



ICAO

**ATM CONTINGENCY PLAN**  
**(AFI) AFRICA AND INDIAN OCEAN REGION.**

Version 1, July 2019

# Responsibility for granting of over-flight clearance in a contingency situation



# OVFC Permissions-Contingency Plans

## Article 5: Responsibility for granting of over-flight clearance

(Name of State/FIR/ACC) shall be responsible or is delegated to grant approval for the overflight over (Name of State/FIR or airspace) during the period of level 2 contingency.



**ATM CONTINGENCY PLAN**  
(AFI) AFRICA AND INDIAN OCEAN REGION.

### ➤ Level 2 Contingency

- Total failure of ATM system or Navigation system
- State require assistance from ATSU in another State
- Operators may fly within affected airspace
- Contingency routes or simplified route network apply

### ➤ OVFC permissions request

- Emergency OVFC permission required for operators
- 'File n Fly' best option (incl. in NOTAM)
- Simple | standard emergency approval process
- Review AFI ATM CP proposed to the workshop



# OVFC Permissions-Contingency Plans



**ATM CONTINGENCY PLAN**  
(AFI) AFRICA AND INDIAN OCEAN REGION.

## ➤ Level 3 Contingency

- Unavailability of affected airspace
- Affected airspace is NOT safe
- Affected airspace is NOT safe
- Avoidance of airspace initiated by operators

## ➤ OVFC permissions request

- Emergency OVFC permission required for operators
- 'File n Fly' best option (incl. in NOTAM by States concerned)
- States to implement simplified emergency approval process
- AFI ATM CP to agree on a standardized approval process

# OVFC Permissions-Contingency Plans

## ➤ 'File n Fly'

- In order to ensure safe and efficient flow of international traffic in case of activation of contingency plan in level 2 & level 3; the concerned states shall provide blanket approvals for overflying traffic.

*An ICAO flight plan filed at least 60 minutes before EOBT by the operator shall be considered as adequate for the purpose of overflight clearance.*

## ➤ 'Simplified & Standardized'

*A simple online application form with the following details is required as a notification only;*

- a) Name of operator*
- b) Aircraft type and registration*
- c) date and time of arrival at, and departure from, the airport concerned;*
- d) Purpose of flight*



ATM CONTINGENCY PLAN  
(AFI) AFRICA AND INDIAN OCEAN REGION.



# OVFC Permissions-Best in Class

## 2. Scheduled flights

### 2.1 General

2.1.1 For regular international scheduled flights operated by foreign airlines into Seychelles, the following requirements must be met:

- a) the States of the airlines must be a party to the International Air Services Transit Agreement and /or the International Air Transport Agreement.

### 1.2.1.6 Conditions of navigation in EMIRATES FIR / EMIRATES UIR for civil flights

1.2.1.6.1 Subject to the observance of the applicable rules, conditions, payment of en - route navigation charges and limitations set forth in this document and in legislation described below in GEN 1.2.1.7, foreign civil aircraft registered in any foreign country which at the time is a member of the International Civil Aviation Organization may be navigated in the EMIRATES FIR / EMIRATES UIR. There is no requirement to request overflying permission for such aircraft, provided the above conditions are fulfilled.

### Overflight and Non Traffic Stops

Prior permission is not required for scheduled flights by aircraft registered in countries that are parties to the International Air Services Transit Agreement (IASTA) or where the relevant UK bilateral Air Services Agreement allows overflying the UK or making stops for non-traffic purposes. Prior permission is, however, required for such flights by aircraft registered in countries that are not party to IASTA or where the relevant bilateral Air Services Agreement does not provide for either first and second freedom rights and should be sought in accordance with the procedure set out in paragraph 2.2.

## 2.3 Overflight and Non-Traffic Stops Permit

2.3.1 Prior permission is not required for scheduled flights by aircraft registered in States that are parties to the International Air Service Transit Agreement (IASTA) or where bilateral air services agreement allows for overflying.

2.3.2 An ICAO flight plan filed at least 60 minutes before EOBT by the operator shall be considered as adequate for the purpose of overflight clearance. Operators shall include the

Thank you

