

FLIGHT INFORMATION SERVICES FOR SOMALIA (FISS)

AERONAUTICAL INFORMATION SERVICES

P.O. BOX 46294, 00100

NAIROBI, KENYA

AIC

TEL/FAX: 254-20-7622775
AFS: HCMMYNYX
Email: ais@icao.unon.org
<http://www.icao.int/ROAF/FISS/Pages>

(Yellow 02)
5th April 2017

The following circular is promulgated by the Flight Information Services for Somalia (FISS) for information, guidance and necessary action.

Valentina Kayombo
Project Coordinator

OPERATIONAL REQUIREMENTS FOR USE OF THE GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) WITHIN MOGADISHU FLIGHT INFORMATION REGION (FIR).

Performance Based Navigation (PBN) routes and Instrument Flight procedures based on the Global Navigation Satellite System (GNSS) have been developed for implementation within Mogadishu FIR to support En-Route and selected terminal operations.

Aircraft operators intending to use the PBN routes and the Instrument Flight procedures shall;

1. Obtain operational approval relevant to the Navigation specification from their State of Registry.
2. Indicate RNAV capability in the ATC Flight plan using letter "G" in item 10 of the flight plan to indicate aircraft equipage with serviceable GNSS receivers that comply with the requirements of ICAO Annex 10 Volume I.
3. Specify the type of external GNSS augmentation in ITEM 18 of the ATC Flight plan.
4. Insert letter "R" in item 10 of the ATC Flight plan to indicate PBN approval and a specification of the PBN levels that can be met in ITEM 18 of the ATC Flight plan.
5. Ensure Direct Controller-Pilot Communications (DCPC) or as a minimum, Voice communications through a third party is maintained during the use of PBN routes/flight procedure.
6. Make procedural pilots' position reports for surveillance purposes.
7. Ensure the aircraft has the means to predict faulty detection using Aircraft-based augmentation system (ABAS) or Satellite-based augmentation system (SBAS) as may be applicable for terminal Operations (SIDs, STARs and IAP Instrument Flight Procedures) and maintain direct controller-pilot communications (DCPC) with the Air Traffic Service unit responsible for the terminal operations.
8. Due to the unique requirements of RNAV (RNP) APCH operations and the demand for crew procedures that are specific to each particular aircraft and navigation system, all operators wishing to conduct RNP AR for eligible aircraft will require to obtain special approval noting that some aircraft may be excluded due to manufacturer imposed limitations.

Obstacle clearances provided for the terminal flight procedures are based on data obtained during procedure design and caution is advised that a system for land use assessment for purposes of control of obstacles is yet to be established at airports within Mogadishu FIR hence operators shall ensure a mechanism for monitoring the emergence of obstructions that may affect the published obstacle clearance.