



**Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation
Regional Group (APIRG/21)
(Nairobi, Kenya, 9 – 11 October 2017)**

Agenda Item 5: Regional Air Navigation Deficiencies

**NEED FOR SAFETY IMPROVEMENTS IN MOGADISHU FLIGHT INFORMATION
REGION**

(Presented by IATA)

SUMMARY
<p>This Working paper draws APIRG's attention on the urgent need for air navigation safety improvements in the Mogadishu Flight Information Region.</p> <p>Action by the meeting is at Paragraph 3.</p>
REFERENCE(S): n/a
Related ICAO Strategic Objective(s): A-Safety and B-Capacity and Efficiency

1. INTRODUCTION

1.1 The Mogadishu Flight Information Region (FIR) comprises the airspace over the territory of Somalia as well as a great portion over the high seas in the Indian Ocean adjacent to its coast line. It shares airspace boundaries with the Sana'a, Mumbai, Seychelles, Nairobi and Addis Ababa FIRs.

1.2 Over the years, the FIR has been managed through specific arrangements with the United Nations and/or ICAO, namely the Civil Aviation Caretaker Authority of Somalia (CACAS), which later transitioned to the on-going Flight Information Service of Somalia (FISS) Project.

1.3 The Air Traffic Service (ATS) Incident Analysis Group (AIAG) and AFI Tactical Action Group (TAG), for which IATA acts as principal Secretariat, collect and monitor safety data and trends for the AFI Region, have noted a dramatic increase in the number of Air safety reports, particularly in the categories of Communications, Co-ordination, Air Traffic Services and Aircraft Proximity in the Mogadishu FIR.

2. DISCUSSION

2.1 In January 2017 a special coordination meeting was held in Mumbai between the AFI, MID and APAC regions. The objective of this meeting was to examine the safety and efficiency of operations between the three (3) ICAO regions, which had noted with concern the prevalence of

Large Height Deviations (LHDs) and poor ATS co-ordination amongst other topics, impacting the safety and efficiency of traffic between the regions, particularly in the RVSM airspace.

2.2 Representatives of the Mogadishu FIR from the CAA of Somalia and the FISS Project participated in this meeting.

2.3 The following priorities and urgent interventions were identified to address the LHDs:

- a) Air/ground HF communications – improve HF/SATCOM in order to address Air/ground communications in the FIR;
- b) Address the deficient or lack of letters of procedure/agreement (LoP/A) and lack of standard operating procedures (SOPs). It was recognized that Mogadishu FIR was purely a class G airspace and therefore can technical only provide flight information services;
- c) Implement simplified track system (STS), using existing routes in the Mogadishu FIR. The STS together with a Flight Level Allocation Scheme (FLAS) was designed to de-conflict traffic over the identified hotspots within the FIR and assist in improving the overall safety in the airspace; and
- d) In addition to the above measures, long term solutions and improvement plans were to be discussed and agreed upon among stakeholders in order to address the identified safety concerns in the FIR.

2.4 Despite efforts being made to improve the situation in Mogadishu FIR, airspace users' concerns about the safety of air navigation operations within the FIR, since the current situation is now affecting flight operations in neighbouring FIRs.

2.5 As an example, a loss of separation which took place recently in the Mogadishu FIR due to lack of communication and incorrect co-ordination, spilled over into a neighbouring FIR, where two commercial passenger aircraft found themselves at the same level and only one (1) minute apart; the problem was fortuitously picked up and resolved by the neighbouring FIR.

2.6 The Government of Somalia and the FISS, who are responsible for the provision of air navigation services within the Mogadishu FIR, have plans to transfer the current Flight Information Centre (FIC) to another location.

3. ACTION BY THE MEETING

3.1 The meeting is invited to take note of airspace users' concerns with respect to the safety of aircraft operations in Mogadishu FIR and make recommendations to:

- a) Ensure timely implementation of the interventions that were agreed upon at the January 2017 AFI/MID/APAC ATM coordination meetings;
- b) Ensure a smooth relocation of the FISS without additional safety risks in Mogadishu FIR;
- c) Institute an APIRG Special Coordination Group that will support safety improvements in the Mogadishu FIR; and
- d) Upgrade the airspace classification from class G to a higher airspace classification meeting positive ATC and RVSM requirements as established by APIRG.

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