

**BULLETIN DE MISE A JOUR***Updating bulletin***AMDT 11 / 2023****DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2023-11-02**

CHANGEMENTS DANS CET AMENDEMENT		CHANGEMENTS DANS CET AMENDEMENT	
<i>Changes in this amendment</i>		<i>Changes in this amendment</i>	
Sections	<i>Sujets / Subjects</i>	Sections	<i>Sujets / Subjects</i>
<b>ENR</b>		<b>AD 1</b>	
03 ENR 1.8	DOUALA – Revision of Contingency plan	03 AD 1.3-31	NGAOUNDERE – Withdrawal of VOR TJN
10 ENR 1.8	BAMAKO – Revision of contingency plan	10 AD 1.3-31	KIDAL – Aeronautical information
14 ENR 1.8	NDJAMENA – Revision of contingency plan	14 AD 1.3-31	AMDJARASS – Aeronautical information
14 ENR 1.12	CHAD – Procedures of interception of civil aircraft	<b>AD 2.24</b>	
15 ENR 1.8	LOME – Revision of contingency plan	02 AD 2.24.DFFD	OUAGADOUGOU – Update of 02AD2-DFFD-SID RNAV-RWY22-DATA
		10 AD 2.24.GAKL	KIDAL – IAC RNP RWY06, RNP RWY 24, PinS RNP RWY 084

NOTAM INTEGRES					
<i>NOTAM incorporated</i>					
BNI Dakar / NOF Dakar		BNI Brazzaville / NOF Brazzaville		BNI Antananarivo / NOF Antananarivo	
Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number
		B0165/23			

SUP AIP INTEGRES					
<i>AIP SUP incorporated</i>					
BNI Dakar / NOF Dakar		BNI Brazzaville / NOF Brazzaville		BNI Antananarivo / NOF Antananarivo	
Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number
64/A/23GO	19/B/23GO	76/A/23FC	13/B/23FC		
65/A/23GO		77/A/23FC			
66/A/23GO					
69/A/23GO					

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## BULLETIN DE MISE A JOUR

Updating bulletin

NON AIRAC MIA NR 11/2023

**DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2023-11-02**

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<i>Page to be inserted</i>		<i>Page to be removed</i>	
<b>GEN</b>			
00-GEN-0.2.1	02 NOV 2023	00 GEN 0.2.1	05 OCT 2023
00-GEN-0.4.1	02 NOV 2023	00 GEN 0.4.1	05 OCT 2023
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00-GEN-0.4.3	02 NOV 2023	00 GEN 0.4.3	05 OCT 2023
00-GEN-0.4.4	02 NOV 2023	00 GEN 0.4.4	05 OCT 2023
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00-GEN-0.4.8	02 NOV 2023	00 GEN 0.4.8	05 OCT 2023
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00-GEN-0.4.11	02 NOV 2023	00 GEN 0.4.11	05 OCT 2023
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00-GEN-0.4.16	02 NOV 2023	00 GEN 0.4.16	05 OCT 2023
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00-GEN-0.4.18	02 NOV 2023	00 GEN 0.4.18	05 OCT 2023
00-GEN-0.4.19	02 NOV 2023	00 GEN 0.4.19	05 OCT 2023
00-GEN-0.4.20	02 NOV 2023	00 GEN 0.4.20	05 OCT 2023
<b>ENR</b>			
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03-ENR-1.8.5	02 NOV 2023	NIL	
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10-ENR-1.8.4	02 NOV 2023	10 ENR 1.8.4	23 MAY 2019
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10-ENR-1.8.7	02 NOV 2023	NIL	
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15-ENR-1.8.7	02 NOV 2023	15 ENR 1.8.7	23 MAY 2019
15-ENR-1.8.8	02 NOV 2023	15 ENR 1.8.8	23 MAY 2019



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03-AD-1.3.31	02 NOV 2023	03 AD 1.3.31	07 OCT 2021
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14-AD-1.3.32	02 NOV 2023	14 AD 1.3.32	19 MAY 2022
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14-AD-1.3.34	02 NOV 2023	14 AD 1.3.34	28 JAN 2021
14-AD-1.3.35	02 NOV 2023	14 AD 1.3.35	28 JAN 2021
14-AD-1.3.36	02 NOV 2023	14 AD 1.3.36	28 JAN 2021
<b>AD-2.24</b>			
<b>OUAGADOUGOU</b>			
02AD2-DFFD-SID RNAV-RWY22-DATA	02 NOV 2023	02AD2-DFFD-SID RNAV-RWY22-DATA	05 OCT 2023
<b>KIDAL</b>			
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10AD2-GAKL-IAC-PinS-RNP-084-DATA	02 NOV 2023	NIL	
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10AD2-GAKL-IAC-RNP06-DATA	02 NOV 2023	NIL	
10AD2-GAKL-IAC-RNP24	02 NOV 2023	NIL	
10AD2-GAKL-IAC-RNP24-DATA	02 NOV 2023	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
12/22	28 NOV 2022	01 DEC 2022					
13/22	23 DEC 2022	29 DEC 2022					
02/23	20 FEB 2023	23 FEB 2023					
03/23	20 MAR 2023	23 MAR 2023					
04/23	17 APR 2023	20 APR 2023					
05/23	15 MAY 2023	18 MAY 2023					
06/23	12 JUN 2023	15 JUN 2023					
07/23	10 JUL 2023	13 JUL 2023					
08/23	07 AUG 2023	10 AUG 2023					
09/23	04 SEP 2023	07 SEP 2023					
10/23	02 OCT 2023	05 OCT 2023					
11/23	30 OCT 2023	02 NOV 2023					



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GEN 0.4 LISTE DE CONTRÔLE MIA  
CHECKLIST MIA

<b>Part 1 Généralités (GEN) General (GEN)</b>					
<b>GEN 0</b>					
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09 GEN 1.6-10	08 NOV 2018	12 GEN 1.3-1	28 MAR 2019	15 GEN 1.7-3	08 NOV 2018







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		07 GEN 4.3-15	23 FEB 2023	00 ENR 1.1-1	05 DEC 2019
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				00 ENR 1.14.04	28 FEB 2019



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04 ENR 2.2-1	08 NOV 2018	00 ENR 3.1-9	19 MAY 2022	00 ENR 3.2-11	19 MAY 2022	
05 ENR 2.1-1	05 DEC 2019	00 ENR 3.1-10	19 MAY 2022	00 ENR 3.2-12	19 MAY 2022	
05 ENR 2.1-2	11 AUG 2022	00 ENR 3.1-11	19 MAY 2022	00 ENR 3.2-13	19 MAY 2022	
05 ENR 2.1-51	08 OCT 2020	00 ENR 3.1-12	19 MAY 2022	00 ENR 3.2-14	19 MAY 2022	
05 ENR 2.1-52	08 OCT 2020	00 ENR 3.1-13	19 MAY 2022	00 ENR 3.2-15	19 MAY 2022	
05 ENR 2.1-53	08 OCT 2020	00 ENR 3.1-14	19 MAY 2022	00 ENR 3.2-16	19 MAY 2022	
05 ENR 2.1-54	26 MAR 2020	00 ENR 3.1-15	19 MAY 2022	00 ENR 3.2-17	19 MAY 2022	
05 ENR 2.2-1	21 MAY 2020	00 ENR 3.1-16	19 MAY 2022	00 ENR 3.2-18	19 MAY 2022	
05 ENR 2.2-2	05 DEC 2019	00 ENR 3.1-17	19 MAY 2022	00 ENR 3.2-19	19 MAY 2022	
06 ENR 2.1-1	05 DEC 2019	00 ENR 3.1-18	19 MAY 2022	00 ENR 3.2-20	19 MAY 2022	
06 ENR 2.1-2	05 DEC 2019	00 ENR 3.1-19	19 MAY 2022	00 ENR 3.2-21	19 MAY 2022	
06 ENR 2.1-41	28 FEB 2019	00 ENR 3.1-20	19 MAY 2022	00 ENR 3.2-22	19 MAY 2022	
06 ENR 2.2-1	21 MAY 2020	00 ENR 3.1-21	19 MAY 2022	00 ENR 3.2-23	19 MAY 2022	
06 ENR 2.2-2	08 NOV 2018	00 ENR 3.1-22	19 MAY 2022	00 ENR 3.2-24	19 MAY 2022	
		00 ENR 3.1-23	28 FEB 2019	00 ENR 3.2-25	19 MAY 2022	
				00 ENR 3.2-26	19 MAY 2022	



00 ENR 3.2-27	19 MAY 2022	00 ENR 3.2-99	19 MAY 2022	00 ENR 3.3-61	19 MAY 2022
00 ENR 3.2-28	19 MAY 2022	00 ENR 3.2-100	19 MAY 2022	00 ENR 3.3-62	19 MAY 2022
00 ENR 3.2-29	19 MAY 2022	00 ENR 3.2-101	19 MAY 2022	00 ENR 3.3-63	19 MAY 2022
00 ENR 3.2-30	19 MAY 2022	00 ENR 3.2-102	19 MAY 2022	00 ENR 3.3-64	19 MAY 2022
00 ENR 3.2-31	19 MAY 2022	00 ENR 3.2-103	19 MAY 2022	00 ENR 3.3-65	01 DEC 2022
00 ENR 3.2-32	19 MAY 2022	00 ENR 3.2-104	19 MAY 2022	00 ENR 3.3-66	19 MAY 2022
00 ENR 3.2-33	19 MAY 2022	00 ENR 3.2-105	19 MAY 2022	00 ENR 3.3-67	19 MAY 2022
00 ENR 3.2-34	19 MAY 2022	00 ENR 3.2-106	19 MAY 2022	00 ENR 3.3-68	19 MAY 2022
00 ENR 3.2-35	19 MAY 2022	00 ENR 3.2-107	19 MAY 2022	00 ENR 3.3-69	19 MAY 2022
00 ENR 3.2-36	19 MAY 2022	00 ENR 3.2-108	19 MAY 2022	00 ENR 3.3-70	19 MAY 2022
00 ENR 3.2-37	19 MAY 2022	00 ENR 3.2-109	19 MAY 2022	00 ENR 3.3-71	19 MAY 2022
00 ENR 3.2-38	19 MAY 2022	00 ENR 3.2-110	19 MAY 2022	00 ENR 3.3-72	19 MAY 2022
00 ENR 3.2-39	19 MAY 2022	00 ENR 3.3-1	19 MAY 2022	00 ENR 3.3-73	19 MAY 2022
00 ENR 3.2-40	19 MAY 2022	00 ENR 3.3-2	19 MAY 2022	00 ENR 3.3-74	19 MAY 2022
00 ENR 3.2-41	19 MAY 2022	00 ENR 3.3-3	19 MAY 2022	00 ENR 3.3-75	19 MAY 2022
00 ENR 3.2-42	19 MAY 2022	00 ENR 3.3-4	19 MAY 2022	00 ENR 3.3-76	19 MAY 2022
00 ENR 3.2-43	19 MAY 2022	00 ENR 3.3-5	19 MAY 2022	00 ENR 3.3-77	19 MAY 2022
00 ENR 3.2-44	19 MAY 2022	00 ENR 3.3-6	03 JAN 2019	00 ENR 3.3-78	19 MAY 2022
00 ENR 3.2-45	19 MAY 2022	00 ENR 3.3-7	19 MAY 2022	00 ENR 3.3-79	19 MAY 2022
00 ENR 3.2-46	01 DEC 2022	00 ENR 3.3-8	19 MAY 2022	00 ENR 3.3-80	19 MAY 2022
00 ENR 3.2-47	19 MAY 2022	00 ENR 3.3-9	19 MAY 2022	00 ENR 3.3-81	19 MAY 2022
00 ENR 3.2-48	19 MAY 2022	00 ENR 3.3-10	19 MAY 2022	00 ENR 3.3-82	19 MAY 2022
00 ENR 3.2-49	19 MAY 2022	00 ENR 3.3-11	03 JAN 2019	00 ENR 3.3-83	19 MAY 2022
00 ENR 3.2-50	19 MAY 2022	00 ENR 3.3-12	19 MAY 2022	00 ENR 3.5-1	08 NOV 2018
00 ENR 3.2-51	19 MAY 2022	00 ENR 3.3-13	19 MAY 2022		
00 ENR 3.2-52	19 MAY 2022	00 ENR 3.3-14	19 MAY 2022		
00 ENR 3.2-53	19 MAY 2022	00 ENR 3.3-15	19 MAY 2022		
00 ENR 3.2-54	19 MAY 2022	00 ENR 3.3-16	19 MAY 2022		
00 ENR 3.2-55	19 MAY 2022	00 ENR 3.3-17	19 MAY 2022		
00 ENR 3.2-56	19 MAY 2022	00 ENR 3.3-18	22 APR 2021		
00 ENR 3.2-57	19 MAY 2022	00 ENR 3.3-19	19 MAY 2022		
00 ENR 3.2-58	05 OCT 2023	00 ENR 3.3-20	19 MAY 2022		
00 ENR 3.2-59	05 OCT 2023	00 ENR 3.3-21	03 JAN 2019		
00 ENR 3.2-60	05 OCT 2023	00 ENR 3.3-22	19 MAY 2022		
00 ENR 3.2-61	19 MAY 2022	00 ENR 3.3-23	19 MAY 2022		
00 ENR 3.2-62	19 MAY 2022	00 ENR 3.3-24	19 MAY 2022		
00 ENR 3.2-63	19 MAY 2022	00 ENR 3.3-25	03 JAN 2019		
00 ENR 3.2-64	19 MAY 2022	00 ENR 3.3-26	19 MAY 2022		
00 ENR 3.2-65	19 MAY 2022	00 ENR 3.3-27	19 MAY 2022		
00 ENR 3.2-66	19 MAY 2022	00 ENR 3.3-28	19 MAY 2022		
00 ENR 3.2-67	19 MAY 2022	00 ENR 3.3-29	19 MAY 2022		
00 ENR 3.2-68	19 MAY 2022	00 ENR 3.3-30	19 MAY 2022		
00 ENR 3.2-69	19 MAY 2022	00 ENR 3.3-31	19 MAY 2022		
00 ENR 3.2-70	01 DEC 2022	00 ENR 3.3-32	19 MAY 2022		
00 ENR 3.2-71	19 MAY 2022	00 ENR 3.3-33	19 MAY 2022		
00 ENR 3.2-72	19 MAY 2022	00 ENR 3.3-34	19 MAY 2022		
00 ENR 3.2-73	19 MAY 2022	00 ENR 3.3-35	03 JAN 2019		
00 ENR 3.2-74	19 MAY 2022	00 ENR 3.3-36	03 JAN 2019		
00 ENR 3.2-75	19 MAY 2022	00 ENR 3.3-37	19 MAY 2022		
00 ENR 3.2-76	19 MAY 2022	00 ENR 3.3-38	19 MAY 2022		
00 ENR 3.2-77	19 MAY 2022	00 ENR 3.3-39	19 MAY 2022		
00 ENR 3.2-78	19 MAY 2022	00 ENR 3.3-40	19 MAY 2022		
00 ENR 3.2-79	19 MAY 2022	00 ENR 3.3-41	19 MAY 2022		
00 ENR 3.2-80	19 MAY 2022	00 ENR 3.3-42	19 MAY 2022		
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00 ENR 3.2-82	19 MAY 2022	00 ENR 3.3-44	19 MAY 2022		
00 ENR 3.2-83	19 MAY 2022	00 ENR 3.3-45	19 MAY 2022		
00 ENR 3.2-84	19 MAY 2022	00 ENR 3.3-46	19 MAY 2022		
00 ENR 3.2-85	19 MAY 2022	00 ENR 3.3-47	19 MAY 2022		
00 ENR 3.2-86	19 MAY 2022	00 ENR 3.3-48	19 MAY 2022		
00 ENR 3.2-87	19 MAY 2022	00 ENR 3.3-49	19 MAY 2022		
00 ENR 3.2-88	19 MAY 2022	00 ENR 3.3-50	19 MAY 2022		
00 ENR 3.2-89	19 MAY 2022	00 ENR 3.3-51	19 MAY 2022		
00 ENR 3.2-90	19 MAY 2022	00 ENR 3.3-52	19 MAY 2022		
00 ENR 3.2-91	19 MAY 2022	00 ENR 3.3-53	19 MAY 2022		
00 ENR 3.2-92	19 MAY 2022	00 ENR 3.3-54	19 MAY 2022		
00 ENR 3.2-93	19 MAY 2022	00 ENR 3.3-55	19 MAY 2022		
00 ENR 3.2-94	05 OCT 2023	00 ENR 3.3-56	19 MAY 2022		
00 ENR 3.2-95	19 MAY 2022	00 ENR 3.3-57	19 MAY 2022		
00 ENR 3.2-96	19 MAY 2022	00 ENR 3.3-58	19 MAY 2022		
00 ENR 3.2-97	19 MAY 2022	00 ENR 3.3-59	19 MAY 2022		
00 ENR 3.2-98	19 MAY 2022	00 ENR 3.3-60	19 MAY 2022		

## ENR 4

00ENR4-ASECNA-NAVAID-OC	28 FEB 2019
00ENR4-ASECNA-NAVAID-FM	28 FEB 2019
00ENR4-ASECNA-VHF-OC	28 FEB 2019
00ENR4-ASECNA-VHF-FM	28 FEB 2019
00 ENR 4.2-1	08 NOV 2018
00 ENR 4.3-1	08 NOV 2018
00 ENR 4.4-1	16 JUN 2022
00 ENR 4.4-2	05 OCT 2023
00 ENR 4.4-3	05 OCT 2023
00 ENR 4.4-4	05 OCT 2023
00 ENR 4.4-5	05 OCT 2023
00 ENR 4.4-6	05 OCT 2023
00 ENR 4.4-7	05 OCT 2023
00 ENR 4.4-8	05 OCT 2023
00 ENR 4.4-9	05 OCT 2023
00 ENR 4.4-10	05 OCT 2023
00 ENR 4.4-11	05 OCT 2023
00 ENR 4.4-12	05 OCT 2023
00 ENR 4.4-13	05 OCT 2023
00 ENR 4.4-14	05 OCT 2023
00 ENR 4.4-15	05 OCT 2023
00 ENR 4.4-16	05 OCT 2023
00 ENR 4.5-1	08 NOV 2018
01 ENR 4.1-1	28 JAN 2021
01 ENR 4.5-1	08 NOV 2018
02 ENR 4.1-1	13 AUG 2020
02 ENR 4.5-1	08 NOV 2018
03 ENR 4.1-1	05 OCT 2023
03 ENR 4.5-1	08 NOV 2018
04 ENR 4.1-1	25 FEB 2021
04 ENR 4.5-1	08 NOV 2018
05 ENR 4.1-1	23 MAR 2023
05 ENR 4.5-1	08 NOV 2018
06 ENR 4.1-1	05 NOV 2020
06 ENR 4.5-1	08 NOV 2018
07 ENR 4.1-1	27 JAN 2022
07 ENR 4.5-1	08 NOV 2018
08 ENR 4.1-1	13 AUG 2020
08 ENR 4.5-1	08 NOV 2018
09 ENR 4.1-1	23 MAR 2023
09 ENR 4.1-2	23 MAR 2023
09 ENR 4.5-1	08 NOV 2018
09 ENR 4.5-2	08 NOV 2018
10 ENR 4.1-1	08 OCT 2020
10 ENR 4.5-1	08 NOV 2018





00 AD 0.6-26 07 SEP 2023  
00 AD 0.6-27 07 SEP 2023  
00 AD 0.6-28 07 SEP 2023  
00 AD 0.6-29 07 SEP 2023  
00 AD 0.6-30 07 SEP 2023  
00 AD 0.6-31 07 SEP 2023  
00 AD 0.6-32 07 SEP 2023  
00 AD 0.6-33 07 SEP 2023  
00 AD 0.6-34 07 SEP 2023  
00 AD 0.6-35 07 SEP 2023  
00 AD 0.6-36 07 SEP 2023  
00 AD 0.6-37 07 SEP 2023  
00 AD 0.6-38 07 SEP 2023  
00 AD 0.6-39 07 SEP 2023  
00 AD 0.6-40 07 SEP 2023  
00 AD 0.6-41 07 SEP 2023  
00 AD 0.6-42 07 SEP 2023  
00 AD 0.6-43 07 SEP 2023  
00 AD 0.6-44 07 SEP 2023  
00 AD 0.6-45 07 SEP 2023  
00 AD 0.6-46 07 SEP 2023  
00 AD 0.6-47 07 SEP 2023  
00 AD 0.6-48 07 SEP 2023  
00 AD 0.6-49 07 SEP 2023

AD 1

00 AD 1.1-1 08 NOV 2018  
00 AD 1.1-2 08 NOV 2018  
00 AD 1.1-3 08 NOV 2018  
00 AD 1.1-4 04 NOV 2021  
00 AD 1.1-5 04 NOV 2021  
00 AD 1.1-6 08 NOV 2018  
00 AD 1.1-7 08 NOV 2018  
00 AD 1.1-8 08 NOV 2018  
00 AD 1.1-9 08 NOV 2018  
00 AD 1.1-10 08 NOV 2018  
00 AD 1.1-11 08 NOV 2018  
00 AD 1.1-12 08 NOV 2018  
00 AD 1.2-1 08 NOV 2018  
00 AD 1.2-2 08 NOV 2018  
00 AD 1.4-1 08 NOV 2018  
01 AD 1.3-1 08 NOV 2018  
01AD1-DB-AD 28 FEB 2019  
01 AD 1.3-31 28 JAN 2021  
01 AD 1.5-1 14 JUL 2022  
02 AD 1.3-1 15 JUN 2023  
02 AD 1.3-2 15 JUN 2023  
02AD1-DF-AD 28 FEB 2019  
02 AD 1.3-31 13 AUG 2020  
02 AD 1.3-32 20 MAY 2021  
02 AD 1.3-33 20 MAY 2021  
02 AD 1.3-34 20 MAY 2021  
02 AD 1.3-35 13 AUG 2020  
02 AD 1.3-36 28 FEB 2019  
02 AD 1.5-1 20 APR 2023  
03 AD 1.3-1 14 JUL 2022  
03AD1-FK-AD 28 FEB 2019  
03 AD 1.3-31 02 NOV 2023  
03 AD 1.3-32 02 NOV 2023  
03 AD 1.3-33 02 NOV 2023  
03 AD 1.5-1 11 AUG 2022  
04 AD 1.3-1 05 DEC 2019  
04 AD 1.3-2 15 AUG 2019  
04AD1-FE-AD 28 FEB 2019  
04 AD 1.3-31 25 FEB 2021  
04 AD 1.3-32 20 APR 2023  
04 AD 1.3-33 20 APR 2023  
04 AD 1.3-34 18 MAY 2023  
04 AD 1.3-35 18 MAY 2023  
05 AD 1.3-1 20 MAY 2021  
05AD1-FC-AD 28 FEB 2019  
05 AD 1.3-31 17 JUN 2021

05 AD 1.3-32 17 JUN 2021  
05 AD 1.3-33 20 MAY 2021  
05 AD 1.3-34 17 JUN 2021  
05 AD 1.3-35 17 JUN 2021  
05 AD 1.3-36 17 JUN 2021  
05 AD 1.5-1 05 OCT 2023  
06 AD 1.3-1 05 DEC 2019  
06 AD 1.3-2 05 DEC 2019  
06AD1-DI-AD 28 FEB 2019  
06 AD 1.3-31 13 AUG 2020  
06 AD 1.3-32 27 JAN 2022  
06 AD 1.3-33 13 AUG 2020  
06 AD 1.5-1 12 AUG 2021  
07 AD 1.3-1 17 JUN 2021  
07 AD 1.3-2 20 MAY 2021  
07AD1-FO-AD 28 FEB 2019  
07 AD 1.3-31 20 APR 2023  
07 AD 1.3-32 20 APR 2023  
07 AD 1.3-33 20 APR 2023  
07 AD 1.3-34 20 APR 2023  
07 AD 1.5-1 17 JUN 2021  
08 AD 1.3-1 25 MAR 2021  
08AD1-FG-AD 28 FEB 2019  
08 AD 1.3-31 05 OCT 2023  
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  
09 AD 1.3-31 11 AUG 2022  
09 AD 1.3-32 14 JUL 2022  
09 AD 1.3-33 05 NOV 2020  
09 AD 1.3-34 05 NOV 2020  
09 AD 1.3-35 05 NOV 2020  
09 AD 1.3-36 23 FEB 2023  
09 AD 1.3-37 20 APR 2023  
10 AD 1.3-1 21 MAY 2020  
10 AD 1.3-2 21 MAY 2020  
10AD1-GA-AD 28 FEB 2019  
10 AD 1.3-31 08 OCT 2020  
10 AD 1.3-32 02 NOV 2023  
10 AD 1.3-33 02 NOV 2023  
10 AD 1.5-1 08 OCT 2020  
11 AD 1.3-1 07 SEP 2023  
11AD1-GQ-AD 28 FEB 2019  
11 AD 1.3-31 07 SEP 2023  
11 AD 1.3-32 07 SEP 2023  
11 AD 1.3-33 07 SEP 2023  
11 AD 1.5-1 25 FEB 2021  
12 AD 1.3-1 05 DEC 2019  
12AD1-DR-AD 28 FEB 2019  
12 AD 1.3-31 13 AUG 2020  
12 AD 1.3-32 13 AUG 2020  
12 AD 1.5-1 27 JAN 2022  
13 AD 1.3-1 05 OCT 2023  
13AD1-GO-AD 28 FEB 2019  
13 AD 1.3-31 11 AUG 2022  
13 AD 1.3-32 30 DEC 2021  
13 AD 1.3-33 10 AUG 2023  
13 AD 1.3-34 10 AUG 2023  
13 AD 1.3-35 05 OCT 2023  
13 AD 1.5-1 20 APR 2023  
14 AD 1.3-1 28 JAN 2021  
14 AD 1.3-2 28 JAN 2021  
14AD1-FT-AD 28 FEB 2019  
14 AD 1.3-31 02 NOV 2023  
14 AD 1.3-32 02 NOV 2023  
14 AD 1.3-33 02 NOV 2023  
14 AD 1.3-34 02 NOV 2023  
14 AD 1.3-35 02 NOV 2023  
14 AD 1.3-36 02 NOV 2023  
15 AD 1.3-1 17 JUN 2021  
15AD1-DX-AD 28 FEB 2019

15 AD 1.3-31 13 AUG 2020  
15 AD 1.5-1 30 DEC 2021  
16 AD 1.3-1 05 DEC 2019  
16 AD 1.3-31 13 AUG 2020  
17 AD 1.3-1 25 FEB 2021

AD 2

**AEROPORT INTERNATIONAL  
CARDINAL BERNARDIN  
GANTIN/CADJEHOUN**

01 AD-2.DBBB-1 30 DEC 2021  
01 AD-2.DBBB-2 30 DEC 2021  
01 AD-2.DBBB-3 21 APR 2022  
01 AD-2.DBBB-4 18 MAY 2023  
01 AD-2.DBBB-5 30 DEC 2021  
01 AD-2.DBBB-6 30 DEC 2021  
01 AD-2.DBBB-7 18 MAY 2023  
01 AD-2.DBBB-8 05 OCT 2023  
01 AD-2.DBBB-9 30 DEC 2021  
01 AD-2.DBBB-10 30 DEC 2021  
01 AD-2.DBBB-11 30 DEC 2021

**PARAKOU**

01 AD-2.DBBP-1 28 JAN 2021  
01 AD-2.DBBP-2 23 APR 2020  
01 AD-2.DBBP-3 23 APR 2020  
01 AD-2.DBBP-4 23 APR 2020  
01 AD-2.DBBP-5 23 APR 2020  
01 AD-2.DBBP-6 23 APR 2020  
01 AD-2.DBBP-7 23 APR 2020  
01 AD-2.DBBP-8 28 JAN 2021

**OUAGADOUGOU**

02 AD-2.DFFD-1 25 FEB 2021  
02 AD-2.DFFD-2 15 AUG 2019  
02 AD-2.DFFD-3 22 APR 2021  
02 AD-2.DFFD-4 28 JAN 2021  
02 AD-2.DFFD-5 22 APR 2021  
02 AD-2.DFFD-6 20 MAY 2021  
02 AD-2.DFFD-7 20 MAY 2021  
02 AD-2.DFFD-8 20 MAY 2021  
02 AD-2.DFFD-9 20 MAY 2021  
02 AD-2.DFFD-10 20 MAY 2021  
02 AD-2.DFFD-11 20 MAY 2021  
02 AD-2.DFFD-12 20 MAY 2021  
02 AD-2.DFFD-13 20 MAY 2021  
02 AD-2.DFFD-14 20 MAY 2021  
02 AD-2.DFFD-15 17 JUN 2021  
02 AD-2.DFFD-16 20 MAY 2021  
02 AD-2.DFFD-17 20 MAY 2021  
02 AD-2.DFFD-18 23 FEB 2023  
02 AD-2.DFFD-19 30 DEC 2021  
02 AD-2.DFFD-20 20 MAY 2021  
02 AD-2.DFFD-21 20 MAY 2021  
02 AD-2.DFFD-22 20 MAY 2021  
02 AD-2.DFFD-23 20 MAY 2021

**BOBO-DIOULASSO**

02 AD-2.DFOO-1 10 AUG 2023  
02 AD-2.DFOO-2 20 APR 2023  
02 AD-2.DFOO-3 20 APR 2023  
02 AD-2.DFOO-4 20 APR 2023  
02 AD-2.DFOO-5 20 APR 2023  
02 AD-2.DFOO-6 23 FEB 2023  
02 AD-2.DFOO-7 25 MAR 2021  
02 AD-2.DFOO-8 15 AUG 2019  
02 AD-2.DFOO-9 20 APR 2023  
02 AD-2.DFOO-10 13 AUG 2020

**DOUALA**

03 AD-2.FKKD-1 23 MAR 2023



03 AD-2.FKKD-2 23 MAR 2023  
03 AD-2.FKKD-3 23 MAR 2023  
03 AD-2.FKKD-4 24 FEB 2022  
03 AD-2.FKKD-5 06 OCT 2022  
03 AD-2.FKKD-6 14 JUL 2022  
03 AD-2.FKKD-7 17 JUN 2021  
03 AD-2.FKKD-8 14 JUL 2022  
03 AD-2.FKKD-9 24 FEB 2022  
03 AD-2.FKKD-10 14 JUL 2022  
03 AD-2.FKKD-11 23 MAR 2023  
03 AD-2.FKKD-12 24 FEB 2022  
03 AD-2.FKKD-13 23 MAR 2023  
03 AD-2.FKKD-14 20 APR 2023  
03 AD-2.FKKD-15 20 APR 2023

**BAFOUSSAM**

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

**GAROUA**

03 AD-2.FKKR-1 14 JUL 2022  
03 AD-2.FKKR-2 19 MAY 2022  
03 AD-2.FKKR-3 13 JUL 2023  
03 AD-2.FKKR-4 29 DEC 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 23 FEB 2023  
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 23 MAR 2023  
05 AD-2.FCBB-2 23 MAR 2023  
05 AD-2.FCBB-3 20 APR 2023  
05 AD-2.FCBB-4 23 MAR 2023  
05 AD-2.FCBB-5 18 MAY 2023  
05 AD-2.FCBB-6 18 MAY 2023  
05 AD-2.FCBB-7 15 JUN 2023  
05 AD-2.FCBB-8 15 JUN 2023  
05 AD-2.FCBB-9 15 JUN 2023  
05 AD-2.FCBB-10 15 JUN 2023  
05 AD-2.FCBB-11 15 JUN 2023  
05 AD-2.FCBB-12 15 JUN 2023  
05 AD-2.FCBB-13 15 JUN 2023  
05 AD-2.FCBB-14 15 JUN 2023  
05 AD-2.FCBB-15 15 JUN 2023  
05 AD-2.FCBB-16 23 MAR 2023  
05 AD-2.FCBB-17 23 MAR 2023  
05 AD-2.FCBB-18 23 MAR 2023  
05 AD-2.FCBB-19 23 MAR 2023  
05 AD-2.FCBB-20 23 MAR 2023  
05 AD-2.FCBB-21 23 MAR 2023  
05 AD-2.FCBB-22 23 MAR 2023  
05 AD-2.FCBB-23 18 MAY 2023  
05 AD-2.FCBB-24 23 MAR 2023

**POINTE NOIRE / ANTONIO AGOSTINHO NETO**

05 AD-2.FCPP-1 13 JUL 2023  
05 AD-2.FCPP-2 15 JUN 2023  
05 AD-2.FCPP-3 15 JUN 2023  
05 AD-2.FCPP-4 15 JUN 2023  
05 AD-2.FCPP-5 15 JUN 2023  
05 AD-2.FCPP-6 24 MAR 2022  
05 AD-2.FCPP-7 15 JUN 2023  
05 AD-2.FCPP-8 13 JUL 2023  
05 AD-2.FCPP-9 23 APR 2020  
05 AD-2.FCPP-10 24 MAR 2022  
05 AD-2.FCPP-11 15 JUN 2023  
05 AD-2.FCPP-12 10 AUG 2023

**OLLOMBO / DENIS SASSOU N'GUESSO**

05 AD-2.FCOD-1 15 JUN 2023  
05 AD-2.FCOD-2 15 JUN 2023  
05 AD-2.FCOD-3 15 JUN 2023  
05 AD-2.FCOD-4 15 JUN 2023  
05 AD-2.FCOD-5 15 JUN 2023  
05 AD-2.FCOD-6 15 JUN 2023  
05 AD-2.FCOD-7 15 JUN 2023  
05 AD-2.FCOD-8 15 JUN 2023  
05 AD-2.FCOD-9 15 JUN 2023  
05 AD-2.FCOD-10 15 JUN 2023  
05 AD-2.FCOD-11 15 JUN 2023  
05 AD-2.FCOD-12 15 JUN 2023

**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 10 AUG 2023  
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 13 JUL 2023  
06 AD-2.DIBK-8 25 FEB 2021  
06 AD-2.DIBK-9 25 FEB 2021  
06 AD-2.DIBK-10 13 JUL 2023

**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 18 MAY 2023  
07 AD-2.FOOL-3 23 MAR 2023  
07 AD-2.FOOL-4 23 MAR 2023  
07 AD-2.FOOL-5 24 FEB 2022  
07 AD-2.FOOL-6 15 JUN 2023  
07 AD-2.FOOL-7 15 JUN 2023  
07 AD-2.FOOL-8 23 MAR 2023





07 AD-2.FOOL-9 12 AUG 2021  
07 AD-2.FOOL-10 23 FEB 2023  
07 AD-2.FOOL-11 23 MAR 2023  
07 AD-2.FOOL-12 17 JUN 2021  
07 AD-2.FOOL-13 17 JUN 2021  
07 AD-2.FOOL-14 23 MAR 2023  
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 23 FEB 2023  
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 23 FEB 2023  
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 07 SEP 2023  
08 AD-2.FGSL-4 20 APR 2023  
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 20 APR 2023  
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 20 APR 2023  
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 20 APR 2023  
09 AD-2.FMMI-2 20 APR 2023  
09 AD-2.FMMI-3 05 OCT 2023  
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 20 APR 2023  
09 AD-2.FMMI-16 21 APR 2022  
09 AD-2.FMMI-17 20 APR 2023  
09 AD-2.FMMI-18 23 APR 2020  
09 AD-2.FMMI-19 20 APR 2023  
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 01 DEC 2022  
09 AD-2.FMNM-7 01 DEC 2022  
09 AD-2.FMNM-8 01 DEC 2022  
09 AD-2.FMNM-9 01 DEC 2022  
09 AD-2.FMNM-10 01 DEC 2022  
09 AD-2.FMNM-11 01 DEC 2022  
09 AD-2.FMNM-12 01 DEC 2022  
09 AD-2.FMNM-13 01 DEC 2022

**TOAMASINA/AMBALAMANASY**

09 AD-2.FMNT-1 03 NOV 2022  
09 AD-2.FMNT-2 24 MAR 2022  
09 AD-2.FMNT-3 14 JUL 2022  
09 AD-2.FMNT-4 11 AUG 2022  
09 AD-2.FMNT-5 24 MAR 2022  
09 AD-2.FMNT-6 24 MAR 2022  
09 AD-2.FMNT-7 24 MAR 2022  
09 AD-2.FMNT-8 24 MAR 2022  
09 AD-2.FMNT-9 19 MAY 2022  
09 AD-2.FMNT-10 11 AUG 2022  
09 AD-2.FMNT-11 11 AUG 2022  
09 AD-2.FMNT-12 11 AUG 2022  
09 AD-2.FMNT-13 03 NOV 2022  
09 AD-2.FMNT-14 11 AUG 2022

**NOSY-BE / FASCENE**

09 AD-2.FMNN-1 15 JUN 2023  
09 AD-2.FMNN-2 15 JUN 2023  
09 AD-2.FMNN-3 15 JUN 2023

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 15 JUN 2023  
09 AD-2.FMNN-11 15 JUN 2023  
09 AD-2.FMNN-12 15 JUN 2023

**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 29 DEC 2022  
09 AD-2.FMNA-7 05 NOV 2020  
09 AD-2.FMNA-8 05 NOV 2020  
09 AD-2.FMNA-9 23 FEB 2023

**SAINTE-MARIE**

09 AD-2.FMMS-1 10 AUG 2023  
09 AD-2.FMMS-2 05 NOV 2020  
09 AD-2.FMMS-3 05 NOV 2020  
09 AD-2.FMMS-4 13 JUL 2023  
09 AD-2.FMMS-5 13 JUL 2023  
09 AD-2.FMMS-6 13 JUL 2023  
09 AD-2.FMMS-7 13 JUL 2023  
09 AD-2.FMMS-8 13 JUL 2023  
09 AD-2.FMMS-9 10 AUG 2023  
09 AD-2.FMMS-10 13 JUL 2023

**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 01 DEC 2022  
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 20 APR 2023  
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 07 SEP 2023  
10 AD-2.GABS-2 07 SEP 2023  
10 AD-2.GABS-3 20 APR 2023  
10 AD-2.GABS-4 10 AUG 2023  
10 AD-2.GABS-5 10 AUG 2023  
10 AD-2.GABS-6 21 MAY 2020  
10 AD-2.GABS-7 07 SEP 2023  
10 AD-2.GABS-8 25 MAR 2021  
10 AD-2.GABS-9 21 MAY 2020  
10 AD-2.GABS-10 07 SEP 2023  
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 29 DEC 2022  
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 23 FEB 2023  
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 20 APR 2023  
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 29 DEC 2022  
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 23 FEB 2023  
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

**ATAR**

11 AD-2.GQPA-1 07 SEP 2023  
11 AD-2.GQPA-2 07 SEP 2023  
11 AD-2.GQPA-3 07 SEP 2023  
11 AD-2.GQPA-4 07 SEP 2023  
11 AD-2.GQPA-5 07 SEP 2023  
11 AD-2.GQPA-6 07 SEP 2023  
11 AD-2.GQPA-7 07 SEP 2023

11 AD-2.GQPA-8 07 SEP 2023  
11 AD-2.GQPA-9 07 SEP 2023  
11 AD-2.GQPA-10 07 SEP 2023

**NEMA**

11 AD-2.GQNI-1 07 SEP 2023  
11 AD-2.GQNI-2 07 SEP 2023  
11 AD-2.GQNI-3 07 SEP 2023  
11 AD-2.GQNI-4 07 SEP 2023  
11 AD-2.GQNI-5 07 SEP 2023  
11 AD-2.GQNI-6 07 SEP 2023  
11 AD-2.GQNI-7 07 SEP 2023  
11 AD-2.GQNI-8 07 SEP 2023  
11 AD-2.GQNI-9 07 SEP 2023

**ZOUERATE / TAZADIT**

11 AD-2.GQPZ-1 07 SEP 2023  
11 AD-2.GQPZ-2 07 SEP 2023  
11 AD-2.GQPZ-3 07 SEP 2023  
11 AD-2.GQPZ-4 07 SEP 2023  
11 AD-2.GQPZ-5 07 SEP 2023  
11 AD-2.GQPZ-6 07 SEP 2023  
11 AD-2.GQPZ-7 07 SEP 2023  
11 AD-2.GQPZ-8 07 SEP 2023  
11 AD-2.GQPZ-9 07 SEP 2023

**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

**AGADECZ / 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 05 OCT 2023  
12 AD-2.DRRM-6 05 OCT 2023  
12 AD-2.DRRM-7 05 OCT 2023  
12 AD-2.DRRM-8 05 OCT 2023  
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 05 OCT 2023  
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 05 OCT 2023  
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 18 MAY 2023  
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 07 SEP 2023  
13 AD-2.GOSS-2 07 SEP 2023  
13 AD-2.GOSS-3 07 SEP 2023

13 AD-2.GOSS-4 07 SEP 2023  
13 AD-2.GOSS-5 07 SEP 2023  
13 AD-2.GOSS-6 07 SEP 2023  
13 AD-2.GOSS-7 07 SEP 2023  
13 AD-2.GOSS-8 07 SEP 2023  
13 AD-2.GOSS-9 07 SEP 2023  
13 AD-2.GOSS-10 07 SEP 2023  
13 AD-2.GOSS-11 07 SEP 2023  
13 AD-2.GOSS-12 07 SEP 2023

**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 20 APR 2023  
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 18 MAY 2023  
14 AD-2.FTTJ-9 20 APR 2023  
14 AD-2.FTTJ-10 27 FEB 2020  
14 AD-2.FTTJ-11 20 APR 2023

**SARH**

14 AD-2.FTTA-1 18 MAY 2023  
14 AD-2.FTTA-2 18 MAY 2023  
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 18 MAY 2023  
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 20 APR 2023  
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 20 APR 2023  
15 AD-2.DXXX-14 20 APR 2023  
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 23 FEB 2023  
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 23 MAR 2023  
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 10 AUG 2023  
02AD2-DFFD-STAR-RNAV04 15 JUN 2023  
02AD2-DFFD-STAR-RNAV-RWY04-DATA 15 JUN 2023  
02AD2-DFFD-SID RNAV-RWY04 15 JUN 2023  
02AD2-DFFD-SID-RNAV-RWY04-DATA 03 NOV 2022  
02AD2-DFFD-SID-RNAV22 15 JUN 2023  
02AD2-DFFD-SID RNAV-RWY22-DATA 02 NOV 2023  
02AD2-DFFD-STAR-RNAV22 15 JUN 2023  
02AD2-DFFD-STAR-RNAV22-DATA 15 JUN 2023  
02AD2-DFFD-STAR-VORDME04 15 JUN 2023  
02AD2-DFFD-STAR-VORDME22 15 JUN 2023  
02AD2-DFFD-RMAC 27 JAN 2022  
02AD2-DFFD-RMAC-DATA 27 JAN 2022  
02AD2-DFFD-IAC-RNP04 15 JUN 2023  
02AD2-DFFD-IAC-RNP04-DATA 15 JUN 2023  
02AD2-DFFD-IAC-RNP22 21 APR 2022  
02AD2-DFFD-IAC-RNP22-DATA 21 APR 2022  
02AD2-DFFD-IAC-ILSX04 15 JUN 2023  
02AD2-DFFD-IAC-ILSX04-DATA 15 JUN 2023  
02AD2-DFFD-IAC-ILSY04 21 APR 2022  
02AD2-DFFD-IAC-ILSZ04 15 JUN 2023  
02AD2-DFFD-IAC-VOR04 21 APR 2022  
02AD2-DFFD-IAC-VORY22 21 APR 2022  
02AD2-DFFD-IAC-VORZ22 21 APR 2022  
02AD2-DFFD-IAC-NDB04 21 APR 2022  
02AD2-DFFD-IAC-NDB22 21 APR 2022  
02AD2-DFFD-VAC 22 APR 2021  
02AD2-DFFD-VLC 22 APR 2021  
02AD2-DFFD-CVFR-01 25 FEB 2021

02AD2-DFFD-CVFR-02 25 FEB 2021  
02AD2-DFFD-ILC 22 APR 2021

03

**BAFOUSSAM**

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

**BATOURI**

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

**DOUALA**

03AD2-FKKD-ADC 15 JUN 2023  
03AD2-FKKD-APDC 05 OCT 2023  
03AD2-FKKD-AOC 15 JUN 2023  
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 07 SEP 2023  
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 10 AUG 2023  
03AD2-FKKD-VLC 10 AUG 2023  
03AD2-FKKD-CVFR-01 10 AUG 2023  
03AD2-FKKD-CVFR-02 10 AUG 2023  
03AD2-FKKD-CVFR-03 10 AUG 2023  
03AD2-FKKD-ILC 10 AUG 2023

**GAROUA**

03AD2-FKKR-ADC 15 JUN 2023

03AD2-FKKR-APDC 15 JUN 2023  
03AD2-FKKR-AOC 15 JUN 2023  
03AD2-FKKR-ARC 05 DEC 2019  
03AD2-FKKR-STAR-RNAV09 29 DEC 2022  
03AD2-FKKR-STAR-RNAV09-DATA1 29 DEC 2022  
03AD2-FKKR-STAR-RNAV09-DATA2 29 DEC 2022  
03AD2-FKKR-STAR-RNAV27 29 DEC 2022  
03AD2-FKKR-STAR-RNAV27-DATA1 29 DEC 2022  
03AD2-FKKR-STAR-RNAV27-DATA2 29 DEC 2022  
03AD2-FKKR-IAC-RNP09 29 DEC 2022  
03AD2-FKKR-IAC-RNP09-DATA 29 DEC 2022  
03AD2-FKKR-IAC-RNP27 29 DEC 2022  
03AD2-FKKR-IAC-RNP27-DATA 29 DEC 2022  
03AD2-FKKR-STAR-VORDME09 29 DEC 2022  
03AD2-FKKR-STAR-VORDME27 29 DEC 2022  
03AD2-FKKR-IAC-ILSX09 29 DEC 2022  
03AD2-FKKR-IAC-ILSX09-DATA 29 DEC 2022  
03AD2-FKKR-IAC-ILSY09 29 DEC 2022  
03AD2-FKKR-IAC-ILSZ09 29 DEC 2022  
03AD2-FKKR-IAC-VORY09 29 DEC 2022  
03AD2-FKKR-IAC-VORZ09 29 DEC 2022  
03AD2-FKKR-IAC-VORY27 29 DEC 2022  
03AD2-FKKR-IAC-VORZ27 29 DEC 2022  
03AD2-FKKR-VAC 10 AUG 2023  
03AD2-FKKR-VLC 10 AUG 2023  
03AD2-FKKR-CVFR-01 10 AUG 2023  
03AD2-FKKR-CVFR-02 10 AUG 2023  
03AD2-FKKR-ILC 10 AUG 2023

**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 10 AUG 2023  
03AD2-FKKL-VLC 10 AUG 2023  
03AD2-FKKL-ILC 10 AUG 2023  
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 15 JUN 2023  
03AD2-FKYS-APDC 15 JUN 2023  
03AD2-FKYS-AOC 15 JUN 2023  
03AD2-FKYS-SID-VORDME01 29 DEC 2022  
03AD2-FKYS-SID-VORDME19 29 DEC 2022  
03AD2-FKYS-STAR-RNAV01 29 DEC 2022  
03AD2-FKYS-STAR-RNAV19 29 DEC 2022  
03AD2-FKYS-IAC-RNP01 29 DEC 2022



03AD2-FKYS-IAC-RNP19 29 DEC 2022  
03AD2-FKYS-STAR-VORDME01 29 DEC 2022  
03AD2-FKYS-STAR-VORDME19 29 DEC 2022  
03AD2-FKYS-IAC-ILSW19 29 DEC 2022  
03AD2-FKYS-IAC-ILSYX19 29 DEC 2022  
03AD2-FKYS-IAC-ILSZ19 29 DEC 2022  
03AD2-FKYS-IAC-VORYX01 29 DEC 2022  
03AD2-FKYS-IAC-VORZ01 29 DEC 2022  
03AD2-FKYS-IAC-VORY19 29 DEC 2022  
03AD2-FKYS-IAC-VORZ19 29 DEC 2022  
03AD2-FKYS-IAC-NDB01 29 DEC 2022  
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

**IMP FONDO**

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-ARC 10 AUG 2023  
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 10 AUG 2023  
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 10 AUG 2023  
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

**YAMOISSOUKRO**

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-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 10 AUG 2023  
07AD2-FOOL-CVFR-02 10 AUG 2023  
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  
09AD2-FMNA-IAC-RNP13 29 DEC 2022  
09AD2-FMNA-IAC-RNP13-DATA 29 DEC 2022

**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  
09AD2-FMMS-IAC-RNP01 29 DEC 2022  
09AD2-FMMS-IAC-RNP01-DATA 29 DEC 2022  
09AD2-FMMS-IAC-RNP19 29 DEC 2022  
09AD2-FMMS-IAC-RNP19-DATA 29 DEC 2022

**SAMBAVA / SUD**

09AD2-FMNS-VAC 08 NOV 2018  
09AD2-FMNS-VLC 08 NOV 2018  
09AD2-FMNS-IAC-CATAB\_NDB34 08 NOV 2018  
09AD2-FMNS-IAC-CATCD\_NDB34 08 NOV 2018  
09AD2-FMNS-IAC-CATAB\_NDBDME34 08 NOV 2018  
09AD2-FMNS-IAC-CATCD\_NDBDME34 08 NOV 2018  
09AD2-FMNS-IAC-L\_DME16 08 NOV 2018  
09AD2-FMNS-IAC-NDB16 08 NOV 2018  
09AD2-FMNS-IAC-NDB\_DME16 08 NOV 2018

**TOAMASINA/AMBALAMANASY**

09AD2-FMMT-ADC 27 JAN 2022  
09AD2-FMMT-AOC 27 JAN 2022  
09AD2-FMMT-IAC-RNAV01 08 NOV 2018  
09AD2-FMMT-IAC-RNAV19 08 NOV 2018  
09AD2-FMMT-IAC-RNAVILS19 08 NOV 2018  
09AD2-FMMT-IAC-ILSZ19 08 NOV 2018  
09AD2-FMMT-IAC-VOR\_NDB01 08 NOV 2018  
09AD2-FMMT-IAC-VOR\_NDB19 08 NOV 2018  
09AD2-FMMT-VAC 27 JAN 2022  
09AD2-FMMT-VLC 27 JAN 2022  
09AD2-FMMT-CVFR-01 27 JAN 2022  
09AD2-FMMT-CVFR-02 27 JAN 2022  
09AD2-FMMT-ILC 27 JAN 2022

**TOLAGNARO / MARILLAC**

09AD2-FMSD-VAC 08 NOV 2018  
09AD2-FMSD-VLC 08 NOV 2018  
09AD2-FMSD-IAC-CATAB\_NDBDME08 08 NOV 2018  
09AD2-FMSD-IAC-CATCD\_NDBDME08 08 NOV 2018  
09AD2-FMSD-IAC-CATAB\_NDBDME26 08 NOV 2018  
09AD2-FMSD-IAC-CATCD\_NDBDME26 08 NOV 2018  
09AD2-FMSD-IAC-CATAB\_NDB08 08 NOV 2018  
09AD2-FMSD-IAC-CATCD\_NDB08 08 NOV 2018  
09AD2-FMSD-IAC-CATAB\_NDB26 08 NOV 2018  
09AD2-FMSD-IAC-CATCD\_NDB26 08 NOV 2018

**TOLIARY**

09AD2-FMST-VAC 08 NOV 2018  
09AD2-FMST-VLC 08 NOV 2018  
09AD2-FMST-IAC-CATAB\_NDB04 08 NOV 2018  
09AD2-FMST-IAC-CATCD\_NDB04 08 NOV 2018  
09AD2-FMST-IAC-NDB22 08 NOV 2018  
09AD2-FMST-IAC-RNP04 29 DEC 2022  
09AD2-FMST-IAC-RNP04-DATA 29 DEC 2022  
09AD2-FMST-IAC-RNP22 29 DEC 2022  
09AD2-FMST-IAC-RNP22-DATA 29 DEC 2022

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**AEROPORT INTERNATIONAL  
PRESIDENT MODIBO KEITA - SENOU**

10AD2-GABS-ADC 10 AUG 2023  
10AD2-GABS-APDC 08 NOV 2018  
10AD2-GABS-AOC 10 AUG 2023  
10AD2-GABS-ARC 10 AUG 2023  
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 10 AUG 2023  
10AD2-GABS-VLC 10 AUG 2023  
10AD2-GABS-CVFR-01 10 AUG 2023  
10AD2-GABS-CVFR-02 10 AUG 2023  
10AD2-GABS-ILC 10 AUG 2023

**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

**KIDAL**

10AD2-GAKL-IAC-PinS-RNP-084 02 NOV 2023  
10AD2-GAKL-IAC-PinS-RNP-084-DATA 02 NOV 2023  
10AD2-GAKL-IAC-RNP06 02 NOV 2023  
10AD2-GAKL-IAC-RNP06-DATA 02 NOV 2023  
10AD2-GAKL-IAC-RNP24 02 NOV 2023  
10AD2-GAKL-IAC-RNP24-DATA 02 NOV 2023

**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 09L-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 10 AUG 2023  
12AD2-DRZR-VLC 10 AUG 2023  
12AD2-DRZR-ILC 10 AUG 2023  
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 SENHOR**

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****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

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**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

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**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



ENR 1.8  
*ATM CONTINGENCY PLAN FOR DOUALA ACC*

**1. Objectives**

- 1.1. This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) within the DOUALA Upper Traffic Area and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.30, and Attachment C.
- 1.2. This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the airspace under the responsibility of DOUALA ACC. Routes and flight levels are limited.

**2. Air Traffic Management**

2.1. Air Traffic Services Responsibilities

- 2.1.1. Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof
- 2.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 2.1.3. In the event that ATS cannot be provided within the DOUALA UTA, ASECNA shall publish not less than 48 hours prior, if practicable, the corresponding NOTAM indicating the following:
  - a) Time and date of the beginning of the contingency measures;
  - b) Airspace available for landing and over flying traffic and airspace to be avoided;
  - c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
  - d) Information on the provisions made for alternative services;
  - e) ATS contingency routes;
  - f) Procedures to be followed by neighboring ATS units;
  - g) Procedures to be followed by pilots; and
  - h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 2.1.4. In the event that the DOUALA ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by DOUALA ACC.

2.2. Separation

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

2.3. Level restriction

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

2.4. Other measures

- 2.4.1. Other measures related to the disruption of air traffic services and the implementation of the contingency scheme within the DOUALA UTA may be taken as follows:
  - a) Suspension of all VFR Operations;
  - b) Delay or suspension of general aviation IFR operations; and
  - c) Delay or suspension of commercial IFR operations.

**3. Transition to contingency scheme**

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

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

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

- |           |   |                   |
|-----------|---|-------------------|
| a) DOUALA | - | Brazzaville ACCs; |
| b) DOUALA | - | Libreville ACCs;  |
| c) DOUALA | - | Kano ACCs         |

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

- BZCR9: UB 737 (DLA – IPOVO)
- BZCR6 : UA604 (OBUDU-DLA), UG 861 (DLA-ARASI)
- BZCR6 : UA604 (OBUDU-DLA), UG 861 (DLA-ARASI)
- BZCR6 : UA604 (OBUDU-DLA), UG 861 (DLA-ARASI)
- BZCR6 : UA604 (OBUDU-DLA), UG 861 (DLA-ARASI)

Brazzaville ACC means of communication : CPDLC (BZVCAYA) or VHF frequencies (127.1, 128.9) or HF frequencies (5493-6559-8873-8903-13294) will be used.

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

## 5. Contingency ATS Route Network

5.1. ATS Routes to be temporarily unavailable

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

- UL 433 - KEMOX-IKROP
- UL 434 - DESAM-YAOUNDE
- UH 455 - KEMOX – ARASI
- UA 604 - DLA-VOLMU
- UQ 584 - GEBRO- DLA- KEMOX

5.2. NORTHBOUND/SOUTHBOUND TRAFFIC

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

- BZCR6 :** - **UA 604** (OBUDU–DOUALA)  
Northbound: flight level 340 and 360  
Southbound: flight level 330, 350 and 370

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

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

- BZCR9 :** - **UR 986** (TAPEK –TAKUM)  
North-west bound: flight level 260  
South-east bound: flight level 250 and 350
- BZCR6 :** - **UG 861** (DOUALA –ARASI)  
North-west bound: flight level 340 and 360  
South-east bound: flight level 330, 350 and 370

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

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

- BZCR8 :** - **UG 857** (DOUALA – PONDO)  
North-east bound: flight levels 270, 290, 310 and 390  
South-west bound: flight level 280 and 320
- BZCR8 :** - **UB 737** (DOUALA – IPOVO)  
North-east bound: flight level 270 and 310
- BZCR12 :** - **UQ 583** (ARASI-TAPEK)  
North-east bound: flight level 410 and 450  
South-west bound: flight level 380 and 430

5.5. EASTBOUND/WESTBOUND TRAFFIC

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

- BZCR1 :** - **UR 984** (RALIN – DLA-NLY- ARKEV )  
Eastbound: flight level 290 and 390  
Westbound: flight level 300 and 400



## 6. ATS Unit Procedures

- 6.1. Filed flight plan messages shall continue to be transmitted via the AFTN to DOUALA ACC as per normal procedure. The adjacent ACCs (BRAZZAVILLE, KANO, and LIBREVILLE) shall be responsible for:
- Transmitting to DOUALA ACC via the AFTN, to the extent practicable, for each aircraft intending to transit through DOUALA UTA:
    - A current flight plan message, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the UTA concerned; and
    - An estimate message for the relevant entry point of the UTA concerned, at least thirty (30) minutes before the aircraft's estimated time of arrival over that point.
  - Transmitting to the ACC serving the first FIR which an aircraft will enter after transiting the DOUALA UTA, via the AFTN, an estimate message containing the aircraft's estimated time of arrival over the DOUALA UTA exit point. This should be transmitted upon receipt of the aircraft's last position report within the transmitting facility's FIR.
  - Applying a longitudinal separation of at least twenty (20) minutes over the relevant entry point of DOUALA UTA between aircraft flying at the same flight level and following the same contingency air traffic route within the DOUALA UTA and instructing the respective pilot-in-command to maintain the flight level and Mach number assigned throughout DOUALA UTA.
  - Not authorizing any flight level or Mach number changes for aircraft transiting through DOUALA UTA, ten (10) minutes prior to the aircraft entering the DOUALA UTA.
  - Requesting each aircraft transiting through DOUALA UTA to include in its last position report (over the entry point DOUALA UTA) the estimated time of arrival over the relevant exit point of DOUALA UTA for the contingency air traffic route used.

## 7. Pilot and Operator Procedures

- 7.1. All aircraft transiting through DOUALA UTA shall strictly comply with the following:
- Operate along or as close as possible to the centreline of the assigned contingency air traffic route.
  - Reach the flight level assigned by adjacent ACC for the transit of DOUALA UTA at least ten (10) minutes before entering DOUALA UTA.
  - Maintain the flight level assigned by the last adjacent ACC while operating within DOUALA UTA, unless an emergency situation or flight security reason exists.
  - 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.
  - Include in their last position report to the competent adjacent ACC the estimated time of arrival over the entry point of DOUALA UTA and the estimated time and point at which they are to exit the DOUALA UTA.
  - Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DOUALA UTA, climb or descend well to the right of the centreline of the air traffic route being flown but remaining within DOUALA 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.).
  - 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 DOUALA UTA in order to obtain clearance for entering the adjacent airspace concerned.
  - Display navigation and anti-collision lights at all times during the transit of contingency airspace.
  - Maintain their own longitudinal separation of twenty (20) minutes with preceding aircraft maintaining the same cruising flight level.
- 7.2. A NOTAM will be issued if this contingency plan is activated.

## 8. COMMUNICATION PROCEDURES

### 8.1 Degradation of Communication - Pilot Radio Procedures

- When operating within the contingency airspace, pilots should use normal radio communication procedures.
- 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 DOUALA 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 DOUALA UTA, DOUALA ACC should take the following actions:
- 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;
  - Respond to requests for a course change or a level change as far as possible;
  - 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;
  - 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 DOUALA ACC that they have inadvertently entered a cloud of volcanic ash, DOUALA ACC should:
- Respect measures applicable to an aircraft in an emergency and;
  - 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 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.

## 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 contingency plan shall be tested by ATC simulation at least once per year.
- 13.2. A full review of the contingency plan 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	General Manager of CCAA	+237 676 15 95 71	paule.assoumou.koki@ccaa.aero
2	Representative of ASECNA-Cameroon	+237 696 21 00 12	NGOUNESONNAEri@asecna.org
3	Douala ACC Manager	+237 699 72 30 41	WEREBESISOMRic@asecna.org
4	Douala aerodrome Commander	+237 696 21 00 13	EYOUMJul@asecna.org
5	Head of CNS Unit	+237 696 21 00 20	YESSOMJoa@asecna.org

### ASECNA HEADQUATERS (CRISIS ROOM)

N°	Member Title	Telephone	Email
1	Director of Operations	+221 77 332 15 93 +221 338 69 56 51	guelpinaceu@asecna.org



**15.2 ATM OPERATIONAL CONTINGENCY GROUP**

N°	Member Title	Telephone	Email
1	Douala ACC Manager	+237 699 72 30 41	WEREBESISOMRic@asecna.org
2	Chief ATM Officer in charge of Operations	+237 655 55 24 28	NLATEMFOUMOArm@asecna.org
3	Chief ATM Officer in charge of Air Traffic	+237 699 68 09 86	BISSONGAISSOKSte@asecna.org
4	Aeronautical Information Management Chief Officer	+237 691 03 54 52	KAMGANGNOUMBISSIEGhi@asecna.org
5	Communication Navigation Surveillance System Chief Officer	+223 66 74 02 07	EDMONDPag@asecna.org
6	Ntework & Computer systems Administrator	+237 696 21 00 10	NGUEAAri@asecna.org
7	Meteorological Weather Forecasts & Protection Chief Officer	+237 699 45 76 16	135065u@asecna.org
8	Telecommunication Services Officer	+ 237 694 44 86 55	NITCHEUDJOMKAMRon@asecna.org

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

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

Users may also chose to avoid the CAMEROON AIRSPACE by flight planning via any alternative ATS routes provided by neighboring ATS units of DOUALA ACC.

Users are advised to circumnavigate CAMEROON AIRSPACE and try to establish contact wjth the ATS unit responsible for the provision of service as soon as possible.

**EXAMPLE:**

Flights from North to South : Join the point (5LNC) on ATS Route xxx till point (5LNC) and follow instructions from [ ATS UNIT(NEIGHBOR)].

Flights from East to West: Join the point (5LNC) on ATS route xxx till point (5LNC) and follow instructions from [ATS UNIT(NEIGHBOR)].



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## 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:
    - ACR13: : UR977 (EREMO-BKO)
    - ACR3: : UG851 (GUREL-BKO)
    - ACR14: : UA600 (KIMGA-BKO)
    - ACR4: : UG860 (EDGIB-BKO)
    - ACR2: : UA601 ( IPUGA -BKO- EBSUD)
    - ACR15: : 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:
    - ACR13: : UR977 (EREMO-BKO)
    - ACR3: : UG851 (GUREL-BKO)
    - ACR14: : UA600 (KIMGA-BKO)
    - ACR4: : UG860 (EDGIB-BKO)
    - ACR2: : UA601 ( IPUGA -BKO -EBSUD)
    - ACR15: : 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
ACR13	UR 977 UM 122	Dakar FIR (Nouakchott UTA)	Northbound : FL260 – FL280-FL300-FL340- FL360-FL380-FL400-FL470 Southbound: FL250 - FL410 Note : Parity reversal	EREMO/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC: 129,1 MHz; 8861 KHz; 6673 KHz
ACR3	UG 851	Dakar FIR (Abidjan UTA)	North-Westbound: FL340 - FL380 South-Eastbound: FL250-FL290-FL370 FL410	GUREL/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC; 129,1 MHz; 8861 KHz; 6673 KHz
ACR14	UA 600	Dakar FIR (Nouakchott UTA)	North-Westbound: FL260-FL280-FL340- - -FL380 - FL400-FL470 South-Eastbound: FL290 - FL390	KIMGA/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC; 129,1 MHz; 8861 KHz; 6673 KHz
ACR4	UG 860	Niamey FIR (Ouaga UTA)	Eastbound: FL270-FL310-FL350 Westbound: FL260-FL300	EDGIB/BKO	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC; 129,1 MHz; 8861 KHz; 6673 KHz
ACR2	UA 601	Dakar FIR (Dakar UTA)	North-Westbound: FL400-FL470 South-Eastbound: - IPUGA to BKO : FL310-FL370 - BKO to EBSUD : FL250, FL290, FL310-FL370FL390-FL410-FL450	IPUGA / BKO / EBSUD	Dakar ACC: 129.5 MHz; 8861, 6535, 6673 KHz Or Abidjan ACC; 129,1 MHz; 8861 KHz; 6673 KHz
ACR15	UA 612	Roberts FIR	North-Eastbound: FL280 -FL360 Note : Parity reversal to allow continuity on ACR13 South-Westbound: FL260-FL300 FL340-FL400-FL470	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.

- 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 contingency plan shall be tested by ATC simulation at least once per year.
- 13.2. A full review of the contingency plan 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	Head of Air Navigation Service ANAC-Mali	+223 76 48 70 24	ousman.guingo@anac-mali.org ousguindo@yahoo.fr
2	Representative of ASECNA-Mali	+223 66 74 01 21	GOITAiss@asecna.org
3	Bamako ACC Manager	+223 66 74 01 06	moufoumaser@asecna.org
4	Bamako aerdrome Commander	+223 66 74 02 63	DEMBELEDri@asecna.org
5	Head of CNS Unit	+ 223 66 74 02 30	TRAOREoum@asecna.org

**ASECNA HEADQUARTERS (CRISIS ROOM)**

N°	Member Title	Telephone	Email
1	Director of Operations	+221 77 332 15 93 +221 338 69 56 51	guelpinaceu@asecna.org

**15.2 ATM OPERATIONAL CONTINGENCY GROUP**

N°	Member Title	Telephone	Email
1	En-Route Control Manager	+223 66 74 01 06	moufoumaser@asecna.org
2	Chief ATM Officer in charge of Operations	+223 66 74 01 18	kanouteada@asecna.org
3	Chief ATM Officer in charge of Alr Traffic	+223 66 74 03 49	sissokomam2@asecna.org
4	Aeronautical Information Management Chief Officer	+223 66 74 03 36	sangaresam@asecna.org
5	Communication Navigation Surveillance System Chief Officer	+ 223 66 74 02 30	TRAOREoum@asecna.org
6	Ntework & Computer systems Administrator	+223 66 74 01 48	doucourernou@asecna.org
7	Meteorological Weather Forecasts & Protection Chief Officer	+223 66 74 01 78	toureyou@asecna.org
8	Telecommunication Services Officer	+ 223 66 74 01 94	SIENTALna@asecna.org

**15.3 SEARCH AND RESCUE POINT OF CONTACT**

Center	Member Title	Telephone	Email
Bamako	SAR focal point	+223 20 22 16 31 +223 65 91 28 20 +223 74 57 09 58	ssdiallo@yahoo.fr diallosidisadio@gmail.com



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

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**UNAVAILABILITY OF BAMAKO UTA**

**OBJECTIVES**

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

Users may also chose to avoid the MALI AIRSPACE by flight planning via any alternative ATS routes provided by neighboring ATS units of BAMAKO ACC.

Users are advised to circumnavigate MALI AIRSPACE and try to establish contact wjth the ATS unit responsible for the provision of service as soon as possible.

**EXAMPLE:**

Flights from North to South : Join the point (5LNC) on ATS Route xxx till point (5LNC) and follow instructions from [ ATS UNIT(NEIGHBOR)].

Flights from East to West: Join the point (5LNC) on ATS route xxx till point (5LNC) and follow instructions from [ATS UNIT(NEIGHBOR)].



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- h) The ATS units responsible prior to aircraft entering the NDJAMENA UIR will inform aircraft that they must establish contact with the first ATS Unit after transiting NDJAMENA UIR not less than 10 minutes before the estimated time of entry to the next airspace.

#### 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, NDJAMENA ATS Units will, if possible, broadcast to all aircraft in the NDJAMENA UIR, airspace that is affected by the disruption and that further instructions will follow.

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. ATS Units in charge of the affected airspace 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 NDJAMENA UIR

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

- a) N'DJAMENA – Tripoli ACCS;
- b) N'DJAMENA – Niamey ACCS;
- c) N'DJAMENA – Brazzaville ACCS ;
- d) N'DJAMENA –Khartoum ACCS and
- e) N'DJAMENA –Kano ACCS

6.2 The responsibility for ensuring the provision of air traffic services within NDJAMENA UIR is transferred to Brazzaville Control and Niamey Control according to the following considerations:

- a) Niamey ACC will ensure the provision of air traffic services for traffic operating in airspace or along contingency ATS routes north of the 14th north parallel.
- b) Brazzaville ACC will ensure the provision of air traffic services for traffic operating in airspace or along the contingency ATS routes south of the 14th north parallel.
- c) N'DJAMENA ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.
- d) Niamey ACC and Brazzaville ACC must ensure that flights northbound and southbound on routes UM998 and UG727 are appropriately coordinated with Kano ACC to ensure longitudinal separation from the northern N'djamena FIR and Niamey FIR boundary all the way to the southern N'djamena FIR and Brazzaville FIR boundary and vice versa.

#### 7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within NDJAMENA UIR, 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	Routes name and Entry/Exit points	FIR Involved	Flight level allocation scheme	Communication Means
NDCR1	UG858: DEKTU – RAKOM	DRRR	southwest bound: flight level 320-340 northeast bound: flight level 350-390	HF 8903-8873 and CPDLC if applicable
NDCR2	UR778: SABSI-TONBA	DRRR HLLL	northeast bound: flight level 290-350 southwest bound: flight level 280-340	
NDCR3	UG660: GNA-KELAK	FCCC HSSS DNKK	westbound: flight level 340-360 eastbound: flight level 290- 350-430	
NDCR4	UG655/UM215: GARIN-ONUUDA	FCCC DRRR HLLL	Northbound: flight level 340-360 southbound : flight level 330-370	
NDCR5	UM731/UA607: DIR-RULDO	DRRR FCCC	northbound: flight level 300-380 southbound: flight level 310-370	
NDCR6	UG727 : TJN - DEKTU	FCCC DNKK DRRR	northbound: flight level 260-360-400 southbound: flight level 330-410	
NDCR7	UA410: ONUUDA-KAFIA	HSSS FCCC	northeast bound: flight level 270-290-310-390 southwest bound: flight level 280-320	
NDCR8	UB730 : DIR-RAKOM	DRRR	Northbound : flight level 300-380 southbound : flight level 310-370	
NDCR9	UG857: PONDO - FL	FCCC	southwest bound: flight level 280-320 northeast bound: flight level 270-390	
NDCR10	UB736: MONAN-ETRIS	HSSS FCCC DNKK	westbound: flight level 260-340-430 eastbound: flight level 290-350-450	

## 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 Chad Civil Aviation Authority prior to operating flights through the NDJAMENA UIR. During the period of activation of this Contingency Plan, the adjacent ATS Units will provide normal ATC clearances for aircraft to enter NDJAMENA UIR. The adjacent ATS Unit is not responsible for coordination or provision of overflight clearances for the NDJAMENA UIR. The operator must ensure any required overflight approval has been obtained.

### 8.3 Pilots operating procedures

- a) All aircraft transiting through NDJAMENA UIR shall strictly comply with the following :
- b) Maintain contact with Brazzaville Control or Niamey Control according to the paragraph 4 of this contingency plan.
- c) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- d) Reach the flight level assigned by Brazzaville Control or Niamey Control for the transit of NDJAMENA UIR at least ten (10) minutes before entering NDJAMENA UIR.
- e) Maintain the flight level assigned by the last adjacent ACC while operating within NDJAMENA UIR, unless an emergency or flight safety reason exists.  
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 NDJAMENA UIR.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of NDJAMENA UIR, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within NDJAMENA UIR, 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 NDJAMENA UIR 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 broadcast positions in accordance with the TIBA procedures.

## 9. PUBLIC HEALTH EMERGENCIES

- 9.1 NDJAMENA 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 and using the most expeditious means of communication, to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the state of Chad 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 NDJAMENA UIR, NDJAMENA 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 NDJAMENA ACC that they have inadvertently entered a cloud of volcanic ash, NDJAMENA 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 discrete 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 Brazzaville ACC and Niamey ACC are required to assist any distressed aircraft of which they are aware and which flies over NDJAMENA UIR.

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 after approval from Chad Civil Aviation Authority ADAC in coordination with ICAO and the concerned States.

### 15. ALL CONTINGENCIES UNITS

#### 15.1. CENTRAL COORDINATING COMMITTEE

N°	Member Title	Telephone	Email
1	Head of Air Navigation Service (ANAC Chad )	+235 66 29 16 52	dg@adactchad.org ; djoungouri@yahoo.fr
2	ASECNA Representative in Chad	+235 63 26 28 28	AHMATHASSANOro@asecna.org

#### ASECNA HEADQUARTERS (CRISIS ROOM)

N°	Member Title	Telephone	Email
1	Director of Operations	+221 77 332 15 93 +221 338 69 56 51 +221 338 69 20 62	guelpinaceu@asecna.org

#### 15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Telephone	Email
01	Area Control Centre Manage	+235 66 27 53 99/ 99 19 50 06	ABDERAMANEAbd@asecna.org abderahamane01@gmail.com
02	Head of Maintenance NDjamena	+235 99 14 82 36	boguy12000@yahoo.f
03	Head of Meteorological Services	+ 235 66 76 38 02 / 99 99 88 24	bomarikor@asecna.org
04	Head of Aerodrome Services	+235 66 29 48 03 / 99 90 15 25	djaafarass@yahoo.fr

#### 15.3 SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Telephone	Email/Adress
NDJAMENA	SAR focal point DJANGBEI HASSAN EMMANUEL	+235 66 28 40 70 (Mobile) +235 22 52 52 95 (Office) +235 22 52 59 63 (Fax)	yankim@yahoo.fr B.P. 923 -N'DJAMENA -TCHAD
NIAMEY	Centre de Coordination de recherches et de Sauvetage	+227 20.34.00.85 +227 85.27.57.56 +227 85.27.57.50	B.P. 1005 - NIAMEY - NIGER RSFTA/AFTN: DRRNSARX
	Défense Nationale (DRSA)	+227 20 34 00 85 +227 94 08 09 48	
BRAZZAVILLE	Centre de Coordination de Recherches et de Sauvetage	+242 27 75 30 27 +242 27 75 30 28	RSFTA/AFTN: FCBBYCYX



**ENR 1 RÈGLES ET PROCÉDURES GÉNÉRALES**  
**GENERAL RULES AND PROCEDURES****ENR 1.12 PROCÉDURES D'INTERCEPTION DES AÉRONEFS CIVILS AU TCHAD**  
**PROCEDURES FOR THE INTERCEPTION OF CIVIL AIRCRAFT IN CHAD**

- |   |  |
|---|--|
| <b>1. Interception</b>  | <b>1. Interception</b>   |
| <b>1.1</b> L'interception est un type de mission de défense. Elle ne désigne pas le service d'interception et d'escorte assuré sur demande à un aéronef en détresse, conformément aux dispositions du Manuel International OACI de recherches et de sauvetage aéronautique et maritimes (IAMASAR) (doc9731), volumes II et III.   | <b>1.1</b> <i>Interception is a type of defense mission. In this Order, it does not designate an escort service, upon request, to an aircraft in distress in accordance with the provisions of the ICAO International Aeronautical and Maritime Search and Rescue (IAMARSAR) Manual (Doc 9731), volumes II and III.</i>  |
| <b>1.2</b> L'interception des aéronefs est régie par l'arrêté NR026/PR/PM/MACN/MDPRCDNAVCG/2016.  | <b>1.2</b> <i>ircraft interception is governed by decision NR026/PR/PM/MACN/MDPRCDNAVCG/2016..</i>   |
| <b>1.3</b> Tout aéronef civil doit se conformer aux ordres d'interception dont il fait l'objet dans l'espace aérien situé au-dessus du territoire tchadien. Il est fait obligation à tout aéronef civil inscrit sur le registre tchadien ou utilisé par les exploitants tchadiens, de se conformer aux ordres d'interception émis par les autres Etats lorsqu'il survole leurs territoires. Les procédures d'interception seront conformes aux dispositions contenues dans le Manuel concernant l'interception des aéronefs civils (DOC9433) de l'Organisation de L'Aviation Civile Internationale (OACI).  | <b>1.3</b> <i>All civil aircraft must comply with interception orders in the airspace over Chadian territory. Any civil aircraft registered on the Chadian register or used by Chadian operators are obliged to comply with interception order issued by other States when they fly over their territories. The interception procedures shall be in accordance with the provisions of the International Civil Aviation Organization (ICAO) Manual on the interception of Civil Aircraft (Doc 9433).</i>  |
| <b>1.4</b> Il ne sera fait recours à l'usage systématique de la force contre un aéronef civil faisant l'objet d'interception.   | <b>1.4</b> <i>The systematic use of force against a civil aircraft subject to interception shall not be applicable.</i>  |
| <b>1.5</b> Les pilotes commandants de bord d'aéronefs civils sont informés qu'il peut y avoir interception au cas où les autorités militaires douanières ou policières de l'État :<br>a. Ne sont pas en mesure d'obtenir une identification positive d'un aéronef observé ou pénétrant dans l'espace aérien au-dessus du territoire tchadien par des moyens autres qu'une inspection visuelle, c'est à dire par coordination avec les organes des services de la circulation aérienne et/ou par radar secondaire de surveillance.<br>b. Constatent qu'un aéronef qui ne dispose pas de l'autorisation requise est sur le point de pénétrer, ou est entré dans une région de territoire tchadien dans laquelle les vols civils sont réglementés ou interdits ;<br>c. constatent qu'un aéronef dans l'espace aérien situé au-dessus du territoire tchadien s'écarte d'une route ATS (services de la circulation aérienne) désignée, ou d'une route indiquée dans le plan de vol à l'extérieur de réseau de route ATS, sans raison valable connue ou apparente pour cet écart ;<br>d. soupçonnent qu'un aéronef effectue un vol illicite et/ou assure le transport de marchandises illicites ou de personnes recherchées, contrairement aux buts de la convention de Chicago et aux lois en vigueur. | <b>1.5</b> <i>The pilot-in-commands of civil aircraft are informed that there may be interception in the event that the military, customs or police authorities of the State:</i><br><i>a. are unable to obtain positive identification of an aircraft observed or entering airspace over Chadian territory by means other than visual inspection, that is to say by coordination with air traffic services units and/or by secondary surveillance radar.</i><br><i>b. Find that an aircraft that does not have the required authorization is about to enter or has entered any part of the territory of Chad in which civil flights are regulated or prohibited;</i><br><i>c. Find that an aircraft in the airspace above Chadian territory departs from a designated ATS (air traffic services) route, or a route specified in the flight plan, outside the ATS route network, without a valid or known reason for such deviation.</i><br><i>d. Suspect that an aircraft is engaged in illicit and/or transport of illicit flight goods or wanted persons, contrary to the purposes of the Chicago Convention and the laws in force.</i> |

- 1.6** Peut également y avoir interception d'un aéronef civil si celui-ci :
- pénètre dans l'espace aérien situé au-dessus du territoire tchadien sans autorisation et ne se conforme pas aux instructions d'atterrir ou de quitter cet espace aérien ;
  - pénètre dans l'espace aérien situé au-dessus du territoire tchadien par des positions ou des routes différentes que celles qui sont indiquées dans l'autorisation de survol ;
  - constitue un danger pour les autres aéronefs.

## 2. Principes suivis

- 2.1** Les principes suivants sont appliqués :
- l'interception des aéronefs civils n'est entreprise qu'en dernier ressort;
  - si elle est entreprise, une interception se limite à déterminer l'identité de l'aéronef, à moins qu'il ne soit nécessaire de remettre l'aéronef sur sa trajectoire prévue de lui indiquer la direction à suivre pour sortir des limites de l'espace aérien national, de le conduire hors d'une zone réglementée, interdite ou dangereuse ou de lui ordonner d'atterrir à un aéroport désigné ;
  - l'interception d'aéronefs civils n'est pas entreprise à titre d'exercice;
  - toutes les fois que le contact radio peut être établi, des indications de navigation et des renseignements connexes sont donnés par radiotéléphonie à l'aéronef intercepté ;
  - au cas où il est exigé qu'un aéronef civil intercepté sur le territoire survolé, l'aéroport désigné doit permettre l'atterrissage en toute sécurité de ce type d'aéronef.

**Note** : Lors de l'adoption unanime de l'article 3 bis de la convention relative à l'aviation civile internationale par la 25e session (extraordinaire) de l'assemblée de l'AOACI les Etats contractants sont convenus que chaque Etat doit s'abstenir de recourir à l'emploi des armes contre les aéronefs civils en vol.

- 2.2** Une méthode normalisée est établie pour les manoeuvres des aéronefs qui interceptent un aéronef civil. Cette méthode est conçue de façon que l'aéronef intercepté ne soit exposé à aucun risque.

**Note** : Des recommandations particulières concernant une méthode de manoeuvre figurent dans le Supplément A, section 3 de l'Annexe 2 (Règles de l'air) de l'OACI et dans les RAT02.

- 2.3** Des dispositions sont prises en vue d'utiliser le radar secondaire de surveillance, lorsque cela est possible pour identifier les aéronefs civils dans les zones où ils pourraient être l'objet d'une interception.

- 1.6** A civil aircraft may also be intercepted if the aircraft :
- enters the airspace above Chadian territory without authorization and fails to comply with instructions to land or leave such airspace;
  - enters the airspace over Chadian territory by different positions or routes than those specified in the overflight authorization;
  - is a danger to other aircraft

## 2. Principles followed

- 2.1** The following principles are applied:
- \* The interception of civil aircraft is undertaken only as a last resort;
  - \* if undertaken, an interception is limited to determining the identity of the aircraft unless it is necessary to restore the aircraft to its intended course, to indicate the direction to be taken to exit the limits of the national airspace, to drive him out of a restricted, prohibited or dangerous area or to direct it to land at a designated aerodrome.
  - \* the interception of civil aircraft is not undertaken as a simple exercise;
  - \* whenever the radio contact can be established, navigation instructions and related information shall be given by radiotelephony to the intercepted aircraft;
  - \* where an intercepted civil aircraft is required to land in the overflown territory, the designated aerodrome shall permit the safe landing of such aircraft

**Note** : At the unanimous adoption of Article 3 bis of the Convention on International Civil Aviation by the 25th (Extraordinary) Session of ICAO Assembly, the contracting States agreed that each State should refrain to resort to the use of weapons against civil aircraft in flight

- 2.2** A standardized method is used for maneuvering aircraft that intercept a civil aircraft. This method is designed so that the intercept aircraft is not exposed to any risk.

**Note**: Specific recommendations for a maneuvering method can be found in ICAO Supplement A, section 3 of ICAO Appendix 2 (Air Rules) and RAT02

- 2.3** Arrangements are made for the use of secondary surveillance radar, where possible, to identify civil aircraft in areas where they may be intercepted.



<p><b>3. Mesures à prendre par l'Aéronef intercepté</b></p> <p><b>3.1</b> Un aéronef qui est intercepté par un autre aéronef doit immédiatement :</p> <ul style="list-style-type: none"><li>a. suivre les instructions de l'aéronef intercepteur, en interprétant les signaux visuels et en y répondant conformément aux spécifications de l'appendice à la présente annexe ;</li><li>b. aviser, si possible, l'organisme compétent des services de la circulation aérienne;</li><li>c. essayer d'établir des radiocommunications avec l'aéronef intercepteur ou avec l'organisme approprié de contrôle d'interception, en lançant un appel général sur la fréquence d'urgence 121.500Mhz, en indiquant l'identité de l'aéronef intercepté et la nature du vol et, si le contact n'a pas été établi et si cela est possible, en répétant cet appel sur la fréquence d'urgence 243Mhz ;</li><li>d. s'il est doté d'un transpondeur, émettre le groupe codé 7700 sur le mode A, à moins qu'il ne reçoive des instructions contraires de l'organisme compétent des services de la circulation aérienne.</li></ul> <p><b>3.2</b> Si des instructions reçues par radio et émanant d'une source quelconque sont contraires à celles qui ont été données par l'aéronef intercepteur au moyen de signaux visuels, l'aéronef intercepté demande immédiatement des éclaircissements. Tout en continuant de se conformer aux instructions visuelles données par l'aéronef intercepteur.</p> <p><b>3.3</b> Si des instructions reçues par radio et émanant d'une source quelconque sont contraires à celles qui ont été données par radio par l'aéronef intercepteur, l'aéronef intercepté demande immédiatement des éclaircissements, tout en continuant de se conformer aux instructions radio données par l'aéronef intercepteur.</p> <p><b>4. Radiocommunications pendant l'interception</b></p> <p><b>4.1</b> Si le contact radio est établi pendant l'interception, mais qu'il est impossible de communiquer dans une langue commune, on doit essayer de communiquer les instructions accusées de réception des instructions et renseignements essentiels en utilisant les expressions conventionnelles et leur prononciation figurant dans le tableau ci-après et en transmettant chaque expression 2 fois :</p>	<p><b>3. Measures to be taken by the intercepted Aircraft</b></p> <p><b>3.1</b> <i>An aircraft that is intercepted by another aircraft shall immediately :</i></p> <ul style="list-style-type: none"><li><i>a. follow the instructions of the intercepting aircraft by interpreting and responding to the visual signals in accordance with the specifications in the appendix to this appendix;</i></li><li><i>b. notify, if possible, the competent air traffic services authority;</i></li><li><i>c. attempt to establish radio communications with the interceptor aircraft or with the appropriate interception control body, by making a general call on the emergency frequency 121.500 MHZ, indicating the identity of the intercepted aircraft and the nature of the flight; and, if the contact has not been established and if it is possible, by repeating this call on the 243 MHZ emergency frequency;</i></li><li><i>d. if equipped with a transponder, transmit the coded group 7700 on Mode A, unless instructed otherwise by the competent air traffic services agency.</i></li></ul> <p><b>3.2</b> <i>If instructions received by radio and from any source are contrary to those given by the intercepting aircraft by means of visual signals, the intercepted aircraft shall immediately request clarification while continuing to comply with the visual instructions provided by the intercepting aircraft.</i></p> <p><b>3.3</b> <i>If instructions received by radio from any source are contrary to those issued by radio by intercepting aircraft, the intercepted aircraft shall immediately request clarification while continuing to comply with the radio instructions given by the intercepting aircraft.</i></p> <p><b>4. Radiocommunications during Interception</b></p> <p><b>4.1</b> <i>If radio contact is established during interception, but it is impossible to communicate in a common language, an attempt should be made to communicate instructions, acknowledgment of receipt of essential instructions and information using conventional expressions and pronunciation in the table below, and transmitting each expression twice :</i></p>
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Expression à utiliser par l'aéronef intercepteur <i>Expressions to be used by the intercepting aircraft</i>			Expressions à utiliser par l'aéronef intercepté <i>Expressions to be used by the intercepted aircraft</i>		
Expression	Prononciation(1)	Signification	Expression	Prononciation(1)	Signification
<i>Expression</i>	<i>Pronunciation(1)</i>	<i>Signification</i>	<i>Expression</i>	<i>Pronunciation(1)</i>	<i>Signification</i>
CALL SIGN	KOL SA-IN	Quel est votre indicatif d'appel ? / <i>What is your Call sign?</i>	CALL SIGN (Indicatif d'appel) (2) <i>(call sign)(2)</i>	KOL SA-IN (Indicatif d'appel) <i>(call sign)</i>	Mon indicative d'appel est / <i>My call sign is</i>
FOLLOW	FO-LO	Suivez-moi / <i>Follow me</i>	WILCO	WILL-KO	Compris je vais exécuter / <i>Understand I will perform</i>
DESCEND	DI-SENND	Descendez pour atterrir / <i>Descend to land</i>	CAN NOT	KANN NOT	Je suis incapable d'exécuter / <i>I am unable to perform</i>
YOU LAND	YOU LANND	Atterrissez à cet aéroport / <i>Landing at this aerodrome</i>	REPEAT	RI-PITT	Répéter vos instructions / <i>Repeat your instructions</i>
PROCEED	PRO-SID	Vous pouvez poursuivre votre route / <i>You can continue your journey</i>	AM LOST	AMM LOSST	Je ne connais pas ma position / <i>I do not know my position</i>
			MAYDAY	M'AIDER	detresse / <i>I am in distress</i>
			HIJACK (3)	AÏ-DJAK	Je suis victime d'une intervention illicite / <i>I am the victim of unlawful interference</i>
			LAND (nom de lieu) / <i>(Name of place)</i>	LANND (nom de lieu) / <i>(Name of place)</i>	Je demande à atterrir à (nom de lieu) / <i>I request to land at (Name of place)</i>
			DESCEND	DI-SENND	Je demande à descendre / <i>I ask to descend</i>
<p>(1) Dans la prononciation figurée, les syllabes soulignées doivent être accentuées.</p> <p>(2) L'indicatif d'appel à donner est celui qui est utilisé dans les communications radiotéléphoniques avec les organismes de la circulation aérienne et qui correspond à l'identification dans le plan de vol.</p> <p>(3) Les circonstances peuvent parfois rendre impossible, voire peu souhaitable ; l'emploi de l'expression HIJACK.</p>			<p>(1) <i>In the pronunciation shown, the underlined syllables must be emphasized</i></p> <p>(2) <i>The call sign to be given is the one used in radiotelephone communications with air traffic services and which corresponds to identification in the flight plan.</i></p> <p>(3) <i>Circumstances may sometimes make it impossible or even undesirable, the use of expression HIJACK</i></p>		



**ANNEXES/APPENDICES 1**  
**SIGNAUX A UTILISER EN CAS D'INTERCEPTION/ SIGNALS TO BE USED IN CASE OF INTERCEPTION**

SÉRIE	SIGNAUX DE L'INTERCEPTEUR	SIGNIFICATION	REPOSEDEL'INTERCEPTÉ	SIGNIFICATION
1	<p>DE JOUR ET DE NUIT</p> <p>Balancer l'appareil et faire clignoter à intervalles irréguliers les feux de position (et les feux d'atterrissage dans le cas d'un hélicoptère) après s'être placé légèrement au-dessus et en avant, et normalement à la gauche, de l'aéronef intercepté (ou à sa droite, si l'intercepté est un hélicoptère) puis, après réponse, effectuer un lent virage en palier, normalement vers la gauche (ou vers la droite dans le cas d'un hélicoptère), pour prendre le cap voulu.</p> <p>Note : Les conditions météorologiques ou les reliefs peuvent exiger que l'intercepteur inverse les positions et le sens du virage indiqués ci-dessus dans la Série 1. Note 2 : Si l'aéronef intercepté ne peut évoluer aussi rapidement que l'intercepteur, ce dernier devrait exécuter une série de circuits en hippodrome et balancer l'appareil chaque fois qu'il dépasse l'aéronef intercepté.</p> <p><i>DAY AND NIGHT</i> <i>swing the device and flash the position lights irregularly (and the landing lights in the case of a helicopter) after being placed slightly above and in front, and normally to the left of the intercepted aircraft (or to its right, if the intercept is a helicopter), then, after response, make a slow stepped turn, normally to the left (or to the right in the case of helicopter), to take the desired course. Note: weather or terrain may require the interceptor to reverse the positions.</i></p>	<p>Vous avez été intercepté. Suivez-moi.</p> <p><i>You were intercepted. Follow me</i></p>	<p>DE JOUR ET DE NUIT</p> <p>Balancer l'appareil, faire clignoter à intervalles irréguliers les feux de position et suivre.</p> <p><i>DAY AND NIGHT</i> <i>Swing the device, flash the position lights irregularly, and follow.</i></p>	<p>Compris, j'obéis.</p> <p><i>Understood, I obey.</i></p>
2	<p>DE JOUR ET DE NUIT</p> <p>Exécuter une manoeuvre brusque de dégagement consistant en un virage montée de 90q ou plus, sans couper la ligne de vol de l'aéronef intercepté</p> <p><i>DAY AND NIGHT</i> <i>Execute a sudden maneuver release consisting of a turn in up to 90q or more, without cutting the flight line from the intercepted aircraft</i></p>	<p>Vous pouvez continuer.</p> <p><i>You can carry on</i></p>	<p>DE JOUR ET DE NUIT</p> <p>Balancer l'appareil.</p> <p><i>DAY AND NIGHT</i> <i>Swing the device.</i></p>	<p>Compris, j'obéis.</p> <p><i>Understood, I obey.</i></p>
3	<p>DE JOUR ET DE NUIT</p> <p>Abaisser le train d'atterrissage (si l'aéronef en est doté), allumer les phares d'atterrissage fixes et survoler la piste en service ou, si l'aéronef intercepté est un hélicoptère, survoler l'aire d'atterrissage pour hélicoptères. S'il s'agit d'hélicoptères, l'hélicoptère intercepteur exécute une approche et se met en vol stationnaire près de l'aire d'atterrissage.</p> <p><i>DAY AND NIGHT</i> <i>Lower the landing gear (if equipped), light the fixed landing lights and fly over the runway or, if the helicopter is intercepted, fly over the helicopter landing area. In the case of helicopters, the helicopter intercepts an approach and hovers near the landing area</i></p>	<p>Atterrissez sur cet Aérodrôme.</p> <p><i>Land on this Aerodrome.</i></p>	<p>DE JOUR ET DE NUIT</p> <p>Abaisser le train d'atterrissage (si l'aéronef en est doté), allumer les phares d'atterrissage fixes, suivre l'aéronef intercepteur et, si après le survol de la piste en service ou de l'aire d'atterrissage pour hélicoptères, il est jugé possible d'atterrir en sécurité, procéder à l'atterrissage.</p> <p><i>DAY AND NIGHT</i> <i>Lower the landing gear (if equipped), turn on the fixed landing lights, follow the interceptor aircraft, and if after the flyover of the runway in use or the helicopter landing area, it is deemed possible to land safely and proceed with the landing.</i></p>	<p>Compris, j'obéis.</p> <p><i>Understood, I obey.</i></p>

**ANNEXES/APPENDICES 2**

**SIGNAUX DE L'AÉRONEF INTERCEPTÉ ET RÉPONSES DE L'AÉRONEF INTERCEPTEUR/  
SIGNALS OF THE INTERCEPTED AIRCRAFT AND RESPONSES OF THE INTERCEPTING AIRCRAFT.**

SÉRIE	SIGNAUX DE L'INTERCEPTEUR	SIGNIFICATION	REPONSE DE L'INTERCEPTÉ	SIGNIFICATION
1	<p>DE JOUR ET DE NUIT</p> <p>Rentrer le train d'atterrissage (si l'aéronef en est doté) et faire clignoter les phares d'atterrissage en passant au-dessus de la piste d'atterrissage en service ou de l'aire d'atterrissage pour hélicoptères à une hauteur supérieure à 300m (1000ft) mais inférieure à 600m (2000ft) (dans le cas d'un hélicoptère, à une hauteur supérieure à 50m (170ft), mais inférieure à 100m (330ft) au-dessus du niveau de l'aérodrome, et continuer à exécuter des circuits autour de la piste en service ou de l'aire d'atterrissage pour hélicoptères. S'il est impossible de faire clignoter les phares d'atterrissage faire clignoter tous les autres feux utilisables.</p> <p><b>DAY AND NIGHT</b> <i>Retract the landing gear (if equipped) and flash the landing lights over the landing runway or the helicopter landing area at a higher height at 300 m (1000ft) but less than 600m (2000ft) (in the case a helicopter at a height greater than 50m (170ft) but less than 100m (330ft) above the level of the aerodrome, and continue to run circuits around the runway in use or the helicopter landing area. If it is not possible to flash the landing lights, flash all other usable lights. It is impossible for me to land on this aerodrome.</i></p>	<p>Il m'est impossible d'atterrir sur cet aérodrome.</p> <p><i>It is impossible for me to land on this aerodrome.</i></p>	<p>DE JOUR ET DE NUIT</p> <p>S'il désire que l'aéronef intercepté le suive vers un autre aérodrome, l'intercepteur rentre son train d'atterrissage (si l'aéronef en est doté) et fait les signaux de la Série 1 prescrits pour l'intercepteur. S'il décide de laisser partir l'aéronef intercepté, l'intercepteur fait des signaux de la Série 2 prescrite pour l'intercepteur.</p> <p><b>DAY AND NIGHT</b> <i>If he wishes the intercepted aircraft to follow it to another aerodrome, the interceptor shall retract its landing gear (if equipped) and make the required Series 1 signals for the interceptor. If the interceptor decides to leave the intercepted aircraft, the interceptor signals the serial 2 Signals prescribed for the interceptor.</i></p>	<p>Compris suivez-moi.</p> <p>Compris, vous pouvez continuer.</p> <p><i>Understood Follow me.</i></p> <p><i>Understood. You can continue.</i></p>
2	<p>DE JOUR ET DE NUIT Allumer et éteindre régulièrement tous les feux disponibles, mais d'une manière qui permette de les distinguer de feux clignotants.</p> <p><b>DAY AND NIGHT</b> <i>Regularly switch on and off all available lights, but in a way that distinguishes them from flashing lights</i></p>	<p>Il m'est impossible d'obéir.</p> <p><i>It is impossible for me to obey.</i></p>	<p>DE JOUR ET DE NUIT</p> <p>Utiliser les signaux de la Série 2 prescrits pour l'aéronef intercepteur.</p> <p><b>DAY AND NIGHT</b> <i>Use the prescribed series 2 signals for the interceptor aircraft.</i></p>	<p>Compris</p> <p><i>Understood</i></p>
3	<p>DE JOUR ET DE NUIT</p> <p>Faire clignoter de façon irrégulière tous les feux disponibles.</p> <p><b>DAY AND NIGHT</b> <i>Irregularly flash all available lights.</i></p>	<p>En détresse.</p> <p><i>In distress</i></p>	<p>DE JOUR ET DE NUIT</p> <p>Utiliser les signaux de la Série 2 prescrit pour L'aéronef intercepteur.</p> <p><b>DAY AND NIGHT</b> <i>Use the prescribed series 2 signals for the interceptor aircraft.</i></p>	<p>Compris.</p> <p><i>Understood</i></p>





- \* Delay or suspension of commercial IFR operations

#### 4.7 Procedures for ATS Units

The ATS units providing Air traffic control services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with this plan.

- a) ATC will inform pilots of the emergency condition and advise if it is likely that the ATS will be suspended and transmit on the radio frequency in use providing pilots with alternate means of communication ;
- b) during the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to LOME ACC via the AFTN using normal procedures ;
- c) On notification by ASECNA, the ATS authorities operating the Accra, Kano and Niamey FIRs as well as Cotonou Approach will activate the contingency procedures in accordance with THIS PLAN. (Where it also serves as the formal LOA).
- d) prior to entry to the LOME UTA during contingency operations prior authorization must be obtained from TOGO CAA, and flights must comply with the ATC [CLEARANCE/ROUTE, FLIGHT LEVEL] and communications instructions issued by the ATS UNIT responsible for the airspace immediately adjacent to the LOME UTA contingency airspace.
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering the LOME UTA shall be in accordance with THIS PLAN (where it also serves as the formal LOA).
- f) The ATS UNIT responsible for aircraft entering the LOME UTA will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the LOME UTA;
- g) the ATS UNIT responsible for aircraft entering the LOME UTA will not authorize any change in route, flight level or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under THIS PLAN (where it also serves as the formal LOA);
- h) the ATS UNIT responsible prior for aircraft entering the LOME UTA will inform aircraft that they must establish contact with the first ATS UNIT after transiting the LOME UTA not less than 10 minutes before the estimated time of entry to the airspace.

#### 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, Lome ACC will, if possible, broadcast to all aircraft in the LOME 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. LOME 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 LOME UTA

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

- a) LOME ACC-NIAMEY ACC
- b) LOME ACC-ACCRA ACC
- c) LOME ACC-LAGOS ACC
- d) LOME ACC-COTONOU APPROACH

6.2 The responsibility for ensuring the provision of air traffic services within LOME UTA is transferred to COTONOU APPROACH on 125.9 MHZ or 6586 KHZ except for the UM 114 which is delegated to Niamey ACC on 131.3 MHZ or 8903 KHZ.  
In case Cotonou Approach is not operational, the responsibility for ensuring the provision of air traffic services within LOME UTA is transferred to Niamey ACC on 131.3 MHZ or 8903 KHZ.:

#### 7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within LOME 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
ACR9: : UA 608	ACCRA and NIAMEY	Northbound: FL290-FL 370-FL410 Southbound: FL 340-FL380-FL430		EPITI / TATAT	Cotonou: 125.9 MHz or 6586 KHz
ACR8 : UM 114	KANO NIAMEY	Northbound: FL 330-FL390-FL450 Southbound: FL 320-FL360-FL400		NASTO / LITAK	Niamey: 131.3 MHz or 8903 KHz
ACR22: : UL 433	KANO and ACCRA	Eastbound: FL250-FL270-FL310 Westbound: FL260-280-300-320		POLTO / KETAT	Cotonou: 125.9 MHz or 6586 KHz
ACR23 : UL683	KANO and ACCRA	Eastbound: FL 350 Westbound: FL 400		(GANDA-IPORI)	Cotonou: 125.9 MHz or 6586 KHz

## 8. PILOT AND OPERATOR PROCEDURES

### 8.1 Filing of flight plans

Flight planning 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 TOGO CAA prior to operating flights through the LOME UTA. During the period of activation of this Contingency Plan the adjacent ATS UNIT will provide normal ATC clearances for aircraft to enter the LOME UTA. The adjacent is not responsible for coordination or provision of over flight clearances for the LOME UTA. The operator must ensure any required over flight approval has been obtained.

### 8.3 Pilots operating procedures

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

- a) Maintain contact with COTONOU APPROACH/NIAMEY ACC according to the paragraph 4 of this contingency plan.
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c) Reach the flight level assigned for the transit of LOME UTA at least ten (10) minutes before entering the airspace.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within LOME 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 LOME UTA.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of LOME UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within LOME 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 LOME 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.

## 9. COMMUNICATION PROCEDURES

### 9.1 Degradation of Communication -Pilot Radio Procedures

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

9.1.2 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.

## 10. AERONAUTICAL SUPPORT SERVICES

### 10.1 Aeronautical information services (AIS)



LOME UTA has a local aerodrome AIS which is under Accra NOF. Then, in coordination with Accra and Dakar NOF, a NOTAM contingency plan will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that would be established before, during and after any Contingency phase.

## 10.2 Meteorological services (MET)

It is expected that the LOME MET services would continue to be available in the event of an ATS contingency situation. However, should ATS services for the LOME UTA be withdrawn, timely MET information may not be immediately available to aircraft in the time. Alternative means of obtaining up to date MET information concerning LOME UTA will be provided to the extent possible through NIAMEY and ACCRA MET services.

## 11. PUBLIC HEALTH EMERGENCIES

11.1 LOME 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.

11.2 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.

## 12. VOLCANIC ASH CONTINGENCY PLAN (VACP)

12.1 If a volcanic ash cloud is reported or anticipated in LOME UTA, LOME 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.

12.2 When a flight crew informs LOME ACC that they have inadvertently entered a cloud of volcanic ash, LOME 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.

The details of procedures are provided in appendix A below.

## 13. INTERCEPTION OF CIVIL AIRCRAFT

13.1 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.

13.2 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.

13.3 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 to 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.

## 14. SEARCH AND RESCUE

14.1 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.

14.2 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.

14.3 Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 17.4 below.

## 15. PLAN TESTING AND REVIEW

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

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

## 16. IMPLEMENTATION OF THE PLAN

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

## 17. ALL CONTINGENCIES UNITS

### 17.1 CONTACT DETAILS FOR ALL CONCERNED STATES, IATA AND ACCREDITED ICAO REGIONAL OFFICE

STATE/ORGANIZATION	POINT OF CONTACT	TELEPHONE	E-MAIL	AFTN ADDRESSES
BENIN	DG ANAC BENIN	+229 21 30 10 98 +229 21 30 92 17 +229 64 10 84 41	k.legba@anac.bj legba@gmail.com	COTONOU TWR/ APP DBBBZTZX DBBB ZRZX
	Representative of ASECNA in BENIN	+229 94 61 62 62	ADJOVIWil@asecna.org	
TOGO	DG CAA-TOGO	+228 22 26 50 89 +228 90 04 38 39 +228 99 44 38 39	dganac@anactogo.fr lattagnama@gmail.com	LOMÉ TWR –CCR DXXXZTZX DXXXZUZX
	Representative of ASECNA in TOGO	+228 90 05 78 37 +228 22 26 21 01	togorep@asecna.org	
	In charge of En route traffic control	+228 92 92 34 34	khermaness@yahoo.fr	
BURKINA	DG of ANAC	+226 70 20 90 03	thomas.compaore@anac.burkina	OUAGADOUGOU TWR –CCR DFFDYDYX DFFDZTZX
	Representative of ASECNA in BURKINA	+226 70 20 90 68 +226 54 10 17 23	NGANDJIROVic@asecna.org	
NIGER	DG of ANAC	+227 94 05 52 81	aayaha@yahoo.fr anacniger@hotmail.com	NIAMEY TWR -CCR –CIV DRRNYDYX DRRNZQZX
	Representative of ASECNA in NIGER	+227 94 78 93 32	+226 70 20 90 68 +226 54 10 17 23	
	In charge of En route traffic control	+227 94 24 99 69	Soumana2016@yahoo.fr MAMOUDOUSou@asecna.org	
ASECNA HEADQUATER	Director of operations	+221 783 03 22 33	GUELPINACeu@asecna.org	
	Head of Air Navigation Department	+221 77 740 46 84	NGANDJIROVic@asecna.org	
GHANA	GCAA Director General	+233 30 277 61 71 +233 30 777 73 20 +223 24 431 39 31	info@gcaa.com.gh ckrakue@gcaa.com.gh	ACCRA ACC DGACZQZX DGACZRZX
NIGERIA	Director General and Chief Executive Officer Nigerian Civil Aviation Authority	+234 1 279 0421 +234 (0) 807 709 0902	info@ncaa.gov.ng muhtar.usman@ncaa.gov.ng musman@hotmail.co.uk	LAGOS ACC DNLQZQZX
ICAO	WACAF Regional Director	+221 77 746 67 80	NManzi@icao.int	
	RO ATM/SAR	+221 76 387 91 39	stchanda@icao.int	
IATA	Regional Director Safety and Flight Operations (Africa and Middle East)	+962 6 580 4200 +962 79 8029 555	caunts@iata.org	
	Manager Operations, ATM and Infrastructure –Africa & the Middle East	+962795428351 +212660928160	charkaouiy@iata.org	

### 17.2 CENTRAL COORDINATING COMMITTEE



N°	Members	Tél	Fax	Email
01	DG ANAC-TOGO	+228 22 26 50 89 +228 90 04 38 39 +228 99 44 38 39	+228 226 08 60/ +228 226 55 74	dganac@anactogo.fr lattagnama@gmail.com
02	Representative of ASECNA Togo	+228 90 294828	+228 22 26 52 36	SUMSAKOMLAme@asecna.org
03	Representative of ASECNA Bénin	+229 94 61 62 62	+229 21 30 08 39	ADJOVIWil@asecna.org
04	ICAO WACAF Deputy regional director	+221 77 746 67		NManzi@icao.int
06	RO ATM/SAR	+221 76 387 91 39		stchanda@icao.int

### 17.3 ATM OPERATIONAL CONTINGENCY GROUP

N°	Members	Tél	Fax	Email
01	Director of Air Navigation	+221 77 332 15 93		GUELPINACeu@asecna.org
02	Head of Air Navigation Department	+221 77 098 37 46		ESONOMBUYArt@asecna.org
03	In charge of En route traffic control	+228 92 92 34 34		khermaness@yahoo.fr
04	Aerodrome Commandant	+228 90 11 98 78		Steph_atch@yahoo.fr

### 17.4 SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Telephone	Email
LOME S/RCC	SAR focal point	+228 22 61 84 85 +228 22 61 84 85	rsclome@yahoo.fr RSFTA/AFTN: DXXXZTZX - DXXXRSAX
NIAMTOUGOU SAR	SAR point of contact	(228) 26 60 50 10	pap.sar.ntg@gmail.com
COTONOU S/RCC	RSC-Cotonou	+229 21 00 10 18 / +229 95 25 85 42	RSFTA/AFTN : DBBBYAYX-DBBBYKYX-DBBBZTZX anacaero@anac.bj
	SAR point of contact	+229 21 00 10 18 /+229 95 25 85 42 +229 21 30 45 71	anacaero@anac.bj
NIAMEY RCC	RCC Niamey	(227) 20.34.00.85 - (227) 85.27.57.56 / 85.27.57.50	RSFTA/AFTN : DRRNSARX

## APPENDIX A - VOLCANIC ASH CONTINGENCY PLAN (VACP)

### I. AIR TRAFFIC CONTROL PROCEDURES

If volcanic ash is reported or forecast in the Airspace for which the LOME ACC is responsible, the following procedures should be followed:

- \* Relay all available information immediately to pilots whose aircraft could be affected to ensure that they are aware of the horizontal and vertical extent of the ash contamination;
- \* Advise the meteorological services if the information is issued by other unit or services;
- \* If requested, suggest appropriate rerouting to assist flights to avoid areas of known or forecast ash contamination;
- \* When appropriate, remind pilots that volcanic ash cannot be detected by ATC radar systems;
- \* Normally, ATC will not initiate a clearance through a danger area during the pre-eruption phase and the start of eruption phase; however, on the explicit request of a flight crew, a clearance could be provided. The existence of danger area due to the presence of volcanic ash indicated the presence and extent of the hazard, hence ATC will inform aircraft about the hazard and will continue to provide normal services. It is then the responsibility of the pilot-in-command to determine the safest course of action in accordance with the operator's SRA;
- \* Assistance to enable an aircraft to exit a danger area in the most expeditious and appropriate manner should be provided; and
- \* If the ACC has been advised by an aircraft that it has entered an area of ash contamination and indicated that a distress situation exists, consider the aircraft to be in an emergency situation and
  - Do not initiate any climb clearances to turbine-powered aircraft until the aircraft has exited the area of ash contamination; and
  - Do not attempt to provide vectors without pilot concurrence.
- \* Solicit pilot reports for the characteristic of the ash cloud including cloud base, top, layers and the presence of sulphur, file "VAR model" AIREPs and transmit it to the Met unit;
- \* Relay all necessary and required information immediately to pilots permitting them to make appropriate and efficient decision according to the hazard in the defined area;



- \* Immediately notify the concerned ATS units by the hazard, about the location and the size of the danger area. Route clearances or amended route clearances (for prior coordinated aircraft) shall be issued by arrangement in order to avoid flight through the danger area.
- \* The recommended escape maneuver for an aircraft which has encountered volcanic ash is to reverse its course and begin a descent (if terrain permits). However, the final responsibility for this decision rests with the pilot.

## II. PRE-ERUPTION PHASE

### 1. METEOROLOGICAL SERVICES ACTIONS DURING PRE-ERUPTION PHASE

TOGO has no potential volcanic area. In the event of a pre-eruption volcanic activity which can affect LOME UTA following actions should be taken:

- \* The Volcanic Ash reporting center of CAMEROON or the other concerned reporting centers should notify to the Volcanic Ash Advisory Center (VAAC) of Toulouse or the appropriate VAACs which publish SIGMET related to volcanic ash in accordance to Regional Air Navigation Agreement.
- \* LOME MET Services should inform LOME ACC and the CGSE (crisis unit) which and ensure that NOTAM/ASHTAM is issued.

### 2. ADJACENT ATS UNITS ACTIONS DURING PRE-ERUPTION PHASE

Adjacent ATS units will when advised,

- \* Initiate plotting of the affected area;
- \* If one or more routes are affected by the danger area, suggest re-routings to the affected aircraft onto routes of the danger area;
- \* Maintain close liaison with the LOME ACC and the affected adjacent ATS units in order to exchange information for a collective decision making if necessary.

## III. ERUPTION PHASE

### 1. ORIGINATING ACC ACTIONS DURING ERUPTION PHASE

During the start of eruption phase the LOME ACC should:

- \* Ensure that a NOTAM is originated to define a danger area delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available. In determining the area, information on upper winds should be taken into account, if available. The purpose is to ensure safety of flight in the absence of any prediction from a competent authority of the extent of contamination.
- \* Maintain close liaison with the MET services, who should issue appropriate MET messages in accordance with Annex 3;
- \* Based on these forecasts and in cooperation with aircraft operators and the Area Control Centre measures should be devised and updated when necessary to ensure safety of flight operations.
- \* Ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc.) are forwarded as soon possible to the appropriate authorities to ensure its dissemination to all concerned.
- \* Begin planning for the ongoing eruption phase in conjunction with the aircraft operators and ACCs concerned.
- \* Should significant reductions in intensity of volcanic activity take place during this phase and the airspace no longer is contained by volcanic ash, appropriate AIS messages should be issued in accordance with Annex 15.

### 2. ADJACENT ACC ACTIONS DURING ERUPTION PHASE

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

- \* Maintain close liaison with the appropriate ATS units and the concerned ACC to design, implement and keep up to date measures which will enable aircraft to ensure safety of flight operations.
- \* Maintain plotting of the affected area.
- \* Begin planning for the ongoing eruption phase in conjunction with the aircraft operators and ACCs concerned.
- \* During the start of eruption phase, depending on the impact of the volcanic ash, the aircraft operators and the adjacent ATS units should organize the exchange of latest information on the development.

The recovered phase commences with the issuance of the first VAA/VAG containing a statement that "NO VA EXP" i.e no volcanic ash expected) with normally occurs when it is determined that the volcanic activity has reverted to its non-erupting state and the airspace is no longer affected by volcanic ash contamination. Consequently, appropriate AIS messages should be issued in accordance with Annex 15.

Area Control Centre units should revert to normal operations as soon as practical.



AD 1.3 RÉPERTOIRE DES AÉRODROMES ET PISTES  
LIST OF AERODROMES AND RWY

COORDONNEES COORDINATES SITUATION LOCATION	ALT	AIRES D'ATTERRISSAGE / LANDING AREAS							BALISAGE	SERVICE AU SOL FACILITIES	HEURES VACATIONS ATS OPS HOURS	INSTALLATION VHF et AIDES-RADIO	EXPLOITANT OPERATOR
	M	DIMENSIONS (M)			PISTE / RWY				11-Appr 12-Seuil 13-Piste 14-Autre				
	TEMP °C	QFU N° RWY	PISTE RWY	PA SWY	PD CWY	PENTE SLOPE	NATURE SURFACE	RESISTANCE STRENGTH					
2	3	4	5	6	7	8	9	10	11 à 14	15	16	17	18
<b>BAMENDA</b>													
			(FKKV)		Ondulation du géoïde (GUND)						Déc.	0° W	(2020)
06°02'13,79"N 010°07'22,54"E	1239 29.5	177° ---- 357°	2500x45	75x45 ---- 75x45	150 ---- 150		PM	B 737	12 : X 13 : X 14 :PAPI	SSIS Niveau assuré : 5	0700-1500	A/G 118.375 MHZ 121.5 MHZ 243.0 MHZ	AVA
THR18	1218.90	06°03'01,3364"N - 010°07'15,2058"E											
THR36	1234.82	06°01'57,3853"N - 010°07'25,0656"E											
DTHR36	1234.87	06°01'57,1955"N - 010°07'25,0933"E											
<b>OBSERVATIONS / REMARKS</b>													
Balisage - O/R avant 1600 à FKKVYDYX													
<b>BANYO</b>													
			(FKAB)		Ondulation du géoïde (GUND)						Déc.	0° E	(2020)
06°46'00"N 011°48'00"E (*) (**) (***)	1137	113° ---- 293°	900x30	50x30 ---- 50x30			BLA	5 TN (X)					AVA
<b>OBSERVATIONS / REMARKS</b>													
Atterrissage conseillé au QFU 295 Ref AIC 20/A/20FC, Aerodrome not operational													
<b>BATOURI</b>													
			(FKKI)		Ondulation du géoïde (GUND)						Déc.	0° E	(2020)
04°28'00"N 014°22'00"E (*)	656 31.7	020° ---- 200°	1900x38				BL	33 TN (X)		SSIS réduite	0700-1500	AFIS 118.3 MHZ	AVA
<b>OBSERVATIONS / REMARKS</b>													
Ref AIC 20/A/20FC, Aerodrome not operational													
<b>BELABO</b>													
			(FKBE)		Ondulation du géoïde (GUND)						Déc.	0° E	(2020)
04°54'49,21"N 013°16'41,85"E	680	178° ---- 358°	900x30				BLG						
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>BERTOUA</b>													
			(FKKO)		Ondulation du géoïde (GUND)						Déc.	0° E	(2020)
04°32'59,66"N 013°43'33,30"E (***)	666.05	169° ---- 349°	1800x45	100x45 ---- NIL			BL	B 737			0800-1600	AFIS 118.7 MHZ	AVA
THR17	666.05	04°33'29,1406"N - 013°43'26,4644"E											
THR35	650.95	04°32'30,1738"N - 013°43'40,1331"E											
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>DJOUM</b>													
			(FKDJ)		Ondulation du géoïde (GUND)				NIL		Déc.	0° W	(2020)
02°39'57,8300"N 012°40'01,0100"E (***)	650	169° ---- 349°	1375 x 30				BL LATERITE	DC 3 (X)					AVA
<b>OBSERVATIONS / REMARKS</b>													
Ref AIC 20/A/20FC, Aerodrome not operational													
<b>DOMPTA</b>													
			(FKDT)		Ondulation du géoïde (GUND)						Déc.	1° E	(2020)
07°15'34"N 015°06'54"E (*)		179° ---- 359°	1000x30				BL						

## OBSERVATIONS / REMARKS

NIL

<b>KRIBI</b>				(FKKB)	Ondulation du géoïde (GUND)				Déc.	1° W	(2020)
02°52'22"N 009°58'40"E (*)	45 31.2	026° ---- 206°	2500x45			BL	DC 4 (X)		0700-1500		AVA

## OBSERVATIONS / REMARKS

NIL

<b>LIBONGO</b>				(FKLB)	Ondulation du géoïde (GUND)				Déc.	1° W	(2020)
02°37'30.6"N 016°02'19.2"E	345	029° ---- 209°	1200x30			BL					

## OBSERVATIONS / REMARKS

NIL

<b>LOKOMO</b>				(FKLO)	Ondulation du géoïde (GUND)				Déc.	0° E	(2020)
02°41'34.2"N 015°27'26.3"E (***)	450	148° ---- 328°	1500x25			BL					

## OBSERVATIONS / REMARKS

Ref AIC 20/A/20FC, Aerodrome not operational

<b>MAMFE</b>				(FKKF)	Ondulation du géoïde (GUND)				21.5 M	Déc.	1° W	(2020)
05°42'15"N 009°18'13"E	125 33.1	076° ---- 256°	1370x45			BL	HS 748 (X)		0700-1500	VOR "MF" 115.1 MHZ AFIS 118.1 MHZ	AVA	

## OBSERVATIONS / REMARKS

Utilisable 2HR après forte pluie. Interdit aux ACFT non munis de radiocommunications bilatérales

Ref AIC 20/A/20FC, Aerodrome not operational

<b>MAROUA-SALAK</b>				(FKKL)	Ondulation du géoïde (GUND)				14 M	Déc.	1° E	(2020)
10°27'17.3800"N 014°15'11.3400"E	424 40.0	129° ---- 309°	2100x45 60x45 ---- 60x45			PM	PCN 33/F/D/Y/U	12 : X 13 : X OBST TWY WDI PAPI RWY 13/31	SSIS Niveau assuré : 6	0700-1700	NDB "TJL" 364 KHZ A/G 8903 KHZ TWR 118.9 MHZ VOR/DME "MVR" 113 MHZ Ch 77X H24 ILS/LLZ CAT II "MVR" 109.1 MHZ ALD/DME "MVR" 331.4 MHZ Ch 28X	AVA
THR13	423.89	10°27'26.7890"N - 014°14'59.8800"E										
THR31	417.87	10°26'43.1715"N - 014°15'52.9800"E										

## OBSERVATIONS / REMARKS

Interdit aux ACFT non munis de radiocommunications bilatérales

Voyants lumineux alignement RWY 31

2 Groupes électrogènes 250 KV

1 Onduleur de 160 KVA

PAPI : Gauche / 3°

VOR-DME MVR :

10°26'59.8269"N - 014°16'16.6598"E - 8.6 M

P.VOR : 50W

P.DME : 1KW

886M THR 31

RANGE: 150 NM

<b>MBANDJOCK</b>				(FKBJ)	Ondulation du géoïde (GUND)				Déc.	0° W	(2020)
04°26'31.35"N 011°54'55.56"E (*)	500+	020° ---- 200°	1500x25			BL	2 TN (X)				SOSUCAM

## OBSERVATIONS / REMARKS

Inutilisable hors piste

<b>MINDOUROU</b>				(FKMD)	Ondulation du géoïde (GUND)				Déc.	0° E	(2020)
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04°07'00"N 014°52'00"E (*)	610	088 ° ---- 268 °	1000x30				BL								
<b>OBSERVATIONS / REMARKS</b>															
NIL															
<b>NDENG</b>				(FKND)	Ondulation du géoïde (GUND)						Déc.	0° E	( 2020 )		
03°47'12.2N 014°59'20.8"E (*)(**)		103 ° ---- 283 °	1050x30				BL								
<b>OBSERVATIONS / REMARKS</b>															
NIL															
<b>NGAOUNDERE</b>				(FKKN)	Ondulation du géoïde (GUND)				15.5 M		Déc.	1° E	( 2020 )		
07°21'33"N 013°33'36"E	1114 32.1	021 ° ---- 201 °	2700x45	60x45 ---- 60x45			Béton Bitumineux	B 737	12 : X 13 : X OBST TWY AST Préseuil	SSIS niveau assuré : 6	0700-1700 O/R à FKKNYDYX avant 1200			AVA	
<b>OBSERVATIONS / REMARKS</b>															
NIL															
<b>NJOMBE</b>				(FKJB)	Ondulation du géoïde (GUND)						Déc.	1° W	( 2020 )		
04°37'02.9"N 009°37'29.3"E	175 28.0	088 ° ---- 268 °	1000x25				Pouzzolane	5 TN							
<b>OBSERVATIONS / REMARKS</b>															
NIL															
<b>SENGBOT/CONGO</b>				(FKSC)	Ondulation du géoïde (GUND)						Déc.	0° E	( 2020 )		
03°07'07.90"N 014°58'12.80"E (*)	475	094 ° ---- 274 °	1100x30				BL								
<b>OBSERVATIONS / REMARKS</b>															
Ref AIC 20/A/20FC, Aerodrome not operational															
<b>TIKO</b>				(FKKC)	Ondulation du géoïde (GUND)				20 M		Déc.	1° W	( 2020 )		
04°05'11"N 009°21'26"E	46 32.1	045 ° ---- 225 °	1370x46	50 ---- 50			Bitume	DC 4 (1)	12 : X 13 : X WDI TWY AST		0700-1500			AVA	
<b>OBSERVATIONS / REMARKS</b>															
(1) Poids total MAX autorisé 30 TN															
Balisage de nuit piste : électrique O/R avant 1200 à FKKNYDYX															
Ref AIC 20/A/20FC, Aerodrome not operational															
(*) Coordonnées non exprimées selon le système géodésique WGS-84															
(**) Changement des marques d'identification de piste															
(***) Aéroports dont l'exactitude des coordonnées des points de référence est à vérifier auprès des exploitants.															
(x) En saison des pluies, se renseigner auprès des organismes responsables sur la résistance de la piste															

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

AD 1.3 RÉPERTOIRE DES AÉRODROMES ET PISTES  
LIST OF AERODROMES AND RWY

COORDONNEES COORDINATES SITUATION LOCATION	ALT	AIRES D'ATTERRISSAGE / LANDING AREAS							BALISAGE	SERVICE AU SOL FACILITIES	HEURES VACATIONS ATS OPS HOURS	INSTALLATION VHF et AIDES-RADIO	EXPLOITANT OPERATOR
	M	DIMENSIONS (M)			PISTE / RWY				11-Appr 12-Seuil 13-Piste 14-Autre				
	TEMP °C	QFU N° RWY	PISTE RWY	PA SWY	PD CWY	PENTE SLOPE	NATURE SURFACE	RESISTANCE STRENGTH					
2	3	4	5	6	7	8	9	10	11 à 14	15	16	17	18
<b>ANSONGO</b>					(GAAO)	Ondulation du géoïde (GUND)					Déc.	1° W	( 2020 )
15°42'N 000°30'E (*)(**)	260	003 ° ---- 183 °	1100x80	200x80 ---- NIL			BLA	5.7 TN (a)(b)					AVA
(**)		093 ° ---- 273 °	1000x80	100x80 ---- 200x80			BLA	5.7 TN (a)(b)					
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>BAFOULABE</b>					(GABF)	Ondulation du géoïde (GUND)					Déc.	5° W	( 2020 )
13°48'15.637"N 010°51'04.092"W	116	058 ° ---- 238 °	900x30	60x30 ---- 100x30			BLA	5.7 TN (a)(b)					AVA
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>BANDIAGARA</b>					(GABD)	Ondulation du géoïde (GUND)					Déc.	2° W	( 2020 )
14°20'N 003°36'W (*)	400+-	091 ° ---- 271 °	900x40	100x40 ---- NIL			BLA	5.7 TN (a)(b)					AVA.
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>BOUGOUNI</b>					(GABG)	Ondulation du géoïde (GUND)					Déc.	4° W	( 2020 )
11°26'34.456"N 007°30'22.158"W	347 34.0	038 ° ---- 218 °	800x20	200x20 ---- 180x20			BLA	5.7 TN (a)(b)					AVA
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>BOUREM</b>					(GABR)	Ondulation du géoïde (GUND)					Déc.	1° W	( 2020 )
17°02'N 000°24'W (*)	287	066 ° ---- 246 °	1550x50				BLA	5.7 TN (a)(b)					AVA
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>DOUENTZA</b>					(GADZ)	Ondulation du géoïde (GUND)					Déc.	2° W	( 2020 )
15°00'N 002°55'W (*)	300+-	087 ° ---- 267 °	800x40				BLA	5.7 TN (a)(b)					AVA
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>GOUNDAM</b>					(GAGM)	Ondulation du géoïde (GUND)					Déc.	2° W	( 2020 )
16°21'N 003°36'W (*)	264	046 ° ---- 226 °	1500x30	100x30 ---- 100x30			BL	DC 4 (b)					AVA
<b>OBSERVATIONS / REMARKS</b>													
NIL													
<b>KENIEBA</b>					(GAKA)	Ondulation du géoïde (GUND)					Déc.	5° W	( 2020 )
12°50'35.803"N 011°14'59.897"W	137 35.3	045 ° ---- 225 °	1150x30	30x30 ---- 50x30			BL	5.7 TN (a)(b)					AVA

OBSERVATIONS / REMARKS

Tour de piste à droite recommandé pour atterrissage au QFU 225 °

KIDAL				(GAKL)	Ondulation du géoïde (GUND)				Déc.	1° W	( 2020 )
18°24'27.720"N 001°24'57.527"E	456 36.7	091 ° ---- 271 °	1810x40	100x40		BL	C130 )			118.7Mhz Mhz AFIS PAPI 06 – 24 (3.5°)	Aérodrome à usage Militaire Aerodrome for military use

OBSERVATIONS / REMARKS

ARP : 18°25'08.886"N - 001°24'35.991"E  
 Situation par rapport à la ville de Kidal : 3.7 KM au sud  
*Situation in relation to the city of Kidal*  
 Coordonnées/Altitude du seuil 06 : 18°24'11.809"N - 001°24'31.049"E /1468ft  
*Coordinates/threshold 06 elevation*  
 Coordonnées/Altitude du seuil 24 : 18°24'42.802"N - 001°25'23.463"E/ 1458ft  
*Coordinates/threshold 06 elevation*  
 Voie de circulation : Yes  
 Taxiway  
 Indicateur de direction du vent : *Wind* - 340 mètres à gauche du THR 06 (18°20'57"N-001°24'38"E) ;  
*direction indicator* 340 meters to the THR 06 (18°20'57"N-001°24'38"E) ;  
 - 340 mètres à gauche du THR 24 (18°24'34"N-001°25'16"E)  
 340 meters to the left of THR 24 (18°24'34"N-001°25'16"E)

KITA				(GAKT)	Ondulation du géoïde (GUND)				Déc.	4° W	( 2020 )
13°04'N 009°29'W (*)	342 35.1	106 ° ---- 286 °	800x30			BL	5.7 TN (a)(b)				AVA

OBSERVATIONS / REMARKS

Utilisable quelques heures après pluie

KOLOKANI				(GAKN)	Ondulation du géoïde (GUND)				Déc.	4° W	( 2020 )
13°32'N 008°03'W (*)	444	104 ° ---- 284 °	800x30			BLA	5.7 TN (a)(b)				AVA

OBSERVATIONS / REMARKS

NIL

KOUTIALA				(GAKO)	Ondulation du géoïde (GUND)				Déc.	3° W	( 2020 )
12°21'03,259"N 005°25'49,837"W	378 33.9	075 ° ---- 255 °	1200x30			BLA	5.7 TN (a)(b)				AVA

OBSERVATIONS / REMARKS

Par vent faible atterrissage au QFU 075

MANANTALI / BENGASSI				(GAMN)	Ondulation du géoïde (GUND)				Déc.	5° W	( 2020 )
13°15'21,202"N 010°29'53,913"W (*)	164+-	095 ° ---- 275 °	1500x30		0.4	BL	AN 26 (b) ou INF 27 TN	13 : X 14 : AVASIS			

OBSERVATIONS / REMARKS

Inutilisable hors piste.  
Piste balisée électriquement

MARKALA				(GAMA)	Ondulation du géoïde (GUND)				Déc.	3° W	( 2020 )
13°42'N 006°04'W (*)	290	061 ° ---- 241 °	900x45			BLA	5.7 TN (a)(b)				AVA

OBSERVATIONS / REMARKS

Utilisable quelques heures après pluie

MENAKA				(GAMK)	Ondulation du géoïde (GUND)				Déc.	2° W	( 2020 )
15°51'N 002°26'E (*)	274 37.8	062 ° ---- 242 °	1200x45			BLA	5.7 TN (a)(b)				AVA

OBSERVATIONS / REMARKS

NIL

NARA / KEIBANE				(GANK)	Ondulation du géoïde (GUND)				Déc.	3° W	( 2020 )



15°14'03,002"N 007°16'07,179"W	271	131 ° ---- 311 °	1700x40				BLS	DC 3 (b)					AVA	
<b>OBSERVATIONS / REMARKS</b>														
NIL														
<b>NIAFUNKE</b>			(GANF)	Ondulation du géoïde (GUND)					Déc.	2° W	( 2020 )			
15°56'N 004°01'W (*)	265	083 ° ---- 263 °	1200x20				BA	5.7 TN (a)(b)					AVA	
<b>OBSERVATIONS / REMARKS</b>														
Atterrissage après survol à basse altitude														
<b>NIORO</b>			(GANR)	Ondulation du géoïde (GUND)					Déc.	4° W	( 2020 )			
15°14'19,5538"N 009°34'35,4542"W	235.57 27.4	076 ° ---- 256 °	1500x30	60x30 ---- 70x30			PM	DC 4	12 : X 13 : X 14 : TWY	SSLI niveau assuré : 4		AFIS 118,3 MHZ	AVA	
<b>OBSERVATIONS / REMARKS</b>														
1 VIPP 4425(SIDES) : 4000l eau + 400l émulseur + 250Kg poudre DREEM : 120 000L eau, 1 forage équipé + 1 chateau de 15 000l eau Balisage nuit piste électrique O/R à GABSVDYX avant 1400. Demi-tour interdit sur piste . Utiliser les raquettes Consignes particulières (Voir carte à vue)														
<b>TESSALIT</b>			(GATS)	Ondulation du géoïde (GUND)				31.5 M		Déc.	1° W	( 2020 )		
20°14'46"N 000°58'51"E	491 37.3	046 ° ---- 226 ° 154 ° ---- 334 °	2515x30				PM	DC 4	14 : OBST				AVA	
<b>OBSERVATIONS / REMARKS</b>														
Consignes particulières (Voir carte à vue)														
<b>YELIMANE</b>			(GAYE)	Ondulation du géoïde (GUND)					Déc.	4° W	( 2020 )			
15°07'25,47"N 010°34'16,20"W	99	106 ° ---- 286 °	1600x45	60x45 ---- 60x45			BL	24 TN AN 24 AN 26			0600-1800 et O/R	AFIS 119,1 MHZ	AVA	
<b>OBSERVATIONS / REMARKS</b>														
Inutilisable hors piste Building près de la piste 11 (ALT 107 M)														
(*) Coordonnées non exprimées selon le système géodésique WGS-84 (**) Changement des marques d'identification de piste (x) En saison des pluies, se renseigner auprès des organismes responsables sur la résistance de la piste (a) Restriction d'utilisation possible en saison des pluies (b) Avant d'utiliser l'aérodrome, chaque exploitant ou pilote est tenu de s'assurer de la praticabilité de la piste auprès de la DNAC du Mali au moins 24 HR avant le vol projeté														

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AD 1.3 RÉPERTOIRE DES AÉRODROMES ET PISTES  
LIST OF AERODROMES AND RWY

COORDONNEES COORDINATES SITUATION LOCATION	ALT	AIRES D'ATTERRISSAGE / LANDING AREAS							BALISAGE	SERVICE AU SOL FACILITIES	HEURES VACATIONS ATS OPS HOURS	INSTALLATION VHF et AIDES-RADIO	EXPLOITANT OPERATOR	
	M	DIMENSIONS (M)			PISTE / RWY				11-Appr 12-Seuil 13-Piste 14-Autre					
	TEMP °C	QFU N° RWY	PISTE RWY	PA SWY	PD CWY	PENTE SLOPE	NATURE SURFACE	RESISTANCE STRENGTH						
2	3	4	5	6	7	8	9	10	11 à 14	15	16	17	18	
<b>ABOU - DEIA</b>					(FT01)		Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
11°28'00"N 019°17'00"E (*)	480	010° ---- 190°	1400x42				BA	DC 3	12 : balisage				AVA	
<b>OBSERVATIONS / REMARKS</b>														
Inutilisable en saison des pluies														
<b>ADE</b>					(FT02)		Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
12°40'00"N 021°55'00"E (*)	631	089° ---- 269°	1050x25				BA/BGR	DC 3 (X)					AVA	
<b>OBSERVATIONS / REMARKS</b>														
NIL														
<b>ADRE</b>					(FT03)		Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
13°29'00"N 022°11'00"E (*)	787	070° ---- 250°	1300x30	100x30 ---- NIL			BAS	DC 3 (X)					AVA	
<b>OBSERVATIONS / REMARKS</b>														
Consignes particulières (Voir carte à vue)														
<b>AM - DAM</b>					(FT04)		Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
12°44'N 020°30'E (*)	450	082° ---- 262°	1200x43	100x43 ---- 100x43			BA	DC 3					AVA	
<b>OBSERVATIONS / REMARKS</b>														
Inutilisable en saison des pluies														
<b>AMDJARASS</b>					(FTAA)		Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
155815N 0224621E (*)	843	088° ---- 268°	3000x45				Enrobé bitumineux	B 747- 400	Balisage Lumineux Cat I 11 12 13	SSIS Niveau Assuré: 4	0600-1700	A/G VHF 118.1MHZ	AVA	
THR09	841	155816.57N - 0224523.72E												
THR27	841	155814.44N - 0224704.55E												
<b>OBSERVATIONS / REMARKS</b>														
AERODROME D'ETAT ORGANISME: AMDJARASS TOUR CODE DE REFERENCE: 4E MISE EN OEUVRE DU SERVICE DE LUTTE CONTRE INCENDIE MOYENS: 01 VIMP 9000 LITRES EAU + 1000 LITRES EMULSEUR + 250 KG POWDRE														
<b>AM-TIMAN</b>					(FTTN)		Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
11°02'22.445"N 020°16'36.365"E	433	028° ---- 208°	1850x20	60x20 ---- 60x20			BB	DC 3 TRANSALL (X)			0600-1600		AVA	
<b>OBSERVATIONS / REMARKS</b>														
Demi-tour obligatoire sur les raquettes de retournement														
<b>ATI</b>					(FTTI)		Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
13°14'23,60"N 018°19'03,75"E (*)	332	087° ---- 267°	1830x20	100x20 ---- 100x20			BB/BSA	DC 4 (X)			0600-1600	VHF : 128.1 MHZ Deported VHF :120.5 MHZ	AVA	
<b>OBSERVATIONS / REMARKS</b>														

NIL												
<b>BARDAI / ZOUGRA</b>				(FTTZ)	Ondulation du géoïde (GUND)				Déc.		3° E	(2020)
21°27'00"N 017°03'00"E (*)	1074	067° ---- 247°	1800x58			BSA BGR	N 2501 (X)					MIL
<b>OBSERVATIONS / REMARKS</b>												
Consigne particulières (Voir carte à vue) Utilisation subordonnée à l'autorisation du Gouvernement TCHADIEN												
<b>BOKORO</b>				(FTTK)	Ondulation du géoïde (GUND)				Déc.		2° E	(2020)
12°23'00"N 017°04'00"E (*)	300	046° ---- 226°	1145x24			BL/BB	DC 3 (X)					AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>BOL / BERIM</b>				(FTTL)	Ondulation du géoïde (GUND)				Déc.		2° E	(2020)
13°26'37,59"N 014°44'22,38"E (*)	291	049° ---- 229°	800x20			PM (1)	MH 1521			0600-1600		AVA
<b>OBSERVATIONS / REMARKS</b>												
(1) Sur bande axiale de 15 M												
<b>BONGOR</b>				(FTTB)	Ondulation du géoïde (GUND)				Déc.		1° E	(2020)
10°17'00"N 015°23'00"E (*)	328	086° ---- 266°	1600x30	100x30 ---- 100x30		BR	DC 4 (X)					AVA
<b>OBSERVATIONS / REMARKS</b>												
Fermé à la CAP Closed to air traffic												
<b>BOUSSO</b>				(FTTS)	Ondulation du géoïde (GUND)				Déc.		2° E	(2020)
10°29'00"N 016°43'00"E (*)	335	030° ---- 210°	1200x35			BB	DC 3					AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>DAGUESSA</b>				(FT06)	Ondulation du géoïde (GUND)				Déc.		3° E	(2020)
12°02'00"N 022°25'00"E (*)	555	129° ---- 309°	1240x48			Terre dure	DC 3 (X)					AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>DJEDAA</b>				(FT07)	Ondulation du géoïde (GUND)				Déc.		2° E	(2020)
13°33'00"N 018°36'00"E (*)	330	088° ---- 268°	1150x40			Terre dure	DC 3 (X)					AVA
		138° ---- 318°	690x40									
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>DOBA</b>				(FT08)	Ondulation du géoïde (GUND)				Déc.		1° E	(2020)
08°42'00"N 016°51'00"E (*)	387	030° ---- 210°	1500x27	100x27 ---- NIL		BL	DC 4 (X)					AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>FADA</b>				(FTTF)	Ondulation du géoïde (GUND)				Déc.		3° E	(2020)
17°11'28,28"N 021°30'13,40"E (*)	563	108° ---- 288°	1800x30	100 ---- 80		BL	80 TN (X)			0600-1600	NDB "FD" 314 KHZ	AVA





OBSERVATIONS / REMARKS												
Utilisation sur autorisation du Gvt du Tchad												
<b>FAYA-LARGEAU</b>				(FTTY)	Ondulation du géoïde (GUND)			12 M		Déc.	3° E	( 2020 )
17°54'57,86"N 019°06'31,91"E	235 37.0	057 ° ---- 237 °	2800x45	150x45 ---- 200x45			PM	B 747 (X)		0600-1600	AFIS 118,1 MHZ NDB "FLU" 290 KHZ VOR/DME "FY" 114,7 MHZ Ch 94 X	AVA
OBSERVATIONS / REMARKS												
P : 50 W VOR "FY" : 175551.00N - 0190803.00E - P.VOR: 50 W - P.DME : 1 KW - Antenne : 4.35 M Antenne 14 M A 314 M de l'axe de piste												
<b>FIANGA</b>				(FT09)	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
09°55'00"N 015°07'00"E (*)	324	065 ° ---- 245 °	600x30				BL/BAS	MH 1521 (X)				AVA
OBSERVATIONS / REMARKS												
NIL												
<b>GOUNOU-GAYA</b>				(FT10)	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
09°38'00"N 015°31'00"E (*)	345	050 ° ---- 2300°	875x25				BSA	MH 1521 (X)				AVA
OBSERVATIONS / REMARKS												
NIL												
<b>GOZ-BEIDA</b>				(FTTG)	Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
12°12'00"N 021°28'00"E (*)	538	172 ° ---- 352 °	1400x30				BA	(1)				AVA
OBSERVATIONS / REMARKS												
1) DC 3 saison sèche - MH1521 saison pluies Saison sèche : piste utilisable sur 1018 M a/c QFU 352 ° - Saison pluies : piste utilisable sur partie renforcée de 635 M												
<b>GUEREDA</b>				(FT11)	Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
14°30'00"N 022°00'05"E (*)	988	077 ° ---- 257 °	1050x30				BAS	DC 3 (X)				AVA
OBSERVATIONS / REMARKS												
NIL												
<b>HARAZE</b>				(FT12)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
09°56'00"N 020°54'00"E (*)	414	010 ° ---- 190 °	1360x60 (1)				BA	DC 3 (X)				AVA
OBSERVATIONS / REMARKS												
Consignes particulières (Voir carte à vue) (1) Avec bande axiale renforcée de 750x10 M												
<b>IRIBA</b>				(FT13)	Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
15°08'00"N 022°13'00"E (*)	946	088 ° ---- 268 °	1340x50				BA	DC 3 (X)				AVA
OBSERVATIONS / REMARKS												
Consignes particulières (Voir carte à vue)												
<b>KELO</b>				(FT14)	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
09°19'00"N 015°47'00"E (*)	378	045 ° ---- 225 °	800x30				BL	MH 1521 (X)				AVA
OBSERVATIONS / REMARKS												
NIL												
<b>KORO TORO</b>				(FT15)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )

16°03'00"N 018°29'00"E (*)	243	093° ---- 219°	1000x30				BAS	DC 3 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
Utilisation subordonnée à autorisation du Gvt Tchad												
<b>KOUKOU ANGARANA</b>				(FT16)	Ondulation du géoïde (GUND)					Déc.	3° E	( 2020 )
12°00'00"N 021°41'00"E (*)	512	039° ---- 219°	1350x40 (1)				BGR	DC 3 (2)				AVA
<b>OBSERVATIONS / REMARKS</b>												
(1) Avec bande axiale renforcée de 1145x13 - Utilisable en saison des pluies. (2) En saison sèche - MH 1521 en saison des pluies												
<b>KOUMRA</b>				(FT17)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
08°55'00"N 017°35'00"E (*)	430	070° ---- 250°	750x30				BL/BSA	MH 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>KYABE</b>				(FT18)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
09°26'00"N 018°56'00"E (*)	410	086° ---- 266°	1800x30	200x30 ---- 200x30			BL	MH 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>LAI</b>				(FTTH)	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
09°23'00,17"N 014°55'46,70"E	357	046° ---- 226°	800x30	NIL ---- 80x30			BL	MH 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>LERE</b>				(FT19)	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
09°39'00"N 014°10'00"E (*)	240	046° ---- 226°	800x20	50x20 ---- 50x20			BL	C 337				AVA
<b>OBSERVATIONS / REMARKS</b>												
PA NE inutilisable en saison des pluies												
<b>MAO</b>				(FTTU)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
14°08'51,87"N 015°19'12,08"E (*)	327	73.5° ---- 253.5°	1700x20				BB	MH 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>MASSAKORY</b>				(FT20)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
12°58'00"N 015°44'00"E (*)	285	029° ---- 209°	1075x25				BAS	MH 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>MASSENYA</b>				(FT21)	Ondulation du géoïde (GUND)					Déc.	2° E	( 2020 )
11°25'00"N 016°09'00"E (*)	325	100° ---- 280°	1100x50	300x50 ---- NIL			BAS	DC 3 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>MBAIBOKOUM</b>				( )	Ondulation du géoïde (GUND)					Déc.	1° E	( 2020 )
07°46'00"N 015°43'00"E (*)	466	145° ---- 325°	600x20				BL	MH 1521				AVA
<b>OBSERVATIONS / REMARKS</b>												
NIL												



<b>MELFI</b>				(FT22)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
11°03'00"N 017°57'00"E (*)	394	105 ° ---- 285 °	1200x40	NIL ---- 200x40		BAS	DC 3 (1)(X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
(1) DC 3 en saison sèche atterrissage obligatoire au QFU 285 °. Décollage obligatoire au QFU 105 °. Seuil QFU 285 ° délimité par balises latérales (pas d'équerres) Région accidentée, prudence recommandée dans l'approche. Prudence recommandée 24 HR après pluie. PA inutilisable en saison des pluies												
<b>MOISSALA</b>				(FT23)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
08°20'00"N 017°46'00"E (*)	382	014 ° ---- 194 °	600x25			BL/BSA	MH 1521 (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>MONGO</b>				(FTTM)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
12°10'18,54"N 018°40'39,72"E	431 35.6	058 ° ---- 238 °	1500x30	100x30 ---- 100x30		BAS	TRANSALL (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
QFU 058° - Tour de piste obligatoire à droite. PA inutilisable en saison des pluies												
<b>MOUNDOU</b>				(FTTD)	Ondulation du géoïde (GUND)				8 M	Déc.	1° E	( 2020 )
08°37'13"N 016°04'06"E (*)	429 38.2	034 ° ---- 214 °	3000x45	100x45 ---- 100x45		BB	B747-400		0600-1700 et O/R à FTTTZQZX avant 1500	NDB "MN" 315 KHZ TWR 118,6 MHZ VOR/DME "TD" 114,7 MHZ Ch 94 X	AVA	
<b>OBSERVATIONS / REMARKS</b>												
(1) Avec limitation poids DECO : 41 TN avant 1500. PA inutilisable en saison des pluies Inutilisable de nuit												
<b>MOUSSORO</b>				(FT24)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
13°39'00"N 016°30'00"E (*)	300	028 ° ---- 208 °	1200x40			BAS	DC 3			AVA		
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>MOYTO</b>				(FT25)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
12°35'00"N 016°32'00"E (*)	270	107 ° ---- 287 °	1400x35			terre dure	DC 3 (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>N'GOURI</b>				(FT26)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
13°38'00"N 015°21'00"E (*)	280	070 ° ---- 250 °	650x40			NATRON	1 TN (D 120) (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>OUN HADJER</b>				(FT27)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )	
13°16'00"N 019°43'00"E (*)	391	030 ° ---- 210 °	1100x40			BA	DC 3 (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
NIL												
<b>OUNIANGA / KEBIR</b>				(FT28)	Ondulation du géoïde (GUND)				Déc.	3° E	( 2020 )	
18°58'00"N 020°30'00"E (*)	418	038 ° ---- 218 °	1320x20			BSA (Reg)	N 2501 (X)			AVA		
<b>OBSERVATIONS / REMARKS</b>												
Utilisation subordonnée à autorisation du Gvt Tchad												

PALA				(FTTP)	Ondulation du géoïde (GUND)				Déc.	1° E	( 2020 )
09°23'00"N 014°56'00"E (*)	467 33.3	048 ° ---- 228 °	1600x35	100x35 ---- 100x35		BL	DC 4 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>											
Entrée piste 228 ° en surplomb de ravin. Aéroport fermé de nuit. PA inutilisable en saison des pluies											
SALAL				(FT29)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )
14°51'00"N 017°13'00"E (*)	300	025 ° ---- 205 °	600x30			BA	M 1521 (X)				AVA
<b>OBSERVATIONS / REMARKS</b>											
NIL											
ZAKOUMA				(FT30)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )
10°54'00"N 019°49'00"E (*)	415	031 ° ---- 211 °	1500x37	100x37 ---- NIL		BA	DC 4				AVA
<b>OBSERVATIONS / REMARKS</b>											
Inutilisable en saison des pluies. Ouvert uniquement pendant la saison touristique de ZAKOUMA											
ZOUAR				(FTTR)	Ondulation du géoïde (GUND)				Déc.	2° E	( 2020 )
20°27'00"N 016°35'00"E (*)	809	130 ° ---- 310 °	1450x35			BGR	N 2501				AVA
<b>OBSERVATIONS / REMARKS</b>											
Utilisation subordonnée à autorisation du Gvt Tchad. Consignes particulières (Voir carte à vue)											
(*) Coordonnées non exprimées selon le système géodésique WGS-84 (**) Changement des marques d'identification de piste (x) En saison des pluies, se renseigner auprès des organismes responsables sur la résistance de la piste											





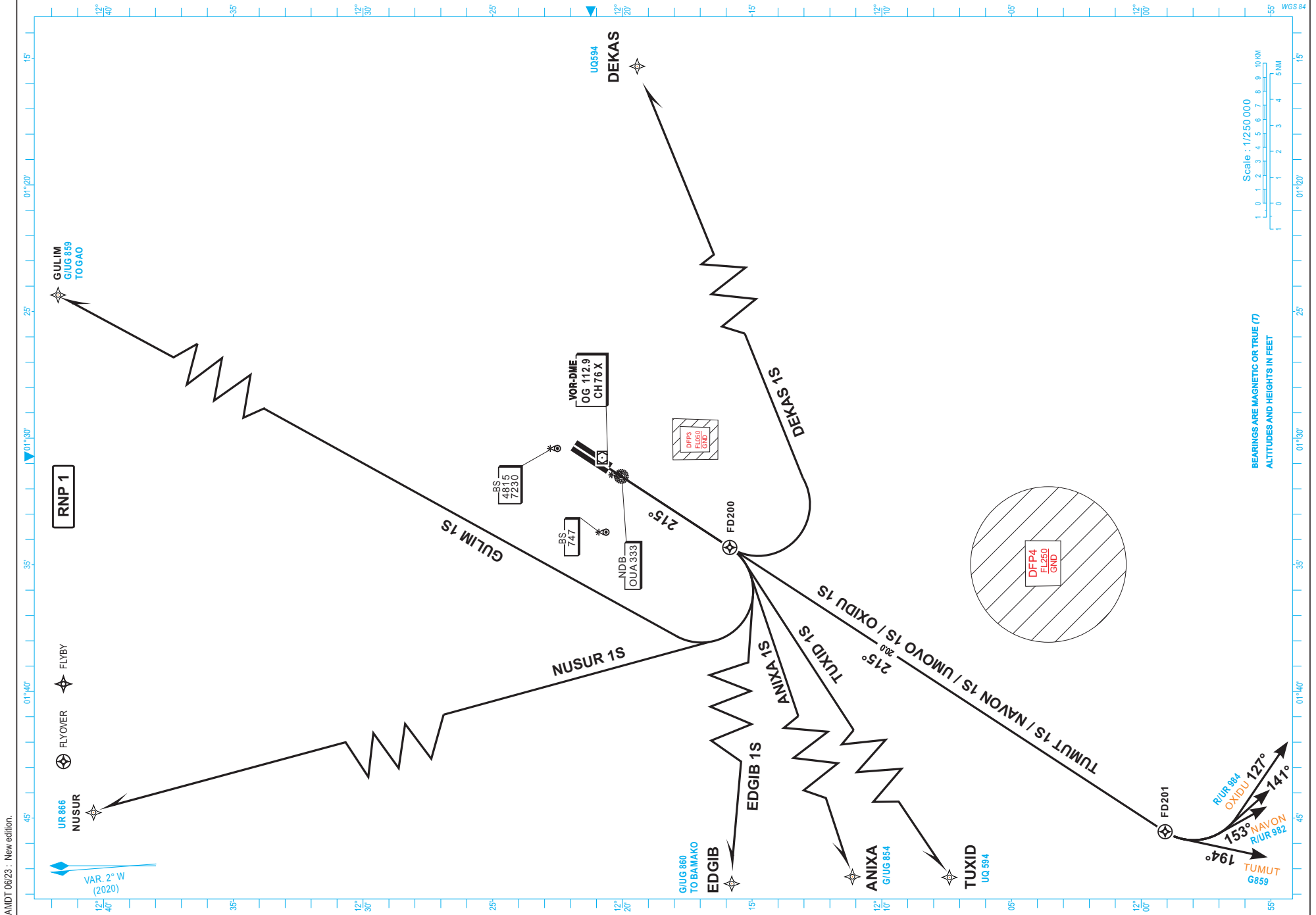
STANDARD DEPARTURE CHART  
INSTRUMENT (SID RNAV GNSS) - ICAO

TRANSITION ALTITUDE  
3600

APP 120.3  
TWR 118.1

OUAGADOUGOU (DFFD)

RWY 22



AMDT 06/23 : New edition.

### 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 limit (Kt)	Navigation Specification
<b>DEKAS 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	DEKAS				L			RNP1
<b>OXIDU 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	TF	FD201	Y	215 (213.3)	20.0				
30	DF	OXIDU				L			RNP1
<b>UMOVO 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	TF	FD201	Y	215 (213.3)	20.0				
30	DF	UMOVO				L			RNP1
<b>NAVON 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	TF	FD201	Y	215 (213.3)	20.0				
30	DF	NAVON				L			RNP1
<b>TUMUT 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	TF	FD201	Y	215 (213.3)	20.0				
30	DF	TUMUT				L			RNP1
<b>TUXID 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	TUXID				R			RNP1
<b>ANIXA 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	ANIXA				R			RNP1
<b>EDGIB 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	EDGIB				R			RNP1
<b>NUSUR 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	NUSUR				R			RNP1
<b>GULIM 1S</b>									
10	CF	FD200		215 (213.3)					RNP1
20	DF	GULIM				R			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	FD200	12°15'51.4"N	001°34'18.7"W
5	FD201	11°59'04.4"N	001°45'32.0"W
6	GULIM	13°36'09.0"N	001°02'20.0"W
7	NAVON	11°00'00.0"N	001°12'54.0"W
8	NUSUR	13°09'15.0"N	001°52'47.0"W
9	OXIDU	11°00'00.0"N	000°20'12.0"W
10	TUMUT	11°00'00.0"N	001°58'42.0"W
11	TUXID	10°00'23.4"N	005°07'28.9"W
12	UMOVO	11°00'00.0"N	000°53'42.0"W

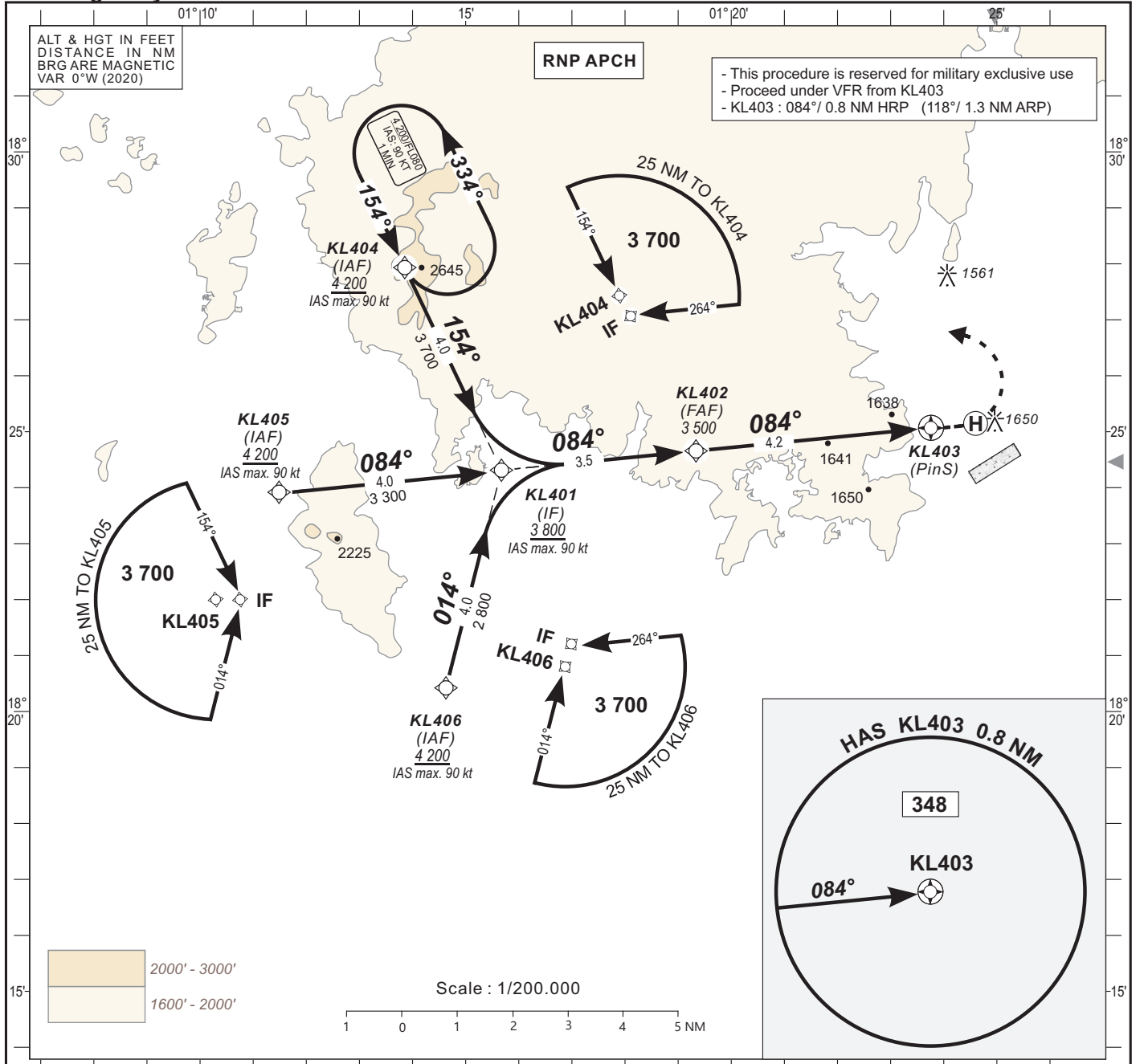
**INSTRUMENT APPROACH CHART**

Category: H

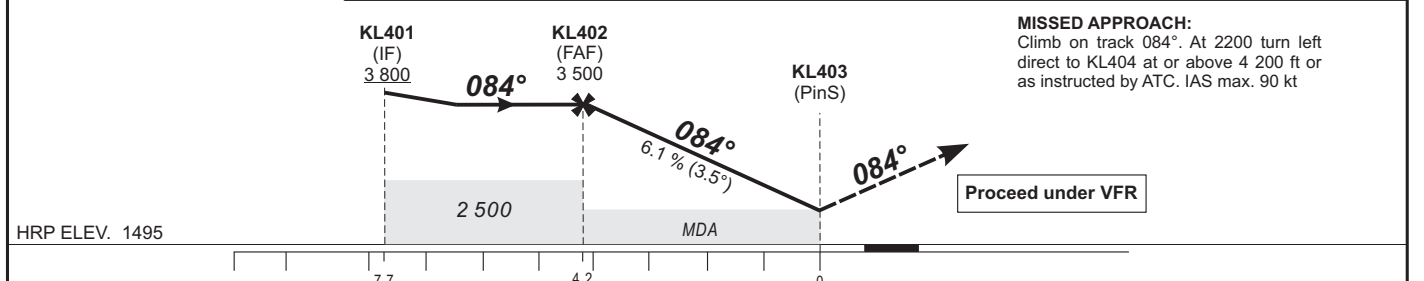
HELIPORT ELEV: 1495  
HEIGHTS RELATED TO HRP

AFIS: Kidal 118.7

RNP 084



TRANSITION ALTITUDE: 4 500	FAF	4	3	2	1	TO KL403 (NM)
		3 500	3 430	3 060	2 690	2 320



CAT	LNAV			
	OCA (OCH) 1949 (454)	MDA 1950	MDH (460)	VIS VMC

Ground speed	Kt	50	60	70	80	90
Rate of descent FAF-PinS: 6.1% (3.5°)	Ft/min	310	370	430	490	550

**TABULAR DESCRIPTION**

RNP 084

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/TCH	Navigation Specification
010	IF	KL404	—	—	—	—	—	+4200	-90	—	RNP APCH
020	TF	KL401	—	154(154.4)	—	4.0	—	+3800	-90	—	RNP APCH
010	IF	KL405	—	—	—	—	—	+4200	-90	—	RNP APCH
020	TF	KL401	—	084(084.4)	—	4.0	—	+3800	-90	—	RNP APCH
010	IF	KL406	—	—	—	—	—	+4200	-90	—	RNP APCH
020	TF	KL401	—	014(014.4)	—	4.0	—	+3800	-90	—	RNP APCH
010	IF	KL401	—	—	—	—	—	+3800	-90	—	RNP APCH
020	TF	KL402	—	084(084.4)	—	3.5	—	@3500	—	—	RNP APCH
030	TF	KL403	Y	084(084.4)	0	4.2	—	@1950	—	—	RNP APCH
010	IF	KL403	—	—	0	—	—	—	—	—	RNP APCH
020	CA	—	—	084(084.4)	0	—	—	+2200	-90	—	RNP APCH
030	DF	KL404	—	—	—	—	L	+4200	-90	—	RNP APCH
010	IF	KL404	—	—	—	—	—	+4200	-90	—	RNP APCH
020	HM	KL404	—	154(154.4)	—	—	L	+4200	-90	—	RNP APCH

**WAYPOINT LIST**
**RNP 084**

Waypoint Identifier	Coordinates	
KL406	18°20'25.310"N	001°14'37.797"E
KL405	18°23'55.040"N	001°11'29.248"E
KL404	18°27'55.946"N	001°13'51.213"E
KL403	18°25'04.197"N	001°23'45.746"E
KL402	18°24'39.357"N	001°19'20.216"E
KL401	18°24'18.716"N	001°15'40.423"E

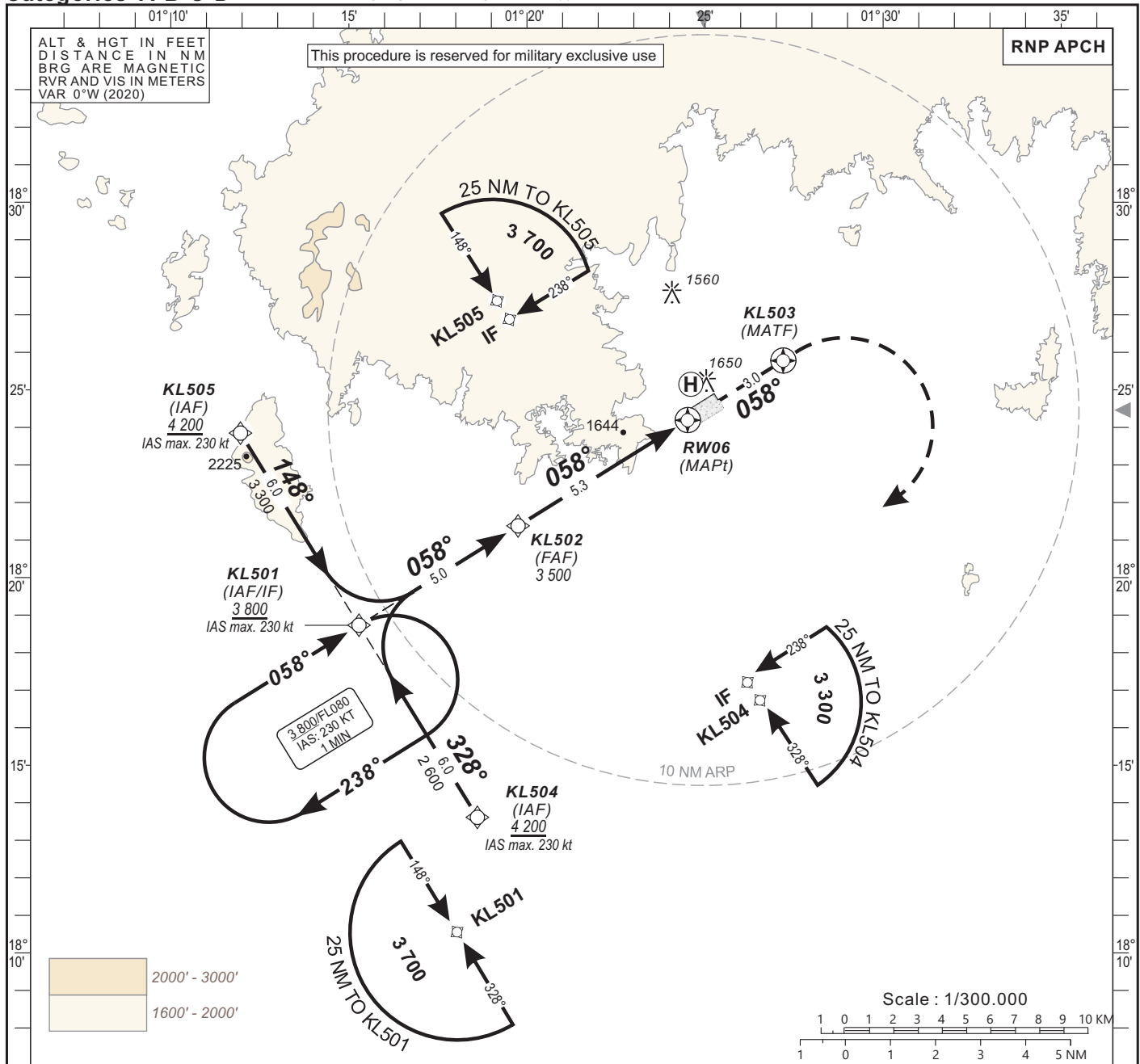


**INSTRUMENT APPROACH CHART**  
Categories A-B-C-D

AERODROME ELEV: 1495  
THR RWY 06 ELEV: 1468  
HEIGHTS RELATED TO THR RWY 06 ELEV

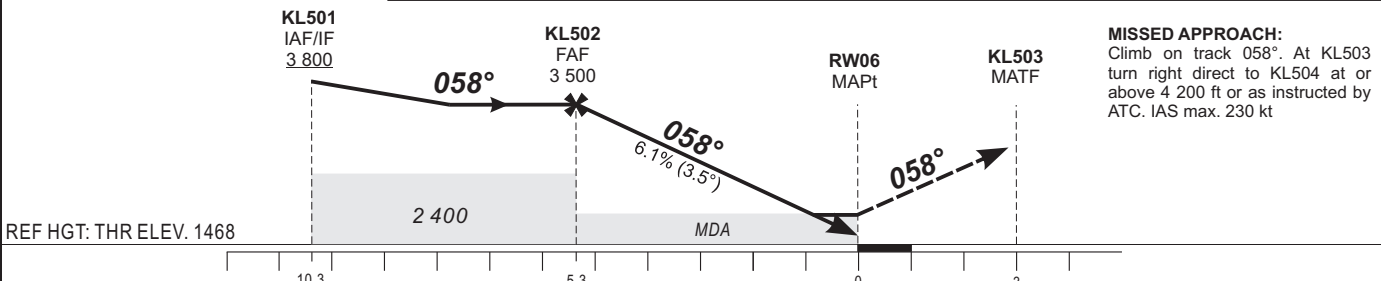
AFIS : Kidal 118.7

RNP RWY 06



TRANSITION ALTITUDE: 4 500

FAF	5	4	3	2	TO RWY6 (NM)
	3 500	3 370	3 000	2 260	ALTITUDE (FT)



**MISSED APPROACH:**  
Climb on track 058°. At KL503 turn right direct to KL504 at or above 4 200 ft or as instructed by ATC. IAS max. 230 kt

CAT	LNAV			Circling (*)			Timing	FAF / THR	
	OCA (OCH)	MDA MDH	RVR	OCA (OCH)	MDA MDH	VIS		KT	MIN SEC
A	1936 (468)	1940 (470)	1500	1989 (494)	1990 (500)	1500		140	2 Min 17
B	1936 (468)	1940 (470)	1500	2005 (510)	2010 (510)	1600		150	2 Min 08
C	1936 (468)	1940 (470)	2000	2160 (665)	2160 (670)	2400		160	1 Min 60
D	1936 (468)	1940 (470)	2000	2160 (665)	2200 (700)	3600		170	1 Min 53
								180	1 Min 47

**Notes:**  
- (\*) Daytime only. OCH and MDH AAL

**TABULAR DESCRIPTION**

RNP RWY 06

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/TCH (°/m)	Navigation Specification
010	IF	KL504	—	—	—	—	—	+4200	-230	—	RNP APCH
020	TF	KL501	—	328(328.2)	—	6.0	—	+3800	-230	—	RNP APCH
010	IF	KL505	—	—	—	—	—	+4200	-230	—	RNP APCH
020	TF	KL501	—	148(148.2)	—	6.0	—	+3800	-230	—	RNP APCH
010	IF	KL501	—	—	—	—	—	+3800	-230	—	RNP APCH
020	TF	KL502	—	058(058.2)	—	5.0	—	@3500	—	—	RNP APCH
030	TF	RW06	Y	058(058.2)	0	5.3	—	@1518	—	3.5/15	RNP APCH
010	IF	RW06	—	—	0	—	—	—	—	—	RNP APCH
020	CF	KL503	Y	058(058.2)	0	3.0	—	—	-230	—	RNP APCH
030	DF	KL504	—	—	—	—	R	+4200	-230	—	RNP APCH
010	IF	KL501	—	—	—	—	—	+3800	-230	—	RNP APCH
020	HM	KL501	—	058(058.2)	—	—	R	+3800	-230	—	RNP APCH

**WAYPOINT LIST**
**RNP RWY 06**
**Waypoint  
Identifier**
**Coordinates**

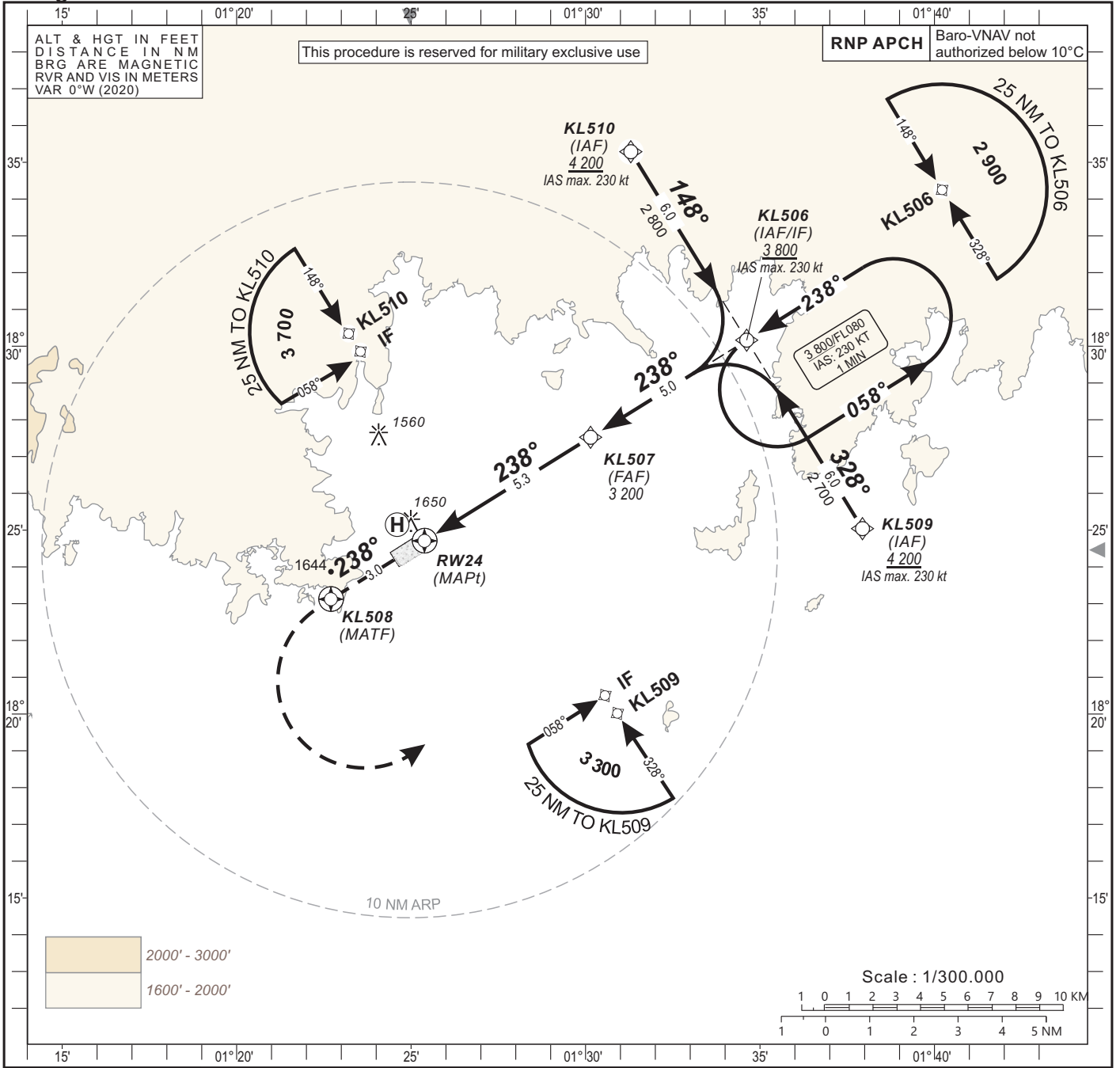
KL501	18°18'43.760"N	001°15'17.003"E
KL502	18°21'22.535"N	001°19'44.993"E
KL503	18°25'46.956"N	001°27'11.995"E
KL504	18°13'36.651"N	001°18'36.454"E
KL505	18°23'50.808"N	001°11'57.358"E
RW06	18°24'11.809"N	001°24'31.049"E

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

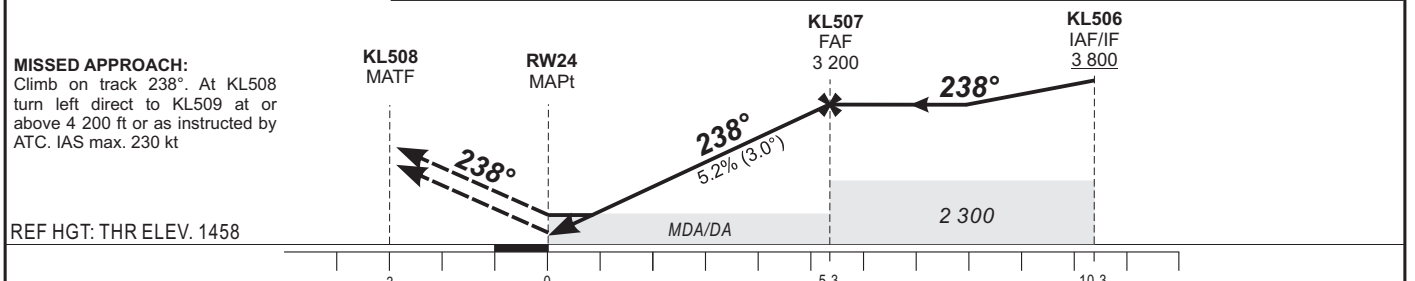
AERODROME ELEV: 1495  
THR RWY 24 ELEV: 1458  
HEIGHTS RELATED TO THR RWY 24 ELEV

AFIS : Kidal 118.7

RNP RWY 24



TRANSITION ALTITUDE: 4 500	TO RWY24 (NM)	2	3	4	5	FAF
	ALTITUDE (FT)	2 140	2 460	2 770	3 090	3 200



CAT	LNAV/VNAV				LNAV				Circling (*)				Timing	FAF / THR 5.3 NM				
	OCA (OCH)	DA	DH	RVR	OCA (OCH)	MDA	MDH	RVR	OCA (OCH)	MDA	MDH	VIS			KT	MIN	SEC	KT
A	1734 (276)	1740 (280)	1200	1200	1874 (416)	1880 (420)	1500	1500	1989 (494)	1990 (500)	1500		90	3	Min 33	140	2	Min 17
B	1746 (288)	1750 (290)	1200	1200	1874 (416)	1880 (420)	1500	1500	2005 (510)	2010 (510)	1600		110	2	Min 54	160	1	Min 60
C	1765 (307)	1770 (310)	1200	1200	1874 (416)	1880 (420)	1800	1800	2160 (665)	2160 (670)	2400		120	2	Min 40	170	1	Min 53
D	1765 (307)	1770 (310)	1200	1200	1874 (416)	1880 (420)	2000	2000	2160 (665)	2200 (700)	3600		130	2	Min 28	180	1	Min 47

**Notes:**  
 - RDH. 15 m  
 - (\*) Daytime only. OCH and MDH AAL

**TABULAR DESCRIPTION**

## RNP RWY 24

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/TCH (°/m)	Navigation Specification
010	IF	KL509	—	—	—	—	—	+4200	-230	—	RNP APCH
020	TF	KL506	—	328(328.2)	—	6.0	—	+3800	-230	—	RNP APCH
010	IF	KL510	—	—	—	—	—	+4200	-230	—	RNP APCH
020	TF	KL506	—	148(148.2)	—	6.0	—	+3800	-230	—	RNP APCH
010	IF	KL506	—	—	—	—	—	+3800	-230	—	RNP APCH
020	TF	KL507	—	238(238.2)	—	5.0	—	@3200	—	—	RNP APCH
030	TF	RW24	Y	238(238.2)	0	5.3	—	@1508	—	3.0/15	RNP APCH
010	IF	RW24	—	—	0	—	—	—	—	—	RNP APCH
020	CF	KL508	Y	238(238.2)	0	3.0	—	—	-230	—	RNP APCH
030	DF	KL509	—	—	—	—	L	—	-230	—	RNP APCH
010	IF	KL506	—	—	—	—	—	+3800	-230	—	RNP APCH
020	HM	KL506	—	238(238.2)	—	—	L	+3800	-230	—	RNP APCH

**WAYPOINT LIST**
**RNP RWY 24**
**Waypoint Identifier**
**Coordinates**

KL506	18°30'09.781"N	001°34'37.173"E
KL507	18°27'31.358"N	001°30'08.729"E
KL508	18°23'07.630"N	001°22'42.550"E
KL509	18°25'02.340"N	001°37'56.270"E
KL510	18°35'17.161"N	001°31'17.878"E
RW24	18°24'42.802"N	001°25'23.463"E