

**AIP**

**AERONAUTICAL INFORMATION PUBLICATION**

**SOMALIA**

**PART 2**

**EN-ROUTE (ENR)**

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**PART 2 — EN-ROUTE (ENR)**

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**ENRI. GENERAL RULES AND PROCEDURES****1.1. General rules**

The air traffic rules and procedures applicable to air traffic in Somalia territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the Procedures for Air Navigation Services — Air Traffic Management applicable to aircraft and of the Regional Supplementary Procedures applicable to the AFI Region, except for the differences listed in GEN 1.7.

**1.1.1. DEFINITIONS**

**Accepting unit/controller:** Air Traffic Control unit/air traffic controller next to take control of an aircraft:

**Accident:** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- a) A person is fatally or seriously injured as a result of:
  - i) Being in the aircraft, or
  - ii) Direct contact with any part of the aircraft, including part which have become detached from the aircraft, or
  - iii) Direct exposure to jet blast, *Except* when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- b) The aircraft sustains damages or structural failure which:
  - i) Adversely affects the structural strength, performance or flight characteristics of the aircraft, and
  - ii) Would normally require major repair or replacement of the affected component *except* for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or
- c) The aircraft missing or is completely inaccessible.

**Acrobatic flight:** Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

**ADS-C agreement:** A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be

agreed to prior to using ADS-C in the provision of air traffic services).

**Advisory airspace:** Airspace of defined dimensions, or designated route, within which air traffic advisory service is available.

**Advisory route:** A designated route along which air traffic advisory service is available.

**Aerodrome:** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

**Aerodrome control service:** Air traffic control service for aerodrome traffic.

**Aerodrome control tower:** A unit established to provide air traffic control service to aerodrome traffic.

**Aerodrome traffic:** All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

**Aerodrome traffic zone:** Airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

**Aeronautical fixed service (AFS):** A telecommunication service between specified fixed points provided primarily for the safety of air navigation and or the regular efficient and economical operation of air services.

**Aeronautical fixed station:** A Station in the aeronautical fixed service

**Aeronautical ground lights:** Any light specially provided as an aid to air navigation, other than light displayed on an aircraft.

**Aeronautical Information Publication (AIP):** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

**Aeronautical mobile service:** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.

**Aeronautical telecommunication service:** A telecommunication service provided for any aeronautical purpose.

**Aeronautical telecommunication station:** A station in the aeronautical telecommunication service.

**Aeronautical station (RR S1.81):** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

**Aeroplane:** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

**Airborne collision avoidance system (ACAS):** An aircraft system based on secondary surveillance a radar (SSR) transponder signal which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

**Aircraft:** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Aircraft:** It is Any machine that can drive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Aircraft address.** A unique combination of 24 bits available for assigning to an aircraft for the purpose of air ground communications, navigation and surveillance.

**Aircraft classification number (ACN):** A number expressing the relative effect of an aircraft on a pavement for specified standard sub-grade strength.

**Aircraft identification:** A group of letters, figures, or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communication, and which is used to identify the aircraft in air-ground traffic service communications.

**Aircraft observation:** The evaluation of one or more meteorological elements made from an aircraft in flight.

**Aircraft proximity:** A situation in which in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative position and speed have been such that the safety of aircraft involved may have been compromised. Aircraft proximity is classified as follows:

*Risk of collision:* The risk classification of an aircraft proximity in which serious risk of collision has existed.

*Safety not assured:* The risk classification of an aircraft proximity in which safety of an aircraft may have been compromised.

*Not risk of collision:* The risk of classification of an aircraft proximity in which risk of collision has existed.

*Risk not determined:* The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

**Air-ground communication:** Two-way communication between aircraft and station or location on the surface of the earth.

**Air-ground control radio station:** An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.

**AIRMET information:** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub area thereof.

**AIRPROX:** The code word used in an air traffic incident report to designate proximity.

**Air-taxiing:** Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt).

**Air traffic:** All aircraft in flight or operating on the manoeuvring area of an aerodrome.

**Air traffic advisory service:** A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.

**Air traffic control clearance:** It is authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

**Air traffic control service:** A service provided for the purpose of:

- a) preventing collisions:
- b) between aircraft, and
- c) on the manoeuvring area between aircraft and obstructions, and
- d) expediting and maintaining an orderly flow of air traffic.

**Air traffic control unit:** A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.

**Air traffic flow management:** A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.

**Air traffic management:** The aggregation of the airborne functions and ground-based functions (air traffic services airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations.

**Air traffic service:** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

**Air traffic services airspaces.** Airspaces of defined dimensions alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

**Air traffic services reporting office.** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

**Air traffic services unit:** A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

**Airway:** A control area or portion thereof established in the form of a corridor.

**ALERFA:** A code word used to designate an alert phase.

**Alerting service:** A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

**Alert phase:** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

**Alternate aerodrome:** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:  
*Take-off alternate.* An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.  
*En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a

diversion becomes necessary while en route.  
*Destination alternate:* An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

**Altitude:** The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

**Approach control service:** Air traffic control service for arriving or departing controlled flights.

**Approach control unit:** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

**Approach funnel:** A specified airspace around a nominal approach path within which an aircraft approaching to land is considered to be making normal approach.

**Approach sequence:** The order in which two or more aircraft are cleared to approach to land at an aerodrome.

**Appropriate ATS authority:** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

**Appropriate authority:**

a) Regarding flight over the high seas: The relevant authority of the State of Registry.

b) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.

**Apron:** A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

**Apron management service:** A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

**Area control centre:** A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

**Area control service:** Air traffic control service for controlled flights in control areas

**Area minimum altitude:** The lowest Altitude to be used under instrument meteorological conditions (IMC) which will provide a minimum vertical clearance of 300m (1000ft) or in designated mountainous terrain 600m (2000ft) above all obstacles located in the area specified, rounded up to nearest (next higher) 30m (100ft).

**Area navigation (RNAV):** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

**Area navigation (RNAV):** A method of navigation which permits aircraft operations on any desired flight path within the coverage of station-reference navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

**Area navigation route:** An ATS route established for the use of aircraft capable of employing area navigation

**Assignment, assign:** Distribution of frequencies to stations. Distribution of SSR codes and 24-bit aircraft addresses to aircraft.

**ATS route:** A specified route designed for channeling the flow of traffic as necessary for the provision of air traffic services.

*Note 1: The term ATS route is used to mean variously, airways, advisory route, controlled or uncontrolled route, arrival or departure route etc.*

*Note 2: An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude*

**Automatic dependent surveillance — broadcast (ADS-B):** A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

**Automatic dependent surveillance — contract (ADS-C):** A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

**Automatic terminal information service (ATIS).** The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or specified portion thereof.

**Base turn:** A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal.

*Note. – Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*

**Blind transmission:** A transmission from one station to another station in circumstances where two-way communication cannot be established, but where it is believed that the called station is able to receive the transmission.

**Broadcast:** A transmission of information relating to air navigation that is not addressed to a specific station or stations

**Ceiling:** The height above the ground or water of the base of the lowest layer of cloud below 6 000 metres (20 000 feet) covering more than half the sky.

**Changeover point:** The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

**Clearance limit:** The point to which an aircraft is granted an air traffic control clearance.

**Clearway.** A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an airplane may make its initial climb to a specified height.

**Code (SSR).** The number assigned to a particular multiple pulse reply signal transmitted by a transponder in Mode A or Mode C.

**Computer:** A device which performs sequences of arithmetical and logical steps upon data without human intervention.

**Conference Communications:** Communication facility whereby direct speech conversation may be conducted between three or more locations simultaneously.

**Contact point:** The position, time or level at which an arriving aircraft is to establish communication which approach control.

**Command and control (C2) link:** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

**Control area:** A controlled airspace extending upwards from a specified limit above the earth.

**Controlled aerodrome:** It is an aerodrome at which air traffic control service is provided to aerodrome traffic.

**Controlled airspace:** It is airspace of defined dimensions within which air traffic control services provided in accordance with the airspace classification.

**Controlled flight:** It is any flight which is subject to an air traffic control clearance.

**Controller-pilot data link communications (CPDLC):** A means of communication between controller and pilot, using data link for ATC communications.

**Control zone:** It is a controlled airspace extending upwards from the surface of the earth to a specified upper limit.

**Cruise climb:** an aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

**Cruising level:** A level maintained during a significant portion of a flight.

**Current data authority:** The designated ground system through which a CPDLC dialogue between a pilot and a controller currently responsible for the flight is permitted to take place.

**Current flight plan:** The flight plan, including changes, if any, brought about by subsequent clearances.

**Cyclic redundancy check (CAC).** A mathematical algorithm applied to digital expression of data that provides a level of assurance against loss or alteration of data.

**Danger area:** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

**Data convention:** An agreed set of rules governing the manner or sequence in which a set of data may be combined into a meaningful communication.

**Data link communications:** A form of communication intended for the exchange of messages via a data link.

**Data processing:** A systematic sequence of operations performed on data.

**Data quality:** A degree of level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.

**Decision altitude (DA) or decision height (DH):** A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

*Note 1: "Decision height" is referenced in Somalia, to a QFE datum based upon the aerodrome elevation or, in any case where the threshold elevation is more than 7 feet below the aerodrome elevation, upon the threshold elevation.*

*Note 2: The "required visual reference" means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight plan.*

**Declared capacity:** It is a measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of the aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace.

**DETRESFA:** The code word used to designate a distress phase.

**Discrete code:** A four digit SSR code with the last two digits not being "00".

**Distress phase:** A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

**Diversion:** The act of proceeding to an aerodrome other than the planned destination for the purpose of affecting a landing.

**Estimated time of departure (ETD):** The time at which is calculated that an aircraft will become airborne assuming no delays for air traffic control reasons are experienced:

**Expected approach time (EAT).** The time at which ATC expects that an arriving aircraft following a delay, will leave the holding point to complete its approach for landing.

*Note: the actual time of leaving to holding point will depend upon the approach clearance.*

**Final approach.** That part of an instrument approach procedure which commences at the specified final approach fix or point., or where such a fix or point is not specified.

**Filed flight plan:** It is the Flight Plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes.

**Flight crew member:** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**Flight information centre:** A unit established to provide flight information service and alerting service.

**Flight information service:** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

**Flight level:** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

*Note 1: A pressure type altimeter calibrated in accordance with the standard atmosphere, when set to a QNH altimeter setting, will indicate altitude;*

**Forecast:** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

**Geodetic datum:** A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

**Glide path:** A descent profile determined for vertical guidance during a final approach.

**Ground effect:** A condition of improved performance (lift) due to the interference of the surface with the airflow pattern of the rotor system when a helicopter or other VTOL aircraft is operating near the ground.

*Note: Rotor efficiency is increased by ground effect to a height of about one rotor diameter for most helicopters.*

**Ground-to-air communication:** One way communication from stations or locations on the surface of the earth to aircraft..

**Ground visibility:** The visibility at an aerodrome as reported by an accredited observer or by automatic systems.

**Heading:** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

**Height:** The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

**Holding point:** A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances.

**Holding procedure:** A predetermined maneuver which keeps an aircraft within a specified airspace whilst awaiting further clearance.

**Incident:** An occurrence other than an accident, associated with the operation of an aircraft which affects or cloud affect the safety of operation.

**Initial approach segment:** That segment of an instrument approach procedure between the initial approach fix and intermediate approach fix or, where applicable, final approach fix or point.

**Integrity (aeronautical data):** A degree of assurance that aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

**Instrument approach operations:** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and
- b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

**Instrument approach procedure:** A series of predetermined Manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows: Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.

**Instrument meteorological conditions (IMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

**International NOTAM Office:** An office designated by a state for the exchange of NOTAM internationally.

**Known traffic:** Traffic which is in communication with or the current flight details and intentions of which are known to the controller concerned.

**Landing area:** That part of a movement area intended for the landing or take-off of aircraft.

**Level:** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

**Localizer course (ILS):** The locus of points, in any given horizontal plane, of which the DDM (difference in depth of modulation) is zero.

*Note: In terms of the received radiation pattern this is equivalent to zero deflection of normally adjusted airborne localizer indicator.*

**Location indicator:** A four letter code group formulated in accordance with rules prescribed by ICAO and assigned to location of an aeronautical fix station.

**Longitudinal separation:** The longitudinal spacing of aircraft, with inadequate vertical separation by a minimum distance expressed in units of time.

**Manoeuvring area:** it is that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

**Meteorological office:** An office designated to provide meteorological services for international air navigation.

**Meteorological report:** A statement of observed meteorological conditions related to a specific time and locations.

**Minimum fuel:** The term used to describe a situation in which an aircraft's fuel supply has reached a state where little or no delay can be accepted.

*Note:- This is not an emergency situation but merely indicates that an emergency situation is possible, should any undue delay occur.*

**Minimum sector altitude:** The lowest altitude which may be used which will provide a minimum clearance of 300 m (1,000ft) above all objects located in the area contained within a sector of a circle of 46 km (25NM) radius centered on a radio aid to navigation.

**Missed approach point. (MAPt):** That point in instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

**Missed approach procedure:** That procedure to be followed if the approach cannot be continued.

**Mode (SSR):** That conventional identifier related to specific functions of the interrogation signals transmitted by SSR interrogator. There are four modes specified in ANNEX 10 A, C, S and inter-mode.

**Movement area:** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

**Next data Authority.** The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.

**Night.** The period between 15 minutes after sunset and 15 minutes before sunrise, provided that it shall be assumed to be night when, between the hours of sunset and sunrise, any prominent object cannot

clearly be seen at a distance of 4572 meters (5000 yards).

**Non-radar separation:** The separation used when aircraft position information is derived from sources other than radar.

**Normal operating zone (NOZ):** Airspace of defined dimensions extending to either side of an ILS localizer course and/or MLS final approach track. Only the inner

Half of the normal operating zone is taken into account in independent parallel approaches.

**NOTAM:** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

**Obstacle clearance altitude (OCA) or obstacle clearance height (OCA).**The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

**Obstacle free zone:** The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by the surface, which is not penetrated by any fixed obstacles other than a low-mass and frangible mounted one required for air navigation purposes.

**Operator:** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Operational control:** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

**Pavement classification number (PCN):** A number expressing the bearing strength of a pavement for unrestricted operations.

**Pilot-in-command:** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Precision approach procedure:** An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.

**Precision approach radar (PAR):** Primary radar equipment used to determine the position of an aircraft during the final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.

*Note: Precision approach radars are designed to enable pilots of aircraft to be given guidance by radio communication during the final stages of the approach to land.*

**Pressure-altitude:** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

**Plan position indicator.** A cathode ray tube display indicating in plan the position of objects producing radar echoes.

*Note: Plan position indicators used to ATC purposes generally consist of a cathode ray tube on which the relative direction of a radar echo is indicated by its position in azimuth on the cathode ray tube in relation to predetermined datum point. The range of the radar echo is determined by its distance from the point of origin of the trace on a PPI tube along its radius. A suitable map may be superimposed on the cathode ray tube as a means of providing more specific details with regard to the position of the radar echo.*

**Primary radar:** A radar system that uses reflected radio signals.

each terminal of circuit of all messages which pass over such circuit.

**Procedure turn:** A maneuvering in which a turn is made a way from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.

*Note 1: procedure turns are designated "left" or "right" according to the direction of the initial turn.*

*Note 2: procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual instrument approach procedure.*

**Profile:** The orthogonal project of a flight path or position thereof on the vertical surface containing the nominal track.

**Prohibited area:** It is airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

**Psychoactive substances:** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

**PSR blip:** The visual indication, in non symbolic form, on a radar display of a position of an aircraft obtained by primary radar.

**Radar:** A radio detection device which provides information on range, azimuth and or elevation of objects.

**Radar approach:** An approach in which the final phase is executed under the direction of a radar controller.

**Radar blip:** A generic term for the visual indication, in one-symbolic form, on a radar display of the position of an aircraft obtained by primary or secondary radar.

**Radar clutter:** The visual indication on a radar display of unwanted signals.

**Radar contact:** The situation in which exist when the radar position of particular aircraft is seen and identified on a radar display.

**Radar control:** Term used to indicated that radar-derived information is employed directly in the provision of the air traffic control service.

**Radar controller:** A qualified air traffic controller holding radar rating appropriate to the functions to which he is assigned.

**Radar departure:** The control of a departing aircraft by the use of surveillance radar to assist to leave the vicinity of an aerodrome safety and expeditiously.

**Radar display:** An electronic display of radar-derived information depicting the position and movement of aircraft.

**Radar echo:** The visual indication on a radar display of a radar signal reflected from an object.

**Radar handover:** Transfer of responsibility for the control of aircraft between two controllers using radar following identification of the aircraft by both controllers.

**Radar identification:** The situation which exists when the radar position of a particular aircraft is seen on a radar display and positively identified by the air traffic controllers.

**Radar map:** Information superimposed on a radar display to provide ready indication of selected features.

**Radar monitoring:** The use of radar for the purpose of providing aircraft with information and advise relative to significant deviations from nominal flight plan, including deviations from the terms of their air traffic control clearances.

**Radar position indication (RPI):** The visual indication, in non-symbolic and/or symbolic form, on a radar display of the position of an aircraft obtained by primary and /or secondary surveillance radar.

**Radar position symbol (RPS).** The visual indication, in symbolic form, on a radar display, of the position of an aircraft obtained after automatic processing of positional data derived from primary and/or secondary surveillance radar.

**Radar separation:** The separation used when aircraft position information is derived from radar sources.

**Radar service:** Term used to indicate a service provided directly by means of radar.

**Radar track position:** An extrapolation of aircraft position by the computer based upon radar information and used by the computer for tracking purposes.

**Radar unit:** The element of an air traffic services unit which uses radar equipment to provide one or more services.

**Radar vectoring:** Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.

**Radio telephony:** A form of radio communication primarily intended for the exchange of information in the form of speech.

**Radiotelephony:** A form of radio communication primarily intended for the exchange of information in the form of speech.

**Receiving unit/controller:** Air traffic services unit/air traffic controller to which a message is sent.

**Repetitive flight plan (RPL):** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

**Reporting point:** A specified geographical location in relation to which the position of an aircraft can be reported.

**Rescue coordination center:** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operation within a search and rescue region.

**Rescue sub-center.** A unit subordinate to a rescue coordination center established to complement the latter within a specified portion of a search and rescue region.

**Rescue unit.** A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

**Reversal procedure:** A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns.

**Remote pilot:** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

**Remote pilot station:** The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

**Remotely piloted aircraft (RPA):** An unmanned aircraft which is piloted from a remote pilot station.

**Repetitive flight plan (RPL):** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

**Reporting point:** It is a specified geographical location in relation to which the position of an aircraft can be reported.

**Restricted area:** It is airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

**RPA observer:** A trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.

**Runway:** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

**Runway-holding position:** A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

**Runway visual range (RVR).** The range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

**Safety-sensitive personnel:** Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

**Search and rescue service unit:** A generic term meaning, as the case may be, rescue coordination center, rescue sub-center or alerting port.

**Secondary radar:** A radar system wherein a radio signal transmitted from the radar station initiates the transmission of a radio signal from another station.

**Secondary surveillance radar (SSR):** A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.

**Sending unit/controller:** Air traffic service unit/air traffic controller transmitting a message.

**Shoreline:** A line following the general contour of the shore, except that in the case of inlets or bays less than 30 nm in width, the line shall pass directly across the inlets or bay to intersect the general contour on the opposite side.

**SIFMET information:** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operation.

**Signal area.** An area on the aerodrome used for the display of ground signals.

**Signal area:** An area on an aerodrome used for the display of ground signals.

**Significant obstacle:** Any natural terrain feature or man made fixed object, permanent or temporary, which has vertical significance in relation to adjacent and surrounding features and which is considered a potential hazard to the safe passage of aircraft in the type of operation for which the individual chart series is designed.

**Significant point:** A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

**Slush:** Water-saturated snow which with a heel and-toe stop-down motion against the ground will be displayed with a splatter; specific gravity: 0.5 up to 0.8

**Special VFR flight:** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

**SSR response:** The visual indication, in non-symbolic form, on a radar display of a response from an SSR transponder in reply to a interrogation.

**Station declination:** An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

**Standard instrument arrival (STAR):** A designated instrument flight rule (IFR) arrival route linking a significant point normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.

**Standard instrument departure (SID):** A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway

of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences.

**Stopway:** A defined rectangular area on ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.

**Subgrade:** The upper part of the soil, natural or constructed, which supports the loads transmitted by the pavement.

**Surveillance radar:** Radar equipment used to determine the position of an aircraft in range and azimuth.

**Surveillance radar approach:** An approach to a runway by an aircraft under the direction of a radar controller using surveillance radar.

**Taxiing:** Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.

**Taxiway:** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another including.

- a) *Aircraft stand taxi lane:* - a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
- b) *Apron taxiway:* - A portion of a taxiway system located on an apron and intended to provide a through taxi across the apron.

Runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways and thereby minimizing runway occupancy times.

**Terminal control area:** A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

**Threshold:** The beginning of that portion of the runway usable for the landing.

**Touchdown:** The point where the nominal glide path intercepts the runway.

**Touchdown zone:** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

**Total estimated elapse time:** For FIR flights, the estimated time required from take-off to arrive over that designated point defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time

required from take-off to arrive over the destination aerodrome.

**Track:** The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from north (true, magnetic or grid).

**Traffic avoidance advice:** Advice provided by an air traffic control unit specifying maneuvers to assist a pilot to avoid a collision.

**Traffic information:** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

**Transfer of control point.** A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.

**Transferring unit/controller:** Air traffic control unit/air traffic controller is the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control/ air traffic controller along the route of flight.

**Transition altitude:** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

**Transition layer:** The airspace between the transition altitude and the transition level.

**Uncertainty phase:** A situation wherein uncertainty exist as to safety of an aircraft and its occupants.

**Unmanned free balloon:** It is a non-power driven, unmanned lighter than air aircraft in free flight.

**Vertical separation:** The vertical spacing of aircraft.

**VFR:** The symbol used to designate the visual flight rules.

**VFR flight:** A flight conducted in accordance with the visual flight rules.

**Visibility:** Visibility for aeronautical purposes is the greater of.

- a) The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background.
- b) The greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

**Visual approach:** An approach by an IFR flight when either part or all of the instrument approach

procedure is not completed and the approach is executed in visual reference to terrain.

**Visual meteorological conditions:** Meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, equal to or better than specified minima.

### 1.1.2. Minimum safe height

The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared

Except when necessary for take-off or landing, or except by permission from the SCAMA, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit.

However, the following icao standards applies in the Somali airspace:

- a) Over the cities, other densely populated areas and assemblies of persons, the minimum safe height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m,
- b) And elsewhere at least 150 m (500 ft) above ground or water.
- c) Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared.
- d) Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas.
- e) For flights conducted for special purposes, the local authority may grant exemptions.

### 1.1.3. Dropping of objects

The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, towropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The local authority may grant exemptions to the interdiction if no danger to persons or property exists.

The dropping of mail is controlled by the Postal Authority or by the designated unit, in agreement with the authority.

#### 1.1.4. Acrobatic flying

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of SCAMA. Acrobatic flights are prohibited at heights of less than 450 m (1 500 ft) as well as over cities, other densely populated areas, assemblies of persons, and airports. Somali Civil Aviation Authority may grant exemptions in individual cases. Acrobatic flights conducted in the vicinity of aerodromes without an ATS unit require special permission in addition to the air traffic control clearance.

#### 1.1.5. Towing and advertising

No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by SCAMA. Advertising flights with towed objects require permission from the local authority in the area in which the applicant is a resident. Permission shall be granted only if:

- i) The pilot holds the rating for towing;
- ii) The aircraft is equipped with a calibrated barograph for recording altitudes during flight;
- iii) During the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;

#### 1.1.6. Parachute descents

Parachute descents, other than emergency descents, shall not be made within the Somalia airspace, except under conditions prescribed by SCAMA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

#### 1.1.7. Formation Flights

Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with conditions prescribed by the SCAMA authority. The following conditions shall be adequately met:

- a) The formation operates as a single aircraft with regard to navigation and position reporting;
- b) Separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the

other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and

- c) A distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100Ft) vertically from the flight leader shall be maintained by each aircraft.

#### 1.1.8. The legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for other than advertising purposes and subparagraph 2) does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

#### 1.1.9. Times and units of measurement

The international system of units and the non-international units system of measurement used within the Somali FIR shall be according to the provisions of table 3.2 and 3.3 of ICAO annex 5. Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations.

#### 1.1.10. Airspace structure

For the performance of the flight information service and the alerting service, SCAMA with the close coordination of the Minister of Transport establishes flight information regions, which are published in the AIP. Within the flight information regions, SCAMA establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

**1.1.11. Prohibited areas and flight restrictions**  
Establish prohibited and restricted areas, are published in the AIP, ENR 5.1— unidentified aircraft in these areas will be intercepted.

**1.1.12. Cloud flights with gliders**  
Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

**1.1.13. Take-offs and landings of aeroplanes, rotorcraft, airships, powered gliders, gliders and parachutists outside aerodromes admitted for them**  
For take-offs and landings of aeroplanes, rotorcraft and airships, permission from the appropriate local authority is required. For take-offs of powered gliders and gliders outside designated aerodromes, permission from the appropriate local authority is required; however, for landings of powered gliders and gliders on a cross-country flight, permission is not required. This is to be applied analogously to landings of parachutists outside designated aerodromes.

The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

**1.1.14. Ascents of balloons, kites, self-propelled flying models and flying bodies**  
Generally the operation of balloons shall be subjected to the provisions of annex 2; appendix 5. The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from the appropriate local authority.

The ascent of captive balloons is permitted only with the consent of the SCAMA. For kites, this consent is required if they are held by a rope of more than 100 m (300 ft) in length. Kite ascents within the construction restriction

zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. Somali Civil Aviation Authority (SCAMA) may grant exemptions. The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacing's of 100 m (300 ft), by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

**1.1.15. Unlawful interference**  
An aircraft which is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

*Note 1: responsibility of ATS units in situations of unlawful interference is as contained in Annex 11*

*Note2: Guidance material for use when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact is as contained in Attachment B to annex 2.*

*Note 3: Actions to be taken by SSR, ADS-C-equipped aircraft which are being subjected to unlawful interference is as contained in Annex 11, the PANS-ATM (Doc 4444) and PANS-OPS (Doc 8168).*

*Note4: Actions to taken by CPDLC-equipped aircraft which are being subjected to unlawful interference is as contained in Annex 11, the PANS-ATM (Doc 4444) and guidance material on the subject could be found in the Manual of Air Traffic Services Data Link Application (Doc 9694)*

**1.1.16. Interception of Civil Aircraft**  
Interception of civil aircraft, within the airspace of Somalia, shall be subjected to the provisions of ICAO annex 2;

### **1.1-17 General rules and flight procedures are applicable in Mogadishu FIR.**

1. Aircraft are required to contact Mogadishu FIC at least ten (10) minutes prior to the estimated time over the entry point of the Mogadishu FIR.
2. A Ten (10) minutes longitudinal separation for aircraft at the same level provided by adjacent FIRs will be maintained within Mogadishu FIR to aircraft on same tracks or crossing tracks as specified in letters of agreements/procedures.
3. All traffic inbound from Asmara FIR are required to contact Mogadishu FIC thirty minutes (30Min) before waypoint Lubar or Mogadishu FIR boundary and to pass their forward estimates and revert back to the appropriate ATS unit
4. Aircraft unable to make position reports direct to Mogadishu FIC to request ground stations or other aircraft to relay the information.
5. Aircraft departing from airfields within Mogadishu FIR where AFIS is not provided to file airborne flight plan with the FIC as soon as airborne.
6. Aircraft landing at airfields within Mogadishu FIR where AFIS is not provided to make position report to Mogadishu FIC before changing to unmanned aerodrome frequency 132.5 mhz.
7. Due to HF communication difficulties at Mogadishu FIC, all aircraft with the capability of Satellite communication are requested to contact Mogadishu FIC on SATCOM, Mogadishu IMERSAT code is 466601 or on telephone lines +254-20-7622774 or +254-20-2365679 when transiting Mogadishu FIR.

### **1.1-18 Separations**

The lateral separations minima or spacing between route centre lines is 30 NM or more, therefore offsets to the right of the center line relative to the direction of the flight should be applied in tenths of a nautical mile up to a maximum of 2NM.

On maximum of 2 NM Offset is approved therefore crew should, if the aircraft is equipped with a capability, to offset in tenths of a nautical mile then randomly choose an offset position of 0.1NM or

more up to 2NM right of track.

If the aircraft is only equipped with capability to offset in a whole nautical miles then randomly choose an offset position of 1NM or 2NM right of track.

### **1.1-19 RVSM Airspace**

Except for state Aircraft as defined in Article 2 to the Chicago Convention, only RVSM approved aircraft shall be permitted to operate in AFI RVSM airspace within Mogadishu FIR between FL290 and FL410. In addition, caution is advised that Mogadishu FIR is Class G Airspace, where only flight information services (FIS) is provided, hence pilots are required to maintain a high level of alertness when operating in Mogadishu FIR RVSM airspace and take appropriate action to ensure safety of flight by maintaining contact with Mogadishu FIC for traffic information and continuous listening watch on VHF emergency frequency 121.5 MHz and IFBP frequency 126.9 MHz at all times.

**ENR1.2 VISUAL FLIGHT RULES**

1. In certain conditions, pilots themselves are able to ensure the safe and expeditious flow of air traffic. Flight in such conditions is said to be under Visual Flight Rules (VFR). In other circumstances, the intervention of a ground organization is generally necessary, and flight is then said to be under Instrument Flight Rules (IFR). It is on this conception of different requirements for IFR and VFR flight that the Air Traffic Services are based.
2. **Conditions of VFR flights**
  - 2.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 3-1.
  - 2.2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
    - i) when the ceiling is less than 450 m (1500 ft); or
    - ii) When the ground visibility is less than 5km.
  - 2.3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by SCAMA authority.
  - 2.4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
    - i) above FL 200;
    - ii) at transonic and supersonic speeds.
  - 2.5 Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.
  - 2.6. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
    - i) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
    - ii) Elsewhere than as specified in 6 i), at a height less than 150 m (500 ft) above the ground or water.
  - 2.7. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in Appendix 3.
  - 2.8. VFR flights shall comply with the provisions of 3.6:
    - i) when operated within Classes B, C and D airspace;
    - ii) when forming part of aerodrome traffic at controlled aerodromes; or
    - iii) When operated as special VFR flights.
  - 2.9. A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority in accordance with the provisions of 3.3.1.2 c) or d) of ICAO annex 2 shall maintain continuous air-ground, voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.
  - 2.10. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
    - a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
    - b) when so required by 3.3.1.2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled

2.11. VMC visibility and distance from cloud minima

VFR flights shall be operated under the following Visual Meteorological Conditions contained in table 3-1 of annex 2:

Table 3-1

(see 4.1 above)

Altitude band	Airspace class	Flight visibility	Distance From cloud
At and above 3050 m (10,000 ft) AMSL	A <sup>***</sup> B C D E F G	8 km	1500 m horizontally 300 m (1000 ft) vertically
Below 3050 m (10,000 ft) AMSL and above terrain, whichever is the higher	A <sup>***</sup> B C D E F G	5 km	1500 m horizontally 300 m (1000 ft) vertically
At or below 900 m (3000 ft) ASML, or 300 m (1000 ft) above terrain, whichever is the higher	A <sup>***</sup> B C D E	5 km	1500 m horizontally 300 m (1000 ft) vertically
	F G	5 km	Clear of cloud and with the surface in sight

\* When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.

\*\* When so prescribed by the appropriate ATS authority:

- a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:
  - i) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
  - ii) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b) HELICOPTERS may be permitted to operate *in less than 1 500 m* flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

\*\*\* The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

## ENR1.3 INSTRUMENT FLIGHT RULES

### 1. Rules applicable to all IFR flights

#### 1.1. Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

#### 1.2. Minimum levels

Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

- a) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
- b) Elsewhere than as specified in a), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

*Note 1.— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.*

#### 1.3. Change from IFR flight to VFR flight

- 1.3.1. An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

- 1.3.2. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

### 2. Rules applicable to IFR flights within controlled airspace

- 2.1. IFR flights shall comply with the provisions of 3.6 when operated in controlled airspace.

- 2.2. An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

- a) the tables of cruising levels in Appendix 3; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of annex 2 for flight above FL 410; except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.

### 3. Rules applicable to IFR flights outside controlled airspace

#### 3.1. Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

- a) the tables of cruising levels in Appendix 3 of annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 for flight above FL 410.

*Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.*

### 3.2. Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

### 3.3. Position reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan,
- maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service,

According to the provisions of 3.6.3 of annex 2 for controlled flights, Unless exempted by SCAMA authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate air traffic services unit.

*Note.— Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.*

## ENR 1.4 ATS AIRSPACE CLASSIFICATION

### 1. Classification of Airspace

Mogadishu ATS airspace is classified and designated in accordance with the following:

**Class D:** IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

These are:-

- Aden Adde Intl. Airport TMA and Control Zone, Hargeisa Traffic Zone, Bosaso Traffic Zone, Berbera Traffic Zone.

**Class G** IFR and VFR flights are permitted and receive flight information service if requested. They are:-

- All other airspaces within Mogadishu FIR not falling under the above class of airspace D.

<i>Classes</i>	<i>Type of flight</i>	<i>Separation provided</i>	<i>Service provided</i>	<i>Speed limitation</i>	<i>Radio communication requirement</i>	<i>Subject to an ATC clearance</i>
A*	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two way	yes
B*	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two way	Yes
C*	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two way	Yes
	VFR	VFR from IFR	1) Air Traffic control service from separation from IFR. 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	Yes

D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	Yes
	VFR	nil	IFR/VFR and VFR/IFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	Yes
E*	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt IAS below 3050 m (1000 ft) AMSL	No	No
F*	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	No
	VFR	Nil	Flight information service	250 kt IAS below 3050 m (1000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kt IAS below 3050 m (1000 ft) AMSL	Continuous two way	No
	VFR	Nil	Flight information service	250 kt IAS below 3050 m (1000 ft) AMSL	No	No
* Classes of airspace A, B, C, E, and F are not used in Mogadishu FIR currently.						

## 2. AIR TRAFFIC SERVICES SYSTEMS

### 2.1. Description of Airspace

- 2.1.1. The Airspace over Somalia and surrounding territorial waters are contained in one FIR, Mogadishu FIR, which also extends over the Indian Ocean and the Red Sea.
- 2.1.2. Certain parts of the Mogadishu FIR have been further classified as controlled airspace. These airspaces are described in ENR 2.1-1
- 2.1.3. Flight Information Service and Alerting Service will be provided through the airspace described above. Where any part of the FIR has been further classified as controlled airspace, Flight Information and Alerting Services will be provided by the same controller that provides other ATS appropriate to the airspace classifications.

### 2.2. Flight Information Service

- 2.2.1. Within FIR Flight Information Service is provided under which the following information can be supplied to pilots who maintain radio communication with the appropriate aeronautical station:
- Information on unusual or dangerous weather conditions (thunder-storms, severe turbulence etc).
  - The state of serviceability of navigation aids.
  - The state of aerodromes and associated facilities.
  - Other information considered pertinent to safety, including information concerning weather conditions along the route which may make operation under VFR impracticable.

### 2.3. Service to IFR flights may include, in addition, information concerning:

- Weather conditions reported or forecast at destination or alternate aerodromes as available.
- Collision hazards, to aircraft operating outside controlled airspace.

*Note: No separation service is given outside controlled airspace. The information given under (b) will relate only to known IFR aircraft the presence of which might constitute a collision hazard to the aircraft informed. It will sometimes be based on data of doubtful accuracy and completeness, and the ATS cannot assume responsibility for its revision at all times, nor for its accuracy.*

- 2.3.1. Flight Information Service does not relieve the pilot-in-command of any of his responsibilities, and he has to make the final decision regarding any alteration of flight plan

### 2.4. Types of Airspace and Air Traffic Service

#### Units

#### 2.4.1. Types of Airspace

The basic division of airspace is into regions of a convenient size known as “Flight Information Regions” (FIRs). They extend from ground level to a specified level or infinity. Throughout the FIR, Flight Information Service and Alerting Service are provided.

- 2.4.2. Within the FIRs, and forming parts of them, other types of airspace are established in which more comprehensive air traffic services are also provided. These other airspaces are called “Control Zones” and “Air Traffic Zones”.

- 2.4.3. A “Control Zone” is an airspace within which air traffic control service is provided to arriving and departing IFR flights. It extends from ground level to a specified height above mean sea level.

- 2.4.4. A “Control Area” is an airspace within which air traffic control service is provided to en route IFR flights. Control Areas extend upward from a specified height above ground level, and may or may not have upper limits.

- 2.4.5. An “Airway” is a control area, or part of a control area in the form of a corridor and marked by radio navigation aids.

#### 2.5. Air Traffic Service Units

- 2.5.1. Flight Information Centre: A Flight Information Centre (FIC) serving an FIR provides:

-Flight Information Service

-Alerting Service to aircraft in the FIR.

- 2.5.2. Area Control Centre: An Area Control Centre (ACC) serving a Control Area provides air traffic control service (including flight information and alerting services) to aircraft flying en route under IFR in the Control Area.

- 2.5.3. Approach Control Unit: An Approach Control Unit provides Approach control services to aircraft taking off or landing under IFR.

- 2.5.4. Aerodrome Control Unit: An Aerodrome Control Unit provides aerodrome control service at an aerodrome (i.e. controls all aerodrome traffic that does not come under the Approach Control Unit - taxiing aircraft, vehicular traffic, local flying under VFR).
- 2.5.5. Hours of watch of controlling authorities are shown in this section and the control zones are effective only during these hours.
- 2.5.6. Where necessary, special procedures for use in control zones have been produced. Those for Mogadishu Control Zone are described in the Aerodrome Section AD 2.
- 2.5.7. The control Zones and Terminal Control Areas established in Somalia are notified in ENR 2.1.

#### 2.6. **General Provision**

- 2.6.1. Hours of Watch of Controlling Authorities are shown in the Aerodrome Section of this AIP.

#### 2.6.2. **Permission to Enter a Control Zone or a Control Area**

Pilots wishing to enter a control zone or a control area under IFR must request and obtain permission to do so from the controlling authority. Request by RTF should be made when at least 10 minutes flying time from the boundary.

- 2.6.3. Pilots in communication with the FIC before entering controlled airspace may request and obtain entry clearance via the FIC. After obtaining such clearance, they should remain in communication with the ACC until instructed to contact the controlling authority.

- 2.6.4. When requesting permission to enter controlled airspace, the pilot should give the following information, if it has not already been passed to the FIC in a routine position report:

- a) Call sign or aircraft identification.
- b) Type of Aircraft.
- c) Position, level and flight conditions.
- d) Estimated time of arrival.
- e) Destination.
- f) True Air Speed.

- 2.6.5. If the aerodrome of departure is less than 10 minutes flying time from the boundary, pilots should, request clearance before departure.

#### 2.7. **Special Application of IFR**

When the observed cloud base at aerodrome within the control zones notified in the table below is more than 40ktas below 1500 feet or visibility is less than 8 km, all aircraft must obtain an Air Traffic Control Clearance or special VFR authorization before undertaking a flight within the control zone.

**ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**

**1. General**

- 1.1. The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*.
- 1.2. The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS OPS. The holding patterns shall be entered and flown as indicated below.

**2. Arriving flights**

- 2.1. IFR flights entering and landing within a terminal control area will be cleared to a specified point and instructed to contact approach control at a specified time, level or position depending on traffic situation. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached

before further instructions have been received, holding procedure shall be carried out at the level last authorized as applicable.

**3. Departing flights**

- 3.1. IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control center concerned prior to take-off.
- 3.2. Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL 140 (4 250 M) inclusive	170 KT	230 KT (425KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL 140 (4 250 M) to FL 200 (6 100 M) inclusive	240 KT (445KM/H)		
Above FL 200 (6 100 M) to FL 340 (10 350 M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10 350 M)	Mach 0.83		Mach 0.83

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**ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES**

**TBN**

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## ENR 1.7 ALTIMETER SETTING PROCEDURES

### 1. Introduction

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, VI, Part 6 and are given in full below. Differences are shown in quotation marks.

Transition altitudes are given on the instrument approach charts and also in AD 2.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

The ICAO Standard altimeter settings procedures are in use throughout the African-Indian Ocean Region. The basic principles of the systems applicable in Somalia are:

- a) For terrain clearance purposes, a QNH altimeter setting is used wherever possible.
- b) For vertical separation enroute, a system of flight levels is used. These flight levels are related to a pressure datum of 1013.2 hpa (Standard Atmospheric Pressure) and are separated by a nominal distance of 500ft.
- c) The transition from flight levels to altitudes is effected by means of a horizontal transition layer above which aircraft are flown at flight levels and below which aircraft are flown at altitudes.
- d) A flight level indicator or an altimeter set to 1013.2 hpa is used to indicate flight levels, and an altimeter set to a QNH setting is used to indicate altitudes.

### 2. Definitions

*Altitude:* The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

*Elevation:* The vertical distance of a point or level, on or affixed to the surface of the earth, measured from mean sea level.

*Flight Level:* A surface of constant atmospheric pressure which is related to a specific datum, 1013.2 hpa, and is separated from other such surfaces by specific pressure intervals.

*Height:* The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

*Transition Altitude:* Altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes

*Transition Level:* The lowest flight level available for use above the transition altitude.

*Transition Layer:* The airspace between the transition altitude and the transition level.

*Note:* a pressure type altimeter calibrated in accordance with the /standard atmosphere

- a) When set to a QNE altimeter setting, will indicate altitude.
- b) When set to a QFE altimeter setting, will indicate height above the QFE reference datum.
- c) When set to a pressure of 1013.2 hpa may be used to indicate flight levels.

Transition altitudes are given on the instrument approach charts. QNH values are given in hectopascals

### 3. Basic altimeter setting procedures

#### 3.1. General

3.1.1. A transition altitude is specified for each aerodrome. No transition altitude is less than 450 m above an aerodrome.

3.1.1.1. At the coastal aerodromes within Somalia, namely: Berbera, Bosaso, Mogadishu, Kismayo and all other coastal aerodromes within Somalia, the transition altitude will be 3000 feet AMSL.

3.1.1.2. At Hargeisa International Airport, the transition altitude will be 8000 feet AMSL.

3.1.1.3. At Borama and Kalabeyed aerodromes, the transition altitude will be 8000 feet AMSL.

3.1.1.4. Burao aerodrome, transition altitude will be 7000 feet AMSL.

3.1.1.5. Gardo aerodrome, transition altitude will be 6000 feet AMSL.

3.1.2. Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

3.1.3. Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

*Note. — Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:*

*Flight Level Altimeter indication*

<i>number</i>	<i>Feet</i>	<i>metres</i>
5	500	150
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

**1.1. Take-off and climb**

1.1.1. A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

1.1.2. Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

**1.2. ALTIMETER SETTING PROCEDURES**

*Vertical separation — en route*

1.2.1. Vertical separation during en-route flight shall be expressed in terms of flight levels at all times “during an IFR flight and at night”. IFR flights, and VFR flights above 900 m (3 000 ft),

when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance.

	000-179		180-359	
	IFR	VFR	IFR	VFR
	10		20	
Flight Level number	30	35	40	45
	50	55	60	65
	70	75	80	85
	90	95	100	105
	....	Etc.	....	Etc.
	270		280	
	290		310	
	330		350	
	Etc.		Etc.	

*Note.— Some of the lower levels in the above table may not be usable due to terrain clearance requirements.*

**1.1. Approach and landing**

1.1.1. A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

1.1.2. QFE altimeter settings are not available.

1.1.3. Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

**1.2. Missed approach**

1.2.1. The relevant portions of 3.1.2, 3.2. And 3.4 shall be applied in the event of a missed approach.

**2. Description of altimeter setting region**

The altimeter setting regions are Bistock, Donlon and Richmaast. The areas covered by these regions are shown on the Air Traffic Services Airspace Chart ENR 2.

3. **Procedures applicable to operators  
(including pilots)**

3.1. *Flight planning*

The levels at which a flight is to be conducted shall be specified in a flight plan:

- a) in terms of flight levels if the flight is to be conducted at or above the transition level, and

in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

*Note 1. — Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.*

*Note 2. — Flight levels are specified in a plan by number and not in terms of feet or metres as is the case with altitudes.*

4. Tables of cruising levels

The cruising levels to be observed when so required are as follows:

- a) In areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1 000 ft) is applied:\*

TRACK**											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90			-	-	-	0			-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
etc.	etc.	etc.				etc.	etc.	etc.			

\* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 m (1 000 ft) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

\*\* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

b) In other areas

TRACK*											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90			-	-	-	0			-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000	300	9150	30000	310	9450	31000	320	9750	32000
330	10050	33000	340	10350	34000	350	10650	35000	360	10950	36000
370	11300	37000	380	11600	38000	390	11950	39000	400	12200	40000
410	12500	41000	420	12800	42000	430	13100	43000	440	13400	44000
450	13700	45000	460	14000	46000	470	14350	47000	480	14650	48000
490	14950	49000	500	15250	50000	510	15550	51000	520	15850	52000
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

\* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

**ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**

**TBN**

**ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

**NIL**

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**ENR 1.10 FLIGHT PLANNING****1. Procedures for the submission of a flight plan**

**1.1.** Because of the great difficulties of Search and Rescue operations within Somalia, the pilot is strongly advised, regardless of his formal obligations, to file a Flight Plan for every flight. At aerodromes which are not manned by the Somali Civil Aviation and Metrology Authority (SCAMA), the Flight Plan should be filed with Reporting Officer, if established, or with some other responsible person. In this way the general intentions regarding the flight will be known, or will ultimately become available Air traffic Services, and could be used as a basis for any Search operations that might become necessary.

**1.2.** A pilot MUST file a Flight Plan:

- a) If intending to fly in controlled airspace
- b) If intending to fly an aircraft operating as a public transport aircraft under VFR or IFR
- c) If wanting to fly across an international border
- d) If departing from aerodromes manned by SCAMA
- e) If intending to fly in IFR

*Note: The Air Traffic Services Unit may, at their discretion, exempt the Commander of an aircraft in respect of an intended flight which is to be made in a local flying area within a radius of 30NM and in which the aircraft will return to the aerodrome of a departure without making an intermediate landing.*

**2. How to file a Flight Plan**

**2.1.** Flights from Aerodromes on the Aeronautical Fixed Telecommunication Network (AFTN).

- 2.1.1. Except when other arrangement have been made for submission of repetitive flight plans, the pilot should complete and sign the Flight Plan form (ICAO format) and submit it to the ATS Unit at the aerodrome. (By local arrangement at large aerodromes, the operator's competent representative may file the Flight Plan on behalf of the pilot.)
- 2.1.2. Flight Plan should be filed at least 60 minutes before departure or at most 120 HRs before EOBT unless arrangement have been made for submission of a repetitive Flight Plan which shall be activated by providing supplementary information before departure.

**2.2. Airborne Flight Plans**

- 2.2.1. Where it has not been possible to file a flight plan on the ground, or where conditions make such an action necessary, a Flight Plan may be filed in the air with any ATS unit. Any desired operator's address should be given by beginning with the words "I wish to file an airborne flight plan."

**2.3. Acceptance of a Flight Plan**

- 2.3.1. The first ARO receiving a Flight Plan, or change thereto, shall:

- a) Check it for compliance with the format and data conventions
- b) Check it for completeness and, to the extent possible, for accuracy.
- c) Take action, if necessary, to make it acceptable to ATS
- d) Check it for compliance with the national requirement as entry flight clearance as required by SCAMA.

**2.4. Cancellation of IFR Plan in Controlled Airspace**

- 2.4.1. If a pilot has begun a flight in controlled airspace under IFR Flight Plan, he may decide that on entering VMC he will cancel, it must be emphasized, however, that a pilot cannot exercise this choice in a controlled airspace, if ICAO SARPs prohibit.
- 2.4.2. In controlled airspace where the exercise of the pilot's choice is possible, pilots may cancel IFR Flight Plans by notifying the ATS Unit concerned, provided that they are then operating in VMC. An IFR Flight Plan may be cancelled by transmitting the following message ".....A/C identification)-cancel IFR Flight Plan."
- 2.4.3. ATC cannot approve or disapprove cancellation of an IFR Flight Plan, but when in possession of information along the route of the flight, will advise the pilot accordingly in the following manner "IMC reported (or forecast) in relation to other IFR traffic."
- 2.4.4. The fact that a pilot reports that he is flying in VMC does not itself constitute cancellation of IFR Flight Plan and unless a definite cancellation of the IFR Flight Plan, the flight will continue to be regulated in relation to other IFR traffic.

**3. Through Flight Plans**

- 3.1. Through Flight Plans may only be filed where in the course of the proposed flight it is not intended that the aircraft will cross the boundary of Mogadishu Flight Information Region, and,
  - a) Where the aerodromes of intended intermediate landing is/are not on the AFTN, and,
  - b) Where the time spent on the ground at any intermediate place of landing is not expected to be in excess of 60 minutes.
- 3.2. When a through Flight Plan has been filed, the portion of the plan for each segment of the flight will be active for ATS purposes only when the appropriate ATS Unit has received a message announcing departure from the previous point of landing indicated in the Flight Plan.

- 3.3.** If an ATS unit is established at the aerodrome of departure, the following information shall be passed to that unit before departure on each segment of the flight, except the first segment.
- i. Either confirmation of the relevant part of item 15 of the Flight Plan using the phrase “TRU PLAN VALID”; or amendment of the relevant part of item 15;
  - ii. Number of persons on board
  - iii. Endurance
- 3.4.** If no ATS unit is established at the aerodrome of departure, a departure message including items (ii) and (iii) above shall be sent by radio to the ACC as soon as possible after departure.

#### **4. Booking out and Booking in**

- 4.1.** Before making a flight, in a local flying area within a radius of 30 nm from an aerodrome manned by the Somalia Civil aviation Authority, a pilot must notify the Air Traffic Service Unit of the intended flight, and obtain exemption from the requirement of submitting a Flight Plan. The information thus given to the ATS Unit will not be sent to any other unit
- 4.2.** On arrival at a SCAMA manned aerodrome, if a Flight Plan has not been filed relative to the flight concerned, a separate “Book-in” action is required.
- 4.3.** Where a “SARTIME” has been entered in Item ‘18’ of a Flight Plan, the pilot is responsible for notifying his whereabouts at, or before, the time of expiry of the “SARTIME”, unless the flight to which the Flight Plan refers has already been completed and the Flight Plan closed with an Air Traffic Control Service Unit. Notification of arrival shall be made to the Reporting Officer where such exists or by any other means possible. If a radio-telephony report landing or imminent landing is acknowledged by an Air Traffic Service Unit, then no confirmatory message is required. A pilot must ensure before departure that communication links exist, and can be used, to notify arrivals before entering a “SARTIME” on the Flight Plan.
- 4.4.** A pilot who has given notice of his intended arrival at any aerodrome is responsible whether or not a “SARTIME” has been included in the Flight Plan, for notifying the air Traffic Control Service Unit, or the appropriate authority at that aerodrome of any change in destination or estimated delay in ETA of 45 minutes or more.
- 4.5.** If a SARTIME is not included in a Flight Plan terminating at an aerodrome which is not manned by staff of the Somalia Civil Aviation Authority, Search and Rescue action will not be taken unless information is received which casts doubt upon the safety of the aircraft.
- 4.6.** An operator shall, prior to departure:
- a) Ensure that, where the flight is intended to operate on a route or in an area where an RNP type is prescribed, the aircraft has an appropriate RNP approval, and that all conditions applying to that approval will be satisfied;

- b) Ensure that, where operation in reduced vertical separation minimum (RVSM) airspace is planned, the aircraft has the required RVSM approval; and
- c) Ensure that, where the flight is intended to operate where an RCP type is prescribed, the aircraft has an appropriate RCP approval, and that all conditions applying to that approval will be satisfied.

#### **5. The Flight Plan Form**

- 5.1.** Each Flight Plan form is filled in triplicate. The top sheet will be retained by the ATS. The top sheet will be retained by the ATS unit concerned. The second sheet is used for immediate transmission over the AFTN. The third is for retention by the pilot.
- 5.2.** The Flight Plan form is illustrated on page ENR 1.10-20

*Note: The term “aerodrome” when used in the Flight Plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft e.g. helicopters or balloons.*

#### **5.3. Instruction for completing the flight plan form:**

- 5.3.1.** It is essential that care should be exercised in completing the flight plan form. Block letters should be used wherever possible to ensure clear reproduction of the information.
- Detailed instruction for using the component parts of the flight plan are detailed hereunder:
- a) Use block capitals
  - b) All times UTC
  - c) Pilot/Representative to complete item 7 to 18 indicated hereunder unless ATS prescribes otherwise.
  - d) Item 19 should be completed unless arrangements have been made for this information to be available to ATS if needed for SAR purposes

*Note: Item numbers on the form are not consecutive, as they correspond to field type numbers in ATS messages.*

ITEM 7: AIRCRAFT IDENTIFICATION  
(MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a) The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, SOMALI213, JESTER 25); OR
- b) The nationality of common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
  - i) In radiotelephony the call sign to be used by the aircraft will consist of designator for the aircraft operating agency (e.g. Bluebird, African express)
  - ii) The aircraft is not equipped with radio.

*Note: standards for nationality, common and registration marks to be used as contained in Annex 7, chapter 2.*

ITEM 8: FLIGHT RULES AND TYPES OF FLIGHT  
(ONE OR TWO CHARACTERS).

## FLIGHT RULES

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply.

**I** if it is intended that the entire flight will be operated under the IFR

**V** if it is intended that the entire flight will be operated under the VFR

**Y** if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or

**Z** if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules. Specify in Item 15 the point or points at which a change of flight rule is planned.

## FLIGHT TYPES

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

**S** if scheduled air service

**N** if non-scheduled air transport operation

**G** if general aviation

**M** if military

**X** if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ITEM 9: NUMBER AND TYPE OF AIRCRAFT  
AND WAKE TURBULENCE CATEGORY

NUMBER OF AIRCRAFT (1 or 2 characters)

*INSERT* the number of aircraft, if more than one.

TYPE OF AIRCRAFT (2 to 4 characters).

*INSERT* the appropriate designator as specified in ICAO Doc 8643, *Aircraft Type Designators*,

*OR*, if no such designator has been assigned, or in case of formation flights comprising more than one type,

*INSERT* ZZZZ, and *SPECIFY* in Item 18, the number and) type(s) of aircraft preceded by TYP/

WAKE TURBULENCE CATEGORY (1 character) *INSERT* an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

**H** HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;

**M** MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;

**L** LIGHT, to indicate an aircraft type with a maximum certified take-off mass of 7,000 kg or less.

## ITEM 10: EQUIPMENT

ITEM 10a (Radio communication, navigation, and approach aid equipment and capabilities): *INSERT* one letter as follows:

**N** if no COM/NAV approach aid equipment for the route to be flown is carried or the equipment is unserviceable.

*OR*, **S** if standard COM/NAV/Approach equipment for the route to be flown and serviceable

AND/OR

INSERT one or more letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system
B	LPV (APV with SBAS)
C	LORAN C
D	DME
E1	FMC WPR ACARS
E2	D-FIS ACARS
E3	PDC ACARS
F	ADF
G	GNSS (See Note 2)
H	HF RTF
I	Inertial Navigation
J1	CPDLC ATN VDL Mode 2(See Note)
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode 4
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
K	MLS
L	ILS
M1	ATC RTF SATCOM (INMARSAT)
M2	ATC RTF (MTSAT)
M3	ATC RTF (Iridium)
O	VOR
P1– P9	Reserved for RCP
R	PBN approved (see Note 4)
T	TACAN
U	UHF RTF
V	VHF RTF
W	RVSM approved
X	MNPS approved
Y	VHF with 8.33 kHz channel spacing capability
Z	Other equipment carried or other capabilities (see Note 5)

Any alphanumeric characters not indicated above are reserved.

**Note 1:** If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

**Note 2:** If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/and separated by a space.

**Note 3:** See RTCA/EUROCAE Interoperability Requirements standards for ATN baseline

**Note 4:** If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

**Note 5:** If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ , NAV/ and/or DAT, as appropriate.

**Note 6:** Information on navigation capability is provided to ATC for clearance and routing purposes.

ITEM 10b (Surveillance equipment and capabilities): INSERT N if no surveillance equipment for the route to be flown is carried or the equipment is unserviceable, OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board.

SSR Modes A and C

A Transponder — Mode A (4digits—4096 codes)

C Transponder — Mode A (4 digit—4 096 codes) and mode C

SSR Mode S

E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability

L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter(ADS-B) and enhanced surveillance capability

P Transponder — Mode S, including pressure altitude, but no aircraft identification capability

S Transponder — Mode S, including both pressure altitude and aircraft identification capability

X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

**Note:** - Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability

B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

U1 ADS-B “out” capability using UAT

U2 ADS-B “out” and “in” capability using UAT

V1 ADS-B “out” capability using VDL Mode 4

V2 ADS-B “out” and “in” capability using VDL

Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

**Note:** - Additional surveillance application should be listed in Item 18 following the indicator SUR/.

ITEM 13: DEPARTURE AERODROME AND TIME – (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned, INSERT ZZZZ and SPECIFY, in Item 18, the name and location of the aerodrome preceded by DEP/, OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight, INSERT AFIL, and SPECIFY, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/. THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT), OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them. THEN, following the arrow, INSERT the route description as in (c).

- a) Cruising speed (maximum 5 characters)  
INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of: Kilometers per hour, expressed as K followed by 4 figures (e.g. K0830),

Or Knots, expressed as N followed by 4 figures

(e.g. N0485),

Or true Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

- b) Cruising level (maximum 5 characters)  
INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of flight level, expressed as F followed by 3 figures (e.g. F085; F330). Or \* Standard metric level in tens of meters, expressed as S followed by 4 figures (e.g. S1130)
- c) Route (including changes of speed, level and/or flight rules), for flights along designated ATS routes  
INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route,

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

**Note:** - When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

By the designator of the next ATS route segment, even if the same as the previous one, OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

(1) ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

*Note: - Provisions for the application of route designators are contained in Annex 11, Appendix 1.*

Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point and if no coded designator has been assigned, one of the following way:

— Degrees only (7 characters):

2 figures describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 figures describing longitude in degrees, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W

— Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South) followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

*The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.*

Examples: LN/N0284A045  
MAY/N0305F180

HADDY/N0420F330  
4602N07805W/N0500F350  
46N078W/M082F330  
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

*The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:*

VFR if from IFR to VFR

IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSE TIME, ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

*INSERT* the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, *Location Indicators*,

*OR*, if no location indicator has been assigned, *INSERT* ZZZZ and *SPECIFY* in Item 18 the name and location of the aerodrome preceded by DEST/.

*THEN WITHOUT A SPACE*

*INSERT* the total estimated elapsed time.

*Note: - For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.*

*Destination alternate aerodrome(s)*

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

ITEM 18: OTHER INFORMATION

Note: Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

**STS/** Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

**ALTRV:** for a flight operated in accordance with an altitude reservation;

**ATFMX:** for a flight approved for exemption from ATFM: measures by the appropriate ATS authority;

**RFF:** fire-fighting;

**FLTCK:** flight check for calibration of nav aids;

**HAZMAT:** for a flight carrying hazardous material;

**HEAD:** a flight with Head of State status;

**HOSP:** for a medical flight declared by medical authorities;

**HUM:** for a flight operating on a humanitarian mission;

**MARSA:** for a flight for which a military entity assumes responsibility for separation of military aircraft;

**MEDEVAC:** for a life critical medical emergency evacuation;

**NONRVSM:** for a non-RVSM capable flight intending to operate in RVSM airspace

**SAR:** for a flight engaged in a search and rescue mission; and

**STATE:** for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

**PBN/** Indication of RNAV and/or RNP capabilities Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
RNP SPECIFICATIONS	
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

**NAV/** Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

**COM/** Indicate communications applications or capabilities not specified in Item 10a.

**DAT/** Indicate data applications or capabilities not specified in 10a.

**SUR/** Include surveillance applications or capabilities not specified in Item 10b.

**DEP/** Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “LV” should be expressed as LV180040.

OR, the first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome,

DEST/ name and location of destination aerodrome, if ZZZZ is inserted in Item 16, For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority. Examples: EET/CAP0745 XYZ0830  
EET/EINNO204.

SEL/ SELCAL Code, for aircraft so equipped,

TYP/ Type(s) of aircraft preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9. Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

RVR/ The minimum RVR requirement of the flight

DLE/ En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7

ORGN/ The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANSOPS,

Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter location indicator(s) for en-route alternate(s) as specified in Doc 7910; *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.

RIF/ The route details to the revised destination aerodrome followed by the ICAO four-letter location indicator of the aerodrome; the revised route is subject to re-clearance in flight.

RMK/ Any other plain language remarks when required by the appropriate ATS authority, or if deemed necessary.

RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

ITEM 19: SUPPLEMENTARY  
INFORMATION

Endurance

After E/ INSERT a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After P/ INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO)

Cross out U if UHF on frequency 243.0 MHz is not available. Cross out V if VHF on frequency 121.5 MHz is not available. Cross out E if emergency locator transmitter (ELT) is not available.

S/ (Survival Equipment)

is not carried. Cross out P if polar survival equipment is not carried.

Cross out D if desert survival equipment is not carried.

Cross out M if maritime survival equipment is not carried. Cross out J if jungle survival equipment is not carried.

J/ (JACKETS)

Cross out all indicators, if life jackets are not carried.

Cross out L if life jackets are not equipped with lights.

Cross out F if life jackets are not equipped with fluorescein.

Cross out U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES)

Cross out indicators D and C if no dinghies are carried,

OR, insert the number of (NUMBER) dinghies carried; and

(CAPACITY) insert total capacity in persons of all dinghies carried; and (COVER) cross out indicator C if dinghies are not covered; and (COLOUR) insert colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS)

Insert the colour of aircraft and significant markings.

Cross out all indicators if survival equipment

N/ (REMARKS)

Cross indicator N if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT)

Insert name of pilot-in command.

FILED BY INSERT the name of the unit, agency or person filing the flight plan. Indicate acceptance of the flight plan by giving the name and signature of the ATM personnel.

**6. Repetitive Flight Plan**

**6.1.** A Repetitive Flight Plan is a Flight Plan related to frequently recurring regularly operated IFR flight with identical basic features. It is submitted by an operator for storage and repetitive use by ATS Units. Whilst the repetitive Flight Plans do not fulfill the functions of a normal Flight Plan, they do offer operators and ATS Units considerable advantages in handling of Flight Plan information.

**6.2.** Instructions for the Completion of the Repetitive Flight Plan (RPL) Listing Form. List only Flight Plans which will operate in accordance with IFR (Flight rules I in FPL format). It is assumed that all aircraft are operating as scheduled flights (Type of flights S in FPL format) otherwise notify in Q (Remarks). It is assumed that all aircraft are operating as scheduled flights (Type of flights S in FPL format) otherwise notify in Q (Remarks). It is assumed that all aircraft operating on RPLs are equipped with 4 096-code transponders with modes A and C. Otherwise notify in Q (Remarks). List flight plans in alphabetical order of the location indicator of the departure aerodrome.

List Flight Plans for each departure aerodrome in chronological order of Estimated Off-Block Times. Adhere closely to the data conventions as indicated for the Flight Plan Form unless otherwise specifically indicated in 6.5. Insert all clock times in 4 figures UTC. Insert all estimated elapsed times in 4 figures (Hours and Minutes). Insert data on a separate line for each segment of operations with one or more stops; i.e. from any departure aerodrome to the next destination aerodrome even though call sign or flight number is the same for multiple

segments. Clearly identify additions and deletions in accordance with Item H at 6.5. Subsequent listings shall list the corrected and added data. Deleted flight plans shall be omitted. Utilize more than one line for any RPL where the space provided for items O and Q on one line is not sufficient.

**6.3.** A flight shall be cancelled as follows:

- a) Indicate a minus sign in item H followed by all other items of the cancelled flight.
- b) Insert a subsequent entry denoted by a plus sign in Item H and the date of the last flight in item J, with all other items of the cancelled flight unchanged.

**6.4.** Modification to a flight shall be made as follows:

- a) Carry out the cancellation as indicated in 6.3;
- b) Insert a third entry giving the new flight plan(s) with the appropriate items modified as necessary, including the new validity dates in items I and J.

**6.5.** Instructions for insertion of RPL data.

Complete Items A to Q as indicated hereunder:

i) ITEM A: OPERATOR

Insert name of operator

ii) ITEM B: ADDRESSEE(S)

Insert name of agency (ies) designated by States to administer RPLs for FIRs or areas of responsibility concerned with the route of flight.

iii) ITEM C: DEPARTURE AERODROME(S)

Insert Location indicator of departure aerodrome.

iv) ITEM D: DATE

Insert on each page of submission, the date (year, month and day) in a 6-figure group that the listing was submitted.

v) ITEM E: SERIAL NO.

Insert serial number of submission (2 numerics) indicating last two digits of year, a dash, and the sequential number of the submission for the year indicated (start with numeral 1 each New Year).

vi) ITEM F: PAGE OF

Insert page number and total number of pages submitted.

vii) ITEM G: SUPPLEMENTARY DATA

Insert name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

viii) ITEM H: ENTRY TYPE

Insert a minus sign (-) for each flight plan that is to be deleted from the listing.

Insert a plus sign (+) for each initial listing and, in the case of subsequent submissions, for each flight plan not listed in the previous submission.

ix) ITEM I: VALID FROM

Insert first date (year, month, day) upon which the flight is scheduled to operate.

x) ITEM J: VALID UNTIL

Insert latest date (year, month day) upon which the flight is scheduled to operate as listed or UFN if the duration is unknown.

xi) ITEM K: DAYS OF OPERATION

Insert number corresponding to the day of the week in the appropriate column:

Monday=1 through Sunday =7

Insert 0 for each day of non-operation in the appropriate column.

xii) ITEM L: AIRCRAFT IDENTIFICATION

Insert aircraft identification to be used for the flight.

xiii) ITEM M: TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY (item 9 of the ICAO flight plan)

TYPE OF AIRCRAFT

Insert appropriate ICAO designator as specified in

ICAO Doc 8643 – *Aircraft Type Designators.*

WAKE TURBULENCE CATEGORY

Insert H, M, or L indicators as appropriate.

H HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136,000kg or more.

M MEDIUM to indicate an aircraft type with a maximum certificated take-off mass of less than 136,000kg but more than 7,000 kg.

L LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7,000 kg or less.

xiv) ITEM N: DEPARTURE AERODROME AND TIME

Insert location indicator of the departure aerodrome.

Insert the off-block time, i.e. the estimated time that the aircraft will commence movement associated with departure.

xv) ITEM O: ROUTE (item 15 of the ICAO flight plan)

a) Cruising speed

Insert the true airspeed for the first or whole cruising portion of the flight in accordance with item 15 (a) of the ICAO flight plan.

b) Cruising level

Insert the planned cruising level for the first or whole portion of the route in accordance with Item 15 (b) of the ICAO flight plan.

c) Route

Insert the entire route in accordance with Item 15 (c) of the ICAO Flight Plan

xvi) ITEM P: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (Item 16 of the ICAO flight plan)

Insert location indicator of the destination aerodrome.

xvii) ITEM Q: REMARKS

Insert items normally notified in Item 8 of the ICAO Flight Plan for RVSM approved aircraft insert letter W to indicate approved status and any other pertinent to the flight of concern to ATS.

## 7. Deviation from Flight Plan

- 7.1. If a pilot decides or is compelled by circumstances to land elsewhere than at the destination aerodrome specified in the flight plan or departure message, he must immediately inform the Area control Centre. When the landing is made at an aerodrome not on the AFTN, or at which a Reporting Officer is not established, or at a place other than an aerodrome, a “free category” message should be sent as soon as possible to the nearest station on the AFTN via a Post Office Channel,

Or by any other means that can be devised. The term “free category” should be used when asking for the required telephone number. If the telegraph service is used, the prefix “NAV”, no charges will then be made to the pilot.

- 7.2. When a deviation from route has been made which will substantially delay arrival at the first point of intended landing shown in the flight plan or departure message, the pilot should, if possible notify the ACC by radio of the deviation, and give a revised estimated time of arrival.

## 8. ATS Messages

### 8.1. Origination of Messages

- 8.1.1. The pilot is always responsible for the origination of ATS messages in the categories shown below, but at aerodromes on the AFTN, the ATS Unit concerned will carry out this duty on behalf of the pilot during its hours of service. The ATS Unit must, however, be provided by the pilot or his representative with information forming the basis of delay or cancellation messages.

- 8.1.2. At aerodromes not on the AFTN, it is the pilot's responsibility to originate the appropriate message and communicate to the nearest ATS/AIS unit who shall in turn disseminate it accordingly. This shall be via radio or as stipulated in GEN 3.4.3 para 6.

### 8.2. Flight plan Messages

- 8.2.1. Filed flight plan messages shall be transmitted for all flights for which a flight plan has been submitted with the object of being provided with air traffic control service, flight information service or alerting service along part or the whole of the route of flight.
- 8.2.2. A filed flight plan message shall be originated and addressed as follows by the ATS/AIS unit serving the departure aerodrome or, when applicable, by the ATS/AIS unit receiving a flight plan from an aircraft in flight:
- A FPL message shall be sent to the ACC or flight information centre serving the control area or FIR within which the departure aerodrome is situated.
  - Unless basic flight plan data are already available as a result of arrangements made for repetitive flight plans, an FPL message shall be sent to all centres in charge of each FIR or upper FIR along the route which are unable to process current data. In addition, an FPL message shall be sent to the aerodrome control tower at the destination aerodrome. If so required, an FPL message shall also be sent to flow management centres responsible for ATS units along the route;
  - When a potential re-clearance in flight (RIF) request is indicated in the flight plan, the FPL message shall be sent to the additional centres concerned and to the aerodrome control tower of the revised destination aerodrome;
  - Where it has been agreed to use CPL messages but where information is required for early planning of traffic flow, an FPL message shall be to the ACCs concerned;
  - For a flight along routes where flight information service and alerting service only are provided, an FPL message shall be addressed to the centre in charge of each FIR or upper FIR along the route and to the aerodrome control transmitted tower at the destination aerodrome
- 8.2.3. In the case of a flight through intermediate stops, where flight plans for each stage of the flight are filed at the first departure aerodrome, the following procedure shall be applied:
- The ATS/AIS unit at the first departure aerodrome shall:
    - Transmit an FPL message for the first stage of flight in accordance with 8.2.2;
    - Transmit a separate FPL message for each subsequent stage of flight, addressed to the air traffic services reporting office at the appropriate subsequent departure aerodrome;

- b) The air traffic services reporting office at each subsequent departure aerodrome shall take action on receipt of the FPL message as if the flight plan has been filed locally.

8.2.4. FPL messages shall be transmitted immediately after the filing of the flight plan. However, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of light departure shall be inserted in Item 18 of the flight plan.

8.2.5. Flight plans shall not be submitted more than 120 hours before the estimated off block time of the flight.

### 8.3. Departure Messages

8.3.1. If a flight plan message has been sent, whether voluntarily or by regulation, a departure message must be sent as soon as the aircraft has taken off. It should be sent to the same addressees as the flight plan message

8.3.2. Departure messages contain the following information in the order shown:

- a) Type of message (DEP)
- b) Radio call sign or aircraft identification as shown in the flight plan.
- c) Departure aerodrome and time
- d) Destination aerodrome
- e) DOF where included in the filled Flight plan and "0" where DOF/or no other information is not included.

Example with DOF: (DEP-SOM172-HCMM1015-OMDB-DOF/120120)

Example without DOF: (DEP-SOM172-HCMM1015-OMDB-0)

8.3.3. When a departure message is sent instead of a flight plan message, it will also contain the aerodrome of departure and the aerodrome of first intended landing.

8.3.4. A departure message associated with a flight plan filed through intermediate stops should include the number of persons and the fuel on board under Item 19

### 8.4. Delay Messages (DLA)

8.4.1. A DLA message shall be transmitted when the departure of an aircraft, for which basic flight plan data (FPL or RPL) has been sent, is delayed by more than 30 minutes after the estimated off-block time contained in the basic flight plan data.

8.4.2. However it should be noted that a flight plan in respect to an IFR flight is valid for one hour and two hours for a VFR flight.

On expiry of this time, a new flight plan should be submitted.

8.4.3. Delay messages should contain the following information as shown in the flight plan:

- a) Type of Message (DLA)
- b) Radio call sign or aircraft identification as shown in the flight plan.
- c) Departure aerodrome and revised estimated time of departure, expressed as a four-figure group in UTC.
- d) Destination aerodrome.
- e) DOF where included in the filled Flight plan and "0" where DOF/or no other information is not included.

Example with DOF :( DLA-SOM172-HCMM1115-OMDB-DOF/120120)

Example without DOF: (DLA-SOM172-HCMM1115-EGLL-O)

*Note: For a Delay that spills over to the next day, i.e. delay over midnight, the modification message type (CHG) is used instead of DLA.(Ref 8.7 below)*

### 8.5. Cancellation Message (CNL)

A flight plan cancellation (CNL) message shall be transmitted when a flight, for which basic flight plan data has been previously distributed, has been cancelled. The ATS/AIS unit serving the departure aerodrome shall transmit the CNL message to ATS units which have received basic flight plan data.

A cancellation message contains the following information in the order shown:

- a) Type of message (CNL).
- b) Radio call sign or aircraft identification as shown in the flight plan.
- c) Departure aerodrome and time.
- d) Destination aerodrome.
- e) DOF where included in the filled Flight plan and "0" where DOF/or no other information is not included.

Example with DOF :( CNL-KQA172-HCMM1115-EGLL-DOF/170120)

Example without DOF :( CNL-KQA172-HCMM1115-EGLL-0)

## 8.6. Arrival Message (ARR)

8.6.1. When an arrival report is received by the

ATS unit serving the arrival aerodrome, this unit shall transmit an ARR message:

- a) for a landing at the destination aerodrome:
  - i) To the ACC or flight information centre in whose area the arrival aerodrome is located, if required by that unit; and
  - ii) to the air traffic services unit, at the departure aerodrome, which originate the flight plan message, if that message included a request for an ARR message;
- b) For a landing at an alternate or other aerodrome:
  - i) to the ACC or flight information centre in whose area the arrival aerodrome is located; and
  - ii) to the aerodrome control tower at the destination aerodrome; and
  - iii) to the air traffic services reporting office at the departure aerodrome; and
  - iv) To the ACC or flight information centre in charge of each FIR or upper FIR through which the aircraft would have passed according to the flight plan, had it not diverted.

8.6.2. At unmanned aerodromes, it is the pilot's responsibility to report his arrival to the nearest KCAA-manned aerodrome if a SARTIME has been filed in the flight plan.

8.6.3. When a controlled flight which has experienced failure of a two-way communication has landed, the aerodrome control tower at the arrival aerodrome shall transmit an ARR message:

- a) for a landing at the destination aerodrome:
  - i) to all air traffic service units concerned with the flight during the period of communication failure; and to all other air traffic service units which may have been alerted: for a landing at an aerodrome other than the destination aerodrome:
  - ii) To the ATS units serving the destination aerodrome; this unit shall then transmit an ARR message to other ATS units concerned or alerted as in a) above.

8.6.4. An arrival message will contain the following information in the order shown:

- a) Type of message (ARR)
- b) Radio call sign or aircraft identification as shown in the flight plan or departure message.
- c) Departure aerodrome and time
- d) The four letter code or the name of the aerodrome where the aircraft has landed followed, without a space by the time of

arrival expressed as a four-figure group in UTC. Example: (ARR-ETH509-HCMH0005-HAAB0430)

## 8.7. Modification Message (CHG)

8.7.1. A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change

8.7.2. Modification messages contain the following information in the order shown:

- a) Message type (CHG)
- b) Aircraft Identification
- c) Departure aerodrome and time
- d) Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) other information the amendment to the flight plan  
Example with CHG in 8 with DOF:  
(CHG-JBW707-HCMM1015-HCMM-DOF/120120-8/I)  
Example with CHG in 8 without DOF:  
(CHG-JBW707-HCMM1015-HCMM-8/I-O)

*Note: When modifying a field 18 element, the complete field 18 must be provided and not just the modified elements. Elements not repeated will be deleted*

## 8.8. Request flight plan message (RQP)

A request flight plan (RQP) message shall be transmitted when an ATS unit wishes to obtain flight plan data. This might occur upon receipt of a message concerning an aircraft for which no corresponding basic flight plan data had been previously received. The RQP message shall be transmitted to the transferring ATS unit which originated an EST message, or to the centre which originated an update message for which no corresponding basic flight plan data are available. If no message has been received at all, but an aircraft establishes radiotelephony (RTF) communications and requires air traffic services, the RQP message shall be transmitted to the previous ATS unit along the route of flight.

Request flight plan messages must contain the following information in the order shown:

- a) Message type (RQP)
- b) Aircraft identification
- c) Departure aerodrome
- d) Destination aerodrome

Example :( RQP-GBREN-EGLL-HTKJ)

### 8.9. Request Supplementary flight plan message (RQS)

8.9.1. A request supplementary flight plan (RQS) message shall be transmitted when an air traffic services unit wishes to obtain supplementary flight plan data. The message shall be transmitted to the air traffic services reporting office at the departure aerodrome or in the case of a flight plan submitted during flight, to the air traffic services unit specified in the flight plan message.

8.9.2. Request flight plan messages must contain the following information in the order shown:

- a) Message type (RQS)
- b) ) Aircraft identification
- c) Departure aerodrome and time
- d) Destination aerodrome
- e) DOF where included in the filled Flight plan and "O" where DOF not included.

Example with DOF: (RQS-SOM172-HCMM1015-EGLL-DOF/120120) Or,  
Without DOF (RQS-SOM172-HCMM1015-0)

### 8.10. Supplementary flight plan message (SPL).

8.10.1. An SPL message shall be transmitted by the air traffic services reporting office at the departure aerodrome to air traffic services units requesting information additional to that already transmitted in a CPL or FPL message. When transmitted by the AFTN, the message shall be assigned the same priority indicator as that in the request message.

Composition of a Supplementary flight plan message:-

- a) Message type, number and reference data
- b) Aircraft identification and SSR Mode and Code.
- c) Departure Aerodrome and time
- d) Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)
- e) Other information
- f) Supplementary information

Example:

(SPL-LTU660-EDDL0920-HKMO0800  
HTKJ-REG/DABUA RMK/CHARTER  
-E/1040P/150 R/V J/L A/BLUE C/DENKE)

*Meaning;*

Supplementary flight plan message – aircraft identification LTU660-departed Düsseldorf 0920 UTC- destination Mombasa, total estimated elapsed time 8 hours- alternate Kilimanjaro- aircraft registration DABUA charter flight- endurance 10 hours and 40 minutes after departure-150 persons on board portable radio working on International Distress Frequency 121.5MHZ – life jackets fitted with lights are carried- the aircraft colour is blue- the pilot's name is Denke.

8.10.2. Request supplementary flight plan messages must contain the following information in the order shown:

- a) Message type (RQS)
- b) Aircraft identification
- c) Departure aerodrome and time
- d) Destination aerodrome
- e) DOF where included in the filled Flight plan and "O" where DOF not included.

Example with a RQS from FSIA:

(RQS-SOM172-HCMM1015-FSIA-DOF/171120)

Or

(RQS-SOM172-HCMM1015-FSIA-0) for filled FPL without DOF:

**MODEL REPETITIVE FLIGHT PLAN LISTING**

A OPERATOR				B ADDRESSEE(S)			C DEPARTURE AD	D DATE ..... yymmdd	E SERIAL NO: ...../.....	F PAGE OF					
G SUPPLEMENTARY DATA (ITEM 19) AT: .....															
H	I	J	K							L	M	N	O	P	Q
+ -	VALID FROM yymmdd	VALID UNTIL yymmdd	DAYS OF OPERATION							AIRCRAFT IDENTIFICATION (Item 7)	TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY (Item 9)	DEPARTURE AD AND TIME (Item 13)	ROUTE/CRS/N G SPEED/LEVEL ROUTE (Item 15)	DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (Item 16)	REMARKS
			1	2	3	4	5	6	7						

<b>FLIGHT INFORMATION SERVICES FOR SOMALIA</b>		Check No.
<b>ATS FLIGHT PLAN</b>		
PRIORITY FF	ADDRESSEE(S)	
FILING TIME	ORIGINATOR	
<input type="text"/>	<input type="text"/>	<input type="text"/>
SPECIFIC IDENTIFICATION ADDRESSEE(S) AND ORIGINATOR		
3 MESSAGE TYPE <b>FLP</b>	7 AIRCRAFT IDENTIFICATION <input type="text"/>	8 FLIGHT RULES <input type="text"/>
9 NUMBER <input type="text"/>	TYPE OF AIRCRAFT <input type="text"/>	TYPE OF FLIGHT <input type="text"/>
10a	WAKE TURBULENCE CAT <input type="text"/>	10 EQUIPMENT & CAPABILITIES <input type="text"/>
13 DEPARTURE AERODROME <input type="text"/>	TIME <input type="text"/>	
15 CRUISING SPEED <input type="text"/>	LEVEL <input type="text"/>	ROUTE <input type="text"/>
16 DESTINATION AERODROME <input type="text"/>	TOTAL EET HR <input type="text"/> MIN <input type="text"/>	1 <sup>ST</sup> DEST ALTERNATE <input type="text"/>
		2 <sup>ND</sup> DEST ALTERNATE <input type="text"/>
18 OTHER INFORMATION	STS/ <input type="text"/>	PBN/ <input type="text"/>
	NAV/ <input type="text"/>	COM/ <input type="text"/>
DAT/ <input type="text"/>	SUR/ <input type="text"/>	DEP/ <input type="text"/>
DOF/ <input type="text"/>	REG/ <input type="text"/>	EET/ <input type="text"/>
DEST/ <input type="text"/>		
SEL/ <input type="text"/>	TYP/ <input type="text"/>	CODE/ <input type="text"/>
RMK/ <input type="text"/>	ALTN/ <input type="text"/>	DLE/ <input type="text"/>
		OPR/ <input type="text"/>
		ORGN/ <input type="text"/>
		RIF/ <input type="text"/>
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)		
19 ENDURANCE HR <input type="text"/> MIN <input type="text"/>	PERSONS ON BOARD E/ <input type="text"/> P <input type="text"/>	EMERGENCY RADIO R/ UHF <input type="text"/> VHF <input type="text"/> ELBA <input type="text"/>
SURVIVAL EQUIPMENT POLAR <input type="text"/> / <input type="text"/>	DESERT <input type="text"/>	MARITIME <input type="text"/>
JUNGLE <input type="text"/>	JACKETS <input type="text"/> / <input type="text"/>	LIGHT <input type="text"/> FLUORES <input type="text"/>
UHF <input type="text"/> VHF <input type="text"/>		
DINCHIES NUMBER <input type="text"/>	CAPACITY <input type="text"/>	COVER <input type="text"/>
		COLOUR <input type="text"/>
AIRCRAFT COLOUR AND MARKINGS A/ <input type="text"/>		
REMARKS N/ <input type="text"/>		
PILOT IN COMMAN C/ <input type="text"/>		
FILED BY		
PILOT/REPRESENTATIVE Name..... Signature.....	AIM PERSONNEL Name..... Signature.....	RESERVED FOR ADDITIONAL INFORMATION

### ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic in to/ via the Mogadishu FIR shall be addressed appropriately in order to warrant correct relay and delivery.

*Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS-ATM, Doc 4444 Appendix A-3 and ENR 1.11-1 refers)*

AIP Page GEN 2.4 indicate the location indicators to be used in AFS.

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**ENR1.12 INTERCEPTON OF CIVIL AIRCRAFT**

**To be notified**

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**ENR 1.13 UNLAWFUL INTERFERENCE**

**To be notified**

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**ENR2. AIR TRAFFIC SERVICES AIRSPACE**

**ENR 2.1 FIR, TMA, CTR,**

Name, Lateral limits	Unit providing service	Radio call sign (language) and frequencies	Frequency/Purpose	Remarks
1	2	3	4	
<p><b>MOGADISHU FIR</b>                      114000N0432000E Clockwise along the northern Coast line including Somali Territorial waters to 105400N0440200E then along the eastern boundary of Djibouti TMA to 114500N0441100E, 121100N 0504600E, 120000N0513500E, 120000N 0600000E, 104200N0600000E, 020000S0440000E, 020000S0420000E then along the border between Somalia and Kenya, Somalia and Ethiopia, Somalia and Djibouti to 114000N0432000E.</p> <p><u>UNL</u>                      GND                      CLASS OF AIRSPACE : G</p>	Mogadishu FIC	"Mogadishu Information".  EN  H24	<p><b>11300 KHZ</b> (day primary)</p> <p><b>13288KHZ</b> (day secondary)</p> <p><b>5517KHZ</b> (Night primary)</p> <p><b>11300 KHZ</b> (Night secondary)</p>	
<p><b>MOGADISHU TMA</b>                      A Circle of 60NM centered on PSN 020050.25N0451814.50E(ARP)</p> <p><u>FL145</u>                      1500FT</p> <p>AIRSPACE CLASS D</p>	MOGADISHU APP	MOGADISHU APP ENGLISH Daily H12 (0315Z to 1500Z)	MOGADISHU APP <b>118.1MHZ</b>	TWR and APP Combined

Name, Lateral limits, Vertical limits, and Class of Airspace	Unit providing service	Call sign languages area and conditions of use hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
A Circle of 15NM centered on PSN 020050.25N0451814.50E(ARP)  <u>3000FT</u> SFC AIRSPACE CLASS D	MOGADISHU TWR	MOGADISHU TWR ENGLISH Daily H12 (0315Z to 1500Z)	MOGADISHU TWR <b>118.1MHZ</b>	TWR and APP Combined
<b>HARGEISA CTR</b> A circle, 5NM radius centered at PSN 093105.12N044440522.95E <u>8000FT</u> SFC  AIRSPACE CLASS D	HARGEISA TWR	HARGEISA TWR ENGLISH Daily H12 (0330Z to 1500Z)	HARGEISA TWR <b>118.7MHZ</b>	NIL
<b>BOSASO CTR</b> A circle, 15NM radius centered at PSN N111700E0491100 <u>3000FT</u> SFC  AIRSPACE CLASS D	BOSASO TWR	BOSASO TWR ENGLISH Daily H12 (0330Z to 1430Z)	BOSASO TWR <b>120.9MHZ</b>	NIL
<b>BERBERA ATZ</b> A circle, 15NM radius centered at PSN 102324N0445530E  <u>3000FT</u> SFC AIRSPACE CLASS D	BERBERA TWR	BERBERA TWR ENGLISH Daily H12 (0330Z to 1430Z)	BERBERA TWR <b>123.9MHZ</b>	NIL



ENR 3.1 LOWER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG(GEO) VOR RDL  DIST(CO P)	Upper limits Lower limits Airspace Classification	Lat era l lim its N M	Directions of cruising levels		Remarks controlling unit frequency
				Od d	Ev en	
1	2	3	4	5		6
▲ <b>W885G</b> HARGA 093121N0440530E	275 <sup>0</sup> 095 <sup>0</sup>	<u>FL</u> <u>245</u> FL 120 G	30		↓	MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ(day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
	41 NM					
▲ ARSHI 093304N043242 1E				↑		ADDIS ACC TRANSFER POINT
▲ <b>M651G</b> OKTOB 114730N0444348E	194 <sup>0</sup> 014 <sup>0</sup>	<u>FL</u> <u>245</u> FL 100	30		↓	SANAA ACC TRANSFER POINT
	22 NM	G				
▲ IMVEB 112638N0443753E				↑		MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
▲ HARGA 093121N0440530E	119 NM					

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	<u>Upper limits</u> Lower limits airspace classification	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
<b>UB312G</b> ▲ HARGA 093121N 0440530E  ▲ EGROV 112042N 0455900E  ▲ PAKER 115500N 0463500E	044 <sup>0</sup> 225 <sup>0</sup>	<u>UNL</u> FL245  G	30	↓		MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
	156NM					
	044 <sup>0</sup> 225 <sup>0</sup>					
	49NM					
					↑	SANAA ACC TRANSFER POINT TRANSFER POINT NAIROBI ACC
<b>UB400G</b> ▲ ITMAR 020009S0423504E  ▲ RAGGS 001930N0440936E  ▲ MOGDU 020024N0451736E  ▲ BUBEM 053924N0472909E  ▲ EGTUL 072037N0483122E  ▲ APMOL 083735N0491808E  ▲ AVEDA 091330N0494006E  ▲ EVAKA 112356N0510042E  ▲ VEDET 120134N0512420E	035 <sup>0</sup> 215 <sup>0</sup> 168	<u>UNL</u> FL245  G	30	↓		MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
	035 <sup>0</sup> 215 <sup>0</sup>					
	121					
	031 <sup>0</sup> 211 <sup>0</sup> 255					
	031 <sup>0</sup> 211 <sup>0</sup> 119					
	031 <sup>0</sup> 211 <sup>0</sup> 89					
	031 <sup>0</sup> 211 <sup>0</sup> 40					
	031 <sup>0</sup> 211 <sup>0</sup> 152					
	031 <sup>0</sup> 211 <sup>0</sup> 43					

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	Upper limits Lower limits airspace classificati on	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
<b>UR401G</b>  ▲ AXINA 064947N055000E  ▲ AMPEX 080957N055000E  ▲ EPSIV 091500N055000E  ▲ EVEBU 101957N055000E  ▲ EKBEL 112256N055000E  ▲ SUHIL 120000N055000E	$\frac{001^0}{181^0}$ 80NM	<u>UNL</u> FL245  G	30	↓		SEYCHELLES ACC TRANSFER POINT
	$\frac{001^0}{181^0}$ 65NM					MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
	$\frac{001^0}{181^0}$ 65NM					
	$\frac{001^0}{181^0}$ 64NM					
	$\frac{001^0}{181^0}$ 38NM					
					↑	SANAA ACC TRANSFER POINT
<b>UB403G</b>  ▲ BOMIX 121002N 0502757E  ▲ AXIKU 112332N 0493519E  ▲ DAROT 091120N 0472112E  ▲ MUSBI 081300N 0462000E	$\frac{226^0}{045^0}$ 66NM	<u>UNL</u> FL245  G	30	↓		ADDIS ACC TRANSFER POINT
	$\frac{226^0}{045^0}$ 189NM					MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
	$\frac{226^0}{045^0}$ 83NM					
					↑	ADDIS ACC TRANSFER POINT

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	<u>Upper limits</u> Lower limits airspace classificatio n	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
<b>UB404G</b> ▲ HARGA 093121N0440530E  ▲ MERMI 104806N0461948E  ▲ ESTIK 112206N0471854E  ▲ DEMGO 120258N0483040E	$\frac{059^0}{239^0}$  153NM	<u>UNL</u> FL245  G	30	↓		MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)  SANAA ACC
	$\frac{059^0}{239^0}$  67NM					
	$\frac{059^0}{239^0}$  82NM					
▲ UA405G ASKEN 090544N 0435544E  ▲ HARGA 093121N 0440530E	$\frac{020^0}{200^0}$  27NM	<u>UNL</u> FL245  G	30	↓		ADDIS ACC TRANSFER POINT
						MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	Upper limits Lower limits airspace classification	Lateral limits NM	Directions o f cruising levels		Remarks controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
<b>UB413G</b>						
▲ ZIZAN 115136N 0455900E	$\frac{147^0}{327^0}$  36NM	<u>UNL</u> FL245  G		↓		SANAA ACC TRANSFER POINT
▲ EGROV 112042N 0455900E	$\frac{147^0}{327^0}$  38NM					MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
▲ MERMI 104806N 0461948E	$\frac{147^0}{327^0}$  114NM					
▲ DAROT 091120N 0472112E	$\frac{148^0}{328^0}$  130NM		30			
▲ EGTUL 072037N 0483122E	$\frac{148^0}{329^0}$  162NM					
▲ EMALU 050158N 0495700E						
▲ AVIMO 033252N 0505239E					↑	

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	Upper limits Lower limits airspace classification	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency				
				Odd	Even					
1	2	3	4	5		6				
<b>UG450G</b>						NAIROBI ACC				
▲ KESOM 000748N0410006E	$\frac{066^0}{246^0}$ 176	UNL FL245  G	30	↓		TRANSFER POINT				
▲ TULAP 011834N0433451E	$\frac{067^0}{247^0}$ 111					MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)				
▲ MOGDU 020024N 0451736E	$\frac{057^0}{238^0}$ 240									
▲ KATHY 041148N 0483924E	$\frac{058^0}{238^0}$ 92									
▲ EMALU 050158N 0495700E	$\frac{059^0}{239^0}$ 255									
▲ EPLES 071720N 0533412E	$\frac{058^0}{238^0}$ 100									
▲ AMPEX 080957N 0550000E	$\frac{059^0}{239^0}$ 120									
▲ EGNIP 091429N 0564248E	$\frac{059^0}{239^0}$ 107									
▲ NABAM 101109N 0581426E	$\frac{059^0}{239^0}$ 123									
▲ ORLID 111812N 0600000E								↑		MUMBAI ACC
										TRANSFER POINT

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	<u>Upper limits</u> Lower limits airspace classification	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
▲ <b>UG657</b> ENABO 005948N0410006E	016 <sup>0</sup> 196 <sup>0</sup>	<u>UNL</u> FL 245  G	30	↓		NAIROBI ACC
▲ MAV 035624N0415151E	183				↑	TRANSFER POINT
▲ <b>UR775G</b> APKAK 112200N0431054E	<u>155<sup>0</sup></u> 334 <sup>0</sup> 55	<u>UNL</u> FL245  G	30	↓		ADDIS ACC TRANSFER POINT
▲ LUBAR 103300N0433600E	<u>155<sup>0</sup></u> 334 <sup>0</sup>					MOGADISHU FIC 11300 KHZ 13288 KHZ 5527 KHZ
▲ HARGA 093121N0440530E	68					
▲ ALNAB 085507N0441302E	<u>167<sup>0</sup></u> 347 <sup>0</sup> 37					
▲ SOLUL 050509N0450802E						ADDIS ACC, TRANSFER POINT
▲ BELETUEN 044400N0451100E	<u>168<sup>0</sup></u> 348 <sup>0</sup> 236					MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
▲ MOGDU 020024N0451736E	<u>172<sup>0</sup></u> 353 <sup>0</sup>					
▲ APMIR 002957N0452256E	21					
▲ UNPAR 004921S0452731E	178 <sup>0</sup> 358 <sup>0</sup> 162				↑	SEYCHELLES ACC
	<u>177<sup>0</sup></u> 358 <sup>0</sup> 92					TRANSFER POINT
	<u>177<sup>0</sup></u> 358 <sup>0</sup> 77					

Route designator Name of significant points Coordinates	Track MAG, Rev Track MAG geodesic Dist (NM)	Upper limits Lower limits airspace classification	Lateral limits NM	Directions of cruising levels		Remarks controlling unit frequency	
				Odd	Even		
1	2	3	4	5		6	
<b>UR780G</b> ▲ AVUSI 045509N0440002E ▲ MOGDU 020024N0451736E ▲ EGSAP 003319N 0455500E ▲ APKAK 001120N0461433E	$\frac{156^0}{337^0}$ 191	<u>UNL</u> FL245  G	30	↓	↑	ADDIS ACC	
							TRANSFER POINT
							MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
							SEYCHELLES ACC
							TRANSFER POINT
▲ UW885G HARGA 093121N0440530E ▲ ARSHI 093304N0432421E	$\frac{275^0}{095^0}$ 41	<u>UNL</u> FL245 G	30	↓	↑	Mogadishu 11300 KHZ 13288 KHZ 5527 KHZ	
							ADDIS ACC TRANSFER POINT
<b>UR400</b> ▲ EGLOM 004456N0472412 E ▲ MOGDU 020024N0451736 E ▲ MAV 035625N0415151 E	$\frac{299^0}{119^0}$ 147NM	<u>UNL</u> FL245  G	RNAV 10	↓	↑	SEYCHELLES ACC	
							TRANSFER POINT
							MOGADISHU FIC  11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
							NAIROBI ACC
	$\frac{299^0}{119^0}$ 236NM					TRANSFER POINT	

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ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator, Navigation Specification, Name of Way-point/ significant points, coordinates	Geodesic Dist (NM)	Upper limits Lower limits Airspace Classification	Directions of cruising levels		Remarks Controlling unit frequency
			Odd	Even	
1	2	3	5		6
<b>UM216 (RNP 10)</b> ▲ HARGA 093121N0440530E ▲ AXAPO 091510N0434513E	26	UNL FL245 G	↑	↓	MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary) ADDIS ACC, TRANSFER POINT
<b>UM634G(RNP 10)</b> ▲ DAROT 091120N0472112E ▲ IMTIS 112506N 0502858E ▲ VEDET 120134N0512420E	229  65	UNL FL245 G	↓	↑	MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary) SANAA ACC, TRANSFER POINT
<b>UM651G(RNP 10)</b> ▲ ESTOK 024241N0495011E ▲ KATHY 041148N0483924E ▲ BUBEM 053924N0472909E ▲ KUSUB 064114N0464002E ▲ ALKOS ▲ MURAL 084550N0444521E ▲ HARGA 093121N0440530E ▲ IMVEB 112638N0443753E ▲ OKTOB 114730N0444348E	113  112  79  80  89  60  119  22	UNL FL245 G	↑	↓	TRANSFER POINT SEYCHELLES ACC MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary) TRANSFER POINT ADIS ABEBA FIR REF ADIS ABEBA AIP MOGADISHU FIR MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary) TRANSFER POINT SANAA FIR

Route designator, Navigation Specification, Name of Way-point/ significant points, coordinates	Geodesic Dist (NM)	Upper limits Lower limits Airspace Classification	Directions of cruising levels		Remarks Controlling unit frequency	
			Odd	Even		
1	2	3	5		6	
<b>UM665G (RNP 10)</b> ▲ ITLOX 011019S0450134E  ▲ RAGGS 001930N0440936E  ▲ TULAP 011834N0433451E  ▲ MAV 035625N0415151E (MANDERA)	103	<u>UNL</u> FL245  G	↓		SEYCHELLES ACC TRANSFER POINT	
	68				MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)	
	188				↑	NAIROBI ACC TRANSFER POINT
<b>UN303G (RNP 10)</b> ▲ NAPGO 111458N 0434336E  ▲ HARGA 093121N 0440530E	106	<u>UNL</u> FL245  G	↓	↑	ADDIS ACC, TRANSFER POINT	
					Mogadishu 11300 KHZ 13288 KHZ 5527 KHZ	
<b>UN764G (RNP 10)</b> ▲ SUHIL 120000N0550000E  ▲ AVELI 112201N0560800E  ▲ EKBAS 104555N0571303E  ▲ NABAM 101109N0581426E  ▲ LOXIN 094901N 0585302E	75	<u>UNL</u> FL245  G	↓	↑	SANAA ACC, TRANSFER POINT	
	74				MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)	
	70					
	44				SEYCHELLES ACC, TRANSFER POINT	

Route designator, Navigation Specification, Name of Way-point/ significant points, coordinates	Geodesic Dist (NM)	Upper limits Lower limits Airspace Classification	Directions of cruising levels		Remarks controlling unit frequency
			Odd	Even	
1	2	3	5		6
<b>UT253 (RNP10)</b> ▲ KESOM 000748N0410006E  ▲ TULAP 011834N0433451E  ▲ MOGDU 020024N0451736E  ▲ ESTOK	170   111   276	<u>UNL</u> FL245  G	↓	↑	NAIROBI ACC TRANSFER POINT  MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)
<b>UT382 (RNP10)</b> ▲ HARGA 093121N0440530E  ▲ DAROT 091120N0472112E  ▲ AVEDA 091330N0494006E  ▲ EVEBU 101957N0550000E  ▲ EKBAS 104555N0571303E  ▲ ORLID 111812N0600000E	194   137   323   134   167	<u>UNL</u> FL245  G	↓	↑	MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)  TRANSFER POINT MUMBAI ACC
<b>UT383 (RNP 10)</b> ▲ HARGA 093121N0440530E  ▲ DAROT 091120N0472121E  ▲ AVEDA 091330N0494006E  ▲ EPSIV 091500N0550000E  ▲ EGNIP 091429N0564248E  ▲ UNRED 091343N0580435E	194   137   316   102   81	<u>UNL</u> FL245  G	↓	↑	MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)  TRANSFER POINT SEYCHELLES ACC,

Route designator, Navigation Specification, Name of Way-point/ significant points, coordinates	Geodesic Dist (NM)	Upper limits Lower limits Airspace Classification	Directions of cruising levels		Remarks controlling frequency unit
			Odd	Even	
1	2	3	5		6
<b>UT384 (RNP 10)</b> ▲ HARGA 093121N0440530E ▲ DAROT 091120N0472112E ▲ APMOL 083735N0491808E ▲ EPLES 071720N0533412E ▲ AXINA	194	<u>UNL</u> FL245  G	↓		MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)  TRANSFER POINT  SEYCHELLES ACC
	121				
	266				
	90				
<b>UT386 (RNP10)</b> ▲ KESOM 000748N0410006E ▲ RAGGS 001930N0440936E ▲ APMIR 002957N0452256E ▲ EGSAP 003319N0455500E ▲ EGLOM 004456NE0472412	190	<u>UNL</u> FL245  G	↓		NAIROBI ACC TRANSFER POINT  MOGADISHU FIC 11300 KHZ (day primary) 13288KHZ (day secondary) 5517KHZ (Night primary) 11300 KHZ (night secondary)  SEYCHELLES ACC, TRANSFER POINT
	74				
	33				
	90				

## **ENR 4. RADIO NAVIGATION AIDS/SYSTEMS**

### **ENR 4.1 RADIO NAVIGATION AIDS — EN-ROUTE**

**NIL**

**ENR 4.2 SPECIAL NAVIGATION SYSTEMS**

**NIL**

**ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)**

<i>Name of GNSS element</i>	<i>Frequency</i>	<i>Coordinates Norminal SVC area Coverage area</i>	<i>Remarks</i>
1	2	3	5
GPS	-	National wide	Terms and conditions associated with the use of GPS for RNAV are as published in AIC No. 2/2017

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## ENR 4.4 NAME- CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name code designator	Coordinates		ATS Route or other routes
APKAK	112200N	0431054E	R775G
LUBAR	103300N	0433600E	R775G
HARGA	093121N	0440530E	R775G
ALNAB	085507N	0441302E	R775G
SOLUL	050509N	0450802E	R775G
BELETUEN	044400N	0451100E	R775G
MOGDU	020024N	0451736E	R775G
APMIR	002957N	0452256E	R775G
UNPAR	004921S	0452731E	R775G
HARGA	093121N	0440530E	W885G
ARSHI	093304N	0432421E	W885G
OKTOB	114730N	0444348E	M651G
IMVEB	112638N	0443753E	M651G
HARGA	093121N	0440530E	M651G
HARGA	093121N	0440530E	UB312G
EGROV	112042N	0455900E	UB312G
PAKER	115500N	0463500E	UB312G
ITMAR	020009S	0423504E	UB400G
RAGGS	001930N	0440936E	UB400G
MOGDU	020024N	0451736E	UB400G
BUBEM	053924N	0472909E	UB400G
EGTUL	072037N	0483122E	UB400G
APMOL	083735N	0491808E	UB400G
AVEDA	091330N	0494006E	UB400G
EVAKA	112356N	0510042E	UB400G
VEDET	120134N	0512420E	UB400G
AXINA	064947N	0550000E	UR401G
AMPEX	080957N	0550000E	UR401G
EPSIV	091500N	0550000E	UR401G
EVEBU	101957N	0550000E	UR401G
EKBEL	112256N	0550000E	UR401G
SUHIL	120000N	0550000E	UR401G
BOMIX	121002N	0502757E	UB403G
AXIKU	112332N	0493519E	UB403G
DAROT	091120N	0472112E	UB403G
MUSBI	081300N	0462000E	UB403G
HARGA	093121N	0440530E	UB404G
MERMI	104806N	0461948E	UB404G
ESTIK	112206N	0471854E	UB404G
DEMGO	120258N	0483040E	UB404G
ASKEN	090544N	0435544E	UA405G
HARGA	093121N	0440530E	UA405G
ZIZAN	115136N	0455900E	UB413G
EGROV	112042N	0455900E	UB413G
MERMI	104806N	0461948E	UB413G
DAROT	091120N	0472112E	UB413G
EGTUL	072037N	0483122E	UB413G
EMALU	050158N	0495700E	UB413G
AVIMO	033252N	0505239E	UB413G
KESOM	000748N	0410006E	UG450G

TULAP	011834N	0433451E	UG450G
MOGDU	020024N	0451736E	UG450G
KATHY	041148N	0483924E	UG450G
EMALU	050158N	0495700E	UG450G
EPLES	071720N	0533412E	UG450G
AMPEX	080957N	0550000E	UG450G
EGNIP	091429N	0564248E	UG450G
NABAM	101109N	0581426E	UG450G
ORLID	111812N	0600000E	UG450G
ENABO	005948N	0410006E	UG657
MAV	035624N	0415151E	UG657
APKAK	112200N	0431054E	UR775G
LUBAR	103300N	0433600E	UR775G
HARGA	093121N	0440530E	UR775G
ALNAB	085507N	0441302E	UR775G
SOLUL	050509N	0450802E	UR775G
BELETUEN	044400N	0451100E	UR775G
MOGDU	020024N	0451736E	UR775G
APMIR	002957N	0452256E	UR775G
UNPAR	004921S	0452731E	UR775G
AVUSI	045509N	0440002E	UR780G
MOGDU	020024N	0451736E	UR780G
EGSAP	003319N	0455500E	UR780G
APKAK	001120N	0461433E	UR780G
HARGA	093121N	0440530E	UW885G
ARSHI	093304N	0432421E	UW885G
EGLOM	004456N	0472412E	UR400
MOGDU	020024N	0451736E	UR400
MAV	035625N	0415151E	UR400
HARGA	093121N	0440530E	UM216
AXAPO	091510N	0434513E	UM216
DAROT	091120N	0472112E	UM634G
IMTIS	112506N	0502858E	UM634G
VEDET	120134N	0512420E	UM634G
ESTOK	024241N	0495011E	UM651G
KATHY	041148N	0483924E	UM651G
BUBEM	053924N	0472909E	UM651G
KUSUB	064114N	0464002E	UM651G
MURAL	084550N	0444521E	UM651G
HARGA	093121N	0440530E	UM651G
IMVEB	112638N	0443753E	UM651G
OKTOB	114730N	0444348E	UM651G
ITLOX	011019	S0450134E	UM665G
RAGGS	001930N	0440936E	UM665G
TULAP	011834N	0433451E	UM665G
MAV	035625N	0415151E	UM665G
NAPGO	111458N	0434336E	UN303G
HARGA	093121N	0440530E	UN303G
SUHIL	120000N	0550000E	UN764G
AVELI	112201N	0560800E	UN764G
EKBAS	104555N	0571303E	UN764G
NABAM	101109N	0581426E	UN764G
LOXIN	094901N	0585302E	UN764G

KESOM	000748N	0410006E	UT253
TULAP	011834N	0433451E	UT253
MOGDU	020024N	0451736E	UT253
HARGA	093121N	0440530E	UT382
DAROT	091120N	0472112E	UT382
AVEDA	091330N	0494006E	UT382
EVEBU	101957N	0550000E	UT382
EKBAS	104555N	0571303E	UT382
ORLID	111812N	0600000E	UT382
HARGA	093121N	0440530E	UT383
DAROT	091120N	0472121E	UT383
AVEDA	091330N	0494006E	UT383
EPSIV	091500N	0550000E	UT383
EGNIP	091429N	0564248E	UT383
UNRED	091343N	0580435E	UT383
HARGA	093121N	0440530E	UT384
DAROT	091120N	0472112E	UT384
APMOL	083735N	0491808E	UT384
EPLS	071720N	0533412E	UT384
KESOM	000748N	0410006E	UT386
RAGGS	001930N	0440936E	UT386
APMIR	002957N	0452256E	UT386
EGSAP	003319N	0455500E	UT386
EGLOM	004456N	0472412E	UT386

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## **ENR 5. NAVIGATION WARNINGS**

### **ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS**

**TBN**

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND  
AIR DEFENCE IDENTIFICATION ZONE**

**TBN**

## **ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS**

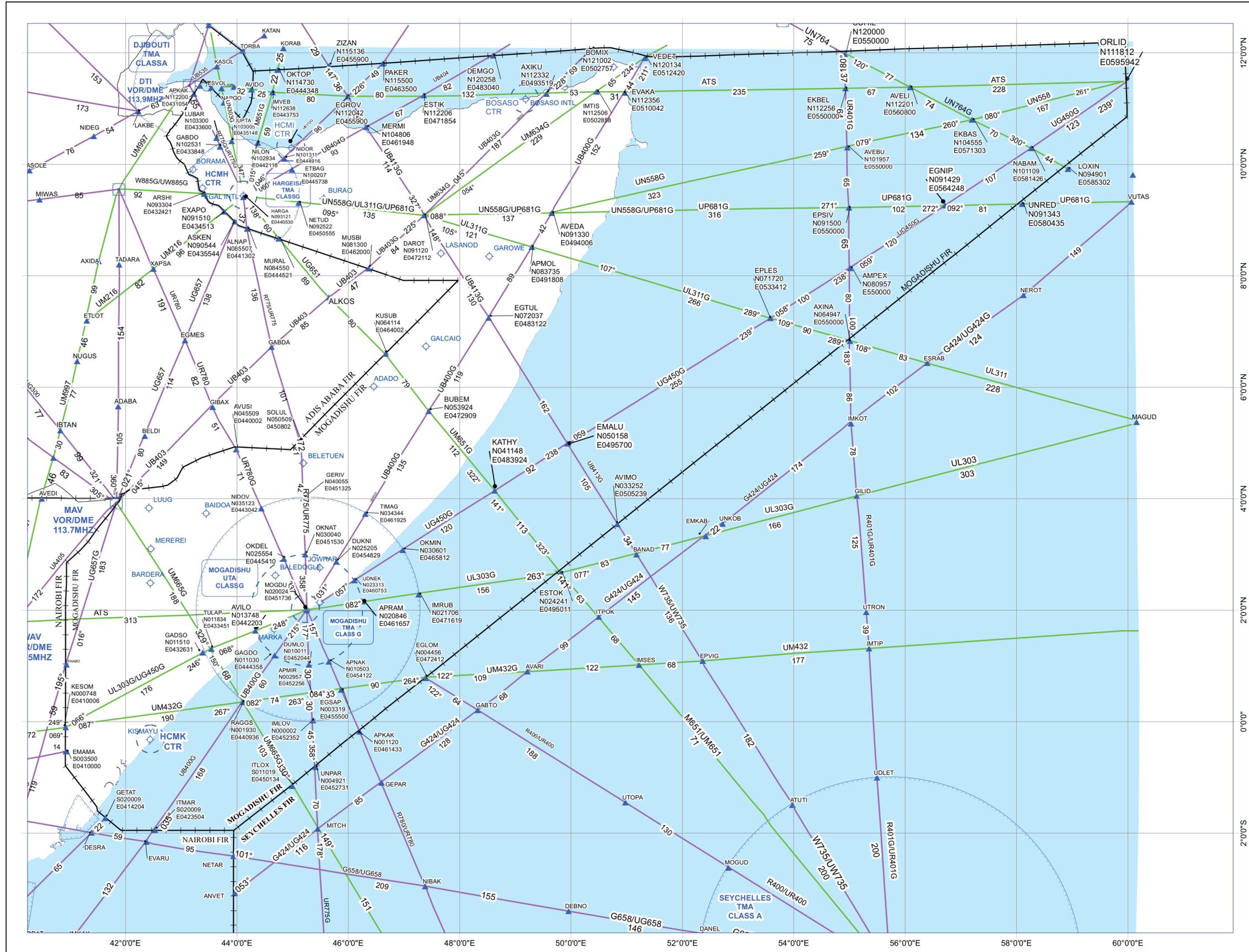
### **ENR 5.3.1 Other activities of a dangerous nature**

1. Operators should exercise extreme CTN and fully assess the potential risks to flight safety and security when planning or conducting operations due to lack of information on armed conflict
2. RPAS traffic usually not reported to ATC
3. Heavy military traffic especially in lower airspace

**ENR 5.4 AIR NAVIGATION OBSTACLES — AREA 1**  
(Height 100 m AGL or higher)

**TBN**

# EN-ROUTE CHART -MOGADISHU FIR



## Legend

- ◻ Facilities
- ▲ Reporting\_point
- ◇ Airports
- FIR
- TMA\_CTR
- UTA
- Other-Routes
- ATS\_RNAV\_ROUTES
- Ocean