



**Guidance enabling the SCAA to impose operating restrictions and sanctions in the event of non conformance to conditions of license/Certification requirements or an unresolved safety concern.**

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**Seychelles Civil Aviation Authority**



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## 1.0 Introduction

1.1 Upon expressing the intention to be licensed/ certified, an aerodrome operator commits to abiding to requirements and regulation set forth by the SCAA. Those, commonly referred to as Standards and recommended practices are translated into National standards and recommended practices from ICAO Annex 14 volume 1-Aerodrome Design and Operations.

### 1.2 Standards and recommended practices

1.2.1 For the purpose of this guidance document, Standards and Recommended Practices are defined as follows:

*A)Standard.* Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of air navigation and to which aerodrome operators shall conform in accordance with the provisions of the Air Navigation Order (ANO), this guidance document and Aerodrome Safety Publications and/or Aerodrome Safety Directives. In the event of non-compliance with any standard, notification and justification (through appropriate risk assessment and aeronautical studies) to the Head of Aerodrome Safety Unit of SCAA is compulsory.

*B)Recommended Practices.* Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of air navigation and to which aerodrome operators should endeavour to conform in accordance with the provisions of the Air Navigation Order (ANO), this guidance document and Aerodrome Safety Publications and/or Aerodrome Safety Directives. In the event of non-compliance with any recommended practice, notification and justification (through appropriate risk assessment and aeronautical studies) to the Head of Aerodrome Safety Unit of SCAA is also compulsory.

1.2.2 In this guidance document and in the Aerodrome Safety Directives and/or aerodrome Safety Publications, standards are identified by the words 'must' or 'shall'. Unless otherwise exempted pursuant to provisions of the ANO by the Chief Executive Officer of Civil Aviation or the Head of the Aerodrome Safety Unit acting under delegated authority of the Minister, they shall be complied with at all times. Standards from other documents may be adopted to be followed. In such cases, the referred standards become part of the Seychelles Manual of Aerodrome Standards.

1.2.3 Recommended practices are identified by the words 'should' or 'may'. Aerodrome operators should endeavour to conform with comply with recommended practices and provide justification to the Aerodrome Safety Unit for any non-conformance.

## **2.0 Changes to aerodrome standards and recommended practices and their effects on existing aerodromes**

- 2.1.1 Aerodrome Standards and recommended practices are subject to change from time to time. In general, existing aerodrome facilities may not need to be immediately modified in accordance with new standards and/or recommended practices that arise, unless advance notice has been given for the aerodrome operator to comply. The Aerodrome Safety Unit will determine and promulgate an appropriate time frame, depending on the critical nature of the requirement and other aerodrome operational considerations, for such revisions in standards and recommended practices to be applicable, so that they can be complied with by the aerodrome operators concerned.
- 2.1.2 Pursuant to the above paragraph, in the interim and unless otherwise directed by the Aerodrome Safety Unit, an aerodrome operator's existing facility that does not meet the new standards and recommended practices specified in this Manual must continue to comply with the standards and recommended practices that were applicable to it under the conditions of the issuance of its Aerodrome Certificate.
- 2.1.3 At a certified aerodrome, an existing aerodrome facility that does not comply with the Standards and Recommended practices set forth in the Seychelles Manual of Aerodrome Standards (SMAS) must be identified and recorded in the Operator's Aerodrome Manual. It must include the date or period when that facility was first introduced or last upgraded and an indication from the aerodrome operator of a plan or timescale to bring the facility in compliance with SMAS. As part of the site safety audits conducted by the Aerodrome Safety Unit, evidence to demonstrate efforts to implement the above-mentioned plan or timescale may be required.
- 2.1.4 Other than existing aerodrome facilities and equipment that are allowed to continue to be in use, or exemptions granted to the aerodrome operator for specific cases of consideration, an aerodrome operator is expected to comply with the standards and recommended practices contained in the SMAS when introducing a new aerodrome facility or equipment, or when carrying out replacement or improvement works on an existing facility or equipment, unless the replacement or improvement works is limited to those of very minor nature.

### **3.0 Aeronautical studies**

- 3.1.1 Where an aerodrome operator is not able to comply with any standard or recommended practice stipulated in SMAS, an aeronautical study must be conducted to assess the impact of deviations from the standards and recommended practices. The purpose of such studies is to present alternative means of ensuring the safety of aircraft operations, to estimate the effectiveness of each alternative and to recommend procedures to compensate for the deviation.
- 3.1.2 An aeronautical study is mostly frequently undertaken during the planning of a new airport or new airport facility, or during the certification of an existing aerodrome. It shall also be carried out when aerodrome standards or recommended practices cannot be met as a result of development.
- 3.1.3 An aeronautical study is a study of an aeronautical problem carried out by an aerodrome operator to identify possible solutions and select a solution that is acceptable without degrading safety. The Aerodrome Safety Unit will review these studies on a case by case basis and determine their acceptability.
- 3.1.4 Technical analysis will provide justification for a deviation on the grounds that an equivalent level of safety can be attained by other means. It is generally applicable on situations where the cost of correcting a problem that violates a standard is excessive but where the unsafe effects of the problem can be overcome by some procedural or other means which offer both practical and reasonable solutions.
- 3.1.5 In conducting a technical analysis, an aerodrome operator should draw upon their practical experience and specialized knowledge. The aerodrome operator may also consult other specialists in relevant areas. When considering alternative procedures in the deviation approval process, it is essential to bear in mind the safety objective of the aerodrome certification regulations and the applicable standards and recommended practices so that the intent of the regulations is not circumvented.
- 3.1.6 In some instances, the only reasonable means of providing an equivalent level of safety is to adopt suitable procedures and to require, as a condition of certification, that cautionary advice be published in the appropriate AIS publications.
- 3.1.7 The determination to require caution will be primarily dependent on two considerations:
- (i) a pilot's need to be made aware of potentially hazardous conditions; and
  - (ii) the responsibility of the aerodrome operator to publish deviations from standards and recommended practices that would otherwise be assumed under the certificate status.

#### **4.0 Exemptions from aerodrome standards and recommended practices**

- 4.1.1 When an aerodrome is not able to comply with any standard or recommended practice specified in the Manual of Aerodrome Standards, the aerodrome operator may apply for exemptions from the relevant standard or recommended practice. Applications must be supported, in writing, by cogent reasons including any aeronautical study conducted and their associated results, and where appropriate, an indication of when compliance with the current standards and/or recommended practices can be expected.
- 4.1.2 Under Article 87 of the Air Navigation Order, the SCAA may, after taking into account all safety-related aspects and operating circumstances, exempt, by notice in writing, any aerodrome operator from any provision of the Order, including compliance with any standard or recommended practice prescribed in the SMAS.
- 4.1.3 Any exemption granted by the SCAA shall be subject to any condition or procedure specified by the Aerodrome Safety section in the relevant Aerodrome Certificate as being necessary in the interest of safety.
- 4.1.4 When an aerodrome does not comply with any standard specified in the Manual of Aerodrome Standards, the SCAA may determine, after taking into consideration such aeronautical or other studies as deemed fit, any condition or procedure necessary to ensure that the aerodrome attains a level of safety equivalent to that established by the standard or recommended practice. In such cases, the aerodrome operator shall ensure that his aerodrome complies with
- a) Any condition or procedure determined by the Aerodrome Safety section of the SCAA.
  - b) Any deviation of an aerodrome from any standard shall be set out in an endorsement to the relevant Aerodrome Certificate.
  - c) Exemptions granted to an aerodrome operator must also be recorded in the Aerodrome Manual. The Aerodrome Manual must contain details of the exemption, reason that the exemption was requested for, any resultant limitations, conditions or procedures imposed, and other related safety information.
  - d) An exemption granted in respect of an existing facility shall continue to apply until its expiry date.

## **5.0 Conflict with other standards and recommended practices**

- 5.1.1 Compliance with the standards and recommended practices specified in the Manual of Aerodrome Standards does not absolve an aerodrome operator from obligations in respect of requirements prescribed by other government or statutory authorities. Where another statutory requirement conflicts with the provisions of SMAS, the matter must be referred to the Aerodrome Safety Unit for resolution.

## **6.0 Other terms used with standards and recommended practices**

- 5.1.2 The status of other terms used jointly with standards and recommended practices in this Manual is explained as follows:

a) Appendices

Appendices contain materials grouped separately for convenience but forming part of the standards and recommended practices.

b) Definitions

Definitions do not have independent status but is an essential part of each standard and recommended practice in which the term is used, since a change in the meaning of the term would affect the specifications.

c) Tables and Figures

Tables and Figures add to or illustrate a standard or recommended practice and which are referred to herein, form part of the associated standard or recommended practice and have the same status.

d) Forewords

Forewords contain historical and explanatory material based on the action of the Aerodrome Safety Unit or ICAO.

e) Introductions

Introductions comprise explanatory material introduced at the beginning of parts, chapters, or sections of this Manual to assist in the understanding of the application of the text.

f) Notes

Notes are included in the text, where appropriate, to give factual information or references bearing on the standards and recommended practices in question, but do not constitute part of the standards or recommended practices.

g) Attachments

Attachments comprise material supplementary to the standards and recommended practices, or are included as a guide to their application.



