

JEPPESEN

15 AUG 97

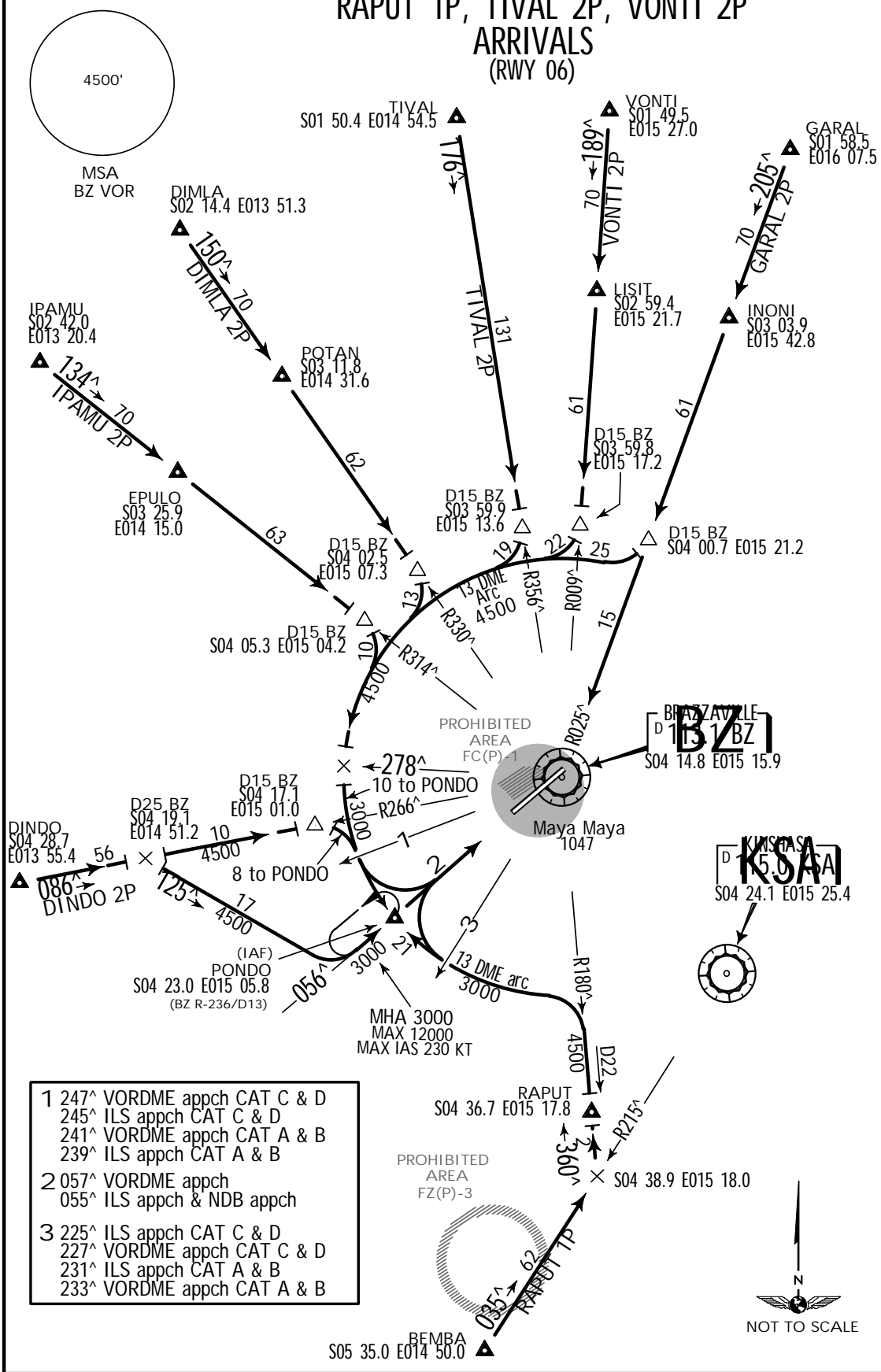
10-2

.STAR.  
BRAZZAVILLE, REP OF CONGO

MAYA MAYA

TRANS LEVEL: FL50  
TRANS ALT: 4500'

DIMLA 2P, DINDO 2P, GARAL 2P, IPAMU 2P  
RAPUT 1P, TIVAL 2P, VONTI 2P  
ARRIVALS  
(RWY 06)



- 1 247^ VORDME appch CAT C & D
- 245^ ILS appch CAT C & D
- 241^ VORDME appch CAT A & B
- 239^ ILS appch CAT A & B
- 2 057^ VORDME appch
- 055^ ILS appch & NDB appch
- 3 225^ ILS appch CAT C & D
- 227^ VORDME appch CAT C & D
- 231^ ILS appch CAT A & B
- 233^ VORDME appch CAT A & B



JEPPESEN

15 AUG 97

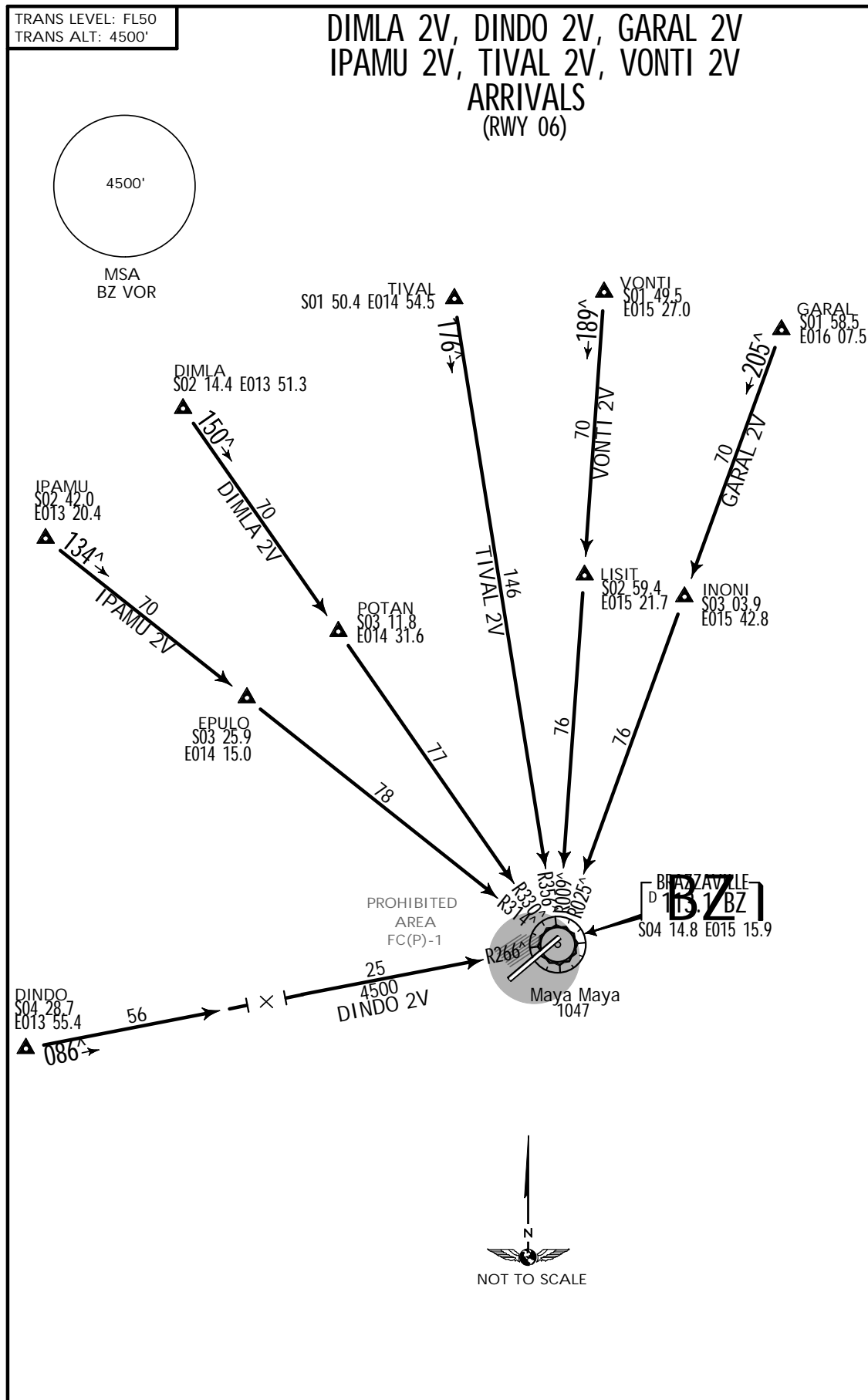
10-2A

# .STAR. BRAZZAVILLE, REP OF CONGO

MAYA MAYA

TRANS LEVEL: FL50  
TRANS ALT: 4500'

## DIMLA 2V, DINDO 2V, GARAL 2V IPAMU 2V, TIVAL 2V, VONTI 2V ARRIVALS (RWY 06)



JEPPESEN

15 AUG 97

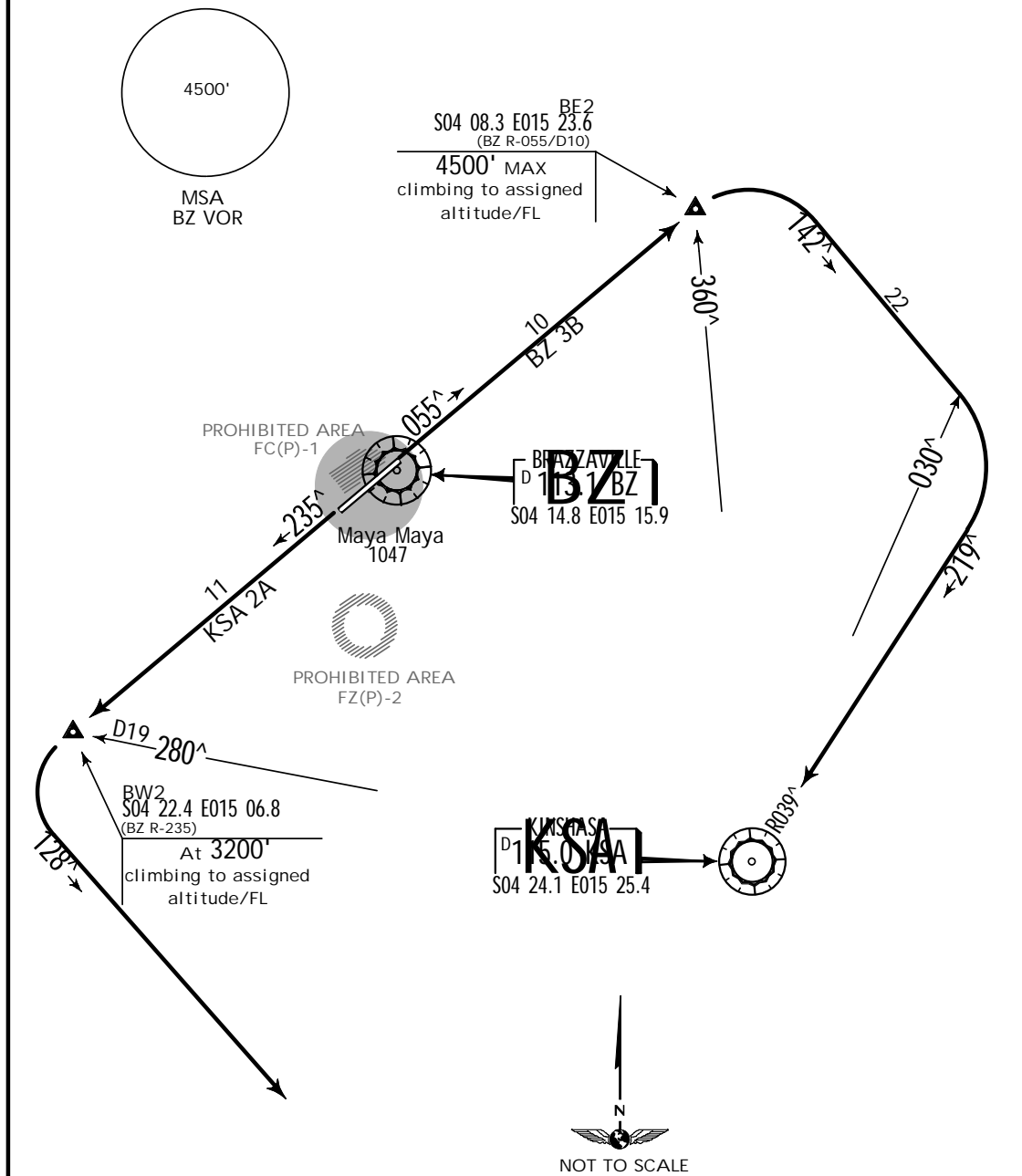
10-3

**BRAZZAVILLE, REP OF CONGO**

**.SID.**  
MAYA MAYA

TRANS LEVEL: FL50  
TRANS ALT: 4500'

**BZ 3B, KSA 2A  
DEPARTURES  
(RWYS 06, 24)  
TOWARDS SOUTHERN SECTOR OF POOL TMA**



In case BZ VORDME or KSA VORDME unserviceable, follow ATC instructions.

SID	RWY	ROUTING	ALTITUDE
BZ 3B	06	055° track to BE2 Int, turn RIGHT, 142° track, at KSA R-030 turn RIGHT, intercept KSA R-039 inbound to KSA VORDME.	Cross BE2 Int at 4500' MAX, climbing to assigned altitude/FL.
KSA 2A	24	235° track to BW2 Int, turn LEFT, 128° track, then proceed in accordance with Kinshasa ATC instructions. Transfer of control: At BW2 Int.	Cross BW2 Int at 3200', climbing to assigned altitude/FL.

Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

JEPPESEN 15 AUG 97 (10-3A)

DEPARTURE.  
BRAZZAVILLE, REP OF CONGO

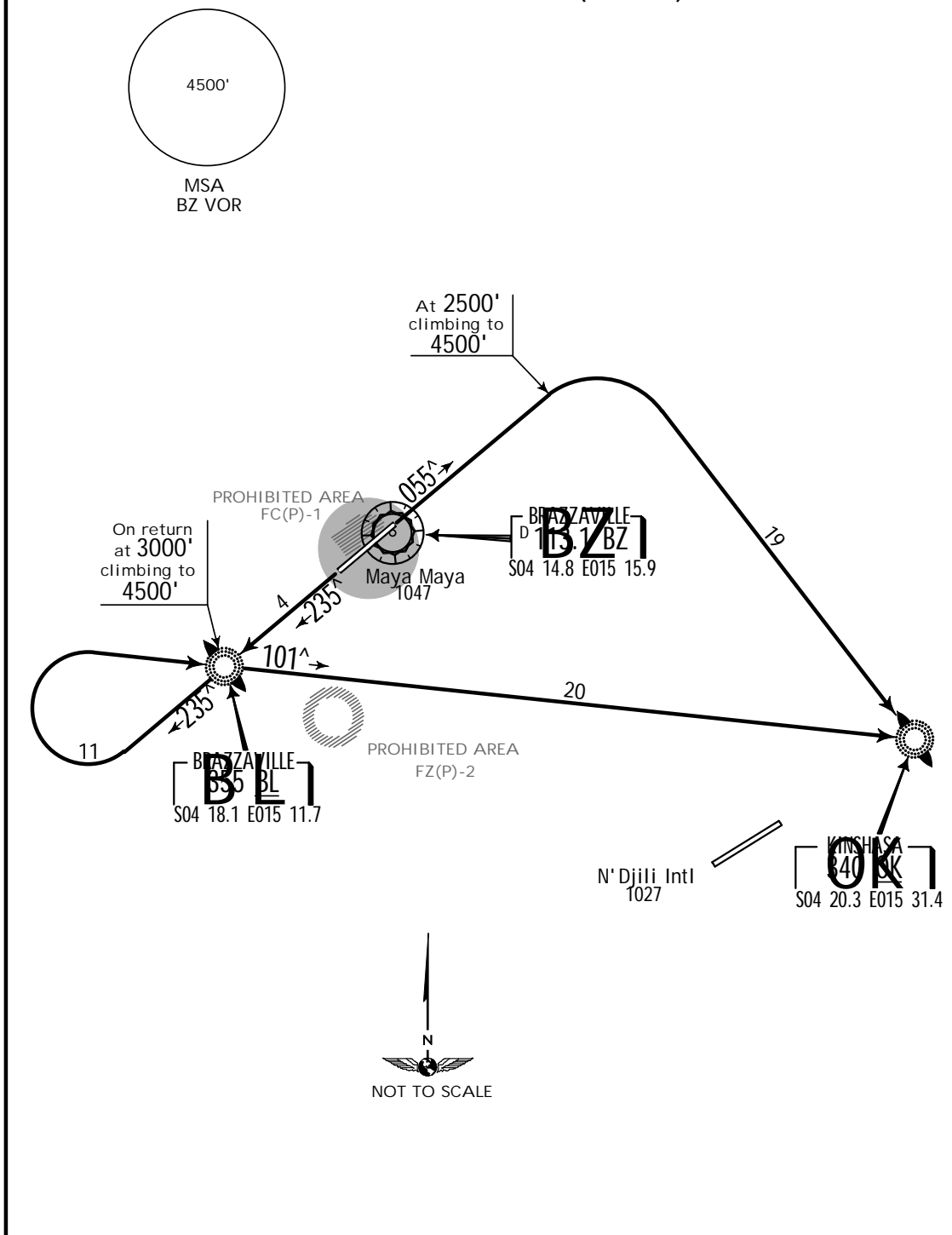
MAYA MAYA

KINSHASA Approach 119.7

TRANS LEVEL: FL50  
TRANS ALT: 4500'

DEPARTURE PROCEDURES

(RWYS 06, 24)  
TO FZAA (AT 4500')



In case liaison between FCBB and FZAA is interrupted, aircraft with destination FZAA shall transmit their flight plan to Kinshasa Approach.

RWY	ROUTING	ALTITUDE
06	Straight ahead to 2500', turn RIGHT, proceed to OK Lctr climbing to 4500' for FZAA approach procedure.	
24	Straight ahead to BL NDB, turn RIGHT to BL NDB, 101° bearing to OK Lctr for FZAA approach procedure. Avoid overflying of FZ(P)-2.	Cross BL NDB on return at 3000' MIM climbing to 4500'.

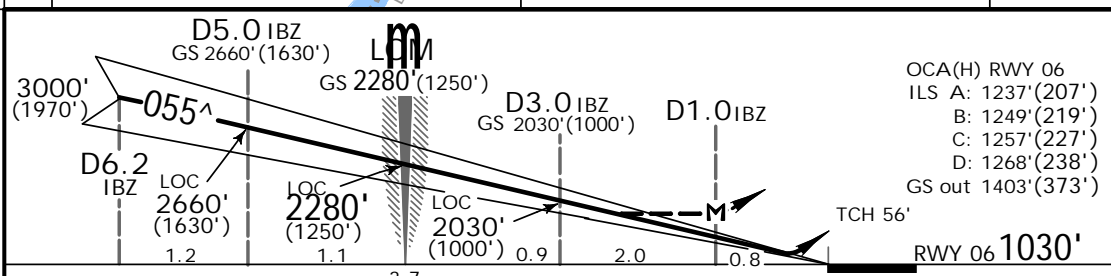
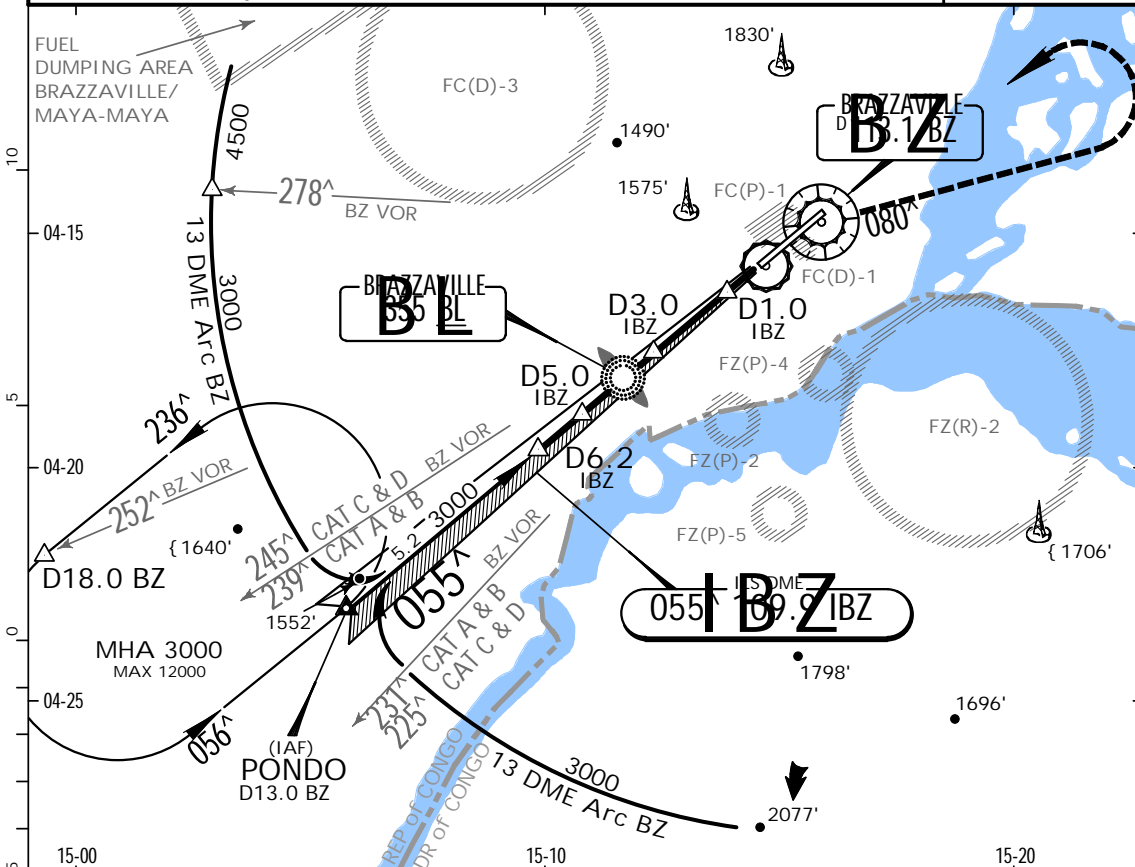
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**FCBB**  
MAYA-MAYA

**JEPPESEN**  
8 SEP 00 (11-1)

**BRAZZAVILLE, REP OF CONGO**  
via PONDO ILS Rwy 06

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
LOC IBZ <b>109.9</b>	Final Apch Crs <b>055<sup>^</sup></b>	GS LOM <b>2280'</b> (1250')	ILS DA(H) Refer to Minimums	Apt Elev 1048' <b>RWY 1030'</b>	4500'  MSA BZ VOR
MISSED APCH: Climb to BZ VOR, then turn RIGHT onto 080 <sup>^</sup> climbing to 2500'. Turn LEFT climbing to 3000' to intercept R-252 BZ to rejoin PONDO.					
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: FL 50	Trans alt: 4500'(3470')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL 113.1 2500' ↑ onto 080 <sup>^</sup> RT
ILS GS 3.00 <sup>^</sup> or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND Not authorized South of airport			
DA(H) A: 1240'(210') B: 1250'(220')		ILS 1260'(230') ALS out 1270'(240')		LOC (GS out) MDA(H) 1410'(380')		DAY	
FULL		ALS out		ALS out		NIGHT	
A	1200m	1200m	1200m	RVR 1500m vis 1600m	100	1870' (822')	550'-1600m
B					135	1870' (822')	550'-2000m
C					180	2080'(1032')	690'-2800m
D					205	2080'(1032')	690'-3600m

PANS OPS

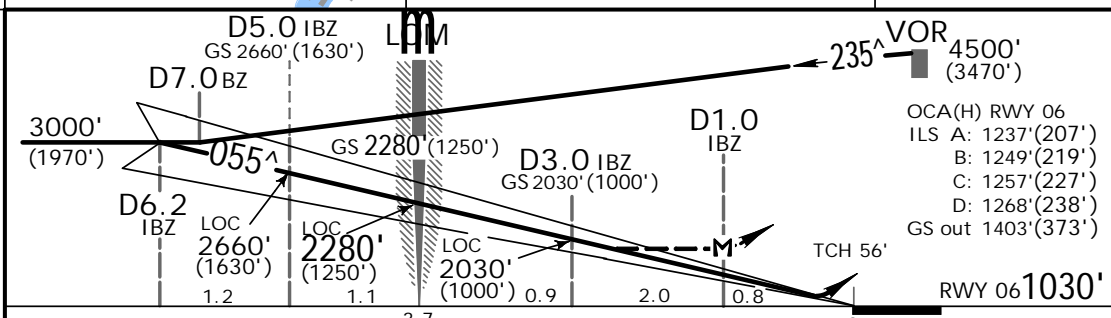
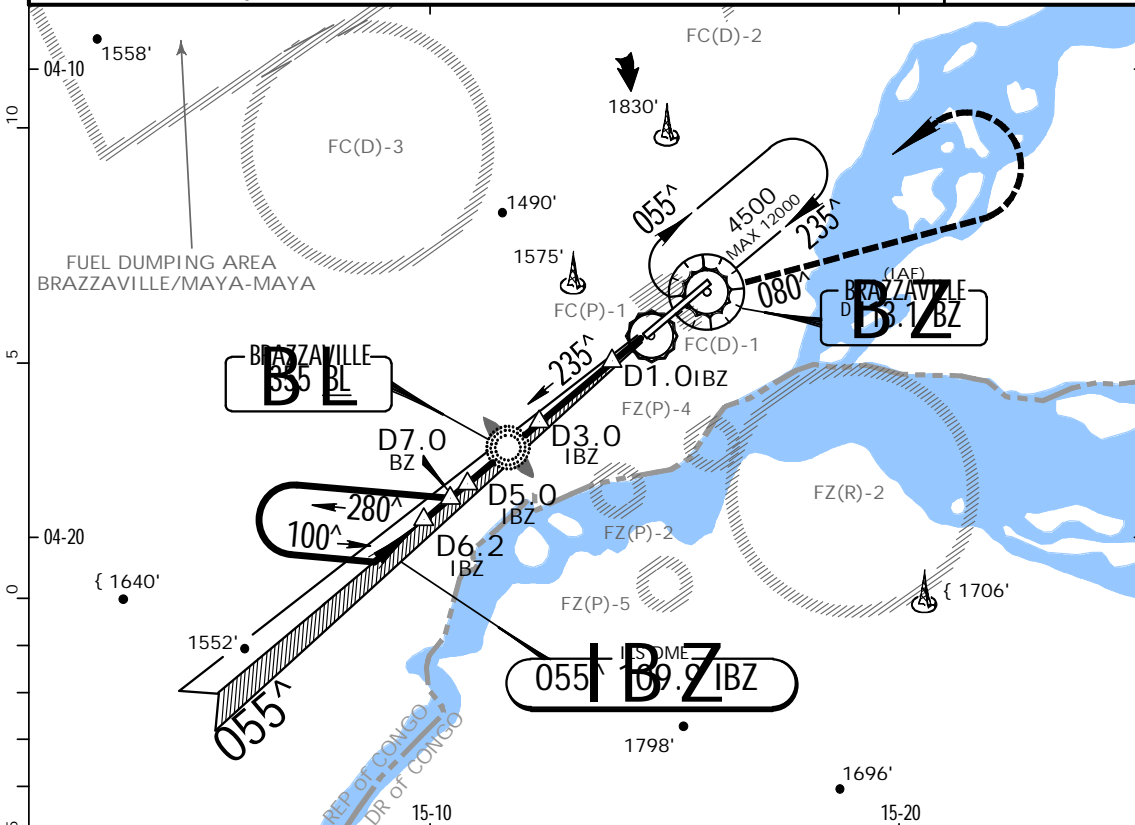
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**FCBB**  
MAYA-MAYA

JEPPESEN  
8 SEP 00 (11-2)

**BRAZZAVILLE, REP OF CONGO**  
via BZ VOR DME ILS Rwy 06

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
LOC IBZ <b>109.9</b>	Final Apch Crs <b>055<sup>^</sup></b>	GS LOM <b>2280'</b> (1250')	ILS DA(H) Refer to Minimums	Apt Elev 1048' <b>RWY 1030'</b>	4500'
MISSED APCH: Climb to VOR, then turn RIGHT onto 080 <sup>^</sup> climbing to 2500'. Turn LEFT climbing to 4500' to VOR.					
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: FL 50	Trans alt: 4500' (3470')	MSA BZ VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL BZ 113.1 2500' onto 080 <sup>^</sup> RT
ILS GS 3.00 <sup>^</sup> or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at D1.0 IBZ							

PANS OPS	STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND Not authorized South of airport			
	DA(H) ILS		LOC (GS out)		DAY		NIGHT	
	A: 1240' (210')		C: 1260' (230')		Max Kts		MDA(H) CEIL-VIS	
	B: 1250' (220')		D: 1270' (240')		100		1870' (822') 550' - 1600m	
	FULL		ALS out		135		1870' (822') 550' - 2000m	
		MDA(H) 1410' (380')		180		2080' (1032') 690' - 2800m		
		ALS out		205		2080' (1032') 690' - 3600m		
A				RVR 1500m			NOT AUTH	
B		1200m	1200m	vis 1600m				
C	1200m	1250m	1450m	1650m				
D		1350m	1800m	2000m				

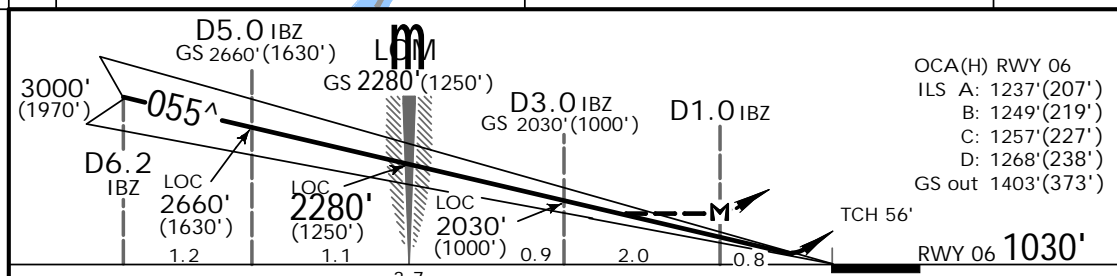
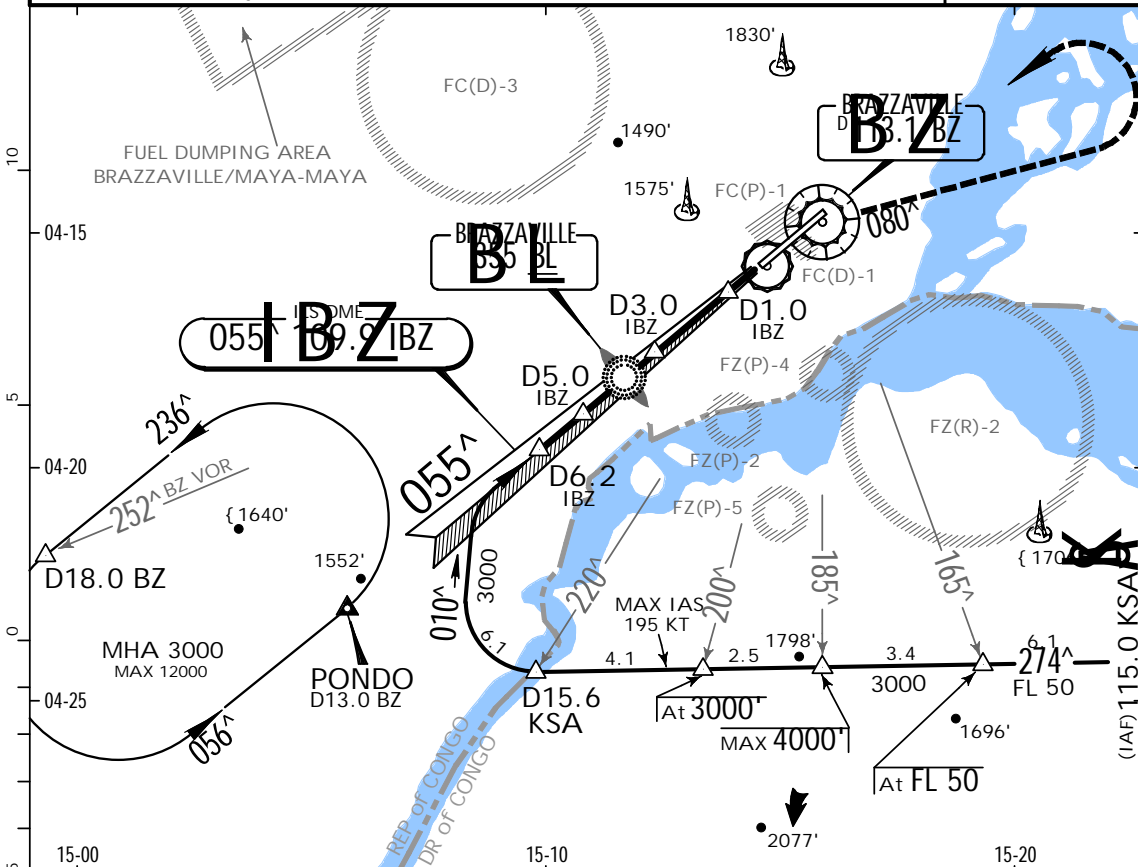
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**FCBB**  
MAYA-MAYA

JEPPESEN  
8 SEP 00 (11-3)

**BRAZZAVILLE, REP OF CONGO**  
via KSA VOR DME ILS Rwy 06

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
LOC IBZ <b>109.9</b>	Final Apch Crs <b>055<sup>^</sup></b>	GS LOM <b>2280'</b> (1250')	ILS DA(H) Refer to Minimums	Apt Elev 1048' <b>RWY 1030'</b>	4500'  MSA BZ VOR
MISSED APCH: Climb to BZ VOR, then turn RIGHT onto 080 <sup>^</sup> climbing to 2500'. Turn LEFT climbing to 3000' to intercept R-252 BZ to rejoin PONDO.					
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: FL 50	Trans alt: 4500' (3470')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL BZ 113.1 2500' onto 080 <sup>^</sup> RT
ILS GS 3.00 <sup>^</sup> or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at D1.0 IBZ							

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND Not authorized South of airport			
DA(H) A: 1240' (210') B: 1250' (220')		ILS 1260' (230') 1270' (240')		LOC (GS out) MDA(H) 1410' (380')		DAY	
FULL		ALS out		ALS out		NIGHT	
A	1200m	1200m	1200m	RVR 1500m VIS 1600m	Max Kts	MDA(H)	CEIL-VIS
B					100	1870' (822')	550' - 1600m
C					135	1870' (822')	550' - 2000m
D					180	2080' (1032')	690' - 2800m
D	205	2080' (1032')	690' - 3600m	NOT AUTH			

CHANGES: Minimums.

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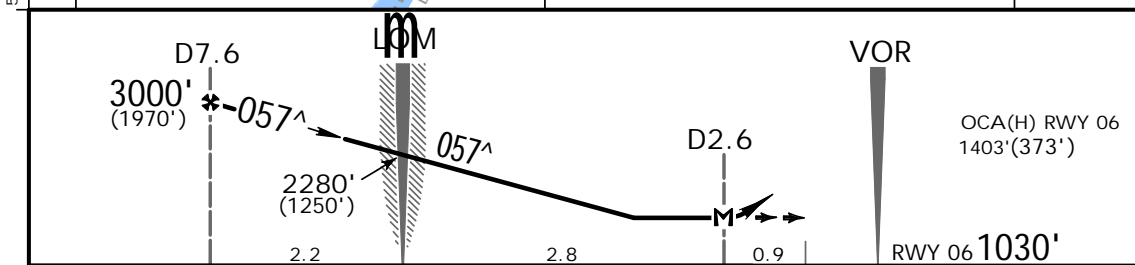
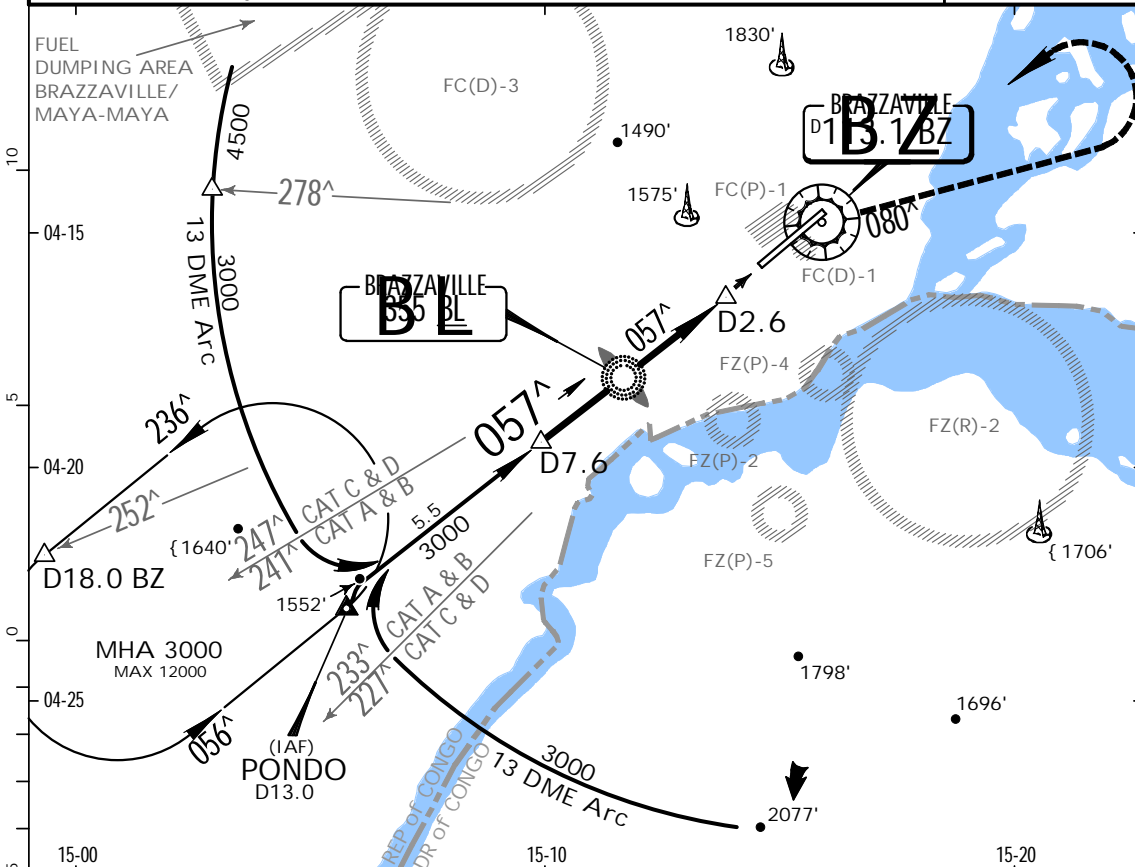
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**FCBB**  
MAYA-MAYA

**JEPPESEN**  
8 SEP 00 (13-1)

**BRAZZAVILLE, REP OF CONGO**  
VOR DME Rwy 06

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
VOR BZ 113.1	Final Apch Crs 057 <sup>^</sup>	Minimum Alt D7.6 3000' (1970')	MDA(H) 1410' (380')	Apt Elev 1048' RWY 1030'	4500'
MISSED APCH: Climb to VOR, then turn RIGHT onto 080 <sup>^</sup> climbing to 2500'. Turn LEFT climbing to 3000' to intercept R-252 to rejoin PONDO.					
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: FL 50	Trans alt: 4500' (3470')	MSA BZ VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL BZ 113.1 2500' onto 080 <sup>^</sup> RT
Descent Gradient	5.2%	369	474	527	632	737	
MAP at D2.6							

STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND Not authorized South of airport	
MDA(H) 1410' (380')		DAY	
ALS out		Max Kts	MDA(H) CEIL-VIS
A	1200m	100	1870' (822') 550'-1600m
B	1450m	135	1870' (822') 550'-2000m
C	1800m	180	2080'(1032') 690'-2800m
D	1800m	205	2080'(1032') 690'-3600m
		NIGHT	
		NOT AUTH	

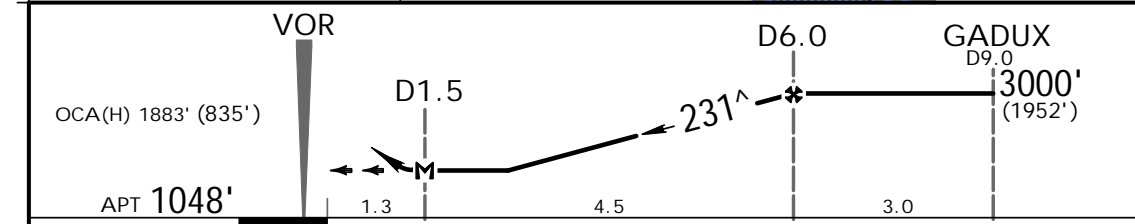
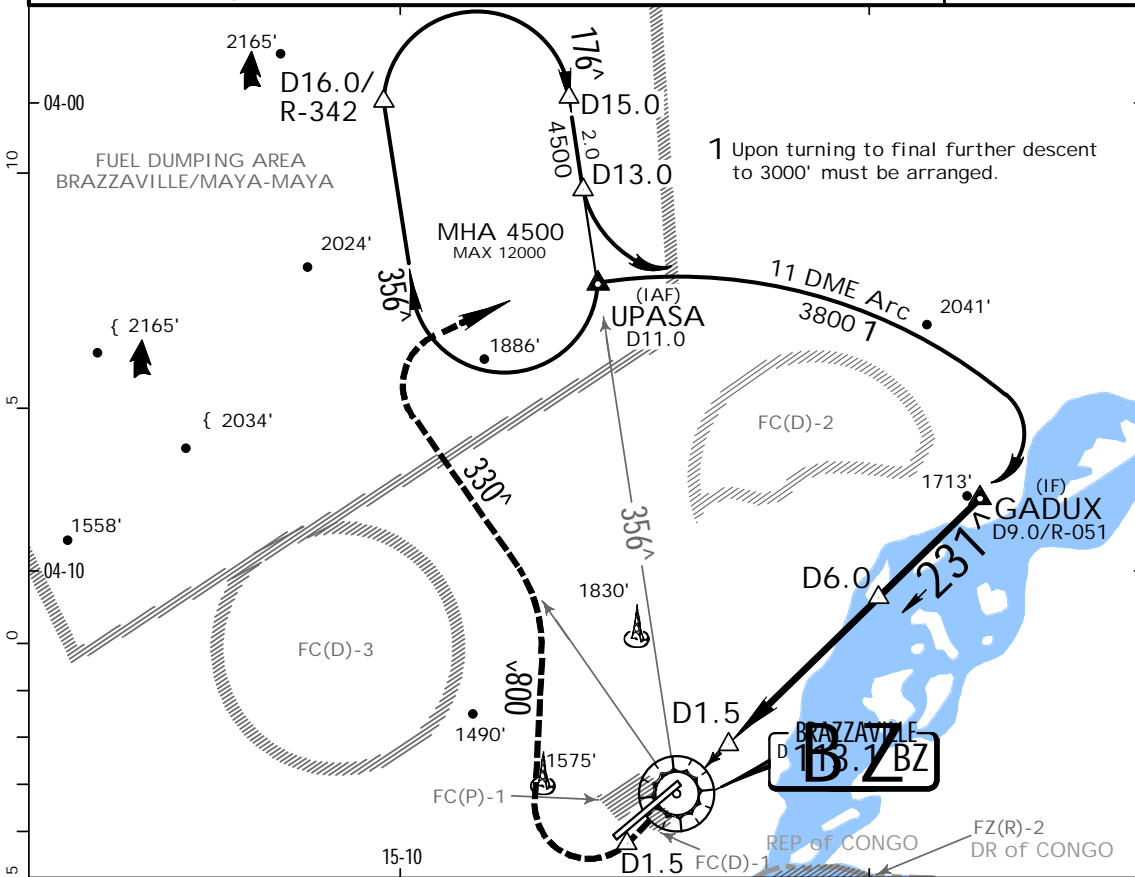
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**JEPPESEN**  
8 SEP 00 (13-2)

**BRAZZAVILLE, REP OF CONGO**  
via UPASA VOR DME Rwy 24

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
VOR BZ <b>113.1</b>	Final Apch Crs <b>231^</b>	Minimum Alt D6.0 <b>3000'</b> (1952')	MDA(H) <b>1890'</b> (842')	Apt Elev <b>1048'</b>	4500'
MISSED APCH: Climb on 231^ to 4500'. At D1.5 turn RIGHT onto 008^ to intercept R-330. Rejoin 11 DME Arc.					
Alt Set: hPa	Apt Elev: 38 hPa	Trans level: FL 50	Trans alt: 4500' (3452')	MSA BZ VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4500' on 231^
Descent Gradient	5.4%	383	492	547	656	875		
MAP at D1.5								

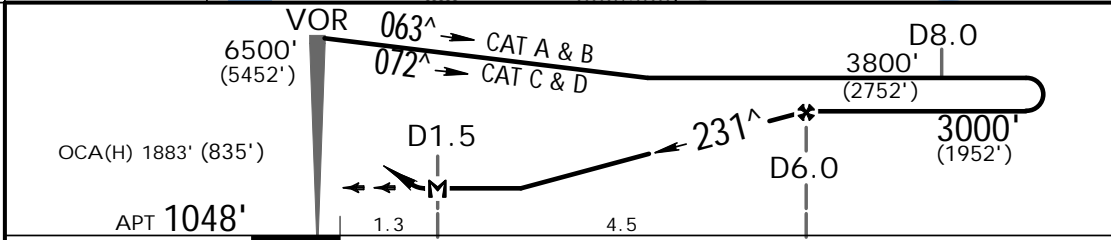
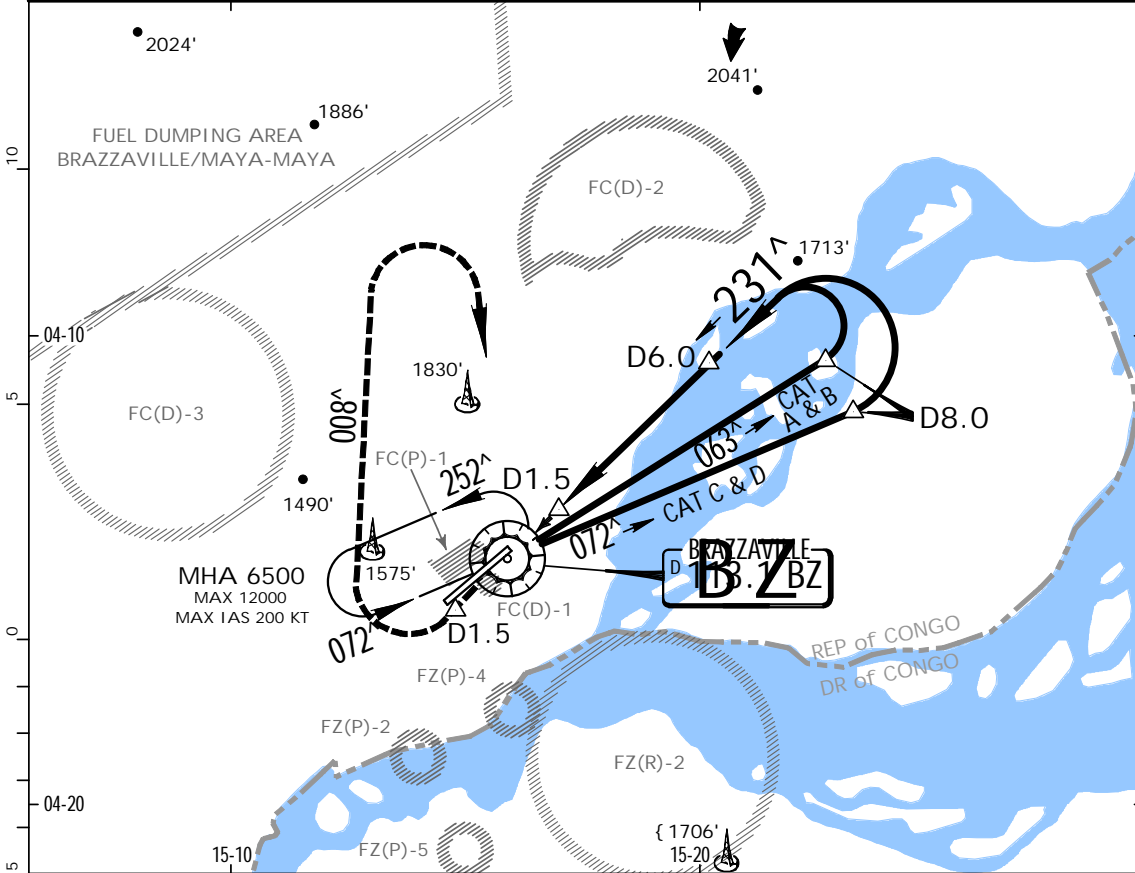
STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND Not authorized South of airport		
MDA(H) <b>1890'</b> (842')			DAY		
			Max Kts	MDA(H)	CEIL-VIS
A	1600m		100	1890' (842')	570'-1600m
B	2000m		135	1890' (842')	570'-2000m
C	2800m		180	2080'(1032')	690'-2800m
D	3500m		205	2080'(1032')	690'-3600m
NOT AUTH					

**FCBB**  
MAYA-MAYA

JEPPESEN  
8 SEP 00 (13-3)

**BRAZZAVILLE, REP OF CONGO**  
VOR DME Rwy 24

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
VOR BZ <b>113.1</b>	Final Apch Crs <b>231<sup>^</sup></b>	Minimum Alt D6.0 <b>3000'</b> (1952')	MDA(H) <b>1890'</b> (842')	Apt Elev <b>1048'</b>	4500'  MSA BZ VOR
MISSED APCH: Climb on 231 <sup>^</sup> to 4500'. At D1.5 turn RIGHT onto 008 <sup>^</sup> . At 4500' turn RIGHT to VOR.					
Alt Set: hPa Apt Elev: 38 hPa Trans level: FL 50 Trans alt: 4500' (3452') Procedure restricted to MAX IAS 200 KT.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L 4500' ↑ on 231 <sup>^</sup>
Descent Gradient	5.4%	383	492	547	656	766	
MAP at D1.5							

STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND Not authorized South of airport	
MDA(H) <b>1890'</b> (842')		DAY	NIGHT
		Max Kts	MDA(H) CEIL-VIS
A	1600m	100	1890' (842') 570'-1600m
B	2000m	135	1890' (842') 570'-2000m
C	2800m	180	2080'(1032') 690'-2800m
D	3500m	205	2080'(1032') 690'-3600m

PANS OPS

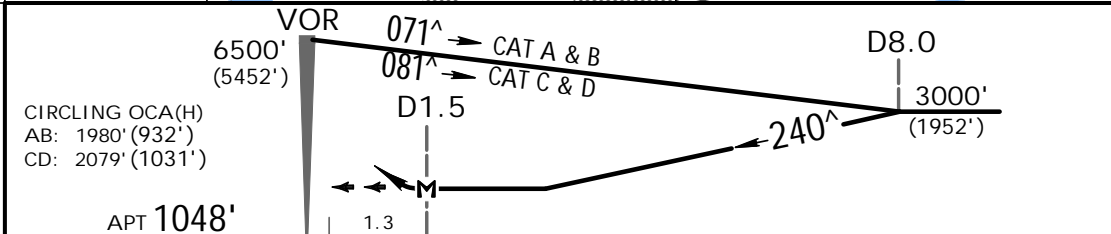
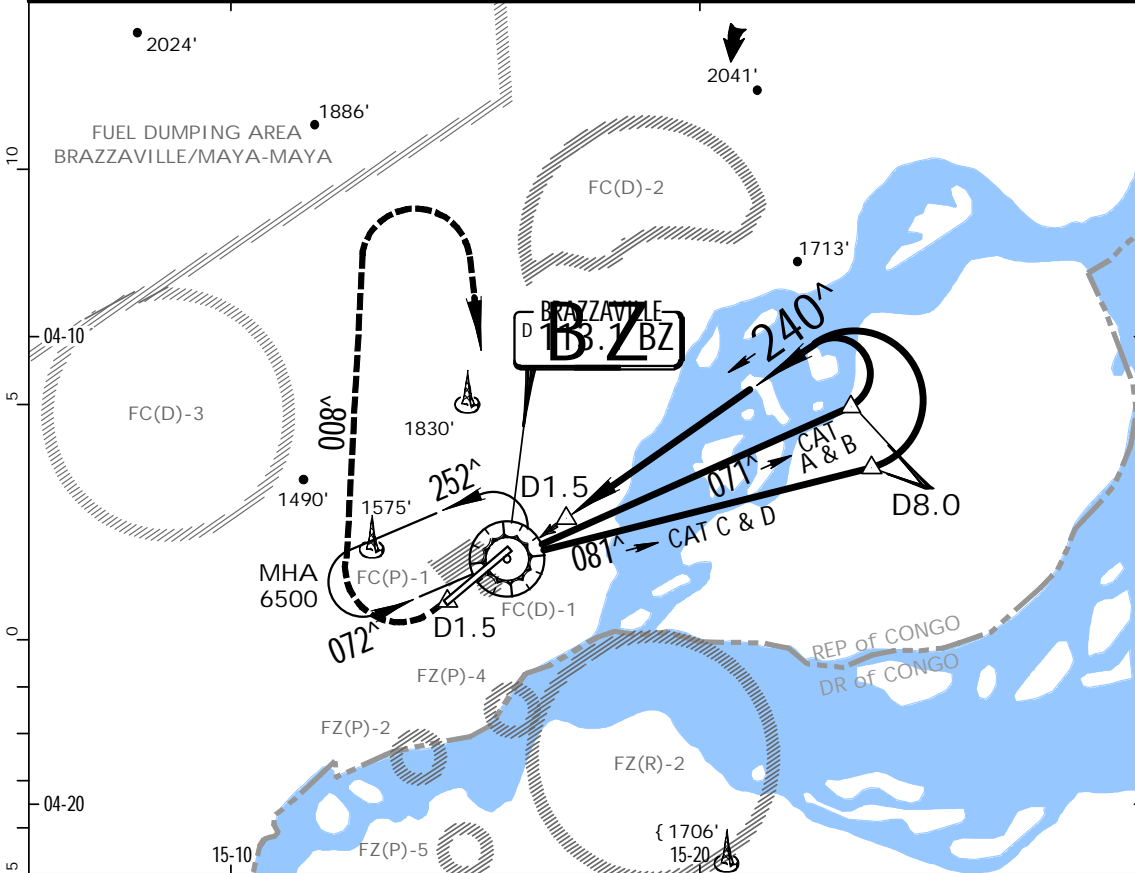
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**FCBB**  
MAYA-MAYA

**JEPPESEN**  
8 SEP 00 (13-4)

**BRAZZAVILLE, REP OF CONGO**  
VOR DME CIRCLING Rwy 24

BRIEFING STRIP™	Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					4500'
	VOR BZ <b>113.1</b>	Final Apch Crs <b>240<sup>^</sup></b>	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev <b>1048'</b>	
	MISSED APCH: Climb on 240 <sup>^</sup> to 4500'. At D1.5 turn RIGHT onto 008 <sup>^</sup> . At 4500' turn RIGHT to VOR.					
Alt Set: hPa Apt Elev: 38 hPa Trans level: FL 50 Trans alt: 4500' (3452')						MSA BZ VOR
Procedure restricted to MAX IAS 200 KT.						



				PAPI-L	4500'	on	240 <sup>^</sup>
MAP at D1.5							

PANS OPS	CIRCLE-TO-LAND Not authorized South of airport		
		DAY	NIGHT
		Max Kts. MDA(H) CEIL-VIS	
	A	100 1980' (932') 630'-1600m	NOT AUTH
	B	135 1980' (932') 630'-2000m	
C	180 2080' (1032') 690'-2800m		
D	205 2080' (1032') 690'-3600m		

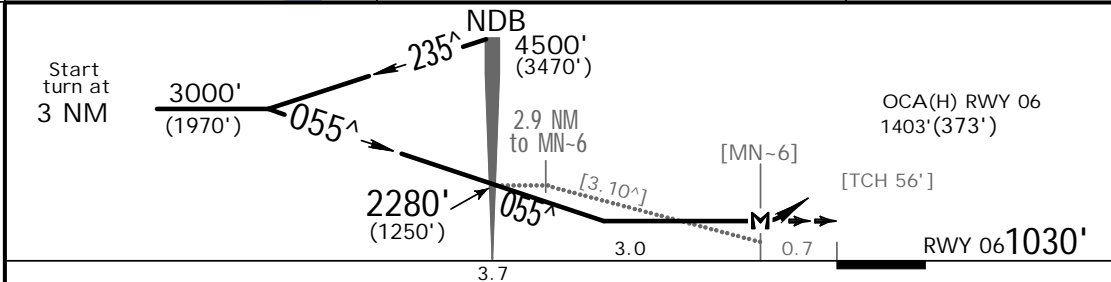
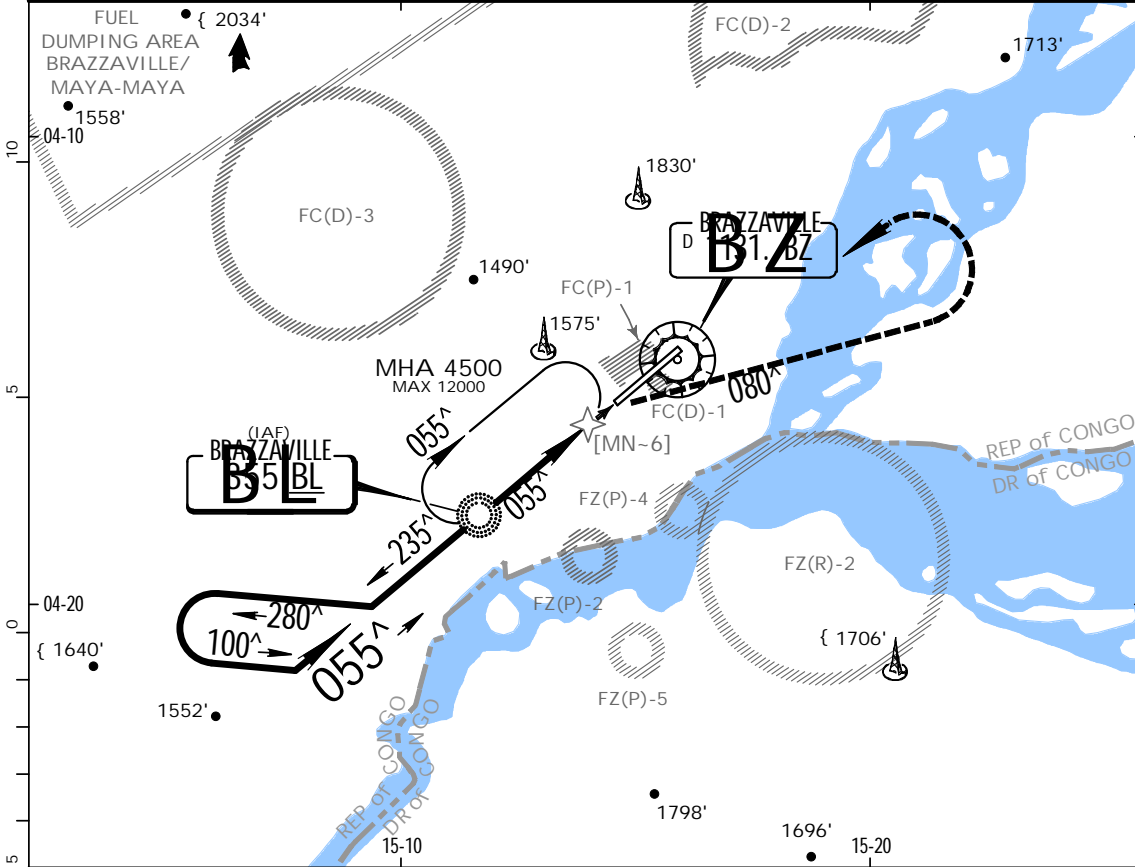
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**FCBB**  
MAYA-MAYA

JEPPESEN  
8 SEP 00 (16-1)

**BRAZZAVILLE, REP OF CONGO**  
NDB Rwy 06

Approach Control through Tower BRAZZAVILLE Tower 121.1 118.7					
BRIEFING STRIP™	NDB BL <b>355</b>	Final Apch Crs <b>055^</b>	Minimum Alt NDB <b>2280'</b> (1250')	MDA(H) <b>1410'</b> (380')	Apt Elev 1048' RWY <b>1030'</b>
	MISSED APCH: Climb to 1500', then turn RIGHT onto 080^ climbing to 2500'. Turn LEFT climbing to 4500' to NDB.				
Alt Set: hPa Rwy Elev: 37 hPa Trans level: FL 50 Trans alt: 4500' (3470')					4500'
Alt Set: hPa Rwy Elev: 37 hPa Trans level: FL 50 Trans alt: 4500' (3470')					MSA BZ VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL	1500'	2500'	onto 080^
Descent angle [3.10^]	384	494	548	658	768	878		↑	RT	
NDB to MAP	3.0	2:34	1:48	1:30	1:17	1:08				

PANS OPS	STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND Not authorized South of airport			
	MDA(H) <b>1410'</b> (380')				DAY			
	ALS out				Max Kts	MDA(H)	CEIL-VIS	NIGHT
	A	1200m	RVR 1500m vis 1600m		100	1870' (822')	550'-1600m	NOT AUTH
	B	1450m	1650m		135	1870' (822')	550'-2000m	
C	1800m	2000m		180	2080'(1032')	690'-2800m		
D				205	2080'(1032')	690'-3600m		

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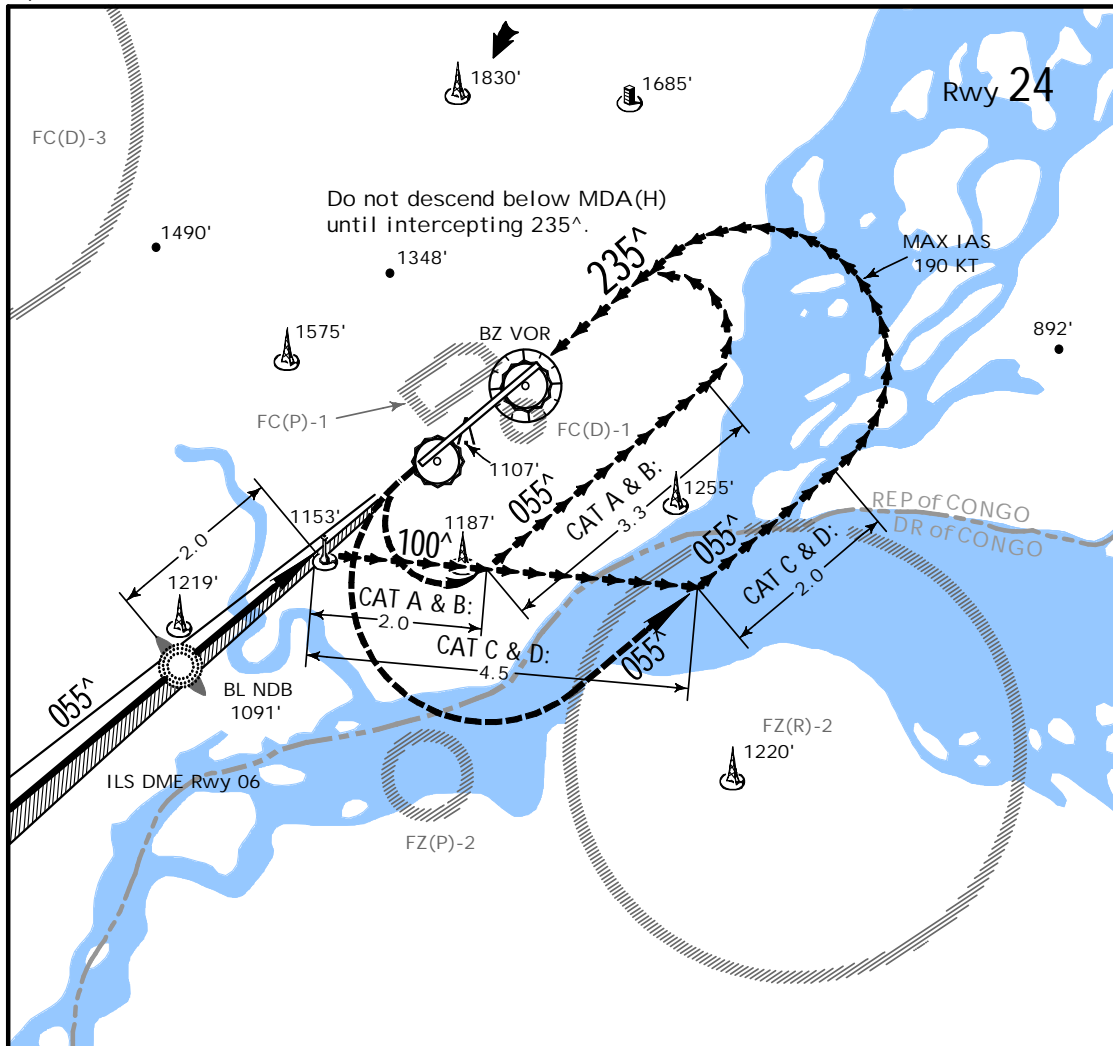
FCBB

JEPPESEN  
8 SEP 00 (19-1) BRAZZAVILLE, REP OF CONGO

CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS

MAYA-MAYA

Apt Elev 1048'



MISSED APCH: Turn LEFT onto 055^ for another approach.

.CEILING REQUIRED.

Max Kts	DAY		NIGHT
	MDA(H)	CEIL-VIS	
A 100	1550' (502')	340' - 1600m	NOT AUTHORIZED
B 135	1550' (502')	340' - 2000m	
C 180	2080' (1032')	690' - 2800m	
D 205	2080' (1032')	690' - 3600m	

Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

**FCBB**

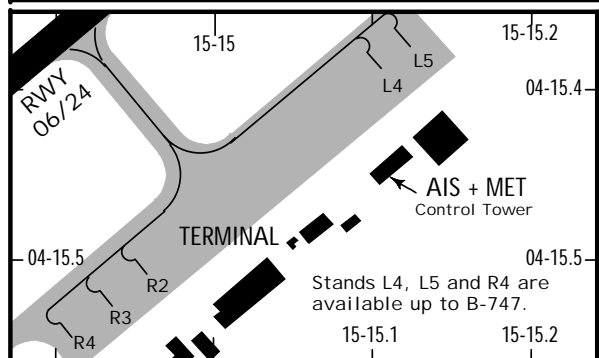
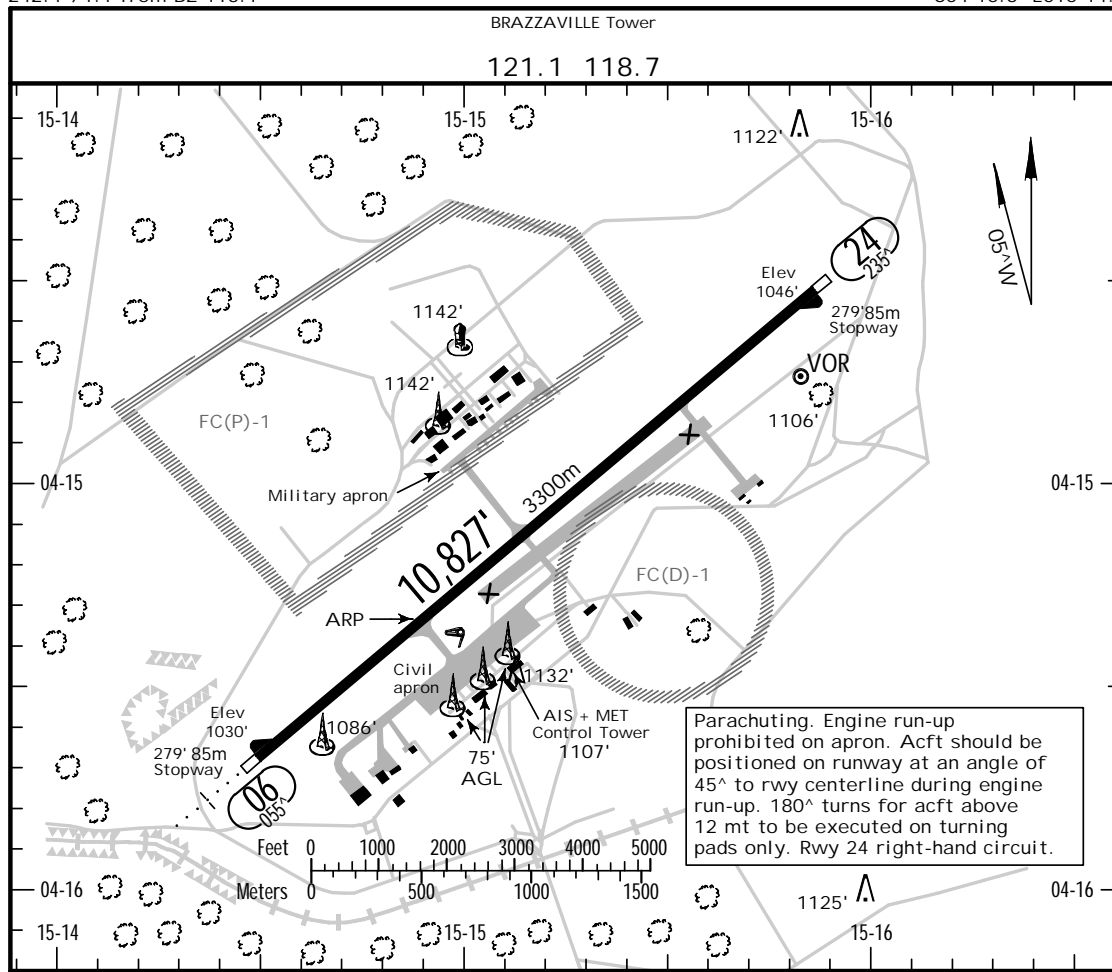
Apt Elev 1048'  
242.4°/1.1 from BZ 113.1

JEPPESEN

**BRAZZAVILLE, REP OF CONGO**

8 SEP 00 (11-1)

MAYA MAYA  
S04 15.3 E015 14.9



INS COORDINATES	
STAND No.	COORDINATES
L4	S04 15.4 E015 15.2
L5	S04 15.3 E015 15.2
R2	S04 15.5 E015 15.0
R3	S04 15.6 E015 15.0
R4	S04 15.6 E015 14.9

ADDITIONAL RUNWAY INFORMATION					
RWY	HIRL (60m) HIALS SFL REIL	RVR	USABLE LENGTHS		WIDTH
			Threshold	GLIDE SLOPE	
06	HIRL (60m) HIALS SFL REIL	RVR	9741'	2969m	148'
24	HIRL (60m) PAPI-L (angle 3°)	RVR			45m

TAKE-OFF			
AIR CARRIER (JAA) All Rwys		AIR CARRIER (FAR 121) All Rwys	
LVP must be in force	RCLM (DAY only) or RL	Adequate Vis Ref	
A	250m	2 Eng	RVR 500m
B	300m	3 & 4 Eng	vis 400m
C	400m		
D	400m		