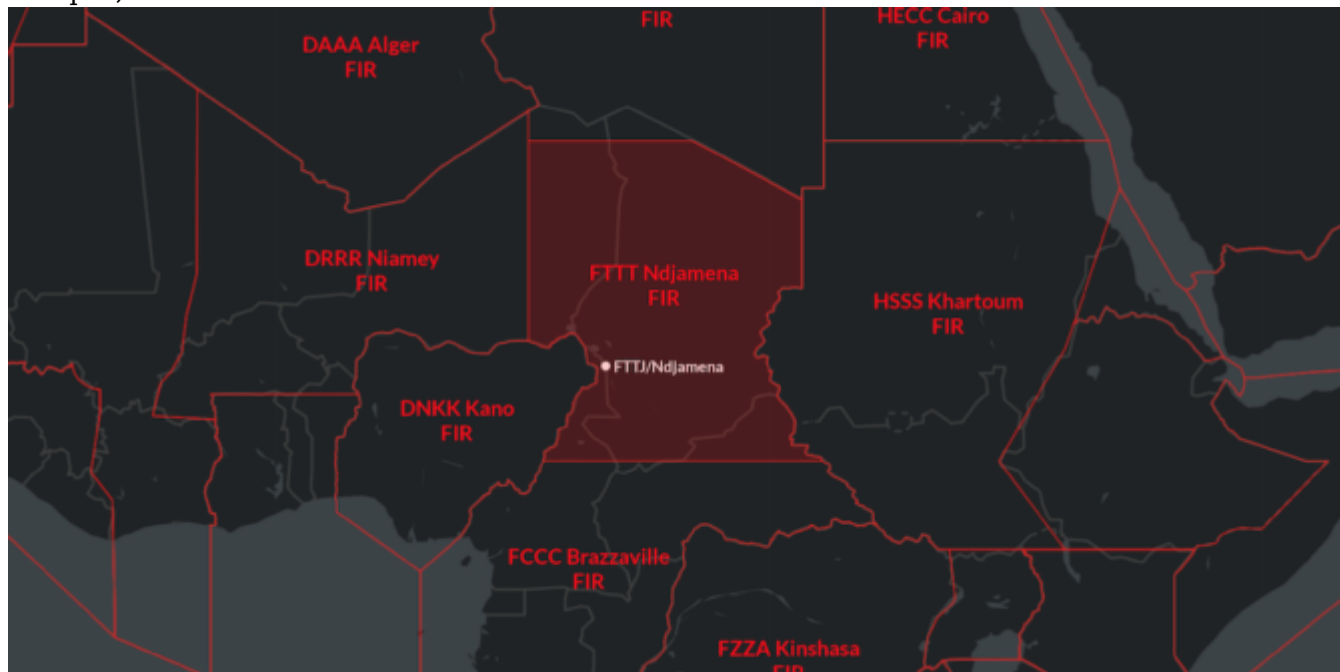


# Chad Airspace Update

David Mumford

21 April, 2021

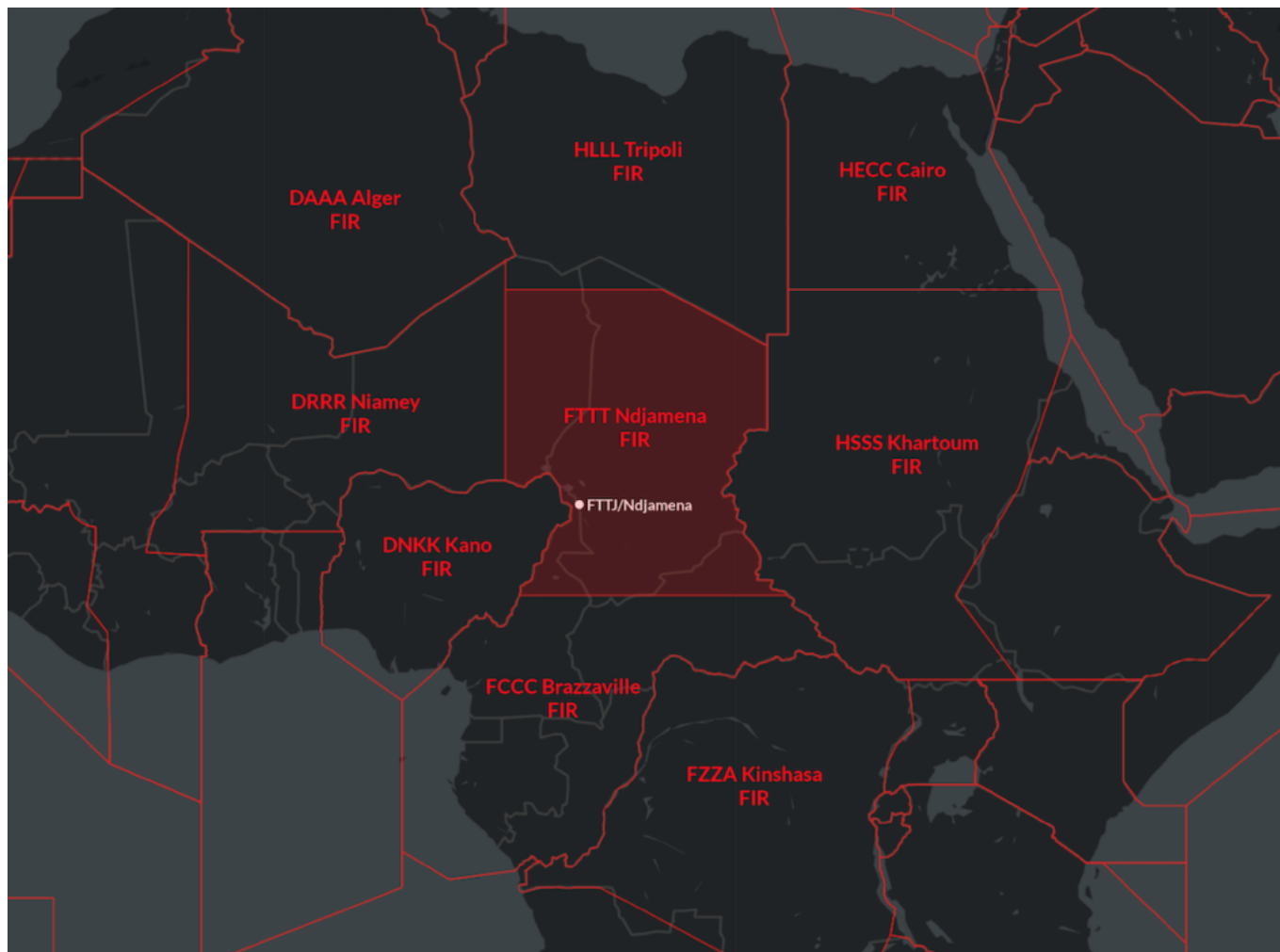


Chad's long term President, Idriss Déby died this week, having spent more than three decades in power as one of Africa's longest-serving leaders. So why did his death result in the temporary **closure of the country**, and what is the **impact to aviation**?

## The background

Chad is a large landlocked country in Africa, bordered by Sudan, Libya, the CAR, Cameroon, Nigeria and Niger.

Déby was focused on building a more democratic society and he had strong allies in France and with other Western powers through his **continued fighting against Jihadist groups**. Provincial elections were already underway with projections suggesting he would be successful in winning a sixth term.



However, Chad is also one of the poorest nations in the world, with big problems around poverty, corruption and human rights, and with that came civil unrest.

### What happened?

Déby was injured during a visit to troops who were battling against rebels belonging to a group called Fact (the Front for Change and Concord in Chad). The big concern now is who will become the next leader – Déby's son has stepped in – but **the government has been dissolved** and conflict is escalating in the country as opposing parties fight for power.

The military elected initially to close land and maritime borders, but then **closed all airports as well**, whilst putting in a strict countrywide curfew.

### The Impact for Aviation

Initially, a Notam was issued stating that FTTJ/N'djamena airport was closed, and that Contingency Procedures were in effect across the FTTT/N'djamena FIR. Then a couple of days later, on Apr 21, the Notam was cancelled and the US Embassy issued a Security Alert advising that **FTTJ airport has reopened**.

In the short term however, landings are not advised, and overflying aircraft should be familiar with Contingency Procedures. You can download the Contingency Plan from the Acesna AIP [here](#).

This plan lays out the arrangements for situations where the **Air Navigation Services are partially or totally disrupted**, and aims to ensure overflights remain possible. Effectively, it aims to coordinate with neighboring ATS units so control of the N'Djamena UIR is temporarily assigned to them – Brazzaville ACC and Niamey ACC are the primary units being used.

**Pilot operating procedures** while Contingency Procedures are activated are shown under section 8.3 and the advises the following:

- Maintain contact with Brazzaville or Niamey control until entering, and contact the next control at least 10 minutes prior to exiting.
- Operate along the assigned contingency route (as listed in the table), although SLOP is recommended.
- Reach your assigned level at least 10 minutes prior to entering N'Djamena UIR and maintain throughout unless an emergency arises requiring you to diverge from it.
- Listen out on 12.6 and transmit position reports.

Contingency routes code	Routes name and Entry/Exit points	FIR Involved	Flight level allocation scheme	Communication Means
NDCR1	UG858: DEKIL –RAKOM	DRRR	southwest bound: flight level 300-340 northeast bound: flight level 350-390	HF 8903-8873 and CPDLC if applicable
NDCR2	UR778: SABSI-TONBA	DRRR HLLL	northeast bound: flight level 290-350 southwest bound: flight level 280-340	
NDCR3	UG660: GNA-KELAK	FCCC HSSS DNKK	westbound: flight level 280-340 eastbound: flight level 290-310-350-430	
NDCR4	UB730 : DIR-RAKOM	DRRR	northbound : flight level 300-380 southbound : flight level 310-370	
NDCR5	UA607: DIR-RULDO	DRRR FCCC	northbound: flight level 300-380 southbound: flight level 290 -370	
NDCR6	UG727 : TJN -DEKIL	FCCC DNKK DRRR	northbound: flight level 320-340-360 southbound: flight level 330-390	
NDCR7	UG857: INASU-FL	FCCC	southwest bound: flight level 280-340 northeast bound: flight level 310-350	
NDCR8	UG655: GARIN-ONUDA	FCCC HLLL	northbound: flight level 300-320 southbound: flight level 290-330	
NDCR9	UA410: ONUDA -KAFIA	HSSS FCCC	northeast bound: flight level 270-310-350 southwest bound: flight level 300-340	
NDCR10	UM215: TONBA –ONUDA	FCCC HLLL	northbound: flight level 380-400 Southbound: flight level 370-390	
NDCR11	UB736: MONAN-ETRIS	HSSS FCCC DNKK	westbound: flight level 300-320-360 eastbound: flight level 310-330-370-410	

Contingency routes laid out in the ASECNA AIP ENR 1.8

### What else do we know?

N'Djamena in the past was a **popular fuel stop in central Africa**, but multiple travel warnings now advise against travel here (see the UK advice here, and the US advice here). No official state Notams have been issued, but risk remains high. A state of emergency remains in place for the Lake Chad region. Overall there is a high threat for terrorism and it is strongly advised to avoid landings.