



ICAO

### 3<sup>RD</sup> MEETING OF THE SOMALI AIRSPACE SPECIAL COORDINATION TEAM

*Virtual, 11 April 2022*

#### Agenda Item 3: Report of the Gap Analysis work group

##### 3.1 PRESENTATION OF THE FINDINGS AND MITIGATION PROPOSALS

*(Presented by Somalia)*

<b>SUMMARY</b>	
<p>This paper presents the findings of gap analysis conducted to identify possible areas of deficiencies that could have a negative impact on the planned implementation of Area Control Service in the Mogadishu Flight information region (HCSM FIR). In addition, the paper also presents proposed mitigation measures that have been taken by Somalia Civil Aviation Authority to address the identified gaps.</p> <p>The gap analysis report, therefore, presents the status of actions taken or required to facilitate the upgrading of the upper airspace of the HCSM FIR from Airspace Class G to Class A.</p> <p><b>Action by the Meeting is in Paragraph 3 of this WP</b></p>	
<p><b>REFERENCE(S)</b>  <i>Annex 11: Air Traffic Services</i>  <i>Doc 4444: PANS ATM</i>            SOMCARs ( Somali Civil Aviation and Regulations)</p>	
<b>Related ICAO Strategic Objectives</b>	<p><b>A</b> – <i>Safety,</i></p> <p><b>B</b> – <i>Air Navigation Capacity and Efficiency</i></p>

#### 1 INTRODUCTION

- 1.1 One of the objectives of the Somalia Civil Aviation Authority (SCAA) is to improve service provision in compliance with global and regional air navigation plans. The Somalia Air Navigation Service Provider (ANSP) intends to upgrade the air traffic services by providing Air Traffic Control Services in Mogadishu FIR within the Airspace above FL245.
- 1.2 The Somalia Airspace Special Coordination Team (SASCT) was setup to support the SCAA coordinate activities that would facilitate achievement of Somalia's objective of upgrading of the Somalia Airspace from Class G to Class A whilst

ensuring compliance with applicable standards of Safety and Efficiency as well as maintaining the required coordination with all relevant stakeholders.

- 1.3 The SASCT sought to establish the level of preparedness by the SCAA ANSP to transition from Airspace Class G to Class A by evaluating the facilities, personnel and procedures available and providing assistance to SCAA ANSP in putting in place an effective and efficient transition strategy.

## 2. DISCUSSION

### 2.1. *Status of provision of Air Traffic Services (ATS) in Mogadishu FIR*

- 2.1.1 The current provision of ATS by the SCAA is based on Flight Information Services (FIS) and Alerting service. 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 the FIR.
- 2.1.2 Flight information service and alerting service is provided throughout the area under consideration with 10-minute longitudinal separation.

### 2.2. *Current infrastructure's ability to meet provision of Air Traffic Control Service.*

- 2.2.1 There is partial coverage of VHF communication in Mogadishu airspace to provide area air traffic control service backed up by controller/pilot data link communication (CPDLC) and HF.
- 2.2.2 ADS-C is available for situational awareness.
- 2.2.3 ATS Direct speech (ATS DS) is available for use in inter unit coordination.
- 2.2.4 There are no ground-based equipment like VOR/DME, which assist in procedural air traffic control service. Navigation is by Satellite based on-board equipment, position derived information passed on to Air Traffic Control.
- 2.2.5 There is no surveillance equipment (PSR, SSR, ADS-B and MLAT) for surveillance in air traffic control service.
- 2.2.6 Air Traffic Management System has been upgraded to enhance intra-unit coordination as well as provision of electronic display of flight progress information to Air Traffic Control.

### 2.3 *Identification of infrastructure gaps and mitigation measures*

- 2.3.1 SASCT evaluated the requirements for both infrastructure and procedures and the outcome are detailed in attached (APPENDIX 1) to this working paper.

- 2.3.2 The partial coverage of VHF is mitigated by provision of CPDLC and HF which is available as the secondary means of Air-Ground Communication throughout the FIR. The specific sectors where there is limited VHF cover have been published in AIP SUP 02/22 (APPENDIX 2) attached to this working paper.
  - 2.3.3 The absence of ground based Navigation Infrastructure has been addressed by the publication of RNAV routes in line with the Regional Air Navigation Plans towards enhancement of Airspace Capacity and efficiency.
  - 2.3.4 Coordination procedures between ATS units and FIRs, including the applicable Letters of Procedures (LOPs) is documented and shared with the relevant agencies including Neighboring FIRs, ICAO and IATA. A list of States that have signed the revised LoPs is attached as APPENDIX 3 to this working paper.
  - 2.3.5 Coordination of traffic between Airspace Class A (FL 245 and above) and the lower Airspace including transition procedures are documented and attached as APPENDIX 4 (draft coordination procedure) the document is under process to be completed during the weekend and its will be shared soon and published as an AIP Supplement when ready.
- 2.4 *Contingency measures*
- 2.4.1 The provision of Area Control Service is dependent on availability of required personnel in terms of competence and number. Any degradation of the identified level of capacity will lead to adoption of measures to ensure Safety is not compromised. Measures to mitigate any of this is documented in the contingency procedures and circulated to the relevant agencies including Neighboring FIRs, ICAO and IATA. A list of agencies that have been provided with the contingency plans is attached as APPENDIX 5 to this working paper. The copy of the Contingency Plan (CP) is attached as an APPENDIX 6 to this working paper.

### **3 ACTION BY THE MEETING**

- 3.1. The meeting is invited to;
  - a) To take note of the information contained in the Working Paper.
  - b) Consider the measures put in place my SCAA to ensure transition plan is implemented in a safe and efficient manner, their adequacy in meeting requirements for provision of Area Control Service and approve for implementation.