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BUREAU NOTAM INTERNATIONAL
DE L'AFRIQUE CENTRALE

B.P. 660 BRAZZAVILLE - CONGO

AIP SUP
NR 98/A/25FC
17 OCT 2025

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

DOUALA – FKKD

MISE A JOUR DES SOUS-SECTIONS ENR1 ET ENR3

ENR1 AND ENR3 SUB-SECTIONS UPDATE

Effective date	**17 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 Douala.	*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 Douala aerodrome.*

ENR 1.8 ~~ATM CONTINGENCY PLAN FOR DOUALA ACC~~

PROCEDURES COMPLEMENTAIRES REGIONALES / *REGIONAL SUPPLEMENTARY PROCEDURES*

Read ***NIL***

ENR 3 AUTRES ROUTES / *OTHER ROUTES*

ENR 3.5.1 OPERATIONS DES ROUTES DIRECTES DANS L'UTA DE DOUALA / *DIRECT ROUTE OPERATIONS WITHIN DOUALA 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 Douala 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 authorization of planned direct route operations.* ***II. APPLICABILITY*** *Direct route operations are permitted in Douala UTA at flight level 250 and above.*

III. PROCEDURES GENERALES

a) Le trafic sera soumis aux règles d'utilisation de l'espace aérien publiées dans l'ENR 1 de l'AIP ASECNA, et à la disponibilité des points codés à cinq lettres (5LNC) ou NAVAID ENR 4 et à la structure des routes ATS publiées dans l'ENR.3 ;
b) Les usagers sont autorisés à planifier des routes directes en utilisant les points significatifs publiés dans la partie ENR.4.4 de l'AIP ASECNA.
c) Tous les points significatifs (5LNC) contenus dans l'UTA de Douala peuvent être utilisés pour constituer un segment de vol direct,
d) Les usagers, dans le cadre de la préparation de leur vol sont tenus de mentionner dans le champ 15 du plan de vol déposé le signe ''DCT'' entre les deux points significatifs qui serviront de base de la route DIRECTE PLANIFIEE. Par Exemple : KEMOX DCT ARDEX ;
e) La longueur maximale autorisée d'un segment direct est de 200 NM entre deux points significatifs comme le prescrit DOC4444 de l'OACI PANS-ATM
f) Une portion de route directe planifiée entre l'UTA de Douala et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR 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 Douala et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR adjacente

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

V.1. Les points de compte-rendu de la limite de l'UTA de Douala (OBUDU, TAKUM, PONDO, KEMOX, ARKEV, DESAM, TAPEK, VOLMU, ARASI, BTA, IPOVO, GEBRO, ARDEX, RALIN, ILBAS, IKROP) sont désignés comme points d'entrée/sortie HORIZONTAUX.
V.2. Tous les vols IFR opérant dans l'UTA de DOUALA, 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.
V.3. Tous les usagers sont tenus de planifier leurs intentions de vol pour l'acheminement direct en conséquence.

III. GENERAL PROCEDURES

a) *Traffic will be subject to the general rules published in ASECNA AIP ENR 1, the airspace usage rules in accordance with ENR 2 and the availability of five letter code points or NAVAIDs in ENR 4 and the published ATS route structure in ENR.3.*
b) *Users are permitted to plan direct routes using the significant points published in ASECNA AIP ENR.4.4.*
c) *All significant points (5LNCs) contained in DOUALA UTA may be used to constitute a direct flight segment,*
d) *Users, when preparing their flight, are required to enter 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: KEMOX DCT ARDEX.*
e) *The maximum permissible length of a direct segment is 200 NM between two significant points as prescribed in ICAO PANS-ATM DOC4444*
f) *A planned portion of direct route between Douala UTA and an adjacent FIR will only be accepted after coordination and agreement of the adjacent FIR*

IV. CROSS BORDER DCT APPLICATION

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

V. DOUALA UTA ENTRY/EXIT POINTS

V.1*. The reporting points of DOUALA UTA boundary (OBUDU, TAKUM, PONDO, KEMOX, ARKEV, DESAM, TAPEK, VOLMU, ARASI, BTA, IPOVO, GEBRO, ARDEX, RALIN, ILBAS, IKROP) are designated as HORIZONTAL entry/exit points.*
V.2. *All IFR flights operating within DOUALA UTA, traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points.*
V.3. *All users are required to plan their flight intentions for direct routing accordingly.*

VI. EQUIPEMENT DES AERONEFS	*VI. AIRCRAFT EQUIPMENT*
Pour pouvoir opérer sur des routes directes, les usagers doivent être équipés de TCAS 2 ver.7.1, du transpondeur Mode S et de l'ADS- B-Out (DO260 / 260A). Les aéronefs non équipés doivent uniquement utiliser le réseau de routes publié.	*In order to operate under Direct Route Operations, users must be equipped with TCAS 2 ver.7.1, Mode S Transponder and ADS-B-Out (DO260/260A). Aircraft that are not equipped shall only use the published route network*

ENR 3.5.2 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:*

a) *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.*

b) *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.*

c) *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.*

d) *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.*

e) *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:*

a. *Operate along or as close as possible to the centreline of the assigned contingency air traffic route.*
b. *Reach the flight level assigned by adjacent ACC for the transit of DOUALA UTA at least ten (10) minutes before entering DOUALA UTA.*
c. *Maintain the flight level assigned by the last adjacent ACC while operating with in DOUALA UTA, unless an emergency situation or flight security reason exists.*
d. *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.*
e. *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.*
f. *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.).*
g. *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.*
h. *Display navigation and anti-collision lights at all times during the transit of contingency airspace.*
i. *Maintain their own longitudinal separation of twenty (20) minutes with proceeding 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*

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

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

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:*

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 DOUALA ACC that they have inadvertently entered a cloud of volcanic ash, DOUALA 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 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

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6	Ntework & Computer systems Administrator	+237 696 21 00 10	NGUEAAri@asecna.org
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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 choose 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)].
Fl ights from East to West: Join the point (5LNC) on ATS route xxx till point (5LNC) and follow instructions from [ATS UNIT(NEIGHBOR)].

ASECNA AIP	DELETE INFO INTO PAGES FROM **03ENR1.8-1 TO 03ENR1.8-6**
	MODIFY CURRENT PAGE **03 ENR 3.5-1**
	INSERT INFO INTO NEW PAGES **03 ENR3.5-X**

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