

# Somalia joins the A Team

OPSGROUP Team

11 May, 2022



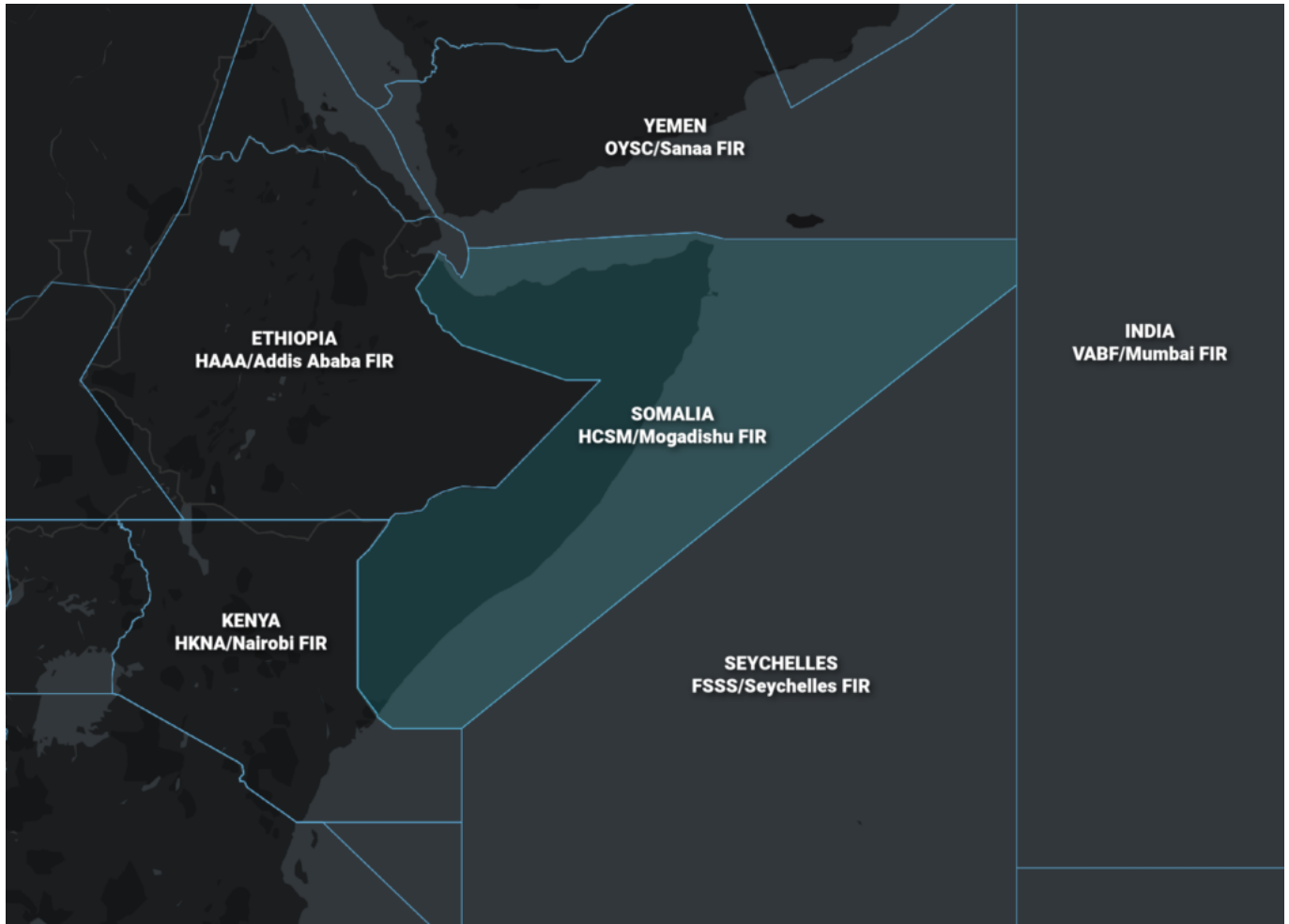
**Full ATC service is returning to Somalia!** The HCSM/Mogadishu FIR is currently Class G uncontrolled, which means a lot of fairly annoying IFBP calls to make. This is about to change though...

(Well, not the IFBP thing sadly, they recommend you continue these even during the trial period).

**From May 11 to September 21** they will be running a trial which will see the airspace from **FL245** up become Class A controlled airspace.

The trial will only be between **0300-1800z** (so during the day), but will cover the entire FIR including oceanic areas.

**Notam A0051/22** (A0028/22) advises on this, whilst **AIP SUP 02/22** has all the info (we're still waiting for a copy!)



The entire FIR will be Class A at and above FL245

### Who to talk to in Class A?

The following frequencies are your best bet:

- **VHF 132.5 MHz** if within 240NM of position MOGDU.
- **HF (Mogadishu Control)**
  - Day Primary 11300Khz
  - Day Secondary 8879Khz or 13288Khz
  - Night Primary 5517Khz
  - Nigh Secondary 11300Khz or 3467Khz
- **CPDLC** for those FANS1 equipped, logon address **HCSM**

If you lose comms, then the procedures are pretty standard. These are available in the Somalia SUP 05/2018. Or you have the full contingency plans to follow in SUP 03/22.

### SATCOM

Mogadishu have also re-confirmed their dedicated SATCOM numbers. Here they are:

- +252 6133 50047

- +252 6233 50047
- +252 1857 390
- +252 1857 391
- +252 1857 392
- +252 1857 393

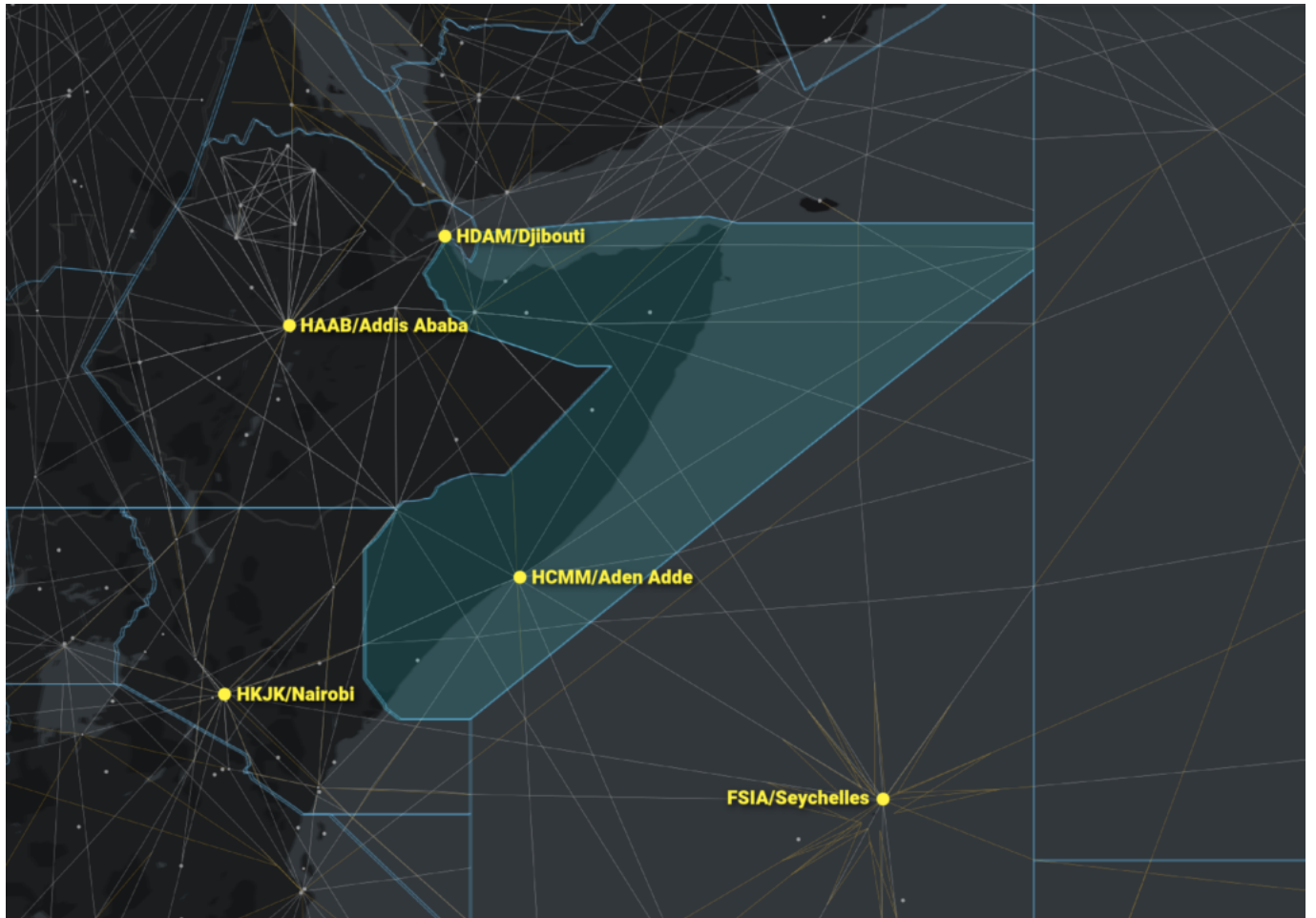
### **What's the difference between Class A and Class G?**

In a nutshell, Class A doesn't have VFR traffic in it, and you do need **ATC clearances**. Traffic will be provided with 10mins lateral/longitudinal separation and **2000' vertical separation** at and above FL410, 1000' at and below FL400

**Class G is uncontrolled** which means it is all procedural, deconfliction services and traffic advisory services only.

### **What's (less) new in Mogadishu.**

- Somalia still isn't the safest region to fly through. Major authorities **prohibit flights below (generally) FL260**, and recommend sticking to the oceanic routings rather than overflying the land. All the up to date airspace warnings are available on Safeairspace.
- IFALPA also published a bulletin back in 2018 talking about **procedures in the Mogadishu FIR**.
- We shared a bunch of stuff on the **general security threats and risks** in Somalia here. Currently airports in Somalia are basically off limits though due big safety concerns.



The Mogadishu FIR provides a major routing region for southern Africa.