

**GENERAL****ATS Hours**

HJ

**Airport Information****RFF:** CAT 7**Bearing strength:** RWY 17/35: 15T/RSI 30T/J 60T/B**Operation****TWY Restriction**

TWY width 18m / 59ft.

**Warnings**

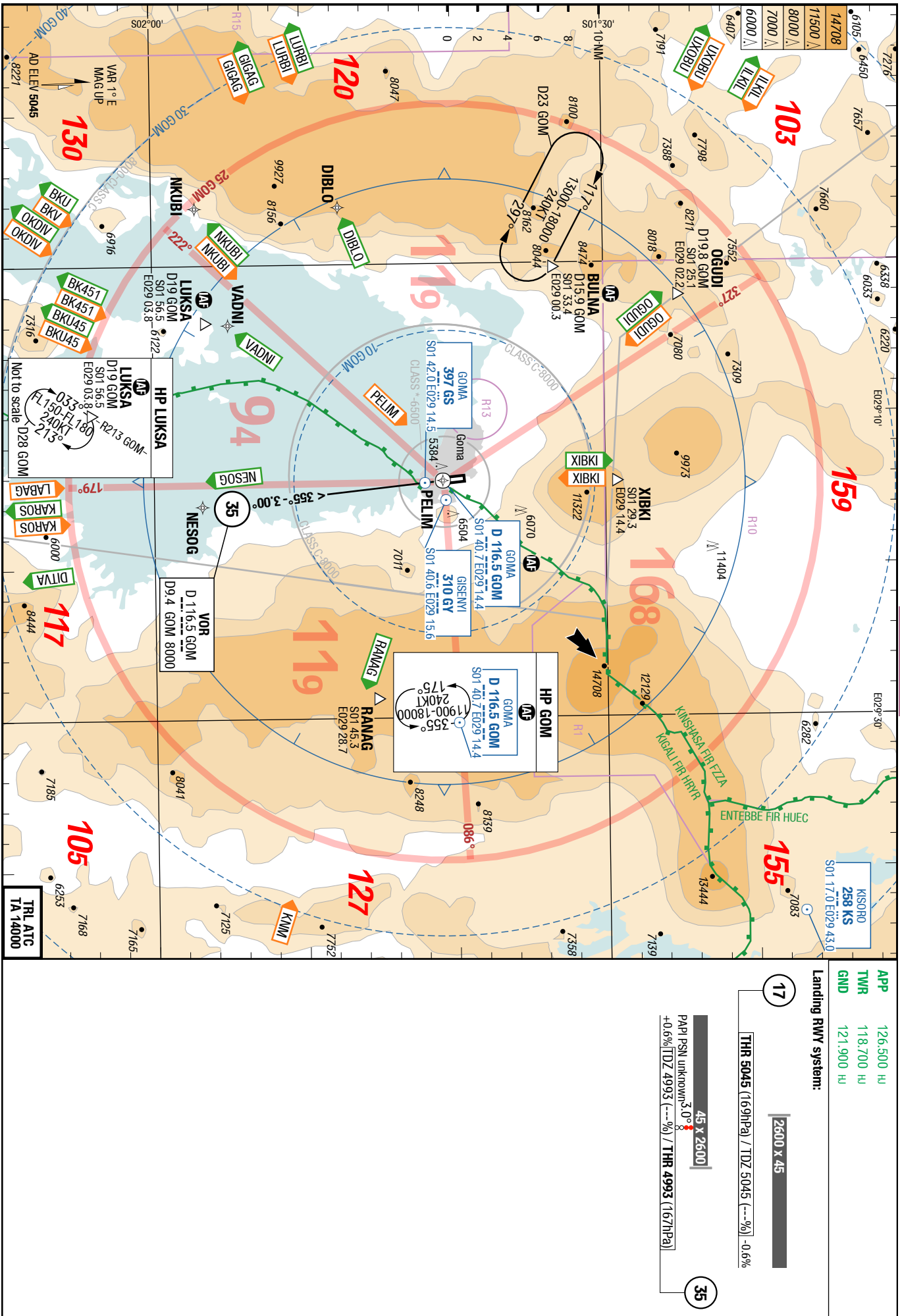
Birds in the vicinity of AD.

**ARRIVAL****Arrival Procedure**

Visual circuits shall be done west of RWY 17/35 only.

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

RWY		17/35	
A, B, C	ft - m/km	0 - 400v	HJ only
D		Not applicable	-



12-MAY-2016

GOM-FZNA

Democratic Republic of the Congo **Goma Intl**

3-20

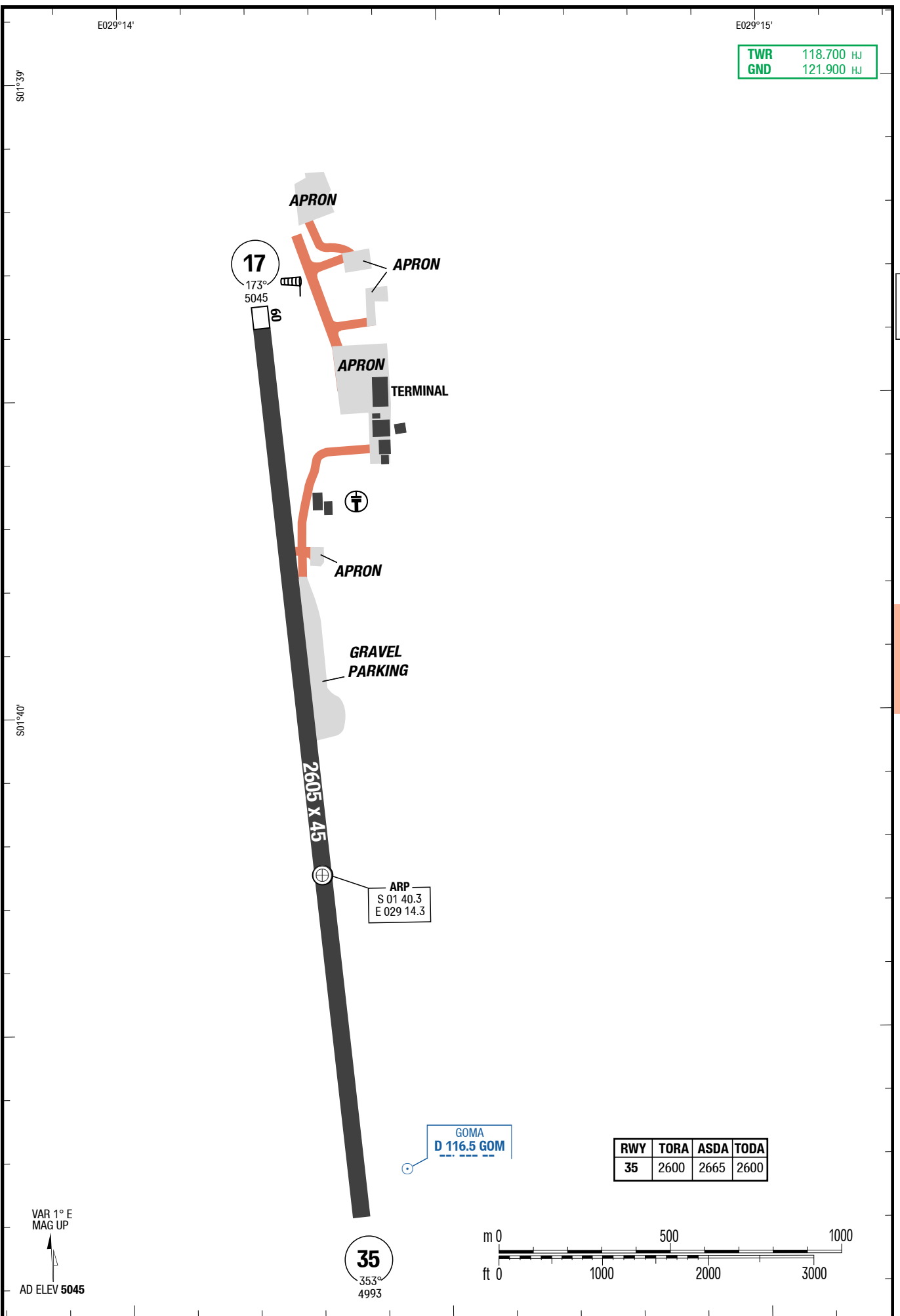
AGC

AGC

AGC

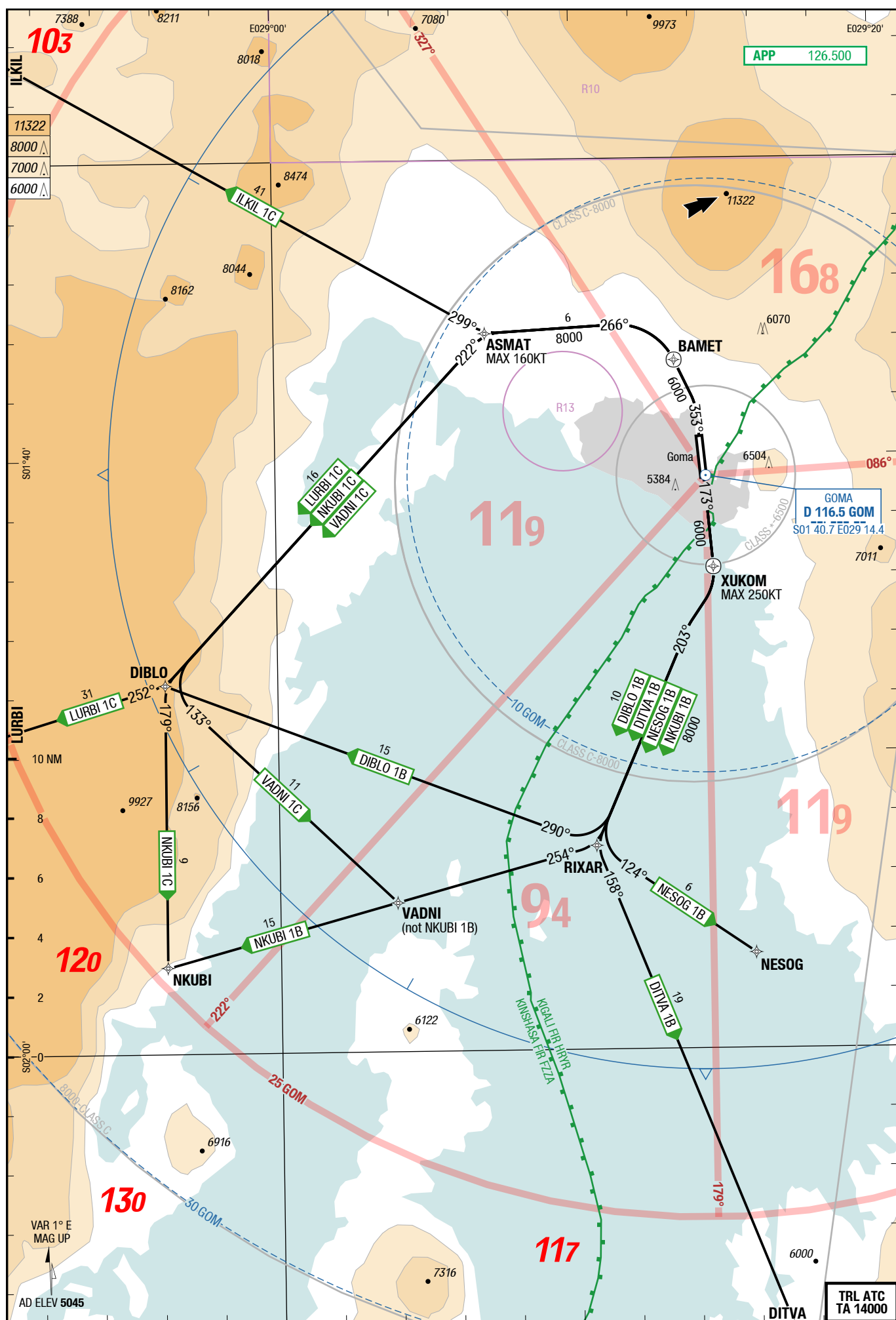
**Goma Intl** **Goma** Democratic Republic of the Congo

TWR	118.700	HJ
GND	121.900	HJ

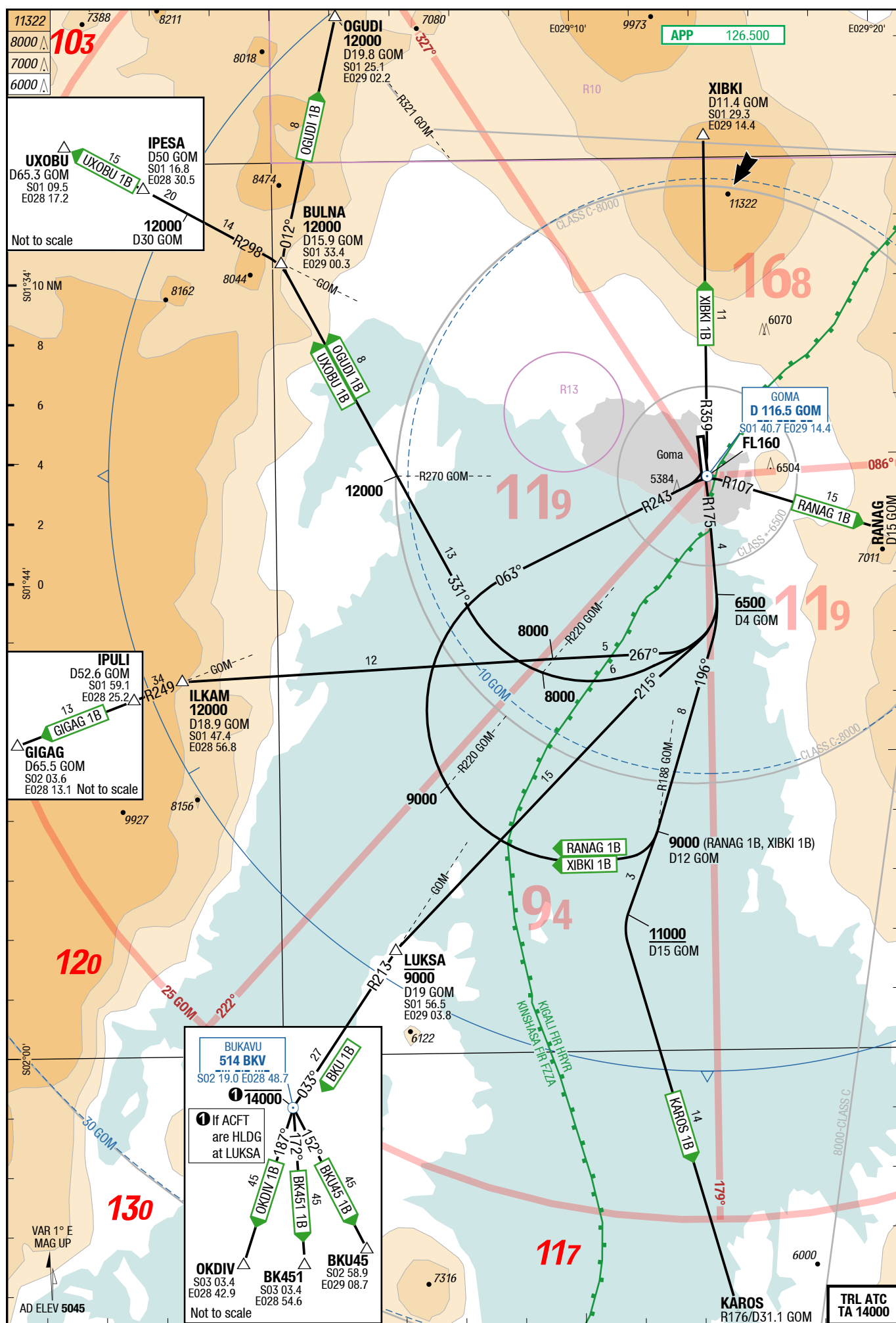


RWY	TORA	ASDA	TODA
35	2600	2665	2600

Changes: RWY length



Changes: FREQ, MSA, OBST



**12-MAY-2016****GOM-FZNA****5-10****RNAV SIDs****DIBLO 1B / DITVA 1B / NESOG 1B / NKUBI 1B / ILKIL 1C / LURBI 1C / NKUBI 1C / VADNI 1C**

RWYs 17 (173°) / 35 (353°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>DIBLO 1B</b> 5.0% to XUKOM <b>126.500</b>	XUKOM (MAX 250KT) - RIXAR - DIBLO	<b>initial climb FL150</b>
<b>DITVA 1B</b> 5.0% to XUKOM <b>126.500</b>	XUKOM (MAX 250KT) - RIXAR - DITVA	<b>initial climb FL150</b>
<b>NESOG 1B</b> 5.0% to XUKOM <b>126.500</b>	XUKOM (MAX 250KT) - RIXAR - NESOG	<b>initial climb FL150</b>
<b>NKUBI 1B</b> 5.0% to XUKOM <b>126.500</b>	XUKOM (MAX 250KT) - RIXAR - NKUBI	<b>initial climb FL150</b>
	<b>Runway 35</b>	
<b>ILKIL 1C</b> 5.0% to ASMAT <b>126.500</b>	BAMET - ASMAT (MAX 160KT) - ILKIL	<b>initial climb FL150</b>
<b>LURBI 1C</b> 5.0% to ASMAT <b>126.500</b>	BAMET - ASMAT (MAX 160KT) - DIBLO - LURBI	<b>initial climb FL150</b>
<b>NKUBI 1C</b> 5.0% to ASMAT <b>126.500</b>	BAMET - ASMAT (MAX 160KT) - DIBLO - NKUBI	<b>initial climb FL150</b>
<b>VADNI 1C</b> 5.0% to ASMAT <b>126.500</b>	BAMET - ASMAT (MAX 160KT) - DIBLO - VADNI	<b>initial climb FL150</b>

12-MAY-2016

**GOM-FZNA****5-20****SIDs RWY 17****BK451 1B / BKU45 1B / BUKAVU 1B / GIGAG 1B / KAROS 1B / OGUDI 1B / OKDIV 1B / RANAG 1B**

RWY 17 (173°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>BK451 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 215°</b> to LUKSA - <b>LT</b> intercept R213 <b>GOM</b> to <b>BKV</b> - QDR 172 <b>BKV</b> to BK451	D4 <b>GOM MNM 6500</b> LUKSA MAX <b>9000</b> <b>BKV MAX14000</b> (if ACFT are HLDG at LUKSA)
<b>BKU45 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 215°</b> to LUKSA - <b>LT</b> intercept R213 <b>GOM</b> to <b>BKV</b> - QDR 152 <b>BKV</b> to BKU45	D4 <b>GOM MNM 6500</b> LUKSA MAX <b>9000</b> <b>BKV MAX14000</b> (if ACFT are HLDG at LUKSA)
<b>BUKAVU 1B</b> <b>BKU 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 215°</b> to LUKSA - <b>LT</b> intercept R213 <b>GOM</b> to <b>BKV</b>	D4 <b>GOM MNM 6500</b> LUKSA MAX <b>9000</b> <b>BKV MAX 14000</b> (if ACFT are HLDG at LUKSA)
<b>GIGAG 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 267°</b> to ILKAM - <b>LT</b> intercept R249 <b>GOM</b> to IPULI - GIGAG	D4 <b>GOM MNM 6500</b> crossing R220 <b>GOM</b> at <b>8000</b> ILKAM at <b>12000</b>
<b>KAROS 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 196°</b> - at D15 <b>GOM LT</b> direct KAROS	D4 <b>GOM MNM 6500</b> D15 <b>GOM MNM 11000</b>
<b>OGUDI 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 331°</b> to BULNA - <b>RT 012°</b> to OGUDI	D4 <b>GOM MNM 6500</b> crossing R220 <b>GOM</b> at <b>8000</b> crossing R270 <b>GOM</b> at <b>12000</b> BULNA at <b>12000</b> OGUDI at <b>12000</b>
<b>OKDIV 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 215°</b> to LUKSA - <b>LT</b> intercept R213 <b>GOM</b> to <b>BKV</b> - QDR 187 <b>BKV</b> to OKDIV	D4 <b>GOM MNM 6500</b> LUKSA MAX <b>9000</b> <b>BKV MAX 14000</b> (if ACFT are HLDG at LUKSA)
<b>RANAG 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT 196°</b> - at D12 <b>GOM RT</b> intercept R243 <b>GOM</b> to <b>GOM</b> - R107 <b>GOM</b> to RANAG	D4 <b>GOM MNM 6500</b> D12 <b>GOM</b> at <b>9000</b> crossing R220 <b>GOM</b> at <b>9000</b> <b>GOM</b> at <b>FL160</b>

Changes: FREQ, PROC

12-MAY-2016

**GOM-FZNA****5-30****SIDs RWY 17****SIDPT****UXOBU 1B / XIBKI 1B**

RWY 17 (173°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>UXOBU 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT</b> 331° to BULNA - LT intercept R298 <b>GOM</b> to IPESA - UXOBU	D4 <b>GOM MNM 6500</b> crossing R220 <b>GOM</b> at <b>8000</b> crossing R270 <b>GOM</b> at <b>12000</b> BULNA at <b>12000</b> D30 <b>GOM</b> at <b>12000</b>
<b>XIBKI 1B</b> <b>126.500</b>	intercept R175 <b>GOM</b> - at D4 <b>GOM RT</b> 196° - at D12 <b>GOM RT</b> intercept R243 <b>GOM</b> to <b>GOM</b> - R359 <b>GOM</b> to XIBKI	D4 <b>GOM MNM 6500</b> D12 <b>GOM</b> at <b>9000</b> crossing R220 <b>GOM</b> at <b>9000</b> <b>GOM</b> at <b>FL160</b>

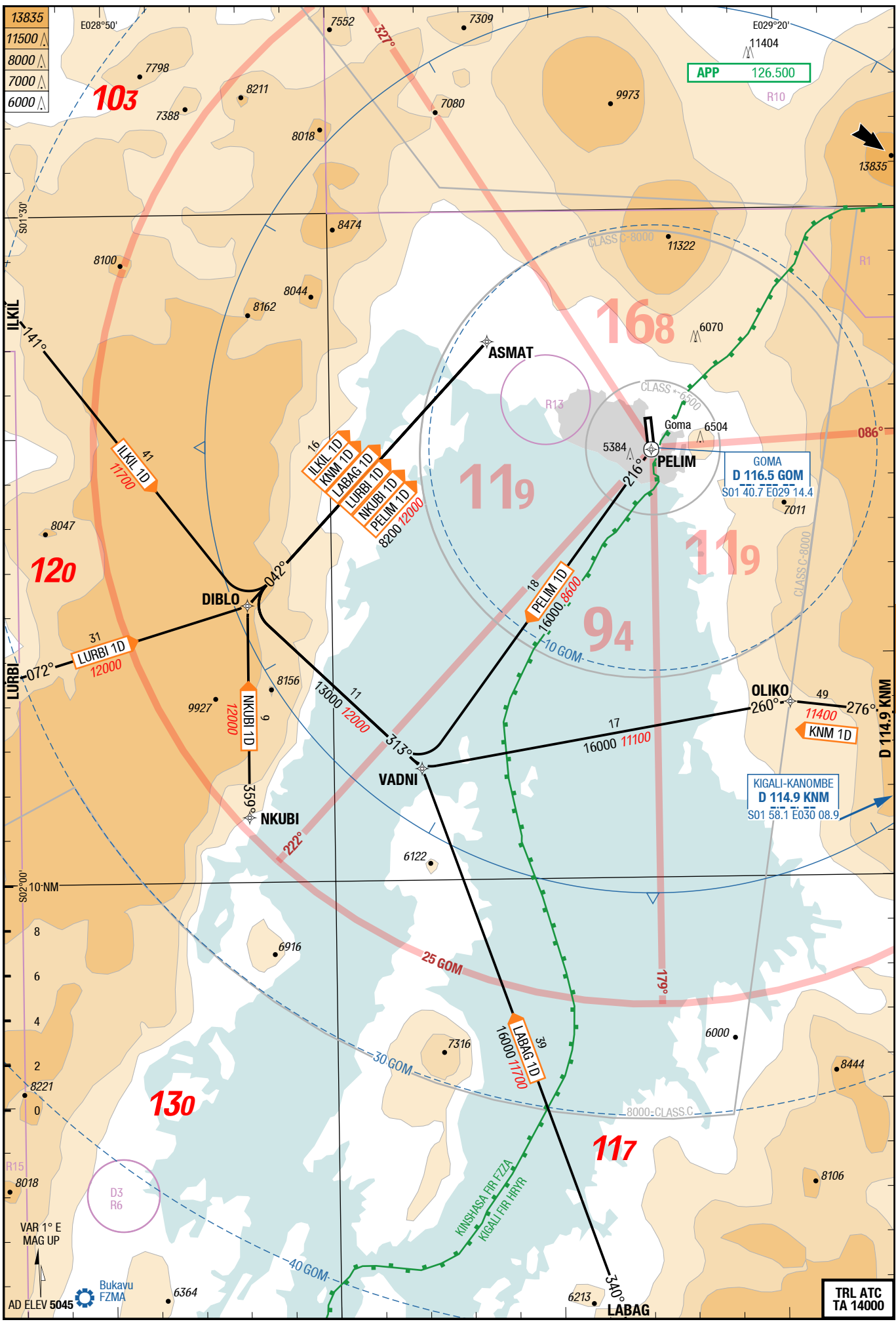


12-MAY-2016  
GOM-FZNA

Democratic Republic of the Congo **Goma Intl**  
[RNAV STARS RWY 35]  
**6-10**  
**RNAV STARS RWY 17**

**STAR**  
**STAR**

**Goma Intl Goma Democratic Republic of the Congo**  
[RNAV STARS RWY 35]  
**RNAV STARS RWY 17**



Changes: FREQ, MSA, MTC, OBST

# GOM-FZNA

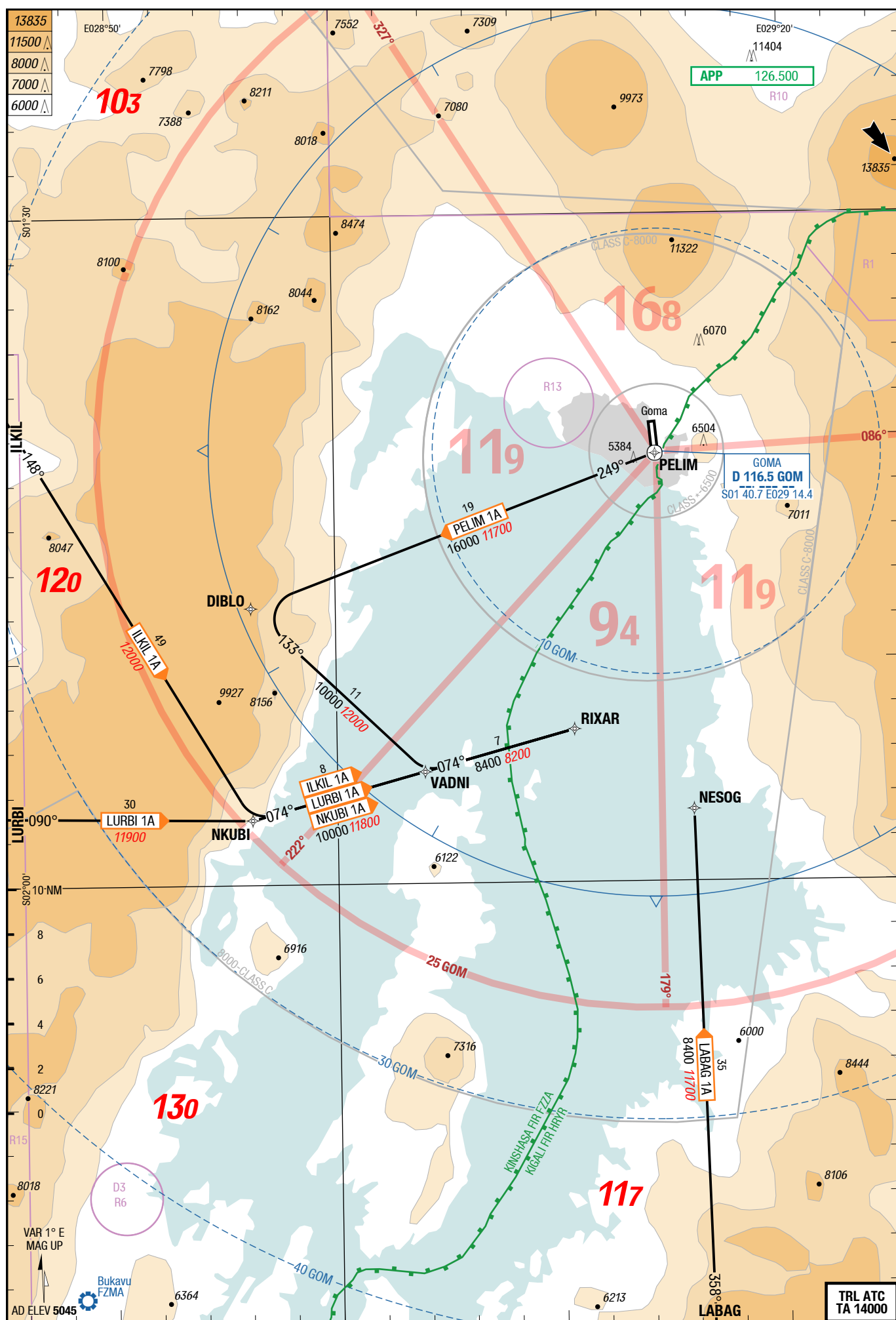
6-20

# RNAV STARS RWY 35

# STAR

# STAR

# RNAV STARS RWY 35



## GOM-FZNA

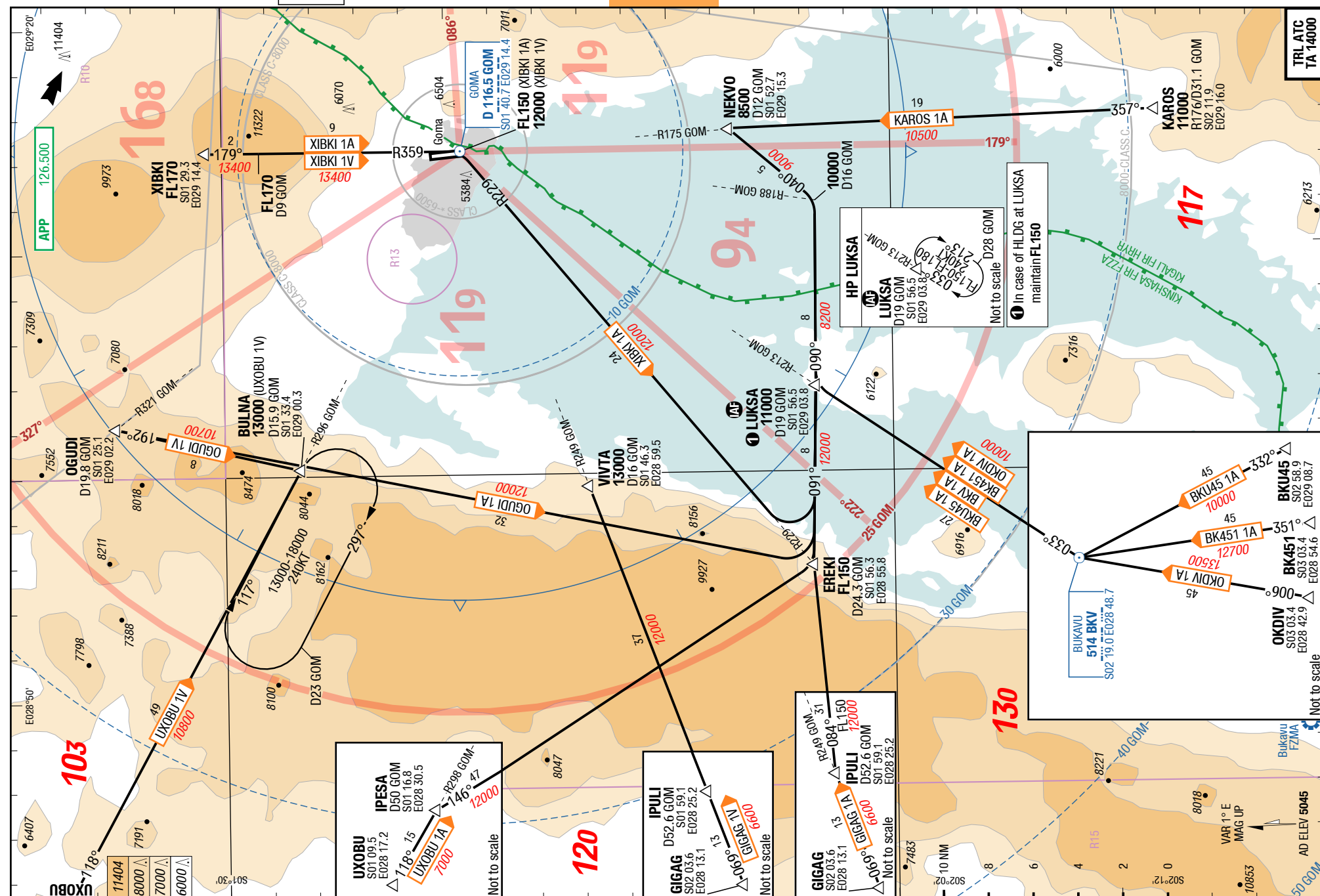


# STAR

# STAR

NIL

## STARS



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Changes: FREQ, MSA, PROC, OBST

## VOR Y or VOR Z 35

