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**ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THE
MOGADISHU FIR AIRSPACE**

1. OBJECTIVE

- 1.1. This Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services (ATS) in the Mogadishu FIR in accordance with ICAO Annex 11- *Air Traffic Services* Chapter 2, section 2.30. The Contingency Plan provides the ATS Procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Mogadishu FIR.
- 1.2. This contingency Plan does not address arrangements for aircraft arriving and departing at airports within Somalia, or for domestic flight operations within the territory of Somalia.

2. CONTINGENCY ROUTE STRUCTURE

- 2.1. In the event of disruption ATS provided by Mogadishu ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level allocation scheme shall be introduced to minimise potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services, including surveillance.
- 2.2. The contingency route structure for international flights is detailed in below to this document. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash formation.
- 2.3. In regard to domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart domestic operations will be made by the Contingency Coordinating Committee (CCC)
- 2.4. Aircraft on long-haul international flights and special operations (e.g. Search and Rescue, State Aircraft, humanitarian flights etc), shall be afforded priority for levels starting from FL290 and above
- 2.5. International and domestic operators affected by the suspension of all operations from major airports in Somalia by the relevant ATS Unit when operations may be resumed, and flight planning information will be made available pertaining to those airports. International flights which have

received such approval may be required to file flight plans via domestic routes to join international contingency routes.

2.6. International operators may elect to route around the Mogadishu FIR if this will satisfy operational requirements of their companies. In such instances, the contingency routes to be used will be provided by States providing air traffic services in the adjacent FIRs concerned.

2.7. Contingency Routes

Present ATS Route	Contingency Route Number	Contingency Routings	FLAS	Minimum Longitudinal Separation	FIRs Involved
UM306	CR1	KESOM-TULAP-MOGDU -DUSTO-EMALU-AMPEX -NABAM-ORLID	Eastbound FL330 Westbound FL360/400	15 minutes	Nairobi Mumbai
UL437	CR2	ITMAR-RAGGS-MOGDU -BUBEM-VEDET	Eastbound FL350/390 Westbound FL340/380/430	15 minutes	Nairobi Sana'a
UM665	CR3	ITLOX-RAGGS-TULAP -MAV	Eastbound FL310/370/410 Westbound FL 280/320	15 minutes	Seychelles Addis Ababa
UN304/UR775	CR4	APKAK-MOGDU-SOLUL -ALNAB-HARGA-APKIX	Eastbound FL310 Westbound FL280/320	15 minutes	Seychelles Addis Ababa
UT382/UW885	CR5	ORLID-AVEDA-DAROT-HARGA-ARSHI	Eastbound FL290/370/410 Westbound FL360/400	15 minutes	Mumbai Addis Ababa
UR401	CR6	AXINA-AMPEX-EPsIV	Eastbound FL310/350/390	15 minutes	Sana'a Seychelles

		-EVEBU-EKBEL-SUHIL	Westbound FL340/380/430		
UB403	CR7	MUSBI-DAROT-AXIKU -BOMIX	Eastbound FL310/350/390 Westbound FL340/380/430	15 minutes	Addis Ababa Sana'a
UB404	CR8	ARSHI-HARGA-MERMI -DEMGO	Eastbound FL350/390 Westbound FL340/380/430	15 minutes	Addis Ababa Sana'a
UM306/UT253	CR9	KESOM-TULAP-MOGDU -ESTOK	Eastbound FL330 Westbound FL300	15 minutes	Nairobi Seychelles

3. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

3.1. Reduced ATS and provision of Flight Information Service

3.1.1. During the contingency critical period, air traffic services (ATS), including air traffic control (ATC) may not be available, particularly with regard to availability of communications and surveillance services. In cases where such services are not available, a NOTAM will be issued by SCAA or adjacent ACCs, providing the relevant information, including an expected date and time of resumption of services. The Contingency Plan provides for limited flight information and alerting services to be provided by adjacent ACCs.

3.1.2. Flight information service (FIS) and Flight monitoring will be provided by the designated ATS authorities for the adjacent FIRs on the contingency routes that enter their respective FIRs.

3.1.3. The primary means of air-ground communication will be VHF radio except for aircraft operating automatic dependence surveillance (ADS) and controller/pilot data link communication (CPDLC) systems where this has been established and is fully operational. Where CPDLC has been established, this will become the secondary means of communication with VHF/HF as primary.

3.2. ATS Responsibilities

3.2.1. During the early stages of a contingency event, the Mogadishu ACC may become overloaded which may require tactical action to be taken in order to re-route aircraft on alternative routes that are not included in this Plan

- 3.2.2. In the event that ATS cannot be provided within the **Mogadishu** FIR, SCAA shall publish the corresponding NOTAM indicating the following:
- a) Time and date of the beginning of the contingency measures.
 - b) Airspace available for overflying traffic and airspace to be avoided.
 - c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR and FIS), including an expected date of restoration of services if available.
 - d) flight level allocation scheme (FLAS) if different from those defined in this document.
 - e) Information on the provisions made for alternative services.
 - f) ATS contingency routes.
 - g) Procedures to be followed by neighbouring ATS units.
 - h) Procedures to be followed by pilots; and
 - i) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

3.3. In the event that the SCAA is unable to issue the NOTAM, the Neighbouring FIRs of Addis Ababa or Nairobi will take action to issue the NOTAM pertaining to the closure of the airspace upon notification by ICAO ESAF Regional Office.

3.4. Aircraft Separation

- 3.4.1. Separation criteria will be applied in accordance with the *Procedures for Air Navigation Services- Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).
- 3.4.2. The minimum longitudinal separation applicable will be 15 **minutes**

3.5. Level Restrictions

- 3.5.1. Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

3.6. Other measures

- 3.6.1. Other measures related to the closure of airspace and the implementation of the contingency plan for the Mogadishu FIR be taken as follows:
- a) Suspension of all VFR operations.
 - b) Delay or suspension of general aviation IFR operations; and
 - c) Delay or suspension of commercial IFR operations.

3.7. Aircraft position reporting

3.7.1. Pilots will continue to make routine position reports in line with normal ATC reporting procedures. Pilots shall also use the IFBP VHF frequency 126.9Mhz when making routine position reports.

3.8. Procedures to be followed by Mogadishu ACC and adjacent ATS Units

3.8.1. Mogadishu ACC and adjacent ATS units will follow their emergency operating procedures and activate the appropriate level of contingency procedures in line with operational *Letters of Agreement*. These procedures shall include the following:

- a) The Mogadishu ACC, on determining that air traffic services may be reduced due to a contingency event, will inform pilots accordingly. In the event of incapacitation of the operations room/building, the appropriate emergency procedures will apply and time permitting, controllers will make an emergency evacuation transmission on the radio frequency or frequencies in use providing pilots with alternate means of communication.
- b) During the period when the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Mogadishu ACC, via the AFTN using normal procedures.
- c) On notification of a contingency situation by SCAA, ICAO, or the appropriate alternate authority of an adjacent FIRs, the ATS authorities operating the ACCs of the adjacent FIRs will activate the contingency procedures in accordance with their respective Letters of Agreement.
- d) The adjacent ACCs responsible for aircraft entering and transiting the Mogadishu ACC, must communicate to concerned ATS units not less than 30 minutes before hand, the estimated time over the Mogadishu FIR boundary entry points.
- e) The adjacent ACCs responsible for aircraft entering the Mogadishu ACC, will instruct pilots to maintain the last flight level assigned and speed or as per flight level scheme allocation in force while overflying the Mogadishu FIR.
- f) The adjacent ACCs responsible for aircraft entering the Mogadishu FIR will not authorize any change in flight level or speed later than 10 minutes before the aircraft enters the Mogadishu FIR, except in the case specified in (h) below.
- g) The adjacent ACCs responsible for aircraft entering the Mogadishu FIR will inform all aircraft, prior to entering the Mogadishu FIR, that they must communicate with the next ATC unit at least 10 minutes before the estimated time over the Mogadishu FIR boundary exit points, or as may be agreed by the accepting ATS unit; and

- h) Operators may also choose to route around the Mogadishu FIR, and the controlling authorities of the neighbouring FIRs concerned will provide alternative contingency routes as appropriate.

4. TRANSITION TO CONTINGENCY SCHEME

- 4.1. During times of uncertainty when airspace closure seems possible, aircraft operators should be prepared for a possible change in routing while en-route. They should therefore have familiarization of the alternative routes outlined in the contingency plan as well as what may be promulgated by a State via NOTAM or AIP.
- 4.2. In the event of airspace closure that has not been promulgated, ATC will, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.
- 4.3. ATS providers should recognize that when closures of airspace are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.
- 4.4. The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units.

5. PILOTS AND OPERATOR PROCEDURES

- 5.1. Aircraft overflying the Mogadishu FIR shall follow the following procedures:
 - a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme (FLAS) applicable to the route(s) being flown as specified in **Appendix C** to this document.
 - b) flights are to file flight plans using the Contingency Routes specified in this document, according to their airport of origin, routing, and destination.
 - c) Pilots are to keep a continuous watch on the specified contingency radio frequencies as specified in the *Letters of Agreement* and transmit position information and estimates in accordance with normal ATC position reporting procedures using the English language.
 - d) Pilots are to maintain during their entire flight time within Mogadishu FIR, the flight level last assigned by the last ACC or ATS unit responsible for the provision of ATC service, prior to the aircraft entering the Mogadishu FIR. In the event that the last assigned flight level does not correspond to the flight level allocation scheme (FLAS) applicable to the Mogadishu Contingency Plan, the pilot should establish contact with the ATS unit responsible for the provision of service to clarify, and if unable, shall adjust to the FLAS as soon as possible once in the contingency airspace. The pilot shall, under no circumstances, change this level and Mach number, except in cases of emergency and for flight safety reasons. In addition, the last SSR

transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000.

- e) Aircraft are to reach the flight level last assigned by the responsible ACC at least **10 minutes** before entering the Mogadishu FIR or as otherwise instructed by the appropriate ATC unit in accordance with the *Letters of Agreement*.
- f) Pilots are to include in their last position report prior to entering the Mogadishu FIR, the estimated time over the entry point of the Mogadishu FIR and the estimated time of arrival over the relevant exit points of the Mogadishu FIR.
- g) Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, **10 minutes** before the estimated time of arrival over the FIR boundary exit points of Mogadishu FIR.
- h) Whenever in-flight emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Mogadishu FIR, pilots are to climb or descend well to the right of the centreline of the contingency route, and if deviating outside the Mogadishu FIR, to immediately inform the ACC responsible for that airspace. Pilots are to make blind transmissions on 121.5 MHz and 126.9 MHz of the relevant emergency level change message, indicating the aircraft call sign, the aircraft position, the flight levels being vacated and crossed, etc);
- i) Recognizant of the fact that not all operational circumstances can be addressed by this Contingency Plan, pilots are to maintain a high level of alertness when operating in the Mogadishu contingency airspace and take appropriate action to ensure safety of flight; and

5.2. Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3 and the requirement of SOMCARs of the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations.

5.3. Pilots should maintain continuous listening watch on emergency frequencies 406 MHz and 121.5 MHz and IFBP frequency 126.9 MHz and should operate their transponder at all times during flight within the Mogadishu FIR. Transponders should be set on a discrete code assigned by ATC or select code A2000 if ATC has not assigned a code.

5.4. If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures.
- b) Notify, if possible, the appropriate ATS unit.

- c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5Mhz; and
- d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS unit.

5.5. If any instructions received by radio from any source that is in conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

6. COMMUNICATION PROCEDURES

6.1. Procedures for Reduced/Loss of Radio Communication

- 6.1.1. When operating within the contingency airspace of Mogadishu FIR, pilots should use normal radio communication procedures where ATS services are available or as otherwise notified by NOTAM.
- 6.1.2. If communication is lost on the normal ATS frequencies allocated, pilots should try the next applicable frequency, e.g., if en-route contact is lost then try the next appropriate handover frequency. It should be expected that loss of communication may be temporary. As such, if following the loss of communication pilots are still unable to establish two-way radio communication on other frequencies, pilots should consider periodic attempts on the frequency on which two-way radio communication was lost. In any case, in the absence of two-way communication with ATC, pilots should continue to make routine position reports on the appropriate frequencies, and broadcast positions on the specified contingency frequencies.

6.2. Communication frequencies

- 6.2.1. A list of frequencies to be used for the contingency routes and the ATS units providing flight information service (FIS) and air-ground communication monitoring for the Mogadishu FIR is as follows:
 - a) **Mogadishu ACC Primary**
 - VHF Freq: 132.5Mhz
 - HF day Freq: 11300 Khz or 13288 Khz
 - HF Night Freq: 11300 Khz or 5517 Khz
 - b) **Mogadishu (ACC) Secondary**
 - a) CPDLC logon HCSM

7. RESPONSIBILITY OF THE ACCREDITED ICAO REGIONAL OFFICE (ESAF)

7.1. The ICAO ESAF Regional Office which is accredited to the State of Somalia will:

- 7.1.1. Closely monitor the situation and coordinate with all affected States and organizations including the IATA Regional Office, so as to ensure to the extent practical the continuity of air navigation

and the provision of air navigation services to international air traffic in the AFI Region area of accreditation.

- 7.1.2. Note any incidents reported and provide support to SCAA in taking appropriate action.
- 7.1.3. Aid as necessary on any issues with the Civil Aviation Administrations involved with and supporting the Mogadishu Contingency Plan; and
- 7.1.4. Keep the President of the Council of ICAO, the Secretary General, Director Air Navigation Bureau, and Chief Air Traffic Management in Montreal continuously informed on developments, including activation and termination of the Mogadishu Contingency Plan.
- 7.1.5. closely monitor the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the AFI Region.
- 7.1.6. take note of any incidents reported and take appropriate action.
- 7.1.7. provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and
- 7.1.8. keep ICAO Headquarters continuously informed on developments, including activation of the contingency plan.

MOGADISHU CONTIGENCY ROUTES

