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AIP SUPPLEMENT  
S 02/14  
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## SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE OF SEYCHELLES FIR

### 1.0 Introduction

1.1 The purpose of this AIP supplement is to detail the procedures applicable for in-flight contingencies in Seychelles oceanic airspace.

1.2 Although all possible contingencies cannot be covered, the procedures outlined in para 2.0 and 3.0 provide for the more frequent cases such as:

- a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;
- b) En-route diversion across the prevailing traffic flow; and
- c) Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

1.3 With regard to 1.2 a) and b) above, the procedures are applicable primarily when rapid descent and/or turn-back or diversion is required. The pilot's judgment shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

### 2.0 General procedures

2.1 If an aircraft is unable to continue the flight in accordance with its air traffic control clearance and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2.2 The radio-telephony distress signal (MAYDAY) or urgency signal (PAN-PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

2.3 If prior clearance cannot be obtained, until a revised clearance is received the following contingency procedures should be employed and the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem. In general terms, the aircraft should be flown at a flight level and on an offset track where other aircraft are least likely to be encountered. Specifically, the pilot

shall:

- a) Leave the assigned route or track by initially turning at least 45 degrees to the right or to the left, in order to acquire a same or opposite direction track offset 15 NM (28 km) from the assigned track center-line. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:
  - 1) the direction to an alternate airport;
  - 2) terrain clearance;
  - 3) any strategic lateral offset being flown; and
  - 4) the flight levels allocated on adjacent routes or tracks;
- b) Having initiated the turn:
  - 1) if unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible (pilots should take into account the possibility that aircraft below on the same track may be flying a 1 or 2 NM strategic lateral offset procedure (SLOP)) and select a final altitude which differs from those normally used by 150 m (500 ft) if at or below FL 410, or by 300 m (1 000 ft) if above FL 410;

Or;

- 2) if able to maintain the assigned flight level, once the aircraft has deviated 19 km (10 NM) from the assigned track centreline, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft), if at or below FL 410, or by 300 m (1 000 ft) if above FL 410;

- 2.3.1 Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions, on the frequencies in use and on 121.5MHz (or a backup, or the inter-pilot air to air frequency 123.45MHz);
- 2.3.2 Maintain a watch for conflicting traffic visually and by reference to ACAS (if equipped);
- 2.3.3 Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- 2.3.4 Keep the SSR transponder on at all times; and
- 2.3.5 Take action as necessary to ensure the safety of the aircraft.

*Note: When leaving the assigned track to acquire and maintain the track laterally separated by 10NM (19KM), the pilot should, where practicable avoid bank angles that would result in overshooting the track to be acquired.*

## **2.4 Extended range operations by aeroplane with two turbine power units (ETOPS):**

2.4.1 If the Contingency Procedures are employed by a twin engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise

ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and request expeditious handling.

## **3.0 Weather deviation procedure**

### **3.1 General**

*Note: The following procedures are intended for deviations around adverse meteorological condition.*

3.1.1 When the pilot initiates communications with ATC, a rapid response may be obtained by stating 'WEATHER DEVIATION REQUIRED' to indicate that priority is desired on the frequency and for ATC response when necessary, the pilot should initiate the communications using the urgency call 'PAN-PAN' (preferably spoken three times).

3.1.2 The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and aircraft has returned to its cleared route.

### **3.2 Actions to be taken when controller-pilot communications are established**

3.2.1. The pilot should notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected.

3.2.2 ATC will take one of the following actions:

a) When appropriate separation can be applied, issue clearance to deviate from track;  
or

b) if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:

i. advise the pilot of inability to issue clearance for requested deviation;

ii. advise the pilot of conflicting traffic; and

iii. request the pilot's intentions.

3.2.3 The pilot should take the following actions:

a) Comply with air traffic control clearance issued; or

b) Advise ATC of intentions and execute the procedures detailed in para 3.3 below.

### 3.3 Actions to be taken if a revised air traffic control clearance cannot be obtained

*Note: The provision of this section apply to situations where a pilot needs to exercise the authority of pilot-in-command under the provisions of Annex 2, para 2.3.1.*

3.3.1 If the aircraft is required to deviate from track to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

- a) if possible, deviate away from an organized track or route system;
- b) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including the ATIS route designator or the track code) and intentions, on the frequency in use and on 121.5MHz (or, as a backup, on the inter - pilot air-to-air frequency 123.45MHz);
- c) watch for conflicting traffic both visually and by reference to ACAS ( if equipped);

*Note - If, as a result of action taken under the provisions of 3.3.1 (b) and (c) above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

- d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e) for deviations of less than 10NM (19KM) remain at a the level assigned by ATC;
- f) for deviations of greater than 10NM (19KM), when the aircraft is approximately 10 NM (19KM) from track, initiate a level change in accordance with table given below:

Route Center Line Track	Deviation > 10NM (19KM)	Level Change
EAST 000 <sup>0</sup> – 179 <sup>0</sup> magnetic	LEFT	DESCEND 300 FT (90M)
	RIGHT	CLIMB 300 FT (90M)
WEST 180 <sup>0</sup> – 359 <sup>0</sup> magnetic	LEFT	CLIMB 300 FT (90M)
	RIGHT	DESCEND 300FT (90M)

- g) when returning to track, be at its assigned flight level, when the aircraft is within approximately 10NM (19KM) of the centerline, and
- h) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

**4.0 Effective date**

4.1 This AIP Supplement will become effective with immediate effect.

**5.0 Cancellation**

5.1 This AIP Supplement will remain effective until incorporated in The Seychelles AIP

A handwritten signature in blue ink that reads "C. Maria". The signature is written in a cursive style with a horizontal line underneath the name.

**C. Maria [Mrs]**  
AIS Officer