

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 MNM, 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

2-10

Belarus Homiel

AGC

AFC

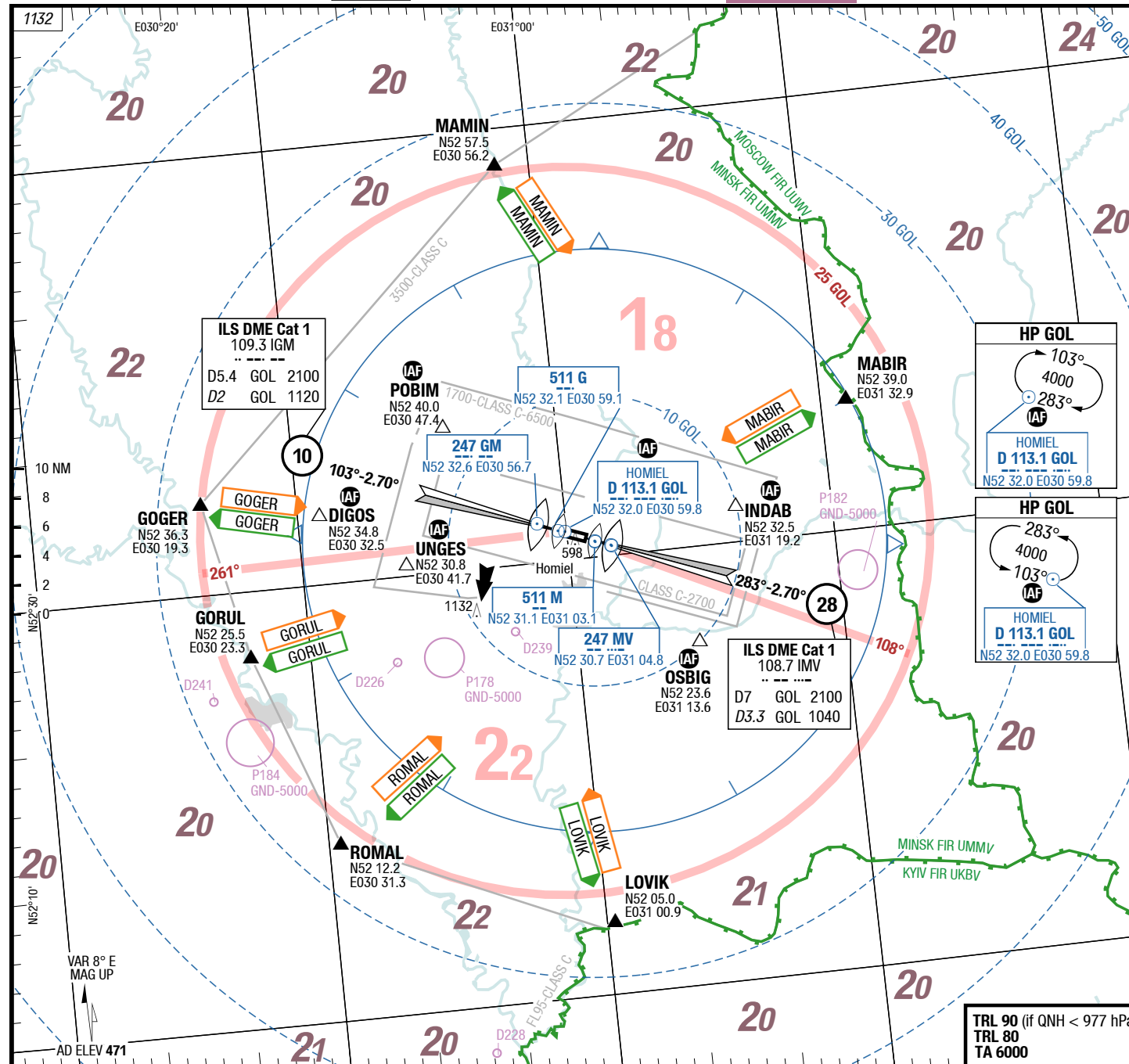
AFC

AFC

Homiel Belarus

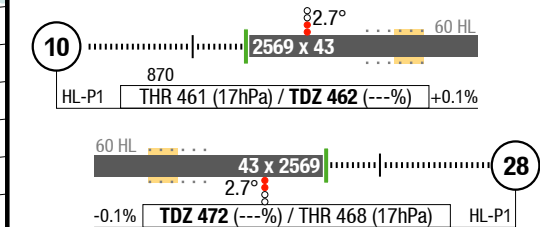
AGC

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METE0 119.550
APP 126.100 Radar
TWR 118.100 Taxiing

Landing RWY system:



Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

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Belarus Homiel

AGC

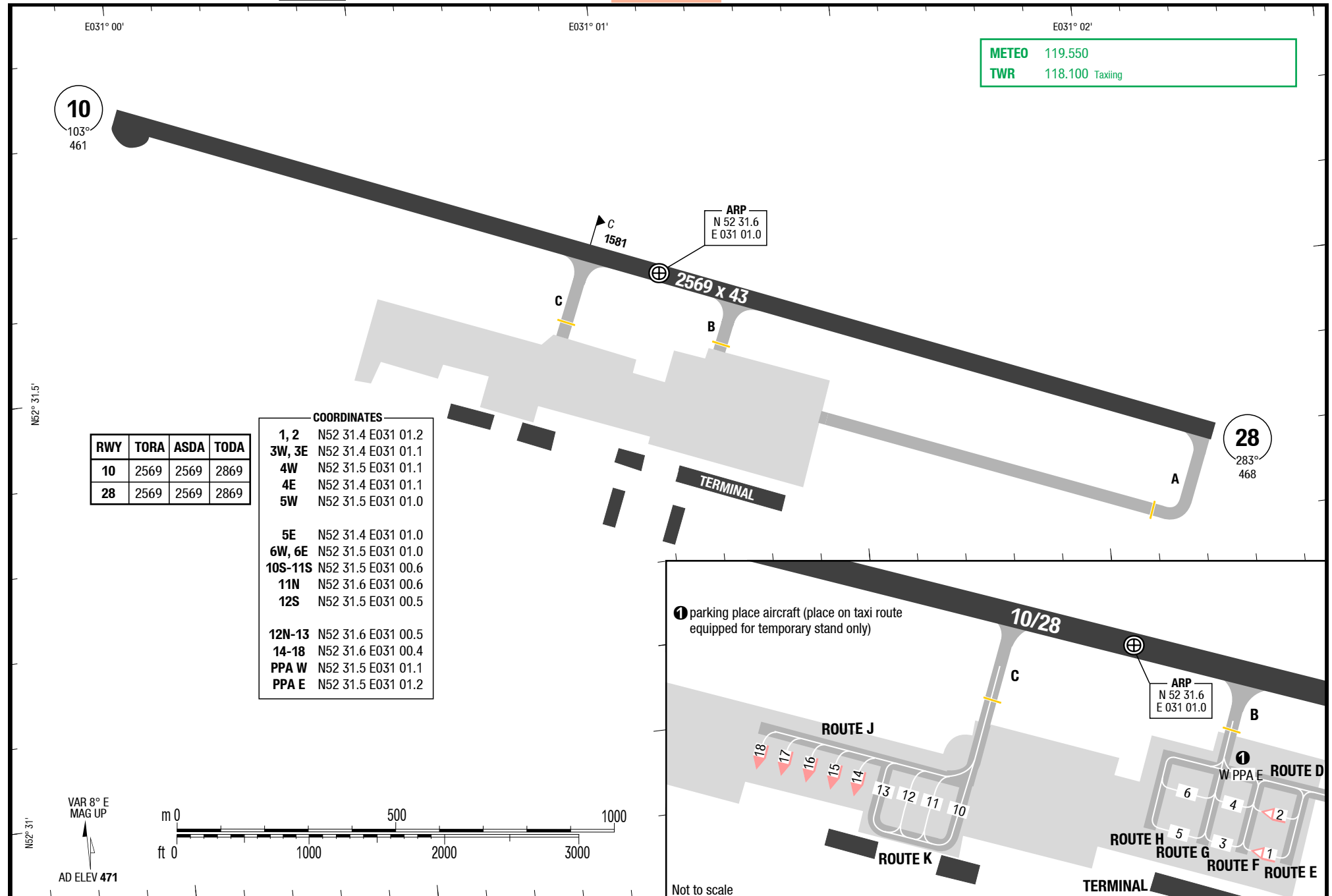
AGC

AGC

Homiel Belarus

AGC

3-20



Changes: TWY , Parking Stands , COORD

30-NOV-2017
GME-UMGG

4-10

Belarus **Homiel**
 SIDs RWY 28
SIDs RWY 10

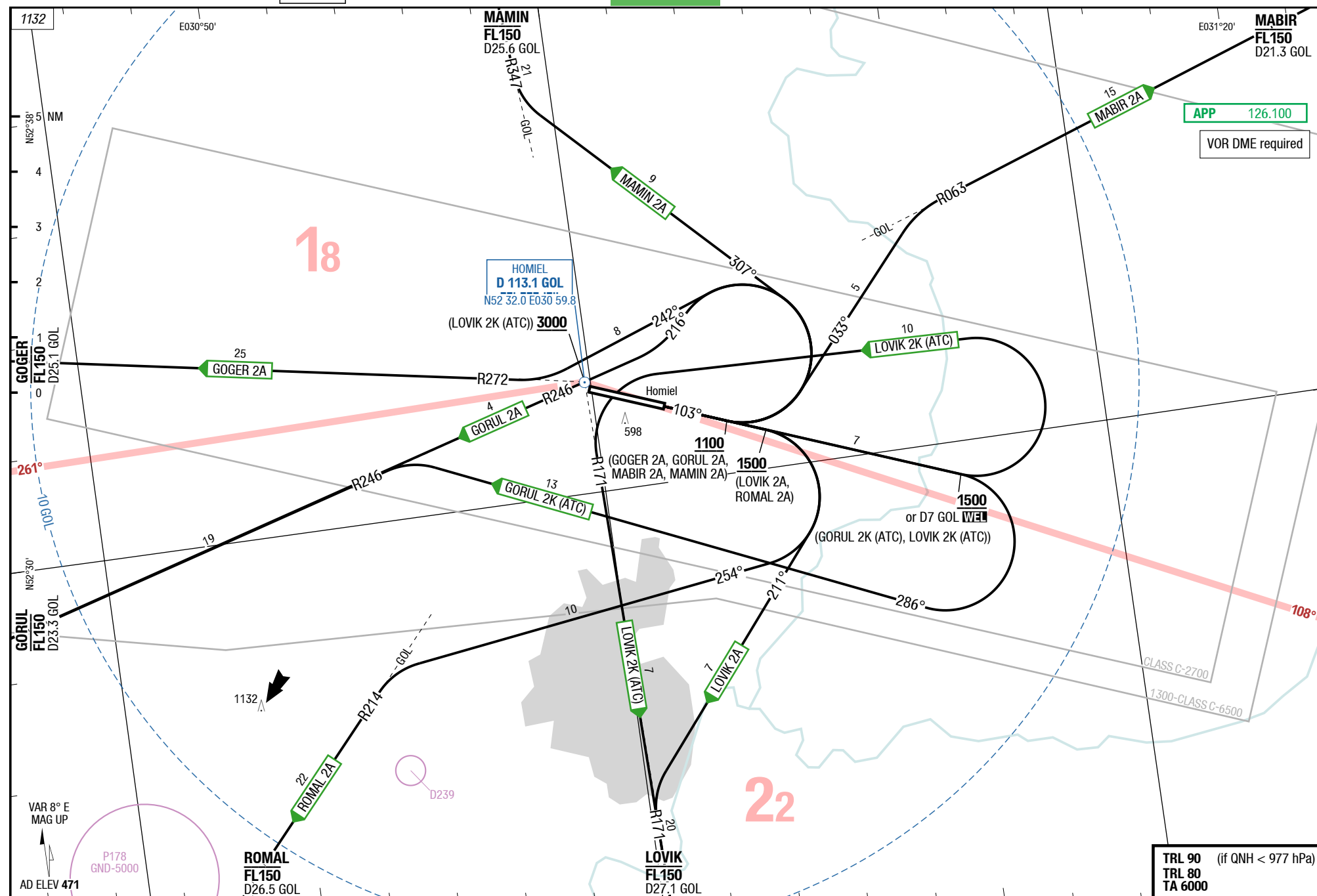
SID

SID

Homiel Belarus

SIDs RWY 28

SIDs RWY 10



Changes: OBST

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30-NOV-2017
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Belarus Homiel

SID

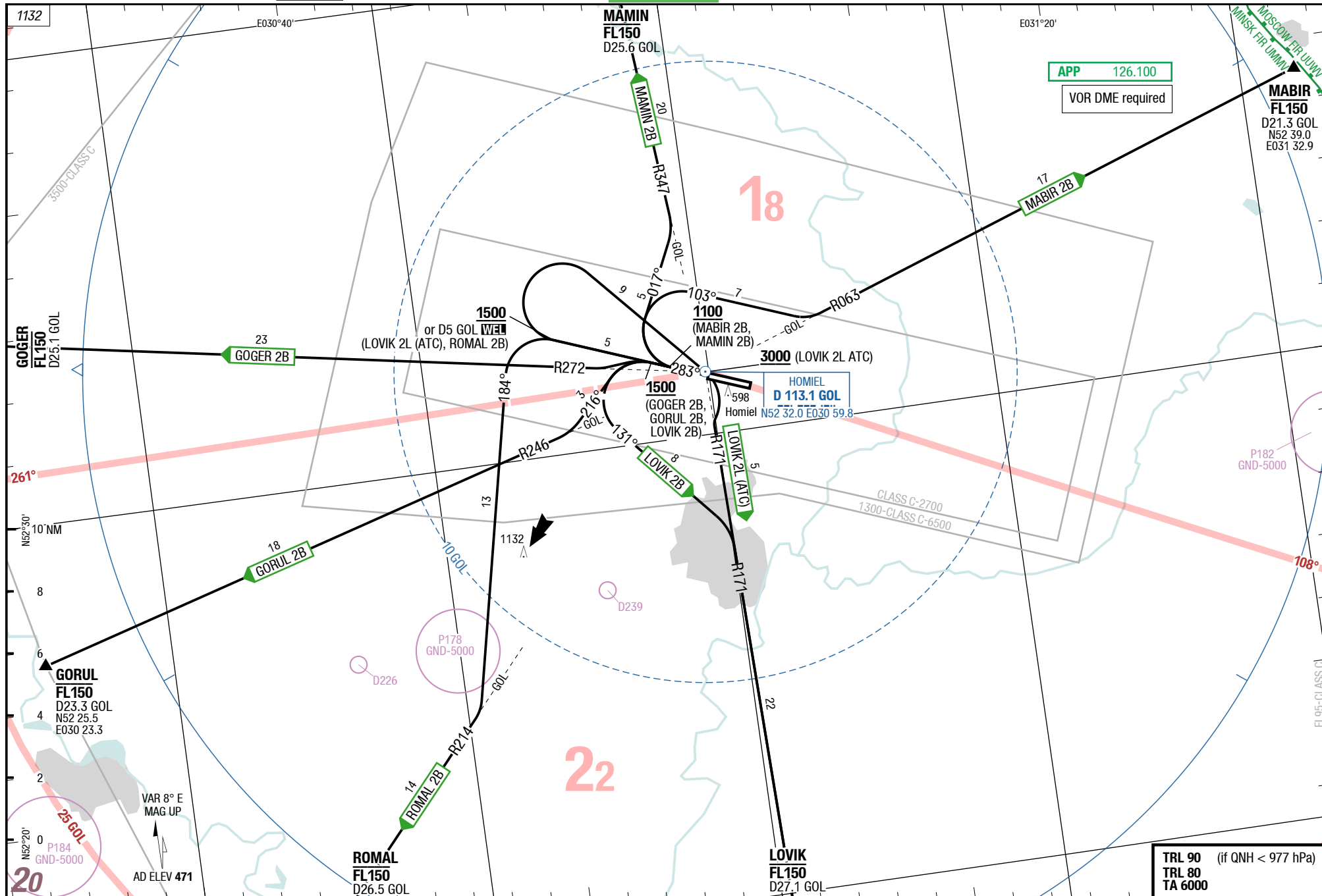
SID

Homiel Belarus

SIDs RWY 28

4-20

SIDs RWY 28



Changes: OBST

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5-10

SIDs RWY 10

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

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
GOGER 2B 126.100	at MNM 1500 LT - intercept R272 GOL to GOGER	GOGER 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

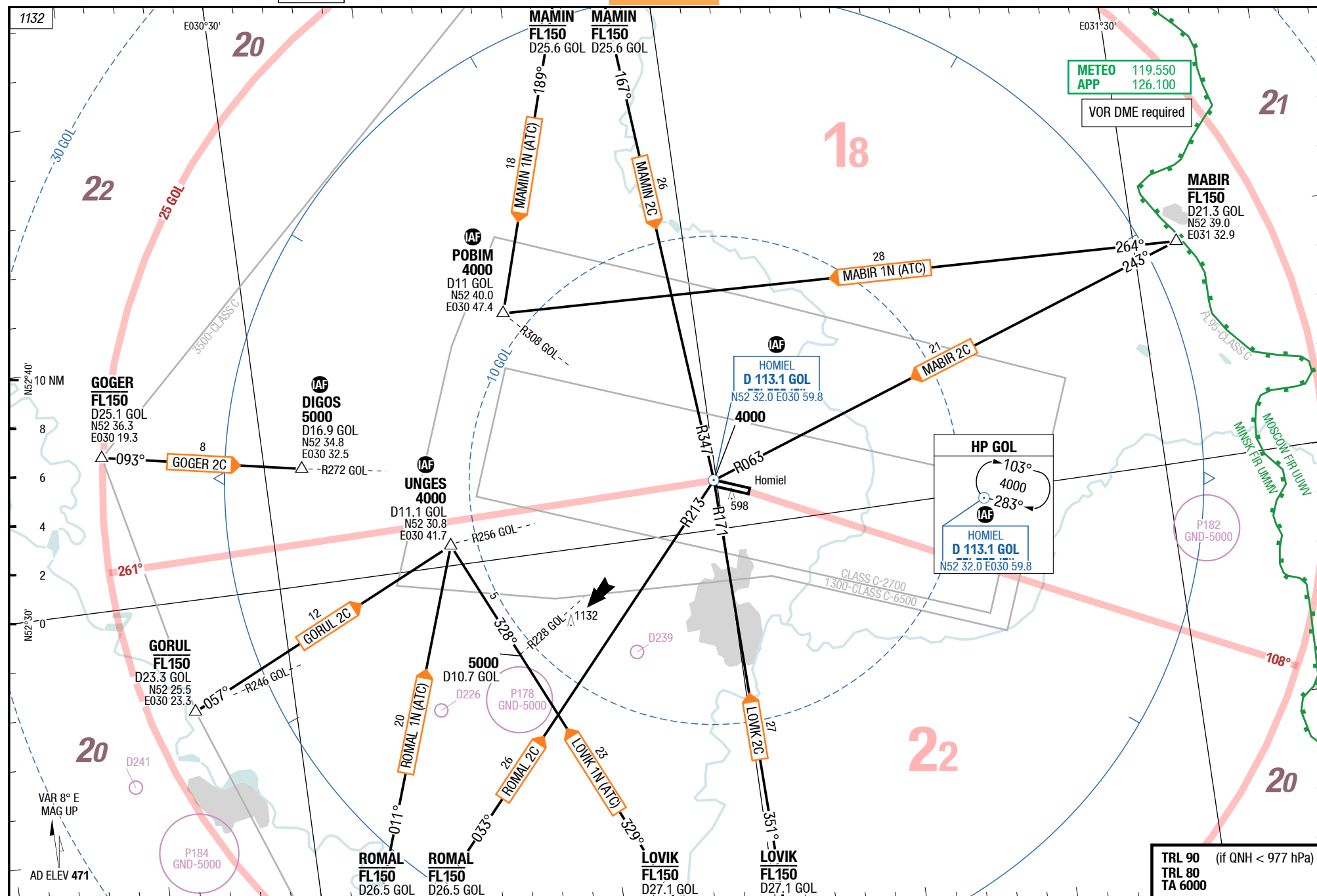
6-10

Belarus Homiel
STARs RWY 10

STAR

STAR

Homiel Belarus
STARs RWY 10



30-NOV-2017
GME-UMGG

6-20

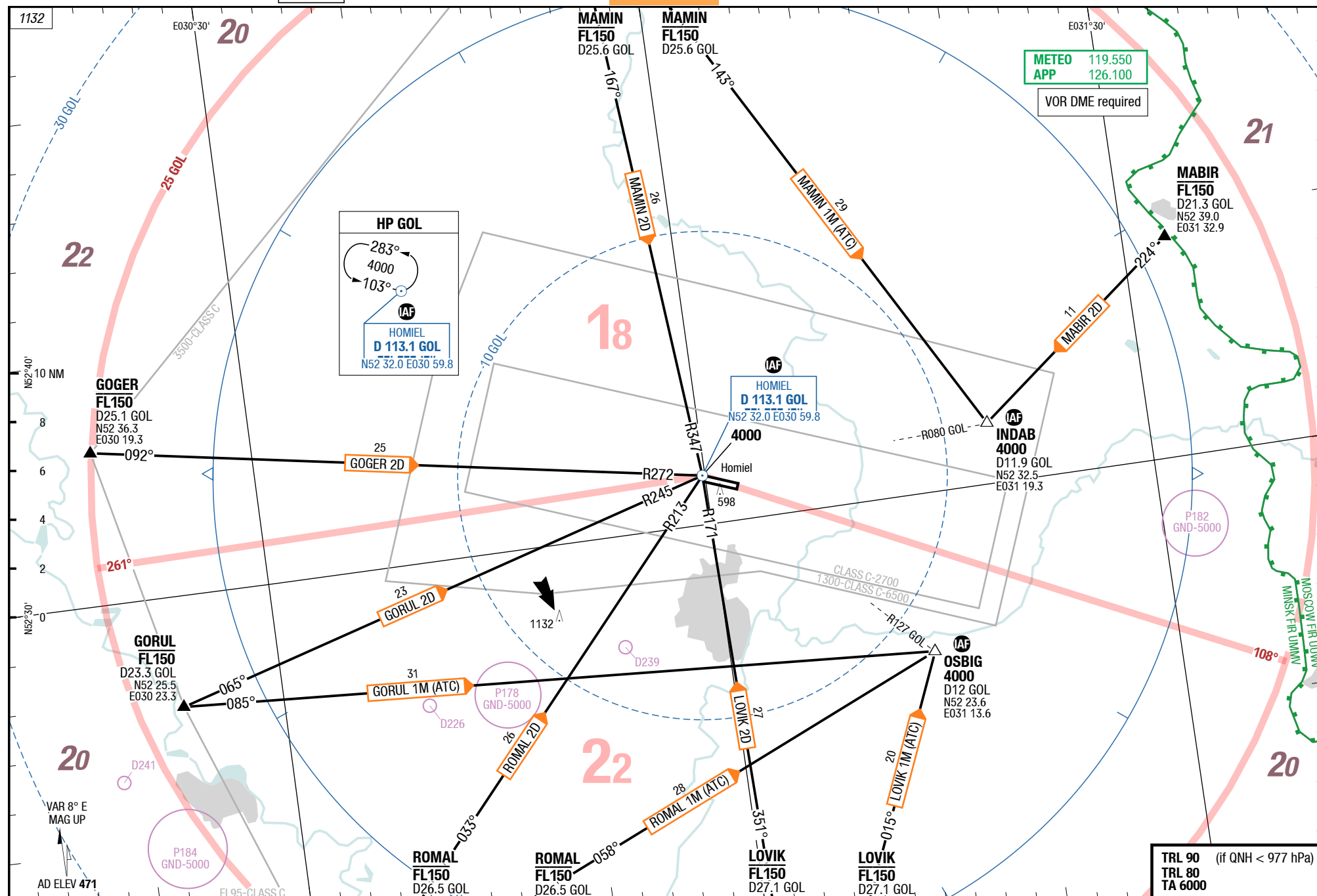
Belarus **Homiel**
STARs RWY 28

STAR

STAR

Homiel Belarus

STARs RWY 28



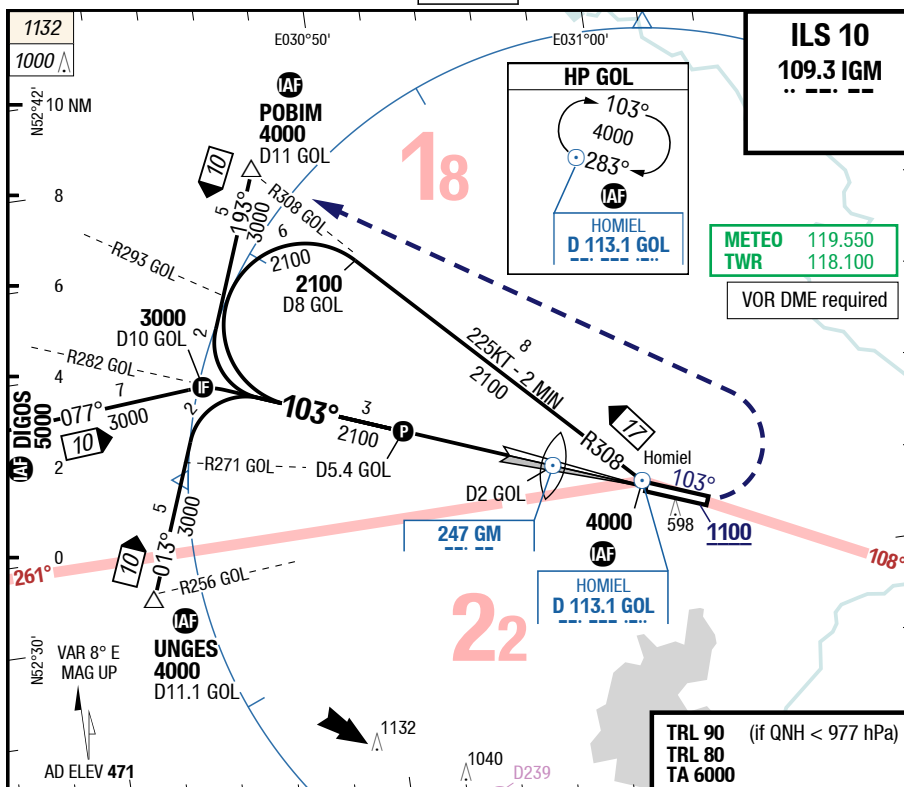
Changes: OBST

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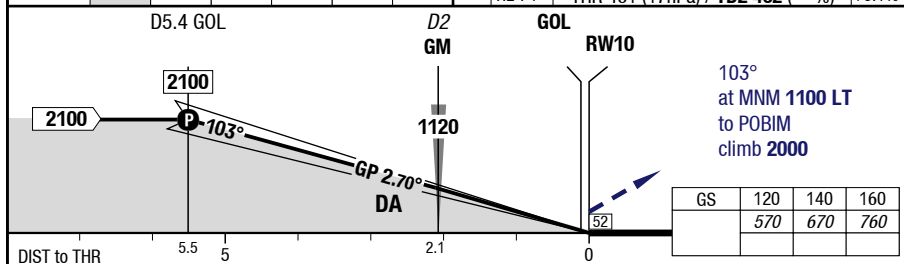
7-10

ILS 10



D GOL	5.4	5	4	3	1	
	2100	1980	1690	1410	830	

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

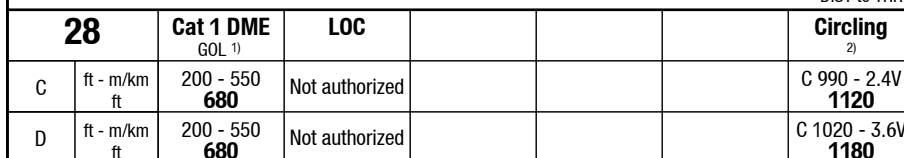


10	Cat 1 DME GOL 1)	LOC				Circling 2)
C	ft - m/km ft 200 - 550 670	Not authorized				C 990 - 2.4V 1120
D	ft - m/km ft 200 - 550 670	Not authorized				C 1020 - 3.6V 1180

1) FD or AP or HGS to DA required, else use RVR 750m

2) BTN R261-R113 GOL only

Changes: MIN

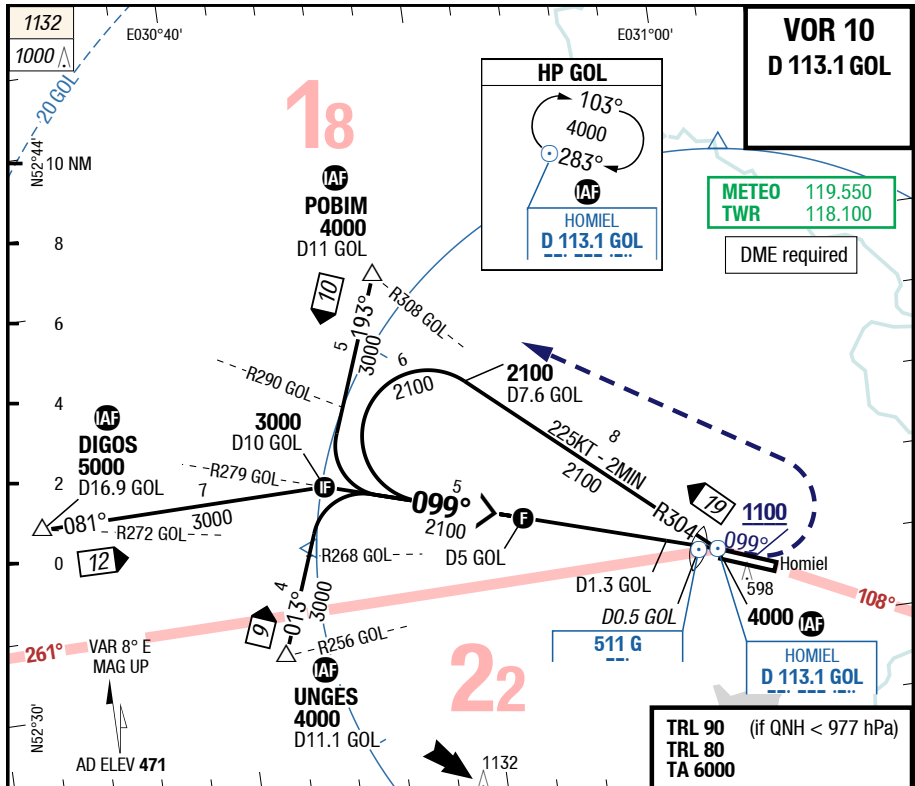


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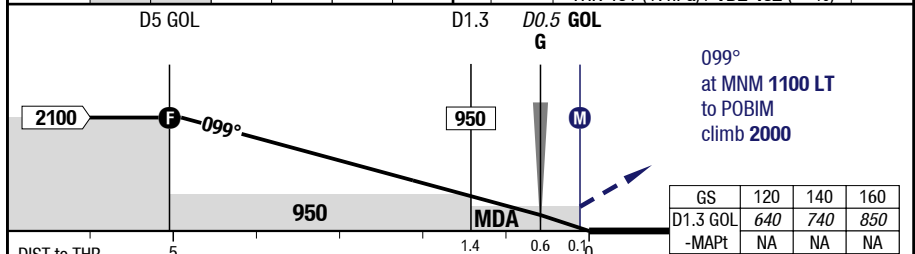
GME-UMGG

7-30

VOR 10



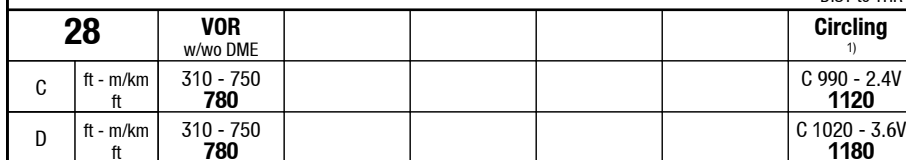
3.00°			5	4	3	1		82.7°	60 HL
D GOL								2569 x 43	
099°			2100	1850	1530	880			
RWY 103°									



10		VOR w/wo DME				Circling ¹⁾
C	ft - m/km ft	320 - 750 780				C 990 - 2.4V 1120
D	ft - m/km ft	320 - 750 780				C 1020 - 3.6V 1180

1) BTN R261-R113 GOL only

Changes: MIN

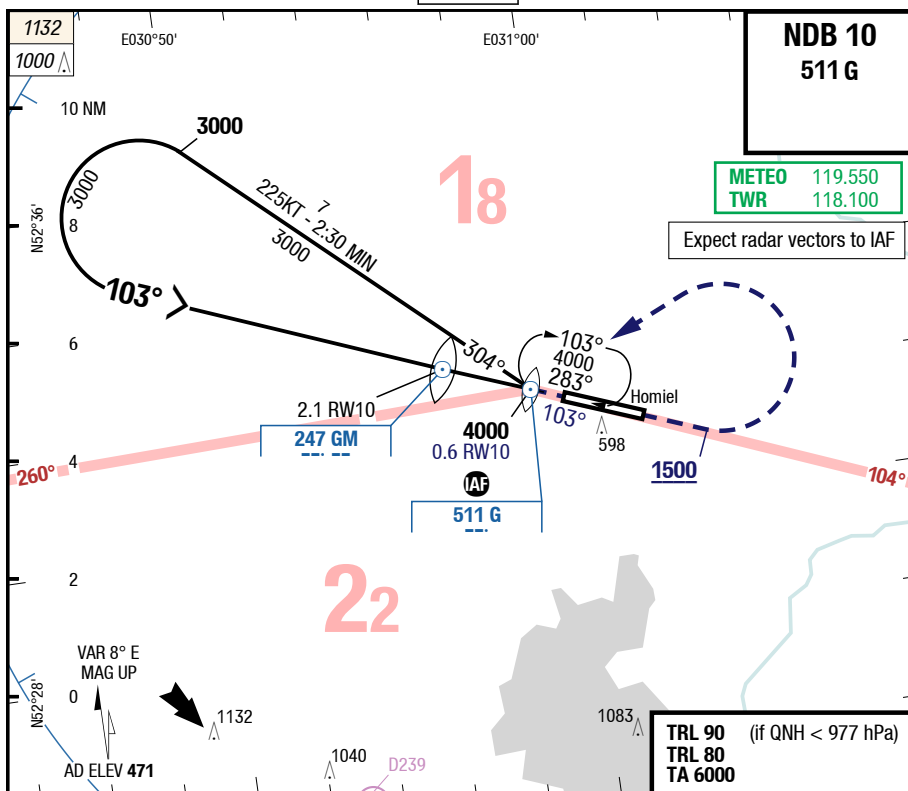


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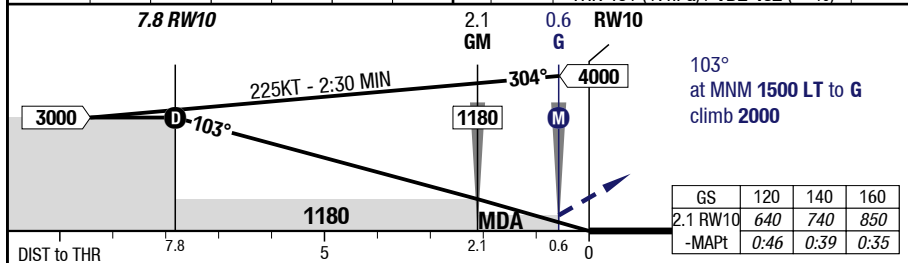
GME-UMGG

7-50

NDB 10



3.00° RW10	7.8	5	4	3	2	1		
	3000	2110	1790	1470	1150	830		



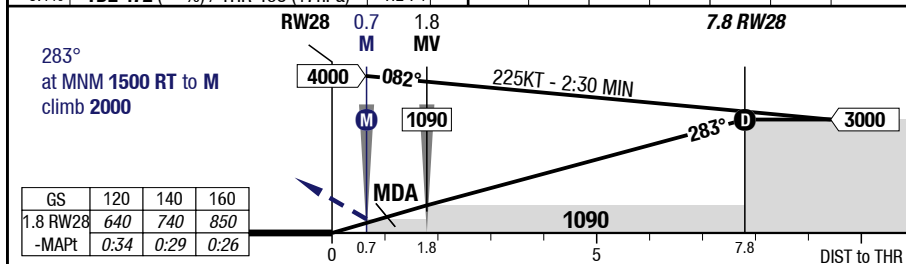
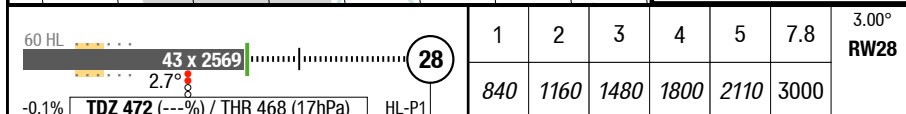
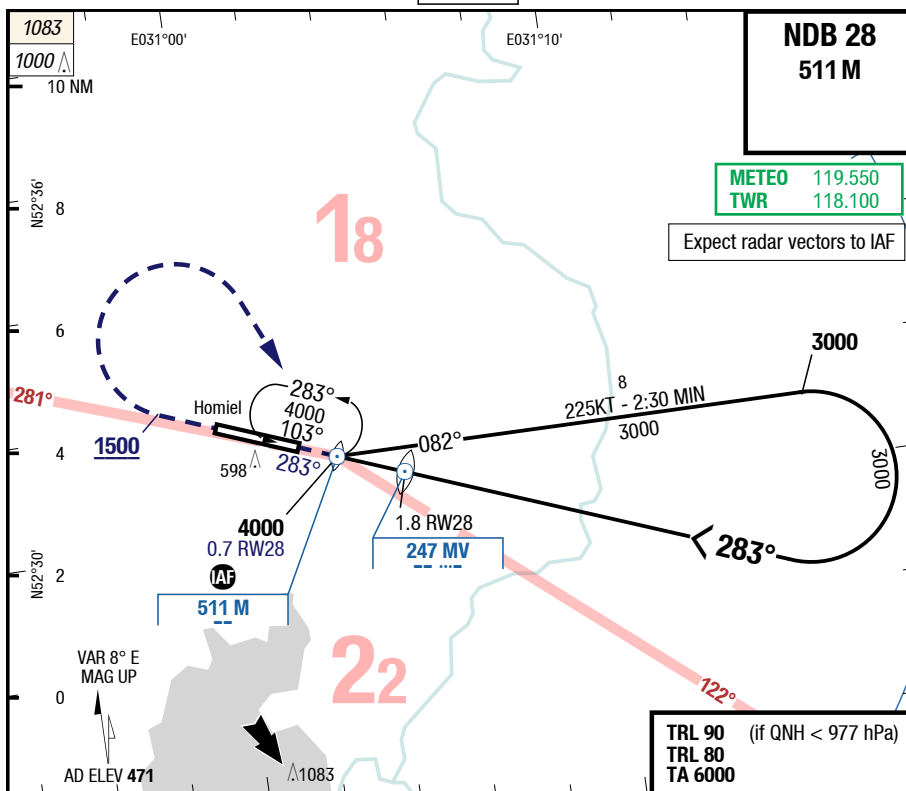
10		NDB G					Circling 1)
C	ft - m/km ft	350 - 900 820					C 990 - 2.4V 1120
D	ft - m/km ft	350 - 900 820					C 1020 - 3.6V 1180

1) BTN BRG 267-111 G only

GME-UMGG

7-60

NDB 28



28	NDB	M	Circling
C	ft - m/km	350 - 900	C 990 - 2.4V
		830	1120
D	ft - m/km	350 - 900	C 1020 - 3.6V
		830	1180

1) BTN BRG 275-113 M only

Changes: MIN