BULLETIN DE MISE A JOUR

Updating bulletin

AMDT 10 / 2022

DATE DE MISE EN VIGUEUR / *IMPLEMENTATION DATE* 2022-10-06

CHANGEMENTS DANS CET AMENDEMENT		**CHANGEMENTS DANS CET AMENDEMENT**	
Changes in this amendment		***Changes in this amendment***	
Sections	***Sujets / Subjects***	**Sections**	***Sujets / Subjects***
ENR		***AD 2.1***	
00 ENR 1.8-21	*ASECNA – Contingency Plan for West Africa region*	**13 - AD1.3 GOTT**	*TAMBACOUNDA – DEFINITIVE WITHDRAWAL OF NDB "STD"*
00 ENR 1.8-31	*ASECNA – Contingency Plan for Central Africa region*	***AD 2.2***	
02 ENR 1.8	*BURKINA – 5LNC Update on contingency Plan*	**08 AD2.FGSL**	*MALABO – Information update AD2.6*
03 ENR 1.8	*CAMEROUN – 5LNC Update on contingency Plan*	**13 AD 2.GOGS**	*CAP SKIRRING- Information update AD2.2, AD2.3, AD2.13*
05 ENR 1.8	*CONGO – 5LNC Update on contingency Plan*	***AD2.24***	
07 ENR 1.8	*GABON – Contacts GSEZ update on contingency plan*	**11 AD2.24.GQPP**	*NOUADHIBOU – Update of Instrument Approach & RNAV charts*
09 ENR 1.8	*MADAGASCAR - Contingency Plan for ANTANANARIVO FIR*	**13 AD2.24.GOBD**	*DAKAR DIASS - Update of Instrument Approach & RNAV charts*
00 ENR 4.4	*ASECNA- 5LNC TAREK*	**17 AD2.24.GGOV**	*BISSAU / OSVALDO - Update of Instrument Approach & RNAV charts*
00 ENR 6.3-11	*ASECNA - Contingency chart WEST AFRICA*		
00ENR 6.3-31	*MADAGASCAR FIR – Contingency chart*		

NOTAM INTEGRES					
NOTAM incorporated					
BNI Dakar / *NOF Dakar*		**BNI Brazzaville / *NOF Brazzaville***		**BNI Antananarivo / *NOF Antananarivo***	
Numéro / *Number*	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***
		A0953/22			
		A0703/22			
		A1068/2			

SUP AIP INTEGRES					
AIP SUP incorporated					
BNI Dakar / *NOF Dakar*		**BNI Brazzaville / *NOF Brazzaville***		**BNI Antananarivo / *NOF Antananarivo***	
Numéro / *Number*	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***	**Numéro / *Number***
109/A/22GO	*81/A/22GO*	*80/A/22FC*		*44/A/22FM*	
92/A/22GO	*82/A/22GO*				
27/A/21GO	*83/A/22GO*				

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NON AIRAC MIA NR 10/2022

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00-ENR-1.8.32	06 OCT 2022	NIL	

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DOUALA			
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GAROUA			
03-AD-2.FKKR.4	06 OCT 2022	03 AD-2.FKKR.4	11 AUG 2022
YAOUNDE / NSIMALEN			
03-AD-2.FKYS.4	06 OCT 2022	03 AD-2.FKYS.4	14 JUL 2022
MALABO			
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CAP SKIRRINGAEROPORT INTERNATIONAL DE CAP SKIRRING			
13-AD-2.GOGS.1	06 OCT 2022	13 AD-2.GOGS.1	30 DEC 2021
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AD-2.24			
NOUADHIBOU			
11AD2-GQPP-STAR-RNAV0220	06 OCT 2022	11AD2-GQPP-STAR-RNAV0220	08 NOV 2018
11AD2-GQPP-STAR-VORDME0220	06 OCT 2022	11AD2-GQPP-STAR-VORDME0220	08 NOV 2018
11AD2-GQPP-IAC-RNAV02	06 OCT 2022	11AD2-GQPP-IAC-RNAV02	08 NOV 2018
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11AD2-GQPP-IAC-VORZ02	06 OCT 2022	11AD2-GQPP-IAC-VORZ02	08 NOV 2018
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11AD2-GQPP-IAC-VORZ20	06 OCT 2022	11AD2-GQPP-IAC-VORZ20	08 NOV 2018
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BISSAU / OSVALDO VIEIRA			
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17AD2-GGOV-IAC-VORZ21	06 OCT 2022	17AD2-GGOV-IAC-VORZ21	08 NOV 2018

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GEN 0.2 ENREGISTREMENT DES AMENDEMENTS AIP
RECORD OF AIP AMENDMENT

AMENDMENT AIP *AIP AMENDMENT*			
Numéro/Année *NR/Year*	**Date de publication** *Publication date*	**Date d'insertion** *Date inserted*	**Inséré par** *Inserted by*
10/21	04 OCT 2021	07 OCT 2021	
11/21	29 OCT 2021	04 NOV 2021	
13/21	27 DEC 2021	30 DEC 2021	
01/22	24 JAN 2022	27 JAN 2022	
02/22	21 FEB 2022	24 FEB 2022	
03/22	21 MAR 2022	24 MAR 2022	
04/22	18 APR 2022	21 APR 2022	
05/22	16 MAY 2022	19 MAY 2022	
06/22	13 JUN 2022	16 JUN 2022	
07/22	11 JUL 2022	14 JUL 2022	
08/22	08 AUG 2022	11 AUG 2022	
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AMENDMENT AIRAC AIP *AIP AIRAC AMENDMENT*			
Numéro/Année *NR/Year*	**Date de publication** *Publication date*	**Date d'entrée en vigueur** *Effective date*	**Inséré par** *Inserted by*

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GEN 0.4 LISTE DE CONTRÔLE MIA
CHECKLIST MIA

Part 1 Généralités (GEN)
General (GEN)

GEN 0

00 GEN 0.1-1	05 DEC 2019
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07 GEN 1.2-5	08 NOV 2018	09 GEN 1.6-16	15 AUG 2019	12 GEN 1.6-5	08 NOV 2018
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07 GEN 1.6-2	21 MAY 2020	09 GEN 1.6-19	15 AUG 2019	12 GEN 1.7-1	08 NOV 2018
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07 GEN 1.6-6	21 MAY 2020	09 GEN 1.7-4	28 MAR 2019	13 GEN 1.1-2	12 AUG 2021
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16 GEN 1.7-3	23 APR 2020
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GEN 2

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03 GEN 2.4-2	14 JUL 2022
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13 GEN 2.1-1	08 NOV 2018
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13 GEN 2.4-2	06 OCT 2022
13 GEN 2.4-3	06 OCT 2022
13 GEN 2.5-1	06 OCT 2022
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16 GEN 2.5-1	08 NOV 2018
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17 GEN 2.4-1	18 JUN 2020
17 GEN 2.4-2	18 JUN 2020
17 GEN 2.5-1	18 JUN 2020

GEN 3

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08GEN3-FG-RSFTA	08 NOV 2018
09GEN3-FM-RSFTA	08 NOV 2018
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15 GEN 3.6-1	25 FEB 2021
15 GEN 3.6-2	25 FEB 2021

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13 ENR 2.2-4	22 APR 2021
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ENR 3

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00 ENR 5.3-7	08 NOV 2018

AD 2

AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN

01 AD-2.DBBB-1 30 DEC 2021
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01 AD-2.DBBB-11 30 DEC 2021

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01 AD-2.DBBP-8 28 JAN 2021

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02 AD-2.DFFD-1 25 FEB 2021
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02 AD-2.DFFD-4 28 JAN 2021
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03 AD-2.FKKD-7 17 JUN 2021
03 AD-2.FKKD-8 14 JUL 2022
03 AD-2.FKKD-9 24 FEB 2022
03 AD-2.FKKD-10 14 JUL 2022
03 AD-2.FKKD-11 25 FEB 2021
03 AD-2.FKKD-12 24 FEB 2022
03 AD-2.FKKD-13 14 JUL 2022

BAFOUSSAM

03 AD-2.FKKU-1 07 OCT 2021
03 AD-2.FKKU-2 07 OCT 2021
03 AD-2.FKKU-3 30 DEC 2021
03 AD-2.FKKU-4 30 DEC 2021
03 AD-2.FKKU-5 04 NOV 2021
03 AD-2.FKKU-6 04 NOV 2021
03 AD-2.FKKU-7 07 OCT 2021
03 AD-2.FKKU-8 07 OCT 2021
03 AD-2.FKKU-9 30 DEC 2021
03 AD-2.FKKU-10 30 DEC 2021
03 AD-2.FKKU-11 30 DEC 2021
03 AD-2.FKKU-12 30 DEC 2021
03 AD-2.FKKU-13 30 DEC 2021
03AD-2.OPEN-EXTENSION-FKKU 30 DEC 2021

GAROUA

03 AD-2.FKKR-1 14 JUL 2022

03 AD-2.FKKR-2	19 MAY 2022
03 AD-2.FKKR-3	19 MAY 2022
03 AD-2.FKKR-4	11 AUG 2022
03 AD-2.FKKR-5	14 JUL 2022
03 AD-2.FKKR-6	21 MAY 2020
03 AD-2.FKKR-7	14 JUL 2022
03 AD-2.FKKR-8	14 JUL 2022
03 AD-2.FKKR-9	14 JUL 2022
03 AD-2.FKKR-10	14 JUL 2022
03 AD-2.FKKR-11	14 JUL 2022
03 AD-2.FKKR-12	14 JUL 2022
03AD-2.OPEN-EXTENSION-FORM	23 APR 2020

YAOUNDE / NSIMALEN

03 AD-2.FKYS-1	14 JUL 2022
03 AD-2.FKYS-2	14 JUL 2022
03 AD-2.FKYS-3	24 FEB 2022
03 AD-2.FKYS-4	11 AUG 2022
03 AD-2.FKYS-5	14 JUL 2022
03 AD-2.FKYS-6	04 NOV 2021
03 AD-2.FKYS-7	04 NOV 2021
03 AD-2.FKYS-8	11 AUG 2022
03 AD-2.FKYS-9	14 JUL 2022
03 AD-2.FKYS-10	14 JUL 2022
03 AD-2.FKYS-11	14 JUL 2022
03 AD-2.FKYS-12	30 DEC 2021
03 AD-2.FKYS-13	04 NOV 2021

BANGUI-M'POKO

04 AD-2.FEFF-1	25 FEB 2021
04 AD-2.FEFF-2	25 MAR 2021
04 AD-2.FEFF-3	27 FEB 2020
04 AD-2.FEFF-4	27 FEB 2020
04 AD-2.FEFF-5	27 FEB 2020
04 AD-2.FEFF-6	25 FEB 2021
04 AD-2.FEFF-7	27 FEB 2020
04 AD-2.FEFF-8	27 FEB 2020
04 AD-2.FEFF-9	27 FEB 2020
04 AD-2.FEFF-10	25 FEB 2021

BRAZZAVILLE / MAYA-MAYA

05 AD-2.FCBB-1	25 FEB 2021
05 AD-2.FCBB-2	28 JAN 2021
05 AD-2.FCBB-3	27 JAN 2022
05 AD-2.FCBB-4	27 JAN 2022
05 AD-2.FCBB-5	27 JAN 2022
05 AD-2.FCBB-6	27 JAN 2022
05 AD-2.FCBB-7	27 JAN 2022
05 AD-2.FCBB-8	27 JAN 2022
05 AD-2.FCBB-9	27 JAN 2022
05 AD-2.FCBB-10	27 JAN 2022
05 AD-2.FCBB-11	27 JAN 2022
05 AD-2.FCBB-12	27 JAN 2022
05 AD-2.FCBB-13	27 JAN 2022
05 AD-2.FCBB-14	27 JAN 2022

POINTE NOIRE / ANTONIO AGOSTINHO NETO

05 AD-2.FCPP-1	12 AUG 2021
05 AD-2.FCPP-2	12 AUG 2021
05 AD-2.FCPP-3	12 AUG 2021
05 AD-2.FCPP-4	12 AUG 2021
05 AD-2.FCPP-5	14 JUL 2022
05 AD-2.FCPP-6	24 MAR 2022
05 AD-2.FCPP-7	13 AUG 2020
05 AD-2.FCPP-8	14 JUL 2022
05 AD-2.FCPP-9	23 APR 2020
05 AD-2.FCPP-10	24 MAR 2022
05 AD-2.FCPP-11	24 MAR 2022
05 AD-2.FCPP-12	24 MAR 2022

OLLOMBO / DENIS SASSOU N'GUESSO

05 AD-2.FCOD-1	13 AUG 2020
05 AD-2.FCOD-2	13 AUG 2020
05 AD-2.FCOD-3	24 MAR 2022
05 AD-2.FCOD-4	10 SEP 2020
05 AD-2.FCOD-5	15 AUG 2019
05 AD-2.FCOD-6	12 AUG 2021
05 AD-2.FCOD-7	10 SEP 2020
05 AD-2.FCOD-8	15 AUG 2019
05 AD-2.FCOD-9	23 APR 2020
05 AD-2.FCOD-10	10 SEP 2020
05 AD-2.FCOD-11	23 APR 2020

AEROPORT INTERNATIONAL FELIX HOUPHOUET BOIGNY D'ABIDJAN

06 AD-2.DIAP-1	25 FEB 2021
06 AD-2.DIAP-2	22 APR 2021
06 AD-2.DIAP-3	19 MAY 2022
06 AD-2.DIAP-4	18 JUN 2020
06 AD-2.DIAP-5	24 MAR 2022
06 AD-2.DIAP-6	13 AUG 2020
06 AD-2.DIAP-7	18 JUN 2020
06 AD-2.DIAP-8	18 JUN 2020
06 AD-2.DIAP-9	18 JUN 2020
06 AD-2.DIAP-10	24 MAR 2022
06 AD-2.DIAP-11	22 APR 2021
06 AD-2.DIAP-12	13 AUG 2020
06 AD-2.DIAP-13	13 AUG 2020
06 AD-2.DIAP-14	13 AUG 2020
06 AD-2.DIAP-15	13 AUG 2020
06 AD-2.DIAP-16	13 AUG 2020
06 AD-2.DIAP-17	13 AUG 2020
06 AD-2.DIAP-18	13 AUG 2020

YAMOUSSOUKRO

06 AD-2.DIYO-1	25 FEB 2021
06 AD-2.DIYO-2	15 AUG 2019
06 AD-2.DIYO-3	15 AUG 2019
06 AD-2.DIYO-4	15 AUG 2019
06 AD-2.DIYO-5	17 JUN 2021
06 AD-2.DIYO-6	13 AUG 2020
06 AD-2.DIYO-7	23 APR 2020
06 AD-2.DIYO-8	23 APR 2020
06 AD-2.DIYO-9	25 FEB 2021

BOUAKE

06 AD-2.DIBK-1	25 FEB 2021
06 AD-2.DIBK-2	25 FEB 2021
06 AD-2.DIBK-3	25 FEB 2021
06 AD-2.DIBK-4	25 FEB 2021
06 AD-2.DIBK-5	25 FEB 2021
06 AD-2.DIBK-6	25 FEB 2021
06 AD-2.DIBK-7	25 FEB 2021
06 AD-2.DIBK-8	25 FEB 2021
06 AD-2.DIBK-9	25 FEB 2021
06 AD-2.DIBK-10	25 FEB 2021

KORHOGO

06 AD-2.DIKO-1	25 FEB 2021
06 AD-2.DIKO-2	15 AUG 2019
06 AD-2.DIKO-3	15 AUG 2019
06 AD-2.DIKO-4	15 AUG 2019
06 AD-2.DIKO-5	23 APR 2020
06 AD-2.DIKO-6	13 AUG 2020
06 AD-2.DIKO-7	15 AUG 2019
06 AD-2.DIKO-8	08 OCT 2020
06 AD-2.DIKO-9	13 AUG 2020

MAN

06 AD-2.DIMN-1	25 FEB 2021
06 AD-2.DIMN-2	15 AUG 2019
06 AD-2.DIMN-3	15 AUG 2019
06 AD-2.DIMN-4	15 AUG 2019
06 AD-2.DIMN-5	23 APR 2020
06 AD-2.DIMN-6	13 AUG 2020
06 AD-2.DIMN-7	23 APR 2020
06 AD-2.DIMN-8	13 AUG 2020

ODIENNE

06 AD-2.DIOD-1	25 FEB 2021
06 AD-2.DIOD-2	15 AUG 2019
06 AD-2.DIOD-3	15 AUG 2019
06 AD-2.DIOD-4	15 AUG 2019
06 AD-2.DIOD-5	23 APR 2020
06 AD-2.DIOD-6	13 AUG 2020
06 AD-2.DIOD-7	15 AUG 2019
06 AD-2.DIOD-8	21 MAY 2020
06 AD-2.DIOD-9	13 AUG 2020

LIBREVILLE/LEON M'BA

07 AD-2.FOOL-1	14 JUL 2022
07 AD-2.FOOL-2	17 JUN 2021
07 AD-2.FOOL-3	24 MAR 2022
07 AD-2.FOOL-4	24 MAR 2022
07 AD-2.FOOL-5	24 FEB 2022
07 AD-2.FOOL-6	17 JUN 2021
07 AD-2.FOOL-7	25 FEB 2021
07 AD-2.FOOL-8	17 JUN 2021
07 AD-2.FOOL-9	12 AUG 2021
07 AD-2.FOOL-10	17 JUN 2021
07 AD-2.FOOL-11	17 JUN 2021
07 AD-2.FOOL-12	17 JUN 2021
07 AD-2.FOOL-13	17 JUN 2021
07 AD-2.FOOL-14	17 JUN 2021
07 AD-2.FOOL-15	17 JUN 2021

PORT-GENTIL

07 AD-2.FOOG-1	28 JAN 2021
07 AD-2.FOOG-2	24 FEB 2022
07 AD-2.FOOG-3	24 FEB 2022
07 AD-2.FOOG-4	28 JAN 2021
07 AD-2.FOOG-5	27 JAN 2022
07 AD-2.FOOG-6	28 JAN 2021
07 AD-2.FOOG-7	28 JAN 2021
07 AD-2.FOOG-8	28 JAN 2021
07 AD-2.FOOG-9	27 JAN 2022
07 AD-2.FOOG-10	27 JAN 2022
07 AD-2.FOOG-11	28 JAN 2021

FRANCEVILLE/M'VENGUE

07 AD-2.FOON-1	24 MAR 2022
07 AD-2.FOON-2	15 AUG 2019
07 AD-2.FOON-3	24 FEB 2022
07 AD-2.FOON-4	08 OCT 2020
07 AD-2.FOON-5	23 APR 2020
07 AD-2.FOON-6	08 OCT 2020
07 AD-2.FOON-7	23 APR 2020
07 AD-2.FOON-8	16 JUL 2020
07 AD-2.FOON-9	08 OCT 2020
07 AD-2.FOON-10	23 APR 2020

MALABO

08 AD-2.FGSL-1	13 AUG 2020
08 AD-2.FGSL-2	25 FEB 2021
08 AD-2.FGSL-3	06 OCT 2022
08 AD-2.FGSL-4	15 AUG 2019
08 AD-2.FGSL-5	10 SEP 2020
08 AD-2.FGSL-6	25 FEB 2021
08 AD-2.FGSL-7	25 FEB 2021
08 AD-2.FGSL-8	25 FEB 2021
08 AD-2.FGSL-9	25 FEB 2021
08 AD-2.FGSL-10	25 FEB 2021

08 AD-2.FGSL-11	25 FEB 2021
08 AD-2.FGSL-12	25 FEB 2021
08 AD-2.FGSL-13	25 FEB 2021
08 AD-2.FGSL-14	12 AUG 2021

BATA

08 AD-2.FGBT-1	19 MAY 2022
08 AD-2.FGBT-2	19 MAY 2022
08 AD-2.FGBT-3	19 MAY 2022
08 AD-2.FGBT-4	19 MAY 2022
08 AD-2.FGBT-5	19 MAY 2022
08 AD-2.FGBT-6	19 MAY 2022
08 AD-2.FGBT-7	19 MAY 2022
08 AD-2.FGBT-8	19 MAY 2022
08 AD-2.FGBT-9	19 MAY 2022
08 AD-2.FGBT-10	19 MAY 2022
08 AD-2.FGBT-11	16 JUN 2022
08 AD-2.FGBT-12	19 MAY 2022

MONGOMEYEN/GENERAL OBIANG

08 AD-2.FGMY-1	19 MAY 2022
08 AD-2.FGMY-2	19 MAY 2022
08 AD-2.FGMY-3	19 MAY 2022
08 AD-2.FGMY-4	16 JUN 2022
08 AD-2.FGMY-5	25 FEB 2021
08 AD-2.FGMY-6	19 MAY 2022
08 AD-2.FGMY-7	13 AUG 2020
08 AD-2.FGMY-8	19 MAY 2022
08 AD-2.FGMY-9	19 MAY 2022
08 AD-2.FGMY-10	19 MAY 2022
08 AD-2.FGMY-11	19 MAY 2022

ANTSIRABE

09 AD-2.FMME-1	12 AUG 2021
09 AD-2.FMME-2	27 FEB 2020
09 AD-2.FMME-3	15 AUG 2019
09 AD-2.FMME-4	05 DEC 2019
09 AD-2.FMME-5	05 NOV 2020
09 AD-2.FMME-6	05 DEC 2019
09 AD-2.FMME-7	05 DEC 2019
09 AD-2.FMME-8	05 DEC 2019

ANTANANARIVO / IVATO

09 AD-2.FMMI-1	24 MAR 2022
09 AD-2.FMMI-2	15 AUG 2019
09 AD-2.FMMI-3	27 JAN 2022
09 AD-2.FMMI-4	21 APR 2022
09 AD-2.FMMI-5	21 APR 2022
09 AD-2.FMMI-6	21 APR 2022
09 AD-2.FMMI-7	07 OCT 2021
09 AD-2.FMMI-8	15 AUG 2019
09 AD-2.FMMI-9	15 AUG 2019
09 AD-2.FMMI-10	21 APR 2022
09 AD-2.FMMI-11	28 JAN 2021
09 AD-2.FMMI-12	07 OCT 2021
09 AD-2.FMMI-13	05 DEC 2019
09 AD-2.FMMI-14	16 JUN 2022
09 AD-2.FMMI-15	05 NOV 2020
09 AD-2.FMMI-16	21 APR 2022
09 AD-2.FMMI-17	21 APR 2022
09 AD-2.FMMI-18	23 APR 2020
09 AD-2.FMMI-19	21 APR 2022
09 AD-2.FMMI-20	05 NOV 2020

MAHAJANGA / PHILIBERT TSIRANANA

09 AD-2.FMNM-1	24 MAR 2022
09 AD-2.FMNM-2	25 MAR 2021
09 AD-2.FMNM-3	17 JUN 2021
09 AD-2.FMNM-4	23 APR 2020
09 AD-2.FMNM-5	05 NOV 2020
09 AD-2.FMNM-6	15 AUG 2019
09 AD-2.FMNM-7	30 DEC 2021
09 AD-2.FMNM-8	25 MAR 2021
09 AD-2.FMNM-9	21 APR 2022
09 AD-2.FMNM-10	21 APR 2022
09 AD-2.FMNM-11	05 NOV 2020
09 AD-2.FMNM-12	28 JAN 2021
09 AD-2.FMNM-13	04 NOV 2021
09 AD-2.FMNM-14	04 NOV 2021

TOAMASINA/AMBALAMANASY

09 AD-2.FMMT-1	24 MAR 2022
09 AD-2.FMMT-2	24 MAR 2022
09 AD-2.FMMT-3	14 JUL 2022
09 AD-2.FMMT-4	11 AUG 2022
09 AD-2.FMMT-5	24 MAR 2022
09 AD-2.FMMT-6	24 MAR 2022
09 AD-2.FMMT-7	24 MAR 2022
09 AD-2.FMMT-8	24 MAR 2022
09 AD-2.FMMT-9	19 MAY 2022
09 AD-2.FMMT-10	11 AUG 2022
09 AD-2.FMMT-11	11 AUG 2022
09 AD-2.FMMT-12	11 AUG 2022
09 AD-2.FMMT-13	11 AUG 2022
09 AD-2.FMMT-14	11 AUG 2022

NOSY-BE / FASCENE

09 AD-2.FMNN-1	21 APR 2022
09 AD-2.FMNN-2	19 MAY 2022
09 AD-2.FMNN-3	21 APR 2022
09 AD-2.FMNN-4	21 MAY 2020
09 AD-2.FMNN-5	21 APR 2022
09 AD-2.FMNN-6	19 MAY 2022
09 AD-2.FMNN-7	21 APR 2022
09 AD-2.FMNN-8	21 APR 2022
09 AD-2.FMNN-9	21 APR 2022
09 AD-2.FMNN-10	21 APR 2022
09 AD-2.FMNN-11	21 APR 2022

TOLAGNARO / MARILLAC

09 AD-2.FMSD-1	24 MAR 2022
09 AD-2.FMSD-2	21 APR 2022
09 AD-2.FMSD-3	21 MAY 2020
09 AD-2.FMSD-4	05 NOV 2020
09 AD-2.FMSD-5	04 NOV 2021
09 AD-2.FMSD-6	23 APR 2020
09 AD-2.FMSD-7	21 MAY 2020
09 AD-2.FMSD-8	24 MAR 2022
09 AD-2.FMSD-9	21 MAY 2020
09 AD-2.FMSD-10	28 JAN 2021
09 AD-2.FMSD-11	28 JAN 2021
09 AD-2.FMSD-12	28 JAN 2021

ANTSIRANANA / ARRACHART

09 AD-2.FMNA-1	05 NOV 2020
09 AD-2.FMNA-2	23 APR 2020
09 AD-2.FMNA-3	21 APR 2022
09 AD-2.FMNA-4	05 NOV 2020
09 AD-2.FMNA-5	23 APR 2020
09 AD-2.FMNA-6	05 NOV 2020
09 AD-2.FMNA-7	05 NOV 2020
09 AD-2.FMNA-8	05 NOV 2020
09 AD-2.FMNA-9	21 APR 2022
09 AD-2.FMNA-10	05 NOV 2020

SAINTE-MARIE

09 AD-2.FMMS-1	05 NOV 2020
09 AD-2.FMMS-2	05 NOV 2020
09 AD-2.FMMS-3	05 NOV 2020
09 AD-2.FMMS-4	05 NOV 2020
09 AD-2.FMMS-5	05 NOV 2020
09 AD-2.FMMS-6	21 APR 2022
09 AD-2.FMMS-7	24 MAR 2022
09 AD-2.FMMS-8	05 NOV 2020
09 AD-2.FMMS-9	05 NOV 2020

MORONDAVA

09 AD-2.FMMV-1	05 NOV 2020
09 AD-2.FMMV-2	05 NOV 2020
09 AD-2.FMMV-3	05 NOV 2020
09 AD-2.FMMV-4	24 MAR 2022
09 AD-2.FMMV-5	05 NOV 2020
09 AD-2.FMMV-6	05 NOV 2020
09 AD-2.FMMV-7	05 NOV 2020
09 AD-2.FMMV-8	24 MAR 2022
09 AD-2.FMMV-9	05 NOV 2020

SAMBAVA / SUD

09 AD-2.FMNS-1	05 NOV 2020
09 AD-2.FMNS-2	05 NOV 2020
09 AD-2.FMNS-3	05 NOV 2020
09 AD-2.FMNS-4	24 MAR 2022
09 AD-2.FMNS-5	05 NOV 2020
09 AD-2.FMNS-6	21 APR 2022
09 AD-2.FMNS-7	05 NOV 2020
09 AD-2.FMNS-8	05 NOV 2020
09 AD-2.FMNS-9	05 NOV 2020

FIANARANTSOA

09 AD-2.FMSF-1	05 NOV 2020
09 AD-2.FMSF-2	05 NOV 2020
09 AD-2.FMSF-3	05 NOV 2020
09 AD-2.FMSF-4	05 NOV 2020
09 AD-2.FMSF-5	05 NOV 2020
09 AD-2.FMSF-6	05 NOV 2020
09 AD-2.FMSF-7	05 NOV 2020
09 AD-2.FMSF-8	05 NOV 2020
09 AD-2.FMSF-9	05 NOV 2020

MANANJARY

09 AD-2.FMSM-1	24 FEB 2022
09 AD-2.FMSM-2	05 NOV 2020
09 AD-2.FMSM-3	24 FEB 2022
09 AD-2.FMSM-4	05 NOV 2020
09 AD-2.FMSM-5	05 NOV 2020
09 AD-2.FMSM-6	05 NOV 2020
09 AD-2.FMSM-7	24 FEB 2022
09 AD-2.FMSM-8	05 NOV 2020
09 AD-2.FMSM-9	05 NOV 2020

TOLIARY

09 AD-2.FMST-1	05 NOV 2020
09 AD-2.FMST-2	24 FEB 2022
09 AD-2.FMST-3	05 NOV 2020
09 AD-2.FMST-4	05 NOV 2020
09 AD-2.FMST-5	05 NOV 2020
09 AD-2.FMST-6	05 NOV 2020
09 AD-2.FMST-7	05 NOV 2020
09 AD-2.FMST-8	05 NOV 2020
09 AD-2.FMST-9	05 NOV 2020
09 AD-2.FMST-10	28 JAN 2021

AEROPORT INTERNATIONAL PRESIDENT MODIBO KEITA - SENOU

10 AD-2.GABS-1	25 MAR 2021
10 AD-2.GABS-2	08 OCT 2020
10 AD-2.GABS-3	25 MAR 2021
10 AD-2.GABS-4	21 MAY 2020
10 AD-2.GABS-5	21 MAY 2020
10 AD-2.GABS-6	21 MAY 2020
10 AD-2.GABS-7	23 APR 2020
10 AD-2.GABS-8	25 MAR 2021
10 AD-2.GABS-9	21 MAY 2020
10 AD-2.GABS-10	08 OCT 2020
10 AD-2.GABS-11	23 APR 2020

10 AD-2.GABS-12	23 APR 2020
10 AD-2.GABS-13	25 MAR 2021
10 AD-2.GABS-14	23 APR 2020

GAO / KOROGOUSSOU

10 AD-2.GAGO-1	08 OCT 2020
10 AD-2.GAGO-2	15 AUG 2019
10 AD-2.GAGO-3	15 AUG 2019
10 AD-2.GAGO-4	17 JUN 2021
10 AD-2.GAGO-5	16 JUN 2022
10 AD-2.GAGO-6	07 OCT 2021
10 AD-2.GAGO-7	17 JUN 2021
10 AD-2.GAGO-8	17 JUN 2021
10 AD-2.GAGO-9	16 JUN 2022

KAYES / DAG-DAG

10 AD-2.GAKD-1	08 OCT 2020
10 AD-2.GAKD-2	21 MAY 2020
10 AD-2.GAKD-3	27 FEB 2020
10 AD-2.GAKD-4	15 AUG 2019
10 AD-2.GAKD-5	15 AUG 2019
10 AD-2.GAKD-6	25 FEB 2021
10 AD-2.GAKD-7	15 AUG 2019
10 AD-2.GAKD-8	05 DEC 2019
10 AD-2.GAKD-9	23 APR 2020
10 AD-2.GAKD-10	08 OCT 2020

MOPTI / AMBODEDJO

10 AD-2.GAMB-1	18 JUN 2020
10 AD-2.GAMB-2	21 MAY 2020
10 AD-2.GAMB-3	15 AUG 2019
10 AD-2.GAMB-4	15 AUG 2019
10 AD-2.GAMB-5	25 FEB 2021
10 AD-2.GAMB-6	25 MAR 2021
10 AD-2.GAMB-7	25 MAR 2021
10 AD-2.GAMB-8	23 APR 2020
10 AD-2.GAMB-9	10 SEP 2020

SIKASSO / DIGNANGAN

10 AD-2.GASO-1	08 OCT 2020
10 AD-2.GASO-2	21 MAY 2020
10 AD-2.GASO-3	21 MAY 2020
10 AD-2.GASO-4	21 MAY 2020
10 AD-2.GASO-5	15 AUG 2019
10 AD-2.GASO-6	25 FEB 2021
10 AD-2.GASO-7	25 FEB 2021
10 AD-2.GASO-8	21 MAY 2020
10 AD-2.GASO-9	16 JUN 2022
10 AD-2.GASO-10	16 JUN 2022

TOMBOUCTOU

10 AD-2.GATB-1	25 FEB 2021
10 AD-2.GATB-2	15 AUG 2019
10 AD-2.GATB-3	15 AUG 2019
10 AD-2.GATB-4	15 AUG 2019
10 AD-2.GATB-5	23 APR 2020
10 AD-2.GATB-6	15 AUG 2019
10 AD-2.GATB-7	15 AUG 2019
10 AD-2.GATB-8	23 APR 2020
10 AD-2.GATB-9	23 APR 2020

NOUAKCHOTT - OUMTOUNSY

11 AD-2.GQNO-1	17 JUN 2021
11 AD-2.GQNO-2	27 FEB 2020
11 AD-2.GQNO-3	27 FEB 2020
11 AD-2.GQNO-4	27 FEB 2020
11 AD-2.GQNO-5	27 FEB 2020
11 AD-2.GQNO-6	23 APR 2020
11 AD-2.GQNO-7	27 FEB 2020
11 AD-2.GQNO-8	27 FEB 2020
11 AD-2.GQNO-9	27 FEB 2020
11 AD-2.GQNO-10	27 FEB 2020
11 AD-2.GQNO-11	27 FEB 2020
11 AD-2.GQNO-12	27 FEB 2020
11 AD-2.GQNO-13	27 FEB 2020
11 AD-2.GQNO-14	27 FEB 2020
11 AD-2.GQNO-15	25 FEB 2021

NOUADHIBOU

11 AD-2.GQPP-1	08 OCT 2020
11 AD-2.GQPP-2	05 DEC 2019
11 AD-2.GQPP-3	15 AUG 2019
11 AD-2.GQPP-4	15 AUG 2019
11 AD-2.GQPP-5	15 AUG 2019
11 AD-2.GQPP-6	15 AUG 2019
11 AD-2.GQPP-7	05 DEC 2019
11 AD-2.GQPP-8	15 AUG 2019
11 AD-2.GQPP-9	15 AUG 2019
11 AD-2.GQPP-10	05 DEC 2019
11 AD-2.GQPP-11	08 OCT 2020
11 AD-2.GQPP-12	05 DEC 2019

NIAMEY / DIORI HAMANI

12 AD-2.DRRN-1	13 AUG 2020
12 AD-2.DRRN-2	13 AUG 2020
12 AD-2.DRRN-3	04 NOV 2021
12 AD-2.DRRN-4	30 DEC 2021
12 AD-2.DRRN-5	30 DEC 2021
12 AD-2.DRRN-6	04 NOV 2021
12 AD-2.DRRN-7	13 AUG 2020
12 AD-2.DRRN-8	30 DEC 2021
12 AD-2.DRRN-9	30 DEC 2021
12 AD-2.DRRN-10	30 DEC 2021
12 AD-2.DRRN-11	30 DEC 2021
12 AD-2.DRRN-12	19 MAY 2022
12 AD-2.DRRN-13	30 DEC 2021
12 AD-2.DRRN-14	30 DEC 2021

AGADEZ / MANO DAYAK

12 AD-2.DRZA-1	25 FEB 2021
12 AD-2.DRZA-2	25 FEB 2021
12 AD-2.DRZA-3	25 FEB 2021
12 AD-2.DRZA-4	15 AUG 2019
12 AD-2.DRZA-5	25 FEB 2021
12 AD-2.DRZA-6	25 FEB 2021
12 AD-2.DRZA-7	25 FEB 2021
12 AD-2.DRZA-8	25 FEB 2021
12 AD-2.DRZA-9	25 FEB 2021
12 AD-2.DRZA-10	25 FEB 2021
12 AD-2.DRZA-11	25 FEB 2021

ZINDER

12 AD-2.DRZR-1	28 JAN 2021
12 AD-2.DRZR-2	13 AUG 2020
12 AD-2.DRZR-3	13 AUG 2020
12 AD-2.DRZR-4	13 AUG 2020
12 AD-2.DRZR-5	24 MAR 2022
12 AD-2.DRZR-6	30 DEC 2021
12 AD-2.DRZR-7	13 AUG 2020
12 AD-2.DRZR-8	21 APR 2022
12 AD-2.DRZR-9	24 MAR 2022
12 AD-2.DRZR-10	08 OCT 2020

MARADI

12 AD-2.DRRM-1	13 AUG 2020
12 AD-2.DRRM-2	13 AUG 2020
12 AD-2.DRRM-3	13 AUG 2020
12 AD-2.DRRM-4	13 AUG 2020
12 AD-2.DRRM-5	17 JUN 2021
12 AD-2.DRRM-6	17 JUN 2021
12 AD-2.DRRM-7	17 JUN 2021
12 AD-2.DRRM-8	17 JUN 2021
12 AD-2.DRRM-9	13 AUG 2020
12 AD-2.DRRM-10	13 AUG 2020
12 AD-2.DRRM-11	08 OCT 2020
12 AD-2.DRRM-12	13 AUG 2020
12 AD-2.DRRM-13	23 APR 2020

TAHOUA

12 AD-2.DRRT-1	13 AUG 2020
12 AD-2.DRRT-2	04 NOV 2021
12 AD-2.DRRT-3	13 AUG 2020
12 AD-2.DRRT-4	15 AUG 2019
12 AD-2.DRRT-5	13 AUG 2020
12 AD-2.DRRT-6	13 AUG 2020
12 AD-2.DRRT-7	13 AUG 2020
12 AD-2.DRRT-8	13 AUG 2020
12 AD-2.DRRT-9	13 AUG 2020
12 AD-2.DRRT-10	13 AUG 2020
12 AD-2.DRRT-11	23 APR 2020

AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS

13 AD-2.GOBD-1	25 FEB 2021
13 AD-2.GOBD-2	23 APR 2020
13 AD-2.GOBD-3	22 APR 2021
13 AD-2.GOBD-4	25 FEB 2021
13 AD-2.GOBD-5	19 MAY 2022
13 AD-2.GOBD-6	19 MAY 2022
13 AD-2.GOBD-7	19 MAY 2022
13 AD-2.GOBD-8	15 AUG 2019
13 AD-2.GOBD-9	15 AUG 2019
13 AD-2.GOBD-10	15 AUG 2019
13 AD-2.GOBD-11	17 JUN 2021
13 AD-2.GOBD-12	22 APR 2021
13 AD-2.GOBD-13	22 APR 2021
13 AD-2.GOBD-14	19 MAY 2022
13 AD-2.GOBD-15	21 MAY 2020
13 AD-2.GOBD-16	13 AUG 2020
13 AD-2.GOBD-17	23 APR 2020

DAKAR / LEOPOLD SEDAR SENGHOR

13 AD-2.GOOY-1	25 MAR 2021
13 AD-2.GOOY-2	25 MAR 2021
13 AD-2.GOOY-3	25 MAR 2021
13 AD-2.GOOY-4	25 MAR 2021
13 AD-2.GOOY-5	25 MAR 2021
13 AD-2.GOOY-6	17 JUN 2021
13 AD-2.GOOY-7	25 MAR 2021
13 AD-2.GOOY-8	25 MAR 2021
13 AD-2.GOOY-9	25 MAR 2021
13 AD-2.GOOY-10	17 JUN 2021
13 AD-2.GOOY-11	17 JUN 2021
13 AD-2.GOGS-1	06 OCT 2022
13 AD-2.GOGS-2	23 APR 2020
13 AD-2.GOGS-3	06 OCT 2022
13 AD-2.GOGS-4	15 JUL 2021
13 AD-2.GOGS-5	23 APR 2020
13 AD-2.GOGS-6	06 OCT 2022
13 AD-2.GOGS-7	19 MAY 2022
13 AD-2.GOGS-8	22 APR 2021
13 AD-2.GOGS-9	22 APR 2021

SAINT LOUIS

13 AD-2.GOSS-1	30 DEC 2021
13 AD-2.GOSS-2	17 JUN 2021
13 AD-2.GOSS-3	13 AUG 2020
13 AD-2.GOSS-4	23 APR 2020
13 AD-2.GOSS-5	23 APR 2020
13 AD-2.GOSS-6	13 AUG 2020
13 AD-2.GOSS-7	23 APR 2020
13 AD-2.GOSS-8	23 APR 2020
13 AD-2.GOSS-9	13 AUG 2020

N'DJAMENA / HASSAN DJAMOUS

14 AD-2.FTTJ-1	28 JAN 2021
14 AD-2.FTTJ-2	15 AUG 2019
14 AD-2.FTTJ-3	21 MAY 2020
14 AD-2.FTTJ-4	15 AUG 2019
14 AD-2.FTTJ-5	15 AUG 2019
14 AD-2.FTTJ-6	17 JUN 2021
14 AD-2.FTTJ-7	25 FEB 2021
14 AD-2.FTTJ-8	27 FEB 2020
14 AD-2.FTTJ-9	27 FEB 2020
14 AD-2.FTTJ-10	27 FEB 2020
14 AD-2.FTTJ-11	25 FEB 2021

SARH

14 AD-2.FTTA-1	28 JAN 2021
14 AD-2.FTTA-2	27 FEB 2020
14 AD-2.FTTA-3	27 FEB 2020
14 AD-2.FTTA-4	27 FEB 2020
14 AD-2.FTTA-5	28 JAN 2021
14 AD-2.FTTA-6	27 FEB 2020
14 AD-2.FTTA-7	27 FEB 2020
14 AD-2.FTTA-8	27 FEB 2020

ABECHE

14 AD-2.FTTC-1	28 JAN 2021
14 AD-2.FTTC-2	15 AUG 2019
14 AD-2.FTTC-3	15 AUG 2019
14 AD-2.FTTC-4	15 AUG 2019
14 AD-2.FTTC-5	23 APR 2020
14 AD-2.FTTC-6	28 JAN 2021
14 AD-2.FTTC-7	15 AUG 2019
14 AD-2.FTTC-8	15 AUG 2019
14 AD-2.FTTC-9	28 JAN 2021

AEROPORT INTERNATIONAL GNASSINGBE EYADEMA (AIGE)

15 AD-2.DXXX-1	30 DEC 2021
15 AD-2.DXXX-2	15 AUG 2019
15 AD-2.DXXX-3	28 JAN 2021
15 AD-2.DXXX-4	17 JUN 2021
15 AD-2.DXXX-5	27 JAN 2022
15 AD-2.DXXX-6	27 JAN 2022
15 AD-2.DXXX-7	15 AUG 2019
15 AD-2.DXXX-8	15 AUG 2019
15 AD-2.DXXX-9	13 AUG 2020
15 AD-2.DXXX-10	27 JAN 2022
15 AD-2.DXXX-11	27 JAN 2022
15 AD-2.DXXX-12	27 JAN 2022
15 AD-2.DXXX-13	27 JAN 2022
15 AD-2.DXXX-14	27 JAN 2022
15 AD-2.DXXX-15	21 APR 2022
15 AD-2.DXXX-16	14 JUL 2022
15 AD-2.DXXX-17	27 JAN 2022
15 AD-2.DXXX-18	27 JAN 2022

AEROPORT INTERNATIONAL DE NIAMTOUGOU (AIN)

15 AD-2.DXNG-1	13 AUG 2020
15 AD-2.DXNG-2	15 AUG 2019
15 AD-2.DXNG-3	15 AUG 2019
15 AD-2.DXNG-4	15 AUG 2019
15 AD-2.DXNG-5	15 AUG 2019
15 AD-2.DXNG-6	25 FEB 2021
15 AD-2.DXNG-7	15 AUG 2019
15 AD-2.DXNG-8	15 AUG 2019
15 AD-2.DXNG-9	05 DEC 2019
15 AD-2.DXNG-10	13 AUG 2020
15 AD-2.DXNG-11	05 DEC 2019

MORONI/PRINCE SAID IBRAHIM

16 AD-2.FMCH-1	14 JUL 2022
16 AD-2.FMCH-2	24 MAR 2022
16 AD-2.FMCH-3	27 JAN 2022
16 AD-2.FMCH-4	13 AUG 2020
16 AD-2.FMCH-5	23 APR 2020
16 AD-2.FMCH-6	13 AUG 2020
16 AD-2.FMCH-7	15 JUL 2021
16 AD-2.FMCH-8	27 FEB 2020
16 AD-2.FMCH-9	27 FEB 2020
16 AD-2.FMCH-10	13 AUG 2020

BISSAU / OSVALDO VIEIRA

17 AD-2.GGOV-1	25 FEB 2021
17 AD-2.GGOV-2	18 JUN 2020
17 AD-2.GGOV-3	18 JUN 2020
17 AD-2.GGOV-4	15 AUG 2019
17 AD-2.GGOV-5	24 FEB 2022
17 AD-2.GGOV-6	18 JUN 2020
17 AD-2.GGOV-7	15 AUG 2019
17 AD-2.GGOV-8	05 DEC 2019
17 AD-2.GGOV-9	15 AUG 2019
17 AD-2.GGOV-10	16 JUL 2020

AD 3

00 AD 3.1-1	08 NOV 2018

Part 3.2 Cartes relatives aérodromes (AD 2.24)
Charts related to aerodromes (AD 2.24)

01

AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN

01AD2-DBBB-ADC	24 FEB 2022
01AD2-DBBB-APDC	24 FEB 2022
01AD2-DBBB-AOC	24 FEB 2022
01AD2-DBBB-ARC	05 DEC 2019
01AD2-DBBB-STAR-RNAV06	15 JUL 2021
01AD2-DBBB-STAR-RNAV06-DATA	15 JUL 2021
01AD2-DBBB-STAR-RNAV24	15 JUL 2021
01AD2-DBBB-STAR-RNAV24-DATA	15 JUL 2021
01AD2-DBBB-STAR-VORDME06	15 JUL 2021
01AD2-DBBB-STAR-VORDME24	15 JUL 2021
01AD2-DBBB-RMAC	05 DEC 2019
01AD2-DBBB-IAC-RNP06	15 JUL 2021
01AD2-DBBB-IAC-RNP06-DATA	15 JUL 2021
01AD2-DBBB-IAC-RNP24	15 JUL 2021
01AD2-DBBB-IAC-RNP24-DATA	15 JUL 2021
01AD2-DBBB-IAC-ILSY24	15 JUL 2021
01AD2-DBBB-IAC-ILSY24-DATA	15 JUL 2021
01AD2-DBBB-IAC-ILSZ24	15 JUL 2021
01AD2-DBBB-IAC-VOR06	15 JUL 2021
01AD2-DBBB-IAC-VOR24	15 JUL 2021
01AD2-DBBB-VAC	24 FEB 2022
01AD2-DBBB-VLC	24 FEB 2022
01AD2-DBBB-ILC	24 FEB 2022

PARAKOU

01AD2-DBBP-VAC	08 NOV 2018
01AD2-DBBP-VLC	08 NOV 2018

02

BOBO-DIOULASSO

02AD2-DFOO-ADC	27 JAN 2022
02AD2-DFOO-AOC	27 JAN 2022
02AD2-DFOO-STAR-RNAV06	08 NOV 2018
02AD2-DFOO-STAR-RNAV24	08 NOV 2018
02AD2-DFOO-STAR-VORDME0624	08 NOV 2018
02AD2-DFOO-IAC-RNAV06	08 NOV 2018
02AD2-DFOO-IAC-RNAV24	08 NOV 2018
02AD2-DFOO-IAC-ILSX06	08 NOV 2018
02AD2-DFOO-IAC-ILSY06	08 NOV 2018
02AD2-DFOO-IAC-ILSZ06	08 NOV 2018
02AD2-DFOO-IAC-VORXY06	08 NOV 2018
02AD2-DFOO-IAC-VORZY06	08 NOV 2018
02AD2-DFOO-IAC-VORZY24	08 NOV 2018
02AD2-DFOO-IAC-VORXY24	08 NOV 2018
02AD2-DFOO-VAC	27 JAN 2022
02AD2-DFOO-VLC	27 JAN 2022
02AD2-DFOO-CVFR-01	27 JAN 2022
02AD2-DFOO-CVFR-02	27 JAN 2022
02AD2-DFOO-ILC	27 JAN 2022

OUAGADOUGOU

02AD2-DFFD-ADC	22 APR 2021
02AD2-DFFD-APDC	25 FEB 2021
02AD2-DFFD-APDC-DATA	25 FEB 2021
02AD2-DFFD-AOC	22 APR 2021
02AD2-DFFD-ARC	05 DEC 2019
02AD2-DFFD-STAR-RNAV04	16 JUN 2022
02AD2-DFFD-STAR-RNAV04-DATA	16 JUN 2022
02AD2-DFFD-STAR-RNAV22	16 JUN 2022
02AD2-DFFD-STAR-RNAV22-DATA	16 JUN 2022
02AD2-DFFD-STAR-VORDME04	16 JUN 2022
02AD2-DFFD-STAR-VORDME22	16 JUN 2022
02AD2-DFFD-RMAC	27 JAN 2022
02AD2-DFFD-RMAC-DATA	27 JAN 2022
02AD2-DFFD-IAC-RNP04	21 APR 2022
02AD2-DFFD-IAC-RNP04-DATA	21 APR 2022
02AD2-DFFD-IAC-RNP22	21 APR 2022
02AD2-DFFD-IAC-RNP22-DATA	21 APR 2022
02AD2-DFFD-IAC-ILSX04	21 APR 2022
02AD2-DFFD-IAC-ILSX04-DATA	21 APR 2022
02AD2-DFFD-IAC-ILSY04	21 APR 2022
02AD2-DFFD-IAC-ILSZ04	21 APR 2022
02AD2-DFFD-IAC-VOR04	21 APR 2022
02AD2-DFFD-IAC-VORY22	21 APR 2022
02AD2-DFFD-IAC-VORZ22	21 APR 2022
02AD2-DFFD-IAC-NDB04	21 APR 2022
02AD2-DFFD-IAC-NDB22	21 APR 2022
02AD2-DFFD-VAC	22 APR 2021
02AD2-DFFD-VLC	22 APR 2021
02AD2-DFFD-CVFR-01	25 FEB 2021
02AD2-DFFD-CVFR-02	25 FEB 2021
02AD2-DFFD-ILC	22 APR 2021

03

BAFOUSSAM

03AD2-FKKU-AOC	27 JAN 2022
03AD2-FKKU-IAC-RNAV15	16 JUL 2020
03AD2-FKKU-IAC-RNAV15-DATA	16 JUL 2020
03AD2-FKKU-IAC-RNAV33	16 JUL 2020
03AD2-FKKU-IAC-RNAV33-DATA	16 JUL 2020
03AD2-FKKU-IAC-VOR15	16 JUL 2020
03AD2-FKKU-IAC-VOR33	16 JUL 2020
03AD2-FKKU-CVFR-01	27 JAN 2022
03AD2-FKKU-CVFR-02	27 JAN 2022

03AD2-FKKU-ILC 27 JAN 2022
03AD2-FKKU-VAC 27 JAN 2022
03AD2-FKKU-VLC 27 JAN 2022

BATOURI

03AD2-FKKI-VAC 08 NOV 2018
03AD2-FKKI-VLC 08 NOV 2018
03AD2-FKKI-ILC 08 NOV 2018

DOUALA

03AD2-FKKD-ADC 05 DEC 2019
03AD2-FKKD-APDC 08 NOV 2018
03AD2-FKKD-AOC 05 DEC 2019
03AD2-FKKD-ARC 05 DEC 2019
03AD2-FKKD-STAR-RNAV12 08 NOV 2018
03AD2-FKKD-STAR-RNAV12-DATA-01 08 NOV 2018
03AD2-FKKD-STAR-RNAV12-DATA-02 08 NOV 2018
03AD2-FKKD-STAR-RNAV30 08 NOV 2018
03AD2-FKKD-STAR-RNAV30-DATA-01 08 NOV 2018
03AD2-FKKD-STAR-RNAV30-DATA-02 08 NOV 2018
03AD2-FKKD-STAR-VORDME1230 08 NOV 2018
03AD2-FKKD-RMAC 05 DEC 2019
03AD2-FKKD-RMAC-DATA 05 DEC 2019
03AD2-FKKD-IAC-RNAV12 08 NOV 2018
03AD2-FKKD-IAC-RNAV12-DATA 08 NOV 2018
03AD2-FKKD-IAC-RNAV30 08 NOV 2018
03AD2-FKKD-IAC-RNAV30-DATA 08 NOV 2018
03AD2-FKKD-IAC-RNAV-ILS30 08 NOV 2018
03AD2-FKKD-IAC-RNAV-ILS30-DATA 08 NOV 2018
03AD2-FKKD-SURVOL-STAR-SID 08 NOV 2018
03AD2-FKKD-IAC-ILSY30 08 NOV 2018
03AD2-FKKD-IAC-ILSZ30 08 NOV 2018
03AD2-FKKD-IAC-VORY12 08 NOV 2018
03AD2-FKKD-IAC-VORZ12 08 NOV 2018
03AD2-FKKD-IAC-VORY30 08 NOV 2018
03AD2-FKKD-IAC-VORZ30 08 NOV 2018
03AD2-FKKD-VAC 08 NOV 2018
03AD2-FKKD-VLC 08 NOV 2018
03AD2-FKKD-CVFR-01 08 NOV 2018
03AD2-FKKD-CVFR-02 08 NOV 2018
03AD2-FKKD-CVFR-03 08 NOV 2018
03AD2-FKKD-ILC 08 NOV 2018

GAROUA

03AD2-FKKR-ADC 05 DEC 2019
03AD2-FKKR-AOC 05 DEC 2019
03AD2-FKKR-ARC 05 DEC 2019
03AD2-FKKR-STAR-RNAV09 08 NOV 2018
03AD2-FKKR-STAR-RNAV27 08 NOV 2018
03AD2-FKKR-STAR-VORDME0927 08 NOV 2018
03AD2-FKKR-IAC-RNAV09 08 NOV 2018
03AD2-FKKR-IAC-RNAV27 08 NOV 2018
03AD2-FKKR-IAC-ILSX09 08 NOV 2018
03AD2-FKKR-IAC-ILSY09 08 NOV 2018
03AD2-FKKR-IAC-ILSZ09 08 NOV 2018
03AD2-FKKR-IAC-VORY09 08 NOV 2018
03AD2-FKKR-IAC-VORZ09 08 NOV 2018
03AD2-FKKR-IAC-VORY27 08 NOV 2018
03AD2-FKKR-IAC-VORZ27 08 NOV 2018
03AD2-FKKR-VAC 08 NOV 2018
03AD2-FKKR-VLC 08 NOV 2018
03AD2-FKKR-CVFR-01 08 NOV 2018
03AD2-FKKR-CVFR-02 08 NOV 2018
03AD2-FKKR-ILC 08 NOV 2018

KRIBI

03AD2-FKKB-VAC 08 NOV 2018
03AD2-FKKB-VLC 08 NOV 2018

MAMFE

03AD2-FKKF-VAC 08 NOV 2018
03AD2-FKKF-VLC 08 NOV 2018

MAROUA-SALAK

03AD2-FKKL-VAC 08 NOV 2018
03AD2-FKKL-VLC 08 NOV 2018
03AD2-FKKL-ILC 08 NOV 2018
03AD2-FKKL-IAC-NDB31 08 NOV 2018

NGAOUNDERE

03AD2-FKKN-VAC 08 NOV 2018
03AD2-FKKN-VLC 08 NOV 2018
03AD2-FKKN-ILC 08 NOV 2018
03AD2-FKKN-STAR-VOR0220 08 NOV 2018
03AD2-FKKN-IAC-VOR02 08 NOV 2018

TIKO

03AD2-FKKC-VAC 08 NOV 2018
03AD2-FKKC-VLC 08 NOV 2018

YAOUNDE / NSIMALEN

03AD2-FKYS-ADC 05 DEC 2019
03AD2-FKYS-SID-VORDME01 08 NOV 2018
03AD2-FKYS-SID-VORDME19 08 NOV 2018
03AD2-FKYS-STAR-RNAV01 08 NOV 2018
03AD2-FKYS-STAR-RNAV19 08 NOV 2018
03AD2-FKYS-STAR-VORDME01 08 NOV 2018
03AD2-FKYS-STAR-VORDME19 08 NOV 2018
03AD2-FKYS-IAC-RNAV01 08 NOV 2018
03AD2-FKYS-IAC-RNAV19 08 NOV 2018
03AD2-FKYS-IAC-ILSW19 08 NOV 2018
03AD2-FKYS-IAC-ILSYX19 08 NOV 2018
03AD2-FKYS-IAC-ILSZ19 08 NOV 2018
03AD2-FKYS-IAC-VORYX01 08 NOV 2018
03AD2-FKYS-IAC-VORZ01 08 NOV 2018
03AD2-FKYS-IAC-VORYX19 08 NOV 2018
03AD2-FKYS-IAC-VORZ19 08 NOV 2018
03AD2-FKYS-IAC-NDB01 08 NOV 2018
03AD2-FKYS-VAC 27 JAN 2022
03AD2-FKYS-VLC 27 JAN 2022
03AD2-FKYS-CVFR-01 27 JAN 2022
03AD2-FKYS-CVFR-02 27 JAN 2022
03AD2-FKYS-ILC 27 JAN 2022

04

BAMBARI

04AD2-FEFM-VAC 08 NOV 2018
04AD2-FEFM-VLC 08 NOV 2018

BANGASSOU

04AD2-FEFG-VAC 08 NOV 2018
04AD2-FEFG-VLC 08 NOV 2018

BANGUI-M'POKO

04AD2-FEFF-ADC 04 NOV 2021
04AD2-FEFF-APDC 04 NOV 2021
04AD2-FEFF-AOC 04 NOV 2021
04AD2-FEFF-ARC 05 DEC 2019
04AD2-FEFF-STAR-RNAV1735 08 NOV 2018
04AD2-FEFF-STAR-VORDME1735 08 NOV 2018
04AD2-FEFF-IAC-RNAV17 08 NOV 2018
04AD2-FEFF-IAC-RNAV35 08 NOV 2018
04AD2-FEFF-IAC-ILSY35 08 NOV 2018
04AD2-FEFF-IAC-ILSZ35 08 NOV 2018
04AD2-FEFF-IAC-VORYX17 08 NOV 2018
04AD2-FEFF-IAC-VORZ17 08 NOV 2018
04AD2-FEFF-IAC-VORYX35 08 NOV 2018
04AD2-FEFF-IAC-VORZ35 08 NOV 2018
04AD2-FEFF-VAC 04 NOV 2021
04AD2-FEFF-VLC 04 NOV 2021
04AD2-FEFF-CVFR-01 04 NOV 2021
04AD2-FEFF-CVFR-02 04 NOV 2021
04AD2-FEFF-ILC 04 NOV 2021

BERBERATI

04AD2-FEFT-VAC 08 NOV 2018
04AD2-FEFT-VLC 08 NOV 2018

BOUAR

04AD2-FEFO-VAC 08 NOV 2018
04AD2-FEFO-VLC 08 NOV 2018

BRIA

04AD2-FEFR-VAC 08 NOV 2018
04AD2-FEFR-VLC 08 NOV 2018

05

BRAZZAVILLE / MAYA-MAYA

05AD2-FCBB-ADC 05 DEC 2019
05AD2-FCBB-APDC-01 08 NOV 2018
05AD2-FCBB-APDC-DATA 08 NOV 2018
05AD2-FCBB-AOC 05 DEC 2019
05AD2-FCBB-ARC 05 DEC 2019
05AD2-FCBB-STAR-RNAV23 08 NOV 2018
05AD2-FCBB-STAR-VORDME05 16 JUN 2022
05AD2-FCBB-STAR-VORDME23 16 JUN 2022
05AD2-FCBB-RMAC 05 DEC 2019
05AD2-FCBB-RMAC-DATA 05 DEC 2019
05AD2-FCBB-IAC-RNP05 16 JUN 2022
05AD2-FCBB-IAC-RNP05-DATA 16 JUN 2022
05AD2-FCBB-IAC-RNP23 16 JUN 2022
05AD2-FCBB-IAC-RNP23-DATA 16 JUN 2022
05AD2-FCBB-IAC-ILSX05 16 JUN 2022
05AD2-FCBB-IAC-ILSX05-DATA 16 JUN 2022
05AD2-FCBB-IAC-ILSY05 16 JUN 2022
05AD2-FCBB-IAC-ILSZ05 16 JUN 2022
05AD2-FCBB-IAC-VORY05 16 JUN 2022
05AD2-FCBB-IAC-VORZ05 16 JUN 2022
05AD2-FCBB-IAC-VORY23 16 JUN 2022
05AD2-FCBB-IAC-VORZ23 16 JUN 2022
05AD2-FCBB-VAC 08 NOV 2018
05AD2-FCBB-VAC-FZAA 08 NOV 2018
05AD2-FCBB-VLC 08 NOV 2018
05AD2-FCBB-CVFR-01 08 NOV 2018
05AD2-FCBB-CVFR-02 08 NOV 2018
05AD2-FCBB-ILC 08 NOV 2018

DOLISIE

05AD2-FCPD-VAC 06 DEC 2018
05AD2-FCPD-VLC 06 DEC 2018

IMPFONDO

05AD2-FCOI-VAC 08 NOV 2018
05AD2-FCOI-VLC 08 NOV 2018

MAKOUA

05AD2-FCOM-VAC	08 NOV 2018
05AD2-FCOM-VLC	08 NOV 2018

MOSSENDJO

05AD2-FCMM-VAC	08 NOV 2018
05AD2-FCMM-VLC	08 NOV 2018

OLLOMBO / DENIS SASSOU N'GUESSO

05AD2-FCOD-VAC	27 JAN 2022
05AD2-FCOD-IAC-ILSZ04	21 APR 2022
05AD2-FCOD-IAC-NDB04	21 APR 2022
05AD2-FCOD-IAC-NDB22	21 APR 2022

OUESSO

05AD2-FCOU-VAC	08 NOV 2018
305AD2-FCOU-VLC	08 NOV 2018
05AD2-FCOU-IAC-RNAV01	08 NOV 2018
05AD2-FCOU-IAC-RNAV19	08 NOV 2018

POINTE NOIRE / ANTONIO AGOSTINHO NETO

05AD2-FCPP-ADC	05 DEC 2019
05AD2-FCPP-AOC	05 DEC 2019
05AD2-FCPP-STAR-RNAV17	21 APR 2022
05AD2-FCPP-STAR-RNAV35	21 APR 2022
05AD2-FCPP-STAR-VOR17	21 APR 2022
05AD2-FCPP-STAR-VOR35	21 APR 2022
05AD2-FCPP-IAC-RNAV17	21 APR 2022
05AD2-FCPP-IAC-RNAV35	21 APR 2022
05AD2-FCPP-IAC-ILSX17	21 APR 2022
05AD2-FCPP-IAC-ILSY17	21 APR 2022
05AD2-FCPP-IAC-ILSZ17	21 APR 2022
05AD2-FCPP-IAC-VORY17	21 APR 2022
05AD2-FCPP-IAC-VORZ17	21 APR 2022
05AD2-FCPP-IAC-VORY35	21 APR 2022
05AD2-FCPP-IAC-VORZ35	21 APR 2022
05AD2-FCPP-VAC	06 DEC 2018
05AD2-FCPP-VLC	06 DEC 2018
05AD2-FCPP-CVFR-01	08 NOV 2018
05AD2-FCPP-CVFR-02	08 NOV 2018
05AD2-FCPP-ILC	06 DEC 2018

06

AEROPORT INTERNATIONAL FELIX HOUPHOUET BOIGNY D'ABIDJAN

06AD2-DIAP-ADC	05 NOV 2020
06AD2-DIAP-APDC	05 NOV 2020
06AD2-DIAP-APDC-DATA1	05 NOV 2020
06AD2-DIAP-APDC-DATA2	05 NOV 2020
06AD2-DIAP-AOC	05 NOV 2020
06AD2-DIAP-ARC	05 NOV 2020
06AD2-DIAP-STAR-RNAV03	16 JUN 2022
06AD2-DIAP-STAR-RNAV03-DATA	16 JUN 2022
06AD2-DIAP-STAR-RNAV21	16 JUN 2022
06AD2-DIAP-STAR-RNAV21-DATA	16 JUN 2022
06AD2-DIAP-STAR-VORDME0321	16 JUN 2022
06AD2-DIAP-RMAC	05 DEC 2019
06AD2-DIAP-IAC-RNAV03	16 JUL 2020
06AD2-DIAP-IAC-RNAV03-DATA	16 JUL 2020
06AD2-DIAP-IAC-RNAV21	16 JUL 2020
06AD2-DIAP-IAC-RNAV21-DATA	16 JUL 2020
06AD2-DIAP-IAC-ILSX21	16 JUL 2020
06AD2-DIAP-IAC-ILSX21-DATA	16 JUL 2020
06AD2-DIAP-IAC-ILSY21	16 JUL 2020
06AD2-DIAP-IAC-ILSZ21	05 NOV 2020
06AD2-DIAP-IAC-VORY03	16 JUL 2020
06AD2-DIAP-IAC-VORZ03	16 JUL 2020
06AD2-DIAP-IAC-VORY21	16 JUL 2020
06AD2-DIAP-IAC-VORZ21	05 NOV 2020
06AD2-DIAP-VAC	05 NOV 2020
06AD2-DIAP-VLC	25 FEB 2021
06AD2-DIAP-CVFR-01	08 NOV 2018
06AD2-DIAP-CVFR-02	08 NOV 2018
06AD2-DIAP-ILC	05 NOV 2020

BOUAKE

06AD2-DIBK-VAC	08 NOV 2018
06AD2-DIBK-VLC	08 NOV 2018
06AD2-DIBK-CVFR-01	08 NOV 2018
06AD2-DIBK-CVFR-02	08 NOV 2018
06AD2-DIBK-IAC-RNAV03	24 MAR 2022
06AD2-DIBK-IAC-RNAV03-DATA	24 MAR 2022
06AD2-DIBK-IAC-RNAV21	24 MAR 2022
06AD2-DIBK-IAC-RNAV21-DATA	24 MAR 2022
06AD2-DIBK-IAC-VORY03	24 MAR 2022
06AD2-DIBK-IAC-VORZ03	24 MAR 2022
06AD2-DIBK-IAC-VORY21	24 MAR 2022
06AD2-DIBK-IAC-VORZ21	24 MAR 2022

KORHOGO

06AD2-DIKO-VAC	08 NOV 2018
06AD2-DIKO-VLC	08 NOV 2018
06AD2-DIKO-IAC-RNAV08	12 AUG 2021
06AD2-DIKO-IAC-RNAV08-DATA	12 AUG 2021
06AD2-DIKO-IAC-RNAV26	12 AUG 2021
06AD2-DIKO-IAC-RNAV26-DATA	12 AUG 2021
06AD2-DIKO-IAC-VORY08	24 MAR 2022
06AD2-DIKO-IAC-VORZ08	24 MAR 2022
06AD2-DIKO-IAC-VORY26	24 MAR 2022
06AD2-DIKO-IAC-VORZ26	24 MAR 2022

MAN

06AD2-DIMN-VAC	08 NOV 2018
06AD2-DIMN-VLC	08 NOV 2018
06AD2-DIMN-IAC-RNAV03	12 AUG 2021
06AD2-DIMN-IAC-RNAV03-DATA	12 AUG 2021
06AD2-DIMN-IAC-RNAV21	12 AUG 2021
06AD2-DIMN-IAC-RNAV21-DATA	12 AUG 2021
06AD2-DIMN-IAC-VORY03	24 MAR 2022
06AD2-DIMN-IAC-VORZ03	24 MAR 2022

ODIENNE

06AD2-DIOD-VAC	08 NOV 2018
06AD2-DIOD-VLC	08 NOV 2018
06AD2-DIOD-IAC-RNAV06	12 AUG 2021
06AD2-DIOD-IAC-RNAV06-DATA	12 AUG 2021
06AD2-DIOD-IAC-RNAV24	12 AUG 2021
06AD2-DIOD-IAC-RNAV24-DATA	12 AUG 2021
06AD2-DIOD-IAC-VORY06	24 MAR 2022
06AD2-DIOD-IAC-VORZ06	24 MAR 2022
06AD2-DIOD-IAC-VORY24	24 MAR 2022
06AD2-DIOD-IAC-VORZ24	24 MAR 2022

SAN PEDRO

06AD2-DISP-VAC	08 NOV 2018
06AD2-DISP-VLC	08 NOV 2018
06AD2-DISP-ILC	08 NOV 2018
06AD2-DISP-IAC-RNAV03	24 MAR 2022
06AD2-DISP-IAC-RNAV03-DATA	24 MAR 2022
06AD2-DISP-IAC-RNAV21	24 MAR 2022
06AD2-DISP-IAC-RNAV21-DATA	24 MAR 2022
06AD2-DISP-IAC-VORY03	24 MAR 2022
06AD2-DISP-IAC-VORZ03	24 MAR 2022
06AD2-DISP-IAC-VORY21	24 MAR 2022
06AD2-DISP-IAC-VORZ21	24 MAR 2022

SASSANDRA

06AD2-DISS-VAC	08 NOV 2018
06AD2-DISS-VLC	08 NOV 2018

TABOU

06AD2-DITB-VAC	08 NOV 2018
06AD2-DITB-VLC	08 NOV 2018

YAMOUSSOUKRO

06AD2-DIYO-VAC	08 NOV 2018
06AD2-DIYO-VLC	08 NOV 2018
06AD2-DIYO-CVFR-01	08 NOV 2018
06AD2-DIYO-CVFR-02	08 NOV 2018
06AD2-DIYO-ILC	08 NOV 2018
06AD2-DIYO-IAC-RNAV05	24 MAR 2022
06AD2-DIYO-IAC-RNAV05-DATA	24 MAR 2022
06AD2-DIYO-IAC-RNAV23	24 MAR 2022
06AD2-DIYO-IAC-RNAV23-DATA	24 MAR 2022
06AD2-DIYO-IAC-ILSX05	12 AUG 2021
06AD2-DIYO-IAC-ILSX05-DATA	12 AUG 2021
06AD2-DIYO-IAC-ILSY05	12 AUG 2021
06AD2-DIYO-IAC-ILZX05	12 AUG 2021
06AD2-DIYO-IAC-VORY05	24 MAR 2022
06AD2-DIYO-IAC-VORZ05	24 MAR 2022
06AD2-DIYO-IAC-VORY23	24 MAR 2022
06AD2-DIYO-IAC-VORZ23	24 MAR 2022

07

FRANCEVILLE/M'VENGUE

07AD2-FOON-ADC	27 JAN 2022
07AD2-FOON-AOC	27 JAN 2022
07AD2-FOON-IAC-RNAV15	08 NOV 2018
07AD2-FOON-IAC-RNAV33	08 NOV 2018
07AD2-FOON-IAC-ILSY15	08 NOV 2018
07AD2-FOON-IAC-ILSZ15	08 NOV 2018
07AD2-FOON-IAC-VORZY15	08 NOV 2018
07AD2-FOON-IAC-VORZY33	08 NOV 2018
07AD2-FOON-IAC-NDB15	08 NOV 2018
07AD2-FOON-VAC	27 JAN 2022
07AD2-FOON-VLC	27 JAN 2022
07AD2-FOON-CVFR-01	27 JAN 2022
07AD2-FOON-CVFR-02	27 JAN 2022
07AD2-FOON-ILC	27 JAN 2022

LAMBARENE

07AD2-FOGR-VAC	08 NOV 2018
07AD2-FOGR-VLC	08 NOV 2018

LIBREVILLE/LEON M'BA

07AD2-FOOL-ADC	05 DEC 2019
07AD2-FOOL-APDC	06 DEC 2018
07AD2-FOOL-APDC-DATA	06 DEC 2018
07AD2-FOOL-AOC	05 DEC 2019
07AD2-FOOL-ARC	05 DEC 2019
07AD2-FOOL-SID-RNAV16	16 JUN 2022
07AD2-FOOL-SID-RNAV16-DATA-1	16 JUN 2022

07AD2-FOOL-SID-RNAV16-DATA-2 16 JUN 2022
07AD2-FOOL-SID-RNAV34 16 JUN 2022
07AD2-FOOL-STAR-RNAV16 16 JUN 2022
07AD2-FOOL-STAR-RNAV16-DATA-1 16 JUN 2022
07AD2-FOOL-STAR-RNAV16-DATA-2 16 JUN 2022
07AD2-FOOL-STAR-VORDME16 16 JUN 2022
07AD2-FOOL-IAC-RNAV16 16 JUN 2022
07AD2-FOOL-IAC-ILSV16 16 JUN 2022
07AD2-FOOL-IAC-ILSW16 16 JUN 2022
07AD2-FOOL-IAC-ILSX16 16 JUN 2022
07AD2-FOOL-IAC-ILSY16 16 JUN 2022
07AD2-FOOL-IAC-ILSZ16 16 JUN 2022
07AD2-FOOL-IAC-VORYX16 16 JUN 2022
07AD2-FOOL-IAC-VORZ16 16 JUN 2022
07AD2-FOOL-IAC-NDB16 16 JUN 2022
07AD2-FOOL-VAC 06 DEC 2018
07AD2-FOOL-VLC 06 DEC 2018
07AD2-FOOL-CVFR-01 08 NOV 2018
07AD2-FOOL-CVFR-02 08 NOV 2018
07AD2-FOOL-ILC 06 DEC 2018

MAKOKOU

07AD2-FOOK-VAC 08 NOV 2018
07AD2-FOOK-VLC 08 NOV 2018

MOANDA BANGOMBE

07AD2-FOOD-VAC 08 NOV 2018
07AD2-FOOD-VLC 08 NOV 2018

MOUILA /RAPHAEL BOUBALA

07AD2-FOGM-VAC 08 NOV 2018
07AD2-FOGM-VLC 08 NOV 2018

OYEM

07AD2-FOGO-VAC 08 NOV 2018
07AD2-FOGO-VLC 08 NOV 2018

PORT-GENTIL

07AD2-FOOG-ADC 24 FEB 2022
07AD2-FOOG-APDC 24 FEB 2022
07AD2-FOOG-AOC 24 FEB 2022
07AD2-FOOG-IAC-RNAV03 08 NOV 2018
07AD2-FOOG-IAC-RNAV21 08 NOV 2018
07AD2-FOOG-IAC-ILSX21 08 NOV 2018
07AD2-FOOG-IAC-ILSY21 08 NOV 2018
07AD2-FOOG-IAC-ILSZ21 08 NOV 2018
07AD2-FOOG-IAC-NDB03 08 NOV 2018
07AD2-FOOG-IAC-NDB21 08 NOV 2018
07AD2-FOOG-IAC-VOR03 08 NOV 2018
07AD2-FOOG-IAC-VOR21 08 NOV 2018
07AD2-FOOG-VAC 24 FEB 2022
07AD2-FOOG-VLC 24 FEB 2022
07AD2-FOOG-CVFR-01 24 FEB 2022
07AD2-FOOG-CVFR-02 24 FEB 2022
07AD2-FOOG-ILC 24 FEB 2022

TCHIBANGA

07AD2-FOOT-VAC 08 NOV 2018
07AD2-FOOT-VLC 08 NOV 2018

08

BATA

08AD2-FGBT-ADC 10 SEP 2020
08AD2-FGBT-AOC 10 SEP 2020
08AD2-FGBT-IAC-ILSY21 08 NOV 2018
08AD2-FGBT-IAC-ILSZ21 08 NOV 2018
08AD2-FGBT-IAC-VORY03 08 NOV 2018
08AD2-FGBT-IAC-VORZ03 08 NOV 2018
08AD2-FGBT-IAC-VORY21 08 NOV 2018
08AD2-FGBT-IAC-VORZ21 08 NOV 2018
08AD2-FGBT-VAC 10 SEP 2020
08AD2-FGBT-VLC 10 SEP 2020
08AD2-FGBT-ILC 10 SEP 2020

MALABO

08AD2-FGSL-ADC 10 SEP 2020
08AD2-FGSL-AOC 10 SEP 2020
08AD2-FGSL-ARC 05 DEC 2019
08AD2-FGSL-STAR-RNAV04 08 NOV 2018
08AD2-FGSL-STAR-RNAV22 08 NOV 2018
08AD2-FGSL-STAR-VORDME0422 08 NOV 2018
08AD2-FGSL-IAC-RNAV04 08 NOV 2018
08AD2-FGSL-IAC-RNAV22 08 NOV 2018
08AD2-FGSL-IAC-RNAV-ILS22 08 NOV 2018
08AD2-FGSL-IAC-ILS22 08 NOV 2018
08AD2-FGSL-IAC-VOR_NDB04 08 NOV 2018
08AD2-FGSL-IAC-VOR_NDB22 08 NOV 2018
08AD2-FGSL-IAC-VOR_NDB_ILS22 08 NOV 2018
08AD2-FGSL-IAC-VORDME04 08 NOV 2018
08AD2-FGSL-IAC-VORDME22 08 NOV 2018
08AD2-FGSL-VAC 10 SEP 2020
08AD2-FGSL-VLC 10 SEP 2020
08AD2-FGSL-ILC 10 SEP 2020

MONGOMEYEN/GENERAL OBIANG

08AD2-FGMY-ADC 10 SEP 2020
08AD2-FGMY-AOC 10 SEP 2020
08AD2-FGMY-IAC-ILSY18 08 NOV 2018
08AD2-FGMY-IAC-ILSZ18 08 NOV 2018
08AD2-FGMY-IAC-VORY18 08 NOV 2018
08AD2-FGMY-IAC-VORZ18 08 NOV 2018
08AD2-FGMY-IAC-VOR36 08 NOV 2018
08AD2-FGMY-VAC 10 SEP 2020
08AD2-FGMY-VLC 10 SEP 2020
08AD2-FGMY-ILC 10 SEP 2020

09

ANDAPA

09AD2-FMND-VAC 08 NOV 2018
09AD2-FMND-VLC 08 NOV 2018

ANTALAHA / ANTSIRABATO

09AD2-FMNH-VAC 08 NOV 2018
09AD2-FMNH-VLC 08 NOV 2018

ANTANANARIVO / IVATO

09AD2-FMMI-ADC 05 DEC 2019
09AD2-FMMI-APDC 08 NOV 2018
09AD2-FMMI-AOC 05 DEC 2019
09AD2-FMMI-ARC 05 DEC 2019
09AD2-FMMI-SID-RNAV11 08 NOV 2018
09AD2-FMMI-SID-RNAV29 08 NOV 2018
09AD2-FMMI-SID-VORDME11 08 NOV 2018
09AD2-FMMI-SID-VORDME29 08 NOV 2018
09AD2-FMMI-STAR-RNAV11 08 NOV 2018
09AD2-FMMI-STAR-RNAV29 08 NOV 2018
09AD2-FMMI-STAR-VORDME1129 08 NOV 2018
09AD2-FMMI-RMAC 05 DEC 2019
09AD2-FMMI-IAC-RNAV11 08 NOV 2018
09AD2-FMMI-IAC-RNAV29 08 NOV 2018
09AD2-FMMI-IAC-RNAV_ILS11 08 NOV 2018
09AD2-FMMI-IAC-ILSY11 08 NOV 2018
09AD2-FMMI-IAC-ILSZ11 08 NOV 2018
09AD2-FMMI-IAC-NDB11 08 NOV 2018
09AD2-FMMI-IAC-NDB29 08 NOV 2018
09AD2-FMMI-IAC-VOR11 08 NOV 2018
09AD2-FMMI-IAC-VORY29 08 NOV 2018
09AD2-FMMI-IAC-VORZ29 08 NOV 2018
09AD2-FMMI-VAC 08 NOV 2018
09AD2-FMMI-VLC 08 NOV 2018
09AD2-FMMI-ILC 08 NOV 2018

ANTSIRANANA / ARRACHART

09AD2-FMNA-VAC 08 NOV 2018
09AD2-FMNA-VLC 08 NOV 2018
09AD2-FMNA-IAC-NDB13 08 NOV 2018

FIANARANTSOA

09AD2-FMSF-VAC 08 NOV 2018
09AD2-FMSF-VLC 08 NOV 2018
09AD2-FMSF-IAC-NDB08 08 NOV 2018
09AD2-FMSF-IAC-NDB26 08 NOV 2018

MAHAJANGA / PHILIBERT TSIRANANA

09AD2-FMNM-ADC 27 JAN 2022
09AD2-FMNM-APDC 27 JAN 2022
09AD2-FMNM-AOC 05 DEC 2019
09AD2-FMNM-STAR-RNAV14 08 NOV 2018
09AD2-FMNM-STAR-DATA-RNAV14 08 NOV 2018
09AD2-FMNM-STAR-RNAV32 08 NOV 2018
09AD2-FMNM-STAR-DATA-RNAV32 08 NOV 2018
09AD2-FMNM-STAR-VORDME1432 08 NOV 2018
09AD2-FMNM-IAC-RNAV14 08 NOV 2018
09AD2-FMNM-IAC-DATA-RNAV14 08 NOV 2018
09AD2-FMNM-IAC-RNAV32 08 NOV 2018
09AD2-FMNM-IAC-DATA-RNAV32 08 NOV 2018
09AD2-FMNM-IAC-VORYX14 08 NOV 2018
09AD2-FMNM-IAC-VORZ14 06 DEC 2018
09AD2-FMNM-IAC-VORY32 06 DEC 2018
09AD2-FMNM-IAC-VORZ32 06 DEC 2018
09AD2-FMNM-IAC-NDB32 08 NOV 2018
09AD2-FMNM-VAC 27 JAN 2022
09AD2-FMNM-VLC 27 JAN 2022
09AD2-FMNM-ILC 27 JAN 2022

MANANJARY

09AD2-FMSM-VAC 08 NOV 2018
09AD2-FMSM-VLC 08 NOV 2018
09AD2-FMSM-IAC-CATAB_L04 08 NOV 2018
09AD2-FMSM-IAC-CATCD_L04 08 NOV 2018
09AD2-FMSM-IAC-CATAB_L22 08 NOV 2018
09AD2-FMSM-IAC-CATCD_L22 08 NOV 2018

MORONDAVA

09AD2-FMMV-VAC 08 NOV 2018
09AD2-FMMV-VLC 08 NOV 2018
09AD2-FMMV-IAC-CATAB_NDB10 08 NOV 2018
09AD2-FMMV-IAC-CATCD_NDB10 08 NOV 2018
09AD2-FMMV-IAC-CATAB_NDB28 08 NOV 2018

09AD2-FMMV-IAC-CATCD_NDB28 08 NOV 2018

NOSY-BE / FASCENE

09AD2-FMNN-ADC 05 DEC 2019
09AD2-FMNN-AOC 05 DEC 2019
09AD2-FMNN-IAC-CATAB_VORDME23 08 NOV 2018
09AD2-FMNN-IAC-CATCD_VORDME23 08 NOV 2018
09AD2-FMNN-IAC-CATAB_NDB23 08 NOV 2018
09AD2-FMNN-IAC-CATCD_NDB23 08 NOV 2018
09AD2-FMNN-IAC-CATAB_VOR23 08 NOV 2018
09AD2-FMNN-IAC-CATCD_VOR23 08 NOV 2018
09AD2-FMNN-VAC 08 NOV 2018
09AD2-FMNN-VLC 08 NOV 2018

SAINTE-MARIE

09AD2-FMMS-VAC 08 NOV 2018
09AD2-FMMS-VLC 08 NOV 2018
09AD2-FMMS-IAC-L01 08 NOV 2018
09AD2-FMMS-IAC-L19 08 NOV 2018

SAMBAVA / SUD

09AD2-FMNS-VAC 08 NOV 2018
09AD2-FMNS-VLC 08 NOV 2018
09AD2-FMNS-IAC-CATAB_NDB34 08 NOV 2018
09AD2-FMNS-IAC-CATCD_NDB34 08 NOV 2018
09AD2-FMNS-IAC-CATAB_NDBDME34 08 NOV 2018
09AD2-FMNS-IAC-CATCD_NDBDME34 08 NOV 2018
09AD2-FMNS-IAC-L_DME16 08 NOV 2018
09AD2-FMNS-IAC-NDB16 08 NOV 2018
09AD2-FMNS-IAC-NDB_DME16 08 NOV 2018

TOAMASINA/AMBALAMANASY

09AD2-FMMT-ADC 27 JAN 2022
09AD2-FMMT-AOC 27 JAN 2022
09AD2-FMMT-IAC-RNAV01 08 NOV 2018
09AD2-FMMT-IAC-RNAV19 08 NOV 2018
09AD2-FMMT-IAC-RNAVILS19 08 NOV 2018
09AD2-FMMT-IAC-ILSZ19 08 NOV 2018
09AD2-FMMT-IAC-VOR_NDB01 08 NOV 2018
09AD2-FMMT-IAC-VOR_NDB19 08 NOV 2018
09AD2-FMMT-VAC 27 JAN 2022
09AD2-FMMT-VLC 27 JAN 2022
09AD2-FMMT-CVFR-01 27 JAN 2022
09AD2-FMMT-CVFR-02 27 JAN 2022
09AD2-FMMT-ILC 27 JAN 2022

TOLAGNARO / MARILLAC

09AD2-FMSD-VAC 08 NOV 2018
09AD2-FMSD-VLC 08 NOV 2018
09AD2-FMSD-IAC-CATAB_NDBDME08 08 NOV 2018
09AD2-FMSD-IAC-CATCD_NDBDME08 08 NOV 2018
09AD2-FMSD-IAC-CATAB_NDBDME26 08 NOV 2018
09AD2-FMSD-IAC-CATCD_NDBDME26 08 NOV 2018
09AD2-FMSD-IAC-CATAB_NDB08 08 NOV 2018
09AD2-FMSD-IAC-CATCD_NDB08 08 NOV 2018
09AD2-FMSD-IAC-CATAB_NDB26 08 NOV 2018
09AD2-FMSD-IAC-CATCD_NDB26 08 NOV 2018

TOLIARY

09AD2-FMST-VAC 08 NOV 2018
09AD2-FMST-VLC 08 NOV 2018
09AD2-FMST-IAC-CATAB_NDB04 08 NOV 2018
09AD2-FMST-IAC-CATCD_NDB04 08 NOV 2018
09AD2-FMST-IAC-NDB22 08 NOV 2018

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AEROPORT INTERNATIONAL PRESIDENT MODIBO KEITA - SENOU

10AD2-GABS-ADC 05 DEC 2019
10AD2-GABS-APDC 08 NOV 2018
10AD2-GABS-AOC 05 DEC 2019
10AD2-GABS-ARC 05 DEC 2019
10AD2-GABS-STAR-RNAV0624 08 NOV 2018
10AD2-GABS-STAR-VORDME0624 08 NOV 2018
10AD2-GABS-RMAC 05 DEC 2019
10AD2-GABS-IAC-RNAV06 08 NOV 2018
10AD2-GABS-IAC-RNAV24 08 NOV 2018
10AD2-GABS-IAC-ILSY06 08 NOV 2018
10AD2-GABS-IAC-ILSZ06 08 NOV 2018
10AD2-GABS-IAC-VORY06.pdf 08 NOV 2018
10AD2-GABS-IAC-VORZ06 08 NOV 2018
10AD2-GABS-IAC-VORY24 08 NOV 2018
10AD2-GABS-IAC-VORZ24 08 NOV 2018
10AD2-GABS-VAC 08 NOV 2018
10AD2-GABS-VLC 08 NOV 2018
10AD2-GABS-ILC 08 NOV 2018

GAO / KOROGOUSSOU

10AD2-GAGO-ADC 04 NOV 2021
10AD2-GAGO-IAC-RNAV07L 08 NOV 2018
10AD2-GAGO-IAC-DATA-RNAV07L 08 NOV 2018
10AD2-GAGO-IAC-RNAV25R 08 NOV 2018
10AD2-GAGO-IAC-DATA-RNAV25R 08 NOV 2018
10AD2-GAGO-VAC 04 NOV 2021
10AD2-GAGO-VLC 04 NOV 2021
10AD2-GAGO-ILC 04 NOV 2021

GOUNDAM

10AD2-GAGM-VAC 08 NOV 2018
10AD2-GAGM-VLC 08 NOV 2018

KAYES / DAG-DAG

10AD2-GAKD-VAC 08 NOV 2018
10AD2-GAKD-VLC 08 NOV 2018
10AD2-GAKD-ILC 08 NOV 2018
10AD2-GAKD-IAC-VORY09 27 JAN 2022
10AD2-GAKD-IAC-VORZ09 27 JAN 2022
10AD2-GAKD-IAC-VORY27 27 JAN 2022
10AD2-GAKD-IAC-VORZ27 27 JAN 2022

KENIEBA

10AD2-GAKA-VAC 08 NOV 2018
10AD2-GAKA-VLC 08 NOV 2018

MOPTI / AMBODEDJO

10AD2-GAMB-VAC 27 JAN 2022
10AD2-GAMB-VLC 27 JAN 2022
10AD2-GAMB-ILC 27 JAN 2022
10AD2-GAMB-IAC-VOR05 08 NOV 2018
10AD2-GAMB-IAC-VOR23 08 NOV 2018

NIORO

10AD2-GANR-VAC 08 NOV 2018
10AD2-GANR-VLC 08 NOV 2018

SIKASSO / DIGNANGAN

10AD2-GASO-ILC 08 NOV 2018

TESSALIT

10AD2-GATS-VAC 08 NOV 2018
10AD2-GATS-VLC 08 NOV 2018
10AD2-GATS-IAC-RNP05 08 NOV 2018
10AD2-GATS-IAC-RNP05-DATA 08 NOV 2018
10AD2-GATS-IAC-RNP23 08 NOV 2018
10AD2-GATS-IAC-RNP23-DATA 08 NOV 2018

TOMBOUCTOU

10AD2-GATB-VAC 08 NOV 2018
10AD2-GATB-VLC 08 NOV 2018
10AD2-GATB-ILC 08 NOV 2018
10AD2-GATB-IAC-RNAV07 08 NOV 2018
10AD2-GATB-IAC-DATA-RNAV07 08 NOV 2018
10AD2-GATB-IAC-RNAV25 08 NOV 2018
10AD2-GATB-IAC-DATA-RNAV25 08 NOV 2018

YELIMANE

10AD2-GAYE-VAC 08 NOV 2018
10AD2-GAYE-VLC 08 NOV 2018

11

AIOUN EL ATROUSS

11AD2-GQNA-VAC 08 NOV 2018
11AD2-GQNA-VLC 08 NOV 2018

ATAR

11AD2-GQPA-VAC 08 NOV 2018
11AD2-GQPA-VLC 08 NOV 2018

BIR MOGREIN

11AD2-GQPT-VAC 08 NOV 2018
11AD2-GQPT-VLC 08 NOV 2018

KAEDI

11AD2-GQNK-VAC 08 NOV 2018
11AD2-GQNK-VLC 08 NOV 2018

KIFFA

11AD2-GQNF-VAC 08 NOV 2018
11AD2-GQNF-VLC 08 NOV 2018

NEMA

11AD2-GQNI-VAC 08 NOV 2018
11AD2-GQNI-VLC 08 NOV 2018
11AD2-GQNI-ILC 08 NOV 2018

NOUADHIBOU

11AD2-GQPP-ADC 07 OCT 2021
11AD2-GQPP-APDC 07 OCT 2021
11AD2-GQPP-AOC 07 OCT 2021
11AD2-GQPP-STAR-RNAV0220 06 OCT 2022

11AD2-GQPP-STAR-VORDME0220 06 OCT 2022
11AD2-GQPP-IAC-RNAV02 06 OCT 2022
11AD2-GQPP-IAC-RNAV20 06 OCT 2022
11AD2-GQPP-IAC-ILSY02 06 OCT 2022
11AD2-GQPP-IAC-ILSZ02 06 OCT 2022
11AD2-GQPP-IAC-VORY02 06 OCT 2022
11AD2-GQPP-IAC-VORZ02 06 OCT 2022
11AD2-GQPP-IAC-VORY20 06 OCT 2022
11AD2-GQPP-IAC-VORZ20 06 OCT 2022
11AD2-GQPP-VAC 07 OCT 2021
11AD2-GQPP-VLC 07 OCT 2021
11AD2-GQPP-CVFR-01 07 OCT 2021
11AD2-GQPP-CVFR-02 07 OCT 2021
11AD2-GQPP-ILC 07 OCT 2021

NOUAKCHOTT - OUMTOUNSY

11AD2-GQNO-ADC 05 NOV 2020
11AD2-GQNO-APDC 05 NOV 2020
11AD2-GQNO-APDC-DATA 05 NOV 2020
11AD2-GQNO-AOC0624 05 NOV 2020
11AD2-GQNO-AOC1634 05 NOV 2020
11AD2-GQNO-ARC 05 DEC 2019
11AD2-GQNO-STAR-VORDME06 08 NOV 2018
11AD2-GQNO-STAR-VORDME1634 08 NOV 2018
11AD2-GQNO-RMAC 05 DEC 2019
11AD2-GQNO-RMAC-DATA 05 DEC 2019
11AD2-GQNO-IAC-RNP06 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP06 08 NOV 2018
11AD2-GQNO-IAC-RNP24 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP24 08 NOV 2018
11AD2-GQNO-IAC-RNP16 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP16 08 NOV 2018
11AD2-GQNO-IAC-RNP34 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP34 08 NOV 2018
11AD2-GQNO-IAC-RNAV_ILS06 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNAV_ILS06 08 NOV 2018
11AD2-GQNO-IAC-ILSZ06 08 NOV 2018
11AD2-GQNO-IAC-RNAV_ILS34 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNAV_ILS34 08 NOV 2018
11AD2-GQNO-IAC-ILSY34 08 NOV 2018
11AD2-GQNO-IAC-ILSZ34 08 NOV 2018
11AD2-GQNO-IAC-VORY16 08 NOV 2018
11AD2-GQNO-IAC-VORZ16 08 NOV 2018
11AD2-GQNO-IAC-VORX34 08 NOV 2018
11AD2-GQNO-IAC-VORY34 08 NOV 2018
11AD2-GQNO-IAC-VORZ34 08 NOV 2018
11AD2-GQNO-VAC 05 NOV 2020
11AD2-GQNO-VLC 05 NOV 2020
11AD2-GQNO-CVFR01 05 NOV 2020
11AD2-GQNO-CVFR02 05 NOV 2020
11AD2-GQNO-CVFR03 05 NOV 2020
11AD2-GQNO-ILC 05 NOV 2020

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AGADEZ / MANO DAYAK

12AD2-DRZA-VAC 08 NOV 2018
12AD2-DRZA-VLC 08 NOV 2018
12AD2-DRZA-ILC 08 NOV 2018
12AD2-DRZA-IAC-NDB07L 25 MAR 2021
12AD2-DRZA-IAC-NDB25R 25 MAR 2021
12AD2-DRZA-IAC-RNP07L 25 MAR 2021
12AD2-DRZA-IAC-RNP07L-DATA 25 MAR 2021
12AD2-DRZA-IAC-RNP07R 25 MAR 2021
12AD2-DRZA-IAC-RNP07R-DATA 25 MAR 2021
12AD2-DRZA-IAC-RNP25L 25 MAR 2021
12AD2-DRZA-IAC-RNP25L-DATA 25 MAR 2021
12AD2-DRZA-IAC-RNP25R 25 MAR 2021
12AD2-DRZA-IAC-RNP25R-DATA 25 MAR 2021
12AD2-DRZA-IAC-VOR07L 25 MAR 2021
12AD2-DRZA-IAC-VOR25R 25 MAR 2021

DIRKOU

12AD2-DRZD-VAC 08 NOV 2018
12AD2-DRZD-VLC 08 NOV 2018

MARADI

12AD2-DRRM-VAC 08 NOV 2018
12AD2-DRRM-VLC 08 NOV 2018
12AD2-DRRM-IAC-RNP08.pdf 25 APR 2019
12AD2-DRRM-IAC-RNP08-DATA 25 APR 2019
12AD2-DRRM-IAC-RNAV26 08 NOV 2018
12AD2-DRRM-IAC-DATA-RNAV26 08 NOV 2018

NIAMEY / DIORI HAMANI

12AD2-DRRN-ADC 04 NOV 2021
12AD2-DRRN-APDC 04 NOV 2021
12AD2-DRRN-APDC-DATA 04 NOV 2021
12AD2-DRRN-AOC 09R-27L 04 NOV 2021
12AD2-DRRN-AOC 09L-27R 04 NOV 2021
12AD2-DRRN-ARC 05 DEC 2019
12AD2-DRRN-SID-RNAV09R 19 MAY 2022
12AD2-DRRN-SID-RNAV27L 16 JUN 2022
12AD2-DRRN-STAR-RNAV09R 19 MAY 2022
12AD2-DRRN-STAR-RNAV09R-DATA 19 MAY 2022
12AD2-DRRN-STAR-RNAV27I 19 MAY 2022
12AD2-DRRN-STAR-RNAV27L-DATA 19 MAY 2022
12AD2-DRRN-STAR-VORDME09R 19 MAY 2022
12AD2-DRRN-STAR-VORDME27L 19 MAY 2022
12AD2-DRRN-RMAC 05 DEC 2019
12AD2-DRRN-IAC-RNP09R 19 MAY 2022
12AD2-DRRN-IAC-RNP09R-DATA 19 MAY 2022
12AD2-DRRN-IAC-RNP27L 19 MAY 2022
12AD2-DRRN-IAC-RNP27L-DATA 19 MAY 2022
12AD2-DRRN-IAC-RNP09L 19 MAY 2022
12AD2-DRRN-IAC-RNP09L-DATA 19 MAY 2022
12AD2-DRRN-IAC-RNP27R 19 MAY 2022
12AD2-DRRN-IAC-RNP27R-DATA 19 MAY 2022
12AD2-DRRN-IAC-ILSX09R 16 JUN 2022
12AD2-DRRN-IAC-ILSX09R-DATA 16 JUN 2022
12AD2-DRRN-IAC-ILSZ09R 16 JUN 2022
12AD2-DRRN-IAC-VOR09R 19 MAY 2022
12AD2-DRRN-IAC-VOR27L 19 MAY 2022
12AD2-DRRN-VAC 04 NOV 2021
12AD2-DRRN-VLC 04 NOV 2021
12AD2-DRRN-CVFR-01. 04 NOV 2021
12AD2-DRRN-CVFR-02 04 NOV 2021
12AD2-DRRN-ILC 04 NOV 2021

TAHOUA

12AD2-DRRT-VAC 08 NOV 2018
12AD2-DRRT-VLC 08 NOV 2018
12AD2-DRRT-IAC-RNAV06 08 NOV 2018
12AD2-DRRT-IAC-DATA-RNAV06 08 NOV 2018
12AD2-DRRT-IAC-RNAV24 08 NOV 2018
12AD2-DRRT-IAC-DATA-RNAV24 08 NOV 2018

ZINDER

12AD2-DRZR-VAC 08 NOV 2018
12AD2-DRZR-VLC 08 NOV 2018
12AD2-DRZR-ILC 08 NOV 2018
12AD2-DRZR-IAC-RNP05 24 MAR 2022
12AD2-DRZR-IAC-RNP05-DATA 24 MAR 2022
12AD2-DRZR-IAC-RNP23 24 MAR 2022
12AD2-DRZR-IAC-RNP23-DATA 24 MAR 2022
12AD2-DRZR-IAC-VOR05 24 MAR 2022
12AD2-DRZR-IAC-VOR23 24 MAR 2022
12AD2-DRZR-IAC-NDB05 24 MAR 2022
12AD2-DRZR-IAC-NDB23 24 MAR 2022

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13AD2-GOGS-VAC 08 NOV 2018
13AD2-GOGS-IAC-RNAV15 08 NOV 2018

DAKAR / LEOPOLD SEDAR SENGHOR

13AD2-GOOY-ADC 05 DEC 2019
13AD2-GOOY-APDC 08 NOV 2018
13AD2-GOOY-AOC 05 DEC 2019
13AD2-GOOY-VAC 08 NOV 2018
13AD2-GOOY-VLC 08 NOV 2018
13AD2-GOOY-CVFR-01 08 NOV 2018
13AD2-GOOY-CVFR-02 08 NOV 2018
13AD2-GOOY-ILC 08 NOV 2018

SAINT LOUIS

13AD2-GOSS-VAC 08 NOV 2018
13AD2-GOSS-VLC 08 NOV 2018
13AD2-GOSS-ILC 08 NOV 2018
13AD2-GOSS-IAC-L18 08 NOV 2018
13AD2-GOSS-IAC-L36 08 NOV 2018

TAMBACOUNDA

13AD2-GOTT-VAC 08 NOV 2018

ZIGUINCHOR

13AD2-GOGG-VAC 08 NOV 2018
13AD2-GOGG-IAC-VOR10 08 NOV 2018
13AD2-GOGG-IAC-VOR28 08 NOV 2018

AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS

13AD2-GOBD-ADC 24 FEB 2022
13AD2-GOBD-APDC 24 FEB 2022
13AD2-GOBD-ACFT-APDC 24 FEB 2022
13AD2-GOBD-AOC 24 FEB 2022
13AD2-GOBD-ARC 05 DEC 2019
13AD2-GOBD-STAR-VORDME01 06 OCT 2022
13AD2-GOBD-STAR-VORDME19 06 OCT 2022
13AD2-GOBD-RMAC 05 DEC 2019
13AD2-GOBD-RMAC-DATA 05 DEC 2019
13AD2-GOBD-IAC-RNAV01 06 OCT 2022
13AD2-GOBD-IAC-DATA-RNAV01 06 OCT 2022

13AD2-GOBD-IAC-RNAV19 06 OCT 2022
13AD2-GOBD-IAC-DATA-RNAV19 06 OCT 2022
13AD2-GOBD-IAC-ILSX01 06 OCT 2022
13AD2-GOBD-IAC-ILSX01-DATA 06 OCT 2022
13AD2-GOBD-IAC-ILSY01 06 OCT 2022
13AD2-GOBD-IAC-ILSZ01 06 OCT 2022
13AD2-GOBD-IAC-VORY01 06 OCT 2022
13AD2-GOBD-IAC-VORZ01 06 OCT 2022
13AD2-GOBD-IAC-VORY19 06 OCT 2022
13AD2-GOBD-IAC-VORZ19 06 OCT 2022
13AD2-GOBD-VAC 24 FEB 2022
13AD2-GOBD-VLC 24 FEB 2022
13AD2-GOBD-CVFR-01 24 FEB 2022
13AD2-GOBD-CVFR-02 24 FEB 2022
13AD2-GOBD-ILC 24 FEB 2022

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ABECHE

14AD2-FTTC-VAC 08 NOV 2018
14AD2-FTTC-VLC 08 NOV 2018
14AD2-FTTC-CVFR-01 08 NOV 2018
14AD2-FTTC-CVFR-02 08 NOV 2018
14AD2-FTTC-IAC-NDB09 08 NOV 2018
14AD2-FTTC-IAC-NDB27 08 NOV 2018

FAYA-LARGEAU

14AD2-FTTY-VAC 08 NOV 2018
14AD2-FTTY-VLC 08 NOV 2018

MONGO

14AD2-FTTM-VA 08 NOV 2018
14AD2-FTTM-VLC 08 NOV 2018

MOUNDOU

14AD2-FTTD-VAC 08 NOV 2018
14AD2-FTTD-VLC 08 NOV 2018
14AD2-FTTD-ILC 08 NOV 2018
14AD2-FTTD-IAC-NDB04 08 NOV 2018
14AD2-FTTD-IAC-NDB22 08 NOV 2018

N'DJAMENA / HASSAN DJAMOUS

14AD2-FTTJ-ADC 05 DEC 2019
14AD2-FTTJ-APDC 08 NOV 2018
14AD2-FTTJ-AOC 05 DEC 2019
14AD2-FTTJ-ARC 05 DEC 2019
14AD2-FTTJ-STAR-RNAV05 08 NOV 2018
14AD2-FTTJ-STAR-DATA-RNAV05 08 NOV 2018
14AD2-FTTJ-STAR-RNAV23 08 NOV 2018
14AD2-FTTJ-STAR-DATA-RNAV23 08 NOV 2018
14AD2-FTTJ-STAR-VORDME0523 08 NOV 2018
14AD2-FTTJ-RMAC 05 DEC 2019
14AD2-FTTJ-RMAC-DATA 05 DEC 2019
14AD2-FTTJ-IAC-RNAV05 08 NOV 2018
14AD2-FTTJ-IAC-DATA-RNAV05 08 NOV 2018
14AD2-FTTJ-IAC-RNAV23 08 NOV 2018
14AD2-FTTJ-IAC-DATA-RNAV23 08 NOV 2018
14AD2-FTTJ-IAC-RNAV_ILS05 08 NOV 2018
14AD2-FTTJ-IAC-DATA-RNAV_ILS05 08 NOV 2018
14AD2-FTTJ-IAC-ILSY05 08 NOV 2018
14AD2-FTTJ-IAC-ILSZ05 08 NOV 2018
14AD2-FTTJ-IAC-VORY05.pdf 08 NOV 2018
14AD2-FTTJ-IAC-VORZ05.pdf 08 NOV 2018
14AD2-FTTJ-IAC-VORY23.pdf 08 NOV 2018
14AD2-FTTJ-IAC-VORZ23.pdf 08 NOV 2018
14AD2-FTTJ-VAC 08 NOV 2018
14AD2-FTTJ-VLC 08 NOV 2018
14AD2-FTTJ-CVFR-01 08 NOV 2018
14AD2-FTTJ-CVFR-02 08 NOV 2018
14AD2-FTTJ-ILC 08 NOV 2018

PALA

14AD2-FTTP-VAC 08 NOV 2018
14AD2-FTTP-VLC 08 NOV 2018

SARH

14AD2-FTTA-ADC 04 NOV 2021
14AD2-FTTA-IAC-RNAV04 08 NOV 2018
14AD2-FTTA-IAC-RNAV22 08 NOV 2018
14AD2-FTTA-VAC 04 NOV 2021
14AD2-FTTA-VLC 04 NOV 2021
14AD2-FTTA-ILC 04 NOV 2021

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AEROPORT INTERNATIONAL GNASSINGBE EYADEMA (AIGE)

15AD2-DXXX-ADC 05 DEC 2019
15AD2-DXXX-APDC 08 NOV 2018
15AD2-DXXX-AOC 05 DEC 2019
15AD2-DXXX-ARC 05 DEC 2019
15AD2-DXXX-SID04 21 APR 2022
15AD2-DXXX-SID22 21 APR 2022
15AD2-DXXX-STAR-RNAV04 21 APR 2022
15AD2-DXXX-STAR-RNAV04-DATA 21 APR 2022
15AD2-DXXX-STAR-RNAV22 21 APR 2022
15AD2-DXXX-STAR-RNAV22-DATA 21 APR 2022
15AD2-DXXX-STAR-VORDME04 21 APR 2022
15AD2-DXXX-STAR-VORDME22 21 APR 2022
15AD2-DXXX-RMAC 05 DEC 2019
15AD2-DXXX-IAC-RNP04 21 APR 2022
15AD2-DXXX-IAC-RNP04-DATA 21 APR 2022
15AD2-DXXX-IAC-RNP22 21 APR 2022
15AD2-DXXX-IAC-RNP22-DATA 21 APR 2022
15AD2-DXXX-IAC-ILSY22 21 APR 2022
15AD2-DXXX-IAC-ILSY22-DATA 21 APR 2022
15AD2-DXXX-IAC-ILSZ22 21 APR 2022
15AD2-DXXX-IAC-VOR04 21 APR 2022
15AD2-DXXX-IAC-VOR22 21 APR 2022
15AD2-DXXX-VAC 08 NOV 2018
15AD2-DXXX-VLC 08 NOV 2018
15AD2-DXXX-CVFR-01 08 NOV 2018
15AD2-DXXX-CVFR-02 08 NOV 2018
15AD2-DXXX-ILC 08 NOV 2018

AEROPORT INTERNATIONAL DE NIAMTOUGOU (AIN)

15AD2-DXNG-ADC 07 OCT 2021
15AD2-DXNG-AOC 07 OCT 2021
15AD2-DXNG-IAC-RNP03 08 NOV 2018
15AD2-DXNG-IAC-DATA-RNP03 08 NOV 2018
15AD2-DXNG-IAC-RNP21 08 NOV 2018
15AD2-DXNG-IAC-DATA-RNP21 08 NOV 2018
15AD2-DXNG-IAC-RNAV_ILS03 08 NOV 2018
15AD2-DXNG-IAC-DATA-RNAV_ILS03 08 NOV 2018
15AD2-DXNG-IAC-ILSY03 08 NOV 2018
15AD2-DXNG-IAC-ILSZ03 08 NOV 2018
15AD2-DXNG-IAC-VORY03 08 NOV 2018
15AD2-DXNG-IAC-VORZ03 08 NOV 2018
15AD2-DXNG-IAC-VORY21 08 NOV 2018
15AD2-DXNG-IAC-VORZ21 08 NOV 2018
15AD2-DXNG-VAC 07 OCT 2021
15AD2-DXNG-VLC 07 OCT 2021
15AD2-DXNG-ILC 07 OCT 2021

SANSANNE-MANGO

15AD2-DXMG-VAC 08 NOV 2018
15AD2-DXMG-VLC 08 NOV 2018

SOKODE

15AD2-DXSK-VAC 08 NOV 2018
15AD2-DXSK-VLC 08 NOV 2018

16

MORONI/PRINCE SAID IBRAHIM

16AD2-FMCH-ADC 27 JAN 2022
16AD2-FMCH-AOC 27 JAN 2022
16AD2-FMCH-ARC 05 DEC 2019
16AD2-FMCH-STAR-RNAV0220 08 NOV 2018
16AD2-FMCH-STAR-RNAV02 08 NOV 2018
16AD2-FMCH-RMAC 14 JUL 2022
16AD2-FMCH-IAC-RNAV02 08 NOV 2018
16AD2-FMCH-IAC-ILSX02 08 NOV 2018
16AD2-FMCH-IAC-ILSY02 08 NOV 2018
16AD2-FMCH-IAC-ILSZ02 08 NOV 2018
16AD2-FMCH-IAC-VOR02 08 NOV 2018
16AD2-FMCH-IAC-VPT20 08 NOV 2018
16AD2-FMCH-VAC 27 JAN 2022
16AD2-FMCH-VLC 27 JAN 2022
16AD2-FMCH-ILC 27 JAN 2022

17

BISSAU / OSVALDO VIEIRA

17AD2-GGOV-ADC 16 JUL 2020
17AD2-GGOV-APDC 16 JUL 2020
17AD2-GGOV-AOC 16 JUL 2020
17AD2-GGOV-ARC 16 JUL 2020
17AD2-GGOV-STAR-VORDME0321 06 OCT 2022
17AD2-GGOV-RMAC 05 DEC 2019
17AD2-GGOV-IAC-RNAV03 06 OCT 2022
17AD2-GGOV-IAC-RNAV21 06 OCT 2022
17AD2-GGOV-IAC-ILSX21 06 OCT 2022
17AD2-GGOV-IAC-ILSY21 06 OCT 2022
17AD2-GGOV-IAC-ILSZ21 06 OCT 2022
17AD2-GGOV-IAC-VORY03 06 OCT 2022
17AD2-GGOV-IAC-VORZ03 06 OCT 2022
17AD2-GGOV-IAC-VORY21 06 OCT 2022
17AD2-GGOV-IAC-VORZ21 06 OCT 2022
17AD2-GGOV-VAC 16 JUL 2020
17AD2-GGOV-VLC 16 JUL 2020
17AD2-GGOV-ILC 16 JUL 2020

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

GEN 2.4 INDICATEURS D'EMPLACEMENT
LOCATION INDICATORS

EMPLACEMENT *LOCATION*	**INDICATEUR** *INDICATOR*	**EMPLACEMENT** *LOCATION*	**INDICATEUR** *INDICATOR*
AEROPORT INTERNATIONAL DE CAP SKIRRING	GOGS		
AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS	GOBD		
BAKEL	GOTB		
DAKAR (FIC,ACC,COM,NOF)	GOOO		
DAKAR / LEOPOLD SEDAR SENGHOR	GOOY+		
DAKAR/VILLE	GOOV		
DIOURBEL	GOOD		
KAOLACK	GOOK		
KEDOUGOU	GOTK		
KOLDA / SARE BIDJI	GOGK		
LINGUERE	GOOG		
MATAM / OURO SOGUI	GOSM		
PODOR	GOSP		
RICHARD TOLL	GOSR		
SAINT LOUIS	GOSS		
SIMENTI	GOTS		
TAMBACOUNDA	GOTT		
ZIGUINCHOR	GOGG		

+ Station non reliée au RSFTA / *Station not connected to the AFTN*

INDICATEUR *INDICATOR*	**EMPLACEMENT** *LOCATION*	**INDICATEUR** *INDICATOR*	**EMPLACEMENT** *LOCATION*
GOBD	AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS		
GOGG	ZIGUINCHOR		
GOGK	KOLDA / SARE BIDJI		
GOGS	AEROPORT INTERNATIONAL DE CAP SKIRRING		
GOOD	DIOURBEL		
GOOG	LINGUERE		
GOOK	KAOLACK		
GOOO	DAKAR (FIC,ACC,COM,NOF)		
GOOV	DAKAR/VILLE		
GOOY+	DAKAR / LEOPOLD SEDAR SENGHOR		
GOSM	MATAM / OURO SOGUI		
GOSP	PODOR		
GOSR	RICHARD TOLL		
GOSS	SAINT LOUIS		
GOTB	BAKEL		
GOTK	KEDOUGOU		
GOTS	SIMENTI		
GOTT	TAMBACOUNDA		

+ Station non reliée au RSFTA / *Station not connected to the AFTN*

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GEN 2.5 LISTE DES AIDES DE RADIO NAVIGATION
LIST OF RADIO NAVIGATION AIDS

INDICATIF ID	NOM DE LA STATION STATION NAME	INSTALLATION FACILITY	UTILISATION PURPOSE
DS	DAKAR-DIASS/BLAISE DIAGNE	DVOR-DME	A
IDS	AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS	ILS-DME	A
SDS	DAKAR / L.S SENGHOR	NDB	A
SLO	SAINT-LOUIS	NDB	AE
TD	TAMBACOUNDA	VOR	AE
YF	DAKAR / LEOPOLD SEDAR SENGHOR	ILS-DME	A
ZG	ZIGUINCHOR	VOR	A

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ENR 0

ENR 0.6 INDEX DE LA PARTIE 2 - ENR
INDEX OF PART 2 - ENR

ENR 4 Navaids
Navaids

ENR 1.8

ATM CONTINGENCY PLAN FOR ASECNA AIRSPACES UNDER ACC OF DAKAR TERRESTRIAL, DAKAR OCEANIC,BAMAKO, OUAGADOUGOU, NIAMEY, ABIDJAN AND LOME

1. OBJECTIVES

1.1 This contingency plan contains procedures to ensure the provision of air navigation services in the event of simultaneous disruption of Air traffic services provisions within airspaces under the responsibility of Dakar Terrestrial, Dakar Oceanic, Bamako, Ouagadougou, Niamey, Abidjan and Lomé ACCs

1.2 The contingency plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the contingency airspace only.

2. CENTRAL COORDINATING COMMITTEE

The Central Coordinating Committee (CCC) function shall be to oversee the implementation of the Contingency Plan and if the Air Traffic Services (ATS) is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to ACC that will be in charge of information and alert services and the restoration of Air Traffic Services in coordination with the WACAF Contingency Coordination Team and adjacent FIRs.

Member	Telephone	Email
Director of Operations	+221 77 333 27 88	bakienonlou@asecna.org
CCC	+221 77 098 38 19	cct@asecna.org

3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

3.1 AIR TRAFFIC SERVICES RESPONSIBILITIES

ASECNA contingency routes (ACR) and ASECNA oceanic contingency routes (AOCR) are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
The assigned flight levels on contingency routes contained in the tables in appendix are conform to semi-circular rules and shall be maintained during the transit into the airspace of contingency.
NDJAMENA ACC will provide information and alert services only for aircraft on ATS contingency routes in Niamey FIR.
NOUAKCHOTT ACC will provide information and alert services only for aircraft on ATS contingency routes in Dakar FIR and Lomé UTA.
Transfer of responsibilities in Dakar Oceanic FIR still comply with EUR/SAM and AORRA contingency provisions as per ASECNA AIP 13ENR1.8-11 and 13ENR1.8-12.
In the event of activation of the current contingency plan, ASECNA shall publish not less than 48 hours before, the corresponding NOTAM indicating the following:

a) Time and date of the beginning of the contingency measure.
b) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

3.2 SEPARATION

Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc7030).

Vertical separations are applied on the contingency routes for aircraft maintaining the same cruising flight level

Longitudinal separation of twenty (20) minutes, must be applied by the adjacent ACC before entering the airspace of disruption. Cruising speed limitations shall be applied during transit.

3.3 AIRSPACE CLASSIFICATIONS

Airspace classification will be changed in class G

3.4 AIRCRAFT POSITION REPORTING

When CPDLC has been authorized for use by the relevant ATC authority this will become a means of communication in addition to HF.

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in the contingency airspace during periods of contingency

TIBA frequencies shall be as follows: AFI REGION – 126.9 MHz

3.5 PROCEDURES FOR ATS UNITS

a) During the period the contingency procedures are in effect, flight plans and other aircraft movement messages must continue to be transmitted by operators via the AFTN/AMHS using normal procedures;

b) Aircraft operators should file flight plans using contingency routes listed in the tables in appendix :
Note : ATS routes not included in the table below are temporarily unavailable

c) The ACC responsible for aircraft entering the contingency airspace will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while transiting;

d) The ACC responsible for aircraft entering the contingency airspace will not authorize any change in route, flight level or speed

e) The ACC in charge of aircraft entering the contingency airspace will inform crew member that they must establish contact with the first ATS Unit after transiting the contingency airspace not less than 10 minutes before the estimated time of entry to the NEXT CONTROLLED AIRSPACE.

3.6 OTHER MEASURES

Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the contingency airspace may be taken as follows :

- Delay or suspension of general aviation IFR operations; and
- Delay or suspension of commercial IFR operations

4. PILOT AND OPERATOR PROCEDURES

4.1 OVERFLIGHT ARRANGEMENTS

During the period of activation of this Contingency Plan the adjacent ACC will provide normal ATC clearances for aircraft to enter the contingency airspace. The adjacent ACC is not responsible for coordination or provision of overflight clearances. As in normal procedure, operators must overflight and landing permissions for concerned airspaces.

4.2 PILOTS OPERATING PROCEDURES

All aircraft transiting through the contingency airspace shall strictly comply with the following

a) Maintain contact with ACC in charge of information and alert according to the tables in appendix;

b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.

c) Reach the flight level assigned by adjacent ACC for the transit at least ten (10) minutes before entering the contingency airspace.

d) Maintain the flight level assigned by the last adjacent ACC while operating within the contingency airspace, unless an emergency or flight safety reason exists.

e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.

f) Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of the contingency airspace.

g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within the contingency airspace, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).

h) Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of contingency airspace to obtain clearance for entering the adjacent airspace concerned.

i) Display navigation and anti-collision lights always during the transit of contingency airspace.

j) The application of SLOP is strongly encouraged

k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code

5. COMMUNICATIONS PROCEDURES

5.1. DEGRADATION OF COMMUNICATION -PILOT RADIO PROCEDURES.

a) When operating within the contingency airspace, pilots should use normal radio communication procedures

b) In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

6. SEARCH AND RESCUE

a) ACCs involved in this contingency plan are required to assist any distressed aircraft of which they are aware.

b) The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.

c) Each SAR authority shall assist as necessary its neighbor as requested in their LoA.

7. IMPLEMENTATION OF THE PLAN TESTING AND REVIEW

a) The plan shall be tested by ATC simulation at least once per year.
b) A full review shall be conducted at least once per three years

8. IMPLEMENTATION OF THE PLAN

The provisions of this contingency plan shall be promulgated by NOTAM to be issued by ASECNA in coordination with ICAO and the concerned States.

ANNEX 1 : ASECNA ACC « DAKAR-BAMAKO-NIAMEY-OUAGA-ABIDJAN-LOME » CONTINGENCY ROUTES PLAN FL SCHEME

ASECNA CONTINGENY ROUTE NAME	ATS Route Concerned	Waypoint on the contingency route		FL allocation scheme				ACC Involved	ACC in charge of Alert and Information services (To be specified by activation NOTAM)	Adjacent ACC
				S	N	E SE NE	W SW NW			
ACR1	UB600	ANITI	GULAV	330 350	260 340 300 360			DAKAR	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294-5493-8894 KHZ	ROBERTS ACCRA
		MEGOT	AD			270 310 330 390	260 280 300 380 400 430 470	ABIDJAN		
		AD	ONESI			250 270 290 310 330 350 390 410	260 300 340 470	ABIDJAN		
ACR2	UA601	ANITI	IPUGA			310 370	400 470	DAKAR		ACCRA
		IPUGA	BKO			310 370	400 470	BAMAKO		
		BKO	NANGA			250 290 310 370 390 410 450	400 470	OUAGA		
ACR3	UG851	BKO	AD			250 290 370 410	380 340	BAMAKO ABIDJAN		ACCRA
ACR4	UG860	BKO	EDGIB			270 310 350	260 300	BAMAKO		ACCRA
		EDGIB	OG			270 310 350	260 300	OUAGA		
ACR5	UG853	DEVLI	TESKI			310 370	280 340 400	ABIDJAN		ACCRA
		TESKI	RASAD			310 370	280 340 400	ABIDJAN		
ACR6	UA560	IPEKA	TESKI			390	320 360 380	ABIDJAN		ACCRA
		TESKI	INAKA			390	320 360 380	ABIDJAN		
ACR7	UA614 UM104	IPOBA	TAVOT	320	330			NIAMEY		ALGER ACCRA
		TAVOT	BIGOM	320	330			OUAGA		
		BIGOM	AD	320	330			ABIDJAN		

ACR8	UM114	ZAWAT	LITAK	320 360 400	330 390 450			NIAMEY		ALGER ACCRA
		LITAK	NASTO	320 360 400	330 390 450			NIAMEY	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294- 5493-8894 KHZ	
ACR9	UM608/ UA608	TERAS	TATAT	340 380 430	290 370 410			NIAMEY		ALGER ACCRA
		TATAT	TYE	340 380 430	290 370 410			LOME		
ACR10	UR975	NEVDI	ANITI	280 380	290 370 390 410			DAKAR		SAL
ACR11	UR976	ANITI	LUMPO			330 350 370	260 300 340 360 400 470	DAKAR		SAL
ACR12	UA302	ANITI	TURUP	280 380	290 390 410			DAKAR		SAL
ACR13	UR977 UM122	EREMO	BKO	250 410	260 280 300 340 360 380 400 470			BAMAKO		NOUAKCHOTT
ACR14	UA600	KIMGA	BKO			290 390	260 280 340 380 400 470	BAMAKO		NOUAKCHOTT
ACR15	UA612	BKO	NEGLO			350	260 280 300 340 380 400 470	BAMAKO		ROBERTS
ACR16	UM998	TOBUK	INISA	250 270 290 310 350 370 390 410	260 280 300 320 340 360 400			NIAMEY		ALGER NDJAMENA

ACR17	UR978 UA604	ERKEL	MOLIT	330 350 370 390 410	340 360 380 400			NIAMEY		ALGER KANO
ACR18	UB730	IKTAV	RAKOM	250 270 290 310 350 370 390 410	260 280 300 320 340 360 380 400			NIAMEY	ACC NOUAKCHOTT 124,2 MHZ CPDLC HF 5565-6535 8861-8894 KHZ INM:+87077211-3706 ACC NDJAMENA CPDLC FTTT, HF 8873-8903-13294- 5493-8894 KHZ	ALGER NDJAMENA
ACR19	UG854	OG	NY			270 310 350	260 300	OUAGA		ACCRA NDJAMENA KANO
	UG660	NY	GULEN							
ACR20	UA400	AD	EGADU			250 310 330 350 370 390	380 400	ABIDJAN		ACCRA
ACR22	UL433	POLTO	KETAT			250 270 310	260 280 300 320	LOME		ACCRA
ACR23	UL683	GANDA	IPORI			350	400	LOME		ACCRA
S : Southbound N : Northbound E : Eastbound W : Westbound NW : North-Westbound SE : South-eastbound NE : North-eastnound SW : South-westbound										

ANNEX 2 : ASECNA ACC « DAKAR-OCEANIC » CONTINGENCY ROUTES PLAN FL SCHEME

ASECNA CONTINGENY ROUTE NAME	ATS Route Concerned	Waypoint on the contingency route		FL allocation scheme		ACC Involved	ACC in charge of Alert and Information services (To be specified by activation NOTAM)	Adjacent ACC
				S	N			
CORRIDOR EUR/SAM								
AOCR1	UN741	KENOX	NANIK	300 340 360 380		Dakar Oceanic corridor EUR/SAM	RECIFE / SAL OCEANIC / DAKAR / NOUAKCHOTT / NIAMEY	RECIFE / SAL OCEANIC
AOCR2	UN866	AMDOL	DEKON		290 330 350 370 390	Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR3	UN873	POMAT	TASIL	300 340 360 380		Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR4	UN857	BOTNO	ERETU		290 330 350 370 390	Dakar Oceanic corridor EUR/SAM		RECIFE / SAL OCEANIC
AOCR21	UL435	IRELA	BUVUK	310 410	320 430	Dakar Oceanic corridor EUR/SAM		PIARCO / SAL OCEANIC
		BUVUK	ATANI	310 410	320 430	Dakar Oceanic AORRA	RECIFE / SAL OCEANIC / DAKAR / NOUAKCHOTT / NIAMEY / ACCRA	ABIDJAN / ACCRA
OUT OF CORRIDOR EUR/SAM								
AOCR5	UA302 / UL206	TURUP	KODOS	280 380	290 390	Dakar Oceanic AORRA	ACCRA / ROBERTS / DAKAR / ABIDJAN	ABIDJAN / ACCRA / ROBERTS
AOCR6	UA572 / UL330	TIVOD	ASDOK	340 360 380 400	330 350 370 390	Dakar Oceanic AORRA		ABIDJAN / ACCRA / ROBERTS
AOCR7	UG433 / UL327	TUROT	SERIM	340 360 380 400	330 350 370 390	Dakar Oceanic AORRA	ACCRA / ROBERTS / DAKAR / ABIDJAN	ABIDJAN / ACCRA / ROBERTS / LUANDA
AOCR8	UA560 / UL335	ARLEM	ANPIR	280 300 360 380	290 330 390 450	Dakar Oceanic AORRA		ABIDJAN / ACCRA / ROBERTS / LUANDA
S : Southbound N : Northbound E : Eastbound W : Westbound NW : North-Westbound SE : South-eastbound NE : North-eastnound SW : South-westbound								

ANNEX 3 : Graphical Representation for ATS CONTINGENCY Routes (ACR) and ATS OCEANIC CONTINGENCY Routes (AOCR)

See AIP CHART 00ENR6.3-11

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OCEANIC AND WEST AFRICA

CONTINGENCY ROUTES PLAN
(NIAMEY AND DAKAR FIRs - DAKAR OCEANIC

Aeronautical information related to non ASECNA members are extracted from documents edited by their origin countries. Those data is delivered without prejudice.

Before using this document, please, refer NOTAM with aeronautical information organismes.

OBSERVATIONS :

Effective from the date of 06 october 2022

120.5 VHF ACC Frequency
FL 245 Upper Limit
ILL / FL 245 Upper/Lower Limit

Bearings in Magnetic Degrees.
Distances in Nautical Miles.
Isogonic Lines : 2020
Scale : 1:9 000 000 on equator

ASECNA FIR
A Cass Airspace
P, R, D Zones
FIR Borders
Air Routes

ATS/MET mandatory report
ATS mandatory report
ATS mandatory report
VOR-DME
VOR
NDB

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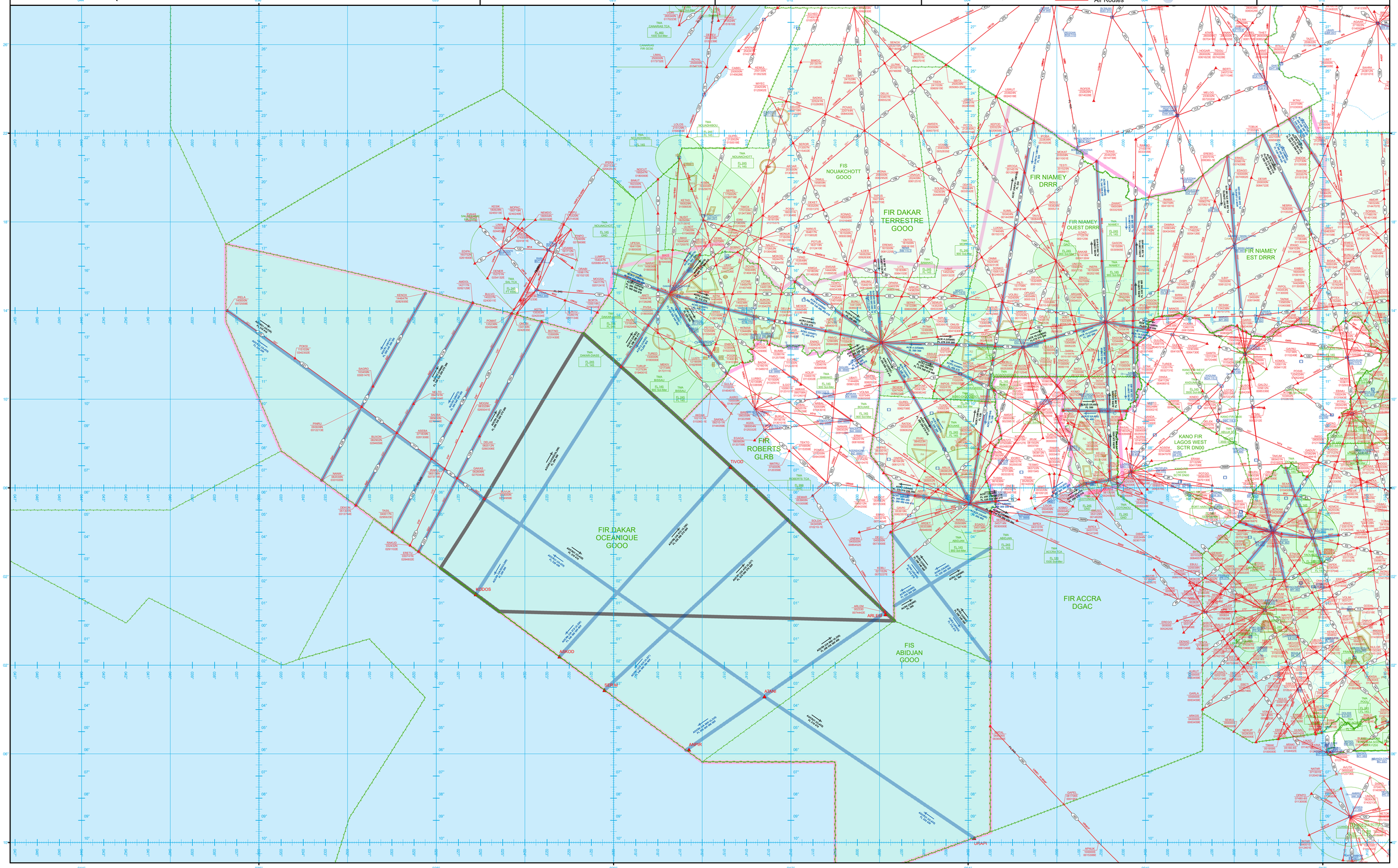

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ENR 1.8

CONTINGENCY ATS ROUTES NETWORK IN ASECNA AIRSPACES UNDER ACC OF BRAZZAVILLE, DOUALA, AND LIBREVILLE

1. OBJECTIVES

1.1 This contingency plan contains procedures to ensure the provision of air navigation services in the event of simultaneous disruption of Air traffic services provisions within airspaces under the responsibility of Brazzaville, Douala, and Libreville ACCs

1.2 The contingency plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the contingency airspace only.

2. CENTRAL COORDINATING COMMITTEE

The Central Coordinating Committee (CCC) function shall be to oversee the implementation of the Contingency Plan and if the Air Traffic Services (ATS) is disrupted for an extended period, make arrangements for, and facilitate the temporary relocation of the Air Traffic Services to ACC that will be in charge of information and alert services where possible, and the restoration of Air Traffic Services in coordination with the WACAF Contingency Coordination Team and adjacent FIRs.

Member	Telephone	Email
Director of Operations	+221 77 333 27 88	bakienonlou@asecna.org
CCC	+221 77 098 38 19	cct@asecna.org

3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

3.1 AIR TRAFFIC SERVICES RESPONSIBILITIES

Brazzaville contingency routes (BZCR) are designed to maximize the use of existing ATS route structures and communications, navigation, and surveillance services.
The assigned flight levels on contingency routes contained in the tables in appendix are conform to semi-circular rules and shall be maintained during the transit into the airspace of contingency.
Information and alert services where possible, will be specified by appropriate NOTAM.
In the event of activation of the current contingency plan, ASECNA shall publish not less than 48 hours before, the corresponding NOTAM indicating the following:

a) Time and date of the beginning of the contingency measure.
b) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

3.2 SEPARATION

Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc7030).

Vertical separations are applied on the contingency routes for aircraft maintaining the same cruising flight level

Longitudinal separation of fifteen (15) minutes, must be applied by the adjacent ACC before entering the airspace of disruption. Cruising speed limitations shall be applied during transit.

3.3 AIRSPACE CLASSIFICATIONS

Airspace classification will be changed in class G

3.4 AIRCRAFT POSITION REPORTING

When CPDLC has been authorized for use by the relevant ATC authority this will become a means of communication in addition to HF.

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in the contingency airspace during periods of contingency

TIBA frequencies shall be as follows: AFI REGION – 126.9 MHz

3.5 PROCEDURES FOR ATS UNITS

a) During the period the contingency procedures are in effect, flight plans and other aircraft movement messages must continue to be transmitted by operators via the AFTN/AMHS using normal procedures;

b) Aircraft operators should file flight plans using contingency routes listed in the tables in appendix :
Note : ATS routes not included in the table below are temporarily unavailable

c) The ACC responsible for aircraft entering the contingency airspace will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while transiting;

d) The ACC responsible for aircraft entering the contingency airspace will not authorize any change in route, flight level or speed

e) The ACC in charge of aircraft entering the contingency airspace will inform crew member that they must establish contact with the first ATS Unit after transiting the contingency airspace not less than 10 minutes before the estimated time of entry to the NEXT CONTROLLED AIRSPACE.

3.6 OTHER MEASURES

Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the contingency airspace may be taken as follows :

- Delay or suspension of general aviation IFR operations; and
- Delay or suspension of commercial IFR operations

4. PILOT AND OPERATOR PROCEDURES

4.1 OVERFLIGHT ARRANGEMENTS

During the period of activation of this Contingency Plan the adjacent ACC will provide normal ATC clearances for aircraft to enter the contingency airspace. The adjacent ACC is not responsible for coordination or provision of overflight clearances. As in normal procedure, operators must overflight and landing permissions for concerned airspaces.

4.2 PILOTS OPERATING PROCEDURES

All aircraft transiting through the contingency airspace shall strictly comply with the following

a) Maintain contact with ACC in charge of information and alert according to the tables in appendix;

b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.

c) Reach the flight level assigned by adjacent ACC for the transit at least ten (10) minutes before entering the contingency airspace.

d) Maintain the flight level assigned by the last adjacent ACC while operating within the contingency airspace, unless an emergency or flight safety reason exists.

e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.

f) Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of the contingency airspace.

g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within the contingency airspace, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).

h) Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of contingency airspace to obtain clearance for entering the adjacent airspace concerned.

i) Display navigation and anti-collision lights always during the transit of contingency airspace.

j) The application of SLOP is strongly encouraged

k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code

5. COMMUNICATIONS PROCEDURES

5.1. DEGRADATION OF COMMUNICATION -PILOT RADIO PROCEDURES.

a) When operating within the contingency airspace, pilots should use normal radio communication procedures

b) In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

6. SEARCH AND RESCUE

a) ACCs involved in this contingency plan are required to assist any distressed aircraft of which they are aware.

b) The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.

c) Each SAR authority shall assist as necessary its neighbor as requested in their LoA.

7. IMPLEMENTATION OF THE PLAN TESTING AND REVIEW

a) The plan shall be tested by ATC simulation at least once per year.
b) A full review shall be conducted at least once per three years

8. IMPLEMENTATION OF THE PLAN

The provisions of this contingency plan shall be promulgated by NOTAM to be issued by ASECNA in coordination with ICAO and the concerned States.

ANNEX : ASECNA ACC « BRAZZAVILLE-DOUALA-LIBREVILLE » CONTINGENCY ROUTES PLAN

ASECNA CONTINGENY ROUTE NAME	ATS Route Concerned	Waypoint on the contingency route		FL allocation scheme		ACC Involved	ACC in charge of Alert and Information services (To be specified by activation NOTAM)	Adjacent ACC
				E SE NE	W SW NW			
BZCR1	UR984	RALIN	MPK	290 390	300 400	Douala Bangui Brazzaville	ACC in charge of alert and information services will be specified by NOTAM	Kano Kishassa
	UT139	MPK	ASKON	290 390	300 400			
BZCR2	UG727	BZ	TJN	330 370	340 360	Brazzaville		Kinshassa NDjaména
BZCR3	UA607	MPK	RULDO	330 370	340 360	Bangui Brazzaville		Kinshassa NDjaména
BZCR4	UM215	ONUDA	MERON	330 370	340 360	Brazzaville		Kinshassa NDjaména
BZCR5	UG856	BZ	BIPIV	290 390	300 400	Brazzaville Libreville		Kinshasa Sao Tome Kano
BZCR6	UG861	OBUDU	IT	330 350 370	340 360	Douala Brazzaville		Kano
	UR987	IT	PIRMI	330 350 370	340 360	Brazzavile		Luanda
BZCR7	UA410	BZ	MPK	270 310	280 320 380	Brazzaville Bangui		Kinshasa N'Djamena
		MPK	ONUDA	270 290 310 390	280 320 380			
BZCR8	UB737	USMOL	DLA	270 310	280 320	Douala Brazzaville		Sao Tome N'Djamena
	UG857	DLA	INOGO	270 290 310 390	280 320	Douala Brazzaville		N'Djamena
BZCR9	UA604	BZ	FRV	250 350	260 380	Douala Brazzaville		Kinshasa Kano
	UR986	FRV	TAKUM	250 350	260 380			
BZCR11	UT419	ARKOS	AGTOM	410 450	380 430	Brazzaville		Accra Khartoum
		ANUKI	ASKON					
BZCR12	UQ583	GULEP	VOLMU	410 450	380 430	Libreville		Sao Tomé Brazzavilleo
		VOLMU	TAPEK			Brazzaville		
		TAPEK	KITEK			Brazzaville		

S : Southbound N : Northbound E : Eastbound W : Westbound NW : North-Westbound SE : South-eastbound NE : North-eastnound SW : South-westbound

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g) The ACC responsible for aircraft entering the OUAGADOUGOU UTA will not authorize any change in route, flight level or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under THIS PLAN (Where it also serves as the formal LOA);

h) The ACC responsible for aircraft entering the OUAGADOUGOU UTA will inform aircraft that they must establish prior contact with the first ATS UNIT after transiting the OUAGADOUGOU UTA not less than 10 minutes before the estimated time of entry to the airspace which this Unit is responsible;

5. TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when disruption of air traffic services seems possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by BURKINA FASO Civil Aviation Authority via NOTAM.

In the event of a disruption of air traffic services that has not been promulgated, OUAGADOUGOU ACC will, if possible, broadcast to all aircraft in the OUAGADOUGOU CTA/ UTA, airspace that is affected by the disruption and any further instructions.
It is recognized that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings.
OUAGADOUGOU ACC will evaluate all requests to ensure safety is maintained.

6. TRANSFER OF CONTROL, COORDINATION AND DELEGATION OF RESPONSIBILITY IN THE PROVISION OF AIR TRAFFIC SERVICES WITHIN THE OUAGADOUGOU UTA

6.1 The transfer of control and communication will be at the common OUAGADOUGOU ACC boundaries or as previously agreed upon between:

a) NIAMEY ACC;
b) ACCRA ACC;
c) ABIDJAN ACC;
d) BAMAKO ACC

6.2 The responsibility for ensuring the provision of air traffic services within OUAGADOUGOU UTA is transferred to NIAMEY ACC according to the following considerations:
NIAMEY ACC will ensure the provision of air traffic services for traffic operating along contingency ATS routes.
HF frequencies of NIAMEY ACC (8903-3419) will be used.

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within OUAGADOUGOU UTA, aircraft operators should file flight plans using alternative contingency routes listed in the scheme below:
Note: ATS routes not included in the table below are temporarily unavailable.

Contingency routes	Delegated centers	Means of communication	Flight levels assignment	Entering/Exit point	Adjacent FIR
UG854 (DEKAS-OG)	NIAMEY	VHF,CPDLC, HF	EASTBOUND: FL270 WESTBOUND: FL 260 ; FL300	DEKAS	NIAMEY
UG859 (OG-TUMUT)	NIAMEY/ACCRA	VHF,CPDLC, HF	Northbound: FL250; 310; 330 ; 350 Southbound: FL280; 320 ; 360 ; 380 ; 400	OPUGO /TUMUT	NIAMEY
UG860 (OG-EDGIB)	NIAMEY/BAMAKO	VHF,CPDLC, HF	eastbound: FL270 westbound:FL260; FL300	EDGIB	NIAMEY/ BAMAKO
UA614 (TAVOT-BIGOM)	NIAMEY	VHF,CPDLC, HF	Northbound: FL330 ; 350 ; 370 ; 390 Southbound: FL320 ; 360 ; 380 ; 400	TAVOT/BIGOM	NIAMEY
UA601 (NANGA-BD-EBSUD)	BAMAKO-ACCRA	VHF,CPDLC, HF	West bound: FL 260 ; 280 ; 300 ; 340 Eastbound: FL 270 ; 310 ; 410	NANGA/EBSUD	ACCRA/ BAMAKO

8. PILOT AND OPERATOR PROCEDURES

8.1 Filing of flight plans

Flight plan requirements detailed in BURKINA FASO AIP continue to be apply during Contingency operations, except where modified by the contingency ATS routes and FLAS specified by ATC and/or in NOTAM.

8.2 Over flight approval

Aircraft operators must obtain over-flight approval from the BURKINA FASO Civil Aviation Authority prior to operating flights through the OUAGADOUGOU UTA. During the period of activation of this Contingency Plan, NIAMEY ACC will provide normal ATC clearances for aircraft to enter the OUAGADOUGOU UTA. NIAMEY ACC is not responsible for coordination or provision of overflight clearances for the OUAGADOUGOU UTA. The operator must ensure any required overflight approval has been obtained.

8.3 Pilots operating procedures

All aircraft transiting through OUAGADOUGOU UTA shall strictly comply with the following:

a) Maintain contact with NIAMEY ACC according to the paragraph 4 of this contingency plan.

b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.

c) Reach the flight level assigned by the adjacent ACC for the transit of OUAGADOUGOU UTA at least ten (10) minutes before entering OUAGADOUGOU UTA.

d) Maintain the flight level assigned by the last adjacent ACC while operating within OUAGADOUGOU UTA, unless an emergency or flight safety reason exists.

e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.

f) Include in their last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of OUAGADOUGOU UTA.

g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of OUAGADOUGOU UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within OUAGADOUGOU UTA, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft callsign,
the aircraft position, the flight levels being left and crossed, etc.).

h) Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of OUAGADOUGOU UTA to obtain clearance for entering the adjacent airspace concerned.

i) Display navigation and anti-collision lights always during the transit of contingency airspace.

j) The application of SLOP is strongly encouraged

k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.

COMMUNICATION PROCEDURES

8.4 Degradation of Communication - Pilot Radio Procedures

8.4.1 When operating within the contingency airspace, pilots should use normal radio communication procedures. (Where limited or not ATS is available communications will be conducted in accordance with the procedures in the Plan, or s otherwise notified by NOTAM)

8.4.2 In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

9. PUBLIC HEALTH EMERGENCIES

9.1 The delegated ATS unit, upon receipt of information from a pilot or another ATS unit, regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator
or its designated representative.

9.2 To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

10.1 If a volcanic ash cloud is reported or anticipated in OUAGADOUGOU UTA, the delegated ATS unit should take the following actions:

a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the concerned flight levels;

b) Respond to requests for a course change or a level change as far as possible;

c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and

d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

10.2 When a flight crew informs the delegated ATS unit that they have inadvertently entered a cloud of volcanic ash, the delegated ATS units should:

a) Respect measures applicable to an aircraft in an emergency, and;

b) Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

11. Interception of civil aircraft

11.1 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2- Rules of the Air, Paragraph 3.8 and Appendix 2, Sections 2 and 3.

ENR 1.8
ATM CONTINGENCY PLAN FOR DOUALA ACC

1. Objectives

1.1. This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the DOUALA Upper Traffic Area and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.30, and Attachment C.

1.2. This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the airspace under the responsibility of DOUALA ACC. Routes and flight levels are limited.

2. Air Traffic Management

2.1. Air Traffic Services Responsibilities

2.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof

2.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.

2.1.3. In the event that ATS cannot be provided within the DOUALA UTA, ASECNA shall publish not less than 48 hours prior, if practicable, the corresponding NOTAM indicating the following:

a) Time and date of the beginning of the contingency measures;

b) Airspace available for landing and over flying traffic and airspace to be avoided;

c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available;

d) Information on the provisions made for alternative services;

e) ATS contingency routes;

f) Procedures to be followed by neighboring ATS units;

g) Procedures to be followed by pilots; and

h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

2.1.4. In the event that the DOUALA ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by DOUALA ACC.

2.2. Separation

2.2.1. Separation criteria shall be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc 7030).

2.3. Level restriction

2.3.1. Where possible, aircraft on long haul international flights shall be given priority with respect to cruising levels.

2.4. Other measures

2.4.1. Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the DOUALA UTA may be taken as follows:

a) Suspension of all VFR Operations;

b) Delay or suspension of general aviation IFR operations; and;

c) Delay or suspension of commercial IFR operations.

3. Transition to contingency scheme

3.1. During times of uncertainty when disruption of air traffic services seems possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarisation of the alternative routes outlined in the contingency scheme as well as what may be promulgated by ASECNA via NOTAM or AIC.

3.2. In the event of a disruption of air traffic services that has not been promulgated, DOUALA ACC will, if possible, broadcast to all aircraft in the DOUALA UTA airspace that is affected by the disruption and any further instructions.

3.3. It is recognised that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings. DOUALA ACC will evaluate all requests to ensure safety is maintained.

4. Transfer of control, coordination and delegation of responsibility in the provision of air traffic services within the DOUALA UTA

4.1. The transfer of control and communication will be at the common ACC boundaries or as previously agreed upon between:

a) DOUALA - Brazzaville ACCs;

b) DOUALA - Libreville ACCs;

c) DOUALA - Kano ACCs

4.2. The responsibility for ensuring the provision of air traffic services within DOUALA UTA is transferred to Brazzaville ACC for traffic operating along contingency ATS routes:

- BZCR1: UA 604 (OBUDU–DOUALA)
- BZCR2: UR 986 (TAPEK –TAKUM)
- BZCR3: UG 861 (DLA-ARASI)
- BZCR4: UG 857 (DLA – DELOR)
- BZCR5: UR 984 (RALIN– DLA- NLY- ARKEV)
- BZCR6: UB 737 (DLA – IPOVO)

HF frequencies of Brazzaville ACC (5493-6559-8873-8903-13294) will be used.

4.3. DOUALA ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.

5. Contingency ATS Route Network

5.1. ATS Routes to be temporarily unavailable

The following ATS routes will be temporarily unavailable for over flight traffic:

UL 433 - KEMOX-IKROP
UL 434 - DESAM-YAOUNDE
UH 455 - KEMOX – ARASI
UA 604 - DLA-ETNOM

5.2. NORTHBOUND/SOUTHBOUND TRAFFIC

The northbound/southbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

BZCR1: - **UA 604** (OBUDU–DOUALA)
Northbound: flight level 280, 320 and 360
Southbound: flight level 290, 350 and 370

5.3. NORTH-WEST BOUND/SOUTH- EAST BOUND TRAFFIC

The north-west bound/south-east bound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR

BZCR2: - **UR 986** (TAPEK –TAKUM)
North-west bound: flight level 280, 320 and 360
South-east bound: flight level 290, 350 and 370

BZCR3: - **UG 861** (DOUALA –ARASI)
North-west bound: flight level 280, 320 and 360
South-east bound: flight level 290, 350 and 370

5.4. NORTH-EAST BOUND/SOUTH- WEST BOUND TRAFFIC

The north-east bound/south-west bound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

BZCR4: - **UG 857** (DOUALA – DELOR)
North-east bound: flight level 250, 270, 310, 330 and 370
South-west bound: flight level 260 and 340

BZCR6: - **UB 737** (DOUALA – IPOVO)
North-east bound: flight level 270 and 310
South-west bound: flight level 260, 300, 340, 380 and 400

5.5. EASTBOUND/WESTBOUND TRAFFIC

The eastbound/westbound traffic will route via the following contingency routes and in accordance with the flight level allocation scheme indicated in order to provide strategic separation in the FIR:

BZCR5: - **UR 984** (RALIN – DLA-NLY- ARKEV)
Eastbound: flight level 330 and 390
Westbound: flight level 300, 380 and 400

6. ATS Unit Procedures

6.1. Filed flight plan messages shall continue to be transmitted via the AFTN to DOUALA ACC as per normal procedure. The adjacent ACCs (BRAZZAVILLE, KANO, and LIBREVILLE) shall be responsible fo:

5. TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when disruption of air traffic services seems possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by ANAC via NOTAM.
In the event of a disruption of air traffic services that has not been promulgated, Brazzaville ACC will, if possible, broadcast to all aircraft in the Brazzaville UTA, airspace that is affected by the disruption and any further instructions.
It is recognized that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings. Brazzaville ACC will evaluate all requests to ensure safety is maintained.

6. TRANSFER OF CONTROL, COORDINATION AND DELEGATION OF RESPONSIBILITY IN THE PROVISION OF AIR TRAFFIC SERVICES WITHIN BRAZZAVILLE UTA

6.1. The transfer of control and communication will be at the common Brazzaville acc boundaries or as previously agreed upon between:
a) BRAZZAVILLE – NDJAMENA ACC ;
b) BRAZZAVILLE – KINSHASA ACC;
c) BRAZZAVILLE – LUANDA ACC;
d) BRAZZAVILLE – KHARTOUM ACC;
e) BRAZZAVILLE – KANO ACC;
f) BRAZZAVILLE – LIBREVILLE ACC;
g) BRAZZAVILLE – DOUALA ACC;
h) BRAZZAVILLE – ACCRA ACC.

6.2. The responsibility for ensuring the provision of air traffic services within Brazzaville UTA is transferred to Libreville ACC and Ndjamena ACC according to the following considerations:
a) Libreville ACC will ensure the provision of air traffic services for traffic operating in airspace or along the two contingency ATS routes on the sub-west part of the FIR.
- BZCR15: UG 856
- BZCR16: UG 861

HF frequencies of BRAZAVILLE ACC (6559-8903) KHz will be used
b) Ndjamena ACC will ensure the provision of air traffic services for traffic operating in airspace or along the rest of the following contingency ATS routes of the FIR.
- BZCR11: UR 984
- BZCR12: UG 727
- BZCR13: UA 607
- BZCR14: UM 215
- BZCR17: UA 410 (BZ-MPK-ONUDA)
- BZCR18: UG 857.

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within Brazzaville UTA, aircraft operators should file flight plans using alternative contingency routes listed in the scheme below:
Note: ATS routes not included in the table below are temporarily unavailable.

Contingency routes	FIR involved	Flight Levels assignment	Entry/Exit point	Communications means
UR984 (BZCR11)	Kinshasa	Westbound: FL300-FL400 Eastbound: FL290-FL390	ARKEV /MPK	CPDLC et HF: 8873-8903-13294-5493-8894
UG727 (BZCR12)	Kinshasa Ndjamena	Northbound: FL340-FL360 Southbound: FL330-FL350-FL370	BZ/TJN	CPDLC et HF: 8873-8903-13294-5493-8894
UA607 (BZCR13)	Kinshasa Ndjamena	Northbound: FL340-FL360 Southbound: FL330-FL350-FL370	MPK/RULDO	CPDLC et HF: 8873-8903-13294-5493-8894
UM215 (BZCR14)	Kinshasa Ndjamena	Northbound: FL300-FL340-FL360-FL400 Southbound: FL330-FL350-FL370-FL390	ONUDA/MERON	CPDLC et HF: 8873-8903-13294-5493-8894
UG856 (BZCR15)	Kinshasa	Northbound: FL300-FL400 Southbound: FL290-FL390	BZ/ MOVOD	HF: 6559-8903
UG861 (BZCR16)	Luanda	Northbound: FL340-FL360 Southbound: FL330-FL350-FL370	MOVOD /LIKAD	HF: 6559-8903
UA410 (BZCR17)	Kinshasa Ndjamena	Northbound: FL270-FL310-FL410 Southbound: FL280-FL320-FL380	BZ/ONUDA	CPDLC et HF: 8873-8903-13294-5493-8894
UG857 (BZCR18)	Ndjamena	Northbound: FL270-FL310 Southbound: FL280-FL320	DELOR/INASU	CPDLC et HF: 8873-8903-13294-5493-8894

8. PILOT AND OPERATOR PROCEDURES

8.1. Filing of flight plans

Flight plan requirements detailed in ASECNA AIP continue to apply during contingency operations, except where modified by the contingency ATS routes and FLAS specified by ATC and/or in NOTAM.

8.2. Overflight approval

Aircraft operators must obtain overflight approval from the State Civil Aviation Authority prior to operating flights through the state airspace in Brazzaville UTA. During the period of activation of this Contingency Plan, the adjacent ATS UNIT will provide normal ATC clearances for aircraft to enter the Brazzaville UTA. The adjacent ATS UNIT is not responsible for coordination or provision of overflight clearances for the Brazzaville UTA. The operator must ensure any required overflight approval has been obtained.

8.3. Pilots operating procedures

All aircraft transiting through Brazzaville UTA shall strictly comply with the following:
a) Maintain contact with Libreville ACC or Ndjamena ACC according to the paragraph 6 of this contingency plan.
b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
c) Reach the flight level assigned by Libreville ACC or Ndjamena ACC for the transit of Brazzaville UTA at least ten (10) minutes before entering Brazzaville UTA.
d) Maintain the flight level assigned by the last adjacent ACC while operating within Brazzaville UTA, unless an emergency or flight safety reason exists.
e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.
f) Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of Brazzaville UTA.
g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of Brazzaville UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within Brazzaville UTA, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).
h) Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of Brazzaville UTA to obtain clearance for entering the adjacent airspace concerned.
i) Display navigation and anti-collision lights always during the transit of contingency airspace.
j) The application of SLOP is strongly encouraged
k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.

COMMUNICATION PROCEDURES

8.4. Degradation of Communication - Pilot Radio Procedures

8.4.1. When operating within the contingency airspace, pilots should use normal radio communication procedures.

8.4.2. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

9. PUBLIC HEALTH EMERGENCIES

9.1. The Brazzaville ACC, upon receipt of information from a pilot or another ATS unit, regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

9.2. To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

PART II: LEVEL 3 CONTINGENCY (REQUIRING AVOIDANCE OF AFFECTED AIRSPACE)

UNAVAILABILITY OF STATE AIRSPACE WITHIN BRAZZAVILLE UTA

OBJECTIVES

In the event that the total disruption of Air Traffic Services (ATS) within Brazzaville airspace does not allow to fly in the airspace affected, users are invited to circumvent the airspace.
Users may also choose to avoid the Brazzaville airspace by flight planning via any alternative ATS routes provided by adjacent ATS unit of Brazzaville ACC.
Users are advised to circumnavigate Brazzaville airspace and try to establish contact with the ATS unit responsible for the provision of air traffic service as soon as possible according to the route structure below.

STATE	AVOIDANCE ROUTING	FIR CONCERNED
CONGO	KSA-MBA-TUSOX-UA607-MPK-UR984-NLY-UH455-LV-DEDOS -UA400-ARAKI-VCA-BUDEL-KSA	Brazzaville FIR (Douala, Libreville); Luanda FIR; Kinshasa FIR
GABON	DLA-NLY-UL434-AMPIL-UG727-BZ-VCA-ARAKI-UA400-STM-UB737-DLA	Brazzaville FIR (Douala, Brazzaville, Sao-Tomé); Luanda FIR ; Accra FIR (Sao-Tomé)
CAMEROON	LV-UT143-BATVU-UA410-USKAV-UM731-FL-TANAD	Brazzaville FIR (Libreville, Brazzaville); Ndjamena FIR
	TANAD-MIU-AKLIS-ONTAL-ARDEX-IPOVO-LV	Ndjamena FIR ; Kano FIR ; Brazzaville FIR (Libreville)
REPUBLIC OF CENTRAL AFRICA	GODAL- UPATU -KEDOT-BUT-ISIRO-DEKUM-ALMAM-ILBIB-TJR-UG727-GODAL	Brazzaville FIR (Brazzaville); Ndjamena FIR; Khartoum FIR; Kinshasa FIR
EQUATORIAL GUINEA	DLA-NLY-UR986-AGTIR-NEBEX-LV-UG856-ERAVA-ARDEX-ONTAL-DLA	Brazzaville FIR (Douala, Brazzaville, Libreville) ; Kano FIR

EXAMPLE:

Flights from North to South : Join the VOR FL (Ndjamena) and follow instructions from Ndjamena ACC.
Flights from East to West: Join the VOR KGI (Kisangani) and follow instructions from Kisangani/Kinshasa ACC.

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11.3. If an aircraft is intercepted by another aircraft, the pilot shall immediately:
• Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
• If possible, notify appropriate ATS Unit;
• Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit;
• Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz; and
• If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

12. SEARCH AND RESCUE

12.1. ATS units involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.

12.2. The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.

12.3. Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 15.3 below.

13. PLAN TESTING AND REVIEW

13.1. The plan shall be tested by ATC simulation at least once per year

13.2. A full review shall be conducted at least once per three years.

14. IMPLEMENTATION OF THE PLAN

The provisions of this contingency plan shall be promulgated by NOTAM to be issued by ASECNA in coordination with ICAO and the concerned States.

15. ALL CONTINGENCIES UNITS

15.1. CENTRAL COORDINATING COMMITTEE

N°	Member Title	Telephone	Email
1	Director of Civil Aviation Authority (ANAC)	(+241) (0) 11 44 56 58 (+241) (0) 11 44 56 54	Contact@anac-gabon.com
2	Airport general Director (GSEZ)	(+241) (0) 62 00 26 40	igor.simard@arisnet.com
3	Air Navigation Director of ASECNA (Head quarter)	+221 78 303 22 33	bakienonlou@asecna.org
4	Representative of Gabon ASECNA	(+241)(0)65027400	SOKIBRI@asecna.org

ASECNA HEADQUATERS (CRISIS ROOM)

N°	Member Title	Telephone	Email
1	Director of Operations	+221 77 333 27 88 +221 338 69 56 51 +221 338 69 20 62	bakienonlou@asecna.org

15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Telephone	Email
1	Commander	(+241) (0) 65 18 22 61	ekambajea@asecna.org
2	In charge of en-route control	(+241) (0) 65 40.61.44	bimboundzabouassabru@asecna.org
3	Metrological service manager	(+241) (0) 65 18 22 99	ITOUADom@asecna.org
4	Maintenance service manager	(+241)(0)65997857	MOMBOJEA@asecna.org
5	Telecommunication service manager	(+241) (0) 65 18 22 62	LINDZONDZOBALEMBOUAme@asecna.org
6	Aeronautical service manager	(+241) (0) 65 65 51 10	NSECAKPOMar@asecna.org
7	ACC manager	(+241) (0) 65 40 61 38	NGUEMAHerv@asecna.org
8	Tower manager	(+241) (0) 65 40 61 46	NZIENGUISyl@asecna.org

15.3 SEARCH AND RESCUE POINT OF CONTACT

N°	Center	Focal Point	Telephone
1	Libreville	Army focal point 1	(+241) (0) 11 73 43 63
2		Army focal point 2	(+241) (0) 11 73 24 75

PART II: LEVEL 3 CONTINGENCY (REQUIRING AVOIDANCE OF AFFECTED AIRSPACE)

UNAVAILABILITY OF LIBREVILLE UTA

OBJECTIVES

In the event that the total disruption of Air Traffic Services (ATS) within Libreville UTA does not allow to fly in the airspace affected, users are invited to circumvent the airspace.
Users may also choose to avoid the LIBREVILLE UTA by flight planning via any alternative ATS routes provided by neighboring ATS unit of Brazzaville ACC or Douala ACC.
Users are advised to circumnavigate Libreville airspace and try to establish contact with the ATS unit responsible for the provision of service as soon as possible according to the route structure below.

State	Avoidance Routing	FIR concerned
Gabon	DLA-NLY-UL434-AMPIL-UG727-BZ-VCA-ARAKI-UA400-STM-UB737-DLA	Brazzaville FIR (Douala, Brazzaville, Sao-Tomé); Luanda FIR ; Accra FIR (Sao-Tomé)

EXAMPLE:

Flights from North to South : Join VOR DLA (Douala) and follow instructions from Douala ACC
Flights from East to West: Join the point UTAKA on ATS route UT143 and follow instructions from Brazzaville ACC.

ENR 1.8
ATM CONTINGENCY PLAN APPLICABLE TO ANTANANARIVO FIR

FOREWORD

This Contingency Plan will come into effect as determined by the Civil Aviation of Madagascar (ACM), who is the authority responsible for civil aviation operations in Madagascar.

The Plan has been prepared in coordination with the International Civil Aviation Organization (ICAO) to meet the provisions of ICAO Annex 11 – Air Traffic Services Chapter 2 (2.30), to provide for the safe and orderly continuation of international flights through the Antananarivo
FIR.

The Plan has been developed in coordination with the Madagascar airspace management stakeholders and with the close co-operation and collaboration with IATA and the civil aviation authorities and air navigation service providers (ANSPs) responsible for the adjacent FIRs.

Arrangements have been made with civil aviation authorities responsible for adjacent airspaces, and action on their part in the event of activation of the Plan will be in accordance with operational Letters of Agreement (LOAs) established between Madagascar and adjacent States concerned. Aircraft flying through the Antananarivo FIR during activation and operation of the Antananarivo Contingency Plan are expected to comply with the requirements of this Plan and to cooperate with other airspace users as necessary for continued safety of air navigation.

It is to be understood that contingency arrangements that constitute a temporary deviation from the approved Regional Air Navigation Plan are subject to approval as necessary, by the President of the ICAO Council on behalf of the Council.

ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE AIRSPACE OF THE ANTANANARIVO FIR

I. OBJECTIVE

1.1 This Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Antananarivo FIR in accordance with ICAO Annex 11 – Air Traffic Services,
Chapter 2, Section 2.30. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Antananarivo FIR.

1.2 This Contingency Plan does not address arrangements for aircraft arriving and departing at airports within Madagascar, or for domestic flight operations within the territory of Madagascar.

2. STATES AND FLIGHT INFORMATION REGIONS AFFECTED

2.1 In the event that the Civil Aviation Authority for Madagascar (ACM) activates this Contingency Plan, adjacent States and civil aviation authorities responsible for air navigation services in the adjacent FIRs will be notified in accordance with the Letters of Agreement
established between Antananarivo and adjacent FIRs concerned. The adjacent States' FIRs and ATS units directly affected by this Contingency Plan are as follows:

State	Name of airspace	Name of ATS unit
Tanzania	Dar Es Salaam FIR	Dar Es Salaam ACC
Mozambique	Beira FIR	Beira ACC
South Africa	Johannesburg FIR	Johannesburg ACC – Oceanic
Seychelles	Seychelles FIR	Seychelles ACC
Mauritius	Mauritius FIR	Mauritius ACC
La Réunion	TMA La Réunion	Roland GARROS APP
Comoros	TMA Moroni	Moroni APP

2.2 The contact details of the civil aviation authority and organizations concerned are contained in Appendix A to this document. These details will be kept up to date in accordance with Letters of Agreement and the Contingency Plan shall be updated accordingly.

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are based on known, foreseeable or probable impact of interruptions in ATS, caused by natural occurrences or other circumstances, which, in one way or another may partially or totally disrupt the provision of ATS and/or related support services in the Antananarivo FIR, or make the airspace unavailable or unsafe for use.

3.2 The following arrangements have been put in place to support management of the Contingency Plan in order to ensure that international flights may continue in a safe and orderly manner through the Antananarivo FIR.

Central Coordinating Committee

3.3 Whenever circumstances permit, as soon as practicable in advance of, or after a contingency event has occurred, the Project Coordinator of ASECNA shall convene the Central Coordinating Committee (CCC) comprising representatives from:

1) The Civil Aviation Authority (ACM);
2) ICAO ESAF Regional Office;
3) ATS providers within Antananarivo FIR;
4) Representative from the airlines;
5) Other UN agencies and stakeholders considered necessary.

3.4 The Central Coordinating Committee (CCC) shall oversee the conduct of the Contingency Plan and in the event that the Antananarivo ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Antananarivo ACC at the Temporary Moroni APP and the restoration of ATS services. The terms of reference for the CCC will be determined by the Civil Aviation Authority of Madagascar (ACM) in consultation with applicable stakeholders and will be updated periodically and circulated to members of the CCC.

3.5 Contact details of the CCC members are provided in Appendix B to this document.

Antananarivo ATM Operational Contingency Group

3.6 The Antananarivo ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:

- Air traffic services (ATS)
- Aeronautical telecommunication (COM)
- Aeronautical meteorology (MET)
- Aeronautical information services (AIS)
- Communication, navigation and surveillance

(CNS) The tasks of the AOCG shall include taking the following action:

i. review and update of the Antananarivo Contingency Plan as required;
i. keep up to date at all times of the contingency situation;
i. organize contingency teams in each of the specialized areas;
i. keep in contact with and update the ICAO ESAF Regional Office, operators and the IATA Regional Office;
i. exchange up-to-date information with the adjacent ATS and ATS providers within the Antananarivo FIR authorities concerned to coordinate contingency activities;
i. notify the designated ATM organizations in Tanzania, Mozambique, Seychelles, Mauritius, Comoros, La Reunion and South Africa of the contingency situation sufficiently in advance and/or as soon as practical thereafter; and
i. issue NOTAMs according to the corresponding contingency situation related to this plan or as otherwise required. If the situation is foreseeable sufficiently in advance, a NOTAM will be issued at least 48 hours in advance.

4. CONTINGENCY ROUTES STRUCTURE

4.1 PROCEDURES FOR ATS UNITS

In the event of disruption of air traffic services provided by Antananarivo ACC, contingency routes will be introduced to ensure safety of flights and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the
contingency routes to be used, and a flight level assignment scheme shall be introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services, including surveillance.;

4.2 The contingency route structure for international flights is detailed in Appendix C to this document. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds formation.

4.3 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.;

4.4 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority for levels starting from FL290 and above

4.5 International and domestic operators affected by the suspension of all operations from major airports in Madagascar will be notified by civil aviation authority of Madagascar (ACM) when operations may be resumed, and flight planning information will be made available pertaining to those airports.

4.6 International operators may elect to route around the Antananarivo FIR if this will satisfy operational requirements of their companies. In such instances, the contingency routes to be used will be provided by the ATS providers in the adjacent FIRs concerned.

5 AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS and provision of flight information services (FIS) :

5.1 During the contingency critical period, air traffic services (ATS), including air traffic control (ATC) may not be available, particularly with regard to availability of communications and surveillance services. In cases where such services are not available, a NOTAM will be issued by
ASECNA or adjacent ACCs, providing the relevant information, including an expected date and time of resumption of services. The Contingency Plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

5.2 Flight information service (FIS) and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in Appendix D to this
document.

5.3 The primary means of air-ground communication will be by HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller/pilot data link communication (CPDLC) systems where this has been established and is fully operational.
Where CPDLC has been established, this will become the primary means of communication, with HF as secondary. In the case of automatic position reporting, this will replace voice position reporting and CPDLC and/or HF will become the secondary means of communication.

ATS Responsibilities

5.4 During the early stages of a contingency event, the Antananarivo ACC may become overloaded which may require tactical action to be taken in order to re-route aircraft on alternative routes that are not included in this Plan.

5.5 In the event that ATS cannot be provided in the Antananarivo FIR, a NOTAM shall be issued indicating the following, as a minimum requirement:

a) time and date of the beginning of the contingency measures;
b) airspace available for landing and overflying traffic and airspace to be avoided;
c) Reach the flight level assigned by adjacent ACC for the transit at least ten (10) minutes before entering the contingency airspace.
d) flight level allocation scheme (FLAS) if different from those defined in Appendix C and D to this document;
e) information on the provisions made for alternative services;
f) any changes to the ATS contingency routes contained in this Plan;
g) any special procedures to be followed by neighbouring ATS units not covered by this Plan;
h) any special procedures to be followed by pilots; and
i) any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.6 In the event that the Antananarivo International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Dakar and/or Brazzaville will take action to issue the NOTAM pertaining to the closure of airspace upon notification by ASECNA or
ICAO ESAF Regional Office. Sample NOTAMs are at Appendix E

Aircraft Separation

5.7 Aircraft separation criteria will be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, Doc 4444), the Regional Supplementary Procedures (Doc 7030) and the RAM 7.07 volume 3.

5.8 The minimum longitudinal separation applicable will be 15 minutes.

5.9 The route structure provides for a minimum lateral separation of 50 nautical miles. In cases where this is, and for crossing routes, standard vertical separation shall be applied between all aircraft transiting the Antananarivo FIR.

Flight level restrictions

5.10 Where possible, aircraft on long-haul international flights shall be given priority with respect to the assignment of cruising levels.

Operational restrictions.

5.11 VFR flights shall not operate in the Antananarivo FIR if there are extensive disruptions to ATS facilities, except in special cases such as State aircraft, MEDEVAC flights, and any other essential flights authorized by the Civil Aviation Authority of Madagascar (ACM).

5.12 IFR General Aviation flights will receive a lower priority than all other flights and may be suspended depending on circumstances.A.

5.13 IFR commercial flights will receive a high priority together with State and
MEDEVAC flights

Other measures

5.14 Other measures related to the limited availability of airspace and the implementation of the contingency scheme within the Antananarivo FIR may be taken as follows:

5.14.1 Suspension of all VFR operations;

5.14.2 Delay or suspension of general aviation IFR operations; and

5.14.3 Delay or suspension of commercial IFR operations.

Aircraft position reporting

5.15 Pilots will continue to make routine position reports in line with normal ATC reporting procedures. Pilots shall also use the IFBP VHF frequency 126.9 MHz when making routine position reports.

Procedures to be followed by Antananarivo ACC and adjacent ATS Units

5.16 Antananarivo ACC and adjacent ATS units will follow their emergency operating procedures and activate the appropriate level of contingency procedures in line with operational Letters of Agreement. These procedures shall include the following:

a) the Antananarivo ACC, on determining that air traffic services may be reduced due to a contingency event, will inform pilots accordingly. In the event of incapacitation of the operations room/building, the appropriate emergency procedures will apply and time permitting, controllers will make an emergency evacuation transmission on the radio frequency or frequencies in use providing pilots with alternate means of communication;

b) during the period when the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Antananarivo ACC via the AFTN using normal procedures;

c) on notification of a contingency situation by Civil Aviation Authority of Madagascar (ACM), ICAO or the appropriate alternate authority of an adjacent FIR, the ATS authorities operating the ACCs of the adjacent FIRs will activate the contingency procedures in accordance with their respective Letters of Agreement.

d) the adjacent ACCs responsible for aircraft entering and transiting the Antananarivo FIR must communicate to concerned ATS units not less than 30 minutes beforehand, the estimated time over the Antananarivo FIR boundary entry points;

e) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR ill instruct pilots to maintain the last flight level assigned and speed (Mach number technique if applicable) or as per flight level scheme allocation in force while overflying the Antananarivo FIR;

f) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR will not authorize any change in flight level or speed (Mach number technique, if applicable) later than 10 minutes before the aircraft enters the Antananarivo FIR, except in the case specified in (h) below;

g) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR will inform all aircraft, prior to entering the Antananarivo FIR, that they must communicate with the next (downstream) ATC unit at least 10 minutes before the estimated time over the Antananarivo FIR boundary exit points, or asmay be agreed by the accepting ATS unit downstream; and

h) operators may also chose to route around the Antananarivo FIR, and the controlling authorities of the neighboring FIRs concerned will provide alternative contingency routes as appropriate.

***Note** : ATS units should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements regarding alternative routing arrangements. ATS units should endeavour to accommodate such requests within the confines of safety rules and procedures.*

Transition to contingency scheme

5.17 During times of uncertainty (severe weather, volcanic ash, reported seismic activity, etc) when airspace closure seems most likely, aircraft operators should be prepared for a possible change in routing while en-route, familiarization with the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by Antananarivo via NOTAM or other form of aeronautical information.

5.18 In the event of airspace closure that has not been promulgated, Antananarivo ACC and adjacent ATS units should, to the extent possible, broadcast to all aircraft under their jurisdiction, what airspace is being closed and to standby for further instructions.

5.19 If circumstances lead to the closure of the Antananarivo FIR and no contingency routes are available throughout that FIR, aircraft will be required to route around the Antananarivo FIR. As much warning as possible will be provided by ASECNA in the event of the complete closure of Antananarivo FIR.

Adjustment of Coordination Requirements

5.20 Antananarivo and adjacent ATS providers concerned will review the effectiveness of current coordination requirements and procedures in light of contingency operations or airspace closure, and make any necessary adjustments to the Antananarivo FIR Contingency Plan.

6. PUBLIC HEALTH EMERGENCIES

6.1 In the event of a Public Health Emergency, such as disease outbreak, ATC should verify procedures to be followed related to the specific emergency as provided by the Ministry of Health in collaboration with the civil aviation authority (ACM) and should advise the operators as soon as practicable. (CF. APPENDIX H)

6.2 ATC should also ensure that contact details relating to the Focal Points of Contact for specific outbreaks are updated regularly.

6.3 Should a Public Health Emergency necessitate the closure of the Antananarivo FIR and its aerodromes, then specific procedures to be followed will be published by NOTAM.

7. VOLCANIC ASH CONTINGENCY PLAN (VACP)

In the event of volcanic ash activity affecting the whole or part of the Antananarivo FIR, detailed contingency arrangements specifically related to volcanic ash are contained in Appendix G to this document.

8. PILOT AND OPERATOR PROCEDURES

Filing of flight plans

8.1 Flight planning requirements for the Antananarivo FIR are to be followed in accordance with the ICAO the PANS-ATM (Doc 4444) and with RAM 7.07 volume 3.

Overflight approval

8.2 In a contingency situation, flights may be re-routed at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain overflight approval. However, the current requirements and procedures for overflight approval of the Antananarivo FIR as provided by the concerned Civil Aviation Authorities (ACM) shall continue to be applicable.

8.3 With regard to other FIRs, aircraft operators are to obtain overflight approval from States responsible for such airspaces in accordance with the procedures and requirements of such States.

8.4 Coordination for special arrangements to expedite flight approvals for aircraft transiting the Antananarivo FIR in a contingency situation may be coordinated with Antananarivo ACC and adjacent ATS units on a case by case basis, as addressed in the Letters of Agreement.
Aircraft operators should note however that overflight approval remains the responsibility of the State whose territory is to be overflown.

Pilot operating procedures

8.5 Aircraft overflying the Antananarivo FIR shall follow the following procedures:

a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme (FLAS) applicable to the route(s) being flown as specified in Appendix C to this document;

b) flights are to file flight plans using the Contingency Routes specified in Appendix C to this document, according to their airport of origin, routing and destination;

c) pilots are to keep a continuous watch on the specified contingency radio frequencies as specified in the Letters of Agreement and transmit position information and estimates in accordance with normal ATC position reporting procedures using the English language;

d) pilots are to maintain during their entire flight time within Antananarivo FIR, the flight level last assigned by the last ACC or ATS unit responsible for the provision of ATC service, prior to the aircraft entering the Antananarivo FIR. In the event that the last assigned flight level does not correspond to the flight level allocation scheme (FLAS) applicable to the Antananarivo Contingency Plan, the pilot should establish contact with the ATS unit responsible for the provision of service to clarify, and if unable, shall adjust to the FLAS as soon as possible once in the contingency airspace. The pilot shall, under no circumstances, change this level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;

e) aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Antananarivo FIR or as otherwise instructed by the appropriate ATC unit in accordance with the Letters of Agreement;

f) pilots are to include in their last position report prior to entering the Antananarivo FIR, the estimated time over the entry point of the Antananarivo FIR and the estimated time of arrival over the relevant exit points of the Antananarivo FIR;

g) pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over the FIR boundary exit points of Antananarivo FIR;

h) whenever in-flight emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Antananarivo FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Antananarivo FIR, to immediately inform the ACC responsible for that airspace. Pilots are to make blind transmissions on 121.5 Mhz and 126.9 Mhz of the relevant emergency level change message, indicating the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);

i) recognizant of the fact that not all operational circumstances can be addressed by this Contingency Plan, pilots are to maintain a high level of alertness when operating in the Antananarivo contingency airspace and take appropriate action to ensure safety of flight; and

j) Pilots should maintain continuous listening watch on VHF emergency frequency 121.5 MHz and IFBP frequency 126.9 MHz at all times when operating in the Antananarivo contingency airspace.

Interception of civil aircraft

8.6 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 to the Chicago Convention –Rules of the Air, paragraph 3.8 and Appendix 2 or RAM 7.07 volume 1 paragraph 3.8 Appendix 2.

8.7 Should conditions prevailing in the airspace over the territory and territorial waters of Madagascar during contingency period result in the interception of civil aircraft by military aircraft, the pilot shall immediately take the following action:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight. If no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;

e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit;

f) if any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals or by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual or radio instructions given by the intercepting aircraft.

NOTE: The above interception procedures are consistent with provisions contained in Annex 2 (Section 3.8) to the Chicago Convention.

9. COMMUNICATION PROCEDURES

Procedures for Reduced/Loss of Radio Communication

9.1 When operating within the contingency airspace of Antananarivo FIR, pilots should use normal radio communication procedures where ATS services are available or as otherwise notified by NOTAM.

9.2 If communication is lost on the normal ATS frequencies allocated, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate handover frequency. It should be expected that loss of communication may be temporary. As such, if following the loss of communication pilots are still unable to establish two-way radio communication on other frequencies, pilots should consider periodic attempts on the frequency on which two-way radio communication was lost. In any case, in the absence of two-way communication with ATC, pilots should continue to make routine position reports on the appropriate frequencies, and broadcast positions on the specified contingency frequencies.

Communication frequencies

9.3 A list of frequencies to be used for the contingency routes for the Antananarivo FIR is detailed at Appendix F to this document.

10. AERONAUTICAL INFORMATION SUPPORT SERVICES

Aeronautical Support Information Services (AIS)

10.1 NOTAM services will be used optimally to mitigate against loss of radio and other forms of communication in Antananarivo FIR. NOTAMs will be used as necessary to support coordination and operational procedures that would be established before, during and after any contingency phase.

10.2 In the event of unavailability of AIS services for Antananarivo, NOTAM services will be provided by Dakar NOTAM services or Brazzaville NOTAM services.

Meteorological Services (MET)

10.3 It is expected that the Antananarivo MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the Antananarivo FIR be withdrawn, timely MET information may not be immediately available to aircraft in flight.
Alternative means of obtaining up to date MET information concerning the Antananarivo FIR will be provided to the extent possible through Moroni Approach or the adjacent ATS authorities.

11. SEARCH AND RESCUE

Notification and Coordination

11.1 The SAR operation responsible for the Antananarivo SRR is:

11.2 Name: Joint Rescue Coordination Centre Antananarivo (JRCC ANTANANARIVO)
Address: JRCC Antananarivo BP: D – Ivato Aéroport
Tel/Inmarsat : + (261) 34 13 742 47, +(261).32.11.257.43 / NIL
Fax: + 261 20 22 459 09
AFTN: FMMIYCYX
E-mail: jrccmadivato@gmail.com

11.3 The SAR Point of Contact (SPOC) is:
Name: Joint Rescue Coordination Centre Antananarivo (JRCC ANTANANARIVO)
Address: JRCC Antananarivo BP: D – Ivato Aéroport
Tel: + 261 20 22 444 10 / Inmarsat: +870 77 250 55 64 / 63
Fax: + 261 20 22 459 09
AFTN: FMMIYCYX
E-mail: jrccmad@moov.mg ou jrccmad@skyfile-C.com

11.4 In the event that the JRCC Antananarivo is not available to coordinate a given SAR operation, coordination for special arrangements to coordinate SAR Operation in the Antananarivo SRR in a contingency situation may be coordinated with JRCC Antananarivo and adjacent RSCs and/or RCCs units on a case by case basis, as addressed in the SAR Letters of Agreement. The responsibility for coordination will be undertaken by The Civil Aviation Authority of Madagascar (ACM), in close coordination with the ICAO ESAF Regional Office in Nairobi.

12. RESPONSIBILITY OF THE ACCREDITED ICAO REGIONAL OFFICE (ESAF)

The ICAO ESAF Regional Office which is accredited to the State of Madagascar will:

a) Closely monitor the situation and coordinate with all affected States and organizations including the IATA Regional Office, so as to ensure to the extend practical the continuity of air navigation and the provision of air navigation services to international air traffic in the AFI Region area of accreditation;

b) Note any incidents reported and provide support to Antananarivo in taking appropriate action;

c) Provide assistance as necessary on any issues with the Civil Aviation Administrations involved with and supporting the Antananarivo Contingency Plan; and

d) Keep the President of the Council of ICAO, the Secretary General, Director Air Navigation Bureau, and Chief Air Traffic Management in Montreal continuously informed on developments, including activation and termination of the Antananarivo Contingency Plan.

APPENDIX A : Contact details for all concerned States, IATA and accredited ICAO Regional Office.

State/ Organization	Point of contact	Telephone	E-mail
Tanzania	Dar Es Salaam ACC	+ 255 222110254 +255 754 211 254 +255 22 2110409	tcaadia@taa.go.tz
Madagascar	Antananarivo ACC	+261 20 22 581 13	NIL
Mozambique	Beira ACC	+258 23 301626 +258 23 301071 +258 23 301072	Adm.civ@aeroportos.com.mz
Seychelles	Seychelles ACC	+ 248 4 38 41 93 +248 437 40 51 +248 437 36 49	atcc@scaa.sc
Mauritius	Mauritius ACC	+230 6032070	fdo@govmu.org ais@govmu.org
South Africa	Johannesburg ACC	+27 11 928 6452 +27 11 928 6454 +27 11 928 6439	francoisb@atns.co.za
La Réunion	Roland Garros APP	+262 72 88 40	gillot.bria@aviation-civile.gov.fr
Comoros	Moroni APP	+269 775 40 22	

APPENDIX B : Contact details of the CCC members

State/ Organization	Point of contact	Telephone	E-mail
Madagascar ACM	ANDRIANINISOA Sitraka Safety oversight Director	+ 261 34 05 743 09	sitraka.andrianonisoa@acm.mg
Madagascar ASECNA	Representative of ASECNA in Madagascar	+261 20 22 581 13	MadagascarBia@asecna.org
Madagascar Air Madagascar	RABESAOTRA Felina ERP Responsible	+ 261 38 22 222 45	Felina.Rabesaotra@ madagascarairlines.com

APPENDIX C : CONTINGENCY ROUTE STRUCTURE DURING PARTIAL OR TOTAL UNAVAILABILITY OF THE ANTANANARIVO FIR

Present ATS Route	Contingency Routing	FLAS		Minimum Longitudinal Separation	FIRs Concerned
		Westbound	Eastbound		
CR1:UB790	DAR-LA REUNION KINAN-DOBUT	320 360	310 350	15 minutes	Dar Es Salaam FIR UTA La Réunion Mauritius FIR
CR2:UL433	NAIROBI-PLAISANCE ATOLA-APKOT	340 360	350 370	15 minutes	Seychelles FIR UTA La Réunion Mauritius FIR
CR3:UA665	ADDIS-PLAISANCE ANKOR-AMBOD	280 300 320	290 310 330	15 minutes	Seychelles FIR Mauritius FIR
CR4:UN305	MALAWI-SEYCHELLES SOLAL-BERIL	380 400	390 410	15 minutes	Beira FIR Seychelles FIR
CR5:UB536/ UR348	MAPUTO-PLAISANCE EROPA-UB536-TNV-UR438- RUPIG	380 400	390 410	15 minutes	Beira FIR UTA La Réunion Mauritius FIR
CR6:UM307	BEIRA-SEYCHELLES ENDEL-NESAM	380 400	390 410	15 minutes	Beira FIR Seychelles FIR
CR7:UG653	MAPUTO-LA REUNION SUNIR-GERAG	320 360	310 350	15 minutes	Beira FIR UTA La Réunion Mauritius FIR
CR8:UA402	BEIRA – LA REUNION ETGUN-GETIR	340 380 400	330 370 390	15 minutes	Beira FIR UTA La Réunion Mauritius FIR
CR9:UA400/ UA401	BEIRA-LA REUNION GADNO-UA400-TNV-TE-UA401- UNKIK	300 340	290 330	15 minutes	Beira FIR UTA La Réunion Mauritius FIR

Track to join the contingency routes

CR1/CR2: UA401/UB790
Eastbound: from DASTA on UG661 DCT KINAN
Westbound: from TIGUS on UB790 DCT NIBUS on UG661
CR8: UG653
Eastbound: from a point on UG652 or UG654, DCT SUNIR

SPECIFIC CASE: CONTINGENCY ROUTE STRUCTURE DURING UNAVAILABILITY OF MADAGASCAR TERRITORIAL AIRSPACE

FROM NORTH EAST AFRICA TO FMEE OR INDIAN OCEAN	TABNO OR ANOTHER WAYPOINT-DCT-BIRAL -DCT- IXEBU-(UN304)	CAR…	FPL FL	AS PER LOP	HTDC/FMEE/FSSS
FROM NORTH EAST AFRICA TO FIMP OR INDIAN OCEAN	TABNO OR ANOTHER WAYPOINT-DCT-BIRAL -DCT-IXEBU-TSARA-(UA665)	CAR…	FPL FL	AS PER LOP	HTDC/FIMM/FSSS
FROM EAST AFRICA TO SOUTH EAST OF INDIAN OCEAN	ANY ENTRY POINT-DCT-KEDOM-DCT-AXOTA-DCT-GETIR OR GERAG	CAR…	FPL FL	AS PER LOP	FQBE/FMEE/FIMM

APPENDIX D : Graphical Representation OF ATS CONTINGENCY Routes

See AIP CHART 00ENR6.3-31

APPENDIX E : SAMPLE NOTAMS

ANTANANARIVO FIR CONTINGENCY NOTAM

SCENARIO 1: PARTIAL UNAVAILABILITY OF THE AIRSPACE UNAVAILABILITY OF AIRSPACE IN ANTANANARIVO FIR

Axxxx/YY NOTAMN
Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999
A) FMMM
B) [Effective date]
C) [End date]
E) AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL FLIGHTS SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HERE BELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS, LA REUNION AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:
A) CR1 (UA401) (insert description)
B) CR2 (UB790) (insert description)
C)…
PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

SCENARIO 2: PARTIAL UNAVAILABILITY OF THE AIRSPACE UNAVAILABILITY OF AIRSPACE IN ANTANANARIVO FIR SUD

Axxxx/YY NOTAMN
Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999
A) FMMM
B) [Effective date]
C) [End date]
E) SOUTHERN AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL FLIGHTS SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:
A) CR1 (UA401) (insert description)
B) CR2 (UB790) (insert description)
C)…
PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

SCENARIO 3: PARTIAL UNAVAILABILITY OF THE AIRSPACE UNAVAILABILITY OF AIRSPACE IN ANTANANARIVO FIR SOUTH OF LATITUDE 18 50 00S

Axxxx/YY NOTAMN
Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999
A) FMMM
B) [Effective date]
C) [End date]
E) AIRSPACE SOUTH OF LATITUDE 18 50 00S UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL AIRCRAFT SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:
A) CR…
B) CR…
PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

SCENARIO 4: PARTIAL UNAVAILABILITY OF THE AIRSPACE UNAVAILABILITY OF AIRSPACE IN ANTANANARIVO FIR NORTH

Axxxx/YY NOTAMN
Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999
A) FMMM
B) [Effective date]
C) [End date]
E) NORTHERN AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL AIRCRAFT SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:
A) CR…
B) CR…
PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

SCENARIO 5: UNAVAIBILITY OF ATS IN ANTANANARIVO FIR

Axxxx/YY NOTAMN
Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999
A) FMMM
B) [Effective date]
C) [End date]
E) ANTANANARIVO FIC TEMPORARILY UNABLE TO PROVIDE AIR TRAFFIC SERVICE IN THE ENTIRE AIRSPACE WITHIN THE ANTANANARIVO FIR. ALL AIRCRAFT SHALL CONTACT MORONI APPROACH ON FREQUENCY 8879 KHZ AND COMPLY WITH REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES IN ACCORDANCE WITH THE FLIGHT LEVEL ALLOCATION SCHEME (FLAS) DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE
CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:
A) CR…
B) CR…
PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

APPENDIX F List of Frequencies to be used

A list of frequencies to be used for the contingency routes or the Antananarivo FIR is as follows:
Antananarivo Flight Information Centre (ACC)
a) Day: HF 8879 Khz or 5634 Khz ; VHF 128.9MHz
b) Night: HF 3476 Khz or 8879 Khz or 5634 Khz ; VHF 128.9MHz
Moroni Approach (During time of unavailability ATS services of Antananarivo ACC)
a) 8879KHz

APPENDIX G Volcanic Ash Contingency Plan (VACP)

1. AIR TRAFFIC CONTROL PROCEDURES

If volcanic ash is reported or forecast in the FIR for witch the Antananarivo ACC is responsible, the following procedures should be followed:

a) Relay all available information immediately to pilots whose aircraft could be affected to ensure that they are aware of the horizontal and vertical extent of the ash contamination;

b) Advise the meteorological services if the information is issued by other unit or services;

c) If requested , suggest appropriate rerouting to assist flights to avoid areas of known or forecast ash contamination;

d) When appropriate, remind pilots that volcanic ash cannot be detected by ATC radar systems;

e) Normally , ATC will not initiate a clearance through a danger area during the preeruption phase and the start of eruption phase ; however, on the explicit request of a flight crew, a clearance could be provided . The existence of danger area due to the presence of volcanic ash indicated the presence and extent of the hazard , hence ATC will inform aircraft about the hazard and will continue to provide normal services . It is then the
responsibility of the pilot-in-commanded to determine the safest course of action in accordance with the operator's SRA;

f) Assistance to enable an aircraft to exit a danger area in the most expeditious and appropriate manner should be provided ; and

g) If the ACC has been advised by an aircraft that it has entered an area of ash contamination and indicated that a distress situation exists , consider the aircraft to be in an emergency situation and

   i) do not initiate any climb clearances to turbine –powered aircraft until the aircraft has exited the area of ash contamination; and

   ii) do not attempt to provide vectors without pilot concurrence

h) Solicit pilot reports for the characteristic of the ash cloud including cloud base, top , Layers and the presence of sulphur, file "VAR model" AIREPs and transmit it to the Met unit;

i) Relay all necessary and required information immediately to pilots permitting them to make appropriate and efficient decision according to the hazard in the defined area;

j) immediately notify the concerned ATS units by the hazard, about the location and the size of the danger area. Route clearances or amended route clearances (for prior coordinated aircraft) shall be issued by arrangement in order to avoid flight through the danger area. If necessary, ATFM can be set between adjacent ATS units.

The recommended escape manoeuvre for an aircraft witch has encountered volcanic ash is to reverse its course and begin a descent (if terrain permits). However, the final responsibility for this decision rests with the pilot.

2. PRE-ERUPTION PHASE

a. METEOROLOGICAL SERVICES ACTIONS DURING PRE-ERUPTION PHASE

In the event of a pre-eruption volcanic activity, a volcanic eruption occurring, or a volcanic ash cloud being reported which could pose a hazard to aviation, met services with the collaboration of the observation center, should carry out the following:

i) Define an initial, precautionary danger area. The size of the danger area should encompass a volume of airspace in accordance with the information available, aiming to avoid endue disruption of flight operations. If the eruption has not commenced or if no information on upper winds is available, the circle should be centered on the estimated location of the volcanic activity .

ii) Notify the NOF of Antananarivo or Dakar to issue a NOTAM accordingly.

b. ADJACENT ATS units ACTIONS DURING PRE-ERUPTION PHASE

Adjacent ATS units will when advised,

i) Initiate plotting of the affected area;

ii) If one or more routes are affected by the danger area , suggest reroutings to the affected aircraft onto routes of the danger area ;

iii) Maintain close liaison with the Antananarivo ACC and the affected adjacent ATS units in order to exchange information for a collective decision making if necessary.

3. ERUPTION PHASE

A. ORIGINATING ACC ACTIONS DURING ERUPTION PHASE

During the start of eruption phase the Antananarivo Area Centre should:

i) ensure that a NOTAM is originated to define a danger area delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available . In determining the area , information on upper winds should be taken into account, ifavailable. The purpose is to ensure safety of flight in the absence of any prediction from a competed authority of the extent of contamination.

ii) Maintain close liaison with the met services, who should issue appropriate MET message in accordance with Annex 3;

iii) Based on these forecasts and in cooperation with aircraft operators and the Area Control Centre using the CDM (Collaborative Decision Making) process, ATFM measures should be devised and updated when necessary to ensure safety of flight operations.

iv) Ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc.) are forwarded as soon possible to the appropriate authorities to ensure its dissemination to all
concerned.

v) Begin planning for the ongoing eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned.

vi) Should significant reductions in intensity of volcanic activity take place during this phase and the airspace no longer is contained by volcanic ash , appropriate AIS messages should be issued in accordance with Annex 15 .

B. ADJACENT ACC ACTIONS DURING ERUPTION PHASE

During the start of eruption phase adjacent ACCs should take the following action :

i) Maintain close liaison with the appropriate ATS units and the concerned ACC to design, implement and keep up to date ATFM measures which will enable aircraft to ensure safety of flight operations.

ii) Maintain plotting of the affected area.

iii) Begin planning for the ongoing eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned.

iv) During the start of eruption phase , depending on the impact of the volcanic ash, the aircraft operators and the adjacent ATS units should organize the exchange of latest information on the developments in order to support CDM.

The recovered phase commences with the issuance of the first VAA/VAG containing a statement that “NO VA EXP” i.e no volcanic ash expected) with normally occurs when it is determined that the volcanic activity has reverted to its non-erupting state and the airspace is no longer effected by volcanic ash contamination . Consequently, appropriate
AIS messages should be issued in accordance with Annex 15.
Area Control Centre units should revert to normal operations as soon as practical.

Appendix H : INSTRUCTIONS IN CASE OF EPIDEMIC OR PANDEMIC DISEASE

I. In flight and before landing

Crew members of international flights to Madagascar are requested to:

- distribute to passengers individual health records and give explication about the importance and obligation to complete them correctly;
- informand warn passengers of the existence of a compulsory health inspection device on arrival, before the immigration and customs formalities;

  advise and urge passengers to :

  - comply with the sanitary control systems in force in Madagascar airports;
  - Respect the seat number according to their boarding pass and not to change seats;
  - Use soap or antiseptic solution or disinfectant (alcohol-based solutions) to wash hands every time after using the bathroom or toilet on the airplane;
  - Inform passengers by sharing the real situation of the PHEIC in Madagascar ;

  monitor and be alert of all changes and / or discomfort that may occur in one of the passengers on board:

  - Pay attention to passenger with a sign suggesting of Public Health Emergency of International Scope (PHEIC)(severe vomiting, diarrhea and high fever…);
  - Any illness or condition, on board an aircraft, must be reported to the captain;
  - If possible, move the passenger concerned to a seat at the rear of the plane, away from other passengers and preferably near a toilet that will be reserved for his exclusive use and require him/her to remain in place until the landing of the aircraft;
  - Limit contact with the sick passenger to the minimum necessary;
  - Ensure that only one agent (steward or stewardess) aircrew will take care of the sick passenger, using a universal prevention kit and washing hands with soap after any direct or indirect contact with the sick passenger;
  - Monitor the health evolution of the sick passenger and to record in the “General Declaration” report by the pilot-in-command;
  - Immediately notify the representative of the Civil Aviation of Madagascar (ACM) and the authorities of the airport of destination, in accordance with procedures promulgated by the International Civil Aviation Organization (ICAO).

II. After landing at the tarmac:

After the immobilization of the aircraft, the health service at the airport has the responsibilities to:

collect the health report (Declaration General) form the pilot-in-command and take information about:

- All details of the clinical signs and the measures taken in case of a suspected situation;
- The flight trip (country or airport of departure, country and / or airport (s) of transit).

- give advice of “no objection” on the disembarkation of the passengers, the luggage, cleaning and emptying of the aircraft operations…
- disembark suspected passenger at the last time following a special circuit towards the CSF isolation center.

III. At the desk and "box" health control

- Carry out further medical investigation to anyone with a temperature above 37.5 ° C, in an area already dedicated.
- Direct any person showing the sign of a disease to the CSF isolation center to be under surveillance at airports.
- Check and control the individual health record of each passenger track the visited and / or transit countries in their passport.
- Call the police in case of difficulty (eg. refusal of suspected passengers to submit to the obligation of sanitary control or to move to the CSF isolation center…).
- manage the passenger flow in case of simultaneous disembarkation of two or more international flights (signs)
- Identify, record, archive the precise coordinates (home address or hotel , company address or registered office , telephone number, seat number, ...) of the passenger who was subject to further health investigation; and forward the information to the epidemiological surveillance team and/or the in charge group, according the situation, for systematic and continuous passengers health monitoring .

IV. Procedures to be followed in any suspected cases and / or probable case of a disease USPPI type

After the load-off the suspected passenger

- Carry out disinfection measures of the aircraft and luggage before disembarking, according to the technical standards required by WHO.
- Collect and disinfect the personal belonging of the suspected passenger (sheets, clothing, cutlery and used cloths and any other object come in contact with bodily fluids of the patient).
- Notify the airliner about the treatment of passenger suspected luggage and communicate them his baggage coupon references.

Once in the isolation room

- Protect oneself if necessary with PPE (Personal Protective Equipment) in compliance with the clothing steps and procedures.
- Confirm the alert and sharing information with the team of epidemiological surveillance service, and notify / report to the chain of command.
- Accurately file the alert form and summarize the situation in Time, Place, and Person “canvas”.
- Contact the Institut Pasteur of Madagascar (IPM) for sampling.
- Report the case to the highest commandment and to WHO (if the case is confirmed).
- Identify and list all potential contacts.
- Disinfect all surfaces contaminated by infected fluids.
- Take off the PPE (according to standards).
- Call the ambulance to transfer the passenger to the support site.
- Put the case and contacts into the CSF records, mention them in red, establish a linear list of cases.
- Promptly report the event to Hierarchy, the Chief of SVSF, the Airport Manager and the ACM Representative.

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MADAGASCAR

CONTINGENCY ROUTES PLAN

Aeronautical information related to non ASECNA members are extracted from documents edited by their origin countries.
Those data are delivred without prejudice.

Before using this documents, please, refer NOTAM with aeronautical information organism

OBSERVATIONS :

EFFECTIVE DATE: AUGUST 2022.

120.5 VHF ACC Frequency
FL 245 Upper Limit
ILL FL 245 Upper/Lower Limit
Bearing in Magnetic Degrees.
Distance in Nautical Miles.
isogonic Lines : 2020
Scale : 1:5,000,000 on equator

ASECNA FIR
A Airspace
Zones P, D, R
FIR Boundaries
Airways
Contingency Route

ATS/MET mandatory report
ATS mandatory report
ATS non mandatory report
VOR-DME
VOR
NDB

Chart edited by
ASECNA
Aeronautical Information Service
75, rue La Boétie
75008 PARIS - FRANCE
Phone : (33) 1 44 95 07 19
Fax : (33) 1 44 95 07 28

LUBUMBASHI
LUB 116.7

UA400
00-9999

MORONI
HAI 114.7

DZAOUDZI
DZP 113.5

NOSY-BE / FASCENE
NSB 117.5

MAHAJANGA
MG 112.5

ANTANANARIVO / IVATO
TNV 115.1

TOAMASINA
MT 113.1
VSM 358
MV 331
TO 394

TOLIARY
TU 114.5

SAINT DENIS
FXR 382
SDG 112.9

SAINT PIERRE PIERREFONDS
PRF 115.9
SP 352

KINAN 104434S 0422608E
SOLAL 115305S 04149362E
GALBA 132202S 0442943E
ENDEL 143231S 0424932E
GADNO 171301S 0414201E
EDAMA 221112S 0403737E
FROPA 222948S 0400000E
SUNIR 241806S 0400000E
TETRO 252912S 0400000E
ETGUN 270000S 0400000E
TABNO 102341S 0433812E
BERIL 100000S 0459935E
ATOLA 100000S 0462830E
NESAM 100000S 0483154E
DENLI 100000S 0502811E
ANKOR 100000S 0503441E
MIROV 100000S 0523605E
VOHID 105545S 0441940E
BIRAL 105532S 0473436E
UVDUK 114022S 0513947E
MAROF 121833S 0460759E
IXEBU 120715S 0512435E
TSARA 123000S 0521220E
ANDH 134247S 0480021E
TIKAN 143923S 0461641E
SOMVI 133853S 0461243E
VEMAR 143000S 0512535E
TIKE 133735S 0503310E
TIGOK 150000S 0535217E
TIDOB 155742S 0543127E
RUPIG 153530S 0553000E
IXESA 145202S 0454206E
TIKAP 160115S 0491013E
UVGET 150020S 0494606E
MAEVA 162344S 0532130E
GATLA 163724S 0494903E
UVGAD 162747S 0463420E
PITAM 164105S 0500000E
TIGUS 172702S 0505809E
DIRBA 175547S 0470000E
IXAVA 175256S 0495750E
IXAMO 165047S 0522057E
ANVOR 180551S 0540933E
AMBOD 172239S 0553000E
APKOT 182015S 0552349E
DOBAR 183228S 0463007E
TIDAL 180812S 0445858E
IXARI 182245S 0484148E
TIGUR 192821S 0500348E
DOBUT 192009S 0532510E
APLEM 182909S 0544354E
SOPVI 191501S 0463424E
IXENI 191712S 0500629E
UVENA 183619S 0542406E
IXAGU 195441S 0450845E
GODAT 195948S 0520000E
UNKIK 201428S 0525604E
EGLIP 194645S 0530718E
ALLINA 200758S 0553109E
NANTA 215034S 0513000E
GERAG 213056S 0525512E
DUPTO 223522S 0480000E
GETIR 222344S 0532202E
LOPIN 234945S 0500000E
XURIK 245329S 0471958E
KEDOM 260343S 0433000E
AXOTA 255523S 0500000E

CR4 (UN305) FL 380 400
CR2 (UL433) FL 350 310
CR1 (UB790) FL 340 350
CR6 (UM307) FL 380 400
CR3 (UA665) FL 290 310 320
CR4 (UN305) FL 390 410
CR6 (UM307) FL 390 410
CR2 (UL433) FL 340 360
CR5 (UB536 / UR348) FL 380 400
CR3 (UA665) FL 280 300 320
CR9 (UA400 / UA401) FL 290 330
CR1 (UB790) FL 320 360
CR5 (UB536 / UR348) FL 390 410
CR7 (UG653) FL 320 360
CR9 (UA400 / UA401) FL 300 340
CR7 (UG653) FL 310 350
CR8 (UA402) FL 340 380 400
CR8 (UA402) FL 330 370 390

UG661
UG652
UR401

FREQUENCIES / INDICATIFS	2854	2878	3419	3452	3476	4657	5493	5565	5634	5652	6535	6559	6586	6673	8861	8873	8879	8894	8903	11291	11300	13306	13273	13294	13315	13357	17955
ABIDJAN																											
BAMAKO																											
BANGUI																											
BRAZZAVILLE																											
COTONOU																											
DAKAR																											
DOUALA																											
MALABO																											
LIBREVILLE																											
LOME																											
N'DJAMENA																											
NIAMEY																											
NOUADHIBOU																											
NOUAKCHOTT																											
OUAGADOUGOU																											
ROBERTS																											
SAL																											
SAOTOME																											

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

INDICATIF CODÉ	COORDONNÉES	ROUTE ATS ou AUTRE ROUTE
1	2	3
NULOR	01°30'24.99"S 014°51'30.15"E	UQ580 - UG727 UTA BRAZZAVILLE - FIR BRAZZAVILLE - CONGO
NULOS	01°15'35"S 009°09'12"E	B732 T/R limite TMA PORT GENTIL
NULOX	12°13'06.99"N 015°14'43.73"E	N'DJAMENA IAF
NUPAL	05°47'24.67"N 010°08'59.86"E	IAF BAFOUSSAM (FKKU) RNAV RWY 15
NURAS	14°13'20"N 015°29'03"W	A601 T/R Limite TMA DAKAR
NURIP	00°15'35"S 007°53'14"E	H520 Limite TMA SAO-TOME et TMA PORT GENTIL
NUROK	09°25'40"N 016°16'30"E	A607/UA607 - UB736
NUSIR	01°40'19.09"N 009°47'03.27"E	
NUSIT	18°25'05"N 017°13'00"W	B600/UB600 UTA NOUAKCHOTT- MAURITANIE - FIR DAKAR
NUSUR	13°09'15"N 001°52'47"W	UA600 - UR866 UTA OUAGADOUGOU BURKINA FASO - FIR NIAMEY
NUTET	11°56'39.40"N 001°25'24.90"W	
NUVIP	03°31'26"N 014°06'55"E	UQ583 - UG727
NUVIS	00°27'35"N 017°58'00"E	UQ580
NUVOS	11°32'24.40"N 002°15'31.96"E	UQ592 - UA608 Niamey FIR
OBUDU	06°10'12"N 009°15'00"E	A604/UA604 FIR KANO/TMA DOUALA, T/R ACC KANO/ACC DOUALA
ODATA	18°42'23.36"N 003°35'42.82"W	UT365
ODOVA	00°29'46.17"N 010°35'38.74"E	UT143 - UG861
ODPAT	18°26'16.20"N 015°41'53.75"W	
ODPON	17°41'17.70"N 016°02'58.90"W	
ODRAK	03°16'17.05"N 008°24'38.30"E	
ODROL	04°50'36"N 011°54'34"E	H455 T/C Limite TMA DOUALA/YAOUNDE
ODSAB	05°40'22.20"N 003°56'43.80"W	
OKDOP	19°56'52.30"S 054°14'11.60"E	UA400
OKTIB	21°05'22"S 055°07'12.60"E	
OLEVO	13°06'44.02"N 017°23'34.13"E	UM863
OMUBA	15°04'34.14"N 017°13'04.13"W	
ONAMU	03°05'44.98"S 010°52'03.57"E	UR526 - UQ560 - UQ581 FIR BRAZZAVILLE
ONANO	00°37'01"N 009°01'38.40"E	
ONARI	07°39'30"N 003°07'09"W	G859/UG859 Limite TMA ABIDJAN COTE DIVOIRE
ONASA	03°43'35"S 011°07'37"E	R526 T/R Limite TMA POINTE NOIRE
ONASI	04°06'21.61"N 011°23'50.70"E	
ONAVO	00°03'51.99"N 014°37'35.35"E	UT419 - UG727
ONELA	05°12'13.10"N 004°20'35.60"W	
ONESI	05°23'28"N 002°45'16"W	B600/UB600 T/R LIMIT ABIDJAN TMA-UTA/ACCRA FIR
ONIMA	07°17'33"N 015°29'55"E	UQ200 - UA403 - UG624
ONIMI	16°24'35"N 003°23'14"W	UB727 - UR866 FIR NIAMEY
ONKAR	01°16'04"N 011°31'56"E	A604/UA604 - UG625 Limite TMA/UTA LIBREVILLE et FIR/UIR BRAZZAVILLE - GABON

INDICATIF CODÉ	COORDONNÉES	ROUTE ATS ou AUTRE ROUTE
1	2	3
ONLEN	01°43'13"S 008°11'49"E	A400/UA400 Limite TMA SAO-TOME - FIR BRAZZAVILLE
ONLET	14°32'43"N 014°17'48"E	A607
ONLON	07°31'36.90"N 003°33'51.77"W	UM104 - UQ592 - UA614
ONOBI	13°41'36"N 024°26'30"W	UB623
ONOGO	06°33'30.64"N 014°39'22.75"E	UQ584 - UM998
ONPAL	06°18'43.30"N 006°12'17.50"W	UB729
ONRAV	00°02'32.71"S 010°43'29.96"E	UQ582 - UG861 Brazzaville FIR - Gabon
ONTIK	11°25'56.86"N 002°56'18.91"W	UM104 - UQ594 - UA614
ONTOL	16°15'00"N 006°16'18"W	UM108 - UB735
ONTOP	13°33'01"N 013°55'24"E	UG619
ONUDA	08°09'41"N 022°51'09"E	UM215 - UA410 - UG655 - UG862
ONUSI	12°55'50"N 004°16'30"W	A600/UA600 T/R ACC BAMAKO / ACC OUAGA
ONVAS	06°36'24.46"N 001°14'48.69"E	LOME STAR RNAV 04 WPT
OPALA	07°24'00"N 002°45'00"E	R984-1/UR984 Limite TMA COTONOU
OPARA	14°40'23"N 008°05'18"W	UM122 - UM974 - UR977
OPDAK	04°15'27"N 021°34'22"E	UM214
OPDAP	09°30'23.30"N 013°48'36.05"E	UQ589 - UW605 - UM998
OPEBA	07°17'19"N 022°29'44"E	
OPENA	11°57'25.80"N 001°38'53.30"W	
OPGAM	02°22'07"N 017°40'14"E	UL434 - UM731
OPGIS	11°17'39.40"N 004°43'30.40"W	
OPIKI	02°10'42"N 018°29'30"E	UL434
OPOLA	07°17'51.38"N 016°21'28.24"E	UQ200 - UQ584 - UM731 Ndjamena FIR (TCHAD)
OPUGA	00°00'00"N 003°00'00"W	
OPUGO	14°05'48.59"N 000°51'03.68"W	UG859 - UM974 Niamey FIR (Burkina Faso)
OSLEK	16°00'00"N 006°21'21.98"E	UT258 - UQ594
OSVOR	23°27'18.39"N 012°12'25.07"W	UT365 - UR975
OVMEG	09°30'59"N 020°17'35"E	UM214 - UB736
OVREN	13°03'56.64"N 002°13'03.83"E	
OXIDU	11°00'00"N 000°20'12"W	R984-1/UR984 T/R Limite TMA OUAGADOUGOU/FIR ACCRA
OXIMU	04°56'38"N 015°06'53"E	UL433 - UM998
OXITA	12°32'27"N 016°53'41.50"W	CAP SKIRING IAWP
OXOVA	04°00'00"N 005°21'34"W	
PAMPA	08°00'00"N 000°34'00"E	UA601 - B726/UB726 - R983/UR983 Intersection Limite TMA COTONOU
PAZON	15°30'43.15"S 046°10'25.66"E	MAHAJANGA IAF IAWP
PILTI	15°17'06"N 002°18'14"W	UM104 - A612/UA612 - UA614
PILVI	01°50'33.95"S 010°21'12.44"E	R526/UR526 Brazzaville FIR - Gabon
PIMLA	14°54'41.98"N 017°09'40.16"W	BLAISE DIAGNE DIASS-THIES IAF
PIMTA	04°03'11.58"N 015°21'58.62"E	UQ583 - UM998
PIMTO	09°20'45.18"N 007°34'27.21"W	ODIENNE IAF
PINDI	03°57'11.20"N 011°41'21.20"E	YAOUNDE Ville IAWP
PINGI	17°42'43.20"N 016°07'27.90"W	
PINKU	06°37'09.29"N 001°19'25.07"E	LOME STAR RNAV04 WPT
PINRU	09°39'39.41"N 031°22'13.89"W	UL435 - UN741 Dakar Oceanic FIR (SENEGAL)

INDICATIF CODÉ	COORDONNÉES	ROUTE ATS ou AUTRE ROUTE
1	2	3
PINVO	12°56'09"N 009°44'59"W	UY509 - UA601
PIPLA	09°17'14.61"N 018°28'40.38"E	SARH IAF/IF
PIPLO	02°16'06"N 018°07'00"E	UL434
PIPMO	01°49'44.49"S 013°33'53.37"E	
PIRMI	05°02'00"S 011°58'12"E	R987/UR987 Limite FIR BRAZZAVILLE - LUANDA
PISRO	04°54'16.70"N 003°41'57.40"W	
PITAM	16°41'06"S 050°00'00"E	UB790
PITMA	12°49'08"N 005°23'17"W	A600/UA600 T/R ACC BAMAKO/ACC OUAGADOUGOU T/R Limite TMA BAMAKO partie 2
PITNO	05°06'29.70"N 003°32'14.50"W	
PITRU	09°34'28"N 013°19'21"E	UG727 - UG857
PIVDO	13°04'33.53"N 002°16'31.20"E	
PIVKI	06°45'23"N 005°56'51"W	UR979 TMA/UTA ABIDJAN COTE DIVOIRE
PIVLA	09°21'11.22"N 005°45'38.51"W	KORHOGO IAF/IF
PIVSA	13°58'08"N 018°00'00"W	UA302 - UG853 Dakar FIR - SENEGAL
POBLA	21°06'31.90"N 016°58'54.30"W	NOUADHIBOU IAF
POBLO	15°02'22.46"N 005°23'00.94"E	IAF TAHOUA
PODGA	14°51'11"N 019°08'02"E	UM214 - UG622
PODPI	14°03'57"N 004°58'48"W	A612 Limite TMA MOPTI Mali
PODRA	13°26'23.92"N 007°19'51.49"E	IAF MARADI
PODVI	18°15'16.90"N 015°49'10"W	
POGBA	04°56'00"N 024°45'32.31"E	UT325 Boundary point of BRAZZAVILLE and KINSHASA FIR
POGMA	00°19'03.60"N 009°01'14.20"E	
POGRA	11°40'00"N 014°10'36"W	V205 - UR865
POKNO	06°45'05"N 005°30'05.43"W	YAMOUSSOUKRO IAF/IF
POKOT	05°36'04"N 017°59'03"E	A607 T/R Limite TMA BANGUI partie 1
POKSI	11°51'04"N 034°23'02"W	UL435
POKUS	04°00'15.52"N 011°41'14.60"E	YAOUNDE IAF
POKVA	04°21'33"N 009°57'00"E	UQ300 - UG857
POLKI	13°33'22"N 003°34'23"E	G854 T/R Limite FIR / TMA NIAMEY
POLPU	11°16'41.04"N 021°40'00.47"E	UT142 - UM215 - UG655 Ndjamena FIR - TCHAD
POLTO	06°29'30.12"N 002°45'00"E	L433/UL433 Limite TMA COTONOU
POMAT	13°52'36"N 024°35'48"W	UN873
POMBI	16°43'09.03"N 002°48'17.45"W	IAF/IF TOMBOUCTOU
POMET	05°28'49"N 005°14'26"W	B600 T/C Limite TMA ABIDJAN
POMKO	04°15'51"N 010°09'57"E	UQ300 - UQ584
POMPA	13°40'12"N 006°15'00"E	G854/UG854 T/R Limite FIR KANO/FIR NIAMEY
POMUP	11°23'41"N 007°14'08"W	G851 Limite TMA BAMAKO - MALI
PONAK	13°50'08.13"N 009°12'04.70"E	IAF ZINDER RNP RWY 23
PONDO	06°30'00"N 011°18'29"E	UG857
PONEK	04°36'10.90"N 018°27'59.10"E	BANGUI IAF
PONIR	20°04'30.10"S 055°06'40.40"E	UN304 - UA400
PONIS	07°47'19.59"N 004°51'38.42"W	BOUAKE IAF

INDICATIF CODÉ	COORDONNÉES	ROUTE ATS ou AUTRE ROUTE
1	2	3
PONOS	12°16'43.56"N 015°11'10.69"E	N'DJAMENA IAF/IF
PONOT	01°05'35"S 011°20'52"E	G856 T/R Limite TMA LIBREVILLE
PONUS	04°17'09.30"S 015°02'59"E	IAF BRAZZAVILLE
POPOL	09°59'43.33"N 001°05'50.07"E	IAF NIAMTOUGOU
PORAX	07°28'33.20"N 007°19'20.20"W	MAN IAF
POROK	12°07'16.50"N 001°51'57.20"W	
POSAG	02°02'15"S 007°21'35"E	UQ559
POSIV	18°03'11.25"N 011°38'46.58"W	UM372 - UQ596 - UR722
POSON	02°05'44.29"N 009°54'07.53"E	
POSOR	04°35'42.88"N 006°48'11.88"W	SAN PEDRO IAF
POTAN	03°11'35"S 014°31'25"E	A604 T/R Limite TMA POOL
POTED	10°55'41.58"N 014°27'48.25"E	G857 T/R Limite TMA N'DJAMENA
POTIM	12°11'39.70"N 001°37'07.20"W	OUAGADOUGOU IAF
POTOB	03°39'29.80"N 009°02'06.80"E	TMA MALABO
POTOL	21°20'40.46"N 003°52'14.60"W	UM108 - UQ596 - UB735 - UR981
POTOX	12°26'00"N 015°54'54"W	B600/UB600 Limite TMA DAKAR et TMA BISSAU
POTUB	16°37'20"N 011°24'10"W	UG615 Nouakchott UTA. Mauritania. Dakar FIR
POVAS	22°07'44"N 008°40'10"W	UM122 - UT365 - UM725 - UR977
POVAT	10°58'37.30"N 004°26'04"W	BOBO - DIOULASSO IAF
POVIN	16°50'48.12"N 014°04'15.81"W	UQ596 - UA600 - UR620
POXAS	13°34'26.69"N 001°59'47.14"E	NIAMEY IAF
RAKOL	05°02'58.59"N 003°55'21.92"W	IAF ABIDJAN
RAKOM	20°33'58"N 011°51'52"E	UB730 - UG858
RAKUD	03°24'30"N 029°11'00"W	UB623
RAKUT	11°59'59.50"N 014°53'37.40"E	N'DJAMENA IAF
RALAR	11°00'00"N 003°29'01"E	
RALAT	07°38'18.24"N 005°15'50.07"W	BOUAKE IAF
RALER	00°11'57.20"N 009°05'08.50"E	
RALIN	04°28'12"N 008°16'48"E	UR984
RAMET	09°00'07.70"N 018°16'18.10"E	SARH IAF/IF
RAMEX	04°26'09.70"S 015°09'31.10"E	BRAZZAVILLE IAF
RAMIN	04°53'40.51"N 006°46'33.31"W	SAN PEDRO IAF
RAMOR	00°26'26"N 006°35'00"E	A400/UA400 T/R limite FIR ACCRA/FIR BRAZZAVILLE
RAMUP	16°57'40.94"N 008°13'19.71"E	IZF AGADEZ RNP RWY 25R
RANAP	09°19'21.20"N 013°09'34.21"E	GAROUA IAF/IF
RANID	06°23'36.88"N 002°35'59.96"E	IAF COTONOU(DBBB)ILSY RWY24
RANOS	09°15'21.36"N 005°37'54.35"W	KORHOGO IAF
RANUS	00°55'16.63"N 016°14'49.68"E	UT419 - UM998
RAPIM	02°03'28.14"S 010°26'29.45"E	UT419 - UR526 - UQ561 - UQ562 GABON
RAPOD	03°31'48.97"N 011°36'15.49"E	YAOUNDE IAF
RAPUT	04°36'46.50"S 015°17'33.40"E	BRAZZAVILLE IAF
RASAD	01°11'24"N 003°00'00"W	
RASIS	03°57'24.17"N 011°44'57.93"E	YAOUNDE IAF
RASOP	02°34'02.88"S 011°20'16.64"E	UQ581 - UG861
RASUK	04°11'23.76"S 015°27'41.20"E	IAF BRAZZAVILLE

INDICATIF CODÉ	COORDONNÉES	ROUTE ATS ou AUTRE ROUTE
1	2	3
RATEK	09°30'03.87"N 006°06'25.80"W	UQ594 - UG851
RATOD	10°03'57"N 013°38'53"E	UG857 - UM998
RATOS	00°36'31.80"N 009°14'49.50"E	
RATUS	05°46'49.93"N 025°32'01.11"E	UT419 - UG862
RAVOT	13°32'59"N 013°02'57"E	UG620 - UG727
RELEN	11°56'03.47"N 014°56'49.81"E	N'DJAMENA IAF
RILOS	13°15'07.16"N 002°31'39.62"E	
RIMEN	14°26'25.76"N 004°17'12.22"W	IAF MOPTI
RIMOB	05°00'49.73"N 017°52'02.84"E	UQ583 - UG624
RIMOT	09°20'57.30"N 013°34'48.40"E	GAROUA IAF
RINEL	05°04'33.60"N 004°00'08.10"W	ABIDJAN IAF
RIPOL	14°04'53"N 011°30'00"E	UG616 - UG622
RIPOP	05°57'02.23"N 001°12'40.07"E	LOME RNP RWY 04 IAF
RIPUL	13°43'05"N 005°39'52"W	A612/UA612 T/R Limite TMA BAMAKO partie 2
RIRAG	05°50'06.61"N 005°27'43.59"W	UV207 - UQ592 Abidjan UTA. Dakar FIR
RIROT	08°00'00"N 015°59'40"E	
RISOT	09°44'51.04"N 007°33'48.80"W	ODIENNE IAF
RISUB	12°49'48"N 009°21'00"E	R778/UR778
RITAT	13°28'25.60"N 002°00'04.90"E	NIAMEY IAF
RITIL	02°14'03"N 007°45'55"E	B737 T/R limite TMA SAO-TOME
RIVED	16°44'29.33"N 003°12'37.25"W	IAF TOMBOUCTOU
RIXAS	07°04'31.90"N 007°40'39.70"W	MAN IAF/IF
RULDO	08°00'00"N 016°55'00"E	A607/UA607 T/R Limite FIR N'DJAMENA/FIR BRAZZAVILLE
RULPO	12°30'52.30"N 001°35'20.40"W	OUAGADOUGOU IAF
RUPIG	15°35'31"S 055°30'00"E	R348/UR348
RUSMO	14°54'47.35"N 016°59'20.52"W	BLAISE DIAGNE DIASS-THIES IAF
RUVNI	04°06'12"N 019°38'18"E	L433 T/R Limite TMA BANGUI / TMA GBADOLITE
SABDU	18°58'50"N 014°53'57"W	R975 T/R Limite TMA NOUAKCHOTT
SABGO	05°49'41"N 001°47'00"E	TMA LOME
SABSA	03°07'27"N 018°03'02"E	A410 T/R Limite TMA BANGUI partie 1
SABSI	14°42'49"N 011°30'00"E	UR778
SADBA	08°56'30"N 027°20'06"W	UN873 FIR DAKAR OCEANIQUE
SADKA	22°52'41.80"N 010°26'06.70"W	UT365 - UM372 - UR722 - UA854
SAGRO	10°35'00"N 030°51'48"W	UN741
SAGVI	01°27'05.73"N 007°36'48.70"E	UB600 UTA SAO TOME in BRAZZAVILLE FIR
SAKNI	03°45'45.81"N 009°07'31.63"E	
SASSA	07°37'51.90"N 013°41'43.20"E	TMA N'GAOUNDERE
SBITA	25°05'33"N 005°00'04"W	UM725
SEMAX	03°22'15.80"N 004°33'13.70"W	
SEMEB	06°43'54.12"N 002°01'12"E	TMA COTONOU
SEMIR	10°41'22"N 014°03'48"E	UG857
SEMOK	16°00'00"N 014°53'58"E	A403
SEMOS	12°11'03.20"N 001°54'04.10"W	
SEMUL	05°00'00"S 008°00'00"E	UQ562 Brazzaville FIR (Congo)
SEMUR	14°35'20"N 005°33'40"W	UB727 - UM974 FIR DAKAR TERRESTRE
SENAB	04°54'35"N 001°11'30"E	
SENON	01°44'10.02"N 009°07'58.02"W	
SENOT	05°08'34.30"N 003°31'34.10"W	
SENOX	25°33'16"N 007°18'09"W	UA854 - UR981
SEPAK	03°38'13.71"N 011°57'41.38"E	
SEPAS	00°06'00.80"N 009°11'47.60"E	
SEPAT	14°12'29"N 006°00'29"W	UB727
SEPEL	17°50'02"N 015°07'18"W	UG615 - UR975
SEPOM	17°20'00"N 020°00'00"W	
SERAG	14°15'29.47"N 003°27'35.01"E	UM114 - UQ594
SERAL	02°20'57"N 017°45'26"E	A410/UA410 - UL434 T/R Limite TMA BANGUI partie 2
SERIM	03°07'24"S 020°24'30"W	
SEROD	06°20'42"N 022°58'30"W	FIR DAKAR OCEANIQUE - SENEGAL
SEROR	21°33'58"N 011°54'02"W	G851/UG851 - UA854 Nouakchott UTA (MAURITANIA)
SESAL	04°09'55.60"N 018°34'48.30"E	BANGUI IAF
SESAM	13°42'38"N 007°07'31"E	G854/UG854 T/R Limite FIR KANO/FIR NIAMEY
SESIG	04°57'14"N 003°00'00"W	UR979
SETID	13°19'55"N 011°40'00"W	A601 FIR DAKAR TERRESTRE
SETOG	13°58'07.82"N 009°05'51.31"E	IAF ZINDER RNP RWY 23
SETOL	03°48'58.43"S 011°24'07.49"E	UQ580 - UR987 Brazzaville FIR - Congo
SEVAM	04°00'00"N 005°50'21"W	
SEVOK	05°17'27.86"N 010°21'15.80"E	IAF BAFOUSSAM (FKKU) VOR RWY 33
SEXAT	05°38'35"N 010°45'09"E	L433/UL433 - G857/UG857 - UR986 Brazzaville FIR - Cameroon
SEXEM	10°47'40.41"N 006°52'34.54"W	G851/UG851 - G854/UG854 Dakar FIR (Mali)
SEXOR	01°36'40.55"N 017°28'41.75"E	UA410 - UT419
SIBAX	00°43'36"N 016°17'24"W	
SIBEX	02°57'33.08"S 010°59'21.62"E	UQ581 - UR987
SIBIG	14°32'31.24"N 017°27'08.24"W	IAF/IF DAKAR
SIGAL	12°18'00"N 014°28'48"E	G854/UG854 T/R Limite FIR KANO/N'DJAMENA/BRAZAVILLE
SIRPA	01°36'30"N 006°18'29"E	UQ584 - UR979
SIRTO	11°00'00"N 002°37'23.88"E	R981/UR981 T/R Limite TMA NIAMEY/ TMA COTONOU
SISNU	14°02'36.61"N 014°49'10.38"W	UA601 - UR620 - UR865 Dakar FIR (SENEGAL)
SISTA	01°20'29"S 007°55'49"E	UA400 - UQ559
SITBI	01°42'34.11"N 009°42'35.40"E	
SITMI	18°05'53.20"N 016°20'30.90"W	MAHWP NOUAKCHOTT OUMTOUNSY
SOAVI	13°35'36"S 046°12'43"E	UR775 - UB790
SOBNO	16°38'36"N 014°24'24"W	UQ596 Limite UTA Dakar/UTA Nouakchott-FIR DAKAR
SOGRO	03°51'42.27"N 008°54'57.61"E	MALABO IAF

INDICATIF CODÉ	COORDONNÉES		ROUTE ATS ou AUTRE ROUTE
1	2		3
SOKMA	17°48'51.16"N	014°01'35.73"E	UQ592 - UG862 Niamey FIR (NIGER)
SOLAL	11°53'06"S	041°49'36"E	UN305
SOLMA	19°23'03"N	004°48'50"W	UM108 - UT365 - UB735 - UR866
SOLVI	05°09'59.92"N	018°10'35.05"E	UQ583 - UA607
SOMSI	03°02'00"N	018°35'00"E	BANGUI vers MBANDAKA
SONKO	15°05'12"N	002°46'06"W	UA612 - UR866
SOPOG	06°01'15.29"N	025°15'53.52"E	UT139 - UG862
SOPVI	19°15'01"S	046°34'25"E	UB536
SORKA	13°07'52.35"N	001°56'12.42"E	
SUNIR	24°18'06"S	040°00'00"E	UT122 - UG653
TABNO	10°23'42"S	043°38'12"E	UG661
TAKUM	06°54'00"N	010°19'48"E	UR986
TAMIL	10°35'00"N	000°01'00"E	UA603 - UG855 - R984-1/UR984
TAMOL	07°33'08.23"N	004°58'40.58"W	BOUAKE IAF
TAMUL	19°59'00"N	011°10'16"W	UM372 - UR722 - UM725 - G851/UG851
TANAD	14°20'52.33"N	013°52'05.04"E	UT237 - UG622
TANAS	03°31'08.42"N	008°29'50.95"E	MALABO IAF
TANAX	16°39'50.24"N	003°10'39.65"W	IAF/IF TOMBOUCTOU
TANEB	18°28'57.50"N	016°04'31.70"W	IAF NOUAKCHOTT OUMTOUNSY
TANIS	04°22'55.50"S	015°05'41.32"E	BRAZZAVILLE IAF/IF
TANIS	04°22'55.50"S	015°05'41.30"E	IF BRAZZAVILLE
TANON	09°15'56.52"N	013°35'07.57"E	GAROUA IAF
TAPAK	13°58'56"N	010°40'08"E	UG622 - UR778
TAPEK	02°36'09.76"N	011°57'04.69"E	UQ583 - UR986
TAPIL	01°47'57"S	010°27'09"E	R987/UR987 T/R Limite TMA LIBREVILLE
TAPIX	09°13'51.17"N	005°22'32.02"W	KORHOGO IAF
TAPOS	03°31'33.50"N	011°31'08.10"E	YAOUNDE IAWP
TAPUS	19°27'39.44"N	008°27'19.63"W	UM122 - UY509 - UQ596 - UR977
TAPUT	09°14'18.71"N	018°32'46.74"E	SARH IAF
←			
TAREN	13°18'47"N	000°00'38"W	UA600 - UA603
TARIX	03°34'50.22"N	011°40'09.72"E	YAOUNDE IAF
TAROV	02°01'34.30"N	009°57'58.80"E	BATA IAF
TASIL	04°00'18"N	029°59'24"W	UN873
TASIN	03°37'13"S	011°18'28"E	R987 T/R Limite TMA POINTE NOIRE
TASOK	00°04'42.40"N	009°35'13.20"E	
TASOM	05°34'48"N	015°39'30"E	UA403 - UT475
TASUB	09°31'47.92"N	001°04'52.66"E	IAF NIAMTOUGOU
TASUT	14°55'36.54"N	017°30'13.85"W	IAF DAKAR
TATAB	12°30'34.60"N	001°25'34.60"W	OUAGADOUGOU IAF
TATAT	11°00'00"N	002°16'24"E	UA608
TATOR	04°34'01.21"N	006°43'29.06"W	SAN PEDRO IAF/IF
TAVAL	05°19'58.90"N	003°31'06.20"W	
TAVIL	18°08'44"N	001°25'44"W	UB727 - UR981
TAVOT	13°04'59"N	002°40'09"W	UM104 - UA600 - UA614
TEBKA	06°09'43.50"N	002°17'32.03"E	IAF COTONOU(DBBB) RNP RWY06
TEKTI	04°00'00"N	018°44'12"E	UA607

INDICATIF CODÉ	COORDONNÉES		ROUTE ATS ou AUTRE ROUTE
1	2		3
TEMKI	00°08'26"S	009°03'58"E	G857 T/C Limite TMA LIBREVILLE / TMA PORT GENTIL
TEMLA	00°37'16.98"S	009°51'10.50"E	UR526 - UQ582 UTA LIBREVILLE - FIR BRAZAVILLE - GABON
TENKI	00°44'08.12"S	009°57'43.95"E	R987 Brazzaville FIR (Gabon)
TENPO	14°42'35"N	009°34'39"W	UY509 - UM974
TENTA	01°30'00"S	006°35'00"E	UQ360
TENTU	09°04'00.12"N	002°55'59.88"E	R981/UR981 T/R Limite TMA COTONOU / FIR ACCRA
TERAS	20°44'25"N	001°47'40"E	UM608 - UB727
TERBI	05°46'09.88"N	010°19'25.90"E	IAF BAFOUSSAM (KKU) RNAV RWY 15
TERTA	03°27'41"N	001°11'30"E	
TESKI	02°23'01.30"N	004°52'52.90"W	
TESTI	20°15'25.30"N	000°59'17.40"E	UB727 - G859/UG859
TETRO	25°29'12"S	040°00'00"E	UG654
TIDAL	18°08'13"S	044°58'58"E	UA400
TIDOB	15°57'42"S	054°31'28"E	UR348 - UA665
TIGOK	15°00'00"S	053°52'17"E	UA665 FIR ANTANANARIVO - MADAGASCAR
TIGUR	19°28'21"S	050°03'49"E	A401/UA401 T/R Limite TMA ANTANANARIVO
TIGUS	17°27'03"S	050°58'10"E	UR348 - UB790
TIKAN	14°39'30"S	046°16'41"E	UR775
TIKAP	16°01'16"S	049°10'13"E	UL441 - UB790
TIKEL	13°37'35"S	050°33'10"E	UL433 - UL441
TIKEM	15°30'43.20"S	046°10'25.70"E	MAHAJANGA IAF
TIMAK	05°20'00"S	010°00'00"E	UQ560 - UQ580
TIMOX	17°51'54"N	013°47'37"W	UR620 - UM725
TINEV	06°05'50.01"N	001°04'06.54"E	LOME VOR RWY 04 IAF
TIPAD	15°35'48.40"N	012°14'09.20"W	UM372 - UA600 - UR722
TIPEM	14°29'03.50"N	020°48'04.04"E	UM215 - UM863
TISEN	24°11'04"N	006°09'16"W	UM725 - UR981
TITAS	07°16'57.08"N	023°10'37.92"E	UQ200 - UM215 - UQ583 - UG655
TITAT	09°13'06"N	017°00'30"W	Limite FIR DAKAR OCEANIQUE - FIR ROBERTS (entrée AORRA 3 et 4)
TIVAL	01°49'42"S	014°54'21"E	UG727
TIVOD	06°57'36"N	014°43'12"W	FIR DAKAR OCEANIQUE - ROBERTS (entrée AORRA 3 et 4)
TIXOT	12°21'51.20"N	001°56'15.30"W	
TOBAB	04°10'36"N	015°19'54"E	UR984 - UM998
TOBAS	14°01'49"N	009°59'51"W	UA600
TOBER	06°53'19.84"N	005°33'47.43"W	YAMOUSSOUKRO IAF
TOBUK	21°56'00"N	009°18'00"E	UB731 - R986 - UM998 T/R Limite FIR ALGER/FIR NIAMEY
TONBA	21°35'18"N	019°51'12"E	UM7 - UL12 - UM215 - UR778
TSARA	12°30'00"S	052°12'20"E	UA665
TUMMO	22°00'00"N	014°40'18"E	A403/UA403 T/R Limite FIR TRIPOLI/FIR N'DJAMENA
TUMUT	11°00'00"N	001°58'42"W	G859/UG859 T/R Limite TMA OUAGADOUGOU/FIR ACCRA

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
TUPIS	13°26'57.98"N 001°44'38.51"E	
TUREB	12°20'17.99"N 003°27'31.95"E	UM114 - UQ592 Niamey FIR (NIGER)
TURED	13°00'00"N 018°00'00"W	A602/UA602 - UG853 FIR DAKAR TERRESTRE
TUROT	04°34'18"N 012°09'54"W	
TURUP	11°27'54"N 019°40'00"W	UA302 Limite FIR DAKAR TERRESTRE - FIR DAKAR OCEANIQUE
TUSEK	06°16'36"N 003°11'00"W	UG855
TUSOT	04°09'09.70"N 018°29'10.40"E	IAF BANGUI-M'Poko RNAV RWY 34
TUSUR	19°54'47"N 017°06'31"W	B600 T/R Limite TMA NOUADHIBOU/TMA NOUAKCHOTT
TUTAN	17°55'44.10"N 016°05'09.90"W	NOUAKCHOTT IAWP
TUTAS	00°55'16.30"S 008°40'08.20"E	
TUTEL	05°04'53.76"N 003°59'59.75"W	ABIDJAN IAF/IF
TUTLO	17°00'00"N 037°30'00"W	SANTA MARIA/SAL OCEANIC
TUTOL	16°14'24.45"N 000°12'33.83"W	IAF GAO
TUVAT	18°02'52"N 015°53'39.30"W	IAF NOUAKCHOTT OUMTOUNSY
TUXID	10°00'23.37"N 005°07'28.94"W	UQ594 - UP685
TUXOL	17°31'06.59"N 013°21'19.29"E	UQ592 - UA607 - UM731 Niamey FIR (NIGER)
UBALA	04°02'50.80"S 015°13'45.90"E	IAF BRAZZAVILLE
UBALO	00°42'51"S 007°29'15"E	A400/UA400 T/R limite TMA SAO-TOME
UBATA	14°45'13.50"N 012°26'05.20"W	UM372 - UR722 - UM974
UBATI	11°44'49"N 009°01'22"W	B727/UB727 UBATI : T/R Limite FIR ROBERTS/FIR DAKAR TMA BAMAKO
UBEKA	03°46'31.58"N 011°57'54.74"E	
UBEVA	13°44'37"N 004°44'50"E	UY333 Boundary point between Kano and Niamey FIRs
UBOLA	00°29'08.50"N 009°49'38.60"E	
UBOLI	03°45'57"S 011°04'23"E	B732 T/R limite TMA POINTE NOIRE
UBOSU	04°48'24"N 011°06'14"E	UQ584 - UR986 Brazzaville FIR (Cameroon)
UBOXA	13°15'15.58"N 000°43'16.24"W	A600 Niamey FIR (Burkina Faso)
UBOXI	04°56'07.17"N 006°36'54.94"W	SAN PEDRO IAF/IF
UBUTU	07°11'42"N 008°10'48"W	B729/UB729
UBUVA	01°24'14.51"S 011°43'57.62"E	UT419 - UG856 UTA BRAZZAVILLE CONGO
UDEBO	10°55'31.02"N 018°51'49.02"W	
UDRAS	05°35'44.20"N 003°41'11.10"W	
ULGAS	13°34'36.20"N 001°45'13.79"E	
ULMAB	01°10'14"S 015°29'36"E	UA403 - UQ580 Brazzaville FIR
ULNAL	04°51'43.21"S 010°25'17.44"E	UA400 - UQ580
ULNOT	17°06'26"N 015°40'09"W	UR865 - UR975
ULPAK	25°10'02"N 007°46'09"W	UA854 - UR866
ULSAM	05°56'43.61"N 002°30'17.19"E	TMA COTONOU
ULTIM	01°00'23"N 010°37'33"E	BANGUI vers LIBREVILLE
ULVAB	13°28'46"N 010°06'09"E	UR778 - UG854
UMOSA	08°00'00"N 015°25'56"E	A403/UA403 T/R Limite FIR N'DJAMENA/ FIR BRAZZAVILLE

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
UMOVO	11°00'00"N 000°53'42"W	R983/UR983
UMUSO	03°45'36"N 010°49'00"E	R874 Limite TMA DOUALA et TMA YAOUNDE - FIR BRAZZAVILLE -CAMEROUN
UNADO	16°15'00"N 009°30'39"W	UG851
UNAGA	20°24'09.23"N 006°12'51.18"W	UT365 - UQ596
UNIKA	07°55'31.89"N 004°56'58.55"W	BOUAKE IAF
UNKIK	20°14'28.50"S 052°56'04.70"E	A401/UA401 T/R Limite TMA LA REUNION partie 1
UNOTA	15°50'57"N 000°17'35"E	UT365 - UR981
UPAKI	16°56'55.53"N 008°14'06.06"E	IAF AGADEZ RNP RWY 25L
UPASA	04°03'48.20"S 015°14'12.30"E	BRAZZAVILLE IAF
UPATU	00°33'44.50"N 015°36'26.10"E	UT143 - UA403 - UT419 FIR BRAZZAVILLE
UPAVO	07°26'39.67"N 023°39'53.16"E	UQ583 - UG862
UPESA	16°41'15.84"N 018°00'00"W	UG853 Dakar FIR (SENEGAL)
URAPI	09°51'30"S 003°53'36"W	
USDIS	09°30'45.98"N 007°21'18.55"W	ODIENNE IAF
USDOT	09°25'19.56"N 005°20'41.76"W	KORHOGO IAF/IF
USKAT	01°04'51.28"N 008°23'39.25"E	UQ583 - UB600 FIR BRAZZAVILLE
USKAV	02°13'20"N 017°42'33"E	UA410 - UM731
USLAG	23°20'00"N 011°43'45"E	
USLEN	07°45'31"N 003°31'40"W	UM104 - UA614 Limite TMA ABIDJAN - COTE DIVOIRE
USLOK	04°37'12"N 017°04'24"E	UL433 - UQ583 - UM731 Brazzaville FIR
USLOV	09°24'50"N 015°47'10"E	UM731 - UB736
USMOL	01°55'13.89"N 008°00'20.05"E	UB737 - UG856 Brazzaville FIR - Gabon
USPOK	14°23'54"N 014°20'33"E	UA607 - UG619 - UG622 - UM731
USRUT	23°39'24"N 002°43'18"W	UM108 - UM629 - UB735
USTAV	17°02'44.25"N 008°12'25.26"E	AGADEZ IAF
USTEL	05°02'51"N 004°00'50.30"W	ABIDJAN IAWP
USTER	03°40'30.40"N 011°27'04.93"E	YAOUNDE/Ville IAWP
UVDUK	11°40'22"S 051°39'48"E	UL441 - UA665
UVENA	18°36'19"S 054°24'06"E	UN304
UVGAD	16°27'47"S 046°34'21"E	A401/UA401 T/R Limite TMA MAHAJANGA / TMA ANTANANARIVO
UVGET	15°00'21"S 049°46'07"E	UL441 - UG661
VABAX	04°06'57.78"N 011°40'46.81"E	
VABEG	00°49'04"N 009°37'33.10"E	
VABOR	09°57'45.43"N 001°10'29.87"E	IAF NIAMTOUGOU
VADAK	05°39'02.90"N 003°47'38.20"W	
VADAM	04°49'28.38"N 006°29'06.51"W	SAN PEDRO IAF
VEMAR	14°30'00"S 051°25'35"E	UL433
VISCO	03°37'30.48"N 009°07'46.73"E	MALABO IAF
VISNA	08°40'00"N 014°03'11"E	UG624 - UM998
VISPA	17°41'31.20"N 015°50'04.70"W	
VISRO	07°57'48.10"N 005°06'05.59"W	BOUAKE IAF
VISTI	09°34'26.70"N 005°25'07.08"W	KORHOGO IAF
VITLI	04°20'47"N 008°34'00"E	UR984

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
VITSO	14°35'18.76"N 003°52'05.29"W	IAF MOPTI
VODLO	03°33'33.43"N 011°26'24.50"E	YAOUNDE IAF
VOHID	10°55'46"S 044°19'40"E	UN305 - UG661
VOKLA	11°06'36.90"N 004°32'13.60"W	BOBO - DIOULASSO IAF
VOKRI	06°33'15.20"N 002°28'45.38"E	IAF COTONOU(DBBB) ILSY RWY24
VOLBU	14°24'05"N 002°27'05"W	UM104 - UA614 - UR866 - UM974
VOLKO	07°12'42.03"N 020°50'35.93"E	UQ200 - UM214
VOLMI	00°31'27.14"N 012°40'49.81"E	UT143 - UR986 TMA LIBREVILLE
VOLMU	02°07'52.22"N 010°58'00"E	UQ583 - UA604 FIR BRAZZAVILLE
VOLNA	10°37'54"N 008°00'00"W	G854/UG854 T/R UIR ROBERTS/TMA BAMAKO
VOLTI	12°09'43"N 002°25'45"E	R981 T/R Limite TMA NIAMEY
VOMIN	06°54'14.46"N 005°09'41.52"W	YAMOUSSOUKRO IAF
VOMLA	04°14'05.50"S 009°58'33.27"E	UA400 - UQ581 FIR BRAZZAVILLE
VONTI	01°48'44"S 015°26'44"E	A403/UA403 T/R Limite TMA POOL partie 2
VOPAL	06°00'47.83"N 001°07'57.64"E	LOME RNP RWY 04 IAF
VOPAT	02°27'52.68"S 013°02'49.98"E	UQ580 - G856/UG856 - R988/UR988 FIR BRAZZAVILLE
VOPLA	03°51'24.20"N 017°17'43.30"E	BANGUI vers LIBREVILLE
VOPSI	14°51'29.40"N 005°03'53.76"E	IAF TAHOUA
VOPUL	13°36'23.24"N 007°18'47.11"E	IAF MARADI
VORAX	04°32'16"S 013°34'38"E	B732 T/R limite TMA BRAZZAVILLE
VORDA	13°54'41.51"N 014°06'05.28"E	UT237 - UG619
VORET	01°03'48"S 008°09'17"E	UQ559
VORIS	00°23'16.20"N 009°35'52.80"E	
VORUT	04°00'00"N 004°52'22"W	
VOSGA	01°55'27"N 004°08'38"W	
VOSIP	13°04'59.65"N 000°52'25.79"E	UQ594 - UM629 - UG854 UTA NIAMEY NIGER
VOSLA	17°47'55.57"N 014°35'00.66"W	
VOSLI	10°09'19"N 015°35'04"E	UQ589 - UW605 - UM731
VOSNU	20°43'35.78"N 005°28'35.78"W	UQ596 - UR866
VOTAB	14°45'48"N 014°37'45"W	UR620 - UM974
VOTEM	08°30'00"N 002°20'30"E	UA608 TMA COTONOU
VOTIS	16°48'54.51"N 007°50'33.04"E	IAF AGADEZ RNP RWY 07L
VOTUR	04°18'15"N 017°09'26"E	UM731 - UR984
VOVIK	09°29'15.07"N 018°44'00.80"E	UT325 - UB736
VOXIL	13°49'42.03"N 001°55'50.43"E	
VOXIR	05°55'52.11"N 005°21'17.98"W	UQ592 - UB729 Dakar FIR - Abidjan
XUKON	14°45'40.80"N 013°34'27.80"W	UB728 - UM974
XULAK	12°10'30"N 021°20'51"E	UM215 - UW605 - UG655
XULED	00°45'33.24"S 008°00'19.80"E	UQ558 IAF FOOL SID-RNAV16
XUMIL	18°34'04"N 001°44'39"W	UM104 - UA614 - UR981
XUPAM	08°43'47.16"N 019°42'59.09"E	UT325 - UQ584
XURIK	24°53'29"S 047°19'58"E	UA402 - UG652
XURUT	02°00'00"S 006°35'00"E	UQ558

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
ZANOU	06°32'50"N 003°29'36"W	G859 T/R Limite TMA ABIDJAN
ZAWAT	19°00'09"N 003°32'51"E	UM114
ZIMOG	20°09'13.44"N 000°45'11.32"E	IAF TESSALIT

DAKAR / LEOPOLD SEDAR SENGHOR

CAP SKIRRING AEROPORT INTERNATIONAL DE CAP SKIRRING

AD 1.3 RÉPERTOIRE DES AÉRODROMES
INDEX TO AERODROMES

Nom de l'aérodrome Indicateur d'emplacement *Aerodrome name* *location Indicator*	Type de traffic autorisé à utiliser sur l'aérodrome *Type of traffic permitted to use the aerodrome*			Renvoi à la Section AD Observations *Reference to AD section* *Remarks*
	International National (INTL-NTL)	IFR - VFR	S = Régulier / *Scheduled* NS = Non Régulier *Non Scheduled* P = Privé / *Private*	
1	2	3	4	5
Aeroport International De Cap Skirring GOGS	INTL	IFR-VFR	S	13 AD-2.GOGS
Aeroport Intl Blaise Diagne - Dakar - Diass GOBD	INTL-NTL	IFR-VFR	S	13 AD-2.GOBD
Bakel GOTB	NTL	VFR	S	13 AD 1.3
Dakar / Leopold Sedar Senghor GOOY *	INTL-NTL	IFR-VFR	S	13 AD-2.GOOY
Djoudj				13 AD 1.3
Kaolack GOOK	NTL	VFR	S	13 AD 1.3
Kedougou GOTK	NTL	VFR	S	13 AD 1.3
Kolda / Sare Bidji GOGK	NTL	VFR	S	13 AD 1.3
Koudekourou				
Koudougou				
Linguere GOOG	NTL	VFR	P	13 AD 1.3
Matam / Ouro Sogui GOSM	NTL	VFR	S	13 AD 1.3
Podor GOSP	NTL	VFR	S	13 AD 1.3
Richard Toll GOSR	NTL	VFR	P	13 AD 1.3
Richard Toll (4 Vannes)				13 AD 1.3
Sabodala				13 AD 1.3
Saint Louis GOSS	INTL	IFR-VFR	S	13 AD-2.GOSS
Simenti GOTS	NTL	VFR	S	13 AD 1.3
Tambacounda GOTT	NTL	IFR-VFR	S	13 AD 1.3
Ziguinchor GOGG	INTL	IFR-VFR	S	13 AD 1.3

Les indicateurs d'emplacement marqués d'un astérisque (*) ne doivent pas être employés dans la formule d'adresse des messages AFS
The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

PODOR				(GOSP)		Ondulation du géoïde (GUND)					Déc.	6° W	(2020)
16°41'00"N 014°58'00"W (*)	6 41.0	144° ---- 324°	1550x30	50x30 ---- 50x30			BL	F 27	13 : RWY identification ; RWY side markings ; RWY corner markings		MON-FRI: 0800-1800 SAT,SUN and public holiday : O/R 03 hours before at the A /D responsible		AIBD.SA

OBSERVATIONS / *REMARKS*

caution when rainning,
presence of animals , caution advised ;
RWY circuit obligatory before landing
Fire fighting service not available. 9 KG powder extinguisher available
For further information, contact the responsible at (00221) 777668759

RICHARD TOLL				(GOSR)		Ondulation du géoïde (GUND)					Déc.	6 ° W	(2020)
16°26'00"N 015°39'00"W (*)	6	079 ° ---- 259 °	1550x30				Latérite	FK 27	13 : RWY Identification ; RWY corner markings		MON-FRI: 0800-1800 SAT,SUN and public holiday : O/R 03 hours before at the A /D responsible		AIBD.SA

OBSERVATIONS / *REMARKS*

Obstacle : sudatel antenna not lighted
RWY circuit obligatory before landing
Presence of animals , caution advised
Fire fighting service not available. 9 KG powder extinguisher available
For further information, contact the responsible at (00221) 777668759

RICHARD TOLL (4 VANNES)				(GO05)		Ondulation du géoïde (GUND)					Déc.	6 ° W	(2020)
16°26'41"N 015°45'13"W (*)		18/36	900x25				Latérite	5.7 TN		PRIVE	PRIVE		

OBSERVATIONS / *REMARKS*

Utilisable en saison sèche et hivernale. Utilisation de la piste reste sous l'entière responsabilité du pilote durant la saison hivernale
Présence d'animaux.
Circuit de piste obligatoire avant ATT
Il est recommandé qu'un délai de 12 HR soit respecté avant toute nouvelle utilisation de l'aérodrome après une forte pluie. L'utilisation de l'aérodrome est soumise à une autorisation préalable de la Compagnie Sucrière Sénégalaise (CSS) ou de l'autorité de l'aviation civile du Sénégal, conformément à la règlementation en vigueur en la matière.

SABODALA				(GO06)		Ondulation du géoïde (GUND)					Déc.	6 ° W	(2020)
12°06'45"N 013°11'05"W (*)		099 ° ---- 279 °	1200x30				Latérite	5.7 TN		PRIVE	PRIVE		

OBSERVATIONS / *REMARKS*

Utilisable en saison sèche et hivernale.
Du fait de l'existence d'une colline à une distance d'environ 250 mètres du seuil 28, il est fortement recommandé , par vent faible ou par vent nul de décoller du seuil 28 et atterrir au seuil 10. L'utilisation de l'aérodrome est soumise à une autorisation préalable de Mineral Deposits Limited (MDL) ou de l'autorité de l'aviation civile du Sénégal, conformément à la règlementation en vigueur en la matière.

SIMENTI				(GOTS)		Ondulation du géoïde (GUND)					Déc.	6° W	(2020)
13°03'00"N 013°18'00"W (*)	48 41.2	033° ---- 213°	1800x30	100x30 ---- 100x30	100 ---- 100		BLA	FK 27	13: Lateral RWY markings 14: Night marking NIL Angle droit		MON-FRI:HJ SAT,SUN and public holiday : O/R 03 hours before at the A /D responsible		AIBD.SA

OBSERVATIONS / *REMARKS*

HJ O/R 12HR avant au : +221.33 981 14 06 /+221.33 981 11 55
Fire fighting service not available. 9 KG powder extinguisher available

TAMBACOUNDA				(GOTT)		Ondulation du géoïde (GUND)			33 M		Déc.	6° W	(2020)
13°43'57.965"N 013°39'28.806"W	48.7 40.6	055° ---- 235°	2000x30 (1)	60x30 ---- 60x30	NIL ---- 90		PM	PCN 46/F/A/W/T	12 : X 13 : X 14 : X Fin RWY Préseuil TWY AST Feux flash LIL	SLI : 4	LUN au SAM : 0645-1900 DIM,JF et nuit : O/R PN 3HR au CDT par FAX/TEL	VOR "TD" 114,5 MHZ AFIS 118,7 MHZ VSAT 129,5 MHZ P : 5 W	AIBD.SA

OBSERVATIONS / ***REMARKS***

Balisage nuit piste : Electrique
(1) + bandes latérales anti-souffle de 7,50 M
PAPI 3° gauche 356M du THR 06 MEHT 18.87 M (62.34 FT)

ZIGUINCHOR				(GOGG)		Ondulation du géoïde (GUND)			29.5 M		Déc.	7 ° W	(2020)
12°33'21,344"N 016°16'36,732"W	23.95 37.5	095 ° ---- 275°	2000x30	60x30 ---- 60x30	200 ---- 200		Béton bitumeux	PCN 33/F/A/W/T	12 : X 13 : X 14 : X OBST WDI PAPI QFU 10 MEHT 15.75M (52.49FT) Angle 3° CAT. A TWY AST	Niveau assuré : 5	LUN-DIM 0700-1900 En dehors de ces heures O/R 12HR avant au CDT	VOR "ZG" 112,5 MHZ TWR 118,7 MHZ	AIBD.SA
THR10	19.04	12°33'19.1078"N 016°17'35.1837"W,											
THR28	23.95	12°33'21.6250"N 016°16'29.3071"W											

OBSERVATIONS / ***REMARKS***

Balisage électrique disponible
Balisage nuit piste
Présence d'un pylône à 822 M du THR 28 PSN : 12°33'29"N - 016°16'50"W Rayon : 3 M - Hauteur : 50 M
Survol de la ville interdit au-dessous de 1000 FT QFE,les approches doivent être effectuées par le nord. Le contact radio avec la tour de Ziguinchor est obligatoire. Pour les vols aux instruments, les approches VOR RWY 10 et VOR RWY 28 sont disponibles.

(*) Coordonnées non exprimées selon le système géodésique WGS-84
(**) Changement des marques d'identification de piste
(x) En saison des pluies, se renseigner auprès des organismes responsables sur la résistance de la piste
(a) Restriction d'utilisation possible en saison des pluies
(b) Avant d'utiliser l'aérodrome, chaque exploitant ou pilote est tenu de s'assurer de la praticabilité de la piste auprès de la DNAC du Mali au moins 24 HR avant le vol projeté

FGSL — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / *Hotels*	2 grands hôtels (à 1000 m de l'aéroport) et plusieurs en ville	2 large hotels (at 1000 m airport) and many hotels in the city
2	Restaurants / *Restaurants*	A l'aéroport et en ville	At the airport and in the city
3	Moyens de transport / *Transportation facilities*	Taxis	
4	Services médicaux / *Medical facilities*	1 Pharamacie à l'aéroport En ville : 3 Hôpitaux et Plusieurs cliniques privées	1 pharmacy at the Airport In the city : 3 hospitals and many private clinics
5	Services bancaires et postaux *Bank and Post Office*	A l'aéroport et en ville. Ouverture pendant les heures de service. Guichets automatiques disponibles dans le coté ville du terminal des passagers	At the AD and in the city. Opening during operations hours. ATMs available in the city side of the passenger terminal.
6	Services d'information touristique *Tourist office*	Bureaux en ville	Office in the city
7	Observations / *Remarks*	1 Véhicule de premier secours et d'évacuation (PSE) 1 Vehicle for first assistance and evacuation	

FGSL — AD 2.6 SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE
RESCUE AND FIRE FIGHTING SERVICES

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / *AD category for fire fighting*	Niveau de protection assuré : 8	Ensured protection level: 8
2	Equipement de sauvetage *Rescue Equipment*	Equipement requis disponible	Required rescue equipment available
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés *Capability for removal of disabled aircraft*	Pour les petits porteurs : équipements légers des compagnes. Pour les gros et moyens porteurs : 2 grues de 5 et 20 Tonnes, 3 plateformes de 10 Tonnes.	
4	Observations / *Remarks*	Véhicules incendie/Fire fighting vehicles : 1 VIRP FLYCO : 1 TOYOTA HILUX 4x4 1 VIPP 4425/S : 4000 L d'eau + 400 L d'émulseur + 250 Kg de poudre 3 VIMP 91125/S : 9000 L d'eau + 1100 L d'émulseur + 250 Kg de poudre	

FGSL — AD 2.7 DISPONIBILITÉS SAISONNIÉRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

1	Type d'équipements *Type of clearing equipment*	NIL
2	Priorité de déneigement *Clearance priority*	NIL
3	Observations / *Remarks*	NIL

FGSL — AD 2.8 AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION
APRONS, TAXIWAYS AND CHECK LOCATIONS

1	Surface de l'aire de trafic *Apron surface*	AST A : Béton bitumineux / Asphaltic concrete AST B : Béton bitumineux / Asphaltic concrete AST C : Béton bitumineux / Asphaltic concrete AST PRESIDENTIELLE : Béton bitumineux / Asphaltic concrete	
	Résistance de l'aire de trafic *Apron strength*	AST A : (50 000 M2) B747 AST B : (81 600 M2) B747 AST C : (74 633 M2) B747 AST PRESIDENTIELLE : (12 985 M2) B747	
2	Largeur des voies de circulation *TWY width*	TWY A : 23 M TWY B : 23 M TWY C1 : 23 M TWY C2 : 23 M TWY D : 23 M TWY E : 23 M	
	Surface des voies de circulation *TWY surface*	TWY A : Béton bitumineux / Asphaltic concrete TWY B : Béton bitumineux / Asphaltic concrete TWY C1 : Béton / Concrete TWY C2 : Béton / Concrete TWY D : Béton / Concrete TWY E :	
	Résistance des voies de circulation *TWY strength*	TWY A : (AST A + B : 1392 x 23 M) B747 TWY B : (AST A + B : 1392 x 23 M) B747 TWY C1 : (199 x 23 M) B747 TWY C2 : (sortie rapide : 398.34 x 23 M) B747 TWY D : (1786.36 x 23 M) B747 TWY E : B747 (TWY menant au Parking MIL)	
3	Position et altitude des emplacements de vérification des altimètres *Altimeter check location (ACL) and elevation*	Parking AST : 03°45'35,59"N - 008°42'58,61"E - 37 FT	
4	Emplacement des points de vérification VOR *VOR check points*	Au point d'arrêt TWY A 03°45'53.18"N - 008°43'05.73"E	
5	Points de vérification INS *INS checkpoints*	NIL	
6	Observations / *Remarks*	Demi-tour complet interdit sur la piste pour les aéronefs d'un poids supérieur à 40 Tonnes. Contact radio obligatoire. Survol de la ville interdite. Virage à droite obligatoire après décollage piste 22. Dépôt FPL : Obligatoire	Complete u-turn on runway prohibited for ACFT superior to 40 T weight. Obligatory contact radio. Flying over the city prohibited. Right turn obligatory after take off RWY 22. FPL must be filled

GOGS — AD 2.1 INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME
AERODROME LOCATION INDICATOR AND NAME

GOGS -- AEROPORT INTERNATIONAL DE CAP SKIRRING

GOGS — AD 2.2 DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME
AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Coordonnées du point de référence (ARP) et situation *ARP coordinates and location*	Lat. 12°23'20"N - Long. 016°44'30"W Intersection axes RWY/TWY	Lat. 12°23'20"N - Long. 016°44'30"W Axis intersection RWY/taxiway
2	Direction, distance de la ville *Direction, distance from city*	0,30 NM (555 M) Nord du village Hôtel et 10 KM Sud-est de Diémbéring	0,30 NM (550 M) North of the village hotel and 10 KM South-East Diémbéring
3	Altitude / température de référence *Elevation / Reference temperature* Ondulation du Géoïde / *Geoid undulation*	17 M (56 FT) / 31.7 ° C 28.5 M	
4	Déclinaison magnétique / Variation annuelle *Direction and Magnetic variation / Annual change*	7°W (2020) / 9.3'E	
5	Administration / *Administration* Adresse / *Address* Téléphone - Télex - Fax - RSFTA *Telephone-Telex-Fax-AFTN*	DELEGATION REGIONALE SUD-AIBD.SA BP 37 - Cabrousse Tél. CDT bureau :(221) 33.993.51.81 - Mobile CDT :(+221)78.637.15.16 Standard :(221) 33.993.51.77 - TWR : (221) 33.993.52.98 Fax NIL - RSFTA : GOGSYDYX	
6	Types de trafic autorisés (IFR/VFR) *Types of traffic permitted (IFR/VFR)*	IFR / VFR	
7	Observations / *Remarks*		

GOGS — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome *AD Administration*	Lundi-Jeudi : 0800-1600 Vendredi : 0800-1600 pause 1330-1430	Monday-Thursday : 0800-1600 Friday : 0800-1600 timeout 1330-1430
2	Douane et contrôle des personnes *Customs and Immigration*	Pour les vols commerciaux et internationaux	For commercial and international flights
3	Santé et services sanitaires *Health and Sanitation*	NIL	
4	Bureau de piste AIS (BIA/BNI) *AIS Briefing Office*	Heures d'ouverture de l'aéroport et O/R	AD operational hours and O/R
5	Bureau de piste ATS (ARO) *ATS Reporting Office (ARO)*	Heures d'ouverture de l'aéroport et O/R en dehors des heures de service	AD operational hours and O/R outside the operational hours
6	Bureau de piste MET *MET Briefing Office*	0245 à 1210 - 1445 à 1910 - 2045 à 0010 et O/R en dehors des heures de service	0245 to 1210 - 1445 to 1910 - 2045 to 0010 and O/R outside the operational hours
7	Service de la circulation aérienne *ATS*	Heures d"ouverture de l'aéroport et O/R	AD operational hours and O/R
8	Avitaillement en carburant *Fueling*	Heure d'ouverture de l'aéroport et sur demande	
9	Services d'escale *Handling*	A chaque vol commercial par société d'assistance	At every commercial flight assistance by company
10	Sûreté *Safety*	Heures d'ouverture	Operational hours
11	Dégivrage *De-icing*	NIL	
12	Observations / *Remarks* Heure d'ouverture de l'aéroport *Opening hour of the airport*	L'aéroport est ouvert du lundi au dimanche de 07h 00 à 19h 00, et en dehors de ces heures sur demande	AD is open from Monday to Sunday from 0700 to 1900, beyond these hours on request

GOGS — AD 2.4 SERVICES D'ESCALE ET D'ASSISTANCE
HANDLING SERVICES AND FACILITIES

1	Services de manutention du fret *Cargo handling facilities*	Assurés par les sociétés d'assistances en escales
2	Types de carburants et de lubrifiants	JET A1 (civil et militaire)
3	Services et capacité d'avitaillement en carburant / *Fuelling facilities / capacity*	58350 L de capacité stockage de JET A1-Débit 900 L/minute
4	Services de dégivrage / *De-icing facilities*	NIL
5	Hangars utilisables pour les aéronefs de passage / *Hangar space for visiting aircraft*	NIL
6	Services de réparation utilisables pour aéronefs de passage / *Repair facilities for visiting aircraft*	NIL
7	Observations / *Remarks*	1 groupe à air et 1 groupe réglabLe à 115 W et 28 W / 1 group air and 1 group air adjustable to 115 W and 28 W

GOGS — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / *Hotels*	64 hôtels	
2	Restaurants / *Restaurants*	Restaurants dans les hôtels, campements et au village	Restaurants in hotels, camps and village
3	Moyens de transport / *Transportation facilities*	Transport par les hôtels - Voiture de location et taxis	Transport by hotels - car rentals and taxis
4	Services médicaux / *Medical facilities*	1 Hôpital à 30 KM, 1 cabinet dentaire, 2 pharmacies,1 infirmerie, 2 postes de santé	1 Hospital at 30 km, 1 dental clinic,2 Pharmacy, 1 Infirmary, 2 Health Posts
5	Services bancaires et postaux *Bank and Post Office*	En ville.	En ville.
6	Services d'information touristique *Tourist office*	Inspection Régionale du Tourisme Ziguinchor Tél./Fax : 00.221.33.99 112 68	
7	Observations / *Remarks*	NIL	

GOGS — AD 2.6 SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE
RESCUE AND FIRE FIGHTING SERVICES

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / *AD category for fire fighting*	Niveau de protection assuré : 5	Ensured protection level: 5
2	Equipement de sauvetage *Rescue Equipment*	3 appareils respiratoire isolant - Echelle à coulisse à deux plans- 1 civière - 1 cisaille hydraulique	
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés *Capability for removal of disabled aircraft*	NIL	
4	Observations / *Remarks*	Véhicules incendie 1 VIMP - 91125 9000L eau + 1100L Emulseur + 250 KG Poudre 1 FLYCO 50KG poudre + 2 extincteurs CO2 1 réserve d'eau enterrée de 120 m3 , matériel de désincarcération 1 réserve d'eau aérienne de 24 m3 1 réserve d'eau semi-enterrée de 24 m3	

GOGS — AD 2.7 DISPONIBILITÉS SAISONNIÉRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

1	Type d'équipements *Type of clearing equipment*	NIL
2	Priorité de déneigement *Clearance priority*	NIL
3	Observations / *Remarks*	Pluies : Juin à Novembre

GOGS — AD 2.8 AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION
APRONS, TAXIWAYS AND CHECK LOCATIONS

1	Surface de l'aire de trafic *Apron surface*	AST : Enrobé bitumineux / Bituminous concrete	
	Résistance de l'aire de trafic *Apron strength*	AST : (133.80 X 87.50 M = 11708 M2) 37/F/A/W/T	
2	Largeur des voies de circulation *TWY width*	TWY : 15 M	
	Surface des voies de circulation *TWY surface*	TWY : Enrobé bitumineux / Bituminous concrete	
	Résistance des voies de circulation *TWY strength*	TWY : PCN 44/F/A/W/T	
3	Position et altitude des emplacements de vérification des altimètres *Altimeter check location (ACL) and elevation*	Point d'arrêt : 9.16 M d'altitude	Ending Point : 9.16 M altitude
4	Emplacement des points de vérification VOR *VOR check points*	NIL	
5	Points de vérification INS *INS checkpoints*	NIL	
6	Observations / *Remarks*	Voie de circulation implantée à gauche du seuil 32	TWY located to the left of QFU 32 threshold.

GOGS — AD 2.9 GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE
SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Panneaux d'identification des poste de stationnement d'aéronef *Use of aircraft stands ID signs*	Numéro de positionnement des avions sur l'aire de stationnement.	Number of ACFT stands at apron.
	Lignes de guidage TWY *TWY guide lines*	Lignes de guidage et marquage au sol.	Guidance lines and ground markings.
	Systèmes de guidage pour l'accostage des aéronefs *Visual docking/parking guidance system*	NIL	
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation *RWY and TWY markings and lightings*	Marquage seuils, axes de piste, TWY et TDZ Aire de retournement : Feux verts et rouges avec un système de retournement pour les aéronefs moyens comme A320 Balisage électrique bord de piste, extrémités et seuils de piste	Marking thresholds, axes runway TDZ and TWY Turn area : Green and red lights with turn around system for medium aircraft like A320 Markup electric runway edge, threshold runway extremity
3	Barres d'arrêt *Stop bars*	NIL	
4	Observations / *Remarks*	NIL	

GOGS — AD 2.10 OBSTACLES D'AÉRODROME
AERODROME OBSTACLES

ZONE *Area*	IDENTIFICATION OU DESIGNATION *obstacleidentification or designation*	TYPE D'OBSTACLE *Type of Obstacle*	COORDONNÉES *Coordinates*	ALTITUDE / HAUTEUR SOL (mètres) *elevation/height (in Meters)*	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX *obstacle marking, type and color of obstacle lighting*	DISPONIBILITÉ ÉLECTRONIQUE *electronic availability*
0	1	2	3	4	5	6
Zone 2	Antenne SONATEL	Antenna	12°23'58"N 016°44'40"W	--- 74 M	NIL	NIL
Zone 3	NIL	NIL	NIL	NIL	NIL	NIL

GOGS — AD 2.11 RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS
METEOROLOGICAL INFORMATION PROVIDED

1	Centre météorologique associé à l'aérodrome *Associated MET Office*	Station Météorologique synoptiquede Cap-Skiring	Synoptic Meteorological station Cap-Skiring
2	Heures de service / *Hours of service*	0245 à 1210 - 1445 à 1910 - 2045 à 0010 et O/R en dehors des heures de service	0245 to 1210 - 1445 to 1910 - 2045 to 0010 and O/R outside the operational hours
	Centre météorologique responsable en dehors de ces heures *MET Office outside hours of service*	Centre météorologique de Dakar-Diass	Meteorological Centre of dakar-Diass
3	Centre responsable de la préparation des TAF et périodes de validité des prévisions *Office responsible for TAF preparation and period of validity*	Centre météorologique de Dakar-Diass	Meteorological Centre of dakar-Diass
	(à remonter) Période de validité *Validity period*	NIL	
4	Type de prévision d'atterrissage disponibles et intervalle de publication *Type of landing forecast / Interval of issuance*	METAR et SPECI	METAR and SPECI
	(à remonter) Périodicité *Interval of issuance*	Toutes les heures d'ouvertures	All opening hours
5	Exposés verbaux / consultations assurés *Briefing / consultation provided*	Disponible au Centre de Dakar-Diass	Available at Dakar-Diass
6	Documentation de vol *Flight documentation*	Disponible au Centre de Dakar-Diass Textes abrégés en langage clair (PL)	Available at Dakar-Diass Abbreviated plain language texts (PL)
	Langue utilisée *Language used*	Français (Fr)	
7	Cartes, autres informations *Charts, other information*	Disponible au Centre de Dakar-Diass	Available at Dakar-Diass
8	Equipement complémentaire *Supplementary equipment*	Appareil à vent (Vaisala), baromètre, thermomètre, pluviomètre, thermographe, pluviographe, hydrographe	
9	Organismes ATS desservis *ATS units served*	TWR	
10	Informations complémentaires *Additional information*	NIL	

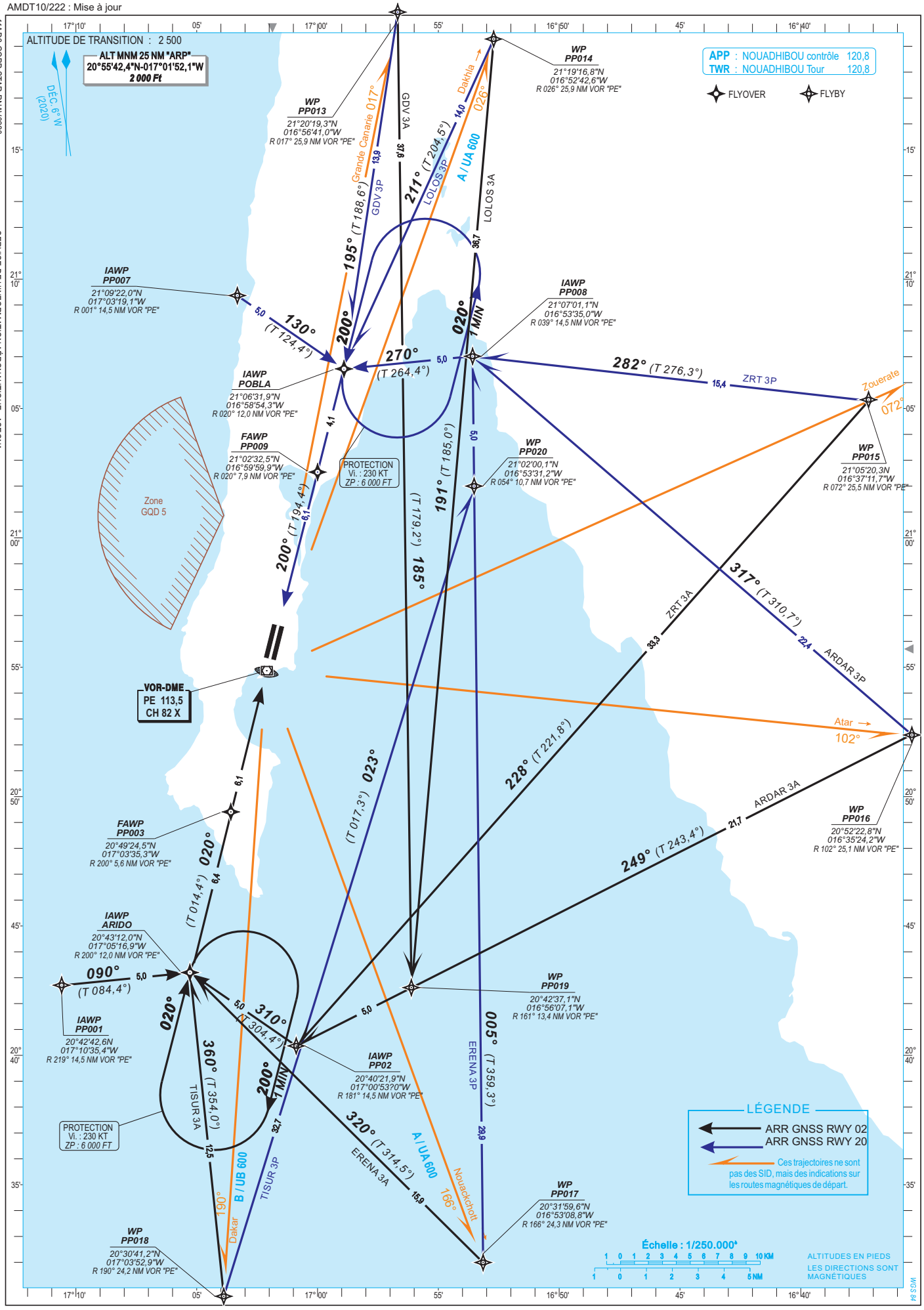
GOGS — AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES
RUNWAY PHYSICAL CHARACTERISTICS

Numéro de piste RWY NR	Relèvements VRAI et MAG *True and Mag Bearing*	Dimensions des RWY (M) *Dimensions of RWY (M)*	Résistance (PCN) et revêtement des RWY et SWY *Strength (PCN) and surface of RWY and SWY*	Coordonnées du seuil *Threshold THR Coordinates*	Altitude du seuil et du point le plus élevé de la TDZ *THR elevation and highest elevation of TDZ of precision RWY*
1	2	3	4	5	6
14	135.24º VRAI 142º MAG	2000 x 30	45 / F / A / W / T Enrobé bitumineux / Bituminous concrete	12°23'53.00"N 016°45'03.00"W ------ GUND NIL	THR : 14.61M / 47.9FT
32	315.24º VRAI 322º MAG	2000 x 30	45 / F / A / W / T Enrobé bitumineux / Bituminous concrete	12°23'20.08"N 016°44'29.53"W ------ GUND NIL	THR : 9.14M / 30FT

Pente de RWY/SWY *RWY/SWY Slope*	Dimensions PA (M) *SWY dimensions*	Dimensions des PD (M) *CWY Dimensions*	Dimensions de la bande (M) *Strip Dimensions*	Zone dégagée d'osbtacle *Obstacle free zone (OFZ)*	Observations *Remarks*
7	8	9	10	11	12
0.27 %	NIL	NIL	NIL	NIL	NIL
0.27 %	60 x 30	360	NIL	NIL	NIL

GOGS — AD 2.13 DISTANCES DÉCLARÉES
DECLARED DISTANCES

Désignation de la piste RWY NR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Observations *Remarks*
1	2	3	4	5	6
14	2000	2000	2000	2000	NIL
32	2000	2360	2060	2000	PD = 360 M CWY = 360 M PA = 60 M SWY = 60 M



CARTE D 'ARRIVEES NORMALISEES AUX INSTRUMENTS (STAR RNAV GNSS)

ASECNA

MAURITANIE

NOUADHIBOU (GQPP) RWY 02/20

CARTE D 'ARRIVEES NORMALISEES AUX INSTRUMENTS (STAR VOR-DME)

NOUADHIBOU (GQPP) RWY 02/20

ALTITUDE DE TRANSITION : *2 500*

DÉC. 6° W (2020)

APP : NOUADHIBOU contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

ALT MNM 25 NM "PE"
2 000

23 NM DME
21°17'30,2"N - 016°57'17,1"W
R 017° 23 NM VOR DME "PE"
017°
Grande Canarie
GDV 1P
GDV 1V
189° - 6,5 NM -
219° - 6,7 NM -
LOLOS 1P
LOLOS 1V
Dakhla
026°
23 NM DME
21°16'34,8"N - 016°53'45,1"W
R 026° 23 NM VOR DME "PE"
A / UA 600

17 NM DME
200°
R 026° CAT A-B
R 033° CAT C-D
R 034°
020°
PROTECTION
Vi. : 230 KT
ZP : 6 000 FT

IAF POBLA
21°06'31,9"N - 016°58'54,3"W
R 020° 12 NM VOR DME "PE"

Zone
GQD 5

197°
206°
200°

ARC DME 12 NM
ALT 2000 MNM
Zouerate
072°
ZRT 1P
ZRT 1A
21°00'37,0"N - 016°48'26,9"W
R 072° 14 NM VOR DME "PE"
ZRT 1V
252°

VOR-DME
PE 113,5
CH 82 X

282°
ARDAR 1V
ARDAR 1P
Atar
102°
ARDAR 1A
20°53'29,4"N - 016°47'13,0"W
R 102° 14 NM VOR DME "PE"

020°
010°
346°
TUSUR 1V
ERENA 2V
ARC DME 12 NM
ALT 2000 MNM

IAF ARIDO
20°43'12,0"N - 017°05'16,9"W
R 200° 12 NM VOR DME "PE"
020°
R 194° CAT A-B
R 187° CAT C-D
ERENA 2A
20°41'40,9"N - 016°56'56,0"W
R 166° 14 NM VOR DME "PE"

200°
17 NM DME
R 186°
B / UB 600
PROTECTION
Vi. : 230 KT
ZP : 6 000 FT
345° - 7,1 NM - TUSUR 1A
190°
Dakar
A / UA 600
166°
Nouackchott
23 NM DME
20°31'50,3"N - 017°03'47,8"W
R 190° 23 NM VOR DME "PE"

LÉGENDE
ARRIVÉES
Ces trajectoires ne sont pas des SID, mais des indications sur les routes magnétiques de départ.

Échelle : 1/250.000e
1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM

ALTITUDES EN PIEDS
LES DIRECTIONS SONT MAGNÉTIQUES

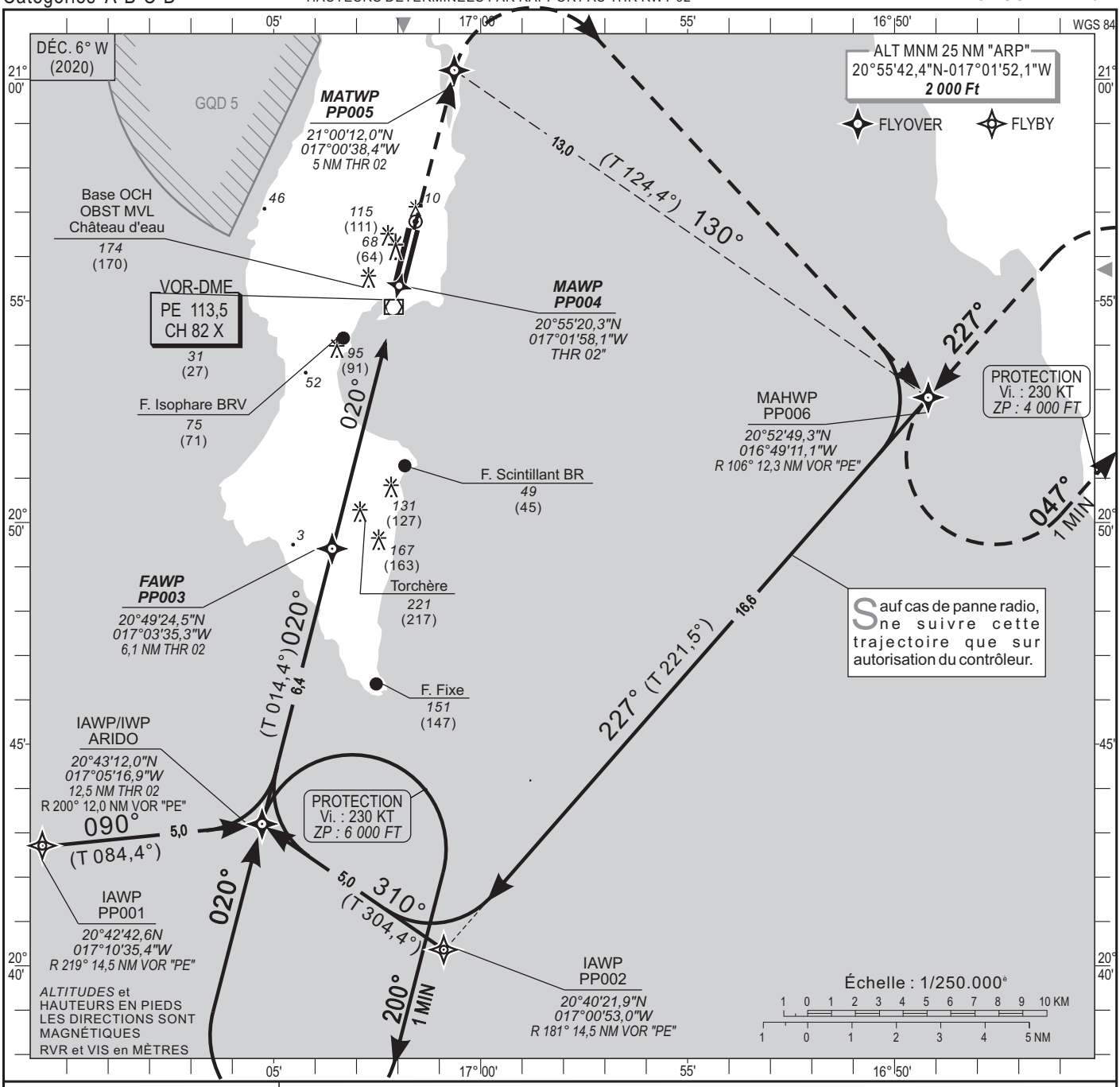
WGS 84

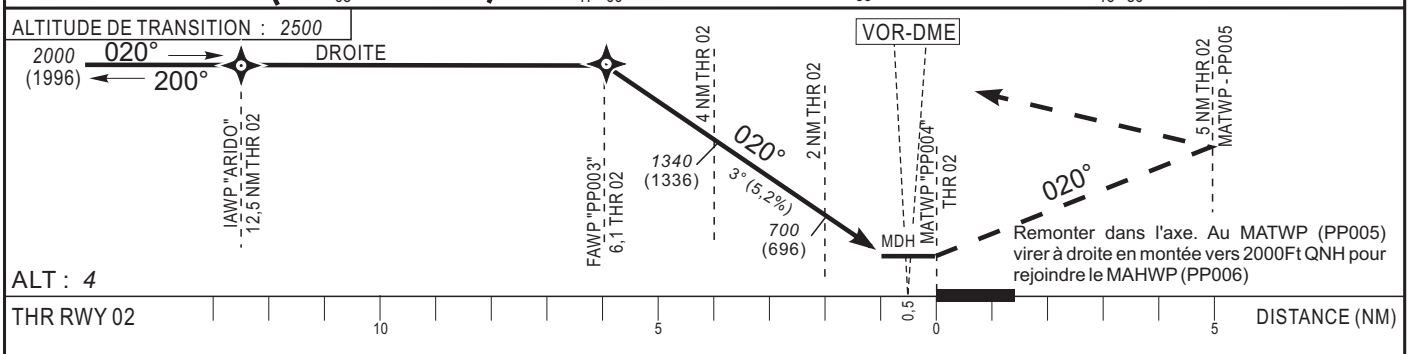
CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

ALT : 9
SEUIL : 4
HAUTEURS DÉTERMINÉES PAR RAPPORT AU THR RWY 02

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
RNAV GNSS - RWY 02





CAT	LNAV						MVL (3)				
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*294*	(290)	*300*	(290)	800	1500	*469*	(460)	*470*	(460)	1500
B	*294*	(290)	*300*	(290)	800	1500	*469*	(460)	*510*	(500)	1600
C	*294*	(290)	*300*	(290)	800	1600	*568*	(559)	*610*	(600)	2400
D	*294*	(290)	*300*	(290)	1200	1800	*568*	(559)	*710*	(700)	3600

Observations : (1) Avec ligne d'approche - (2) Sans ligne d'approche - (3) HJ seulement - OCH et MDH AAL

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps FAWP / SEUIL 6,1 NM

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

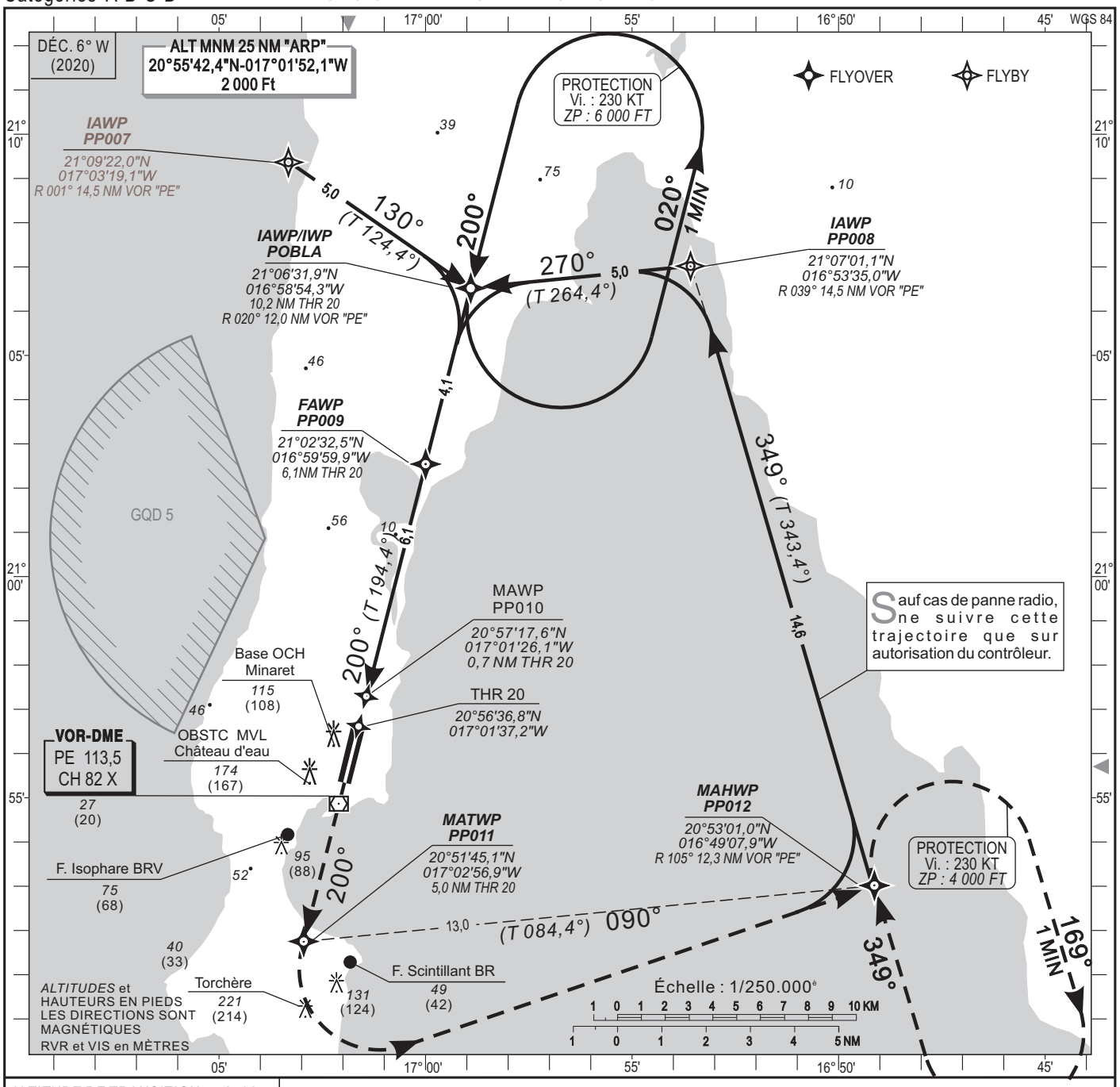
AMDT10/22 : Mise à jour

CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

ALT : 9
SEUIL : 7
HAUTEURS DÉTERMINÉES PAR RAPPORT AU THR 20

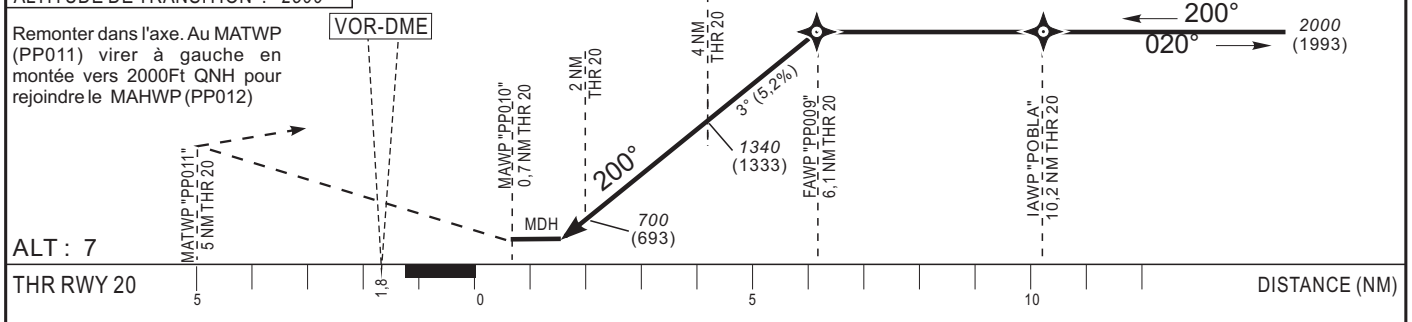
APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
RNAV GNSS - RWY 20



ALTITUDE DE TRANSITION : *2500*

Remonter dans l'axe. Au MATWP (PP011) virer à gauche en montée vers 2000Ft QNH pour rejoindre le MAHWP (PP012)



CAT	LNAV					M V L (1)				
	OCA	(OCH)	*MDA*	MDH	RVR	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*361*	(354)	*370*	(360)	1500	*469*	(460)	*470*	(460)	1500
B	*361*	(354)	*370*	(360)	1500	*469*	(460)	*510*	(500)	1600
C	*361*	(354)	*370*	(360)	1800	*568*	(559)	*610*	(600)	2400
D	*361*	(354)	*370*	(360)	2000	*568*	(559)	*710*	(700)	3600

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps FAWP / SEUIL 6,1 NM				
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

Observations : (1) HJ seulement - OCH et MDH AAL

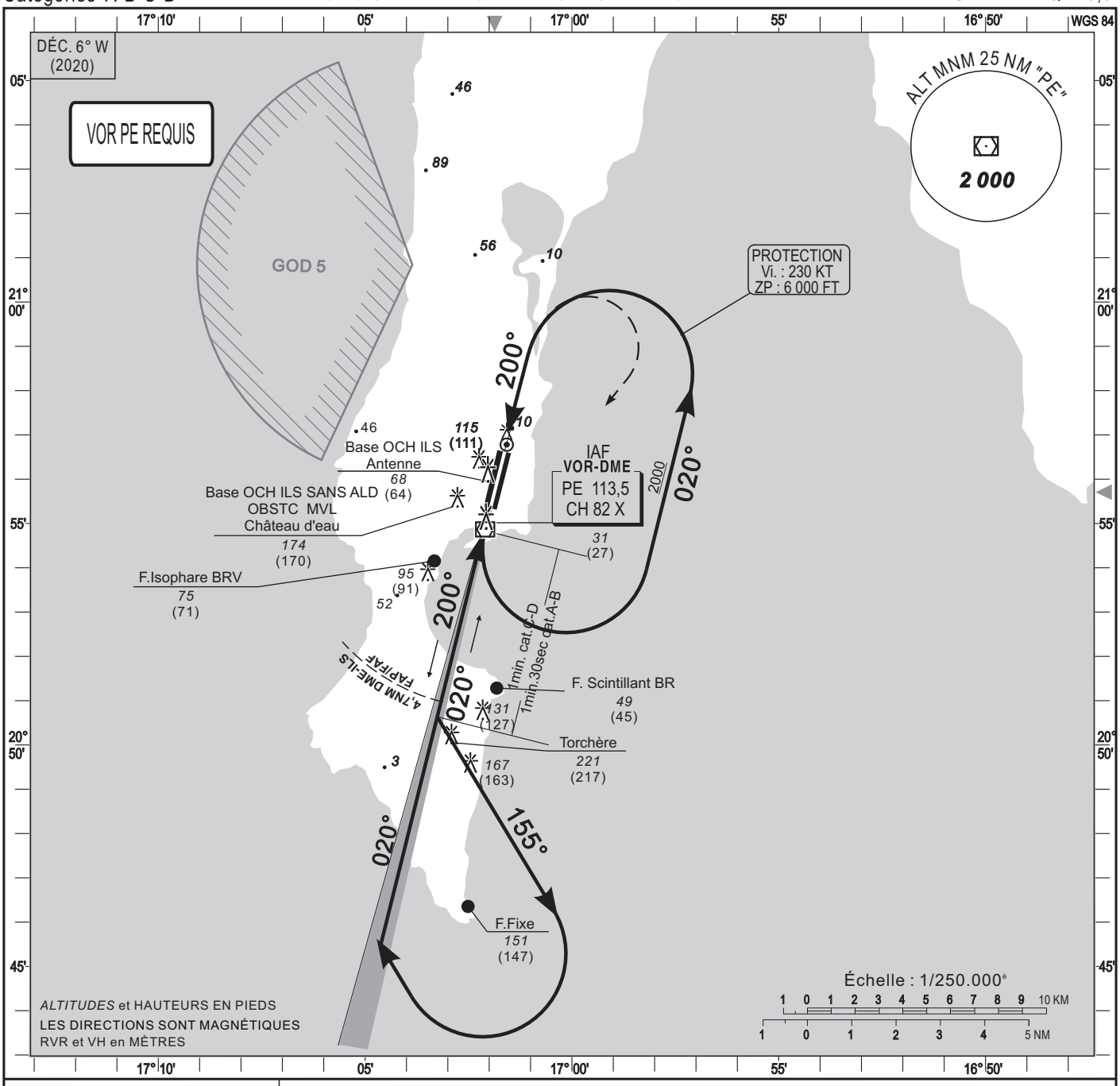
AMDT10/22 : Mise à jour

CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

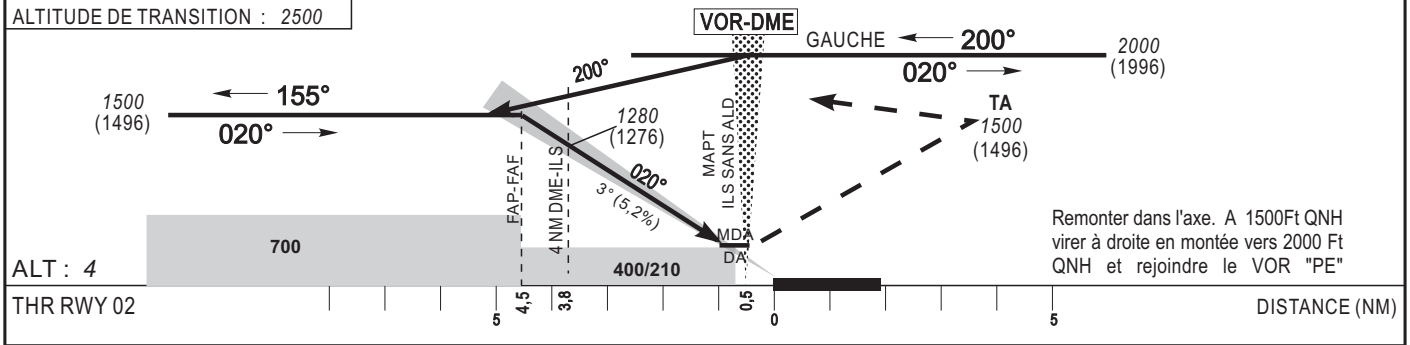
ALT : 9
SEUIL : 4
HAUTEURS DÉTERMINÉES PAR RAPPORT AU THR RWY 02

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
ILS Y or LOC Y RWY 02
IDENT ILS «PN» FRQ 110,3



ALTITUDE DE TRANSITION : *2500*



Remonter dans l'axe. A 1500Ft QNH virer à droite en montée vers 2000 Ft QNH et rejoindre le VOR "PE"

CAT	Cat. 1					LOC						M V L (3)				
	OCA	(OCH)	*DA*	DH	RVR(1)	RVR(2)	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VH
A	*198*	(194)	*210*	(200)	550	1000	394	(390)	*400*	(390)	900	1500	*469*	(460)	*470*	(460)	1500
B	*210*	(206)	*210*	(210)	600	1000	394	(390)	*400*	(390)	1000	1500	*469*	(460)	*510*	(500)	1600
C	*218*	(214)	*220*	(220)	600	1000	394	(390)	*400*	(390)	1000	1800	*568*	(559)	*610*	(600)	2400
D	*229*	(225)	*230*	(230)	600	1000	394	(390)	*400*	(390)	1400	2000	*568*	(559)	*710*	(700)	3600

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps FAP ou FAF / Seuil 4,5 NM:

KT	MIN SEC	KT	MIN SEC
90	3 Min 00	140	1 Min 56
100	2 Min 42	150	1 Min 48
110	2 Min 27	160	1 Min 41
120	2 Min 15	170	1 Min 35
130	2 Min 05	180	1 Min 30

Observations : (1) Avec ligne d'approche - (2) Sans ligne d'approche - (3) HJ seulement - OCH et MDH AAL

Haut. Pt repère ILS : 50

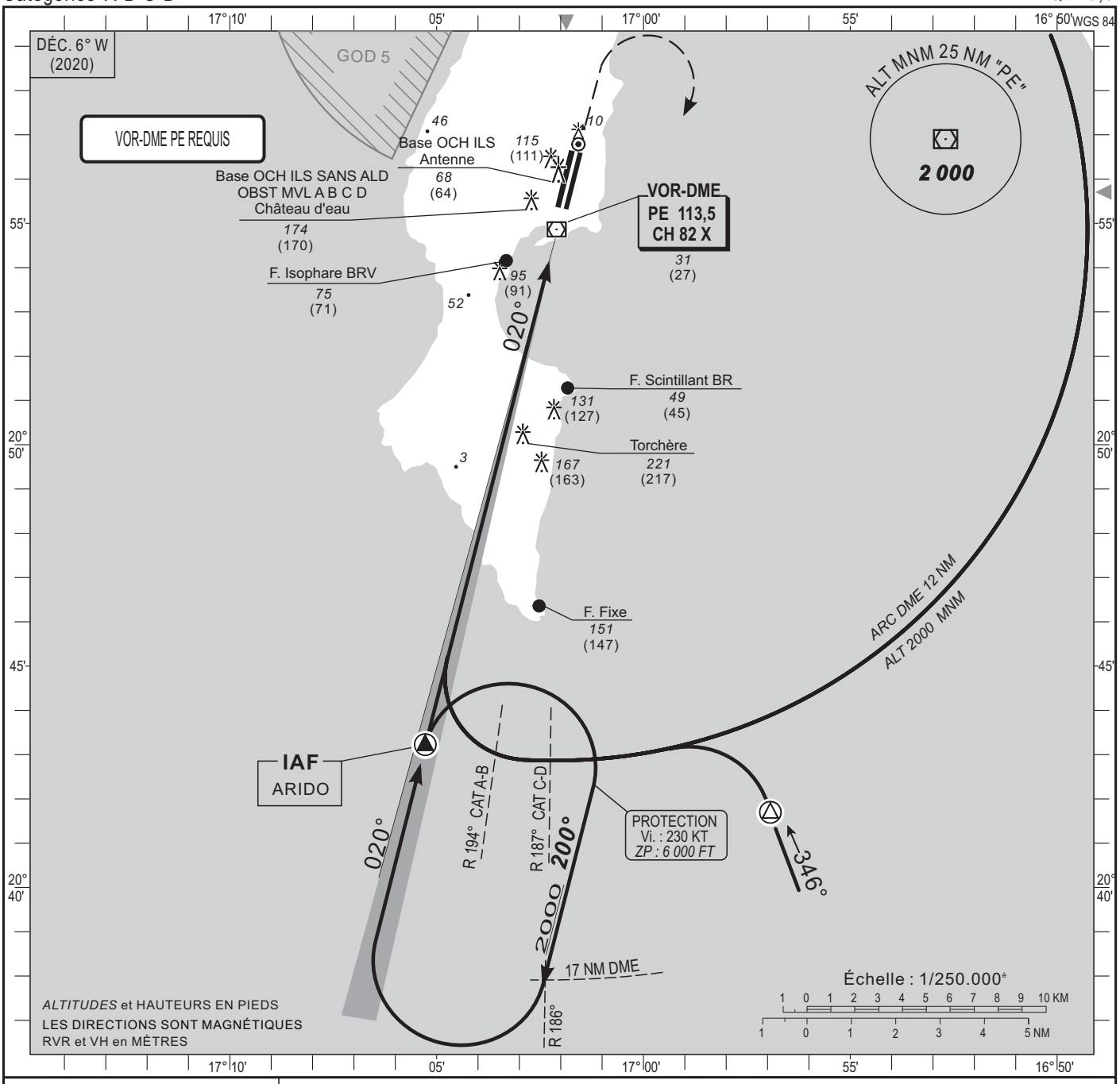
AMDT10/22 : Mise à jour

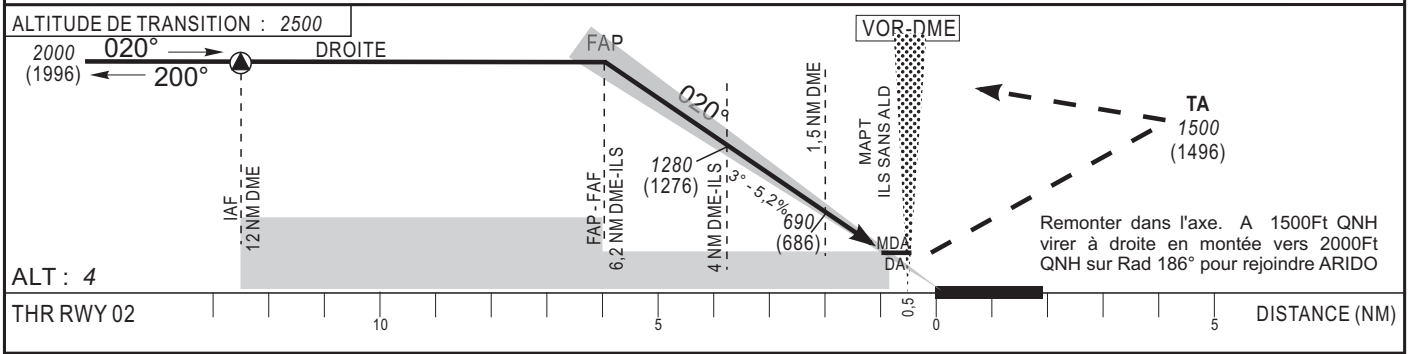
CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

ALT : 9
SEUIL : 4
HAUTEURS DÉTERMINÉES PAR RAPPORT AU THR RWY 02

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
ILS Z or LOC Z RWY02
IDENT «PN» FRÉQ 110,3





CAT	Cat.1					LOC					MVL (3)				
	OCA (OCH)		*DA*	DH	RVR(1)	RVR(2)	*OCA* (OCH)		*MDA*	MDH	RVR(1)	RVR(2)	*OCA* (OCH)		*MDA*	MDH	VH
A	*198*	(194)	*210*	(200)	550	1000	*394*	(390)	*400*	(390)	900	1500	*469*	(460)	*470*	(460)	1500
B	*210*	(206)	*210*	(210)	600	1000	*394*	(390)	*400*	(390)	1000	1500	*469*	(460)	*510*	(500)	1600
C	*218*	(214)	*220*	(220)	600	1000	*394*	(390)	*400*	(390)	1000	1800	*568*	(559)	*610*	(600)	2400
D	*229*	(225)	*230*	(230)	600	1000	*394*	(390)	*400*	(390)	1400	2000	*568*	(559)	*710*	(700)	3600

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Observations : (1) Avec ligne d'approche - (2) Sans ligne d'approche - (3) HJ seulement - OCH et MDH AAL

Haut. Pt repère ILS : 50

Temps FAP ou FAF / Seuil 6 NM			
KT	MIN SEC	KT	MIN SEC
90	4 Min 00	140	2 Min 34
100	3 Min 36	150	2 Min 24
110	3 Min 16	160	2 Min 15
120	3 Min 00	170	2 Min 07
130	2 Min 46	180	2 Min 00

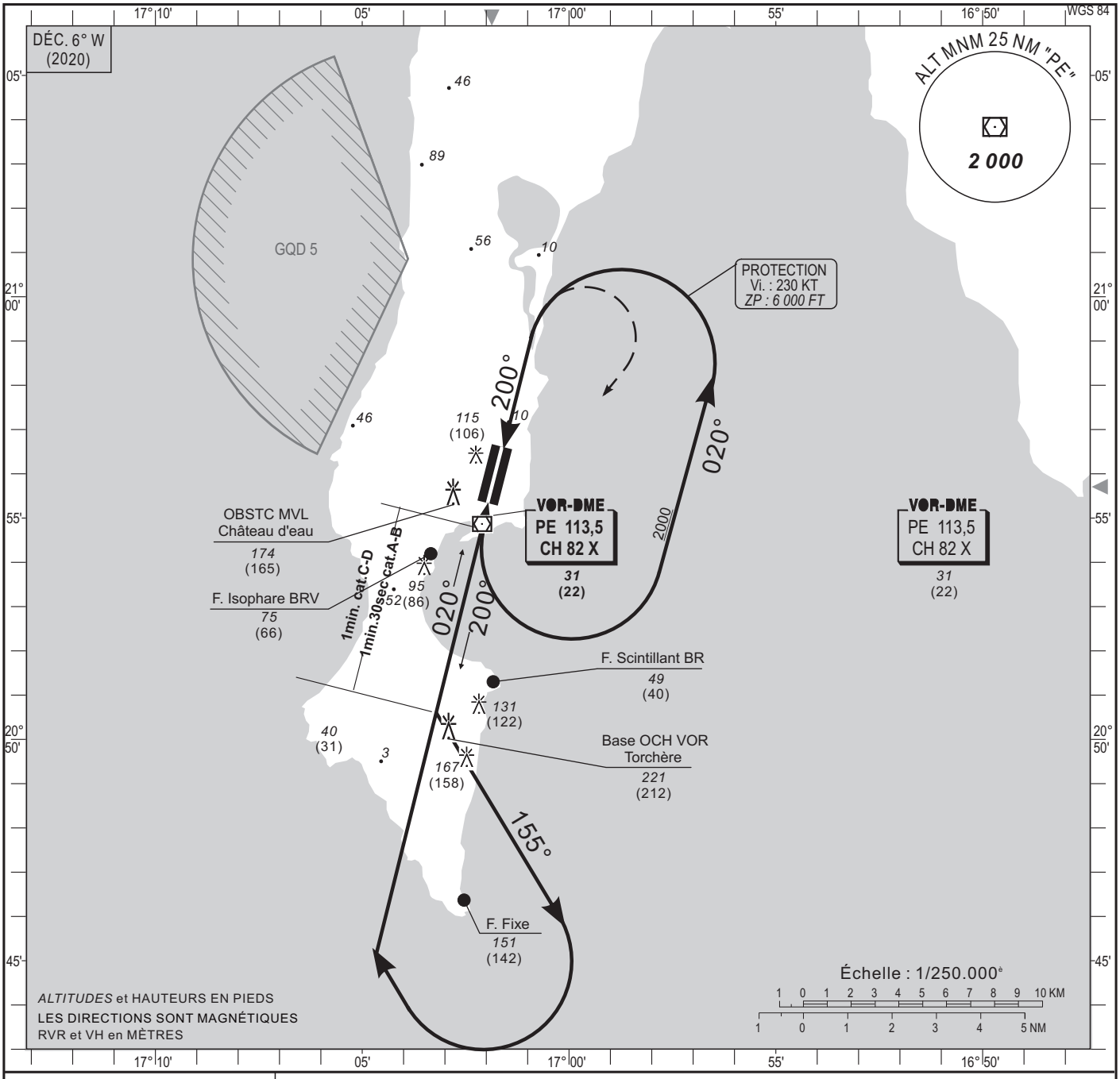
AMDT10/22 : Mise à jour

CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

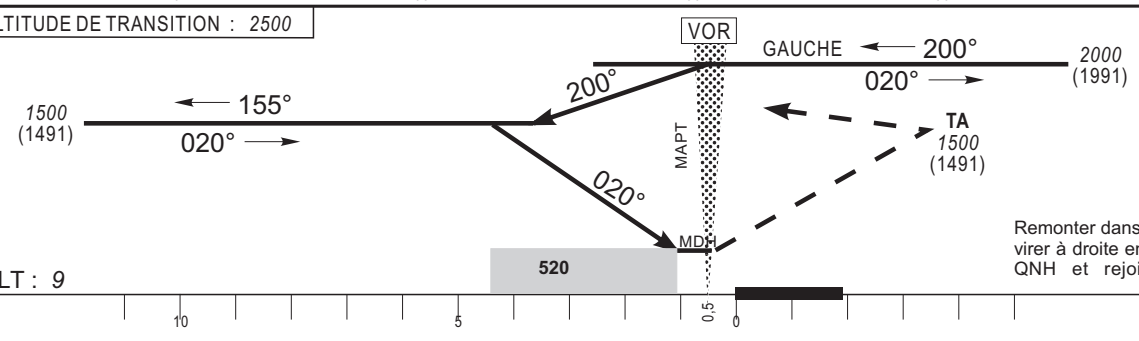
ALT : 9
SEUIL : 4
HAUTEURS DÉTERMINÉES PAR RAPPORT AU NIVEAU AÉRODROME

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
VOR Y RWY 02
IDENT «PE» FRÉQ 113,5



ALTITUDE DE TRANSITION : *2500*



Remonter dans l'axe. A 1500Ft QNH virer à droite en montée vers 2000 Ft QNH et rejoindre le VOR "PE"

CAT	VOR						MVL (3)				
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*516*	(507)	*520*	(510)	1000	1500	*516*	(507)	*520*	(510)	1500
B	*516*	(507)	*520*	(510)	1200	1500	*516*	(507)	*520*	(510)	1600
C	*516*	(507)	*520*	(510)	1200	2000	*568*	(559)	*610*	(600)	2400
D	*516*	(507)	*520*	(510)	1600	2000	*568*	(559)	*710*	(700)	3600

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps

KT	MIN SEC	KT	MIN SEC
90		140	
100		150	
110		160	
120		170	
130		180	

Observations : (1) Avec ligne d'approche - (2) Sans ligne d'approche - (3) HJ seulement

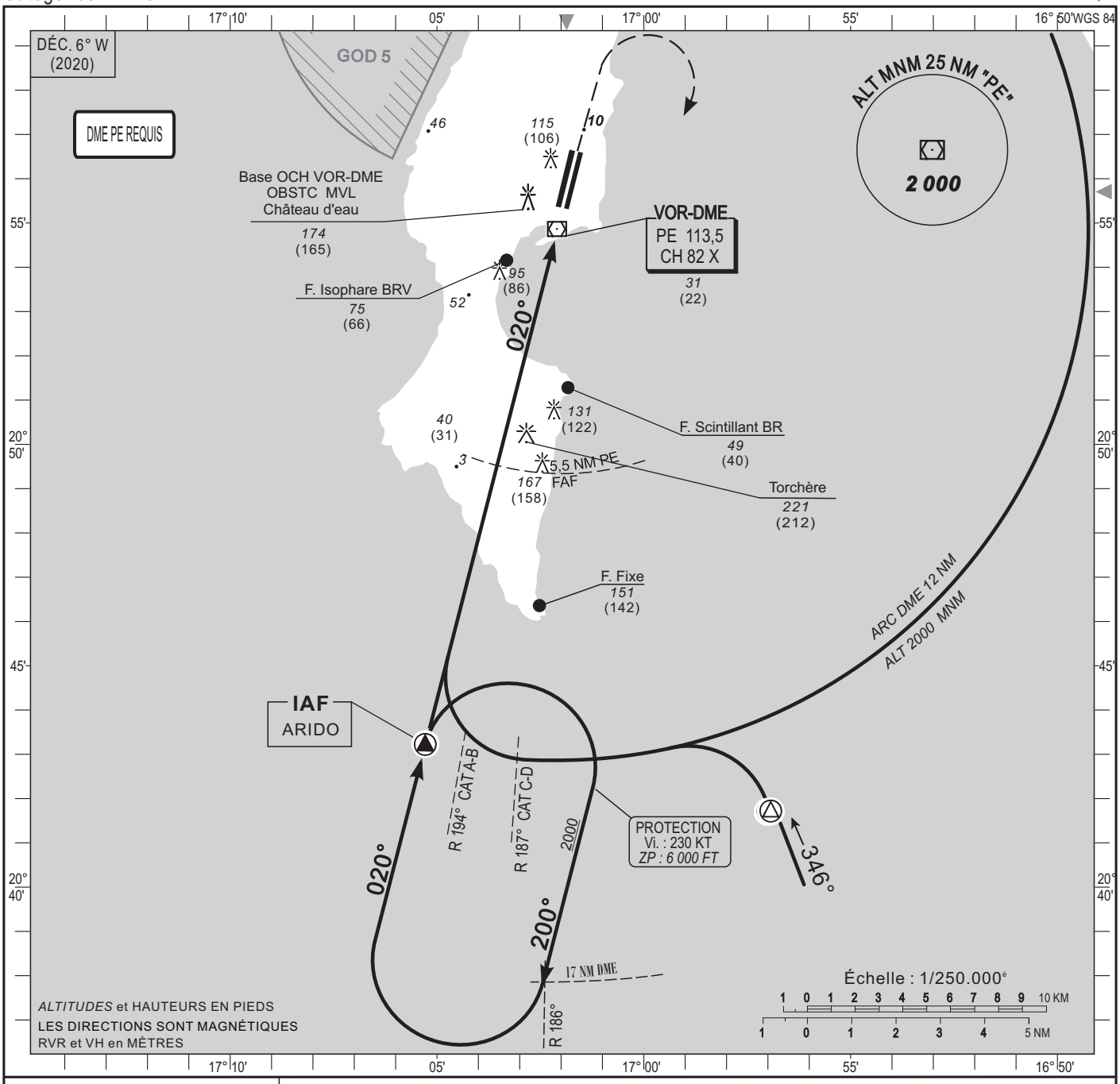
AMDT10/22 : Mise à jour

CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

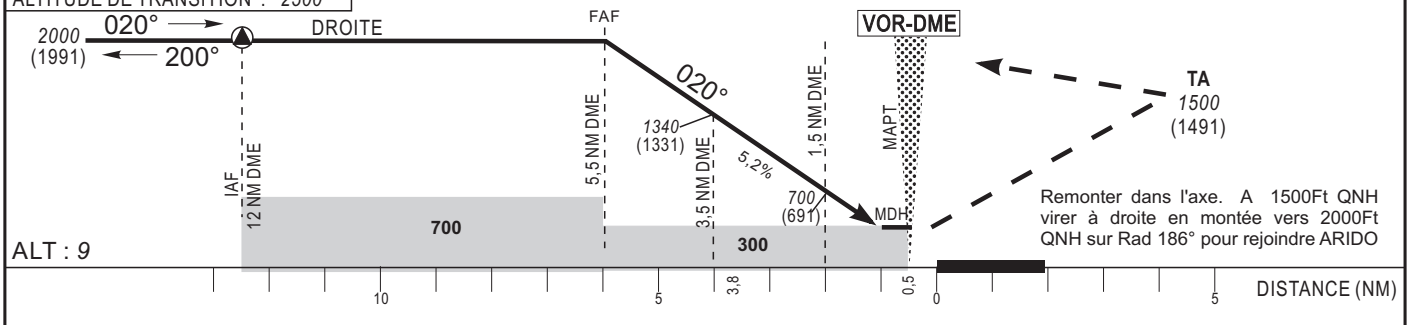
ALT : 9
SEUIL : 4
HAUTEURS DÉTERMINÉES PAR RAPPORT AU NIVEAU AÉRODROME

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
VOR Z RWY 02
IDENT VOR «PE» FRÉQ 113,5



ALTITUDE DE TRANSITION : 2500



CAT	VOR-DME						MVL (3)				
	OCA	(OCH)	MDA	MDH	RVR(1)	RVR(2)	OCA	(OCH)	MDA	MDH	VH
A	294	(285)	300	(290)	800	1500	474	(465)	480	(470)	1500
B	294	(285)	300	(290)	800	1500	509	(500)	510	(500)	1600
C	294	(285)	300	(290)	800	1600	609	(600)	610	(600)	2400
D	294	(285)	300	(290)	1200	1800	709	(700)	710	(700)	3600

Observations : (1) Avec ligne d'approche - (2) Sans ligne d'approche - (3) HJ seulement

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps FAF / Seuil 6 NM			
KT	MIN SEC	KT	MIN SEC
90	4 Min 00	140	2 Min 34
100	3 Min 36	150	2 Min 24
110	3 Min 16	160	2 Min 15
120	3 Min 00	170	2 Min 07
130	2 Min 46	180	2 Min 00

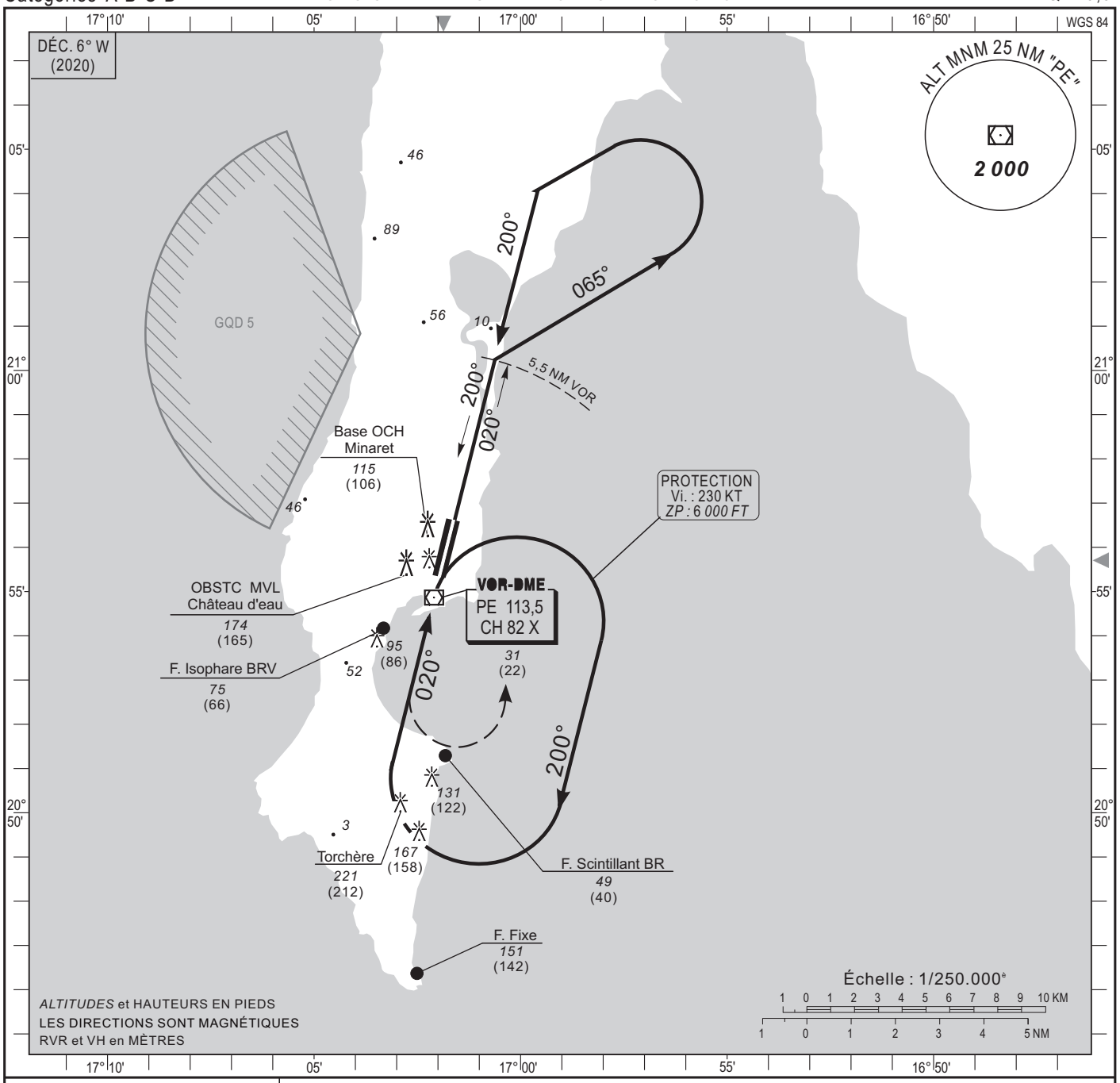
AMDT10/22 : Mise à jour

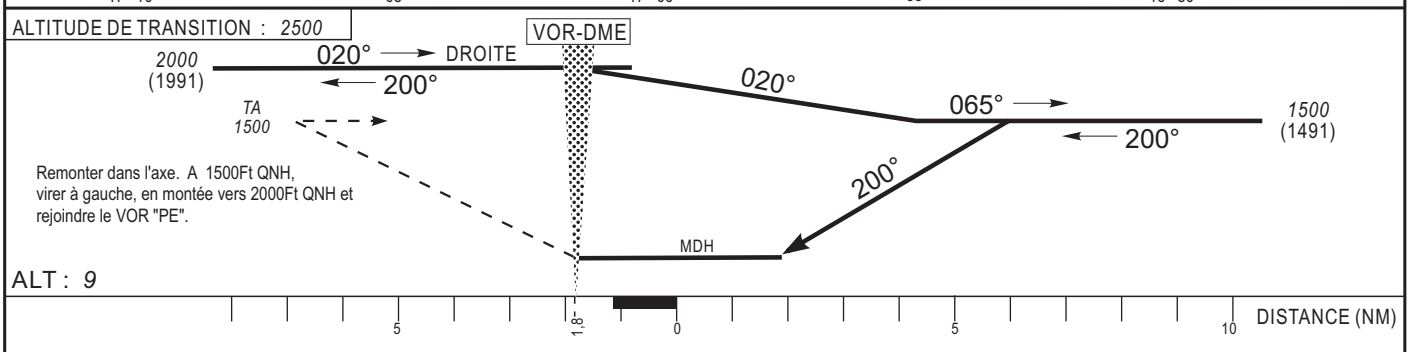
CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

ALT : 9
SEUIL : 7
HAUTEURS DÉTERMINÉES PAR RAPPORT AU NIVEAU AÉRODROME

APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
VOR «PE» RWY 20
IDENT «PE» FRÉQ 113,5





CAT	VOR					M V L (1)				
	OCA	(OCH)	*MDA*	MDH	RVR	*OCA*	(OCH)	*MDA*	MDH	VH
A	*410*	(401)	*410*	(410)	1500	*469*	(460)	*470*	(460)	1500
B	*410*	(401)	*410*	(410)	1500	*469*	(460)	*510*	(500)	1600
C	*410*	(401)	*410*	(410)	1800	*568*	(559)	*610*	(600)	2400
D	*410*	(401)	*410*	(410)	2000	*568*	(559)	*710*	(700)	3600

Observations : (1) HJ seulement

RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps pour 5,5 NM

KT	MIN SEC	KT	MIN SEC
90	3 Min 40	140	2 Min 21
100	3 Min 18	150	2 Min 12
110	3 Min 00	160	2 Min 04
120	2 Min 45	170	1 Min 56
130	2 Min 32	180	1 Min 50

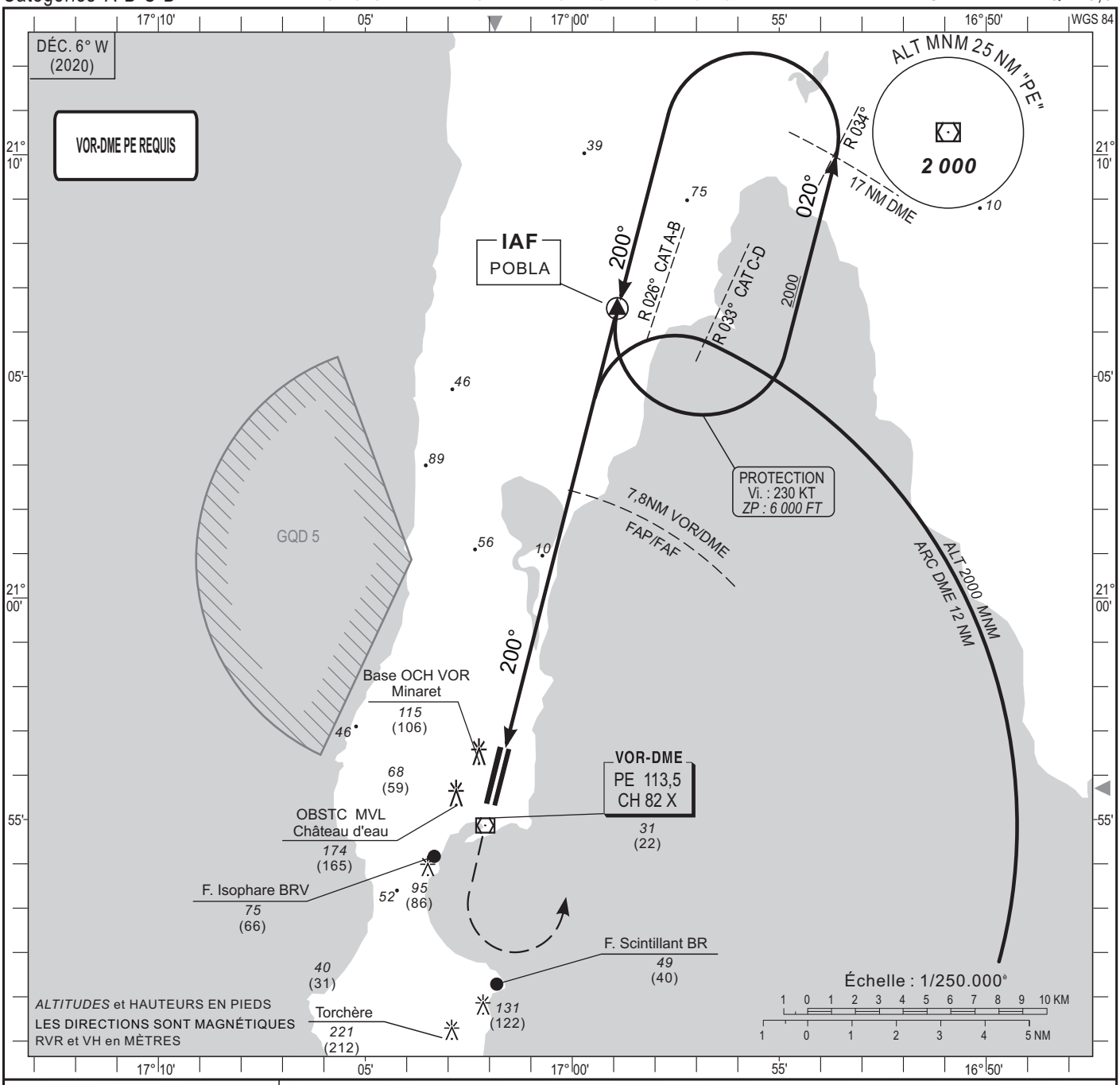
AMDT10/22 : Mise à jour

CARTE D'APPROCHE
AUX INSTRUMENTS
Catégories A-B-C-D

ALT : 9
SEUIL : 7
HAUTEURS DÉTERMINÉES PAR RAPPORT AU NIVEAU AÉRODROME

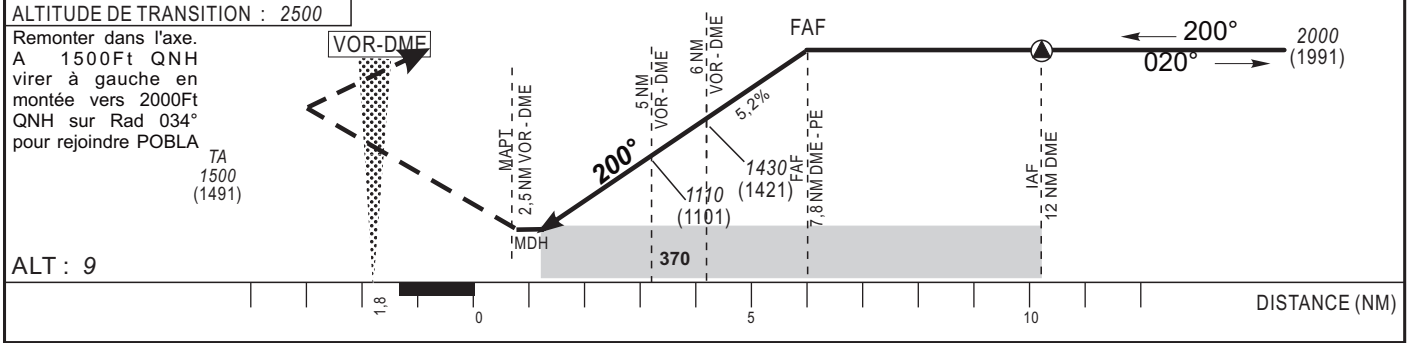
APP : NOUADHIBOU Contrôle 120,8
TWR : NOUADHIBOU Tour 120,8

NOUADHIBOU (GQPP)
VOR Z RWY 20
IDENT VOR «PE» FRÉQ 113,5



ALTITUDE DE TRANSITION : *2500*

Remonter dans l'axe. A 1500Ft QNH virer à gauche en montée vers 2000Ft QNH sur Rad 034° pour rejoindre POBLA



CAT	VOR-DME					MVL (1)				
	OCA (OCH)		*MDA* MDH		RVR	*OCA* (OCH)		*MDA* MDH		VH
A	*361*	(352)	*370*	(360)	1500	*471*	(465)	*480*	(470)	1500
B	*361*	(352)	*370*	(360)	1500	*509*	(500)	*510*	(500)	1600
C	*361*	(352)	*370*	(360)	1800	*609*	(600)	*610*	(600)	2400
D	*361*	(352)	*370*	(360)	2000	*709*	(700)	*710*	(700)	3600

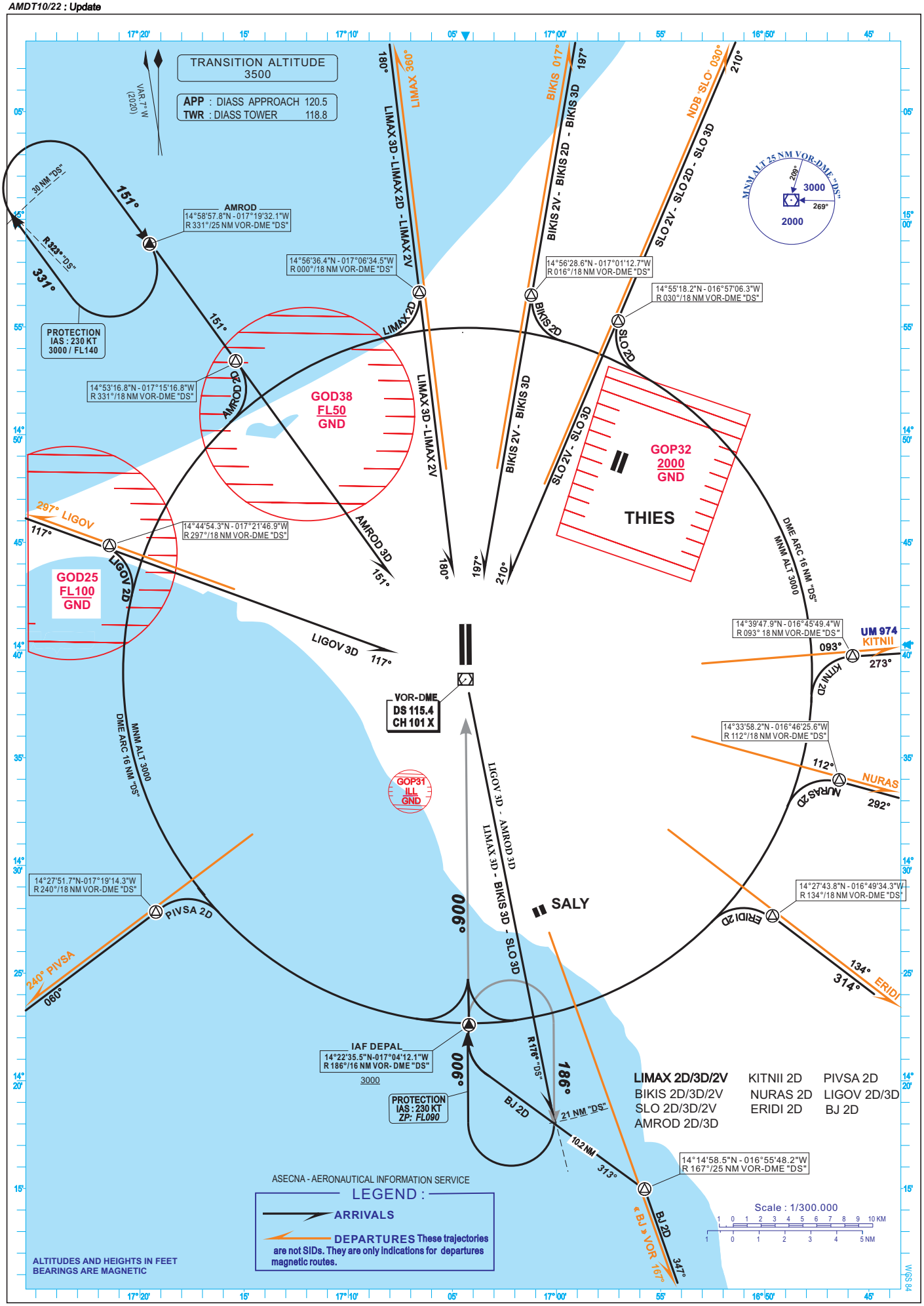
Observations : (1) HJ seulement

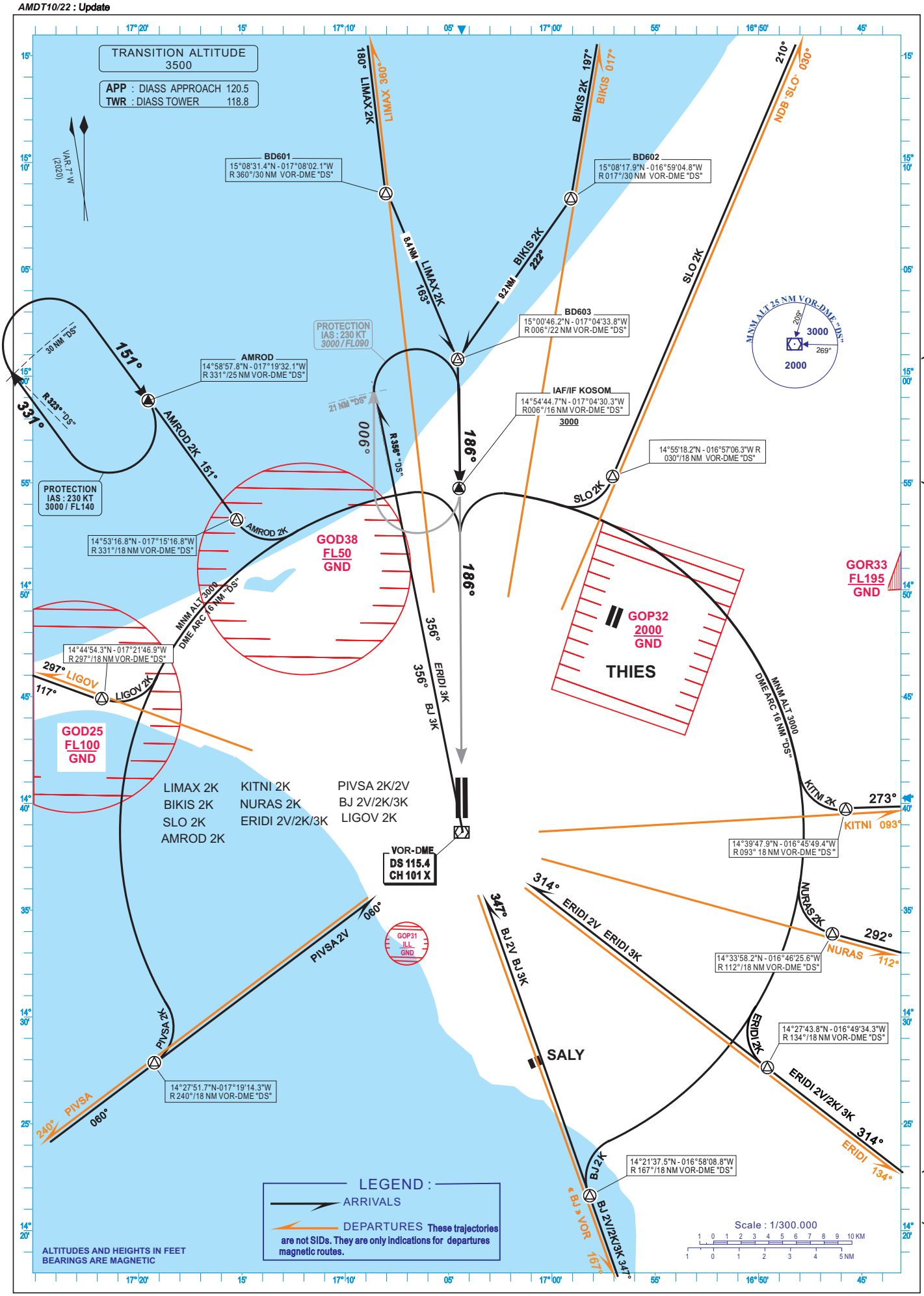
RVR au décollage
CAT A - B - C : 400
CAT D : 400

Temps FAF / SEUIL 6 NM

KT	MIN SEC	KT	MIN SEC
90	4 Min 00	140	2 Min 34
100	3 Min 36	150	2 Min 24
110	3 Min 16	160	2 Min 15
120	3 Min 00	170	2 Min 07
130	2 Min 46	180	2 Min 00

AMDT10/22 : Mise à jour


TRANSITION ALTITUDE
3500
APP : DIASS APPROACH 120.5
TWR : DIASS TOWER 118.8
VAR 7° W (2020)
AMROD
14°58'57.8"N - 017°19'32.1"W
R 331°/25 NM VOR-DME "DS"
14°56'36.4"N - 017°06'34.5"W
R 000°/18 NM VOR-DME "DS"
14°56'28.6"N - 017°01'12.7"W
R 016°/18 NM VOR-DME "DS"
14°55'18.2"N - 016°57'06.3"W
R 030°/18 NM VOR-DME "DS"
14°53'16.8"N - 017°15'16.8"W
R 331°/18 NM VOR-DME "DS"
14°44'54.3"N - 017°21'46.9"W
R 297°/18 NM VOR-DME "DS"
14°39'47.9"N - 016°45'49.4"W
R 093° 18 NM VOR-DME "DS"
14°33'58.2"N - 016°46'25.6"W
R 112°/18 NM VOR-DME "DS"
14°27'51.7"N-017°19'14.3"W
R 240°/18 NM VOR-DME "DS"
14°27'43.8"N - 016°49'34.3"W
R 134°/18 NM VOR-DME "DS"
14°22'35.5"N-017°04'12.1"W
R 186°/16 NM VOR- DME "DS"
14°14'58.5"N - 016°55'48.2"W
R 167°/25 NM VOR-DME "DS"
PROTECTION
IAS : 230 KT
3000 / FL140
PROTECTION
IAS : 230 KT
ZP: FL090
IAF DEPAL
3000
GOD38
FL50
GND
GOD25
FL100
GND
GOP32
2000
GND
GOP31
ILL
GND
THIES
SALY
VOR-DME
DS 115.4
CH 101 X
UM 974
KITNII
LIMAX 3D - LIMAX 2D - LIMAX 2V
BIKIS 2V - BIKIS 2D - BIKIS 3D
SLO 2V - SLO 2D - SLO 3D
NDB "SLO" 030°
MNM ALT 25 NM VOR-DME "DS"
3000
2000
AMROD 2D
AMROD 3D
LIMAX 2D
LIMAX 3D - LIMAX 2V
BIKIS 2D
BIKIS 2V - BIKIS 3D
SLO 2D
SLO 2V - SLO 3D
DME ARC 16 NM "DS"
MNM ALT 3000
LIGOV 2D
LIGOV 3D
LIGOV 3D - AMROD 3D
LIMAX 3D - BIKIS 3D - SLO 3D
KITNII 2D
NURAS 2D
ERIDI 2D
PIVSA 2D
BJ 2D
21 NM "DS"
10.2 NM
« BJ » VOR
LIMAX 2D/3D/2V
BIKIS 2D/3D/2V
SLO 2D/3D/2V
AMROD 2D/3D
KITNII 2D
NURAS 2D
ERIDI 2D
PIVSA 2D
LIGOV 2D/3D
BJ 2D
ASECNA - AERONAUTICAL INFORMATION SERVICE
LEGEND :
ARRIVALS
DEPARTURES These trajectories are not SIDs. They are only indications for departures magnetic routes.
ALTITUDES AND HEIGHTS IN FEET
BEARINGS ARE MAGNETIC
Scale : 1/300.000
WGS 84



ASECNA

STANDARD ARRIVAL CHART - INSTRUMENT (STAR VOR-DME)

SENEGAL

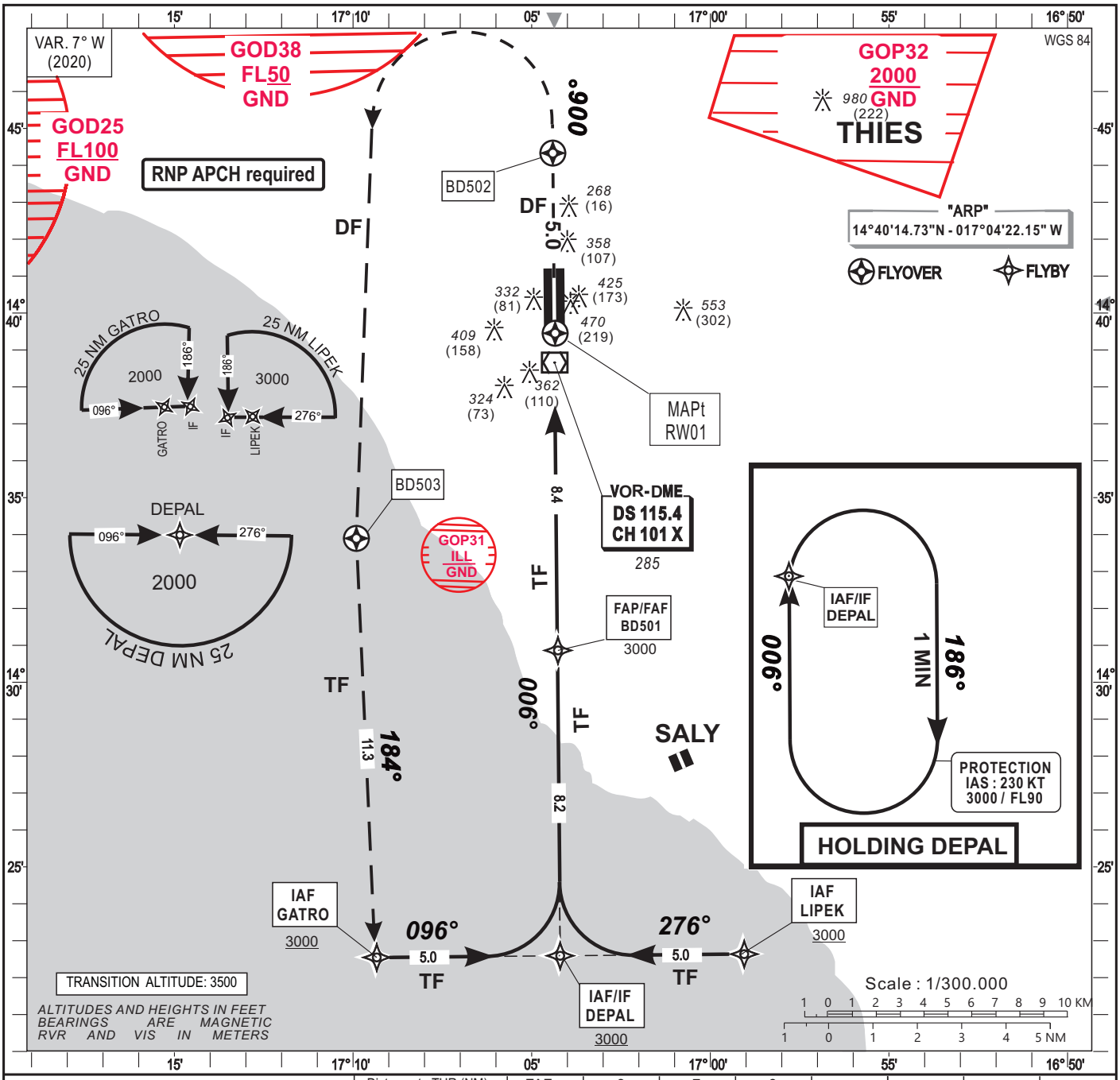
DIASS -THIES / A.I.B.D. (GOBD) RWY 19

I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

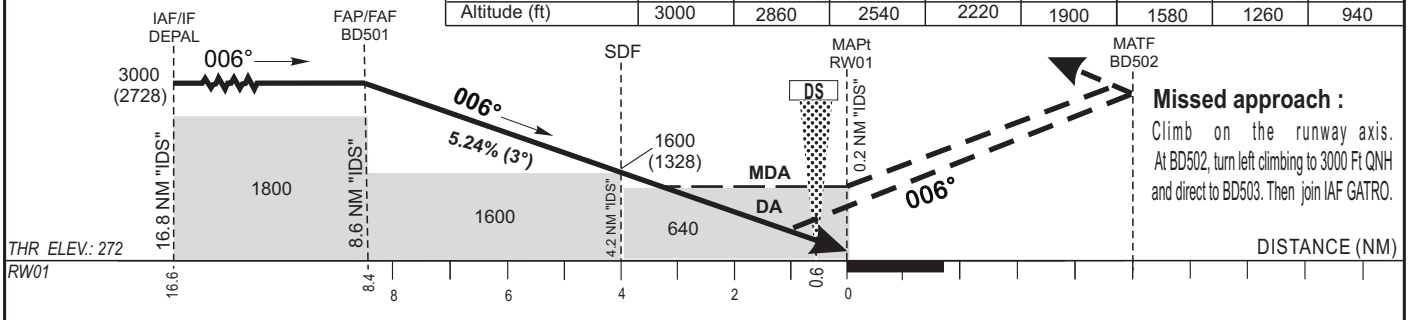
ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)
DIASS AIBD(GOBD)
RNAV(GNSS) - RWY 01



Distance to THR (NM)	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2860	2540	2220	1900	1580	1260	940



Missed approach :
Climb on the runway axis. At BD502, turn left climbing to 3000 Ft QNH and direct to BD503. Then join IAF GATRO.

CAT	LNAV/VNAV						LNAV						Circling (3)				
	OCA	(OCH)	DA	DH	RVR(1)	RVR(2)	OCA	(OCH)	MDA	MDH	RVR(1)	RVR(2)	OCA	(OCH)	MDA	MDH	VIS
A	491	(219)	500	(250)	600	1000	635	(363)	640	(370)	900	1500	766	(476)	770	(740)	1500
B	503	(231)	510	(260)	600	1000	635	(363)	640	(370)	1000	1500	837	(547)	840	(740)	1600
C	520	(248)	520	(270)	600	1000	635	(363)	640	(370)	1000	1800	947	(657)	950	(830)	2400
D	547	(275)	530	(280)	600	1000	635	(363)	640	(370)	1400	2000	947	(657)	950	(830)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

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

AMDT10/22 : Update

TABULAR DESCRIPTION

RNAV(GNSS) RWY 01

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/ TCH	Navigation Specification
10	IF	GATRO	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	DEPAL	—	096(89.5)	—	5.00	L	+ 3000	230	—	RNP APCH
10	IF	LIPEK	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	DEPAL	—	276(269.5)	—	5.00	R	+ 3000	230	—	RNP APCH
10	IF	DEPAL	—	—	—	—	—	+ 3000		—	RNP APCH
20	TF	BD501	—	006(359.5)	—	8.20	—	@3000		—	RNP APCH
30	TF	RW01	Y	006(359.5)	—	8.40	—	@580	—	-3/15	RNP APCH
40	DF	BD502	Y	006(359.5)	7.5	—	—		—	—	RNP APCH
50	TF	BD503	Y	—	—	—	—		230	—	RNP APCH
60	TF	GATRO	—	—	—	11.3	—	+ 3000	230	—	RNP APCH

WAYPOINT LIST

RNAV(GNSS) RWY 01

Waypoint Identifier	Coordinates	
DEPAL	14°22'35.502"N	017°04'12.104"W
GATRO	14°22’32.817”N	017°09’21.171”W
LIPEK	14°22’38.181”N	016°59’03.036”W
BD501	14°30’51.706“N	017°04’16.861”W
RW01	14°39’18.634”N	017°04’21.625”W
BD502	14°44'19.907"N	017°04'24.489"W
BD503	14°33’50.350”N	017°09’52.410”W

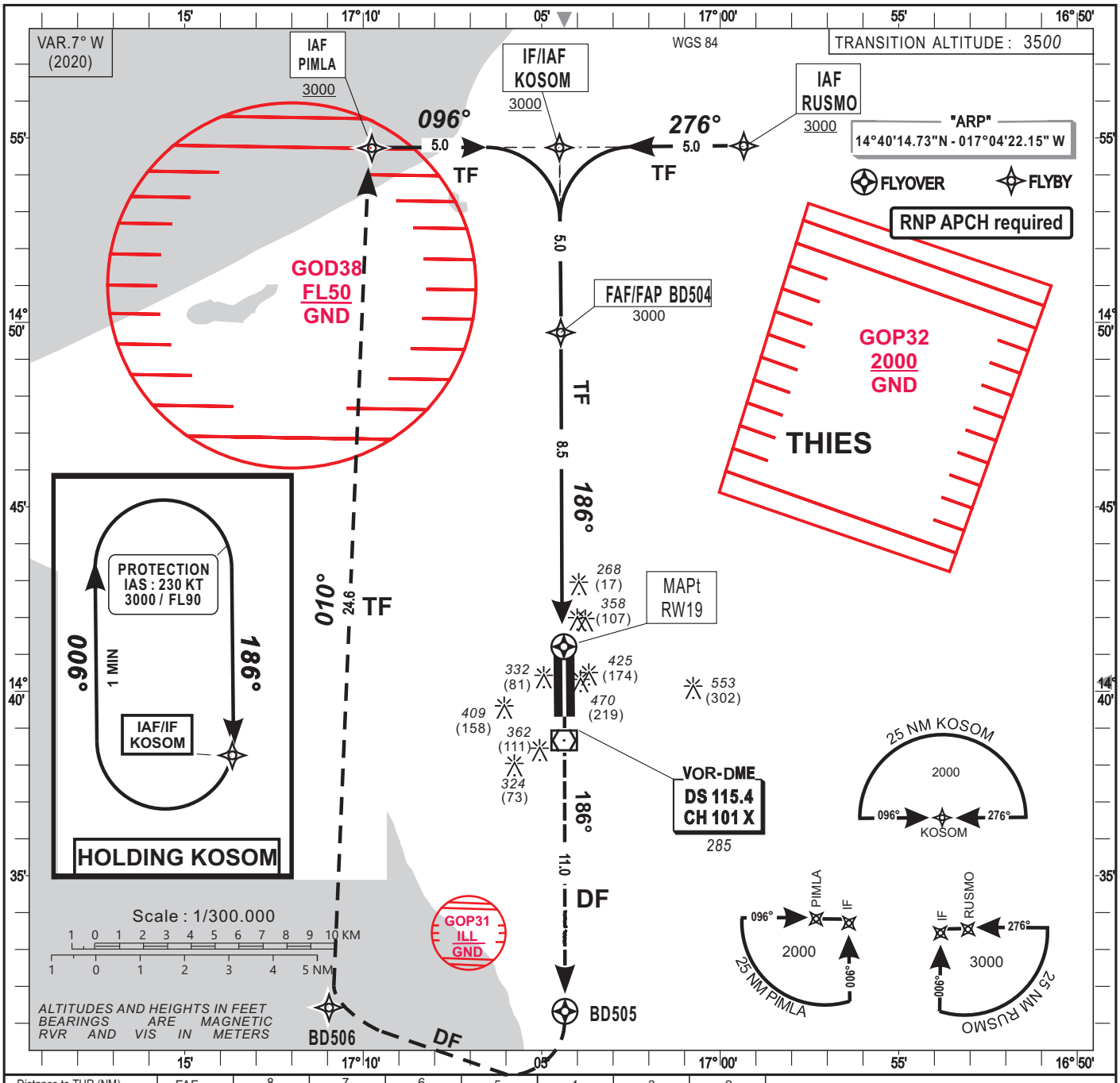
AMDT10/22 : Update

I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

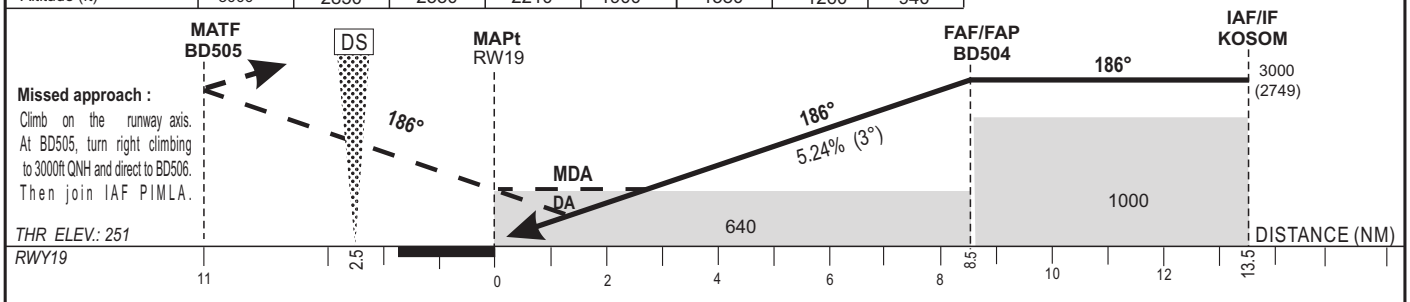
ELEV : 290
THR : 251
HEIGHT RELATED TO THR RWY 19 ELEVATION

DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)
RNAV(GNSS) - RWY 19



Distance to THR (NM)	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2850	2530	2210	1900	1580	1260	940



CAT	LNAV/VNAV						LNAV						Circling (1)				
	OCA	(OCH)	*DA*	DH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*496*	(245)	*500*	(250)	700	1000	*638*	(387)	*640*	(390)	900	1500	*766*	(476)	*770*	(480)	1500
B	*508*	(257)	*510*	(260)	800	1200	*638*	(387)	*640*	(390)	1000	1500	*837*	(547)	*840*	(550)	1600
C	*516*	(265)	*520*	(270)	800	1200	*638*	(387)	*640*	(390)	1000	1800	*947*	(657)	*950*	(660)	2400
D	*527*	(276)	*530*	(280)	800	1200	*638*	(387)	*640*	(390)	1400	2000	*947*	(657)	*950*	(660)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.5 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

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

AMDT10/22 : Update

TABULAR DESCRIPTION

RNAV(GNSS) RWY 19

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/ TCH	Navigation Specification
10	IF	PIMLA	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	KOSOM	—	096(89.5)	—	5.00	R	+ 3000	230	—	RNP APCH
10	IF	RUSMO	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	KOSOM	—	276(269.5)	—	5.00	L	+ 3000	230	—	RNP APCH
10	IF	KOSOM	—	—	—	—	—	+ 3000		—	RNP APCH
20	TF	BD504	—	186(179.5)	—	5.0	—	@3000		—	RNP APCH
30	TF	RW19	Y	186(179.5)	—	8.5	—	@640	—	-3/15	RNP APCH
40	DF	BD505	Y	186(179.5)	7.5	—	—		—	—	RNP APCH
50	DF	BD506		278(271.0)		6.4	—	+ 2000	—	—	RNP APCH
60	TF	PIMLA		—	—	—	—	+ 3000	—	—	RNP APCH

WAYPOINT LIST

RNAV(GNSS) RWY 19

Waypoint Identifier	Coordinates	
RUSMO	14°54’47.347”N	016°59’20.524”W
PIMLA	14°54’41.984”N	017°09’40.162”W
KOSOM	14°54'44.671"N	017°04'30.344"W
BD504	14°49'43.403"N	017°04'27.505"W
RW19	14°41’12.508”N	017°04’22.696”W
BD505	14°30'09.702"N	017°04'16.403"W
BD506	14°30'05.965"N	017°10'58.413"W

AMDT10/22 : Update

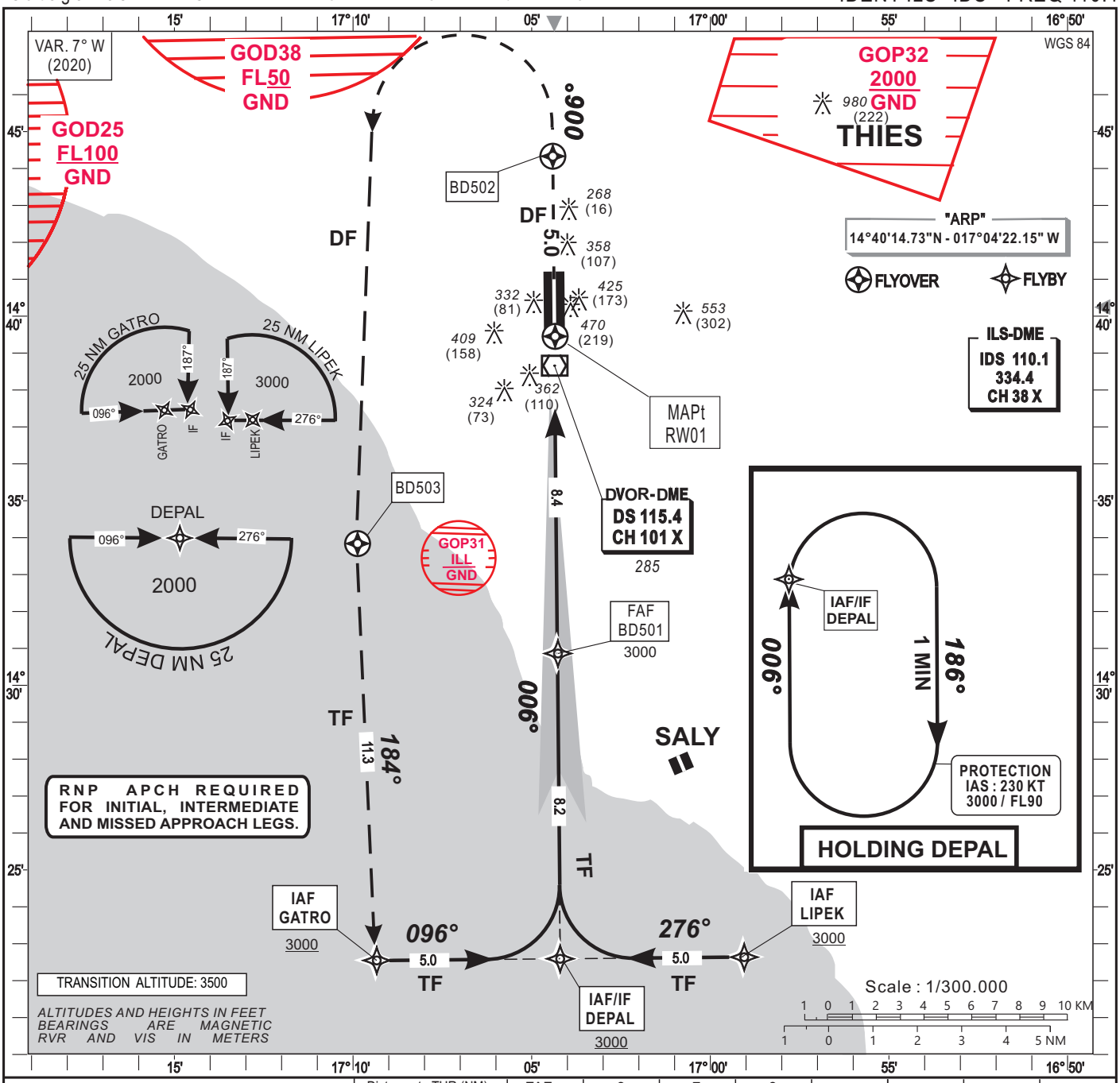
I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

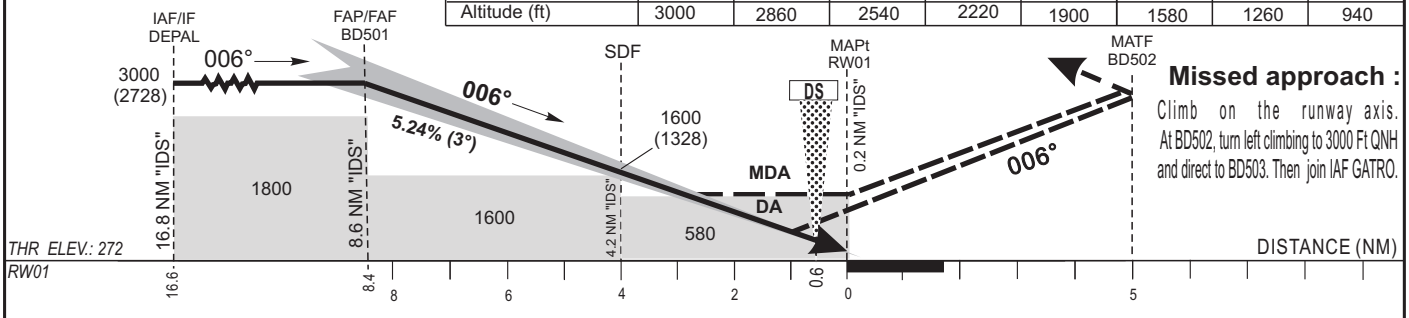
DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/ A.I.B.D(GOBD)

ILS X or LOC X - RWY 01
IDENT ILS "IDS" FREQ 110.1



Distance to THR (NM)	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2860	2540	2220	1900	1580	1260	940



Missed approach :
Climb on the runway axis. At BD502, turn left climbing to 3000 Ft QNH and direct to BD503. Then join IAF GATRO.

CAT	CAT.1					LOC X						Circling (3)				
	OCA	(OCH)	*DA*	DH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*458*	(186)	*480*	(200)	550	1000	*574*	(302)	*580*	(310)	900	1500	*766*	(476)	*770*	(740)	1500
B	*470*	(198)	*480*	(200)	550	1000	*574*	(302)	*580*	(310)	1000	1500	*837*	(547)	*840*	(740)	1600
C	*478*	(206)	*480*	(210)	600	1000	*574*	(302)	*580*	(310)	1000	1800	*947*	(657)	*950*	(830)	2400
D	*489*	(217)	*490*	(220)	600	1000	*574*	(302)	*580*	(310)	1400	2000	*947*	(657)	*950*	(830)	3600

Notes: (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

AMDT10/22 : Update

TABULAR DESCRIPTION

RNAV(GNSS) RWY 01

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/ TCH	Navigation Specification
10	IF	GATRO	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	DEPAL	—	096(89.5)	—	5.00	L	+ 3000	230	—	RNP APCH
10	IF	LIPEK	—	—	—	—	—	+ 3000	230	—	RNP APCH
20	TF	DEPAL	—	276(269.5)	—	5.00	R	+ 3000	230	—	RNP APCH
10	IF	DEPAL	—	—	—	—	—	+ 3000		—	RNP APCH
20	TF	BD501	—	006(359.5)	—	8.20	—	@3000		—	RNP APCH
30	TF	RW01	Y	006(359.5)	—	8.40	—	@580	—	-3/15	RNP APCH
40	DF	BD502	Y	006(359.5)	7.5	—	—		—	—	RNP APCH
50	TF	BD503	Y	—	—	—	—		230	—	RNP APCH
60	TF	GATRO	—	—	—	11.3	—	+ 3000	230	—	RNP APCH

WAYPOINT LIST

ILS X or LOC X - RWY 01

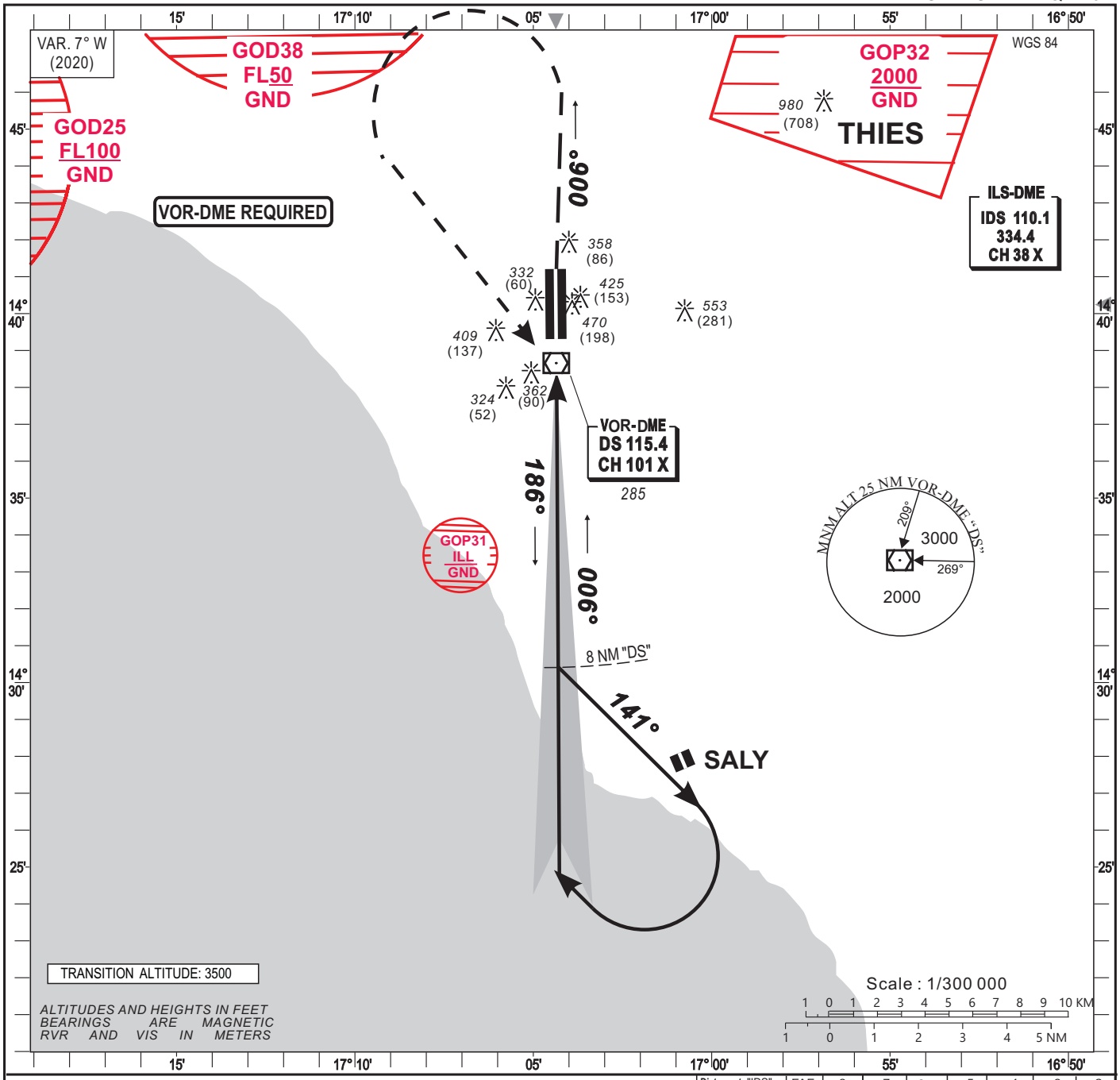
Waypoint Identifier	Coordinates	
DEPAL	14°22'35.502"N	017°04'12.104"W
GATRO	14°22’32.817”N	017°09’21.171”W
LIPEK	14°22’38.181”N	016°59’03.036”W
BD501	14°30’51.706“N	017°04’16.861”W
RW01	14°39’18.634”N	017°04’21.625”W
BD502	14°44'19.907"N	017°04'24.489"W
BD503	14°33’50.350”N	017°09’52.410”W

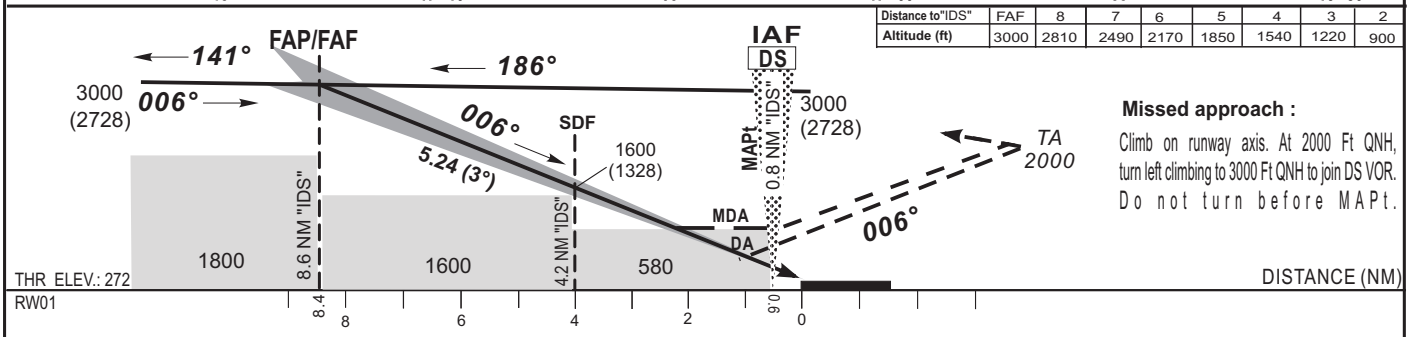
I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)
ILS Y or LOC Y - RWY 01
IDENT ILS "IDS" FREQ 110.1





Distance to"IDS"	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2810	2490	2170	1850	1540	1220	900

Missed approach :
Climb on runway axis. At 2000 Ft QNH, turn left climbing to 3000 Ft QNH to join DS VOR. Do not turn before MAPt.

CAT	CAT.1				LOC Y						Circling (3)				
	OCA	(OCH)	*DA*	DH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*458*	(186)	*480*	(200)	550	1000	*574*	(302)	*580*	(310)	900	1500	*766*	(476)	*770*	(740)	1500
B	*470*	(198)	*480*	(200)	550	1000	*574*	(302)	*580*	(310)	1000	1500	*837*	(547)	*840*	(740)	1600
C	*478*	(206)	*480*	(210)	600	1000	*574*	(302)	*580*	(310)	1000	1800	*947*	(657)	*950*	(830)	2400
D	*489*	(217)	*490*	(220)	600	1000	*574*	(302)	*580*	(310)	1400	2000	*947*	(657)	*950*	(830)	3600

Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

AMDT10/22 : Update

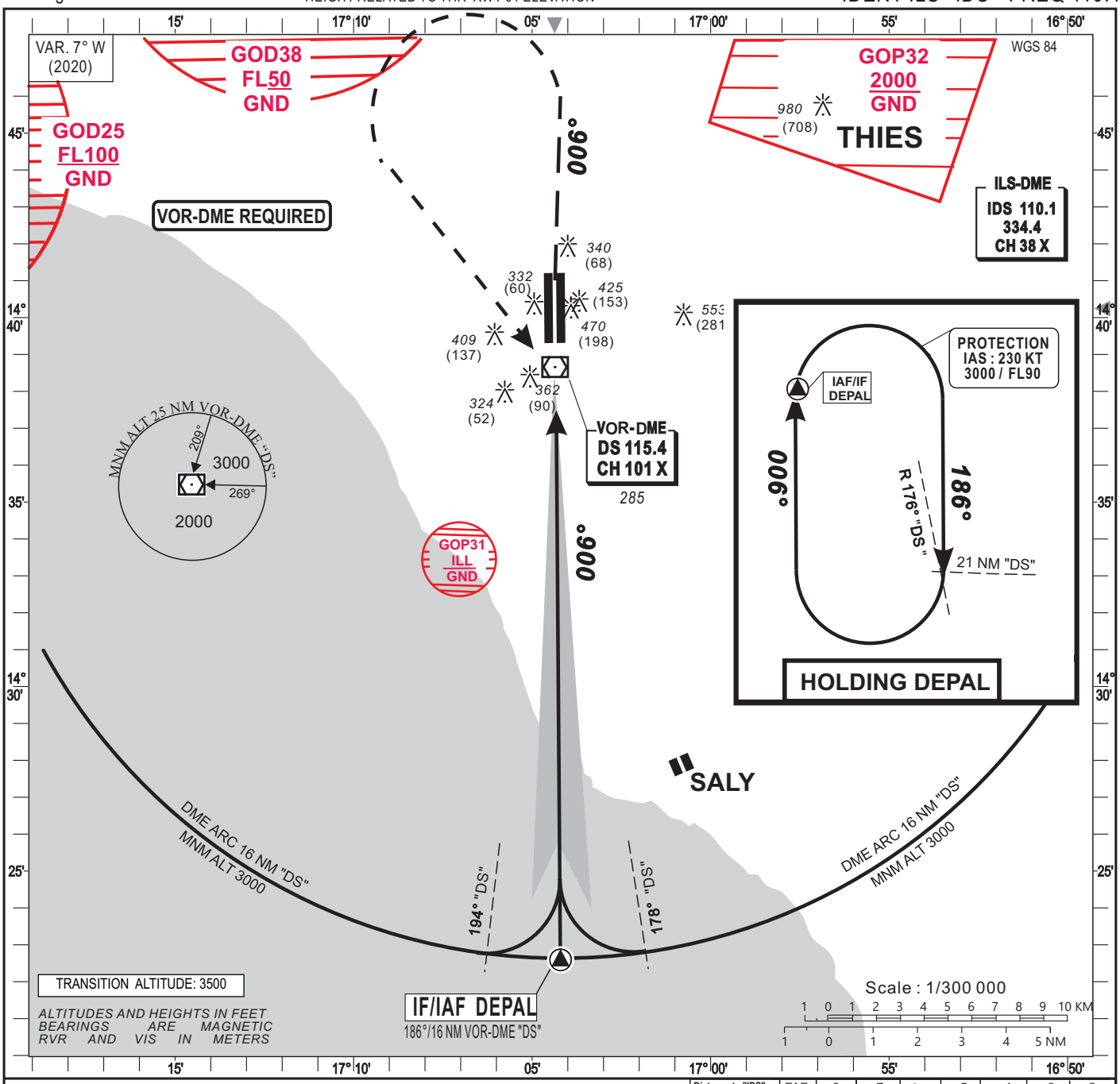
I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

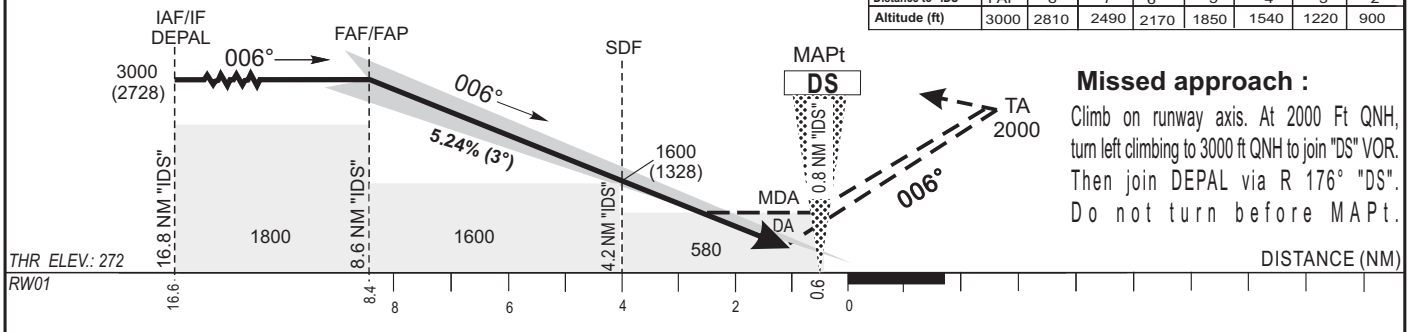
DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)

ILS Z or LOC Z - RWY 01
IDENT ILS "IDS" FREQ 110.1



Distance to "IDS"	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2810	2490	2170	1850	1540	1220	900



Missed approach :
Climb on runway axis. At 2000 Ft QNH, turn left climbing to 3000 ft QNH to join "DS" VOR. Then join DEPAL via R 176° "DS". Do not turn before MAPt.

CAT	CAT.1				LOC Z				Circling (3)			
	OCA (OCH)	DA	DH	RVR(1)	RVR(2)	OCA (OCH)	MDA	MDH	RVR(1)	RVR(2)	OCA (OCH)	MDA	MDH	VIS
A	458 (186)	480	(200)	550	1000	574 (302)	580	(310)	900	1500	766 (476)	770	(740)	1500
B	470 (198)	480	(200)	550	1000	574 (302)	580	(310)	1000	1500	837 (547)	840	(740)	1600
C	478 (206)	480	(210)	600	1000	574 (302)	580	(310)	1000	1800	947 (657)	950	(830)	2400
D	489 (217)	490	(220)	600	1000	574 (302)	580	(310)	1400	2000	947 (657)	950	(830)	3600

Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

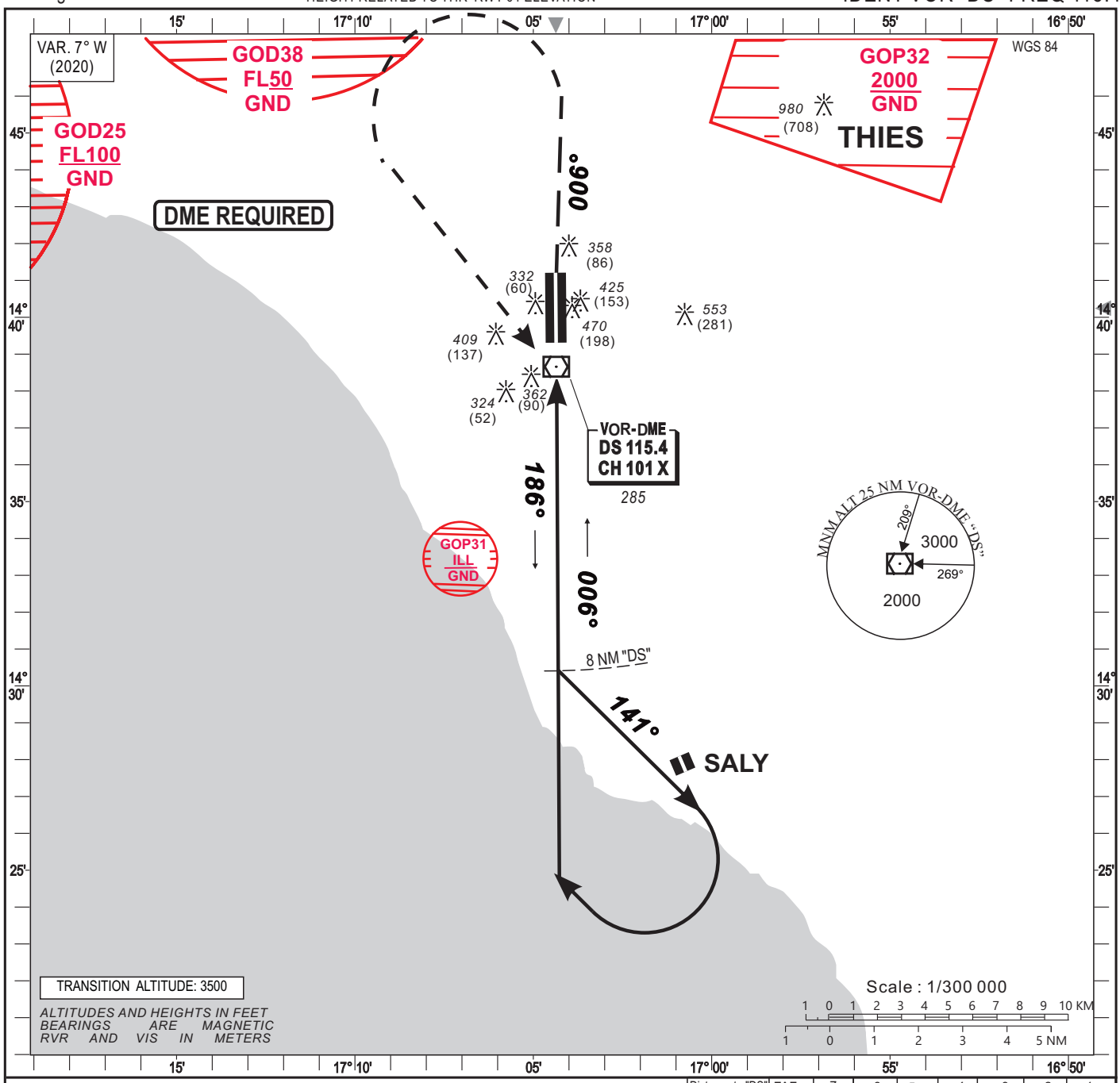
AMDT10/22 : Update

I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

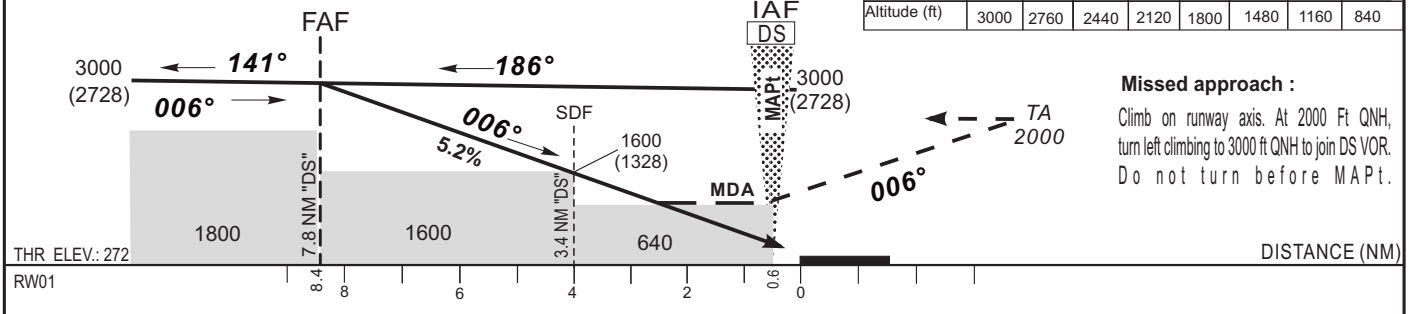
ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)
VOR Y - RWY 01
IDENT VOR "DS" FREQ 115.4



Distance to "DS"	FAF	7	6	5	4	3	2	1
Altitude (ft)	3000	2760	2440	2120	1800	1480	1160	840



Missed approach :
Climb on runway axis. At 2000 Ft QNH, turn left climbing to 3000 ft QNH to join DS VOR. Do not turn before MAPt.

CAT	VOR Y				Circling (3)			
	OCA (OCH)	*MDA* MDH	RVR(1)	RVR(2)	*OCA* (OCH)	*MDA* MDH	VIS	
A	*638* (366)	*640* (370)	900	1500	*766* (476)	*770* (740)	1500	
B	*638* (366)	*640* (370)	1000	1500	*837* (547)	*840* (740)	1600	
C	*638* (366)	*640* (370)	1000	1800	*947* (657)	*950* (830)	2400	
D	*638* (366)	*640* (370)	1400	2000	*947* (657)	*950* (830)	3600	

Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps	FAF / THR 8.4 NM		
KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

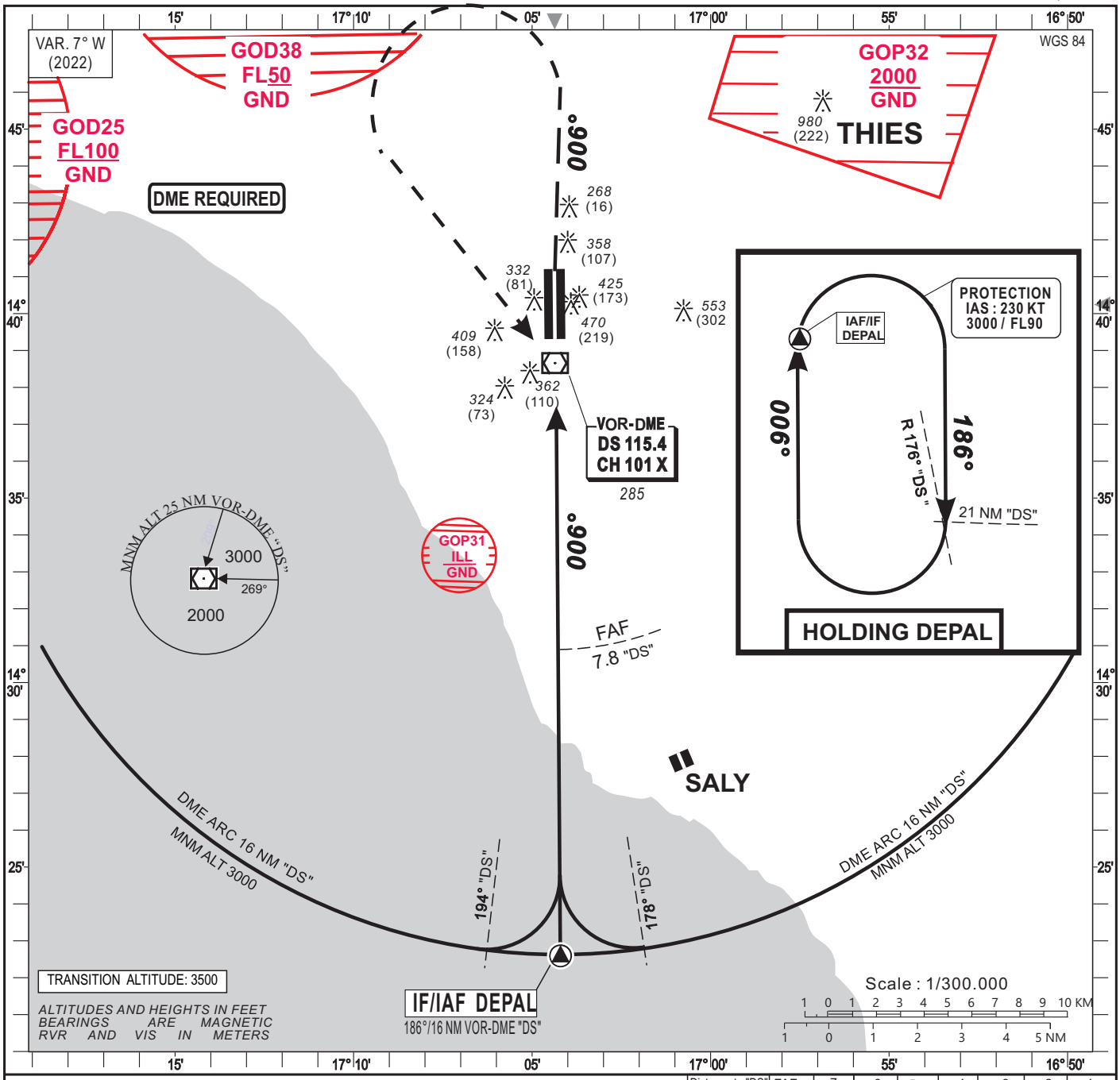
AMDT10/22 : Update

I N S T R U M E N T
APPROACH CHART - ICAO
Categories A-B-C-D

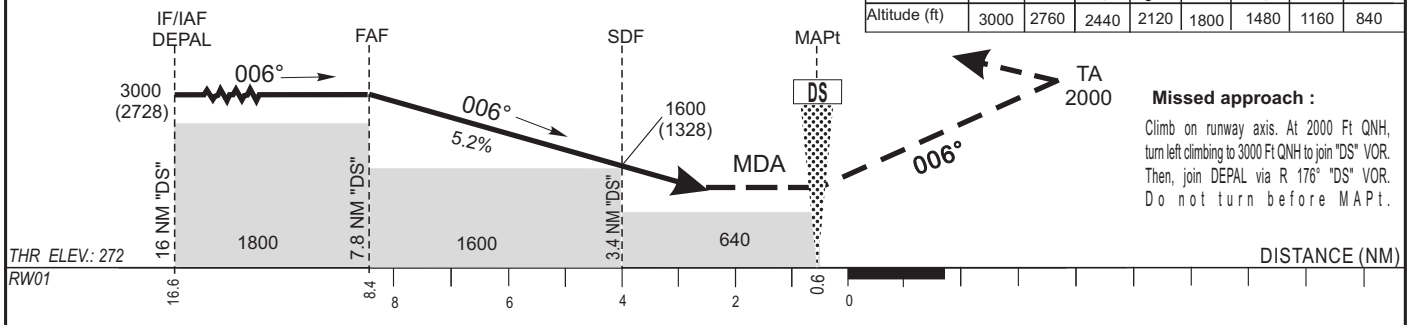
ELEV : 290
THR : 272
HEIGHT RELATED TO THR RWY 01 ELEVATION

DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)
VOR Z - RWY 01
IDENT VOR "DS" FREQ 115.4



Distance to "DS"	FAF	7	6	5	4	3	2	1
Altitude (ft)	3000	2760	2440	2120	1800	1480	1160	840



CAT	VOR Z						Circling (3)				
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*635*	(363)	*640*	(370)	900	1500	*766*	(476)	*770*	(740)	1500
B	*635*	(363)	*640*	(370)	1000	1500	*837*	(547)	*840*	(740)	1600
C	*635*	(363)	*640*	(370)	1000	1800	*947*	(657)	*950*	(830)	2400
D	*635*	(363)	*640*	(370)	1400	2000	*947*	(657)	*950*	(830)	3600

Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / THR 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

AMDT10/22 : Update

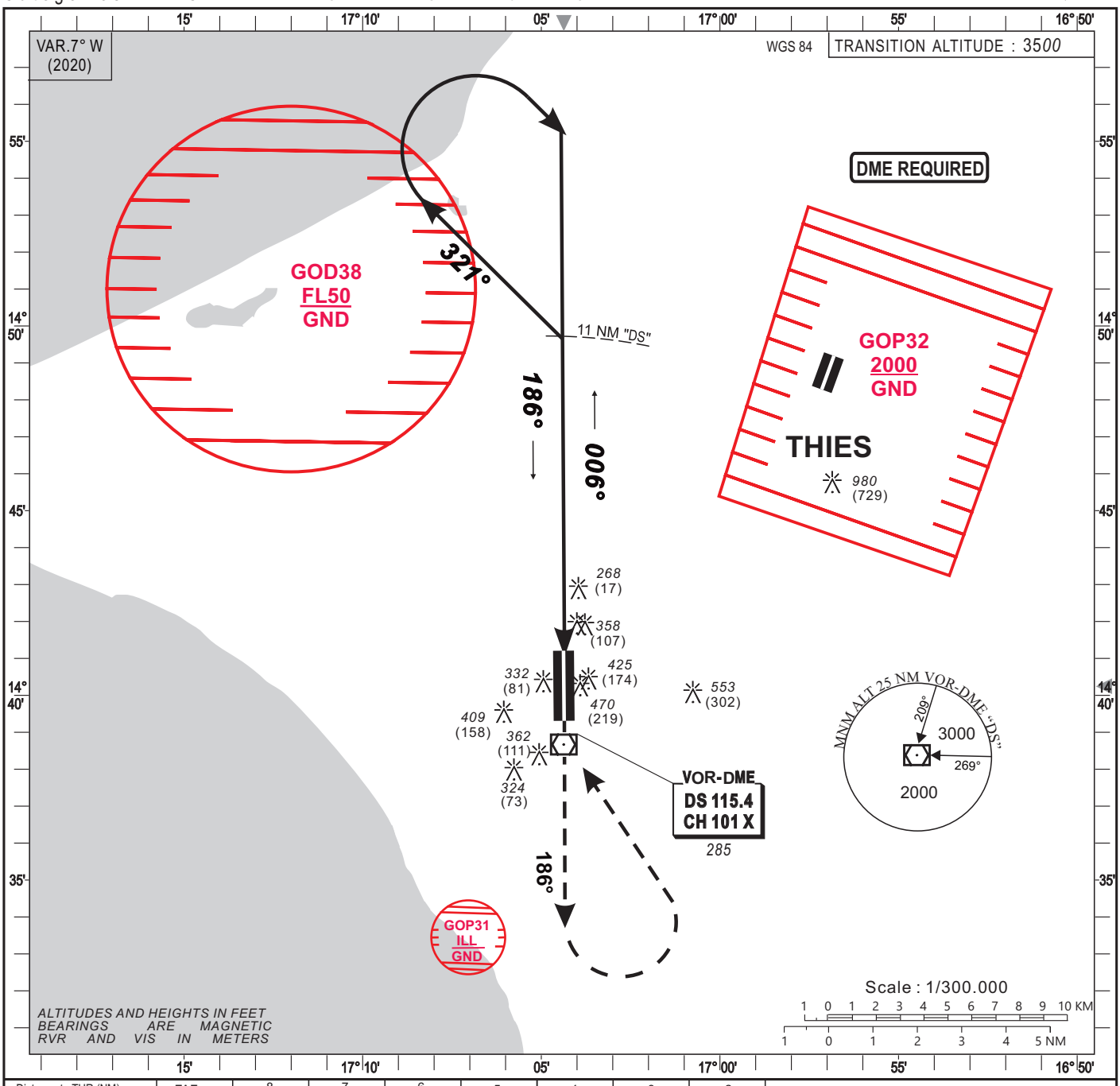
I N S T R U M E N T
APPROACH CHART - ICAO
C a t e g o r i e s A - B - C - D

ELEV : 290
THR : 251
HEIGHT RELATED TO THR RWY 19 ELEVATION

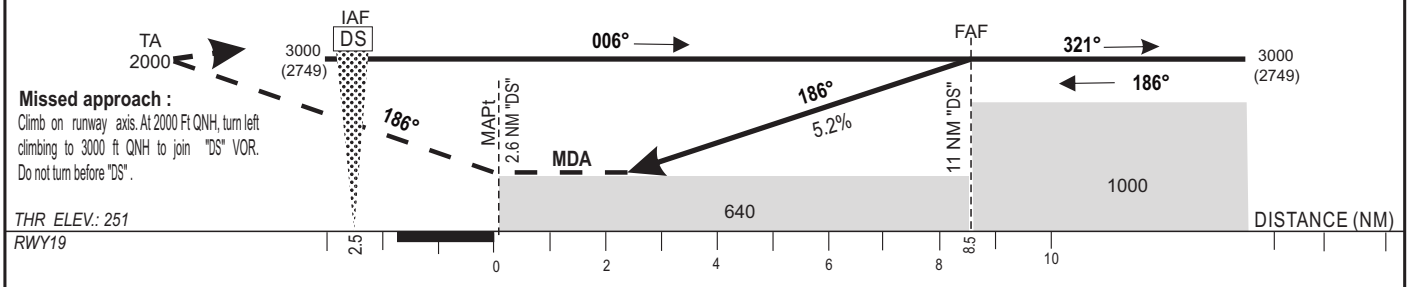
DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)

VOR Y - RWY 19
IDENT VOR "DS" FREQ 115.4



Distance to THR (NM)	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2850	2530	2210	1900	1580	1260	940



Missed approach :
Climb on runway axis. At 2000 Ft QNH, turn left climbing to 3000 ft QNH to join "DS" VOR. Do not turn before "DS".

CAT	VOR Z					Circling (3)				
	OCA (OCH)		*MDA*	MDH	RVR(1)	RVR(2)	*OCA* (OCH)		*MDA*	MDH	VIS
A	*638*	(387)	*640*	(390)	900	1500	*766*	(476)	*770*	(480)	1500
B	*638*	(387)	*640*	(390)	1000	1500	*837*	(547)	*840*	(550)	1600
C	*638*	(387)	*640*	(390)	1000	1800	*947*	(657)	*950*	(660)	2400
D	*638*	(387)	*640*	(390)	1400	2000	*947*	(657)	*950*	(660)	3600

Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps — FAF / MAPt 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

QMDT10/22 : Update

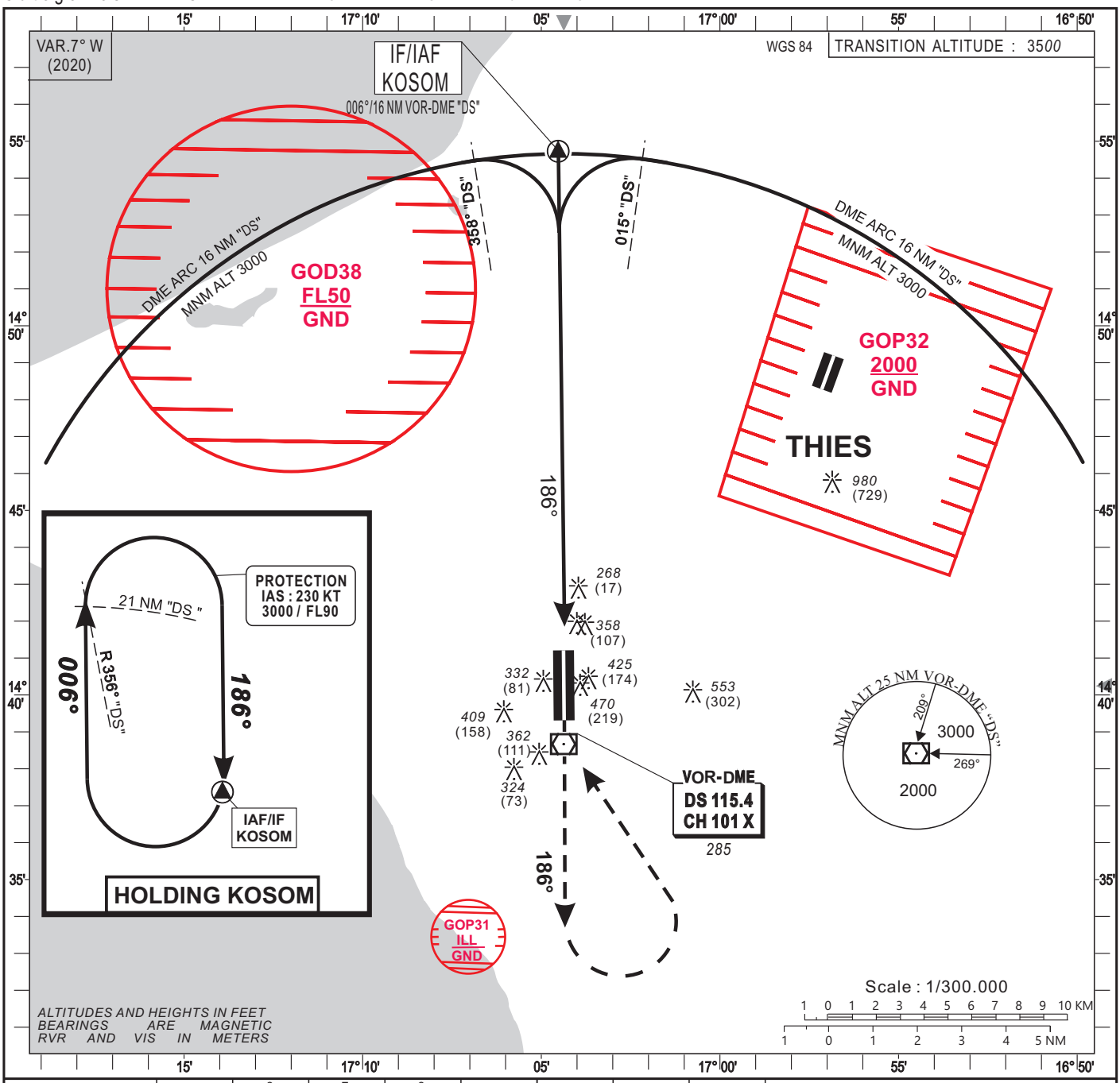
I N S T R U M E N T
APPROACH CHART - ICAO
C a t e g o r i e s A - B - C - D

ELEV : 290
THR : 251
HEIGHT RELATED TO THR RWY 19 ELEVATION

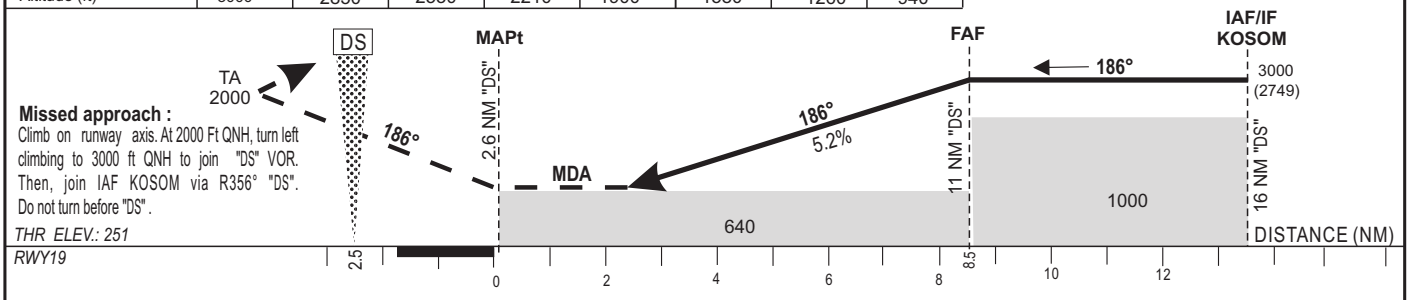
DIASS APP : 120.5
DIASS TWR : 118.8

DIASS-THIES/A.I.B.D.(GOBD)

VOR Z - RWY 19
IDENT VOR "DS" FREQ 115.4



Distance to THR (NM)	FAF	8	7	6	5	4	3	2
Altitude (ft)	3000	2850	2530	2210	1900	1580	1260	940



Missed approach :
Climb on runway axis. At 2000 Ft QNH, turn left climbing to 3000 ft QNH to join "DS" VOR. Then, join IAF KOSOM via R356° "DS". Do not turn before "DS".

CAT	VOR Z					Circling (3)				
	OCA (OCH)		*MDA* MDH		RVR(1)	RVR(2)	*OCA* (OCH)		*MDA* MDH		VIS
A	*638*	(387)	*640*	(390)	900	1500	*766*	(476)	*770*	(480)	1500
B	*638*	(387)	*640*	(390)	1000	1500	*837*	(547)	*840*	(550)	1600
C	*638*	(387)	*640*	(390)	1000	1800	*947*	(657)	*950*	(660)	2400
D	*638*	(387)	*640*	(390)	1400	2000	*947*	(657)	*950*	(660)	3600

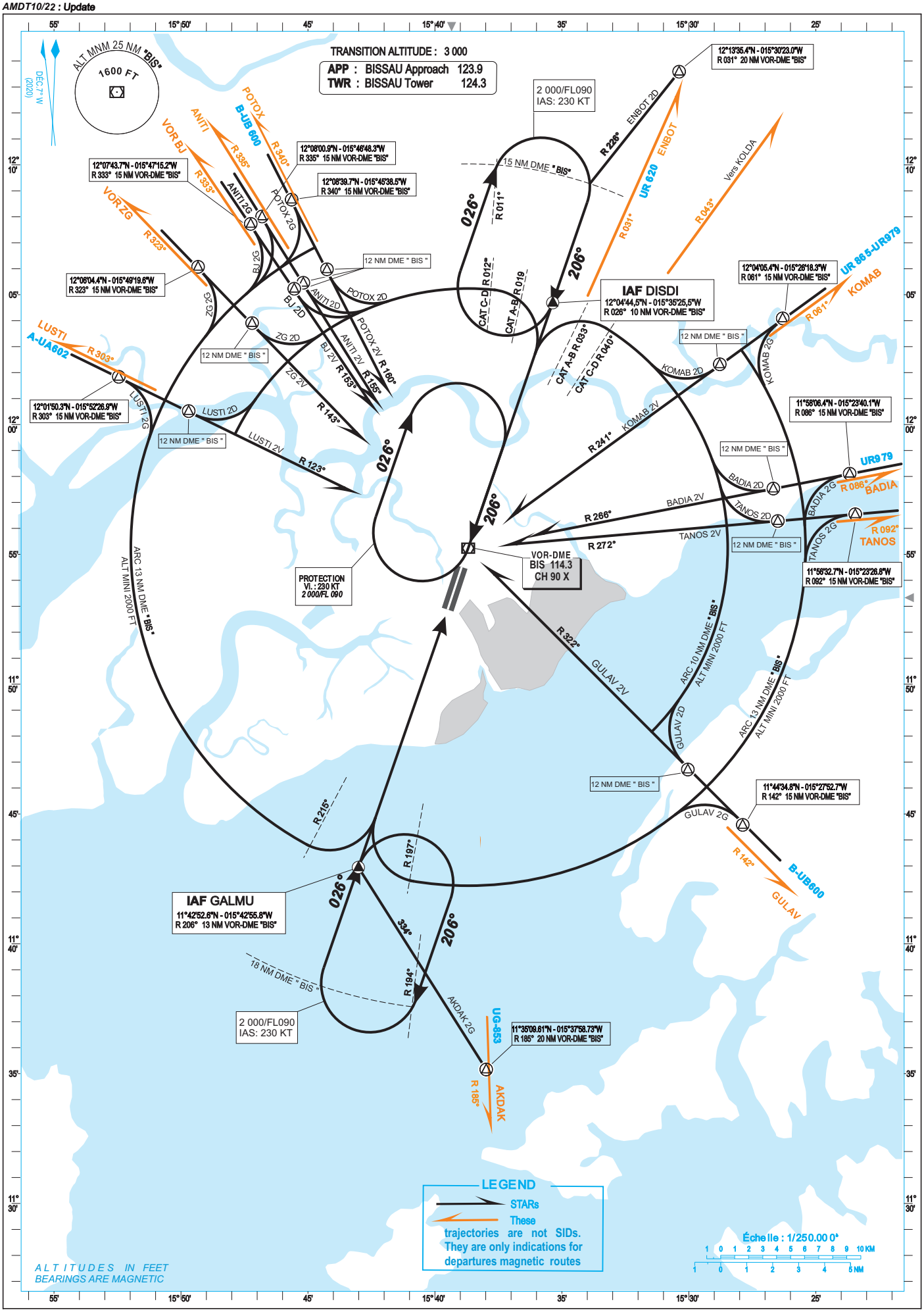
Notes : (1) With approach lights - (2) Without approach lights - (3) Daytime only - OCH and MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps FAF / MAPt 8.4 NM

KT	MIN SEC	KT	MIN SEC
90	5 Min 36	140	3 Min 36
100	5 Min 02	150	3 Min 22
110	4 Min 35	160	3 Min 09
120	4 Min 12	170	2 Min 58
130	3 Min 53	180	2 Min 48

AMDT10/22 : Update


TRANSITION ALTITUDE : 3 000
APP : BISSAU Approach 123.9
TWR : BISSAU Tower 124.3
ALT MNM 25 NM "BIS"
1600 FT
DEC 7° W (2020)
2 000/FL090
IAS: 230 KT
15 NM DME " BIS"
12°13'36.4"N - 015°30'23.0"W
R 031° 20 NM VOR-DME "BIS"
ENBOT 2D
R 206°
ENBOT
UR 620
R 031°
Vers KOLDA
R 043°
026°
R 011°
206°
IAF DISDI
12°04'44.5"N - 015°35'25.5"W
R 026° 10 NM VOR-DME "BIS"
CAT C-D R 012°
CAT A-B R 019
CAT A-B R 033°
CAT C-D R 040°
12°04'05.4"N - 015°26'18.3"W
R 061° 15 NM VOR-DME "BIS"
UR 865-UR979
KOMAB
R 061°
KOMAB 2G
KOMAB 2D
12 NM DME " BIS "
KOMAB 2V
R 241°
11°58'06.4"N - 015°23'40.1"W
R 086° 15 NM VOR-DME "BIS"
UR979
R 086°
BADIA
BADIA 2G
BADIA 2D
BADIA 2V
R 266°
TANOS 2D
TANOS 2V
TANOS 2G
R 092°
TANOS
11°56'32.7"N - 015°23'26.8"W
R 092° 15 NM VOR-DME "BIS"
R 272°
VOR-DME
BIS 114.3
CH 90 X
PROTECTION
VI. : 230 KT
2 000/FL 090
R 322°
GULAV 2V
GULAV 2D
GULAV 2G
ARC 10 NM DME "BIS"
ALT MINI 2000 FT
ARC 13 NM DME "BIS"
ALT MINI 2000 FT
11°44'34.8"N - 015°27'52.7"W
R 142° 15 NM VOR-DME "BIS"
R 142°
B-UB600
GULAV
R 322°
R 215°
R 197°
IAF GALMU
11°42'52.6"N - 015°42'55.8"W
R 206° 13 NM VOR-DME "BIS"
026°
206°
334°
R 194°
18 NM DME " BIS "
2 000/FL090
IAS: 230 KT
AKDAK 2G
UG-853
11°35'09.61"N - 015°37'58.73"W
R 185° 20 NM VOR-DME "BIS"
R 185°
AKDAK
12°08'00.9"N - 015°46'48.3"W
R 335° 15 NM VOR-DME "BIS"
12°08'39.7"N - 015°45'38.5"W
R 340° 15 NM VOR-DME "BIS"
12°07'43.7"N - 015°47'15.2"W
R 333° 15 NM VOR-DME "BIS"
12°06'04.4"N - 015°49'19.6"W
R 323° 15 NM VOR-DME "BIS"
12°01'50.3"N - 015°52'26.9"W
R 303° 15 NM VOR-DME "BIS"
VOR BJ
R 335°
R 340°
R 333°
VOR ZG
R 323°
LUSTI
A-UA602
R 303°
ANITI
POTOX
B-UB 600
ANITI 2G
POTOX 2G
BJ 2G
ZG 2G
BJ 2D
ANITI 2D
POTOX 2D
ZG 2D
BJ 2V
ANITI 2V
POTOX 2V
R 153°
R 155°
R 160°
ZG 2V
R 143°
LUSTI 2D
LUSTI 2V
LUSTI 2G
R 123°
12 NM DME " BIS "
ARC 13 NM DME "BIS"
ALT MINI 2000 FT
LEGEND
STARs
These trajectories are not SIDs. They are only indications for departures magnetic routes
ALTITUDES IN FEET
BEARINGS ARE MAGNETIC
Échelle : 1/250.000
1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM
55' 15°50' 45' 15°40' 35' 15°30' 25'
12° 10' 05' 12° 00' 55' 11° 50' 45' 11° 40' 35' 11° 30'

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

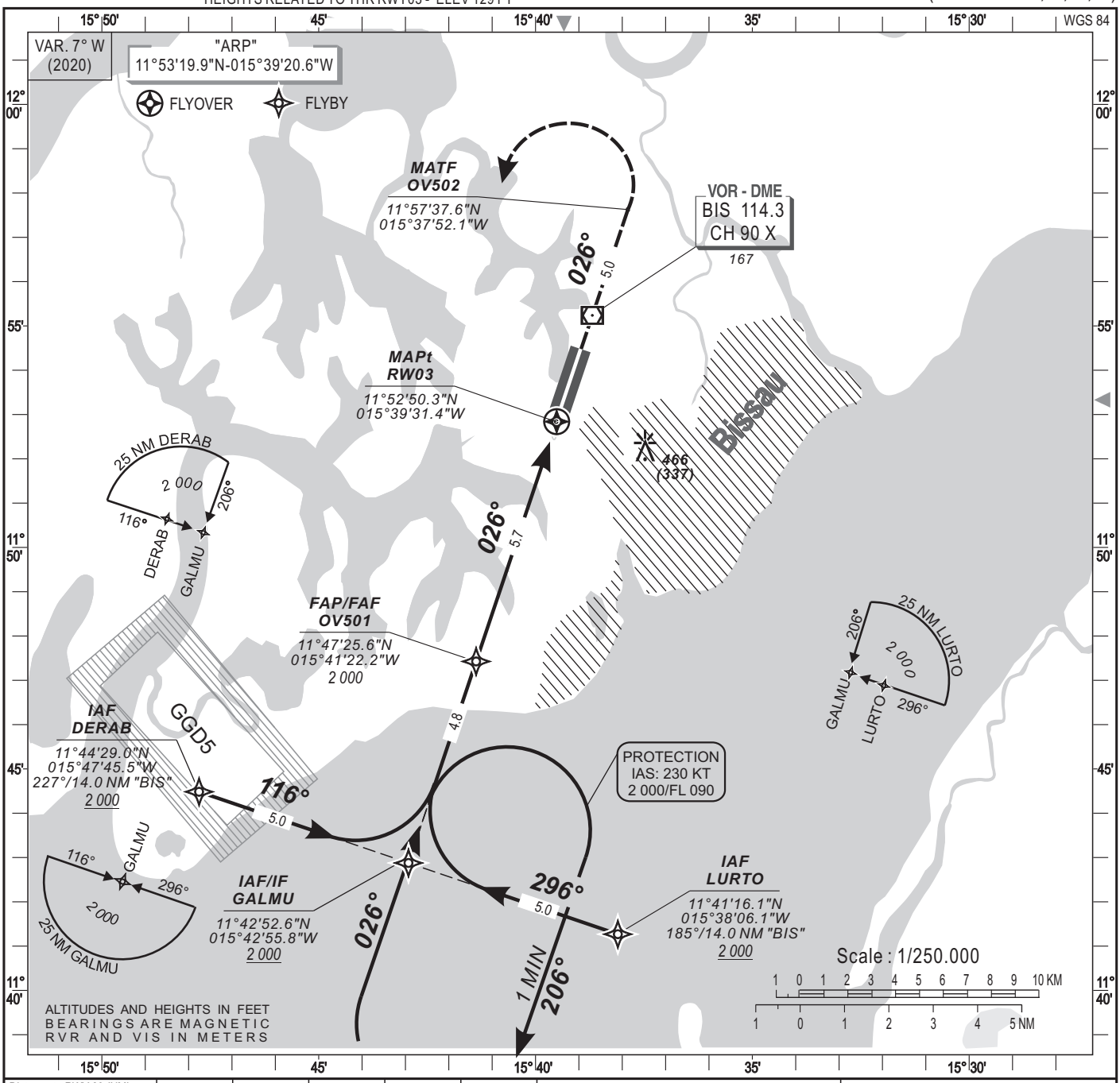
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

APP	123.9
TWR	124.3

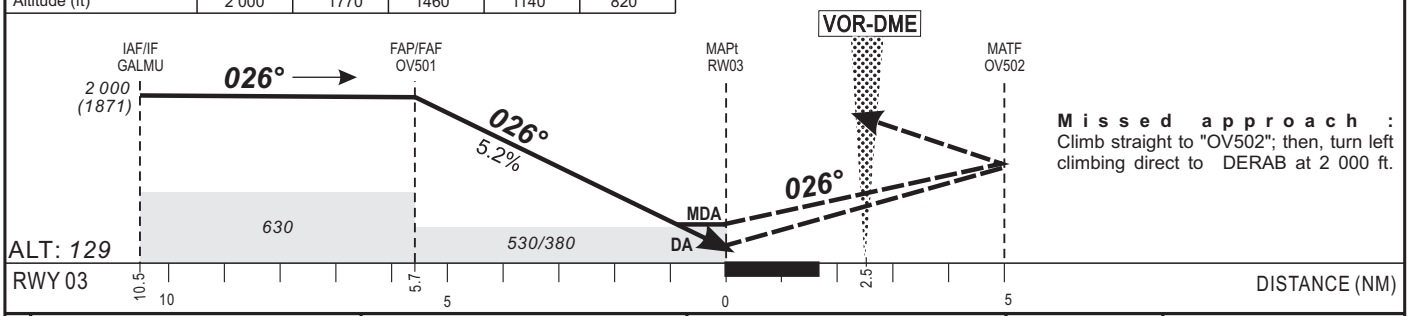
HEIGHTS RELATED TO THR RWY03 - ELEV 129 FT

BISSAU / Osvaldo-Vieira (GGOV)
RNAV (GNSS) - RWY 03
(ACFT CAT A, B, C, D)



Distance to RWY 03 (NM)	FAF	5	4	3	2
Altitude (ft)	2 000	1770	1460	1140	820

TRANSITION ALTITUDE: 3 000



Missed approach :
Climb straight to "OV502"; then, turn left climbing direct to DERAB at 2 000 ft.

CAT	LNAV/VNAV					LNAV					CIRCLING (1)				
	DA	(DH)	*MDA*	MDH	RVR	*OCA*	(OCH)	*MDA*	MDH	RVR	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*375*	(246)	*380*	(250)	800	*528*	(399)	*530*	(400)	1200	*579*	(450)	*580*	(450)	1500
B	*375*	(246)	*380*	(250)	800	*528*	(399)	*530*	(400)	1300	*763*	(634)	*770*	(640)	1600
C	*375*	(246)	*380*	(250)	800	*528*	(399)	*530*	(400)	1400	*862*	(733)	*860*	(740)	2400
D	*375*	(246)	*380*	(250)	1200	*528*	(399)	*530*	(400)	1600	*862*	(733)	*860*	(740)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing: FAP/THR : 5.7 NM

KT	MIN SEC	KT	MIN SEC
90	3 Min 48	140	2 Min 27
100	3 Min 25	150	2 Min 17
110	3 Min 07	160	2 Min 08
120	2 Min 51	170	2 Min 01
130	2 Min 38	180	1 Min 54

Notes : - (1)Daytime only - OCH and MDH AAL.
- Climbing sector after take-off: between radials 247° and 154° BIS.
- Minimum temperature : 10°C.

RDH: 15 m

AMDT0/22 : Update

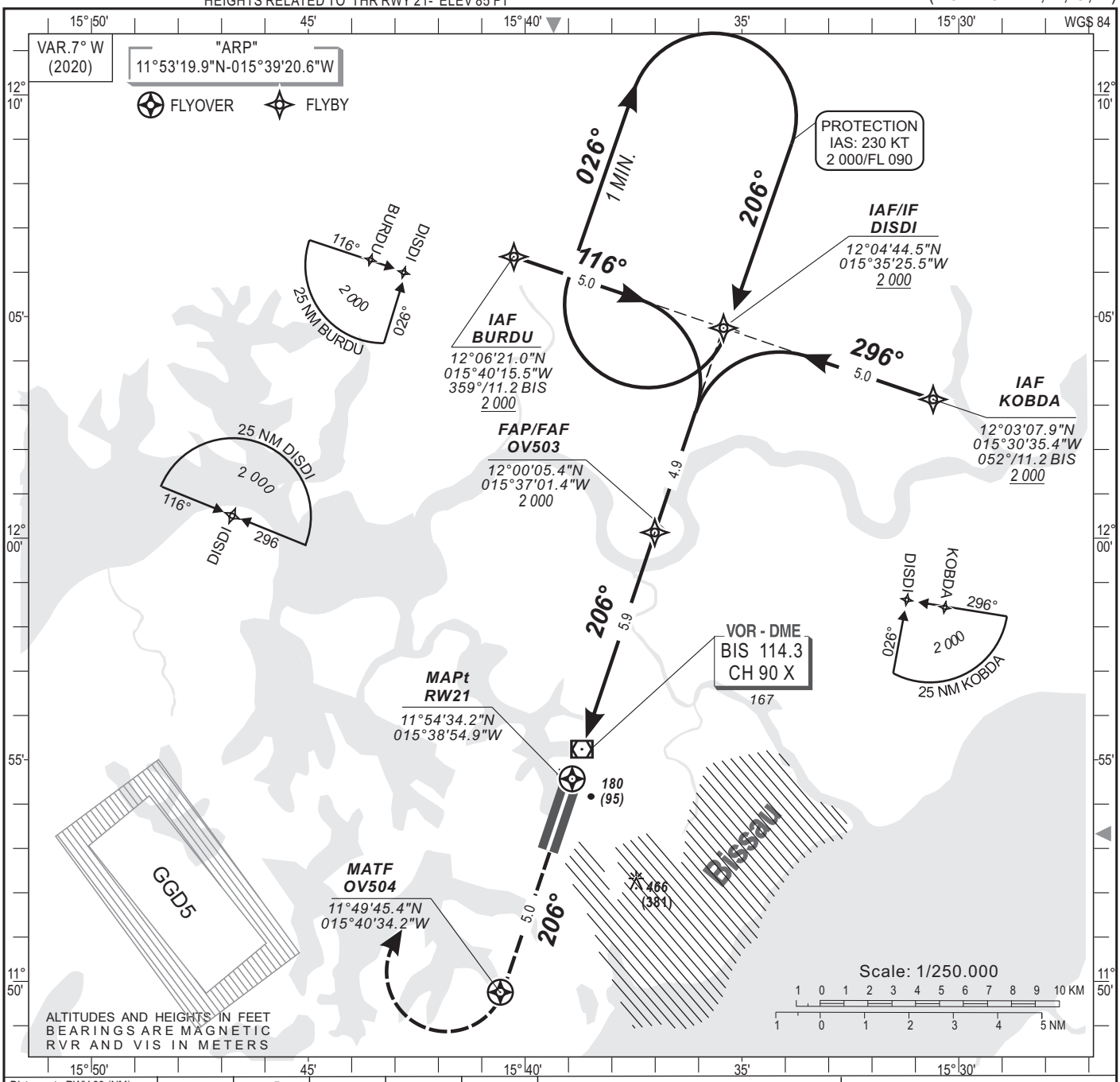
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO THR RWY 21- ELEV 85 FT

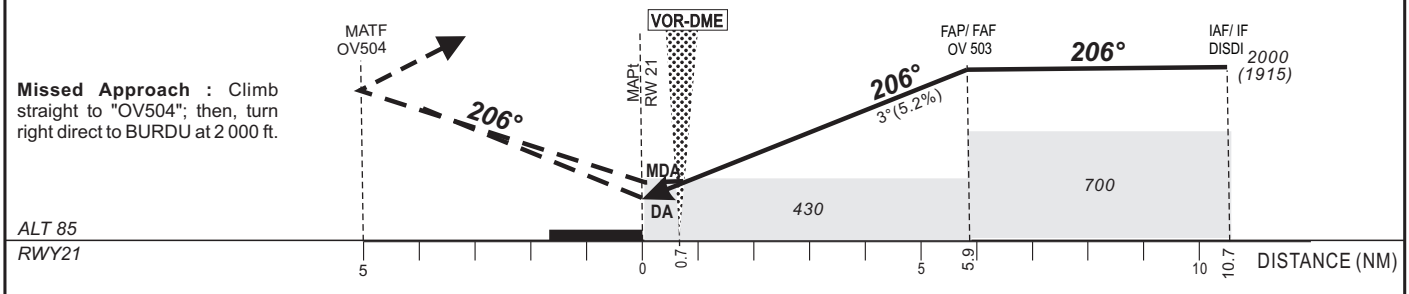
APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
RNAV (GNSS) - RWY 21
(ACFT CAT A, B, C, D)



Distance to RWY 03 (NM)	FAP/FAF	5	4	3	2
Altitude (ft)	2 000	1730	1410	1090	770

TRANSITION ALTITUDE : 3 000



Missed Approach : Climb straight to "OV504"; then, turn right direct to BURDU at 2 000 ft.

CAT	LNAV/VNAV						LNAV						CIRCLING (3)				
	DA	(DH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*331*	(246)	*340*	(250)	1000	1500	*426*	(341)	*430*	(350)	1200	1500	*579*	(450)	*580*	(500)	1500
B	*331*	(246)	*340*	(250)	1100	1500	*426*	(341)	*430*	(350)	1300	1500	*763*	(634)	*770*	(680)	1600
C	*331*	(246)	*340*	(250)	1200	1600	*426*	(341)	*430*	(350)	1400	1800	*862*	(733)	*860*	(780)	2400
D	*331*	(246)	*340*	(250)	1400	1800	*426*	(341)	*430*	(350)	1600	2000	*862*	(733)	*860*	(780)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing	FAP/THR 5.9 NM		
KT	MIN SEC	KT	MIN SEC
90	3 Min 56	140	2 Min 32
100	3 Min 32	150	2 Min 22
110	3 Min 13	160	2 Min 13
120	2 Min 57	170	2 Min 05
130	2 Min 43	180	1 Min 58

Notes : - (1) With approach lights - (2) Without approach lights - (3) Daytime only. OCH and MDH AAL
- Climbing sector after take-off: between radials 084° and 318° BIS
- Minimum temperature : 10°C
- RDH: 15 m

AMDT10/22 : Update

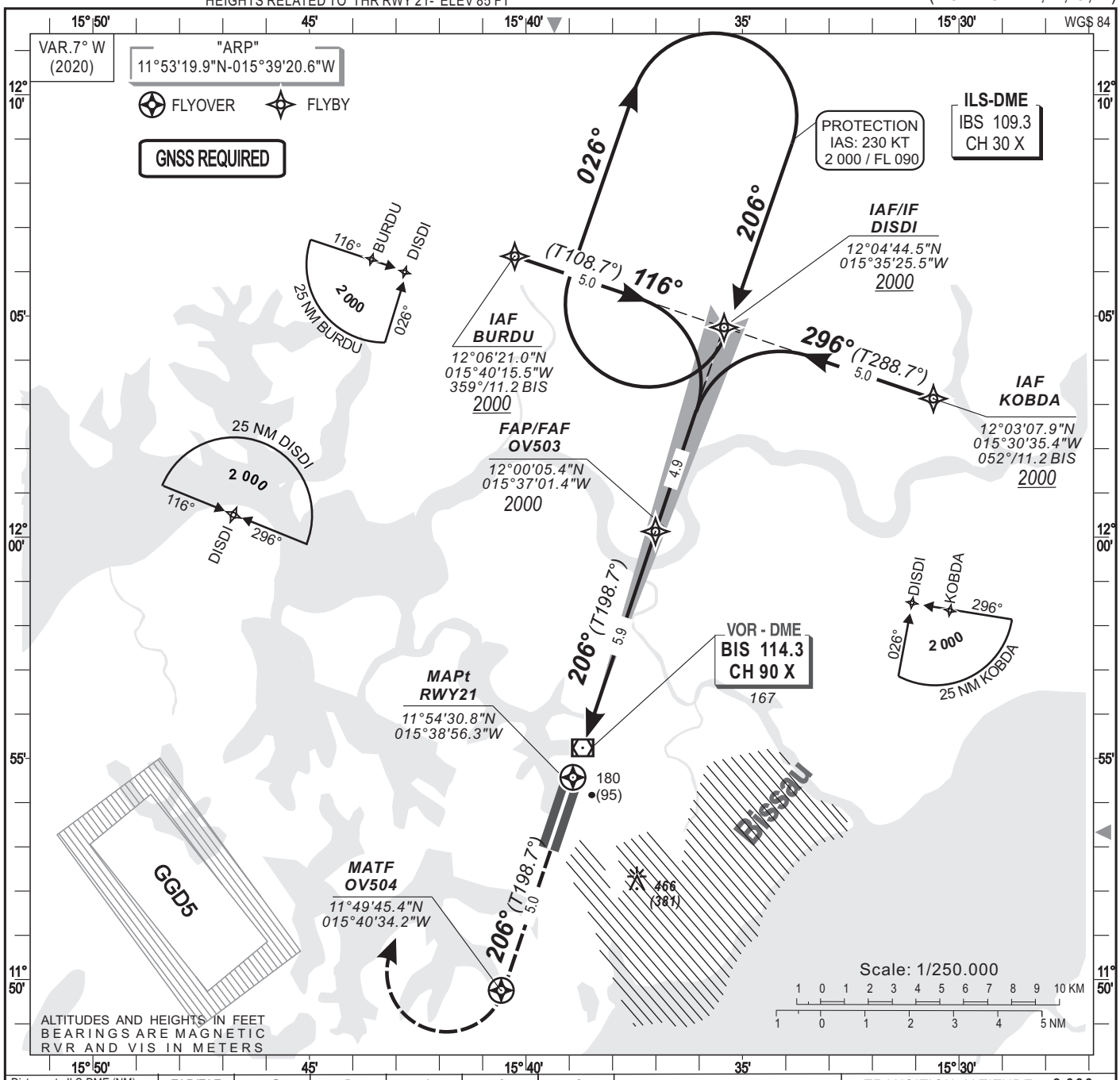
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO THR RWY 21- ELEV 85 FT

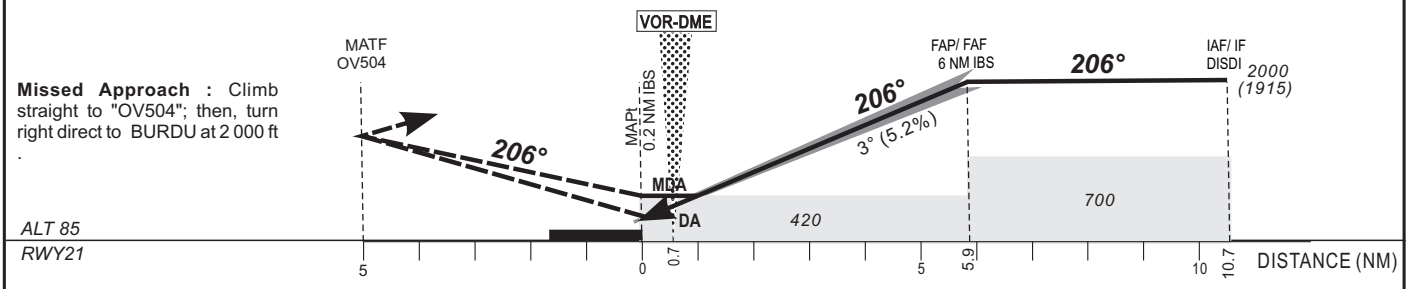
APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
ILS X or LOC X - RWY 21
(ACFT CAT A, B, C, D)



Distance to ILS-DME (NM)	FAP/FAF	6	5	4	3	2
Altitude (ft)	2 000		1 670	1 350	1 040	720

TRANSITION ALTITUDE : 3 000



Missed Approach : Climb straight to "OV504"; then, turn right direct to BURDU at 2 000 ft .

CAT	CAT.1					LOC					CIRCLING (3)				
	OCA	(OCH)	*DA*	DH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*265*	(180)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1200	1500	*579*	(450)	*580*	(450)	1500
B	*277*	(192)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1300	1500	*763*	(634)	*770*	(640)	1600
C	*285*	(200)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1400	1800	*862*	(733)	*870*	(740)	2400
D	*296*	(210)	*300*	(210)	700	1000	*417*	(332)	*420*	(340)	1600	2000	*862*	(733)	*870*	(740)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing	FAP/THR 5.9 NM		
KT	MIN SEC	KT	MIN SEC
90	3 Min 56	140	2 Min 32
100	3 Min 32	150	2 Min 22
110	3 Min 13	160	2 Min 13
120	2 Min 57	170	2 Min 05
130	2 Min 43	180	1 Min 58

Notes : - (1) With approach lights - (2) Without approach lights
- (3) Daytime only. OCH and MDH AAL
- RDH: 15 m

amdt10/22 : Update

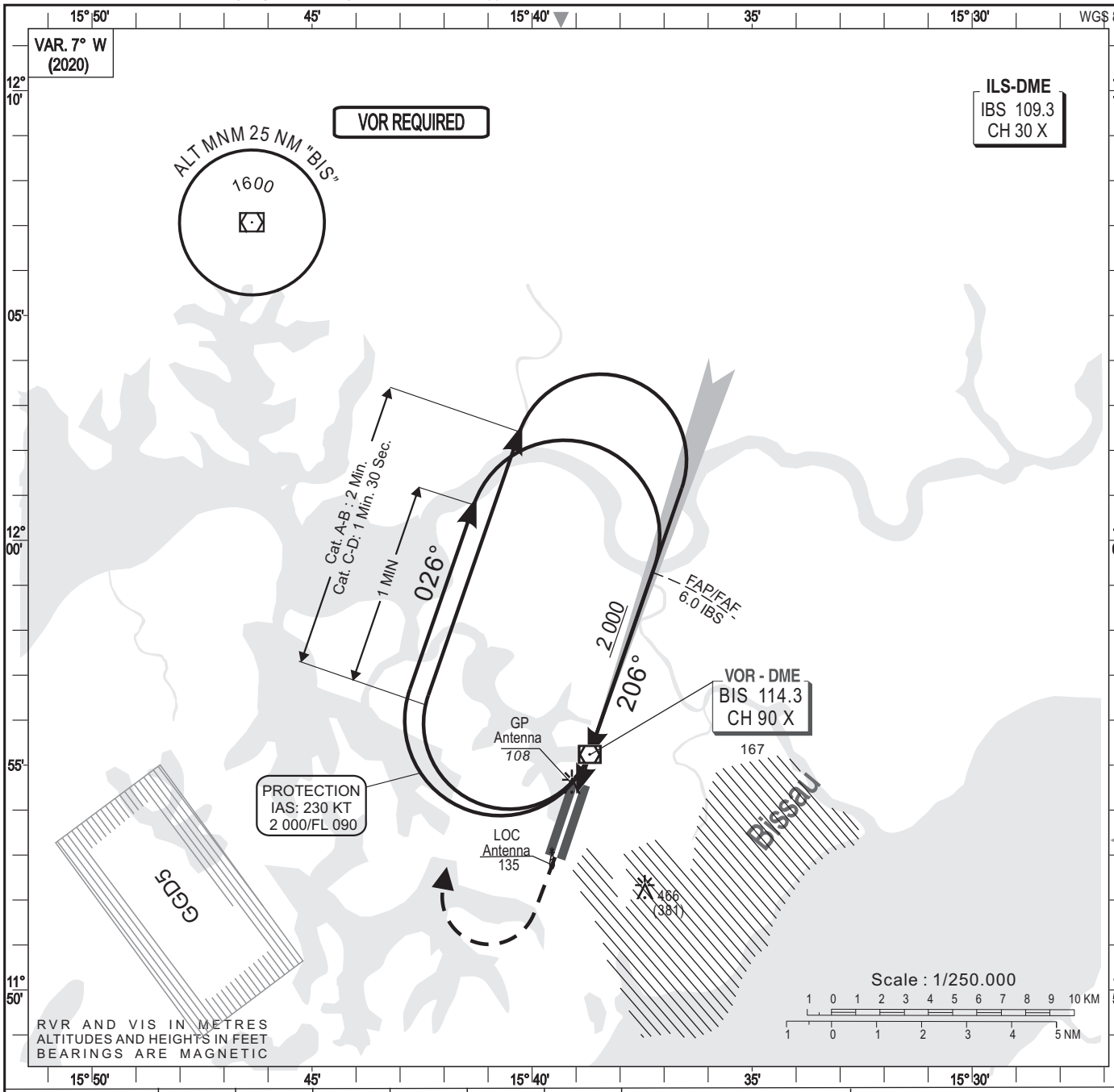
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO THR RWY 21- ELEV 85 FT

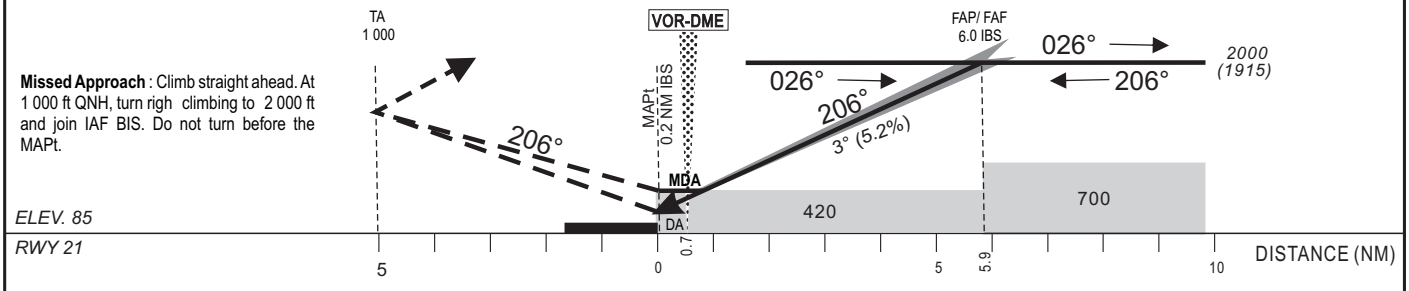
APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
ILS Y or LOC Y - RWY 21
(ACFT CAT A, B, C, D)



Distance to ILS-DME (NM)	FAP/FAF	6	5	4	3	2
Altitude (ft)	2 000		1 670	1 350	1 040	720

TRANSITION ALTITUDE : 3 000



Missed Approach : Climb straight ahead. At 1 000 ft QNH, turn righ climbing to 2 000 ft and join IAF BIS. Do not turn before the MAPt.

CAT	CAT.1				LOC				CIRCLING (3)				
	OCA (OCH)	*DA* DH	RVR(1)	RVR(2)	*OCA* (OCH)	*MDA* MDH	RVR(1)	RVR(2)	*OCA* (OCH)	*MDA* MDH	VIS
A	*265* (180)	*290* (200)	700	1000	*417* (332)	*420* (340)	1200	1500	*579* (450)	*580* (450)	1500
B	*277* (192)	*290* (200)	700	1000	*417* (332)	*420* (340)	1300	1500	*763* (634)	*770* (640)	1600
C	*285* (200)	*290* (200)	700	1000	*417* (332)	*420* (340)	1400	1800	*862* (733)	*870* (740)	2400
D	*296* (210)	*300* (210)	700	1000	*417* (332)	*420* (340)	1600	2000	*862* (733)	*870* (740)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing: FAP/THR 5.9 NM

KT	MIN SEC	KT	MIN SEC
90	3 Min 56	140	2 Min 32
100	3 Min 32	150	2 Min 22
110	3 Min 13	160	2 Min 13
120	2 Min 57	170	2 Min 05
130	2 Min 43	180	1 Min 58

Notes : - (1) With approach lights - (2)Without approach lights
- (3) Daytime only - OCH MDH AAL

AMDT10/22 : Update

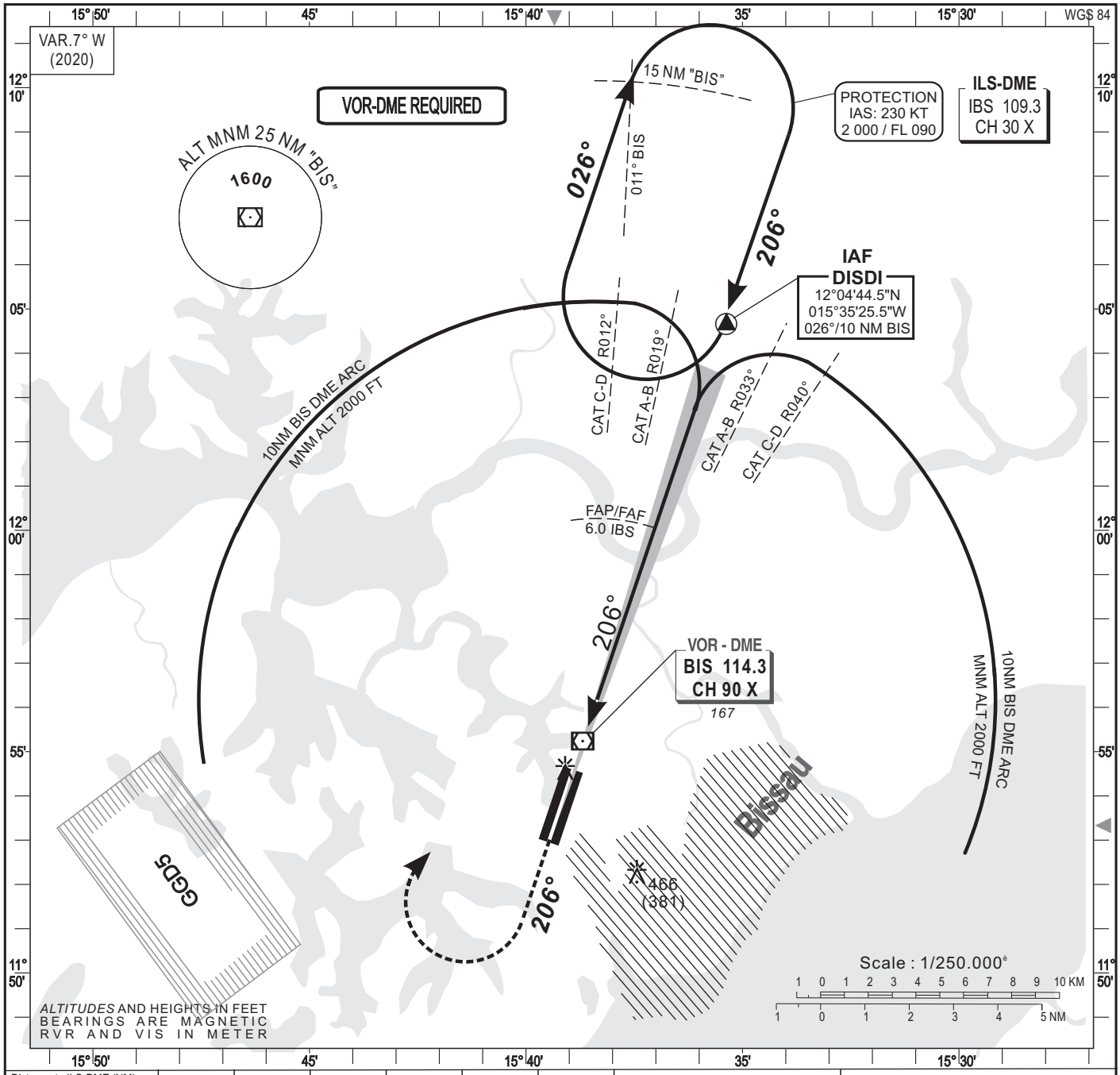
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO THR RWY 21- ELEV 85 FT

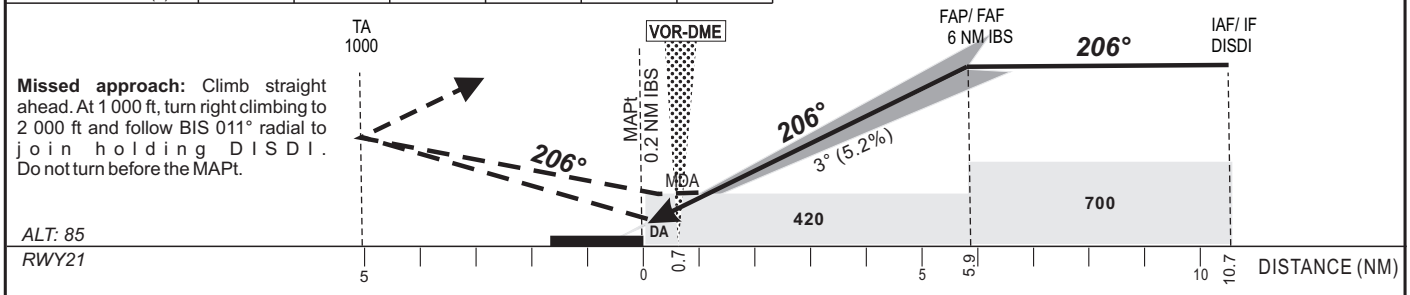
APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
ILS Z or LOC Z - RWY 21
(ACFT CAT A, B, C, D)



Distance to ILS-DME (NM)	FAP/FAF	6	5	4	3	2
Altitude (ft)	2 000		1 670	1 350	1 040	720

TRANSITION ALTITUDE : 3 000



Missed approach: Climb straight ahead. At 1 000 ft, turn right climbing to 2 000 ft and follow BIS 011° radial to join holding DISDI. Do not turn before the MAPt.

CAT	CAT.1					LOC					CIRCLING (3)				
	OCA (OCH)		*DA*	DH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*265*	(180)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1200	1500	*579*	(450)	*580*	(450)	1500
B	*277*	(192)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1300	1500	*763*	(634)	*770*	(640)	1600
C	*285*	(200)	*290*	(200)	700	1000	*417*	(332)	*420*	(340)	1400	1800	*862*	(733)	*870*	(740)	2400
D	*296*	(210)	*300*	(210)	700	1000	*417*	(332)	*420*	(340)	1600	2000	*862*	(733)	*870*	(740)	3600

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing: FAP/THR 5.9 NM

KT	MIN SEC	KT	MIN SEC
90	3 Min 56	140	2 Min 32
100	3 Min 32	150	2 Min 22
110	3 Min 13	160	2 Min 13
120	2 Min 57	170	2 Min 05
130	2 Min 43	180	1 Min 58

Notes : - (1) With approach lights- (2) Without approach lights
- (3) Daytime only - OCH MDH AAL

AMDT10/22 : Update

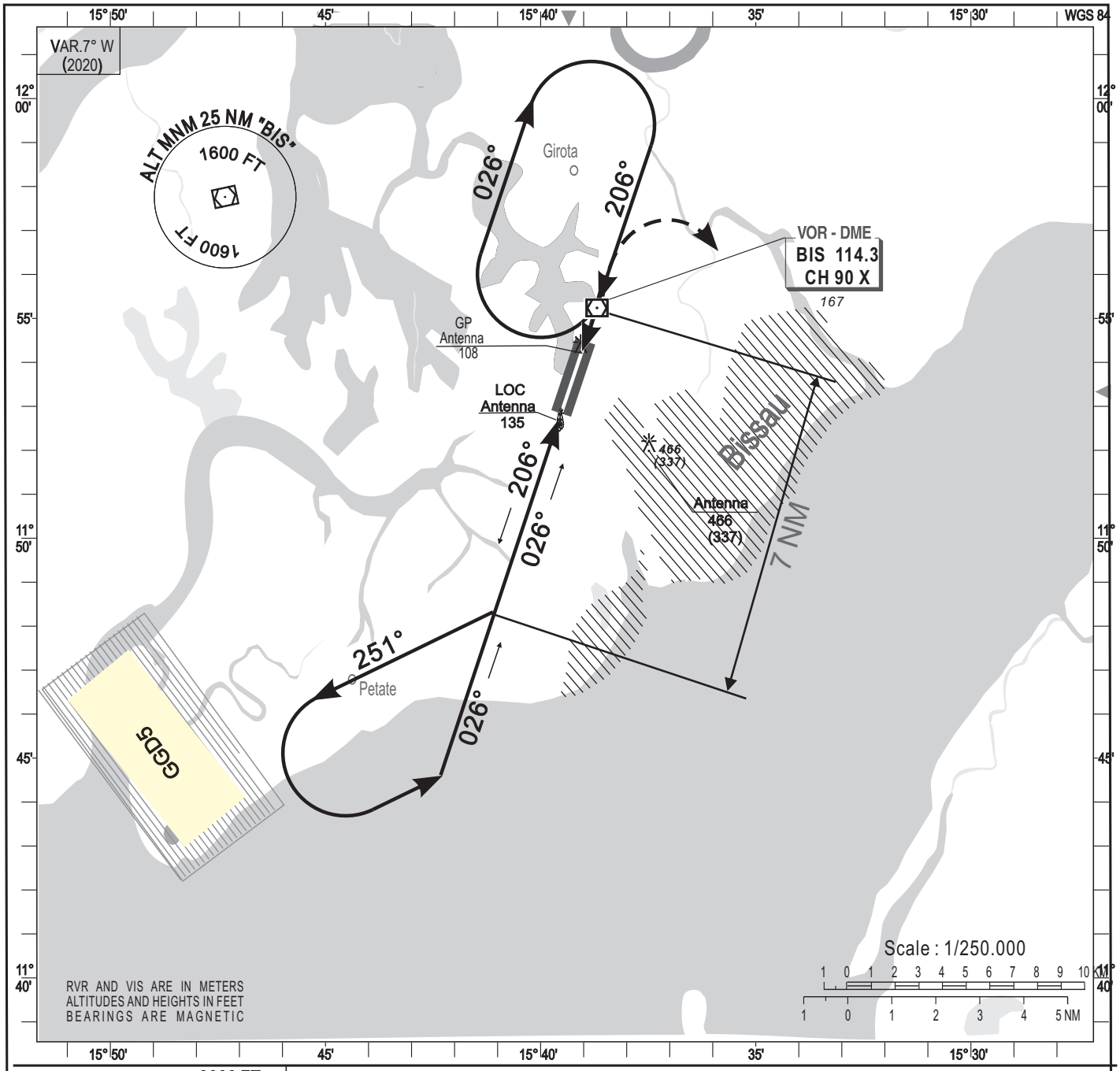
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

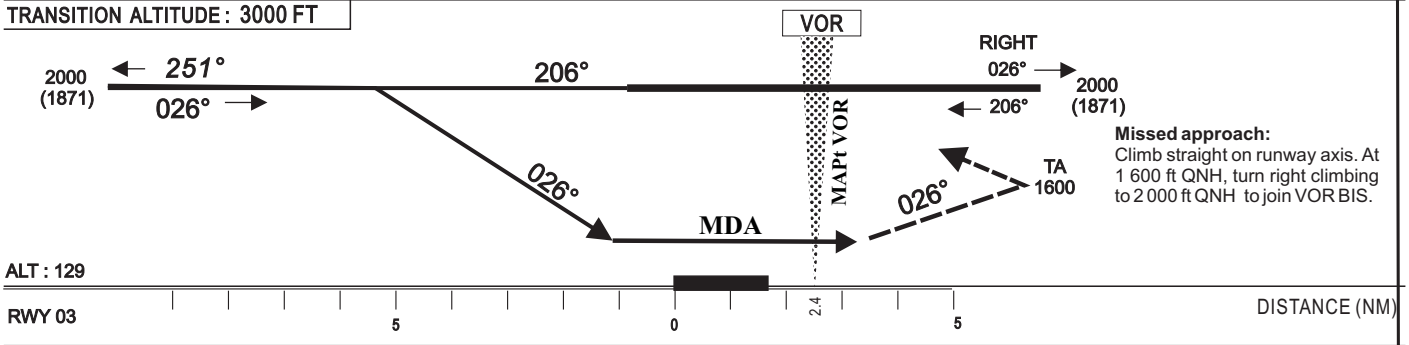
HEIGHTS RELATED TO AERODROME ELEV - 129 FT

APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
VOR Y - RWY 03
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 3000 FT



Missed approach:
Climb straight on runway axis. At 1 600 ft QNH, turn right climbing to 2 000 ft QNH to join VOR BIS.

CAT	VOR Y						Circling(3)				
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*577*	(448)	*580*	(450)	1000	1500	*579*	(450)	*580*	(450)	1500
B	*577*	(448)	*580*	(450)	1200	1500	*763*	(634)	*770*	(640)	1600
C	*577*	(448)	*580*	(450)	1200	2000	*862*	(733)	*870*	(740)	2400
D	*577*	(448)	*580*	(450)	1600	2000	*862*	(733)	*870*	(740)	3600

Notes : (1) With approach lights - (2) Without approachlights - (3) Daytime only

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing

KT	MIN SEC	KT	MIN SEC
90		140	
100		150	
110		160	
120		170	
130		180	

AMDT10/22 : Update

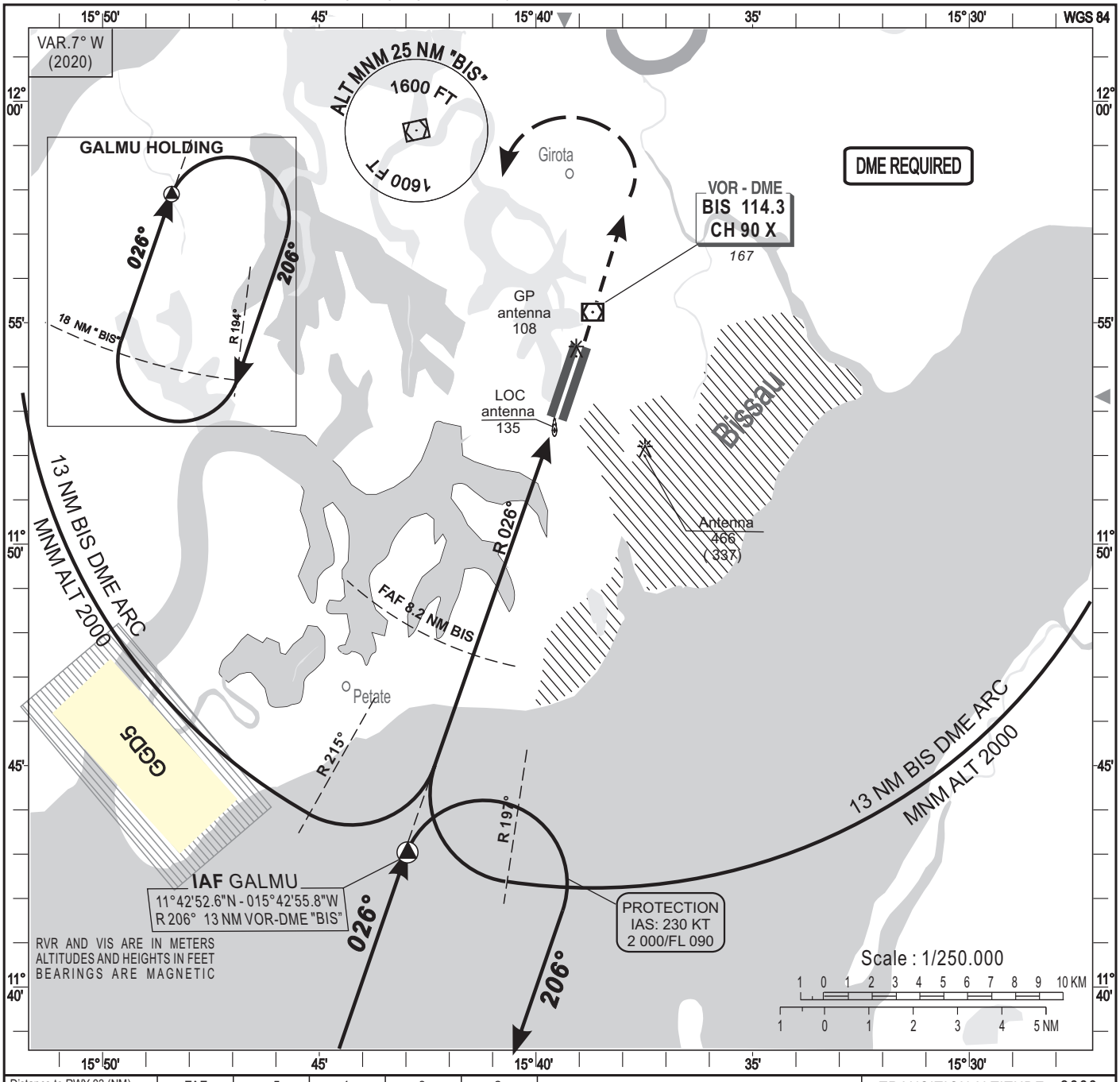
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO AERODROME ELEV : 129 FT

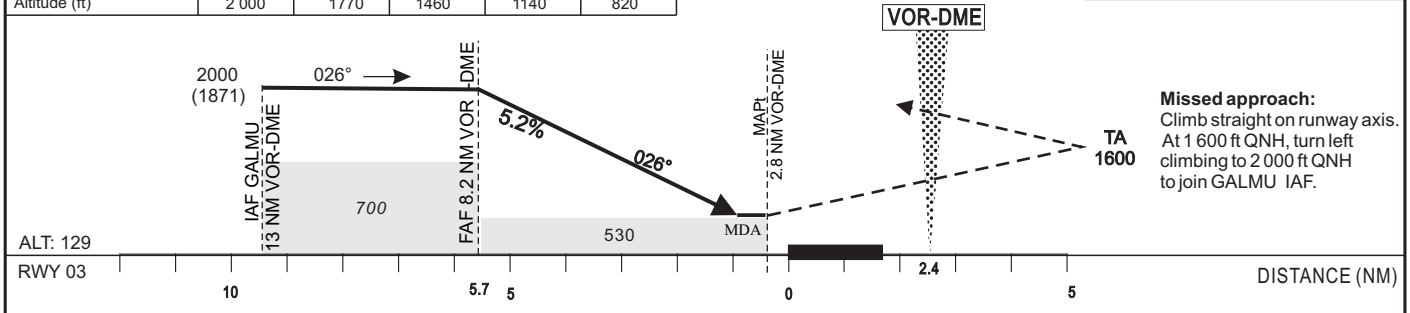
APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
VOR Z - RWY 03
(ACFT CAT A, B, C, D)



Distance to RWY 03 (NM)	FAF	5	4	3	2
Altitude (ft)	2 000	1770	1460	1140	820

TRANSITION ALTITUDE : 3000



Missed approach:
Climb straight on runway axis.
At 1 600 ft QNH, turn left
climbing to 2 000 ft QNH
to join GALMU IAF.

CAT	VOR Z						Circling(3)					
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS	
A	*528*	(399)	*530*	(400)	1300	1500	*579*	(450)	*580*	(450)	1500	
B	*528*	(399)	*530*	(400)	1400	1500	*763*	(634)	*770*	(640)	1600	
C	*528*	(399)	*530*	(400)	1600	1800	*862*	(733)	*870*	(740)	2400	
D	*528*	(399)	*530*	(400)	1800	2000	*862*	(733)	*870*	(740)	3600	

(1) With approach lights - (2) Without approachlights - (3) Daytime only - OCH MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Dist: FAP/Seuil : 5.7 Nm

KT	MIN SEC	KT	MIN SEC
90	3 Min 48	140	2 Min 27
100	3 Min 25	150	2 Min 17
110	3 Min 07	160	2 Min 08
120	2 Min 51	170	2 Min 01
130	2 Min 38	180	1 Min 54

AMDT10/22 : Update

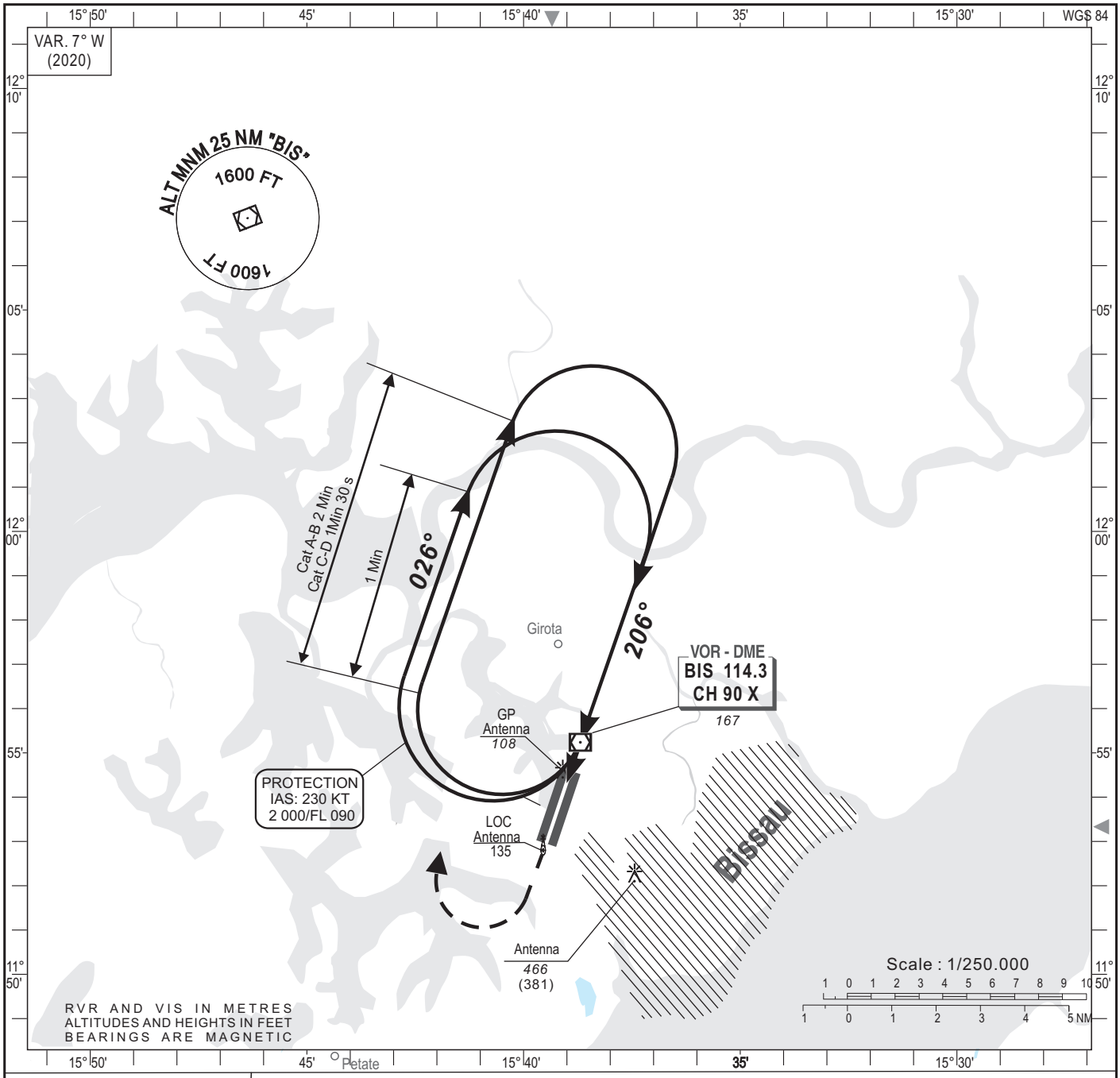
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

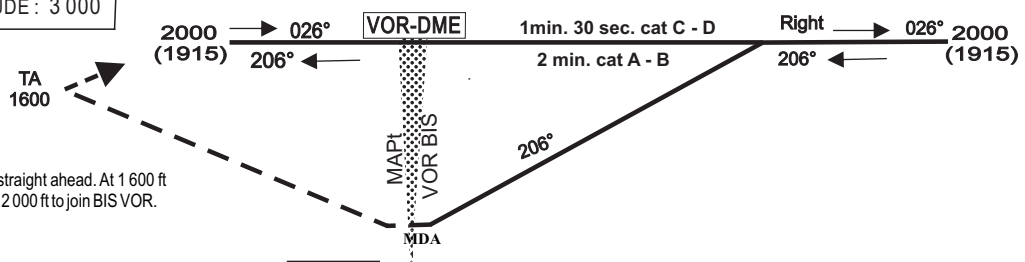
HEIGHTS RELATED TO THR RWY 21 - ELEV 85 FT

APP	123.9
TWR	124.3

BISSAU / Osvaldo-Vieira (GGOV)
VOR Y - RWY 21
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 3 000



Missed Approach : Climb straight ahead. At 1 600 ft QNH, turn right climbing to 2 000 ft to join BIS VOR.

CAT	VOR Y						Circling (3)				
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS
A	*424*	(339)	*430*	(340)	1300	1500	*579*	(450)	*580*	(450)	1500
B	*424*	(339)	*430*	(340)	1400	1500	*763*	(634)	*770*	(640)	1600
C	*424*	(339)	*430*	(340)	1600	1800	*862*	(733)	*870*	(740)	2400
D	*424*	(339)	*430*	(340)	1800	2000	*862*	(733)	*870*	(740)	3600

Notes: - (1) With approach lights - (2) Without approach lights
- (3) Daytime only - OCH MDH AAL

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Temps

KT	MIN SEC	KT	MIN SEC
90		140	
100		150	
110		160	
120		170	
130		180	

AMDT10/22 : Update

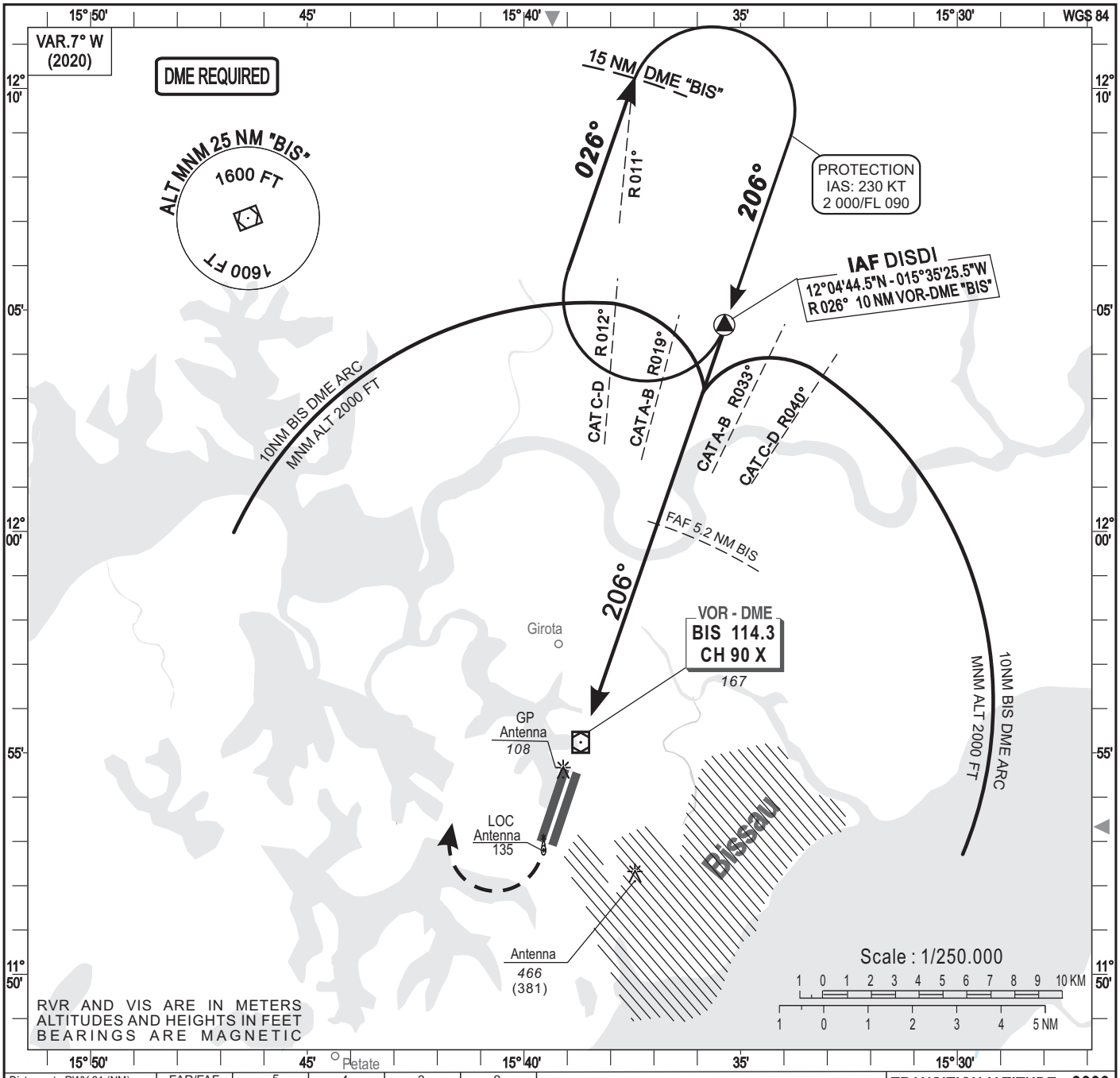
I NSTRUMENT
A P P R O ACH
CHART - ICAO

AERODROME ELEV 129 FT

HEIGHTS RELATED TO THR RWY 21 - ELEV 85 FT

APP	123.9
TWR	124.3

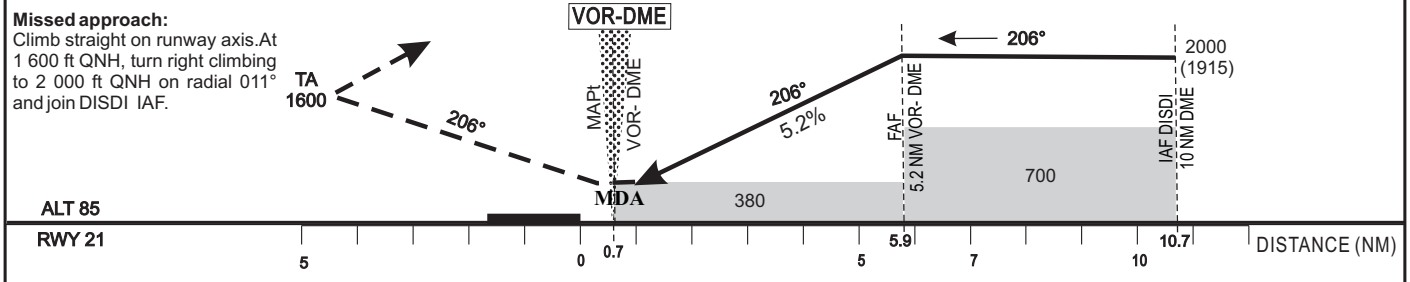
BISSAU / Osvaldo-Vieira (GGOV)
VOR Z - RWY 21
(ACFT CAT A, B, C, D)



Distance to RWY 21 (NM)	FAP/FAF	5	4	3	2
Altitude (ft)	2 000	1730	1410	1090	770

TRANSITION ALTITUDE : 3000

Missed approach:
Climb straight on runway axis.At 1 600 ft QNH, turn right climbing to 2 000 ft QNH on radial 011° and join DISDI IAF.



CAT	VOR Z						Circling(3)					
	OCA	(OCH)	*MDA*	MDH	RVR(1)	RVR(2)	*OCA*	(OCH)	*MDA*	MDH	VIS	
A	*380*	(295)	*380*	(300)	1200	1500	*579*	(450)	*580*	(450)	1500	
B	*380*	(295)	*380*	(300)	1300	1500	*763*	(634)	*770*	(640)	1600	
C	*380*	(295)	*380*	(300)	1400	1800	*862*	(733)	*870*	(740)	2400	
D	*380*	(295)	*380*	(300)	1600	2000	*862*	(733)	*870*	(740)	3600	

RVR for take-off
CAT A - B - C : 400
CAT D : 400

Timing FAF/THR
5.9NM

KT	MIN SEC	KT	MIN SEC
90	3 Min 56	140	2 Min 32
100	3 Min 32	150	2 Min 22
110	3 Min 13	160	2 Min 13
120	2 Min 57	170	2 Min 05
130	2 Min 43	180	1 Min 58

Note : (1) With approach lights - (2) Without approachlights - (3) Daytime only - OCH MDH AAL

AMDT10/22 : Update

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