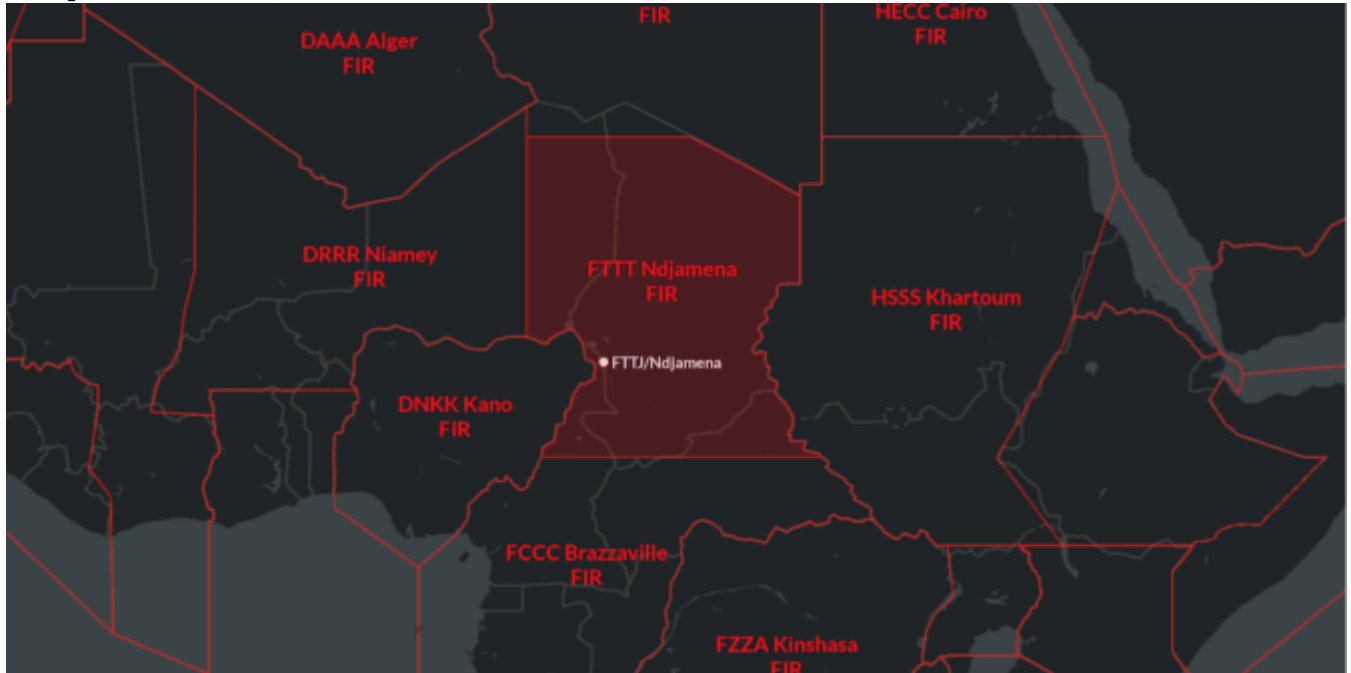


Chad Airspace Update

David Mumford

21 April, 2021

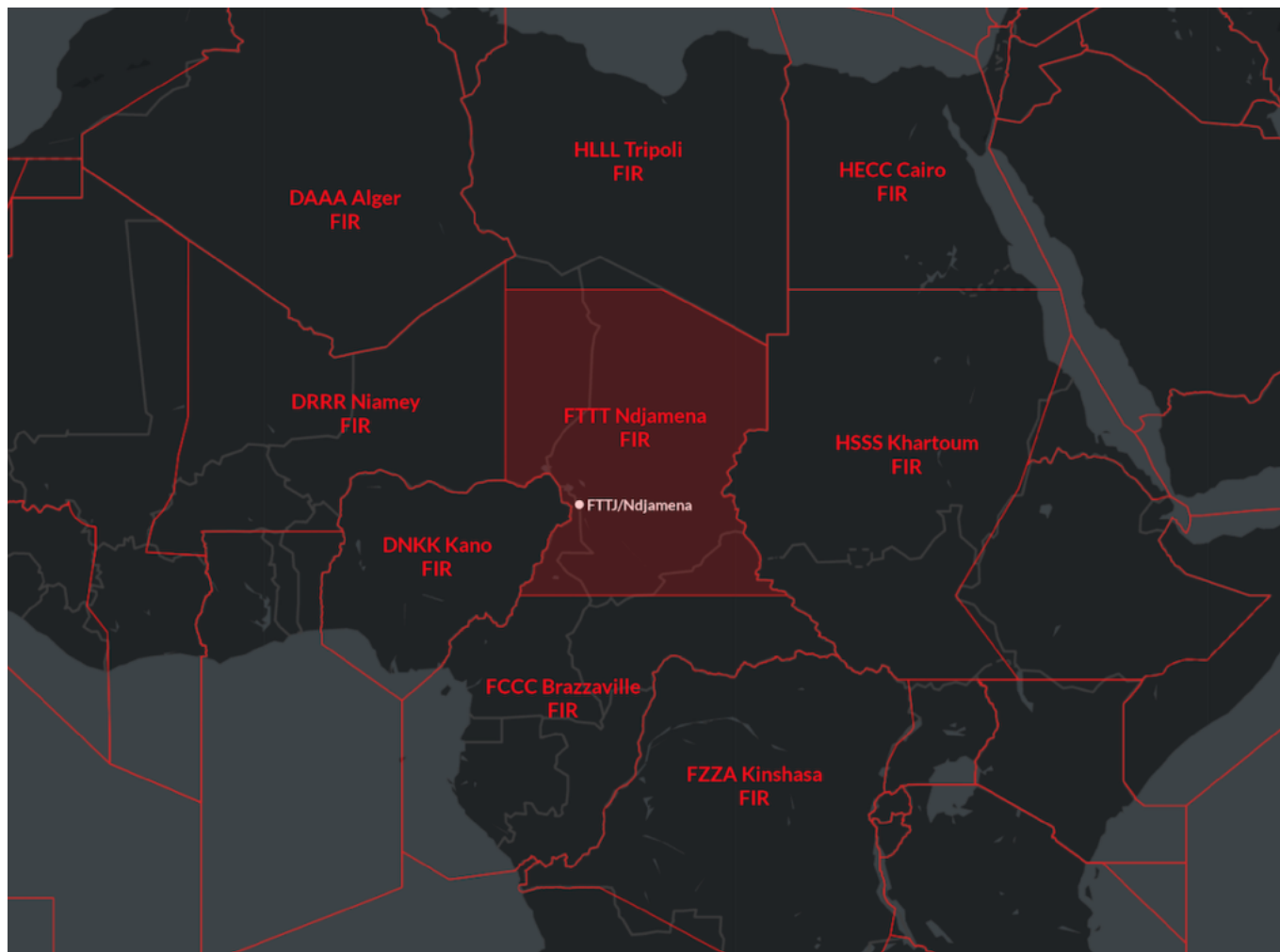


Chad's long term President, Idriss Déby died this week, having spent more than three decades in power as one of Africa's longest-serving leaders. So why did his death result in the temporary **closure of the country**, and what is the **impact to aviation**?

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.

International Bulletin: Sharm El Sheikh reopens, New ICAO Phraseologies 10NOV

David Mumford
21 April, 2021

**INTERNATIONAL
BULLETIN**

ISSUED BY FLIGHT SERVICE BUREAU
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Sharm El Sheikh reopens 03NOV HESH/Sharm El Sheikh, Egypt has reopened to international traffic, with a number of airlines starting services again on 01NOV. However, there are conflicting views on security at the airport, depending on your state of registry. [Read article.](#)

New ICAO Phraseologies 03NOV From 10NOV, new international aviation phraseology for SIDs and STARs is effective, but there's a problem. [Read article.](#)

OEJN/Jeddah, Saudi Arabia On 27OCT, Saudi Arabia intercepted and destroyed a ballistic missile launched from Houthi-controlled territory in Yemen. The Houthis confirmed the launch via the Saba news agency, saying that the missile **was targeting Jeddah International Airport (OEJN)**, not the holy city of Mecca, as some other news reports had claimed.

EHEH/Eindhoven has new procedures for PPR effective 30OCT – if you're flying there, get PPR direct from the airport. You can read all the info on their new GA page. Oh, and there's now a fee. €300 for PPR for a 21 ton aircraft, for example.

LFMN/Nice Runway 04R/22L will be closed during November.

WARR/Juanda Airport is closed due to works in progress except for helicopter medical evacuations from until 15NOV

UTZZ/Tajikistan Disagreement between Russia and Tajikistan may lead to operational restrictions between the two countries. Air traffic between Moscow and Dushanbe may be suspended from 08NOV.

FAZZ/South Africa Reports this week suggest that foreign nationals entering South Africa through any port of entry should expect delays up to four hours due to a new enhanced security measure that requires the capture of fingerprints and a photograph. OR Tambo in Jo'burg seems to be the worst offender.

BGKK/Kulusuk has updated opening hours: 1100-1900Z Tuesday to Saturday. They ask for 3 hours minimum notice PPR.

PLCH/Christmas Island Fuel is in short supply, notified as being only available for Scheduled service and emergency flights. PLCH is often used on Pacific crossings as an alternate, so any diversion would be considered an 'emergency', but check before actually planning a tech stop.

LEZZ/Spain Previously notified fuel strike now appears to be one provider only, so it looks like impact minimal.

DGAA/Accra ATC is having a few VHF issues, primarily on 126.7 – if you can't reach them, call HF 8903 instead.

EDDT/Berlin Tegel will be busy 14-18 NOV due to state visits, they won't accept GA/Private traffic during this time, but you can check specifics with them at vvd-txl@berlin-airport.de

HLLS/Sabha, Libya The airport has been closed for over 2 years due to fighting in the area. A new Notam has been issued which officially extends the closure period to 26DEC, as talks continue between the authorities and local groups to find a way to re-open the airport.

LYBE/Belgrade Jet A1 not available through the airport fuel service provider until the end of the month. Make sure you get a confirmed fuel release through a third-party fuel provider before operating here.

LTZZ/Turkey On 29 October, the US Department of State ordered the departure of family members of employees posted to the US Consulate General in Istanbul due to security information indicating extremist groups continued aggressive efforts to attack US citizens in Istanbul. US Operators should consider ops into airports in Turkey carefully.

OMDB/Dubai Traffic was stopped for approx 1.5 hours on 29OCT due to a drone. The Airport closed from 1930-2050 LT, and some flights were diverted. OMSJ/Sharjah was also briefly closed due to the same drone. Unauthorized drones have halted airport operations in Dubai twice in recent months.

GMZZ/Morocco is busy from 4-20NOV, GA and non-sched traffic will see restrictions. Check their Notam A0896 from 01NOV. If you're part of the event, put RMK/COP22 in your FPL. No long stays will be allowed.

WSSL/Singapore Seletar We've received crew reports of challenges with visual approaches into Seletar (there are no instrument approaches). There are unlighted obstacles on the approach to Runway 21. After dark, approaches are only possible to Runway 03. More importantly, noise rules will soon demand a challenging base turn, greater than 5 degrees, to a half-mile 3.5 degree final, to a 1% down slope runway. We welcome further comments (bulletin@fsbureau.org).

LGZZ/Greece There will be a ferry strike between the Greek mainland and all Islands on 24NOV. No services will operate that day.

FTZZ/Chad Reports of nationwide public service strike including Airport operations at N'Djamena. The unions stated that the strike will persist until the government pays overdue wage arrears.

View Full International Bulletin 03NOV2016