

Trip Kit Index

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JeppView for Windows

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Airport Information For UMMS
Terminal Charts For UMMS
Revision Letter For Cycle 19-2016
Change Notices
Notebook

General Information

Location: MINSK BLR
ICAO/IATA: UMMS / MSQ
Lat/Long: N53° 52.9', E028° 01.8'
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: 0344 Z
Sunset: 1621 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: 128.850
ATIS: 135.850 Non-English
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

MINSK, BELARUS

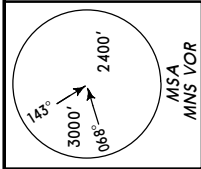
21 JUN 13

10-2

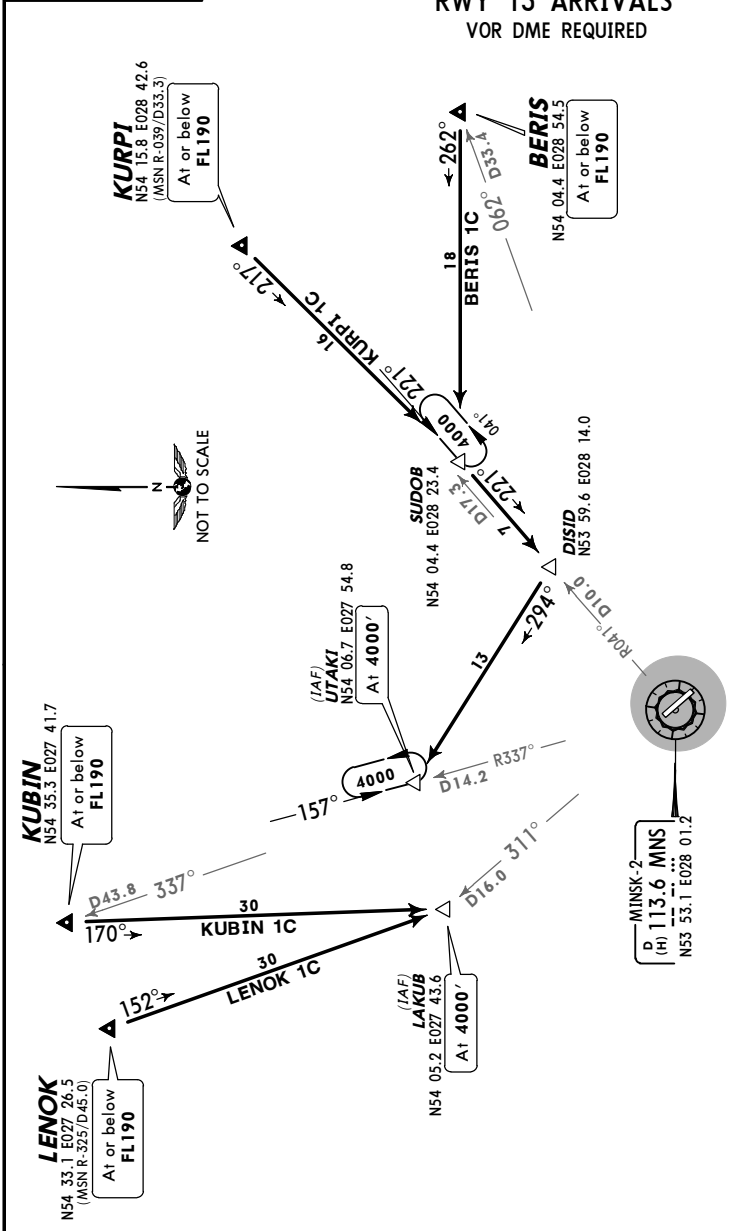
Eff 27 Jun

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 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

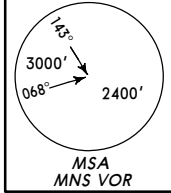
ATIS
128.85
(Russian **135.85**)

Apt Elev
670'

Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

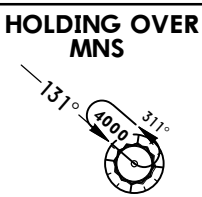
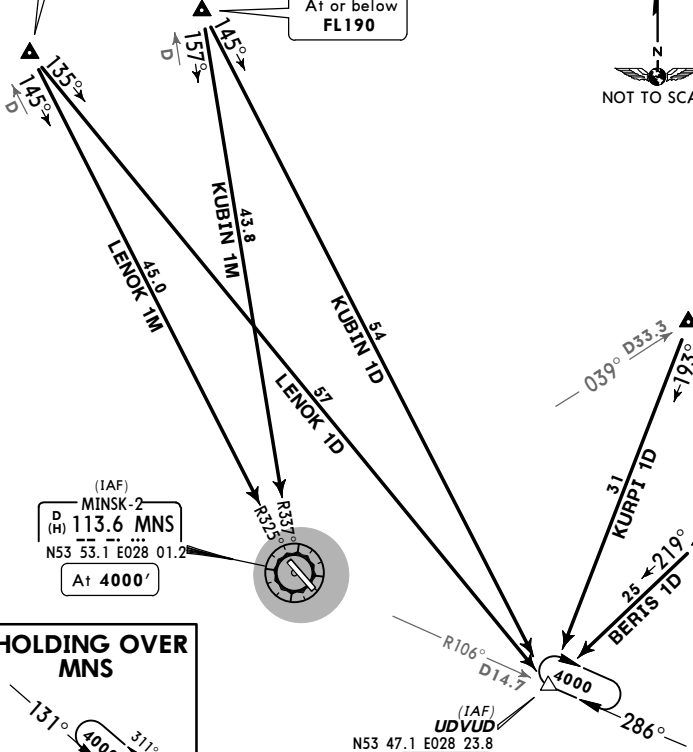
BERIS ONE DELTA (BERIS 1D) [BERI1D]
KUBIN ONE DELTA (KUBIN 1D) [KUBI1D]
KUBIN ONE MIKE (KUBIN 1M) [KUBI1M]
KURPI ONE DELTA (KURPI 1D) [KURP1D]
LENOK ONE DELTA (LENOK 1D) [LENO1D]
LENOK ONE MIKE (LENOK 1M) [LENO1M]



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**



STAR	ROUTING
BERIS 1D	On 219° track tu UDVUD.
KUBIN 1D By ATC	On 145° track to UDVUD.
KUBIN 1M	Intercept MNS R-325 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.

CHANGES: STARs completely revised.

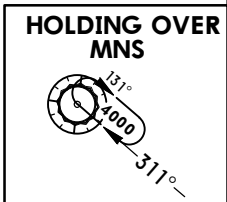
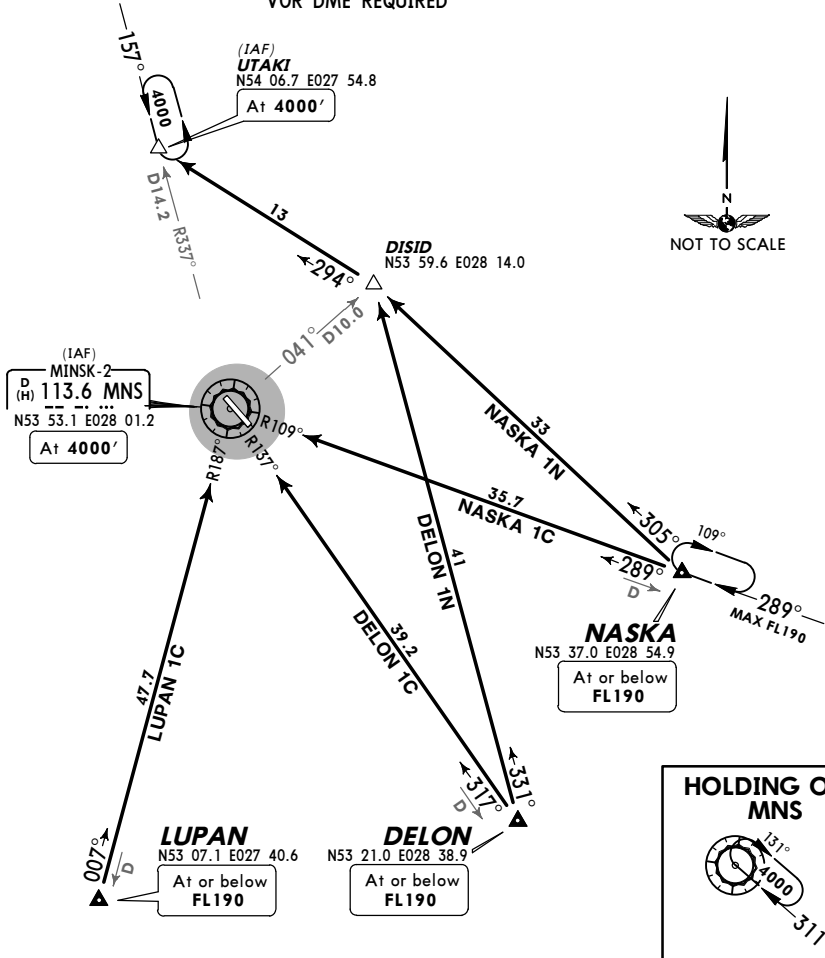
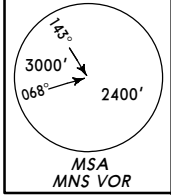
UMMS/MSQ
MINSK-2

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.

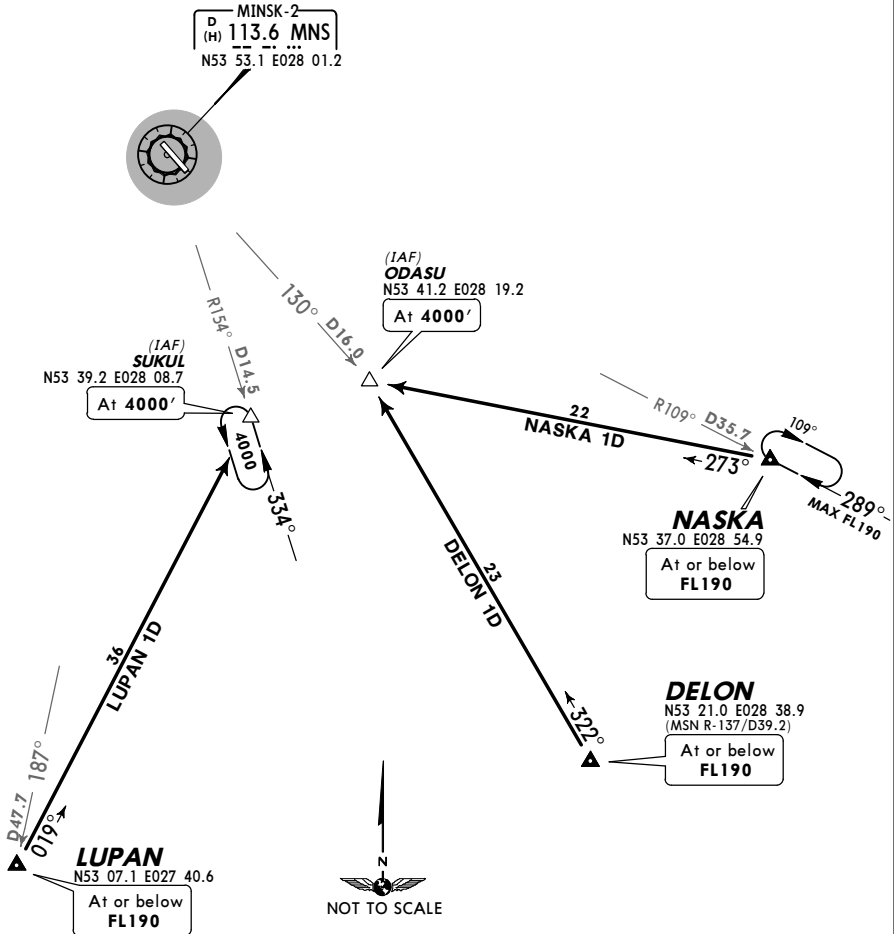
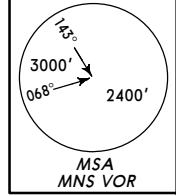
UMMS/MSQ
MINSK-2

JEPPESEN
11 OCT 13 **(10-2C)** 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'
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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.

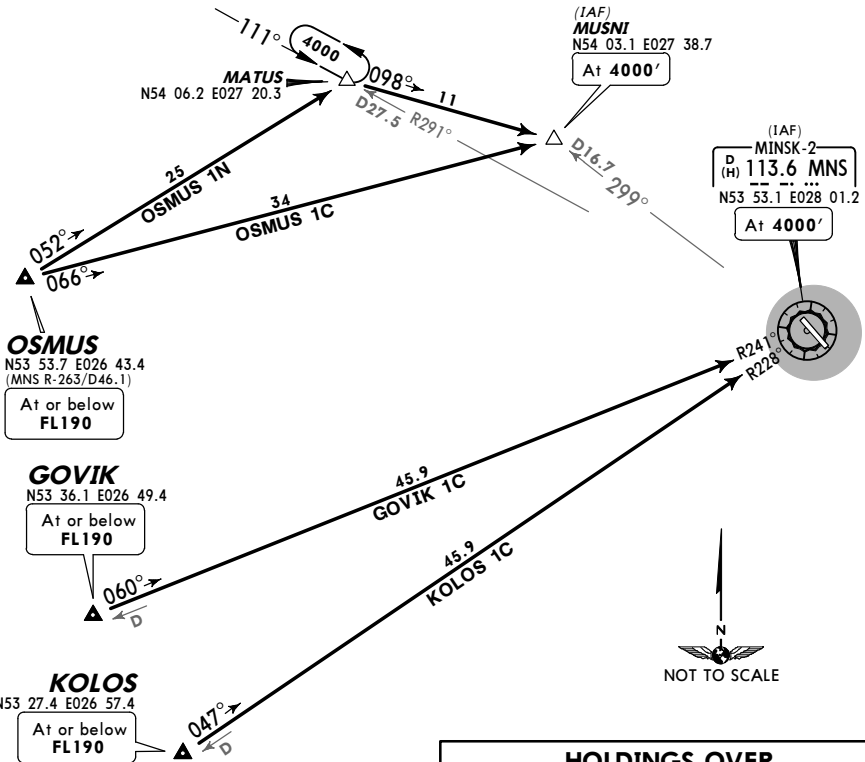
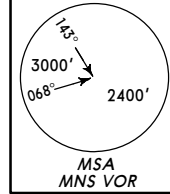
UMMS/MSQ
MINSK-2

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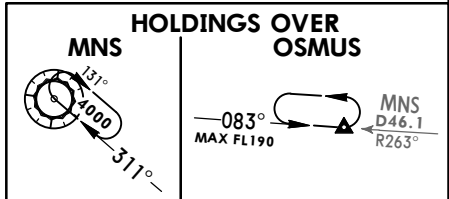
GOVIK ONE CHARLIE (GOVIK 1C) [GOVI1C]
KOLOS ONE CHARLIE (KOLOS 1C) [KOLO1C]
OSMUS ONE CHARLIE (OSMUS 1C) [OSMU1C]
OSMUS ONE NOVEMBER (OSMUS 1N) [OSMU1N]
RWY 13 ARRIVALS
VOR DME REQUIRED



OSMUS
N53 53.7 E026 43.4
(MNS R-263/D46.1)
At or below
FL190

GOVIK
N53 36.1 E026 49.4
At or below
FL190

KOLOS
N53 27.4 E026 57.4
At or below
FL190



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.

UMMS/MSQ
MINSK-2

JEPPESEN

MINSK, BELARUS

11 OCT 13

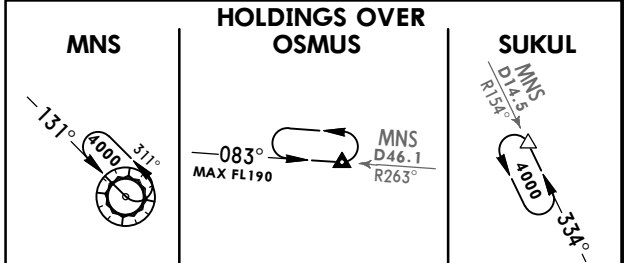
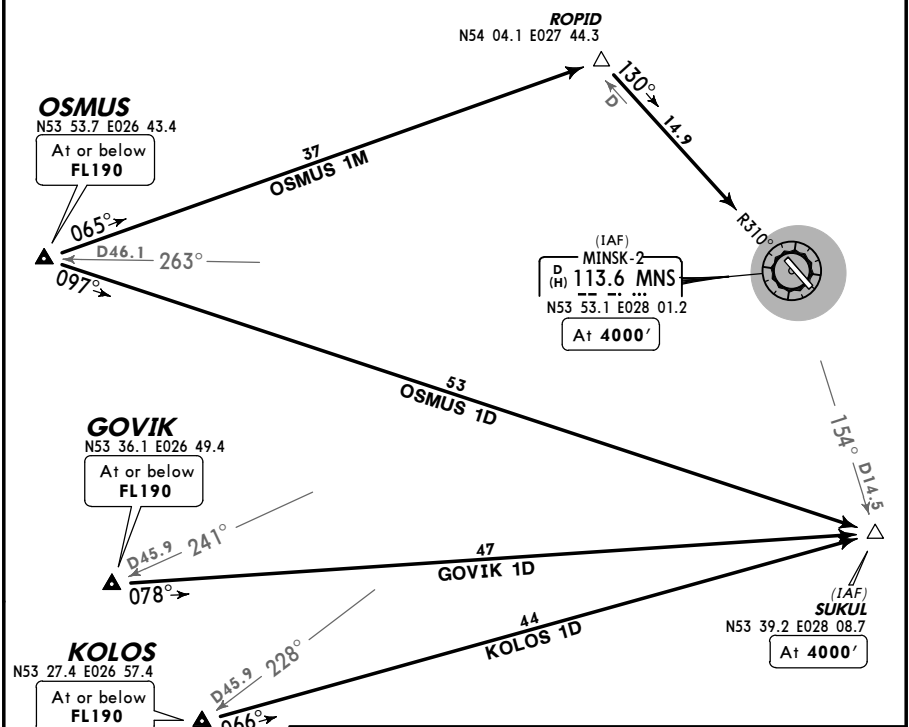
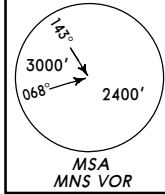
(10-2E)

Eff 17 Oct

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.

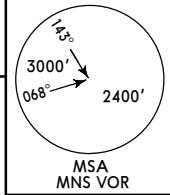
UMMS/MSQ
MINSK-2

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

MINSK, BELARUS
SID

Apt Elev
670'

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



BERIS 1A [BERI1A]
KUBIN 1A [KUBI1A]
LENOK 1A [LENO1A]
OSTAV 1A [OSTA1A]
PENAL 1A [PENA1A]
RWY 13

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

LIRNI
N54 10.0 E027 59.9
(MNS D17.0)

At or above
1300'



MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2

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.

CHANGES: WPT LIRNI changed to fly-over.

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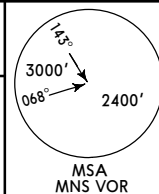
UMMS/MSQ
MINSK-2

JEPPESEN
18 MAR 16 (10-3A) 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.



BERIS 1B [BERI1B]
KUBIN 1B [KUBI1B]
LENOK 1B [LENO1B]
OSTAV 1B [OSTA1B]
PENAL 1B [PENA1B]
RWY 31

LENOK
N54 33.1 E027 26.5
At or below
FL190

KUBIN
N54 35.3 E027 41.7
At or below
FL190

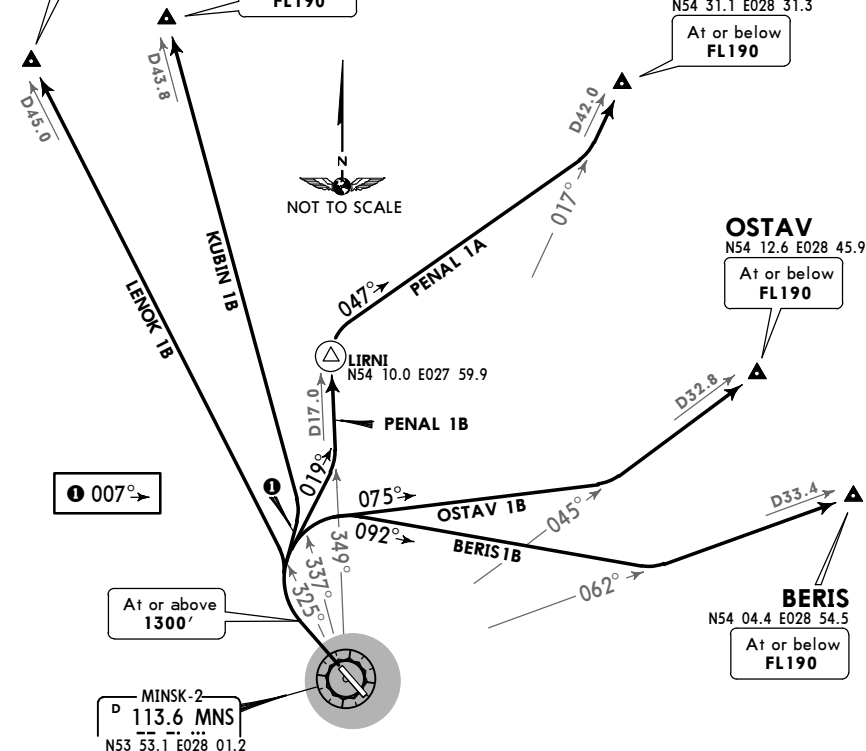
PENAL
N54 31.1 E028 31.3
At or below
FL190

OSTAV
N54 12.6 E028 45.9
At or below
FL190

BERIS
N54 04.4 E028 54.5
At or below
FL190

At or above
1300'

MINSK-2
D 113.6 MNS
N53 53.1 E028 01.2



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.

CHANGES: WPT LIRNI changed to fly-over.

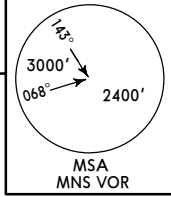
UMMS/MSQ
MINSK-2

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

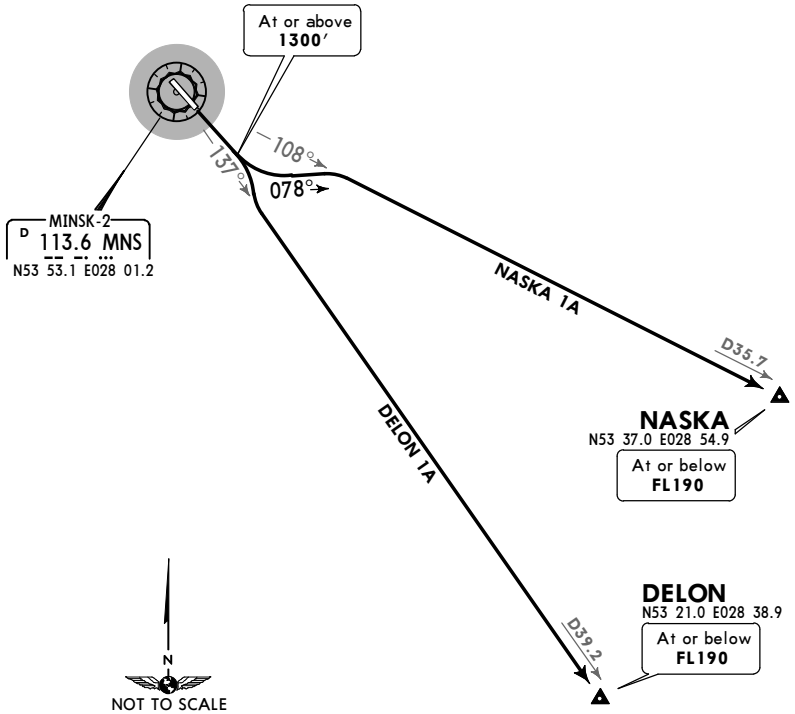
MINSK, BELARUS
SID

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

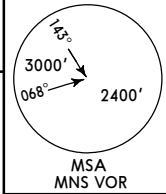
UMMS/MSQ
MINSK-2

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

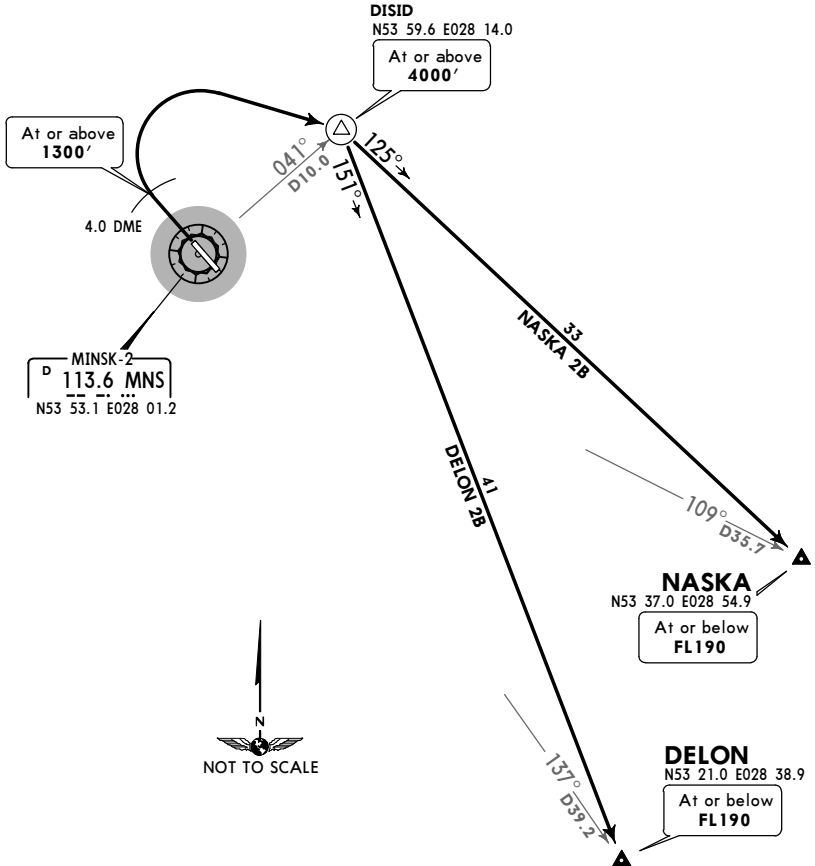
MINSK, BELARUS
SID

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



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.

CHANGES: WPT DISID changed to fly-over.

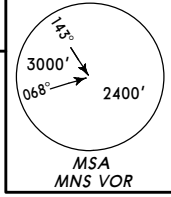
UMMS/MSQ
MINSK-2

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

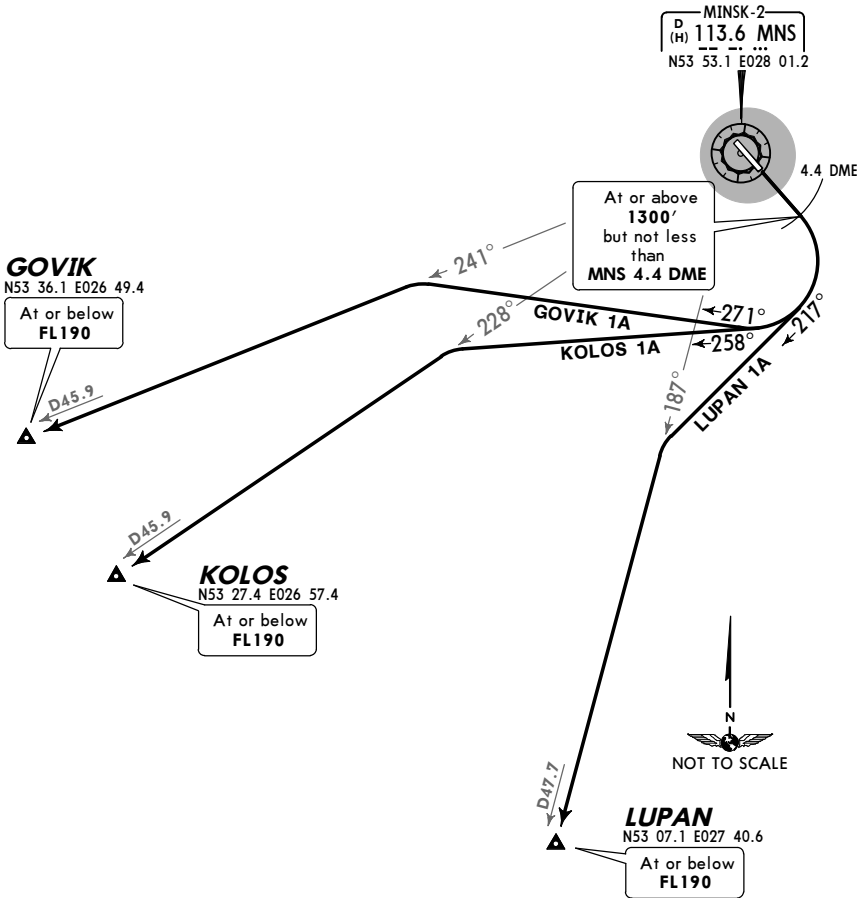
MINSK, BELARUS
SID

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



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

MINSK, BELARUS

26 DEC 14

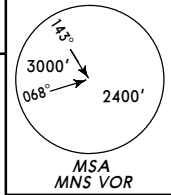
(10-3E)

Eff 8 Jan

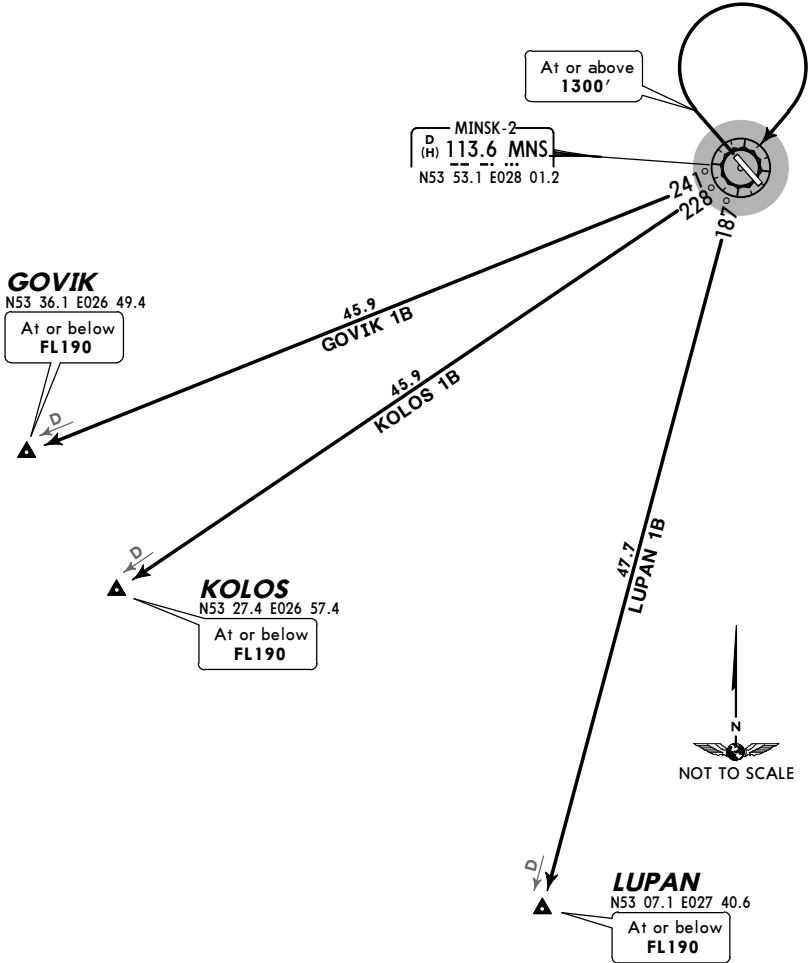
SID

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



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.

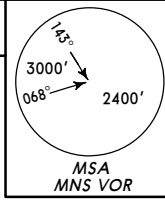
UMMS/MSQ
MINSK-2

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

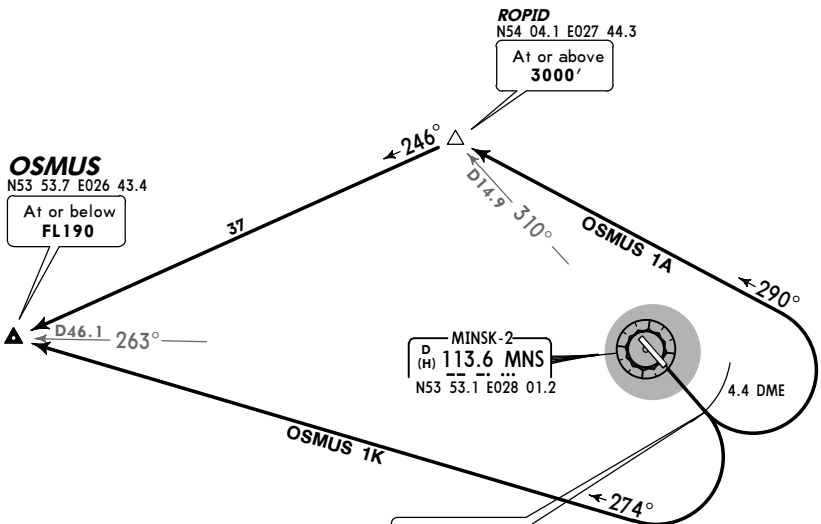
MINSK, BELARUS
SID

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, 290° track to ROPID, 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.

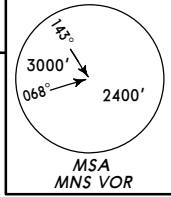
UMMS/MSQ
MINSK-2

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

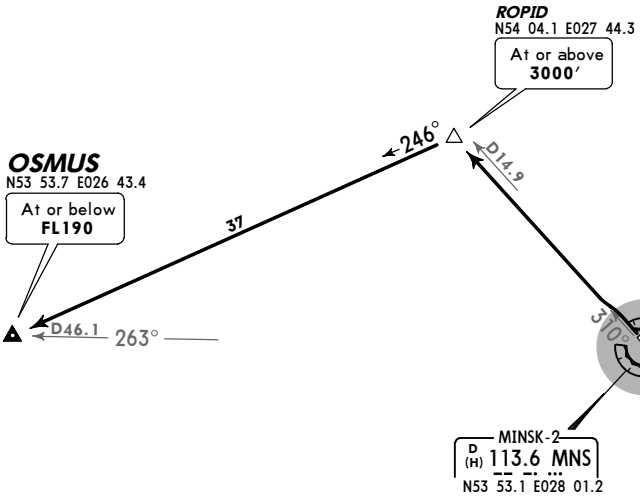
MINSK, BELARUS
SID

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.

CHANGES: None.

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

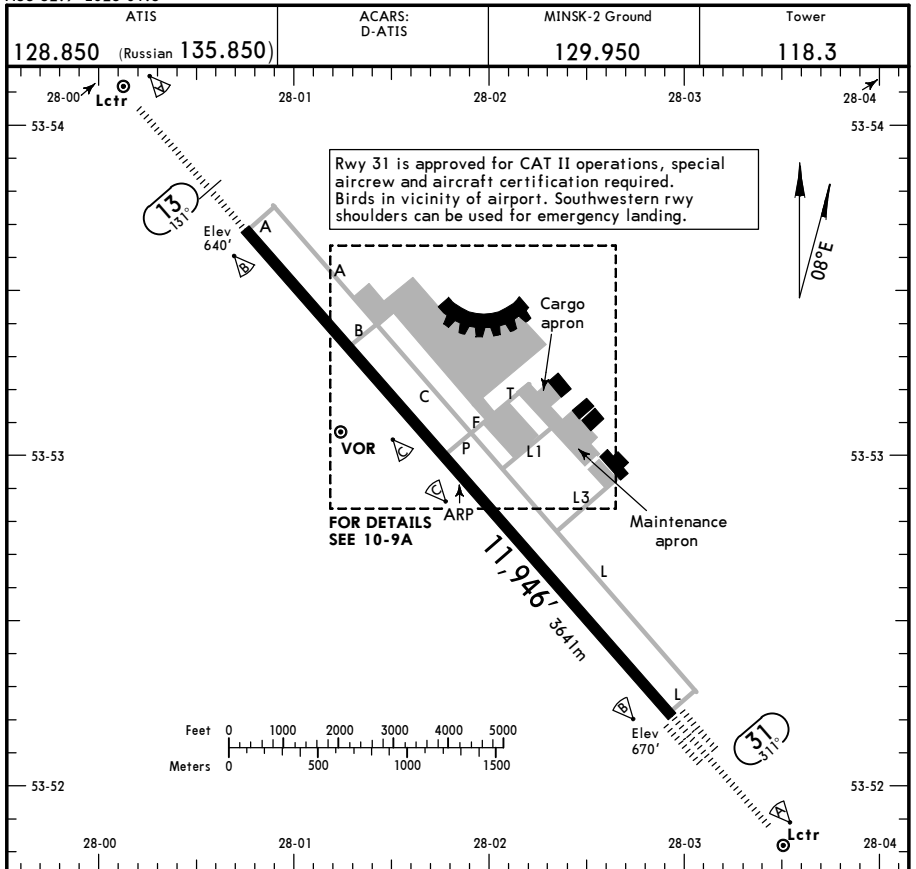
Apt Elev **670'**
N53 52.9 E028 01.8

JEPPesen

20 MAR 15 (10-9) Eff 2 Apr

MINSK, BELARUS

MINSK-2



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L ① RVR	USABLE LENGTHS		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 Rwys

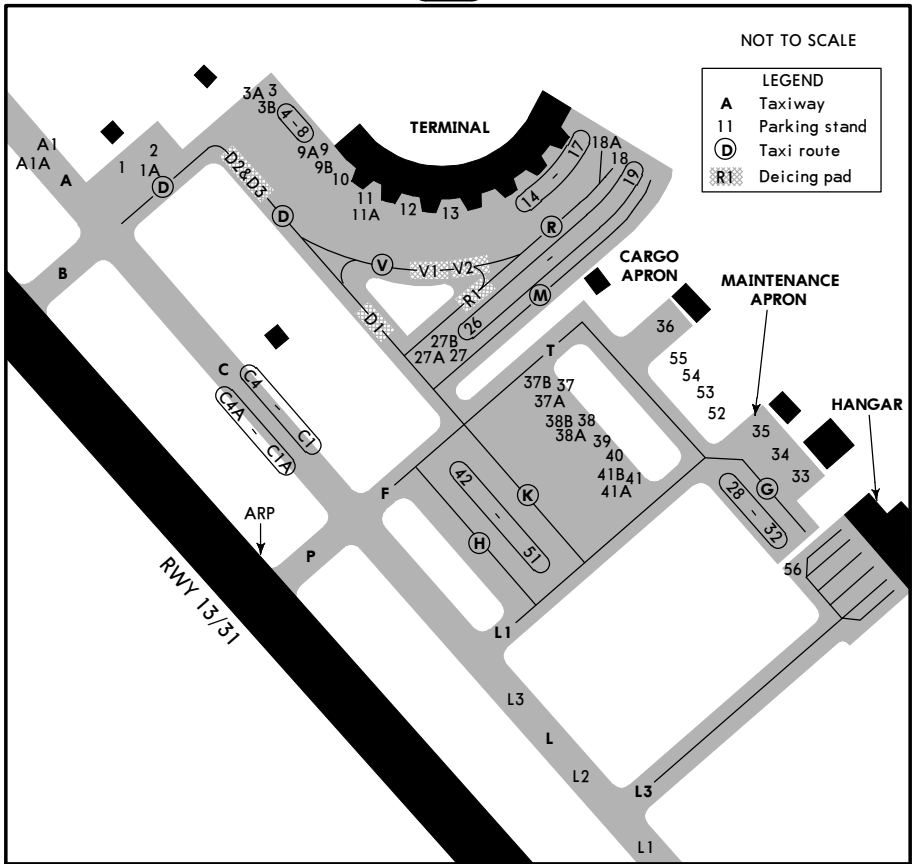
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UMMS/MSQ

JEPPesen

MINSK, BELARUS
MINSK-2

20 MAR 15 **10-9A** Eff 2 Apr



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		

UMMS/MSQ



Standard
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
13	ILS	840'(200')	840'(200')	840'(200')	840'(200')
	<i>FULL/Limited</i>	800m	800m	800m	800m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	VOR	1490'(850')	1490'(850')	1490'(850')	1490'(850')
	W/o DME	C3300m	C3300m	C3500m	C3500m
	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
NDB ①	1020'(380')	1020'(380')	1020'(380')	1020'(380')	
with FMS	R1000m	R1000m	R1000m	R1000m	
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m	
NDB ①	1020'(380')	1020'(380')	1020'(380')	1020'(380')	
W/o FMS	R1000m	R1000m	R1200m	R1200m	
<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m	
31	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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1100'(430')	1100'(430')	1100'(430')	1100'(430')
	with DME	R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
VOR	1160'(490')	1160'(490')	1160'(490')	1160'(490')	
W/o DME	R1700m	R1700m	R1900m	R1900m	
<i>ALS out</i>	C2500m	C2500m	C2700m	C2700m	
NDB ①	1080'(410')	1080'(410')	1080'(410')	1080'(410')	
with FMS	R1200m	R1200m	R1200m	R1200m	
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m	
NDB ①	1080'(410')	1080'(410')	1080'(410')	1080'(410')	
W/o FMS	R1200m	R1200m	R1200m	R1200m	
<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m	

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1530'(860') ④	1530'(860') ④	1530'(860') ④	1530'(860') ④⑤
	cei1310m V3000m	cei1310m V3000m	cei1360m V3000m	cei1360m 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

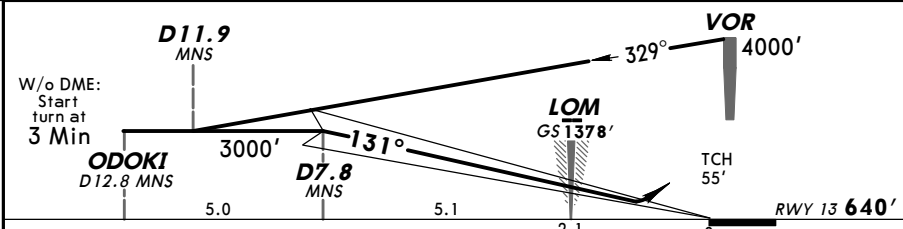
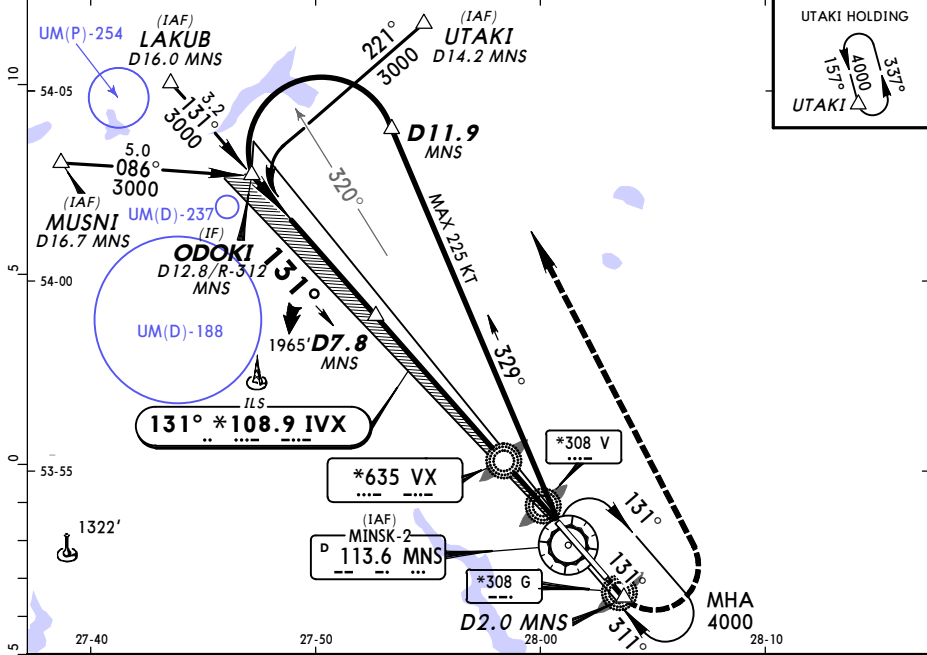
	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

UMMS/MSQ MINSK-2

4 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'				MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D2.0 1300' on 131°
ILS GS	3.00°	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 13 ILS DA(H) 840' (200') LOC (GS out)			CEILING REQUIRED CIRCLE-TO-LAND NIGHT not authorized		
FULL		ALS out		Max Kts	MDA(H) CEIL-VIS
A				100	1530' (860') 310m - 3000m
B				135	1530' (860') 360m - 3000m
C	800m	1200m	NOT AUTHORIZED	180	1530' (860') 360m - 4000m
D				205	1530' (860') 360m - 4000m

PANS OPS

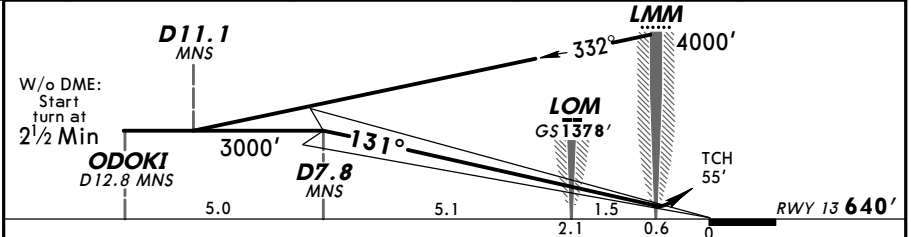
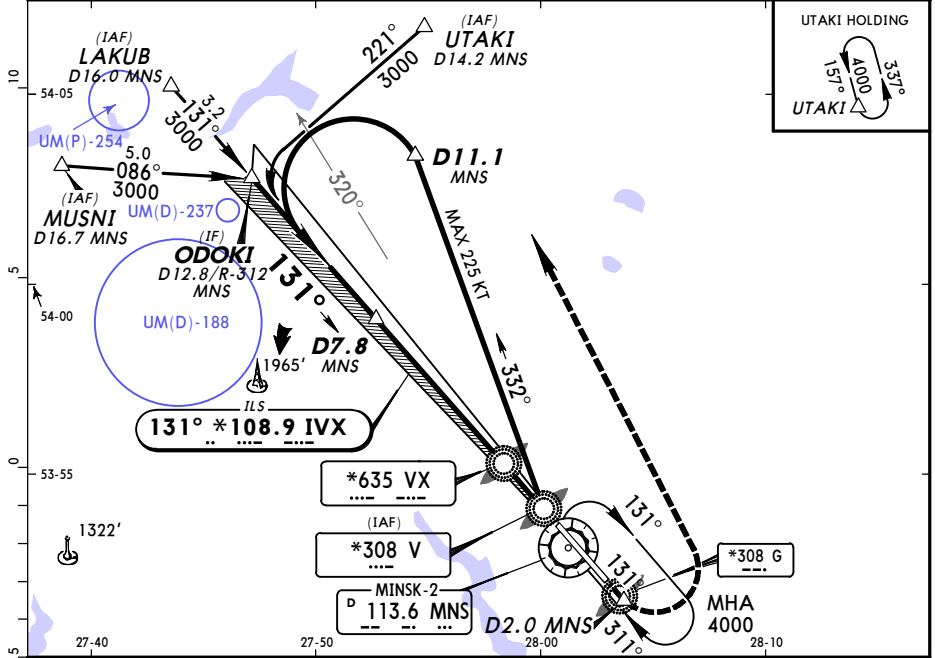
1 CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m - 5000m.

UMMS/MSQ
MINSK-2

JEPPesen
4 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



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

STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 840' (200')		LOC (GS out)		NIGHT not authorized			
FULL		ALS out		Max Kts	MDA(H)	CEIL-VIS	
A				100	1530' (860')	310m - 3000m	
B				135			
C	800m	1200m	NOT AUTHORIZED	180	1530' (860')	360m - 3000m	
D				205	1530' (860')	360m - 4000m	

PANS OPS

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

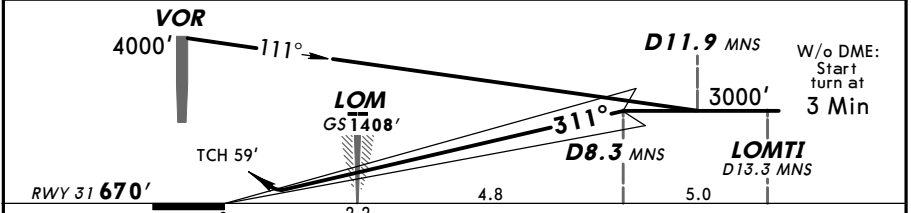
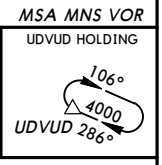
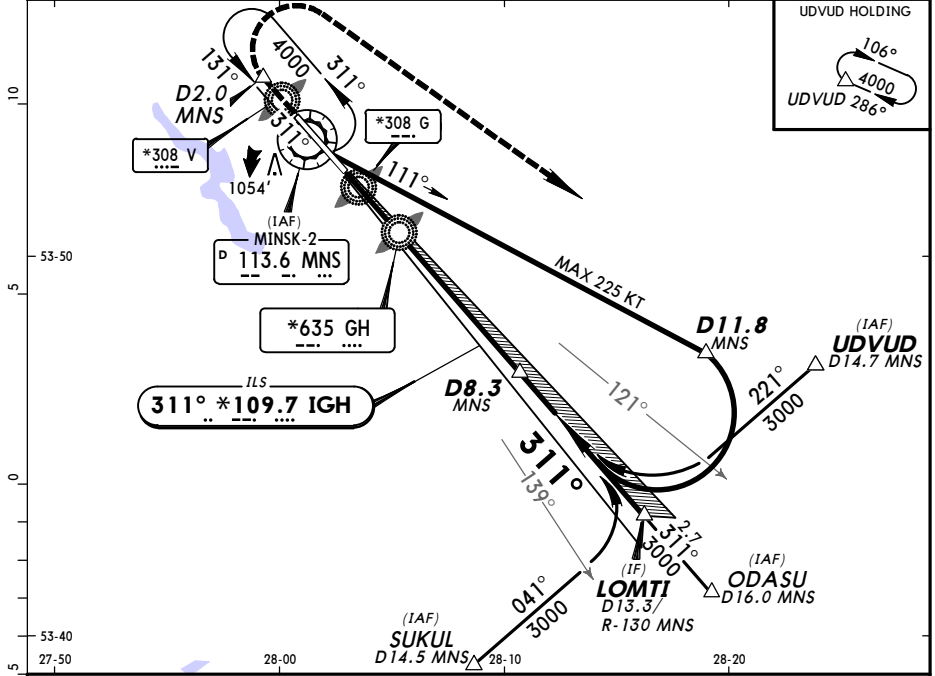
CHANGES: Minimums.

UMMS/MSQ MINSK-2

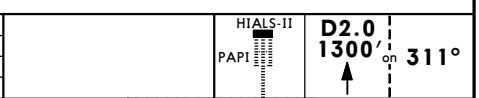
JEPPESEN
27 DEC 13 **(11-3)** Eff 9 Jan

MINSK, BELARUS 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')	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.				



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



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

PANS OPS

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

CHANGES: GS alt at LOM added.

UMMS/MSQ
MINSK-2

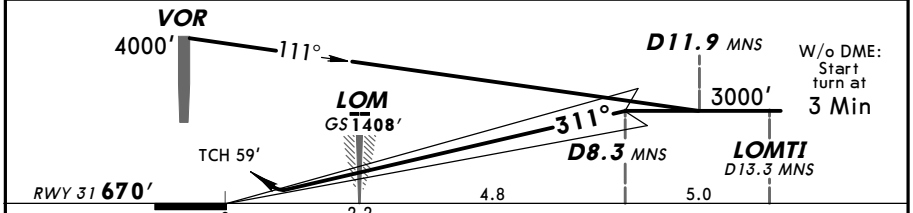
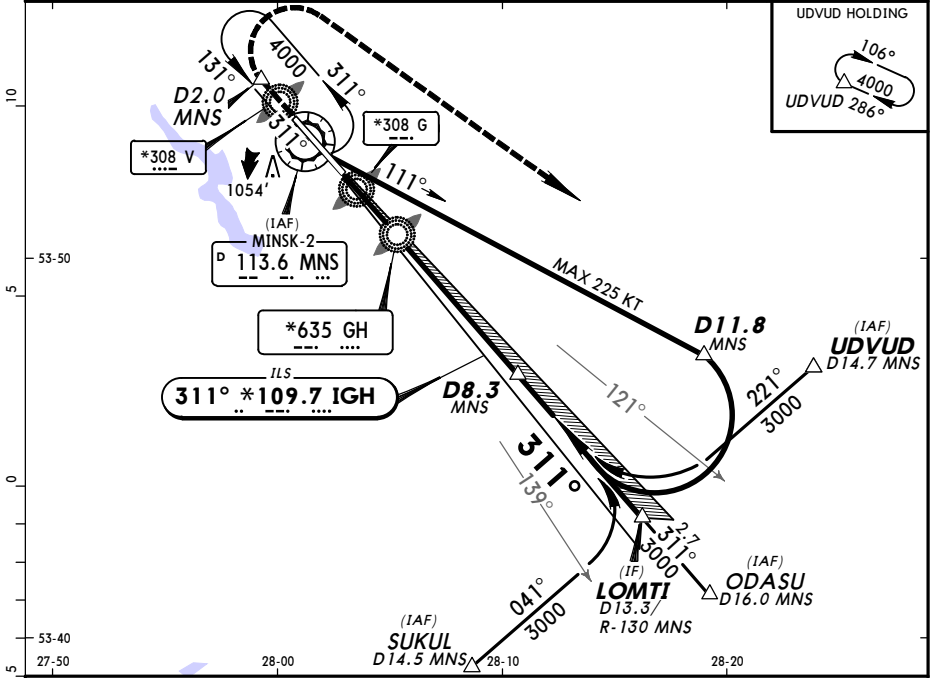
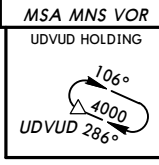
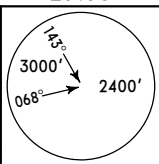
JEPPesen
27 DEC 13
Eff 9 Jan (11-3A)

MINSK, BELARUS
CAT II ILS-Charlie Rwy 31

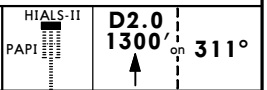
ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 129.95
LOC IGH *109.7	Final Apch Crs 311°	GS LOM 1408' (738')	CAT II ILS RA 95' DA(H) 770' (100')	Apt Elev 670' RWY 670'

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.



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 95'
DA(H) 770' (100')

RVR 350m

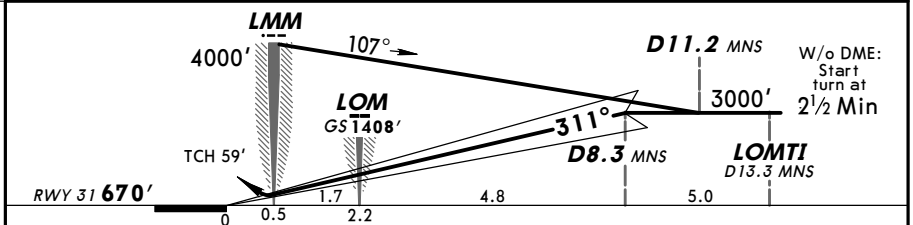
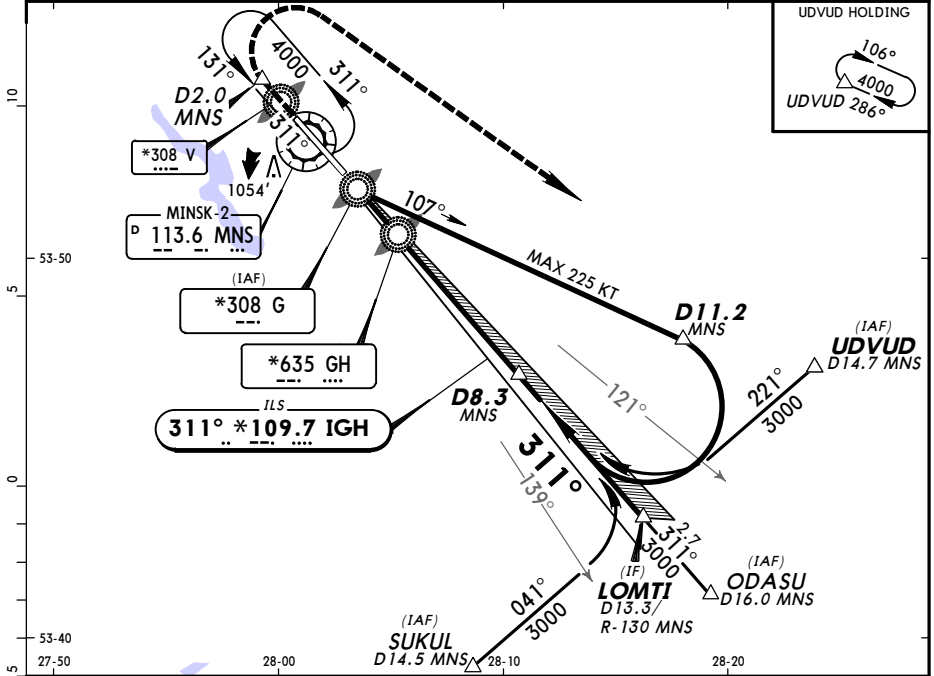
PANS OPS

UMMS/MSQ MINSK-2

JEPPesen
27 DEC 13 (11-4) Eff 9 Jan

MINSK, BELARUS 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')	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.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D2.0 1300' on 311°
ILS GS	3.00°	372	478	531	637	849	

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

PANS OPS

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

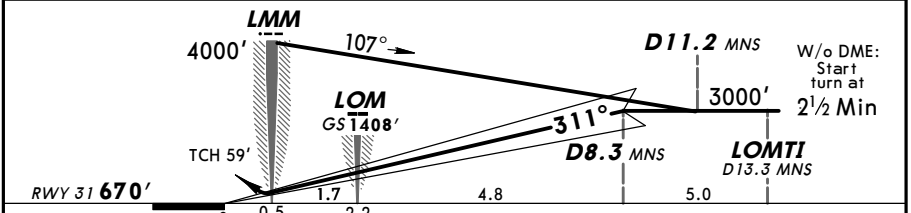
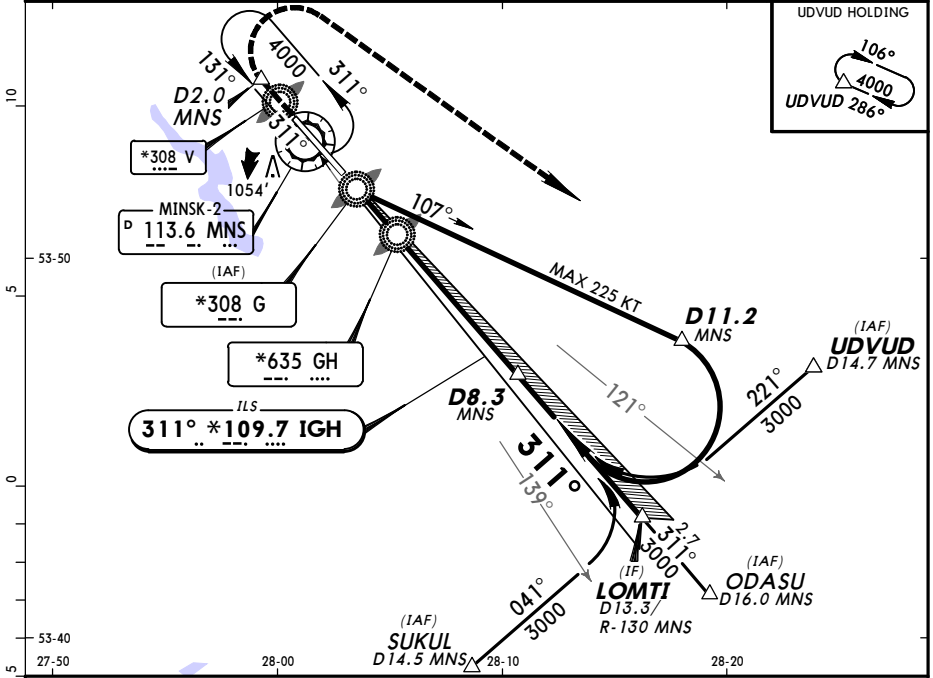
CHANGES: GS alt at LOM added.

UMMS/MSQ
MINSK-2

JEPPESEN
27 DEC 13
Eff 9 Jan (11-4A)

MINSK, BELARUS
CAT II 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')	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 and NDB required. 2. Special aircrew and acft certification required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D2.0 1300' on 311°
ILS GS	3.00°	372	478	531	637	849	

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

RVR **350m**

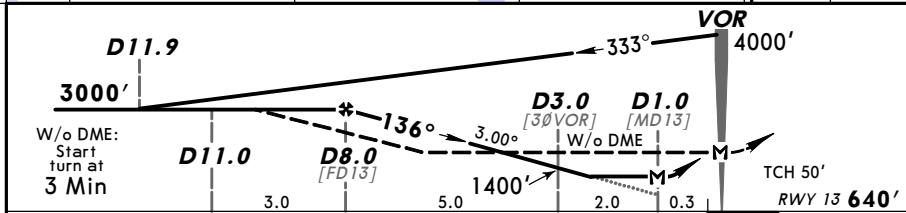
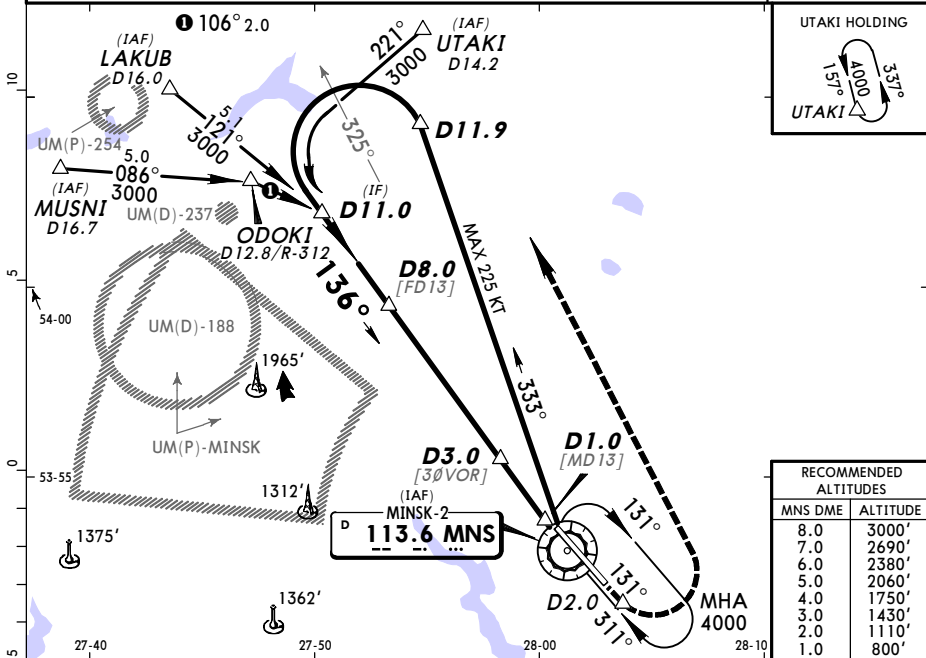
PANS OPS

UMMS/MSQ MINSK-2

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

MINSK, BELARUS VOR Rwy 13

ATIS 128.85 (Russian 135.85)	MINSK Approach (Radar/R) 125.9	*MINSK Radar 125.25	MINSK-2 Tower 118.3	Ground 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'				MSA MNS VOR



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

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

1 CAT D widebody: MDA(H) 1660' (990'), CEIL-VIS 400m - 5000m.
 CHANGES: Procedure. Descent angle. © JEPPESEN, 1999, 2013. ALL RIGHTS RESERVED.

UMMS/MSQ MINSK-2

11 OCT 13 (13-2) Eff 17 Oct

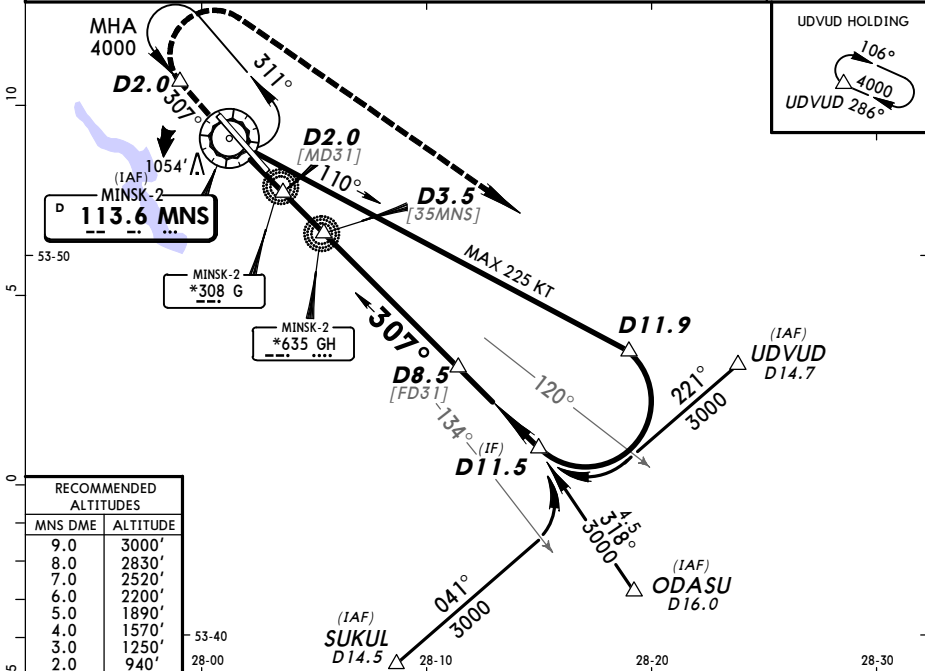
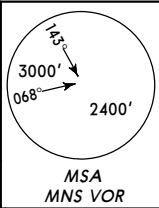
MINSK, BELARUS VOR Rwy 31

ATIS 128.85 <small>(Russian 135.85)</small>	MINSK Approach (Radar/R)	*MINSK Radar	MINSK-2 Tower	Ground
	125.9	125.25	118.3	129.95

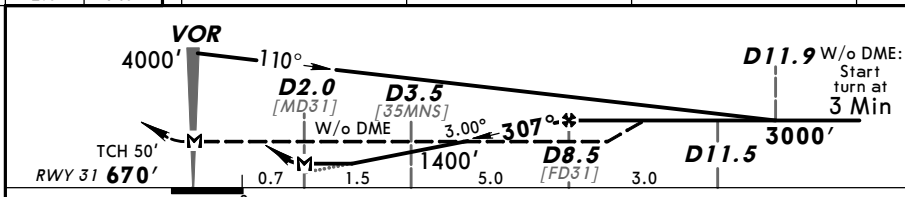
VOR MNS 113.6	Final Apch Crs 307°	Minimum Alt D8.5 3000' (2330')	MDA(H) Refer to Minimums	Apt Elev 670' RWY 670'
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MISSED APCH: Climb on 307°. At D2.0, but not below 1300', turn RIGHT to UDVUD climbing to 3000', then as directed.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 6000'
VOR DME required.



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	HIALS-II PAPI	D2.0 1300'	on 307°
Descent Angle	3.00°	372	478	531	637	743			
With DME: MAP at D2.0									
W/o DME: MAP at VOR									

	STRAIGHT-IN LANDING RWY 31				CEILING REQUIRED	
	With DME MDA(H) 1100'(430')		W/o DME MDA(H) 1160'(490')		CIRCLE-TO-LAND NIGHT not authorized	
	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H) CEIL-VIS
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1530'(860') 310m - 3000m
B					135	
C	1200m	2000m	1200m	2000m	180	1530'(860') 360m - 3000m
D	RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	205	1530'(860') 360m - 400m

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

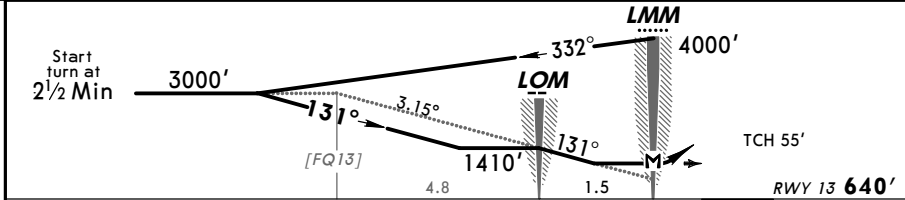
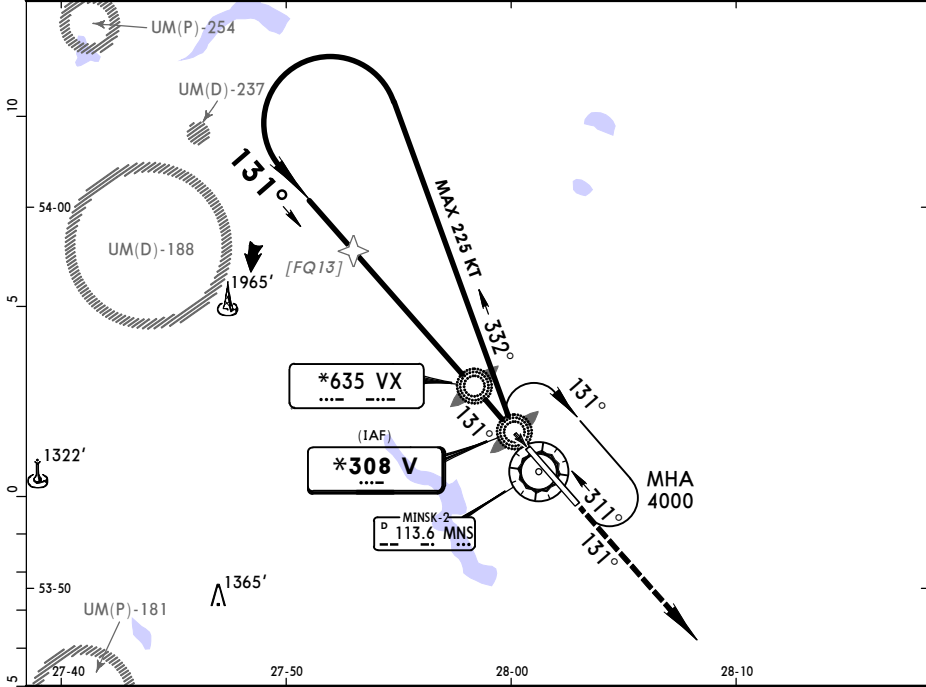
CHANGES: Procedure. Descent angle.

UMMS/MSQ
MINSK-2

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

MINSK, BELARUS
NDB Rwy 13

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 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								

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

PANS OPS

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

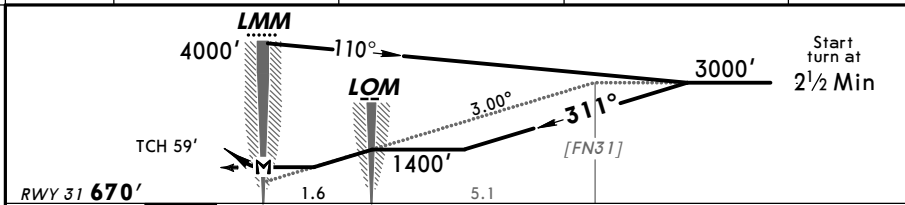
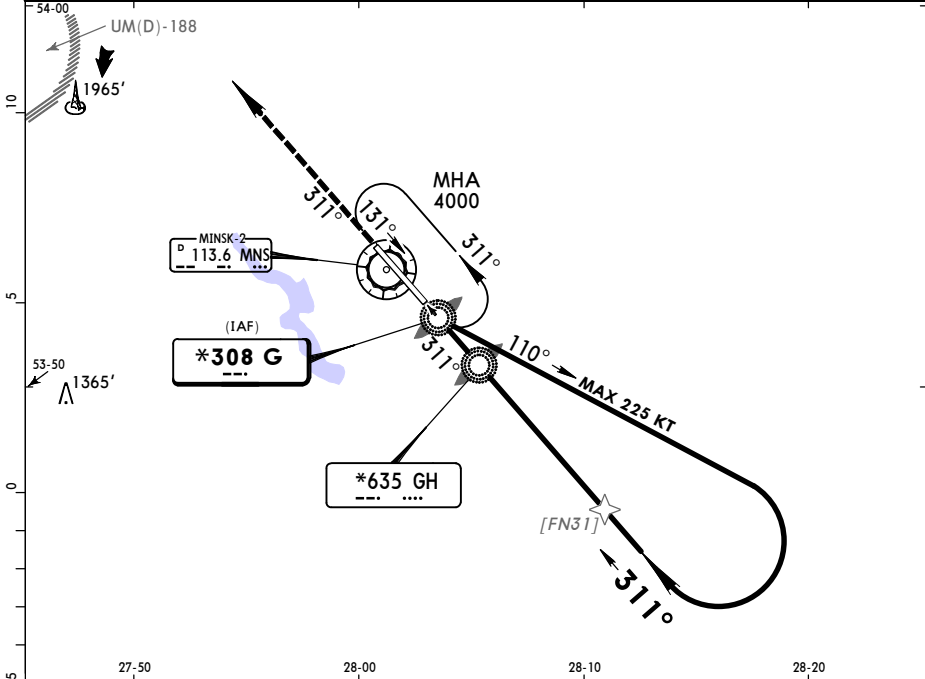
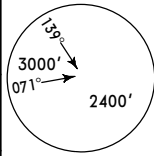
CHANGES: MSA. Procedure.

UMMS/MSQ
MINSK-2

JEPPESEN
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		
Descent Angle	3.00°	372	478	531	637	743		849
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		RVR 1500m VIS 1600m	100	1530' (860')	310m - 3000m	
B	1200m		135	1530' (860')	360m - 3000m	
C		2000m	180	1530' (860')	360m - 3000m	
D	RVR 1500m VIS 1600m		205	1530' (860')	360m - 4000m	

PANS OPS

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

CHANGES: MSA. Procedure.

Chart changes since cycle 18-2016

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

Chart Change Notices for Airport UMMS

Type: Terminal

Effectivity: Permanent

Begin Date: 20160623

End Date: No end date

(All procedures) TA is 6000'. TL is FL80 (FL 90 if the atmospheric pressure below 977.2 hPa).