



**SOMALI CIVIL AVIATION AUTHORITY
AIR NAVIGATION SERVICES
AIR TRAFFIC MANAGEMENT**

Transition Plan from Flight Information Services to Air Traffic Control Service (Procedural) in Somalia Airspace.

**Transition Plan from Flight Information Service
to Air Traffic Control Service**

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1 Introduction

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,

Somali Civil Aviation Authority (SCAA) currently provides only flight information service and alerting service in class G airspace of Mogadishu FIR. the Somalia Civil Aviation Authority intends to establish Area control centre within Mogadishu FIR.

One of the objectives of the SCAA in the implementation of the transitional plan from class G to class A and the provision of air navigation services within the Mogadishu Flight Information Region (FIR) is to improve service provision in compliance with regulations in SOMCAR, global and regional air navigation plan under this plan the ANSP will upgrade the air traffic services to provide air traffic control services in Mogadishu FIR.

To provide air traffic control service, ATC uses two forms of control: procedural and surveillance. Procedural control is generally understood to be the application of separation based solely on position information received from the aircraft via air-ground communications. Using procedural control, the controller must maintain a mental picture of the location of aircraft based on each aircraft's [flight progress strip](#), which contains its route, altitude and estimated times over reporting points. That information is compared against all other aircraft in the sector to determine if there are any conflicts. For aircraft that conflict, the controller issues an altitude, speed, or routing change that both separates the conflicting aircraft from each other, while remaining separated from all others.

Radar control is based on radar-displayed position information. Horizontal separation is achieved by maintaining a specified horizontal distance between radar returns from different aircraft. Vertical separation may also be applied between radar returns. This may be enhanced in areas where secondary surveillance radar (SSR) is used (it should be noted that the information on height provided in a radar environment using SSR and Mode C is a form of dependent surveillance whereby the aircraft's height is derived from the altimetry systems on individual aircraft).

1.1 Definitions

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

Air traffic control clearance. Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic control instruction. Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action.

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

- a) preventing collisions:
 - 1) between aircraft, and
 - 2) on the manoeuvring area between aircraft and obstructions; and
- b) 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 service (ATS). 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.

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.

Area control Centre (ACC). 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.

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

ATS surveillance service. A term used to indicate a service provided directly by means of an ATS surveillance system.

ATS surveillance system. A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

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

Controlled aerodrome. An aerodrome at which air traffic control service is provided to aerodrome traffic.

Controlled airspace. An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Controlled flight. Any flight which is subject to an air traffic control clearance.

Control zone. A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Flight information Centre. A unit established to provide flight information service and alerting service.

Procedural control. Term used to indicate that information derived from an ATS surveillance system is not required for the provision of air traffic control service.

Safety management system (SMS). A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures.

1.2 Purpose and Scope

The purpose and the scope of this transitional plan is to upgrade the airspace from class G to A to improve the level of the Air Traffic Services provision, Air Navigation capacity and Efficiency within Mogadishu Flight information Region (FIR). The controllers will be briefed about the trial procedures before commencing the operational trial.

In recognizing that, the transition from Flight Information Services to Air Traffic Control Services in Mogadishu airspace is in progress, the transition for Mogadishu FIR from class G to A to provide air traffic control service as guided in this roadmap is based on an incremental approach to achieve immediate benefits through the enhancement of already established services and gradual introduction of all elements and functions of Air Traffic Control Services before transitioning to Air Traffic Control Service Environment.

2-Air Traffic control Service Requirements

2.1 Safety Management System

The service provider implemented a safety management system (SMS) acceptable to the ANS Regulator that, as a minimum:

- a) Identifies safety hazards.
- b) Ensures the implementation of remedial action necessary to maintain agreed safety performance.
- c) Provides for continuous monitoring and regular assessment of the safety performance; and
- d) Aims at a continuous improvement of the overall performance of the safety management system.

Safety Reviews

General requirements

Safety reviews of ATC units conducts on a regular and systematic basis by personnel qualified through training, experience and expertise and having a full understanding of relevant Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS), safe operating practices and Human Factors principles.

Scope

The scope of ATC units' safety reviews included the following issues:

Regulatory issues to ensure that:

- a) ATC operations manuals, ATC units' instructions and air traffic control (ATC) coordination procedures are complete, concise, and up to date.
- b) the ATS route structure, where applicable, provides for:
 - 1) adequate route spacing; and
 - 2) crossing points for ATS routes located so as to reduce the need for controller intervention and for inter- and intra-unit coordination.
- c) the separation minima used in the airspace or at the aerodrome are appropriate and all the provisions applicable to those minima are being complied with.
- d) where applicable, provision is made for adequate observation of the maneuvering area, procedures and measures aimed at minimizing the potential for inadvertent runway incursions are in place. This observation may be performed visually or by means of an ATS surveillance system.
- e) Appropriate procedures for low visibility aerodrome operations are in place.
- f) Traffic volumes and associated controller workloads do not exceed defined, safe levels and those procedures are in place for regulating traffic volumes whenever necessary.

g) Procedures to be applied in the event of failures or degradations of ATS systems, including communications, navigation, and surveillance systems, are practicable and will provide for an acceptable level of safety; and

h) Procedures for the reporting of incidents and other safety-related occurrences are implemented, that the reporting of incidents is encouraged with just- culture and that such reports are reviewed to identify the need for any remedial action.

2.2 Operational and technical

a) The environmental working conditions meet established levels for temperature, humidity, ventilation, noise, and ambient lighting, and do not adversely affect controller performance.

b) Automation systems generate and display flight plan, control, and coordination data in a timely, accurate and easily recognizable manner and in accordance with Human Factors principles.

Note. — The ANSP have considered relevant human factors aspects when designing or certifying equipment and operating procedures and when training and licensing personnel.

c) Equipment, including input/output devices for automation systems, are designed, and positioned in the working position in accordance with ergonomic principles.

d) Communications, navigation, surveillance and other safety significant systems and equipment.

a) are tested for normal operations on a routine basis.

b) meet the required level of reliability and availability as defined by the SOMCAR part 13 ATS.

c) provide for the timely and appropriate detection and warning of system failures and degradation.

d) Include documentation on the consequences of system, sub-system and equipment failures and degradations.

e) Planning the organization and management of the airspace.

f) Determining the type of airspace required for the most effective system.

g) Developing standardized working methods.

2.3 Licensing and training

- a) Controllers are adequately trained and properly licensed with valid ratings.
- b) Controller competency is maintained by adequate and appropriate refresher training, including the handling of aircraft emergencies and operations under conditions with failed and degraded facilities and systems.
- c) Controllers, where the ATC unit/control sector is staffed by teams, are provided relevant and adequate training to ensure efficient teamwork.
- d) The implementation of new or amended procedures, and new or updated communications, surveillance and other safety significant systems and equipment is preceded by appropriate training and instruction.
- e) Controller competency in the English language is satisfactory in relation to providing ATS to international air traffic; and
- f) Standard phraseology is used.

3– Objectives

The roadmap has immediate, medium- and long-term objectives to start procedural air traffic control service and to enhance the overall air traffic management in terms of operational, technical and airspace management.

3.1 Near Term (Immediate Objectives)

- ❖ Developed Air Traffic control service procedures for Aerodrome, Approach Aden Ade international airport and area air traffic control for Mogadishu airspace.,
- ❖ Provided refreshment training on area air ways air traffic control service for existing area air traffic controllers.
- ❖ Established upper terminal control area and changed all ATS route to RNAV 10.
- ❖ Ensured adequate number of air traffic controllers available in Mogadishu ACC, approach control unit and aerodrome control tower at Aden Ade international airport.

3.2 Medium Term Objective

- ❖ Establish Area control service (ACC) in Mogadishu airspace.
- ❖ Establish on job training unit at Mogadishu Area Control Centre.
- ❖ Initiate and ensure availability of extended VHF radio in continental airspace of Mogadishu FIR to provide area air traffic control service.

3.3 Long Term Objective

- Produce and update ATC procedures according to SOMCAR part 13 ATS and ICAO ANNEXs 2, 11 and PANs Ops Doc.4444.
- Provide air traffic control service using surveillance equipment's.
- Implement a safety management system (SMS) for ATS
- Provide Air Traffic Control Training for new entrants and the existing staff.

4–Gap Analysis of Air Traffic Service in Mogadishu Airspace

4.1 Air Traffic Control Service

The current provision of ATS by the SCAA is based on Flight Information Services (FIS) and Alerting service. The lower limit of upper airspace and the upper limit of lower airspace in Mogadishu airspace is 245. both lower and upper airspace classified as G airspace.

There are several operational requirements to provide air traffic control service in Mogadishu Airspace which have been undertaken

- ❖ There is refreshment course program for ATC staffs.
- ❖ There are air traffic control service procedures.
- ❖ There are enough Air Traffic Controller in the FIC/ACC.
- ❖ There is On Job Training Unit in Mogadishu Air Traffic Control Services.
- ❖ Safety Management System is established in Mogadishu FIR
- ❖ There is contingency plan
- ❖ There is SAR service in the Somalia airspace.
- ❖ There is personnel licencing office
- ❖ There is Unit established for ATC Training.

There are several operational deficiencies such as:

- ❖ Civil military coordination office is established by SCAA
- ❖ no airspace is established that claims utilization of the military in Somalia airspace because of the circumstances on the ground.

❖ **Recommendation 1**

There is a need to establish safety management system continues monitoring approach for the provision of Air Traffic Control Service in Mogadishu Airspace.

❖ **Recommendation 2**

Develop training policy, training programme and a training plan that includes OJT.

❖ **Recommendation 3**

Develop operational procedures, establish formal arrangements for data collection and develop coordination procedures with technical services.

❖ **Recommendation 4**

Conduct different Air Traffic Control Courses Approach Control Course Area Air ways refreshment course, On job Training Course (OJTI), Instructor Developer Course (IDP).

❖ **Recommendation 5**

Review the structure of Mogadishu airspace and restructure and reorganize the airspace to provide Air Traffic Control Service.

❖ **Recommendation 6**

Implement adequate air-ground communications coverage from the location of the FIC/ACC; and need to minimize frequency changes and position reporting by aircraft, and coordination between FICs/ACCs.

➤ **Action 1**

Safety management system continues monitoring approach (SMS/CMA) for the provision of Air Navigation Service in Mogadishu Airspace is established.

➤ **Action 2**

Training plan that includes OJT Training policy, and program has been developed

➤ **Action 3**

Operational, coordination with technical services and data collection procedures had been Developed.

➤ **Action 4**

Different Air Traffic Control Courses including Approach Control Course, Area control and area airways refreshment course and Instructor Developer Course (IDP) has been conducted. On job Training instructor Course (OJTI) is under process.

➤ **Action 5**

Review of Mogadishu airspace structure restructure and reorganize the airspace to provide Air Traffic Control Service is ongoing.

➤ **Action 6**

Adequate air-ground communications coverage (HF, VHF ADS-C CPDLC) from the location of the FIC/ACC is Implemented also contingency plan for Mogadishu FIR is in place.

4.2 Mogadishu Airspace.

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.

A total of 21 out of 26 ATS routes in Mogadishu FIR are currently implemented as RNAV 10 routes as part of AFI Regional plan.

Flight information service and alerting service should be provided throughout the area under consideration with 10-minute longitudinal separation.

4.3 Communication Navigation and Surveillance

- ❖ There is partial coverage of VHF radio in Mogadishu airspace to provide area air traffic control service backed up by ADS-C CPDLC, ATS – D/S and HF.
- ❖ Complete continental airspace VHF coverage is expected on 29th March 2022
- ❖ There is no ground-based equipment's like VOR/DME which assist for procedural air traffic control service.
- ❖ There is no surveillance equipment (PSR, SSR, ADS-B and MLAT) for surveillance air traffic control service. Implementation of Air Traffic Control Service in Mogadishu Airspace

ATM system upgrade is near completion in Mogadishu airspace, alongside there is re-organization of the airspace, establish control area. Mogadishu TMA has been established to enhance air traffic control service, The oceanic and remote continental airspace requires to be re-organized to delineate areas to be served by CPDLC and those to be served by primarily VHF and HF. Sectorization of the en-route airspace is planned to reduce controller workload and avoid loss of situation awareness.

5. Air Traffic Control Service

5.1 Area control service

Area Control Service will be provided for IFR flights along all ATS routes to be used by international aircraft operations in Mogadishu airspace with 10-minute longitudinal separation. except where the type and density of traffic clearly do not justify the provision of such service. Flights by supersonic aircraft, during the transonic and supersonic phases of flight, will be provided with air traffic control service ensuring separation from all other flights. Flight information service and alerting service should be provided throughout the lower airspace.

Controlled airspace, in the form of airways, control areas of larger dimensions and terminal control areas, should be recommended to encompass all relevant ATS routes. In delineating control area boundaries, due account should be taken of the following factors

- The need for adequate air-ground communications coverage from the location of the ACC/FIC.
- The need to minimize frequency changes and position reporting by aircraft, and coordination between ACC/FIC and other adjacent ATS units

6	LOP/Addendum to be updated with neighboring FIR (Signature AIP)																																																						Under process
7	supplement for ATS operational procedure																																																						AIP SUPP will be published on 10 th Feb 2022
8	Validation and licensing of Air traffic controllers																																																						
9	Mogadishu FIR VHF coverage, Bosaso relay station and Mogadishu ACC/Tower																																																						

10	ACC go live full operations for providing ATCS within Mogadish																																																							AIRAC date 16 th June 2022
11	Provided refreshment training on area air ways for ATCOs																																																						Completed on 27 SEPT to 8 OCT 2021	
12	Restructuring of Somalia Airspace (External Consultant)																																																						APRIL 15-30/19	
13	Safety Assessment in the transition from Flight Information service to Air Traffic Control Service. (External Consultant)																																																						May 15-30/19	

Long Term Objectives

Objectives	Timelines
❖ Produce and update ATC procedures according to SOMCAR part 13 ATS and ICAO SARPS.	July 2022
❖ Provide air traffic control service using surveillance equipment's. (ADS-B)	July 2022
❖ Provide Air Traffic Control Training for new entrants and the existing staff.	August 2022

Implementation target provides Strategic Objectives (SOs) with related indicators and targets, that can be used in implementation of air traffic control services in Mogadishu airspace.

APPENDIX 2
Training Plan

Training Syllabus

1 Training Objective

This training designed to provide knowledge, skills and attitudes appropriate to a change in the operational environment. This training it maybe provided for changes to operational procedures and/or systems by achieving the following 10 objectives.

1. Duration – 3 months or 180hrs whichever is greater
2. Methodology for delivering the training- Practical training (OJT) in life traffic .
3. Place of delivery of the training. ---- At Mogadishu ACC
4. Milestones

Milestones 1	Situational Awareness	Definition	<i>Comprehend the current operational situation and anticipate future events</i>
	Observable Behavior		
A	<i>Monitors air traffic in own area of responsibility and nearby traffic in Mogadishu FIR.</i>		
B	<i>Monitors the meteorological conditions that impact on own area of responsibility.</i>		
C	<i>Analyses the actual situation based on information obtained from monitoring</i>		
D	<i>Interprets the situation based on the analysis.</i>		
E	<i>Predicts the future operation situation.</i>		
F	<i>Identifies potentially hazardous situations.</i>		
G	<i>Verifies that information is accurate, and assumptions are correct.</i>		

Milestone ne 2	Traffic and Capacity Management	Definition	<i>Ensure a safe, orderly, and efficient traffic flow and provide essential information on environment and potentially hazardous situations</i>
	Observable Behavior		
A	<i>Manages arriving, departing and/or en-route traffic using procedures described in Mogadishu ACC Procedures.</i>		

B	<i>Takes aircraft performance into account when issuing clearances and instructions.</i>
C	<i>Uses a variety of techniques to effectively manage the traffic.</i>
D	<i>Increases safety margins when deemed necessary.</i>
E	<i>Takes action, when appropriate, to ensure that demand does not exceed sector capacity.</i>
F	<i>Maintains focus despite varying traffic levels.</i>
G	<i>Reacts appropriately to situations that have the potential to become unsafe.</i>
H	<i>Issues appropriate clearances and instructions.</i>
I	<i>Issues hazard and safety alerts to the flight crews when necessary.</i>
K	<i>Issues weather information to flight crews when necessary.</i>

Milestone 3	Separation and Conflict Resolution	Definition	<i>Manage potential traffic conflicts and maintain separation</i>
	Observable Behavior		
A	<i>Identifies traffic conflicts.</i>		
B	<i>Selects the most appropriate separation method.</i>		
C	<i>Applies appropriate air traffic separation and spacing.</i>		
D	<i>Issues clearances and instructions that ensure separation is maintained.</i>		
E	<i>Issues clearances and instructions that take into account aircraft performance, terrain obstacles, airspace constraints and weather.</i>		
F	<i>Issues clearance and instructions that resolve traffic conflicts.</i>		
G	<i>Resolves conflicts through coordination with Mogadishu approach, adjacent FIR and domestic ATS units when necessary.</i>		
H	<i>Monitors the execution of separation actions.</i>		
I	<i>Adjusts control actions, when necessary, to maintain separation.</i>		
k	Knowledge of airspace layout and associated facilities		
L	Board Management and strip marking		
M	Knowledge and application of local procedures		

Milestone 4	Communication	Definition	<i>Communicate effectively in all operational situations</i>
	Observable Behavior		
A	<i>Speaks clearly, accurately, and concisely.</i>		
B	<i>Uses appropriate vocabulary and expressions to convey clear messages.</i>		
C	<i>Uses standard radiotelephony phraseology, when prescribed.</i>		
D	<i>Adjusts speech techniques to suit the situation.</i>		
E	<i>Demonstrates active listening by asking relevant questions and providing feedback.</i>		
F	<i>Verifies accuracy of readbacks and corrects as necessary.</i>		

G	<i>Uses plain language when standardized phraseology does not exist or the situation warrants it.</i>
H	<i>Writes or inputs messages according to logbook procedures</i>

Milest one 5	Coordination	Definition	<i>Manage coordination between operational positions and with other affected stakeholders</i>
	Observable Behavior		
A	<i>Coordinates with personnel in other operational positions and other stakeholders, in a timely manner.</i>		
B	<i>Coordinates the movement, control and transfer of control for flights using the coordination procedures described in Mogadishu ACC procedures</i>		
C	<i>Coordinates changes of status of airspace with Approach and aerodromes in Mogadishu FIR</i>		
D	<i>Uses clear and concise terminology for verbal communication.</i>		
E	<i>Uses standard ATS message formats and protocol for non-verbal coordination. Like passing estimate through ATS message system</i>		
F	<i>Uses clear and concise non-standard coordination when required. Like applying non semicircular level for short duration time.</i>		
G	<i>Conducts effective briefings during position handover and take-over watch.</i>		

Milestone 6	Management of Non-routine Situations	Definition	<i>Detect and respond to emergency and unusual situations related to aircraft operations and managed degraded modes of ATS operation</i>
A	Observable Behavior		
B	<i>Recognizes, from the information available, the possibility of an emergency or unusual situation developing.</i>		
C	<i>Determines the nature of the emergency.</i>		
D	<i>Priorities actions based on the urgency of the situation.</i>		
E	<i>Decides upon the most appropriate type of assistance that can be given.</i>		

F	<i>Follows procedures for communication and coordination of urgent situations described in Mogadishu ACC procedures.</i>
G	<i>Provides assistance and takes action, when necessary, to ensure safety of aircraft in area of responsibility.</i>
H	<i>Detects that ATS systems and/or equipment have degraded.</i>
I	<i>Assesses the impact of a degraded mode of operation.</i>
K	<i>Follows procedures for managing, coordinating and communicating a degraded mode of operation described in</i>
A	<i>Creates solutions when no procedure exists for responding to non-routine situations.</i>

Milestone 7	Problem Solving and Decision-making	Definition	<i>Find and implement solutions for identified hazards and associated risks</i>
Observable Behavior			
A	<i>Takes into account the existing rules and operating procedures when determining Possible solutions to a problem</i>		
B	<i>Implements an appropriate solution to a problem.</i>		
C	<i>Determines the situations that have the highest priority.</i>		
D	<i>Organizes tasks in accordance with an appropriate order of priorities.</i>		
E	<i>Perseveres in working through problems without impacting safety.</i>		
F	<i>Considers timeliness in decision making.</i>		

Milestone 8	Self-Management and Continuous Development	Definition	<i>Demonstrate personal attributes that improve performance and maintain an active involvement in self-learning and self-development</i>
Observable Behavior			
A	<i>Takes responsibility for own performance, detecting and resolving own errors.</i>		

B	<i>Improves performance through self-evaluation of the effectiveness of actions.</i>
C	<i>Maintains self-control and performs adequately in adverse situations.</i>
D	<i>Changes behavior and responds as needed to deal with the demands of the changing situation.</i>

Miles tone9	Workload Management	Definition	<i>Use available resources to prioritize and perform tasks in an efficient and timely manner</i>
Observable Behavior			
A	<i>Manages tasks effectively in response to current and future workload.</i>		
B	<i>Manages interruptions and distractions effectively.</i>		
C	<i>Determines if and when support is necessary based on workload.</i>		
D	<i>Ask for help, when necessary.</i>		
E	<i>Accepts assistance, when necessary.</i>		
F	<i>Adjusts the pace of work according to workload.</i>		
G	<i>Selects appropriate tools, equipment and resources to support the efficient achievement of tasks.</i>		

Milestones 10	Teamwork	Definition	<i>Operate as a team member</i>
Performance Criteria (Observable Behaviour)			
A	<i>Provides both positive and negative feedback constructively.</i>		
B	<i>Accepts both positive and negative feedback objectively.</i>		
C	<i>Shows respect and tolerance for other people.</i>		
D	<i>Carries out actions and duties in a manner that fosters a team environment.</i>		
E	<i>Manages interpersonal conflicts to maintain an effective team environment.</i>		
F	<i>Raises relevant concerns in an appropriate manner.</i>		
G	<i>Shares experiences with the aim of continuous improvement.</i>		

1 abbreviations

ATCS	Air Traffic Control Service
SCAA	Somalia Civil Aviation Authority
TMA	Terminal Control Area
FIR	Flight Information Region
ICAO	International Civil Aviation Organization
ANSP	Air Navigation Service Provision
SAR	Search and Rescue
SSR	Secondary Surveillance Radar
PSR	Primary Surveillance Radar
ADS-B	Automatic Dependent System Broadcast
SMS	Safety Management System
RNAV	Area Navigation
RNP	Required Navigation Performance

References

Reference, Title	Author, Identifier	Date
ICAO doc 4444,SOMCARs Part 13 ATS.	ICAO	
Annex 1,2.11,12, 15 and 19	ICAO	
ICAO doc 9426 and 9859	ICAO	
AFI Regional planning Doc. 7030	ICAO	