

**BULLETIN DE MISE A JOUR**

Updating bulletin

AMDT 12 / 2025**DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2025-11-27**

CHANGEMENTS DANS CET AMENDEMENT		CHANGEMENTS DANS CET AMENDEMENT	
Changes in this amendment		Changes in this amendment	
Sections	Sujets / Subjects	Sections	Sujets / Subjects
GEN			
11-GEN-1.1	MAURITANIA: Designated Authorities Update	06-GEN-1.7	COTE D'IVOIRE: Update on differences with an12
01-GEN-1.2	BENIN: Customs information Update at PARAKOU	01-GEN-2.4	BENIN: Withdrawal of DJOUGOU aerodrome
ENR			
05 ENR 2.1	CONGO : Update of airspace description	00 ENR 4.4	5LNC: Insertion of AMDAL, SEVOG, USNOM, POKOD, NEDMI, GANEB, DEKER, NELGA, LUMPA
02 ENR 3.5	BURKINA FASO: Integration of ACC Contingency plan	00 ENR 4.4	5LNC: Withdrawal of AKLOS, DIPRI, BINOK, GALIS, TUTEL, RAKOL, LUMKI, POPUV, NURED, KERUR, ERKAT, LINUB
09 ENR 3.5	MADAGASCAR: Integration of FIR Contingency plan	05 ENR 5.1	CONGO: Update of dumping area vertex
AD 1			
11 AD 1.3	MAURITANIA: MAG VAR update of aerodromes	12 AD 1.3	NIGER: MAG VAR update of aerodromes
AD 2			
01 AD 2. DBBB	COTONOU: Update of Obstacle list	09 AD 2. FMMT	TOAMASINA: Update of AD2.2 & AD2.23
03 AD 2. FKKL	MAROUA: Update of aerodrome information	11 AD 2. GQPZ	ZOUERATE : Update of aerodrome information
06 AD 2. DIKO	KORHOGO: Update of AD2.2 & AD2.19	12 AD 2. DRRN	NIAMEY: Update of aerodrome information
06 AD 2. DIMN	MAN: Update of AD2.2 & AD2.19	12 AD 2. DRRT	TAHOUA: Update of RFF level of protection
06 AD 2. DIOD	ODIENNE: Update of AD2.2 & AD2.19	12 AD 2. DRRM	MARADI: Update of RFF level of protection
06 AD 2. DIBK	BOUAKE: Update of AD2.2 & AD2.19	12 AD 2. DRZF	MARADI: Update of RFF level of protection
06 AD 2. DIYO	YAMOOUSSOKRO: Update of AD2.2 & AD2.19		
AD 2.24			
02 AD2.24-DFOO	BOBO DILOULASSO: Flight Procedure Update	06 AD2.24-FOOL	LIBREVILLE : Withdrawal of IAC RNAV 16
06 AD2.24-DIAP	ABIDJAN: Flight Procedure Update		

NOTAM INTEGRÉS					
NOTAM incorporated					
BNI Dakar / NOF Dakar		BNI Brazzaville / NOF Brazzaville		BNI Antananarivo / NOF Antananarivo	
Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number
C0184/25	C0183/25	A1093/25	//	A1853/25	//
B0324/25	B0325/25				
B0326/25	B0323/25				
B0327/25	B0320/25				
B0321/25	B0322/25				

SUP AIP INTEGRÉS					
AIP SUP incorporated					
BNI Dakar / NOF Dakar		BNI Brazzaville / NOF Brazzaville		BNI Antananarivo / NOF Antananarivo	
Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number	Numéro / Number
104/A/25GO	95/A/25GO	110/A/25FC	109/A/25FC	68/A/25FM	69/A/25FM
108/A/25GO	106/A/25GO	113/A/25FC	//	//	//
103/A/25GO	98/A/25GO	//	//	//	//
21/B/25GO	20/B/25GO	//	//	//	//
19/B/25GO	18/B/25GO	//	//	//	//
17/B/25GO	78/A/25GO	//	//	//	//



BULLETIN DE MISE A JOUR

Updating bulletin

NON AIRAC MIA NR 11/2025

DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2025-11-27

PAGE A INSERER	DATE	PAGE A SUPPRIMER	DATE
<i>Page to be inserted</i>		<i>Page to be removed</i>	
GEN			
00-GEN-0.2.1	27 NOV 2025	00 GEN 0.2.1	30 OCT 2025
00-GEN-0.4.1	27 NOV 2025	00 GEN 0.4.1	30 OCT 2025
00-GEN-0.4.2	27 NOV 2025	00 GEN 0.4.2	30 OCT 2025
00-GEN-0.4.3	27 NOV 2025	00 GEN 0.4.3	30 OCT 2025
00-GEN-0.4.4	27 NOV 2025	00 GEN 0.4.4	30 OCT 2025
00-GEN-0.4.5	27 NOV 2025	00 GEN 0.4.5	30 OCT 2025
00-GEN-0.4.6	27 NOV 2025	00 GEN 0.4.6	30 OCT 2025
00-GEN-0.4.7	27 NOV 2025	00 GEN 0.4.7	30 OCT 2025
00-GEN-0.4.8	27 NOV 2025	00 GEN 0.4.8	30 OCT 2025
00-GEN-0.4.9	27 NOV 2025	00 GEN 0.4.9	30 OCT 2025
00-GEN-0.4.10	27 NOV 2025	00 GEN 0.4.10	30 OCT 2025
00-GEN-0.4.11	27 NOV 2025	00 GEN 0.4.11	30 OCT 2025
00-GEN-0.4.12	27 NOV 2025	00 GEN 0.4.12	30 OCT 2025
00-GEN-0.4.13	27 NOV 2025	00 GEN 0.4.13	30 OCT 2025
00-GEN-0.4.14	27 NOV 2025	00 GEN 0.4.14	30 OCT 2025
00-GEN-0.4.15	27 NOV 2025	00 GEN 0.4.15	30 OCT 2025
00-GEN-0.4.16	27 NOV 2025	00 GEN 0.4.16	30 OCT 2025
00-GEN-0.4.17	27 NOV 2025	00 GEN 0.4.17	30 OCT 2025
00-GEN-0.4.18	27 NOV 2025	00 GEN 0.4.18	30 OCT 2025
00-GEN-0.4.19	27 NOV 2025	00 GEN 0.4.19	30 OCT 2025
00-GEN-0.4.20	27 NOV 2025	00 GEN 0.4.20	30 OCT 2025
00-GEN-0.4.21	27 NOV 2025	00 GEN 0.4.21	30 OCT 2025
00-GEN-0.4.22	27 NOV 2025	00 GEN 0.4.22	30 OCT 2025
01-GEN-1.2.1	27 NOV 2025	01 GEN 1.2.1	08 NOV 2018
06-GEN-1.7.13	27 NOV 2025	06 GEN 1.7.13	03 OCT 2024
11-GEN-1.1.1	27 NOV 2025	11 GEN 1.1.1	27 FEB 2020
01-GEN-2.4.1	27 NOV 2025	01 GEN 2.4.1	08 NOV 2018
01-GEN-2.4.2	27 NOV 2025	01 GEN 2.4.2	08 NOV 2018
ENR			
00-ENR-0.6.2	27 NOV 2025	00 ENR 0.6.2	31 OCT 2024
00-ENR-0.6.3	27 NOV 2025	00 ENR 0.6.3	30 OCT 2025
00-ENR-0.6.4	27 NOV 2025	00 ENR 0.6.4	20 FEB 2025
00-ENR-0.6.5	27 NOV 2025	00 ENR 0.6.5	20 FEB 2025
00-ENR-0.6.6	27 NOV 2025	00 ENR 0.6.6	20 FEB 2025
00-ENR-0.6.7	27 NOV 2025	00 ENR 0.6.7	20 FEB 2025
00-ENR-0.6.8	27 NOV 2025	00 ENR 0.6.8	20 FEB 2025
00-ENR-0.6.9	27 NOV 2025	00 ENR 0.6.9	20 FEB 2025
00-ENR-0.6.10	27 NOV 2025	00 ENR 0.6.10	20 FEB 2025
00-ENR-0.6.11	27 NOV 2025	00 ENR 0.6.11	20 FEB 2025
05-ENR-2.1.1	27 NOV 2025	05 ENR 2.1.1	04 SEP 2025
05-ENR-2.2.1	27 NOV 2025	05 ENR 2.2.1	02 OCT 2025
02-ENR-3.5.1	27 NOV 2025	02 ENR 3.5.1	22 FEB 2024
02-ENR-3.5.2	27 NOV 2025	NIL	
02-ENR-3.5.3	27 NOV 2025	NIL	
02-ENR-3.5.4	27 NOV 2025	NIL	



PAGE A INSERER	DATE	PAGE A SUPPRIMER	DATE
<i>Page to be inserted</i>		<i>Page to be removed</i>	
02-ENR-3.5.5	27 NOV 2025	NIL	
02-ENR-3.5.6	27 NOV 2025	NIL	
02-ENR-3.5.7	27 NOV 2025	NIL	
09-ENR-3.5.2	27 NOV 2025	09 ENR 3.5.2	25 JAN 2024
09-ENR-3.5.3	27 NOV 2025	NIL	
09-ENR-3.5.4	27 NOV 2025	NIL	
09-ENR-3.5.5	27 NOV 2025	NIL	
09-ENR-3.5.6	27 NOV 2025	NIL	
09-ENR-3.5.7	27 NOV 2025	NIL	
09-ENR-3.5.8	27 NOV 2025	NIL	
09-ENR-3.5.9	27 NOV 2025	NIL	
09-ENR-3.5.10	27 NOV 2025	NIL	
09-ENR-3.5.11	27 NOV 2025	NIL	
09-ENR-3.5.12	27 NOV 2025	NIL	
09-ENR-3.5.13	27 NOV 2025	NIL	
09-ENR-3.5.14	27 NOV 2025	NIL	
09-ENR-3.5.15	27 NOV 2025	NIL	
09-ENR-3.5.16	27 NOV 2025	NIL	
09-ENR-3.5.17	27 NOV 2025	NIL	
00ENR6-ASECNA-ENRCP-MA	03 NOV 2022	00ENR6-ASECNA-ENRCP-MA	06 OCT 2022
00-ENR-4.4.1	27 NOV 2025	00 ENR 4.4.1	28 NOV 2024
00-ENR-4.4.2	27 NOV 2025	00 ENR 4.4.2	30 OCT 2025
00-ENR-4.4.3	27 NOV 2025	00 ENR 4.4.3	30 OCT 2025
00-ENR-4.4.4	27 NOV 2025	00 ENR 4.4.4	30 OCT 2025
00-ENR-4.4.6	27 NOV 2025	00 ENR 4.4.6	30 OCT 2025
00-ENR-4.4.7	27 NOV 2025	00 ENR 4.4.7	30 OCT 2025
00-ENR-4.4.8	27 NOV 2025	00 ENR 4.4.8	30 OCT 2025
00-ENR-4.4.9	27 NOV 2025	00 ENR 4.4.9	30 OCT 2025
00-ENR-4.4.10	27 NOV 2025	00 ENR 4.4.10	30 OCT 2025
00-ENR-4.4.11	27 NOV 2025	00 ENR 4.4.11	30 OCT 2025
00-ENR-4.4.12	27 NOV 2025	00 ENR 4.4.12	30 OCT 2025
00-ENR-4.4.13	27 NOV 2025	00 ENR 4.4.13	30 OCT 2025
00-ENR-4.4.14	27 NOV 2025	00 ENR 4.4.14	30 OCT 2025
00-ENR-4.4.15	27 NOV 2025	00 ENR 4.4.15	30 OCT 2025
00-ENR-4.4.16	27 NOV 2025	00 ENR 4.4.16	30 OCT 2025
00-ENR-4.4.17	27 NOV 2025	00 ENR 4.4.17	30 OCT 2025
03-ENR-4.1.1	27 NOV 2025	03 ENR 4.1.1	30 OCT 2025
06-ENR-4.1.1	27 NOV 2025	06 ENR 4.1.1	05 NOV 2020
12-ENR-4.1.1	27 NOV 2025	12 ENR 4.1.1	20 MAR 2025
01-ENR-5.4.2	27 NOV 2025	01 ENR 5.4.2	20 MAR 2025
01-ENR-5.4.3	27 NOV 2025	NIL	
05-ENR-5.1.2	27 NOV 2025	05 ENR 5.1.2	08 NOV 2018
AD			
00-AD-0.6.3	27 NOV 2025	00 AD 0.6.3	04 SEP 2025
00-AD-0.6.4	27 NOV 2025	00 AD 0.6.4	04 SEP 2025
00-AD-0.6.38	27 NOV 2025	00 AD 0.6.38	30 OCT 2025
03-AD-1.3.1	27 NOV 2025	03 AD 1.3.1	30 OCT 2025
11-AD-1.3.31	27 NOV 2025	11 AD 1.3.31	07 SEP 2023
11-AD-1.3.32	27 NOV 2025	11 AD 1.3.32	18 APR 2024
11-AD-1.3.33	27 NOV 2025	11 AD 1.3.33	18 APR 2024
12-AD-1.3.31	27 NOV 2025	12 AD 1.3.31	23 JAN 2025
12-AD-1.3.32	27 NOV 2025	12 AD 1.3.32	13 AUG 2020
AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN			
01-AD-2.DBBB.6	27 NOV 2025	01 AD-2.DBBB.6	03 OCT 2024
01-AD-2.DBBB.7	27 NOV 2025	01 AD-2.DBBB.7	03 OCT 2024
01-AD-2.DBBB.8	27 NOV 2025	01 AD-2.DBBB.8	03 OCT 2024



PAGE A INSERER	DATE	PAGE A SUPPRIMER	DATE
<i>Page to be inserted</i>		<i>Page to be removed</i>	
01-AD-2.DBBB.9	27 NOV 2025	01 AD-2.DBBB.9	03 OCT 2024
01-AD-2.DBBB.10	27 NOV 2025	01 AD-2.DBBB.10	03 OCT 2024
01-AD-2.DBBB.11	27 NOV 2025	01 AD-2.DBBB.11	17 APR 2025
01-AD-2.DBBB.12	27 NOV 2025	01 AD-2.DBBB.12	10 JUL 2025
01-AD-2.DBBB.13	27 NOV 2025	01 AD-2.DBBB.13	03 OCT 2024
01-AD-2.DBBB.14	27 NOV 2025	01 AD-2.DBBB.14	03 OCT 2024
01-AD-2.DBBB.15	27 NOV 2025	01 AD-2.DBBB.15	03 OCT 2024
01-AD-2.DBBB.16	27 NOV 2025	NIL	
01-AD-2.DBBB.17	27 NOV 2025	NIL	
MAROUA-SALAK			
03-AD-2.FKKL.3	27 NOV 2025	03 AD-2.FKKL.3	30 OCT 2025
03-AD-2.FKKL.10	27 NOV 2025	03 AD-2.FKKL.10	30 OCT 2025
03-AD-2.FKKL.11	27 NOV 2025	NIL	
03-AD-2.FKKL.12	27 NOV 2025	NIL	
OLLOMBO / DENIS SASSOU N'GUESSO			
05-AD-2.FCOD.10	27 NOV 2025	05 AD-2.FCOD.10	02 OCT 2025
05-AD-2.FCOD.11	27 NOV 2025	05 AD-2.FCOD.11	02 OCT 2025
YAMOUSOUKRO			
06-AD-2.DIYO.1	27 NOV 2025	06 AD-2.DIYO.1	25 FEB 2021
06-AD-2.DIYO.9	27 NOV 2025	06 AD-2.DIYO.9	25 FEB 2021
BOUAKE			
06-AD-2.DIBK.1	27 NOV 2025	06 AD-2.DIBK.1	25 FEB 2021
06-AD-2.DIBK.10	27 NOV 2025	06 AD-2.DIBK.10	13 JUL 2023
KORHOGO			
06-AD-2.DIKO.1	27 NOV 2025	06 AD-2.DIKO.1	25 FEB 2021
06-AD-2.DIKO.9	27 NOV 2025	06 AD-2.DIKO.9	10 JUL 2025
MAN			
06-AD-2.DIMN.1	27 NOV 2025	06 AD-2.DIMN.1	25 FEB 2021
06-AD-2.DIMN.8	27 NOV 2025	06 AD-2.DIMN.8	13 AUG 2020
ODIENNE			
06-AD-2.DIOD.1	27 NOV 2025	06 AD-2.DIOD.1	25 FEB 2021
06-AD-2.DIOD.9	27 NOV 2025	06 AD-2.DIOD.9	13 AUG 2020
TOAMASINA/AMBALAMANASY			
09-AD-2.FMMT.1	27 NOV 2025	09 AD-2.FMMT.1	17 APR 2025
09-AD-2.FMMT.14	27 NOV 2025	09 AD-2.FMMT.14	17 APR 2025
09-AD-2.FMMT.15	27 NOV 2025	09 AD-2.FMMT.15	17 APR 2025
09-AD-2.FMMT.16	27 NOV 2025	NIL	
NOUAKCHOTT - OUMTOUNSY			
11-AD-2.GQNO.1	27 NOV 2025	11 AD-2.GQNO.1	17 JUN 2021
11-AD-2.GQNO.2	27 NOV 2025	11 AD-2.GQNO.2	27 FEB 2020
11-AD-2.GQNO.4	27 NOV 2025	11 AD-2.GQNO.4	27 FEB 2020
NOUADHIBOU			
11-AD-2.GQPP.1	27 NOV 2025	11 AD-2.GQPP.1	08 OCT 2020
ATAR			
11-AD-2.GQPA.1	27 NOV 2025	11 AD-2.GQPA.1	07 SEP 2023
NEMA			
11-AD-2.GQNI.1	27 NOV 2025	11 AD-2.GQNI.1	07 SEP 2023
ZOUERATE / TAZADIT			
11-AD-2.GQPZ.1	27 NOV 2025	11 AD-2.GQPZ.1	07 SEP 2023
11-AD-2.GQPZ.2	27 NOV 2025	11 AD-2.GQPZ.2	07 SEP 2023
11-AD-2.GQPZ.3	27 NOV 2025	11 AD-2.GQPZ.3	07 SEP 2023
11-AD-2.GQPZ.4	27 NOV 2025	11 AD-2.GQPZ.4	07 SEP 2023
NIAMEY / DIORI HAMANI			
12-AD-2.DRRN.1	27 NOV 2025	12 AD-2.DRRN.1	28 NOV 2024
12-AD-2.DRRN.2	27 NOV 2025	12 AD-2.DRRN.2	13 AUG 2020
12-AD-2.DRRN.3	27 NOV 2025	12 AD-2.DRRN.3	28 NOV 2024



PAGE A INSERER	DATE	PAGE A SUPPRIMER	DATE
<i>Page to be inserted</i>		<i>Page to be removed</i>	
12-AD-2.DRRN.8	27 NOV 2025	12 AD-2.DRRN.8	17 APR 2025
12-AD-2.DRRN.14	27 NOV 2025	12 AD-2.DRRN.14	30 DEC 2021
AGADECZ / MANO DAYAK			
12-AD-2.DRZA.12	27 NOV 2025	12 AD-2.DRZA.12	20 FEB 2025
ZINDER			
12-AD-2.DRZR.12	27 NOV 2025	12 AD-2.DRZR.12	20 FEB 2025
MARADI			
12-AD-2.DRRM.3	27 NOV 2025	12 AD-2.DRRM.3	20 FEB 2025
TAHOUA			
12-AD-2.DRRT.3	27 NOV 2025	12 AD-2.DRRT.3	20 FEB 2025
DIFFA			
12-AD-2.DRZF.3	27 NOV 2025	12 AD-2.DRZF.3	23 JAN 2025
AD-2.24			
AEROPORT INTERNATIONAL FELIX HOUPHOUET BOIGNY D'ABIDJAN			
06AD2-DIAP-STAR-RNP03	27 NOV 2025	NIL	
06AD2-DIAP-STAR-RNP03-DATA	27 NOV 2025	NIL	
NIL			16 JUN 2022
NIL		06AD2-DIAP-STAR-RNAV03-DATA	16 JUN 2022
06AD2-DIAP-STAR-RNP21	27 NOV 2025	NIL	
06AD2-DIAP-STAR-RNP21-DATA	27 NOV 2025	NIL	
NIL		06AD2-DIAP-STAR-RNAV21	16 JUN 2022
NIL		06AD2-DIAP-STAR-RNAV21-DATA	16 JUN 2022
06AD2-DIAP-STAR-VORDME03	27 NOV 2025	NIL	
06AD2-DIAP-STAR-VORDME21	27 NOV 2025	NIL	
NIL		06AD2-DIAP-STAR-VORDME0321	16 JUN 2022
06AD2-DIAP-IAC-RNP03	27 NOV 2025	NIL	
06AD2-DIAP-IAC-RNP03-DATA	27 NOV 2025	NIL	
NIL		06AD2-DIAP-IAC-RNAV03	16 JUL 2020
NIL		06AD2-DIAP-IAC-RNAV03-DATA	16 JUL 2020
06AD2-DIAP-IAC-RNP21	27 NOV 2025	NIL	
06AD2-DIAP-IAC-RNP21-DATA	27 NOV 2025	NIL	
NIL		06AD2-DIAP-IAC-RNAV21	16 JUL 2020
NIL		06AD2-DIAP-IAC-RNAV21-DATA	16 JUL 2020
NIL		06AD2-DIAP-IAC-ILSX21	16 JUL 2020
NIL		06AD2-DIAP-IAC-ILSX21-DATA	16 JUL 2020
06AD2-DIAP-IAC-ILSY21	27 NOV 2025	06AD2-DIAP-IAC-ILSY21	16 JUL 2020
06AD2-DIAP-IAC-ILSY21-DATA	27 NOV 2025	NIL	
06AD2-DIAP-IAC-ILSZ21	27 NOV 2025	06AD2-DIAP-IAC-ILSZ21	05 NOV 2020
06AD2-DIAP-IAC-VOR03	27 NOV 2025	NIL	
NIL		06AD2-DIAP-IAC-VORY03	16 JUL 2020
NIL		06AD2-DIAP-IAC-VORZ03	16 JUL 2020
06AD2-DIAP-IAC-VOR21	27 NOV 2025	NIL	
NIL		06AD2-DIAP-IAC-VORY21	16 JUL 2020
NIL		06AD2-DIAP-IAC-VORZ21	05 NOV 2020

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
01/25	20 JAN 2025	23 JAN 2025					
02/25	17 FEB 2025	20 FEB 2025					
03/25	17 MAR 2025	20 MAR 2025					
04/25	14 APR 2025	17 APR 2025					
05/25	12 MAY 2025	15 MAY 2025					
06/25	09 JUN 2025	12 JUN 2025					
07/25	07 JUL 2025	10 JUL 2025					
08/25	04 AUG 2025	07 AUG 2025					
09/25	01 SEP 2025	04 SEP 2025					
10/25	29 SEP 2025	02 OCT 2025					
11/25	27 OCT 2025	30 OCT 2025					
12/25	24 NOV 2025	27 NOV 2025					



06 GEN 1.6-4	08 AUG 2024	07 GEN 1.7-12	20 FEB 2025	10 GEN 1.2-3	08 NOV 2018
06 GEN 1.6-5	08 AUG 2024	07 GEN 1.7-13	20 FEB 2025	10 GEN 1.3-1	08 NOV 2018
06 GEN 1.6-6	08 AUG 2024	07 GEN 1.7-14	20 FEB 2025	10 GEN 1.4-1	08 NOV 2018
06 GEN 1.6-7	08 AUG 2024	07 GEN 1.7-15	20 FEB 2025	10 GEN 1.6-1	30 DEC 2021
06 GEN 1.6-8	08 AUG 2024	07 GEN 1.7-16	20 FEB 2025	10 GEN 1.6-2	30 DEC 2021
06 GEN 1.6-9	08 AUG 2024	07 GEN 1.7-17	20 FEB 2025	10 GEN 1.6-3	30 DEC 2021
06 GEN 1.6-10	08 AUG 2024	07 GEN 1.7-18	20 FEB 2025	10 GEN 1.6-4	30 DEC 2021
06 GEN 1.6-11	08 AUG 2024	07 GEN 1.7-19	20 FEB 2025	10 GEN 1.6-5	30 DEC 2021
06 GEN 1.6-12	08 AUG 2024	07 GEN 1.7-20	20 FEB 2025	10 GEN 1.6-6	30 DEC 2021
06 GEN 1.6-13	08 AUG 2024	07 GEN 1.7-21	20 FEB 2025	10 GEN 1.6-7	30 DEC 2021
06 GEN 1.6-14	08 AUG 2024	07 GEN 1.7-22	20 FEB 2025	10 GEN 1.7-1	08 NOV 2018
06 GEN 1.6-15	08 AUG 2024	07 GEN 1.7-23	20 FEB 2025	10 GEN 1.7-2	08 NOV 2018
06 GEN 1.6-16	08 AUG 2024	07 GEN 1.7-24	20 FEB 2025	10 GEN 1.7-3	08 NOV 2018
06 GEN 1.6-17	08 AUG 2024	07 GEN 1.7-25	20 FEB 2025	10 GEN 1.7-4	08 NOV 2018
06 GEN 1.6-18	08 AUG 2024	07 GEN 1.7-26	20 FEB 2025	11 GEN 1.1-1	27 NOV 2025
06 GEN 1.6-19	08 AUG 2024	07 GEN 1.7-27	20 FEB 2025	11 GEN 1.1-2	27 FEB 2020
06 GEN 1.6-20	08 AUG 2024	07 GEN 1.7-28	20 FEB 2025	11 GEN 1.2-1	08 NOV 2018
06 GEN 1.6-21	08 AUG 2024	07 GEN 1.7-29	20 FEB 2025	11 GEN 1.2-2	08 NOV 2018
06 GEN 1.6-22	08 AUG 2024	08 GEN 1.1-1	11 JUL 2024	11 GEN 1.2-3	08 NOV 2018
06 GEN 1.6-23	08 AUG 2024	08 GEN 1.2-1	10 SEP 2020	11 GEN 1.2-4	08 NOV 2018
06 GEN 1.6-24	08 AUG 2024	08 GEN 1.2-2	10 SEP 2020	11 GEN 1.2-5	08 NOV 2018
06 GEN 1.6-25	08 AUG 2024	08 GEN 1.3-1	26 MAR 2020	11 GEN 1.3-1	08 NOV 2018
06 GEN 1.6-26	08 AUG 2024	08 GEN 1.4-1	26 MAR 2020	11 GEN 1.4-1	08 NOV 2018
06 GEN 1.6-27	08 AUG 2024	08 GEN 1.6-1	08 NOV 2018	11 GEN 1.6-1	08 AUG 2024
06 GEN 1.7-1	03 OCT 2024	08 GEN 1.6-2	08 NOV 2018	11 GEN 1.6-2	08 AUG 2024
06 GEN 1.7-2	03 OCT 2024	08 GEN 1.6-3	08 NOV 2018	11 GEN 1.6-3	08 AUG 2024
06 GEN 1.7-3	03 OCT 2024	08 GEN 1.6-4	08 NOV 2018	11 GEN 1.6-4	08 AUG 2024
06 GEN 1.7-4	03 OCT 2024	08 GEN 1.6-5	08 NOV 2018	11 GEN 1.6-5	08 AUG 2024
06 GEN 1.7-5	03 OCT 2024	08 GEN 1.6-6	26 MAR 2020	11 GEN 1.7-1	28 MAR 2019
06 GEN 1.7-6	03 OCT 2024	08 GEN 1.6-7	26 MAR 2020	11 GEN 1.7-2	08 NOV 2018
06 GEN 1.7-7	03 OCT 2024	08 GEN 1.7-1	08 NOV 2018	11 GEN 1.7-3	08 NOV 2018
06 GEN 1.7-8	03 OCT 2024	08 GEN 1.7-2	08 NOV 2018	11 GEN 1.7-4	08 NOV 2018
06 GEN 1.7-9	03 OCT 2024	08 GEN 1.7-3	08 NOV 2018	11 GEN 1.7-5	08 NOV 2018
06 GEN 1.7-10	03 OCT 2024	08 GEN 1.7-4	08 NOV 2018	11 GEN 1.7-6	08 NOV 2018
06 GEN 1.7-11	03 OCT 2024	08 GEN 1.7-5	08 NOV 2018	11 GEN 1.7-7	12 JUN 2025
06 GEN 1.7-12	03 OCT 2024	08 GEN 1.7-6	08 NOV 2018	11 GEN 1.7-8	12 JUN 2025
06 GEN 1.7-13	27 NOV 2025	09 GEN 1.1-1	12 JUN 2025	11 GEN 1.7-9	12 JUN 2025
06 GEN 1.7-14	03 OCT 2024	09 GEN 1.1-2	03 OCT 2024	11 GEN 1.7-10	12 JUN 2025
06 GEN 1.7-15	03 OCT 2024	09 GEN 1.6-1	08 NOV 2018	12 GEN 1.1-1	08 NOV 2018
06 GEN 1.7-16	03 OCT 2024	09 GEN 1.6-2	08 NOV 2018	12 GEN 1.1-2	08 NOV 2018
06 GEN 1.7-17	03 OCT 2024	09 GEN 1.6-3	15 AUG 2019	12 GEN 1.2-1	08 AUG 2024
06 GEN 1.7-18	03 OCT 2024	09 GEN 1.6-4	08 NOV 2018	12 GEN 1.2-3	08 NOV 2018
06 GEN 1.7-19	03 OCT 2024	09 GEN 1.6-5	15 AUG 2019	12 GEN 1.2-4	08 NOV 2018
06 GEN 1.7-20	03 OCT 2024	09 GEN 1.6-6	08 NOV 2018	12 GEN 1.2-5	08 NOV 2018
07 GEN 0.5-1	31 OCT 2024	09 GEN 1.6-7	08 NOV 2018	12 GEN 1.2-6	08 NOV 2018
07 GEN 1.1-1	23 APR 2020	09 GEN 1.6-8	08 NOV 2018	12 GEN 1.2-7	08 NOV 2018
07 GEN 1.1-2	22 FEB 2024	09 GEN 1.6-9	08 NOV 2018	12 GEN 1.2-8	08 NOV 2018
07 GEN 1.2-1	08 NOV 2018	09 GEN 1.6-10	08 NOV 2018	12 GEN 1.3-1	08 AUG 2024
07 GEN 1.2-2	08 NOV 2018	09 GEN 1.6-11	15 AUG 2019	12 GEN 1.3-2	08 AUG 2024
07 GEN 1.2-3	08 NOV 2018	09 GEN 1.6-12	08 NOV 2018	12 GEN 1.4-1	08 AUG 2024
07 GEN 1.2-4	08 NOV 2018	09 GEN 1.6-13	15 AUG 2019	12 GEN 1.6-1	01 DEC 2022
07 GEN 1.2-5	08 NOV 2018	09 GEN 1.6-14	08 NOV 2018	12 GEN 1.6-2	01 DEC 2022
07 GEN 1.3-1	08 NOV 2018	09 GEN 1.6-15	08 NOV 2018	12 GEN 1.6-3	01 DEC 2022
07 GEN 1.6-1	21 MAY 2020	09 GEN 1.6-16	15 AUG 2019	12 GEN 1.6-4	01 DEC 2022
07 GEN 1.6-2	21 MAY 2020	09 GEN 1.6-17	15 AUG 2019	12 GEN 1.6-5	01 DEC 2022
07 GEN 1.6-3	20 FEB 2025	09 GEN 1.6-18	15 AUG 2019	12 GEN 1.6-6	01 DEC 2022
07 GEN 1.6-4	04 SEP 2025	09 GEN 1.6-19	15 AUG 2019	12 GEN 1.6-7	01 DEC 2022
07 GEN 1.6-5	21 MAY 2020	09 GEN 1.7-1	28 MAR 2019	12 GEN 1.6-8	01 DEC 2022
07 GEN 1.6-6	21 MAY 2020	09 GEN 1.7-2	08 NOV 2018	12 GEN 1.6-9	01 DEC 2022
07 GEN 1.6-7	20 FEB 2025	09 GEN 1.7-3	04 SEP 2025	12 GEN 1.6-10	01 DEC 2022
07 GEN 1.6-8	04 SEP 2025	09 GEN 1.7-4	04 SEP 2025	12 GEN 1.6-11	01 DEC 2022
07 GEN 1.7-1	25 APR 2019	09 GEN 1.7-5	04 SEP 2025	12 GEN 1.7-1	08 NOV 2018
07 GEN 1.7-2	25 APR 2019	09 GEN 1.7-6	04 SEP 2025	12 GEN 1.7-2	08 NOV 2018
07 GEN 1.7-3	25 APR 2019	09 GEN 1.7-7	04 SEP 2025	12 GEN 1.7-3	08 NOV 2018
07 GEN 1.7-4	25 APR 2019	09 GEN 1.7-8	04 SEP 2025	13 GEN 0.5-1	31 OCT 2024
07 GEN 1.7-5	25 APR 2019	09 GEN 1.7-9	04 SEP 2025	13 GEN 1.1-1	12 AUG 2021
07 GEN 1.7-6	20 FEB 2025	09 GEN 1.7-10	04 SEP 2025	13 GEN 1.1-2	29 DEC 2022
07 GEN 1.7-7	20 FEB 2025	09 GEN 1.7-11	04 SEP 2025	13 GEN 1.1-3	29 DEC 2022
07 GEN 1.7-8	20 FEB 2025	10 GEN 1.1-1	25 MAR 2021	13 GEN 1.2-1	28 MAR 2019
07 GEN 1.7-9	20 FEB 2025	10 GEN 1.1-2	25 MAR 2021	13 GEN 1.2-2	08 NOV 2018
07 GEN 1.7-10	20 FEB 2025	10 GEN 1.2-1	08 NOV 2018	13 GEN 1.2-3	08 NOV 2018
07 GEN 1.7-11	20 FEB 2025	10 GEN 1.2-2	08 NOV 2018	13 GEN 1.6-1	01 DEC 2022



13 GEN 1.6-2	01 DEC 2022	16 GEN 1.7-2	23 APR 2020	06 GEN 2.5-1	16 MAY 2024
13 GEN 1.6-3	01 DEC 2022	16 GEN 1.7-3	23 APR 2020	06 GEN 2.7-1	08 AUG 2024
13 GEN 1.6-4	01 DEC 2022	17 GEN 1.1-1	25 FEB 2021	06 GEN 2.7-2	08 AUG 2024
13 GEN 1.6-5	01 DEC 2022	17 GEN 1.6-1	08 NOV 2018	07 GEN 2.1-1	08 NOV 2018
13 GEN 1.6-6	01 DEC 2022			07 GEN 2.4-1	04 SEP 2025
13 GEN 1.6-7	01 DEC 2022	GEN 2		07 GEN 2.4-2	04 SEP 2025
13 GEN 1.6-8	01 DEC 2022	00 GEN 2.1-1	08 NOV 2018	07 GEN 2.5-1	04 SEP 2025
13 GEN 1.6-9	01 DEC 2022	00 GEN 2.1-2	08 NOV 2018	08 GEN 2.1-1	08 NOV 2018
13 GEN 1.6-10	01 DEC 2022	00 GEN 2.1-3	08 NOV 2018	08 GEN 2.4-1	25 MAR 2021
13 GEN 1.6-11	01 DEC 2022	00 GEN 2.2-1	08 NOV 2018	08 GEN 2.4-2	25 MAR 2021
13 GEN 1.6-12	01 DEC 2022	00 GEN 2.2-2	08 NOV 2018	08 GEN 2.5-1	07 AUG 2025
13 GEN 1.6-13	01 DEC 2022	00 GEN 2.2-3	08 NOV 2018	09 GEN 2.1-1	15 AUG 2019
13 GEN 1.6-14	01 DEC 2022	00 GEN 2.2-4	08 NOV 2018	09 GEN 2.4-1	20 MAR 2025
13 GEN 1.7-1	08 NOV 2018	00 GEN 2.2-5	08 NOV 2018	09 GEN 2.4-2	20 MAR 2025
14 GEN 1.1-1	08 AUG 2024	00 GEN 2.2-6	08 NOV 2018	09 GEN 2.5-1	29 DEC 2022
14 GEN 1.1-2	08 AUG 2024	00 GEN 2.2-7	08 NOV 2018	10 GEN 2.1-1	08 NOV 2018
14 GEN 1.2-1	08 NOV 2018	00 GEN 2.2-8	08 NOV 2018	10 GEN 2.4-1	21 MAY 2020
14 GEN 1.2-2	08 NOV 2018	00 GEN 2.2-9	08 NOV 2018	10 GEN 2.4-2	21 MAY 2020
14 GEN 1.2-3	08 NOV 2018	00 GEN 2.2-10	08 NOV 2018	10 GEN 2.5-1	16 JUN 2022
14 GEN 1.2-4	08 NOV 2018	00 GEN 2.2-11	04 NOV 2021	11 GEN 2.1-1	08 NOV 2018
14 GEN 1.2-5	08 NOV 2018	00 GEN 2.2-12	04 NOV 2021	11 GEN 2.4-1	27 FEB 2020
14 GEN 1.2-6	08 NOV 2018	00 GEN 2.2-13	04 NOV 2021	11 GEN 2.4-2	27 FEB 2020
14 GEN 1.2-7	08 NOV 2018	00 GEN 2.2-14	04 NOV 2021	11 GEN 2.5-1	08 NOV 2018
14 GEN 1.3-1	08 NOV 2018	00 GEN 2.2-15	08 NOV 2018	12 GEN 2.1-1	08 NOV 2018
14 GEN 1.4-1	08 NOV 2018	00 GEN 2.2-16	08 NOV 2018	12 GEN 2.4-1	08 NOV 2018
14 GEN 1.6-1	05 SEP 2024	00gen2-3.01	08 NOV 2018	12 GEN 2.4-2	08 NOV 2018
14 GEN 1.6-2	05 SEP 2024	00gen2-3.02	08 NOV 2018	12 GEN 2.5-1	05 OCT 2023
14 GEN 1.6-3	05 SEP 2024	00 GEN 2.5-1	08 NOV 2018	13 GEN 2.1-1	08 NOV 2018
14 GEN 1.6-4	03 OCT 2024	00 GEN 2.6-1	08 NOV 2018	13 GEN 2.4-1	04 SEP 2025
14 GEN 1.6-5	05 SEP 2024	00 GEN 2.6-2	08 NOV 2018	13 GEN 2.4-2	18 APR 2024
14 GEN 1.6-6	05 SEP 2024	00 GEN 2.6-3	08 NOV 2018	13 GEN 2.4-3	04 SEP 2025
15 GEN 1.1-1	16 MAY 2024	00 GEN 2.6-4	08 NOV 2018	13 GEN 2.5-1	11 JUL 2024
15 GEN 1.1-2	27 JAN 2022	00 GEN 2.7-1	08 NOV 2018	14 GEN 2.1-1	26 MAR 2020
15 GEN 1.2-1	08 NOV 2018	00 GEN 2.7-2	08 NOV 2018	14 GEN 2.4-1	15 MAY 2025
15 GEN 1.2-2	08 NOV 2018	00 GEN 2.7-3	08 NOV 2018	14 GEN 2.4-2	15 MAY 2025
15 GEN 1.2-3	08 NOV 2018	00 GEN 2.7-4	08 NOV 2018	14 GEN 2.5-1	08 NOV 2018
15 GEN 1.3-1	16 MAY 2024	01 GEN 2.1-1	08 NOV 2018	15 GEN 2.1-1	05 DEC 2019
15 GEN 1.4-1	08 NOV 2018	01 GEN 2.1-2	20 MAR 2025	15 GEN 2.4-1	15 MAY 2025
15 GEN 1.6-1	16 MAY 2024	01 GEN 2.4-1	27 NOV 2025	15 GEN 2.4-2	17 JUN 2021
15 GEN 1.6-2	16 MAY 2024	01 GEN 2.4-2	27 NOV 2025	15 GEN 2.4-3	15 MAY 2025
15 GEN 1.6-3	16 MAY 2024	01 GEN 2.5-1	20 MAR 2025	15 GEN 2.5-1	07 AUG 2025
15 GEN 1.6-4	16 MAY 2024	02 GEN 2.1-1	25 APR 2019	16 GEN 2.1-1	08 NOV 2018
15 GEN 1.6-5	16 MAY 2024	02 GEN 2.4-1	08 NOV 2018	16 GEN 2.4-1	08 NOV 2018
15 GEN 1.6-6	16 MAY 2024	02 GEN 2.4-2	08 NOV 2018	16 GEN 2.4-2	08 NOV 2018
15 GEN 1.6-7	16 MAY 2024	02 GEN 2.5-1	20 FEB 2025	16 GEN 2.5-1	08 NOV 2018
15 GEN 1.6-8	16 MAY 2024	03 GEN 2.1-1	08 NOV 2018	17 GEN 2.1-1	08 NOV 2018
15 GEN 1.7-1	08 NOV 2018	03 GEN 2.4-1	30 OCT 2025	17 GEN 2.4-1	18 JUN 2020
15 GEN 1.7-2	08 NOV 2018	03 GEN 2.4-2	30 OCT 2025	17 GEN 2.4-2	18 JUN 2020
15 GEN 1.7-3	08 NOV 2018	03 GEN 2.5-1	30 OCT 2025	17 GEN 2.5-1	18 JUN 2020
15 GEN 1.7-4	08 NOV 2018	04 GEN 2.1-1	08 NOV 2018		
15 GEN 1.7-5	16 MAY 2024	04 GEN 2.4-1	08 NOV 2018	GEN 3	
15 GEN 1.7-6	02 OCT 2025	04 GEN 2.4-2	08 NOV 2018	00 GEN 3.1-1	08 AUG 2024
15 GEN 1.7-7	02 OCT 2025	04 GEN 2.5-1	22 FEB 2024	00 GEN 3.1-2	28 DEC 2023
15 GEN 1.7-8	02 OCT 2025	05 GEN 2.1-1	08 NOV 2018	00 GEN 3.1-3	08 AUG 2024
15 GEN 1.7-9	02 OCT 2025	05 GEN 2.4-1	15 JUN 2023	00 GEN 3.1-4	28 DEC 2023
15 GEN 1.7-10	02 OCT 2025	05 GEN 2.4-2	15 JUN 2023	00 GEN 3.1-5	28 DEC 2023
15 GEN 1.7-11	02 OCT 2025	05 GEN 2.5-1	22 FEB 2024	00 GEN 3.1-6	28 DEC 2023
16 GEN 1.1-1	15 MAY 2025	06 GEN 2.1-1	05 SEP 2024	00 GEN 3.1-7	28 DEC 2023
16 GEN 1.1-2	15 MAY 2025	06 GEN 2.1-2	05 SEP 2024	00 GEN 3.1-8	28 DEC 2023
16 GEN 1.2-1	08 NOV 2018	06 GEN 2.1-3	05 SEP 2024	00 GEN 3.2-1	05 DEC 2019
16 GEN 1.2-2	08 NOV 2018	06 GEN 2.1-4	05 SEP 2024	00 GEN 3.2-2	25 APR 2019
16 GEN 1.2-3	08 NOV 2018	06 GEN 2.1-5	03 OCT 2024	00 GEN 3.2-3	05 DEC 2019
16 GEN 1.6-1	20 APR 2023	06 GEN 2.1-6	31 OCT 2024	00 GEN 3.2-4	05 DEC 2019
16 GEN 1.6-2	20 APR 2023	06 GEN 2.1-7	03 OCT 2024	00 GEN 3.2-5	05 DEC 2019
16 GEN 1.6-3	20 APR 2023	06 GEN 2.1-8	03 OCT 2024	00 GEN 3.2-6	05 DEC 2019
16 GEN 1.6-4	20 APR 2023	06 GEN 2.1-9	03 OCT 2024	00 GEN 3.2-7	05 DEC 2019
16 GEN 1.6-5	20 APR 2023	06 GEN 2.1-10	03 OCT 2024	00 GEN 3.2-8	05 DEC 2019
16 GEN 1.6-6	20 APR 2023	06 GEN 2.1-11	03 OCT 2024	00 GEN 3.3-1	18 JUL 2019
16 GEN 1.6-7	20 APR 2023	06 GEN 2.1-12	03 OCT 2024	00 GEN 3.3-2	18 JUL 2019
16 GEN 1.6-8	20 APR 2023	06 GEN 2.1-13	03 OCT 2024	00 GEN 3.3-3	18 JUL 2019
16 GEN 1.6-9	20 APR 2023	06 GEN 2.4-1	08 NOV 2018	00 GEN 3.3-4	02 OCT 2025
16 GEN 1.7-1	23 APR 2020	06 GEN 2.4-2	08 NOV 2018	00 GEN 3.3-5	10 AUG 2023



00 GEN 3.4-1	08 NOV 2018	11 GEN 3.6-1	28 MAR 2019	04 GEN 4.3-8	08 NOV 2018
00 GEN 3.4-2	08 NOV 2018	12GEN3-DR-RSFTA	08 NOV 2018	04 GEN 4.3-9	08 NOV 2018
00 GEN 3.4-3	05 NOV 2020	12 GEN 3.6-1	08 OCT 2020	04 GEN 4.3-10	08 NOV 2018
00GEN3-ASECNA-SFA	08 NOV 2018	13 GEN 3.3-1	17 APR 2025	04 GEN 4.3-11	08 NOV 2018
00 GEN 3.5-1	05 DEC 2019	13GEN3-GO-RSFTA	08 NOV 2018	04 GEN 4.3-12	08 NOV 2018
00 GEN 3.5-2	08 NOV 2018	13 GEN 3.5-1	26 MAR 2020	04 GEN 4.3-13	08 NOV 2018
00 GEN 3.5-3	08 NOV 2018	13 GEN 3.5-2	26 MAR 2020	04 GEN 4.3-14	08 NOV 2018
00 GEN 3.5-4	05 DEC 2019	13 GEN 3.6-1	05 OCT 2023	04 GEN 4.3-15	25 MAR 2021
00 GEN 3.5-5	08 NOV 2018	13 GEN 3.6-2	23 FEB 2023	05 GEN 4.3-1	28 DEC 2023
00 GEN 3.5-6	08 NOV 2018	14GEN3-FT-RSFTA	08 NOV 2018	05 GEN 4.3-2	28 DEC 2023
00 GEN 3.5-7	08 NOV 2018	14 GEN 3.6-1	08 AUG 2024	05 GEN 4.3-3	28 DEC 2023
00 GEN 3.5-8	08 NOV 2018	14 GEN 3.6-2	08 AUG 2024	05 GEN 4.3-4	28 DEC 2023
00 GEN 3.5-9	08 NOV 2018	15GEN3-DX-RSFTA	08 NOV 2018	05 GEN 4.3-5	23 FEB 2023
00 GEN 3.5-11	15 AUG 2019	15 GEN 3.5-1	16 JUN 2022	06 GEN 4.3-1	04 SEP 2025
00 GEN 3.5-12	15 AUG 2019	15 GEN 3.5-2	20 APR 2023	06 GEN 4.3-2	04 SEP 2025
00 GEN 3.5-13	08 NOV 2018	15 GEN 3.5-3	20 APR 2023	06 GEN 4.3-3	04 SEP 2025
00 GEN 3.5-14	08 NOV 2018	15 GEN 3.5-4	20 APR 2023	07 GEN 4.3-1	28 DEC 2023
00 GEN 3.5-15	05 NOV 2020	15 GEN 3.5-5	20 APR 2023	07 GEN 4.3-2	28 DEC 2023
00 GEN 3.5-17	08 NOV 2018	15 GEN 3.5-6	20 APR 2023	07 GEN 4.3-3	28 DEC 2023
00 GEN 3.5-18	08 NOV 2018	15 GEN 3.6-1	17 APR 2025	07 GEN 4.3-4	28 DEC 2023
00 GEN 3.6-1	08 NOV 2018	15 GEN 3.6-2	17 APR 2025	07 GEN 4.3-5	28 DEC 2023
00 GEN 3.6-2	08 NOV 2018	15 GEN 3.6-3	08 NOV 2018	07 GEN 4.3-6	28 DEC 2023
00 GEN 3.6-3	08 NOV 2018	16GEN3-FMC-RSFTA	08 NOV 2018	07 GEN 4.3-7	28 DEC 2023
00 GEN 3.6-4	08 NOV 2018	17GEN3-GG-RSFTA	08 NOV 2018	07 GEN 4.3-8	28 DEC 2023
00 GEN 3.6-5	08 NOV 2018			07 GEN 4.3-9	28 DEC 2023
00 GEN 3.6-6	08 NOV 2018			07 GEN 4.3-10	28 DEC 2023
00 GEN 3.6-7	08 NOV 2018			07 GEN 4.3-11	28 DEC 2023
00 GEN 3.6-8	08 NOV 2018			07 GEN 4.3-12	28 DEC 2023
00 GEN 3.6-9	08 NOV 2018			07 GEN 4.3-13	28 DEC 2023
01GEN3-DB-RSFTA	08 NOV 2018			07 GEN 4.3-14	28 DEC 2023
01 GEN 3.5-1	07 AUG 2025			07 GEN 4.3-15	28 DEC 2023
01 GEN 3.5-2	07 AUG 2025			07 GEN 4.3-16	28 DEC 2023
01 GEN 3.5-3	07 AUG 2025			07 GEN 4.3-17	28 DEC 2023
01 GEN 3.5-4	07 AUG 2025			08 GEN 4.3-1	28 DEC 2023
01 GEN 3.5-5	04 SEP 2025			08 GEN 4.3-2	28 DEC 2023
01 GEN 3.6-1	08 NOV 2018			08 GEN 4.3-3	28 DEC 2023
01 GEN 3.6-2	05 DEC 2019			08 GEN 4.3-4	28 DEC 2023
02GEN3-DF-RSFTA	08 NOV 2018			08 GEN 4.3-5	28 DEC 2023
02 GEN 3.6-1	10 JUL 2025			08 GEN 4.3-6	28 DEC 2023
03GEN3-FK-RSFTA	08 NOV 2018			08 GEN 4.3-7	28 DEC 2023
03 GEN 3.6-1	05 SEP 2024			08 GEN 4.3-8	28 DEC 2023
04GEN3-FE-RSFTA	08 NOV 2018			08 GEN 4.3-9	28 DEC 2023
04 GEN 3.6-1	08 NOV 2018			08 GEN 4.3-10	28 DEC 2023
05GEN3-FC-RSFTA	12 AUG 2021			08 GEN 4.3-11	28 DEC 2023
05 GEN 3.5-1	13 AUG 2020			09 GEN 4.3-1	23 FEB 2023
05 GEN 3.5-2	27 JAN 2022			09 GEN 4.3-2	28 DEC 2023
05 GEN 3.5-3	13 AUG 2020			09 GEN 4.3-3	23 FEB 2023
05 GEN 3.5-4	13 AUG 2020			09 GEN 4.3-4	15 AUG 2019
05 GEN 3.6-1	20 APR 2023			09 GEN 4.3-5	23 FEB 2023
05 GEN 3.6-2	20 APR 2023			09 GEN 4.3-6	15 AUG 2019
05 GEN 3.6-3	20 APR 2023			09 GEN 4.3-7	15 AUG 2019
06 GEN 3.3-1	08 AUG 2024			09 GEN 4.3-8	15 AUG 2019
06GEN3-DI-RSFTA	08 NOV 2018			10 GEN 4.3-1	28 DEC 2023
06 GEN 3.5-1	08 AUG 2024			10 GEN 4.3-2	28 DEC 2023
06 GEN 3.5-2	08 AUG 2024			10 GEN 4.3-3	08 NOV 2018
06 GEN 3.5-3	08 AUG 2024			10 GEN 4.3-4	08 NOV 2018
06 GEN 3.5-4	08 AUG 2024			10 GEN 4.3-5	08 NOV 2018
06 GEN 3.5-5	08 AUG 2024			10 GEN 4.3-6	08 NOV 2018
06 GEN 3.5-6	08 AUG 2024			11 GEN 4.3-1	22 FEB 2024
06 GEN 3.5-7	08 AUG 2024			11 GEN 4.3-2	22 FEB 2024
06 GEN 3.6-1	12 JUN 2025			11 GEN 4.3-3	22 FEB 2024
06 GEN 3.6-2	12 JUN 2025			11 GEN 4.3-4	22 FEB 2024
07GEN3-FO-RSFTA	08 NOV 2018			11 GEN 4.3-5	22 FEB 2024
07 GEN 3.6-1	08 NOV 2018			11 GEN 4.3-6	22 FEB 2024
08GEN3-FG-RSFTA	08 NOV 2018			11 GEN 4.3-7	22 FEB 2024
09GEN3-FM-RSFTA	08 NOV 2018			12 GEN 4.3-1	28 DEC 2023
09 GEN 3.6-1	14 JUL 2022			12 GEN 4.3-2	28 DEC 2023
09 GEN 3.6-2	23 FEB 2023			12 GEN 4.3-3	28 DEC 2023
09 GEN 3.6-3	23 FEB 2023			12 GEN 4.3-4	28 DEC 2023
10GEN3-GA-RSFTA	08 NOV 2018			12 GEN 4.3-5	28 DEC 2023
10 GEN 3.6-1	21 MAY 2020			12 GEN 4.3-6	28 DEC 2023
11GEN3-GQ-RSFTA	08 NOV 2018			12 GEN 4.3-7	28 DEC 2023

GEN 4



12 GEN 4.3-8	28 DEC 2023	00 ENR 1.8-24	06 OCT 2022	05 ENR 1.6-37	19 MAY 2022
13 GEN 4.3-1	25 JAN 2024	00 ENR 1.8-25	06 OCT 2022	05 ENR 1.6-38	19 MAY 2022
13 GEN 4.3-2	25 JAN 2024	00 ENR 1.8-26	06 OCT 2022	05 ENR 1.6-39	19 MAY 2022
13 GEN 4.3-3	25 JAN 2024	00 ENR 1.8-27	06 OCT 2022	05 ENR 1.8-1	23 MAY 2019
13 GEN 4.3-4	25 JAN 2024	00ENR6-ASECNA-ENRCP-WA	06 OCT	05 ENR 1.8-2	18 JUL 2019
13 GEN 4.3-5	25 JAN 2024	2022		05 ENR 1.8-3	28 DEC 2023
13 GEN 4.3-6	25 JAN 2024	00 ENR 1.8-31	06 OCT 2022	05 ENR 1.8-4	28 DEC 2023
13 GEN 4.3-7	25 JAN 2024	00 ENR 1.8-32	06 OCT 2022	05 ENR 1.8-5	28 DEC 2023
13 GEN 4.3-8	25 JAN 2024	00 ENR 1.8-33	06 OCT 2022	05 ENR 1.8-6	28 DEC 2023
14 GEN 4.3-1	28 DEC 2023	00 ENR 1.9-1	08 NOV 2018	05 ENR 1.8-7	28 DEC 2023
14 GEN 4.3-2	28 DEC 2023	00 ENR 1.10-1	10 AUG 2023	05 ENR 1.8-8	28 DEC 2023
14 GEN 4.3-3	28 DEC 2023	00 ENR 1.11-1	08 NOV 2018	06 ENR 1.1-1	18 JUN 2020
15 GEN 4.3-1	28 DEC 2023	00 ENR 1.11-2	08 NOV 2018	06 ENR 1.1-2	18 JUN 2020
15 GEN 4.3-2	28 DEC 2023	00 ENR 1.11-3	08 NOV 2018	06 ENR 1.1-3	18 JUN 2020
15 GEN 4.3-3	08 NOV 2018	00 ENR 1.12-1	08 NOV 2018	06 ENR 1.1-4	05 SEP 2024
15 GEN 4.3-4	08 NOV 2018	00 ENR 1.13-1	08 NOV 2018	06 ENR 1.1-5	18 JUN 2020
16 GEN 4.3-1	28 DEC 2023	00 ENR 1.13-2	08 NOV 2018	06 ENR 1.6-1	05 SEP 2024
16 GEN 4.3-2	28 DEC 2023	00 ENR 1.14.01	28 FEB 2019	06 ENR 1.6-11	05 SEP 2024
17 GEN 4.3-1	28 DEC 2023	00 ENR 1.14.02	28 FEB 2019	06 ENR 1.6-12	05 SEP 2024
17 GEN 4.3-2	28 DEC 2023	00 ENR 1.14.03	28 FEB 2019	06 ENR 1.6-13	05 SEP 2024
		00 ENR 1.14.04	28 FEB 2019	06 ENR 1.6-21	05 SEP 2024
		01 ENR 1.1-1	08 AUG 2024	06 ENR 1.6-31	05 SEP 2024
		01 ENR 1.1-2	08 AUG 2024	06 ENR 1.6-32	19 MAY 2022
		01 ENR 1.1-3	08 AUG 2024	06 ENR 1.8-1	23 MAY 2019
		01 ENR 1.1-4	08 AUG 2024	06 ENR 1.8-2	23 MAY 2019
		01 ENR 1.1-5	08 AUG 2024	06 ENR 1.8-3	05 NOV 2020
		01 ENR 1.1-6	08 AUG 2024	06 ENR 1.8-4	23 MAY 2019
		01 ENR 1.6-1	19 MAY 2022	06 ENR 1.8-5	23 MAY 2019
		01 ENR 1.6-11	23 FEB 2023	06 ENR 1.8-6	25 FEB 2021
		01 ENR 1.6-12	19 MAY 2022	06 ENR 1.8-7	23 MAY 2019
		01 ENR 1.6-13	19 MAY 2022	06 ENR 1.8-11	31 OCT 2024
		01 ENR 1.6-14	19 MAY 2022	06 ENR 1.8-12	31 OCT 2024
		01 ENR 1.6-21	19 MAY 2022	06 ENR 1.8-13	31 OCT 2024
		01 ENR 1.12-1	08 NOV 2018	06 ENR 1.8-14	31 OCT 2024
		01 ENR 1.12-2	08 NOV 2018	06 ENR 1.8-15	31 OCT 2024
		01 ENR 1.12-3	08 NOV 2018	06 ENR 1.8-16	31 OCT 2024
		01 ENR 1.12-4	08 NOV 2018	06 ENR 1.8-17	31 OCT 2024
		01 ENR 1.12-5	08 NOV 2018	06 ENR 1.12-1	26 MAR 2020
		01 ENR 1.12-6	08 NOV 2018	06 ENR 1.12-2	26 MAR 2020
		02 ENR 1.1-1	25 JAN 2024	06 ENR 1.12-3	26 MAR 2020
		02 ENR 1.1-2	25 JAN 2024	06 ENR 1.12-4	26 MAR 2020
		02 ENR 1.1-3	25 JAN 2024	06 ENR 1.12-5	26 MAR 2020
		02 ENR 1.1-4	25 JAN 2024	06 ENR 1.14-1	05 SEP 2024
		02 ENR 1.1-5	25 JAN 2024	06 ENR 1.14-2	05 SEP 2024
		02 ENR 1.1-6	25 JAN 2024		05 SEP 2024
		02 ENR 1.6-1	16 JUN 2022	07 ENR 1.6-1	21 MAR 2024
		02 ENR 1.6-11	16 JUN 2022	07 ENR 1.6-11	21 MAR 2024
		02 ENR 1.6-12	16 JUN 2022	07 ENR 1.6-12	21 MAR 2024
		02 ENR 1.6-13	16 JUN 2022	07 ENR 1.6-13	21 MAR 2024
		02 ENR 1.6-21	16 JUN 2022	07 ENR 1.6-21	21 MAR 2024
		03 ENR 1.6-1	14 JUL 2022	07 ENR 1.6-21	21 MAR 2024
		03 ENR 1.6-11	16 JUN 2022	07 ENR 1.12-1	26 MAR 2020
		03 ENR 1.6-12	16 JUN 2022	09 ENR 1.6-1	16 JUN 2022
		03 ENR 1.6-13	16 JUN 2022	09 ENR 1.6-11	19 MAY 2022
		03 ENR 1.6-21	14 JUL 2022	09 ENR 1.6-12	16 MAY 2024
		03 ENR 1.8-1	08 NOV 2018	09 ENR 1.6-13	19 MAY 2022
		03 ENR 1.8-2	30 NOV 2023	09 ENR 1.6-14	19 MAY 2022
		03 ENR 1.8-3	02 NOV 2023	09 ENR 1.6-21	16 JUN 2022
		03 ENR 1.8-4	02 NOV 2023	09 ENR 1.6-31	19 MAY 2022
		03 ENR 1.8-5	02 NOV 2023	09 ENR 1.6-32	19 MAY 2022
		05 ENR 1.6-1	19 MAY 2022	09 ENR 1.6-33	19 MAY 2022
		05 ENR 1.6-11	19 MAY 2022	09 ENR 1.7-1	28 FEB 2019
		05 ENR 1.6-12	16 JUN 2022	09 ENR 1.10-1	18 MAY 2023
		05 ENR 1.6-13	19 MAY 2022	09 ENR 1.11-1	05 DEC 2019
		05 ENR 1.6-14	19 MAY 2022	09 ENR 1.11-2	08 NOV 2018
		05 ENR 1.6-21	19 MAY 2022	10 ENR 1.6-1	19 MAY 2022
		05 ENR 1.6-31	19 MAY 2022	10 ENR 1.6-11	19 MAY 2022
		05 ENR 1.6-32	19 MAY 2022	10 ENR 1.6-12	16 JUN 2022
		05 ENR 1.6-33	19 MAY 2022	10 ENR 1.6-13	19 MAY 2022
		05 ENR 1.6-34	19 MAY 2022		
		05 ENR 1.6-35	19 MAY 2022		
		05 ENR 1.6-36	19 MAY 2022		

Part 2 En-route (ENR)
En-route (ENR)

ENR 0

00 ENR 0.6-1	06 OCT 2022
00 ENR 0.6-2	27 NOV 2025
00 ENR 0.6-3	27 NOV 2025
00 ENR 0.6-4	27 NOV 2025
00 ENR 0.6-5	27 NOV 2025
00 ENR 0.6-6	27 NOV 2025
00 ENR 0.6-7	27 NOV 2025
00 ENR 0.6-8	27 NOV 2025
00 ENR 0.6-9	27 NOV 2025
00 ENR 0.6-10	27 NOV 2025
00 ENR 0.6-11	27 NOV 2025

ENR 1

00 ENR 1.1-1	05 DEC 2019
00 ENR 1.1-2	05 DEC 2019
00 ENR 1.1-3	05 DEC 2019
00 ENR 1.2-1	05 DEC 2019
00 ENR 1.3-1	05 DEC 2019
00 ENR 1.4-1	16 MAY 2024
00 ENR 1.5-1	08 NOV 2018
00 ENR 1.5-2	08 NOV 2018
00 ENR 1.5-3	08 NOV 2018
00 ENR 1.6-1	11 AUG 2022
00 ENR 1.6-2	11 AUG 2022
00 ENR 1.6-3	11 AUG 2022
00 ENR 1.7-1	08 NOV 2018
00 ENR 1.7-2	08 NOV 2018
00 ENR 1.7-3	08 NOV 2018
00 ENR 1.7-4	08 NOV 2018
00 ENR 1.8-1	05 DEC 2019
00 ENR 1.8-3	07 AUG 2025
00 ENR 1.8-4	08 NOV 2018
00 ENR 1.8-5	08 NOV 2018
00 ENR 1.8-6	08 NOV 2018
00 ENR 1.8-7	08 NOV 2018
00 ENR 1.8-8	08 NOV 2018
00 ENR 1.8-9	08 NOV 2018
00 ENR 1.8-10	08 NOV 2018
00 ENR 1.8-11	08 NOV 2018
00 ENR 1.8-12	08 NOV 2018
00 ENR 1.8-13	28 JAN 2021
00 ENR 1.8-14	08 NOV 2018
00 ENR 1.8-15	20 APR 2023
00 ENR 1.8-16	05 OCT 2023
00 ENR 1.8-21	06 OCT 2022
00 ENR 1.8-22	06 OCT 2022
00 ENR 1.8-23	06 OCT 2022

10 ENR 1.6-21	16 JUN 2022	14 ENR 1.6-31	16 JUN 2022	01 ENR 2.1-1	16 MAY 2024
10 ENR 1.8-1	23 MAY 2019	14 ENR 1.6-32	16 JUN 2022	01 ENR 2.2-1	16 MAY 2024
10 ENR 1.8-2	23 MAY 2019	14 ENR 1.6-33	16 JUN 2022	02 ENR 2.1-1	13 JUN 2024
10 ENR 1.8-3	02 NOV 2023	14 ENR 1.6-34	16 JUN 2022	02 ENR 2.1-2	16 MAY 2024
10 ENR 1.8-4	02 NOV 2023	14 ENR 1.6-35	16 JUN 2022	02 ENR 2.1-3	20 APR 2023
10 ENR 1.8-5	02 NOV 2023	14 ENR 1.8-1	18 JUL 2019	02 ENR 2.2-1	16 MAY 2024
10 ENR 1.8-6	02 NOV 2023	14 ENR 1.8-2	18 JUL 2019	03 ENR 2.1-1	16 MAY 2024
10 ENR 1.8-7	02 NOV 2023	14 ENR 1.8-3	18 JUL 2019	03 ENR 2.1-2	16 MAY 2024
10 ENR 1.12-1	08 NOV 2018	14 ENR 1.8-4	30 NOV 2023	03 ENR 2.1-3	11 AUG 2022
10 ENR 1.12-2	08 NOV 2018	14 ENR 1.8-5	02 NOV 2023	03 ENR 2.1-4	30 OCT 2025
10 ENR 1.12-3	08 NOV 2018	14 ENR 1.8-6	30 NOV 2023	03 ENR 2.1-5	16 MAY 2024
10 ENR 1.12-4	08 NOV 2018	14 ENR 1.8-7	23 MAY 2019	03 ENR 2.2-1	30 OCT 2025
10 ENR 1.12-5	08 NOV 2018	14 ENR 1.12-1	02 NOV 2023	03 ENR 2.2-2	30 OCT 2025
10 ENR 1.12-6	08 NOV 2018	14 ENR 1.12-2	02 NOV 2023	03 ENR 2.2-3	30 OCT 2025
11 ENR 1.6-1	16 JUN 2022	14 ENR 1.12-3	02 NOV 2023	04 ENR 2.1-1	16 MAY 2024
11 ENR 1.6-11	16 JUN 2022	14 ENR 1.12-4	02 NOV 2023	04 ENR 2.2-1	16 MAY 2024
11 ENR 1.6-12	16 JUN 2022	14 ENR 1.12-5	02 NOV 2023	05 ENR 2.1-1	27 NOV 2025
11 ENR 1.6-13	16 JUN 2022	14 ENR 1.12-6	02 NOV 2023	05 ENR 2.1-2	04 SEP 2025
11 ENR 1.6-21	16 JUN 2022	15 ENR 1.1-1	11 JUL 2024	05 ENR 2.1-3	04 SEP 2025
11 ENR 1.6-31	16 JUN 2022	15 ENR 1.1-2	11 JUL 2024	05 ENR 2.1-51	08 OCT 2020
11 ENR 1.6-32	16 JUN 2022	15 ENR 1.1-3	11 JUL 2024	05 ENR 2.1-52	08 OCT 2020
11 ENR 1.6-33	16 JUN 2022	15 ENR 1.1-4	11 JUL 2024	05 ENR 2.1-53	08 OCT 2020
11 ENR 1.6-34	16 JUN 2022	15 ENR 1.1-5	11 JUL 2024	05 ENR 2.1-54	26 MAR 2020
11 ENR 1.8-1	23 MAY 2019	15 ENR 1.6-1	20 APR 2023	05 ENR 2.2-1	27 NOV 2025
11 ENR 1.8-2	28 DEC 2023	15 ENR 1.6-11	16 JUN 2022	05 ENR 2.2-2	04 SEP 2025
11 ENR 1.8-3	28 DEC 2023	15 ENR 1.6-12	16 JUN 2022	06 ENR 2.1-1	16 MAY 2024
11 ENR 1.8-4	23 MAY 2019	15 ENR 1.6-13	16 JUN 2022	06 ENR 2.1-2	05 DEC 2019
11 ENR 1.8-5	28 DEC 2023	15 ENR 1.6-21	16 JUN 2022	06 ENR 2.1-41	28 FEB 2019
12 ENR 1.6-1	19 MAY 2022	15 ENR 1.6-22	16 JUN 2022	06 ENR 2.2-1	10 JUL 2025
12 ENR 1.6-11	19 MAY 2022	15 ENR 1.8-1	23 MAY 2019	06 ENR 2.2-2	10 JUL 2025
12 ENR 1.6-12	19 MAY 2022	15 ENR 1.8-2	23 MAY 2019	07 ENR 2.1-1	04 SEP 2025
12 ENR 1.6-13	19 MAY 2022	15 ENR 1.8-3	23 MAY 2019	07 ENR 2.1-2	04 SEP 2025
12 ENR 1.6-21	14 JUL 2022	15 ENR 1.8-4	02 NOV 2023	07 ENR 2.1-3	04 SEP 2025
12 ENR 1.6-31	19 MAY 2022	15 ENR 1.8-5	02 NOV 2023	07 ENR 2.1-41	21 MAR 2024
12 ENR 1.6-32	19 MAY 2022	15 ENR 1.8-6	02 NOV 2023	07 ENR 2.1-51	21 MAR 2024
12 ENR 1.6-33	19 MAY 2022	15 ENR 1.8-7	02 NOV 2023	07 ENR 2.1-52	21 MAR 2024
12 ENR 1.8-1	18 JUN 2020	15 ENR 1.8-8	02 NOV 2023	07 ENR 2.2-1	16 MAY 2024
12 ENR 1.8-2	18 JUN 2020	15 ENR 1.8-9	23 MAY 2019	07 ENR 2.2-2	16 MAY 2024
12 ENR 1.8-3	18 JUN 2020	16 ENR 1.6-1	11 AUG 2022	07 ENR 2.2-3	04 SEP 2025
12 ENR 1.8-4	28 DEC 2023	16 ENR 1.6-11	11 AUG 2022	08 ENR 2.1-1	08 NOV 2018
12 ENR 1.8-5	18 JUN 2020	16 ENR 1.6-12	11 AUG 2022	08 ENR 2.2-1	17 APR 2025
12 ENR 1.8-6	28 DEC 2023	16 ENR 1.6-13	11 AUG 2022	09 ENR 2.1-1	04 SEP 2025
13 ENR 1.6-1	16 JUN 2022	16 ENR 1.6-21	11 AUG 2022	09 ENR 2.1-2	04 SEP 2025
13 ENR 1.6-11	16 JUN 2022	17 ENR 1.6-1	19 MAY 2022	09 ENR 2.1-3	16 MAY 2024
13 ENR 1.6-12	16 JUN 2022	17 ENR 1.6-11	19 MAY 2022	09 ENR 2.1-4	04 SEP 2025
13 ENR 1.6-13	16 JUN 2022	17 ENR 1.6-12	16 JUN 2022	09 ENR 2.1-61	28 FEB 2019
13 ENR 1.6-14	16 JUN 2022	17 ENR 1.6-13	19 MAY 2022	09 ENR 2.1-62	28 FEB 2019
13 ENR 1.6-21	16 JUN 2022	17 ENR 1.6-21	16 JUN 2022	09 ENR 2.1-71	28 MAR 2019
13 ENR 1.6-31	16 JUN 2022			09 ENR 2.2-1	04 SEP 2025
13 ENR 1.6-32	16 JUN 2022	ENR 2		09 ENR 2.2-2	11 JUL 2024
13 ENR 1.6-33	16 JUN 2022			09 ENR 2.2-3	11 JUL 2024
13 ENR 1.6-34	16 JUN 2022	00 ENR 2.1-1	04 SEP 2025	10 ENR 2.1-1	13 JUN 2024
13 ENR 1.6-35	16 JUN 2022	00 ENR 2.1-2	08 NOV 2018	10 ENR 2.1-2	16 MAY 2024
13 ENR 1.8-1	23 MAY 2019	00 ENR 2.1-3	08 NOV 2018	10 ENR 2.2-1	20 FEB 2025
13 ENR 1.8-2	23 MAY 2019	00 ENR 2.1-4	08 NOV 2018	10 ENR 2.2-2	16 MAY 2024
13 ENR 1.8-3	03 NOV 2022	00 ENR 2.1-5	08 NOV 2018	11 ENR 2.1-1	16 MAY 2024
13 ENR 1.8-4	23 MAY 2019	00 ENR 2.1-6	08 NOV 2018	11 ENR 2.1-2	22 APR 2021
13 ENR 1.8-5	03 NOV 2022	00 ENR 2.1-7	08 NOV 2018	11 ENR 2.2-1	16 MAY 2024
13 ENR 1.8-6	03 NOV 2022	00 ENR 2.1-8	08 NOV 2018	12 ENR 2.1-1	16 MAY 2024
13 ENR 1.8-11	23 MAY 2019	00 ENR 2.1-9	08 NOV 2018	12 ENR 2.1-2	06 DEC 2018
13 ENR 1.8-12	23 MAY 2019	00 ENR 2.1-10	08 NOV 2018	12 ENR 2.1-2	06 DEC 2018
13 ENR 1.8-13	23 MAY 2019	00 ENR 2.1-11	08 NOV 2018	12 ENR 2.2-1	07 AUG 2025
13 ENR 1.12-1	20 FEB 2025	00 ENR 2.1-12	08 NOV 2018	12 ENR 2.2-2	20 FEB 2025
13 ENR 1.12-2	20 MAR 2025	00 ENR 2.1-13	08 NOV 2018	13 ENR 2.1-1	22 APR 2021
13 ENR 1.12-3	20 MAR 2025	00 ENR 2.1-14	04 SEP 2025	13 ENR 2.1-2	22 APR 2021
13 ENR 1.12-4	20 FEB 2025	00 ENR 2.1-15	22 APR 2021	13 ENR 2.2-1	22 APR 2021
13 ENR 1.12-5	20 FEB 2025	00 ENR 2.1-16	05 DEC 2019	13 ENR 2.2-2	22 APR 2021
14 ENR 1.6-1	16 JUN 2022	00 ENR 2.1-17	04 SEP 2025	13 ENR 2.2-3	22 APR 2021
14 ENR 1.6-11	16 JUN 2022	00 ENR 2.1-18	08 NOV 2018	13 ENR 2.2-4	22 APR 2021
14 ENR 1.6-12	16 JUN 2022	00 ENR 2.1-19	08 NOV 2018	14 ENR 2.1-1	13 JUN 2024
14 ENR 1.6-13	16 JUN 2022	00 ENR 2.1-20	08 NOV 2018	14 ENR 2.1-2	05 DEC 2019
14 ENR 1.6-21	16 JUN 2022	00 ENR 2.1-21	11 AUG 2022	14 ENR 2.2-1	10 JUL 2025
		00ENR2-ASECNA-FIR	08 NOV 2018	14 ENR 2.2-2	05 SEP 2024



15 ENR 2.1-1	13 JUN 2024	00 ENR 3.1-65	02 OCT 2025	00 ENR 3.2-68	19 MAY 2022
15 ENR 2.2-1	11 JUL 2024	00 ENR 3.1-66	19 MAY 2022	00 ENR 3.2-69	19 MAY 2022
16 ENR 2.1-1	16 MAY 2024	00 ENR 3.1-67	16 MAY 2024	00 ENR 3.2-70	02 OCT 2025
16 ENR 2.2-1	16 MAY 2024	00 ENR 3.1-68	16 MAY 2024	00 ENR 3.2-71	19 MAY 2022
17 ENR 2.1-1	16 MAY 2024	00 ENR 3.1-69	19 MAY 2022	00 ENR 3.2-72	30 NOV 2023
17 ENR 2.2-1	16 MAY 2024	00 ENR 3.2-1	19 MAY 2022	00 ENR 3.2-73	19 MAY 2022
		00 ENR 3.2-2	19 MAY 2022	00 ENR 3.2-74	19 MAY 2022
		00 ENR 3.2-3	19 MAY 2022	00 ENR 3.2-75	19 MAY 2022
		00 ENR 3.2-4	02 OCT 2025	00 ENR 3.2-76	19 MAY 2022
		00 ENR 3.2-5	02 OCT 2025	00 ENR 3.2-77	19 MAY 2022
		00 ENR 3.2-6	02 OCT 2025	00 ENR 3.2-78	19 MAY 2022
		00 ENR 3.2-7	01 DEC 2022	00 ENR 3.2-79	19 MAY 2022
		00 ENR 3.2-8	19 MAY 2022	00 ENR 3.2-80	19 MAY 2022
		00 ENR 3.2-9	19 MAY 2022	00 ENR 3.2-81	02 OCT 2025
		00 ENR 3.2-10	02 OCT 2025	00 ENR 3.2-82	19 MAY 2022
		00 ENR 3.2-11	19 MAY 2022	00 ENR 3.2-83	19 MAY 2022
		00 ENR 3.2-12	19 MAY 2022	00 ENR 3.2-84	19 MAY 2022
		00 ENR 3.2-13	19 MAY 2022	00 ENR 3.2-85	19 MAY 2022
		00 ENR 3.2-14	19 MAY 2022	00 ENR 3.2-86	19 MAY 2022
		00 ENR 3.2-15	19 MAY 2022	00 ENR 3.2-87	19 MAY 2022
		00 ENR 3.2-16	19 MAY 2022	00 ENR 3.2-88	19 MAY 2022
		00 ENR 3.2-17	19 MAY 2022	00 ENR 3.2-89	19 MAY 2022
		00 ENR 3.2-18	19 MAY 2022	00 ENR 3.2-90	19 MAY 2022
		00 ENR 3.2-19	19 MAY 2022	00 ENR 3.2-91	19 MAY 2022
		00 ENR 3.2-20	19 MAY 2022	00 ENR 3.2-92	19 MAY 2022
		00 ENR 3.2-21	02 OCT 2025	00 ENR 3.2-93	02 OCT 2025
		00 ENR 3.2-22	19 MAY 2022	00 ENR 3.2-94	02 OCT 2025
		00 ENR 3.2-23	19 MAY 2022	00 ENR 3.2-95	02 OCT 2025
		00 ENR 3.2-24	19 MAY 2022	00 ENR 3.2-96	02 OCT 2025
		00 ENR 3.2-25	19 MAY 2022	00 ENR 3.2-97	02 OCT 2025
		00 ENR 3.2-26	19 MAY 2022	00 ENR 3.2-98	02 OCT 2025
		00 ENR 3.2-27	19 MAY 2022	00 ENR 3.2-99	02 OCT 2025
		00 ENR 3.2-28	02 OCT 2025	00 ENR 3.2-100	02 OCT 2025
		00 ENR 3.2-29	19 MAY 2022	00 ENR 3.2-101	02 OCT 2025
		00 ENR 3.2-30	19 MAY 2022	00 ENR 3.2-102	02 OCT 2025
		00 ENR 3.2-31	19 MAY 2022	00 ENR 3.2-103	02 OCT 2025
		00 ENR 3.2-32	19 MAY 2022	00 ENR 3.2-104	02 OCT 2025
		00 ENR 3.2-33	19 MAY 2022	00 ENR 3.2-105	02 OCT 2025
		00 ENR 3.2-34	19 MAY 2022	00 ENR 3.2-106	02 OCT 2025
		00 ENR 3.2-35	19 MAY 2022	00 ENR 3.2-107	02 OCT 2025
		00 ENR 3.2-36	19 MAY 2022	00 ENR 3.2-108	02 OCT 2025
		00 ENR 3.2-37	19 MAY 2022	00 ENR 3.2-109	02 OCT 2025
		00 ENR 3.2-38	19 MAY 2022	00 ENR 3.2-110	02 OCT 2025
		00 ENR 3.2-39	19 MAY 2022	00 ENR 3.3-1	19 MAY 2022
		00 ENR 3.2-40	19 MAY 2022	00 ENR 3.3-2	19 MAY 2022
		00 ENR 3.2-41	19 MAY 2022	00 ENR 3.3-3	19 MAY 2022
		00 ENR 3.2-42	19 MAY 2022	00 ENR 3.3-4	19 MAY 2022
		00 ENR 3.2-43	19 MAY 2022	00 ENR 3.3-5	19 MAY 2022
		00 ENR 3.2-44	19 MAY 2022	00 ENR 3.3-6	03 JAN 2019
		00 ENR 3.2-45	19 MAY 2022	00 ENR 3.3-7	19 MAY 2022
		00 ENR 3.2-46	01 DEC 2022	00 ENR 3.3-8	07 AUG 2025
		00 ENR 3.2-47	19 MAY 2022	00 ENR 3.3-9	19 MAY 2022
		00 ENR 3.2-48	19 MAY 2022	00 ENR 3.3-10	19 MAY 2022
		00 ENR 3.2-49	19 MAY 2022	00 ENR 3.3-11	07 AUG 2025
		00 ENR 3.2-50	02 OCT 2025	00 ENR 3.3-12	19 MAY 2022
		00 ENR 3.2-51	02 OCT 2025	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	30 NOV 2023	00 ENR 3.3-20	19 MAY 2022
		00 ENR 3.2-59	30 NOV 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	30 NOV 2023
		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

03 AD 1.3-33 30 OCT 2025
03 AD 1.5-1 20 MAR 2025
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 21 MAR 2024
04 AD 1.3-33 21 MAR 2024
04 AD 1.3-34 21 MAR 2024
04 AD 1.3-35 21 MAR 2024
05 AD 1.3-1 20 MAY 2021
05AD1-FC-AD 28 FEB 2019
05 AD 1.3-31 15 MAY 2025
05 AD 1.3-32 15 MAY 2025
05 AD 1.3-33 12 JUN 2025
05 AD 1.3-34 15 MAY 2025
05 AD 1.3-35 15 MAY 2025
05 AD 1.3-36 17 JUN 2021
05 AD 1.5-1 02 OCT 2025
06 AD 1.1-1 04 SEP 2025
06 AD 1.1-2 04 SEP 2025
06 AD 1.3-1 28 NOV 2024
06 AD 1.3-2 28 NOV 2024
06AD1-DI-AD 28 FEB 2019
06 AD 1.3-31 20 FEB 2025
06 AD 1.3-32 20 FEB 2025
06 AD 1.3-33 31 OCT 2024
06 AD 1.3-34 31 OCT 2024
06 AD 1.5-1 20 FEB 2025
07 AD 1.3-1 17 APR 2025
07 AD 1.3-2 04 SEP 2025
07AD1-FO-AD 28 FEB 2019
07 AD 1.3-31 17 APR 2025
07 AD 1.3-32 15 MAY 2025
07 AD 1.3-33 17 APR 2025
07 AD 1.3-34 15 MAY 2025
07 AD 1.5-1 28 NOV 2024
08 AD 1.3-1 25 MAR 2021
08AD1-FG-AD 28 FEB 2019
08 AD 1.3-31 12 JUN 2025
09 AD 1.3-1 20 MAR 2025
09 AD 1.3-2 20 MAR 2025
09 AD 1.3-3 20 MAR 2025
09AD1-FM-AD 28 FEB 2019
09 AD 1.3-31 04 SEP 2025
09 AD 1.3-32 04 SEP 2025
09 AD 1.3-33 15 MAY 2025
09 AD 1.3-34 15 MAY 2025
09 AD 1.3-35 02 OCT 2025
09 AD 1.3-36 04 SEP 2025
09 AD 1.3-37 02 OCT 2025
09 AD 1.5-1 04 SEP 2025
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 12 JUN 2025
10 AD 1.3-32 12 JUN 2025
10 AD 1.3-33 12 JUN 2025
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 27 NOV 2025
11 AD 1.3-32 27 NOV 2025
11 AD 1.3-33 27 NOV 2025
11 AD 1.5-1 05 SEP 2024
12 AD 1.3-1 23 JAN 2025
12AD1-DR-AD 28 FEB 2019
12 AD 1.3-31 27 NOV 2025
12 AD 1.3-32 27 NOV 2025
12 AD 1.5-1 23 JAN 2025
13 AD 1.3-1 04 SEP 2025
13AD1-GO-AD 28 FEB 2019

13 AD 1.3-31 11 AUG 2022
13 AD 1.3-32 04 SEP 2025
13 AD 1.3-33 04 SEP 2025
13 AD 1.3-34 10 AUG 2023
13 AD 1.3-35 05 OCT 2023
13 AD 1.5-1 10 JUL 2025
14 AD 1.3-1 30 NOV 2023
14 AD 1.3-2 15 MAY 2025
14AD1-FT-AD 28 FEB 2019
14 AD 1.3-31 12 JUN 2025
14 AD 1.3-32 17 APR 2025
14 AD 1.3-33 15 MAY 2025
14 AD 1.3-34 17 APR 2025
14 AD 1.3-35 10 JUL 2025
14 AD 1.3-36 15 MAY 2025
15 AD 1.3-1 15 MAY 2025
15AD1-DX-AD 28 FEB 2019
15 AD 1.3-31 20 FEB 2025
15 AD 1.5-1 15 MAY 2025
16 AD 1.3-1 05 DEC 2019
16 AD 1.3-31 20 MAR 2025
17 AD 1.3-1 25 FEB 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 10 JUL 2025
02 AD-2.DFFD-20 18 APR 2024
02 AD-2.DFFD-21 20 MAY 2021
02 AD-2.DFFD-22 16 MAY 2024
02 AD-2.DFFD-23 20 FEB 2025
02 AD-2.DFFD-24 10 JUL 2025
02 AD-2.DFFD-25 10 JUL 2025
02 AD-2.DFFD-26 10 JUL 2025
02 AD-2.DFFD-27 10 JUL 2025

BOBO-DIOULASSO

02 AD-2.DFOO-1 28 NOV 2024
02 AD-2.DFOO-2 18 APR 2024
02 AD-2.DFOO-3 18 APR 2024
02 AD-2.DFOO-4 31 OCT 2024
02 AD-2.DFOO-5 13 JUN 2024
02 AD-2.DFOO-6 23 FEB 2023
02 AD-2.DFOO-7 17 APR 2025
02 AD-2.DFOO-8 18 APR 2024
02 AD-2.DFOO-9 16 MAY 2024
02 AD-2.DFOO-10 28 NOV 2024
02 AD-2.DFOO-11 28 NOV 2024
02 AD-2.DFOO-12 28 NOV 2024
02 AD-2.DFOO-13 28 NOV 2024
02 AD-2.DFOO-14 28 NOV 2024

AD 2

**AEROPORT INTERNATIONAL
CARDINAL BERNARDIN
GANTIN/CADJEHOUN**

01 AD-2.DBBB-1 13 JUN 2024
01 AD-2.DBBB-2 30 DEC 2021
01 AD-2.DBBB-3 13 JUN 2024
01 AD-2.DBBB-4 17 APR 2025
01 AD-2.DBBB-5 03 OCT 2024
01 AD-2.DBBB-6 27 NOV 2025
01 AD-2.DBBB-7 27 NOV 2025
01 AD-2.DBBB-8 27 NOV 2025
01 AD-2.DBBB-9 27 NOV 2025
01 AD-2.DBBB-10 27 NOV 2025
01 AD-2.DBBB-11 27 NOV 2025
01 AD-2.DBBB-12 27 NOV 2025
01 AD-2.DBBB-13 27 NOV 2025
01 AD-2.DBBB-14 27 NOV 2025
01 AD-2.DBBB-15 27 NOV 2025
01 AD-2.DBBB-16 27 NOV 2025
01 AD-2.DBBB-17 27 NOV 2025

DOUALA

03 AD-2.FKKD-1 15 MAY 2025
03 AD-2.FKKD-2 15 MAY 2025
03 AD-2.FKKD-3 23 MAR 2023
03 AD-2.FKKD-4 15 MAY 2025
03 AD-2.FKKD-5 06 OCT 2022
03 AD-2.FKKD-6 15 MAY 2025
03 AD-2.FKKD-7 15 MAY 2025
03 AD-2.FKKD-8 17 APR 2025
03 AD-2.FKKD-9 24 FEB 2022
03 AD-2.FKKD-10 07 AUG 2025
03 AD-2.FKKD-11 23 MAR 2023
03 AD-2.FKKD-12 24 FEB 2022
03 AD-2.FKKD-13 15 MAY 2025
03 AD-2.FKKD-14 20 APR 2023
03 AD-2.FKKD-15 20 APR 2023
03 AD-2.FKKD-16 16 MAY 2024
03 AD-2.FKKD-17 16 MAY 2024

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 21 MAR 2024
01 AD-2.DBBP-6 17 APR 2025
01 AD-2.DBBP-7 23 APR 2020
01 AD-2.DBBP-8 20 MAR 2025

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 17 APR 2025
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

OUAGADOUGOU

02 AD-2.DFFD-1 10 JUL 2025
02 AD-2.DFFD-2 18 APR 2024
02 AD-2.DFFD-3 22 APR 2021
02 AD-2.DFFD-4 10 JUL 2025
02 AD-2.DFFD-5 10 JUL 2025
02 AD-2.DFFD-6 10 JUL 2025
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

GAROUA

03 AD-2.FKKR-1 21 MAR 2024
03 AD-2.FKKR-2 20 MAR 2025
03 AD-2.FKKR-3 18 APR 2024
03 AD-2.FKKR-4 21 MAR 2024
03 AD-2.FKKR-5 14 JUL 2022
03 AD-2.FKKR-6 20 MAR 2025



03 AD-2.FKKR-7 17 APR 2025
03 AD-2.FKKR-8 31 OCT 2024
03 AD-2.FKKR-9 16 MAY 2024
03 AD-2.FKKR-10 13 JUN 2024
03 AD-2.FKKR-11 21 MAR 2024
03 AD-2.FKKR-12 14 JUL 2022
03AD-2.OPEN-EXTENSION-FORM 23 APR 2020

MAROUA-SALAK

03 AD-2.FKKL-1 30 OCT 2025
03 AD-2.FKKL-2 30 OCT 2025
03 AD-2.FKKL-3 27 NOV 2025
03 AD-2.FKKL-4 30 OCT 2025
03 AD-2.FKKL-5 30 OCT 2025
03 AD-2.FKKL-6 30 OCT 2025
03 AD-2.FKKL-7 30 OCT 2025
03 AD-2.FKKL-8 30 OCT 2025
03 AD-2.FKKL-9 30 OCT 2025
03 AD-2.FKKL-10 27 NOV 2025
03 AD-2.FKKL-11 27 NOV 2025
03 AD-2.FKKL-12 27 NOV 2025

YAOUNDE / NSIMALEN

03 AD-2.FKYS-1 20 MAR 2025
03 AD-2.FKYS-2 23 JAN 2025
03 AD-2.FKYS-3 24 FEB 2022
03 AD-2.FKYS-4 23 JAN 2025
03 AD-2.FKYS-5 23 JAN 2025
03 AD-2.FKYS-6 23 JAN 2025
03 AD-2.FKYS-7 17 APR 2025
03 AD-2.FKYS-8 23 JAN 2025
03 AD-2.FKYS-9 23 JAN 2025
03 AD-2.FKYS-10 23 JAN 2025
03 AD-2.FKYS-11 23 JAN 2025
03 AD-2.FKYS-12 23 JAN 2025

BANGUI-M'POKO

04 AD-2.FEFF-1 07 AUG 2025
04 AD-2.FEFF-2 05 SEP 2024
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 17 APR 2025
04 AD-2.FEFF-8 27 FEB 2020
04 AD-2.FEFF-9 16 MAY 2024
04 AD-2.FEFF-10 07 AUG 2025
04 AD-2.FEFF-11 07 AUG 2025
04 AD-2.FEFF-12 07 AUG 2025

BRAZZAVILLE / MAYA-MAYA

05 AD-2.FCBB-1 15 MAY 2025
05 AD-2.FCBB-2 23 MAR 2023
05 AD-2.FCBB-3 05 SEP 2024
05 AD-2.FCBB-4 23 MAR 2023
05 AD-2.FCBB-5 02 OCT 2025
05 AD-2.FCBB-6 02 OCT 2025
05 AD-2.FCBB-7 16 MAY 2024
05 AD-2.FCBB-8 16 MAY 2024
05 AD-2.FCBB-9 16 MAY 2024
05 AD-2.FCBB-10 16 MAY 2024
05 AD-2.FCBB-11 16 MAY 2024
05 AD-2.FCBB-12 16 MAY 2024
05 AD-2.FCBB-13 16 MAY 2024
05 AD-2.FCBB-14 16 MAY 2024
05 AD-2.FCBB-15 16 MAY 2024
05 AD-2.FCBB-16 23 MAR 2023
05 AD-2.FCBB-17 17 APR 2025
05 AD-2.FCBB-18 23 MAR 2023
05 AD-2.FCBB-19 23 MAR 2023
05 AD-2.FCBB-20 16 MAY 2024

05 AD-2.FCBB-21 23 MAR 2023
05 AD-2.FCBB-22 12 JUN 2025
05 AD-2.FCBB-23 02 OCT 2025
05 AD-2.FCBB-24 02 OCT 2025

**POINTE NOIRE / ANTONIO
AGOSTINHO NETO**

05 AD-2.FCPP-1 15 MAY 2025
05 AD-2.FCPP-2 15 MAY 2025
05 AD-2.FCPP-3 28 DEC 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 17 APR 2025
05 AD-2.FCPP-8 13 JUL 2023
05 AD-2.FCPP-9 16 MAY 2024
05 AD-2.FCPP-10 24 MAR 2022
05 AD-2.FCPP-11 15 MAY 2025
05 AD-2.FCPP-12 23 JAN 2025
05 AD-2.FCPP-13 08 AUG 2024

**OLLOMBO / DENIS SASSOU
N'GUESSO**

05 AD-2.FCOD-1 12 JUN 2025
05 AD-2.FCOD-2 15 JUN 2023
05 AD-2.FCOD-3 15 JUN 2023
05 AD-2.FCOD-4 11 JUL 2024
05 AD-2.FCOD-5 05 SEP 2024
05 AD-2.FCOD-6 15 JUN 2023
05 AD-2.FCOD-7 15 JUN 2023
05 AD-2.FCOD-8 17 APR 2025
05 AD-2.FCOD-9 15 JUN 2023
05 AD-2.FCOD-10 27 NOV 2025
05 AD-2.FCOD-11 27 NOV 2025
05 AD-2.FCOD-12 02 OCT 2025

**AEROPORT INTERNATIONAL FELIX
HOUPHOUET BOIGNY D'ABIDJAN**

06 AD-2.DIAP-1 05 SEP 2024
06 AD-2.DIAP-2 22 APR 2021
06 AD-2.DIAP-3 05 SEP 2024
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 05 SEP 2024
06 AD-2.DIAP-12 17 APR 2025
06 AD-2.DIAP-13 13 AUG 2020
06 AD-2.DIAP-14 03 NOV 2022
06 AD-2.DIAP-15 05 SEP 2024
06 AD-2.DIAP-16 16 MAY 2024
06 AD-2.DIAP-17 05 SEP 2024
06 AD-2.DIAP-18 05 SEP 2024

YAMOOUSSOUKRO

06 AD-2.DIYO-1 27 NOV 2025
06 AD-2.DIYO-2 15 AUG 2019
06 AD-2.DIYO-3 04 SEP 2025
06 AD-2.DIYO-4 15 AUG 2019
06 AD-2.DIYO-5 17 JUN 2021
06 AD-2.DIYO-6 17 APR 2025
06 AD-2.DIYO-7 23 APR 2020
06 AD-2.DIYO-8 23 APR 2020
06 AD-2.DIYO-9 27 NOV 2025

BOUAKE

06 AD-2.DIBK-1 27 NOV 2025
06 AD-2.DIBK-2 25 FEB 2021
06 AD-2.DIBK-3 02 OCT 2025

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 17 APR 2025
06 AD-2.DIBK-8 25 FEB 2021
06 AD-2.DIBK-9 25 FEB 2021
06 AD-2.DIBK-10 27 NOV 2025

KORHOGO

06 AD-2.DIKO-1 27 NOV 2025
06 AD-2.DIKO-2 15 AUG 2019
06 AD-2.DIKO-3 07 AUG 2025
06 AD-2.DIKO-4 15 AUG 2019
06 AD-2.DIKO-5 23 APR 2020
06 AD-2.DIKO-6 17 APR 2025
06 AD-2.DIKO-7 20 MAR 2025
06 AD-2.DIKO-8 10 JUL 2025
06 AD-2.DIKO-9 27 NOV 2025

MAN

06 AD-2.DIMN-1 27 NOV 2025
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 17 APR 2025
06 AD-2.DIMN-7 23 APR 2020
06 AD-2.DIMN-8 27 NOV 2025

ODIENNE

06 AD-2.DIOD-1 27 NOV 2025
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 17 APR 2025
06 AD-2.DIOD-7 15 AUG 2019
06 AD-2.DIOD-8 21 MAY 2020
06 AD-2.DIOD-9 27 NOV 2025

LIBREVILLE/LEON M'BA

07 AD-2.FOOL-1 17 APR 2025
07 AD-2.FOOL-2 18 MAY 2023
07 AD-2.FOOL-3 23 JAN 2025
07 AD-2.FOOL-4 23 JAN 2025
07 AD-2.FOOL-5 23 JAN 2025
07 AD-2.FOOL-6 23 JAN 2025
07 AD-2.FOOL-7 23 JAN 2025
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 17 APR 2025
07 AD-2.FOOL-12 17 JUN 2021
07 AD-2.FOOL-13 17 JUN 2021
07 AD-2.FOOL-14 16 MAY 2024
07 AD-2.FOOL-15 15 MAY 2025

**PORT-GENTIL/JOSEPH RENDJAMBE
ISSANI**

07 AD-2.FOOG-1 04 SEP 2025
07 AD-2.FOOG-2 24 FEB 2022
07 AD-2.FOOG-3 20 FEB 2025
07 AD-2.FOOG-4 03 OCT 2024
07 AD-2.FOOG-5 22 FEB 2024
07 AD-2.FOOG-6 04 SEP 2025
07 AD-2.FOOG-7 17 APR 2025
07 AD-2.FOOG-8 03 OCT 2024
07 AD-2.FOOG-9 04 SEP 2025
07 AD-2.FOOG-10 10 JUL 2025
07 AD-2.FOOG-11 28 JAN 2021

FRANCEVILLE/M'VENGUE

07 AD-2.FOON-1 17 APR 2025
07 AD-2.FOON-2 15 AUG 2019
07 AD-2.FOON-3 21 MAR 2024
07 AD-2.FOON-4 08 OCT 2020
07 AD-2.FOON-5 23 APR 2020
07 AD-2.FOON-6 17 APR 2025
07 AD-2.FOON-7 23 APR 2020
07 AD-2.FOON-8 16 MAY 2024
07 AD-2.FOON-9 17 APR 2025

MALABO

08 AD-2.FGSL-1 17 APR 2025
08 AD-2.FGSL-2 11 JUL 2024
08 AD-2.FGSL-3 11 JUL 2024
08 AD-2.FGSL-4 23 JAN 2025
08 AD-2.FGSL-5 17 APR 2025
08 AD-2.FGSL-6 11 JUL 2024
08 AD-2.FGSL-7 17 APR 2025
08 AD-2.FGSL-8 17 APR 2025
08 AD-2.FGSL-9 17 APR 2025
08 AD-2.FGSL-10 17 APR 2025
08 AD-2.FGSL-11 28 NOV 2024
08 AD-2.FGSL-12 11 JUL 2024
08 AD-2.FGSL-13 11 JUL 2024
08 AD-2.FGSL-14 07 AUG 2025
08 AD-2.FGSL-15 11 JUL 2024

BATA

08 AD-2.FGBT-1 15 MAY 2025
08 AD-2.FGBT-2 15 MAY 2025
08 AD-2.FGBT-3 18 APR 2024
08 AD-2.FGBT-4 18 APR 2024
08 AD-2.FGBT-5 12 JUN 2025
08 AD-2.FGBT-6 15 MAY 2025
08 AD-2.FGBT-7 15 MAY 2025
08 AD-2.FGBT-8 15 MAY 2025
08 AD-2.FGBT-9 16 MAY 2024
08 AD-2.FGBT-10 10 JUL 2025
08 AD-2.FGBT-11 18 APR 2024

MONGOMEYEN/GENERAL OBIANG

08 AD-2.FGMY-1 15 MAY 2025
08 AD-2.FGMY-2 18 APR 2024
08 AD-2.FGMY-3 15 MAY 2025
08 AD-2.FGMY-4 15 MAY 2025
08 AD-2.FGMY-5 12 JUN 2025
08 AD-2.FGMY-6 15 MAY 2025
08 AD-2.FGMY-7 15 MAY 2025
08 AD-2.FGMY-8 15 MAY 2025
08 AD-2.FGMY-9 17 APR 2025
08 AD-2.FGMY-10 17 APR 2025
08 AD-2.FGMY-11 15 MAY 2025
08 AD-2.FGMY-12 17 APR 2025

ANTSIRABE

09 AD-2.FMME-1 20 MAR 2025
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 17 APR 2025
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 12 JUN 2025
09 AD-2.FMMI-2 20 APR 2023
09 AD-2.FMMI-3 05 SEP 2024
09 AD-2.FMMI-4 15 MAY 2025
09 AD-2.FMMI-5 12 JUN 2025
09 AD-2.FMMI-6 21 APR 2022
09 AD-2.FMMI-7 07 OCT 2021

09 AD-2.FMMI-8 16 MAY 2024
09 AD-2.FMMI-9 15 AUG 2019
09 AD-2.FMMI-10 07 AUG 2025
09 AD-2.FMMI-11 07 AUG 2025
09 AD-2.FMMI-12 07 AUG 2025
09 AD-2.FMMI-13 04 SEP 2025
09 AD-2.FMMI-14 04 SEP 2025
09 AD-2.FMMI-15 02 OCT 2025
09 AD-2.FMMI-16 02 OCT 2025
09 AD-2.FMMI-17 07 AUG 2025
09 AD-2.FMMI-18 02 OCT 2025
09 AD-2.FMMI-19 02 OCT 2025
09 AD-2.FMMI-20 07 AUG 2025
09 AD-2.FMMI-21 07 AUG 2025
09 AD-2.FMMI-22 07 AUG 2025
09 AD-2.FMMI-23 07 AUG 2025
09 AD-2.FMMI-24 07 AUG 2025

**MAHAJANGA / PHILIBERT
TSIRANANA**

09 AD-2.FMNM-1 17 APR 2025
09 AD-2.FMNM-2 18 APR 2024
09 AD-2.FMNM-3 17 APR 2025
09 AD-2.FMNM-4 18 APR 2024
09 AD-2.FMNM-5 18 APR 2024
09 AD-2.FMNM-6 18 APR 2024
09 AD-2.FMNM-7 22 FEB 2024
09 AD-2.FMNM-8 18 APR 2024
09 AD-2.FMNM-9 17 APR 2025
09 AD-2.FMNM-10 18 APR 2024
09 AD-2.FMNM-11 16 MAY 2024
09 AD-2.FMNM-12 20 MAR 2025
09 AD-2.FMNM-13 16 MAY 2024

TOAMASINA/AMBALAMANASY

09 AD-2.FMNT-1 27 NOV 2025
09 AD-2.FMNT-2 17 APR 2025
09 AD-2.FMNT-3 17 APR 2025
09 AD-2.FMNT-4 05 SEP 2024
09 AD-2.FMNT-5 17 APR 2025
09 AD-2.FMNT-6 17 APR 2025
09 AD-2.FMNT-7 17 APR 2025
09 AD-2.FMNT-8 17 APR 2025
09 AD-2.FMNT-9 17 APR 2025
09 AD-2.FMNT-10 17 APR 2025
09 AD-2.FMNT-11 17 APR 2025
09 AD-2.FMNT-12 17 APR 2025
09 AD-2.FMNT-13 17 APR 2025
09 AD-2.FMNT-14 27 NOV 2025
09 AD-2.FMNT-15 27 NOV 2025
09 AD-2.FMNT-16 27 NOV 2025

NOSY-BE / FASCENE

09 AD-2.FMNN-1 12 JUN 2025
09 AD-2.FMNN-2 15 MAY 2025
09 AD-2.FMNN-3 12 JUN 2025
09 AD-2.FMNN-4 02 OCT 2025
09 AD-2.FMNN-5 03 OCT 2024
09 AD-2.FMNN-6 19 MAY 2022
09 AD-2.FMNN-7 02 OCT 2025
09 AD-2.FMNN-8 02 OCT 2025
09 AD-2.FMNN-9 02 OCT 2025
09 AD-2.FMNN-10 02 OCT 2025
09 AD-2.FMNN-11 02 OCT 2025
09 AD-2.FMNN-12 02 OCT 2025
09 AD-2.FMNN-13 02 OCT 2025

TOLAGNARO / MARILLAC

09 AD-2.FMSD-1 20 MAR 2025
09 AD-2.FMSD-2 17 APR 2025
09 AD-2.FMSD-3 20 MAR 2025
09 AD-2.FMSD-4 20 MAR 2025

09 AD-2.FMSD-5 20 MAR 2025
09 AD-2.FMSD-6 17 APR 2025
09 AD-2.FMSD-7 20 MAR 2025
09 AD-2.FMSD-8 17 APR 2025
09 AD-2.FMSD-9 17 APR 2025
09 AD-2.FMSD-10 20 MAR 2025
09 AD-2.FMSD-11 20 MAR 2025

ANTSIRANANA / ARRACHART

09 AD-2.FMNA-1 20 MAR 2025
09 AD-2.FMNA-2 20 MAR 2025
09 AD-2.FMNA-3 20 MAR 2025
09 AD-2.FMNA-4 20 MAR 2025
09 AD-2.FMNA-5 20 MAR 2025
09 AD-2.FMNA-6 20 MAR 2025
09 AD-2.FMNA-7 17 APR 2025
09 AD-2.FMNA-8 20 MAR 2025
09 AD-2.FMNA-9 17 APR 2025
09 AD-2.FMNA-10 17 APR 2025
09 AD-2.FMNA-11 17 APR 2025

SAINTE-MARIE

09 AD-2.FMMS-1 20 MAR 2025
09 AD-2.FMMS-2 20 MAR 2025
09 AD-2.FMMS-3 05 SEP 2024
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 04 SEP 2025
09 AD-2.FMMS-8 20 MAR 2025
09 AD-2.FMMS-9 17 APR 2025
09 AD-2.FMMS-10 17 APR 2025
09 AD-2.FMMS-11 04 SEP 2025

MORONDAVA

09 AD-2.FMMV-1 20 MAR 2025
09 AD-2.FMMV-2 20 MAR 2025
09 AD-2.FMMV-3 05 SEP 2024
09 AD-2.FMMV-4 24 MAR 2022
09 AD-2.FMMV-5 05 NOV 2020
09 AD-2.FMMV-6 17 APR 2025
09 AD-2.FMMV-7 20 MAR 2025
09 AD-2.FMMV-8 20 MAR 2025
09 AD-2.FMMV-9 05 NOV 2020

SAMBAVA / SUD

09 AD-2.FMNS-1 20 MAR 2025
09 AD-2.FMNS-2 20 MAR 2025
09 AD-2.FMNS-3 20 MAR 2025
09 AD-2.FMNS-4 24 MAR 2022
09 AD-2.FMNS-5 05 NOV 2020
09 AD-2.FMNS-6 02 OCT 2025
09 AD-2.FMNS-7 05 NOV 2020
09 AD-2.FMNS-8 15 MAY 2025
09 AD-2.FMNS-9 05 NOV 2020

FIANARANTSOA

09 AD-2.FMSF-1 20 MAR 2025
09 AD-2.FMSF-2 20 MAR 2025
09 AD-2.FMSF-3 20 MAR 2025
09 AD-2.FMSF-4 05 NOV 2020
09 AD-2.FMSF-5 05 NOV 2020
09 AD-2.FMSF-6 17 APR 2025
09 AD-2.FMSF-7 05 NOV 2020
09 AD-2.FMSF-8 20 MAR 2025
09 AD-2.FMSF-9 05 NOV 2020

MANANJARY

09 AD-2.FMSM-1 20 MAR 2025
09 AD-2.FMSM-2 05 NOV 2020
09 AD-2.FMSM-3 05 SEP 2024
09 AD-2.FMSM-4 05 NOV 2020



09 AD-2.FMSM-5 05 NOV 2020
09 AD-2.FMSM-6 17 APR 2025
09 AD-2.FMSM-7 24 FEB 2022
09 AD-2.FMSM-8 20 MAR 2025
09 AD-2.FMSM-9 05 NOV 2020

TOLIARY

09 AD-2.FMST-1 20 MAR 2025
09 AD-2.FMST-2 20 MAR 2025
09 AD-2.FMST-3 05 SEP 2024
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 17 APR 2025
09 AD-2.FMST-8 21 MAR 2024
09 AD-2.FMST-9 17 APR 2025
09 AD-2.FMST-10 17 APR 2025
09 AD-2.FMST-11 02 OCT 2025

**AEROPORT INTERNATIONAL
PRESIDENT MODIBO KEITA - SENOUE**

10 AD-2.GABS-1 12 JUN 2025
10 AD-2.GABS-2 07 SEP 2023
10 AD-2.GABS-3 20 FEB 2025
10 AD-2.GABS-4 20 MAR 2025
10 AD-2.GABS-5 20 MAR 2025
10 AD-2.GABS-6 20 MAR 2025
10 AD-2.GABS-7 20 MAR 2025
10 AD-2.GABS-8 20 MAR 2025
10 AD-2.GABS-9 20 MAR 2025
10 AD-2.GABS-10 12 JUN 2025
10 AD-2.GABS-11 20 MAR 2025
10 AD-2.GABS-12 20 MAR 2025
10 AD-2.GABS-13 12 JUN 2025
10 AD-2.GABS-14 20 MAR 2025

GAO / KOROGOUSSOU

10 AD-2.GAGO-1 12 JUN 2025
10 AD-2.GAGO-2 15 AUG 2019
10 AD-2.GAGO-3 20 FEB 2025
10 AD-2.GAGO-4 20 FEB 2025
10 AD-2.GAGO-5 13 JUN 2024
10 AD-2.GAGO-6 12 JUN 2025
10 AD-2.GAGO-7 20 FEB 2025
10 AD-2.GAGO-8 16 MAY 2024
10 AD-2.GAGO-9 12 JUN 2025

KAYES / DAG-DAG

10 AD-2.GAKD-1 12 JUN 2025
10 AD-2.GAKD-2 20 FEB 2025
10 AD-2.GAKD-3 20 FEB 2025
10 AD-2.GAKD-4 20 FEB 2025
10 AD-2.GAKD-5 15 AUG 2019
10 AD-2.GAKD-6 13 JUN 2024
10 AD-2.GAKD-7 12 JUN 2025
10 AD-2.GAKD-8 20 FEB 2025
10 AD-2.GAKD-9 20 FEB 2025
10 AD-2.GAKD-10 12 JUN 2025

MOPTI / AMBODEDJO

10 AD-2.GAMB-1 12 JUN 2025
10 AD-2.GAMB-2 20 FEB 2025
10 AD-2.GAMB-3 15 AUG 2019
10 AD-2.GAMB-4 15 AUG 2019
10 AD-2.GAMB-5 20 FEB 2025
10 AD-2.GAMB-6 17 APR 2025
10 AD-2.GAMB-7 20 FEB 2025
10 AD-2.GAMB-8 16 MAY 2024
10 AD-2.GAMB-9 12 JUN 2025

SIKASSO / DIGNANGAN

10 AD-2.GASO-1 12 JUN 2025

10 AD-2.GASO-2 23 FEB 2023
10 AD-2.GASO-3 23 JAN 2025
10 AD-2.GASO-4 21 MAY 2020
10 AD-2.GASO-5 15 AUG 2019
10 AD-2.GASO-6 13 JUN 2024
10 AD-2.GASO-7 17 APR 2025
10 AD-2.GASO-8 21 MAY 2020
10 AD-2.GASO-9 08 AUG 2024
10 AD-2.GASO-10 12 JUN 2025

TOMBOUCTOU

10 AD-2.GATB-1 12 JUN 2025
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 13 JUN 2024
10 AD-2.GATB-6 12 JUN 2025
10 AD-2.GATB-7 17 APR 2025
10 AD-2.GATB-8 23 APR 2020
10 AD-2.GATB-9 23 APR 2020

NOUAKCHOTT - OUMTOUNSY

11 AD-2.GQNO-1 27 NOV 2025
11 AD-2.GQNO-2 27 NOV 2025
11 AD-2.GQNO-3 27 FEB 2020
11 AD-2.GQNO-4 27 NOV 2025
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 17 APR 2025
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 16 MAY 2024
11 AD-2.GQNO-14 27 FEB 2020
11 AD-2.GQNO-15 03 OCT 2024

NOUADHIBOU

11 AD-2.GQPP-1 27 NOV 2025
11 AD-2.GQPP-2 16 MAY 2024
11 AD-2.GQPP-3 16 MAY 2024
11 AD-2.GQPP-4 16 MAY 2024
11 AD-2.GQPP-5 16 MAY 2024
11 AD-2.GQPP-6 16 MAY 2024
11 AD-2.GQPP-7 16 MAY 2024
11 AD-2.GQPP-8 17 APR 2025
11 AD-2.GQPP-9 16 MAY 2024
11 AD-2.GQPP-10 16 MAY 2024
11 AD-2.GQPP-11 08 OCT 2020
11 AD-2.GQPP-12 16 MAY 2024

ATAR

11 AD-2.GQPA-1 27 NOV 2025
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 17 APR 2025
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 27 NOV 2025
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 17 APR 2025

11 AD-2.GQNI-8 07 SEP 2023
11 AD-2.GQNI-9 07 SEP 2023

ZOUERATE / TAZADIT

11 AD-2.GQPZ-1 27 NOV 2025
11 AD-2.GQPZ-2 27 NOV 2025
11 AD-2.GQPZ-3 27 NOV 2025
11 AD-2.GQPZ-4 27 NOV 2025
11 AD-2.GQPZ-5 07 SEP 2023
11 AD-2.GQPZ-6 17 APR 2025
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 27 NOV 2025
12 AD-2.DRRN-2 27 NOV 2025
12 AD-2.DRRN-3 27 NOV 2025
12 AD-2.DRRN-4 17 APR 2025
12 AD-2.DRRN-5 30 DEC 2021
12 AD-2.DRRN-6 20 MAR 2025
12 AD-2.DRRN-7 18 APR 2024
12 AD-2.DRRN-8 27 NOV 2025
12 AD-2.DRRN-9 30 DEC 2021
12 AD-2.DRRN-10 30 DEC 2021
12 AD-2.DRRN-11 18 APR 2024
12 AD-2.DRRN-12 11 JUL 2024
12 AD-2.DRRN-13 20 FEB 2025
12 AD-2.DRRN-14 27 NOV 2025

AGADEC / MANO DAYAK

12 AD-2.DRZA-1 23 JAN 2025
12 AD-2.DRZA-2 23 JAN 2025
12 AD-2.DRZA-3 20 FEB 2025
12 AD-2.DRZA-4 23 JAN 2025
12 AD-2.DRZA-5 23 JAN 2025
12 AD-2.DRZA-6 23 JAN 2025
12 AD-2.DRZA-7 23 JAN 2025
12 AD-2.DRZA-8 20 FEB 2025
12 AD-2.DRZA-9 17 APR 2025
12 AD-2.DRZA-10 23 JAN 2025
12 AD-2.DRZA-11 07 AUG 2025
12 AD-2.DRZA-12 27 NOV 2025
12 AD-2.DRZA-13 20 FEB 2025

ZINDER

12 AD-2.DRZR-1 23 JAN 2025
12 AD-2.DRZR-2 17 APR 2025
12 AD-2.DRZR-3 20 FEB 2025
12 AD-2.DRZR-4 23 JAN 2025
12 AD-2.DRZR-5 23 JAN 2025
12 AD-2.DRZR-6 23 JAN 2025
12 AD-2.DRZR-7 23 JAN 2025
12 AD-2.DRZR-8 20 FEB 2025
12 AD-2.DRZR-9 17 APR 2025
12 AD-2.DRZR-10 23 JAN 2025
12 AD-2.DRZR-11 20 FEB 2025
12 AD-2.DRZR-12 27 NOV 2025

MARADI

12 AD-2.DRRM-1 23 JAN 2025
12 AD-2.DRRM-2 13 AUG 2020
12 AD-2.DRRM-3 27 NOV 2025
12 AD-2.DRRM-4 23 JAN 2025
12 AD-2.DRRM-5 23 JAN 2025
12 AD-2.DRRM-6 23 JAN 2025
12 AD-2.DRRM-7 23 JAN 2025
12 AD-2.DRRM-8 23 JAN 2025
12 AD-2.DRRM-9 23 JAN 2025
12 AD-2.DRRM-10 23 JAN 2025
12 AD-2.DRRM-11 17 APR 2025
12 AD-2.DRRM-12 20 FEB 2025



12 AD-2.DRRM-13 20 FEB 2025
12 AD-2.DRRM-14 20 FEB 2025

TAHOUA

12 AD-2.DRRT-1 23 JAN 2025
12 AD-2.DRRT-2 23 JAN 2025
12 AD-2.DRRT-3 27 NOV 2025
12 AD-2.DRRT-4 20 FEB 2025
12 AD-2.DRRT-5 23 JAN 2025
12 AD-2.DRRT-6 23 JAN 2025
12 AD-2.DRRT-7 23 JAN 2025
12 AD-2.DRRT-8 23 JAN 2025
12 AD-2.DRRT-9 17 APR 2025
12 AD-2.DRRT-10 20 FEB 2025
12 AD-2.DRRT-11 20 FEB 2025
12 AD-2.DRRT-12 20 FEB 2025

DIFFA

12 AD-2.DRZF-1 23 JAN 2025
12 AD-2.DRZF-2 23 JAN 2025
12 AD-2.DRZF-3 27 NOV 2025
12 AD-2.DRZF-4 23 JAN 2025
12 AD-2.DRZF-5 23 JAN 2025
12 AD-2.DRZF-6 23 JAN 2025
12 AD-2.DRZF-7 23 JAN 2025
12 AD-2.DRZF-8 17 APR 2025
12 AD-2.DRZF-9 23 JAN 2025
12 AD-2.DRZF-10 23 JAN 2025
12 AD-2.DRZF-11 23 JAN 2025

**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 30 OCT 2025
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 17 APR 2025
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 SEDARSENHOR

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 17 APR 2025
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 13 JUN 2024
13 AD-2.GOGS-2 23 APR 2020
13 AD-2.GOGS-3 15 MAY 2025
13 AD-2.GOGS-4 15 MAY 2025
13 AD-2.GOGS-5 11 JUL 2024
13 AD-2.GOGS-6 11 JUL 2024
13 AD-2.GOGS-7 17 APR 2025

13 AD-2.GOGS-8 11 JUL 2024
13 AD-2.GOGS-9 11 JUL 2024
13 AD-2.GOGS-10 11 JUL 2024

**AEROPORT OUSMANE MASSECK
NDIAYE DE SAINT LOUIS**

13 AD-2.GOSS-1 20 MAR 2025
13 AD-2.GOSS-2 18 APR 2024
13 AD-2.GOSS-3 18 APR 2024
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 17 APR 2025
13 AD-2.GOSS-10 03 OCT 2024
13 AD-2.GOSS-11 16 MAY 2024
13 AD-2.GOSS-12 11 JUL 2024

N'DJAMENA / HASSAN DJAMOUS

14 AD-2.FTTJ-1 15 MAY 2025
14 AD-2.FTTJ-2 15 MAY 2025
14 AD-2.FTTJ-3 15 MAY 2025
14 AD-2.FTTJ-4 15 MAY 2025
14 AD-2.FTTJ-5 15 MAY 2025
14 AD-2.FTTJ-6 15 MAY 2025
14 AD-2.FTTJ-7 04 SEP 2025
14 AD-2.FTTJ-8 15 MAY 2025
14 AD-2.FTTJ-9 15 MAY 2025
14 AD-2.FTTJ-10 15 MAY 2025
14 AD-2.FTTJ-11 15 MAY 2025
14 AD-2.FTTJ-12 15 MAY 2025
14 AD-2.FTTJ-13 15 MAY 2025
14 AD-2.FTTJ-14 15 MAY 2025

SARH

14 AD-2.FTTA-1 17 APR 2025
14 AD-2.FTTA-2 08 AUG 2024
14 AD-2.FTTA-3 08 AUG 2024
14 AD-2.FTTA-4 03 OCT 2024
14 AD-2.FTTA-5 17 APR 2025
14 AD-2.FTTA-6 05 SEP 2024
14 AD-2.FTTA-7 05 SEP 2024
14 AD-2.FTTA-8 05 SEP 2024

ABECHE

14 AD-2.FTTC-1 17 APR 2025
14 AD-2.FTTC-2 23 JAN 2025
14 AD-2.FTTC-3 23 JAN 2025
14 AD-2.FTTC-4 04 SEP 2025
14 AD-2.FTTC-5 23 JAN 2025
14 AD-2.FTTC-6 17 APR 2025
14 AD-2.FTTC-7 23 JAN 2025
14 AD-2.FTTC-8 16 MAY 2024
14 AD-2.FTTC-9 17 APR 2025

MOUNDOU

14 AD-2.FTTD-1 10 JUL 2025
14 AD-2.FTTD-2 10 JUL 2025
14 AD-2.FTTD-3 10 JUL 2025
14 AD-2.FTTD-4 10 JUL 2025
14 AD-2.FTTD-5 10 JUL 2025
14 AD-2.FTTD-6 07 AUG 2025
14 AD-2.FTTD-7 10 JUL 2025
14 AD-2.FTTD-8 10 JUL 2025
14 AD-2.FTTD-9 10 JUL 2025
14 AD-2.FTTD-10 07 AUG 2025

**AEROPORT INTERNATIONAL
GNASSINGBE EYADEMA (AIGE)**

15 AD-2.DXXX-1 04 SEP 2025
15 AD-2.DXXX-2 15 AUG 2019

15 AD-2.DXXX-3 28 JAN 2021
15 AD-2.DXXX-4 07 AUG 2025
15 AD-2.DXXX-5 27 JAN 2022
15 AD-2.DXXX-6 07 AUG 2025
15 AD-2.DXXX-7 07 AUG 2025
15 AD-2.DXXX-8 07 AUG 2025
15 AD-2.DXXX-9 07 AUG 2025
15 AD-2.DXXX-10 07 AUG 2025
15 AD-2.DXXX-11 07 AUG 2025
15 AD-2.DXXX-12 07 AUG 2025
15 AD-2.DXXX-13 07 AUG 2025
15 AD-2.DXXX-14 07 AUG 2025
15 AD-2.DXXX-15 07 AUG 2025
15 AD-2.DXXX-16 07 AUG 2025
15 AD-2.DXXX-17 07 AUG 2025
15 AD-2.DXXX-18 07 AUG 2025
15 AD-2.DXXX-19 07 AUG 2025
15 AD-2.DXXX-20 07 AUG 2025
15 AD-2.DXXX-21 07 AUG 2025
15 AD-2.DXXX-22 07 AUG 2025
15 AD-2.DXXX-23 07 AUG 2025
15 AD-2.DXXX-24 07 AUG 2025
15 AD-2.DXXX-25 07 AUG 2025
15 AD-2.DXXX-26 16 MAY 2024
15 AD-2.DXXX-27 07 AUG 2025
15 AD-2.DXXX-28 30 NOV 2023
15 AD-2.DXXX-29 30 NOV 2023

AEROPORT DE NIAMTOUGOU (AN)

15 AD-2.DXNG-1 15 MAY 2025
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 17 APR 2025
15 AD-2.DXNG-8 21 MAR 2024
15 AD-2.DXNG-9 11 JUL 2024
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 15 MAY 2025
16 AD-2.FMCH-2 15 MAY 2025
16 AD-2.FMCH-3 15 MAY 2025
16 AD-2.FMCH-4 13 AUG 2020
16 AD-2.FMCH-5 23 APR 2020
16 AD-2.FMCH-6 17 APR 2025
16 AD-2.FMCH-7 15 JUL 2021
16 AD-2.FMCH-8 27 FEB 2020
16 AD-2.FMCH-9 16 MAY 2024
16 AD-2.FMCH-10 13 AUG 2020

BISSAU / OSVALDO VIEIRA

17 AD-2.GGOV-1 20 FEB 2025
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 20 FEB 2025
17 AD-2.GGOV-6 17 APR 2025
17 AD-2.GGOV-7 15 AUG 2019
17 AD-2.GGOV-8 03 OCT 2024
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 20 FEB 2025
01AD2-DBBP-VLC 20 FEB 2025

02

BOBO-DIOULASSO

02AD2-DFOO-ADC 27 JAN 2022
02AD2-DFOO-AOC 27 JAN 2022
02AD2-DFOO-IAC-ILSY06 27 NOV 2025
02AD2-DFOO-IAC-ILSY06 DATA 27 NOV 2025
02AD2-DFOO-IAC-ILSZ06 27 NOV 2025
02AD2-DFOO-IAC-RNP06 27 NOV 2025
02AD2-DFOO-IAC-RNP06 DATA 27 NOV 2025
02AD2-DFOO-IAC-RNP24 27 NOV 2025
02AD2-DFOO-IAC-RNP24 DATA 27 NOV 2025
02AD2-DFOO-IAC-VOR06 27 NOV 2025
02AD2-DFOO-IAC-VOR24 27 NOV 2025
02AD2-DFOO-STAR-RNP06 27 NOV 2025
02AD2-DFOO-STAR-RNP06 DATA 27 NOV 2025
02AD2-DFOO-STAR-RNP24 27 NOV 2025
02AD2-DFOO-STAR-RNP24 DATA 27 NOV 2025
02AD2-DFOO-STAR-VORDME06 27 NOV 2025
02AD2-DFOO-STAR-VORDME24 27 NOV 2025
02AD2-DFOO-VAC 27 JAN 2022
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 23 JAN 2025
02AD2-DFFD-STAR-RNAV-RWY04-DATA 15 JUN 2023
02AD2-DFFD-SID RNAV-RWY04 23 JAN 2025
02AD2-DFFD-SID-RNAV-RWY04-DATA 21 MAR 2024
02AD2-DFFD-SID-RNAV22 23 JAN 2025
02AD2-DFFD-SID RNAV-RWY22-DATA 02 NOV 2023
02AD2-DFFD-STAR-RNAV22 23 JAN 2025
02AD2-DFFD-STAR-RNAV22-DATA 15 JUN 2023
02AD2-DFFD-STAR-VORDME04 23 JAN 2025
02AD2-DFFD-STAR-VORDME22 23 JAN 2025
02AD2-DFFD-RMAC 27 JAN 2022
02AD2-DFFD-RMAC-DATA 27 JAN 2022
02AD2-DFFD-IAC-RNP04 23 JAN 2025
02AD2-DFFD-IAC-RNP04-DATA 15 JUN 2023
02AD2-DFFD-IAC-RNP22 23 JAN 2025
02AD2-DFFD-IAC-RNP22-DATA 21 APR 2022
02AD2-DFFD-IAC-ILSX04 23 JAN 2025
02AD2-DFFD-IAC-ILSX04-DATA 15 JUN 2023
02AD2-DFFD-IAC-ILSZ04 23 JAN 2025
02AD2-DFFD-IAC-VOR04 23 JAN 2025
02AD2-DFFD-IAC-VORY22 23 JAN 2025
02AD2-DFFD-IAC-VORZ22 23 JAN 2025
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-IAC-RNP12 04 SEP 2025
03AD2-FKKD-IAC-RNP12-DATA 04 SEP 2025
03AD2-FKKD-IAC-RNP30 04 SEP 2025
03AD2-FKKD-IAC-RNP30-DATA 04 SEP 2025
03AD2-FKKD-SID-CCO-12 07 AUG 2025
03AD2-FKKD-SID-CCO-12-DATA 07 AUG 2025
03AD2-FKKD-SID-CCO-30 04 SEP 2025
03AD2-FKKD-SID-CCO-30-DATA 04 SEP 2025
03AD2-FKKD-RMAC 05 DEC 2019
03AD2-FKKD-RMAC-DATA 05 DEC 2019
03AD2-FKKD-STAR-CDO-12 07 AUG 2025
03AD2-FKKD-STAR-CDO-12-DATA 07 AUG 2025
03AD2-FKKD-STAR-CDO-30 07 AUG 2025
03AD2-FKKD-STAR-CDO-30-DATA 07 AUG 2025
03AD2-FKKD-STAR-VORDME12 07 AUG 2025
03AD2-FKKD-STAR-VORDME30 07 AUG 2025
03AD2-FKKD-IAC-ILSY30 04 SEP 2025
03AD2-FKKD-IAC-ILSY30-DATA 04 SEP 2025
03AD2-FKKD-IAC-VOR12 04 SEP 2025
03AD2-FKKD-IAC-VOR30 04 SEP 2025
03AD2-FKKD-IAC-ILSZ30 04 SEP 2025
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 28 NOV 2024
03AD2-FKKR-CVFR-01 10 AUG 2023
03AD2-FKKR-CVFR-02 10 AUG 2023
03AD2-FKKR-ILC 28 NOV 2024

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 22 FEB 2024
03AD2-FKKL-VLC 22 FEB 2024
03AD2-FKKL-ILC 22 FEB 2024
03AD2-FKKL-IAC-NDB31 08 NOV 2018
03AD2-FKKL-IAC-ILSW31 22 FEB 2024
03AD2-FKKL-IAC-ILSY31 22 FEB 2024
03AD2-FKKL-IAC-ILSZ31 22 FEB 2024
03AD2-FKKL-IAC-RNP13 22 FEB 2024
03AD2-FKKL-IAC-RNP31 22 FEB 2024
03AD2-FKKL-IAC-VORY13 22 FEB 2024
03AD2-FKKL-IAC-VORY31 22 FEB 2024
03AD2-FKKL-IAC-VORZ13 22 FEB 2024
03AD2-FKKL-IAC-VORZ31 22 FEB 2024
03AD2-FKKL-STAR-RNP13 22 FEB 2024
03AD2-FKKL-STAR-RNP31 22 FEB 2024
03AD2-FKKL-STAR-VORDME13 22 FEB 2024
03AD2-FKKL-STAR-VORDME31 22 FEB 2024
03AD2-FKKL-CVFR-01 22 FEB 2024
03AD2-FKKL-CVFR-02 22 FEB 2024

NGAOUNDERE

03AD2-FKKN-VAC 20 FEB 2025
03AD2-FKKN-VLC 20 FEB 2025

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-RNP01 02 OCT 2025
03AD2-FKYS-SID-RNP01-DATA 02 OCT 2025
03AD2-FKYS-SID-RNP19 02 OCT 2025
03AD2-FKYS-SID-RNP19-DATA 02 OCT 2025
03AD2-FKYS-IAC-ILS Y-LOC Y-19 02 OCT 2025
03AD2-FKYS-IAC-ILS Y-LOC Y-19 02 OCT 2025
03AD2-FKYS-IAC-ILSZ19 02 OCT 2025
03AD2-FKYS-IAC-RNP01 02 OCT 2025
03AD2-FKYS-IAC-RNP01-DATA 02 OCT 2025
03AD2-FKYS-IAC-RNP19 02 OCT 2025
03AD2-FKYS-IAC-RNP19 02 OCT 2025
03AD2-FKYS-STAR-RNP01 02 OCT 2025
03AD2-FKYS-STAR-RNP01-DATA 02 OCT 2025
03AD2-FKYS-STAR-RNP19 02 OCT 2025
03AD2-FKYS-STAR-RNP19-DATA 02 OCT 2025
03AD2-FKYS-STAR-VORDME01 02 OCT 2025

03AD2-FKYS-STAR-VORDME19 02 OCT 2025
03AD2-FKYS-IAC-VOR01 02 OCT 2025
03AD2-FKYS-IAC-VOR19 02 OCT 2025
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 10 JUL 2025
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 02 OCT 2025
05AD2-FCBB-APDC-DATA 08 NOV 2018
05AD2-FCBB-AOC 05 DEC 2019
05AD2-FCBB-ARC 07 AUG 2025
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 07 AUG 2025
05AD2-FCBB-VLC 08 NOV 2018
05AD2-FCBB-CVFR-01 08 NOV 2018
05AD2-FCBB-CVFR-02 08 NOV 2018
05AD2-FCBB-ILC 08 NOV 2018

DOLISIE

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

IMPFONDO

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

MAKOUA

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

MOSSENDJO

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

OLLOMBO / DENIS SASSOU N'GUESSO

05AD2-FCOD-ARC 04 SEP 2025
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-RNP01 22 FEB 2024
05AD2-FCOU-IAC-RNP19 22 FEB 2024

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-RNP03	27 NOV 2025
06AD2-DIAP-STAR-RNP03-DATA	27 NOV 2025
06AD2-DIAP-STAR-RNP21	27 NOV 2025
06AD2-DIAP-STAR-RNP21-DATA	27 NOV 2025
06AD2-DIAP-STAR-VORDME03	27 NOV 2025
06AD2-DIAP-STAR-VORDME21	27 NOV 2025
06AD2-DIAP-RMAC	10 AUG 2023
06AD2-DIAP-IAC-RNP03	27 NOV 2025
06AD2-DIAP-IAC-RNP03-DATA	27 NOV 2025
06AD2-DIAP-IAC-RNP21	27 NOV 2025
06AD2-DIAP-IAC-RNP21-DATA	27 NOV 2025
06AD2-DIAP-IAC-ILSY21	27 NOV 2025
06AD2-DIAP-IAC-ILSY21-DATA	27 NOV 2025
06AD2-DIAP-IAC-ILSZ21	27 NOV 2025
06AD2-DIAP-IAC-VOR03	27 NOV 2025
06AD2-DIAP-IAC-VOR21	27 NOV 2025
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-ILSY15	30 OCT 2025
07AD2-FOON-IAC-ILSY15-DATA	30 OCT 2025
07AD2-FOON-IAC-ILSZ15	30 OCT 2025
07AD2-FOON-IAC-RNP15	30 OCT 2025
07AD2-FOON-IAC-RNP15-DATA	30 OCT 2025
07AD2-FOON-IAC-RNP33	30 OCT 2025
07AD2-FOON-IAC-RNP33-DATA	30 OCT 2025
07AD2-FOON-IAC-VORY15	30 OCT 2025
07AD2-FOON-IAC-VORZ15	30 OCT 2025
07AD2-FOON-IAC-VORY33	30 OCT 2025
07AD2-FOON-IAC-VORZ33	30 OCT 2025
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-RMAC	07 AUG 2025
07-AD2-FOOL-RMAC-DATA-1	28 DEC 2023
07-AD2-FOOL-RMAC-DATA-2	28 DEC 2023
07-AD2-FOOL-RMAC-DATA-3	28 DEC 2023
07AD2-FOOL-SID-RNAV16-DATA-1	07 AUG 2025
07AD2-FOOL-SID-RNAV16-DATA-2	07 AUG 2025
07AD2-FOOL-SID-RNAV34	16 JUN 2022
07AD2-FOOL-SID-RNP34	07 AUG 2025
07AD2-FOOL-STAR-RNAV16	07 AUG 2025
07AD2-FOOL-STAR-RNAV16-DATA-1	07 AUG 2025
07AD2-FOOL-STAR-RNAV16-DATA-2	07 AUG 2025
07AD2-FOOL-STAR-VORDME16	07 AUG 2025
07AD2-FOOL-IAC-RNAV16	16 JUN 2022
07AD2-FOOL-IAC-RNP16	07 AUG 2025
07AD2-FOOL-IAC-RNP16-DATA	07 AUG 2025
07AD2-FOOL-IAC-ILSV16	07 AUG 2025
07AD2-FOOL-IAC-ILSV16-DATA	07 AUG 2025
07AD2-FOOL-IAC-ILSX16	07 AUG 2025
07AD2-FOOL-IAC-ILSY16	07 AUG 2025
07AD2-FOOL-IAC-ILSZ16	07 AUG 2025
07AD2-FOOL-IAC-VORX16	07 AUG 2025
07AD2-FOOL-IAC-VORZ16	07 AUG 2025
07AD2-FOOL-IAC-NDB16	07 AUG 2025
07AD2-FOOL-VAC	06 DEC 2018
07AD2-FOOL-VLC	06 DEC 2018
07AD2-FOOL-CVFR-01	22 FEB 2024
07AD2-FOOL-CVFR-02	22 FEB 2024
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/JOSEPHRENDJAMBE
ISSANI**

07AD2-FOOG-ADC 24 FEB 2022
07AD2-FOOG-APDC 24 FEB 2022
07AD2-FOOG-AOC 24 FEB 2022
07AD2-FOOG-IAC-RNP02 03 OCT 2024
07AD2-FOOG-IAC-RNP02-DATA.pdf
07AD2-FOOG-IAC-RNP02-DATA 03 OCT
2024
07AD2-FOOG-IAC-RNP20 03 OCT 2024
07AD2-FOOG-IAC-RNP20-DATA.pdf
07AD2-FOOG-IAC-RNP20-DATA 03 OCT
2024

07AD2-FOOG-IAC-ILSZ20 03 OCT 2024
07AD2-FOOG-IAC-ILSY20 03 OCT 2024
07AD2-FOOG-IAC-ILSY20-DATA 03 OCT
2024

07AD2-FOOG-IAC-VORZ02 03 OCT 2024
07AD2-FOOG-IAC-VORY02 03 OCT 2024
07AD2-FOOG-IAC-VORZ20 03 OCT 2024
07AD2-FOOG-IAC-VORY20 03 OCT 2024
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 30 NOV 2023
09AD2-FMMI-SID-RNAV11-DATA 30 NOV
2023
09AD2-FMMI-SID-RNAV29 30 NOV 2023
09AD2-FMMI-SID-RNAV29-DATA 28 DEC
2023
09AD2-FMMI-SID-VORDME11 30 NOV 2023
09AD2-FMMI-SID-VORDME29 30 NOV 2023
09AD2-FMMI-STAR-RNAV11 30 NOV 2023
09AD2-FMMI-STAR-RNAV11-DATA 30 NOV
2023
09AD2-FMMI-STAR-RNAV29 30 NOV 2023
09AD2-FMMI-STAR-RNAV29-DATA 30 NOV
2023
09AD2-FMMI-STAR-VORDME11 30 NOV
2023
09AD2-FMMI-STAR-VORDME29 30 NOV
2023
09AD2-FMMI-RMAC 05 DEC 2019
09AD2-FMMI-IAC-RNP11 30 NOV 2023
09AD2-FMMI-IAC-RNP11-DATA 30 NOV
2023
09AD2-FMMI-IAC-RNP29 30 NOV 2023
09AD2-FMMI-IAC-RNP29-DATA 30 NOV
2023
09AD2-FMMI-IAC-ILSX11 30 NOV 2023
09AD2-FMMI-IAC-ILSX11-DATA 30 NOV
2023
09AD2-FMMI-IAC-ILSY11 30 NOV 2023
09AD2-FMMI-IAC-ILSZ11 28 DEC 2023
09AD2-FMMI-IAC-NDB11 30 NOV 2023
09AD2-FMMI-IAC-NDB29 30 NOV 2023
09AD2-FMMI-IAC-VOR11 22 FEB 2024
09AD2-FMMI-IAC-VORY29 21 MAR 2024
09AD2-FMMI-IAC-VORZ29 30 NOV 2023

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 21 MAR
2024
09AD2-FMNM-IAC-RNAV32 08 NOV 2018
09AD2-FMNM-IAC-DATA-RNAV32 21 MAR
2024
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

MAROANTSETRA

09AD2-FMNR-IAC-RNP14 15 MAY 2025
09AD2-FMNR-IAC-RNP14-DATA 15 MAY
2025
09AD2-FMNR-IAC-RNP32 15 MAY 2025
09AD2-FMNR-IAC-RNP32-DATA 15 MAY
2025

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
009AD2-FMNN-IAC-RNP05 31 OCT 2024
009AD2-FMNN-IAC-RNP05-DATA 31 OCT 2024
009AD2-FMNN-IAC-RNP23 31 OCT 2024
009AD2-FMNN-IAC-RNP23-DATA 31 OCT 2024
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-RNAV19 08 NOV 2018
09AD2-FMMT-IAC-RNAV19 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
09AD2-FMSD-IAC-RNP08 03 OCT 2024
09AD2-FMSD-IAC-RNP08-DATA 03 OCT 2024
09AD2-FMSD-IAC-RNP26 03 OCT 2024
09AD2-FMSD-IAC-RNP26-DATA 03 OCT 2024

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

10

**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-RNP09 08 AUG 2024
10AD2-GAKD-IAC-RNP09-DATA 08 AUG 2024
10AD2-GAKD-IAC-RNP27 08 AUG 2024
10AD2-GAKD-IAC-RNP27-DATA 08 AUG 2024
10AD2-GAKD-IAC-VOR09 08 AUG 2024
10AD2-GAKD-IAC-VOR27 08 AUG 2024

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
10AD2-GASO-IAC-RNP07 08 AUG 2024
10AD2-GASO-IAC-RNP07-DATA 08 AUG 2024
10AD2-GASO-IAC-RNP25 08 AUG 2024
10AD2-GASO-IAC-RNP25-DATA 08 AUG 2024
10AD2-GASO-IAC-VOR07 08 AUG 2024
10AD2-GASO-IAC-VOR25 08 AUG 2024

TESSALIT

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

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

TOMBOUCTOU

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

YELIMANE

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

11

AIOUN EL ATROUSS

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

ATAR

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

BIR MOGREIN

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

KAEDI

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

KIFFA

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

NEMA

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

NOUADHIBOU

11AD2-GQPP-ADC 07 OCT 2021
11AD2-GQPP-APDC 07 OCT 2021
11AD2-GQPP-AOC 07 OCT 2021
11AD2-GQPP-STAR-RNAV0220 06 OCT 2022
11AD2-GQPP-STAR-VORDME0220 06 OCT 2022
11AD2-GQPP-IAC-RNAV02 06 OCT 2022
11AD2-GQPP-IAC-RNAV20 06 OCT 2022
11AD2-GQPP-IAC-ILSY02 06 OCT 2022
11AD2-GQPP-IAC-ILSZ02 06 OCT 2022
11AD2-GQPP-IAC-VORY02 06 OCT 2022
11AD2-GQPP-IAC-VORZ02 06 OCT 2022
11AD2-GQPP-IAC-VORY20 06 OCT 2022
11AD2-GQPP-IAC-VORZ20 06 OCT 2022
11AD2-GQPP-VAC 07 OCT 2021
11AD2-GQPP-VLC 07 OCT 2021
11AD2-GQPP-CVFR-01 07 OCT 2021
11AD2-GQPP-CVFR-02 07 OCT 2021
11AD2-GQPP-ILC 07 OCT 2021

NOUAKCHOTT - OUMTOUNSY

11AD2-GQNO-ADC 05 NOV 2020
11AD2-GQNO-APDC 05 NOV 2020
11AD2-GQNO-APDC-DATA 05 NOV 2020
11AD2-GQNO-AOC0624 05 NOV 2020
11AD2-GQNO-AOC1634 05 NOV 2020
11AD2-GQNO-ARC 05 DEC 2019
11AD2-GQNO-STAR-VORDME06 08 NOV 2018

11AD2-GQNO-STAR-VORDME1634 08 NOV 2018
11AD2-GQNO-RMAC 05 DEC 2019
11AD2-GQNO-RMAC-DATA 05 DEC 2019
11AD2-GQNO-IAC-RNP06 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP06 08 NOV 2018
11AD2-GQNO-IAC-RNP24 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP24 08 NOV 2018

11AD2-GQNO-IAC-RNP16 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP16 08 NOV 2018

11AD2-GQNO-IAC-RNP34 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNP34 08 NOV 2018

11AD2-GQNO-IAC-RNAV_ILS06 08 NOV 2018
11AD2-GQNO-IAC-DATA-RNAV_ILS06 08 NOV 2018

11AD2-GQNO-IAC-ILSZ06 08 NOV 2018
11AD2-GQNO-IAC-RNAV_ILS34 08 NOV 2018

11AD2-GQNO-IAC-DATA-RNAV_ILS34 08 NOV 2018
11AD2-GQNO-IAC-ILSY34 08 NOV 2018
11AD2-GQNO-IAC-ILSZ34 08 NOV 2018

11AD2-GQNO-IAC-VORY16 08 NOV 2018
11AD2-GQNO-IAC-VORZ16 08 NOV 2018
11AD2-GQNO-IAC-VORX34 08 NOV 2018

11AD2-GQNO-IAC-VORY34 08 NOV 2018
11AD2-GQNO-IAC-VORZ34 08 NOV 2018
11AD2-GQNO-VAC 05 NOV 2020

11AD2-GQNO-VLC 05 NOV 2020
11AD2-GQNO-CVFR01 05 NOV 2020
11AD2-GQNO-CVFR02 05 NOV 2020

11AD2-GQNO-CVFR03 05 NOV 2020
11AD2-GQNO-ILC 05 NOV 2020

12

AGADEZ / MANO DAYAK

12AD2-DRZA-VAC 08 NOV 2018
12AD2-DRZA-VLC 08 NOV 2018
12AD2-DRZA-ILC 08 NOV 2018

12AD2-DRZA-IAC-NDB07L 25 MAR 2021
12AD2-DRZA-IAC-NDB25R 25 MAR 2021
12AD2-DRZA-IAC-RNP07L 25 MAR 2021

12AD2-DRZA-IAC-RNP07L-DATA 25 MAR 2021
12AD2-DRZA-IAC-RNP07R 25 MAR 2021
12AD2-DRZA-IAC-RNP07R-DATA 25 MAR 2021

12AD2-DRZA-IAC-RNP25L 25 MAR 2021
12AD2-DRZA-IAC-RNP25L-DATA 25 MAR 2021
12AD2-DRZA-IAC-RNP25R 25 MAR 2021

12AD2-DRZA-IAC-RNP25R-DATA 25 MAR 2021
12AD2-DRZA-IAC-VOR07L 25 MAR 2021
12AD2-DRZA-IAC-VOR25R 25 MAR 2021

DIRKOU

12AD2-DRZD-VAC 08 NOV 2018

12AD2-DRZD-VLC 08 NOV 2018

DIFFA

12AD2-DRZF-IAC-RNP09 28 DEC 2023
12AD2-DRZF-IAC-RNP09-DATA 28 DEC 2023

MARADI

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

NIAMEY / DIORI HAMANI

12AD2-DRRN-ADC 04 NOV 2021
12AD2-DRRN-APDC 04 NOV 2021
12AD2-DRRN-APDC-DATA 04 NOV 2021

12AD2-DRRN-AOC 09R-27L 04 NOV 2021
12AD2-DRRN-AOC 09L-27R 04 NOV 2021
12AD2-DRRN-ARC 05 DEC 2019
12AD2-DRRN-SID-RNAV09R 19 MAY 2022

12AD2-DRRN-SID-RNAV27L 16 JUN 2022
12AD2-DRRN-STAR-RNAV09R 19 MAY 2022

12AD2-DRRN-STAR-RNAV09R-DATA 19 MAY 2022
12AD2-DRRN-STAR-RNAV27I 19 MAY 2022
12AD2-DRRN-STAR-RNAV27L-DATA 19 MAY 2022

12AD2-DRRN-STAR-VORDME09R 19 MAY 2022
12AD2-DRRN-STAR-VORDME27L 19 MAY 2022

12AD2-DRRN-RMAC 05 DEC 2019
12AD2-DRRN-IAC-RNP09R 21 MAR 2024
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 22 FEB 2024
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 21 MAR 2024
12AD2-DRRN-IAC-ILSX09R-DATA 16 JUN 2022

12AD2-DRRN-IAC-ILSZ09R 22 FEB 2024
12AD2-DRRN-IAC-VOR09R 21 MAR 2024
12AD2-DRRN-IAC-VOR27L 21 MAR 2024

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

13

AEROPORT INTERNATIONAL DE CAP SKIRRING

13AD2-GOGS-ADC 16 MAY 2024
13AD2-GOGS-APDC 21 MAR 2024
13AD2-GOGS-AOC 21 MAR 2024
13AD2-GOGS-IAC-RNP14 18 APR 2024
13AD2-GOGS-IAC-RNP14-DATA 18 APR 2024
13AD2-GOGS-VAC 16 MAY 2024
13AD2-GOGS-CVFR-01 21 MAR 2024
13AD2-GOGS-CVFR-02 21 MAR 2024

DAKAR/LEOPOLD SEDARSENHOR

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

**AEROPORT OUSMANE MASSECK
NDIAYE DE SAINT LOUIS**

13AD2-GOSS-ADC 21 MAR 2024
13AD2-GOSS-AOC 21 MAR 2024
13AD2-GOSS-VAC 21 MAR 2024

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 11 JUL 2024
13AD2-GOBD-STAR-VORDME19 11 JUL 2024
13AD2-GOBD-STAR-CDO-01 11 JUL 2024
13AD2-GOBD-STAR-CDO-01-DATA 11 JUL 2024
13AD2-GOBD-STAR-CDO-19 11 JUL 2024
13AD2-GOBD-STAR-CDO-19-DATA 11 JUL 2024
13AD2-GOBD-SID-CCO-01 11 JUL 2024

13AD2-GOBD-SID-CCO-01-DATA 11 JUL 2024
13AD2-GOBD-SID-CCO-19 11 JUL 2024
13AD2-GOBD-SID-CCO-19-DATA 11 JUL 2024
13AD2-GOBD-RMAC 05 DEC 2019
13AD2-GOBD-RMAC-DATA 05 DEC 2019
13AD2-GOBD-IAC-RNP01 11 JUL 2024
13AD2-GOBD-IAC-RNP01-DATA 11 JUL 2024
13AD2-GOBD-IAC-RNP19 31 OCT 2024
13AD2-GOBD-IAC-RNP19-DATA 31 OCT 2024
13AD2-GOBD-IAC-ILSX01 11 JUL 2024
13AD2-GOBD-IAC-ILSX01-DATA 11 JUL 2024
13AD2-GOBD-IAC-ILSY01 11 JUL 2024
13AD2-GOBD-IAC-ILSZ01 08 AUG 2024
13AD2-GOBD-IAC-VORY01 11 JUL 2024
13AD2-GOBD-IAC-VORZ01 11 JUL 2024
13AD2-GOBD-IAC-VORY19 11 JUL 2024
13AD2-GOBD-IAC-VORZ19 11 JUL 2024
13AD2-GOBD-IAC-VORZ19 11 JUL 2024
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

14

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

AMDJARASS

14AD2-FTAA-ADC 30 NOV 2023
14AD2-FTAA-ADC 30 NOV 2023
14AD2-FTAA-VAC 18 APR 2024
14AD2-FTAA-AOC-B 30 NOV 2023
14AD2-FTAA-APDC 30 NOV 2023

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

15

**AEROPORT INTERNATIONAL
GNASSINGBE EYADEMA (AIGE)**

15AD2-DXXX-ADC 20 MAR 2025
15AD2-DXXX-APDC 20 MAR 2025
15AD2-DXXX-AOC 20 MAR 2025
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 DE NIAMTOUGOU (AN)

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

SANSANNE-MANGO

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

SOKODE

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

16

MORONI/PRINCE SAID IBRAHIM

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

17

BISSAU / OSVALDO VIEIRA

17AD2-GGOV-ADC 16 JUL 2020
17AD2-GGOV-APDC 16 JUL 2020
17AD2-GGOV-AOC 16 JUL 2020
17AD2-GGOV-ARC 25 JAN 2024
17AD2-GGOV-RMAC 25 JAN 2024
17AD2-GGOV-STAR-VORDME03 03 OCT 2024
17AD2-GGOV-STAR-VORDME21 03 OCT 2024
17AD2-GGOV-IAC-ILSY21 03 OCT 2024
17AD2-GGOV-IAC-ILSY21-DATA 03 OCT 2024
03 OCT 2024

17AD2-GGOV-IAC-RNP03-DATA 03 OCT 2024
17AD2-GGOV-IAC-RNP21 03 OCT 2024
17AD2-GGOV-IAC-RNP21-DATA 03 OCT 2024
17AD2-GGOV-STAR-RNP RWY03 03 OCT 2024
17AD2-GGOV-STAR-RNP-RWY03-DATA 03 OCT 2024
17AD2-GGOV-STAR-RNP-RWY21 03 OCT 2024
17AD2-GGOV-STAR-RNP-RWY21-DATA 03 OCT 2024
17AD2-GGOV-IAC-ILSZ21 03 OCT 2024
17AD2-GGOV-IAC-VOR03 03 OCT 2024
17AD2-GGOV-IAC-VOR21 03 OCT 2024
17AD2-GGOV-VAC 16 JUL 2020
17AD2-GGOV-VLC 16 JUL 2020
17AD2-GGOV-ILC 16 JUL 2020



GEN 1.2 ENTRÉE, TRANSIT ET SORTIE DES AÉRONEFS
ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

RÈGLEMENT / REGULATION
CONCERNANT L'ADMISSION - LE TRANSIT - LE DÉPART
CONCERNING THE ENTRY - THE TRANSIT - THE DEPARTURE
(DOUANE - POLICE - SANTÉ)
(CUSTOMS - IMMIGRATION - HEALTH)

DOUANE :

AÉRONEFS A L'ENTRÉE ET A LA SORTIE :

- Obligation d'effectuer le premier atterrissage ou le dernier décollage d'un aérodrome douanier
COTONOU/Cadjehoun

- Déclaration générale
- Manifeste marchandise

AÉRONEFS EN TRANSIT OU ESCALE TECHNIQUE :

- Obligation d'effectuer le premier atterrissage ou le dernier décollage d'un aérodrome douanier
- Déclaration générale

POLICE :

AÉRONEFS A L'ARRIVÉE, AU DÉPART, EN TRANSIT :

- Déclaration générale
- Manifeste passagers

SANTÉ :

AÉRONEFS A L'ARRIVÉE, AU DÉPART :

- Déclaration générale
- Manifeste passagers

AÉRONEFS EN TRANSIT

- Aucune formalité

CUSTOMS :

AIRCRAFT ENTRY AND DEPARTURE :

- Obligation to perform the first landing or the final take-off from a customs aerodrome:
COTONOU/Cadjehoun

- General Declaration
- Cargo Manifest

AIRCRAFT TRANSIT OR TECHNICAL STOP :

- Obligation to perform the first landing or the final take-off from a customs aerodrome
- General Declaration

IMMIGRATION :

AIRCRAFT ENTRY, TRANSIT AND DEPARTURE :

- General Declaration
- Passenger Manifest

HEALTH :

AIRCRAFT ENTRY AND DEPARTURE :

- General Declaration
- Passenger Manifest

AIRCRAFT TRANSIT

- No formality



**CONDITIONS ET MODALITÉS DE DÉLIVRANCE DES AUTORISATIONS DE SURVOL
ET D'ATTERRISSAGE DU TERRITOIRE DU BÉNIN PAR LES AÉRONEFS ÉTRANGERS
(Décret N° 89-108 du 24 Mars 1989)**

**OVERFLIGHT AND LANDING AUTHORIZATIONS REQUIREMENTS AND PROCEDURES
ON THE BENIN TERRITORY BY FOREIGN AIRCRAFT
(Decree N° 89-108 of 24 March 1989)**

TITRE I - GÉNÉRALITÉS

Article 1er

L'espace aérien au-dessus du Territoire Béninois, y compris au-dessus de ses eaux territoriales, relève de la souveraineté complète et exclusive de la République du Bénin.

Article 2

Les aéronefs étrangers, ainsi que leur équipage lors de leur survol du Territoire Béninois, de leur atterrissage, de leur séjour sur ce territoire et de leur décollage sont tenus de se conformer aux lois et règlements en vigueur en République du Bénin.

Article 3

Les aéronefs étrangers qui veulent utiliser les aérodromes béninois doivent, sous réserve de l'atterrissage forcé, effectuer obligatoirement leur premier atterrissage et leur dernier décollage sur un aérodrome douanier.

Toutefois, le Ministère chargé de l'Aviation Civile, après accord de l'Administration des douanes, peut autoriser certains aéronefs étrangers à effectuer leur premier atterrissage sur un aérodrome non doté de services douaniers.

TITRE II - DÉFINITIONS

Article 4

Aux fins du présent décret, les termes et les expressions suivants ont les significations ci-après :

- a) "Aéronefs d'Etat" signifie tout aéronef utilisé pour les services militaires, de douane ou de police ou tout aéronef civil utilisé d'une manière permanente ou temporaire par un service public. Les autres aéronefs sont considérés comme "aéronefs civils".
- b) "Aérodrome" signifie toute surface définie sur la terre ou sur l'eau comprenant éventuellement bâtiments, installations et matériel, destinée à être utilisée en totalité ou en partie pour l'arrivée, le départ et les évolutions des aéronefs à la surface.
- c) "Service aérien de transport public" signifie tout service aérien qui a pour objet le transport contre rémunération de personnel, de fret ou de courrier.
- d) "Travail aérien" signifie tout vol par lequel un travail est effectué à l'aide d'un aéronef et notamment :
 - les prises de vues aériennes ou relevés aérotopographiques ;
 - les jets d'objets ou de matières à des fins agricoles ou d'hygiène publique ;
 - toute forme de publicité à l'aide notamment de panneaux remorqués, d'écritures ou de haut-parleurs à bord ;
 - l'exploitation du sol, du sous-sol, des fonds marins, des phénomènes atmosphériques, des vols d'acridiens ou d'oiseaux migrateurs ;
 - l'instruction de vol dans les écoles et centres d'entraînement.
- e) "Vol privé" signifie tout vol qui ne rentre pas dans les catégories définies aux paragraphes "c" et "d" ci-dessus.

TITLE I - GENERAL

Article 1

The airspace above the Benin Territory, including above its territorial waters, is placed under the complete and exclusive sovereignty of Republic of Benin.

Article 2

The foreign aircraft, as well as their crew during the overflight of the Benin Territory, the landing, the stop on this territory and the take-off must to comply with laws and regulations in force in Republic of Benin.

Article 3

The foreign aircraft using Benin aerodromes must, except forced landing, perform necessarily their first landing and their final departure from a customs aerodrome.

However, the Ministry in charge of Civil aviation, after Customs administration agreement, can authorize some foreign aircraft to perform their first landing on an aerodrome that is not provided with customs services.

TITLE II - DEFINITIONS

Article 4

For the purpose of the present decree, the following terms and expressions have the meanings indicated below:

- a) *"State Aircraft" means any aircraft used for military service, customs or police or any civil aircraft used by a public service on a permanent or temporary basis. The other aircraft are considered as "civil aircraft".*
- b) *"Aerodrome" means any defined area on land or water including possibly any buildings, installations and equipment to be used either wholly or in part for the arrival, departure and surface movement of aircraft.*
- c) *"Public Transport Air Service" means any air service that has for purpose the transport against remuneration of passengers, cargo or mail.*
- d) *"Aerial Work" means any flight whereby a work is executed with the use of an aircraft and notably:*
 - *aerial photography or aerial topographical survey;*
 - *all throwing of things or products used for agricultural purposes or public hygiene;*
 - *all kinds of advertising with the use notably of towed billboards, writing panels or loudspeakers on board;*
 - *the exploitation of soil, subsoil, sea bottoms, atmospheric phenomena, flight of locusts or migrating birds;*
 - *the flight instruction in schools and training centres.*
- e) *"Private Flight" means any flight that doesn't include in the categories defined to the above paragraphs "c" and "d".*



DIFFERENCES ENTRE L'ANNEXE 12 DE L'OACI ET LE REGLEMENT AERONAUTIQUE DE CÔTE D'IVOIRE (RACI 5006)**DIFFERENCES BETWEEN ICAO ANNEX 12 AND COTE D'IVOIRE AERONAUTICAL REGULATIONS (RACI 5006)**

Référence de l'annexe 12, 8ème édition incluant l'amendement 1- 19	Règlement ivoirien RACI 5006 ,4 ème édition, amendement 3
Chapitre 1. Définitions / Chapter 1 Definitions	
NEANT / NIL	
Chapitre 2. Organisation/ Chapter 2 Organization	
NEANT / NIL	
Chapitre 3. Coopération / Chapter 3 Cooperation	
NEANT / NIL	
Chapitre 4. Mesures préparatoires/ Chapter 4 Preparatory measures	
NEANT / NIL	
Chapitre 5. Procédures de mise en oeuvre / Chapter 4 Operating procedures	
NEANT / NIL	

DIFFERENCES ENTRE L'ANNEXE 14 DE L'OACI ET LE REGLEMENT AERONAUTIQUE DE CÔTE D'IVOIRE (RACI 6001)	
DIFFERENCES BETWEEN ICAO ANNEX 14 AND COTE D'IVOIRE AERONAUTICAL REGULATIONS (RACI 6001)	
REFERENCE ANNEXE 14 VOLUME 1, 8ème Edition incluant l'amendement 1-14	Règlement RACI 6001
Chapitre 1. Généralités / Chapter 1 General	
NEANT / NIL	
Chapitre 2. Renseignements sur les aérodromes / Chapter 2 Aerodrome data	
NEANT / NIL	
Chapitre 3. Caractéristiques physiques / Chapter 3 Physical characteristics	
NEANT / NIL	
§3.1.19*	Les pentes transversales de la piste de l'aéroport international Felix Houphouët Boigny d'Abidjan, aux profils P5, P6, P7, P26 et P27, sont supérieures à 1.5% <i>The cross-sectional slopes of the Felix Houphouet Boigny international Airport Runway in Abidjan, with profiles P5, P6, P7, P26 and P27 are greater than 1.5%</i>
§3.4.8*	Présence de dénivelés dans la bande de piste de l'Aéroport International Félix Houphouët Boigny (FHB) d'Abidjan <i>Presence of unevenness in the runway strip of Felix Houphouet Boigny (FHB) international airport of Abidjan</i>
§3.5.1	Hormis l'aéroport international d'Abidjan, tous les autres aérodromes ouverts au public ne disposent pas d'une aire de sécurité d'extrémité de piste (RESA) aménagée <i>Apart from Abidjan international Airport, all other aerodromes open to the public do not have an equipped runway end safety area (RESA)</i>
Chapitre 4. Limitation et suppression des obstacles / Chapter 4 Obstacle restriction and removal	
NEANT / NIL	
Chapitre 5. Aides visuelles à la navigation / Chapter 5 Visual aids for navigation	
NEANT / NIL	
Chapitre 6. Aides visuelles pour signaler les obstacles / Chapter 6 Visual aids for denoting obstacles	
NEANT / NIL	
Chapitre 7. Aides visuelles pour signaler les zones d'emploi limité / Chapter 7 Visual aids for denoting restricted use areas	
NEANT / NIL	
Chapitre 8. Systèmes électriques / Chapter 8 Electrical systems	
NEANT / NIL	
Chapitre 9. Services, matériel et installations d'exploitation d'aérodrome/ Chapter 9 Aerodrome operational services, equipment and installations	
NEANT / NIL	
Chapitre 10. Entretien de l'aérodrome / Chapter 10 Aerodrome maintenance	
NEANT / NIL	



GEN 1 RÉGLEMENTS ET EXIGENCES NATIONAUX
NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 ADMINISTRATIONS DÉSIGNÉES
DESIGNATED AUTHORITIES

AUTORITES AUTHORITIES	ADRESSE POSTALE POSTAL ADDRESS	ADRESSE TELEGRAPHIQUE TELEGRAPHIC ADDRESS		TELEPHONE TELEPHONE
		FAX - E-MAIL - INTERNET	RSFTA	
AVIATION CIVILE <i>CIVIL AVIATION</i>	Ministère de l'équipement et des Transports Boîte Postale 6808 NOUAKCHOTT	Fax : (222) 4525.18.15 MET		(222) 4529.19.95 (222) 4529.19.61
	Agence Nationale de l'Aviation Civile (ANAC) Boîte Postale 91 NOUAKCHOTT	Fax : (222) 4525.35.78 www.anac.mr anac@anac.mr	GQNVYAYX	(222) 4524.40.05
	Office National des Aéroports de Mauritanie (ONAM) Boîte Postale 3799 NOUAKCHOTT	EMAIL: onam@onam.mr Site web: www.onam.mr		+(222) 45250055 +(222) 34555444
	Représentation de l'ASECNA Boîte Postale 205 NOUAKCHOTT	Fax : (222) 4525.16.25	GQNOYKYX	(222) 4525.28.38 (222) 4525.28.47 (222) 4525.20.01 (222) 4525.20.09
	Afroport Mauritanie SARL Boîte Postale 7117 NOUAKCHOTT	vincentdennehy@afroport.com		(222) 4186.47.72
METEOROLOGIE <i>METEOROLOGY</i>	Office National de la Météorologie ONM Boîte Postale 1330 NOUAKCHOTT	Fax : (222) 4524.35.30 www.onm.mr		(222) 4524.35.31
	ASECNA Service Météorologique Boîte Postale 205 NOUAKCHOTT	Fax : (222) 4525.16.25 (222) 4525.00.45	GQNOYMYX	(222) 4525.20.09 (222) 4525.20.01
DOUANES <i>CUSTOMS</i>	Bureau des Douanes Aéroport de Nouakchott NOUAKCHOTT			(222) 4525.12.69
IMMIGRATION <i>IMMIGRATION</i>	Commissariat Spécial de Police Aéroport de Nouakchott NOUAKCHOTT			(222) 4525.21.83 (222) 4525.81.29
	Compagnie de la Gendarmerie chargée du transport Aérien (CTA)			
SANTÉ <i>HEALTH</i>	Direction Régionale de la Santé (DRS) Aéroport de Nouakchott NOUAKCHOTT			(222) 4525.20.52 (222) 4525.22.76
REDEVANCES AERODROME <i>FEES AND CHARGES</i>	Représentation ASECNA Unité Facturation et Budget Boîte Postale 205 NOUAKCHOTT	Fax : (222) 4525.16.25	GQNOYKYX	(222) 4525.20.09 (222) 4525.20.01 (222) 4525.28.38 (222) 4525.28.47
ENQUÊTES ACCIDENTS AIRCRAFT ACCIDENT INVESTIGATION	Bureau Enquête Accident à l'Agence Nationale de l'Aviation Civile (ANAC) Boîte Postale 91 NOUAKCHOTT	Fax : (222) 4525.35.78 www.anac.mr anac@anac.mr	GQNVYAYX	(222) 4525.40.05

ENQUÊTES DE PREMIÈRE INFORMATION	Représentation ASECNA Boîte Postale 205 NOUAKCHOTT	Fax : (222) 4525.16.25	GQNOYKYX	(222) 4525.28.38 (222) 4525.28.47
--	--	------------------------	----------	--------------------------------------



GEN 2.4 INDICATEURS D'EMPLACEMENT
LOCATION INDICATORS

EMPLACEMENT LOCATION	INDICATEUR INDICATOR	EMPLACEMENT LOCATION	INDICATEUR INDICATOR
AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN	DBBB		
COTONOU / VILLE	DBBV		
← KANDI	DBBK		
NATITINGOU	DBBN		
PARAKOU	DBBP		
PORGA	DBBO+		
SAVE	DBBS		

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

INDICATEUR INDICATOR	EMPLACEMENT LOCATION	INDICATEUR INDICATOR	EMPLACEMENT LOCATION
DBBB	AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN		
← DBBK	KANDI		
DBBN	NATITINGOU		
DBBO+	PORGA		
DBBP	PARAKOU		
DBBS	SAVE		
DBBV	COTONOU / VILLE		

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



ENR 0

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

ENR 1	General Rules and Procedures	
00 ENR 1.1	Règles générales <i>General rules</i>	00 ENR 1.1-1
00 ENR 1.2	Règles de vol à vue <i>Visual flight rules</i>	00 ENR 1.2-1
00 ENR 1.3	Règles de vol aux instruments <i>Instrument flight rules</i>	00 ENR 1.3-1
00 ENR 1.4	Classification de l'espace aérien ATS <i>ATS airspace classification</i>	00 ENR 1.4-1
00 ENR 1.5	Procédures d'attente, d'approche et de départ <i>Holding, approach and departure procedures</i>	00 ENR 1.5-1
00 ENR 1.6	Services et procédures de surveillance ATS <i>ATS surveillance services and procedures</i>	00 ENR 1.6-1
00 ENR 1.7	Procédures de calage altimétrique <i>Altimeter setting procedures</i>	00 ENR 1.7-1
00 ENR 1.8	Procédures complémentaires régionales <i>Regional supplementary procedures</i>	00 ENR 1.8-1
00 ENR 1.8	Espace aérien RVSM <i>RVSM Airspace</i>	00 ENR 1.8-3
00 ENR 1.8	Zone d'acheminement aléatoire RNAV de l'Océan Atlantique (AORRA) : GOOO - FCCC <i>Atlantic Ocean random RNAV area (AORRA) : GOOO - FCCC</i>	00 ENR 1.8-5
00 ENR 1.8	Procédures de décalage latéral stratégique (SLOP) <i>Strategic lateral offset procedures (SLOP)</i>	00 ENR 1.8-13
00 ENR 1.8	SYSTEME DE ROUTE FLEXIBLE UIR DAKAR OCEANIQUE (GOOO) <i>FLEXIBLE TRACK SYSTEM (FLEXTRACK)</i> <i>DAKAR OCEANIC UIR (GOOO)</i>	00 ENR 1.8-15
00 ENR 1.8	ATM CONTINGENCY PLAN FOR ASECNA AIRSPACES UNDER ACC OF DAKAR TERRESTRIAL, DAKAR OCEANIC, BAMAKO, OUAGADOUGOU, NIAMEY, ABIDJAN AND LOME	00 ENR 1.8-21
00 ENR 1.8	CONTINGENCY ATS ROUTES NETWORK IN ASECNA AIRSPACES UNDER ACC OF BRAZZAVILLE, DOUALA, AND LIBREVILLE	00 ENR 1.8-31
00 ENR 1.9	Gestion des courants de trafic aériens (ATFM) <i>Air traffic flow management (ATFM)</i>	00 ENR 1.9-1
00 ENR 1.10	Planification des vols <i>Flight planning</i>	00 ENR 1.10-1
00 ENR 1.11	Adressage des messages de plan de vol <i>Addressing of flight plan messages</i>	00 ENR 1.11-1
00 ENR 1.11	Acheminement des plans de vol dans les FIR Dakar - Niamey et Brazzaville <i>Implementation of new collective AFTN addresses for the routing of the flight plans in Dakar - Niamey and Brazzaville FIR</i>	00 ENR 1.11-3
00 ENR 1.12	Interception des aéronefs civils <i>Interception of civil aircraft</i>	00 ENR 1.12-1
00 ENR 1.13	Interception illicite <i>Unlawful interference</i>	00 ENR 1.13-1
00 ENR 1.14	Imprimé de compte rendu d'incident de circulation aérienne <i>Air traffic incident report form</i>	00 ENR 1.14-1
00 ENR 1.14	Imprimé de compte rendu d'incident de circulation aérienne <i>Air traffic incident report form</i>	00 ENR 1.14-1
00 ENR 1.14	Imprimé de compte rendu d'incident de circulation aérienne <i>Air traffic incident report form</i>	00 ENR 1.14-1



00 ENR 1.14	Imprimé de compte rendu d'incident de circulation aérienne <i>Air traffic incident report form</i>	00 ENR 1.14-1
01 ENR 1.1	Procédures à suivre pour les pilotes exposés au laser et à d'autres sources lumineuses dirigées à forte intensité <i>Pilots procedures for exposure to laser and other directed bright light sources</i>	01 ENR 1.1-1
01 ENR 1.6	Services et procédures de surveillance ATS dans la TMA de Cotonou <i>ATS surveillance services and procedures within Cotonou TMA</i>	01 ENR 1.6-1
01 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA de Cotonou <i>Secondary Surveillance Radar (SSR) in Cotonou TMA</i>	01 ENR 1.6-11
01 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA de Cotonou <i>Automatic dependent surveillance-broadcast (ADS-B) in Cotonou TMA</i>	01 ENR 1.6-21
01 ENR 1.12	Procédure de Radiocommunication et de signaux en cas d'interception d'aéronef au Bénin <i>Procedures of radio and signals in the event of interception of an aircraft of Benin</i>	01 ENR 1.12-1
02 ENR 1.1	Procédures à suivre pour les pilotes exposés au laser et à d'autres sources lumineuses dirigées à forte intensité <i>Pilots procedures for exposure to laser and other directed bright light sources</i>	02 ENR 1.1-1
02 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Ouagadougou <i>ATS Surveillance services and procedures within Ouagadougou TMA/UTA</i>	02 ENR 1.6-1
02 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Ouagadougou <i>Secondary Surveillance Radar (SSR) in Ouagadougou TMA and UTA</i>	02 ENR 1.6-11
02 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Ouagadougou <i>Automatic dependent surveillance-broadcast (ADS-B) in Ouagadougou TMA/UTA</i>	02 ENR 1.6-21
03 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Douala <i>ATS surveillance services and procedures within Douala TMA/UTA</i>	03 ENR 1.6-1
03 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Douala <i>Secondary Surveillance Radar (SSR) in Douala TMA and UTA</i>	03 ENR 1.6-11
03 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Douala <i>Automatic dependent surveillance-broadcast (ADS-B) in Douala TMA/UTA</i>	03 ENR 1.6-21
03 ENR 1.8	<i>ATM contingency plan for Douala ACC</i>	03 ENR 1.8-1
05 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Brazzaville <i>ATS surveillance services and procedures within Brazzaville TMA/UTA</i>	05 ENR 1.6-1
05 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA/UTA de Brazzaville <i>Secondary Surveillance Radar (SSR) in Brazzaville TMA/UTA</i>	05 ENR 1.6-11
05 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Brazzaville <i>Automatic dependent surveillance-broadcast (ADS-B) in Brazzaville TMA/UTA</i>	05 ENR 1.6-21
05 ENR 1.6	Procédures ADS-C / CPDLC dans la FIR Brazzaville <i>ADS-C / CPDLC operation in Brazzaville FIR</i>	05 ENR 1.6-31
05 ENR 1.8	<i>ATM contingency plan for Brazzaville ACC</i>	05 ENR 1.8-1
06 ENR 1.1	procédures à suivre pour les pilotes exposés au laser et à d'autres sources lumineuses dirigées à forte intensité <i>Pilots procedures for exposure to laser and other directed bright light sources</i>	06 ENR 1.1-1
06 ENR 1.6	Services et procédures de surveillance ATS <i>ATS Surveillance services and procedures</i>	06 ENR 1.6-1
06 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA d'Abidjan <i>Secondary Surveillance Radar (SSR) in Abidjan TMA and UTA</i>	06 ENR 1.6-11
06 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA d'Abidjan <i>Automatic dependent surveillance-broadcast (ADS-B) in Abidjan</i>	06 ENR 1.6-21
06 ENR 1.6	AUTRES INFORMATIONS ET PROCEDURES APPLICABLES <i>Other Relevant Information And Procedures</i>	06 ENR 1.6-31
06 ENR 1.8	<i>ATM contingency plan for Abidjan ACC</i>	06 ENR 1.8-1
06 ENR 1.8	<i>ATM contingency plan for Abidjan Lower airspace</i>	06 ENR 1.8-11
06 ENR 1.12	Procédure d'interception des aéronefs civils en Côte d'Ivoire <i>Procedures for the interception of civil aircraft in Côte d'Ivoire</i>	06 ENR 1.12-1
06 ENR 1.14	INCIDENTS DE LA CIRCULATION AERIENNE <i>AIR TRAFFIC INCIDENTS</i>	06 ENR 1.14-1
07 ENR 1.6	Services et procédures de surveillance ATS dans l'UTA et la TMA de Libreville <i>ATS services and procedures in Libreville UTA and TMA</i>	07 ENR 1.6-1



07 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Libreville <i>Secondary Surveillance Radar (SSR) in Libreville TMA and UTA</i>	07 ENR 1.6-11
07 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Libreville <i>Automatic dependent surveillance-broadcast (ADS-B) within Libreville TMA/UTA</i>	07 ENR 1.6-21
07 ENR 1.12	Interception des aéronefs civils au Gabon <i>Interception of civil aircraft in Gabon</i>	07 ENR 1.12-1
09 ENR 1.6	SERVICES ET PROCEDURES DE SURVEILLANCE DANS L'UTA ET LA TMA D'ANTANANARIVO <i>ATS surveillance services and procedures within ANTANANARIVO UTA and TMA</i>	09 ENR 1.6-1
09 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA d'Antananarivo <i>Secondary Surveillance Radar (SSR) in Antananarivo TMA and UTA</i>	09 ENR 1.6-11
09 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA d'Antananarivo <i>Automatic dependent surveillance-broadcast (ADS-B) in Antananarivo TMA/UTA</i>	09 ENR 1.6-21
09 ENR 1.6	Procédures ADS-C / CPDLC dans la FIR Antananarivo <i>ADS-C / CPDLC operation in Antananarivo FIR</i>	09 ENR 1.6-31
09 ENR 1.7	Procédures de Calage altimétrique (FIR Antananarivo) <i>Altimeter setting procedures (Antananarivo FIR)</i>	09 ENR 1.7-1
09 ENR 1.10	Planification des vols <i>Flight planning</i>	09 ENR 1.10-1
09 ENR 1.11	Région des opérations de vol UPRs et INSPIRE <i>UPR geographic zone, INSPIRE</i>	09 ENR 1.11-1
10 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Bamako <i>ATS surveillance services and procedures within Bamako TMA/UTA</i>	10 ENR 1.6-1
10 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Bamako <i>Secondary Surveillance Radar (SSR) in Bamako TMA and UTA</i>	10 ENR 1.6-11
10 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Bamako <i>Automatic dependent surveillance-broadcast (ADS-B) in Bamako TMA/UTA</i>	10 ENR 1.6-21
10 ENR 1.8	<i>ATM contingency plan for Bamako ACC</i>	10 ENR 1.8-1
10 ENR 1.12	Procédures d'interception des aéronefs civils au MALI <i>Procedures for the interception of civil aircraft in MALI</i>	10 ENR 1.12-1
11 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de NOUAKCHOTT <i>ATS surveillance services and procedures within Nouakchott TMA/UTA</i>	11 ENR 1.6-1
11 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Nouakchott <i>Secondary Surveillance Radar (SSR) in Nouakchott TMA and UTA</i>	11 ENR 1.6-11
11 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Nouakchott <i>Automatic dependent surveillance-broadcast (ADS-B) in Nouakchott TMA/UTA</i>	11 ENR 1.6-21
11 ENR 1.6	Procédures ADS-C / CPDLC DANS LE FIS NOUAKCHOTT <i>ADS-C / CPDLC OPERATION WITHIN NOUAKCHOTT FIS</i>	11 ENR 1.6-31
11 ENR 1.8	<i>ATM contingency plan for Nouakchott ACC</i>	11 ENR 1.8-1
12 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Niamey <i>ATS surveillance services and procedures within NIAMEY TMA/UTA</i>	12 ENR 1.6-1
12 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Niamey <i>Secondary Surveillance Radar (SSR) in Niamey TMA and UTA</i>	12 ENR 1.6-11
12 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA/UTA de Niamey <i>Automatic dependent surveillance-broadcast (ADS-B) in Niamey TMA/UTA</i>	12 ENR 1.6-21
12 ENR 1.6	Procédures ADS-C / CPDLC dans la FIR Niamey <i>ADS-C / CPDLC operation in Niamey FIR</i>	12 ENR 1.6-31
12 ENR 1.8	<i>ATM contingency plan for Niamey ACC</i>	12 ENR 1.8-1
13 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Dakar <i>ATS surveillance services and procedures within Dakar TMA/UTA</i>	13 ENR 1.6-1
13 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Dakar <i>Secondary Surveillance Radar (SSR) in Dakar TMA and UTA</i>	13 ENR 1.6-11
13 ENR 1.6	Services de surveillance dépendante automatique en mode diffusion (ADS-B) <i>Automatic dependent surveillance broadcast (ADS-B)</i>	13 ENR 1.6-21
13 ENR 1.6	Procédures ADS-C / CPDLC dans la FIR océanique et l'UTA de Dakar <i>ADS-C / CPDLC operation in Dakar oceanic FIR and UTA</i>	13 ENR 1.6-31
13 ENR 1.8	<i>Contingency plan for DAKAR UTA</i>	13 ENR 1.8-1

13 ENR 1.8	<i>Dakar oceanic FIR contingency plan</i>	13 ENR 1.8-11
13 ENR 1.12	Procédure d'interception des aéronefs civils au Sénégal <i>Procedures for the interception of civil aircraft in Senegal</i>	13 ENR 1.12-1
14 ENR 1.6	Services et procédures de surveillance ATS dans la TMA/UTA de Ndjamen <i>ATS surveillance services and procedures within Ndjamen TMA/UTA</i>	14 ENR 1.6-1
14 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA et l'UTA de Ndjamen <i>Secondary Surveillance Radar (SSR) in Ndjamen TMA and UTA</i>	14 ENR 1.6-11
14 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) <i>Automatic dependent surveillance-broadcast (ADS-B)</i>	14 ENR 1.6-21
14 ENR 1.6	Procédures ADS-C / CPDLC dans la FIR N'Djamena <i>ADS-C / CPDLC operation in N'Djamena FIR</i>	14 ENR 1.6-31
14 ENR 1.8	<i>Contingency plan for N'Djamena ACC</i>	14 ENR 1.8-1
14 ENR 1.12	Procédures d'interception des aéronefs civils au TCHAD <i>Procedures for the interception of civil aircraft in CHAD</i>	14 ENR 1.12-1
15 ENR 1.1	procédures à suivre pour les pilotes exposés au laser et à d'autres sources lumineuses dirigées à forte intensité <i>Pilots procedures for exposure to laser and other directed bright light sources</i>	15 ENR 1.1-1
15 ENR 1.6	Services et procédures de surveillance ATS dans l'UTA de Lomé <i>ATS Surveillance services and procédures within Lomé UTA</i>	15 ENR 1.6-1
15 ENR 1.6	Radar secondaire de surveillance (SSR) dans l'UTA de Lomé <i>Secondary Surveillance Radar (SSR) in Lomé UTA</i>	15 ENR 1.6-11
15 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans l'UTA de Lomé <i>Automatic dependent surveillance-broadcast (ADS-B) in Lomé UTA</i>	15 ENR 1.6-21
15 ENR 1.8	<i>ATM Contingency plan for LOME Airspace</i>	15 ENR 1.8-1
16 ENR 1.6	Services et procédures de surveillance ATS dans la TMA de Moroni <i>ATS surveillance services and procedures within Moroni TMA</i>	16 ENR 1.6-1
16 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA de Moroni <i>Secondary Surveillance Radar (SSR) in Moroni TMA</i>	16 ENR 1.6-11
16 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA de Moroni <i>Automatic dependent surveillance-broadcast (ADS-B) in Moroni TMA</i>	16 ENR 1.6-21
17 ENR 1.6	Services et procédures de surveillance ATS dans la TMA Bissau <i>ATS surveillance services and procedures within Bissau TMA</i>	17 ENR 1.6-1
17 ENR 1.6	Radar secondaire de surveillance (SSR) dans la TMA de Bissau <i>Secondary Surveillance Radar (SSR) in Bissau TMA</i>	17 ENR 1.6-11
17 ENR 1.6	Surveillance dépendante automatique en mode diffusion (ADS-B) dans la TMA de Bissau <i>Automatic dependent surveillance-broadcast (ADS-B) in Bissau TMA</i>	17 ENR 1.6-21
ENR 2	Espace aérien ATS ATS Airspace	
00 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	00 ENR 2.1-1
00 ENR 2.1	carte des régions d'information de vol <i>Flight information regions (FIR) - Map</i>	00 ENR 2.1-1
01 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	01 ENR 2.1-1
01 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	01 ENR 2.2-1
02 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	02 ENR 2.1-1
02 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	02 ENR 2.2-1
03 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	03 ENR 2.1-1
03 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	03 ENR 2.2-1
04 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	04 ENR 2.1-1



AIP		00 ENR 0.6-5
ASECNA		27 NOV 2025
04 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	04 ENR 2.2-1
05 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	05 ENR 2.1-1
05 ENR 2.1	REGION DE CONTRÔLE TERMINALE DU POOL BRAZZAVILLE - KINSHASA <i>Terminal Control area of BRAZZAVILLE - KINSHASA POOL</i>	05 ENR 2.1-51
05 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	05 ENR 2.2-1
06 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	06 ENR 2.1-1
06 ENR 2.1	<i>Traffic coordination between the Ivory Coast and Ghana</i>	06 ENR 2.1-41
06 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	06 ENR 2.2-1
07 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	07 ENR 2.1-1
07 ENR 2.1	<i>Traffic coordination between Gabon and Cameroon</i>	07 ENR 2.1-41
07 ENR 2.1	<i>Traffic coordination between ATS organisms of SAO-TOME and GABON (LIBREVILLE/PORT-GENTIL)</i>	07 ENR 2.1-51
07 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	07 ENR 2.2-1
08 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	08 ENR 2.1-1
08 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	08 ENR 2.2-1
09 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	09 ENR 2.1-1
09 ENR 2.1	<i>TMA ANTANANARIVO - Particular flying rules</i>	09 ENR 2.1-61
09 ENR 2.1	<i>TMA TOAMASINA - Particular flying rules</i>	09 ENR 2.1-71
09 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	09 ENR 2.2-1
10 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	10 ENR 2.1-1
10 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	10 ENR 2.2-1
11 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	11 ENR 2.1-1
11 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	11 ENR 2.2-1
12 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	12 ENR 2.1-1
12 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	12 ENR 2.2-1
13 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	13 ENR 2.1-1
13 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	13 ENR 2.2-1
14 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	14 ENR 2.1-1
14 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	14 ENR 2.2-1
15 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	15 ENR 2.1-1
15 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	15 ENR 2.2-1



16 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	16 ENR 2.1-1
16 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	16 ENR 2.2-1
17 ENR 2.1	FIR - UIR et TMA <i>FIR - UIR and TMA</i>	17 ENR 2.1-1
17 ENR 2.2	Zones de Contrôle CTR <i>CTR Control Areas</i>	17 ENR 2.2-1
ENR 3	Routes ATS ATS Routes	
00 ENR 3.1	ROUTES ATS INFÉRIEURES <i>LOWER ATS ROUTES</i>	00 ENR 3.1-1
00 ENR 3.2	ROUTES ATS SUPÉRIEURES <i>UPPER ATS ROUTES</i>	00 ENR 3.2-1
00 ENR 3.3	ROUTES DE NAVIGATION DE SURFACE (RNAV) <i>AREA NAVIGATION (RNAV) ROUTES</i>	00 ENR 3.3-1
00 ENR 3.5	Autres Routes <i>Other Routes</i>	00 ENR 3.5-1
02 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE OUAGADOUGOU <i>DIRECT ROUTE OPERATIONS WITHIN OUAGADOUGOU UTA</i>	02 ENR 3.5-1
03 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE DOUALA <i>DIRECT ROUTE OPERATIONS WITHIN DOUALA UTA</i>	03 ENR 3.5-1
05 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE BRAZAVILLE <i>DIRECT ROUTE OPERATIONS WITHIN BRAZAVILLE UTA</i>	05 ENR 3.5-1
06 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE ABIDJAN <i>DIRECT ROUTE OPERATIONS WITHIN ABIDJAN UTA</i>	06 ENR 3.5-1
07 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE LIBREVILLE <i>DIRECT ROUTE OPERATIONS WITHIN LIBREVILLE UTA</i>	07 ENR 3.5-1
09 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS LA FIR DE ANTANANARIVO <i>DIRECT ROUTE OPERATIONS WITHIN ANTANANARIVO FIR</i>	09 ENR 3.5-1
10 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE BAMAKO <i>DIRECT ROUTE OPERATIONS WITHIN BAMAKO UTA</i>	10 ENR 3.5-1
11 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE NOUAKCHOTT <i>DIRECT ROUTE OPERATIONS WITHIN NOUAKCHOTT UTA</i>	11 ENR 3.5-1
12 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE NIAMEY <i>DIRECT ROUTE OPERATIONS WITHIN NIAMEY UTA</i>	12 ENR 3.5-1
13 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS LA FIR DE DAKAR <i>DIRECT ROUTE OPERATIONS WITHIN DAKAR FIR</i>	13 ENR 3.5-1
14 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE NDJAMENA <i>DIRECT ROUTE OPERATIONS WITHIN NDJAMENA UTA</i>	14 ENR 3.5-1
15 ENR 3.5	OPÉRATIONS DES ROUTES DIRECTES DANS L'UTA DE LOME <i>DIRECT ROUTE OPERATIONS WITHIN LOME UTA</i>	15 ENR 3.5-1
ENR 4	Navais Navais	
00ENR4-ASECNA-NAVAID-1	Cartes des aides et moyens radio AFRIQUE DE L'OUEST ET CENTRALE <i>Radio and aids navigation charts WEST AND CENTRAL AFRICA</i>	00ENR4-ASECNA-NAVAID-1
00ENR4-ASECNA-NAVAID-1	Cartes des aides et moyens radio MADAGASCAR <i>Radio and aids navigation charts MADAGASCAR</i>	00ENR4-ASECNA-NAVAID-1
00ENR4-ASECNA-VHF-1	Couverture VHF FIR et UIR BRAZZAVILLE - DAKAR - N'DJAMENA - NIAMEY <i>VHF coverage FIR and UIR BRAZZAVILLE - DAKAR - N'DJAMENA - NIAMEY</i>	00ENR4-ASECNA-VHF-1
00ENR4-ASECNA-VHF-1	Couverture VHF FIR et UIR MADAGASCAR <i>VHF coverage FIR et UIR MADAGASCAR</i>	00ENR4-ASECNA-VHF-1
00 ENR 4.2	Les systèmes spéciaux de navigation tels que DECCA, LORAN, et CONSOL, etc... <i>Special systems of navigation such as DECCA, LORAN, and CONSOL, etc...</i>	00 ENR 4.2-1
00 ENR 4.3	Système mondial de navigation par satellite (GNSS) <i>Global navigation by satellite system (GNSS)</i>	00 ENR 4.3-1
00 ENR 4.4	Indicatifs codes des points significatifs <i>Name-code designators for significant points</i>	00 ENR 4.4-1



AIP		00 ENR 0.6-7
ASECNA		27 NOV 2025
00 ENR 4.5	Feux aéronautiques au sol EN ROUTE - Généralités <i>Aeronautical ground lights EN ROUTE - Generalities</i>	00 ENR 4.5-1
01 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	01 ENR 4.1-1
01 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	01 ENR 4.5-1
02 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	02 ENR 4.1-1
02 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	02 ENR 4.5-1
03 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	03 ENR 4.1-1
03 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	03 ENR 4.5-1
04 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	04 ENR 4.1-1
04 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	04 ENR 4.5-1
05 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	05 ENR 4.1-1
05 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	05 ENR 4.5-1
06 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	06 ENR 4.1-1
06 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	06 ENR 4.5-1
07 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	07 ENR 4.1-1
07 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	07 ENR 4.5-1
08 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	08 ENR 4.1-1
08 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	08 ENR 4.5-1
09 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	09 ENR 4.1-1
09 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	09 ENR 4.5-1
10 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	10 ENR 4.1-1
10 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	10 ENR 4.5-1
11 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	11 ENR 4.1-1
11 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	11 ENR 4.5-1
12 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	12 ENR 4.1-1
12 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	12 ENR 4.5-1
13 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	13 ENR 4.1-1
13 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	13 ENR 4.5-1
14 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	14 ENR 4.1-1
14 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	14 ENR 4.5-1



15 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	15 ENR 4.1-1
15 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	15 ENR 4.5-1
16 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	16 ENR 4.1-1
16 ENR 4.5	Feux Aéronautiques au Sol - En-route <i>Aeronautical Ground Lights - En-route</i>	16 ENR 4.5-1
17 ENR 4.1	Aides de Radio Navigation de Route <i>Radio Navigation Aids - En-route</i>	17 ENR 4.1-1
ENR 5	Avertissements à la navigation <i>Navigation Warnings</i>	
00 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	00 ENR 5.1-1
00 ENR 5.2	Zones de manoeuvres et d'entraînements militaires <i>Military exercise and training areas</i>	00 ENR 5.2-1
00 ENR 5.3	Autres activités de nature dangereuse et dangers potentiels - Généralités <i>Other activities of a dangerous nature and potential dangers - Generalities</i>	00 ENR 5.3-1
00 ENR 5.3	Carte des zones inhospitalières <i>Inhospitable areas chart</i>	00 ENR 5.3-1
00 ENR 5.3	Conditions de survol pour les aéronefs de transport public d'un poids inférieur à 5700Kg <i>Inhospitable regions overflight conditions for public transport aircraft of a weight lower to 5700Kg</i>	00 ENR 5.3-13
00 ENR 5.3	Conditions de survol pour les aéronefs de tourisme et de travail aérien <i>Inhospitable regions and water surface overflight conditions for tourism and aerial work aircraft</i>	00 ENR 5.3-15
00 ENR 5.3	Condition d'obtention des autorisations exceptionnelles de survol des régions inhospitalières et de l'eau par les aéronefs de tourisme et de travail aérien <i>Conditions to obtain exceptional authorization for inhospitable regions and water surface overflight for tourism and aerial work aircraft</i>	00 ENR 5.3-21
00 ENR 5.3	Demande autorisations exceptionnelles de survol des régions inhospitalières et de l'eau par les aéronefs de tourisme et de travail aérien <i>Request for exceptional authorization for the overflight of inhospitable regions and/or water surface for tourism and aerial work aircraft</i>	00 ENR 5.3-23
00 ENR 5.4	Obstacles à la navigation aérienne EN ROUTE - Généralités <i>Air navigation obstacles EN ROUTE - Generalities</i>	00 ENR 5.4-1
00 ENR 5.5	Zones d'activités aériennes sportives et récréatives <i>Aerial sporting and recreational activities</i>	00 ENR 5.5-1
00 ENR 5.6	Migrations d'oiseaux et zones fréquentées par une faune sensible - Généralités <i>Bird migration and areas with sensitive fauna - Generalities</i>	00 ENR 5.6-1
01 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	01 ENR 5.1-1
01 ENR 5.3	Bénin : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Benin : Chart of permitted routes for private and aerial work aircraft</i>	01 ENR 5.3-1
01 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	01 ENR 5.4-1
02 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	02 ENR 5.1-1
02 ENR 5.3	Burkina faso : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Burkina Faso : Chart of permitted routes for private and aerial work aircraft</i>	02 ENR 5.3-1
02 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	02 ENR 5.4-1
03 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	03 ENR 5.1-1
03 ENR 5.3	Cameroun : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Cameroon : Chart of permitted routes for private and aerial work aircraft</i>	03 ENR 5.3-1
03 ENR 5.3	Réglementation relative aux vols VFR Douala/malabo par les aéronefs de tourisme et de travail aérien <i>Regulation applicable for VFR flights Douala/malabo operated by tourism and aerial work aircraft</i>	03 ENR 5.3-3
03 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	03 ENR 5.4-1



AIP		00 ENR 0.6-9
ASECNA		27 NOV 2025
04 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	04 ENR 5.1-1
04 ENR 5.3	Centrafrique : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Central Africa : Chart of permitted routes for private and aerial work aircraft</i>	04 ENR 5.3-1
04 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	04 ENR 5.4-1
05 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	05 ENR 5.1-1
05 ENR 5.3	Congo : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Congo : Chart of permitted routes for private and aerial work aircraft</i>	05 ENR 5.3-1
05 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	05 ENR 5.4-1
06 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	06 ENR 5.1-1
06 ENR 5.3	Côte d'Ivoire : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Ivory Coast : Chart of permitted routes for private and aerial work aircraft</i>	06 ENR 5.3-1
06 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	06 ENR 5.4-1
07 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	07 ENR 5.1-1
07 ENR 5.3	Gabon : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Gabon : Chart of permitted routes for private and aerial work aircraft</i>	07 ENR 5.3-1
07 ENR 5.3	Gabon : Survol des régions inhospitalières <i>Gabon : Overflight of inhospitable regions</i>	07 ENR 5.3-3
07 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	07 ENR 5.4-1
08 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	08 ENR 5.1-1
08 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	08 ENR 5.4-1
09 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	09 ENR 5.1-1
09 ENR 5.3	Madagascar : Conditions de survol des régions inhospitalières <i>Madagascar : Inhospitable regions overflight conditions</i>	09 ENR 5.3-1
09 ENR 5.3	Madagascar : Carte des zones inhospitalières <i>Madagascar : Chart of inhospitable regions</i>	09 ENR 5.3-1
09 ENR 5.3	Conditions de survol des régions maritime FIR Antananarivo <i>Maritime regions overflight conditions in Antananarivo FIR for civil aviation</i>	09 ENR 5.3-11
09 ENR 5.3	Equipements spéciaux nécessaires au survol des région maritimes FIR Antananarivo <i>Special equipment necessary for maritime regions overflight in Antananarivo FIR</i>	09 ENR 5.3-13
09 ENR 5.3	Equipements spéciaux de sauvetage nécessaires au survol des région maritimes FIR Antananarivo <i>Special equipment of rescue, signaling and survival for maritime regions overflight</i>	09 ENR 5.3-15
09 ENR 5.3	Conditions de survol en VFR des régions maritimes FIR Antananarivo <i>Maritime regions VFR overflight conditions in Antananarivo FIR</i>	09 ENR 5.3-19
09 ENR 5.3	Carte des Itinéraires VFR Madagascar <i>Madagascar : Chart of VFR routes</i>	09 ENR 5.3-1
09 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	09 ENR 5.4-1
10 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	10 ENR 5.1-1
10 ENR 5.3	Mali : Carte des Itinéraires et zones autorisés aux aéronefs de tourisme et de travail aérien <i>Mali : Chart of permitted routes for private and aerial work aircraft</i>	10 ENR 5.3-1
10 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	10 ENR 5.4-1
11 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	11 ENR 5.1-1
11 ENR 5.3	Mauritanie : Carte des Itinéraires et zones autorisés aux aéronefs de tourisme et de travail aérien <i>Mauritania : Chart of permitted routes for private and aerial work aircraft</i>	11 ENR 5.3-1



11 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	11 ENR 5.4-1
12 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	12 ENR 5.1-1
12 ENR 5.3	Niger : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Niger : Chart of permitted routes for private and aerial work aircraft</i>	12 ENR 5.3-1
12 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	12 ENR 5.4-1
13 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	13 ENR 5.1-1
13 ENR 5.3	Sénégal : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Senegal : Chart of permitted routes for private and aerial work aircraft</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 2 - Parc National du DJOUDJ <i>Senegal : National parks : GOR 2 Zone - National Park of DJOUDJ</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 3 - Parc National de NIOKOLO KOKO <i>Senegal : National parks : GOR 3 Zone - National Park of NIOKOLO KOKO</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 4 - Parc National des ILES DE LA MADELEINE <i>Senegal : National parks : GOR 4 Zone - National Park of MADELEINE ISLANDS</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 5 - Parc National de LA LANGUE DE BARBARIE <i>Senegal : National parks : GOR 5 Zone - National Park of LA LANGUE DE BARBARIE</i>	13 ENR 5.3-1
13 ENR 5.3	Sénégal : Parcs Nationaux : Zone GOR 10 - Parc National de BASSE CASAMANCE <i>Senegal : National parks : GOR 10 Zone - National Park of BASSE CASAMANCE</i>	13 ENR 5.3-1
13 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	13 ENR 5.4-1
14 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	14 ENR 5.1-1
14 ENR 5.3	Tchad : Carte des Itinéraires autorisés aux aéronefs de tourisme et de travail aérien <i>Chad : Chart of permitted routes for private and aerial work aircraft</i>	14 ENR 5.3-1
14 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	14 ENR 5.4-1
15 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	15 ENR 5.1-1
15 ENR 5.3	TOGO - ITINÉRAIRES AUTORISÉS AUX AÉRONEFS DE TOURISME ET DE TRAVAIL AÉRIEN <i>Togo : Chart of permitted routes for private and aerial work aircraft</i>	15 ENR 5.3-1
15 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	15 ENR 5.4-1
16 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	16 ENR 5.1-1
16 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	16 ENR 5.4-1
17 ENR 5.1	Zones Interdites, Réglementées ou Dangereuses <i>Prohibited, Restricted and Danger Areas</i>	17 ENR 5.1-1
17 ENR 5.4	Obstacles à la Navigation Aérienne de Route <i>Air Navigation Obstacles En-route</i>	17 ENR 5.4-1
ENR 6	Cartes de croisière <i>En route Charts</i>	ENR 6-1
00 ENR 6.1	cartes de radionavigation - Espace inférieur Afrique de l'ouest et central <i>Radionavigation Charts - Lower space west and central Africa</i>	00 ENR 6.1-1
00 ENR 6.1	cartes de radionavigation - Espace inférieur Madagascar <i>Radionavigation Charts - Lower space Madagascar</i>	00 ENR 6.1-1
00 ENR 6.2	cartes de radionavigation - Espace supérieur Afrique de l'ouest et central <i>Radionavigation Charts - Upper space West and central Africa</i>	00 ENR 6.2-1
00 ENR 6.2	cartes de radionavigation - Espace supérieur Madagascar <i>Radionavigation Charts - Upper space Madagascar</i>	00 ENR 6.2-1
00 ENR 6.3	Carte de contingence - Afrique de l'Ouest <i>Contingency Chart - West Africa</i>	00 ENR 6.3-1
00 ENR 6.3	Carte de contingence - Afrique Centrale <i>Contingency Chart - Central Africa</i>	00 ENR 6.3-1



00 ENR 6.3 Carte de routes de contingence - Espace supérieur Madagascar
Contingency routes Chart - Upper space Madagascar

00 ENR 6.3-1

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR-2.1 FIR - UIR ET TMA FIR - UIR AND TMA

<p>NOM / NAME LIMITES LATERALES / LATERAL LIMITS LIMITES VERTICALES / VERTICAL LIMITS CLASSE D'ESPACE AERIEN / CLASS OF AIRSPACE</p>	<p>ORGANISME ASSURANT LE SERVICE UNIT PROVIDING SERVICE</p>	<p>INDICATIF - LANGUES REGION ET CONDITIONS D'UTILISATION HEURES DE SERVICE CALL SIGN, LANGUAGES, AREA AND CONDITIONS OF USE HOURS OF SERVICE</p>	<p>FREQUENCE ET OBJET FREQUENCY AND PURPOSE</p>	<p>OBSERVATIONS REMARKS</p>
<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>	<p>5</p>
<p>TMA OLLOMBO 00°00'00.61"S - 015°00'01.86"E , 00°01'18.86"S - 015°34'45.51"E , 00°33'02.81"S - 016°39'43.00"E , 00°59'15.97"S - 017°19'40.87"E , FRONTIERE CONGO / RD CONGO 02°05'32.74"S - 016°16'28.33"E , arc anti-horaire de 150 NM de rayon centré sur 04°19'00.00"S - 015°15'00.00"E , 02°03'26.79"S - 016°19'30.33"E , 01°49'32.85"S - 015°00'00.15"E 00°00'00.61"S 015°00'01.86"E FL 145 ----- 900 M AGL/AMSL ESPACE CLASSE C</p>	<p>TWR OLLOMBO</p>	<p>OLLOMBO TOWER OLLOMBO TOUR (FR) H12 0600-1800 (UTC)*</p>	<p>118.7 MHz</p>	<p>H12 Règles de vol voir chapitres ENR 1 et ENR 2</p>
<p>TMA POINTE NOIRE PARTIE 1 05°10'39"S - 011°19'05"E , 04°16'19"S - 010°40'25"E , arc horaire de 80 NM de rayon centré sur 04°49'23.10"S - 011°53'14.80"E , 03°50'27"S - 012°47'37"E , arc anti-horaire de 150 NM de rayon centré sur 04°19'00"S - 015°15'00"E , 04°00'00"S - 012°46'04"E , 04°00'00"S - 013°29'07"E , 04°47'08"S - 013°37'10"E , 05°10'39"S - 011°19'05"E FL 145 ----- 900 M AGL/AMSL ESPACE CLASSE C</p>	<p>TWR/APP POINTE NOIRE</p>	<p>POINTE NOIRE TOUR POINTE NOIRE TOWER (FR/EN) H24</p>	<p>124.3 MHz 118.3 MHz</p>	<p>Règles de vol voir chapitres ENR 1 et ENR 2</p>

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR-2.1 FIR - UIR ET TMA FIR - UIR AND TMA

<p>NOM / NAME LIMITES LATERALES / LATERAL LIMITS LIMITES VERTICALES / VERTICAL LIMITS CLASSE D'ESPACE AERIEN / CLASS OF AIRSPACE</p>	<p>ORGANISME ASSURANT LE SERVICE UNIT PROVIDING SERVICE</p>	<p>INDICATIF - LANGUES REGION ET CONDITIONS D'UTILISATION HEURES DE SERVICE CALL SIGN, LANGUAGES, AREA AND CONDITIONS OF USE HOURS OF SERVICE</p>	<p>FREQUENCE ET OBJET FREQUENCY AND PURPOSE</p>	<p>OBSERVATIONS REMARKS</p>
1	2	3	4	5
<p>TMA POINTE NOIRE PARTIE 2 05°10'39"S - 011°19'05"E, 04°16'19"S - 010°40'25"E, arc horaire de 80 NM de rayon centré sur 04°49'23.10"S - 011°53'14.80"E, 03°50'27"S - 012°47'37"E, arc anti-horaire de 150 NM de rayon centré sur 04°19'00"S - 015°15'00"E, 04°55'20.69"S - 012°48'57.00"E, 05°10'39"S - 011°19'05"E FL 245 ----- 900 M AGL/AMSL ESPACE CLASSE C</p>	<p>TWR/APP POINTE NOIRE</p>	<p>POINTE NOIRE TOUR POINTE NOIRE TOWER (FR/EN) H24</p>	<p>124.3 MHZ 118.3 MHZ</p>	<p>Règles de vol voir chapitres ENR 1 et ENR 2</p>
<p>TMA POOL PARTIE 1 04°00'00"S - 013°57'12"E, arc horaire de 80 NM de rayon centré sur 04°19'00.00"S - 015°15'00.00"E, 04°43'26"S - 013°58'41"E, 04°47'08"S - 013°37'10"E, 04°00'00"S - 013°29'07"E, 04°00'00"S - 013°57'12"E FL 145 ----- 900 M ASFC ESPACE CLASSE C</p>	<p>APP BRAZZAVILLE</p>	<p>BRAZZAVILLE APPROCHE (FR/EN)</p>	<p>121.1 MHZ</p>	<p>Règles de vol voir chapitres ENR 1 et ENR 2</p>
<p>TMA POOL PARTIE 2 05°52'33.36"S - 013°17'10.74"E, arc horaire de 150 NM de rayon centré sur 04°19'00"S - 015°15'00"E, 06°06'00"S - 016°54'00"E, 05°50'00"S - 016°00'00"E, 05°52'33.36"S - 013°17'10.74"E FL 245 ----- FL 145 ESPACE CLASSE C</p>	<p>APP BRAZZAVILLE</p>	<p>BRAZZAVILLE APPROCHE (FR/EN)</p>	<p>121.1 MHZ</p>	<p>Règles de vol voir chapitres ENR 1 et ENR 2</p>



ENR-2.2 ZONES DE CONTRÔLE CTR CTR CONTROL AREAS

1 NOM / NAME LIMITES LATÉRALES / LATERAL LIMITS LIMITES VERTICALES / VERTICAL LIMITS CLASSE D'ESPACE AÉRIEN / CLASS OF AIRSPACE	2 ORGANISME ASSURANT LE SERVICE UNIT PROVIDING SERVICE	3 INDICATIF - LANGUES REGION ET CONDITIONS D'UTILISATION HEURES DE SERVICE CALL SIGN, LANGUAGES, AREA AND CONDITIONS OF USE HOURS OF SERVICE	4 FREQUENCE ET OBJET FREQUENCY AND PURPOSE	5 OBSERVATIONS REMARKS
<p>CTR BRAZZAVILLE</p> <p>04°10'45.69"S - 015°30'19.58"E, THALWEG DU FLEUVE CONGO 04°14'44.20"S - 015°15'49.70"E, arc horaire de 15 NM de rayon centré sur BRAZZAVILLE MAYA-MAYA VOR/DME "BZ" 04°15'05.23"S - 015°14'49.90"E, 04°10'45.69"S - 015°30'19.58"E</p> <p>900 M ASFC ----- SOL</p> <p>ESPACE CLASSE C</p>	<p>TWR BRAZZAVILLE</p>	<p>BRAZZAVILLE TOUR (FRIEN) H24</p>	<p>118.7 MHZ</p>	<p>Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales. Tour de piste à gauche au QFU 05</p> <p>AD prohibited for ACFT not equipped with bilateral radio communications. Left hand circuit in QFU 05</p>
<p>CTR OLLOMBO</p> <p>Cercle de 15 NM de rayon centré sur OLLOMBO NDB "OTK" 01°12'36.11"S - 015°55'17.93"E</p> <p>900 M AMSL ----- SOL - MER</p> <p>ESPACE CLASSE C</p>	<p>TWR OLLOMBO</p>	<p>OLLOMBO TOWER OLLOMBO TOUR (FR) H12 0600-1800 (UTC)*</p>	<p>118.7 MHZ</p>	<p>Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales AD prohibited for ACFT not equipped with bilateral radiocommunications</p>

ENR-2.2 ZONES DE CONTRÔLE CTR CTR CONTROL AREAS

<p>NOM / NAME LIMITES LATÉRALES / LATERAL LIMITS LIMITES VERTICALES / VERTICAL LIMITS CLASSE D'ESPACE AÉRIEN / CLASS OF AIRSPACE</p>	<p>ORGANISME ASSURANT LE SERVICE UNIT PROVIDING SERVICE</p>	<p>INDICATIF - LANGUES REGION ET CONDITIONS D'UTILISATION HEURES DE SERVICE CALL SIGN, LANGUAGES, AREA AND CONDITIONS OF USE HOURS OF SERVICE</p>	<p>FREQUENCE ET OBJET FREQUENCY AND PURPOSE</p>	<p>OBSERVATIONS REMARKS</p>
<p>1 CTR POINTE NOIRE Cercle de 15 NM de rayon centré sur POINTE NOIRE VOR/DME "I" 04°49'23.10"S - 011°53'14.80"E 900 M AMSL ----- SOL - MER ESPACE CLASSE C</p>	<p>2 TWR/APP POINTE NOIRE</p>	<p>3 POINTE NOIRE TOUR POINTE NOIRE TOWER (F/R/N) H24</p>	<p>4 124.3 MHZ 118.3 MHZ</p>	<p>5 Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales. Demi-tour complet interdit sur la piste aux aéronefs d'un poids supérieur à 40 Tonnes. Le demi-tour sera effectué aux extrémités de piste. Les points fixes doivent être effectués à 45° de l'axe aux extrémités de piste; ils sont interdits sur l'aire de stationnement AST et le TWY. AD prohibited for ACFT not equipped with bilateral radio communications. Complete U-turn on RWY prohibited for ACFT superior to 40 T weight. U-turn must be done at the end of runway. Fixed check engines must be done at 45° from the axis of RWY at the end of RWY; they are prohibited in the parking area and in the TWY.</p>



ENR 3.5 OPERATIONS DES ROUTES DIRECTES DANS L'UTA DE OUAGADOUGOU

DIRECT ROUTE OPERATIONS WITHIN OUAGADOUGOU UTA

I. INTRODUCTION

Dans le cadre de l'application de la phase 2 vers la création d'un espace aérien avec des routes libres aux usagers, l'ASECNA met en œuvre l'autorisation des opérations des routes directes planifiées.

II. CHAMP D'APPLICATION

Les opérations de routes directes sont autorisées dans l'UTA de OUAGADOUGOU du niveau de vol 250 et au-dessus.

III. PROCEDURES GENERALES

a) Le trafic sera soumis aux règles d'utilisation de l'espace aérien publiées dans l'ENR 1 de l'AIP ASECNA, et à la disponibilité des points codés à cinq lettres (5LNC) ou NAVAID ENR 4 et à la structure des routes ATS publiées dans l'ENR.3 ;

b) Les usagers sont autorisés à planifier des routes directes en utilisant les points significatifs publiés dans la partie ENR.4.4 de l'AIP ASECNA.

c) Tous les points significatifs (5LNC) contenus dans l'UTA de OUAGADOUGOU peuvent être utilisés pour constituer un segment de vol direct ;

d) Les usagers, dans le cadre de la préparation de leur vol sont tenus de mentionner dans le champ 15 du plan de vol déposé le signe "DCT" entre les deux points significatifs qui serviront de base de la route DIRECTE PLANIFIEE.

Par Exemple : **OXIDU DCT NUSUR** ;

e) La longueur maximale autorisée d'un segment direct est de 200 NM entre deux points significatifs comme le prescrit DOC4444 de l'OACI PANS-ATM

Le segment de route direct planifié peut être refusé si la trajectoire entre dans une zone réglementée active.

IV. APPLICATION DCT A LA FRONTIERE DE LA FIR

Les usagers sont informés que le segment de route directe planifié entre l'UTA de OUAGADOUGOU et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR adjacente

V. POINTS D'ENTREE/SORTIE DE L'UTA DE OUAGADOUGOU POUR LES OPERATIONS FRA

V.1. Les points de compte-rendu de la limite de l'UTA de OUAGADOUGOU (OPUGO, TAREN, DEKAS, OXIDU, UMOVO, NAVON, TUMUT, NANGA, BIGOM, TUXID, ANIXA, EBSUD, EDGIB, ONUSI, TAVOT, NUSUR) sont désignés comme points d'entrée/sortie HORIZONTALS.

V.2. Tous les vols IFR opérant dans l'UTA de OUAGADOUGOU, si le trafic et les restrictions de l'espace aérien le permettent, seront facilités pour suivre la route directe "DCT" des points d'entrée aux points de sortie horizontaux. Tous les usagers sont tenus de planifier leurs intentions de vol pour l'acheminement direct en conséquence.

VI. EQUIPEMENT DES AERONEFS

Pour pouvoir opérer sur des routes directes, les usagers doivent être équipés de TCAS 2 ver.7.1, du transpondeur Mode S et de l'ADS-B-Out (DO260 / 260A). Les aéronefs non équipés doivent uniquement utiliser le réseau de routes publié.

ENR 3.5.2 PLAN DE CONTINGENCE ATM DU CCR DE OUAGADOUGOU

ENR 3.5.2 ATM contingency plan for Ouagadougou ACC

PART I: LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF ADJACENT FIR)

1. OBJECTIVES

I. INTRODUCTION

In the framework of the implementation of phase 2 towards the creation of Free Routes Airspace (FRA), ASECNA is implementing the authorisation of planned direct route operations

II. APPLICABILITY

*Direct route operations are permitted in **OUAGADOUGOU UTA** at flight level 250 and above.*

III. GENERAL PROCEDURES

a) Traffic will be subject to the general rules published in ASECNA AIP ENR 1, the airspace usage rules in accordance with ENR 2 and the availability of five letter code points or NAVAIDs in ENR 4 and the published ATS route structure in ENR.3 ;

b) Users are permitted to plan direct routes using the significant points published in ASECNA AIP ENR.4.4.

*c) All significant points (5LNCs) contained in **OUAGADOUGOU UTA** may be used to constitute a direct flight segment,*

*d) Users, when preparing their flight, are required to enter in field 15 of the filed flight plan the sign "DCT" between the two significant points which will be used as the basis for the **PLANNED DIRECT** route.*

*For example: **OXIDU DCT NUSUR** ;*

e) The maximum permissible length of a direct segment is 200 NM between two significant points as prescribed in ICAO PANS-ATM DOC4444

The direct route segment may be rejected if the track enters an active restricted area

IV. CROSS BORDER DCT APPLICATION

Users are informed that the road segment direct planned between the UTA of OUAGADOUGOU and an adjacent FIR will only be accepted after coordination and consent of adjacent FIR

V. OUAGADOUGOU UTA ENTRY/EXIT POINTS FOR FRA OPERATIONS

V.1. The reporting points of OUAGADOUGOU UTA boundary (OPUGO, TAREN, DEKAS, OXIDU, UMOVO, NAVON, TUMUT, NANGA, BIGOM, TUXID, ANIXA, EBSUD, EDGIB, ONUSI, TAVOT, NUSUR) are designated as HORIZONTAL entry/exit points.

V.2. All IFR flights operating within OUAGADOUGOU UTA, traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points.

All users are required to plan their flight intentions for direct routing accordingly.

VI. AIRCRAFT EQUIPAGE

In order to operate under Direct Route Operations, Users must be equipped with TCAS 2 ver.7.1, Mode S Transponder and ADS-B-Out (DO260/260A). Aircraft that are not equipped shall only use the published route network.



- 1.1 This contingency plan contains procedures to ensure the provision of air navigation services in the event of partial or total disruption of Air Traffic Services (ATS) within the OUAGADOUGOU Upper Traffic Area and is in accordance with ICAO Annex 11-Air Traffic Services Chapter 2, paragraph 2.3 , and Attachment C, and document 4444 ATM- PANS (Chapter 15.8 and chapter 16.6).
- 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 OUAGADOUGOU Area Control Center (ACC). Routes and flight levels are limited.

2. STATES AND FIRS AFFECTED

In the event that the Civil Aviation Authority of BURKINA FASO (ANAC) activates this Contingency Plan, the adjacent ATS Units ABIDJAN ACC, NIAMEY ACC, BAMAKO ACC and ACCRA ACC, will be notified in accordance with the Letters of Agreement (LOA) Or Memorandum of Understanding (MOU) established between them. The adjacent ATS UNITS directly affected by this Contingency Plan are as follows:

STATE	FIR	ATS UNIT
Niger	Niamey FIR	Niamey ACC
Burkina Faso	Niamey FIR	Ouagadougou ACC
Cote d'Ivoire	Dakar FIR	Abidjan ACC
Mali	Dakar FIR	Bamako ACC
Ghana	Accra FIR	Accra ACC

- 2.1 Contact details of the civil aviation authorities and organizations concerned are contained in PARAGRAPH 15.1 below.

3. MANAGEMENT OF THE CONTINGENCY PLAN

- 3.1 The contingency measures set out in the first part of this Plan are applicable in cases of foreseeable events is for level 2.
- 3.2 The following procedures have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through OUAGADOUGOU UTA.

CENTRAL COORDINATING COMMITTEE

- 3.3 The Central Coordinating Committee (CCC) function shall be to oversee the implementation of the Contingency Plan and in the event that the Air Traffic Services (ATS) in OUAGADOUGOU UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to NIAMEY ACC and the restoration of Air Traffic Services in OUAGADOUGOU UTA.

The Central Coordinating Committee comprises representation from the following:

- 1) BURKINA FASO CIVIL AVIATION AUTHORITY (ANAC)
- 2) ASECNA (HEADQUARTER, REPRESENTATIVE IN BURKINA FASO)
- 3) OTHER RELEVANT AUTHORITIES.

Contact details of its members are provided in paragraph 15.1, 15.2 and 15.3 below.

ATM OPERATIONAL CONTINGENCY GROUP

- 3.4 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period in coordination with the WACAF Contingency Coordination Team and adjacent FIRs. The AOCG will include any necessary specialist personnel from the following disciplines:

- * Air Traffic Control Services (ATS)
- * Aeronautical Telecommunication (COM)
- * Aeronautical Meteorology (MET)
- * Aeronautical Information Services (AIS)
- * ATS equipment maintenance service provider.

Contact details of its members are provided in paragraph 15.2 below.

4. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

4.1 Air Traffic Services Responsibilities

- 4.1.1 Tactical ATC considerations during periods of over-loading may require reassignment of routes or portions thereof.
- 4.1.2 Alternative routes are designed to maximize existing ATS routes structures and communications, navigation and surveillance services.
- 4.1.3 In the event that ATS cannot be provided within OUAGADOUGOU UTA, ASECNA or ICAO shall publish not less than 48 hours before, 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;
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

4.1.4 In the event that the BURKINA FASO Civil Aviation Authority (ANAC) is unable to issue the NOTAM, ASECNA or ICAO will take action to issue the NOTAM of contingency measures upon notification by BURKINA FASO Civil Aviation Authority.

4.2 Separation

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

Longitudinal separation of fifteen (15) minutes, for aircraft maintaining the same cruising flight level.

4.3 Level restriction

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

4.4 Airspace Classifications

Airspace classification will not be changed. (Depending on the degree of disruption, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by the same NOTAM which will activate this plan).

4.5 Aircraft position reporting

4.5.1 The primary means of communication will be by VHF or HF radio. When CPDLC has been authorized for use by the relevant ATC authority this will become the primary means of communication, with HF as secondary.

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in OUAGADOUGOU UTA during periods of contingency.

4.5.2 TIBA frequencies shall be as follows:

AFI REGION – 126.9 MHz

4.6 Other measures

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

- * Suspension of all VFR Operations;
- * Delay or suspension of general aviation IFR operations; and;
- * 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 OUAGADOUGOU ACC via the AFTN/AMHS using normal procedures;
- c) On notification by the BURKINA FASO CIVIL AVIATION AUTHORITY, the ATS authorities operating the NIAMEY ACC will activate the contingency procedures in accordance with THIS PLAN (Where it also serves as the formal LOA);
- d) Prior to entry to the OUAGADOUGOU UTA during contingency operations, authorization must be obtained from BURKINA FASO Civil Aviation Authority, and flights must comply with the ATC clearance and communications instructions issued by the ACC responsible for the airspace immediately adjacent to the OUAGADOUGOU UTA contingency airspace;
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ACC responsible for aircraft entering the OUAGADOUGOU UTA shall be in accordance with THIS PLAN (Where it also serves as the formal LOA);
- f) The ACC responsible for aircraft entering the OUAGADOUGOU UTA will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the OUAGADOUGOU UTA;
- g) The ACC responsible for aircraft entering the OUAGADOUGOU UTA will not authorize any change in route, flight level or speed unless specifically authorized by the ATS unit normally responsible for the affected airspace, or under THIS PLAN (Where it also serves as the formal LOA);
- h) The ACC responsible for aircraft entering the OUAGADOUGOU UTA will inform aircraft that they must establish prior contact with the first ATS UNIT after transiting the OUAGADOUGOU UTA not less than 10 minutes before the estimated time of entry to the airspace which this Unit is responsible;

5. TRANSITION TO CONTINGENCY SCHEME



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

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

It is recognized that when a disruption of air traffic services or airport closure occurs and is promulgated, operators may have different requirements as to their alternative routings.

OUAGADOUGOU ACC will evaluate all requests to ensure safety is maintained.

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

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

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

6.2 The responsibility for ensuring the provision of air traffic services within OUAGADOUGOU UTA is transferred to NIAMEY ACC according to the following considerations:

NIAMEY ACC will ensure the provision of air traffic services for traffic operating along contingency ATS routes.

HF frequencies of NIAMEY ACC (8903-3419) will be used.

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within OUAGADOUGOU UTA, aircraft operators should file flight plans using alternative contingency routes listed in the scheme below:

Note: ATS routes not included in the table below are temporarily unavailable.

Contingency routes	Delegated centers	Means of communication	Flight levels assignment	Entering/Exit point	Adjacent FIR
ACR 19: UG854 (OG-DEKAS)	NIAMEY	VHF,CPDLC, HF	EASTBOUND: FL270 , FL310, FL350 WESTBOUND: FL 260 ; FL300	DEKAS	NIAMEY
ACR 4 : UG860 (OG-EDGIB)	NIAMEY/BAMAKO	VHF,CPDLC, HF	eastbound: FL270 , FL310, FL350 westbound:FL260; FL300	EDGIB	NIAMEY/ BAMAKO
ACR 7 : UA614 /UM 104 (TAVOT-BIGOM)	NIAMEY	VHF,CPDLC, HF	Northbound: FL330 Southbound: FL320	TAVOT/BIGOM	NIAMEY
ACR 2: UA601 (NANGA-BD- EBSUD)	BAMAKO-ACCRA	VHF,CPDLC, HF	West bound: FL 400 ; 470 Eastbound: FL 250; FL 290 ; FL 310 ; FL 370; FL390; FL410. FL450	NANGA/EBSUD	ACCRA/ BAMAKO

8. PILOT AND OPERATOR PROCEDURES

8.1 Filing of flight plans

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

8.2 Over flight approval

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

8.3 Pilots operating procedures

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

- a) Maintain contact with NIAMEY ACC according to the paragraph 4 of this contingency plan.
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c) Reach the flight level assigned by the adjacent ACC for the transit of OUAGADOUGOU UTA at least ten (10) minutes before entering OUAGADOUGOU UTA.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within OUAGADOUGOU UTA, unless an emergency or flight safety reason exists.



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

COMMUNICATION PROCEDURES

8.4 Degradation of Communication - Pilot Radio Procedures

- 8.4.1 When operating within the contingency airspace, pilots should use normal radio communication procedures. (Where limited or not ATS is available communications will be conducted in accordance with the procedures in the Plan, or s otherwise notified by NOTAM)
- 8.4.2 In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

9. PUBLIC HEALTH EMERGENCIES

- 9.1 The delegated ATS unit, upon receipt of information from a pilot or another ATS unit, regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.
- 9.2 To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Health Sanitary Board (HSB) should be obtained in written form and relayed to air operators in written form. Where communication means do not enable relay of written text, the information shall be read verbatim.

10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

- 10.1 If a volcanic ash cloud is reported or anticipated in OUAGADOUGOU UTA, the delegated ATS unit should take the following actions:
 - a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the concerned flight levels;
 - b) Respond to requests for a course change or a level change as far as possible;
 - c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
 - d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.
- 10.2 When a flight crew informs the delegated ATS unit that they have inadvertently entered a cloud of volcanic ash, the delegated ATS units should:
 - a) Respect measures applicable to an aircraft in an emergency, and;
 - b) Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

11. Interception of civil aircraft

- 11.1 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2- Rules of the Air, Paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 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 to ATS Unit;
- * Set transponder code to A7700, 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 The delegated ATS unit involved in this contingency plan is required to assist any distressed aircraft of which they are aware and which flies over a contingency space.
- 12.2 The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.
- 12.3 Each SAR authority shall assist as necessary its neighbor as requested in their LOA.
Contact details of its SAR Authority are provided in paragraph 15.3 below.

13. PLAN TESTING AND REVIEW

- 13.1 The Plan shall be tested by ATC simulation at least once per year.
- 13.2 A full review shall be conducted at least once per three years.

14. IMPLEMENTATION OF THE PLAN

The provisions of this contingency Plan shall be promulgated by NOTAM to be issued by BURKINA FASO Civil Aviation Authority in coordination with ICAO and the concerned States.

15. ALL CONTINGENCIES UNITS

15.1 CENTRAL COORDINATING COMMITTEE

N°	Member Title	Tél	Email/Fax
1	Director general of civil aviation Authority (ANAC)	+226 77 39 93 50 +226 78 91 95 90	info@anacburkina.org aristide.amoussa@anacburkina.org
2	Airport General Manager	+226 70 22 10 03 +226 78 80 73 39	biki.sat@gmail.com
4	Air Navigation Director of ASECNA (Head quarter)	+221 77 674 27 49 +221 33 869 56 83	Konesid@asecna.org
5	ASECNA REPRESENTATIVE IN BURKINA FASO	+226 72 22 70 78 + 226 70 20 43 62	GOROUErn@asecna.org

ASECNA HEADQUATERS (CRISIS ROOM)		
KONE Sidi (Director of Operations)	+221 77 674 27 49 +221 33 869 56 83	konesid@asecna.org



15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Tél	Email/Fax
1	In charge of aerodrome operations	+226 70 09 28 64	GUIGUEMDEClo@asecna.org
2	In charge of En route control	+226 70 19 09 21	KONKISREJea@asecna.org
3	Meteorological service manager	+226 70 23 49 14	TRAOREBal@asecna.org
4	Maintenance service manager	+226 67 08 26 26	ROAMBAMar@asecna.org
5	Telecommunication service manager	+226 70 33 06 72	BANDEAis@asecna.org
6	Aeronautical service manager	+226 71 91 84 20	GUEBREChe@asecna.org
7	ACC manager	+226 70 26 38 59	KINDOSAid@asecna.org
8	Tower manager	0022667082626	ZIDAAla@asecna.org

15.3 SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Tél	Email/Fax
SRC OUAGADOUGOU	Etat-major général des armées Centre secondaire de recherche et de sauvetage : SAR Focal point	+226 25 41 90 59	divisionoperationsbf@gmail.com Salleops511@gmail.com

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

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

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

Users are advised to circumnavigate OUAGADOUGOU UTA and try to establish contact with the ATS unit responsible for the provision of service as soon as possible.

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

ENR 3.5 OPERATIONS DES ROUTES DIRECTES DANS LA FIR DE ANTANANARIVO
DIRECT ROUTE OPERATIONS WITHIN ANTANANARIVO FIR

<p>I. INTRODUCTION</p> <p>Dans le cadre de l'application de la phase 2 vers la création d'un espace aérien avec des routes libres aux usagers, l'ASECNA met en oeuvre l'autorisation des opérations des routes directes planifiées.</p>	<p>I. INTRODUCTION</p> <p><i>In the framework of the implementation of phase 2 towards the creation of Free Routes Airspace (FRA), ASECNA is implementing the authorisation of planned direct route operations.</i></p>
<p>II. CHAMP D'APPLICATION</p> <p>Les opérations de routes directes sont autorisées dans la FIR d'Antananarivo du niveau de vol 250 et audessus.</p>	<p>II. APPLICABILITY</p> <p><i>Direct route operations are permitted in Antananarivo FIR at flight level 250 and above.</i></p>
<p>III. PROCEDURES GENERALES</p> <p>a) Le trafic sera soumis aux règles d'utilisation de l'espace aérien publiées dans l'ENR 1 de l'AIP ASECNA, et à la disponibilité des points codés à cinq lettres (5LNC) ou NAVAID publiés dans l'ENR 4 et à la structure des routes ATS publiées dans l'ENR 3 ; b) Les usagers sont autorisés à planifier des routes directes en utilisant les points significatifs publiés dans la partie ENR 4.4 de l'AIP ASECNA. c) Tous les points significatifs (5LNC) contenus dans la FIR d'Antananarivo peuvent être utilisés pour constituer un segment de vol direct, d) Les usagers, dans le cadre de la préparation de leur vol sont tenus de mentionner dans le champ 15 du plan de vol déposé le signe "DCT" entre les deux points significatifs qui serviront de base de la route DIRECTE PLANIFIEE. Par Exemple : VOHID DCT BIRAL ; e) La longueur maximale autorisée d'un segment direct est de 200 NM entre deux points significatifs comme le prescrit DOC4444 de l'OACI PANS-ATM f) Une portion de route directe planifiée peut être refusée si elle traverse un espace aérien à statut particulier.</p>	<p>III. GENERAL PROCEDURES</p> <p>a) <i>Traffic will be subject to the general rules published in ASECNA AIP ENR 1, and the availability of five letter code points or NAVAIDs in ENR 4 and the published ATS route structure in ENR 3 ;</i> b) <i>Users are permitted to plan direct routes using the significant points published in ASECNA AIP ENR 4.4.</i> c) <i>All significant points (5LNCs) contained in Antananarivo IFR may be used to constitute a direct flight segment,</i> d) <i>Users, when preparing their flight, are required to enter in field 15 of the filed flight plan the sign "DCT" between the two significant points which will be used as the basis for the PLANNED DIRECT route. For example: VOHID DCT BIRAL;</i> e) <i>The maximum permissible length of a direct segment is 200 NM between two significant points as prescribed in ICAO PANS-ATM DOC4444</i> f) <i>The planned direct route segment may be rejected if the track enters an active restricted area.</i></p>
<p>IV. APPLICATION DCT À LA FRONTIERE DE LA FIR</p>	<p>IV. CROSS BORDER DCT APPLICATION</p>
<p>Les usagers sont informés que le segment de route directe planifié entre la FIR d'Antananarivo et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR adjacente.</p>	<p><i>Users are informed that the planned direct route segment between Antananarivo FIR and an adjacent FIR will only be accepted after coordination and consent of the adjacent FIR.</i></p>
<p>V. POINTS D'ENTREE/SORTIE DE LA FIR D'ANTANANARIVO</p>	<p>V. ANTANANARIVO FIR ENTRY/EXIT POINTS</p>
<p>V.1. Les points de compte-rendu suivants de la limite de la FIR d'Antananarivo :</p> <ul style="list-style-type: none"> • FIR Beira : ETGUN, TETRO, SUNIR, EROPA, EGMAD, NERUL, IXEMA, IMKIB, ETLEG GADNO, ETLOP, ENDEL, SOLAL • FIR Dar Es Salam : KINAN, TABNO • FIR Seychelles : BERIL, ATOLA, NESAM, DENLI, ANKOR, MIROV • FIR Maurice : RUPIG, AMBOD, IBMAT • UTA La Réunion : APKOT, APLEM, UVENA, DOBUT, EGLIP, UNKIK, GERAG, GETIR <p>sont désignés comme points d'entrée/sortie HORIZONTALS.</p> <p>V.2. Tous les vols IFR opérant dans la FIR d'Antananarivo, si le trafic et les restrictions de l'espace aérien le permettent, seront facilités pour suivre la route directe "DCT" des points d'entrée aux points de sortie horizontaux.</p> <p>V.3 Tous les usagers sont tenus de planifier leurs intentions de vol pour l'acheminement direct en conséquence.</p>	<p>V.1. <i>The following reporting points of Antananarivo FIR boundary :</i></p> <ul style="list-style-type: none"> • <i>Beira FIR: ETGUN, TETRO, SUNIR, EROPA, EGMAD, NERUL, IXEMA, IMKIB, ETLEG, GADNO, ETLOP, ENDEL, SOLAL</i> • <i>Dar Es Salam FIR: KINAN, TABNO</i> • <i>Seychelles FIR: BERIL, ATOLA, NESAM, DENLI, ANKOR, MIROV</i> • <i>Mauritius FIR: RUPIG, AMBOD, IBMAT</i> • <i>La Réunion UTA : APKOT, APLEM, UVENA, DOBUT, EGLIP, UNKIK, GERAG, GETIR</i> <p><i>are designated as HORIZONTAL entry/exit points.</i></p> <p>V.2. <i>All IFR flights operating within Antananarivo FIR, if traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points.</i></p> <p>V.3. <i>All users are required to plan their flight intentions for direct routing accordingly.</i></p>
<p>VI. EQUIPEMENT DES AERONEFS</p>	<p>VI. AIRCRAFT EQUIPMENT</p>

Pour pouvoir opérer sur des routes directes, les aéronefs doivent être équipés de TCAS 2 version 7.1, du transpondeur Mode S et de l'ADS-B-Out (DO260A /260B), ou de l'ADS-C et du CPDLC. Les aéronefs non équipés doivent uniquement utiliser le réseau de routes publié

In order to operate under Direct Route Operations, aircraft must be equipped with TCAS 2 version 7.1, Mode S Transponder and ADS-B-Out (DO260A /260B) or ADS-C and CPDLC. Aircraft that are not equipped shall only use the published route network.

VII. INFORMATIONS SUPPLEMENTAIRES

VII. FURTHER INFORMATION

Toute question et assistance doivent être adressées à atmfmnm@asecna.org.

Any questions and assistance should be directed to atmfmnm@asecna.org.

**ENR 3.5.2 PLAN DE CONTINGENCE ATM DE LA FIR ANTANANARIVO
ENR 3.5.2 ATM contingency plan for ANTANANARIVO FIR**

FOREWORD

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

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

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

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

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

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

I. OBJECTIVE

- 1.1 This Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Antananarivo FIR in accordance with ICAO Annex 11 – Air Traffic Services, Chapter 2, Section 2.30. The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Antananarivo FIR.
- 1.2 This Contingency Plan does not address arrangements for aircraft arriving and departing at airports within Madagascar, or for domestic flight operations within the territory of Madagascar.

2. STATES AND FLIGHT INFORMATION REGIONS AFFECTED

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

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

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

3. MANAGEMENT OF THE CONTINGENCY PLAN

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



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



Central Coordinating Committee

- 3.3 Whenever circumstances permit, as soon as practicable in advance of, or after a contingency event has occurred, the Project Coordinator of ASECNA shall convene the Central Coordinating Committee (CCC) comprising representatives from:
- 1) The Civil Aviation Authority (ACM);
 - 2) ICAO ESAF Regional Office;
 - 3) ATS providers within Antananarivo FIR;
 - 4) Representative from the airlines;
 - 5) Other UN agencies and stakeholders considered necessary.
- 3.4 The Central Coordinating Committee (CCC) shall oversee the conduct of the Contingency Plan and in the event that the Antananarivo ACC premises are out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Antananarivo ACC at the Temporary Moroni APP and the restoration of ATS services. The terms of reference for the CCC will be determined by the Civil Aviation Authority of Madagascar (ACM) in consultation with applicable stakeholders and will be updated periodically and circulated to members of the CCC.
- 3.5 Contact details of the CCC members are provided in Appendix B to this document.

Antananarivo ATM Operational Contingency Group

- 3.6 The Antananarivo ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include specialized personnel from the following disciplines:
- Air traffic services (ATS)
 - Aeronautical telecommunication (COM)
 - Aeronautical meteorology (MET)
 - Aeronautical information services (AIS)
 - Communication, navigation and surveillance (CNS)
- The tasks of the AOCG shall include taking the following action:
- i. review and update of the Antananarivo Contingency Plan as required;
 - i. keep up to date at all times of the contingency situation;
 - i. organize contingency teams in each of the specialized areas;
 - i. keep in contact with and update the ICAO ESAF Regional Office, operators and the IATA Regional Office;
 - i. exchange up-to-date information with the adjacent ATS and ATS providers within the Antananarivo FIR authorities concerned to coordinate contingency activities;
 - i. notify the designated ATM organizations in Tanzania, Mozambique, Seychelles, Mauritius, Comoros, La Reunion and South Africa of the contingency situation sufficiently in advance and/or as soon as practical thereafter; and
 - i. issue NOTAMs according to the corresponding contingency situation related to this plan or as otherwise required. If the situation is foreseeable sufficiently in advance, a NOTAM will be issued at least 48 hours in advance.

4. CONTINGENCY ROUTES STRUCTURE

4.1 PROCEDURES FOR ATS UNITS

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

- 4.2 The contingency route structure for international flights is detailed in Appendix C to this document. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds formation.
- 4.3 In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the CCC.;
- 4.4 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc), shall be afforded priority for levels starting from FL290 and above
- 4.5 International and domestic operators affected by the suspension of all operations from major airports in Madagascar will be notified by civil aviation authority of Madagascar (ACM) when operations may be resumed, and flight planning information will be made available pertaining to those airports.



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

5 AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

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

- 5.1 During the contingency critical period, air traffic services (ATS), including air traffic control (ATC) may not be available, particularly with regard to availability of communications and surveillance services. In cases where such services are not available, a NOTAM will be issued by ASECNA or adjacent ACCs, providing the relevant information, including an expected date and time of resumption of services. The Contingency Plan provides for limited flight information and alerting services to be provided by adjacent ACCs.
- 5.2 Flight information service (FIS) and flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs. A chart depicting the airspace arrangement is provided in Appendix D to this document.
- 5.3 The primary means of air-ground communication will be by HF radio except for aircraft operating automatic dependent surveillance (ADS) and controller/pilot data link communication (CPDLC) systems where this has been established and is fully operational. Where CPDLC has been established, this will become the primary means of communication, with HF as secondary. In the case of automatic position reporting, this will replace voice position reporting and CPDLC and/or HF will become the secondary means of communication.

ATS Responsibilities

- 5.4 During the early stages of a contingency event, the Antananarivo ACC may become overloaded which may require tactical action to be taken in order to re-route aircraft on alternative routes that are not included in this Plan.
- 5.5 In the event that ATS cannot be provided in the Antananarivo FIR, a NOTAM shall be issued indicating the following, as a minimum requirement:
- a) time and date of the beginning of the contingency measures;
 - b) airspace available for landing and overflying traffic and airspace to be avoided;
 - c) details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS) including an expected date of restoration of services if available;
 - d) flight level allocation scheme (FLAS) if different from those defined in Appendix C and D to this document;
 - e) information on the provisions made for alternative services;
 - f) any changes to the ATS contingency routes contained in this Plan;
 - g) any special procedures to be followed by neighbouring ATS units not covered by this Plan;
 - h) any special procedures to be followed by pilots; and
 - i) any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 5.6 In the event that the Antananarivo International NOTAM Office is unable to issue the NOTAM, the (alternate) International NOTAM Office at Dakar and/or Brazzaville will take action to issue the NOTAM pertaining to the closure of airspace upon notification by ASECNA or ICAO ESAF Regional Office. Sample NOTAMs are at Appendix E

Aircraft Separation

- 5.7 Aircraft separation criteria will be applied in accordance with the Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, Doc 4444), the Regional Supplementary Procedures (Doc 7030) and the RAM 7.07 volume 3.
- 5.8 The minimum longitudinal separation applicable will be 15 minutes.
- 5.9 The route structure provides for a minimum lateral separation of 50 nautical miles. In cases where this is, and for crossing routes, standard vertical separation shall be applied between all aircraft transiting the Antananarivo FIR.

Flight level restrictions

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

Operational restrictions.

- 5.11 VFR flights shall not operate in the Antananarivo FIR if there are extensive disruptions to ATS facilities, except in special cases such as State aircraft, MEDEVAC flights, and any other essential flights authorized by the Civil Aviation Authority of Madagascar (ACM).
- 5.12 IFR General Aviation flights will receive a lower priority than all other flights and may be suspended depending on circumstances.
- 5.13 IFR commercial flights will receive a high priority together with State and MEDEVAC flights

Other measures

- 5.14 Other measures related to the limited availability of airspace and the implementation of the contingency scheme within the Antananarivo FIR may be taken as follows:
- 5.14.1 Suspension of all VFR operations;



5.14.2 Delay or suspension of general aviation IFR operations; and

5.14.3 Delay or suspension of commercial IFR operations.

Aircraft position reporting

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

Procedures to be followed by Antananarivo ACC and adjacent ATS Units

- 5.16 Antananarivo ACC and adjacent ATS units will follow their emergency operating procedures and activate the appropriate level of contingency procedures in line with operational Letters of Agreement. These procedures shall include the following:
- a) the Antananarivo ACC, on determining that air traffic services may be reduced due to a contingency event, will inform pilots accordingly. In the event of incapacitation of the operations room/building, the appropriate emergency procedures will apply and time permitting, controllers will make an emergency evacuation transmission on the radio frequency or frequencies in use providing pilots with alternate means of communication;
 - b) during the period when the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Antananarivo ACC via the AFTN using normal procedures;
 - c) on notification of a contingency situation by Civil Aviation Authority of Madagascar (ACM), ICAO or the appropriate alternate authority of an adjacent FIR, the ATS authorities operating the ACCs of the adjacent FIRs will activate the contingency procedures in accordance with their respective Letters of Agreement.
 - d) the adjacent ACCs responsible for aircraft entering and transiting the Antananarivo FIR must communicate to concerned ATS units not less than 30 minutes beforehand, the estimated time over the Antananarivo FIR boundary entry points;
 - e) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR will instruct pilots to maintain the last flight level assigned and speed (Mach number technique if applicable) or as per flight level scheme allocation in force while overflying the Antananarivo FIR;
 - f) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR will not authorize any change in flight level or speed (Mach number technique, if applicable) later than 10 minutes before the aircraft enters the Antananarivo FIR, except in the case specified in (h) below;
 - g) the adjacent ACCs responsible for aircraft entering the Antananarivo FIR will inform all aircraft, prior to entering the Antananarivo FIR, that they must communicate with the next (downstream) ATC unit at least 10 minutes before the estimated time over the Antananarivo FIR boundary exit points, or as may be agreed by the accepting ATS unit downstream; and
 - h) operators may also choose to route around the Antananarivo FIR, and the controlling authorities of the neighboring FIRs concerned will provide alternative contingency routes as appropriate.

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

Transition to contingency scheme

- 5.17 During times of uncertainty (severe weather, volcanic ash, reported seismic activity, etc) when airspace closure seems most likely, aircraft operators should be prepared for a possible change in routing while en-route, familiarization with the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by Antananarivo via NOTAM or other form of aeronautical information.
- 5.18 In the event of airspace closure that has not been promulgated, Antananarivo ACC and adjacent ATS units should, to the extent possible, broadcast to all aircraft under their jurisdiction, what airspace is being closed and to standby for further instructions.
- 5.19 If circumstances lead to the closure of the Antananarivo FIR and no contingency routes are available throughout that FIR, aircraft will be required to route around the Antananarivo FIR. As much warning as possible will be provided by ASECNA in the event of the complete closure of Antananarivo FIR.

Adjustment of Coordination Requirements

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

6. PUBLIC HEALTH EMERGENCIES

- 6.1 In the event of a Public Health Emergency, such as disease outbreak, ATC should verify procedures to be followed related to the specific emergency as provided by the Ministry of Health in collaboration with the civil aviation authority (ACM) and should advise the operators as soon as practicable. (CF. APPENDIX H)
- 6.2 ATC should also ensure that contact details relating to the Focal Points of Contact for specific outbreaks are updated regularly.
- 6.3 Should a Public Health Emergency necessitate the closure of the Antananarivo FIR and its aerodromes, then specific procedures to be followed will be published by NOTAM.

7. VOLCANIC ASH CONTINGENCY PLAN (VACP)

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



8. PILOT AND OPERATOR PROCEDURES**Filing of flight plans**

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

Overflight approval

- 8.2 In a contingency situation, flights may be re-routed at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain overflight approval. However, the current requirements and procedures for overflight approval of the Antananarivo FIR as provided by the concerned Civil Aviation Authorities (ACM) shall continue to be applicable.
- 8.3 With regard to other FIRs, aircraft operators are to obtain overflight approval from States responsible for such airspaces in accordance with the procedures and requirements of such States.
- 8.4 Coordination for special arrangements to expedite flight approvals for aircraft transiting the Antananarivo FIR in a contingency situation may be coordinated with Antananarivo ACC and adjacent ATS units on a case by case basis, as addressed in the Letters of Agreement.
Aircraft operators should note however that overflight approval remains the responsibility of the State whose territory is to be overflown.

Pilot operating procedures

- 8.5 Aircraft overflying the Antananarivo FIR shall follow the following procedures:
- all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme (FLAS) applicable to the route(s) being flown as specified in Appendix C to this document;
 - flights are to file flight plans using the Contingency Routes specified in Appendix C to this document, according to their airport of origin, routing and destination;
 - pilots are to keep a continuous watch on the specified contingency radio frequencies as specified in the Letters of Agreement and transmit position information and estimates in accordance with normal ATC position reporting procedures using the English language;
 - pilots are to maintain during their entire flight time within Antananarivo FIR, the flight level last assigned by the last ACC or ATS unit responsible for the provision of ATC service, prior to the aircraft entering the Antananarivo FIR. In the event that the last assigned flight level does not correspond to the flight level allocation scheme (FLAS) applicable to the Antananarivo Contingency Plan, the pilot should establish contact with the ATS unit responsible for the provision of service to clarify, and if unable, shall adjust to the FLAS as soon as possible once in the contingency airspace. The pilot shall, under no circumstances, change this level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;
 - aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Antananarivo FIR or as otherwise instructed by the appropriate ATC unit in accordance with the Letters of Agreement;
 - pilots are to include in their last position report prior to entering the Antananarivo FIR, the estimated time over the entry point of the Antananarivo FIR and the estimated time of arrival over the relevant exit points of the Antananarivo FIR;
 - pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over the FIR boundary exit points of Antananarivo FIR;
 - whenever in-flight emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Antananarivo FIR, pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the Antananarivo FIR, to immediately inform the ACC responsible for that airspace. Pilots are to make blind transmissions on 121.5 Mhz and 126.9 Mhz of the relevant emergency level change message, indicating the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);
 - recognizant of the fact that not all operational circumstances can be addressed by this Contingency Plan, pilots are to maintain a high level of alertness when operating in the Antananarivo contingency airspace and take appropriate action to ensure safety of flight; and
 - Pilots should maintain continuous listening watch on VHF emergency frequency 121.5 MHz and IFBP frequency 126.9 MHz at all times when operating in the Antananarivo contingency airspace.

Interception of civil aircraft

- 8.6 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 to the Chicago Convention –Rules of the Air, paragraph 3.8 and Appendix 2 or RAM 7.07 volume 1 paragraph 3.8 Appendix 2.
- 8.7 Should conditions prevailing in the airspace over the territory and territorial waters of Madagascar during contingency period result in the interception of civil aircraft by military aircraft, the pilot shall immediately take the following action:
- follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
 - notify, if possible, the appropriate air traffic services unit;
 - attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight. If no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;



- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit;
- f) if any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals or by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual or radio instructions given by the intercepting aircraft.

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

9. COMMUNICATION PROCEDURES

Procedures for Reduced/Loss of Radio Communication

- 9.1 When operating within the contingency airspace of Antananarivo FIR, pilots should use normal radio communication procedures where ATS services are available or as otherwise notified by NOTAM.
- 9.2 If communication is lost on the normal ATS frequencies allocated, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate handover frequency. It should be expected that loss of communication may be temporary. As such, if following the loss of communication pilots are still unable to establish two-way radio communication on other frequencies, pilots should consider periodic attempts on the frequency on which two-way radio communication was lost. In any case, in the absence of two-way communication with ATC, pilots should continue to make routine position reports on the appropriate frequencies, and broadcast positions on the specified contingency frequencies.

Communication frequencies

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

10. AERONAUTICAL INFORMATION SUPPORT SERVICES

Aeronautical Support Information Services (AIS)

- 10.1 NOTAM services will be used optimally to mitigate against loss of radio and other forms of communication in Antananarivo FIR. NOTAMs will be used as necessary to support coordination and operational procedures that would be established before, during and after any contingency phase.
- 10.2 In the event of unavailability of AIS services for Antananarivo, NOTAM services will be provided by Dakar NOTAM services or Brazzaville NOTAM services.

Meteorological Services (MET)

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

11. SEARCH AND RESCUE

Notification and Coordination

- 11.1 The SAR operation responsible for the Antananarivo SRR is:
- 11.2 Name: Joint Rescue Coordination Centre Antananarivo (JRCC ANTANANARIVO)
Address: JRCC Antananarivo BP: D – Ivato Aéroport
Tel/Inmarsat : + (261) 34 13 742 47, +(261).32.11.257.43 / NIL
Fax: NIL
AFTN: FMMIYCYX
E-mail: jrccmadivato@gmail.com
- 11.3 The SAR Point of Contact (SPOC) is:
Name: Joint Rescue Coordination Centre Antananarivo (JRCC ANTANANARIVO)
Address: JRCC Antananarivo BP: D – Ivato Aéroport
Tel/Inmarsat : +(261) 34 13 742 47, +(261) 32 11 257 43 / NIL
Fax: NIL AFTN: FMMIYCYX
E-mail: jrccmadivato@gmail.com
- 11.4 In the event that the JRCC Antananarivo is not available to coordinate a given SAR operation, coordination for special arrangements to coordinate SAR Operation in the Antananarivo SRR in a contingency situation may be coordinated with JRCC Antananarivo and adjacent RSCs and/or RCCs units on a case by case basis, as addressed in the SAR Letters of Agreement. The responsibility for coordination will be undertaken by The Civil Aviation Authority of Madagascar (ACM), in close coordination with the ICAO ESAF Regional Office in Nairobi.

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

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

- a) Closely monitor the situation and coordinate with all affected States and organizations including the IATA Regional Office, so as to ensure to the extend practical the continuity of air navigation and the provision of air navigation services to international air traffic in the AFI Region area of accreditation;
- b) Note any incidents reported and provide support to Antananarivo in taking appropriate action;



- c) Provide assistance as necessary on any issues with the Civil Aviation Administrations involved with and supporting the Antananarivo Contingency Plan; and
- d) Keep the President of the Council of ICAO, the Secretary General, Director Air Navigation Bureau, and Chief Air Traffic Management in Montreal continuously informed on developments, including activation and termination of the Antananarivo Contingency Plan.



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

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

APPENDIX B : Contact details of the CCC members

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



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

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

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

FROM NORTH EAST AFRICA TO FMEE OR INDIAN OCEAN	TABNO OR ANOTHER WAYPOINT-DCT-BIRAL -DCT- IXEBU-(UN304)	CAR...	FPL FL	AS PER LOP	HTDC/FMEE/FSSS
FROM NORTH EAST AFRICA TO FIMP OR INDIAN OCEAN	TABNO OR ANOTHER WAYPOINT-DCT-BIRAL -DCT-IXEBU-TSARA-(U A665)	CAR...	FPL FL	AS PER LOP	HTDC/FIMM/FSSS
FROM EAST AFRICA TO SOUTH EAST OF INDIAN OCEAN	ANY ENTRY POINT-DCT-KEDOM-DC T-AXOTA-DCT-GETIR OR GERAG	CAR...	FPL FL	AS PER LOP	FQBE/FMEE/FIMM

APPENDIX D : Graphical Representation OF ATS CONTINGENCY Routes

See AIP CHART

APPENDIX E : SAMPLE NOTAMS

ANTANANARIVO FIR CONTINGENCY NOTAM

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

Axxxx/YY NOTAMN

Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999

A) FMMM

B) [Effective date]

C) [End date]

E) AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL FLIGHTS SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HERE BELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS, LA REUNION AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR1 (UA401) (insert description)

B) CR2 (UB790) (insert description)

C)...

PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

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

Axxxx/YY NOTAMN

Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999

A) FMMM

B) [Effective date]

C) [End date]

E) SOUTHERN AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL FLIGHTS SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR1 (UA401) (insert description)

B) CR2 (UB790) (insert description)

C)...

PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

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

Axxxx/YY NOTAMN

Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999

A) FMMM

B) [Effective date]

C) [End date]

E) AIRSPACE SOUTH OF LATITUDE 18 50 00S UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL AIRCRAFT SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR...

B) CR...

PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.



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

Axxxx/YY NOTAMN

Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999

A) FMMM

B) [Effective date]

C) [End date]

E) NORTHERN AIRSPACE UNAVAILABLE WITHIN THE ANTANANARIVO FLIGHT INFORMATION REGION. ALL AIRCRAFT SHALL COMPLY WITH THE REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES AS DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR...

B) CR...

PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

SCENARIO 5: UNAVAILABILITY OF ATS IN ANTANANARIVO FIR

Axxxx/YY NOTAMN

Q) FMMM/QPCCA/IV/NBO/AE/000/999/1848S04731E999

A) FMMM

B) [Effective date]

C) [End date]

E) ANTANANARIVO FIC TEMPORARILY UNABLE TO PROVIDE AIR TRAFFIC SERVICE IN THE ENTIRE AIRSPACE WITHIN THE ANTANANARIVO FIR. ALL AIRCRAFT SHALL CONTACT MORONI APPROACH ON FREQUENCY 8879 KHZ AND COMPLY WITH REQUIREMENT TO SELECT SPECIFIC CONTINGENCY ROUTES AND FLIGHT LEVELS APPLICABLE TO THE CONTINGENCY ROUTES IN ACCORDANCE WITH THE FLIGHT LEVEL ALLOCATION SCHEME (FLAS) DETAILED HEREBELOW. ADJACENT AREA CONTROL CENTRES OF DAR ES SALAAM, BEIRA, SEYCHELLES, MAURITIUS AND JOHANNESBURG WILL ALLOCATE ONLY THE CONTINGENCY ROUTES AND FLIGHT LEVELS SPECIFIED AS FOLLOWS:

A) CR...

B) CR...

PILOTS WHO HAVE BEEN ASSIGNED WITH A FLIGHT LEVEL NOT IN ACCORDANCE WITH THE FLAS, SHOULD TRY TO ESTABLISH CONTACT WITH THE ATS UNIT RESPONSIBLE FOR THE PROVISION OF SERVICE TO CLARIFY, AND IF UNABLE, ADJUST TO THE FLAS AS SOON AS POSSIBLE ONCE IN THE CONTINGENCY AIRSPACE.

APPENDIX F List of Frequencies to be used

A list of frequencies to be used for the contingency routes or the Antananarivo FIR is as follows:

Antananarivo Flight Information Centre (ACC)

a) Day: HF 8879 Khz or 5634 Khz ; VHF 128.9MHz

b) Night: HF 3476 Khz or 8879 Khz or 5634 Khz ; VHF 128.9MHz

Moroni Approach (During time of unavailability ATS services of Antananarivo ACC)

a) 8879KHz



APPENDIX G Volcanic Ash Contingency Plan (VACP)

1. AIR TRAFFIC CONTROL PROCEDURES

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

- a) Relay all available information immediately to pilots whose aircraft could be affected to ensure that they are aware of the horizontal and vertical extent of the ash contamination;
- b) Advise the meteorological services if the information is issued by other unit or services;
- c) If requested, suggest appropriate rerouting to assist flights to avoid areas of known or forecast ash contamination;
- d) When appropriate, remind pilots that volcanic ash cannot be detected by ATC radar systems;
- e) Normally, ATC will not initiate a clearance through a danger area during the 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;
- f) Assistance to enable an aircraft to exit a danger area in the most expeditious and appropriate manner should be provided; and
- g) If the ACC has been advised by an aircraft that it has entered an area of ash contamination and indicated that a distress situation exists, consider the aircraft to be in an emergency situation and
 - i) do not initiate any climb clearances to turbine-powered aircraft until the aircraft has exited the area of ash contamination; and
 - ii) do not attempt to provide vectors without pilot concurrence
- h) Solicit pilot reports for the characteristic of the ash cloud including cloud base, top, layers and the presence of sulphur, file "VAR model" AIREPs and transmit it to the Met unit;
- i) Relay all necessary and required information immediately to pilots permitting them to make appropriate and efficient decision according to the hazard in the defined area;
- j) immediately notify the concerned ATS units by the hazard, about the location and the size of the danger area. Route clearances or amended route clearances (for prior coordinated aircraft) shall be issued by arrangement in order to avoid flight through the danger area. If necessary, ATFM can be set between adjacent ATS units.

The recommended escape manoeuvre for an aircraft 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.

2. PRE-ERUPTION PHASE

a. METEOROLOGICAL SERVICES ACTIONS DURING PRE-ERUPTION PHASE

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

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

b. ADJACENT ATS units ACTIONS DURING PRE-ERUPTION PHASE

Adjacent ATS units will when advised,

- i) Initiate plotting of the affected area;
- ii) If one or more routes are affected by the danger area, suggest reroutings to the affected aircraft onto routes of the danger area;
- iii) Maintain close liaison with the Antananarivo ACC and the affected adjacent ATS units in order to exchange information for a collective decision making if necessary.

3. ERUPTION PHASE

A. ORIGINATING ACC ACTIONS DURING ERUPTION PHASE

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

- i) ensure that a NOTAM is originated to define a danger area delineated cautiously so as to encompass a volume of airspace in accordance with the limited information available. In determining the area, information on upper winds should be taken into account, 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.
- ii) Maintain close liaison with the met services, who should issue appropriate MET message in accordance with Annex 3;
- iii) Based on these forecasts and in cooperation with aircraft operators and the Area Control Centre using the CDM (Collaborative Decision Making) process, ATFM measures should be devised and updated when necessary to ensure safety of flight operations.



- iv) Ensure that reported differences between published information and observations (pilot reports, airborne measurements, etc.) are forwarded as soon possible to the appropriate authorities to ensure its dissemination to all concerned.
- v) Begin planning for the ongoing eruption phase in conjunction with the aircraft operators, the appropriate ATFM unit and ACCs concerned.
- vi) Should significant reductions in intensity of volcanic activity take place during this phase and the airspace no longer is contained by volcanic ash , appropriate AIS messages should be issued in accordance with Annex 15 .

B. ADJACENT ACC ACTIONS DURING ERUPTION PHASE

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

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

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

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

Appendix H : INSTRUCTIONS IN CASE OF EPIDEMIC OR PANDEMIC DISEASE

I. In flight and before landing

Crew members of international flights to Madagascar are requested to:

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

advise and urge passengers to :

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

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

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

II. After landing at the tarmac:

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

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

- All details of the clinical signs and the measures taken in case of a suspected situation;
- The flight trip (country or airport of departure, country and / or airport (s) of transit).
- give advice of "no objection" on the disembarkation of the passengers, the luggage, cleaning and emptying of the aircraft operations...
- disembark suspected passenger at the last time following a special circuit towards the CSF isolation center.

III. At the desk and "box" health control

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

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

After the load-off the suspected passenger

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



Once in the isolation room

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

PAGE LAISSÉE INTENTIONNELLEMENT VIDE



MADAGASCAR CONTINGENCY ROUTES PLAN

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

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

OBSERVATIONS :

EFFECTIVE DATE : 03 NOVEMBRE 2022

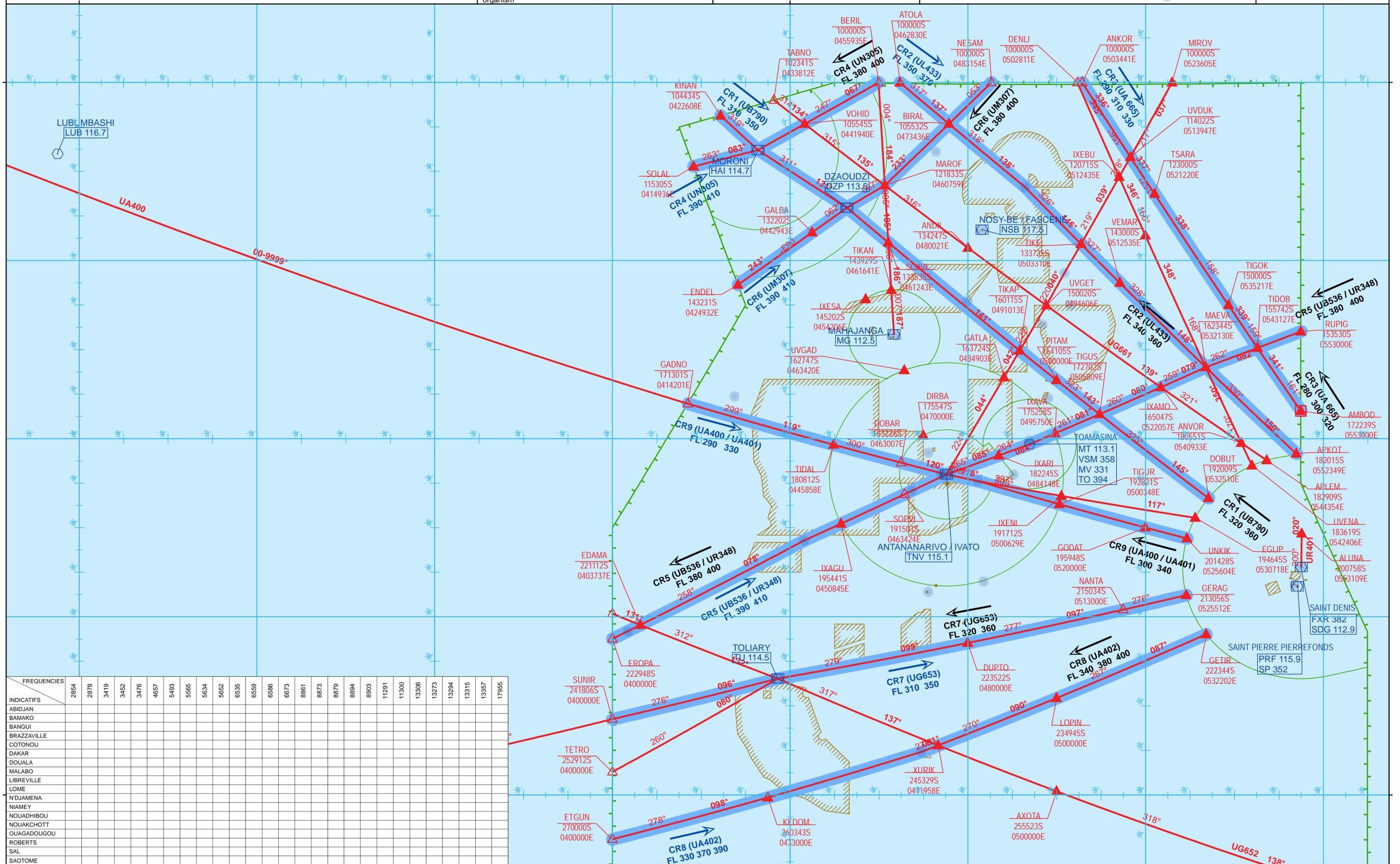
(120.5) VHF ACC Frequency
 FL 245 Upper Limit
 LL FL 245 Upper/Lower Limit

Bearing in Magnetic Degrees.
 Distance in Nautical Miles.
 Isogonic Lines : 2020
 Scale : 1:5.000.000 on equator

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

ATSMET mandatory report
 ATS mandatory report
 ATS non mandatory report
 VOR-DME
 VOR
 NDB

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



FREQUENCIES	2854	2878	3419	3452	3476	4657	5483	5565	5634	5652	6535	6559	6586	6673	8861	8873	8879	8894	8903	11281	11300	13306	13273	13284	13315	13357	17955	
INDICATIFS																												
ABIDJAN																												
BAMAKO																												
BANGUI																												
BRAZZAVILLE																												
COTONOU																												
DAKAR																												
DOUALA																												
MALABO																												
LIBREVILLE																												
LOME																												
N'DJAMENA																												
NIAMEY																												
NOUADHIBOU																												
NOUAKHOTT																												
OUAGADOUGOU																												
ROBERTS																												
SAL																												
SAOTOME																												

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

ENR 4.4 INDICATIFS CODES DES POINTS SIGNIFICATIFS
NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3	INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
ABALA	16°03'00"N 004°35'00"E	NIAMEY vers ARLIT	AMPAT	13°43'31.93"N 008°46'14.62"E	IAF ZINDER RNP RWY 05
ABAVO	04°26'24"N 018°46'48"E	UT139	AMPEK	12°14'58.57"N 001°42'14.25"W	OUAGADOUGOU IAF
ABBIS	11°59'54"N 015°33'48"W	B600 ABM BISSAU - 061° de BISSAU VOR (BIS)	AMPER	05°00'00"N 026°24'12"E	UG862
ABEPI	14°22'16.11"N 020°30'43.91"E	UG655 - UM863	AMPIL	03°09'01"N 014°10'14"E	UL434 - UG727
ABIPO	06°07'45.11"N 006°17'26.27"W	UV207	AMPOX	02°54'48"N 001°18'42"E	
ABNEB	20°05'37.79"N 000°48'53.82"E	IAF/IF TESSALIT	AMPUS	03°55'03.80"N 008°51'14.40"E	MALABO IAF/IF
ABOXO	13°54'06.75"N 019°19'35.75"E	UM214 - UM863	AMREN	06°10'56"N 016°39'24"E	UG624 - UM731 Brazzaville FIR (Central African Republic)
ADOKO	20°02'02.05"N 000°52'36.15"E	IAF/IF TESSALIT	AMSAB	00°53'57.10"S 008°40'40.40"E	IAF VOR Z RWY 02
AGRAP	11°55'25.77"S 043°16'34.94"E	IAF MORONI	AMSAT	09°00'00"N 002°39'51"W	G859/UG859 T/R Limite FIR ACCRA/FIR DAKAR (Secteur d'ABIDJAN)
AGRIL	14°53'52.55"N 017°52'45.18"W		AMSEN	22°00'00"N 006°07'02"W	UR866
AGROB	18°13'27.18"N 016°13'54.73"W	IAF NOUAKCHOTT OUMTOUNSY	AMSEP	18°15'59.50"N 015°48'35"W	NOUAKCHOTT IAWP
AGROD	08°00'00"N 012°24'04"E	G857 T/R Limite FIR N'DJAMENA /FIR BRAZZAVILLE	AMSIK	01°13'01"S 016°50'56"E	UM998 BRAZZAVILLE/KINSHASA
AGROL	09°45'02.99"N 013°18'07.12"E		AMSIL	08°46'05"N 000°47'00"E	UM566 - UB726
AGRUB	00°25'49"N 008°05'00"E	A616/UA616 Limite TMA LIBREVILLE et TMA SAO-TOME	AMSOM	06°34'54"N 001°05'32"E	TMA LOMÉ
AGSES	15°28'36.79"S 046°44'09.03"E		AMSUD	01°43'05.50"N 009°41'37.30"E	BATA IAF
AGSIM	00°08'24"S 007°56'40"E	UG625	AMTES	20°05'00"N 002°22'00"E	B726 T/R Limite FIR ALGER/FIR NIAMEY
AGSOL	14°44'59.42"N 017°02'57.69"W		AMTIM	12°28'23.71"N 016°56'48"W	
AGSUD	07°11'21.50"N 007°47'31.80"W	MAN IAF	ANDIL	13°42'47"S 048°00'22"E	UG661
AGTEN	00°51'55.50"N 009°30'36.50"E		ANIPA	04°49'09"N 017°28'29"E	UT475 - UQ583
AGTIR	01°06'34.18"N 012°28'31.03"E	UQ582 - UR986	ANITI	14°44'41.40"N 017°28'29.20"W	UA302 - UQ596 - B600/UB600 - A601/UA601/UB601 - UM725 - UM974 - R975/UR975 - R976/UR976 - UR979 UA302 - UA601 - UB600 - UB601 - UR975 - UR976 - UR 979
AGTOM	01°57'11.96"N 018°05'21.62"E	UT419			
AKBOR	00°25'19.17"S 007°16'52.74"E	UA400 - UG625 Brazzaville FIR - Congo	ANIXA	11°00'20"N 005°22'26"W	G854/UG854 T/R TMA BAMAKO/ TMA BOBO-DIOULASSO
AKDAD	18°29'19.90"N 016°05'55.80"W		ANJON	12°07'55.30"S 044°25'42.91"E	
AKDAK	10°21'00"N 015°36'00"W	UG853	ANKOR	10°00'00"S 050°34'42"E	UA665
AKDEK	20°27'07.24"N 001°04'40.45"E	IAF/IF TESSALIT	ANOBO	01°25'28"S 005°37'30"E	ANNONBON AD
AKLIX	16°19'59.70"N 000°09'48.22"E	IAF/IF GAO	ANOMO	09°21'04.62"N 005°45'31.21"W	KORHOGO IAF
			ANOPO	04°41'48.39"N 006°50'49.12"W	SAN PEDRO IAF
AKMEL	04°35'20.60"N 018°28'12.20"E	BANGUI IF	ANOSI	18°50'10.80"S 047°44'39.90"E	ANTANANARIVO IAF
AKMUT	03°47'14.99"N 011°08'29.49"E		ANPIR	05°49'54"S 016°44'00"W	
AKRAN	05°49'54"S 016°44'00"W		ANTAN	15°34'27.01"S 046°06'57.70"E	
ALUNA	20°07'58.10"S 055°31'10"E	UA400 - UR401	ANTIR	21°14'30.40"S 055°12'14.20"E	
AMBOD	17°22'39"S 055°30'00"E	UA665/UM665F	ANTOL	19°49'51.30"S 053°05'42.30"E	
AMDAL	05°29'29.77"N 003°56'21.69"W	WPT 06AD2-DIAP-STAR-RNP21	ANUKI	05°09'23.76"N 024°27'26.74"E	UT325 - UT419
AMDEX	06°59'44"N 005°10'16.60"W	YAMOOUSSOUKRO IAF	ANUMU	15°44'01.41"N 008°10'04.78"W	UM122 - UG615 - UR977 Dakar FIR (Mauritania)
AMDIR	19°03'24"N 014°47'07"E	A403/UA403 ABM DIRKOU VOR (DIR)	ANURO	17°56'26.80"N 016°04'35.10"W	
AMDOL	14°21'12"N 026°21'30"W	UN866	ANUSA	09°29'05.50"N 007°46'20.60"W	ODIENNE IAF
AMGIR	14°39'00.49"N 003°55'34.65"W	IAF/IF MOPTI	ANUVO	07°50'59"N 002°48'04"W	UP685
AMGOR	16°53'34.14"N 007°48'36.99"E	IAF AGADEZ RNP RWY 07L	ANVOR	18°05'51"S 054°09'34"E	UN304 - UG661
AMKOT	13°28'36.62"N 002°00'04.32"E	NIAMEY IAF	APATA	09°24'21.98"N 013°09'14.67"E	GAROUA IAF
AMLIX	11°43'50.55"N 015°49'03.23"W	GUINEA-BISSAU	APAXO	02°05'00.10"N 009°53'45.50"E	BATA IF
AMPAS	06°40'00"N 007°49'00"W	UV207/V207			

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
APDEK	13°27'40.94"S 048°10'18.64"E	IAF/IF NOSY-BE (FMNN) RNP - RWY 05
APDEN	25°14'26.33"S 046°40'04.83"E	WAYPOINT FMSD IAC RNP08
APELU	18°18'26.02"S 049°24'54.47"E	
APEMI	04°19'36"S 011°38'53"E	UY339 - UR987
APERA	13°28'54.16"N 006°55'47.10"E	IAF IF MARADI
APERO	16°15'00"N 002°16'20"E	B726 T/R Limite TMA NIAMEY
APKOT	18°20'15.40"S 055°23'49.80"E	UL433
APLEM	18°29'10"S 054°43'54"E	UG661
APMAS	12°40'08.30"S 045°02'58.30"E	
APONO	04°01'23"N 011°36'21.60"E	YAOUNDE Ns. IAF
APONU	05°26'50.80"N 003°50'56.70"W	ABIDJAN IAF
APOPA	01°35'00"N 009°42'42"E	UQ583 - G857/UG857 Limite TMA LIBREVILLE
APOXI	12°20'20.08"N 015°07'37.54"E	N'DJAMENA IAF
APSOM	03°21'53.98"S 009°21'33.53"E	UA400 - UQ562 UIR BRAZZAVILLE CONGO
APTAL	00°21'32.93"S 010°26'23.02"E	G856 Brazzaville FIR (Congo)
APTEX	14°15'24"N 013°01'58"E	UG622 - UG727
APTON	04°14'13.30"S 015°27'02"E	IAF BRAZZAVILLE
APTON	14°34'42"N 017°27'25.70"W	DAKAR IAF
APTOS	07°02'24.09"N 015°45'45.64"E	UQ584 - UG624
ARAKI	05°18'00"S 010°44'00"E	A400/UA400 T/R limite FIR BRAZZAVILLE/FIR LUANDA
ARAMO	11°35'09"N 004°19'56"W	
ARASI	01°48'02.38"N 010°16'38.54"E	H455/UH455 - UQ583 - UG861 T/C Limite TMA DOUALA/LIBREVILLE
ARASO	02°00'00"S 005°32'39"W	
ARBEG	13°13'55"N 020°57'40"E	UM215 - UG655 - G660/UG660 172° D'ABECHE L (AB)
ARBEL	00°42'17.13"S 013°06'40.78"E	UT419 - UR986
ARBEN	16°26'19"N 016°21'40"W	R975 T/R Limite TMA NOUAKCHOTT / TMA DAKAR
ARDAN	00°35'26.60"N 009°32'53.30"E	
ARDAR	20°30'00"N 013°04'00"W	UR620 - UB728 - UA854 - R975/UR975
ARDAS	07°34'50.64"N 005°14'10.59"W	BOUAKE IAF
ARDET	05°33'38"N 005°46'06"W	UQ592 - UB600
ARDEX	04°07'18"N 007°52'18"E	UP685
ARDOS	18°10'48.16"N 015°46'07.01"W	IAF NOUAKCHOTT OUMTOUNSY
ARDUM	00°53'09"N 010°29'58"E	UG625 - UG861 UTA LIBREVILLE - GABON
AREKA	06°23'03"N 013°43'08"E	UT475 - UG727
AREMA	16°05'30.25"N 000°07'45.55"W	IAF GAO
ARGAM	13°47'46.47"N 000°40'21.52"E	UM629 - UM974 UM629 - UM974
ARIBO	12°44'44.40"N 001°21'45.80"W	
ARIBU	03°31'21"S 011°34'12"E	Brazzaville FIR (Congo)
ARIDO	20°43'12"N 017°05'16.90"W	NOUADHIBOU IAF
ARIKO	17°12'40"N 014°50'02"W	A600 T/R Limite TMA NOUAKCHOTT partie 1

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
ARKEV	03°51'57.57"N 012°42'54.34"E	R984-2/UR984 Yaounde TMA Boundary in Brazzaville FIR (Cameroon)
ARKOS	04°00'00"S 006°35'00"E	UT419 - UQ582
ARKUR	14°38'25"N 007°00'00"W	UM108 - UB735 - UM974 Bamako TMA. Mali.
ARLEM	00°23'30"N 007°44'42"W	
ARLEX	10°16'47"N 000°17'13"E	UQ592 - UR984
ARLIX	06°09'02"N 005°06'36"W	UQ592 - UR979
AROGA	20°14'51.96"N 001°26'58.51"W	UM104 - UA614 - UM629
ASDOK	01°36'48"S 022°26'24"W	
ASEBA	07°18'40"N 028°13'08"W	UL435 - UN873
ASKOL	15°48'54"N 024°00'05.35"E	UM863
ASKON	06°17'44.81"N 026°25'36.56"E	UT139 - UT419
ASOBU	04°21'13"N 024°13'36"W	
ASSAM	08°00'00"N 012°54'54"E	H455/UH455 T/R Limite TMA GAROUA/CIV BRAZZAVILLE
ATANI	03°26'12"S 013°14'06"W	
ATOLA	10°00'00"S 046°28'30"E	UL433
AVIGA	17°17'12.63"S 049°50'18.76"E	IAF FMMS-IAC-RNP01
AXOTA	25°55'24"S 050°00'00"E	UG652
AZARE	06°15'57.16"N 001°27'44.84"E	LOME ILS Y or LOC Y - RWY 22 IAF
BADIA	12°16'00"N 013°45'36"W	UR979
BAKAB	16°14'16.29"N 000°01'35.42"W	UT365 - UA603 - A612/UA612 - UM629 - G859/UG859 - R981/UR981
BALBY	18°45'31.38"S 047°13'25.43"E	ANTANANARIVO IAF
BAMAV	00°35'39.18"N 018°08'24.51"E	UQ580
BANGA	13°05'27"N 000°53'57"E	G854
BATIA	11°00'00"N 001°27'18"E	UQ592 - UM629 - B726/UB726 T/R Limite TMA NIAMEY/FIR ACCRA
BATVU	00°35'27.98"N 017°53'24.93"E	UT143
BEPOM	10°54'12.70"N 006°06'24.61"W	UP685 - UG854
BERIL	10°00'00"S 045°59'36"E	UN305 - UR775
BIDAV	13°20'29"N 016°39'33"W	WAYPOINT GOBD-SID-CCO-01
BIDAX	16°55'33.34"N 012°01'54.59"E	UT237 - UQ592
BIDER	09°20'57.32"N 013°34'48.40"E	GAROUA IAF/IF
BIDOK	12°49'59"N 009°15'46"W	A601 T/R Limite TMA BAMAKO partie 1
BIDOL	04°16'58.30"S 015°03'00.40"E	BRAZZAVILLE IAF
BIDOM	17°17'42"N 003°30'55"E	UM114 - UG855
BIDON	07°16'50.69"N 017°14'16.12"E	UQ200 - UA607
BIDUX	18°38'27"N 000°52'15"W	UM629 - UB727
BIGAD	14°56'05"N 003°07'20"W	A612 Point on Mopti TMA boundary. Mali. Dakar FIR
BIGIS	04°34'14.01"N 006°44'01.23"W	SAN PEDRO IAF/IF
BIGOM	10°31'51"N 003°05'04"W	UM104 - UA601 - UA614
BIGUN	00°38'43.80"N 009°19'18.80"E	LIBREVILLE IAF
BIKAB	06°47'26.91"N 002°22'55.96"E	
BIKET	00°37'29.60"N 009°47'38.40"E	
BIKIP	05°18'12"N 001°11'30"E	
BIKIS	16°16'41"N 016°46'57"W	UB601
BIKOM	15°43'30"N 031°48'18"W	Dakar and SAL Oceanic FIR boundary point



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
BIKOR	12°44'04.10"N 001°41'19.60"W	
BILEV	04°03'13.55"S 015°20'52.82"E	IAF BRAZZAVILLE
BILEX	10°04'07"N 013°55'45"E	G857 T/R Limite TMA MAROUA
BILIV	14°22'34.26"N 017°10'23.10"W	WAYPOINT STAR GOBD-STAR-CDO
BIMAS	12°15'24.40"N 015°12'20.50"E	N'DJAMENA IAF
BIMOD	04°15'50.38"N 008°01'56.86"E	MALABO - PORT HARCOURT
BIMOG	25°13'00"N 011°33'00"W	R975/UR975
BIMOL	09°34'13.41"N 007°45'17.27"W	ODIENNE IAF
BIMOL	20°23'31.57"N 001°08'23.35"E	IAF/IF TESSALIT
BIMUT	18°23'29.70"N 018°00'00"W	UG853
BINAB	13°23'54.49"N 006°56'19.27"E	IAF MARADI
BINAD	18°04'49.63"N 016°06'14.56"W	IAF NOUAKCHOTT OUMTOUNSY
BINAT	03°41'38.93"N 008°29'49.86"E	MALABO IAF
BINET	09°20'10.52"N 018°24'33.94"E	SARH IAF
BIPAV	02°58'56"N 002°31'20"E	
BIPER	05°28'29.90"N 003°50'15.80"W	ABIDJAN IAWP
BIPEX	04°31'12"N 001°47'24"E	UR979
BIPIV	03°10'32.90"N 006°46'57.36"E	UG856
BIPOX	04°12'14.40"N 018°27'36"E	BANGUI IAF
BIRAL	10°55'33"S 047°34'36"E	UM307 - UL433
BIRIX	06°51'48"N 012°33'05"E	UH455 - UT475
BIROV	16°47'48.33"N 002°50'14.54"W	IAF/IF TOMBOUCTOU
BISEP	06°03'35.75"N 001°26'54.14"E	LOME VOR RWY 04 IAF
BISIK	13°22'24.41"N 002°00'22.54"E	NIAMEY IAF
BITEX	01°15'48"N 019°51'24"W	
BOLBE	13°25'26.42"N 014°38'40.61"E	A607 T/R Limite TMA N'DJAMENA
BONBA	16°24'26.99"N 000°07'24.32"E	IAF GAO
BONKU	14°13'58"N 000°20'30"W	NIAMEY vers NOUAKCHOTT
BONRI	06°16'10"N 013°59'47"E	UT475 - UQ584
BONTO	09°11'33"N 005°55'29"W	G851 T/R Limite TMA BOUAKE
BONVI	14°54'17.70"N 017°31'30.20"W	DAKAR IAF
BORGU	14°23'34.71"N 017°42'48.46"W	
BORKI	10°42'37.59"N 017°07'48.45"E	UT325 - UW605 UTA NDJAMENA TCHAD
BORNI	09°28'24"N 002°51'21"E	UL683 - UR981
BOROM	15°48'10.46"S 046°30'28.05"E	MAHAJANGA IAF IAWP
BORSA	08°55'04.37"N 013°23'13.38"E	
BORTA	13°55'14"N 020°43'45"W	UW32 SAL OCEANIQUE / DAKAR
BOSBI	13°27'06.39"N 012°26'18.64"E	IAF DIFFA (DRZF) RNP - RWY 09
BOSKA	07°57'46.91"N 005°03'55.59"W	BOUAKE IAF
BOSTA	12°08'20.73"N 001°32'00.28"W	OUAGADOUGOU IAF
BOTLO	19°20'59"N 016°25'40"W	A600 C/R Limite TMA NOUAKCHOTT
BOTNO	13°30'00"N 023°14'30"W	UN857
BOTSI	07°04'51.80"N 007°40'30.40"W	MAN IAF/IF
BOVDA	12°27'05.52"N 003°37'49.31"E	UT365 - UQ592

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
BOVGA	01°15'58"N 008°05'00"E	B600/UB600 IAF FOOL SID-RNAV16
BOVLI	09°20'22.36"N 005°20'41.90"W	KORHOGO IAF
BRENA	26°07'00"N 006°37'00"W	UA854
BUDNO	08°55'28"N 000°30'43"E	UM566
BUDOS	17°56'08.50"N 016°04'50"W	NOUAKCHOTT IAF
BUGAM	18°18'10.70"N 013°15'37.70"W	UM725 - UB728
BULGU	16°00'00"N 008°48'20.20"E	R986 Niamey FIR - Niger
BULIS	27°40'00"N 009°08'31"W	UM122 - UM372 - UR722 - UR866 - UR977 - UR981
BULSA	12°39'00.91"N 000°32'18.51"W	UQ594 - G854/UG854 T/R Limite TMA OUAGADOUGOU/TMA NIAMEY
BUMBI	12°28'00"N 012°58'00"W	UM372 - UR722
BUNKA	07°03'04.77"N 005°14'01.67"W	YAMOUSSOUKRO IAF/IF
BUNLI	14°41'35"N 008°50'22"W	G851/UG851 - UM974 Bamako TMA Boundary in Niamey FIR (Mali)
BUNLU	16°34'28"N 013°39'27"E	A607/UA607 - UM731 - UR778
BUNVO	14°38'01"N 006°47'49"W	
BURAT	16°56'48"N 014°51'52"E	UA403 - UG862
BURDU	12°06'21.03"N 015°40'15.54"W	BISSAU IAF
BUROM	11°45'17"N 002°55'18"W	G854 T/C Limite TMA BOBO-DIOULASSO/TMA OUAGADOUGOU
BUTEM	05°30'00"S 010°00'00"W	
BUVUK	05°30'00"N 025°50'00"W	UL435
BUXON	08°29'02"N 029°46'59"W	UL435 - UN866
CARIM	26°00'00"N 011°11'41.80"W	R975 T/R LIMIT FIR CANARIAS / FIR DAKAR
CHARI	10°55'16.13"N 015°35'51.29"E	A607 T/R Limite TMA N'DJAMENA partie 1
DAMNA	14°56'34"N 004°35'00"E	UY212 - UQ594
DEDOS	02°04'33.39"S 008°26'52.85"E	UA400 - UQ582 Brazzaville FIR (Congo)
DEDOT	09°03'03.42"N 018°12'11.77"E	SARH IAF
DEGAM	18°15'45.20"N 015°50'17.30"W	NOUAKCHOTT IAF
DEGAS	06°29'28"N 004°29'08"W	G851 T/R Limite TMA ABIDJAN
DEGIL	00°28'23.10"N 009°13'08.70"E	
DEKAR	16°47'11.98"N 002°50'20.80"W	
DEKAS	12°48'50.28"N 000°00'28.62"W	UQ594 - UA603 - UG854
DEKAT	12°39'57.10"N 007°44'40.10"W	BAMAKO IAF
DEKER	01°28'55.03"S 013°18'36.51"E	
DEKET	18°33'21"N 010°31'38"W	UQ596 - UG851
DEKOM	06°12'47.24"N 001°27'04.10"E	LOME VOR RWY 22 IAF
DEKON	05°13'00"N 031°37'54"W	UN866
DEKTU	22°00'00"N 012°28'06"E	UG727/UM727 - UM731 - G858/UG858
DELAM	14°40'30"N 029°05'36"E	
DELAX	08°20'12"N 026°03'06"W	UN857
DELIS	15°16'25"N 012°08'34"E	UG616 - UR778 - UM998
DELIX	23°34'02"N 006°55'24"W	UM725 - UR866
DELOV	18°08'09.11"N 016°19'14.55"W	MAHPNOUAKCHOTT OUMTOUNSY

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
DELUN	13°32'32.54"N 012°43'04.11"W	UM372 - UA601 - UR722 Dakar FIR - Senegal
DEMAP	02°31'37"N 007°25'11"E	UQ584 - UG856 UIR BRAZZAVILLE CONGO
DEMEG	17°19'53.34"N 012°56'04.64"E	UQ592 - UG727 N'djamena FIR (NIGER)
DEMEK	00°14'43.40"N 009°23'51.80"E	LIBREVILLE IAF
DEMIL	16°27'06"N 015°29'07"W	UM725 - UR865
DEMIM	16°53'10.70"N 007°49'31"E	AGADEV IAF
DEMOX	18°31'49"N 016°00'00"E	UQ592 - UR778
DENAD	00°52'07.54"S 006°13'49"E	UG625
DENAT	11°52'58.40"N 017°34'32.67"E	UT142
DENER	02°05'14.90"N 009°53'13.10"E	BATA IAF
DENET	16°48'22.94"N 007°51'51.71"E	IAF AGADEV RNP RWY 07R
DENIT	09°33'44.60"N 001°00'12.70"E	NIAMTOUGOU IAF
DENLI	10°00'00"S 050°28'12"E	UN304
DENOT	09°25'05.96"N 007°43'16.36"W	ODIENNE IAF/IF
DEPAL	14°22'37.65"N 017°04'12.22"W	BLAISE DIAGNE DIASS-THIES IAF/IF
DEPAM	13°54'00.01"N 002°10'52.94"E	
DEPOG	01°01'19.42"S 007°42'15.92"E	UA400 - UQ558 Brazzaville FIR - GABON
DEPOS	13°28'48.47"N 014°59'26.21"E	A403 T/R Limite TMA N'DJAMENA partie 1
DEPUB	09°28'24"N 002°18'29"E	UA608 - UL683
DERAB	11°44'29.03"N 015°47'45.52"W	BISSAU IAF
DERES	03°58'25.27"N 008°47'31.09"E	MALABO IAF
DESAM	03°28'33"N 012°41'47"E	UL434
DESAX	14°56'15.50"N 017°25'06.60"W	IAF DAKAR
DESIR	20°00'00"N 008°47'23"E	UB731
DETAR	12°52'59.70"N 008°48'27.42"E	UG858
DETA	12°17'10.73"N 015°11'39.23"E	N'DJAMENA IAWP
DETEK	14°23'13.17"N 017°15'17.61"W	
DETLA	07°55'44.13"N 004°59'19.46"W	BOUAKE IAF/IF
DETNU	01°42'16.54"S 012°06'17.59"E	UQ581 - UG856 UTA BRAZZAVILLE-CONGO
DEVGU	14°39'04.10"N 014°56'54.45"E	A403 N'djamena FIR (TCHAD)
DEVLI	04°00'00"N 007°30'00"W	UM237 - UQ592
DEVRA	07°20'30"N 007°24'55"W	MAN IAF
DIBGO	05°29'24"S 011°51'15"E	R526
DIGDA	06°41'44.40"N 005°26'20.37"W	YAMOOUSSOUKRO IAF
DIGRU	09°27'05.50"N 013°32'56.50"E	IAF GAROUA
DIKBA	09°47'18"N 017°37'28.98"W	
DIKNO	14°47'09.39"N 005°06'30.22"E	IAF/IF TAHOUA
DIKSU	13°14'29.60"N 003°33'05.92"E	G660 Niamey FIR - NIGER
DIKTA	18°29'54.20"N 015°49'55.40"W	
DILBA	16°09'57.36"N 000°10'09.64"W	IAF GAO
DILBI	17°59'32.40"N 016°08'43"W	
DILMA	03°32'41.21"N 011°31'19.99"E	YAOUNDE IAF/IF
DILSO	09°33'45.52"N 000°55'33.66"E	IAF NIAMTOUGOU
DIMKA	09°30'15.85"N 005°22'28.19"W	KORHOGO IAF

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
DIMTO	05°42'53.42"N 010°14'22.66"E	IAF BAFOUSSAM (FKKU) RNAV RWY 15
DINTA	17°34'18"N 014°50'28"E	UA403 - UR778
DIPKO	06°56'23.10"N 015°31'53.87"E	UA403 - UQ584
DIPLA	00°00'00"N 006°00'00"W	
DIPLO	04°08'04.90"S 015°23'32.60"E	BRAZZAVILLE IAWP
DIPNI	01°40'05.74"S 013°13'41.04"E	FOON IAF
DIPTO	16°35'11.12"N 003°08'42.14"W	IAF TOMBOUCTOU
DIPVA	04°18'50.38"S 015°02'17.09"E	IAF BRAZZAVILLE
DIRBA	17°55'48"S 047°00'00"E	A401/UA401
DISDI	12°04'44.50"N 015°35'25.50"W	BISSAU IAF/IF
DISDO	03°54'39.58"N 009°54'25.07"E	DOUALA IAF
DISPI	15°14'52"N 005°05'26"E	UY333 - UQ594
DITKA	00°12'15.40"N 009°44'34.30"E	
DOBAR	18°32'27"S 046°30'07"E	UA400
DOBUT	19°20'09.20"S 053°25'10.90"E	UB790
DOGON	13°35'41"N 004°21'57"E	G854/UG854 T/R Limite FIR NIAMEY/FIR KANO
DOPER	04°32'19.51"N 006°38'46.27"W	SAN PEDRO IAF
DUGLO	15°26'59.24"S 046°13'53.50"E	
DUGPO	25°19'12.02"S 046°44'07.76"E	WAYPOINT FMSS IAC RNP08
DULGA	13°31'06.99"S 048°14'03.29"E	IAF NOSY-BE (FMNN) RNP - RWY 05
DUNKO	17°16'32.24"S 049°56'32.63"E	IAF FMSS-IAC-RNP01
DUPTO	22°35'23"S 048°00'00"E	UG653 FIR ANTANANARIVO - MADAGASCAR
DURBO	12°08'18.86"S 049°09'15.71"E	IF FMNA-IAC-RNP13
DUVRI	23°09'58.18"S 043°42'43.10"E	IAF FMST-IAC-RNP22
DUVTA	15°18'49.12"S 049°22'51.01"E	IAF 09AD2-FMNR-IAC-RNP14
EBAKO	01°48'09.66"N 017°49'12.55"E	UT419 - UM731
EBAMA	15°01'14.72"N 017°09'24.30"W	
EBATI	24°15'29"N 008°50'46"W	UM122 - UA854 - UR977
EBELU	15°09'39.66"N 017°26'45.63"W	
EBETI	02°48'16.48"S 008°57'46.15"E	UA400 - UT419
EBIMU	10°02'42"N 013°16'48"E	UG727
EBRAS	00°04'14.80"N 009°34'10.30"E	
EBRAX	14°30'47.84"N 017°07'14.33"W	LEOPOLD SEDAR SENGHOR IAF
EBRAX	19°26'02.24"N 014°46'15.68"E	UA403 - UQ594
EBRID	04°23'21.60"N 007°24'54.36"W	UP102
EBROT	03°51'18.44"N 009°06'48.68"E	
EBSAK	03°44'42.94"N 011°08'11.64"E	
EBSEN	04°38'42.98"S 010°16'02.67"E	UA400 - UQ560
EBSIR	18°00'14.80"N 015°31'23.30"W	
EBSIX	03°25'53.07"S 014°14'55.17"E	G856 Brazzaville FIR (Congo)
EBSUD	11°30'07"N 005°14'54"W	A601/UA601 T/R Limite TMA BOBO DIOULASSO
EBTAM	20°19'55.66"N 001°12'05.91"E	IAF/IF TESSALIT
EBTIR	03°42'11"N 017°19'01"E	Brazzaville FIR (Central African Republic)



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
EBULI	02°00'38"N 006°35'00"E	B600/UB600 T/R Limite FIR ACCRA/UIR BRAZZAVILLE
EBVAP	15°32'46.14"N 000°10'23.80"E	UM629
ECHED	27°40'00"N 010°37'00"W	UR975
EDAGO	19°30'00"N 007°49'03"E	UR978
EDAMA	22°11'13"S 040°37'38"E	UB536 - UG652
EDARA	15°59'39"N 012°58'40"E	UT237 - UG727 - UR778
EDDER	09°56'51.60"N 001°10'06.80"E	NIAMTOUGOU IAF
EDEBA	03°55'58"N 010°09'32"E	R984-2/UR984
EDGAS	12°28'27.40"N 001°06'15.30"W	
EDGIB	12°27'33"N 004°31'36"W	G860/UG860 T/R Limite TMA BOBO DIOULASSO
EDGUM	08°00'00"N 016°10'08"E	UM731 NDJAMENA / BRAZZAVILLE
EDKAP	13°22'51.20"N 000°50'32.13"E	A600 Niamey FIR (Burkina Faso)
EDKUS	16°58'13.83"N 007°46'40.55"E	IAF AGADEZ RNP RWY 07L
EDOTO	01°54'14.59"S 008°36'51.06"E	UQ582
EGABU	17°11'55"N 014°35'47"W	UA600 - UM725
EGADU	04°51'38"N 003°00'00"W	A400/UA400 T/R limite UIR DAKAR/FIR ACCRA
EGLIP	19°46'45"S 053°07'18"E	UA400
EGMAD	21°56'00"S 040°00'00"E	UG652
EGTOB	13°24'14.82"S 048°06'34.09"E	IAF NOSY-BE (FMNN) RNP - RWY05
EKBOS	25°09'40.53"S 046°36'02.22"E	WAYPOINT FMSD IAC RNP08
EKDOM	12°34'48.17"N 003°27'15.78"E	UM114 - UT365
EMROD	06°23'28.32"N 001°18'19.58"E	LOME ILS Y or LOC Y - RWY 22 IAF
EMSAB	14°44'10"N 010°59'53"W	UA600 - UM974 Niamey FIR (Mali)
EMSAT	01°20'58"N 017°56'24"E	UM731 BRAZZAVILLE / KINSHASA
EMSUL	17°18'13"N 014°31'16"E	UR778 - UG862
EMTAL	04°45'06"S 003°00'00"W	
EMTES	02°36'15"N 009°46'57"E	G857 Limite TMA DOUALA / CTR MALABO
EMTIP	00°29'18"N 012°41'35"E	UR986
ENASA	04°00'00"N 006°26'27"W	
ENBOT	12°30'00"N 015°22'55.49"W	UR620 Dakar FIR (GUINEA BISSAU)
ENBUT	13°17'00"N 012°42'58"E	UM998
ENDEL	14°32'32"S 042°49'32"E	UM307
ENDEM	13°45'48"N 010°10'18"W	A600 Bamako TMA Boundary. Niamey FIR
ENDOK	21°07'30"N 011°30'00"E	B730/UB730
ENERI	10°16'03.09"N 015°53'41.87"E	UQ589 - UW605 - UA607
ENIBU	13°11'51.75"N 009°07'22.97"W	A600 Bamako TMA Boundary in Niamey FIR
ENIKU	03°57'43.95"S 011°13'26.31"E	R526/UR526 - UQ580 - B732 Brazzaville FIR (Congo)
ENINO	13°04'43"N 010°25'52"W	A601/UA601 T/R Limite TMA BAMAKO
ENOLI	14°11'31"N 012°27'24"E	UG622 - UM998
ENOLU	13°10'25"N 006°43'29"W	A612 T/R Limite TMA BAMAKO partie 1
ENOXO	11°00'00"N 000°01'18.12"W	UA603

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
EPELA	14°49'19"N 002°14'17"E	B726
EPETI	16°29'27"N 013°56'08"W	A600 T/R Limite TMA NOUAKCHOTT partie 2
EPETO	09°00'20.04"N 013°05'01.76"E	
EPONA	05°55'17"N 014°50'15"E	UT475
EPUBU	00°30'08.90"S 008°50'23.30"E	Entry/Exit point in Port Gentil CTR (GABON)
EPUTA	09°49'54"N 014°41'43"E	
ERALU	09°21'09"N 013°51'19"E	UB736 - UM998
ERAPI	12°24'08.20"N 001°20'03.70"W	OUAGADOUGOU IAF
ERDIT	18°30'00"N 002°19'37.74"E	B726 Niamey FIR (Mali)
ERDIV	10°45'49.30"N 004°25'58.40"W	
EREBO	20°07'00"N 006°36'00"E	UY212 - A604/UA604 T/R Limite FIR ALGER / FIR NIAMEY
EREGO	00°00'00"N 005°26'25"E	UQ583
EREKA	05°59'12"N 000°47'03"E	L433/UL433
EREMO	16°15'00"N 008°12'26"W	UM122 - UR977
ERENA	19°58'20"N 016°40'04"W	A600 T/R Limite TMA NOUADHIBOU
ERENI	17°01'35.24"N 008°12'09.89"E	IAF AGADEZ RNP RWY 25L
ERESA	11°38'21.22"N 019°46'44.51"E	UT142 - UM214 - UW605 - UG862
ERETU	03°07'42"N 028°48'00"W	UN857
ERGIL	15°27'05.44"N 000°37'07.24"E	UT365 - R981/UR981 Niamey FIR
ERIDI	13°11'36"N 015°07'49"W	UR620 - UR979
ERKAS	05°16'34.40"N 010°24'12.12"E	IAF BAFOUSSAM (FKKU) RNAV RWY 33
ERKEL	20°58'00"N 007°42'00"E	UT258 - R978/UR978
ERKUT	02°54'41"N 011°00'53"E	H455 T/C Limite TMA YAOUNDE/DOUALA
ERLOM	09°27'46.70"N 001°54'45.68"E	UM629
ERMAS	17°02'20.42"N 008°11'23.27"E	IAF AGADEZ RNP RWY 25R
ERMIT	08°22'00"N 008°17'00"W	UQ594 - UR979
ERMUD	11°39'59.10"N 015°37'27.97"W	
ERMUN	00°34'59"S 008°35'12.10"E	IAF FOOG VOR Z RWY 20
ERNEG	16°15'00"N 003°29'46"E	UM114 Limite UTA NIAMEY NIGER
EROPA	22°29'48"S 040°00'00"E	UB536/UT536
ERPOT	06°40'21"N 017°30'32"E	A607/UA607 Limite TMA BANGUI - FIR BRAZZAVILLE - CENTRAFRIQUE
ERPUL	01°33'28"N 012°19'05"E	UG625 - UR986
ERTOM	13°25'51.08"N 018°09'20.39"E	UG862 - UM863
ERTOS	12°30'05.30"N 001°24'46.40"W	OUAGADOUGOU IAWP
ERTOX	02°40'48"N 018°35'36"W	
ETGUN	27°00'00"S 040°00'00"E	UA402
ETNOM	02°29'15"N 010°43'59"E	H455/UH455 - A604/UA604
ETRIS	09°22'00"N 012°55'00"E	B736/UB736
ETROT	13°21'05.19"N 001°45'50.65"E	
ETRUL	15°50'33"N 000°58'52"W	A612 T/R Limite TMA GAO
ETSAM	12°49'58"N 018°42'04"E	G660/UG660 - UG862
ETSOT	00°35'33.52"S 009°53'46.36"E	UQ582 - UR987 UTA LIBREVILLE GABON
ETUDO	12°13'19.40"S 049°05'51.69"E	IF FMNA-IAC-RNP13

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
EVERO	23°33'41.17"S 043°38'40.41"E	IAF FMST-IAC-RNP04
EVIBO	00°34'52.05"N 017°05'21.29"E	UT143 - UA410
EXEPI	15°09'40.14"S 049°30'55.66"E	IAF 09AD2-FMNR-IAC-RNP14
GADKU	15°35'04.41"S 050°01'32.75"E	IAF 09AD2-FMNR-IAC-RNP32
GADNO	17°13'00"S 041°42'00"E	UA400
GADPI	23°31'17.61"S 043°32'40.91"E	IAF FMST-IAC-RNP04
GADUT	09°16'07.94"N 005°44'37.74"W	KORHOGO IAF
GADUV	07°09'30"N 011°49'42"E	UQ200 - UT475 Boundary point between KANO and BRAZZAVILLE FIR
GADUX	04°08'02"S 015°21'52"E	BRAZZAVILLE IF
GAGAL	09°14'20.43"N 013°09'53.74"E	GAROUA IAF
GAGAS	02°05'33.19"S 013°45'06.10"E	UQ580 - UA604
GAGES	08°57'11.94"N 018°20'24.38"E	SARH IAF
GAGIK	07°06'25.47"N 005°17'46.81"W	YAMOUSOUKRO IAF
GAKAS	06°26'08"N 027°03'44"W	UL435 - UN857 UIR DAKAR OCEANIQUE SENEGAL
GAKDO	18°22'15.50"N 015°37'13.60"W	
GAKEN	10°56'46.66"N 016°47'17.96"E	UT325 - UQ589 Ndjamena FIR (Chad)
GAKES	09°35'43.69"N 007°20'53.51"W	ODIENNE IAF
GAKON	00°08'51.70"N 009°08'00.80"E	
GAKSA	10°21'27"N 018°14'34.98"W	
GALBA	13°22'03"S 044°29'43"E	UM307 - A401/UA401
GALET	14°32'15"N 001°21'38"E	R981 T/R Limite TMA NIAMEY
GALIV	14°00'51"N 000°25'36"W	UM974 FIR NIAMEY - BURKINA FASO
GALMU	11°42'52.62"N 015°42'55.78"W	BISSAU IAF/IF
GALNI	01°57'52"S 016°07'40"E	A410/UA410 Limite TMA POOL BRAZZAVILLE Congo
GALOL	14°19'02.55"N 004°10'13.40"W	IAF MOPTI
GALOR	18°31'23.20"N 015°51'47.50"W	IAF NOUAKCHOTT OUMTOUNSY
GALVA	18°19'08.60"S 049°24'59.33"E	TOAMASINA IAWP
GALVI	12°07'38.12"N 015°40'53.72"W	GUINEA-BISSAU
GALVO	13°39'32.35"N 008°49'21.51"E	IAF ZINDER (DRZR)RNP RWY 0 5
GAMIT	04°01'07.79"N 011°36'18.95"E	YAOUNDE IAF/IF
GAMON	18°04'41.30"N 015°49'41.10"W	IAF NOUAKCHOTT OUMTOUNSY
GAMUD	13°12'53"N 001°11'09"W	A600/UA600 - G859/UG859 Ouagadougou TMA. in Niamey FIR
GAMUS	14°39'53"N 017°01'05"E	UG617 - UG622 - UG862
GANDA	09°28'46.26"N 003°10'00.60"E	UL683
GANEB	05°01'41.99"N 003°54'48.44"W	IAF 06AD2-DIAP-IAC-RNP03
GANIT	16°46'30.88"N 011°41'58.70"E	UQ592 - UM998 Ndjamena FIR (NIGER)
GANOT	05°08'11"N 004°19'45.60"W	
GANSI	18°25'33.30"N 016°09'45.30"W	IAF NOUAKCHOTT OUMTOUNSY
GAPAG	11°00'00"N 000°19'30"E	UG855
GAPAK	00°56'26"N 005°30'32"E	A400 - UQ584 T/R limite FIR ACCRA/TMA SAO-TOME
GAPES	06°14'32.64"N 002°13'54.82"E	IAF COTONOU(DBBB) RNP RWY06
GAPIN	09°33'45.75"N 001°00'13.19"E	IAF NIAMTOUGOU

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
GAPOT	11°20'36.20"N 004°13'35.90"W	BOBO-DIOULASSO IAF
GARAN	13°47'02"N 008°27'09"W	G851 T/R Limite TMA BAMAKO
GARBI	03°52'34.40"N 011°41'20.40"E	YAOUNDE Ns. IAF
GARID	13°02'00"N 008°34'12"E	R986 Limite FIR NIAMEY / FIR KANO
GARIN	22°00'00"N 017°06'36"E	UP126 - UM214 - G655/UG655
GARLA	03°00'00"S 006°35'00"E	UQ559
GARNU	12°09'59"N 001°28'22.30"W	OUAGADOUGOU IAF
GAROS	03°53'13.20"N 009°57'15.30"E	DOUALA IAWP
GARPO	16°16'30"N 034°10'00.12"W	Dakar and SAL Oceanic boundary point
GASIM	17°07'00.22"N 008°09'26.94"E	IAF AGADEZ RNP RWY 25R
GASON	16°15'00"N 003°09'05"E	UG855
GASOT	18°03'25.88"N 015°48'54.77"W	IAF NOUAKCHOTT OUMTOUNSY
GASPI	11°29'03.88"N 017°30'06.98"E	UQ589
GASPU	18°09'32.93"N 014°49'08.98"E	UA403 - UQ592
GATAG	09°11'00"N 012°45'36"E	UQ589 - UA861
GATAM	00°48'57"S 007°33'32"E	UQ360 - UA400
GATAM	12°25'37.30"N 008°06'53.10"W	BAMAKO IAF
GATAP	16°15'32.37"N 000°12'12"E	IAF GAO
GATAX	12°04'00"N 009°50'00"W	UY509 Boundary point Roberts and Dakar FIR
GATKA	06°03'18"N 001°47'00"E	LOME STAR RNAV04 WPT
GATLA	16°37'25"S 048°49'03"E	UL441
GATRO	00°18'53.60"N 009°25'51.10"E	LIBREVILLE ARR
GAVBO	07°04'05.80"N 007°29'55.40"W	MAN IAF
GAVDI	14°01'09.29"N 016°51'36.58"W	WAYPOINT GOBD-SID-CCO-01
GAVKI	05°39'19.95"N 006°23'51.19"W	B600/UB600 Abidjan UTA. Dakar FIR
GEBLU	11°46'15"N 002°53'01"W	UM104 - UA614 - UG854
GEBRO	03°02'41.21"N 008°16'10.31"E	UQ584 - B737 T/R limite TMA DOUALA
GENAM	12°38'26"N 037°07'17"W	Limite FIR DAKAR OCEANIQUE - FIR CAYENNE (Entrée/Sortie SOOFRA)
GENEI	13°29'00"N 022°27'49"E	G660/UG660 T/R Limite FIR N'DJAMENA / FIR KHARTOUM
GERAG	21°30'56.90"S 052°55'12.90"E	UG653
GETIR	22°23'44.90"S 053°22'02.70"E	UA402
GEVER	17°17'52.98"S 049°44'04.85"E	IAF FMMS-IAC-RNP01
GITEP	18°56'27.97"N 007°08'21.57"E	UT258 - UA604
GODAL	00°32'55.71"N 014°33'18.02"E	UT143 - UG727
GODAT	19°59'49"S 052°00'00"E	A401
GOPUR	04°48'24"N 020°15'30"E	UT139
GOVEL	05°39'49.30"N 023°46'18.66"E	UT139 - UM215 - UT325 - UG655
GUGUS	04°07'18.72"S 015°24'16.92"E	IAF/IF BRAZZAVILLE
GULAV	11°10'00"N 014°54'00"W	B600/UB600
GULEN	13°08'11.60"N 004°07'21.10"E	G660/UG660 T/R Limite UIR KANO / UIR NIAMEY
GULEP	00°57'44"N 008°05'00"E	UQ583 - UR979
GULIM	13°36'09"N 001°02'20"W	G859 T/R Limite TMA OUAGADOUGOU
GUMAT	13°52'02.95"N 002°20'09.96"E	



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3	INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
GUNAK	06°22'02.79"N 001°17'30.75"E	LOME VOR RWY 22 IAF	ILKAD	14°58'58"N 020°44'13"E	UM215 - UG622 UIR NDJAMENA TCHAD
GUNEB	09°29'35"N 019°00'00"E	UB736	INALO	04°47'05.84"S 014°25'24.78"E	UB535
GUNIV	02°00'13.41"S 010°32'54.38"E	UT419 - UR987 Brazzaville FIR - Gabon	INAMA	19°08'00"N 004°10'00"E	UG855
GUNOS	04°44'18"N 008°55'50"E	UR854	INEBA	03°03'37"S 015°42'48"E	A410 Limite TMA POOL BRAZZAVILLE
GUNOT	16°00'00"N 013°19'49"W	A600	INEBI	15°17'52"N 000°23'27"W	G859 Limite TMA GAO MALI
GUPAM	02°03'50"N 011°00'39"E	A604 T/R Limite TMA DOUALA / CIV BRAZZAVILLE	INEDI	18°33'47.80"N 016°07'29.90"W	IAF NOUAKCHOTT OUMTOUNSY
GUPEL	21°20'00"N 015°00'18"W	UB601	INEGO	12°02'00.30"N 001°14'17.10"W	
GUPOV	12°23'52"N 002°46'53"W	UM104 - UA614 - UG860	INEKU	07°36'46.39"N 017°05'23.17"E	UQ584 - UA607
GUPUM	12°37'14"N 017°32'46"E	G660/UG660 Limite TMA NDJAMENA Tchad	INEPA	16°15'00"N 002°02'19"E	UM608
GURAN	07°30'45.24"N 005°04'58.78"W	BOUAKE IAF	INESA	13°29'44.77"N 002°24'40.44"E	NIAMEY IAF
GUREL	10°04'55"N 006°27'06"W	G851/UG851 T/R Limite TMA BAMAKO/FIS ABIDJAN	INEVA	06°09'01.24"N 013°43'29.12"E	UQ584 - UG727
GUROS	04°55'46.56"N 006°35'42.72"W	SAN PEDRO IAF	INIGO	08°00'00"N 012°17'10"E	UG857
GUTAR	14°54'57.50"N 017°35'21.10"W	IAF DAKAR	ININA	07°13'31"N 013°33'49"E	UQ200 - UG727
IBMAT	28°19'06"S 057°00'00"E	UG652	INISA	17°26'38"N 011°30'00"E	UT237 - UM998
IBMOK	24°50'16.77"S 047°14'19.50"E	WAYPOINT FMSD IAC RNP26	INONU	02°17'13"N 014°17'54"E	UQ582 - UG625 - UG727 FIR BRAZZAVILLE - CAMEROUN
IBOSO	05°04'46.84"N 021°22'05.22"E	UT139 - UM214	INOSA	01°43'06"N 006°00'18"E	
IBSAG	15°44'14.03"S 049°53'27.90"E	IAF 09AD2-FMNR-IAC-RNP32	INPOS	10°22'41"N 005°31'50"W	UP685
IDINI	17°38'35"N 015°15'57"W	UA600 - UR975	INUDO	13°19'55"N 018°25'40"W	UA302 - UA602 UTA DAKAR - FIR DAKAR - SENEGAL
IDORO	08°01'57.65"N 002°59'33.15"W	UQ592 - UP685 - UG859	IPALA	11°19'34.10"N 003°55'43.40"W	
IKREL	15°07'33.21"N 017°18'13.65"W		IPAMU	02°41'55"S 013°20'15"E	G856 T/R Limite TMA POOL
IKREV	11°50'23.66"N 017°58'33.89"E	UT142 - UQ589	IPANI	06°33'08"N 021°00'00"E	UM214 - UA410 - UQ583
IKREX	03°22'12.11"N 011°19'10.79"E		IPANO	16°41'04"N 011°30'00"E	UQ592 Limite FIR NIAMEY et FIR NDJAMENA - NIGER
IKRIS	14°58'02.46"N 005°25'37.54"E	IAF/IF TAHOUA	IPEKA	00°40'42"N 007°20'00"W	
IKRIT	13°22'36.85"N 000°47'28.02"E	UA600 - UM629	IPEXA	03°17'10.68"N 013°33'21.41"E	UL434 - UQ583 UIR BRAZZAVILLE CONGO
IKROP	05°46'44"N 008°52'27.50"E	UJ333 - L433/UL433 T/R Limite FIR KANO/FIR BRAZZAVILLE	IPIGU	02°36'00"S 010°10'44"E	B732 FIR BRAZZAVILLE - GABON
IKRUT	00°14'18.50"N 009°03'30.30"E		IPIRO	07°17'11"N 022°44'52"E	
IKSOS	13°22'05.19"N 012°26'27.02"E	IAF DIFFA (DRZF) RNP - RWY 09	IPISU	07°11'40.40"N 021°44'12.74"E	UQ200 - UT325 - UA410 FIR BRAZZAVILLE - CENTRAFRIQUE
IKSOS	13°22'05.19"N 012°26'27.02"E	IAF DIFFA (DRZF) RNP - RWY 09	IPOBA	22°28'36"N 001°02'54"W	UM104 - UQ596 - UA614
IKSUB	02°00'18"N 019°12'00"E	J200/UJ200 - UL434	IPONA	20°00'00"N 008°29'53"W	UM122 - UR977
IKTAV	22°38'00"N 010°30'00"E	B730/UB730 T/R Limite FIR ALGER/FIR NIAMEY	IPONO	15°06'21"N 022°24'36"E	UQ589 - UG622 - UM863
IKTOS	05°25'26.40"N 004°18'38.20"W		IPOPO	16°53'02.68"N 007°49'55.82"E	IAF AGADEZ RNP RWY 07R
IKTUL	02°43'36"S 012°13'42"W		IPORI	09°30'20"N 000°17'52"E	UL683
IKTUS	02°05'23"S 013°13'50"E	R988 T/R Limite TMA FRANCEVILLE	IPORO	08°56'08.71"N 013°12'57.24"E	UR979
ILBAS	04°52'12"N 008°37'12"E	UQ300 - UR854 Boundary point between KANO and BRAZZAVILLE FIR	IPOTA	01°12'27"N 007°24'34"E	UR979
ILBIB	12°32'42"N 022°27'00"E	UW605	IPOVO	02°39'43.65"N 008°37'34.31"E	UB737
ILBIP	15°03'50.15"N 008°12'21.33"E	UQ592 - UA604 UTA NIAMEY - FIR NIAMEY - NIGER	IPUGA	13°26'52"N 012°14'33"W	UA601 Limite UTA Dakar et UTA Bamako
ILDAD	17°12'52"N 000°12'57"E	G859 T/R Limite TMA GAO	IPUTA	13°32'59"N 003°26'49"E	UM114 - UG854
ILDAN	00°35'30.47"S 007°52'36.39"E	UQ360	IRADI	13°46'35.82"N 002°28'26.83"E	
ILDES	16°05'25"N 009°26'30"W	UY509 - UG615 - UG851 Mauritania UTA. Dakar FIR	IRAGA	09°32'37.34"N 022°20'18.83"E	UM215 - UG655 - UB736
ILDOR	20°09'37.12"N 018°01'19.07"E	UM214 - UQ592 - UQ594 - UG655 - UR778	IRAKU	06°51'36"N 027°37'18"W	UL435 - UB623 UIR DAKAR OCEANIQUE - SENEGAL
ILGAS	18°40'00"N 020°00'00"W		IRALO	12°41'00"N 013°39'06"W	UB728
			IRELA	14°00'00"N 037°26'00"W	UL435

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
IRPEG	06°38'39.16"N 004°33'25.92"W	UQ592 - UG851 Abidjan UTA. Dakar FIR
IRTO	12°12'00"N 001°48'58"E	B726 Limite TMA Niamey - Niger
ISDET	10°01'49.34"N 015°14'25.42"E	UA403 - UQ589 - UW605
IVBAT	14°52'33"N 005°13'22"W	UG615 - UB727 Dakar FIR
IVMED	01°42'34.46"S 011°07'46.51"E	UT419 - UG861 Dakar FIR (SENEGAL)
IXAGU	19°54'41"S 045°08'46"E	UB536
IXAMO	16°50'47"S 052°20'57"E	UR348 - UG661
IXARI	18°22'46"S 048°41'49"E	UR348
IXAVA	17°52'58"S 049°57'50"E	UR348
IXEBU	12°07'16"S 051°24'36"E	UN304 - UL441
IXENI	19°17'13"S 050°06'30"E	UA400
IXESA	14°52'03"S 045°42'07"E	A401 T/R Limite TMA MAHAJANGA
KABRI	06°30'00"N 011°20'59"E	G857 T/R Limite TMA DOUALA
KAFIA	08°44'00"N 023°31'00"E	UA410
KARTA	12°00'22.60"S 043°10'14.20"E	MORONI IAF
KEDOM	26°03'43.92"S 043°30'00"E	UA402 FIR ANTANANARIVO - MADAGASCAR
KEKAS	17°53'21"N 016°00'27.50"W	
KEKAV	09°47'42"N 022°14'41"E	UM215 - UQ584 - UG655
KEKOL	06°02'03"N 020°24'29"E	UA410 Limite TMA BANGUI - CENTRAFRIQUE
KEKOP	02°07'59.31"N 009°49'39.60"E	
KELAK	12°05'18"N 014°37'58"E	G660/UG660 Limite FIR KANO et NDJAMENA
KELEX	07°51'47.45"N 002°21'25.67"E	UM566 - UA608 - UM629 - R984-1/UR984
KELOV	03°32'49.20"N 011°30'43.10"E	YAOUNDE Ns. IAF
KELUT	13°23'32.52"N 002°24'58.56"E	NIAMEY IAF
KEMAS	09°02'47.40"N 013°39'01.58"E	IAF GAROUA STAR RNAV RWY 09
KEMOX	05°25'53"N 012°05'45"E	L433/UL433 - H455/UH455 - UQ584 FIR BRAZZAVILLE
KENEX	00°48'52.43"S 012°53'41.84"E	UT419 - UQ581 - UA604 FIR BRAZZAVILLE
KENIX	00°30'33"N 011°33'20.86"E	UT143 - UQ582 Brazzaville FIR (Gabon)
KENUK	00°34'18.33"N 016°20'44.28"E	UT143 - UM998
KENUT	07°32'47.96"N 005°09'34.66"W	BOUAKE IAF/IF
KEPAS	14°48'22"N 028°28'40"W	UN741 SAL and Dakar Oceanic FIR Boundary point
KEPEG	13°47'43"N 009°40'00"W	UY509 - UA600
KEPEL	14°42'49.36"N 005°09'06.58"E	IAF TAHOUA
KEPIL	11°02'37.20"N 004°29'08.80"W	BOBO-DIOULASSO IAWP
KEPOD	22°03'22.01"N 002°06'58.67"W	UQ596 - UM629 FIR NIAMEY
KERAS	06°45'10.32"N 005°15'16.39"W	YAMOOUSSOUKRO IAF
KEROT	12°33'24.29"N 001°29'53.72"W	OUAGADOUGOU IAF
KESEN	04°01'28"S 015°21'09.50"E	BRAZZAVILLE IAWP
KETAR	03°38'49.50"N 008°30'24.10"E	MALABO IAWP
KETAS	18°05'29.70"N 015°56'53.80"W	A600/UA600 - UB601 - UG615 - UR865 - R975
KETAT	06°04'03"N 001°00'00"E	

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
KETEV	00°31'38.40"S 008°49'46.90"E	IAF FOOG VOR Z RWY 20
KETEV	08°46'24"N 000°30'00"E	
KIBLO	05°02'03"N 016°57'47"E	UT475 - UM731
KIDVA	05°19'50.91"N 010°29'15.12"E	IAF BAFOUSSAM (FKKU) RNAV RWY 33
KIKSA	02°14'04.39"S 013°51'04.46"E	A604/UA604 Brazzaville FIR (Gabon)
KILDO	20°45'16.71"N 019°58'07.80"E	UM215 - UQ594
KILGU	14°56'50"N 020°17'00"E	UG622 - UG655 FIR NDJAMENA
KILMO	09°27'42.12"N 000°59'30.12"E	UL683 - B726/UB726 - R984-1/UR984
KIMBO	16°00'00"N 010°01'00"E	UQ592 - UG858
KIMGA	15°18'03.96"N 011°48'30.96"W	UA600 Limite UTA BAMAHO, UTA NOUAKCHOTT, UTA DAKAR
KIMRI	11°42'18.34"N 002°30'20.53"E	UQ592 - UR981 Niamey FIR (Niger)
KINAN	10°44'34.41"S 042°26'08.33"E	A401/UA401 - UB790 Limite FIR DAR ES SALAM et FIR ANTANANARIVO
KIPSA	06°13'06"N 002°45'00"E	UA601 Limite FIR ACCRA et FIR KANO
KIRBO	12°23'59.84"N 016°22'28.55"E	G660 Limite TMA NDJAMENA - TCHAD
KIRSO	16°52'27.62"N 002°52'11.73"W	IAF TOMBOUCTOU
KIRVU	00°00'00"N 007°00'00"W	
KISAL	10°18'11.05"N 023°25'26.26"E	UQ584
KISBA	19°30'00"N 016°29'07"W	UA600 FIR DAKAR - SENEGAL
KISDU	03°42'11"N 017°19'01"E	UG625 - UM731 FIR Brazzaville
KITEK	07°55'18.67"N 025°06'54.83"E	UQ583 FIR KHARTOUM - SUD SOUDAN
KITNI	14°45'46.49"N 015°01'00.37"W	UR865 - UM974 Dakar FIR (SENEGAL)
KITOB	15°21'43.64"N 022°58'45.72"E	UM863 Limite FIR KHARTOUM et NDJAMENA
KITRA	09°31'48"N 021°37'48"E	UQ584 - UB736 - UG862 FIR Ndjamen
KIVLO	09°25'58.12"N 013°34'29.22"E	GAROUA IAF
KOBDA	12°03'07.89"N 015°30'35.44"W	BISSAU IAF
KOBLA	13°48'00"N 020°42'00"E	UQ589 - UG655
KOBLO	09°39'43.41"N 007°23'57.58"W	ODIENNE IAF/IF
KOBNA	08°22'16"N 002°31'28"W	UQ592 Limite FIR DAKAR et FIR ACCRA
KOBNI	12°33'44"N 018°56'48"E	UQ589 - UG862
KODOS	01°12'12"N 026°13'00"W	LIMITE FIR DAKAR OCEANIQUE
KODOV	07°11'28"N 012°39'21"E	UQ200 - UH455
KODUS	14°31'52.30"N 017°32'14.90"W	IAF DAKAR
KOGAN	04°01'28.20"N 014°02'28.20"E	UG727 - R984-2/UR984
KOGAR	10°57'16.30"N 003°57'22.40"W	TMA BOBO DIOULASSO et UTA OUAGADOUGOU - BURKINA FASO
KOGIV	00°29'20.90"S 008°44'14.52"E	WPT 07AD2-FOOG-IAC-RNP20
KOKAM	04°29'26.60"N 009°34'03.80"E	UQ300 - A604/UA604 - R854/UR854 A/UA604 - R/UR854
KOKAS	13°41'28.17"N 002°32'26.55"E	TMA NIAMEY - NIGER
KOKUT	04°57'28.28"N 006°40'25.67"W	SAN PEDRO IAF
KOLAS	00°27'52.50"N 008°59'47.20"E	TMA LIBREVILLE - GABON



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
KOMAB	12°44'48"N 014°28'02"W	UR865 - UR979
KOMAS	12°00'24.28"N 014°54'03.34"E	N'DJAMENA IAWP
KOMIR	18°29'37.80"N 015°44'47.20"W	IAF NOUAKCHOTT OUMTOUNSY
KONAD	18°00'00"N 010°16'47"W	G851/UG851 FIR DAKAR - MAURITANIE
KONET	05°40'01"N 003°51'24.60"W	
KONOR	09°25'19.11"N 005°21'35.03"W	KORHOGO IAF/IF
KOPED	02°06'01.50"N 009°46'27.20"E	BATA IAF
KOPOS	07°02'45.70"N 007°35'56.30"W	MAN IAF
KOPOX	01°30'29.88"N 006°34'59.88"E	UR979 Limite FIR BRAZZAVILLE et FIR ACCRA
KOREN	09°39'43.42"N 007°23'57.59"W	
KORIL	04°35'51"N 017°12'31"E	L433 TMA BANGUI - CENTRAFRIQUE
KOROB	00°00'00"N 005°00'00"W	FIR DAKAR
KORUT	13°20'59.60"N 010°37'57.50"E	UG616 - G854/UG854 Limite FIR NIAMEY et FIR KANO
KOSAB	13°31'23.58"N 007°19'19.31"E	IAF/IF MARADI
KOSAP	18°31'38.40"N 015°58'51.50"W	IAF NOUAKCHOTT OUMTOUNSY
KOSOM	14°54'44.63"N 017°04'30.34"W	BLAISE DIAGNE DIASS-THIES IF
KOTAR	03°36'56.94"N 008°35'02.43"E	MALABO IAF/IF
KURAM	11°02'03.91"N 022°56'13.65"E	UT142 FIR KHARTOUM - SOUDAN
LIDUV	18°12'11.10"N 015°45'02"W	
LIGAR	09°28'49.75"N 013°44'22.56"E	
LIGAT	21°02'48.47"N 020°57'32.75"E	UQ594 Limite FIR NDJAMENA et FIR TRIPOLI
LIGIS	13°30'17.77"N 002°35'50.45"E	
LIGOR	09°43'43.12"N 007°27'01.74"W	ODIENNE IAF
LIGOV	15°28'00"N 019°24'15"W	R976 Limite TMA DAKAR - SENEGAL
LIKAD	05°07'24"S 011°42'10"E	UW118/W118 - UY339 - R526/UR526 Limite TMA POINTE NOIRE et FIR LUANDA
LIKAS	07°32'20.70"N 005°08'19.30"W	BOUAKE IAF/IF
LIKAT	16°03'12.82"N 015°22'26.71"W	UQ596 - UR865 UTA DAKAR - FIR DAKAR - SENEGAL
LIKEM	11°58'15.30"N 001°20'23.60"W	
LIKIT	12°29'06"N 005°22'31"W	G860 Dakar FIR (Mali)
LIKUL	02°03'29.24"N 009°58'35.44"E	
LILAM	13°29'33.72"N 002°24'41.12"E	NIAMEY IAF
LILAT	00°41'22.22"N 009°24'41.89"E	
LILEB	06°19'42.76"N 001°23'02.25"E	LOME ILSY or LOC Y - RWY 22 IAF
LILEP	18°06'34.40"N 016°13'14.04"W	IAF NOUAKCHOTT OUMTOUNSY
LILIK	03°50'08"N 010°49'00"E	R984-2 Brazzaville FIR (Cameroon)
LIMAM	12°30'05.30"N 001°24'46.40"W	OUAGADOUGOU IAF
LIMAX	16°44'55"N 017°20'07"W	B600/UB600 Limite TMA NOUAKCHOTT et TMA DAKAR
LIMEN	03°49'26.05"N 011°16'21.74"E	YAOUNDE IAF
LIMOD	13°35'32.73"N 008°52'28.29"E	IAF ZINDER RNP RWY 05
LINAD	06°26'12"N 017°05'30"E	

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
LINAR	18°09'29.70"N 016°09'38.70"W	MAHWP NOUAKCHOTT OUMTOUNSY
LINOP	12°03'16.11"N 014°49'43.58"E	N'DJAMENA IAF
LINOS	04°25'32.20"S 015°08'49"E	IAF BRAZZAVILLE
LIPAN	14°53'42.43"N 005°28'14.03"E	IAF TAHOUA
LIPET	13°55'59"N 000°00'50"W	UA603 - UM974
LIPIM	12°24'36"N 003°06'02"W	G860 Limite TMA BOBO DIOULASSO et TMA OUAGADOUGOU
LIPIV	14°27'44"N 014°57'19"E	UA403 - UG622
LIPUR	16°39'20.90"N 003°10'37.10"W	
LIRID	03°44'12.30"N 008°31'21.60"E	MALABO IAF
LIRUR	14°42'41.95"N 003°59'04.62"W	IAF MOPTI
LISAX	01°51'17.87"S 013°31'29.89"E	FOON IAF/IF
LISED	14°22'44.32"N 004°13'42.65"W	IF MOPTI
LISEK	05°23'07.33"N 010°34'18.19"E	IAF BAFOUSSAM (FKKU) RNAV RWY 33
LISIT	03°00'00"S 015°22'12"E	A403 Limite TMA POOL partie 1 - BRAZZAVILLE - CONGO
LITAK	11°00'00"N 003°29'01"E	UM114
LITAM	11°16'36.20"N 004°10'31.20"W	BOBO-DIOULASSO IAWP
LITAT	00°48'50"S 012°53'40"E	A604 T/R Limite TMA FRANCEVILLE
LITAV	09°19'21.21"N 013°09'34.22"E	IAF GAROUA
LITED	05°38'32.60"N 004°05'09.30"W	
LITIL	15°18'40"N 006°41'53"W	UM108 - UG615 - UB735
LITOB	10°44'55.80"N 004°19'15.90"W	
LOLOS	21°51'30"N 016°40'14"W	A600 T/R Limite TMA NOUADHIBOU
LOPIN	23°49'45"S 050°00'00"E	UA402
LOSOGO	10°48'29.80"N 015°09'58.58"E	A403 T/R Limite TMA N'DJAMENA partie 1
LOSNA	18°09'29.70"N 016°09'38.70"W	IAF NOUAKCHOTT OUMTOUNSY
LOVNA	02°47'34.58"N 004°17'29.11"W	Abidjan UTA. Dakar FIR
LOVSO	09°26'52.12"N 005°44'05.03"W	KORHOGO IAF
LUBLO	07°06'21.79"N 005°23'38.59"W	YAMOOUSSOUKRO IAF
LUBRI	00°40'10.30"N 009°03'11.20"E	
LUGEX	08°25'54.35"N 003°25'14.71"W	UM104 - UA614 - UP685
LUGMA	04°34'35.34"N 006°33'52.19"W	SAN PEDRO IAF
LUKNA	17°44'05"N 001°53'18"W	UM104 - UT365 - UA614 - UB727
LUMPA	01°32'29.92"S 013°13'47.31"E	FOON IAF
LUMPO	15°40'48"N 020°00'00"W	R976/UR976 T/R Limite FIR DAKAR / FIR SAL OCEANIQUE
LUNDA	11°45'57.20"N 015°49'24.80"W	
LURTI	04°50'36"N 015°43'37"E	A403/UA403 - L433/UL433 T/R Limite TMA BANGUI
LURTO	11°41'16.13"N 015°38'06.10"W	BISSAU IAF
LUSKA	00°33'03"S 016°39'43"E	A410/UA410 - UQ580 - UM998 FIR BRAZZAVILLE
LUSTI	12°19'05"N 016°29'00"W	A602/UA602 T/R Limite FIR DAKAR/TMA BISSAU
MAEVA	16°23'45"S 053°21'31"E	UN304 - UR348 - UL433
MAROF	12°18'34"S 046°08'00"E	UM307 - UG661 - UR775
MAURI	21°20'00"N 016°52'26"W	A600

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
MEGOR	00°45'32"S 009°54'34"E	R526 Limite TMA LIBREVILLE partie 1 GABON
MEGOS	11°45'04.42"S 043°04'39.88"E	IAF MORONI
MEGOT	05°48'42"N 007°26'30"W	B600/UB600 T/C Limite TMA ROBERTS/Secteur d'ABIDJAN
MEKAL	09°23'58"N 015°18'01"E	A403/UA403 - UB736 T/R Limite TMA N'DJAMENA partie 2
MEKIV	12°17'34"N 017°21'11"W	UG853 FIR DAKAR - SENEGAL
MEKOP	06°04'33.39"N 001°03'15.14"E	LOME RNP RWY 04 IAF
MELAL	17°51'25.70"N 015°35'26.40"W	
MELEL	03°37'28"S 012°28'45"E	R988 Limite TMA POINTE-NOIRE CONGO
MELIB	01°30'36.83"S 013°16'50.25"E	FOON IAF/IF
MEMAR	09°26'01.30"N 005°46'24.70"W	KORHOGO IAF
MEMER	04°54'04.80"N 006°30'59.80"W	SAN PEDRO IAF
MENAX	07°15'27"N 014°27'25"E	UQ200 - UM998
MENES	18°18'22.50"N 015°53'18.30"W	
MEPIX	15°20'24.85"N 017°04'44.89"W	WAYPOINT GOBD-SID-CCO-01
MEPON	04°23'36"N 001°58'24"E	
MERAR	18°22'44.90"N 015°44'07.50"W	IAF NOUAKCHOTT OUMTOUNSY
MEREK	13°33'53.82"N 006°55'14.90"E	IAF MARADI
MERIG	00°45'48.20"N 009°07'38.30"E	
MERIP	12°41'41"N 006°34'31"W	A600 Limite TMA BAMAKO partie 1 MALI
MERON	04°55'00"N 024°02'42"E	UM215 - UT419 - UQ580 - UG655
MERUD	10°46'36"N 030°45'18"W	UN741 UN741 - Point in Dakar Oceanic FIR
MESER	14°44'55"N 011°56'19"W	UM974 Limite UTA BAMAKO MALI
MESIN	03°39'08.71"S 011°36'06.84"E	UY339 - UQ580 - UG861
MESUL	14°48'49"N 011°49'45"W	A600
METEG	00°51'39.53"S 008°35'08"E	WPT 07AD2-FOOG-IAC-RNP02
METEV	09°21'57.94"N 012°55'27.46"E	
METOX	06°28'26.05"N 002°32'22.71"E	IAF COTONOU(DBBB)ILSY RWY24
MIDRI	13°26'02"S 052°00'00"E	UN304
MIGED	00°24'12"S 017°30'42"W	
MIGNI	17°49'22"N 005°41'26"E	UY212 - UY333
MIKMA	00°09'32"S 014°39'34"E	UG727
MILDA	09°21'06.40"N 007°40'12.19"W	ODIENNE IAF
MILRA	11°59'39.81"N 014°53'16.74"E	N'DJAMENA IAF/IF
MIMBA	13°04'59.60"N 008°23'33"E	A604/UA604 Limite FIR NIAMEY / FIR KANO
MINBA	19°45'12"N 013°58'19"W	R975 T/R Limite TMA NOUAKCHOTT
MINVO	12°03'24"N 006°39'45"W	A601 T/R Limite TMA BAMAKO partie 1
MIPDO	06°55'21.67"N 022°05'59.99"E	UT325 - UQ583 Brazzaville FIR - Central African Republic
MIPNA	15°24'38"N 009°08'51"W	G851 T/R Limite FIS NOUAKCHOTT/TMA BAMAKO
MIRBO	06°22'33.70"N 001°00'00"E	LOME STAR RNAV 04 WPT
MIROV	10°00'00"S 052°36'00"E	UL441
MISRU	08°00'00"N 020°39'22"E	UM214 - UT325

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
MISTI	00°43'41.43"N 011°53'07.51"E	UQ582 - A604/UA604
MIYEC	23°42'00"N 012°59'00"W	UT365 - G851/UG851 T/R Limite FIR CANARIES/FIR DAKAR
MOBKA	04°19'06"N 019°38'00"E	TMA BANGUI/ TMA GBADOLITE
MOBNA	04°05'51"N 002°42'40"E	
MODGA	12°05'03"N 015°43'51.20"W	GUINEA-BISSAU
MOGNI	08°33'30"N 026°50'42"W	UB623
MOGSA	14°41'18"N 020°12'41"W	UW31/W31 - A602/UA602 T/R Limite FIR SAL OCEANIQUE / FIR DAKAR
MOGSI	01°11'57.92"N 008°42'17.21"E	UQ583 - UG856 Libreville UTA, Brazzaville FIR
MOKAL	04°04'36.90"N 009°34'46.90"E	DOUALA IAF
MOKAR	05°31'27.20"N 004°14'53.50"W	
MOKAT	20°56'00"N 001°10'00"E	G859/UG859 T/R Limite FIR ALGER / FIR NIAMEY
MOKER	12°26'46.21"N 001°19'39.21"W	OUAGADOUGOU IAF
MOKIK	11°12'36.20"N 004°07'26.60"W	BOBO-DIOULASSO IAF
MOKIM	07°53'41.29"N 004°54'43.38"W	BOUAKE IAF
MOKOB	01°56'30"N 006°42'40"E	UQ584 - UB600
MOKOD	16°24'47.90"N 013°25'45.80"W	UA600 - UB728 T/R limite UIR/UTA DAKAR
MOLAN	07°06'57.90"N 007°45'04.50"W	MAN IAF
MOLAR	07°38'41"N 003°07'23"W	TMA ABIDJAN
MOLIT	13°45'06"N 008°19'48"E	A604/UA604 - G854/UG854 T/R limite FIR KANO / N'DJAMENA / BRAZZAVILLE
MOMIG	10°36'12"N 013°29'33"E	UM998
MOMOT	03°38'21.46"N 011°23'40.46"E	YAOUNDE IAF
MONAN	09°33'18"N 023°40'00"E	UB736
MONEK	04°07'52.70"S 015°24'44.30"E	IF BRAZZAVILLE
MONIT	01°44'49.12"N 009°38'07.52"E	
MONOS	06°15'57"N 001°47'00"E	L433/UL433
MONUK	17°16'06"N 013°21'12"W	UQ596 - UG615 - UB728
MOPAL	11°17'47"N 008°25'11"W	UG852
MOPAV	13°54'08"N 009°08'58.06"E	IAF ZINDER RNP RWY 23
MOPEB	06°48'25.58"N 005°33'50.54"W	YAMOOUSSOUKRO IAF
MORAR	09°55'47.46"N 001°15'09.62"E	IAF NIAMTOUGOU
MOROS	02°48'24"N 015°42'55"E	A403/UA403 - UL434 - UG625 - UM998
MOSIG	04°19'59"S 015°00'34"E	BRAZZAVILLE IAWP
MOTEN	00°41'48"N 009°17'50"E	
MOTET	05°08'46"N 013°52'28"E	L433/UL433 - UG727
MOTOP	13°45'37"N 008°37'38"E	G854 - R986 T/R limite FIR NIAMEY / FIR KANO
MOTUS	05°34'56.10"N 004°11'19.10"W	
MOVAG	13°24'53"N 002°35'32.73"E	
MOVID	13°35'34.87"N 002°24'23.62"E	NIAMEY IAF
MOVOD	00°43'24"S 010°53'25"E	UG856 - UG861
MOVOK	10°52'36.39"N 003°47'44.82"W	UQ594 - UA601
NAKOL	04°03'48.20"S 015°14'12.30"E	BRAZZAVILLE IAF
NALAT	09°18'07.68"N 013°45'53.13"E	
NALET	17°26'52"N 013°54'28"W	UG615 - UR620
NAMEX	17°49'51"N 015°36'41.05"W	



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
NAMIS	18°36'43"N 011°30'00"E	UQ594
NAMOR	08°00'00"N 014°14'40"E	UM998 NDJAMENA / BRAZZAVILLE
NAMOS	17°54'00.19"S 049°22'07.50"E	TOAMASINA IAWP
NANGA	10°24'30"N 002°50'00"W	A601/UA601 T/R Limite TMA BOBO DIOULASSO / FIR ACCRA
NANIG	03°19'29.37"N 011°41'51.18"E	
NANIK	06°20'30"N 033°10'18"W	UN741
NANOS	13°45'59"N 005°45'57"E	UT258 - UQ592 - UB731
NANTA	21°50'34"S 051°30'00"E	UG653
NANUS	16°48'18"N 011°56'52"W	UM372 - UG615 - UR722
NAPAP	04°00'48.01"N 008°22'49.49"E	
NAPEN	12°58'46.27"N 019°30'43.33"E	UM214 - UQ589 - UG660
NAPIL	17°06'15.04"N 008°10'13.91"E	IAF AGADEZ RNP RWY 25L
NAPTU	12°30'59"N 006°34'03"W	G860 T/R Limite TMA BAMAKO
NAPUX	04°27'00.61"S 015°09'05.59"E	IAF BRAZZAVILLE
NARAB	12°46'26"N 014°09'12"E	UG620
NARAG	14°33'10.10"N 017°22'01.51"W	IAF DAKAR
NARAT	14°56'36.20"N 018°00'00"W	UG853 - UR976
NARLU	12°31'55.97"N 016°53'10.31"W	IAF GOGS-RNP14
NARPI	01°28'04"N 006°08'18"E	UQ584
NARTU	08°00'00"N 014°45'22"E	UG624
NASED	08°00'00"N 017°59'40"E	UQ584
NASTO	09°52'48"N 003°30'24"E	
NATAS	16°00'24"N 033°00'00"W	Point on Sal Oceanic FIR / Dakar Oceanic FIR - entry / exit points
NATGO	18°00'00"N 008°58'06"E	R986
NATNA	05°20'44.50"N 004°20'10.80"W	
NATRI	05°43'18.01"N 010°27'27.76"E	IAF BAFUSSAM (FKKU) VOR RWY 15
NAVKI	13°15'41"N 003°26'29"E	UM114 - UG660 FIR NIAMEY
NAVON	11°00'00"N 001°12'54"W	R982/UR982
NAVTO	00°17'21.22"S 010°21'11.72"E	UQ582 - UG856 FIR BRAZZAVILLE
NEBDO	13°04'20.67"N 002°04'51.61"E	
NEBEX	00°30'55.65"N 012°01'28.83"E	UT143 - UA604
NEBRA	18°28'35.62"N 011°00'20.84"E	UQ594 - UG858 - UM998
NEDMI	05°04'00.16"N 004°00'21.84"W	IAF 06AD2-DIAP-IAC-RNP03
NEGLO	11°55'40"N 009°08'18"W	A612/UA612 T/R Limite FIR ROBERTS/TMA BAMAKO partie 1
NEKRA	20°00'00"N 009°08'06"E	R986
NEKTO	11°05'33.80"N 004°44'17.20"W	
NELGA	01°25'20.14"S 013°23'25.68"E	FOON IAF
NELTO	09°47'42"N 029°01'54"W	UN866
NELVA	12°01'40.30"N 015°29'34"W	GUINEA-BISSAU
NEMLA	16°57'42.47"N 007°47'59.74"E	IAF AGADEZ RNP RWY 07R
NEMLO	12°05'47.79"N 001°09'00.88"E	UM629 - UG855
NEREG	24°45'31.41"S 047°10'17.02"E	WAYPOINT FMSD IAC RNP26
NERSO	14°38'18.26"N 017°03'47.84"W	
NERUP	05°28'35"S 009°00'00"E	UQ561 - UQ581

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
NERVU	06°19'21.75"N 002°10'17.54"E	IAF COTONOU(DBBB) RNP RWY06
NESAM	10°00'00"S 048°31'54"E	UM307
NESIG	16°53'37.56"S 049°53'50.98"E	IAF FMMS-IAC-RNP19
NETAP	15°39'39.26"S 049°57'30.41"E	IAF/IF 09AD2-FMNR-IAC-RNP32
NETUS	12°18'20.55"S 049°02'27.75"E	IF FMNA-IAC-RNP13
NEVDI	16°31'02"N 016°06'36"W	UR975
NIBOS	13°10'10.20"S 048°27'03.84"E	IAF/IF NOSY-BE (FMNN) RNP - RWY 23
NIDEK	23°14'45.38"S 043°54'40.28"E	IAF FMST-IAC-RNP22
NIRUP	04°18'22"N 017°11'33"E	R984-2
NIVAR	05°27'14.80"N 004°17'45.10"W	
NOCUT	19°55'48"N 018°00'00"W	UG853 T/R limit UIR CANARIAS / UTA NOUAKCHOTT
NUKID	00°43'08.90"S 008°33'52.90"E	IAF FOOG VOR Z RWY 02
NULIG	03°50'10.43"S 009°41'35.34"E	UA400 - UQ561
NULIK	12°16'27.90"N 001°41'06.90"W	OUAGADOUGOU IAF
NULOR	01°30'24.99"S 014°51'30.15"E	UQ580 - UG727 UTA BRAZZAVILLE - FIR BRAZZAVILLE - CONGO
NULOS	01°15'35"S 009°09'12"E	B732 T/R limite TMA PORT GENTIL
NULOX	12°13'06.99"N 015°14'43.73"E	N'DJAMENA IAF
NUPAL	05°47'24.67"N 010°08'59.86"E	IAF BAFUSSAM (FKKU) RNAV RWY 15
NURAS	14°13'20"N 015°29'03"W	A601 T/R Limite TMA DAKAR
NURIP	00°15'35"S 007°53'14"E	H520 Limite TMA SAO-TOME et TMA PORT GENTIL
NUROK	09°25'40"N 016°16'30"E	A607/UA607 - UB736
NUSIR	01°40'19.09"N 009°47'03.27"E	
NUSIT	18°25'05"N 017°13'00"W	B600/UB600 UTA NOUAKCHOTT- MAURITANIE - FIR DAKAR
NUSUR	13°09'15"N 001°52'47"W	UA600 - UR866 UTA OUAGADOUGOU BURKINA FASO - FIR NIAMEY
NUTEK	01°46'09.98"S 013°38'42.89"E	FOON IAF
NUTET	11°56'39.40"N 001°25'24.90"W	
NUTOP	00°44'24.60"S 008°57'48.70"E	IAF FOOG VOR Z RWY 20
NUVIP	03°31'26"N 014°06'55"E	UQ583 - UG727
NUVIS	00°27'35"N 017°58'00"E	UQ580
NUVOS	11°32'24.40"N 002°15'31.96"E	UQ592 - UA608 Niamey FIR
OBUDU	06°10'12"N 009°15'00"E	A604/UA604 FIR KANO/TMA DOUALA, T/R ACC KANO/ACC DOUALA
ODATA	18°42'23.36"N 003°35'42.82"W	UT365
ODOVA	00°29'46.17"N 010°35'38.74"E	UT143 - UG861
ODPAT	18°26'16.20"N 015°41'53.75"W	
ODPON	17°41'17.70"N 016°02'58.90"W	
ODRAK	03°16'17.05"N 008°24'38.30"E	
ODROL	04°50'36"N 011°54'34"E	H455 T/C Limite TMA DOUALA/YAOUNDE
ODSAB	05°40'22.20"N 003°56'43.80"W	
OKDOP	19°56'52.30"S 054°14'11.60"E	UA400
OKNUD	13°06'03.03"S 048°22'34.55"E	IAF NOSY-BE (FMNN) RNP - RWY 23

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
OKRES	16°54'18.06"S 049°47'37.88"E	IAF FMMS-IAC-RNP19
OKTIB	21°05'22"S 055°07'12.60"E	
OLEVO	13°06'44.02"N 017°23'34.13"E	UM863
OMUBA	15°04'34.14"N 017°13'04.13"W	
ONAMU	03°05'44.98"S 010°52'03.57"E	UR526 - UQ560 - UQ581 FIR BRAZZAVILLE
ONANO	00°37'01"N 009°01'38.40"E	
ONARI	07°39'30"N 003°07'09"W	G859/UG859 Limite TMA ABIDJAN COTE DIVOIRE
ONASA	03°43'35"S 011°07'37"E	R526 T/R Limite TMA POINTE NOIRE
ONASI	04°06'21.61"N 011°23'50.70"E	
ONAVO	00°03'51.99"N 014°37'35.35"E	UT419 - UG727
ONELA	05°12'13.10"N 004°20'35.60"W	
ONESI	05°23'28"N 002°45'16"W	B600/UB600 T/R LIMIT ABIDJAN TMA-UTA/ACCRA FIR
ONIMA	07°17'33"N 015°29'55"E	UQ200 - UA403 - UG624
ONIMI	16°24'35"N 003°23'14"W	UB727 - UR866 FIR NIAMEY
ONKAR	01°16'04"N 011°31'56"E	A604/UA604 - UG625 Limite TMA/UTA LIBREVILLE et FIR/UIR BRAZZAVILLE - GABON
ONLEN	01°43'13"S 008°11'49"E	A400/UA400 Limite TMA SAO-TOME - FIR BRAZZAVILLE
ONLET	14°32'43"N 014°17'48"E	A607
ONLIX	01°50'08.48"S 013°19'33.80"E	FOON IAF
ONLON	07°31'36.90"N 003°33'51.77"W	UM104 - UQ592 - UA614
ONOBI	13°41'36"N 024°26'30"W	UB623
ONOGO	06°33'30.64"N 014°39'22.75"E	UQ584 - UM998
ONPAL	06°18'43.30"N 006°12'17.50"W	UB729
ONPOS	12°35'28.18"N 016°49'32.52"W	IAF GOGS-RNP-14
ONRAV	00°02'32.71"S 010°43'29.96"E	UQ582 - UG861 Brazzaville FIR - Gabon
ONTIK	11°25'56.86"N 002°56'18.91"W	UM104 - UQ594 - UA614
ONTOL	16°15'00"N 006°16'18"W	UM108 - UB735
ONTOP	13°33'01"N 013°55'24"E	UG619
ONUDA	08°09'41"N 022°51'09"E	UM215 - UA410 - UG655 - UG862
ONUSI	12°55'50"N 004°16'30"W	A600/UA600 T/R ACC BAMAKO / ACC OUAGA
ONVAS	06°36'24.46"N 001°14'48.69"E	LOME STAR RNAV 04 WPT
OPALA	07°24'00"N 002°45'00"E	R984-1/UR984 Limite TMA COTONOU
OPARA	14°40'23"N 008°05'18"W	UM122 - UM974 - UR977
OPDAK	04°15'27"N 021°34'22"E	UM214
OPDAP	09°30'23.30"N 013°48'36.05"E	UQ589 - UW605 - UM998
OPEBA	07°17'19"N 022°29'44"E	
OPENA	11°57'25.80"N 001°38'53.30"W	
OPGAM	02°22'07"N 017°40'14"E	UL434 - UM731
OPGIS	11°17'39.40"N 004°43'30.40"W	
OPIKI	02°10'42"N 018°29'30"E	UL434
OPOLA	07°17'51.38"N 016°21'28.24"E	UQ200 - UQ584 - UM731 Njamena FIR (TCHAD)
OPUGA	00°00'00"N 003°00'00"W	
OPUGO	14°05'48.59"N 000°51'03.68"W	UG859 - UM974 Niamey FIR (Burkina Faso)

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
OSLEK	16°00'00"N 006°21'21.98"E	UT258 - UQ594
OSVOR	23°27'18.39"N 012°12'25.07"W	UT365 - UR975
OVMEG	09°30'59"N 020°17'35"E	UM214 - UB736
OVREL	01°26'37.62"S 013°30'12.75"E	FOON IAF
OVREN	13°03'56.64"N 002°13'03.83"E	
OXIDU	11°00'00"N 000°20'12"W	R984-1/UR984 T/R Limite TMA OUAGADOUGOU/FIR ACCRA
OXIMU	04°56'38"N 015°06'53"E	UL433 - UM998
OXOVA	04°00'00"N 005°21'34"W	
PAMPA	08°00'00"N 000°34'00"E	UA601 - B726/UB726 - R983/UR983 Intersection Limite TMA COTONOU
PAZON	15°30'43.15"S 046°10'25.66"E	MAHAJANGA IAF IAWP
PILTI	15°17'06"N 002°18'14"W	UM104 - A612/UA612 - UA614
PILVI	01°50'33.95"S 010°21'12.44"E	R526/UR526 Brazzaville FIR - Gabon
PIMTA	04°03'11.58"N 015°21'58.62"E	UQ583 - UM998
PIMTO	09°20'45.18"N 007°34'27.21"W	ODIENNE IAF
PINDI	03°57'11.20"N 011°41'21.20"E	YAOUNDE Ville IAWP
PINGI	17°42'43.20"N 016°07'27.90"W	
PINKU	06°37'09.29"N 001°19'25.07"E	LOME STAR RNAV04 WPT
PINRU	09°39'39.41"N 031°22'13.89"W	UL435 - UN741 Dakar Oceanic FIR (SENEGAL)
PINVO	12°56'09"N 009°44'59"W	UY509 - UA601
PIPLA	09°17'14.61"N 018°28'40.38"E	SARH IAF/IF
PIPLO	02°16'06"N 018°07'00"E	UL434
PIPMO	01°49'44.49"S 013°33'53.37"E	
PIPTI	09°11'01.10"N 013°31'31.10"E	IAF GAROUA
PIRMI	05°02'00"S 011°58'12"E	R987/UR987 Limite FIR BRAZZAVILLE - LUANDA
PISRO	04°54'16.70"N 003°41'57.40"W	
PITAM	16°41'06"S 050°00'00"E	UB790
PITMA	12°49'08"N 005°23'17"W	A600/UA600 T/R ACC BAMAKO/ACC OUAGADOUGOU T/R Limite TMA BAMAKO partie 2
PITNO	05°06'29.70"N 003°32'14.50"W	
PITRU	09°34'28"N 013°19'21"E	UG727 - UG857
PIVDO	13°04'33.53"N 002°16'31.20"E	
PIVKI	06°45'23"N 005°56'51"W	UR979 TMA/UTA ABIDJAN COTE DIVOIRE
PIVLA	09°21'11.22"N 005°45'38.51"W	KORHOGO IAF/IF
PIVSA	13°58'08"N 018°00'00"W	UA302 - UG853 Dakar FIR - SENEGAL
POBLA	21°06'31.90"N 016°58'54.30"W	NOUADHIBOU IAF
POBLO	15°02'22.46"N 005°23'00.94"E	IAF TAHOUA
PODGA	14°51'11"N 019°08'02"E	UM214 - UG622
PODPI	14°03'57"N 004°58'48"W	A612 Limite TMA MOPTI Mali
PODRA	13°26'23.92"N 007°19'51.49"E	IAF MARADI
PODVI	18°15'16.90"N 015°49'10"W	
POGBA	04°56'00"N 024°45'32.31"E	UT325 Boundary point of BRAZZAVILLE and KINSHASA FIR
POGMA	00°19'03.60"N 009°01'14.20"E	
POGRA	11°40'00"N 014°10'36"W	V205 - UR865
POKNO	06°45'05"N 005°30'05.43"W	YAMOOUSSOUKRO IAF/IF



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
POKOD	05°06'18.29"N 004°05'55.27"W	IF 06AD2-DIAP-IAC-RNP03
POKOT	05°36'04"N 017°59'03"E	A607 T/R Limite TMA BANGUI partie 1
POKSI	11°51'04"N 034°23'02"W	UL435
POKUS	04°00'15.52"N 011°41'14.60"E	YAOUNDE IAF
POKVA	04°21'33"N 009°57'00"E	UQ300 - UG857
POLKI	13°33'22"N 003°34'23"E	G854 T/R Limite FIR / TMA NIAMEY
POLPU	11°16'41.04"N 021°40'00.47"E	UT142 - UM215 - UG655 N'djamena FIR - TCHAD
POLTO	06°29'30.12"N 002°45'00"E	L433/UL433 Limite TMA COTONOU
POMAT	13°52'36"N 024°35'48"W	UN873
POMBI	16°43'09.03"N 002°48'17.45"W	IAF/IF TOMBOUCTOU
POMET	05°28'49"N 005°14'26"W	B600 T/C Limite TMA ABIDJAN
POMKO	04°15'51"N 010°09'57"E	UQ300 - UQ584
POMPA	13°40'12"N 006°15'00"E	G854/UG854 T/R Limite FIR KANO/FIR NIAMEY
POMUP	11°23'41"N 007°14'08"W	G851 Limite TMA BAMAKO - MALI
PONAK	13°50'08.13"N 009°12'04.70"E	IAF ZINDER RNP RWY 23
PONDO	06°30'00"N 011°18'29"E	UG857
PONEK	04°36'10.90"N 018°27'59.10"E	BANGUI IAF
PONIR	20°04'30.10"S 055°06'40.40"E	UN304 - UA400
PONIS	07°47'19.59"N 004°51'38.42"W	BOUAKE IAF
PONOS	12°16'43.56"N 015°11'10.69"E	N'DJAMENA IAF/IF
PONOT	01°05'35"S 011°20'52"E	G856 T/R Limite TMA LIBREVILLE
PONUS	04°17'09.30"S 015°02'59"E	IAF BRAZZAVILLE
POPOL	09°59'43.33"N 001°05'50.07"E	IAF NIAMTOUGOU
PORAX	07°28'33.20"N 007°19'20.20"W	MAN IAF
POROK	12°07'16.50"N 001°51'57.20"W	
POSAG	02°02'15"S 007°21'35"E	UQ559
POSIV	18°03'11.25"N 011°38'46.58"W	UM372 - UQ596 - UR722
POSON	02°05'44.29"N 009°54'07.53"E	
POSOR	04°35'42.88"N 006°48'11.88"W	SAN PEDRO IAF
POTAN	03°11'35"S 014°31'25"E	A604 T/R Limite TMA POOL
POTED	10°55'41.58"N 014°27'48.25"E	G857 T/R Limite TMA N'DJAMENA
POTIM	12°11'39.70"N 001°37'07.20"W	OUAGADOUGOU IAF
POTOB	03°39'29.80"N 009°02'06.80"E	TMA MALABO
POTOL	21°20'40.46"N 003°52'14.60"W	UM108 - UQ596 - UB735 - UR981
POTOX	12°26'00"N 015°54'54"W	B600/UB600 Limite TMA DAKAR et TMA BISSAU
POTUB	16°37'20"N 011°24'10"W	UG615 Nouakchott UTA, Mauritanie, Dakar FIR
POVAS	22°07'44"N 008°40'10"W	UM122 - UT365 - UM725 - UR977
POVAT	10°58'37.30"N 004°26'04"W	BOBO - DILOULASSO IAF
POVIN	16°50'48.12"N 014°04'15.81"W	UQ596 - UA600 - UR620
POXAS	13°34'26.69"N 001°59'47.14"E	NIAMEY IAF
RAKOM	20°33'58"N 011°51'52"E	UB730 - UG858
RAKUD	03°24'30"N 029°11'00"W	UB623

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
RAKUT	11°59'59.50"N 014°53'37.40"E	N'DJAMENA IAF
RALAR	11°00'00"N 003°29'01"E	
RALAT	07°38'18.24"N 005°15'50.07"W	BOUAKE IAF
RALER	00°11'57.20"N 009°05'08.50"E	
RALIN	04°28'12"N 008°16'48"E	UR984
RAMET	09°00'07.70"N 018°16'18.10"E	SARH IAF/IF
RAMEX	04°26'09.70"S 015°09'31.10"E	BRAZZAVILLE IAF
RAMIN	04°53'40.51"N 006°46'33.31"W	SAN PEDRO IAF
RAMOR	00°26'26"N 006°35'00"E	A400/UA400 T/R limite FIR ACCRA/FIR BRAZZAVILLE
RAMUP	16°57'40.94"N 008°13'19.71"E	IZF AGADEZ RNP RWY 25R
RANAP	09°19'21.20"N 013°09'34.21"E	GAROUA IAF/IF
RANID	06°23'36.88"N 002°35'59.96"E	IAF COTONOU(DBBB)ILSY RWY24
RANOS	09°15'21.36"N 005°37'54.35"W	KORHOGO IAF
RANUS	00°55'16.63"N 016°14'49.68"E	UT419 - UM998
RAPIM	02°03'28.14"S 010°26'29.45"E	UT419 - UR526 - UQ561 - UQ562 GABON
RAPOD	03°31'48.97"N 011°36'15.49"E	YAOUNDE IAF
RAPUT	04°36'46.50"S 015°17'33.40"E	BRAZZAVILLE IAF
RASAD	01°11'24"N 003°00'00"W	
RASEB	01°53'19.83"S 013°29'04.46"E	FOON IAF
RASIS	03°57'24.17"N 011°44'57.93"E	YAOUNDE IAF
RASOP	02°34'02.88"S 011°20'16.64"E	UQ581 - UG861
RASUK	04°11'23.76"S 015°27'41.20"E	IAF BRAZZAVILLE
RATEK	09°30'03.87"N 006°06'25.80"W	UQ594 - UG851
RATOD	10°03'57"N 013°38'53"E	UG857 - UM998
RATOS	00°36'05.42"N 009°13'55.69"E	
RATUS	05°46'49.93"N 025°32'01.11"E	UT419 - UG862
RAVOT	13°32'59"N 013°02'57"E	UG620 - UG727
RELEN	11°56'03.47"N 014°56'49.81"E	N'DJAMENA IAF
RILOS	13°15'07.16"N 002°31'39.62"E	
RIMEN	14°26'25.76"N 004°17'12.22"W	IAF MOPTI
RIMOB	05°00'49.73"N 017°52'02.84"E	UQ583 - UG624
RIMOT	09°20'57.30"N 013°34'48.40"E	GAROUA IAF
RINEL	05°04'33.60"N 004°00'08.10"W	ABIDJAN IAF
RIPOL	14°04'53"N 011°30'00"E	UG616 - UG622
RIPOP	05°57'02.23"N 001°12'40.07"E	LOME RNP RWY 04 IAF
RIPUL	13°43'05"N 005°39'52"W	A612/UA612 T/R Limite TMA BAMAKO partie 2
RIRAG	05°50'06.61"N 005°27'43.59"W	UV207 - UQ592 Abidjan UTA, Dakar FIR
RIROT	08°00'00"N 015°59'40"E	
RISOT	09°44'51.04"N 007°33'48.80"W	ODIENNE IAF
RISUB	12°49'48"N 009°21'00"E	R778/UR778
RITAT	13°28'25.60"N 002°00'04.90"E	NIAMEY IAF
RITEN	14°22'40.87"N 016°58'01.34"W	WAYPOINT GOBD-STAR-CDO-01
RITIL	02°14'03"N 007°45'55"E	B737 T/R limite TMA SAO-TOME
RIVED	16°44'29.33"N 003°12'37.25"W	IAF TOMBOUCTOU
RIXAS	07°04'31.90"N 007°40'39.70"W	MAN IAF/IF

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
ROMAS	10°47'44"N 036°19'16"W	Limite FIR DAKAR OCEANIQUE - FIR CAYENNE (Entrée/Sortie S000FRA)
RULDO	08°00'00"N 016°55'00"E	A607/UA607 T/R Limite FIR N'DJAMENA/FIR BRAZZAVILLE
RULPO	12°30'52.30"N 001°35'20.40"W	OUAGADOUGOU IAF
RUNBO	00°56'14.58"S 008°46'12.84"E	WPT 07AD2-FOOG-IAC-RNP02-DATA
RUPIG	15°35'31"S 055°30'00"E	R348/UR348
RUVNI	04°06'12"N 019°38'18"E	L433 T/R Limite TMA BANGUI / TMA GBADOLITE
SABDU	18°58'50"N 014°53'57"W	R975 T/R Limite TMA NOUAKCHOTT
SABGO	05°49'41"N 001°47'00"E	TMA LOME
SABSA	03°07'27"N 018°03'02"E	A410 T/R Limite TMA BANGUI partie 1
SABSI	14°42'49"N 011°30'00"E	UR778
SADBA	08°56'30"N 027°20'06"W	UN873 FIR DAKAR OCEANIQUE
SADKA	22°52'41.80"N 010°26'06.70"W	UT365 - UM372 - UR722 - UA854
SAGRO	10°35'00"N 030°51'48"W	UN741
SAGVI	01°27'05.73"N 007°36'48.70"E	UB600 UTA SAO TOME in BRAZZAVILLE FIR
SAKLI	16°02'56.70"N 016°27'25.70"W	R975/UR975 WAYPOINT GOBD-SID-CCO-01
SAKNI	03°45'45.81"N 009°07'31.63"E	TMA N'GAOUNDERE
SASSA	07°37'51.90"N 013°41'43.20"E	UM725
SBITA	25°05'33"N 005°00'04"W	UM725
SEMAX	03°22'15.80"N 004°33'13.70"W	TMA COTONOU
SEMEB	06°43'54.12"N 002°01'12"E	UG857
SEMIR	10°41'22"N 014°03'48"E	A403
SEMOK	16°00'00"N 014°53'58"E	A403
SEMOS	12°11'03.20"N 001°54'04.10"W	UG562 Brazzaville FIR (Congo)
SEMUL	05°00'00"S 008°00'00"E	UB727 - UM974 FIR DAKAR TERRESTRE
SEMUR	14°35'20"N 005°33'40"W	UB727 - UM974 FIR DAKAR TERRESTRE
SENAB	04°54'35"N 001°11'30"E	UA854 - UR981
SENON	01°44'10.02"N 009°07'58.02"W	UA854 - UR981
SENOT	05°08'34.30"N 003°31'34.10"W	UA854 - UR981
SENOX	25°33'16"N 007°18'09"W	UA854 - UR981
SENUB	11°41'55.01"N 015°43'15.93"W	UA854 - UR981
SEPAK	03°38'13.71"N 011°57'41.38"E	UA854 - UR981
SEPAS	00°06'00.80"N 009°11'47.60"E	UA854 - UR981
SEPAT	14°12'29"N 006°00'29"W	UB727
SEPEL	17°50'02"N 015°07'18"W	UG615 - UR975
SEPOM	17°20'00"N 020°00'00"W	UG615 - UR975
SERAG	14°15'29.47"N 003°27'35.01"E	UM114 - UQ594
SERAL	02°20'57"N 017°45'26"E	A410/UA410 - UL434 T/R Limite TMA BANGUI partie 2
SERIM	03°07'24"S 020°24'30"W	UM114 - UQ594
SEROD	06°20'42"N 022°58'30"W	FIR DAKAR OCEANIQUE - SENEGAL
SEROR	21°33'58"N 011°54'02"W	G851/UG851 - UA854 Nouakchott UTA (MAURITANIA)
SESAL	04°09'55.60"N 018°34'48.30"E	BANGUI IAF

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
SESAM	13°42'38"N 007°07'31"E	G854/UG854 T/R Limite FIR KANO/FIR NIAMEY
SESIG	04°57'14"N 003°00'00"W	UR979
SETID	13°19'55"N 011°40'00"W	A601 FIR DAKAR TERRESTRE
SETOG	13°58'07.82"N 009°05'51.31"E	IAF ZINDER RNP RWY 23
SETOL	03°48'58.43"S 011°24'07.49"E	UQ580 - UR987 Brazzaville FIR - Congo
SEVAM	04°00'00"N 005°50'21"W	UQ580 - UR987 Brazzaville FIR - Congo
SEVOG	05°27'11.56"N 003°50'48.08"W	WPT 06AD2-DIAP-STAR-RNP21-DATA
SEVOK	05°17'27.86"N 010°21'15.80"E	IAF BAFUSSAM (FKKU) VOR RWY 33
SEXAT	05°38'35"N 010°45'09"E	L433/UL433 - G857/UG857 - UR986 Brazzaville FIR - Cameroon
SEXEM	10°47'40.41"N 006°52'34.54"W	G851/UG851 - G854/UG854 Dakar FIR (Mali)
SEXOR	01°36'40.55"N 017°28'41.75"E	UA410 - UT419
SIBAX	00°43'36"N 016°17'24"W	UA410 - UT419
SIBED	08°00'24.87"N 013°29'50.44"E	IAF GAROUA
SIBEX	02°57'33.08"S 010°59'21.62"E	UQ581 - UR987
SIBIG	14°32'31.20"N 017°27'08.20"W	IAF/IF DAKAR
SIGAL	12°18'00"N 014°28'48"E	G854/UG854 T/R Limite FIR KANO/N'DJAMENA/BRAZZAVILLE
SIRPA	01°36'30"N 006°18'29"E	UQ584 - UR979
SIRTO	11°00'00"N 002°37'23.88"E	R981/UR981 T/R Limite TMA NIAMEY/ TMA COTONOU
SISNU	14°02'36.61"N 014°49'10.38"W	UA601 - UR620 - UR865 Dakar FIR (SENEGAL)
SISTA	01°20'29"S 007°55'49"E	UA400 - UQ559
SITBI	01°42'34.11"N 009°42'35.40"E	UA400 - UQ559
SITMI	18°05'53.20"N 016°20'30.90"W	MAHWP NOUAKCHOTT OUMTOUNSY
SOAVI	13°35'36"S 046°12'43"E	UR775 - UB790
SOBNO	16°38'36"N 014°24'24"W	UQ596 Limite UTA Dakar/UTA Nouakchott-FIR DAKAR
SOGRO	03°51'42.27"N 008°54'57.61"E	MALABO IAF
SOKMA	17°48'51.16"N 014°01'35.73"E	UQ592 - UG862 Niamey FIR (NIGER)
SOLAL	11°53'06"S 041°49'36"E	UN305
SOLMA	19°23'03"N 004°48'50"W	UM108 - UT365 - UB735 - UR866
SOLVI	05°09'59.92"N 018°10'35.05"E	UQ583 - UA607
SOMSI	03°02'00"N 018°35'00"E	BANGUI vers MBANDAKA
SONKO	15°05'12"N 002°46'06"W	UA612 - UR866
SOPOG	06°01'15.29"N 025°15'53.52"E	UT139 - UG862
SOPVI	19°15'01"S 046°34'25"E	UB536
SORKA	13°07'52.35"N 001°56'12.42"E	UB536
SUNIR	24°18'06"S 040°00'00"E	UT122 - UG653
TABNO	10°23'42"S 043°38'12"E	UG661
TAKUM	06°54'00"N 010°19'48"E	UR986
TAMIL	10°35'00"N 000°01'00"E	UA603 - UG855 - R984-1/UR984
TAMOL	07°33'08.23"N 004°58'40.58"W	BOUAKE IAF
TAMUL	19°59'00"N 011°10'16"W	UM372 - UR722 - UM725 - G851/UG851



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
TANAD	14°20'52.33"N 013°52'05.04"E	UT237 - UG622
TANAS	03°31'08.42"N 008°29'50.95"E	MALABO IAF
TANAX	16°39'50.24"N 003°10'39.65"W	IAF/IF TOMBOUCTOU
TANEB	18°28'57.50"N 016°04'31.70"W	IAF NOUAKCHOTT OUMTOUNSY
TANIS	04°22'55.50"S 015°05'41.30"E	IF BRAZZAVILLE
TANON	09°15'56.52"N 013°35'07.57"E	GAROUA IAF
TAPAK	13°58'56"N 010°40'08"E	UG622 - UR778
TAPEK	02°36'09.76"N 011°57'04.69"E	UQ583 - UR986
TAPIL	01°47'57"S 010°27'09"E	R987/UR987 T/R Limite TMA LIBREVILLE
TAPIX	09°13'51.17"N 005°22'32.02"W	KORHOGO IAF
TAPOS	03°31'33.50"N 011°31'08.10"E	YAOUNDE IAWP
TAPUS	19°27'39.44"N 008°27'19.63"W	UM122 - UY509 - UQ596 - UR977
TAPUT	09°14'18.71"N 018°32'46.74"E	SARH IAF
TAREN	13°18'47"N 000°00'38"W	UA600 - UA603
TARIM	15°10'23.88"N 029°32'30.12"W	SAL and Dakar Oceanic boundary point
TARIX	03°34'50.22"N 011°40'09.72"E	YAOUNDE IAF
TAROV	02°01'34.30"N 009°57'58.80"E	BATA IAF
TASIL	04°00'18"N 029°59'24"W	UN873
TASIN	03°37'13"S 011°18'28"E	R987 T/R Limite TMA POINTE NOIRE
TASOK	00°04'42.40"N 009°35'13.20"E	
TASOM	05°34'48"N 015°39'30"E	UA403 - UT475
TASUB	09°31'47.92"N 001°04'52.66"E	IAF NIAMTOUGOU
TASUT	14°55'36.50"N 017°30'13.90"W	IAF DAKAR
TATAB	12°30'34.60"N 001°25'34.60"W	OUAGADOUGOU IAF
TATAT	11°00'00"N 002°16'24"E	UA608
TATOR	04°34'01.21"N 006°43'29.06"W	SAN PEDRO IAF/IF
TAVAL	05°19'58.90"N 003°31'06.20"W	
TAVIL	18°08'44"N 001°25'44"W	UB727 - UR981
TAVOT	13°04'59"N 002°40'09"W	UM104 - UA600 - UA614
TEBIM	01°42'07.39"S 013°39'17.05"E	FOON IAF
TEBKA	06°09'43.50"N 002°17'32.03"E	IAF COTONOU(DBBB) RNP RWY06
TEKSO	09°54'30"N 025°12'30"W	UN857 UN857 - Point in Dakar Oceanic FIR
TEKTI	04°00'00"N 018°44'12"E	UA607
TEMKI	00°08'26"S 009°03'58"E	G857 T/C Limite TMA LIBREVILLE / TMA PORT GENTIL
TEMLA	00°37'16.98"S 009°51'10.50"E	UR526 - UQ582 UTALIBREVILLE - FIR BRAZZAVILLE - GABON
TEMZO	14°00'04.47"N 017°03'59.55"W	WAYPOINT GOBD-SID-CCO-19
TENKI	00°44'08.12"S 009°57'43.95"E	R987 Brazzaville FIR (Gabon)
TENPO	14°42'35"N 009°34'39"W	UY509 - UM974
TENTA	01°30'00"S 006°35'00"E	UQ360
TENTU	09°04'00.12"N 002°55'59.88"E	R981/UR981 T/R Limite TMA COTONOU / FIR ACCRA
TERAS	20°44'25"N 001°47'40"E	UM608 - UB727

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
TERBI	05°46'09.88"N 010°19'25.90"E	IAF BAFUSSAM (KKU) RNAVRWY 15
TERTA	03°27'41"N 001°11'30"E	
TESKI	02°23'01.30"N 004°52'52.90"W	
TESTI	20°15'25.30"N 000°59'17.40"E	UB727 - G859/UG859
TETRO	25°29'12"S 040°00'00"E	UG654
TEXAT	16°54'58.37"S 049°41'24.73"E	IAF FMMS-IAC-RNP19
TIBAT	24°55'02.02"S 047°18'22.29"E	WAYPOINT FMMS IAC RNP26
TIDAL	18°08'13"S 044°58'58"E	UA400
TIDOB	15°57'42"S 054°31'28"E	UR348 - UA665
TIGOK	15°00'00"S 053°52'17"E	UA665 FIR ANTANANARIVO - MADAGASCAR
TIGUR	19°28'21"S 050°03'49"E	A401/UA401 T/R Limite TMA ANTANANARIVO
TIGUS	17°27'03"S 050°58'10"E	UR348 - UB790
TIKAN	14°39'30"S 046°16'41"E	UR775
TIKAP	16°01'16"S 049°10'13"E	UL441 - UB790
TIKEL	13°37'35"S 050°33'10"E	UL433 - UL441
TIKEM	15°30'43.20"S 046°10'25.70"E	MAHAJANGA IAF
TIKUX	13°14'17.29"S 048°31'33.28"E	IAF NOSY-BE (FMNN) RNP - RWY 23
TILUX	23°36'04.72"S 043°44'40.28"E	IAF 09AD2-FMST-IAC-RNP04
TIMAK	05°20'00"S 010°00'00"E	UQ560 - UQ580
TIMOX	17°51'54"N 013°47'37"W	UR620 - UM725
TIMUB	00°33'55.93"S 008°55'19.32"E	IAF 07AD2-FOOG-IAC-RNP20
TINET	04°02'00"N 011°31'23.30"E	IAF YAOUNDE
TINEV	06°05'50.01"N 001°04'06.54"E	LOME VOR RWY 04 IAF
TIPAD	15°35'48.40"N 012°14'09.20"W	UM372 - UA600 - UR722
TIPEM	14°29'03.50"N 020°48'04.04"E	UM215 - UM863
TISAS	14°54'41.23"N 017°10'42.12"W	WAYPOINT GOBD-STAR-CDO-19
TISEN	24°11'04"N 006°09'16"W	UM725 - UR981
TITAS	07°16'57.08"N 023°10'37.92"E	UQ200 - UM215 - UQ583 - UG655
TITAT	09°13'06"N 017°00'30"W	Limite FIR DAKAR OCEANIQUE - FIR ROBERTS (entrée AORRA 3 et 4)
TIVAL	01°49'42"S 014°54'21"E	UG727
TIVOD	06°57'36"N 014°43'12"W	FIR DAKAR OCEANIQUE - ROBERTS (entrée AORRA 3 et 4)
TIXIM	12°03'46.34"N 015°29'17.57"W	GUINEA-BISSAU
TIXOT	12°21'51.20"N 001°56'15.30"W	
TOBAB	04°10'36"N 015°19'54"E	UR984 - UM998
TOBAS	14°01'49"N 009°59'51"W	UA600
TOBEL	09°22'22.01"N 014°28'15.71"E	IAF GAROUA
TOBER	06°53'19.84"N 005°33'47.43"W	YAMOUSSOUKRO IAF
TOBUK	21°56'00"N 009°18'00"E	UB731 - R986 - UM998 T/R Limite FIR ALGER/FIR NIAMEY
TONBA	21°35'18"N 019°51'12"E	UM7 - UL12 - UM215 - UR778
TSARA	12°30'00"S 052°12'20"E	UA665
TUMMO	22°00'00"N 014°40'18"E	A403/UA403 T/R Limite FIR TRIPOLI/FIR N'DJAMENA
TUMUT	11°00'00"N 001°58'42"W	G859/UG859 T/R Limite TMA OUAGADOUGOU/FIR ACCRA
TUPIS	13°26'57.98"N 001°44'38.51"E	

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
TUREB	12°20'17.99"N 003°27'31.95"E	UM114 - UQ592 Niamey FIR (NIGER)
TURED	13°00'00"N 018°00'00"W	A602/UA602 - UG853 FIR DAKAR TERRESTRE
TUROT	04°34'18"N 012°09'54"W	
TURUP	11°27'54"N 019°40'00"W	UA302 Limite FIR DAKAR TERRESTRE - FIR DAKAR OCEANIQUE
TUSEK	06°16'36"N 003°11'00"W	UG855
TUSOT	04°09'09.70"N 018°29'10.40"E	IAF BANGUI-M'Poko RNAV RWY 34
TUSUR	19°54'47"N 017°06'31"W	B600 T/R Limite TMA NOUADHIBOU/TMA NOUAKCHOTT
TUTAN	17°55'44.10"N 016°05'09.90"W	NOUAKCHOTT IAWP
TUTAS	00°55'16.30"S 008°40'08.20"E	
TUTLO	17°00'00"N 037°30'00"W	SANTA MARIA/SAL OCEANIC
TUTOL	16°14'24.45"N 000°12'33.83"W	IAF GAO
TUVAT	18°02'52"N 015°53'39.30"W	IAF NOUAKCHOTT OUMTOUNSY
TUXID	10°00'23.37"N 005°07'28.94"W	UQ594 - UP685
TUXOL	17°31'06.59"N 013°21'19.29"E	UQ592 - UA607 - UM731 Niamey FIR (NIGER)
UBALA	04°02'50.80"S 015°13'45.90"E	IAF BRAZZAVILLE
UBALO	00°42'51"S 007°29'15"E	A400/UA400 T/R limite TMA SAO-TOME
UBATA	14°45'13.50"N 012°26'05.20"W	UM372 - UR722 - UM974
UBATI	11°44'49"N 009°01'22"W	B727/UB727 UBATI : T/R Limite FIR ROBERTS/FIR DAKAR TMA BAMAKO
UBEKA	03°46'31.58"N 011°57'54.74"E	
UBEVA	13°44'37"N 004°44'50"E	UY333 Boundary point between Kano and Niamey FIRs
UBOLA	00°29'08.50"N 009°49'38.60"E	
UBOLI	03°45'57"S 011°04'23"E	B732 T/R limite TMA POINTE NOIRE
UBOSU	04°48'24"N 011°06'14"E	UQ584 - UR986 Brazzaville FIR (Cameroon)
UBOXA	13°15'15.58"N 000°43'16.24"W	A600 Niamey FIR (Burkina Faso)
UBOXI	04°56'07.17"N 006°36'54.94"W	SAN PEDRO IAF/IF
UBUTU	07°11'42"N 008°10'48"W	B729/UB729
UBUVA	01°24'14.51"S 011°43'57.62"E	UT419 - UG856 UTA BRAZZAVILLE CONGO
UDEBO	10°55'31.02"N 018°51'49.02"W	
UDRAS	05°35'44.20"N 003°41'11.10"W	
UGOBO	08°50'34"N 035°29'27"W	Limite FIR DAKAR OCEANIQUE - FIR CAYENNE (Entrée/Sortie SOOOFRA)
ULGAS	13°34'36.20"N 001°45'13.79"E	
ULMAB	01°10'14"S 015°29'36"E	UA403 - UQ580 Brazzaville FIR
ULNAL	04°51'43.21"S 010°25'17.44"E	UA400 - UQ580
ULNOT	17°06'26"N 015°40'09"W	UR865 - UR975
ULPAK	25°10'02"N 007°46'09"W	UA854 - UR866
ULSAM	05°56'43.61"N 002°30'17.19"E	TMA COTONOU
ULSIM	15°18'42.63"N 016°52'27.34"W	WAYPOINT GOBD-SID-CCO-19
ULTIM	01°00'23"N 010°37'33"E	BANGUI vers LIBREVILLE

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
ULVAB	13°28'46"N 010°06'09"E	UR778 - UG854
UMOSA	08°00'00"N 015°25'56"E	A403/UA403 T/R Limite FIR N'DJAMENA/ FIR BRAZZAVILLE
UMOVO	11°00'00"N 000°53'42"W	R983/UR983
UMTAS	15°14'14.67"S 049°26'53.42"E	IAF/IF 09AD2-FMNR-IAC-RNP14
UMUSO	03°45'36"N 010°49'00"E	R874 Limite TMA DOUALA et TMA YAOUNDE - FIR BRAZZAVILLE -CAMEROUN
UNADO	16°15'00"N 009°30'39"W	UG851
UNAGA	20°24'09.23"N 006°12'51.18"W	UT365 - UQ596
UNIKA	07°55'31.89"N 004°56'58.55"W	BOUAKE IAF
UNKAL	23°12'21.75"S 043°48'41.64"E	IAF FMST-IAC-RNP22
UNKIK	20°14'28.50"S 052°56'04.70"E	A401/UA401 T/R Limite TMA LA REUNION partie 1
UNOTA	15°50'57"N 000°17'35"E	UT365 - UR981
UPAKI	16°56'55.53"N 008°14'06.06"E	IAF AGADEZ RNP RWY 25L
UPASA	04°03'48.20"S 015°14'12.30"E	BRAZZAVILLE IAF
UPATU	00°33'44.50"N 015°36'26.10"E	UT143 - UA403 - UT419 FIR BRAZZAVILLE
UPAVO	07°26'39.67"N 023°39'53.16"E	UQ583 - UG862
UPESA	16°41'15.84"N 018°00'00"W	UG853 Dakar FIR (SENEGAL)
URAPI	09°51'30"S 003°53'36"W	
USDIS	09°30'45.98"N 007°21'18.55"W	ODIENNE IAF
USDOT	09°25'19.56"N 005°20'41.76"W	KORHOGO IAF/IF
USKAT	01°04'51.28"N 008°23'39.25"E	UQ583 - UB600 FIR BRAZZAVILLE
USKAV	02°13'20"N 017°42'33"E	UA410 - UM731
USLAG	23°20'00"N 011°43'45"E	
USLEN	07°45'31"N 003°31'40"W	UM104 - UA614 Limite TMA ABIDJAN - COTE DIVOIRE
USLOK	04°37'12"N 017°04'24"E	UL433 - UQ583 - UM731 Brazzaville FIR
USLOV	09°24'50"N 015°47'10"E	UM731 - UB736
USMOL	01°55'13.89"N 008°00'20.05"E	UB737 - UG856 Brazzaville FIR - Gabon
USNOM	05°24'53.30"N 003°45'14.52"W	WPT 06AD2-DIAP-STAR-RNP21-DATA
USPOK	14°23'54"N 014°20'33"E	UA607 - UG619 - UG622 - UM731
USRUT	23°39'24"N 002°43'18"W	UM108 - UM629 - UB735
USTAV	17°02'44.25"N 008°12'25.26"E	AGADEZ IAF
USTEL	05°02'51"N 004°00'50.30"W	ABIDJAN IAWP
USTER	03°40'30.40"N 011°27'04.93"E	YAOUNDE/Ville IAWP
UVDUK	11°40'22"S 051°39'48"E	UL441 - UA665
UVENA	18°36'19"S 054°24'06"E	UN304
UVGAD	16°27'47"S 046°34'21"E	A401/UA401 T/R Limite TMA MAHAJANGA / TMA ANTANANARIVO
UVGET	15°00'21"S 049°46'07"E	UL441 - UG661
VABAX	04°06'57.78"N 011°40'46.81"E	
VABEG	00°49'04"N 009°37'33.10"E	
VABOR	09°57'45.43"N 001°10'29.87"E	IAF NIAMTOUGOU
VADAK	05°39'02.90"N 003°47'38.20"W	
VADAM	04°49'28.38"N 006°29'06.51"W	SAN PEDRO IAF



INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
VEMAR	14°30'00"S 051°25'35"E	UL433
VISCO	03°37'30.48"N 009°07'46.73"E	MALABO IAF
VISNA	08°40'00"N 014°03'11"E	UG624 - UM998
VISPA	17°41'31.20"N 015°50'04.70"W	
VISRO	07°57'48.10"N 005°06'05.59"W	BOUAKE IAF
VISTI	09°34'26.70"N 005°25'07.08"W	KORHOGO IAF
VITLI	04°20'47"N 008°34'00"E	UR984
VITSO	14°35'18.76"N 003°52'05.29"W	IAF MOPTI
VODLO	03°33'33.43"N 011°26'24.50"E	YAOUNDE IAF
VOHID	10°55'46"S 044°19'40"E	UN305 - UG661
VOKLA	11°06'36.90"N 004°32'13.60"W	BOBO - DIOULASSO IAF
VOKRI	06°33'15.20"N 002°28'45.38"E	IAF COTONOU(DBBB) ILSY RWY24
VOLBU	14°24'05"N 002°27'05"W	UM104 - UA614 - UR866 - UM974
VOLKO	07°12'42.03"N 020°50'35.93"E	UQ200 - UM214
VOLMI	00°31'27.14"N 012°40'49.81"E	UT143 - UR986 TMA LIBREVILLE
VOLMU	02°07'52.22"N 010°58'00"E	UQ583 - UA604 FIR BRAZZAVILLE
VOLNA	10°37'54"N 008°00'00"W	G854/UG854 T/R UIR ROBERTS/TMA BAMAKO
VOLPA	14°54'47.86"N 016°58'18.56"W	WAYPOINT GOBD-STAR-CDO-19
VOLTI	12°09'43"N 002°25'45"E	R981 T/R Limite TMA NIAMEY
VOMIN	06°54'14.46"N 005°09'41.52"W	YAMOISSOUKRO IAF
VOMLA	04°14'05.50"S 009°58'33.27"E	UA400 - UQ581 FIR BRAZZAVILLE
VONTI	01°48'44"S 015°26'44"E	A403/UA403 T/R Limite TMA POOL partie 2
VOPAL	06°00'47.83"N 001°07'57.64"E	LOME RNP RWY 04 IAF
VOPAT	02°27'52.68"S 013°02'49.98"E	UQ580 - G856/UG856 - R988/UR988 FIR BRAZZAVILLE
VOPLA	03°51'24.20"N 017°17'43.30"E	BANGUI vers LIBREVILLE
VOPSI	14°51'29.40"N 005°03'53.76"E	IAF TAHOUA
VOPUL	13°36'23.24"N 007°18'47.11"E	IAF MARADI
VORAX	04°32'16"S 013°34'38"E	B732 T/R limite TMA BRAZZAVILLE
VORDA	13°54'41.51"N 014°06'05.28"E	UT237 - UG619
VORET	01°03'48"S 008°09'17"E	UQ559
VORIS	00°23'16.20"N 009°35'52.80"E	
VORTA	00°51'15.90"S 008°52'52.80"E	IAF VOR Z RWY 02
VORUT	04°00'00"N 004°52'22"W	
VOSGA	01°55'27"N 004°08'38"W	
VOSIP	13°04'59.65"N 000°52'25.79"E	UQ594 - UM629 - UG854 UTA NIAMEY NIGER
VOSLA	17°47'55.57"N 014°35'00.66"W	
VOSLI	10°09'19"N 015°35'04"E	UQ589 - UW605 - UM731
VOSNU	20°43'35.78"N 005°28'35.78"W	UQ596 - UR866
VOSPI	12°05'42.24"N 015°35'05.44"W	GUINEA-BISSAU
VOTAB	14°45'48"N 014°37'45"W	UR620 - UM974
VOTEM	08°30'00"N 002°20'30"E	UA608 TMA COTONOU
VOTIS	16°48'54.51"N 007°50'33.04"E	IAF AGADEZ RNP RWY 07L
VOTUR	04°18'15"N 017°09'26"E	UM731 - UR984
VOVIK	09°29'15.07"N 018°44'00.80"E	UT325 - UB736
VOXIL	13°49'42.03"N 001°55'50.43"E	

INDICATIF CODÉ 1	COORDONNÉES 2	ROUTE ATS ou AUTRE ROUTE 3
VOXIR	05°55'52.11"N 005°21'17.98"W	UQ592 - UB729 Dakar FIR - Abidjan
XUKON	14°45'40.80"N 013°34'27.80"W	UB728 - UM974
XULAK	12°10'30"N 021°20'51"E	UM215 - UW605 - UG655
XULED	00°45'33.24"S 008°00'19.80"E	UQ558 IAF FOOL SID-RNAV16
XUMIL	18°34'04"N 001°44'39"W	UM104 - UA614 - UR981
XUPAM	08°43'47.16"N 019°42'59.09"E	UT325 - UQ584
XURIK	24°53'29"S 047°19'58"E	UA402 - UG652
XURUT	02°00'00"S 006°35'00"E	UQ558
XUVIT	15°27'24.12"N 030°41'35.88"W	SAL and Dakar Oceanic FIR boundary point
ZANOUI	06°32'50"N 003°29'36"W	G859 T/R Limite TMA ABIDJAN
ZAWAT	19°00'09"N 003°32'51"E	UM114
ZIMOG	20°09'13.44"N 000°45'11.32"E	IAF TESSALIT

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

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

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

NOM et TYPE de la Station/Déclinaison Name of station Magnetic Variation	IDENTIFICATION ID	FRÉQUENCE (MHZ-KHZ) Frequency	HEURES DE SERVICE Hours of Operation	COORDONNÉES Coordinates	ALTITUDE DE L'ANTENNE Antenna elevation	OBSERVATIONS Remarks
1	2	3	4	5	6	7
ABIDJAN VOR-DME 4°W (2020)	AD	114.3 MHz Ch 90X	H24	05°16'58.14"N 003°55'01.12"W	14M (46FT)	P. VOR : 50 W P. DME : 1 KW ----- GARP:NIL
BOUAKE VOR-DME 3°W (2025)	BKY	115.1 MHz Ch 98X	H24	07°44'50.24"N 005°04'29.79"W	390M (1280FT)	P.VOR : 50 W P. DME : 1 KW
SAN PEDRO VOR-DME 5°W (2020)	SPO	114.9 MHz Ch 96X	H24	04°45'20.01"N 006°39'19.52"W	30M (98FT)	P.VOR : 100 W P. DME : 1 KW 440M seuil 21 QDR065°

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

NOM et TYPE de la Station/Déclinaison Name of station Magnetic Variation	IDENTIFICATION ID	FRÉQUENCE (MHZ-KHZ) Frequency	HEURES DE SERVICE Hours of Operation	COORDONNÉES Coordinates	ALTITUDE DE L'ANTENNE Antenna elevation	OBSERVATIONS Remarks
1	2	3	4	5	6	7
AGADEZ / MANU DAYAK VOR 1°E (2025)	AS	113.5 MHz	H24	16°58'29.87"N 008°01'23.63"E		NIL
DIRKOU VOR-DME 2°E (2025)	DIR	113.9 MHz Ch 86X	H24	18°58'53.30"N 012°52'49.80"E	386M (1266FT)	P. VOR : 50 W P. DME : 1KW
NIAMEY VOR-DME 0°W (2025)	NY	114.1 MHz Ch 88X	H24	13°28'52.03"N 002°12'24.75"E	220M (722FT)	P.VOR : 50 W P.DME : 1 KW 347M seuil 27L QDR 132°
ZINDER VOR 1°E (2025)	ZR	116.2 MHz	H24	13°46'14.08"N 008°58'20.60"E		HGT = 20 M 630 M THR05

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

ENR 5.4 OBSTACLES À LA NAVIGATION AÉRIENNE DE ROUTE
AIR NAVIGATION OBSTACLES EN-ROUTE

NUMÉRO D'ORDRE Order N°	DÉSIGNATION Designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	BALISAGE Obstacle light		OBSERVATIONS Remarks
					JOUR Day	NUIT Night	
0	1	2	3	4	5		6
01-001	ABOMEY-CALAVI	Pylône	06°25'30"N 002°20'55"E	229 m / 219 m	NON	NON	
01-002	AKPAKPA	Pylône	06°21'59"N 002°28'04"E	55 m / 50 m	NON	NON	
01-003	COTONOU	Pylône	06°21'05"N 002°26'15"E	63 m / 61 m	NON	NON	
01-005	DASSA	Pylône	07°47'09"N 002°11'35"E	262 m / 68 m	NON	NON	
01-006	SAVE	Pylône	08°04'09"N 002°31'09"E	292 m / 60 m	NON	NON	
01-007	YAQUI	Pylône	08°29'15"N 002°36'56"E	418 m / 101 m	NON	NON	
01-008	PARAKOU TOUROU	Pylône	09°20'39"N 002°32'33"E	476 m / 105 m	NON	NON	
01-009	PARAKOU	Pylône	09°20'00"N 002°38'00"E	448 m / 80 m	NON	NON	
01-010	TAMOUSSIA	Pylône	09°47'00"N 002°41'47"E	486 m / 98 m	NON	NON	
01-011	BEMBEREKE	Pylône	10°12'48"N 002°39'09"E	598 m / 108 m	NON	NON	
01-012	SORI	Pylône	10°43'07"N 002°45'44"E	448 m / 105 m	NON	NON	
01-013	DONWARI	Pylône	11°07'48"N 002°50'48"E	379 m / 57 m	NON	NON	
01-014	ALFA-KWARA	Pylône	11°28'02"N 003°03'37"E	357 m / 78 m	NON	NON	
01-015	GUENE	Pylône	11°45'19"N 003°14'02"E	303 m / 78 m	NON	NON	
01-016	COTONOU	Pylône	06°21'03"N 002°26'07"E	66 m / 62 m	NON	NON	
01-017	ATTOGON	Pylône	06°43'56"N 002°09'42"E	252 m / 132 m	NON	NON	

NUMÉRO D'ORDRE Order N°	DÉSIGNATION Designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	BALISAGE Obstacle light		OBSERVATIONS Remarks
					JOUR Day	NUIT Night	
0	1	2	3	4	5		6
01-018	OUIDAH	Pylône	06°21'23"N 002°04'55"E	87 m / 75 m	NON	NON	
01-019	LOKOSSA	Pylône	06°38'20"N 001°42'43"E	100 m / 72 m	NON	NON	
01-020	PARAKOU	Pylône	09°19'22"N 002°40'40"E	511 m / 160 m	NON	NON	
01-021	NATITINGOU	Pylône	10°19'37"N 001°21'51"E	685 m / 160 m	NON	NON	
01-022	DASSA	Pylône	07°45'14"N 002°10'47"E	380 m / 160 m	NON	NON	
01-023	GUINIROU	Pylône	08°56'14"N 002°35'02"E	447 m / 105 m	NON	NON	
01-024	POBE	Pylône	06°57'10"N 002°40'20"E	205 m / 85 m	NON	NON	
01-025	KOROBANI	Pylône	09°28'58"N 002°00'20"E	470 m / 80 m	NON	NON	
01-026	PORTO-NOVO	Pylône	06°28'25"N 002°37'18"E	87 m / 77 m	NON	NON	
01-027	BIRNI	Pylône	09°59'40"N 001°31'37"E	487 m / 75 m	NON	NON	
01-028	DANTOTA	Pylône	07°17'40"N 002°05'15"E	312 m / 72 m	NON	NON	
01-029	DJOUGOU	Pylône	09°41'58"N 001°39'59"E	485 m / 65 m	NON	NON	
01-031	IMMEUBLE PYLONE	Building + Pylon	06°21'12.59"N 002°25'00.53"E	54.36 m / 50 m	NON	NON	NIL
01-032	IMMEUBLE PYLONE	Building + Pylon	06°23'13.68"N 002°22'42.13"E	68.49 m / 62.94 m	OUI	OUI	NIL
01-033	PYLONE 2	Antenna	06°21'07.98"N 002°24'13.84"E	55.04 m / 50 m	NON	NON	2C NIL
	ANTENNE GSM15	Antenna	06°22'50.63"N 002°22'49.76"E	58.414 m / 52.16 m	NON	NON	2c
	ANTENNE ORTB TNT	Antenna	06°21'08.70"N 002°24'10.41"E	79.061 m / 75.05 m	OUI	OUI	2c



NUMÉRO D'ORDRE Order N°	DÉSIGNATION Designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	BALISAGE Obstacle light		OBSERVATIONS Remarks
					JOUR Day	NUIT Night	
0	1	2	3	4	5		6
→	ANTENNE ORTB1	Antenna	06°25'48.61"N 002°20'49.46"E	173.54 m / 157.43 m	OUI	OUI	2c
→	ANTENNE ORTB2	Antenna	06°25'41.44"N 002°20'52.98"E	211.31 m / 200.16 m	OUI	OUI	2c
→	BCEAO	Building	06°21'09.81"N 002°25'34.96"E	66.401 m / 59.6 m	OUI	OUI	NIL
→	CHATEAU D'EAU	Château	06°22'39.59"N 002°23'05.01"E	53.55 m / 50.69 m	NON	NON	NIL
→	DOUANE	Building	06°21'04.08"N 002°25'15.16"E	56.747 m / 51.26 m	NON	NON	2c
→	MAT DE MESURE DE VENT	Antenna	06°20'39.42"N 002°24'37.18"E	125.85 m / 51 m	OUI	OUI	2c
→	RADIO	Antenna	06°21'08.12"N 002°24'13.85"E	66.321 m / 62.31 m	OUI	OUI	2c

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

ENR 5 AVERTISSEMENTS À LA NAVIGATION
NAVIGATION WARNINGS

ENR 5.1 ZONES INTERDITES, RÉGLEMENTÉES OU DANGEREUSES
PROHIBITED, RESTRICTED AND DANGER AREAS

IDENTIFICATION, NOM ET LIMITES LATÉRALES <i>Identification, Name and Lateral Limits</i>	LIMITES SUPÉRIEURES	OBSERVATIONS / Remarks (Heures d'activité, Genre de limitation, Nature des dangers, Risque d'interception) <i>(Time of activity, Type of restriction, Nature of hazard, Risk of interception)</i>
	LIMITES INFÉRIEURES <i>Upper / Lower Limits</i>	
1	2	3
ZONES INTERDITES / PROHIBITED AREAS		
FCP 01 - BASE MILITAIRE BRAZZAVILLE/MAYA-MAYA 04°14'20.00"S - 015°15'02.00"E , 04°14'24.00"S - 015°15'21.00"E , 04°14'38.00"S - 015°15'31.00"E , 04°15'21.00"S - 015°14'40.00"E , 04°14'50.00"S - 015°14'13.00"E , 04°14'20.00"S - 015°15'02.00"E	1000 M ASFC ----- SOL	Interdite en permanence
FCP 02 - KINKALA/SUD 04°21'00.00"S - 014°45'00.00"E , 04°27'00.00"S - 014°55'00.00"E , 04°32'00.00"S - 014°52'00.00"E , 04°34'00.00"S - 014°41'00.00"E , 04°24'00.00"S - 014°39'00.00"E , 04°21'00.00"S - 014°45'00.00"E	ILL ----- SOL	Vols réacteurs Activité annoncée par le contrôle
FCP 03 - M'PILA/BRAZZAVILLE MAYA-MAYA Cercle de 0.5 NM de rayon centré sur 04°15'37.00"S - 015°17'40.00"E	FL 070 ----- SOL	Zone présidentielle
FCP 10 - DJAMBALA Cercle de 0.27 NM de rayon centré sur 02°32'48.70"S - 014°44'53.50"E	FL 070 ----- SOL	
FCP 11 - DJAMBALA 02°32'22.90"S - 014°45'16.10"E , 02°32'17.10"S - 014°45'36.30"E , 02°32'28.10"S - 014°45'40.40"E , 02°32'36.30"S - 014°45'18.20"E , 02°32'22.90"S - 014°45'16.10"E	FL 070 ----- SOL	
ZONES DANGEREUSES / DANGER AREAS		
FCD 4 Cercle de 9 KM de rayon centré sur 03°19'00.00"S - 015°42'00.00"E	FL 245 ----- SOL	Zone de tirs Activité annoncée par NOTAM et par le contrôle
FCD 5 - POINTE NOIRE Cercle de 1 KM de rayon centré sur 04°49'10.00"S - 011°53'10.00"E	3000 M ASFC ----- SOL	Parachutages Activité tous les MER, JEU et SAM entre 1300-1700 TU. En dehors de cet HOR et exceptionnellement, l'activité sera annoncée par la Tour de contrôle.

IDENTIFICATION, NOM ET LIMITES LATÉRALES <i>Identification, Name and Lateral Limits</i>	LIMITES SUPÉRIEURES	OBSERVATIONS / <i>Remarks</i> (Heures d'activité, Genre de limitation, Nature des dangers, Risque d'interception) (<i>Time of activity, Type of restriction, Nature of hazard, Risk of interception</i>)
	LIMITES INFÉRIEURES <i>Upper / Lower Limits</i>	
1	2	3
FCD 6 - MAYA-MAYA Cercle de 500 M de rayon centré sur 04°15'17.26"S - 015°15'34.47"E	3000 M ASFC ----- SOL	Parachutages Activité tous les MER entre 0600-1000 TU. En dehors de cet HOR, activité annoncée par la Tour de contrôle
FCD 7 - BILOLO 04°08'07.60"S - 015°21'32.16"E , 04°09'28.87"S - 015°16'34.14"E , arc horaire de 2.7 NM de rayon centré sur 04°08'00.00"S - 015°18'50.00"E , 04°08'07.60"S - 015°21'32.16"E	2000 M ASFC ----- SOL	Parachutages Activité annoncée par la Tour de contrôle
FCD 8 - KIBOUENDE Cercle de 5 KM de rayon centré sur 04°11'40.00"S - 015°08'40.00"E	2000 M ASFC ----- SOL	Parachutages Activité annoncée par la Tour de Contrôle
ZONES RÉGLEMENTÉES / RESTRICTED AREAS		
FCR 9 03°33'00.00"S - 015°22'00.00"E , 03°38'00.00"S - 015°53'00.00"E , 03°58'00.00"S - 015°19'00.00"E , 03°33'00.00"S - 015°22'00.00"E	FL 245 ----- SOL	Vols réacteurs Activité annoncée par le contrôle
AUTRES / OTHERS		
ZONE DE VIDANGE - BRAZZAVILLE / MAYA-MAYA 03°38'31.31"S - 014°35'59.48"E , 03°49'52.42"S - 015°00'44.55"E , 04°20'44.91"S - 014°42'06.21"E , 04°04'46.06"S - 014°18'14.06"E , 03°38'31.31"S - 014°35'59.48"E	ILL ----- FL 050	ALT minimale de vidange KER : FL 070 (2150M) ESN : FL 050 (1500M)
ZONE DE VIDANGE - POINTE NOIRE 04°21'00.00"S - 011°35'00.00"E , 04°28'00.00"S - 011°39'00.00"E , 04°31'00.00"S - 011°35'00.00"E , 04°24'00.00"S - 011°30'00.00"E , 04°21'00.00"S - 011°35'00.00"E	ILL ----- FL 050	ALT minimale de vidange KER : FL 070 (2150M) ESN : FL 050 (1500M)



14 AD 1.3	Répertoire des Aérodrômes <i>Index to Aerodromes</i>	14 AD 1.3-1
14 AD 1.3	Carte des aérodrômes <i>Aerodromes charts</i>	14 AD 1.3-1
14 AD 1.3	Répertoire des aérodrômes et pistes <i>List of aerodromes and RWY</i>	14 AD 1.3-31
15 AD 1.3	Répertoire des Aérodrômes <i>Index to Aerodromes</i>	15 AD 1.3-1
15 AD 1.3	Carte des aérodrômes <i>Aerodromes charts</i>	15 AD 1.3-1
15 AD 1.3	Répertoire des aérodrômes et pistes <i>List of aerodromes and RWY</i>	15 AD 1.3-31
15 AD 1.5	Etat de certification des aérodrômes <i>Status of certification of aerodromes</i>	15 AD 1.5-1
16 AD 1.3	Répertoire des Aérodrômes <i>Index to Aerodromes</i>	16 AD 1.3-1
16 AD 1.3	Répertoire des aérodrômes et pistes <i>List of aerodromes and RWY</i>	16 AD 1.3-31
17 AD 1.3	Répertoire des Aérodrômes <i>Index to Aerodromes</i>	17 AD 1.3-1

**AD 2 Aerodromes
 Aerodromes**

AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.DBBB-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.DBBB-1
AD 2.3	HEURES DE FONCTIONNEMENT <i>OPERATIONAL HOURS</i>	AD 2.DBBB-1
AD 2.4	SERVICES D'ESCALE ET D'ASSISTANCE <i>HANDLING SERVICES AND FACILITIES</i>	AD 2.DBBB-2
AD 2.5	SERVICES AUX PASSAGERS <i>PASSENGER FACILITIES</i>	AD 2.DBBB-3
AD 2.6	SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE <i>RESCUE AND FIRE FIGHTING SERVICES</i>	AD 2.DBBB-3
AD 2.7	DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT <i>SEASONAL AVAILABILITY - CLEARING</i>	AD 2.DBBB-3
AD 2.8	AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION <i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>	AD 2.DBBB-4
AD 2.9	GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE <i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i>	AD 2.DBBB-5
AD 2.10	OBSTACLES D'AÉRODROME <i>AERODROME OBSTACLES</i>	AD 2.DBBB-1
AD 2.11	RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS <i>METEOROLOGICAL INFORMATION PROVIDED</i>	AD 2.DBBB-12
AD 2.12	CARACTÉRISTIQUES PHYSIQUES DES PISTES <i>RUNWAY PHYSICAL CHARACTERISTICS</i>	AD 2.DBBB-13
AD 2.13	DISTANCES DÉCLARÉES <i>DECLARED DISTANCES</i>	AD 2.DBBB-13
AD 2.14	DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE <i>APPROACH AND RUNWAY LIGHTING</i>	AD 2.DBBB-13
AD 2.15	AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE <i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>	AD 2.DBBB-14
AD 2.16	AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES <i>HELICOPTER LANDING AREA</i>	AD 2.DBBB-14

AD 2.17	ESPACE AÉRIEN ATS <i>ATS AIRSPACE</i>	AD 2.DBBB-15
AD 2.18	INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE <i>ATS RADIOCOMMUNICATION FACILITIES</i>	AD 2.DBBB-15
AD 2.19	AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE <i>RADIO NAVIGATION AND LANDING AIDS</i>	AD 2.DBBB-16

PARAKOU

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.DBBP-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.DBBP-1
AD 2.3	HEURES DE FONCTIONNEMENT <i>OPERATIONAL HOURS</i>	AD 2.DBBP-2
AD 2.4	SERVICES D'ESCALE ET D'ASSISTANCE <i>HANDLING SERVICES AND FACILITIES</i>	AD 2.DBBP-2
AD 2.5	SERVICES AUX PASSAGERS <i>PASSENGER FACILITIES</i>	AD 2.DBBP-3
AD 2.6	SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE <i>RESCUE AND FIRE FIGHTING SERVICES</i>	AD 2.DBBP-3
AD 2.7	DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT <i>SEASONAL AVAILABILITY - CLEARING</i>	AD 2.DBBP-3
AD 2.8	AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION <i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>	AD 2.DBBP-4
AD 2.9	GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE <i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i>	AD 2.DBBP-4
AD 2.10	OBSTACLES D'AÉRODROME <i>AERODROME OBSTACLES</i>	AD 2.DBBP-4
AD 2.11	RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS <i>METEOROLOGICAL INFORMATION PROVIDED</i>	AD 2.DBBP-5
AD 2.12	CARACTÉRISTIQUES PHYSIQUES DES PISTES <i>RUNWAY PHYSICAL CHARACTERISTICS</i>	AD 2.DBBP-6
AD 2.13	DISTANCES DÉCLARÉES <i>DECLARED DISTANCES</i>	AD 2.DBBP-6
AD 2.14	DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE <i>APPROACH AND RUNWAY LIGHTING</i>	AD 2.DBBP-6
AD 2.15	AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE <i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>	AD 2.DBBP-6
AD 2.16	AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES <i>HELICOPTER LANDING AREA</i>	AD 2.DBBP-7
AD 2.17	ESPACE AÉRIEN ATS <i>ATS AIRSPACE</i>	AD 2.DBBP-7
AD 2.18	INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE <i>ATS RADIOCOMMUNICATION FACILITIES</i>	AD 2.DBBP-8
AD 2.19	AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE <i>RADIO NAVIGATION AND LANDING AIDS</i>	AD 2.DBBP-8

OUAGADOUGOU

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.DFFD-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.DFFD-1
AD 2.3	HEURES DE FONCTIONNEMENT <i>OPERATIONAL HOURS</i>	AD 2.DFFD-2



AD 2.8	AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION <i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>	AD 2.GQPA-4
AD 2.9	GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE <i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i>	AD 2.GQPA-4
AD 2.10	OBSTACLES D'AÉRODROME <i>AERODROME OBSTACLES</i>	AD 2.GQPA-5
AD 2.11	RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS <i>METEOROLOGICAL INFORMATION PROVIDED</i>	AD 2.GQPA-6
AD 2.12	CARACTÉRISTIQUES PHYSIQUES DES PISTES <i>RUNWAY PHYSICAL CHARACTERISTICS</i>	AD 2.GQPA-7
AD 2.13	DISTANCES DÉCLARÉES <i>DECLARED DISTANCES</i>	AD 2.GQPA-7
AD 2.14	DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE <i>APPROACH AND RUNWAY LIGHTING</i>	AD 2.GQPA-7
AD 2.15	AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE <i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>	AD 2.GQPA-8
AD 2.16	AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES <i>HELICOPTER LANDING AREA</i>	AD 2.GQPA-8
AD 2.17	ESPACE AÉRIEN ATS <i>ATS AIRSPACE</i>	AD 2.GQPA-9
AD 2.18	INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE <i>ATS RADIOCOMMUNICATION FACILITIES</i>	AD 2.GQPA-9
AD 2.19	AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE <i>RADIO NAVIGATION AND LANDING AIDS</i>	AD 2.GQPA-9

NEMA

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.GQNI-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.GQNI-1
AD 2.3	HEURES DE FONCTIONNEMENT <i>OPERATIONAL HOURS</i>	AD 2.GQNI-2
AD 2.4	SERVICES D'ESCALE ET D'ASSISTANCE <i>HANDLING SERVICES AND FACILITIES</i>	AD 2.GQNI-2
AD 2.5	SERVICES AUX PASSAGERS <i>PASSENGER FACILITIES</i>	AD 2.GQNI-3
AD 2.6	SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE <i>RESCUE AND FIRE FIGHTING SERVICES</i>	AD 2.GQNI-3
AD 2.7	DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT <i>SEASONAL AVAILABILITY - CLEARING</i>	AD 2.GQNI-3
AD 2.8	AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION <i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>	AD 2.GQNI-3
AD 2.9	GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE <i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i>	AD 2.GQNI-4
AD 2.10	OBSTACLES D'AÉRODROME <i>AERODROME OBSTACLES</i>	AD 2.GQNI-1
AD 2.11	RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS <i>METEOROLOGICAL INFORMATION PROVIDED</i>	AD 2.GQNI-6
AD 2.12	CARACTÉRISTIQUES PHYSIQUES DES PISTES <i>RUNWAY PHYSICAL CHARACTERISTICS</i>	AD 2.GQNI-7
AD 2.13	DISTANCES DÉCLARÉES <i>DECLARED DISTANCES</i>	AD 2.GQNI-7
AD 2.14	DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE <i>APPROACH AND RUNWAY LIGHTING</i>	AD 2.GQNI-7
AD 2.15	AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE <i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>	AD 2.GQNI-7

AD 2.16	AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES <i>HELICOPTER LANDING AREA</i>	AD 2.GQNI-8
AD 2.17	ESPACE AÉRIEN ATS <i>ATS AIRSPACE</i>	AD 2.GQNI-8
AD 2.18	INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE <i>ATS RADIOCOMMUNICATION FACILITIES</i>	AD 2.GQNI-9
AD 2.19	AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE <i>RADIO NAVIGATION AND LANDING AIDS</i>	AD 2.GQNI-9

ZOUERATE / TAZADIT

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.GQPZ-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.GQPZ-1
AD 2.3	HEURES DE FONCTIONNEMENT <i>OPERATIONAL HOURS</i>	AD 2.GQPZ-2
AD 2.4	SERVICES D'ESCALE ET D'ASSISTANCE <i>HANDLING SERVICES AND FACILITIES</i>	AD 2.GQPZ-2
AD 2.5	SERVICES AUX PASSAGERS <i>PASSENGER FACILITIES</i>	AD 2.GQPZ-3
AD 2.6	SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE <i>RESCUE AND FIRE FIGHTING SERVICES</i>	AD 2.GQPZ-3
AD 2.7	DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT <i>SEASONAL AVAILABILITY - CLEARING</i>	AD 2.GQPZ-3
AD 2.8	AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION <i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>	AD 2.GQPZ-3
AD 2.9	GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE <i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i>	AD 2.GQPZ-4
AD 2.10	OBSTACLES D'AÉRODROME <i>AERODROME OBSTACLES</i>	AD 2.GQPZ-4
AD 2.11	RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS <i>METEOROLOGICAL INFORMATION PROVIDED</i>	AD 2.GQPZ-5
AD 2.12	CARACTÉRISTIQUES PHYSIQUES DES PISTES <i>RUNWAY PHYSICAL CHARACTERISTICS</i>	AD 2.GQPZ-6
AD 2.13	DISTANCES DÉCLARÉES <i>DECLARED DISTANCES</i>	AD 2.GQPZ-6
AD 2.14	DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE <i>APPROACH AND RUNWAY LIGHTING</i>	AD 2.GQPZ-6
AD 2.15	AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE <i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>	AD 2.GQPZ-7
AD 2.16	AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES <i>HELICOPTER LANDING AREA</i>	AD 2.GQPZ-7
AD 2.17	ESPACE AÉRIEN ATS <i>ATS AIRSPACE</i>	AD 2.GQPZ-8
AD 2.18	INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE <i>ATS RADIOCOMMUNICATION FACILITIES</i>	AD 2.GQPZ-8
AD 2.19	AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE <i>RADIO NAVIGATION AND LANDING AIDS</i>	AD 2.GQPZ-9

NIAMEY / DIORI HAMANI

AD 2.1	INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME <i>AERODROME LOCATION INDICATOR AND NAME</i>	AD 2.DRRN-1
AD 2.2	DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME <i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>	AD 2.DRRN-1



AD 1.3 RÉPERTOIRE DES AÉRODROMES
INDEX TO AERODROMES

Nom de l'aérodrome Indicateur d'emplacement <i>Aerodrome name location Indicator</i>	Type de trafic autorisé à utiliser sur l'aérodrome <i>Type of traffic permitted to use the aerodrome</i>			Renvoi à la Section AD Observations <i>Reference to AD section Remarks</i>
	International National (INTL-NTL)	IFR - VFR	S = Régulier / <i>Scheduled</i> NS = Non Régulier <i>Non Scheduled</i> P = Privé / <i>Private</i>	
1	2	3	4	5
Bafoussam FKKU *	NTL	IFR-VFR	S	3 AD-2.FKKU
Bamenda FKKV	NTL	IFR-VFR	S	3 AD 1.3
Banyo FKAB	NTL	VFR	P	3 AD 1.3
Batouri FKKI	NTL	VFR	NS	3 AD 1.3
Belabo FKBE	NTL	VFR	P	3 AD 1.3
Bertoua FKKO	NTL	VFR	S	3 AD 1.3
Djoum FKDJ	NTL	VFR	P	3 AD 1.3
Dompta FKDT	NTL	VFR	P	3 AD 1.3
Douala FKKD	INTL-NTL	IFR-VFR	S	03 AD-2.FKKD
Garoua FKKR	INTL-NTL	IFR-VFR	S	03 AD-2.FKKR
Kribi FKKB	NTL	VFR	NS	3 AD 1.3
Libongo FKLB *	NTL	VFR	P	3 AD 1.3
Lokomo FKLO	NTL	VFR	P	3 AD 1.3
Mamfe FKKF	NTL	IFR-VFR	S	3 AD 1.3
Maroua-Salak FKKL *	NTL	IFR-VFR	S	3 AD-2.FKKL
Mbandjock FKBJ	NTL	VFR	P	3 AD 1.3
Mindourou FKMD	NTL	VFR	P	3 AD 1.3
Ndeng FKND	NTL	VFR	P	3 AD 1.3
Ngaoundere FKKN	NTL	IFR-VFR	S	3 AD 1.3
Njombe FKJB *	NTL	VFR	P	3 AD 1.3
Sengbot/Congo FKSC	NTL	VFR	P	3 AD 1.3
Tiko FKKC	NTL	IFR-VFR	NS	3 AD 1.3
Yaounde / Nsimalen FKYS	INTL-NTL	IFR-VFR	S	03 AD-2.FKYS

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



PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

COORDONNEES COORDINATES SITUATION LOCATION	ALT	AIRES D'ATTERRISSAGE / LANDING AREAS							BALISAGE 11-Appr 12-Seuil 13-Piste 14-Autre	SERVICE AU SOL FACILITIES	HEURES VACATIONS ATS OPS HOURS	INSTALLATION VHF et AIDES-RADIO	EXPLOITANT OPERATOR
	M	DIMENSIONS (M)			PISTE / RWY								
	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
AIOUN EL ATROUSS				(GQNA)		Ondulation du géoïde (GUND)					Déc. 4° W		(2020)
16°42'47,84"N 009°38'11,5"W	294	038° ---- 218°	1600x30	100	NIL		BT	F 28	NIL	NIL	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM
OBSERVATIONS / REMARKS													
Piste Bitumineux (BT) Ouvert sur demande / Opened on request Contact ANAC : -Tél. +22245244005 -email: anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email: onam@onam.mr onam@onam.mr													
BIR MOGREIN				(GQPT)		Ondulation du géoïde (GUND)					Déc. 3° W		(2020)
25°11'0,72"N 011°36'32,67"W	352	030° ---- 210°	2500x45	90	NIL		BT	DC 3	NIL	NIL	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM
OBSERVATIONS / REMARKS													
Nouvelles pistes Bitumineux Ouvert sur demande / Opened on request Contact ANAC : -Tél. +22245244005 -email : anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email : onam@onam.mr onam@onam.mr													
BOGHE				(GQNE)		Ondulation du géoïde (GUND)					Déc. 5° W		(2020)
16°38'6,06"N 014°11'39,05"W	50	032° ---- 212°	1000x35	NIL	NIL		BL	DC 3	NIL	NIL	NIL	NIL	ONAM
OBSERVATIONS / REMARKS													
Ouvert sur demande / Opened on request Contact ANAC : -Tél. +22245244005 -email : anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email : onam@onam.mr													
CHINGUETTI				(GQPC)		Ondulation du géoïde (GUND)					Déc. 4° W		(2020)
20°30'17,11"N 012°23'52,17"W (*)(**)	534	014° ---- 194°	1600x30	30	NIL		BL	DC 4	NIL	NIL	NIL	NIL	ONAM
OBSERVATIONS / REMARKS													
Distance de la ville 7 KM Antenne TELECOM : 20°27'37,171"N - 012°22'03,660"W - 65 M Ouvert sur demande / Opened on request Contact ANAC : -Tél. +22245244005 -email : anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email : onam@onam.mr													
KAEDI				(GQNK)		Ondulation du géoïde (GUND)					Déc. 5° W		(2020)



16°09'27,35"N 013°30'37,16"W	51	065 ° ---- 245 °	2500x45	60x45 ---- 60x45			BT	B737	NIL	NIL	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM	
OBSERVATIONS / REMARKS														
<p>Antenne RWY AXIS (600 M) AST : 115 M x 58 M TWY : 132 M x 23 M Ouvert sur demande / <i>Opened on request</i> Contact ANAC: -Tél. +22245244005 -email: anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email: onam@onam.mr</p>														
KIFFA				(GQNF)	Ondulation du géoïde (GUND)				27 M		Déc.	4° W	(2020)	
16°35'34,22"N 011°24'02,97"W	131	065 ° ---- 245 °	2500x30	75			BT	B737	11 : X 12 : X 13 : X 14 : X	SSLI Niveau assuré : 5 Assistance au sol PAM	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM	
OBSERVATIONS / REMARKS														
<p>Ouvert sur demande / <i>Opened on request</i> Contact ANAC: -Tél. +22245244005 -email: anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email: onam@onam.mr</p>														
MOUDJERIA / LETFOTAR				(GQNL)	Ondulation du géoïde (GUND)						Déc.	4° W	(2020)	
17°45'N 012°30'W (*)	78	18/36	1600x100				PM	F 28	NIL				AVA	
OBSERVATIONS / REMARKS														
Fermeture temporaire / <i>temporarily closed</i>														
NOUAKCHOTT				(GQNN)	Ondulation du géoïde (GUND)						Déc.			
OBSERVATIONS / REMARKS														
Aérodrome fermé sera exceptionnellement ouvert à la CAP où les services rendus aux usagers et le type de trafic autorisé seront définis dans la décision portant son ouverture en cas de nécessité. Se renseigner auprès de l'ANAC MAURITANIE (voir (11GEN 1-1-01) pour les contacts.														
SELIBABY				(GQNS)	Ondulation du géoïde (GUND)						Déc.	5° W	(2020)	
15°10'58,57"N 012°12'08,04"W (*) à 10km de la ville	66	060 ° ---- 240 °	2500x45	60x30 ---- 60x30	300 ---- NIL		BT	B737	NIL	SSLI : 1 FLYCO	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM	
OBSERVATIONS / REMARKS														
<p>9 pylônes électriques à haute tension de 12 M de hauteur espacés de 150 M à 500 M du seuil 24 Ouvert sur demande / <i>Opened on request</i> Contact ANAC: -Tél. +22245244005 -email: anac@anac.mr Contact ONAM : -Tel. +22245250055 +22234555444 -email: onam@onam.mr</p>														
TAMCHAKETT				(GQNT)	Ondulation du géoïde (GUND)				27 M		Déc.	4° W	(2020)	
17°14'N 010°49'W (*)	189	096 ° ---- 276 °	1100x50				BLAS	DC 3 (X)(1)	NIL				AVA	
OBSERVATIONS / REMARKS														
<p>(1) DC 3 charge réduite Fermeture temporaire / <i>temporarily closed</i></p>														
TICHIT				(GQNC)	Ondulation du géoïde (GUND)						Déc.	3° W	(2020)	
18°27'N 009°31'W (*)	171	11/29	2655x30	60 ---- 60			BGR	L 10					ONAM	



OBSERVATIONS / REMARKS

Le seuil de la piste 11 est décalé de 1130 M vers l'Est pour ATT avec visibilité inférieure à 5 NM

Ouvert sur demande / Opened on request

Contact ANAC :

-Tel. +22245244005

-email : anac@anac.mr

Contact ONAM :

-Tel. +22245250055 +22234555444

-email : onam@onam.mr

TIDJIKJA				(GQND)	Ondulation du géoïde (GUND)				31 M		Déc.	4° W	(2020)
18°33'16.296"N	409	067°	1600x30	60x30			BT	F 28	NIL	1 FLYCO	HJ ONAM 0800-1600	AFIS 118,9 MHZ	ONAM
011°25'52.193"W		---- 247°		----									
				NIL									

OBSERVATIONS / REMARKS

Ouvert sur demande / Opened on request

Contact ANAC :

-Tel. +22245244005

-email : anac@anac.mr

Contact ONAM :

-Tel. +22245250055 +22234555444

-email : onam@onam.mr

Antennes distance 4163 M - RWY 25

Distance de la ville 1 KM

1 FLYCO

Wind Sock RWY 25 : 18°32'07,688"N - 011°25'50,004"W - Alt 413 M

Antenne COPPOLANI : 18°33'16,296"N - 011°25'52,193"W - Alt 463 M

Antenne CHINGUITEL : 18°32'57,759"N - 011°26'33,247"W - Alt 463 M / 45 M

Antenne DOMSAT : 18°32'41,180"N - 011°26'30,694"W - Alt 509 M / 80 M

TIMBEDRA				(GQNH)	Ondulation du géoïde (GUND)				Déc.	3° W	(2020)	
16°14'N	211	087°	1250x50				BA	DC 3 (X)	NIL			AVA
008°10'W		----										
(*)		267°										

OBSERVATIONS / REMARKS

Fermeture temporaire / temporarily closed

TIMBEDRA / DAHARA				(GQNM)	Ondulation du géoïde (GUND)				Déc.	3° W	(2020)	
16°18'N	220	073°	1100x50				BLA	DC 3 (X)	NIL			AVA
008°03'W		----										
(*)		253°										

OBSERVATIONS / REMARKS

DC 3 charge réduite

Fermeture temporaire / temporarily closed

(*) 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



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 11-Appr 12-Seuil 13-Piste 14-Autre	SERVICE AU SOL FACILITIES	HEURES VACATIONS ATS OPS HOURS	INSTALLATION VHF et AIDES-RADIO	EXPLOITANT OPERATOR	
	M	DIMENSIONS (M)			PISTE / RWY									
	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	
DIRKOU			(DRZD)			Ondulation du géoïde (GUND)			20.5 M		Déc.		2 ° E (2025)	
18°58'08"N 012°52'08"E	388 36.0	040 ° ---- 220 °	1600x40	100x40 ---- 200x40			PM (1)	N 2501 (X)				VOR/DME "DIR" 113,9 MHZ Ch 86 X	AANN / MIL	
OBSERVATIONS / REMARKS														
Consignes particulières (Voir carte à vue) (1) Bitume sur bande axiale														
DOGONDOUTCHI			(DRRC)			Ondulation du géoïde (GUND)					Déc.		0 ° W (2025)	
13°40'N 004°06'E (*)	293	102 ° ---- 282 °	1000x40	NIL ---- 100x40			BLA	DC 3 (X)					AANN	
OBSERVATIONS / REMARKS														
NIL														
GAYA			(DRRG)			Ondulation du géoïde (GUND)					Déc.		0 ° W (2025)	
11°53'N 003°26'E (*)	202	056 ° ---- 236 °	1380x30	NIL ---- 200x30			BL	DC 3 (X)					AVA	
OBSERVATIONS / REMARKS														
Obstacles constitués par des fûts disposés le long de la piste. La piste n'est utilisable que sur autorisation préalable du Ministère de l'intérieur														
GOURE			(DRZG)			Ondulation du géoïde (GUND)					Déc.		1 ° E (2025)	
13°53'N 010°11'E (*)	420	049 ° ---- 229 °	15100x50				BAS	DC 3 (X)					AANN	
OBSERVATIONS / REMARKS														
300 premiers mètres entrée 23 inutilisables en saison des pluies. Possibilité de restrictions sur partir restante														
IFEROUANE			(DRZI)			Ondulation du géoïde (GUND)					Déc.		1 ° E (2025)	
19°04'N 008°22'E (*)	659	005 ° ---- 185 °	1400x60				BSA	DC 3 (X)					AANN	
OBSERVATIONS / REMARKS														
Région très accidentée. Prudence recommandée dans l'approche														
LA TAPOA			(DRRP)			Ondulation du géoïde (GUND)					Déc.		1 ° W (2025)	
12°29'N 002°24'E (*)	220	088 ° ---- 268 °	1200x25				BL	DC 3 (X)					AANN	
OBSERVATIONS / REMARKS														
Aérodrome ouvert de jour O/R 24 HR à FIC NIAMEY ou à Services des Eaux et Forêts à NIAMEY tél. 25.61. Ouvert de Décembre à Mai (1) Inutilisable en saison des pluies														

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	Lignes de guidage sur l'aire de trafic et marquage au sol	Guide lines at apron and ground markings
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage au sol sur les voies de circulation	Ground guide lines on TWY
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	Aucun dispositif de guidage. Placeur obligatoire pour tous les postes de stationnement	No guidance device. Mandatory marshaller on all ACFT PKG stands
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Feux blancs LIH et jaunes clairs aux 600 derniers mètres Raquettes : Feux bleus avec dispositif de retournement B747 TWY : Feux bleus LIL	RWY : White lights LIH and yellow on the last 600 meters U-Turn : Blue lights with B747 Turn-around system TWY : Blue lights LIL.
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / <i>Remarks</i>	Balisage diurne : Marquages conformes aux normes OACI. Obstacles importants balisés de jour et de nuit	Day markings : Markings in compliance with ICAO standards. High obstacles with day marking and night obstruction light

OUALLAM				(DRRU)	Ondulation du géoïde (GUND)				Déc.	0 ° W	(2025)
14°20'N 002°05'E (*)	272	041 ° ---- 221 °	800x40			BL	Bi-moteurs légers (X)				AANN

OBSERVATIONS / REMARKS

NIL

TESSAOUA				(DRRA)	Ondulation du géoïde (GUND)				Déc.	1 ° E	(2025)
13°46'N 008°01'E (*)	414	099 ° ---- 279 °	1200x25			BSA	DC 3 (X)				AANN

OBSERVATIONS / REMARKS

NIL

(*) 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



DBBB — AD 2.10 OBSTACLES D'AÉRODROME
AERODROME OBSTACLES

ZONE Area	IDENTIFICATION OU DESIGNATION <i>obstacle identification or designation</i>	TYPE D'OBSTACLE <i>Type of Obstacle</i>	COORDONNÉES <i>Coordinates</i>	ALTITUDE / HAUTEUR SOL (mètres) <i>elevation/height (in Meters)</i>	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX <i>obstacle marking, type and color of obstacle lighting</i>	DISPONIBILITÉ ÉLECTRONIQUE <i>electronic availability</i>
0	1	2	3	4	5	6
2c	AGLA	Building	06°23'07.84833"N 002°22'05.58613"E	39,03 36,00	Marked - lighted	NIL
2c	AGLA_SUD	Building + Pylon	06°22'13.35142"N 002°21'22.00171"E	34,7 30,88	NIL	NIL
2b	AIBATIN_2	Building	06°21'40.67358"N 002°22'59.04210"E	25,08 19,80	NIL	NIL
2c	AKOGBATO	Pylon	06°21'34.24548"N 002°21'31.02713"E	45,2 41,34	NIL	NIL
2b	ATI	Pylon	06°21'40.95415"N 002°22'26.23548"E	27,96 24,20	NIL	NIL
2b	CADJEHOUN_3	Pylon	06°21'59.66423"N 002°24'18.98605"E	32,63 28,29	Marked - lighted	NIL
2b	CADJEHOUN_4	Building	06°21'32.08352"N 002°24'24.92673"E	21,81 16,60	Marked - lighted	NIL
2c	Château d'eau	Château	06°22'39.5940"N 002°23'5.01360"E	53,55 50,69	NIL	NIL
2b	CENAGREF	Building	06°21'21.91718"N 002°23'53.15106"E	29,68 23,99	Marked - lighted	NIL
2b	CITE HOUEYIHO	Pylon	06°22'00.61503"N 002°23'14.68992"E	29,39 24,95	Marked - lighted	NIL
2b	FIDJROSSE_1	Pylon	06°21'01.77065"N 002°21'43.75798"E	38,7 34,38	Marked - lighted	NIL
2c	FIDJROSSE_2	Pylon	06°21'14.33298"N 002°20'51.08193"E	34,09 29,32	NIL	NIL
2c	PYLONE	Pylon	06°21'49.42033"N 002°24'59.33218"E	38,91 33,39	NIL	NIL
2c	PYLONE 1	Pylon	06°22'34.6548"N 002°22'10.0056"E	51,65 48,62	NIL	NIL
2c	IMMEUBLE PYLONE	+ Building + Pylon	06°21'12.5928"N 002°25'00.5340"E	54,36 50,00	NIL	NIL
2c	IMMEUBLE PYLONE	+ Building + Pylon	06°21'58.50789"N 002°25'52.08397"E	36,02 30,74	NIL	NIL



ZONE Area	IDENTIFICATION OU DESIGNATION obstacle/identification or designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX obstacle marking, type and color of obstacle lighting	DISPONIBILITÉ ÉLECTRONIQUE electronic availability
0	1	2	3	4	5	6
2c	PYLONE	Pylon	06°21'10.54834"N 002°25'14.33308"E	43,33 38,77	NIL	NIL
2c	PYLONE 2	Antenna	06°21'07.9776"N 002°24'13.8420"E	55,04 50,00	NIL	NIL
2c	PYLONE	Pylon	06°22'09.18523"N 002°25'07.78967"E	35,94 31,99	Marked - lighted	NIL
2c	PYLONE	Pylon	06°22'37.63112"N 002°24'02.32971"E	31,48 28,91	Marked - lighted	NIL
2c	PYLONE	Pylon	06°21'19.07031"N 002°25'38.87391"E	36,84 31,96	NIL	NIL
2c	IMMEUBLE	Building	06°23'03.47169"N 002°23'30.25580"E	37,81 32,50	Marked - lighted	NIL
2b	PYLONE 3	Antenna	06°22'08.2884"N 002°23'42.6912"E	35,07 30,73	NIL	NIL
2c	PYLONE	Pylon	06°23'22.53328"N 002°22'46.12404"E	36,87 32,21	Marked - lighted	NIL
2c	ETOILE ROUGE	Monument	06°21'59.66423"N 002°24'18.98605"E	35 30,66	Marked - lighted	NIL
2c	IMMEUBLE PYLONE +	Building + Pylon	06°23'13.67442"N 002°22'42.13304"E	68,49 62,94	Marked - lighted	NIL
2c	BCEAO	Building	06°21'09.8100"N 002°25'34.9644"E	66,401 59,6	Marked - lighted	NIL
2a	LOC/ILS	Antenna	06°21'00.14000"N 002°22'29.71000"E	8 3,64	Marked - lighted	NIL
2a	ALD/ILS	Antenna	06°21'46.5012"N 002°23'24.8388"E	28 21,74	Marked - lighted	NIL
2c	VOR/DME	Antenna	06°21'43.6788"N 002°23'35.8188"E	23 18,77	Marked - lighted	NIL
2c	RADAR	Antenna	06°21'31.2984"N 002°22'59.4984"E	24 20,32	Marked - lighted	NIL
2c	Nouvelle TOUR	Tour	06°21'08.7984"N 002°22'59.5992"E	40 35,63	Marked - lighted	NIL
2c	Bâtiment SLI	Building	06°21'20.19105"N 002°23'14.55446"E	19,36 14,22	Marked - lighted	NIL

ZONE Area	IDENTIFICATION OU DESIGNATION <i>obstacle identification or designation</i>	TYPE D'OBSTACLE <i>Type of Obstacle</i>	COORDONNÉES <i>Coordinates</i>	ALTITUDE / HAUTEUR SOL (mètres) <i>elevation/height (in Meters)</i>	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX <i>obstacle marking, type and color of obstacle lighting</i>	DISPONIBILITÉ ÉLECTRONIQUE <i>electronic availability</i>
0	1	2	3	4	5	6
2c	Bâtiment SAR	Building	06°21'21,71044"N 002°23'17,86333"E	27,53 22,56	Marked - lighted	NIL
2c	Station d'Obs. METEO	Antenna	06°21'24,26401"N 002°23'17,52276"E	16,27 11,98	Marked - lighted	NIL
2c	Antenne Météo	Antenna	06°21'24,96171"N 002°23'18,30399"E	15,1 10,55	Marked - lighted	NIL
2c	Radar Météo	Antenna	06°21'27,92462"N 002°23'21,25603"E	20,02 15,51	Marked - lighted	NIL
2c	Mât d'éclairage A1	Mât	06°21'19,9296"N 002°23'13,2756"E	31,21 25,98	Marked - lighted	NIL
2c	Mât d'éclairage A2	Mat	06°21'18,5868"N 002°23'11,5728"E	31,26 25,92	Marked - lighted	NIL
2c	Mât d'éclairage A3	Mât	06°21'16,3764"N 002°23'08,7684"E	32,54 26,67	Marked - lighted	NIL
2c	Mât d'éclairage A4	Light tower	06°21'14,32401"N 002°23'06,71017"E	31,66 26,24	Marked - lighted	NIL
2c	Mât d'éclairage A5	Light tower	06°21'13,05196"N 002°23'04,94363"E	31,52 26,34	Marked - lighted	NIL
2c	Mât d'éclairage A6	Light tower	06°21'11,66934"N 002°23'03,20062"E	31,35 26,66	Marked - lighted	NIL
2c	Mât d'éclairage A7	Light tower	06°21'09,94820"N 002°23'00,80683"E	31,02 26,57	Marked - lighted	NIL
2c	Mât d'éclairage B1	Light tower	06°21'07,68993"N 002°22'57,77173"E	30,89 26,63	Marked - lighted	NIL
2c	Mât d'éclairage B2	Light tower	06°21'06,17818"N 002°22'55,74041"E	30,91 26,67	Marked - lighted	NIL
2c	Mât d'éclairage B3	Light tower	06°21'04,31885"N 002°22'53,33000"E	30,03 26,63	Marked - lighted	NIL
2c	Mât d'éclairage B4	Light tower	06°21'03,30750"N 002°22'51,71863"E	23,78 19,44	Marked - lighted	NIL
2c	Mât d'éclairage B5	Light tower	06°21'02,22807"N 002°22'50,24375"E	30,13 25,64	Marked - lighted	NIL
2c	Mât d'éclairage B6	Light tower	06°21'01,02330"N 002°22'48,69875"E	29,71 25,46	Marked - lighted	NIL



ZONE Area	IDENTIFICATION OU DESIGNATION obstacle identification or designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX obstacle marking, type and color of obstacle lighting	DISPONIBILITÉ ÉLECTRONIQUE electronic availability
0	1	2	3	4	5	6
2c	ANCIENNE TOUR+ Antenne	Building + Antenna	s06°21'09.1260"N 002°22'59.6892"E	34,01 29,57	Marked - lighted	NIL
2c	Antenne HF	Antenna	06°21'45.9324"N 002°23'20.6124"E	14,39 10,69	NIL	NIL
2c	CCR/ASECNA	Building	06°21'22,25557"N 002°23'19,97987"E	17,96 13,52	NIL	NIL
2c	Miradore_Seuil_24	Building	06°21'46,82192"N 002°23'21,32119"E	10,26 7,07	NIL	NIL
2c	Miradore_Seuil_06	Building	06°21'05,10867"N 002°22'25,27720"E	11,95 6,4	NIL	NIL
→ 2c	Habitation 1	Building	06°21'42.5 700"N 002°23'12. 4440"E	20,909 15,78	NIL	NIL
→ 2c	Antenne GS MMTN1	Antenna	06°21'07.8 228"N 002°22'25. 1040"E	27,781 22,33	Marked-lighted	NIL
→ 2c	Antenne GS MMTN2	Antenna	06°21'10.2 384"N 002°22'28. 4952"E	28,087 23,24	Marked-lighted	NIL
→ 2c	Antenne GS MMOOVafri ca1	Antenna	06°21'10.5 444"N 002°22'28. 9164"E	26,762 22,23	Marked-lighted	NIL
→ 2c	Antenne GS MMOOVafri ca2	Antenna	06°21'11.7 540"N 002°22'30. 4680"E	27,717 23,17	NIL	NIL
→ 2c	Antenne GS MMNT3	Antenna	06°21'15.6 636"N 002°22'36. 1092"E	27,455 22,95	Marked-lighted	NIL
→ 2c	Antenne GS MMOOVafri ca3	Antenna	06°21'15.9 120"N 002°22'36. 4404"E	27,849 23,32	Marked-lighted	NIL
→ 2c	DGIMPOT	Building	06°21'06.7 644"N 002°23'57. 6564"E	55,349 48,38	Marked-lighted	NIL



ZONE Area	IDENTIFICATION OU DESIGNATION obstacleidentification or designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX obstacle marking, type and color of obstacle lighting	DISPONIBILITÉ ÉLECTRONIQUE electronic availability
0	1	2	3	4	5	6
2 c	Habitation 2	Building	06°21'05.7 6720"N 002°22'18. 3468"E	35,309 28,34	Marked-lighted	NIL
2 c	AntenneOR TBTNT	Antenna	06°21'08.7 012"N 002°24'10. 4940"E	79,061 75,05	Marked-lighted	NIL
2 c	RADIO	Antenna	06°21'08.1 180"N 002°24'13. 8492"E	66,321 62,31	Marked-lighted	NIL
2 b	ANAT	Building	06°22'04.6 452"N 002°24'04. 9392"E	29,481 25,47	Marked-lighted	NIL
2 b	MissionEva ngélique	Building	06°22'07.6 728"N 002°24'08. 7588"E	30,698 23,87	Marked-lighted	NIL
2 c	Résidence WANVO	Building	06°22'05.8 5480"N 002°23'41. 5320"E	29,188 22,36	Marked-lighted	NIL
2 b	Consortium ALAFIA	Building	06°22'12.3 600"N 002°24'17. 7984"E	37,148 30,32	Marked-lighted	NIL
2 b	AntenneGS MAGontinko n	Antenna	06°22'27.8 148"N002° 24'17.3520 "E	38,498 31,67	Marked-lighted	NIL
2 c	AntenneGS M15	Antenna	06°22'50.6 280"N 002°22'49. 7604"E	58,414 52,16	NIL	NIL
2 c	AntenneGS M19	Antenna	06°22'38.5 068"N 002°22'50. 7756"E	56,185 49,72	NIL	NIL
2 c	BOLORE	Building	06°21'2.24 280"N 002°25'11. 2080"E	53,408 48,03	Marked-lighted	NIL



ZONE Area	IDENTIFICATION OU DESIGNATION obstacle identification or designation	TYPE D'OBSTACLE Type of Obstacle	COORDONNÉES Coordinates	ALTITUDE / HAUTEUR SOL (mètres) elevation/height (in Meters)	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX obstacle marking, type and color of obstacle lighting	DISPONIBILITÉ ÉLECTRONIQUE electronic availability
0	1	2	3	4	5	6
2 c	DOUANE	Building	06°21'04.0 788"N 002°25'15. 1608"E	56,747 51,26	NIL	NIL
→ 2 b	Effarouche urfixe1	Effaroucheur	06°21'54.6 948"N 002° 23'39.4188 "E	106,02	Marked-lighted	NIL
→ 2 b	Détecteur	Antenna	06°20'59.9 598"N 002°22'29. 4585"E	6,41 1,73	Marked-lighted	NIL
→ 2 b	Shelter	Antenna	06°21'00.0 935"N 002° 22'25.6893 "E	12.16 8,22	Marked-lighted	NIL
→ 2 c	AntenneOR TB1	Antenna	06°25'48.6 042"N 002°20'49. 4622"E	173,541 57,43	Marked-lighted	NIL
→ 2 c	AntenneOR TB2	Antenna	06°25'41.4 387"N 002°20'52. 9741"E	211,31 200,16	Marked-lighted	NIL
→ 2 c	Mât de mesu re de vent	Antenna	06°20'39.4 224"N 002°24'37. 1808"E	125,85 51	Marked-lighted	NIL

DBBB — AD 2.11 RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS
METEOROLOGICAL INFORMATION PROVIDED

1	Centre météorologique associé à l'aérodrome <i>Associated MET Office</i>	Centre Météorologique d'Aérodrome (CMA) COTONOU/Cadjehoun	Aerodrome Meteorological Center COTONOU/Cadjehoun
2	Heures de service / <i>Hours of service</i>	H 24 - 0600-1400 pour l'administration	H 24 - 0600-1400 for department Administration
	Centre météorologique responsable en dehors de ces heures <i>MET Office outside hours of service</i>	NIL	
3	Centre responsable de la préparation des TAF et périodes de validité des prévisions <i>Office responsible for TAF preparation and period of validity</i>	CMA de COTONOU	CMA OF COTONOU
	(à remonter) Période de validité <i>Validity period</i>	30 H	
4	Type de prévision d'atterrissage disponibles et intervalle de publication <i>Type of landing forecast / Interval of issuance</i>	TEND (TENDANCE) TAF	
	(à remonter) Périodicité <i>Interval of issuance</i>	TEND (TENDANCE) toutes les 30 MINUTES TAF toutes les 6 heures	
5	Exposés verbaux / consultations assurés <i>Briefing / consultation provided</i>	P, T	
6	Documentation de vol <i>Flight documentation</i>	Cartes © - Tableaux (TB) - Textes abrégés en abrégés en langage clair	Charts ©, Tabular forms (TB) - abbreviated plain language texts
	Langue utilisée <i>Language used</i>	Français (Fr), Anglais (En)	
7	Cartes, autres informations <i>Charts, other information</i>	Cartes d'analyse au sol (S), en altitude (U), en altitude prévue (P) et cartes du temps significatif TEMSI (W)	Surface analysis (S), upper air (U), prognostic upper air (P) and significant weather charts TEMSI (W)
8	Équipement complémentaire <i>Supplementary equipment</i>	Récepteur d'images satellite MSG, SADIS, Système Automatique d'observations météorologique d'aérodrome SAOMA Télécopie 00 (229) 21.30.08.39	Satellite pictures receiver MSG, SADIS, Automatic Aerodrome Meteorological Observation System SAOMA Fax 00 (229) 21.30.08.39
9	Organismes ATS desservis <i>ATS units served</i>	TWR - Unité AIM Cotonou - CIV NIAMEY - CIV ACCRA	
10	Informations complémentaires <i>Additional information</i>	Il n'existe pas sur les autres aérodromes du Bénin, de centre météorologique local susceptible d'assurer la protection de la navigation aérienne. Celle-ci est procurée, sur demande, par le CMA de COTONOU auprès duquel les demandes de protection au départ doivent être formulées avec un préavis minimum de 4 Heures	There isn't in the others AD in Benin, any local meteorological center able to provide air navigation protection. This service is provided, on request, by COTONOU Aerodrome Meteorological Center with which air protection request at the departure AD must be formulated with a minimum notice of 4 Hours



DBBB — AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES
RUNWAY PHYSICAL CHARACTERISTICS

Numéro de piste RWY NR	Relèvements VRAI et MAG <i>True and Mag Bearing</i>	Dimensions des RWY (M) <i>Dimensions of RWY (M)</i>	Résistance (PCN ou PCR) et revêtement des RWY et SWY <i>Strength (PCN or PCR) and surface of RWY and SWY</i>	Coordonnées du seuil <i>Threshold THR Coordinates</i>	Altitude du seuil et du point le plus élevé de la TDZ <i>THR elevation and highest elevation of TDZ of precision RWY</i>
1	2	3	4	5	6
06	053.10° VRAI 055° MAG	2400 x 45	PCR : 630 / F / B / W / T Enrobé bitumineux / Bituminous concrete	06°21'02.40"N 002°22'32.72"E ----- GUND 23 M	THR : 4.67M / 15.3FT
24	233.10° VRAI 235° MAG	2400 x 45	PCR : 630 / F / B / W / T Enrobé bitumineux / Bituminous concrete	06°21'49.38"N 002°23'35.16"E ----- GUND 23 M	THR : 4.43M / 14.5FT TDZ : 6M / 19.7FT
Pente de RWY/SWY <i>RWY/SWY Slope</i>	Dimensions PA (M) SWY <i>dimensions</i>	Dimensions des PD (M) CWY <i>Dimensions</i>	Dimensions de la bande (M) <i>Strip Dimensions</i>	Zone dégagée d'obstacle <i>Obstacle free zone (OFZ)</i>	Observations <i>Remarks</i>
7	8	9	10	11	12
0.0 %	60 x 45	155 x 150	2640 x 280	Voir carte d'obstacles See obstacles chart	RESA 06 Dimensions:90M X 90M Type de surface: Terre vegetable Pente Longitudinale : 0.05% RESA 06 Dimensions:90M X 90M Surface type: Vegetable matter Longitudinal Slope : 0.05%
0.0 %	60 x 45	NIL	2640 x 280	Voir carte d'obstacles See obstacles chart	RESA 24 Dimensions:90M X 90M Type de surface: Terre vegetable Pente Longitudinale : 0.05% RESA 24 Dimensions:90M X 90M Surface type: Vegetable matter Longitudinal Slope : 0.05%

DBBB — AD 2.13 DISTANCES DÉCLARÉES
DECLARED DISTANCES

Désignation de la piste RWY NR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Observations <i>Remarks</i>
1	2	3	4	5	6
06	2400	2555	2460	2400	PD = 155 M CWY = 155 M PA = 60 M SWY = 60 M
24	2400	2400	2460	2400	PA = 60 M SWY = 60 M

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

Désignation de la piste <i>RWY Designator</i>	Type et intensité du balisage lumineux d'approche <i>Approach lighting type, length intensity</i>	Couleur des feux de seuil et barres <i>THR Lights colour wing bar lights WBAR</i>	PAPI Position/Pente <i>Location/Slope MEHT (FT)</i>	Zone de toucher des roues <i>TDZ, LGT, length</i>
1	2	3	4	5
06	NIL	Vert / Green - LIL	Gauche / Left 3° 74.24	Néant Balisage diurne
24	CAT I - 825 M - LIH directionnelle à barrettes avec balle traçante LIL omnidirectionnelle	Vert / Green - LIH	Gauche / Left 3° 73.73	Néant Balisage diurne
Longueur, espacement couleur des feux d'axe de piste <i>RWY centre line, length, spacing, colour, intensity</i>	Longueur, espacement couleur des feux de bord de piste <i>RWY edge lights, length, spacing, colour, intensity</i>	Couleur des feux d'extrémité de piste <i>RWY end lights, LEN, spacing, colour, intensity</i>	Longueur, couleur des feux de prolongement d'arrêt <i>SWY lights length colour</i>	Observations <i>Remarks</i>
6	7	8	9	10
NIL	2400 M - 60 M Blanc et jaune aux 600 derniers mètres	Rouge / Red	60 M - Rouge / Red	Feux blancs à éclat de seuil (RTILS) White flashing THR lights
NIL	2400 M - 60 M Blanc et jaune aux 600 derniers mètres	Rouge / Red	60 M - Rouge / Red	Feux blancs à éclat de seuil (RTILS) White flashing THR lights

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

1	Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/ d'identification / ABN/IBN location, characteristics and hours of operation	NIL NIL	
2	Emplacement et éclairage de l'anémomètre/ <i>Anemometer location and lighting</i> Indicateur de sens d'atterrissage <i>LDI location and lighting</i>	Anémomètres installés devant l'aire de stationnement et au parc MTO 1 manche à air lumineuse à côté de la bretelle A 1 manche à air lumineuse à 360 M du seuil 06 à gauche 1 manche à air lumineuse à 300 M du seuil 24 à gauche	Anemometers installed in front of the aircraft parking and in the MTO park. 1 lighted windsock close to TWY A 1 lighted windsock at 150 M left from THR 06 1 lighted windsock at 200 M left from the edge of the RWY 24
3	Feux de bord de voies de circulation et feux axiaux de voies de circulation <i>TWY edge and centre line lighting</i>	Feux de bord de voies de circulation : Bleus Feux axiaux de voies de circulation : NIL	TWY edge lights : Blue TWY Centre line lights : NIL
4	Alimentation électrique auxiliaire/ délai de commutation <i>Secondary power supply / switch-over time</i>	Alimentation secours par 2 groupes de 400 KVA et par des onduleurs. Temps de commutation : sans interruption en fonctionnement "secours inversé"	Stand-by power provided by 2 diesel power generators 400 KVA and UPS. Switch-over time : without interruption under operation "emergency inverse" in service
5	Observations / Remarks	Obstacles importants balisés de jour et de nuit Feux maritime F.é 5 sec. 1000 Candelas : Lat. 06°21'N - Long. 002°26'E	High obstacles with day marking and night obstruction light Maritime Beacon F.é 5 sec. 1000 Candelas : Lat. 06°21'N - Long. 002°26'E



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

1	Coordonnées TLOF ou THR de la FATO <i>Coordinates TLOF or THR of FATO</i> Ondulation du Géοiდე / <i>Geoid undulation</i>	06°21'08.71"N - 002°22'55.69"E	
2	Altitude TLOF/FATO (M/Ft) <i>TLOF and FATO elevation (M/Ft)</i>	5M / 16FT	
3	TLOF + FATO : Aire, dimensions, revêtement, résistance, balisage <i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL	
		NIL	
		NIL	
		NIL	
4	Relèvements vrai et magnétique de la FATO <i>True and magnetic bearing of FATO</i>	NIL	
5	Distances déclarées disponibles <i>Declared distances available</i>	NIL	
6	Dispositif lumineux d'approche et de FATO <i>Approach and FATO lighting</i>	NIL	
		NIL	
		NIL	
7	Observations / <i>Remarks</i>	Aire d'atterrissage sur le parking militaire	Landing area on the MIL ACFT parking

DBBB — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR COTONOU Cercle de 10 NM de rayon centré sur COTONOU VOR/DME "TYE" 06°21'43.68"N - 002°23'35.82"E	300 M AMSL ----- SOL - MER	C	COTONOU TOUR - Français (Fr) - Anglais (En)	3100 FT	
<p>Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales Piste 06 : Circuit à droite interdit Piste 24 : Circuit à droite obligatoire</p> <p>AD prohibited for ACFT not equipped with bilateral radio communications. RWY 06 : circuit pattern on the right prohibited RWY 24 : circuit pattern on the right obligatory</p>					

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

Désignation du service <i>Service designation</i>	Indicatif d'appel <i>Call sign</i>	Fréquences (MHZ - KHZ) <i>Frequency</i>	Heure de fonctionnement <i>Hours of operation</i>	Observations <i>Remarks</i>
1	2	3	4	5
APP	COTONOU APPROCHE	125.9 MHz	H24	TWR ASSURE APP
APP	COTONOU APPROCHE	6586 KHz	H24	P : 1 W
TWR	COTONOU TOUR	118.7 MHz	H24	P : 50 W
ALRS	DETRESSE EMERGENCY	121.5 MHz	H24	NIL

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 24 2°W (2020)	CN	332.6 MHz	H24	06°21'46.50"N 002°23'24.84"E	22.5M (74FT)	Angle descente : 3° CAT. II jusqu'au seuil Glide path slope : 3° CAT. II until the THR of RWY
ILS/LOC 24 CAT. II 2°W (2020)	CN	109.5 MHz	H24	06°21'00.14"N 002°22'29.71"E	8.2M (27FT)	115 M seuil 06 QDR 236° HGT : 2.2 M (8 FT)
ILS/DME 2°W (2020)	CN	Ch 32X	H24	06°21'46.50"N 002°23'24.84"E	22.5M (74FT)	NIL
NDB 2°W (2020)	CO	284 kHz	H24	06°22'14.90"N 002°24'09.00"E	18M (59FT)	1303 M seuil 24 QDR 056° P : 50 W HGT : 12 M (40 FT)
VOR/DME 2°W (2020)	TYE	113.3 MHz Ch 80X	H24	06°21'43.68"N 002°23'35.82"E	14M (46FT)	PVOR : 50 W PDME : 1 KW 176 M seuil 24 QDR 177° HGT : 8 M (27 FT)

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

<p>GESTION DE L'AIRE DE TRAFIC La tour de contrôle assure le contrôle des évolutions des aéronefs au sol et certains véhicules pour l'entrée et la sortie de l'aire de manoeuvre et, dans certaine mesure, sur l'aire de trafic. La responsabilité du service de contrôle de la circulation aérienne :</p> <ul style="list-style-type: none"> <input type="checkbox"/> Cesse à l'arrivée, lorsque les transferts de responsabilité et de communication caractérisés par le report en vue du placeur après la réception du numéro de poste de stationnement par le pilote à l'entrée de l'aire de trafic ont été effectués ; <input type="checkbox"/> Commence au départ lorsque l'aéronef entre sur la voie de circulation ; <input type="checkbox"/> Se limite sur l'aire de trafic aux autorisations de pushback, de mise en route et roulage. 	<p>APRON MANAGEMENT <i>Control Tower is in charge of aircraft and some vehicles ground movements for taxiing in or taxiing out the manoeuvring area and somehow on the apron.</i> <i>Air traffic control services provision responsibility :</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Ends when the pilot on arrival has being given stand number and reports marshaller in sight. <input type="checkbox"/> Starts when the aircraft on departure begins taxiing in manoeuvring area ; <input type="checkbox"/> Is to give pushback, start-up and taxiing clearances.
--	--

DBBB — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL	
-----	--

DBBB — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--



DBBB — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

La bande de piste présente des zones marécageuses et de zones humides localisées de part et d'autre du seuil de piste 24 jusqu'à une distance de 1000M/	<i>Marshy areas and wetlands on both sides of runway strip just before threshold 24 up to 1000 meters.</i>
---	--

Points chauds de l'aérodrome / Aerodrome Hot Spots

Désignation	Latitude	Longitude	Identification
STOP 1	06°21'07.23251" N	002°22'52.36731" E	Zone située à l'intersection de sortie des avions du parking militaire et de la voie de service
STOP 2	06°21'10.03317" N	002°22'55.77614" E	
INT 1	06°21'10.22463" N	002°22'53.38828" E	Intersection de la VCA et du taxiway B.
INT 2	06°21'18.21337" N	002°23'03.64338" E	Intersection de la VCA et du taxiway A.
INT 3	06°21'23.79598" N	002°23'11.11790" E	Débouchée de la voie de circulation SLI sur la voie de circulation avion
INT 4	06°21'29.01467" N	002°23'09.25868" E	Débouchée de la voie de circulation SLI sur la piste

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

FKKL+ — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	Plusieurs hôtels en ville	Several hotels in town
2	Restaurants / <i>Restaurants</i>	Deux (02) à l'aéroport et plusieurs en ville	Two (02) at the airport and several in town
3	Moyens de transport / <i>Transportation facilities</i>	Taxis-Voitures de locations disponibles à la demande	Taxis-Rental cars on request
4	Services médicaux / <i>Medical facilities</i>	Hôpitaux en ville - Poste de santé sur l'aéroport	Hospitals in the city - Health post at the airport
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville Ouverture pendant les heures de service	In the city Open during services hours
6	Services d'information touristique <i>Tourist office</i>	Bureau à l'aéroport et en ville	Office at the airport and in the city
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 6 0700 -1700 TUC de Lundi à Dimanche (H10)	Ensured protection level: 6 0700 -1700 UTC(H10) from Monday to Sunday
2	Equipement de sauvetage <i>Rescue Equipment</i>	02 VMA 6825 S : 6100 L eau + 800 L d'émulseur + 250 KG poudre ; 01 VMA 4425 S : 4000L eau + 400 L d'émulseur + 250 KG poudre ; 01 FLYCO : 50 KG poudre + 02 extincteurs de 05 KG de CO2 chacun + dispositif d'effarouchement et lutte contre le péril aviaire + dispositif de FOLLOW ME. Tous ces véhicules sont équipés de radio VHF. Pompiers de ville : 01 caserne/capacité : 7800L + 6000L = 13800L eau	02 VMA 6825 S : 6100 L water + 800 L foam + 250 KG power; 01 VMA 4425 S : 4000L water + 400 L foam + 250 KG powder; 01 FLYCO: 50 KG powder + 02 fire-extinguishers of 05 KG of CO2 each + scaring device and fight against bird danger + FOLLOW ME device. All these vehicles are equipped with VHF radio. Fire Brigade : 01 fire station / Capacity : 7800L + 6000L = 13800L water
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	NIL	
4	Observations / <i>Remarks</i>	NIL	

FKKL+ — AD 2.7 DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	AST : Béton bitumineux / Asphaltic concrete
	Résistance de l'aire de trafic <i>Apron strength</i>	AST : PCN 33/F/D/Y/U
2	Largeur des voies de circulation <i>TWY width</i>	TWY : 20 M
	Surface des voies de circulation <i>TWY surface</i>	TWY : Enrobé bitumineux / Bituminous concrete
	Résistance des voies de circulation <i>TWY strength</i>	TWY : PCN 33/F/D/Y/U
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	NIL
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL
5	Points de vérification INS <i>INS checkpoints</i>	NIL
6	Observations / Remarks	Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales. Demi-tour complet interdit sur la piste 13/31 pour tout aéronef d'un poids supérieur à 20 T. A l'atterrissage, le demi-tour doit être effectué aux extrémités de piste sur les raquettes de retournement AD prohibited for ACFT not equipped with bilateral radio communications. U-turn on runway 13/31 prohibited for aircraft with weight superior or equal to 20 T. The U-turn must be done at the turn-around areas

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	Panneaux, lignes de guidage et marquages au sol	Signs, guide lines and ground markings
	Lignes de guidage TWY <i>TWY guide lines</i>	Marques d'axes de voies de circulation appropriées sur toutes les voies de circulation	Appropriate TWY center line markings on all TWY
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	NIL	
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Feux blancs HI bidirectionnels Raquettes : Feux bleus omnidirectionnels TWY : Feux bleus BI	RWY : White bidirectional lights IH Turn-around areas : Blue lights omnidirectionals TWY : Blue lights BI
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / Remarks	Balisage diurne : Marquages conformes aux normes OACI. Obstacles importants balisés de jour et de nuit Balisage lumineux autonome indisponible pour le secours	Day Markings : Markings in compliance with ICAO standards. High obstacles with day marking and night obstruction light Autonomous lighting not available for emergency

FKKL+ — AD 2.10 OBSTACLES D'AÉRODROME
AERODROME OBSTACLES

ZONE <i>Area</i>	IDENTIFICATION OU DESIGNATION <i>obstacle identification or designation</i>	TYPE D'OBSTACLE <i>Type of Obstacle</i>	COORDONNÉES <i>Coordinates</i>	ALTITUDE / HAUTEUR SOL (mètres) <i>elevation/height (in Meters)</i>	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX <i>obstacle marking, type and color of obstacle lighting</i>	DISPONIBILITÉ ÉLECTRONIQUE <i>electronic availability</i>
0	1	2	3	4	5	6



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

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
TWR	MAROUA-SALAK TOUR MAROUA-SALAK TWR	118.9 MHz	0700 - 1700 TUC En dehors de ces heures, le service est assuré sur demande dans les conditions spécifiées en FKKL AD2.20 0700 - 1700 UTC Outside these hours, the service is provided on request under the conditions specified in FKKL AD2.20	NIL
APP	MAROUA-SALAK TWR	118.9 MHz	0700 - 1700 TUC En dehors de ces heures, le service est assuré sur demande dans les conditions spécifiées en FKKL AD2.20 0700 - 1700 UTC Outside these hours, the service is provided on request under the conditions specified in FKKL AD2.20	NIL

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 13	MVR	331.4 MHz	07H00 - 17H00 UTC (10H)	10°26'52.38"N 014°15'47.77"E	446.75M (1466FT)	Glide path slope : 3° Angle descente : 3° 300 M from TRH 31 and 120 M from RMY axis 300 M du seuil 31 et 120 M de l'axe de piste
ILS/LOC 13 CAT. II	MVR	109.1 MHz	07H00 - 17H00 UTC (10H)	10°27'32.89"N 014°14'52.22"E	446.2M (1464FT)	300 M du seuil 13 QDM 311° 300 M From TRH 13 QDM 311°
ILS/DME	MVR	Ch 28X	07H00 - 17H00 UTC (10H)	10°26'52.38"N 014°15'47.77"E	446.75M (1466FT)	300 M from TRH 31 and 120 M from RMY axis 300 M du seuil 31 et 120 M de l'axe de piste
NDB	TJL	364 kHz	H24	10°27'44.10"N 014°14'38.60"E	439M (1440FT)	P : 50 W
VOR/DME 1°E (2025)	MVR	113 MHz Ch 77X	H24	10°26'59.83"N 014°16'16.66"E	418.21M (1372FT)	PVOR : 50W PDME : 1KW 886M THR 13



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

Règlements de l'aéroport

Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales.

Utilisation des pistes

Demi-tour complet interdit sur la piste 13/31 pour tout aéronef d'un poids supérieur à 20 T. A l'atterrissage, le demi-tour doit être effectué aux extrémités de piste sur les raquettes de retournement.

Gestion des prolongations d'ouverture

La demande de prolongation d'ouverture (Voir annexe) doit être déposée au bureau de piste de l'aérodrome de Maroua - Salak. Elle peut également être envoyée par mail aux adresses caim@ccaa.aero ; raymond.garba@ccaa.aero

La plage de prolongation d'ouverture doit intégrer les éléments suivants:

- a. L'heure sollicitée de début de prolongation d'ouverture doit être une heure ronde ;
- b. L'heure de début de prolongation doit précéder l'heure d'arrivée effective de l'aéronef d'au moins une (01) heure ;
- c. L'heure sollicitée de fin de prolongation doit être postérieure d'au moins trente (30) minutes à l'heure estimée du dernier décollage/atterrissage de l'aéronef de/sur l'aérodrome de Maroua - Salak.

Airport regulations

Aerodrome prohibited for ACFT not equipped with bilateral radio communications.

Using tracks

Complete U-turn prohibited on runway 13/31 for any aircraft weighing more than 20 T. Upon landing, the U-turn must be made at the ends of the runway on the turnaround snowshoes.

Management of opening extensions

The request opening extension (see annex) has to be filed at reporting office of Maroua - Salak aerodrome. It can equally be sent by mail at addresses caim@ccaa.aero ; raymond.garba@ccaa.aero.

The opening extension range must integrate the following elements :

- a. *The requested opening time of extension must be a round hour*
- b. *The requested opening time of extension must precede the actual arrival time of the aircraft by at least one (01) hour;*
- c. *The requested closing time must be at least thirty (30) minutes later than the estimated time of the last takeoff/landing of the aircraft from/at Maroua - Salak aerodrome.*



SEGC.AIM.FORM.004
DEMANDE DE PROLONGATION D'OUVERTURE - SALAK FKKL
REQUEST FOR OPENING EXTENSION OF AERODROM



Compagnie (Operator) : _____

BP (P.O. Box) : _____

TEL : _____ FAX : _____

Autre adresse
(Other address) : _____

Indicative d'appel
(Call sign) : _____ Date du vol
(Date of the flight) : _____

Type d'avion
(Aircraft type) : _____ Immatriculation
(Aircraft registration) : _____

Nature du vol
(Type of flight) : _____

Provenance
(Aerodrome of origin) : _____ Destination
Destination : _____

ETA (Estimate Time of Arrival) : _____ ETD (Estimate Time of Departure) : _____

Date et Heure d'ouverture sollicitée
(Requested Opening date and time) : _____

(L'heure sollicitée de début de prolongation d'ouverture doit être une heure ronde et doit précéder l'heure d'arrivée effective de l'aéronef d'au moins une (01) heure / The requested opening time must be a round hour and must precede the actual arrival time of the aircraft by at least one (01) hour)

Date et Heure de fermeture sollicitée
(Requested closing date and time) : _____

(L'heure sollicitée de fin de prolongation doit être postérieure d'au moins 30 minutes à l'heure estimée du dernier décollage de l'aéronef de l'aérodrome de Maroua - Salak. / The requested closing time must be at least thirty (30) minutes later than the estimated time of the last take-off of the aircraft from Maroua - Salak aerodrome)

Le ravitaillement en carburant sollicité ? / Is refueling requested ? OUI NON
YES NO

Date de dépôt
(Filling date) : _____ Heure de dépôt
(Filling time) : _____

Signature et cachet / Signature and stamp :

Nom / Filed by : _____

FKKL+ — AD 2.25 OBSTACLES PENETRANT LA SURFACE DU SEGMENT A VUE (VSS)
OBSTACLES PENETRATING VISUAL SEGMENT SURFACE (VSS)

NIL



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

Désignation de la piste RWY Designator	Type et intensité du balisage lumineux d'approche Approach lighting type, length intensity	Couleur des feux de seuil et barres THR Lights colour wing bar lights WBAR	PAPI Position/Pente Location/Slope MEHT (FT)	Zone de toucher des roues TDZ, LGT, length
1	2	3	4	5
04	Ligne d'approche simplifiée - 900 M - LIH/LIL avec dispositif balle traçante unidirectionnelle clair LIH Simple approach lighting system - 900 m - LIH/LIL with sequenced flashing approach lights	Vert / Green	Gauche / Left 3° 67	NIL
22	NIL	Vert / Green	Gauche / Left 3° 70	NIL
Longueur, espacement couleur des feux d'axe de piste RWY centre line, length, spacing, colour, intensity	Longueur, espacement couleur des feux de bord de piste RWY edge lights, length, spacing, colour, intensity	Couleur des feux d'extrémité de piste RWY end lights, LEN, spacing, colour, intensity	Longueur, couleur des feux de prolongement d'arrêt SWY lights length colour	Observations Remarks
6	7	8	9	10
NIL	3300 M - 60 M - Blanc / White - LIH Blanc sur les 2700 M et orange sur les derniers 600 M white on 2700 M and orange on the last 600 M	Rouge / Red -	100 M - Rouge / Red - Unidirectionnel	Feux blancs à éclat de seuil séquentiels de type UEL-1-120 White lights with sequential brightness type UEL-1-120
NIL	3300 M - 60 M - Blanc / White - LIH Blanc sur les 2700 M et orange sur les derniers 600 M white on 2700 M and orange on the last 600 M	Rouge / Red -	100 M - Rouge / Red Unidirectionnel	Feux blancs à éclat de seuil séquentiels de type UEL-1-120 White lights with sequential brightness type UEL-1-120

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

1	Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/ d'identification / ABN/IBN location, characteristics and hours of operation	NIL NIL	
2	Emplacement et éclairage de l'anémomètre/ Anemometer location and lighting Indicateur de sens d'atterrissage LDI location and lighting	Anémomètre : près de GP/DME Manches à air : -300 m du THR 04, balisés par feux - À côté du Taxiway A	Anemometer : Near GP/DME Windsocks : -300 M from THR 04, lighted - Near TWY A
3	Feux de bord de voies de circulation et feux axiaux de voies de circulation TWY edge and centre line lighting	Feux de bord : Feux bleus Feux axiaux : NIL	Blue LGT
4	Alimentation électrique auxiliaire/ délai de commutation Secondary power supply / switch-over time	Alimentation secourue par 2 groupes de 315 KVA Temps de commutation : inférieur à 3 Secondes	Stand-by power provided by 2 diesel emergency power units of 315 KVA Switch-over time: less than 3 SEC
5	Observations / Remarks	NIL	

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

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

FCOD — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR OLLOMBO Cercle de 15 NM de rayon centré sur OLLOMBO NDB "OTK" 01°12'36.11"S - 015°55'17.93"E	900 M AMSL ----- SOL - MER	C	OLLOMBO TOUR/TOWER (FR/EN)	4000 FT	
Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales AD prohibited for ACFT not equipped with bilateral radiocommunications					



FCOD — AD 2.18 INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES
DE LA CIRCULATION AÉRIENNE

ATS RADIOCOMMUNICATION FACILITIES

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
TWR	OLLOMBO TOWER OLLOMBO TOUR	118.7 MHz	H12 0600-1800 (UTC)*	*Au-delà de 1800 UTC, le départ d'un avion sur l'aéroport d'Ollombo se fera sur demande P : 50 W

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

Type d'Aide/Déclinaison Type of Aid/Magnetic Variation	Identification Identification	Fréquences (MHZ-KHZ) Frequency	Heures de fonctionnement Hours of operation	Coordonnées antenne émission Site of antenna coordinates	Altitude de l'antenne Elevation of DME antenna	Observations Remarks
1	2	3	4	5	6	7
ILS/GP 04 0°E (2025)	ILB	330.8 MHz	H24	01°14'10.15"S 015°54'06.89"E	332.97M (1092FT)	Portée 25 NM P : 5 W (2 ensembles) 300 M du seuil 04 et 150 M de l'axe QDR 036° Angle de descente : 3° Range:25NM P:5W(2sets) 300 m from THR 04 and 150 m from centreline QDR 036° Descending angle : 3°
ILS/LOC 04 CAT. I 0°E (2025)	ILB	110.9 MHz	H24	01°12'44.01"S 015°55'12.37"E	323M (1060FT)	Portée 25 NM P :20 W (2 ensembles) 300 M du seuil 22 QDR 035° Range:25NM average P: 20 W (2 sets) 300 m from THR 22 QDR 035°
ILS/DME 0°E (2025)	ILB	Ch 46X	H24	01°14'10.15"S 015°54'06.89"E	332.97M (1092FT)	Portée 25 NM P: 100 W 300 M du seuil 04 et 150 M de l'axe QDR 036°
NDB 0°E (2025)	OTK	262 kHz	H24	01°12'36.11"S 015°55'17.93"E	344M (1129FT)	Portée 200NM en moyenne P: 100W (2 ensembles) 600 M seuil 22 QDR 035° HGT : 14.42 M ASECNA Range: 200 NM average P: 100 W (2 sets)

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

ESPACE AERIEN ATS / ATS AIRSPACE

NIL



FCOD — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL

FCOD — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL

FCOD — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

<p>Concentration d'oiseaux à proximité de l'aérodrome - Les mois à risque Toute l'année avec un pic entre le mois d'avril à décembre. - Les saisons de migration La période de pic (d'avril à décembre) constitue la saison de migration des espèces aviaires observées à l'aéroport international Denis SASSOU NGUESSO d'Ollombo. En cette période, les hirondelles et les aigles bottés sont les plus observés. - Les types d'oiseaux les plus représentatifs 1. Aigle botté avec une présence permanente toute l'année ; 2. Hirondelle de fenêtre ; 3. Courvite ; 4. Francolin à gorge rouge ; 5. Corbeau pie. - Les mouvements quotidiens importants entre les aires de repos et d'alimentation Le matin entre 6h et 9h, et l'après-midi de 15h à 17h.</p>	<p>Bird concentration in the vicinity of the airport - The high risk months <i>All year with a peak between April to December.</i> - Migration seasons <i>The peak period (April to December) is the migration season for birds species observed at Denis SASSOU NGUESSO International Airport in Ollombo. During this period, swallows and booted eagles are the most observed.</i> - The most representative types of birds 1. <i>Booted eagle with a permanent presence all year;</i> 2. <i>Window wallow;</i> 3. <i>Courvite;</i> 4. <i>Red throated francolin;</i> 5. <i>Pied crow.</i> - The important daily movements between rest and feeding areas <i>In the morning between 6 a.m and 9 a.m, and in the afternoon from 3 p.m to 5 p.m</i></p>
---	--

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

NIL



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

DIYO -- YAMOOUSSOUKRO

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 06°54'21"N - Long. 005°21'50"W Intersection des axes RWY / TWY A	Lat. 06°54'21"N - Long. 005°21'50"W Intersection of RWY / TWY A centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	Nord-Ouest de la ville à 15 km du site de la sous-préfecture	North-West in the city 15 km from the site of the sub-prefecture
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	213 M (697 FT) / 34 ° C 29 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	4°W (2025) / 7.7'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	SODEXAM YAMOOUSSOUKRO B.P. 1008 - YAMOOUSSOUKRO Tél. (225) 27.30.64.10.80 - 27.30.64.07.07 Fax (225) 27.30.64.05.99 - RSFTA : DIYOYDYX	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	SODEXAM ABIDJAN 15 BP 990 ABIDJAN 15 Tel (+225) 21 58 20 01 - Fax (+225) 21 27 73 44 email: infos@sodexam.ci AFTN: DIAPYDYX	

DIYO — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN-VEN : 0730-1615 UTC	MON-FRI : 0730-1615 UTC
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	O/R	
3	Santé et services sanitaires <i>Health and Sanitation</i>	O/R	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	H24	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	H24	
6	Bureau de piste MET <i>MET Briefing Office</i>	H24	
7	Service de la circulation aérienne <i>ATS</i>	H24	
8	Avitaillement en carburant <i>Fueling</i>	0800-1200 UTC et 1400-1800 UTC. Au-delà, à la demande	0800-1200 UTC and 1400-1800 UTC. Beyond, on request
9	Services d'escale <i>Handling</i>	A la demande auprès du Commandant de l'aérodrome avec 48heures de préavis.	On request to be submitted to the AD Commandant with a prior notice of 48 hours
10	Sûreté <i>Safety</i>	O/R	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL	
2	Types de carburants et de lubrifiants	JET A1	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	JET A1 débit mini 1000 L/MN Capacité de stockage : 100.000 litres Tél/fax : (225) 30.64.15.26 - (225) 0799.25.98 - (225) 41.21.80.88	JET A1 Minimum Flow 1000 L/MN Storage capacity: 100.000 liters Tel/fax: (225) 30.64.15.26 (225)0799.25.98-(225)41.21.80.88
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL	
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / <i>Remarks</i>	NIL	



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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 05 4°W (2025)	YKS	332.6 MHz	H24	06°53'40.46"N 005°22'20.12"W	213.98M (702FT)	NIL
ILS/LOC 05 CAT. I 4°W (2025)	YKS	109.5 MHz	H24	06°54'54.25"N 005°21'19.70"W	211.67M (694FT)	NIL
ILS/DME 4°W (2025)	YKS	Ch 32X	H24	06°53'40.46"N 005°22'20.12"W	200M (656FT)	NIL
VOR/DME 4°W (2025)	YAM	115.8 MHz Ch 105X	H24	06°53'19.97"N 005°22'43.86"W	210M (689FT)	P. VOR : 100 W P. DME : 1 KW

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

NIL	NIL
-----	-----

DIYO — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL	
-----	--

DIYO — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--

DIYO — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL	
-----	--

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

DIBK -- BOUAKE

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 07°45'09"N - Long. 005°04'04"W Intersection des axes TWY A / RWY	Lat. 07°45'09"N - Long. 005°04'04"W Intersection of TWY A / RWY centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	Nord Ouest de la ville à 8 Km du rond point de la cathédrale	
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	375 M (1231 FT) / 34 ° C 29 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	3°W (2025) / 7.5°E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	SODEXAM BOUAKE 01 BP 614 BOUAKE 01 Tél. (+225) 27 21 20 34 45 - (+225) 27 21 20 34 41 RSFTA : DIBKYDYX	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	SODEXAM ABIDJAN 15 BP 990 - ABIDJAN 15 Tel (+225) 27 21 58 62 94 - Fax (+225) 27 21 27 73 44 email: infos@sodexam.ci AFTN: DIAPZZMX	

DIBK — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN - VEN : 0730 - 1615 UTC	
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	A la demande (O/R)	
3	Santé et services sanitaires <i>Health and Sanitation</i>	A la demande (O/R)	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	0700 - 2000 UTC	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	0700 - 2000 UTC	
6	Bureau de piste MET <i>MET Briefing Office</i>	0700 - 2000 UTC	
7	Service de la circulation aérienne <i>ATS</i>	0700-2000 UTC	
8	Avitaillement en carburant <i>Fueling</i>	Néant	
9	Services d'escale <i>Handling</i>	Néant	
10	Sûreté <i>Safety</i>	A la demande (O/R)	
11	Dégivrage <i>De-icing</i>	Néant	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	En dehors de ces heures, les services sont assurés sur demande. Ces demandes doivent être adressées à l'aérodrome au plus tard à 1600 UTC.	Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1600 UTC

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	Néant	
2	Types de carburants et de lubrifiants	Néant	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	Néant	
4	Services de dégivrage / <i>De-icing facilities</i>	Néant	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	Néant	
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	Néant	
7	Observations / <i>Remarks</i>	Néant	



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

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

DIBK — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR BOUAKE Cercle de 15 NM de rayon centré sur BOUAKE VOR/DME "BKY" 07°44'50.24"N - 005°04'29.79"W	900 M ASFC ----- SOL	D	BOUAKE TOUR / BOUAKE TWR Français, Anglais / French, English	4200 FT	
NIL					

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

Désignation du service <i>Service designation</i>	Indicatif d'appel <i>Call sign</i>	Fréquences (MHZ - KHZ) <i>Frequency</i>	Heure de fonctionnement <i>Hours of operation</i>	Observations <i>Remarks</i>
1	2	3	4	5
TWR	BOUAKE TOUR BOUAKE TWR	118.9 MHz	0700 - 2000 UTC	NIL

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 21 3°W (2025)	BUA	331.4 MHz	H24	07°45'01.87"N 005°04'11.11"W	390.58M (1281FT)	NIL
ILS/LOC 21 CAT. I 3°W (2025)	BUA	109.1 MHz	H24	07°43'21.89"N 005°04'51.46"W	410.76M (1348FT)	NIL
ILS/DME 3°W (2025)	BUA	Ch 28X	H24	07°45'01.87"N 005°04'11.11"W	399.97M (1312FT)	NIL
VOR/DME 3°W (2025)	BKY	115.1 MHz Ch 98X	H24	07°44'50.24"N 005°04'29.79"W	390M (1280FT)	P.VOR : 50 W P. DME : 1 KW

DIBK — AD 2.20 REGLEMENTS LOCAUX DE L'AERODROME
LOCAL TRAFFIC REGULATIONS

NIL	NIL
-----	-----

DIBK — AD 2.21 PROCÉDURES ANTIBRUIT
NOISE ABATEMENT PROCEDURES

DIBK — AD 2.22 PROCÉDURES DE VOL
FLIGHT PROCEDURES

DIBK — AD 2.23 RENSEIGNEMENTS SUPPLÉMENTAIRES
ADDITIONAL INFORMATION

DIBK — AD 2.24 CARTES RELATIVES À L'AÉRODROME
CHARTS RELATED TO THE AERODROME



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

DIKO -- KORHOGO

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 09°23'15"N - Long. 005°33'15"W Intersection des axes RWY / TWY A	Lat. 09°23'15"N - Long. 005°33'15"W Intersection of RWY / TWY A centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	Sud Est de la ville à 12,5 km du rond point face Mairie	South East of the city 12.5 km from the town hall
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	370 M (1213 FT) / 35.9 ° C 28.5 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	3°W (2025) / 7.5°E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	SODEXAM KORHOGO NIL Tél. NIL Fax NIL - RSFTA : DIKOYDYX	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	SODEXAM ABIDJAN 15 BP 990 - ABIDJAN 15 Tel (+225) 27 21 58 62 94 - Fax (+225) 27 21 27 73 44 email: infos@sodexam.ci AFTN: DIAPZZMX	

DIKO — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN - VEN : 0730 - 1615 UTC	MON - FRI : 0730 - 1615 UTC
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	O/R	
3	Santé et services sanitaires <i>Health and Sanitation</i>	O/R	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	0700-2000 UTC	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	0700-2000 UTC	
6	Bureau de piste MET <i>MET Briefing Office</i>	0700-2000 UTC	
7	Service de la circulation aérienne <i>ATS</i>	0700-2000 UTC	
8	Avitaillement en carburant <i>Fueling</i>	NIL	
9	Services d'escale <i>Handling</i>	NIL	
10	Sûreté <i>Safety</i>	O/R	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	En dehors de ces heures, les services sont assurés sur demande. Ces demandes doivent être adressées à l'aérodrome au plus tard à 1600 UTC. Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1600 UTC	

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL
2	Types de carburants et de lubrifiants	NIL
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL
4	Services de dégivrage / <i>De-icing facilities</i>	NIL
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL
7	Observations / <i>Remarks</i>	NIL

DIKO — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville	In the city
3	Moyens de transport / <i>Transportation facilities</i>	NIL	
4	Services médicaux / <i>Medical facilities</i>	En ville	In the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville	In the city
6	Services d'information touristique <i>Tourist office</i>	Bureau en ville	Office in the city
7	Observations / <i>Remarks</i>	NIL	



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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 26 3°W (2025)	KHG	333.2 MHz	H24	09°23'21.95"N 005°33'00.00"W	369.28M (1212FT)	Angle de descente : 3°
ILS/LOC 26 CAT. I 3°W (2025)	KHG	109.7 MHz	H24	09°23'05.92"N 005°34'07.89"W	366.06M (1201FT)	NIL
ILS/DME 3°W (2025)	KHG	Ch 34X	H24	09°23'21.95"N 005°33'00.00"W	368.27M (1208FT)	NIL
VOR/DME 3°W (2025)	KRG	115.2 MHz Ch 99X	H24	09°22'20.93"N 005°38'39.48"W	384.12M (1260FT)	P.VOR : 100 W P.DME : 1 KW

DIKO — AD 2.20 REGLEMENTS LOCAUX DE L'AERODROME
LOCAL TRAFFIC REGULATIONS

NIL

DIKO — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL

DIKO — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL

DIKO — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

DIMN -- MAN

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 07°16'15"N - Long. 007°35'15"W Sud-Ouest de la ville à 22 Km de la Mairie	Lat. 07°16'15"N - Long. 007°35'15"W South West of the city 22 km from the town hall
2	Direction, distance de la ville <i>Direction, distance from city</i>		
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	332 M (1090 FT) / 33.6 ° C NIL	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	4°W (2025) / 8.3'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	SODEXAM MAN BP 407 MAN NIL RSFTA : DIMNYDYX	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	SODEXAM ABIDJAN 15 BP 990 ABIDJAN 15 Tel (+225) 27 21 58 62 94 - Fax (+225) 27 21 27 73 44 email: infos@sodexam.ci AFTN: DIAPZZMX	

DIMN — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN - VEN : 0730 - 1615 UTC	MON - FRI : 0730 - 1615 UTC
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	O/R	
3	Santé et services sanitaires <i>Health and Sanitation</i>	O/R	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	0700 - 2000 UTC	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	0700 - 2000 UTC	
6	Bureau de piste MET <i>MET Briefing Office</i>	0700 - 2000 UTC	
7	Service de la circulation aérienne <i>ATS</i>	0700 - 2000 UTC	
8	Avitaillement en carburant <i>Fueling</i>	NIL	
9	Services d'escale <i>Handling</i>	NIL	
10	Sûreté <i>Safety</i>	NIL	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / Remarks Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	En dehors de ces heures, les services sont assurés sur demande. Ces demandes doivent être adressées à l'aérodrome au plus tard à 1600 UTC	Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1600 UTC

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL	
2	Types de carburants et de lubrifiants	NIL	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL	
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL	
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / Remarks	NIL	

DIMN — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville	In the city
3	Moyens de transport / <i>Transportation facilities</i>	Taxis et voitures de location à la demande	Taxis and car hire O/R
4	Services médicaux / <i>Medical facilities</i>	En ville	In the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville	In the city
6	Services d'information touristique <i>Tourist office</i>	Bureau en ville	Office in the city
7	Observations / Remarks	NIL	



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

1	Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/ d'identification / ABN/IBN location, characteristics and hours of operation	NIL NIL
2	Emplacement et éclairage de l'anémomètre/ <i>Anemometer location and lighting</i> Indicateur de sens d'atterrissage <i>LDI location and lighting</i>	NIL 02 manches à air éclairées : une à gauche du QFU 03 et l'autre près du TWY 02 lighted wind direction indicators installed : one at the left side of QFU 03 and the other near the TWY
3	Feux de bord de voies de circulation et feux axiaux de voies de circulation <i>TWY edge and centre line lighting</i>	Feux de bord : OUI Feux axiaux : NIL Edge lights : YES Center line lights : NIL
4	Alimentation électrique auxiliaire/ délai de commutation <i>Secondary power supply /</i> <i>switch-over time</i>	Alimentation électrique auxiliaire pour tout l'éclairage et le balisage de l'aérodrome Temps de commutation : 15 secondes The auxiliary power supply for the lighting ensured Switching time : 15 seconds
5	Observations / Remarks	NIL

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

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

DIMN — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
NIL	NIL	NIL	NIL	7000 FT	NIL

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

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
AFIS	MAN INFORMATION	118.4 MHz	0700-2000	NIL

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

Type d'Aide/Déclinaison Type of Aid/Magnetic Variation	Identification Identification	Fréquences (MHZ-KHZ) Frequency	Heures de fonctionnement Hours of operation	Coordonnées antenne émission Site of antenna coordinates	Altitude de l'antenne Elevation of DME antenna	Observations Remarks
1	2	3	4	5	6	7
VOR/DME 4°W (2025)	MAN	116.2 MHz Ch 109X	H24	07°17'18.71"N 007°34'45.93"W	326M (1070FT)	P.VOR : 100 W P.DME : 1 KW

DIMN — AD 2.20 REGLEMENTS LOCAUX DE L'AERODROME
LOCAL TRAFFIC REGULATIONS

ESPACE AERIEN ATS / ATS AIRSPACE

Désignation et limites latérales Designation and laterals limits	Limites verticales Vertical limits	Classification de l'espace aérien Airspace classification	Indicatif d'appel et langues de l'organe ATS unit call sign/Languages	Altitude de transition Transition altitude	Observations Remarks
1	2	3	4	5	6
FIZ (Zone d'information de vol) MAN Cercle de 15 NM de rayon centré sur l'ARP	900 M ASFC ----- GND	G	MAN INFORMATION Français (FR), Anglais (Eng)	7000 FT	NIL

DIMN — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL	
-----	--

DIMN — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--

DIMN — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL	
-----	--

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes



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

DIOD -- ODIENNE

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 09°32'16"N - Long. 007°33'49"W Intersection des axes RWY / TWY A	Lat. 09°32'16"N - Long. 007°33'49"W Intersection of RWY / TWY A centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	Au nord à 04 KM de la ville	North 04 km from the city
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	417 M (1367 FT) / 36 ° C 31 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	4°W (2025) / 8.1°E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	SODEXAM ODIENNE BP 245 ODIENNE Tél. NIL RSFTA : DIODYDYX	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	SODEXAM ABIDJAN 15 BP 990 - ABIDJAN 15 Tel (+225) 27 21 58 62 94 - Fax (+225) 27 21 27 73 44 email: infos@sodexam.ci AFTN: DIAPZZMX	

DIOD — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN - VEN : 0730 - 1615 UTC	MON - FRI : 0730 - 1615 UTC
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	O/R	
3	Santé et services sanitaires <i>Health and Sanitation</i>	O/R	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	0700 - 2000 UTC	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	0700 - 2000 UTC	
6	Bureau de piste MET <i>MET Briefing Office</i>	0700 - 2000 UTC	
7	Service de la circulation aérienne <i>ATS</i>	0700 - 2000 UTC	
8	Avitaillement en carburant <i>Fueling</i>	NIL	
9	Services d'escale <i>Handling</i>	NIL	
10	Sûreté <i>Safety</i>	O/R	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	En dehors de ces heures, les services sont assurés sur demande. Ces demandes doivent être adressées à l'aérodrome au plus tard à 1600 UTC.	Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1600 UTC

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL
2	Types de carburants et de lubrifiants	NIL
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL
4	Services de dégivrage / <i>De-icing facilities</i>	NIL
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL
7	Observations / <i>Remarks</i>	NIL

DIOD — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville	In the city
3	Moyens de transport / <i>Transportation facilities</i>	NIL	
4	Services médicaux / <i>Medical facilities</i>	En ville	In the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville	In the city
6	Services d'information touristique <i>Tourist office</i>	Bureau en ville	Office in the city
7	Observations / <i>Remarks</i>	NIL	



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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
VOR/DME 4°W (2025)	ODN	117.2 MHz Ch 119X	""	09°31'48.26"N 007°34'25.46"W	424.37M (1392FT)	P.VOR : 100 W P. DME: 1 KW

DIOD — AD 2.20 REGLEMENTS LOCAUX DE L'AERODROME
LOCAL TRAFFIC REGULATIONS

ESPACE AERIEN ATS / ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
FIZ (Zone d'information de vol) ODIENNE Cercle de 15 NM de rayon centré sur l'ARP	900 M ASFC ----- GND	G	ODIENNE INFORMATION Français (FR), Anglais (Eng)	4500 FT	NIL

DIOD — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL	
-----	--

DIOD — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--

DIOD — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL	
-----	--

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

FMMT -- TOAMASINA/AMBALAMANASY

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 18°06'57"S - Long. 049°23'36"E Intersection des axes de la piste et de la voie de circulation Sud	Lat. 18°06'57"S - Long. 049°23'36"E Intersection of RWY centerline and South TWY
2	Direction, distance de la ville <i>Direction, distance from city</i>	2,7 NM NNW TOAMASINA	
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	7 M (23 FT) / 32 ° C -9 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	15°W (2025) / 4.7°W	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ADEMA ADEMA : BP 299 - TOAMASINA (MADAGASCAR) Tél. +(261) 34.05.565.16 RSFTA : FMMTYANX E-mail : tmm@adema.mg, cdt.fmmt.adema@gmail.com	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	ASECNA B.P. 85 - TOAMASINA 501 (MADAGASCAR) Tél : +(261) 33.23.370.03 RSFTA : FMMTZPZX E-mail : aim-fmmt@asecna.org, biabdp.mt.asecna@gmail.com TWR: +(261) 33.23.370.03 poste 109	

FMMT — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

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



FMMT — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR TOAMASINA Cercle de 20 NM de rayon centré sur TOAMASINA VOR "MT" 18°07'27.30"S - 049°23'39.30"E	600 M AMSL ----- SOL - MER	C	TOAMASINA TOUR - Français (Fr) - Anglais (En)	3000 FT	
<p>Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales sauf autorisation spéciale. Tour de piste obligatoire pour aéronefs non munis de radio ou avec panne radiocommunication</p> <p>AD prohibited for ACFT not equipped with bilateral radio communications, except special authorization. RWY circuit pattern obligatory for ACFT not equipped with radio communication or with RCF</p>					

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

Désignation du service <i>Service designation</i>	Indicatif d'appel <i>Call sign</i>	Fréquences (MHZ - KHZ) <i>Frequency</i>	Heure de fonctionnement <i>Hours of operation</i>	Observations <i>Remarks</i>
1	2	3	4	5
TWR	TOAMASINA TOUR	118.3 MHz	HOR : 0300/1900 UTC et prolongation d'ouverture O/R à FMMIZPZX ou FMMTZPZX avant 1300 UTC seulement pour les ACFT au départ et à destination de FMMT E-mail : aimfmmt@asecna.org	Assure les contrôles d'approche et d'aérodrome P : 50 W

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 19 15°W (2025)	TO	335 MHz	H24	18°06'07.90"S 049°23'34.70"E		323 M Seuil 19 QDR 165° Angle descente : 3° CAT. II jusqu'au seuil Glide path slope : 3° CAT. II until RWY THR
ILS/LOC 19 CAT. II 15°W (2025)	TO	110.3 MHz	H24	18°07'19.40"S 049°23'38.40"E		292 M seuil 01 QDR 189°
ILS/MM - 15°W (2025)	TO	75 MHz	H24	18°05'28.20"S 049°23'25.80"E		920 M seuil 19 QDR 009° - P : 2 W
ILS/OM -- 15°W (2025)	TO	75 MHz	H24	18°02'26.50"S 049°23'05.00"E		6568 M seuil 19 QDR 009° - P : 2 W
ILS/DME 15°W (2025)	TO	Ch 40X	H24	18°06'07.90"S 049°23'34.80"E	17.98M (59FT)	NIL
NDB 15°W (2025)	MV	267 kHz	H24	18°05'29.00"S 049°23'25.90"E		P : 25 W 920 M seuil 19 QDR 009° ASECNA
NDB 15°W (2025)	TO	394 kHz	H24	18°02'26.50"S 049°23'05.90"E		P : 25 W 6562 M seuil 19 QDR 009° ASECNA
VOR 15°W (2025)	MT	113.1 MHz	H24	18°07'27.30"S 049°23'39.30"E		P.VOR : 50 W 535 M Seuil 01 - QDR 189° ASECNA

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

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



FMMT — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

<p>1. Restriction d'utilisation de nuit : Les VFR de nuit sont interdits dans les espaces aériens ASECNA (REF AIP ASECNA '0 GEN 1-7-06' §4.3) sauf dérogation émise par l'Autorité de l'Aviation Civile.</p> <p>2. Essai des moteurs : Tout essai des moteurs d'aéronef ne doit être effectué que dans un poste de stationnement désigné par l'unité chargée du service de gestion d'aire de trafic d'ADEMA.</p> <p>3. Mode d'utilisation (restriction en longueur) :</p> <ul style="list-style-type: none">- Atterrissage : NIL- Décollage : NIL	<p>1. Use restrictions by night : <i>The VFR flights at night are prohibited within ASECNA airspace (REF ASECNA AIP '0 GEN 1-7-06' §4.3) except derogation issued by Civil Aviation Authority.</i></p> <p>2. Engines test : <i>Each engines test must be done only on an aircraft stand assigned by ADEMA unit in charge of apron management service.</i></p> <p>3. Use mode (length restriction) :</p> <ul style="list-style-type: none">- Landing: NIL-Take off: NIL
---	--

FMMT — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

<p>1. Procédures de mise en route et de refoulement d'aéronef : Mise en route et refoulement soumis à l'autorisation de la Tour de contrôle.</p> <p>2. Procédure par faible visibilité :</p> <ul style="list-style-type: none">. Effectuer la mesure VIBAL si VIS inférieure à 2000M suivant le manuel de portée visuelle de piste (RVR) et ses annexes. Lorsque PVP INF à 1500M, insérer la valeur de PVP dans MET REPORT. Si la visibilité horizontale est inférieure ou égale à 500M, la tour de contrôle avise la section de gestion de sécurité des aires de mouvement d'ADEMA par VHF et ces derniers appliquent les règles d'exploitation d'aire de trafic par faible visibilité.	<p>1. Aircraft engine start up and push back procedures : <i>Aircraft engine start up and push back cleared by the control Tower.</i></p> <p>2. Low visibility procedures :</p> <ul style="list-style-type: none">. <i>Proceed VIBAL measurement if VIS below to 2000M according to the runway visual range manual and its appendices</i>. <i>When RVR below to 1500M, insert the RVR value in the MET REPORT</i>. <i>If RVR is under or equal to 500M, the control Tower notifies ADEMA's apron safety section by VHF and they apply the apron operational rules in case of low visibility.</i>
--	--



FMMT — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

**INFORMATIONS SPECIFIQUES POUR L'EXPLOITATION
D'ATR-72-600 (avion de référence) :**

L'aéroport de TOAMASINA, classé 3C, est certifié le 30
Décembre 2016 pour l'exploitation d'ATR-72-600 pour une durée
de 5 ans.

**1. Restriction sur les cheminements vers les postes de
stationnement :**

Respecter les instructions de la TWR et les lignes de
guidages.

2. Restriction sur les bandes dégagées d'obstacle :
NIL.

**3 Concentration d'oiseaux dans la zone de manoeuvre et
voisinage**

- prudence recommandée

**4. Travaux de balayage réguliers sur la piste 01/19 en dehors
des heures de trafic programmées :**

- Assistance du FLYCO ADEMA - Présence de personnel et
d'équipement sur le site - Prudence recommandée.

**5. Présence d'un abri sur l'aire de trafic (devant le poste de
stationnement n° 04) :**

- PSN: 180651.0S 0492343.0E

- Longueur: 13M

- Largeur: 6M

- hauteur AGL: 2.8M

- Marquage: NIL

- Balisage lumineux: NIL

Prudence recommandée.

**SPECIFIC INFORMATION FOR THE ATR-72-600 OPERATION
(reference aircraft) :**

TOAMASINA airport, classified 3C, is certified on 30th December
2016 to ATR-72-600 operation for 5 years duration.

1. Restrictions on pathways to aircraft stands :

Observe the TWR instructions and guidance lines.

2. Restriction on obstacle free zones :
NIL.

3. Bird concentration on the manoeuvring area and vicinity

- caution advised

**4. Regular sweeping works on RWY 01/19 outside scheduled
traffic hours :**

- Assistance of ADEMA FLYCO - Presence of staff and
equipment on field - Caution advised.

**5. Presence of a shelter on the apron (in front of aircraft
stand n° 04):**

- PSN: 180651.0S 0492343.0E

- Length: 13M

- Width: 6M

- AGL height: 2.8M

- Marking: NIL

- Lighting: NIL

Caution advised.

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes



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

GQNO -- NOUAKCHOTT - OUMTOUNSY

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 18°18'36"N - Long. 015°58'11"W Intersection Axe de piste 16/34 et TWY B	Lat. 18°18'36"N - Long. 015°58'11"W Intersection center lines of RWY 16/34 and TWY B
2	Direction, distance de la ville <i>Direction, distance from city</i>	25 KM au Nord-est du centre ville de NOUAKCHOTT	25 KM North-East from the center city of NOUAKCHOTT
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	3 M (10 FT) / 39 ° C 33 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	6°W (2020) / 9'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	AFROPORT MAURITANIE SARL B.P 7117 - NOUAKCHOTT (MAURITANIE) Tél. (222) 41.86.47.72 Fax NIL E-mail : E-MAIL: onam@onam.mr	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	ASECNA (Air Navigation Service Provider) B.P 4939 et 205 - NOUAKCHOTT (MAURITANIE) Tél. (222) 45.25.20.01 - (222) 45.25.20.09 - (222) 45.25.38.50 Fax (222) 45.25.16.25 - 45.29.32.10 - RSFTA : GQNOYDYX	

GQNO+ — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	Lundi au Jeudi : HS 0800 - 1700 Vendredi : HS 0800 - 1200 Permanence en dehors des heures de service	Monday to Thursday : HS 0800-1700 Friday : HS 0800-1200 Permanence outside the operational hours.
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	H24	
3	Santé et services sanitaires <i>Health and Sanitation</i>	HS et O/R Contacter le centre médical de l'aéroport Nouakchott Oumtounsy Tél : +(222)42424527 +(222)42424526 +(222)42424526	HS and O/R Contact medical center of Nouakchott-Oumtounsy airport on Tél : +(222)42424527 +(222)42424526 +(222)42424526
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	H24	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	H24	
6	Bureau de piste MET <i>MET Briefing Office</i>	H24	
7	Service de la circulation aérienne <i>ATS</i>	H24	
8	Avitaillement en carburant <i>Fueling</i>	H24	
9	Services d'escale <i>Handling</i>	H24	
10	Sûreté <i>Safety</i>	H24	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	



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

1	Services de manutention du fret <i>Cargo handling facilities</i>	Matériel de la Compagnie Airlines Mauritanie Paiement en espèces	Handling facilities Mauritania Airlines Cash payment
2	Types de carburants et de lubrifiants	AVGAS 100 LL - JET A1 STAR OIL MAURITANIE BP 388. Tél : (222)45.25.98.60, (222)22.46.99.91 E-mail: tidiani51@YAhoo.fr TOTAL BP 4973. Tél (222)45.29.83.63, (222)36.29.56.30, (222)22.47.60.54	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	JET A1 : - 3 chariots de 40 M3/H (LAFON-TITAN 3) - 2 camions ravitailleurs 80 M3/H (34000L-47000L) - Ravitaillement par bouche (Pression 4 bars) - 1 Bac 270 M3 - Cuves 30 M3 et 50 M3 - 2 Camions ravitailleurs de 34000 litres - 1 Camion ravitailleur RENAULT de 40000 L - 40 M3/H - 2 Camions BERLIER de 12000 L - 40 M3/H. AVGAS 100 LL : - 1 Camion refouleur titan 2, 2500L/heure - 1 chariot - des futs scellés de 200L. Cartes acceptées : BP ou bon de commande agréé (STAR OIL ; UVAIR ; SKY-CARD et TOTAL). Ravitaillement en carburant assurée par Mauritanie Airlines O/R avant 24H (paiement en espèces)	JET A1 : - 3 cars 40 M3/H (LAFON-TITAN 3) - 2 tanks trucks 80 M3/H (34000L-47000L) - fuelling by fuel hydrant (Pressure 4 bars) - 1 Bac 270 M3 - Cuves 30 M3 and 50 M3 - 2 tanks trucks of 34000 litres - 1 tank truck RENAULT of 40000 L - 40 M3/H - 2 tanks BERLIER of 12000 L - 40 M3/H. AVGAS 100 LL : - 1 tank titan 2, 2500L/heure - 1 cart - futs 200L. Credit cards accepted : BP or bon de commande agréé (STAR OIL ; UVAIR ; SKY-CARD and TOTAL). Fuelling facilities ensured by Mauritania Airlines O/R before 24H (cash payment)
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	Hangar Mauritanie Airlines 60 M X 60 M, hauteur 17.5 M : PC12, B190, F27, F28, AT42, AT43, B727, B735, B737 (paiement Cash)	Hangar Mauritania Airlines 60 M X 60 M, height 17.5 M : PC12, B190, F27, F28, AT42, AT43, B727, B735, B737 (cash payment)
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / <i>Remarks</i>	Mauritanie Airlines assure les services d'escale et d'Assistance « paiement en espèces » CONTACT: EMAIL: operations@mauritaniaairlines.mr - operationsnkc@gmail.mr SITA: NKCKOXH-NKCKPXH , Tél: 00222 45.24.12.53 FAX: 00222 45.24.24.48 CEL: 00222 37.18.86.34/ 00222 33.42.82.54/ 00222 33.42.83.23 / 00222 36.30.40.91	Mauritania Airlines manage handling services and facilities « Cash payment » CONTACT: EMAIL: operations@mauritaniaairlines.mr - operationsnkc@gmail.mr SITA: NKCKOXH-NKCKPXH , Tel: 00222 45.24.12.53 FAX: 00222 45.24.24.48 , CEL: 00222 37.18.86.34/ 00222 33.42.82.54/ 00222 33.42.83.23 / 00222 36.30.40.91

GQNO+ — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	Plusieurs hôtels en ville	Several hotels in the city
2	Restaurants / <i>Restaurants</i>	Plusieurs restaurants en ville	Several restaurants in the city
3	Moyens de transport / <i>Transportation facilities</i>	Taxis - Voiture de location - navettes d'hôtels	Taxis on arrival hours and O/R, rental cars
4	Services médicaux / <i>Medical facilities</i>	Hôpitaux, plusieurs Cliniques privées, Dispensaires, 2 CNH(Centre National Hospitalier), Ambulance O/R Contacter le centre médical de l'aéroport Nouakchott Oumtounsy TEL : +(222)42424527 +(222)42424526 +(222)42424526	Hospitals, severate private clinics, free clinics, 2 CNH(National center Hospital), Ambulance O/R Contact medical center of Nouakchott-Oumtounsy airport on Nouakchott Oumtounsy TEL : +(222)42424527 +(222)42424526 +(222)42424526
5	Services bancaires et postaux <i>Bank and Post Office</i>	A l'aéroport : en fonction des horaires des vols réguliers	At the AD : according hours of scheduled flights
6	Services d'information touristique <i>Tourist office</i>	Agence de voyage et de tourisme	Travel and tourism agency
7	Observations / <i>Remarks</i>	1 vehicle of first rescue and evacuation(PSE) available at the fire fighting unit	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 8 H24	Ensured protection level: 8
2	Equipement de sauvetage <i>Rescue Equipment</i>	Equipement requis disponible	Required rescue equipement available
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	Grues et élévateurs des sociétés de consignations et de transit sur place	Cranes and elevators of local societies of consignments and transit
4	Observations / <i>Remarks</i>	Véhicules incendie 1 VP FLYCO 4x4 - 100 KG poudre 1 VIPP 4425 - 4000 L eau + 400 L émulseur + 250 KG Poudre 3 VIMP 91125- 9000 L eau + 1100L émulseur + 250 KG Poudre La mise en place des moyens d'enlèvement est à la charge de la compagnie aérienne	Fire Fighting Vehicles 1 VP FLYCO 4x4 - 100 KG powder 1 VIPP 4425 - 4000 L water + 400 L foam + 250 KG powder 3 VIMP 91125- 9000 L water + 1100L foam + 250 KG powder The setting up of removal equipments is in charge of the airline

GQNO+ — AD 2.7 DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

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



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

GQPP -- NOUADHIBOU

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 20°55'42"N - Long. 017°01'52"W Intersection axes piste et voie de circulation	Lat. 20°55'42"N-Long.017°01'52"W Intersection of RWY and TWY centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	1,64 NM au Nord-Est du centre ville de NOUADHIBOU	1,64 NM North East from the NOUADHIBOU city center
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	3 M (10 FT) / 28 ° C 31.5 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	5°W (2025) / 9.6°E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ONAM (OFFICE NATIONAL DES AEROPORTS DE MAURITANIE) Boîte Postale 3799 Nouakchott-Mauritanie Tél. Tel : +(222) 45250055 +(222) 34555444 E-mail : E-MAIL: onam@onam.mr Site web: www.onam.mr	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	ASECNA Aérodrome de NOUADHIBOU B.P. 06 - NOUADHIBOU MAURITANIE Tél. (222) 45.74 50 09 (Standard) - (222) 45.74 53 49 (Commandant) Fax (222) 45.74 51 60 - (222) 45.74.99.67 - RSFTA : GQPPYDYX	

GQPP+ — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	Lundi au Jeudi : HS 0800 - 1700 Vendredi : HS 0800 - 1200 Permanence en dehors des heures de service	Monday to Thursday : HS 0800-1700 Friday : HS 0800 - 1200 Permanence outside the operational hours
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	H24	
3	Santé et services sanitaires <i>Health and Sanitation</i>	HS et O/R contacter hôpital régional TEL:(222)45.74.78.90	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	H24	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	H24	
6	Bureau de piste MET <i>MET Briefing Office</i>	H24	
7	Service de la circulation aérienne <i>ATS</i>	H24	
8	Avitaillement en carburant <i>Fueling</i>	H24 STAR OIL TEL (222) 45.74.01.52 / (222) 36.29.50.03 / (222) 36.29.50.04	
9	Services d'escale <i>Handling</i>	HS et O/R sauf vols réguliers HS contact tél: (222) 38 39 99 99 / (222) 33.42.82.71 prolongation pour les vols non réguliers	HS and O/R except HS scheduled flights contact tel:(222)38 39 99 99 / (222) 33.42.82.71 extension for non scheduled flights
10	Sûreté <i>Safety</i>	HS et O/R Contact ANAC : TEL (222) 45.74.00.56 / (222) 46.72.55.31, prolongation pour les vols non programmés	HS and O/R contact ANAC: TEL (222) 45.74.00.56 / (222) 46.72.55.31, prolongation for non scheduled flights
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	



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

GQPA -- ATAR

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 20°30'03"N - Long. 013°02'48"W Intersection axes piste et voie de circulation C (Militaire)	Lat. 20°30'03"N - Long. 013°02'48"W Intersection center lines of RWY and TWY C (Military)
2	Direction, distance de la ville <i>Direction, distance from city</i>	1,01 NM au Sud Est du centre-ville d'Atar	1.01 NM Sud-East from the center city of Atar
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	231 M (758 FT) / 42.8 ° C 34.46 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	4°W (2025) / 8.9'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ONAM - (OFFICE NATIONAL DES AEROPORTS DE MAURITANIE) BP : 5605 - NOUAKCHOTT (MAURITANIE) Tél. (222) 32 12 09 62 - (222)45.25.83 19 - (222) 45.25.83.20 - (222)45.25.83.21 Fax (222)45.25.88.59 E-mail : Aeroport-atar@sam.mr	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	Aéroport ouvert sur demande Une Campagne WGS-84 de l'ASECNA a été réalisée en 1998	

GQPA+ — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	Lundi au Jeudi : HS 0800 - 1700 Vendredi : HS 0800 - 1200 Permanence en dehors des heures de service	Monday to Thursday: HS 0800-1700 Friday: HS 0800-1200 Permanence outside the operational hours.
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	NIL	
3	Santé et services sanitaires <i>Health and Sanitation</i>	HS et O/R Contact : Hôpital régional TEL : (222) 49 16 61 64	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	NIL	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	NIL	
6	Bureau de piste MET <i>MET Briefing Office</i>	NIL	
7	Service de la circulation aérienne <i>ATS</i>	NIL	
8	Avitaillement en carburant <i>Fueling</i>	STAR - MILITAIRE	
9	Services d'escale <i>Handling</i>	NIL	
10	Sûreté <i>Safety</i>	En dehors des HS et des vols programmés contacter le Responsable de l'aéroport Tél : 36 26 49 14	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL	
2	Types de carburants et de lubrifiants	NIL	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL	
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	Avions légers	Light Aircrafts
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / <i>Remarks</i>	Présence d'un service d'escale pour la compagnie nationale (MAI)	



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

GQNI -- NEMA

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 16°37'19"N - Long. 007°18'55"W Intersection axes piste et voie de circulation A	Lat. 16°37'19"N - Long. 007°18'55"W Intersection RWY centerline and TWY A
2	Direction, distance de la ville <i>Direction, distance from city</i>	3,7NM à l'ouest du centre-ville de Néma	3.7NM West from the center city of Nema
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	227 M (745 FT) / 42.8 ° C 28 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	3°W (2020) / 7.9'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ONAM (OFFICE NATIONAL DES AEROPORTS DE MAURITANIE) Boîte Postale 3799 Nouakchott-Mauritanie Tél. Tél : +(222) 45250055 +(222) 3455444 E-mail : E-MAIL: onam@onam.mr Site web: www.onam.mr	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	Aéroport ouvert sur demande	Airport open on request



GQNI+ — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	Lundi au Jeudi : HS 0800 - 1700 Vendredi : HS 0800 - 1200 Permanence en dehors des heures de service	Monday to Thursday: HS 0800-1700 Friday: HS 0800-1200 Permanence outside the operational hours.
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	NIL	
3	Santé et services sanitaires <i>Health and Sanitation</i>	HS et O/R contacter Hôpital régional TEL : (222) 45 63 22 80	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	NIL	NIL
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	NIL	NIL
6	Bureau de piste MET <i>MET Briefing Office</i>	H24	
7	Service de la circulation aérienne <i>ATS</i>	NIL	NIL
8	Avitaillement en carburant <i>Fueling</i>	NIL	NIL
9	Services d'escale <i>Handling</i>	NIL	NIL
10	Sûreté <i>Safety</i>	En dehors des HS et des vols programmés contacter le Responsable de l'aéroport Tél: (+222)33381757	Outside HS and scheduled flights contact the Airport Manager Tel: + 222 33 38 17 57
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / Remarks Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	NIL

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL	NIL
2	Types de carburants et de lubrifiants	NIL	NIL
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL	NIL
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	NIL
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL	NIL
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / Remarks	Présence d'un service d'escale pour la compagnie nationale (MAI)	Presence of a ground handling service for the national company (MAI)



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

GQPZ -- ZOUERATE / TAZADIT

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 22°45'28"N - Long. 012°28'35"W Intersection axes piste et voie de circulation	Lat. 22°45'28"N - Long. 012°28'35"W Intersection axes piste et voie de circulation
2	Direction, distance de la ville <i>Direction, distance from city</i>	1 NM au Nord West du centre-ville de Zouerate	1 NM au Nord West du centre-ville de Zouerate
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	338 M (1109 FT) / 42.8 ° C 38.5 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	4°W (2025) / 8.8'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	ONAM (OFFICE NATIONAL DES AEROPORTS DE MAURITANIE) Boîte Postale 3799 Nouakchott-Mauritanie Tél. Tél : +(222) 45250055 +(222) 34555444 E-mail : E-MAIL: onam@onam.mr Site web: www.onam.mr	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>		



GQPZ+ — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	Lundi au Jeudi : HS 0800 - 1700 Vendredi : HS 0800 - 1200 Permanence en dehors des heures de service	Monday to Thursday: HS 0800-1700 Friday: HS 0800-1200 Permanence outside the operational hours.
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	NIL	
3	Santé et services sanitaires <i>Health and Sanitation</i>	HS et O/R contacter Hôpital régional	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	NIL	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	NIL	
6	Bureau de piste MET <i>MET Briefing Office</i>	NIL	
7	Service de la circulation aérienne <i>ATS</i>	HJ	
8	Avitaillement en carburant <i>Fueling</i>	NIL	
9	Services d'escale <i>Handling</i>	NIL	
10	Sûreté <i>Safety</i>	En dehors des HS et des vols programmés contacter le Responsable de l'aéroport Tél : 31009902	
11	Dégivrage <i>De-icing</i>	NIL	
12	Observations / <i>Remarks</i> Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	NIL	
2	Types de carburants et de lubrifiants	Jet A1	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	NIL	
4	Services de dégivrage / <i>De-icing facilities</i>	NIL	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL	
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / <i>Remarks</i>	Présence d'un service d'escale pour la compagnie nationale (MAI)	



GQPZ+ — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	Plusieurs hôtels en ville	Several hotels in the city
2	Restaurants / <i>Restaurants</i>	Plusieurs restaurants en ville	Several restaurants in the city
3	Moyens de transport / <i>Transportation facilities</i>	Taxis - Voiture de location	Taxis on arrival hours and O/R, rental cars
4	Services médicaux / <i>Medical facilities</i>	1 Hôpital régional à 1 km, des cliniques en ville et des centres médicaux	Hospitals, severate private, clinics, free clinics
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville, ouverture pendant les heures de service	At the AD : according hours of scheduled flights
6	Services d'information touristique <i>Tourist office</i>	En ville, Agence de voyage et de tourisme	Travel and tourism agency
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 4	Ensured protection level: 4
2	Equipement de sauvetage <i>Rescue Equipment</i>	1 VIPP, 1 VIMP, 1 FLAYCO	
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	Equipements requis disponibles	
4	Observations / <i>Remarks</i>	NIL	

GQPZ+ — AD 2.7 DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT
SEASONAL AVAILABILITY - CLEARING

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	AST PRINCIPALE : Enrobé bitumineux / Bituminous concrete	
	Résistance de l'aire de trafic <i>Apron strength</i>	230X115 M ² AST PRINCIPALE : PCN : 37/F/B/X/U	
2	Largeur des voies de circulation <i>TWY width</i>	TWY : 20 M	
	Surface des voies de circulation <i>TWY surface</i>	TWY : Enrobé bitumineux / Bituminous concrete	
	Résistance des voies de circulation <i>TWY strength</i>	TWY : PCN 37/F/B/X/U	
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	NIL	
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL	
5	Points de vérification INS <i>INS checkpoints</i>	P1 - 25°10'59.09"N 011°36'24.93"W - 351.41 M P2 - 25°10'56.80"N 011°36'25.70"W - 351.04 M	
6	Observations / <i>Remarks</i>	NIL	

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	Lignes de guidage et marquage au sol	Ground guidance lines and the signs
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage au sol.	TWY ground guidance lines.
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	Lignes de guidage au sol.	
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY et TWY : Feux de bords hors sol	
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / Remarks	Balisage diurne : Marquage conforme aux normes OACI. Obstacles balise de jour et de nuit (rouges)	Day markings: Markings in compliance with ICAO standards. High obstacles with day marking and night obstruction light (red).

GQPZ+ — AD 2.10 OBSTACLES D'AÉRODROME
AERODROME OBSTACLES

ZONE <i>Area</i>	IDENTIFICATION OU DESIGNATION <i>obstacle identification or designation</i>	TYPE D'OBSTACLE <i>Type of Obstacle</i>	COORDONNÉES <i>Coordinates</i>	ALTITUDE / HAUTEUR SOL (mètres) <i>elevation/height (in Meters)</i>	MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX <i>obstacle marking, type and color of obstacle lighting</i>	DISPONIBILITÉ ÉLECTRONIQUE <i>electronic availability</i>
0	1	2	3	4	5	6
Zone 2	ANTENNEPZ900	ANTENNE CED	22°45'08.349" N 12°28'09.117" W	357.6	BALISÉ	NIL
Zone 2	ANTENNEPZ901	ANTENNE CED	22°45'10.528" N 12°28'07.475" W	356.7	NON BALISÉ	NIL
Zone 2	ANTENNEPZ902	ANTENNE VHF	22°45'08.224" N 12°28'17.185" W	353.9	NON BALISÉ	NIL
Zone 2	ANTENNEPZ903	ANTENNE DU VOR	22°45'30.717" N 12°27'41.698" W	339.4	BALISÉ	NIL
Zone 2	MONTAGNE PZ904	MONTAGNE	22°41'43.981" N 12°28'05.599" W	779.7	NON BALISÉ	Champ HT au environ cours (projet)
Zone 2	MONTAGNE PZ905	MONTAGNE	22°42'17.281" N 12°29'37.156" W	839.3	NON BALISÉ	Champ HT au environ cours (projet)
Zone 2	MONTAGNE PZ906	MONTAGNE	22°41'03.122" N 12°36'13.962" W	856.7	NON BALISÉ	Champ HT au environ cours (projet)
Zone 2	MONTAGNE PZ907	MONTAGNE	22°43'16.176" N 12°32'03.160" W	572.1	NON BALISÉ	Champ HT au environ cours (projet)



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

DRRN -- NIAMEY / DIORI HAMANI

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

1	Coordonnées du point de référence (ARP) et situation <i>ARP coordinates and location</i>	Lat. 13°28'54"N - Long. 002°10'13"E Intersection des axes de la piste 09R/27L et du Taxiway M1	Lat. 13°28'54"N - Long. 002°10'13"E Intersection of RWY 09R/27L and taxiway M1 centerlines
2	Direction, distance de la ville <i>Direction, distance from city</i>	7,5 KM EST SUD EST de l'hôtel de ville de Niamey	7.5 KM East-South East from Niamey city
3	Altitude / température de référence <i>Elevation / Reference temperature</i> Ondulation du Géoïde / <i>Geoid undulation</i>	223 M (732 FT) / 41.7 ° C 23 M	
4	Déclinaison magnétique / Variation annuelle <i>Direction and Magnetic variation / Annual change</i>	0°W (2025) / 5.3'E	
5	Administration / <i>Administration</i> Adresse / <i>Address</i> Téléphone - Télex - Fax - RSFTA <i>Telephone-Telex-Fax-AFTN</i>	DHIA.SARL Aéroport International DIORI HAMANI Niamey Niger Tél. (00227) 80 07 83 47 - 80 07 83 49 Fax NIL - RSFTA : DRRNYDYX E-mail : info@nim.aero	
6	Types de trafic autorisés (IFR/VFR) <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR	
7	Observations / <i>Remarks</i>	ASECNA Aéroport International DIORI HAMANI BP 1096 - Niamey (Niger) Tél. : (00227) 20 73.23.81 - 20 73.23.83 20 73.25.17 - 20 73.25.18 - 20 73.25.19 Email: aim.niamey@yahoo.fr	

DRRN — AD 2.3 HEURES DE FONCTIONNEMENT
OPERATIONAL HOURS

1	Administration de l'Aérodrome <i>AD Administration</i>	LUN-VEN :07h30-15h30-TU Permanence en dehors des heures administratives	MON-FRI :07h30-15h30 UTC Permanence outside the hours of administrative service
2	Douane et contrôle des personnes <i>Customs and Immigration</i>	H24	
3	Santé et services sanitaires <i>Health and Sanitation</i>	H24	
4	Bureau de piste AIS (BIA/BNI) <i>AIS Briefing Office</i>	H24	
5	Bureau de piste ATS (ARO) <i>ATS Reporting Office (ARO)</i>	H24	
6	Bureau de piste MET <i>MET Briefing Office</i>	H24	
7	Service de la circulation aérienne <i>ATS</i>	H24	
8	Avitaillement en carburant <i>Fueling</i>	STAR OIL/ OLA ENERGY-H24 Tel: (00227) 75 00 07 53- 88 33 98 99 Administration: LUN-VEN (de 07h00 à 12h00 et de 14h00 à 17h00)	TOTAL OLA ENERGY-H24 Tel: (00227) 75 00 07 53- 88 33 98 99 Administration: MON-FRI (from 07h00 to 12h00 and from 14h00 to 17h00)
9	Services d'escale <i>Handling</i>	H24	
10	Sûreté <i>Safety</i>	H24	
11	Dégivrage <i>De-icing</i>	sans objet	
12	Observations / Remarks Heure d'ouverture de l'aéroport <i>Opening hour of the airport</i>	NIL	

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

1	Services de manutention du fret <i>Cargo handling facilities</i>	Compagnies de services de manutention Poids limite 14 T (élevateur).	Handling services facilities Weight limited 14 T (elevator)
2	Types de carburants et de lubrifiants	JET A1 HUILE : NIL	
3	Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>	JET A1 : -2 Camions oléo-serveurs de débits respectifs 22L/sec et 41L/sec -2 Camions avitailleurs de 40.000 L et 35.000 L de débits respectifs 22L/sec et 13 L/sec -Capacité du dépôt: 3070m3	JET A1 : -2 Oleo-server trucks with respective flows 41L/sec and 22L/sec; -2 truckloaders of 40.000 L and 35.000 L respective flows 22L/sec and 13L/sec. -Deposit capacity: 3070m3.
4	Services de dégivrage / <i>De-icing facilities</i>	sans objet	
5	Hangars utilisables pour les aéronefs de passage / <i>Hangar space for visiting aircraft</i>	NIL	
6	Services de réparation utilisables pour aéronefs de passage / <i>Repair facilities for visiting aircraft</i>	NIL	
7	Observations / Remarks	NIL	



DRRN — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	Plusieurs hôtels en ville et à proximité de l'aéroport	Several hotels in the city and near the airport
2	Restaurants / <i>Restaurants</i>	A l'aéroport et en ville	At the Terminal and in the city
3	Moyens de transport / <i>Transportation facilities</i>	Taxis - Voiture de location - Autobus des hôtels	Taxis - rental cars - hotels buses
4	Services médicaux / <i>Medical facilities</i>	Disponible sur l'aéroport H24 Plusieurs hôpitaux et cliniques disponible en ville	available H24 on the airport Many hospitals and clinics in the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	Distributeurs automatiques de billets disponibles sur l'aéroport H24	Cash dispenser available at the airport H24
6	Services d'information touristique <i>Tourist office</i>	Bureau en ville B.P.: 612 Niamey Tél (+227) 20 73 24 47 Fax (+227) 20 73 28 07 Site: www.maisontourisme-niger.com Email: info@cnpt-niger.info / cnpt2@yahoo.fr	Office in the city P.O.B: 612 Niamey Tel (+227) 20 73 24 47 Fax (+227) 20 73 28 07 web: www.maisontourisme-niger.com Email: info@cnpt-niger.info / cnpt2@yahoo.fr
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 8 H24	Ensured protection level: 8 H24
2	Equipement de sauvetage <i>Rescue Equipment</i>	4 FIRST AID KIDS, 4 SLEDGEHAMMER, 4 AXES, 4 SHOVELS, 3 PICK, 4 NAIL CLAW, 4 BOLT CUT, 10 BREATHING APPARATUS, 2 BLUNDERS, 3 WATERPROOF TORCHES, 4 LADDERS, 4 BLANCCARDS, 4 HYDRAULIC SHELLS, 4 ANTI FIRE COVERS	
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	DHIA.SARL fera appel à une entreprise spécialisée en vertu d'un protocole d'accords d'assistance conclu. Les frais de cette intervention seront à la charge de l'exploitant (ou des exploitants) d'aéronef(s). Les risques de dommage liés à l'enlèvement de l'aéronef (ou des aéronefs) seront également à la charge de l'exploitant (ou des exploitants) d'aéronef(s). COORDONNATEUR : TEL: (+227) 82 82 76 55, EMAIL: cagri.esatoglu@nim.aero	
4	Observations / <i>Remarks</i>	1 VP FLYCO 4x4 - 50 KG poudre 1 VIPP 4425S - 4000 L eau + 400 L émulseur + 250 KG poudre 3 VIMP 91125S - 9000 L eau + 1100 L émulseur + 250 KG poudre	

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

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	APRON P : Enrobé bitumineux / Bituminous concrete APRON V : Enrobé bitumineux / Bituminous concrete
	Résistance de l'aire de trafic <i>Apron strength</i>	APRON P : PCR 690/F/A/W/U APRON V : PCR 690/F/A/W/U
2	Largeur des voies de circulation <i>TWY width</i>	TWY A : 32 M TWY A1 : 26 M TWY B : 32 M TWY B1 : 23 M TWY C : 30 M TWY C1 : 23 M TWY D : 23 M TWY F : 23 M TWY M : 23 M TWY M1 : 23 M TWY M2 : 23 M TWY M3 : 29 M
	Surface des voies de circulation <i>TWY surface</i>	TWY A : Enrobé bitumineux / Bituminous concrete TWY A1 : Enrobé bitumineux / Bituminous concrete TWY B : Enrobé bitumineux / Bituminous concrete TWY B1 : Enrobé bitumineux / Bituminous concrete TWY C : Enrobé bitumineux / Bituminous concrete TWY C1 : Enrobé bitumineux / Bituminous concrete TWY D : Enrobé bitumineux / Bituminous concrete TWY F : Enrobé bitumineux / Bituminous concrete TWY M : Enrobé bitumineux / Bituminous concrete TWY M1 : Enrobé bitumineux / Bituminous concrete TWY M2 : Enrobé bitumineux / Bituminous concrete TWY M3 : Enrobé bitumineux / Bituminous concrete
	Résistance des voies de circulation <i>TWY strength</i>	TWY A : PCR 690/F/A/W/U TWY A1 : PCR 690/F/A/W/U TWY B : PCR 690/F/A/W/U TWY B1 : PCR 690/F/A/W/U TWY C : PCR 690/F/A/W/U TWY C1 : PCR 690/F/A/W/U TWY D : PCR 690/F/A/W/U TWY F : PCR 690/F/A/W/U TWY M : PCR 430/F/A/X/U TWY M1 : PCR 430/F/A/X/U TWY M2 : PCR 430/F/A/X/U TWY M3 : PCR 430/F/A/X/U
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	Aire de trafic P: Poste de stationnement 01 à 07: Altitude : 223 m Poste de stationnement 08 à 13: Altitude : 222 m Poste de stationnement 14 à 16: Altitude : 221 m Aire de trafic V: Altitude : 223 m Apron P: Stands 01 à 07: Altitude : 223 m Stands 08 à 13: Altitude : 222 m Stands 14 à 16: Altitude : 221 m Apron V: Altitude: 223 m
4	Emplacement des points de vérification VOR <i>VOR check points</i>	Point de vérification VOR : à 120 M de l'axe de piste sur l'axe du TWY B1 VOR checkpoint : at 120 M from runway centerline on TWY B1 axis 13°28'51.05"N - 002°10'35.07"E
5	Points de vérification INS <i>INS checkpoints</i>	INS 01 - 13°28'39.80"N 002°10'31.04"E - 222.54 M INS 02 - 13°28'39.91"N 002°10'33.45"E - 222.55 M INS 03 - 13°28'40.02"N 002°10'35.86"E - 222.53 M INS 04 - 13°28'40.14"N 002°10'38.26"E - 222.42 M INS 05C - 13°28'40.22"N 002°10'40.86"E - 222.43 M INS 05L - 13°28'41.10"N 002°10'41.50"E - 222.41 M INS 05R - 13°28'40.11"N 002°10'40.20"E - 222.40 M INS 06C - 13°28'40.35"N 002°10'43.79"E - 222.49 M INS 06L - 13°28'41.21"N 002°10'44.32"E - 222.43 M INS 06R - 13°28'40.16"N 002°10'43.02"E - 222.46 M INS 07 - 13°28'40.51"N 002°10'46.28"E - 222.45 M INS 08 - 13°28'40.62"N 002°10'48.69"E - 222.13 M



DRRN — AD 2.11 RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS
METEOROLOGICAL INFORMATION PROVIDED

1	Centre météorologique associé à l'aérodrome <i>Associated MET Office</i>	Centre Météorologique d'aérodrome (CMA/CVM) NIAMEY	Aerodrome Meteorological Centre (CMA/CVM) NIAMEY
2	Heures de service / <i>Hours of service</i>	H24	
	Centre météorologique responsable en dehors de ces heures <i>MET Office outside hours of service</i>	NIL	
3	Centre responsable de la préparation des TAF et périodes de validité des prévisions <i>Office responsible for TAF preparation and period of validity</i>	CMA NIAMEY	
	(à remonter) Période de validité <i>Validity period</i>	H 30	
4	Type de prévision d'atterrissage disponibles et intervalle de publication <i>Type of landing forecast / Interval of issuance</i>	METAR - SPECI - TEND(TENDANCE) - MET REPORT - SPECIAL	
	(à remonter) Périodicité <i>Interval of issuance</i>	30 Minutes	
5	Exposés verbaux / consultations assurés <i>Briefing / consultation provided</i>	P, T, V phénomène météo significatif, nuages significatifs, visibilité, messages d'avertissement: AD WRNG, WS WRNG	P, T, V significant weather, significant clouds, visibility, Warning messages: AD WRNG, WS WRNG
6	Documentation de vol <i>Flight documentation</i>	Cartes © T4 - Textes abrégés en langage clair (PL) - Coupes Verticales	Charts © - abbreviated plain language texts (PL) - Vertical cut (CR)
	Langue utilisée <i>Language used</i>	Français (Fr), Anglais (En)	
7	Cartes, autres informations <i>Charts, other information</i>	Cartes d'analyse au sol (S), en altitude (U), en altitude prévue (P) et cartes du temps significatif TEMSI (W). Images Satellitaires	Surface analysis (S), upper air (U), prognostic upper air (P) and significant weather charts TEMSI (W).
8	Équipement complémentaire <i>Supplementary equipment</i>	Récepteur images satellites synergie web - GRAWMET (Radiosondage), SIOMA, SAOS(système automatique d'observation synoptique), détecteur orages, détecteur de cisaillement de vent (WSWRNG) SKYCAST, MESSIR vision, SADIS FTP sécurisé, Téléphone, GSM(GFU), AMHS	Web synergy satellite image receiver - GRAWMET (Radiosonde), SIOMA, SAOS (automatic synoptic observation system), storm detector, wind shear detector (WSWRNG) SKYCAST, MESSIR vision, SADIS secure FTP, Telephone, GSM (GFU), AMHS
9	Organismes ATS desservis <i>ATS units served</i>	TWR, CCR, AIM, FIC Niamey	
10	Informations complémentaires <i>Additional information</i>	La protection de la navigation aérienne au départ, des autres aérodromes du Niger est procurée par le CMA/CVM de NIAMEY auprès duquel les demandes de protection doivent être formulées avec un préavis minimum de 4 heures	Air navigation protection at the departure of the others AD of Niger, is provided by NIAMEY CMA/CVM with which air protection request must be formulated with a minimum notice of 4 Hours

DRRN — AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES
RUNWAY PHYSICAL CHARACTERISTICS

Numéro de piste RWY NR	Relèvements VRAI et MAG True and Mag Bearing	Dimensions des RWY (M) Dimensions of RWY (M)	Résistance (PCN ou PCR) et revêtement des RWY et SWY Strength (PCN or PCR) and surface of RWY and SWY	Coordonnées du seuil Threshold THR Coordinates	Altitude du seuil et du point le plus élevé de la TDZ THR elevation and highest elevation of TDZ of precision RWY
1	2	3	4	5	6
09L	087° VRAI 087° MAG	3200 x 30	PCR : 430 / F / A / X / U Enrobé bitumineux / Bituminous concrete	13°29'05.16"N 002°10'15.78"E 13°29'05.46"N 002°10'22.45"E ----- GUND 23.0 M	THR : 222.2M / 729FT TDZ : 221.8M / 727.7FT DTHR : 221.95M / 728.2FT
27R	267° VRAI 267° MAG	3200 x 30	PCR : 430 / F / A / X / U Enrobé bitumineux / Bituminous concrete	13°29'10.07"N 002°12'02.09"E ----- GUND 23.0 M	THR : 213.8M / 701.4FT TDZ : 216.5M / 710.3FT
09R	087° VRAI 087° MAG	3800 x 45	PCR : 690 / F / A / W / U Enrobé bitumineux / Bituminous concrete	13°28'53.80"N 002°10'09.89"E ----- GUND 23.0 M	THR : 222M / 728.3FT TDZ : 222.3M / 729.3FT
27L	267° VRAI 267° MAG	3800 x 45	PCR : 690 / F / A / W / U Enrobé bitumineux / Bituminous concrete	13°28'59.64"N 002°12'16.20"E ----- GUND 23.0 M	THR : 214.4M / 703.4FT TDZ : 214.8 / 214.8
Pente de RWY/SWY RWY/SWY Slope	Dimensions PA (M) SWY dimensions	Dimensions des PD (M) CWY Dimensions	Dimensions de la bande (M) Strip Dimensions	Zone dégagée d'osbtacle Obstacle free zone (OFZ)	Observations Remarks
7	8	9	10	11	12
0.26 %	60 x 30	200 x 150	3440 x 280	RESA (RWY END SAFETY AREA) : 200 M X 140 M Voir carte d'obstacles	PA en latérite SWY in laterit
0.26 %	60 x 30	200 x 150	3440 x 280	RESA (RWY END SAFETY AREA) : 200 M X 140 M Voir carte d'obstacles	PA en latérite SWY in laterit
0.2 %	60 x 45	200 x 150	4040 x 280	RESA (RWY END SAFETY AREA) : 240 M x 120 M Voir carte d'obstacles See obstacles chart	PA en bitume SWY in asphalt
0.2 %	60 x 45	300 x 150	4040 x 280	RESA (RWY END SAFETY AREA) : 90M X 90M Voir carte d'obstacles See obstacles chart	PA en bitume SWY in asphalt



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

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
TWR	NIAMEY TOUR	119.7 MHz	H24	Assure APP P : 50 W
TWR	NIAMEY TOUR	118.1 MHz	H24	Fréquence secondaire Approche (Back-up) P : 50 W
ALRS	DETRESSE EMERGENCY	121.5 MHz	H24	P : 50 W
ACC	NIAMEY CONTROLE (WEST SECTOR)	131.3 MHz	H24	P : 50 W Assure le contrôle régional / Antennes déportées VHF/VSAT à Gao, Tessalit, Tombouctou, Tahoua, Mopti et Kidal Auto Info : 123,5 MHz au-dessus du Mali
FIS	NIAMEY INFORMATION (WEST SECTOR)	3419 KHz	H24	P : 1 KW
FIS	NIAMEY INFORMATION (WEST SECTOR)	5652 KHz	H24	P : 1 KW
FIS	NIAMEY INFORMATION (WEST SECTOR)	6586 KHz	H24	P : 1 KW
FIS	NIAMEY INFORMATION (WEST SECTOR)	8903 KHz	H24	P : 1 KW
FIS	NIAMEY INFORMATION (WEST SECTOR)	13294 KHz	H24	P : 1 KW
ACC	NIAMEY CONTROLE (EAST SECTOR)	126.1 MHz	H24	Fréquence d'écoute et de coordination / Monitoring and coordination frequency
FIS	NIAMEY INFORMATION (EAST SECTOR)	5493 KHz	H24	P : 1 KW
FIS	NIAMEY INFORMATION (EAST SECTOR)	8873 KHz	H24	P : 1 KW 8873 est exploitée par le secteur EST du centre de Niamey en complément des moyens primaires que sont CPDLC et la fréquence VHF 126.1 MHz / 8873 KHZ is exploited by the EAST sector of the center of Niamey in addition to primary means which are CPDLC and VHF frequency 126.1 MHz
FIS	NIAMEY INFORMATION (EAST SECTOR)	13273 KHz	H24	P : 1 KW

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
ILS/GP 09R 0°W (2025)	NM	333.8 MHz	H24	13°28'50.25"N 002°10'21.19"E	240M (787FT)	344 m seuil 09R QDR 109° Angle descente : 3° CAT II jusqu'au seuil Glide path slope : 3° CAT II until the THR of RWY
ILS/LOC 09R CAT. II 0°W (2025)	NM	109.9 MHz	H24	13°29'00.35"N 002°12'31.54"E	214M (702FT)	461 M THRESOLD 27L, QDR087°
ILS/DME 0°W (2025)	NM	Ch 36X	H24	13°28'50.25"N 002°10'21.19"E	240M (787FT)	NIL
VOR/DME 0°W (2025)	NY	114.1 MHz Ch 88X	H24	13°28'52.03"N 002°12'24.75"E	220M (722FT)	PVOR : 50 W P.DME : 1 KW 347M seuil 27L QDR 132°

DRRN — AD 2.20 REGLEMENTS LOCAUX DE L'AERODROME
LOCAL REGULATIONS OF THE AERODROME

Obligation à respecter sur l'aire de stationnement : les aéronefs qui resteront sur l'aire de stationnement 48 heures ou plus, doivent couvrir leurs moteurs.	Obligation to comply with on the parking area : mandatory for aircraft having to stay longer as or more than 48 hours on the parking area to cover their engines.
--	--

DRRN — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

NIL	
-----	--

DRRN — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--

DRRN — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

NIL	
-----	--

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes



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

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

DRZA — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR AGADEZ Cercle de 15 NM de rayon centré sur AGADEZ / MANU DAYAK VOR "AS" 16°58'29.87"N - 008°01'23.63"E	900 M ASFC ----- SOL		AGADEZ TOUR - Français (Fr) - Anglais (En) AGADEZ TOWER - French - English	5000 FT	
NIL					

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

Désignation du service Service designation	Indicatif d'appel Call sign	Fréquences (MHZ - KHZ) Frequency	Heure de fonctionnement Hours of operation	Observations Remarks
1	2	3	4	5
ACC	NIAMEY CONTROLE	126.1 MHz	H24	Fréquence d'écoute et de coordination / Monitoring and coordination frequency
ACC	NIAMEY CONTROLE	8873 KHz	H24	Fréquence d'écoute et de coordination / Monitoring and coordination frequency
TWR	AGADEV TOUR	118.1 MHz	0530-1730 UTC	Fréquence principale / Primary frequency
TWR	AGADEV TOUR	121.5 MHz	0530-1730 UTC	Fréquence d'urgence / Emergency frequency
OTHER	KAOEN GROUND	121.8 MHz	H24	Fréquence(Militaire) SOL RWY 07R/25L / Ground frequency(Military)

DRZA — AD 2.19 AIDES DE RADIONAVIGATION ET D'ATTERISSAGE
RADIO NAVIGATION AND LANDING AIDS

Type d'Aide/Déclinaison Type of Aid/Magnetic Variation	Identification Identification	Fréquences (MHZ-KHZ) Frequency	Heures de fonctionnement Hours of operation	Coordonnées antenne émission Site of antenna coordinates	Altitude de l'antenne Elevation of DME antenna	Observations Remarks
1	2	3	4	5	6	7
NDB 1°E (2020)	AS	340 kHz	H24	16°57'22.77"N 007°58'29.44"E		NIL
VOR 1°E (2025)	AS	113.5 MHz	H24	16°58'29.87"N 008°01'23.63"E		NIL

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

1. Demi-tour obligatoire sur la raquette pour les aéronefs d'un poids supérieur à 21 tonnes.	1. <i>One eighty is compulsory on the turn-around area for aircraft that MTOW is higher than 21 tons.</i>
2. Les aéronefs qui resteront sur l'aire de stationnement 48 heures ou plus, doivent couvrir leurs moteurs.	2. <i>Mandatory for aircraft having to stay longer as more than 48 hours on the parking area to cover their engines.</i>
3. Aéroport interdit aux aéronefs non munis de radio communication bilatérale	3. <i>Aerodrome prohibited for aircraft not equipped with bilateral radio communication</i>

DRZA — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

1. Restriction d'utilisation de nuit : Les VFR de nuit sont interdits (REF ASECNA AIP GEN1.7-06§4.3) Sauf dérogation pour les vols en circulation d'aéroport, les vols VFR ne sont pas autorisés de nuit	2. Use restrictions by night : <i>The VFR flights at night are prohibited (REF ASECNA AIP GEN1.7-06§4.3) Except for flights around the aerodrome, VFR flights are prohibited at night.</i>
---	--

DRZA — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

Restrictions au départ : - Virage à droite après décollage piste 07L/07R	Restrictions on departure: - <i>Right turn out after take-off runway 07L/07R</i>
---	---



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

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

DRZR — AD 2.17 ESPACE AÉRIEN ATS
ATS AIRSPACE

Désignation et limites latérales <i>Designation and laterals limits</i>	Limites verticales <i>Vertical limits</i>	Classification de l'espace aérien <i>Airspace classification</i>	Indicatif d'appel et langues de l'organe <i>ATS unit call sign/Languages</i>	Altitude de transition <i>Transition altitude</i>	Observations <i>Remarks</i>
1	2	3	4	5	6
CTR ZINDER Cercle de 15 NM de rayon centré sur ZINDER VOR "ZR" 13°46'14.08"N - 008°58'20.60"E	900 M ASFC ----- SOL	C	ZINDER TOUR - Français (Fr) - Anglais (En) ZINDER TOWER - french - English	5000 FT	

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

Désignation du service <i>Service designation</i>	Indicatif d'appel <i>Call sign</i>	Fréquences (MHZ - KHZ) <i>Frequency</i>	Heure de fonctionnement <i>Hours of operation</i>	Observations <i>Remarks</i>
1	2	3	4	5
TWR	ZINDER TOUR	118.3 MHz	0530-1730 UTC	Fréquence principale Primary frequency
TWR	ZINDER TOUR	121.5 MHz	0530-1730 UTC	Fréquence d'urgence Emergency frequency
ACC	NIAMEY CONTROLE (EAST SECTOR)	126.1 MHz	H24	Fréquence d'écoute et de coordination / Monitoring and coordination frequency

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

Type d'Aide/Déclinaison <i>Type of Aid/Magnetic Variation</i>	Identification <i>Identification</i>	Fréquences (MHZ-KHZ) <i>Frequency</i>	Heures de fonctionnement <i>Hours of operation</i>	Coordonnées antenne émission <i>Site of antenna coordinates</i>	Altitude de l'antenne <i>Elevation of DME antenna</i>	Observations <i>Remarks</i>
1	2	3	4	5	6	7
NDB 1°E (2020)	IN	264 kHz	H24	13°47'22.18"N 008°59'52.21"E		HGT = 15 M 725 M THR23
VOR 1°E (2025)	ZR	116.2 MHz	H24	13°46'14.08"N 008°58'20.60"E		HGT = 20 M 630 M THR05

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

1. Demi-tour obligatoire sur la raquette pour les aéronefs d'un poids supérieur à 13 tonnes.	1. <i>One eighty is compulsory on the turn-around area for aircraft that MTOW is higher than 13 tons.</i>
2. Les aéronefs qui resteront sur l'aire de stationnement 48 heures ou plus, doivent couvrir leurs moteurs.	2. <i>Mandatory for aircraft having to stay longer as more than 48 hours on the parking area to cover their engines.</i>
3. Aérodrome interdit aux aéronefs non munis de radio communication bilatérale VHF	3. <i>Aerodrome prohibited for aircraft not equipped with bilateral radio communication</i>

DRZR — AD 2.21 PROCEDURES ANTIBRUIT
ANTI NOISE PROCEDURES

1. Restriction d'utilisation de nuit : Les VFR de nuit sont interdits (REF ASECNA AIP 0 GEN 1.7-06 §4.3). Sauf dérogation pour des vols en circulation d'aérodrome, les vols VFR ne sont pas autorisés de nuit	1. <i>Use restrictions by night: The VFR flights at night are prohibited (REF ASECNA AIP 0 GEN 1.7-06 §4.3). Exception for flights around the aerodrome, VFR flights are prohibited at night.</i>
--	---

DRZR — AD 2.22 PROCEDURES DE VOL
FLIGHT PROCEDURES

NIL	
-----	--

DRZR — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES
ADDITIONAL INFORMATION

1. Présence éventuelle d'oiseaux à proximité de l'aérodrome	1. <i>Possible presence of birds in the vicinity of the aerodrome</i>
---	---

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

Voir Partie 3.2 - Cartes relatives aux aérodromes

See Part 3.2 - Charts related to aerodromes



DRRM — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville	In the city
3	Moyens de transport / <i>Transportation facilities</i>	Taxis, véhicules de location, Taxi-motos en ville	Taxis, Rental cars, Moto-taxis in the city
4	Services médicaux / <i>Medical facilities</i>	Hôpital et cliniques privées en ville	Hospital and clinics in the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville. Ouverture pendant les heures de service et les samedis matin ; distributeurs de billets en ville H24.	in the city. Open during the operational hours the saturday and sunday morning Cash machine in the city H24
6	Services d'information touristique <i>Tourist office</i>	Direction régionale du Tourisme de Maradi. Adresse Email : accueil@visit-niger.com	
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 5 Pendant les heures de service: CAT 5	Ensured protection level: 5 Within AD HR: CAT 5
2	Equipement de sauvetage <i>Rescue Equipment</i>	Oui	Yes
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	NIL	
4	Observations / <i>Remarks</i>	Hors AD HR, service de lutte contre l'incendie sur demande. Demande à soumettre à l'aéroport au plus tard à 1400 UTC. Le niveau de protection incendie peut-être relevé à la catégorie 6 sur demande. Demande à soumettre à l'aéroport au plus tard 72 heures avant.	Outside AD HR, fire-fighting service to be requested. Request to be submitted to aerodrome not later than 1400 UTC. The level of firefighting can be raised up to category 6 on request. Request to be submitted to aerodrome no later than 72 hours prior.

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

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	AIRE DE TRAFIC/APRON : Enrobé bitumineux / Bituminous concrete	
	Résistance de l'aire de trafic <i>Apron strength</i>	AIRE DE TRAFIC/APRON : B737-700	
2	Largeur des voies de circulation <i>TWY width</i>	TWY : 20 M	
	Surface des voies de circulation <i>TWY surface</i>	TWY : Enrobé bitumineux / Bituminous concrete	
	Résistance des voies de circulation <i>TWY strength</i>	TWY : B737-700	
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	Position : Sur l'aire de trafic Altitude : 372 M	Location : At Apron P Elevation : 372 M
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL	
5	Points de vérification INS <i>INS checkpoints</i>	INS 01 : 13°30'01.27"N 007°07'12.12"E INS 02 : 13°30'01.47"N 007°07'13.79"E	
6	Observations / Remarks	NIL	

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	NIL	NIL
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage sur l'aire de trafic	Guide lines at apron
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	Signaux de guidage sur la voie de circulation aux croisements des TWY et RWY et à la position d'attente.	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Identification, seuil, aire de toucher des roues, axe, bordure, extrémité et raquettes de retournement avec marques. Balisage lumineux : NIL TWY : Axe, bordure et position d'attente au croisement TWY/RWY avec marques. Balisage lumineux : NIL	RWY: Designation, threshold (THR), touch-down zone (TDZ), centre line, edge, runway end and turning pad marked. Lighting: NIL. TWY: Centre line, edge and holding position at TWY/RWY intersection, marked. Lighting: NIL.
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / Remarks	NIL	



DRRT — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville et sur l'aérodrome	In the city and at the aerodrome
3	Moyens de transport / <i>Transportation facilities</i>	Taxis, véhicules de location, Taxi-motos en ville	Taxis, Rental cars, Moto-taxis in the city
4	Services médicaux / <i>Medical facilities</i>	Hôpital et cliniques privées en ville	Hospital and clinics in the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville. Ouverture pendant les heures de service et les samedis matin ; distributeurs de billets en ville H24.	in the city. Open during the operationnal hours the saturday and sunday morning Cash machine in the city H24
6	Services d'information touristique <i>Tourist office</i>	Direction Régionale de Tourisme de Tahoua - Adresse Email : accueil@visit-niger.com	
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 5 Pendant les heures de service : CAT 5	Ensured protection level: 5 Within AD HR: CAT 5
2	Equipement de sauvetage <i>Rescue Equipment</i>	Oui	Yes
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	NIL	
4	Observations / <i>Remarks</i>	Hors AD HR, service de lutte contre l'incendie sur demande. Demande à soumettre à l'aéroport au plus tard à 1400 UTC. Le niveau de protection incendie peut-être relevé à la catégorie 6 sur demande. Demande à soumettre à l'aéroport au plus tard 72 heures avant.	Outside AD HR, fire-fighting service to be requested. Request to be submitted to aerodrome not later than 1400 UTC. The level of firefighting can be raised up to category 6 on request. Request to be submitted to aerodrome no later than 72 hours prior.

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

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	AIRE DE TRAFIC/APRON : Enrobé bitumineux / Bituminous concrete	
	Résistance de l'aire de trafic <i>Apron strength</i>	AIRE DE TRAFIC/APRON : PCN 38/F/A/X/T	
2	Largeur des voies de circulation <i>TWY width</i>	TWY : 25 M	
	Surface des voies de circulation <i>TWY surface</i>	TWY : Enrobé bitumineux / Bituminous concrete	
	Résistance des voies de circulation <i>TWY strength</i>	TWY : PCN 38/F/A/X/T	
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	Position : Sur l'aire de trafic Altitude : 386 M	Location: At Apron Elevation: 386 M
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL	
5	Points de vérification INS <i>INS checkpoints</i>	INS 01 - 14°52'44.67"N 005°16'09.71"E - INS 02 - 14°52'43.15"N 005°16'07.04"E -	
6	Observations / Remarks	NIL	

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	NIL	
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage sur l'aire de trafic	Guide lines at apron
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	NIL	
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Identification, seuil, aire de toucher des roues, axe, bordure et extrémité avec marques. Balisage lumineux seuil, extrémité et bordure. TWY : Axe, bordure et position d'attente au croisement TWY/RWY avec marques. Balisage lumineux bordure.	RWY: Designation, threshold (THR), touch-down zone (TDZ), centre line, edge and runway end marked. THR, edge and runway end lighted. TWY: Centre line, edge and holding positions at TWY/RWY intersections, marked. TWY edge lighted.
3	Barres d'arrêt <i>Stop bars</i>	NIL	
4	Observations / Remarks	Balisage lumineux de piste sur demande, avec un préavis de 2 heures	Runway lighting on request, with 2 HR notice.



DRZF — AD 2.5 SERVICES AUX PASSAGERS
PASSENGER FACILITIES

1	Hôtels / <i>Hotels</i>	En ville	In the city
2	Restaurants / <i>Restaurants</i>	En ville	In the city
3	Moyens de transport / <i>Transportation facilities</i>	En ville	In the city
4	Services médicaux / <i>Medical facilities</i>	Hôpitaux en ville	Hospitals in the city
5	Services bancaires et postaux <i>Bank and Post Office</i>	En ville : Ouverture pendant les heures de service et les samedis matin Distributeurs automatiques H24	In the city - open during the operational hours the saturday and sunday morning - cash machine
6	Services d'information touristique <i>Tourist office</i>	Direction régionale du Tourisme de Diffa située en ville accueil@visit-niger.com	Diffa Regional office of tourism located in the city accueil@visit-niger.com
7	Observations / <i>Remarks</i>	NIL	

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

1	Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>	Niveau de protection assuré : 5 Pendant les heures de service : CAT 5	Ensured protection level: 5 Within AD HR : CAT 5
2	Équipement de sauvetage <i>Rescue Equipment</i>	Oui	Yes
3	Moyens d'enlèvement des aéronefs accidentellement immobilisés <i>Capability for removal of disabled aircraft</i>	NIL	
4	Observations / <i>Remarks</i>	Hors AD HR, service de lutte contre l'incendie sur demande. Demande à soumettre à l'aéroport au plus tard à 1400 UTC Le niveau de protection incendie peut-être relevé à la catégorie 6 sur demande. Demande à soumettre à l'aéroport au plus tard 15 jours avant	Outside AD HR, fire-fighting service to be requested. Request to be submitted to aerodrome not later than 1400 UTC. The level of firefighting can be raised up to category 6 on request. Request to be submitted to aerodrome no later than 5 days prior

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

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

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

1	Surface de l'aire de trafic <i>Apron surface</i>	M : Enrobé bitumineux / Bituminous concrete P : Enrobé bitumineux / Bituminous concrete	
	Résistance de l'aire de trafic <i>Apron strength</i>	M : P : PCN 80/F/C/W/T	
2	Largeur des voies de circulation <i>TWY width</i>	TWY A : 23 M TWY B : 23 M	
	Surface des voies de circulation <i>TWY surface</i>	TWY A : Enrobé bitumineux / Bituminous concrete TWY B : Enrobé bitumineux / Bituminous concrete	
	Résistance des voies de circulation <i>TWY strength</i>	TWY A : TWY B : PCN 80/F/C/W/T	
3	Position et altitude des emplacements de vérification des altimètres <i>Altimeter check location (ACL) and elevation</i>	Sur l'aire de trafic P - 302 M	At Apron P - 302 M
4	Emplacement des points de vérification VOR <i>VOR check points</i>	NIL	
5	Points de vérification INS <i>INS checkpoints</i>	INS 01 - 13°22'08.32"N 012°37'38.97"E - INS 02 - 13°22'08.26"N 012°37'36.58"E - INS 03 - 13°22'08.18"N 012°37'33.43"E - INS 04 - 13°22'08.12"N 012°37'31.04"E - INS 05 - 13°22'08.05"N 012°37'28.65"E -	
6	Observations / Remarks	Aire de trafic M et taxiway A sont exclusivement à usage militaire Aire de trafic P pour les aéronefs ayant une envergure maximale de 36 M	Apron M and TWY A are exclusively for military use Apron P for aircraft with Max Span 36 M

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

1	Panneaux d'identification des poste de stationnement d'aéronef <i>Use of aircraft stands ID signs</i>	Signaux de guidage sur les voies de circulation à tous les croisements de TWY et de RWY et à la position d'attente TWY B	Taxiing guidance signs at all intersections with TWY and RWY and at TWY B holding position
	Lignes de guidage TWY <i>TWY guide lines</i>	Lignes de guidage sur l'aire de trafic P	Guide lines at apron P
	Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i>	NIL	
2	Balisage et feux des RWY et TWY Marquage et balisage lumineux des pistes et des voies de circulation <i>RWY and TWY markings and lightings</i>	RWY : Identification, seuil, aire de toucher des roues, axe, bordure et extrémité avec marques. Balisage lumineux seuil, extrémité et bordure. TWY A: NIL TWY B: Axe, bordure et positions d'attente au croisement TWY/RWY avec marques. Balisage lumineux bordure.	RWY: Designation, threshold (THR), touch-down zone (TDZ), centre line, edge and runway end marked. THR, edge and runway end lighted TWY A: NIL TWY B: Centre line, edge and holding positions at TWY/RWY intersections, marked. TWY edge lighted.
3	Barres d'arrêt <i>Stop bars</i>	TWY A: NIL TWY B: Barres d'arrêt / Stop bar	
4	Observations / Remarks	NIL	

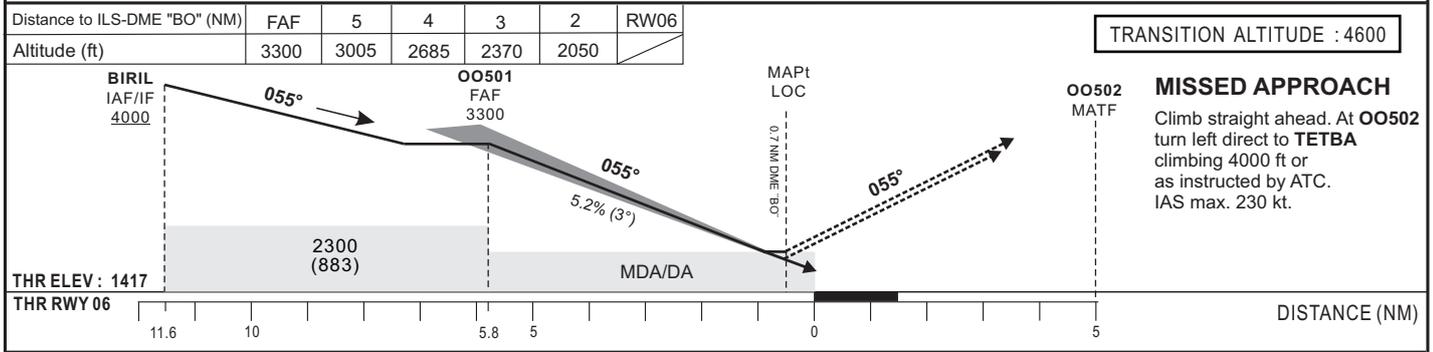
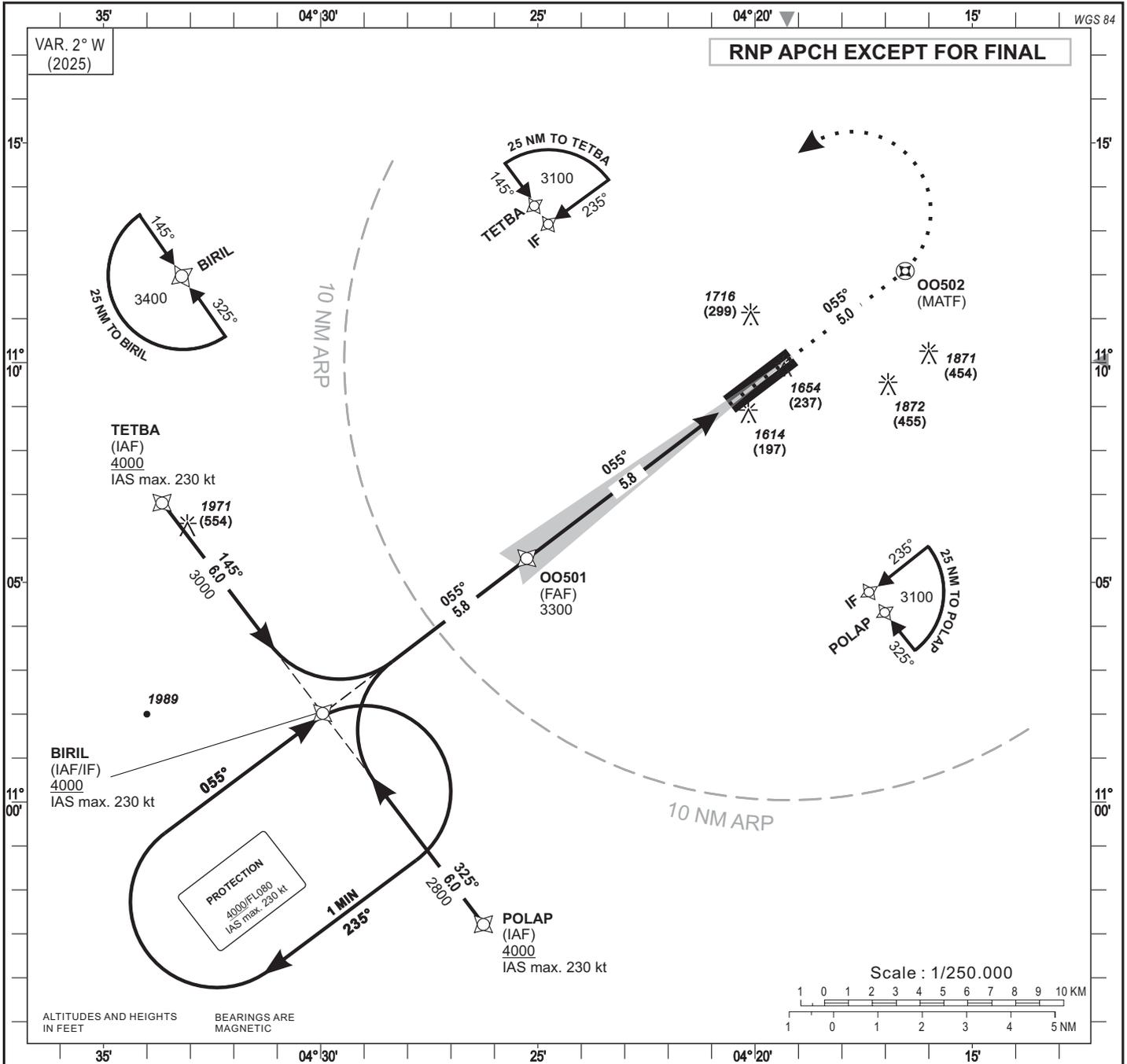


INSTRUMENT APPROACH CHART
Categories A-B-C-D

AERODROME ELEV : 1512
THR RWY 06 ELEV : 1417
HEIGHTS RELATED TO THR RWY 06 ELEVATION

APP : BOBO TOWER 119.7
TWR : BOBO TOWER 119.7

BOBO-DIOULASSO - (DFOO)
ILS Y or LOC Y RWY 06
IDENT ILS « BO » FREQ. 109.7



CAT	Cat. I				LOC-DME				Circling (3)				Timing
	OCA (OCH)	DA	DH	RVR(1)	RVR(2)	OCA (OCH)	MDA MDH	RVR(1)	RVR(2)	OCA (OCH)	MDA MDH	VIS	
A	1615 (198)	1620 (200)		550	1000	1726 (309)	1730 (310)	900	1500	2011 (499)	2020 (500)	1500	Timing FAF / THR 5.8 NM KT MIN SEC KT MIN SEC 90 3 Min 52 140 2 Min 29 110 3 Min 10 160 2 Min 10 120 2 Min 54 170 2 Min 03 130 2 Min 41 180 1 Min 56
B	1627 (210)	1630 (210)		600	1000	1726 (309)	1730 (310)	1000	1500	2167 (655)	2170 (660)	1600	
C	1635 (218)	1640 (220)		600	1000	1726 (309)	1730 (310)	1000	1800	2266 (754)	2270 (760)	2400	
D	1645 (228)	1650 (230)		600	1000	1726 (309)	1730 (310)	1400	2000	2266 (754)	2270 (760)	3600	

Notes: (1) With approach lights - (2) Without approach lights
(3) Daytime only. OCH and MDH AAL
RVR AND VIS IN METERS

RDH : 15 m

AMDT 12/25 : NEW EDITION

TABULAR DESCRIPTION

ILS Y or LOC Y RWY06

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA/RDH (°/m)	Navigation Specification
10	IF	TETBA	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	BIRIL	-	145(142.7)	-	6.0	-	+4000	-230	-	RNP APCH
10	IF	POLAP	-		-	-	-	+4000	-230	-	RNP APCH
20	TF	BIRIL	-	325(322.7)	-	6.0		+4000	-230	-	RNP APCH
10	IF	BIRIL	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	OO501	-	055(052.7)	-	5.8	-	@3300	-	-	N/A
30	TF	RW06	Y	055(052.7)	+3	5.8	-	@1467	-	-3.0/15	N/A
40	CF	OO502	Y	055(052.7)	-	5.0	-	-	-230	-	RNP APCH
50	DF	TETBA	-	-	-	-	L	+4000	-230	-	RNP APCH
10	IF	BIRIL	-	-	-	-	-	+4000	-230	-	RNP APCH
20	HM	BIRIL	-	055(052.7)	-	-	R	+4000	-230	-	RNP APCH

WAYPOINTS LIST

ILS Y or LOC Y RWY 06		
Waypoint Identifier	Coordinates	
OO501	11°05'32.663"N	004°25'15.290"W
OO502	11°12'05.184"N	004°16'32.580"W
BIRIL	11°02'00.686"N	004°29'57.313"W
TETBA	11°06'48.398"N	004°33'39.095"W
POLAP	10°57'12.888"N	004°26'15.621"W
RW06	11°09'02.796"N	004°20'35.552"W

AMDT 12/25 : NEW EDITION

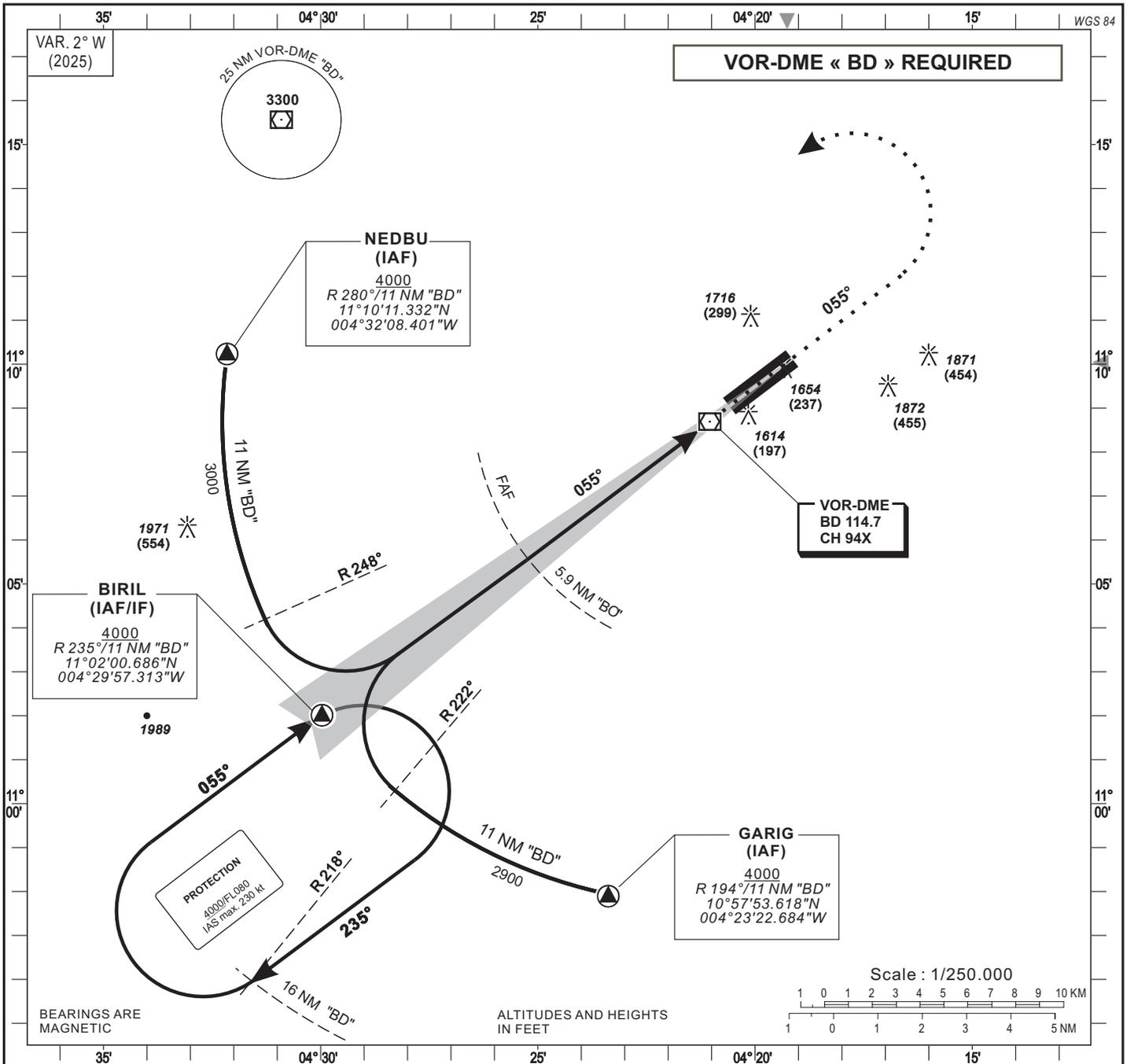
**INSTRUMENT
APPROACH CHART**
Categories A-B-C-D

AERODROME ELEV : 1512
THR RWY 06 ELEV : 1417

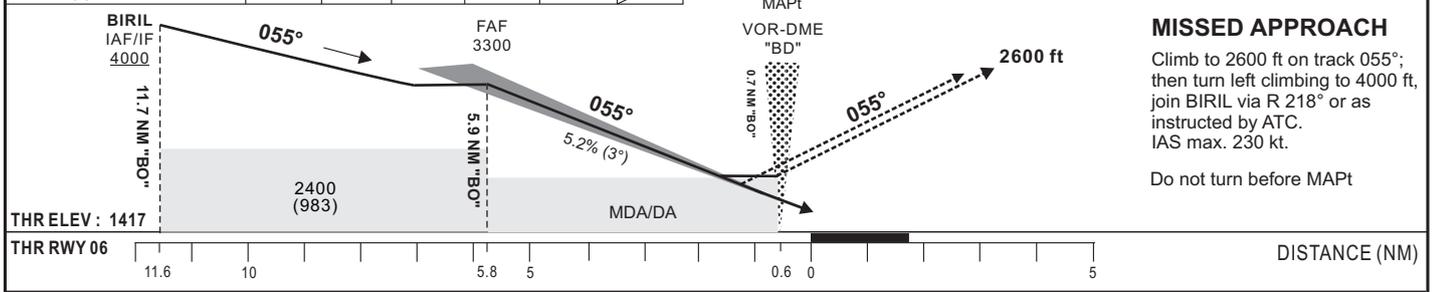
APP : BOBO TOWER 119.7
TWR : BOBO TOWER 119.7

BOBO-DIOULASSO - (DFOO)
ILS Z or LOC Z RWY 06
IDENT ILS « BO » FREQ. 109.7

HEIGHTS RELATED TO THR RWY 06 ELEVATION



Distance to ILS-DME « BO » (NM)	FAF	5	4	3	2	RW06
Altitude (ft)	3300	3005	2685	2370	2050	



CAT	Cat. I				LOC-DME				Circling (3)				Timing
	OCA (OCH)	DA	DH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	VIS			
A	1615 (198)	1620 (200)		550 1000	1726 (309)	1730 (310)	900 1500	2011 (499)	2020 (500)	1500	Timing FAF / THR 5.8 NM KT MIN SEC KT MIN SEC 90 3 Min 52 140 2 Min 29 110 3 Min 10 160 2 Min 10 120 2 Min 54 170 2 Min 03 130 2 Min 41 180 1 Min 56		
B	1627 (210)	1630 (210)		600 1000	1726 (309)	1730 (310)	1000 1500	2167 (655)	2170 (660)	1600			
C	1635 (218)	1640 (220)		600 1000	1726 (309)	1730 (310)	1000 1800	2266 (754)	2270 (760)	2400			
D	1645 (228)	1650 (230)		600 1000	1726 (309)	1730 (310)	1400 2000	2266 (754)	2270 (760)	3600			

Notes : (1) With approach lights - (2) Without approach lights
(3) Daytime only. OCH and MDH AAL
RVR AND VIS IN METERS

RDH : 15 m

AMD 12/25 : NEW EDITION

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

TABULAR DESCRIPTION

RNP RWY06

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
10	IF	TETBA	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	BIRIL	-	145(142.7)	-	6.0	-	+4000	-230	-	RNP APCH
10	IF	POLAP	-		-	-	-	+4000	-230	-	RNP APCH
20	TF	BIRIL	-	325(322.7)	-	6.0		+4000	-230	-	RNP APCH
10	IF	BIRIL	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	OO501	-	055(052.7)	-	5.8	-	@3300	-	-	RNP APCH
30	TF	RW06	Y	055(052.7)	+3	5.8	-	@1467	-	-3.0/15	RNP APCH
40	CF	OO502	Y	055(052.7)	-	5.0	-	-	-230	-	RNP APCH
50	DF	TETBA	-	-	-	-	L	+4000	-230	-	RNP APCH
10	IF	BIRIL	-	-	-	-	-	+4000	-230	-	RNP APCH
20	HM	BIRIL	-	055(052.7)	-	-	R	+4000	-230	-	RNP APCH

WAYPOINTS LIST

RNP RWY 06		
Waypoint Identifier	Coordinates	
OO501	11°05'32.663"N	004°25'15.290"W
OO502	11°12'05.184"N	004°16'32.580"W
BIRIL	11°02'00.686"N	004°29'57.313"W
TETBA	11°06'48.398"N	004°33'39.095"W
POLAP	10°57'12.888"N	004°26'15.621"W
RW06	11°09'02.796"N	004°20'35.552"W

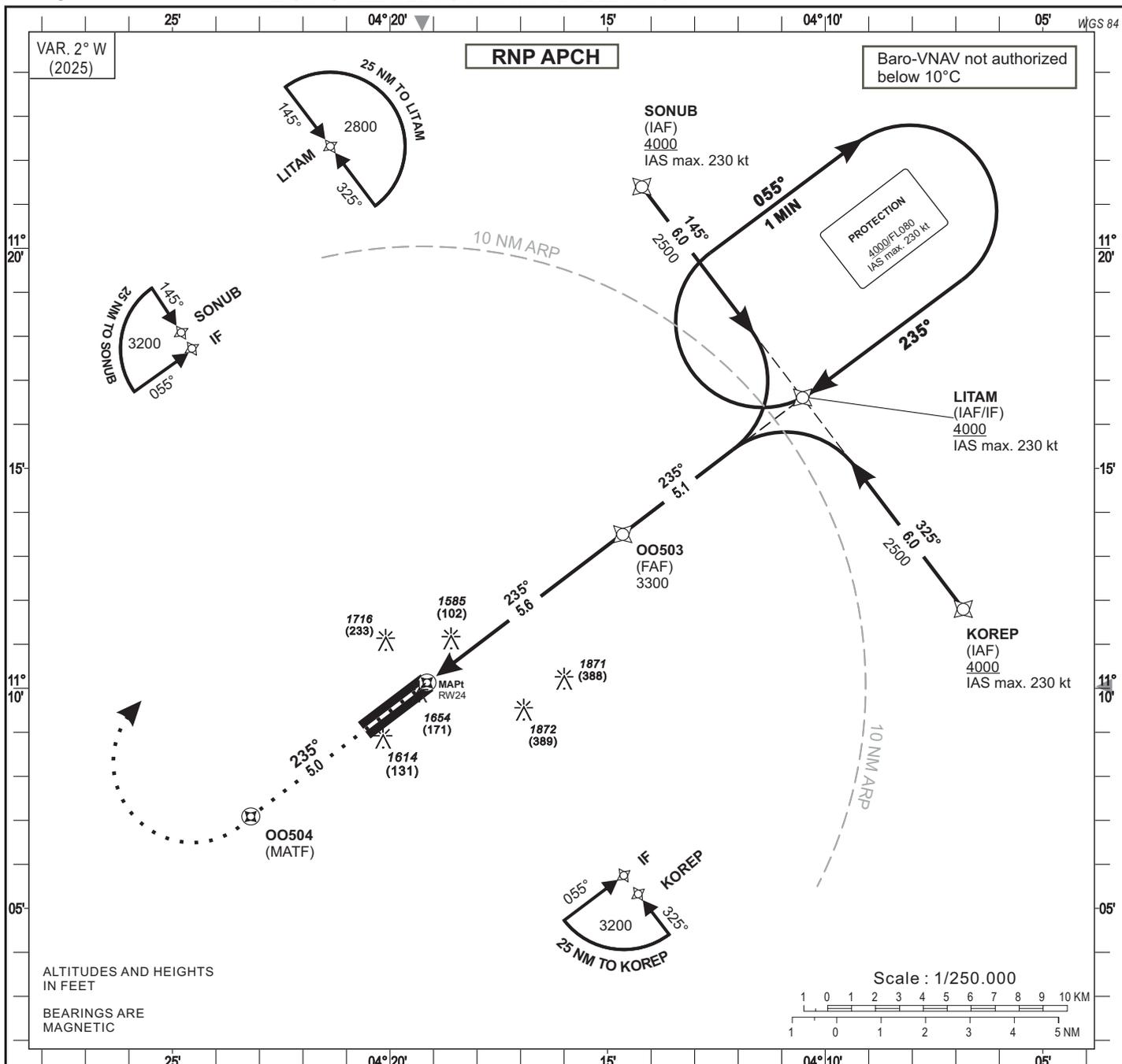
AMDT 12/25 : NEW EDITION

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

AERODROME ELEV : 1512
THR RWY 24 ELEV : 1483
HEIGHTS RELATED TO THR RWY 24 ELEVATION

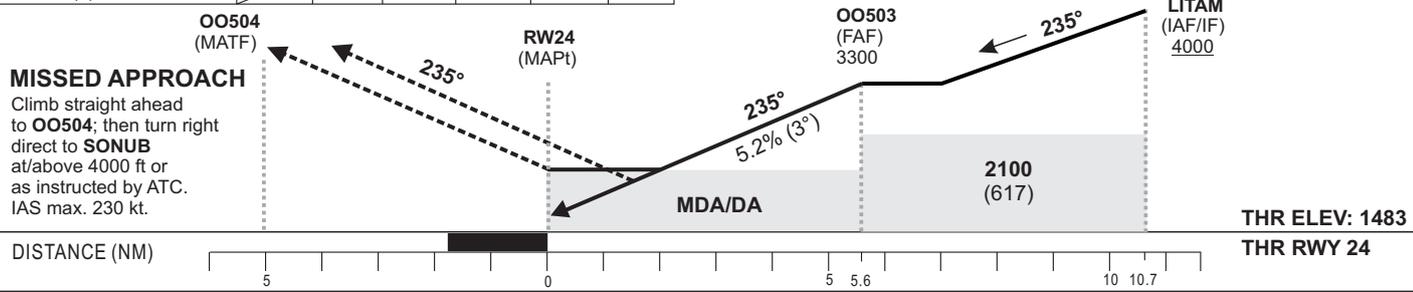
APP : BOBO TOWER 119.7
TWR : BOBO TOWER 119.7

**BOBO-DIOULASSO - (DFOO)
RNP RWY 24**



Distance to THR24 (NM)	RW24	2	3	4	5	FAF
Altitude (ft)		2155	2475	2795	3110	3300

TRANSITION ALTITUDE : 4600



CAT	LNAV/VNAV				LNAV			Circling (1)				Timing
	OCA (OCH)	DA	DH	RVR	OCA (OCH)	MDA	MDH	RVR	OCA (OCH)	MDA	MDH	
A	1738 (255)	1740 (260)	1200	1200	1889 (406)	1890 (410)	1500	1500	2011 (499)	2020 (500)	1500	
B	1751 (268)	1760 (270)	1200	1200	1889 (406)	1890 (410)	1500	1500	2167 (655)	2170 (660)	1600	
C	1770 (287)	1770 (290)	1200	1200	1889 (406)	1890 (410)	1800	1800	2266 (754)	2270 (760)	2400	
D	1797 (314)	1800 (320)	1200	1200	1889 (406)	1890 (410)	2000	2000	2266 (754)	2270 (760)	3600	

Timing		FAF / THR	
KT	MIN SEC	KT	MIN SEC
90	3 Min 44	140	2 Min 24
100	3 Min 22	150	2 Min 14
110	3 Min 03	160	2 Min 06
120	2 Min 48	170	1 Min 59
130	2 Min 35	180	1 Min 52

Notes : (1) Daytime only. OCH and MDH AAL
RVR AND VIS IN METERS

TCH : 15 m

AMDT 12/25 : NEW EDITION

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
10	IF	SONUB	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	LITAM	-	145(142.7)	-	6.0	-	+4000	-230	-	RNP APCH
10	IF	KOREP	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	LITAM	-	325(322.7)	-	6.0	-	+4000	-230	-	RNP APCH
10	IF	LITAM	-	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	OO503	-	235(232.7)	-	5.1	-	@3300	-	-	RNP APCH
30	TF	RW24	Y	235(232.7)	+3	5.6	-	@1533	-	-3.0/15	RNP APCH
40	CF	OO504	Y	235(232.7)	+3	5.0	-	-	-230	-	RNP APCH
50	DF	SONUB	-	-	-	-	R	+4000	-230	-	RNP APCH
10	IF	LITAM	-	-	-	-	-	+4000	-230	-	RNP APCH
20	HM	LITAM	-	235(232.7)	-	-	R	+4000	-230	-	RNP APCH

WAYPOINTS LIST

RNP RWY 24

Waypoint Identifier	Coordinates	
OO503	11°13'30.278"N	004°14'39.166"W
OO504	11°07'05.376"N	004°23'11.892"W
LITAM	11°16'36.219"N	004°10'31.188"W
SONUB	11°21'24.201"N	004°14'12.864"W
KOREP	11°11'48.222"N	004°06'49.659"W
RW24	11°10'07.799"N	004°19'08.975"W

AMDT 12/25 : NEW EDITION

INSTRUMENT APPROACH CHART
Categories A-B-C-D

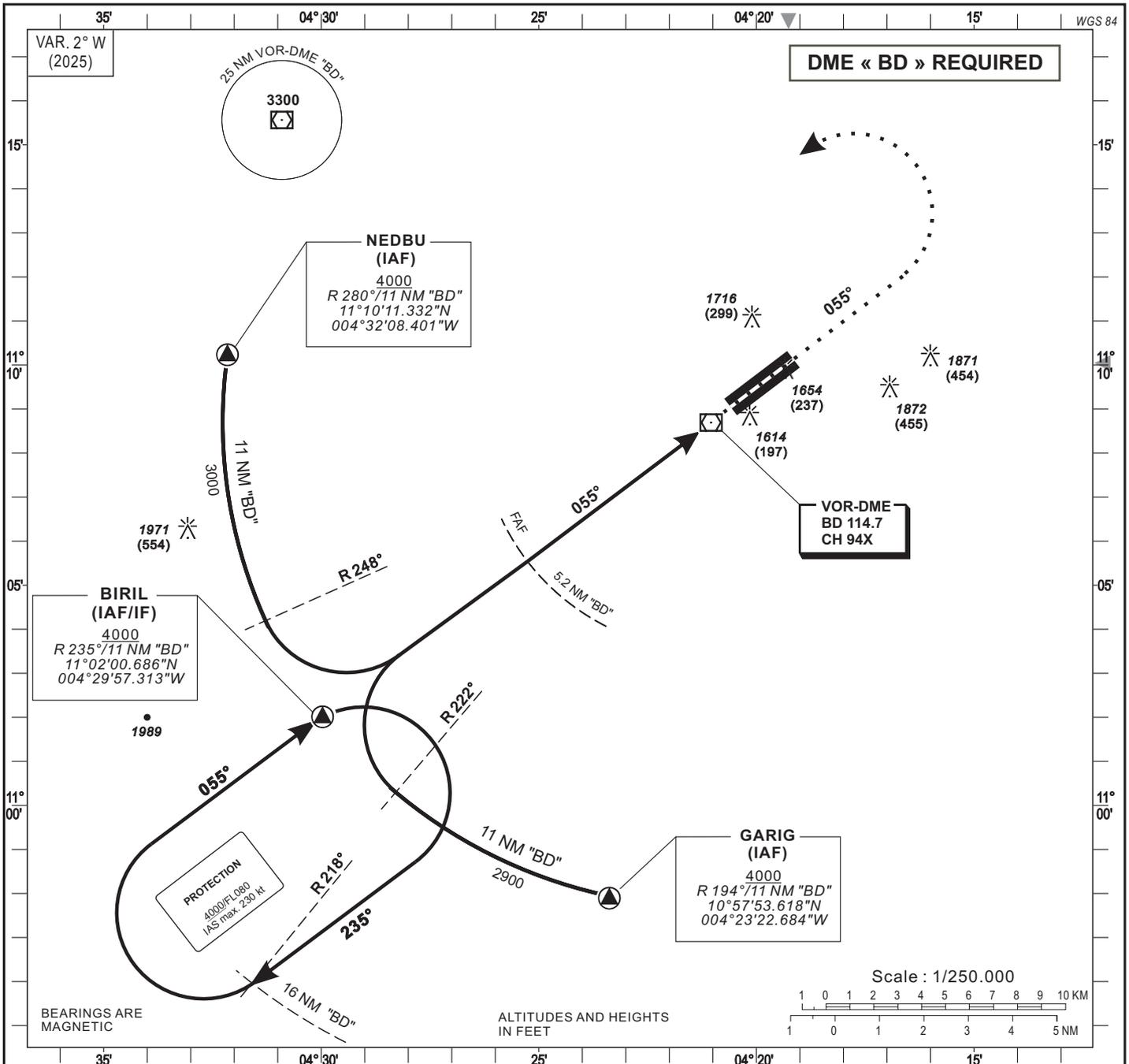
AERODROME ELEV : 1512
THR RWY 06 ELEV : 1417

APP : BOBO TOWER 119.7
TWR : BOBO TOWER 119.7

BOBO-DIOULASSO - (DFOO)
VOR RWY 06

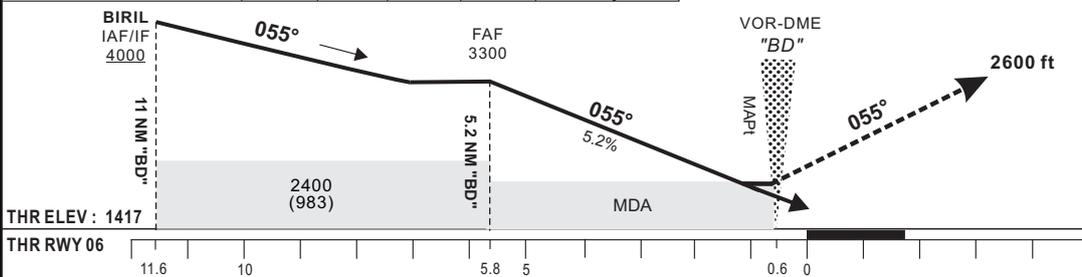
HEIGHTS RELATED TO THR RWY 06 ELEVATION

IDENT VOR « BD » FREQ. 114.7



Distance to DME « BD » (NM)	FAF	5	4	3	2	RW06
Altitude (ft)	3300	3240	2925	2605	2285	

TRANSITION ALTITUDE : 4600



MISSED APPROACH
Climb to 2600 ft on R 055; then turn left climbing to 4000 ft, join BIRIL via R 218 or as instructed by ATC. IAS max. 230 kt. Do not turn before MAPt

	VOR-DME				Circling (3)			
CAT	OCA (OCH)	MDA MDH	RVR(1) RVR(2)	OCA (OCH)	MDA MDH	VIS		

A	1860 (443)	1860 (450)	1000 1500	2011 (499)	2020 (500)	1500	
B	1860 (443)	1860 (450)	1200 1500	2167 (655)	2170 (660)	1600	
C	1860 (443)	1860 (450)	1200 2000	2266 (754)	2270 (760)	2400	
D	1860 (443)	1860 (450)	1600 2000	2266 (754)	2270 (760)	3600	

		Timing		FAF / THR	
				5.8 NM	
KT	MIN	SEC	KT	MIN	SEC
90	3	Min 52	140	2	Min 29
100	3	Min 29	150	2	Min 19
110	3	Min 10	160	2	Min 10
120	2	Min 54	170	2	Min 03
130	2	Min 41	180	1	Min 56

Notes : (1) With approach lights - (2) Without approach lights
(3) Daytime only. OCH and MDH AAL
RVR AND VIS IN METERS

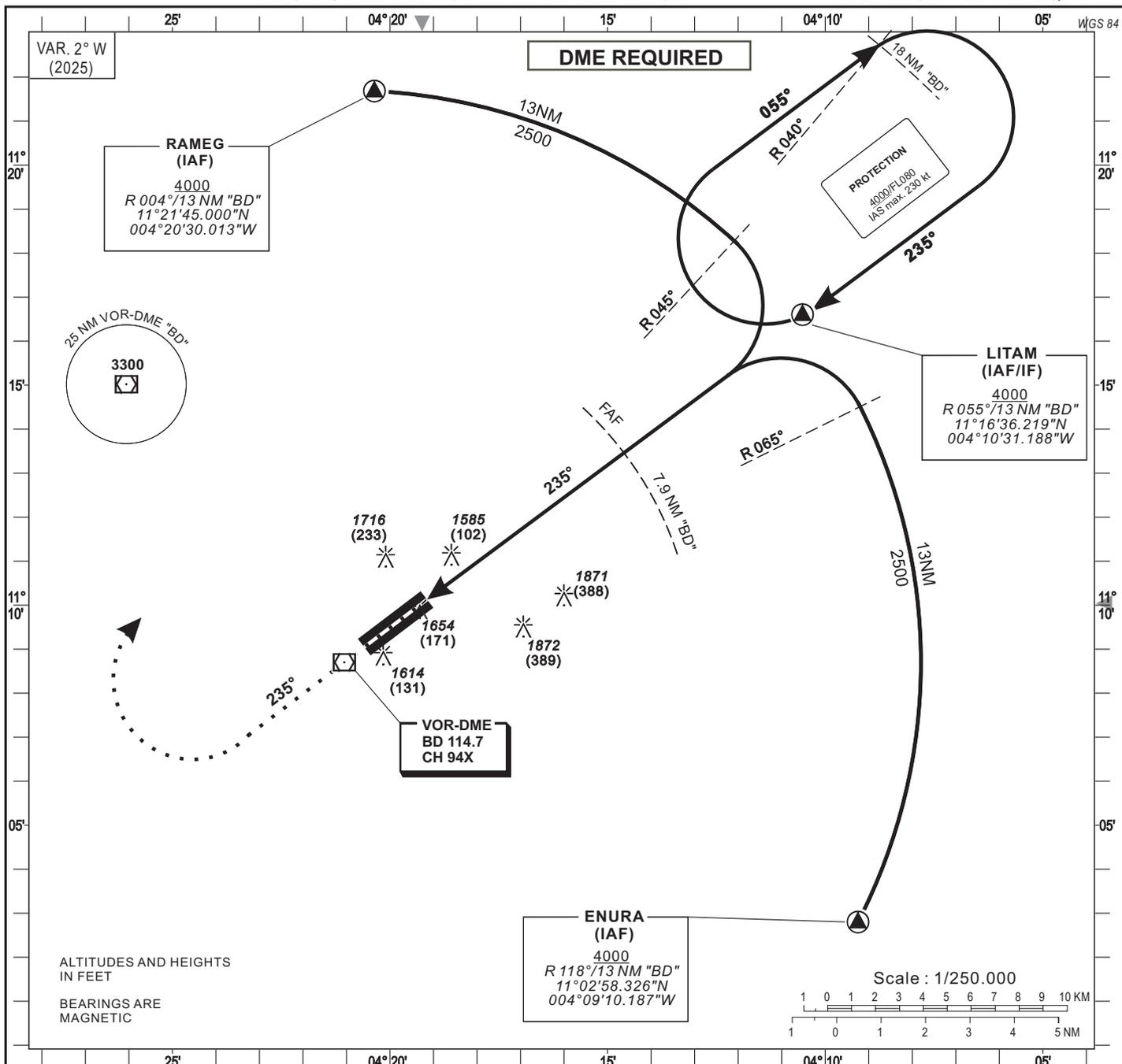
AMDT 12/25 : NEW EDITION

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

AERODROME ELEV : 1512
THR RWY 24 ELEV : 1483
HEIGHTS RELATED TO THR RWY 24 ELEVATION

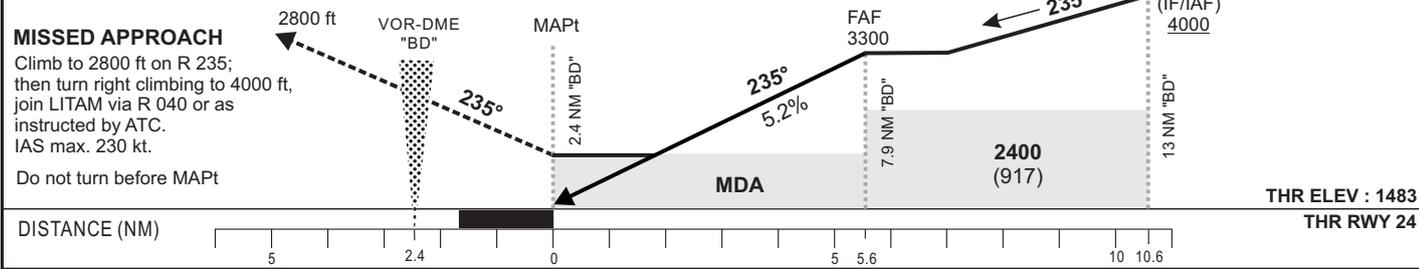
APP : BOBO TOWER 119.7
TWR : BOBO TOWER 119.7

BOBO-DIULASSO - (DFOO)
VOR RWY 24
IDENT VOR « BD » FREQ. 114.7



Distance to DME « BD » (NM)	RW24	4	5	6	7	FAF
Altitude (ft)		2060	2380	2695	3015	3300

TRANSITION ALTITUDE : 4600



CAT	VOR-DME				Circling (1)				Timing	FAF / THR		
	OCA (OCH)	MDA	MDH	RVR	OCA (OCH)	MDA	MDH	VIS		KT	MIN SEC	KT
A	2055 (572)	2060 (580)	1500		2011 (499)	2020 (500)	1500		90	3 Min 44	140	2 Min 24
B	2055 (572)	2060 (580)	1500		2167 (655)	2170 (660)	1600		100	3 Min 22	150	2 Min 14
C	2055 (572)	2060 (580)	2000		2266 (754)	2270 (760)	2400		110	3 Min 03	160	2 Min 06
D	2055 (572)	2060 (580)	2000		2266 (754)	2270 (760)	3600		120	2 Min 48	170	1 Min 59
									130	2 Min 35	180	1 Min 52

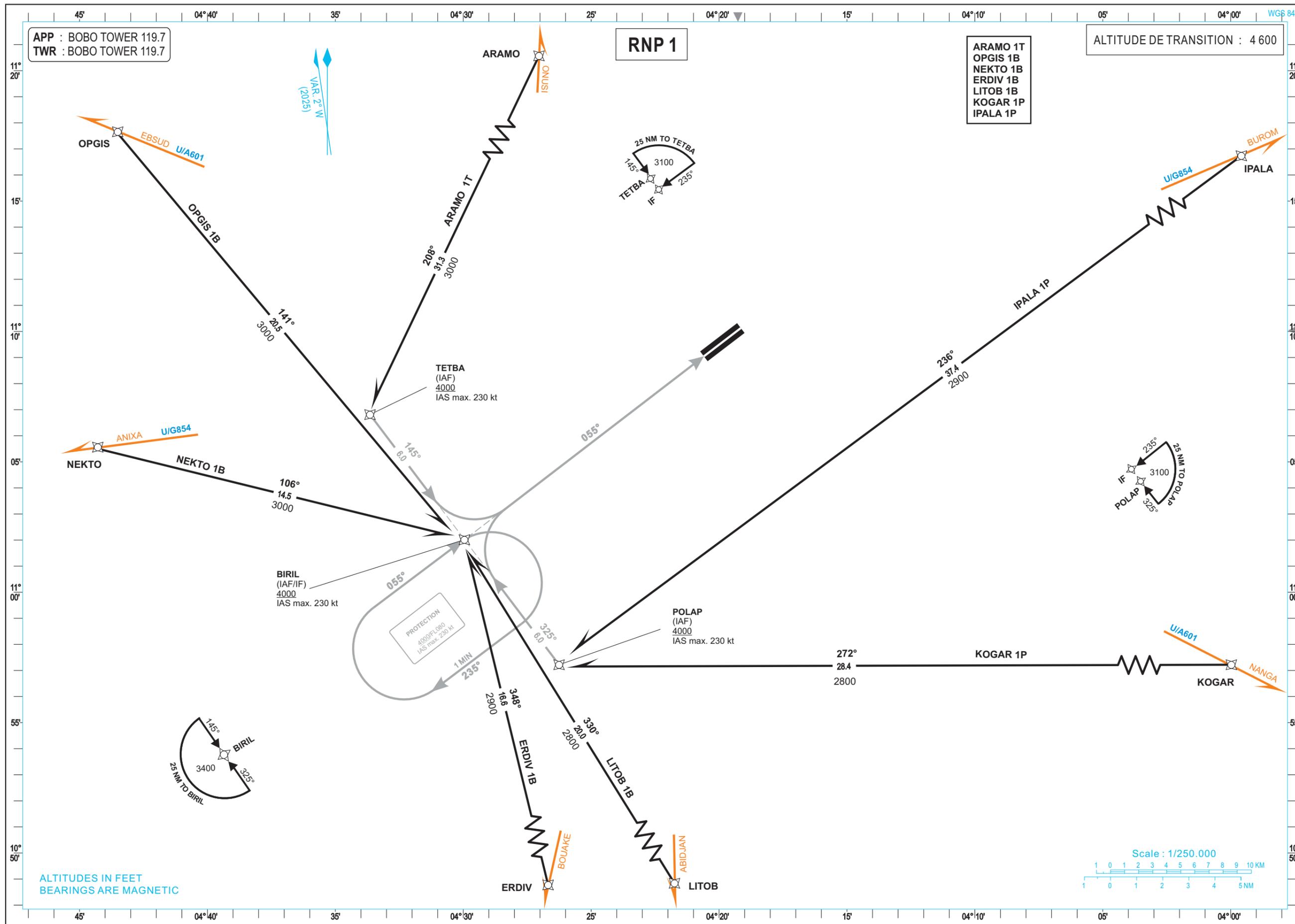
Notes : (1) Daytime only. OCH and MDH AAL
RVR AND VIS IN METERS

AMDT 12/25 : NEW EDITION



STANDARD ARRIVAL CHART - INSTRUMENT (STAR RNP RWY 06)

BOBO-DIOULASSO - (DFOO)



AMDT 12/25 : NEW EDITION



TABULAR DESCRIPTION

STAR RNP RWY06											
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
ARAMO 1T											
10	IF	ARAMO	-	-	-	-	-	-	-	-	RNP 1
20	TF	TETBA	-	208(205.5)	-	31.3	-	+4000	-230	-	RNP 1
OPGIS 1B											
10	IF	OPGIS	-	-	-	-	-	-	-	-	RNP 1
20	TF	BIRIL	-	141(139.4)	-	20.5	-	+4000	-230	-	RNP 1
NEKTO 1B											
10	IF	NEKTO	-	-	-	-	-	-	-	-	RNP 1
20	TF	BIRIL	-	106(104.1)	-	14.5	-	+4000	-230	-	RNP 1
ERDIV 1B											
10	IF	ERDIV	-	-	-	-	-	-	-	-	RNP 1
20	TF	BIRIL	-	348(346.3)	-	16.6	-	+4000	-230	-	RNP 1
LITOB 1B											
10	IF	LITOB	-	-	-	-	-	-	-	-	RNP 1
20	TF	BIRIL	-	330(328.3)	-	20.0	-	+4000	-230	-	RNP 1
KOGAR 1P											
10	IF	KOGAR	-	-	-	-	-	-	-	-	RNP 1
20	TF	POLAP	-	272(269.9)	-	28.4	-	+4000	-230	-	RNP 1
IPALA 1P											
10	IF	IPALA	-	-	-	-	-	-	-	-	RNP 1
20	TF	POLAP	-	236(233.5)	-	37.4	-	+4000	-230	-	RNP 1

WAYPOINTS LIST

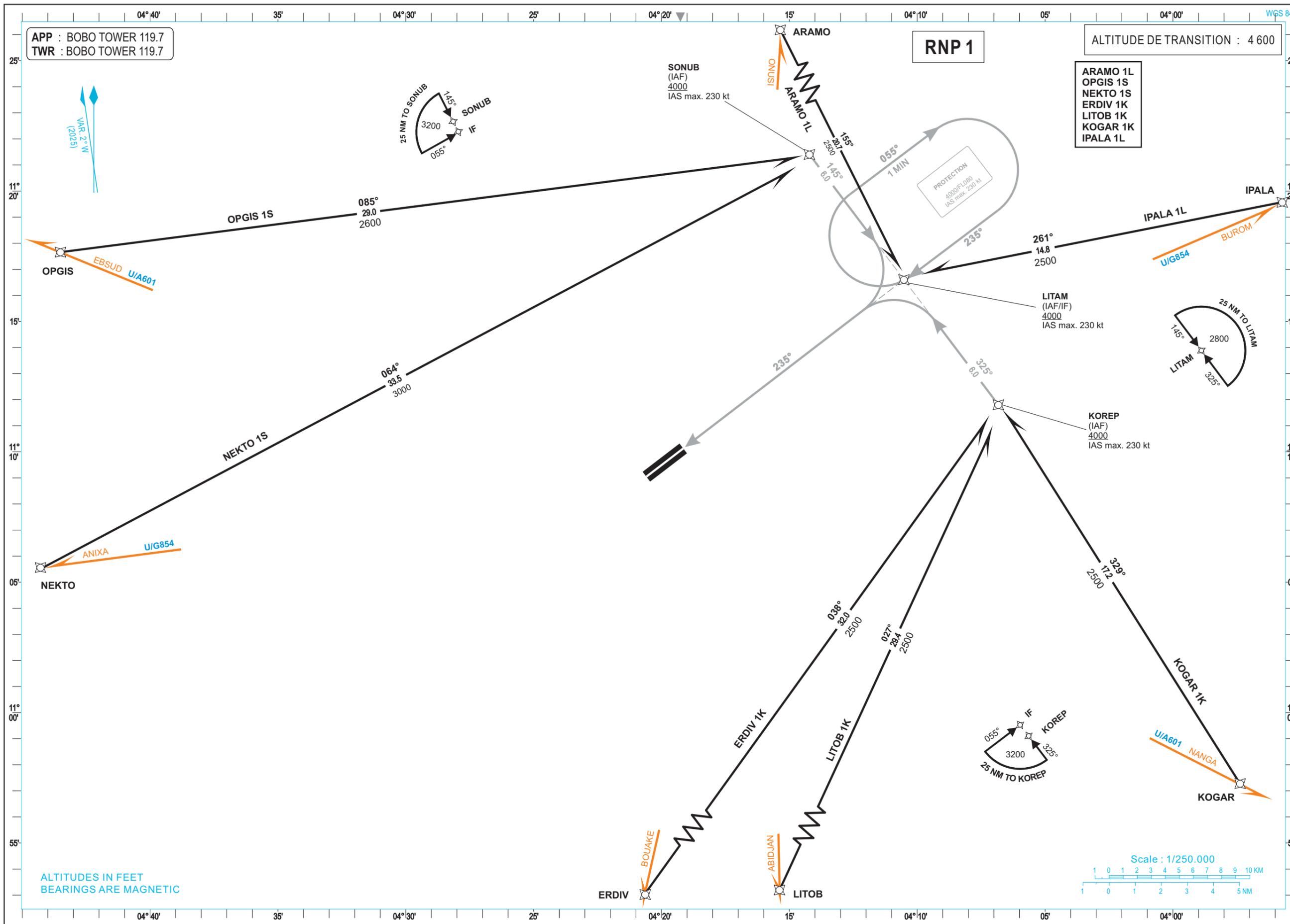
Waypoint Identifier	Coordinates	
ARAMO	11°35'09.000"N	004°19'56.000"W
OPGIS	11°17'39.400"N	004°43'30.400"W
NEKTO	11°05'33.800"N	004°44'17.200"W
ERDIV	10°45'49.300"N	004°25'58.400"W
LITOB	10°44'55.800"N	004°19'15.900"W
KOGAR	10°57'16.300"N	003°57'22.400"W
IPALA	11°19'34.100"N	003°55'43.400"W
BIRIL	11°02'00.686"N	004°29'57.313"W
TETBA	11°06'48.398"N	004°33'39.095"W
POLAP	10°57'12.888"N	004°26'15.621"W

AMDT 12/25 : NEW EDITION



STANDARD ARRIVAL CHART - INSTRUMENT (STAR RNP RWY 24)

BOBO-DIOULASSO - (DFOO)



AMDT 12/25 : NEW EDITION



TABULAR DESCRIPTION											
STAR RNP RWY24											
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
ARAMO 1L											
10	IF	ARAMO	-	-	-	-	-	-	-	-	RNP 1
20	TF	LITAM	-	155(153.4)	-	20.7	-	+4000	-230	-	RNP 1
OPGIS 1S											
10	IF	OPGIS	-	-	-	-	-	-	-	-	RNP 1
20	TF	SONUB	-	085(082.6)	-	29.0	-	+4000	-230	-	RNP 1
NEKTO 1S											
10	IF	NEKTO	-	-	-	-	-	-	-	-	RNP 1
20	TF	SONUB	-	064(061.9)	-	33.5	-	+4000	-230	-	RNP 1
ERDIV 1K											
10	IF	ERDIV	-	-	-	-	-	-	-	-	RNP 1
20	TF	KOREP	-	038(036.1)	-	32.0	-	+4000	-230	-	RNP 1
LITOB 1K											
10	IF	LITOB	-	-	-	-	-	-	-	-	RNP 1
20	TF	KOREP	-	027(024.6)	-	29.4	-	+4000	-230	-	RNP 1
KOGAR 1K											
10	IF	KOGAR	-	-	-	-	-	-	-	-	RNP 1
20	TF	KOREP	-	329(327.3)	-	17.2	-	+4000	-230	-	RNP 1
IPALA 1L											
10	IF	IPALA	-	-	-	-	-	-	-	-	RNP 1
20	TF	LITAM	-	261(258.6)	-	14.8	-	+4000	-230	-	RNP 1

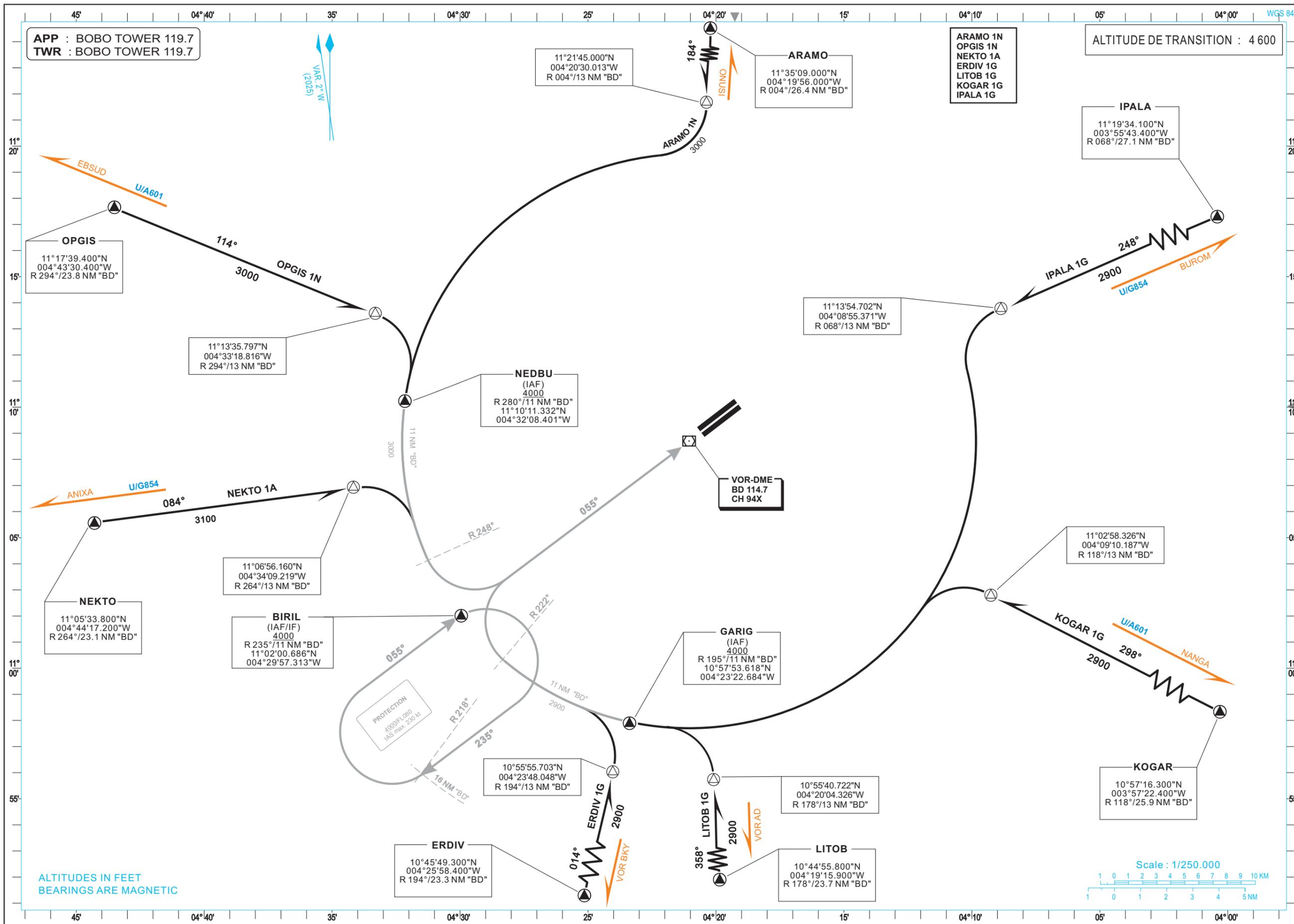
WAYPOINTS LIST		
Waypoint Identifier	Coordinates	
ARAMO	11°35'09.000"N	004°19'56.000"W
OPGIS	11°17'39.400"N	004°43'30.400"W
NEKTO	11°05'33.800"N	004°44'17.200"W
ERDIV	10°45'49.300"N	004°25'58.400"W
LITOB	10°44'55.800"N	004°19'15.900"W
KOGAR	10°57'16.300"N	003°57'22.400"W
IPALA	11°19'34.100"N	003°55'43.400"W
SONUB	11°21'24.201"N	004°14'12.864"W
KOREP	11°11'48.222"N	004°06'49.659"W
LITAM	11°16'36.219"N	004°10'31.188"W

AMDT 12/25 : NEW EDITION



STANDARD ARRIVAL CHART - INSTRUMENT (STAR VOR-DME)

BOBO-DIOULASSO - (DFOO) RWY06

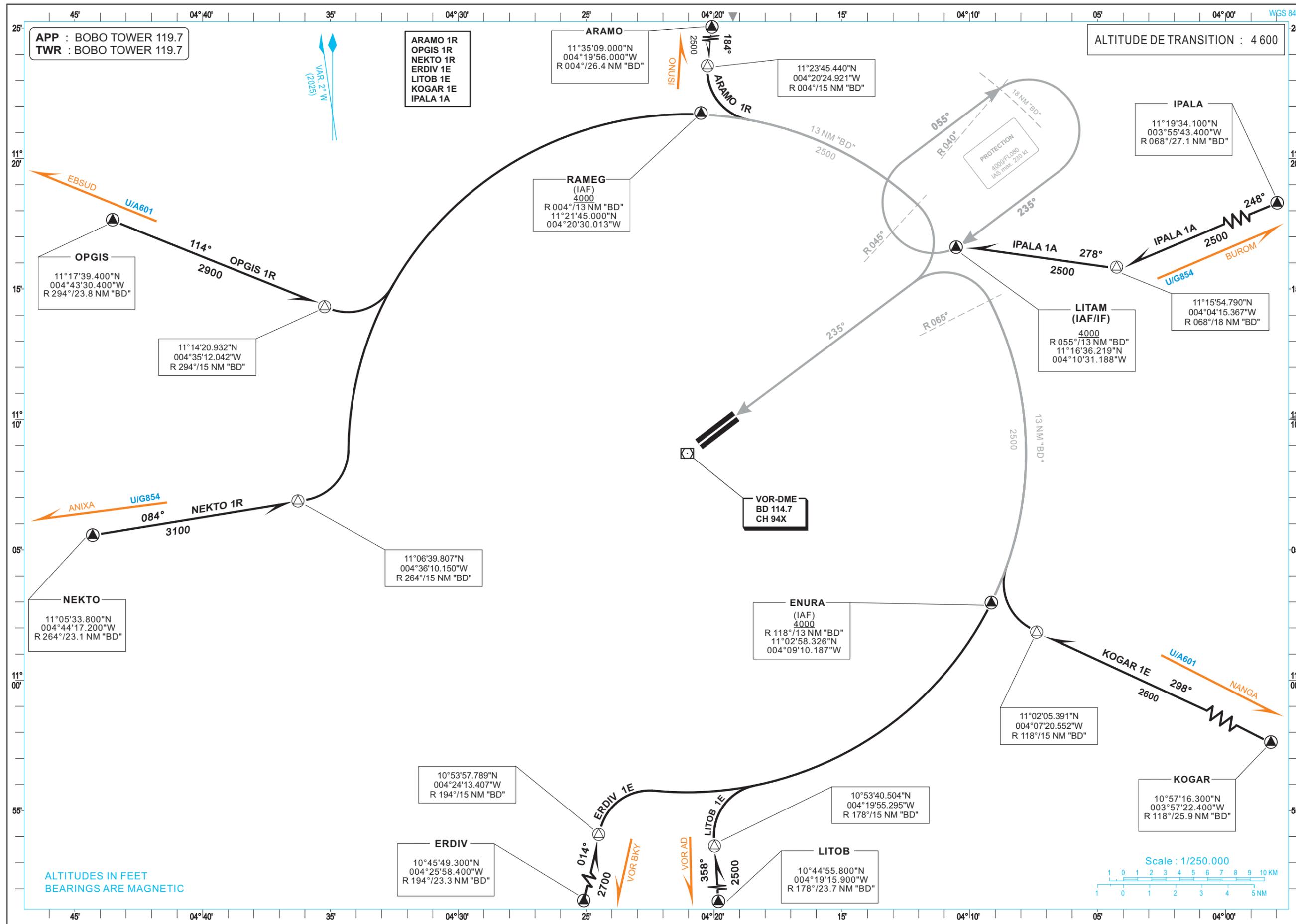


AMDT 12/25 : NEW EDITION



STANDARD ARRIVAL CHART - INSTRUMENT (STAR VOR-DME)

BOBO-DIOULASSO - (DFOO) RWY24



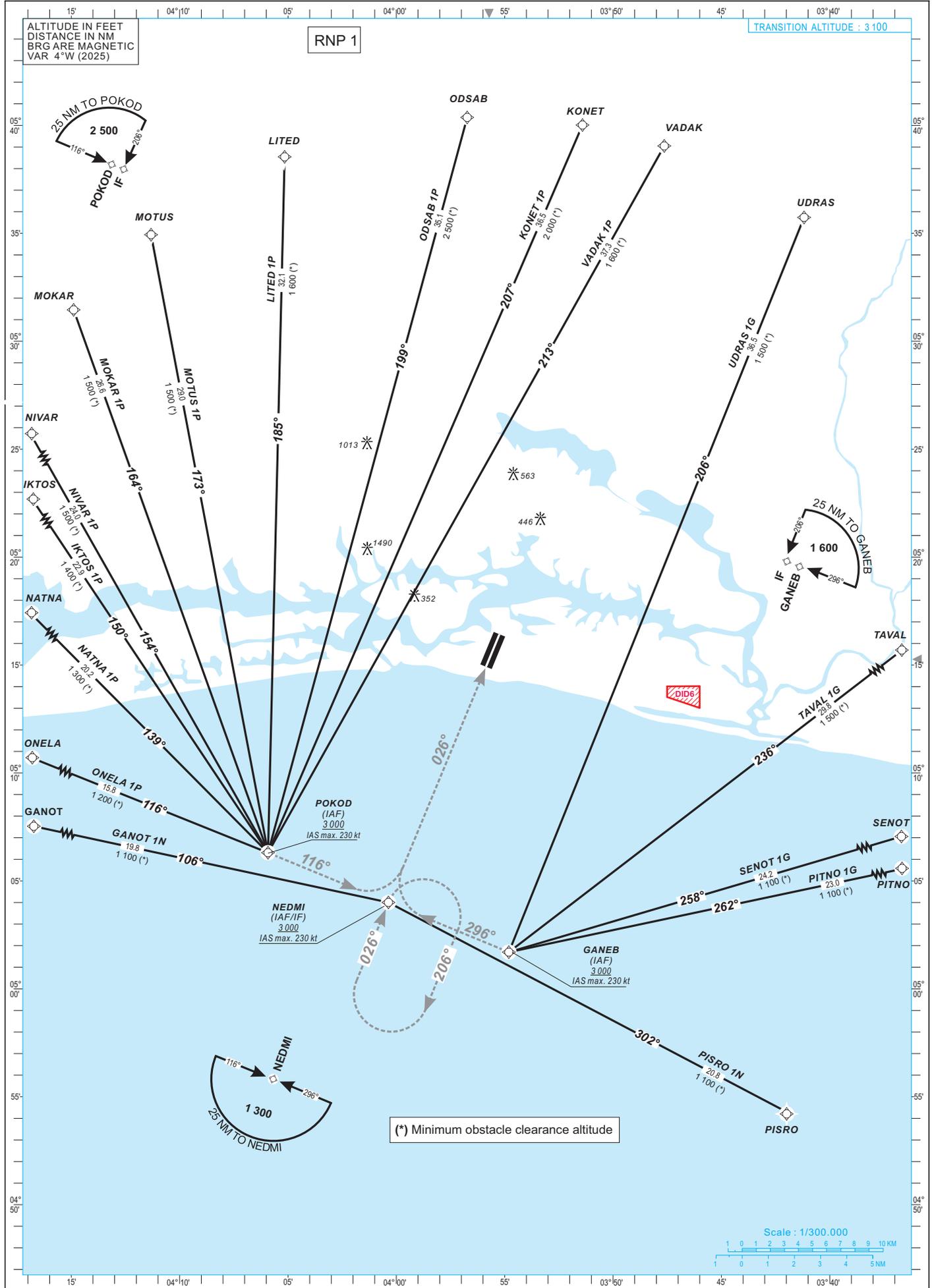


STANDARD ARRIVAL CHART
INSTRUMENT (STAR RNP)
Categories A-B-C-D

APP 121.1
TWR 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)
RWY 03

GANOT 1N - ONELA 1P - NATNA 1P - IKTOS 1P - NIVAR 1P - MOKAR 1P - MOTUS 1P - LITED 1P
ODSAB 1P - KONET 1P - VADAK 1P - UDRAS 1G - TAVAL 1G - SENOT 1G - PITNO 1G - PISRO 1N





TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	Navigation Specification
GANOT 1N										
010	IF	GANOT	—	—	—	—	—	—	—	RNP 1
020	TF	NEDMI	—	106(102.1)	—	19.8	—	+3000	-230	RNP 1
ONELA 1P										
010	IF	ONELA	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	116(111.9)	—	15.8	—	+3000	-230	RNP 1
NATNA 1P										
010	IF	NATNA	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	139(135.3)	—	20.2	—	+3000	-230	RNP 1
IKTOS 1P										
010	IF	IKTOS	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	150(146.3)	—	22.9	—	+3000	-230	RNP 1
NIVAR 1P										
010	IF	NIVAR	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	154(150.5)	—	24.0	—	+3000	-230	RNP 1
MOKAR 1P										
010	IF	MOKAR	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	164(160.3)	—	26.6	—	+3000	-230	RNP 1
MOTUS 1P										
010	IF	MOTUS	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	173(169.3)	—	29.0	—	+3000	-230	RNP 1
LITED 1P										
010	IF	LITED	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	185(181.4)	—	32.1	—	+3000	-230	RNP 1
ODSAB 1P										
010	IF	ODSAB	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	199(195.1)	—	35.1	—	+3000	-230	RNP 1
KONET 1P										
010	IF	KONET	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	207(203.3)	—	36.5	—	+3000	-230	RNP 1
VADAK 1P										
010	IF	VADAK	—	—	—	—	—	—	—	RNP 1
020	TF	POKOD	—	213(209.2)	—	37.3	—	+3000	-230	RNP 1
UDRAS 1G										
010	IF	UDRAS	—	—	—	—	—	—	—	RNP 1
020	TF	GANEB	—	206(201.9)	—	36.5	—	+3000	-230	RNP 1
TAVAL 1G										
010	IF	TAVAL	—	—	—	—	—	—	—	RNP 1
020	TF	GANEB	—	236(232.4)	—	29.8	—	+3000	-230	RNP 1
SENOT 1G										
010	IF	SENOT	—	—	—	—	—	—	—	RNP 1
020	TF	GANEB	—	258(253.6)	—	24.2	—	+3000	-230	RNP 1
PITNO 1G										
010	IF	PITNO	—	—	—	—	—	—	—	RNP 1
020	TF	GANEB	—	262(258.1)	—	23.0	—	+3000	-230	RNP 1
PISRO 1N										
010	IF	PISRO	—	—	—	—	—	—	—	RNP 1
020	TF	NEDMI	—	302(297.8)	—	20.8	—	+3000	-230	RNP 1

WAYPOINT LIST

Waypoint	Latitude	Longitude
GANOT	05°08'11.000"N	004°19'45.600"W
ONELA	05°12'13.100"N	004°20'35.600"W
NATNA	05°20'44.500"N	004°20'10.800"W
IKTOS	05°25'26.400"N	004°18'38.200"W
NIVAR	05°27'14.800"N	004°17'45.100"W
MOKAR	05°31'27.200"N	004°14'53.500"W
MOTUS	05°34'56.100"N	004°11'19.100"W
LITED	05°38'32.600"N	004°05'09.300"W
ODSAB	05°40'22.200"N	003°56'43.800"W
KONET	05°40'01.000"N	003°51'24.600"W

WAYPOINT LIST

Waypoint	Latitude	Longitude
UDRAS	05°35'44.200"N	003°41'11.100"W
TAVAL	05°19'58.900"N	003°31'06.200"W
SENOT	05°08'34.300"N	003°31'34.100"W
PITNO	05°06'29.700"N	003°32'14.500"W
PISRO	04°54'16.700"N	003°41'57.400"W
GANEB	05°01'41.988"N	003°54'48.443"W
NEDMI	05°04'00.161"N	004°00'21.835"W
POKOD	05°06'18.287"N	004°05'55.267"W
VADAK	05°39'02.900"N	003°47'38.200"W

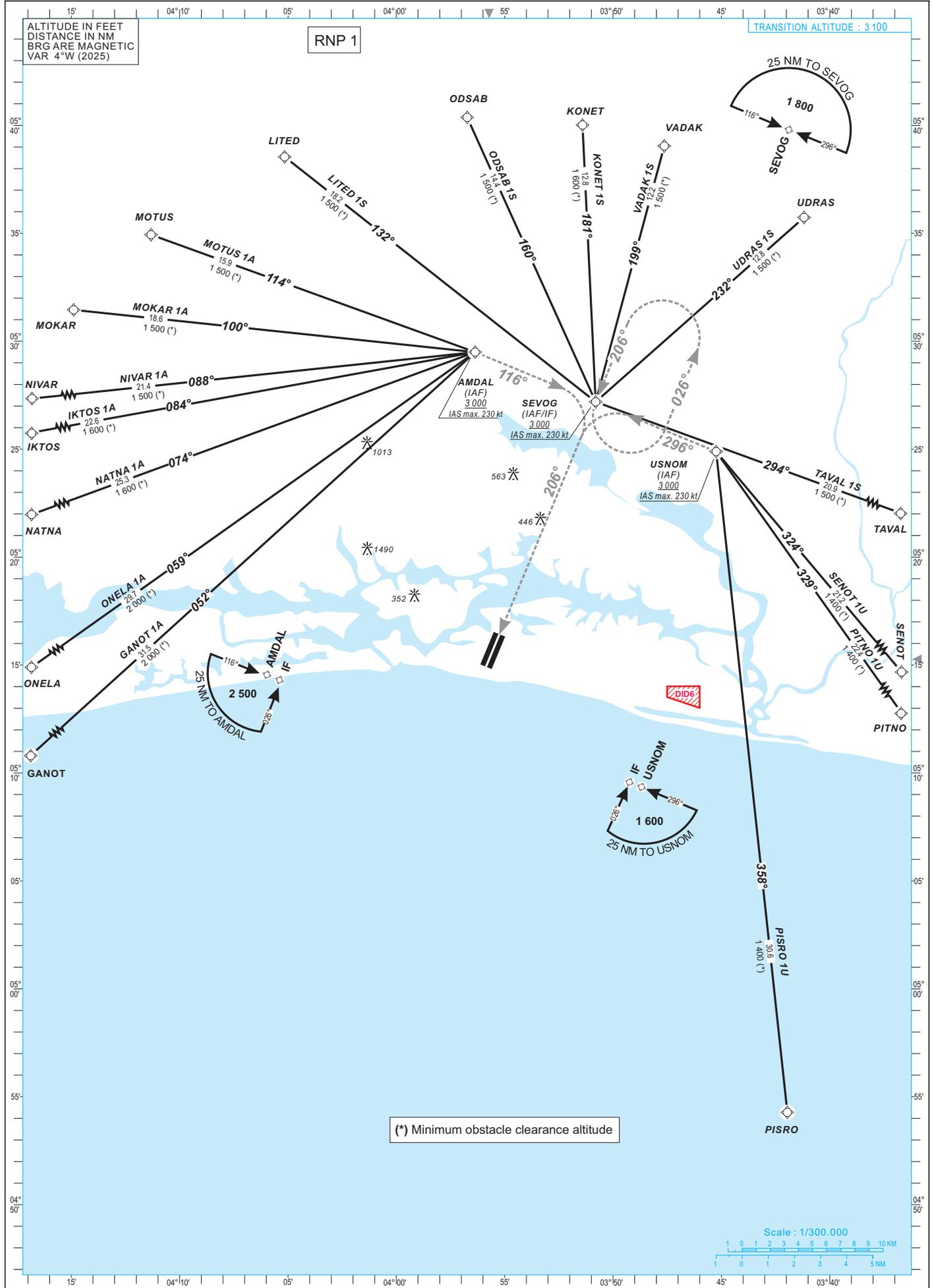


STANDARD ARRIVAL CHART
INSTRUMENT (STAR RNP)
Categories A-B-C-D

APP 121.1
TWR 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)
RWY 21

GANOT 1A - ONELA 1A - NATNA 1A - IKTOS 1A - NIVAR 1A - MOKAR 1A - MOTUS 1A - LITED 1S
ODSAB 1S - KONET 1S - VADAK 1S - UDRAS 1S - TAVAL 1S - SENOT 1U - PITNO 1U - PISRO 1U



(*) Minimum obstacle clearance altitude





TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	Navigation Specification
GANOT 1A										
010	IF	GANOT	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	052(047.7)	—	31.5	—	+3000	-230	RNP 1
ONELA 1A										
010	IF	ONELA	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	059(054.6)	—	29.7	—	+3000	-230	RNP 1
NATNA 1A										
010	IF	NATNA	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	074(069.8)	—	25.3	—	+3000	-230	RNP 1
IKTOS 1A										
010	IF	IKTOS	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	084(079.7)	—	22.6	—	+3000	-230	RNP 1
NIVAR 1A										
010	IF	NIVAR	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	088(084.0)	—	21.4	—	+3000	-230	RNP 1
MOKAR 1A										
010	IF	MOKAR	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	100(096.0)	—	18.6	—	+3000	-230	RNP 1
MOTUS 1A										
010	IF	MOTUS	—	—	—	—	—	—	—	RNP 1
020	TF	AMDAL	—	114(109.9)	—	15.9	—	+3000	-230	RNP 1
LITED 1S										
010	IF	LITED	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	132(128.3)	—	18.2	—	+3000	-230	RNP 1
ODSAB 1S										
010	IF	ODSAB	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	160(155.7)	—	14.4	—	+3000	-230	RNP 1
KONET 1S										
010	IF	KONET	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	181(177.3)	—	12.8	—	+3000	-230	RNP 1
VADAK 1S										
010	IF	VADAK	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	199(195.0)	—	12.2	—	+3000	-230	RNP 1
UDRAS 1S										
010	IF	UDRAS	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	232(228.4)	—	12.8	—	+3000	-230	RNP 1
TAVAL 1S										
010	IF	TAVAL	—	—	—	—	—	—	—	RNP 1
020	TF	SEVOG	—	294(290.1)	—	20.9	—	+3000	-230	RNP 1
SENOT 1U										
010	IF	SENOT	—	—	—	—	—	—	—	RNP 1
020	TF	USNOM	—	324(320.0)	—	21.2	—	+3000	-230	RNP 1
PITNO 1U										
010	IF	PITNO	—	—	—	—	—	—	—	RNP 1
020	TF	USNOM	—	329(324.7)	—	22.4	—	+3000	-230	RNP 1
PISRO 1U										
010	IF	PISRO	—	—	—	—	—	—	—	RNP 1
020	TF	USNOM	—	358(353.9)	—	30.6	—	+3000	-230	RNP 1

WAYPOINT LIST		
Waypoint	Latitude	Longitude
GANOT	05°08'11.000"N	004°19'45.600"W
ONELA	05°12'13.100"N	004°20'35.600"W
NATNA	05°20'44.500"N	004°20'10.800"W
IKTOS	05°25'26.400"N	004°18'38.200"W
NIVAR	05°27'14.800"N	004°17'45.100"W
MOKAR	05°31'27.200"N	004°14'53.500"W
MOTUS	05°34'56.100"N	004°11'19.100"W
LITED	05°38'32.600"N	004°05'09.300"W
ODSAB	05°40'22.200"N	003°56'43.800"W
KONET	05°40'01.000"N	003°51'24.600"W

WAYPOINT LIST		
Waypoint	Latitude	Longitude
UDRAS	05°35'44.200"N	003°41'11.100"W
TAVAL	05°19'58.900"N	003°31'06.200"W
SENOT	05°08'34.300"N	003°31'34.100"W
PITNO	05°06'29.700"N	003°32'14.500"W
PISRO	04°54'16.700"N	003°41'57.400"W
USNOM	05°24'53.304"N	003°45'14.523"W
SEVOG	05°27'11.563"N	003°50'48.085"W
AMDAL	05°29'29.771"N	003°56'21.689"W
VADAK	05°39'02.900"N	003°47'38.200"W

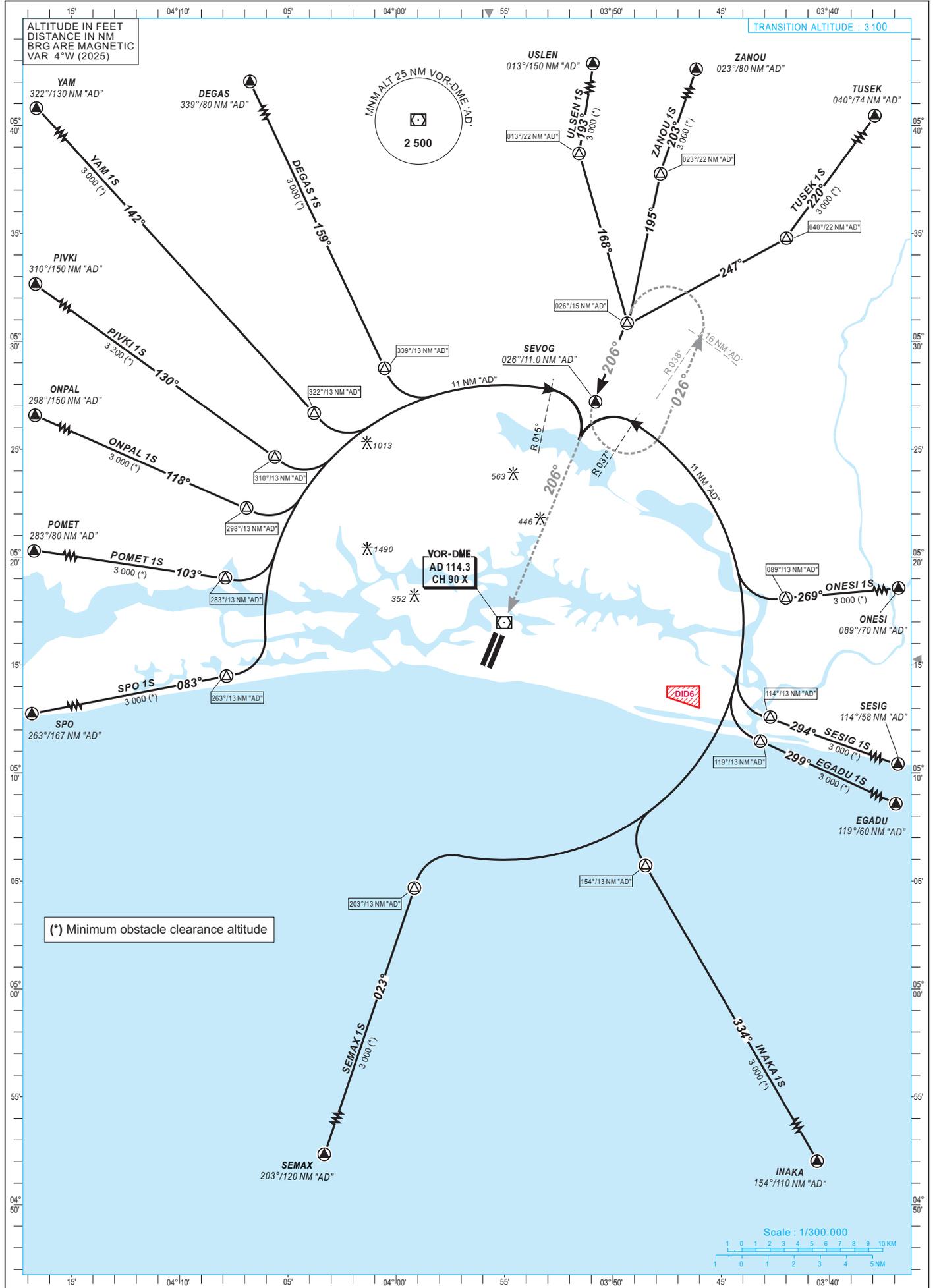


STANDARD ARRIVAL CHART
INSTRUMENT (STAR VOR-DME)
Categories A-B-C-D

APP 121.1
TWR 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)
RWY 21

SPO 1S - POMET 1S - ONPAL 1S - PIVKI 1S - YAM 1S - DEGAS 1S - USLEN 1S
ZANOU 1S - TUSEK 1S - ONESI 1S - SESIG 1S - EGADU 1S - INAKA 1S - SEMAX 1S





INSTRUMENT APPROACH CHART
Categories A-B-C-D

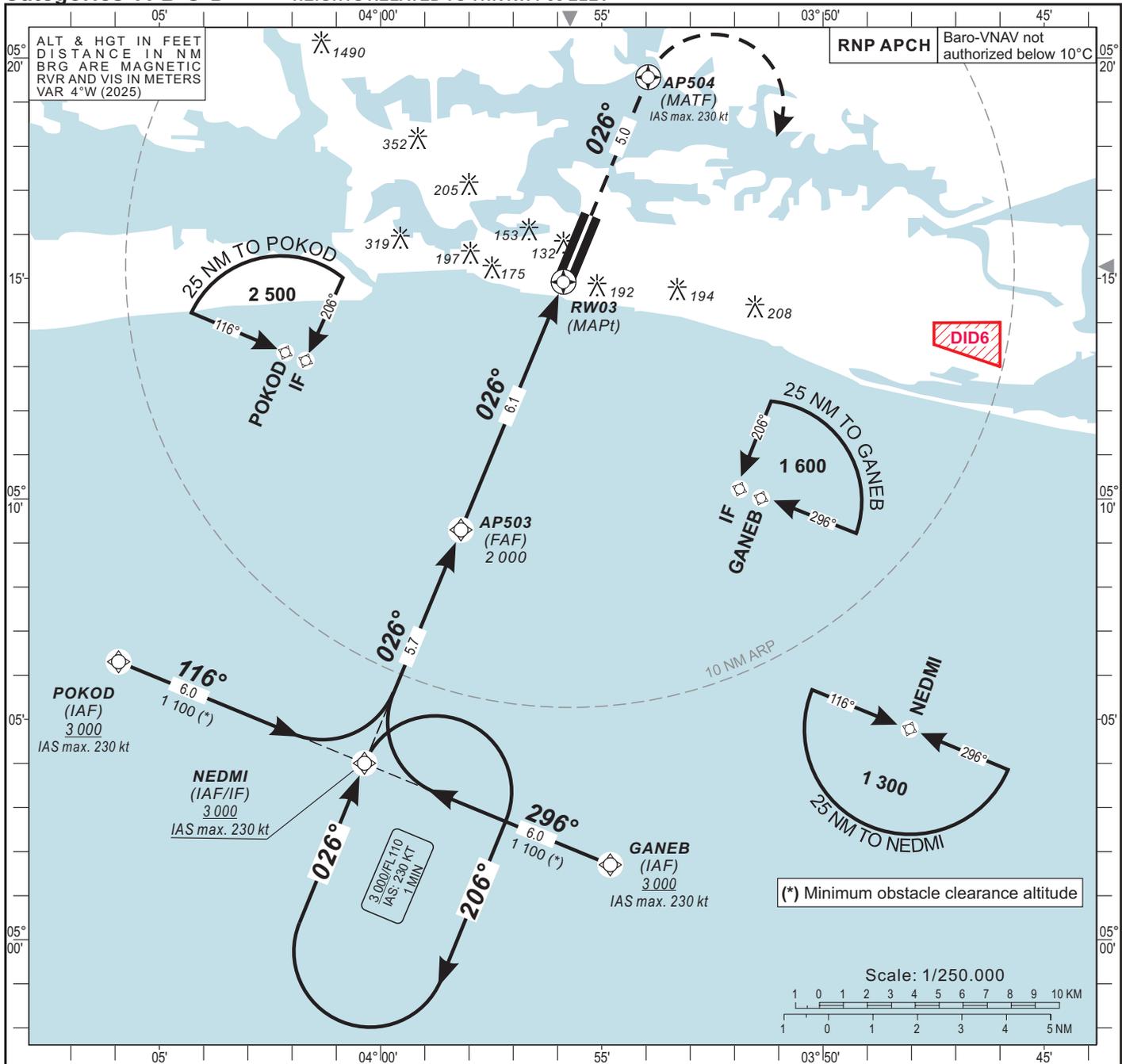
AERODROME ELEV: 21
THR RWY 03 ELEV: 21

APP : 121.1
TWR : 118.1

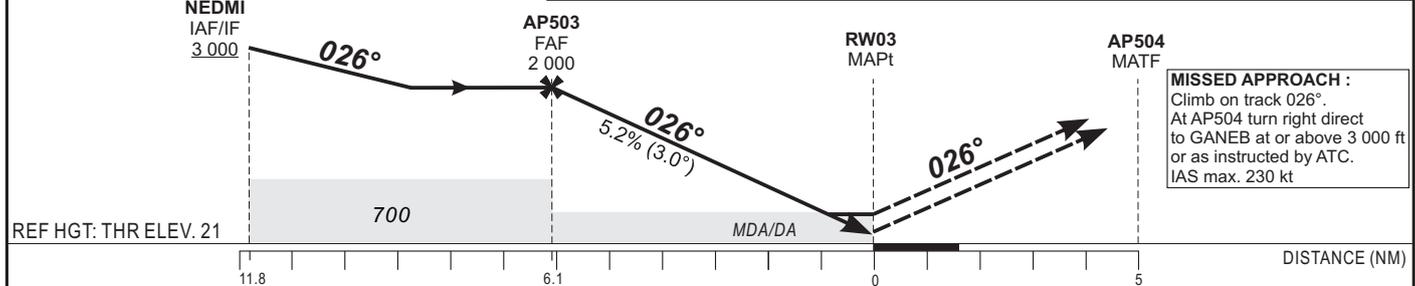
ABIDJAN /F. Houphouet Boigny Intl (DIAP)

RNP RWY 03

HEIGHTS RELATED TO THR RWY 03 ELEV



TRANSITION ALTITUDE: 3 100	FAF	6	5	4	3	2	1	TO RW03 (NM)
	2 000	1 985	1 670	1 350	1 030	710	390	ALTITUDE (FT)



CAT	LNAV/VNAV				LNAV				CIRCLING 3				Timing	FAF / THR 6.1 NM	
	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	MDA	MDH	RVR 1	RVR 2	OCA (OCH)	MDA			MDH
A	245 (224)	270 (250)		1000	1300	358 (337)	360 (340)		1300	1500	488 (467)	490 (470)		1500	KT MIN SEC KT MIN SEC 90 4 Min 02 140 2 Min 36 100 3 Min 38 150 2 Min 25 110 3 Min 18 160 2 Min 16 120 3 Min 02 170 2 Min 08 130 2 Min 48 180 2 Min 01
B	257 (236)	270 (250)		1000	1300	358 (337)	360 (340)		1300	1500	513 (492)	520 (500)		1600	
C	266 (245)	270 (250)		1000	1300	358 (337)	360 (340)		1300	1500	746 (725)	750 (730)		2400	
D	276 (255)	280 (260)		1100	1300	358 (337)	360 (340)		1300	1500	755 (734)	760 (740)		3600	

Notes: 1 With approach lights
2 Without approach lights
3 Daytime only. OCH and MDH AAL

- RDH: 15 m



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

AERODROME ELEV: 21
THR RWY 03 ELEV: 21
HEIGHTS RELATED TO THR RWY 03 ELEV

APP : 121.1
TWR : 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)

RNP RWY 03

TABULAR DESCRIPTION

RNP RWY 03

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	GANEB	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	NEDMI	—	296(292.5)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	POKOD	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	NEDMI	—	116(112.4)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	NEDMI	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	AP503	—	026(022.5)	—	5.7	—	@2000	—	—	RNP APCH
030	TF	RW03	Y	026(022.5)	—	6.1	—	@71	—	3.0/15	RNP APCH
040	CF	AP504	Y	026(022.5)	—	5.0	—	—	-230	—	RNP APCH
050	DF	GANEB	—	—	—	—	R	+3000	-230	—	RNP APCH
010	IF	NEDMI	—	—	—	—	—	+3000	-230	—	RNP APCH
020	HM	NEDMI	—	026(022.5)	—	—	R	+3000	-230	—	RNP APCH

WAYPOINT LIST

RNP RWY 03

Waypoint Identifier	Coordinates	
GANEB	05°01'41.988"N	003°54'48.443"W
NEDMI	05°04'00.161"N	004°00'21.835"W
POKOD	05°06'18.287"N	004°05'55.267"W
AP503	05°09'17.771"N	003°58'10.935"W
AP504	05°19'33.981"N	003°53'56.857"W
RW03	05°14'55.391"N	003°55'51.745"W



INSTRUMENT APPROACH CHART
Categories A-B-C-D

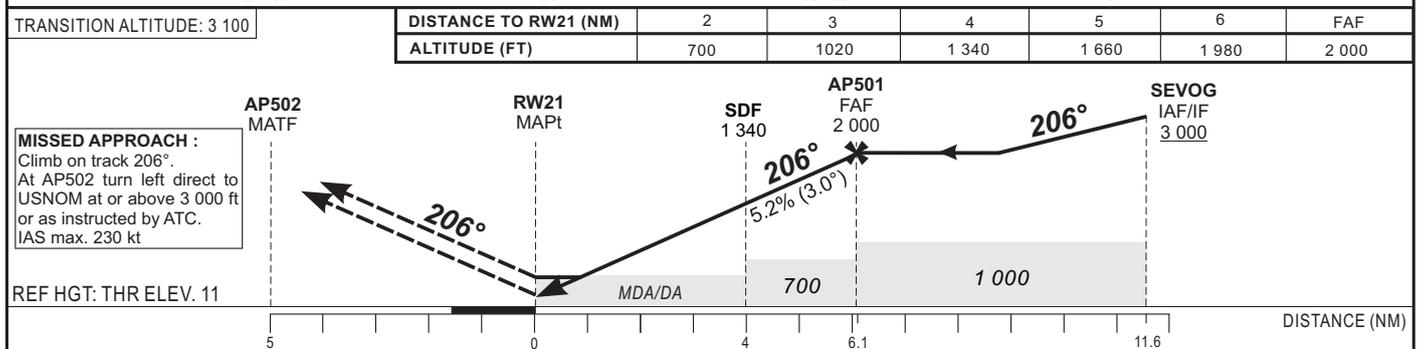
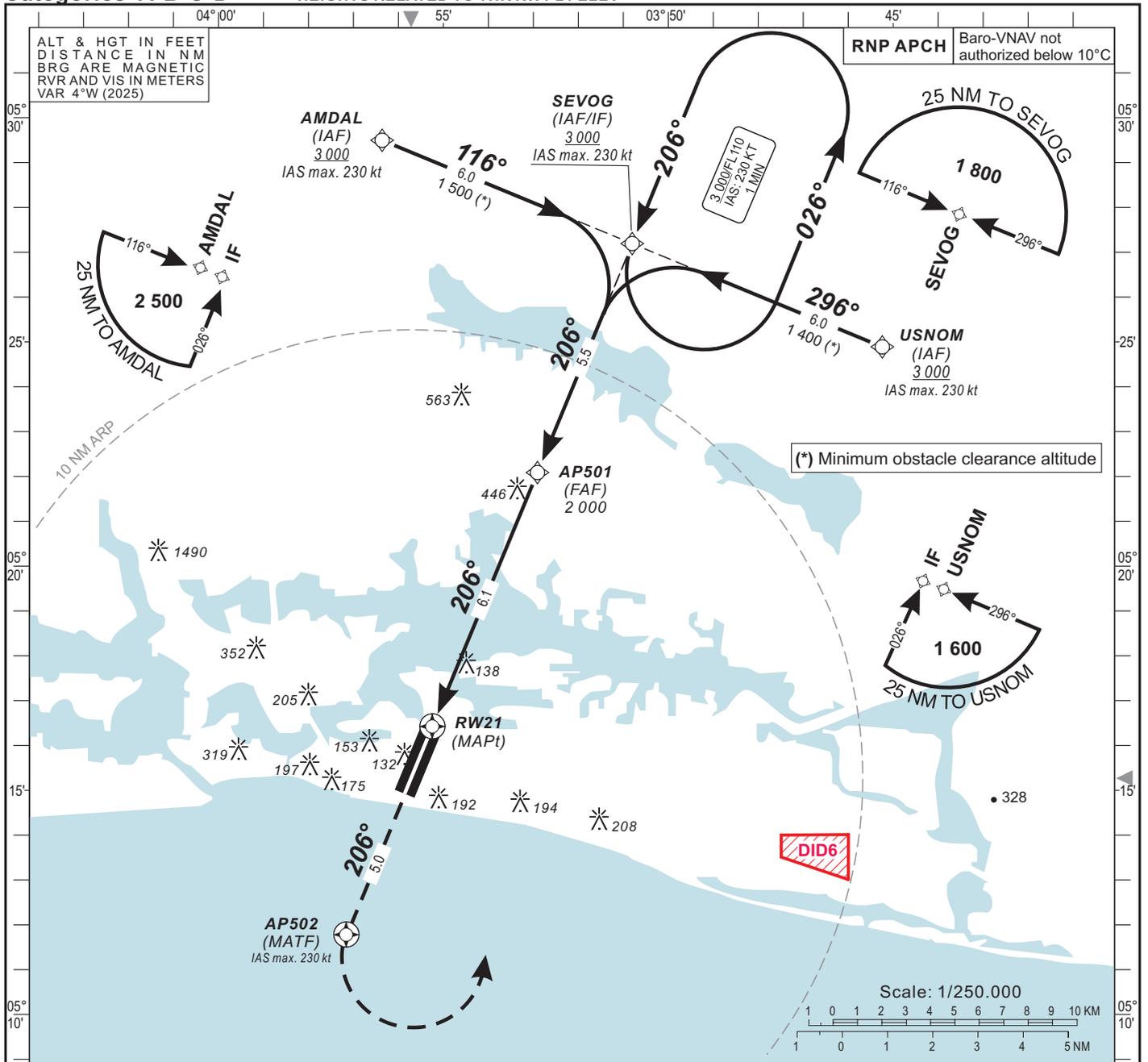
AERODROME ELEV: 21
THR RWY 21 ELEV: 11

APP : 121.1
TWR : 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)

RNP RWY 21

HEIGHTS RELATED TO THR RWY 21 ELEV



CAT	LNAV/VNAV				LNAV				CIRCLING 3				Timing	FAF / THR 6.1 NM		
	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	MDA	MDH	RVR 1	RVR 2	OCA (OCH)	MDA			MDH	VIS
A	258 (247)	260 (250)	550	550	1300	430 (419)	430 (420)	1200	1900	488 (467)	490 (470)	1900	90	4 Min 02	140	2 Min 36
B	271 (260)	280 (260)	600	600	1300	430 (419)	430 (420)	1200	1900	513 (492)	520 (500)	1900	100	3 Min 38	150	2 Min 25
C	279 (268)	280 (270)	600	600	1300	430 (419)	430 (420)	1200	1900	746 (725)	750 (730)	2400	110	3 Min 18	160	2 Min 16
D	289 (278)	290 (280)	650	650	1400	430 (419)	430 (420)	1200	1900	755 (734)	760 (740)	3600	120	3 Min 02	170	2 Min 08
													130	2 Min 48	180	2 Min 01



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

AERODROME ELEV: 21
THR RWY 21 ELEV: 11
HEIGHTS RELATED TO THR RWY 21 ELEV

APP : 121.1
TWR : 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)

RNP RWY 21

TABULAR DESCRIPTION

RNP RWY 21

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	AMDAL	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	SEVOG	—	116(112.5)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	USNOM	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	SEVOG	—	296(292.5)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	SEVOG	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	AP501	—	206(202.5)	—	5.5	—	@2000	—	—	RNP APCH
030	TF	RW21	Y	206(202.5)	—	6.1	—	@61	—	3.0/15	RNP APCH
040	CF	AP502	Y	206(202.5)	—	5.0	—	—	-230	—	RNP APCH
050	DF	USNOM	—	—	—	—	L	+3000	-230	—	RNP APCH
010	IF	SEVOG	—	—	—	—	—	+3000	-230	—	RNP APCH
020	HM	SEVOG	—	206(202.5)	—	—	L	+3000	-230	—	RNP APCH

WAYPOINT LIST

RNP RWY 21

Waypoint Identifier	Coordinates	
USNOM	05°24'53.304"N	003°45'14.523"W
SEVOG	05°27'11.563"N	003°50'48.085"W
AMDAL	05°29'29.771"N	003°56'21.689"W
AP501	05°22'05.126"N	003°52'54.512"W
AP502	05°11'47.046"N	003°57'09.350"W
RW21	05°16'25.658"N	003°55'14.523"W



INSTRUMENT APPROACH CHART
Categories A-B-C-D

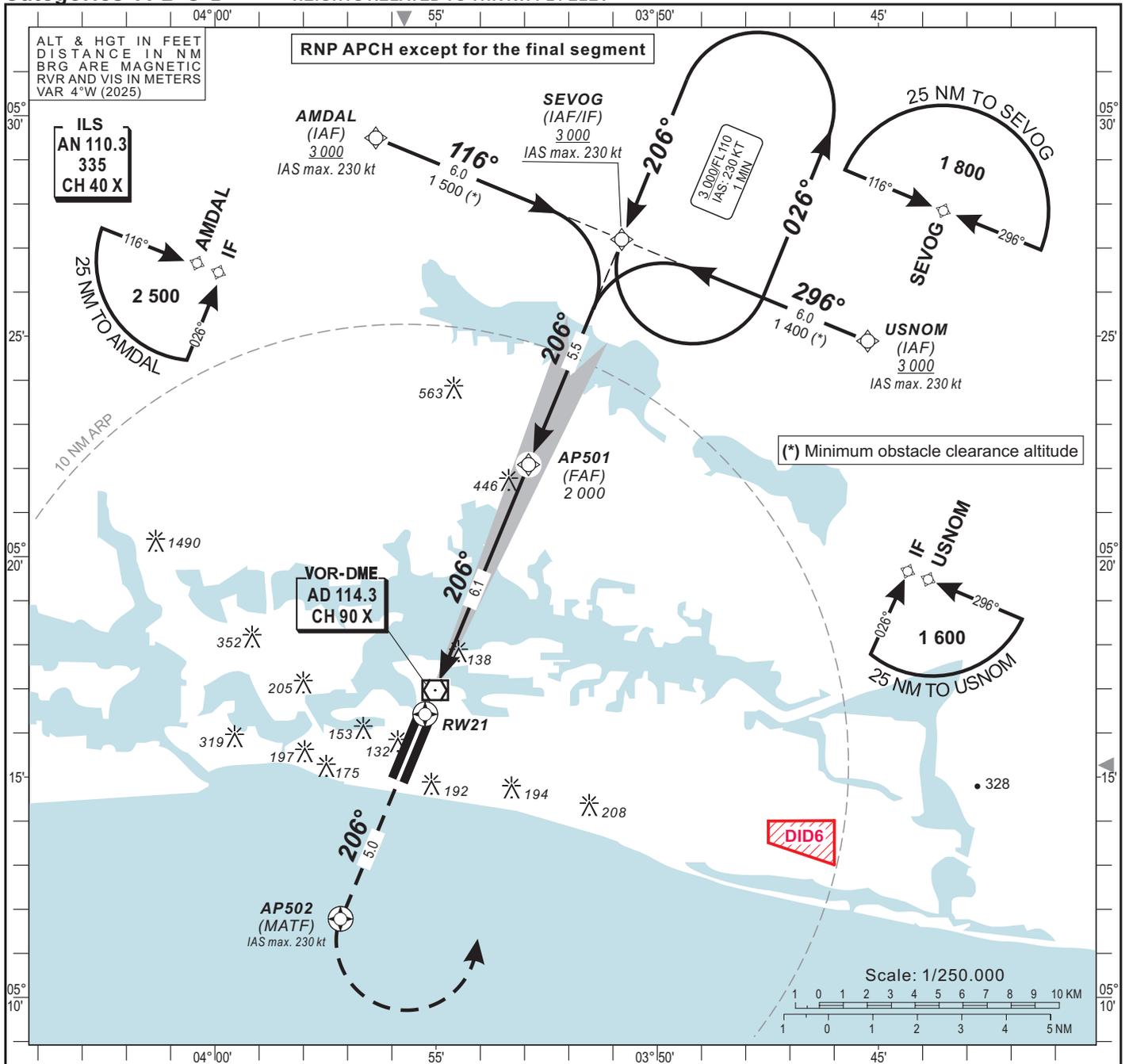
AERODROME ELEV: 21
 THR RWY 21 ELEV: 11

APP : 121.1
 TWR : 118.1

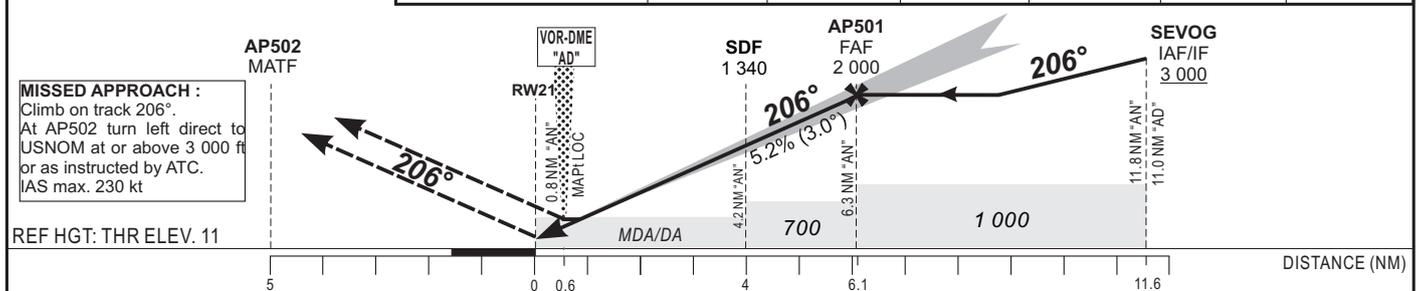
ABIDJAN /F. Houphouet Boigny Intl (DIAP)

ILS Y or LOC Y RWY 21

HEIGHTS RELATED TO THR RWY 21 ELEV



TRANSITION ALTITUDE: 3 100	DISTANCE TO DME "AN" (NM)	2	3	4	5	6	FAF
	ALTITUDE (FT)	640	960	1 270	1 590	1 910	2 000



CAT	CAT. I				LOC-DME				CIRCLING 3			Timing	FAF / THR 6.1 NM		
	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	MDA	MDH	RVR 1	RVR 2	OCA (OCH)			MDA	MDH
A	193 (182)	220 (200)	200	550	1200	430 (419)	430 (420)	420	1200	1900	488 (467)	490 (470)	470	1900	KT MIN SEC KT MIN SEC 90 4 02 140 2 36 100 3 38 150 2 25 110 3 18 160 2 16 120 3 02 170 2 08 130 2 48 180 2 01
B	206 (195)	220 (200)	200	550	1200	430 (419)	430 (420)	420	1200	1900	513 (492)	520 (500)	500	1900	
C	214 (203)	220 (210)	210	550	1200	430 (419)	430 (420)	420	1200	1900	746 (725)	750 (730)	730	2400	
D	224 (213)	230 (220)	220	550	1200	430 (419)	430 (420)	420	1200	1900	755 (734)	760 (740)	740	3600	
	Notes: 1 With approach lights 2 Without approach lights 3 Daytime only. OCH and MDH AAL - RDH: 15 m														



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

AERODROME ELEV: 21
THR RWY 21 ELEV: 11
HEIGHTS RELATED TO THR RWY 21 ELEV

APP : 121.1
TWR : 118.1

ABIDJAN /F. Houphouet Boigny Intl (DIAP)

ILS Y or LOC Y RWY 21

TABULAR DESCRIPTION

ILS Y or LOC Y RWY 21

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	AMDAL	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	SEVOG	—	116(112.5)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	USNOM	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	SEVOG	—	296(292.5)	—	6.0	—	+3000	-230	—	RNP APCH
010	IF	SEVOG	—	—	—	—	—	+3000	-230	—	RNP APCH
020	TF	AP501	—	206(202.5)	—	5.5	—	@2000	—	—	N/A
030	TF	RW21	Y	206(202.5)	—	6.1	—	@61	—	3.0/15	N/A
040	CF	AP502	Y	206(202.5)	—	5.0	—	—	-230	—	RNP APCH
050	DF	USNOM	—	—	—	—	L	+3000	-230	—	RNP APCH
010	IF	SEVOG	—	—	—	—	—	+3000	-230	—	RNP APCH
020	HM	SEVOG	—	206(202.5)	—	—	L	+3000	-230	—	RNP APCH

WAYPOINT LIST

ILS Y or LOC Y RWY 21

Waypoint Identifier	Coordinates	
USNOM	05°24'53.304"N	003°45'14.523"W
SEVOG	05°27'11.563"N	003°50'48.085"W
AMDAL	05°29'29.771"N	003°56'21.689"W
AP501	05°22'05.126"N	003°52'54.512"W
AP502	05°11'47.046"N	003°57'09.350"W
RW21	05°16'25.658"N	003°55'14.523"W



INSTRUMENT APPROACH CHART
Categories A-B-C-D

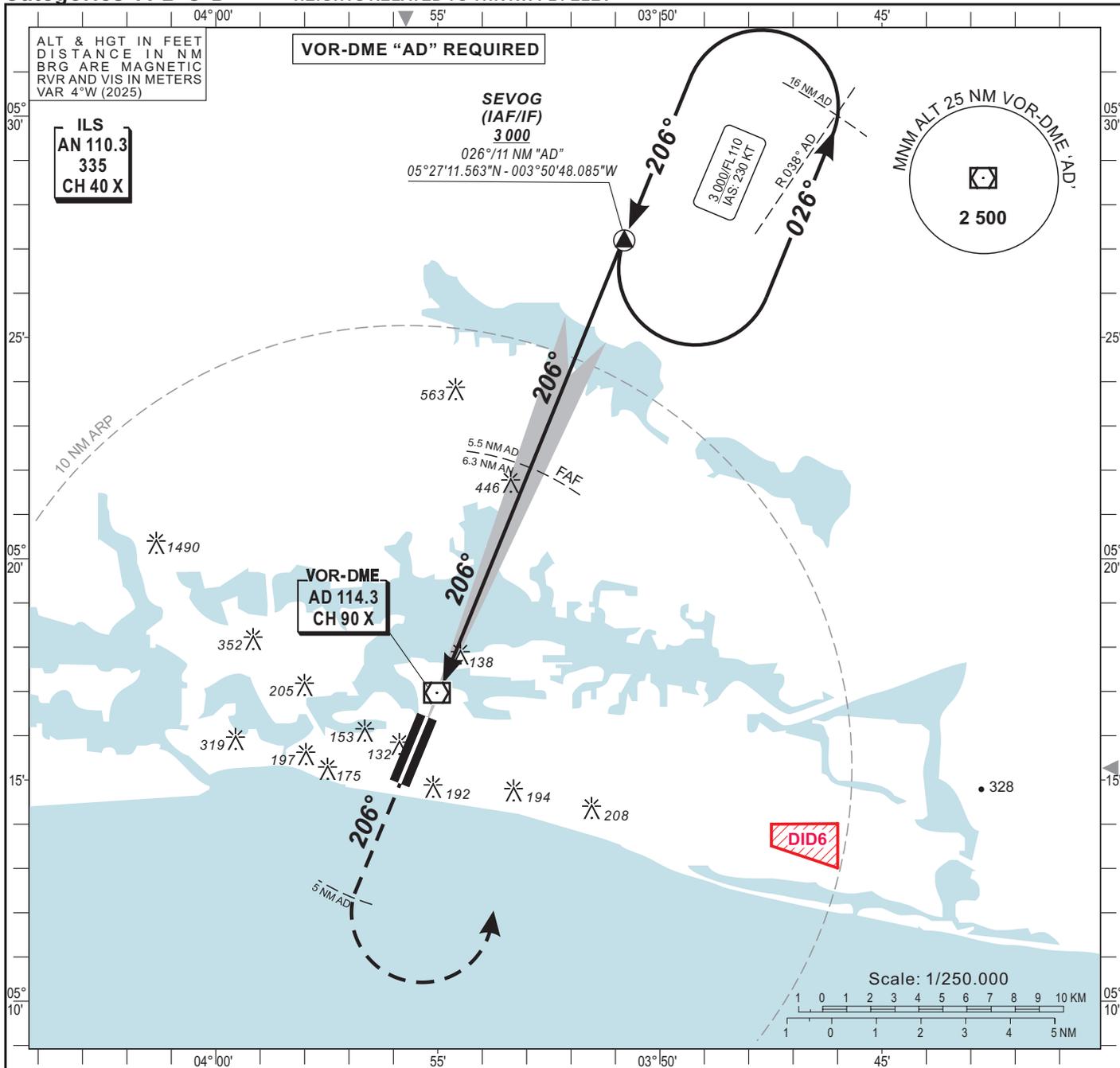
AERODROME ELEV: 21
THR RWY 21 ELEV: 11

APP : 121.1
TWR : 118.1

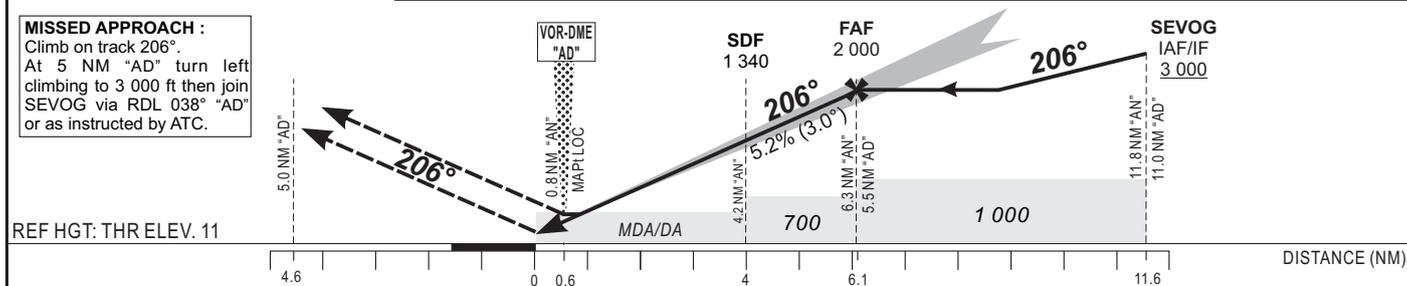
ABIDJAN /F. Houphouet Boigny Intl (DIAP)

ILS Z or LOC Z RWY 21

HEIGHTS RELATED TO THR RWY 21 ELEV



TRANSITION ALTITUDE: 3 100	DISTANCE TO DME "AN" (NM)	2	3	4	5	6	FAF
	ALTITUDE (FT)	640	960	1 270	1 590	1 910	2 000



CAT	CAT. I				LOC-DME				CIRCLING 3				Timing		
	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	MDA	MDH	RVR 1	RVR 2	OCA (OCH)	MDA			MDH
A	193 (182)	220 (200)	550	550	1200	430 (419)	430 (420)	430 (420)	1200	1900	488 (467)	490 (470)	490 (470)	1900	FAF / THR 6.1 NM KT MIN SEC KT MIN SEC 90 4 02 140 2 36 100 3 38 150 2 25 110 3 18 160 2 16 120 3 02 170 2 08 130 2 48 180 2 01
B	206 (195)	220 (200)	550	550	1200	430 (419)	430 (420)	430 (420)	1200	1900	513 (492)	520 (500)	520 (500)	1900	
C	214 (203)	220 (210)	550	550	1200	430 (419)	430 (420)	430 (420)	1200	1900	746 (725)	750 (730)	750 (730)	2400	
D	224 (213)	230 (220)	550	550	1200	430 (419)	430 (420)	430 (420)	1200	1900	755 (734)	760 (740)	760 (740)	3600	

Notes: 1 With approach lights
2 Without approach lights
3 Daytime only. OCH and MDH AAL



INSTRUMENT APPROACH CHART
Categories A-B-C-D

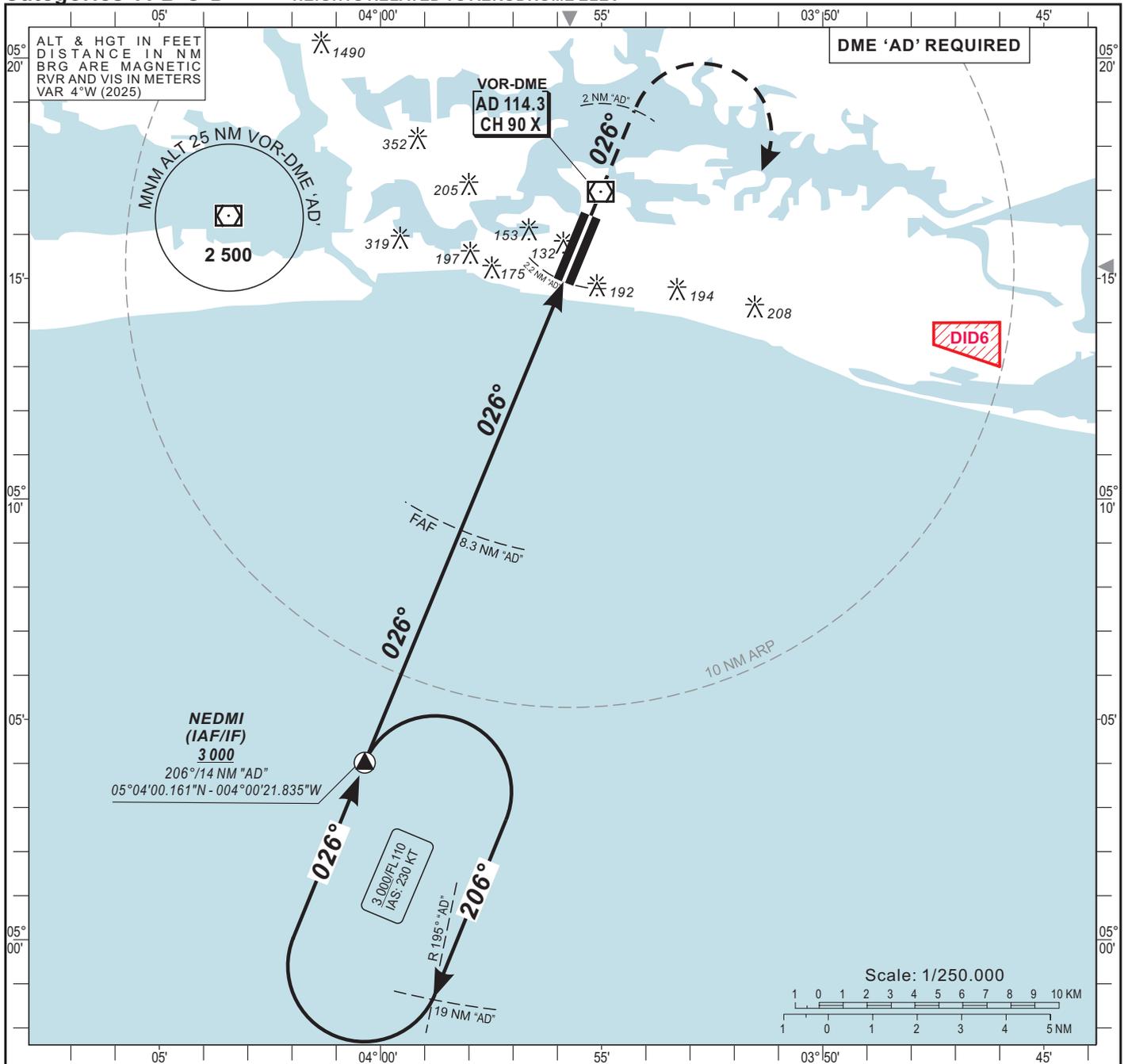
AERODROME ELEV: 21
THR RWY 03 ELEV: 21

APP : 121.1
TWR : 118.1

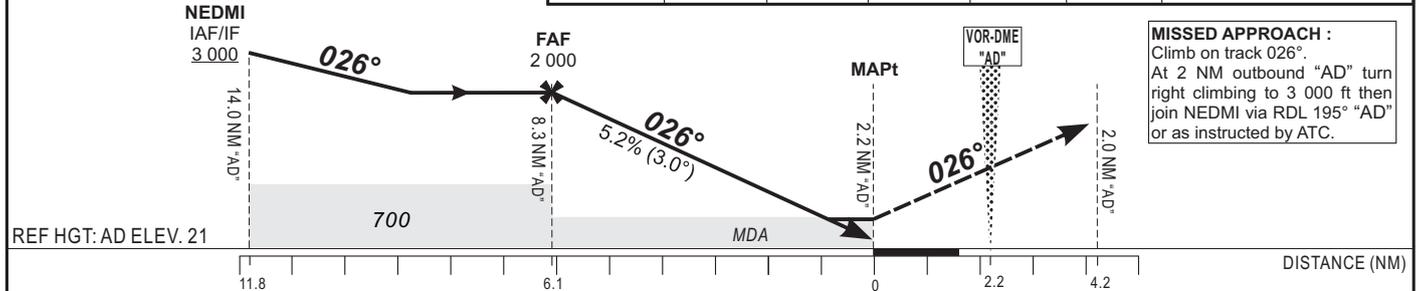
ABIDJAN /F. Houphouet Boigny Intl (DIAP)

VOR RWY 03

HEIGHTS RELATED TO AERODROME ELEV



TRANSITION ALTITUDE: 3 100	FAF	8	7	6	5	4	DISTANCE TO DME "AD" (NM)
	2 000	1 920	1 600	1 280	970	650	ALTITUDE (FT)



CAT	VOR-DME				CIRCLING 3				Timing	FAF / THR		
	OCA (OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	VIS	KT		MIN SEC	KT	MIN SEC
A	378 (357)	380 (360)	1400	1600	488 (467)	490 (470)	1900		90	4 Min 02	140	2 Min 36
B	378 (357)	380 (360)	1400	1600	513 (492)	520 (500)	1900		100	3 Min 38	150	2 Min 25
C	378 (357)	380 (360)	1400	1600	746 (725)	750 (730)	2400		110	3 Min 18	160	2 Min 16
D	378 (357)	380 (360)	1400	1600	755 (734)	760 (740)	3600		120	3 Min 02	170	2 Min 08
									130	2 Min 48	180	2 Min 01

Notes:

- 1 With approach lights
- 2 Without approach lights
- 3 Daytime only. OCH and MDHAAL



INSTRUMENT APPROACH CHART
Categories A-B-C-D

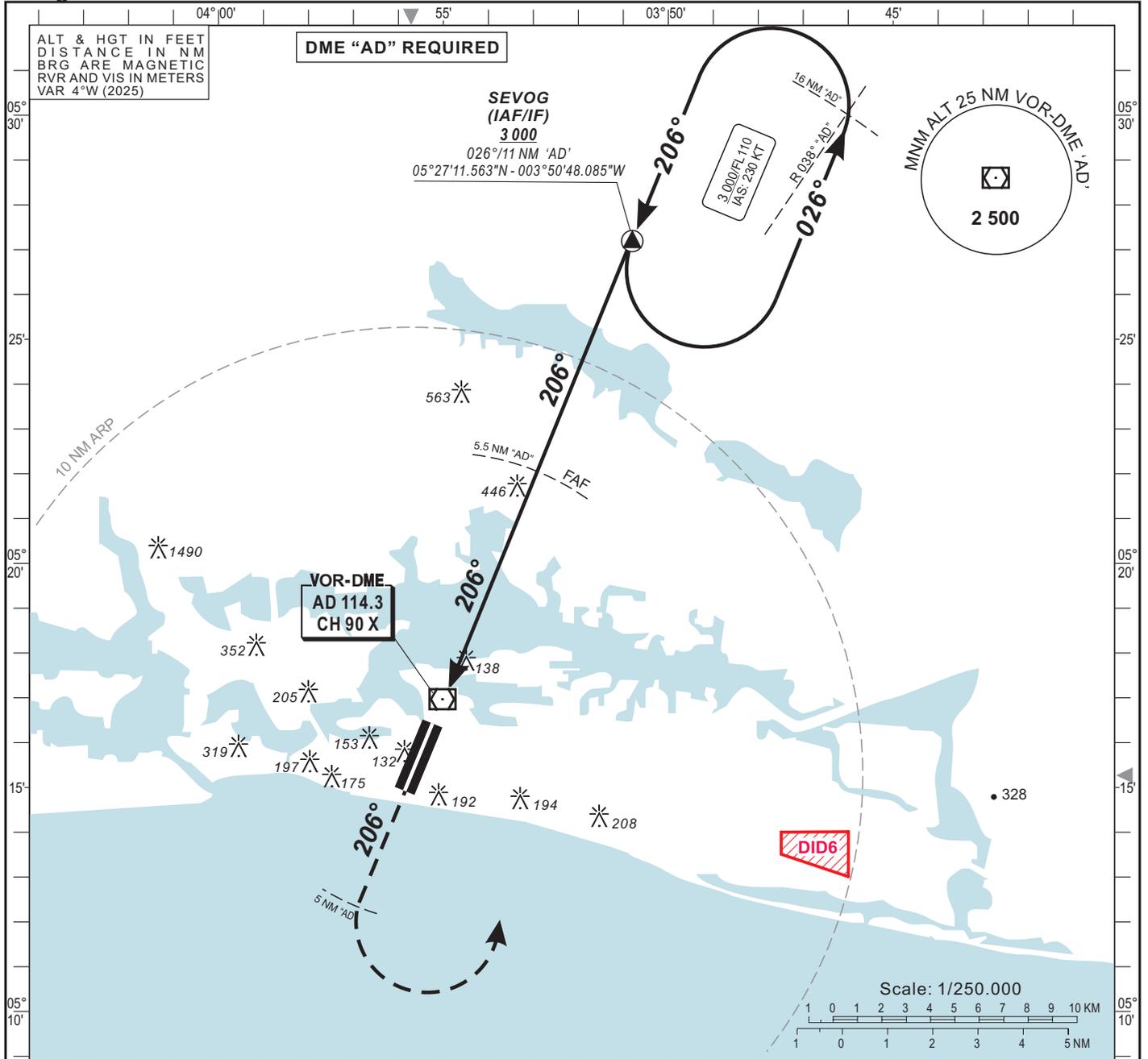
AERODROME ELEV: 21
THR RWY 21 ELEV: 11

APP : 121.1
TWR : 118.1

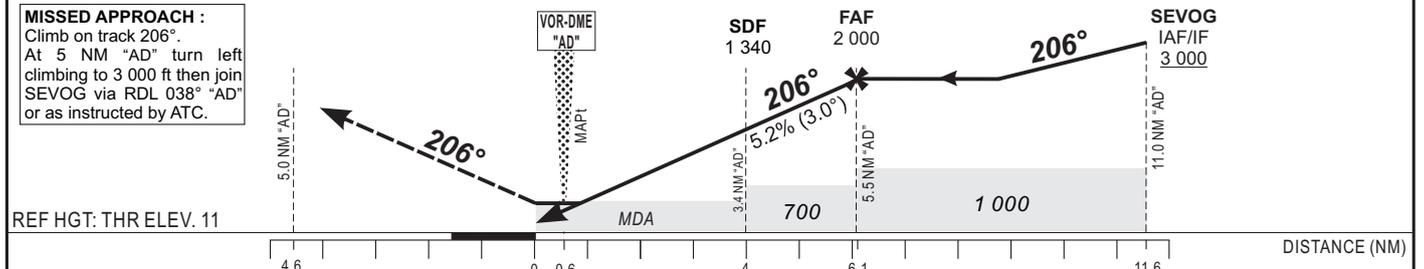
ABIDJAN /F. Houphouet Boigny Intl (DIAP)

VOR RWY 21

HEIGHTS RELATED TO THR RWY 21 ELEV



TRANSITION ALTITUDE: 3 100	DISTANCE TO DME "AD" (NM)	1	2	3	4	5	FAF
	ALTITUDE (FT)	570	890	1 210	1 530	1 850	2 000



CAT	VOR-DME				CIRCLING				Timing	FAF / THR	
	OCA (OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	VIS	KT		MIN SEC	KT
A	430 (419)	430 (420)	1200	1900	488 (467)	490 (470)	1900				
B	430 (419)	430 (420)	1200	1900	513 (492)	520 (500)	1900				
C	430 (419)	430 (420)	1200	1900	746 (725)	750 (730)	2400				
D	430 (419)	430 (420)	1200	1900	755 (734)	760 (740)	3600				

Notes:

- 1 With approach lights
- 2 Without approach lights
- 3 Daytime only. OCH and MDH AAL