

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0540-1420, SAT/SUN/HOL CLSD**Airport Information****RFF:** CAT 8**Fuel:** RT**PCN:** RWY 13/31: 50/R/B/W/T**Operation****Low Visibility Procedure**

LVP in force when RVR at or below 600m.

Advanced Surface Movement Guidance and Control System (A-SMGCS) is in use.

Report on LDG and RWY vacation.

Waiting behind the stop bars with indexes 13 CAT I / 31 CAT II is prohibited without additional instructions.

TKOF of code letter C and D ACFT in LVP is carried out only from RWY extremity.

TKOF of code letter A and B ACFT is permitted only O/R.

Taxing with follow-me only.

**Standard Taxi Routes****Arrival RWY 13**

when vacating RWY via TWY P:

to stands 1-2: TWY P, TWY C, TWY D or TWY P, TWY F, TWY D.

to stands 3-11: TWY P, TWY F, TWY D or TWY P, TWY C, TWY D.

to stands 12-18: TWY P, TWY F, TWY D, TWY V, TWY R or TWY P, TWY F, TWY D, TWY R, TWY V or TWY P, TWY C, TWY D, TWY V, TWY R.

to stands 19-27 (27A, 27B): TWY P, TWY F, TWY D, TWY M.

to stands 37 (37A, 37 B) - 41 (41A, 41B): TWY P, TWY F, TWY K or TWY P - TWY L - TWY L1.

to stand 42-51: TWY P, TWY F, TWY H or TWY P, TWY L, TWY L1, TWY H.

when vacating RWY via TWY L:

to stands 1-2: TWY L, TWY C, TWY D or TWY P, TWY F, TWY D.

to stands 3-11: TWY L, TWY L1, TWY K, TWY D or TWY L, TWY F, TWY D.

to stands 12-18: TWY L, TWY L1, TWY K, TWY D, TWY V, TWY R or TWY L, TWY L1, TWY K, TWY D, TWY R, TWY V or TWY P, TWY C, TWY D, TWY V, TWY R.

to stands 19-27 (27A, 27B): TWY L, TWY L1, TWY K, TWY D, TWY M or TWY L, TWY F, TWY D, TWY M.

to stands 37 (37A, 37 B) - 41 (41A, 41B): TWY L, TWY L1, TWY K or TWY L, TWY F, TWY K.

to stand 42-51: TWY L, TWY L1, TWY H or TWY L, TWY F, TWY H.

**GENERAL****Arrival RWY 31**

when vacating RWY via TWY P:

to stands 1-11: TWY P, TWY F, TWY D or TWY P, TWY C, TWY D.

to stands 12-18: TWY P, TWY F, TWY D, TWY V, TWY R or TWY P, TWY F, TWY D, TWY R, TWY V or TWY P, TWY C, TWY D, TWY V, TWY R.

to stands 19-27 (27A, 27 B): TWY P, TWY F, TWY D, TWY M.

to stands 37 (37A, 37 B) - 41 (41A, 41B): TWY P, TWY F, TWY K or TWY P, TWY L, TWY L1, TWY K.  
to stand 42-51: TWY P, TWY F, TWY H or TWY P, TWY L, TWY L1, TWY H.

when vacating RWY via TWY B or TWY A:

to stands 1-11: TWY B / TWY A, TWY D.

to stands 12-18: TWY B / TWY A, TWY D, TWY V, TWY R or TWY B / TWY A, TWY D, TWY R, TWY V.

to stands 19-27 (27A, 27 B): TWY B / TWY A, TWY D, TWY M or TWY B / TWY A, TWY C, TWY F, TWY D, TWY M.

to stands 37 (37A, 37 B) - 41 (41A, 41B): TWY B / TWY A, TWY D, TWY K or TWY B / TWY A, TWY C, TWY F, TWY K.

to stand 42-51: TWY B / TWY A, TWY D, TWY F, TWY H or TWY B / TWY A, TWY C, TWY F, TWY H.

**Departure RWY 13**

from stands 1-11: TWY D, TWY A / TWY B.

from stands 12-13: TWY V, TWY D, TWY A / TWY B.

from stands 14-27 (27A, 27 B): TWY R, TWY V, TWY D, TWY A / TWY B or TWY R, TWY D, TWY A / TWY B.

from stands 37 (37A, 37 B) - 41 (41A, 41B): TWY K, TWY D, TWY A / TWY B or TWY K, TWY F, TWY C, TWY A / TWY B or TWY K, TWY L1, TWY L, TWY C, TWY A / TWY B.

from stands 42-51: TWY K, TWY L1, TWY L, TWY C, TWY A / TWY B or TWY K, TWY F, TWY C, TWY A / TWY B or TWY K, TWY D, TWY A / TWY B.

**Departure RWY 31**

from stands 1-4: TWY D, TWY C, TWY L.

from stands 5-11: TWY D, TWY K, TWY L1, TWY L or TWY D, TWY F, TWY L.

from stands 12-13: TWY V, TWY D, TWY K, TWY L1, TWY L.

from stands 14-27 (27A, 27B): TWY R, TWY D, TWY K, TWY L1, TWY L or TWY R, TWY D, TWY F, TWY L.

from stands 37 (37A, 37 B) - 41 (41A, 41B): TWY K, TWY L1, TWY L or TWY K, TWY F, TWY L.

from stands 42-51: TWY K, TWY L1, TWY L or TWY K, TWY F, TWY L.

**Taxi/Parking**

Movement shall be carried out under own engines power or by towing.

Stands 37 (37A, 37 B) - 41 (41A, 41B): ACFT shut down engines abeam the stand and is installed to the stand by a tow.

**Warnings**

Birds in vicinity of AD.

**MSQ-UMMS**

1-30

AOI

AOI

**ARRIVAL****Communication****COM Failure**

COM failure after entry into TMA: Continue according last assigned FL towards LOM or VOR. Descend not before ETA. Land within 30min after ETA. If communication fails at moment of APCH when meteorological conditions below MNM pilot has right to land under current conditions.

If LDG at DEP AD impossible the crew has the right after MISAP to proceed to DEST AD according FPL or to proceed to ALTN AD at FL selected by the crew, not below MNM safe ALT.

**Arrival Procedure****Noise Abatement Procedure**

In case of unfavourable meteorological conditions in ARR and APCH sectors, NAP during APCH phase shall not be carried out.

During instrument and visual APCH, flying below the ILS GP is not allowed.

No NAP shall prescribe the exceeding of indicated rate of descent.

**Non-standard GP Intercept Position on RWY 13**

GP intercept RWY 13 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 3321m / 10897ft.

**RWY 31**

GP intercept RWY 31 at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 3298m / 10820ft.

**Warnings**

Several ADs located W of Minsk 2 not to be mistaken with Minsk 2.

SW RWY shoulders can be used for EMERG LDG.

**DEPARTURE****Take-off Minima**

RWY		13/31	
All ACFT	ft - m/km	0 -125R	-

**Communication****COM Failure**

COM failure after TKOF: Operate according APCH pattern and land at DEP AD. In this case crew has right to land below MNM meteorological conditions. Listen on COM frequency to obtain ATC instructions. If LDG at DEP AD impossible the crew has the right after MISAP to proceed to DEST AD according FPL or to proceed to ALTN AD at FL selected by the crew, not below MNM safe ALT.

COM failure while climbing to FL/ALT: ICAO standard.

**Departure Procedure****Noise Abatement Procedure**

NAP shall not be carried out in case of forecasted or expected wind shear or downward gusts.

**De-Icing**

AVBL

Effective 19-JUL-2018

12-JUL-2018

MSQ-UMMS

Belarus Minsk Minsk-2

AGC

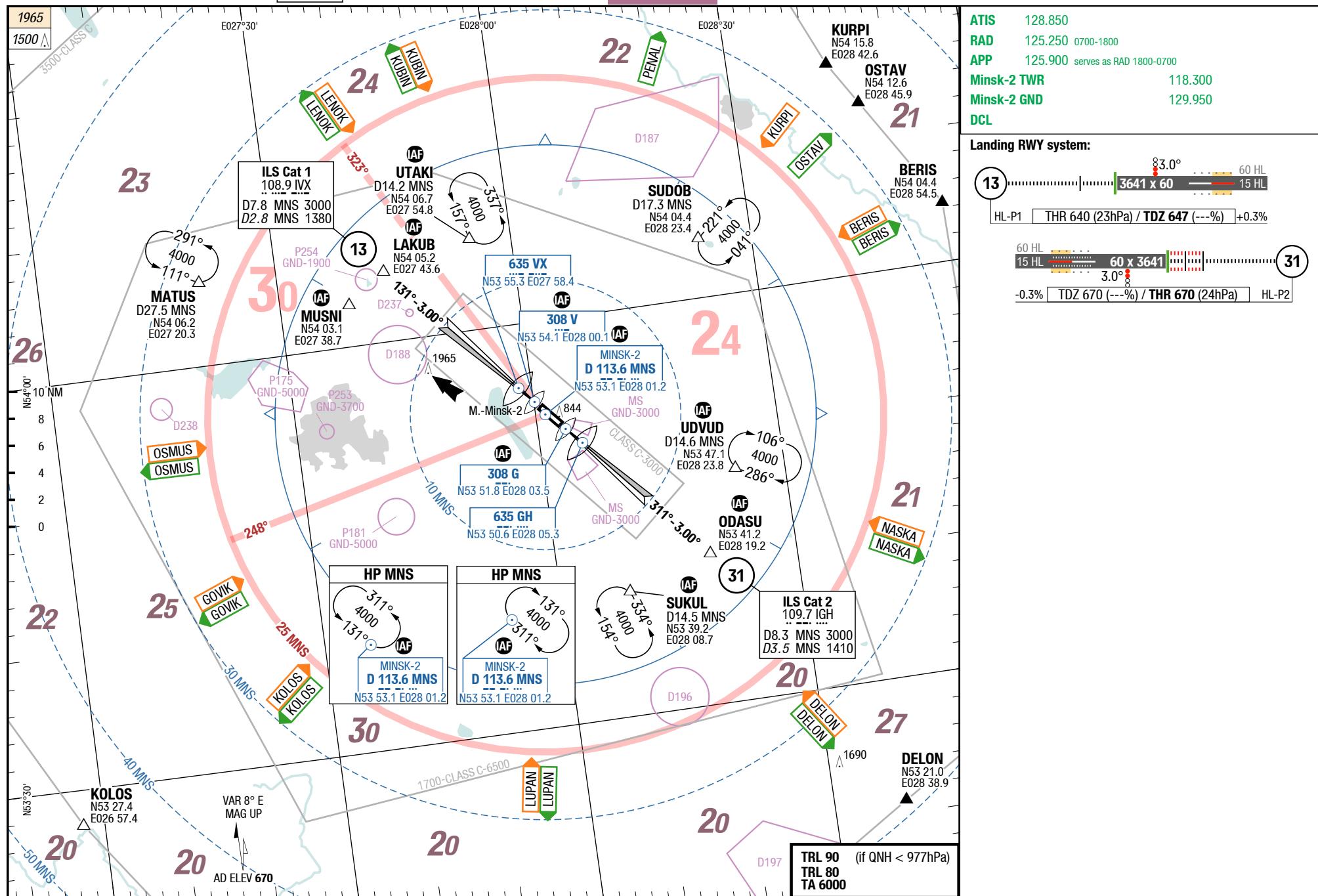
AFC

Minsk-2 Minsk Belarus

AGC

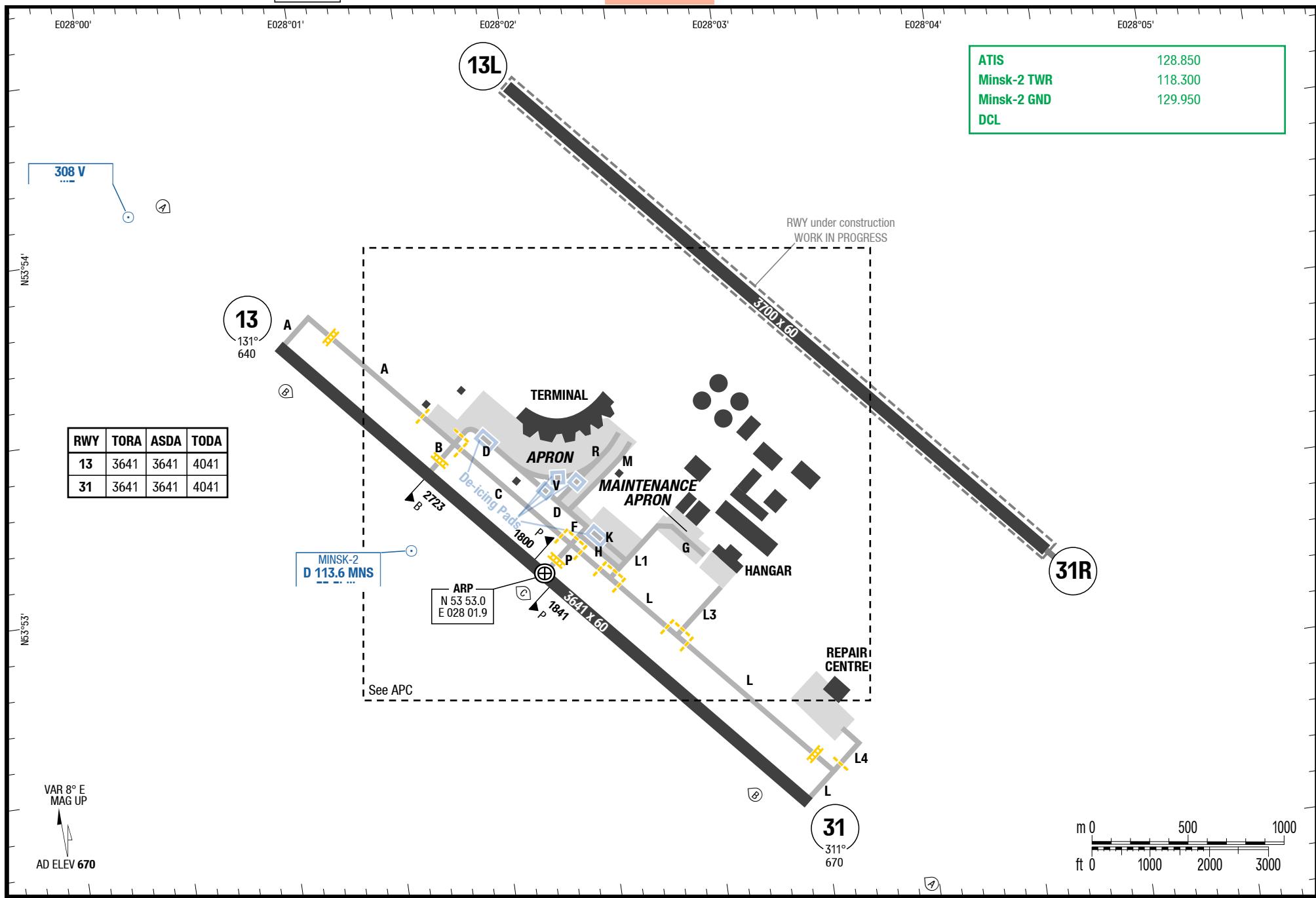
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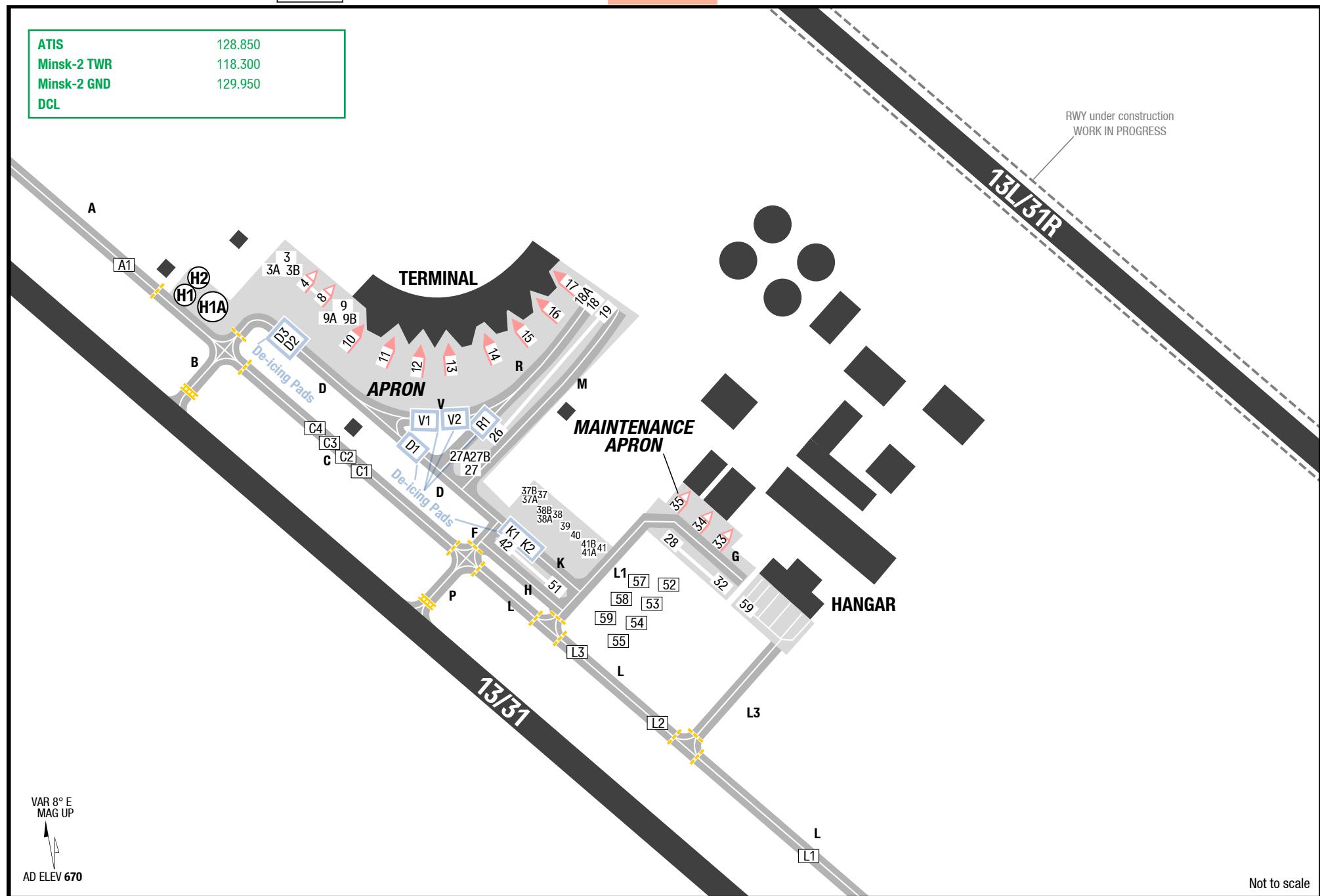
2-10



Changes: Nil

3-20





## Stand Coordinates

**3A, 3B** N53 53.5 E028 01.6

**3-5** N53 53.5 E028 01.7

**6** N53 53.4 E028 01.7

**7-9** N53 53.4 E028 01.8

**9A, 9B** Not published

**10** N53 53.4 E028 01.9

**11, 12** N53 53.3 E028 01.9

**13, 14** N53 53.3 E028 02.0

**15** N53 53.3 E028 02.1

**16** N53 53.4 E028 02.1

**17, 18** N53 53.4 E028 02.2

**18A** Not published

**19** N53 53.4 E028 02.3

**20** N53 53.3 E028 02.3

**21-24** 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

**27A-35** Not published

**37-38** N53 53.1 E028 02.2

**38A** N53 53.0 E028 02.3

**38B** N53 53.1 E028 02.2

**39, 40** N53 53.0 E028 02.3

**41-41B** N53 53.0 E028 02.4

**42** N53 53.1 E028 02.1

**43, 44** N53 53.0 E028 02.1

**45-47** N53 53.0 E028 02.2

**48** N53 53.0 E028 02.3

**49-51** N53 52.9 E028 02.3

**56-59** Not published

**A1** Not published

**C1-C4** Not published

**L1-L3** Not published

**D1-D3** Not published

**K1, K2** Not published

**R1** Not published

**V1, V2** Not published

**Effective 07-DEC-2017**

30-NOV-2017

MSQ-UMMS

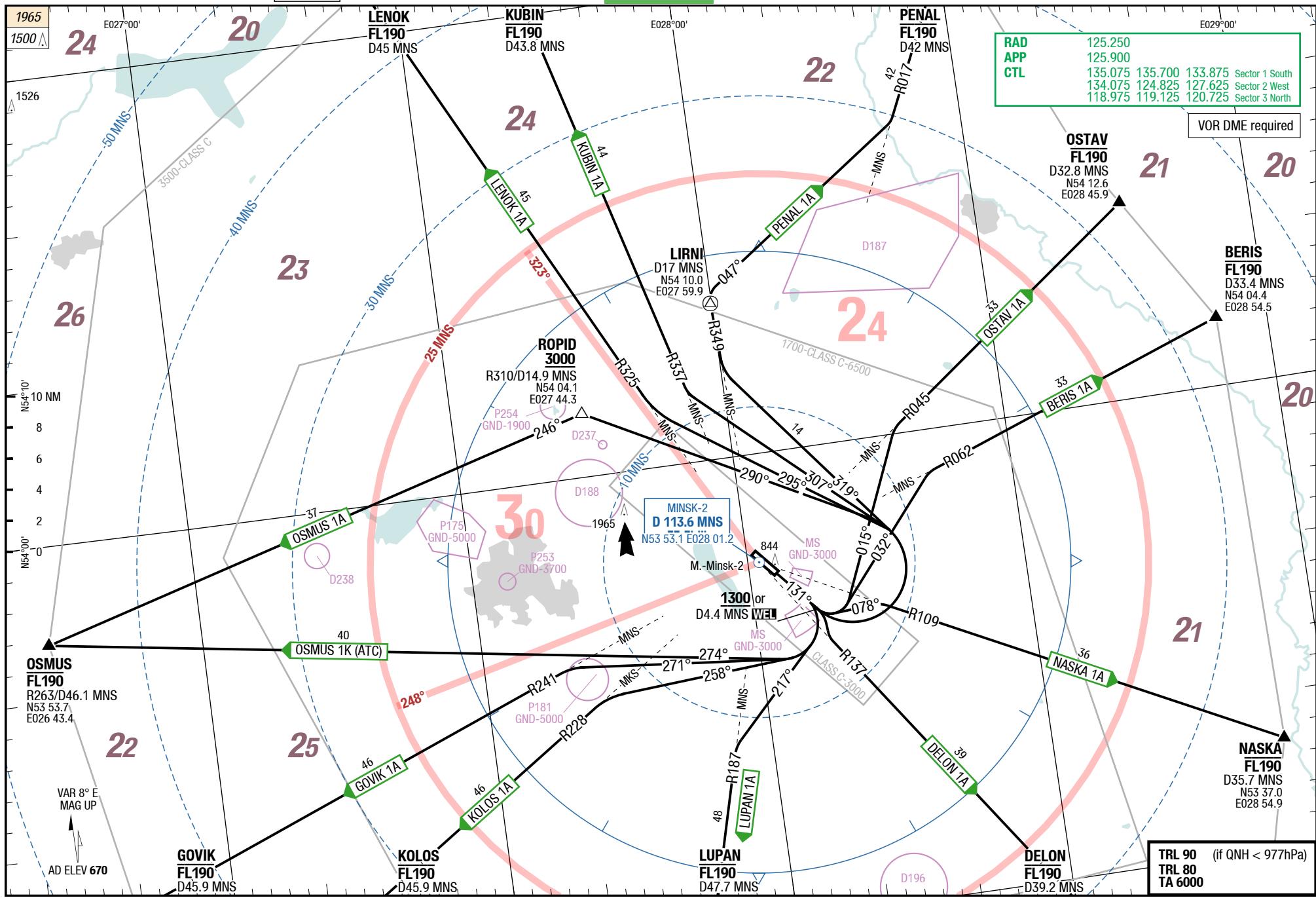
4-10

Belarus Minsk Minsk-2

SIDs RWY 31

Minsk-2 Minsk Belarus

SIDs RWY 31  
**SIDs RWY 13**



**Effective 07-DEC-2017**

30-NOV-2017

**MSQ-UMMS**

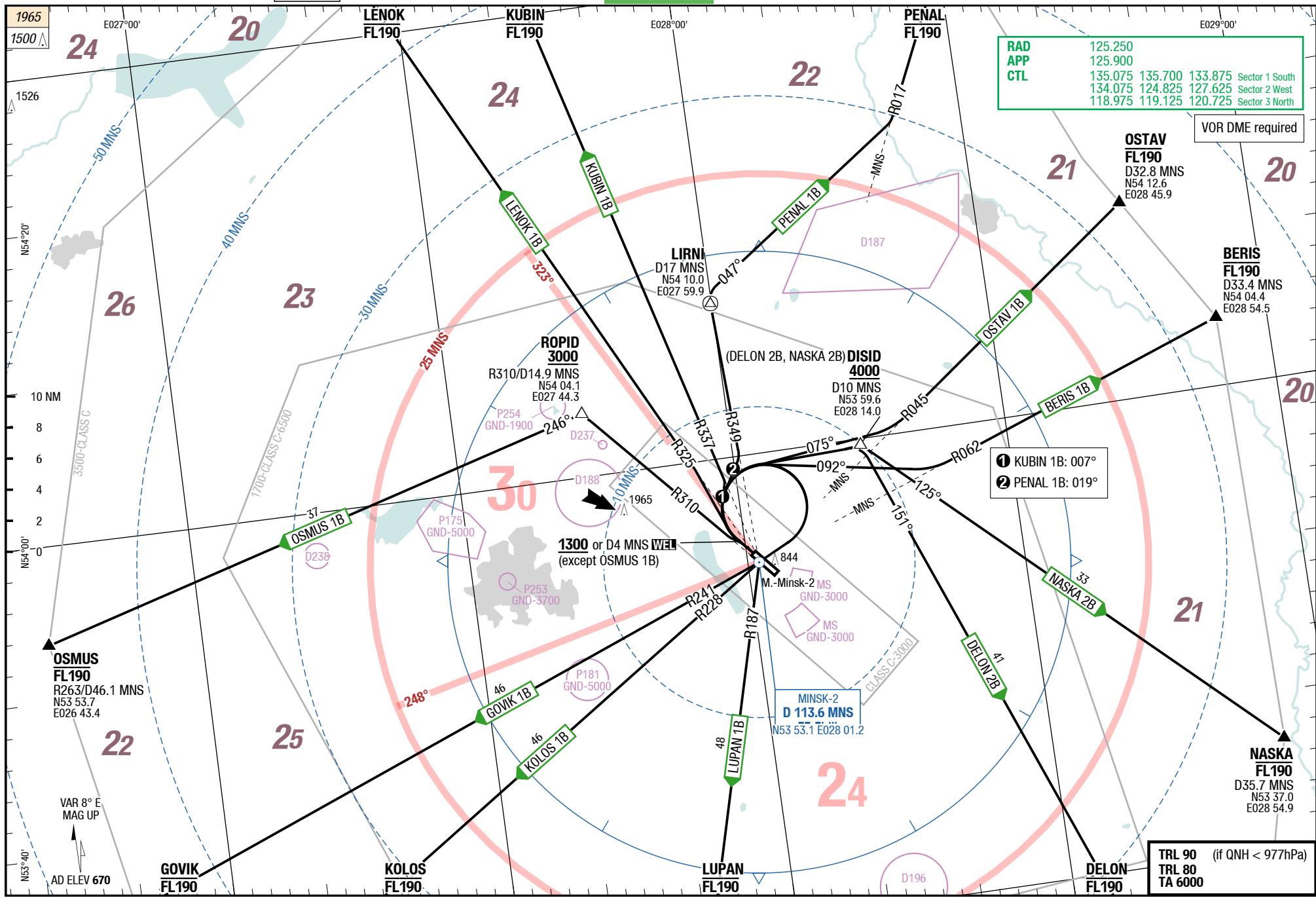
4-20

Belarus Minsk Minsk-2

SIDs RWY 31

Minsk-2 Minsk Belarus

SIDs RWY 31



## MSQ-UMMS

5-10

## SIDs RWY 13

**BERIS 1A / DELON 1A / GOVIK 1A / KOLOS 1A / KUBIN 1A / LENOK 1A / LUPAN 1A / NASKA 1A / OSMUS 1A / OSMUS 1K / OSTAV 1A / PENAL 1A**  
**RWY 13 (131°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 13</b>		
<b>BERIS 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 032° - intercept R062 MNS to BERIS</b>	BERIS MAX <b>FL190</b>
<b>DELON 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>RT intercept R137 MNS to DELON</b>	DELON MAX <b>FL190</b>
<b>GUVIK 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>RT 271° - intercept R241 MNS to GOVIK</b>	GUVIK MAX <b>FL190</b>
<b>KOLOS 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>RT 258° - intercept R228 MNS to KOLOS</b>	KOLOS MAX <b>FL190</b>
<b>KUBIN 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 307° - intercept R337 MNS to KUBIN</b>	KUBIN MAX <b>FL190</b>
<b>LENOK 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 295° - intercept R325 MNS to LENOK</b>	LENOK MAX <b>FL190</b>
<b>LUPAN 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>RT 217° - intercept R187 MNS to LUPAN</b>	LUPAN MAX <b>FL190</b>
<b>NASKA 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 078° - intercept R109 MNS to NASKA</b>	NASKA MAX <b>FL190</b>
<b>OSMUS 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 290° to ROPID - LT 246° to OSMUS</b>	ROPID MNM <b>3000</b> OSMUS MAX <b>FL190</b>
<b>OSMUS 1K (ATC) 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>RT 274° to OSMUS</b>	OSMUS MAX <b>FL190</b>
<b>OSTAV 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 015° - intercept R045 MNS to OSTAV</b>	OSTAV MAX <b>FL190</b>
<b>PENAL 1A 125.900</b>	at MNM 1300 or D4.4 MNS, whichever is later, <b>LT 319° - intercept R349 MNS to LIRNI - RT 047° - intercept R017 MNS to PENAL</b>	PENAL MAX <b>FL190</b>

## MSQ-UMMS

5-20

## SIDs RWY 31

**BERIS 1B / DELON 2B / GOVIK 1B / KOLOS 1B / KUBIN 1B / LENOK 1B / LUPAN 1B / NASKA 2B / OSMUS 1B / OSTAV 1B / PENAL 1B**  
**RWY 31 (311°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 31</b>		
<b>BERIS 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT 092° - intercept R062 MNS to BERIS</b>	BERIS MAX <b>FL190</b>
<b>DELON 2B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT to DISID - RT to DELON</b>	DISID MNM <b>4000</b> DELON MAX <b>FL190</b>
<b>GUVIK 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT to MNS - R241 MNS to GOVIK</b>	GUVIK MAX <b>FL190</b>
<b>KOLOS 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT to MNS - R228 MNS to KOLOS</b>	KOLOS MAX <b>FL190</b>
<b>KUBIN 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT 007° - intercept R337 MNS to KUBIN</b>	KUBIN MAX <b>FL190</b>
<b>LENOK 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT intercept R325 MNS to LENOK</b>	LENOK MAX <b>FL190</b>
<b>LUPAN 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT to MNS - R187 MNS to LUPAN</b>	LUPAN MAX <b>FL190</b>
<b>NASKA 2B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT to DISID - RT to NASKA</b>	DISID MNM <b>4000</b> NASKA MAX <b>FL190</b>
<b>OSMUS 1B 125.900</b>	intercept R310 MNS to ROPID - <b>LT 246° to OSMUS</b>	ROPID MNM <b>3000</b> OSMUS MAX <b>FL190</b>
<b>OSTAV 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT 075° - intercept R045 MNS to OSTAV</b>	OSTAV MAX <b>FL190</b>
<b>PENAL 1B 125.900</b>	at MNM 1300 or D4 MNS, whichever is later, <b>RT 019° - intercept R349 MNS to LIRNI - RT 047° - intercept R017 MNS to PENAL</b>	PENAL MAX <b>FL190</b>

21-JUL-2016

MSQ-UMMS

Belarus Minsk Minsk-2

1A

STAR

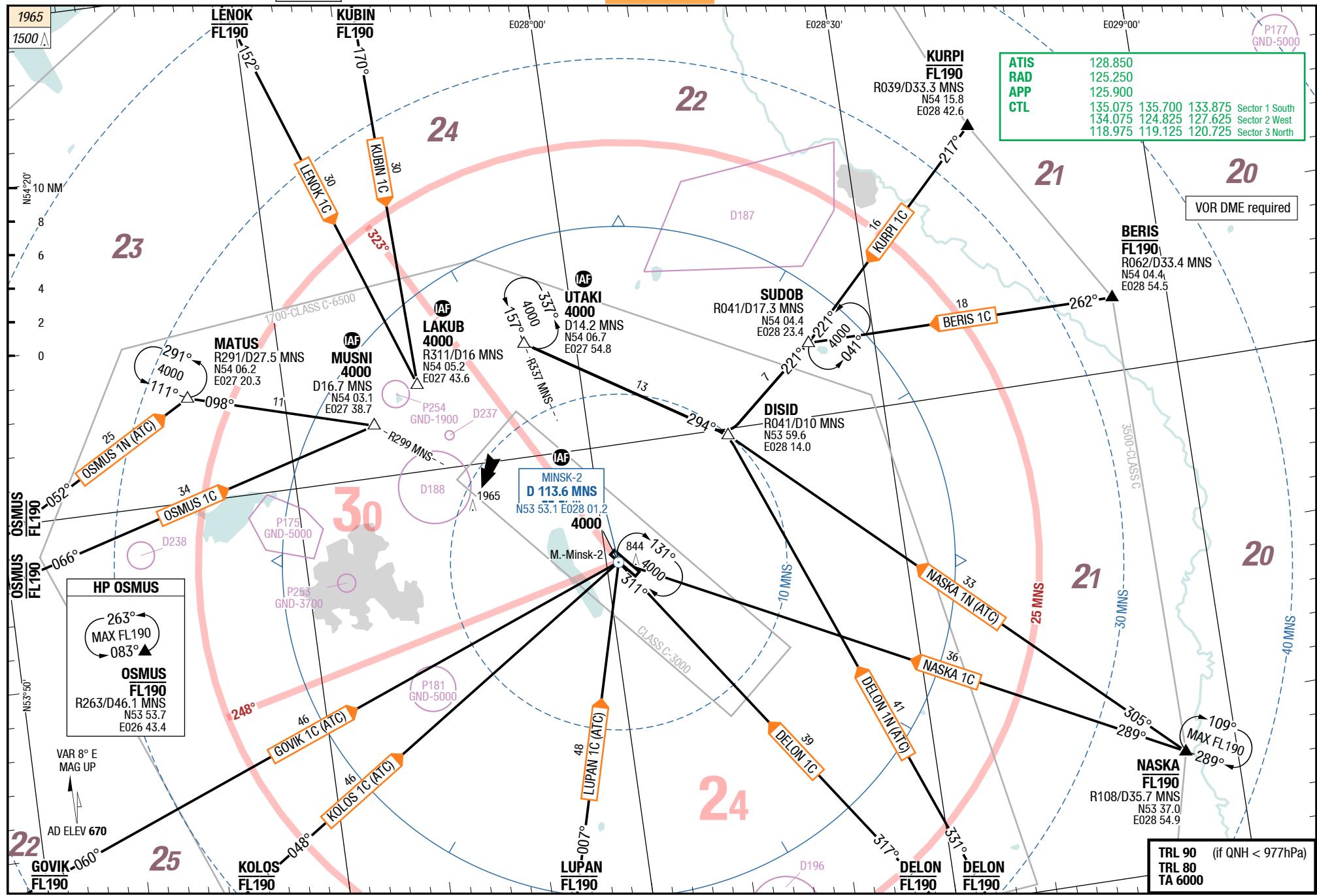
Minsk-2 Minsk Belarus

STA

**ARs RWY 13**

6-10

**STARs RWY 13**



21-JUL-2016

MSQ-UMMS

Belarus Minsk Minsk-2

Minsk-2 Minsk Belarus

**STARs RWY 31**

6-20

**STARs RWY 31**

STAR

STAR

**ATIS** 128.850  
**RAD** 125.250  
**APP** 125.900  
**CTL** 135.075 135.700 133.875 Sector 1 South  
134.075 124.825 127.625 Sector 2 West  
118.975 119.125 120.725 Sector 3 North

**HP OSMUS**  
MAX FL190 083°  
OSMUS FL190 R263/D46.1 MNS N53 53.7 E026 43.4

**ROPID** R310/D14.9 MNS N54 04.1 E027 44.3

**KUBIN** FL190 135° 145° 151° 145°

**LENOK** FL190 135° 323°

**KURPI** FL190 R039/D33.3 MNS N54 15.8 E028 42.6

**BERIS** FL190 R062/D33.4 MNS N54 04.4 E028 54.5

**VOR DME required**

**OSMUS** FL190 065° 37° 130° 15° 311° 4000 731° 106° 4000 286°

**OSMUS 1M** 097° 248° 53° 47° 44° 36° 154° 4000 134 MMS 23° 22° 273° 109° MAX FL190 289°

**GÖVIK** FL190 078° 47° 066° 019° 014° 154° 36° 132° 23° 20° 20° 27°

**KOLOS** FL190 066°

**KUBIN 1M** 45°

**LENOK 1M** 51°

**KURPI 1D (ATC)** 54°

**BERIS 1D** 25°

**UDVUD 4000** IAF 4000 R106/D14.6 MNS N53 47.1 E028 23.8

**ODASU 4000** IAF 4000 R130/D16 MNS N53 41.2 E028 19.2

**SUKUL 4000** IAF 4000 D14.5 MNS N53 39.2 E028 08.7

**LUPAN** FL190 019° 014° 36° 4000 154° 23° 20° 20° 27°

**DELON 1D** 23°

**NASKA 1D** 22°

**NASKA** FL190 R108/D35.7 MNS N53 37.0 E028 54.9

**MINSK-2** D 113.6 MNS N53 53.1 E028 01.2

**M-Minsk-2** 844 CLASS C-3000

**P175 GND-5000** P254 GND-1900 P253 GND-3700 P181 GND-5000

**D188** D187 D196

**D165**

**VAR 8° E MAG UP**

**AD ELEV 670**

**TRL 90 TRL 80 TA 6000 (if QNH < 977 hPa)**

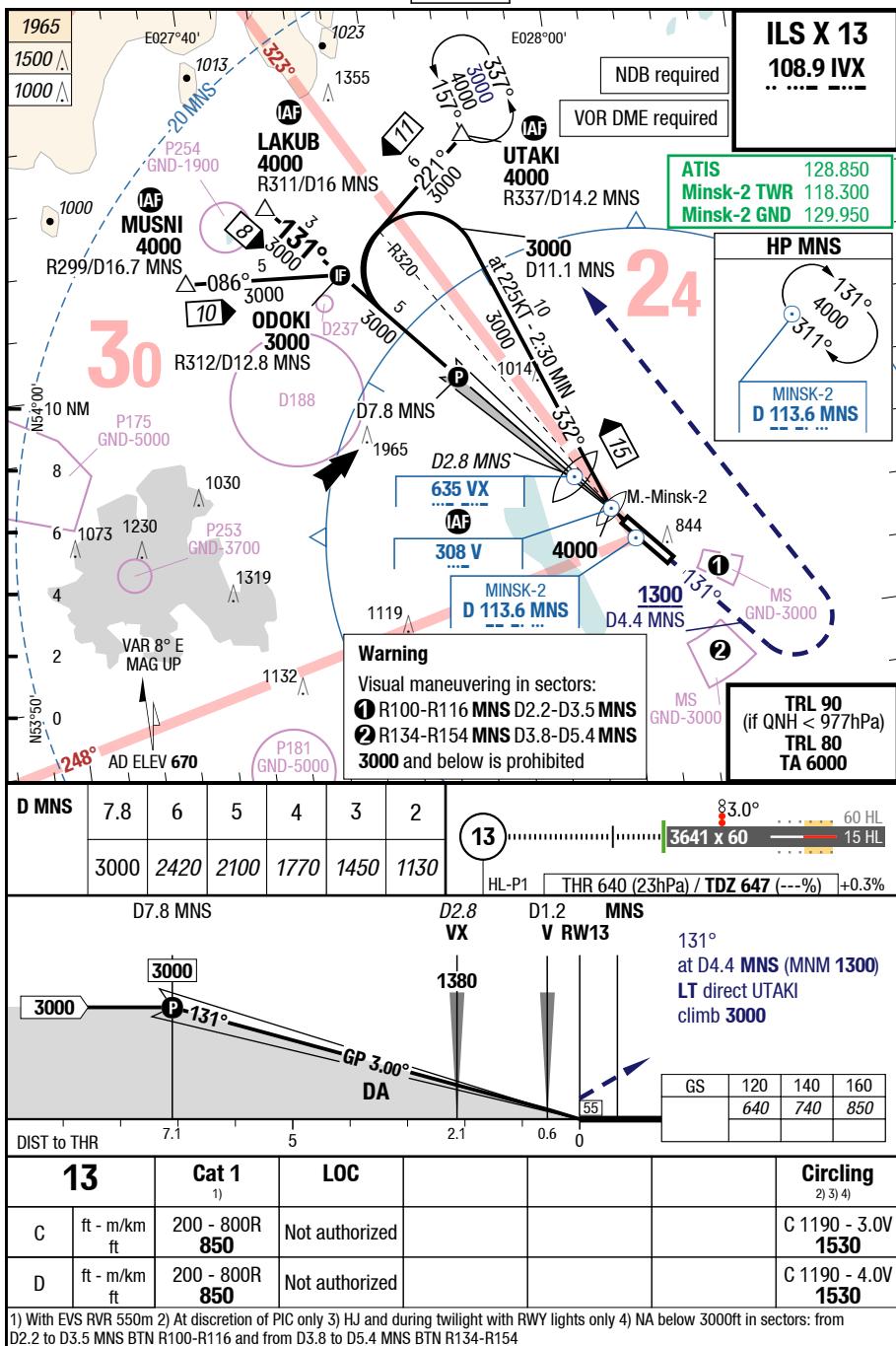
## Changes: TRL

05-OCT-2017

## MSQ-UMMS

7-10

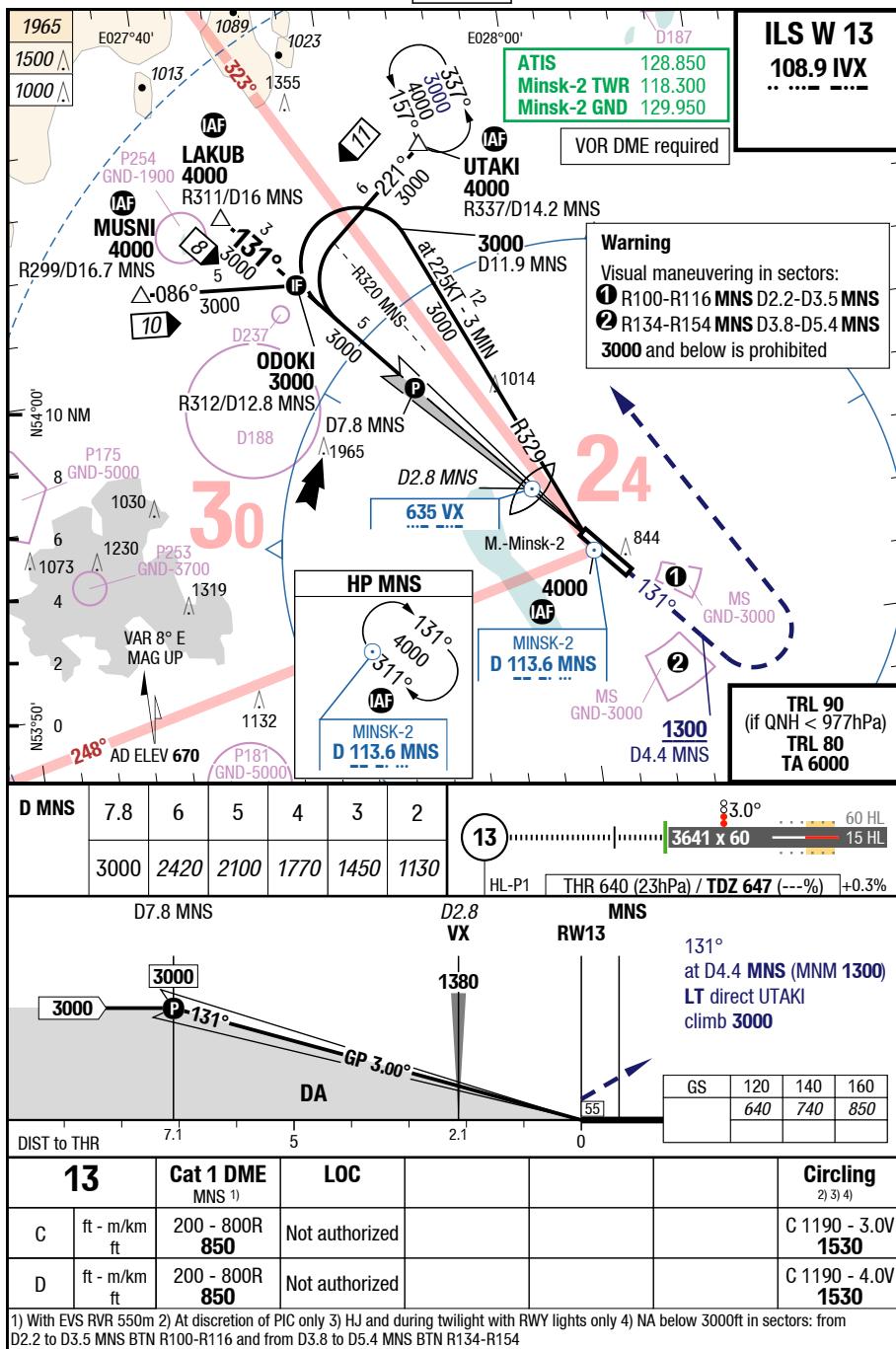
## ILS X 13



Changes: MIN

7-20

ILS W 13



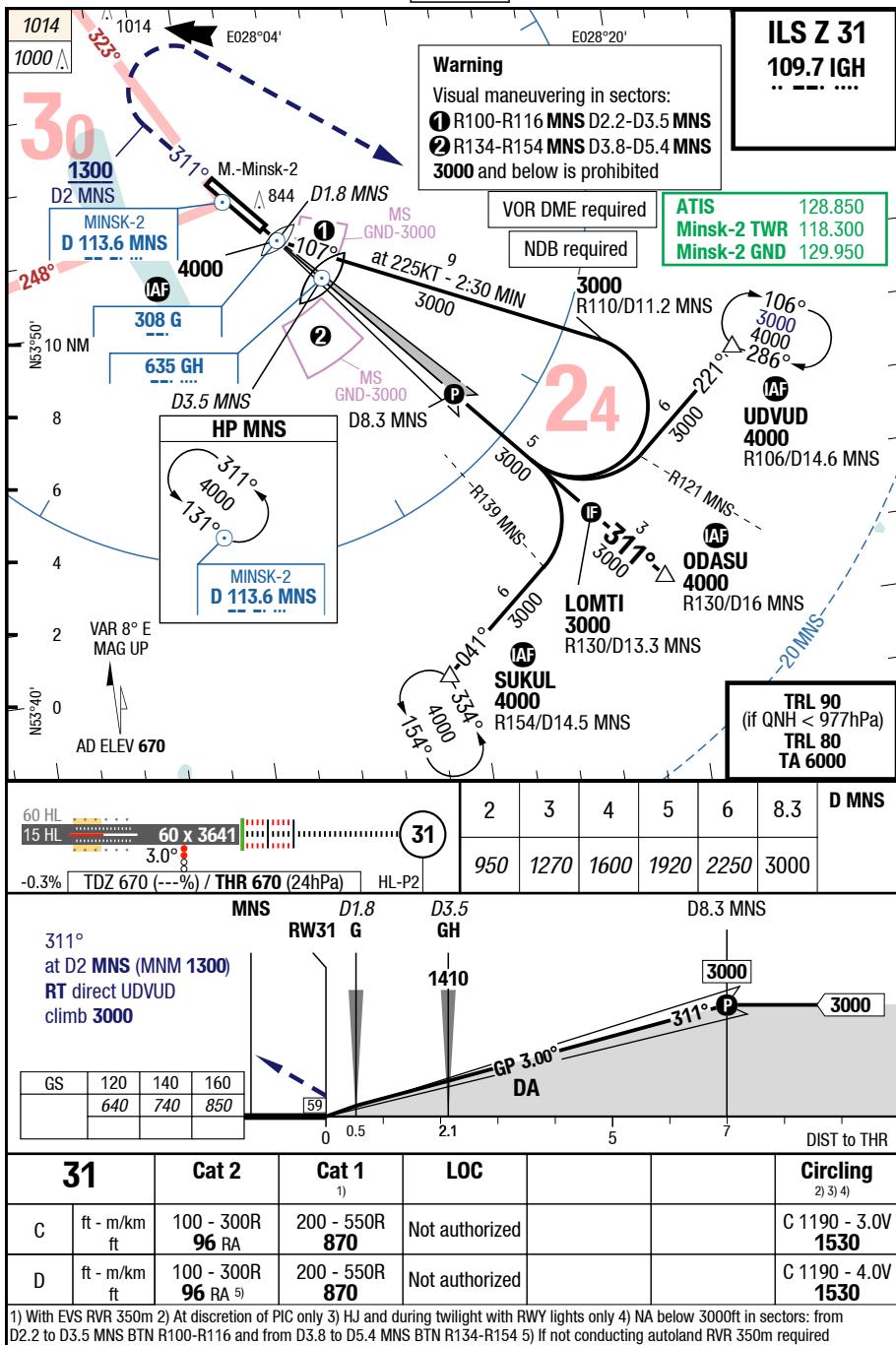
1) With EVS RVR 550m 2) At discretion of PIC only 3) HJ and during twilight with RWY lights only 4) NA below 3000ft in sectors: from D2.2 to D3.5 MNS BTN R100-R116 and from D3.8 to D5.4 MNS BTN R134-R154

05-OCT-2017

## MSQ-UMMS

7-30

ILS Z 31



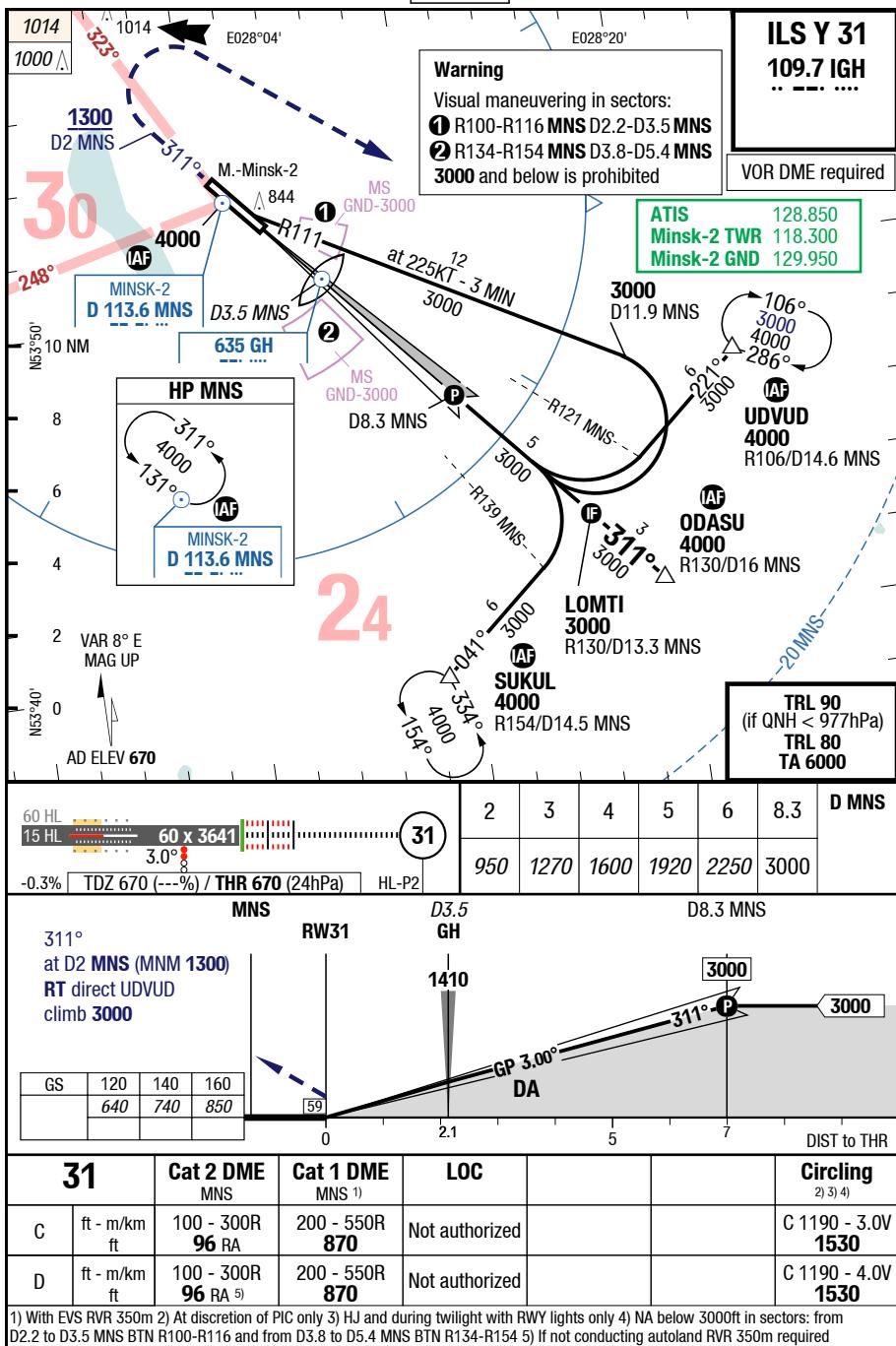
Changes: MIN

05-OCT-2017

## MSQ-UMMS

7-40

## ILS Y 31



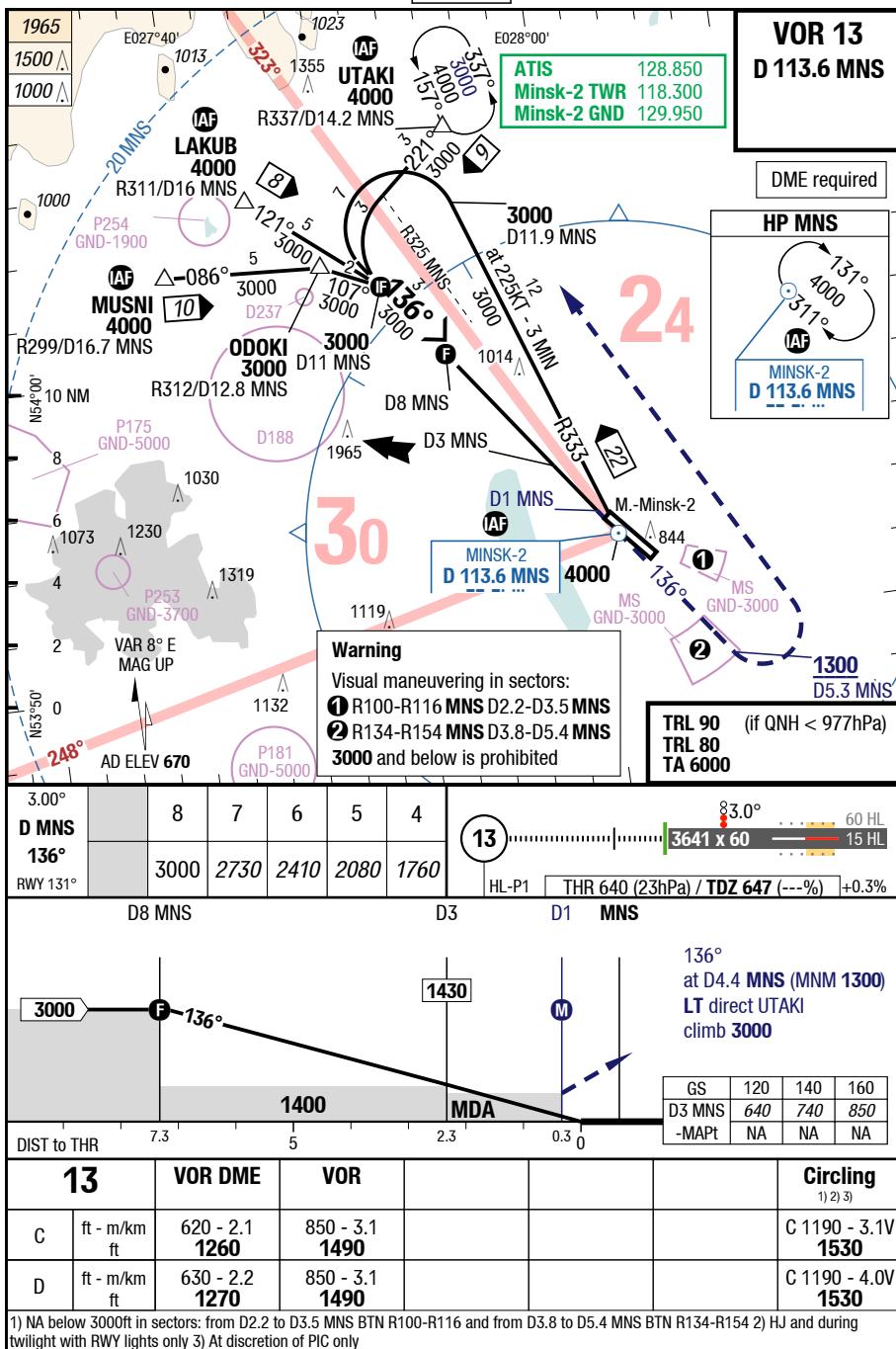
Changes: MIN

05-OCT-2017

## MSQ-UMMS

7-50

VOR 13



Changes: MIN

7-60

VOR 31

IAC

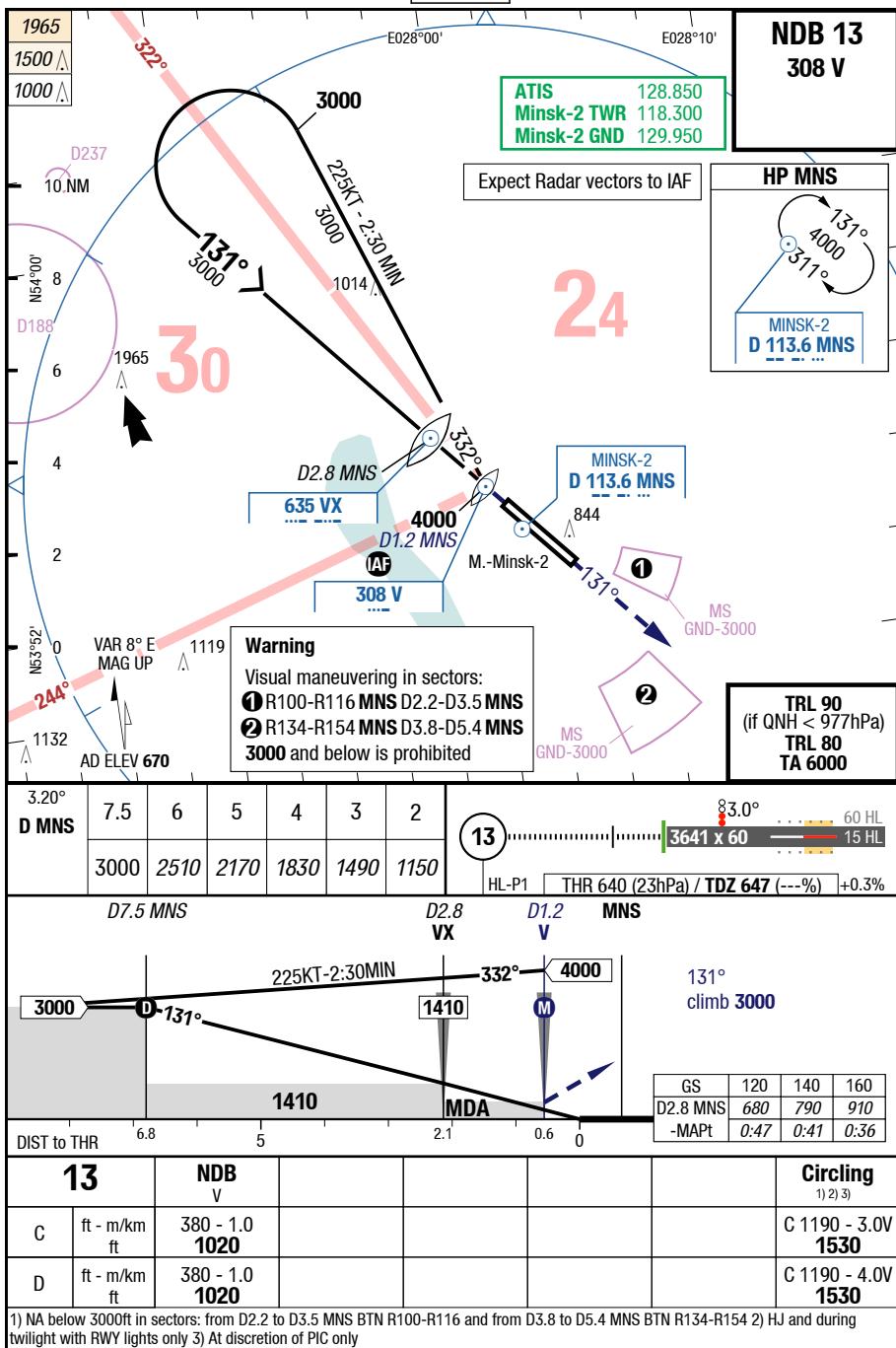
**Changes: MIN**

05-OCT-2017

## MSQ-UMMS

7-70

NDB 13



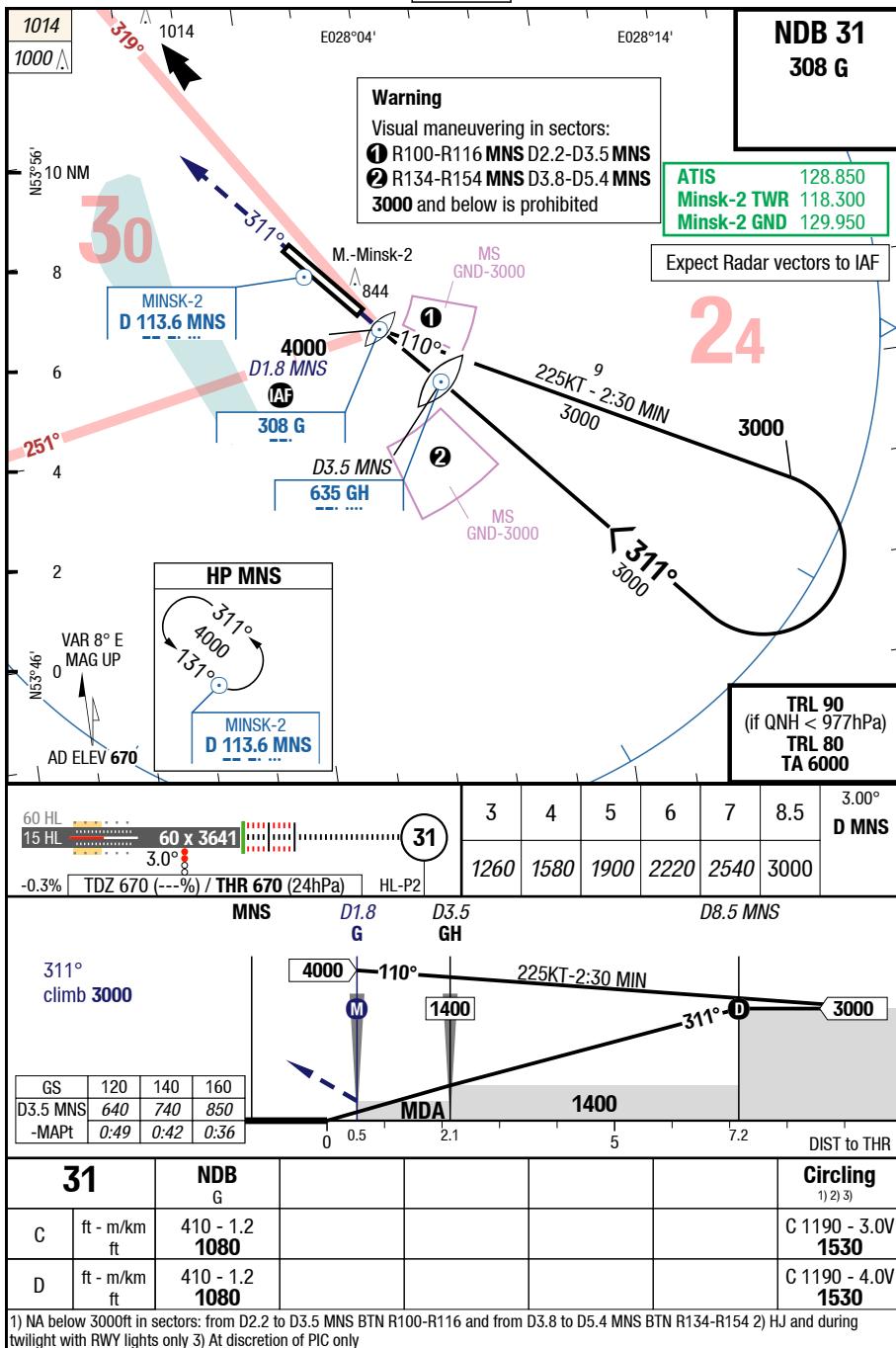
Changes: MIN

05-OCT-2017

## MSQ-UMMS

7-80

NDB 31



Changes: MIN