

Phone : +(242) 05 377 95 54
 +(242) 05 377 95 64
 AFTN : FCCCCNYX
 E-mail : bnibrazza@yahoo.fr:
 aim-fccc@asecna.org
 Web : https://aim.asecna.aero



**BUREAU NOTAM INTERNATIONAL
 DE L'AFRIQUE CENTRALE**

B.P. 660 BRAZZAVILLE - CONGO

CAMEROUN – CENTRAFRIQUE – CONGO – GABON – GUINEE ÉQUATORIALE – SAO TOME – TCHAD

AIP SUP

NR 94/A/25FC

08 OCT 2025

LIBREVILLE/Léon MBA – FOOL

MISE A JOUR DES SOUS-SECTIONS ENR1 ET ENR3 ENR1 AND ENR3 SUB-SECTIONS UPDATE

Effective date	08 OCT 2025
Validity	PERM

Ce Supplément d'AIP a pour objet d'informer les usagers sur la mise à jour des sous-sections ENR1 et ENR 3 de l'AIP ASECNA concernant l'aérodrome de Libreville.

The purpose of this AIP Supplement is to inform users on the update of the sub-sections ENR 1 and ENR 3 of ASECNA AIP concerning Libreville aerodrome.

ENR 1.8 ~~ATM CONTINGENCY PLAN FOR LIBREVILLE ACC~~ PROCEDURES COMPLEMENTAIRES REGIONALES / REGIONAL COMPLEMENTARY PROCEDURES

Read NIL

ENR 3 AUTRES ROUTES / OTHER ROUTES

ENR 3.5.1 OPERATIONS DES ROUTES DIRECTES DANS L'UTA DE LIBREVILLE / DIRECT ROUTE OPERATIONS WITHIN LIBREVILLE UTA

I. INTRODUCTION

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

II. CHAMP D'APPLICATION

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

I. INTRODUCTION

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

II. APPLICABILITY

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

III. PROCEDURES GENERALES

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

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

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

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

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

Une portion de route directe planifiée entre l'UTA de Libreville et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR adjacente ou UTA adjacente.

IV. APPLICATION DCT A LA FRONTIERE DE LA FIR

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

III. GENERAL PROCEDURES

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

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

All significant points (5LNC) contained in Libreville UTA may be used to constitute a direct flight segment,

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

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

Planned direct route segment between Libreville UTA and an adjacent FIR will only be accepted after coordination and consent of the adjacent FIR.

IV. CROSS BORDER DCT APPLICATION

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

V. POINTS D'ENTREE/SORTIE DE L'UTA DE LIBREVILLE

V1. Les points de compte-rendu de la limite de l'UTA de Libreville (BIPIV, GEBRO, IPOVO, BTA, ARASI, VOLMU, ONKAR, MISTI, NEBEX, MOVOD, TAPIL, PILVI, EDOTO, ONLEN, VORET, ILDAN, NURIP, AGSIM, AGRUB, GULEP, BOVGA) sont désignés comme points d'entrée/sortie HORIZONTALS.

V2. Tous les vols IFR opérant dans l'UTA de Libreville, si le trafic et les restrictions de l'espace aérien le permettent, seront facilités pour suivre la route directe "DCT" des points d'entrée aux points de sortie horizontaux.

V3. Tous les usagers sont tenus de planifier leurs intentions de vol pour l'acheminement direct en conséquence.

VI. EQUIPEMENT DES AERONEFS

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

V. LIBREVILLE UTA ENTRY/EXIT POINTS

V1. The reporting points of Libreville UTA boundary (BIPIV, GEBRO, IPOVO, BTA, ARASI, VOLMU, ONKAR, MISTI, NEBEX, MOVOD, TAPIL, PILVI, EDOTO, ONLEN, VORET, ILDAN, NURIP, AGSIM, AGRUB, GULEP, BOVGA) are designated as HORIZONTAL entry/exit points.

V2. All IFR flights operating within Libreville UTA, traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points.

V3. All users are required to plan their flight intentions for direct routing accordingly.

VI. AIRCRAFT EQUIPAGE

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

ENR 3.5.2 ATM CONTINGENCY PLAN FOR LIBREVILLE 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 LIBREVILLE UPPER TRAFFIC AREA and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.32, and Attachment C and Gabonese Aeronautical Rules (RAG7.2) 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 Libreville ACC. Routes and flight levels are limited.

2. STATES AND FIRS AFFECTED

- 2.1.** In the event that Gabonese Civil Aviation Authority activates this Contingency Plan, the adjacent ATS UNIT, will be notified in accordance with the Letter of Agreement (LOA) or Memorandum of Understanding (MOU) established between them. The adjacent ATS UNIT directly affected by this Contingency Plan are as follows:

State	FIR	ATS Unit
Congo	Brazzaville FIR	Brazzaville ACC
Cameroon	Brazzaville FIR	Douala ACC
Ghana	Accra FIR	Accra ACC
Nigeria	Lagos FIR	Lagos ACC
Sao-Tome	Sao-Tome FIR	Sao-Tome 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 Libreville 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 Libreville UTA is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to Brazzaville ACC and Douala ACC and the restoration of Air Traffic Services in Libreville UTA.

The Central Coordinating Committee comprises representation of the following:

- GABONESE CIVIL AVIATION AUTHORITY (ANAC).*
- ASECNA (HEADQUARTER, REPRESENTATIVE IN GABON);*
- AIRPORT AUTHORITY (GSEZ AIRPORT);*
- 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 Libreville UTA, GABONESE 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 overflying traffic and airspace to be avoided.
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available.
- d) 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 GABONESE CIVIL AVIATION AUTHORITY (ANAC) is unable to issue the NOTAM, ASECNA or ICAO will take action to issue the NOTAM of contingency measures upon notification by GABONESE CIVIL AVIATION AUTHORITY (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 Libreville 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 Libreville 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 Libreville UTA via the AFTN

using normal procedures.

c) On notification by GABONESE CIVIL AVIATION AUTHORITY (ANAC), the ATS authorities operating the OTHER STATE ATS UNIT will activate the contingency procedures in accordance with this Plan or any existing LOA or MOU.

d) Prior to entry to the Libreville UTA during contingency operations prior authorization must be obtained from GABONESE CIVIL AVIATION AUTHORITY (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 Libreville UTA contingency airspace.

e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering the Libreville UTA shall be in accordance with this Plan (where it also serves as the formal LOA).

f) The ATS UNIT responsible for aircraft entering the Libreville UTA will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the Libreville UTA.

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

h) The ATS UNIT responsible prior for aircraft entering the Libreville UTA will inform aircraft that they must establish contact with the first [ATS UNIT] after transiting the Libreville UTA not less than 10 minutes before the estimated time of entry to Libreville 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 GABONESE CIVIL AVIATION AUTHORITY (ANAC) VIA NOTAM.

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

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

- LIBREVILLE - BRAZZAVILLE ACC ;
- LIBREVILLE - DOUALA ACC ;
- LIBREVILLE - SAO-TOME ACC ;
- LIBREVILLE - ACCRA ACC ;
- LIBREVILLE - LAGOS ACC.

6.2 The responsibility for ensuring the provision of air traffic services within Libreville UTA is transferred to BRAZZAVILLE and DOUALA according to the following considerations:

a) Brazzaville ACC will ensure the provision of air traffic services for traffic operating in airspace or along the two contingency ATS routes on the East-West and South-North part of the FIR:

- BZCR5 (UG 856)
- BZCR6 (UG861)

b) Douala 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:

- BZCR8 (UB737).

7 CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within Libreville 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.*

<i>Routes Code</i>	<i>Routes name</i>	<i>FIR involved</i>	<i>Flight Levels assignment</i>	<i>Entry/Exit point</i>	<i>Communications means</i>
BZCR5	UG 856	Brazzaville FIR	North-west bound: FL300 and 400 South-east bound: FL290 and 390	BIPIV/MOVOD	Brazzaville ACC : CPDLC et HF : 8873-8903-13294-5493-8894
BZCR6	UG 861	Brazzaville FIR	North-west bound: FL340 and 360 South-east bound: FL330, 350 and 370	MOVOD/ARASI	Brazzaville ACC : CPDLC et HF : 8873-8903-13294-5493-8894
BZCR8	UB 737	Brazzaville FIR	North-east bound: FL270 and 310 South-west bound: FL280 and FL320	IPOVO/USMOL	DOUALA ACC: VHF 129.5MHz

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 GABONESE CIVIL AVIATION AUTHORITY (ANAC) prior to operating flights through the Libreville UTA. During the period of activation of this Contingency Plan the adjacent ATS UNIT will provide normal ATC clearances for aircraft to enter the Libreville UTA. The adjacent ATS UNIT is not responsible for coordination or provision of overflight clearances for Libreville UTA. The operator must ensure any required overflight approval has been obtained.

8.3 PILOTS OPERATING PROCEDURES

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

- Maintain contact with BRAZZAVILLE ACC and DOUALA ACC according to paragraph 4 of this contingency plan.*
- Operate along or as close as possible to the centerline of the assigned contingency air traffic route.*
- Reach the flight level assigned by BRAZZAVILLE ACC and DOUALA for the transit of Libreville UTA at least ten (10) minutes before entering Libreville UTA.*
- Maintain the flight level assigned by the last adjacent ACC while operating within Libreville UTA, unless an emergency or flight safety reason exists.*
- Maintain a continuous listening watch on the VHF frequency 126.9 MHz and transmit blind in English on 126.9 MHz position reports five (5) minutes before and overhead each compulsory reporting point established along the respective air traffic route.*
- Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of Libreville UTA. Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of Libreville UTA, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within Libreville 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;*

- g) 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 Libreville 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 Libreville 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 Libreville UTA, Libreville ACC should take the following action:*

- 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 Libreville ACC that they have advertently entered a cloud of volcanic ash, Libreville UTA should:*

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

11 INTERCEPTION OF CIVIL AIRCRAFT

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

11.2 *Pilots need to continuously listen out on the VHF emergency frequency 121.5MHz and should operate their transponders always during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.*

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

12 SEARCH AND RESCUE

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

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

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

13 PLAN TESTING AND REVIEW

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

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

14 IMPLEMENTATION OF THE PLAN

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

15 ALL CONTINGENCIES UNITS

15.1 CENTRAL COORDINATING COMMITTEE

N°	Member Title	Telephone	Email
1	Director of Civil Aviation Authority (ANAC)	(+241) (0) 11 44 56 58 (+241) (0) 11 44 56 54	Contact@anac-gabon.com
2	Airport General Director (GSEZ)	(+241) (0) 62 00 26 40	igor.simard@arisenet.com
3	Air Navigation Director of ASECNA (Head quarter)	+221 78 303 22 33 +221 338 69 56 51 +221 338 69 52 62	guelpinaceu@asecna.org konesid@asecna.org
4	Representative of Gabon ASECNA	(+241) (0)65027400	SOKIBRI@asecna.org

ASECNA HEADQUARTERS (CRISIS ROOM)

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

15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Telephone	Email
1	Commander	(+241) (0) 65 18 23 06	ondouondonghab@asecna.org
2	In charge of en-route control	NIL	NIL
3	Metrological service manager	(+241) (0) 65 06 39 33,	mbozokuendepouejer@asecna.org
4	Maintenance service manager	(+241) (0) 65 99 78 57	MOMBOJEA@asecna.org
5	Telecommunication service manager	(+241) (0) 65 18 22 62	LINDZONDZOBABLEMBOUame@asecna.org
6	Aeronautical service manager	(+241) (0) 65 65 51 10	NSECAKPOMar@asecna.org
7	ACC manager	(+241) (0) 65 54 39 20	modjiekouwil@asecna.org
8	Tower manager	(+241) (0) 65 40 61 46	NZIENGUISyl@asecna.org

15.3 SEARCH AND RESCUE POINT OF CONTACT

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

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

UNAVAILABILITY OF LIBREVILLE UTA

OBJECTIVES

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

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

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

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

EXAMPLE:

Flights from North to South: Join VOR DLA (Douala) and follow instructions from Douala ACC

Flights from East to West: Join the point UTAKA on ATS route UT143 and follow instructions from Brazzaville ACC.

ASECNA AIP	DELETE INFO INTO PAGES FROM 07ENR1.8-1 TO 07ENR1.8-6
	MODIFY CURRENT PAGE 07 ENR 3.5-1
	INSERT INFO INTO NEW PAGES 07 ENR3.5-X

CE SUP AIP COMPORTE 10 PAGES / THIS AIP SUP HAS 10 PAGES