALS-II PAPI KAZAL on 312° 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 31L

	ILS FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)
DA(H)	A: 869' (200') B: 875' (206')	C: 884' (215') D: 894' (225')		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1230' (549')	1600m
135	1240' (559')	1600m
180	1390' (709')	3200m
205	1390' (709')	3600m

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (11-3A) Eff 25 Apr

MINSK, BELARUS
CAT II ILS Rwy 31L

BRIEFING STRIP ™

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

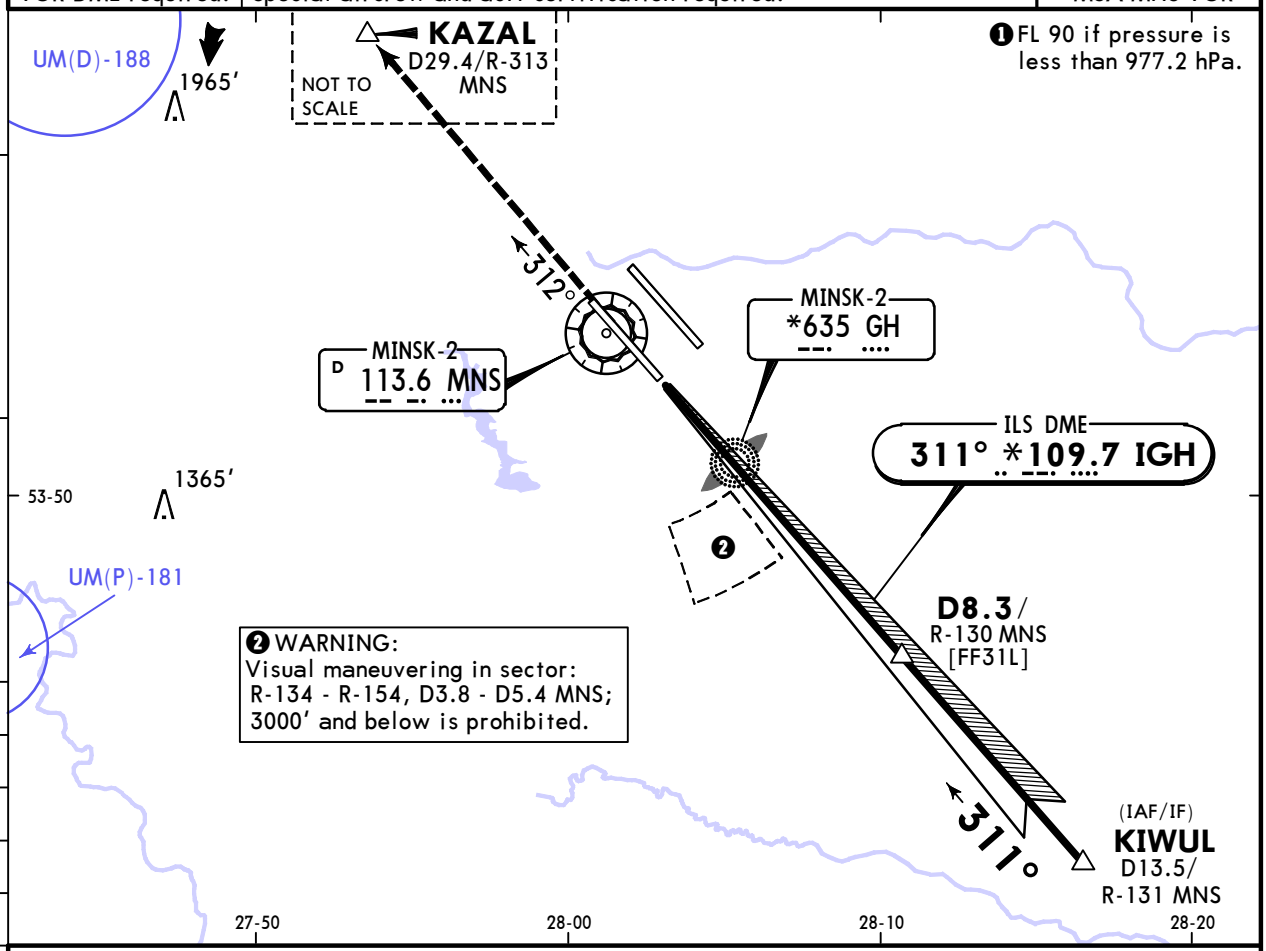
LOC IGH	Final Apch Crs	GS	CAT II ILS DA(H)	Apt Elev 681′
*109.7	311°	D8.3 MNS 3000′ (2331′)	Refer to Minimums	Rwy 669′

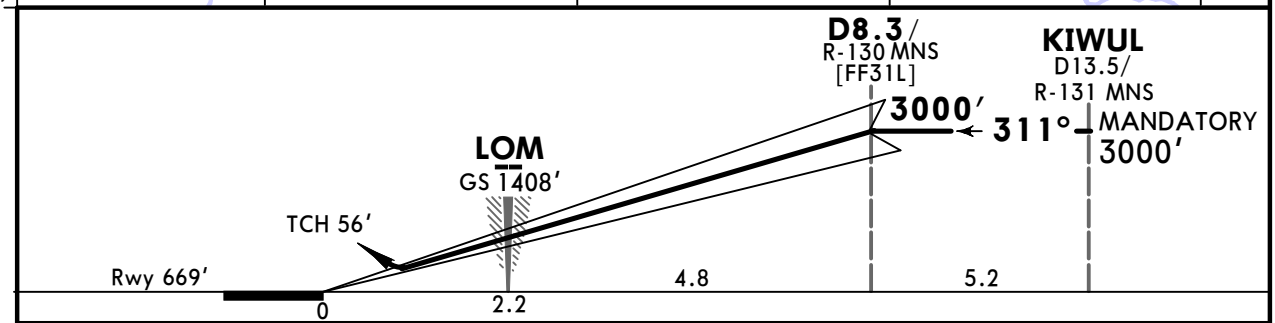
MISSED APCH: Climb on track 312° to 3000′ to KAZAL, then as directed.

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

VOR DME required. | Special aircrew and acft certification required.

MSA MNS VOR: 143° 3000; 068° 2400





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

HIALS-II
PAPI

KAZAL on 312° 3000′

STRAIGHT-IN LANDING RWY 31L
CAT II ILS

A	B	C	D
RA 99′	RA 114′	RA 128′	RA 143′
DA(H) 769′ (100′)	DA(H) 784′ (115′)	DA(H) 798′ (129′)	DA(H) 813′ (144′)
RVR 300m		RVR 400m	RVR 450m

PANS OPS

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (11-4) Eff 25 Apr

MINSK, BELARUS
ILS Rwy 31R

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

BRIEFING STRIP

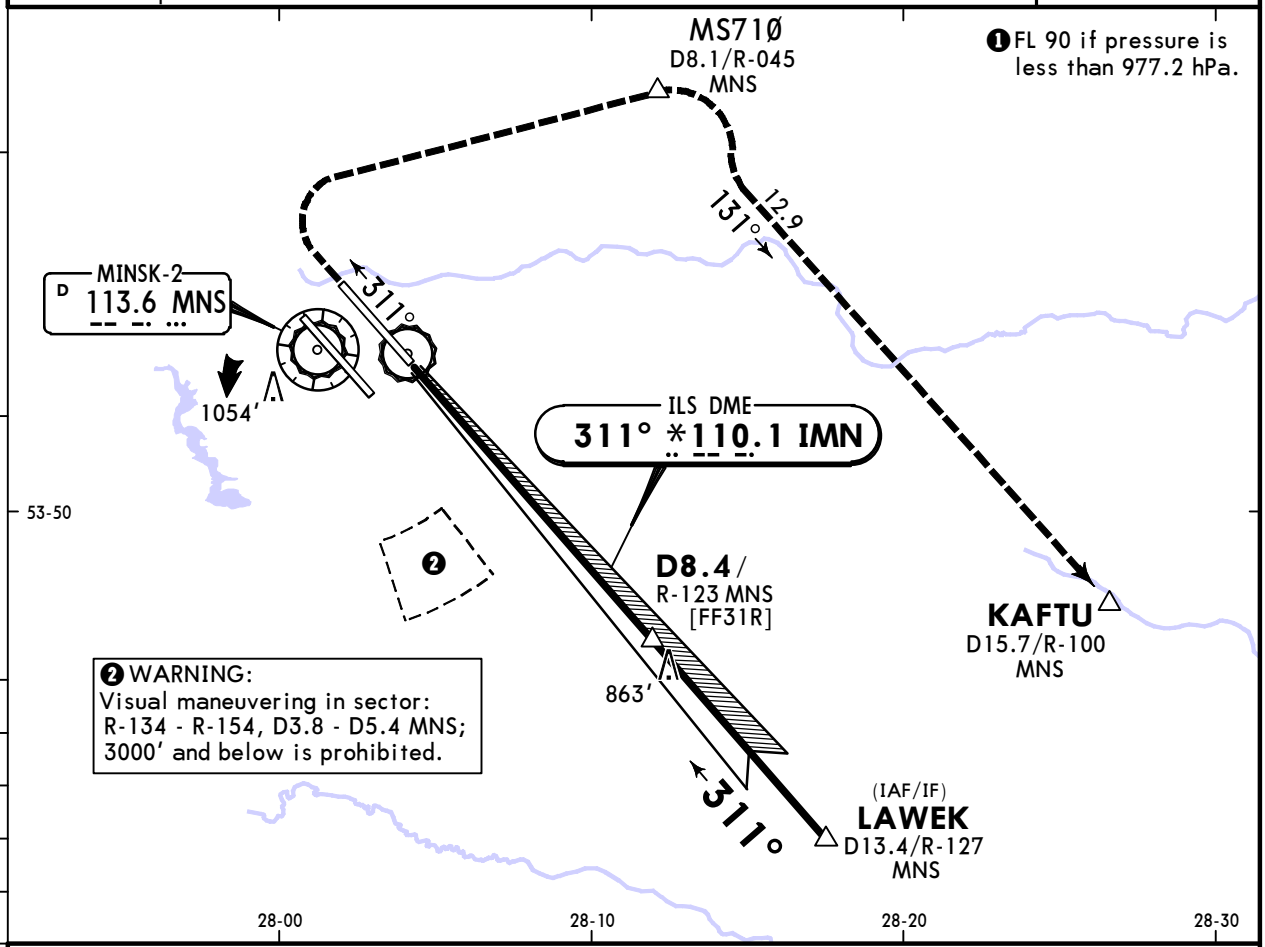
LOC IMN	Final Apch Crs	GS D8.4 MNS	ILS DA(H)	Apt Elev 681′
*110.1	311°	3000′(2319′)	881′(200′)	Rwy 681′

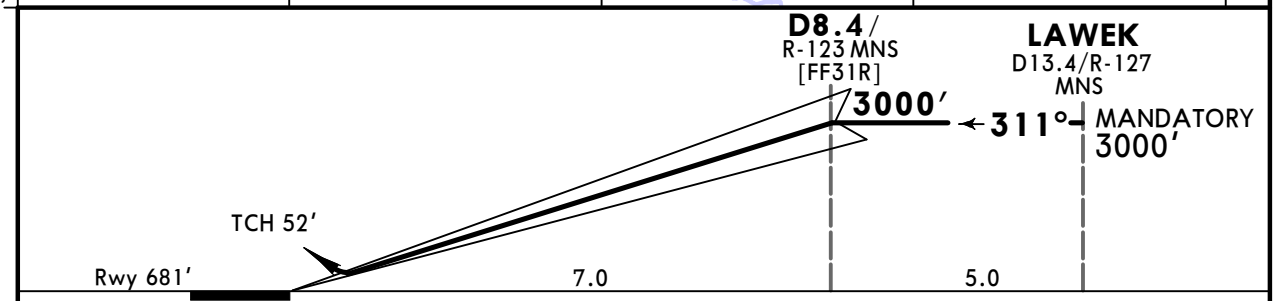
MISSED APCH: Climb on 311°. At 1300′ turn RIGHT to MS71Ø climbing to 3000′, then proceed on track 131° to KAFTU, then as directed.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL 80 ❶ Trans alt: 6000′

VOR DME required.

MSA MNS VOR: 143° 3000; 068° 2400





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

HIALS
PAPI

1300′ on 311°

PANS OPS

STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 881′(200′) FULL	ILS DA(H) 881′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	RVR 1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1150′(469′)	1600m
135	1230′(549′)	1600m
180	1390′(709′)	3200m
205	1420′(739′)	3600m

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN
19 APR 19 (16-1) Eff 25 Apr

MINSK, BELARUS
NDB Rwy 13R

BRIEFING STRIP TM

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

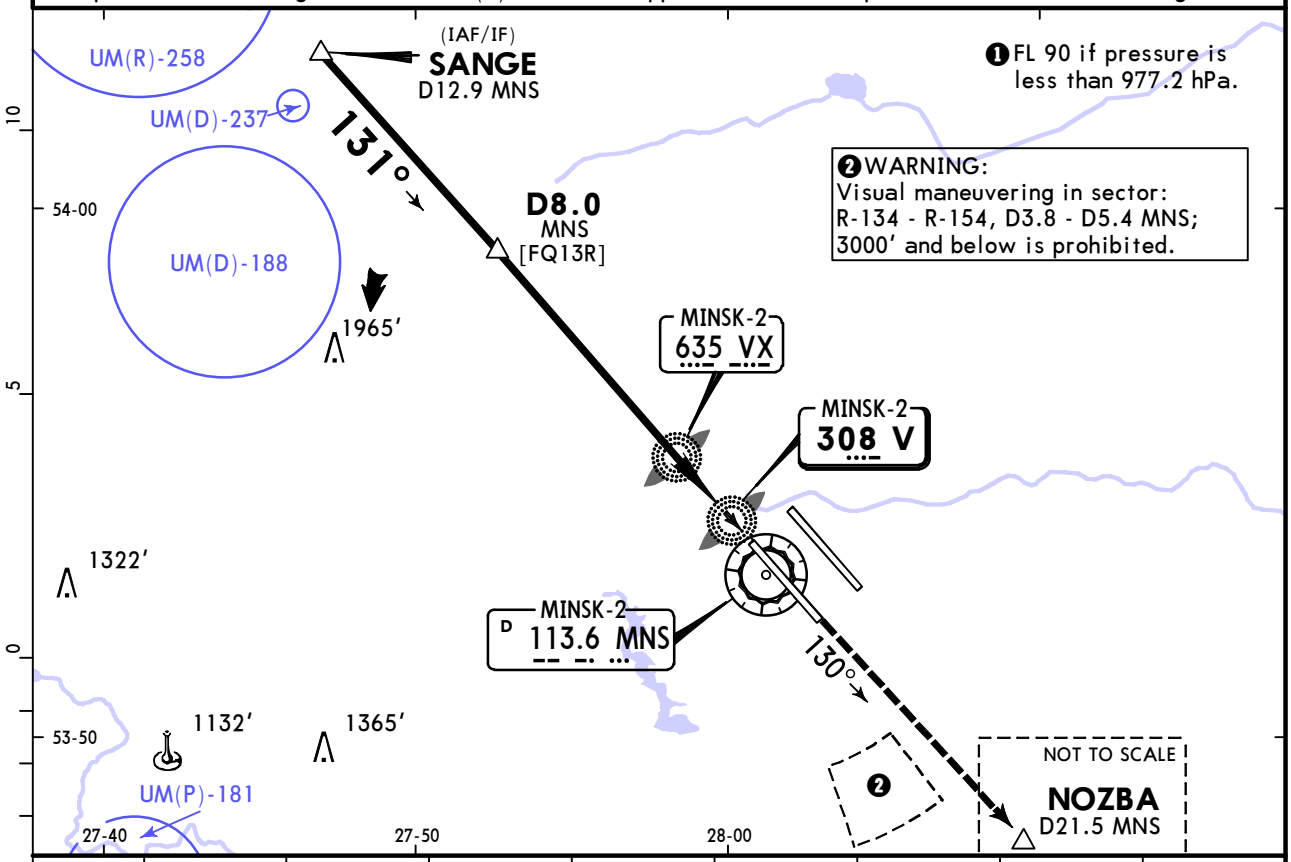
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 681′
V *308	131°	D8.0 MNS 3000′(2361′)	1060′(421′)	Rwy 639′

MISSED APCH: Climb on track 130° to 3000′ to NOZBA, then as directed.

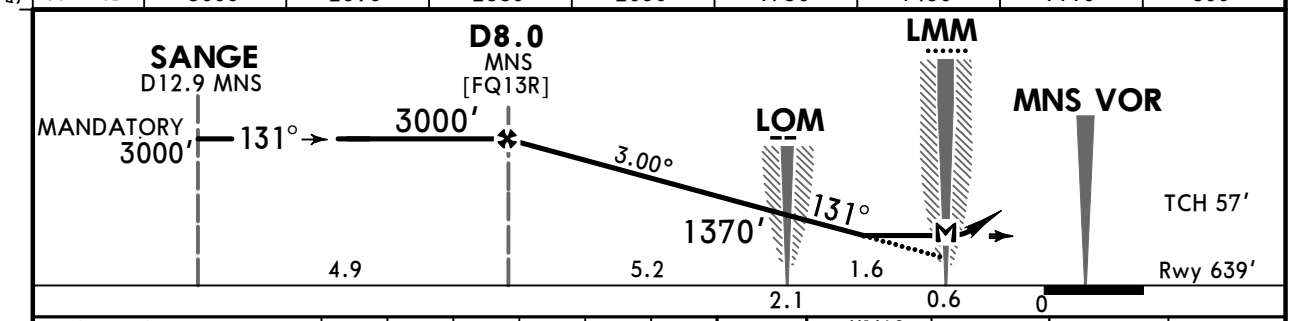
DME required | Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

MSA MNS VOR: 143° 3000′; 068° 2400′

1. Expect ATC vectoring to IAF. 2. UM(R)-258 is not applicable for ACFT perform take-off and landing.



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS
PAPI
NOZBA on 130° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 13R

MDA(H) 1060′(421′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1230′(549′)	1600m
135	1240′(559′)	1600m
180	1390′(709′)	3200m
205	1390′(709′)	3600m

CHANGES: New procedure.

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UMMS/MSQ
MINSK-2

JEPPESEN

19 APR 19 (16-2) Eff 25 Apr

MINSK, BELARUS
NDB Rwy 31L

BRIEFING STRIP ™

D-ATIS	MINSK Approach (Radar/R)	*MINSK Radar	MINSK Tower Rwy 13L/31R	MINSK Tower Rwy 13R/31L	Ground 2 Rwy 13L/31R	Ground 1 Rwy 13R/31L
128.850 (Russian 135.850)	125.9	125.250	130.4	118.3	121.575	129.950

NDB G	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 681'
*308	311°	D8.5 MNS 3000'(2331')	1140'(471')	Rwy 669'

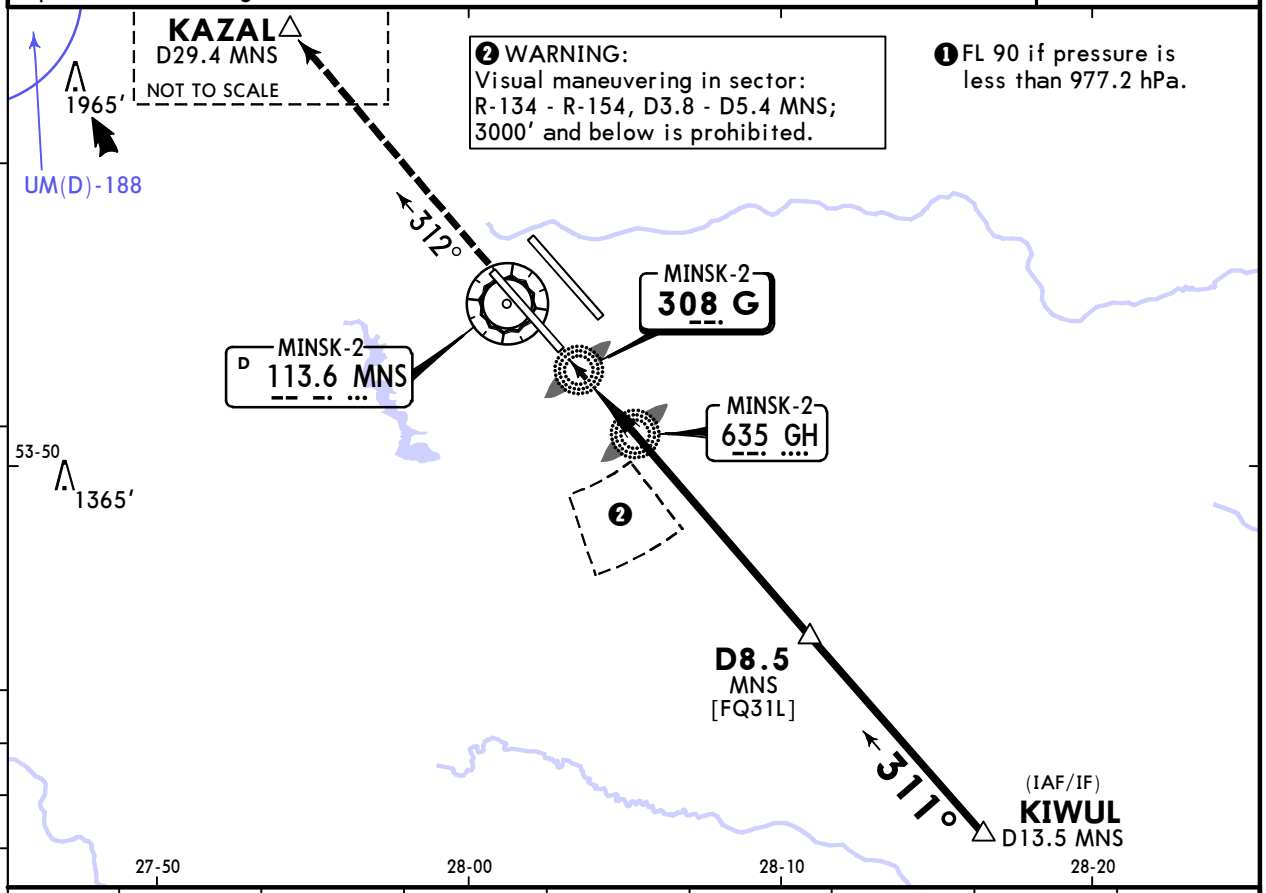
MISSED APCH: Climb on track 312° to 3000' to KAZAL, then as directed.

DME required | Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: FL 80 ❶ | Trans alt: 6000'

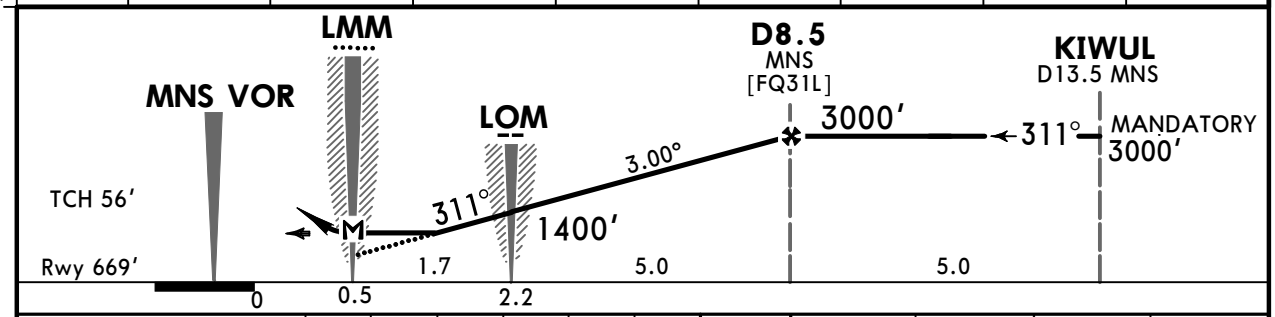
Expect ATC vectoring to IAF.

139° 3000 071° 2400

MSA G NDB



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS-II PAPI

KAZAL on 312° 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 31L

MDA(H) 1140'(471')

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

NIGHT not authorized

Max Kts	MDA(H)	VIS
100	1230'(549')	1600m
135	1240'(559')	1600m
180	1390'(709')	3200m
205	1390'(709')	3600m

CHANGES: New procedure.

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JeppView for Windows

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MINSK, (MINSK-2 - UMMS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMMS