

List of pages in this Trip Kit

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General Information

Location: MINSK BLR
ICAO/IATA: UMMS / MSQ
Lat/Long: N53° 52.95', E028° 01.85'
Elevation: 681 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 9.0° 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: 0154 Z
Sunset: 1815 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

Communication Information

ATIS: 128.850
ATIS: 135.850 Non-English
Minsk Tower: 130.400
Minsk Tower: 118.300
Minsk Ground: 129.950
Minsk Ground: 121.575
Minsk Approach: 125.900
Minsk Transit Operations: 131.800 Non-English
Minsk Deicer Operations: 121.625
Minsk Radar: 125.250

UMMS/MSQ
MINSK-2
 **JEPPESSEN**
20 SEP 24 **10-1P**
Eff 3 Oct**MINSK, BELARUS**
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 128.850

D-ATIS 135.850 (Russian)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. OPERATING RESTRICTIONS FOR RWY 13L/31R**

RWY 13L/31R shall be used as follows:

Operations of Ilyushin-76, Antonov-26, Tupolev-134, Tupolev-154 and Antonov-12 cargo ACFT:

- landings at RWY 31R may be performed between 0700-2300LT;
- take-offs from RWY 31R may be performed at any time;
- landings at RWY 13L may be performed at any time;
- take-offs from RWY 13L may be performed between 0700-2300LT.

Operations of other cargo ACFT types:

- landings at RWY 31R may be performed, as a rule, between 0700-2300LT;
- take-offs from RWY 31R may be performed at any time;
- landings at RWY 13L may be performed at any time;
- take-offs from RWY 13L may be performed, as a rule, between 0700-2300LT.

Passenger ACFT and business ACFT may perform landings at and take-offs from RWY 13L/31R at any time.

ACFT arriving for repairs and departing after repairs conducted at OJSC Minsk Civil Aviation Plant No. 407 may perform landings at and take-offs from RWY 13L/31R only during daylight hours.

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. OPERATION OF MODE S TRANSPONDERS

Flight crew of ACFT equipped with Mode S ACFT identification feature shall set the ACFT identification in the transponder. This setting shall correspond to the ACFT identification specified in item 7 of ICAO flight plan or, if flight plan has not been filed, to the ACFT registration.

On the ground transponder shall be:

- switched on before towing (start up);
- switched off after taxiing to the stand.

1.5. TAXI PROCEDURES**1.5.1. TAXIING AND TOWING PROCEDURES**

Taxiing and towing without clearance of the controller are prohibited.

1.5.2. DEPARTURE FROM AND ARRIVAL AT MINSK CIVIL AVIATION PLANT N° 407

ACFT departing from and arriving at Minsk Civil Aviation Plant N° 407 on the instruction of the ATS unit shall taxi along TWY L to TWY L4 under own engines power and then along TWY L4 only by towing.

1. GENERAL

1.6. 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 when ready are set to the stands by towing.

ACFT are allowed to taxi to stands 38A and 38B under own engines power with MAX wingspan 52'/16m.

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

ACFT that has been or may be subject to unlawful interference should be parked at stands A1, L1, M1, 1, 62 and 63.

When an ACFT that has been subjected to unlawful interference is parked on stands 62 or 63, the movement of other ACFT along TWY E abeam stands 62 and 63, TWY Q2, Q3 and M3 is prohibited.

Simultaneous use of stands 62 and 63 for parking of an ACFT that has been subjected to unlawful interference is prohibited.

ACFT are allowed to taxi under own power to stands 64, 64A, 65 subject to the following conditions:

- ACFT may taxi to stands 64 and 65 if stand 64A is vacant;
- ACFT may taxi to stand 64A if stands 64 and 65 are vacant.

ACFT with a wingspan of less than 78'/23.9m are allowed to taxi to stands 66, 67, 68, 69, 70, 71 under own power, subject to the following conditions:

- ACFT may taxi to stand 67S if stands 66 and 69A are vacant;
- ACFT may taxi to stand 68S if stands 66, 69A, 71A, 71B are vacant;
- ACFT may taxi to stand 69N if stands 66 and 69A are vacant;
- ACFT may taxi to stand 70N if stands 66, 69A, 71A, 71B are vacant;
- ACFT may taxi to stand 71N if stands 66, 69A, 71A, 71B are vacant.

ACFT with a wingspan of 79'/24.0 m to 106'/32.4m are allowed to taxi to stands 69A and 71A under own power, subject to the following conditions:

- ACFT may taxi to stand 69A if stands 66, 69, 70 are vacant;
- ACFT may taxi to stand 71A if stands 66 thru 71 and 71B are vacant.

ACFT with a wingspan of 107'/32.5m to 117'/35.8m are allowed to park at stand 71B subject to the following conditions:

- ACFT will taxi under own power from TWY A1 on taxi route J to parking position J1, and afterwards, it will be towed, while stands 66 thru 71A shall be vacant.

If conditions stated above cannot be met, the ACFT will taxi from TWY A1 along taxi route J to parking position J1 under own power, and then will be towed to stands 64 thru 71B.

Helicopters are allowed to be parked on stands 1 and 2, with an overall dimension D of not more than 131'/40m, while the parking of helicopters on stand 2, when stand 1 is occupied, should be carried out only through towing from taxi route D.

Helicopters are allowed to be parked on stand 42 with an overall dimension D of not more than 83'/25.2m, while stand 43 should be vacant.

Helicopters are allowed to be parked on stand 69A, with an overall dimension D of not more than 92'/28.0m, while taxiing to the placement location J1 is performed under own engines power, then from the placement location J1 to stand 69A parking should be carried out through towing, while stands 66, 69 and 70 are vacant.

Stands 38A, 38B, 67 and 68 are equipped with tie down anchors for the operation of ACFT of Pilatus PC-12NG type.

Parking stands 28 thru 30 and 33 thru 35 on apron 5 are intended exclusively for performing maintenance tasks for Boeing 737-300/800/8 and Embraer 175/195 ACFT of Belavia Airlines.

ACFT proceeding to apron 5 via TWY T or TWY L1 may, as instructed by ATC, move under their own power to TWY T/ TWY L1 intersection, then via taxi route G only being towed with their engines turned off. ACFT proceeding from apron 5 to TWY T or TWY L1 shall be towed with their engines turned off via taxi route G to TWY T/TWY L1 intersection.

UMMS/MSQ
MINSK-2

 **JEPPESSEN**
20 SEP 24 **(10-1P2)**

Eff 3 Oct

MINSK, BELARUS
AIRPORT BRIEFING

1. GENERAL

ACFT are not allowed to taxi on apron 5 under their own power.

On apron 5 towing of Boeing 737-300/800/8 and Embraer 175/195 ACFT shall be carried out via taxi route G, using parking stands 28 thru 30 and 33 thru 35, under the control and responsibility of the ACFT maintenance division. Towing shall be performed by Belavia Airlines technicians, with two additional members of the towing crew available, using an ACFT towing tractor, at a speed of no more than 1.6KT/ 3 km/h.

1.7. OTHER

Birds in vicinity of APT.

Simultaneous use of RWY 13R/31L and RWY13L/31R is not allowed.

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 +37517 2157600 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 flight 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

- All turns RIGHT, 1 minute, inbound course 310°. Then proceed to TP (R 332.7°/ D12.2 MNS VOR/DME) descending to 3000'. Execute turn final intercept IMDL LOC, approach and land.
- If landing is not possible, climb on track 130° to 3000', turn LEFT to MNS VOR/DME and follow crew decision.

2. ARRIVAL

RWY 13R

- All turns RIGHT, 1 minute, inbound course 310°. Then proceed to TP (R 327.9°/ D11.9 MNS VOR/DME) descending to 3000'. Execute turn final intercept IVX LOC, approach and land.
- If landing is not possible, climb on track 130° to 3000', turn LEFT to MNS VOR/ DME and follow crew decision.

RWY 31L

- All turns LEFT, 1 minute, inbound course 130°. Then proceed to TP (R 109.9°/ D11.9 MNS VOR/DME) descending to 3000'. Execute turn final intercept IGH LOC, approach and land.
- If landing is not possible, climb on track 310° to 3000', turn LEFT to MNS VOR/ DME and follow crew decision.

RWY 31R

- All turns LEFT, 1 minute, inbound course 130°. Then proceed to TP (R 106.2°/ D12.3 MNS VOR/DME) descending to 3000'. Execute turn final intercept IMN LOC, approach and land.
- If landing is not possible, climb on track 310° to 3000', turn LEFT to MNS VOR/ DME and follow crew decision.

2.3. TAXI PROCEDURES

After landing with 130° - the ACFT shall vacate the RWY 13L/31R only via TWY M3 and TWY M4.

After landing with 310° - the ACFT shall vacate the RWY 13L/31R only via TWY M1 and TWY M2.

2.4. 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.

2.5. CAT II/III OPERATIONS

RWY 13L is approved for CAT II/III.

RWY 31L is approved for CAT II.

3. DEPARTURE

3.1. START-UP AND 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 and the taxi route V;
- Stands 12 and 13 on the taxi route V, the taxi route D and the taxi route R;
- Stands 14 thru 17 on the taxi route R;
- Stands 28 thru 35 and 59 thru 61 on TWY T;
- Stands 64 thru 71B on taxi route J to the placement location of J1.

On parking stands 3 thru 17, 9A and 9B engine start-up in idle mode is allowed if this procedure is prescribed by the ACFT Flight Manual.

ACFT engine start up using APU during towing is permitted upon agreement with the towing supervisor and based on the assessment of the tow vehicle driver, provided that there is safe adhesion of the tow vehicle tires to the apron surface.

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Eff 3 Oct

MINSK, BELARUS
AIRPORT BRIEFING

3. DEPARTURE

On parking stands 3 thru 17, 9A and 9B it is PROHIBITED to start engines from a running engine until the end of towing abeam the parking stand.

ACFT engine full-power run-up test shall be allowed only on parking stand 28 for ACFT with wingspan up to 121'/37m or on parking position C2A on TWY C for all ACFT operated at the aerodrome.

When aircraft engine full-power run-up test is performed on parking position C2A, movement of other ACFT on F/L/P/C TWY intersection is prohibited.

Prior to performing ACFT engine run-up test on parking stand 28, the entire area of parking stand 28 shall be cleaned using a vacuum sweeper/ industrial vacuum cleaner, for the area to be free from foreign objects.

3.1.2. TAXIING BEFORE DEPARTURE

From parking stands 3 thru 17, 9A and 9B the ACFT shall be towed to a point abeam the relevant parking stand or to another point defined by the GND controller, considering the wingspan.

When moving from parking position J1 via taxi route J to TWY A1 ACFT shall taxi under own power.

ACFT with a wingspan of less than 78'/23.9m are allowed to taxi under own power in the following cases:

- from stand 67N if stands 66, 69A are vacant;
- from stand 68N if stands 66, 69A, 71A, 71B are vacant;
- from stand 69S if stands 66, 69A are vacant;
- from stand 70S if stands 66, 69A, 71A, 71B are vacant;
- from stand 71S if stands 66, 69A are vacant.

ACFT with a wingspan of 79'/24.0m to 106'/32.4m are allowed to taxi under own power in the following cases:

- from stand 69A if stand 66 is vacant;
- from stand 71A if stands 66 thru 69A are vacant.

If it is impossible to meet these conditions for taxiing under ACFT own power, it will be allowed to tow the ACFT from stands 66 to 71B on taxi route J to parking position J1.

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 +37517 2157600. Attempt to land at the departure AD.

If unable to land at the departure AD:

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

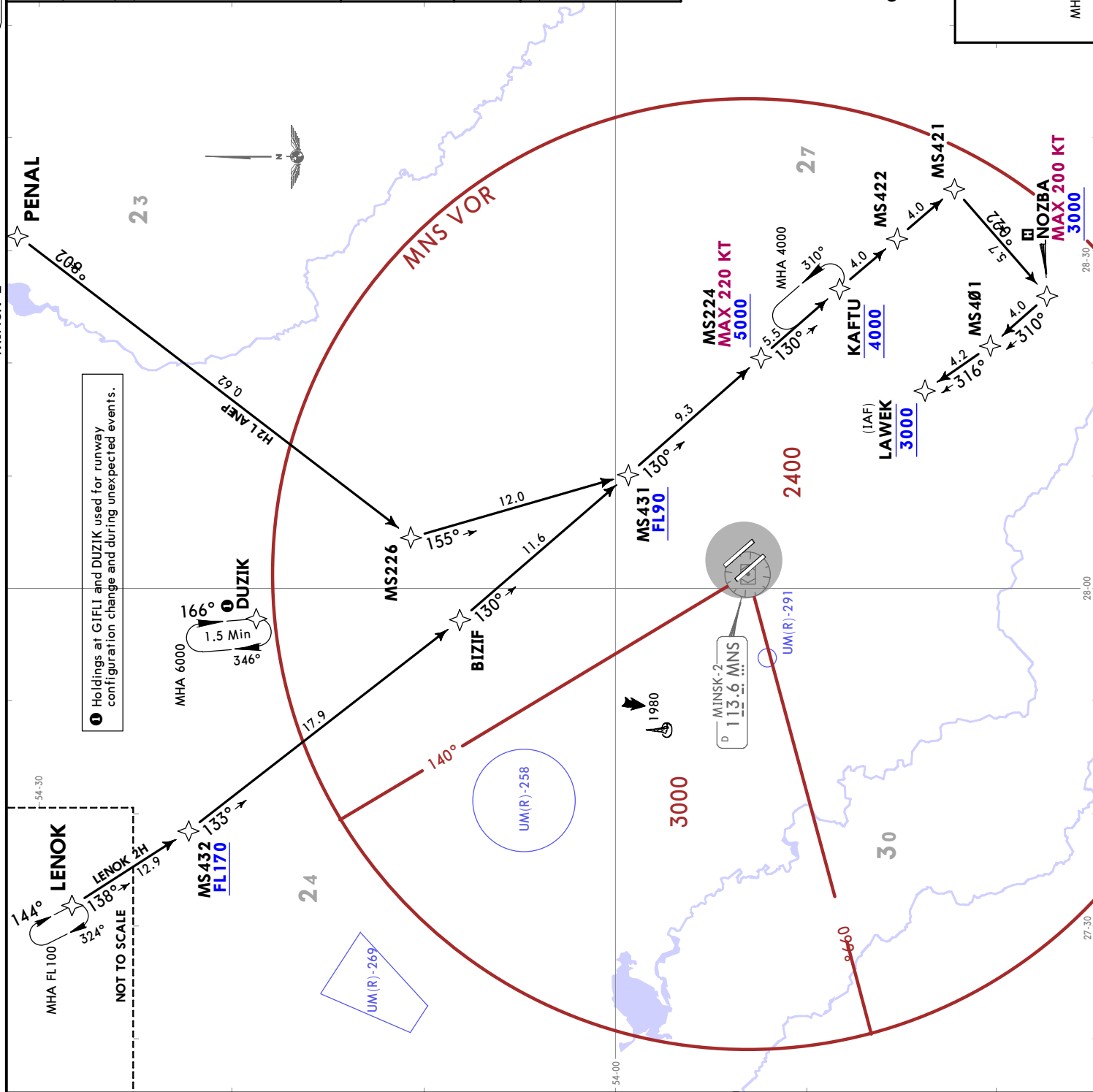
If being vectored:

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

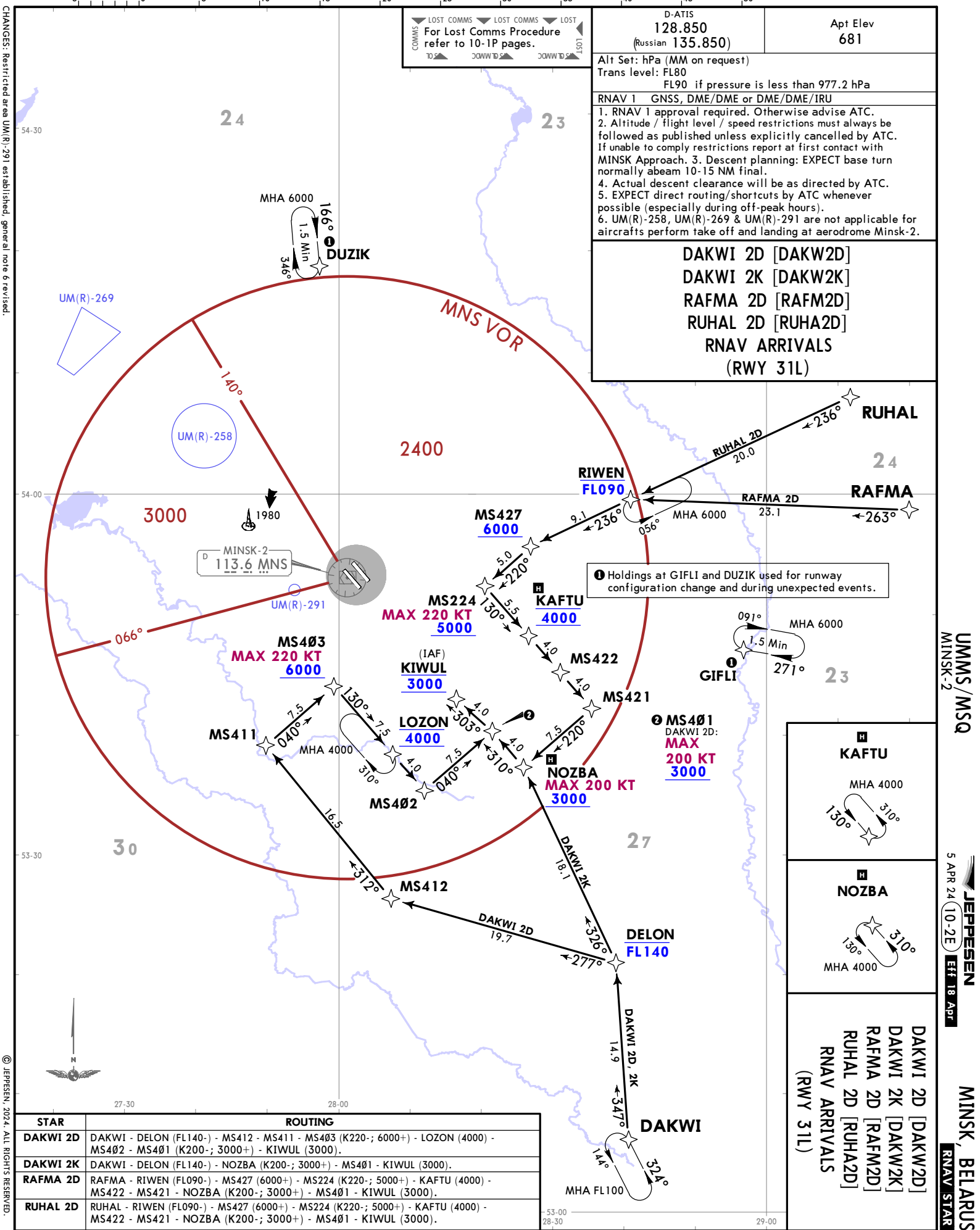


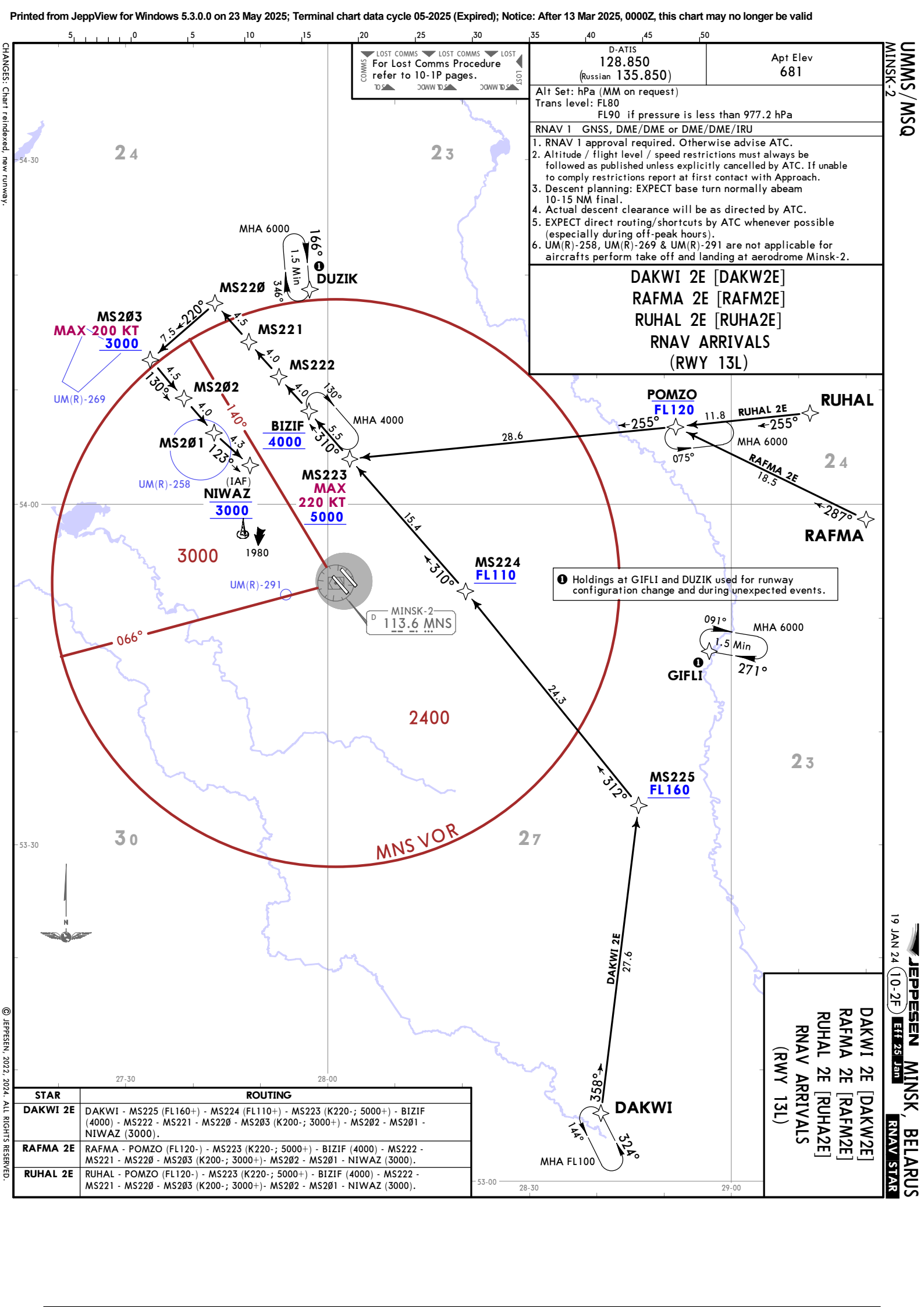


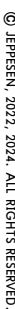
D-ATIS 128.850 (Russian 135.850)	Apt Elev 681
Alt Set: hPa (MM on request) Trans level: FL80 FL90 if pressure is less than 977.2 hPa	
RNAV 1 GNSS, DME/DME or DME/DME/IRU	
1. RNAV 1 approval required. Otherwise advise ATC. 2. Altitude / flight level / speed restrictions must always be followed as published unless explicitly cancelled by ATC. If unable to comply restrictions report at first contact with MINSK Approach. 3. Descent planning: EXPECT base turn normally abeam 10-15 NM final. 4. Actual descent clearance will be as directed by ATC. 5. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). 6. UM(R)-258, UM(R)-269 & UM(R)-291 are not applicable for aircrafts perform take off and landing at aerodrome Minsk-2.	
LENOK 2H [LENO2H] PENAL 2H [PENA2H] RNAV ARRIVALS (RWY 31R)	
For Lost Comms Procedure refer to 10-IP pages.	
STAR	ROUTING
LENOK 2H	LENOK - MS432 (FL170+) - BIZIF - MS431 (FL90+) - MS224 (K220+; 5000+-) - KAFUT (4000) - MS422 - MS421 - NOZBA (K200+; 3000+-) - MS401 - LAWEK (3000).
PENAL 2H	PENAL - MS226 - MS431 (FL90+-) - MS224 (K220+; 5000+-) - KAFUT (4000) - MS422 - MS421 - NOZBA (K200+; 3000+-) - MS401 - LAWEK (3000).











JEPPESSEN
19 JAN 24 **10-2G** **Eff 25 Jan**

MINSK, BELARUS





Trans alt: 6000

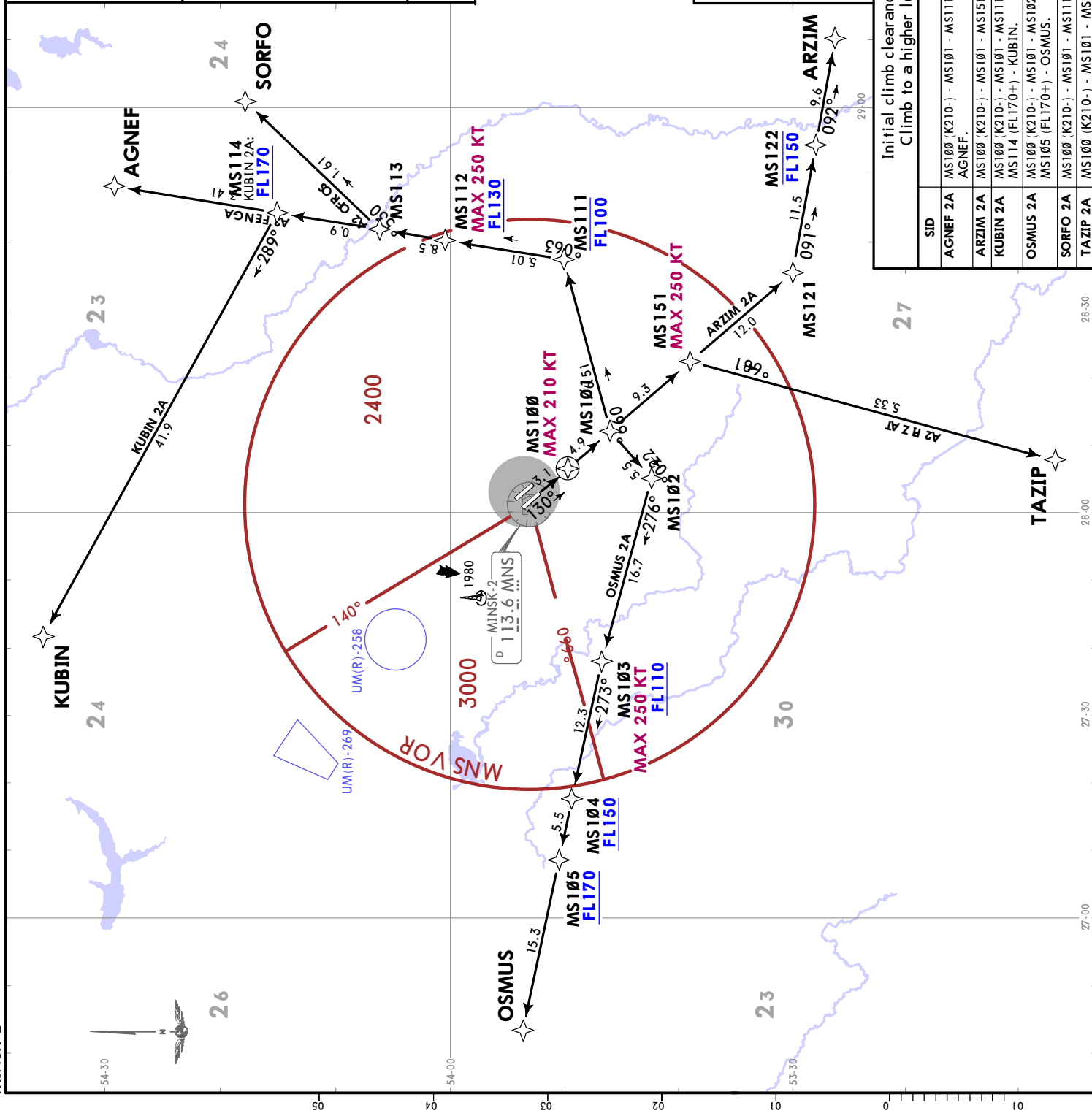
RNAV 1
GNSS, DME/DME or DME/DME/IRU

1. RNAV 1 approval required. Otherwise advise ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
3. UM(R)-258 & UM(R)-269 are not applicable for aircrafts perform take off and landing at aerodrome Minsk-2.

Apt Elev
681

AGNEF 2A [AGNE2A]
ARZIM 2A [ARZ12A]
KUBIN 2A [KUB12A]
OSMUS 2A [OSMU2A]
SORFO 2A [SORF2A]
TAZIP 2A [TAZI2A]
RNAV DEPARTURES
(RWY 13R)

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



These SIDs require minimum climb gradients of

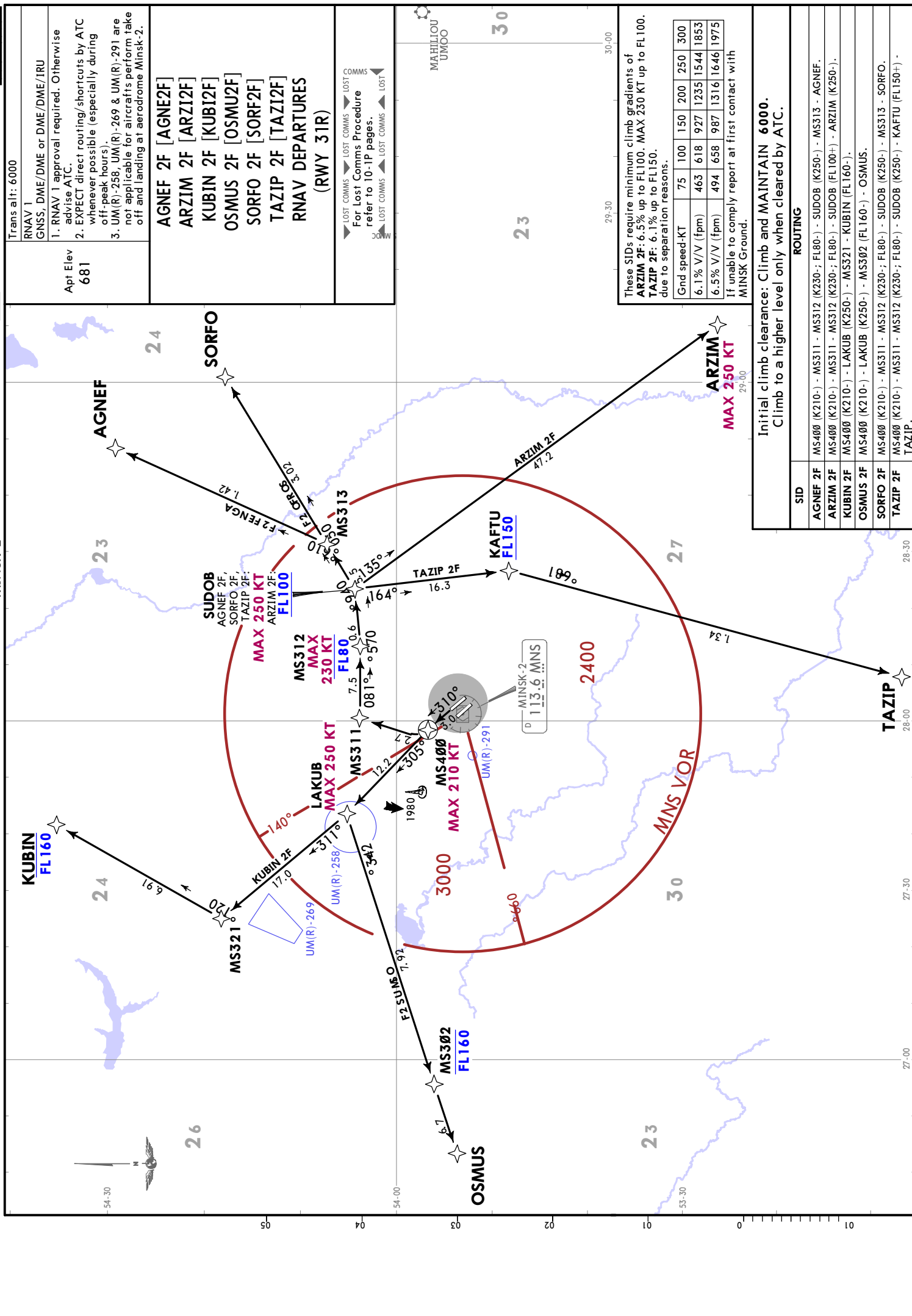
OSMUS 2A: 5.7% up to FL170.
AGNEF 2A, SORFO 2A: 6.0% up to FL130.
KUBIN 2A: 6.0% up to FL170.
due to separation reasons.

Grnd 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.

SID	ROUTING
AGNEF 2A	MS100 (K210-) - MS101 - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 - AGNEF.
ARZIM 2A	MS100 (K210-) - MS101 - MS151 (K250-) - MS121 - MS122 (FL150-) - ARZIM.
KUBIN 2A	MS100 (K210-) - MS101 - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - MS114 (FL170+) - KUBIN.
OSMUS 2A	MS100 (K210-) - MS101 - MS102 (K250-; FL110+) - MS104 (FL150+) - OSMUS.
SORFO 2A	MS100 (K210-) - MS101 - MS111 (FL100-) - MS112 (K250-; FL130+) - MS113 - SORFO.
TAZIP 2A	MS100 (K210-) - MS101 - MS151 (K250-) - TAZIP.





Initial climb clearance: Climb and MAINTAIN 6000. Climb to a higher level only when cleared by ATC.		ROUTING
SID		
AGNEF 2F	MS400 (K210-) - MS311 (K230-; FL80-) - SUDOB (K250-) - MS313 - AGNEF.	
ARZIM 2F	MS400 (K210-) - MS311 (K230-; FL80-) - SUDOB (FL100+) - ARZIM (K250-).	
KUBIN 2F	MS400 (K210-) - LAKUB (K250-) - MS321 - KUBIN (FL160-).	
OSMUS 2F	MS400 (K210-) - LAKUB (K250-) - MS302 (FL160-) - OSMUS.	
SORFO 2F	MS400 (K210-) - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - MS313 - SORFO.	
TAZIP 2F	MS400 (K210-) - MS311 - MS312 (K230-; FL80-) - SUDOB (K250-) - KAFITU (FL150+) - TAZIP.	

CHANGES: Chart reindexed, new runway.

UMMS/MSQ

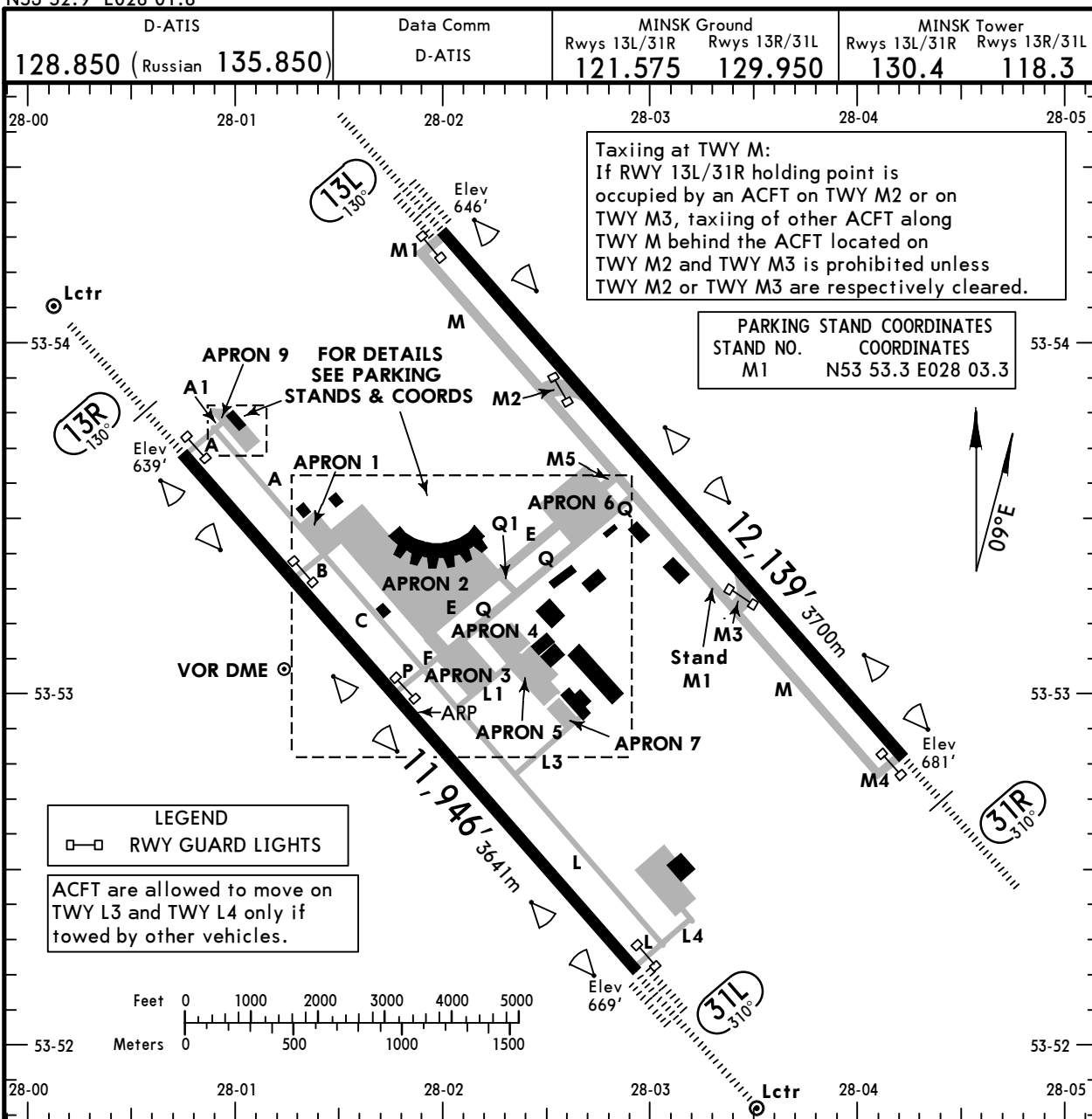
Apt Elev **681'**
N53 52.9 E028 01.8

JEPPESSEN

12 APR 24 **(10-9)** Eff 18 Apr

MINSK, BELARUS

MINSK-2



ADDITIONAL RUNWAY INFORMATION							
RWY		USABLE LENGTHS			TAKE-OFF	WIDTH	
		Threshold	LANDING BEYOND Glide Slope				
13L	HIRL (60m) CL (15m) ①HIALS-II TDZ PAPI-L ②③ OFZ RVR		11,167' 3404m		④	197' 60m	
31R	HIRL (60m) CL (15m) ①HIALS PAPI-L ② HSTIL-M2 OFZ RVR		11,106' 3385m				
① length 900m ② angle 3.0° ③ HSTIL-M3							
④ RWY 13L:		RWY 31R:					
From rwy head		12,139' (3700m)	From rwy head		12,139' (3700m)		
twy M2 int		7972' (2430m)	twy M3 int		7972' (2430m)		
13R	HIRL (60m) CL (15m) ⑤HIALS PAPI-L ⑥ OFZ RVR		10,913' 3326m		⑦	197' 60m	
31L	HIRL (60m) CL (15m) ⑤HIALS-II TDZ PAPI-L ⑥ OFZ RVR		10,852' 3308m				
⑤ length 900m ⑥ angle 3.0°							
⑦ RWY 13R:		RWY 31L:					
From rwy head		11,946' (3641m)	From rwy head		11,946' (3641m)		
twy B int		8934' (2723m)	twy P int		5906' (1800m)		
twy P int		6040' (1841m)	twy B int		3012' (918m)		
Std TAKE-OFF							
① HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	CL	RCLM (Day only) or RL	Adequate Vis Ref		
			NIGHT		DAY	NIGHT	
TDZ R125m	TDZ R150m	R200m	R300m	R400m	R/V500m	NA	
Mid R125m	Mid R150m						
Rollout R125m	Rollout R150m						
① RWY 13L: TDZ/Mid/Rollout R75m with approved lateral guidance system.							

CHANGES: Lights and RVR on Rwy 13R/31L added.

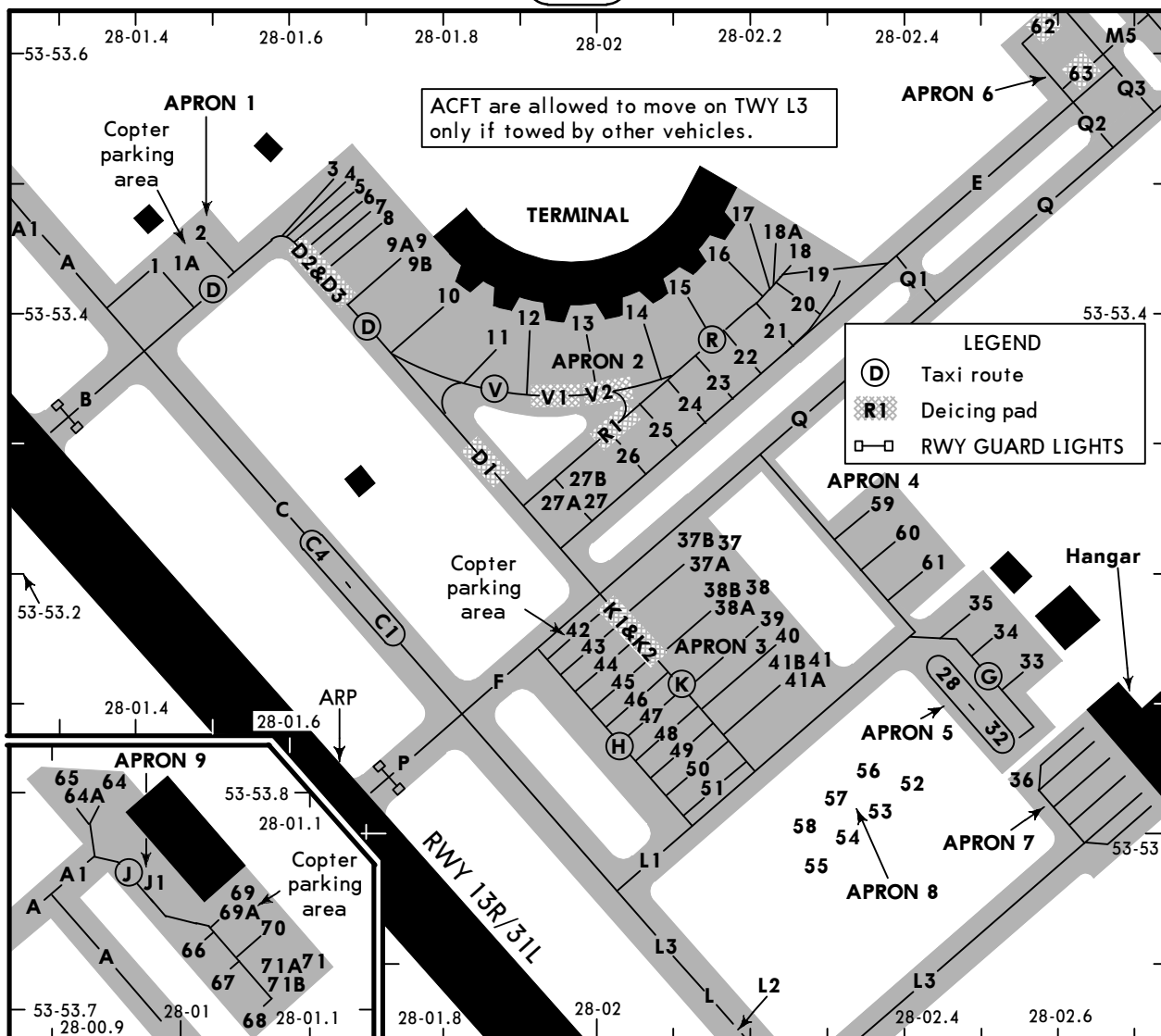
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UMMS/MSQ

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12 APR 24 10-9A Eff 18 Apr

MINSK, BELARUS

MINSK-2



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 53.4 E028 01.5	41 thru 41B	N53 53.0 E028 02.4
1A	N53 53.4 E028 01.4	42	N53 53.1 E028 02.1
3 thru 5	N53 53.5 E028 01.7	43, 44	N53 53.0 E028 02.1
6	N53 53.4 E028 01.7	45 thru 47	N53 53.0 E028 02.2
7 thru 9B	N53 53.4 E028 01.8	48	N53 53.0 E028 02.3
10	N53 53.4 E028 01.9	49 thru 51	N53 52.9 E028 02.3
11, 12	N53 53.3 E028 01.9	52, 53	N53 52.9 E028 02.5
13, 14	N53 53.3 E028 02.0	54	N53 52.9 E028 02.4
15	N53 53.3 E028 02.1	55	N53 52.8 E028 02.4
16	N53 53.4 E028 02.1	56	N53 52.9 E028 02.5
17, 18A	N53 53.4 E028 02.2	57, 58	N53 52.9 E028 02.4
19	N53 53.4 E028 02.3	59	N53 53.1 E028 02.5
20, 21	N53 53.3 E028 02.3	60, 61	N53 53.1 E028 02.6
22 thru 24	N53 53.3 E028 02.2	62	N53 53.6 E028 02.6
25	N53 53.3 E028 02.1	63	N53 53.5 E028 02.7
26	N53 53.2 E028 02.1	64 thru 65	N53 53.8 E028 00.9
27, 27A	N53 53.2 E028 02.0	66, 67, 69, 69A	N53 53.7 E028 01.0
27B	N53 53.2 E028 02.1	68, 70 thru 71B	N53 53.7 E028 01.1
28, 29	N53 53.0 E028 02.6	A1	N53 53.5 E028 01.2
30 thru 32	N53 52.9 E028 02.7	C1	N53 53.1 E028 01.9
33, 34	N53 53.0 E028 02.7	C2	N53 53.1 E028 01.8
35	N53 53.0 E028 02.6	C3	N53 53.2 E028 01.7
36	N53 52.9 E028 02.7	C4	N53 53.3 E028 01.6
37 thru 38	N53 53.1 E028 02.2	J1	N53 53.8 E028 01.0
38A	N53 53.0 E028 02.3	L1	N53 52.6 E028 02.6
38B	N53 53.1 E028 02.2	L2	N53 52.7 E028 02.5
39, 40	N53 53.0 E028 02.3	L3	N53 52.7 E028 02.4

CHANGES: None.

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UMMS/MSQ


JEPPesen
19 APR 24 **10-9S**
EASA AIR OPS
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
13L	CAT 3 ILS	R75m	R75m	R75m	R75m
	CAT 2 ILS	746' (100') RA119' R300m	746' (100') RA119' R300m	746' (100') RA119' R300m	746' (100') RA119' ① R300m
	ILS	846' (200') R550m	846' (200') R550m	846' (200') R550m	846' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	GLS	846' (200') R550m	846' (200') R550m	846' (200') R550m	846' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	③④ LOC	1010' (364') R/V1000m	1010' (364') R/V1000m	1010' (364') R/V1000m	1010' (364') R/V1000m
	TDZ or CL out ALS out	R/V1000m R1500m	R/V1000m R1500m	R/V1000m R1700m	R/V1000m R1700m
	③⑤ LOC	1270' (624') R1500m	1270' (624') R1500m	1270' (624') R2200m	1270' (624') R2200m
13R	TDZ or CL out ALS out	R1500m R1500m	R1500m R1500m	R2200m R2400m	R2200m R2400m
	RNP LNAV/VNAV	896' (250') R550m	906' (260') R600m	916' (270') R600m	936' (290') R650m
	TDZ or CL out ALS out	② R550m R1300m	② R600m R1300m	② R600m R1300m	② R650m R1400m
	RNP ③ LNAV	1430' (784') R1500m	1430' (784') R1500m	1430' (784') R2400m	1430' (784') R2400m
	TDZ or CL out ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m
	ILS	839' (200') ② R550m	839' (200') ② R550m	839' (200') ② R550m	839' (200') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ NDB	1050' (411') R1200m	1050' (411') R1200m	1050' (411') R1200m	1050' (411') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
31L	CAT 2 ILS	769' (100') RA95' R300m	769' (100') RA95' R300m	769' (100') RA95' R300m	769' (100') RA95' ① R300m
	ILS	869' (200') R550m	869' (200') R550m	869' (200') R550m	869' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	⑤ NDB	1120' (451') R1400m	1120' (451') R1400m	1120' (451') R1400m	1120' (451') R1400m
	TDZ or CL out ALS out	R1400m R1500m	R1400m R1500m	R1400m R2100m	R1400m R2100m

① Requires autoland or HUDLS, otherwise: R350m.

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Continuous Descent Final Approach

④ With D2.2 IMDL

⑤ W/o D2.2 IMDL

UMMS/MSQ



EASA AIR OPS
MINSK, BELARUS
MINSK-2

STRAIGHT-IN RWY		A	B	C	D
31R	ILS	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m
	ALS out				
	GLS	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m	881'(200') ① R550m R1200m
	ALS out				
	② LOC	1020'(339') R/V1000m R1500m	1020'(339') R/V1000m R1500m	1020'(339') R/V1000m R1500m	1020'(339') R/V1000m R1500m
	ALS out				
	RNP LNAV/VNAV	931'(250') ① R550m R1300m	931'(250') ① R550m R1300m	931'(250') ① R550m R1300m	951'(270') ① R600m R1300m
	ALS out				
	RNP ② LNAV	1280'(599') R1500m R1500m	1280'(599') R1500m R1500m	1280'(599') R2000m R2400m	1280'(599') R2000m R2400m
	ALS out				

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
② Continuous Descent Final Approach

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
NIGHT not authorized	1230'(549') ③ V1500m	1250'(569') ③ V1600m	1400'(719') ③ V2400m	1410'(729') ③ V3600m

③ or higher minimums of preceding straight-in approach.

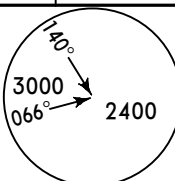
TAKE-OFF							
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
1 R125m	R150m	R300m		R/V400m		R/V500m	NA

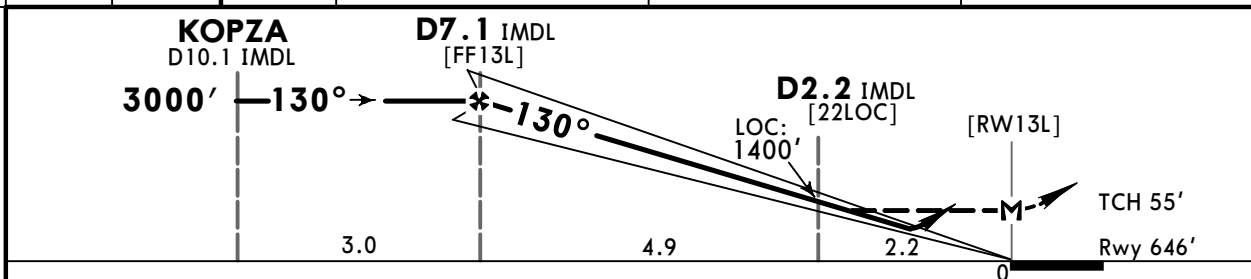
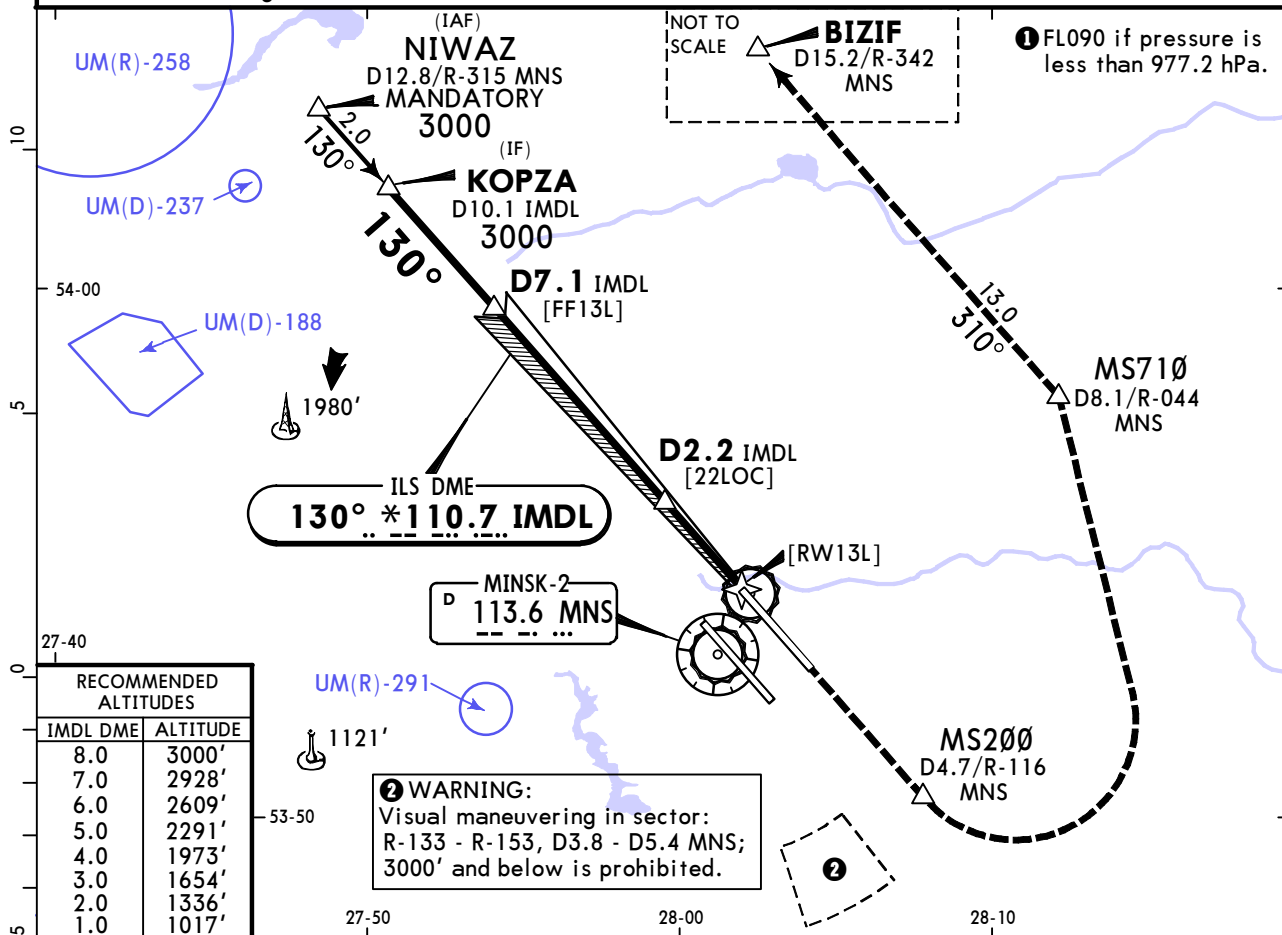
① RWY 13L: R75m with approved lateral guidance system.

UMMS/MSQ
MINSK-2

JEPPESSEN
26 JAN 24 (11-1)

MINSK, BELARUS
ILS or LOC Rwy 13L

BRIEFING STRIP™	D-ATIS 128.850 (Russian 135.850)		MINSK Approach 125.9		MINSK Radar 125.250		MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3		Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950			
	LOC IMDL *110.7		Final Apch Crs 130°		D7.1 IMDL 3000' (2354')		ILS DA(H) 846' (200')		Apt Elev 681' Rwy 646'			
	MISSED APCH: Climb STRAIGHT AHEAD to MS200, then turn LEFT to MS710 climbing to 3000', then proceed to BIZIF, then as directed.											
	Alt Set: hPa(MM on req)		Rwy Elev: 23 hPa		Trans level: FL080 ①		Trans alt: 6000'		MSA MNS VOR			
	1. VOR DME MNS and DME IMDL required. 2. UM(R)-258, UM(R)-291 is not applicable for ACFT performing take-off and landing.											



Gnd speed-Kts	70	90	100	120	140	160	 MS200
GS	3.00°	372	478	531	637	849	
MAP at RW13L							
Timing not authorized for defining the MAP.							

Std		ILS		STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
		DA(H) 846' (200')		With D2.2 IMDL ② DA/ MDA(H) 1010' (364')		W/o D2.2 IMDL ② DA/ MDA(H) 1270' (624')		NIGHT not authorized	
		TDZ or CL out	ALS out			ALS out	ALS out	Max Kts	MDA(H)
A						R1500m	R1500m	100	1230' (549') ③ V1500m
B	R550m	① R550m	R1200m	R/V1000m				135	1250' (569') ③ V1600m
C						R1700m	R2200m	180	1400' (719') V2400m
D							R2400m	205	1410' (729') V3600m

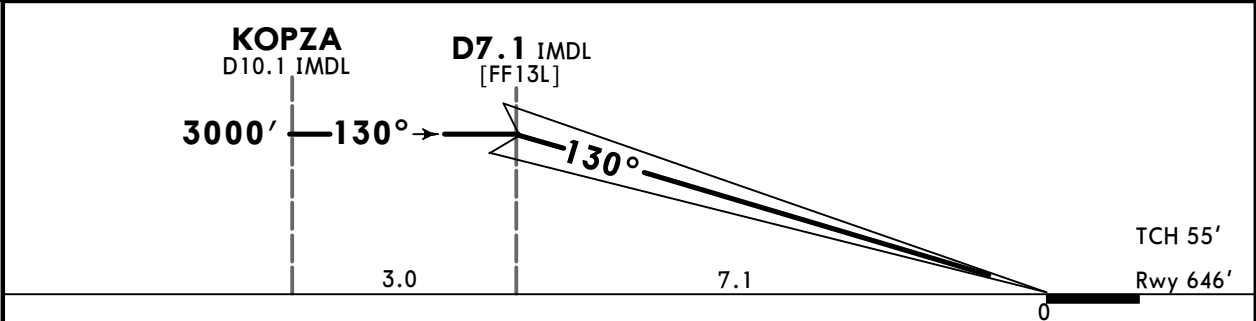
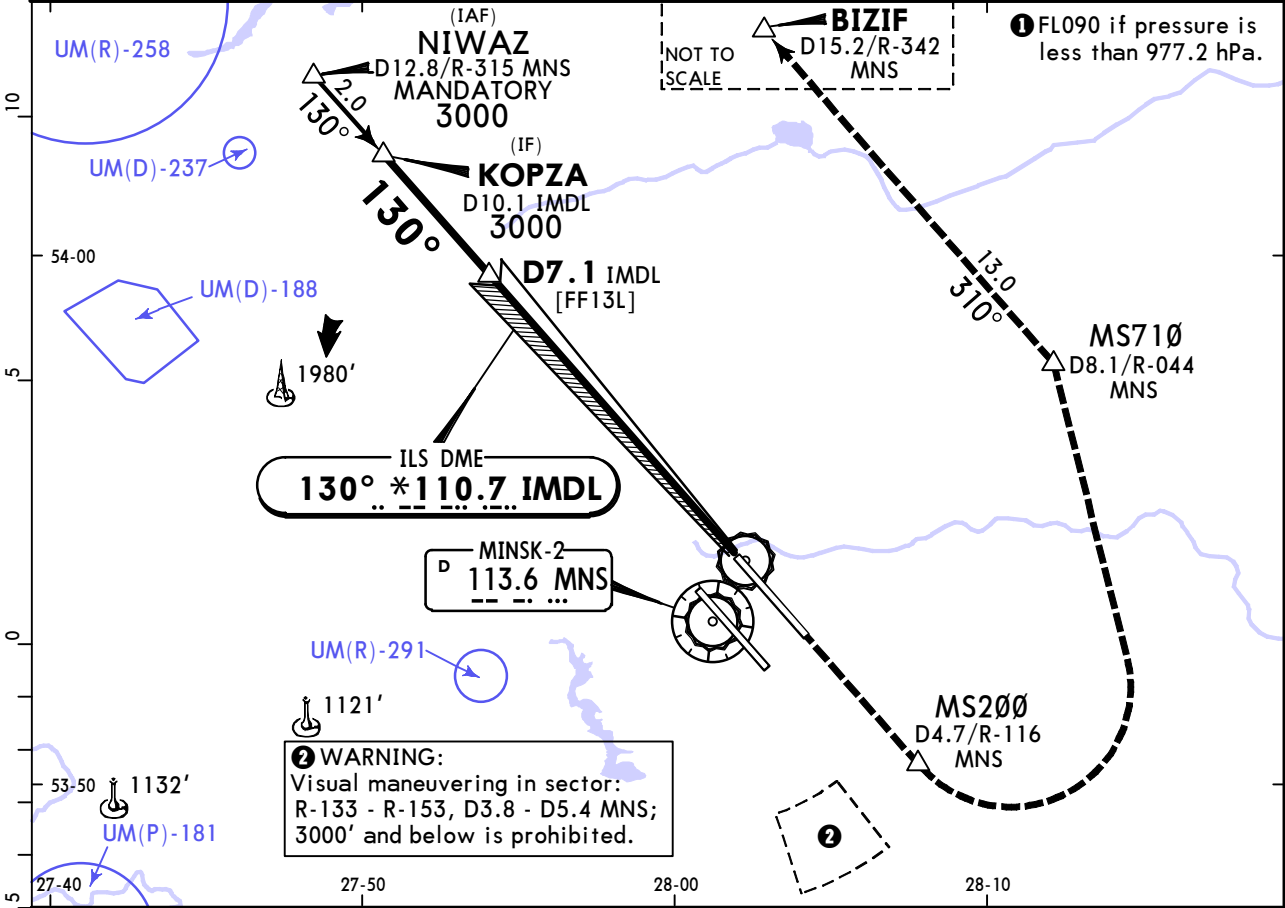
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy. ③ or higher straight-in minimums.

UMMS/MSQ
MINSK-2

26 JAN 24 **11-1A**

MINSK, BELARUS
CAT II/III ILS Rwy 13L

D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950
LOC IMDL *110.7	Final Apch Crs 130°	D7.1 IMDL 3000' (2354')	CAT III & II ILS Refer to Minimums	Appt Elev 681' Rwy 646'
MISSED APCH: Climb STRAIGHT AHEAD to MS200, then turn LEFT to MS710 climbing to 3000', then proceed to BIZIF, then as directed.				
Alt Set: hPa(MM on req) Rwy Elev: 23 hPa Trans level: FL080 ① Trans alt: 6000'				
1. VOR DME MNS and DME IMDL required. 2. UM(R)-258, UM(R)-291 is not applicable for ACFT performing take-off and landing.				
MSA MNS VOR				



Gnd speed-Kts	70	90	100	120	140	160		MS200 ↑
ILS GS	3.00°	372	478	531	637	743		

Std		STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS RA 119' DA(H) 746' (100')	
R75m		R300m	

① CAT D without autoland: R350m.

CHANGES: Communication, Rwy 13R/31L added.

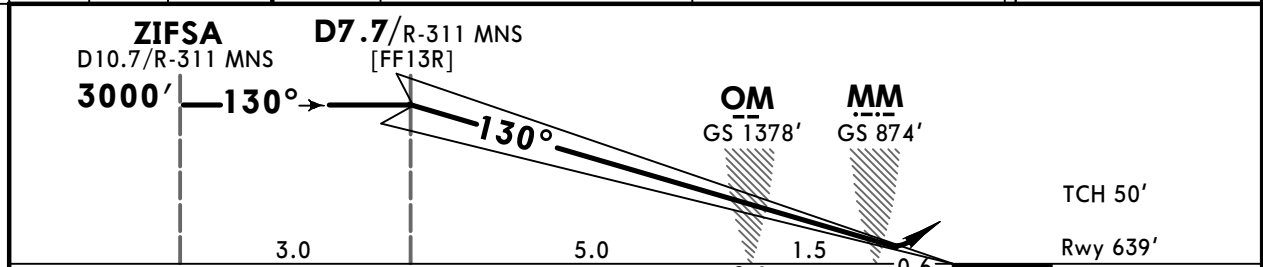
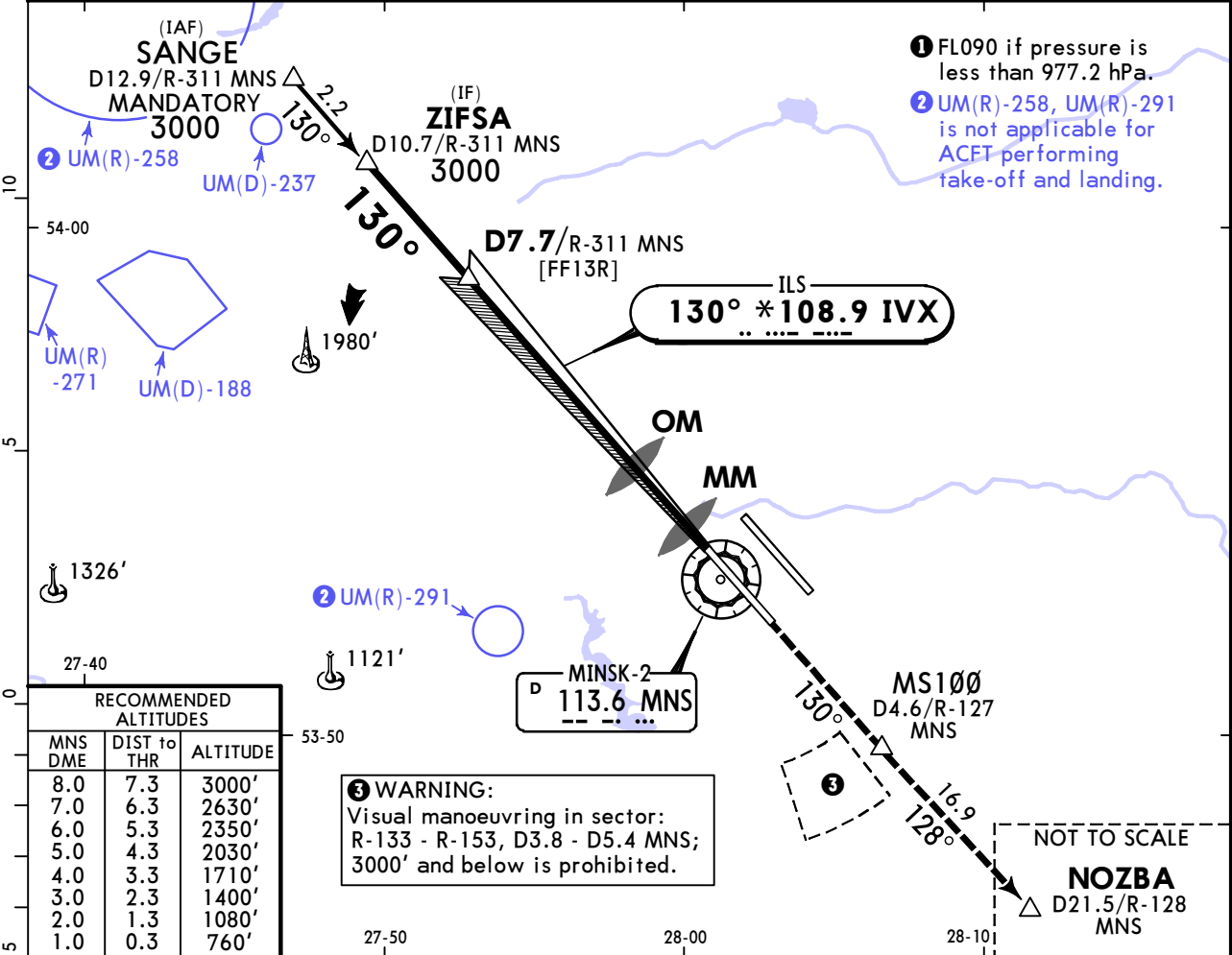
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UMMS/MSQ
MINSK-2

JEPPesen
12 APR 24 (11-2) Eff 18 Apr

MINSK, BELARUS
ILS Rwy 13R

D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950
LOC IVX *108.9	Final Apch Crs 130°	D7.7/R-311 MNS 3000' (2361')	DA(H) 839' (200')	Apt Elev 681' Rwy 639'
MISSED APCH: Climb STRAIGHT AHEAD to MS100, then proceed to NOZBA, climbing 3000' and follow ATC instructions.				
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: FL080 ①
VOR/DME required.		Trans alt: 6000'		MSA MNS VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MS100	130°
GS	3.00°	372	478	531	637	743	849	PAPI	on	

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
ILS				NIGHT not authorized			
DA(H) 839' (200')							
ALS out							
A	R550m		R1200m		Max Kts		
B					100	1230' (549')	V1500m
C					135	1250' (569')	V1600m
D					180	1400' (719')	V2400m
					205	1410' (729')	V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New procedure.

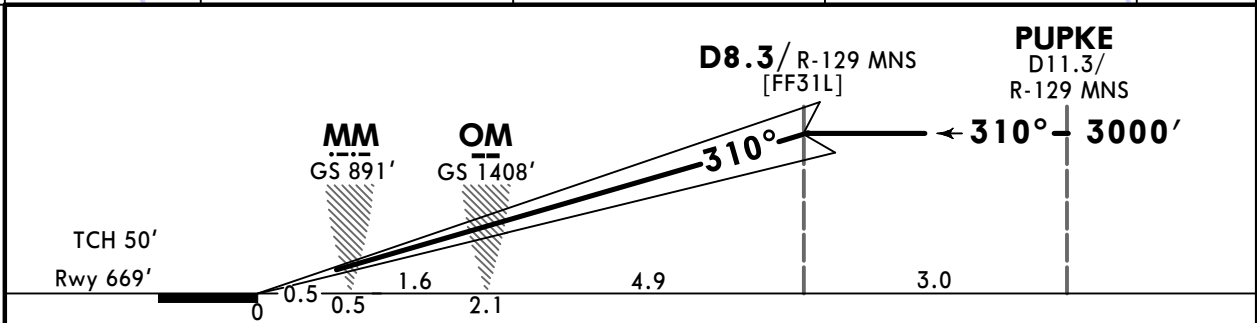
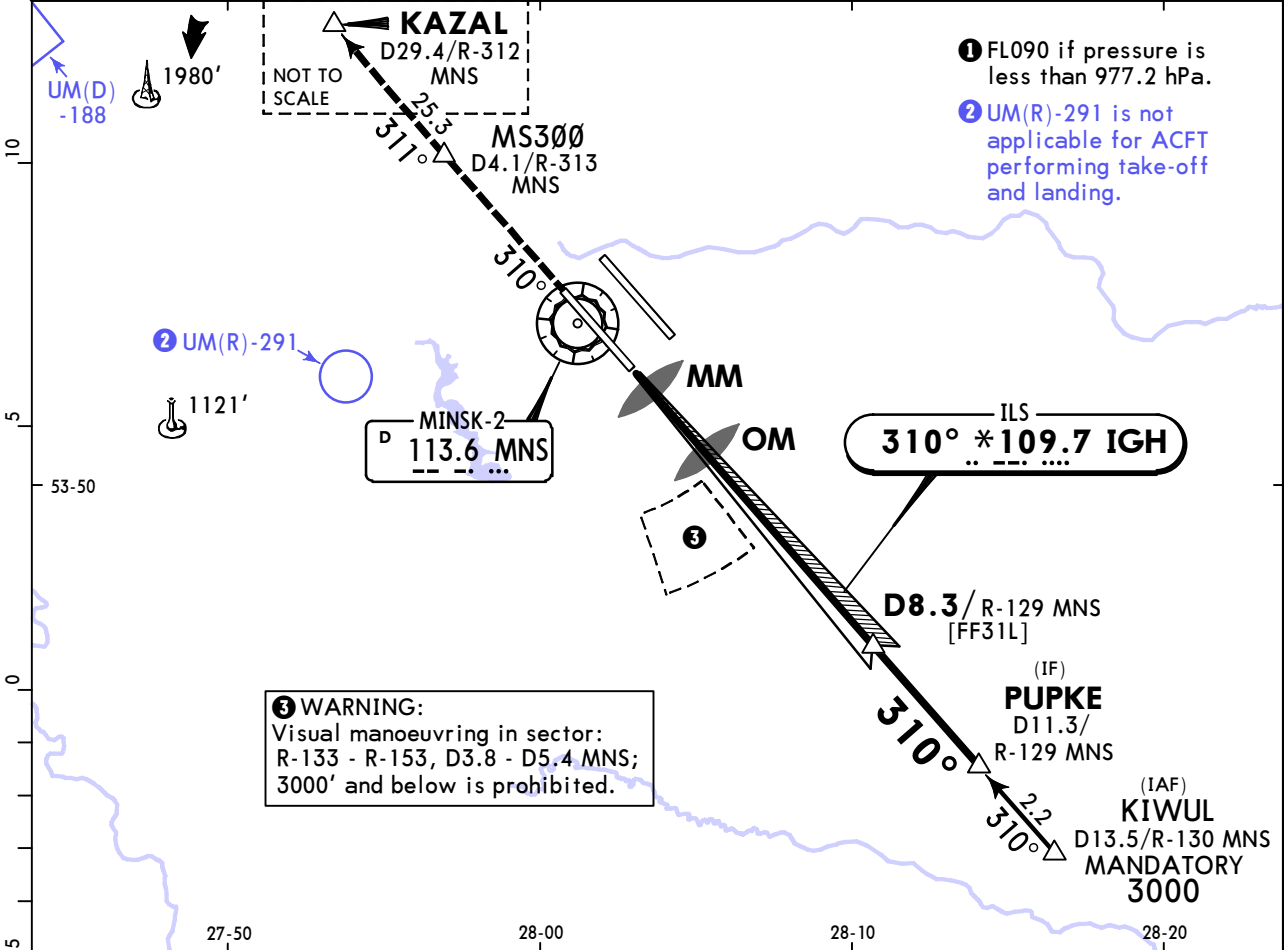
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UMMS/MSQ
MINSK-2

12 APR 24
Eff 18 Apr 11-3A

MINSK, BELARUS
CAT II ILS Rwy 31L

D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950
LOC IGH *109.7	Final Apch Crs 310°	D8.3/R-129 MNS 3000' (2331')	CAT II ILS RA 95' DA(H) 769' (100')	Ap+ Elev 681' Rwy 669'
MISSED APCH: Climb STRAIGHT AHEAD to MS3000, then proceed to KAZAL, climbing to 3000' and follow ATC instructions.				
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: FL080 ①	Trans alt: 6000'	MSA MNS VOR
VOR/DME required.				



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	MS3000	310°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	on

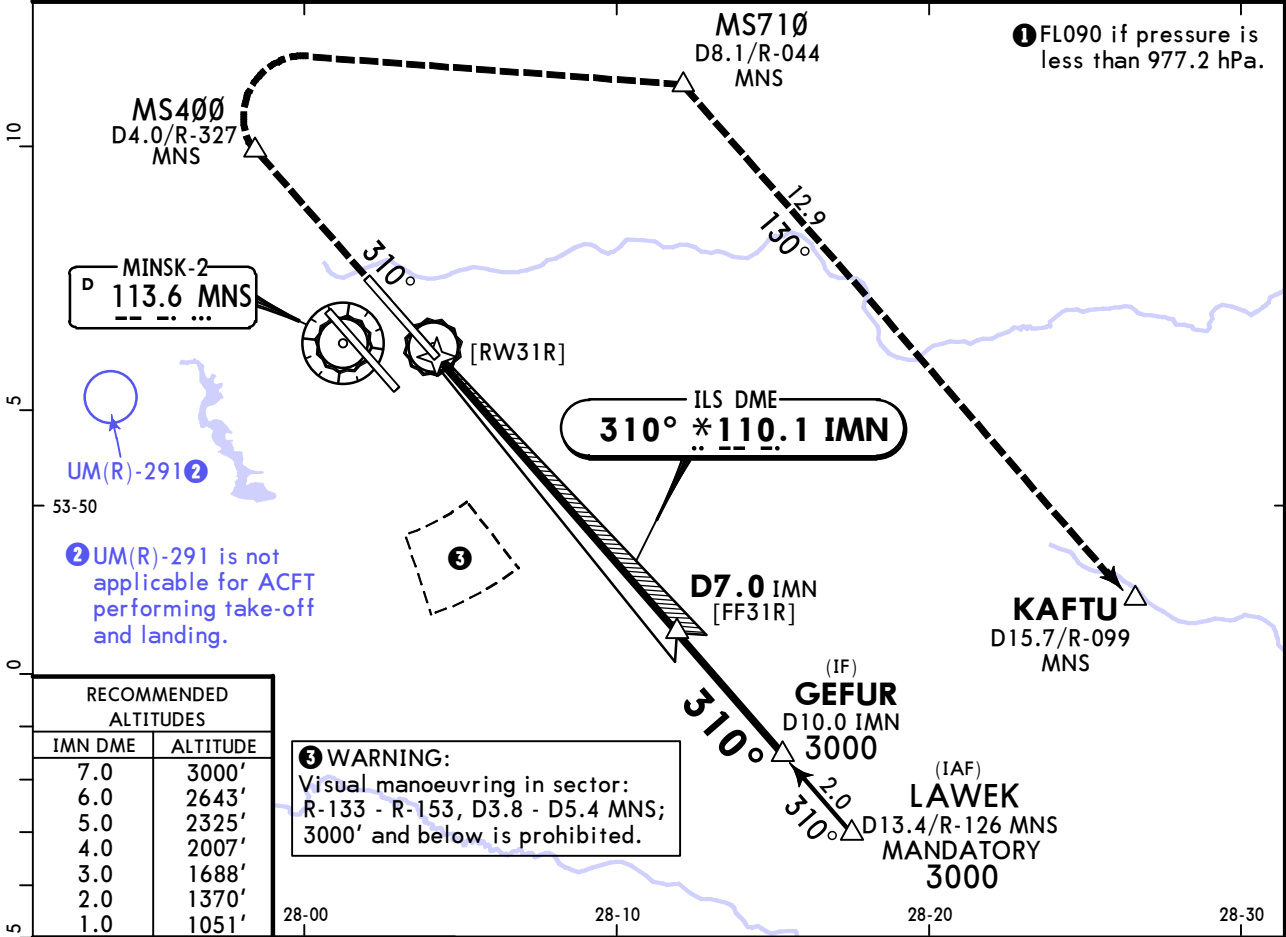
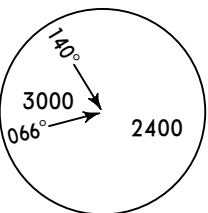
Std	STRAIGHT-IN LANDING
	CAT II ILS RA 95' DA(H) 769' (100')
	R300m
PANS OPS	CAT D without autoland: R350m.

UMMS/MSQ
MINSK-2

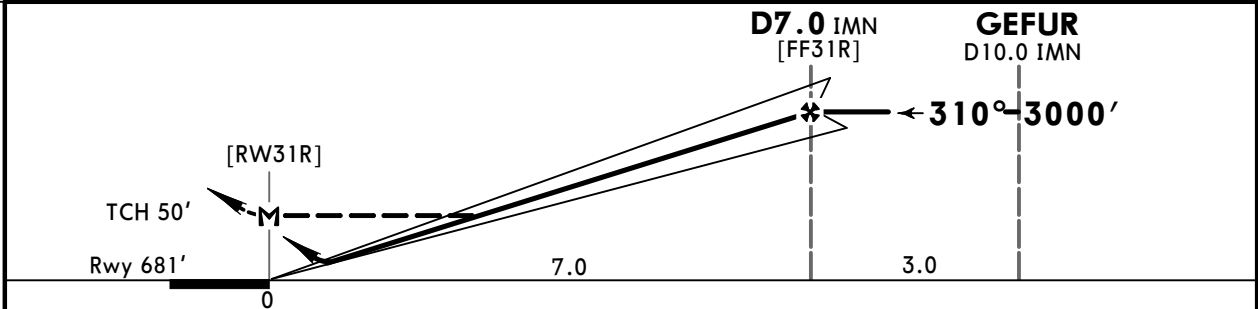
JEPPESSEN
12 APR 24
Eff 18 Apr (11-4)

MINSK, BELARUS
ILS or LOC Rwy 31R

D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950
LOC IMN *110.1	Final Apch Crs 310°	D7.0 IMN 3000' (2319')	ILS DA(H) 881' (200')	Ap't Elev 681' Rwy 681'
MISSED APCH: Climb STRAIGHT AHEAD to MS400, then turn RIGHT to MS710, climbing to 3000', then proceed to KAFTU, then as directed.				
Alt Set: hPa	Rwy Elev: 25 hPa	Trans level: FL080 ①	Trans alt: 6000'	
VOR DME MNS and DME IMN required.				MSA MNS VOR



RECOMMENDED ALTITUDES	
IMN DME	ALTITUDE
7.0	3000'
6.0	2643'
5.0	2325'
4.0	2007'
3.0	1688'
2.0	1370'
1.0	1051'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MS400
GS	3.00°	372	478	531	637	743	849	PAPI	on 310°
MAP at RW31R									
Timing not authorized for defining the MAP.									

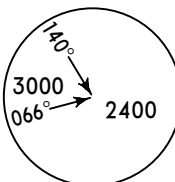
Std		STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
		ILS		LOC (GS out)		NIGHT not authorized		
DA(H) 881' (200')		CDFA 2 DA/MDA(H) 1020' (339')						
		ALS out		ALS out	Max Kts	MDA(H)		
A	1 R550m	R1200m	R/V1000m	R1500m	100	1230' (549')	V1500m	
B					135	1250' (569')	V1600m	
C					180	1400' (719')	V2400m	
D					205	1410' (729')	V3600m	

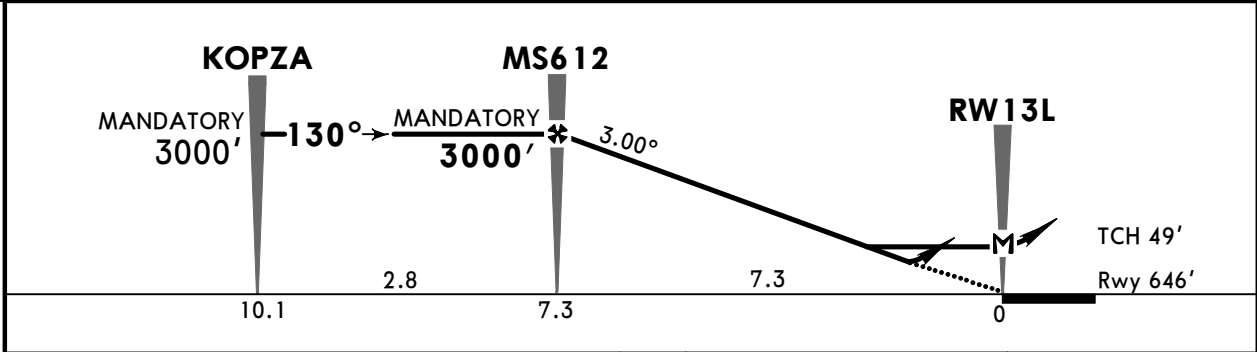
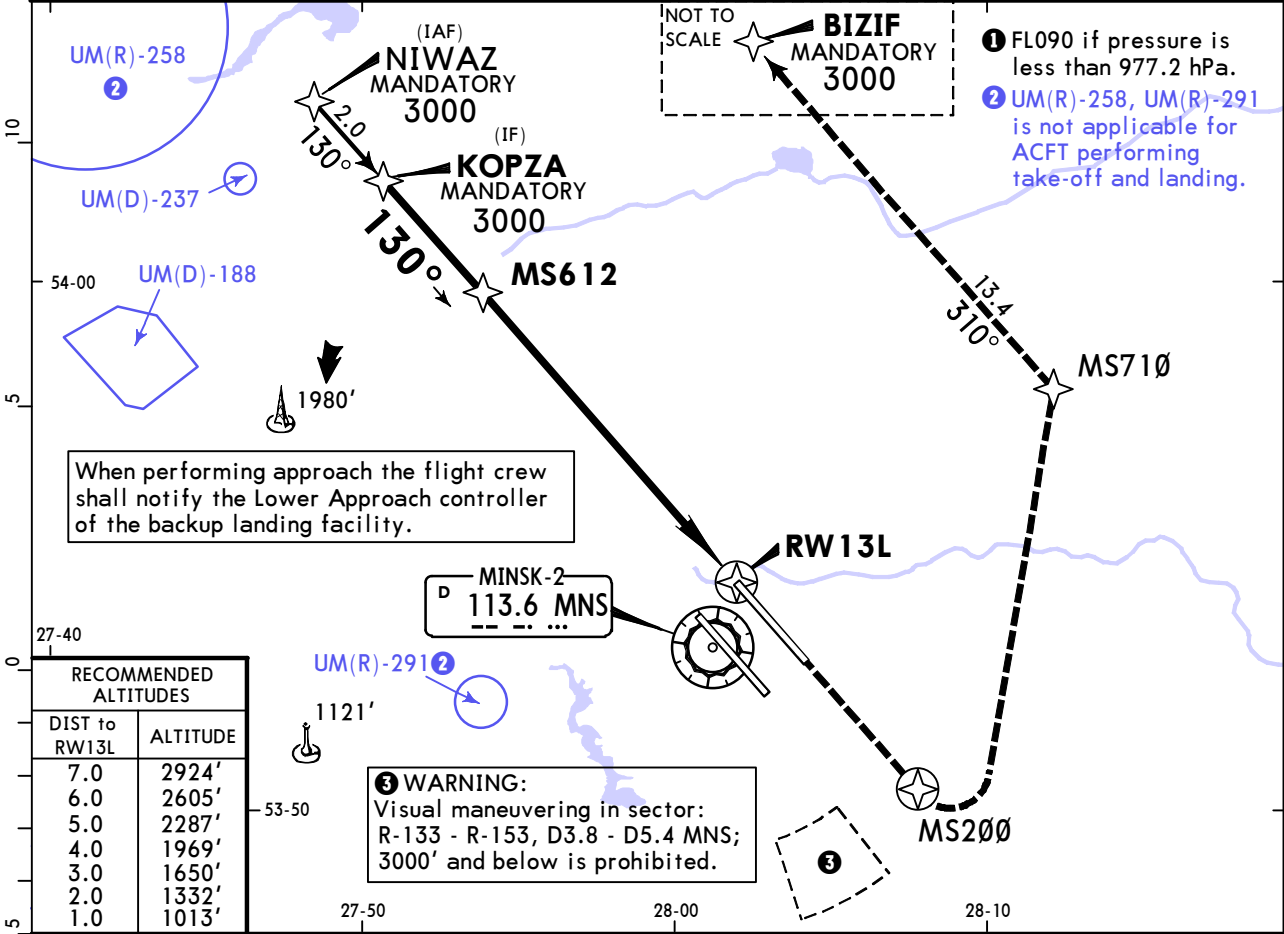
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UMMS/MSQ
MINSK-2

JEPPESSEN
26 JAN 24 (12-1)

MINSK, BELARUS
RNP Rwy 13L

D-ATIS 128.850 (Russian 135.850)		MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3		Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950	
RNAV	Final Apch Crs 130°	MS612 MANDATORY 3000' (2354')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 681' Rwy 646'		
MISSED APCH: Climb STRAIGHT AHEAD to MS2000, then turn LEFT to MS710 climbing to 3000', then proceed to BIZIF and follow ATC instructions.							
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL080 ①		Trans alt: 6000'		
RNP Apch	1. GNSS required. 2. Baro-VNAV not authorized below -20°C.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MS200 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW13L								
Timing not authorized for defining the MAP.								

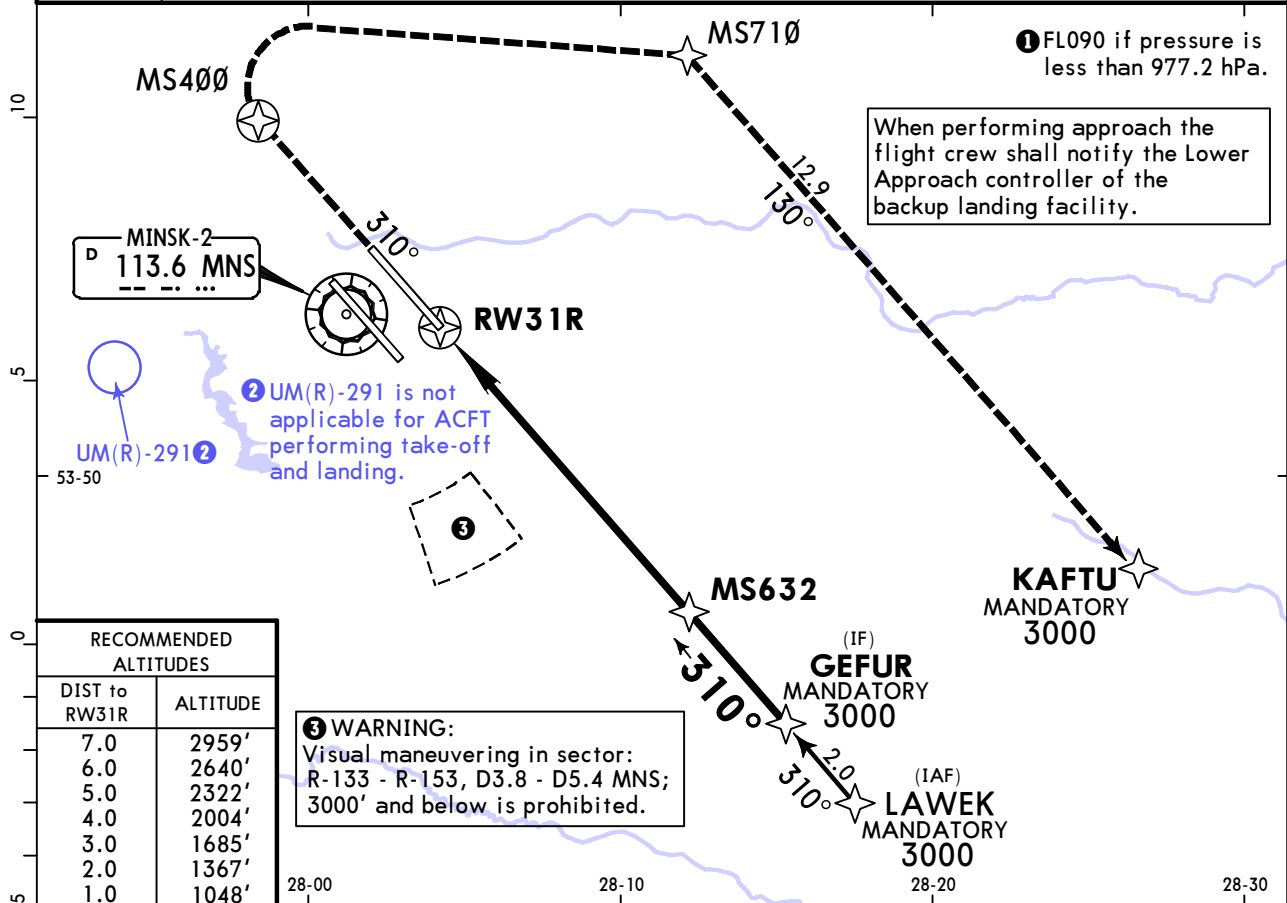
STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		NIGHT not authorized	
A: 896' (250') C: 916' (270')		CDFA			
B: 906' (260') D: 936' (290')		① DA/MDA(H) 1430' (784')			
ALS out		ALS out		Max Kts	MDA(H)
A	R750m	R1300m	R1500m	100	1230' (549') ② V1500m
B				135	1250' (569') ② V1600m
C				180	1400' (719') ② V2400m
D		R1400m	R2400m	205	1410' (729') ② V3600m

UMMS/MSQ
MINSK-2

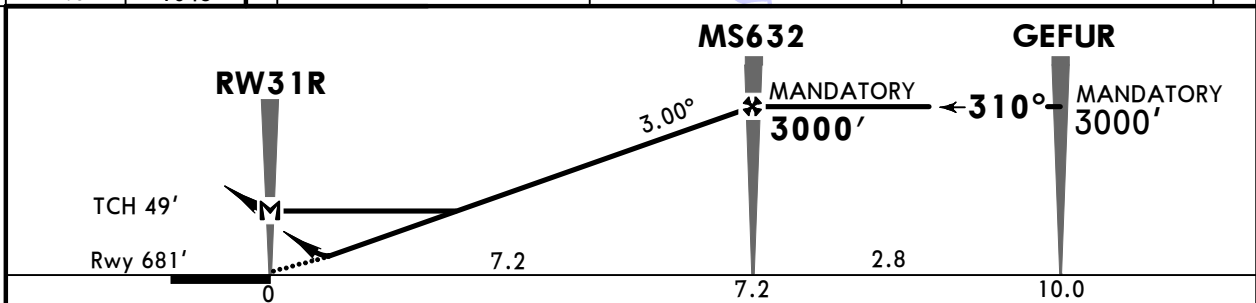
JEPPESSEN
26 JAN 24 12-2

MINSK, BELARUS
RNP Rwy 31R

BRIEFING STRIP™	D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950	
	RNAV	Final Apch Crs 310°	MS632 MANDATORY 3000' (2319')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 681' Rwy 681'	
MISSED APCH: Climb STRAIGHT AHEAD to MS400, then turn RIGHT to MS710, climbing to 3000', then proceed to KAFTU and follow ATC instructions.						
Alt Set: hPa (MM on req) Rwy Elev: 25 hPa Trans level: FL080 ① Trans alt: 6000'						MSA MNS VOR
RNP Apch 1. GNSS required. 2. Baro-VNAV not authorized below -20°C.						



RECOMMENDED ALTITUDES	
DIST to RW31R	ALTITUDE
7.0	2959'
6.0	2640'
5.0	2322'
4.0	2004'
3.0	1685'
2.0	1367'
1.0	1048'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MS400 on 310°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW31R								
Timing not authorized for defining the MAP.								

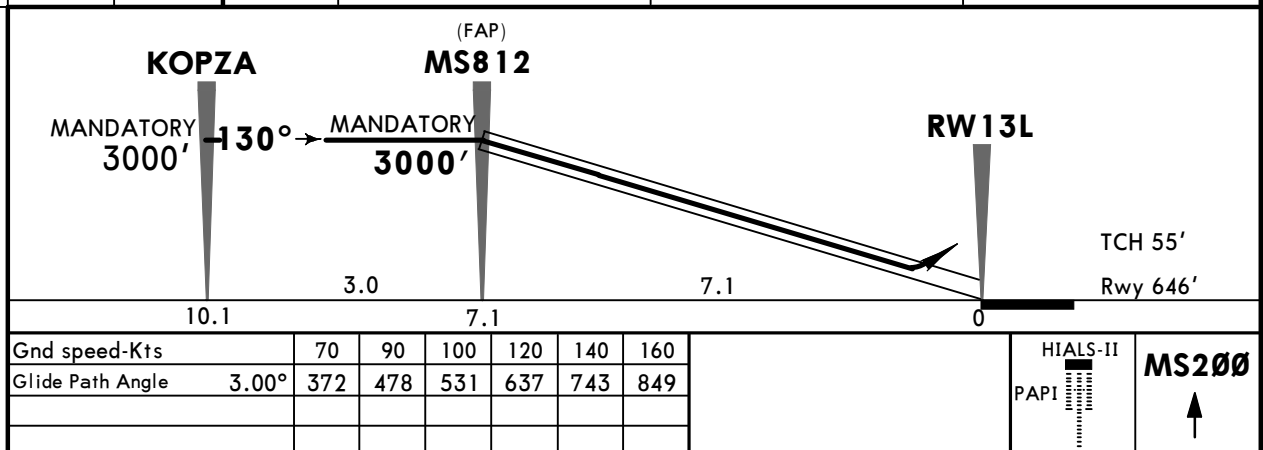
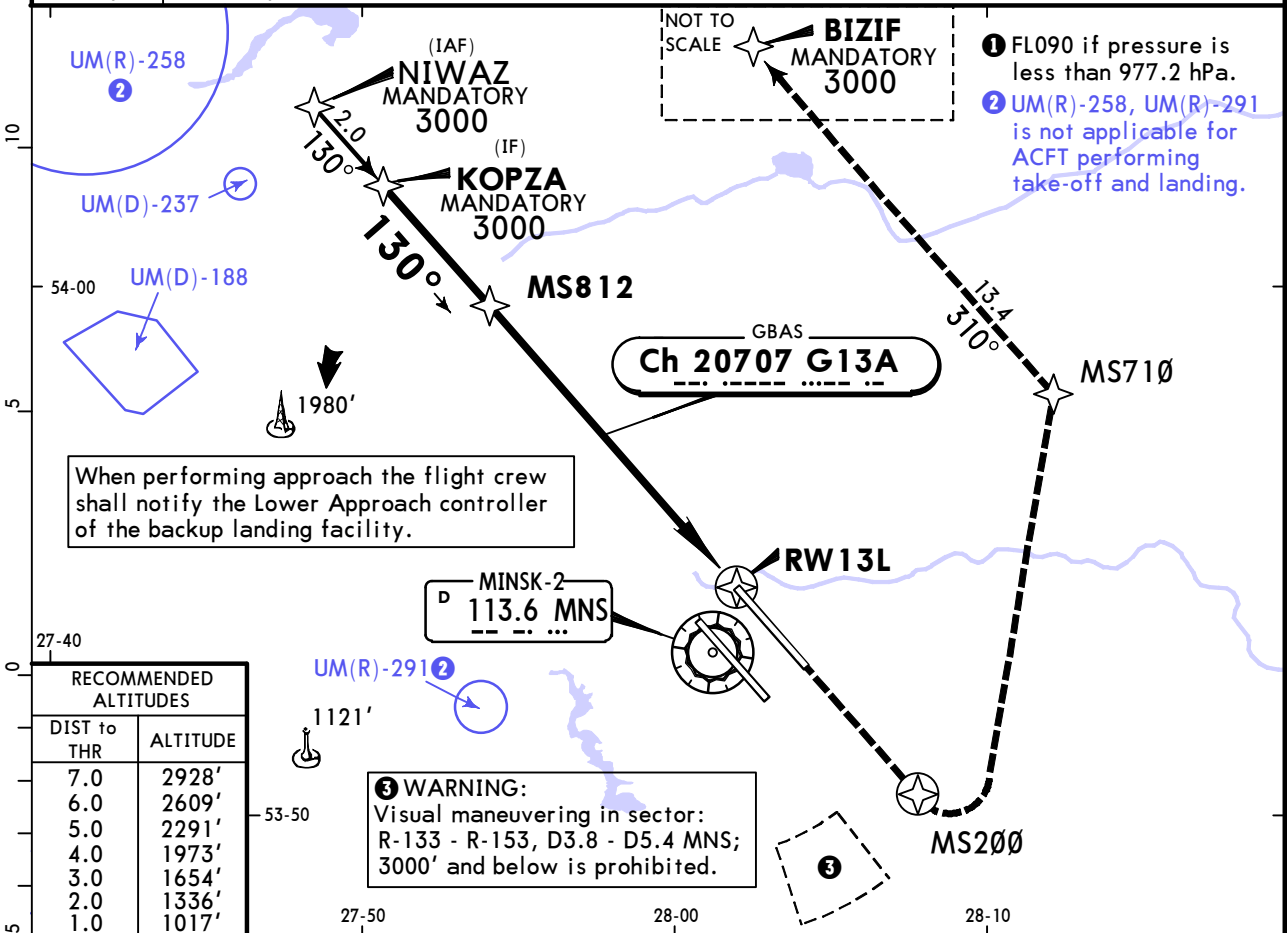
Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		NIGHT not authorized	
	DA(H) ABC: 931' (250') D: 951' (270')		CDFA DA/MDA(H) 1280' (599')			
	ALS out		ALS out			
A	R750m	R1300m	R1500m		Max Kts	MDA(H)
B					100	1230' (549') ② V1500m
C					135	1250' (569') ② V1600m
D			R2000m	R2400m	180	1400' (719') V2400m
					205	1410' (729') V3600m

UMMS/MSQ
MINSK-2

26 JAN 24 12-40

MINSK, BELARUS
GLS Rwy 13L

BRIEFING STRIP™	D-ATIS 128.850 (Russian 135.850)		MINSK Approach 125.9		MINSK Radar 125.250		MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3		Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950		
	GBAS Ch 20707 G13A		Final Apch Crs 130°		MS812 MANDATORY 3000' (2354')		DA(H) 846' (200')		Apt Elev 681' Rwy 646'		
	MISSED APCH: Climb STRAIGHT AHEAD to MS200, then turn LEFT to MS710 climbing to 3000', then proceed to BIZIF and follow ATC instructions.										
	Alt Set: hPa(MM on req)		Rwy Elev: 23 hPa		Trans level: FL080 ①		Trans alt: 6000'				
	RNP Apch GNSS required.										



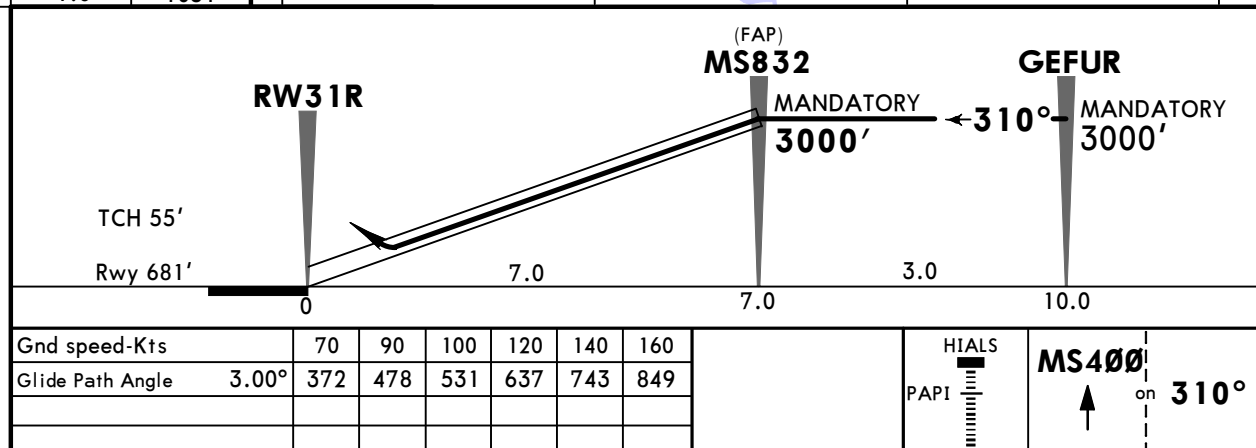
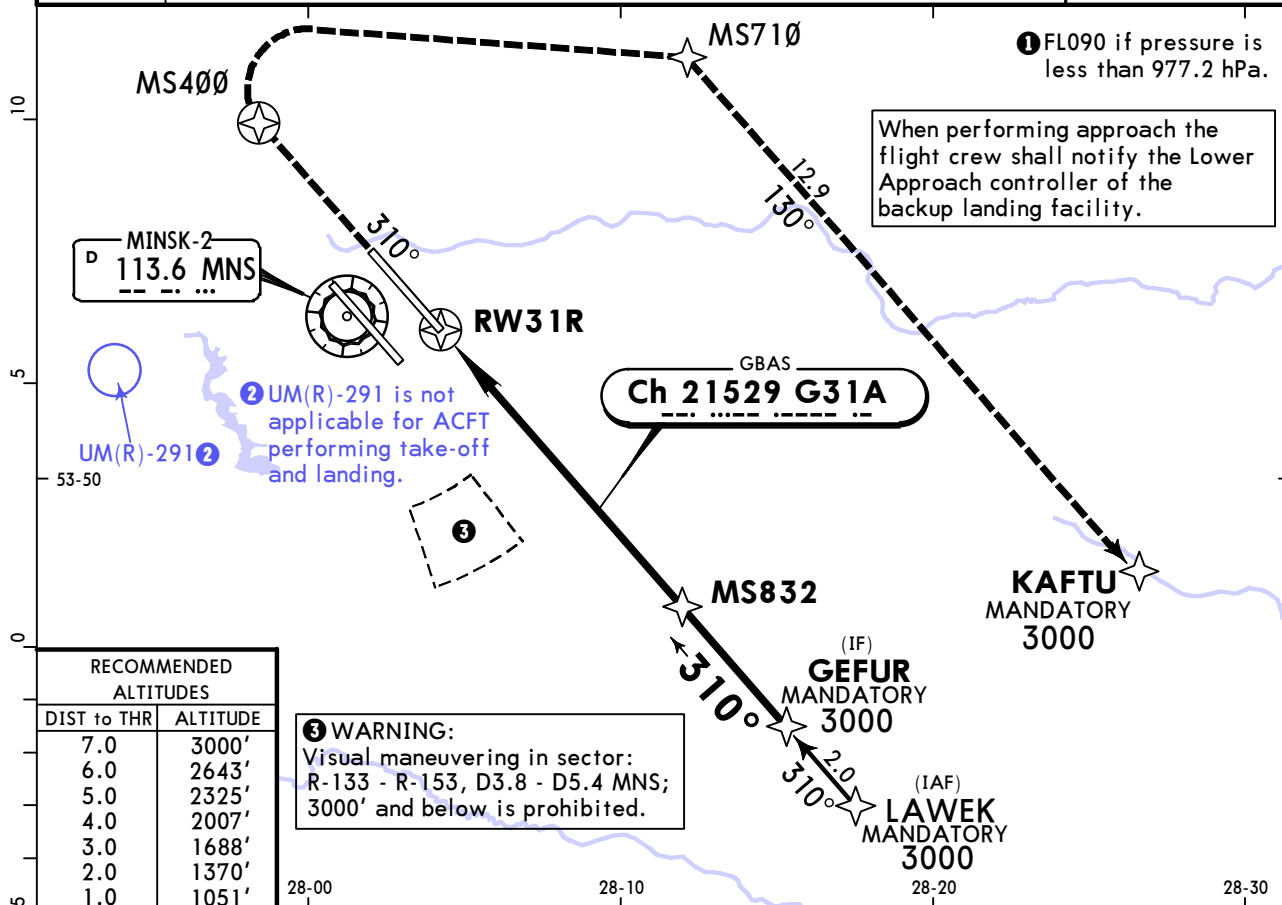
PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	GLS			NIGHT not authorized		
	DA(H) 846' (200')			MDA(H)		
	TDZ or CL out	ALS out		Max Kts		
	A R550m	R550m		100	1230' (549')	V1500m
B				135	1250' (569')	V1600m
C				180	1400' (719')	V2400m
D				205	1410' (729')	V3600m

UMMS/MSQ
MINSK-2

26 JAN 24 12-41

MINSK, BELARUS
GLS Rwy 31R

BRIEFING STRIP™	D-ATIS 128.850 (Russian 135.850)	MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950
	GBAS Ch 21529 G31A	Final Apch Crs 310°	MS832 MANDATORY 3000' (2319')	DA(H) 881' (200')	Ap't Elev 681' Rwy 681'
	MISSED APCH: Climb STRAIGHT AHEAD to MS400, then turn RIGHT to MS710, climbing to 3000', then proceed to KAFTU and follow ATC instructions.				
	Alt Set: hPa (MM on req) Rwy Elev: 25 hPa Trans level: FL080 ① Trans alt: 6000'				
RNP Apch GNSS required.					MSA MNS VOR

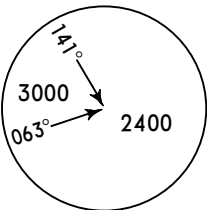


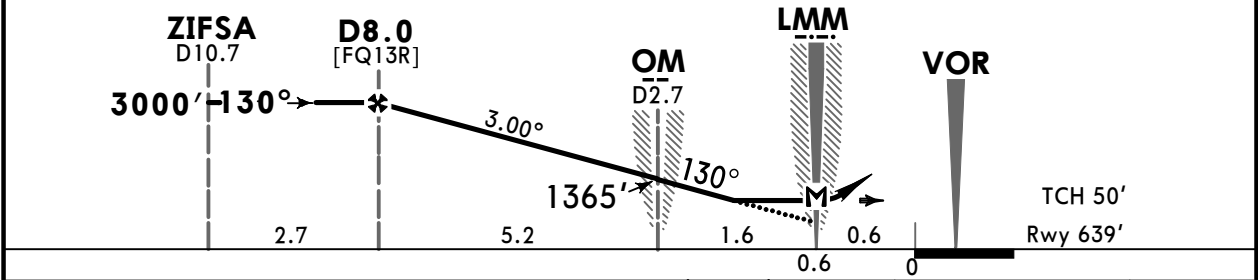
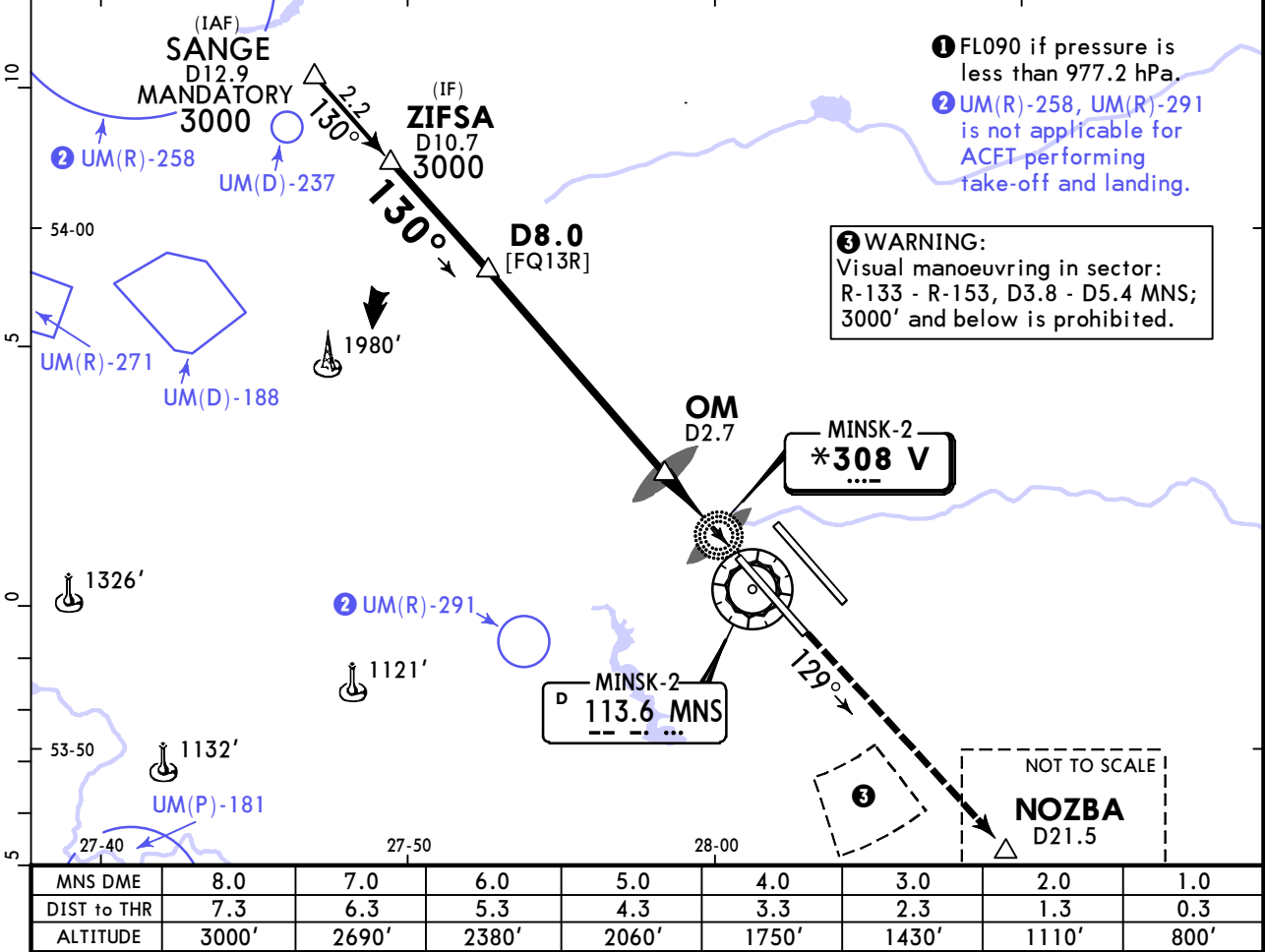
Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		GLS		NIGHT not authorized	
		DA(H) 881'(200')			
		ALS out		Max Kts	MDA(H)
A	1 R550m	1200m		100	1230'(549') V1500m
B				135	1250'(569') V1600m
C				180	1400'(719') V2400m
D				205	1410'(729') V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.					

UMMS/MSQ
MINSK-2

JEPPESSEN
19 APR 24 (16-1)

MINSK, BELARUS
NDB Rwy 13R

D-ATIS 128.850 (Russian 135.850)		MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4	Rwy 13R/31L 118.3	Ground Rwy 13L/31R 121.575	Rwy 13R/31L 129.950
NDB V *308	Final Apch Crs 130°	D8.0 3000' (2361')	DA/MDA(H) 1050' (411')	Apt Elev 681' Rwy 639'		 MSA V NDB	
MISSED APCH: Climb on track 129° to 3000' to NOZBA and follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: FL080 ①		Trans alt: 6000'		
1. DME required. 2. Expect RADAR vectoring to IAF.							



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	849
MAP at LMM						
D8.0 to MAP	6.7	5:45	4:28	4:01	3:21	2:52
Timing not authorized for defining the MAP.						

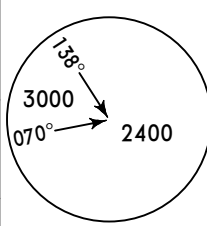
HIALS	3000'	on 129°	NOZBA
PAPI			

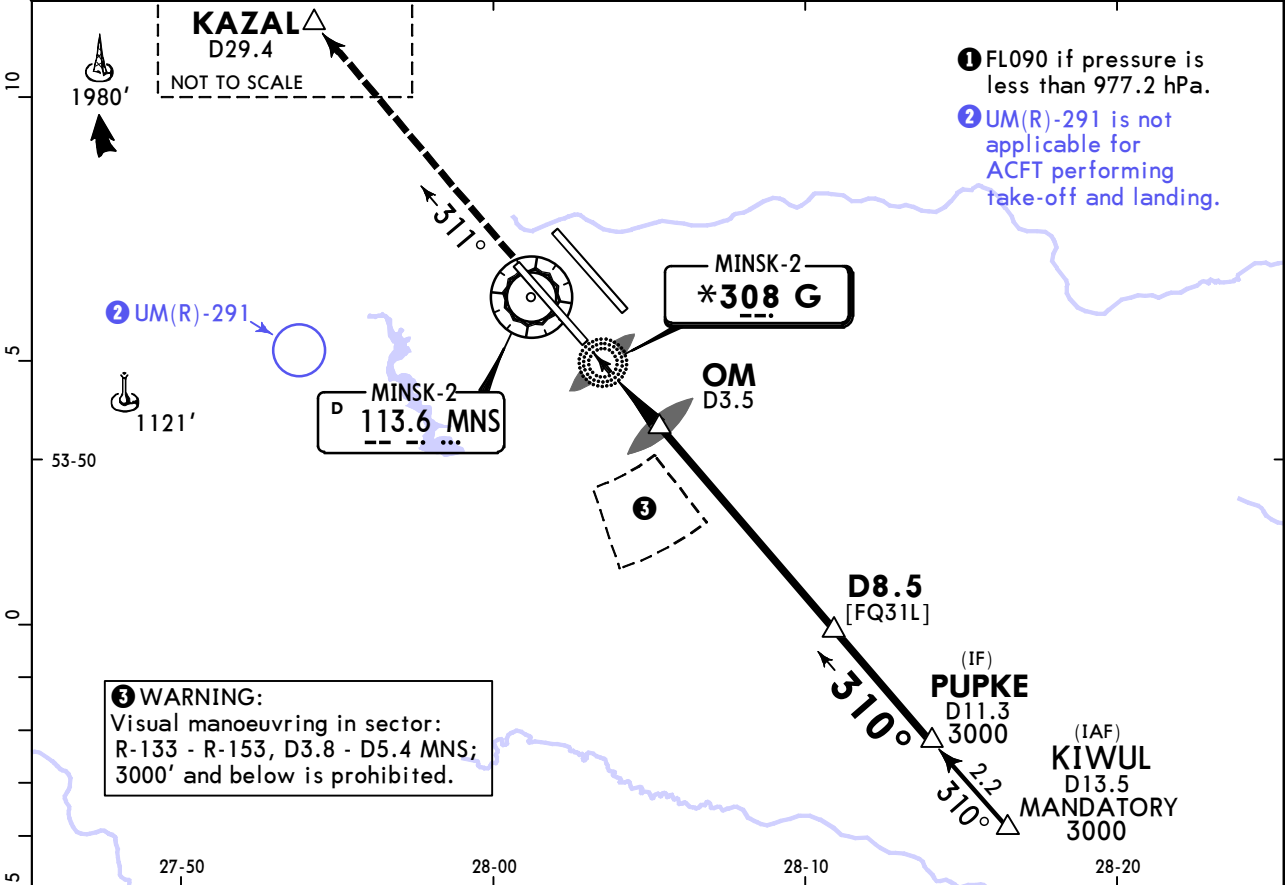
Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA		NIGHT not authorized	
		DA/MDA(H) 1050' (411')			
		ALS out		Max Kts	MDA(H)
A	R1200m	R1500m		100	1230' (549') V1500m
B				135	1250' (569') V1600m
C		R1900m		180	1400' (719') V2400m
D				205	1410' (729') V3600m
VNAV DA(H) in lieu of MDA(H) depends on operator policy.					

UMMS/MSQ
MINSK-2

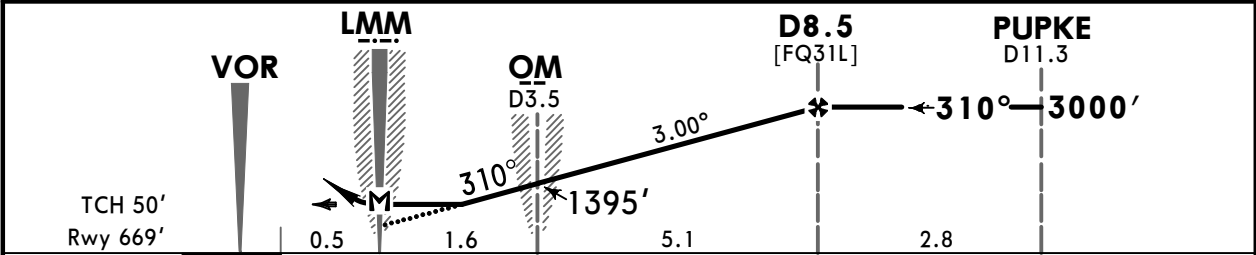
19 APR 24 16-2

MINSK, BELARUS
NDB Rwy 31L

D-ATIS 128.850 (Russian 135.850)		MINSK Approach 125.9	MINSK Radar 125.250	MINSK Tower Rwy 13L/31R 130.4 Rwy 13R/31L 118.3		Ground Rwy 13L/31R 121.575 Rwy 13R/31L 129.950	
NDB G *308	Final Apch Crs 310°	D8.5 3000' (2331')	DA/MDA(H) 1 120' (451')		Apt Elev 681' Rwy 669'		
MISSED APCH: Climb on track 311° to 3000' to KAZAL and follow ATC instructions.							
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: FL080 ①		Trans alt: 6000'		
1. DME required. 2. Expect RADAR vectoring to IAF.							



MNS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
DIST to THR	0.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7
ALTITUDE	940'	1250'	1570'	1890'	2200'	2520'	2830'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle	3.00°	372	478	531	637	743	849	
MAP at LMM								
D8.5 to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31	
Timing not authorized for defining the MAP.								
PAPI							3000'	on 311° KAZAL

Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		CDFA		NIGHT not authorized		
		1 DA/MDA(H) 1120' (451')				
		ALS out		Max Kts	MDA(H)	
A	R1400m	R1500m		100	1230' (549')	V1500m
B				135	1250' (569')	V1600m
C		R2100m		180	1400' (719')	V2400m
D				205	1410' (729')	V3600m

MINSK, (MINSK-2 - UMMS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UMMS

Type: Terminal
Effectivity: Temporary
Begin Date: 20240711
End Date: 20250710

Based on AIP AIRAC SUP 001/2024 D-ATIS on data link channel unserviceable.