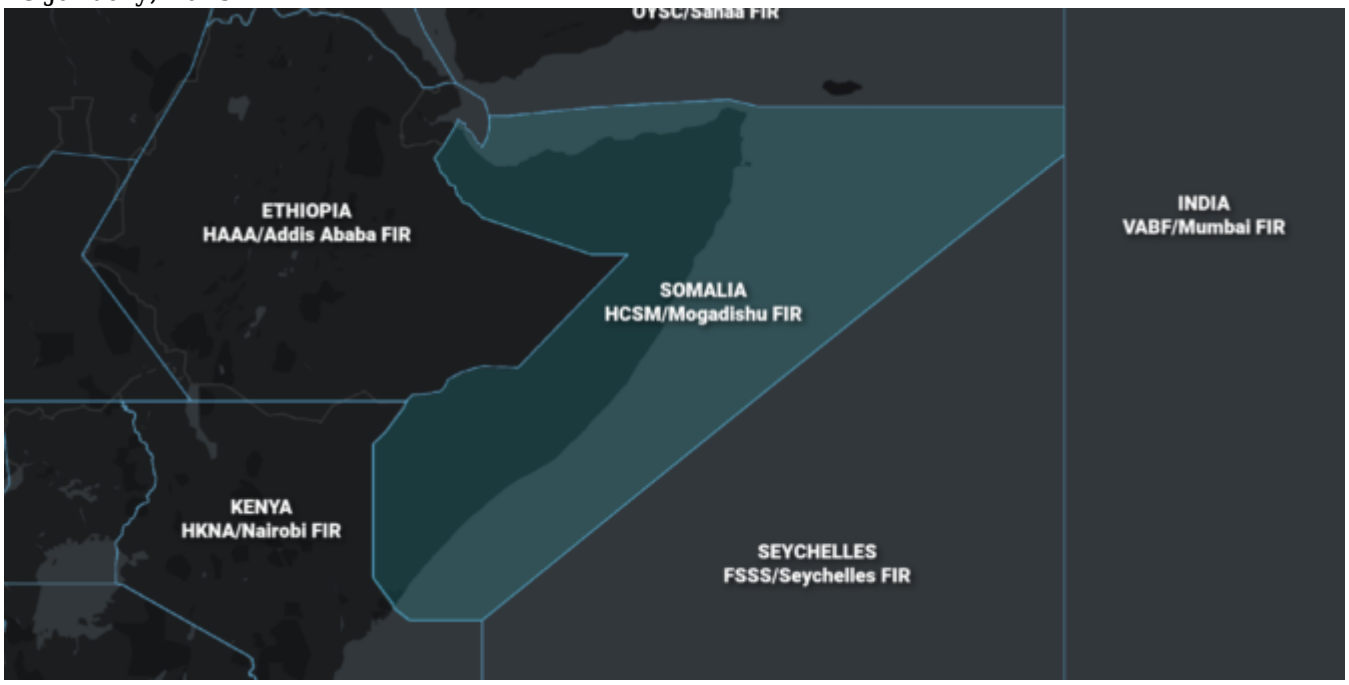
Mogadishu Wishes You a Class A New Year

OPSGROUP Team
23 January, 2023



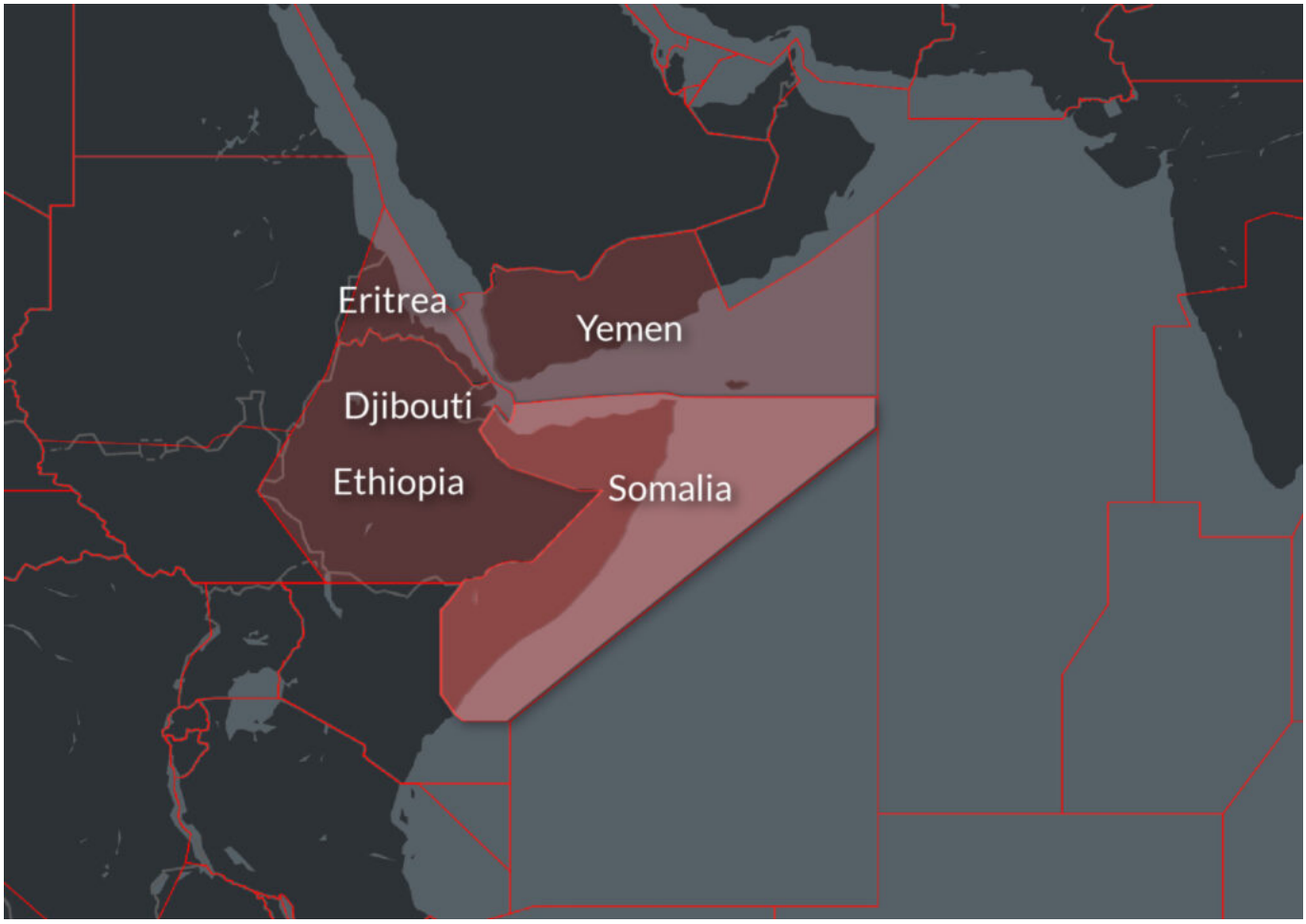
The Mogadishu FIR is that chunk of Somalian airspace which you have probably flown through if you regularly route from the Middle East to southern Africa.

Since 2022 they have been trialling the return of controlled airspace, and we have an update on that for you.

First up though, why are we interested in this FIR?

Somalia and its direct neighbours are all **fairly high risk regions in terms of airspace safety**. Yemen is a no fly zone, Eritrea and Djibouti are both fairly unstable, Somalia has issues with Al-Shabab, and the Tigray region in Ethiopia has an ongoing conflict to contend with.

So if we want to head from the Middle East into Africa or from Asia to Africa, we have to **make a fairly large detour** around these spots, or **risk overflying areas considered unsafe** and which also have limited diversion options due to safety and security concerns on the ground.



Somalia connects the Middle East and Asia to southern Africa.

Having part of the Mogadishu FIR available doesn't help fix the safety and security on the ground (or lack of diversion options) issue, but there are **airways which keep you over the oceanic region here**, which means the overflight safety risk is reduced, which means we don't have to detour as far.

So the HCSM/Mogadishu FIR offers a direct connection from the Mumbai FIR, and from Omani (Muscat) airspace into Africa.

But it has issues of its own?

That it does.

The situation on the ground in Somalia is highly unstable. The central government has little control of the major cities and ports, with ongoing attacks from extremist militants targeting civilians who continue to show an intent to target aviation interests. **The primary risk** is to overflying aircraft at the lower flight levels, which may be targeted by anti-aircraft-capable weapons.

What warnings should I know about?

- **The US prohibits flights across Somalia's airspace below FL260** (except for flights transiting the overwater portion of the airspace going to/from HDAM/Djibouti airport across the border in Ethiopia).
- Several other countries have issued airspace **warnings advising against operating below FL260** (Note UR401 SIHIL-AXINA is excluded from this by one authority).

There is also a **secondary risk** related to a lack of ATC service for overflights of the HCSM/Mogadishu FIR. The airspace was **Class G uncontrolled airspace** for sometime, requiring IFBP and HF comms (and a fair amount of looking out) for crew.

However, from 11 May 2022 they started trialling Class A airspace again, from FL245 each day from 0300-1800z.

Tell us more about this airspace then!

We wrote about the trials here.

From November 2022, they extended the **Class A operating hours to H24.**

From **26 Jan 2023** it will become full operational, fixed, permanent, sorted and set via AIP SUP 01/23 (no, we aren't sure where you can access that directly!).

HCSM/Mogadishu FIR Notam A0012/23 is the one with the info. It looks like this:

```
A0012/23 - TRIGGER NOTAM AIRAC AIP SUP 01/23 WEF 00:01 UTC 26 JAN 2023.
OPERATIONAL IMPLEMENTATION OF CLASS ''A'' AIRSPACE WITHIN THE MOGADISHU
FLIGHT INFORMATION REGION AT AND ABOVE FL245. 26 JAN 00:01 2023 UNTIL
08 FEB 23:59 2023. CREATED: 19 JAN 07:45 2023
```

It is worth noting they are still training ATC. This takes place from 0300-1800z, so go easy on the trainees if you're flying during those times.

The *"upgrading"* of the airspace is down to the Somalia Airspace Special Coordination Team (SASCT), comprising of the Somali CAA, IATA, ICAO, adjacent FIRs, and core RCG (Regional Coordination Group) airline team members. *Thanks folks!* They are going to monitor the progress and performance over the next 6 months so send in your feedback to IATA_AME@IATA.ORG

Tell us some comms stuff.

You have **VHF 132.5 within 240nm of MOGDU.** In case you can't find it, that's a point over **HCMM/Aden Adde** airport.

There are a whole bunch of **HF frequencies** as well:

- **Day 11300**/8879/13288
- **Night 5517**/11300/3467

They have **CPDLC** for FANS1 equipped folk. **Logon: HCSM.**

And they have a whole load of **SATCOM numbers** you can try if you get really stuck:

- +252 61 335 0046
- +252 62 3350047
- +252 1857390

- +252 1857391
- +252 1857392
- +252 1857393

What else do I need to know?

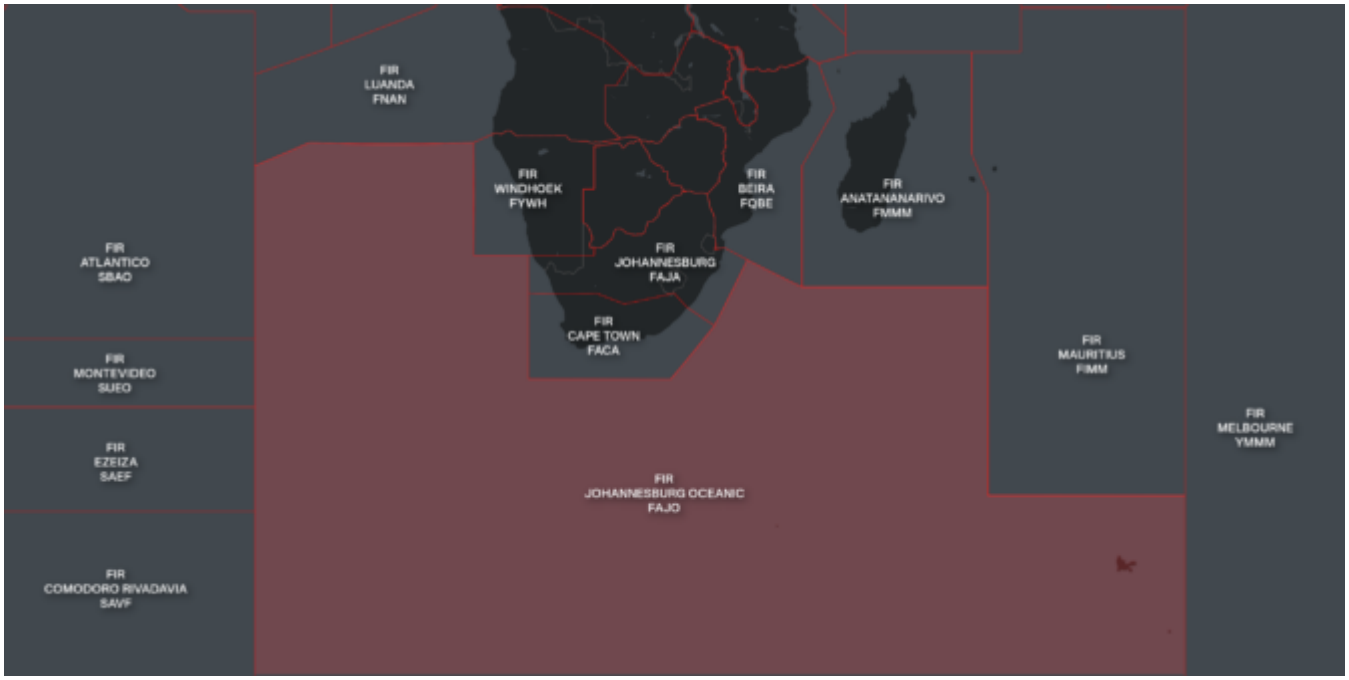
That is about it. There are **contingency procedures**, and fairly standard equipment and all that which you can read about in full in here.

We also say check your weather, check your fuel, check your alternates because there are not many options nearby if routing this way. You can find more information on airspace safety here.

Radio Mogadishu is not the same as Mogadishu radio.

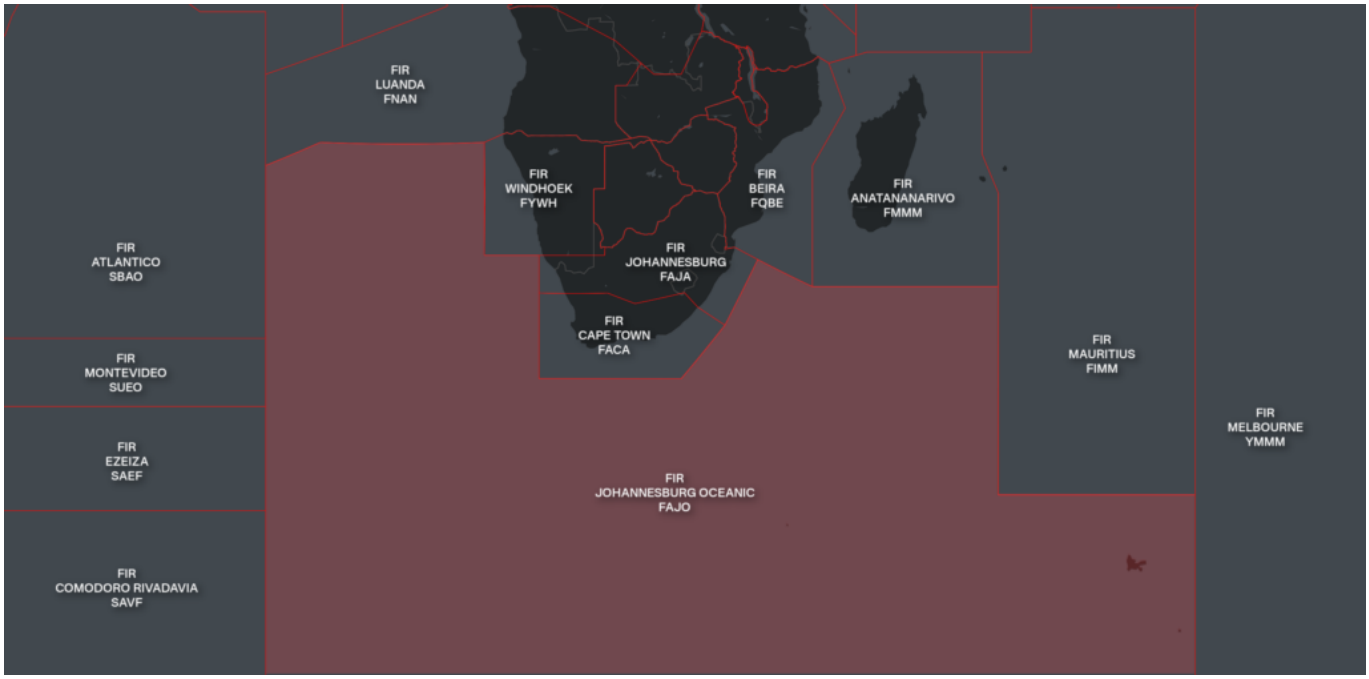
ATC radio outage in Johannesburg Oceanic

David Mumford
23 January, 2023



CPDLC has been fixed in the FAJO/Johannesburg Oceanic FIR following yesterday's outage. That's the only thing ATC have currently got to communicate with aircraft, as their radios have been out of action since November.

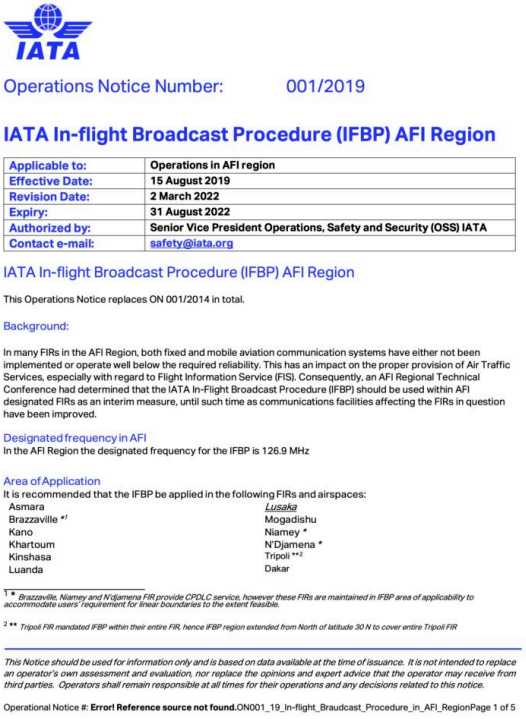
The FAJO/Johannesburg Oceanic FIR covers a pretty big chunk of airspace:



Aircraft not equipped with CPDLC will have to broadcast on the emergency **In-Flight Broadcast Procedure** (IFBP) VHF frequency 126.9, and maintain a continuous listening watch on 123.45. Here's the Notam for that:

A3931/22 - TRANS AND REC U/S. PRI COM IS CPDLC. ACFT NOT CPDLC/ADS-C EQUIPPED MUST BCST
AND MNT IFBP (IATA IN-FLIGHT BROADCAST PROCEDURE) ON 126.9 MHZ.
11 NOV 17:57 2022 UNTIL 31 DEC 23:59 2022 ESTIMATED. CREATED: 11 NOV 18:06 2022

You can check IATA's doc for a quick summary of IFBP here:



IATA

Operations Notice Number: 001/2019

IATA In-flight Broadcast Procedure (IFBP) AFI Region

Applicable to:	**Operations in AFI region**
Effective Date:	**15 August 2019**
Revision Date:	**2 March 2022**
Expiry:	**31 August 2022**
Authorized by:	**Senior Vice President Operations, Safety and Security (OSS) IATA**
Contact e-mail:	**safety@iata.org**

IATA In-flight Broadcast Procedure (IFBP) AFI Region

This Operations Notice replaces ON 001/2014 in total.

Background:

In many FIRs in the AFI Region, both fixed and mobile aviation communication systems have either not been implemented or operate well below the required reliability. This has an impact on the proper provision of Air Traffic Services, especially with regard to Flight Information Service (FIS). Consequently, an AFI Regional Technical Conference had determined that the IATA In-Flight Broadcast Procedure (IFBP) should be used within AFI designated FIRs as an interim measure, until such time as communications facilities affecting the FIRs in question have been improved.

Designated frequency in AFI
In the AFI Region the designated frequency for the IFBP is 126.9 MHz

Area of Application
It is recommended that the IFBP be applied in the following FIRs and airspaces:

Asmara	*Lusaka*
Brazzaville *[1]	Mogadishu
Kano	Niamey *
Khartoum	N'Djamena *
Kinshasa	Tripoli **[2]
Luanda	Dakar

[1] * *Brazzaville, Niamey and N'djamena FIR provide CPDLC service, however these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries to the extent feasible.*

[2] ** *Tripoli FIR mandated IFBP within their entire FIR, hence IFBP region extended from North of latitude 30 N to cover entire Tripoli FIR*

This Notice should be used for information only and is based on data available at the time of issuance. It is not intended to replace an operator's own assessment and evaluation, nor replace the opinions and expert advice that the operator may receive from third parties. Operators shall remain responsible at all times for their operations and any decisions related to this notice.

Operational Notice #: **Error! Reference source not found.**ON001_19_In-flight_Braudcast_Procedure_in_AFI_RegionPage 1 of 5

As far as we can tell, South Africa hasn't published its own Contingency Plan to help us work out what to expect when we're flying through their oceanic airspace and we can't reach ATC.

But ICAO harmonized the contingency procedures for all oceanic airspace worldwide back in 2020. The basic rule is this: **turn from the route by at least 30°, offset by 5 NM, stay at your current level or descend below FL290, then apply a cheeky little vertical offset.**

Power Outages

Power outages are an ongoing issue in South Africa. **Airports remain unaffected, directly**. However, yesterday's CPDLC outage coincided with a breakdown of several ESKOM powerplants. We aren't sure whether this was a coincidence on not.

The continued power outage crisis may lead to delays with certain services which have a knock on effect on your operation. The likelihood of civil unrest is also growing so caution on the ground in the country is recommended at this time.

We Need To Talk: Some Comms Hot-Spots to Look Out For

OPSGROUP Team
23 January, 2023

Communications in aviation are meant to be standard. **Everyone speaking the same language, in the same way.** Alas, alack, and unglücklicherweise, we all know **this ain't always the case**. Some areas have their own ways of doing things, others just seem to be difficult on purpose.

So here is a rundown of some of the places you might want to listen out for on your international adventures.

Er-can't hear you

If you are routing between the **Ankara FIR** and **Nicosia FIR** then you are going to need to look out for **Ercan Control**.

Ercan want to control an area over Northern Cyprus, but ICAO don't recognise their authority. So you'll probably have to **call each centre separately** as they don't like to talk to each other directly.

To make matters worse, you need to coordinate with Ankara and Nicosia **ten minutes before reaching their respective FIR boundaries**, which often means relaying via Ercan because Ankara can't hear you.

The waypoints to look out for are **TOMBI** (125.5) or **DOREN** or **VESAR** (126.3). **Call the next FIR 10 minutes before you reach these.**

Southbound is the messiest – make sure you **keep following the instructions from Ankara**, (or relayed by Ercan 126.7/ 126.9) until you reach these points. Once you do, there is a chance they will tell you you are now under Ercan control, which you should **politely acknowledge and then ignore.**

At this point, talk to Nicosia, **do what they instruct**, and once that's all sorted, then call Ercan as a courtesy to let them know what you're doing.

In Brief:

- **North** of TOMBI/DOREN/VESAR = **Ankara** controls you.
- **South** of TOMBI/DOREN/VESAR = **Nicosia** controls you.

You might have to relay info to Ankara via Ercan, and you might have to tell Ercan what you're doing in

Nicosia airspace, but remember – **Ercan don't have control!**

Asia old politics

This is just a plain old case of political rivals. Pakistan and India don't like talking to each other, which often means **they won't hand over to each other between their airspace.** So be sure to have the frequency ready – and a call to let the previous know that you're changing over at boundary is a good idea.

Pakistan Air Defence need to hear from you at least 15 minutes before you enter their airspace, and often ask for your ADC number.

There are different frequencies depending on where you're entering, but the main ones are Karachi 128.350 and Lahore 124.100.

A run in with Iran

Tehran are another strict **"call us first" airspace**, and they take it pretty seriously if you don't get in touch.

The Air Defence want a **10 minutes heads-up**. If you are departing out of a UAE airport, this probably means calling as soon as you pass 10,000ft.

ADIZ can be found on 127.900 and they're going to want to hear:

- Who you are
- Where you are going
- When you'll be reaching them
- What altitude you reckon you'll be at when you do
- Your squawk code

After relaying all this info to them you will probably get a cursory "call xxx", and that's that.

IFBPolite

Over some parts of Africa, there are more giraffes than there is radar coverage. **Big swathes of Africa have little control**, so you are going to need to do some **in-flight broadcasting** here.

It might sound like a chore, but numerous heavy and super jets route through here, and **not hitting their wake** is probably one the best reasons to work out where they are and when. (And if you're one of the big 'uns, then thinking of the little ones is a nice thing to do as well!)

Generally, one IFBP seems to wake everyone else up and triggers a bunch of others, and then you can get a good idea of where everyone is routing.

More info can be found in IATA's IFBP document, but here is a little **IFBP script** in case you need it:

Mumbai, Mumbai HF etiquette

The HF radio over Mumbai airspace is the bane of many a pilot's long-haul life. It often seems to defy all logic of night versus day frequencies, and is usually a trial and error situation to try and work out which one is working.

We found 10018 / 8879 / 5658 tend to have the best reception.

You will know when you do find the golden frequency, because you will hear the ear-aching scratchy hissing, overlaid with a dozen airplanes all calling at once and not listening out for each other.

So try to **avoid talking over another aircraft**, but be ready with your finger on the mic trigger for when a tiny pause occurs and you get your call in. The radio is rarely good at the best of times so **headsets are recommended.**

Mumbai also have CPDLC. The logon is VABF. But they only use it for specific routes. If you cannot get a hold of them, give their SATCOM a go on 441901 or 441920.

The lingo Down Under

Australia are like teenagers – **happy to text, but rarely do they actually want to talk to you.** Nearly all of the Upper Preferred Routes in Australian airspace use CPDLC. Which is actually great. But only if you've got it, and only if you get it right (you do need **RNP10** and **ADS-C/CPDLC** to route along these).

You can logon to YMMM/Melbourne or YBBB/Brisbane (15-45 minutes before) and when you enter, they like to receive a **position report**. From then on its very straightforward.

A593: The Akara Corridor

There's a bit of airspace off the coast from ZSPD/Shanghai known as the 'Akara Corridor', where **different ATC centres are responsible for the control of aircraft at various different crossing points.** South Korea (RKRR/Incheon) controls north-south flights here, while Japan (RJJJ/Fukuoka) controls east-west flights.

This area has always been unusual in that more than one center has had responsibility for controlling aircraft at different waypoints.

But on 11 Jan, 2021, ATC authorities in Japan, China and South Korea agreed to implement a proposal from ICAO regarding ATC management in this area – **so from 25 March, 2021, South Korea will control all flights in this area.**

Wild comms in Idlewild (JFK)

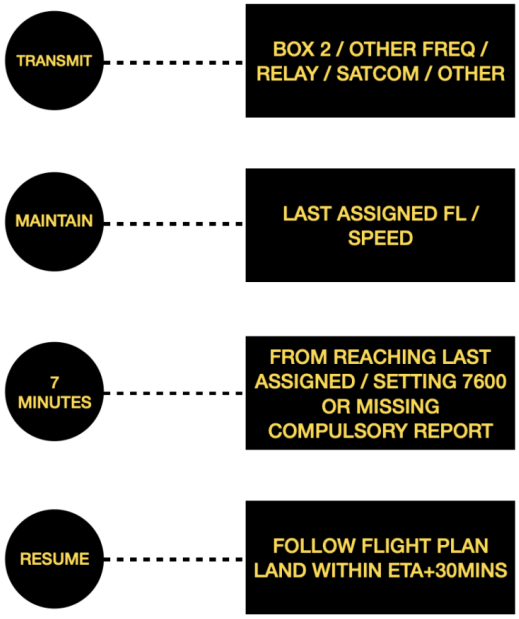
No briefing on 'The Comms Hot-Spots to Look Out For' would be complete without a mention of KJFK/New York controllers.

Granted, this is a busy airport, in busy airspace, but operating into JFK is not for the faint-hearted. **Controllers speak fast, only say what they need to say once, and get very mean very fast if you mess up.**

Expect multiple runway changes for landing, and on departure keep an eye on the ATIS because they won't always tell you if your departure runway changes, you'll just find out on the taxi.

There are quite specific when's and where's to call on the ground as well – once clear of the runway, check in with ground, but also apron to find out your gate and entry to the apron, because ground will probably want to know this, and sometimes the two don't seem to talk to each other.

Lost Comms



ICAO Doc 4444 contains the **standard lost comms procedure**. Some countries have their own versions too.

If you're in IMC:

- Maintain last assigned speed and level (or minimum flight altitude if higher) for 20 minutes after the point you failed to report at.
- Then follow your flight plan.

If you're in IMC and in an area with ATS surveillance:

- Maintain your last assigned clearance (minimum flight altitude if higher) for 7 minutes. The 7 minutes runs from when you first reach the last assigned altitude (because you lost your comms in the climb), from when you set 7600 (because you realised you'd lost comms while cruising), or from when you were unable to report at a compulsory point (you tried and it didn't work because your comms aren't working…)
- Then follow your flight plan.