

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 vacaton.

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, 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.

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.

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

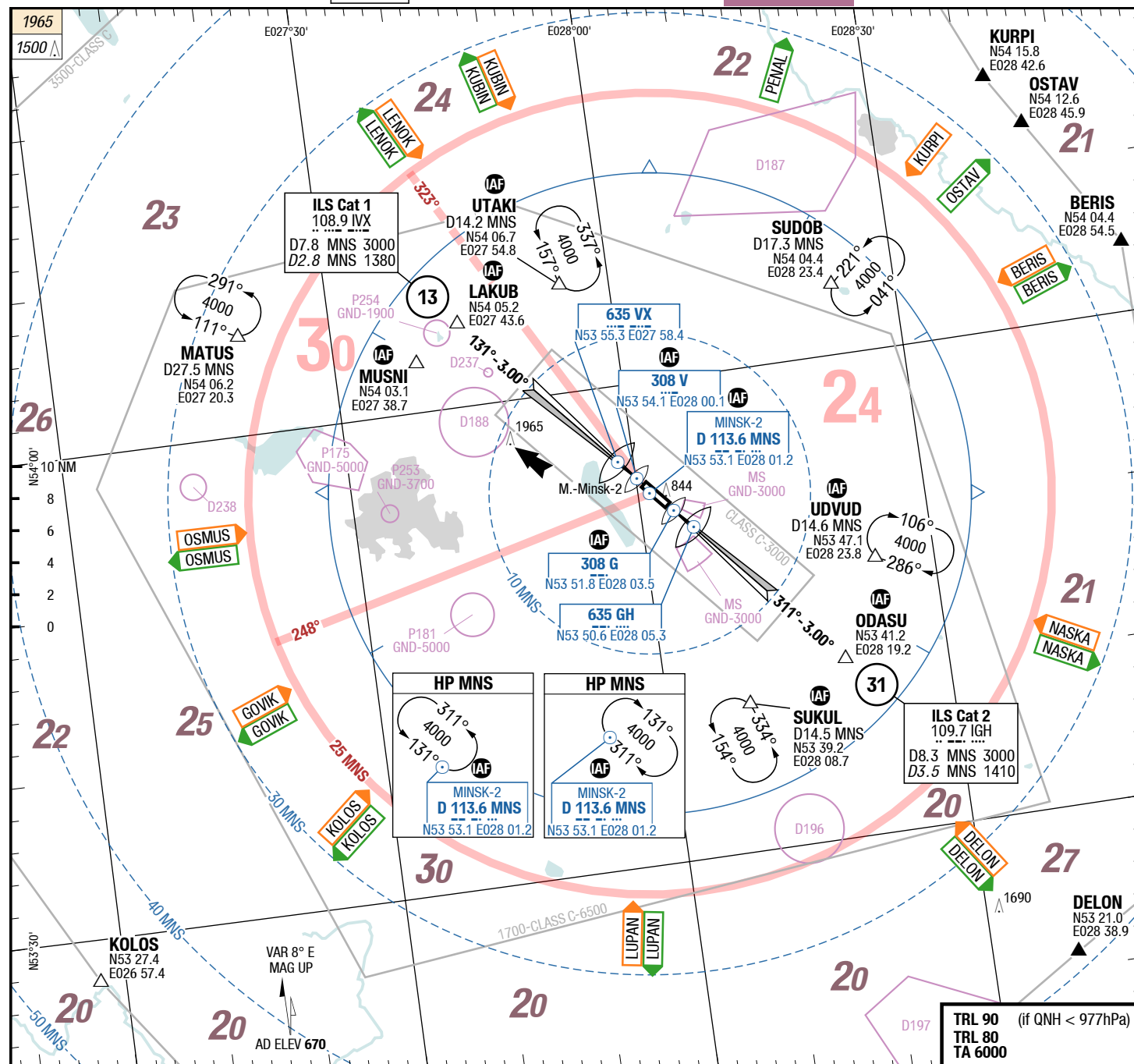
AFC

Minsk-2 Minsk Belarus

AGC

AFC

2-10



Effective 19-JUL-2018

12-JUL-2018

MSQ-UMMS

Belarus Minsk Minsk-2

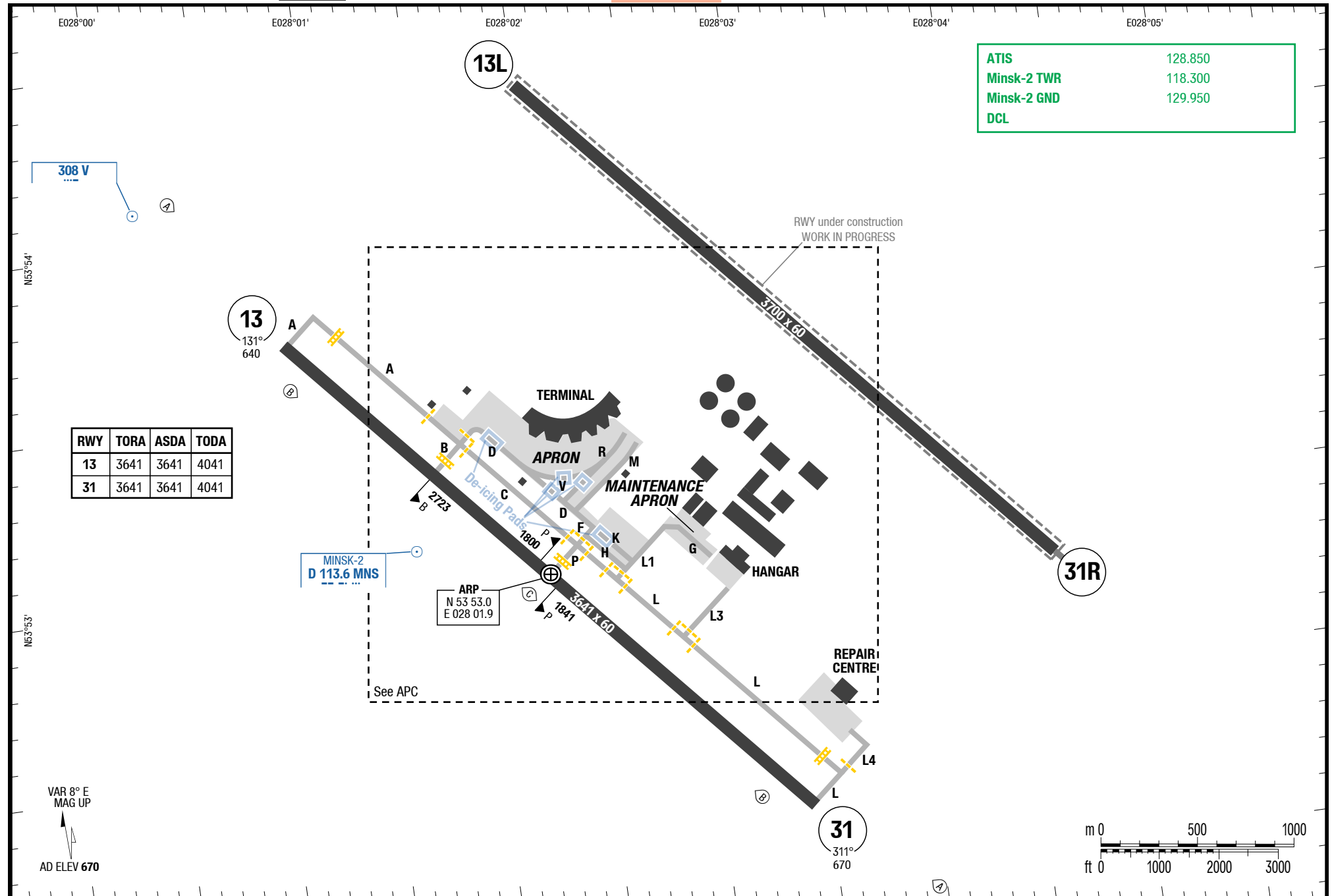
AGC

AGC

Minsk-2 Minsk Belarus

AGC

3-20



Changes: Completely revised

Effective 19-JUL-2018

12-JUL-2018

MSQ-UMMS

3-30

Belarus Minsk Minsk-2

Stand Coordinates

APC

APC

APC

Minsk-2 Minsk Belarus

Stand Coordinates

APC

ATIS	128.850
Minsk-2 TWR	118.300
Minsk-2 GND	129.950
DCL	

RWY under construction
WORK IN PROGRESS

13L/31R

TERMINAL

APRON

MAINTENANCE
APRON

HANGAR

13/31

L3

L2

L1

VAR 8° E
MAG UP

AD ELEV 670

Not to scale

Changes: new

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

MSQ-UMMS

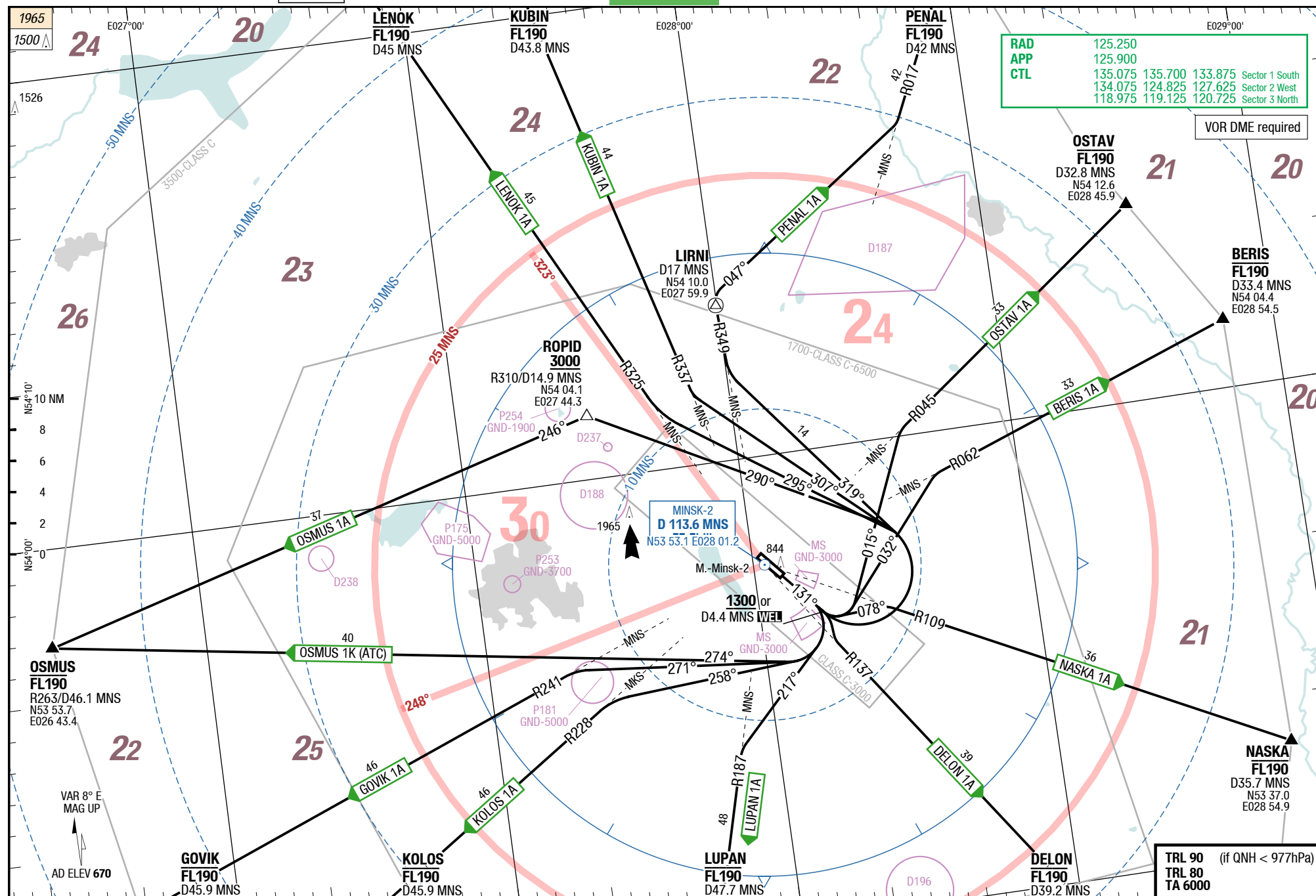
SIDs RWY 13

SID

SID

SIDs RWY 13

4-10



Changes: Nil

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30-NOV-2017

MSQ-UMMS

Belarus **Minsk** Minsk-2

SID

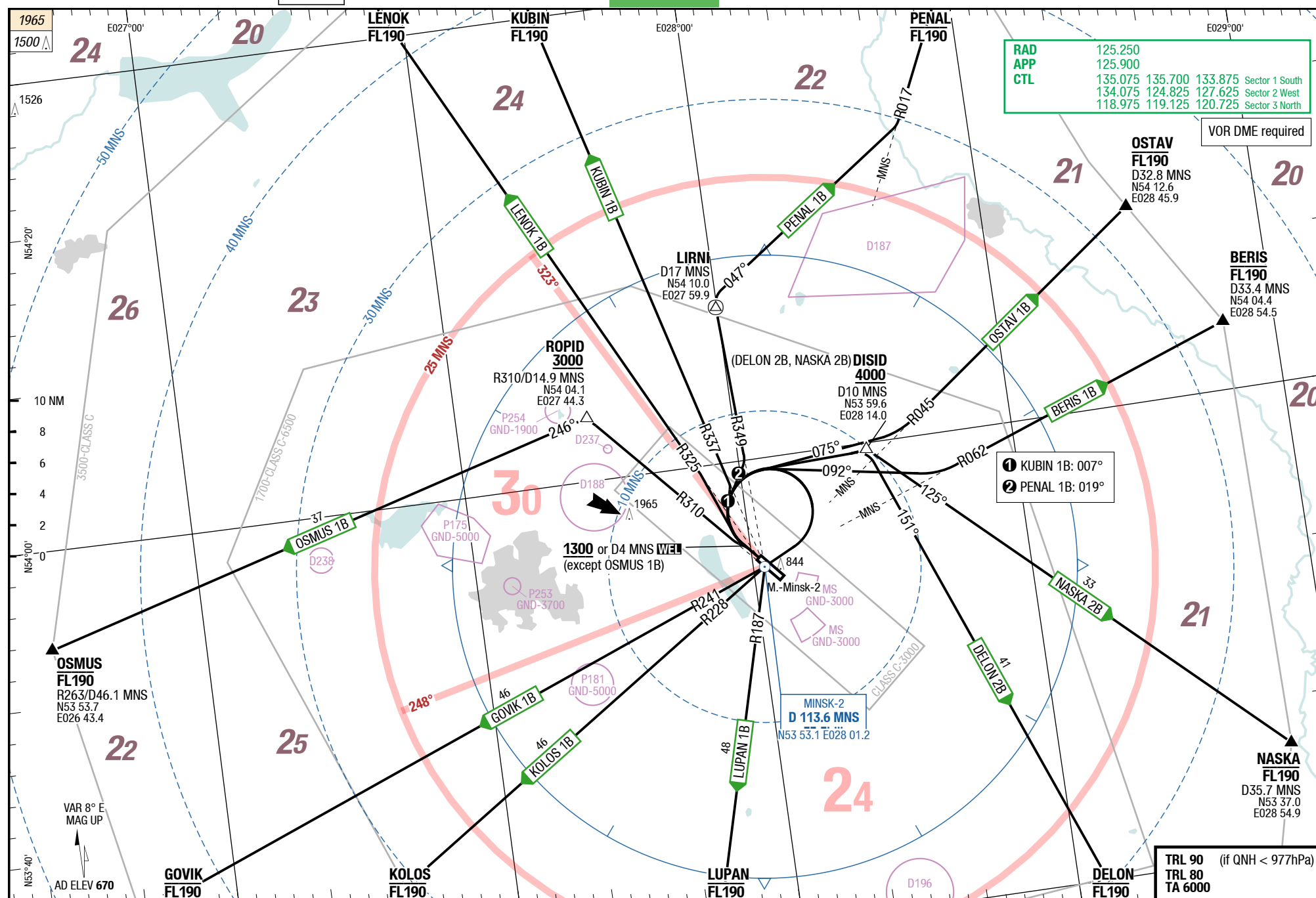
SID

Minsk-2 **Minsk** Belarus

SIDs RWY 31

4-20

SIDs RWY 31



Changes: PROC

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

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

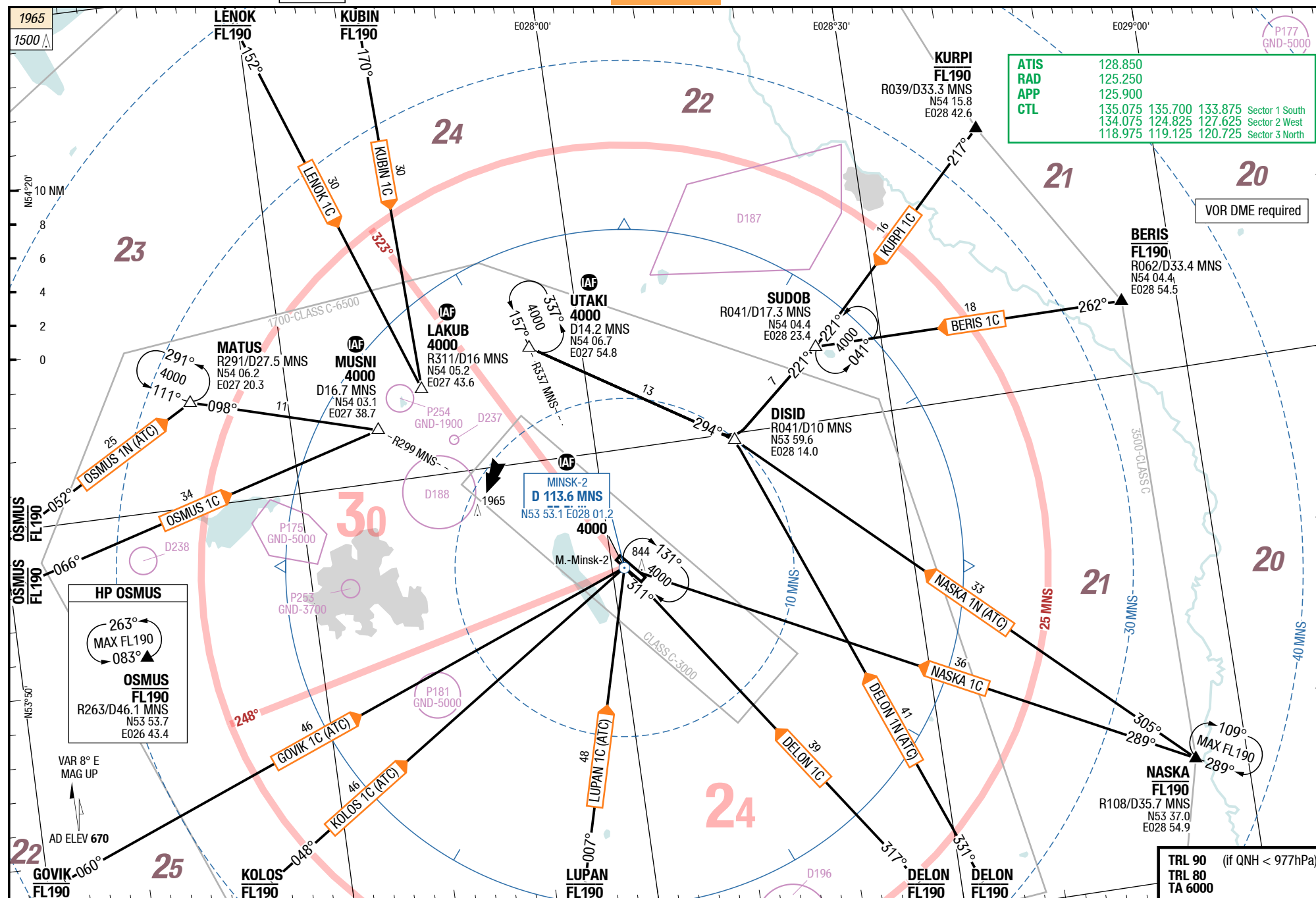
21-JUL-2016
MSQ-UMMS

Belarus Minsk Minsk-2
STARs RWY 31
STARs RWY 13

STAR

STAR

Minsk-2 Minsk Belarus
STARs RWY 31
STARs RWY 13



MSQ-UMMS

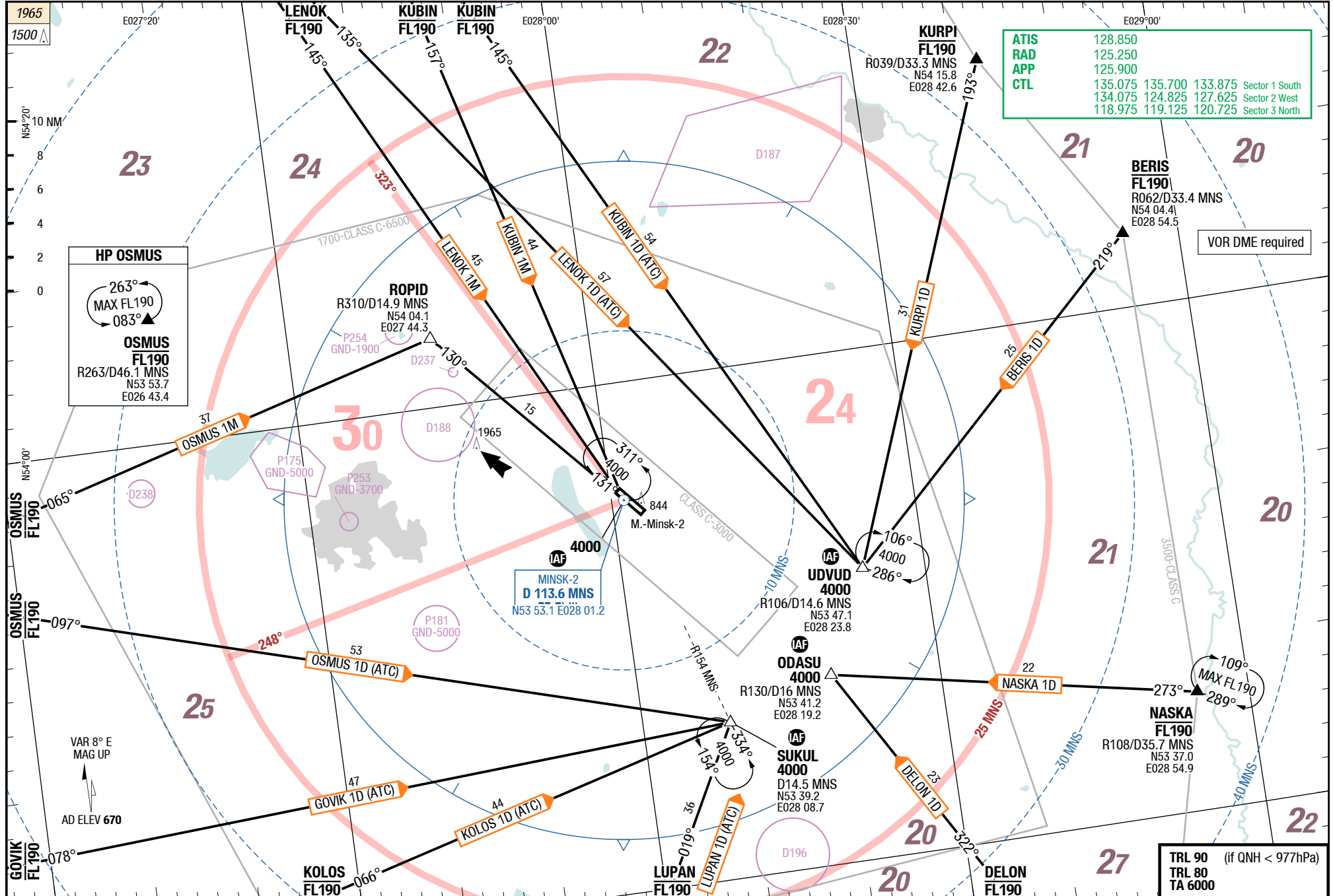
Belarus **Minsk** Minsk-2

STAR

STAR

Minsk-2 **Minsk** Belarus

STARs RWY 31



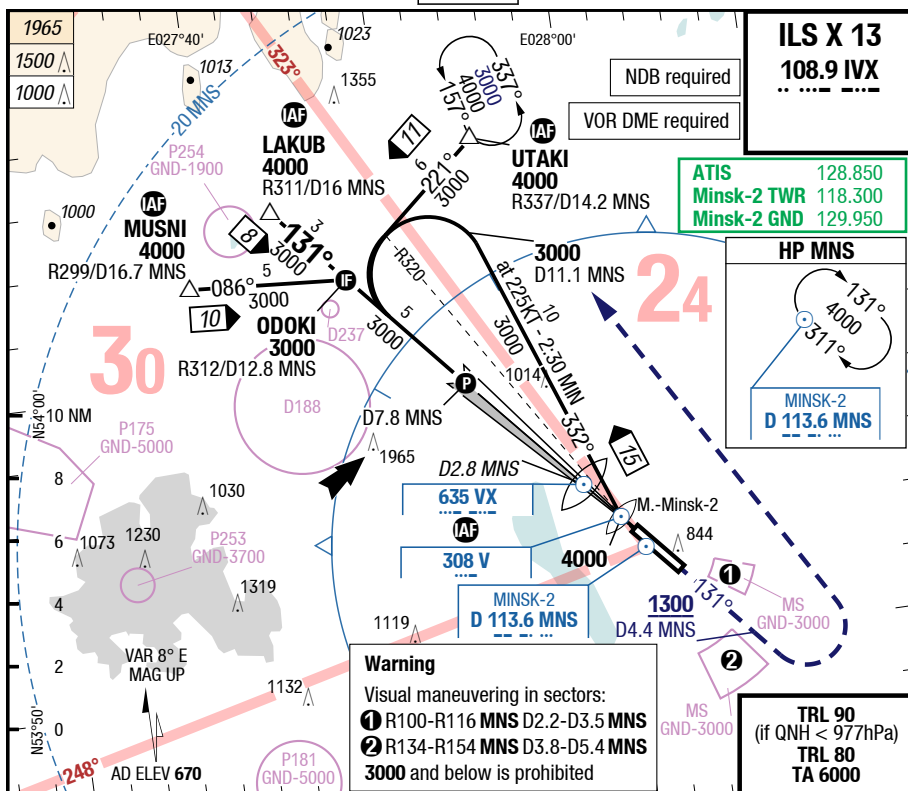
Changes: TRL

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MSQ-UMMS

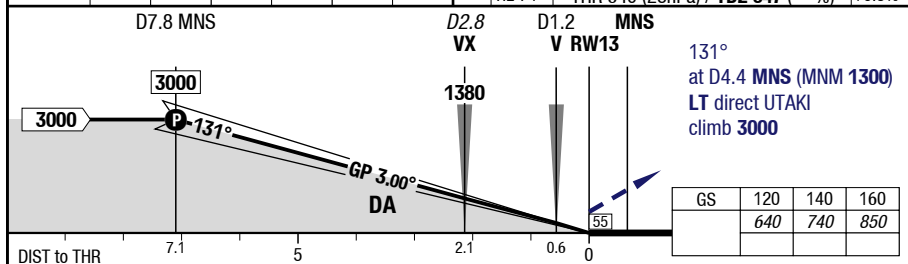
7-10

ILS X 13



D MNS	7.8	6	5	4	3	2	
	3000	2420	2100	1770	1450	1130	

HL-P1 THR 640 (23hPa) / TDZ 647 (---%) +0.3%



13	Cat 1 1)	LOC			Circling 2) 3) 4)
C	ft - m/km ft 200 - 800R 850	Not authorized			C 1190 - 3.0V 1530
D	ft - m/km ft 200 - 800R 850	Not authorized			C 1190 - 4.0V 1530

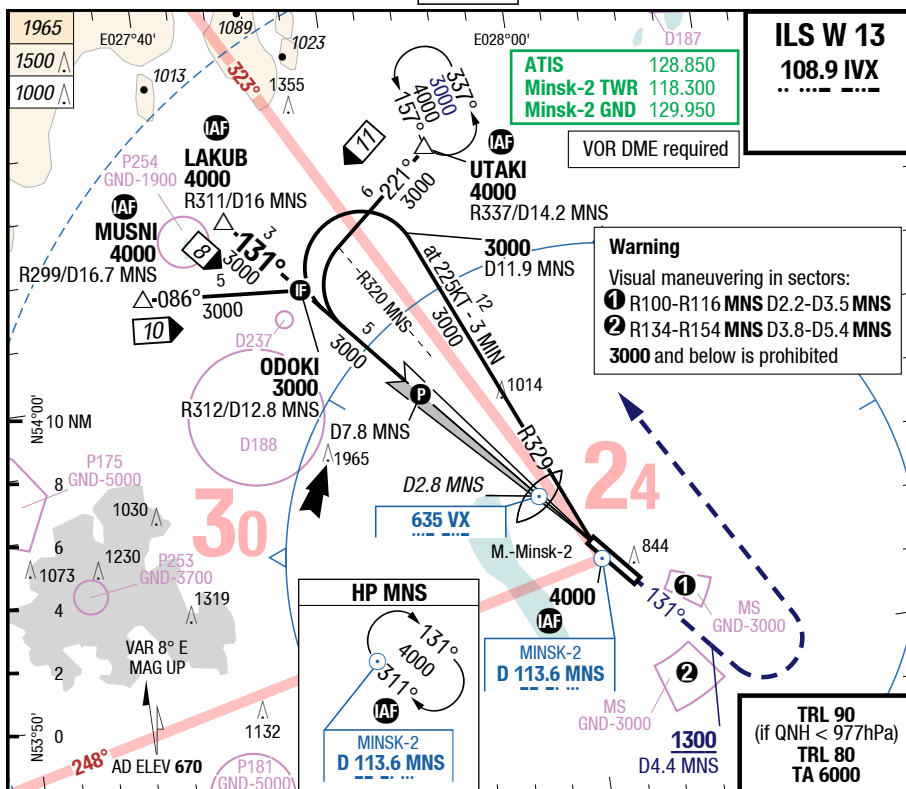
1) With EVS RVR 550m 2) At discretion of PIC only 3) HJ and during twilight with RWY lights only 4) NA below 3000ft in sectors: from D2.2 to D3.5 MNS BTN R100-R116 and from D3.8 to D5.4 MNS BTN R134-R154

Changes: MIN

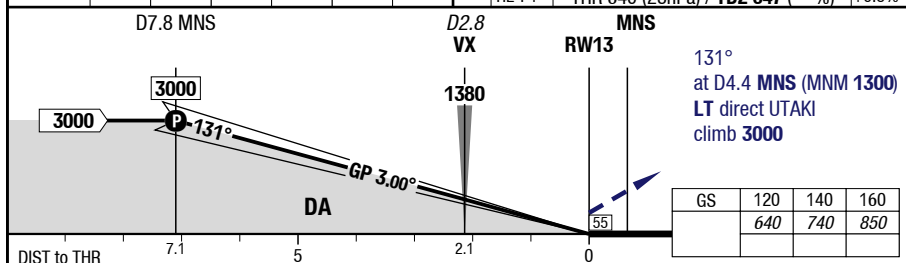
MSQ-UMMS

7-20

ILS W 13



D MNS	7.8	6	5	4	3	2	
	3000	2420	2100	1770	1450	1130	



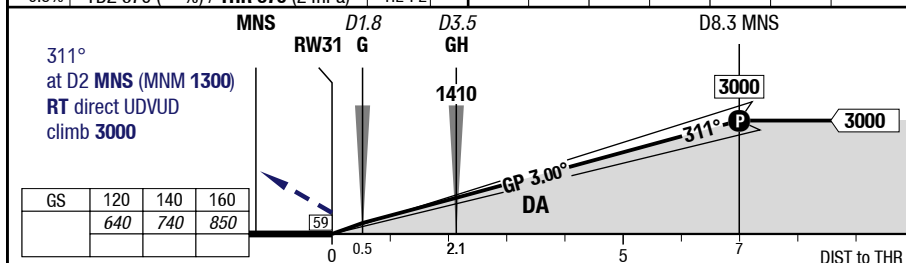
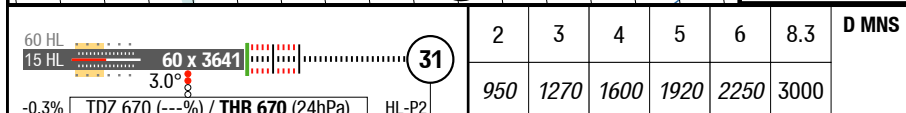
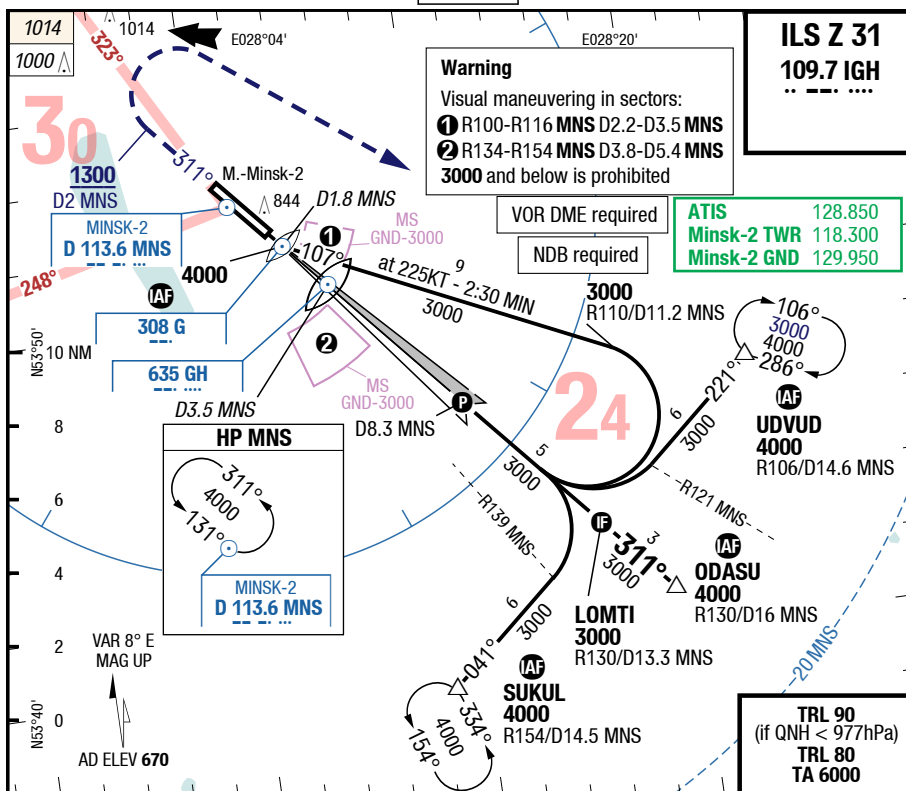
13	Cat 1 DME MNS 1)	LOC				Circling 2) 3) 4)
C	ft - m/km ft	200 - 800R 850	Not authorized			C 1190 - 3.0V 1530
D	ft - m/km ft	200 - 800R 850	Not authorized			C 1190 - 4.0V 1530

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

MSQ-UMMS

7-30

ILS Z 31



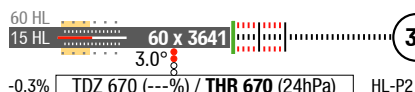
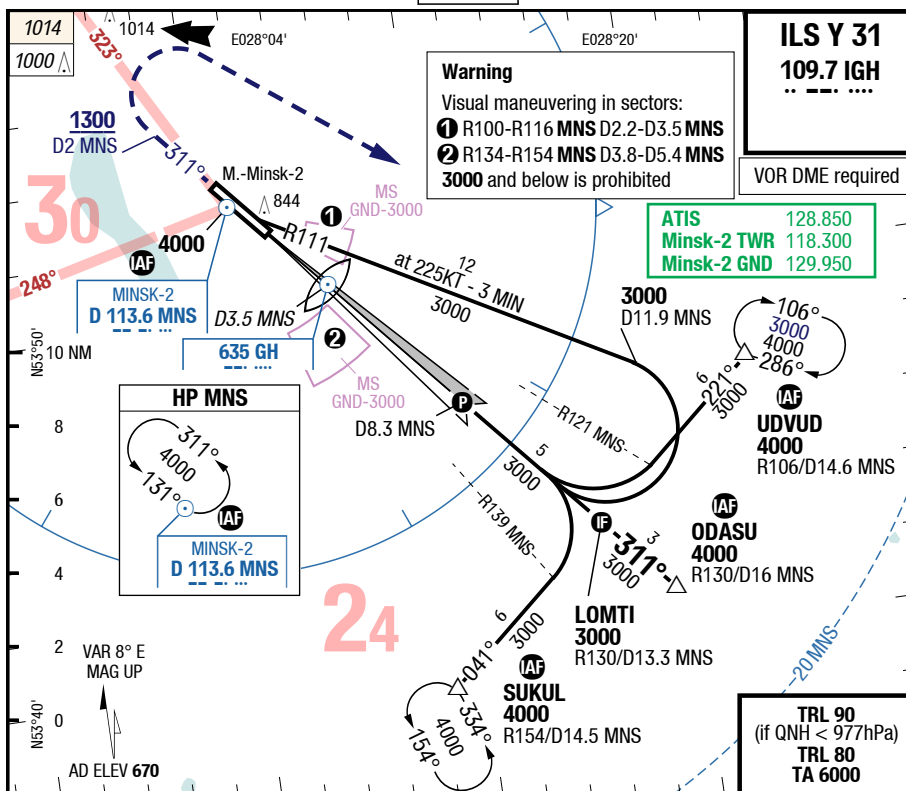
31		Cat 2	Cat 1 1)	LOC		Circling 2) 3) 4)
C	ft - m/km ft	100 - 300R 96 RA	200 - 550R 870	Not authorized		C 1190 - 3.0V 1530
D	ft - m/km ft	100 - 300R 96 RA 5)	200 - 550R 870	Not authorized		C 1190 - 4.0V 1530

1) With EVS RVR 350m 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 5) If not conducting autoland RVR 350m required

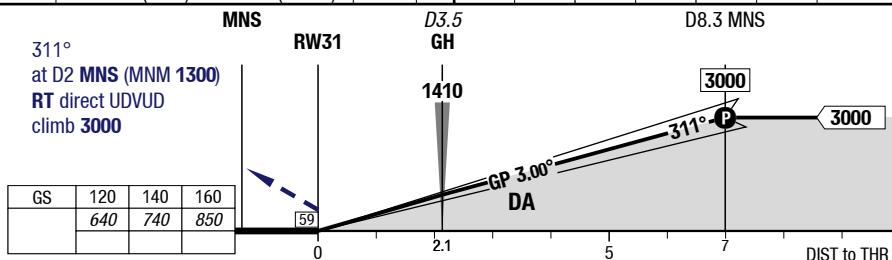
MSQ-UMMS

7-40

ILS Y 31



2	3	4	5	6	8.3	D MNS
950	1270	1600	1920	2250	3000	



31	Cat 2 DME MNS	Cat 1 DME MNS 1)	LOC		Circling 2) 3) 4)
C	ft - m/km ft 100 - 300R 96 RA	200 - 550R 870	Not authorized		C 1190 - 3.0V 1530
D	ft - m/km ft 100 - 300R 96 RA 5)	200 - 550R 870	Not authorized		C 1190 - 4.0V 1530

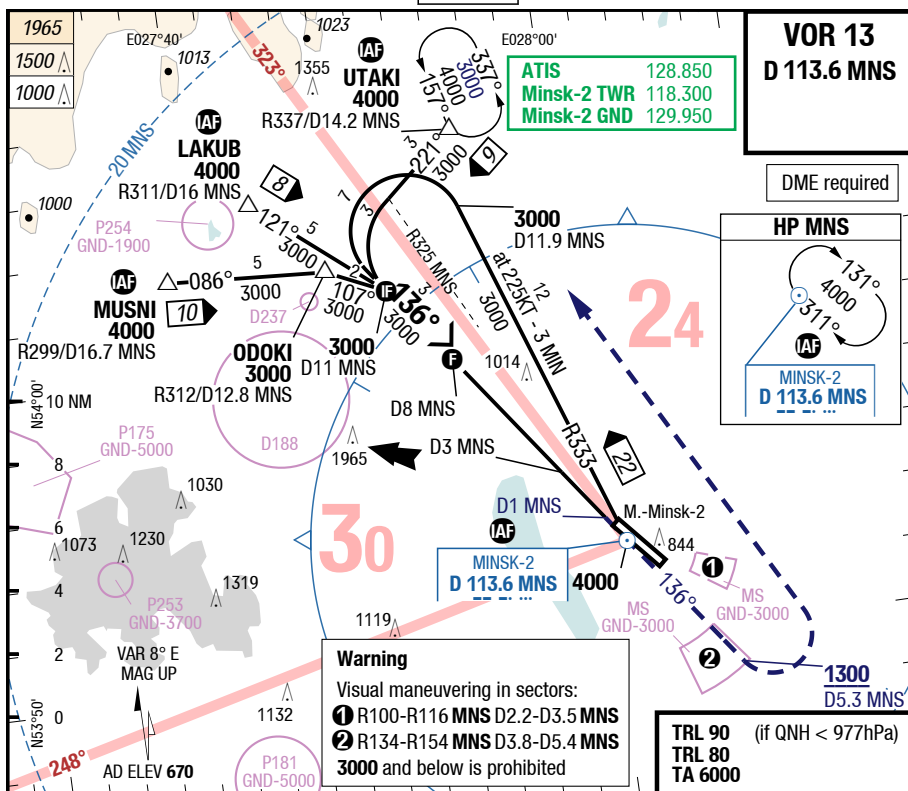
1) With EVS RVR 350m 2) At discretion of PIC only 3) HJ and during twilight with RWY lights only 4) NA below 3000ft in sectors: from D2.2 to D3.5 MNS BTN R100-R116 and from D3.8 to D5.4 MNS BTN R134-R154 5) If not conducting autoland RVR 350m required

Changes: MIN

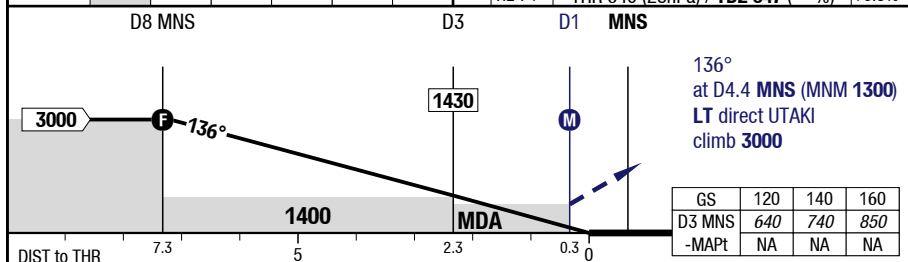
MSQ-UMMS

7-50

VOR 13



3.00°	8	7	6	5	4	13	83.0°	60 HL	15 HL
D MNS							3641 x 60		
136°									
RWY 131°									
	3000	2730	2410	2080	1760	HL-P1	THR 640 (23hPa) / TDZ 647 (---%)	+0.3%	



13	VOR DME	VOR			Circling 1) 2) 3)
C	ft - m/km ft	620 - 2.1 1260	850 - 3.1 1490		C 1190 - 3.1V 1530
D	ft - m/km ft	630 - 2.2 1270	850 - 3.1 1490		C 1190 - 4.0V 1530

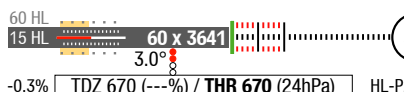
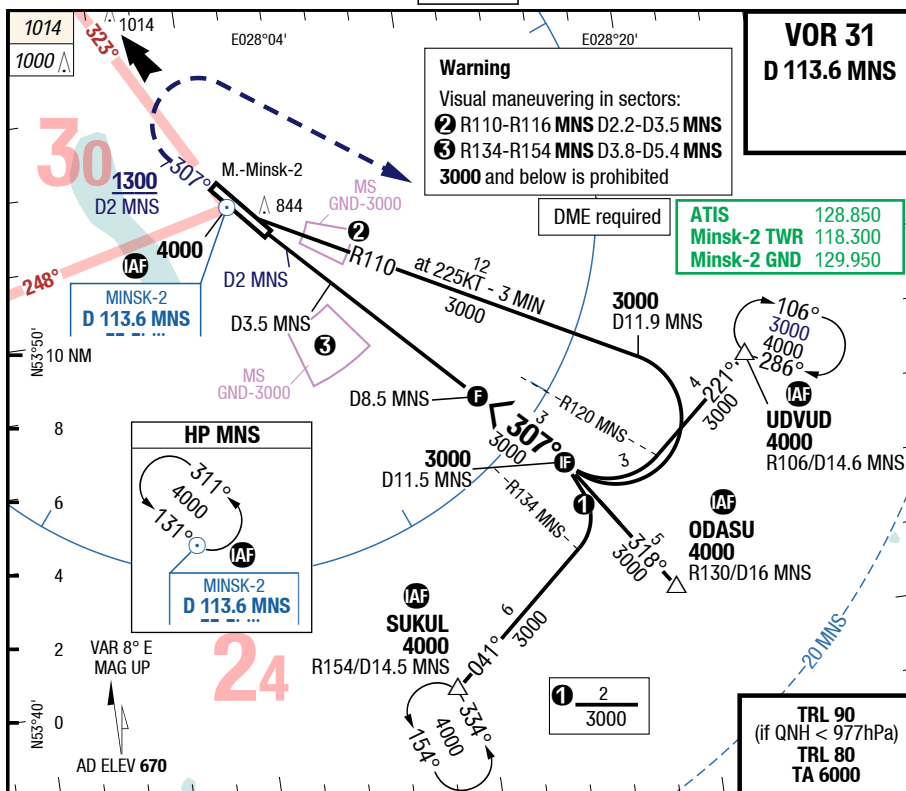
1) NA below 3000ft in sectors: from D2.2 to D3.5 MNS BTN R100-R116 and from D3.8 to D5.4 MNS BTN R134-R154 2) HJ and during twilight with RWY lights only 3) At discretion of PIC only

Changes: MIN

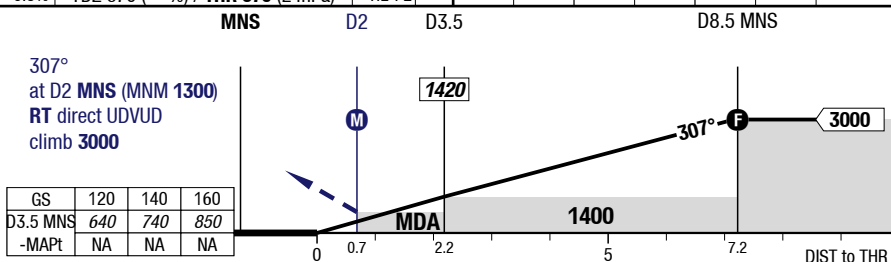
MSQ-UMMS

7-60

VOR 31



3	4	5	6	7	8.5	3.00° D MNS 307° RWY 311°
1250	1570	1890	2200	2520	3000	

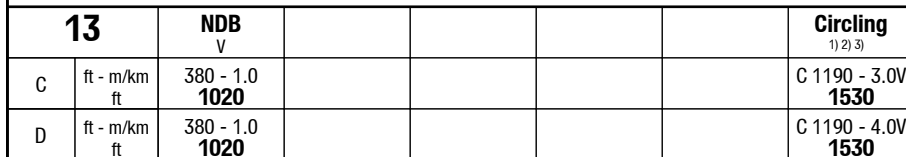


31	VOR DME	VOR				Circling 1) 2) 3)
C	ft - m/km ft	430 - 1.3 1100	490 - 1.5 1160			C 1190 - 3.0V 1530
D	ft - m/km ft	430 - 1.3 1100	490 - 1.5 1160			C 1190 - 4.0V 1530

1) 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 2) HJ and during twilight with RWY lights only 3) At discretion of PIC only

Changes: MIN

NDB 13

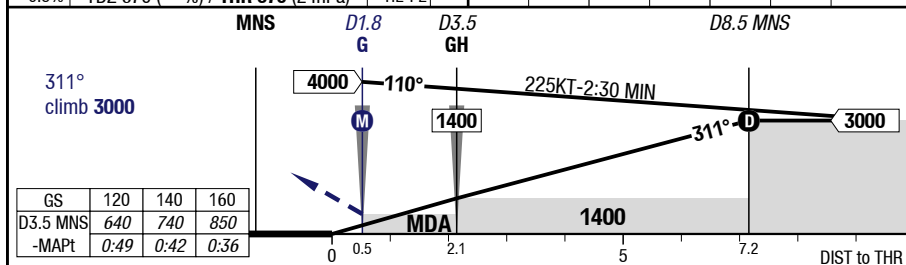
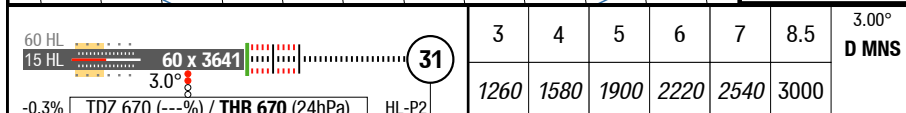
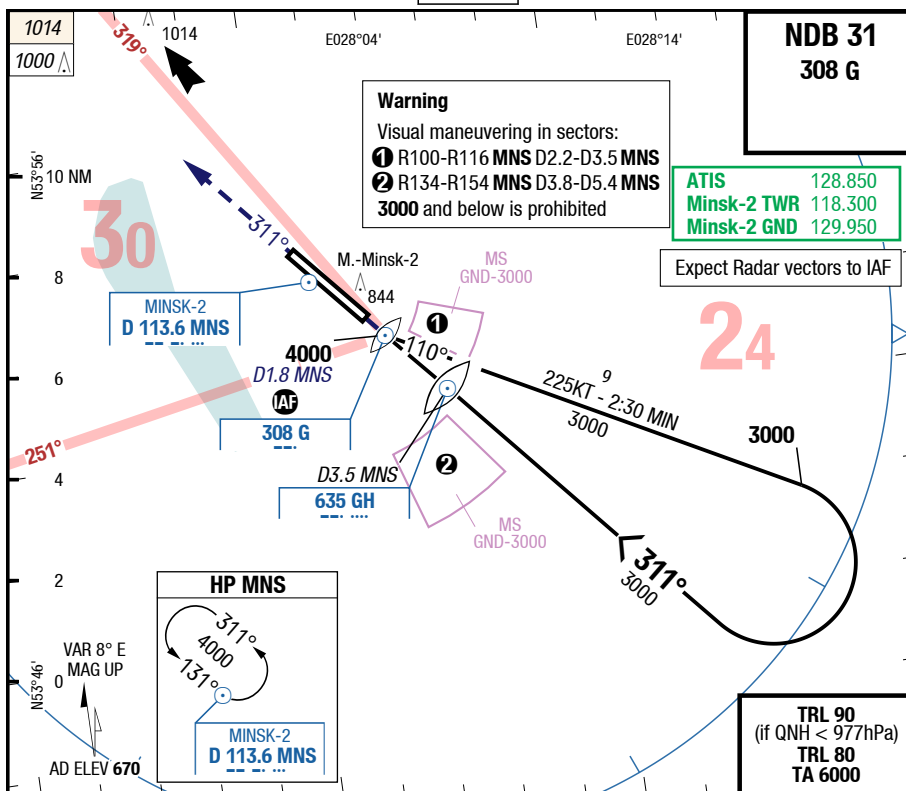


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MSQ-UMMS

7-80

NDB 31



31		NDB G					Circling 1) 2) 3)
C	ft - m/km ft	410 - 1.2 1080					C 1190 - 3.0V 1530
D	ft - m/km ft	410 - 1.2 1080					C 1190 - 4.0V 1530

1) 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 2) HJ and during twilight with RWY lights only 3) At discretion of PIC only

Changes: MIN