

Recommended Procedures in the Mogadishu (HCSM) FIR

Please note: This Safety Bulletin replaces 17SAB03 - Operations in Somali Airspace

1. EXECUTIVE SUMMARY

Aircraft operating within Class G airspace:

- Do not receive Air Traffic Control Service. Effectively, ATC clearances do not apply within Class G airspace.
- Are not separated from each other. The Pilots in Command (PICs) are solely responsible for conflict detection and collision prevention.
- Are not required to communicate with the unit providing Flight Information Service.
- May deviate from routes and altitudes at their discretion and the PICs are solely responsible for conflict detection and collision avoidance.

Pilots should understand that they are responsible for separation and other aircraft may be operating at any altitude, on or off airways in their vicinity. These aircraft may or may not have operating transponders and TCAS. Only Flight Information Service will be provided within the Mogadishu (HCSM) FIR and clearances should not be requested.

Recommendations:

- Comply with IATA In-Flight Broadcast procedure.
- Attempt to contact Mogadishu Flight Information Centre through all available means. Mogadishu radio is the call sign of the FIS provider.
- Maintain a heightened state of awareness and highlight the importance of maintaining vigilance while transiting this airspace.
- Ensure that TCAS resolution advisory mode is ON.
- Aircraft with automatic offset tracking capability should apply SLOP when operating in the Mogadishu FIR.

2. BACKGROUND

In May 1996, ICAO launched a new initiative known as the Civil Aviation Caretaker Authority for Somalia (CACAS) to manage the country's airspace and provide basic aviation services. The CACAS operated from Nairobi to provide air navigation services on behalf of Somalia. CACAS later changed its name to Flight Information Services for Somalia (FISS) when its mandate expired in 2012 following the formation of the Somali Federal Government. To date, FISS, which uses the ICAO mandate, manages Somalia airspace.

In December 2017, the Somali government announced that it has officially regained control and management of its airspace after 27 years being run by ICAO regional office in Nairobi. The FISS office will completely move over to Mogadishu from mid-January 2018, and that equipment currently installed at the Nairobi FISS office will be dismantled and installed at other ‘Somalia’ aviation centers by March 2018 (possibly July 2018).

Once again, IFALPA has been made aware of the undesirable situation in the Mogadishu (Somalia) FIR. Event report trends indicate that flight crews and service providers may not be sufficiently familiar with the special considerations applicable to operations in uncontrolled airspace, such as Somalia’s Class G Airspace. The resulting confusion, coupled with other challenges, such as communication system failures, is increasing the risk of a mid-air collision occurring in that area.

3. CLASS G AIRSPACE

ICAO defines Class G airspace as airspace where:

- IFR and VFR flights are permitted and receive flight information service if requested.
- Flight Information Service - a service provided to give advice and information useful for the safe and efficient conduct of flights.

3.1 Aircraft operating within Class G airspace:

- **Do not receive Air Traffic Control Service.** Effectively, ATC clearances do not apply within Class G airspace.
- **Are not separated from each other.** The Pilot in Command (PIC) is solely responsible for detection and collision prevention.
- Are not required to communicate with the unit providing Flight Information Service. Considering this point, PICs should be aware that some aircraft in their vicinity may not be in communication with Mogadishu Radio.
- May deviate from routes and altitudes at their discretion and the PICs are solely responsible for conflict detection and collision avoidance.

3.2 Flight information service provided to flights shall include the provision of information concerning:

- Weather conditions reported or forecast at departure, destination, and alternate aerodromes.
- Collision hazards to aircraft operating in such airspace.

Note 1.

Collision hazard information, including only known aircraft, the presence of which might constitute a collision hazard to the aircraft informed, will sometimes be incomplete and air traffic services cannot assume responsibility for its issuance at all times or for its accuracy.

Note 2.

When there is a need to supplement collision hazard information provided in compliance with the above, or in case of temporary disruption of flight information service, traffic information broadcasts by aircraft may be applied in designated airspaces.

4. SUP 17/2017 23 MAR 2017/PERM. MOGADISHU FIR: GENERAL RULES AND FLIGHT PROCEDURES

The following general rules and flight procedures are applicable in Mogadishu FIR.

- Aircraft are required to contact Mogadishu Flight Information Centre (FIC) at least ten (10) minutes prior to the estimated time over the entry point of the Mogadishu FIR.
- A Ten (10) minutes longitudinal separation for aircraft at the same level provided by adjacent FIRs will be maintained within Mogadishu FIR to aircraft on same tracks or crossing tracks as specified in letters of agreements/procedures.
- All traffic inbound from Asmara FIR are required to contact Mogadishu FIC thirty (30) minutes before waypoint LUBAR or Mogadishu FIR boundary and to pass their forward estimates and revert back to the appropriate ATS unit.
- Aircraft unable to make position reports direct to Mogadishu FIC to request ground stations or other aircraft to relay the information.
- Aircraft departing from airfields within Mogadishu FIR where AFIS is not provided to file airborne flight plan with the FIC as soon as airborne.
- Aircraft landing at airfields within Mogadishu FIR where AFIS is not provided to make position report to Mogadishu FIC before changing to unmanned aerodrome frequency 132.5 mhz.