

**BULLETIN DE MISE A JOUR**

Updating bulletin

**AMDT 03 / 2026****DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2026-03-19**

| CHANGEMENTS DANS CET AMENDEMENT |   | CHANGEMENTS DANS CET AMENDEMENT |  |
|---------------------------------|---|---------------------------------|--|
| Changes in this amendment       |   | Changes in this amendment       |  |
| Sections                        | Sujets / Subjects                               | Sections                        | Sujets / Subjects                                |
| <b>GEN</b>                      |   |                                 |  |
| 00GEN 0.1                       | ASECNA : Support of distribution of AIP         | 14GEN 1.6                       | CHAD : Summary of national regulations update    |
| 01GEN 1.7                       | BENIN: Typo correction                          | 01GEN 2.5                       | BENIN : Withdrawal of KANDI and NATITINGOU NDB   |
| 07 GEN 1.6                      | GABON : Summary of national regulations update  | 14GEN 3.6                       | CHAD : Search and Rescue units INFO UPDATE       |
| 14GEN 1.1                       | CHAD : Designated authorities update            | 01GEN 4.3                       | BENIN : Charges update                           |
| <b>ENR</b>                      |   |                                 |  |
| 03 ENR 1.8                      | CAMEROON : AIP page transfer to ENR 3.5         | 03 ENR 3.5                      | CAMEROON : Insertion of contingency plan         |
| 05 ENR 1.8                      | CONGO : AIP page transfer to ENR 3.5            | 05 ENR 3.5                      | CONGO : Insertion of contingency plan            |
| 13 ENR 1.8                      | SENEGAL : AIP page transfer to ENR 3.5          | 13 ENR 3.5                      | SENEGAL : Insertion of contingency plan          |
| 05 ENR 1.12                     | BOBO-DIOULASSO: Aeronautical data updated       |                                 |  |
| <b>AD 1</b>                     |   |                                 |  |
| 03AD 1.3-31                     | BAMENDA : Update of aerodrome info              | 09AD 1.3-31                     | MAROANTSETRA : update info of list of aerodromes |
| 07AD-1.3-31                     | NZAMALINGUE : Aerodrome name Typo correction    | 10AD-1.3-31                     | MALI : List of aerodromes info update            |
| 03 AD 1.5                       | YAOUNDE : Status of certification of aerodrome  |                                 |  |
| <b>AD 2</b>                     |   |                                 |  |
| 07 AD 2.- FOOL                  | LIBREVILLE: RFF info update                     | 09 AD 2.- FMNR                  | MAROANTSETRA : AD info update                    |
| 07 AD 2.- FOON                  | FRANCEVILLE: AD info update                     | 17 AD2.-GGOV                    | BISSAU : AD info update                          |
| <b>AD 2.24</b>                  |   |                                 |  |
| 05GEN3-FC-RSFTA                 | BRAZZAVILLE : Aeronautical fixed services chart | 10GEN3-FC-RSFTA                 | MALI : Aeronautical fixed services chart         |

| NOTAM INTEGRES        |                 |                                   |                 |                                     |                 |
|-----------------------|-----------------|-----------------------------------|-----------------|-------------------------------------|-----------------|
| NOTAM incorporated    |                 |                                   |                 |                                     |                 |
| BNI Dakar / NOF Dakar |                 | BNI Brazzaville / NOF Brazzaville |                 | BNI Antananarivo / NOF Antananarivo |                 |
| Numéro / Number       | Numéro / Number | Numéro / Number                   | Numéro / Number | Numéro / Number                     | Numéro / Number |
| C0022/26              | B0324/25        | B0062/26                          | A0149/26        | //                                  | //              |
|                       |                 |                                   | A0112/26        |                                     |                 |

| SUP AIP INTEGRES      |                 |                                   |                 |                                     |                 |
|-----------------------|-----------------|-----------------------------------|-----------------|-------------------------------------|-----------------|
| AIP SUP incorporated  |                 |                                   |                 |                                     |                 |
| BNI Dakar / NOF Dakar |                 | BNI Brazzaville / NOF Brazzaville |                 | BNI Antananarivo / NOF Antananarivo |                 |
| Numéro / Number       | Numéro / Number | Numéro / Number                   | Numéro / Number | Numéro / Number                     | Numéro / Number |
| 43/A/26GO             | 101/A/25GO      | 26/A/26FC                         | 101/A/25FC      | 69/B/25FM                           |                 |
| 19/A/26GO             | 102/A/25GO      | 14/A/26FC                         | 91/A/25FC       |                                     |                 |
| 35/A/26GO             | 39/A/26GO       | 18/A/26FC                         | 23/A/26FC       |                                     |                 |
| 38/A/26GO             | 36/A/26GO       | 19/A/26FC                         | 24/A/26FC       |                                     |                 |
|                       |                 | 17/A/26FC                         |                 | //                                  |                 |
|                       |                 | 98/A/25FC                         |                 |                                     |                 |

PAGE LAISSÉE INTENTIONNELLEMENT VIDE



## BULLETIN DE MISE A JOUR

*Updating bulletin*

NON AIRAC MIA NR 03/2026

**DATE DE MISE EN VIGUEUR / IMPLEMENTATION DATE 2026-03-19**

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| <b>GEN</b>                 |             |                           |             |
| 00-GEN-0.1.2               | 19 MAR 2026 | 00 GEN 0.1.2              | 05 DEC 2019 |
| 00-GEN-0.2.1               | 19 MAR 2026 | 00 GEN 0.2.1              | 19 FEB 2026 |
| 00-GEN-0.4.1               | 19 MAR 2026 | 00 GEN 0.4.1              | 19 FEB 2026 |
| 00-GEN-0.4.2               | 19 MAR 2026 | 00 GEN 0.4.2              | 19 FEB 2026 |
| 00-GEN-0.4.3               | 19 MAR 2026 | 00 GEN 0.4.3              | 19 FEB 2026 |
| 00-GEN-0.4.4               | 19 MAR 2026 | 00 GEN 0.4.4              | 19 FEB 2026 |
| 00-GEN-0.4.5               | 19 MAR 2026 | 00 GEN 0.4.5              | 19 FEB 2026 |
| 00-GEN-0.4.6               | 19 MAR 2026 | 00 GEN 0.4.6              | 19 FEB 2026 |
| 00-GEN-0.4.7               | 19 MAR 2026 | 00 GEN 0.4.7              | 19 FEB 2026 |
| 00-GEN-0.4.8               | 19 MAR 2026 | 00 GEN 0.4.8              | 19 FEB 2026 |
| 00-GEN-0.4.9               | 19 MAR 2026 | 00 GEN 0.4.9              | 19 FEB 2026 |
| 00-GEN-0.4.10              | 19 MAR 2026 | 00 GEN 0.4.10             | 19 FEB 2026 |
| 00-GEN-0.4.11              | 19 MAR 2026 | 00 GEN 0.4.11             | 19 FEB 2026 |
| 00-GEN-0.4.12              | 19 MAR 2026 | 00 GEN 0.4.12             | 19 FEB 2026 |
| 00-GEN-0.4.13              | 19 MAR 2026 | 00 GEN 0.4.13             | 19 FEB 2026 |
| 00-GEN-0.4.14              | 19 MAR 2026 | 00 GEN 0.4.14             | 19 FEB 2026 |
| 00-GEN-0.4.15              | 19 MAR 2026 | 00 GEN 0.4.15             | 19 FEB 2026 |
| 00-GEN-0.4.16              | 19 MAR 2026 | 00 GEN 0.4.16             | 19 FEB 2026 |
| 00-GEN-0.4.17              | 19 MAR 2026 | 00 GEN 0.4.17             | 19 FEB 2026 |
| 00-GEN-0.4.18              | 19 MAR 2026 | 00 GEN 0.4.18             | 19 FEB 2026 |
| 00-GEN-0.4.19              | 19 MAR 2026 | 00 GEN 0.4.19             | 19 FEB 2026 |
| 00-GEN-0.4.20              | 19 MAR 2026 | 00 GEN 0.4.20             | 19 FEB 2026 |
| 00-GEN-0.4.21              | 19 MAR 2026 | 00 GEN 0.4.21             | 19 FEB 2026 |
| 00-GEN-0.4.22              | 19 MAR 2026 | 00 GEN 0.4.22             | 19 FEB 2026 |
| 01-GEN-1.7.15              | 19 MAR 2026 | 01 GEN 1.7.15             | 19 FEB 2026 |
| 01-GEN-1.7.20              | 19 MAR 2026 | 01 GEN 1.7.20             | 19 FEB 2026 |
| 07-GEN-1.6.4               | 19 MAR 2026 | 07 GEN 1.6.4              | 04 SEP 2025 |
| 07-GEN-1.6.8               | 19 MAR 2026 | 07 GEN 1.6.8              | 04 SEP 2025 |
| 14-GEN-1.1.1               | 19 MAR 2026 | 14 GEN 1.1.1              | 08 AUG 2024 |
| 14-GEN-1.6.1               | 19 MAR 2026 | 14 GEN 1.6.1              | 05 SEP 2024 |
| 14-GEN-1.6.2               | 19 MAR 2026 | 14 GEN 1.6.2              | 05 SEP 2024 |
| 14-GEN-1.6.3               | 19 MAR 2026 | 14 GEN 1.6.3              | 05 SEP 2024 |
| 14-GEN-1.6.4               | 19 MAR 2026 | 14 GEN 1.6.4              | 03 OCT 2024 |
| 14-GEN-1.6.5               | 19 MAR 2026 | 14 GEN 1.6.5              | 05 SEP 2024 |
| 14-GEN-1.6.6               | 19 MAR 2026 | 14 GEN 1.6.6              | 05 SEP 2024 |
| 14-GEN-1.6.7               | 19 MAR 2026 | NIL                       |             |
| 14-GEN-1.6.8               | 19 MAR 2026 | NIL                       |             |
| 01-GEN-2.5.1               | 19 MAR 2026 | 01 GEN 2.5.1              | 20 MAR 2025 |
| 17-GEN-2.4.1               | 19 MAR 2026 | 17 GEN 2.4.1              | 18 JUN 2020 |
| 17-GEN-2.4.2               | 19 MAR 2026 | 17 GEN 2.4.2              | 18 JUN 2020 |
| 00-GEN-3.1.7               | 19 MAR 2026 | 00 GEN 3.1.7              | 28 DEC 2023 |
| 00-GEN-3.1.8               | 19 MAR 2026 | 00 GEN 3.1.8              | 28 DEC 2023 |
| 05GEN3-FC-RSFTA            | 19 MAR 2026 | 05GEN3-FC-RSFTA           | 12 AUG 2021 |
| 10GEN3-GA-RSFTA            | 19 MAR 2026 | 10GEN3-GA-RSFTA           | 08 NOV 2018 |
| 14-GEN-3.6.1               | 19 MAR 2026 | 14 GEN 3.6.1              | 08 AUG 2024 |



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| 01-GEN-4.3.2               | 19 MAR 2026 | 01 GEN 4.3.2              | 28 DEC 2023 |
| 01-GEN-4.3.3               | 19 MAR 2026 | 01 GEN 4.3.3              | 28 DEC 2023 |
| 01-GEN-4.3.4               | 19 MAR 2026 | 01 GEN 4.3.4              | 25 JAN 2024 |
| 01-GEN-4.3.5               | 19 MAR 2026 | 01 GEN 4.3.5              | 28 DEC 2023 |
| 01-GEN-4.3.6               | 19 MAR 2026 | 01 GEN 4.3.6              | 22 FEB 2024 |
| 01-GEN-4.3.7               | 19 MAR 2026 | 01 GEN 4.3.7              | 22 FEB 2024 |
| 01-GEN-4.3.8               | 19 MAR 2026 | 01 GEN 4.3.8              | 25 JAN 2024 |
| 01-GEN-4.3.9               | 19 MAR 2026 | NIL                       |             |
| 01-GEN-4.3.10              | 19 MAR 2026 | NIL                       |             |
| 01-GEN-4.3.11              | 19 MAR 2026 | NIL                       |             |
| 01-GEN-4.3.12              | 19 MAR 2026 | NIL                       |             |
| 01-GEN-4.3.13              | 19 MAR 2026 | NIL                       |             |
| <b>ENR</b>                 |             |                           |             |
| 00-ENR-0.6.2               | 19 MAR 2026 | 00 ENR 0.6.2              | 27 NOV 2025 |
| 00-ENR-0.6.3               | 19 MAR 2026 | 00 ENR 0.6.3              | 27 NOV 2025 |
| 00-ENR-0.6.4               | 19 MAR 2026 | 00 ENR 0.6.4              | 27 NOV 2025 |
| 00-ENR-0.6.5               | 19 MAR 2026 | 00 ENR 0.6.5              | 27 NOV 2025 |
| 00-ENR-0.6.6               | 19 MAR 2026 | 00 ENR 0.6.6              | 27 NOV 2025 |
| 00-ENR-0.6.7               | 19 MAR 2026 | 00 ENR 0.6.7              | 27 NOV 2025 |
| 00-ENR-0.6.8               | 19 MAR 2026 | 00 ENR 0.6.8              | 27 NOV 2025 |
| 00-ENR-0.6.9               | 19 MAR 2026 | 00 ENR 0.6.9              | 27 NOV 2025 |
| 00-ENR-0.6.10              | 19 MAR 2026 | 00 ENR 0.6.10             | 27 NOV 2025 |
| 00-ENR-0.6.11              | 19 MAR 2026 | 00 ENR 0.6.11             | 27 NOV 2025 |
| 03-ENR-1.8.1               | 19 MAR 2026 | 03 ENR 1.8.1              | 08 NOV 2018 |
| NIL                        |             | 03 ENR 1.8.3              | 02 NOV 2023 |
| NIL                        |             | 03 ENR 1.8.4              | 02 NOV 2023 |
| NIL                        |             | 03 ENR 1.8.5              | 02 NOV 2023 |
| 05-ENR-1.8.1               | 19 MAR 2026 | 05 ENR 1.8.1              | 23 MAY 2019 |
| NIL                        |             | 05 ENR 1.8.3              | 28 DEC 2023 |
| NIL                        |             | 05 ENR 1.8.4              | 28 DEC 2023 |
| NIL                        |             | 05 ENR 1.8.5              | 28 DEC 2023 |
| NIL                        |             | 05 ENR 1.8.6              | 28 DEC 2023 |
| NIL                        |             | 05 ENR 1.8.7              | 28 DEC 2023 |
| NIL                        |             | 05 ENR 1.8.8              | 28 DEC 2023 |
| 05-ENR-1.12.1              | 19 MAR 2026 | 05 ENR 1.12.1             | 19 FEB 2026 |
| 05-ENR-1.12.2              | 19 MAR 2026 | 05 ENR 1.12.2             | 19 FEB 2026 |
| 05-ENR-1.12.3              | 19 MAR 2026 | 05 ENR 1.12.3             | 19 FEB 2026 |
| 13-ENR-1.8.1               | 19 MAR 2026 | 13 ENR 1.8.1              | 23 MAY 2019 |
| NIL                        |             | 13 ENR 1.8.3              | 03 NOV 2022 |
| NIL                        |             | 13 ENR 1.8.4              | 23 MAY 2019 |
| NIL                        |             | 13 ENR 1.8.5              | 03 NOV 2022 |
| NIL                        |             | 13 ENR 1.8.6              | 03 NOV 2022 |
| 03-ENR-3.5.11              | 19 MAR 2026 | NIL                       |             |
| 03-ENR-3.5.12              | 19 MAR 2026 | NIL                       |             |
| 03-ENR-3.5.13              | 19 MAR 2026 | NIL                       |             |
| 03-ENR-3.5.14              | 19 MAR 2026 | NIL                       |             |
| 03-ENR-3.5.15              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.11              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.12              | 19 MAR 2026 | NIL                       |             |
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| 05-ENR-3.5.14              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.15              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.16              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.17              | 19 MAR 2026 | NIL                       |             |
| 05-ENR-3.5.18              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.11              | 19 MAR 2026 | NIL                       |             |



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| 13-ENR-3.5.12              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.13              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.14              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.15              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.16              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.21              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.22              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.23              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.24              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.25              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.26              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.31              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.32              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.33              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.34              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.35              | 19 MAR 2026 | NIL                       |             |
| 13-ENR-3.5.36              | 19 MAR 2026 | NIL                       |             |
| <b>AD</b>                  |             |                           |             |
| 00-AD-0.6.2                | 19 MAR 2026 | 00 AD 0.6.2               | 04 SEP 2025 |
| 00-AD-0.6.3                | 19 MAR 2026 | 00 AD 0.6.3               | 27 NOV 2025 |
| 00-AD-0.6.4                | 19 MAR 2026 | 00 AD 0.6.4               | 27 NOV 2025 |
| 00-AD-0.6.5                | 19 MAR 2026 | 00 AD 0.6.5               | 04 SEP 2025 |
| 00-AD-0.6.6                | 19 MAR 2026 | 00 AD 0.6.6               | 04 SEP 2025 |
| 00-AD-0.6.7                | 19 MAR 2026 | 00 AD 0.6.7               | 04 SEP 2025 |
| 00-AD-0.6.8                | 19 MAR 2026 | 00 AD 0.6.8               | 30 OCT 2025 |
| 00-AD-0.6.9                | 19 MAR 2026 | 00 AD 0.6.9               | 30 OCT 2025 |
| 00-AD-0.6.10               | 19 MAR 2026 | 00 AD 0.6.10              | 30 OCT 2025 |
| 00-AD-0.6.11               | 19 MAR 2026 | 00 AD 0.6.11              | 19 FEB 2026 |
| 00-AD-0.6.12               | 19 MAR 2026 | 00 AD 0.6.12              | 22 JAN 2026 |
| 00-AD-0.6.13               | 19 MAR 2026 | 00 AD 0.6.13              | 30 OCT 2025 |
| 00-AD-0.6.14               | 19 MAR 2026 | 00 AD 0.6.14              | 30 OCT 2025 |
| 00-AD-0.6.30               | 19 MAR 2026 | 00 AD 0.6.30              | 30 OCT 2025 |
| 00-AD-0.6.31               | 19 MAR 2026 | 00 AD 0.6.31              | 30 OCT 2025 |
| 00-AD-0.6.32               | 19 MAR 2026 | 00 AD 0.6.32              | 30 OCT 2025 |
| 00-AD-0.6.33               | 19 MAR 2026 | 00 AD 0.6.33              | 30 OCT 2025 |
| 00-AD-0.6.34               | 19 MAR 2026 | 00 AD 0.6.34              | 30 OCT 2025 |
| 00-AD-0.6.35               | 19 MAR 2026 | 00 AD 0.6.35              | 22 JAN 2026 |
| 00-AD-0.6.36               | 19 MAR 2026 | 00 AD 0.6.36              | 30 OCT 2025 |
| 00-AD-0.6.37               | 19 MAR 2026 | 00 AD 0.6.37              | 30 OCT 2025 |
| 00-AD-0.6.38               | 19 MAR 2026 | 00 AD 0.6.38              | 27 NOV 2025 |
| 00-AD-0.6.39               | 19 MAR 2026 | 00 AD 0.6.39              | 30 OCT 2025 |
| 00-AD-0.6.40               | 19 MAR 2026 | 00 AD 0.6.40              | 30 OCT 2025 |
| 00-AD-0.6.41               | 19 MAR 2026 | 00 AD 0.6.41              | 30 OCT 2025 |
| 00-AD-0.6.42               | 19 MAR 2026 | 00 AD 0.6.42              | 30 OCT 2025 |
| 00-AD-0.6.43               | 19 MAR 2026 | 00 AD 0.6.43              | 30 OCT 2025 |
| 00-AD-0.6.44               | 19 MAR 2026 | 00 AD 0.6.44              | 30 OCT 2025 |
| 00-AD-0.6.45               | 19 MAR 2026 | 00 AD 0.6.45              | 30 OCT 2025 |
| 00-AD-0.6.46               | 19 MAR 2026 | 00 AD 0.6.46              | 30 OCT 2025 |
| 00-AD-0.6.47               | 19 MAR 2026 | 00 AD 0.6.47              | 30 OCT 2025 |
| 00-AD-0.6.48               | 19 MAR 2026 | 00 AD 0.6.48              | 30 OCT 2025 |
| 00-AD-0.6.49               | 19 MAR 2026 | 00 AD 0.6.49              | 30 OCT 2025 |
| 00-AD-0.6.50               | 19 MAR 2026 | 00 AD 0.6.50              | 30 OCT 2025 |
| 00-AD-0.6.51               | 19 MAR 2026 | 00 AD 0.6.51              | 30 OCT 2025 |
| 00-AD-0.6.52               | 19 MAR 2026 | NIL                       |             |
| 01-AD-1.3.31               | 19 MAR 2026 | 01 AD 1.3.31              | 28 JAN 2021 |
| 03-AD-1.3.31               | 19 MAR 2026 | 03 AD 1.3.31              | 02 NOV 2023 |



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| 03-AD-1.5.1                    | 19 MAR 2026 | 03 AD 1.5.1               | 20 MAR 2025 |
| 07-AD-1.3.1                    | 19 MAR 2026 | 07 AD 1.3.1               | 17 APR 2025 |
| 07-AD-1.3.33                   | 19 MAR 2026 | 07 AD 1.3.33              | 19 FEB 2026 |
| 09-AD-1.3.2                    | 19 MAR 2026 | 09 AD 1.3.2               | 20 MAR 2025 |
| 09-AD-1.3.36                   | 19 MAR 2026 | 09 AD 1.3.36              | 04 SEP 2025 |
| 10-AD-1.3.31                   | 19 MAR 2026 | 10 AD 1.3.31              | 12 JUN 2025 |
| 10-AD-1.3.32                   | 19 MAR 2026 | 10 AD 1.3.32              | 12 JUN 2025 |
| 10-AD-1.3.33                   | 19 MAR 2026 | 10 AD 1.3.33              | 12 JUN 2025 |
| 10-AD-1.3.34                   | 19 MAR 2026 | NIL                       |             |
| 13-AD-1.3.1                    | 19 MAR 2026 | 13 AD 1.3.1               | 19 FEB 2026 |
| 17-AD-1.3.1                    | 19 MAR 2026 | 17 AD 1.3.1               | 25 FEB 2021 |
| <b>FRANCEVILLE/M'VENGUE</b>    |             |                           |             |
| 07-AD-2.FOON.1                 | 19 MAR 2026 | 07 AD-2.FOON.1            | 17 APR 2025 |
| <b>MAROANTSETRA</b>            |             |                           |             |
| 09-AD-2.FMNR.1                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.2                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.3                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.4                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.5                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.6                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.7                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.8                 | 19 MAR 2026 | NIL                       |             |
| 09-AD-2.FMNR.9                 | 19 MAR 2026 | NIL                       |             |
| <b>BISSAU / OSVALDO VIEIRA</b> |             |                           |             |
| 17-AD-2.GGOV.1                 | 19 MAR 2026 | 17 AD-2.GGOV.1            | 22 JAN 2026 |
| 17-AD-2.GGOV.2                 | 19 MAR 2026 | 17 AD-2.GGOV.2            | 18 JUN 2020 |
| 17-AD-2.GGOV.3                 | 19 MAR 2026 | 17 AD-2.GGOV.3            | 18 JUN 2020 |
| 17-AD-2.GGOV.4                 | 19 MAR 2026 | 17 AD-2.GGOV.4            | 15 AUG 2019 |
| 17-AD-2.GGOV.5                 | 19 MAR 2026 | 17 AD-2.GGOV.5            | 20 FEB 2025 |
| 17-AD-2.GGOV.6                 | 19 MAR 2026 | 17 AD-2.GGOV.6            | 22 JAN 2026 |
| 17-AD-2.GGOV.7                 | 19 MAR 2026 | 17 AD-2.GGOV.7            | 15 AUG 2019 |
| 17-AD-2.GGOV.8                 | 19 MAR 2026 | 17 AD-2.GGOV.8            | 03 OCT 2024 |
| 17-AD-2.GGOV.9                 | 19 MAR 2026 | 17 AD-2.GGOV.9            | 15 AUG 2019 |
| 17-AD-2.GGOV.10                | 19 MAR 2026 | 17 AD-2.GGOV.10           | 22 JAN 2026 |
| 17-AD-2.GGOV.11                | 19 MAR 2026 | NIL                       |             |
| 17-AD-2.GGOV.12                | 19 MAR 2026 | NIL                       |             |

**Partie 1 : Généralités (GEN)**

- Sections : GEN 0 à GEN 4
- Sous-sections : p GEN x.y
- Pages : p GEN x.y.z
- Cartes : p GEN x-ID

**Partie 2 : En-route (ENR)**

- Sections : ENR 0 à ENR 6
- Sous-sections : p ENR x.y
- Pages : p ENR x.y.z
- Cartes : p ENR x-ID

**Partie 3 : Aérodrômes**

**3.1 : Aérodrômes (AD)**

- Sections: AD 0 à AD 3
- Sous-sections : p AD x.w
- Pages : p ADx.w.z
- Cartes : p ADx-ID

**3.2: Cartes relatives aux aérodrômes (AD 2.24)**

- Sous-sections : p AD 2.24
- Cartes : p AD2-ID

**Légende :**

p = numéro de 0 à 17 désignant la communauté (0) ou l'Etat membre ;  
x = numéro de section ;  
y = numéro de sous-section ;  
w = numéro de sous-section ou indicateur d'emplacement d'aérodrome ;  
z = numéro de page dans la sous-section ;  
ID = Identifiant de la carte

**Part 1 : General (GEN)**

- Sections : GEN 0 to GEN 4
- Sub-sections : p GEN x.y
- Pages : p GEN x.y.z
- Charts : p GEN x-ID

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

- Sections : ENR 0 à ENR 6
- Sub-sections : p ENR x.y
- Pages : p ENR x.y.z
- Charts : p ENR x-ID

**Part 3 : Aerodromes**

**3.1 : Aerodromes (AD)**

- Sections: AD 0 à AD 3
- Sub-sections : p AD x.w
- Pages : p ADx.w.z
- Charts : p ADx-ID

**3.2: Charts related to aerodromes (AD 2.24)**

- Sub-sections : p AD 2.24
- Charts : p AD2-ID

**Legend:**

p = number from 0 to 17 designating the community (0) or the member State;  
x = section number;  
y = sub-section number;  
w = sub-section number or aerodrome location indicator;  
z = page number in the sub-section;  
ID = Chart ID

**EXEMPLE DE PAGINATION**

00 GEN 1.1-1 signifie :  
Tous les Etats - 1ère PARTIE " GÉNÉRALITÉS "  
Section 1 - RÉGLEMENTS ET EXIGENCES NATIONAUX  
Sous-section 1 - Autorités désignées  
Page 1

13 ENR 2.1-1 signifie :  
SENEGAL - 2ème PARTIE " EN ROUTE "  
Section 2 – Espaces aériens ATS  
Sous-section 1 - FIR - UIR ET TMA  
Page 1

06 AD-2.DIAP-1 signifie :  
CÔTE D'IVOIRE - 3ème PARTIE " AÉRODRÔMES "  
Section 2 – Aérodrômes  
DIAP – Indicateur d'emplacement ABIDJAN  
Page 1

**3. SUPPORTS DE PUBLICATION**

L'AIP est publiée sur support électronique

**4. STRUCTURE DE L'AIP ET INTERVALLE D'AMENDEMENT**

**4.1 Structure de l'AIP**

**4.1.1 1ère PARTIE - GÉNÉRALITÉS (GEN)**

La 1ère partie est divisée en 5 sections contenant les informations succinctement décrites ci-après :

**GEN 0 - Préface**

Enregistrement des amendements du MIA; Liste récapitulative des pages du MIA; Liste des amendements manuscrits du MIA; Table des matières de la 1ère partie.

**EXAMPLE OF PAGINATION**

00 GEN 1.1-1 means :  
All States - PART 1 " GENERAL "  
Section 1 - NATIONAL REGULATION AND REQUIREMENTS  
Sub-section 1 - Designated Authorities  
Page 1

13 ENR 2.1-1 means :  
SENEGAL - PART 2 " EN ROUTE "  
Section 2 – ATS Airspaces  
Sub-section 1 - FIR - UIR AND TMA  
Page 1

06 AD-2.DIAP-1 means :  
CÔTE D'IVOIRE - PART 3 " AERODROMES "  
Section 2 – Aerodromes  
DIAP – Location indicator ABIDJAN  
Page 1

**3. PUBLICATION MEDIA**

The AIP is published on electronic media

**4. AIP STRUCTURE AND INTERVAL OF AMENDMENT**

**4.1 AIP structure**

**4.1.1 - PART 1 - GENERAL (GEN)**

Part 1 consists of 5 sections containing information as briefly described hereafter :

**GEN 0 - Preface**

Record of AIP amendments; Record of AIP supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of contents to Part 1.



**Partie 1 : Généralités (GEN)**

- Sections : GEN 0 à GEN 4
- Sous-sections : p GEN x.y
- Pages : p GEN x.y.z
- Cartes : p GEN x-ID

**Partie 2 : En-route (ENR)**

- Sections : ENR 0 à ENR 6
- Sous-sections : p ENR x.y
- Pages : p ENR x.y.z
- Cartes : p ENR x-ID

**Partie 3 : Aérodrômes**

**3.1 : Aérodrômes (AD)**

- Sections: AD 0 à AD 3
- Sous-sections : p AD x.w
- Pages : p ADx.w.z
- Cartes : p ADx-ID

**3.2: Cartes relatives aux aérodrômes (AD 2.24)**

- Sous-sections : p AD 2.24
- Cartes : p AD2-ID

**Légende :**

p = numéro de 0 à 17 désignant la communauté (0) ou l'Etat membre ;  
x = numéro de section ;  
y = numéro de sous-section ;  
w = numéro de sous-section ou indicateur d'emplacement d'aérodrome ;  
z = numéro de page dans la sous-section ;  
ID = Identifiant de la carte

**Part 1 : General (GEN)**

- Sections : GEN 0 to GEN 4
- Sub-sections : p GEN x.y
- Pages : p GEN x.y.z
- Charts : p GEN x-ID

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

- Sections : ENR 0 à ENR 6
- Sub-sections : p ENR x.y
- Pages : p ENR x.y.z
- Charts : p ENR x-ID

**Part 3 : Aerodromes**

**3.1 : Aerodromes (AD)**

- Sections: AD 0 à AD 3
- Sub-sections : p AD x.w
- Pages : p ADx.w.z
- Charts : p ADx-ID

**3.2: Charts related to aerodromes (AD 2.24)**

- Sub-sections : p AD 2.24
- Charts : p AD2-ID

**Legend:**

p = number from 0 to 17 designating the community (0) or the member State;  
x = section number;  
y = sub-section number;  
w = sub-section number or aerodrome location indicator;  
z = page number in the sub-section;  
ID = Chart ID

**EXEMPLE DE PAGINATION**

00 GEN 1.1-1 signifie :  
Tous les Etats - 1ère PARTIE " GÉNÉRALITÉS "  
Section 1 - RÉGLEMENTS ET EXIGENCES NATIONAUX  
Sous-section 1 - Autorités désignées  
Page 1

13 ENR 2.1-1 signifie :  
SENEGAL - 2ème PARTIE " EN ROUTE "  
Section 2 – Espaces aériens ATS  
Sous-section 1 - FIR - UIR ET TMA  
Page 1

06 AD-2.DIAP-1 signifie :  
CÔTE D'IVOIRE - 3ème PARTIE " AÉRODRÔMES "  
Section 2 – Aérodrômes  
DIAP – Indicateur d'emplacement ABIDJAN  
Page 1

**3. SUPPORTS DE PUBLICATION**

L'AIP est publiée sur support électronique

**4. STRUCTURE DE L'AIP ET INTERVALLE D'AMENDEMENT**

**4.1 Structure de l'AIP**

**4.1.1 - 1ère PARTIE - GÉNÉRALITÉS (GEN)**

La 1ère partie est divisée en 5 sections contenant les informations succinctement décrites ci-après :

**GEN 0 - Préface**

Enregistrement des amendements du MIA; Liste récapitulative des pages du MIA; Liste des amendements manuscrits du MIA; Table des matières de la 1ère partie.

**EXAMPLE OF PAGINATION**

00 GEN 1.1-1 means :  
All States - PART 1 " GENERAL "  
Section 1 - NATIONAL REGULATION AND REQUIREMENTS  
Sub-section 1 - Designated Authorities  
Page 1

13 ENR 2.1-1 means :  
SENEGAL - PART 2 " EN ROUTE "  
Section 2 – ATS Airspaces  
Sub-section 1 - FIR - UIR AND TMA  
Page 1

06 AD-2.DIAP-1 means :  
CÔTE D'IVOIRE - PART 3 " AERODROMES "  
Section 2 – Aerodromes  
DIAP – Location indicator ABIDJAN  
Page 1

**3. PUBLICATION MEDIA**

The AIP is published on electronic media

**4. AIP STRUCTURE AND INTERVAL OF AMENDMENT**

**4.1 AIP structure**

**4.1.1 - PART 1 - GENERAL (GEN)**

Part 1 consists of 5 sections containing information as briefly described hereafter :

**GEN 0 - Preface**

Record of AIP amendments; Record of AIP supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of contents to Part 1.



GEN 0.2 ENREGISTREMENT DES AMENDEMENTS AIP  
RECORD OF AIP AMENDMENT

| AMENDMENT AIP<br>AIP AMENDMENT |   |                                   |                                 | AMENDMENT AIRAC AIP<br>AIP AIRAC AMENDMENT |  |   |                           |
|--------------------------------|---|-----------------------------------|---------------------------------|--|--|---|---------------------------|
| Numéro/Année<br>NR/Year        | Date de publication<br>Publication date | Date d'insertion<br>Date inserted | Inséré<br>par<br>Inserted<br>by | Numéro/Année<br>NR/Year                    | Date de<br>publication<br>Publication date | Date d'entrée en<br>vigueur<br>Effective date | Inséré par<br>Inserted by |
| 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                       |                                 |  |  |   |                           |
| 01/26                          | 19 JAN 2026                             | 22 JAN 2026                       |                                 |  |  |   |                           |
| 02/26                          | 16 FEB 2026                             | 19 FEB 2026                       |                                 |  |  |   |                           |
| 03/26                          | 16 MAR 2026                             | 19 MAR 2026                       |                                 |  |  |   |                           |



PAGE LAISSÉE INTENTIONNELLEMENT VIDE

GEN 0.4 LISTE DE CONTRÔLE MIA  
CHECKLIST MIA

[Part 1](#) Généralités (GEN)  
General (GEN)

GEN 0

|                      |             |
|----------------------|-------------|
| 00 GEN 0.1-1         | 05 DEC 2019 |
| 00 GEN 0.1-2         | 19 MAR 2026 |
| 00 GEN 0.1-3         | 05 DEC 2019 |
| 00 GEN 0.1-4         | 05 DEC 2019 |
| 00 GEN 0.1-5         | 05 DEC 2019 |
| 00 GEN 0.1-7         | 27 FEB 2020 |
| 00GEN0-ASECNA-STATES | 08 NOV 2018 |
| 00 GEN 0.2-1         | 19 MAR 2026 |
| 00 GEN 0.3-1         | 08 NOV 2018 |
| 00 GEN 0.4-1         | 19 MAR 2026 |
| 00 GEN 0.4-2         | 19 MAR 2026 |
| 00 GEN 0.4-3         | 19 MAR 2026 |
| 00 GEN 0.4-4         | 19 MAR 2026 |
| 00 GEN 0.4-5         | 19 MAR 2026 |
| 00 GEN 0.4-6         | 19 MAR 2026 |
| 00 GEN 0.4-7         | 19 MAR 2026 |
| 00 GEN 0.4-8         | 19 MAR 2026 |
| 00 GEN 0.4-9         | 19 MAR 2026 |
| 00 GEN 0.4-10        | 19 MAR 2026 |
| 00 GEN 0.4-11        | 19 MAR 2026 |
| 00 GEN 0.4-12        | 19 MAR 2026 |
| 00 GEN 0.4-13        | 19 MAR 2026 |
| 00 GEN 0.4-14        | 19 MAR 2026 |
| 00 GEN 0.4-15        | 19 MAR 2026 |
| 00 GEN 0.4-16        | 19 MAR 2026 |
| 00 GEN 0.4-17        | 19 MAR 2026 |
| 00 GEN 0.4-18        | 19 MAR 2026 |
| 00 GEN 0.4-19        | 19 MAR 2026 |
| 00 GEN 0.4-20        | 19 MAR 2026 |
| 00 GEN 0.4-21        | 19 MAR 2026 |
| 00 GEN 0.4-22        | 19 MAR 2026 |
| 00 GEN 0.5-1         | 31 OCT 2024 |
| 00 GEN 0.6-1         | 31 OCT 2024 |
| 00 GEN 0.6-2         | 31 OCT 2024 |
| 00 GEN 0.6-3         | 31 OCT 2024 |
| 00 GEN 0.6-4         | 31 OCT 2024 |
| 00 GEN 0.6-5         | 31 OCT 2024 |
| 00 GEN 0.6-6         | 31 OCT 2024 |
| 00 GEN 0.6-7         | 07 AUG 2025 |
| 00 GEN 0.6-8         | 07 AUG 2025 |
| 00 GEN 0.6-9         | 07 AUG 2025 |

GEN 1

|              |             |
|--------------|-------------|
| 00 GEN 1.1-1 | 19 FEB 2026 |
| 00 GEN 1.2-1 | 08 NOV 2018 |
| 00 GEN 1.2-2 | 08 NOV 2018 |
| 00 GEN 1.2-3 | 24 MAR 2022 |
| 00 GEN 1.3-1 | 08 NOV 2018 |
| 00 GEN 1.4-1 | 08 NOV 2018 |
| 00 GEN 1.5-1 | 08 NOV 2018 |
| 00 GEN 1.5-2 | 08 NOV 2018 |
| 00 GEN 1.5-3 | 08 NOV 2018 |
| 00 GEN 1.5-4 | 08 NOV 2018 |
| 00 GEN 1.6-1 | 08 NOV 2018 |
| 00 GEN 1.7-1 | 08 NOV 2018 |
| 00 GEN 1.7-2 | 08 NOV 2018 |
| 00 GEN 1.7-3 | 08 NOV 2018 |
| 00 GEN 1.7-4 | 08 NOV 2018 |
| 00 GEN 1.7-5 | 08 NOV 2018 |
| 00 GEN 1.7-6 | 08 NOV 2018 |
| 00 GEN 1.7-7 | 08 NOV 2018 |
| 00 GEN 1.7-8 | 08 NOV 2018 |
| 00 GEN 1.7-9 | 08 NOV 2018 |

|               |             |               |             |
|---------------|-------------|---------------|-------------|
| 00 GEN 1.7-10 | 08 NOV 2018 | 03 GEN 1.1-1  | 10 JUL 2025 |
| 00 GEN 1.7-11 | 08 NOV 2018 | 03 GEN 1.1-2  | 10 JUL 2025 |
| 00 GEN 1.7-12 | 08 NOV 2018 | 03 GEN 1.1-3  | 10 JUL 2025 |
| 00 GEN 1.7-13 | 08 NOV 2018 | 03 GEN 1.1-4  | 10 JUL 2025 |
| 00 GEN 1.7-14 | 04 SEP 2025 | 03 GEN 1.6-1  | 08 NOV 2018 |
| 00 GEN 1.7-15 | 08 NOV 2018 | 03 GEN 1.6-2  | 08 NOV 2018 |
| 00 GEN 1.7-16 | 08 NOV 2018 | 03 GEN 1.6-3  | 05 DEC 2019 |
| 00 GEN 1.7-17 | 08 NOV 2018 | 03 GEN 1.6-4  | 08 NOV 2018 |
| 00 GEN 1.7-19 | 08 NOV 2018 | 03 GEN 1.6-5  | 08 NOV 2018 |
| 01 GEN 0.5-1  | 31 OCT 2024 | 03 GEN 1.6-6  | 08 NOV 2018 |
| 01 GEN 1.1-1  | 22 JAN 2026 | 03 GEN 1.6-7  | 05 DEC 2019 |
| 01 GEN 1.1-2  | 22 JAN 2026 | 03 GEN 1.6-8  | 08 NOV 2018 |
| 01 GEN 1.2-1  | 27 NOV 2025 | 03 GEN 1.7-1  | 08 NOV 2018 |
| 01 GEN 1.2-2  | 08 NOV 2018 | 03 GEN 1.7-2  | 05 DEC 2019 |
| 01 GEN 1.2-3  | 08 NOV 2018 | 04 GEN 1.1-1  | 27 FEB 2020 |
| 01 GEN 1.2-4  | 08 NOV 2018 | 04 GEN 1.2-1  | 08 NOV 2018 |
| 01 GEN 1.2-5  | 08 NOV 2018 | 04 GEN 1.2-2  | 08 NOV 2018 |
| 01 GEN 1.3-1  | 08 NOV 2018 | 04 GEN 1.3-1  | 08 NOV 2018 |
| 01 GEN 1.4-1  | 08 NOV 2018 | 04 GEN 1.4-1  | 08 NOV 2018 |
| 01 GEN 1.6-1  | 22 JAN 2026 | 04 GEN 1.6-1  | 08 NOV 2018 |
| 01 GEN 1.6-2  | 22 JAN 2026 | 04 GEN 1.6-2  | 08 NOV 2018 |
| 01 GEN 1.6-3  | 22 JAN 2026 | 04 GEN 1.6-3  | 08 NOV 2018 |
| 01 GEN 1.6-4  | 22 JAN 2026 | 04 GEN 1.6-4  | 08 NOV 2018 |
| 01 GEN 1.6-5  | 19 FEB 2026 | 04 GEN 1.6-5  | 08 NOV 2018 |
| 01 GEN 1.7-1  | 08 AUG 2024 | 04 GEN 1.6-6  | 08 NOV 2018 |
| 01 GEN 1.7-2  | 08 AUG 2024 | 04 GEN 1.7-1  | 25 FEB 2021 |
| 01 GEN 1.7-3  | 08 AUG 2024 | 04 GEN 1.7-2  | 08 NOV 2018 |
| 01 GEN 1.7-4  | 08 AUG 2024 | 05 GEN 0.5-1  | 31 OCT 2024 |
| 01 GEN 1.7-5  | 08 AUG 2024 | 05 GEN 1.1-1  | 20 APR 2023 |
| 01 GEN 1.7-6  | 08 AUG 2024 | 05 GEN 1.1-2  | 20 APR 2023 |
| 01 GEN 1.7-7  | 08 AUG 2024 | 05 GEN 1.2-1  | 28 MAR 2019 |
| 01 GEN 1.7-8  | 08 AUG 2024 | 05 GEN 1.2-2  | 08 NOV 2018 |
| 01 GEN 1.7-9  | 08 AUG 2024 | 05 GEN 1.3-1  | 08 NOV 2018 |
| 01 GEN 1.7-10 | 08 AUG 2024 | 05 GEN 1.3-2  | 05 DEC 2019 |
| 01 GEN 1.7-11 | 08 AUG 2024 | 05 GEN 1.4-1  | 08 NOV 2018 |
| 01 GEN 1.7-12 | 08 AUG 2024 | 05 GEN 1.6-1  | 26 MAR 2020 |
| 01 GEN 1.7-13 | 08 AUG 2024 | 05 GEN 1.6-2  | 26 MAR 2020 |
| 01 GEN 1.7-14 | 08 AUG 2024 | 05 GEN 1.6-3  | 26 MAR 2020 |
| 01 GEN 1.7-15 | 19 MAR 2026 | 05 GEN 1.6-4  | 19 FEB 2026 |
| 01 GEN 1.7-16 | 19 FEB 2026 | 05 GEN 1.6-5  | 19 FEB 2026 |
| 01 GEN 1.7-17 | 22 JAN 2026 | 05 GEN 1.6-6  | 19 FEB 2026 |
| 01 GEN 1.7-18 | 22 JAN 2026 | 05 GEN 1.6-7  | 19 FEB 2026 |
| 01 GEN 1.7-19 | 22 JAN 2026 | 05 GEN 1.7-1  | 19 FEB 2026 |
| 01 GEN 1.7-20 | 19 MAR 2026 | 05 GEN 1.7-2  | 19 FEB 2026 |
| 01 GEN 1.7-21 | 22 JAN 2026 | 05 GEN 1.7-3  | 19 FEB 2026 |
| 01 GEN 1.7-22 | 22 JAN 2026 | 05 GEN 1.7-4  | 19 FEB 2026 |
| 02 GEN 0.5-1  | 31 OCT 2024 | 05 GEN 1.7-5  | 19 FEB 2026 |
| 02 GEN 1.1-1  | 02 OCT 2025 | 05 GEN 1.7-6  | 19 FEB 2026 |
| 02 GEN 1.1-2  | 02 OCT 2025 | 05 GEN 1.7-7  | 19 FEB 2026 |
| 02 GEN 1.2-1  | 08 NOV 2018 | 05 GEN 1.7-8  | 19 FEB 2026 |
| 02 GEN 1.2-3  | 02 OCT 2025 | 05 GEN 1.7-9  | 19 FEB 2026 |
| 02 GEN 1.2-4  | 02 OCT 2025 | 05 GEN 1.7-10 | 19 FEB 2026 |
| 02 GEN 1.2-5  | 02 OCT 2025 | 05 GEN 1.7-11 | 19 FEB 2026 |
| 02 GEN 1.2-6  | 02 OCT 2025 | 05 GEN 1.7-12 | 19 FEB 2026 |
| 02 GEN 1.3-1  | 02 OCT 2025 | 05 GEN 1.7-13 | 19 FEB 2026 |
| 02 GEN 1.3-2  | 02 OCT 2025 | 05 GEN 1.7-14 | 19 FEB 2026 |
| 02 GEN 1.4-1  | 02 OCT 2025 | 06 GEN 1.1-1  | 04 SEP 2025 |
| 02 GEN 1.6-1  | 03 OCT 2024 | 06 GEN 1.1-2  | 04 SEP 2025 |
| 02 GEN 1.6-2  | 03 OCT 2024 | 06 GEN 1.2-1  | 04 SEP 2025 |
| 02 GEN 1.6-3  | 03 OCT 2024 | 06 GEN 1.2-2  | 04 SEP 2025 |
| 02 GEN 1.6-4  | 03 OCT 2024 | 06 GEN 1.2-3  | 08 AUG 2024 |
| 02 GEN 1.6-5  | 03 OCT 2024 | 06 GEN 1.3-1  | 08 NOV 2018 |
| 02 GEN 1.6-6  | 03 OCT 2024 | 06 GEN 1.3-2  | 08 NOV 2018 |
| 02 GEN 1.6-7  | 03 OCT 2024 | 06 GEN 1.3-3  | 08 NOV 2018 |
| 02 GEN 1.6-8  | 03 OCT 2024 | 06 GEN 1.6-1  | 08 AUG 2024 |
| 02 GEN 1.7-1  | 08 NOV 2018 | 06 GEN 1.6-2  | 08 AUG 2024 |
| 02 GEN 1.7-2  | 08 NOV 2018 | 06 GEN 1.6-3  | 08 AUG 2024 |

|               |             |               |             |               |             |
|---------------|-------------|---------------|-------------|---------------|-------------|
| 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  | 19 FEB 2026 | 08 GEN 1.6-2  | 08 NOV 2018 | 11 GEN 1.6-2  | 08 AUG 2024 |
| 06 GEN 1.7-2  | 19 FEB 2026 | 08 GEN 1.6-3  | 08 NOV 2018 | 11 GEN 1.6-3  | 08 AUG 2024 |
| 06 GEN 1.7-3  | 19 FEB 2026 | 08 GEN 1.6-4  | 08 NOV 2018 | 11 GEN 1.6-4  | 08 AUG 2024 |
| 06 GEN 1.7-4  | 19 FEB 2026 | 08 GEN 1.6-5  | 08 NOV 2018 | 11 GEN 1.6-5  | 08 AUG 2024 |
| 06 GEN 1.7-5  | 19 FEB 2026 | 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  | 19 MAR 2026 | 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  | 19 MAR 2026 | 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  | 19 FEB 2026 |
| 07 GEN 1.7-6  | 20 FEB 2025 | 09 GEN 1.7-10 | 04 SEP 2025 | 13 GEN 1.1-2  | 19 FEB 2026 |
| 07 GEN 1.7-7  | 20 FEB 2025 | 09 GEN 1.7-11 | 04 SEP 2025 | 13 GEN 1.1-3  | 19 FEB 2026 |
| 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  | 19 FEB 2026 |



|               |             |               |             |               |             |
|---------------|-------------|---------------|-------------|---------------|-------------|
| 13 GEN 1.6-2  | 22 JAN 2026 | 16 GEN 1.6-8  | 20 APR 2023 | 06 GEN 2.1-13 | 03 OCT 2024 |
| 13 GEN 1.6-3  | 22 JAN 2026 | 16 GEN 1.6-9  | 20 APR 2023 | 06 GEN 2.4-1  | 08 NOV 2018 |
| 13 GEN 1.6-4  | 22 JAN 2026 | 16 GEN 1.7-1  | 23 APR 2020 | 06 GEN 2.4-2  | 08 NOV 2018 |
| 13 GEN 1.6-5  | 19 FEB 2026 | 16 GEN 1.7-2  | 23 APR 2020 | 06 GEN 2.5-1  | 16 MAY 2024 |
| 13 GEN 1.6-6  | 19 FEB 2026 | 16 GEN 1.7-3  | 23 APR 2020 | 06 GEN 2.7-1  | 08 AUG 2024 |
| 13 GEN 1.6-7  | 19 FEB 2026 | 17 GEN 1.1-1  | 25 FEB 2021 | 06 GEN 2.7-2  | 08 AUG 2024 |
| 13 GEN 1.6-8  | 19 FEB 2026 | 17 GEN 1.6-1  | 08 NOV 2018 | 07 GEN 2.1-1  | 08 NOV 2018 |
| 13 GEN 1.7-1  | 08 NOV 2018 |               |             | 07 GEN 2.4-1  | 04 SEP 2025 |
| 14 GEN 1.1-1  | 19 MAR 2026 | GEN 2         |             | 07 GEN 2.4-2  | 04 SEP 2025 |
| 14 GEN 1.1-2  | 08 AUG 2024 | 00 GEN 2.1-1  | 08 NOV 2018 | 07 GEN 2.5-1  | 04 SEP 2025 |
| 14 GEN 1.2-1  | 08 NOV 2018 | 00 GEN 2.1-2  | 08 NOV 2018 | 08 GEN 2.1-1  | 08 NOV 2018 |
| 14 GEN 1.2-2  | 08 NOV 2018 | 00 GEN 2.1-3  | 08 NOV 2018 | 08 GEN 2.4-1  | 25 MAR 2021 |
| 14 GEN 1.2-3  | 08 NOV 2018 | 00 GEN 2.2-1  | 08 NOV 2018 | 08 GEN 2.4-2  | 25 MAR 2021 |
| 14 GEN 1.2-4  | 08 NOV 2018 | 00 GEN 2.2-2  | 08 NOV 2018 | 08 GEN 2.5-1  | 07 AUG 2025 |
| 14 GEN 1.2-5  | 08 NOV 2018 | 00 GEN 2.2-3  | 08 NOV 2018 | 09 GEN 2.1-1  | 15 AUG 2019 |
| 14 GEN 1.2-6  | 08 NOV 2018 | 00 GEN 2.2-4  | 08 NOV 2018 | 09 GEN 2.4-1  | 20 MAR 2025 |
| 14 GEN 1.2-7  | 08 NOV 2018 | 00 GEN 2.2-5  | 08 NOV 2018 | 09 GEN 2.4-2  | 20 MAR 2025 |
| 14 GEN 1.3-1  | 08 NOV 2018 | 00 GEN 2.2-6  | 08 NOV 2018 | 09 GEN 2.5-1  | 29 DEC 2022 |
| 14 GEN 1.4-1  | 08 NOV 2018 | 00 GEN 2.2-7  | 08 NOV 2018 | 10 GEN 2.1-1  | 08 NOV 2018 |
| 14 GEN 1.6-1  | 19 MAR 2026 | 00 GEN 2.2-8  | 08 NOV 2018 | 10 GEN 2.4-1  | 21 MAY 2020 |
| 14 GEN 1.6-2  | 19 MAR 2026 | 00 GEN 2.2-9  | 08 NOV 2018 | 10 GEN 2.4-2  | 21 MAY 2020 |
| 14 GEN 1.6-3  | 19 MAR 2026 | 00 GEN 2.2-10 | 08 NOV 2018 | 10 GEN 2.5-1  | 16 JUN 2022 |
| 14 GEN 1.6-4  | 19 MAR 2026 | 00 GEN 2.2-11 | 04 NOV 2021 | 11 GEN 2.1-1  | 08 NOV 2018 |
| 14 GEN 1.6-5  | 19 MAR 2026 | 00 GEN 2.2-12 | 04 NOV 2021 | 11 GEN 2.4-1  | 27 FEB 2020 |
| 14 GEN 1.6-6  | 19 MAR 2026 | 00 GEN 2.2-13 | 04 NOV 2021 | 11 GEN 2.4-2  | 27 FEB 2020 |
| 14 GEN 1.6-7  | 19 MAR 2026 | 00 GEN 2.2-14 | 04 NOV 2021 | 11 GEN 2.5-1  | 08 NOV 2018 |
| 14 GEN 1.6-8  | 19 MAR 2026 | 00 GEN 2.2-15 | 08 NOV 2018 | 12 GEN 2.1-1  | 08 NOV 2018 |
| 14 GEN 1.7-1  | 19 FEB 2026 | 00 GEN 2.2-16 | 08 NOV 2018 | 12 GEN 2.4-1  | 08 NOV 2018 |
| 14 GEN 1.7-2  | 19 FEB 2026 | 00gen2-3.01   | 08 NOV 2018 | 12 GEN 2.4-2  | 08 NOV 2018 |
| 14 GEN 1.7-3  | 19 FEB 2026 | 00gen2-3.02   | 08 NOV 2018 | 12 GEN 2.5-1  | 05 OCT 2023 |
| 14 GEN 1.7-4  | 19 FEB 2026 | 00 GEN 2.5-1  | 08 NOV 2018 | 13 GEN 2.1-1  | 08 NOV 2018 |
| 14 GEN 1.7-5  | 19 FEB 2026 | 00 GEN 2.6-1  | 08 NOV 2018 | 13 GEN 2.4-1  | 04 SEP 2025 |
| 14 GEN 1.7-6  | 19 FEB 2026 | 00 GEN 2.6-2  | 08 NOV 2018 | 13 GEN 2.4-2  | 18 APR 2024 |
| 14 GEN 1.7-7  | 19 FEB 2026 | 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  | 19 MAR 2026 | 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  | 19 MAR 2026 |
| 15 GEN 1.7-2  | 08 NOV 2018 | 03 GEN 2.4-2  | 30 OCT 2025 | 17 GEN 2.4-2  | 19 MAR 2026 |
| 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 | GEN 3         |             |
| 15 GEN 1.7-5  | 16 MAY 2024 | 04 GEN 2.4-1  | 08 NOV 2018 | 00 GEN 3.1-1  | 19 FEB 2026 |
| 15 GEN 1.7-6  | 02 OCT 2025 | 04 GEN 2.4-2  | 08 NOV 2018 | 00 GEN 3.1-2  | 28 DEC 2023 |
| 15 GEN 1.7-7  | 02 OCT 2025 | 04 GEN 2.5-1  | 22 FEB 2024 | 00 GEN 3.1-3  | 08 AUG 2024 |
| 15 GEN 1.7-8  | 02 OCT 2025 | 05 GEN 2.1-1  | 08 NOV 2018 | 00 GEN 3.1-4  | 28 DEC 2023 |
| 15 GEN 1.7-9  | 02 OCT 2025 | 05 GEN 2.4-1  | 15 JUN 2023 | 00 GEN 3.1-5  | 28 DEC 2023 |
| 15 GEN 1.7-10 | 02 OCT 2025 | 05 GEN 2.4-2  | 15 JUN 2023 | 00 GEN 3.1-6  | 28 DEC 2023 |
| 15 GEN 1.7-11 | 02 OCT 2025 | 05 GEN 2.5-1  | 22 FEB 2024 | 00 GEN 3.1-7  | 19 MAR 2026 |
| 16 GEN 1.1-1  | 15 MAY 2025 | 06 GEN 2.1-1  | 05 SEP 2024 | 00 GEN 3.1-8  | 19 MAR 2026 |
| 16 GEN 1.1-2  | 15 MAY 2025 | 06 GEN 2.1-2  | 05 SEP 2024 | 00 GEN 3.2-1  | 19 FEB 2026 |
| 16 GEN 1.2-1  | 08 NOV 2018 | 06 GEN 2.1-3  | 05 SEP 2024 | 00 GEN 3.2-2  | 25 APR 2019 |
| 16 GEN 1.2-2  | 08 NOV 2018 | 06 GEN 2.1-4  | 05 SEP 2024 | 00 GEN 3.2-3  | 05 DEC 2019 |
| 16 GEN 1.2-3  | 08 NOV 2018 | 06 GEN 2.1-5  | 03 OCT 2024 | 00 GEN 3.2-4  | 05 DEC 2019 |
| 16 GEN 1.6-1  | 20 APR 2023 | 06 GEN 2.1-6  | 31 OCT 2024 | 00 GEN 3.2-5  | 05 DEC 2019 |
| 16 GEN 1.6-2  | 20 APR 2023 | 06 GEN 2.1-7  | 03 OCT 2024 | 00 GEN 3.2-6  | 05 DEC 2019 |
| 16 GEN 1.6-3  | 20 APR 2023 | 06 GEN 2.1-8  | 03 OCT 2024 | 00 GEN 3.2-7  | 05 DEC 2019 |
| 16 GEN 1.6-4  | 20 APR 2023 | 06 GEN 2.1-9  | 03 OCT 2024 | 00 GEN 3.2-8  | 05 DEC 2019 |
| 16 GEN 1.6-5  | 20 APR 2023 | 06 GEN 2.1-10 | 03 OCT 2024 | 00 GEN 3.3-1  | 19 FEB 2026 |
| 16 GEN 1.6-6  | 20 APR 2023 | 06 GEN 2.1-11 | 03 OCT 2024 | 00 GEN 3.3-2  | 18 JUL 2019 |
| 16 GEN 1.6-7  | 20 APR 2023 | 06 GEN 2.1-12 | 03 OCT 2024 |               |             |



|                   |             |                  |             |               |             |
|-------------------|-------------|------------------|-------------|---------------|-------------|
| 00 GEN 3.3-3      | 18 JUL 2019 | 10GEN3-GA-RSFTA  | 19 MAR 2026 | 03 GEN 4.3-19 | 23 FEB 2023 |
| 00 GEN 3.3-4      | 02 OCT 2025 | 10 GEN 3.6-1     | 21 MAY 2020 | 03 GEN 4.3-20 | 23 FEB 2023 |
| 00 GEN 3.3-5      | 10 AUG 2023 | 11GEN3-GQ-RSFTA  | 08 NOV 2018 | 04 GEN 4.3-1  | 28 DEC 2023 |
| 00 GEN 3.4-1      | 08 NOV 2018 | 11 GEN 3.6-1     | 28 MAR 2019 | 04 GEN 4.3-2  | 28 DEC 2023 |
| 00 GEN 3.4-2      | 08 NOV 2018 | 12GEN3-DR-RSFTA  | 08 NOV 2018 | 04 GEN 4.3-3  | 25 MAR 2021 |
| 00 GEN 3.4-3      | 05 NOV 2020 | 12 GEN 3.6-1     | 08 OCT 2020 | 04 GEN 4.3-4  | 08 NOV 2018 |
| 00GEN3-ASECNA-SFA | 08 NOV 2018 | 13 GEN 3.3-1     | 17 APR 2025 | 04 GEN 4.3-5  | 08 NOV 2018 |
| 00 GEN 3.5-1      | 05 DEC 2019 | 13GEN3-GO-RSFTA  | 08 NOV 2018 | 04 GEN 4.3-6  | 08 NOV 2018 |
| 00 GEN 3.5-2      | 08 NOV 2018 | 13 GEN 3.5-1     | 26 MAR 2020 | 04 GEN 4.3-7  | 08 NOV 2018 |
| 00 GEN 3.5-3      | 08 NOV 2018 | 13 GEN 3.5-2     | 26 MAR 2020 | 04 GEN 4.3-8  | 08 NOV 2018 |
| 00 GEN 3.5-4      | 05 DEC 2019 | 13 GEN 3.6-1     | 05 OCT 2023 | 04 GEN 4.3-9  | 08 NOV 2018 |
| 00 GEN 3.5-5      | 08 NOV 2018 | 13 GEN 3.6-2     | 23 FEB 2023 | 04 GEN 4.3-10 | 08 NOV 2018 |
| 00 GEN 3.5-6      | 08 NOV 2018 | 14GEN3-FT-RSFTA  | 08 NOV 2018 | 04 GEN 4.3-11 | 08 NOV 2018 |
| 00 GEN 3.5-7      | 08 NOV 2018 | 14 GEN 3.6-1     | 19 MAR 2026 | 04 GEN 4.3-12 | 08 NOV 2018 |
| 00 GEN 3.5-8      | 08 NOV 2018 | 14 GEN 3.6-2     | 08 AUG 2024 | 04 GEN 4.3-13 | 08 NOV 2018 |
| 00 GEN 3.5-9      | 08 NOV 2018 | 15GEN3-DX-RSFTA  | 08 NOV 2018 | 04 GEN 4.3-14 | 08 NOV 2018 |
| 00 GEN 3.5-11     | 15 AUG 2019 | 15 GEN 3.5-1     | 16 JUN 2022 | 04 GEN 4.3-15 | 25 MAR 2021 |
| 00 GEN 3.5-12     | 15 AUG 2019 | 15 GEN 3.5-2     | 20 APR 2023 | 05 GEN 4.3-1  | 28 DEC 2023 |
| 00 GEN 3.5-13     | 08 NOV 2018 | 15 GEN 3.5-3     | 20 APR 2023 | 05 GEN 4.3-2  | 28 DEC 2023 |
| 00 GEN 3.5-14     | 08 NOV 2018 | 15 GEN 3.5-4     | 20 APR 2023 | 05 GEN 4.3-3  | 28 DEC 2023 |
| 00 GEN 3.5-15     | 05 NOV 2020 | 15 GEN 3.5-5     | 20 APR 2023 | 05 GEN 4.3-4  | 28 DEC 2023 |
| 00 GEN 3.5-17     | 08 NOV 2018 | 15 GEN 3.5-6     | 20 APR 2023 | 05 GEN 4.3-5  | 23 FEB 2023 |
| 00 GEN 3.5-18     | 08 NOV 2018 | 15 GEN 3.6-1     | 17 APR 2025 | 06 GEN 4.3-1  | 04 SEP 2025 |
| 00 GEN 3.6-1      | 08 NOV 2018 | 15 GEN 3.6-2     | 17 APR 2025 | 06 GEN 4.3-2  | 04 SEP 2025 |
| 00 GEN 3.6-2      | 08 NOV 2018 | 15 GEN 3.6-3     | 08 NOV 2018 | 06 GEN 4.3-3  | 04 SEP 2025 |
| 00 GEN 3.6-3      | 08 NOV 2018 | 16GEN3-FMC-RSFTA | 08 NOV 2018 | 07 GEN 4.3-1  | 28 DEC 2023 |
| 00 GEN 3.6-4      | 08 NOV 2018 | 17GEN3-GG-RSFTA  | 08 NOV 2018 | 07 GEN 4.3-2  | 28 DEC 2023 |
| 00 GEN 3.6-5      | 08 NOV 2018 |                  |             | 07 GEN 4.3-3  | 28 DEC 2023 |
| 00 GEN 3.6-6      | 08 NOV 2018 | GEN 4            |             | 07 GEN 4.3-4  | 28 DEC 2023 |
| 00 GEN 3.6-7      | 08 NOV 2018 | 00 GEN 4.1-1     | 08 NOV 2018 | 07 GEN 4.3-5  | 28 DEC 2023 |
| 00 GEN 3.6-8      | 08 NOV 2018 | 00 GEN 4.1-2     | 08 NOV 2018 | 07 GEN 4.3-6  | 28 DEC 2023 |
| 00 GEN 3.6-9      | 08 NOV 2018 | 00 GEN 4.1-3     | 08 NOV 2018 | 07 GEN 4.3-7  | 28 DEC 2023 |
| 01GEN3-DB-RSFTA   | 08 NOV 2018 | 00 GEN 4.1-4     | 08 NOV 2018 | 07 GEN 4.3-8  | 28 DEC 2023 |
| 01 GEN 3.5-1      | 07 AUG 2025 | 00 GEN 4.1-5     | 08 NOV 2018 | 07 GEN 4.3-9  | 28 DEC 2023 |
| 01 GEN 3.5-2      | 07 AUG 2025 | 00 GEN 4.1-6     | 08 NOV 2018 | 07 GEN 4.3-10 | 28 DEC 2023 |
| 01 GEN 3.5-3      | 07 AUG 2025 | 00 GEN 4.1-7     | 04 SEP 2025 | 07 GEN 4.3-11 | 28 DEC 2023 |
| 01 GEN 3.5-4      | 07 AUG 2025 | 00 GEN 4.2-1     | 22 JAN 2026 | 07 GEN 4.3-12 | 28 DEC 2023 |
| 01 GEN 3.5-5      | 04 SEP 2025 | 00 GEN 4.2-2     | 22 JAN 2026 | 07 GEN 4.3-13 | 28 DEC 2023 |
| 01 GEN 3.6-1      | 19 FEB 2026 | 00 GEN 4.2-3     | 22 JAN 2026 | 07 GEN 4.3-14 | 28 DEC 2023 |
| 01 GEN 3.6-2      | 22 JAN 2026 | 01 GEN 4.3-1     | 28 DEC 2023 | 07 GEN 4.3-15 | 28 DEC 2023 |
| 02GEN3-DF-RSFTA   | 08 NOV 2018 | 01 GEN 4.3-2     | 19 MAR 2026 | 07 GEN 4.3-16 | 28 DEC 2023 |
| 02 GEN 3.6-1      | 10 JUL 2025 | 01 GEN 4.3-3     | 19 MAR 2026 | 07 GEN 4.3-17 | 28 DEC 2023 |
| 03GEN3-FK-RSFTA   | 08 NOV 2018 | 01 GEN 4.3-4     | 19 MAR 2026 | 08 GEN 4.3-1  | 28 DEC 2023 |
| 03 GEN 3.6-1      | 05 SEP 2024 | 01 GEN 4.3-5     | 19 MAR 2026 | 08 GEN 4.3-2  | 28 DEC 2023 |
| 04GEN3-FE-RSFTA   | 08 NOV 2018 | 01 GEN 4.3-6     | 19 MAR 2026 | 08 GEN 4.3-3  | 28 DEC 2023 |
| 04 GEN 3.6-1      | 08 NOV 2018 | 01 GEN 4.3-7     | 19 MAR 2026 | 08 GEN 4.3-4  | 28 DEC 2023 |
| 05GEN3-FC-RSFTA   | 19 MAR 2026 | 01 GEN 4.3-8     | 19 MAR 2026 | 08 GEN 4.3-5  | 28 DEC 2023 |
| 05 GEN 3.5-1      | 13 AUG 2020 | 01 GEN 4.3-9     | 19 MAR 2026 | 08 GEN 4.3-6  | 28 DEC 2023 |
| 05 GEN 3.5-2      | 27 JAN 2022 | 01 GEN 4.3-10    | 19 MAR 2026 | 08 GEN 4.3-7  | 28 DEC 2023 |
| 05 GEN 3.5-3      | 13 AUG 2020 | 01 GEN 4.3-11    | 19 MAR 2026 | 08 GEN 4.3-8  | 28 DEC 2023 |
| 05 GEN 3.5-4      | 13 AUG 2020 | 01 GEN 4.3-12    | 19 MAR 2026 | 08 GEN 4.3-9  | 28 DEC 2023 |
| 05 GEN 3.6-1      | 20 APR 2023 | 01 GEN 4.3-13    | 19 MAR 2026 | 08 GEN 4.3-10 | 28 DEC 2023 |
| 05 GEN 3.6-2      | 20 APR 2023 | 02 GEN 4.3-1     | 28 DEC 2023 | 08 GEN 4.3-11 | 28 DEC 2023 |
| 05 GEN 3.6-3      | 20 APR 2023 | 02 GEN 4.3-2     | 20 APR 2023 | 09 GEN 4.3-1  | 23 FEB 2023 |
| 06 GEN 3.3-1      | 08 AUG 2024 | 03 GEN 4.3-1     | 28 DEC 2023 | 09 GEN 4.3-2  | 28 DEC 2023 |
| 06GEN3-DI-RSFTA   | 08 NOV 2018 | 03 GEN 4.3-2     | 28 DEC 2023 | 09 GEN 4.3-3  | 23 FEB 2023 |
| 06 GEN 3.5-1      | 08 AUG 2024 | 03 GEN 4.3-3     | 28 DEC 2023 | 09 GEN 4.3-4  | 15 AUG 2019 |
| 06 GEN 3.5-2      | 08 AUG 2024 | 03 GEN 4.3-4     | 23 FEB 2023 | 09 GEN 4.3-5  | 23 FEB 2023 |
| 06 GEN 3.5-3      | 08 AUG 2024 | 03 GEN 4.3-5     | 23 FEB 2023 | 09 GEN 4.3-6  | 15 AUG 2019 |
| 06 GEN 3.5-4      | 08 AUG 2024 | 03 GEN 4.3-6     | 23 FEB 2023 | 09 GEN 4.3-7  | 15 AUG 2019 |
| 06 GEN 3.5-5      | 08 AUG 2024 | 03 GEN 4.3-7     | 23 FEB 2023 | 09 GEN 4.3-8  | 15 AUG 2019 |
| 06 GEN 3.5-6      | 08 AUG 2024 | 03 GEN 4.3-8     | 23 FEB 2023 | 10 GEN 4.3-1  | 28 DEC 2023 |
| 06 GEN 3.5-7      | 08 AUG 2024 | 03 GEN 4.3-9     | 23 FEB 2023 | 10 GEN 4.3-2  | 28 DEC 2023 |
| 06 GEN 3.6-1      | 12 JUN 2025 | 03 GEN 4.3-10    | 23 FEB 2023 | 10 GEN 4.3-3  | 08 NOV 2018 |
| 06 GEN 3.6-2      | 12 JUN 2025 | 03 GEN 4.3-11    | 23 FEB 2023 | 10 GEN 4.3-4  | 08 NOV 2018 |
| 07GEN3-FO-RSFTA   | 08 NOV 2018 | 03 GEN 4.3-12    | 23 FEB 2023 | 10 GEN 4.3-5  | 08 NOV 2018 |
| 07 GEN 3.6-1      | 08 NOV 2018 | 03 GEN 4.3-13    | 23 FEB 2023 | 10 GEN 4.3-6  | 08 NOV 2018 |
| 08GEN3-FG-RSFTA   | 08 NOV 2018 | 03 GEN 4.3-14    | 23 FEB 2023 | 11 GEN 4.3-1  | 22 FEB 2024 |
| 09GEN3-FM-RSFTA   | 08 NOV 2018 | 03 GEN 4.3-15    | 23 FEB 2023 | 11 GEN 4.3-2  | 22 FEB 2024 |
| 09 GEN 3.6-1      | 14 JUL 2022 | 03 GEN 4.3-16    | 23 FEB 2023 | 11 GEN 4.3-3  | 22 FEB 2024 |
| 09 GEN 3.6-2      | 23 FEB 2023 | 03 GEN 4.3-17    | 23 FEB 2023 | 11 GEN 4.3-4  | 22 FEB 2024 |
| 09 GEN 3.6-3      | 23 FEB 2023 | 03 GEN 4.3-18    | 23 FEB 2023 | 11 GEN 4.3-5  | 22 FEB 2024 |



|              |             |                        |             |               |             |
|--------------|-------------|------------------------|-------------|---------------|-------------|
| 11 GEN 4.3-6 | 22 FEB 2024 | 00 ENR 1.8-11          | 08 NOV 2018 | 05 ENR 1.6-32 | 19 MAY 2022 |
| 11 GEN 4.3-7 | 22 FEB 2024 | 00 ENR 1.8-12          | 08 NOV 2018 | 05 ENR 1.6-33 | 19 MAY 2022 |
| 12 GEN 4.3-1 | 28 DEC 2023 | 00 ENR 1.8-13          | 28 JAN 2021 | 05 ENR 1.6-34 | 19 MAY 2022 |
| 12 GEN 4.3-2 | 28 DEC 2023 | 00 ENR 1.8-14          | 08 NOV 2018 | 05 ENR 1.6-35 | 19 MAY 2022 |
| 12 GEN 4.3-3 | 28 DEC 2023 | 00 ENR 1.8-15          | 20 APR 2023 | 05 ENR 1.6-36 | 19 MAY 2022 |
| 12 GEN 4.3-4 | 28 DEC 2023 | 00 ENR 1.8-16          | 05 OCT 2023 | 05 ENR 1.6-37 | 19 MAY 2022 |
| 12 GEN 4.3-5 | 28 DEC 2023 | 00 ENR 1.8-21          | 22 JAN 2026 | 05 ENR 1.6-38 | 19 MAY 2022 |
| 12 GEN 4.3-6 | 28 DEC 2023 | 00 ENR 1.8-22          | 06 OCT 2022 | 05 ENR 1.6-39 | 19 MAY 2022 |
| 12 GEN 4.3-7 | 28 DEC 2023 | 00 ENR 1.8-23          | 06 OCT 2022 | 05 ENR 1.8-1  | 19 MAR 2026 |
| 12 GEN 4.3-8 | 28 DEC 2023 | 00 ENR 1.8-24          | 06 OCT 2022 | 05 ENR 1.12-1 | 19 MAR 2026 |
| 13 GEN 4.3-1 | 25 JAN 2024 | 00 ENR 1.8-25          | 06 OCT 2022 | 05 ENR 1.12-2 | 19 MAR 2026 |
| 13 GEN 4.3-2 | 25 JAN 2024 | 00 ENR 1.8-26          | 06 OCT 2022 | 05 ENR 1.12-3 | 19 MAR 2026 |
| 13 GEN 4.3-3 | 25 JAN 2024 | 00 ENR 1.8-27          | 06 OCT 2022 | 05 ENR 1.12-4 | 19 FEB 2026 |
| 13 GEN 4.3-4 | 25 JAN 2024 | 00ENR6-ASECNA-ENRCP-WA | 06 OCT      | 05 ENR 1.12-5 | 19 FEB 2026 |
| 13 GEN 4.3-5 | 25 JAN 2024 | 2022                   |             | 06 ENR 1.1-1  | 18 JUN 2020 |
| 13 GEN 4.3-6 | 25 JAN 2024 | 00 ENR 1.8-31          | 22 JAN 2026 | 06 ENR 1.1-2  | 18 JUN 2020 |
| 13 GEN 4.3-7 | 25 JAN 2024 | 00 ENR 1.8-32          | 06 OCT 2022 | 06 ENR 1.1-3  | 18 JUN 2020 |
| 13 GEN 4.3-8 | 25 JAN 2024 | 00 ENR 1.8-33          | 06 OCT 2022 | 06 ENR 1.1-4  | 05 SEP 2024 |
| 14 GEN 4.3-1 | 28 DEC 2023 | 00 ENR 1.9-1           | 08 NOV 2018 | 06 ENR 1.1-5  | 18 JUN 2020 |
| 14 GEN 4.3-2 | 28 DEC 2023 | 00 ENR 1.10-1          | 10 AUG 2023 | 06 ENR 1.6-1  | 05 SEP 2024 |
| 14 GEN 4.3-3 | 28 DEC 2023 | 00 ENR 1.11-1          | 08 NOV 2018 | 06 ENR 1.6-11 | 05 SEP 2024 |
| 15 GEN 4.3-1 | 28 DEC 2023 | 00 ENR 1.11-2          | 08 NOV 2018 | 06 ENR 1.6-12 | 05 SEP 2024 |
| 15 GEN 4.3-2 | 28 DEC 2023 | 00 ENR 1.11-3          | 08 NOV 2018 | 06 ENR 1.6-13 | 05 SEP 2024 |
| 15 GEN 4.3-3 | 08 NOV 2018 | 00 ENR 1.12-1          | 08 NOV 2018 | 06 ENR 1.6-21 | 05 SEP 2024 |
| 15 GEN 4.3-4 | 08 NOV 2018 | 00 ENR 1.13-1          | 08 NOV 2018 | 06 ENR 1.6-31 | 05 SEP 2024 |
| 16 GEN 4.3-1 | 28 DEC 2023 | 00 ENR 1.13-2          | 08 NOV 2018 | 06 ENR 1.6-32 | 19 MAY 2022 |
| 16 GEN 4.3-2 | 28 DEC 2023 | 00 ENR 1.14.01         | 28 FEB 2019 | 06 ENR 1.8-1  | 23 MAY 2019 |
| 17 GEN 4.3-1 | 28 DEC 2023 | 00 ENR 1.14.02         | 28 FEB 2019 | 06 ENR 1.8-2  | 23 MAY 2019 |
| 17 GEN 4.3-2 | 28 DEC 2023 | 00 ENR 1.14.03         | 28 FEB 2019 | 06 ENR 1.8-3  | 05 NOV 2020 |
|              |             | 00 ENR 1.14.04         | 28 FEB 2019 | 06 ENR 1.8-4  | 23 MAY 2019 |
|              |             | 01 ENR 1.1-1           | 08 AUG 2024 | 06 ENR 1.8-5  | 23 MAY 2019 |
|              |             | 01 ENR 1.1-2           | 08 AUG 2024 | 06 ENR 1.8-6  | 25 FEB 2021 |
|              |             | 01 ENR 1.1-3           | 08 AUG 2024 | 06 ENR 1.8-7  | 23 MAY 2019 |
|              |             | 01 ENR 1.1-4           | 08 AUG 2024 | 06 ENR 1.8-11 | 31 OCT 2024 |
|              |             | 01 ENR 1.1-5           | 08 AUG 2024 | 06 ENR 1.8-12 | 31 OCT 2024 |
|              |             | 01 ENR 1.1-6           | 08 AUG 2024 | 06 ENR 1.8-13 | 31 OCT 2024 |
|              |             | 01 ENR 1.6-1           | 19 MAY 2022 | 06 ENR 1.8-14 | 31 OCT 2024 |
|              |             | 01 ENR 1.6-11          | 23 FEB 2023 | 06 ENR 1.8-15 | 31 OCT 2024 |
|              |             | 01 ENR 1.6-12          | 19 MAY 2022 | 06 ENR 1.8-16 | 31 OCT 2024 |
|              |             | 01 ENR 1.6-13          | 19 MAY 2022 | 06 ENR 1.8-17 | 31 OCT 2024 |
|              |             | 01 ENR 1.6-14          | 19 MAY 2022 | 06 ENR 1.12-1 | 26 MAR 2020 |
|              |             | 01 ENR 1.6-21          | 19 MAY 2022 | 06 ENR 1.12-2 | 26 MAR 2020 |
|              |             | 01 ENR 1.12-1          | 08 NOV 2018 | 06 ENR 1.12-3 | 26 MAR 2020 |
|              |             | 01 ENR 1.12-2          | 08 NOV 2018 | 06 ENR 1.12-4 | 26 MAR 2020 |
|              |             | 01 ENR 1.12-3          | 08 NOV 2018 | 06 ENR 1.12-5 | 26 MAR 2020 |
|              |             | 01 ENR 1.12-4          | 08 NOV 2018 | 06 ENR 1.14-1 | 05 SEP 2024 |
|              |             | 01 ENR 1.12-5          | 08 NOV 2018 | 06 ENR 1.14-2 | 05 SEP 2024 |
|              |             | 01 ENR 1.12-6          | 08 NOV 2018 |               | 05 SEP 2024 |
|              |             | 02 ENR 1.1-1           | 25 JAN 2024 |               | 05 SEP 2024 |
|              |             | 02 ENR 1.1-2           | 25 JAN 2024 |               | 05 SEP 2024 |
|              |             | 02 ENR 1.1-3           | 25 JAN 2024 |               | 05 SEP 2024 |
|              |             | 02 ENR 1.1-4           | 25 JAN 2024 |               | 05 SEP 2024 |
|              |             | 02 ENR 1.1-5           | 25 JAN 2024 |               | 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 1.12-1 | 26 MAR 2020 |
|              |             | 03 ENR 1.6-11          | 16 JUN 2022 | 09 ENR 1.6-1  | 16 JUN 2022 |
|              |             | 03 ENR 1.6-12          | 16 JUN 2022 | 09 ENR 1.6-11 | 19 MAY 2022 |
|              |             | 03 ENR 1.6-13          | 16 JUN 2022 | 09 ENR 1.6-12 | 16 MAY 2024 |
|              |             | 03 ENR 1.6-21          | 16 JUN 2022 | 09 ENR 1.6-13 | 19 MAY 2022 |
|              |             | 03 ENR 1.6-11          | 16 JUN 2022 | 09 ENR 1.6-14 | 19 MAY 2022 |
|              |             | 03 ENR 1.6-12          | 16 JUN 2022 | 09 ENR 1.6-21 | 16 JUN 2022 |
|              |             | 03 ENR 1.6-13          | 16 JUN 2022 | 09 ENR 1.6-31 | 19 MAY 2022 |
|              |             | 03 ENR 1.6-21          | 14 JUL 2022 | 09 ENR 1.6-32 | 19 MAY 2022 |
|              |             | 03 ENR 1.8-1           | 19 MAR 2026 | 09 ENR 1.6-33 | 19 MAY 2022 |
|              |             | 05 ENR 1.6-1           | 19 MAY 2022 | 09 ENR 1.7-1  | 28 FEB 2019 |
|              |             | 05 ENR 1.6-11          | 19 MAY 2022 | 09 ENR 1.10-1 | 18 MAY 2023 |
|              |             | 05 ENR 1.6-12          | 16 JUN 2022 | 09 ENR 1.11-1 | 05 DEC 2019 |
|              |             | 05 ENR 1.6-13          | 19 MAY 2022 | 09 ENR 1.11-2 | 08 NOV 2018 |
|              |             | 05 ENR 1.6-14          | 19 MAY 2022 | 10 ENR 1.6-1  | 19 MAY 2022 |
|              |             | 05 ENR 1.6-21          | 19 MAY 2022 |               |             |
|              |             | 05 ENR 1.6-31          | 19 MAY 2022 |               |             |

[Part 2](#) En-route (ENR)  
En-route (ENR)

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|               |             |
|---------------|-------------|
| 00 ENR 0.6-1  | 06 OCT 2022 |
| 00 ENR 0.6-2  | 19 MAR 2026 |
| 00 ENR 0.6-3  | 19 MAR 2026 |
| 00 ENR 0.6-4  | 19 MAR 2026 |
| 00 ENR 0.6-5  | 19 MAR 2026 |
| 00 ENR 0.6-6  | 19 MAR 2026 |
| 00 ENR 0.6-7  | 19 MAR 2026 |
| 00 ENR 0.6-8  | 19 MAR 2026 |
| 00 ENR 0.6-9  | 19 MAR 2026 |
| 00 ENR 0.6-10 | 19 MAR 2026 |
| 00 ENR 0.6-11 | 19 MAR 2026 |

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|               |             |
|---------------|-------------|
| 00 ENR 1.1-1  | 19 FEB 2026 |
| 00 ENR 1.1-2  | 22 JAN 2026 |
| 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 |



|               |             |                   |             |               |             |
|---------------|-------------|-------------------|-------------|---------------|-------------|
| 10 ENR 1.6-11 | 19 MAY 2022 | 14 ENR 1.6-33     | 16 JUN 2022 | 02 ENR 2.1-1  | 13 JUN 2024 |
| 10 ENR 1.6-12 | 16 JUN 2022 | 14 ENR 1.6-34     | 16 JUN 2022 | 02 ENR 2.1-2  | 16 MAY 2024 |
| 10 ENR 1.6-13 | 19 MAY 2022 | 14 ENR 1.6-35     | 16 JUN 2022 | 02 ENR 2.1-3  | 20 APR 2023 |
| 10 ENR 1.6-21 | 16 JUN 2022 | 14 ENR 1.8-1      | 18 JUL 2019 | 02 ENR 2.2-1  | 16 MAY 2024 |
| 10 ENR 1.8-1  | 23 MAY 2019 | 14 ENR 1.8-2      | 18 JUL 2019 | 03 ENR 2.1-1  | 16 MAY 2024 |
| 10 ENR 1.8-2  | 23 MAY 2019 | 14 ENR 1.8-3      | 18 JUL 2019 | 03 ENR 2.1-2  | 16 MAY 2024 |
| 10 ENR 1.8-3  | 02 NOV 2023 | 14 ENR 1.8-4      | 30 NOV 2023 | 03 ENR 2.1-3  | 11 AUG 2022 |
| 10 ENR 1.8-4  | 02 NOV 2023 | 14 ENR 1.8-5      | 02 NOV 2023 | 03 ENR 2.1-4  | 30 OCT 2025 |
| 10 ENR 1.8-5  | 02 NOV 2023 | 14 ENR 1.8-6      | 30 NOV 2023 | 03 ENR 2.1-5  | 16 MAY 2024 |
| 10 ENR 1.8-6  | 02 NOV 2023 | 14 ENR 1.8-7      | 23 MAY 2019 | 03 ENR 2.2-1  | 30 OCT 2025 |
| 10 ENR 1.8-7  | 02 NOV 2023 | 14 ENR 1.12-1     | 02 NOV 2023 | 03 ENR 2.2-2  | 30 OCT 2025 |
| 10 ENR 1.12-1 | 08 NOV 2018 | 14 ENR 1.12-2     | 02 NOV 2023 | 03 ENR 2.2-3  | 30 OCT 2025 |
| 10 ENR 1.12-2 | 08 NOV 2018 | 14 ENR 1.12-3     | 02 NOV 2023 | 04 ENR 2.1-1  | 16 MAY 2024 |
| 10 ENR 1.12-3 | 08 NOV 2018 | 14 ENR 1.12-4     | 02 NOV 2023 | 04 ENR 2.2-1  | 16 MAY 2024 |
| 10 ENR 1.12-4 | 08 NOV 2018 | 14 ENR 1.12-5     | 02 NOV 2023 | 05 ENR 2.1-1  | 27 NOV 2025 |
| 10 ENR 1.12-5 | 08 NOV 2018 | 14 ENR 1.12-6     | 02 NOV 2023 | 05 ENR 2.1-2  | 04 SEP 2025 |
| 10 ENR 1.12-6 | 08 NOV 2018 | 15 ENR 1.1-1      | 11 JUL 2024 | 05 ENR 2.1-3  | 04 SEP 2025 |
| 11 ENR 1.6-1  | 16 JUN 2022 | 15 ENR 1.1-2      | 11 JUL 2024 | 05 ENR 2.1-51 | 08 OCT 2020 |
| 11 ENR 1.6-11 | 16 JUN 2022 | 15 ENR 1.1-3      | 11 JUL 2024 | 05 ENR 2.1-52 | 08 OCT 2020 |
| 11 ENR 1.6-12 | 16 JUN 2022 | 15 ENR 1.1-4      | 11 JUL 2024 | 05 ENR 2.1-53 | 08 OCT 2020 |
| 11 ENR 1.6-13 | 16 JUN 2022 | 15 ENR 1.1-5      | 11 JUL 2024 | 05 ENR 2.1-54 | 26 MAR 2020 |
| 11 ENR 1.6-21 | 16 JUN 2022 | 15 ENR 1.6-1      | 20 APR 2023 | 05 ENR 2.2-1  | 27 NOV 2025 |
| 11 ENR 1.6-31 | 16 JUN 2022 | 15 ENR 1.6-11     | 16 JUN 2022 | 05 ENR 2.2-2  | 04 SEP 2025 |
| 11 ENR 1.6-32 | 16 JUN 2022 | 15 ENR 1.6-12     | 16 JUN 2022 | 06 ENR 2.1-1  | 16 MAY 2024 |
| 11 ENR 1.6-33 | 16 JUN 2022 | 15 ENR 1.6-13     | 16 JUN 2022 | 06 ENR 2.1-2  | 05 DEC 2019 |
| 11 ENR 1.6-34 | 16 JUN 2022 | 15 ENR 1.6-21     | 16 JUN 2022 | 06 ENR 2.1-41 | 28 FEB 2019 |
| 11 ENR 1.8-1  | 23 MAY 2019 | 15 ENR 1.6-22     | 16 JUN 2022 | 06 ENR 2.2-1  | 10 JUL 2025 |
| 11 ENR 1.8-2  | 28 DEC 2023 | 15 ENR 1.8-1      | 23 MAY 2019 | 06 ENR 2.2-2  | 10 JUL 2025 |
| 11 ENR 1.8-3  | 28 DEC 2023 | 15 ENR 1.8-2      | 23 MAY 2019 | 07 ENR 2.1-1  | 04 SEP 2025 |
| 11 ENR 1.8-4  | 23 MAY 2019 | 15 ENR 1.8-3      | 23 MAY 2019 | 07 ENR 2.1-2  | 04 SEP 2025 |
| 11 ENR 1.8-5  | 28 DEC 2023 | 15 ENR 1.8-4      | 02 NOV 2023 | 07 ENR 2.1-3  | 04 SEP 2025 |
| 12 ENR 1.6-1  | 19 MAY 2022 | 15 ENR 1.8-5      | 02 NOV 2023 | 07 ENR 2.1-41 | 21 MAR 2024 |
| 12 ENR 1.6-11 | 19 MAY 2022 | 15 ENR 1.8-6      | 02 NOV 2023 | 07 ENR 2.1-51 | 21 MAR 2024 |
| 12 ENR 1.6-12 | 19 MAY 2022 | 15 ENR 1.8-7      | 02 NOV 2023 | 07 ENR 2.1-52 | 21 MAR 2024 |
| 12 ENR 1.6-13 | 19 MAY 2022 | 15 ENR 1.8-8      | 02 NOV 2023 | 07 ENR 2.2-1  | 16 MAY 2024 |
| 12 ENR 1.6-21 | 14 JUL 2022 | 15 ENR 1.8-9      | 23 MAY 2019 | 07 ENR 2.2-2  | 16 MAY 2024 |
| 12 ENR 1.6-31 | 19 MAY 2022 | 16 ENR 1.6-1      | 11 AUG 2022 | 07 ENR 2.2-3  | 04 SEP 2025 |
| 12 ENR 1.6-32 | 19 MAY 2022 | 16 ENR 1.6-11     | 11 AUG 2022 | 08 ENR 2.1-1  | 08 NOV 2018 |
| 12 ENR 1.6-33 | 19 MAY 2022 | 16 ENR 1.6-12     | 11 AUG 2022 | 08 ENR 2.2-1  | 17 APR 2025 |
| 12 ENR 1.8-1  | 18 JUN 2020 | 16 ENR 1.6-13     | 11 AUG 2022 | 09 ENR 2.1-1  | 04 SEP 2025 |
| 12 ENR 1.8-2  | 18 JUN 2020 | 16 ENR 1.6-21     | 11 AUG 2022 | 09 ENR 2.1-2  | 04 SEP 2025 |
| 12 ENR 1.8-3  | 18 JUN 2020 | 17 ENR 1.6-1      | 19 MAY 2022 | 09 ENR 2.1-3  | 16 MAY 2024 |
| 12 ENR 1.8-4  | 28 DEC 2023 | 17 ENR 1.6-11     | 19 MAY 2022 | 09 ENR 2.1-4  | 04 SEP 2025 |
| 12 ENR 1.8-5  | 18 JUN 2020 | 17 ENR 1.6-12     | 16 JUN 2022 | 09 ENR 2.1-61 | 28 FEB 2019 |
| 12 ENR 1.8-6  | 28 DEC 2023 | 17 ENR 1.6-13     | 19 MAY 2022 | 09 ENR 2.1-62 | 28 FEB 2019 |
| 13 ENR 1.6-1  | 16 JUN 2022 | 17 ENR 1.6-21     | 16 JUN 2022 | 09 ENR 2.1-71 | 28 MAR 2019 |
| 13 ENR 1.6-11 | 16 JUN 2022 |                   |             | 09 ENR 2.2-1  | 04 SEP 2025 |
| 13 ENR 1.6-12 | 16 JUN 2022 |                   | ENR 2       | 09 ENR 2.2-2  | 11 JUL 2024 |
| 13 ENR 1.6-13 | 16 JUN 2022 | 00 ENR 2.1-1      |             | 09 ENR 2.2-3  | 11 JUL 2024 |
| 13 ENR 1.6-14 | 16 JUN 2022 | 00 ENR 2.1-2      | 04 SEP 2025 | 10 ENR 2.1-1  | 13 JUN 2024 |
| 13 ENR 1.6-21 | 16 JUN 2022 | 00 ENR 2.1-3      | 08 NOV 2018 | 10 ENR 2.1-2  | 16 MAY 2024 |
| 13 ENR 1.6-31 | 16 JUN 2022 | 00 ENR 2.1-4      | 08 NOV 2018 | 10 ENR 2.2-1  | 20 FEB 2025 |
| 13 ENR 1.6-32 | 16 JUN 2022 | 00 ENR 2.1-5      | 08 NOV 2018 | 10 ENR 2.2-2  | 16 MAY 2024 |
| 13 ENR 1.6-33 | 16 JUN 2022 | 00 ENR 2.1-6      | 08 NOV 2018 | 11 ENR 2.1-1  | 16 MAY 2024 |
| 13 ENR 1.6-34 | 16 JUN 2022 | 00 ENR 2.1-7      | 08 NOV 2018 | 11 ENR 2.1-2  | 22 APR 2021 |
| 13 ENR 1.6-35 | 16 JUN 2022 | 00 ENR 2.1-8      | 08 NOV 2018 | 11 ENR 2.2-1  | 16 MAY 2024 |
| 13 ENR 1.8-1  | 19 MAR 2026 | 00 ENR 2.1-9      | 08 NOV 2018 | 12 ENR 2.1-1  | 16 MAY 2024 |
| 13 ENR 1.8-11 | 23 MAY 2019 | 00 ENR 2.1-10     | 08 NOV 2018 | 12 ENR 2.1-2  | 06 DEC 2018 |
| 13 ENR 1.8-12 | 23 MAY 2019 | 00 ENR 2.1-11     | 08 NOV 2018 | 12 ENR 2.2-1  | 07 AUG 2025 |
| 13 ENR 1.8-13 | 23 MAY 2019 | 00 ENR 2.1-12     | 08 NOV 2018 | 12 ENR 2.2-2  | 20 FEB 2025 |
| 13 ENR 1.12-1 | 20 FEB 2025 | 00 ENR 2.1-13     | 08 NOV 2018 | 13 ENR 2.1-1  | 22 APR 2021 |
| 13 ENR 1.12-2 | 20 MAR 2025 | 00 ENR 2.1-14     | 04 SEP 2025 | 13 ENR 2.1-2  | 22 APR 2021 |
| 13 ENR 1.12-3 | 20 MAR 2025 | 00 ENR 2.1-15     | 22 APR 2021 | 13 ENR 2.2-1  | 22 APR 2021 |
| 13 ENR 1.12-4 | 20 FEB 2025 | 00 ENR 2.1-16     | 05 DEC 2019 | 13 ENR 2.2-2  | 22 APR 2021 |
| 13 ENR 1.12-5 | 20 FEB 2025 | 00 ENR 2.1-17     | 04 SEP 2025 | 13 ENR 2.2-3  | 22 APR 2021 |
| 14 ENR 1.6-1  | 16 JUN 2022 | 00 ENR 2.1-18     | 08 NOV 2018 | 13 ENR 2.2-4  | 22 APR 2021 |
| 14 ENR 1.6-11 | 16 JUN 2022 | 00 ENR 2.1-19     | 08 NOV 2018 | 14 ENR 2.1-1  | 13 JUN 2024 |
| 14 ENR 1.6-12 | 16 JUN 2022 | 00 ENR 2.1-20     | 08 NOV 2018 | 14 ENR 2.1-2  | 05 DEC 2019 |
| 14 ENR 1.6-13 | 16 JUN 2022 | 00 ENR 2.1-21     | 11 AUG 2022 | 14 ENR 2.2-1  | 10 JUL 2025 |
| 14 ENR 1.6-21 | 16 JUN 2022 | 00ENR2-ASECNA-FIR | 08 NOV 2018 | 14 ENR 2.2-2  | 05 SEP 2024 |
| 14 ENR 1.6-31 | 16 JUN 2022 | 01 ENR 2.1-1      | 16 MAY 2024 | 15 ENR 2.1-1  | 13 JUN 2024 |
| 14 ENR 1.6-32 | 16 JUN 2022 | 01 ENR 2.2-1      | 16 MAY 2024 | 15 ENR 2.2-1  | 11 JUL 2024 |



|               |             |               |             |                |             |
|---------------|-------------|---------------|-------------|----------------|-------------|
| 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 |
| ENR 3         |             |               |             |                |             |
| 00 ENR 3.1-1  | 16 MAY 2024 | 00 ENR 3.2-2  | 19 MAY 2022 | 00 ENR 3.2-74  | 19 MAY 2022 |
| 00 ENR 3.1-2  | 19 MAY 2022 | 00 ENR 3.2-3  | 19 MAY 2022 | 00 ENR 3.2-75  | 19 MAY 2022 |
| 00 ENR 3.1-3  | 16 MAY 2024 | 00 ENR 3.2-4  | 02 OCT 2025 | 00 ENR 3.2-76  | 19 MAY 2022 |
| 00 ENR 3.1-4  | 02 OCT 2025 | 00 ENR 3.2-5  | 02 OCT 2025 | 00 ENR 3.2-77  | 19 MAY 2022 |
| 00 ENR 3.1-5  | 28 FEB 2019 | 00 ENR 3.2-6  | 02 OCT 2025 | 00 ENR 3.2-78  | 19 MAY 2022 |
| 00 ENR 3.1-6  | 16 MAY 2024 | 00 ENR 3.2-7  | 01 DEC 2022 | 00 ENR 3.2-79  | 19 MAY 2022 |
| 00 ENR 3.1-7  | 19 MAY 2022 | 00 ENR 3.2-8  | 19 MAY 2022 | 00 ENR 3.2-80  | 19 MAY 2022 |
| 00 ENR 3.1-8  | 16 MAY 2024 | 00 ENR 3.2-9  | 19 MAY 2022 | 00 ENR 3.2-81  | 02 OCT 2025 |
| 00 ENR 3.1-9  | 02 OCT 2025 | 00 ENR 3.2-10 | 02 OCT 2025 | 00 ENR 3.2-82  | 19 MAY 2022 |
| 00 ENR 3.1-10 | 16 MAY 2024 | 00 ENR 3.2-11 | 19 MAY 2022 | 00 ENR 3.2-83  | 19 MAY 2022 |
| 00 ENR 3.1-11 | 19 MAY 2022 | 00 ENR 3.2-12 | 19 MAY 2022 | 00 ENR 3.2-84  | 19 MAY 2022 |
| 00 ENR 3.1-12 | 16 MAY 2024 | 00 ENR 3.2-13 | 19 MAY 2022 | 00 ENR 3.2-85  | 19 MAY 2022 |
| 00 ENR 3.1-13 | 16 MAY 2024 | 00 ENR 3.2-14 | 19 MAY 2022 | 00 ENR 3.2-86  | 19 MAY 2022 |
| 00 ENR 3.1-14 | 16 MAY 2024 | 00 ENR 3.2-15 | 19 MAY 2022 | 00 ENR 3.2-87  | 19 MAY 2022 |
| 00 ENR 3.1-15 | 16 MAY 2024 | 00 ENR 3.2-16 | 19 MAY 2022 | 00 ENR 3.2-88  | 19 MAY 2022 |
| 00 ENR 3.1-16 | 16 MAY 2024 | 00 ENR 3.2-17 | 19 MAY 2022 | 00 ENR 3.2-89  | 19 MAY 2022 |
| 00 ENR 3.1-17 | 16 MAY 2024 | 00 ENR 3.2-18 | 19 MAY 2022 | 00 ENR 3.2-90  | 19 MAY 2022 |
| 00 ENR 3.1-18 | 16 MAY 2024 | 00 ENR 3.2-19 | 19 MAY 2022 | 00 ENR 3.2-91  | 19 MAY 2022 |
| 00 ENR 3.1-19 | 16 MAY 2024 | 00 ENR 3.2-20 | 19 MAY 2022 | 00 ENR 3.2-92  | 19 MAY 2022 |
| 00 ENR 3.1-20 | 16 MAY 2024 | 00 ENR 3.2-21 | 02 OCT 2025 | 00 ENR 3.2-93  | 02 OCT 2025 |
| 00 ENR 3.1-21 | 02 OCT 2025 | 00 ENR 3.2-22 | 19 MAY 2022 | 00 ENR 3.2-94  | 02 OCT 2025 |
| 00 ENR 3.1-22 | 16 MAY 2024 | 00 ENR 3.2-23 | 19 MAY 2022 | 00 ENR 3.2-95  | 02 OCT 2025 |
| 00 ENR 3.1-23 | 16 MAY 2024 | 00 ENR 3.2-24 | 19 MAY 2022 | 00 ENR 3.2-96  | 02 OCT 2025 |
| 00 ENR 3.1-24 | 16 MAY 2024 | 00 ENR 3.2-25 | 19 MAY 2022 | 00 ENR 3.2-97  | 02 OCT 2025 |
| 00 ENR 3.1-25 | 16 MAY 2024 | 00 ENR 3.2-26 | 19 MAY 2022 | 00 ENR 3.2-98  | 02 OCT 2025 |
| 00 ENR 3.1-26 | 16 MAY 2024 | 00 ENR 3.2-27 | 19 MAY 2022 | 00 ENR 3.2-99  | 02 OCT 2025 |
| 00 ENR 3.1-27 | 16 MAY 2024 | 00 ENR 3.2-28 | 02 OCT 2025 | 00 ENR 3.2-100 | 02 OCT 2025 |
| 00 ENR 3.1-28 | 16 MAY 2024 | 00 ENR 3.2-29 | 19 MAY 2022 | 00 ENR 3.2-101 | 02 OCT 2025 |
| 00 ENR 3.1-29 | 16 MAY 2024 | 00 ENR 3.2-30 | 19 MAY 2022 | 00 ENR 3.2-102 | 02 OCT 2025 |
| 00 ENR 3.1-30 | 16 MAY 2024 | 00 ENR 3.2-31 | 19 MAY 2022 | 00 ENR 3.2-103 | 02 OCT 2025 |
| 00 ENR 3.1-31 | 28 FEB 2019 | 00 ENR 3.2-32 | 19 MAY 2022 | 00 ENR 3.2-104 | 02 OCT 2025 |
| 00 ENR 3.1-32 | 02 OCT 2025 | 00 ENR 3.2-33 | 19 MAY 2022 | 00 ENR 3.2-105 | 02 OCT 2025 |
| 00 ENR 3.1-33 | 16 MAY 2024 | 00 ENR 3.2-34 | 19 MAY 2022 | 00 ENR 3.2-106 | 02 OCT 2025 |
| 00 ENR 3.1-34 | 16 MAY 2024 | 00 ENR 3.2-35 | 19 MAY 2022 | 00 ENR 3.2-107 | 02 OCT 2025 |
| 00 ENR 3.1-35 | 16 MAY 2024 | 00 ENR 3.2-36 | 19 MAY 2022 | 00 ENR 3.2-108 | 02 OCT 2025 |
| 00 ENR 3.1-36 | 19 MAY 2022 | 00 ENR 3.2-37 | 19 MAY 2022 | 00 ENR 3.2-109 | 02 OCT 2025 |
| 00 ENR 3.1-37 | 16 MAY 2024 | 00 ENR 3.2-38 | 19 MAY 2022 | 00 ENR 3.2-110 | 02 OCT 2025 |
| 00 ENR 3.1-38 | 16 MAY 2024 | 00 ENR 3.2-39 | 19 MAY 2022 | 00 ENR 3.3-1   | 19 MAY 2022 |
| 00 ENR 3.1-39 | 16 MAY 2024 | 00 ENR 3.2-40 | 19 MAY 2022 | 00 ENR 3.3-2   | 19 MAY 2022 |
| 00 ENR 3.1-40 | 16 MAY 2024 | 00 ENR 3.2-41 | 19 MAY 2022 | 00 ENR 3.3-3   | 19 MAY 2022 |
| 00 ENR 3.1-41 | 16 MAY 2024 | 00 ENR 3.2-42 | 19 MAY 2022 | 00 ENR 3.3-4   | 19 MAY 2022 |
| 00 ENR 3.1-42 | 16 MAY 2024 | 00 ENR 3.2-43 | 19 MAY 2022 | 00 ENR 3.3-5   | 19 MAY 2022 |
| 00 ENR 3.1-43 | 16 MAY 2024 | 00 ENR 3.2-44 | 19 MAY 2022 | 00 ENR 3.3-6   | 03 JAN 2019 |
| 00 ENR 3.1-44 | 16 MAY 2024 | 00 ENR 3.2-45 | 19 MAY 2022 | 00 ENR 3.3-7   | 19 MAY 2022 |
| 00 ENR 3.1-45 | 02 OCT 2025 | 00 ENR 3.2-46 | 01 DEC 2022 | 00 ENR 3.3-8   | 07 AUG 2025 |
| 00 ENR 3.1-46 | 02 OCT 2025 | 00 ENR 3.2-47 | 19 MAY 2022 | 00 ENR 3.3-9   | 19 MAY 2022 |
| 00 ENR 3.1-47 | 16 MAY 2024 | 00 ENR 3.2-48 | 19 MAY 2022 | 00 ENR 3.3-10  | 19 MAY 2022 |
| 00 ENR 3.1-48 | 16 MAY 2024 | 00 ENR 3.2-49 | 19 MAY 2022 | 00 ENR 3.3-11  | 07 AUG 2025 |
| 00 ENR 3.1-49 | 16 MAY 2024 | 00 ENR 3.2-50 | 02 OCT 2025 | 00 ENR 3.3-12  | 19 MAY 2022 |
| 00 ENR 3.1-50 | 16 MAY 2024 | 00 ENR 3.2-51 | 02 OCT 2025 | 00 ENR 3.3-13  | 19 MAY 2022 |
| 00 ENR 3.1-51 | 02 OCT 2025 | 00 ENR 3.2-52 | 19 MAY 2022 | 00 ENR 3.3-14  | 19 MAY 2022 |
| 00 ENR 3.1-52 | 16 MAY 2024 | 00 ENR 3.2-53 | 19 MAY 2022 | 00 ENR 3.3-15  | 19 MAY 2022 |
| 00 ENR 3.1-53 | 02 OCT 2025 | 00 ENR 3.2-54 | 19 MAY 2022 | 00 ENR 3.3-16  | 19 MAY 2022 |
| 00 ENR 3.1-54 | 16 MAY 2024 | 00 ENR 3.2-55 | 19 MAY 2022 | 00 ENR 3.3-17  | 19 MAY 2022 |
| 00 ENR 3.1-55 | 19 MAY 2022 | 00 ENR 3.2-56 | 19 MAY 2022 | 00 ENR 3.3-18  | 22 APR 2021 |
| 00 ENR 3.1-56 | 16 MAY 2024 | 00 ENR 3.2-57 | 19 MAY 2022 | 00 ENR 3.3-19  | 19 MAY 2022 |
| 00 ENR 3.1-57 | 16 MAY 2024 | 00 ENR 3.2-58 | 30 NOV 2023 | 00 ENR 3.3-20  | 19 MAY 2022 |
| 00 ENR 3.1-58 | 16 MAY 2024 | 00 ENR 3.2-59 | 30 NOV 2023 | 00 ENR 3.3-21  | 03 JAN 2019 |
| 00 ENR 3.1-59 | 16 MAY 2024 | 00 ENR 3.2-60 | 05 OCT 2023 | 00 ENR 3.3-22  | 19 MAY 2022 |
| 00 ENR 3.1-60 | 16 MAY 2024 | 00 ENR 3.2-61 | 19 MAY 2022 | 00 ENR 3.3-23  | 19 MAY 2022 |
| 00 ENR 3.1-61 | 16 MAY 2024 | 00 ENR 3.2-62 | 19 MAY 2022 | 00 ENR 3.3-24  | 19 MAY 2022 |
| 00 ENR 3.1-62 | 16 MAY 2024 | 00 ENR 3.2-63 | 19 MAY 2022 | 00 ENR 3.3-25  | 03 JAN 2019 |
| 00 ENR 3.1-63 | 16 MAY 2024 | 00 ENR 3.2-64 | 19 MAY 2022 | 00 ENR 3.3-26  | 19 MAY 2022 |
| 00 ENR 3.1-64 | 16 MAY 2024 | 00 ENR 3.2-65 | 19 MAY 2022 | 00 ENR 3.3-27  | 30 NOV 2023 |
| 00 ENR 3.1-65 | 02 OCT 2025 | 00 ENR 3.2-66 | 19 MAY 2022 | 00 ENR 3.3-28  | 19 MAY 2022 |
| 00 ENR 3.1-66 | 19 MAY 2022 | 00 ENR 3.2-67 | 19 MAY 2022 | 00 ENR 3.3-29  | 19 MAY 2022 |
|               |             | 00 ENR 3.2-68 | 19 MAY 2022 | 00 ENR 3.3-30  | 19 MAY 2022 |
|               |             | 00 ENR 3.2-69 | 19 MAY 2022 | 00 ENR 3.3-31  | 19 MAY 2022 |





|                   |             |                        |             |                        |             |
|-------------------|-------------|------------------------|-------------|------------------------|-------------|
| 01 ENR 5.4-2      | 27 NOV 2025 | 09 ENR 5.3-20          | 08 NOV 2018 | 00ENR6-ASECNA-ENRC-FML | 30 NOV 2023 |
| 01 ENR 5.4-3      | 27 NOV 2025 | 09 ENR 5.3-21          | 08 NOV 2018 | 00ENR6-ASECNA-ENRC-OCU | 30 NOV      |
| 02 ENR 5.1-1      | 05 OCT 2023 | 09ENR5-FM-VFR          | 08 NOV 2018 | 2023                   |             |
| 02 ENR 5.1-2      | 05 OCT 2023 | 09 ENR 5.4-1           | 05 SEP 2024 | 00ENR6-ASECNA-ENRC-FMU | 30 NOV      |
| 02ENR5-DF-TOURISM | 08 NOV 2018 | 09 ENR 5.4-2           | 05 SEP 2024 | 2023                   |             |
| 02 ENR 5.4-1      | 08 NOV 2018 | 09 ENR 5.4-3           | 05 SEP 2024 | 00ENR6-ASECNA-ENRCP-WA | 06 OCT      |
| 02 ENR 5.4-2      | 20 MAY 2021 | 09 ENR 5.4-4           | 05 SEP 2024 | 2022                   |             |
| 02 ENR 5.4-3      | 20 MAY 2021 | 09 ENR 5.4-5           | 05 SEP 2024 | 00ENR6-ASECNA-ENRCP-CA | 03 NOV 2022 |
| 03 ENR 5.1-1      | 08 NOV 2018 | 09 ENR 5.4-6           | 05 SEP 2024 | 00ENR6-ASECNA-ENRCP-MA | 03 NOV      |
| 03 ENR 5.1-2      | 08 NOV 2018 | 09 ENR 5.4-7           | 05 SEP 2024 | 2022                   |             |
| 03 ENR 5.1-3      | 05 DEC 2019 | 09 ENR 5.4-8           | 05 SEP 2024 |                        |             |
| 03ENR5-FK-TOURISM | 28 FEB 2019 | 09 ENR 5.4-9           | 05 SEP 2024 |                        |             |
| 03 ENR 5.3-3      | 08 NOV 2018 | 09 ENR 5.4-10          | 05 SEP 2024 |                        |             |
| 03 ENR 5.4-1      | 21 APR 2022 | 09 ENR 5.4-11          | 05 SEP 2024 |                        |             |
| 03 ENR 5.4-2      | 21 APR 2022 | 10 ENR 5.1-1           | 05 DEC 2019 |                        |             |
| 03 ENR 5.4-3      | 21 APR 2022 | 10 ENR 5.1-2           | 21 MAY 2020 | 00 AD 0.6-1            | 04 SEP 2025 |
| 03 ENR 5.4-4      | 21 APR 2022 | 10ENR5-GA-TOURISM      | 08 NOV 2018 | 00 AD 0.6-2            | 19 MAR 2026 |
| 03 ENR 5.4-5      | 21 APR 2022 | 10 ENR 5.4-1           | 08 NOV 2018 | 00 AD 0.6-3            | 19 MAR 2026 |
| 03 ENR 5.4-6      | 21 APR 2022 | 10 ENR 5.4-2           | 08 NOV 2018 | 00 AD 0.6-4            | 19 MAR 2026 |
| 04 ENR 5.1-1      | 08 NOV 2018 | 10 ENR 5.4-3           | 08 NOV 2018 | 00 AD 0.6-5            | 19 MAR 2026 |
| 04ENR5-FE-TOURISM | 08 NOV 2018 | 10 ENR 5.4-4           | 08 NOV 2018 | 00 AD 0.6-6            | 19 MAR 2026 |
| 04 ENR 5.4-1      | 08 NOV 2018 | 10 ENR 5.4-5           | 08 NOV 2018 | 00 AD 0.6-7            | 19 MAR 2026 |
| 04 ENR 5.4-2      | 08 NOV 2018 | 11 ENR 5.1-1           | 18 JUN 2020 | 00 AD 0.6-8            | 19 MAR 2026 |
| 05 ENR 5.1-1      | 08 NOV 2018 | 11 ENR 5.1-2           | 08 NOV 2018 | 00 AD 0.6-9            | 19 MAR 2026 |
| 05 ENR 5.1-2      | 22 JAN 2026 | 11 ENR 5.1-3           | 05 DEC 2019 | 00 AD 0.6-10           | 19 MAR 2026 |
| 05ENR5-FC-TOURISM | 08 NOV 2018 | 11ENR5-GQ-TOURISM      | 08 NOV 2018 | 00 AD 0.6-11           | 19 MAR 2026 |
| 05 ENR 5.4-1      | 08 NOV 2018 | 11 ENR 5.4-1           | 08 NOV 2018 | 00 AD 0.6-12           | 19 MAR 2026 |
| 05 ENR 5.4-2      | 15 JUN 2023 | 11 ENR 5.4-2           | 08 NOV 2018 | 00 AD 0.6-13           | 19 MAR 2026 |
| 05 ENR 5.4-3      | 15 JUN 2023 | 12 ENR 5.1-1           | 08 NOV 2018 | 00 AD 0.6-14           | 19 MAR 2026 |
| 06 ENR 5.1-1      | 05 DEC 2019 | 12ENR5-DR-TOURISM      | 08 NOV 2018 | 00 AD 0.6-15           | 30 OCT 2025 |
| 06 ENR 5.1-2      | 05 DEC 2019 | 12 ENR 5.4-1           | 23 JAN 2025 | 00 AD 0.6-16           | 30 OCT 2025 |
| 06ENR5-DI-TOURISM | 08 NOV 2018 | 12 ENR 5.4-2           | 23 JAN 2025 | 00 AD 0.6-17           | 30 OCT 2025 |
| 06 ENR 5.4-1      | 08 NOV 2018 | 12 ENR 5.4-3           | 23 JAN 2025 | 00 AD 0.6-18           | 30 OCT 2025 |
| 06 ENR 5.4-2      | 08 NOV 2018 | 12 ENR 5.4-4           | 23 JAN 2025 | 00 AD 0.6-19           | 30 OCT 2025 |
| 06 ENR 5.4-3      | 08 NOV 2018 | 12 ENR 5.4-5           | 23 JAN 2025 | 00 AD 0.6-20           | 30 OCT 2025 |
| 06 ENR 5.4-4      | 24 MAR 2022 | 12 ENR 5.4-6           | 23 JAN 2025 | 00 AD 0.6-21           | 30 OCT 2025 |
| 06 ENR 5.4-5      | 24 MAR 2022 | 13 ENR 5.1-1           | 08 NOV 2018 | 00 AD 0.6-22           | 30 OCT 2025 |
| 06 ENR 5.4-6      | 24 MAR 2022 | 13 ENR 5.1-2           | 05 DEC 2019 | 00 AD 0.6-23           | 30 OCT 2025 |
| 07 ENR 5.1-1      | 05 DEC 2019 | 13 ENR 5.1-3           | 03 NOV 2022 | 00 AD 0.6-24           | 30 OCT 2025 |
| 07 ENR 5.1-2      | 27 FEB 2020 | 13 ENR 5.1-4           | 03 NOV 2022 | 00 AD 0.6-25           | 30 OCT 2025 |
| 07 ENR 5.1-3      | 05 DEC 2019 | 13ENR5-GO-TOURISM      | 08 NOV 2018 | 00 AD 0.6-26           | 30 OCT 2025 |
| 07ENR5-FO-TOURISM | 08 NOV 2018 | 13ENR5-GO-GOR2         | 28 FEB 2019 | 00 AD 0.6-27           | 30 OCT 2025 |
| 07 ENR 5.3-3      | 08 NOV 2018 | 13ENR5-GO-GOR3         | 28 FEB 2019 | 00 AD 0.6-28           | 30 OCT 2025 |
| 07 ENR 5.3-4      | 08 NOV 2018 | 13ENR5-GO-GOR4         | 28 FEB 2019 | 00 AD 0.6-29           | 30 OCT 2025 |
| 07 ENR 5.4-1      | 08 NOV 2018 | 13ENR5-GO-GOR5         | 28 FEB 2019 | 00 AD 0.6-30           | 19 MAR 2026 |
| 07 ENR 5.4-2      | 08 NOV 2018 | 13ENR5-GO-GOR10        | 28 FEB 2019 | 00 AD 0.6-31           | 19 MAR 2026 |
| 07 ENR 5.4-3      | 08 NOV 2018 | 13 ENR 5.4-1           | 08 NOV 2018 | 00 AD 0.6-32           | 19 MAR 2026 |
| 08 ENR 5.1-1      | 08 NOV 2018 | 13 ENR 5.4-2           | 08 NOV 2018 | 00 AD 0.6-33           | 19 MAR 2026 |
| 08 ENR 5.4-1      | 15 MAY 2025 | 13 ENR 5.4-3           | 08 NOV 2018 | 00 AD 0.6-34           | 19 MAR 2026 |
| 08 ENR 5.4-2      | 15 MAY 2025 | 13 ENR 5.4-4           | 08 NOV 2018 | 00 AD 0.6-35           | 19 MAR 2026 |
| 09 ENR 5.1-1      | 05 DEC 2019 | 13 ENR 5.4-5           | 08 NOV 2018 | 00 AD 0.6-36           | 19 MAR 2026 |
| 09 ENR 5.1-2      | 05 DEC 2019 | 13 ENR 5.4-6           | 11 JUL 2024 | 00 AD 0.6-37           | 19 MAR 2026 |
| 09 ENR 5.1-3      | 05 DEC 2019 | 13 ENR 5.4-7           | 11 JUL 2024 | 00 AD 0.6-38           | 19 MAR 2026 |
| 09 ENR 5.1-4      | 05 DEC 2019 | 14 ENR 5.1-1           | 08 NOV 2018 | 00 AD 0.6-39           | 19 MAR 2026 |
| 09 ENR 5.1-5      | 08 NOV 2018 | 14 ENR 5.1-2           | 08 NOV 2018 | 00 AD 0.6-40           | 19 MAR 2026 |
| 09 ENR 5.1-6      | 05 DEC 2019 | 14ENR5-FT-TOURISM      | 08 NOV 2018 | 00 AD 0.6-41           | 19 MAR 2026 |
| 09 ENR 5.1-7      | 08 NOV 2018 | 14 ENR 5.4-1           | 10 JUL 2025 | 00 AD 0.6-42           | 19 MAR 2026 |
| 09 ENR 5.3-1      | 08 NOV 2018 | 14 ENR 5.4-2           | 10 JUL 2025 | 00 AD 0.6-43           | 19 MAR 2026 |
| 09 ENR 5.3-2      | 08 NOV 2018 | 15 ENR 5.1-1           | 12 AUG 2021 | 00 AD 0.6-44           | 19 MAR 2026 |
| 09 ENR 5.3-3      | 08 NOV 2018 | 15 ENR 5.1-2           | 17 JUN 2021 | 00 AD 0.6-45           | 19 MAR 2026 |
| 09 ENR 5.3-4      | 08 NOV 2018 | 15ENR5-DX-TOURISM      | 08 NOV 2018 | 00 AD 0.6-46           | 19 MAR 2026 |
| 09 ENR 5.3-5      | 08 NOV 2018 | 15 ENR 5.4-1           | 30 NOV 2023 | 00 AD 0.6-47           | 19 MAR 2026 |
| 09 ENR 5.3-6      | 08 NOV 2018 | 15 ENR 5.4-2           | 30 NOV 2023 | 00 AD 0.6-48           | 19 MAR 2026 |
| 09 ENR 5.3-7      | 08 NOV 2018 | 15 ENR 5.4-3           | 30 NOV 2023 | 00 AD 0.6-49           | 19 MAR 2026 |
| 09ENR5-FM-INHOSP  | 08 NOV 2018 | 15 ENR 5.4-4           | 30 NOV 2023 | 00 AD 0.6-50           | 19 MAR 2026 |
| 09 ENR 5.3-11     | 08 NOV 2018 | 16 ENR 5.1-1           | 08 NOV 2018 | 00 AD 0.6-51           | 19 MAR 2026 |
| 09 ENR 5.3-12     | 08 NOV 2018 | 16 ENR 5.4-1           | 08 NOV 2018 | 00 AD 0.6-52           | 19 MAR 2026 |
| 09 ENR 5.3-13     | 08 NOV 2018 | 17 ENR 5.1-1           | 26 MAR 2020 |                        |             |
| 09 ENR 5.3-15     | 08 NOV 2018 | 17 ENR 5.4-1           | 08 NOV 2018 |                        |             |
| 09 ENR 5.3-16     | 08 NOV 2018 |                        |             |                        |             |
| 09 ENR 5.3-17     | 08 NOV 2018 |                        |             |                        |             |
| 09 ENR 5.3-19     | 08 NOV 2018 |                        |             |                        |             |
|                   |             | ENR 6                  |             |                        |             |
|                   |             | 00ENR6-ASECNA-ENRC-OCL | 30 NOV 2023 |                        |             |

**Part 3.1** Aérodromes (AD)  
**Aerodromes (AD)**

AD 0

AD 1



03 AD-2.FKKU-11 30 DEC 2021  
03 AD-2.FKKU-12 30 DEC 2021  
03 AD-2.FKKU-13 30 DEC 2021  
03AD-2.OPEN-EXTENSION-FKKU 30 DEC 2021

**GAROUA**

03 AD-2.FKKR-1 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 19 FEB 2026  
05 AD-2.FCBB-18 19 FEB 2026  
05 AD-2.FCBB-19 19 FEB 2026  
05 AD-2.FCBB-20 19 FEB 2026  
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 19 FEB 2026  
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 19 FEB 2026  
05 AD-2.FCOD-12 22 JAN 2026  
05 AD-2.FCOD-13 22 JAN 2026

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

06 AD-2.DIAP-1 22 JAN 2026  
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 22 JAN 2026  
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 22 JAN 2026

**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 22 JAN 2026  
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/JOSEPHRENDJAMBE  
ISSANI**

|                 |             |
|-----------------|-------------|
| 07 AD-2.FOOG-1  | 19 FEB 2026 |
| 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  | 19 FEB 2026 |
| 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 | 19 MAR 2026 |
| 07 AD-2.FOON-2 | 15 AUG 2019 |
| 07 AD-2.FOON-3 | 19 FEB 2026 |
| 07 AD-2.FOON-4 | 08 OCT 2020 |
| 07 AD-2.FOON-5 | 19 FEB 2026 |
| 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 | 22 JAN 2026 |

**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 | 22 JAN 2026 |

**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  | 19 FEB 2026 |
| 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  | 19 FEB 2026 |
| 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  | 22 JAN 2026 |
| 09 AD-2.FMNA-5  | 22 JAN 2026 |
| 09 AD-2.FMNA-6  | 22 JAN 2026 |
| 09 AD-2.FMNA-7  | 17 APR 2025 |
| 09 AD-2.FMNA-8  | 22 JAN 2026 |
| 09 AD-2.FMNA-9  | 17 APR 2025 |
| 09 AD-2.FMNA-10 | 17 APR 2025 |
| 09 AD-2.FMNA-11 | 22 JAN 2026 |

**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  | 22 JAN 2026 |
| 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 | 19 FEB 2026 |
| 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  | 22 JAN 2026 |
| 09 AD-2.FMSF-2  | 20 MAR 2025 |
| 09 AD-2.FMSF-3  | 20 MAR 2025 |
| 09 AD-2.FMSF-4  | 20 MAR 2025 |
| 09 AD-2.FMSF-5  | 05 NOV 2020 |
| 09 AD-2.FMSF-6  | 05 NOV 2020 |
| 09 AD-2.FMSF-7  | 17 APR 2025 |
| 09 AD-2.FMSF-8  | 05 NOV 2020 |
| 09 AD-2.FMSF-9  | 20 MAR 2025 |
| 09 AD-2.FMSF-10 | 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  | 19 FEB 2026 |
| 09 AD-2.FMST-9  | 17 APR 2025 |
| 09 AD-2.FMST-10 | 17 APR 2025 |
| 09 AD-2.FMST-11 | 02 OCT 2025 |

**MAROANTSETRA**

|                |             |
|----------------|-------------|
| 09 AD-2.FMNR-1 | 19 MAR 2026 |
| 09 AD-2.FMNR-2 | 19 MAR 2026 |
| 09 AD-2.FMNR-3 | 19 MAR 2026 |
| 09 AD-2.FMNR-4 | 19 MAR 2026 |
| 09 AD-2.FMNR-5 | 19 MAR 2026 |
| 09 AD-2.FMNR-6 | 19 MAR 2026 |
| 09 AD-2.FMNR-7 | 19 MAR 2026 |
| 09 AD-2.FMNR-8 | 19 MAR 2026 |
| 09 AD-2.FMNR-9 | 19 MAR 2026 |

**AEROPORT INTERNATIONAL  
PRESIDENT MODIBO KEITA - SENOU**

|                 |             |
|-----------------|-------------|
| 10 AD-2.GABS-1  | 19 FEB 2026 |
| 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 | 22 JAN 2026 |
| 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  | 22 JAN 2026 |
| 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 / AMBODEJJO**

|                |             |
|----------------|-------------|
| 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 | 22 JAN 2026 |
| 10 AD-2.GATB-2 | 19 FEB 2026 |
| 10 AD-2.GATB-3 | 15 AUG 2019 |
| 10 AD-2.GATB-4 | 15 AUG 2019 |
| 10 AD-2.GATB-5 | 22 JAN 2026 |
| 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  | 22 JAN 2026 |
| 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  | 22 JAN 2026 |
| 11 AD-2.GQNO-6  | 22 JAN 2026 |
| 11 AD-2.GQNO-7  | 27 FEB 2020 |
| 11 AD-2.GQNO-8  | 27 FEB 2020 |
| 11 AD-2.GQNO-9  | 22 JAN 2026 |
| 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 | 22 JAN 2026 |

**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 | 22 JAN 2026 |
| 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 | 22 JAN 2026 |

**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 | 22 JAN 2026 |

**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  | 19 FEB 2026 |
| 12 AD-2.DRRN-5  | 19 FEB 2026 |
| 12 AD-2.DRRN-6  | 20 MAR 2025 |
| 12 AD-2.DRRN-7  | 18 APR 2024 |
| 12 AD-2.DRRN-8  | 19 FEB 2026 |
| 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 |

**AGADECZ / 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 22 JAN 2026  
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 22 JAN 2026

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 19 FEB 2026

**DAKAR/LEOPOLD SEDAR SENGHOR**

13 AD-2.GOOY-1 25 MAR 2021  
13 AD-2.GOOY-2 25 MAR 2021  
13 AD-2.GOOY-3 25 MAR 2021  
13 AD-2.GOOY-4 25 MAR 2021  
13 AD-2.GOOY-5 25 MAR 2021  
13 AD-2.GOOY-6 17 JUN 2021  
13 AD-2.GOOY-7 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 19 FEB 2026

**AEROPORT OUSMANE MASSEK  
NDIAYE DE SAINT LOUIS**

13 AD-2.GOSS-1 22 JAN 2026  
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  | 19 MAR 2026 |
| 17 AD-2.GGOV-2  | 19 MAR 2026 |
| 17 AD-2.GGOV-3  | 19 MAR 2026 |
| 17 AD-2.GGOV-4  | 19 MAR 2026 |
| 17 AD-2.GGOV-5  | 19 MAR 2026 |
| 17 AD-2.GGOV-6  | 19 MAR 2026 |
| 17 AD-2.GGOV-7  | 19 MAR 2026 |
| 17 AD-2.GGOV-8  | 19 MAR 2026 |
| 17 AD-2.GGOV-9  | 19 MAR 2026 |
| 17 AD-2.GGOV-10 | 19 MAR 2026 |
| 17 AD-2.GGOV-11 | 19 MAR 2026 |
| 17 AD-2.GGOV-12 | 19 MAR 2026 |

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-VORDME05 22 JAN  
2026  
05AD2-FCBB-STAR-VORDME23 22 JAN  
2026  
05AD2-FCBB-RMAC 05 DEC 2019  
05AD2-FCBB-RMAC-DATA 05 DEC 2019  
05AD2-FCBB-IAC-RNP05 22 JAN 2026  
05AD2-FCBB-IAC-RNP05-DATA 22 JAN  
2026  
05AD2-FCBB-IAC-RNP23 22 JAN 2026  
05AD2-FCBB-IAC-RNP23-DATA 22 JAN  
2026  
05AD2-FCBB-IAC-ILSX05 22 JAN 2026  
05AD2-FCBB-IAC-ILSX05-DATA 22 JAN  
2026  
05AD2-FCBB-IAC-ILSY05 22 JAN 2026  
05AD2-FCBB-IAC-ILSZ05 22 JAN 2026  
05AD2-FCBB-IAC-VORY05 22 JAN 2026  
05AD2-FCBB-IAC-VORZ05 22 JAN 2026  
05AD2-FCBB-IAC-VORY23 22 JAN 2026  
05AD2-FCBB-IAC-VORZ23 22 JAN 2026  
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

**IMP FONDO**

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

**MAKOUA**

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

**MOSSENDJO**

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

**OLLOMBO / DENIS SASSOU  
N'GUESSO**

05AD2-FCOD-ARC 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-RNP17 22 JAN 2026  
05AD2-FCPP-IAC-RNP17-DATA 22 JAN 2026  
05AD2-FCPP-IAC-RNP35 22 JAN 2026  
05AD2-FCPP-IAC-RNP35-DATA 22 JAN 2026  
05AD2-FCPP-IAC-ILSX17 22 JAN 2026  
05AD2-FCPP-IAC-ILSX17-DATA 22 JAN 2026  
05AD2-FCPP-IAC-ILSY17 21 APR 2022  
05AD2-FCPP-IAC-ILSZ17 22 JAN 2026  
05AD2-FCPP-IAC-VORY17 21 APR 2022  
05AD2-FCPP-IAC-VORZ17 22 JAN 2026  
05AD2-FCPP-IAC-VORY35 21 APR 2022  
05AD2-FCPP-IAC-VORZ35 22 JAN 2026  
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 22 JAN 2026  
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 202106AD2-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 202206AD2-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**YAMOOUSSOUKRO**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-RNP16 19 FEB 2026  
07AD2-FOOL-SID-RNP16-DATA-1 19 FEB 2026  
07AD2-FOOL-SID-RNP16-DATA-2 19 FEB 2026  
07AD2-FOOL-SID-RNP34 16 JUN 2022  
07AD2-FOOL-STAR-RNP16 19 FEB 2026  
07AD2-FOOL-STAR-RNP16-DATA-1 19 FEB 2026  
07AD2-FOOL-STAR-RNP16-DATA-2 19 FEB 2026  
07AD2-FOOL-STAR-VORDME16 07 AUG 2025  
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 03 OCT 2024  
07AD2-FOOG-IAC-RNP02-DATA 03 OCT 2024  
07AD2-FOOG-IAC-RNP20 03 OCT 2024  
07AD2-FOOG-IAC-RNP20-DATA.pdf 03 OCT 2024  
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-RNAVILS19 08 NOV 2018  
09AD2-FMMT-IAC-ILSZ19 08 NOV 2018  
09AD2-FMMT-IAC-VOR\_NDB01 08 NOV 2018  
09AD2-FMMT-IAC-VOR\_NDB19 08 NOV 2018  
09AD2-FMMT-VAC 27 JAN 2022  
09AD2-FMMT-VLC 27 JAN 2022  
09AD2-FMMT-CVFR-01 27 JAN 2022  
09AD2-FMMT-CVFR-02 27 JAN 2022  
09AD2-FMMT-ILC 27 JAN 2022

**TOLAGNARO / MARILLAC**

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

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**AEROPORT INTERNATIONAL  
PRESIDENT MODIBO KEITA - SENOU**

10AD2-GABS-ADC 10 AUG 2023  
10AD2-GABS-APDC 08 NOV 2018  
10AD2-GABS-AOC 10 AUG 2023  
10AD2-GABS-ARC 10 AUG 2023  
10AD2-GABS-STAR-RNAV0624 08 NOV 2018  
10AD2-GABS-STAR-VORDME0624 08 NOV 2018  
10AD2-GABS-RMAC 05 DEC 2019  
10AD2-GABS-IAC-RNAV06 08 NOV 2018  
10AD2-GABS-IAC-RNAV24 08 NOV 2018  
10AD2-GABS-IAC-ILSY06 08 NOV 2018  
10AD2-GABS-IAC-ILSZ06 08 NOV 2018  
10AD2-GABS-IAC-VORY06.pdf 08 NOV 2018  
10AD2-GABS-IAC-VORZ06 08 NOV 2018  
10AD2-GABS-IAC-VORY24 08 NOV 2018  
10AD2-GABS-IAC-VORZ24 08 NOV 2018  
10AD2-GABS-VAC 10 AUG 2023  
10AD2-GABS-VLC 10 AUG 2023  
10AD2-GABS-CVFR-01 10 AUG 2023  
10AD2-GABS-CVFR-02 10 AUG 2023  
10AD2-GABS-ILC 10 AUG 2023

**GAO / KOROGOUSSOU**

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

**GOUNDAM**

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

**KAYES / DAG-DAG**

10AD2-GAKD-VAC 08 NOV 2018  
10AD2-GAKD-VLC 08 NOV 2018  
10AD2-GAKD-ILC 08 NOV 2018  
10AD2-GAKD-IAC-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

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**AIOUN EL ATROUSS**

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

**ATAR**

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

**BIR MOGREIN**

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

**KAEDI**

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

**KIFFA**

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

**NEMA**

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

**NOUADHIBOU**

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

**NOUAKCHOTT - OUMTOUNSY**

11AD2-GQNO-ADC 05 NOV 2020  
11AD2-GQNO-APDC 05 NOV 2020  
11AD2-GQNO-APDC-DATA 05 NOV 2020  
11AD2-GQNO-AOC0624 05 NOV 2020  
11AD2-GQNO-AOC1634 05 NOV 2020  
11AD2-GQNO-ARC 05 DEC 2019  
11AD2-GQNO-STAR-VORDME06 08 NOV 2018  
11AD2-GQNO-STAR-VORDME1634 08 NOV 2018  
11AD2-GQNO-RMAC 05 DEC 2019  
11AD2-GQNO-RMAC-DATA 05 DEC 2019  
11AD2-GQNO-IAC-RNP06 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNP06 08 NOV 2018  
11AD2-GQNO-IAC-RNP24 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNP24 08 NOV 2018  
11AD2-GQNO-IAC-RNP16 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNP16 08 NOV 2018  
11AD2-GQNO-IAC-RNP34 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNP34 08 NOV 2018  
11AD2-GQNO-IAC-RNAV\_ILS06 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNAV\_ILS06 08 NOV 2018  
11AD2-GQNO-IAC-ILSZ06 08 NOV 2018  
11AD2-GQNO-IAC-RNAV\_ILS34 08 NOV 2018  
11AD2-GQNO-IAC-DATA-RNAV\_ILS34 08 NOV 2018  
11AD2-GQNO-IAC-ILSY34 08 NOV 2018  
11AD2-GQNO-IAC-ILSZ34 08 NOV 2018  
11AD2-GQNO-IAC-VORY16 08 NOV 2018  
11AD2-GQNO-IAC-VORZ16 08 NOV 2018

11AD2-GQNO-IAC-VORX34 08 NOV 2018  
11AD2-GQNO-IAC-VORY34 08 NOV 2018  
11AD2-GQNO-IAC-VORZ34 08 NOV 2018  
11AD2-GQNO-VAC 05 NOV 2020  
11AD2-GQNO-VLC 05 NOV 2020  
11AD2-GQNO-CVFR01 05 NOV 2020  
11AD2-GQNO-CVFR02 05 NOV 2020  
11AD2-GQNO-CVFR03 05 NOV 2020  
11AD2-GQNO-ILC 05 NOV 2020

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**AGADEF / 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

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**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 SEDAR SENGHOR**

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

13AD2-GOOY-ILC 08 NOV 2018  
**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-VAC 24 FEB 2022  
13AD2-GOBD-VLC 24 FEB 2022  
13AD2-GOBD-CVFR-01 24 FEB 2022  
13AD2-GOBD-CVFR-02 24 FEB 2022  
13AD2-GOBD-ILC 24 FEB 2022

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**ABECHE**

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

**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

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**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

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**MORONI/PRINCE SAID IBRAHIM**

16AD2-FMCH-ADC 27 JAN 2022

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

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**BISSAU / OSVALDO VIEIRA**

17AD2-GGOV-ADC 16 JUL 2020  
17AD2-GGOV-APDC 16 JUL 2020  
17AD2-GGOV-AOC 16 JUL 2020  
17AD2-GGOV-ARC 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  
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



|   |                        |   |
|---|------------------------|---|
| Chapitre 6 §6.5.2.14.1  | RAB 01 §1.42.4.8 (ccc) | Cette recommandation de l'OACI est érigée en norme du RAB 01 dans le cadre de la présente disposition.<br><i>This ICAO recommendation is established as a RAB 01 standard within the framework of this provision.</i> |
| Chapitre 6 §6.5.2.21.1  | RAB 01 §1.42.4.8 (nnn) | Cette recommandation de l'OACI est érigée en norme du RAB 01 dans le cadre de la présente disposition.<br><i>This ICAO recommendation is established as a RAB 01 standard within the framework of this provision.</i> |
| Chapitre 6 §6.5.2.21.2  | RAB 01 §1.42.4.8 (nnn) | Cette recommandation de l'OACI est érigée en norme du RAB 01 dans le cadre de la présente disposition.<br><i>This ICAO recommendation is established as a RAB 01 standard within the framework of this provision.</i> |
| APPENDICE 2.<br>ORGANISME DE<br>FORMATION AGRÉÉ<br>3.2  | RAB 01                 | N/A<br>Le Bénin ne délivre pas de licence de pilote MPL<br><i>Benin does not issue a multi-crew pilot license</i>   |
| APPENDICE 3.<br>Conditions de<br>délivrance de la<br>licence de pilote en<br>équipage multiple —<br>Avion | RAB 01                 | N/A<br>Le Bénin ne délivre pas de licence de pilote en équipage multiple – Avion.<br><i>Benin does not issue a multi-crew pilot license – Airplane.</i>   |
| APPENDICE 4.<br>Formulaire commun<br>pour les licences du<br>personnel délivrées<br>par voie électronique | RAB 01                 | N/A<br>Le Bénin ne délivre pas de licence du personnel par voie électronique.<br><i>Benin does not issue personnel licenses electronically.</i>   |
| SUPPLÉMENT B<br>Annotation pour les<br>licences validées<br>automatiquement                               | RAB 01                 | Réservé<br><i>Reserved</i>  |

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 11.1) ET L'ANNEXE 2 DE L'OACI ( 11ème Edition, juillet 2024 , incluant l'amendement n°48)**  
**DIFFERENCES BETWEEN THE THE AERONAUTICAL REGULATION OF BENIN (RAB 11.1) AND THE ANNEX 2 OF ICAO ( 11th Edition, July 2024 , including Amendment n°48)**

| RÉFÉRENCE<br>ANNEXE 2 /<br>REFERENCE ANNEX<br>2 | RÉFÉRENCE /<br>REFERENCE RAB<br>11.1 | DETAILS DE LA DIFFÉRENCE /<br>DETAILS OF THE DIFFERENCE  |
|---|--------------------------------------|--|
| Chapitre 4 §4.4                                 | RAB 11.1, §11.1.4.4                  | Les vols VFR sont limités au niveau de vol 145 dans l'espace aérien du Bénin.<br><i>VFR flights are limited to flight level 145 in the Benin airspace.</i> |

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 16) ET L'ANNEXE 3 DE L'OACI ( 21ème Edition, août 2025 , incluant l'amendement n° 82 )**  
**DIFFERENCES BETWEEN THE THE AERONAUTICAL REGULATION OF BENIN (RAB 16) AND THE ANNEX 3 OF ICAO ( 21st Edition, August 2025 , including Amendment n° 82 )**

| RÉFÉRENCE<br>ANNEXE 3 /<br>REFERENCE ANNEX<br>3 | RÉFÉRENCE /<br>REFERENCE RAB 16 | DETAILS DE LA DIFFÉRENCE / DETAILS OF THE DIFFERENCE |
|---|---------------------------------|--|
| NEANT<br>NIL                                    |                                 |  |

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 21) ET L'ANNEXE 4 DE L'OACI (11ème Edition, juillet 2009, incluant l'amendement n° 62 )**  
**DIFFERENCES BETWEEN THE THE AERONAUTICAL REGULATION OF BENIN (RAB 21) AND THE ANNEX 4 OF ICAO (11th Edition, July 2009, including Amendment n° 62 )**

| RÉFÉRENCE ANNEXE 4 / REFERENCE ANNEX 4 | RÉFÉRENCE / REFERENCE RAB 21 | DETAILS DE LA DIFFÉRENCE / DETAILS OF THE DIFFERENCE  |
|--|------------------------------|---|
| Chapitre 5 §5.2.1                      | RAB 21 § 21.5.2.1            | La Carte de terrain et d'obstacles d'aérodrome - OACI (Électronique) n'est pas disponible pour les aérodromes utilisés régulièrement par l'aviation civile internationale au Bénin. <i>Aerodrome Terrain and Obstacle Charts — ICAO (Electronic) isn't available for Benin aerodromes regularly used by international civil aviation.</i> |
| Chapitre 16 §16.2.1                    | RAB 21 § 21.16.2.1           | La Carte aéronautique du Monde au 1/1 000 000 – OACI n'est pas rendu disponible pour le compte du Bénin. <i>World Aeronautical Chart — ICAO 1:1 000 000 isn't available on behalf of Benin</i>  |

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 17) ET L'ANNEXE 5 DE L'OACI (5ème édition, Juillet 2010, incluant l'amendement n° 17)**  
**DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 17) AND THE ANNEX 5 OF ICAO (5th edition, July 2010, including amendement n° 17)**

|              |  |              |
|--------------|--|--------------|
| NEANT<br>NIL |  | NEANT<br>NIL |
|--------------|--|--------------|

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 08) ET L'ANNEXE 6 PARTIE 1 DE L'OACI (12ème, juillet 2022, incorporant l'amendement N°48)**  
**DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 08) AND THE ANNEX 6 PART 1 OF ICAO (12th, July 2022, amendment N°48 Incorporated)**

| RÉFÉRENCE ANNEXE 6 PARTIE 1 / REFERENCE ANNEX 6 PART 1   | RÉFÉRENCE / REFERENCE RAB 08  | DETAILS DE LA DIFFÉRENCE / DETAILS OF THE DIFFERENCE  |
|--|---|---|
| Chapitre 3 §3.3.1, 3.5.2.<br>Chapitre 4 §4.2.4.3, 4.2.7.3, 4.2.7.4, 4.2.8.6, 4.3.6.4, 4.3.10.1, 4.4.6, 4.4.9.1, 4.4.9.2, 4.4.10, 4.7.2.7, 4.10.8.<br>Chapitre 5 § 5.1.3<br>Chapitre 6 § 6.1.5.4, 6.2.2(a), 6.2.2(c), 6.3.1.1.2, 6.3.2.1.2, 6.3.2.1.5, 6.3.2.4.3, 6.3.3.1.3, 6.3.4.1.2, 6.3.5.5.3, 6.7.4, 6.7.6, 6.11, 6.15.3, 6.17.1, 6.18.2, 6.19.3, 6.20.4.<br>Chapitre 9 §9.4.5.2<br>Chapitre 10 §10.4, 10.5.<br>Chapitre 11 §11.3.3, 11.4.1, 11.4.2, 11.4.3.<br>Chapitre 13 §13.1, 13.2.4, 13.2.5, 13.6.1, 13.6.2.<br>Chapitre 14 §14.5. | RAB 08 §8.3.3.1 / 8.3.5.2 / 8.4.2.4.3 / 8.4.2.7.3 / 8.4.2.7.4 / 8.4.2.8.6 / 8.4.3.6.4 / 8.4.3.10.1 / 8.4.4.6 / 8.4.4.9.1 / 8.4.4.9.2 / 8.4.4.10.1 / 8.4.10.8 / 8.5.1.3 / 8.6.1.5.4 / 8.6.2.2(a) / 8.6.2.2(c) / 6.3.1.1.2 / 8.6.3.2.1.2 / 8.6.3.2.1.5 / 8.6.3.2.4.3 / 8.6.3.3.1.3 / 8.6.3.4.1.2 / 8.6.3.5.5.3 / 8.6.7.4 / 8.6.7.6 / 8.6.11 / 8.6.15.3 / 8.6.17.1 / 8.6.18.2 / 8.6.19.3 / 8.6.20.4 / 8.9.4.5.2 / 8.10.4 / 8.10.5 / 8.11.3.3 / 8.11.4.1 / 8.11.4.2 / 8.11.4.3 / 8.13.1 / 8.13.2.4 / 8.13.2.5 / 8.13.6.1 / 8.13.6.2 / 8.14.5. | Ces recommandations de l'OACI sont intégrées sous forme de normes du RAB 08 et à ce titre, est mise en œuvre telle que spécifiée.<br><i>This ICAO recommendations are incorporated as a RAB 08 standard and as such is implemented as specified</i> |



|  |  |  |
|--|--|--|
| Chapitre 2 §2.7.3, 2.13, 2.14, 2.16.4, 2.19.1, 2.19.1.<br>Chapitre 4 §4.1.3.3, 4.1.3.4, 4.2.2.1, 4.3.2.4, 4.3.2.5, 4.3.2.6, 4.5.2, 4.7.1.1.3, 4.7.2.1.2, 4.7.3.1.3, 4.7.4.4, 4.9.2, 4.10, 4.13.4.<br>Chapitre 5 §5.1.5 | RAB 08TER §08TER 2.7.3 / 08TER 2.13 / 08TER 2.14 / 08TER 2.16.4 / 08TER 2.19.1 / 08TER 2.19.2 / 08TER 4.1.3.3 / 08TER 4.1.3.4 / 08TER 4.2.2.1 / 08TER 4.3.2.4 / 08TER 4.3.2.5 / 08TER 4.3.2.6 / 08TER 4.5.2 / 08TER 4.7.1.1.3 / 08TER 4.7.2.1.2 / 08TER 4.7.3.1.2[équivalent norme 4.7.3.1.3] / 08TER 4.7.4.4 / 4.9.2 / 08TER 4.10, 4.13.4 / 08TER 5.1.5 | Ces recommandations de l'OACI sont intégrées sous forme de normes du RAB 08TER et à ce titre, est mise en œuvre telle que spécifiée.<br><i>This ICAO recommendations are incorporated as a RAB 08TER standard and as such is implemented as specified This standard is not applicable for Benin.</i> |
| Chapitre 2 §2.4.6<br>Chapitre 3 §3.1.5<br>Chapitre 4 §4.4.4, 4.1.5.4.  | RAB 08TER §08TER 2.4.6 / 08TER 3.1.5 / 08TER 4.4.4 / 08TER 4.1.5.4   | Réservé.<br><i>Reserved.</i>   |

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 03) ET L'ANNEXE 7 DE L'OACI (6ème, juillet 2012, incorporant l'amendement N°7)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 03) AND THE ANNEX 7 OF ICAO (6th, july 2012, amendment N°7 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 04) ET L'ANNEXE 8 DE L'OACI (13ème, juillet 2022, incorporant l'amendement N°109)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 04) AND THE ANNEX 8 OF ICAO (13th, july 2022, amendment N°109 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 24) ET L'ANNEXE 9 DE L'OACI (16ème, juillet 2022, incorporant l'amendement N°29)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 24) AND THE ANNEX 9 OF ICAO (16th, july 2022, amendment N°29 Incorporated)***

NEANT NIL

NEANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 15 VOL 1) ET L'ANNEXE 10 VOL 1 DE L'OACI (8ème édition, juillet 2023, incorporant l'amendement N° 94 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 15 VOL 1) AND THE ANNEX 10 VOL 1 OF ICAO (8th Edition, July 2023, amendment N° 94 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 15 VOL 2) ET L'ANNEXE 10 VOL 2 DE L'OACI (7ème édition, juillet 2016, incorporant l'amendement N° 94 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 15 VOL 4) AND THE ANNEX 10 VOL 2 OF ICAO (7th edition, July 2016, amendment N° 94 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 15 VOL 3) ET L'ANNEXE 10 VOL 3 DE L'OACI (2ème édition Juillet 2007, incorporant l'amendement N° 93 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 15 VOL 4) AND THE ANNEX 10 VOL 3 OF ICAO ( 2nd Edition, July 2007, amendment N° 93 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 15 VOL 4) ET L'ANNEXE 10 VOL 4 DE L'OACI (5ème édition, juillet 2014, incorporant l'amendement N°91)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 15 VOL 4) AND THE ANNEX 10 VOL 4 OF ICAO (5th Edition, July 2014, amendment N°91 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 15 VOL 5) ET L'ANNEXE 10 VOL 5 DE L'OACI (3ème édition Juillet 2013 , incorporant l'amendement N° 91 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 15 VOL 5) AND THE ANNEX 10 VOL 5 OF ICAO ( 3rd , July 2013, amendment N° 91 Incorporated)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 11.2) ET L'ANNEXE 11 DE L'OACI (15ème Edition, juillet 2018, incluant l'amendement n° 54 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 11.2) AND THE ANNEX 11 OF ICAO (15th Edition, july 2018, including Amendement n° 54 )***

RÉFÉRENCE  
ANNEXE 11 /  
REFERENCE ANNEX  
11

RÉFÉRENCE /  
REFERENCE RAB  
11.2

DETAILS DE LA DIFFÉRENCE / DETAILS OF THE DIFFERENCE

NEANT  
NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 14) ET L'ANNEXE 12 DE L'OACI ( 9ème édition de Juillet 2024 , incluant l'amendement N° 19 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 14) AND THE ANNEX 12 OF ICAO ( 9th edition of july 2024, incorporate amendment 19 )***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 13) ET L'ANNEXE 13 DE L'OACI (12ème édition de Juillet 2020, incluant l'amendement N°18)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 13) AND THE ANNEX 13 OF ICAO (12th Edition July 2020, incorporates amendment 18)***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 7.1) ET L'ANNEXE 14 VOL 1 DE L'OACI (9ème édition de Juillet 2022, incluant l'amendement N° 18 )**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 7.1) AND THE ANNEX 14 VOL 1 OF ICAO (9th Edition July 2022, incorporates amendment 18 )***

NÉANT NIL

**DIFFÉRENCES ENTRE LE RÈGLEMENT AÉRONAUTIQUE DU BÉNIN (RAB 7.2) ET L'ANNEXE 14 VOL 2 DE L'OACI (5ème édition de Juillet 2020, incluant l'amendement N°9)**  
***DIFFERENCES BETWEEN THE AERONAUTICAL REGULATION OF BENIN (RAB 7.2) AND THE ANNEX 14 VOL 2 OF ICAO (5th Edition July 2020, incorporates amendment 9)***

NÉANT NIL



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| Arrêté N° 00000050/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Tchibanga   |
| Arrêté N° 00000051/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Mouila  |
| Arrêté N° 00000052/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Makokou   |
| Arrêté N° 00000053/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Koulamoutou   |
| Arrêté N° 00000054/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Bitam   |
| Arrêté N° 00000055/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport d'Omboué   |
| Arrêté N° 00000056/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Lambaréné   |
| Arrêté N° 00000057/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport de Port-Gentil   |
| Arrêté N° 00000058/MTAC/ANAC du 29.07.09          | Portant règlementation de la circulation des personnes et des véhicules à l'aéroport d'Oyem   |
| Arrêté N° 00000065/MRAC/CAB/ANAC du 13.09.09      | Portant création d'un centre d'expertise de médecine aéronautique de Libreville (C.E.M.A.L)   |
| Arrêté N° 00000071/MTA/ANAC/DSA du 21.09.09       | Portant modification de l'arrêté N° 0022/MTAC/SGACC/DAF .Instituant les inspections pré-vol des aéronefs au départ de Libreville et fixant leur barème.                                     |
| Arrêté N° 00000072/MTAC/ANAC du 21.09.09          | Fixant les modalités de perception, de répartition et de rétrocessions de la redevance de sureté sur les aérodromes relevant des activités nationales (ART 2) de la convention de l'ASECNA. |
| Arrêté N° 000000516/MT/ANAC du 07.04.10           | Relatif au plan type manuel d'aérodrome   |
| Arrêté N° 000000517/MT/ANAC du 07.04.10           | Portant création d'une licence de membre d'équipage de cabine   |
| Arrêté N° 00413/MT/SG/ANAC du 07.06.11            | Portant interdiction de vol, de survol et d'atterrissage des aéronefs de type Antonov 12 ,Antonov 24 et Antonov 26 en République Gabonaise  |
| Arrêté N° 000000518/MT/ANAC du 07.07.11           | Relatif à la sortie du territoire national des aéronefs immatriculés à l'étranger   |
| Arrêté N° 025/MCPEN/CAB/2010 du 07.07.11          | Relatif à la règlementation de l'implantation des stations radioélectriques   |
| Arrêté N° 000009/MMPITPHTAT/MDT/ ANAC du 10.08.12 | Fixant les principes généraux du programme de sécurité de l'Aviation Civile   |
| Arrêté N° 00010/MBITPHTA/MDT/ANAC du 10.08.12     | Fixant les exigences minimales du système de gestion de la sécurité des opérateurs du secteur de l'aviation civile  |
| Arrêté N° 00452/MT/ANAC du 16 Septembre 2016      | Portant Réouverture de l'Aérodrome de MAYUMBA à la circulation aérienne publique  |
| Loi 23/2016 du 29 décembre 2016                   | Portant code de l'aviation civile   |
| Loi 23/2011 du 24 février 2012                    | Portant ratification de l'ordonnance n°0014/PR/2011 portant réorganisation de l'Agence Nationale de l'Aviation Civile   |
| Décret N° 0338/PR/MT du 1 juin 2016               | Fixant les conditions d'insertion, d'évolution et d'exploitation dans l'espace aérien des aéronefs circulant sans personne à bord en République Gabonaise                                   |
| Arrêté N° 0017/MTT/2019 du 13 septembre 2019      | Fixant l'obligation pour les compagnies aériennes de droit gabonais d'immatriculer leurs aéronefs au registre gabonais d'immatriculation  |
| Arrêté n° 00015/MTL/ANAC du 21 décembre 2018      | Fixant le régime de la licence d'exploitation et du certificat de transporteur aérien en république Gabonaise   |
| Arrêté n° 00014/MTL/ANAC du 21 décembre 2018      | Fixant les conditions d'exercice des activités d'assistance en escale aux aéroports du Gabon  |
| Arrêté n° 009.18/MTL/ANAC du 17 septembre 2018    | Portant levée de l'interdiction de survol de la zone dénommée FOP3  |
| Arrêté n° 022.18/MTL/ANAC du 15 mars 2018         | Portant création d'une zone règlementée dénommée FOR14  |
| Arrêté n° 00054/MTL/SG du 16 juin 2017            | Fixant les modalités de notification d'accidents ou d'incidents d'aviation  |
| Arrêté n° 00065/MTL/ANAC du 02 juin 2017          | Fixant le régime des infractions aux règles de sécurité sur les aérodromes ouverts à la circulation aérienne publique   |
| Arrêté n° 00042/MTL/ANAC du 30 mai 2017           | Portant délégation de pouvoirs au Directeur Général de l'Agence Nationale de l'Aviation Civile  |
| Arrêté n° 00402/MT du 12 aout 2016                | Fixant les conditions de qualification, d'expérience minimale et de maintien des compétences des enquêteurs techniques du Bureau d'Enquête sur les Incidents et Accidents d'Aviation        |
| Arrêté n° 00064/MT du 02 février 2016             | Portant fermeture définitive à la circulation aérienne publique aux aérodromes ne répondant plus aux normes exploitation  |

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| Arrêté n°0012/MT du 24 juillet 2015                   | Portant réglementation de la circulation aérienne des aéronefs ultra légers motorisés  |
| Décision n°113/2021/ANAC/DG/DN du 14 décembre 2021    | Portant levée de suspension de l'exploitation d'aéronefs de type Boeing 737 MAX dans l'espace aérien de la République Gabonaise  |
| Circulaire n°004/2021/ANAC/DG/DE du 31 Décembre 2021  | Fixant le mécanisme de validation des données et informations aéronautiques à publier par la République Gabonaise  |
| Circulaire n°002/2021/ANAC/DG/DE du 08 Septembre 2021 | Relative aux conditions de fourniture du service d'information de vol d'aérodrome (AFIS) en République Gabonaise   |
| DECISION n°036/2024/ANAC/DG/DA du 02/04/2024          | Portant exemption aux exigences réglementaires relatives à la distance de séparation entre l'axe du taxilane et l'axe d'une piste parallèle à l'aéroport international de LIBREVILLE-LEON MBA  |
| DECISION n°035/2024/ANAC/DG/DA du 02/04/2024          | Portant exemption aux exigences réglementaires relatives aux dégagements minimaux assurés par un poste de stationnement d'aéronef à l'aéroport international de LIBREVILLE-LEON MBA  |
| DECISION n°034/2024/ANAC/DG/DA du 02/04/2024          | Portant exemption aux exigences réglementaires relatives à la présence d'obstacles sur la bande de piste à l'aéroport international de LIBREVILLE-LEON MBA   |
| DECISION n°033/2024/ANAC/DG/DA du 02/04/2024          | Portant exemption aux exigences réglementaires relatives à la distance de séparation entre l'axe d'une voie de circulation et l'axe d'une voie de circulation parallèle à l'aéroport international de LIBREVILLE-LEON MBA  |
| DECISION n°031/2024/ANAC/DG/DA du 02/04/2024          | Portant dérogation aux exigences réglementaires relatives à l'aménagement de l'aire de sécurité d'extrémité de piste (RESA) à l'aéroport international de LIBREVILLE-LEON MBA  |
| DECISION n°032/2024/ANAC/DG/DA du 02/04/2024          | Portant dérogation aux exigences réglementaires relatives à l'emplacement du poste isolé de stationnement d'aéronef à l'aéroport international de LIBREVILLE-LEON MBA  |
| Arrêté N° 00000010/MTMMM/ANAC du 29/11/2023           | Portant révision de l'arrêté n°0015/MTL/ANAC du 21 décembre 2018 fixant le régime de la Licence d'exploitation et du Certificat de transporteur aérien en République Gabonaise   |
| Arrêté N° 00000011/MTMMM/ANAC du 29/11/2023           | Portant suppression de la redevance « Passenger Service Charge » (SX)  |
| Arrêté N° 00000009/MTMMM/ANAC du 29/11/2023           | Instituant une redevance de régulation et de supervision de la sécurité aérienne en République Gabonaise   |
| Arrêté N° 00000013/MTMMM/ANAC du 29/11/2023           | Portant adoption du barème révisé des redevances des prestations rendues aux usagers par l'Agence Nationale de l'Aviation Civile   |
| Arrêté N° 00000012/MTMMM/ANAC du 29/11/2023           | Portant révision de l'arrêté n°0006/MT/CABM du 30 juin 2023 fixant le taux et réglementant les modalités de recouvrement et de répartition des redevances de sûreté des passagers et de fret sur les aéroports de la République Gabonaise  |
| Arrêté N° 0006/MT/CABM du 30/06/2023                  | Fixant le taux et réglementant les modalités de recouvrement et de répartition des redevances de sûreté des passagers et de fret sur les aéroports du Gabon  |
| Décret n°0135/PR/MTMM du 18 mars 2025                 | Portant dénomination de l'aéroport de Port-Gentil  |
| Décret N°0054/PR/MECCHF du 16 janvier 2025            | Portant institution d'un mécanisme de contrôle et de compensation des émissions de gaz à effet de serre pour les acteurs de transports aériens et maritimes transitant ou opérant en République Gabonaise  |
| Arrêté N°0000082/MEDDPLVC/MTMML du 13 novembre 2025   | Portant modification de certaines dispositions de l'arrêté N°019.21/MER/MBCP/MT DU 27 AVRIL 2021 fixant les modalités de perception de la redevance passager   |
| Arrêté N°0000087/MEFDPLV/MTMML du 13 novembre 2025    | Portant modification de certaines dispositions de l'arrêté N°0000009/MTMMM/ANAC du 29 novembre 2023 et l'arrêté N°00045/MTMMM/ANAC du 15 janvier 2025 portant révision de l'arrêté N°0000009/MTMMM/ANAC du 29 novembre 2023 instituant une redevance de régularisation et de supervision de la sécurité aérienne en République Gabonaise |



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| Decision N° 00000057/MTAC/ANAC of 29.07.09                     | Relative to people and vehicles movement regulation in Port-Gentil airport  |
| Decision N° 00000058/MTAC/ANAC of 29.07.09                     | Relative to people and vehicles movement regulation in Oyem airport   |
| Decision N°00000065/MRAC/CAB/ANAC of 13.09.09                  | Creating the expertise center of aeronautical medicine of Libreville (C.E.M.A.L)  |
| Decision N°00000071/MTA/ANAC/DSA of 21.09.09                   | Relative to the modification of decision N° 0022/MTAC/SGACC/DAF instituting pre-flight inspections of aircrafts departing from Libreville and fixing their scale                                  |
| Decision N° 00000072/MTAC/ANAC of 21.09.09                     | Fixing the conditions for receiving, distribution and resale of charge on the security of aerodromes reporting to national activities (Article 2 of the ASECNA Convention)                        |
| Decision N°00000516/MT/ANAC of 07.04.10                        | Relative the plan of aerodrome manual type  |
| Decision N°00000517/MT/ANAC of 07.04.10                        | Relative to the creation of a cabin crew member licence   |
| Decision N°00413/MT/SG/ANAC of 07.06.11                        | Relative to the prohibition of flight, overflight and landing of Antonov 12, Antonov 24 and Antonov 26 in Republic of Gabon   |
| Decision N° 00000518/MT/ANAC of 07.07.11                       | Concerning the exit of the national territory of foreign registered aircrafts   |
| Decision N° 025/MCPEN/CAB/2010 of 07.07.11                     | Concerning the regulation of the implementation of radio stations   |
| Decision n°00009/MMPITPHTAT/MDT/ ANAC of 10.08.12              | Fixing the General principles of the Civil Aviation Safety program  |
| Decision N°00010/MBITPHTA/MDT/ ANAC of 10.08.12                | Fixing minimum requirement for the management system of the safety of operators in the sector of civil aviation   |
| Ministerial Ordinance N°00452/MT/ANAC of September 16th , 2016 | Related to reopening of the MAYUMBA Aerodrome to public air traffic   |
| Law 23/2016 of 29 December 2016                                | On the civil aviation code  |
| Law 23/2011 of 24 February 2012                                | Ratifying Ordinance No. 0014 / PR / 2011 reorganizing the National Agency of Civil Aviation   |
| Decree N ° 0338 / PR / MT of 1 June 2016                       | Setting the conditions for the insertion, evolution and exploitation in the airspace of aircraft without any person on board in the Gabonese Republic   |
| Order No. 0017 / MTT / 2019 of 13 Sep-tember 2019              | Fixing the Obligation for Gabonese Airlines to Register Their Aircraft in the Gabonese Registration Register  |
| Order No. 00015 / MTL / ANAC of 21 December 2018               | Establishing the regime of the operating license and the air carrier certificate in the Gabonese Republic   |
| Order No. 00014 / MTL / ANAC of 21 December 2018               | Laying down the conditions for the exercise of ground handling activities in Gabon airports   |
| Order No. 009.18 / MTL / ANAC of 17 September 2018             | Lifting the prohibition on overflight the zone called FOP3  |
| Order No. 022.18 / MTL / ANAC of March 15, 2018                | Creating a regulated zone called FOR14  |
| Order n ° 00054 / MTL / SG of June 16, 2017                    | Setting the terms of notification of accidents or aviation incidents  |
| Order No. 00065 / MTL / ANAC of 02 June 2017                   | Setting the regime of breaches of safety rules on aerodromes open to public air traffic   |
| Order No. 00042 / MTL / ANAC of May 30, 2017                   | Delegating powers to the Director General of the National Agency of Civil Aviation  |
| Order No. 00402 / MT of 12 August 2016                         | Setting the conditions of qualification, minimum experience and maintenance of the skills of the technical investigators of the Office of Investigation of Aircraft Incidents and Accidents       |
| Order No. 00064 / MT of February 02, 2016                      | Permanently closing public air traffic at aerodromes no longer meeting operating standards  |
| Order No. 0012 / MT of 24 July 2015                            | On the regulation of the air traffic of light ultra-light aircraft  |
| Decision n°113/2021/ANAC/DG/DN of 14 Décembre 2021             | Lifting the suspension of the operation of Boeing 737 MAX type aircraft in the airspace Gabonese Republic   |
| Circular n°004/2021/ANAC/DG/DE of 31 December 2021             | Establishing the Mechanism for validating aeronautical data and information o the published by the Gabonese Republic  |
| Circular n°002/2021/ANAC/DG/DE of 08 September 2021            | Relating to the conditions for providing the aerodrome flight information service (AFIS) in the Gabonese Republic   |
| DECISION No.031/2024/ANAC/DG/DA of 04/02/2024                  | Exempting the regulatory requirements relating to the development of the runway end safety area (RESA) at LIBREVILLE international airport- LEON MBA  |
| DECISION No.032/2024/ANAC/DG/DA of 04/02/2024                  | Exempting the regulatory requirements relating to the location of the isolated aircraft parking station at LIBREVILLE-LEON MBA international airport  |
| DECISION No.033/2024/ANAC/DG/DA of 04/02/2024                  | Exempting the regulatory requirements relating to the separation distance between the axis of a traffic lane and the axis of a parallel traffic lane AT LIBREVILLE-LEON MBA international airport |
| DECISION No.034/2024/ANAC/DG/DA of 04/02/2024                  | Exempting the regulatory requirements relating to the presence of obstacles on the runway strip at LIBREVILLE-LEON MBA international airport  |
| DECISION No.035/2024/ANAC/DG/DA of 04/02/2024                  | Exempting the regulatory requirements relating to minimum clearances provided by an aircraft parking station at LIBREVILLE-LEON MBA international airport   |

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| DECISION No.036/2024/ANAC/DG/DA of 04/02/2024       | of | Exempting the regulatory requirements relating to the separation distance between the axis of the taxiway and the axis of a runway parallel to LIBREVILLE international airport -LEON MBA  |
| OrderNo.00000010/MTMMM/ANACof11/29/2023             |    | Revising Order No. 0015/MTL/ANAC of December 21, 2018, establishing the regime of the Operating License and the Air Carrier Certificate in the Gabonese Republic   |
| OrderNo.00000011/MTMMM/ANACof11/29/2023             |    | Removing the "Passenger Service Charge" (SX) fee   |
| OrderNo.00000009/MTMMM/ANACof11/29/2023             |    | Establishing a fee for the regulation and supervision of air safety in the Gabonese Republic   |
| OrderNo.00000013/MTMMM/ANACof11/29/2023             |    | Adopting the revised scale of fees for services provided to users by the National Civil Aviation Agency  |
| OrderNo.00000012/MTMMM/ANACof11/29/2023             |    | Revising Order No. 0006/MT/CABM of June 30, 2023, setting the rate and regulating the terms of recovery and distribution of passenger security fees and freight at the airports of the Gabonese Republic   |
| Order No. 0006/MT/CABM of 06/30/2023                |    | Setting the rate and regulating the terms of recovery and distribution of passenger and freight security fees at Gabon's airports  |
| Decree No. 0135/PR/MTMM of March 18, 2025           |    | Bearing the name of Port-Gentil airport  |
| Decree N°0054/PR/MECCHF of January 16, 2025,        |    | Establishing a mechanism for monitoring and offsetting greenhouse gas emissions for air and maritime transport operators transiting through or operating in the Gabonese Republic  |
| Order N°0000082/MEDDPLVC/MTMML of November 13, 2025 | of | Amending some provisions of order N°019.21/MER/MBCP/MT of April 27, 2021, which sets out the procedures for collecting the passenger service charge;   |
| Order N°0000087/MEFDPLV/MTMML of November 13, 2025  | of | Amending certain provisions of order N°0000009/MTMMM/ANAC of November 29, 2023, and order N°00045/MTMMM/ANAC of January 15, 2025, revising order N°0000009/MTMMM/ANAC of November 29, 2023, establishing a fee for regulation and supervision of air safety in the Gabonese Republic |



**GEN 1 RÉGLEMENTS ET EXIGENCES NATIONAUX**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**GEN 1.1 ADMINISTRATIONS DÉSIGNÉES**  
**DESIGNATED AUTHORITIES**

| AUTORITÉS<br>AUTHORITIES          | ADRESSE POSTALE<br>POSTAL ADDRESS   | ADRESSE TÉLÉGRAPHIQUE<br>TELEGRAPHIC ADDRESS                                  |  | TÉLÉPHONE<br>TELEPHONE   |
|-----------------------------------|---|---|--|--|
|                                   |   | FAX · E-MAIL · INTERNET   | RSFTA                                    |  |
| AVIATION CIVILE<br>CIVIL AVIATION | Ministère des Transports, de<br>l'Aviation Civile et de la Météorologie<br>Nationale<br>BP : 436<br><br>N'DJAMENA   | Fax : NIL<br>E-mail : NIL<br>Web site: NIL                                    | : NIL                                    | (235) 66 27 28 90<br>(235) 66 37 23 88                                       |
|                                   | Autorité de l'Aviation Civile (ADAC)<br>Boite Postale 96<br><br>N'DJAMENA   | Fax : NIL<br>E-mail<br>dg@adac.td ;<br>chefcabinetdg@adac.td<br>infos@adac.td | FTTVYAYX<br>Web site:<br>www.adac.td     | +235) 60 00 00 00<br>(+235) 66 39 80<br>80<br>(+235) 66 28 98<br>62          |
|                                   | Représentation de l'ASECNA<br>Boite Postale 70<br><br>N'DJAMENA   | Fax : NIL   | FTTVYKYX<br>Web site:<br>www.asecna.aero | (235) 2252.01.57<br>(235) 2252.55.26<br>(235) 2252.57.53<br>(235) 2252.38.81 |
|                                   | Administration Déléguée de<br>l'ASECNA pour<br>la Gestion des Activités<br>Aéronautiques<br>Nationale du Tchad (ADGAANT)<br>Boite Postale 1310<br><br>N'DJAMENA | Fax : (235) 2252.39.47<br>E-mail : asecna@intnet.td                           | FTTVYAYD<br>Web site: NIL                | (235) 2252.57.45<br>(235) 2252.01.56   |
|                                   | Délégué du Représentant ASECNA<br>Boite Postale 31<br><br>SARH  | Fax : NIL<br>E-mail : NIL   | FITAYKYX<br>Web site:<br>www.asecna.aero | (235) 2268.14.99<br>(235) 2268.13.34   |
|                                   | METEOROLOGIE<br>AERONAUTICAL  | Service Météorologique ASECNA<br>Boite Postale 70<br><br>N'DJAMENA            | Fax : (235) 2252.62.31<br>E-mail : NIL   | FTTJMYX<br>Web site:<br>www.asecna.aero                                      |
|                                   | Centre Météorologique Secondaire<br>Boite Postale 31<br><br>SARH  | Fax : (235) 2252.62.31<br>E-mail : NIL  | FTTAYMYX<br>Web site:<br>www.asecna.aero | (235) 2268.14.99<br>(235) 2268.13.34   |
|                                   | Agence Nationale de la Météorologie<br>Boite Postale 429  | Fax : (235) 2252.46.60<br>Fax : NIL<br>E-mail<br>sakinebotchomi@gmail.com     | NIL<br>Web site :<br>www.meteotchad.org  | (235) 66 01 29 70  |
| DOUANES<br>CUSTOMS                | Douanes Aéroport  | Fax : NIL<br>E-mail : NIL   | NIL<br>Web site : NIL                    | (235) 2252.53.37   |
| IMMIGRATION<br>IMMIGRATION        | Police Aéroport<br>Boite Postale 446<br><br>N'DJAMENA   | Fax : NIL<br>E-mail : NIL   | NIL<br>Web site : NIL                    | (235) 2252.53.37<br>(235) 66 23 72 63  |
| REDEVANCES<br>CHARGES             | ASECNA Aéroport<br>Boite Postale 70<br><br>N'DJAMENA  | Fax : (235) 2252.62.31  | FTTJZPXZ                                 | (235) 2252.55.26<br>(235) 2252.57.53   |

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| ENQUÊTES<br>ACCIDENTS<br>AIRCRAFT<br>ACCIDENT<br>INVESTIGATION | Autorité de l'Aviation Civile (ADAC)<br>Boite Postale 96<br><br>N'DJAMENA | Fax : (235) 2252.29.09 | FTTVYAYX | (235) 2252.54.14<br>(235) 2252.20.96   |
|  | Représentation de l'ASECNA<br>Boite Postale 70<br><br>N'DJAMENA           | Fax : (235) 2252.62.31 | FTTVYKYX | (235) 2252.01.57<br>(235) 2252.55.26<br>(235) 2252.57.53<br>(235) 2252.38.81 |



GEN 1.6 SOMMAIRE DES RÈGLEMENTS NATIONAUX  
SUMMARY OF NATIONAL REGULATIONS

| TEXTES  | OBJET   |
|---|---|
| <b>CONVENTION/LOI/ORDONNANCE</b>                        |   |
| RÈGLEMENT N° 05/23-UEAC-066-CM-40                       | Portant adoption du Code de l'Aviation Civile des États membres de la CEMAC.  |
| RÈGLEMENT N° 07/23-UEAC-066-CM-40                       | Fixant les règles communes en matière de sécurité aérienne dans le domaine de l'aviation civile en zone CEMAC.  |
| Traité relatif aux AAMAC du 20 janvier 2012             | Traité relatif aux autorités africaines et malgache de l'aviation civile (AAMAC).   |
| Convention relative à l'ASECNA                          | Convention de DAKAR révisée, adoptée à Ouagadougou au Burkina Faso et signée à Libreville en République Gabonaise.  |
| Loi N° 017/PR/2015 du 26.05.2015                        | Portant Ratification de l'Ordonnance N°008/PR/2015 du 27 mars 2015 portant code de l'Aviation Civile du Tchad   |
| Loi N° 011/PR/2017 du 16.06.2017                        | Portant amendement du code de l'Aviation Civile   |
| Loi N°012/PR/2005 du 16.09.2005                         | Portant création de l'autorité de l'aviation civile   |
| Ordonnance N°008/PR/2015 du 27.03.2015                  | Portant code de l'aviation civile   |
| Loi N°001/PR/2017 du 08.05.2017                         | Portant code pénal (Titre 6-Piraterie, chapitre 1 Titre 6 – De la Piraterie, chapitre 1 - Des actes illicites dirigés contre l'aviation civile                              |
| <b>DECRETS</b>  |   |
| Décret0011/PR/PM/MTACMN/2024 du 10.07.2024              | Portant organisation et fonctionnement de l'Autorité de l'Aviation Civile (ADAC)  |
| Décret N° 038/PR/MTPT/04 du 10.02.2004                  | Portant création des services de recherches et de sauvetage des aéronefs en détresse (SAR)  |
| Décret N°2282/PR/PM/MACMN/2017 du 19.12.2017            | Portant création, organisation et fonctionnement de la Commission Permanente d'enquête sur les accidents et incidents d'aviation civile (CPEAIA)                            |
| Décret N° 571/PR/PM 2003 du 31.12.03                    | Portant dénomination de l'aéroport International de Ndjamena - Hassan Djamous   |
| <b>ARRETES</b>  |   |
| Arrêté N°044/MITAC/SE/ADAC/2015 du 20.08.2015           | Fixant le taux de redevances sur le fret à l'export   |
| Arrêté N°054/PR/PM/MTACMN/SG/ADAC/2025 du 07.11.2025    | Portant adoption et promulgation des Règlements Aéronautiques du Tchad dans le domaine des services de navigation aérienne (ANS).   |
| Arrêté N°022/MITAC/SE/SG/ADAC/2015 du 20.03.2015        | Portant adoption et promulgation des Règlements Aéronautiques du Tchad  |
| Arrêté N°023/MITAC/SE/ADAC/2015 du 30.03.2015           | Portant délégation de pouvoirs au Directeur Général de l'Autorité de l'Aviation Civile  |
| Arrêté N°020/PR/PM/MTACMN/SG/2024 du 22-08-2024         | Portant organisation et attributions des Direction techniques et des Services rattachés à la Direction générale de l'Autorité de l'Aviation Civile (ADAC)                   |
| Arrêté N°002/PR/PM/MDAMN/SG/ADAC/2017 du 03.01.2017     | Relatif à la création d'un conseil de discipline du personnel de l'aéronautique civile  |
| Arrêté N°003/PR/PM/MDAMN/SG/ADAC/2017 du 09.01.2017     | Relatif à la création d'un conseil médical de l'aviation civile (CMAC)  |
| Arrêté N°027/PR/PM/MACMN/MDPRCDNACVG/2016 du 01.06.2016 | Relatif à l'organisation du service de recherche et de sauvetage pour les aéronefs en détresse sur le territoire de la République du Tchad                                  |
| Arrêté N°001/PR/PM/DAMN/SG/ADAC/16 du 03.01.2016        | Portant institution d'une redevance des infrastructures aéroportuaires  |
| Arrêté N°015/MIT/SE/ADAC/DG/10 du 01.04.2010            | Relative à la gestion de la sécurité dans les services de la circulation aérienne, des aérodromes et aux exploitants aériens au Tchad                                       |
| Arrêté N°058/PR/PM/MI/ADAC/06 du 09.11.2006             | Fixant les conditions techniques pour l'établissement des servitudes aéronautiques de dégagement et de balisage aux aérodromes  |
| Arrêté N°060/PR/PM/MI/ADAC/06 du 09.11.2006             | Relatif aux conditions techniques d'homologation et des procédures d'exploitation des aérodromes  |
| Arrêté N°1375/PM/MI/SE/07 du 10.04.2008                 | Portant modification de l'Arrêté N°16/PMT/95 du 06 mars 1995 créant le Comité National de Sûreté de l'aviation civile   |
| Arrêté N°2631/PR/PM/MIT/SE/2011 du 09.08.2011           | Portant organisation et fonctionnement du service de recherches et sauvetage des aéronefs en détresse (SAR)   |
| Arrêté N°026/PCMT/PMT/MACMN/ADAC/2021 du 31.08.2021     | Instituant les règles relatives aux compensations en cas de refus d'embarquement des passagers, d'annulation ou de retard important de vol pour tout vol au départ du Tchad |

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| Arrêté N°007/PR/PM/MI/ADAC/2006 du 07.02.2006        | Relatif à l'obligation d'emport et d'utilisation des systèmes anticollision embarqués (ACAS II) à bord des aéronefs immatriculés au Tchad   |
| Arrêté N°047/PR/PM/MI/ADAC/2006 28.08.2006           | Portant homologation des aéronefs dans le cadre de l'application des procédures pour le minimum de séparation vertical réduit (RVSM) au-dessus de l'espace aérien national  |
| Arrêté N°06/MTPTHU/SE/DG/DAC/2000 du 26.04.2000      | Portant création d'un comité national de lutte contre le risque aviaire   |
| Arrêté N°038/MTPTHU/SE/DG/DAC/DTA/2002 du 29.04.2002 | Portant condition d'octroi d'agrément à des entreprises de transport aérien de droit tchadien   |
| Arrêté N°037/MTPTHU/SE/DG/DAC/DTA/2002 du 28.04.2002 | Portant conditions d'exploitation des vols charters (cargo et passagers) au départ et à destination du territoire tchadien  |
| Arrêté N°071/MTPT/SG/DAC/03 du 17.12.2003            | Portant réglementation de la circulation des personnes et des véhicules à l'aéroport de N'Djamena   |
| Arrêté N° 01/TP/AC du 17.01.67                       | Fixant la liste des aéroports Tchadiens ouverts au trafic aérien international et les conditions de leur ouverture  |
| Arrêté N° 042 du 26.09.74                            | Fixant les nouvelles dimensions de la Région de contrôle terminale (TMA) et de la zone de contrôle (CTR) de l'aérodrome de N'DJAMENA, et instituant l'UIR de N'DJAMENA  |
| Arrêté N° 64 du 22.08.75                             | Portant création d'une zone de contrôle d'aérodrome (CTR) sur l'aérodrome d'ABECHE  |
| Arrêté N° 005/PCMT/PMT/MACMN/ADAC/2022 du 23.02.2022 | Fixant les produits et redevances à percevoir par l'ADAC  |
| Arrêté N° 67/MTPTHU/SE/DG/DAC/00 du 23.11.00         | Fixant les taux de redevances d'atterrissage et de balisage   |
| Arrêté N°49/MTPT/SG/DAC/2004 du 23.12.04             | Portant relèvement des taux de redevances d'atterrissage et de balisage   |
| Arrêté N°19/MTPT/SG/DAC/DNAM/05 du 05.05.05          | Relatif à l'institution d'un Minimum de Séparation Vertical Réduit (RVSM)   |
| Arrêté N° 37/MTPT/SG/DAC/DNAM/05 du 29.07.05         | Fixant les conditions d'installations d'un équipement du système mondial de localisation (GPS) à bord des aéronefs et d'utilisation du système mondial de navigation par satellite (GNSS) dans l'espace aérien de la République du Tchad  |
| Arrêté N°030/MTAC/SG/ADAC/2012                       | Portant ouverture de l'aérodrome d'Etat de BILTINE à la Circulation Aérienne publique (CAP)   |
| Arrêté N°004/PR/PM/MACMNSG/ADAC/2016                 | Portant ouverture de l'aérodrome d'Etat d'AM DJARASS à la Circulation Aérienne publique (CAP)   |
| Arrêté N°22/PR/PM/MACMN/SG/ADAC/2016                 | Fixant les exigences pour la fourniture des services de la navigation aérienne dans l'espace aérien au Tchad  |
| Arrêté N°024/PR/PM/MDAMN/SG/ADAC/2016                | Portant qualification et à la formation des personnels assurant le service d'information de vol d'aérodrome (AFIS)  |
| Arrêté N°026/PR/PM/MACN/MDPRCDNAV/CVG/2016           | Relatif à l'interception des aéronefs civils au TCHAD   |
| Arrêté N°041 PR/PM/MDAMN/SG/ADAC/2016                | Portant Fermeture Provisoire de l'aérodrome de KYABE à la Circulation Aérienne Publique   |
| Arrêté N°015 PR/PM/MACMN/SG/ADAC/2016                | Portant Fermeture Définitive de l'aérodrome de BOKORO à la Circulation Aérienne Publique  |
| Arrêté N°016 PR/PM/MACMN/SG/ADAC/2016                | Portant approbation du programme national de formation en sûreté CPEA de l'aviation civile  |
| Arrêté N°010 /MACMN/ CPEAIA /2017                    | Fixant la liste des incidents qui doivent être déclarés à la commission permanente d'enquête sur les accidents et incidents d'aviation civile (CPEAIA) et instituant le mécanisme de notification, de traitement et de partage des comptes rendus d'événements d'aviation civile. |
| Arrêté N°014 PR/PM/MDAMN/SG/ADAC/2016                | Portant Fermeture Provisoire de l'aérodrome de BOUSSO à la Circulation Aérienne Publique  |
| Arrêté N°016 PR/PM/MACMN/SG/ADAC/2017                | Portant établissement d'un programme de sécurité de piste   |
| Arrêté N°005 PR/PM/MIDAC/SG/ADAC/2018                | Portant autorisation de création de l'aérodrome de DANIELA dans la sous-préfecture de Kouno, département de Louk-Chari, Région du Chari Baguirmi  |
| Arrêté N°021/PCMT/PMT/MACMN/DGM/ADAC/2021            | Portant adoption des Règlements Aéronautiques du Tchad  |
| Arrêté N°09/PT/PM/MTACMN/DG/ADAC/2024 du 14 mai 2024 | Fixant les critères de recrutement, formation, qualification, accréditation et révocation des Inspecteurs de l'aviation civile  |
| Arrêté N°005/MTPHT/DG/DAC/96 du 15 février 1996      | Fixant de taux des frais de mission d'homologation des piste privées  |
| Arrêté N°059/PR/PM/MI/ADAC/06 09 novembre 2006       | 2006 Fixant les conditions de délivrance du Certificat d'Aérodrome  |
| Arrêté N°012/MIT/SE/ADAC/2010 du 06 mars 2010        | Portant fermeture de la piste d'atterrissage de Bongor  |



**RATs (Aeronautical Regulations of Chad)**

|                        |   |
|------------------------|---|
| RAT 01 (Partie 1 à 9)  | Relatif aux Licences du Personne  |
| RAT 02                 | Relatif aux règles de l'air   |
| RAT 03 (Partie 1 et 2) | Relatif à la Météorologie aéronautique  |
| RAT 04                 | Relatif aux cartes aéronautiques  |
| RAT 05                 | Relatif aux unités de mesure à utiliser dans l'exploitation de vol et au sol                |
| RAT 06 (Partie 1 à 7)  | Relatif à l'exploitation technique des aéronefs OPS   |
| RAT 07                 | Relatif à l'immatriculation des aéronefs  |
| RAT 08                 | Relatif à la Navigabilité des Aéronefs  |
| RAT 09                 | Relatif à la facilitation   |
| RAT 10 (Partie I à VI) | Relatif aux télécommunications aéronautiques  |
| RAT 11 (Partie 1 et 2) | Relatif aux Services de la circulation aérienne   |
| RAT 12                 | Relatif aux Services de recherches et de sauvetage  |
| RAT 13                 | Relatif aux enquêtes sur les accidents et incidents d'aviation                              |
| RAT 14 (Partie 1 à 3)  | Relatif à la Conception et l'exploitation techniques des aérodromes                         |
| RAT 15 (Partie 1 à 2)  | Relatif aux Services d'information aéronautique   |
| RAT 16                 | Relatif à la Protection de l'environnement  |
| RAT 17                 | Relatif à la Sécurité   |
| RAT 18                 | Relatif à la Sécurité des transports aériens des marchandises dangereuses                   |
| RAT 19                 | Relatif à la Gestion de la sécurité   |
| RAT 20                 | Relatif aux Règles de conception, de publication et d'exploitation des procédures de vol    |
| RAT 21                 | Relatif aux exigences additionnelles à la fourniture des services de la navigation aérienne |
| RAT 22                 | Relatif aux aéronefs télépilotes  |

**DÉCISIONS/ INSTRUCTIONS/CIRCULAIRES**

|   |   |
|---|---|
| Décision N° 0006/MTAC/SG/ADAC/2013                | Portant fermeture à la CAP de l'ancienne piste 09/27 de l'aérodrome de BILTINE  |
| Décision N°177/ADAC/DG/DTA/2017                   | Adoptant le Manuel de Politique de l'Application de la Loi en Aviation  |
| Décision N°0072/ADAC/DG/DNAA/DSNA/2021            | Relative aux lignes directrices pour l'élaboration des plans d'actions correctrices par les fournisseurs de Services de Navigation Aérienne (ANSP).   |
| Décision N°181/ADAC/DG/DNAA/DNA/2017              | Fixant le montant des frais de délivrance du certificat d'aérodrome   |
| Décision N°0082/ADAC/DG/DNV/DLPMA/SLP/2022        | Portant délégation des tâches de supervision aux examinateurs chargés des épreuves pratiques et en vol  |
| Décision N°0084/ADAC/DG/DNV/DLPMA/SLP/2022        | Portant adoption de la procédure d'information des postulants sur les conditions d'examens, de délivrance, prorogation et renouvellement des licences, qualifications, certificats d'agrément et autorisations délivrés par l'autorité de l'aviation civile |
| Décision N°0084/ADAC/DG/DNV/DLPMA/SLP/2022        | Portant conditions préalables à la demande d'un agrément d'organisme de formation de personnels aéronautiques   |
| Décision N°181/ADAC/DG/DNAA/DNA/2016              | Portant adoption de la procédure de délivrance d'exemptions aux aérodromes du Tchad   |
| Note circulaire N°0036/ADAC/DG/DNV/DLPMA/SLP/2022 | A l'attention de tous les postulants de licences du personnel navigant technique.   |
| Circulaire N°052_MT_12_134_DAC du 24 février 1984 | Déterminant la procédure de demande d'autorisation de création d'aérodrome à usage privé  |
| Circulaire N°053_MT_12_133_DAC du 24 février 1984 | Fixant la procédure de mise en service d'un aérodrome à usage privé   |
| Circulaire 009/ADAC//DG/DSNA/2015 du 23 mars 2015 | Relatif à l'illumination laser et sécurité des vols   |
| Circulaire N°047/ADAC/DG/2016 06 septembre 2016   | Portant processus de délivrance de dérogation ou d'exemption en matière d'aviation civile   |
| Circulaire N°0030/ADAC/DG/DNAA/DSNA/2017          | Relative à la détermination de la capacité du système ATM.  |
| Circulaire N°0031/ADAC/DG/DNAA/DSNA/2017          | Relative à la création et à la tenue du dossier individuel de formation du personnel des fournisseurs de Services de Navigation Aérienne.   |
| Circulaire N°0032/ADAC/DG/DNAA/DSNA/2017          | Relative aux descriptions d'emplois des fournisseurs de Services de Navigation Aérienne   |
| Circulaire N°0039/ADAC/DG/DNAA/DSNA/2017          | Relative aux examens de la sécurité des organismes ATS  |
| Circulaire N°049/ADAC/DG/2016                     | Portant processus de délivrance de dérogation ou d'exemption en matière d'aviation civile.  |

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| Circulaire N°113/ADAC/DG/DNAA/DSNA/2019  | Relative à la résolution des lacunes et carences identifiées par le domaine de la navigation aérienne.   |
| Circulaire N°0060/ADAC/DG/DNAA/DSNA/2021   | Relative à la fourniture de l'information et cartes aéronautiques (AIS/MAP).   |
| Circulaire N°0061/ADAC/DG/DNAA/DSNA/2021   | Relative au programme de formation du personnel des fournisseurs des Service de la Navigation Aérienne.  |
| Circulaire N°0068/ADAC/DG/DNAA/DSNA/2021   | Relative à l'environnement et aux moyens de maintenance des systèmes de Communication, Navigation, Surveillance et Gestion du trafic aérien                |
| Circulaire N°0069/ADAC/DG/DNAA/DSNA/2021   | Relative à l'effectif et la qualité du personnel du RCC de N'Djamena   |
| Circulaire N°0070/ADAC/DG/DNAA/DSNA/2021   | Relative à la formation et qualification du personnel SAR.   |
| Instruction N°0071/ADAC/DG/DNAA/DSNA/2021  | Relative à l'élaboration du plan de conduite des opérations SAR.   |
| <b>INSTRUMENTS</b>   |  |
| Instruments de ratification de l'article 3 bis de la convention de Chicago du 03.03.2015 | Relatif au non recours à l'emploi d'armes lors des interceptions d'aéronefs civils en vol sur le territoire tchadien                                       |
| <b>GUIDES/PROCÉDURES</b>   |  |
| GUIDE du 20-12-2021  | Relatif à l'élaboration du manuel d'exploitation (MANEX) des fournisseurs de services de navigation aérienne (ANSP)  |
| GUIDE du 20-12-2021  | Relatif à l'élaboration et mécanisme d'approbation d'une étude de sécurité (EDS) d'un fournisseur de services de navigation aérienne                       |
| GUIDE du 18-07-2017  | Relatif à la mise en œuvre du système de gestion de sécurité (EDS).  |
| GUIDE du 08-07-2025  | Relatif à la validation des procédures de vol aux instruments  |
| GUIDE du 13-11-2018  | Relatif à l'élaboration d'un programme de sécurité de piste  |
| GUIDE du 20-06-2017  | Relatif à l'élaboration d'un manuel d'aérodrome  |
| GUIDE du 23-06-2017  | Relatif à l'élaboration d'une Étude de Sécurité et son mécanisme d'approbation   |
| GUIDE du 23-09-2017  | Relatif au contrôle des obstacles au voisinage d'un aérodrome  |
| GUIDE du 24-02-2024  | Relatif au Global Reporting Format (GRF)   |
| GUIDE du 26-10-2023  | Relatif à l'exécution des travaux sur les aérodromes   |
| GUIDE du 20-12-2024  | Relatif à la gestion et sécurité sur les aires de trafic   |
| Décision N°157/AADAC/DG/DNAA/DNA/2025 du 27 mars 2025                                    | Portant adoption du Guide pour la mise en œuvre des exigence relatives à la méthode ACR/PCR  |
| Décision N°251/ADAC/DG/DNAA/DNA/2018 du 14 novembre 2018                                 | Portant adoption du guide d'élaboration d'un plan d'aéronef accidentellement immobilisé  |
| Décision N°252/ADAC/DG/DNAA/DNA/2018 du 14 novembre 2018                                 | Portant adoption du guide d'élaboration d'un programme de sécurité de piste<br>Portant adoption du guide d'élaboration d'un programme de sécurité de piste |
| Guide du 20 décembre 2024  | Guide des métiers d'exploitant d'aérodromes  |
| Guide du 18 juillet 2017   | Relatif à la mise en œuvre du système de gestion de la sécurité (SGS)  |
| Guide du 14 octobre 2016   | Relatif à l'amendement d'un manuel d'aérodrome, d'un certificat d'aérodrome et à la gestion des modifications  |
| Guide du 15 septembre 2016   | Guide de planification et d'élaboration du Plan d'urgence  |
| Guide du 26 septembre 2016   | Relatif aux mesures de prévention et de lutte contre le risque animalier sur les aérodromes  |
| Guide du 02 septembre 2016   | Relatif au Service de Sauvetage et lutte contre l'incendie   |
| Guide du 23 juin 2017  | Relatif aux calculs des distance déclarée, à la piste et aux aires associées   |
| Guide du 23 06 2017  | Relatif à l'évaluation des caractéristiques de frottement des pistes et à la présence d'eau sur piste  |
| PROCEDURE du 12-11-2021  | Procédure relative au traitement et à la diffusion des informations cruciales pour la sécurité de l'aviation   |
| PROCEDURE du 15-09-2017  | Procédure de certification des aérodromes  |
| PROCEDURE du 28-01-2019  | Procédure d'enregistrement des impacts d'animaux et transmission à l'OACI  |
| Procédure du 09 mai 2016   | Procédure de délivrance d'exemptions aux exigences applicables aux aérodromes du Tchad   |
| Procédure du 15 juin 2016  | Procédure d'évaluation du plan d'urgence d'aérodrome   |
| <b>MANUELS/BROCHURES</b>   |  |
| Manuel du 29 juin 2016   | Manuel d'audit et de certification   |
| Brochure   | Brochure sur la Certification des Aérodromes   |



## GEN 1.6 - SUMMARY OF NATIONAL REGULATIONS

| TEXTS   | OBJET  |
|---|--|
| <b>CONVENTION / LAW / ORDINANC</b>  |  |
| Regulation No. 05/23-UEAC-066-CM-40   | Relative to the Adoption of the Civil Aviation Code of CEMAC Member States   |
| Regulation No. 07/23-UEAC-066-CM-40   | Establishing common aviation safety rules in the CEMAC civil aviation sector   |
| Treaty relating to AAMAC (20 January 2012)  | Treaty concerning the African and Malagasy Civil Aviation Authorities  |
| ASECNA Convention   | Revised Dakar Convention adopted in Ouagadougou (Burkina Faso) and signed in Libreville (Gabon)  |
| Law No. 017/PR/2015 of 26.05.2015   | Ratifying the Order No 008/PR/2015 of March 27, 2015 relative to the Chad Civil Aviation Code  |
| Law No. 011/PR/2017 of 16.06.2017   | Amending the Civil Aviation Code   |
| Law No. 012/PR/2005 of 16.09.2005   | Creating the Authority of Civil Aviation (ADAC)  |
| Ordinance No. 008/PR/2005 of 27.03.2015   | Relative to the Civil Aviation Code  |
| Law No. 001/PR/2017 of 08.05.2017, Carrying the Penal Code (Title 6- Piracy, chapter 1) | Title 6- Piracy, chapter 1 - Unlawful acts against civil aviation  |
| <b>DECREES</b>  |  |
| <i>Decree 0011/PR/PM/MTACMN/2024 (10 July 2024)</i>                                     | <i>Relative to the organization and operation of the Authority of Civil Aviation (ADAC)</i>  |
| <i>Decree N° 038/PR/MTPT/04 of 10.02.2004</i>   | <i>Relative to the creation of SAR services</i>  |
| <i>Decree N°2282/PR/PM/MACMN/2017 of 19.12.2017</i>                                     | <i>Relative to the creation, organization and operation of CPEAIA (Commission Permanente d'enquête sur les accidents et incidents d'aviation civile)</i>                   |
| <i>Decree N° 571/PR/PM 2003 of 31.12.03</i>   | <i>Named Ndjamena International Airport – Hassan Djamous</i>   |
| <b>ORDERS</b>   |  |
| <i>Order No. 044/MITAC/SE/ADAC/2015 of 20.08.2015</i>                                   | <i>Fixing the rate of cargo charge on export</i>   |
| <i>Order No. 054/PR/PM/MTACMN/SG/ADAC/2025</i>  | <i>Relative to the adoption and publication of Chadian Aeronautical Regulations for Air Navigation Services (ANS)</i>  |
| <i>Order No. 022/MITAC/SE/SG/ADAC/2015 du 20.03.2015</i>                                | <i>Adopting and promulgating Chad Aeronautical Regulations</i>   |
| <i>Order No. 023/MITAC/SE/ADAC/2015 du 30.03.2015</i>                                   | <i>Relative to the Delegation of powers to the Head Muster of the Authority of Civil Aviation</i>  |
| <i>Order No. 020/PR/PM/MTACMN/SG/2024</i>   | <i>Relative to the organization and duties of technical departments of ADAC</i>  |
| <i>Order No. 002/PR/PM/MDAMN/SG/ADAC/2017 du 03.01.2017</i>                             | <i>Relative to the creation of Discipline Council for Civil Aviation staff</i>   |
| <i>Order No. 003/PR/PM/MDAMN/SG/ADAC/2017 du 09.01.2017</i>                             | <i>Relative to the creation of Civil Aviation Medical Council (CMAC)</i>   |
| <i>Order No. 027/PR/PM/MACMN/MDPRCDNACVG/2016 du 01.06.2016</i>                         | <i>Relative to the organization of SAR services for aircraft in emergency over Chad Territory</i>  |
| <i>Arrêté N°001/PR/PM/DAMN/SG/ADAC/2016 du 03.01.2017</i>                               | <i>Fixing the airport infrastructure charges</i>   |
| <i>Order No. 015/MIT/SE/ADAC/DG/10 du 01.04.2010</i>                                    | <i>Relative to the Safety Management in the ATS and Aircraft Operations in Chad</i>  |
| <i>Order No. 058/PR/PM/MI/ADAC/06 du 09.11.2006</i>                                     | <i>Laying down the technical conditions for the establishment of aeronautical easements for clearance and lighting at aerodromes</i>                                       |
| <i>Order No. 060/PR/PM/MI/ADAC/06 du 09.11.2006</i>                                     | <i>Relative to the technical conditions for the approval and procedures of aerodromes operating</i>  |
| <i>Order No. 1375/PM/MI/SE/07 du 10.04.2008</i>   | <i>Amending decision No. 16/PMT/95 of 6 March 1995 creating the National Civil Aviation Security Committee</i>   |
| <i>Order No. 2631/PR/PM/MIT/SE/2011 du 09.08.2011</i>                                   | <i>Relative to the organization and operation of the Search And Rescue Units (SAR)</i>   |
| <i>Order No. 026/PCMT/PMT/MACMN/ADAC/2021 du 31.08.2021</i>                             | <i>Establishing rules relating to compensation in the event of denied boarding of passengers, cancellation or long delay of flights for any flight departing from Chad</i> |
| <i>Order No. 007/PR/PM/MI/ADAC/2006 du 07.02.2006</i>                                   | <i>Relative to the obligation to carry and use airborne collision avoidance systems (ACAS II) on board aircraft registered in Chad</i>                                     |
| <i>Order No. 047/PR/PM/MI/ADAC/2006 du 28.08.2006</i>                                   | <i>Concerning the approval of aircraft for the application of the procedures for the reduced vertical separation minimum (RVSM) over national airspace</i>                 |
| <i>Order No. 06/MTPTHU/SE/DG/DAC/2000 du 26.04.2000</i>                                 | <i>Relative to the creation of a national committee for bird hazard reduction</i>  |
| <i>Order No. 038/MTPTHU/SE/DG/DAC/DTA/2002 du 29.04.2002</i>                            | <i>Relative to the condition for the granting of approval to air transport companies under Chadian law</i>   |

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| Order No. 037/MTPTHU/SE/DG/DAC/DTA/2002 du 28.04.2002 | Relative to the conditions for the operation of charter flights (cargo and passengers) to and from Chadian territory  |
| Order No. 071/MTPT/SG/DAC/03 du 17.12. 2003           | Regulating the movement of persons and vehicles at N'Djamena airport  |
| Order No. 01/TP/AC du 17.01.67                        | Setting the list of Chadian airports open to international air traffic and the conditions of their opening  |
| Order No. 042 du 26.09.74                             | Fixing the new measurements of the Terminal control Area (TMA) and the aerodrome control zone (CTR) of N'DJAMENA airport, and instituting the UIR of N'DJAMENA  |
| Order No. 64 du 22.08.75                              | Relative to the creation of an aerodrome control zone (CTR) on the aerodrome of ABECHE  |
| Order No. 005/PCMT/PMT/MACMN/ADAC/2022 du 23.02.2022  | Fixing the revenues and charges to be collected by the civil aviation authority (ADAC)  |
| Order No. 67/MTPTHU/SE/DG/DAC/00 du 23.11.00          | Fixing the rates of landing and runway lighting charges   |
| Order No. 49/MTPT/SG/DAC/2004 du 23.12.04             | Relative to the increase of the rate of landing and lighting charges  |
| Order No. 19/MTPT/SG/DAC/DNAM/05 du 05.05.05          | Relative to the implementation of a RVSM  |
| Order No. 37/MTPT/SG/DAC/DNAM/05 du 29.07.05          | Relative to the installation conditions of a GPS on board and use of GNSS in Chad airspace  |
| Order No. 030/MTAC/SG/ADAC/2012                       | On the opening of state aerodrome of BILTINE to public air traffic  |
| Order No. 004/PR/PM/MACMNSG/ADAC/2016                 | On the opening of state aerodrome of AM DJARASS to public air traffic   |
| Order No. 22/PR/PM/MACMN/SG/ADAC/2016                 | Fixing requirements for the provision of air navigation services in the airspace of Chad  |
| Order No. 024/PR/PM/MDAMN/SG/ADAC/2016                | On the qualification and training of personnel providing the Aerodrome flight information service (AFIS)  |
| Order No. 026/PR/PM/MACN/MDPRCDNAVCVG/2016            | Relative to the interception of civil aircraft in Chad  |
| Order No. 041 PR/PM/MDAMN/SG/ADAC/2016                | On the Temporary Closure of the KYABE Aerodrome to Public Air Traffic.  |
| Order No. 015 PR/PM/MACMN/SG/ADAC/2016                | On the Closure of the BOKORO Aerodrome to Public Air Traffic.   |
| Order No. 016 PR/PM/MACMN/SG/ADAC/2016                | Approving the National Civil Aviation CPEA Security Training Program  |
| Order No. 010/MACMN/ CPEAIA /2017                     | Establishing the list of incidents that must be reported to the CPEAIA (Commission Permanente d'enquête sur les accidents et incidents d'aviation civile) and establishing the mechanism for reporting, processing and sharing reports of civil aviation occurrences. |
| Order No. 014 PR/PM/MDAMN/SG/ADAC/2016                | On the Temporary Closure of the BOUSSO Aerodrome to Public Air Traffic.   |
| Order No. 016 PR/PM/MACMN/SG/ADAC/2017                | Establishing a Runway Safety Program  |
| Order No. 005 PR/PM/MIDAC/SG/ADAC/2018                | Authorizing the creation of DANIELA aerodrome in the sub-prefecture of Kouno, Department of Louk-Chari, in Chari Baguirmi Region  |
| Order No. 021/PCMT/PMT/MACMN/DGM/ADAC/2021            | Adopting the Aeronautical Regulations of Chad   |
| Order N°09/PT/PM/MTACMN/DG/ADAC/2024 (14 May 2024)    | Setting the criteria for the recruitment, training, qualification, accreditation, and dismissal of civil aviation inspectors  |
| Order N°005/MTPHT/DG/DAC/96 (15 February 1996)        | Setting the rate of fees for the approval of private runways  |
| Order N°059/PR/PM/MI/ADAC/06 (09 November 2006)       | Setting the conditions for issuing the Aerodrome Certificate  |
| Order N°012/MIT/SE/ADAC/2010 du (06 March 2010)       | Relative to the closure of Bongor's runway  |

#### RATs

|                       |  |
|-----------------------|--|
| RAT 01 ( part 1 to 9) | Relative to the Personnel Licensing  |
| RAT 02                | Relative to the Rules of the Air   |
| RAT 03 (Part 1 to 2)  | Relative to the Meteorological Service for International Air Navigation      |
| RAT 04                | Relative to the Aeronautical Charts  |
| RAT 05                | Relative to the Units of Measurement to be Used in Air and Ground Operations |
| RAT 06 ( Part 1 to 7) | Relative to the Operation of Aircraft  |
| RAT 07                | Relative to the Aircraft Nationality and Registration Marks                  |
| RAT 08                | Relative to the Airworthiness of Aircraft                                    |
| RAT 09                | Relative to the Facilitation   |
| RAT 10 (Part I to VI) | Relative to the Aeronautical Telecommunications                              |
| RAT 11                | Relative to the Air Traffic Services   |



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|---|--|
| RAT 12  | <i>Relative to the Search and Rescue</i>   |
| RAT 13  | <i>Relative to the Aircraft Accident and Incident Investigation</i>  |
| RAT 14 ( part 1 to 3)   | <i>Relative to the Aerodromes</i>  |
| RAT 15 (Part 1 to 2)  | <i>Relative to the Aeronautical Information Services</i>   |
| RAT 16  | <i>Relative to the Environmental Protection</i>  |
| RAT 17  | <i>Relative to the Security</i>  |
| RAT 18  | <i>Relative to the Safe Transport of dangerous good by air</i>   |
| RAT 19  | <i>Relative to the Safety Management</i>   |
| RAT 20  | <i>Relative to the Rules for the design, publication, and operation of flight procedures.</i>  |
| RAT 21  | <i>Relative to the additional requirements for the provision of air navigation services</i>  |
| RAT 22  | <i>Relating to Remotely Piloted Aircraft</i>   |
| <b>DECISION / INSTRUCTIONS/CIRCULARS</b>  |  |
| Decision No. 0006/MTAC/SG/ADAC/2013   | <i>On the Closure of the former RWY 09/27 of BILTINE Aerodrome to Public Air Traffic.</i>  |
| Decision No. 177/ADAC/DG/DTA/2017   | <i>Adoptant le Manuel de Politique de l'Application de la Loi en Aviation</i>  |
| Decision N°0072/ADAC/DG/DNAA/DSNA/2021  | <i>Relative to the guidelines for the development of corrective action plans by Air Navigation Service Providers (ANSPs).</i>  |
| Decision No. 181/ADAC/DG/DNAA/DNA/2017  | <i>Fixing the amount of fees for the issuance of the aerodrome certificate.</i>  |
| Decision 0082/ADAC/DG/DNV/DLPMA/SLP/2022  | No. <i>Delegating supervisory tasks to the examiners responsible for the practical and flight tests</i>  |
| Decision 0084/ADAC/DG/DNV/DLPMA/SLP/2022  | No. <i>Adopting the procedure for informing applicants of the conditions for examinations, issuance, extension and renewal of licenses, qualifications, certificates of approval and authorizations issued by the Civil Aviation Authority</i> |
| Decision 0084/ADAC/DG/DNV/DLPMA/SLP/2022  | No. <i>Relative to the prerequisites for the application for approval as a training organization for aeronautical personnel</i>  |
| Decision No. 181/ADAC/DG/DNAA/DNA/2016  | <i>Adopting the procedure of issuance exemptions to the aerodromes of Chad</i>   |
| Circular 0036/ADAC/DG/DNV/DLPMA/SLP/2022  | No. <i>To the attention of all applicants for cabin crew licenses.</i>   |
| Circular N°052_MT_12_134_DAC (24 February 1984)   | <i>Determining the procedure for requesting the authorization to create a private aerodrome.</i>   |
| Circular N°053_MT_12_133_DAC (24 February 1984)   | <i>Setting the procedure for opening a private aerodrome.</i>  |
| Circular 009/ADAC//DG/DSNA/2015 (23 March 2015)   | <i>Relative to the laser illumination and flight safety</i>  |
| Circular N°047/ADAC/DG/2016 (06 September 2016)   | <i>Carrying out the process of granting exemptions in civil aviation</i>   |
| Circular N°0030/ADAC/DG/DNAA/DSNA/2017  | <i>Relative to the determination of the ATM system's capacity.</i>   |
| Circular N°0031/ADAC/DG/DNAA/DSNA/2017  | <i>Regarding the creation and maintenance of the individual training file for Air Navigation Services personnel</i>  |
| Circular N°0032/ADAC/DG/DNAA/DSNA/2017  | <i>Relative to the job descriptions of Air Navigation Service providers.</i>   |
| Circular N°0039/ADAC/DG/DNAA/DSNA/2017  | <i>Regarding the security audits of ATS organizations.</i>   |
| Circular N°049/ADAC/DG/2016   | <i>Carrying out the process of granting exemptions in civil aviation</i>   |
| Circular N°113/ADAC/DG/DNAA/DSNA/2019   | <i>Relative to the resolution of gaps and deficiencies identified by the aviation navigation secto</i>   |
| Circular N°0060/ADAC/DG/DNAA/DSNA/2021  | <i>Regarding the provision of aeronautical information and charts (AIS/MAP).</i>   |
| Circular N°0061/ADAC/DG/DNAA/DSNA/2021  | <i>Relative to the training program for the Air Navigation Services providers' personnel.</i>  |
| Circular N°0068/ADAC/DG/DNAA/DSNA/2021  | <i>Relative to the environment and the maintenance methods of Communication, Navigation, Surveillance, and Air Traffic Management systems</i>  |
| Circular N°0069/ADAC/DG/DNAA/DSNA/2021  | <i>Relative to the staff and quality of personnel at the RCC N'Djamena.</i>  |
| Circular N°0070/ADAC/DG/DNAA/DSNA/2021  | <i>Relative to the training and qualification of SAR personnel</i>   |
| Instruction N°0071/ADAC/DG/DNAA/DSNA/2021   | <i>Regarding the development of the SAR operations plan.</i>   |
| <b>INSTRUMENTS</b>  |  |
| <i>Instruments of ratification of Article 3 bis of the Chicago convention of 03.03.2015</i> | <i>Relative to the non-use of weapons against civil aircraft in flight during interception over Chadian territory</i>  |
| <b>GUIDES/PROCEDURES</b>  |  |
| Guide of 20-12-2021   | <i>Relative to the development of the operations manual (MANEX) for air navigation service providers (ANSPs).</i>  |

|  |  |
|--|--|
| Guide of 20-12-2021                                      | Relative to the development and approval mechanism of a safety study (EDS) for an air navigation service provider. |
| Guide of 18-07-2017                                      | Relative to the implementation of the safety management system (SMS).  |
| Guide of 08-07-2025                                      | Relative to the validation of instrument flight procedure  |
| Guide of 13-11-2018                                      | Relative to the development of a runway safety program   |
| Guide of 20-06-2017                                      | Relative to the development of an aerodrome manual   |
| Guide of 23-06-2017                                      | Relative to the development and approval mechanism of a safety study (EDS)   |
| Guide of 23-09-2017                                      | Relative to the control of obstacles near an aerodrome   |
| Guide of 24-02-2024                                      | Relative to the Global Reporting Format (GRF)  |
| Guide of 26-10-2023                                      | Relative to the execution of work on aerodromes  |
| Guide of 20-12-2024                                      | Relative to management and safety in aprons  |
| Decision N°157/AADAC/DG/DNAA/DNA/2025 du 27 mars 2025    | Relative to the adoption of the Guide for the Implementation of Requirements Related to the ACR/PCR Method         |
| Decision N°251/ADAC/DG/DNAA/DNA/2018 du 14 November 2018 | Adopting the guide for developing a plan for an accidentally immobilized aircraft                                  |
| Decision N°252/ADAC/DG/DNAA/DNA/2018 du 14 November 2018 | Relative to the guide for developing a runway safety program   |
| Guide of 20 December 2024                                | Guide to Aerodrome Operator Professions  |
| Guide of 18 July 2017                                    | Related to the implementation of the Safety Management System (SMS)  |
| Guide of 14 October 2016                                 | Regarding the amendment of an aerodrome manual, an aerodrome certificate, and the management of changes            |
| Guide of 15 September 2016                               | Guide for Planning and Developing the Emergency Plan   |
| Guide of 26 September 2016                               | Relative to measures for the animal-risks prevention and fighting at airports                                      |
| Guide of 02 September 2016                               | Relative to the Fire Fighting Service  |
| Guide of 23 Jun 2017                                     | Relative to the calculation of declared distances, to the runway and others associated areas.                      |
| Guide of 23 06 2017                                      | Relative to the assessment of runway friction characteristics and the presence of water on the runway              |
| Procedure of 12-11-2021                                  | Procedure relative to the process and publication of crucial information for the aviation safety                   |
| Procedure of 15-09-2017                                  | Aerodrome Certification Procedure  |
| Procedure of 28-01-2019                                  | Procedure for Recording Wildlife Strikes and Reporting to ICAO   |
| Procedure of 09 May 2016                                 | Procedure for Issuing Exemptions to the Applicable Requirements for Chadian Aerodromes                             |
| Procedure of 15 Jun 2016                                 | Aerodrome Emergency Plan Evaluation Procedure  |
| <b>MANUALS/BROCHURES</b>                                 |  |
| Manual of 29 Jun 2016                                    | Audit and Certification Manual   |
| Brochure   | Brochure on Aerodrome Certification.   |



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

| INDICATIF<br>ID | NOM DE LA STATION<br>STATION NAME                                | INSTALLATION<br>FACILITY | UTILISATION<br>PURPOSE |
|-----------------|--|--------------------------|------------------------|
| CN              | AEROPORT INTERNATIONAL<br>CARDINAL BERNARDIN<br>GANTIN/CADJEHOUN | ILS-DME                  | A                      |
| CO              | COTONOU  | NDB                      | A                      |
| TYE             | COTONOU  | VOR-DME                  | AE                     |



PAGE LAISSÉE INTENTIONNELLEMENT VIDE

GEN 2.4 INDICATEURS D'EMPLACEMENT  
LOCATION INDICATORS

| EMPLACEMENT<br>LOCATION | INDICATEUR<br>INDICATOR | EMPLACEMENT<br>LOCATION | INDICATEUR<br>INDICATOR |
|-------------------------|-------------------------|-------------------------|-------------------------|
| BAFATA                  | GGBF+                   |                         |                         |
| BAMBADINCA              | GGBB+                   |                         |                         |
| BEDANDA                 | GGBE+                   |                         |                         |
| BISSAU / OSVALDO VIEIRA | <b>GGOV+</b>            |                         |                         |
| BISSORA                 | GGBI+                   |                         |                         |
| BOLAMA                  | GGBO+                   |                         |                         |
| BUBAQUE                 | GGBU+                   |                         |                         |
| CACINE                  | GGCC+                   |                         |                         |
| CANCHUNGO               | GGCG+                   |                         |                         |
| CARAVELA                | GGCV+                   |                         |                         |
| CATIO                   | GGCT+                   |                         |                         |
| CUFAR                   | GGCF+                   |                         |                         |
| EMPADA                  | GGEP+                   |                         |                         |
| FARIM                   | GGFR+                   |                         |                         |
| FORMOSA                 | GGFO+                   |                         |                         |
| FULACUNDA               | GGFU+                   |                         |                         |
| GABU                    | GGGB+                   |                         |                         |
| GALINHAS                | GGGA+                   |                         |                         |
| MANSOA                  | GGMS+                   |                         |                         |
| PECIXE                  | GGPC+                   |                         |                         |
| PIRADA                  | GGPR+                   |                         |                         |
| SAO DOMINGOS            | GGSD+                   |                         |                         |
| TITE                    | GGTT+                   |                         |                         |
| UNO                     | GGUN+                   |                         |                         |
| VARELA                  | GGVR+                   |                         |                         |

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



| INDICATEUR<br>INDICATOR | EMPLACEMENT<br>LOCATION | INDICATEUR<br>INDICATOR | EMPLACEMENT<br>LOCATION |
|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>GGOV+</b>            | BISSAU / OSVALDO VIEIRA |                         |                         |
| GGBB+                   | BAMBADINCA              |                         |                         |
| GGBE+                   | BEDANDA                 |                         |                         |
| GGBF+                   | BAFATA                  |                         |                         |
| GGBI+                   | BISSORA                 |                         |                         |
| GGBO+                   | BOLAMA                  |                         |                         |
| GGBU+                   | BUBAQUE                 |                         |                         |
| GGCC+                   | CACINE                  |                         |                         |
| GGCF+                   | CUFAR                   |                         |                         |
| GGCG+                   | CANCHUNGO               |                         |                         |
| GGCT+                   | CATIO                   |                         |                         |
| GGCV+                   | CARAVELA                |                         |                         |
| GGEP+                   | EMPADA                  |                         |                         |
| GGFO+                   | FORMOSA                 |                         |                         |
| GGFR+                   | FARIM                   |                         |                         |
| GGFU+                   | FULACUNDA               |                         |                         |
| GGGA+                   | GALINHAS                |                         |                         |
| GGGB+                   | GABU                    |                         |                         |
| GGMS+                   | MANSOA                  |                         |                         |
| GGPC+                   | PECIXE                  |                         |                         |
| GGPR+                   | PIRADA                  |                         |                         |
| GGSD+                   | SAO DOMINGOS            |                         |                         |
| GGTT+                   | TITE                    |                         |                         |
| GGUN+                   | UNO                     |                         |                         |
| GGVR+                   | VARELA                  |                         |                         |

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



Chaque série est numérotée de 1 et à suivre à partir du 1er Janvier de l'année en cours. Une liste récapitulative des circulaires d'information en vigueur pour chaque série, est publiée au début de chaque année.

*Each serie is numbered from 0001 starting from the first of January of the current year. A summary list of AIC in force is issued for each serie in the beginning of every year.*

**VENTE DES PUBLICATIONS (AIP)**

L'accès à l'AIP est disponible par voie électronique en ligne sur le site web <https://aim.asecna.aero> et par abonnement à titre gratuit pour les abonnés au site sharepoint eAIP pour le téléchargement des contenus d'amendement AIP hors ligne. NOTE : Conformément aux prescriptions de l'OACI sur l'échange des informations aéronautiques (Réf. Annexe 15, chapitre 3, § 3) les Publications d'Informations Aéronautique sont adressées à titre gratuit aux AIS Étrangers sur une base de réciprocité.

**SALE OF PUBLICATIONS (AIP)**

Access to the AIP is available electronically online on the <https://aim.asecna.aero> website and by subscription free of charge for subscribers to the eAIP sharepoint site for downloading the AIP amendment content offline. NOTE : In compliance with ICAO prescriptions about aeronautical information exchange (Ref. Annex 15, chapter 3, § 3), the aeronautical information publications are addressed freely to the foreign AIS on a reciprocal basis.

**4. SYSTÈME AIRAC**

Les renseignements relatifs à l'institution, la suppression ou toute modification importante, tels que spécifiés dans l'annexe 15, chapitre 6, sont diffusés conformément au cycle AIRAC.

**4. AIRAC SYSTEM**

Informations for implementation, removal or important changes like indicated in annex 15, chapter 6, are issued according to Airac system.

Ces renseignements AIRAC sont diffusés par suppléments AIP, de façon à parvenir à leur destinataires au plus tard 28 jours - et pour les changements importants au plus tard 56 jours - avant la date d'entrée en vigueur.

*These AIRAC information are issued by AIP supplements, to reach users not later than 28 days and for major changes not later than 56 days before the effective date.*

Le tableau ci-dessous indique les dates d'entrée en vigueur de la diffusion AIRAC pour les années 2020 à 2030

*The table below indicates AIRAC effective dates for the years 2020 to 2030 .*

Tableau des dates d'entrée en vigueur AIRAC / Schedule of AIRAC effective dates

| Année 2020 | Année 2021 | Année 2022 | Année 2023 | Année 2024 | Année 2025 | Année 2026 | Année 2027 | Année 2028 | Année 2029 | Année 2030 |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 2 Jan      | 28 Jan     | 27 Jan     | 26 Jan     | 25 Jan     | 23 Jan     | 22 Jan     | 21 Jan     | 20 Jan     | 18 Jan     | 17 Jan     |
| 30 Jan     | 25 Feb     | 24 Feb     | 23 Feb     | 22 Feb     | 20 Feb     | 19 Feb     | 18 Feb     | 17 Feb     | 15 Jan     | 14 Jan     |
| 27 Feb     | 25 Mar     | 24 Mar     | 23 Mar     | 21 Mar     | 20 Mar     | 19 Mar     | 18 Mar     | 16 Mar     | 15 Mar     | 14 Feb     |
| 26 Mar     | 22 Apr     | 21 Apr     | 20 Apr     | 18 Apr     | 17 Apr     | 16 Apr     | 15 Apr     | 13 Apr     | 12 Apr     | 11 Apr     |
| 23 Apr     | 20 May     | 19 May     | 18 May     | 16 May     | 15 May     | 14 May     | 13 May     | 11 May     | 10 May     | 9 May      |
| 21 May     | 17 Jun     | 16 Jun     | 15 Jun     | 13 Jun     | 12 Jun     | 11 Jun     | 10 Jun     | 8 Jun      | 7 Jun      | 6 Jun      |
| 18 Jun     | 15 Jul     | 14 Jul     | 13 Jul     | 11 Jul     | 10 Jul     | 9 Jul      | 8 Jul      | 6 Jul      | 5 Jul      | 4 Jul      |
| 16 Jul     | 12 Aug     | 11 Aug     | 10 Aug     | 8 Aug      | 7 Aug      | 6 Aug      | 5 Aug      | 3 Aug      | 2 Aug      | 1 Aug      |
| 13 Aug     | 9 Sep      | 8 Sep      | 7 Sep      | 5 Sep      | 4 Sep      | 3 Sep      | 2 Sep      | 31 Aug     | 30 Aug     | 29 Aug     |
| 10 Sep     | 7 Oct      | 6 Oct      | 5 Oct      | 3 Oct      | 2 Oct      | 1 Oct      | 30 Sep     | 28 Sep     | 27 Sep     | 26 Sep     |
| 8 Oct      | 4 Nov      | 3 Nov      | 2 Nov      | 31 Oct     | 30 Oct     | 29 Oct     | 28 Oct     | 26 Oct     | 25 Oct     | 24 Oct     |
| 5 Nov      | 2 Dec      | 1 Dec      | 30 Nov     | 28 Nov     | 27 Nov     | 26 Nov     | 25 Nov     | 23 Nov     | 22 Nov     | 21 Nov     |
| 3 Dec      | 30 Dec     | 29 Dec     | 28 Dec     | 26 Dec     | 25 Dec     | 24 Dec     | 23 Dec     | 21 Dec     | 20 Dec     | 19 Dec     |
| 31 Dec     |            |            |            |            |            |            |            |            |            |            |

On diffusera un NOTAM déclencheur indiquant brièvement la teneur, la date d'entrée en vigueur et le numéro de référence du SUP AIP comportant des renseignements AIRAC.

*A trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIP SUP containing AIRAC informations*

Ce NOTAM déclencheur, de diffusion normale, entrera en vigueur à la date de prise d'effet du SUP AIP AIRAC et restera en vigueur, pour mémoire, pendant quatorze (14) jours.

*This trigger NOTAM will take force on the effective date of the AIRAC AIP SUP and will remain in force, as a reminder, for fourteen (14) days.*

Si aucune information n'est parvenue pour publication à la date AIRAC, un avis NEANT sera diffusé par NOTAM au plus tard un cycle AIRAC avant la date d'entrée en vigueur de l'AIRAC dont il s'agit.

*If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the concerned AIRAC effective date.*

**5. SYSTÈME DE MANAGEMENT DE LA QUALITE (SMQ)**

Conformément aux dispositions de l'annexe 15, l'ensemble des activités AIM de l'ASECNA sont certifiées ISO 9001 : 2015

**5. QUALITY MANAGEMENT SYSTEM (QMS)**

*In compliance with annex 15 specifications, ASECNA AIM activities are certified ISO 9001: 2015*

Référence : FR042802-1  
Bureau VERITAS CERTIFICATION

*Reference: FR042802-1  
Bureau VERITAS CERTIFICATION*

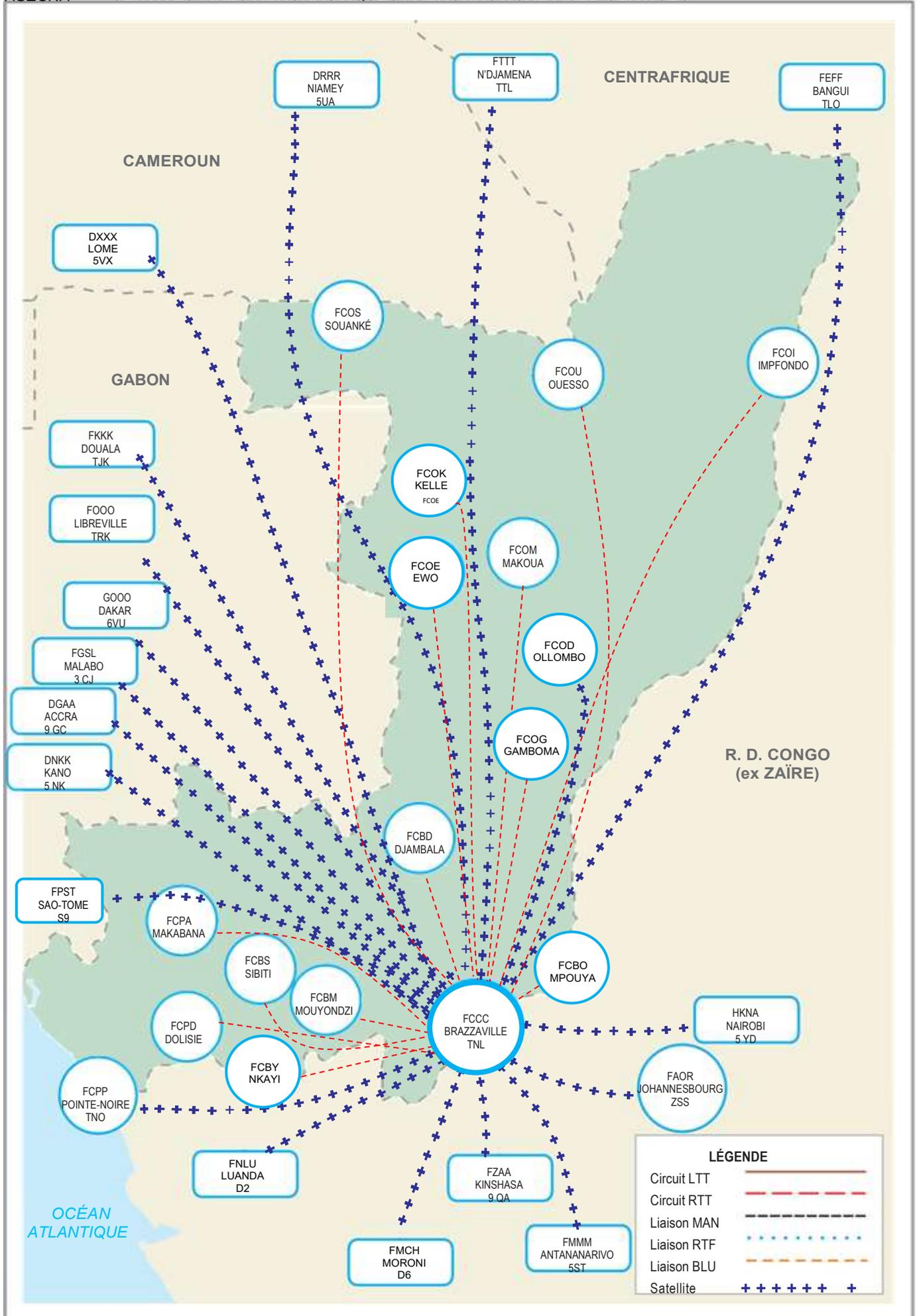
**6. INFORMATION AVANT LE VOL**

**6. PREFLIGHT INFORMATION**

Un service d'information avant le vol est assuré sur les aérodomes ayant un trafic international.

*A preflight information service is provided at the aerodromes with international traffic.*





AMDT 03/26: LIAISON BRAZZAVILLE – SAO TOME

PAGE LAISSÉE INTENTIONNELLEMENT VIDE



CORRECTIONS : Mise à jour des circuits RTT - Suppression des liaisons BLU

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

GEN 3.6 INSTALLATIONS DE RECHERCHES ET DE SAUVETAGE  
SEARCH AND RESCUE UNITS

CENTRE(S) DE COORDINATION DE RECHERCHES ET DE SAUVETAGE  
SEARCH AND RESCUE COORDINATION CENTRE

**GEN 3.6.1 Services compétents/ Responsible service**

1. - **NOM / NAME** : RCC N'DJAMENA
- a) **Adresse postale** : Centre de Coordination de Recherches et de Sauvetage  
*Postal Address* État-major de l'Armée de l'Air,  
B.P. 923 - N'DJAMENA - TCHAD
- b) **Adresses télégraphiques / Telegraphic address** :  
(Aéronautique) FTTJCYX  
(Commerciale) Etat Major de l'Armée Nationale N'DJAMENA - TCHAD
- c) **Numéro(s) de téléphone / Phone number** : (235) 22.52.57.76
- d) **Fax** : NIL
- e) **Site web /Web site** : NIL
- f) **Email** : rccndjamena@gmail.com

2. - **POINT DE CONTACT SAR / SAR POINT OF CONTACT (SPOC) :**

1. (+235) 66.35.84.85 /90.29.80.80  
(235) 22.52.52.95 (Office)  
E-mail : rccndjamena@gmail.com / manhd82@gmail.com  
BP.923- NDJAMENA-TCHAD
- 2.
3. (+235) 66.29.48.03/99.90.15.25  
(235) 22.51.55.26 (Office)  
E-mail : assadikh@gmail.com  
BP.70 - NDJAMENA-TCHAD

3. - **Documents de référence / Reference documents :**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>- Décret N°038/PT/MTPT/04 du 10 février 2004 Portant création du service SAR ;</li> <li>- Arrêté N°2631/PR/PM/MIT/SE/2011 Portant organisation et fonctionnement du service SAR ;</li> <li>- Circulaire N°0071/ADAC/DG/DNAA/DSNA/2021 Relative à l'élaboration du plan de conduite des opérations SAR.</li> <li>- Circulaire N°0069/ADAC/DG/DNAA/DSNA/2021, Relative à l'effectif et la qualité du personnel du RCC de N'Djamena</li> <li>- Circulaire N°0070/ADAC/DG/DNAA/DSNA/2021, Relative à la formation et qualification du personnel SAR.</li> </ul> | <ul style="list-style-type: none"> <li>- Decree No. 038/PT/MTPT/04 from February 10, 2004 Relative to the creation of SAR;</li> <li>- Decision No. 2631/PR/PM/MIT/SE/2011 Relative to the organization and operation of the SAR service ;</li> <li>- Circular No. 0071/ADAC/DG/DNAA/DSNA/2021 Relative to the development of the SAR operations conduct plan.</li> <li>- Circular N°0069/ADAC/DG/DNAA/DSNA/2021 Relative to the staff and quality of personnel at the RCC N'Djamena</li> <li>- Circular N°0070/ADAC/DG/DNAA/DSNA/2021 Relative to the training and qualification of SAR personnel</li> </ul> |
|--|--|

**GEN 3.6.2 Zone pour laquelle le service est fourni/Area of responsibility**

|  |  |
|--|--|
| Territoire de la République du Tchad et Territoire de la République du Niger jusqu'au méridien 11°30'E et jusqu'au parallèle 8°N, couvrant les parties Nord du Cameroun et de la RCA | <i>Territory of the Republic of Chad and Territory of the Republic of Niger up to meridian 11°30'E and up to parallel 8°N covering North part of Cameroon and Central African Republic</i> |
|--|--|

**GEN 3.6.3 Type de service/Type of service**

|  |  |
|--|--|
| Service d'assistance aux aéronefs en détresse dans la région de recherches et sauvetage (SRR) placée sous la responsabilité du RCC N'Djamena | Assistance service for aircraft in distress in the search and rescue region (SRR) under the responsibility of RCC N'Djamena. |
|--|--|

**GEN 3.6.4 Accords SAR/ Search and rescue agreements**

- Accord de Coopération relatif aux Services SAR entre le Tchad et le Congo signé le 27 juillet 2018 à Lomé au Togo ;  
 - Accord de Coopération relatif aux Services SAR entre le Tchad et le Cameroun signé le 29 septembre 2022 à Montréal au Canada ;  
 - Accord de Coopération relatif aux Services SAR entre le Tchad et le Niger signé le 28 septembre 2018 à N'Djamena au Tchad ;  
 - Accord de Coopération relatif aux Services SAR entre le Tchad et le Nigeria signé le 14 août 2023 à N'Djamena au Tchad ;  
 - Protocole d'Accord relatif aux Services SAR entre l'ASECNA et le RCC N'Djamena signé le 14 août 2023 à N'Djamena au Tchad.

- *Agreements of cooperation relative to the SAR service between Chad and Congo signed on July 27, 2018 at Lomé in Togo ;*  
 - *Agreements of cooperation relative to the SAR service between Chad and Cameroon signed on September 29, 2022 at Montréal in Canada ;*  
 - *Agreements of cooperation relative to the SAR service between Chad and Niger signed on September 28, 2018 at N'Djamena in Chad ;*  
 - *Agreements of cooperation relative to the SAR service between Chad and Nigeria signed on August 14, 2023 at N'Djamena in Chad ;*  
 - *Letter of Agreements relative to the SAR service between ASECNA and RCC N'Djamena signed on August 14, 2023 at N'Djamena in Chad.*

### GEN 3.6.5 Moyens de sauvetage et conditions d'utilisation / Rescue means and Conditions of availability

| NOM / NAME                    | COORDONNÉES GÉOGRAPHIQUES<br>GEOGRAPHICAL COORDINATES  | FACILITÉS<br>FACILITY | OBSERVATIONS / REMARKS        |
|-------------------------------|--|-----------------------|-------------------------------|
|                               | SITUATION  |                       |                               |
| a                             | b  | c                     | d                             |
| Escadrille Nationale          | Base Aérienne de N'DJAMENA<br>12°07'30"N - 015°01'29"E | 1 MRG<br>1 SRG        | Sur demande du RCC            |
| Armée de Terre<br>Gendarmerie | Emplacement divers                                     |                       | Equipes terrestres de secours |

Sur demande du RCC aux Autorités Françaises, redéploiement éventuel de moyens militaires de Recherches et de Sauvetage stationnés en France.

### GEN 3.6.6 Procédures et signaux SAR / Procedures and signals used

| Procédures de mise en oeuvre   |                             |
|--|-----------------------------|
| Procédure applicable aux renseignements relatifs aux cas critiques<br><i>Procedures applicable for information concerning emergencies</i>  | §12.5.1 du RAT 12           |
| Procédures applicables par le RCC N'Djamena pendant les phases critiques<br><i>Procedures applicable by the RCC N'Djamena during emergency phases</i>  | §12.5.2 du RAT 12           |
| Procédure applicable dans le cas où l'exécution des opérations dépend de deux ou plusieurs Etats contractants<br><i>Procedures where responsibility for operations extends to two or more Contracting States</i> | §12.5.3 du RAT 12           |
| Procédures applicables par les services chargés des opérations<br><i>Procedures for authorities in the field</i>   | §12.5.4 du RAT 12           |
| Procédures applicables par le RCC - fin et suspension des opérations<br><i>Procedures applicable by the RCC— termination and suspension of operations</i>  | §12.5.5 du RAT 12           |
| Procédures applicables sur les lieux d'un accident<br><i>Procedures at the scene of an accident</i>  | §12.5.6 du RAT 12           |
| Procédures applicables par un pilote commandant de bord qui intercepte un message de détresse<br><i>Procedures for a pilot-in-command intercepting a distress transmission</i>                                   | §12.5.7 du RAT 12           |
| Signaux pour les recherches et le sauvetage  |                             |
| Signaux échangés avec les navires<br><i>Signals with surface craft</i>   | §1 de l'Appendice du RAT 12 |
| Code de signaux visuels sol-air<br><i>Ground-air visual signal code</i>  | §2 de l'Appendice du RAT 12 |
| Code de signaux visuels air-sol<br><i>Air-to-ground signals</i>  | §3 de l'Appendice du RAT 12 |



GEN 4.3 REDEVANCES - BÉNIN  
CHARGES - BÉNIN

| REDEVANCE<br>CHARGES            | CONDITIONS<br>CONDITIONS                                     | TARIFS<br>RATES   | OBSERVATIONS<br>REMARKS   |
|---------------------------------|--|---|---|
| <b>ATTERRISSAGE<br/>LANDING</b> | <b>TRAFIC INTERNATIONAL<br/>INTERNATIONAL TRAFFIC</b>        | 1 EURO = 655,957 FCFA   |   |
|                                 | Pour les 25 premières tonnes                                 | 2.310 FCFA par tonne (1) dont 1.53 Euros*<br>2.254 FCFA par tonne (2)   | Ces taxes sont perçues sur les aéroports de :   |
|                                 | De la 26ème à la 75ème tonnes                                | 4.620 FCFA par tonne (1) dont 3.07 Euros*<br>4.509 FCFA par tonne (2)   | (1) COTONOU/Cadjehoun<br>(2) PARAKOU  |
|                                 | De la 76ème à la 150ème tonnes                               | 6.494 FCFA par tonne (1) dont 4.3 Euros*<br>6.334 FCFA par tonne (2)  | (*) Part ASECNA exprimée en Euros/tonne<br>Les factures des redevances d'aéroport (Atterrissage, Balisage et Prolongation d'ouverture) sont éditées en franc CFA (FCFA).<br>Pour la redevance d'atterrissage, la conversion des tarifs de l'euro en FCFA s'effectue au niveau de chaque tranche de tarifs, en opérant un arrondi au chiffre supérieur ou inférieur, selon que le premier chiffre après la virgule est supérieur ou inférieur à 5. |
|                                 | Au-dessus de 150 tonnes                                      | 6.623 FCFA par tonne (1) dont 4.03 Euros*<br>5.945 FCFA par tonne (2)   |   |
|                                 | <b>TRAFIC NATIONAL/<br/>DOMESTIC TRAFFIC</b>                 |   |   |
|                                 | Pour les 14 premières tonnes                                 | 571 FCFA par tonne (1) dont 0.29 Euros*<br>543 FCFA par tonne (2)<br>avec un minimum de perception de<br>1.652 FCFA (1)<br>1.550 FCFA (2) |   |
|                                 | De la 15ème à la 25ème tonnes                                | 2.084 FCFA par tonne (1) dont 1.14 Euros*<br>1.993 FCFA par tonne (2)   |   |
|                                 | De la 26ème à la 75ème tonnes                                | 4.171 FCFA par tonne (1) dont 2.3 Euros*<br>3.993 FCFA par tonne (2)  |   |
|                                 | De la 76ème à la 150ème tonnes                               | 5.284 FCFA par tonne (1) dont 2.91 Euros*<br>5.055 FCFA par tonne (2)   |   |
|                                 | Au-dessus de 150 tonnes                                      | 4.942 FCFA par tonne (1) dont 2.75 Euros*<br>4.730 FCFA par tonne (2)   |   |
|                                 | <b>AÉRONEFS PRIVÉS<br/>PRIVATE AIRCRAFT</b>                  |   |   |
|                                 | Aéronefs de tourisme d'un poids inférieur ou égal à 2 tonnes |   |   |
| - Trafic National               |  | 1.652 FCFA (1)  |   |
| - Trafic International          |  | 2.310 FCFA (1)<br>1.550 FCFA (2)  |   |

| REDEVANCE<br>CHARGES   | CONDITIONS<br>CONDITIONS  | TARIFS<br>RATES  | OBSERVATIONS<br>REMARKS   |
|--|---|--|---|
| <b>BALISAGE<br/>LUMINEUX PISTE<br/>RUNWAY LIGHTING<br/>FACILITY</b>      | Par atterrissage ou décollage   | <u>Balisage LIH</u><br><br>166.57 Euros<br>pour les avions de plus de 75 tonnes<br><br>131.50 Euros<br>pour les avions de poids inférieur ou<br>égal à 75T | Cette taxe est perçue sur<br>l'aérodrome de :<br>COTONOU/Cadjehoun  |
| <b>DÉVELOPPEMENT<br/>TOURISTIQUE<br/>TOURISM DEVELOP</b>                 | Passagers à l'embarquement  | 2.500 FCFA   | Cette redevance est perçue<br>sur les tous les aérodromes du<br>Bénin ouverts à la CAP  |
| <b>REDEVANCE<br/>DEVELOPPEMENT<br/>AERONAUTIQUE<br/>ZONE FRET (RDAF)</b> | Frêt embarqué ou débarqué   | 4.500 FCFA /LTA  | Cette redevance est perçue<br>sur les tous les aérodromes du<br>Bénin ouverts à la CAP et<br>faisant l'objet d'une lettre de<br>LTA dûment visée.<br>Elle n'est pas due pour les<br>colis postaux |
| <b>SECURISATION DU<br/>PASSAGER<br/>PASSENGER<br/>SAFETY</b>             | Passager à l'embarquement<br>et au débarquement   | 10 euros   | Cette redevance est<br>perçue sur tous les<br>aérodromes du Bénin<br>ouverts à la CAP   |
| <b>REDEVANCE<br/>DEVELOPPEMENT<br/>AERONAUTIQUE<br/>(RDAP)</b>           | Par passagers à l'embarquement  | 20000 FCFA/ passager   |   |
| <b>REDEVANCE<br/>PASSAGER (RP)</b>                                       | Par passagers à<br>l'embarquement<br>- Vol domestique<br>- Vol Régional<br>- Vol International                          | 1500 FCFA /passager<br>15000 FCFA /passager<br>20000 FCFA /passager  | Cette redevance est perçue<br>sur les tous les aérodromes du<br>Bénin ouverts à la CAP  |
| <b>REDEVANCE<br/>STATIONNEMENT<br/>PARKING</b>                           | Aire de stationnement   | 26 FCFA<br>par tonne/heure<br>avec franchise de 2HR  | Cette taxe est perçue sur<br>l'aérodrome de :<br>COTONOU/Cadjehoun  |
| <b>REDEVANCE FRET<br/>CARGO</b>  | Par kilogramme de fret embarqué ou<br>débarqué  | 8,00 FCFA  | Ces taxes sont perçues sur<br>tous les aérodromes du Bénin<br>ouvert à la CAP   |
| <b>REDEVANCE<br/>CARBURANT<br/>FUEL</b>                                  | Par litre<br>- JET A1<br>- AVGAS  | 3,00 FCFA<br>2,00 FCFA   |   |
| <b>REDEVANCE<br/>SÛRETÉ (RS)<br/>SECURITY</b>                            | Par passager au départ  | 18000 FCFA/ Passager   |   |
| <b>REDEVANCES EXTRA-AERONAUTIQUES</b>                                    |   |  |   |
| <b>REDEVANCES<br/>DOMANIALES</b>   | Aérogare passager (Bureau/ boutique)<br>Aérogare Frêt (Bureau/ Magasin)<br>Terrain nu aménagé<br>Terrain nu non aménagé | 500 000 FCFA/m2/An<br>300 000 FCFA/m2/An<br>45 000 FCFA/m2/An<br>30 000 FCFA/m2/An   |   |
| <b>REDEVANCES<br/>COMMERCIALES</b>                                       | Zone publique<br><br>Zone réservée  | 5% du chiffre d'affaires hors<br>taxes<br><br>10% du chiffre d'affaires hors<br>taxes  |   |

**REDEVANCES DE PRESTATIONS RENDUES AUX USAGERS PAR L'AGENCE NATIONALE DE L'AVIATION CIVILE DE LA  
RÉPUBLIQUE DU BÉNIN**

(Arrêté N° 0107/MCVT/DC/SGM/CTJ/ANAC/SA du 10/04/2025)

**Article premier**

Les taux des redevances dues pour prestations rendues aux usagers par l'Agence Nationale de l'Aviation Civile sont fixés tels qu'annexés au présent arrêté.

**Article 2**

Les aéronefs d'Etat sont exonérés du paiement de redevance pour la délivrance de certificat de radiation du registre d'immatriculation.



**Article 3**

Le produit de ces redevances est versé dans le compte de l'Agence Nationale de l'Aviation Civile ouvert dans les livres du Trésor public à cet effet.

**Article 4** Le présent arrêt, qui abroge toutes dispositions antérieures contraires, prend effet pour compter de la date de sa signature et sera publié au Jour

| Devise : Franc CFA  | Première délivrance      |                     |                        | Renouvellement           |                     |                       |
|---|--------------------------|---------------------|------------------------|--------------------------|---------------------|-----------------------|
|   | Frais d'étude de dossier | Frais de délivrance | Total de la prestation | Frais d'étude de dossier | Frais de délivrance | Coût de la prestation |
| <b>IMMATRICULATION ET NAVIGABILITE DES AERONEFS</b>   |                          |                     |                        |                          |                     |                       |
| <b>Certificat de navigabilité (CDN/CDN Export)</b>  |                          |                     |                        |                          |                     |                       |
| Certificat De Navigabilité d'Aéronef MTOW inférieure ou égale à 2,7T                            | 150 000                  | 50 000              | 200 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 2,7 et inférieure ou égale à 5,7T        | 375 000                  | 125 000             | 500 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 5,7T et inférieure ou égale à 10T        | 750 000                  | 250 000             | 1 000 000              |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 10T et inférieure ou égale à 20T         | 1 200 000                | 400 000             | 1 600 000              |                          |                     | Non applicable        |
| Certificat De Navigabilité MTOW supérieure à 20T et inférieure ou égale à 30T                   | 2.250.000                | 750.000             | 3.000.000              |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 30T et inférieure ou égale à 50T         | 3.000.000                | 1.000.000           | 4.000.000              |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 50T et inférieure ou égale à 80T         | 3.750.000                | 1.250.000           | 5.000.000              |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 80T et inférieure ou égale à 200T        | 4.500.000                | 1.500.000           | 6.000.000              |                          |                     | Non applicable        |
| Certificat De Navigabilité d'Aéronef MTOW supérieure à 200T                                     | 6.000.000                | 2.000.000           | 8.000.000              |                          |                     | Non applicable        |
| Certificat de Navigabilité Export d'Aéronef MTOW inférieure ou égale à 2,7T                     | 93.750                   | 31.250              | 125.000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 2,7 et inférieure ou égale à 5,7T | 93.750                   | 31.250              | 125.000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef supérieure à 5,7T et inférieure ou égale à 10T      | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 10T et inférieure ou égale à 20T  | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 20T et inférieure ou égale à 30T  | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 30T et inférieure ou égale à 50T  | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 50T et inférieure ou égale à 80T  | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 80T et inférieure ou égale à 200T | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| Certificat De Navigabilité Export d'Aéronef MTOW supérieure à 200T                              | 93 750                   | 31 250              | 125 000                |                          |                     | Non applicable        |
| <b>Autres Certificats/Autorisations/Approbations/Permis de vol/Laissez-passer/Inspections</b>   |                          |                     |                        |                          |                     |                       |

|   |           |         |           |  |                |
|---|-----------|---------|-----------|--|----------------|
| Acceptation de modification apportée à un Aéronef   | 262 500   | 87 500  | 350 000   |  | Non applicable |
| Autorisation exceptionnelle (Dérogation)  | 150 000   | 50 000  | 200 000   |  | Non applicable |
| Autorisation de vol de contrôle   | 562 500   | 187 500 | 750 000   |  | Non applicable |
| Autorisation de vol de convoyage  | 750 000   | 250 000 | 1 000 000 |  | Non applicable |
| Carnet de vol   |           |         | 500 000   |  | Non applicable |
| Livret Aéronef/Moteur/APU   |           |         | 75 000    |  |                |
| Certificat acoustique   | 225 000   | 75 000  | 300 000   |  |                |
| Certificat de Non Gage  | 185 000   | 62 500  | 250 000   |  |                |
| Certification d'Identification drones   | 375 000   | 125 000 | 500 000   |  |                |
| Certification d'Identification ULM  | 150 000   | 50 000  | 200 000   |  |                |
| Certificat d'immatriculation  | 1 875 000 | 625 000 | 2 500 000 |  | Non applicable |
| Acceptation de réparation apportée à un aéronef   | 100 000   | 150 000 | 350 000   |  | Non applicable |
| Certificat de limitation de Nuisance  | 225 000   | 75 000  | 300 000   |  | Non applicable |
| Registre d'immatriculation  |           |         |           |  |                |
| Registre d'immatriculation : Réservation d'immatriculation  | 375 000   | 125 000 | 500 000   |  | Non applicable |
| Registre d'immatriculation : Réservation d'immatriculation personnalisée  | 1 875 000 | 625 000 | 2 500 000 |  | Non applicable |
| Registre d'immatriculation : Inscription  | 225 000   | 75 000  | 300 000   |  | Non applicable |
| Registre d'immatriculation : Extrait du registre  | 150 000   | 50 000  | 200 000   |  | Non applicable |
| Registre d'immatriculation : Radiation d'un aéronef   | 375 000   | 125 000 | 500 000   |  | Non applicable |
| Registre d'immatriculation : Autorisation irrévocable de demande de radiation de l'immatriculation et de permis d'exportation (IDERA) et lettre de confirmation du représentant certifié (CDCL) | 750 000   | 250 000 | 1 000 000 |  | Non applicable |
| Registre d'immatriculation : Inscription d'hypothèque d'un aéronef 0,05% de la valeur de l'hypothèque   |           |         |           |  | Non applicable |
| Registre d'immatriculation : Mention sur le registre (main levée, location, saisie, mutation de propriété, etc.)  | 375 000   | 125 000 | 500 000   |  | Non applicable |
| <b>Manuels et documents</b>   |           |         |           |  |                |
| Manuel de Contrôle de Maintenance (MCM)   | 525 000   | 175 000 | 700 000   |  | Non applicable |
| Manuel de procédures de Maintenance (MPM)   | 600 000   | 200 000 | 800 000   |  | Non applicable |
| Programme de maintenance (PM)   | 375 000   | 125 000 | 500 000   |  | Non applicable |
| Manuel du Système de Gestion de la Sécurité (SGS) d'un organisme de Maintenance d'Aéronefs (OMA)  | 225 000   | 75 000  | 300 000   |  | Non applicable |
| Contrat de location   | 150 000   | 50 000  | 200 000   |  | Non applicable |
| Contrat de maintenance  | 150 000   | 50 000  | 200 000   |  | Non applicable |
| Amendement mineur d'un manuel ou d'un document  | 56 250    | 18 750  | 75 000    |  | Non applicable |
| Amendement majeur d'un manuel ou d'un document  | 112 500   | 37 500  | 150 000   |  | Non applicable |
| Programme de fiabilité  | 112 500   | 37 500  | 150 000   |  | Non applicable |
| <b>Personnel</b>  |           |         |           |  |                |



|  |           |           |            |         |           |                |
|--|-----------|-----------|------------|---------|-----------|----------------|
| Dirigeant responsable d'un Organisme de Maintenance d'Aéronefs (OMA)                                 | 150 000   | 50 000    | 200 000    |         |           | Non applicable |
| Responsable Qualité d'un OMA   | 150 000   | 50 000    | 200 000    |         |           | Non applicable |
| Responsable du Système de Gestion de la Sécurité (SGS) d'un OMA                                      | 150 000   | 50 000    | 200 000    |         |           | Non applicable |
| Directeur technique d'un Organisme de Maintenance d'Aéronefs (OMA)                                   | 150 000   | 50 000    | 200 000    |         |           | Non applicable |
| Responsable Désigné Entretien (RDE) d'une compagnie aérienne   | 150 000   | 50 000    | 200 000    |         |           | Non applicable |
| <b>ORGANISME DE MAINTENANCE (OMA) ET ORGANISME DE GESTION DE LA NAVIGABILITE (CAMO) DES AERONEFS</b> |           |           |            |         |           |                |
| Agrément d'un Organisme de Maintenance d'Aéronefs (OMA)  | 562 500   | 187 500   | 750 000    |         |           | Non applicable |
| Reconnaissance d'agrément d'un OMA   | 387 188   | 129 063   | 516 250    |         |           | Non applicable |
| Agrément d'un Organisme de Gestion du suivi de la navigabilité des aéronefs (CAMO)                   | 1 125 000 | 375 000   | 1 500 000  |         | 1 500 000 |                |
| Reconnaissance d'agrément d'un OMA   | 1 125 000 | 375 000   | 1 500 000  |         | 1 500 000 |                |
| Reconnaissance d'agrément d'un CAMO  | 1 125 000 | 375 000   | 1 500 000  |         | 1 500 000 | Non applicable |
| Modification de l'Agrément d'un OMA  | 375 000   | 125 000   | 500 000    |         | 500 000   | Non applicable |
| Modification de l'Agrément d'un CAMO   | 375 000   | 125 000   | 500 000    |         | 500 000   | Non applicable |
| Modification de la Reconnaissance d'agrément d'un OMA  | 375 000   | 125 000   | 500 000    |         | 500 000   | Non applicable |
| <b>AFFRETEMENT</b>   |           |           |            |         |           |                |
| <b>Affrètement d'aéronef ponctuel (1 atterrissage+1 décollage)</b>                                   |           |           |            |         |           |                |
| Affrètement aéronef ayant une MTOW inférieure ou égal à 2,7 T  | 247 500   | 82 500    | 330 000    |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 2,7T et inférieure ou égale à 5,7 T                  | 630 000   | 210 000   | 840 000    |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 5,7 T et inférieure ou égale à 10 T                  | 1 260 000 | 420 000   | 1 680 000  |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 10 T et inférieure ou égale à 20 T                   | 750 000   | 250 000   | 1 000 000  |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 20 T et inférieure ou égale à 30 T                   | 1 586 250 | 528 750   | 2 115 000  |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 30 T et inférieure ou égale à 50 T                   | 1 875 000 | 625 000   | 2 500 000  |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 50 T et inférieure ou égale à 80 T                   | 6 300 000 | 2 100 000 | 8 400 000  |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 80 T et inférieure ou égale à 200 T                  | 7 500 000 | 2 500 000 | 10 000 000 |         |           | Non applicable |
| Affrètement aéronef ayant une MTOW supérieure à 200 T  | 7 500 000 | 2 500 000 | 10 000 000 |         |           | Non applicable |
| <b>Affrètement de courte durée (Inférieur ou égal à 1 mois)</b>                                      |           |           |            |         |           |                |
| Affrètement aéronef ayant une MTOW inférieure ou égale à 2,7 T                                       | 247 500   | 82 500    | 330 000    | 247500  | 82500     | 330000         |
| Affrètement aéronef ayant une MTOW supérieure à 2,7 T et inférieure ou égale à 5,7 T                 | 630 000   | 210 000   | 840 000    | 630 000 | 210 000   | 840 000        |

|  |            |           |            |            |           |                |
|--|------------|-----------|------------|------------|-----------|----------------|
| Affrètement aéronef ayant une MTOW supérieure à 5,7 T et inférieure ou égale à 10 T      | 1 260 000  | 420 000   | 1 680 000  | 1 260 000  | 420 000   | 1 680 000      |
| Affrètement aéronef ayant une MTOW supérieure à 10 T et inférieure ou égale à 20 T       | 1 125 000  | 375 000   | 1 500 000  | 1 586 250  | 528 750   | 2 115 000      |
| Affrètement aéronef ayant une MTOW supérieure à 20 T et inférieure ou égale à 30 T       | 3 795 000  | 1 265 000 | 5 060 000  |            |           |                |
| Affrètement aéronef ayant une MTOW supérieure à 30 T et inférieure ou égale à 50 T       | 1 875 000  | 625 000   | 2 500 000  |            |           |                |
| Affrètement aéronef ayant une MTOW supérieure à 50 T et inférieure ou égale à 80 T       | 6 300 000  | 2 100 000 | 8 400 000  |            |           |                |
| Affrètement aéronef ayant une MTOW supérieure à 80 T et inférieure ou égale à 200 T      | 3 750 000  | 1 250 000 | 5 000 000  |            |           |                |
| Affrètement aéronef ayant une MTOW supérieure à 200 T                                    | 7 500 000  | 2 500 000 | 10 000 000 |            |           |                |
| <b>Affrètement de longue durée (de 1 mois à 3 mois)</b>                                  |            |           |            |            |           |                |
| Affrètement aéronef ayant une MTOW inférieure ou égale à 2,7 T                           | 247 500    | 82 000    | 330 000    | 247 500    | 82 500    | 330 000        |
| Affrètement aéronef ayant une MTOW supérieure à 2,7 T et inférieure ou égale à 5,7 T     | 630 000    | 210 000   | 840 000    | 630 000    | 210 000   | 840 000        |
| Affrètement aéronef ayant une MTOW supérieure à 5,7 T et inférieure ou égale à 10 T      | 1 260 000  | 420 000   | 1 680 000  | 1 260 000  | 420 000   | 1 680 000      |
| Affrètement aéronef ayant une MTOW supérieure à 10 T et inférieure ou égale à 20 T       |            |           |            |            |           |                |
| Affrètement aéronef ayant une MTOW supérieure à 20 T et inférieure ou égale à 30 T       | 3 795 000  | 1 265 000 | 5 060 000  | 1 586 250  | 528 750   | 2 115 000      |
| Affrètement aéronef ayant une MTOW supérieure à 30 T et inférieure ou égale à 50 T       | 3 795 000  | 1 265 000 | 5 060 000  | 1 875 000  | 625 000   | 2 500 000      |
| Affrètement aéronef ayant une MTOW supérieure à 50 T et inférieure ou égale à 80 T       | 6 300 000  | 2 100 000 | 8 400 000  | 6 300 000  | 2 100 000 | 8 400 000      |
| Affrètement aéronef ayant une MTOW supérieure à 80 T et inférieure ou égale à 200 T      | 9 375 000  | 3 125 000 | 12 500 000 | 7 500 000  | 2 500 000 | 10 000 000     |
| Affrètement aéronef ayant une MTOW supérieure à 200 T                                    | 18 750 000 | 6 250 000 | 25 000 000 | 10 000 000 | 5 000 000 | 15 000 000     |
| <b>Traitement des demandes d'autorisation de survol et atterrissage</b>                  |            |           |            |            |           |                |
| Autorisation d'Embarquement  |            |           | 30 000     |            |           | Non applicable |
| Autorisation Permanente de Survol inférieure ou égale à 3 mois                           | 500 000    | 250 000   | 750 000    |            |           | Non applicable |
| Autorisation Permanente de Survol supérieure à 3 mois et inférieure à 6 mois             | 900 000    | 300 000   | 1 200 000  |            |           | Non applicable |
| Autorisation Permanente de Survol/Atterrissage inférieur ou égal à 3 mois                | 500 000    | 250 000   | 750 000    |            |           | Non applicable |
| Autorisation Permanente de Survol/Atterrissage supérieur à 3 mois et inférieure à 6 mois | 900 000    | 300 000   | 1 200 000  |            |           | Non applicable |
| Autorisation Permanente de Survol/Atterrissage de 1 an                                   | 2 000 000  | 400 000   | 2 400 000  |            |           | Non applicable |
| Autorisation Ponctuelle de Survol  |            |           | 100 000    |            |           | Non applicable |
| Autorisation Ponctuelle de Survol/Atterrissage   |            |           | 150 000    |            |           | Non applicable |



| <b>Autres autorisations/certificat/laissez-passer/inspection</b>  |           |         |           |           |                |                |
|---|-----------|---------|-----------|-----------|----------------|----------------|
| Autorisation de Sortie  |           |         | 50 000    |           |                | Non applicable |
| Autorisation de survol des Zones Inhospitalières  |           |         | 1 500 000 |           | Non applicable | Non applicable |
| Autorisation de vol en VFR  |           |         | 100 000   |           |                | Non applicable |
| Autorisation de Vol exceptionnel  |           |         | 500 000   |           |                | Non applicable |
| Autorisation de Vol d'entraînement  |           |         | 250 000   |           |                | Non applicable |
| Autorisation de vol de contrôle   |           |         | 750 000   |           |                | Non applicable |
| <b>EXPLOITATION D'AERONEF</b>   |           |         |           |           |                |                |
| <b>Acceptation Manuel d'exploitation-Manuel de maintenance</b>  |           |         |           |           |                |                |
| Acceptation d'un Manuel d'Exploitation, de MAQ, de SGS ou de maintenance (le montant de la prestation correspond à chaque partie du manuel) | 526 500   | 187 500 | 750 000   |           |                | Non applicable |
| Révision majeure d'un Manuel d'Exploitation, de MAQ, de SGS ou de maintenance   | 562 500   | 187 500 | 750 000   |           |                | Non applicable |
| Approbation de la MEL   | 202 500   | 67 500  | 270 000   |           |                | Non applicable |
| Révision mineure d'un Manuel d'Exploitation, de MAQ, de SGS ou de maintenance   | 121 875   | 40 625  | 162 500   |           |                | Non applicable |
| Acceptation des Responsables clés, y compris le Dirigeant Responsable   | 75 000    | 25 000  | 100 000   |           |                | Non applicable |
| Agrément d'un formateur pour l'acceptation au transport aérien des marchandises dangereuses   | 900 000   | 300 000 | 1 200 000 |           |                | Non applicable |
| <b>Insertion en liste de flotte</b>   |           |         |           |           |                |                |
| Aéronef de moins de 2.25T   |           |         | 25 000    |           |                |                |
| Aéronef de moins de 2.25T à moins de 5.7T   |           |         | 50 000    |           |                |                |
| Aéronef de moins de 5.7T à moins de 20T   |           |         | 75 000    |           |                |                |
| Aéronef de plus de 20T  |           |         | 100 000   |           |                | 200 000        |
| <b>Identification de drone</b>  |           |         |           |           |                |                |
| Classe 1 (0 à 5kg)  |           |         | 5 000     |           |                |                |
| Classe 2 (5 à 25kg)   |           |         | 10 000    |           |                |                |
| Classe 3 (plus de 25kg)   |           |         | 20 000    |           |                |                |
| <b>Autorisation permanente par vol de drone (1 mois) de loisir</b>  |           |         |           |           |                |                |
| Exploitation durant 1 mois  | 15 000    | 35 000  | 50 000    | 15 000    | 35 000         | 50 000         |
| <b>Autorisation permanente professionnelle par vol de drone (6 mois)</b>  |           |         |           |           |                |                |
| Exploitation durant 1 mois  | 100 000   | 10 000  | 200 000   | 100 000   | 100 000        | 200 000        |
| Exploitation durant 3 mois  | 100 000   | 300 000 | 400 000   | 100 000   | 300 000        | 400 000        |
| Exploitation durant 6 mois  | 100 000   | 500 000 | 600 000   | 100 000   | 500 000        | 600 000        |
| Autre scénario ou autorisation spécifique   | 450 000   | 150 000 | 600 000   |           |                | Non applicable |
| <b>Autorisation ponctuelle professionnelle par vol de drone</b>   |           |         |           |           |                |                |
| Exploitation durant 3 jours (72 h)  | 50 000    | 50 000  | 100 000   | 50 000    | 50 000         | 100 000        |
| Exploitation durant 7 jours   | 50 000    | 100 000 | 150 000   | 50 000    | 100 000        | 150 000        |
| <b>Expertise de médecine aéronautique</b>   |           |         |           |           |                |                |
| Agrément de médecin examinateur   | 225 000   | 75 000  | 300 000   | 750 000   | 250 000        | 200 000        |
| Agrément d'un centre d'expertise de médecine aéronautique   | 900 000   | 300 000 | 1 200 000 | 1 500 000 | 500 000        | 1 000 000      |
| <b>Agrément de transporteur aérien</b>  |           |         |           |           |                |                |
| Aviation Générale   | 700 000   | 300 000 | 1 000 000 | 500 000   | 100 000        | 600 000        |
| Travail Aérien  | 1 500 000 | 500 000 | 2 000 000 | 500 000   | 150 000        | 650 000        |
| Modification des Spécifications d'exploitation  | 500 000   | 100 000 | 600 000   |           |                | Non applicable |

**Autorisation des compagnies aériennes étrangères**

|  |         |           |           |         |           |           |
|--|---------|-----------|-----------|---------|-----------|-----------|
| Autorisation d'exploitation des compagnies étrangères de catégorie 2 (à titre régional)      | 500 000 | 4 000 000 | 4 500 000 | 500 000 | 4 000 000 | 4 500 000 |
| Autorisation d'exploitation des compagnies étrangères de catégorie 3 (à titre international) | 500 000 | 6 000 000 | 6 500 000 | 500 000 | 6 000 000 | 6 500 000 |

**Certificat de transporteur aérien****Certificat de Transporteur Aérien**

|  |           |           |           |           |           |                |
|--|-----------|-----------|-----------|-----------|-----------|----------------|
| Certificat de Transporteur Aérien  | 3 000 000 | 2 000 000 | 5 000 000 | 3 000 000 | 2 000 000 | 5 000 000      |
| Modification des Spécifications d'exploitation du Certificat de Transport Aérien | 1 500 000 | 500 000   | 2 000 000 | 937 500   | 312 500   | 1 250 000      |
| Royalties Fret et Poste par tranche de 100 Kg                                    |           |           | 2 000     |           |           | Non applicable |
| Royalties par passager et par escale   |           |           | 10 000    |           |           | Non applicable |

**Exploitation particulière**

|  |           |         |           |  |  |                |
|--|-----------|---------|-----------|--|--|----------------|
| Acceptation exploitation en code Share | 1 500 000 | 500 000 | 2 000 000 |  |  | Non applicable |
| Acceptation exploitation sous 83bis    | 1 500 000 | 500 000 | 2 000 000 |  |  | Non applicable |

**Licences d'exploitation**

|   |           |           |           |  |  |                |
|---|-----------|-----------|-----------|--|--|----------------|
| Licence d'Exploitation                        | 3 000 000 | 1 000 000 | 4 000 000 |  |  | Non applicable |
| Licence d'exploitation d'assistance en escale | 500 000   | 6 000 000 | 6 500 000 |  |  | Non applicable |
| Modification Licence d'exploitation           |           |           | 1 500 000 |  |  | Non applicable |
| Surveillance continue Licence d'exploitation  |           |           | 3 000 000 |  |  | Non applicable |

**NAVIGATION AERIENNE**

|  |           |         |           |  |  |                |
|--|-----------|---------|-----------|--|--|----------------|
| Acceptation d'un Manuel d'Exploitation           | 550 000   | 125 000 | 675 000   |  |  | Non applicable |
| Acceptation d'une étude de sécurité pour un ANSP | 225 000   | 75 000  | 300 000   |  |  | Non applicable |
| Approbation cartes aéronautiques                 | 75 000    | 25 000  | 100 000   |  |  | Non applicable |
| Certification équipements ANS                    | 1 500 000 | 500 000 | 2 000 000 |  |  | Non applicable |
| Approbation procédures de vol (PANS-OPS)         | 375 000   | 125 000 | 500 000   |  |  | Non applicable |

**REDEVANCE D'EXAMEN**

|  |  |         |  |  |  |  |
|--|--|---------|--|--|--|--|
| Formation spécifiques : Autres cours (par personne)                                  |  | 150 000 |  |  |  |  |
| Gestion des ressources des membres d'équipage (CRM) : Examen pratique (par personne) |  | 350 000 |  |  |  |  |
| Personnel navigant de cabine : Examen pratique                                       |  | 550 000 |  |  |  |  |
| Personnel navigant de cabine : Examen Théorique                                      |  | 250 000 |  |  |  |  |
| Pilote privé : Examen pratique   |  | 300 000 |  |  |  |  |
| Pilote privé : Examen théorique  |  | 250 000 |  |  |  |  |
| CPL(A/H) : Examen pratique   |  | 650 000 |  |  |  |  |
| CPL(A/H) : Examen théorique  |  | 450 000 |  |  |  |  |
| Pilote de ligne : Examen théorique   |  | 500 000 |  |  |  |  |
| Pilote de ligne : Examen pratique  |  | 800 000 |  |  |  |  |

**TITRE AERONAUTIQUE****Equipage de conduite**

|                                    |        |        |         |  |  |                |
|------------------------------------|--------|--------|---------|--|--|----------------|
| Autorisation exceptionnelle        | 22 500 | 75 000 | 300 000 |  |  | Non applicable |
| Carnet de vol                      |        | 20 000 | 20 000  |  |  |                |
| Acceptation programme de formation | 75 000 | 25 000 | 100 000 |  |  | Non applicable |



|  |         |         |           |           |          |                |
|--|---------|---------|-----------|-----------|----------|----------------|
| Prorogation d'un document aéronautique   | 75 000  | 25 000  | 100 000   |           |          |                |
| Pilote Stagiaire : Carte   | 112 000 | 37 500  | 150 000   | 84 375    | 28 125   | 112 500        |
| Pilote ULM : Licence   | 187 500 | 62 500  | 250 000   |           |          | Non applicable |
| Pilote Privé : Licence Avion/Hélicoptère   | 75 000  | 25 000  | 100 000   | 56 250    | 18 750   | 75 000         |
| Pilote de ligne : Licence Avion/Hélicoptère  | 250 000 | 100 000 | 350 000   | 225 000   | 75 000   | 300 000        |
| Pilote Professionnel : Licence Avion/Hélicoptère   | 200 000 | 100 000 | 300 000   | 168 750   | 56 250   | 225 000        |
| Pilote Professionnel : Qualification IR  | 168 750 | 56 250  | 225 000   | 126 562,5 | 42 187,5 | 168 750        |
| Instructeur : Instructeur CRI  | 168 750 | 56 250  | 225 000   | 126 562,5 | 42 187,5 | 168 750        |
| Instructeur TRI  | 262 500 | 87 500  | 350 000   | 196 875   | 65 625   | 262 500        |
| Examineur CRE  | 262 500 | 87 500  | 350 000   | 196 875   | 65 625   | 262 500        |
| Qualification de radiotéléphonie   | 22 500  | 7 500   | 30 000    | 16 875    | 5 625    | 22 500         |
| Examineur TRE  | 262 500 | 87 500  | 350 000   | 196 875   | 65 625   | 262 500        |
| Instructeur PNC  | 168 750 | 56 250  | 225 000   | 126 562,5 | 42 187,5 | 168 750        |
| Examineur PNC  | 187 500 | 62 500  | 250 000   | 140 625   | 46 875   | 187 500        |
| Validation PPL (A/H)   | 75 000  | 25 000  | 100 000   | 98 437,5  | 32 812,5 | 131 250        |
| Validation CPL (A/H)   | 225 000 | 75 000  | 300 000   | 168 750   | 56 250   | 225 000        |
| Validation ATPL (A/H)  | 262 500 | 87 500  | 350 000   | 168 750   | 56 250   | 225 000        |
| Apposition qualification de type/classe  |         |         | 30 000    |           |          |                |
| <b>Autre personnel aéronautique</b>  |         |         |           |           |          |                |
| Licence PNC  | 150 000 | 50 000  | 200 000   | 112 500   | 37 500   | 150 000        |
| Validation licence PNC   | 200 000 | 50 000  | 250 000   | 112 500   | 37 500   | 150 000        |
| Instructeur PNC  | 168 750 | 56 250  | 225 000   | 126 562,5 | 42 187,5 | 168 750        |
| Examineur PNC  | 187 500 | 62 500  | 250 000   | 140 625   | 46 875   | 187 500        |
| Mécanicien/Technicien de maintenance d'aéronef : Licence   | 225 000 | 75 000  | 300 000   | 150 000   | 50 000   | 200 000        |
| Mécanicien/Technicien de maintenance d'aéronef: Apposition de qualification  | 56 250  | 18 750  | 75 000    |           |          |                |
| Examineur TMA  | 150 000 | 500 000 | 200 000   | 112 500   | 37 500   | 150 000        |
| Licence TMA/ATE/ATCO : Examen théorique  | 337 500 | 112 500 | 450 000   | 253 125   | 84 375   | 337 500        |
| Agent technique d'exploitation : Licence   | 37 500  | 12 500  | 50 000    | 28 125    | 9 375    | 37 500         |
| Licence Contrôleur de la circulation aérienne  | 56 250  | 18 750  | 75 000    | 42 187,5  | 14 062,5 | 56 250         |
| Examineur contrôleur de la circulation aérienne  | 150 000 | 50 000  | 200 000   | 112 500   | 37 500   | 150 000        |
| Qualification de type  | 375 000 | 125 000 | 500 000   | 281 250   | 93 750   | 375 000        |
| Contrôleur de la circulation aérienne : Apposition de qualification  | 56 250  | 18 750  | 75 000    | 37 500    | 12 500   | 50 000         |
| Autres Personnels aéronautiques : Licence  | 75 000  | 25 000  | 100 000   | 56 250    | 18 750   | 75 000         |
| Autres Personnels aéronautiques (contrôleurs, ATE, pompiers d'aérodrome, Mécanicien, etc...) : Mention sur licence |         |         | 30 000    | 42 187,5  | 14 062,5 | 56 250         |
| Attestation d'authenticité   |         |         | 10 000    |           |          |                |
| Pompiers d'aérodrome : Licence   | 37 500  | 12 500  | 50 000    | 25 500    | 7 500    | 30 000         |
| <b>Organisme de formation</b>  |         |         |           |           |          |                |
| Agrément d'Aéro-club   | 562 500 | 187 500 | 750 000   | 337 500   | 112 500  | 450 000        |
| Agrément de laboratoire de langue  | 900 000 | 300 000 | 1 200 000 | 750 000   | 250 000  | 1 000 000      |

|   |   |           |            |            |           |               |
|---|---|-----------|------------|------------|-----------|---------------|
| Organisme de Formation Aéronautique (périodicité 2 ans)   | 1 125 000                                   | 375 000   | 1 500 000  | 900 000    | 300 000   | 1 200 000     |
| Certification d'un Simulateur   | 750 000                                     | 250 000   | 1 000 000  | 562 500    | 187 500   | 750 000       |
| Surveillance centre de formation (périodicité 6 mois)   | 300 000                                     | 250 000   | 550 000    |            |           | Nonapplicable |
| Autres Organismes de Formation Aéronautique   | 750 000                                     | 250 000   | 1 000 000  | 562 500    | 187 500   | 750 000       |
| Autres documents aéronautiques  | 225 000                                     | 75 000    | 300 000    | 150 000    | 50 000    | 200 000       |
| <b>Autres prestations liées au titre aéronautique</b>   |   |           |            |            |           |               |
| AEL/CEL   | 168 750                                     | 56 250    | 225 000    | 126 563    | 42 188    | 168 750       |
| Apposition Niveau compétence linguistique   |   |           | 50 000     |            |           | Nonapplicable |
| Licences : Autres mentions  |   |           | 10 000     |            |           | Nonapplicable |
| Licences : Autres validations   |   |           | 300 000    |            |           | Nonapplicable |
| Compétence Linguistique (Anglais) : Apposition  |   |           | 30 000     |            |           | Nonapplicable |
| Documents aéronautiques : Mention IFR, qualifications etc...  |   |           | 30 000     |            |           | Nonapplicable |
| <b>EXPLOITATION D'AERODROME</b>   |   |           |            |            |           |               |
| Certificat d'opérateur d'assistance en escale   | 5 000 000                                   | 5 000 000 | 10 000 000 | 5 000 000  | 5 000 000 | 10 000 000    |
| Autorisation d'exploitation d'aérodrome/héliport  | 2 250 000                                   | 750 000   | 3 000 000  | 2 250 000  | 750 000   | 3 000 000     |
| Autorisation d'implantation des aides à la navigation   | 2 250 000                                   | 750 000   | 3 000 000  |            |           | Nonapplicable |
| Autorisation d'implantation des installations (bâtiment, pylône...) au voisinage des aérodromes/héliports | 1 500 000                                   | 500 000   | 2 000 000  |            |           | Nonapplicable |
| Autorisation exceptionnelle d'atterrissage et de décollage  | 750 000                                     | 250 000   | 1 000 000  |            |           | Nonapplicable |
| Inspection relative à la modification Avion de 1,5T à 10T   | 375 000                                     | 125 000   | 500 000    |            |           | Nonapplicable |
| Inspection relative à la modification Avion de 10T à 30T  | 600 000                                     | 200 000   | 800 000    |            |           | Nonapplicable |
| Inspection relative à la modification Avion de 30T à 50T  | 825 000                                     | 275 000   | 1 100 000  |            |           | Nonapplicable |
| Inspection relative à la modification Avion de 50T à 100T   | 1 050 000                                   | 350 000   | 1 400 000  |            |           | Nonapplicable |
| Inspection relative à la modification Avion de 100T à 200T  | 1 275 000                                   | 425 000   | 1 700 000  |            |           | Nonapplicable |
| Inspection relative à la modification Avion + de 200T   | 1 500 000                                   | 500 000   | 2 000 000  |            |           | Nonapplicable |
| Certification d'Aérodrome Avion de 1,5T à 10T   | 1 875 000                                   | 625 000   | 2 500 000  | 1 875 000  | 625 000   | 2 500 000     |
| Certification d'Aérodrome Avion de 10T à 30T  | 3 750 000                                   | 1 250 000 | 5 000 000  | 3 750 000  | 1 250 000 | 5 000 000     |
| Certification d'Aérodrome Avion de 30T à 50T  | 9 375 000                                   | 3 125 000 | 12 500 000 | 9 375 000  | 3 125 000 | 12 500 000    |
| Certification d'Aérodrome Avion de 50T à 100T   | 12 750 000                                  | 4 250 000 | 17 000 000 | 12 750 000 | 4 250 000 | 17 000 000    |
| Certification d'Aérodrome Avion de 100T à 200T  | 17 250 000                                  | 5 750 000 | 23 000 000 | 17 250 000 | 5 750 000 | 23 000 000    |
| Transfert du certificat   | 75 % du coût de la prestation de délivrance |           |            |            |           | Nonapplicable |
| Changement de propriété d'aérodrome/héliport privé  | 2 250 000                                   | 750 000   | 3 000 000  |            |           | Nonapplicable |
| Etude relatives à l'acceptation d'un plan de servitude aéronautique (PSA)                                 | 1 500 000                                   | 500 000   | 2 000 000  |            |           | Nonapplicable |
| Demande de fermeture d'aérodrome/héliport   | 1 875 000                                   | 625 000   | 2 500 000  |            |           | Nonapplicable |



|   |           |           |           |           |           |                |
|---|-----------|-----------|-----------|-----------|-----------|----------------|
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de 1,5T à 10T      |           |           | 500 000   |           |           |                |
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de 10T à 30T       |           |           | 600 000   |           |           |                |
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de 30T à 50T       |           |           | 700 000   |           |           |                |
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de 50T à 100T      |           |           | 800 000   |           |           |                |
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de 100T à 200T     |           |           | 900 000   |           |           |                |
| Redevance d'exploitation d'aérodrome/héliport (aérodrome non concédé)/an Avion de + de 200T       |           |           | 1 000 000 |           |           |                |
| Redevance d'exploitation des aides radions électriques (par an)                                   |           |           | 500 000   |           |           | Non applicable |
| <b>PRESTATIONS DE SURETE</b>  |           |           |           |           |           |                |
| <b>Acceptation – Certificat - Habilitation</b>  |           |           |           |           |           |                |
| Acceptation des Appareils de détection des masses métalliques des colis                           |           |           | 50 000    |           |           | Non applicable |
| Acceptation des Equipements imagerie radio. Inspection bagage (catégorie 1)                       |           |           | 150 000   |           |           | Non applicable |
| Acceptation des Equipements imagerie radio. Inspection bagage (catégorie 2)                       |           |           | 100 000   |           |           | Non applicable |
| Acceptation des Equipements portatif de détection des masses métallique (magnétomètre) pour colis |           |           | 50 000    |           |           | Non applicable |
| Acceptation Portatifs de détection des masses métalliques (magnétomètre) pour passagers           |           |           | 40 000    |           |           | Non applicable |
| Approbation des programmes de sûreté  | 150 000   | 50 000    | 200 000   |           |           | Non Applicable |
| Approbation d'une procédure d'exploitation normalisée   |           |           | 30 000    |           |           | Non Applicable |
| <b>Autorisation / Habilitation</b>  |           |           |           |           |           |                |
| Certificat d'opérateur d'assistance en escale-sûreté  | 1 500 000 | 500 000   | 2 000 000 | 1 500 000 | 500 000   | 2 000 000      |
| Autorisation ponctuelle instructeur AVSEC   | 50 000    | 250 000   | 300 000   |           | 150 000   | 300 000        |
| Autorisation de centre de formation AVSEC   | 600 000   | 3 000 000 | 3 600 000 | 600 000   | 1 500 000 | 2 100 000      |
| Approbation responsable sûreté  |           | 200 000   | 200 000   |           |           | Non Applicable |
| Approbation des programmes de sûreté  | 150 000   | 50 000    | 200 000   |           |           | Non Applicable |
| Approbation d'une procédure d'exploitation normalisée   |           |           | 30 000    |           |           | Non Applicable |

|  |                                    |           |           |           |               |                |
|--|------------------------------------|-----------|-----------|-----------|---------------|----------------|
| Approbation de plan d'installation/d'aménagement de postes de contrôle/d'inspection filtrage aux aéroports | 50 000                             | 100 0000  | 150 000   |           |               | Non Applicable |
| Approbation des plans de zonage/modification de ZSAR/redéfinition de ZSAR aux aéroports                    | 50 000                             | 100 000   | 150 000   |           |               | Non Applicable |
| <b>Certification / Autorisation</b>  |                                    |           |           |           |               |                |
| Agrément Agent habilité  | 600 000                            | 5 000 000 | 5 600 000 | 600 000   | 3 600 000     | Non Applicable |
| Certificat d'exploitation Agent habilité   |                                    |           | 2 000 000 |           |               | 2 000 000      |
| Certificat Agent fret  | 600 000                            | 2 500 000 | 3 100 000 | 1 500 000 | 1 500 000     | 2 100 000      |
| Expéditeur connu   | 600 000                            | 2 500 000 | 3 100 000 | 1 500 000 | 1 500 000     | 2 100 000      |
| Société prestataires externes de services de sûreté  | 600 000                            | 3 000 000 | 3 600 000 | 1 500 000 | 1 500 000     | 2 100 000      |
| Société prestataires externes de services de sûreté et de contrôle documentaire                            | 150 000                            | 2 500 000 | 3 100 000 | 1 500 000 | 1 500 000     | 2 100 000      |
| Société prestataire de services de Facilitation  | 150 000                            | 1 500 000 | 1 650 000 | 1 500 000 | 1 500 000     | 1 650 000      |
| Certificat initial agent de sûreté   | 75 000                             |           |           |           |               | Non Applicable |
| Certificat périodique agent de sûreté  | 500 000                            |           |           |           |               |                |
| Certificat instructeur 123 Base  | 625 000                            |           |           |           |               | 300 000        |
| Certificat instructeur autres matières (fret, contrôle qualité, imagerie radioscopique, etc.)              |                                    |           |           |           |               | 300 000        |
| <b>Formation en sûreté</b>   |                                    |           |           |           |               |                |
| <b>Formations initiales</b>  |                                    |           |           |           |               |                |
| Sensibilisation à la sûreté (par personne)   |                                    |           | 150 000   |           |               | Nonapplicable  |
| Cours 123 base en sûreté   |                                    |           | 250 000   |           |               | Nonapplicable  |
| Cours sûreté du fret (par personne)  |                                    |           | 250 000   |           |               | Nonapplicable  |
| <b>Formations spécifiques / en cours d'emploi / périodiques</b>  |                                    |           |           |           |               |                |
| Cours de Gestion de crise (par personne)   |                                    |           | 400 000   |           |               | Nonapplicable  |
| Cours de Gestion des Risques en sûreté de l'aviation civile / Risques internes                             |                                    |           | 400 000   |           |               | Nonapplicable  |
| Cours de culture de la sûreté  |                                    |           | 300 000   |           |               | Nonapplicable  |
| Cours de formation des instructeurs nationaux  |                                    |           | 600 000   |           |               | Nonapplicable  |
| Cours de formation des inspecteurs nationaux   |                                    |           | 600 000   |           |               | Nonapplicable  |
| Cours de contrôle qualité  |                                    |           | 300 000   |           |               | Nonapplicable  |
| Cours de facilitation  |                                    |           | 300 000   |           | Nonapplicable | Nonapplicable  |
| Cours sur la fraude documentaire   |                                    |           | 300 000   |           |               | Nonapplicable  |
| Autres Cours spécifiques de sûreté (par personne)  |                                    |           | 600 000   |           |               | Nonapplicable  |
| <b>SURVEILLANCE ET CONTROLE CONTINU DE NAVIGABILITE</b>  |                                    |           |           |           |               |                |
| <b>Aéronef d'aviation générale et/ou Travail aérien</b>  |                                    |           |           |           |               |                |
| CDN d'un aéronef dont $W < 100$  | $(124.331)*N$                      |           |           |           |               | Nonapplicable  |
| CDN d'un aéronef dont $100 < W < 4000$   | $(124.331+1087 \times W)*N$        |           |           |           |               | Nonapplicable  |
| CDN d'un aéronef dont $4000 < W < 30000$   | $(3.869.460 + 124.331 \times W)*N$ |           |           |           |               | Nonapplicable  |



|   |   |  |                                    |  |                |
|---|---|--|------------------------------------|--|----------------|
| CDN d'un aéronef dont $W > 30000$   | $(5.967.360 + 124.331 \times W) \times N$   |  |                                    |  | Non applicable |
| <b>RPAS commercial et/ou Travail aérien</b>   |   |  |                                    |  |                |
| RPAS < 2.5 kg   |   |  | 100 000                            |  | 100 000        |
| RPAS < 2.5 kg et < 25 kg  |   |  | 125 000                            |  | 125 000        |
| RPAS > 25 kg  |   |  | 300 000                            |  | 300 000        |
| <b>Aéronefs de transport aérien de passagers et/ou de fret (N=MTOW)</b>   |   |  |                                    |  |                |
| CDN d'un aéronef < 2,7t   | 0,10 x N Million  |  |                                    |  | Non applicable |
| CDN d'un aéronef <2,7t et ≤ 5,77t   | 0,25 x N Million  |  |                                    |  | Non applicable |
| CDN d'un aéronef < 5,7 et ≤ 10t   | 0,50 x N Million  |  |                                    |  | Non applicable |
| CDN d'un aéronef < 10t et ≤ 20t   | 0,80 x N Million  |  |                                    |  | Non applicable |
| CDN d'un aéronef < 20t et ≤ 30t   | 1 x N Million   |  |                                    |  | Non applicable |
| CDN d'un aéronef < 30t et ≤ 50t   | 2,5 x N Million   |  |                                    |  | Non applicable |
| CDN d'un aéronef < 50t et ≤ 80t   | 2 x N Million   |  |                                    |  | Non applicable |
| CDN d'un aéronef < 80t et ≤ 200t  | 2,5x N Million  |  |                                    |  | Non applicable |
| CDN d'un aéronef > 200t   | 3,0 x N Million   |  |                                    |  | Non applicable |
| <b>Duplicata/authentification des documents</b>   |   |  |                                    |  |                |
| Copie Certifiée conforme  |   |  | 50 000                             |  | Non applicable |
| Authentification  |   |  | 100 000                            |  | Non applicable |
| Duplicata de documents  |   |  | 50% du montant total de délivrance |  | Non applicable |
| <b>MISSION D'INSPECTION/AUDIT</b>   |   |  |                                    |  |                |
| Immobilisation d'un inspecteur/jour   |   |  |                                    |  | 100 000        |
| Inspection technique/activité   |   |  |                                    |  | 250 000        |
| Autres frais de gestion   | 15% du montant correspondant à la somme du tarif d'immobilisation d'inspecteur et celui de l'inspection technique |  |                                    |  |                |
| Frais de mission  | Selon le barème ANAC  |  |                                    |  |                |
| Transports  | Selon la destination et les tarifs en vigueur   |  |                                    |  |                |
| <b>PRESTATIONS EXTRA AERONAUTIQUE</b>   |   |  |                                    |  |                |
| <b>Supports</b>   |   |  |                                    |  |                |
| Formations diverses   |   |  | 1 200 000                          |  | Non applicable |
| Location de salle de formation/jour   |   |  |                                    |  | 50 000         |
| <b>Dérogation ou exemption</b>  |   |  |                                    |  |                |
| Dérogation ou exemption conditionnant la délivrance d'une Licence, d'un Certificat ou d'un Agrément, excepté la Certification d'Aérodrome | 50% du tarif du titre aéronautique sur lequel la disposition faisait l'objet de la dérogation est appliquée       |  |                                    |  |                |

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## ENR 4

Nav aids  
Nav aids

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**ENR 1 RÈGLES ET PROCÉDURES GÉNÉRALES**  
**GENERAL RULES AND PROCEDURES****ENR 1.12 PROCÉDURE D'INTERCEPTION DES AÉRONEFS CIVILS EN RÉPUBLIQUE DU CONGO**  
**PROCEDURES FOR THE INTERCEPTION OF CIVIL AIRCRAFT IN CONGO REPUBLIC****1. OBJET**

L'interception d'aéronefs civils en république du Congo par le Code de l'aviation civile des Etats membres de la CEMAC aux articles

III.1.3, III.1.4 et III.1.5. Les appendices 1 et 2 de l'arrêté n°3038 du 20 Août 2025 relatif aux règles de l'air contiennent les dispositions relatives à l'interception d'aéronefs civils dans l'espace

aérien de la République du Congo. La République du Congo peut, pour des besoins militaires ou pour la sécurité publique, restreindre ou interdire uniformément le vol sur certaines zones de son territoire (article 9 de la Convention relative à l'aviation civile internationale).

Les circonstances suivantes peuvent être considérées:

- a) Une recherche sur l'identité des aéronefs ;
- b) conduire un avion en dehors d'une zone définie ;
- c) inviter l'avion intercepté à atterrir pour des raisons de sécurité sur un aérodrome désigné.

**2. CHAMPS D'APPLICATION**

Cette procédure s'applique à tout aéronef qui entre dans l'espace aérien situé au-dessus de la République du Congo sans autorisation ou qui ne se conforme pas aux instructions pour atterrir ou quitter le territoire.

**3. DOCUMENT DE REFERENCES**

La Convention de Chicago  
RÈGLEMENT N° 05/23-UEAC-066-CM-40 du 18 juin 2024  
Portant adoption du Code de l'Aviation Civile des États membres de la  
CEMAC  
Arrêté n°3038 du 20 Août 2025 relatif aux règles de l'air  
Appendice 1 et 2 ;  
Arrêté n°3038 du 20 Août 2025 relatif aux règles de l'air  
chap. 3 § 3.8

**4. RESSOURCES ET MOYENS**

Personnel du fournisseur de service de la navigation aérienne (Contrôleur CA, personnel ATM, etc.) ;  
Forces Aérienne (Pilotes Militaires, etc.) ;  
Compagnies aériennes (pilotes) ;

**5. ABBREVIATIONS**

ANAC : Autorité Nationale de l'Aviation civile  
OACI : Organisation de l'Aviation Civile Internationale

**6. DISPOSITIONS RELATIVES A L'INTERCEPTION D'UN AERONEF DANS L'ESPACE AERINE DE LA COTE D'IVOIRE****6.1 MESURES A PRENDRE PAR L'AERONEF INTERCEPTE**

- 6.1.1 Un aéronef qui est intercepté par un autre aéronef devra immédiatement :

**1. OBJECT**

*The interception of civil aircraft in Republic of Congo is governed by the Civil Aviation Code of the CEMAC Member States in Article III.1.3, III.1.4 and III.1.5. Appendices 1 and 2 of Order No. 3038 of August 20, 2025 relating to air rules, contains provisions for the interception of civil aircraft in the airspace of Republic of Congo. The Republic of Congo may, for military or public security purposes, restrict or even prohibit flight in certain areas of its territory (Article 9 of the International Convention on Civil Aviation).*

*The following circumstances may be considered:*

- a) An aircraft identity research ;*
- b) conduct an aircraft outside of a defined area;*
- c) invite the intercepted aircraft to land for safety reason on a designated airfield.*

**2. SCOPE**

*This procedure applies to any aircraft that enters the airspace located above the Republic of Congo without authorization, or who does not comply with instructions to land or leave the territory.*

**3. REFERENCE DOCUMENT**

*The Chicago Convention  
REGULATION No. 05/23-UEAC-066-CM-40 of June 18, 2024 Adopting the Civil Aviation Code of the CEMAC Member States.  
Order No. 3038 of August 20, 2025 relating to air rules Appendices 1 and 2  
Order No. 3038 of August 20, 2025 relating to air rules chap.3 § 3.8.*

**4. RESSOURCES AND MEANS**

*Staff from Air Navigation Services Providers (Controller, ATM Staff, etc.) ;  
Air Forces (Military pilots, etc.) ;  
Airlines (pilots) ;*

**5. ABBREVIATIONS**

*ANAC : National Civil Aviation Authority  
ICAO: International Civil Aviation Organization*

**6. PROVISIONS ON THE INTERCEPTION OF CIVIL AIRCRAFT IN COTE D'IVOIRE AIRSPACE****6.1 ACTIONS BY INTERCEPTED AIRCRAFT**

- 6.1.1 An aircraft which is intercepted by another aircraft shall immediately:*



- a) suivre les instructions de l'aéronef intercepteur, en interprétant les signaux visuels et en y répondant conformément aux spécifications de l'Appendice 1 de l'arrêté n°3038 du 20 Août 2025 relatif aux règles de l'air.;
- b) aviser, si possible, l'organisme compétent des services de la circulation aérienne ;
- c) essayer d'établir des radiocommunications avec l'aéronef intercepteur ou avec l'organisme approprié de contrôle d'interception, en lançant un appel général sur la fréquence d'urgence 121,5 MHz, en indiquant l'identité de l'aéronef intercepté et la nature du vol ; et, si le contact n'a pas été établi et si cela est possible, en répétant cet appel sur la fréquence d'urgence 243 MHz ;
- d) s'il est doté d'un transpondeur SSR, émettre le groupe codé 7700 sur le mode A, à moins qu'il ne reçoive des instructions contraires de l'organisme compétent des services de la circulation aérienne.
- e) S'il est doté d'un équipement ADS-B ou ADS-C, activer la fonction d'urgence appropriée, si une telle fonction est disponible, à moins qu'il ne reçoive des instructions contraires de l'organisme compétent des services de la circulation aérienne.

6.2 Si des instructions reçues par radio et émanant d'une source quelconque sont contraires à celles qui ont été données par l'aéronef intercepteur au moyen de signaux visuels, l'aéronef intercepté demandera immédiatement des éclaircissements, tout en continuant de se conformer aux instructions visuelles données par l'aéronef intercepteur.

6.3 Si des instructions reçues par radio et émanant d'une source quelconque sont contraires à celles qui ont été données par radio par l'aéronef intercepteur, l'aéronef intercepté demandera immédiatement des éclaircissements, tout en continuant de se conformer aux instructions radio données par l'aéronef intercepteur.

## 7. Signaux visuels en vol

Les signaux visuels qui peuvent être utilisés par les aéronefs intercepteurs et interceptés sont exposés à l'Appendice 1 de l'arrêté n°3038 du 20 Août 2025 relatif aux règles de l'air . Il est essentiel que les aéronefs intercepteurs et interceptés appliquent rigoureusement ces signaux et interprètent correctement les signaux exécutés par l'autre aéronef, et que les aéronefs intercepteurs prêtent particulièrement attention à tout signal exécuté par l'aéronef intercepté pour indiquer qu'il se trouve dans une situation de détresse ou d'urgence.

## 8. Radiocommunication entre l'organisme de contrôle d'interception ou l'aéronef intercepteur et l'aéronef intercepté

8.1 Lorsqu'une interception a lieu, l'organisme de contrôle d'interception et l'aéronef intercepteur doivent :

- a) tout d'abord essayer d'établir des communications bilatérales avec l'aéronef intercepté, dans une langue commune, sur la fréquence d'urgence 121,5 MHz, en utilisant le signal d'appel « CONTRÔLE D'INTERCEPTION », « INTERCEPTEUR (signal d'appel) » et « AÉRONEF INTERCEPTÉ », respectivement ; et

- a) *Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of Order No.3038 of August 20, 2025 relating to air rules;*
- b) *notify, if possible, the appropriate air traffic services unit;*
- c) *attempt to establish radiocommunication 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; and if no contact has been established and if practicable, repeating 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*

6.2 *If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft..*

6.3 *If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.*

## 7. Air-to-air visual signals

The visual signals to be used by intercepting and intercepted aircraft are those set forth in Appendix 1 of Order No 3038 of August 20, 2025 relating to air rules. It is essential that intercepting and intercepted aircraft adhere strictly to those signals and interpret correctly the signals given by the other aircraft, and that the intercepting aircraft pay particular attention to any signals given by the intercepted aircraft to indicate that it is in a state of distress or urgency.

## 8. Radiocommunication between the intercept control unit or the intercepting aircraft and the intercepted aircraft

8.1 When an interception is being made, the intercept control unit and the intercepting aircraft should:

- a) first attempt to establish two-way communication with the intercepted aircraft in a common language on the emergency frequency 121.5 MHz, using the call signs "INTERCEPT CONTROL", "INTERCEPTOR (callsign)" and "INTERCEPTED AIRCRAFT" respectively; and



b) en cas d'échec, essayer d'établir des communications bilatérales avec l'aéronef intercepté sur toutes autres fréquences qui pourraient être prescrites par le service ATS compétent, ou d'établir la communication par l'intermédiaire de l'organisme ou des organismes ATS compétents.

8.2 Si le contact radio est établi pendant l'interception mais qu'il soit impossible de communiquer dans une langue commune, on essaiera de communiquer les instructions, accusés de réception des instructions et renseignements essentiels en utilisant les expressions conventionnelles et leur prononciation figurant dans le Tableau du paragraphe 11, et en transmettant chaque expression deux fois

#### 9. Abstention de l'usage d'armes

L'usage de balles traçantes pour attirer l'attention est dangereux, et l'on escompte que des mesures seront prises pour l'éviter, afin que la vie des personnes se trouvant à bord et la sécurité de l'aéronef ne soient pas mises en danger.

#### 10. Coordination entre les organismes de contrôle d'interception et les organismes des services de la circulation aérienne

Il est indispensable qu'une coordination étroite soit assurée, entre un organisme de contrôle d'interception et l'organisme compétent des services de la circulation aérienne pendant toutes les phases d'une interception d'un aéronef qui est ou pourrait être un aéronef civil, afin que l'organisme des services de la circulation aérienne soit tenu parfaitement informé de l'évolution des opérations et des mesures qui sont exigées de l'aéronef intercepté.

#### 11. Signaux à utiliser en cas d'interception d'aéronef

b) failing this, attempt to establish two-way communication with the intercepted aircraft on such other frequency or frequencies as may have been prescribed by the appropriate ATS authority, or to establish contact through the appropriate ATS unit(s).

8.2 If radio contact is established during interception but communication in a common language is not possible, attempts must be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table paragraph 11 and transmitting each phrase twice.

#### 9. Refraining from the use of weapons

The use of tracer bullets to attract attention is hazardous, and it is expected that measures will be taken to avoid their use so that the lives of persons on board and the safety of aircraft will not be endangered.

#### 10. Coordination between intercept control units and air traffic services units

It is essential that close coordination be maintained between an intercept control unit and the appropriate air traffic services unit during all phases of an interception of an aircraft which is, or might be, a civil aircraft, in order that the air traffic services unit is kept fully informed of the developments and of the action required of the intercepted aircraft.

| Série | Signaux de l'intercepteur/<br>INTERCEPTING Aircraft Signals   | Signification/<br>Meaning   | Réponses de l'intercepté/<br>INTERCEPTED Aircraft Responds  | Signification/<br>Meaning                                      |
|-------|---|---|---|--|
| 1     | <p><b>DE JOUR ET DE NUIT</b> — Balancer l'appareil et faire clignoter à intervalles irréguliers les feux de position (et les feux d'atterrissage dans le cas d'hélicoptère) après s'être placé légèrement au-dessus et en avant, et normalement à la gauche, de l'aéronef intercepté (ou à sa droite, si l'intercepté est un hélicoptère) puis, après réponse, effectuer un lent virage en palier, normalement vers la gauche (ou vers la droite dans le cas d'un hélicoptère), pour prendre le cap voulu.</p> <p>Note 1. — Les conditions météorologiques ou le relief peuvent exiger que l'intercepteur inverse les positions et le sens de virage indiqués ci-dessus dans la Série 1.</p> <p>Note 2. — Si l'aéronef intercepté ne peut évoluer aussi rapidement que l'intercepteur, ce dernier devrait exécuter une série de circuits en hippodrome et balancer l'appareil chaque fois qu'il dépasse l'aéronef intercepté.</p> <p><b>DAY or NIGHT</b> — <i>Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.</i></p> <p>Note 1. — <i>Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i></p> <p>Note 2. — <i>If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft</i></p> | <p>Vous avez été intercepté, suivez-moi.</p> <p><i>You have been intercepted. Follow me</i></p> | <p><b>DE JOUR ET DE NUIT</b> — Balancer l'appareil, faire clignoter à intervalles irréguliers les feux de position et suivre.</p> <p><b>DAY or NIGHT</b> — <i>Rocking aircraft, flashing navigational lights at irregular intervals and following.</i></p>  | <p>Compris, j'obéis</p> <p><i>Understood, will comply</i></p>  |
| 2     | <p><b>DE JOUR ET DE NUIT</b> — Exécutez une manoeuvre brusque de dégagement consistant en un virage en montée de 90° ou plus, sans couper la ligne de vol de l'aéronef intercepté.</p> <p><b>DAY or NIGHT</b> — <i>An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</i></p>   | <p>Vous pouvez continuer.</p> <p><i>You may proceed.</i></p>                                    | <p><b>DE JOUR ET DE NUIT</b> — Balancez l'appareil.</p> <p><b>DAY or NIGHT</b> — <i>Rocking the aircraft.</i></p>   | <p>Compris, j'obéis.</p> <p><i>Understood, will comply</i></p> |
| 3     | <p><b>DE JOUR ET DE NUIT</b> — Abaisser le train d'atterrissage (si l'aéronef en est doté), allumer les phares d'atterrissage fixes et survoler la piste en service ou, si l'aéronef intercepté est un hélicoptère, survoler l'aire d'atterrissage pour hélicoptères. S'il s'agit d'hélicoptères, l'hélicoptère intercepteur exécute une approche et se met en vol stationnaire près de l'aire d'atterrissage.</p> <p><b>DAY or NIGHT</b> — <i>Lowering landing gear (if fitted) showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopte makes a landing approach, coming to hover near to the landing area.</i></p>   | <p>Atterrissez sur cet aérodrome.</p> <p><i>Land at this aerodrome.</i></p>                     | <p><b>DE JOUR ET DE NUIT</b> — Abaisser le train d'atterrissage (si l'aéronef en est doté), allumer les phares d'atterrissage fixes, suivre l'aéronef intercepteur et, si après le survol de la piste en service ou de l'aire d'atterrissage pour hélicoptères, il est jugé possible d'atterrir en sécurité, procéder à l'atterrissage.</p> <p><b>DAY or NIGHT</b> — <i>Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.</i></p> | <p>Compris, j'obéis.</p> <p><i>Understood, will comply</i></p> |



ENR 1.8

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ENR 3.5  
*ATM CONTINGENCY PLAN FOR DOUALA ACC*

**1. Objectives**

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

**2. Air Traffic Management**

2.1. Air Traffic Services Responsibilities

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

2.2. Separation

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

2.3. Level restriction

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

2.4. Other measures

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

**3. Transition to contingency scheme**

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

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

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

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



- 4.2. The responsibility for ensuring the provision of air traffic services within DOUALA UTA is transferred to Brazzaville ACC for traffic operating along contingency ATS routes:
- BZCR9: UR986 (TAPEK-TAKUM)
  - BZCR6 : UA604 (OBUDU-DLA), UG 861 (DLA-ARASI)
  - BZCR8 : UG857 (PONDO-DLA), UB737(DLA-USMOL)
  - BZCR1 : UR984 (RALIN-DLA-NLY-ARKEV)
  - BZCR12 : UQ583 (ARASI-TAPEK)

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

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

## 5. Contingency ATS Route Network

### 5.1. ATS Routes to be temporarily unavailable

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

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

### 5.2. NORTHBOUND/SOUTHBOUND TRAFFIC

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

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

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

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

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

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

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

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

### 5.5. EASTBOUND/WESTBOUND TRAFFIC

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

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



## 6. ATS Unit Procedures

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

## 7. Pilot and Operator Procedures

- 7.1. All aircraft transiting through DOUALA UTA shall strictly comply with the following:
- Operate along or as close as possible to the centreline of the assigned contingency air traffic route.
  - Reach the flight level assigned by adjacent ACC for the transit of DOUALA UTA at least ten (10) minutes before entering DOUALA UTA.
  - Maintain the flight level assigned by the last adjacent ACC while operating within DOUALA UTA, unless an emergency situation or flight security reason exists.
  - Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.
  - Include in their last position report to the competent adjacent ACC the estimated time of arrival over the entry point of DOUALA UTA and the estimated time and point at which they are to exit the DOUALA UTA.
  - Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DOUALA UTA, climb or descend well to the right of the centreline of the air traffic route being flown but remaining within DOUALA UTA, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).
  - Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of DOUALA UTA in order to obtain clearance for entering the adjacent airspace concerned.
  - Display navigation and anti-collision lights at all times during the transit of contingency airspace.
  - Maintain their own longitudinal separation of twenty (20) minutes with preceding aircraft maintaining the same cruising flight level.
- 7.2. A NOTAM will be issued if this contingency plan is activated.

## 8. COMMUNICATION PROCEDURES

### 8.1 Degradation of Communication - Pilot Radio Procedures

- When operating within the contingency airspace, pilots should use normal radio communication procedures.
- In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

## 9. PUBLIC HEALTH EMERGENCIES

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

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

## 10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

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

## 11. INTERCEPTION OF CIVIL AIRCRAFT

- 11.1. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2- Rules of the Air Paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 11.2. Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 11.3. If an aircraft is intercepted by another aircraft, the pilot shall immediately:
- Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
  - If possible, notify appropriate ATS Unit;
  - Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit;
  - Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz and;
  - If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

## 12. SEARCH AND RESCUE

- 12.1. ATS UNITS involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.
- 12.2. The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.
- 12.3. Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 15.3 below.

## 13. PLAN TESTING AND REVIEW

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

## 14. IMPLEMENTATION OF THE PLAN

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

## 15. ALL CONTINGENCIES UNITS

### 15.1. CENTRAL COORDINATING COMMITTEE

| N° | Member Title                      | Telephone           | Email   |
|----|-----------------------------------|---------------------|---|
| 1  | General Manager of CCAA           | +237 676 15 95 71   | paule.assoumou.koki@ccaa.aero                         |
| 2  | Representative of ASECNA-Cameroon | +237 691 41 20 09   | NGOUNESONNAEri@asecna.org<br>SAMEYPRISOFel@asecna.org |
| 3  | Douala ACC Manager                | 1 +237 694 44 86 55 | SAMEYPRISOFel@asecna.org                              |
| 4  | Douala aerodrome Commander        | +237 696 21 00 13   | EYOUMJul@asecna.org                                   |
| 5  | Head of CNS Unit                  | +237 696 21 00 20   | YESSOMJoa@asecna.org                                  |

### ASECNA HEADQUARTERS (CRISIS ROOM)

| N° | Member Title           | Telephone          | Email              |
|----|------------------------|--------------------|--------------------|
| 1  | Director of Operations | + 221 338 69 56 51 | konesid@asecna.org |



**15.2 ATM OPERATIONAL CONTINGENCY GROUP**

| N° | Member Title   | Telephone          | Email                           |
|----|--|--------------------|---------------------------------|
| 1  | Douala ACC Manager   | +237 694 44 86 55  | NITCHEUDJOMKAMRon@asecna.org    |
| 2  | Chief ATM Officer in charge of Operations                      | +237 655 55 24 28  | NLATEMFOUMOUArm@asecna.org      |
| 3  | Chief ATM Officer in charge of Air Traffic                     | +237 699 68 09 86  | BISSONGAISSOKSte@asecna.org     |
| 4  | Aeronautical Information Management<br>Chief Officer           | +237 691 03 54 52  | KAMGANGNOUMBISSIEGhi@asecna.org |
| 5  | Communication Navigation Surveillance<br>System Chief Officer  | +223 66 74 02 07   | EDMONDPag@asecna.org            |
| 6  | Ntework & Computer systems<br>Administrator                    | +237 696 21 00 10  | NGUEEAri@asecna.org             |
| 7  | Meteorological Weather Forecasts &<br>Protection Chief Officer | +237 699 45 76 16  | 135065u@asecna.org              |
| 8  | Telecommunication Services Officer                             | + 237 686 08 38 40 | FOGUESIMOChe@asecna.org         |

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

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

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

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

**EXAMPLE:**

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

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



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ATM CONTINGENCY PLAN FOR BRAZZAVILLE ACC

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

**1. OBJECTIVES**

- 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 Brazzaville Upper Traffic Area (UTA) and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.32, and Attachment C; document 4444 ATM- PANS (Chapter 15.8 and chapter 16.6) and Congo Aeronautical Rule (RAC21).
- 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 Brazzaville ACC. Routes and flight levels are limited.

**2. STATES AND FIRS AFFECTED**

- 2.1. 2.1. In the event that Congo Civil Aviation Authority activates this Contingency Plan, the adjacent ATS UNITS, will be notified in accordance with the Letter 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   |
|-------------------------|---------------------------|--|
| CAMEROUN                | Brazzaville FIR           | - Douala ACC,<br>- Yaoundé TWR,<br>- NGaoundéré TWR          |
| GABON                   | Brazzaville FIR           | - Libreville ACC,<br>- Port-Gentil TWR,<br>- Franceville TWR |
| CENTRAL AFRICA REPUBLIC | Brazzaville FIR           | Bangui TWR   |
| SAO-TOME                | Brazzaville FIR/Accra FIR | Sao-Tomé ACC   |
| GHANA                   | Accra FIR                 | Accra ACC  |
| NIGERIA                 | Kano FIR                  | Kano ACC   |
| CHAD                    | Ndjamena FIR              | Ndjamena ACC   |
| SUDAN                   | Khartoum FIR              | Khartoum ACC   |
| DRC                     | Kinshasa FIR              | Kinshasa ACC   |
| ANGOLA                  | Luanda FIR                | Luanda ACC   |

- 2.2. The contact details of the civil aviation authorities and organizations concerned are contained in PARAGRAPH 15 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 Brazzaville UTA.

**3.3. CENTRAL COORDINATING COMMITTEE**

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 Brazzaville UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to Libreville ACC and Ndjamena ACC and the restoration of Air Traffic Services in Brazzaville UTA.

The Central Coordinating Committee comprises representation from the following:

- 1) CONGO CIVIL AVIATION AUTHORITY (ANAC)
- 2) ASECNA (HEADQUARTER, REPRESENTATIVE IN CONGO)
- 3) AIRPORT AUTHORITY (AERCO)
- 4) OTHER RELEVANT AUTHORITIES.

Contact details of its members are provided in paragraph 15.1 below.

**3.4. ATM OPERATIONAL CONTINGENCY GROUP**

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 re-assignment of routes or portions thereof.
- 4.1.2. Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- 4.1.3. In the event that ATS cannot be provided within Brazzaville UTA , Congo Civil Aviation Authority (ANAC) 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 measure;
  - b) Airspace available for landing and over flying traffic and airspace to be avoided;
  - c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
  - d) Information on the provisions made for alternative services;
  - e) ATS contingency routes;
  - f) Procedures to be followed by neighboring ATS units;
  - g) Procedures to be followed by pilots; and
  - h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 4.1.4. In the event that the ANAC is unable to issue the NOTAM, ASECNA or ICAO will take action to issue the NOTAM of contingency measures upon notification by ANAC.

##### 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 (Doc 7030).  
Longitudinal separation of fifteen (15) minutes, or twenty (20) nautical miles Radar separation where Radar services are available, shall be applied 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.

##### 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 Brazzaville 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 Brazzaville 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 Brazzaville ACC via the AFTN/AMHS using normal procedures;
- c) On notification by ANAC, the ATS authorities operating the OTHER STATE ATS UNITS will activate the contingency procedures in accordance with this Plan or any existing LOA or MOU;
- d) Prior to entry to the Brazzaville UTA during contingency operations prior authorization must be obtained from ANAC, and flights must comply with the ATC clearance/Route/Flight level and communications instructions issued by the ATS UNIT responsible for the airspace immediately adjacent to the Brazzaville UTA.
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering the Brazzaville UTA shall be in accordance with this Plan.
- f) The ATS UNIT responsible for aircraft entering the Brazzaville UTA will instruct pilots to maintain the last flight level assigned and speed or MACH number if applicable while operating in the Brazzaville UTA ;
- g) The ATS UNIT responsible for aircraft entering the Brazzaville 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;
- h) The ATS UNIT responsible prior to aircraft entering the Brazzaville UTA will inform aircraft that they must establish contact with the first ATS UNIT after transiting the Brazzaville UTA not less than 10 minutes before the estimated time of entry to the Brazzaville UTA.



## 5. TRANSITION TO CONTINGENCY SCHEME

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

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

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

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

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

- a) BRAZZAVILLE – NDJAMENA ACC ;
- b) BRAZZAVILLE – KINSHASA ACC;
- c) BRAZZAVILLE – LUANDA ACC;
- d) BRAZZAVILLE – KHARTOUM ACC;
- e) BRAZZAVILLE – KANO ACC;
- f) BRAZZAVILLE – LIBREVILLE ACC;
- g) BRAZZAVILLE – DOUALA ACC;
- h) BRAZZAVILLE – ACCRA ACC.

6.2. The responsibility for ensuring the provision of air traffic services within Brazzaville UTA is transferred to Libreville ACC and Ndjamen ACC according to the following considerations:

a) Libreville ACC will ensure the provision of air traffic services for traffic operating in airspace or along the two contingency ATS routes on the sub-west part of the FIR.

- BZCR5 : UG 856

- BZCR6 : UG 861

HF frequencies of BRAZZAVILLE ACC (6559-8903) KHz will be used

b) Ndjamen ACC will ensure the provision of air traffic services for traffic operating in airspace or along the rest of the following contingency ATS routes of the FIR.

- BZCR1 : UR 984

- BZCR2 : UG 727

- BZCR3 : UA 607

- BZCR4 : UM 215

- BZCR5 : UG856

- BZCR7 : UA 410 (BZ-MPK-ONUDA)

- BZCR8 : UB737/ UG 857.

- BZCR9 : UA604/UR986

- BZCR11 : UT419

- BZCR12 : UQ583

CPDLC or HF frequencies (8873-8903-13294-5493-8894) will be used.

## 7. CONTINGENCY ATS ROUTES NETWORK

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

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



| Contingency routes | FIR involved     | Flight Levels assignment  | Entry/Exit point                 | Communications means                      |
|--------------------|------------------|---|----------------------------------|---|
| UR984 (BZCR1)      | Kinshasa         | Westbound: FL300-FL400<br>Eastbound: FL290-FL390  | ARKEV /MPK/ASKON                 | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UG727 (BZCR2)      | Kinshasa Ndjamen | Northbound: FL340-FL360<br>Southbound: FL330- -FL370  | BZ/TJN                           | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UA607 (BZCR3)      | Kinshasa Ndjamen | Northbound: FL340-FL360<br>Southbound: FL330- FL370   | MPK/RULDO                        | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UM215 (BZCR4)      | Kinshasa Ndjamen | Northbound: FL340-FL360<br>Southbound: FL330- FL370   | ONUDA/MERON                      | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UG856 (BZCR5)      | Kinshasa         | Northbound: FL300-FL400<br>Southbound: FL290-FL390  | BZ/ MOVOD                        | HF: 6559-8903                             |
| UG861 (BZCR6)      | Luanda           | Northbound: FL340-FL360<br>Southbound:<br>FL330-FL350-FL370   | MOVOD /LIKAD                     | HF: 6559-8903                             |
| UA410 (BZCR7)      | Kinshasa Ndjamen | Northbound: BZ-MPK<br>FL270-FL310 MPK-ONUDA<br>: FL270-<br>FL290-FL310-FL390<br>Southbound: FL280-FL320 | BZ/ONUDA                         | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UG857 (BZCR8)      | Ndjamen          | Northbound:<br>FL270-FL290-FL310-FL390<br>Southbound: FL280-FL320                                       | PONDO/INIGO                      | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UA604<br>(BZCR9)   | Ndjamen          | Northbound : FL260<br>Southbound : FL250-FL350  | BZ-TAPEK                         | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UT419<br>(BZCR11)  | Ndjamen          | Eastbound : FL410-FL450<br>Westbound : FL380-FL430  | ARKOS-AGTOM<br>et<br>MERON-ASKON | CPDLC et HF:<br>8873-8903-13294-5493-8894 |
| UQ583<br>(BZCR12)  | Ndjamen          | Eastbound : FL410-FL450<br>Westbound : FL380-FL430  | TAPEK-KITEK                      | CPDLC et HF:<br>8873-8903-13294-5493-8894 |



## 8. PILOT AND OPERATOR PROCEDURES

### 8.1. Filing of flight plans

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

### 8.2. Overflight approval

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

### 8.3. Pilots operating procedures

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

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

## COMMUNICATION PROCEDURES

### 8.4. Degradation of Communication - Pilot Radio Procedures

- 8.4.1. When operating within the contingency airspace, pilots should use normal radio communication procedures.
- 8.4.2. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency and also broadcast positions in accordance with the TIBA procedures.

## 9. PUBLIC HEALTH EMERGENCIES

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

## 10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

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

## 11. INTERCEPTION OF CIVIL AIRCRAFT

- 11.1. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2- Rules of the Air, Paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 11.2. Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 11.3. If an aircraft is intercepted by another aircraft, the pilot shall immediately:
  - Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
  - If possible, notify appropriate ATS Unit;
  - Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit;
  - Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz; and
  - If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

## 12. SEARCH AND RESCUE

- 12.1. ATS UNITS involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.
- 12.2. The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.
- 12.3. Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 15.3 below.

## 13. PLAN TESTING AND REVIEW

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

## 14. IMPLEMENTATION OF THE PLAN

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



**15. ALL CONTINGENCIES UNITS****15.1. CENTRAL COORDINATING COMMITTEE**

| N° | Member Title                                     | Telephone                              | Email                     |
|----|--|--|---------------------------|
| 1  | Director of Civil Aviation Authority (ANAC)      | +242 05 556 18 91<br>+242 06 656 18 91 | DZOTA Serge Florent       |
| 2  | Airport general Director (AERCO)                 | +242 06 909 25 25                      | BONGHO Marcellus Boniface |
| 3  | Air Navigation Director of ASECNA (Head quarter) | +221 77 674 27 49<br>+221 33 869 56 83 | konesid@asecna.org        |
| 4  | Representative of Congo ASECNA                   | +242 05 377 95 00                      | ondzehen@asecna.org       |

**ASECNA HEADQUATERS (CRISIS ROOM)**

| N° | Member Title                       | Telephone                              | Email              |
|----|------------------------------------|--|--------------------|
| 1  | KONE Sidi (Director of Operations) | +221 77 674 27 49<br>+221 33 869 56 83 | konesid@asecna.org |

**15.2 ATM OPERATIONAL CONTINGENCY GROUP**

| N° | Member Title                      | Telephone          | Email                         |
|----|-----------------------------------|--------------------|-------------------------------|
| 1  | In Charge of aerodrome operations | +242 05 377 95 09  | bouessoodr@asecna.org         |
| 2  | In charge of en route control     | +242 05 377 95 62  | baloundagil@asecna.org        |
| 3  | Meteorological service manager    | +242 05 377 9 4 43 | lebvouaalp@asecna.org         |
| 4  | Maintenance service manager       | +242 05 377 95 06  | diampakades@asecna.org        |
| 5  | Telecommunication service manager | +242 05 081 97 65  | pandzoupan@asecna.org         |
| 6  | NOTAM office manager              | +242 05 377 95 64  | pandzoueme@asecna.org         |
| 7  | Aeronautical service manager      | +242 05 377 95 20  | ngassakysam@asecna.org        |
| 8  | ACC manager                       | +242 05 377 95 01  | Ontsa-ontsairm@asecna.org     |
| 9  | Tower manager                     | +242 05 377 95 65  | hounounoulouazalau@asecna.org |

**15.3 SEARCH AND RESCUE POINT OF CONTACT**

| Center      | Member Title    | Telephone           | Email               |
|-------------|-----------------|---------------------|---------------------|
| Brazzaville | SAR focal point | +(242) 067 73 22 55 | rccbrazza@gmail.com |



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

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

Users may also choose to avoid the Brazzaville airspace by flight planning via any alternative ATS routes provided by adjacent ATS unit of Brazzaville ACC.

Users are advised to circumnavigate Brazzaville airspace and try to establish contact with the ATS unit responsible for the provision of air traffic service as soon as possible according to the route structure below.

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

**EXAMPLE:**

Flights from North to South : Join the VOR FL (Njamena) and follow instructions from Njamena ACC.

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



**ENR 3.5 PLAN DE CONTINGENCE DU SECTEUR TERRESTRE DE LA FIR DE DAKAR DANS L'ESPACE INFÉRIEUR**  
**CONTINGENCY PLAN FOR DAKAR TERRESTRIAL SECTOR IN LOWER AIRSPACE****1. GÉNÉRALES CONSIDÉRATIONS****1.1. INTRODUCTION**

The plan is designed in application of the requirements contained in Senegalese Aeronautical Regulations (RAS11- Air traffic services – Chapter 2; paragraph 2.32) and in line with Standards and Recommended Practices specified in ICAO Annexes 2 and 11, supplemented by the provisions in ICAO Doc 4444 (Procedures for Air Navigation Services) and Doc 7030 (Regional Supplementary Procedures).

This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the lower airspace (below FL245) under the responsibility of DAKAR ACC.

The plan considers circumstances which may result in degradation of the ATC service such as limited service as well as situations where total loss of the ability to provide ATC services (no service) is being experienced or airspace avoidance is necessary.

The plan also addresses cases of volcanic eruption (ash cloud), and contagious disease reported on board an aircraft or any other public health risk.

**1.2. MANAGEMENT OF THE CONTINGENCY PLAN**

To ensure efficiency in case of implementation of this plan, a Central Coordination Committee (CCC) and the ATM Operational Contingency Group (AOCG) have been put in place as follows :

**1.2.1. CENTRAL COORDINATING COMMITTEE**

The Central Coordinating Committee (CCC) function shall be to oversee the implementation of this Contingency Plan in the event that provision of Air Traffic Services (ATS) in DAKAR lower airspace is disrupted for an extended period.

The CCC ensures arrangements to facilitate the temporary relocation of the Air Traffic Services to, BANJUL APP, BISSAU APP and BAMAKO ACC and the restoration of Air Traffic Services in Dakar ACC.

The Central Coordinating Committee includes representatives from the following :

1. SENEGAL CIVIL AVIATION AUTHORITY (ANACIM)
2. ASECNA (HEADQUARTER and REPRESENTATIVE IN SENEGAL)
3. OTHER RELEVANT AUTHORITIES

**1.2.2. ATM OPERATIONAL CONTINGENCY GROUP**

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, during the contingency period in coordination with the WACAF Contingency Coordination Team and adjacent FIRs. The AOCG may include any necessary specialist personnel from the following disciplines:

- Air Traffic Control Services (ATS)
- Aeronautical Telecommunication (TELECOM)
- Aeronautical Meteorology (MET)
- Aeronautical Information Management (AIM)
- ATS equipment maintenance service provider
- Any other relevant specialties.

**1.3. AFFECTED STATES AND CORRESPONDING FIRs**

In the event that ASECNA activates this Contingency Plan, the adjacent ACCs, will be notified in accordance with the Letter of Agreement (LoA) established with them. The adjacent ACCs directly affected by this Contingency Plan are as follows :

| STATES             | FIRs              | ATS UNITS      |
|--------------------|-------------------|----------------|
| Mauritania         | Dakar FIR         | Nouakchott ACC |
| Mali               | Dakar /Niamey FIR | Bamako ACC     |
| Republic of Guinea | Roberts FIR       | Roberts ACC    |
| Cabo Verde         | Sal FIR           | Sal ACC        |
| Spain              | Canarias FIR      | Canarias ACC   |
| Guinea Bissau      | Dakar FIR         | Bissau APP     |
| The Gambia         | Dakar FIR         | Banjul APP     |

**1.4. IMPLEMENTATION OF THE CONTINGENCY PLAN**

The adoption of the contingency plan will be commensurate with the level of the degradation of ATC services provision. DAKAR ACC will take appropriate measures to coordinate with all the stakeholders the relevant actions to be undertaken depending on the level of contingency that might vary from limited service to a total loss of ability to provide ATC services or airspace avoidance.

During periods of disruption or risk of disruption, tactical actions may lead air traffic services to assign new routes or portions of pre-established routes to aircraft in flight within the lower airspace managed by the DAKAR ATS Center.

Contingency route network is designed to maximize the use of existing ATS Route structures as well as communication, navigation, and surveillance means (paragraph 9 below refers).

**1.5. LEVELS AND ACTIVATION CRITERIA**

This Contingency Plan provides for several contingency levels depending on the severity of the ATS service degradation:

| LEVEL   | DESIGNATION                                  | DESCRIPTION  | COMPETENT AUTHORITY  |
|---------|--|--|--|
| Level 0 | Normal operations                            | Availability of ATS services   |  |
| Level 1 | Partial disruption (limited service)         | Temporary reduction of capacity to provide ATS services  | ASECNA Representative In Senegal                           |
| Level 2 | Major disruption                             | Significant loss of ATS service capacity requiring temporary reorganization of space or partial transfer of responsibilities | Director of Air Navigation department (ASECNA Headquarter) |
| Level 3 | Suspension of ATS services and/or relocation | Complete suspension of ATS services or total transfer of control to another center   | Director of Air Navigation department (ASECNA Headquarter) |

The decision of activation/deactivation a contingency level lies with the competent Authority based on a technical assessment of the operational situation.

Any activation or deactivation of this plan must be subject to :

- Immediate coordination with adjacent ATS centers
- Issuance of a NOTAM
- Notification to ICAO AFI Contingency Coordination Team (CCT)

A record of activation/deactivation decisions must be setup at DAKAR ACC indicating time, level, cause, decisions made, and any other relevant information.

## 2. NOTIFICATION OF CONTINGENCY SITUATION

In the instant of conditions dictating implementation of contingency procedures within the lower airspace (below FL245) under the responsibility of DAKAR ACC, it shall:

- inform, using all its possible and quickest means, the affected ATS units in paragraph 1.3 above about its contingency situation specifying general contingency procedures dependent to the affected airspace and the specific contingency procedures reflected in the contingency annex to its LoAs are in force,
- inform its collateral ACCs about the real situation of the air traffic under its responsibility, as well as information about the estimated traffic at the moment that the contingency situation started
- issue a NOTAM to advise air operators about the situation and broadcast on appropriate frequencies or using CPDLC that contingency procedures have been initiated,
- outline steps taken in case of long-term unavailability of the ATC facility as case may be,
- coordinate and transmit any necessary restrictions in case of limitation of service,
- notify the AFI Regional Contingency Coordination Team (AFI CCT),
- take any other measures deemed necessary.

The activation NOTAM shall specify:

- The date and time of the commencement of contingency measures;
- The airspace available for overflight traffic mainly and possibly for landing at an aerodrome established within the lower airspace managed by the Dakar ATS center or the airspace or portion of airspace to be avoided if applicable;
- details of available or unavailable facilities and services, as well as any limitations on the provision of ATS services, including, if possible, an indication of the expected date for the restoration of services;
- information on the measures taken to ensure the provision of alternative services;
- Contingency routes
- procedures to be followed by adjacent ATS centers, or any other details on disruptions observed and measures taken, which air operators might find useful.

## 3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

### 3.1 RESPONSIBILITY OF ADJACENT ATS UNITS

The adjacent ATS Units shall be responsible for

- Transmitting flight plans, to the extent practicable, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the next FIR through the AFTN/AMHS or any other means,
- Transmitting through the AFTN/AMHS or any other means estimate messages (EST) for the relevant entry point of the next FIR at least 30 minutes before the aircraft's estimated time of arrival over that point,
- Transmitting, through the AFTN/AMHS or any other means, to the ACC serving the first FIR which an aircraft will enter after departing or transiting Dakar ACC lower airspace, an estimate message for the aircraft over the relevant exit point, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point,
- Applying a longitudinal separation specified in paragraph 5 of this plan, over the relevant entry point of Dakar lower airspace,
- Instructing the respective pilot in command to maintain the flight level assigned,
- Not authorizing any flight level change of any aircraft transiting through Dakar lower airspace, within a period of ten (10) minutes before the entering point,
- Informing inbound aircraft of contingency measures in force within Dakar lower airspace
- Neighboring ATS Units shall in turn be advised of the intentions of the affected flights.
- Transfer of control and communications shall normally coincide with the transfer of control points



### 3.2 FLIGHT CREW PROCEDURES

In the event of the promulgation of this contingency plan, pilots operating within the lower airspace managed by the Dakar ATS Centre shall comply with the following provisions:

- follow the IATA Traffic Information Broadcasts by Aircraft (TIBA) procedures
- Maintain permanent contact by the pilot-to-pilot frequency (123.45 MHz) and monitor the emergency frequency 121.5 MHz
- reach the flight level assigned by the adjacent airspace ATC unit to enter the lower airspace under the responsibility of Dakar ATS Centre, at least ten (10) minutes prior to the point of entry
- report positions or estimates and the beginning and the end of the climb/descent phases.
- Maintain a watch for conflicting traffic, both visually and by reference to ACAS
- Turn on all aircraft exterior lights
- keep the SSR transponder on all times
- No in-flight change of level will be authorized except in cases of emergency
- If circumstances dictate so, climb and descent phases must be clearly performed at the right side of the route axis. Transmit in English language on 129.5 MHz or 120.5 MHz of Dakar ACC, without expecting an acknowledgment, a position report at least five (5) minutes before and above the reporting points defined along the contingency route followed
- Maintain the assigned flight level by the last ATS Unit before entry of Dakar ACC lower airspace, unless otherwise required by an emergency or safety situation

In case of an emergency requiring a change of flight level, carry out the climb or descent after a deviation of at least 2 NM to the right of the nominal axis of the ATS route followed, and immediately inform by transmitting in blind without expecting any acknowledgment on frequencies 129.5 MHz or 120.5 MHz and 121.5 MHz. The transmission of this message will include:

- the aircraft call sign,
  - the position of the aircraft,
  - the released flight level and/or the crossed flight level(s),
  - the flight level to be reached.
- immediately inform Bamako ACC, Bissau APP or the Banjul Approach whenever emergency and/or safety situations make it impossible to maintain the assigned flight level
  - Contact the following ATS unit as soon as possible or at least ten (10) minutes prior to the estimated time of overflight of the exit point in order to obtain clearance for entry into the following airspace
  - Maintain a watch for conflicting traffic, both visually and by reference to ACAS.

Pilots should be aware that in the current international environment, deviation from published contingency routes might lead to interception by military aviation.

Operators should therefore be familiar with the international interception procedures described in Senegalese regulations RAS 02, Rules of the Air, paragraph 3.8, Appendix 1, section 2 and Appendix 2, sections 2 and 3.

## 4 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, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by ASECNA via NOTAM.

In the event of disruption of air traffic services that has not been promulgated, DAKAR ACC will, if possible, broadcast to all aircraft flying into the lower airspace, the airspace that is affected by the disruption and issue any further instructions deemed necessary.

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

## 5 CONTINGENCY LONGITUDINAL SEPARATION MINIMA

Conditional to the level of unavailability of services, the contingency longitudinal separation minimum between aircraft operating in Dakar lower airspace will be:

- ten (10) minutes for aircraft maintaining the same cruising flight level when the preceding aircraft is faster
- fifteen (15) minutes for aircraft maintaining the same cruising flight level when the succeeding aircraft is faster

After the contingency airspace is flown, the first adjacent ATS Unit can resume to the normal separation minimum if a different separation minimum is specified above

## 6 FLIGHT LEVEL RESTRICTIONS

Precise flight levels will be allocated to flights on certain routes or portions of routes in order to ensure a strategic separation between the published contingency routes.

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels. Transfer of control and communications shall normally coincide with the transfer of control points.

## 7 VFR FLIGHT MANAGEMENT

In the event of promulgation of these contingency measures, VFR flight operations, including local flights as well as those of the flying club, will be suspended in the lower airspace under the responsibility of the Dakar ACC.

## 8 ADDITIONAL MEASURES

The implementation of the contingency plan could be accompanied by other measures according to circumstances upon decision of the CCC after coordination with the ATM Contingency Operational Group (GOCA), such as:

- restriction or suspension of general aviation IFR operations
- restriction or suspension of commercial IFR operations
- closure of Senegalese aerodrome(s) established within the lower airspace of the Dakar ATS Center.

## 9 CONTINGENCY ROUTES (CR) SCHEME

In case of activation of the contingency plan, air operators are informed that only the contingency routes below are open to international civil aviation.

Air users should be prepared for potential restrictions and become familiar with the contingency route network. Similarly, aircraft operators will file their flight plans in accordance with these contingency routes as follows:

When the ATS contingency plan is activated, air traffic will be allocated with the restricted use of flight levels and routes as described in the table hereafter:

- DKR-01 : R975 - B600 (ARBEN - SAKLI – ANITI - BJ - POTOX)
- DKR-02 : A601 - R976 (SETID - TD - NURAS - ANITI – LIGOV - LUMPO)
- DKR-03 : A602 (MOGSA - TURED - LUSTI)

| Codes  | Routes ATS   | Route Segments                        | Direction of flight | Contingency FLAS                |
|--------|--------------|---------------------------------------|---------------------|---------------------------------|
| DKR-01 | R975<br>B600 | ARBEN - SAKLI -<br>ANITI - BJ - POTOX | ARBEN to POTOX (a)  | FL200 FL140 FL120<br>FL80       |
|        |              |                                       | POTOX to ARBEN (b)  | FL170 FL150 FL130<br>FL90 FL50  |
| DKR-02 | A601<br>R976 | LUMPO - ANITI -<br>NURAS - SETID      | LUMPO to SETID      | FL230 FL210 FL190<br>FL110 FL70 |
|        |              |                                       | SETID to LUMPO      | FL240 FL220 FL160<br>FL100 FL60 |
| DKR-03 | A602         | MOGSA - TURED<br>-LUSTI               | MOGSA to LUSTI      | ALL ODD FL                      |
|        |              |                                       | LUSTI to MOGSA      | ALL EVEN FL                     |

(a) : Bissau APP restores semi-circular rules at POTOX and onward

(b) : Nouakchott restores semi-circular rules at ARBEN and onward

## 10 DELEGATION OF SERVICE

The following considerations are established to ensure the continuity of air traffic services within the lower airspace under the responsibility of Dakar ATS center in case of implementation of these contingency measures. They consist of delegating responsibility for the provision of ATS services.

### 10.1 DAKAR ACC NOT AVAILABLE BUT DIASS TOWER AVAILABLE

The responsibility for traffic management in the lower airspace of the Dakar ATS center will be transferred to Diass Tower to provide ATS services along the contingency routes defined in paragraph 9 above of this plan.

### 10.2 DAKAR ACC AND DIASS TOWER NOT AVAILABLE

In case of unavailability of Dakar ACC and Diass TOWER, the responsibility for the management of the lower space under the jurisdiction of Dakar ATS center will be transferred to Bissau APP, Bamako ACC and Banjul APP along the contingency routes specified in paragraph 9 above and as indicated in the following table:

| Codes  | ATS Routes   | Route Segments                        | Responsible ATS Unit | COM Means                         |
|--------|--------------|---------------------------------------|----------------------|-----------------------------------|
| DKR-01 | R975<br>B600 | ARBEN - SAKLI -<br>ANITI - BJ - POTOX | Banjul APP           | VHF 121.3 MHz                     |
| DKR-02 | A601<br>R976 | LUMPO - ANITI -<br>NURAS - SETID      | Bamako ACC           | VHF 125.4 MHz<br>HF 8861-6673 KHz |
| DKR-03 | A602         | MOGSA - TURED –<br>LUSTI              | Bissau APP           | VHF 124.3 MHz                     |

Pilots shall establish and maintain radio communication contact with the ATS Unit responsible for the provision of ATS services along their contingency route

## 11 SITUATION REQUIRING AVOIDANCE OF PORTION OR ENTIRE DAKAR LOWER AIRSPACE

In case of event necessitating avoidance of the entire Dakar lower airspace or portion of it (airspace considered unsafe, not secured, not available as case may be), a specific notification NOTAM detailing relevant contingency measures will be published after coordination with all interested parties including adjacent ATS Units.

Re-routing of traffic may involve establishment of additional routes or route segments with associated conditions for their use. All aircraft should establish and maintain contact on published HF or VHF frequencies and/or CPDLC.

Aircraft operators should file their flight plans using the published alternative contingency rerouting scheme in order to ensure avoidance of the affected airspace.

When traffic overload is experienced requiring special arrangements to accommodate the increased traffic flow, Dakar ACC will liaise with the involved neighboring ATS Units with the establishment of ATFM measures.



**12     Airspace Classifications**

Airspace classification will not be changed

**13     PUBLIC HEALTH EMERGENCIES (PHE)**

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 an aircraft, Dakar ACC shall forward the message, as soon as possible and using the most expeditious means of communication, to:

- the ATS unit serving the destination / departure of the aircraft
- the next controlling ATS Unit,
- the aircraft operator or its designated representative,
- the local public health authorities in case the aircraft is destined to Senegal

To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Public Health Authority 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

**14     VOLCANIC ASH CONTINGENCY PLAN (VACP)**

If a volcanic ash cloud is reported or anticipated in Dakar lower airspace or neighboring center airspace, Dakar ACC should take the following actions:

- Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the flight levels affected
- Respond to requests for a course change or a level change as far as possible,
- Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
- Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

When a flight crew informs Dakar ACC that they have inadvertently entered a cloud of volcanic ash, Dakar ACC should:

- Respect measures applicable to an aircraft in an emergency, and
- Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it

**15     SEARCH AND RESCUE IN CONTINGENCY SITUATION**

The ACCs affected by the implementation of this contingency plan are required to assist any distressed aircraft which they are aware of and which flies over the airspace subject to contingency situations.

The ATS Unit that receives a distress message from an aircraft shall notify, using the appropriate notification messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service of the SAT States including the SAR authority of the center, which is in contingency situation.

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

**16     AIRCRAFT INTERCEPTION**

In the context of activation of this contingency plan, aircraft subject to interception shall exercise caution and comply with the following:

- follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO annex 2 or RAS 02
- notify, if possible, the appropriate air traffic services unit,
- attempt to establish radiocommunication 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; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz,
- if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit,
- 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.

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

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

**17     END OF CONTINGENCY PROCEDURES**

As soon as the reason that caused the contingency situation is solved, Dakar ACC will inform, by all possible and quickest means, the affected ACC's about the end of the contingency situation.  
A NOTAM notifying the end of the contingency situation will be published

In order to get a safe and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.

If the recovery from the contingency situation is only partial, but enough to reduce the air traffic restrictions, Dakar ACC will issue a NOTAM to inform about the real situation. In close coordination with its collateral ACCs, new traffic transfer conditions could be agreed.



ENR 3.5  
CONTINGENCY PLAN FOR DAKAR UTA**PART I : LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF ADJACENT FIR)****1. OBJECTIVES**

- 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 Dakar Upper Traffic Area and is in accordance with RAS 11, Air Traffic Services Chapter 2, paragraph 2.30, 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 DAKAR ACC Routes and flight levels are limited.

**2. STATES AND FIRS AFFECTED**

- 2.1. In the event that ASECNA activates this Contingency Plan, the adjacent ACCs, will be notified in accordance with the Letter of Agreement (LOA) established between them. The adjacent ACCs directly affected by this Contingency Plan are as follows :

| STATE          | FIR          | ATS UNIT       |
|----------------|--------------|----------------|
| Mauritania     | Dakar FIR    | Nouakchott ACC |
| Mali           |              | Bamako ACC     |
| Cote d'Ivoire  |              | Abidjan ACC    |
| Guinea Conakry | Roberts FIR  | Roberts ACC    |
| Cabo Verde     | Sal FIR      | Sal ACC        |
| Spain          | Canarias FIR | Canarias ACC   |

- 2.2. The contact details of the civil aviation authorities and organizations concerned are contained in PARAGRAPH 15 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 the DAKAR 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 DAKAR UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to NOUAKCHOTT ACC and BAMAKO ACC and the restoration of Air Traffic Services in Dakar UTA.

The Central Coordinating Committee comprises representation from the following :

- 1) SENEGAL CIVIL AVIATION AUTHORITY (ANACIM)
- 2) ASECNA (HEADQUARTER, REPRESENTATIVE IN SENEGAL)
- 3) OTHER RELEVANT AUTHORITIES.

Contact details of its members are provided in paragraph 15.1 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 re-assignment of routes or portions thereof.
- 4.1.2 Alternative routes are designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.

- 4.1.3 In the event that ATS cannot be provided within DAKAR UTA, ASECNA 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 measure ;
  - b) Airspace available for landing and over flying traffic and airspace to be avoided ;
  - c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available ;
  - d) Information on the provisions made for alternative services ;
  - e) ATS contingency routes ;
  - f) Procedures to be followed by neighboring ATS units ;
  - g) Procedures to be followed by pilots ; and
  - h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.
- 4.1.4 In the event that the Dakar ACC is unable to issue the NOTAM, ASECNA will take action to issue the NOTAM of contingency measures upon notification by DAKAR ACC

## 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 or 20 nautical miles Radar separation, where Radar services are available, for aircraft maintaining the same cruising flight level shall be applied.

## 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.

## 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 VHF or HF as secondary.

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in DAKAR 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 DAKAR 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 DAKAR ACC via the AFTN/AMHS using normal procedures ;
- c) on notification by SENEGAL CIVIL AVIATION AUTHORITY or ASECNA Headquarter, the ATS authorities operating the NOUAKCHOTT and BAMAKO ACCs will activate the contingency procedures in accordance with this plan.
- d) prior to entry to the DAKAR UTA during contingency operations prior authorization must be obtained from SENEGAL CIVIL AVIATION AUTHORITY, and flights must comply with the ATC clearance and communications instructions issued by the NOUAKCHOTT and BAMAKO ACCs responsible for the airspace immediately adjacent to the DAKAR ACC contingency airspace.
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent DAKAR ACC responsible for aircraft entering the DAKAR UTA shall be in accordance with this Plan (where it also serves as the formal LOA).
- f) The ACC responsible for aircraft entering the DAKAR UTA will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the DAKAR UTA ;
- g) The ACC responsible for aircraft entering the DAKAR 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 prior to aircraft entering the DAKAR UTA will inform aircraft that they must establish contact with the first ATS Unit after transiting the DAKAR UTA not less than 10 minutes before the estimated time of entry to the NEXT AIRSPACE ;



**5. TRANSITION TO CONTINGENCY SCHEME**

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

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

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

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

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

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

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

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

**7. CONTINGENCY ATS ROUTES NETWORK**

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

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

| Contingency routes | FIR involved | Flight assignment  | Levels | Entry/Exit point | Communications means |
|--------------------|--------------|--|--------|------------------|----------------------|
| UR975              | DAKAR FIR    | Northbound:<br>FL290-FL370-FL390-FL410<br>Southbound:<br>FL280-FL300-FL380 |        | DS / NEVDI       | 6535-8861 KHz        |
| UA601              | DAKAR FIR    | Eastbound:<br>FL310 -FL350<br>Westbound:<br>FL260-FL340-FL360-FL400        |        | DS / IPUGA       | 6673-8861 KHz        |
| UR976              | DAKAR FIR    | Eastbound:<br>FL310-FL350<br>Westbound:<br>FL260-FL320-FL340-FL360         |        | DS / LUMPO       | 6535-8861 KHz        |
| UA302              | DAKAR FIR    | Northbound:<br>FL290-FL370-FL390-FL410<br>Southbound:<br>FL280-FL300-FL380 |        | DS / TURUP       | 6535-8861 KHz        |
| UB600              | DAKAR FIR    | Northbound:<br>FL260-FL300-FL380<br>Southbound:<br>FL330-FL390             |        | DS / GULAV       | 6673-8861 KHz        |

**8. PILOT AND OPERATOR PROCEDURES****8.1 Filing of flight plans**

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



## 8.2 Overflight approval

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

## 8.3 Pilots operating procedures

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

- a) Maintain contact with BAMAKO ACC or NOUAKCHJOTT ACC according to the paragraph 4 of this contingency plan.
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c) Reach the flight level assigned by adjacent ACC for the transit of DAKAR UTA at least ten (10) minutes before entering DAKAR UTA.
- d) Maintain the flight level assigned by the last adjacent ACC while operating within DAKAR UTA, unless an emergency or flight safety reason exists.
- e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.
- f) Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of DAKAR UTA.
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of DAKAR UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within DAKAR UTA, and to inform immediately, by blind broadcast on the VHF frequency 126.9 MHz, all other aircraft likely to be affected by transmitting a relevant emergency level change message (comprising the aircraft call-sign, the aircraft position, the flight levels being left and crossed, etc.).
- h) Contact the competent adjacent ACC as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of DAKAR UTA to obtain clearance for entering the adjacent airspace concerned.
- i) Display navigation and anti-collision lights always during the transit of contingency airspace.
- j) The application of SLOP is strongly encouraged
- k) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code

## 8.4 Communications Procedures

### Degradation of Communication -Pilot Radio Procedures

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

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

## 9. PUBLIC HEALTH EMERGENCIES

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

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

## 10. VOLCANIC ASH CONTINGENCY PLAN (VACP)

10.1 If a volcanic ash cloud is reported or anticipated in DAKAR UTA, DAKAR ACC should take the following actions:

- a) Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the concerned flight levels ;
- b) Respond to requests for a course change or a level change as far as possible ;
- c) Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
- d) Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

10.2 When a flight crew informs DAKAR ACC that they have inadvertently entered a cloud of volcanic ash, DAKAR ACC should:

- a) Respect measures applicable to an aircraft in an emergency, and
- b) Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.



**11. INTERCEPTION OF CIVIL AIRCRAFT**

- 11.1 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2-Rules of the Air Paragraph 3.8 and Appendix 2, Sections 2 and 3.
- 11.2 Pilots need to continuously listen out on the VHF emergency frequency 121.5 MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discreet code assigned by ATC or select code A2000 if ATC has not assigned a code.
- 11.3 If an aircraft is intercepted by another aircraft, the pilot shall immediately:
  - \* Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures ;
  - \* If possible, notify appropriate ATS Unit ;
  - \* Set transponder code to 7700, unless otherwise instructed by the appropriate ATS unit ;
  - \* Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz ; and
  - \* If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

**12. SEARCH AND RESCUE**

- 12.1 ACCs involved in this contingency plan are required to assist any distressed aircraft of which they are aware and which flies over a contingency space.
- 12.2 The center that receives a distress message from an aircraft shall send the necessary messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service involved in this plan including the SAR authority of the center which is in contingency situation.
- 12.3 Each SAR authority shall assist as necessary its neighbor as requested in their LoA. Contact details of its SAR Authority are provided in paragraph 15.3 below.

**13. PLAN TESTING AND REVIEW**

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

**14. IMPLEMENTATION OF THE PLAN**

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

**15. ALL CONTINGENCIES UNITS**

**15.1 CENTRAL COORDINATING COMMITTEE**

| N° | Members              | Title                                     | Tél                | Email/Fax              |
|----|----------------------|---|--------------------|------------------------|
| 01 | Senegal CAA (ANACIM) | Director of Air and Navigation Aerodromes | +221 77 740 83 25  | dibocor.sene@anacim.sn |
| 02 | ASECNA Senegal       | Representative of ASECNA                  | +221 76 644 48 82  | Syais@asecna.org       |
| 03 | ASECNA Senegal       | Dakar ACC Manager                         | + 221 76 123 94 76 | dioufmam1@asecna.org   |

**ASECNA HEADQUARTERS (CRISIS ROOM)**

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



**15.2 ATM OPERATIONAL CONTINGENCY GROUP**

| N° | Members                                    | Title                        | Tél                 | Email/Fax             |
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| 02 | Air Traffic Control Services (ATS)         | Head of OPS/ATC              | (+221) 76 388 60 66 | diawism@asecna.org    |
| 03 | Aeronautical Telecommunication (COM)       | Dakar Telecom center officer | (+221) 76 388 60 61 | okilimar@asecna.org   |
| 04 | Aeronautical Meteorology (MET)             | Head of MET Service          | (+221) 76 388 60 69 | wanesok@asecna.org    |
| 05 | Aeronautical Information Services (AIS)    | AIM Unit officer             | (+221) 77 457 75 92 | ndiyemou3@asecna.org  |
| 06 | ATS equipment maintenance service provider | Head of Maintenance Service  | (+221) 76 388 60 45 | ribeirocam@asecna.org |

**15.3 SEARCH AND RESCUE POINT OF CONTACT**

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

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

**UNAVAILABILITY OF DAKAR UTA**

**OBJECTIVES**

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

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

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



## ENR 3.5

## ENR 3.5 DAKAR FIR-OCEANIC SECTOR CONTINGENCY PLAN

**I. GENERAL CONSIDERATIONS****I.1 Introduction**

The plan is designed in application of the requirements contained in Senegalese Aeronautical Regulations (RAS11- Air traffic services – Chapter 2; paragraph 2.31) and in line with Standards and Recommended Practices specified in ICAO Annexes 2 and 11, supplemented by the provisions in ICAO Doc 4444 (Procedures for Air Navigation Services) and Doc 7030 (Regional Supplementary Procedures).

The plan is developed based on the guidelines established in the 2nd edition of SAT Doc 002 – 2e edition and the AFI region contingency plan. The contingency procedures outlined herein are applicable within Dakar Oceanic FIR (GOOO) and are aimed at maintaining a safe continuation of international air traffic operations in the event of disruption and/or interruption of the air traffic services whatsoever the causes might be.

The plan provides alternative tracks selected from existing ATS routes where feasible, thus allowing airspace users to operate safely within Dakar Oceanic airspace or to avoid it, according to prevailing conditions.

The plan considers circumstances which may result in degradation of the ATC service such as limited service as well as situations where total loss of the ability to provide ATC services (no service) is being experienced or airspace avoidance is necessary.

The plan also addresses cases of volcanic eruption (ash cloud), and contagious disease reported on board an aircraft or any other public health risk.

**I.2. Implementation of the plan**

The adoption of the contingency plan will be commensurate with the level of the degradation of ATC services provision. Dakar ACC will take appropriate measures to coordinate with all the stakeholders the relevant actions to be undertaken depending on the level of contingency that might vary from limited service to a total loss of ability to provide ATC services or airspace avoidance. When implemented and were possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

**I.3. Notification of contingency situation**

In the instant of conditions dictating implementation of contingency procedures within Dakar oceanic airspace, Dakar ACC shall:

- \* inform, using all its possible and quickest means, the affected ACCs about its contingency situation, specifying general contingency procedures for the EUR-SAM Corridor and/or the AORRA airspace dependent to the affected airspace and the specific contingency procedures reflected in the contingency annex to its LOAs are in force,
- \* Notify the ESCIT team (EUR/SAM Corridor Implementation Team) as appropriate,
- \* inform its collateral ACCs about the real situation of the air traffic under its responsibility, as well as information about the estimated traffic at the moment that the contingency situation started,
- \* issue NOTAM to advise operators about the situation and broadcast on appropriate frequencies or using CPDLC that contingency procedures have been initiated,
- \* outline steps taken in case of long-term unavailability of the ATC facility as case may be,
- \* coordinate and transmit any necessary restrictions in case of limitation of service,
- \* notify the AFI Regional Contingency Coordination Team (AFI CCT),
- \* take any other measures deemed necessary.

**I.4. Responsibility of Adjacent ATS Units**

The adjacent ATS Units shall be responsible for:

- Transmitting flight plans, to the extent practicable, at least one (1) hour before the aircraft's estimated time of arrival over the relevant entry point of the next FIR through the AFTN/AMHS or any other means,
- Transmitting through the AFTN/AMHS or any other means estimate messages for the relevant entry point of the next FIR at least 30 minutes before the aircraft's estimated time of arrival over that point,
- Transmitting, through the AFTN/AMHS or any other means, to the ACC serving the first FIR which an aircraft will enter after departing or transiting the FIR, an estimate message for the aircraft over the relevant exit point of the oceanic FIR, as soon as the aircraft's last position report has been received, containing the aircraft's estimated time of arrival over the exit point,
- Applying a longitudinal separation, specified in paragraph 1.6 of this plan, over the relevant entry point of Dakar Oceanic FIR,
- Instructing the respective pilot in command to maintain the flight level and the Mach number assigned,
- Not authorizing any flight level or Mach number changes or any aircraft transiting through Dakar Oceanic FIR, within a period of ten (10) minutes before entering point,
- Informing inbound aircraft of contingency measures in force within Dakar Oceanic FIR.

Neighboring FIRs shall in turn be advised of the intentions of the affected flights.

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels. Transfer of control and communications shall normally coincide with the transfer of control points.

**I.5. Flight Crew Procedures****I.5.1. General**

Pilots flying in Dakar Oceanic FIR (EUR-SAM corridor and AORRA airspace) in the event of the promulgation of the contingency plan shall follow the IATA Traffic Information Broadcasts by Aircraft (TIBA) procedures as specified below:

- Must be in permanent contact by the pilot-to-pilot frequency (123.45 MHz) and monitor the emergency frequency 121.5 Mhz.
- Reports positions or estimates and the beginning and the end of the climb/descent phases.
- Maintain a watch for conflicting traffic, both visually and by reference to ACAS.
- Turn on all aircraft exterior lights.
- Keep the SSR transponder on all times.
- No in-flight change of level will be authorized except in cases of emergency.
- If circumstances dictate so, climb and descend phases must be clearly performed at the right side of the route axis.
- Enroute flights are strongly recommended to apply SLOP procedures as specified in ASECNA AIP (Ref 00 ENR 1.8)
- Pilots shall maintain own longitudinal separation of fifteen (15) minutes from the preceding aircraft at the same cruising level. After the contingency airspace is flown, the adjacent ACC may resume normal separations minima as per agreed LOP.
- Aircraft equipped with ADS/CPDLC operating within this airspace are requested to contact, if available, the affected FIR via ADS/CPDLC on the published address for FANS1 equipped aircraft or FANS/A, equipped aircraft.

#### 1.5.2 Actions to be taken once offset track

If possible, maintain the assigned flight level until established on the 9.3 km (5 NM) parallel, same direction track or route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

Once established on a parallel, same direction track or route offset by 9.3 km (5 NM), either:

- descend below FL290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance;

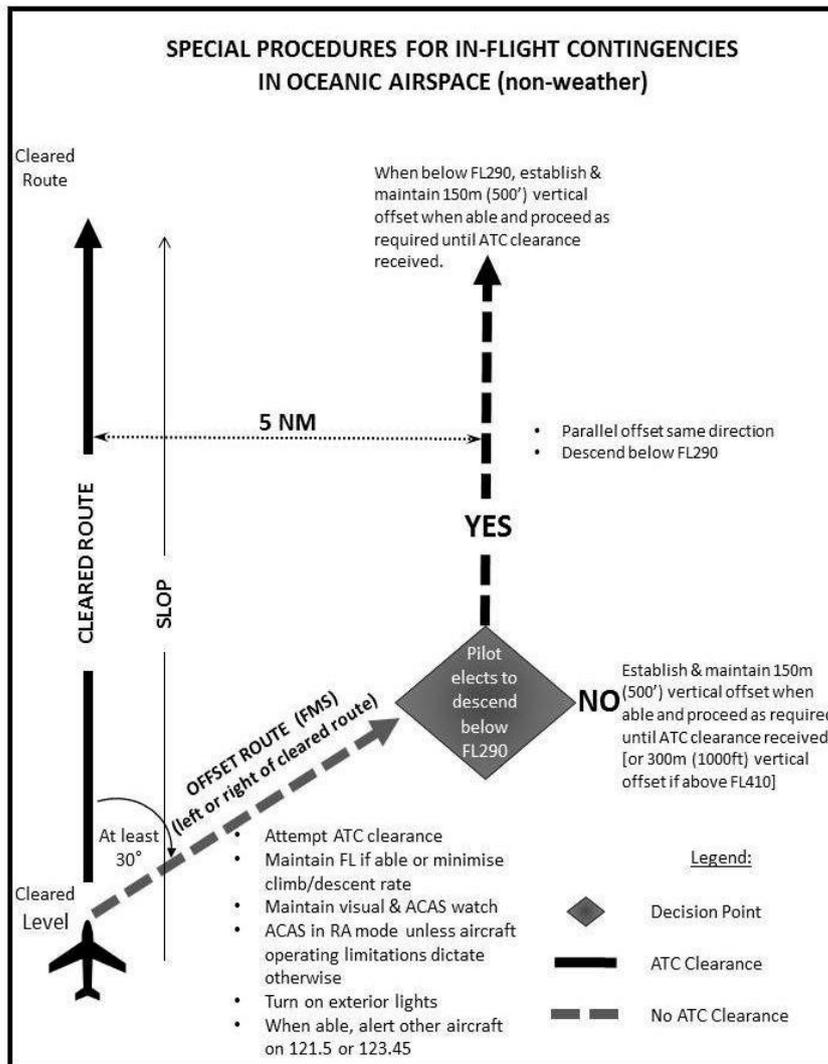
Note: Descent below FL290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of: conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

- establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

Note: Altimetry System Error may lead to less than actual 500 ft vertical separation when the procedures above are applied. In addition, with the 500 ft vertical offset applied, ACAS RAs may occur.

Figure below serves as visual aid for understanding and applying the contingency procedures guidance





## I.6 Contingency Longitudinal Separation minima

Conditional to the level of unavailability of services, the contingency longitudinal separation minimum between aircraft operating in Dakar Oceanic FIR (EUR-SAM corridor and AORRA airspace) will be as follows:

- 15 minutes using Mach number technique in case of total loss of service (no service)
- 10 minutes with Mach number technique (MNT) when in limited service.

After the contingency airspace is flown, the first adjacent ACC can resume to the normal separation minimum (10 minutes with Mach number technique MNT) if a different separation minimum is applied.

## II. CONTINGENCY PROCEDURES WITHIN THE EUR-SAM CORRIDOR

### II.1. Beginning of the contingency situation

When starting contingency situation, Dakar ACC will proceed as follows:

- Will inform, using all its possible and quickest means, its concern ACC's about its contingency situation, specifying that the general contingency procedures of the EUR-SAM Corridor and the specific contingency procedures reflected in the contingency annex to its LOAs are in force,
- Will inform its collateral ACCs about the real situation of the air traffic under its responsibility, as well as provide information about the estimated traffic at the moment the contingency situation starts, broadcast via ground/air published VHF/HF frequencies the contingency situation experienced to all flights under its responsibility. This broadcast should also include the details about the applicable contingency procedures.

A common NOTAM notifying the contingency situation within the EUR-SAM Corridor will be published by Dakar ACC when in contingency situation as well as the rest of ACCs of the Corridor. This common NOTAM shall indicate relevant procedures to be applied.

Online meetings between the four (4) EUR-SAM Corridor FIRs can be initiated by any ACC at any time to ensure efficient coordination be conducted in this context.

## II.2 Contingency ATS routes of the EUR-SAM corridor

In the event of an ATS contingency situation of one specific ACC of the EUR-SAM Corridor, the air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter.

The operational procedures applicable between the ACC in contingency and its collateral at the moment that the contingency situation begins will be specified in the contingency annex to the LoAs between both ACC's. This contingency annex must be in accordance with these general procedures.

## II.3 Southbound and Northbound

### II.3.1 Southbound and Northbound

Aircraft from Europe via Canarias (Spain) / Sal Oceanic (Cape Verde) / Dakar Oceanic (Senegal) and Atlántico (Brazil) Flight Information Regions (FIRs) to South America and vice versa will be guided through the existing ATS route network of the EUR-SAM corridor, according to the following table

| ATS Route | FLAS (in accordance with appendix 3 of ICAO Annex 2)                      | Remarks   |
|-----------|---|---|
| UN741     | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) | UN741 continues to be a uni-directional route SOUTH bound                           |
| UN866     | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) | UN866 to be a uni-directional route NORTH bound only during contingency situations. |
| UN873     | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) | UN873 to be a uni-directional route SOUTH bound only during contingency situations. |
| UN857     | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) | UN857 to be a uni-directional route NORTH bound only during contingency situations. |

II.3.2. Aircraft from Europe via Sal Oceanic (Cape Verde) and Dakar Oceanic (Senegal) to Cayenne FIR and vice versa will be guided through the contingency route according to table 2 below:

| Direction      | Route segment description | FLAS (in accordance with appendix 3 of ICAO Annex 2) |
|----------------|---------------------------|--|
| Bi-directional | GOGSO - NATAS             | All Flight Levels, except FL310 and FL320            |

## II. 4 Westbound and Eastbound

Aircraft routing westbound/eastbound crossing the EUR-SAM CORRIDOR will be guided through the ATS route network of the FIR, according to table 3 as follows:

| ATS Route | FLAS (in accordance with appendix 3 of ICAO Annex 2) | Remarks                         |
|-----------|--|---------------------------------|
| UL435     | FL320  | Westbound only (BUVUK to IRELA) |
|           | FL310  | Eastbound only (IRELA to BUVUK) |

## III. CONTINGENCY PLAN WITHIN DAKAR OCEANIC FIR - AORRA (ATLANTIC OCEAN RANDOM ROUTING AREA) AIRSPACE

In the event of an ATS contingency situation within Dakar Oceanic FIR - AORRA airspace (airspace out of EUR/SAM corridor), air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter.

During a contingency situation, aircraft going to/from Dakar Oceanic FIR will be guided by the neighboring ACC through this specific bi-directional route in AORRA airspace, according to the following table:

| Direction      | Route segment description | FLAS (in accordance with appendix 3 of ICAO Annex 2)                      |
|----------------|---------------------------|---|
| Bi-directional | KODOS - TURUP             | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) |
| Bi-directional | ASDOK - TIVOD             | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) |



|                |               |   |
|----------------|---------------|---|
| Bi-directional | SERIM - TUROT | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) |
| Bi-directional | ANPIR – ARLEM | All Flight Levels, except FL310 and FL320 (reserved for crossing traffic) |

During a contingency situation, traffic routing within the AORRA airspace and crossing the route segments described in table 3 above will be exclusively allocated with FL310 and FL320, reserved respectively for eastbound and westbound.

#### IV. PUBLIC HEALTH EMERGENCIES (PHE)

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 an aircraft, Dakar ACC shall forward the message, as soon as possible and using the most expeditious means of communication, to:

- the ATS unit serving the destination / departure of the aircraft,
- the next controlling ATS Unit,
- the aircraft operator or its designated representative,
- the local public health authorities in case the aircraft is destined to Senegal.

To avoid misunderstanding that may result in inappropriate reaction from the stakeholders including air operators, information provided by the Public Health Authority 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.

#### V. VOLCANIC ASH CONTINGENCY PLAN (VACP)

If a volcanic ash cloud is reported or anticipated in Dakar airspace or neighboring center airspace, Dakar ACC should take the following actions:

- Immediately transmit relevant information to the flight crews of potentially affected aircraft to ensure that they are aware of the current position and expected position of the cloud and the flight levels concerned,
- Respond to requests for a course change or a level change as far as possible,
- Propose a route change to avoid or leave the reported or predicted areas of presence of the volcanic ash cloud when requested by the pilot or as the controller deems it necessary; and
- Where possible, request a special flight report when the flight route enters or anticipates the planned volcanic ash cloud and transmit the report to the appropriate agencies.

When a flight crew informs Dakar ACC that they have inadvertently entered a cloud of volcanic ash, Dakar ACC should:

- Respect measures applicable to an aircraft in an emergency, and
- Alter the assigned route or level only if the pilot requests so or if the airspace or traffic conditions require it.

#### VI. SEARCH AND RESCUE IN CONTINGENCY SITUATION

The ACCs affected by the implementation of this contingency plan are required to assist any distressed aircraft which they are aware of and which flies over the airspace subject to contingency situation.

The ATS Unit that receives a distress message from an aircraft shall notify, using the appropriate notification messages (INCERFA, ALERFA or DETRESFA) to all authorities in the SAR service of the SAT States including the SAR authority of the center, which is in contingency situation.

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

#### VII. AIRCRAFT INTERCEPTION

In the context of activation of this contingency plan, aircraft subject to interception shall exercise caution and comply with the following:

- follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO annex 2 or RAS 02,
- notify, if possible, the appropriate air traffic services unit,
- attempt to establish radiocommunication 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; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz,
- if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit,
- 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.

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

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

**VIII. SECURITY CHALLENGES AFFECTING AIR NAVIGATION SYSTEM (MILITARY CONFLICT, ACTS OF UNLAWFUL INTERFERENCE, CONFLICT ZONES, ETC.): TOTAL UNAVAILABILITY OF DAKAR OCEANIC AIRSPACE OR SITUATION REQUIRING AVOIDANCE OF PORTION OR ENTIRE AIRSPACE****VIII.1. General considerations**

In case of event necessitating avoidance of the entire Dakar oceanic airspace or portion of it (airspace considered unsafe, not secured, not available as case may be), a specific notification NOTAM detailing relevant contingency measures will be published after coordination with all interested parties including adjacent ATS Units.

Re-routing of traffic may involve establishment of additional routes or route segments with associated conditions for their use. All aircraft should establish and maintain contact on published HF/VHF frequencies and/or CPDLC with the ATS Unit responsible for the airspace being traversed.

Aircraft operators should file their flight plans using the published alternative contingency rerouting scheme in order to ensure avoidance of the affected airspace.

When traffic overload is experienced requiring special arrangements to accommodate the increased traffic flow, Dakar ACC will liaise with the involved neighboring ATS Units with the establishment of ATFM measures.

**VIII.2 Transition to closure of portion or entire Dakar oceanic airspace**

VIII.2.1. The event of airspace closure that has not yet been promulgated, Dakar ACC will:

- \* if possible, broadcast to all aircraft in the airspace, the portion of airspace being closed
- \* if possible, broadcast to all aircraft the current situation and upcoming arrangements and to stand by for further instructions
- \* recognize that when closure of airspace is promulgated, individual airlines might have different company requirements as to their alternative routings
- \* be alert to respond to any request by aircraft and react commensurate with safety.

VIII.2.2 During times of uncertainty when airspace closure seems possible, aircraft operators should:

- \* prepare for a possible change in routing while En-route,
- \* familiarize themselves of the alternative contingency routes outlined in the contingency scheme as well as what may be promulgated by Dakar ACC via NOTAM
- \* submit any request deemed necessary, especially for safety reasons.

**IX. NO-SERVICE – TOTAL LOSS OF ABILITY TO PROVIDE CONTROL SERVICES**

In No-Service situations or total loss of ability to provide ATC services under circumstances of safe airspace, Dakar ACC will issue a notification NOTAM accordingly. Provisions outlined above in paragraphs I, II and III are applied.

When feasible, Dakar ACC will broadcast using appropriate communication means that contingency procedures have been initiated.

**X. END OF CONTINGENCY PROCEDURES IN DAKAR OCEANIC FIR**

As soon as the reason that caused the contingency situation is solved, Dakar ACC will inform, by all possible and quickest means, the affected ACC's about the end of the contingency situation.

A NOTAM notifying the end of the contingency situation will be published. Specific ACCs in the EUR SAM corridor are also required to publish a recovery NOTAM

In order to get a safe and orderly transition from the contingency situation to the normal situation, flow control restriction measures could be applied.

If the recovery from the contingency situation is only partial, but enough to reduce the air traffic restrictions, the in contingency ACC will issue a NOTAM informing about the new situation. In close coordination with its collateral ACCs, new traffic transfer conditions could be agreed.



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| 13 AD 1.5 | Etat de certification des aérodromes<br><i>Status of certification of aerodromes</i> | 13 AD 1.5-1  |
| 14 AD 1.3 | Répertoire des Aérodromes<br><i>Index to Aerodromes</i>                              | 14 AD 1.3-1  |
| 14 AD 1.3 | Carte des aérodromes<br><i>Aerodromes charts</i>                                     | 14 AD 1.3-1  |
| 14 AD 1.3 | Répertoire des aérodromes et pistes<br><i>List of aerodromes and RWY</i>             | 14 AD 1.3-31 |
| 15 AD 1.3 | Répertoire des Aérodromes<br><i>Index to Aerodromes</i>                              | 15 AD 1.3-1  |
| 15 AD 1.3 | Carte des aérodromes<br><i>Aerodromes charts</i>                                     | 15 AD 1.3-1  |
| 15 AD 1.3 | Répertoire des aérodromes et pistes<br><i>List of aerodromes and RWY</i>             | 15 AD 1.3-31 |
| 15 AD 1.5 | Etat de certification des aérodromes<br><i>Status of certification of aerodromes</i> | 15 AD 1.5-1  |
| 16 AD 1.3 | Répertoire des Aérodromes<br><i>Index to Aerodromes</i>                              | 16 AD 1.3-1  |
| 16 AD 1.3 | Répertoire des aérodromes et pistes<br><i>List of aerodromes and RWY</i>             | 16 AD 1.3-31 |
| 17 AD 1.3 | Répertoire des Aérodromes<br><i>Index to Aerodromes</i>                              | 17 AD 1.3-1  |

**AD 2      Aerodromes**  
**Aerodromes**

**AEROPORT INTERNATIONAL CARDINAL BERNARDIN GANTIN/CADJEHOUN**

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

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| AD 2.16 | AIRE D'ATERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DBBB-1 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DBBB-1 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DBBB-1 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                     | AD 2.DBBB-1 |

### PARAKOU

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

### OUAGADOUGOU

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



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| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DFFD-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DFFD-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DFFD-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DFFD-4  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DFFD-5  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.DFFD-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DFFD-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DFFD-7  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DFFD-18 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DFFD-19 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DFFD-19 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DFFD-19 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DFFD-20 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DFFD-21 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DFFD-22 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DFFD-22 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DFFD-23 |

### **BOBO-DIOULASSO**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DFOO-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DFOO-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DFOO-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DFOO-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DFOO-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DFOO-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DFOO-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.DFOO-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DFOO-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DFOO-5 |



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| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>                                      | AD 2.DFOO-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>   | AD 2.DFOO-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.DFOO-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.DFOO-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.DFOO-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.DFOO-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DFOO-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DFOO-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.DFOO-10 |

**DOUALA**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FKKD-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FKKD-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FKKD-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FKKD-3  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FKKD-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FKKD-4  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FKKD-4  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FKKD-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FKKD-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FKKD-6  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FKKD-7  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FKKD-8  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FKKD-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FKKD-8  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FKKD-9  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FKKD-9  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FKKD-10 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FKKD-11 |



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| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FKKD-12 |
| AD 2.25 | Obstacles pénétrant la surface du segment à vue RWY12 (VSS)<br><i>Obstacles penetrating Visual Segment Surface RWY12 (VSS)</i> | AD 2._03A-13 |

**BAFOUSSAM**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FKKU-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FKKU-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FKKU-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FKKU-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FKKU-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FKKU-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FKKU-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FKKU-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FKKU-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FKKU-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FKKU-8  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FKKU-9  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FKKU-9  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FKKU-9  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FKKU-10 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FKKU-10 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FKKU-11 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FKKU-11 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FKKU-12 |

**GAROUA**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.FKKR-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.FKKR-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.FKKR-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.FKKR-2 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>   | AD 2.FKKR-3 |

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| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FKKR-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FKKR-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FKKR-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FKKR-5  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FKKR-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FKKR-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FKKR-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FKKR-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FKKR-8  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FKKR-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FKKR-9  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FKKR-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FKKR-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FKKR-10 |

**MAROUA-SALAK**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FKKL-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FKKL-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FKKL-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FKKL-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FKKL-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FKKL-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FKKL-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FKKL-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FKKL-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FKKL-4 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FKKL-5 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FKKL-6 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FKKL-6 |



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| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.FKKL-6  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.FKKL-7  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.FKKL-7  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.FKKL-8  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.FKKL-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.FKKL-10 |

**YAOUNDE / NSIMALEN**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FKYS-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FKYS-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FKYS-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FKYS-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FKYS-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FKYS-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FKYS-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FKYS-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FKYS-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FKYS-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FKYS-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FKYS-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FKYS-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FKYS-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FKYS-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FKYS-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FKYS-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FKYS-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FKYS-11 |

**BANGUI-M'POKO**



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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FEFF-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FEFF-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FEFF-1  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FEFF-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FEFF-2  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FEFF-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FEFF-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FEFF-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FEFF-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FEFF-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FEFF-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FEFF-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FEFF-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FEFF-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FEFF-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FEFF-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FEFF-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FEFF-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FEFF-10 |

**BRAZZAVILLE / MAYA-MAYA**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.FCBB-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.FCBB-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.FCBB-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.FCBB-2 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>   | AD 2.FCBB-3 |
| AD 2.6 | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                           | AD 2.FCBB-3 |
| AD 2.7 | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>                                      | AD 2.FCBB-4 |
| AD 2.8 | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>          | AD 2.FCBB-5 |



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| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FCBB-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FCBB-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FCBB-16 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FCBB-17 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FCBB-18 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FCBB-18 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FCBB-19 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FCBB-19 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FCBB-20 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FCBB-21 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FCBB-22 |

**POINTE NOIRE / ANTONIO AGOSTINHO NETO**

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



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| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.FCPP-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.FCPP-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.FCPP-11 |

**OLLOMBO / DENIS SASSOU N'GUESSO**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FCOD-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FCOD-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FCOD-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FCOD-3  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FCOD-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FCOD-4  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FCOD-4  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FCOD-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FCOD-5  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FCOD-6  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FCOD-7  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FCOD-8  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FCOD-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FCOD-8  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FCOD-9  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FCOD-9  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FCOD-10 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FCOD-11 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FCOD-12 |

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

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



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| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DIAP-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DIAP-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DIAP-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DIAP-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DIAP-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DIAP-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DIAP-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DIAP-11 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DIAP-12 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DIAP-13 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DIAP-13 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DIAP-15 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DIAP-15 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DIAP-16 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DIAP-17 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DIAP-18 |

### **YAMO USSOUKRO**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DIYO-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DIYO-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DIYO-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DIYO-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DIYO-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DIYO-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DIYO-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DIYO-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DIYO-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DIYO-5 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DIYO-5 |



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| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>   | AD 2.DIYO-6 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.DIYO-6 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.DIYO-6 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.DIYO-7 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.DIYO-7 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DIYO-8 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DIYO-8 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.DIYO-9 |

### **BOUAKE**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DIBK-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DIBK-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DIBK-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DIBK-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DIBK-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DIBK-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DIBK-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DIBK-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DIBK-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DIBK-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DIBK-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DIBK-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DIBK-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DIBK-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DIBK-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DIBK-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DIBK-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DIBK-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DIBK-10 |



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| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FMSF-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FMSF-3 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FMSF-3 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FMSF-4 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FMSF-5 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FMSF-6 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FMSF-6 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FMSF-6 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FMSF-7 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FMSF-7 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FMSF-7 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FMSF-8 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FMSF-8 |

**MANANJARY**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FMSM-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FMSM-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FMSM-1 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FMSM-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FMSM-2 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FMSM-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FMSM-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FMSM-3 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FMSM-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FMSM-4 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FMSM-5 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FMSM-6 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FMSM-6 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FMSM-6 |



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| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.FMSM-6 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.FMSM-7 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.FMSM-7 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.FMSM-8 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.FMSM-8 |

**TOLIARY**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FMST-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FMST-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FMST-1  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FMST-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FMST-2  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FMST-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FMST-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FMST-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FMST-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FMST-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FMST-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FMST-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FMST-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FMST-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FMST-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FMST-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FMST-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FMST-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FMST-10 |

**MAROANTSETRA**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i> | AD 2.FMNR-1 |
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| AIP     |  | 00 AD 0.6-31 |
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| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FMNR-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FMNR-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FMNR-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FMNR-2  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FMNR-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FMNR-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.FMNR-3  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FMNR-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FMNR-4  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FMNR-5  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FMNR-6  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FMNR-6  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FMNR-6  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FMNR-6  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FMNR-7  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FMNR-7  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FMNR-8  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FMNR-8  |
| AD 2.25 | Obstacles pénétrant la surface du segment à vue(VSS)<br><i>Obstacles penetrating Visual Segment Surface(VSS)</i>               | AD 2._09A-9  |

#### **AEROPORT INTERNATIONAL PRESIDENT MODIBO KEITA - SENOU**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.GABS-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.GABS-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.GABS-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.GABS-2 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>   | AD 2.GABS-3 |
| AD 2.6 | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                           | AD 2.GABS-4 |
| AD 2.7 | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>                                      | AD 2.GABS-5 |
| AD 2.8 | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>      | AD 2.GABS-6 |



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| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GABS-7  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GABS-8  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GABS-9  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GABS-10 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GABS-10 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GABS-10 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GABS-11 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GABS-11 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GABS-12 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GABS-13 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GABS-13 |

**GAO / KOROGOUSSOU**

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



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

**KAYES / DAG-DAG**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.GAKD-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GAKD-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GAKD-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GAKD-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GAKD-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GAKD-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GAKD-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.GAKD-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GAKD-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GAKD-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GAKD-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GAKD-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GAKD-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GAKD-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GAKD-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GAKD-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GAKD-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GAKD-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GAKD-10 |

**MOPTI / AMBODEDJO**

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



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

**SIKASSO / DIGNANGAN**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.GASO-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GASO-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GASO-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GASO-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GASO-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GASO-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GASO-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.GASO-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GASO-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GASO-1 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GASO-6 |



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| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>   | AD 2.GASO-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.GASO-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.GASO-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.GASO-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.GASO-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.GASO-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.GASO-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.GASO-10 |

### **TOMBOUCTOU**

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



### NOUAKCHOTT - OUMTOUNSY

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.GQNO-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GQNO-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GQNO-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GQNO-3  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GQNO-4  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GQNO-4  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GQNO-4  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.GQNO-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GQNO-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GQNO-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GQNO-8  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GQNO-9  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GQNO-9  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GQNO-10 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GQNO-12 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GQNO-12 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GQNO-13 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GQNO-14 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GQNO-15 |

### NOUADHIBOU

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.GQPP-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.GQPP-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.GQPP-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.GQPP-3 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>   | AD 2.GQPP-3 |
| AD 2.6 | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                           | AD 2.GQPP-4 |
| AD 2.7 | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>                                      | AD 2.GQPP-4 |



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| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.GQPP-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GQPP-5  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GQPP-6  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GQPP-7  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GQPP-8  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GQPP-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GQPP-8  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GQPP-9  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GQPP-9  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GQPP-10 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GQPP-11 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GQPP-11 |

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



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

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

**ZOUERATE / TAZADIT**

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



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

**NIAMEY / DIORI HAMANI**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRRN-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRRN-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRRN-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRRN-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRRN-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRRN-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRRN-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.DRRN-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRRN-5 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRRN-6 |



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| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>                                      | AD 2.DRRN-7  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>   | AD 2.DRRN-8  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.DRRN-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.DRRN-9  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.DRRN-10 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.DRRN-11 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DRRN-12 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DRRN-13 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.DRRN-14 |

**AGADEV / MANO DAYAK**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRZA-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRZA-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRZA-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRZA-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRZA-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRZA-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRZA-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DRZA-3  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRZA-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRZA-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DRZA-8  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DRZA-9  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DRZA-9  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DRZA-9  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DRZA-10 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DRZA-10 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DRZA-11 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DRZA-12 |



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| AD 2.19       | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DRZA-12 |
| <b>ZINDER</b> |  |              |
| AD 2.1        | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRZR-1  |
| AD 2.2        | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRZR-1  |
| AD 2.3        | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRZR-1  |
| AD 2.4        | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRZR-2  |
| AD 2.5        | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRZR-2  |
| AD 2.6        | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRZR-2  |
| AD 2.7        | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRZR-2  |
| AD 2.8        | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DRZR-3  |
| AD 2.9        | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRZR-3  |
| AD 2.10       | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRZR-1  |
| AD 2.11       | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DRZR-8  |
| AD 2.12       | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DRZR-9  |
| AD 2.13       | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DRZR-9  |
| AD 2.14       | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DRZR-9  |
| AD 2.15       | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DRZR-10 |
| AD 2.16       | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DRZR-10 |
| AD 2.17       | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DRZR-11 |
| AD 2.18       | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DRZR-11 |
| AD 2.19       | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DRZR-12 |
| <b>MARADI</b> |  |              |
| AD 2.1        | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRRM-1  |
| AD 2.2        | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRRM-1  |
| AD 2.3        | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRRM-2  |
| AD 2.4        | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRRM-2  |
| AD 2.5        | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRRM-3  |
| AD 2.6        | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRRM-3  |

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| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRRM-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DRRM-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRRM-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRRM-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DRRM-10 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DRRM-11 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DRRM-11 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DRRM-11 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DRRM-12 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DRRM-12 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DRRM-12 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DRRM-13 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DRRM-13 |

**TAHOUA**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRRT-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRRT-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRRT-2 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRRT-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRRT-3 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRRT-3 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRRT-3 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DRRT-4 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRRT-4 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRRT-1 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DRRT-8 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DRRT-9 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DRRT-9 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DRRT-9 |



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| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.DRRT-9  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.DRRT-10 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DRRT-10 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DRRT-11 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.DRRT-11 |

**DIFFA**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.DRZF-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.DRZF-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.DRZF-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.DRZF-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.DRZF-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.DRZF-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.DRZF-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.DRZF-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DRZF-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DRZF-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DRZF-7  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DRZF-8  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DRZF-8  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DRZF-8  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DRZF-9  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DRZF-9  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DRZF-10 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DRZF-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DRZF-11 |

**AEROPORT INTL BLAISE DIAGNE - DAKAR - DIASS**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i> | AD 2.GOBD-1 |
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| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GOBD-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GOBD-1  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GOBD-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GOBD-2  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GOBD-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GOBD-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.GOBD-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GOBD-7  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GOBD-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GOBD-11 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GOBD-12 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GOBD-12 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GOBD-13 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GOBD-13 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GOBD-14 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GOBD-15 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GOBD-16 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GOBD-17 |

**DAKAR / LEOPOLD SEDAR SENGHOR**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.GOOY-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GOOY-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GOOY-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GOOY-2 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GOOY-3 |
| AD 2.6 | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GOOY-3 |
| AD 2.7 | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GOOY-3 |
| AD 2.8 | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.GOOY-4 |
| AD 2.9 | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GOOY-5 |



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| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>   | AD 2.GOOY-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>                                      | AD 2.GOOY-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>   | AD 2.GOOY-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.GOOY-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.GOOY-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.GOOY-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.GOOY-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.GOOY-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.GOOY-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.GOOY-10 |

**AEROPORT INTERNATIONAL DE CAP SKIRRING**

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



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| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.GOGS-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                 | AD 2.GOGS-10 |

**AEROPORT OUSMANE MASSECK NDIAYE DE SAINT LOUIS**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.GOSS-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.GOSS-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GOSS-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GOSS-3  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GOSS-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GOSS-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GOSS-4  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.GOSS-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GOSS-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GOSS-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GOSS-8  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GOSS-9  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GOSS-9  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GOSS-9  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GOSS-10 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GOSS-10 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GOSS-11 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>         | AD 2.GOSS-12 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GOSS-12 |

**N'DJAMENA / HASSAN DJAMOUS**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.FTTJ-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.FTTJ-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.FTTJ-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.FTTJ-3 |



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| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FTTJ-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FTTJ-4  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FTTJ-4  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FTTJ-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FTTJ-6  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FTTJ-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FTTJ-9  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FTTJ-10 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FTTJ-10 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FTTJ-10 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FTTJ-11 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FTTJ-11 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FTTJ-12 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FTTJ-13 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FTTJ-14 |

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FTTA-1 |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FTTA-1 |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FTTA-1 |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FTTA-2 |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FTTA-2 |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FTTA-2 |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FTTA-2 |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FTTA-3 |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FTTA-3 |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FTTA-3 |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FTTA-4 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FTTA-5 |



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| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>  | AD 2.FTTA-5 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                       | AD 2.FTTA-5 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                     | AD 2.FTTA-6 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.FTTA-6 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.FTTA-7 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.FTTA-7 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.FTTA-7 |

**ABECHE**

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



**MOUNDOU**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FTTD-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FTTD-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FTTD-1  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FTTD-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FTTD-2  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FTTD-2  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FTTD-2  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FTTD-3  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FTTD-3  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FTTD-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FTTD-6  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FTTD-7  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FTTD-7  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FTTD-7  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FTTD-8  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FTTD-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FTTD-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FTTD-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FTTD-10 |

**AEROPORT INTERNATIONAL GNASSINGBE EYADEMA (AIGE)**

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| AD 2.1 | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                            | AD 2.DXXX-1 |
| AD 2.2 | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i> | AD 2.DXXX-1 |
| AD 2.3 | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>  | AD 2.DXXX-2 |
| AD 2.4 | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>  | AD 2.DXXX-2 |
| AD 2.5 | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>   | AD 2.DXXX-3 |
| AD 2.6 | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                           | AD 2.DXXX-4 |
| AD 2.7 | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>                                      | AD 2.DXXX-4 |



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| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.DXXX-5  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.DXXX-7  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.DXXX-1  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.DXXX-21 |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.DXXX-22 |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.DXXX-23 |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.DXXX-24 |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.DXXX-24 |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.DXXX-25 |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.DXXX-26 |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.DXXX-26 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.DXXX-27 |

**AÉROPORT DE NIAMTOUGOU (AN)**

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



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| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>  | AD 2.DXNG-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>  | AD 2.DXNG-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i> | AD 2.DXNG-10 |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>                                    | AD 2.DXNG-10 |

**MORONI/PRINCE SAID IBRAHIM**

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| AD 2.1  | INDICATEUR D'EMPLACEMENT ET NOM DE L'AÉRODROME<br><i>AERODROME LOCATION INDICATOR AND NAME</i>                                 | AD 2.FMCH-1  |
| AD 2.2  | DONNÉES GÉOGRAPHIQUES ET ADMINISTRATIVES RELATIVES A L'AÉRODROME<br><i>AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA</i>      | AD 2.FMCH-1  |
| AD 2.3  | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.FMCH-2  |
| AD 2.4  | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.FMCH-2  |
| AD 2.5  | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.FMCH-3  |
| AD 2.6  | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.FMCH-3  |
| AD 2.7  | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.FMCH-3  |
| AD 2.8  | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMBLEMES DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>               | AD 2.FMCH-4  |
| AD 2.9  | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.FMCH-4  |
| AD 2.10 | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.FMCH-5  |
| AD 2.11 | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.FMCH-5  |
| AD 2.12 | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.FMCH-6  |
| AD 2.13 | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.FMCH-6  |
| AD 2.14 | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.FMCH-6  |
| AD 2.15 | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.FMCH-7  |
| AD 2.16 | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.FMCH-8  |
| AD 2.17 | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.FMCH-9  |
| AD 2.18 | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.FMCH-9  |
| AD 2.19 | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.FMCH-10 |

**BISSAU / OSVALDO VIEIRA**

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



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| AD 2.3      | HEURES DE FONCTIONNEMENT<br><i>OPERATIONAL HOURS</i>   | AD 2.GGOV-1  |
| AD 2.4      | SERVICES D'ESCALE ET D'ASSISTANCE<br><i>HANDLING SERVICES AND FACILITIES</i>   | AD 2.GGOV-2  |
| AD 2.5      | SERVICES AUX PASSAGERS<br><i>PASSENGER FACILITIES</i>  | AD 2.GGOV-2  |
| AD 2.6      | SERVICES DE SAUVETAGE ET DE LUTTE CONTRE L'INCENDIE<br><i>RESCUE AND FIRE FIGHTING SERVICES</i>                                | AD 2.GGOV-2  |
| AD 2.7      | DISPONIBILITÉS SAISONNIÈRES - DÉNEIGEMENT<br><i>SEASONAL AVAILABILITY - CLEARING</i>   | AD 2.GGOV-3  |
| AD 2.8      | AIRES DE TRAFIC, VOIES DE CIRCULATION ET EMPLACEMENTS DE VÉRIFICATION<br><i>APRONS, TAXIWAYS AND CHECK LOCATIONS</i>           | AD 2.GGOV-4  |
| AD 2.9      | GUIDAGE ET CONTRÔLE DES MOUVEMENTS À LA SURFACE ET BALISAGE<br><i>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING</i> | AD 2.GGOV-5  |
| AD 2.10     | OBSTACLES D'AÉRODROME<br><i>AERODROME OBSTACLES</i>  | AD 2.GGOV-6  |
| AD 2.11     | RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS<br><i>METEOROLOGICAL INFORMATION PROVIDED</i>   | AD 2.GGOV-7  |
| AD 2.12     | CARACTÉRISTIQUES PHYSIQUES DES PISTES<br><i>RUNWAY PHYSICAL CHARACTERISTICS</i>  | AD 2.GGOV-8  |
| AD 2.13     | DISTANCES DÉCLARÉES<br><i>DECLARED DISTANCES</i>   | AD 2.GGOV-8  |
| AD 2.14     | DISPOSITIF LUMINEUX D'APPROCHE ET BALISAGE LUMINEUX DE PISTE<br><i>APPROACH AND RUNWAY LIGHTING</i>                            | AD 2.GGOV-8  |
| AD 2.15     | AUTRES DISPOSITIFS LUMINEUX, ALIMENTATION AUXILIAIRE<br><i>OTHER LIGHTING, SECONDARY POWER SUPPLY</i>                          | AD 2.GGOV-9  |
| AD 2.16     | AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES<br><i>HELICOPTER LANDING AREA</i>   | AD 2.GGOV-9  |
| AD 2.17     | ESPACE AÉRIEN ATS<br><i>ATS AIRSPACE</i>   | AD 2.GGOV-10 |
| AD 2.18     | INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES<br>DE LA CIRCULATION AÉRIENNE<br><i>ATS RADIOCOMMUNICATION FACILITIES</i>      | AD 2.GGOV-11 |
| AD 2.19     | AIDES DE RADIONAVIGATION ET D'ATTERRISSAGE<br><i>RADIO NAVIGATION AND LANDING AIDS</i>   | AD 2.GGOV-12 |
| <b>AD 3</b> | <b>Heliports</b><br><b>Heliports</b>   |              |
| 00 AD 3.1   | Hélistation<br><i>Heliports</i>  | 00 AD 3.1-1  |



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

| COORDONNEES<br>COORDINATES<br>SITUATION<br>LOCATION   | ALT             | AIRES D'ATTERRISSAGE / LANDING AREAS |              |                            |                    |                             |                   |                        | BALISAGE<br>11-Appr<br>12-Seuil<br>13-Piste<br>14-Autre | SERVICE AU<br>SOL<br>FACILITIES | HEURES<br>VACATIONS<br>ATS OPS<br>HOURS | INSTALLATION<br>VHF<br>et AIDES-RADIO | EXPLOITANT<br>OPERATOR |
|---|-----------------|--------------------------------------|--------------|----------------------------|--------------------|-----------------------------|-------------------|------------------------|---|---------------------------------|---|---------------------------------------|------------------------|
|   | M               | DIMENSIONS (M)                       |              |                            | PISTE / RWY        |                             |                   |                        |   |                                 |   |                                       |                        |
|   | TEMP<br>°C      | QFU<br>N°<br>RWY                     | PISTE<br>RWY | PA<br>SWY                  | PD<br>CWY          | PENTE<br>SLOPE              | NATURE<br>SURFACE | RESISTANCE<br>STRENGTH |   |                                 |   |                                       |                        |
| 2   | 3               | 4                                    | 5            | 6                          | 7                  | 8                           | 9                 | 10                     | 11 à 14   | 15                              | 16                                      | 17                                    | 18                     |
| <b>KANDI</b>  |                 |                                      | ( DBBK )     |                            |                    | Ondulation du géoïde (GUND) |                   |                        | NIL M   |                                 | Déc.                                    | 1° W                                  | 2020                   |
| 11°08'42.1757"N<br>002°57'00.0000"E   | 291.56<br>NIL ° | 062 °<br>----<br>242 °               | 1375 x 45    | 0 x 0<br>----<br>0 x 0     | 100<br>----<br>100 | 0,56                        | BL<br>LATERITE    | F27                    |   | NIL<br>NIL                      | 0600-1700                               | NDB                                   | AVA                    |
| THR06   | 283.8           | 11°08'30.1554"N - 002°56'03.7048"E   |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| THR24   | 291.56          | 11°08'51.9739"N - 002°56'43.3465"E   |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>OBSERVATIONS / REMARKS</b>   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| Restriction sur 300 premiers mètres QFU 24 en saison de pluies.   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>NATINGOU</b>   |                 |                                      | ( DBBN )     |                            |                    | Ondulation du géoïde (GUND) |                   |                        | 22 M  |                                 | Déc.                                    | 2° W                                  | ( 2020 )               |
| 11°22'37.0000"N<br>001°21'38.0000"E   | 434             | 035 °<br>----<br>215 °               | 1200 x 45    | 60 x 45<br>----<br>60 x 45 | 100<br>----<br>100 |                             | BL<br>LATERITE    | F27(x)                 |   | AVGAS<br>JET A1                 | 0600-1700                               | NDB                                   | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| Prudence recommandée en saison des pluies T   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>PORGA</b>  |                 |                                      | ( DBBO )     |                            |                    | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 2° W                                  | ( 2020 )               |
| 11°02'00.0000"N<br>000°59'00.0000"E<br>(*)  | 169             | 050 °<br>----<br>230 °               | 2500x45      | 100x45<br>----<br>100x45   |                    |                             | BLA               | F 27                   |   |                                 |   |                                       | AVA                    |
| THR05   | 161.89          | 11°02'28.9009"N - 002°59'11.9730"E   |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| THR23   | 169.47          | 11°03'07.6450"N - 000°59'57.8710"E   |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>OBSERVATIONS / REMARKS</b>   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| Inutilisable en saison des pluies<br>Aérodrome fermé du 16 Mai au 30 Novembre.<br>Présence d'animaux sauvages<br>Identification des QFU non marquée<br>Seuil de piste 05 marqué de l'inscription PORGA.                               |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>SAVÉ</b>   |                 |                                      | ( DBBS )     |                            |                    | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 2° W                                  | ( 2020 )               |
| 08°01'00.00"N<br>002°27'00.00"E<br>(*)  | 181             | 04/22                                | 1200x30      | 55x30<br>----<br>55x30     | 100<br>----<br>100 |                             | BL                | F 27                   |   |                                 | 0600-1700                               |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| Prudence en saison des pluies   |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |
| (*) Coordonnées non exprimées selon le système géodésique WGS-84<br>(**) Changement des marques d'identification de piste<br>(x) En saison des pluies, se renseigner auprès des organismes responsables sur la résistance de la piste |                 |                                      |              |                            |                    |                             |                   |                        |   |                                 |   |                                       |                        |

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

| COORDONNEES<br>COORDINATES<br>SITUATION<br>LOCATION                               | ALT          | AIRES D'ATERRISSAGE / LANDING AREAS |              |                        |                             |                |                   |                        | BALISAGE                                    | SERVICE AU<br>SOL<br>FACILITIES | HEURES<br>VACATIONS<br>ATS OPS<br>HOURS | INSTALLATION<br>VHF<br>et AIDES-RADIO        | EXPLOITANT<br>OPERATOR |
|---|--------------|-------------------------------------|--------------|------------------------|-----------------------------|----------------|-------------------|------------------------|---|---------------------------------|---|--|------------------------|
|   | M            | DIMENSIONS (M)                      |              |                        | PISTE / RWY                 |                |                   |                        | 11-Appr<br>12-Seuil<br>13-Piste<br>14-Autre |                                 |   |  |                        |
|   | TEMP<br>°C   | QFU<br>N°<br>RWY                    | PISTE<br>RWY | PA<br>SWY              | PD<br>CWY                   | PENTE<br>SLOPE | NATURE<br>SURFACE | RESISTANCE<br>STRENGTH |   |                                 |   |  |                        |
| 2   | 3            | 4                                   | 5            | 6                      | 7                           | 8              | 9                 | 10                     | 11 à 14                                     | 15                              | 16                                      | 17   | 18                     |
| <b>BAMENDA</b>  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKKV)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 0° W   | (2020)                 |
| 06°02'13,79"N<br>010°07'22,54"E   | 1239<br>29.5 | 177°<br>----<br>357°                | 2500x45      | 75x45<br>----<br>75x45 | 150<br>----<br>150          |                | PM                | B 737                  | 12 : X<br>13 : X<br>14 :PAPI                | SSIS<br>Niveau<br>assuré : 5    | 0700-1500                               | A/G<br>120.875 MHZ<br>121.5 MHZ<br>243.0 MHZ | AVA                    |
| THR18   | 1218.90      | 06°03'01,3364"N - 010°07'15,2058"E  |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| THR36   | 1234.82      | 06°01'57,3853"N - 010°07'25,0656"E  |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| DTHR36  | 1234.87      | 06°01'57,1955"N - 010°07'25,0933"E  |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| Balisage - O/R avant 1600 à FKKVYDYX  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>BANYO</b>  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKAB)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 0° E   | (2020)                 |
| 06°46'00"N<br>011°48'00"E<br>(*) (**) (***)                                       | 1137         | 113°<br>----<br>293°                | 900x30       | 50x30<br>----<br>50x30 |                             |                | BLA               | 5 TN<br>(X)            |   |                                 |   |  | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| Atterrissage conseillé au QFU 295<br>Ref AIC 20/A/20FC, Aerodrome not operational |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>BATOURI</b>  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKKI)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 0° E   | (2020)                 |
| 04°28'00"N<br>014°22'00"E<br>(*)  | 656<br>31.7  | 020°<br>----<br>200°                | 1900x38      |                        |                             |                | BL                | 33 TN<br>(X)           |   | SSIS réduite                    | 0700-1500                               | AFIS 118.3 MHZ                               | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| Ref AIC 20/A/20FC, Aerodrome not operational                                      |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>BELABO</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKBE)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 0° E   | (2020)                 |
| 04°54'49,21"N<br>013°16'41,85"E   | 680          | 178°<br>----<br>358°                | 900x30       |                        |                             |                | BLG               |                        |   |                                 |   |  |                        |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| NIL   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>BERTOUA</b>  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKKO)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 0° E   | (2020)                 |
| 04°32'59,66"N<br>013°43'33,30"E<br>(***)  | 666.05       | 169°<br>----<br>349°                | 1800x45      | 100x45<br>----<br>NIL  |                             |                | BL                | B 737                  |   |                                 | 0800-1600                               | AFIS 118.7 MHZ                               | AVA                    |
| THR17   | 666.05       | 04°33'29,1406"N - 013°43'26,4644"E  |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| THR35   | 650.95       | 04°32'30,1738"N - 013°43'40,1331"E  |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| NIL   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>DJOUM</b>  |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKDJ)       |                        | Ondulation du géoïde (GUND) |                |                   |                        | NIL   |                                 | Déc.                                    | 0° W   | (2020)                 |
| 02°39'57,8300"N<br>012°40'01,0100"E<br>(***)                                      | 650          | 169°<br>----<br>349°                | 1375 x<br>30 |                        |                             |                | BL<br>LATERITE    | DC 3 (X)               |   |                                 |   |  | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| Ref AIC 20/A/20FC, Aerodrome not operational                                      |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
| <b>DOMPTA</b>   |              |                                     |              |                        |                             |                |                   |                        |   |                                 |   |  |                        |
|   |              |                                     | (FKDT)       |                        | Ondulation du géoïde (GUND) |                |                   |                        |   |                                 | Déc.                                    | 1° E   | (2020)                 |
| 07°15'34"N<br>015°06'54"E<br>(*)  |              | 179°<br>----<br>359°                | 1000x30      |                        |                             |                | BL                |                        |   |                                 |   |  |                        |

OBSERVATIONS / REMARKS

NIL

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

OBSERVATIONS / REMARKS

NIL

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

OBSERVATIONS / REMARKS

NIL

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

OBSERVATIONS / REMARKS

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

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

OBSERVATIONS / REMARKS

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

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

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

OBSERVATIONS / REMARKS

Inutilisable hors piste

|                                  |     |                      |         |        |                             |    |  |  |      |      |        |
|----------------------------------|-----|----------------------|---------|--------|-----------------------------|----|--|--|------|------|--------|
| <b>MINDOUROU</b>                 |     |                      |         | (FKMD) | Ondulation du géoïde (GUND) |    |  |  | Déc. | 0° E | (2020) |
| 04°07'00"N<br>014°52'00"E<br>(*) | 610 | 088°<br>----<br>268° | 1000x30 |        |                             | BL |  |  |      |      |        |

OBSERVATIONS / REMARKS

NIL

|   |  |                      |         |        |                             |    |  |  |      |      |        |
|---|--|----------------------|---------|--------|-----------------------------|----|--|--|------|------|--------|
| <b>NDENG</b>                            |  |                      |         | (FKND) | Ondulation du géoïde (GUND) |    |  |  | Déc. | 0° E | (2020) |
| 03°47'12.2N<br>014°59'20.8"E<br>(*)(**) |  | 103°<br>----<br>283° | 1050x30 |        |                             | BL |  |  |      |      |        |

OBSERVATIONS / REMARKS

NIL

|                           |              |                      |         |                        |                             |                     |       |  |                           |      |      |        |
|---------------------------|--------------|----------------------|---------|------------------------|-----------------------------|---------------------|-------|--|---------------------------|------|------|--------|
| <b>NGAOUNDERE</b>         |              |                      |         | (FKKN)                 | Ondulation du géoïde (GUND) |                     |       |  | 15.5 M                    | Déc. | 1° E | (2025) |
| 07°21'33"N<br>013°33'36"E | 1114<br>32.1 | 021°<br>----<br>201° | 2700x45 | 60x45<br>----<br>60x45 |                             | Béton<br>Bitumineux | B 737 | 12 : X<br>13 : X<br>OBST<br>TWY<br>AST<br>Préseuil | SSIS niveau<br>assuré : 6 | NIL  |      | AVA    |

OBSERVATIONS / REMARKS

NIL

|                               |             |                      |         |        |                             |            |      |  |      |      |        |
|-------------------------------|-------------|----------------------|---------|--------|-----------------------------|------------|------|--|------|------|--------|
| <b>NJOMBE</b>                 |             |                      |         | (FKJB) | Ondulation du géoïde (GUND) |            |      |  | Déc. | 1° W | (2020) |
| 04°37'02.9"N<br>009°37'29.3"E | 175<br>28.0 | 088°<br>----<br>268° | 1000x25 |        |                             | Pouzzolane | 5 TN |  |      |      |        |

OBSERVATIONS / REMARKS

NIL



AD 1.5 ETAT DE CERTIFICATION DES AÉRODROMES  
STATUS OF CERTIFICATION OF AERODROMES

| Nom de l'aérodrome<br>Indicateur d'emplacement /<br>Aerodrome name - Location<br>Indicator                    | Date de certification /<br>Date of certification | Validité de la certification /<br>Validity of certification | Remarque /<br>Remark   |
|---|--|---|--|
| 1   | 2  | 3   | 4  |
| Aéroport International de<br>Yaounde-Nsimalen (FKYS)<br>/<br>Yaounde-Nsimalen<br>International Airport (FKYS) | 30 janvier 2026 /<br>January 30, 2026            | Quatre (04) mois / <i>Four (04)<br/>months</i>              | L'exemption associée au<br>certificat est:<br><br>Pentes des bandes de la piste<br>01/19 et des voies de<br>circulation non conformes aux<br>dispositions du point 3.4.15 de<br>l'Arrêté N°007/A/MINT du 10<br>Juin 2019 fixant les normes de<br>conception, de construction et<br>d'exploitation des aérodromes<br>au Cameroun./<br><br><i>Exemption associated with the<br/>certificate is:</i><br><br><i>Slopes of strips of runway<br/>01/19 and taxiways not<br/>complying with the provisions<br/>of point 3.4.15 of order N°<br/>007/A/MINT of June 10, 2019<br/>setting the standars for the<br/>design, construction and<br/>operation of aerodrome in<br/>Cameroon</i> |

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

AD 1.3 RÉPERTOIRE DES AÉRODROMES  
INDEX TO AERODROMES

| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| ALLEWANA II  | NTL   | VFR       | P  | 7 AD 1.3   |
| Babetville   | NTL   | VFR       | P  | 7 AD 1.3   |
| Babylone   | NTL   | VFR       | P  |  |
| Bidoungui  | NTL   | VFR       | P  | 7 AD 1.3   |
| Bitam Plantation   | NTL   | VFR       | P  |  |
| Ezanga   | NTL   | VFR       | P  |  |
| Franceville/M'Vengue<br>FOON   | INTL-NTL  | IFR-VFR   | S  | 07 AD-2.FOON   |
| Ivindo 2   | NTL   | VFR       | P  |  |
| Kongo Boumba   | NTL   | VFR       | P  | 7 AD 1.3   |
| Koulamoutou<br>FOGK  | NTL   | IFR-VFR   | S  | 7 AD 1.3   |
| Koumouloundou  | NTL   | VFR       | P  | 7 AD 1.3   |
| Lambarene<br>FOGR  | NTL   | IFR-VFR   | NS   | 7 AD 1.3   |
| Lawagny  | NTL   | VFR       | P  | 7 AD 1.3   |
| Lebamba  | NTL   | VFR       | P  |  |
| Libreville/Leon M'Ba<br>FOOL   | INTL-NTL  | IFR-VFR   | S  | 07 AD-2.FOOL   |
| Likindou   | NTL   | VFR       | P  | 7 AD 1.3   |
| Makokou<br>FOOK  | NTL   | IFR-VFR   | S  | 7 AD 1.3   |
| Makouke  | NTL   | VFR       | P  |  |
| Mandji   | NTL   | VFR       | P  | 7 AD 1.3   |
| Mayumba<br>FOOY  | NTL   | VFR       | NS   | 7 AD 1.3   |
| Mbilape  | NTL   | VFR       | P  | 7 AD 1.3   |
| Mitzic Plantations   | NTL   | VFR       | P  |  |
| Moabi<br>FOGI *  | NTL   | VFR       | P  | 7 AD 1.3   |
| Moanda Bangombe<br>FOOD  | NTL   | IFR-VFR   | NS-P   | 7 AD 1.3   |
| Mouila /Raphael Boubala<br>FOGM  | NTL   | IFR-VFR   | S  | 7 AD 1.3   |
| Mounana  | NTL   | VFR       | P  | 7 AD 1.3   |
| Mounana/Leboka   | NTL   | VFR       | P  | 7 AD 1.3   |
| Mpaga  | NTL   | VFR       | P  |  |
| <b>Nzamaligue</b>  | NTL   | VFR       | P  | 7 AD 1.3   |
| Okondja<br>FOGQ *  | NTL   | VFR       | NS   | 7 AD 1.3   |
| Omboue / Hopital<br>FOOH *   | NTL   | IFR-VFR   | P  | 7 AD 1.3   |
| Ouelle (Sucaf)   | NTL   | VFR       | P  |  |
| Oyem<br>FOGO   | NTL   | IFR-VFR   | S  | 7 AD 1.3   |
| Petit Bambam   | NTL   | VFR       | P  | 7 AD 1.3   |

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



| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| Port-Gentil / Joseph Rendjambe<br>Issani<br>FOOG   | INTL-NTL  | IFR-VFR   | S  | 07 AD-2.FOOG   |
| Rabi Kounga  | NTL   | VFR       | P  |  |
| Ranch Nyanga   | NTL   | VFR       | P  |  |
| Sindara  | NTL   | VFR       | P  | 7 AD 1.3   |
| Tchibanga<br>FOOT  | NTL   | IFR-VFR   | S  | 7 AD 1.3   |
| Yenzi/Gamba  | NTL   | IFR-VFR   | NS   | 7 AD 1.3   |

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



|   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
|---|--------|--------------------------------|---------|------------------------|--------------------|-----------------------------|-----------------------|----------------------|--------------------|------|---|---|---------------------------------|--------|
| 01°31'35"S<br>013°15'04"E<br>(*)  | 577    | 118 °<br>----<br>298 °         | 1750x30 | NIL                    | NIL                | NIL                         | Béton<br>bitumeux     | 51 TN                | Balisage<br>Diurne | NIL  | 0600-1700   | AFIS 112,5 MHZ  | AVA                             |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| Manche à vent<br>Par mauvaises conditions atmosphériques effectuer la percée sur l'ILS de MVENGUE et utiliser le QFU 30 |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>MOUILA / RAPHAEL BOUBALA</b>   |        |                                |         | (FOGM)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 2° W  | (2020)                          |        |
| 01°50'45,24"S<br>011°03'24,40"E   | 86     | 170 °<br>----<br>350 °         | 1800x45 | NIL<br>----<br>60x45   | 120<br>----<br>NIL |                             | Béton<br>bitumeux     | 52,4 TN              |                    |      | 0700-1500<br>O/R PN avant<br>13 H à<br>FOOVYKYX<br>FOOLYDYX<br>FOOLZPXZ | NDB "ML"<br>263 KHZ<br>AFIS 122,5 MHZ                                       | ASECNA : NATIONAL<br>ACTIVITIES |        |
| THR17   | 85.14  | 01°50'13,37"S-011°03'17,33"E   |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| THR35   | 86.17  | 01°51'10,53"S-011°03'30,00"E   |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| ATT QFU 350 °<br>Transition altitude: 6000f   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>MOUNANA</b>  |        |                                |         | (FO12)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 1° W  | (2025)                          |        |
| 01°23'00"S<br>013°09'00"E<br>(*)  | 630    | 157 °<br>----<br>337 °         | 750x30  |                        |                    |                             | BASG                  | 5 TN                 |                    |      |   |   | CMUF                            |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| NIL   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>MOUNANA/LEBOKA</b>   |        |                                |         | (FO13)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 1° W  | (2025)                          |        |
| 01°23'00"S<br>013°11'00"E<br>(*)  | 605    | 017 °<br>----<br>197 °         | 1300x30 |                        |                    |                             | BAS                   | 5 TN                 |                    |      |   |   | CMUF                            |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| NIL   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>NZAMALI GUE</b>  |        |                                |         | (FO14)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 1° W  | (2025)                          |        |
| 00°19'00"N<br>010°15'00"E<br>(*)  | 30     | 006 °<br>----<br>186 °         | 680x20  |                        |                    |                             | BL                    | 3 TN                 |                    |      |   |   | SEF                             |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| NIL   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>OKONDJA</b>  |        |                                |         | (FOGQ)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 0° W  | (2025)                          |        |
| 00°39'51"S<br>013°40'22"E<br>(*)  | 404    | 073 °<br>----<br>253 °         | 1500x30 | 30x30<br>----<br>30x30 | 150<br>----<br>150 |                             | PM                    | F 28                 |                    |      |   |   | AVA                             |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| NIL   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>OMBOUE / HOPITAL</b>   |        |                                |         | (FOOH)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | Déc. |   | 2° W  | (2025)                          |        |
| 01°35'00"S<br>009°16'00"E<br>(*)  | 10     | 136 °<br>----<br>316 °         | 1700x30 |                        |                    |                             | PM                    | 52,4 TN              |                    |      | 0700-1500<br>O/R PN avant<br>13 H à<br>FOOVYKYX<br>FOOLYDYX<br>FOOLZPXZ | NDB "OY"<br>328 KHZ   | ASECNA : NATIONAL<br>ACTIVITIES |        |
| <b>OBSERVATIONS / REMARKS</b>   |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| Antenne : 18 M<br>P : 25 W  |        |                                |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| <b>OYEM</b>   |        |                                |         | (FOGO)                 |                    | Ondulation du géoïde (GUND) |                       |                      |                    | 10 M |   | Déc.  | 0° E                            | (2025) |
| 01°32'13"N<br>011°34'43"E   | 660    | 027 °<br>----<br>207 °         | 1800x30 | NIL                    | 105<br>----<br>NIL | NIL                         | Asphaltic<br>concrete | ATR72-500<br>(22 TN) | Day<br>marking     | NIL  | 0700-1500<br>O/R PN avant<br>13 H à<br>FOOVYKYX<br>FOOLYDYX<br>FOOLZPXZ | NDB "OY"<br>353 KHZ<br>VOR/DME "OE"<br>113.0 MHZ<br>Ch77X<br>AFIS 118.4 MHZ | ASECNA : NATIONAL<br>ACTIVITIES |        |
| THR03   | 653.26 | 01°32'08.771"N 011°34'41.044"E |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |
| THR21   | 660    | 01°33'02.034"N 011°35'05.237"E |         |                        |                    |                             |                       |                      |                    |      |   |   |                                 |        |

**OBSERVATIONS / REMARKS**

-SLI ensured protection level 4  
-Visual Approach  
-Windsock  
Transition altitude: 6000f

| PETIT BAMBAM                     |    |                        |         | (FO15) | Ondulation du géoïde (GUND) |      |      |  | Déc. | 1° W | ( 2025 ) |
|----------------------------------|----|------------------------|---------|--------|-----------------------------|------|------|--|------|------|----------|
| 00°29'01"S<br>009°35'43"E<br>(*) | 88 | 086 °<br>----<br>266 ° | 1000x20 |        |                             | BASG | 5 TN |  |      |      | SGAC     |

**OBSERVATIONS / REMARKS**

NIL

| SINDARA                          |    |                        |        | (FO16) | Ondulation du géoïde (GUND) |     |      |  | Déc. | 1° W | ( 2025 ) |
|----------------------------------|----|------------------------|--------|--------|-----------------------------|-----|------|--|------|------|----------|
| 01°02'00"S<br>010°40'00"E<br>(*) | 50 | 151 °<br>----<br>331 ° | 600x25 |        |                             | BGR | 3 TN |  |      |      | SONG     |

**OBSERVATIONS / REMARKS**

NIL

| TCHIBANGA                 |    |                        |         | (FOOT)                   | Ondulation du géoïde (GUND) |                   | 4 M     |  | Déc.  | 1° W                                  | ( 2025 )                        |
|---------------------------|----|------------------------|---------|--------------------------|-----------------------------|-------------------|---------|--|---|---------------------------------------|---------------------------------|
| 02°53'18"S<br>010°57'19"E | 82 | 146 °<br>----<br>326 ° | 2000x30 | 100x30<br>----<br>100x30 |                             | Béton<br>bitumeux | 52,4 TN |  | 0700-1500<br>O/R PN avant<br>13 H à<br>FOOVYKYX<br>FOOLYDYX<br>FOOLZPZX | NDB "TC"<br>376 KHZ<br>AFIS 124,9 MHZ | ASECNA : NATIONAL<br>ACTIVITIES |

**OBSERVATIONS / REMARKS**

Demi-tour sur les raquettes  
Transition altitude: 6000f

| YENZI/GAMBA                      |   |                        |         | (FO17) | Ondulation du géoïde (GUND) |    |      |                      | Déc. | 2° W | ( 2025 )    |
|----------------------------------|---|------------------------|---------|--------|-----------------------------|----|------|----------------------|------|------|-------------|
| 02°47'00"S<br>010°03'00"E<br>(*) | 9 | 126 °<br>----<br>306 ° | 1800x30 |        |                             | PM | F 28 | Stock SHELL<br>GABON |      |      | SHELL GABON |

**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



AD 1.3 RÉPERTOIRE DES AÉRODROMES  
INDEX TO AERODROMES

| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| AMBALAVAO<br>FM SA *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMBATOMAINTY<br>FM MB *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMBATONDRAZAKA<br>FM MZ  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMBILOBE<br>FM NE *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMBORODIA<br>FM GB *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMPAMPAMENA<br>FM NZ *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| AMPANIHY<br>FM SY *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANALALAVA<br>FM NL *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANDAPA<br>FM ND *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANKAVANDRA<br>FM MK *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANKAZOABO<br>FM SZ *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANTALAHA / ANTSIRABATO<br>FM NH  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANTANANARIVO / IVATO<br>FM MI  | INTL-NTL  | IFR-VFR   | S-NS-P   | 09 AD-2.FMMI   |
| ANTSALOVA<br>FM MG *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ANTSIRABE<br>FM ME *   | NTL   | VFR       | S-NS-P   | 09 AD-2.FMME   |
| ANTSIRANANA / ARRACHART<br>FM NA   | INTL-NTL  | IFR-VFR   | S  | 9 AD-2.FMNA  |
| ANTSOHIHY / AMBALABE<br>FM NW  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BEALANANA / ANKAIZINA<br>FM NB *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BEFANDRIANA / AVARATRA<br>FM NF *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BEKILY<br>FM SL *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BELO / TSIRIBIHINA<br>FM ML *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BEROROHA / ANTSOA<br>FM SB *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BESALAMPY<br>FM NQ *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| BETIOKY<br>FM SV *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |

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



| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| BETROKA<br>FMSE *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| FARAFANGANA<br>FMSG  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| FIANARANTSOA<br>FMSF   | NTL   | IFR-VFR   | S-NS-P   | 09 AD-2.FMSF   |
| IHOSY<br>FMSI *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| ILAKA / ATSIANANA<br>FMMQ *  |   |           |  | 9 AD 1.3<br>AD fermé au trafic   |
| MAHAJANGA / PHILIBERT<br>TSIRANANA<br>FMNM *   | INTL-NTL  | IFR-VFR   | S-NS-P   | 09 AD-2.FMNM   |
| MAHANORO<br>FMMH *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MAINTIRANO<br>FMMO   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MALAIMBANDY<br>FMMC *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MANAKARA<br>FMSK   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MANANARA / AVARATRA<br>FMNC  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MANANJARY<br>FMSM  | NTL   | IFR-VFR   | S-NS-P   | 09 AD-2.FMSM   |
| MANDABE<br>FMSC *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MANDRITSARA<br>FMNX *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MANJA<br>FMSJ *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MAROANTSETRA<br>FMNR   | NTL   | VFR       | S-NS-P   | <b>09 AD-2.FMNR</b>  |
| MIANDRIVAZO<br>FMMN *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MORAFENOBE<br>FMMR *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MOROMBE<br>FMSR *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| MORONDAVA<br>FMMV  | NTL   | IFR-VFR   | S-NS-P   | 09 AD-2.FMMV   |
| NOSY-BE / FASCENE<br>FMNN  | INTL-NTL  | IFR-VFR   | S-NS-P   | 09 AD-2.FMNN   |
| PORT-BERGE<br>FMNG *   | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| SAINTE-MARIE<br>FMMS   | INTL-NTL  | IFR-VFR   | S-NS-P   | 09 AD-2.FMMS   |
| SAMBAVA / SUD<br>FMNS  | NTL   | IFR-VFR   | S-NS-P   | 09 AD-2.FMNS   |
| SOALALA<br>FMNO *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |
| TAMBOHORANO<br>Fmmu *  | NTL   | VFR       | S-NS-P   | 9 AD 1.3   |

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| MALAIBANDY   |             |                                    |         | (FMNC)           | Ondulation du géoïde (GUND) |                             |                             |                                 | Déc.      | 17° W   | ( 2025 )                       |          |
|--|-------------|------------------------------------|---------|------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|-----------|---|--------------------------------|----------|
| 20°21'23"S<br>045°32'28"E (*)  | 182<br>31,3 | 081 °<br>261 °                     | 1195x30 | 150x60<br>150x60 | BSG                         | 5700 KG/<br>0,27 MPA<br>(x) |                             | AD sans<br>assistance au<br>sol | 0400-1400 | AVA   |                                |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| Tour de piste obligatoire avant atterrissage<br>APRON: 80 M x 60 M<br>TWY : 80 M x 15 M<br>Aire de mouvement impraticable  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| MANAKARA   |             |                                    |         | (FMSC)           | Ondulation du géoïde (GUND) |                             |                             |                                 | 1M        | Déc.  | 20° W                          | ( 2025 ) |
| 22°07'14"S<br>048°01'16"E  | 10<br>28,8  | 054 °<br>234 °                     | 1200x25 | 29x25<br>29x25   | 150x60<br>150x60            | 0,15                        | PM                          | 12,2/F/B/Z/T                    |           | 0400-1400,<br>Sun and<br>public<br>holidays: O/R<br>toFMMMZIX<br>the previous<br>day before<br>0900 | AFIS 118,3 Mhz<br>A/G 5484 Khz | AVA      |
| THR05  | 9.59        | 22°07'27,4793°S - 048°01'05,5898°E |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| THR23  | 8.42        | 22°06'55,1179°S - 048°01'29,0124°E |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| AD circuit mandatory before landing for all ACFT not equipped with A/G COM equipment or without contact radio<br>Voie ferrée traverse la piste à 290 M du seuil 05<br>RWY 05/23 true bearings : 034.00° / 214.00°      |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| MANANARA / AVARATRA  |             |                                    |         | (FMNC)           | Ondulation du géoïde (GUND) |                             |                             |                                 | Déc.      | 13° W   | ( 2025 )                       |          |
| 16°09'49"S<br>049°46'11"E  | 3<br>28     | 112 °<br>292 °                     | 1250x25 | 150x60<br>150x60 | PM                          | 5700 KG/<br>0,27 MPA        |                             |                                 | 0400-1400 | AFIS 119,9 Mhz<br>A/G 5484 Khz  | AVA                            |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| 2 pylônes à 1500 M au Sud Alt. 110 M - balisé<br>APRON : 85 M x 65 M<br>TWY : 100 M x 15 M   |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| MANDABE  |             |                                    |         | (FMSC)           | Ondulation du géoïde (GUND) |                             |                             |                                 | Déc.      | 18° W   | ( 2025 )                       |          |
| 21°02'47"S<br>044°56'24"E (*)  | 290         | 103 °<br>283 °                     | 1070x30 | 150x60<br>150x60 | BG                          | 5700 KG/<br>0,27 MPA<br>(x) |                             | AD sans<br>assistance au<br>sol | 0400-1400 | AVA   |                                |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| Tour de piste obligatoire avant atterrissage<br>APRON : 30 M x 40 M<br>Aire de mouvement impraticable  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| MANDRITSARA  |             |                                    |         | (FMNX)           | Ondulation du géoïde (GUND) |                             |                             |                                 | Déc.      | 13° W   | ( 2025 )                       |          |
| 15°50'48"S<br>048°50'08"E (*)  | 307<br>28,5 | 095 °<br>275 °                     | 1140x30 |                  |                             | BLG                         | 5700 KG/<br>0,27 MPA<br>(X) |                                 | 0400-1400 | AVA   |                                |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| Seuil décalé de 193M pour ATT au QFU 095.<br>Tour de piste obligatoire avant atterrissage<br>Remplissage des ornières et travaux de fauchage réguliers sur la piste - Personnel sur l'aérodrome - Prudence recommandée |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| MANJA  |             |                                    |         | (FMSJ)           | Ondulation du géoïde (GUND) |                             |                             |                                 | Déc.      | 19° W   | ( 2025 )                       |          |
| 21°25'35"S<br>044°18'57"E (*)  | 240<br>30,2 | 109 °<br>289 °                     | 1600x30 | 150x60<br>150x60 | BAG                         | 5700 KG/<br>0,27 MPA<br>(X) |                             |                                 | 0400-1400 | AVA   |                                |          |
| <b>OBSERVATIONS / REMARKS</b>  |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |
| Tour de piste obligatoire avant atterrissage<br>APRON : 210 M x 63 M   |             |                                    |         |                  |                             |                             |                             |                                 |           |   |                                |          |

|   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
|---|-------------|----------------|---------|------------------|-----------------------------|--|--------------|------------------------------|------|-----------|--------------------------------|----------|
| <b>MIANDRIVAZO</b>  |             |                |         | (FMMN)           | Ondulation du géoïde (GUND) |  |              |                              | Déc. |           | 16° W                          | ( 2025 ) |
| 19°33'33"S<br>045°26'52"E   | 62<br>31,8  | 164 °<br>344 ° | 1100x30 |                  |                             |  | PM           | 5700 KG/<br>0,27 MPA         |      | 0400-1400 |                                | AVA      |
| <b>OBSERVATIONS / REMARKS</b>   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| Tour de piste obligatoire avant atterrissage<br>APRON : 65 M x 50 M<br>TWY : 60 M x 15 M  |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| <b>MORAFENOBE</b>   |             |                |         | (FMMR)           | Ondulation du géoïde (GUND) |  |              |                              | Déc. |           | 14° W                          | ( 2025 ) |
| 17°51'01"S<br>044°55'15"E (*)   | 228<br>30,3 | 037 °<br>217 ° | 850x20  | 150x60<br>150x60 | 0,676                       |  | PM           | 5700 KG/<br>0,27 MPA         |      | 0400-1400 |                                | AVA      |
| <b>OBSERVATIONS / REMARKS</b>   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| Tour de piste obligatoire avant atterrissage<br>APRON : 30 M x 20 M   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| <b>MOROMBE</b>  |             |                |         | (FMSR)           | Ondulation du géoïde (GUND) |  |              |                              | Déc. |           | 19° W                          | ( 2025 ) |
| 21°45'05"S<br>043°22'35"E   | 5<br>29,0   | 046 °<br>226 ° | 1300x30 |                  | 0,02                        |  | PM           | 12/F/B/Z/U                   |      | 0400-1400 | AFIS 118,5 Mhz<br>A/G 5484 Khz | AVA      |
| <b>OBSERVATIONS / REMARKS</b>   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| AD circuit mandatory before landing for all ACFT not equipped with A/G COM equipment or WO contact radio.<br>Obligation de virer sur raquette<br>APRON : 98 M x 68 M<br>TWY : 98 M x 15 M |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| <b>PORT-BERGE</b>   |             |                |         | (FMNG)           | Ondulation du géoïde (GUND) |  |              |                              | Déc. |           | 12° W                          | ( 2025 ) |
| 15°35'03"S<br>047°37'35"E   | 65<br>31,2  | 107 °<br>287 ° | 1300x30 | 150x60<br>150x60 | 0,30                        |  | BSG          | 5700 KG<br>/ 0,27 MPA<br>(X) |      | 0400-1400 |                                | AVA      |
| <b>OBSERVATIONS / REMARKS</b>   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| Tour de piste obligatoire pour tout ACFT avant atterrissage<br>(X) : In summer, request status of the RWY from the responsible unit.<br>APRON : 70 M x 50 M<br>TWY : 90 M x 15 M          |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| <b>SOALALA</b>  |             |                |         | (FMNO)           | Ondulation du géoïde (GUND) |  |              |                              | Déc. |           | 12° W                          | ( 2025 ) |
| 16°06'03"S<br>045°21'25"E   | 43<br>29,7  | 128 °<br>308 ° | 1250x20 |                  | 0,570                       |  | PM/BG<br>(1) | 5700 KG/<br>0,27 MPA<br>(x)  |      | 0400-1400 |                                | AVA      |
| <b>OBSERVATIONS / REMARKS</b>   |             |                |         |                  |                             |  |              |                              |      |           |                                |          |
| (1) Dont 870x20M Bitumés au seuil 13. Le reste soit 380x20M en gazon<br>Tour de piste obligatoire pour tout aéronef avant atterrissage  |             |                |         |                  |                             |  |              |                              |      |           |                                |          |



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

| COORDONNEES<br>COORDINATES<br>SITUATION<br>LOCATION              | ALT         | AIRES D'ATTERRISSAGE / LANDING AREAS |              |                          |             |                             |                   |                        | BALISAGE                                    | SERVICE AU<br>SOL<br>FACILITIES | HEURES<br>VACATIONS<br>ATS OPS<br>HOURS | INSTALLATION<br>VHF<br>et AIDES-RADIO | EXPLOITANT<br>OPERATOR |
|--|-------------|--------------------------------------|--------------|--------------------------|-------------|-----------------------------|-------------------|------------------------|---|---------------------------------|---|---------------------------------------|------------------------|
|  | M           | DIMENSIONS (M)                       |              |                          | PISTE / RWY |                             |                   |                        | 11-Appr<br>12-Seuil<br>13-Piste<br>14-Autre |                                 |   |                                       |                        |
|  | TEMP<br>°C  | QFU<br>N°<br>RWY                     | PISTE<br>RWY | PA<br>SWY                | PD<br>CWY   | PENTE<br>SLOPE              | NATURE<br>SURFACE | RESISTANCE<br>STRENGTH |   |                                 |   |                                       |                        |
| 2  | 3           | 4                                    | 5            | 6                        | 7           | 8                           | 9                 | 10                     | 11 à 14                                     | 15                              | 16                                      | 17                                    | 18                     |
| <b>ANSONGO</b>   |             |                                      |              |                          | (GAAO)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 0° E                                  | ( 2025 )               |
| 15°42'N<br>000°30'E<br>(*)(**)                                   | 260         | 002 °<br>----<br>182 °               | 1100x80      | 200x80<br>----<br>NIL    |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA                    |
| (**)   |             | 092 °<br>----<br>272 °               | 1000x80      | 100x80<br>----<br>200x80 |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       |                        |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>BAFOULABE</b>   |             |                                      |              |                          | (GABF)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 4° W                                  | ( 2025 )               |
| 13°48'15.637"N<br>010°51'04.092"W                                | 116         | 057 °<br>----<br>237 °               | 900x30       | 60x30<br>----<br>100x30  |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>BANDIAGARA</b>  |             |                                      |              |                          | (GABD)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 2° W                                  | ( 2025 )               |
| 14°20'N<br>003°36'W<br>(*)                                       | 400+-       | 091 °<br>----<br>271 °               | 900x40       | 100x40<br>----<br>NIL    |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA.                   |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>BOUGOUNI</b>  |             |                                      |              |                          | (GABG)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    |                                       | ( 2025 )               |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>BOUREM</b>  |             |                                      |              |                          | (GABR)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 0° E                                  | ( 2025 )               |
| 17°02'N<br>000°24'W<br>(*)                                       | 287         | 065 °<br>----<br>245 °               | 1550x50      |                          |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>DOUENTZA</b>  |             |                                      |              |                          | (GADZ)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 1° W                                  | ( 2025 )               |
| 15°00'N<br>002°55'W<br>(*)                                       | 300+-       | 086 °<br>----<br>266 °               | 800x40       |                          |             |                             | BLA               | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>GOUNDAM</b>   |             |                                      |              |                          | (GAGM)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 1° W                                  | ( 2025 )               |
| 16°21'N<br>003°36'W<br>(*)                                       | 264         | 045 °<br>----<br>225 °               | 1500x30      | 100x30<br>----<br>100x30 |             |                             | BL                | DC 4<br>(b)            |   |                                 |   |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| NIL  |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| <b>KENIEBA</b>   |             |                                      |              |                          | (GAKA)      | Ondulation du géoïde (GUND) |                   |                        |   |                                 | Déc.                                    | 4° W                                  | ( 2025 )               |
| 12°50'35.803"N<br>011°14'59.897"W                                | 137<br>35.3 | 044 °<br>----<br>224 °               | 1150x30      | 30x30<br>----<br>50x30   |             |                             | BL                | 5.7 TN<br>(a)(b)       |   |                                 |   |                                       | AVA                    |
| <b>OBSERVATIONS / REMARKS</b>                                    |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |
| Tour de piste à droite recommandé pour atterrissage au QFU 224 ° |             |                                      |              |                          |             |                             |                   |                        |   |                                 |   |                                       |                        |



| KIDAL   |             |                        |         | (GAKL) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 0° E   | ( 2025 )  |
|---|-------------|------------------------|---------|--------|-----------------------------|-----|------------------------------|-----------------------|------|--|---|
| 18°24'27.720"N<br>001°24'57.527"E   | 456<br>36.7 | 057 °<br>----<br>237 ° | 1810x40 | 100x40 |                             | BL  | C130 )                       |                       |      | 118.7Mhz Mhz<br>AFIS<br>PAPI 06 – 24<br>(3.5°) | Aérodrome à usage<br>Militaire<br>Aerodrome for military<br>use |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| ARP : 18°25'08.886"N - 001°24'35.991"E (Heliport)<br>Situation par rapport à la ville de Kidal : 3.7 KM au sud<br><i>Situation in relation to the city of Kidal</i><br>Coordonnées/Altitude du seuil 06 : 18°24'11.809"N - 001°24'31.049"E /1468ft<br><i>Coordinates/threshold 06 elevation</i><br>Coordonnées/Altitude du seuil 24 : 18°24'42.802"N - 001°25'23.463"E/ 1458ft<br><i>Coordinates/threshold 06 elevation</i><br>Voie de circulation : Yes<br><i>Taxiway</i><br>Indicateur de direction du vent : <i>Wind</i> - 340 mètres à gauche du THR 06 (18°20'57"N-001°24'38"E) ;<br><i>direction indicator</i> 340 meters to the THR 06 (18°20'57"N-001°24'38"E) ;<br>- 340 mètres à gauche du THR 24 (18°24'34"N-001°25'16"E)<br>340 meters to the left of THR 24 (18°24'34"N-001°25'16"E) |             |                        |         |        |                             |     |                              |                       |      |  |   |
| KITA  |             |                        |         | (GAKT) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | NIL  | ( 2025 )  |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIL   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| KOLOKANI  |             |                        |         | (GAKN) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 3° W   | ( 2025 )  |
| 13°32'N<br>008°03'W<br>(*)  | 444         | 103 °<br>----<br>283 ° | 800x30  |        |                             | BLA | 5.7 TN<br>(a)(b)             |                       |      |  | AVA   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIL   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| KOUTIALA  |             |                        |         | (GAKO) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 2° W   | ( 2025 )  |
| 12°21'03,259"N<br>005°25'49,837"W   | 378<br>33.9 | 074 °<br>----<br>254 ° | 1200x30 |        |                             | BLA | 5.7 TN<br>(a)(b)             |                       |      |  | AVA   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| Par vent faible atterrissage au QFU 074   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| MANANTALI / BENGASSI  |             |                        |         | (GAMN) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 4° W   | ( 2025 )  |
| 13°15'21,202"N<br>010°29'53,913"W<br>(*)  | 164+-       | 094 °<br>----<br>274 ° | 1500x30 |        | 0.4                         | BL  | AN 26 (b)<br>ou<br>INF 27 TN | 13 : X<br>14 : AVASIS |      |  |   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| Inutilisable hors piste.<br>Piste balisée électriquement  |             |                        |         |        |                             |     |                              |                       |      |  |   |
| MARKALA   |             |                        |         | (GAMA) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | NIL  | ( NIL   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIL   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| MENAKA  |             |                        |         | (GAMK) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 0° E   | ( 2025 )  |
| 15°51'N<br>002°26'E<br>(*)  | 274<br>37.8 | 060 °<br>----<br>240 ° | 1200x45 |        |                             | BLA | 5.7 TN<br>(a)(b)             |                       |      |  | AVA   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIL   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NARA / KEIBANE  |             |                        |         | (GANK) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 2° W   | ( 2025 )  |
| 15°14'03,002"N<br>007°16'07,179"W   | 271         | 130 °<br>----<br>310 ° | 1700x40 |        |                             | BLS | DC 3<br>(b)                  |                       |      |  | AVA   |
| <b>OBSERVATIONS / REMARKS</b>   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIL   |             |                        |         |        |                             |     |                              |                       |      |  |   |
| NIAFUNKE  |             |                        |         | (GANF) | Ondulation du géoïde (GUND) |     |                              |                       | Déc. | 1° W   | ( 2025 )  |



|   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
|---|----------------|--|---------|------------------------|--|-----------------------------|----|--------------------------|------------------------------|---------------------------|---------------------|---------------------------------------|--------------------------------------|----------|
| 15°56'N<br>004°01'W<br>(*)  | 265            | 082 °<br>----<br>262 °                           | 1200x20 |                        |  |                             | BA | 5.7 TN<br>(a)(b)         |                              |                           |                     |                                       | AVA                                  |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Atterrissage après survol à basse altitude  |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>NIORO</b>  |                |  |         | (GANR)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | 3° W                                  | ( 2025 )                             |          |
| 15°14'19,5538"N<br>009°34'35,4542"W   | 235.57<br>27.4 | 075 °<br>----<br>255 °                           | 1500x30 | 60x30<br>----<br>70x30 |  |                             | PM | DC 4                     | 12 : X<br>13 : X<br>14 : TWY | SSLI niveau<br>assuré : 4 |                     | AFIS 118,3 MHZ                        | AVA                                  |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| 1 VIPP 4425(SIDES) : 4000l eau + 400l émulseur + 250Kg poudre<br>DREEM : 120 000L eau, 1 forage équipé + 1 chateau de 15 000l eau<br>Balisage nuit piste électrique O/R à GABSODYX avant 1400.<br>Demi-tour interdit sur piste . Utiliser les raquettes<br>Consignes particulières (Voir carte à vue) |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>TESSALIT</b>   |                |  |         | (GATS)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | 31.5 M                    |                     | Déc.                                  | 0° E                                 | ( 2025 ) |
| 20°14'46"N<br>000°58'51"E   | 491<br>37.3    | 045 °<br>----<br>225 °<br>153 °<br>----<br>333 ° | 2515x30 |                        |  |                             | PM | DC 4                     | 14 : OBST                    |                           |                     |                                       | AVA                                  |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Consignes particulières (Voir carte à vue)  |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>YELIMANE</b>   |                |  |         | (GAYE)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | 3° W                                  | ( 2025 )                             |          |
| 15°07'25,47"N<br>010°34'16,20"W   | 99             | 105 °<br>----<br>285 °                           | 1600x45 | 60x45<br>----<br>60x45 |  |                             | BL | 24 TN<br>AN 24<br>AN 26  |                              |                           | 0600-1800 et<br>O/R | AFIS 119,1 MHZ                        | AVA                                  |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Inutilisable hors piste<br>Building près de la piste 11 (ALT 107 M)   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>DABIA</b>  |                |  |         | (GA01)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | E/R HF                                | AVA<br>Aérodrome à usage<br>privé    |          |
| 12°39'N<br>11°07'W<br>(*)   | 208            | 04<br>----<br>22                                 | 1500x27 | 60x27<br>----<br>60x27 |  |                             | BL | 26 TN<br>(a)(b)          |                              |                           |                     |                                       |                                      |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Mat avec manche à vent<br>Balisage diurne<br>Aérodrome homologué de catégorie 2B impraticable   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>SYAMA</b>  |                |  |         | (GASY)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | Véhicule<br>équipé E/R<br>VHF<br>PAPI | AVA<br>Aérodrome<br>à usage<br>privé |          |
| 10°47'20,36"N<br>006°03'32,93"W   | 390            | 05<br>----<br>23                                 | 1700x30 | 60x30<br>----<br>60x30 |  |                             | BL | beech<br>1900D<br>(a)(b) |                              |                           |                     |                                       |                                      |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Mat avec manche à vent<br>Balisage diurne et nocturne<br>Aérodrome homologué de catégorie 2B praticable   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>SADIOLA</b>  |                |  |         | (GASD)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | Véhicule équipé<br>E/R VHF<br>PAPI    | AVA<br>Aérodrome<br>à usage<br>privé |          |
| 13°53'0311°40'N<br>006°51'W<br>(*)  | 146            | 17<br>----<br>35                                 | 1850x23 | 60x23<br>----<br>60x23 |  |                             | BL | beech<br>1900D<br>(a)(b) |                              |                           |                     |                                       |                                      |          |
| <b>OBSERVATIONS / REMARKS</b>   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| Mat avec manche à vent<br>Balisage diurne<br>Aérodrome homologué de catégorie 2B praticable   |                |  |         |                        |  |                             |    |                          |                              |                           |                     |                                       |                                      |          |
| <b>MORILLA</b>  |                |  |         | (GAML)                 |  | Ondulation du géoïde (GUND) |    |                          |                              | Déc.                      |                     | E/R VHF<br>PAPI                       | AVA<br>Aérodrome<br>à usage<br>privé |          |
| 11°40'N<br>006°51'W<br>(*)  | 344            | 09<br>----<br>27                                 | 2000x30 | 60x30<br>----<br>60x30 |  |                             | BL | 19 TN(a)(b)              |                              |                           |                     |                                       |                                      |          |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 2B praticable

| LOULO      |     |      |         | (GA02) | Ondulation du géoïde (GUND) |    |            |  | Déc.        |  |         |           |
|------------|-----|------|---------|--------|-----------------------------|----|------------|--|-------------|--|---------|-----------|
| 13°04'00"N | 140 | 17   | 1500x30 | 60x30  |                             | BL | 6 TN avec  |  | Extincteurs |  | E/R VHF | AVA       |
| 011°24'W   |     | ---- |         | ----   |                             |    | roue       |  |             |  |         | Aérodrome |
| (*)        |     | 35   |         | 60x30  |                             |    | simple     |  |             |  |         | à usage   |
|            |     |      |         |        |                             |    | 12 TN      |  |             |  |         | privé     |
|            |     |      |         |        |                             |    | avec roues |  |             |  |         |           |
|            |     |      |         |        |                             |    | jumelées   |  |             |  |         |           |
|            |     |      |         |        |                             |    | (a)(b)     |  |             |  |         |           |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 2B praticable

| TADIANA  |     |      |        | (GA03) | Ondulation du géoïde (GUND) |    |        |  | Déc.        |  |         |           |
|----------|-----|------|--------|--------|-----------------------------|----|--------|--|-------------|--|---------|-----------|
| 12°18'N  | 365 | 01   | 330x13 | 120x13 |                             | PB | ULM    |  | Extincteurs |  | E/R VHF | AVA       |
| 007°53'W |     | ---- |        | ----   |                             |    | (a)(b) |  |             |  |         | Aérodrome |
| (*)      |     | 19   |        | 120x13 |                             |    |        |  |             |  |         | à usage   |
|          |     |      |        |        |                             |    |        |  |             |  |         | privé     |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 1A praticable

| YALLANKORO SOLOBA (KOMANA) |     |      |         | (GA04) | Ondulation du géoïde (GUND) |    |        |  | Déc. |  |                 |           |
|----------------------------|-----|------|---------|--------|-----------------------------|----|--------|--|------|--|-----------------|-----------|
| 11°14'04.33"N              | 408 | 04   | 1200x30 | 60x30  |                             | BL | beech  |  |      |  | Véhicule équipé | AVA       |
| 008°25'55.31'              |     | ---- |         | ----   |                             |    | 1900D  |  |      |  | E/R VHF         | Aérodrome |
| 'W                         |     | 22   |         | 60x30  |                             |    | (a)(b) |  |      |  | PAPI            | à usage   |
| (*)                        |     |      |         |        |                             |    |        |  |      |  |                 | privé     |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 2B praticable

| FEKOLA-FADOUYOU (GA05) |     |      |         | Ondulation du géoïde (GUND) |  |    |        | Déc. |  | 3° W |                 | Déc.      |  |
|------------------------|-----|------|---------|-----------------------------|--|----|--------|------|--|------|-----------------|-----------|--|
| 12°34'26.96"N          | 179 | 12   | 1200x30 | 60x30                       |  | BL | beech  |      |  |      | Véhicule équipé | AVA       |  |
| 11°21'31.77"W          |     | ---- |         | ----                        |  |    | 1900D  |      |  |      | E/R VHF         | Aérodrome |  |
| (*)                    |     | 30   |         | 60x30                       |  |    | (a)(b) |      |  |      |                 | à usage   |  |
|                        |     |      |         |                             |  |    |        |      |  |      |                 | privé     |  |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 2B praticable

| NAMPALA        |     |      |         | (GA06) | Ondulation du géoïde (GUND) |    |        |  | Déc. |  |                 |           |
|----------------|-----|------|---------|--------|-----------------------------|----|--------|--|------|--|-----------------|-----------|
| 11°09'41.56"N  | 348 | 10   | 1600x30 | 60x30  |                             | BL | beech  |  |      |  | Véhicule équipé | AVA       |
| 006°12'25.88"W |     | ---- |         | ----   |                             |    | 1900D  |  |      |  | E/R VHF         | Aérodrome |
| (*)            |     | 28   |         | 60x30  |                             |    | (a)(b) |  |      |  |                 | à usage   |
|                |     |      |         |        |                             |    |        |  |      |  |                 | privé     |

## OBSERVATIONS / REMARKS

Mat avec manche à vent

Balisage diurne

Aérodrome homologué de catégorie 2B praticable

(\*) 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



AD 1.3 RÉPERTOIRE DES AÉRODROMES  
INDEX TO AERODROMESAD 1.3 RÉPERTOIRE DES AÉRODROMES  
INDEX TO AERODROMES

| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| Aéroport International De Cap Skirring<br>GOGS   | INTL  | IFR-VFR   | S  | 13 AD-2.GOGS   |
| Aéroport Intl Blaise Diagne - Dakar<br>- Diass<br>GOBD   | INTL-NTL  | IFR-VFR   | S  | 13 AD-2.GOBD   |
| Aéroport Ousmane Masseck Ndiaye<br>De Saint Louis<br>GOSS                                      | INTL  | IFR-VFR   | S  | 13 AD-2.GOSS   |
| Bakel<br>GOTB  | NTL   | VFR       | S  | 13 AD 1.3  |
| Dakar / Leopold Sedar Senghor<br>GOOY *  | INTL-NTL  | IFR-VFR   | S  | 13 AD-2.GOOY   |
| Djoudj   |   |           |  | 13 AD 1.3  |
| Kaolack<br>GOOK  | NTL   | VFR       | S  | 13 AD 1.3  |
| Kedougou<br>GOTK   | NTL   | VFR       | S  | 13 AD 1.3  |
| Kolda / Sare Bidji<br>GOGK   | NTL   | VFR       | S  | 13 AD 1.3  |
| Koudekourou<br>Koudougou   |   |           |  |  |
| Linguere<br>GOOG   | NTL   | VFR       | P  | 13 AD 1.3  |
| Matam / Ouro Sogui<br>GOSM   | NTL   | VFR       | S  | 13 AD 1.3  |
| Podor<br>GOSP  | NTL   | VFR       | S  | 13 AD 1.3  |
| Richard Toll<br>GOSR   | NTL   | VFR       | P  | 13 AD 1.3  |
| Richard Toll (4 Vannes)<br>GOSV *  |   |           |  | 13 AD 1.3  |
| Sabodala<br>GOTG *   |   |           |  | 13 AD 1.3  |
| Sedhiou<br>GOGD *  | NTL   |           | NS   |  |
| Simenti<br>GOTS  | NTL   | VFR       | S  | 13 AD 1.3  |
| Tambacounda<br>GOTT  | NTL   | IFR-VFR   | S  | 13 AD 1.3  |
| Thies<br>GOOT *  |   |           |  | 13AD1.3-31   |
| Ziguinchor<br>GOGG   | INTL  | IFR-VFR   | S  | 13 AD 1.3  |

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



PAGE LAISSÉE INTENTIONNELLEMENT VIDE

AD 1.3 RÉPERTOIRE DES AÉRODROMES  
INDEX TO AERODROMES

| Nom de l'aérodrome<br>Indicateur d'emplacement<br><i>Aerodrome name<br/>location Indicator</i> | Type de trafic autorisé à utiliser sur l'aérodrome<br><i>Type of traffic permitted to use the aerodrome</i> |           |  | Renvoi à la Section AD<br>Observations<br><i>Reference to AD section<br/>Remarks</i> |
|--|---|-----------|--|--|
|  | International<br>National<br>(INTL-NTL)   | IFR - VFR | S = Régulier / <i>Scheduled</i><br>NS = Non Régulier<br><i>Non Scheduled</i><br>P = Privé / <i>Private</i> |  |
| 1  | 2   | 3         | 4  | 5  |
| Bissau / Osvaldo Vieira<br>GGOV*   | INTL-NTL  | IFR-VFR   | S-NS-P   | 17 AD-2.GGOV   |

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

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

## FOON -- FRANCEVILLE/M'VENGUE

FOON — 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<br><i>ARP coordinates and location</i>  | Lat. 01°39'07"S - Long. 013°26'05"E<br><br>Intersection axes de la piste et de la voie de circulation   | Lat. 01°39'07"S - Long. 013°26'05"E<br><br>Intersection of RWY and TWY centerlines |
| 2 | Direction, distance de la ville<br><i>Direction, distance from city</i>  | 10 NM Ouest de FRANCEVILLE  | 10 NM West from FRANCEVILLE  |
| 3 | Altitude / température de référence<br><i>Elevation / Reference temperature</i><br>Ondulation du Géoïde / <i>Geoid undulation</i>            | 442 M ( 1450 FT ) / 30 ° C<br><br>5.5 M   |  |
| 4 | Déclinaison magnétique / Variation annuelle<br><i>Direction and Magnetic variation / Annual change</i>                                       | 1°W ( 2025 ) / 4'E  |  |
| 5 | Administration / <i>Administration</i><br>Adresse / <i>Address</i><br>Téléphone - Télex - Fax - RSFTA<br><br><i>Telephone-Telex-Fax-AFTN</i> | ASECNA<br>BP 389 - FRANCEVILLE/Mvengué (GABON)<br>Tél. <a href="tel:+241011677076">Tel. (241) (0) 11.67.70.76</a> - TWR/APP (241) (0) <a href="tel:+241065182328">65.18.23.28</a> - AIM (241) (0) <a href="tel:+241065182325">65.18.23.25</a><br>RSFTA : FOONYDYX |  |
| 6 | Types de trafic autorisés (IFR/VFR)<br><i>Types of traffic permitted (IFR/VFR)</i>   | IFR / VFR   |  |
| 7 | Observations / <i>Remarks</i>  | NIL   |  |

FOON — AD 2.3 HEURES DE FONCTIONNEMENT  
OPERATIONAL HOURS

|    |   |  |  |
|----|---|--|--|
| 1  | Administration de l'Aérodrome<br><i>AD Administration</i>                                       | HS (0600 - 1800) et O/R avant 1600 à FOONYDYX avec copie à FOOVYKYX-FOOLZTZX-FOOLYDZX FOOOZQZX - FCCCZIZX-FCCCZQZX | HS (0600-1800) and O/R before 1600 to FOONYDYX with copy to FOOVYKYX FOOLZTZX-FOOLYDZ-FOOOZQZX - FCCCZIZX-FCCCZQZX |
| 2  | Douane et contrôle des personnes<br><i>Customs and Immigration</i>                              | HS et O/R  | HS and O/R   |
| 3  | Santé et services sanitaires<br><i>Health and Sanitation</i>                                    | NIL  |  |
| 4  | Bureau de piste AIS (BIA/BNI)<br><i>AIS Briefing Office</i>                                     | HS et O/R  | HS and O/R   |
| 5  | Bureau de piste ATS (ARO)<br><i>ATS Reporting Office (ARO)</i>                                  | HS et O/R  | HS and O/R   |
| 6  | Bureau de piste MET<br><i>MET Briefing Office</i>   | 0600-1800  |  |
| 7  | Service de la circulation aérienne<br><i>ATS</i>  | HS et O/R  | HS and O/R   |
| 8  | Avitaillement en carburant<br><i>Fueling</i>  | NIL  |  |
| 9  | Services d'escale<br><i>Handling</i>  | NIL  |  |
| 10 | Sûreté<br><i>Safety</i>   | HS et O/R ; prolongation pour les vols non programmés  | HS and O/R ; prolongation for non scheduled flights  |
| 11 | Dégivrage<br><i>De-icing</i>  | NIL  |  |
| 12 | Observations / Remarks<br>Heure d'ouverture de l'aéroport<br><i>Opening hour of the airport</i> | NIL  |  |

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

|   |  |     |     |
|---|--|-----|-----|
| 1 | Services de manutention du fret<br><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 | 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 |     |



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

## FMNR -- MAROANTSETRA

FMNR — 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<br><i>ARP coordinates and location</i>  | Lat. 15°26'18"S - Long. 049°41'24"E<br>Intersection axes de la piste et de la voie de circulation                                  | Lat. 15°26'18"S - Long. 049°41'24"E<br>Intersection of RWY center-line and TWY center-line |
| 2 | Direction, distance de la ville<br><i>Direction, distance from city</i>  | 4.3NM W from the town  |  |
| 3 | Altitude / température de référence<br><i>Elevation / Reference temperature</i><br>Ondulation du Géoïde / <i>Geoid undulation</i>        | 4 M ( 15 FT ) / 28 ° C<br>-14 M  |  |
| 4 | Déclinaison magnétique / Variation annuelle<br><i>Direction and Magnetic variation / Annual change</i>                                   | 12°W ( 2025 ) / 4.3°W  |  |
| 5 | Administration / <i>Administration</i><br>Adresse / <i>Address</i><br>Téléphone - Télex - Fax - RSFTA<br><i>Telephone-Telex-Fax-AFTN</i> | ADEMA SA<br>Zone Aviation Générale Ivato Aéroport<br>Tél. +261 34 98 311 33<br>RSFTA : NIL<br>E-mail : cdt.thierry.adema@gmail.com |  |
| 6 | Types de trafic autorisés (IFR/VFR)<br><i>Types of traffic permitted (IFR/VFR)</i>   | VFR  |  |
| 7 | Observations / <i>Remarks</i>  | Responsable de l'aérodrome :<br>Mr Dylany Clark ANDRIAKOTOARITSIMBA<br>Tél : +261 38 05 949 24<br>Email : dylanyclark@gmail.com    |  |

FMNR — AD 2.3 HEURES DE FONCTIONNEMENT  
OPERATIONAL HOURS

|    |  |  |                                   |
|----|--|--|-----------------------------------|
| 1  | Administration de l'Aérodrome<br><i>AD Administration</i>  | 0500-0830 1100-1400                    |                                   |
| 2  | Douane et contrôle des personnes<br><i>Customs and Immigration</i>                                     | NIL                                    |                                   |
| 3  | Santé et services sanitaires<br><i>Health and Sanitation</i>   | NIL                                    |                                   |
| 4  | Bureau de piste AIS (BIA/BNI)<br><i>AIS Briefing Office</i>  | 0400-1400                              |                                   |
| 5  | Bureau de piste ATS (ARO)<br><i>ATS Reporting Office (ARO)</i>   | 0400-1400                              |                                   |
| 6  | Bureau de piste MET<br><i>MET Briefing Office</i>  | 0400-1400                              |                                   |
| 7  | Service de la circulation aérienne<br><i>ATS</i>   | 0400-1400                              |                                   |
| 8  | Avitaillement en carburant<br><i>Fueling</i>   | NIL                                    |                                   |
| 9  | Services d'escale<br><i>Handling</i>   | NIL                                    |                                   |
| 10 | Sûreté<br><i>Safety</i>  | HS                                     |                                   |
| 11 | Dégivrage<br><i>De-icing</i>   | NIL                                    |                                   |
| 12 | Observations / <i>Remarks</i><br>Heure d'ouverture de l'aéroport<br><i>Opening hour of the airport</i> | Sûreté assurée par la Police nationale | Safety ensured by national police |

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

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

FMNR — AD 2.5 SERVICES AUX PASSAGERS  
PASSENGER FACILITIES

|   |  |  |   |
|---|--|--|---|
| 1 | Hôtels / <i>Hotels</i>                                       | En ville   | In city   |
| 2 | Restaurants / <i>Restaurants</i>                             | Buffet bar sur l'aéroport et plusieurs restaurants<br>en ville | Buffet bar at the AD and several<br>restaurants in the city |
| 3 | Moyens de transport / <i>Transportation facilities</i>       | Taxis ville (Bajaj)  | City taxis (Bajaj)  |
| 4 | Services médicaux / <i>Medical facilities</i>                | Hôpital et centres de santé                                    | Hospital and health centers                                 |
| 5 | Services bancaires et postaux<br><i>Bank and Post Office</i> | En ville. Ouverture pendant les heures de<br>service           | In the city. Open during hours of<br>service                |
| 6 | Services d'information touristique<br><i>Tourist office</i>  | Bureau en ville  | Office in the city  |
| 7 | Observations / <i>Remarks</i>                                | NIL  | NIL   |



FMNR — 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 | Équipement de sauvetage<br><i>Rescue Equipment</i>  | Matériel de sauvetage répondant au niveau de protection 4 | Rescue equipment satisfying the ensured protection level 4 |
| 3 | Moyens d'enlèvement des aéronefs accidentellement immobilisés<br><i>Capability for removal of disabled aircraft</i> | NIL   | NIL  |
| 4 | Observations / <i>Remarks</i>   | 01 VIPP de 2400L eau, 400L émulseur, 200KG poudre         |  |

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

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

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

|   |   |   |                            |
|---|---|---|----------------------------|
| 1 | Surface de l'aire de trafic<br><i>Apron surface</i>   | AST : Béton bitumineux / Asphaltic concrete |                            |
|   | Résistance de l'aire de trafic<br><i>Apron strength</i>   | AST : PCN 12/F/B/Z/U                        |                            |
| 2 | Largeur des voies de circulation<br><i>TWY width</i>  | TWY : 15 M                                  |                            |
|   | Surface des voies de circulation<br><i>TWY surface</i>  | TWY : Béton bitumineux / Asphaltic concrete |                            |
|   | Résistance des voies de circulation<br><i>TWY strength</i>  | TWY : PCN 12/F/B/Z/U                        |                            |
| 3 | Position et altitude des emplacements de vérification des altimètres<br><i>Altimeter check location (ACL) and elevation</i> | NIL   |                            |
| 4 | Emplacement des points de vérification VOR<br><i>VOR check points</i>   | NIL   |                            |
| 5 | Points de vérification INS<br><i>INS checkpoints</i>  | NIL   |                            |
| 6 | Observations / <i>Remarks</i>   | Dimensions de l'aire de trafic : 85M x 65M  | APN Dimensions : 85M x 65M |

FMNR — 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<br><i>Use of aircraft stands ID signs</i>   | NIL  |  |
|   | Lignes de guidage TWY<br><i>TWY guide lines</i>  | Lignes de guidage                                  | Guidance lines                               |
|   | Systèmes de guidage pour l'accostage des aéronefs<br><i>Visual docking/parking guidance system</i>   | NIL  |  |
| 2 | Balisage et feux des RWY et TWY<br>Marquage et balisage lumineux des pistes et des voies de circulation<br><i>RWY and TWY markings and lightings</i> | RWY/TWY : avec marquages et sans balisage lumineux | RWY/TWY : with markings and without lighting |
| 3 | Barres d'arrêt<br><i>Stop bars</i>   | NIL  |  |
| 4 | Observations / Remarks   | NIL  |  |

FMNR — AD 2.10 OBSTACLES D'AÉRODROME  
AERODROME OBSTACLES

| ZONE<br><i>Area</i> | IDENTIFICATION OU DESIGNATION<br><i>obstacle identification or designation</i> | TYPE D'OBSTACLE<br><i>Type of Obstacle</i> | COORDONNÉES<br><i>Coordinates</i> | ALTITUDE / HAUTEUR SOL (mètres)<br><i>elevation/height (in Meters)</i><br>* : AAL HGT | MARQUAGES, TYPE ET COULEUR DU BALISAGE LUMINEUX<br><i>obstacle marking, type and color of obstacle lighting</i> | DISPONIBILITÉ ÉLECTRONIQUE<br><i>electronic availability</i> |
|---------------------|--|--|-----------------------------------|---|---|--|
| 0                   | 1  | 2  | 3                                 | 4   | 5   | 6  |
| Zone 2C             | Antenne NR402  | Mast                                       | 15°26'09.2"S<br>049°41'25.3"E     | 16M   | Unmarked - Unlighte   | NIL  |
| → Zone 2C           | Antenne NR403  | Mast                                       | 15°26'09.6"S<br>049°41'25.6"E     | 15M   | Unmarked - Unlighted  | NIL  |
| → Zone 2C           | Pylône NR900   | Pylon                                      | 15°23'44.2"S<br>049°40'35.1"E     | 301M  | Marked - Red lighted  | NIL  |
| → Zone 2C           | Pylône NR901   | Pylon                                      | 15°25'18.6"S<br>049°44'12.7"E     | 76M   | Marked - Red lighted  | NIL  |
| Zone 2B             | Nosy Mangabe   | Hill                                       | 15°29'27.5"S<br>049°46'08.9"E     | 356M  | Unmarked - Unlighte   | NIL  |
| → Zone 2C           | Fampanambo   | Hill                                       | 15°23'14.8"S<br>049°36'20.0"E     | 336M  | Unmarked - Unlighted  | NIL  |
| → Zone 2C           | Varingohitra   | Hill                                       | 15°27'27.4"S<br>049°41'42.2"E     | 60M   | Unmarked - Unlighted  | NIL  |
| → Zone 2C           | NDB 'VSL'  | Hill                                       | 15°26'09.1"S<br>049°41'22.8"E     | 18M   | Unmarked - Unlighted  | NIL  |
| → Zone 2C           | Antenne NR401  | Mast                                       | 15°26'09.3"S<br>049°41'25.2"E     | 15M   | Unmarked - Unlighted  | NIL  |



FMNR — AD 2.11 RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS  
METEOROLOGICAL INFORMATION PROVIDED

|    |   |           |
|----|---|-----------|
| 1  | Centre météorologique associé à l'aérodrome<br><i>Associated MET Office</i>   | NIL       |
| 2  | Heures de service / <i>Hours of service</i>   | 0400-1400 |
|    | Centre météorologique responsable en dehors de ces heures<br><i>MET Office outside hours of service</i>   | NIL       |
| 3  | Centre responsable de la préparation des TAF et périodes de validité des prévisions<br><i>Office responsible for TAF preparation and period of validity</i> | NIL       |
|    | (à remonter) Période de validité<br><i>Validity period</i>  | NIL       |
| 4  | Type de prévision d'atterrissage disponibles et intervalle de publication<br><i>Type of landing forecast / Interval of issuance</i>                         | NIL       |
|    | (à remonter) Périodicité<br><i>Interval of issuance</i>   | NIL       |
| 5  | Exposés verbaux / consultations assurés<br><i>Briefing / consultation provided</i>  | NIL       |
| 6  | Documentation de vol<br><i>Flight documentation</i>   | NIL       |
|    | Langue utilisée<br><i>Language used</i>   | NIL       |
| 7  | Cartes, autres informations<br><i>Charts, other information</i>   | NIL       |
| 8  | Équipement complémentaire<br><i>Supplementary equipment</i>   | NIL       |
| 9  | Organismes ATS desservis<br><i>ATS units served</i>   | NIL       |
| 10 | Informations complémentaires<br><i>Additional information</i>   | NIL       |

FMNR — AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES  
RUNWAY PHYSICAL CHARACTERISTICS

| Numéro de piste<br>RWY NR         | Relèvements VRAI et MAG<br>True and Mag Bearing | Dimensions des RWY (M)<br>Dimensions of RWY (M) | Résistance (PCN ou PCR) et revêtement des RWY et SWY<br>Strength (PCN or PCR) and surface of RWY and SWY | Coordonnées du seuil<br>Threshold THR Coordinates      | Altitude du seuil et du point le plus élevé de la TDZ<br>THR elevation and highest elevation of TDZ of precision RWY |
|-----------------------------------|---|---|--|--|--|
| 1                                 | 2   | 3   | 4  | 5  | 6  |
| 14                                | 130.56° VRAI<br>143° MAG                        | 1300 x 30                                       | PCN : 12 / F / B / Z / U<br>Béton bitumineux / Asphaltic concrete  | 15°26'02.26"S<br>049°41'04.44"E<br>-----<br>GUND -14 M | THR : 4.23M / 13.9FT   |
| 32                                | 310.56° VRAI<br>323° MAG                        | 1300 x 30                                       | PCN : 12 / F / B / Z / U<br>Béton bitumineux / Asphaltic concrete  | 15°26'29.69"S<br>049°41'37.48"E<br>-----<br>GUND -14 M | THR : 3.83M / 12.6FT   |
| Pente de RWY/SWY<br>RWY/SWY Slope | Dimensions PA (M)<br>SWY dimensions             | Dimensions des PD (M)<br>CWY Dimensions         | Dimensions de la bande (M)<br>Strip Dimensions   | Zone dégagée d'osbtacle<br>Obstacle free zone (OFZ)    | Observations<br>Remarks  |
| 7                                 | 8   | 9   | 10   | 11   | 12   |
| 0.0 %                             | NIL   | 150 x 60  | 1420 x 150   | NIL  | NIL  |
| 0.0 %                             | NIL   | 150 x 60  | 1420 x 150   | NIL  | NIL  |

FMNR — AD 2.13 DISTANCES DÉCLARÉES  
DECLARED DISTANCES

| Désignation de la piste<br>RWY NR | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Observations<br>Remarks |
|-----------------------------------|----------|----------|----------|---------|-------------------------|
| 1                                 | 2        | 3        | 4        | 5       | 6                       |
| 14                                | 1300     | 1450     | 1300     | 1300    | CWY = 150M              |
| 32                                | 1300     | 1450     | 1300     | 1300    | CWY = 150M              |

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

| Désignation de la piste<br>RWY Designator   | Type et intensité du balisage lumineux d'approche<br>Approach lighting type, length intensity                 | Couleur des feux de seuil et barres<br>THR Lights colour wing bar lights WBAR            | PAPI<br>Position/Pente<br>Location/Slope<br>MEHT (FT)                          | Zone de toucher des roues<br>TDZ, LGT, length |
|---|---|--|--|---|
| 1   | 2   | 3  | 4  | 5   |
| 14  | NIL   | NIL  | NIL  | NIL   |
| 32  | NIL   | NIL  | Gauche / Left<br>3°  | NIL   |
| Longueur, espacement couleur des feux d'axe de piste<br>RWY centre line, length, spacing, colour, intensity | Longueur, espacement couleur des feux de bord de piste<br>RWY edge lights, length, spacing, colour, intensity | Couleur des feux d'extrémité de piste<br>RWY end lights, LEN, spacing, colour, intensity | Longueur, couleur des feux de prolongement d'arrêt<br>SWY lights length colour | Observations<br>Remarks                       |
| 6   | 7   | 8  | 9  | 10  |
| NIL   | NIL   | NIL  | NIL  | NIL   |
| NIL   | NIL   | NIL  | NIL  | NIL   |



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

|   |  |  |  |
|---|--|--|--|
| 1 | Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/<br>d'identification / ABN/IBN location,<br>characteristics and hours of operation | NIL<br>NIL   |  |
| 2 | Emplacement et éclairage de l'anémomètre/<br><i>Anemometer location and lighting</i><br>Indicateur de sens d'atterrissage<br><i>LDI location and lighting</i>      | Anémomètre : NIL<br>1 manche à air non éclairée située à 120M NW<br>de l'APN<br>(15°26'09.19"S 049°41'20.44"E) | Anemometer : NIL<br>1 unlighted windsock located at<br>120M from the APN<br>(15°26'09.19"S 049°41'20.44"E) |
| 3 | Feux de bord de voies de circulation et feux<br>axiaux de voies de circulation<br><i>TWY edge and centre line lighting</i>   | Feux de bord de voies de circulation : NIL<br>Feux axiaux de voies de circulation : NIL                        | TWY edge lights : NIL<br>TWY Centre line lights : NIL  |
| 4 | Alimentation électrique auxiliaire/ délai de<br>commutation <i>Secondary power supply /</i><br><i>switch-over time</i>   | NIL  | NIL  |
| 5 | Observations / <i>Remarks</i>  | Obstacles importants balisés de jour et de nuit  | High obstacles with day marking and<br>night obstruction lights  |

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

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

FMNR — AD 2.17 ESPACE AÉRIEN ATS  
ATS AIRSPACE

| Désignation et limites latérales<br><i>Designation and laterals limits</i> | Limites verticales<br><i>Vertical limits</i> | Classification<br>de l'espace<br>aérien<br><i>Airspace<br/>classification</i> | Indicatif d'appel et<br>langues de l'organe<br><i>ATS unit call<br/>sign/Languages</i> | Altitude de<br>transition<br><i>Transition<br/>altitude</i> | Observations<br><i>Remarks</i> |
|--|--|---|--|---|--------------------------------|
| 1  | 2  | 3   | 4  | 5   | 6                              |
| NIL  | NIL  | NIL   | NIL  | 4500 FT   | NIL                            |

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

| Désignation du service<br>Service designation | Indicatif d'appel<br>Call sign | Fréquences<br>(MHZ - KHZ)<br>Frequency | Heure de fonctionnement<br>Hours of operation | Observations<br>Remarks |
|---|--------------------------------|--|---|-------------------------|
| 1   | 2                              | 3                                      | 4   | 5                       |
| AFIS  | MAROANTSETRA INFO              | 119.8 MHz                              | 0400-1400                                     | / NIL                   |
| AFIS  | MAROANTSETRA RADIO             | 5484 KHz                               | 0400-1400                                     | / NIL                   |

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

| Type d'Aide/Déclinaison<br>Type of Aid/Magnetic Variation | Identification<br>Identification | Fréquences<br>(MHZ-KHZ)<br>Frequency | Heures de fonctionnement<br>Hours of operation | Coordonnées<br>antenne émission<br>Site of antenna coordinates | Altitude de l'antenne<br>Elevation of DME antenna | Observations<br>Remarks                           |
|---|----------------------------------|--------------------------------------|--|--|---|---|
| 1   | 2                                | 3                                    | 4  | 5  | 6   | 7   |
| NDB<br>12°W ( 2025 )                                      | VSL                              | 402 kHz                              | U/S  | 15°26'09.13"S<br>049°41'22.84"E                                | 18M<br>(59FT)                                     | P : 300W<br>588M FROM THR 14<br>QDR 123°<br>ADEMA |

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

|  |  |
|--|--|
| Tour de piste obligatoire pour tout aéronef non muni de radiocommunications ou sans contact radio sur 119.8MHZ ou 5484KHZ. Virage à gauche après décollage sur piste 32. | AD traffic circuit is obligatory for ACFT not equipped with radio communications or without radio contact on 119.8MHZ or 5484KHZ. Left turn after RWY 32 take-off. |
|--|--|

FMNR — AD 2.21 PROCEDURES ANTIBRUIT  
ANTI NOISE PROCEDURES

|     |     |
|-----|-----|
| NIL | NIL |
|-----|-----|

FMNR — AD 2.22 PROCEDURES DE VOL  
FLIGHT PROCEDURES

|     |     |
|-----|-----|
| NIL | NIL |
|-----|-----|

FMNR — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES  
ADDITIONAL INFORMATION

|   |                                      |
|---|--------------------------------------|
| - Revêtement de la bande de piste : bande sablonneuse | - Surface of RWY strip : sandy strip |
|---|--------------------------------------|

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

Voir Partie 3.2 - Cartes relatives aux aéroports

See Part 3.2 - Charts related to aerodromes



FMNR — AD 2.25 Obstacles pénétrant la surface du segment à vue(VSS)  
*Obstacles penetrating Visual Segment Surface(VSS)***FMNR – Obstacles pénétrant la surface du segment à vue RWY14 (VSS)**  
***Obstacles penetrating Visual Segment Surface RWY14 (VSS)***

| IDENTIFICATION OU DESIGNATION<br>Obstacle identification or designation | TYPE D'OBSTACLE<br>Type of Obstacle | COORDONNÉES/<br>Coordinates       | ALTITUDE AU SOMMET (mètres)/<br>Elevation at the Top (in meters) | PENETRATION DE LA VSS (mètres)/<br>VSS Penetration (in meters) |
|---|-------------------------------------|-----------------------------------|--|--|
| Fampanambo  | Hill                                | 15°23'14.829"S<br>049°36'19.954"E | 336.00   | 3.00   |

**FMNN – Obstacles pénétrant la surface du segment à vue RWY23 (VSS)**  
***Obstacles penetrating Visual Segment Surface RWY23 (VSS)***

| IDENTIFICATION OU DESIGNATION<br>Obstacle identification or designation | TYPE D'OBSTACLE<br>Type of Obstacle | COORDONNÉES/<br>Coordinates       | ALTITUDE AU SOMMET/ Elevation<br>at the Top (m) | PENETRATION DE LA VSS/ VSS<br>Penetration (m) |
|---|-------------------------------------|-----------------------------------|---|---|
| Nosy Mangabe  | Hill                                | 15°29'27.477"S<br>049°46'08.892"E | 356.00  | 27.00   |

PAGE LAISSÉE INTENTIONNELLEMENT VIDE

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

## GGOV -- BISSAU / OSVALDO VIEIRA

GGOV+ — 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<br><i>ARP coordinates and location</i>  | Lat. <b>11°53'20"N</b> - Long. <b>015°39'21"W</b><br><b>Sur l'axe de la piste à 135 m environ de la voie de circulation B1 venant du seuil 03</b> | Lat. <b>11°53'20"N</b> - Long. <b>015°39'21"W</b><br><b>On the RWY Centerline at about 135 m to TWY B1 coming from RWY 03</b> |
| 2 | Direction, distance de la ville<br><i>Direction, distance from city</i>  | 4,86 NM NORD de la ville  | 4,86 NM NORTH of the city   |
| 3 | Altitude / température de référence<br><i>Elevation / Reference temperature</i><br>Ondulation du Géoïde / <i>Geoid undulation</i>        | 39 M ( 128 FT ) / 36 ° C<br><b>28.4 M</b>   |   |
| 4 | Déclinaison magnétique / Variation annuelle<br><i>Direction and Magnetic variation / Annual change</i>                                   | 6°W ( 2025 ) / 9.9°E  |   |
| 5 | Administration / <i>Administration</i><br>Adresse / <i>Address</i><br>Téléphone - Télex - Fax - RSFTA<br><i>Telephone-Telex-Fax-AFTN</i> | <b>OSVALDO VIEIRA INTERNATIONAL AIRPORT (OVIA SARL)</b><br><b>NIL</b><br><b>Tél. +245 957085680</b><br><b>NIL</b>                                 |   |
| 6 | Types de trafic autorisés (IFR/VFR)<br><i>Types of traffic permitted (IFR/VFR)</i>   | IFR / VFR   |   |
| 7 | Observations / <i>Remarks</i>  | <b>REPRESENTATION ASECNA BP 807 - BISSAU RSFTA : GGOVYKX</b>  |   |

GGOV+ — AD 2.3 HEURES DE FONCTIONNEMENT  
OPERATIONAL HOURS

|    |  |   |  |
|----|--|---|--|
| 1  | Administration de l'Aérodrome<br><i>AD Administration</i>  | 0800 - 1600   |  |
| 2  | Douane et contrôle des personnes<br><i>Customs and Immigration</i>                                     | Selon le programme des vols                                       | According to the programm of flight                            |
| 3  | Santé et services sanitaires<br><i>Health and Sanitation</i>   | Selon le programme des vols                                       | According to the programm of flight                            |
| 4  | Bureau de piste AIS (BIA/BNI)<br><i>AIS Briefing Office</i>  | Lun-Dim : H12 - 0700/1900 et sur demande                          | Monday-Sunday : H12 - 0700/1900 and O/R                        |
| 5  | Bureau de piste ATS (ARO)<br><i>ATS Reporting Office (ARO)</i>   | Lun-Dim : H12 - 0700/1900 et sur demande                          | Monday-Sunday : H12 - 0700/1900 and O/R                        |
| 6  | Bureau de piste MET<br><i>MET Briefing Office</i>  | Lun-Dim : H12 - 0700/1900   | Monday-Sunday : H12 - 0700/1900                                |
| 7  | Service de la circulation aérienne<br><i>ATS</i>   | Lun-Dim : H12 - 0700/1900 et sur demande                          | Monday-Sunday : H12 - 0700/1900 and O/R                        |
| 8  | Avitaillement en carburant<br><i>Fueling</i>   | Selon le programme des vols                                       | According to the programm of flight                            |
| 9  | Services d'escale<br><i>Handling</i>   | Selon le programme des vols                                       | According to the programm of flight                            |
| 10 | Sûreté<br><i>Safety</i>  | Selon le programme des vols                                       | According to the programm of flight                            |
| 11 | Dégivrage<br><i>De-icing</i>   | NIL   |  |
| 12 | Observations / <i>Remarks</i><br>Heure d'ouverture de l'aéroport<br><i>Opening hour of the airport</i> | Services d'escale assurés pour les vols programmés et sur demande | Handling services provided for scheduled fights and on request |

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

|   |  |  |   |
|---|--|--|---|
| 1 | Services de manutention du fret<br><i>Cargo handling facilities</i>  | TAP - S.A.A. Lda (Service de Assistance Aeroportuaire)<br>Tél : (245)966171765<br>(245)955928588<br>(245)955342251<br>(245)955860800<br>E-mail : saabis@hotmail.com; saapaxbis@hotmail.com<br>SITA : OXBNNXH |   |
| 2 | Types de carburants et de lubrifiants  | JET A1   |   |
| 3 | Services et capacité d'avitaillement en carburant / <i>Fuelling facilities / capacity</i>                    | JET A1 : 200 M3 - citerne 40000 M3<br>Paiement CFA, Euros, USD, cartes de crédit   | JET A1 : 200 M3 - Tank 40000 M3<br>Paiement CFA, Euros, USD, credit cards |
| 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  |   |

GGOV+ — AD 2.5 SERVICES AUX PASSAGERS  
PASSENGER FACILITIES

|   |  |  |   |
|---|--|--|---|
| 1 | Hôtels / <i>Hotels</i>                                       | 11 hôtels et 17 auberges en ville                  | 11 hotels and 17 hostels in the city            |
| 2 | Restaurants / <i>Restaurants</i>                             | 1 restaurant à l'aéroport et plusieurs en ville    | 1 restaurant at the AD and many in the city     |
| 3 | Moyens de transport / <i>Transportation facilities</i>       | Taxis disponibles à l'aéroport                     | Taxis available at the AD                       |
| 4 | Services médicaux / <i>Medical facilities</i>                | 3 Hôpitaux et plusieurs cliniques en ville         | 3 hospitals and many clinics in the city        |
| 5 | Services bancaires et postaux<br><i>Bank and Post Office</i> | Change à l'aéroport.<br>Postes et Banques en ville | Exchange at the AD<br>Post and Bank in the city |
| 6 | Services d'information touristique<br><i>Tourist office</i>  | Bureaux en ville                                   | Offices in the city                             |
| 7 | Observations / <i>Remarks</i>                                | NIL  |   |

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

|   |   |   |                                  |
|---|---|---|----------------------------------|
| 1 | Catégorie de l'aérodrome pour la lutte contre l'incendie / <i>AD category for fire fighting</i>                     | Niveau de protection assuré : 7   | Ensured protection level: 7      |
| 2 | Equipement de sauvetage<br><i>Rescue Equipment</i>  | 1 FLYCO 50 KG poudre<br>3 VIMP 91125 SIDES - 9100 L eau + 1100 L émulseur + 250 KG poudre<br>1 VIPP 4425 CAMIVA - 4000 L eau + 400 L émulseur + 250 KG poudre<br>1 PSE 1100 SIDES (avec 1 compartiment ambulance) 1000 L eau + 100 L émulseur |                                  |
| 3 | Moyens d'enlèvement des aéronefs accidentellement immobilisés<br><i>Capability for removal of disabled aircraft</i> | En ville : Grues 18 à 100 T   | In the city : cranes 18 to 100 T |
| 4 | Observations / <i>Remarks</i>   | Chaque pompier dispose d'un masque individuel pour le port d'ARI<br>Equipement de sauvetage :<br>15 ARI (Appareils Respiratoire Isolant) - 2 brancards  |                                  |



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

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



GGOV+ — 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<br><i>Apron surface</i>   | AST A : Béton bitumineux / Asphaltic concrete<br>AST B : Asphalte / Asphalt   |
|   | Résistance de l'aire de trafic<br><i>Apron strength</i>   | AST A : PCR:620/F/B/X/T<br>AST B : PCR: 600/F/B/X/T   |
| 2 | Largeur des voies de circulation<br><i>TWY width</i>  | TWY A1 : 30 M<br>TWY A2 : 30 M<br>TWY A3 : 30 M<br>TWY A4 : 30 M<br>TWY B1 : 30 M<br>TWY B2 : 30 M<br>TWY C1 : 24 M<br>TWY C2 : 30 M<br>TWY D : 30 M<br>TWY E : 30 M<br>TWY F : 30 M  |
|   | Surface des voies de circulation<br><i>TWY surface</i>  | TWY A1 : Asphalte / Asphalt<br>TWY A2 : Asphalte / Asphalt<br>TWY A3 : Asphalte / Asphalt<br>TWY A4 : Asphalte / Asphalt<br>TWY B1 : Asphalte / Asphalt<br>TWY B2 : Asphalte / Asphalt<br>TWY C1 : Asphalte / Asphalt<br>TWY C2 : Asphalte / Asphalt<br>TWY D : Asphalte / Asphalt<br>TWY E : Asphalte / Asphalt<br>TWY F : Asphalte / Asphalt  |
|   | Résistance des voies de circulation<br><i>TWY strength</i>  | TWY A1 : PCN 35/F/B/X/U<br>TWY A2 : PCN 35/F/B/X/U<br>TWY A3 : PCR 600/F/B/X/T<br>TWY A4 : PCN 35/F/B/X/U<br>TWY B1 : PCR 780/F/B/X/T<br>TWY B2 : PCR 780/F/B/X/T<br>TWY C1 : PCN 35/F/B/X/U<br>TWY C2 : PCR 600/F/B/X/T<br>TWY D : PCN 35/F/B/X/U<br>TWY E : PCN 35/F/B/X/U<br>TWY F : PCN 35/F/B/X/U  |
| 3 | Position et altitude des emplacements de vérification des altimètres<br><i>Altimeter check location (ACL) and elevation</i> | A1L - 11° 53' 21.20" N/015° 39'7.65" W - 33 M<br>A1 - 11° 53' 20.18" N/015° 39'7.15" W - 32 M<br>A1R - 11° 53' 19.79" N/015° 39'7.55" W - 32 M<br>A2L - 11° 53' 23.83" N/015° 39'6.76" W - 33 M<br>A2 - 11° 53' 22.82" N/015° 39'6.23" W - 32 M<br>A2R - 11° 53' 22.43" N/015° 39'6.66" W - 32 M<br>B1 - 11° 53' 12.32" N/015° 39'12.09" W - 36 M<br>B2 - 11° 53' 13.27" N/015° 39'11.43" W - 36 M<br>B3 - 11° 53' 14.54" N/015° 39'11.01" W - 36 M<br>B4 - 11° 53' 18.22" N/015° 39'10.12" W - 36 M<br>B5 - 11° 53' 18.12" N/015° 39'11.61" W - 36 M<br>B6 - 11° 53' 18.19" N/015° 39'9.89" W - 36 M |
| 4 | Emplacement des points de vérification VOR<br><i>VOR check points</i>   | NIL   |
| 5 | Points de vérification INS<br><i>INS checkpoints</i>  | A1 - 11°53'21.18"N 015°39'07.15"W - 32 M<br>A1L - 11°53'21.20"N 015°39'07.65"W - 33 M<br>A1R - 11°53'19.79"N 015°39'07.55"W - 32 M<br>A2 - 11°53'22.82"N 015°39'06.23"W - 32 M<br>A2L - 11°53'23.83"N 015°39'06.76"W - 33 M<br>A2R - 11°53'22.43"N 015°39'06.66"W - 32 M<br>B1 - 11°53'12.32"N 015°39'12.09"W - 36 M<br>B2 - 11°53'13.27"N 015°39'11.43"W - 36 M<br>B3 - 11°53'14.54"N 015°39'11.01"W - 36 M<br>B4 - 11°53'18.22"N 015°39'10.12"W - 36 M<br>B5 - 11°53'18.12"N 015°39'11.61"W - 36 M<br>B6 - 11°53'18.19"N 015°39'09.89"W - 36 M  |



|   |                        |   |   |
|---|------------------------|---|---|
| 6 | Observations / Remarks | Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales<br>Demi-tour complet interdit sur la piste aux aéronefs d'un poids supérieur à 5700kg.<br>Le demi-tour doit être exécuté sur la raquette et extrémité de piste aménagées à cet effet | AD prohibited for ACFT not equipped with bilateral radio communications<br>U-turn on runway prohibited for ACFT Superior to 5700kg weight.<br>U-turn must be done on the turnaround area and the runway end arranged to this effect |
|---|------------------------|---|---|

GGOV+ — 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<br><i>Use of aircraft stands ID signs</i>   | Lignes de guidage et marquages au sol<br>Numéro de postes de stationnement des avions sur l'aire de trafic | Guidance lines at apron delimitation markings<br>Number of ACFT apron stands markings |
|   | Lignes de guidage TWY<br><i>TWY guide lines</i>  | Lignes de guidage sur TWY au sol   | TWY guidance lines on the ground  |
|   | Systèmes de guidage pour l'accostage des aéronefs<br><i>Visual docking/parking guidance system</i>   | Panneaux lumineux d'identification des TWY B1,B2,A3,C2 et RWY03/21   | Lighted identification panels on TWY B1,B2,A3,C2 and RWY03/21                         |
| 2 | Balisage et feux des RWY et TWY<br>Marquage et balisage lumineux des pistes et des voies de circulation<br><i>RWY and TWY markings and lightings</i> | RWY : Feux Blancs LIH<br>TWY : Feux Bleus LIL<br>Aire de trafic : Feux bleus LIL                           | RWY : White lights LIH<br>TWY : Blue lights LIL<br>Apron : Blue lights LIL            |
| 3 | Barres d'arrêt<br><i>Stop bars</i>   | Point d'attente sur le TWY B1 marquage au sol  | Holding point on TWY B1 with markings   |
| 4 | Observations / Remarks   | NIL  |   |

GGOV+ — AD 2.10 OBSTACLES D'AÉRODROME  
AERODROME OBSTACLES

| ZONE<br>Area | IDENTIFICATION OU<br>DESIGNATION<br><i>obstacle identification<br/>or designation</i> | TYPE D'OBSTACLE<br><i>Type of Obstacle</i> | COORDONNÉES<br><i>Coordinates</i>     | ALTITUDE /<br>HAUTEUR<br>SOL (mètres)<br><i>elevation/height<br/>(in Meters)</i> | MARQUAGES, TYPE ET<br>COULEUR DU BALISAGE<br>LUMINEUX<br><i>obstacle marking, type and<br/>color of obstacle lighting</i> | DISPONIBILITÉ<br>ÉLECTRONIQUE<br><i>electronic availability</i> |
|--------------|---|--|---------------------------------------|--|---|---|
| 0            | 1   | 2  | 3                                     | 4  | 5   | 6   |
| Zone 2       | ILS/LOC   | Antenna                                    | 11°52'43.41081"N<br>015°39'33.12208"W | 41.04 M<br>---   | Marked - Red lighted  | NIL   |
| Zone 2       | VOR/DME   | Antenna                                    | 11°55'14.3"N<br>015°38'41.4"W         | 23.94 M<br>---   | Marked - Red lighted  | NIL   |
| Zone 2       | Pylone de<br>communication  | Antenna                                    | 11°53'11.779"N<br>015°39'09.5382"W    | 86.55 M<br>---   | Unmarked  | NIL   |
| Zone 2       | APRNLT  | Antenna                                    | 11°53'25.01"N<br>015°39'07.82"W       | 54.626 M<br>---  | Unmarked  | NIL   |
| Zone 2       | TELECOM   | Antenna                                    | 11°52'01.31"N<br>015°37'27.75"W       | 142.520 M<br>---   | Marked - Red lighted  | NIL   |
| Zone 2       | ABRI METEO  | Antenna                                    | 11°53'19.47159"N<br>015°39'12.65807"W | 59.356 M<br>---  | Marked - Red lighted  | NIL   |
| Zone 2       | Bâtiment RADAR  | Antenna                                    | 11°54'14.8"N<br>015°38'52.6"W         | 57.62 M<br>---   | Marked - Red lighted  | NIL   |
| Zone 2       | ALD/DME   | Antenna                                    | 11°54'22.453"N<br>015°39'03.348"W     | 35.62 M  | Marked - Red lighted  | NIL   |
| Zone 3       | NIL   | NIL  | NIL                                   | NIL  | NIL   | NIL   |



GGOV+ — AD 2.11 RENSEIGNEMENTS MÉTÉOROLOGIQUES FOURNIS  
METEOROLOGICAL INFORMATION PROVIDED

|    |   |   |   |
|----|---|---|---|
| 1  | Centre météorologique associé à l'aérodrome<br><i>Associated MET Office</i>   | CMP BISSAU  |   |
| 2  | Heures de service / <i>Hours of service</i>   | Lun-Dim : H12 - 0700/1900   | Monday-Sunday : H12 - 0700/1900   |
|    | Centre météorologique responsable en dehors de ces heures<br><i>MET Office outside hours of service</i>   | NIL   |   |
| 3  | Centre responsable de la préparation des TAF et périodes de validité des prévisions<br><i>Office responsible for TAF preparation and period of validity</i> | BISSAU  |   |
|    | (à remonter) Période de validité<br><i>Validity period</i>  | 12/12 - 18/18 - 00/24   |   |
| 4  | Type de prévision d'atterrissage disponibles et intervalle de publication<br><i>Type of landing forecast / Interval of issuance</i>                         | METAR - MET REPORT : Chaque heure<br>SPECI/SPECIAL : au besoin  |   |
|    | (à remonter) Périodicité<br><i>Interval of issuance</i>   | 1 HR  |   |
| 5  | Exposés verbaux / consultations assurés<br><i>Briefing / consultation provided</i>  | P (Commentaires des dossiers de protection de vol sur demande)  | Briefing on meteo document on request   |
| 6  | Documentation de vol<br><i>Flight documentation</i>   | OPMET (METAR/SPECI, TAF, SIGMET, ETC)-TEMSEI, Temps Significatifs Portugais   |   |
|    | Langue utilisée<br><i>Language used</i>   | Français (Fr), Anglais (En)   |   |
| 7  | Cartes, autres informations<br><i>Charts, other information</i>   | Cartes de surface - Photo satellite - MSG<br>Carte de vent/température, OPMET, TEMSEI - SADIS   | Surface Maps - Satellite photo - MSG<br>Map wind / temperature, OPMET, TEMSEI - SADIS   |
| 8  | Équipement complémentaire<br><i>Supplementary equipment</i>   | AMHS / Voie A-SAAPI- MSG de 2ème génération et SADIS- Secours Internet- PC Prévi-SMT / SIO /Voie B - PC VMA-SAOMA-PC PROGIMET EARTHNETWORKS GROWN MET | AMHS / Channel A -SAAPI - MSG 2nd generation and SADIS- Internet Rescue - Prévi.PC - SMT/SIO/Channel B - VMA PC - SAOMA - PROGIMET PC,EARTHNETWORKS GROWN MET |
| 9  | Organismes ATS desservis<br><i>ATS units served</i>   | TWR / APP   |   |
| 10 | Informations complémentaires<br><i>Additional information</i>   | NIL   |   |

GGOV+ — AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES  
RUNWAY PHYSICAL CHARACTERISTICS

| Numéro de piste<br>RWY NR               | Relèvements<br>VRAI et MAG<br>True and Mag<br>Bearing | Dimensions<br>des RWY (M)<br>Dimensions of<br>RWY (M) | Résistance (PCN ou PCR) et<br>revêtement des RWY et SWY<br>Strength (PCN or PCR) and<br>surface of RWY and SWY | Coordonnées du seuil<br>Threshold THR<br>Coordinates   | Altitude du seuil et du<br>point le plus élevé de la<br>TDZ<br>THR elevation and<br>highest<br>elevation of TDZ of<br>precision RWY |
|---|---|---|--|--|---|
| 1                                       | 2   | 3   | 4  | 5  | 6   |
| 03                                      | 018.70° VRAI<br>025° MAG                              | 3200 x 45   | PCR : 600/F/B/X/T<br>Asphalte / Asphalt  | 11°52'52.26"N<br>015°39'30.09"W<br>-----<br>GUND NIL   | THR : 39M / 128FT<br>TDZ : 39M / 128FT  |
| 21                                      | 198.70° VRAI<br>205° MAG                              | 3200 x 45   | PCR : 600/F/B/X/T<br>Asphalte / Asphalt  | 11°54'30.74"N<br>015°38'56.30"W<br>-----<br>GUND NIL   | THR : 26M / 85.3FT<br>TDZ : 27M / 88.6FT  |
| Pente de<br>RWY/SWY<br>RWY/SWY<br>Slope | Dimensions<br>PA (M)<br>SWY<br>dimensions             | Dimensions<br>des PD (M)<br>CWY<br>Dimensions         | Dimensions de la bande (M)<br>Strip Dimensions   | Zone dégagée<br>d'osbtacle<br>Obstacle free zone (OFZ) | Observations<br>Remarks   |
| 7                                       | 8   | 9   | 10   | 11   | 12  |
| 0.41 %                                  | NIL   | 400 x 150   | 3320 x 280   | See obstacles chart Type<br>A                          | RESA : 90 x 90M<br>Aggregate surface  |
| 0.41 %                                  | NIL   | 200 x 150   | 3320 x 280   | See obstacles chart Type<br>A                          | RESA : 90 x 90M<br>Aggregate surface  |

GGOV+ — AD 2.13 DISTANCES DÉCLARÉES  
DECLARED DISTANCES

| Désignation de la<br>piste<br>RWY NR | TORA<br>(M) | TODA<br>(M) | ASDA<br>(M) | LDA<br>(M) | Observations<br>Remarks   |
|--------------------------------------|-------------|-------------|-------------|------------|---------------------------|
| 1                                    | 2           | 3           | 4           | 5          | 6                         |
| 03                                   | 3200        | 3600        | 3200        | 3200       | PD = 400 M<br>CWY = 400 M |
| 21                                   | 3200        | 3400        | 3200        | 3200       | PD = 200 M<br>CWY = 200 M |



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

| Désignation de la piste<br>RWY Designator   | Type et intensité du balisage lumineux d'approche<br>Approach lighting type, length intensity                 | Couleur des feux de seuil et barres<br>THR Lights colour wing bar lights WBAR            | PAPI<br>Position/Pente<br>Location/Slope<br>MEHT (FT)                          | Zone de toucher des roues<br>TDZ, LGT, length |
|---|---|--|--|---|
| 1   | 2   | 3  | 4  | 5   |
| 03  | NIL   | Vert / Green - LIL   | Gauche / Left<br>3°  | NIL   |
| 21  | - 900 M - LIH/LIL   | Vert / Green - LIL   | Gauche / Left<br>3°  | NIL   |
| Longueur, espacement couleur des feux d'axe de piste<br>RWY centre line, length, spacing, colour, intensity | Longueur, espacement couleur des feux de bord de piste<br>RWY edge lights, length, spacing, colour, intensity | Couleur des feux d'extrémité de piste<br>RWY end lights, LEN, spacing, colour, intensity | Longueur, couleur des feux de prolongement d'arrêt<br>SWY lights length colour | Observations<br>Remarks                       |
| 6   | 7   | 8  | 9  | 10  |
| NIL   | 60 M - Blanc / White  | Rouge / Red - LIL  | NIL  | NIL   |
| NIL   | 60 M - Blanc / White  | Rouge / Red - LIL  | NIL  | NIL   |

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

|   |   |  |  |
|---|---|--|--|
| 1 | Emplacement, caractéristique et heures de fonctionnement des phares d'aérodrome/<br>d'identification / ABN/IBN location, characteristics and hours of operation | H24<br>H24   |  |
| 2 | Emplacement et éclairage de l'anémomètre/<br>Anemometer location and lighting<br>Indicateur de sens d'atterrissage<br>LDI location and lighting                 | NIL<br>H 24 à gauche de chaque QFU 03/21   | H 24 on the left of each QFU 03/21   |
| 3 | Feux de bord de voies de circulation et feux axiaux de voies de circulation<br>TWY edge and centre line lighting  | TWY : Feux Bleus<br>TWY : Feux Bleus   | TWY : Blue lights<br>TWY : Blue lights   |
| 4 | Alimentation électrique auxiliaire/ délai de commutation<br>Secondary power supply / switch-over time   | Alimentation secours par 2 groupes de :<br>Groupe 1 : 300 KVA - type QSX-G8/79542136<br>Groupe 2 : 300 KVA - type QSX15-G8/79542136<br>Démarrage électrique à double entrée 24 V cd<br>Temps de commutation : 14 s<br><b>Trois (03) groupes électrogènes de 825 kVA assurant l'alimentation de secours. Onduleur de 950 kVA. Autonomie : 24 heures Temps de commutation inférieur à 10 s en mode « sauvegarde inversée »</b> | Stand-by power provided by 2 groups of :<br>group 1 : 300 KVA - type QSX-G8/79542136<br>group 2 : 300 KVA - type QSX15-G8/79542136<br>Startup double electric starter 24 V cd<br>Switch-over time : 14 s<br><b>Three (03) Generators of 825 KVA which consist of the supply secours. Uninterruptible Power Supply 950 KVA. Autonomy 24 hours. Switch-over time lest than 10s in reverse backup mode.</b> |
| 5 | Observations / Remarks  | Placement des panneaux de signalisation de la piste et taxiway   | Placement of signs of the runway and taxiway   |

GGOV+ — AD 2.16 AIRE D'ATTERRISSAGE D'HÉLICOPTÈRES  
HELICOPTER LANDING AREA

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

GGOV+ — AD 2.17 ESPACE AÉRIEN ATS  
ATS AIRSPACE

| Désignation et limites latérales<br><i>Designation and laterals limits</i>  | Limites verticales<br><i>Vertical limits</i> | Classification<br>de l'espace<br>aérien<br><i>Airspace<br/>classification</i> | Indicatif d'appel et<br>langues de l'organe<br><i>ATS unit call<br/>sign/Languages</i> | Altitude de<br>transition<br><i>Transition<br/>altitude</i> | Observations<br><i>Remarks</i> |
|---|--|---|--|---|--------------------------------|
| 1   | 2  | 3   | 4  | 5   | 6                              |
| <b>CTR BISSAU</b><br>Cercle de 20 NM de rayon centré sur<br>BISSAU VOR/DME "BIS" 11°55'14.30"N<br>- 015°38'41.40"W  | 900 M ASFC<br>-----<br>SOL - MER             | C   | Anglais (En) -<br>Portugais (Pt) -<br>Français (Fr)                                    | 3200 FT   |                                |
| <p>Règles de vol<br/>Voir chapitres<br/>ENR1 et ENR2<br/>Possibilité de prolongation d'ouverture O/R à GOOYYDYX 2HR avant la fermeture<br/>Aérodrome interdit aux aéronefs non munis de radiocommunications bilatérales. Demande d'autorisation d'au moins 48H pour les vols non réguliers.<br/>Le survol à basse altitude de la ville est interdit.<br/>La vent arrière QFU 21 main gauche est interdite.</p> <p>Flight rules<br/>see ENR 1 and ENR 2<br/>With the possibility to open on request when advised on GOOYYDYX at least 2 hours prior to the end of the service period.<br/>AD prohibited for ACFT not equipped with bilateral radio communications. A request for authorization must be formulated with a minimum notice of 48 H for the non regular flights<br/>Low flying over the city is forbidden.<br/>Left hand down wind on QFU 21 prohibited.</p> |  |   |  |   |                                |



GGOV+ — AD 2.18 INSTALLATIONS DE TÉLÉCOMMUNICATION DES SERVICES  
DE LA CIRCULATION AÉRIENNE

## ATS RADIOCOMMUNICATION FACILITIES

| Désignation du service<br>Service designation | Indicatif d'appel<br>Call sign | Fréquences<br>(MHZ - KHZ)<br>Frequency | Heure de fonctionnement<br>Hours of operation | Observations<br>Remarks   |
|---|--------------------------------|--|---|---|
| 1   | 2                              | 3                                      | 4   | 5   |
| TWR   | BISSAU TOUR                    | 124.3 MHz                              | 0700-1900                                     | LUN-DIM : H12 0700-1900<br>Possibilité de prolongation<br>d'ouverture O/R à<br>GOOYYDYX 2HR avant la<br>fermeture / MON-SUN : H12<br>0700-1900<br>With the possibility to open<br>on request when advised on<br>GOOYYDYX at least 2 hours<br>prior to the end of the service<br>period. |
| APP   | BISSAU TOUR                    | 123.9 MHz                              | 0700-1900                                     | LUN-DIM : H12 0700-1900<br>Possibilité de prolongation<br>d'ouverture O/R à<br>GOOYYDYX 2HR avant la<br>fermeture / MON-SUN : H12<br>0700-1900<br>With the possibility to open<br>on request when advised on<br>GOOYYDYX at least 2 hours<br>prior to the end of the service<br>period. |
| ALRS  | DETRESSE<br>EMERGENCY          | 121.5 MHz                              | 0700-1900                                     | LUN-DIM : H12 0700-1900<br>Possibilité de prolongation<br>d'ouverture O/R à<br>GOOYYDYX 2HR avant la<br>fermeture / MON-SUN : H12<br>0700-1900<br>With the possibility to open<br>on request when advised on<br>GOOYYDYX at least 2 hours<br>prior to the end of the service<br>period. |

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

| Type d'Aide/Déclinaison<br><i>Type of Aid/Magnetic Variation</i> | Identification<br><i>Identification</i> | Fréquences<br>(MHZ-KHZ)<br><i>Frequency</i> | Heures de fonctionnement<br><i>Hours of operation</i> | Coordonnées<br>antenne émission<br><i>Site of antenna coordinates</i> | Altitude de l'antenne<br><i>Elevation of DME antenna</i> | Observations<br><i>Remarks</i>               |
|--|---|---|---|---|--|--|
| 1  | 2                                       | 3   | 4   | 5   | 6  | 7  |
| ILS/GP 21<br>6°W ( 2025 )  | IBS                                     | 332 MHz                                     | H24   | 11°54'22.35"N<br>015°39'03.45"W                                       |  | Hauteur antenne : 12,30 M<br>Angle desc : 3° |
| ILS/LOC 21<br>NOCAT<br>6°W ( 2025 )                              | IBS                                     | 109.3 MHz                                   | H24   | 11°52'43.41"N<br>015°39'33.12"W                                       |  | Hauteur antenne : 9,46 M                     |
| ILS/DME<br>6°W ( 2025 )  | IBS                                     | Ch 30X                                      | H24   | 11°54'22.35"N<br>015°39'03.45"W                                       | 25.91M<br>(85FT)   | NIL  |
| VOR/DME<br>6°W ( 2025 )  | BIS                                     | 114.3 MHz<br>Ch 90X                         | H24   | 11°55'14.29"N<br>015°38'41.43"W                                       | 23.94M<br>(79FT)   | Hauteur VOR = 5.5 M<br>Hauteur DME = 8.3 M   |

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

NIL

GGOV+ — AD 2.21 PROCEDURES ANTIBRUIT  
ANTI NOISE PROCEDURES

NIL

GGOV+ — AD 2.22 PROCEDURES DE VOL  
FLIGHT PROCEDURES

NIL

GGOV+ — AD 2.23 RENSEIGNEMENTS SUPPLEMENTAIRES  
ADDITIONAL INFORMATION

NIL

GGOV+ — AD 2.24 CARTES RELATIVES A L'AERODROME  
AERODROME CHART

Voir Partie 3.2 - Cartes relatives aux aérodomes

See Part 3.2 - Charts related to aerodromes

