



ICAO

3RD MEETING OF THE SOMALI AIRSPACE SPECIAL COORDINATION TEAM (SASCT/3)

Virtual, 11 April 2022

Agenda Item 2: Report of the Training and Operational Trials Work Group

PROPOSED OPERATIONAL TRIAL PROCEDURES

(Presented by Somalia)

SUMMARY	
<p>This information paper presents the proposed Operational Trials roadmap for the Somalia Air Traffic Controllers towards attainment of an Area Control Rating On-Job-Training and Validation in line with capacity building in preparation for the implementation of Area Control Service.</p> <p>The operational trails road map outlines the procedures to be used during the trial period.</p> <p>Action by the Meeting is in Paragraph 3 of this WP</p>	
<p>REFERENCES:</p> <p><i>Annex 1: Personnel Licensing</i></p> <p><i>Annex 11: Air Traffic Services</i></p> <p><i>Doc 4444: PANS ATM</i></p> <p><i>Doc 10056: Manual on Air Traffic Controller Competency-based Training and Assessment</i></p> <p><i>Doc 9426: ATS Planning Manual</i></p> <p><i>SOMCARs (Somali Civil Aviation and Regulations)</i></p>	
Related ICAO Strategic Objectives:	A – Safety, B – Air Navigation Capacity and Efficiency

1. INTRODUCTION

- 1.1 The operational trials are critical to the successful implementation of new air traffic management (ATM) procedures in Somalia Airspace/Mogadishu Flight Information Region (FIR). This operational trail will be conducted in the airspace above FL245 and will be used to allow the air traffic controllers to consolidate the On-Job-Training (OJT), exposing them to potential changes in operation of Air Traffic Control Services in Mogadishu FIR.
- 1.2 In addition, the trial will provide a platform to collect operational performance data and test the viability of one or more services that are critical in the implementation of a new ATM procedure such as Air Traffic Control Service.

2 DISCUSSION

2.1 Operational Trial period

- 2.1.1 Area Control Service will be provided on Trial basis in Mogadishu FIR with effect from 21 April 2022.
- 2.1.2 The hours of operation will be continuous on a 15 hours period starting at 0300 UTC to 1800 UTC daily.
- 2.1.3 On-the-Job Instructors (OJTI) orientation with live traffic in the Mogadishu FIR will be on 21 and 22 April 2022.
- 2.1.4 The Air Traffic Control Officers (ATCOs) OJT will commence 23 April ,2022 (*ref. WP/01*)

2.2 Affected airspace and Service

2.2.1 The airspace concerned encompass:

Vertical limit:

- Upper Limit: UNL
- Lower Limit: FL245

Lateral Limit:

The entire Mogadishu FIR above FL245.

- 2.2.2 Air Traffic Control Service (ATCS) will be provide during the hours of the trail.
- 2.2.3 Flight Information Service (FIS) will be provided outside the specified hours of the trail.
- 2.2.4 During contingency conditions, FIS will be provided.

2.3 Participating Traffic

2.3.1 All traffic operating in the Mogadishu FIR (oceanic and continental airspace) above FL245 will participate and the cooperation of all airspace users for the operational trail during the effective period within Mogadishu FIR is required.

2.4 Communication

2.4.1 Voice Communication

- 2.4.1.1 **VHF** frequency 132.5Mhz coverage: 250NM centered on reporting point MOGDU (020024N0451736E)
- 2.4.1.2 **Extended VHF** coverage in Bosaso relay station of 250NM centered from Bosaso Airport is operational on frequency 132.5Mhz; coverage include positions VEDET, DEMGO, BOMIX, MUSBI, APMOL, ZIZAN, TIMAD and OKTOB.
- 2.4.1.3 **HF**: Day frequency for use are 11300Khz and 13288 Khz. Night frequency are 11300Khz, 5517Khz, 8879Khz and 3467 Khz.
- 2.4.1.4 **SATCOM**: communication through SATCOM is available as detailed in the AIP.

2.4.2 Data Communication

2.4.2.1 CPDLC is available, login **HCSM**

2.5 **ADS-C** will be used for situational awareness for ATC and position reporting for pilots.

2.6 Separation Standards

2.6.1 Vertical Separation

A nominal 300 m (1000 ft) vertical separation applicable below FL 290 and hence the Reduced Vertical Separation Minimum (RVSM) implemented within Mogadishu FIR between FL290 and 410, and as such the Separation Minimum will be 300m (1000ft) in this RVSM airspace. A higher level where so prescribed for use under specified conditions, and a nominal 600 m (2 000 ft) is applicable at or above flight level 410.

2.6.2 Horizontal Separation

2.6.2.1 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.

2.6.2.2 Longitudinal separation application: The following Longitudinal separation shall be applied as assigned by the Mogadishu Area Control Center (ACC) so that the spacing between the estimated positions of aircraft being separated is never less than the prescribed minimum.

2.6.2.2.1 Longitudinal separation minima based on time will be 10 minutes as follows:

- Aircraft at the same cruising level and flying on the same track, 10 minutes spacing.
- Aircraft flying on crossing tracks at the same cruising level, alternative separation minima to be applied at least 10 minutes prior to and after the crossing point.
- Aircraft climbing or descending, 10 minutes at the time the level is crossed.
- Traffic on reciprocal tracks, Where lateral separation is not provided, 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. If it has been determined that the aircraft have passed each other, this minimum need not to apply.

3. ACTION BY THE MEETING

The meeting is invited to;

- a) To note of the information contained in the Working Paper.
- b) Consider and approve for implementation, the proposals for the Trial operations of Mogadishu ACC in line with the purpose outlined in this Working paper.