

		GAP ANALYSIS OF AIR TRAFFIC CONTROL SERVICE IN MOGADISHU AIRSPACE				
#	Component	Issue	Comment/Status	Action	Implementation date (where applicable)	Additional Remarks where applicable
	Operational Environment	Planned ACC room environmental working conditions do not adversely affect personnel	The ACC room is in good working condition	NIL		All necessary facilities are already in place
		Automation systems generate and display flight plan, control, and coordination data in a timely, accurate and easily recognizable manner	The ATM system is fully automated	NIL		The required equipment is fully operational
		Equipment, including input/output devices for automation systems, are designed, and positioned in the working position in accordance with ergonomic principles	The CWPs and other working conditions are in accordance with ergonomic principles	NIL		Operational
	Technical Environment	Communication facilities have been tested for normal operations	Communication facilities are routinely tested for normal operations	Daily basis		
		There are appropriate mechanism for detection and warning of system failures and degradation	There is control and monitoring system to warn of any system failure	Completed.		
		There is adequate standby systems for main communication systems	Yes, the system is designed as per standard redundancy operation.	Completed.		

	ATC Procedures	Intra unit Coordination procedures have been documented and approved by the CAA	Intra unit procedures have been shared with CAA and approved.	Completed.		
		Procedures for transition from Flight information service to Air Traffic Control service have been documented and approved	Transition procedures from FIC to ACC including trail procedures have been approved by SCAA	Completed.		
		Airspace where area control will be provided has been clearly defined	The Airspace where area control service will be provided has been defined clearly	Completed.		Mogadishu upper airspace from FL245 to UNL
		Areas of degraded availability of VHF have been identified and documented	This areas of degraded VHF availability have been identified and documented	Completed.		
		Alternative method of communication with traffic in areas of degraded VHF have been identified and are adequate (CPDLC)	Yes, CPDLC, SATCOM and HF are alternative means of communication.	Completed.		
		Loss of communication procedures have been documented	Loss of communication procedures are incorporated in the SOPs.	Completed.		
		Separation minimum on all routes has been documented covering both VHF and CPDLC procedures	Standard separation procedures on all routes has been documented	Completed.		

	TMA Operations	TMA has been operationalized in Mogadishu	On trial operations (approach control)	combined APP/TWR		
		TMA has not been operationalized in Hargeisa	Not applicable	N/A		
	LoPs	LoPs have been established with all the neighbouring FIRs specifically on transfer of controlled flights	Addendum to LoPs has been shared with neighbouring FIRs	To be signed soon	17.04.2022	Revised LoPs will be finalized before full class A Implementation.
	RNAV Routes/Hot Spots	De-confliction of the Hot Spots	The airspace hot spot positions has been mitigated due improved communications VHF/HF and CPDLC/ADS for situational awareness	Monitoring on going		
	ATS Messages	Misrouting of ATS messages and/or missing FPLs	ATS messages is operational without any interruption	Monitoring on going		
	Contingency Plan	Contingency plan in case of failure of ANS	Contingency Plan is available	Completed.	Approved	
	Communication failure procedure	communication failure procedure in case loss of coms	communication failure procedure is available and documented	Completed.		to be incorporated with trial operations procedures
	Airspace below FL245	Services provided below FL245	Flight Information Service will be provided below FL245 outside the Aerodrome traffic zone. Procedures documented	Completed		