AERODROME SAFETY PUBLICATION

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Note – Aerodrome Safety Publications are published by the SCAA for purposes of promulgating supplementary guidance materials to the Standards and Recommended Practices (SARPs) in the Seychelles Technical Standards. The publications are intended to provide recommendations and guidance to illustrate a means, but not necessarily the only means, of complying with SARPs. Aerodrome Safety Publications may explain certain regulatory requirements by providing interpretive and explanatory materials.

1. Purpose

1.1 The purpose of this Aerodrome Safety Publication (ASP) is to provide supplementary guidance to aerodrome operators on the calculation of declared distances for each runway direction at a certified aerodrome.

1.2 Furthermore, this ASP explains the concept and practical use of re-declaring runway distances to achieve a successful change from a normal runway length operation to a safe reduced runway length operation. It also outlines examples of temporary markings and lighting, reduced lighting patterns, obscured markings and lighting that may be required, and withdrawal of and effect on navigation aids and approach procedures.

2. Applicability

2.1 This ASP applies to all aerodrome operators subjected to Regulation 61 of the Civil Aviation (Safety) Regulations, 2017 and the Seychelles Technical Standards - Aerodromes.

3. Cancellation

3.1 This ASP supersedes Issue 01 of ASP01.

4. Introduction

4.1 Declared distances are the available operational distances notified to a pilot for take-off, landing or safely aborting a take-off. These distances are used to determine whether the runway is adequate for the proposed landing or take-off or to determine the maximum payload permissible for a landing or take-off.

4.2 Declared distances are a combination of the runway (i.e. full-strength pavement), any stopway (SWY) and clearway (CWY) provided.

5. Definitions

5.1 **Accelerate-stop distance available (ASDA).**
the length of the take-off run available plus the length of the stopway, if provided

5.2 **Approach surface**
an obstacle limitation surface: an inclined plane or combination of planes preceding the threshold

5.3 **Clearway**
a defined rectangular area on the ground or water under the control of the appropriate Authority/entity, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height. Note: should be under control of aerodrome operator

5.4 **Decision height/altitude**
a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established

5.5 **Declared distances**
take-off run available (TORA),
take-off distance available (TODA),
accelerate-stop distance available (ASDA),
landing distance available (LDA)

5.6 **Displaced threshold**
a threshold not located at the extremity of a runway

5.7 **Foot**
0.3048 of one metre

5.8 **Landing distance available**
the distance from the point on the surface of the aerodrome above which the aeroplane can commence its landing, having regard to the obstructions in its path, to the nearest point in the direction of landing at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operating conditions or at which there is an obstacle capable of affecting the safety of the aeroplane

5.9 **Metre**
3.2808 feet

5.10 **Minimum descent height/altitude**
a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference

5.11 **Non-instrument runway**
a runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.

5.12 **Obstacle clearance altitude**
the lowest altitude or the lowest height above the elevation of the relevant runway threshold (height) or the aerodrome elevation (altitude) as applicable, used in establishing compliance with appropriate obstacle clearance criteria

5.13 **Obstacle**
Any fixed (whether temporary or permanent) or mobile object or disabled aircraft or part thereof, which is located in an area intended for the surface movement of aircraft, or which extends above a defined surface intended to protect aircraft in flight, or stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

5.14 **Stopway**
a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off

5.15 **Take-off climb surface**
an obstacle limitation surface: an inclined plane or other specified surface beyond the end of a runway or clearway

5.16 **Take-off run available**
the length of runway declared available and suitable for the ground run of an aeroplane taking off

5.17 **Take-off run required**
the take-off run required is the greater of the following:
1.15 times the distance required with all engines operating to accelerate from a standing start to take-off safety speed; times the distance required to accelerate from a standing start to take-off safety speed assuming the critical engine to fail at the power failure point.

5.18 **Take-off runway**
a runway intended for take-off only

5.19 **Threshold**
the beginning of that portion of the runway usable for landing

5.20 **Transitional surface**
an obstacle limitation surface: a complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface

6. Responsibilities

6.1 Responsibilities of the Aerodrome Operator

a) The aerodrome operator must appoint a named person or preferably several persons, who are trained, competent and current in the calculation and implementation of runway declared distances. Achievement and maintenance of such competence involves:

1) Basic to advanced training in the applicable standards in STS-ADR, particularly Chapters 7, 8, 9, 10, and 11, to the level of consistent and independent understanding of the subject matter.

2) Certification with training records by a competent instructor/assessor.

3) Recency must be maintained in both theoretical and practical, which can be modular, calculation and implementation of re-declared distances. Personnel that have elapsed their recency period should either undergo recurrent or initial training, as deemed appropriate by the aerodrome operator, to re-instate their competence.

4) The scope of both the training and the recency must include all scenarios that are permitted by the aerodrome operator. Some aerodrome operators might not permit landing over an obstacles, in which case, this need not be practiced by the competent person

5) The minimum scope should include the following elements of re-declared distances:

i. Legal requirements and obligations of the aerodrome operator

ii. Arithmetic calculations

iii. Relating the arithmetic calculations to the actual runway layout on the ground

iv. Instrument and visual approach procedure requirements.

v. Non-visual aid requirements

vi. Visual aid requirements

vii. Changes to non-visual and visual aids as a result of the changes in declared distances

viii. Implementation procedures

ix. Promulgation content, methodology and obligations

x. Checking (quality control) methods

b) For the purposes of this document the responsible competent person for declared distances is referred to as the aerodrome operator.

c) The aerodrome operator should ensure robust procedures are in place for calculating reduced runway declared distances. When reduced declared distances are in operations, the aerodrome operators should ensure that the temporary markings, lighting and signs are accurately positioned and portray the reduced distances and that they are well communicated.

d) The main responsibilities of the aerodrome operator/certificate holder in regard to declared distances are:

1) Conducting risk assessments and implementing mitigating measures, when relevant;

2) Correctly calculating declared distances;

3) Introduce compliant marking, lighting and markers of threshold and runway in use;

4) Correctly promulgating the reduced declared distances and changes to marking, lighting, markers and operational procedures.

7. Calculating Declared Distances

7.1 The declared distances shall be calculated to the nearest metre for each runway direction. These declared distances comprise of the take-off run available (TORA), take-off distance available (TODA), accelerate-stop distance available (ASDA) and landing distance available (LDA).

7.2 Where a runway is not provided with a stopway (SWY) or clearway (CWY) and the threshold is located at the extremity of the runway, the four declared distances should normally be equal to the length of the runway, as shown in Figure 1.

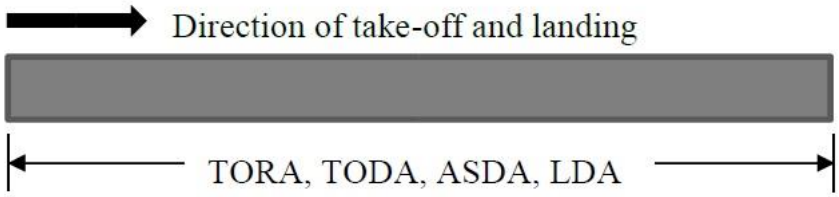


Figure 1

7.3 Where a runway is provided with a clearway (CWY), then the TODA will include the length of clearway, as shown in Figure 2.

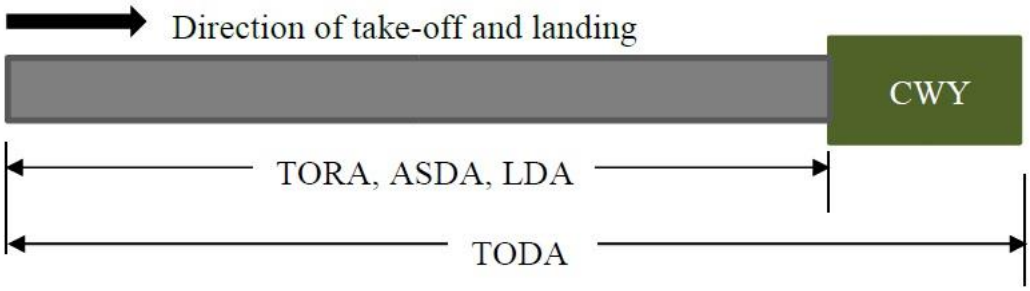


Figure 2

7.4 Where a runway is provided with a stopway (SWY), then the ASDA will include the length of stopway (SWY), as shown in Figure 3.

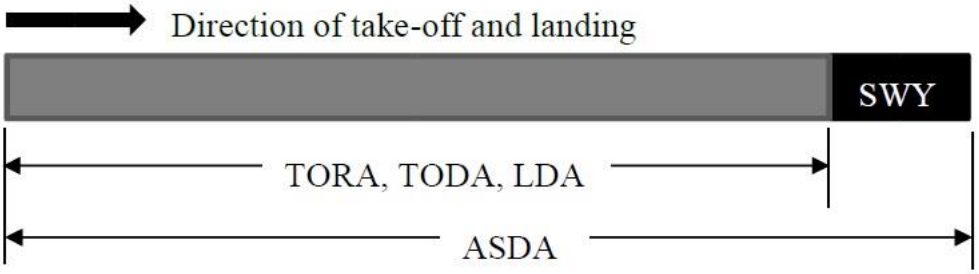


Figure 3

7.5 Where a runway has a displaced threshold, then the LDA will be reduced by the distance the threshold is displaced, as shown in Figure 4. A displaced threshold affects only the LDA for approaches made to that threshold; all declared distances for operations in the reciprocal direction are unaffected.

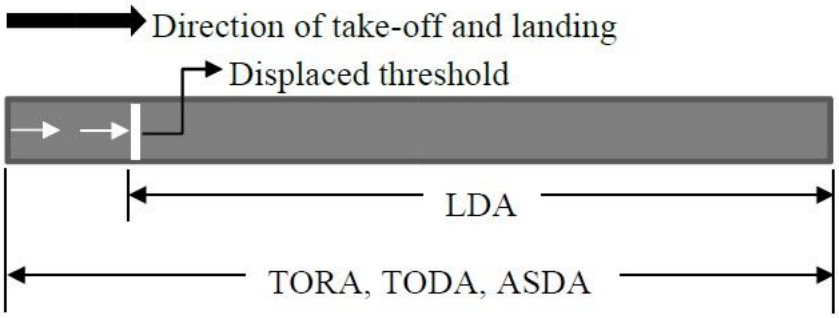


Figure 4

7.6 Figures 2 through 4 illustrate a runway provided with a clearway or a stopway or having a displaced threshold. Where more than one of these features exist, then more than one of the declared distances will be modified - but the modification will follow the same principle illustrated. An example showing a situation where all these features exist is shown in Figure 5.

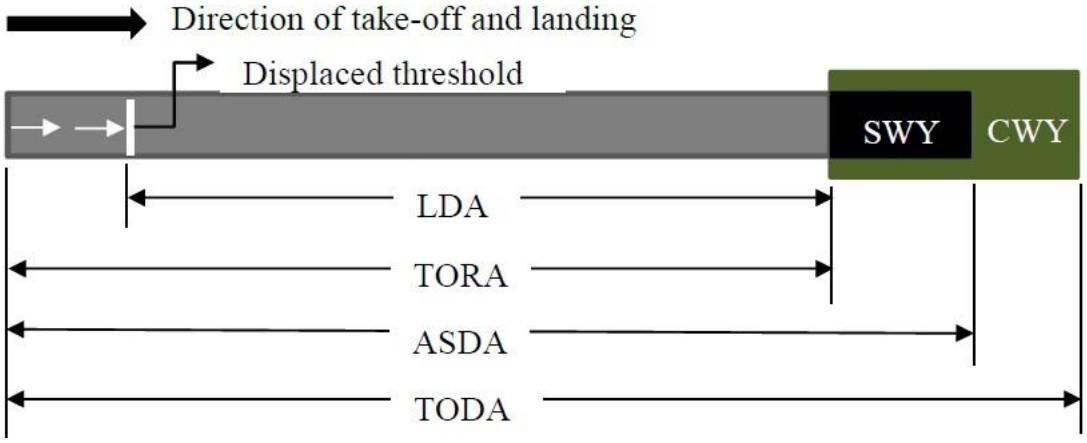


Figure 5

7.7 When intersection take-offs are performed, the datum line from which the reduced runway declared distances for take-off are determined should be defined by the intersection of the taxiway centerline with projected runway side stripe marking as shown in Figure 6.

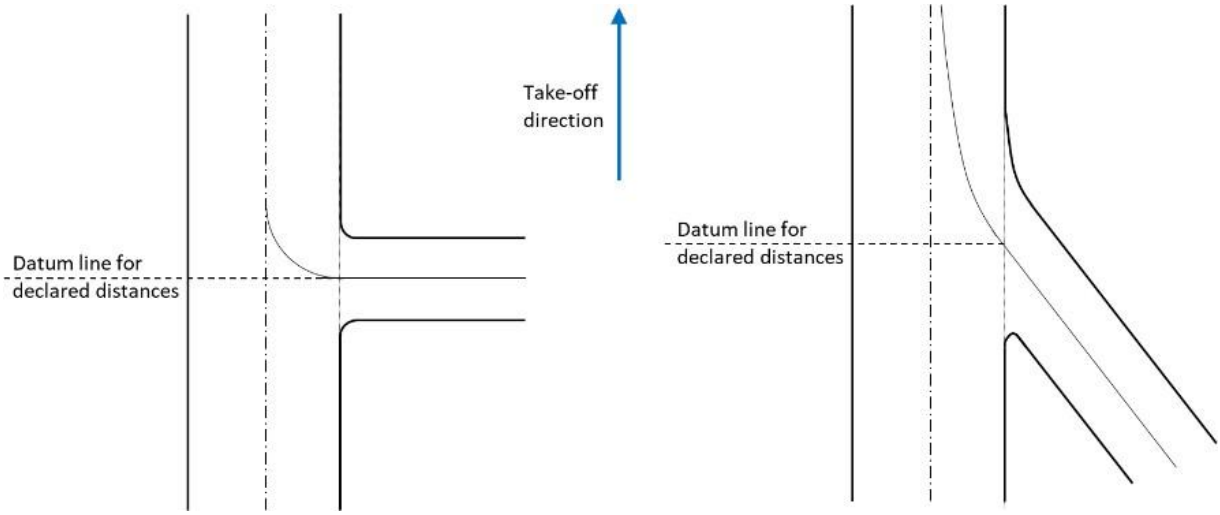
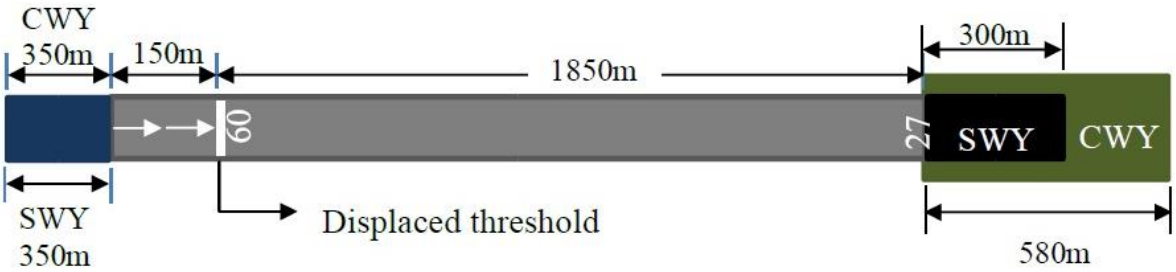
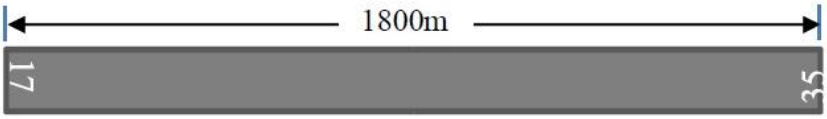


Figure 6

7.7 A suggested format for providing information on declared distances is given in Figure 7. If a runway direction cannot be used for take-off or landing, or both, because it is operational forbidden, then this should be declared and the words “not usable” or the abbreviation “NU” entered.





Runway	TORA(m)	ASDA(m)	TODA(m)	LDA(m)
09	2000	2300	2580	1850
27	2000	2350	2350	2000
17	NU	NU	NU	1800
35	1800	1800	1800	NU

Figure 7

8. Reducing Declared Distances

8.1 Use and Availability

8.1.1 Take-off Runway

a) There are significant differences between landing only and take-off only runways.

b) There is no transitional surface requirement for the take-off runway.

c) A take-off runway is not an instrument approach runway and therefore has the narrower strip width of a non-instrument runway (refer to STS-ADR Chapter 7).

d) To allow aircraft to take-off away from an obstacle requires much less preparation than taking off towards or landing over an obstacle.

e) If the obstacle is outside the required strip width, and the runway is not damaged, and the strip is not significantly damaged, then aircraft can usually be allowed to depart with the obstacle in place, subject to RFF category being available, and suitable safeguards to keep any personnel and equipment involved in removal of the obstacle out of the runway strip. In event that the obstacle is a disabled aircraft, this can be a very useful alternative to empty the passenger terminal of all passengers whose aircraft are already on ground.

f) Existing promulgated intersection departures may still be available without any additional preparation, allowing prompt departures, especially after a disabled aircraft event.

g) When taking off away from an obstacle on or close to the runway, an allowance must be made for engine blast. This should be decided in advance based on manufacturer’s data, for example:

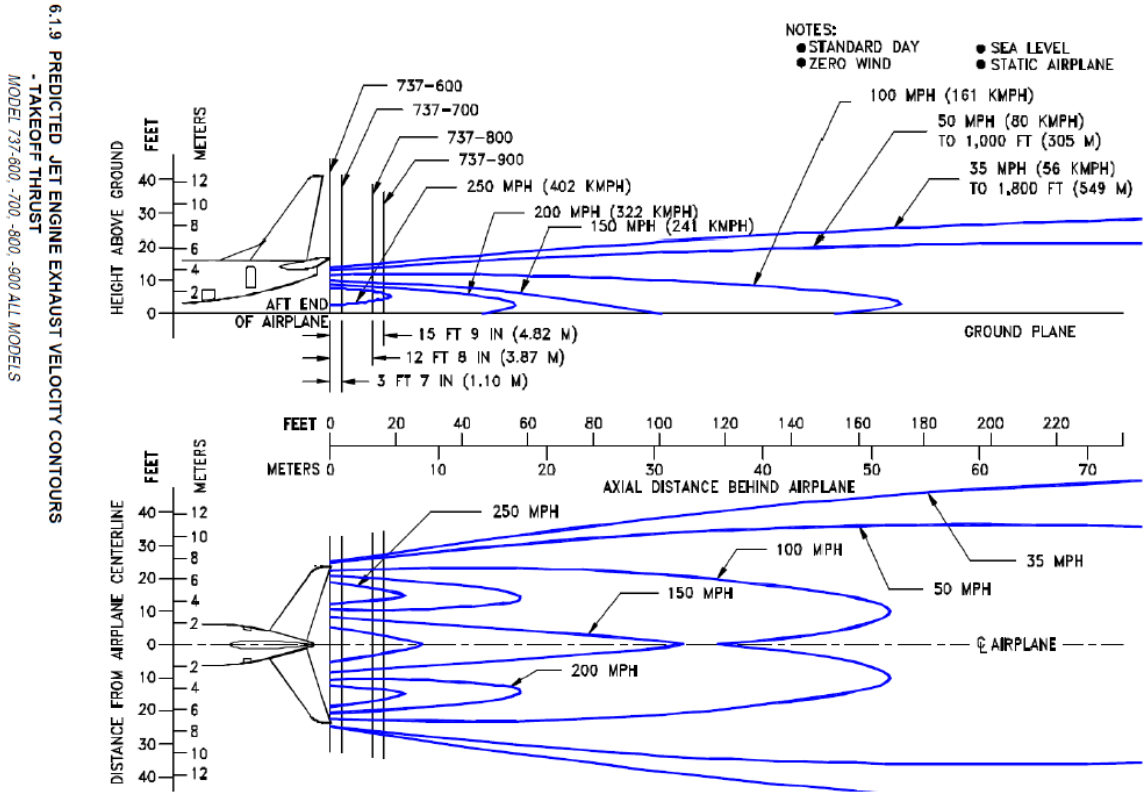


Figure 8

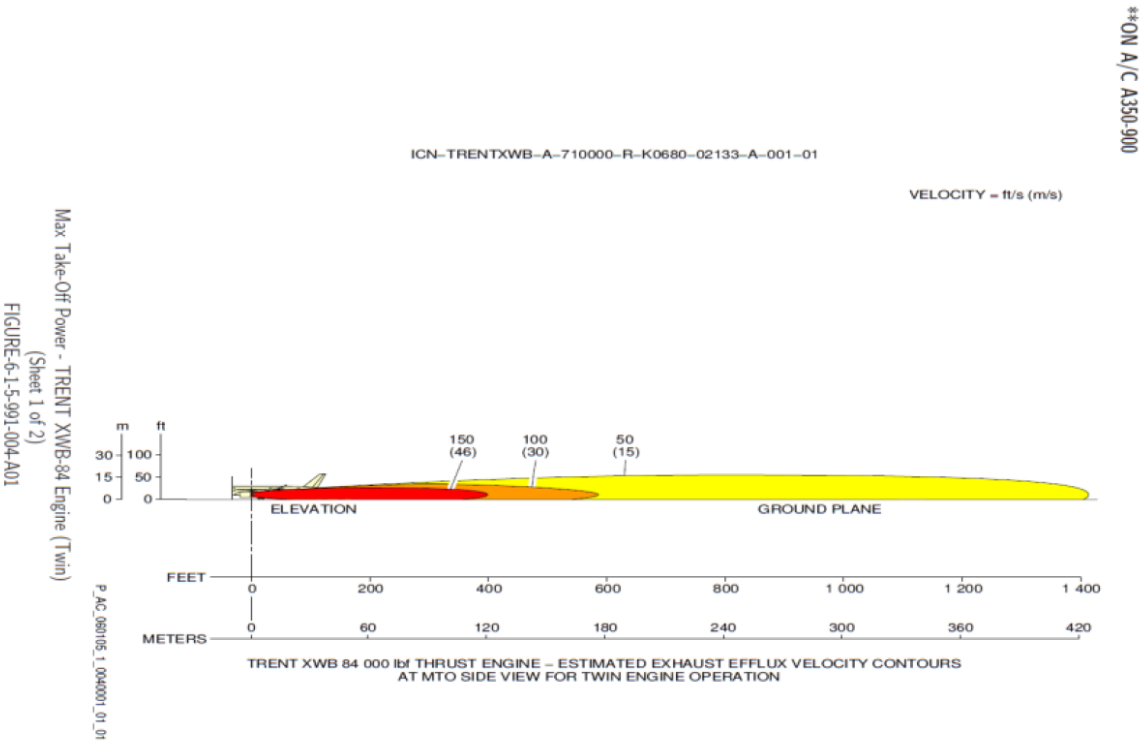


Figure 9

8.1.2 Take-off and Approach Obstacle Clearance Limitation Surfaces

a) For information on Dimensions and slopes of obstacles limitation surfaces for Approach Runways, refer to *STS-ADR, Chapter 8, Table 8-1-Dimensions and Slopes of Obstacle Limitation Surfaces APPROACH RUNWAYS*

b) For dimensions and slopes of obstacle limitation surfaces for runways meant for take-off, refer to *STS-ADR, Chapter 8, Table 8-2 – Dimensions and Slopes of Obstacle Limitation Surfaces RUNWAYS MEANT FOR TAKE-OFF.*

8.1.3 Landing Runway

a) Except for pre-planned work in progress, landing over an obstacle is not normally provided both because it takes longer to prepare the runway for use but also because most aircraft will require the provision of PAPI. Landing over an obstacle:

   1) may involve temporary markings and lighting for a temporary displaced threshold;

   2) may involve the installation of PAPIs for most commercial aircraft operations, e.g. all jets on code 3 and 4 runways;

   3) affects the approach lights;

   4) affects the instrument approach procedure.

b) Landing towards an obstacle requires strip and RESA between the end of LDA and the obstacle, but does not require a take-off climb surface beyond the re-declared LDA, but otherwise the approach is unaffected.

8.2 Calculating Reduced Declared Distances

8.2.1 Landing towards an obstacle

To calculate the LDA landing towards an obstacle:

a) The displaced runway end is determined by measuring from the threshold up to the obstacle and subtracting the sum of the strip and RESA.

   For example, for code number 3 or 4, 300m is subtracted from the distance measured from the threshold to the obstacle. The 300m takes into account 60m for the strip plus a further 240m for the RESA.

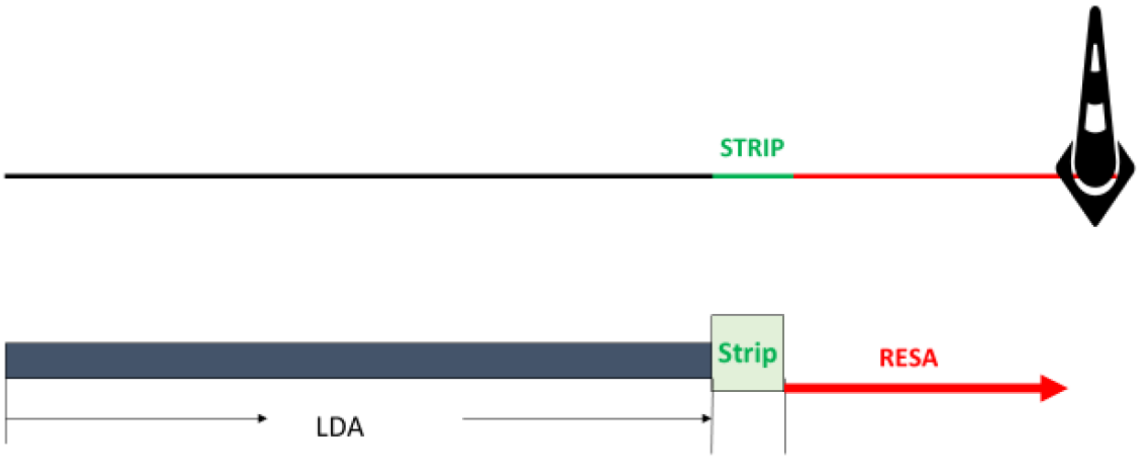


Figure 10

8.2.2 Taking-off towards the obstacle

For a situation where aircraft can take-off towards the obstacle, the following are considered for a code number 3 or 4:

a) To determine the end of the TORA: the height of the obstacle above end of TORA is measured and a slope of 1:50 (2%), or less if the original gradient is less than 1:50, is measured back along the centre line to clear the obstacle.

b) Add 60m (strip end), and

c) The resultant point is the end of the TORA, and ASDA, and LDA if landing on the same runway.

d) Remember that a RESA is needed:

e) If the obstacle is over 4.8m high then there is adequate space for the RESA under 1:50 slope, namely a 240m RESA (4.8x50=240m).

f) If the height of the obstacle is less than 4.8m in height, then a further 240m must be added from the end of strip to the first obstacle, or part thereof, to be included in the displacement.

g) The height of the obstacle must be taken as the obstacle's height above the end of TORA and re-checked when the exact location of end of TORA is known.

h) The 60m strip end can be declared as clearway if desired. The take-off climb surface starts at 60m beyond the end of TORA or at the end of clearway where clearway is declared.

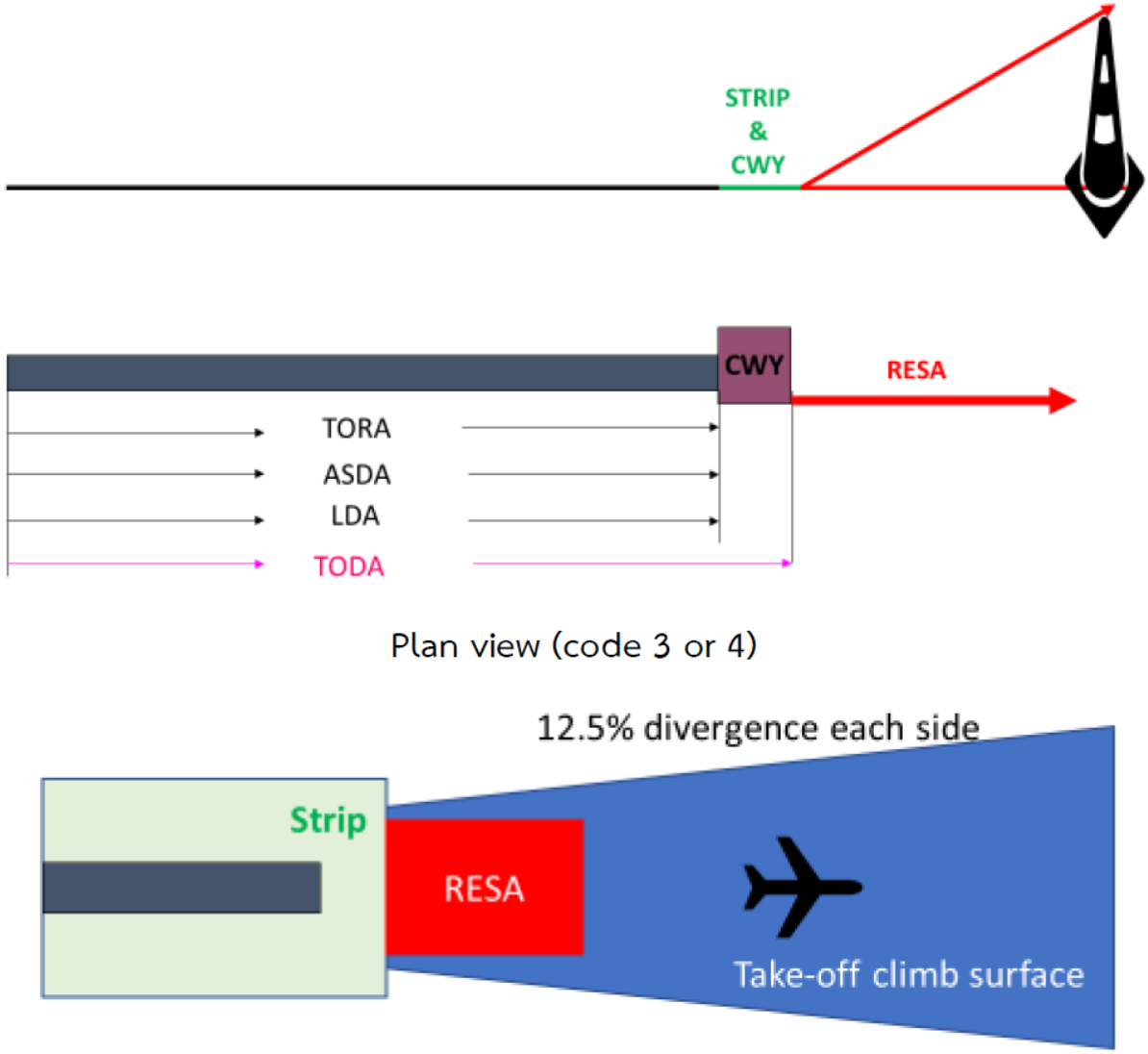


Figure 11

8.2.3 Taking-off away from the obstacle

a) If the obstacle is off the active runway to one side outside the take-off strip (75m from centreline for code 3 and 4) and there is neither debris nor significant runway or strip surface damage, then the start of the TORA can be unaffected.

Figure 12

b) However, If the obstacle is on the runway then sufficient displacement of the start of the TORA must be allowed to minimise the effects of engine blast on the obstacle and, in the case of a disabled aircraft, associated recovery works. This will be assessed on site dependant on aircraft types departing on the reduced TORA. Displacements can be between 300-500m where large aircraft are involved, as illustrated in Figure 8 & Figure 9 above as examples.

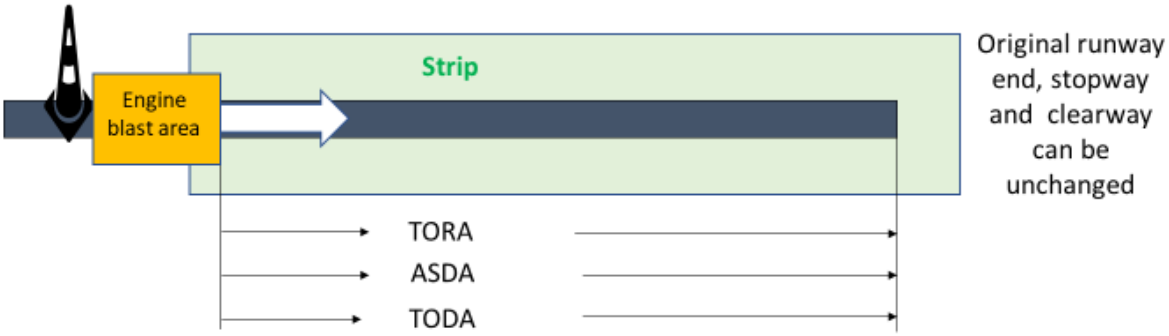


Figure 13

c) Accelerate-stop Distance Available (ASDA) Take-off Distance Available (TODA):

Whilst the simplest solution is always to declare the ASDA and TODA at the same distance as the reduced TORA, as illustrated above, being easier to mark and light, when taking off away from the obstacle, the existing stop way and clearway, if any, are unchanged and therefore the ASDA and TODA are reduced by the same as the TORA, as illustrated in Figure 14 below.

Figure 14

d) When the re-declared distances produce a runway length that is equivalent to a lower aerodrome reference code, such as a code 4 runway being shortened to 1150 metres, then the strip dimensions, transitional surface, approach and take-off climb surfaces should be retained at the original criteria, such as 1:50 (2%) approach surface, and 240m RESA. This is to provide the original level of safety to aircraft in so far as is practicable.

8.2.4 Landing over an obstacle

a) It is not normally practical to provide a short notice displaced threshold for landing over an obstacle, but this can be a practical option when planning re-surfacing a runway.

b) The following elements will need pre-planning and promulgation in advance, normally on an AIRAC cycle, in an AIP supplement:

1) Relocated PAPIs with published minimum eye height over threshold (MEHT), and compliant wheel clearance over the displaced threshold for the critical aircraft;

2) Re-calculated nominal glidepath for the instrument approach procedures, such as PBN, DVOR/DME, GP inoperative ILS/DME;

3) Approach lighting: either extended or promulgated as interrupted or disabled;

4) Threshold lighting, with wing bars due to the displaced threshold;

5) Displaced threshold marking;

6) Obscure or remove as much as possible of the original threshold and runway markings in the closed portion of the runway.

c) If arriving aircraft are required to land over an obstacle the position of the threshold for an instrument runway is established by measuring a slope of

1:50 (2%) (for code number 3 or 4) from the highest point of the obstacle down to a point on the runway centre line. A further 60m (strip end) is added and this creates the position of the temporary threshold.

d) Remember that a RESA is needed:

1) If the obstacle is over 4.8m high then there is adequate space for the RESA under 1:50 slope, namely a 240m risk (4.8x50=240m).

2) If the height of the obstacle is less than 4.8m in height, then a further 240m must be added from the end of strip to the first obstacle, or part thereof, to be included in the displacement.

e) In the case of landing over an obstacle, the original gradient of the approach surface, such as 1:50 (2%) should be preserved, in order to preserve comparable levels of safety with the original scenario.

f) Where the obstacle is higher than 4.8m above the displaced threshold, then the available RESA may be longer than 240 m, as illustrated in figure 15.

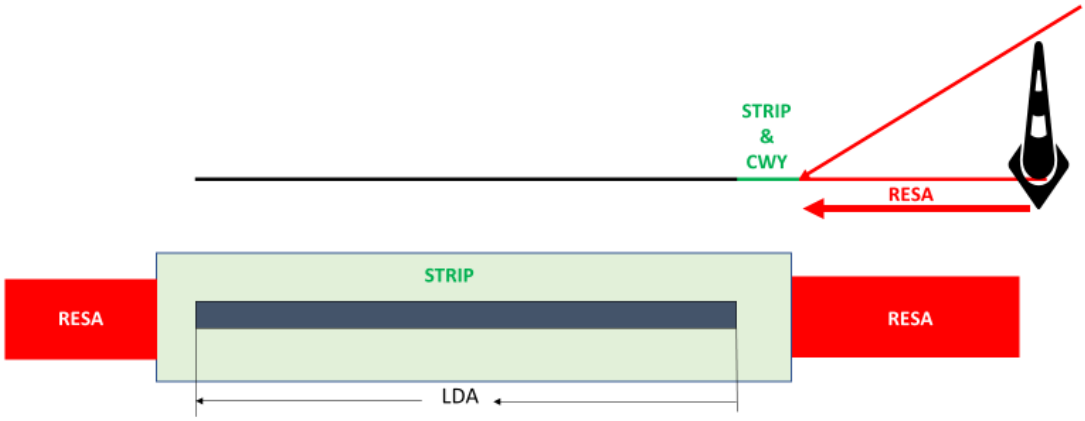


Figure 15

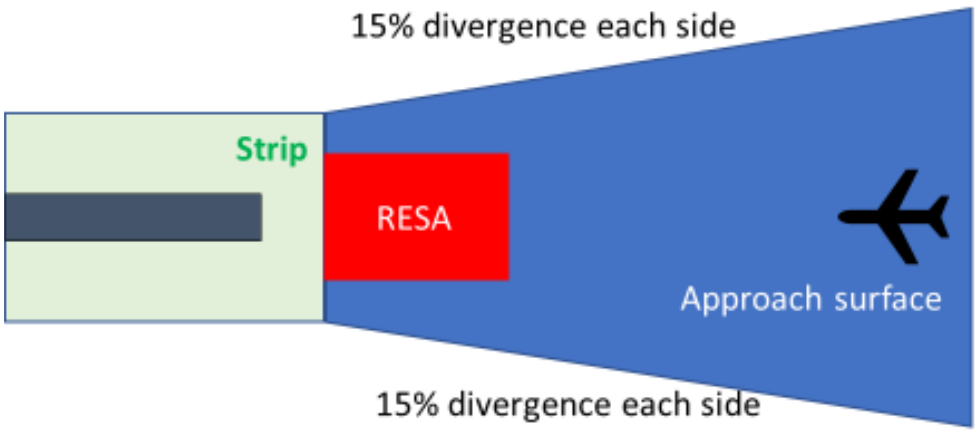


Figure 16 - Plan view: first section of Approach surface

9. Marking and Lighting

a) It is essential that any reduced distance involved in runway operations is supported by correct, appropriate and promulgated visual clues to enable pilots to operate safety in these changed or unusual conditions. Such visual clues include temporary painted markings, marker boards and, or aeronautical ground lighting.

b) Markings

1) Wherever possible, runway markings especially threshold markings, within any closed portion of a runway should be obscured except for the center line marking, which can be converted to arrows. This may be achieved by:

i. Water based temporary paint;

ii. Sand or similar material laid on the markings;

iii. Weighted down boards on the markings;

iv. Rolls of weighted different coloured material, such as carpet, on the markings;

v. It may not be necessary to totally obscure threshold and TDZ markings, but it will help to break up their patterns.

2) There are three layouts of pre-threshold marking depending on the usability of the pre-threshold area: shown in Figure 17 below.

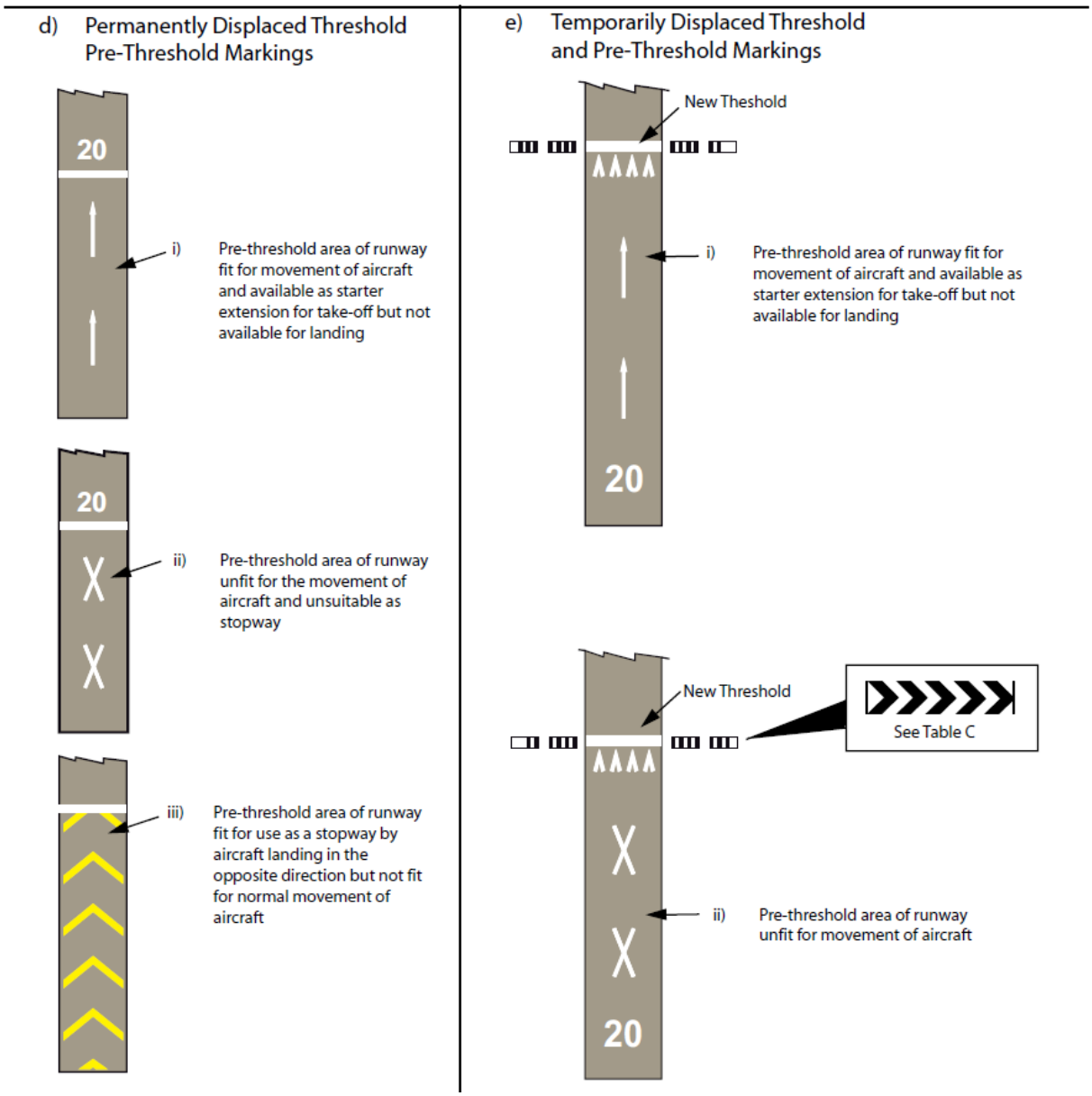

d) Permanently Displaced Threshold Pre-Threshold Markings
20
i)
Pre-threshold area of runway fit for movement of aircraft and available as starter extension for take-off but not available for landing
20
ii)
Pre-threshold area of runway unfit for the movement of aircraft and unsuitable as stopway
iii)
Pre-threshold area of runway fit for use as a stopway by aircraft landing in the opposite direction but not fit for normal movement of aircraft
e) Temporarily Displaced Threshold and Pre-Threshold Markings
New Theshold
i)
Pre-threshold area of runway fit for movement of aircraft and available as starter extension for take-off but not available for landing
20
New Threshold
See Table C
ii)
Pre-threshold area of runway unfit for movement of aircraft
20

Figure 17

3) Figure 18 below illustrates how center line markings are to be converted into arrows, as mentioned in 9.3(b)(1) above, for both for permanent or temporary displaced threshold in accordance with STS-ADR Chapter 9.

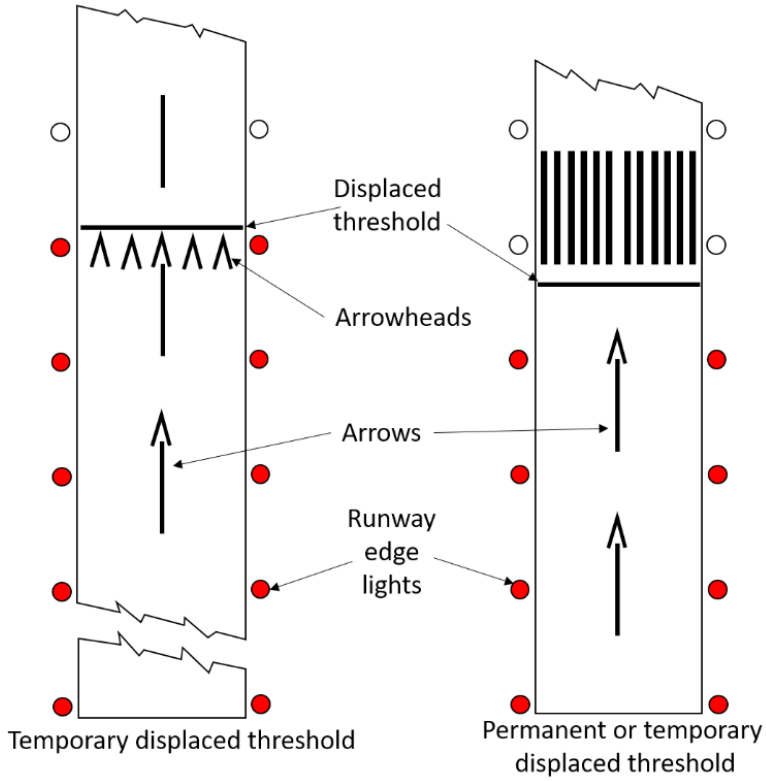


Figure 18

4) Temporary threshold marking boards, black and white tri-boxed markers may be used to show a temporary displaced threshold, displaced start of TORA. This is illustrated in Figure 19.

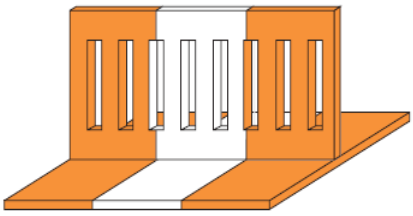
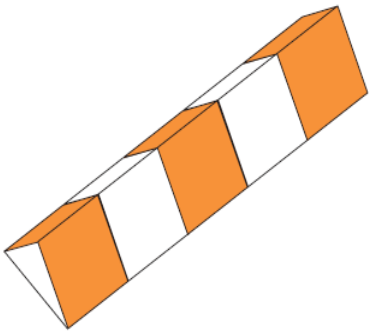
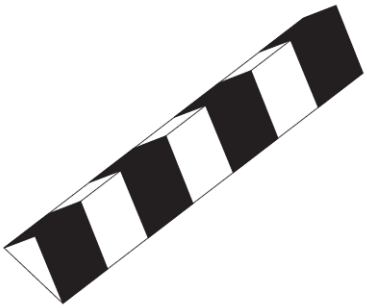
Signal/Marking	Location
	Along the boundary of the designated area.
	Orange and white markers or flags delineate an area of the surface considered to be unfit for use by aircraft.
	Along the boundary of the designated area.
	At displaced thresholds on both side of runway.
	Black and white triangular box section marking displaced threshold.

Figure 19

c) Lighting

1) High intensity runway lighting can be a useful aid to visually indicate to the approaching and departing pilot which parts of the runway are closed and which are in use. AGL is mandatory for a runway used at night, and also by day in low visibility and as an instrument runway. The runway must meet the requirements equivalent to its status, such as

1) Precision instrument approach runway, where the stop end has been shortened;

2) Non-instrument runway with an instrument approach to VMC;

3) Non-instrument runway, code 3 or 4 used by jet aircraft by day;

4) Any runway used by night.

2) Minimum AGL is likely to include:

1) PAPI;

2) Threshold;

3) Runway edge;

4) Runway end;

5) Taxiway edge or centerline, stop-bar and lead on;

6) Obstacle lighting;

7) Signs.

d) During a re-declared runway distance situation all lighting within the portion of a runway which is not available for operational use must be withdrawn, except that runway edge lights may be changed to red. Withdrawing lights can be achieved by the following methods

1) Isolating the secondary cables associated with those fittings;

2) Removing light fittings and replacing them with blanking plates;

3) Covering / masking fittings with suitable ventilated cover; cones may be suitable for elevated edge lights as long as they are not higher than the clearance beneath an engine of any aircraft that may taxi nearby, e.g. B737

e) Temporary Threshold Lighting

1) As previously stated, PAPI, correctly designed, ground calibrated and flight inspected are required for a displaced threshold that is originally code 3 or 4 and is used by jet aircraft.

2) During the period of a temporary threshold markers are deployed, temporary green threshold wing bar lighting will be required. These would be located both sides of the runway abeam the temporary threshold and should be secured in place to ensure no effect from jet blast.

f) Temporary departure end of runway lighting (stop end)

   1) Runway AGL, except for threshold, indicates the extremities of the runway in use: sides, and two ends.

g) For permanent thresholds that remain in use, there will be no change to approach, threshold and PAPI lights.

h) Temporary Obstacle Lighting should be used for ALL temporary obstacles when the runway or any adjacent FATO will be used at night. Every vehicle involved in the temporary obstacle must remain in compliance with marking and lighting requirements stipulated in STS-ADR Chapter 10.

i) Any floodlights used must not either distract from AGL or cause dazzle to pilots

9.1 Use of Navigational Aids

a) Based on the definition of a non-instrument runway, an instrument approach procedure may continue to be used down to VMC even when the status of that runway is reduced to non-instrument, for example when the strip width is reduced, or the instrument threshold is displaced.

b) If the threshold has been displaced, then it is likely that the instrument approach procedures can only be used with advanced planning, in excess of 2 months due to the AIRAC notification cycle and advance notice requirements.

c) However, if the obstacle is within the instrument strip, but outside the non-instrument strip, and therefore outside the non-instrument clear and graded areas, the runway can be brought into service and operate as a non-instrument runway, i.e. in visual meteorological conditions. In this instance the navigational aids, particularly the ILS may continue to be used if the threshold has not been displaced but the minima must be raised to the point beyond which an approaching aircraft can continue in VMC. Such increased minima must be pre-planned and agreed with SCAA, and stated in the aerodrome manual. This is because the criteria for VMC are dependent on several factors, including the presence of controlled airspace, ANSP agreement and aircraft speed.

10. Declaring Reduced Distances

a) The aerodrome operator should be familiar with all aspects of the normal declared distances for the aerodrome, including where they start and finish, and why the extremities are located where they are. Definitions and diagrams of declared distances, stopway and clearway are included in Section 6 and Section 8 respectively.

b) The aerodrome operator should be familiar with the re-declaring details and process as detailed in the Aerodrome Manual.

c) The aerodrome operator should be familiar with the applicable statutory requirements.

d) The aerodrome operator shall exercise CAUTION by ensuring that all the calculations are verified by a second competent person prior to promulgation for use. If a second competent person is not available, then at least two other persons must independently verify the re-declared distance calculations, of whom at least one must be a senior personnel in aerodrome operations.

e) Close liaison is required with aerodrome controller, CNS Duty engineer and supervisor of the ANSP.

f) Preliminary examination should show whether the obstacle can be moved within a short period of time, negating the need for any change in declared distances. If the obstacle cannot be moved, the aerodrome operator may consider reducing the runway declared distances for landing and/or take-off.

g) The types of aircraft, likely to want to operate, their LDA and/or take-off runs required, must not determine the distances and OLS slopes to be used.

h) The exact location of the obstacle must be established by measuring the distance in metres along the runway, parallel to the runway centreline from a charted runway feature such as threshold, end, aiming point marking, PAPI, numbered runway light.

i) Similarly, the distance of the obstacle offset from the runway centre line must be measured.

j) Then the location of the obstacle is plotted on both an aerodrome chart (the coverage and scale must be sufficiently large to show clearly all the elements required of the chart - *Ref: ACS.3395 set out in STS-AIS/ACS)*, and a sketch of the revised declared distances is drawn up.

k) The height should be measured, in metres for calculation purposes, but at the end of the calculations will be promulgated in feet as a height and elevation. It may be necessary to measure the height of the obstacle in more than one place if the obstacle is large, e.g. B747-400 with both a high tail and high front of fuselage. Although an aircraft's known dimensions from the manufacturer's airplane planning characteristics manual can be used for heights of the aircraft, it is important to take account of changes in an aircraft configuration, such as a collapsed or sunken nosewheel that increases the height of the tail. Any equipment, such as a crane brought in to remove the fin etc, or lift the aircraft must also be considered in calculating the height of the obstacle, before relating to the obstacle limitation surfaces involved.

l) The elevation of the ground, in metres, on which the obstacle is located should be obtained from aerodrome charts, extrapolating between spot heights if necessary.

m) To aid in re-declaring runway distances an expeditious way, it is advantageous to have some known datum distances already prepared, for example, taxiway entry points, marked and numbered runway edge and centre line lights, where accurate calculation can be taken, as well as elevation along the runway centreline, and at intervals in the runway strip.

n) Once the location and elevation has been confirmed, it is possible to establish whether any useful runway distance remains.

o) If the wind is calm, or light and variable, then it may be possible to use the obstructed runway for take-offs away from the obstacle and landing in the opposite direction towards the obstacle.

p) Once calculated, the reduced runway declared distances may be promulgated by:

    1) NOTAM;

    2) RT via ATC;

    3) ATIS;

    4) Directly to the aircraft operators' representatives at the airport.

q) CAUTION: Aerodrome Operators shall double check to ensure that:

    1) Re-declared distances are correct, especially that a clearway has not been accidentally retained when taking off towards an obstacle;

    2) NOTAM, ATIS, ATC's essential aerodrome information of calculated distances all concur;

3) any and all temporary threshold and revised runway end locations are in the exact position required in accordance with the calculations;

4) any required AGL have been isolated or covered;

5) colour coded runway edge or centreline lights have been covered or changed to the correct colour;

6) taxiways have been marked, and lights that lead into closed portions of the runway have been obscured.

11. Information to be reported to Aeronautical Information Services

Under Subpart B of Chapter 6 of STS-ADR, the declared distances shall be calculated and reported by the aerodrome operator to Aeronautical Information Services (AIS). Such information should be subsequently made available to pilots via the appropriate means.

12. Queries

Any queries relating to this Aerodrome Notice should be addressed to Head of Aerodrome Safety & Standards Inspectorate on seyaga@scaa.sc

Aerodrome Safety & Standards Inspectorate
Seychelles Civil Aviation Authority