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**AIRAC AIP SUP**  
**NR 27/A/17FC**  
**FEB 02<sup>nd</sup>, 2017**

**BUREAU NOTAM INTERNATIONAL DE L'AFRIQUE CENTRALE**  
**B.P. 660 BRAZZAVILLE - CONGO**

**CAMEROUN – CENTRAFRIQUE – CONGO – GABON – GUINEE EQUATORIALE – SAO TOME - TCHAD**

## **BATA (EQUATORIAL GUINEA)**

**CORRECTIF AU SUP AIP AIRAC NR 03/A/17FC DU 05 Janvier 2017**

***CORRECTIVE TO AIRAC AIP SUP NR 03/A/17FC OF January 05 2017***

**NOUVELLES PROCEDURES D'APPROCHE RNAV (GNSS)/**

***NEW APPROACH PROCEDURES RNAV (GNSS)***

<i>Effective date :</i>	<b>MARCH 02<sup>nd</sup>, 2017</b>
<i>Validity :</i>	<b>PERM</b>

<u>INTRODUCTION</u> Ces nouvelles procédures ont été conçues suivant les normes de la navigation basée sur les performances (PBN)	<u>INTRODUCTION</u> These new procedures were designed according to performance-based navigation standards (PBN)
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### **I –GENERAL DATA**

#### **I – 1. AERODROME**

- Aerodrome identification : Bata;
- Location indicator : FGBT;
- ARP co-ordinates : 01°54'07.9479"N - 009°48'10.1276"E;
- Magnetic variation : 2.00°W (2015) ;
- Runway orientation : 028.91°/208.91° (magnetic);
- Elevation : 16 ft;
- Minimum temperature : 10°;
- Number of runways : 1.

#### **I – 2. RUNWAY**

- Identification : RWY 03/21;
- Dimention : 3 310 m X 60 m;
- Centerline markings : Day markings ;
- Reference aircraft : A380;
- Aircraft categories : A-B-C-D.

## **I – 2.1 THRESHOLD 21**

- Threshold co-ordinates : 01°54'57.3871"N - 009°48'45.4106"E;
- Threshold elevation : 3.40 m (11.00 ft);
- Approach lights : Nil.

## **I – 2.2 THRESHOLD 03**

- Threshold co-ordinates : 01°53'21.0383"N - 009°47'57.4417"E;
- Threshold elevation : 4.43 m (15.00ft);
- Approach lights : Nil.

## **I – 3. NAVAIDS**

- VOR/DME : BTA 115.40 MHZ; CH 101X.
- NDB : BT 325 KHZ.

### **I –4. Landing Aids. NAVAIDS**

- ILS/LLZ : BA 109.1 MHZ.
- ALD : 331.40 MHZ
- DME/ATT : 105.2 MHZ - CH28X.

## **II –TERMINAL ARRIVAL ALTITUDE (TAA)**

*Refer to charts.*

## **III – RNAV GNSS APPROACH PROCEDURES**

### **III – 1. RNP - RWY 21**

#### **III – 1.1 HOLDING PROCEDURE**

- Base point : KEKOP;
- Maximum indicated airspeed : 230 kt;
- Inbound magnetic track : 119°;
- Turn direction : right;
- Outbound time : 1 minute;
- Minimum altitude : 3 000 ft;
- Maximum protection altitude : FL080.

### **III – 1.2. INITIAL APPROACH SEGMENTS**

#### **III – 1.2.1. INITIAL KEKOP-POSON**

- Beginning : KEKOP;
- End : POSON;
- Bearing : 119°;
- Length : 5 NM;

- Procedure altitude at KEKOP : 3 000 ft;
- Procedure altitude at POSON : 2 000 ft;
- **Description:** "Descend of KEKOP at 3000 ft to POSON at 2 000 ft".

### III – 1.2.2. INITIAL LIKUL-POSON

- Beginning : LIKUL ;
- End : POSON;
- Bearing : 299°;
- Length : 5 NM;
- Procedure altitude at LIKUL : 3 900 ft;
- Procedure altitude at POSON : 2 000 ft;
- **Description:** "Descend of LIKUL at 3.900 ft to POSON at 2 000 ft".

### III – 1.3. INTERMEDIATE APPROACH SEGMENT

- Beginning : POSON;
- End : FAP/FAF (BT501);
- Bearing : 209°;
- Length : 5.9 NM ;
- Procedure altitude : 2 000 ft.
- **Description:** "Maintain 2 000 ft until the FAP/FAF (BT501)".

### III – 1.4. FINAL APPROACH SEGMENT

- Beginning : FAP/FAF (BT501);
- End : DA/MDA;
- Bearing : 209°;
- Length : 6.1 NM ;
- Slope : 5.24% (3°);
- DA /MDA : 400ft/550 ft.
- **Description :** "Descend until the DA / MDA "

### III – 1.5. MISSED APPROACH

- Beginning : DA/MDA;
- End : MATF (BT502).

**Description:** "Climb on runway axis, at MATF (BT502); then turn left direct to KEKOP at 2900ft .

### III – 1.6. STRATEGIC SEPARATION

*Aircrafts in missed approach are not strategically separated from those in final approach.*

## III – 2. RNP - RWY 03

### III – 2.1 HOLDING PROCEDURE

- Base point : MONIT;
- Maximum indicated airspeed : 230 kt;
- Inbound magnetic track : 119°;
- Turn direction : Right;
- Outbound time : 1 minute;
- Minimum altitude : 3 000 ft;
- Maximum protection altitude : FL080.

### III – 2.2. INITIAL APPROACH SEGMENTS

#### III – 2.2.1. INITIAL MONIT-SITBI

- Beginning : MONIT;
- End : SITBI;
- Bearing : 119°;
- Length : 5 NM;
- Procedure altitude : 3 000 ft.
  
- **Description:** "Descent to MONIT at 3 000 ft to SITBI at 2 000 ft ".

#### III – 2.2.2. INITIAL NUSIR-SITBI

- Beginning : NUSIR;
- End : SITBI;
- Bearing : 299°;
- Length : 5 NM;
- Procedure altitude : 3 700 ft.
  
- **Description:** "Descent to NUSIR at 3 700 ft to SITBI at 2 000 ft".

### III – 2.3. INTERMEDIATE APPROACH SEGMENT

- Beginning : SITBI;
- End : FAP/ FAF (BT503 )
- Bearing : 029°;
- Length : 5.9 NM ;
- Procedure altitude : 2 000 ft.
  
- **Description:** "Maintain 2 000 ft until the FAP/FAF (BT503)".

**III – 2.4. FINAL APPROACH SEGMENT**

- Beginning : FAP/FAF (BT503);
- End : DA/MDA;
- Bearing : 029°;
- Length : 6.1 NM ;
- Slope : 5.24% (3°);
- DA / MDA : 440ft /530ft.
  
- **Description** : "Descend until the MDA/ DA "

**III – 2.5. MISSED APPROACH**

- Beginning : DA/MDA;
- End : BT504.

**Description:** "Climb on runway axis, at MATP (BT504), turn left direct to MONIT at 3 000 ft."

**III –2.6. STRATEGIC SEPARATION**

*Aircrafts in missed approach are not strategically separated from those in final approach.*

**III –3. RNP - ILS OR LOC RWY21**

Refer to RNP - RWY 21 (and ILS or LOC RWY 21 for minima).

**IV – LIST OF WAYPOINTS AND DATA INTEGRETORS**

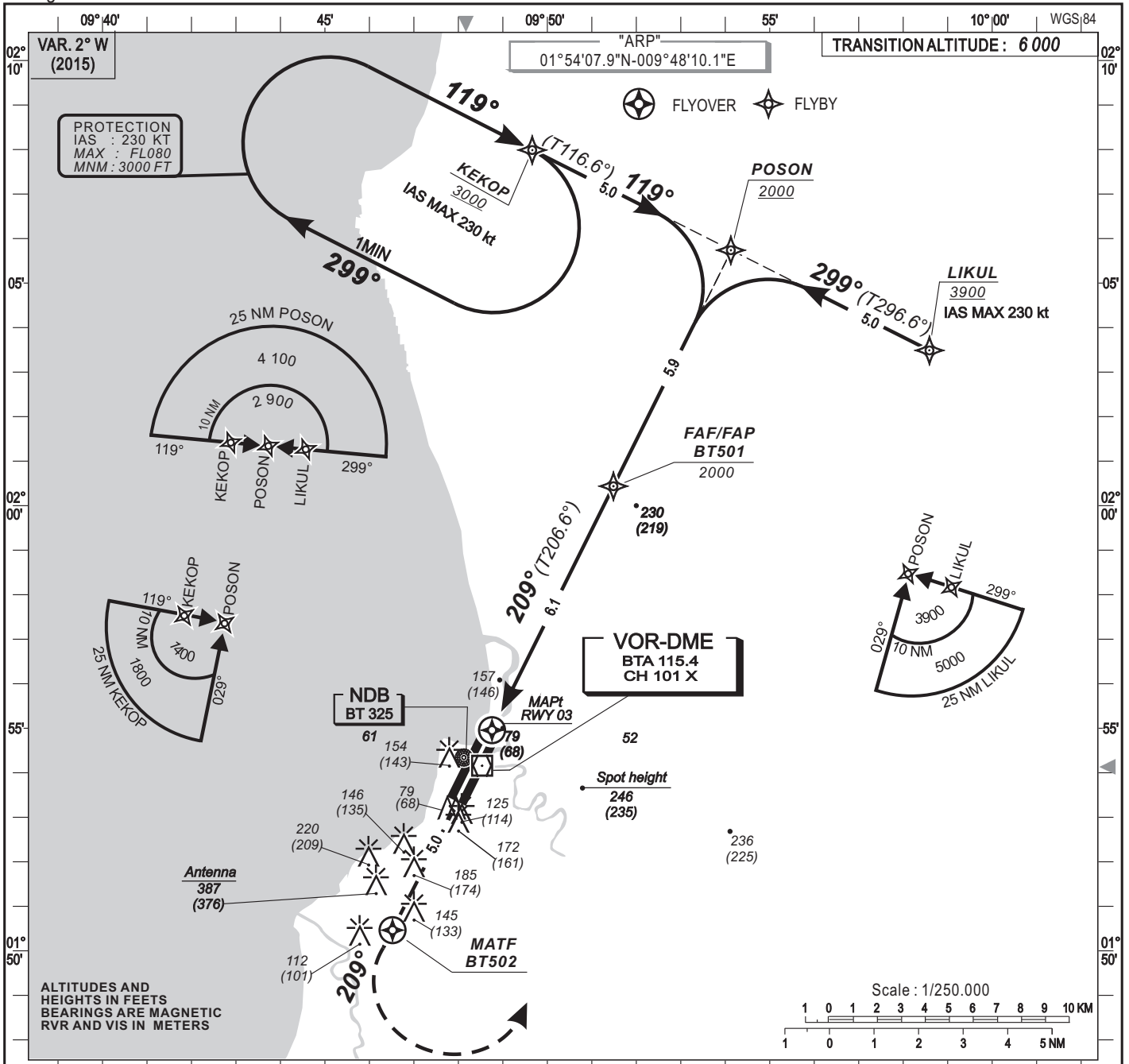
RUNWAY 21					
TYPE	WAYPOINT	LATITUDE	LONGITUDE	PATH TERINATOR	STATUS
IF	POSON	02°05'44.2910"N	009°54'07.5277"E	TF	FLY BY
IAF	KEKOP	02°07'59.3079"N	009°49'39.6049"E	TF	FLY BY
IAF	LIKUL	02°03'29.2412"N	009°58'35.4378"E	TF	FLY BY
FAP/FAF	BT501	02°00'26.2323"N	009°51'29.1447"E	TF	FLY BY
MAPt	RWY21	01°54'57.3871"N	009°48'45.4106"E	TF	FLY OVER
MATP	BT502	01°50'27.8383"N	009°46'31.2153"E	DF	FLY OVER

**RUNWAY 03**

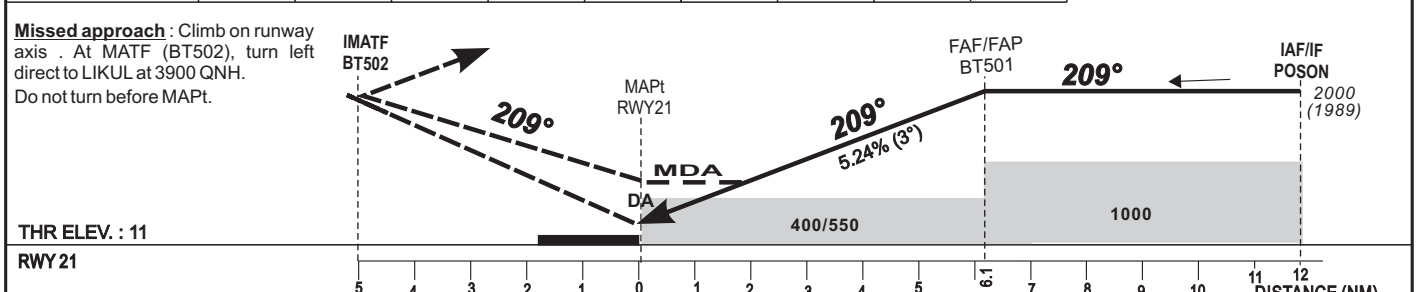
TYPE	WAYPOINT	LATITUDE	LONGITUDE	PATH TERMINATOR	STATUS
IF	SITBI	01°42'34.1136"N	009°42'35.4012"E	TF	FLY BY
IAF	MONIT	01°44'49.1223"N	009°38'07.5242"E	TF	FLY BY
IAF	NUSIR	01°40'19.0944"N	009°47'03.2678"E	TF	FLY BY
FAP/FAF	BT505	01°47'52.1870"N	009°45'13.7289"E	TF	FLY BY
MAPt	RWY03	01°53'21.0383"N	009°47'57.4417"E	TF	FLY OVER
MATP	BT506	01°57'50.5851"N	009°50'11.6444"E	DF	FLY OVER

Waypoint Points de construction	Format Normal	Format FMS
ARP	01°54'07,9479"N 009°48'10,1276"E	01°54,13'N 009°48,17'E
RWY03	01°53'21,0383"N 009°47'57,4417"E	01°53,35'N 009°47,96'E
RWY21	01°54'57,3871"N 009°48'45,4106"E	01°54,96'N 009°48,76'E
<b>Procédure piste 03</b>		
BT505	01°47'52,1870"N 009°45'13,7289"E	01°47,87'N 009°45,23'E FAF
BT506	01°57'50,5851"N 009°50'11,6444"E	01°57,84'N 009°50,19'E MATF
SITBI	01°42'34,1136"N 009°42'35,4012"E	01°42,57'N 009°42,59'E IF
MONIT	01°44'49,1223"N 009°38'07,5242"E	01°44,82'N 009°38,13'E IAF LEFT
NUSIR	01°40'19,0944"N 009°47'03,2678"E	01°40,32'N 009°47,05'E IAF RIGHT
<b>Procédure piste 21</b>		
BT501	02°00'26,2323"N 009°51'29,1447"E	02°00,44'N 009°51,49'E FAF
BT502	01°50'27,8383"N 009°46'31,2153"E	01°50,46'N 009°46,52'E MATF
POSON	02°05'44,2910"N 009°54'07,5277"E	02°05,74'N 009°54,13'E IF
KEKOP	02°07'59,3079"N 009°49'39,6049"E	02°07,99'N 009°49,66'E IAF RIGHT
LIKUL	02°03'29,2412"N 009°58'35,4378"E	02°03,49'N 009°58,59'E IAF LEFT

**THIS AIP SUPPLEMENT INCLUDES 06 PAGES and 06 APPENDICES**



Distance to THR 21 (NM)	FAF	8	7	6	5	4	3	2	1
Altitude (ft)	2 000			1 975	1 655	1 335	1 020	700	



CAT	LNAV/VNAV				LNAV				CIRCLING (3)				RVR for take-off	
	OCA (OCH)	DA	DH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	VIS	CAT A - B - C	CAT D	MIN	SEC
A	391 (380)	400 (380)		900 1500	542 (530)	550 (530)	1000 1500	480 (468)	480 (470)	1500	400	400	140	2 Min 37
B	391 (380)	400 (380)		1000 1500	542 (530)	550 (530)	1200 1500	542 (530)	550 (530)	1600	400	400	150	2 Min 26
C	391 (380)	400 (380)		1000 1800	542 (530)	550 (530)	1200 2000	785 (773)	790 (780)	2400	400	400	170	2 Min 09
D	391 (380)	400 (380)		1400 2000	542 (530)	550 (530)	1600 2000	808 (796)	810 (800)	3600	400	400	180	2 Min 02

Notes : (1) With approach lights - (2) Without approach lights  
(3) Daytime only - OCH and MDH AAL  
- Minimum temperature : 10°C

CORRECTIONS : First edition

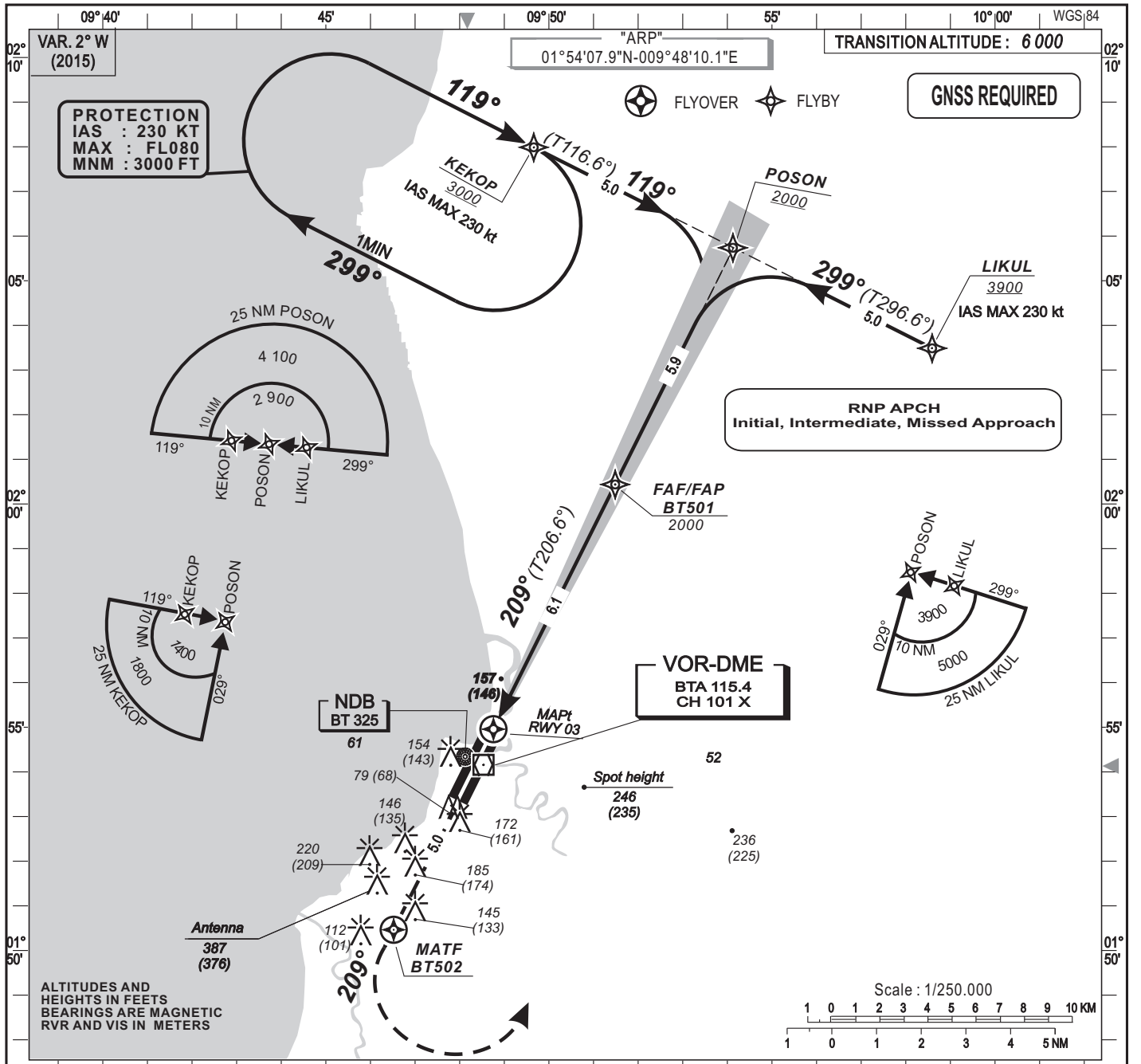
## TABULAR DESCRIPTION

<b>RNP RWY 21</b>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM or min)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Navigation Specification
10	IF	LIKUL						+3900	230		RNP APCH
20	TF	POSON		299(296.6)		5.000		+2000			RNP APCH
10	IF	KEKOP						+3000	230		RNP APCH
20	TF	POSON		119(116.6)		5.000		+2000			RNP APCH
10	IF	POSON						+2000			RNP APCH
20	TF	BT501		209(206.6)		5.900					RNP APCH
30	TF	RWY 21	Y	209(206.6)		6.100				-3.0°/15	RNP APCH
40	DF	BT502	Y			5.0					RNP APCH
50	TF	LIKUL					L	+3900	230		RNP APCH
60	HM	KEKOP				1 min	R	+3000	230		RNP APCH

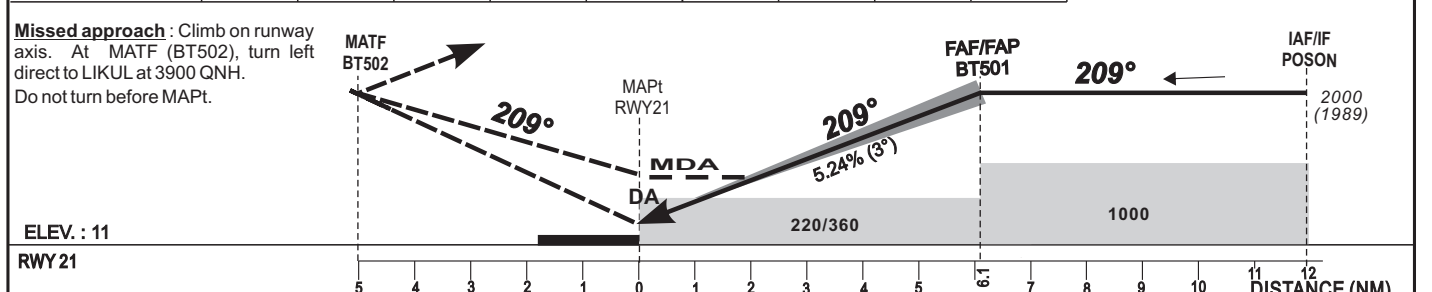
## WAYPOINTS LIST

<b>RNP RWY 21</b>		
<b>Waypoint identifier</b>	<b>Coordinates</b>	
LIKUL	02°03'29.2412"N	009°58'35.4378"E
POSON	02°05'44.2910"N	009°54'07.5277"E
KEKOP	02°07'59.3079"N	009°49'39.6049"E
BT501	02°00'26.2323"N	009°51'29.1447"E
BT502	01°50'27.8383"N	009°46'31.2153"E
RWY 21	01°54'57.3871"N	009°48'45.4106"E





Distance to THR 21 (NM)	FAF	8	7	6	5	4	3	2	1
Altitude (ft)	2 000			1 975	1 655	1 335	1 020	700	



CORRECTIONS : First edition	Cat.1				LOC				Circling (3)			RVR for take-off	
	OCA (OCH)	DA	DH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	VIS	CAT A - B - C	CAT D	
A	158 (147)	220 (200)		550 1000	348 (337)	350 (340)	900 1500	480 (468)	480 (470)	1500			
B	170 (159)	220 (200)		550 1000	348 (337)	350 (340)	1000 1500	542 (530)	550 (530)	1600			
C	178 (167)	220 (200)		550 1000	348 (337)	350 (340)	1000 1800	785 (773)	790 (780)	2400			
D	189 (178)	220 (200)		550 1000	348 (337)	350 (340)	1400 2000	808 (796)	810 (800)	3600			

Notes : (1) With approach lights - (2) Without approach lights  
(3) Daytime only - OCH and MDH AAL  
- Take-off climbing sector: between 032° and 300° BTA.

Timing FAF/THR 6.1NM					
KT	MIN	SEC	KT	MIN	SEC
90	4	Min 04	140	2	Min 37
100	3	Min 40	150	2	Min 26
110	3	Min 20	160	2	Min 17
120	3	Min 03	170	2	Min 09
130	2	Min 49	180	2	Min 02

## TABULAR DESCRIPTION

<b>ILS X or LOC X RWY 21</b>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM or min)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Navigation Specification
10	IF	LIKUL						+3900	230		RNP APCH
20	TF	POSON		299(296.6)		5.000		+2000			RNP APCH
10	IF	KEKOP						+3000	230		RNP APCH
20	TF	POSON		119(116.6)		5.000		+2000			RNP APCH
10	IF	POSON						+2000			RNP APCH
20	TF	BT501		209(206.6)		5.900					RNP APCH
30	TF	RWY 21	Y	209(206.6)		6.100				-3.0°/15	RNP APCH
40	DF	BT502	Y			5.0					RNP APCH
50	TF	LIKUL					L	+3900	230		RNP APCH
60	HM	KEKOP				1 min	R	+3000	230		RNP APCH

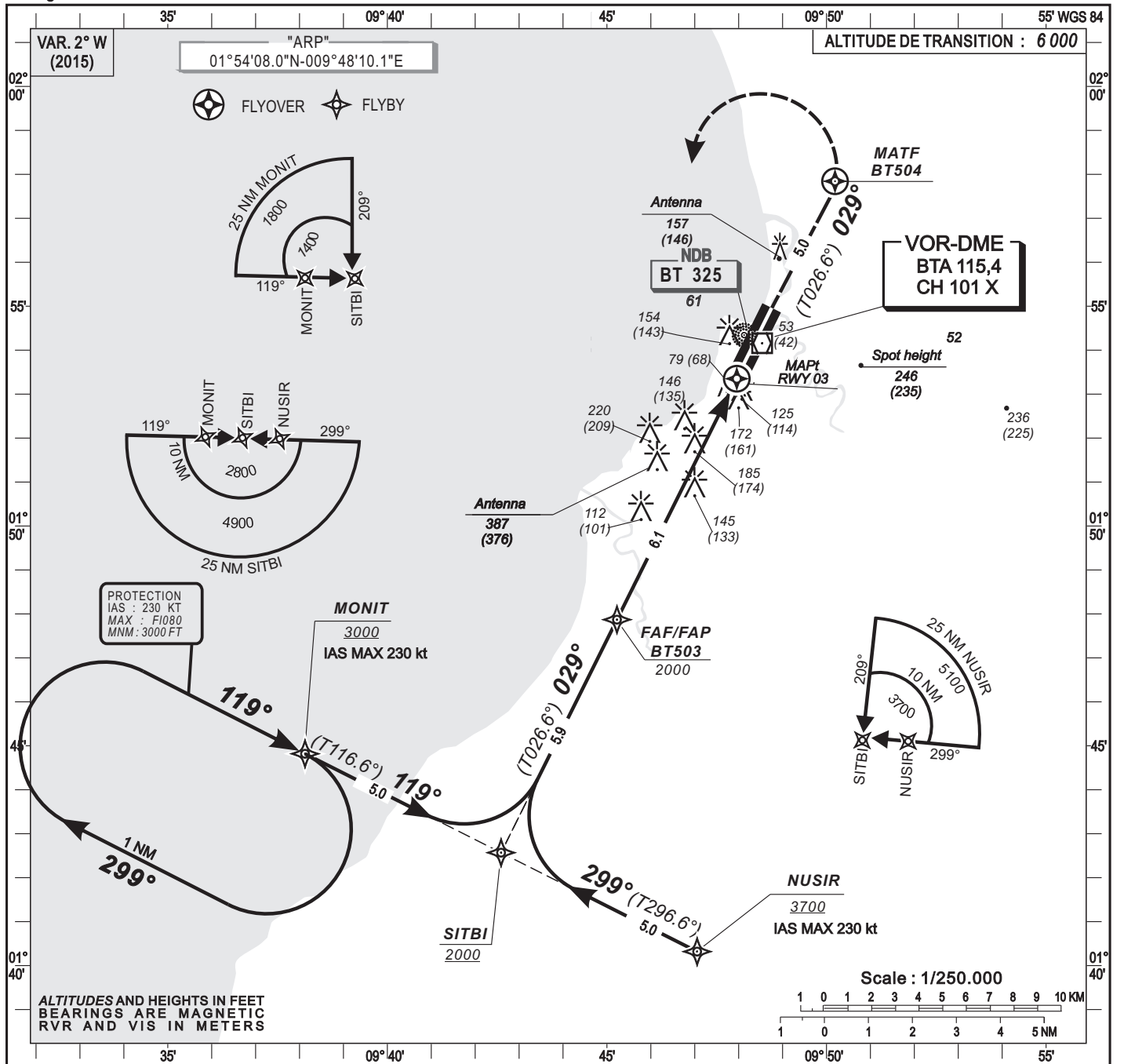
## WAYPOINTS LIST

<b>ILS X or LOC X RWY 21</b>		
Waypoint identifier	Coordinates	
LIKUL	02°03'29.2412"N	009°58'35.4378"E
POSON	02°05'44.2910"N	009°54'07.5277"E
KEKOP	02°07'59.3079"N	009°49'39.6049"E
BT501	02°00'26.2323"N	009°51'29.1447"E
BT502	01°50'27.8383"N	009°46'31.2153"E
RWY 21	01°54'57.3871"N	009°48'45.4106"E

**INSTRUMENT APPROACH CHART**  
Categories A-B-C-D

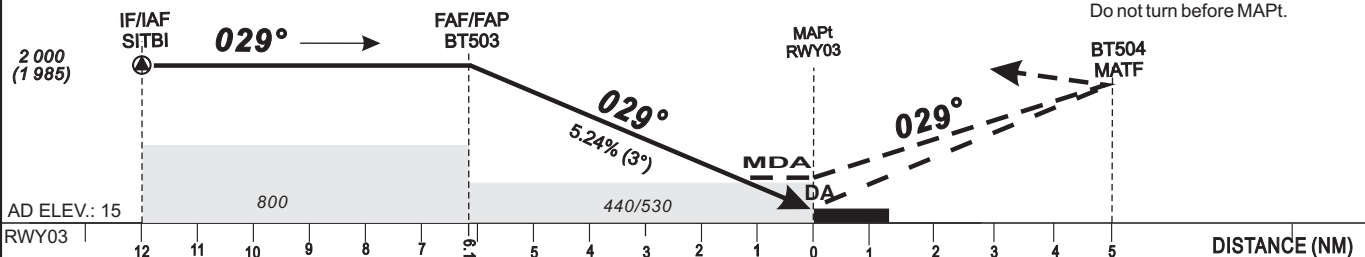
AD ELEV. : 16    APP : Bata TWR 118.8  
THR ELEV : 15    TWR : Bata TWR 118.8  
HEIGHTS RELATED TO THR RWY03 ELEVATION

**BATA (FGBT)**  
RNP - RWY03



Distance to THR 03 (NM)	FAF	8	7	6	5	4	3	2	1
Altitude (ft)	2 000			1 975	1 657	1 339	1 020	702	

**Missed approach :** Climb on runway axis . At MATF (BT504), turn left direct to MONIT at 3000 QNH. Do not turn before MAPt.



CAT	LNAV/VNAV				LNAV				CIRCLING (3)				RVR for take off			
	OCA (OCH)	DA	DH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	VIS	CATA - B - C : 400	CAT D : 400				
A	431 (416)	440 (420)		900 1500	530 (515)	530 (520)	1000 1500	480 (468)	480 (470)	1500			<b>Timing FAF/THR 6.1 NM</b>			
B	431 (416)	440 (420)		1000 1500	530 (515)	530 (520)	1200 1500	542 (530)	550 (530)	1600			KT	MIN SEC	KT	MIN SEC
C	431 (416)	440 (420)		1000 1800	530 (515)	530 (520)	1200 2000	785 (773)	790 (780)	2400			90	4 Min 04	140	2 Min 37
D	431 (416)	440 (420)		1400 2000	530 (515)	530 (520)	1600 2000	808 (796)	810 (800)	3600			100	3 Min 40	150	2 Min 26
													110	3 Min 20	160	2 Min 17
													120	3 Min 03	170	2 Min 09
													130	2 Min 49	180	2 Min 02

**Notes :** (1) With approach lights - (2) Without approach lights  
(3) Daytime only - OCH and MDH AAL  
- Minimum temperature : 10°C

CORRECTIONS : First Edition

## TABULAR DESCRIPTION

RNP RWY03											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM or min)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TC H	Navigation Specification
10	IF	MONIT						+3000	230		RNP APCH
20	TF	SITBI		119(116.6)		5.0		+2000			RNP APCH
10	IF	NUSIR						+3700	230		RNP APCH
20	TF	SITBI		299(296.6)		5.0		+2000			RNP APCH
10	IF	SITBI						+2000			RNP APCH
20	TF	BT503		029(026.6)		5.9					RNP APCH
30	TF	RWY 03	Y	029(026.6)		6.1				-3.0°/15	RNP APCH
40	DF	BT504	Y			5.0					RNP APCH
50	TF	MONIT		209(206.6)			L	+3000	230		RNP APCH
60	HM	MONIT				1 min	R	+3000	230		RNP APCH

## WAYPOINTS LIST

RNP-RWY 03		
Waypoint identifier	Coordinates	
MONIT	01°44'49.1223"N	009°38'07.5242"E
SITBI	01°42'34.1136"N	009°42'35.4012"E
NUSIR	01°40'19.0944"N	009°47'03.2678"E
BT503	01°47'52.1870"N	009°45'13.7289"E
BT504	01°57'50.5851"N	009°50'11.6444"E
RWY 03	01°53'21.0383"N	009°47'57.4417"E