

APPENDIX B TO NPA/ADR/01/19

~~Manual of Aerodrome Standards~~

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(Safety) Regulations, 2017~~

SEYCHELLES TECHNICAL STANDARDS

STS-ADR

Issue 01, [to insert applicable month] 2019

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ABBREVIATIONS AND SYMBOLS

Abbreviations

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SR	Safety & Security Regulation Department of SCAA
STS	Seychelles Technical Standards
TODA	Take-Off Distance Available

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CHAPTER 1 – INTRODUCTION

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1.2.1. Aerodrome security regulation

- 1.2.1.1. The authority for setting policies and regulations on aerodrome, airport and aviation security rests with the SCAA. These policies and regulations are outside the scope of this Manual except those areas for preventing unlawful interference in civil aviation at the aerodrome and for preventing unauthorized entry of persons, vehicles, equipment, animals and other things into the movement area. Aerodrome operators shall establish arrangements with the SCAA and other agencies responsible for coordinating aerodrome security matters in order to implement aerodrome security measures (such as control of access to the aircraft movement areas, aerodrome fencing and security lighting) in accordance with the ~~standards and recommended practices of ICAO Annex 17~~ National Civil Aviation Security Programme (NCASP) under the direction of the SCAA.

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1.7. Definitions

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Manual of Aerodrome Standards of The document published by the SCAA under delegated authority from the Minister, containing the standards, recommended practices and guidance material on aerodromes as may be determined to be applicable in Seychelles.

Note – As of [to insert applicable month] 2019 the document has been renamed to Seychelles Technical Standards – Aerodromes (STS-ADR). See definition for Seychelles Technical Standards – Aerodromes.

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Seychelles Technical Standards – Aerodromes (STS-ADR) The document published by the SCAA under delegated authority from the Minister, containing the standards, recommended practices and guidance material on aerodromes as may be determined to be applicable in Seychelles.

From and after the date of publication of this document, any reference herein to the **Manual of Aerodrome Standards** means and shall be deemed a reference to the **Seychelles Technical Standards – Aerodromes (STS-ADR)**.

Note – For avoidance of doubt, anywhere that reads or refers to Manual of Aerodrome Standards shall henceforth be read as Seychelles Technical Standards – Aerodromes (STS-ADR).

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Technical standards Means any technical standard incorporated by Regulation 110 of the Civil Aviation (Safety) Regulations, 2017.

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CHAPTER 3 – AERODROME CERTIFICATION PROCESS AND AERODROME MANUAL REQUIREMENTS

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3.4.4 After completion of 3.4.3, if the process is to be continued, the applicant will be informed and will be required to obtain other required clearances and/or from other local authorities such as those responsible for environment, land use, security, etc. The applicant will be required to complete and submit a formal application form (see Appendix C). An Aerodrome Manual and approvals/ clearances obtained from other local authorities shall be submitted along with the formal application form.

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Note: Subsequent standards after 3.20.1 will be renumbered.

**CHAPTER 5 – AERODROME WORK SAFETY, SAFETY MANAGEMENT
SYSTEM AND ACCIDENT/INCIDENT REPORTING AND INVESTIGATION
PROCEDURES**

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5.8.3. Aerodrome operators shall ensure that service providers and/or contractors operating on their aerodromes (such as ground handling agents, catering companies, companies providing fuel, construction companies, etc.) establishes and implements an SMS that is commensurate to the aerodrome operator's SMS.

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Note: Subsequent standards under 5.8 will be renumbered.
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5.12. Reportable occurrences and reporting procedures

5.12.1. An aerodrome operator shall notify the Aerodrome Safety & Standards Inspectorate of any accident, serious incident, fatal or serious injury occurring at his aerodrome – ~~in accordance with aerodrome operator's standard operating procedures~~ or as soon as practicable after the event – and provide a detailed occurrence report thereafter.

5.12.2. An aerodrome operator and persons mandated under Part 20 of Civil Aviation (Safety) Regulations, 2017, shall report any occurrence, accident, serious incident, fatal or serious injury occurring at an aerodrome to the Safety & Security Regulation Department within 72 hours of the event.

~~5.12.2.~~ 5.12.3. The definitions for occurrence, accident, serious incident and fatal or serious injury are as follows:

a. Occurrence – See definition under 1.7 of this Manual

ab. Accident – See definition under section 1.27 of this Manual

bc. Serious incident – See definition under section 1.27 of this Manual

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~~5.12.4.~~ 5.12.5. Information to be provided in the reporting and notification of an occurrence, accident, serious incident or serious injury shall at least include, as far as possible, the following:

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Note: Subsequent standards under 5.12 have been renumbered.

CHAPTER 6 – AERODROME DATA

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6.7.7. **Recommendation** - Criteria should be established to regulate the use of a pavement by an aircraft with an ACN higher than the PCN reported for that pavement in accordance with paragraphs 6.2.6.2 and 6.2.6.3.

Note – ICAO Annex 14 Vol. I, Attachment A, Section 1820 details a simple method for regulating overload operations while the ICAO Aerodrome Design Manual, Part 3 includes the descriptions of more detailed procedures for evaluation of pavement and their suitability for restricted overload operations.

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CHAPTER 13 – AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS

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Level of protection to be provided

13.3.3. The level of protection provided at an aerodrome for rescue and firefighting shall be appropriate to the aerodrome category determined using the principles in 13.3.5 and 13.3.6, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.

Note – Either a take-off or landing constitutes a movement.

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