

Information Bulletin to NPA/ANS/22/01

TO: The Air Navigation Service Providers
FROM: Head Air Navigation Standards & Air Traffic Controller Licensing Inspectorate
REF: NPA/ANS/20/01
DATE: 14th February 2022

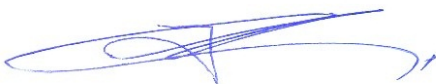
SUBJECT: NOTICE OF PROPOSED AMENDMENT

Please find attached NPA/ANS/22/01 regarding amendment to STS-ANS for your review and necessary action. It follows from the Information Notice, ANS IN-2021/01 of 7th September 2021 on air navigation service provider certification.

This NPA contains a proposal to amend the technical standards applicable to air navigation services for continued compliance with international standards, procedures and best practices relating demonstration of compliance to technical standards, enforcement measures, immediate reaction to unsafe conditions, the requirement for certification and occurrence reporting.

I wish to thank you in anticipation of your comments on the proposed amendment and wish to stress that no further action will be taken on the proposal until all comments have been received and addressed by my office.

My best regards,



Joseph G. Lajoie
Head Air Navigation Standards &
Air Traffic Controller Licensing Inspectorate
Safety & Security Regulation Department



NOTICE OF PROPOSED AMENDMENT

(NPA/ANS/22/01)

AMENDMENT OF

**SEYCHELLES TECHNICAL STANDARDS – AIR
NAVIGATION STANDARDS, ISSUE 01 OF JULY 2017**



NOTICE OF PROPOSED AMENDMENT

NPA/ANS/22/01



NOTICE OF PROPOSED AMENDMENT

1. INTRODUCTION

1.1 The Seychelles' aviation safety requirements are currently contained in the Civil Aviation Act, Civil Aviation (Safety) Regulations, 2017, Directives and technical standards, either adopted or adapted. It is SCAA policy that the Civil Aviation Regulations are gradually amended to reflect ICAO Annex SARPs and industry best practice of adopting or adapting European Aviation Safety Agency (EASA) implementing regulations, as applicable.

This NPA applies to technical standards for air navigation services.

1.2 The purpose of this NPA is to:

(a) notify the aviation industry of the transposition of regulations from the previously adapted **ANNEXES II and III of Commission Implementing Regulation (EU) 2017/373 of 1st March 2017, laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight**, as technical standards in STS-ANS, Issue 01 of July 2017 regarding:

(1) demonstration of compliance to technical standards by an air navigation service provider;

(2) enforcement measures by the Authority over an air navigation service provider;

(3) immediate reaction to an unsafe condition by an air navigation service provider;

(4) the requirement for certification of an air navigation services;

(b) notify the aviation industry of the transposition of Directives on occurrence reporting by an air navigation service provider from the previously adopted **ANNEX II and Appendix to ANNEX II of DIRECTIVE 2003/42/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 June 2003**, as technical standards in STS-ANS, Issue 01 of July 2017; and

(c) ensure the adequacy of technical standards governing air navigation services relating to occurrence reporting.

1.3 SCAA now seek comments on this proposal from the air navigation service providers before proceeding further.

1.4 Abbreviations

NPA	Notice of Proposed Amendment
SARPs	ICAO Standards and Recommended Practices
SCAA	Seychelles Civil Aviation Authority
STS-ANS	Seychelles Technical Standards-Air Navigation Standards

2. OBJECTIVE

2.1 The objective of this NPA is to ensure a set of up-to-date technical standards for air navigation services, which aligns with international standards, procedures and best practices.

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- 2.2 A number of regulatory criteria have been identified to guide the development of the Seychelles Technical Standards. The criteria require that the new technical standard should:
- (a) be clear, concise and unambiguous;
 - (b) be consistent with the Republic of Seychelles' international obligations;
 - (c) be harmonised with ICAO SARPS, unless unique SCAA circumstances require otherwise;
 - (d) be outcome-based, to the greatest extent practicable;
 - (e) be cost effective or cost neutral; and
 - (f) be enforceable.
- 3. TECHNICAL STANDARD PROPOSAL**
- 3.1 The SCAA amendment of existing technical standards is appropriate and consistent with SCAA objectives and regional harmonisation. Amendment action is set off by the promulgation of this NPA.
- 4. INTERESTED/AFFECTED ORGANISATIONS/PERSONS**
- 4.1 The organisations/persons of interest and affected by this NPA are the:
- (a) Seychelles Civil Aviation Authority Secretariat;
 - (b) Air Traffic Services provider;
 - (c) Air Traffic Controllers;
 - (d) Aeronautical Information Services provider;
 - (e) Aeronautical Charts Service provider;
 - (f) Communication, Navigation and/or Surveillance Services provider;
 - (g) Air Traffic Safety Electronic Personnel;
 - (h) Meteorological Services for International Air Navigation although reportable occurrences relating to meteorological services are classified as ATM-related and are normally reported by the Air Traffic Services provider by air traffic controllers;
 - (i) Meteorological forecasters although reportable occurrences relating to meteorological services are classified as ATM-related and are normally reported by air traffic controllers;
 - (j) PANS OPS Services provider;
 - (k) Search and Rescue Services provider;
 - (l) Air Navigation Standards & Air Traffic Controller Licensing Inspectorate; and
 - (m) ANS Inspectors.
- 4.2 This NPA contains all of the necessary amendments to amplify the technical standards set out in STS-ANS, Issue 01 of July 2017.

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- 4.3 The effect of the proposed amendment will have a financial impact at periodic intervals on air navigation service providers where certification is concerned, whilst at the same time it will provide a regulatory framework which will align with PART 21, AUTHORITY MATTERS – SAFETY OVERSIGHT of Civil Aviation (Safety) Regulations, 2017 regarding certification, in recognising the capability of an organisation to provide air navigation services. The amendment will also ensure the harmonisation of SCAA Air Navigation Standards Inspectorate safety oversight actions with those of other SCAA Inspectorates and will ensure a better efficiency of the air navigation services safety oversight system.

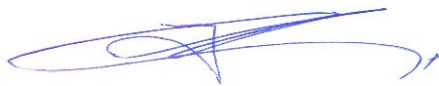
It is important to note the content of paragraph 3.2, regarding air navigation standards and air traffic controller fees in ANS IN-2021/01 of 7th September 2021, on air navigation service provider certification.

It is also important to note the applicability date of the requirements for certification of air navigation services in the proposed amendment to STS-ANS, which is 1st January 2023 and this is subject to:

- (a) the Authority Approval of the Air Navigation Standards and Traffic Controller Licensing Fees in the Safety & Security Regulation Department Scheme of Charges;
- (b) the Authority Secretariat having developed and established a financial process for the Air Navigation Standards and Traffic Controller Licensing Fees in the Safety & Security Regulation Department Scheme of Charges;
- (c) the readiness of air navigation service providers to the certification requirements and the associated procedures in terms of level of compliance;
- (d) air navigation service provider having the financial capability to meet the certification fees set forth in the Air Navigation Standards and Traffic Controller Licensing Fees in the Safety & Security Regulation Department Scheme of Charges, as notified in ANS IN-2021/01 of 7th September 2021.

5. PRESENTATION

The complete proposed amendment to STS-ANS will be uploaded on the SCAA website (www.scaa.sc) and notified to all affected parties of 4.1 above.



Joseph G. Lajoie
Head Air Navigation Services &
Air Traffic Controller Licensing Inspectorate
Safety & Security Regulation Department