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**OPERATIONAL TRIAL PROCEDURE FOR THE PROVISION OF AREA CONTROL SERVICE  
WITHIN MOGADISHU FIR**

**1. Introduction**

In accordance with AFI Regional Plan, the Somalia Civil Aviation Authority intends to establish the provision of Area control services within Mogadishu FIR on trial bases effective from 21<sup>st</sup> April 2022 to 21<sup>st</sup> Sept 2022. the air traffic rules and procedures applicable to air traffic in the territory of Somalia conform to Annex 2 and 11 to the Convention on International Civil Aviation Organization and to those portions of the Procedures for Air Navigation plan in the AFI region. During the operational trial, controllers will be exposed to live traffic On Job Training under the supervision of qualified On-Job-Training-Instructor.

**2. Purpose**

The purpose of the operational trial is to:

- 2.1. Upgrade the airspace from class “G” to “A” to enhance the development of the Mogadishu Flight Information Region
- 2.2. Trial the infrastructure necessary for class A airspace
- 2.3. Trial operational procedures for class A airspace
- 2.4. Provide air traffic control services in class A airspace with live traffic for on-the-job training
- 2.5. Improve the level of Air Traffic Control Services provision to sure safety, efficiency, regularity, and capacity of Air Traffic Services provision.

**3. Applicability**

All traffic operating within the Mogadishu FIR, at or above FL245 within the defined hours of operation.

#### **4. Airspace classification**

4.1. **Class A** within specified hour of operation.

- All operations conducted under IFR
- All aircraft subject to ATC clearance
- All flights separated from each other by ATC

4.2. Class G outside of specified class A hours of operation.

- Operations conducted under IFR or VFR.
- ATC clearance not provided
- Flight Information Service provided

*Note: lower airspace below FL245 Flight Information Services will be provided by Approach/Tower and AFIS/CTR stations.*

#### **5. Hours of Operation:**

5.1. Class A: Procedural Air Traffic Control Service shall be provided during the following periods 03:00 to 18:00 UTC Daily

*Note: Outside of these HR of OPR the defined airspace reverts to class G and Flight Information Service shall be provided by Mogadishu ACC/FIC*

5.2. Full operations of class “A” will be achieved after the completion of the OJT for the Air Traffic Controllers.

5.3. Trial operations at daytime and nighttime full class “A” ATS with positive control will be provided when the first group ATCOs completes the OJT and this AIP SUP Will be amended accordingly.

*Note. Trainees will be under the supervision of a qualified OJTI to ensure no unsafe instruction is issued to the aircraft.*

#### **6. Airspace Dimensions:**

6.1. Lateral Limit: Entire Mogadishu FIR.

6.2. Vertical Limit from FL245 to UNL

#### **7. Separation Minima to be applied in Class A Airspace**

##### **7.1. Vertical Separation**

- a) Below FL290: Nominal 300m (1000ft) vertical separation shall be applicable.
- b) Within RVSM airspace (FL290 - FL410 inclusive): 300 m (1000 ft) vertical separation shall be applicable

- c) At or above flight level 410, where so prescribed for use under specified conditions: 600 m (2000 ft) vertical separation shall be applicable

**7.2.Horizontal Separation based on time**

- a) Longitudinal Separation shall be established by requiring aircraft to depart at specified time, to lose time to arrive over a geographical location at a specified time or to hold over a geographical location until specified time.
- b) Longitudinal separation application: The following Longitudinal separation shall be applied in the assigned Mogadishu ACC so that the spacing between the estimated positions of aircraft being separated is never less than the prescribed minimum.

**7.3.Longitudinal separation minima based on time.**

- a) Aircraft at the same cruising level flying on the same Track: 10 minutes
- b) Aircraft flying on crossing tracks at the same cruising level: 10 minutes
- c) Aircraft climbing or descending: 10 minutes at the time the level is crossed
- d) Traffic on reciprocal tracks: 10 minutes where lateral separation is not provided.

*Note - vertical separation shall be provided for at least 10 minutes prior to and after the time the aircraft are estimated to pass or are estimated to have passed. Provided that it has been determined that the aircraft have passed each other, this minimum need not apply.*

**8. communication facilities:**

<b>Primary Communications</b>	
VHF coverage:	240NM radius centered on reporting point MOGDU (020024N0451736E)
Mogadishu VHF	VHF 132.5Mhz,
Mogadishu HF FREQ	11300 KHZ (Day primary) ,8879KHZ (Day secondary),13288KHZ (day secondary) 5517KHZ (Night primary),11300 KHZ (Night secondary),3467KHZ (Night secondary)
AFIS VHF FREQ	Garowe VHF 118.4Mhz, Bosaso VHF 1209Mhz, Hargeisa VHF 118.7Mhz.
<b>Secondary communication</b>	
Controller Pilot Data Link Communication (CPDLC)	Login address: HCSM CPDLC FANS1 equipped ACFT transiting Mogadishu FIR
SATCOM Telephone Numbers	+252857392/3
Surveillance Facilities	ADS-C is used for ATC situational awareness only

## 9. Operational Procedures / Requirements

### 9.1. General

- a) All traffic entering the Mogadishu FIR should contact Mogadishu Control on published FREQ 10 minutes prior to entering the FIR
- b) All traffic operating in Mogadishu FIR during the class “A” hours of trial operation shall have serviceable TCAS II
- c) Strategic Lateral Offset Procedure (SLOP) is to be applied (REF AIP-SUP 01/2019)
- d) Traffic flying within Mogadishu FIR should continue to monitor IFBP on 126.9MHZ, in addition to mandatory two-way communication with Mogadishu Control.
- e) If there is any change to the Hours of Operation, it will be notified by NOTAM.

### 9.2.ATS Procedures applicable to Class A airspace- ATS procedure in ICAO DOC4444 PANS-ATM are applied.

- a) **Joining-** Information on aircraft requiring clearance to cross or join airways and, advisory routes may be obtained from the flight plan. Pilots must request clearance at least 10 minutes before the estimated time of entry to the Airway /ADR from Mogadishu Control.
- b) **Reporting-** all pilots are required to report all compulsory reporting points
- c) **Transition / handover / takeover class G to class A and Class A to class G-** In reference to ATC instructions
- d) **Coordination-** with adjacent FIRs shall be based on agreed Letters of agreement and the updated addendum letter

### 9.7. Communications failure-

- e) SATCOM
- f) CPDLC

### 9.8. Fall back Procedures- flight information services will be provided in case trial operations failure.

*NB: Changes to information published in this supplement shall be notified by a NOTAM*