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AIRAC AIP SUP

NR 103/A/25GO

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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

MISE A JOUR DES SOUS-SECTIONS ENR1.8 ET ENR3.5
ENR1 AND ENR3 SUB-SECTIONS UPDATE

/

BURKINA FASO

MISE EN VIGUEUR / EFFECTIVE DATE	27 NOVEMBRE 2025 / NOVEMBER 27th 2025
VALIDITE / VALIDITY	PERM

Ce supplément AIP a pour but d'informer les usagers sur la mise à jour des sous-sections ENR1.8 et ENR3.5 de l'AIP ASECNA concernant l'aérodrome de Ouagadougou

The purpose of this AIP supplement is to inform users on the update of the sub-sections ENR1.8 and ENR3.5 of ASECNA AIP concerning Ouagadougou aerodrome

ENR 1.8 PLAN DE CONTINGENCE ATM DU CCR DE OUAGADOUGOU

~~ATM CONTINGENCY PLAN FOR OUAGADOUGOU ACC~~

PROCEDURES COMPLEMENTAIRES REGIONALES / REGIONAL COMPLEMENTARY PROCEDURES

READ NIL

ENR 3.5 ROUTES ATS / ~~ATS ROUTES~~

AUTRES ROUTES / OTHER ROUTES

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

I. INTRODUCTION

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

II. CHAMP D'APPLICATION

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

III. PROCEDURES GENERALES

a) Le trafic sera soumis aux règles d'utilisation de l'espace aérien publiées dans l'ENR 1 de l'AIP ASECNA, et à la disponibilité des points codés à cinq lettres (5LNC) ou NAVAID ENR4 et à la structure des routes ATS publiées dans l'ENR.3 ;

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

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

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

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

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

IV. APPLICATION DCT A LA FRONTIERE DE LA FIR

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

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

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

I. INTRODUCTION

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

II. APPLICABILITY

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

III. GENERAL PROCEDURES

a) Traffic will be subject to the general rules published in ASECNA AIP ENR1, the airspace usage rules in accordance with ENR 2 and the availability of five letter code points or NAVAIDs in ENR 4 and the published ATS route structure in ENR.3 ;

b) Users are permitted to plan direct routes using the significant points published in

ASECNA AIP ENR.4.4.

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

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

e) The maximum permissible length of a direct segment is 200 NM between two significant points as prescribed in ICAO PANS-ATM DOC4444. **The direct route segment may be rejected if the track enters an active restricted area**

IV. CROSS BORDER DCT APPLICATION

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

V. OUAGADOUGOU UTA ENTRY/EXIT POINTS FOR FRAOPERATIONS

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

HORIZONTALS.

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

VI. EQUIPEMENT DES AERONEFS

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

are designated as HORIZONTAL entry/exit points.

V.2. All IFR flights operating within OUAGADOUGOU UTA, traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points. All users are required to plan their flight intentions for direct routing accordingly.

VI. AIRCRAFT EQUIPAGE

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

ENR 3.5.2 PLAN DE CONTINGENCE ATM DU CCR DE OUAGADOUGOU

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 OUAGADOUGOU Upper Traffic Area and is in accordance with ICAO Annex 11-Air Traffic Services Chapter 2, paragraph 2.3, and Attachment C, and document 4444 ATM- PANS (Chapter 15.8 and chapter 16.6).
- 1.2 This Contingency Plan is designed to accommodate the flow of international air traffic with a minimum of disturbance for aircraft transiting the airspace under the responsibility of OUAGADOUGOU Area Control Center (ACC). Routes and flight levels are limited.

2. STATES AND FIRS AFFECTED

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

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

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

3. MANAGEMENT OF THE CONTINGENCY PLAN

- 3.1 The contingency measures set out in the first part of this Plan are applicable in cases of foreseeable events is for level 2.

3.2 The following procedures have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through OUAGADOUGOU UTA.

CENTRAL COORDINATING COMMITTEE

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

The Central Coordinating Committee comprises representation from the following:

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

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

ATM OPERATIONAL CONTINGENCY GROUP

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

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

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

4. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

4.1 Air Traffic Services Responsibilities

4.1.1 Tactical ATC considerations during periods of over-loading may require reassignment of routes or portions thereof.

4.1.2 Alternative routes are designed to maximize existing ATS routes structures and communications, navigation and surveillance services.

4.1.3 In the event that ATS cannot be provided within OUAGADOUGOU UTA, ASECNA or ICAO shall publish not less than 48 hours before, if practicable, the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and over flying traffic and airspace to be avoided;
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
- d) Information on the provisions made for alternative services ;

- e) ATS contingency routes ;
- f) Procedures to be followed by neighboring ATS units;
- g) Procedures to be followed by pilots ;
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

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

4.2 Separation

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

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

4.3 Level restriction

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

4.4 Airspace Classifications

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

4.5 Aircraft position reporting

4.5.1 The primary means of communication will be by VHF or HF radio. When CPDLC has been authorized for use by the relevant ATC authority this will become the primary means of communication, with HF as secondary. Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in OUAGADOUGOU UTA during periods of contingency.

4.5.2 TIBA frequencies shall be as follows: AFI REGION – 126.9 MHz

4.6 Other measures

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

- * Suspension of all VFR Operations ;
- * Delay or suspension of general aviation IFR operations; and;
- * Delay or suspension of commercial IFR operations

4.7 Procedures for ATS Units

The ATS units providing Air traffic control services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with this plan.

- a) ATC will inform pilots of the emergency condition and advise if it is likely that the ATS will be suspended and transmit on the radio frequency in use providing pilots with alternate means of communication ;
- b) During the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to OUAGADOUGOU ACC via the AFTN/AMHS using normal procedures;

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

5. TRANSITION TO CONTINGENCY SCHEME

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

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

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

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

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

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

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

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

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

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

7. CONTINGENCY ATS ROUTES NETWORK

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

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

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

8. PILOT AND OPERATOR PROCEDURES

8.1 Filing of flight plans

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

8.2 Over flight approval

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

8.3 Pilots operating procedures

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

- Maintain contact with NIAMEY ACC according to the 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 the adjacent ACC for the transit of OUAGADOUGOU UTA at least ten (10) minutes before entering OUAGADOUGOU UTA.
- Maintain the flight level assigned by the last adjacent ACC while operating within OUAGADOUGOU 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 their last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of OUAGADOUGOU UTA.

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

COMMUNICATION PROCEDURES

8.4 Degradation of Communication - Pilot Radio Procedures

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

9. PUBLIC HEALTH EMERGENCIES

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

10.VOLCANIC ASH CONTINGENCY PLAN (VACP)

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

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

11. Interception of civil aircraft

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

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

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

- * Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
- * If possible, notify to ATS Unit ;
- * Set transponder code to A7700, unless otherwise instructed by the appropriate ATS unit ;
- * Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5MHz ; and
- * If instructions are received by radio from any source that conflict with those given by the intercepting aircraft, the intercepted aircraft, shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

12. SEARCH AND RESCUE

12.1 The delegated ATS unit involved in this contingency plan is required to assist any distressed aircraft of which they are aware and which flies over a contingency space.

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

12.3 Each SAR authority shall assist as necessary its neighbor as requested in their LOA.

Contact details of its SAR Authority are provided in paragraph 15.3 below.

13. PLAN TESTING AND REVIEW

13.1 The Plan shall be tested by ATC simulation at least once per year.

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

14. IMPLEMENTATION OF THE PLAN

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

15. ALL CONTINGENCIES UNITS

15.1 CENTRAL COORDINATING COMMITTEE

N°	Member title	Telephone	Email
1	Director general of civil aviation Authority (ANAC)	0022670209003 +226 77 39 93 50 +226 78 91 95 90	info@anacburkina.org aristide.amoussa@anacburkina.org
2	Airport General Manager	+226 70 22 10 03 +226 78 80 73 39	biki.sat@gmail.com
3	Air Navigation Director of ASECNA (Head quarter)	+221 77 674 27 49 +221 33 869 56 83	Konesid@asecna.org

4	ASECNA REPRESENTATIVE IN BURKINA FASO	0022670209068 0022654101723 0022625306515 +226 72 22 70 78 + 226 70 20 43 62	GOROUERn@asecna.org
3	KONKISRE JEAN-MARIE	CHARGE CONTROLE EN ROUTE	
4	GUIGUEMDE CLOVIS	COMMANDANT D'AERODROME	
5	BANDE AISSATA	C-U TELECOM	

ASECNA HEADQUATERS (CRISIS ROOM)

N°	Member title	Telephone	Email
1	Director of Operations	+221 773321693 +221 338695651 +221 338692062	guelpinaceu@asecna.org
	KONE Sidi (Director of Operations)	+221 77 674 27 49 +221 33 869 56 83	Konesid@asecna.org

15.2 ATM OPERATIONAL CONTINGENCY GROUP

N°	Members	Title	Tél	Email/Fax
1	GUIGUEMDE CLOVIS	COMMANDANT D'AERODROME	0022625306515 0022670092864	
2	MOUMOUNI ABLAYOU	CHARGE SECURITE QUALITE ET ENVIRONNEMENT	0022625306515 0022672170373	
3	SAIDOU KINDO	OPERATIONS CHIEF	0022670263859	
4	BANDE AISSATA	C-U TELECOM	0022625306515 0022670330672	
5	TRAORE BALA	Chargé Météo	0022670234914	
6	ROAMBA MARCEL	Chargé MIRE	0022667082626	

N°	Member title	Telephone	Email
1	In charge of aerodrome operations	+226 70 09 28 64	GUIGUEMDEClo@asecna.org
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3	Meteorological service manager	+226 70 23 49 14	TRAOREBal@asecna.org
4	Maintenance service manager	+226 67 08 26 26	ROAMBAMar@asecna.org
5	Telecommunication service manager	+226 70 33 06 72	BANDEAis@asecna.org
6	Aeronautical service manager	+226 71 91 84 20	GUEBREChe@asecna.org
7	ACC manager	+226 70 26 38 59	KINDOSAid@asecna.org
8	Tower manager	+226 70 33 52 64	ZIDAAIa@asecna.org

15.3 SEARCH AND RESCUE POINT OF CONTACT

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

CENTER	POINT OF CONTACT
SRC OUAGADOUGOU Centre secondaire de recherche et de sauvetage. Etat-major général des armées	- Adresse postale : BP553 OUAGADOUGOU/BF - Adresse télégraphique : DFFVYCYC - Téléphone : 0022625306373 0022625310773 0022625310778

~~Fax :0022625311724~~
~~Adresse mail :~~
~~divisionoperationsbf@gmail.com~~
~~Salleops511@gmail.com~~

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

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

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

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

ASECNA AIP	DELETE INFO INTO PAGES FROM 02 ENR1.8-1 TO 02 ENR1.8-6
	MODIFY CURRENT PAGE 02 ENR 3.5-1
	INSERT INFO INTO NEW PAGES 02 ENR3.5-X

END