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**BUREAU NOTAM INTERNATIONAL
 DE L'AFRIQUE CENTRALE**
 B.P. 660 BRAZZAVILLE - CONGO

**AIP SUP
 NR 36/A/26FC
 11 MAY 2026**

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

NDJAMENA/Hassan DJAMOUS – FTTJ

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

Effective date	11 MAY 2026
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 NDJAMENA/Hassan DJAMOUS.

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 NDJAMENA/Hassan DJAMOUS 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 N'DJAMENA /
 DIRECT ROUTE OPERATIONS WITHIN N'DJAMENA UTA**

I. INTRODUCTION <i>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.</i>	I. INTRODUCTION <i>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.</i>
II. CHAMP D'APPLICATION <i>Les opérations de routes directes sont autorisées dans la FIR FTTT du niveau de vol 250 et au-dessus</i>	II. APPLICABILITY <i>Direct route operations are permitted in FTTT FIR at flight level 250 and above.</i>
III. PROCEDURES GENERALES	III. GENERAL PROCEDURES

<p>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 ;</p> <p>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.</p> <p>c) Tous les points significatifs (5LNC) contenus dans la FIR FTTT peuvent être utilisés pour constituer un segment de vol direct.</p> <p>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 : IPONO DCT KELAK ;</p> <p>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</p> <p>f) La route directe ne sera pas acceptée si elle passe par une zone règlementée active.</p>	<p>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;</p> <p>b) Users are permitted to plan direct routes using the significant points published in ASECNA AIP ENR.4.4.</p> <p>c) All significant points (5LNCs) contained in FTTT FIR may be used to constitute a direct flight segment.</p> <p>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: KETAT DCT KIPSA;</p> <p>e) The maximum permissible length of a direct segment is 200 NM between two significant points as prescribed in ICAO PANS-ATM DOC4444</p> <p>f) The direct route segment may be rejected if the track enters an active restricted area</p>
<p>IV. APPLICATION DCT A LA FRONTIERE DE LA FIR</p>	<p>IV. CROSS BORDER DCT APPLICATION</p>
<p>Les usagers sont informés que le segment de route directe planifié entre la FIR FTTT et une FIR adjacente ne sera acceptée qu'après coordination et consentement de la FIR adjacente</p>	<p>Users are informed that the planned direct route segment between FTTT FIR and an adjacent FIR will only be accepted after coordination and consent of the adjacent FIR</p>
<p>V. POINTS D'ENTREE/SORTIE DE LA FIR FTTT</p>	<p>V. FTTT FIR ENTRY/EXIT POINTS</p>
<p>V.1. Les points de compte-rendu de la limite de la FIR FTTT (IPONO, LIGAT, TONBA, GARIN, DEKTU, RAKOM, NAMIS, INISA, IPANO, SABSI, RIPOL, ENBUT, RAVOT, ONTOP, SIGAL, KELAK, MOMIG, ONSEV, EBIMU, ETRIS, GATAG, INIGO, ASSAM, TJN, NAMOR, NARTU, UMOSA, EDGUM, RULDO, NASED, MISRU, ONUDA, KAFIA, MONAN, KISAL, KURAM, ILBIB, GENEI,) sont désignés comme points d'entrée/sortie HORIZONTALS.</p> <p>V.2. Tous les vols IFR opérant dans la FIR FTTT, 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.</p> <p>V.3. Tous les usagers sont tenus de planifier leurs intentions de vol pour l'acheminement direct en conséquence.</p>	<p>V.1. The reporting points of FTTT FIR boundary (IPONO, LIGAT, TONBA, GARIN, DEKTU, RAKOM, NAMIS, INISA, IPANO, SABSI, RIPOL, ENBUT, RAVOT, ONTOP, SIGAL, KELAK, MOMIG, ONSEV, EBIMU, ETRIS, GATAG, INIGO, ASSAM, TJN, NAMOR, NARTU, UMOSA, EDGUM, RULDO, NASED, MISRU, ONUDA, KAFIA, MONAN, KISAL, KURAM, ILBIB, GENEI,) are designated as HORIZONTAL entry/exit points.</p> <p>V.2. All IFR flights operating within FTTT FIR, traffic and airspace restrictions permitting, will be facilitated to follow the direct route "DCT" from entry points to horizontal exit points.</p> <p>V.3. All users are required to plan their flight intentions for direct routing accordingly.</p>
<p>VI. EQUIPEMENT DES AERONEFS</p>	<p>VI. AIRCRAFT EQUIPAGE</p>

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/260B), ou CPDLC. Les aéronefs non équipés doivent uniquement utiliser le réseau de routes publiées.

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/260B) or CPDLC. Aircraft that are not equipped shall only use the published route network.

**ENR 3.5.2 ATM CONTINGENCY PLAN FOR N'DJAMENA ACC
PART 1 : LEVEL 2 CONTINGENCY PLAN (REQUIRING INTERVENTION OF
ADJACENT FIR)**

1. OBJECTIVES

- 1.1. *This contingency plan contains arrangements procedures to ensure the provision of air navigation services in the event of partial or total disruption of Air Traffic Services (ATS) within the N'DJAMENA UIR and is in accordance with ICAO Annex 11 - Air Traffic Services Chapter 2, paragraph 2.32, and Attachment C Document 4444 ATM-PANS (chapter 15.8 and chapter 16.6) and Chad Air Rules.*
- 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 N'DJAMENA CONTROL. Routes and flight levels are limited.*

2. STATES AND FIR AFFECTED

- 2.1. *In the event that the STATE OF CHAD activates this Contingency Plan, the adjacent ATS units will be notified in accordance with the Letter of Agreement (LOA) established between them. The adjacent ATS units directly affected by this Contingency Plan are as follows:*

<i>STATE</i>	<i>FIR</i>	<i>ATS UNIT</i>
<i>Niamey</i>	<i>Niamey FIR</i>	<i>Niamey ACC</i>
<i>Congo</i>	<i>Brazzaville FIR</i>	<i>Brazzaville ACC</i>
<i>Lybia</i>	<i>Tripoli FIR</i>	<i>Tripoli ACC</i>
<i>Soudan</i>	<i>Khartoum FIR</i>	<i>Khartoum ACC</i>

- 2.2. *The contact details of the civil aviation authorities and organizations concerned are contained in PARAGRAPH 15 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 NDJAMENA UIR.*

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 NDJAMENA UIR is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the Air Traffic Services to BRAZZAVILLE ACC and NIAMEY ACC and the restoration of Air Traffic Services in the state of Chad.*

The Central Coordinating Committee comprises representation from the following:

- a) CHAD CIVIL AVIATION AUTHORITY
- b) ASECNA HEADQUARTER AND ASECNA CHAD
- c) OTHER RELEVANT AUTHORITIES

Contact details of its members are provided in paragraph 15.1 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 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 NDJAMENA UIR, ASECNA after approval from Chad Civil Aviation Authority 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 measure;
- 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 neighbouring 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 is unable to issue the NOTAM, ICAO will take action to issue the NOTAM of contingency measures upon notification by ASECNA.

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 20 nautical miles Radar separation, where Radar services are available, for aircraft maintaining the same cruising flight level shall be applied.

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 NDJAMENA UIR 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 NDJAMENA UIR 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 NDJAMENA ACC via the AFTN/AMHS using normal procedures;*
- c) On notification by ASECNA, Brazzaville and Niamey ATS units will activate the contingency procedures in accordance with this plan.*
- d) Prior to entry to the NDJAMENA UIR during contingency operations prior authorization must be obtained from Chad Civil Aviation Authority, and flights must comply with the ATC clearance and communications instructions issued by the ATS Unit responsible for the airspace immediately adjacent to NDJAMENA UIR contingency airspace.*
- e) Coordination of aircraft boundary estimates and flight levels by the adjacent ATS Unit responsible for aircraft entering the NDJAMENA UIR shall be in accordance with this plan.*
- f) The ATS Unit responsible for aircraft entering the NDJAMENA UIR will instruct pilots to maintain the last flight level assigned and speed (Mach number if applicable) while operating in the NDJAMENA UIR;*
- g) The ATS Unit responsible for aircraft entering the NDJAMENA UIR 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 ATS units responsible prior to aircraft entering the NDJAMENA UIR will inform aircraft that they must establish contact with the first ATS Unit after transiting NDJAMENA UIR not less than 10 minutes before the estimated time of entry to the next airspace.*

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 ASECNA via NOTAM.

In the event of a disruption of air traffic services that has not been promulgated, NDJAMENA ATS Units will, if possible, broadcast to all aircraft in the NDJAMENA UIR, airspace that is affected by the disruption and that further instructions will follow. 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. ATS Units in charge of the affected airspace 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 NDJAMENA UIR

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

- a) *N'DJAMENA – Tripoli ACCS;*
- b) *N'DJAMENA – Niamey ACCS;*
- c) *N'DJAMENA – Brazzaville ACCS ;*
- d) *N'DJAMENA –Khartoum ACCS and*
- e) *N'DJAMENA –Kano ACCS*

6.2. *The responsibility for ensuring the provision of air traffic services within NDJAMENA UIR is transferred to Brazzaville Control and Niamey Control according to the following considerations:*

- a) *Niamey ACC will ensure the provision of air traffic services for traffic operating in airspace or along contingency ATS routes north of the 14th north parallel.*
- b) *Brazzaville ACC will ensure the provision of air traffic services for traffic operating in airspace or along the contingency ATS routes south of the 14th north parallel.*
- c) *N'DJAMENA ACC will also review current coordination requirements in light of contingency operations or short notice of disruption of air traffic services.*
- d) *Niamey ACC and Brazzaville ACC must ensure that flights northbound and southbound on routes UM998 and UG727 are appropriately coordinated with Kano ACC to ensure longitudinal separation from the northern N'djamena FIR and Niamey FIR boundary all the way to the southern N'djamena FIR and Brazzaville FIR boundary and vice versa.*

7. CONTINGENCY ATS ROUTES NETWORK

In the event of disruption of air traffic services within NDJAMENA UIR, 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.

<i>Contingency routes code</i>	<i>Routes name and Entry/Exit points</i>	<i>FIR Involved</i>	<i>Flight level allocation scheme</i>	<i>Communication Means</i>
<i>NDCR1</i>	<i>UG858 : DEKTU – RAKOM</i>	<i>DRRR</i>	<i>southwest bound: flight level 320-340 northeast bound: flight level 350-390</i>	<i>HF 8903-8873 and CPDLC if applicable</i>
<i>NDCR2</i>	<i>UR778 : SABSI-TONBA</i>	<i>DRRR HLLL</i>	<i>northeast bound: flight level 290-350 southwest bound: flight level 280-340</i>	

NDCR3	UG660 : GENEI – KELAK	FCCC HSSS DNKK	westbound: flight level 340-360 eastbound: flight level 290- 350-430	
NDCR4	UG655/UM215 GARIN-ONUUDA	FCCC DRRR HLLL	Northbound: flight level 340-360 southbound: flight level 330 -370	
NDCR5	UM731/UA607 : DIR- RULDO	DRRR FCCC	northbound: flight level 300-380 southbound: flight level 310-370	
NDCR6	UG727 : TJN - DEKTU	FCCC DNKK DRRR	northbound: flight level 260-360-400 southbound: flight level 330-410	
NDCR7	UA410 : ONUDA- KAFIA	HSSS FCCC	northeast bound: flight level 270-290-310- 390 southwest bound: flight level 280-320	
NDCR8	UB730 : DIR-RAKOM	DRRR	Northbound: flight level 300-380 southbound: flight level 310-370	
NDCR9	UG857 : PONDO - FL	FCCC	southwest bound: flight level 280-320 northeast bound: flight level 270-390	
NDCR10	UB736 : MONAN- ETRIS	HSSS FCCC DNKK	westbound: flight level 260-340-430 eastbound: flight level 290-350-450	

8. PILOT AND OPERATOR PROCEDURES

8.1. Filing of flight plans

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

8.2. Overflight approval

Aircraft operators must obtain overflight approval from Chad Civil Aviation Authority prior to operating flights through the NDJAMENA UIR. During the period of activation of this Contingency Plan, the adjacent ATS Units will provide normal ATC clearances for aircraft to enter NDJAMENA UIR. The adjacent ATS Unit is not responsible for coordination or provision of overflight clearances for the NDJAMENA UIR. The operator must ensure any required overflight approval has been obtained.

8.3. Pilots operating procedures

- a) *All aircraft transiting through NDJAMENA UIR shall strictly comply with the following:*

- b) *Maintain contact with Brazzaville Control or Niamey Control according to the paragraph 4 of this contingency plan.*
- c) *Operate along or as close as possible to the centerline of the assigned contingency air traffic route.*
- d) *Reach the flight level assigned by Brazzaville Control or Niamey Control for the transit of NDJAMENA UIR at least ten (10) minutes before entering NDJAMENA UIR.*
- e) *Maintain the flight level assigned by the last adjacent ACC while operating within NDJAMENA UIR, 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.*
- f) *Include in the last position report to the competent adjacent ACC the estimated time of arrival over the entry and exit points of NDJAMENA UIR.*
- g) *Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit of NDJAMENA UIR, climb or descend well to the right of the centerline of the air traffic route being flown but remaining within NDJAMENA UIR, 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.).*
- 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 NDJAMENA UIR 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.*

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

9. PUBLIC HEALTH EMERGENCIES

9.1. *NDJAMENA 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 and using the most expeditious means of communication, to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the state of Chad 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 NDJAMENA UIR, NDJAMENA 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 NDJAMENA ACC that they have inadvertently entered a cloud of volcanic ash, NDJAMENA 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 121.5 MHz 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 121.5 MHz; 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. Brazzaville ACC and Niamey ACC are required to assist any distressed aircraft of which they are aware and which flies over NDJAMENA UIR.

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 neighbour 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 ASECNA after approval from Chad Civil Aviation Authority ADAC in coordination with ICAO and the concerned States.

15. ALL CONTINGENCIES UNITS

15.1. CENTRAL COORDINATING COMMITTEE

N°	Member Title	Telephone	Email
1	Head of Air Navigation Service (ANAC Chad ADAC)	+235 66 29 16 52 +235 66 29 98 62	dg@adaetchad.org; djoungouri@yahoo.fr dg@adac.td; chefcabinetdg@adac.td
2	ASECNA Representative in Chad	+235 63 26 28 28	AHMATHASSANOro@asecna.org

ASECNA HEADQUARTERS (CRISIS ROOM)

N°	Member Title	Telephone	Email
1	Director of Operations KONE Sidi (Director of Operations)	+221 77 332 15 93 +221 338 69 56 51 +221 338 69 20 62 +221 77 674 27 49 +221 33 869 56 83 +225 07 090 93 327	guelpinaceu@asecna.org konesid@asecna.org

15.2. ATM OPERATIONAL CONTINGENCY GROUP

N°	Member Title	Telephone	Email
01	Area Control Centre Manage	+235 66 27 53 99/ 99 19 50 06	ABDERAMANEAbd@asecna.org abderahamane01@gmail.com
02	Head of Maintenance NDjamena	+235 99 14 82 36 +235 99 14 82 63	boguy12000@yahoo.fr NOUBATESSEMJon@asecna.org
03	Head of Meteorological Services	+ 235 66 76 38 02 / 99 99 88 24	bomarikor@asecna.org
04	Head of Aerodrome Services	+235 66 29 48 03 / 99 90 15 25	djaafarass@yahoo.fr assadikh@gmail.com djaafarass@asecna.org

15.3. SEARCH AND RESCUE POINT OF CONTACT

Center	Member Title	Telephone	Email/Adress
NDJAMENA	RCC N'DJAMENA	235 66 28 40 70 (Mobile) +235 22 52 52 95 (Office) +235 22 52 59 63 (Fax) +235 87 55 55 24 +235 30 55 55 24	manu-djangbei@yahoo.fr rccndjamena@gmail.com rccndj@gmail.com manhd82@gmail.com B.P. 923 -N'DJAMENA -TCHAD RSFTA : FTTJYCYX / FTTJYDYX
NIAMEY	Centre de Coordination de recherches et de Sauvetage	+227 91 00 85 47 +227 89 66 97 24 +227 87 82 62 23 +227 91 00 85 47 +227 89 66 97 24 +227 87 82 62 23	B.P. 1005 - NIAMEY - NIGER RSFTA/AFTN : DRRNSARX sarrccniamey@proton.me
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PART II: LEVEL 3 CONTINGENCY (REQUIRING AVOIDANCE OF AFFECTED AIRSPACE) UNAVAILABILITY OF NDJAMENA UIR OBJECTIVES

In the event that the total disruption of Air Traffic Services (ATS) within NDJAMENA UIR does not allow to fly in the airspace affected, users are invited to circumvent the airspace. In case that unavailability concerns only the airspace over the territory of the state of Chad, aircraft can use the routes that are included in that airspace to avoid it. If it concerns other airspace of other states within NDJAMENA UIR, users should refer to the contingency of those states.

Users may also choose to avoid NDJAMENA by flight planning via any alternative ATS routes provided by neighbouring ATS unit.

Users are advised to circumnavigate NDJAMENA UIR and try to establish contact with the ATS unit responsible for the provision of air traffic service as soon as possible.

EXAMPLE:

Flights from North to South: follow instructions from Tripoli ACC

Flights from East to West: follow instructions from Khartoum ACC

ASECNA AIP	DELETE INFO INTO PAGES FROM 14 ENR1.8-1 TO 14 ENR1.8-6
	MODIFY CURRENT PAGE 14 ENR 3.5-1
	INSERT INFO INTO NEW PAGES 14 ENR3.5-X

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