

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0515-1400. Working day before HOL 0515-1300. SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 6; CAT 7 AVBL O/R**Fuel:** RT**PCN:** RWY 10/28: 60/F/D/X/T**Operation****RWY Restriction**

180° turn:

- turning pad at RWY 10 end only.
- at any place of the RWY under PIC decision.

MTOW ACFT Restriction

- B763 - 155.3t / 342378lbs
- B763ER - 159.1t / 350755lbs

Taxi/Parking

Taxi guide lines may be invisible because of snow. Follow-me AVBL O/R via TWR.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 270KT below FL100.

Communication**COM Failure****After entry into TMA**

CONT FLT at last assigned FL towards navigation aid (LOM). Descending for APCH shall be commenced not earlier than ETA and LDG shall be carried out not later than 30min after ETA. If in case of COM-Failure at the moment of ARR the LDG MET CONDs are below MMN, pilot has the right to carry out LDG under current CONDs.

Arrival Procedure**Non-standard GP Intercept Position on****RWY 10**

GP intercepts RWY 10 at 336m / 1103ft after landing threshold.

Remaining DIST beyond GP is 2233m / 7325ft.

RWY 28

GP intercepts RWY 28 at 349m / 1145ft after landing threshold.

Remaining DIST beyond GP is 2220m / 7283ft.

DEPARTURE**| Take-off Minima**

RWY	10/28		
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

MAX IAS 270KT below FL100.

Communication**COM Failure**

In case of COM failure after TKOF, operate according to APCH chart and land at DEP AD. Therewith LOM FREQ listening watch is necessary for obtaining the ATS unit controller instructions and information. If landing at DEP AD is impossible depending on MET conditions or other reasons, the pilot in command has the right:

- to proceed to the DEST AD climbing to the flight LVL indicated in FLP
- to proceed to the alternate AD at the flight LVL, selected by the crew, not below the safe flight LVL.

In case of COM failure during climb maintain last assigned LVL during 7 min, then climb to the LVL according to the FLP and proceed to the DEST AD.

De-Icing

AVBL

Effective 19-JUL-2018

12-JUL-2018

GME-UMGG

Belarus Homiel

AGC
AFC

Homiel Belarus

AFC

2-10

ILS D109

Flight levels: 20, 22, 261°

D5.4, D2

Goger
N52 36.3
E030 19.3

Gorul
N52 25.5
E030 23.3

D241

VAR 8° E MAG UP

AD ELEV 471

METEO 119.550
APP 126.100 Radar
TWR 118.100 Taxiing

Landing RWY system:

10 870 2569 x 43 82.7° 60 HL
HL-P1 THR 461 (17hPa) / TDZ 462 (---%) +0.1%

60 HL 43 x 2569 2,7° 28
-0.1% TDZ 472 (---%) / THR 468 (17hPa) HL-P1



Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

GME-UMGG

Belarus Homiel

AGC

Homiel Belarus

AGC

3-20

E031° 00'

E031° 01'

E031° 02'

10
103°
461

C
1581

ARP
N 52 31.6
E 031 01.0

C

B

TERMINAL

28
283°
468

RWY	TORA	ASDA	TODA
10	2569	2569	2869
28	2569	2569	2869

COORDINATES

1, 2 N52 31.4 E031 01.2
3W, 3E N52 31.4 E031 01.1
4W N52 31.5 E031 01.1
4E N52 31.4 E031 01.1
5W N52 31.5 E031 01.0

5E N52 31.4 E031 01.0
6W, 6E N52 31.5 E031 01.0
10S-11S N52 31.5 E031 00.6
11N N52 31.6 E031 00.6
12S N52 31.5 E031 00.5

12N-13 N52 31.6 E031 00.5
14-18 N52 31.6 E031 00.4
PPA W N52 31.5 E031 01.1
PPA E N52 31.5 E031 01.2

VAR 8° E
MAG UP
AD ELEV 471

m 0 500 1000 2000 3000
ft 0 500 1000 2000 3000

① parking place aircraft (place on taxi route equipped for temporary stand only)

10/28

ROUTE J
ROUTE D
ROUTE H
ROUTE G
ROUTE F
ROUTE E
TERMINAL

Not to scale

METEO 119.550
TWR 118.100 Taxiing

Changes: TWY , Parking Stands , COORD

30-NOV-2017

GME-UMGG

Belarus Homiel

SIDs RWY 28

SIDs RWY 10

Homiel Belarus

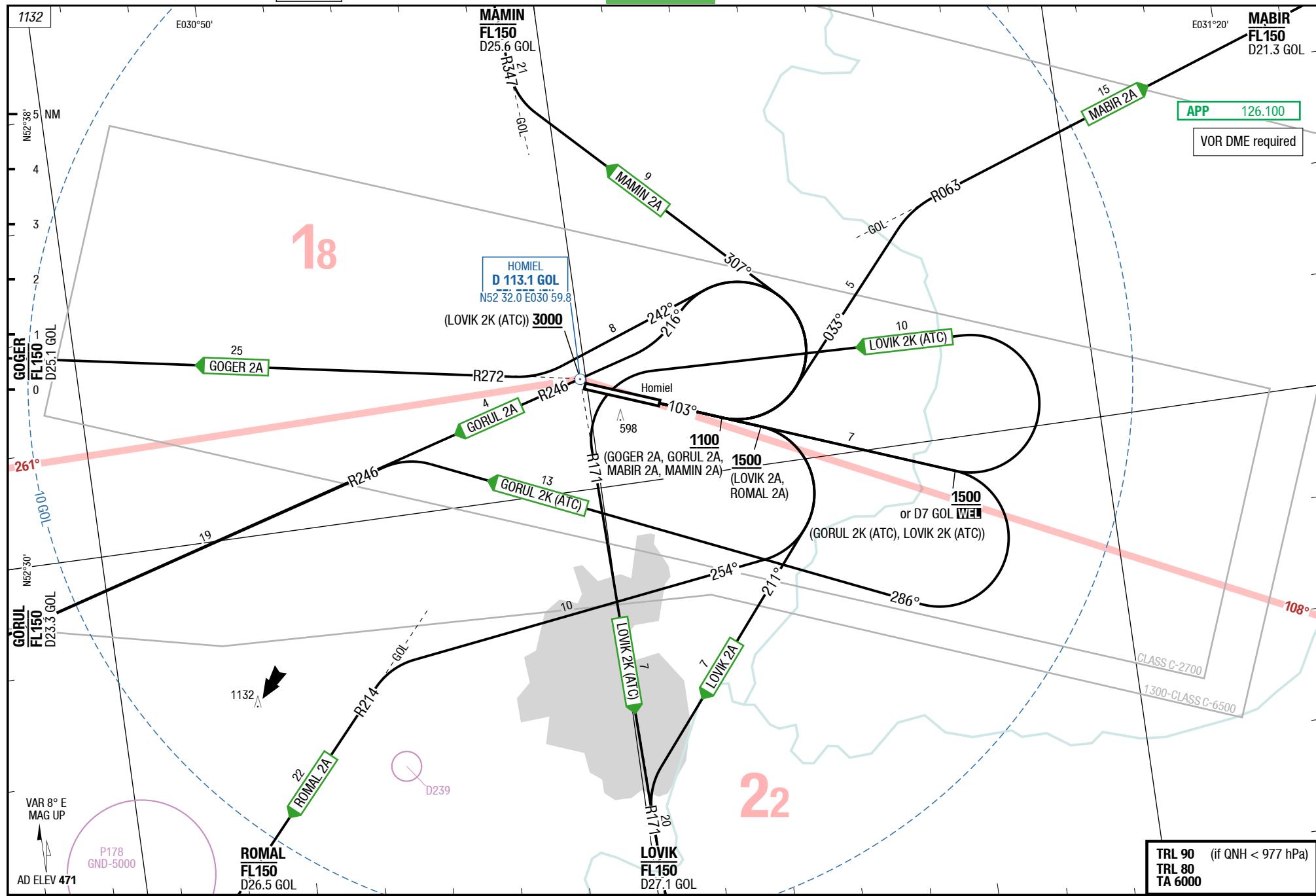
SIDs RWY 28

SIDs RWY 10

SID

SID

4-10



30-NOV-2017

GME-UMGG

Belarus Homiel

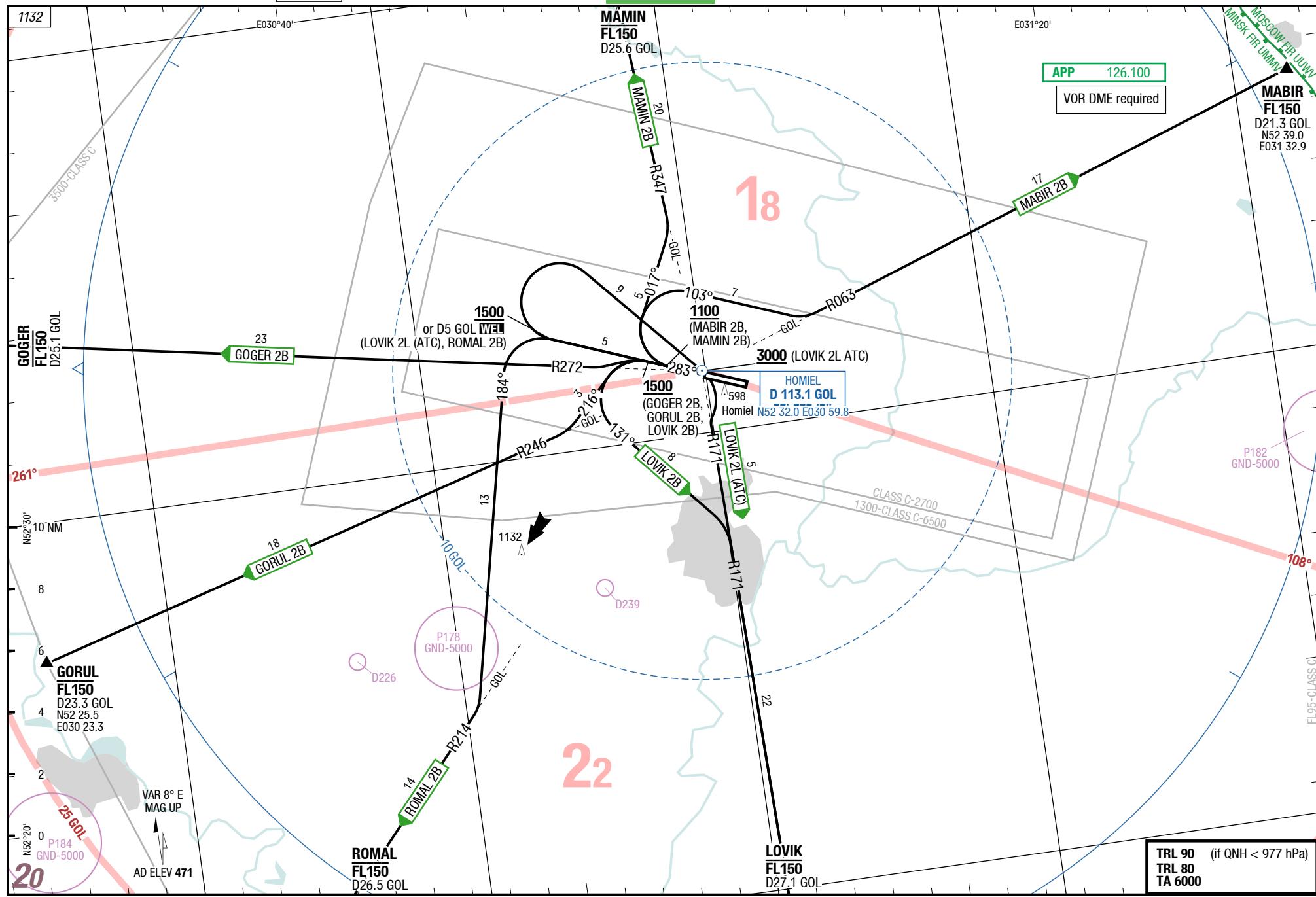
SIDs RWY 28

4-20

SID

Homiel Belarus

SIDs RWY 28



GOGER 2A / GORUL 2A / GORUL 2K / LOVIK 2A / LOVIK 2K / MABIR 2A / MAMIN 2A / ROMAL 2A
RWY 10 (103°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 10		
GOGER 2A 126.100	at MNM 1100 LT 242° - intercept R272 GOL to GOGER	GOGER MAX FL150
GORUL 2A 126.100	at MNM 1100 LT 216° - intercept R246 GOL to GORUL	GORUL MAX FL150
GORUL 2K (ATC) 126.100	at MNM 1500 or D7 GOL , whichever is later, RT 286° - intercept R246 GOL to GORUL	GORUL MAX FL150
LOVIK 2A 126.100	at MNM 1500 RT 211° - intercept R171 GOL to LOVIK	LOVIK MAX FL150
LOVIK 2K (ATC) 126.100	at MNM 1500 or D7 GOL , whichever is later, LT direct GOL - R171 GOL to LOVIK	GOL MNM 3000 LOVIK MAX FL150
MABIR 2A 126.100	at MNM 1100 LT 033° - intercept R063 GOL to MABIR	MABIR MAX FL150
MAMIN 2A 126.100	at MNM 1100 LT 307° - intercept R347 GOL to MAMIN	MAMIN MAX FL150
ROMAL 2A 126.100	at MNM 1500 RT 254° - intercept R213 GOL to ROMAL	ROMAL MAX FL150

GME-UMGG

5-20

SIDs RWY 28

**GGER 2B / GORUL 2B / LOVIK 2B / LOVIK 2L / MABIR 2B / MAMIN 2B / ROMAL 2B
RWY 28 (283°)**

DESIGNATOR	ROUTING	ALTITUDES
Runway 28		
GGER 2B 126.100	at MNM 1500 LT - intercept R272 GOL to GGER	GGER MAX FL150
GORUL 2B 126.100	at MNM 1500 LT 216°- intercept R246 GOL to GORUL	GORUL MAX FL150
LOVIK 2B 126.100	at MNM 1500 LT 131°- intercept R171 GOL to LOVIK	LOVIK MAX FL150
LOVIK 2L (ATC) 126.100	at MNM 1500 or D5 GOL , whichever is later, RT direct GOL - R171 GOL to LOVIK	GOL MNM 3000 LOVIK MAX FL150
MABIR 2B 126.100	at MNM 1100 RT 103° - intercept R063 GOL to MABIR	MABIR MAX FL150
MAMIN 2B 126.100	at MNM 1100 RT 017° - intercept R347 GOL to MAMIN	MAMIN MAX FL150
ROMAL 2B 126.100	at MNM 1500 or D5 GOL , whichever is later, LT 184° - intercept R213 GOL to ROMAL	ROMAL MAX FL150

30-NOV-2017

GME-UMGG

Belarus Homiel

STARs RWY 28

STARs RWY 10

6-10

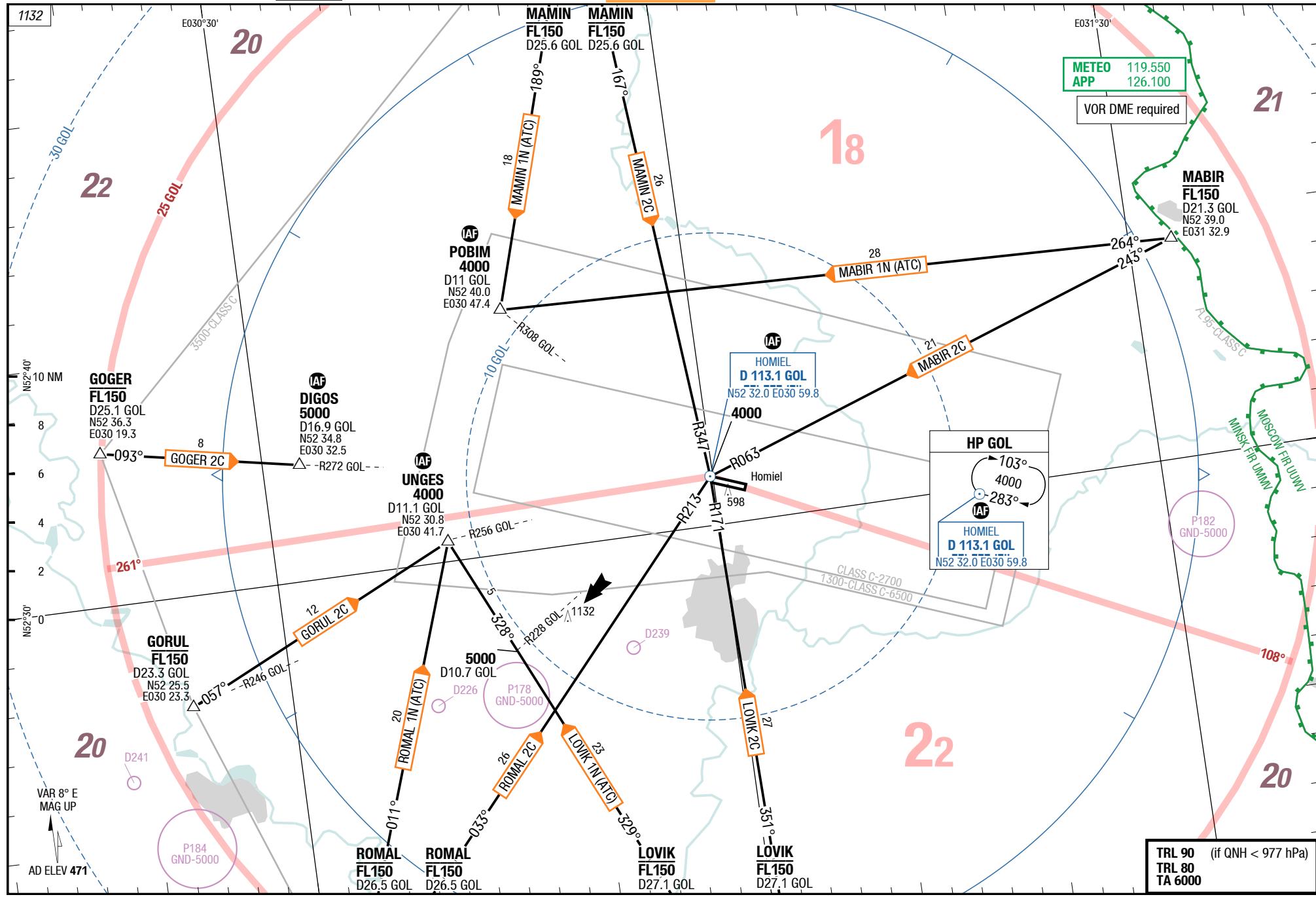
STAR

STAR

Homiel Belarus

STARs RWY 28

STARs RWY 10



30-NOV-2017

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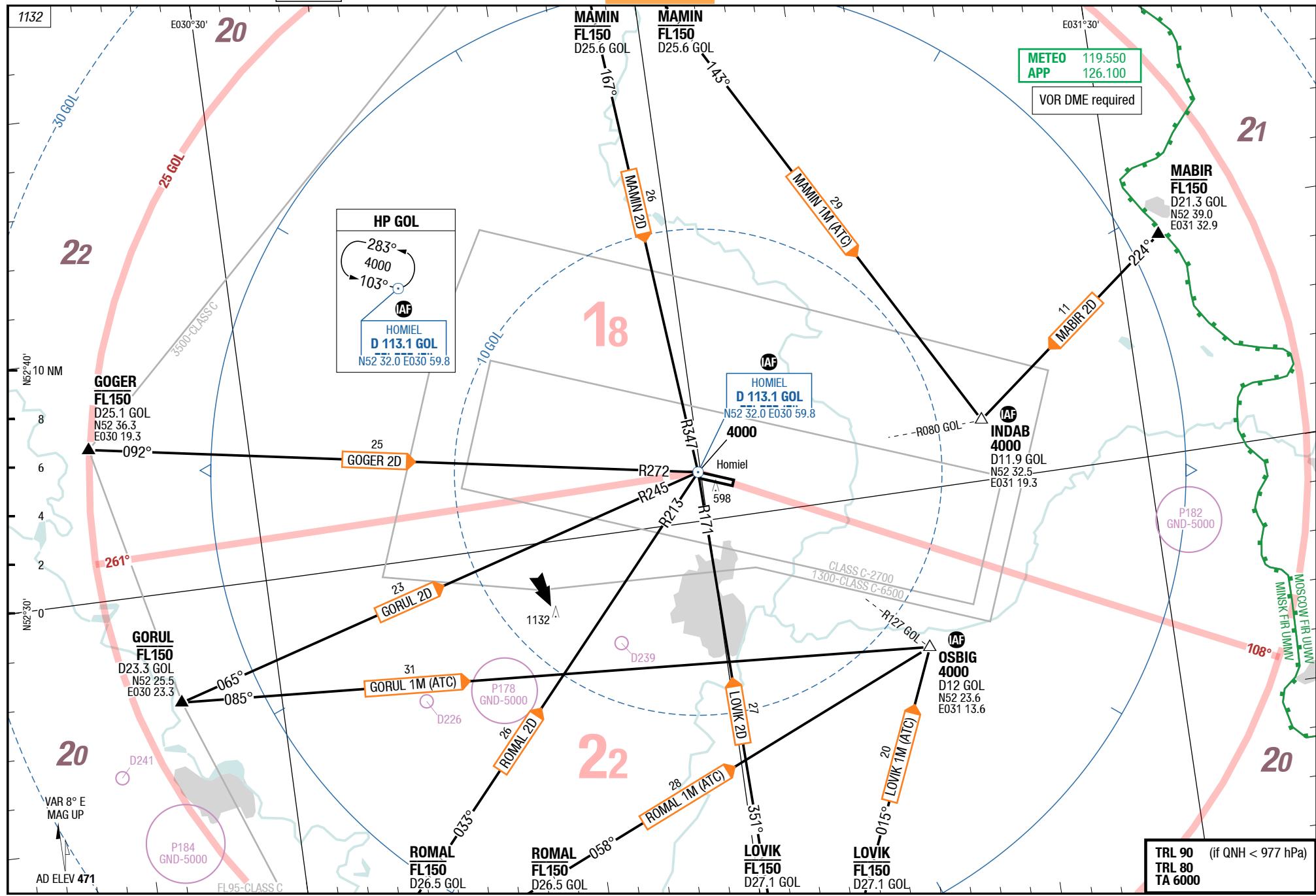
Belarus Homiel

STARs RWY 28

Homiel Belarus

STARs RWY 28

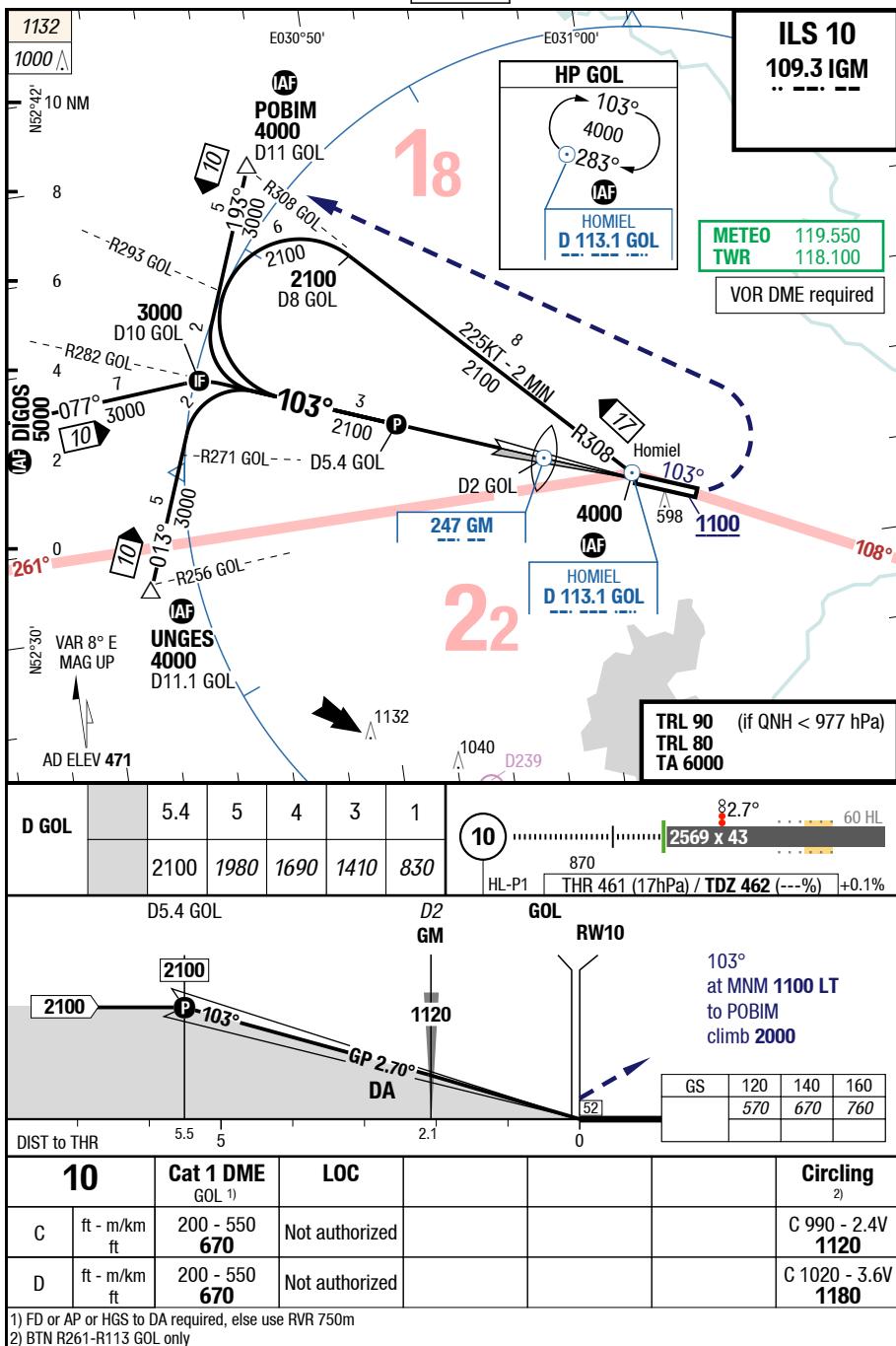
6-20



GME-UMGG

7-10

ILS 10

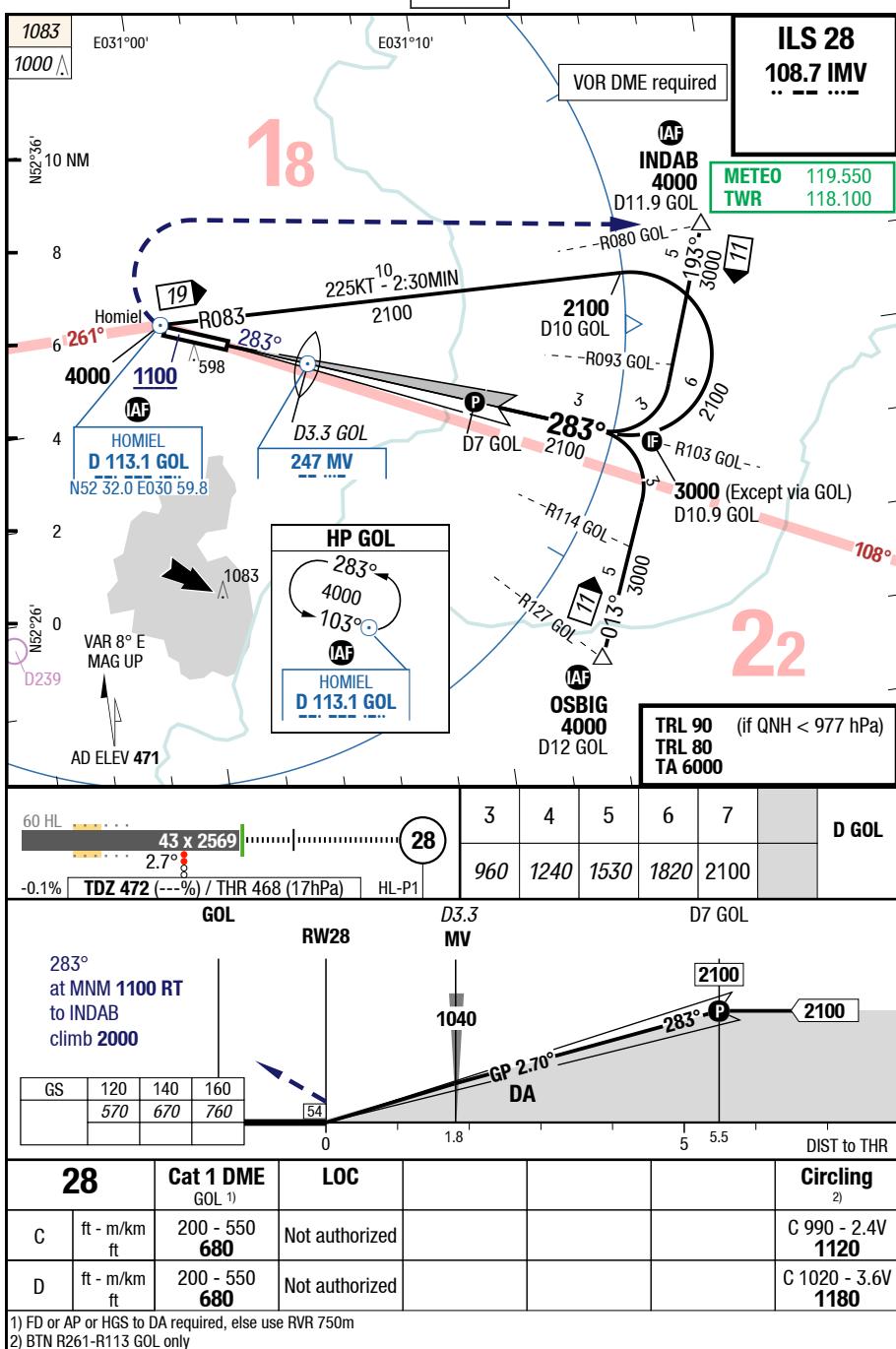


12-JUL-2018

GME-UMGG

7-20

ILS 28

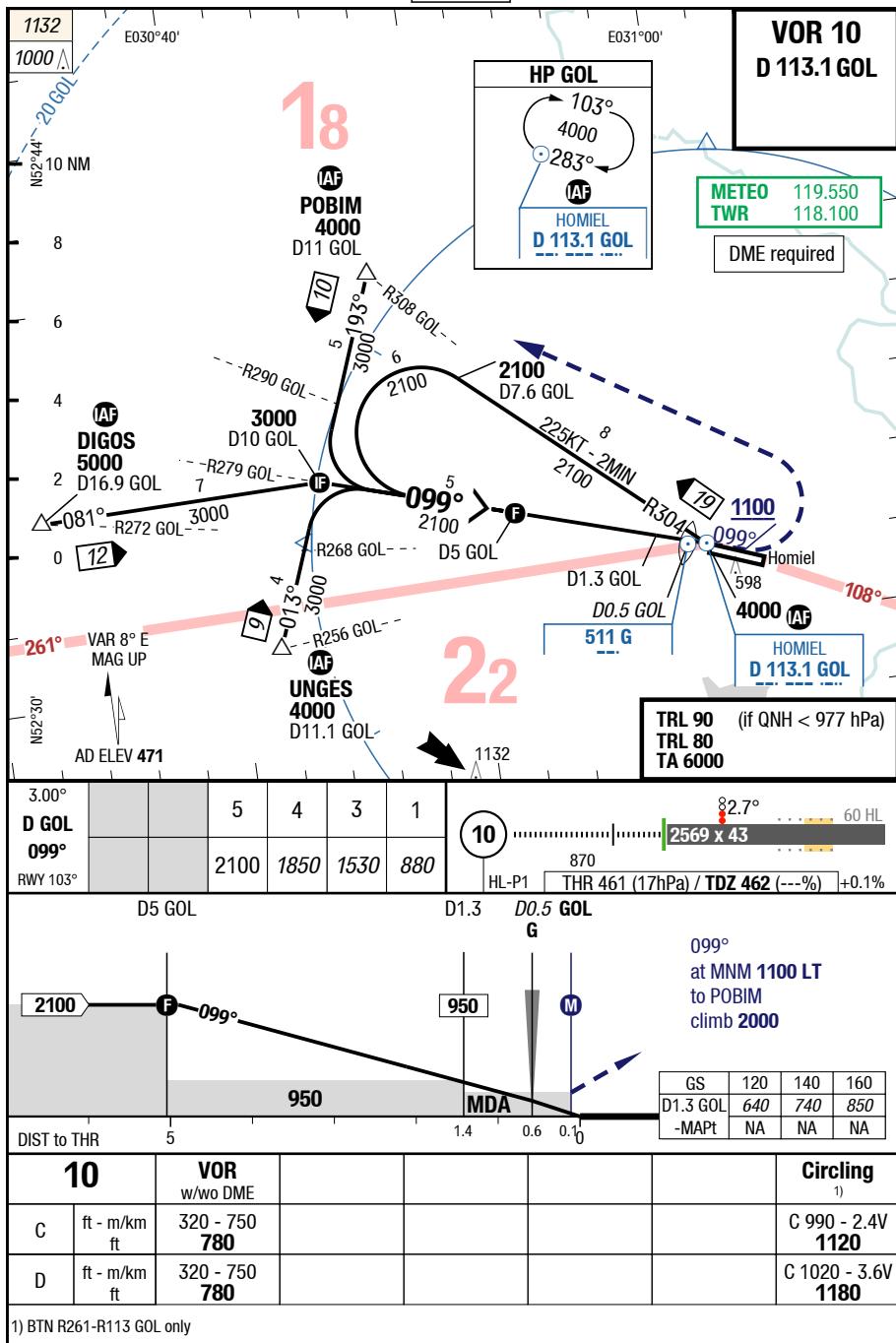


Changes: MIN

GME-UMGG

7-30

VOR 10

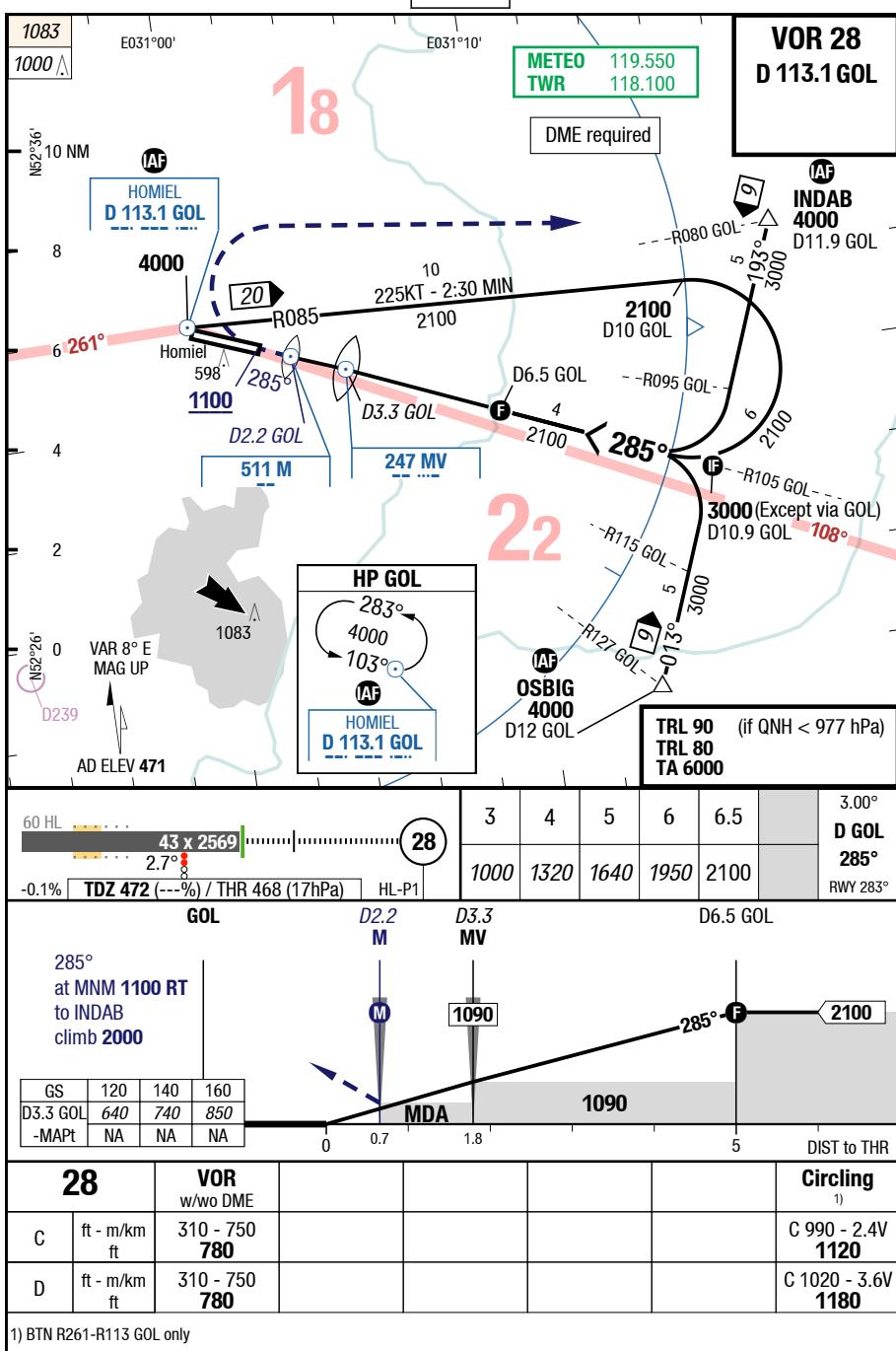


12-JUL-2018

GME-UMGG

7-40

VOR 28



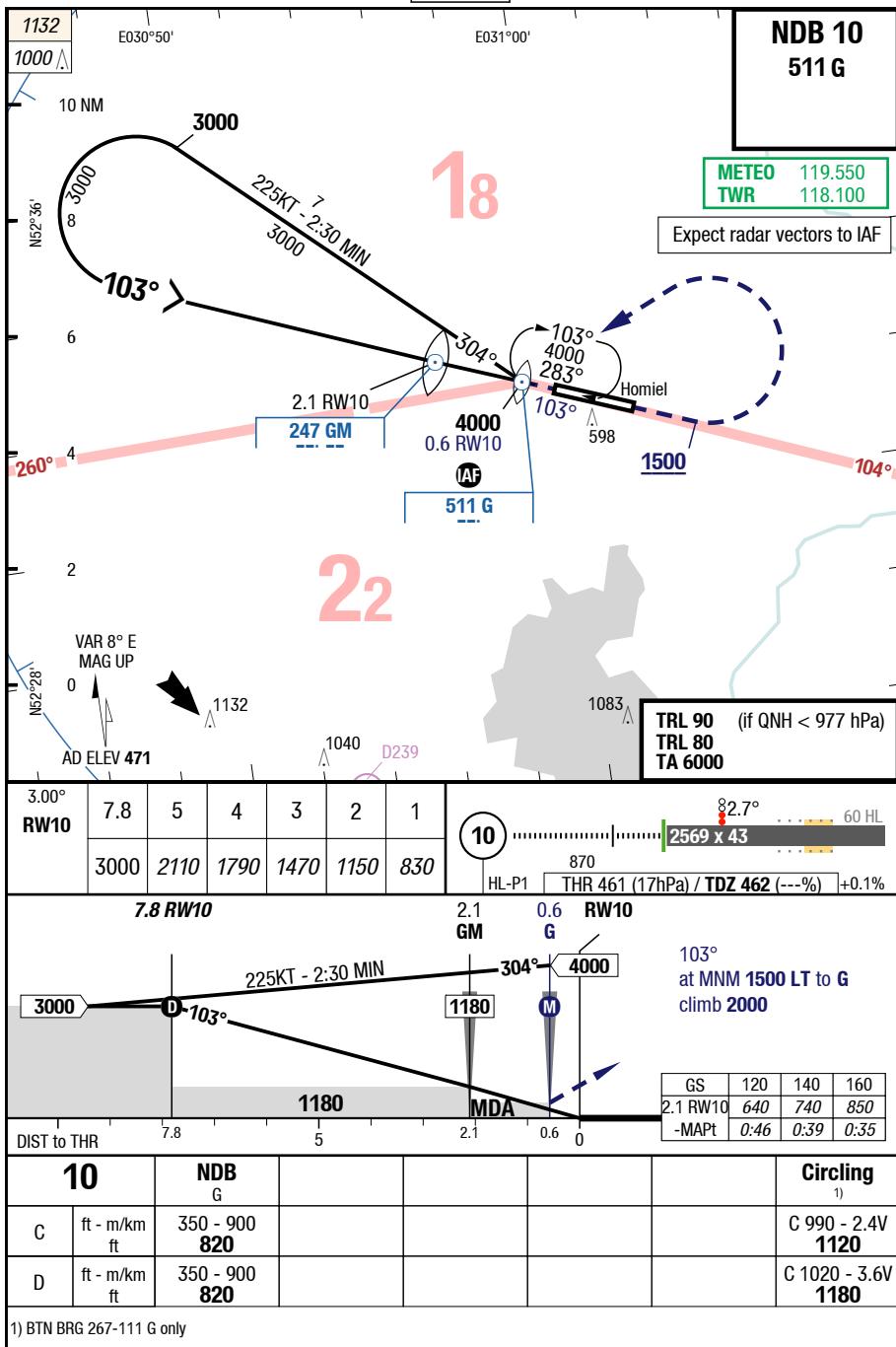
Changes: MIN

12-JUL-2018

GME-UMGG

7-50

NDB 10



GME-UMGG

7-60

NDB 28

