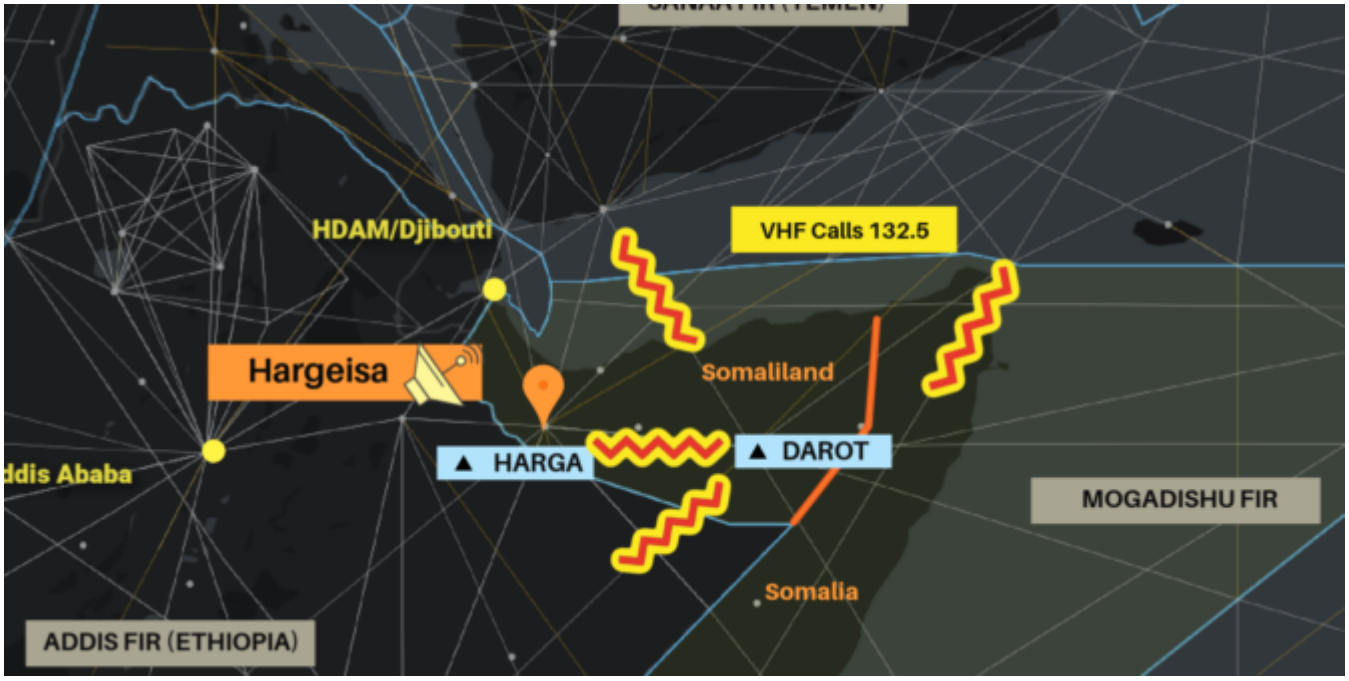
# New RISK WARNING: Somalia ATC Conflict

OPSGROUP Team
18 November, 2025

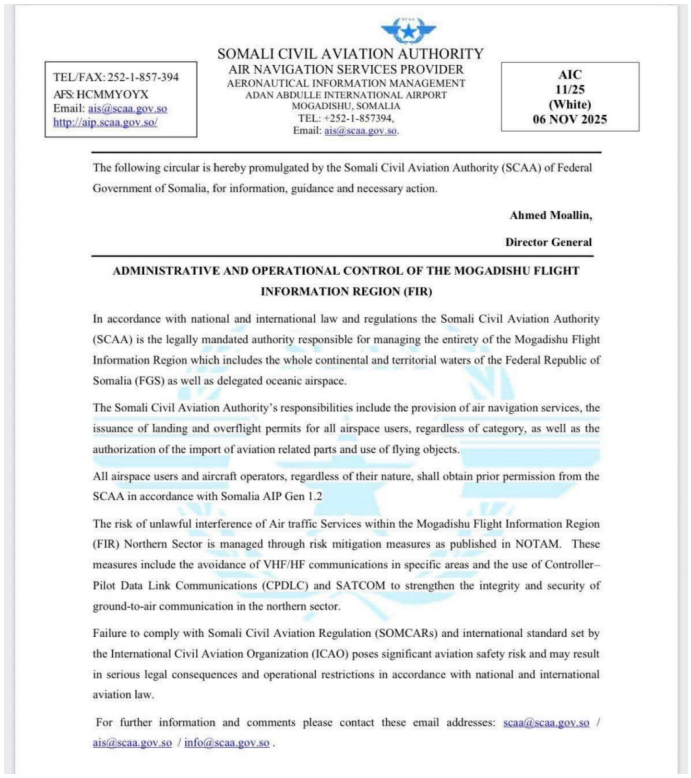



**Update Nov 2025: Somalia-Somaliland Airspace and Permit Dispute**

Be aware of an **ongoing authority dispute in the north of the HCSM/Mogadishu FIR**. Both Somalia and the self-declared state of Somaliland have issued conflicting instructions for overflights. From Nov 10, Somaliland says all flights require PPR from its own CAA, while Somalia has reaffirmed through an AIC that it controls the entire FIR and operators should follow its AIP.

Expect mixed messages on permit requirements near northern Somalia and the Hargeisa region. The Somali CAA remains the only internationally recognised authority for all Class A airspace above FL245 – be cautious of conflicting or unauthorised clearances.

For background on this long-running dispute and its impact on ATC safety, see safeairspace.net.



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11/25
(White)
06 NOV 2025

The following circular is hereby promulgated by the Somali Civil Aviation Authority (SCAA) of Federal Government of Somalia, for information, guidance and necessary action.

Ahmed Moallin,

Director General

**ADMINISTRATIVE AND OPERATIONAL CONTROL OF THE MOGADISHU FLIGHT INFORMATION REGION (FIR)**

In accordance with national and international law and regulations the Somali Civil Aviation Authority (SCAA) is the legally mandated authority responsible for managing the entirety of the Mogadishu Flight Information Region which includes the whole continental and territorial waters of the Federal Republic of Somalia (FGS) as well as delegated oceanic airspace.

The Somali Civil Aviation Authority's responsibilities include the provision of air navigation services, the issuance of landing and overflight permits for all airspace users, regardless of category, as well as the authorization of the import of aviation related parts and use of flying objects.

All airspace users and aircraft operators, regardless of their nature, shall obtain prior permission from the SCAA in accordance with Somalia AIP Gen 1.2

The risk of unlawful interference of Air traffic Services within the Mogadishu Flight Information Region (FIR) Northern Sector is managed through risk mitigation measures as published in NOTAM. These measures include the avoidance of VHF/HF communications in specific areas and the use of Controller–Pilot Data Link Communications (CPDLC) and SATCOM to strengthen the integrity and security of ground-to-air communication in the northern sector.

Failure to comply with Somali Civil Aviation Regulation (SOMCARs) and international standard set by the International Civil Aviation Organization (ICAO) poses significant aviation safety risk and may result in serious legal consequences and operational restrictions in accordance with national and international aviation law.

For further information and comments please contact these email addresses: scaa@scaa.gov.so / ais@scaa.gov.so / info@scaa.gov.so .



**Republic of Somaliland**

**Official Communiqué on Somaliland Airspace Management**

**For Immediate Release**
**Date: November 8, 2025**
**Issued in Hargeisa,**
**Republic of Somaliland**

The Government of the Republic of Somaliland, under the leadership of His Excellency Abdirahman Mohamed Abdillahi, President of the Republic of Somaliland, issues this communiqué following the High-Level Airspace Management Coordination Meeting held on 8 November 2025 at the Ministry of Civil Aviation and Airports Development (MOCAAD).

In light of recent developments concerning the management of Somaliland's airspace, and in response to the continued politicization and misuse of airspace control by the Federal Government of Somalia, the Government of Somaliland hereby declares the following national positions:

**1. Airspace Sovereignty and Safety;**

The Republic of Somaliland reaffirms its sovereign right to ensure the safety, security, and orderly management of all aviation activities within its national territory and airspace.

Somaliland is the legitimate and sole authority responsible for the technical operation and administration of its airspace, aerodromes, airport operations, flight information services, and navigational systems in full compliance with ICAO Annexes 2, 6, 10, 11, and 14.

**2. Somaliland Immigration and Visa Policy**

The Republic of Somaliland exercises full and independent control over its borders, ports, and airports. Visas issued by the Federal Republic of Somalia, are not valid for entry into Somaliland and will not be recognized under any circumstances.

All foreign nationals must obtain a valid Somaliland visa through the official Somaliland Visa and Immigration System, administered by the Ministry of Interior and Internal Security in coordination with the Ministry of Civil Aviation and Airports Development (MOCAAD).

Somaliland visas can be obtained upon arrival at designated entry points, including Hargeisa Egal International Airport (HGA) and Berbera International Airport (BBO), subject to standard immigration screening and clearance procedures.

Any individual attempting to enter Somaliland using a Somalia-issued visa will be denied entry and may face further immigration action in accordance with Somaliland's laws and regulations.

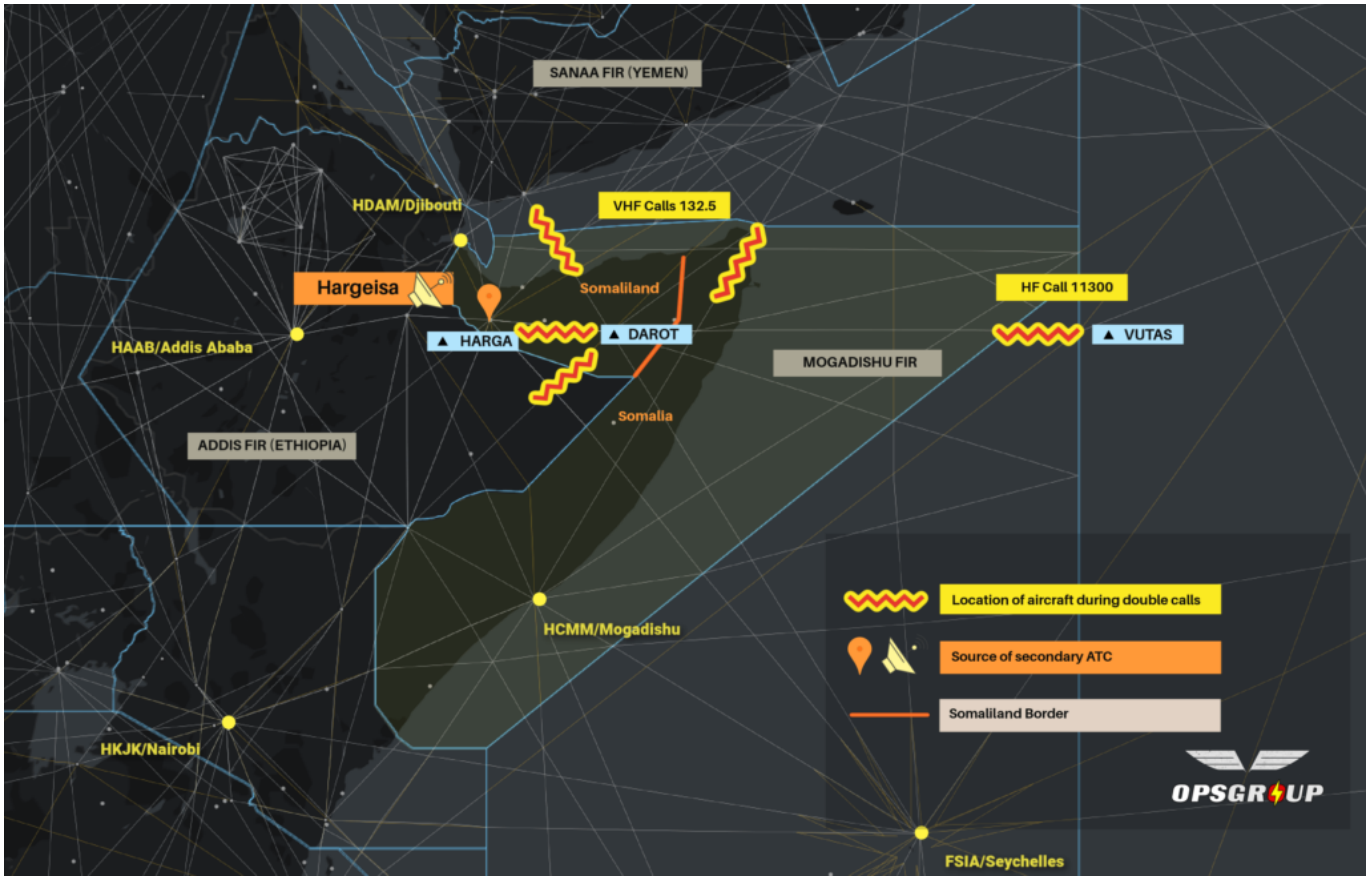
**Ongoing since Feb 2024: ATC Conflict in Somalia**

## Key information for Flight Crew

Over the weekend, OPSGROUP has received at least **10 reports** of aircraft within the Mogadishu FIR being contacted by a **'fake controller'** on the same frequency, issuing **conflicting instructions**.

**Crews have been issued climb and descent clearances** that are not from the sector controller. Incidents have been reported mostly in the northern part of Mogadishu airspace.

The situation emanates from a political **dispute between Somaliland and Somalia**, two different countries, though the former does not have international recognition. Both countries now claim authority over the Mogadishu FIR.

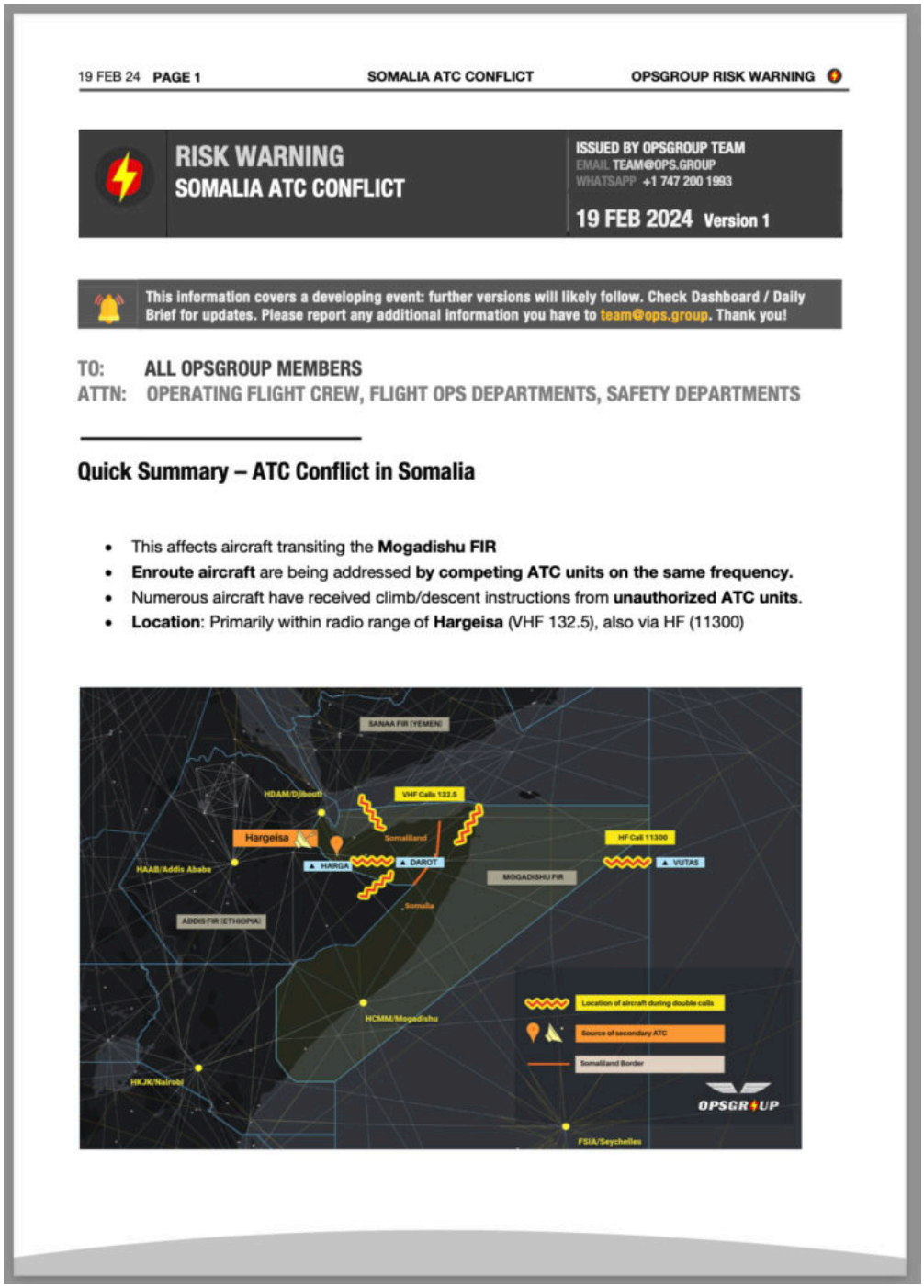



### Quick Summary – ATC Conflict in Somalia

- This affects aircraft transiting the **Mogadishu FIR**
- **Enroute aircraft** are being addressed by **competing ATC units on the same frequency**.
- Numerous aircraft have received climb/descent instructions from **unauthorized ATC units**.
- **Location**: Primarily within radio range of Hargeisa (VHF 132.5), also via HF (11300)

### OPSGROUP Members

In your Dashboard you'll find the full Risk Warning, including Crew Reports, Maps, Analysis, and Guidance. If you can't access, just email the team and we'll send you a copy.



19 FEB 24 **PAGE 1** SOMALIA ATC CONFLICT OPSGROUP RISK WARNING

**RISK WARNING**
**SOMALIA ATC CONFLICT**

ISSUED BY OPSGROUP TEAM
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WHATSAPP +1 747 200 1993
**19 FEB 2024 Version 1**

**This information covers a developing event: further versions will likely follow. Check Dashboard / Daily Brief for updates. Please report any additional information you have to team@ops.group. Thank you!**

TO: **ALL OPSGROUP MEMBERS**
ATTN: **OPERATING FLIGHT CREW, FLIGHT OPS DEPARTMENTS, SAFETY DEPARTMENTS**

**Quick Summary – ATC Conflict in Somalia**

- This affects aircraft transiting the **Mogadishu FIR**
- **Enroute aircraft** are being addressed **by competing ATC units on the same frequency.**
- Numerous aircraft have received climb/descent instructions from **unauthorized ATC units**.
- **Location**: Primarily within radio range of **Hargeisa** (VHF 132.5), also via HF (11300)

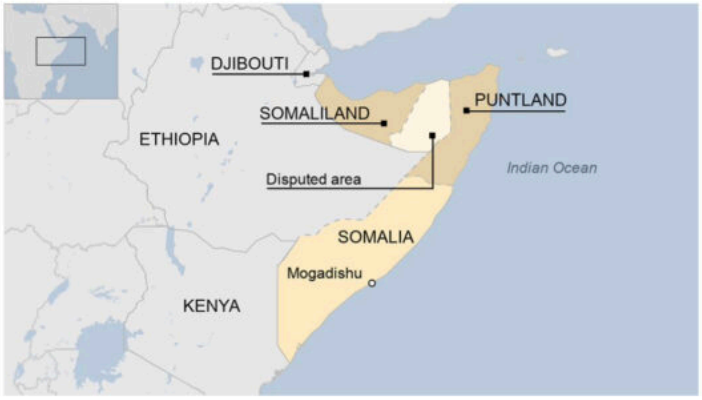


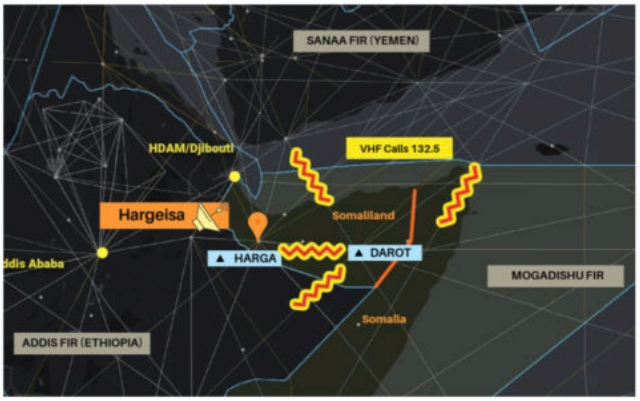
**Download the Risk Warning** (PDF, 9 pages, 2Mb)

## Analysis

(Excerpt from the **Risk Warning** in your dashboard)

The background to the situation is an escalating political dispute between Somaliland and Somalia. Somaliland has been an independent country since 1991, but without international recognition. Somaliland has to date maintained control over its airports, but Somalia controls the upper airspace from Mogadishu.




In January 2024, Ethiopia signed an agreement with Somaliland, essentially exchanging port rights on the Red Sea for recognition of their country. This was met with condemnation by Somalia. Somalia, in response, began restricting movements into Somaliland by way of denying airspace entry to the Mogadishu FIR in some instances. This has led to Somaliland declaring its right to exercise control over their airspace.

The net result is an airspace dispute between the two territories. Both Somalia and Somaliland now claim the right to control traffic. This is why crews have been contacted by other “controllers” on 132.5 (VHF) and 11300 (HF). Although it is likely that these other “controllers” are genuine Air Traffic Controllers, they are operating outside their area of jurisdiction as things stand.

Currently, the authority over the entire Mogadishu FIR is Mogadishu Control. They remain the sole authority to control, coordinate, and provide ATS services in the Upper FIR. The secondary transmissions are coming from Hargeisa in Somaliland. Although the motive for these transmissions can be understood, they present clear danger to enroute traffic. The transmissions appear to attempt to mimic Mogadishu rather than present as “Hargeisa Control”, “Somaliland Control”, or any clear differentiator from Mogadishu.

It would also appear from the reports that we have received, that the control instructions are not being issued to de-conflict traffic, but rather to create confusion. This may be an effort to draw attention to the airspace issue, but could have tragic consequences. For flight crews, we follow with some guidance to mitigate the situation.

The situation is volatile and may escalate. On Sunday, February 18, an AIS Officer from Somaliland, working in Mogadishu, was found dead at his home. His death appears related to this situation.

**Avoidance of Mogadishu airspace would provide ultimate safety, and if the situation continues, would be wise.**

[Excerpt, see full **Risk Warning** for crew reports received, maps, guidance]