



BULLETIN DE MISE A JOUR

Updating bulletin

AMDT 11 / 2022

DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2022-11-03

CHANGEMENTS DANS CET AMENDEMENT		CHANGEMENTS DANS CET AMENDEMENT	
Changes in this amendment		Changes in this amendment	
Sections	Sujets / Subjects	Sections	Sujets / Subjects
GEN		ENR	
00 GEN3.1	TOAMASINA – Telephone contacts update	00 ENR 6.3-21	ASECNA – Contingency chart for Brazzaville, Libreville and Douala
00 GEN3.3	TOAMASINA – Telephone contacts update	00 ENR 6.3-31	MADAGASCAR – Contingency chart date correction
ENR		AD 2	
07 ENR 1.8	GABON – Contingency Plan contacts update	03 AD2.FKKR	GAROUA – Aerodrome information update AD2.19
09 ENR 1.8	MADAGASCAR – Contingency Plan Information update	06 AD2.DIAP	ABIDJAN – Aerodrome information update AD2.14
10 ENR 1.8	MALI – Contingency Plan 5LNC update	09 AD2.FMMT	TOAMASINA – Aerodrome information update AD2.2, AD2.19
11 ENR 1.8	MAURITANIE – Contingency Plan 5LNC update	13 AD2.GOBD	DAKAR DIASS – Aerodrome information update AD2.9, AD2.19
13 ENR 1.8	SENEGAL – Contingency Plan 5LNC&Contacts update	AD 2.24	
03 ENR 4.1	GAROUA – VOR “TJR” Elevation	06AD2.24-DFFD	OUAGADOUGOU – Procedure CCO/CDO for STAR & SID
13 ENR 5.1	SENEGAL – Restricted Area GOR40		

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
A1174/22	A1550/22	A1123/22	A0703/22		
A1268/22					

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
106/A/22GO	03/A/20GO	21/A/22FC		47/A/22FM	42/A/22FM

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NON AIRAC MIA NR 11/2022

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00-GEN-0.4.7	03 NOV 2022	00 GEN 0.4.7	06 OCT 2022
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00-GEN-0.4.19	03 NOV 2022	00 GEN 0.4.19	06 OCT 2022
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00-GEN-3.3.4	03 NOV 2022	00 GEN 3.3.4	18 JUN 2020
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00-ENR-0.6.10	03 NOV 2022	00 ENR 0.6.10	06 OCT 2022
07-ENR-1.8.5	03 NOV 2022	07 ENR 1.8.5	06 OCT 2022
09-ENR-1.8.3	03 NOV 2022	09 ENR 1.8.3	06 OCT 2022
09-ENR-1.8.4	03 NOV 2022	09 ENR 1.8.4	06 OCT 2022
09-ENR-1.8.6	03 NOV 2022	09 ENR 1.8.6	06 OCT 2022
09-ENR-1.8.9	03 NOV 2022	09 ENR 1.8.9	06 OCT 2022
00ENR6-ASECNA-ENRCP-MA	03 NOV 2022	00ENR6-ASECNA-ENRCP-MA	06 OCT 2022
10-ENR-1.8.3	03 NOV 2022	10 ENR 1.8.3	07 OCT 2021
11-ENR-1.8.3	03 NOV 2022	11 ENR 1.8.3	23 MAY 2019
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GAROUA			
03-AD-2.FKKR.4	03 NOV 2022	03 AD-2.FKKR.4	06 OCT 2022



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03-AD-2.FKKR.10	03 NOV 2022	03 AD-2.FKKR.10	14 JUL 2022
AEROPORT INTERNATIONAL FELIX HOUPHOUET BOIGNY D'ABIDJAN			
06-AD-2.DIAP.14	03 NOV 2022	06 AD-2.DIAP.14	13 AUG 2020
06-AD-2.DIAP.15	03 NOV 2022	06 AD-2.DIAP.15	13 AUG 2020
TOAMASINA/AMBALAMANASY			
09-AD-2.FMMT.1	03 NOV 2022	09 AD-2.FMMT.1	24 MAR 2022
09-AD-2.FMMT.13	03 NOV 2022	09 AD-2.FMMT.13	11 AUG 2022
AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS			
13-AD-2.GOBD.7	03 NOV 2022	13 AD-2.GOBD.7	19 MAY 2022
13-AD-2.GOBD.16	03 NOV 2022	13 AD-2.GOBD.16	13 AUG 2020
13-AD-2.GOBD.17	03 NOV 2022	13 AD-2.GOBD.17	23 APR 2020
AD-2.24			
OUAGADOUGOU			
02AD2-DFFD-STAR-RNAV04	03 NOV 2022	02AD2-DFFD-STAR-RNAV04	16 JUN 2022
02AD2-DFFD-STAR-RNAV-RWY04-DATA	03 NOV 2022	NIL	
NIL		02AD2-DFFD-STAR-RNAV04-DATA	16 JUN 2022
02AD2-DFFD-SID-RNAV-RWY04	03 NOV 2022	NIL	
02AD2-DFFD-SID-RNAV-RWY04-DATA	03 NOV 2022	NIL	

GEN 0.2 ENREGISTREMENT DES AMENDEMENTS AIP
RECORD OF AIP AMENDMENT

AMENDMENT AIP AIP AMENDMENT				AMENDMENT AIRAC AIP AIP AIRAC AMENDMENT			
Numéro/Année NR/Year	Date de publication Publication date	Date d'insertion Date inserted	Inséré par Inserted by	Numéro/Année NR/Year	Date de publication Publication date	Date d'entrée en vigueur Effective date	Inséré par Inserted by
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					
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05/22	16 MAY 2022	19 MAY 2022					
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07/22	11 JUL 2022	14 JUL 2022					
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11/22	31 OCT 2022	03 NOV 2022					



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Part 1 Généralités (GEN)					
General (GEN)					
GEN 0					
00 GEN 0.1-1	05 DEC 2019	00 GEN 1.7-12	08 NOV 2018	05 GEN 1.2-1	28 MAR 2019
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06 ENR 1.12-4	26 MAR 2020	12 ENR 1.6-11	19 MAY 2022	17 ENR 1.6-12	16 JUN 2022
06 ENR 1.12-5	26 MAR 2020	12 ENR 1.6-12	19 MAY 2022	17 ENR 1.6-13	19 MAY 2022
07 ENR 1.8-1	23 MAY 2019	12 ENR 1.6-13	19 MAY 2022	17 ENR 1.6-21	16 JUN 2022
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07 ENR 1.8-3	14 JUL 2022	12 ENR 1.6-31	19 MAY 2022	ENR 2	
07 ENR 1.8-4	23 MAY 2019	12 ENR 1.6-32	19 MAY 2022	00 ENR 2.1-1	05 DEC 2019
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00 ENR 2.1-8	08 NOV 2018	12 ENR 2.1-1	06 DEC 2018	00 ENR 3.1-52	19 MAY 2022
00 ENR 2.1-9	08 NOV 2018	12 ENR 2.1-2	06 DEC 2018	00 ENR 3.1-53	19 MAY 2022
00 ENR 2.1-10	08 NOV 2018	12 ENR 2.2-1	06 DEC 2018	00 ENR 3.1-54	19 MAY 2022
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00 ENR 2.1-15	22 APR 2021	13 ENR 2.2-3	22 APR 2021	00 ENR 3.1-59	19 MAY 2022
00 ENR 2.1-16	05 DEC 2019	13 ENR 2.2-4	22 APR 2021	00 ENR 3.1-60	19 MAY 2022
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02 ENR 2.1-4	07 OCT 2021			00 ENR 3.2-3	19 MAY 2022
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03 ENR 2.1-1	08 NOV 2018	00 ENR 3.1-2	19 MAY 2022	00 ENR 3.2-5	19 MAY 2022
03 ENR 2.1-2	11 AUG 2022	00 ENR 3.1-3	19 MAY 2022	00 ENR 3.2-6	19 MAY 2022
03 ENR 2.1-3	11 AUG 2022	00 ENR 3.1-4	19 MAY 2022	00 ENR 3.2-7	19 MAY 2022
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03 ENR 2.1-5	05 DEC 2019	00 ENR 3.1-6	19 MAY 2022	00 ENR 3.2-9	19 MAY 2022
03 ENR 2.2-1	25 FEB 2021	00 ENR 3.1-7	19 MAY 2022	00 ENR 3.2-10	19 MAY 2022
03 ENR 2.2-2	05 DEC 2019	00 ENR 3.1-8	19 MAY 2022	00 ENR 3.2-11	19 MAY 2022
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05 ENR 2.1-2	11 AUG 2022	00 ENR 3.1-12	19 MAY 2022	00 ENR 3.2-15	19 MAY 2022
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05 ENR 2.1-52	08 OCT 2020	00 ENR 3.1-14	19 MAY 2022	00 ENR 3.2-17	19 MAY 2022
05 ENR 2.1-53	08 OCT 2020	00 ENR 3.1-15	19 MAY 2022	00 ENR 3.2-18	19 MAY 2022
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05 ENR 2.2-2	05 DEC 2019	00 ENR 3.1-18	19 MAY 2022	00 ENR 3.2-21	19 MAY 2022
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06 ENR 2.1-2	05 DEC 2019	00 ENR 3.1-20	19 MAY 2022	00 ENR 3.2-23	19 MAY 2022
06 ENR 2.1-41	28 FEB 2019	00 ENR 3.1-21	19 MAY 2022	00 ENR 3.2-24	19 MAY 2022
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07 ENR 2.1-2	27 JAN 2022	00 ENR 3.1-25	19 MAY 2022	00 ENR 3.2-28	19 MAY 2022
07 ENR 2.1-3	27 JAN 2022	00 ENR 3.1-26	19 MAY 2022	00 ENR 3.2-29	19 MAY 2022
07 ENR 2.1-41	21 APR 2022	00 ENR 3.1-27	19 MAY 2022	00 ENR 3.2-30	19 MAY 2022
07 ENR 2.1-51	21 APR 2022	00 ENR 3.1-28	19 MAY 2022	00 ENR 3.2-31	19 MAY 2022
07 ENR 2.1-52	21 APR 2022	00 ENR 3.1-29	19 MAY 2022	00 ENR 3.2-32	19 MAY 2022
07 ENR 2.2-1	20 MAY 2021	00 ENR 3.1-30	19 MAY 2022	00 ENR 3.2-33	19 MAY 2022
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07 ENR 2.2-3	27 JAN 2022	00 ENR 3.1-32	19 MAY 2022	00 ENR 3.2-35	19 MAY 2022
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09 ENR 2.1-3	08 NOV 2018	00 ENR 3.1-37	19 MAY 2022	00 ENR 3.2-40	19 MAY 2022
09 ENR 2.1-4	05 DEC 2019	00 ENR 3.1-38	19 MAY 2022	00 ENR 3.2-41	19 MAY 2022
09 ENR 2.1-61	28 FEB 2019	00 ENR 3.1-39	19 MAY 2022	00 ENR 3.2-42	19 MAY 2022
09 ENR 2.1-62	28 FEB 2019	00 ENR 3.1-40	19 MAY 2022	00 ENR 3.2-43	19 MAY 2022
09 ENR 2.1-71	28 MAR 2019	00 ENR 3.1-41	19 MAY 2022	00 ENR 3.2-44	19 MAY 2022
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00 ENR 3.2-53	19 MAY 2022	00 ENR 3.3-15	19 MAY 2022	00ENR4-ASECNA-NAVAID-FM	28 FEB 2019
00 ENR 3.2-54	19 MAY 2022	00 ENR 3.3-16	19 MAY 2022	00ENR4-ASECNA-VHF-OC	28 FEB 2019
00 ENR 3.2-55	19 MAY 2022	00 ENR 3.3-17	19 MAY 2022	00ENR4-ASECNA-VHF-FM	28 FEB 2019
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00 ENR 3.2-65	19 MAY 2022	00 ENR 3.3-27	19 MAY 2022	00 ENR 4.4-8	16 JUN 2022
00 ENR 3.2-66	19 MAY 2022	00 ENR 3.3-28	19 MAY 2022	00 ENR 4.4-9	16 JUN 2022
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00 ENR 3.2-73	19 MAY 2022	00 ENR 3.3-35	03 JAN 2019	00 ENR 4.4-16	06 OCT 2022
00 ENR 3.2-74	19 MAY 2022	00 ENR 3.3-36	03 JAN 2019	00 ENR 4.5-1	08 NOV 2018
00 ENR 3.2-75	19 MAY 2022	00 ENR 3.3-37	19 MAY 2022	01 ENR 4.1-1	28 JAN 2021
00 ENR 3.2-76	19 MAY 2022	00 ENR 3.3-38	19 MAY 2022	01 ENR 4.5-1	08 NOV 2018
00 ENR 3.2-77	19 MAY 2022	00 ENR 3.3-39	19 MAY 2022	02 ENR 4.1-1	13 AUG 2020
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00 ENR 3.2-80	19 MAY 2022	00 ENR 3.3-42	19 MAY 2022	03 ENR 4.5-1	08 NOV 2018
00 ENR 3.2-81	19 MAY 2022	00 ENR 3.3-43	19 MAY 2022	04 ENR 4.1-1	25 FEB 2021
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00 ENR 3.2-87	19 MAY 2022	00 ENR 3.3-49	19 MAY 2022	07 ENR 4.1-1	27 JAN 2022
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00 ENR 3.3-6	03 JAN 2019	00 ENR 3.3-78	19 MAY 2022	00 ENR 5.3-4	08 NOV 2018
00 ENR 3.3-7	19 MAY 2022	00 ENR 3.3-79	19 MAY 2022	00 ENR 5.3-5	08 NOV 2018
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00 ENR 3.3-11	03 JAN 2019	00 ENR 3.3-83	19 MAY 2022		

00 ENR 5.3-7	08 NOV 2018	09 ENR 5.3-1	08 NOV 2018	16 ENR 5.1-1	08 NOV 2018
00ENR5-ASECNA-INHOSP	08 NOV 2018	09 ENR 5.3-2	08 NOV 2018	16 ENR 5.4-1	08 NOV 2018
00 ENR 5.3-13	08 NOV 2018	09 ENR 5.3-3	08 NOV 2018	17 ENR 5.1-1	26 MAR 2020
00 ENR 5.3-15	08 NOV 2018	09 ENR 5.3-4	08 NOV 2018	17 ENR 5.4-1	08 NOV 2018
00 ENR 5.3-16	08 NOV 2018	09 ENR 5.3-5	08 NOV 2018	ENR 6	
00 ENR 5.3-17	08 NOV 2018	09 ENR 5.3-6	08 NOV 2018	00ENR6-ASECNA-ENRC-OCL	08 NOV 2018
00 ENR 5.3-18	08 NOV 2018	09 ENR 5.3-7	08 NOV 2018	00ENR6-ASECNA-ENRC-FML	08 NOV 2018
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00 ENR 5.3-22	05 DEC 2019	09 ENR 5.3-11	08 NOV 2018	2018	
00 ENR 5.3-23	08 NOV 2018	09 ENR 5.3-12	08 NOV 2018	00ENR6-ASECNA-ENRC-FMU	08 NOV 2018
00 ENR 5.3-24	08 NOV 2018	09 ENR 5.3-13	08 NOV 2018	2018	
00 ENR 5.4-1	08 NOV 2018	09 ENR 5.3-15	08 NOV 2018	00ENR6-ASECNA-ENRCP-WA	06 OCT 2022
00 ENR 5.5-1	08 NOV 2018	09 ENR 5.3-16	08 NOV 2018	00ENR6-ASECNA-ENRCP-CA	03 NOV 2022
00 ENR 5.6-1	05 DEC 2019	09 ENR 5.3-17	08 NOV 2018	00ENR6-ASECNA-ENRCP-MA	03 NOV 2022
01 ENR 5.1-1	15 JUL 2021	09 ENR 5.3-19	08 NOV 2018	Part 3.1 Aérodrômes (AD)	
01 ENR 5.1-2	15 JUL 2021	09 ENR 5.3-20	08 NOV 2018	Aerodromes (AD)	
01ENR5-DB-TOURISM	08 NOV 2018	09 ENR 5.3-21	08 NOV 2018	AD 0	
01 ENR 5.4-1	08 NOV 2018	09ENR5-FM-VFR	08 NOV 2018	00 AD 0.6-1	11 AUG 2022
01 ENR 5.4-2	08 NOV 2018	09 ENR 5.4-1	08 NOV 2018	00 AD 0.6-2	11 AUG 2022
02 ENR 5.1-1	08 NOV 2018	09 ENR 5.4-2	08 NOV 2018	00 AD 0.6-3	11 AUG 2022
02ENR5-DF-TOURISM	08 NOV 2018	09 ENR 5.4-3	08 NOV 2018	00 AD 0.6-4	11 AUG 2022
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02 ENR 5.4-3	20 MAY 2021	09 ENR 5.4-6	08 NOV 2018	00 AD 0.6-7	11 AUG 2022
03 ENR 5.1-1	08 NOV 2018	09 ENR 5.4-7	23 APR 2020	00 AD 0.6-8	11 AUG 2022
03 ENR 5.1-2	08 NOV 2018	09 ENR 5.4-8	23 APR 2020	00 AD 0.6-9	11 AUG 2022
03 ENR 5.1-3	05 DEC 2019	09 ENR 5.4-9	23 APR 2020	00 AD 0.6-10	11 AUG 2022
03ENR5-FK-TOURISM	28 FEB 2019	09 ENR 5.4-10	08 OCT 2020	00 AD 0.6-11	11 AUG 2022
03 ENR 5.3-3	08 NOV 2018	09 ENR 5.4-11	08 OCT 2020	00 AD 0.6-12	11 AUG 2022
03 ENR 5.4-1	21 APR 2022	10 ENR 5.1-1	05 DEC 2019	00 AD 0.6-13	11 AUG 2022
03 ENR 5.4-2	21 APR 2022	10 ENR 5.1-2	21 MAY 2020	00 AD 0.6-14	11 AUG 2022
03 ENR 5.4-3	21 APR 2022	10ENR5-GA-TOURISM	08 NOV 2018	00 AD 0.6-15	11 AUG 2022
03 ENR 5.4-4	21 APR 2022	10 ENR 5.4-1	08 NOV 2018	00 AD 0.6-16	11 AUG 2022
03 ENR 5.4-5	21 APR 2022	10 ENR 5.4-2	08 NOV 2018	00 AD 0.6-17	11 AUG 2022
03 ENR 5.4-6	21 APR 2022	10 ENR 5.4-3	08 NOV 2018	00 AD 0.6-18	11 AUG 2022
04 ENR 5.1-1	08 NOV 2018	10 ENR 5.4-4	08 NOV 2018	00 AD 0.6-19	11 AUG 2022
04ENR5-FE-TOURISM	08 NOV 2018	10 ENR 5.4-5	08 NOV 2018	00 AD 0.6-20	11 AUG 2022
04 ENR 5.4-1	08 NOV 2018	11 ENR 5.1-1	18 JUN 2020	00 AD 0.6-21	11 AUG 2022
04 ENR 5.4-2	08 NOV 2018	11 ENR 5.1-2	08 NOV 2018	00 AD 0.6-22	11 AUG 2022
05 ENR 5.1-1	08 NOV 2018	11 ENR 5.1-3	05 DEC 2019	00 AD 0.6-23	11 AUG 2022
05 ENR 5.1-2	08 NOV 2018	11ENR5-GQ-TOURISM	08 NOV 2018	00 AD 0.6-24	11 AUG 2022
05ENR5-FC-TOURISM	08 NOV 2018	11 ENR 5.4-1	08 NOV 2018	00 AD 0.6-25	11 AUG 2022
05 ENR 5.4-1	08 NOV 2018	11 ENR 5.4-2	08 NOV 2018	00 AD 0.6-26	11 AUG 2022
05 ENR 5.4-2	08 NOV 2018	12 ENR 5.1-1	08 NOV 2018	00 AD 0.6-27	11 AUG 2022
06 ENR 5.1-1	05 DEC 2019	12ENR5-DR-TOURISM	08 NOV 2018	00 AD 0.6-28	11 AUG 2022
06 ENR 5.1-2	05 DEC 2019	12 ENR 5.4-1	24 MAR 2022	00 AD 0.6-29	11 AUG 2022
06ENR5-DI-TOURISM	08 NOV 2018	12 ENR 5.4-2	24 MAR 2022	00 AD 0.6-30	07 OCT 2021
06 ENR 5.4-1	08 NOV 2018	12 ENR 5.4-3	13 AUG 2020	00 AD 0.6-31	16 JUN 2022
06 ENR 5.4-2	08 NOV 2018	13 ENR 5.1-1	08 NOV 2018	00 AD 0.6-32	07 OCT 2021
06 ENR 5.4-3	08 NOV 2018	13 ENR 5.1-2	05 DEC 2019	00 AD 0.6-33	16 JUN 2022
06 ENR 5.4-4	24 MAR 2022	13 ENR 5.1-3	03 NOV 2022	00 AD 0.6-34	07 OCT 2021
06 ENR 5.4-5	24 MAR 2022	13 ENR 5.1-4	03 NOV 2022	00 AD 0.6-35	07 OCT 2021
06 ENR 5.4-6	24 MAR 2022	13ENR5-GO-TOURISM	08 NOV 2018	00 AD 0.6-36	30 DEC 2021
07 ENR 5.1-1	05 DEC 2019	13ENR5-GO-GOR2	28 FEB 2019	00 AD 0.6-37	07 OCT 2021
07 ENR 5.1-2	27 FEB 2020	13ENR5-GO-GOR3	28 FEB 2019	00 AD 0.6-38	07 OCT 2021
07 ENR 5.1-3	05 DEC 2019	13ENR5-GO-GOR4	28 FEB 2019	00 AD 0.6-39	07 OCT 2021
07ENR5-FO-TOURISM	08 NOV 2018	13ENR5-GO-GOR5	28 FEB 2019	00 AD 0.6-40	03 NOV 2022
07 ENR 5.3-3	08 NOV 2018	13ENR5-GO-GOR10	28 FEB 2019	00 AD 0.6-41	07 OCT 2021
07 ENR 5.3-4	08 NOV 2018	13 ENR 5.4-1	08 NOV 2018	00 AD 0.6-42	07 OCT 2021
07 ENR 5.4-1	08 NOV 2018	13 ENR 5.4-2	08 NOV 2018	00 AD 0.6-43	07 OCT 2021
07 ENR 5.4-2	08 NOV 2018	13 ENR 5.4-3	08 NOV 2018	00 AD 0.6-44	27 JAN 2022
07 ENR 5.4-3	08 NOV 2018	13 ENR 5.4-4	08 NOV 2018	00 AD 0.6-45	27 JAN 2022
08 ENR 5.1-1	08 NOV 2018	13 ENR 5.4-5	08 NOV 2018	00 AD 0.6-46	07 OCT 2021
08 ENR 5.4-1	25 MAR 2021	13 ENR 5.4-6	08 NOV 2018	00 AD 0.6-47	07 OCT 2021
08 ENR 5.4-2	25 MAR 2021	14 ENR 5.1-1	08 NOV 2018	AD 1	
09 ENR 5.1-1	05 DEC 2019	14 ENR 5.1-2	08 NOV 2018	00 AD 1.1-1	08 NOV 2018
09 ENR 5.1-2	05 DEC 2019	14ENR5-FT-TOURISM	08 NOV 2018		
09 ENR 5.1-3	05 DEC 2019	14 ENR 5.4-1	08 NOV 2018		
09 ENR 5.1-4	05 DEC 2019	15 ENR 5.1-1	12 AUG 2021		
09 ENR 5.1-5	08 NOV 2018	15 ENR 5.1-2	17 JUN 2021		
09 ENR 5.1-6	05 DEC 2019	15ENR5-DX-TOURISM	08 NOV 2018		
09 ENR 5.1-7	08 NOV 2018	15 ENR 5.4-1	08 NOV 2018		



00 AD 1.1-2	08 NOV 2018	09 AD 1.3-31	11 AUG 2022	01 AD-2.DBBP-6	23 APR 2020
00 AD 1.1-3	08 NOV 2018	09 AD 1.3-32	14 JUL 2022	01 AD-2.DBBP-7	23 APR 2020
00 AD 1.1-4	04 NOV 2021	09 AD 1.3-33	05 NOV 2020	01 AD-2.DBBP-8	28 JAN 2021
00 AD 1.1-5	04 NOV 2021	09 AD 1.3-34	05 NOV 2020	OUAGADOUGOU	
00 AD 1.1-6	08 NOV 2018	09 AD 1.3-35	05 NOV 2020	02 AD-2.DFFD-1	25 FEB 2021
00 AD 1.1-7	08 NOV 2018	09 AD 1.3-36	07 OCT 2021	02 AD-2.DFFD-2	15 AUG 2019
00 AD 1.1-8	08 NOV 2018	09 AD 1.3-37	05 NOV 2020	02 AD-2.DFFD-3	22 APR 2021
00 AD 1.1-9	08 NOV 2018	10 AD 1.3-1	21 MAY 2020	02 AD-2.DFFD-4	28 JAN 2021
00 AD 1.1-10	08 NOV 2018	10 AD 1.3-2	21 MAY 2020	02 AD-2.DFFD-5	22 APR 2021
00 AD 1.1-11	08 NOV 2018	10AD1-GA-AD	28 FEB 2019	02 AD-2.DFFD-6	20 MAY 2021
00 AD 1.1-12	08 NOV 2018	10 AD 1.3-31	08 OCT 2020	02 AD-2.DFFD-7	20 MAY 2021
00 AD 1.2-1	08 NOV 2018	10 AD 1.3-32	15 JUL 2021	02 AD-2.DFFD-8	20 MAY 2021
00 AD 1.2-2	08 NOV 2018	10 AD 1.3-33	08 OCT 2020	02 AD-2.DFFD-9	20 MAY 2021
00 AD 1.4-1	08 NOV 2018	10 AD 1.5-1	08 OCT 2020	02 AD-2.DFFD-10	20 MAY 2021
01 AD 1.3-1	08 NOV 2018	11 AD 1.3-1	05 DEC 2019	02 AD-2.DFFD-11	20 MAY 2021
01AD1-DB-AD	28 FEB 2019	11AD1-GQ-AD	28 FEB 2019	02 AD-2.DFFD-12	20 MAY 2021
01 AD 1.3-31	28 JAN 2021	11 AD 1.3-31	08 OCT 2020	02 AD-2.DFFD-13	20 MAY 2021
01 AD 1.5-1	14 JUL 2022	11 AD 1.3-32	08 OCT 2020	02 AD-2.DFFD-14	20 MAY 2021
02 AD 1.3-1	05 DEC 2019	11 AD 1.3-33	08 OCT 2020	02 AD-2.DFFD-15	17 JUN 2021
02 AD 1.3-2	05 DEC 2019	11 AD 1.5-1	25 FEB 2021	02 AD-2.DFFD-16	20 MAY 2021
02AD1-DF-AD	28 FEB 2019	12 AD 1.3-1	05 DEC 2019	02 AD-2.DFFD-17	20 MAY 2021
02 AD 1.3-31	13 AUG 2020	12AD1-DR-AD	28 FEB 2019	02 AD-2.DFFD-18	24 FEB 2022
02 AD 1.3-32	20 MAY 2021	12 AD 1.3-31	13 AUG 2020	02 AD-2.DFFD-19	30 DEC 2021
02 AD 1.3-33	20 MAY 2021	12 AD 1.3-32	13 AUG 2020	02 AD-2.DFFD-20	20 MAY 2021
02 AD 1.3-34	20 MAY 2021	12 AD 1.5-1	27 JAN 2022	02 AD-2.DFFD-21	20 MAY 2021
02 AD 1.3-35	13 AUG 2020	13 AD 1.3-1	06 OCT 2022	02 AD-2.DFFD-22	20 MAY 2021
02 AD 1.3-36	28 FEB 2019	13AD1-GO-AD	28 FEB 2019	02 AD-2.DFFD-23	20 MAY 2021
02 AD 1.5-1	27 JAN 2022	13 AD 1.3-31	11 AUG 2022	BOBO-DIOULASSO	
03 AD 1.3-1	14 JUL 2022	13 AD 1.3-32	30 DEC 2021	02 AD-2.DFOO-1	13 AUG 2020
03AD1-FK-AD	28 FEB 2019	13 AD 1.3-33	11 AUG 2022	02 AD-2.DFOO-2	25 MAR 2021
03 AD 1.3-31	07 OCT 2021	13 AD 1.3-34	06 OCT 2022	02 AD-2.DFOO-3	25 MAR 2021
03 AD 1.3-32	07 OCT 2021	13 AD 1.5-1	24 FEB 2022	02 AD-2.DFOO-4	25 MAR 2021
03 AD 1.3-33	07 OCT 2021	14 AD 1.3-1	28 JAN 2021	02 AD-2.DFOO-5	25 MAR 2021
03 AD 1.5-1	11 AUG 2022	14 AD 1.3-2	28 JAN 2021	02 AD-2.DFOO-6	25 MAR 2021
04 AD 1.3-1	05 DEC 2019	14AD1-FT-AD	28 FEB 2019	02 AD-2.DFOO-7	25 MAR 2021
04 AD 1.3-2	15 AUG 2019	14 AD 1.3-31	28 JAN 2021	02 AD-2.DFOO-8	15 AUG 2019
04AD1-FE-AD	28 FEB 2019	14 AD 1.3-32	19 MAY 2022	02 AD-2.DFOO-9	23 APR 2020
04 AD 1.3-31	25 FEB 2021	14 AD 1.3-33	28 JAN 2021	02 AD-2.DFOO-10	13 AUG 2020
04 AD 1.3-32	25 FEB 2021	14 AD 1.3-34	28 JAN 2021	DOUALA	
04 AD 1.3-33	25 FEB 2021	14 AD 1.3-35	28 JAN 2021	03 AD-2.FKKD-1	14 JUL 2022
04 AD 1.3-34	25 FEB 2021	14 AD 1.3-36	28 JAN 2021	03 AD-2.FKKD-2	08 NOV 2018
04 AD 1.3-35	25 FEB 2021	15 AD 1.3-1	17 JUN 2021	03 AD-2.FKKD-3	24 FEB 2022
05 AD 1.3-1	20 MAY 2021	15AD1-DX-AD	28 FEB 2019	03 AD-2.FKKD-4	24 FEB 2022
05AD1-FC-AD	28 FEB 2019	15 AD 1.3-31	13 AUG 2020	03 AD-2.FKKD-5	06 OCT 2022
05 AD 1.3-31	17 JUN 2021	15 AD 1.5-1	30 DEC 2021	03 AD-2.FKKD-6	14 JUL 2022
05 AD 1.3-32	17 JUN 2021	16 AD 1.3-1	05 DEC 2019	03 AD-2.FKKD-7	17 JUN 2021
05 AD 1.3-33	20 MAY 2021	16 AD 1.3-31	13 AUG 2020	03 AD-2.FKKD-8	14 JUL 2022
05 AD 1.3-34	17 JUN 2021	17 AD 1.3-1	25 FEB 2021	03 AD-2.FKKD-9	24 FEB 2022
05 AD 1.3-35	17 JUN 2021	AD 2		03 AD-2.FKKD-10	14 JUL 2022
05 AD 1.3-36	17 JUN 2021	AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN		03 AD-2.FKKD-11	25 FEB 2021
06 AD 1.3-1	05 DEC 2019	01 AD-2.DBBB-1	30 DEC 2021	03 AD-2.FKKD-12	24 FEB 2022
06 AD 1.3-2	05 DEC 2019	01 AD-2.DBBB-2	30 DEC 2021	03 AD-2.FKKD-13	14 JUL 2022
06AD1-DI-AD	28 FEB 2019	01 AD-2.DBBB-3	21 APR 2022	BAFOUSSAM	
06 AD 1.3-31	13 AUG 2020	01 AD-2.DBBB-4	30 DEC 2021	03 AD-2.FKKU-1	07 OCT 2021
06 AD 1.3-32	27 JAN 2022	01 AD-2.DBBB-5	30 DEC 2021	03 AD-2.FKKU-2	07 OCT 2021
06 AD 1.3-33	13 AUG 2020	01 AD-2.DBBB-6	30 DEC 2021	03 AD-2.FKKU-3	30 DEC 2021
06 AD 1.5-1	12 AUG 2021	01 AD-2.DBBB-7	21 APR 2022	03 AD-2.FKKU-4	30 DEC 2021
07 AD 1.3-1	17 JUN 2021	01 AD-2.DBBB-8	30 DEC 2021	03 AD-2.FKKU-5	04 NOV 2021
07 AD 1.3-2	20 MAY 2021	01 AD-2.DBBB-9	30 DEC 2021	03 AD-2.FKKU-6	04 NOV 2021
07AD1-FO-AD	28 FEB 2019	01 AD-2.DBBB-10	30 DEC 2021	03 AD-2.FKKU-7	07 OCT 2021
07 AD 1.3-31	16 JUL 2020	01 AD-2.DBBB-11	30 DEC 2021	03 AD-2.FKKU-8	07 OCT 2021
07 AD 1.3-32	14 JUL 2022	PARAKOU		03 AD-2.FKKU-9	30 DEC 2021
07 AD 1.3-33	16 JUL 2020	01 AD-2.DBBP-1	28 JAN 2021	03 AD-2.FKKU-10	30 DEC 2021
07 AD 1.3-34	16 JUL 2020	01 AD-2.DBBP-2	23 APR 2020	03 AD-2.FKKU-11	30 DEC 2021
07 AD 1.5-1	17 JUN 2021	01 AD-2.DBBP-3	23 APR 2020	03 AD-2.FKKU-12	30 DEC 2021
08 AD 1.3-1	25 MAR 2021	01 AD-2.DBBP-4	23 APR 2020	03 AD-2.FKKU-13	30 DEC 2021
08AD1-FG-AD	28 FEB 2019	01 AD-2.DBBP-5	23 APR 2020	03AD-2.OPEN-EXTENSION-FKKU	30 DEC 2021
08 AD 1.3-31	13 AUG 2020			2021	
09 AD 1.3-1	23 APR 2020				
09 AD 1.3-2	05 NOV 2020				
09 AD 1.3-3	24 MAR 2022				
09AD1-FM-AD	28 FEB 2019				

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	03 NOV 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	03 NOV 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	06 OCT 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	03 NOV 2022
06 AD-2.DIAP-15	03 NOV 2022
06 AD-2.DIAP-16	13 AUG 2020
06 AD-2.DIAP-17	13 AUG 2020
06 AD-2.DIAP-18	13 AUG 2020

YAMOOUSSOUKRO

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 03 NOV 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 03 NOV 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 03 NOV 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 03 NOV 2022
13 AD-2.GOBD-17 03 NOV 2022

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

**AEROPORT INTERNATIONAL DE CAP
SKIRRING**

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 aux
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 03 NOV 2022
02AD2-DFFD-STAR-RNAV-RWY04-DATA 03 NOV 2022
02AD2-DFFD-SID-RNAV-RWY04 03 NOV 2022
02AD2-DFFD-SID-RNAV-RWY04-DATA 03 NOV 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-IAC-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-FMNT-ADC 27 JAN 2022
09AD2-FMNT-AOC 27 JAN 2022
09AD2-FMNT-IAC-RNAV01 08 NOV 2018
09AD2-FMNT-IAC-RNAV19 08 NOV 2018
09AD2-FMNT-IAC-RNAVILS19 08 NOV 2018
09AD2-FMNT-IAC-ILSZ19 08 NOV 2018
09AD2-FMNT-IAC-VOR_NDB01 08 NOV 2018
09AD2-FMNT-IAC-VOR_NDB19 08 NOV 2018
09AD2-FMNT-VAC 27 JAN 2022
09AD2-FMNT-VLC 27 JAN 2022
09AD2-FMNT-CVFR-01 27 JAN 2022
09AD2-FMNT-CVFR-02 27 JAN 2022
09AD2-FMNT-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

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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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AGADEC / 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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AEROPORT INTERNATIONAL DE CAP SKIRRING

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



GEN 3 SERVICES SERVICES

GEN 3.1 SERVICES D'INFORMATION AÉRONAUTIQUE AERONAUTICAL INFORMATION SERVICES

1. SERVICES COMPÉTENTS

L'Information Aéronautique dans les États membres de l'ASECNA est assurée par :

1.1 Le Service de l'Information Aéronautique de l'ASECNA

Adresse Postale/ Postal address :

Téléphone

Internet :

e-mail :

1. RESPONSIBLE SERVICES

Aeronautical information in the ASECNA member states is provided by :

1.1 Aeronautical Information Service of ASECNA

Direction Générale de l'ASECNA - Service AIM

32 Avenue Jean-Jaurès, Boîte Postale 3144 DAKAR SENEGAL

(221) 33.869.56.29

(221) 77 581.73.17

<https://aim.asecna.aero>

dnaai@asecna.org

1.2 Les Bureaux NOTAM Internationaux (B.N.I) qui sont au nombre de 3

B.N.I d'ANTANANARIVO/ NOF ANTANANARIVO

Adresse Postale / Postal address :

Téléphone :

Adresse Télégraphique/Telegraphic address :

aéronautique : FMMMYNYX

commerciale : NOF - ANTANA

e-mail : bnifmmi@asecna.org

B.N.I de BRAZZAVILLE / NOF BRAZZAVILLE

Adresse Postale / Postal address :

Téléphone :

Télécopie :

Adresse Télégraphique/Telegraphic address :

aéronautique : FCCCYNYX

commerciale : NOF - BRAZZAVILLE

e-mail : bnibrazza@asecna.org

bnibrazza@yahoo.fr

B.N.I de DAKAR / NOF DAKAR

Adresse Postale / Postal address :

Téléphone :

Télécopie :

Adresse Télégraphique/Telegraphic address :

aéronautique : GOOOYNYX

commerciale : NOF - DAKAR

e-mail : bnidakar@asecna.org

1.3 Les Unités AIM des aérodromes

Existant sur certains aérodromes (aérodromes de classe internationale), ces Unités sont listées dans le tableau ci-après :

1.3 Aerodromes AIM Units

Existing on some airports (International airports), these Units are shown in the following table :



Pays Country	Unité AIM AIM Unit	Adresses address	Téléphone Telephone	RSFTA	Adresse e-mail E-mail address
Benin	Cotonou	01 BP 96 - Cotonou (Benin)	(+229) 21-30-14-13 (+229) 21-30-14-02 (+229) 21-30-01-48 Ext: 33310/ Assistance locale (AL) 33315/ Information locale(IL)	DBBBZPZX (AL) DBBBYOYX (IL)	asecna-aim-cotonou@asecna.org
Burkina Faso	Ouagadougou	01 BP 75 Ouagadougou 01	(+226) 25-33-11-20	DFFDZPZX DFFDYOYX	asecna-aim-ouagadougou@asecna.org aimouaga@gmail.com
	Bobo-Dioulasso	01 BP 715 Bobo-Dioulasso 01	(+226) 20-97-01-40 (+226) 20-97-00-70	DFOOZPZX DFOOYOYX	asecna-aim-bobodioulasso@asecna.org aimasecnabobo@gmail.com
Cameroun	Douala	BP.4063 Aéroport international de Douala (Cameroun)	(+237) 69-139-97-74 (+237) 23-342-87-62	FKKDYOYX	asecna-aim-douala@asecna.org
	Garoua	BP.106 Aéroport international de Garoua (Cameroun)	(+237) 222-27-13-02 (+237) 690-03-60-72	FKKRZPZX	asecna-aim-garoua@asecna.org
	Yaounde	BP 33013 Aéroport international de Yaounde-ysimalen (Cameroun)	(+237) 69-968-82-75 (+237) 22-222-04-02	FKYSYOYX	asecna-aim-yaounde@asecna.org
Centrafrique	Bangui	BP 828 Bangui (RCA)	(+236) 72187128 (+236) 75058816	FEFFYOYX	asecna-aim-bangui@asecna.org
Comores	Moroni/ Hahaya	ASECNA BP 2527 - Moroni (Union des Comores)	Tel : (+269) 773 15 93 Fax : (+269) 773 26 13 (+269) 773 21 35	FMCHYOYX FMCHZPZX	asecna-aim-moroni@asecna.org
Congo	Brazzaville	BP.218 Brazzaville (Congo)	(+242) 05.377.95.44	FCBBYOYX FCBBZPZX	asecna-aim-brazza@asecna.org
	Pointe-Noire	BP 1188 Pointe-Noire (Congo)	(+242) 05 377 95 57	FCPPYOYX FCPPZPZX	asecna-aim-pointe-noire@asecna.org
	Ollombo	B.P. 23 - Oyo (Congo)	(+242) 05 622 39 01	FCODYOYX FCODZPZX	asecna-aim-ollombo@asecna.org
Côte d'Ivoire	Abidjan	ASECNA 15 BP 918 Abidjan 15 (Côte d'Ivoire)	(+225) 21.21.58.86 (+225) 21.21.58.58	DIAPZPZX DIAPYOYX	asecna-aim-abidjan@asecna.org
Gabon	Libreville	BP :2252 Libreville	(+241) (0)65 18.25.03	FOOLZPZX FOOLYOYX	asecna-aim-libreville@asecna.org
	Port-Gentil	BP 129 PORTGENTIL	(241) (0)65 82.60.30	FOOGZPZX	asecna-aim-port-gentil@asecna.org
	Franceville /Mvengué	BP 389 Franceville/Mvengué	(241) (0)65 18.23.25	FOONZPZX	asecna-aim-franceville@asecna.org
Guinée Bissau	Bissau	ASECNA CAIXA POSTAL 807 Bissau	(+245) 96 690 15 03	GGOVYOYX GGOVZPZX	aimbissau2006@gmail.com asecna-aim-bissau@asecna.org
Guinée Equatoriale	Malabo	BP416 Malabo (Equatorial Guinea)	(+240) 333 092925	FGSLYOYX/ FGSLDYX	asecna-aim-malabo@asecna.org
Madagascar	Antananarivo/ Ivato	ASECNA BP 46 Ivato aeroport Antananarivo 105 (Madagascar)	(+261) 20 22 581 13 (+261) 20 22 581 14 (+261) 33 23 370 01	FMMIYOYX FMMIZPZX	biafmmi@asecna.org bdpfmmi@asecna.org
	Mahajanga	ASECNA BP 287 Mahajanga 401 (Madagascar)	(+261) 33 23 370 02	FMNMZPZX FMNMYDYX	aimfmnm@asecna.org
	Toamasina	ASECNA BP 85 Toamasina 501 (Madagascar)	(+261) 33 23 370 03	FMMTZPZX	aimfmmt@asecna.org



En général, les règles et procédures de circulation aérienne et l'organisation des Services de la Circulation aérienne, sont conformes aux Normes, Pratiques Recommandées et Procédures de l'OACI.

Les différences entre les Règles et Procédures appliquées et les Règles et Procédures internationales sont indiquées dans la sous-section GEN 1.7.

- Les restrictions de l'espace aérien : zones interdites, réglementées et dangereuses, sont mentionnées dans la sous-section ENR 5.1.

3. TYPES DE SERVICES

Les types de services suivants sont assurés:

- Service d'information de vol (FIS) ou le service consultatif, en dehors de l'espace aérien contrôlé ;
- Service d'alerte (ALRS) au bénéfice des aéronefs ayant déposé un plan de vol ;
- Contrôle régional (ACC) ;
- Contrôle d'aérodrome (TWR) ;
- Contrôle d'approche (APP).

4. COORDINATION ENTRE L'EXPLOITANT ET LES SERVICES ATS

La coordination entre l'exploitant et les services de la circulation aérienne est réalisée selon les dispositions de l'Annexe 11 de l'OACI, ainsi que du Doc 4444 - Gestion du trafic aérien

5. ALTITUDE MINIMALE DE VOL

Les altitudes minimales de vol dans les routes ATS figurant à la Section ENR 3 ont été déterminées de façon à assurer une distance verticale minimale au-dessus de l'obstacle le plus élevé de la région dont il s'agit.

Generally, the air traffic regulations and procedures and the organization of air traffic services are in accordance with ICAO standards, recommended practices and procedures.

The differences between rules and procedures applied and international Rules and Procedures are indicated in Subsection GEN 1.7.

- *Airspace restrictions : prohibited, restricted and danger areas are indicated in Subsection ENR 5.1.*

3. TYPES OF SERVICES

The following types of services are provided:

- *Flight Information Service (FIS) or Consultative service, outside the controlled airspace ;*
- *Alerting Service (ALRS) for all aircraft with a flight plan ;*
- *Area Control (ACC) ;*
- *Aerodrome Control (TWR) ;*
- *Approach Control (APP).*

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS SERVICES

Co-ordination between the operator and the air traffic services is effected in accordance with the provisions of ICAO Annex 11, and Doc 4444 - Air Traffic Management.

5. MINIMUM FLIGHT ALTITUDE

The minimum flight altitude on the ATS routes, as presented in Section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6. LISTE D'ADRESSES DES AÉRODROMES ET ORGANES ATS / AERODROMES AND ATS UNITS ADDRESS LIST

PAYS COUNTRY	ORGANES ATS ATS UNITS	ADRESSE POSTALE POSTAL ADDRESS	TÉLÉPHONE/FAX TELEPHONE/FAX	RSFTA AFTN
BÉNIN	COTONOU TWR - CCR	BP 96 - COTONOU BÉNIN	Tel : (229) 21.30.01.48 Fax : (229) 21.30.08.39	DBBBYDYX DBBBZTZX
BURKINA FASO	OUAGADOUGOU TWR - CCR	01 BP 75 - OUAGADOUGOU BURKINA FASO	Tel : (226) 25.30.65.15 Fax : (226) 25.30.65.57	DFFDYDYX DFFDZTZX
	BOBO-DIOULASSO TWR	01 BP 715 - BOBO-DIOULASSO 01 BURKINA FASO	Tel : (226) 20.97.07.46 Tel : (226) 20.97.29.26	DFOOYDYX DFOOZTZX
CAMEROUN	DOUALA CCR	BP. 4063 - DOUALA CAMEROUN	Tel : (237) 233.42.32.10 Tel : (237) 233.43.01.00 BP.34112	FKKDYDYX FKKDZTZX
	DOUALA TWR		Tel : (237) 233.43.01.00 BP.34111	
	GAROUA TWR	BP 106 - GAROUA CAMEROUN	Tel : (237) 222.27.13.02 Fax : (237) 222.27.13.67	FKKRYDYX FKKRZTZX
	YAOUNDE TWR		Tel : (237) 222.23.31.26	FKYSZTZX
CENTRAFRIQUE	BANGUI TWR-APP	BP 828 - BANGUI RCA	Tel : (236) 61.33.80 Fax : (236) 61.49.18	FEFFYDYX FEFFZTZX
COMORES	MORONI	BP 2527 - MORONI UNION DES COMORES	Tel : (269) 773.21.35 Fax : (269) 773.15.93	FMCHYDYX FMCHZTZX
CONGO	BRAZZAVILLE CCR - CIV - INMARSAT	BP 218 - BRAZZAVILLE CONGO	Tel : (242) 05.547.81.82 Tel : 0087 07 63 041 726	FCBBYDYX FCCCZQZX
	BRAZZAVILLEAPPROCHE	BP 218 - BRAZZAVILLE CONGO	Tel : (242) 05.377.95.33	FCBBZAZX
	BRAZZAVILLE TWR	BP 218 - BRAZZAVILLE CONGO	Tel : (242) 05.378.68.50	FCBBZTZX
	POINTE NOIRE TWR	BP 1188 - POINTE NOIRE CONGO	Tel : (242) 05.378.68.53	FCPPYDYX FCPPZTZX
	OLLOMBO AFIS	B.P. 23 - OYO CONGO	Tel : (242) 05.377.95.69	FCODZTZX
CÔTE D'IVOIRE	ABIDJAN TWR - CCR - SIV CCR INMARSAT	15 BP 918 - ABIDJAN 15 CÔTE D'IVOIRE	Tel : (225) 21.21.58.58 Fax : (225) 21.27.71.71 Tel : (225) 21.27.64.39 Tel : (870) 763 041 713 Tel : (870) 763 041 714 Tel : (870) 763 041 715	DIAPYDYX DIAPZTZX
GABON	LIBREVILLE TWR - CCR - SIV	BP 2252 - LIBREVILLE GABON	Tel : (241) (0)11 73.21.00 Tel : (241) (0)65 18.22.61	FOOLYDYX FOOLZTZX
	PORT GENTIL TWR	BP 129 - PORT GENTIL GABON	Tel : (241) (0)65 99.78.51	FOOGYDYX FOOGZTZX
	FRANCEVILLE TWR	BP 389 Franceville GABON /Mvengué	Tel : (241) (0)11 67.70.76 Tel : (241) (0)65 40.61.47	FOONYDYX FOONZTZX
GUINÉE BISSAU	BISSAU TOUR			GGOVYDYX GGOVZTZX
GUINÉE ÉQUATORIALE	MALABO TWR - CCR	BP 416 - MALABO GUINÉE ÉQUATORIALE	Tel : (204) 333.09.22.01	FGSLYDYX FGSLZTZX
	BATA TWR - CCR	BP 145 - BATA GUINÉE ÉQUATORIALE	Tel : (240) 333.08.36.40	FGBTZTZX
	MONGOMEYEN TWR	- GUINÉE ÉQUATORIALE	Tel : (240) 666.77.74.09	FGMYZTZX
MADAGASCAR	ANTANANARIVO TWR - CCR - CIV	BP 46 - AÉROPORT D'IVATO MADAGASCAR	Tel : (261) 20.22 581.25 Fax : (261) 20.22 328.94 Tél INM : 00870772504332	FMMIYDYX FMMMZQZX
	MAHAJANGA TWR	BP 287 - MAHAJANGA 401 MADAGASCAR	Tel : (261) 20.62.221.20	FMNMYDYX FMNMZTZX
	TOAMASINA TWR	BP 85 - TOAMASINA 501 MADAGASCAR	Tel : (261) 33.23.370.03	FMMTYDYX FMMTZTZX
MALI	BAMAKO TWR - CCR	BP 36 - BAMAKO MALI	Tel : (223) 20.20.31.61 Fax : (223) 20.20.41.51	GABSYDYX GABSZQZX



09 ENR 5.3	Equipements spéciaux de sauvetage nécessaires au survol des régions maritimes FIR Antananarivo <i>Special equipment of rescue, signaling and survival for maritime regions overflight</i>	09 ENR 5.3-15
09 ENR 5.3	Conditions de survol en VFR des régions maritimes FIR Antananarivo <i>Maritime regions VFR overflight conditions in Antananarivo FIR</i>	09 ENR 5.3-19
09 ENR 5.3	Carte des Itinéraires VFR Madagascar <i>Madagascar : Chart of VFR routes</i>	09 ENR 5.3-1
09 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	09 ENR 5.4-1
10 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	10 ENR 5.1-1
10 ENR 5.3	Mali : Carte des Itinéraires et zones autorisés aux aéronefs de tourisme et de travail aérien <i>Mali : Chart of permitted routes for private and aerial work aircraft</i>	10 ENR 5.3-1
10 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	10 ENR 5.4-1
11 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	11 ENR 5.1-1
11 ENR 5.3	Mauritanie : Carte des Itinéraires et zones autorisés aux aéronefs de tourisme et de travail aérien <i>Mauritania : Chart of permitted routes for private and aerial work aircraft</i>	11 ENR 5.3-1
11 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	11 ENR 5.4-1
12 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	12 ENR 5.1-1
12 ENR 5.3	Niger : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Niger : Chart of permitted routes for private and aerial work aircraft</i>	12 ENR 5.3-1
12 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	12 ENR 5.4-1
13 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	13 ENR 5.1-1
13 ENR 5.3	Sénégal : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Senegal : Chart of permitted routes for private and aerial work aircraft</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 2 - Parc National du DJOUDJ <i>Senegal : National parks : GOR 2 Zone - National Park of DJOUDJ</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 3 - Parc National de NIOKOLO KOKO <i>Senegal : National parks : GOR 3 Zone - National Park of NIOKOLO KOKO</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 4 - Parc National des ILES DE LA MADELEINE <i>Senegal : National parks : GOR 4 Zone - National Park of MADELEINE ISLANDS</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 5 - Parc National de LA LANGUE DE BARBARIE <i>Senegal : National parks : GOR 5 Zone - National Park of LA LANGUE DE BARBARIE</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 10 - Parc National de BASSE CASAMANCE <i>Senegal : National parks : GOR 10 Zone - National Park of BASSE CASAMANCE</i>	13 ENR 5.3-1
13 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	13 ENR 5.4-1
14 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	14 ENR 5.1-1
14 ENR 5.3	Tchad : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Chad : Chart of permitted routes for private and aerial work aircraft</i>	14 ENR 5.3-1
14 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	14 ENR 5.4-1
15 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	15 ENR 5.1-1
15 ENR 5.3	TOGO - ITINÉRAIRES AUTORISÉS AUX AÉRONEFS DE TOURISME ET DE TRAVAIL AÉRIEN <i>Togo : Chart of permitted routes for private and aerial work aircraft</i>	15 ENR 5.3-1
15 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	15 ENR 5.4-1
16 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	16 ENR 5.1-1
16 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	16 ENR 5.4-1



17 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	17 ENR 5.1-1
17 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	17 ENR 5.4-1
ENR 6	Cartes de croisière <i>En route Charts</i>	ENR 6-1
00 ENR 6.1	cartes de radionavigation - Espace inférieur Afrique de l'ouest et central <i>Radionavigation Charts - Lower space west and central Africa</i>	00 ENR 6.1-1
00 ENR 6.1	cartes de radionavigation - Espace inférieur Madagascar <i>Radionavigation Charts - Lower space Madagascar</i>	00 ENR 6.1-1
00 ENR 6.2	cartes de radionavigation - Espace supérieur Afrique de l'ouest et central <i>Radionavigation Charts - Upper space West and central Africa</i>	00 ENR 6.2-1
00 ENR 6.2	cartes de radionavigation - Espace supérieur Madagascar <i>Radionavigation Charts - Upper space Madagascar</i>	00 ENR 6.2-1
00 ENR 6.3	Carte de contingence - Afrique de l'Ouest <i>Contingency Chart - West Africa</i>	00 ENR 6.3-1
00 ENR 6.3	Carte de contingence - Afrique de l'Ouest <i>Contingency Chart - West Africa</i>	00 ENR 6.3-1
00 ENR 6.3	Carte de routes de contingence - Espace supérieur Madagascar <i>Contingency routes Chart - Upper space Madagascar</i>	00 ENR 6.3-1



- 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@arisenet.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 HEADQUARTERS (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	LINDZONDZOBABLEMBOUame@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.



- 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) 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) 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.
- 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 will 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 as may be agreed by the accepting ATS unit downstream; and
 - h) operators may also choose 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: NIL
AFTN: FMIIYCYX
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/Inmarsat : +(261) 34 13 742 47, +(261) 32 11 257 43 / NIL
Fax: NIL AFTN: FMIIYCYX
E-mail: jrccmadivato@gmail.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;



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- UR348 - RUPIG	380 400	390 410	15 minutes	Beira FIR 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

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-(U A665)	CAR...	FPL FL	AS PER LOP	HTDC/FIMM/FSSS
FROM EAST AFRICA TO SOUTH EAST OF INDIAN OCEAN	ANY ENTRY POINT-DCT-KEDOM-DC T-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



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 HERE BELOW. 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 HERE BELOW. 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.



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

- 6.1. The transfer of control and communication will be at the common airspaces boundaries or as previously agreed upon between:
- BAMAKO-ROBERTS ACCs;
 - BAMAKO-NOUAKCHOTT ACCs;
 - BAMAKO-NIAMEY ACCs;
 - BAMAKO-DAKAR ACCs;
 - BAMAKO-OUAGADOUGOU ACCs;
 - BAMAKO-ABIDJAN ACCs.
- 6.2. The responsibility for ensuring the provision of air traffic services within BAMAKO UTA is transferred first to DAKAR ACC, according to the following considerations:
- DAKAR ACC will ensure the provision of air traffic services for traffic operating along all the contingency routes of the BAMAKO UTA, as follows:
 - DKCR10: UR977 (EREMO-BKO)
 - DKCR11: UG851 (GUREL-BKO)
 - DKCR12: UA600 (KIMGA-BKO)
 - DKCR14: UG860 (EDGIB-BKO)
 - DKCR15: UA601 (IPUGA -BKO)
 - DKCR16: UA612 (NEGLO-BKO) ;
 - In the event that DAKAR ACC will not be available, the responsibility for ensuring the provision of air traffic services within BAMAKO UTA will be transferred to ABIDJAN ACC;
In that case, ABIDJAN ACC will ensure the provision of air traffic services for traffic operating along all the contingency routes of the BAMAKO UTA, as follows:
 - DKCR10: UR977 (EREMO-BKO)
 - DKCR11: UG851 (GUREL-BKO)
 - DKCR12: UA600 (KIMGA-BKO)
 - DKCR14: UG860 (EDGIB-BKO)
 - DKCR15: UA601 (IPUGA -BKO)
 - DKCR16: UA612 (NEGLO-BKO).

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within BAMAKO 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.

Routes Code	Routes name	FIR involved	Flight Levels assignment	Entry/Exit point	Communications means
DKCR10	UR 977 UM 122	Dakar FIR (Nouakchott UTA)	Northbound: FL250 - FL370 Southbound: FL280 - FL360	EREMO/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
DKCR11	UG 851	Dakar FIR (Abidjan UTA)	North-Westbound: FL320 - FL380 South-Eastbound: FL310 - FL330 - FL390	GUREL/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
DKCR12	UA 600	Dakar FIR (Nouakchott UTA)	North-Westbound: FL340 - FL380 - FL400 South-Eastbound: FL290 - FL310 - FL390	KIMGA/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
DKCR14	UG 860	Niamey FIR (Ouaga UTA)	Eastbound: FL260 and FL400 Westbound: FL270, FL290 and FL410	EDGIB/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
DKCR15	UA 601	Dakar FIR (Dakar UTA)	North-Westbound: FL 260 - FL380 - FL400 South-Eastbound: FL270, FL290, FL310 and FL390	IPUGA / BKO / EBSUD	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
DKCR16	UA 612	Roberts FIR	North-Eastbound: FL270 - FL350 South-Westbound: FL280 - FL340	BKO/NEGLO	Dakar ACC: 129.5 MHz; 8861 KHz; 6535 MHz; 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz

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 over-flight approval from ANAC-Mali prior to operating flights through the BAMAKO UTA. During the period of activation of this Contingency Plan the adjacent BAMAKO ACC will provide normal ATC clearances for aircraft to enter the BAMAKO UTA. The adjacent BAMAKO ACC is not responsible for coordination or provision of overflight clearances for the BAMAKO UTA. The operator must ensure any required overflight approval has been obtained.

8.3. Pilots operating procedures

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

- a) Maintain contact with DAKAR ACC (or ABIDJAN ACC if specified by the NOTAM) 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 adjacent ACC for the transit of BAMAKO UTA at least ten (10) minutes before entering BAMAKO UTA;
- d) Maintain the flight level assigned by the last adjacent ACC while operating within BAMAKO 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 BAMAKO UTA;
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of BAMAKO UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within BAMAKO 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 BAMAKO 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 BAMAKO 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.

10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

- 10.1. If a volcanic ash cloud is reported or anticipated in BAMAKO UTA, BAMAKO ACC 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 BAMAKO ACC that they have inadvertently entered a cloud of volcanic ash, BAMAKO ACC 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.
- 11.2. Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.



- 6.2. The responsibility for ensuring the provision of air traffic services within NOUAKCHOTT UTA is transferred to Dakar and Bamako ACCs according to the following considerations:
- Bamako ACC will ensure the provision of air traffic services for traffic operating along the contingency ATS: UA600 (KIMGA-PE) HF frequencies of Bamako (6673-8861) will be used;
 - DAKAR ACC will ensure the provision of air traffic services for traffic operating along the following contingency ATS routes:
 - UR975 (NEVDI – ECHED)
 - UA854 (ARDAR – BRENA)
 - UR866 (BULIS – ONIMI)
 - UR977 (BULIS – EREMO)
 - UG851 (ILDES – MIYEC)
 - UB600 (LIMAX – PE)
 - UB735 (POTOL- ONTOL);
 - NOUAKCHOTT ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within NOUAKCHOTT 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 Code	Contingency Routes name	Flight level allocation scheme
DKCR1	UR 975 (NEVDI - ECHED)	ODD : FL290, FL330, FL410 EVEN : FL280, FL320, FL380
DKCR7	UR 866 (BULIS – ONIMI)	ODD : FL350 EVEN : FL340, FL400
DKCR8	UA 854 (ARDAR - BRENA)	ODD : FL290, FL330, FL410 EVEN : FL280, FL320, FL380
DKCR9	UB 600 (LIMAX - PE)	ODD : FL290, FL330 EVEN : FL280, FL320, FL340
DKCR10	UR 977 (BULIS - EREMO)	ODD : FL310, FL370 EVEN : FL300, FL360
DKCR11	UG 851 (ILDES - MIYEC)	ODD : FL350, FL370 EVEN : FL360, F400
DKCR12	UA 600 (KETAS - KIMGA)	ODD : FL310, FL390 EVEN : FL300, FL340, FL360
DKCR13	UA 600 (KETAS - PE)	ODD : FL310, FL390 EVEN : FL300, FL340, FL360
DKCR14	UB 735 (POTOL - ONTOL)	ODD: FL250, FL270, FL290, FL330, FL370, FL410 EVEN: FL260, FL280, FL320, FL360

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 over-flight approval from ANAC prior to operating flights through the Nouakchott UTA. During the period of activation of this Contingency Plan, the adjacent ATS authority will provide normal ATC clearances for aircraft to enter the Nouakchott UTA. The adjacent ATS unit is not responsible for coordination or provision of over flight clearances for the Nouakchott UTA. The operator must ensure that any required over flight approval has been obtained.

8.3. Pilots operating procedures

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

- a) Maintain contact with DAKAR ACC or BAMAKO 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 adjacent ACC for the transit of Nouakchott UTA at least ten (10) minutes before entering Nouakchott UTA.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within Nouakchott 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 Nouakchott UTA.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of Nouakchott UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within NOUAKCHOTT 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 Nouakchott UTA to obtain clearance for entering the adjacent airspace concerned.
- i) Display navigation and anti-collision lights always during the transit of contingency airspace.

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 ACC of NOUAKCHOTT, upon receipt of information from a pilot 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 NOUAKCHOTT UTA, NOUAKCHOTT ACC 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 NOUAKCHOTT ACC that they have inadvertently entered a cloud of volcanic ash, NOUAKCHOTT ACC 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 out 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.
- 11.2. Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 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.



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 ASECNA via NOTAM.

In the event of a disruption of air traffic services that has not been promulgated, DAKAR ACC will, if possible, broadcast to all aircraft in the DAKAR 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. DAKAR 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 DAKAR UTA

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

- a) Dakar – Sal ACCs ;
- b) Dakar – Canarias ACCs ;
- c) Dakar – Bamako ACCs ;
- d) Dakar – Nouakchott ACCs ;
- e) Dakar – Roberts ACCs ;

6.2 The responsibility for ensuring the provision of air traffic services within DAKAR UTA is transferred to NOUAKCHOTT and BAMAKO ACCs according to the following considerations :

- a) BAMAKO ACC will ensure the provision of air traffic services for traffic operating along contingency ATS routes as follows :
 - * UA601 between (DS – IPUGA),
 - * UB600 between (DS – GULAV).
- b) NOUAKCHOTT ACC will ensure the provision of air traffic services for traffic operating along the following contingency ATS routes :
 - * UR976 (DS – LUMPO),
 - * UR975 (DS – NEVDI),
 - * UA302 (DS – TURUP).

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within DAKAR 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 assignment	Levels	Entry/Exit point	Communications means
UR975	DAKAR FIR	Northbound: FL290-FL370-FL390-FL410 Southbound: FL280-FL300-FL380		DS / NEVDI	6535-8861 KHz
UA601	DAKAR FIR	Eastbound: FL310 -FL350 Westbound: FL260-FL340-FL360-FL400		DS / IPUGA	6673-8861 KHz
UR976	DAKAR FIR	Eastbound: FL310-FL350 Westbound: FL260-FL320-FL340-FL360		DS / LUMPO	6535-8861 KHz
UA302	DAKAR FIR	Northbound: FL290-FL370-FL390-FL410 Southbound: FL280-FL300-FL380		DS / TURUP	6535-8861 KHz
UB600	DAKAR FIR	Northbound: FL260-FL300-FL380 Southbound: FL330-FL390		DS / GULAV	6673-8861 KHz

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 Senegal Civil Aviation Authority prior to operating flights through the DAKAR UTA. During the period of activation of this Contingency Plan the adjacent ACC will provide normal ATC clearances for aircraft to enter the DAKAR UTA. The adjacent ACC is not responsible for coordination or provision of overflight clearances for the DAKAR UTA. The operator must ensure any required overflight approval has been obtained.

8.3 Pilots operating procedures

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

- a) Maintain contact with BAMAKO ACC or NOUAKCHJOTT 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 adjacent ACC for the transit of DAKAR UTA at least ten (10) minutes before entering DAKAR UTA.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within DAKAR 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 DAKAR UTA.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DAKAR UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within DAKAR 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 DAKAR 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

8.4 Communications Procedures

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 DAKAR 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.

10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

10.1 If a volcanic ash cloud is reported or anticipated in DAKAR UTA, DAKAR ACC 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 DAKAR ACC that they have inadvertently entered a cloud of volcanic ash, DAKAR ACC 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.
- 11.2** Pilots need to continuously listen out on the VHF emergency frequency 121.5 MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 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 121.5 MHz ; 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** ACCs 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°	Members	Title	Tél	Email/Fax
01	Senegal CAA (ANACIM)	Director of Air and Navigation Aerodromes	+221 77 740 83 25	dibocor.sene@anacim.sn
02	ASECNA Senegal	Representative of ASECNA	+221 76 644 48 82	Syais@asecna.org
03	ASECNA Senegal	Dakar ACC Manager	+ 221 76 123 94 76	dioufmam1@asecna.org

ASECNA HEADQUARTERS (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°	Members	Title	Tél	Email/Fax
02	Air Traffic Control Services (ATS)	Head of OPS/ATC	(+221) 76 388 60 66	diawism@asecna.org
03	Aeronautical Telecommunication (COM)	Dakar Telecom center officer	(+221) 76 388 60 61	okilimar@asecna.org
04	Aeronautical Meteorology (MET)	Head of MET Service	(+221) 76 388 60 69	wanesok@asecna.org
05	Aeronautical Information Services (AIS)	AIM Unit officer	(+221) 77 457 75 92	ndiayemou3@asecna.org
06	ATS equipment maintenance service provider	Head of Maintenance Service	(+221) 76 388 60 45	ribeirocam@asecna.org

15.3 SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Telephone	Email
DAKAR RCC	SAR focal point	+221 33 860 39 62 +221 77 333 01 14 +221 33 860 47 87 +221 77 333 01 14	ccsdakarsenegal@gmail.com ccs_dakar@yahoo.fr

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

UNAVAILABILITY OF DAKAR UTA

OBJECTIVES

In the event that the total disruption of Air Traffic Services (ATS) within DAKAR UTA does not allow to fly in the airspace affected, users are invited to circumvent the airspace.

Users may also choose to avoid the DAKAR UTA by flight planning via any alternative ATS routes provided by neighboring ATS unit of DAKAR ACC.

Users are advised to circumnavigate DAKAR UTA and try to establish contact with the ATS unit responsible for the provision of service as soon as possible according to the route structure which will be published by NOTAM.



ENR 4 AIDES ET SYSTÈMES DE RADIONAVIGATIONS
*RADIO NAVIGATION AIDS/SYSTEMS***ENR 4.1 AIDES DE RADIO NAVIGATION DE ROUTE**
RADIO NAVIGATION AIDS - EN-ROUTE

NOM et TYPE de la Station/Déclinaison Name of station Magnetic Variation	IDENTIFICATION ID	FRÉQUENCE (MHZ-KHZ) Frequency	HEURES DE SERVICE Hours of Operation	COORDONNÉES Coordinates	ALTITUDE DE L'ANTENNE Antenna elevation	OBSERVATIONS Remarks
1	2	3	4	5	6	7
DOUALA VOR-DME 1°W (2020)	DLA	112.9 MHz Ch 76X	H24	03°59'38.10"N 009°44'36.50"E	11M (36FT)	P.VOR : 50 W P.DME : 1 KW HGT : 8 M
EDEA NDB 1°W (2020)	DE	362 kHz	H24	03°47'26.76"N 010°08'17"E	77M (253FT)	P : 100 W Utilisable pour la navigation HGT : 15 M
GAROUA VOR-DME 1°E (2020)	TJR	112.3 MHz Ch 70X	H24	09°20'03.70"N 013°20'40.40"E	211.84M (695FT)	P.VOR : 100 W P.DME : 1 KW HGT : 8 M
MAMFE VOR 1°W (2020)	MF	115.1 MHz	H24	05°42'20.50"N 009°18'14.20"E	127M (417FT)	P.VOR : 50 W 538 M seuil 08 QDR 059° HGT : 7 M
MAROUA-SALAK NDB 1°E (2020)	TJL	364 kHz	H24	10°27'44.10"N 014°14'38.60"E	439M (1440FT)	P : 50 W HGT : 18 M
N'GAOUNDERE VOR 1°E (2020)	TJN	112.7 MHz	H24	07°19'48.30"N 013°32'53.40"E	1132M (3714FT)	P : 50 W HGT : 5 M
YAOUNDE / NSIMALEN DVOR-DME 0°W (2020)	NLY	115.7 MHz Ch 104X	H24	03°43'32.90"N 011°33'23.30"E	707M (2320FT)	P.VOR : 100 W P.DME : 1 KW HGT : 6.5 M

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

IDENTIFICATION, NOM ET LIMITES LATÉRALES <i>Identification, Name and Lateral Limits</i>	LIMITES SUPÉRIEURES	OBSERVATIONS / Remarks (Heures d'activité, Genre de limitation, Nature des dangers, Risque d'interception) (Time of activity, Type of restriction, Nature of hazard, Risk of interception)
	LIMITES INFÉRIEURES <i>Upper / Lower Limits</i>	
1	2	3
GOR 04 - PARC NATIONAL DES ILES DE LA MADELEINE Cercle de 1 NM de rayon centré sur 14°39'15.00"N - 017°28'15.00"W	300 M ASFC ----- SOL	Voir la carte à la page 13ENR5-GO-GOR4 Survol interdit
GOR 05 - PARC NATIONAL DE LA LANGUE DE BARBARIE 15°59'00.00"N - 016°31'02.28"W , arc horaire de 1 NM de rayon centré sur 15°59'00.00"N - 016°30'00.00"W , 15°59'00.00"N - 016°28'57.72"W , 15°56'00.00"N - 016°28'57.73"W , arc horaire de 1 NM de rayon centré sur 15°56'00.00"N - 016°30'00.00"W , 15°56'00.00"N - 016°31'02.27"W , 15°59'00.00"N - 016°31'02.28"W	300 M ASFC ----- SOL	Voir la carte à la page 13ENR5-GO-GOR5 Survol interdit
GOR 10 - PARC NATIONAL DE LA BASSE CASAMANCE Cercle de 3 NM de rayon centré sur 12°24'00.00"N - 016°35'00.00"W	300 M ASFC ----- SOL	Voir la carte à la page 13ENR5-GO-GOR10 Survol interdit
GOR 29 - ZONE DEFILE AERIEN 14°44'48.00"N - 017°29'09.00"W , 14°44'40.80"N - 017°26'27.60"W , 14°20'21.00"N - 017°18'21.00"W , 14°20'21.00"N - 017°27'07.80"W , 14°44'48.00"N - 017°29'09.00"W	2000 FT ASFC ----- 200 FT ASFC	Manoeuvre aérienne: défilé fête de l'indépendance. Activité annoncée par NOTAM
GOR 33 14°49'58.65"N - 016°43'46.75"W , 14°52'39.81"N - 015°59'31.22"W , 15°23'05.28"N - 016°31'29.47"W , 14°49'58.65"N - 016°43'46.75"W	FL 195 ----- SOL	Entrainement des avions de chasse Training of fighter planes
GOR 34 15°23'05.28"N - 016°31'29.47"W , 15°57'29.03"N - 016°13'36.44"W , 16°08'29.30"N - 015°46'20.27"W , 14°56'00.35"N - 015°15'54.93"W , 14°52'39.81"N - 015°59'31.22"W , 15°23'05.28"N - 016°31'29.47"W	ILL ----- 5000 FT ASFC	Entrainement des avions de chasse Training of fighter planes
GOR 35 16°36'49.78"N - 019°25'17.58"W , 16°31'17.27"N - 018°05'31.69"W , 15°15'29.58"N - 018°06'00.48"W , 15°49'51.98"N - 019°44'12.28"W , 16°36'49.78"N - 019°25'17.58"W	ILL ----- SOL	Entrainement des chasseurs à réactions Training of reaction fighter planes
GOR 39 Cercle de 2 NM de rayon centré sur 14°05'09.79"N - 016°39'43.11"W	FL 200 ----- SOL	Parachutages Activité annoncée par NOTAM Parachutes drops Activity announced by NOTAM
GOR40 - SALY 14°32'07.05"N - 017°02'17.50"W , 14°32'24.15"N - 016°59'31.07"W , 14°35'26.90"N - 016°56'15.16"W , 14°25'34.63"N - 016°48'32.92"W , 14°20'18.85"N - 016°55'37.06"W , 14°26'26.26"N - 017°02'07.84"W , 14°32'07.05"N - 017°02'17.50"W	600 FT ASFC ----- SOL	



IDENTIFICATION, NOM ET LIMITES LATÉRALES <i>Identification, Name and Lateral Limits</i>	LIMITES SUPÉRIEURES	OBSERVATIONS / Remarks (Heures d'activité, Genre de limitation, Nature des dangers, Risque d'interception) (Time of activity, Type of restriction, Nature of hazard, Risk of interception)
	LIMITES INFÉRIEURES <i>Upper / Lower Limits</i>	
1	2	3
AUTRES / OTHERS ZONE DE VIDANGE DAKAR Cercle de 20 NM de rayon centré sur 14°35'00.00"N - 018°00'00.00"W ZONE DE VIDANGE DIASS - THIES Cercle de 20 NM de rayon centré sur 14°35'00.00"N - 018°00'00.00"W	FL 060 ----- SOL FL 060 ----- SOL	- Centre situé à 32 NM du VOR YF QDR 263° - Altitude minimale de vidange : 1850 M Centre situé à 54 NM du VOR/DME DS QDR 274 DEG Center located at 54 NM from VOR/DME DS QDR 274 DEG





CENTRAL AFRICA

SIMULTANEOUS CONTINGENCY ROUTES PLAN (BRAZZAVILLE FIR)

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

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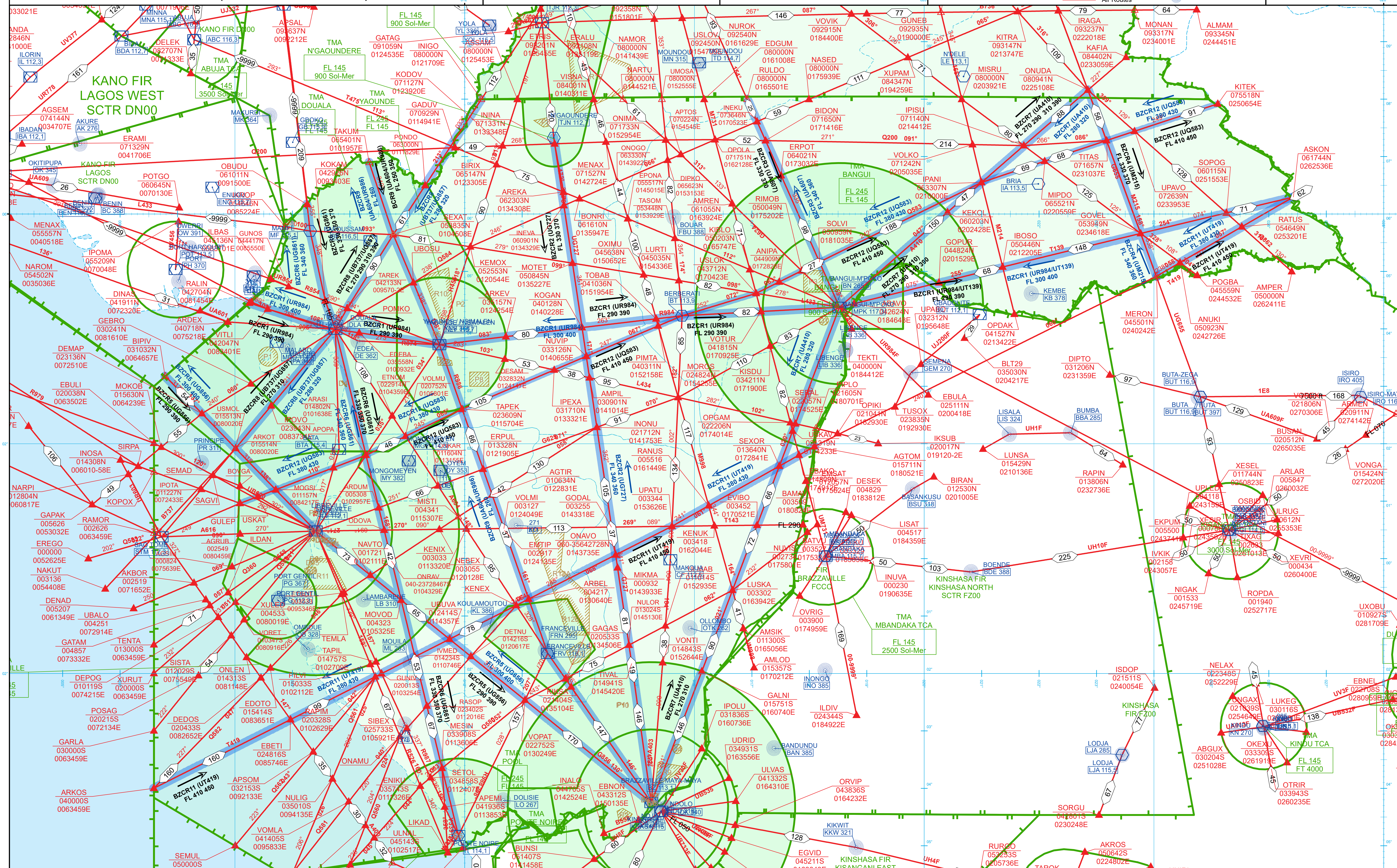
OBSERVATIONS :

Effective from the date of 03 november 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 : 1:3 500 000 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

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



PAGE LAISSÉE INTENTIONNELLEMENT VIDE



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organism

EFFECTIVE DATE: 03 NOVEMBRE 2022

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

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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



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DAKAR / LEOPOLD SEDAR SENGHOR

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FKKR — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	Hôtels en ville	Hotels in the city
2	Restaurants / <i>Restaurants</i>	Restaurants en ville	Restaurants in the city
3	Moyens de transport / <i>Transportation facilities</i>	Voitures de location ,navettes d'hôtels à partir de l'aérodrome	Rental cars ,hotel shuttles from the aerodrome
4	Services médicaux / <i>Medical facilities</i>	Soins de premiers secours limités fournis par le Poste de Santé dans l'aérogare disponible de 0700 UTC à 2000 UTC. Hopitaux en ville	limited first aid treatment provided by Health Office in terminal building available from 0700 UTC to 2000 UTC. Hospitals in the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	Banques en ville Bureau de poste dans l'aérogare disponible de 0630 à 1430 UTC	Banks in the city Post Office in the terminal building available from 0630 to 1430 UTC
6	Services d'information touristique <i>Tourist office</i>	Bureau de tourisme dans l'aérogare disponible de 0630 à 1430 UTC	Tourist Office in the terminal building available from 0630 to 1430 UTC
7	Observations / <i>Remarks</i>	NIL	

FKKR — 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 / <i>AD category for fire fighting</i>	Niveau de protection assuré : 7 Pendant les heures d'ouverture de l'aérodrome	Ensured protection level: 7 Within aerodrome operational hours
2	Equipement de sauvetage <i>Rescue Equipment</i>	Equipement conforme aux recommandations OACI	Equipment in accordance with ICAO recommendations
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	Voir FKKR-AD2.20	See FKKR.AD2.20
4	Observations / <i>Remarks</i>	SAR mis en oeuvre H24 par l'Armée de l'Air RSC YAOUNDE: (237) 222 30 52 00 -(237) 222 30 52 09 - (237) 222 30 52 03 -(237) 222 30 52 14 Véhicules SLI 1 VP FLYCO: 50Kg poudre 3 VIMP 6825G: 3 X (6090 L eau + 950L émulseur + 250 kg poudre)	SAR provided H24 by AIR FORCE RSC YAOUNDE: (237) 222 30 52 00 -(237) 222 30 52 09 - (237) 222 30 52 03 -(237) 222 30 52 14 RFF vehicles 1 VP FLYCO: 50Kg powder 3 VIMP 6825G: 3 X (6090 L water + 950 foam concentrate + 250 kg powder)

FKKR — AD 2.7 DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

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

FKKR — 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 <i>Apron surface</i>	A (PRINCIPALE / MAIN) : Béton bitumineux / Asphaltic concrete B (PRESIDENTIELLE / PRESIDENTIAL) : Béton bitumineux / Asphaltic concrete C : Béton bitumineux / Asphaltic concrete D (AVIATION GENERALE / GENERAL AVIATION) : Béton bitumineux / Asphaltic concrete E : Autre / Other Béton hydraulique / Portland cement concrete F (FRET / CARGO) : Béton bitumineux / Asphaltic concrete	
	Résistance de l'aire de trafic <i>Apron strength</i>	A (PRINCIPALE / MAIN) : B747 B (PRESIDENTIELLE / PRESIDENTIAL) : B727 C : B707 D (AVIATION GENERALE / GENERAL AVIATION) : Avions légers / Light aircraft E : Avions légers / Light aircraft F (FRET / CARGO) : B747	
2	Largeur des voies de circulation <i>TWY width</i>	A : 23 M B : 22 M C : 23 M D : 14 M E : 12 M F : 23 M	
	Surface des voies de circulation <i>TWY surface</i>	A : Béton bitumineux / Asphaltic concrete B : Béton bitumineux / Asphaltic concrete C : Béton bitumineux / Asphaltic concrete D : Béton bitumineux / Asphaltic concrete E : Autre / Other Béton hydraulique / Portland cement concrete F : Béton bitumineux / Asphaltic concrete	
	Résistance des voies de circulation <i>TWY strength</i>	A : B747 B : B727 C : B707 D : Avions légers / Light aircraft E : Avions légers / Light aircraft F : B747	
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	A (Principale) Altitude: 745 FT B (Presidentielle) Altitude: 774 FT F (Fret) Altitude: 738 FT	A(Main) Elevation: 745 FT B (Presidential) Elevation: 774 FT F (Cargo) Elevation: 738 FT
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL	
5	Points de vérification INS <i>INS checkpoints</i>	NIL	
6	Observations / Remarks	Accotements: 15 m de largeur des deux côtés de la voie de circulation A; 13 M de largeur des deux côtés de la voie d'accès F de poste de stationnement Pas d'accotements sur les voies de circulation B,C,D et E Emplacements des points de vérification VOR: Voir carte de stationnement et d'accostage d'aéronef Points de vérification INS: Voir carte de stationnement et d'accostage d'aéronef	Shoulders: 15 M width both sides of taxiway A; 13 M width both sides of taxiway F No shoulders on taxiways B,C,D and E VOR Check points: See Aircraft Parking/Docking Chart INS Checkpoints: See Aircraft Parking/Docking Chart



FKKR — AD 2.15 AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE
OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/ d'identification / ABN/IBN location, characteristics and hours of operation	NIL NIL	
2	Emplacement et éclairage de l'anémomètre/ <i>Anemometer location and lighting</i> Indicateur de sens d'atterrissage <i>LDI location and lighting</i>	Anémomètres installés près du Glide/ILS et au parc MTO 3 manches à air lumineuses situées près des seuils 09 et 27, et du TWY A	Anemometer installed near Glide path Station and in the MET park 3 lighted windsocks located near THR 09, THR27 and TWY A
3	Feux de bord de voies de circulation et feux axiaux de voies de circulation <i>TWY edge and centre line lighting</i>	Feux de bord de voies de circulation : Bleus LIL Feux axiaux de voies de circulation : NIL	TWY edge lights : Blue LIL TWY Centre line lights : NIL
4	Alimentation électrique auxiliaire/ délai de commutation <i>Secondary power supply / switch-over time</i>	Alimentation secours par 2 groupes électrogènes de 200 KVA et par des onduleurs.	Stand-by power provided by 2 diesel emergency power units 200 KVA and UPS.
5	Observations / Remarks	Obstacles importants balisés de jour et de nuit	High obstacles with day marking and obstruction light

FKKR — AD 2.16 AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES
HELICOPTER LANDING AREA

1	Coordonnées TLOF ou THR de la FATO <i>Coordinates TLOF or THR of FATO</i> Ondulation du Géoïde / <i>Geoid undulation</i>	NIL
2	Altitude TLOF/FATO (M/Ft) <i>TLOF and FATO elevation (M/Ft)</i>	NIL
3	TLOF + FATO : Aire, dimensions, revêtement, résistance, balisage <i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL NIL NIL NIL
4	Relèvements vrai et magnétique de la FATO <i>True and magnetic bearing of FATO</i>	NIL
5	Distances déclarées disponibles <i>Declared distances available</i>	NIL
6	Dispositif lumineux d'approche et de FATO <i>Approach and FATO lighting</i>	NIL NIL NIL
7	Observations / Remarks	NIL

FKKR — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR GAROUA Cercle de 15 NM de rayon centré sur GAROUA VOR/DME "TJR" 09°20'03.70"N - 013°20'40.40"E	900 M ASFC ----- SOL	D	GAROUA TOUR GAROUA TOWER Français (Fr) - Anglais (En)	3700 FT	
Refer to FKKR-AD.2.20 for additional information					

FKKR — AD 2.18 INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES
DE LA CIRCULATION AÉRIENNE
ATS RADIOCOMMUNICATION FACILITIES

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
TWR	GAROUA TOUR GAROUA TOWER	118.3 MHz	0700 - 2000 UTC En dehors de ces heures, le service assuré sur demande dans les conditions spécifiées en FKKR AD2.20	Assure APP Povides APP P : 50 W

FKKR — AD 2.19 AIDES DE RADIONAVIGATION ET D'ATERRISSAGE
RADIO NAVIGATION AND LANDING AIDS

Type d'Aide/Déclinaison Type of Aid/Magnetic Variation	Identification Identification	Fréquences (MHZ-KHZ) Frequency	Heures de fonctionnement Hours of operation	Coordonnées antenne émission Site of antenna coordinates	Altitude de l'antenne Elevation of DME antenna	Observations Remarks
1	2	3	4	5	6	7
ILS/GP 09 1°E (2020)	GRA	332.6 MHz	H24	09°20'01.71"N 013°21'25.91"E		Angle desc : 3° CAT. II jusqu'au seuil 318 M THR 09 QDR 113° Glide Path slope :3° CAT. II until the THR of RWY
ILS/LOC 09 CAT. II 1°E (2020)	GRA	109.5 MHz	H24	09°20'13.81"N 013°23'19.44"E		475 M THR 27 QDR 085°
ILS/DME 1°E (2020)	GRA	Ch 32X	H24	09°20'01.71"N 013°21'25.91"E	228M (748FT)	P : 100 W 318 M THR 09 QDR 114°
VOR/DME 1°E (2020)	TJR	112.3 MHz Ch 70X	H24	09°20'03.70"N 013°20'40.40"E	211.84M (695FT)	PVOR : 100 W PDME : 1 KW HGT : 8 M



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
					: 0.52% ----- PENTE TRANSVERSE / TRANSVERSE SLOPE : 0.90% ----- Emplacement et description des systèmes d'arrêt / Location and description of stop systems: NIL

DIAP — 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
03	3000	3250	3100	3000	PD : 250 M CWY : 250 M PA = 100 M SWY = 100 M
21	3000	3000	3060	3000	PA = 60 M SWY = 60 M

DIAP — AD 2.14 DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE
APPROACH AND RUNWAY LIGHTING

Désignation de la piste <i>RWY Designator</i>	Type et intensité du balisage lumineux d'approche <i>Approach lighting type, length intensity</i>	Couleur des feux de seuil et barres <i>THR Lights colour wing bar lights WBAR</i>	PAPI Position/Pente <i>Location/Slope MEHT (FT)</i>	Zone de toucher des roues <i>TDZ, LGT, length</i>
1	2	3	4	5
03	Ligne d'approche simplifiée - 360 M - LIL - SIMPLIFIED APCH - 360 M - LIL	Vert / Green - LIH	Gauche / Left 3° 60.56	NIL
21	CAT I - 900 M - LIL/LIH	Vert / Green - LIH	Gauche / Left 3° 69.84	NIL
Longueur, espacement couleur des feux d'axe de piste <i>RWY centre line, length, spacing, colour, intensity</i>	Longueur, espacement couleur des feux de bord de piste <i>RWY edge lights, length, spacing, colour, intensity</i>	Couleur des feux d'extrémité de piste <i>RWY end lights, LEN, spacing, colour, intensity</i>	Longueur, couleur des feux de prolongement d'arrêt <i>SWY lights length colour</i>	Observations <i>Remarks</i>
6	7	8	9	10
3 000 M - 15 M - Blanc sur les 2 100 premiers mètres, Rouge et Blanc en alternance sur les 600 prochains et Rouge sur les 300 derniers mètres - LIL/LIH / 3 000 M - 15 M - White on the first 2 100 meters, Red and White alternately on the next 600 meters and Red on the last 300 meters - LIL/LIH	3000 M - 60 M Blanc sur les 2 400 premiers mètres et Jaune sur les 600 derniers mètres / 3000 M - 60 M - White on the first 2 400 meters and Yellow on the last 600 meters	Rouge / Red LIH/LIL	100 M - Rouge / Red	- Approche simplifiée : ligne axiale à distance codée - Feux d'extrémité de piste et de prolongement d'arrêt : unidirectionnels - Feux d'identification de seuils de piste: blancs à éclats. - Balisage diurne de zone de toucher des roues - Ligne axiale LIH/LIL Simplified approach lighting: distance-coded centerline - RWY end and SWY lights: unidirectional - White flashing THR identification lights. - TDZ day marking - Runway centerline: LIH/LIL
3 000 M - 15 M - Blanc sur les 2 100 premiers mètres, Rouge et Blanc en alternance sur les 600 prochains et Rouge sur les 300 derniers mètres - LIL/LIH / 3 000 M - 15 M - White on the first 2 100 meters, Red and White alternately on the next 600 meters and Red on the last 300 meters - LIL/LIH	3000 M - 60 M Blanc sur les 2 400 premiers mètres et Jaune sur les 600 derniers mètres / 3000 M - 60 M - White on the first 2 400 meters and Yellow on the last 600 meters	Rouge / Red LIH/LIL	60 M - Rouge / Red	- Balisage d'approche: ligne axiale à distance codée - Feux à éclats sur les 900 derniers mètres de l'approche - Feux d'extrémité de piste et de SWY: unidirectionnels - Feux de seuil: blancs à éclats - Balisage diurne TDZ - Ligne axiale LIH/LIL - Approach lighting: distance-coded centerline - Flashing lights in



Longueur, espacement couleur des feux d'axe de piste <i>RWY centre line, length, spacing, colour, intensity</i>	Longueur, espacement couleur des feux de bord de piste <i>RWY edge lights, length, spacing, colour, intensity</i>	Couleur des feux d'extrémité de piste <i>RWY end lights, LEN, spacing, colour, intensity</i>	Longueur, couleur des feux de prolongement d'arrêt <i>SWY lights length colour</i>	Observations <i>Remarks</i>
6	7	8	9	10
				the last 900 meters of the approach - RWY end and SWY lights: unidirectional - White flashing THR lights - TDZ day marking - Runway centerline: LIH/LIL

DIAP — AD 2.15 AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE
OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/ d'identification / ABN/IBN location, characteristics and hours of operation	NIL NIL	
2	Emplacement et éclairage de l'anémomètre/ <i>Anemometer location and lighting</i> Indicateur de sens d'atterrissage <i>LDI location and lighting</i>	Anémomètres installés près du bloc Glide/ILS et au parc MTO 3 Manches à air lumineuse : Seuil 21 Centrale seuil 03 Aire signaux restreinte	Anemometers installed near Glide/ILS station and in MTO park 3 Lighted windsocks : THR 21 centrale THR 03 Restricted marking area
3	Feux de bord de voies de circulation et feux axiaux de voies de circulation <i>TWY edge and centre line lighting</i>	Feux de bord de voies de circulation : Bleus LIL Feux axiaux de voies de circulation sur les voies de circulation A, B et M : Verts du point d'arrêt avant piste jusqu'à l'intersection avec l'axe de piste	TWY edge lights : Blue LIL TWY centreline lights on taxiways A, B and M : Green from holding position to the intersection with the runway centerline
4	Alimentation électrique auxiliaire/ délai de commutation <i>Secondary power supply / switch-over time</i>	L'alimentation auxiliaire de secours est assurée par 2 groupes de 500 KVA. 2 onduleurs de 300 KVA en fonctionnement redondant.	The auxiliary power supply is ensured means of 2 generators of 500 KVA. 2 inverters with 300 KVA in redundant operation.
5	Observations / Remarks	Obstacles importants balisés de jour et de nuit 1 feu aéronautique au sol ABIDJAN - 3é (15 sec) Aé - 400 candelas Lat. 05°15'N - Long. 03°58'W Projecteurs d'aire de trafic de 932 W, 466 W et 233 W de type LED supportés par des mats non frangibles: -12 mats de 20 M -11 mats de 25 M -2 mats de 12 M -2 mats de 10 M Alimentation de secours 2 groupes électrogènes de 830 KVA et 250 KVA avec délai de communication de 8 secondes	High obstacles with day marking and night obstruction light - 1 aeronautic light ABIDJAN - 3é (15 sec) Aé - 400 Candelas Lat. 05°15'N - Long. 03°58'W LED type apron projectors of 932 W, 466W and 233W, supported by: nonfrangible masts -12 masts of 20 M -11 masts of 25 M -2 masts of 12 M -2 masts of 10 M Emergency power supply 02 generators of 830 KVA and 250 KVA with switching delay of 08 seconds

DIAP — AD 2.16 AIRE D'ATERRISSAGE D'HÉLICOPTÈRES
HELICOPTER LANDING AREA

1	Coordonnées TLOF ou THR de la FATO <i>Coordinates TLOF or THR of FATO</i> Ondulation du Géoïde / <i>Geoid undulation</i>	NIL
2	Altitude TLOF/FATO (M/Ft) <i>TLOF and FATO elevation (M/Ft)</i>	NIL
3	TLOF + FATO : Aire, dimensions, revêtement, résistance, balisage <i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL NIL NIL NIL
4	Relèvements vrai et magnétique de la FATO <i>True and magnetic bearing of FATO</i>	NIL
5	Distances déclarées disponibles <i>Declared distances available</i>	NIL
6	Dispositif lumineux d'approche et de FATO <i>Approach and FATO lighting</i>	NIL NIL NIL
7	Observations / <i>Remarks</i>	NIL

DIAP — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR ABIDJAN Cercle de 15 NM de rayon centré sur ABIDJANVOR/DME"AD"05°16'58.13"N - 003°55'01.11"W	900 M ASFC ----- SOL - MER	D	ABIDJAN TOUR - Français (Fr) - Anglais (En)	3100 FT	
Vols à l'intérieur de la CTR interdits aux aéronefs non munis de radiocommunications bilatérales. Demi-tour complet interdit sur la piste pour tout aéronef d'un poids supérieur à 13 tonnes. Le demi-tour normal doit être effectué sur les raquettes. Cheminements VFR obligatoires Heures d'application: H24 Flights inside the CTR prohibited for ACFT not equipped with bilateral radio communications. Complete U-turn on the runway prohibited for ACFT superior to 13 T weight. Normal U-turn must be done at the turn-around areas. VFR routes obligatory Application hours: H24					



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

FMMT -- TOAMASINA/AMBALAMANASY

FMMT — 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 <i>ARP coordinates and location</i>	Lat. 18°06'57"S - Long. 049°23'36"E Intersection des axes de la piste et de la voie de circulation Sud	Lat. 18°06'57"S - Long. 049°23'36"E Intersection of RWY centerline and South TWY
2	Direction, distance de la ville <i>Direction, distance from city</i>	2,7 NM NNW TOAMASINA	
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	7 M (23 FT) / 31 ° C -9 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	15°W (2020) / 2.6°W	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ASECNA B.P. 85 - TOAMASINA 501(MADAGASCAR) Tél. (261) 33.23.370.03 RSFTA : FMMTZPZX E-mail : MadagascarAim@asecna.org	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	ADEMA : BP 299 - TOAMASINA - (MADAGASCAR) Tel : (261) 20.53.335.16 - Fax : (261) 20.53.335.16 - GSM : (261) 34.05.565.16 RSFTA : FMMTYANX - E-mail : tmm@adema.mg TWR (261) 33.23.370.03 poste 109	

FMMT — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	ASECNA : HS (0400-1200 UTC) ADEMA : HS (0300-1030 UTC) Permanence en dehors des HS pour ASECNA et ADEMA	ASECNA : HS (0400-1200 UTC) ADEMA : HS (0300-1030 UTC) Permanence outside the operational hours for ASECNA and ADEMA
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	O/R et H24 Tél : (+261) 34 17 669 67	
3	Santé et services sanitaires <i>Health and Sanitation</i>	O/R et H24 Tél : (+261) 32.02.368.50 - (+261) 34.09.089.00	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	HOR ATS	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	HOR ATS	
6	Bureau de piste MET <i>MET Briefing Office</i>	H16 (0300-1900 UTC)	
7	Service de la circulation aérienne <i>ATS</i>	HS (0300/1900 UTC) - prolongation d'ouverture O/R à FMMIZPZX ou FMMTZPZX avant 1300 UTC seulement pour les ACFT au départ et à destination de FMMT	HS (0300/1900 UTC) prolongation opening O/R to FMMIZPZX or FMMTZPZX before 1300 UTC only for ACFT with DEP and DEST to FMMT
8	Avitaillement en carburant <i>Fueling</i>	HS et O/R	
9	Services d'escale <i>Handling</i>	HS et O/R ; avance ou prolongation pour les vols non programmés Contact Chef d'escale Air Madagascar Tél : (261) 34 11 222 26. Services d'escale assurés pendant les heures d'ouverture de l'aérodrome ou après entente avec l'exploitant de l'aérodrome	HS and O/R ; advance or prolongation for non scheduled flights Contact Air Madagascar Handling Tél : (261) 34 11 222 26. Handling services provided during the AD operational hours or after arrangement with the AD handling operator
10	Sûreté <i>Safety</i>	HS et O/R ; avance ou prolongation pour les vols non programmés	HS and O/R ; advance or prolongation for non scheduled flights
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / Remarks Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	Services d'escale assurés pendant les heures d'ouverture de l'aérodrome ou après entente avec l'exploitant de l'aérodrome	Handling services provided during the AD operational hours or after arrangement with the AD handling operator



FMMT — AD 2.19 AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE
RADIO NAVIGATION AND LANDING AIDS

Type d'Aide/Déclinaison Type of Aid/Magnetic Variation	Identification Identification	Fréquences (MHZ-KHZ) Frequency	Heures de fonctionnement Hours of operation	Coordonnées antenne émission Site of antenna coordinates	Altitude de l'antenne Elevation of DME antenna	Observations Remarks
1	2	3	4	5	6	7
ILS/GP 19 15°W (2020)	TO	335 MHz	H24	18°06'07.90"S 049°23'34.70"E		323 M Seuil 19 QDR 165° Angle descente : 3° CAT. II jusqu'au seuil Glide path slope : 3° CAT. II until RWY THR
ILS/LOC 19 CAT. II 15°W (2020)	TO	110.3 MHz	H24	18°07'19.40"S 049°23'38.40"E		292 M seuil 01 QDR 189°
ILS/MM - 15°W (2020)	TO	75 MHz	H24	18°05'28.20"S 049°23'25.80"E		920 M seuil 19 QDR 009° - P : 2 W
ILS/OM -- 15°W (2020)	TO	75 MHz	H24	18°02'26.50"S 049°23'05.00"E		6568 M seuil 19 QDR 009° - P : 2 W
ILS/DME 15°W (2020)	TO	Ch 40X	H24	18°06'07.90"S 049°23'34.70"E	17.98M (59FT)	NIL
NDB 15°W (2020)	MV	267 kHz	H24	18°05'29.00"S 049°23'25.90"E	23M (75FT)	P : 25 W 920 M seuil 19 QDR 009° ASECNA
NDB 15°W (2020)	TO	394 kHz	H24	18°02'26.50"S 049°23'05.90"E	58M (190FT)	P : 25 W 6562 M seuil 19 QDR 009° ASECNA
VOR 15°W (2020)	MT	113.1 MHz	H24	18°07'27.30"S 049°23'39.30"E	11M (36FT)	P.VOR : 50 W 535 M Seuil 01 - QDR 189° ASECNA

FMMT — AD 2.20 REGLEMENT LOCAUX DE L'AERODROME
LOCAL REGULATIONS OF THE AERODROME

1. Utilisation de l'aérodrome par des avions non munis de radiocommunication : Interdiction aux aéronefs non munis de radiocommunications bilatérales d'évoluer dans un espace aérien de classe D.	1. Use of the aerodrome by non-equipped radio communication aircraft : Prohibition for non-equipped radio communication aircraft to operate in airspace with class D.
2. Interdiction aux planeurs : NIL.	2. Prohibition for gliders : NIL.
3. Demi-tour sur piste : Interdiction de faire demi-tour sur piste aux avions dont MTOW est supérieur ou égal à 5700KG.	3. U-Turn on RWY : U-turn prohibition on runway for aircraft whose MTOW is equal to or more than 5700KG.
4. Utilisation des voies de circulation : NIL.	4. Use of taxiways : NIL
5. Utilisation du seuil de piste 19 comme poste de stationnement isolé : L'ATS dirige l'aéronef objet d'acte d'intervention illicite vers le seuil de piste 19.	5. THR 19 use as isolated aircraft parking position : ATS gives instruction to the pilot of the aircraft on hijacking to join THR 19.

FMMT — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

1. Restriction d'utilisation de nuit : Les VFR de nuit sont interdits dans les espaces aériens ASECNA (REF AIP ASECNA '0 GEN 1-7-06' §4.3) sauf dérogation émise par l'Autorité de l'Aviation Civile.	1. Use restrictions by night : <i>The VFR flights at night are prohibited within ASECNA airspace (REF ASECNA AIP '0 GEN 1-7-06' §4.3) except derogation issued by Civil Aviation Authority.</i>
2. Essai des moteurs : Tout essai des moteurs d'aéronef ne doit être effectué que dans un poste de stationnement désigné par l'unité chargée du service de gestion d'aire de trafic d'ADEMA.	2. Engines test : <i>Each engines test must be done only on an aircraft stand assigned by ADEMA unit in charge of apron management service.</i>
3. Mode d'utilisation (restriction en longueur) : - Atterrissage : NIL - Décollage : NIL	3. Use mode (length restriction) : - Landing: NIL - Take off: NIL

FMMT — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

1. Procédures de mise en route et de refoulement d'aéronef : Mise en route et refoulement soumis à l'autorisation de la Tour de contrôle.	1. Aircraft engine start up and push back procedures : <i>Aircraft engine start up and push back cleared by the control Tower.</i>
2. Procédure par faible visibilité : - Effectuer la mesure VIBAL si VIS inférieure à 2000M suivant le manuel de portée visuelle de piste (RVR) et ses annexes - Lorsque PVP INF à 1500M, insérer la valeur de PVP dans MET REPORT - Si la visibilité horizontale est inférieure ou égale à 500M, la tour de contrôle avise la section de gestion de sécurité des aires de mouvement d'ADEMA par VHF et ces derniers appliquent les règles d'exploitation d'aire de trafic par faible visibilité.	2. Low visibility procedures : - <i>Proceed VIBAL measurement if VIS below to 2000M according to the runway visual range manual and its appendices</i> - <i>When RVR below to 1500M, insert the RVR value in the MET REPORT</i> - <i>If RVR is under or equal to 500M, the control Tower notifies ADEMA's apron safety section by VHF and they apply the apron operational rules in case of low visibility.</i>

FMMT — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

INFORMATIONS SPECIFIQUES POUR L'EXPLOITATION D'ATR-72-600 (avion de référence) : L'aéroport de TOAMASINA, classé 3C, est certifié le 30 Décembre 2016 pour l'exploitation d'ATR-72-600 pour une durée de 5 ans.	SPECIFIC INFORMATION FOR THE ATR-72-600 OPERATION (reference aircraft) : <i>TOAMASINA airport, classified 3C, is certified on 30th December 2016 to ATR-72-600 operation for 5 years duration.</i>
1. Restriction sur les cheminements vers les postes de stationnement : Respecter les instructions de la TWR et les lignes de guidages.	1. Restrictions on pathways to aircraft stands : <i>Observe the TWR instructions and guidance lines.</i>
2. Restriction sur les bandes dégagées d'obstacle : NIL.	2. Restriction on obstacle free zones : NIL.

FMMT — AD 2.24 CARTES RELATIVES A L'AERODROME
AERODROME CHART

Voir Partie 3.2 - Cartes relatives aux aérodrômes

See Part 3.2 - Charts related to aerodromes



GOBD — 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 <i>Use of aircraft stands ID signs</i>	Les postes de stationnement sont identifiés par un marquage au sol (numéro de la position et flèches)	Apron stands identified by ground markings (stand number and arrows)
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage, panneaux de signalisation et marquages au sol.	Guidance lines, signal panels and ground markings.
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	un système visuel d'accostage sur chaque poste de stationnement connecté aux passerelles	visual docking guidance system on stand connected to passenger bridges
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Feux blancs de bord de piste Feux blancs axe de piste TWY : Feux bleus de bord de TWY. Feux verts d'axe de TWY	RWY : White edge lights White centerline lights TWY : Blue lights Green centerline lights
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / <i>Remarks</i>	Balisage diurne : Marquages conformes aux normes OACI. Obstacles importants balisés de jour et de nuit (rouges)	Day markings: Markings in compliance with ICAO standards. High obstacles with day marking and night obstruction light (red)

GOBD — AD 2.10 OBSTACLES D'AÉRODROME
AERODROME OBSTACLES

ZONE Area	IDENTIFICATION OU DESIGNATION <i>obstacle identification or designation</i>	TYPE D'OBSTACLE <i>Type of Obstacle</i>	COORDONNÉES <i>Coordinates</i>	ALTITUDE / HAUTEUR SOL (mètres) <i>elevation/height (in Meters)</i>	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX <i>obstacle marking, type and color of obstacle lighting</i>	DISPONIBILITÉ ÉLECTRONIQUE <i>electronic availability</i>
0	1	2	3	4	5	6
Zone 2	OBS 9 Antenne relais DIASS	Antenna/ Lightning rod	14°37'59.65917"N 017°05'46.00769"W	98,8 M 52,5 M	Marked-Red	NIL
Zone 2	905 Paratonnerre Antenne	Antenna/ Lightning rod	14°38'09.49866"N 017°04'38.92478"W	125.13 M 55 M	Balisé/rouge - Marked-Red	NIL
Zone 2	906 Paratonnerre Antenne	Antenna/ Lightning rod	14°38'24.38334"N 017°05'03.60967"W	110.21 M 57.3 M	Balisé/rouge - Marked-Red	NIL
Zone 2	OBS 8 Antenne relais DIASS	Antenna/ Lightning rod	14°38'25.85842"N 017°05'09.42242"W	94.62 M 47.8 M	Balisé/rouge - Marked-Red	NIL
Zone 2	310 DVOR/DME	Antenna	14°38'39.59126"N 017°04'21.25356"W	86.85 M 8.2 M	Balisé/rouge - Marked-Red	NIL
Zone 2	612 LLWAS	Antenna	14°38'56.54273"N 017°04'48.85074"W	91.65 M 20 M	Balisé/rouge - Marked-Red	NIL
Zone 2	Antenne Banque BSIC	Antenna	14°38'57.41677"N 017°03'31.27297"W	112.49 M 6.12 M	Balisé/rouge - Marked-Red	NIL
Zone 2	406 CRD	Antenna	14°39'00.58394"N 017°04'39.05782"W	118.1 M 37 M	Balisé/rouge - Marked-Red	NIL
Zone 2	Antenne Sonatel (base chantier)	Building	14°39'01.25010"N 017°03'50.37674"W	104.51 M 4.98 M	Balisé/rouge - Marked-Red	NIL
Zone 2	901 Glide Paratonnerre	Antenna	14°39'27.74113"N 017°04'25.83309"W	100.02 M 14.6 M	Balisé/rouge - Marked-Red	NIL
Zone 2	610 RVR	Antenna	14°39'31.31981"N 017°04'25.74182"W	94.57 M 11.19 M	Balisé/rouge - Marked-Red	NIL
Zone 2	OBS 6 Antenne CENTRALE ELECTRIQUE	Antenna	14°39'33.36159"N 017°06'03.05388"W	124.71 M 51.9 M	Balisé/rouge - Marked-Red	NIL
Zone 2	OBS 15 Bâtiment WATER TANK	Antenna	14°39'56.73477"N 017°04'12.90153"W	94.88 M 11.4 M	Balisé/rouge - Marked-Red	NIL
Zone 2	OBS 14 Tour FIRE STATION	Antenna	14°39'56.77133"N 017°04'10.80339"W	101.16 M 16.4 M	Balisé/rouge - Marked-Red	NIL
Zone 2	OBS 13 Mât d'éclairage AST	Antenna	14°40'04.67352"N 017°04'08.50445"W	110.74 M 25 M	Balisé/rouge - Marked-Red	NIL
Zone 2	340 VDF sol	Antenna	14°40'10.60964"N 017°04'35.03661"W	93.42 M 10 M	Balisé/rouge - Marked-Red	NIL



GOBD — AD 2.18 INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES
DE LA CIRCULATION AÉRIENNE
ATS RADIOCOMMUNICATION FACILITIES

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
TWR	DIASS TOUR DIASS TOWER	118.8 MHz	H24	P : 25 W
GCA	DIASS GROUND	121.8 MHz	H24	P : 25 W
ATIS	DIASS ATIS	126.6 MHz	H24	P : 50 W - Français
ATIS	DIASS ATIS	126.2 MHz	H24	P : 50 W - English
APP	DIASS APP	120.5 MHz	H24	P : 50 W
ALRS	FREQUENCE DE DETRESSE EMERGENCY FREQUENCY	121.5 MHz	H24	P : 50 W
ACC	DAKAR CONTROLE	129.5 MHz	H24	P : 50 W Antennes VSAT déportées à TAMBACOUNDA, ZIGUINCHOR et MATAM/OUROSSOGUI (129,5)
ACC	DAKAR CONTROLE	2854 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	3452 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	5565 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	6535 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	6673 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	8861 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	11291 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	13315 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	13357 KHz	H24	P: 1 KW - Amplitude: 500 W
ACC	DAKAR CONTROLE	17955 KHz	H24	P: 1 KW - Amplitude: 500 W



GOBD — AD 2.19 AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE
RADIO NAVIGATION AND LANDING AIDS

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
DVOR/DME 7°W (2020)	DS	115.4 MHz Ch 101X	H24	14°38'39.59"N 017°04'21.25"W	86.85M (285FT)	QDR 186° THR01 1200 M au sud seuil 01
ILS/GP 01 7°W (2020)	IDS	334.4 MHz	H24	14°39'27.68"N 017°04'25.83"W	89.01M (292FT)	angle de descente: 3° situé à 280m perpendiculairement à l'extension du seuil 01 et à 120m de l'axe central de la piste angle of descent : 3° located at 280m perpendicularly to the extension of THR01 and 120m from RWY centerline
ILS/LOC 01 CAT. I 7°W (2020)	IDS	110.1 MHz	H24	14°41'21.64"N 017°04'22.78"W		300 m au Nord du seuil 19 300 m North of THR 19
ILS/DME 7°W (2020)	IDS	Ch 38X	H24	14°39'27.68"N 017°04'25.83"W	89.01M (292FT)	NIL

GOBD — AD 2.20 REGLEMENT LOCAUX DE L'AERODROME
LOCAL REGULATIONS OF THE AERODROME

NIL	
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GOBD — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

Lorsqu'un décollage s'effectue sur la piste 19 avec une autorisation de virer à droite, l'aéronef maintiendra l'axe de piste pendant 3 minutes avant d'amorcer le virage à droite	When take-off on RWY 19 with a clearance to turn right, the ACFT must maintain the RWY axis during 3 minutes before beginning right turn
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GOBD — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
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GOBD — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL	
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GOBD — AD 2.24 CARTES RELATIVES A L'AERODROME
AERODROME CHART

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes



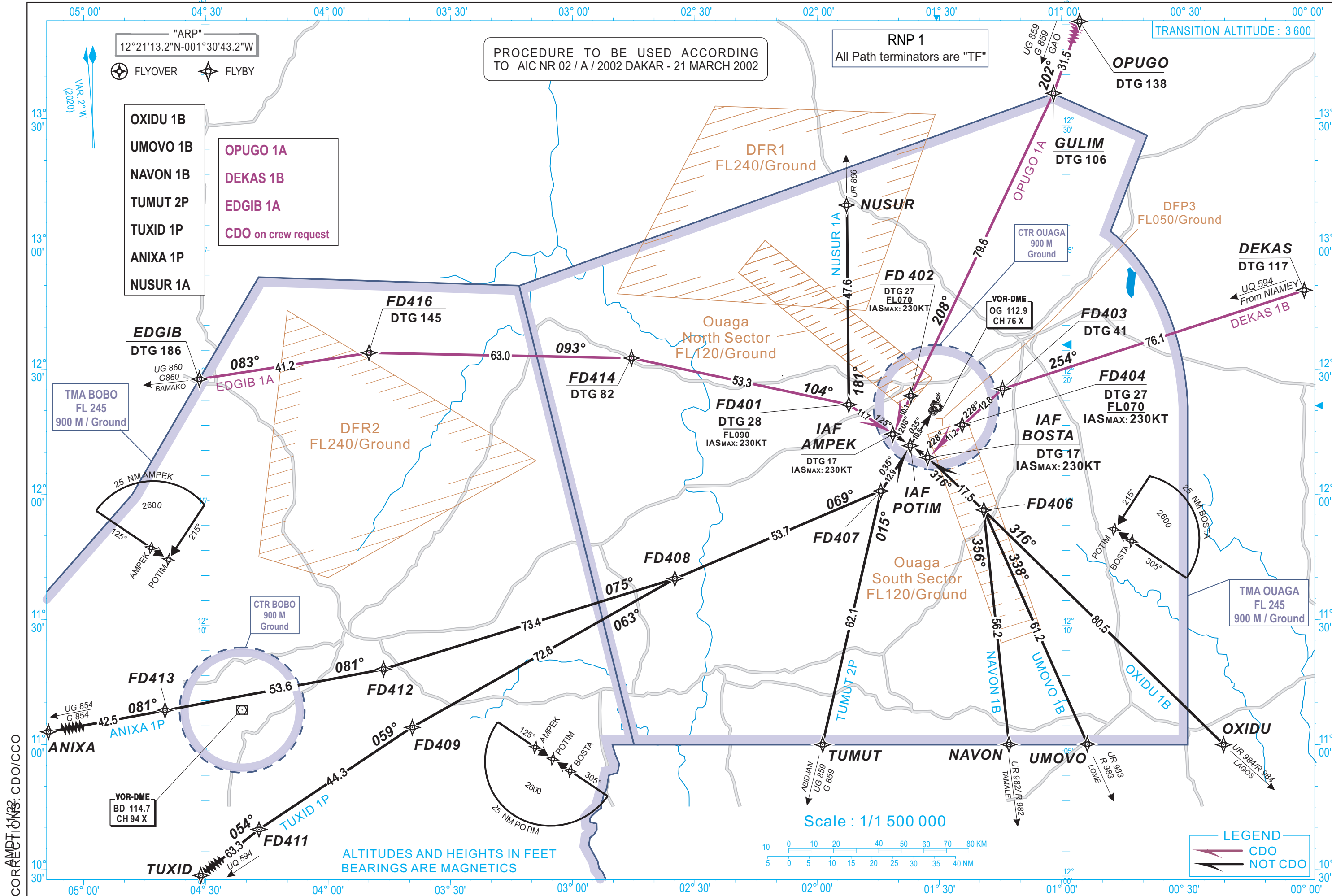
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STANDARD ARRIVAL CHART -
INSTRUMENTS (STAR) - ICAO

ELEV. : 1038
THR : 1034
HEIGHTS RELATED TO AERODROME ELEVATION

OUAGA CONTROL 120.3
OUAGA TWR 118.1

OUAGADOUGOU (DFFD)
STAR - RWY 04



TABULAR DESCRIPTION

STAR Indicator				STAR Identifier			VAR 2020 - 2.0 W		
Serial Number	Path Descriptor	Waypoint	Fly-Over	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	NAV Spec
DEKAS 1B									
010	IF	DEKAS							RNP1
020	TF	FD403		254(252.1)	76.1	L			RNP1
030	TF	FD404		228(225.6)	12.8		+FL70	230	RNP1
040	TF	BOSTA		228(225.6)	11.2			230	RNP1
OPUGO 1A									
010	IF	OPUGO							RNP1
020	TF	GULIM		202(200.4)	31.5				RNP1
030	TF	FD402		208(205.8)	79.6		+FL70	230	RNP1
040	TF	AMPEK		208(205.7)	10.1			230	RNP1
NUSUR 1A									
010	IF	NUSUR							RNP1
020	TF	FD401		181(179.3)	47.6	L	-FL90	230	RNP1
030	TF	AMPEK		125(123.4)	11.7			230	RNP1
EDGIB 1A									
010	IF	EDGIB							RNP1
020	TF	FD416		083(081.2)	41.2	R			RNP1
030	TF	FD414		093(091.0)	63.0	R			RNP1
040	TF	FD401		104(101.9)	53.3	R	-FL90	230	RNP1
050	TF	AMPEK		125(123.4)	11.7			230	RNP1
OXIDU 1B									
010	IF	OXIDU							RNP1
020	TF	FD406		316(314.1)	80.5				RNP1
030	TF	BOSTA		316(313.9)	17.5			230	RNP1

STAR Indicator				STAR Identifier			VAR 2020 - 2.0 W		
Serial Number	Path Descriptor	Waypoint	Fly-Over	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	NAV Spec
UMOVO 1B									
010	IF	UMOVO							RNP1
020	TF	FD406		338(336.0)	61.2	L			RNP1
030	TF	BOSTA		316(313.9)	17.5			230	RNP1
NAVON 1B									
010	IF	NAVON							RNP1
020	TF	FD406		356(353.8)	56.2	L			RNP1
030	TF	BOSTA		316(313.9)	17.5			230	RNP1
TUMUT 2P									
010	IF	TUMUT							RNP1
020	TF	FD407		015(013.0)	62.1	R			RNP1
030	TF	POTIM		035(033.4)	12.9			230	RNP1
TUXID 1P									
010	IF	TUXID							RNP1
020	TF	FD411		054(051.8)	63.3	R			RNP1
030	TF	FD409		059(056.5)	44.3	R			RNP1
040	TF	FD408		063(060.7)	72.6	R			RNP1
050	TF	FD407		069(067.0)	53.7	L			RNP1
060	TF	POTIM		035(033.4)	12.9			230	RNP1
ANIXA 1P									
010	IF	ANIXA							RNP1
020	TF	FD413		081(079.3)	42.5				RNP1
030	TF	FD412		081(079.4)	53.6	L			RNP1
040	TF	FD408		075(072.8)	73.4	R			RNP1
050	TF	FD407		069(067.0)	53.7	L			RNP1
060	TF	POTIM		035(033.4)	12.9			230	RNP1

LIST OF WAYPOINTS

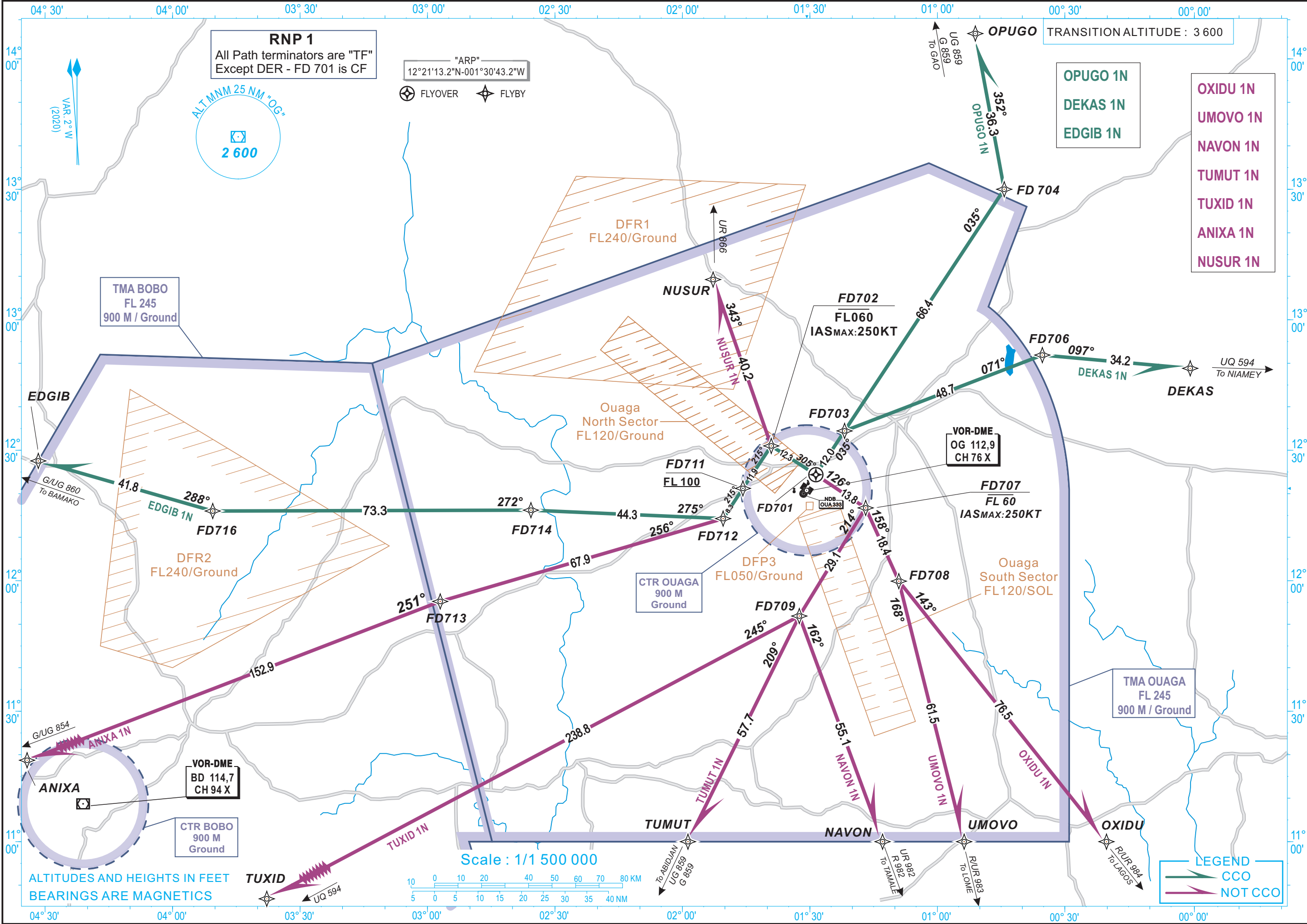
Number	Waypoint ID	LATITUDE	LONGITUDE
1	AMPEK	12°14'58.6"N	001°42'14.25"W
2	ANIXA	11°00'20.0"N	005°22'26.0"W
3	BOSTA	12°08'20.7"N	001°32'00.3"W
4	DEKAS	12°48'50.3"N	000°00'28.6"W
5	EDGIB	12°27'33.0"N	004°31'36.0"W
6	OPUGO	14°05'48.6"N	000°51'03.7"W
7	FD401	12°21'26.9"N	001°52'13.7"W
8	FD402	12°24'07.2"N	001°37'46.0"W
9	FD403	12°25'12.2"N	001°14'29.5"W
10	FD404	12°16'12.7"N	001°23'50.4"W
11	FD406	11°56'09.8"N	001°19'07.7"W
12	FD407	12°00'47.5"N	001°44'24.0"W
13	FD408	11°39'44.2"N	002°34'52.1"W
14	FD409	11°04'09.1"N	003°39'23.1"W
15	FD411	10°39'39.8"N	004°16'57.2"W
16	FD412	11°18'02.2"N	003°46'17.8"W
17	FD413	11°08'11.5"N	004°39'56.7"W
18	FD414	12°32'36.3"N	002°45'32.0"W
19	FD416	12°33'51.6"N	003°49'59.0"W
20	GULIM	13°36'09.0"N	001°02'20.0"W
21	NAVON	11°00'00.0"N	001°12'54.0"W
22	NUSUR	13°09'15.0"N	001°52'47.0"W
23	OXIDU	11°00'00.0"N	000°20'12.0"W
24	POTIM	12°11'39.7"N	001°37'07.2"W
25	TUMUT	11°00'00.0"N	001°58'42.0"W
26	TUXID	10°00'23.4"N	005°07'28.9"W
27	UMOVO	11°00'00.0"N	000°53'42.0"W

STANDARD DEPARTURE CHART
INSTRUMENTS (SID) - ICAO

ELEV. : 1038
THR : 1034
HEIGHTS RELATED TO THR AERODROME ELEVATION

OUAGA CONTROL 120.3
OUAGA TWR 118.1

OUAGADOUGOU (DFFD)
SID RNAV (GNSS) - RWY 04



TABULAR DESCRIPTION

SID Indicator				SID Identifier			VAR 2020 - 2.0 W		
Serial Number	Path Descriptor	Waypoint	Fly-Over	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	NAV Spec
DEKAS 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD703		035(033.4)	12.0	R			RNP1
030	TF	FD706		071(069.0)	48.7	R			RNP1
040	TF	DEKAS		097(095.0)	34.2				RNP1
OPUGO 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD703		035(033.4)	12.0				RNP1
030	TF	FD704		035(033.5)	66.4	L			RNP1
040	TF	OPUGO		352(349.5)	36.3				RNP1
NUSUR 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD702		305(303.4)	12.3	R	-FL60	250	RNP1
030	TF	NUSUR		343(340.6)	40.2				RNP1
EDGIB 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD702		305(303.4)	12.3	L	-FL60	250	RNP1
030	TF	FD711		215(213.4)	11.9		+FL100		RNP1
040	TF	FD712		215(213.4)	8.3	R			RNP1
050	TF	FD714		275(272.6)	44.3				RNP1
060	TF	FD716		272(270.0)	73.3	R			RNP1
070	TF	EDGIB		288(286.0)	41.8				RNP1
OXIDU 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD707		126(123.5)	13.8	R	-FL60	250	RNP1
030	TF	FD708		158(155.5)	18.4	L			RNP1
040	TF	OXIDU		143(141.1)	76.5				RNP1

SID Indicator				SID Identifier			VAR 2020 - 2.0 W		
Serial Number	Path Descriptor	Waypoint	Fly-Over	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	NAV Spec
UMOVO 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD707		126(123.5)	13.8	R	-FL60	250	RNP1
030	TF	FD708		158(155.5)	18.4	R			RNP1
040	TF	UMOVO		168(165.8)	61.5				RNP1
NAVON 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD707		126(123.5)	13.8	R	-FL60	250	RNP1
030	TF	FD709		214(211.8)	29.1	L			RNP1
040	TF	NAVON		162(159.5)	55.1				RNP1
TUMUT 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD707		126(123.5)	13.8	R	-FL60	250	RNP1
030	TF	FD709		214(211.8)	29.1				RNP1
040	TF	TUMUT		209(206.5)	57.7				RNP1
TUXID 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD707		126(123.5)	13.8	R	-FL60	250	RNP1
030	TF	FD709		214(211.8)	29.1	R			RNP1
040	TF	TUMUT		245(242.7)	238.8				RNP1
ANIXA 1N									
010	CF	FD701	Y	035(033.4)					RNP1
020	TF	FD702		305(303.4)	12.3	L	-FL60	250	RNP1
030	TF	FD711		215(213.4)	11.9		+FL100		RNP1
040	TF	FD712		215(213.4)	8.3	R			RNP1
050	TF	FD713		256(253.9)	67.9	L			RNP1
060	TF	ANIXA		251(249.3)	152.9				RNP1

LIST OF WAYPOINTS

Number	Waypoint ID	LATITUDE	LONGITUDE
1	ANIXA	11°00'20.0"N	005°22'26.0"W
2	DEKAS	12°48'50.3"N	000°00'28.6"W
3	EDGIB	12°27'33.0"N	004°31'36.0"W
4	OPUGO	14°05'48.6"N	000°51'03.7"W
5	FD701	12°24'22.8"N	001°28'35.8"W
6	FD702	12°31'10.8"N	001°39'05.9"W
7	FD703	12°34'26.7"N	001°21'50.5"W
8	FD704	13°30'00.7"N	000°44'15.9"W
9	FD706	12°51'53.3"N	000°35'17.8"W
10	FD707	12°16'44.7"N	001°16'52.6"W
11	FD708	11°59'53.9"N	001°09'04.5"W
12	FD709	11°51'52.9"N	001°32'29.8"W
13	FD711	12°21'13.9"N	001°45'46.1"W
14	FD712	12°14'17.2"N	001°50'25.6"W
15	FD713	11°55'14.3"N	002°57'00.4"W
16	FD714	12°16'13.4"N	002°35'39.4"W
17	FD716	12°16'01.7"N	003°50'32.6"W
18	NAVON	11°00'00.0"N	001°12'54.0"W
19	NUSUR	13°09'15.0"N	001°52'47.0"W
20	OXIDU	11°00'00.0"N	000°20'12.0"W
21	TUMUT	11°00'00.0"N	001°58'42.0"W
22	TUXID	10°00'23.4"N	005°07'28.9"W
23	UMOVO	11°00'00.0"N	000°53'42.0"W