



Operations Notice Number: 003/2018

Title:	Relocation of Mogadishu Flight Information Centre
Applicable to:	Operations in AFI Region
Effective date:	15 June 2018
Expiry:	15 December 2018
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Relocation of Mogadishu Flight Information Centre

The Flight Information Service of Somalia (FISS) is relocating from the Flight Information Centre (FIC) in Nairobi to the new FIC at Aden Adde International airport, Mogadishu with effect from the 15 June 2018.

As a result of this change, there is a need for operators to exercise heightened vigilance during the transition period and ensure that crews are fully briefed regarding the applicable published Somalia AIP Supplements (<https://www.icao.int/ESAF/FISS/Pages/default.aspx>) as well as the IATA Operations Notice Number ON001/2017 published on the 21st March 2017 (http://www.iata.org/whatwedo/safety/Documents/Operational-Notices/ON_001_17_Operations_in_Somali_Airspace.pdf) and any other requirements particular to your terms of operations as per your Air Operator's Certificate. Some of these issues have been highlighted below.

Regarding Somalia AIP SUP 60/2018: Relocation of Mogadishu Flight Information Center (FIC) services from Nairobi, Kenya to Mogadishu, Somalia and NOTAM A0027/18

At 1100Z, 15 June 2018 Flight Information Services within the Mogadishu FIR, HCSM, shall be fully provided from the new Mogadishu FIC in Somalia, radio call sign Mogadishu Radio.

It is critical that operators review and assess the hazards and risks of operations within the Mogadishu Flight Information Region (FIR) through company safety management systems (SMS) and ensure crews are familiar with the special considerations applicable to operations in uncontrolled airspace such as that of Somalia's Class G airspace.

Operators should consider the recommendations below and adopt, at their sole discretion, after SMS evaluation, those practices required to mitigate their identified operational risk to a level that is as low as reasonably practical.



Operators are reminded that:

Somalia's airspace, designated as the Mogadishu FIR (HCSM) is Class G airspace, commonly known as "uncontrolled 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 for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

In Class G airspace:

- The Pilot in Command (PIC) is solely responsible for aircraft separation, conflict detection and collision prevention at all times
- No Air Traffic Control Service is provided. Effectively, ATC clearances do not apply within Class G airspace.
- Aircraft 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.
- Aircraft may deviate from routes and altitudes at their discretion and the PICs are solely responsible for conflict detection and collision avoidance.

Recommendations:

It is recommended that airlines operating within the Mogadishu FIR at a minimum:

1. Perform a robust risk assessment of operations in or through Somali airspace to ensure an acceptable level of risk. Include a contingency in the event of TCAS failure en-route.
2. Reinforce crew awareness of the characteristics and procedures related to operating in Class G airspace, with specific focus on flight crew responsibility in Class G airspace. In particular, crews 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.
3. Pilots should understand that only Flight Information Service will be provided within the HCSM FIR and clearances should not be requested.
4. Instruct their pilots to:
 - a. Comply with IATA In-Flight Broadcast Procedure (ref. Somalia AIP SUP 62/2018)
 - b. Attempt to contact Mogadishu Flight Information Center through all available means. Mogadishu radio is the callsign of the FIS provider.
 - c. Maintain a heightened state of awareness and highlight the importance of maintaining vigilance while transiting this airspace.
 - d. Ensure that TCAS resolution advisory mode is ON and servicable.
 - e. Aircraft with automatic offset tracking capability shall apply SLOP when operating in the Mogadishu FIR.



f. Full flight crew compliment should be maintained on the flight deck whilst transiting the Mogadishu FIR.

Regarding Somalia AIP SUP 61/2018: Operational trials for the Implementation of Data Link service in Mogadishu Flight Information Region (FIR), and HCSM NOTAM A0026/18

The AIP Supplement informs that Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance- Contract (ADS-C) Data link applications will be available to FANS1/A equipped aircraft operating in the Mogadishu FIR, during the operational trial basis, effective 19 July 2018.

The CPDLC/ADS-C data link applications will be available to participating FANS 1/A equipped aircraft, in both continental and oceanic area as a secondary means of communication.

Details of the operational CPDLC/ADS-C trial can be found in Somalia AIP Sup 61/2018 on <https://www.icao.int/ESAF/FISS/Pages/default.aspx>

It should be noted that the Mogadishu FIR remains class G airspace (no ATC Services are provided) and that IFBP is still required notwithstanding the CPDLC/ADS-C trial.

Conclusion

This information is provided to enhance safety awareness and promote safe operation during this transition of Mogadishu FIC. Members are requested to continue reporting issues and safety events while operating in this area.

Not For Navigation - Airspace Illustration Only

