

Phone : +(221) 76.026.88.15
+(221) 33.957.49.37
Fax : +(221) 33.820.06.00
AFTN : GOOOYNYX
E-mail : aim-gooo@asecna.org
Web : www.ais-asecna.org



AIRAC AIP SUP
N° 87/A/24GO
SEPTEMBER 10th, 2024

BUREAU NOTAM INTERNATIONAL DE L'OUEST AFRICAIN

B.P. 8155 Aéroport International Blaise DIAGNE Dakar/Diass – SENEGAL

BENIN – BURKINA FASO – COTE D'IVOIRE – GUINEE BISSAU – MALI – MAURITANIE – NIGER–SENEGAL–TOGO

PLAN DES MESURES D'EXCEPTION ATM POUR L'ESPACE AERIEN INFERIEUR D'ABIDJAN

ATM CONTINGENCY PLAN FOR ABIDJAN LOWER AIRSPACE

CÔTE D'IVOIRE

DATE D'ENTREE EN VIGUEUR / EFFECTIVE DATE	31 OCTOBRE / 31 OCTOBER
VALIDITE / VALIDITY	PERM

PART I : LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF ADJACENT DOMESTIC ATS UNITS IN COTE D'IVOIRE)

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 Abidjan Lower Airspace in accordance with ICAO Annex 11 and RACI 5005 - Air Traffic Services_Chapter 2, paragraph 2.32, and Attachment C.
- 1.2. This Contingency Plan is designed to accommodate the flow of international air traffic in Abidjan Lower Airspace with a minimum of disturbance for aircraft transiting the airspace under the responsibility of Abidjan FIC and APP. Routes and flight levels are limited.

2. STATES AND FIRS AFFECTED

- 2.1. In the event that ASECNA activates this Contingency Plan, the civil aviation authorities of the adjacent ATS Units or FIRs and Côte d'Ivoire domestic ATS Units from SODEXAM will be notified in accordance with the Letter of Agreement, Letter of Procedures (LOA/LOP) or Memorandum of Understanding (MOU) established between them. The adjacents and domestic ATS Units directly affected by this Contingency Plan are as follows:

State	FIR	ATS Unit
Ghana	Accra FIR	Accra ACC
Mali	Dakar FIR	Bamako ACC
Guinea Conakry	Roberts FIR	Roberts ACC
Côte d'Ivoire	Dakar FIR	Bouaké TWR
Côte d'Ivoire	Dakar FIR	Korhogo TWR
Côte d'Ivoire	Dakar FIR	San Pédro TWR
Côte d'Ivoire	Dakar FIR	Yamoussoukro TWR

2.2. The contact details of the civil aviation authorities and organizations concerned are contained in Paragraph 15 below.

These details should be kept up to date and relevant information shall be provided to ANAC-CI by the focal point identified as soon as practicable.

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 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 manner through ABIDJAN Lower Airspace.

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 Abidjan Lower Airspace is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to Côte d'Ivoire domestic ATS Units of SODEXAM and the restoration of Air Traffic Services in Abidjan Lower Airspace. Côte d'Ivoire domestic ATS Units from SODEXAM will ensure the provision of air traffic services for traffic operating in the lower airspace or along all the contingency ATS routes of Abidjan lower Airspace.

The Central Coordinating Committee (CCC) comprised of representatives from:

- 1) Civil Aviation Authority (ANAC-CÔTE D'IVOIRE) ;
- 2) WACAF ICAO Regional office ;
- 3) ATS Provider (ASECNA) ;
- 4) Domestic ATS Provider (SODEXAM) ;
- 4) Representative from the airlines;
- 5) Other participants as required.

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 ATS Units involved. The AOCG will include any necessary specialized 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 ABIDJAN Lower Airspace, ASECNA Headquarters shall publish not less than 48 hours before, if practicable, the corresponding NOTAMs 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, FIC, 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 and Côte d'Ivoire domestic 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 ASECNA Headquarters is unable to issue the NOTAMs, ICAO will take action to issue the NOTAM of contingency measures upon notification by ASECNA Headquarters.

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 ABIDJAN Lower Airspace 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 ABIDJAN Lower Airspace may be taken as follows :

- Restrictions may be applied on 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 ATC will transmit the suspension 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 airlines operators to ABIDJAN FIC and APP via the AFTN/AMHS using normal procedures ;
- c) On notification by ASECNA, the ATS authorities operating in Accra, Roberts, Bamako, and SODEXAM will activate the contingency procedures in accordance with this Plan ;
- d) Before entering into ABIDJAN Lower Airspace during contingency operations prior authorization must be obtained from ANAC Côte d'Ivoire, 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 ABIDJAN Lower contingency airspace concerned ;
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS UNIT responsible for aircraft entering into ABIDJAN Lower Airspace shall be in accordance with THIS PLAN ;
- f) The ATS UNIT responsible for aircraft entering into ABIDJAN Lower Airspace will instruct pilots to maintain the last flight level assigned and speed while operating in ABIDJAN Lower Airspace;
- g) The ATS UNIT responsible for aircraft entering the ABIDJAN Lower 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 into ABIDJAN Lower Airspace will inform aircraft that they must establish contact with the first ATS UNIT after transiting the ABIDJAN Lower Airspace not less than 10 minutes before the estimated time of entry into the airspace.

5. TRANSITION TO CONTINGENCY SCHEME

- 5.1. 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. Familiarization of the alternative routes outlined in the Contingency Plan, as well as what may be promulgated by ASECNA via NOTAMs.
- 5.2. In the event of a disruption of air traffic services that has not been promulgated, Abidjan FIC and APP should, if possible, broadcast to all aircraft in ABIDJAN UTA, what airspace is being affected by the disruption and to stand-by for further instructions.
- 5.3. It is recognized that when a disruption of air traffic services or airports closure occurs and is promulgated, operators may have different requirements as to their alternative routings. ABIDJAN ATS Unit 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 ABIDJAN UTA

- 6.1. The transfer of control and communication will be at the common boundaries or as previously agreed upon between:
- a) ABIDJAN ACC/FIC - ACCRA ACC ;
 - b) ABIDJAN ACC/FIC - BAMAKO ACC ;
 - c) ABIDJAN ACC/FIC - ROBERTS ACC ;
 - d) ABIDJAN ACC/FIC – YAMO USSOUKRO TWR ;
 - e) ABIDJAN ACC/FIC – BOUAKE TWR ;
 - f) ABIDJAN ACC/FIC – KORHOGO TWR ;
 - g) ABIDJAN ACC/FIC – SAN PEDRO TWR.
- 6.2. The responsibility for ensuring the provision of air traffic services within ABIDJAN Lower Airspace is transferred to Côte d'Ivoire Domestic ATS Units from SODEXAM on different Frequencies as stated at section 7.

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within ABIDJAN Lower Airspace, 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.

- ✓ ICR 1: B600 (AD-ONESI) et B600 (AD-POMET- MEGOT)
- ✓ ICR 2: A400 (AD- EGADU)
- ✓ ICR 3: G851 (GUREL-BONTO-BKY-DEGAS-AD)
- ✓ ICR 4: G859 (AD-ZANOUE-ONARI-AMSAT)

Table 1-IFR Levels Assignment

Contingency Route Code	ATS Route Name	IFR Flight Levels Assignment	Responsible ATS Unit	Next ATS Unit
ICR 1	B600 (AD-ONESI) and B600 AD-POMET-MEGOT)	ODD LEVEL FL: 110-150-230	POMET-AD-ONESI (Yamoussoukro TWR-118.5 MHz)	ACCRA Control
		EVEN LEVEL FL: 100-140-180-	POMET-GAVKI-MEGOT (San Pedro TWR-118.6 MHz)	ROBERTS Control
ICR 2	A400 (AD-EGADU)	ODD LEVEL FL: 190-210	AD-EGADU (Yamoussoukro TWR-118.5 MHz)	ACCRA Control
		EVEN LEVEL FL: 160-100-220		Following Unit after AD
ICR 3	G851 (GUREL-BONTO-BKY-DEGAS-AD)	ODD LEVEL FL: 130-170-210	DEGAS-AD (Yamoussoukro TWR-118.5 MHz)	Following Unit
		EVEN LEVEL FL: 120-160-200	DEGAS-BONTO (Bouaké TWR-118.9 MHz)	BAMAKO Control
			BONTO-GUREL (Korhogo TWR-118.2 MHz)	
ICR 4	G859 (AD-ZANOUE-ONARI-AMSAT)	ODD LEVEL FL: 130-170-	AD-ZANOUE (Yamoussoukro TWR-118.5 MHz)	Following Unit
		EVEN LEVEL FL: 90-140-	ZANOUE-AMSAT (Bouaké TWR-118.9 MHz)	ACCRA Control

CR=Ivorian

Contingency

Route

Table 2-VFR Levels Assignment

Contingency Route Code	ATS Route Name	IFR Flight Levels Assignment	Responsible ATS Unit	Next ATS Unit
ICR 1	B600 (AD-ONESI) and B600 AD-POMET- MEGOT)	ODD LEVELS FL: 115-135	ONESI-AD-POMET (Yamoussoukro TWR-118.5 MHz)	ACCRA Control
		EVEN LEVELS FL: 85-125-	POMET-GAVKI-MEGOT (San Pedro TWR-118.6 MHz)	ROBERTS Control
ICR 3	G851 (GUREL-BONTO-BKY-DEGAS-AD)	ODD LEVELS FL: 95-115-	AD-DEGAS (Yamoussoukro TWR-118.5 MHz)	Following Unit
		EVEN LEVELS FL: 65-105-125-	DEGAS-BONTO (Bouaké TWR-118.9 MHz) BONTO-GUREL (Korhogo TWR-118.2 MHz)	BAMAKO Control
ICR 2	A400 (AD- EGADU)	Sens Impair (ODD) FL: 55-75-95-135	AD-EGADU (Yamoussoukro TWR-118.5 MHz)	ACCRA Control
		Sens Pair (EVEN) FL: 85---145		Following Unit after AD
ICR 4	G859 (AD- ZANOOU-ONARI-AMSAT)	Sens Impair (ODD) FL: 55-75-95-	AD-ZANOOU (Yamoussoukro TWR-118.5 MHz)	Following Unit
		Sens Pair (EVEN) FL: 65-105-125-	ZANOOU-AMSAT (Bouaké TWR-118.9 MHz)	ACCRA Control

8. PILOT AND OPERATOR PROCEDURES

8.1. Filing of flight plans

Flight plan requirements detailed in ASECNA AIP continue to apply during Contingency operations in the ABIDJAN Locer Airspace, except where modified by the contingency ATS routes and Flight Levels as specified by ATC and/or in NOTAMs.

8.2. Overflight approval

Aircraft operators must obtain overflying approval from the ANAC CÔTE D'IVOIRE prior to operating flights through ABIDJAN Lower Airspace. During the period of activation of this Contingency Plan the adjacent domestic ATS Units will provide normal ATC clearances for aircraft entering ABIDJAN Lower Airspace. The adjacent domestic ATS Unit is not responsible for coordination or provision of overflight clearances for ABIDJAN Lower Airspace. The operator must ensure any required overflying approval has been obtained.

8.3. Pilots operating procedures

All aircraft transiting through ABIDJAN Lower Airspace shall strictly comply with the following:

- a) Maintain contact with Côte d'Ivoire domestic ATS Units according to the paragraph 4 of this contingency plan;
- b) Operate along or as close as possible to the centerline of the assigned contingency air traffic route;
- c) Reach the flight level assigned for the transit of ABIDJAN Lower Airspace at least ten (10) minutes before entering the airspace;
- d) Maintain the flight level assigned by the last adjacent ACC while operating within ABIDJAN Lower Airspace, unless an emergency or flight safety reason exists;
- e) Maintain a continuous listening watch on the VHF frequency 126.9 MHz, and transmit in 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 ATS Unit the estimated time of arrival over the entry and exit points of ABIDJAN Lower Airspace;
- g) Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of ABIDJAN Lower Airspace, pilots are to climb or descend well to the right of the centerline of the air traffic route being flown but remaining within ABIDJAN Lower Airspace. And they are 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) Inform immediately the Domestic ATS Units (SODEXAM) or any other ATS Unit involved in the implementation of this PLAN whenever any Emergency situations and/or Safety concern make it impossible to maintain any assigned level ;

- i) Contact the competent adjacent ATS Unit as soon as possible and at least ten (10) minutes before the estimated time of arrival over the relevant exit point of ABIDJAN Lower Airspace to obtain clearance for entering the adjacent airspace concerned;
- j) Display navigation and anti-collision lights always during the transit of contingency airspace ;
- k) The application of SLOP is strongly encouraged ;
- l) Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.

Pilots must be aware that in case they are intended to fly outside any published contingency routes, they may be intercepted by military aviation. Operators are to be familiar with interception international procedures described in Annex 2-Rules of the Air, subsection 3.8 and Appendix 2 and 3 (RACI 5000).

9. COMMUNICATION PROCEDURES

9.1. Degradation of Communication – Pilot Radio Procedures

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

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

10. PUBLIC HEALTH EMERGENCIES

10.1. ABIDJAN ACC/FIC, 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.

10.2. 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.

11. VOLCANIC ASH CONTINGENCY PLAN (VACP)

11.1. If a volcanic ash cloud is reported or anticipated in ABIDJAN Lower Airspace, ABIDJAN ACC/FIC 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.

11.2. When a flight crew informs ABIDJAN ACC/FIC that they have inadvertently entered a cloud of volcanic ash, ABIDJAN ACC/FIC 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.

12. INTERCEPTION OF CIVIL AIRCRAFT

12.1. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international interception procedures contained in ICAO Annex 2- Rules of the Air, Paragraph 3.8 and Appendix 2, Sections 2 and 3 (RACI 5000).

12.2. 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.

12.3. If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures ;
- If possible, notify to 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.

13. SEARCH AND RESCUE

13.1. ATS UNITS involved in this contingency plan are required to assist any distressed aircraft of which they are aware and that flies over a contingency space.

13.2. 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.

13.3. Each SAR authority shall assist as necessary its neighbor as requested in their LOA/LOP. Contact details of its SAR Authority are provided in paragraph 15.3 below.

14. PLAN TESTING AND REVIEW

- 14.1. The plan shall be tested by ATC simulation at least once per year.
- 14.2. A full review shall be conducted at least once per three (03) years.

15. 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.

16. ALL CONTINGENCIES UNITS

16.1. CENTRAL COORDINATING COMMITTEE			
Nr	Member Title	Telephone / Fax	Email
1	Director of Air Navigation and Aerodromes Safety_(ANAC – Côte d'Ivoire)	(+225) 27 21 27 73 93 (+225) 27 21 27 75 33 (+225) 27 21 58 69 00 (+225) 27 21 58 69 01 (+225) 05 05 96 01 63 Fax : (+225) 27 21 27 63 46	assiayebi@anac.ci
2	Representative of ASECNA Côte d'Ivoire	(+225) 05 84 44 46 02	KONESid@asecna.org
3	Director General of SODEXAM	(+225) 07 08 08 87 29 (+225) 27 21 27 87 36	jean-louis.moulot@sodexam.ci
4	In charge of En route ATC	(+225) 05 46 52 96 39 (+225) 07 78 11 30 88	ABYEPSEDJIAMIFer@asecna.org
16.2. ASECNA HEADQUARTERS (CRISIS ROOM)			
Nr	Member Title	Telephone	Email
1	Director of Operations	(+221) 33 869 56 51 (+221) 33 869 20 62	GUELPINACeu@asecna.org
16.3. ATM OPERATIONAL CONTINGENCY GROUP			
Nr	Member Title	Telephone	Email
1	In charge of En route ATC	(+225) 05 46 52 96 39 (+225) 07 78 11 30 88	ABYEPSEDJIAMIFer@asecna.org
2	In charge of Aerodrome operations	(+225) 05 54 53 28 80 (+225) 07 07 39 04 87	ATI-ATCHAKha@asecna.org
3	Chief ATM in charge of ATC OPS	(+225) 05 54 53 28 41	ASSOGBAJea@asecna.org
4	Chief ATM in charge of Tower (Abidjan)	(+225) 05 45 55 38 35 (+225) 07 79 96 33 27	ALLOUKou@asecna.org
16.4. SEARCH AND RESCUE POINT OF CONTACT			
Nr	Member Title	Telephone	AMHS/AFTN
1	Chef S/RCC	(+225) 01 01 72 59 87 (+225) 05 01 49 79 46 (+225) 27 21 21 25 50	DIAPSARX

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

UNAVAILABILITY OF ABIDJAN ACC

Objectives

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

Users may also choose to avoid ABIDJAN Lower Airspace by flight planning via any alternative ATS routes provided by neighboring ATS unit.

Users are advised to circumnavigate ABIDJAN Lower 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

FIN / END