PART 1 –GENERAL (GEN)

GEN 0.1 PREFACE

1. Name of the publishing authority

The SEYCHELLES AIP is published by Seychelles Civil Aviation Authority.

2. Applicable to ICAO documents.

The AIP is prepared in accordance with the standards and recommended practices (SARPs) of Annex 15 to the convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the convention on International Civil Aviation and Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are published in subsection GEN 1.7 of this document.

3. Publication media. Nil

4. The AIP structure and established regular **amendment interval**

4.1 The AIP structure

The AIP forms part of the integrated aeronautical information package, details of which are provided in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is made up of three parts, General (GEN), Enroute (ENR) and Aerodrome (AD). These are divided into sections and subsections as applicable, containing various types of information.

4.1.1 Part 1 – GENERAL (GEN)

Part 1 consists of five sections containing information as described hereafter:

GEN 0. – Preface, Record of AIP Amendments, Record of AIP Supplements, Checklist of AIP pages, List of hand amendments to the AIP and Table of contents to Part 1.

GEN 1. *National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of cargo, Aircraft instruments, equipment and flight documents, Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. *Tables and Codes* – Measuring systems, aircraft markings, holidays; Abbreviation used in AIS publications; Chart symbols; Location indicators; List of radio navigational aids; Conversion tables; and Sunset/Sunrise tables.

GEN 3. *Services* – Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. *Charges for aerodromes/helicopters and air navigation services* – Aerodrome/heliport charges and Air navigation services charges.

4.1.2 Part 2 – En-route (ENR)

Part 2 consists of seven sections containing information as described hereafter;

ENR 1. *General rules and procedures* – General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding; approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplement procedures; Air traffic flow management; Flight planning; Addressing of flight plan message; Interception of civil aircraft; Unlawful interference and Air traffic incidence.

ENR 2. *Air traffic services airspace* - Detailed description of Flight information regions (FIR); Upper flight information region (UIR) and Terminal control area (TMA)

ENR 3. *ATS routes* – Detailed description of Upper ATS routes; Area navigation routes; other routes and En-route holdings

Note: *Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/helicopter landing areas are described in the relevant sections and subsection of Part 3 – Aerodromes.*

ENR 4. *Radio navigation aids/systems* – Radio navigation aids – en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights – enroute.

ENR 5. *Navigation Warnings* – Prohibited; restricted and danger areas; Military exercises and training areas; other activities of a dangerous nature; Air navigation obstacles – en-route; Aerial sporting and recreational activities and bird migration and area with sensitive fauna.

ENR 6. *En-route charts* – En-route Chart – ICAO and index charts.

4.1.3 Part 3 – AERODROMES (AD)

Part 3 consists of four sections containing information briefly described hereafter.

AD 1. *Aerodrome/Helicopter* - landing areas; Introduction; Aerodrome/Helicopter landing areas availability; Rescue and firefighting services and Snow plan; Index to aerodromes and helicopter landing areas and Grouping of aerodromes/helicopter landing area.

AD 2. *Aerodromes* – Detailed information about aerodromes including helicopter landing areas, if located at the aerodromes.

AD 3. *Helicopter landing areas* – Detailed information about helicopter landing areas including those not located at aerodromes.

4.2 Regular amendment intervals

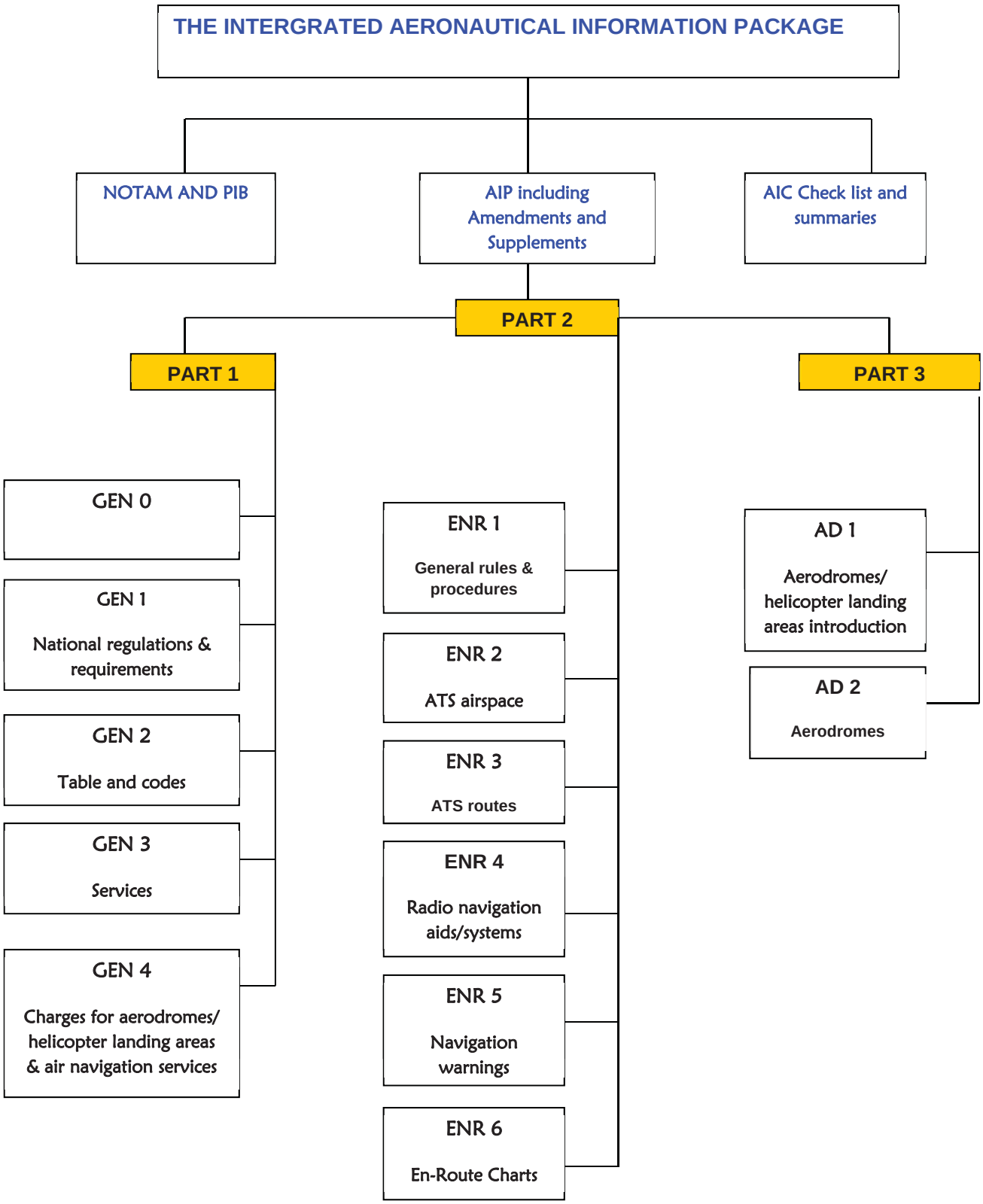
Regular amendment to the AIP will be issued once every six months. The publication dates will be normally on the first day of April and October of each calendar year.

In case there are no amendments to be published during a publication cycle, a **nil notification** shall be published on the 30th day of April or October as the case may be.

5. Copy right. Nil

6. Service to contact in case of detection of errors or omissions in this AIP

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the integrated Aeronautical information package, should be referred to: The General Manager (Air Navigation Services), Seychelles Civil aviation Authority, P.O Box 181, Victoria, Mahe, Seychelles. Telephone: (248) 4384180. Email: ais@scaa.sc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GEN 0.2 RECORDS OF AIP AMENDMENTS

AIP AMENDMENT			
Nr/Year	Publication date	Date inserted	Inserted by
01/2015	15 OCT 2015	20/10/15	
01/2017	20 OCT 2017		
01/2018	30 APR 2018	04/05/18	
02/2018	30 Oct 2018	30 oct 18	

AIRAC AIP AMENDMENT			
Nr/Year	Publication date	Effective date	Inserted by
01/2017	25 JAN 2017	02/03/17	
02/2017	28 FEB 2017	30/03/17	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Nr/Year	Subject	AIP section affected	Period of validity	Cancellation record
02/2007	NORTHERN PARKING AREA.	AD		
03/2011	REPOSITIONING OF BAY 2.	AD		
03/2013	INFLIGHT BROADCAST PROCEDURE AFI REGION.	ENR		
07/2013	UPR GEOGRAPHICAL ZONE.	ENR		
01/2016	NATS CONTIGENCY PLAN FOR FSSS FIR.	ENR		

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2 FSIA -53	08 JAN 15
2 FSIA -55	30 MAR 17
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. **Civil Aviation**
Chief Executive Officer
Seychelles Civil Aviation Authority
P.O. Box 181
Victoria, Mahe
Tel: (248) 438 40 00
→ Fax: (248) 438 40 09
AFS: FSIAYAYX

2. **Meteorology**
Director General
Meteorological Services
Ministry of Environment & Natural Resources
P.O. Box 1145,
Victoria, Mahe
Tel: (248) 438 40 00 / 4384358 / 4384352
Fax: (248) 4384369 / 4384371
AFS: FSIAYMYX

3. **Customs**
Director General Trades Tax
Import and Price Control Division
Ministry of Finance
Liberty House
Victoria, Mahe
Tel: (248) 422 43 33
Fax: (248) 422 54 58

4. **Immigration**
Director General of Immigration
Department of Internal Affairs
Immigration Division
Independence House
P.O. Box 430
Victoria, Mahe
Tel: (248) 461 11 10
Fax: (248)4 22 50 35

5. **Health**
Director General Primary Health Care
Ministry of Health and Social Affairs
P.O. Box 52
Victoria, Mahe
Tel: (248) 438 80 00
Fax: Nil

6. **En-route and Aerodrome Charges**
Chief Executive Officer
Seychelles Civil Aviation Authority
P.O. Box 181
Victoria, Mahe
Tel: (248) 438 40 00
→ Fax: (248) 438 40 09
AFS: FSIAYAYX

7. **Agricultural Quarantine**
Director Plant Protection Section
Ministry of Environment and Natural Resources
P.O. Box 166
Victoria, Mahe
Tel: (248) 432 24 11 / 432 24 12
Fax: (248) 432 21 13

8. **Aircraft Accident Investigation**
Chief Executive Officer
Seychelles Civil Aviation Authority
P.O. Box 181
Victoria, Mahe
Tel: (248) 438 40 00
→ Fax: (248) 438 40 09

9. **Department of legal Affairs**
Attorney General's Chambers
P.O. Box 58
National House ,
Victoria, Mahe
Tel: (248) 438 30 00
Fax: (248) 422 50 63

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

International flights into, from or over Seychelles territory shall be subject to the current Seychelles regulations relating to civil aviation. These regulations correspond to the Standard and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

Aircraft flying into or departing from Seychelles territory shall make their first landing at or final departure from Seychelles International Airport.

2. Scheduled flights

2.1 General

For regular international scheduled flights operated by foreign airlines into Seychelles, the following requirements must be met;

The States of the airlines must be a party to the International Air Services Transit Agreement and /or the International Air Transport Agreement.

The airlines must be eligible to make the flight under the provisions of a bilateral or multilateral agreement to which the States of the airlines and Seychelles are contracting parties and must have a permit to operate into Seychelles. Applications for such permits shall be transmitted to the Chief Executive Officer of the Seychelles Civil Aviation, P.O.Box 181 Victoria, Mahe, Seychelles.

Documentary requirements for clearance of aircraft

It is necessary that the under-mentioned aircraft documents be submitted by airline operators for clearance on arrival and departure of their aircraft to and from Seychelles. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English or French, completed ineligible handwriting. No visas are required in connection with such documents.

Aircraft documents required on arrival / departure

Required by	General Declaration	Cargo Manifest	Passenger Manifest
Taxation (Import Control)	2 (Two)	2 (Two)	1 (One) Departure only
Health	1(One)	-	-

Note: *If no passengers are embarking/disembarking and no articles are loaded/offloaded , one crew declaration is required by Taxation Division (Import Control)*

3. Non – Scheduled flights

3.1 Procedures

If an operator wishes to carry out a non-scheduled flight making a non-traffic stop at Seychelles International Airport, permission for such a flight should be obtained from the Chief Executive Officer prior to carrying out such operation not less than 72 hours in advance giving the following information:-

a) Name of Operator, full postal address including telephone, fax and email contacts;
b) Type of aircraft (ICAO model)
c) MTOW expressed in kgs or lbs.
d) Previous aerodrome of departure prior to arrival in Seychelles, including arrival date and time in UTC.
e) Number of crew and passengers arriving. If in transit, indicate number of passengers disembarking or joining.
f) Date of departure, time in UTC and next destination aerodrome.
g) Number of crew and passengers departing.
h) If flight is exchanging passengers with cruise ship in Port Victoria, to submit the following;
   - name of cruise ship.
   - number of passengers being exchanged.
   - name of local tour operator in Seychelles (with contact person) assisting with passenger exchange.
i) If flight is chartered to bring in a large group of passengers, to submit;
   - number of passengers arriving and departing including crew.
   - name of local tour operator in Seychelles (with contact person) assisting with passenger arrival and departure.

j) Names of hotel establishments for passengers and crew.

3.2 Documentary requirements for clearance of aircraft

Same requirements as for Scheduled Flights. Public health measures remain for non-scheduled flights.

4. Private Flights

Prior permission to operate such flight whether over flying the FIR or landing in Seychelles is to be submitted 72 hours in advance to the following contacts:

Email: Primary - fltclearance@scaa.sc

Alternate - acmc@scaa.sc

Fax: Primary - (+248) 4384128

Alternate - (+248) 4384009

Operators of private jets remaining on ground for more than 24 hours are required to carry a complete and fully serviceable tow-bar onboard their aircraft in case relocation is required.

Documents to apply for such flights can be downloaded from SCAA website: www.scaa.sc

4.1 Documentary requirements for clearance of private aircraft.

Same as for scheduled flights.

4. Public health measures applied to aircraft

5. Aircraft must be disinsected "blocks away" using WHO approved insecticide from last point of departure. The overhead lockers, cupboards or any other closets should be left open whilst spraying at blocks away. In the Health Section of the GENDEC Form, it should state the time the door is closed, the spraying time (which should preferably be done before aircraft push-back) and the time aircraft takes off. Canisters are to be kept and handed to the Public Health Officer upon boarding of aircraft.

On arrival, all doors and windows must be kept closed until the Public Health Officer gives clearance for passengers to disembark. If it is found that spraying is not done or there is no proof that spraying was done accordingly, the Public Health Officer will carry out disinsection upon boarding of the aircraft on arrival including the aircraft holds. The airline will be billed for canister usage through the Ground Handling Agent (Air Seychelles).

Should the Captain/cabin crew refuse the re-spraying or spraying respectively, the Public Health Officer will prevent disembarkation of passengers and legal proceedings will be instituted against the Captain and the airline.

Passengers & crew who embark from a yellow fever endemic area should be notified prior to disembarkation to present their valid yellow fever vaccination card to the Public Health Officer within the arrival lounge for verification.

The Captain is to liaise with the Ground Handling Agent (Air Seychelles) upon arrival in Seychelles for necessary cabin cleaning services and removal of refuse prior to closure of aircraft doors. Under no circumstances are refuse to be left in bags / boxes on the ramp or at the remote parking area by the aircraft wheels".

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Taxation (Import Control) requirements

1.1 Baggage or articles belonging to disembarking passengers are immediately released except for those selected by the Taxation Authorities. Only an oral declaration of contents is required when the green and red channels are in operation.

1.2 The crew must produce a written declaration of all contents on request.

1.3 No taxation (export control formalities are normally required on departure, except only in cases of suspicion.

2. Immigration requirements

2.1 No documents or visas are required of passengers arriving and departing on the same flight (short duration transit).

2.2 Intending immigrants must hold a valid passport and a resident permit issued in advance.

2.3 Temporary visitors must hold a valid passport and onward ticket and guaranteed accommodation and funds for intended length of stay in Seychelles.

2.4 All visitors, with the exception of those mentioned in 2.1 above, must complete a disembarkation card.

2.5 It is the responsibility of the carrier to issue disembarkation cards to its passengers.

2.6 Flight crew members, except those arriving and departing on the same flight must hold a valid passport.

3. Public health requirements

3.1 Arriving passengers and crew do not need any certificates of vaccination or immunization.

3.2 On departure, no health formalities are required.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Taxation (Import Control) requirements concerning cargo and other articles

1.1 The following documents are required for clearance of imported goods through taxation control:

a) Commercial Invoice
b) Import Entry
c) Copy of Airways Bill
d) Import Permit

1.1.1 No clearance documents are required with respect to goods retained on board an aircraft for onward carriage to a destination outside the territory of Seychelles.

1.1.2 Upon exportation of goods, the following documents are required for the clearance of shipments to be exported by air:

a) Export Entry
b) Export Permit
c) Commercial Invoice

2. Agricultural Quarantine

Sanitary certificates or related documents are required only in respect of the following animal and plant shipments in the related circumstances:-

2.1 Animals

2.1.2 An import permit obtained from the veterinary services from the Ministry of Environment and Natural Resources is a pre requisite for the importation of animals or their carcasses (meat and meat products), eggs, semen of stock or poultry.

2.1.2 Dogs, cats and other animals are prohibited except under licence issued by the Director of Veterinary Services or a veterinary certificate issued by the appointed authority in the country of origin which shall be declared to taxation (Import Control) on arrival.

2.2 Plants and plants products

An import permit obtained from the Plant Protection Section of the Ministry of Environment and Natural Resources is a pre requisite for the importation of plant materials. A duplicate certificate from the country of origin must accompany the consignment. Importers are required to declare all plant materials to the Taxation Officer (Import Control) on arrival into Seychelles and obtain the appropriate clearance from the Agricultural Quarantine Officer following an inspection.

GEN 1.5 AIRCRAFT INSTRUMENTS EQUIPMENT AND FLIGHT DOCUMENTS

1. General

Commercial air transport aircraft operating in Seychelles must adhere to the provisions of ICAO Annex 6 Operation of Aircraft, Part 1 - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aero plane Instruments Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment) and off the Region Supplementary Procedures applicable to the AFI Region (ICAO Doc 7030/4)

2. Special equipment to be carried by aircraft

- Nil -

3. Equipment to be carried by all types of flights

All aircraft within the Seychelles territory when flying under Instrument Flights Rules (IFR) within controlled airspace shall carry the following equipment:-

a) radio equipment capable of maintaining two-way communication with the appropriate aeronautical radio stations.

b) radio equipment capable of enabling the aircraft to be navigating on the intended route including the equipment specified in Regulation 11 in schedule 15 to the Air Navigation Order 1976.

c) radio equipment capable of providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations.

4. Equipment to be carried on all internal and on certain flights

4.1 Signaling equipment

At least one emergency locator transmitter (ELT) preferably 406MHz.

4.2 Survival equipment

a) first aid equipment
b) life jacket for each person on board
c) additional floatation equipment capable of supporting one fifth of the number of persons on board.
d) life rafts sufficient to accommodate all persons on board.
e) for aircraft flying 400 nautical miles from the nearest aerodrome, life raft sufficient to accommodate all persons on board the flying machine.

Note: *For the purpose of (e), the flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate at Airworthiness as the speed for compliance with the regulation governing flights over water.*

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS CONVENTIONS

Following is a list of Civil Aviation Legislation and air navigation regulations and agreements in force in Seychelles. It is essential that everyone engaged in air operations be acquainted with these relevant regulations .Copies of such documents may be obtained from respective designated Authorities and their address can be found on page GEN 1.1-1 ←

TITLE	CONTENTS
Civil Aviation Act 1949 (Overseas Territories) Order 1969. The Air Navigation(Overseas Territories) Order 1976	Registration and markings of aircraft: Air Operators Certificates: Airworthiness and Equipment of Aircraft: Aircraft Crew and Licensing, Operation of Aircraft; Fatigue, Crew Documents and Records; Control of Air Traffic; Aerodrome, Aeronautical lights and Dangerous lights; General Scheduled to Regulations
The Air Transport (Licensing of Air Services) Regulations 1970 as amended	Licensing of Air Services
Civil Aviation (Control of Obstruction) Act	Control of Obstacles
Trades Tax Act 1985	Regulations governing Import and export of goods
Animals , Bird & Poultry Diseases and Importation Ordinance 1975 as amended	Regulations covering Importation of live animals , birds or poultry
Plants, Pest and Animal ordinance 1958 as amended	Regulation controlling importation of animals, animal products, plants, plant parts, fruits, vegetables and seeds
The protection of Local Agricultural Produce Ordinance 1973 as amended	Regulation controlling importation of animals, animal products, plants, plant parts, fruits, vegetables and seeds

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 PERSONNEL LICENSING (10th Edition - July 2006)

Chapter 4:

4.3.1.1 **Age**: *The applicant shall be not less than 20 years of age.*

4.3.1.4 **Medical Fitness**: *The applicant shall hold a current Class 1 Medical Assessment.*

ANNEX 2 RULES OF THE AIR (10th Edition - July 2005)
Nil Notification

ANNEX 3 METEOROLOGICAL SERVICES FOR INTERNATIONAL AIR NAVIGATION
(16th Edition - July 2007)
Chapter 4:
4.6.3 *Observation of Runway Visual Range (RVR) is not made at Seychelles International Airport.*

ANNEX 4 AERONAUTICAL CHARTS (10th Edition - July 2001)
Nil Notification

ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS
(4th Edition - July 1979)
Nil Notification

ANNEX 6 OPERATION OF AIRCRAFT
Part 1 - International Commercial Air Transport (8th Edition –July 2001) - *Nil Notification*
Part 2 - International General Aviation (Aeroplanes) - *Nil Notification*
Part 3 - International Operations (Helicopters) - *Nil Notification*

ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS (5th Edition - July 2003)
Nil Notification

ANNEX 8 AIRWORTHINESS OF AIRCRAFT (9th Edition - July 2001)
Nil Notification

ANNEX 9 FACILITATION (12th Edition - 2005)
Chapter 2:
2.4 The presentation of a stamped General Declaration is required.
2.8 The presentation of a Cargo Manifest is required.
2.8.1 Information concerning the nature of goods is required.

2.23 to 2.32 All aircraft arriving in Seychelles are now required to be disinsected blocks away at the last point of departure. Failure to satisfy the Health Authorities that this has been done satisfactorily will require the aircraft to be properly disinsected prior to disembarkation of passengers.

2.33 to 2.40 Permission for non-traffic stops for non-scheduled flights must be obtained from the Chief Executive Officer, Seychelles Civil Aviation Authority, P O Box 181, Victoria, Mahe.

Chapter 3:
3.9 Embarkation/Disembarkation cards are required to be completed by all passengers. It is the responsibility of the carriers to issue disembarkation cards to their passengers.

3.10 to 3.10.2 The format of the Embarkation/Disembarkation card does not conform entirely to that laid down in Appendix 5 of ICAO Annex 9.

3.16 A written declaration is required on arrival only from crew if duration of stay exceeds two hours.

3.17 Although Red and Green channels exist, the government reserves the right to search all arriving passengers and accompanying baggage.

3.17.1 Since the introduction of the Trades Tax Act, the office of the Commissioner of Taxes has taken over the duties of the Customs. All reference to the word Customs have been replaced by the word taxation by the coming into force of the associated legislation.

3.28 An Embarkation card is required.

Chapter 4:
4.9 to 4.9.1 Export entry is required for exportation of cargo.

4.53 Unaccompanied baggage by air is treated as cargo for the purpose of clearance through taxation controls.

Chapter 5:
5.4 Disembarking passengers, being transferred from one flight to another at Seychelles International Airport must pass through Immigration Controls, except in special circumstances and as approved by local authorities.

5.11 to 5.13 Free zones are not considered feasible or necessary at present.

Chapter 6:
6.10 At present passengers and crew have to proceed across the open apron between the Terminal Building and the parked aircraft, and vice versa.

6.33 No facilities are provided for passengers not connecting immediately with another aircraft. Passengers are therefore required to pass through Immigration Control and Taxation if the duration of stay exceeds one hour.

6.35 Transit passengers are required to await connections either in the airport concourse area or in the Departure Lounge.

6.9 No nursing or paramedic staff are provided at the Airport. First aid is provided by trained Fire Service personnel until medical help arrives. When necessary, ambulances and nursing / medical personnel are made available when prior notice of such a requirement is given via Air Seychelles Ground Handling or Air Traffic Control.

ANNEX 10 AERONAUTICAL TELECOMMUNICATIONS
Volume 1 – Radio Navigation Aids (6th Edition - 2006)

Chapter 2
2.1 The SIA ILS is uncategorized. The localizer coverage sector does not extend to 31.5km (17nm) between 10 degrees and 35 degrees from the front course line. It also does not extend to 18.5km (10nm) outside of plus and minus 35 degrees to the west of runway 13. The lateral placement of the glide path antenna with respect to the runway centerline is 85metres. The glide path antenna is abeam the threshold. The threshold is displaced by 305metres with a nominal crossing height of zero feet.

Volume II – Communication Procedures (6th Edition - October 2001) - *Nil Notification*
Volume 111 – Digital Data Communication Systems (2nd Edition - July 2007) - *Nil Notification*
Volume 1V – Surveillance Radar and Collision Avoidance Systems (4th Edition - July 2007)
Nil Notification
Volume V – Aeronautical Radio Frequency Spectrum Utilization (2nd Edition - July 2001) - *Nil Notification*

ANNEX 11 AIR TRAFFIC SERVICES (13th Edition - July 2001)

Chapter 2:
2.23.2 No procedures established for interception of civil aircraft.

2.24 No procedures have been established for specifying the requirements for carriage and operation of pressure altitude reporting transponders.

3.7.4.1 Downstream clearance is not prescribed.
3.7.5 ATFM procedures have not been fully implemented within Seychelles FIR.
Declared capacity of ATS is not available.

Chapter 3:

3.7.2.1 Seychelles currently has no standards/procedures related to transonic acceleration phases of flight for supersonic aircraft.

Chapter 4:

4.3 Air traffic services do not provide OFIS broadcasts, either on VHF or HF.

ANNEX 12 SEARCH AND RESCUE (8th Edition - 2004)

Chapter 3:

3.1 No formal letters of agreement have been signed with adjacent States with regard to coordination and conduct of joint SAR operations.

ANNEX 13 AIRCRAFT ACCIDENT INVESTIGATION (9th Edition – July 2001)
Nil Notification

ANNEX 14 AERODROMES
Volume 1 – Aerodrome Design and Operations (4th Edition - July 2004) - *Nil Notification*
Volume 11 – Heliports (2nd Edition – 1995) - *Nil Notification*

ANNEX 15 AERONAUTICAL INFORMATION SERVICES (12th Edition - July 2004)

Chapter 6:
6.1.1 AIRAC is not applied in full but the system is sometimes used when information is given ample time for a NOTAM to be issued at least 28 days in advance of the effective date.

ANNEX 16 ENVIRONMENT PROTECTION
Volume1 – Aircraft Noise (4th Edition - July 2005) - *Nil Notification*
Volume 11 – Aircraft Engines Emissions (2nd July 1993) - *Nil Notification*

ANNEX 17 SECURITY (8th Edition - April 2008)
Nil Notification

ANNEX 18 THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (3rd Edition - July 2001)
Nil Notification

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEMS, AIRCRAFT MARKINGS AND PUBLIC HOLIDAYS

2.1.1. Units of measurement

The tables of units of measurement shown below will be used by aeronautical station within Seychelles FIR for air and ground operations.

For measurement of:	Units used
Distance used in navigation position Reporting ,etc generally in excess of 2 Nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevation and heights	Meters/feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minutes
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilo metres or metres
Altimeter setting	Hecto Pascal
Temperature	Degrees Celsius
Weight	Metric tones or kilometers
Time	Hours and minutes, beginning at midnight UTC

2.1.2 Temporal Reference System

General

The temporal reference system uses Gregorian calendar and Universal Time Co-ordinated (UTC) is employed by local air navigation services and in publication issued by the Aeronautical Information Services.

- Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.
- Local time in Seychelles is UTC plus 4 hours

2.1.3 Horizontal Reference System

2.1.3.1 Designation of datum

All published geographical coordinates indicating latitude and longitude are expressed at present in local datum. Certain facilities in Seychelles International airport and other domestic aerodromes have been evaluated in accordance with common global reference system, the World Geodetic System (1984) [WGS 84] .

2.1.3.2 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Services, i.e the entire territory of the Republic of Seychelles as well as the airspace over the high seas encompassed by the Seychelles Flight Information Region and Farquhar Atoll which lies within the Antananarivo Flight Information Region in accordance with the regional air navigation agreement.

2.1.3.3 Use of an asterisk to identify published geographical coordinates

- Nil -

2.1.4 Vertical Reference System

All elevations are measured based on the Standard Barometric Pressure at Mean Sea Level.

2.1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in Seychelles is S7. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. S7-AAS.

2.1.6 Calendar of public holidays in Seychelles

Name	Date/Day
New Year's Day	1st and 2nd January
Good Friday	Friday before Easter
Easter Saturday	Saturday before Easter
Easter Monday	Monday after Easter
Labour Day	1ST May
Corpus Christi	
Constitution Day	18th June
National Day	29th June
Assumption	15th August
All Saints Day	1st November
Immaculate Conception	8th December
Christmas Day	25th December

Note: *Whenever a public holiday falls on a Sunday, the following Monday is also declared a public holiday.*

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400

A		APP	Approach control office or approach control
AAL	Above aerodrome level	APR	April
ABM	Abeam	APRX	Approximate or approximately
ABM	Aerodrome beacon	ARFOR	Area forecast
ABT	About	ARO	Air traffic services reporting office
ABV	Above	ARP	Aerodrome reference point
ACC	Area control centre or area control	ARR	Arrive or arrival
ACCID	Notification of an aircraft accident	ASC	Ascend or ascending to
ACFT	Aircraft	ASDA	Accelerate – stop distance available
ACK	Acknowledge	ATA	Actual time of arrival
ACL	Altimeter check location	ATC	Air traffic control
CAN	Aircraft classification number	ATD	Actual time of departure
ACP	Acceptance (message type designator)	ATS	Air traffic services
ACPT	Accept or accepted	ATTN	Attention
AD	Aerodrome	ATZ	Aerodrome traffic zone
ADDN	Addition or additional	AUG	August
ADF	Automatic direction-finding equipment	AUTH	Authorized or authorization
ADJ	Adjacent	AUW	All up weight
ADR	Advisory route	AUX	Auxiliary
ADZ	Advise	AVBL	Available
AFIL	Flight plan filed in the air	AVGAS	Aviation gasoline
AFIS	Aerodrome flight information service	AVTUR	Aviation turbine fuel
AFS	Aeronautical fixed service	AWY	Airway
AFT	After		
AFTN	Aeronautical fixed telecommunication network	**B**	
A/G	Air-to- ground	B	Blue
AGA	Aerodromes air routes and ground aids	BCN	Beacon
AGL	Above ground level	BCST	Broadcast
AIC	Aeronautical information circular	BDRY	Boundary
AIP	Aeronautical information publication	BECMG	Becoming
AIRAC	Aeronautical information regulation control	BKN	Broken
AIREP	Air-report	BLDG	Building
AIS	Aeronautical information services	BRG	Bearing
ALR	Alerting (message type designator)	BRKG	Braking
ALS	Approach lighting system	BTN	Between
ALT	Altitude		
ALTN	Alternate or alternating	**C**	
AMDT	Amendment (AIP amendment)	C	Degrees Celsius
AMS	Aeronautical mobile service	CAT	Category
AMSL	Above mean sea level	CAT	Clear air turbulence
AOC	Aerodrome obstacle chart	CAVOK	Visibility cloud and present weather better than prescribed values or conditions
AP	Airport	CD	Candela
APCH	Approach	CDN	Co-ordination
		CH	Channel
		CHG	Modification (type designator)
		CLR	Clear

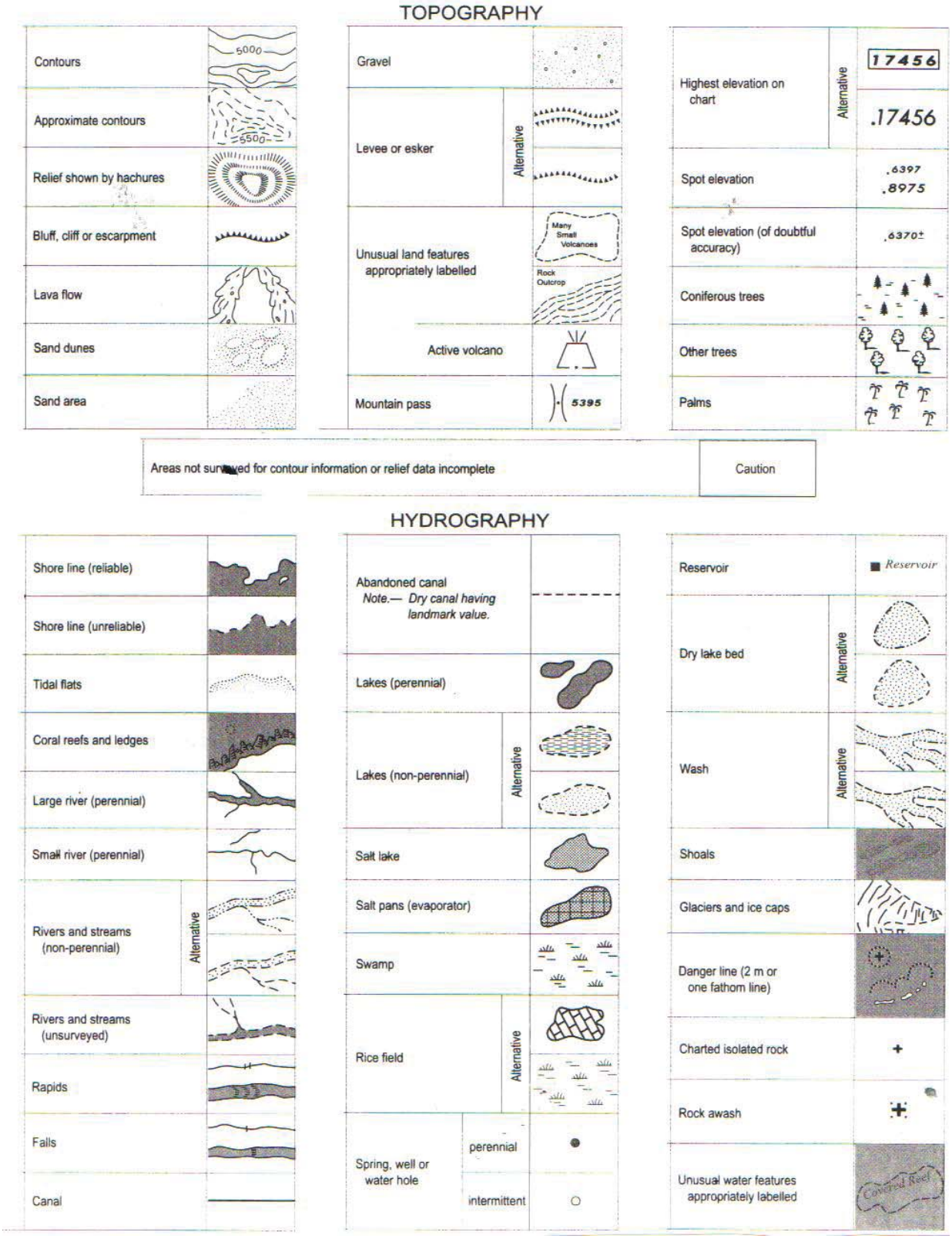
CLSD	Closed	EXP	Expect or expected or expecting
CM	Centimeter	EXTD	Extend or extending
CNL	Cancelled		
COM	Communications	**F**	
CONC	Concrete	F	Fixed
COND	Condition	FAC	Facilities
CONT	Continue or continued	FAL	Facilitation of international air Transport
COR	Correct or corrected or Correction		
		FCST	Forecast
CTA	Control area	FEB	February
CTL	Control	FIC	Flight information centre
CTN	Caution	FIR	Flight information region
CTR	Control zone	FIS	Flight information service
CWY	Clearway	FL	Flight level
		FLG	Flashing
D		FLR	Flares
DCT	Direct	FLT	Flight
DEC	December	FLTCK	Flight check
DEG	Degrees	FLUC	Fluctuating or fluctuation or Fluctuated
DEP	Depart or departure		
DES	Descend	FLW	Follows or flowing
DEST	Destination	FM	From
DETRESFA	Distress phase	FPL	Field flight plan
DEV	Deviation or deviating	FREQ	Frequency
DH	Decision height	Fri	Friday
DIST	Distance	FRQ	Frequent
DLA	Delay or delayed	FST	First
DME	Distance measuring equipment	FT	Feet
DNG	Danger or dangerous		
DP	Dew point	**G**	
DRG	During	G	Green
DSB	Double side band	GA	Go ahead
DTG	Date-time group	G/A	Ground to air
DUR	During	GEN	General
DVOR	Doppler VOR	GEO	Geographic
		GND	Ground
E		GNDCK	Ground check
E	East	GP	Glide path
EAT	Expected approach time	GRVL	Gravel
EET	Estimated elapsed time	GS	Ground speed
ELBA	Emergency location beacon - aircraft		
		H	
ELEV	Elevation	H24	Continuous day and night service
ELR	Extra long range	HBN	Hazard beacon
EMERG	Emergency	HDG	Heading
EOBT	Estimated off-block time	HEL	Helicopter
EQPT	Equipment	HF	High frequency
EST	Estimate or estimated	HGT	Height or height above
ETD	Estimated time of departure	HJ	Sunrise to sunset
EV	Every	HLDG	Holding
EXER	Exercises or exercising or to Exercise	HN	Sunset to sunrise
		HO	Service available to meet operational requirements
		HOL	Holiday

HOSP	Hospital	LM	Localizer, middle
HPA	Hecto Pascal	LO	Localizer, outer
HR	Hours	LOC	Local or locally or location
HS	Service available during hours of	LRG	Long range
	scheduled operations		
HX	No specific working hours	**M**	
		M	Metres
I		MAG	Magnetic
IAC	Instrument approach chart	MAINT	Maintenance
IAC	Indicated air speed	MAP	Aeronautical maps and charts
IBN	Identification beacon	MAPT	Missed approach point
ID	Identifier or identify	MAR	March
IDENT	Identification	MAX	Maximum
IFR	Instrument flight rules	MAY	May
ILS	Instrument landing system	MDA	Minimum descent altitude
IMC	Instrument meteorological	MDH	Minimum decent height
	Instrument	MEA	Mean en-route altitude
INBD	Inbound	MEHT	Minimum eye height above
INCERFA	Uncertainty		Threshold
INFO	Information	MET	Meteorological or meteorology
INOP	Inoperative	METAR	Aviation routine weather report
INS	Inertial navigation system	MHZ	Megahertz
INSTL	Install or installation	MIL	Military
INSTR	Instrument	MNM	Minimum
INT	Intersection	MNTN	Maintain
INTL	International	MON	Monday
INTRP	Interrupt or interruption	MRG	Medium range
INTST	Intensity	MRP	ATS/MET reporting point
		MS	Minus
J		MSA	Minimum safe altitude
JAN	January	MSG	Message
JUL	July	MSL	Mean sea level
JUN	JUNE	MT	Mountain
		MWO	Meteorological watch office
K			
KG	Kilograms	**N**	
Khz	Kilohertz	N	North
		N/A*	Not applicable
KM	Kilometers	NAV	Navigation
KMH	Kilometers per hour	NDB	Non-directional beacon
KT	Knots	NGT	Night
KW	Kilowatts	NM	Nautical miles
		NML	Normal
L		NOF	International NOTAM office
L	Left(Runway identification)	NOSIG	No significant change
L	Locator	NOTAM	Notice to Airmen
LAT	Latitude		
LDA	Landing distance available	NOV	November
LDG	Landing	NR	Number
LEN	Length		
LGT	Light or lighting	**O**	
LGTD	Lighted	OBST	Obstacle
LIH	Light intensity high	OCA	Obstacle clearance altitude
LIL	Light intensity low	OCC	Occulting
LIM	Light intensity medium	OCH	Obstacle clearance height

LLZ	Localizer	OCNL	Occasional or occasionally
OCS	Obstacle clearance surface	RNAV	Radio navigation
OCT	October	RNG	Radio range
OPMET	Operational meteorological	ROBEX	Regional OPMET bulletin
	(information)		Exchange (scheme)
OPN	Open or opening	ROC	Rate of climb
OPR	Operator or operate or operative	ROFOR	Route forecast
	or operating or operational	RQMNTS	Requirements
OPS	Operations	RPT	Repeat
O/R	On request	RSC	Rescue sub-centre
		RTE	Route
P		RTF	Radiotelephone
PANS	Procedures for air navigation	RTT	Radio teletypewriter
	Service	RV	Rescue vessel
PAPI	Precision approach path indicator	RVR	Runway visual range
PCN	Pavement classification number	RWY	Runway
PERM	Permanent		
PPR*	Prior permission required	**S**	
PNR	Point of no return	S	South
POB	Persons on board	SALS	Simple approach lighting
PRKG	Parking		system
PROC	Procedure	SAR	Search and Rescue
PROV	Provisional	SARPS	Standards and recommended
PS	Plus		practices (ICAO)
PSN	Position	SAT	Saturday
PWR	Power	SDBY	Standby
		SEC	Seconds
Q		SELCAL	Selective calling system
QBI	Compulsory IFR flight	SEP	September
QDM	Magnetic heading	SER	Service or servicing
QDR	Magnetic bearing	SFC	Surface
QFE	Atmospheric pressure at	SLG	Signal
	aerodrome elevation (or at rwy	SIGMET	Information concerning en-route
	threshold)		weather phenomena which may
QFU	Magnetic orientation of runway		affect the safety of aircraft
QNH	Altimeter sub-scale setting to		operations
	obtain elevation when on the	SIGWX	Significant weather
	ground	SITA	Societe Internationale
QTE	True bearing		Telecommunication Aeronautique
QUAD	Quadrant	SKED	Schedule or scheduled
		SMC	Surface movement control
R		SPECI	Aviation selected special weather
R	Received		Report
R	Red	SR	Sunrise
R	Restricted area	SRG	Short range
R	Right	SSR	Search and rescue region
RB	Rescue boat	SS	Sunset
RCC	Rescue co-ordination centre	SSB	Single side band
RCF	Radio communication failure	Sub	Subject
RCL	Runway centre line	SUN	Sunday
RDL	Radial	SUP	Supplement
RDO	Radio	SUPPS	Regional supplementary
REC	Receive or receiver		Procedures
REG	Registration	SVC	Service
REQ	Request or requested	SVCBL	Serviceable
RMK	Remark	SVFR*	Special visual flight rules

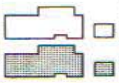
T		**W**	
TA	Transition altitude	W	West
TAF	Aerodrome forecast	W	White
TAS	True air speed	WAC	World aeronautical chart 1:1 000 000
TDZ	Touch down zone	WBAR	Wing bar lights
TEL	Telephone	WDI	Wind direction indicator
TEMPO	Temporary or temporarily	WED	Wednesday
TEND	Trend forecast	WEF	With effect from
TFC	Traffic	WIE	With immediate effect
TGL	Touch- and go landing	WIP	Work in progress
THR	Threshold	WPT	Way point
THRU	Through	WRNG	Warning
THU	Thursday	WS	Wind shear
TIL	Until	WSW	West south west
TKOF	Take-off	WX	Weather
TMA	Terminal control area		
TOC	Top of climb	**X**	
TODA	Take off distance available	XBAR	Crossing
TORA	Take off run available		
TR	Track	**Y**	
TRANS	Transmits or transmitter	Y	Yellow
TUE	Tuesday	YR	Your
TWR	Aerodrome control tower or		
	Aerodrome control		
TWY	Taxiway		
TYP	Type of aircraft		
U			
UAR	Upper air route		
UFN	Until further notice		
UIR	Upper flight information region		
UNL	Unlimited		
UNREL	Unreliable		
U/S	Unserviceable		
UTC	Universal Time Co-ordinated		
V			
VAC	Visual approach chart		
VAR	Magnetic Variation		
VDF	Very high frequency direction		
	finding Station		
VER	Vertical		
VFR	Visual flight rules		
VHF	Very high frequency		
VIA	By y way of		
VIS	Visibility		
VLR	Very long range		
VOLMET	Meteorological information for		
	Aircraft in flight		
VOR	VHF omni directional radio range		
VRB	Variable		
VWS	Vertical wind shear		

GEN 2.3 CHART SYMBOLS

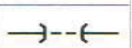


CULTURE

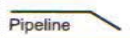
BUILT-UP AREAS

City or large town	
Town	
Village	
Buildings	

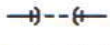
HIGHWAYS AND ROADS

Dual highway	
Primary road	
Secondary road	
Trail	
Road bridge	
Road tunnel	

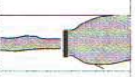
MISCELLANEOUS (Cont.)

Pipeline	
Oil or gas field	
Tank farms	
Nuclear power station	
Coast guard station	
Lookout tower	
Mine	
Forest ranger station	
Race track or stadium	
Ruins	
Fort	
Church	
Mosque	
Pagoda	
Temple	

RAILROADS

Railroad (single track)	
Railroad (two or more tracks)	
Railroad (under construction)	
Railroad bridge	
Railroad tunnel	
Railroad station	

MISCELLANEOUS

Boundaries (international)	
Outer boundaries	
Fence	
Telegraph or telephone line (when a landmark)	
Dam	
Ferry	

AERODROMES

Civil	Land	
Civil	Water	
Military	Land	
Military	Water	

Joint civil and military	Land	
Joint civil and military	Water	
Emergency aerodrome or aerodrome with no facilities		
Abandoned or closed aerodrome		

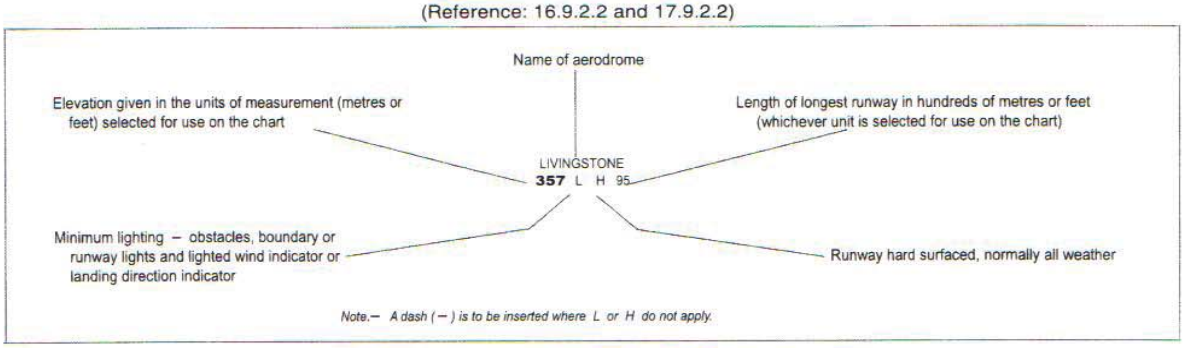
Sheltered anchorage	
Aerodrome for use on charts on which aerodrome classification is not required e.g. Enroute Charts	
Heliport *Note.— Aerodrome for the exclusive use of helicopters*	

Note.— Where required by the function of the chart, the runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol, for example:

AERODROMES *(Cont.)*

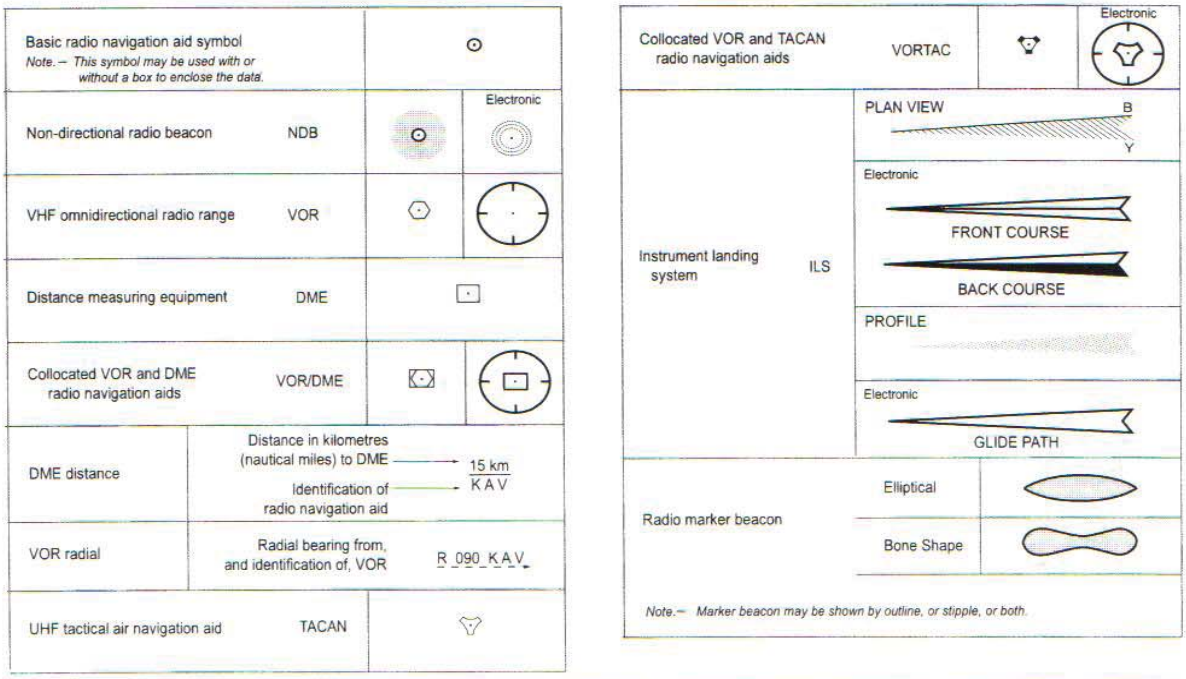
AERODROME DATA IN ABBREVIATED FORM WHICH MAY BE IN ASSOCIATION WITH AERODROME SYMBOLS

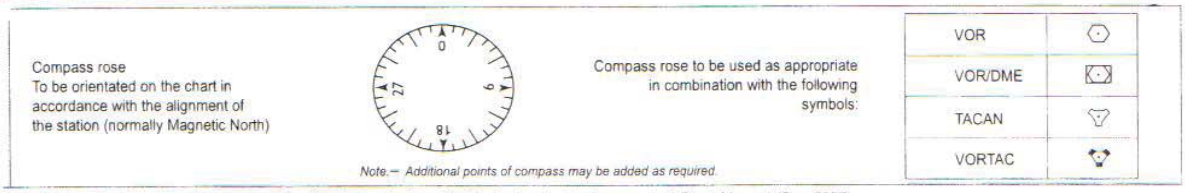
(Reference: 16.9.2.2 and 17.9.2.2)



AERODROME SYMBOLS FOR APPROACH CHARTS

RADIO NAVIGATION AIDS*





Note.– Guidance material on the presentation of radio navigation aid data is given in the Aeronautical Chart Manual (Doc 8697).

AIR TRAFFIC SERVICES

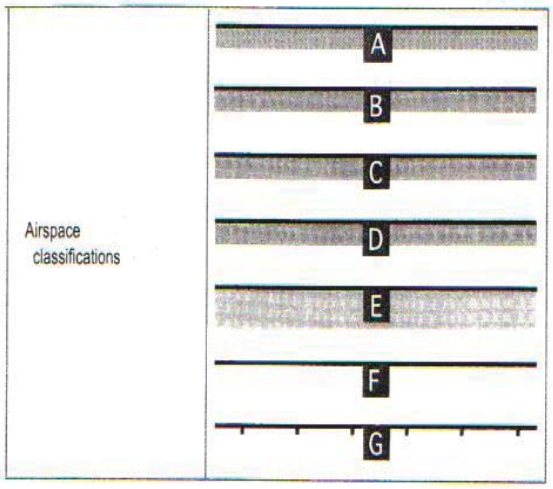
Flight information region	FIR		
Aerodrome traffic zone	ATZ		
Control area Airway Controlled route	CTA AWY	Alternative	
Uncontrolled route			
Advisory airspace	ADA		
Control zone	CTR		
Air defence identification zone	ADIZ		ADIZ
Advisory route	ADR	Alternative	

Visual flight path	compulsory with radio communication requirement		R
	compulsory, without radio communication requirement		R
	recommended		
Scale-break (on ATS route)		Alternative	
Reporting point	REP	Compulsory	▲
		On request	△
Change-over point To be superimposed on the appropriate route symbol at right angles to the route	COP		26 / 36
ATS/MET reporting point	MRP	Compulsory	▲
		On request	△
Waypoint WPT	Flyover WPT (also used for start point and end point of a controlled turn)		
	Fly-by WPT		
Final approach fix	FAF		

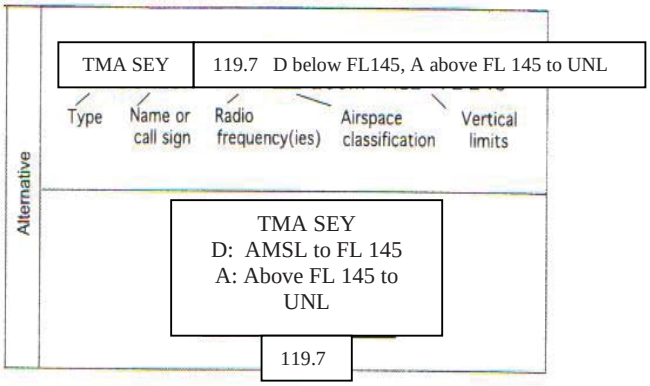
Altitudes/flight levels	Altitude/flight level "window"	17 000 10 000	FL 220 10 000
	"At or above" altitude/flight level	7 000	FL 70
	"At or below" altitude/flight level	5 000	FL 50
	"Mandatory" altitude/flight level	3 000	FL 30
	"Recommended" procedure altitude/flight level	5 000	FL 50
	"Expected" altitude	Expect 5 000	Expect FL 50

Note.– For use only on SID and STAR charts. Not intended for depiction of minimum obstacle clearance altitude.

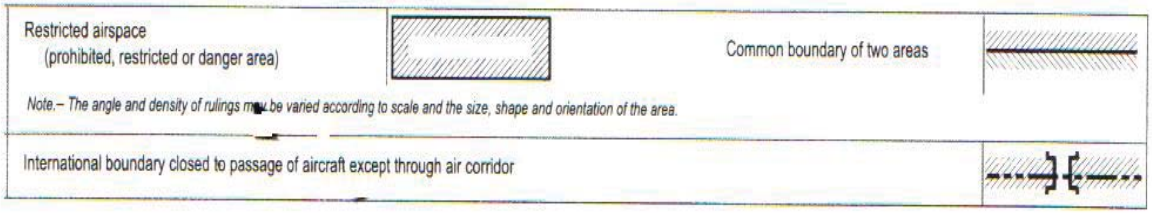
AIRSPACE CLASSIFICATIONS



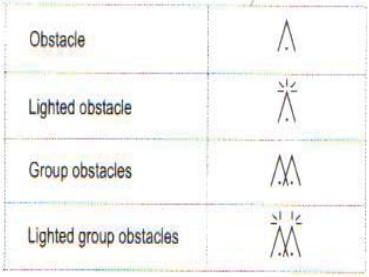
Aeronautical data in abbreviated form to be used in association with airspace classification symbols:

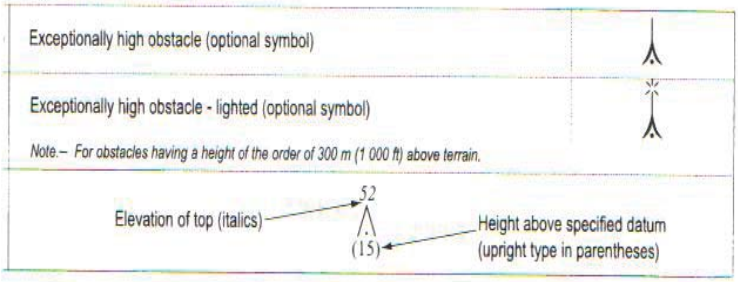


AIRSPACE RESTRICTIONS

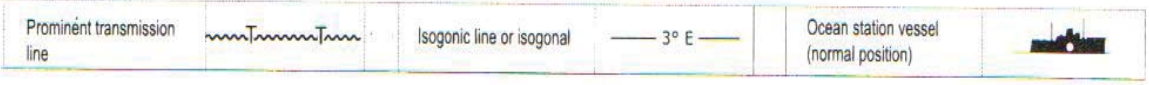


OBSTACLES

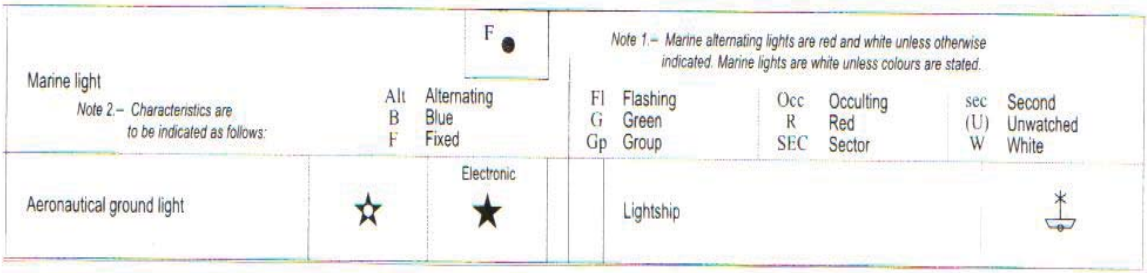




MISCELLANEOUS



VISUAL AIDS



SYMBOLS FOR AERODROME/HELIPORT CHARTS

Hard surface runway	
Unpaved runway	
Stopway SWY	
Taxiways and parking areas	
Helicopter alighting area on an aerodrome	H
Aerodrome reference point ARP	
VOR check-point	
Runway visual range (RVR) observation site	

Pierced steel plank or steel mesh runway		
Point light		
Obstacle light		
Landing direction indicator (lighted)		T
Landing direction indicator (unlighted)		T
Stop bar		
Runway-holding position	Pattern A	
	Pattern B	

Note.– For application, see Annex 14, Volume I, paragraph 5.2.10.

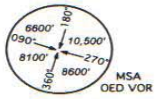
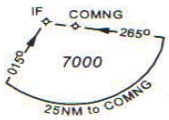
SYMBOLS FOR AERODROME OBSTACLE CHARTS - TYPE A, B AND C

	Plan	Profile
Terrain penetrating obstacle plane		
Escarpment		
Stopway SWY		
Clearway CWY		

	Plan	Profile
Tree or shrub		Identification number ①
Pole, tower, spire, antenna, etc.		
Building or large structure		
Railroad		
Transmission line or overhead cable		

ADDITIONAL SYMBOLS FOR USE ON PAPER AND ELECTRONIC CHARTS

PLAN VIEW

Minimum sector altitude *Note.– This symbol may be modified to reflect particular sector shapes.*	MSA	
Terminal arrival altitude *Note.– This symbol may be modified to reflect particular TAA shapes.*	TAA	
Holding pattern		
Missed approach track		

PROFILE

Runway	
Radio navigation aid (type of aid and its use in the procedure to be annotated on top of the symbol)	
Radio marker beacon (type of beacon to be annotated on top of the symbol)	
Collocated radio navigation aid and marker beacon (type of aid to be annotated on top of the symbol)	
DME fix (distance from DME and the fix use in the procedure to be annotated on top of the symbol)	
Collocated DME fix and marker beacon (distance from DME and the type of beacon to be annotated on top of the symbol)	

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	**Indicators**	**Indicators**	**Location**
ALPHONSE	FSAL*	FSAL*	ALPHONSE
ASSUMPTION	FSAS*	FSAS*	ASSUMPTION
BIRD	FSSB*	FSSB*	BIRD
COETIVY	FSSC*	FSSC*	COETIVY
DARROS	FSDA*	FSDA*	DARROS
DENIS	FSSD*	FSSD*	DENIS
DESROCHES	FSDR*	FSDR*	DESROCHES
FARQUHAR	FSFA*	FSFA*	FARQUHAR
FREGATE	FSSF*	FSSF*	FREGATE
MARIE-LOUISE	FSMA*	FSMA*	MARIE-LOUISE
PLATTE	FSPL*	FSPL*	PLATTE
PRASLIN	FSPP*	FSPP*	PRASLIN
REMIRE	FSSR*	FSSR*	REMIRE
SEYCHELLES ATCC/FIC	FSSS	FSSS	SEYCHELLES ATCC/FIC
SEYCHELLES INTERNATIONAL AIRPORT	FSIA	FSIA	SEYCHELLES INTERNATIONAL AIRPORT

GEN 2.5 LIST OF RADIO NAVIGATIONAL AIDS

ID	*STATION NAME*	*AID*	*PURPOSE*
PRA	PRASLIN	DVOR	AE
PRA	PRASLIN	DME	AE
SIA	SEYCHELLES	ILS	A

***Note 1**: Purpose above indicates that the aid is used either as an approach aid (A) and/or as an en-route aid (E).*

***Note 2**: The PRA DVOR and PRA DME are co-located.*

GEN 2.6 CONVERSION TABLES

NM to KM *1 NM = 1.852KM*		**KM to NM** *1 KM= 0.54 NM*		**FT to M** *1 FT = 0.3048M*		**M to FT** *1M = 3.281FT*	
NM	**KM**	**KM**	**NM**	**FT**	**M**	**M**	**FT**
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.4	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.20	800	243.840	800	2.624.67
90	166.690	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1000	3 280.84
200	370.400	200	107.99	2 000	609.600	2000	6 561.68
300	555.600	300	161.99	3 000	914.400	3000	9 842.52
400	740.800	400	215.98	4 000	1219.200	4000	13 123.36
500	926.000	500	269.98	5 000	1524.000	5000	16 404.20

***Note**: From decimal minutes of an arc to seconds of an arc.*

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

GEN 2.7 SUNRISE AND SUNSET

2.7.1 The times in the table below are given in local time (+ 4 UTC) for the beginning of civil morning twilight to the end of civil evening twilight for the year 2019

2.7.2 The tables are calculated for the year 2019. In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the average year.

AERODROME: SEYCHELLES/International (FSIA)

ARP: 04 40 27.64**S 0 5 5** 31 18. 67**E**

MONTH /DAY		SR	SS	MONTH/DAY		SR	SS	MONTH/DAY		SR	SS
JAN	1-3	0611	1834	**MAY**	1-16	0617	1812	**SEP**	1-8	0615	1817
	4-7	0613	1835		17-24	0618	1812		9-12	0613	1816
	8-11	0615	1837		25-31	0619	1812		13-16	0611	1816
	12-16	0617	1839						17-20	0609	1815
	17-22	0619	1840	**JUN**	1-4	0620	1812		21-24	0607	1814
	23-28	0621	1841		5-8	0621	1813		25-27	0606	1813
	29-31	0622	1841		9-13	0622	1814		28-30	0604	1812
					14-17	0623	1815	**OCT**	1-6	0602	1811
FEB	1-5	0623	1841		18-22	0624	1816		7-10	0600	1811
	6-12	0624	1840		23-26	0625	1817		11-16	0558	1810
	13-28	0625	1837		27-30	0626	1818		17-23	0556	1810
									24-27	0555	1810
MAR	11-4	0625	1835	**JUL**	1-2	0626	1818		28-31	0554	1810
	5-13	0624	1832		3-9	0627	1819				
	14-19	0623	1829		10-29	0628	1822	**NOV**	1-19	0553	1814
	20-25	0622	1827		30-31	0627	1822		20-25	0554	1816
	26-31	0621	1824						26-30	0556	1818
				AUG	1-4	0627	1822				
APR	1-5	0620	1822		5-9	0626	1822	**DEC**	1-5	0557	1820
	6-12	0619	1820		10-13	0625	1822		6-10	0600	1822
	13-20	0618	1817		14-16	0624	1821		11-15	0601	1825
	21-30	0617	1814		17-19	0623	1821		16-21	0604	1828
					20-22	0622	1821		22-27	0607	1831
					23-31	0618	1819		28-31	0609	1833

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible service

The Aeronautical Information Services which forms part of the Seychelles Civil Aviation Authority ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. It consists of combined AIS Headquarters, International NOTAM Office (NOF) and AIS units established at Seychelles International Airport as listed under GEN 3.1.5 below.

3.1.1.1 **AIS Headquarters / International NOTAM office (NOTAM) address**

Seychelles Civil Aviation Authority
Aeronautical Information Services
P O Box 181
Victoria, Mahe
Fax: (248) 438 4179
AFS; FSIAYNYX
E-mail:ais@scaa.sc

The service is provided in accordance with the provisions contained in ICAO Annex 15 - (Aeronautical Information Services).

Hours of service are from 0400 UTC to 1200 UTC, Monday to Friday. From 1200 to 0400 and public holidays services are available in the Control Tower.

3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination for the entire territory of Seychelles and for the airspace over the high seas encompassed by the Seychelles Flight Information Region.

3.1.3 Aeronautical publications

3.1.3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements;

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-Flight Information Bulletins (PIB)
- Aeronautical Information Circulars (AIC);
- Check lists and monthly notam Summaries.

NOTAMs and the related monthly check lists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at the AIS unit. All other elements of the package are distributed by e- mail.

3.1.3.2 Aeronautical Information Publication

The AIP is the basic aviation document intended primarily to satisfy international requirements for exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP Seychelles is published in one Volume.

The AIP is published in a loose-leaf form in English for use in international and domestic operations, whether the flight is commercial or private one.

3.1.3.3 Amendment services to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

1. - Regular AIP amendment (AIP AMDT) issued in accordance with the established regular interval (ref GEN 0.1-2) and identified by a plain cover sheet. This incorporates permanent changes into the AIP on the indicated publication date; and

2. - AIRAC AIP Amendment (AIRAC AIP AMDT) issued in accordance with the AIRAC System and identified by plain cover sheet and the acronym – AIRAC. This incorporates Operational significant permanent changes into the AIP on the indicated AIRAC effective date.

A briefing description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the margin (or immediately to the left) of the change or addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet are dated. The date consists of the day, month, and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information.

Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment e.g. AIP AMDT 1/96 .AIRAC AIP AMDT 1/96.

A checklist of AIP pages containing page number/chart title and publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.1.3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and /or graphics, supplementing the permanent information contained in the AIP are published as AIP Supplements (AIP SUP). Operational temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General- GEN), En-route ENR and Aerodromes-AD and are placed accordingly at the beginning of each AIP PART. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP.

Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 1/96 ; AIRAC AIP SUP 1/96

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain – language summary of NOTAM in force.

3.1.3.5 NOTAM and Pre-flight Information Bulletins: (PIB)

NOTAM: A notice distributed by means of telecommunication, containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significant / uniformed abbreviated phraseology assigned to the ICAO NOTAM code complemented by ICAO abbreviations, indicators, identifiers, designators, callsigns, frequencies, figures and plain language. NOTAMs are originated and issued for Seychelles FIR and are distributed in two series identified by the **letters A and B**.

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and information concerning Seychelles International Airport.

Series B. Information on national aerodromes and helicopter landing areas.

Pre-flight Information Bulletins: (PIB) which contain a recapitulation of current NOTAM and other information of urgent character for the operator / flight crews are available at the aerodrome AIS unit of Seychelles International airport only.

3.1.3.6 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contains information on the long term forecast of any major change in legislations, regulations, procedures or facilities. The information is of a purely explanatory or advisory nature concerning technical, legislative or purely administrative matters liable to affect flight safety.

AICs are divided by subject and are issued in two series (A and B). AIC S**eries A** contains information affecting international civil aviation and is given international distribution while AIC **Series B** contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is part of the serial number of the AIC e.g. AIC 1/96. A checklist of AIC currently in force is issued concerning technical, legislative or purely administrative twice a year.

3.1.3.7 Checklist and summary of NOTAM

A Checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or , if none, the NIL AIRAC notification.

3.1.3.8 Specifications for AIP Supplements

Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and /or Supplements.

3.1.3.9 Sale of publications

The said publication can be obtained from the Aeronautical Information Service. The AIP complete with a current set of AIP SUP may be purchased at the AIS Office at Seychelles at Seychelles rupees **three hundred** per copy. AIP amendment service is Seychelles rupees **one hundred** per copy / per annum. AIP Supplement will be provided free of charge to all subscribers of the AIP.

3.1.4 AIRAC System

In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc…., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC amendment or Supplement cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an Amendment or Supplement.

AIRAC information will be issued so that the information will be received by the user not later than 28 days and for major changes not later than 56 days before the effective date.

At AIRAC effective date, a trigger NOTAM will be issued giving brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. The trigger NOTAM will remain in force as a reminder in the PIB until the new checklist / summary is issued.

3.1.4.1 The Schedule of AIRAC effective dates

2018	2019	2020	2021	2022	2023	2024
04 Jan	03 Jan	02 Jan	28 Jan	27 Jan	26 Jan	25 Jan
01 Feb	31 Jan	30 Jan	25 Feb	24 Feb	23 Feb	22 Feb
01 Mar	28 Feb	27 Feb	25 Mar	24 Mar	23 Mar	21 Mar
29 Mar	28 Mar	26 Mar	22 Apr	21 Apr	20 Apr	18 Apr
26 Apr	25 Apr	23 Apr	20 May	19 May	18 May	16 May
24 May	23 May	21 May	17 Jun	16 Jun	15 Jun	13 Jun
21 Jun	20 Jun	18 Jun	15 Jul	14 Jul	13 Jul	11 Jul
19 Jul	18 Jul	16 Jul	12 Aug	11 Aug	10 Aug	08 Aug
16 Aug	15 Aug	13 Aug	09 Sep	08 Sep	07 Sep	05 Sep
13 Sep	12 Sep	10 Sep	07 Oct	06 Oct	05 Oct	03 Oct
11 Oct	10 Oct	08 Oct	04 Nov	03 Nov	02 Nov	31 Oct
08 Nov	07 Nov	05 Nov	02 Dec	01 Dec	30 Nov	28 Nov
06 Dec	05 Dec	30 Dec	30 Dec	29 Dec	28 Dec	26 Dec
		31 Dec				

3.1.5 Pre–flight information service at aerodromes

Pre-flight information is available at Seychelles International Airport as detailed below:

AERODROME	BRIEFING COVERAGE
SEYCHELLES INTERNATIONAL	All adjacent states and those destinations within the ICAO AFI, MID SEA AND EUR regions with which there is scheduled services.

3.1.6 Electronic terrain - FSIA E-TOD Data Area 1 may be obtained at www.scaa.sc

Intentionally left blank

GEN 3.2 AERONAUTICAL CHARTS

3.2.1 Responsible service

The Civil Aviation Authority of Seychelles provides a wide range of aeronautical charts for use by the civil aviation industry. The aeronautical information service office produces the charts which are part of the AIP. All other aeronautical charts are produced by the department of surveys. Charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO Aeronautical Chart Catalogue (Doc 7101) are available for reference at the AIS Unit. The charts are produced in accordance with the provisions contained in ICAO Annex 4 Aeronautical Charts. Differences to those provisions are detailed in subsection GEN 1.7

3.2.2 Maintenance of Charts

The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to the aeronautical charts not contained in the AIP are promulgated by AIP amendments. Information concerning the planning for or issuance of new maps and charts is normally notified by an Aeronautical Information Circular.

If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3.2.3 Purchase arrangement

Charts as listed under subsection 3.2.4 below may be obtained from the following address:-

Seychelles Civil Aviation Authority
Aeronautical Information Services
PO Box 181
Victoria Mahe
Tel: (248) 438 4186
Fax: (248) 438 4179
AFS: FSIAYNYX
E-Mail:ais@scaa.sc

The AIS unit has copies of the ICAO Aeronautical Chart Catalogue (Doc 7101) where all aeronautical charts or chart series produced by Seychelles and other countries are listed and known to be generally available to civil aviation.
→ Aeronautical charts shall be made available without charge on a reciprocal basis.

3.2.4 Aeronautical chart series available

The following series of aeronautical charts are available and produced by the Authority:-

a) [ADC] Aerodrome Chart - ICAO
b) [APDC] Aircraft Parking/Docking Chart - ICAO
c) [AOC] Aerodrome Obstruction Chart-ICAO Type A
d) [ENRC] En-route Chart - ICAO
e) [IAC] Instrument Approach Chart - ICAO
f) [SID] Standard Departure Chart - ICAO
g) [STAR] Standard Arrival Chart - ICAO

3.2.4.1 General description of each series.

A general description of each series is published in ICAO Annex 4 - Aeronautical Charts.

3.2.5 List of Aeronautical Charts available

Title of series	Scale	Name and / or number	Price	Date
[ADC] Aerodrome Chart*		- AD 2 FSIA - 13 - AD 2 FSPP - 01	Available as part of the AIP	See AIP page
[APDC] Aircraft Parking/Docking Chart - ICAO*		- AD 2 FSIA - 15	Available as part of the AIP	See AIP page
[AOC] Aerodrome Obstacle Chart-ICAO Type A*		- AD 2 FSIA - 17	Available as part of the AIP	See AIP page
[ENRC] En-route Chart – ICAO*	1:6 000 000 1:5 000 000	- FIR Chart - TMA Chart - RNP 1 Transition Routes - Low level Transition Routes	Available as part of the AIP	See AIP pages
[IAC] Instrument Approach Chart - ICAO*		**FSIA** FSIA ILS Y RWY 31 FSIA ILS Z RWY 31 FSIA RNAV GNSS Y RWY 13 FSIA RNAV GNSS X RWY 13 FSIA RNAV GNSS Y RWY 31 FSIA RNAV GNSS X RWY 31 FSIA RNAV GNSS W CAT A-B FSIA RNAV RNP Z RWY 13 FSIA RNAV RNP Z RWY 31 **FSPP** FSPP VOR a CAT (A-B) FSPP VOR b CAT (C) FSPP VOR c CAT (A-B) FSPP RNAV GNSS RWY 15 CAT A-C FSPP RNAV GNSS RWY 33 CAT A-C FSPP RNAV GNSS a CAT A-C	Available as part of the AIP	See AIP pages
[SID] Standard Departure Chart - ICAO*		FSIA RNP 1 SID RWY 13 FSIA RNP 1 SID RWY 31	Available as part of the AIP	See AIP pages
[STAR] Standard Arrival Chart – ICAO*		FSIA RNP 1 STAR RWY 13 FSIA RNP 1 STAR RWY 31	Available as part of the AIP	See AIP pages

Note: Those Chart series marked by an asterisk forms part of the AIP Seychelles.

3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1;1,000,000

→ Nil

3.2.7 Topographical Charts

To supplement the aeronautical charts, a wide range of topographical charts are available from the Ministry of Land Use and Habitat, Geo-Informatics Division, P.O Box 199, Victoria, Mahe.

3.2.8 Correction to charts not contained in the AIP shall be recorded in this table.

Charts	Location	Corrections

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1. Responsible service:

The Air Navigation Services division of the Seychelles Civil Aviation Authority is the responsible authority for the provision of air traffic services within the Seychelles Flight Information Region.

→ General Manager Air Navigation Service
Seychelles Civil Aviation Authority
P.O.Box 181
Victoria, Mahe
Tel: (248) 4 38 4180
Fax: (248) 4 38 4179
Email:esamson@scaa.sc

The services are provided in accordance with the provisions contained in the following ICAO documents:-

Annex 2 - Rules of the Air
Annex 11 - Air Traffic Services
Doc 4444 - ATM/501 - Procedures for Air Navigation Services – Air Traffic Management
Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS OPS)
Doc 7030 - Regional Supplementary Procedures

Note: *Differences to ICAO SARPs are detailed in subsection GEN1.7.*

3.3.2 Area of responsibility

Air traffic services are provided for the entire territory of Seychelles including its territorial waters as well as the airspace over the high seas within the Seychelles FIR.

3.3.3 Types of Services:

The following types of services are provided:

- Flight Information Services (FIS) and Alerting Services (ALRS)
- Area Control (ACC) - (Procedural)
- Approach Control (APP)- (Procedural)
- Aerodrome Control (TWR)

3.3.4 Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with Para 2.17 of ICAO **Annex 11**.

3.3.5 Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacles in the area concerned.

3.3.6 ATS Units address list

Unit Name	Postal address	Telephone Nr	Fax Nr	Email address	AFS address
1	2	3	4	5	6
Seychelles ACC	Seychelles Civil Aviation Authority P.O. Box 181,Victoria, Mahe Seychelles	(248) 4 38 41 93	(248) 4 38 4179	atcc@scaa.sc	FSSSZQZX
Seychelles APP	Same as for Seychelles ACC	(248) 4 38 41 95	(248) 4 38 4179	approach@scaa.sc	FSIAZPZX
Seychelles TWR	Same as for Seychelles ACC	(248) 4 38 41 91/2	(248) 4 38 4179	tower@scaa.sc	FSIAZTZX
Praslin TWR	Same as for Seychelles ACC	(248) 4 28 46 30	(248) 4 38 4179	*ptower@scaa.sc*	FSIAYAYX

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GEN 3.4 COMMUNICATION SERVICES

3.4.1 Responsible service

The Seychelles Civil Aviation Authority is responsible for the provision of telecommunication and navigation services in Seychelles, on the following address:

General Manager Air Navigation Services
Seychelles Civil Aviation Authority
P.O. Box 181
Victoria, Mahe
Tel: (248) 4 38 4180
Fax: (248) 4 38 4179
E-mail:esamson@scaa.sc

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 - Aeronautical Telecommunications
Doc 8400 - Procedures for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
Doc 8585 - Designators for Aircraft operating Agencies
Doc 7030 - Regional Supplementary Procedures
Doc 7910 - Location Indicators

3.4.2 Area of responsibility

Communication services are provided for the entire Seychelles FIR. Arrangements for such services on a continuing basis should be made with the General Manager Safety Regulations, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in the General Manager Telecommunication Information services located at the Seychelles International Airport. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the Air Navigation Service.

3.4.3 Types of service

3.4.3.1 Radio navigation services

The following types of radio aids to navigation are available:

Instrument landing system (ILS)
VHF omni directional radio range (VOR)
Distance - measuring equipment (DME)

3.4.3.2 Voice and/or data link services.

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft will normally communicate with the air ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch without informing the control radio station except in an emergency.

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a) They satisfy the requirements of ICAO Annex10, Vol. II, Chapter 3, 3.3;

b) They are prepared in the form specified in ICAO Annex 10;

c) The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class 'B' traffic.

3.4.3.3 Broadcasting service

- Nil -

3.4.3.4 Language(s) used

English

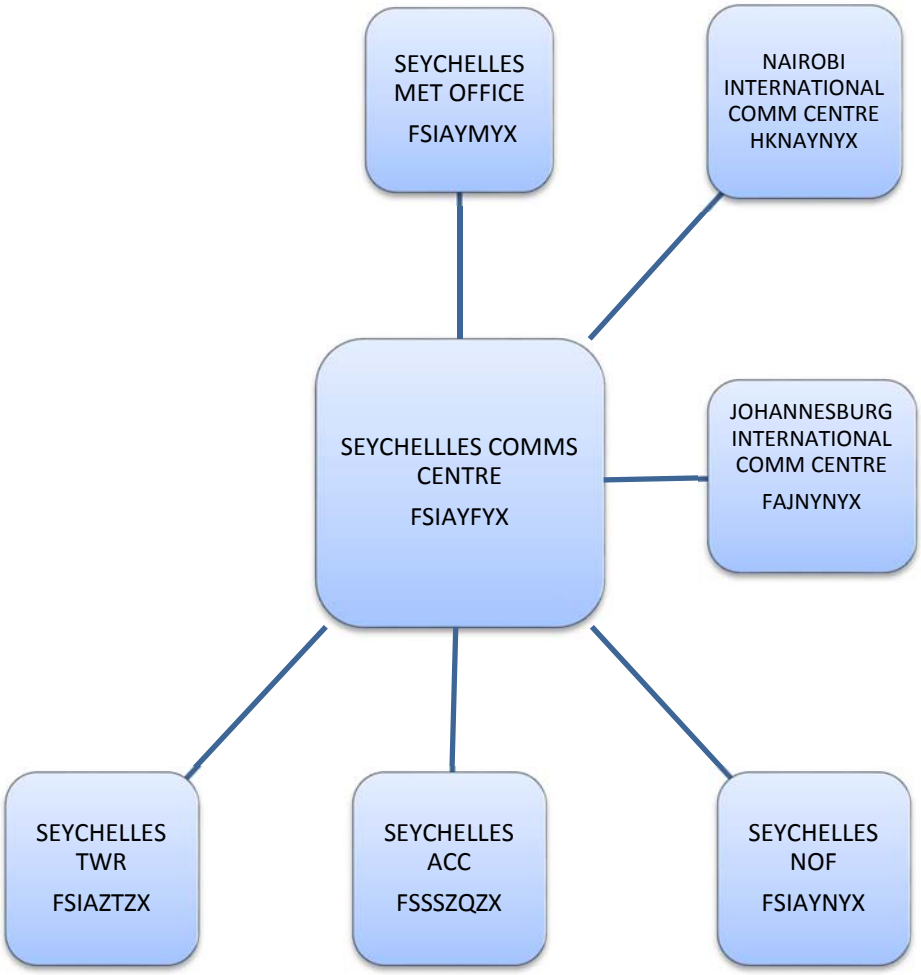
Note 1*: Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.*

Note 2*: Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).*

3.4.4 Requirements and conditions

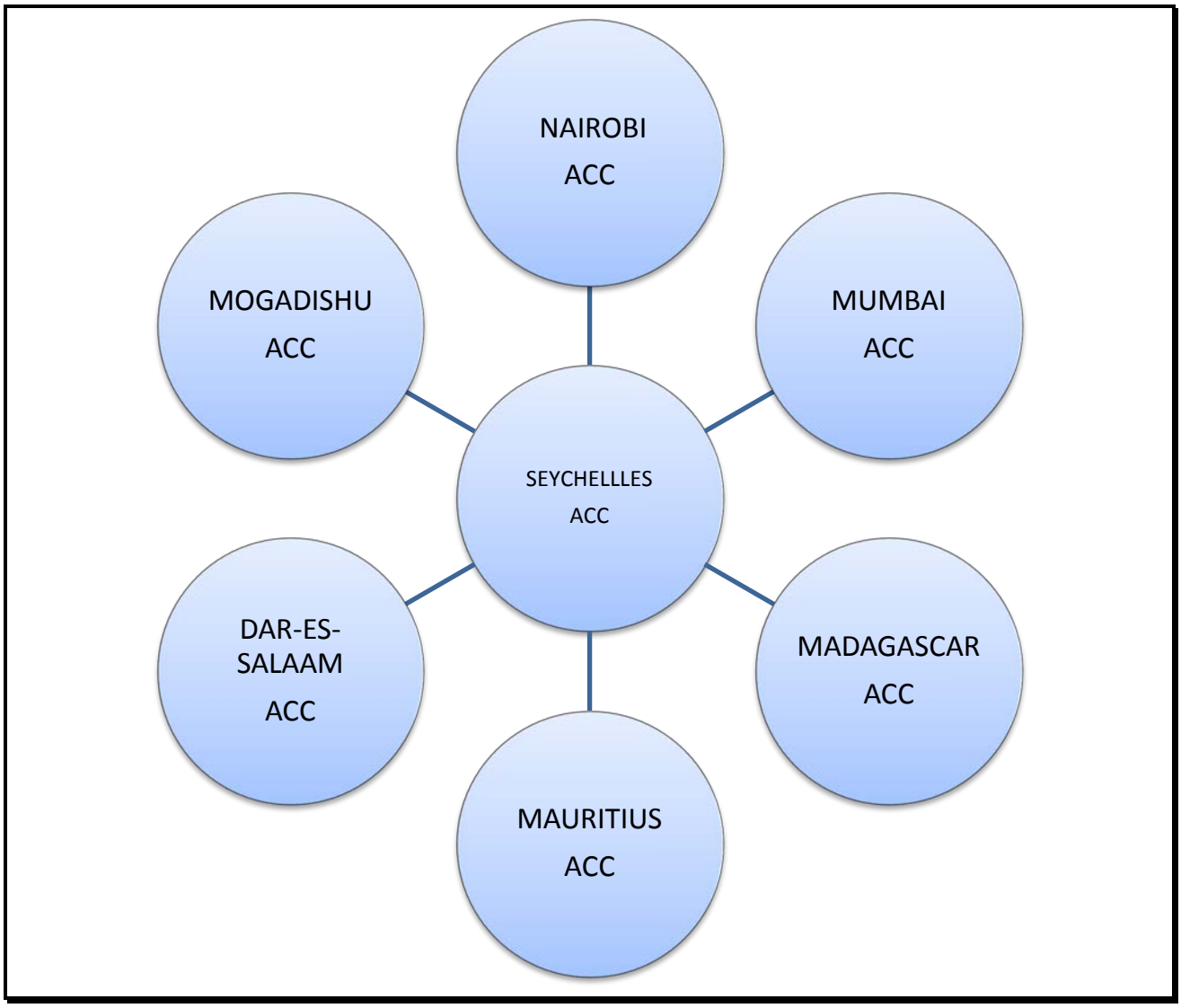
The requirements of the Seychelles Civil Aviation Authority and the general conditions under which the communication services are available for international use as well as the requirements for the carriage of radio equipment are contained in the Telecommunications and Broadcasting Act of Seychelles.

3.4.5 AERONAUTICAL FIXED SERVICES: TELECOMMUNICATIONS



LEGEND	
Simplex Circiut	I
Duplex Circuit	II
International Circuit	<I>

3.4.6 AERONAUTICAL FIXED SERVICE TELEPHONE



GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible Service

3.5.1.1 The Seychelles Meteorological Authority is the Meteorological Authority for Seychelles. This authority is derived from Part 2 Section (4) of the Meteorology Act 2015 relating to the Meteorological Service performance of air navigation functions. The policy of the Seychelles Meteorological Authority is to discharge its responsibilities for the provision of meteorological services to Seychelles based national and international civil aviation operations in accordance with ICAO Annex 3 and other national and international requirements as may be promulgated from time to time.

Chief Executive Officer
Seychelles Meteorological Authority
P.O. Box 1145
Victoria, Mahe, Seychelles
Phone: (248) 4384358 / 4384352
Fax: (248) 4384369 / 4384371
Email: info@meteo.gov.sc

3.5.1.2 Meteorological and Climatological services for civil aviation in Seychelles are provided by the Seychelles Meteorological Authority designated as the Meteorological Air Navigation Service Provider (ANSP) for Seychelles under the Air Navigation Service Provision Regulation:

P O Box 1604
Victoria, Mahe, Seychelles
Phone: (248) 4384358 / 4384352
Fax: (248) 4384369 / 4384371
Email: info@meteo.gov.sc
AFS: FSIAYMYX

3.5.1.3 Applicable ICAO Documents

The Standards, Recommended Practices and when applicable, the procedures contained in the following ICAO documents are applied:

Annex 3 - Meteorological Service for International Air Navigation;
Doc 8896 - Manual on Aeronautical Meteorological Practice;
Doc 7030 - Regional Supplementary Procedures

3.5.1.4 The Seychelles Met Authority's objective is to supply operators, flight crew members, ATS units, airport management and other civil aviation users with the meteorological information necessary for the performance of their respective functions, thus contributing towards the safety, regularity and efficiency of air navigation. All ICAO Annex 3 Standards are applied in Seychelles unless a difference has been filed with ICAO. Seychelles differences from ICAO standards and recommended practices are listed in GEN 1.7.

3.5.2 Area of Responsibility

The Seychelles Met Authority provides area Meteorological Watch for the Seychelles Flight Information Region (FIR).

3.5.3 Meteorological Observations and Reports

Table of Meteorological Observations and Reports

Aerodrome/Location Indicator	Observation/Reports		Observing Instruments/Sites		Hours of Operation	Climate Information
	Type	Frequency				
Seychelles International/FSIA			Wind	Cup Anemometer	H24	Climate. Tables Available based on data for >10yrs
			Temp/ Dew Point	Mercury in glass thermometer		
			Press.	Aneroid Barometer		
	Routine Met Reports	Hourly				
	Special Reports	As/When warranted				
	METARS	Hourly				
	SPECIs	As/When warranted				
	TREND Forecast	Hourly				

3.5.4 Types of Services

3.5.4.1 Aerodrome Forecast (TAFs)

The aerodrome forecast (TAF) is the primary method of providing the forecast weather information that pilots require about an aerodrome in an abbreviated format. The TAF consists of a concise statement of the mean or average meteorological conditions expected at an aerodrome during the specified period of validity.
TAF for Seychelles International airport are prepared to cover 24 hour operations. TAFs are for validity period of 24 hours and issued every 6 hours as follows: 2300, 0500, 1100 and 1700 UTC for TAFs of validity period starting at 0000, 0600, 1200, and 1800 UTC respectively.

In addition TAFs for other aerodromes/alternates are also made available to operators and flight crew upon request.

3.5.4.2 Landing Forecasts

TREND type landing forecasts are issued and appended to all Local Routine and Special Reports and also to METARs and SPECIs. The validity of the TREND forecast is 2 hours.

3.5.4.3 Forecast for Take-off

Forecast for take-off comprising of surface wind direction and speed, air temperature and QNH are available on request within 3 hours before expected time of departure of an aircraft.

3.5.4.4 Flight Documentation

Flight documentation is provided for all international flights. The flight documentation comprises of:

1. Significant weather chart(s);
2. Upper winds and Upper air chart(s);
3. A forecast for take-off;
4. METAR and, where available, SPECI for the aerodrome of departure, en-route alternate aerodromes, the aerodrome of intended landing and destination alternate aerodromes;
5. TAF for the aerodrome of departure and intended landing, en-route and destination alternate aerodromes;
6. SIGMET information and appropriate Special air-report;
7. A copy of the latest satellite imagery when requested .

Flight documentation for domestic flight is normally provided upon request and may include some or all of the above depending on the specific request.

3.5.4.5 En-Route forecasts for Low Levels

En-route forecasts for low level flights that cannot be obtained from WAF centres can be prepared and issued upon request; however these forecasts may be for restricted areas (Southwestern Indian Ocean and adjacent African continent).
Forecast charts will comprise of:

a) Low level winds and temperatures at grid points;

b) Low level significant weather chart (surface-10000 ft).

3.5.4.6 Briefing/Consultation

Briefing and/or consultation are provided, on request, to flight crew members and/or other flight operations personnel at the airport meteorological office. Meteorological information used for briefing and consultation shall include any or all information listed in 3.5.4.4 above.
Operators and flight crew members requiring such service shall advise the meteorological office in advance whether such briefing/consultation shall be in lieu of flight documentation.
Briefing/consultation is available by phone **[(248)4384358],** however this will be restricted to very local operations such as aerial photography, flight crew training, helicopter operations etc.

3.5.5 Notification required from operators

Notification from operators in respect of briefing/consultation, flight documentation and other meteorological information needed is normally required for all international flights of more than 3500km. (Ref. ICAO Annex 3, 2.3).
Such notification should be received at least **6 hours** before the expected time of departure.

In addition the Meteorological Office shall be notified by the operator requiring service when:

(a) New routes or new types of operations are planned

(b) Changes of a lasting character are to be made scheduled operations; and

(c) Other changes, affecting the provision of meteorological service, are planned.

The meteorological office shall be notified by the operator or a flight crew member:

a) Of flight schedules;

c) When flights are delayed, advanced or cancelled.

In addition, notification for non-scheduled flights should contain the following information:

a) Estimated time of departure;

b) Destination and estimated time of arrival;

c) Route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome(s);

d) Alternate aerodromes;

e) Cruising level(s).

3.5.6 Aircraft Reports

3.5.6.1 Routine Aircraft Observation

Routine aircraft observations are required to be issued during the climb-out and en-route phases of the flight. (Ref, ICAO Annex 3, 5.2).

3.5.6.2 Special Aircraft Observation

Special aircraft observations are required to be issued by aircraft as Special air report whenever any of the following conditions are encountered or observed. (Ref, ICAO Annex 3, 5.5)

a) Severe turbulence;
b) Severe icing;
c) Severe mountain wave;
d) Thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines;
e) Heavy duststorm or heavy sandstorm;
f) Volcanic ash cloud;
g) re-eruption volcanic activity or a volcanic eruption.

3.5.7 VOLMET Service

The VOLMET service is currently unavailable.

3.5.2 SIGMET and AIRMET Services

Table GEN 3.5.8.1

Name of MWO/ Location Indicators	Hours	FIR or CTA served	Type of SIGMET/ Validity	Specific SIGMET procedures	AIRMET procedures	ATS Unit served	Additional information
1	2	3	4	5	6	7	8
SEYCHELLES FSIA	H24	SEYCHELLES FIR	SIGMET/ 4 HR SIGMET SST/ 4 HR	TC and VA SIGMET issued on advisory from TCAC and VAAC	Nil	SEYCHELLES ACC	Nil

3.5.2.1 General

For the safety of air traffic within the Seychelles FIR, the airport Meteorological office also undertakes the functions of the Meteorological Watch Office (MWO). This consists of a continuous weather watch within the lower and upper Seychelles FIR and the issuance of appropriate information (SIGMET) including warnings for the respective aerodromes.
The Seychelles MWO also issues SIGMET (TC) and SIGMET (VA) based on advisories from the regional Tropical Cyclone Advisory Centre (TCAC) in Réunion and Volcanic Ash Advisory Centre (VAAC) in Pretoria respectively.

3.5.2.2 Area Meteorological Watch

The area meteorological watch service for the Seychelles FIR is performed by the Seychelles Meteorological Watch Office (MWO) based at Seychelles international airport. The office is responsible for the preparation and dissemination of SIGMETS with the occurrence or expected occurrence of one or more of the following phenomena:

a) Thunderstorms;
b) Tropical cyclones;
c) Severe turbulence/windshear
d) Severe icing;
e) Severe mountain waves;
f) Volcanic ash clouds.

SIGMET messages are identified by the letters WS at the beginning of the header line whilst those referring to tropical cyclones and volcanic ash will be identified by WC and WV respectively. SIGMETS are valid for 4 hours, for volcanic ash cloud and tropical cyclones; a further outlook for up to 6 hours may be included and are re-issued if they are to remain valid after the original period expires. They can be cancelled or amended within the period of validity. SIGMETS are numbered sequentially from 0001 UTC each day.

Tropical Cyclone/Volcanic ash cloud SIGMETS will be issued based on advisory information provided by the relevant TCAC/VAAC.

3.5.2.3 Warning Service

1) Aerodrome Warnings

Aerodrome warnings are issued and disseminated through the Air Traffic Services unit to aircraft operators and other aerodrome users with the occurrence or expected occurrence of the following weather phenomena.

a) Tropical Cyclones (when the surface mean wind speed is expected to be ≥ 63 km/h (34 kt);
b) Severe Thunderstorms;
c) Strong surface wind/squalls;

1) Wind Shear/Turbulence Warnings

Forecasters at Seychelles International airport regularly review the weather conditions and monitor aircraft reports

of wind shear/turbulence experienced on the approach or climb out. Where a potential low level (below 1600 ft) wind shear conditions exists, a warning is issued; this will be based on one or more of the following criteria:

a) Mean surface wind speed at least 20 kt irrespective of direction;

b) Mean surface wind speed of at least 15 kt with direction within the sector 140-300 degrees;

c) The magnitude of the vector difference between the mean surface wind and the gradient wind (an estimate of the wind at 2000 ft) of at least 40 kts;

3.5.3 Other Automated Meteorological Services

Table GEN 3.5.9

Service Name	Information Available	Areas, Routes and aerodromes covered	Tel/Fax/ e-mail/URL	Remarks
Nil	Nil	Nil	Nil	Nil

GEN 3.6 SEARCH AND RESCUE

3.6.1 Responsible Service

The search and rescue service in Seychelles is provided by Seychelles Civil Aviation Authority in collaboration with the Seychelles Maritime Safety Administration and the Seychelles Coast Guard which have the responsibility of making the necessary facilities available. The postal and telegraphic addresses of Seychelles Civil Aviation Authority are given on page GEN 1.1-1. The services are available on H24 basis.

The addresses of the Seychelles Maritime Safety Administration and Seychelles Coast Guard are as follows:-

SMSA
2nd Floor
Trinity House
P.O.Box 912
Victoria
Mahe
Seychelles
Tel: (248) 422 48 66
Mob: (248) 272 29 56
Fax: (248) 422 48 29

Seychelles Coast Guard
Victoria Mahe
Seychelles
Tel: 248) 4 22 44 11
Fax: (248) 4 32 32 88
E-mail:mrcc.seycoast@email.sc

Joint Rescue Co-ordination Centre
Seychelles Civil Aviation Authority
Victoria Mahe
Tel: (248) 4 290900 / 4290800 / 2520020
Fax: 248) 4 323288
mrcc.seycoast@email.sc
Satellite Phone: 881631519188
Imarsat Number: 870761115926

When SAR operations are required, the Joint Rescue Coordination Centre is activated at Seychelles Coast Guard. The address is as per the above.

The service is provided in accordance with the provisions contained in ICAO Annex 12 - Search and Rescue.

AFS; FSIAYAYX and FSSSZQZX

Single Point of Contact (SPOC)

The Single Point of Contact for all aeronautical and maritime SAR operations shall be primarily the Joint Rescue Coordination Centre, as per details provided under 3.6.1.
In case of unavailability of the Joint Rescue Coordination Centre, the second option (POC) will be Seychelles Area Control Centre.

Tel: (248) 438 4193 / 438 4000/ 2520020
AFTN: FSSSZQZX
Email: atcc@scaa.sc / sar@scaa.sc

NB: The JRCC and ATCC will coordinates internally through an established MOU.

3.6.2 Area of responsibility

The search and Rescue service is responsible for SAR operations within Seychelles FIR

3.6.3 Types of service

Details of available SAR assets locally are given in Table 3.6.3 below. In addition, various elements of the police organization, the merchant marine and the defence forces are available for search and rescue missions when required. The aeronautical maritime and public telecommunications services are available to the search and rescue organization

No amphibian aircraft are available. Aircraft and marine craft are equipped to communicate on VHF 121.5 MHz HF 500, 2182 and 8364 KHz. Ground rescue teams are equipped to communicate on VHF 121.9 MHz

Table 3.6.3 Search and Rescue Units

Name of location	Location	Facilities available	Remarks
1	2	3	4
Seychelles International Airport	04 40 27.46 **S** 055 31 18.67 **E**	3x Eurocopter- EC120B	On request operations- day
		1x Partenavia- P68	On request operation-day/night
		1x Beechcraft 1900D (B1900D)	On request operation-day/night
		3x Dornier- D0228	On request operation-day/night
		7x Twin Otter (DHC6)	On request operation-day/night
		2 x Y12E	On request operation- day/night
		1 x Cessna Caravan –F 406	On request operation- day/night
	9km	Inshore 2x Rescue Vessels	H24
Seychelles Coast Guard	7km NW of Seychelles International Airport	Marine merchants through GMDSS Rescue vessels	On request H24

3.6.4 SAR agreements

An agreement is in force between the SAR services of Seychelles and India concerning the provision of alerting service via the COSPAS - SARSAT satellite system.

Request for the entry of aircraft, equipment and personnel from other states to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Chief Executive Officer of Seychelles Civil Aviation Authority.

Instructions as to the mode of control which will be exercised on entry of such aircraft and personnel will be provided by Seychelles Rescue Coordination Centre, in accordance with a standing plan for the conduct of search and rescue in its area of responsibility.

3.6.5 Conditions of availability

The SAR service and facilities in Seychelles can be made available to neighbouring States upon request to the Chief Executive Officer of Seychelles Civil Aviation Authority provided they are not engaged in search and rescue operations in Seychelles territory. The aircraft mentioned in table 3.6.3 and marine crafts except the rescue boats are not specifically equipped but can be adapted for search and rescue purposes.

3.6.6 Procedures and signals used

Procedures for pilots in command observing an accident or intercepting a distress call and /or message are outlined in ICAO Annex 12 Chapter 5.

3.6.7 Communications

Transmission and reception of distress messages within the Seychelles Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume 2, Chapter 5, paragraph 5.3.

For communication during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) will be used .The frequency 121.5 MHz is guarded continuously by the Seychelles Air Traffic Control Tower and Seychelles Air Traffic Control Centre within the TMA .Only Cable and Wireless Coast Station continuously guard the international maritime distress frequencies.

At present there are no aircraft dedicated for Search and Rescue. Aircraft will use their normal callsigns or registrations during search and rescue operations.

3.6.8 Search and Rescue Signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12.

3.6.8.1 Signals with surface craft:

The following manoeuvres performed in sequence by an aircraft would indicate that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

b) crossing the projected course of the surface craft close ahead at low altitude and;

i) rocking the wings; or
ii) opening and closing the throttle; or
iii) changing the propeller pitch.

Note: *Due to high noise level on board surface craft, the sound signals in ii) and iii) may be less effective than the visual signal in i) and are regarded as alternative means of attracting attention.*

c) heading in the direction in which the surface craft is to be directed. Repetition of such manoeuvres has the same meaning.

The following manoeuvres by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

a) crossing the wake of the surface craft close astern at a low altitude and;
b) rocking the wings; or
c) opening and closing the throttle; or
d) changing the propeller pitch.

Note: *the following replies may be made by surface craft to the signals in* 3.6.8.1;

– For acknowledging receipt of signals:

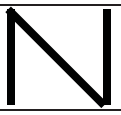
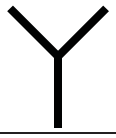
1) the hoisting of the "code pennant" (vertical red and white stripes) close up (meaning understood);
2) the flashing of a succession of "T's" by signal lamp in the Morse code;
3) the changing of heading to follow the aircraft.

– For indicating inability to comply:

1) the hoisting of the international flag "N" (a blue and white checkered square);
2) the flashing of a succession of "N's" in the Morse code.

3.6.9 Ground to air visual signal code

3.6.9.1 Ground-air visual signal code for use by survivors

No.	Message	Code symbol
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

The above symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

***Note 1**: The symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.*

***Note 2**: Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.*

3.6.10 Air to ground visual signal code

The following signals by an aircraft means that the ground signals have been understood:

a) during the hours of daylight: - by rocking the aircraft's wings;
b) during the hours of darkness: - by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

***Note**: A lack of the above signals would indicate that the ground signal has not been understood.*

GEN 4. CHARGES FOR AERODROMES, HELICOPTER LANDING AREAS AND AIR NAVIGATION SERVICES

4.1 Landing of aircraft

The maximum permissible take-off weight allowed as specified under the regulations of the state in which the aircraft is registered shall be in accordance with the following:-

International flights

Aircraft weight Charge per 1000kg) or part thereof (kg)	(Seychelles Rupees)
Up to 10 000	SR 22.00
10 001 – 60 000	SR 27.00
60 001 – 110 000	SR 33.00
110 001 – 210 000	SR 36.50
Above 210 000	SR 41.50

4.1.1 Minimum charge

A minimum landing charge of SR550.00 by day and SR770.00 by night is levied for any flight terminating at Seychelles International Airport.

At Seychelles International Airport, landing fees for aircraft not exceeding a weight of 2000kg, operated by authorized flying clubs or privately owned, and used solely for private or business purposes or for instrument or practice flying and not being used for hire or reward shall be one half of the appropriate fee, provided that The Chief Executive Officer may , at his discretion, approve an annual or monthly landing charge which shall be in lieu of single charges and shall cover all landings by such aircraft within the period for which the annual or monthly charge is paid, and shall be calculated, in the case of an annual charge at SR1000.00

Helicopter

The landing fees for helicopters shall be at the rate of one half of that applicable to fixed wing aircraft.

4.1.2 Parking and hangar facilities available to aircraft

When an aircraft is parked in the open on an area prepared and provided for that purpose, and is so parked for a period of more than six continuous hours, there shall be paid a parking fee based on the area occupied by the aircraft.

4.1.2.1 Charge to be applicable

Seychelles Rupees 7.50 for each 45 square metres or part thereof, for each day.

4.1.2.2 Exemption

Notwithstanding the foregoing provisions, no parking fee shall be payable in respect of an aircraft for which no landing fees are required to be paid.

4.1.2.3 Hangar age charges

This will be determined with local operators.

4.1.2.4 Long- term storage

Limited, for light aircraft only.

4.1.3 Passenger service fee (PSF)

All residents are required to pay SR 250.00 PSF upon departure. Non-residents are required to pay US$ 50.00 PSF upon departure. (refer exemptions below).

4.1.3.1 Exemptions

All transit passengers and departing passengers, residents or non-residents who are less than twelve years old are exempted from paying passenger service fees.

4.1.4 Security

No security charges are levied, unless special security arrangements have been made for aircraft and equipment.

4.1.5 Noise – related items

- Nil -

4.1.6 Other charges

4.1.6.1 Payment of Jet fuel at Seychelles International airport;

The following methods of payment are those which are only accepted for all International flights;

Accepted Fuel Cards;

a) Multi Services
b) Avcard
c) Aster
d) World Fuel services
e) U.V Air Card

f) Colt International
g) Credit Agreement with ENI – Rome
h) United Aviation
i) Aerofuels
j) Air-Card
k) Petrofer
l) Credit/Debit Cards accepted

4.1.7 Exemptions

No fee is payable in respect of a landing at an aerodrome;

a) of an aircraft in respect of which the Seychelles Civil Aviation Authority has given special landing permission, provided that the aircraft is being used for the purpose specific to permission given and is operated in accordance with any directions given by the Chief Executive Officer of SCAA,

b) of an aircraft that is carrying out a test flight with the approval of the Chief Executive Officer of SCAA,

c) of an aircraft or class of aircraft exempted by Seychelles Civil Aviation Authority.

4.1.8 Reductions

Where an aircraft has landed at an aerodrome for the sole purpose of training or checking flying personnel by prior arrangement with the Chief Executive Officer of SCAA, the fee for such landing shall one third of the appropriate fee specified in GEN 4.1 to this AIP.

4.1.9 Night charges

Where the landing or take-off of an aircraft occurs between 1900 hours and 0530hours local time, a 40% increase on the normal landing charges indicated above will be payable as a result of usage of extra lighting facilities.

4.1.10 Methods of Payment

Landing and parking charges levied for daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month.

Parking charges levied at monthly or quarterly intervals are payable at the beginning of the next calendar month.

GEN 4.2 AIR NAVIGATION SERVICE CHARGES

4.2.1 Route Air Navigation Service Fee

4.2.1.1 Users of Seychelles International Airport will be charged for the services rendered by the ATC units within Seychelles.

4.2.1.2 The route air navigation services fee payable in respect of an aircraft shall be paid to the ***IATA ATC Building and Collection Agency*** by the operator of the aircraft, on or before the 15th day of the month immediately following the month in which the flight was made and the Agency shall within 15 days of receipt of such payment pay to Seychelles Civil Aviation Authority the sum so paid.

4.2.1.3 Subject to subparagraph 4.2.1.5, there shall be charged to the operator/owner in respect of an aircraft flying within Seychelles Flight Information region.

4.2.1.4 The route air navigation service fee charged under subparagraph 4.2.1.3 in respect of each aircraft shall be calculated in accordance with the following formula:

$$\mathbf{K \times D \times \sqrt{\frac{W}{50}}}$$

Where:

K: means United States Dollar 0.345

D: The distance flown within Seychelles Flight Information Region expressed in nautical miles.

W: The maximum take off weight for the aircraft authorized by its certificate of Airworthiness expresses in tones.

4.2.1.5 The following aircraft shall be exempted from the payment of the route air navigation service fee:-

a) aircraft while engaged in test flight made at the request of the Chief Executive Officer (SCAA);

b) for commercial aircraft while engaged in technical check flights with no remuneration being received for passengers and goods (if any) on board the aircraft, with prior notification to Seychelles Civil Aviation Authority;

c) aircraft engaged in flights for search and rescue purposes, with prior notification to Seychelles Civil Aviation Authority;

d) aircraft engaged in a technical return flight due to technical disturbances, adverse weather conditions and similar causes;

e) Seychelles military aircraft;

f) aircraft used solely for the transportation of the representatives of a foreign State or of United Nation personnel with prior notification to Seychelles Civil Aviation Authority;

g) aircraft owned by foreign States and assigned to police and custom authorities of those states for navigation and inspection;

h) aircraft operating between Seychelles International Airport and other aerodromes within the terminal control area at or below 14,500ft above mean sea level;

i) any other aircraft or class of aircraft as may be exempted by Seychelles Civil Aviation Authority under special circumstances.

4.2.2 Methods of payment

All charges shall be paid in US Dollars or Euros rounded to the nearest dollar/euro.

If payments are not made;

a) collection can be done by distress, and

b) permission to fly to or from Seychelles territory can be denied and permission already granted can be withdrawn.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1.1.1 General

The air traffic rules and procedures applicable to air traffic services in Seychelles territory conform to Annex 2 and 11 to the Convention on International Civil Aviation and to those portions of procedures applicable to the Regional Supplementary Procedures applicable to the AFI region, except for the differences listed in GEN 1.7 of this AIP.

1.1.1.1 Minimum safe height

Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared. However, over any congested area of a city, town or settlement, this height shall be at least 1500 ft (450m) above the highest fixed object within 2000 ft (600m) of the aircraft whichever is higher.

1.1.1.2 Minimum safe altitude

The minimum safe altitude within a radius of 25nm is 4500ft QNH from the Seychelles International Airport Reference Point. [ARP]

1.1.2 Dropping of objects

The dropping or spraying of objects or other substances out of or from an aircraft is prohibited.

1.1.3 Acrobatic manoeuvres

An aircraft shall not carry out any aerobatic manoeuvres:-

a) over the congested area of any city , town settlement, or

b) within controlled airspace except with the consent of the appropriate local air traffic control unit.

1.1.4 Parachute descents:

Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate local air traffic services unit.

1.1.5 Low flying rule

1a) An aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below;

i) such height as would enable the aircraft to a light clear of the area and without danger to persons or property on the surface in the event of failure of a power unit; or

ii) a height of 1500ft above the highest fixed object within 2000ft of the aircraft whichever is higher.

b) A helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit

c) Except with the permission in writing to the Minister and in accordance with a conditions therein specified a helicopter shall not fly over a congested area of a city, town or settlement below a height of 1500ft above the highest fixed object within 2000ft of the helicopter.

d) An aircraft shall not fly:-

i) Over, or within 3000ft of ,any assembly in the open air of more than 1000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Minister and in accordance with any conditions therein specified and with the consent in writing of the organisers of the event; or

ii) below such height as would enable it to alight clear of the assembly in the event of the failure of a power; Provided that where a person is charged with an offence under this order by reason of a contravention of this sub-paragraph, it shall be a good defence to prove that the flight of the aircraft over, or within 3000ft of the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly.

e) An aircraft shall not fly closer than 500ft to any person, vessel, vehicle or structure.

2 a) The provisions of paragraphs 1(a) (ii) and 1(c) of the low flying rule shall not apply to an aircraft flying:-

i) on a route notified for the purpose of this Rule, or

ii) on a special VFR flight as defined in ENR 1.2-1 (AIP) of these rules in accordance with instructions given for the purposes of that rule by the appropriate ATC unit.

b) Paragraphs 1(d) and (e) of this Rules shall not apply to an aircraft which is being used for police purposes.

c) Paragraphs stated above shall not apply to the flight of an aircraft over or within 3 000ft of an assembly of persons gathered for the purpose of witnessing an event which consists wholly or principally of an aircraft race or

contest or an exhibition of flying, if the aircraft is taking part in such a race, contest or exhibition or is engaged on a flight arranged by, or made with the consent in writing of, the organisers of the event.

d) Paragraph 1(e) of this Rule shall not apply to:

i) any aircraft, while it is landing or taking off in accordance with normal aviation practice,

ii) any glider while it is hill-soaring,

iii) any aircraft, while it is flying for the purposes of agriculture, horticulture, forestry or public health or as a measure against weather conditions, surface icing or oil pollution, or for training for dropping of articles for any such purposes, if the articles are dropped with the permission of the Minister and in accordance with any conditions subject to which that permission may have been given.

3) Nothing in this Rule shall prohibit an aircraft from flying in such a manner as is necessary for the purpose of saving lives.

4) Nothing in this Rule shall prohibit any aircraft from flying in accordance with normal aviation practice, from the purpose of taking off from landing at or practising approaches to landing at or checking navigational aids or procedures at a Government aerodrome or a licensed aerodrome in the territory or at any aerodrome in any other country, provided that the practising of approaches to landing shall be confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.

5) Nothing in this Rule shall apply to any captive balloon or kite.

1.1.6 Times and units of measurement

Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations in Seychelles.

1.1.7 Airspace structure

For the performance of the flight information and alerting services, Seychelles Civil Aviation Authority (SCAA) has established a flight information region, which is published in this AIP. Within the flight information region the SCAA establishes portions of controlled and uncontrolled airspace according to the extent of the air traffic services maintained therein on the basis of airspace classification described in subsection ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regards to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

1.1.8 Prohibited areas and flight restrictions

The SCAA will establish prohibited and restricted areas, when necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas established have been published in ENR 5.1 of this AIP.

1.1.9 Take-offs and landings of aeroplanes, rotorcraft, airships and powered gliders

For take-offs and landings of aeroplanes, rotorcraft and airships, take-offs and landings of powered gliders and gliders outside designated aerodromes or on a cross country flight, permission from the Chief Executive Officer - SCAA is still required. This also applies to landings of parachutists outside designated aerodromes.

1.1.10 Balloons, kites and airships

9.1 Within the Territory;

1a) a captive balloon or kite shall not be flown at a height of more than 60m above ground level or within 60m of any vessel, vehicle or structure,

b) a captive balloon shall not be flown within 5km of an aerodrome.

c) a balloon exceeding 2m in any linear dimension at any stage of its flights, including any basket or other equipment attached to the balloon shall not be flown in controlled airspace,

d) a kite shall not be flown within 5km of an aerodrome:

e) an airship shall not be moored without the permission in writing of the Minister and in accordance with any conditions subject to which that permission may be granted.

2) A captive balloon when in flight shall be securely moored, and shall not be left unattended unless it is fitted with a device which ensures its automatic deflation if it breaks free of its moorings.

3)

1.1.11 Micro-light Operation

Micro light aircraft operation shall be conducted in accordance with the following procedures:-

a) details of the intended flight shall be provided to ATC at least 30 minutes from expected departure time,

b) It must be equipped with appropriate VHF equipment to enable two - way communication with the appropriate ATC unit,

c) must comply with ATC instructions as far as practicable,

d) shall conduct the flight under the visual flight rules (VFR).

ENR 1.2 VISUAL FLIGHT RULES

1.2.1 General

1.2.1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table below.

Altitude Band	Airspace Class	Flight Visibility	Distance from Cloud
At and above 10,000 ft AMSL	A ***D, E G	8 km	1500m horizontally, 1,000 ft vertically
Below 10,000 ft AMSL and above 3,000 ft AMSL, or above 1,000 ft above terrain, whichever is the higher	A***D,E,G	5 km	1500m horizontally, 1,000 ft vertically
At and below 3,000 ft AMSL, or 1,000 ft above terrain, whichever is the higher	A***D,E,G	5 km	1500m horizontally, 1,000 ft vertically
	G	5 km**	Clear of cloud and with the surface in sight

* ***Note 1:*** *When the height of the transition altitude is lower than 10,000 ft (3050 m) AMSL, FL100 should be used in lieu of 10,000 ft.*

** ***Note 2:*** *Lower flight visibilities to 1500m may be permitted for flights operating:-*

a) at indicated speeds of 140kts or less provided that the prevailing visibility will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

b) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

c) Helicopters may be permitted to operate in less than 1500m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision.

*** ***Note 3:*** *The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.*

1.2.1.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern;

a) when the cloud ceiling is less than 1500 ft (450 m), or

b) when the ground visibility is less than 5 km.

1.2.1.3 VFR flights shall be operated 20 minutes before sunrise to 20 minutes after sunset. Sunset and sunrise being determine at surface level.

1.2.1.4 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated;

a) above FL 145,

b) at transonic and supersonic speeds

1.2.1.5 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 3000 ft (900m) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the Tables of cruising levels in Appendix 3 of ICAO Annex 2.

1.2.1.6 VFR flights shall comply with the provisions of air traffic control service as specified in Para 3.6 of ICAO Annex 2, when;

a) when operating within Class D airspace,

b) when forming part of aerodrome traffic at controlled aerodromes, or

c) when operated as special VFR flights.

1.2.1.7 Provided that in the controlled zone, in the case of a special VFR flight, the aircraft shall be flown in accordance with any instructions given by the appropriate air traffic control unit.

For the purpose of this Rule, "special VFR flight" means a VFR flight made in Instrument Meteorological Conditions or at night in a control zone in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules.

1.2.2 VFR flights position reporting

1.2.2.1 VFR flights outbound to other outlying islands should make the following reports to ATC:-

a) top of descent at destination aerodrome,

b) visual sighting of destination aerodrome,

c) joining circuit where instructed by ATC,

d) ATA on ground via VHF/HF radio.

e) any other position as deemed necessary by ATC.

1.2.2.2 VFR flights inbound to Mahe from outlying islands should make the following reports to ATC:-

a) airborne time from departure aerodrome,

b) top of descent,

c) any other position as deemed necessary by ATC.

1.2.3 Change from VFR to IFR

1.2.3.1 An aircraft operating in accordance with VFR which wishes to change to compliance with IFR shall:-

a) if a FPL was submitted, communicate the necessary changes to be effective to its current FPL, and

b) obtain a clearance from ATC prior to proceeding IFR when in controlled airspace.

ENR 1.3 INSTRUMENT FLIGHT RULES

1.3.1 Rules applicable to all IFR flights

1.3.1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and navigation equipment appropriate to the route to be flown.

1.3.2 Minimum levels

Except when necessary for take-off or landing or when specifically authorized by the Minister, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by Seychelles or where no such minimum flight altitude has been established,

a) over high terrain or in mountainous areas, at a level which is at least 2000 ft (600m) above the highest obstacle located within 8km of the estimated position of the aircraft,

b) elsewhere than as specified in a) at a level which is at least 1000ft (300m) above the highest obstacle located within 8KM of the estimated position of the aircraft.

Note: *The estimated position of the aircraft will take account of the navigation accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground* and *in the aircraft*.

1.3.3 Change from IFR flight to VFR flight

An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall;

a) notify the appropriate air traffic services unit specifically that the IFR is cancelled and communicate thereto the changes to be made to its current flight plan.

b) not cancel its IFR flight unless it is anticipated and intended that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.3.4 Visual approach

IFR flights may be cleared to execute visual approaches provided the pilot has the destination aerodrome in sight and can maintain visual reference to the terrain and;

a) the ground visibility reported is 5 km or more,

b) the reported cloud ceiling is not below the approved initial approach level for the aircraft so cleared, and

c) reports at the initial approach level or at any time during the instrument approach procedure indicates that the visibility will permit a visual approach and there is reasonable assurance that the landing can be accomplished.

1.3.5 Clearances to fly maintaining own separation while in VMC

When so requested by an aircraft and provided it is agreed by the pilot of the other aircraft, an ATC unit may clear a controlled flight, including departing and arriving flights operating in airspaces of **Class D** and **E** in VMC during the hours of daylight, to fly subject to maintaining own separation to one another and remaining in VMC. When a controlled flight is so cleared, the following shall apply:

a) the clearance shall be for a specified portion of the flight at or below 10,000 feet during climb or descent and subject to further restrictions as and when prescribed on the basis of regional air navigation agreement.

b) If there is a possibility that flight under visual meteorological conditions may become impracticable, an IFR flight shall be provided with alternative instructions to be complied with in the event that flight in VMC cannot be maintained for the term of the clearance.

c) The pilot of an IFR flight, on observing that conditions are deteriorating and considering that operation in VMC will become impossible, shall inform ATC before entering Instrument Meteorological Conditions (IMC) and shall proceed with the alternative instructions given.

Note1. The provision of vertical and horizontal separation by an ATC unit is not applicable in respect of any specified portion of a flight cleared subject to maintaining own separation and remaining in VMC. It is for the flight so cleared to ensure, for the duration of the clearance, that it is not operated in such proximity to other flights as to create collision hazard.

Note 2. The objectives of air traffic control service as prescribed in **Annex 11** do not include collision with terrain. The procedures prescribed in this document do not therefore relieve pilots of their responsibility to ensure that any flight clearance issued by ATC units is safe in this respect.

1.3.6 Rules applicable to IFR flights within controlled airspace

1.3.6.1 IFR flights shall comply with the provisions of ICAO Annex 2 to the convention on International Civil Aviation when operated in controlled airspace.

1.3.6.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at cruising level as reflected in the table of cruising levels in Appendix 3 of ICAO Annex 2.

1.3.6.3 An IFR flight operating in cruising flight in Seychelles FIR within RVSM airspace [FL290 and F410] shall be flown at an RVSM cruising level, specific to the direction of flight.

1.3.7 Rules applicable to IFR flights outside controlled airspace

1.3.7.1 Cruising Levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its tract as specified in the table of cruising levels in Appendix 3 of CAO Annex 2.

1.3.8 Communications

An IFR flight operating outside controlled airspace but within or into areas or long routes designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2, shall maintain a listening watch on the appropriate radio frequency and establish two-way communication as necessary with the air traffic services unit providing flight information service.

1.3.9 Position reports

An IFR flight operating outside controlled airspace and required by Seychelles Civil Aviation Authority to submit a flight plan and maintain a listening watch on the appropriate radio frequency and establish two-way communication as necessary with the appropriate air traffic services unit providing flight information service, shall report position as specified in Para 3.6.3 of ICAO Annex 2 for controlled flights.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1 ATS airspace classification

ATS airspace in Seychelles is classified and designated in accordance with Class A, D, E and G as per the table of airspace classification.

Class A
Airspace bounded by Seychelles FIR above FL145.

Class D
(i) within Seychelles and Praslin control zone (CTR).
(ii) within Seychelles terminal control area A,B and C.
(iii) centered on PRA VOR, up to 200NM, between FL105 to FL145.
(iv) within the lateral limit of TMA-A below 2000ft and TMA-B below 3500ft

Class E
Along the entire SEY FIR beyond 200NM from PRA between FL75 to FL145.

Class G
Along the entire SEY FIR outside Seychelles TMA A and B, below FL75.

ENR 1.4.2 TABLE OF AIR SPACE CLASSIFICATION APPLICABLE IN SEYCHELLES

Class	Types of Flight	Separation Provided	Service Provided	Speed Limitation	Radio Communication Requirements	Subject to ATC requirements
A	IFR only	All aircraft	Air Traffic Control service	Not applicable	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights and traffic avoidance advice on request.	250 kts below FL100	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/ VFR Traffic information between VFR and IFR flights and traffic avoidance advise on request.	250 kts below FL100	Continuous two-way	Yes
E	IFR	IFR from IFR	ATC service and traffic information on VFR flight as far as practicable.	250 kts below FL100	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt below FL100	No	No
G	IFR	Nil	Flight information service	250 kts below FL100	Continuous two-way	No
	VFR	Nil	Flight information service	250 kts below FL100	No	No

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1.5.1 General

a). The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168, Procedures for Air Navigation Services- Aircraft Operation (PANS-OPS) Manual

b). The holding and approach procedures in use have been based on the values and factors contained in part III and IV of Volume.1 of the PAN-OPS.

c). The holding patterns shall be entered and flown in accordance with the direct, offset and parallel entry procedures.

1.5.2 Arriving flights

a) IFR flights entering and landing within the Seychelles terminal control area will be cleared by Seychelles tower to a specified holding point and instructed to contact approach at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Approach Control. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorised.

b) Due to configuration of the airspace, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and or holding cannot be performed as required.

1.5.3 Departing flights

All flights departing from a controlled aerodrome will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from uncontrolled aerodromes must make arrangements to obtain the necessary ATC clearance with Seychelles tower unit prior to departure.

Table 1 Holding speeds

Levels	Normal Conditions	Turbulence conditions
Up to 14 000ft inclusive	230 kts (2) 170 kts (4)	280 kts (3) 170 kts (4)
Above (14 000ft) to (20 000ft) inclusive, above (20 000ft) to 10 350m (34 000ft) inclusive	240 kts 265 kts (5)	280 kts or Mach 0.8 whichever is less
Above 34 000ft	0.83 Mach	0.83 Mach

1. The levels tabulated above represent altitudes or corresponding flight levels depending upon the altimeter setting in use.

2. When the holding procedure is followed by the initial segment of an instrument approach procedure promulgated at a speed higher than (230 kts), the holding should also be promulgated at this higher speed wherever possible.

3. The speed of (280 kts) (0.8 Mach) reserved for turbulence conditions shall be used for holding only after prior clearance with ATC, unless the relevant publications indicate that the holding area can accommodate aircraft flight at these high holding speeds.

4. Wherever possible, (280 kts) should be used for holding procedures associated with airway route structures.

Table II Speeds for procedures calculated in knots (kts)

Aircraft Category	V at	Range of speeds for initials approach	Range of final approach speeds	Max speeds for visual manoeuvring (circle)	Max speeds for missed approach Intermediate	Final
A	<91kts	90/150(100)*	70/100	100	100	110
B	91/120kts	120/180(140)*	85/130	135	130	150
C	121/140kts	160/240	115/160	180	160	240
D	141/165kts	185/250	130/185	205	185	265
E	166/210kts	185/250	155/230	240	230	275

***Note 1**: V at – speed at threshold based on 1.3 times stall speed in the landing configuration at maximum certified landing mass.*

***Note 2**: *Maximum speed for reversal and racetrack procedures.*

1.5.4 Radio communication equipment failure procedures

The procedures to be followed by aircraft in the FIR, CTA and TMA, up to the termination of the Transition Routes, which are required to maintain two way radio communications experiencing radio equipment failure, shall conform to those specified in ICAO Annex 2 - Rules of the Air, paragraph 3.6.5 applicable to IFR as follows:

a) attempt shall be made to establish contact on another frequency appropriate to the route or area. If this attempt fails, attempt to establish communication with other aircraft or other aeronautical stations on frequencies appropriate to the route or area;

b) If the attempts specified under (a) fail, the aircraft station shall transmit its message twice on the designated frequency(ies), preceded by the phrase "TRANSMITTING BLIND" and, if necessary, include the addressee(s) for which the message is intended.

c) When an aircraft station is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on the frequency in use, preceded by the phrase "TRANSMITTING BLIND DUE TO RECEIVER FAILURE". The aircraft station shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission and transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.

d) maintain last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with filed flight plan;

c) at the TMA, proceed according to flight plan route and relevant Transition Route to the terminating waypoint.

For procedures to be followed beyond the Transition Routes see AD 2.22.3.

→ ENR 1.6 ATS surveillance services and procedures.

1.6.1 No radar services are available within Seychelles FIR.

ENR 1.7 ALTIMETER SETTING PRODEDURES

1.7.1 Introduction

a) The altimeter setting procedures in use conform to those contained in ICAO Doc 8168, Volume 1, Part 6 and are given in full below. Differences are shown in quotation marks.

b) Transition altitudes are given on the instrument approach charts for Seychelles International Airport.

c) QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in Hecto Pascals.

1.7.2 Basic altimeter setting procedures

1.7.2.1 General

a) The transition altitude for Seychelles International Airport is 4500ft QNH.

b) Aerodrome beyond a distance of 25NM from the ARP of Seychelles International Airport, the transitional altitude is 3500ft QNH.

c) Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitudes. While passing through the transition layer, vertical positioning is expressed in terms of flight levels when ascending.

d) Flight level zero is located at the atmospheric pressure level of 1013.2 hpa (29.92 inches).

e). Consecutive flight levels are separated by a pressure interval corresponding to 500ft (152.4m) in the standard atmosphere.

Example of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being (29.92 inches).

Flight level (Number)	Altimeter (Feet)	Indication (Metres)
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

1.7.3 Take-off and climb

A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

Vertical positioning of aircraft during climb is expressed in terms of altitude until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

1.7.4 Vertical separation en-route

1.7.4.1 Vertical separation during en-route phase of flight shall be expressed in terms of flight levels at all times during an IFR flight.

1.7.4.2 IFR and VFR flights above 3000ft (900m) when in level cruising flight shall be flown at such flight levels, corresponding to the magnetic tracks shown in the Table of Cruising Levels at 1.7.9 below.

1.7.4.3 However, due to the change in variation on the tracks from Seychelles to Mauritius, Reunion and Coetivy, it has been agreed that traffic routing outbound from Seychelles on the Mauritius/ Reunion/Coetivy track will select WESTBOUND Flight levels i.e. 60, 80, 100, 280, 320, 340, 380, etc… whilst flights inbound to Seychelles on these tracks will select EASTBOUND Flight levels ie, 50, 70, 90, 290, 310, 330, 350, etc.

1.7.5 Approach and landing

A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

QFE altimeter setting is available on request.

Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

1.7.6 Missed approach

The relevant portion of 2.1 and 2.4 shall be applied in the event of a missed approach.

1.7.7 Description of altimeter setting region

- Nil -

1.7.8 Flight planning

The levels at which a flight is to be conducted shall be specified in a flight plan:-

i) in terms of flight levels if the flight is to be conducted at or above the transition level, and

ii) in terms of altitude if the flight is to be conducted in the vicinity of an aerodrome and at below the transition altitude.

Note 1: *Flights of short durations in the vicinity of an aerodrome may often be conducted only at altitude below the transition altitude (low level routes).*

Note 2: *Flight levels are specified in a flight plan by numbers and not in terms of feet or meters as in the case with altitudes.*

1.7.9 Table of cruising levels

IFR and VFR flights above 4200 feet in level cruising flight shall be flown at flight levels corresponding to the magnetic tracks shown in the following table so as to provide the required terrain and minimum vertical separation clearance, unless such flights are operating under flight conditions as stipulated in 1.7.4.2 above:

<table>
<tr><th colspan="8">MAGNETIC TRACKS</th></tr>
<tr><th colspan="4">EASTBOUND</th><th colspan="4">WESTBOUND</th></tr>
<tr><td colspan="4">000 degrees to 179 degrees</td><td colspan="4">180 degrees to 359 degrees</td></tr>
<tr><td colspan="2">IFR Flights</td><td colspan="2">VFR Flights</td><td colspan="2">IFR Flights</td><td colspan="2">VFR flights</td></tr>
<tr><td colspan="2">Altitude</td><td colspan="2">Altitude</td><td colspan="2">Altitude</td><td colspan="2">Altitude</td></tr>
<tr><td>FL</td><td>Feet</td><td>FL</td><td>Feet</td><td>FL</td><td>Feet</td><td>FL</td><td>Feet</td></tr>
<tr><td>50</td><td>5000</td><td>55</td><td>5500</td><td></td><td></td><td></td><td></td></tr>
<tr><td>70</td><td>7000</td><td>75</td><td>7500</td><td>40</td><td>4000</td><td>45</td><td>4500</td></tr>
<tr><td>90</td><td>9000</td><td>95</td><td>9500</td><td>60</td><td>6000</td><td>65</td><td>6500</td></tr>
<tr><td>110</td><td>11000</td><td>115</td><td>11500</td><td>80</td><td>8000</td><td>85</td><td>8500</td></tr>
<tr><td>130</td><td>13000</td><td>135</td><td>13500</td><td>100</td><td>10000</td><td>105</td><td>10500</td></tr>
<tr><td>150</td><td>15000</td><td colspan="2" rowspan="8">NO VFR FLIGHTS ABOVE FL145</td><td>120</td><td>12000</td><td>125</td><td>12500</td></tr>
<tr><td>170</td><td>17000</td><td>140</td><td>14000</td><td>145</td><td>14500</td></tr>
<tr><td>190</td><td>19000</td><td>160</td><td>16000</td><td colspan="2" rowspan="6">NO VFR FLIGHTS ABOVE FL145</td></tr>
<tr><td>210</td><td>21000</td><td>180</td><td>18000</td></tr>
<tr><td>230</td><td>23000</td><td>200</td><td>20000</td></tr>
<tr><td>250</td><td>25000</td><td>220</td><td>22000</td></tr>
<tr><td>270</td><td>27000</td><td>240</td><td>24000</td></tr>
<tr><td>290</td><td>29000</td><td rowspan="12">RVSM

AIRSPACE</td><td>260</td><td>26000</td></tr>
<tr><td>310</td><td>31000</td><td>280</td><td>28000</td></tr>
<tr><td>330</td><td>33000</td><td>300</td><td>30000</td><td colspan="2" rowspan="12">RVSM

AIRSPACE</td></tr>
<tr><td>350</td><td>35000</td><td>320</td><td>32000</td></tr>
<tr><td>370</td><td>37000</td><td>340</td><td>34000</td></tr>
<tr><td>390</td><td>39000</td><td>360</td><td>36000</td></tr>
<tr><td>410</td><td>41000</td><td>380</td><td>38000</td></tr>
<tr><td>450</td><td>45000</td><td>400</td><td>40000</td></tr>
<tr><td>490</td><td>49000</td><td>430</td><td>43000</td></tr>
<tr><td>etc</td><td>etc</td><td>470</td><td>47000</td></tr>
<tr><td></td><td></td><td>510</td><td>51000</td></tr>
<tr><td></td><td></td><td>etc</td><td>etc</td></tr>
</table>

Note: Some of the lower levels in the above table of cruising levels may not be usable due to terrain clearance requirements.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

1.8.1 Introduction

The supplementary procedures in force are given in their entirety. Differences are shown in question marks.

1.8.2 Visual flights rules (ICAO Annex 2)

VFR flights operated within control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:-

a) have two-way radio communications,
b) obtain permission from the appropriate air traffic control unit, and
c) report positions as required.

Note: *The phrase 'specified portions of the associated terminal control area' is intended to signify at least those portions of the TMA to be used by IFR flights in association with approach, holding departure and noise abatement procedures.*

1.8.3 Special application of instrument flight rules

Flights shall be conducted in accordance with the instrument flight rules when operating above FL245 within the CTA.

1.8.4 Air traffic advisory service (PANS- ATM)

Nil

1.8.5 Adherence to ATC approved route (ICAO Annex 2, Paragraph 3.6.2.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such routes without delay as soon as the deviation has been confirmed.

1.8.6 RNP 10 Navigation Requirements

1.8.6.1 Introduction

ATC shall apply 10 minutes (or 100NM) lateral separation minima to aircraft which are approved for RNP 10 operations on all ATS routes implemented within the Seychelles FIR.

1.8.6.2 Pilots must advice ATC of any deterioration or failure of their navigation systems below the navigation requirements for RNP 10. ATC shall then provide alternative separation or alternative routing.

1.8.6.3 An aircraft that is unable to meet the minimum navigational requirements for RNP 10 must file a flight plan at or below FL280. Operations above FL280 for these aircraft will be subject to ATC approval and shall be based on the following:-

(a) traffic density;
(b) communications facilities available;
(c) weather conditions;
(d) aircraft status (State Aircraft) or any other factors as deemed pertinent.

1.8.6.4 Pilots of such aircraft wishing to operate on ATS routes specified in 1.8.6.1, at FL 290 or above must indicate their level requirements at item 18 of the ICAO flight plan as *RMK/REQ FL (insert level).*
An ATC Unit receiving a request for a non- RNP 10 approved aircraft to operate at FL290 or above on any ATS Route within Seychelles FIR, will coordinate with the adjacent ATC Units affected by the flight.

1.8.7 Safety Assessment Criteria

1.8.7.1 The safety criteria associated with the implementation of lateral separation of 100NM will be in accordance with the requirements for RNP 10 navigation performance, ie, aircraft navigation performance accuracy of 95 percent lateral and longitudinal position accuracy of 10 NM (+ /-).

1.8.8 Monitoring of Aircraft Navigation Performance

Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of operators, as applicable, regulatory authorities and ATS providers. The ATC authority will investigate any causes of such deviations in conjunction with the aircraft operator and the State of Registry, or the State of the Operator as applicable.

1.8.9 Separation Minima

1.8.9.1 Lateral Separation Minima

A lateral separation minima of 10 minutes or 100NM shall be applied between aircraft equipped in accordance with RNP 10 navigation requirements, when operating on ATS Routes within Seychelles FIR.

1.8.9.2 Longitudinal Separation

A longitudinal separation of 10 minutes or 100NM shall be applied between aircraft equipped in accordance with RNP 10 navigation requirements, when operating on ATS Routes within Seychelles FIR.

1.8.9.3 Vertical Separation

A vertical separation minima of *1000 feet* shall be applied between all aircraft operating at FL280 or below.

A vertical separation minima of *1000 feet* shall be applied between all RVSM approved aircraft, including State aircraft operating between FL290 and FL 410.

A vertical separation minima of *2000 feet* shall be applied all between all aircraft operating above FL410.

A vertical separation minima of *2000 feet* shall be applied between State non-RVSM aircraft and RVSM approved aircraft when operating in RVSM airspace between FL290 and FL410.

1.8.10 Operator's Procedures

1.8.10.1 The aircraft operator shall ensure in-flight procedures, crew manuals and training programmes are established in accordance with RNP 10 navigation requirements.

1.8.11 Weather Deviation

1.8.11.1 Pilots experiencing adverse weather conditions and wishing to deviate from filed flight plan/track shall request approval from ATC where two-way communication is available. In the case where two-way communication is not available (HF radio) with the designated ATC Unit, pilots shall broadcast their intensions on the last HF frequency in use and on VHF frequencies 121.5 Mhz and 126.9 Mhz before commencing the deviation.

1.8.11.2 If aircraft is ACAS equipped, pilot must monitor and follow any RA /TA that are received for traffic collision avoidance measures.

1.8.11.3 Once the deviation is terminated and the aircraft is back on its designated route, pilots shall broadcast this information on the last HF frequency is use with the designated ATC Unit and also on VHF 121.5 Mhz and 126.9 Mhz.

1.8.12 ATS Contingency Procedures

1.8.12.1 Details regarding applicable ATS contingency plan containing procedures in place to ensure the continued safety of air navigation in the event of complete or partial disruptions of air traffic services within the Seychelles Flight Information Region are published in AIP Supplement 01/16, dated 22 November 2016. ←

1.8.12.2 .

1.8.13 Operation of Airborne Collision Avoidance Systems(ACAS)

1.8.13.1 Pilots Responsibilities

ACAS is intended to serve as a support to visual collision avoidance, application of right-of-way rules and air traffic separation services. For ACAS to work as designated, immediate and correct crew response to ACAS advisories is essential. Delayed crew response or reluctance of flight crew to adjust the aircraft's flight path, as advised by ACAS due to air traffic control clearance provisions or other operational factors, could significantly decrease or negate the protection afforded by ACAS.

When operating within Seychelles Flight Information region, flight crews are expected to respond to ACAS in accordance with the following guidelines:

a) Respond to TA's by attempting to establish visual contact with the intruder aircraft and other aircraft that may be in the vicinity. Coordinate to the degree possible with other crew members and ATC to assist in searching for the traffic. Do not deviate from an assigned clearance based only on TA information. For any traffic that is acquired visually, continue to maintain or attain a safe separation in accordance with current regulations and accepted operating practise.

b) When an RA occurs, the pilot should respond immediately by direct attention to RA displays and manoeuvre as indicated, unless doing so would jeopardise the safe operation of the flight, or the flight crew can assure separation with the help of definitive visual acquisition of the aircraft causing the RA. By not responding to the RA, the flight crew effectively takes responsibility for achieving safe operation. In doing so, the following should be taken into consideration:

i) The traffic acquired visually may also be equipped with ACAS and it may manoeuvre in response to the RA that has been automatically coordinated with you own ACAS;

ii) The traffic acquired visually may not be the same aircraft causing the RA;

iii) Visual perception of the encounter may be misleading unless it is positively clear that the target acquired visually or confirmed by ATC is the one generating the RA and there are no other complicating circumstances. The pilot's instinctive reaction should always be to respond to RA's in the direction and to the degree displayed.

c) Inform ATC of TA/RA and avoiding action taken and file an MOR as appropriate, to be forwarded to the and forward a copy to the Chief Executive Officer, SCAA, for safety investigation requirements.

1.8.13.2 ATCOs responsibilities

a) Upon receipt of TA/RA information from a pilot, the ATCO should attempt to establish the identity of the intruder aircraft as far as practicable. The ATCO should not attempt to issue clearances that would negate the correcting action being taken by the pilot as a result of a TA/RA occurrence. The ATCO immediately double check all clearances issued to the aircraft concerned in order to determine the possible cause of the confliction.

b) The ATCO shall log down the events of the occurrence, inform the immediate Supervisor and shall file an MOR as appropriate. The occurrence shall be thoroughly investigated and safety recommendations implemented to avoid recurrences.

1.8.14 STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

1.8.14.1 INTRODUCTION

Studies and safety analyses conducted by the ICAO Separation and Airspace Safety Panel (SASP) have shown that the application of a strategic lateral offset by aircraft from route centre line would result in an overall increase in safety of operations in remote and oceanic airspace.

STRATEGIC LATERAL OFFSETS IN OCEANIC AIRSPACE

Offsets may be applied beyond 200NM radius from the PRA DME and above FL290 in the oceanic airspace of the Seychelles FIR.

Offset may only be applied by aircraft with automatic offset tracking capability.

The following requirement may apply to the use of the offset;

a) The decision to apply a strategic lateral offset is the responsibility of the flight crew;

b) The offset shall be established at a distance of one or two nautical miles to the right of the centre line relative to the direction of flight. Offset are not to exceed two nautical miles right of the centre line;

c) The strategic lateral offset procedure has been designed to include offset to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centre line, 1 NM or 2 NM offset to the right) shall be used.
Pilots may contact other aircraft on the air to air frequency, 123.45 MHz or IATA in Flight Broadcasting Frequency, 126.9 MHz, as necessary, to coordinate the best wake turbulence offset option.

d) In airspace where SLOP has been authorised, ATC clearance is not required for this procedure and pilots are not required to inform ATC that an offset is being applied;

e) Position reports are based on the current ATC clearance and not the exact coordinates of the offset position.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

1.9.1 Air Traffic Flow Management techniques are not applicable within Seychelles FIR.

ENR 1.10 FLIGHT PLANNING

1.10.1 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with Para 3.3.1, ICAO Annex 2, prior to operating:-

a) any flight or portion thereof to be provided with air traffic control service,

b) any flight operated into or from the Seychelles group of islands within Seychelles FIR, to facilitate the provision of flight information, alerting and search and rescue services,

c) any flight across international borders.

For flight operations specified in (b) above, all relevant permanent flight data (ie, Operator, Registration, Speed, Communication, Navigation equipments, Emergency survival equipment, Colour identification etc.,) shall be provided to ATC prior to undertaking any such operation.

In order to activate such flights on a day to day basis, the operator or its authorized representative shall submit the following information via any means of communication to the ATC Control Tower or Area Control Centre at Mahe, Seychelles, at least 30 minutes prior to operating such flights:-

a. Call sign and/or registration,
b. Flight rules and type of flight,
c. Departure aerodrome,
d. Estimated off block time,
e. Destination aerodrome and total estimated elapsed time,
f. Route of flight,
g. Alternate aerodrome(s),
h. Persons on board and fuel endurance,
i. Any other information relevant /desired for operating such flight.

1.10.2 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units including coordination requirements in the airspace along the route to be flown by the aircraft.

1.10.3 Place of submission

Flight plans shall be submitted to the aerodrome control tower , where available, at the departure aerodrome.
In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone to the aerodrome control tower.

1.10.4 Contents and completion of a flight plan

ICAO flight plan forms are available at Seychelles International Airport (AIS and control tower). The instructions for completing those forms shall be followed.

When a flight plan is submitted by telephone or tele-fax, the sequence of items in the flight plan form shall be strictly adhered to.

1.10.5 Changes to a flight plan

1.10.5.1 Subject to the provisions in ICAO Annex 2, 3.6.2.2 (Inadvertent Changes), all changes to a flight plan submitted for an IFR flight or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit.

1.10.5.2 For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

1.10.5.3 In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

1.10.5.4 Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

1.10.5.5 Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2 (Adherence to flight plan).

1.10.5.6 Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

1.10.5.7 If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.
1.10.5.8 If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

1.10.6 Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the relevant Air Traffic Control Unit.

1.10.7 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights etc… may be exempted from the restriction specified above. A request for exemption shall be made to ATC so as to be received at least one week before the intended day of operation.

1.10.8 Maximum cruising levels for short- range flights

It is generally recommended not to select levels above FL240 for flights up to a distance of 300NM. Traffic from the Seychelles TMA with a destination in the Seychelles CTA should file MAXIMUM FL 250.

1.10.9 Repetitive flight plan system

1.10.9.1 General

The procedures concerning the use of repetitive flight plans (RPL) conform to ICAO Doc 7030 and the PANS –ATM 13th edition.

RPL list relating to flights in and to flights overflying the Seychelles FIR shall be submitted at least two weeks in advance, to the following address;

Air Navigation Services Division
Seychelles Civil Aviation Authority
Post Box 181
Victoria
Mahe, Seychelles
AFS: FSSSZQZX /FSIAZTZX
Fax : (248) 4 38 4179

RPL list shall be replaced in their entirety by a new list prior to the introduction of the summer and winter schedules.

1.10.10 Incidental changes and cancellations of RPL

Incidental changes to and cancellations of RPL relating to departures from Seychelles International Airport shall be notified to ATC as early as possible and not later than 30 minutes before departure. Incidental changes to and cancellations of RPL relating to departures from aerodromes other than Seychelles International Airport shall be notified to ATC as early as possible and not later than 30 minutes before departure.

1.10.11 Delay

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately. Delays relating to departures from Seychelles International Airport shall be notified to control tower, Tel: (248) 4384191 / 4384192

Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

1.10.12 ATS Messages

For a flight operated on an RPL, a flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will be transmitted to ATS units outside the SEYCHELLES FIR.

1.10.13 Closing a flight plan (arrival report)

A report of arrival shall be made at the earliest possible after landing to ATC office of the arrival aerodrome In the case of a landing at an aerodrome which is not the destination aerodrome (diversionary landing), the responsible ATC unit shall be informed accordingly.

In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information;

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Seychelles FIR shall be addressed as stated below in order to warrant correct relay and delivery via the Aeronautical Fixed Services system.

Category of flight (IFR, VFR or both)	**Route (into or via FIR and /or TMA)**	**Message address**
1	2	3
IFR flights	Into or via Seychelles FIR; And in addition, for flights; - within the Seychelles FIR above FL 245 - into Seychelles TMA - via Seychelles TMA	FSSSZQZX FSSSZQZX FSIAZTZX FSSSZQZX
VFR flights	-within Seychelles TMA -within Seychelles FIR	FSIAZTZX FSSSZQZX
All flights	Seychelles International Airport and within Seychelles territory	FSIAZTZX

Note: *Flight movement messages in this context comprise of flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM Doc 4444, Part VIII, 2.1.1.3 refers).*

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception Procedures.

1.1 The following interception procedures will be used, should it becomes necessary to intercept a civil aircraft.

2. Action by Intercepted Aircraft

2.1 An aircraft which is intercepted by another aircraft shall immediately:

a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals.

b) Notify, if possible, the appropriate air traffic services unit;

c) Attempt to establish radio-communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz

d) If equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;

e) If equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radio Communication During Interception.

3.1 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table S11-3 and transmitting each phrase twice:

See table overleaf

Phrases for use by INTERCEPTION aircraft			Phrases for use by INTERCEPTED aircraft		
Phrases	Pronunciation(1)	Meaning	Phrases	Pronunciation (1)	Meaning
CALL SIGN	**KOL** SA-IN	What is your call sign?	CALL SIGN (call sign) (2)	**KOL SA-IN** (call sign)	My call sign is (call sign)
FOLLOW	**FOL**-LO	Follow me	WILCO	**VILL-KO**	Understood
DESCEND	DEE-**SEND**	Descend for landing	Will comply		
			CAN NOT	**KANN NOTT**	Unable to comply
YOU LAND	**YOU LAAND**	Land at this aerodrome	REPEAT	**REE-PEET**	Repeat your instruction
			AM LOST	**AM LOSST**	Position unknown
PROCEED	PRO-**SEED**	You may proceed			
			MAYDAY	**MAYDAY**	I am in distress
			HIJACK (3)	**HI-JACK**	I have been hijacked
			LAND (place name)	**LAAND** (place name)	I request to land at (place name)
			DESCEND	DEE-**SEND**	I require descent

Note. 1. In the second column, syllables to be emphasized are in bold.

Note. 2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

Note. 3. Circumstances may not always permit, nor make desirable, the use of the phrase ‘HIJACK

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1.	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter)from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowl-edgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. *Note 1* *Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2* *If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted Follow me	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following	Understood, will comply.
2	DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may Proceed	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT — Lowering Landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or heli-copter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Series	INTERCEPTED Aircraft Signal	Meaning	INTERCEPTED Aircraft Responds	Meaning
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribe for intercepting aircraft. If it is decided to release the intercepted aircraft, the inter-cepting aircraft uses the Series 2 signals prescribed for inter-cepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT—Regular Switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Irregular flashing of all available lights. In distress. DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE

1.13.1 Procedures (crew)

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact;

1.13.1.2 Unless considerations onboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible,

1.13.1.3 When an aircraft which is subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with local ATS, the pilot in command should whenever possible:-

a) attempt to broadcast warnings on HF and the VHF emergency frequency and other appropriate frequencies unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links etc, should also be used when it is advantageous to do so and circumstances permit, and

b) proceed in accordance with applicable special procedures for in - flight contingencies where such procedures have been established and promulgated in Doc 7030 - Regional Supplementary Procedures, or

c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the Seychelles FIR by 1000 ft (300m) if above FL 290 or by 500ft (150m) if below FL 290.

1.13.2 Procedures (ATC)

Once it is suspected or informed that an aircraft has been subjected to unlawful interference, local air traffic service units will endeavour to provide all necessary assistance to the aircraft concerned and shall immediately provide increased separation with other traffic.

Air Traffic Control Officers will follow local standing instructions related to such circumstances.

ENR 1.14 AIR TRAFFIC INCIDENTS

1.14.1 Definition of air traffic incidents

Air traffic incident is used to indicate a serious occurrence related to the provision of air traffic services such as;

a) aircraft proximity (AIRPROX),

b) Serious difficulty resulting in a hazard to aircraft caused, for example, by;

1) faulty procedures,
2) non- compliance with procedures or,
3) failure of ground facilities

1.14.2 Definitions for aircraft proximity and AIRPROX

Aircraft proximity: A situation in which in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:-

a) Risk of collision: The risk classification of aircraft proximity in which serious risk of collision has existed.

b) Safety not assured: The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised

c) No risk of collision: The risk classification of aircraft proximity in which no risk of collision has existed.

d) Risk not determined: The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved or inconclusive or conflicting evidence precluded such determination.

e) AIRPROX: The code word used in air traffic incident report to designated aircraft proximity.

1.14.3 Use of the Air Traffic Incident Report form (see model on pages ENR 1.14-3 to 1.14-7)

The Air Traffic Incident Report Form is intended for use;

a) by a pilot for filing a report on air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: The form, if available on board may also be of use in providing a pattern for making the initial report in flight.

b) By an ATS unit for recording an air traffic incident report received by radio or telephone.

Note: The form may be used as the form for the text of a message to be transmitted over the AFS network.

1.14.4. Reporting procedures (including in- flight procedures)

The following are the procedures to be followed by a pilot who is or has been involved in an incident;

a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particular if
b) it involves other aircraft, so as to permit the facts to be ascertained immediately,

c) as promptly as possible after landing, submit a complete Air Traffic Incident Report

Form. An initial report made by radio should contain the following information:-

a) aircraft identification
b) type of incident, e.g. aircraft proximity
c) the incident; 1.a) and b), 2.a), b), c), d), n), 3.a), b), I,) 4.a, b),
d) miscellaneous, 1.e)

The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the Air Navigation Services Division of SCAA for submission to the Chief Executive Officer. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

1.14.5 Purpose of reporting and handling of the incident report form

The purpose of reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of Collis "safety not assured", "no risk of collision" or "risk not determined.

The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A-AIRCRAFT IDENTIFICATION	B-TYPE OF INCIDENT AIRPROX/PROCEDURE/FACILITY*

C-THE INCIDENT

1. General

a) Date / time of incident……..UTC

b) Position……..

2. Own aircraft

a) Heading and route……..
b) True airspeed…….measure in ( ) kt ( ) km/h
c) Level and altimeter setting……
d) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending

e) Aircraft bank angle
( ) Wings level ( ) Slight bank ( ) Moderate bank
( ) Steep bank ( ) Inverted ( ) Unknown

f) Aircraft direction of bank
( ) Left ( ) Right ( ) Unknown

g) Restrictions to visibility (select as many as required)
( ) Sunglare ( ) Windscreen pillar ( ) Dirty windscreen
( ) Other cockpit structure ( ) None

h) Use of aircraft lighting (select as many as required)
( ) Navigation lights ( ) Strobe ( ) Cabin lights
( ) Red anti- collision lights ( ) Landing/ taxi lights ( ) Logo (tail fin) lights
( ) Other ( )

i) Traffic avoidance advice issued by ATS
( ) Yes, based on radar ( ) Yes based on visual sighting ( ) Yes, based on other information
( ) No

j) Traffic information issued
( ) Yes, based on radar ( ) Yes, based on visual sighting ( ) Yes, based on other information
( ) No

k) Airborne collision avoidance system- ACAS
( ) Not carried ( ) Type ( ) Traffic advisory issued
( ) Resolution advisory issued

l) Radar identification
( ) No radar available ( ) Radar identification ( ) No radar identification

m) Other aircraft sighted
( ) Yes ( ) No ( ) Wrong aircraft sighted

n) Avoidance action taken
( ) Yes ( ) No ( )

o) Type of flight plan IFR /VFR /none

3. Other aircraft

a) Type and call sign / registration (if known)……..

b) If a) above not known, describe below

( ) High wing ( ) mid wing ( ) Low wing
( ) Rotorcraft
( )1 engine ( ) 2 engines ( ) 3 engines
( ) 4 engines ( ) More than 4 engines

Marking colour or other available details

……..
……
……

c) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending
( ) Unknown

d) Aircraft bank angle
( ) Wings level ( ) Slight bank ( ) Moderate bank
( ) Steep bank ( ) Inverted ( ) Unknown

e) Aircraft direction of bank
( ) Left ( ) Right ( )Unknown

f) Lights displayed
( ) Navigation lights ( )Strobe lights ( ) Cabin lights
( ) Red anti – collision lights ( ) Landing / taxi lights ( ) Logo (tail fin) lights
( ) Other ( ) None ( ) Unknown

g) Traffic avoidance advice issued by ATS
( ) Yes, based on radar ( ) Yes, based on visual sighting ( )Yes, based on other information
( ) No ( ) Unknown

h) Traffic information issued
( ) Yes, based on radar ( )Yes, based on visual sighting ( )Yes, based on other information
( )No ( )Unknown

i) Avoiding action taken
( ) Yes ( ) No ( ) Unknown

4**. Distance**

a) Closet horizontal distance ----------

b) Closet vertical distances ----------

5. **Flight weather conditions**

a) IMC/VMC*
b) Above /below * clouds/fog/haze or between layers*
c) Distance vertically from cloud ------- m/ft* below ------- m/ft* above
d) In cloud/rain/snow sleet/fog/haze*
e) Flying into/out of* sun
f) Flight visibility ------- m/km*

6**. Any other information considered important by the pilot-in-command**

-- ---

D – MISCELLANEOUS

1**.Information regarding reporting aircraft**

a) Aircraft registration----------
b) Aircraft type ----------
c) Operator ----------
d) Aerodrome of departure ----------
e) Aerodrome of first landing ---------- destination ----------
f) Reported by radio or other means to -----(name of ATS unit) at time ---- utc---------
g) Date/time/place of completion of form ----------

2. **Function, address and signature of person submitting report**

a) Function ----------
b) Address ----------
c) Signature ----------
d) Telephone number ----------

E – SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN/radio/telephone/other (specify)* ----------
b) Report received by ---------- (name of ATS unit) ----------

2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

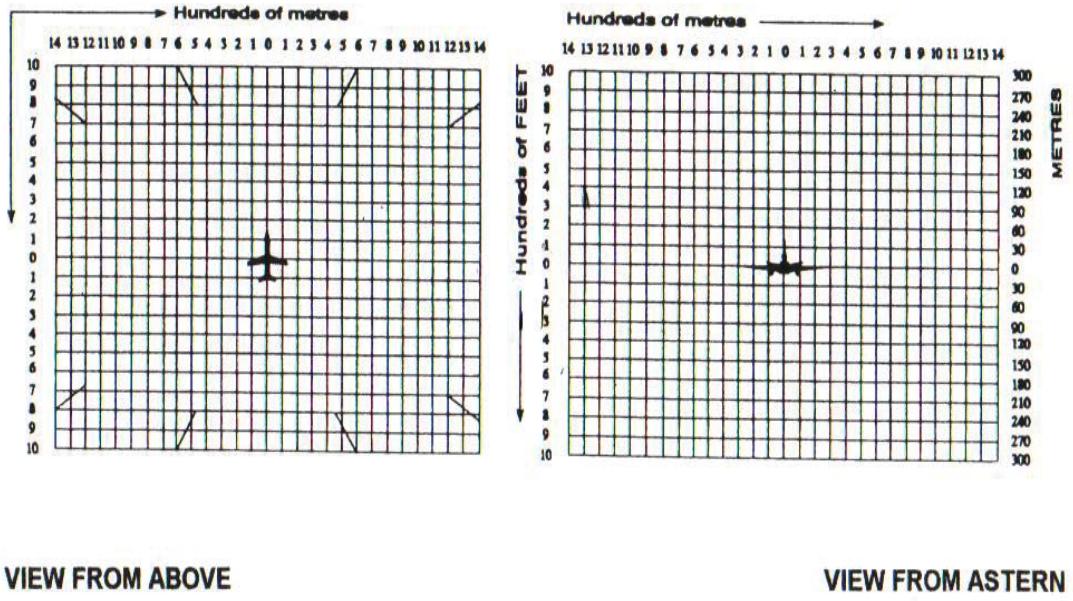
3**. Function and signature of person receiving report**

a) Function ---------- b) Signature ----------

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming

YOU are at the centre of each diagram. Include first sighting and passing distance.



Instructions for the completion of the Air Traffic Incident Report Form

Item

A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filed immediately by radio.
C1	Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG
C2	Information regarding aircraft filing the report, tick as necessary.
C2 c)	E.g. FL 350/ 1 013hpa or 2 5000ft / QNH 1007 hPa or 1 200ft/ QFE 998 hpa
C3	Information regarding the other aircraft involved.
C4	Passing distance – state units used.

C6 Attach additional papers as required. The diagrams may be used to show aircraft's Positions.

D1 f) State name of ATS unit and date/time in UTC

D1 g) Date and time in UTC

E2 Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

ENR 2.1 – FIR, UIR, TMA, CTA

Name Lateral limit Vertical limits Class of airspace	Unit providing service	Call sign Language Area And conditions of use Hours of	Frequency/purpose	Remarks
1	2	3	4	5
SEYCHELLES FIR 02 00 00 S 044 00 00 E 10 4200 N 060 00 00 E 10 00 00 S 060 00 00 E 10 00 00 S 045 00 00 E 10 20 00 S 044 00 00 E 02 00 00 S 044 00 00 E UNL …….. GND/MSL Class of airspace applicable within Seychelles FIR: Refer to ENR 1.4-1	Seychelles ACC	Seychelles Control ENG/H24	120.20 MHz 121.50MHz/Emergency Frequency INO-1 AFI-3 3476 3467 5634 5517 7595 5658 8879 5530 8890 13288 13306 11300 AFI-4 10018	SELCAL AVBL
UIR:NIL				
SEYCHELLES CTA A circle of 200NM radius centered on PRA DVOR (04 18 26.52S 055 42 24.44E) FL145 …….. FL105 Class of Airspace: A & D	Seychelles APP	Seychelles Approach ENG/H24	119.70 MHz 121.50MHZ/Emergency Frequency	

Note 1: All flights intending to operate within the Seychelles FIR shall file a flight plan and contact Seychelles ACC on HF radio at least 20 minutes prior to entering the FIR. Pilots shall also maintain two-way radio communication and report position as instructed

Note 2: All Airline Operators who have aircraft equipped with satellite telephone (SATPHONE) are to note that Seychelles Air Traffic Control Centre can be contacted on the following telephone numbers in case of HF/VHF communications failure while flying within the Seychelles FIR: - (248) 4384193 or (248) 4384000.

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ENR 2.2- OTHER REGULATED AIRSPACE

2.2.1 No other regulated airspace has been established within the Seychelles FIR.

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ENR 3.1 LOWER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
N628						
▲BUSUX (*FIR BDRY*) 03 55 00.00 **S** 060 00 00.00 **E**	090° 270° 58NM	**FL245** **FL65**	100	Eastbound ↓	W 5.7233	**Seychelles ACC FREQ:** 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11 300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲GITOP 04 00 24.00 **S** 059 01 54.00 **E**	090° 270° 200NM	**Class A** Above F145			W 5.6314	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	
L434						
▲XABON (FIR BDRY) 04 08 28.11**S** 044 00 00.00 **E**	093° 273° 99NM	**FL245** **FL65**	100	Eastbound ↓	W 2.2798	**Seychelles ACC FREQ:** 120.20MHZ 3 467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11 300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲LOTER 04 10 30.85 **S** 045 39 11.37 **E**	093° 273° 75NM				W 2.7258	
▲ANTIS 04 11 54.89 **S** 046 53 52.90 **E**	093° 273° 64NM	**Class A** Above F145			W 3.0668	
▲ALRUS 04 13 00.44 **S** 047 57 50.58 **E**	093° 274° 264 NM				W 3.3584	
▲KATEB 04 15 30.00 **S** 052 22 18.00 **E**	094° 275° 200NM				W 4.4995	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.1 LOWER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	*Track MAG (GEO)* *VOR RDL* *DIST (COP)*	*Upper limits* *Lower limits* *Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks* *Controlling Unit* *Frequency*
1	2	3	4	5	6	7
B459						
▲ MIROV (FIR BDRY) 10 00 00.00 **S** 052 36 08.00 **E**	036° 215 187 NM	**FL245** **FL65**	100	Eastbound ↓	W 7.9342	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 3476KHZ 5634KHZ 5517KHZ 5658KHZ 7595KHZ 8879KHZ 8890KHZ 11 300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ NORSI 07 15 15.00 **S** 054 07 17.00 **E**	035° 213 200NM				W 6.4825	
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	040° 219 200NM	**Class A** Above F145			W 5.2272	
▲ BOMOB 01 34 30.00 **S** 057 38 24.00 **E**	039° 219 245NM				W 4.3732	
▲ CLAVA (FIR BDRY) 01 46 12.11 **N** 060 00 00.00 **E**				↑ Westbound	W 3.5315	
G424						
▲ ANVET (FIR BDRY) 03 11 14.85 **S** 044 00 00.00 **E**	053° 233° 116NM	**FL245** **FL65**	100	Eastbound ↓	W 1.8955	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 3476KHZ 5634KHZ 5517KHZ 5658KHZ 7595KHZ 8879KHZ 8890KHZ 11 300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E**	053° 233° 85NM				W 1.8595	
▲ GEPAR 01 07 35.11 **S** 046 38 32.73 **E**	053° 233° 128NM	**Class A** Above F145			W 1.8302	
▲ GABTO 00 11 19.89 **N** 048 19 12.18 **E**	053° 234° 167NM			↑ Westbound	W 1.7667	

ENR 3.1 LOWER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
▲ITPOK 01 54 19.89 **N** 050 30 39.02 **E**	053° 234° 167 NM	**FL245** **FL65**	100	Eastbound ↓	W 1.7507	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ UNKOB 03 36 51.81 **N** 052 42 00.00 **E**	053° 234° 174NM				W 1.7509	
▲IMKOT 05 23 50.58 **N** 055 00 00.00 E	053° 234° 226NM	**Class A** Above F145			W 1.7393	
▲NEROT 07 41 36.81 **N** 058 00 00.00 **E**	054° 235° 149NM				W 1.7057	
▲VUTAS (FIR BDRY) 09 12 00.00 **N** 060 00 00.00 **E**				↑ Westbound	W 1.6605	
G465						
▲NESAM (FIR BDRY) 10 00 00.00 **S** 048 31 54.00 **E**	058° 238° 347NM	**FL245** **FL65**	100	Eastbound ↓	W 6.8410	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲OKLAB 06 24 37.00 **S** 053 06 29.00 **E**	057° 236° 200NM				W 5.7702	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	072° 251° 200NM	**Class A** Above F145			W 5.2272	
▲ORLOM 02 58 36.00 **S** 058 46 06.00 **E**	072° 251° 200NM				W 5.1319	
▲OTKIR (FIR BDRY) 02 26 19.49 **S** 060 00 00.00 **E**	071° 251° 81 NM			↑ Westbound	W 5.0692	

ENR 3.1 LOWER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
M311						
▲ NETAR (FIR BDRY) 02 27 40.44 **S** 044 00 00.00 **E**	101° 281° 209NM	**FL245** **FL65**		Eastbound ↓	W 1.6233	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 5634KHZ 5517KHZ 5658KHZ 7595KHZ 8879KHZ 10 018KHZ 13 306KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲NIBAK 03 01 11.95 **S** 047 27 04.79 **E**	101° 282° 155NM				W 2.7102	
▲ DEBNO 03 25 29.55 **S** 050 00 00.00 **E**	102° 282° 146NM	**Class A** Above F145			W 3.5335	
▲DANEL 03 48 06.00 **S** 052 24 30.00 **E**	102° 284° 200NM				W 4.2871	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	
R400						
▲EGLOM (FIR BDRY) 00 44 55.66 **N** 047 24 12.08 **E**	122° 302° 64NM	**FL245** **FL65**		Eastbound ↓	W 1.3773	**Seychelles ACC FREQ**: 120.20MHZ 3 467KHZ 5634KHZ 5517KHZ 5658KHZ 7595KHZ 8879KHZ 10 018KHZ 13 306KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲GABTO 00 11 19.89 **N** 048 19 12.18 **E**	122° 303° 188NM				W 1.7667	
▲UTOPA 01 26 51.42 **S** 051 00 00.00 **E**	123° 304° 130NM	**Class A** Above F145		↑ Westbound	W 2.9749	

ENR 3.1 LOWER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
R400						
▲ MOGUD 02 34 36.00 **S** 052 51 12.00 **E**	124° 306° 200 NM	**FL245** **FL65**	100	Eastbound ↓	W 3.8514	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	178° 360° 200NM			↑ Westbound Westbound ↓	W 5.2272	
▲ RERUS 07 38 00.00 **S** 056 05 36.00 **E**	180° 001° 142NM	**Class A** Above F145			W 7.1055	
▲ ALRAN (FIR BDRY) 10 00 00.00 **S** 056 22 21.02 **E**				↑ Eastbound	W 8.7176	
R212						
▲ PERRY (FIR BDRY) 06 00 00.00 **S** 060 00 00.00 **E**	117° 298° 276NM	**FL245** **FL65**	100	Eastbound ↓	W 6.7650	
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**		**Class A** Above F145		↑ Westbound	W 5.2272	
R401						
▲ AXINA (FIR BDRY) 06 49 46.83 **N** 055 00 00.00 **E**	183° 003° 86NM	**FL245** **FL65**	100	Westbound ↓	W 1.4104	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ IMKOT 05 23 50.58 **N** 055 00 00.00 **E**	177° 358° 203NM				W 1.7393	
▲UTRON 02 00 00.00 **N** 055 14 53.96 **E**	178° 359° 177NM	**Class A** Above F145		↑ Eastbound	W 2.7047	

ENR 3.1 LOWER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
R401						
▲ UDLET 00 57 54.00 **S** 055 27 48.00 **E**	179° 001° 200 NM	**FL245** **FL65**	100	Westbound ↓	W 3.7519	***Note 1.*** Southbound traffic shall maintain westbound semicircular flight levels. ***Note 2.*** Northbound traffic shall maintain eastbound semicircular flight levels.
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	186° 007° 200 NM				W 5.2272	
▲ RUBAM 07 39 18.00 **S** 055 40 24.00 **E**	187° 008° 140NM	**Class A** Above F145			W 7.0401	
▲ AMBAN (FIR BDRY) 10 00 00.00 **S** 055 38 55.17 **E**				↑ Eastbound	W 8.5871	
R775						
▲ UNPAR 00 49 21.38 S 045 27 31.03 E	177° 358° 70NM	**FL245** **FL65**	100	Eastbound ↓	W 1.4090	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E**	178° 359° 239NM				W 1.8302	
▲ SOKAR 06 00 00.00 **S** 045 45 34.88 **E**	179° 001° 239NM	**Class A** Above F145			W 3.6118	
▲ BERIL (FIR BDRY) 10 00 00.00 **S** 045 59 45.43 **E**				↑ Westbound	W 6.0767	

ENR 3.1 LOWER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	*Track MAG (GEO)* *VOR RDL* *DIST (COP)*	*Upper limits* *Lower limits* *Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks* *Controlling Unit* *Frequency*
1	2	3	4	5	6	7
R780						
▲ APKAK (FIR BDRY) 00 11 20.98 **S** 046 14 33.34 **E**	158° 338° 61 NM	**FL245** **FL65**	100	Eastbound ↓	W 1.3920	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ GEPAR 01 07 35.11 **S** 046 38 32.73 **E**	158° 338° 123NM				W 1.7970	
▲ NIBAK 03 01 11.95 **S** 047 27 04.79 **E**	159° 339° 78NM	**Class A** Above F145			W 2.7102	
▲ ALRUS 04 13 00.44 **S** 047 57 50.58 **E**	159° 340° 184NM				W 3.3584	
▲ UVDOX 07 00 00.00 **S** 049 09 41.64 **E**	160° 342° 195NM				W 5.1012	
▲ DENLI (FIR BDRY) 10 00 00.00 **S** 050 28 06.00 **E**				↑ Westbound	W 7.3876	
R 782						
▲ BERIL (FIR BDRY) 10 00 00.00 **S** 045 59 45.43 **E**	065° 244° 238NM	**FL245** **FL65**	100	Eastbound ↓	W 6.0767	
▲ TIKAR 08 00 00.00 **S** 049 27 51.03 **E**	064° 244° 233NM				W 5.7783	
▲ MIRON 06 01 12.00 **S** 052 50 12.00 **E**	064° 244° 200NM	**Class A** Above F145			W 5.4946	
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.1 LOWER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	*Track MAG (GEO)* *VOR RDL* *DIST (COP)*	*Upper limits* *Lower limits* *Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*		*Remarks* *Controlling Unit* *Frequency*
1	2	3	4	5	6	7
W735						
▲ AVIMO (FIR BDRY) 03 32 52.00 **S** 050 52 39.00 **E**	148° 332° 176 NM	**FL245** **FL65**	100	Eastbound ↓	W 1.3822	**Seychelles ACC REQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ APNAK 01 00 00.00 **N** 052 26.07 **E**	148° 332° 174NM				W 2.4515	
▲ ATUTI 01 27 33.07 **S** 053 57 12.34 **E**	150° 330° 200NM	**Class A** Above F145			W 3.6417	
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.1 LOWER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	***Track MAG (GEO)*** ***VOR RDL*** ***DIST (COP)***	*Upper limit* *Lower limit* *Airspace classification*	*Lateral Limits*	*Direction of cruising levels*	*VAR (MAG*	*Remarks Controlling/ Unit Frequency*
1	2	3	4	5	6	7
L433						
▲ KISAK (FIR BDRY) 07 50 00.00 **S** 044 00 00.00 **E**	134° 315° 194NM	**FL245** **FL65**	100	Eastbound ↓	W 4.0997	**Seychelles ACC FREQ**: 120.20MHZ
▲ ATOLA (FIR BDRY) 10 00 00.00**S** 046 28 36.30 **E**		**Class A** Above F145		↑ Westbound	W 6.2244	3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
M651						
▲ ESTOK (FIR BDRY) 02 42 41.02 **N** 049 50 10.76 **E**	141° 321° 63NM	**FL245** **FL65**	100	Eastbound ↓	W 1.3755	
▲ ITPOK 01 54 19.89 **N** 050 30 39.02 **E**	141° 322° 139NM				W 1,7507	
▲ TEXAR 00 07 23.66 **N** 052 00 00.00 **E** S	142° 323° 146NM	**Class A** Above F145			W 2.6421	
▲ ANVIX 01 44 36.00 **S** 053 33 36.00 **E**	143° 325° 200NM				W 3.6677	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49				↑ Westbound	W 5.2272	
M665						
▲ ITLOX (FIR BDRY) 01 10 19.05 **S** 045 01 33.89 **E**	149° 330° 56NM	**FL245** **FL65**	100	Eastbound ↓	W 1.4211	**Seychelles ACC FREQ**: 120.20MHZ
▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E**	149° 329° 151NM				W 1.8302	3476KHZ 5634KHZ 5517KHZ
▲ ANTIS 04 11 54.89 **S** 046 53 52.90 **E**	150° 331° 201NM	**Class A** Above F145			W 3.0668	8879KHZ 8890KHZ 11300KHZ
▲ UVESO 07 00 00.00 **S** 048 39 35.75 **E**	151° 333° 212NM				W 4.9628	13 306KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ ANKOR 10 00 00.00 **S** 050 34 50.00 **E**				↑ Westbound	W 7.4180	

ENR 3.1.1 LOW LEVEL IFR ROUTES

3.1.1.1 Low Level IFR Transit Routes have been implemented between Seychelles International Airport [FSIA] and Praslin Airport. [FSPP]

3.1.1.2 Charts are available at ENR 6.1-9 and 6.1-11

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
N628						
▲BUSUX (*FIR BDRY*) 03 55 00.00 **S** 060 00 00.00 **E**	090° 270° 58NM	**UNL** **FL245**	100	Eastbound ↓	W 5.7233	**Seychelles ACC FREQ:** 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲GITOP 04 00 24.00 **S** 059 01 54.00 **E**	090° 270° 200NM	**Class A** Above F145			W 5.6314	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	
→ **UL434**						
▲XABON (FIR BDRY) 04 08 28.11**S** 044 00 00.00 **E**	093° 273° 99NM	**UNL** **FL245**	100	Eastbound ↓	W 2.2798	**Seychelles ACC FREQ:** 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲LOTER 04 10 30.85 **S** 045 39 11.37 **E**	093° 273° 75NM	**Class A** Above F145			W 2.7258	
▲ANTIS 04 11 54.89 **S** 046 53 52.90 **E**	093° 273° 64NM				W 3.0668	
▲ALRUS 04 13 00.44 **S** 047 57 50.58 **E**	093° 274° 264 NM				W 3.3584	
▲KATEB 04 15 30.00 **S** 052 22 18.00 **E**	094° 275° 200NM				W 4.4995	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
UB459						
▲ MIROV (FIR BDRY) 10 00 00.00 **S** 052 36 08.00 **E**	036° 215 187 NM	**UNL** **FL245**	100	Eastbound ↓	W 7.9342	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ NORSI 07 15 15.00 **S** 054 07 17.00 **E**	035° 213 200NM				W 6.4825	
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	040° 219 200NM	**Class A** Above F145			W 5.2272	
▲ BOMOB 01 34 30.00 **S** 057 38 24.00 **E**	039° 219 245NM				W 4.3732	
▲ CLAVA (FIR BDRY) 01 46 12.11 **N** 060 00 00.00 **E**				↑ Westbound	W 3.5315	
UG424						
▲ ANVET (FIR BDRY) 03 11 14.85 **S** 044 00 00.00 **E**	053° 233° 116NM	**UNL** **FL245**	100	Eastbound ↓	W 1.8955	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E**	053° 233° 85NM				W 1.8595	
▲ GEPAR 01 07 35.11 **S** 046 38 32.73 **E**	053° 233° 128NM	**Class A** Above F145			W 1.8302	
▲ GABTO 00 11 19.89 **N** 048 19 12.18 **E**	053° 234° 167NM			↑ Westbound	W 1.7667	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
▲ITPOK 01 54 19.89 **N** 050 30 39.02 **E**	053° 234° 167 NM	**UNL FL245**	100	Eastbound ↓	W 1.7507	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3467KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ UNKOB 03 36 51.81 **N** 052 42 00.00 **E**	053° 234° 174NM				W 1.7509	
▲IMKOT 05 23 50.58 **N** 055 00 00.00 E	053° 234° 226NM	**Class A** Above F145			W 1.7393	
▲NEROT 07 41 36.81 **N** 058 00 00.00 **E**	054° 235° 149NM				W 1.7057	
▲VUTAS (FIR BDRY) 09 12 00.00 **N** 060 00 00.00 **E**				↑ Westbound	W 1.6605	
UG465						
▲NESAM (FIR BDRY) 10 00 00.00 **S** 048 31 54.00 **E**	058° 238° 347NM	**UNL FL245**	100	Eastbound ↓	W 6.8410	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲OKLAB 06 24 37.00 **S** 053 06 29.00 **E**	057° 236° 200NM				W 5.7702	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	072° 251° 200NM	**Class A** Above F145			W 5.2272	
▲ORLOM 02 58 36.00 **S** 058 46 06.00 **E**	072° 251° 200NM				W 5.1319	
▲OTKIR (FIR BDRY) 02 26 19.49 **S** 060 00 00.00 **E**	071° 251° 81 NM			↑ Westbound	W 5.0692	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
UM311						
▲ NETAR (FIR BDRY) 02 27 40.44 **S** 044 00 00.00 **E**	101° 281° 209NM	**UNL** **FL245**		Eastbound ↓	W 1.6233	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲NIBAK 03 01 11.95 **S** 047 27 04.79 **E**	101° 282° 155NM				W 2.7102	
▲ DEBNO 03 25 29.55 **S** 050 00 00.00 **E**	102° 282° 146NM	**Class A** Above F145			W 3.5335	
▲DANEL 03 48 06.00 **S** 052 24 30.00 **E**	102° 284° 200NM				W 4.2871	
▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	
UR400						
▲EGLOM (FIR BDRY) 00 44 55.66 **N** 047 24 12.08 **E**	122° 302° 64NM	**UNL** **FL245**		Eastbound ↓	W 1.3773	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300khz 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲GABTO 00 11 19.89 **N** 048 19 12.18 **E**	122° 303° 188NM				W 1.7667	
▲UTOPA 01 26 51.42 **S** 051 00 00.00 **E**	123° 304° 130NM	**Class A** Above F145		↑ Westbound	W 2.9749	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
UR400						
▲ MOGUD 02 34 36.00 **S** 052 51 12.00 **E**	124° 306° 200 NM	**UNL** **FL245**	100	Eastbound ↓	W 3.8514	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	178° 360° 200NM			↑ Westbound Westbound ↓	W 5.2272	
▲ RERUS 07 38 00.00 **S** 056 05 36.00 **E**	180° 001° 142NM	**Class A** Above F145			W 7.1055	
▲ ALRAN (FIR BDRY) 10 00 00.00 **S** 056 22 21.02 **E**				↑ Eastbound	W 8.7176	
UR212						
▲ PERRY (FIR BDRY) 06 00 00.00 **S** 060 00 00.00 **E**	117° 298° 276NM	**UNL** **FL245**	100	Eastbound ↓	W 6.7650	
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**		**Class A** Above F145		↑ Westbound	W 5.2272	
UR401						
▲ AXINA (FIR BDRY) 06 49 46.83 **N** 055 00 00.00 **E**	183° 003° 86NM	**UNL** **FL245**	100	Westbound ↓	W 1.4104	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ IMKOT 05 23 50.58 **N** 055 00 00.00 **E**	177° 358° 203NM				W 1.7393	
▲UTRON 02 00 00.00 **N** 055 14 53.96 **E**	178° 359° 177NM	**Class A** Above F145		↑ Eastbound	W 2.7047	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
UR401						
▲ UDLET 00 57 54.00 **S** 055 27 48.00 **E**	179° 001° 200 NM	**UNL FL245**	100	Westbound ↓	W 3.7519	***Note 1.*** Southbound traffic shall maintain westbound semicircular flight levels. ***Note 2.*** Northbound traffic shall maintain eastbound semicircular flight levels.
▲ PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	186° 007° 200 NM				W 5.2272	
▲ RUBAM 07 39 18.00 **S** 055 40 24.00 **E**	187° 008° 140NM	**Class A** Above F145			W 7.0401	
▲ AMBAN (FIR BDRY) 10 00 00.00 **S** 055 38 55.17 **E**				↑ Eastbound	W 8.5871	
UR775						
▲ UNPAR 00 49 21.38 S 045 27 31.03 E	177° 358° 70NM	**UNL FL245**	100	Eastbound ↓	W 1.4090	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E**	178° 359° 239NM				W 1.8302	
▲ SOKAR 06 00 00.00 **S** 045 45 34.88 **E**	179° 001° 239NM	**Class A** Above F145			W 3.6118	
▲ BERIL (FIR BDRY) 10 00 00.00 **S** 045 59 45.43 **E**				↑ Westbound	W 6.0767	

ENR 3.2 UPPER ATS ROUTES

Route designator Names of significant Points Coordinates	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*	*VAR (MAG)*	*Remarks Controlling Unit Frequency*
1	2	3	4	5	6	7
UR780						
▲ APKAK (FIR BDRY) 00 11 20.98 **S** 046 14 33.34 **E**	158° 338° 61 NM	**UNL FL245**	100	Eastbound ↓	W 1.3920	**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ GEPAR 01 07 35.11 **S** 046 38 32.73 **E**	158° 338° 123NM				W 1.7970	
▲ NIBAK 03 01 11.95 **S** 047 27 04.79 **E**	159° 339° 78NM	**Class A** Above F145			W 2.7102	
▲ ALRUS 04 13 00.44 **S** 047 57 50.58 **E**	159° 340° 184NM				W 3.3584	
▲ UVDOX 07 00 00.00 **S** 049 09 41.64 **E**	160° 342° 195NM				W 5.1012	
▲ DENLI (FIR BDRY) 10 00 00.00 **S** 050 28 06.00 **E**				↑ Westbound	W 7.3876	
UR 782						
▲ BERIL (FIR BDRY) 10 00 00.00 **S** 045 59 45.43 **E**	065° 244° 238NM	**UNL FL245**	100	Eastbound ↓	W 6.0767	
▲ TIKAR 08 00 00.00 **S** 049 27 51.03 **E**	064° 244° 233NM				W 5.7783	
▲ MIRON 06 01 12.00 **S** 052 50 12.00 **E**	064° 244° 200NM	**Class A** Above F145			W 5.4946	
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.2 UPPER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	*Track MAG (GEO)* *VOR RDL* *DIST (COP)*	*Upper limits* *Lower limits* *Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*		*Remarks* *Controlling Unit* *Frequency*
1	2	3	4	5	6	7
UW735						
▲ AVIMO (FIR BDRY) 03 32 52.00 **S** 050 52 39.00 **E**	148° 332° 176 NM	**UNL** **FL245**	100	Eastbound ↓	W 1.3822	**Seychelles ACC REQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ APNAK 01 00 00.00 **N** 052 26.07 **E**	148° 332° 174NM				W 2.4515	
▲ ATUTI 01 27 33.07 **S** 053 57 12.34 **E**	150° 330° 200NM	**Class A** Above F145			W 3.6417	
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.2 UPPER ATS ROUTES

Route designator *Names of significant Points* *Coordinates*	*Track MAG (GEO)* *VOR RDL* *DIST (COP)*	*Upper limits* *Lower limits* *Airspace Classification*	*Lateral limits (NM)*	*Direction of cruising levels*		*Remarks* *Controlling Unit* *Frequency*
1	2	3	4	5	6	7
UW735						
▲ AVIMO (FIR BDRY) 03 32 52.00 **S** 050 52 39.00 **E**	148° 332° 176 NM	**UNL** **FL245**	100	Eastbound ↓	W 1.3822	**Seychelles ACC REQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
▲ APNAK 01 00 00.00 **N** 052 26.07 **E**	148° 332° 174NM				W 2.4515	
▲ ATUTI 01 27 33.07 **S** 053 57 12.34 **E**	150° 330° 200NM	**Class A** Above F145			W 3.6417	
▲ PRASLIN VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**				↑ Westbound	W 5.2272	

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator *Names of significant Points* *Coordinates*	***Track MAG (GEO)*** ***VOR RDL*** ***DIST (COP)***	*Upper limit* *Lower limit* *Airspace classification*	*Lateral Limits*	*Direction of cruisi4g levels*	*VAR (MAG*	*Remarks* *Controlling/ Unit* *Frequency*
1	2	3	4	5	6	7
UL433						
▲ KISAK (FIR BDRY) 07 50 00.00 **S** 044 00 00.00 **E** ▲ ATOLA (FIR BDRY) 10 00 00.00**S** 046 28 36.30 **E**	134° 315° 194NM	**UNL** **FL245** **Class A** Above F145	100	Eastbound ↓ ↑ Westbound		**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ
UM651						
▲ ESTOK (FIR BDRY) 02 42 41.02 **N** 049 50 10.76 **E** ▲ ITPOK 01 54 19.89 **N** 050 30 39.02 **E** ▲ TEXAR 00 07 23.66 **N** 052 00 00.00 **E** ▲ ANVIX 01 44 38.21 **S** 053 33 36.35 **E** ▲PRASLIN (PRA) VOR/DME 04 18 26.52 **S** 055 42 25.44 **E**	141° 321° 63NM 141° 322° 139NM 142° 323° 146NM 143° 325° 200NM	**UNL** **FL245** **Class A** Above F145	100	Eastbound ↓ ↑ Westbound		
UM665						
▲ ITLOX (FIR BDRY) 01 10 19.05 **S** 045 01 33.89 **E** ▲ MITCH 02 00 00.00 **S** 045 31 36.66 **E** ▲ ANTIS 04 11 54.89 **S** 046 53 52.90 **E** ▲ UVESO 07 00 00.00 **S** 048 39 35.75 **E** ▲ ANKOR 10 00 00.00 **S** 050 34 50.00 **E**	149° 330° 56NM 149° 329° 151NM 150° 331° 201NM 151° 333° 212NM	**UNL** **FL245** **Class A** Above F145	100	Eastbound ↓ ↑ Westbound		**Seychelles ACC FREQ**: 120.20MHZ 3467KHZ 3476KHZ 5634KHZ 5517KHZ 7595KHZ 8879KHZ 8890KHZ 11300KHZ 10 018KHZ 13 288KHZ 13 351KHZ 17 961KHZ

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AD 2. AERODROMES

FSIA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FSIA – SEYCHELLES INTERNATIONAL

FSIA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	04 40 27.64S 055 31 18.67E - Centre of runway
2	*Direction and distance from (city)*	South-East of Victoria, 9.6KM
3	*Elevation/Reference temperature*	3. 65M (12 ft.) 31.4º C
4	*MAG VAR/Annual change*	5.37º W (2007) / Negligible
5	*Geoid Undulation at AD ELEV PSN*	111.4422ft (33.968m)
6	*AD Administration, address, telephone, Tele-fax, AFS*	Seychelles Civil Aviation Authority P.O. Box 181 Victoria Mahe Seychelles Tel : (248)4384000 Fax : (248)4384030/4384009 AFS : FSIAYAYX E-mail: secretariat@scaa.sc
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Government (Unlicensed) – Public

FSIA AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	MON-FRI 0800hrs -1600hrs (0400-1200 UTC)
2	*Taxation (Import Control) and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	As AD Administration
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	Nil
12	*Remarks*	AIS: Service available from 0400 to 1200 week days. From 1200 to 0400, public holidays service available from personnel at SIA Control Tower.

	FS120	05°29'26.7831"S	055°20'10.0469"E	TF	N	034.64	127.88
T136	OKLAB	06°24'37.0000"S	053°06'29.0000"E	IF	N		
	IMPOX	05°06'46.2107"S	055°16'38.2180"E	TF	N	059.27	151.1
T137	ANVIX	01°44'38.2100"S	053°33'36.3500"E	IF	N		
	ROUTY	04°10'31.1254"S	055°27'48.2997"E	TF	N	141.84	184.73
T139	MIRON	06°01'20.0000"S	052°50'20.0001"E	IF	N		
Bi-Directional	IMPOX	05°06'46.2107"S	055°16'38.2180"E	TF	N	069.7	155.66
T140	OKLIM	04°56'34.6070"S	055°05'54.9662"E	IF	N		
Bi-Directional	MIRON	06°01'20.0000"S	052°50'20.0000"E	TF	N	244.41	149.78
T141	BOMOB	01°34'32.3300"S	057°38'21.6700"E	IF	N		
Bi-Directional	FS124	04°05'36.1867"S	056°07'22.4629"E	TF	N	211.17	175.74
T142	UTALI	04°14'24.4591"S	055°46'25.7362"E	IF	N		
Bi-Directional	BOMOB	01°34'32.3300"S	057°38'21.6700"E	TF	N	035.2	194.55

3.5.2 FSIA RWY 31/FSPP RWY 33 Low Level operations CAT A-C (Refer to FSIA ENR 6.1-11)

PAOLO 1B (FSIA RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.73	R	500		
2	FS893	04°37'18.6529S	055°32'06.9820E	DF	N					
3	PAOLO	04°30'05.2787S	055°36'25.5509E	TF	N	030.91		1500	8.38	

SAVVY 1B (FSIA RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.73	R	500		
2	FS893	04°37'18.6529S	055°32'06.9820E	DF	N					
3	SAVVY	04°31'30.3100S	055°42'24.0500E	TF	N	060.65		1500	11.78	

SAVVY 1D (FSPP RWY 33)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		328.47	L	500		
2	FS895	04°21'46.1363S	055°40'45.5212E	DF	N					
3	SAVVY	04°31'30.3100S	055°42'24.0500E	TF	N	170.38		1500	9.84	

PETER 1D (FSPP RWY 33)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		328.47	L	500		
2	FS895	04°21'46.1363S	055°40'45.5212E	DF	N					
3	PETER	04°41'38.6700S	055°43'38.0200E	TF	N	171.74		2500	19.99	

3.5.3 FSIA RWY 13/FSPP RWY 15 Low Level operations CAT A-C (Refer to FSIA ENR 6.1-9)

PAOLO 1C (FSIA RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.9		500		
2	FS850	04°42'04.3853S	055°33'37.0489E	DF	N		L			
3	FS890	04°39'03.6004S	055°36'07.2429E	TF	N	039.82	L		3.9	
4	PAOLO	04°30'05.2787S	055°36'25.5509E	TF	N	001.95		1500	8.93	

LYNDY 1C (FSIA RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.9		500		
2	FS850	04°42'04.3853S	055°33'37.0489E	DF	N		L			
3	FS890	04°39'03.6004S	055°36'07.2429E	TF	N	039.82	L		3.9	
4	LYNDY	04°12'48.0821S	055°31'51.3828E	TF	N	350.74		1500	26.48	

MALON 1E (FSPP RWY 15)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		149.02	R	500		
2	FS895	04°21'46.1363S	055°40'45.5212E	DF	N					
3	MALON	04°25'29.5100S	055°27'47.4700E	TF	N	254.03		2500	13.47	

SAVVY 1E (FSPP RWY 15)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		149.02	R	500		
2	FS895	04°21'46.1363S	055°40'45.5212E	DF	N					
3	SAVVY	04°31'30.3100S	055°42'24.0500E	TF	N	170.38		1500	9.84	

ENR 3.6 EN- ROUTE HOLDING

HLDG ID/FIX/WPT Coordinates	INBD TRK (MAG)	DIR of PTN	MAX IAS (KT)	MIN-MAX HLDG LVL FL/FT(MSL)	TIME(min) Or DIST OUBD	Controlling Unit and Frequency
1	2	3	4	5	6	7
Praslin PRA VOR/DME 04 18 26.52 **S** 055 42 25.49 **E**	222˚	Right	220	4200FT FL 145	1	Seychelles APP 119.7 Mhz
			240	Above FL 145	1	Seychelles ACC 120.2 Mhz

Note: *The en-route holdings may be used only when indicated as clearance limit or after permission from the appropriate ATC unit.*

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→ ENR 4. RADIO NAVIGATION AIDS/SYSTEMS.

ENR 4.1 RADIO NAVIGATION AIDS/SYSTEMS – EN ROUTE

Name of Station (VOR/VAR)	ID	Frequency	Hours of Operation	Coordinates	Elev DME Antenna	Remarks
1	2	3	4	5	6	7
PRASLIN DVOR/DME (5°W)	PRA	115.7 MHZ (CH104X)	H24	04 18 26.52 **S** 055 42 25.44 **E**	337m AMSL	Pilots may anticipate ranges of 200nm plus at cruising levels

ENR 4.2 DATA LINK SERVICES IN THE SEYCHELLES FIR

4.2.1 INTRODUCTION

4.2.1.1 Data link services are available to FANS1/A equipped aircraft operating in the Seychelles FIR on a 24-hour basis.

4.2.1.2 The data link services will not affect current procedures for non-data link equipped aircraft operating in the same airspace.

4.2.2 BACKGROUND

4.2.2.1 Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance-Contract (ADS-C) data link applications will be used to provide services to FANS1/A equipped aircraft, in particular over the oceanic region beyond existing VHF voice communications.

4.2.2.2 Messages will be transferred by satellite data links.

4.2.2.3 CPDLC supports the following services:

a) Emergency alerting;
b) Pilot to Controller downlink of position reports and clearance requests;
c) Controller to Pilot uplink of ATC clearances and instructions; and
d) Free text as a supplement to pre-formatted message elements.

4.2.2.4 The provision of Pre-Departure Clearance (PDC) via CPDLC will not be available.

4.2.2.5 ADS-C supports the following services:

a) Emergency alerting; and
b) Automatic reporting by the aircraft Flight Management System (FMS) of aircraft position and intent information. The FMS reports the required information in accordance with parameters selected by the ground system.

4.2.3 LOGON PROCEDURES

4.2.3.1 The AFN LOGON address for Seychelles FIR is FSSS.

4.2.3.2 To avoid automatic rejection of the LOGON, the flight identification number used by the pilot in the LOGON process must be identical to the flight identification number filed in the flight plan.

4.2.3.3 A LOGON must be received from the aircraft before any data link connections can be initiated by the ground system. This is achieved via the ATS Facility Notification (AFN) LOGON process to be initiated by the pilot in accordance with company procedures.

4.2.3.4 Aircraft requesting data link services inbound to Seychelles FIR are required to manually LOGON onto FSSS at least 15 minutes prior to the estimated time for entering the Seychelles FIR. Data link equipped aircraft departing from aerodromes within the Seychelles FIR, and requesting data link shall LOGON to FSSS as soon as possible after departure. Pilots who are unable to establish data link connection are to inform ATC on VHF or HF radio.

4.2.4 CPDLC APPLICATION

4.2.4.1 Aircraft that have established data link connections will maintain CPDLC as the primary communication means. When using CPDLC, the primary and secondary HF voice frequencies will be used as back-up communication medium and a SELCAL check will be conducted.

4.2.4.2 To ensure the correct synchronization of messages, controller/pilot dialogues opened by CPDLC must be closed by CPDLC. Controller/pilot dialogues opened by voice must be closed by voice.

4.2.4.3 Due to inherent integrity checks and a coded reference to any preceding related message contained within CPDLC messages, a clearance issued by CPDLC requires only the appropriate CPDLC response, not a read back as would be required if the clearance had been issued by voice.

4.2.4.4 The downlink response "WILCO" indicates that the pilot accepts the full terms of the whole uplink message.

4.2.4.5 A downlink message response "AFFIRM" is not an acceptable acknowledgement or reply to a CLEARANCE issued by CPDLC.

4.2.4.6 To avoid ambiguity in message handling and response, a CPDLC downlink message should not contain more than one clearance request.

4.2.4.7 If multiple clearance requests are contained in a single downlink message and the controller cannot approve all requests, the uplink message "UNABLE" will be sent as a response to the entire message. A separate message containing a response to those requests that can be complied with will be sent by the controller.

4.2.4.8 If any ambiguity exists as to the intent of a particular message, clarification must be sought by voice.

4.2.4.9 Standard pre-formatted message elements must be used whenever possible. Free text messages should be only when an appropriate pre-formatted message element does not exist or to supplement the pre-formatted message element. The use of free text should be kept to a minimum.

4.2.4.10 When CPDLC connection is established, aircraft will be instructed to transfer from voice to CPDLC. Pilots should then downlink a CPDLC position report at the FIR Boundary entry point then ADS reporting only. This is to ensure that CPDLC connection is active with Seychelles Control.

4.2.4.11 When CPDLC connection is established, aircraft will be instructed to transfer from voice to CPDLC. The phraseology used is:

TRANSFER TO SEYCHELLES CONTROL ON DATA LINK:
MONITOR [HF frequency primary/secondary]

4.2.4.12 CPDLC connections will be terminated at the FIR boundary position or when entering VHF coverage. The CONTACT [unit name][frequency] message and the END SERVICE message will be sent as separate messages. The END SERVICE message will be sent as soon as possible after receipt of the WILCO response message to the CONTACT message.

4.2.5 ADS-C APPLICATION

4.2.5.1 ADS Periodic and Event contracts will be established automatically after a successful LOGON.

4.2.5.2 The Periodic reporting interval is 27 minutes and the Event reporting is compulsory reporting points.

4.2.5.3 ADS contracts will be manually terminated at the Seychelles FIR boundary by the controller.

4.2.6 DATA LINK FAILURE

4.2.6.1 Pilots recognizing a failure of a CPDLC connection must immediately establish communications on the appropriate voice frequency. Voice must continue to be used as the primary medium for communication until a CPDLC connection has been re-established and the controller has authorized the return to data link

4.2.6.2 In the event of an unexpected CPDLC shutdown, the controller will immediately advise all data link connected aircraft of the failure by voice. Instructions will continue to be issued by voice until the return of data link system. The return of the system to an operational state will require a new AFN LOGON from the affected aircraft.

4.2.6.3 In case of ADS only failure, Seychelles Control shall inform pilots of the failure and CPDLC position reports will be used.

4.2.7 EMERGENCY PROCEDURES

4.2.7.1 Pilots should notify ATC of emergency situations by the most appropriate means (voice or CPDLC)

4.2.7.2 If a CPDLC MAYDAY/ PAN message is received, the controller will immediately acknowledge receipt of the emergency by using the Free Text message **"ROGER MAYDAY/PAN"**

4.2.7.3 Normal emergency procedures shall be followed. Controller may also attempt to make voice contact with the pilot.

4.2.8 FLIGHT PLAN NOTIFICATION

4.2.8.1 Aircraft planning to utilize data link communication must annotate their ICAO flight plan as follows:

a) CPDLC capability must be notified by inserting the alphanumeric designator J5 or J6 in Item 10 Field 10a;

b) ADS-C capability must be notified by inserting the alphanumeric designator D1 in Item 10 Field 10b;

c) Aircraft registration must be inserted in Item 18 as the ground system uses the information during the AFN LOGON;

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM

Name of GNSS Element	Frequency	Coordinates Normal SVC area Coverage area	Remarks
1	2	3	5
GPS		Seychelles FIR	Terms and conditions associated with the use of GPS for RNAV are as published in AIC no. 01/17

GNSS WAYPOINTS COORDINATES

WAYPOINT	COORDINATES	
ANKOR	100000.00S	0503450.00E
ANVIX	014438.21S	0533336.35E
ATOLA	100000.00S	0462836.30E
BUSUX	035500.00S	0600000.00E
DALON	044422.46S	0553654.18E
DAVID	045513.11S	0553733.18E
ESTOK	024241.02N	0495010.76E
FOCKY	042438.68S	0551951.41E
FREDY	043430.00S	0552749.00E
FS120	052926.78S	0552010.04E
FS121	045050.01S	0544218.95E
FS122	042225.25S	0544435.50E
FS123	035741.71S	0550502.55E
FS124	040536.18S	0560722.46E
FS400	043705.64S	0552749.39E
FS401	043833.57S	0552835.72E
FS402	042739.63S	0552415.95E
FS403	043103.34S	0552747.45E
FS600	043839.67S	0552920.14E
FS601	043150.73S	0552814.74E
FS650	044341.96S	0553556.37E
FS700	045312.10S	0551736.61E
FS701	045604.98S	0551648.10E
FS775	043424.85S	0553848.15E
FS776	043655.54S	0553540.51E
FS777	043848.85S	0553320.00E
FS850	044204.38S	0553337.05E
S890	043903.60S	0553607.24E
FS893	043718.65S	0553206.98E
FS895	042146.13S	0554045.52E
GILLY	045549.11S	0554543.42E
GITOP	040000.00S	0590100.09E

HENRY	042949.15S	0554752.69E
HERMY	044043.53S	0553231.78E
IMPOX	050646.21S	0551638.22E
ITLOX	011019.05S	0450133.89E
JERAD	044735.94S	0554541.73E
JUDDY	044643.39S	0553716.22E
KISAK	075000.00S	0440000.00E
LIZZY	043225.43S	0551757.59E
LUWIE	045124.52S	0554137.47E
LYNDY	041248.08S	0553151.38E
MALON	042529.51S	0552747.47E
MITCH	020000.00S	0453136.66E
NATLY	042857.49S	0552252.55E
NESID	050958.34S	0553727.45E
NEVIN	041431.21S	0551636.09E
ODRIN	044254.51S	0553400.65E
OKLIM	045634.61S	0550554.97E
OLIVA	043800.18S	0552912.48E
PAOLO	043005.28S	0553625.55E
PATTY	043722.52S	0552859.74E
PETER	044138.67S	0554338.02E
PP400	042721.31S	0553741.68E
PP401	042437.34S	0553857.81E
PP402	042153.36S	0554013.92E
PP403	042622.43S	0554548.92E
PP404	042347.39S	0554416.11E
PP405	042112.28S	0554243.34E
PP406	041012.83S	0553608.76E
PP407	041405.39S	0553827.94E
PP408	041640.40S	0554000.75E
RANDY	042836.15S	0553303.51E
ROUTY	041031.12S	0552748.29E
SAMES	044640.42S	0554011.36E
SAVVY	043130.31S	0554224.05E
TERRY	043304.18S	0552545.23E
TEDDY	040554.42S	0553334.13E

TETIX	042527.65S	0555722.46E
TEXAR	000723.66N	0520000.00E
TILOM	044054.01S	0560121.53E
UNBED	042316.95S	0550637.67E
UTALI	041424.46S	0554625.74E
UVESO	070000.00S	0483935.75E

ENR 4.4 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name	Latitude	Longitude	REMARKS
ALRAN	100000.00S	0562221.02E	UR400
ALRUS	041300.44S	0475750.58E	UL434, UR780
AMBAN	100000.00S	0553855.17E	UR401
ANKOR	100000.00S	0503450.00E	UM665
ANTIS	041154.89S	0465352.90E	UL434
ANVET	031114.85S	0440000.00E	UG424
ANVIX	014438.21S	0533336.35E	UM651
APKAK	001120.98S	0461433.34E	UR780, UW735
ATOLA	100000.00S	0462836.30E	UL433
ATUTI	012750.00S	0535720.00E	UW735
AVIMO	033252.00N	0505239.00E	UW735
AXINA	064946.83N	0550000.00E	UR401
BERIL	100000.00S	0455945.43E	UR775
BOMOB	013432.33S	0573821.67E	UB459
BUSUX	035500.00S	0600000.00E	N628
CLAVA	014612.11N	0600000.00E	UB459
DALON	044422.46S	0553654.18E	RNP Z RW31
DANEL	034805.94S	0522436.12E	UM311
DAVID	045513.11S	0553733.18E	RNP Z RW31, GNSS RW31/RNP 1 STAR 31
DEBNO	032529.55S	0500000.00E	UM311
DENLI	100000.00S	0502806.00E	UR780
ESTOK	024241.02N	0495010.76E	UM651
FOCKY	042438.68S	0551951.41E	GNSS RW13/RNP 1 STAR 13
FREDY	043430.00S	0552749.00E	RNP Z RW13
FS120	052926.78S	0552010.04E	T131, T132, T135
FS121	045050.01S	0544218.95E	T115, T117
FS122	042225.25S	0544435.50E	T116, T118, T138
FS123	035741.71S	0550502.55E	T119, T120, T121
FS124	040536.18S	0560722.46E	T125, T127, T141
FS400	043705.64S	0552749.39E	RNP Z RW13
FS401	043833.57S	0552835.72E	RNP Z RW13
FS402	042739.63S	0552415.95E	RNP Z RW13
FS403	043103.34S	0552747.45E	RNP Z RW13
FS600	043839.67S	0552920.14E	RNP 1 SID 31

FS601	043150.73S	0552814.74E	RNP 1 SID/STAR 31
FS650	044341.96S	0553556.37E	RNP 1 SID 13
FS700	045312.10S	0551736.61E	RNP 1 SID/STAR 13
FS701	045604.98S	0551648.10E	RNP 1 SID/STAR 31
FS775	043424.85S	0553848.15E	GNSS w
FS776	043655.54S	0553540.51E	GNSS w
FS777	043848.85S	0553320.00E	GNSS w
FS850	044204.38S	0553337.05E	PAOLO 1C, LYNDY 1C
S890	043903.60S	0553607.24E	PAOLO 1C, LYNDY 1C
FS893	043718.65S	0553206.98E	PAOLO 1B, SAVVY 1B,
FS895	042146.13S	0554045.52E	MALON 1E, SAVVY 1E, PETER 1D, SAVVY 1D
GABTO	001119.89N	0481912.18E	UG424, UR400
GEPAR	010735.11S	0463832.73E	UG424, UR780
GILLY	045549.11S	0554543.42E	GNSS RW31
GITOP	040000.00S	0590100.09E	N628
HENRY	042949.15S	0554752.69E	FSPP GNSS RW 33
HERMY	044043.53S	0553231.78E	RNP Z RW13
IMKOT	052350.58N	0550000.00E	UG424, UR401
IMPOX	050646.21S	0551638.22E	SID /STAR RW13/31
ITLOX	011019.05S	0450133.89E	UM665
ITPOK	015419.89N	0503039.02E	UG424
JERAD	044735.94S	0554541.73E	GNSS RW31
JUDDY	044643.39S	0553716.22E	GNSS RW31
→ KATEB	041636.19S	0522216.50E	UL434
→ KISAK	075000.00S	0440000.00E	UL433
LIZZY	043225.43S	0551757.59E	GNSS 13/ RNP 1 SID 31
→ LOTER	041030.85S	0453911.37E	UL434
LUWIE	045124.52S	0554137.47E	GNSS 31
LYNDY	041248.08S	0553151.38E	FSPP GNSS RW 15, LYNDY 1C
MALON	042529.51S	0552747.47E	RNP Z RW13/GNSS RW13/ RNP 1 SID/STAR RW13, MALON 1E
MIRON	060120.00S	0525020.00E	UR782
MIROV	100000.00S	0523608.00E	UB459
MITCH	020000.00S	0453136.66E	UG424
MOGUD	023434.20S	0525109.77E	UR400
NATLY	042857.49S	0552252.55E	GNSS 13
NEROT	074136.81N	0580000.00E	UG424
NESAM	100000.00S	0483154.00E	UG465
NESID	050958.34S	0553727.45E	SID /STAR RW13/31

→ NETAR	022740.44S	0440000.00E	UM311
NEVIN	041431.21S	0551636.09E	SID /STAR RW13/31
→ NIBAK	030111.95S	0472704.79E	UM311/UR780
NORSI	071515.00S	0540717.00E	UB459
ODRIN	044254.51S	0553400.65E	GNSS RW31
OKLAB	062437.00S	0530629.00E	UG465
OKLIM	045634.61S	0550554.97E	SID /STAR RW13/31
OLIVA	043800.18S	0552912.48E	GNSS RW13
ORLOM	025836.79S	0584606.77E	UG465
OTKIR	022619.49S	0600000.00E	UG465
PAOLO	043005.28S	0553625.55E	FSPP GNSS a, PAOLO 1B, PAOLO 1C
PATTY	043722.52S	0552859.74E	RNP Z RW31
PERRY	060000.00S	0600000.00E	UR212
PETER	044138.67S	0554338.02E	RNP Z RW31/RNP 1 STAR 31, PETER 1D
PP400	042721.31S	0553741.68E	FSPP GNSS a
PP401	042437.34S	0553857.81E	FSPP GNSS a
PP402	042153.36S	0554013.92E	FSPP GNSS a
PP403	042622.43S	0554548.92E	FSPP GNSS RW 33
PP404	042347.39S	0554416.11E	FSPP GNSS RW 33
PP405	042112.28S	0554243.34E	FSPP GNSS RW 33
PP406	041012.83S	0553608.76E	FSPP GNSS RW 15
PP407	041405.39S	0553827.94E	FSPP GNSS RW 15
PP408	041640.40S	0554000.75E	FSPP GNSS RW 15
RANDY	042836.15S	0553303.51E	FSPP GNSS-a, FSPP GNSS RW 33
RERUS	073757.14S	0560538.50E	UR400
ROUTY	041031.12S	0552748.29E	SID/STAR RW 13/31
RUBAM	073917.11S	0554023.50E	UR401
SAMES	044640.42S	0554011.36E	RNP Z RW31/ ILS RWY31/ RNP 1 STAR 31
SAVVY	043130.31S	0554224.05E	GNSS w, FSPP GNSS RW15/33, GNSS a, ILS Y, GNSS Y RW13, GNSS X RW 31, SAVVY 1B, SAVVY 1D, SAVVY 1E
SOKAR	060000.00S	0454534.88E	UR775
TERRY	043304.18S	0552545.23E	GNSS RW13
TEDDY	040554.42S	0553334.13E	FSPP GNSS RW 15
TETIX	042527.65S	0555722.46E	RNP Z RW 13/31, ILS Z RW 31, GNSS X RW 13, GNSS Y RW 31
TEXAR	000723.66N	0520000.00E	UM651
TIKAR	080000.00S	0492751.03E	UR782
TILOM	044054.01S	0560121.53E	SID/STAR RW 13/31
UDLET	005751.49S	0552750.71E	UR401

UNBED	042316.95S	0550637.67E	SID/STAR RW13/31
UNKOB	033551.81N	0524200.00E	UG424
UNPAR	004921.38S	0452731.03E	UR775
UTALI	041424.46S	0554625.74E	SID/STAR RW 13/31
UTOPA	012651.42S	0510000.00E	UR400
UTRON	020000.00N	0551453.96E	UR401
UVDOX	070000.00S	0490941.64E	UR780
UVESO	070000.00S	0483935.75E	UM665
VUTAS	091200.00N	0600000.00E	UG424
→ XABON	040828.11S	0440000.00E	UL434

ENR 4.5 AERONAUTICAL GROUND LIGHTS – ENROUTE

Name Ident Coordinates	Type and intensity (1000 candelas)	Characteristics	Operating Hours	Remarks
St Anne Island Peak (827ft/ 847ft amsl) -TV masts 04 36 12S 055 30 15E	HBN	FR	H24	----
North East Point Peak (410ft amsl) 04 34 49S 055 27 51E	HBN	Flg R every 3 sec	1400 to 0200	----
St Louis Peak (986ft amsl) 04 36 54S 055 26 27E	HBN	F R	HN	(TX stn Aerial)
Le Rocher (550ft amsl) 04 39 00S 055 28 00E	HBN	Flg R 40 every min	HN	----
Petit Paris (390ft amsl) 04 40 00S 055 29 00E	HBN	Flg R 40 every min	HN	---
Anemometer Mast	OBST	F R	HN	Abeam NW end of Rwy, appx 71m from RCL
Anemometer Mast	OBST	F R	HN	Abeam NW end of Rwy appx 80m from RCL
St Louis TV mast (908 ft amsl) 04 36 54S 055 26 27E	OBST	F R	HN	---
Anse Faure TV Mast (242 ft amsl) 04 05 40.2S 055 31 44.9E	OBST	F (5) R	HN	3 Steady red at top and 2 at midsection
Danzil TV mast 04 37 10S 055 24 13E	OBST	---	---	Red /White markings (unlit)
Sans Sousi Radio Mast 04 37 46S 055 27 55E	OBST	F R	HN	---
La Misere TV Mast 04 40 05S 055 28 29E	OBST	---	---	Red/White markings (unlit)
Grand Anse Radio Masts 1) 04 40 43.4S 055 27 15.9E 2) 04 40 40.4S 055 27 16.1E 3) 04 40 36.4S 055 27 15.4E 4) 04 40 32.4S 055 27 15.4E	OBST	F R	HN	Orange/White markings 1. Hgt 158 ft (amsl) 2. Hgt 187 ft (amsl) 3. Hgt 216 ft (amsl) 4. Hgt 187 ft (amsl)
Rosebelle Telephone Mast (2180ft amsl) 04 39 36S 055 27 42E	OBST	F R	HN	---

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
PROHIBITED AREAS **There are no prohibited or danger areas in the Seychelles group of islands.**		
RESTRICTED AREAS **Aride Island** 04 12 45S 055 40 10E **Bird Island** 03 43 17.29S 055 12 31 .31E **Cousin Island** 04 19 84S 055 39 96E **Fregate Island** 04 35 01.99S 055 56 46.58E **FSIA** 200 metres radius centered at 04 36 47S 055 28 00E	**2000FT** **GND**	 Bird Sanctuary Bird Sanctuary Bird Sanctuary Bird Sanctuary National Assembly Building

Note 1*: Flights over the four islands mentioned above are restricted unless special permission has been obtained to operate below 609m (2000ft), and within half a nautical mile of their shores/coastlines.*

Note 2*: Except for the purpose of landing and take-off, pilots are requested to remain above 609m (2000ft) when within half a nautical mile of the coastlines of all other islands in order to minimize disturbance of wild life.*

→ ***Note 3****: Except for the purpose of landing and take-off at Seychelles International Airport, overflying not be permitted within this area.*

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

5.2.1 Military exercise and training areas have not been established within Seychelles FIR.

ENR 5.3 OTHER ACTIVITIES OF DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

5.3.1 Activities of dangerous nature and other potential hazards have not been specifically identified within Seychelles FIR.

ENR 5.4 AIR NAVIGATION OBSTACLES – EN ROUTE

5.4.1 No air navigation obstacles en route exist within Seychelles FIR.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

5.5.1 General

Aerial sporting and recreational activities shall be carried out only after obtaining appropriate approval from the Chief Executive Officer, Seychelles Civil Aviation Authority.

The application for approval shall specify in detail:-

(1) the area of operation,

(2) time of operation,

(3) type of operations,

(4) safety precautions to be undertaken.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

5.6.1 Reporting of bird strike

5.6.1.1 General

To achieve more comprehensive statistics of bird strikes, the Seychelles Civil Aviation Authority is continuously collecting data on strikes reports as and when they occur. All pilots operating within the Seychelles FIR are therefore requested to report to the Seychelles Civil Aviation Authority on all cases of bird strikes or incidents where a risk of bird strike has been present.

5.6.1.2 Report

To facilitate the reporting of incidents, a Bird Strike Reporting Form has been produced and may be obtained at airport offices, public aerodromes or from Seychelles Civil Aviation Authority. In connection with incidents on or near an aerodrome, pilots are requested to organise the collection of the bird, or as much of the remnants, as far as practicable and forward to:

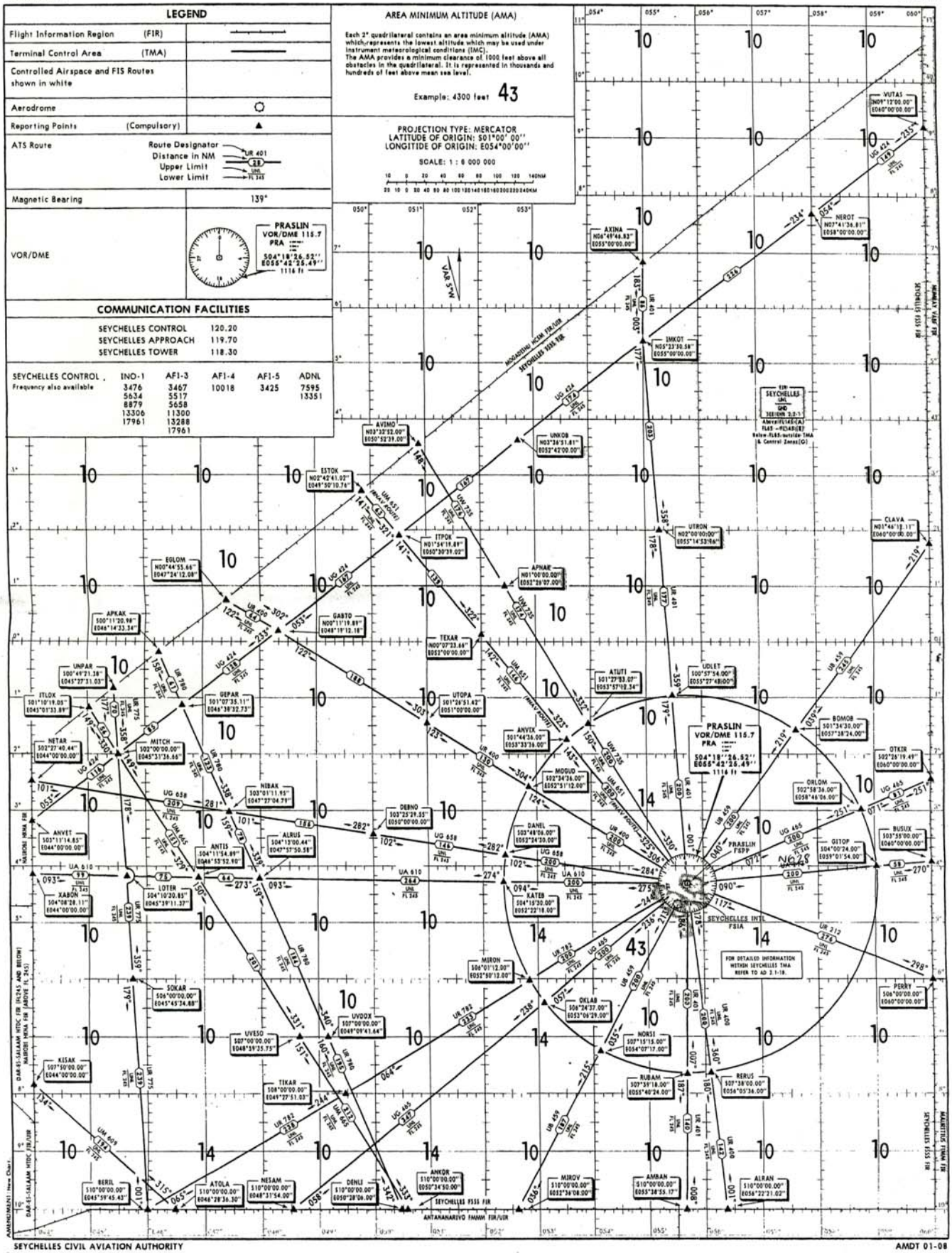
→ Manager ATM - Operations
Air Navigation Services Division
Seychelles Civil Aviation Authority
PO Box 181
Victoria
Mahe
Seychelles.
e-mail:lsamson@scaa.sc

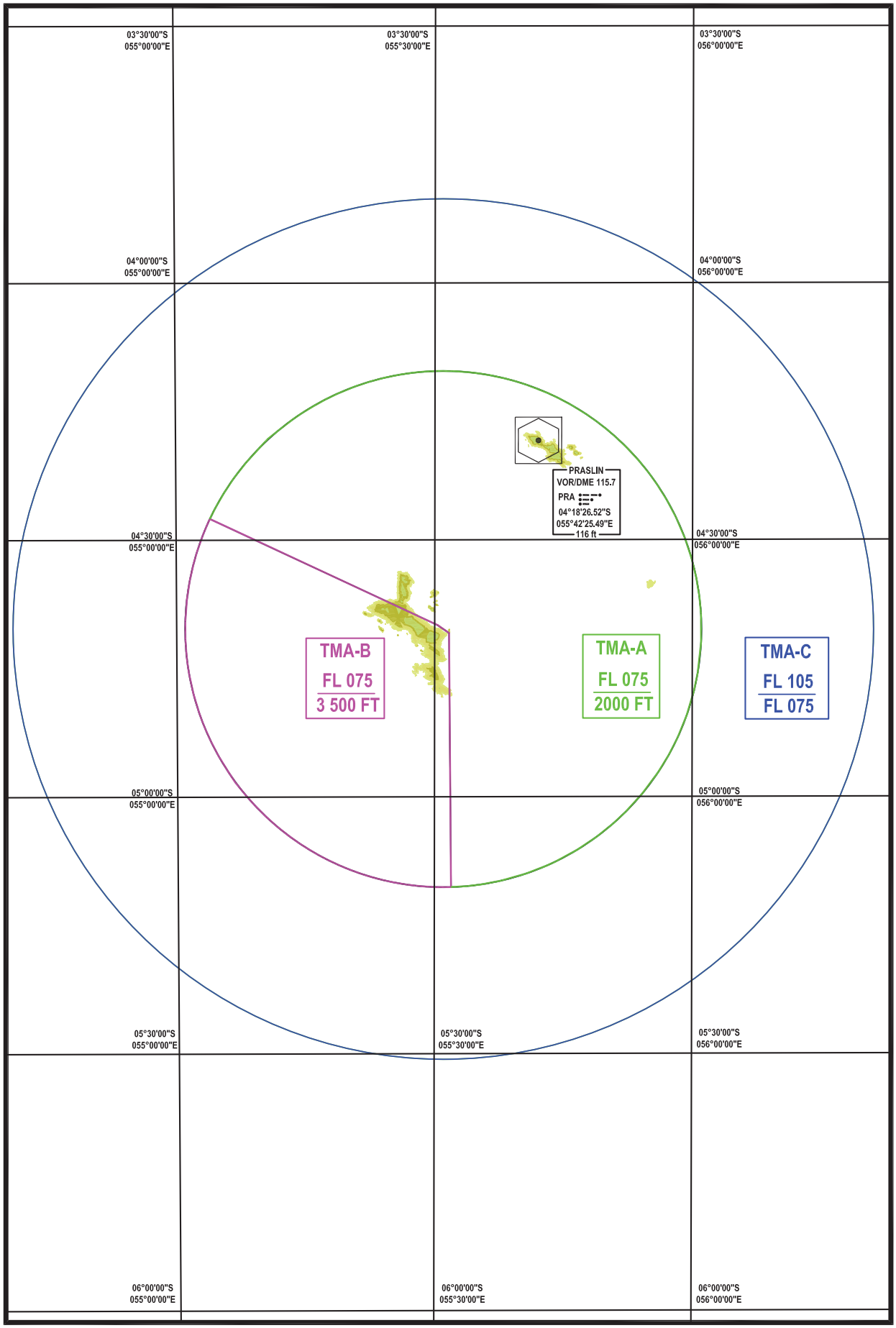
Any supplementary information on the circumstances under which the incident took place should also be added.

5.6.1.3 Areas with sensitivity fauna

Areas of sensitive fauna is listed ENR 5.1-1

ENROUTE CHART ICAO



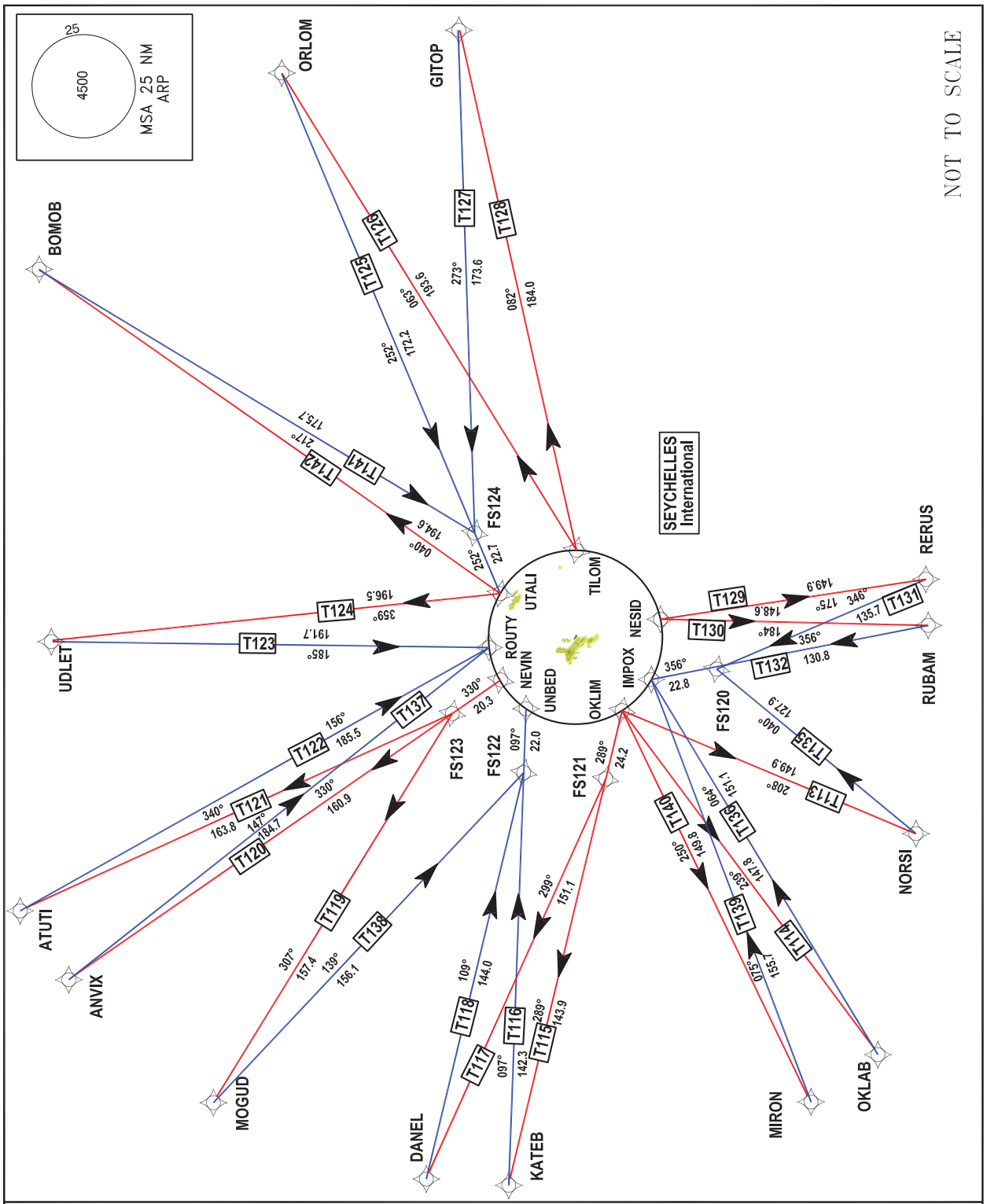


AMENDMENT: NEW TMA A,B,C

STANDARD TRANSITION ROUTE
CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl
RNP 1 TRANSITION ROUTES RWY 13

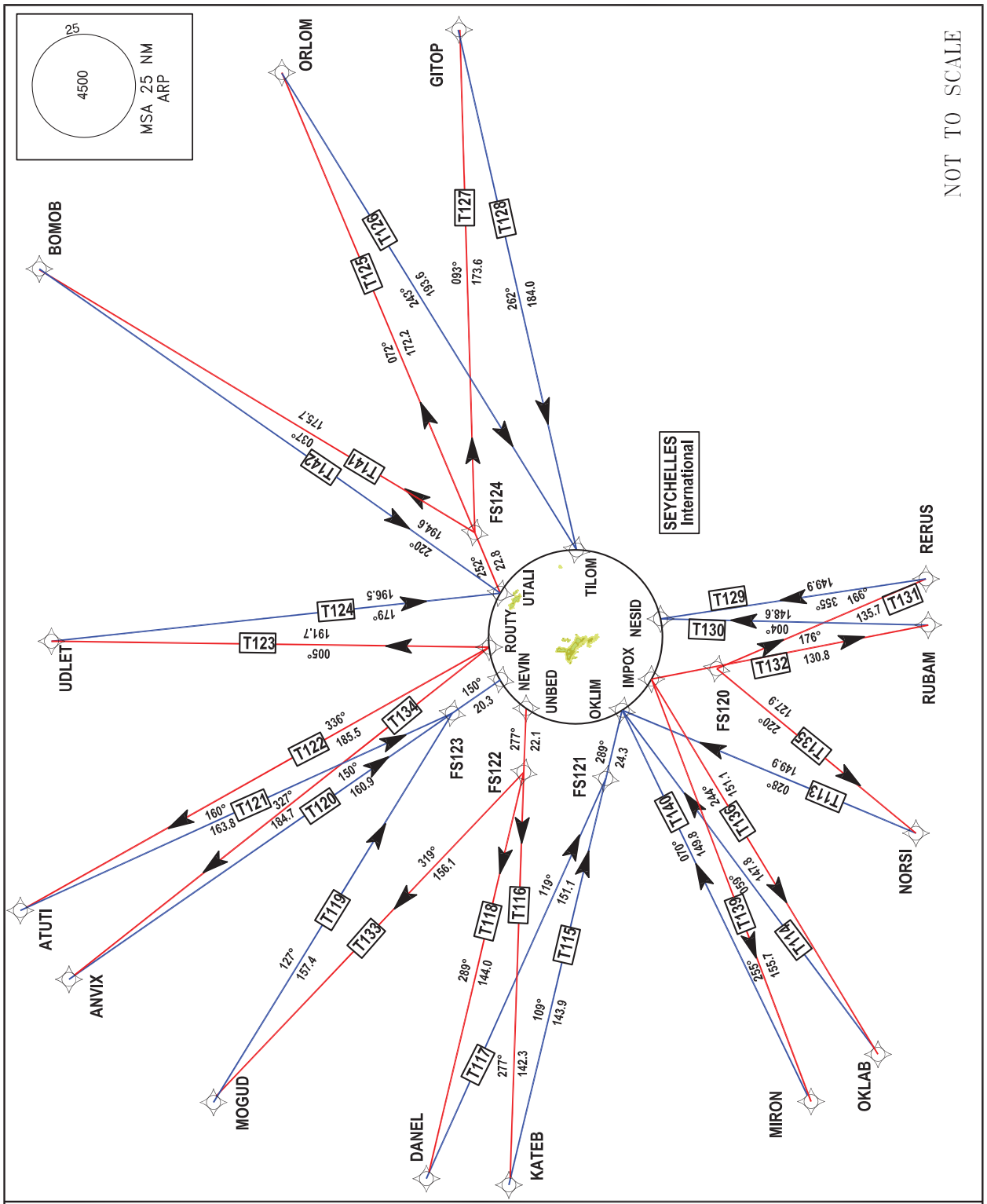


CHANGES: New

STANDARD TRANSITION ROUTE
CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl
RNP 1 TRANSITION ROUTES RWY 31



ATIS
APP 119.70
TWR 118.30
GND

FOR ROUTE DESCRIPTION
SEE FSIA ENR 3.5-1

TRANSITION ALTITUDE
4,500 FT

VAR 5.2°W (2011)

BEARINGS ARE MAGNETIC
ALTITUDES IN FEET

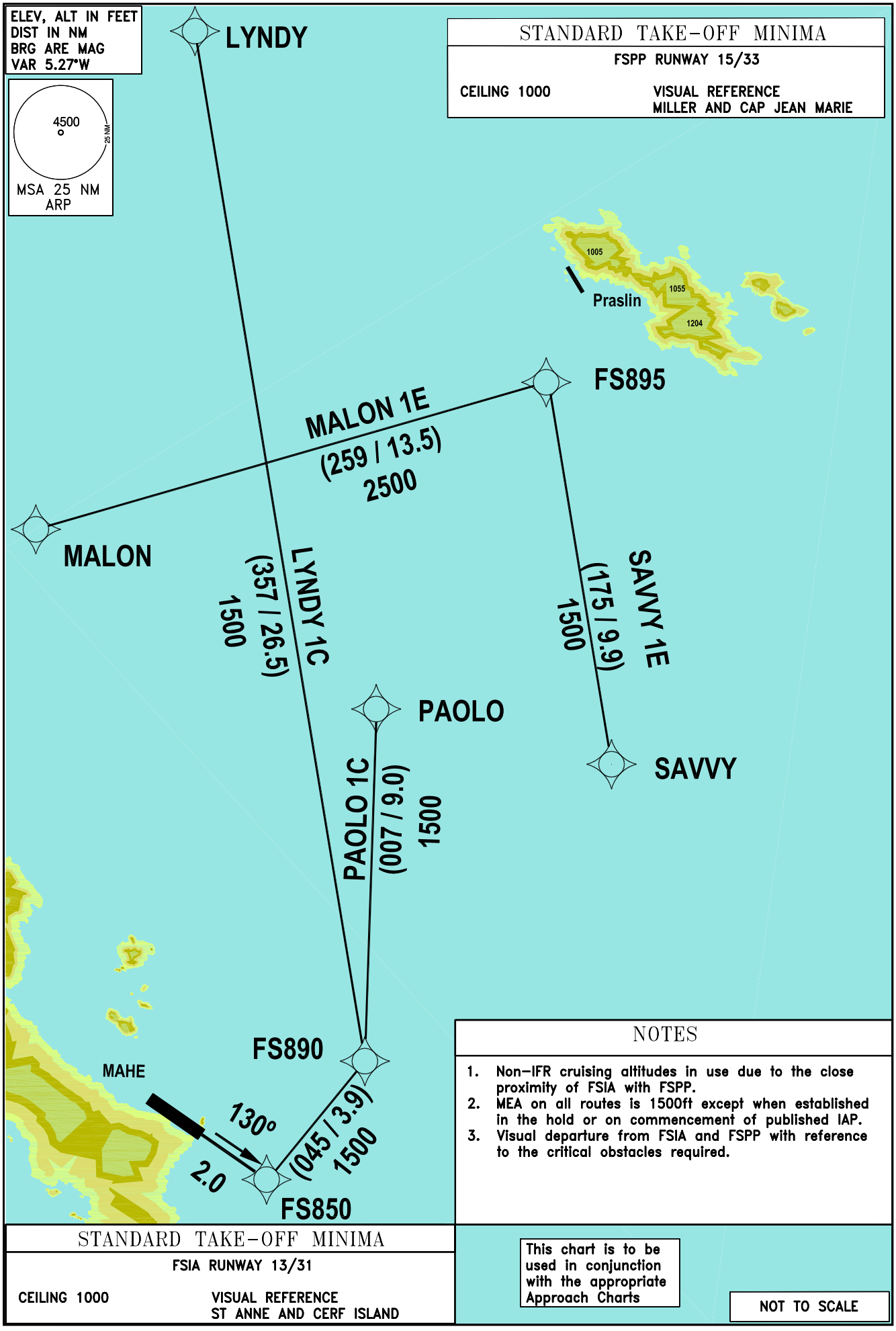
RESTRICTIONS
MAXIMUM 250 KIAS
BELOW 10 000 FT

COMMS FAILURE
Refer AIP ENR 1.5
Paragraph 1.5.4

CHANGES: New

SEYCHELLES / Intl.
FSIA RWY 13/FSPP RWY 15
LOW LEVEL OPERATIONS CAT A-C

APP	119.70
FSIA TWR	118.30
FSPP TWR	122.30

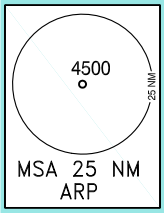


AMENDMENTS: NEW VFR SID

APP	119.70
FSIA TWR	118.30
FSPP TWR	122.30

SEYCHELLES / Intl.
FSIA RWY 31/FSPP RWY 33
LOW LEVEL OPERATIONS CAT A-C

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5.27°W



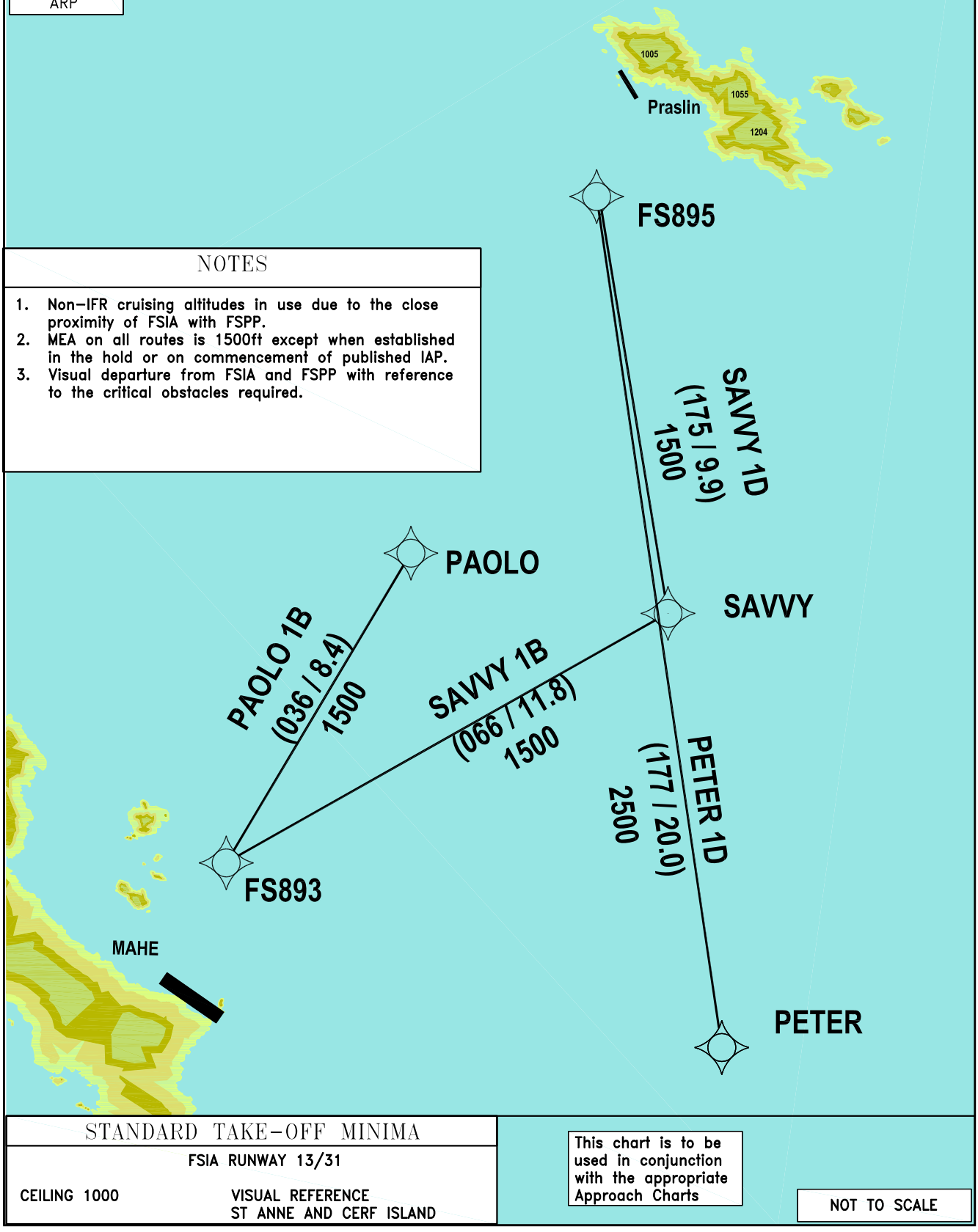
STANDARD TAKE-OFF MINIMA

FSPP RUNWAY 15/33

CEILING 1000 — VISUAL REFERENCE MILLER AND CAP JEAN MARIE

NOTES

1. Non-IFR cruising altitudes in use due to the close proximity of FSIA with FSPP.
2. MEA on all routes is 1500ft except when established in the hold or on commencement of published IAP.
3. Visual departure from FSIA and FSPP with reference to the critical obstacles required.



STANDARD TAKE-OFF MINIMA

FSIA RUNWAY 13/31

CEILING 1000 — VISUAL REFERENCE ST ANNE AND CERF ISLAND

This chart is to be used in conjunction with the appropriate Approach Charts

NOT TO SCALE

AMENDMENTS: NEW VFR SID

AD PART 3 – AERODROMES (AD)

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AD 1. AERODROMES /HELICOPTER LANDING AREAS - INTRODUCTION

AD 1.1 AERODROME / HELICOPTER LANDING AREAS AVAILABILITY

1. General conditions under which aerodromes / helicopter landing areas and associated facilities are available for use.

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from Seychelles Civil Aviation Authority.

In addition to the aerodrome / heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located on some outlying islands. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/airfields can be obtained at the address listed below:

Seychelles Civil Aviation Authority
P.O. Box 181
Victoria
Mahe
Seychelles.

Landings made other than at Seychelles International Airport or a designated alternate aerodrome/ helicopter landing area.

If a landing is made other than at Seychelles International Airport or a designated alternate aerodrome within Seychelles territory, the pilot in command shall report the landing as soon as practicable to the health, taxation (Import Control) and immigration authorities Seychelles International Airport. This notification may be made through any available communication link.
The pilot in command shall be responsible for ensuring that:

a) cargo, baggage and mail are not removed from the aircraft except as provided below,

b) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones, of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons. In such circumstance the contents must be destroyed either by burning or by deep burial.

Movement of persons and vehicles on aerodrome

Demarcation of zones

The grounds of FSIA aerodrome is divided into two zones:

a) a public zone comprising of the part of the aerodrome open to the public; and

b) a restricted zone comprising of the rest of the aerodrome.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by special rules governing the FSIA aerodrome. The taxation (Import Control), police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zones of the FSIA aerodrome is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the Airport Management Section of SCAA.

Movement of vehicles

The movement of vehicles in the restricted zones is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the FSIA aerodrome must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the Highway Code and with the instructions given by the relevant competent authorities serving the International Airport.

Policing

Policing and security is provided within designated restricted zones of the aerodrome. Special security service can be arranged on demand for aircraft and equipment.

Use of the helicopter landing areas

Unless permission has been granted by Seychelles Civil Aviation Authority, the heliports listed in this document may be used only for flights in accordance with Visual Flights Rules (VFR).

The direction of TKOF zones at the individual heliport refers only to zones and are determined to be free of obstructions. Pilots shall, before using a heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency that suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

Landing, parking and storage of aircraft on an aerodrome/heliport under the control of Seychelles Civil Aviation Authority

The conditions under which aircraft may land and be parked, housed or othewise dealt with at any of the aerodromes/heliports under the control of Seychelles Civil Aviation Authority are as follows;

a) The fees and charges for the landing, parking or housing of aircraft shall be those published by Seychelles Civil Aviation Authority, hereinafter referred to as "SCAA", in the AIP or AIC.

b) The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of SCAA shall be such reasonable fees and charges as may be determined by SCAA for the aerodrome/heliport, unless otherwise as agreed before such fees or charges are incurred,. The fees and charges referred to shall accrue from day to day and shall be payable to SCAA following the termination of service or as mutually agreed.

c) SCAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

d) If payment of such fees and charges is not made to SCAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, SCAA shall be entitled to sell destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

e) Neither SCAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its part or accessories or any property contained in the aircraft in the event that such loss and damage occurred while the aircraft was on any aerodrome/heliport under the control of SCAA or is in the course of landing at or taking off from any such aerodrome/heliport.

2. Applicable ICAO documents

The Standards and Reccommended Practices of ICAO Annex 14, Volumes 1 and 2, are applied without differences.

3. Civil use of military air bases

- Nil -

4. CAT II and III operations at FSIA

The ILS installed and operational at Seychelles International Airport is uncategorised.

5. Friction measuring device used and friction level below which the runway is declared slippery when it is wet

- Nil -

6. Other information

- Nil -

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. RESCUE AND FIRE FIGHTING SERVICES

At aerodromes approved for scheduled and /or non-scheduled traffic for aircraft carrying passengers, rescue and fire fighting services and in some cases, sea rescue services, are available and established in accordance with local civil aviation regulations.

Details on the presence of rescue and fire fighting services and its extent are published in this section under **AD 2** to this AIP.

Scheduled or non scheduled traffic for aircraft carrying passengers are not allowed to use aerodromes not having adequate rescue and fire fighting services.

Each individual service is categorized according to ICAO Annex 14 requirement including subsidiary documents for aerodromes, category 1-9.

For helicopter landing areas, categories HI – H3 apply.

Temporary changes will be published by NOTAM.

2. SNOW PLAN

- Nil -

AD 1.3 INDEX TO AERODROMES AND HELICOPTER LANDING AREAS

Aerodrome/heliport Location indicator	Type of Traffic Permitted: International National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private L = licensed UL = Unlicensed	Reference to AD Section and remarks
1	2	3	4	5
Aerodromes				
ALPHONSE *FSAL	NTL	VFR	L - P - NS	AD 2 FSAL
ASSUMPTION *FSAS	NTL	VFR	UL - P - NS	AD 2 FSAS
BIRD *FSSB	NTL	VFR	L - P - S	AD 2 FSSB
COETIVY *FSSC	NTL	VFR	L - P - NS	AD 2 FSSC
DARROS *FSDA	NTL	VFR	L - P - NS	AD 2 FSDA
DENIS *FSSD	NTL	VFR	L - P - NS	AD 2 FSSD
DESROCHES *FSDR	NTL	VFR	L - P - NS	AD 2 FSDR
FARQUHAR *FSFA	NTL	VFR	UL - P - NS	AD 2 FSFA
FREGATE *FSSF	NTL	VFR	L - P - NS	AD 2 FSSF
MARIE-LOUISE *FSMA	NTL	VFR	UL - P - NS	AD 2 FSMA
PLATTE *FSPL	NTL	VFR	UL - P - NS	AD 2 FSPL
PRASLIN *FSPP	NTL	IFR-VFR	L - S - NS	AD 2 FSPP 2
REMIRE *FSSR	NTL	VFR	UL - P - NS	AD 2 FSSR
SEYCHELLES INTERNATIONAL AIRPORT *FSIA	INTL-NTL	FR-VFR	L - S - NS	AD 2 FSIA 1
Helicopter Landing Areas				
SEYCHELLES INTERNATIONAL AIRPORT *FSIA	INTL-NTL	IFR-VFR	L - S - NS	AD 2.FSIA-7

AD 1.4 GROUPING OF AERODROMES AND HELICOPTER LANDING AREAS

The criteria applied by Seychelles in grouping aerodromes and helicopter landing areas for the provision of information in this AIP is as follows:-

1. Primary or major international aerodromes and helicopter landing areas

The aerodromes and helicopter landing areas of entry or departure for international air traffic, where:-

a) all formalities concerning import control, immigration, health, animal and plant quarantine and similar procedures are carried out,

b) air traffic services are available on a regular and continuous basis (H24).

2. Secondary or other international aerodromes and helicopter landing areas

There are currently no designated secondary or other international aerodromes and helicopter landing areas listed for this purpose in Seychelles.

Apart from Seychelles International Airport, all other aerodromes and helicopter landing areas are used primarily for domestic air traffic.

However, in special circumstances or in cases of emergency, Praslin aerodrome may be designated as the secondary aerodrome depending on the operating performance of the aircraft and the nature of emergency at the time.

AD 2. AERODROMES

FSIA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FSIA – SEYCHELLES INTERNATIONAL

FSIA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	04 40 27.64S 055 31 18.67E - Centre of runway
2	Direction and distance from (city)	South-East of Victoria, 9.6KM
3	Elevation/Reference temperature	3. 65M (12 ft.) 31.4º C
4	MAG VAR/Annual change	5.37º W (2007) / Negligible
5	Geoid Undulation at AD ELEV PSN	111.4422ft (33.968m)
6	AD Administration, address, telephone, Tele-fax, AFS	Seychelles Civil Aviation Authority P.O. Box 181 Victoria Mahe Seychelles Tel : (248)4384000 Fax : (248)4384030/4384009 AFS : FSIAYAYX E-mail: secretariat@scaa.sc
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Government (Unlicensed) – Public

FSIA AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON-FRI 0800hrs -1600hrs (0400-1200 UTC)
2	Taxation (Import Control) and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	AD: Runway closed Monday between 1815 to 0245. Runway can be re-opened within 30 minutes for cases of emergencies. AIS: Service available from 0400 to 1200 week days. From 1200 to 0400, public holidays service available from personnel at SIA Control Tower.

FSIA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Full range of equipment available except B747 main deck loader
2	Fuel/oil types	AVTUR Jet A1, AVGAS 100LL AEROSHELL 390, 500, W100, 100 and 120
3	Fuelling facilities/capacity	AVTUR on hydrant - 5 positions; AVGAS from mini Refueller, from domestic apron
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Limited; by arrangement - light aircraft only
6	Repair facilities for visiting aircraft	Minor repairs on all aircraft types; spare parts for BN2, DHC6, B747, B757/B767, F406 and B1900D.
7	Remarks	Non-scheduled and private aircraft will be required to carry a towbar on board if one is not available in Seychelles. AGNIS is provided for Bays 1, 3, 5 and 6.

AGNIS GUIDANCE SYSTEMS are provided for parking on Bays 1, 3, 5 and 6 giving standard centre line guidance, i.e.

Aircraft on centre – both slots Green
Aircraft to the left – left slot Red – right slot Green
Aircraft to the right – right slot Red – left slot Green

Additionally, a simple Stop Guidance System will be operated by a marshaller giving the following indications on lights installed immediately below the AGNIS system on each mast: -
Green light on - Proceed to this bay.
Orange light on - Continue with caution. Aircraft 5 metres from parking position.
Red light on - Stop; Aircraft has reached parking position.

FSIA AD 2.5 PASSENGER FACILITIES

1	Hotels	None at Airport.
2	Restaurants	Limited at airport; available in neighbouring hotels.
3	Transportation	Taxis, hire cars and buses; crew coach.
4	Medical facilities	First aid room; Ambulance (2 berth). Hospital in Victoria
5	Bank and Post Office	Available. Nil Post Office; letter box only
6	Tourist Office	Tourist information desk only; Office located in town
7	Remarks	Nil

FSIA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

AD category for fire fighting	Available: CAT 9
Rescue equipment	4 x Rescue & Fire Fighting vehicles totaling 43,712 litres of water 5,570 litres of foam 1002 kg of DCP. Forcing and breaking equipment available One inflatable rescue boat with life raft (1 x16 men) One rescue boat with life raft (2 x 65 men) One rescue boat with life (1 x 50 men) I x ambulance provided Diving and Underwater Lifting Equipment available
Manpower	Minimum manning level 11 men, maximum 15 men per duty shift.
Capability for removal of disabled	Limited: Arrangement will be made with adjacent states.
Remarks	Service provided H24

FSIA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

FSIA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 72 / R / B / W / U
2	Taxiway width, surface and strength	Width: 23M Surface: Concrete Strength: PCN 72 / R / B / W / U
3	ACL location and elevation	Location: Any point on the RWY or Taxi Holding PSTN Elevation: 3.05M/10 FT
4	VOR/INS checkpoints	VOR: Taxiway A and B INS: Bay 1 S04 40 11. 9540 E55 3039. 6601 Bay 2 S04 40 13. 0834 E55 3041. 2723 Bay 3 S04 40 13.7069 E55 3042 .1667 Bay 4 S04 40 14.0765 E55 30 42.6939 Bay 5 S04 40 15.1954 E55 30 44.2962 Bay 6 S04 40 16.5095 E55 30 46.1783
5	Remarks	TWY loop changed to TWY C &TWY D

FSIA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions Guide lines at apron. Nose-in guidance at aircraft stands.

2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centre line, side stripes, and runway end marked. THR, RWY End, runway sidelights lighted. TWY: Centre line, holding positions at all TWY/RWY Inter-sections, marked and lighted.
3	Stop bars	Stop bars where appropriate.
4	Remarks	AGNIS guidance system on Bays 1, 3, 5 and 6

FSIA AD 2.10 AERODROME OBSTACLES

Surface	Name	Coordinates	Alt. (m)
1 and 2	A	B	C
Inner Horizontal	MAST	04°40'56.4546"S 055°28'47.9765"E	695.2
Inner Horizontal	TOWER	04°40'19.3154"S 055°28'42.7146"E	596.2
Inner Horizontal	BUILDING	04°40'14.1694"S 055°28'48.3475"E	592.3
Conical	MAST	04°39'43.4221"S 055°27'40.9036"E	649.5
Conical	MAST	04°40'12.7247"S 055°28'26.4085"E	575.2
Take-off	MAST	04°37'13.9392"S 055°26'29.2648"E	315.0
Outer Horizontal	SA SBC Mast	04°36'20.1843"S 055°30'13.5069"E	266.1
Outer Horizontal	St. Anne Light	04°36'20.0900"S 055°30'13.8753"E	259.4
Outer Horizontal	MAST	04°36'21.4358"S 055°30'14.0209"E	252.7
Conical	Le Rocher light	04°39'01.0415"S 055°28'02.0527"E	188.7
Transitional	AF SBC mast	04°41'01.2284"S 055°31'42.6854"E	85.5
Inner Horizontal	Petit Paris light	04°39'47.2323"S 055°29'24.4352"E	93.6
Transitional	DVOR Facility	04°40'36.7629"S 055°31'59.1939"E	53.8
Transitional	FLOODLIGHT_LIT	04°40'12.4890"S 055°30'39.0705"E	29.3
Inner Horizontal	NSEI	04°40'31.3859"S 055°31'59.8655"E	63.1
Strip	GAS_STORAGE_TANK	04°40'07.5267"S 055°30'37.8742"E	18.5
Transitional	ANTENNA_LIT	04°40'15.2968"S 055°30'49.9955"E	16.8
Transitional	ANTENNA	04°40'15.7044"S 055°30'50.7419"E	16.5
Inner Horizontal	POLE_LIT	04°40'33.2868"S 055°31'59.4196"E	60.4
Transitional	ANTENNA	04°40'15.3571"S 055°30'50.4711"E	14.8
Transitional	ANTENNA	04°40'15.4219"S 055°30'49.8920"E	14.6
Transitional	FLOODLIGHT_LIT	04°40'16.5901"S 055°30'44.6735"E	24.8
Transitional	ANTENNA	04°40'15.3712"S 055°30'49.9041"E	13.7
Inner Approach	GLIDE_PATH(OBS)_LIT	04°40'51.7748"S 055°31'48.0281"E	13.1
Approach	BUILDING	04°40'50.5712"S 055°31'58.7490"E	14.4

Note: FSIA E-TOD Data Area 1 may be obtained at www.scaa.sc

FSIA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SEYCHELLES
2	Hours of service MET Office outside hours	H24 —
3	Office responsible for TAF preparation Periods of validity	SEYCHELLES 24 HR Issued at 03, 09, 15, 22 Hours
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, abbreviated plain language text English
7	Charts and other information available for briefing or consultation	S, U85' U70' U50' U30' U20' P85' P70' P50' P40' P30 P20' SWH, SWM, T
8	Supplementary equipment available for providing information	Tele-fax
9	ATS units provided with information	Seychelles Control Tower Seychelles Area Control Centre
10	Additional information (limitation of service, etc.)	Tel (248) 4384353 / 4384358 (Forecaster)

Warning

Rapid changes of wind speed and direction and moderate to severe turbulence often occur on both runway approaches but particularly on the approach to runway 13 at Seychelles International Airport. Reports of wind shear in excess of 20 knots have been received from aircraft approaching to RWY 13 when surface wind is in the sector 140º – 240º at speeds of 15 knots or more during the south east monsoons. Strong updrafts and downdrafts often occur during these conditions during the latter stages of the approach and along the runway.

FSIA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE & MAG BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
13	125° GEO 130° MAG	2987 x 46	PCN 72 /R/B/W/U Concrete	04 40 05.49S 055 30 47.03E	THR 3.05M/ 10 FT
31	305° GEO 310° MAG	2987 x 46	PCN 72 / R/B/W/U Concrete	04 40 49.78S 055 31 50.30E	THR 3.05M/ 10 FT

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimension (M)*	*OFZ*	*Remarks*
7	8	9	10	11	12
Nil	Nil	1493 x 180	3110 x 152	Nil	Nil
Nil	Nil	610 x 180	3110 x 152	Nil	Runway 13/31 strip width cleared only to ICAO non-instrument runway requirements. Total strip width is 152M.

FSIA AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
13	2987	4480	2987	2682	LDA for runway 13/31reduced to 2682m due to runway thresholds being displaced by 305M for both runways. TODA RWY 13 represents 1½ runway length as departure path is over the sea.
31	2987	3597	2987	2682	

FSIA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig-	*APCH LGT type LEN INSTS*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M)*	*Remark*
1	2	3	4	5	6	7	8	9	10
13	SALS[1] RAIL 427M LIH	Green[2]	PAPI[3] 3°	Nil	Nil	2682M 60M White, LIH[4]	Red	Nil	Coastal Hazard Beacon[5]
31	SALS 427M LIL	Green[2]	PAPI[3] 3°	Nil	Nil	2682M 60M White, LIH[4]	Red	Nil	

Notes:

1. SALS/RAIL

The approach lighting to RWY 13 is a variable five stage High Intensity collocated SALS and RAIL system containing the following elements:-

2 NM ARRAY - A line of lights 2nm from touchdown consisting of five concrete pontoons 200ft apart each pontoon carrying four lights, three of which are steady and one flashing in sequence beckoning aircraft towards the runway. These flashing lights are on a different circuit and can be switched on and off separately from the steady lights. The lights are angled towards the NE direction in order to give early guidance to aircraft.

1 NM ARRAY - Situated 1 nm from touchdown, a line of five concrete pontoons spaced 200ft apart each carrying four lights, three of which are steady and one flashing in sequence beckoning aircraft towards the runway. A roll guidance bar consisting of four concrete pontoons either side of the first lead in pontoons forms an inverted Tee (T) to approaching aircraft. These pontoons carry two steady lights each lights and are spaced to give the bar a width of 175 feet.

2. RTIL: Flashing White at 60 flashes every minute.

3. PAPI: RWY 13 is offset to NE and must not be used when more than 2.6NM from the RWY due to intervening high ground to the right of the approach path.

4. LIH: RWY 13/31 High intensity, 5 stages white. First 305M displaced threshold –Red

5. Coastal Hazard Beacons

Le Rocher (04°39'01.0415"S 055°28'02.0527"E -elevation 550 feet). Flashing red lights at rate of 40 per minute
Petit Paris (04°39'47.2323"S 055°29'24.4352"E - elevation 390 feet). Flashing red lights at rate of 40 per minute
NE Point (043429S 552751E - elevation 410 feet). Flashing red lights at rate of 40 per minute

FSIA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	Nil
2	*LDI location and LGT* *Anemometer location and LGT*	LDI: Nil Anemometer: 71M from RCL. Abeam North west end of RWY. (lighted)
3	*TWY edge and centre line lighting*	Edge: Nil Centre line: TWY A , B and loop TWY - Green
4	*Secondary power supply/switch-over time*	Emergency lights available at 40 minutes for RWY 13/31. Full standby power available; Maximum changeover time - 10 SEC
5	*Remarks*	Lights on windsocks at beginning of both Runway 13/31

FSIA AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO*	Nil
2	*TLOF and/or FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True and MAG BRG of FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Two designated parking areas located between Bay1 and taxiway alpha. Apron also available for helicopter landing with prior permission from ATC.

FSIA AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	SEYCHELLES CTR From a point 04°39'59.8198"S, 055°30'38.9329"E a straight line to a point 04°36'34.7033"S, 055°23'23.0147"E; then clockwise along the arc of a circle 8 nm radius centered on 04°39'59.8198"S, 055°30'38.9329"E to a point 04°33'21.4762"S, 055°35'09.2059"E; then a straight line to a point 04°34'08.2251"S, 055°36'16.3037"E; then clockwise along the arc of a circle 8 nm radius centered on 04°40'55.4591"S, 055°31'58.4220"E to a point 04°48'57.8216"S, 055°32'01.2261"E; then a straight line to a point 04°40'55.4591"S, 055°31'58.4220"E; then a straight line to the starting point 04°39'59.8198"S, 055°30'38.9329"E.
2	*Vertical limits*	GND/MSL to 2000 FT MSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Seychelles Tower English
5	*Transition altitude*	4 500 FT MSL
6	*Remarks*	Nil

SEYCHELLES TMA-A

1	*Designation and lateral limits*	From a point 04°39'59.8198"S, 055°30'38.9329"E a straight line to a point 04°27'32.6390"S, 055°04'10.1426"E; then clockwise along the arc of a circle 30 nm radius centered on 04°40'27.6405"S, 055°31'18.6764"E to a point 05°10'35.8311"S, 055°32'08.3668"E; then a straight line to a point 04°40'55.4591"S, 055°31'58.4220"E; then a straight line to the starting point 04°39'59.8198"S, 055°30'38.9329"E.
2	*Vertical limits*	2 000 FT MSL to FL 075
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Seychelles Approach English
5	*Transition altitude*	4500 FT AMSL
6	*Remarks*	Nil

SEYCHELLES TMA-B

1	*Designation and lateral limits*	From a point 04°39'59.8198"S, 055°30'38.9329"E a straight line to a point 04°27'32.6390"S, 055°04'10.1426"E; then anti-clockwise along the arc of a circle 30 nm radius centered on 04°40'27.6405"S, 055°31'18.6764"E to a point 05°10'35.8311"S, 055°32'08.3668"E; then a straight line to a point 04°40'55.4591"S, 055°31'58.4220"E; then a straight line to the starting point 04°39'59.8198"S, 055°30'38.9329"E.
2	*Vertical limits*	3 500 FT MSL to FL 075
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Seychelles Approach English
5	*Transition altitude*	4500 FT AMSL
6	*Remarks*	Nil

SEYCHELLES TMA-C

1	*Designation and lateral limits*	A circle radius 50nm centered on a point 04°40'27.6405"S, 055°31'18.6764"E
2	*Vertical limits*	FL 075 to FL105
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Seychelles Approach English
6	*Remarks*	Nil

SEYCHELLES CTA

1	*Designation and lateral limits*	A circle of 200NM radius centered on PRA DVOR 04°18'26.5240"S, 055°42'25.4485"E
2	*Vertical limits*	FL 105 to FL145
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Seychelles Approach English
6	*Remarks*	Nil

FSIA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Seychelles Approach	119.70 MHz 121.50 MHz	H24 H24	Primary frequency Emergency frequency DOC 200 NM radius from FSIA.
TWR	Seychelles Tower	118.30 MHz 121.50 MHz	H24 H24	Primary frequency Emergency frequency DOC; 200 NM from FSIA.
FIR	Seychelles Flight	120.20 MHZ 121.50 MHZ	H24 H24	Primary frequency DOC 200 NM radius from FSIA.
SMC	Tower	121.90MHZ	H24	Primary frequency DOC; Aerodrome Control of Vehicular movement only.

FSIA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME tx antenna	Remarks
1	2	3	4	5	6	7
LLZ[1, & 2] Uncategorised	SIA	110.3MHZ	H24	04 39 55. 30 S 055 30 32.47 E		1.58NM from THR RWY 31.DOC; 25 NM
GP[1]		335MHZ	H24	04 40 51.81 S 055 31 47.92 E		Angle 3°. Antenna not located at required distance prior THR RWY 31.
DME[1]	SIA	CH40X	H24	04 40 51.82 S 055 31 47. 93 E	5(m) 16.40(ft.)	Frequency paired with ILS LLZ. Reading zero at THR RWY 31. Coverage: 60NM
En-route DVOR/DME	PRA	115.7 MHZ/ CH104X	H24	04 18 26.52 S 055 42 25.44 E	300 M	DOC; 200 NM radius from PRA

Note 1: Navaids maintenance periods are as follows:

SIA LLZ: 1st Wednesday of every month between 0400-0800UTC
SIA ILS GP: 2nd Wednesday of every month between 0400 - 0800 UTC
SIA DME: 3rd Wednesday of every month between 0400 - 0800 UTC.
PRA DVOR/DME: 4th Wednesday of every month between 0400 -0800 UTC.

Note 2: ILS Uncategorised

- For the purpose of obstruction limitation and removal, classed as non-precision (see ICAO Annex 14).
- For the purpose of runway strip width, classed as non-precision (total 150m) (see ICAO Annex 14).
- GP antenna position does not provide landing to THR. Transition to PAPI required when visual.

FSIA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

At Seychelles International Airport, a number of local regulations apply. These regulations are available at SCAA, with certain important details already incorporated in this document. It covers generally:

a) the meaning of markings and signs;
b) information about aircraft stands including visual docking guidance system;

c) information about taxiing from aircraft stands including taxi clearance;
d) limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
e) helicopter operations;
f) marshaller assistance and towing assistance;
g) use of engine power exceeding idle power
h) engine start-up and use of APU;
i) fuel spillage; and
j) precautions during extreme weather conditions.

These local regulations can be requested, in writing, from;

Chief Executive Officer
Seychelles Civil Aviation Authority
P.O. Box 181
Victoria, Mahe
Seychelles.

2. Taxiing to and from stands

Arriving aircraft will be allocated a parking stand by the Control Tower prior to exiting the manoeuvring area. General aviation aircraft will be guided by a ground marshaller if a parking stand without AGNIS has been allocated and no tow bar is required.

Departing IFR flights shall contact the Control Tower to obtain ATC clearance before commencing taxy. Request for ATC clearance may take place at the earliest 5 minutes prior to engine start-up. Departing aircraft shall obtain push-back clearance and taxi instruction from Seychelles Tower on 118.30MHZ.

3. Parking area for small aircraft (General aviation)

General aviation aircraft shall be guided by marshaller to the parking area designated for small aircraft.

4. Parking area for helicopters

Parking area for helicopters will be on the apron or at the northern parking area, as instructed by ATC

5. Apron – taxiing during winter conditions

- Nil -

6. Taxiing – limitations

- Nil -

7. School and training flights- technical test flights – use of runways

School and training flights shall only be made after the necessary permission has been obtained from the Chief Executive of SCAA and air traffic control.

8. Helicopter traffic – limitations

Non-scheduled public air traffic with helicopter is permitted only after prior approval from the Seychelles Civil Aviation Authority. Any contact concerning the above shall be made via the handling company or directly to the Chief Executive Officer of SCAA during the hours of service and, if possible at least 72 hours before the flight is to be carried out.

Any request for approval of traffic shall contain the following information;
a) Owner/operator
b) Type of helicopter, registration/call sign
c) Date and time of arrival and departure, routings and destination.

Other details relevant to the evaluation of the request shall be given as required.

1. Removal of disabled aircraft from runways

When an aircraft is wrecked on the runway, removal of such wreckage shall be subject to approval from the Seychelles Civil Aviation Authority.

FSIA AD 2.21 NOISE ABATEMENT PROCEDURES

No auxiliary power unit (APU) start up or run up between 1500 UTC and 0300 UTC on the international apron and NPA unless in accordance with aircraft arrival and departure procedures.

FSIA AD 2.22 FLIGHT PROCEDURES

General

Unless special permission has been obtained from Seychelles Area Control Centre or Seychelles Tower as appropriate, flight within Seychelles FIR shall be in accordance with both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR).

2.22.1 Procedures for IFR flights within Seychelles CTA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of air traffic control. As required for separation purposes, aircraft may be instructed to maintain tracks which may be different with that of their intended designated airways. This will be of a temporary duration and the respective aircraft will be cleared to maintain their designated tracks once the required separation has been achieved.

2.22.2 Radar procedures within Seychelles TMA

- Nil -

2.22.3 Radio communication failure procedures

In the event that an aircraft is unable to communicate with Seychelles air traffic services units, it will be assumed that the following procedures shall be adopted.

2.22.3.1 For IFR Flights

The procedures to be followed by aircraft at the termination of the Transition Routes, which are required to maintain two way radio communications experiencing radio equipment failure, shall conform to those specified in ICAO Annex 2 - Rules of the Air, paragraph 3.6.5 as follows:

a) proceed according to flight plan route along the relevant STAR to the initial approach fix or waypoint serving the destination aerodrome and runway in use and, when required to comply with (b) below, hold over this fix or waypoint until commencement of descent;
b) commence descent from fix or waypoint specified in (a) above at, or as close as possible to, the expected approach time last received and acknowledged; or, of no expected approach time has been received and acknowledged, at or as close as possible to, the estimated time of arrival resulting from the current flight plan;
c) complete a normal instrument approach procedure as specified for the designated fix or waypoints associated with the current runway in use; and
d) land, if possible within 30 minutes after the estimated time of arrival specified in (b) or last acknowledged expected approach time, whichever is later.

2.22.3.2 For VFR Flights

Where contact has previously been established:-

Continue to destination aerodrome maintaining VMC, land and contact Seychelles Control Tower or Area Control Centre by telephone. Where the destination is Mahe, route via Harrison Rock and continue towards Seychelles International Airport.

Seychelles Control Tower will keep a lookout and give light signals as appropriate. On receipt of a green light the pilot will land on the runway in use. If air traffic control wishes the aircraft to circle between Harrison Rock and the airport at 1000ft QNH, it will give the pilot a steady red light and the pilot will watch out for further instructions.

Where contact has not been established with ATC:

The pilot will return to the aerodrome of departure or suitable alternate maintaining VMC and shall contact Seychelles Approach or Area Control Centre by telephone. The pilot should not enter the controlled zone without an ATC clearance except in the case of an emergency whereby the pilot will keep clear of the instrument letdown paths and approach via Harrison Rock below 1000ft maintaining VMC and keeping vigilant lookout for any other traffic and comply with light signals from Seychelles Control Tower.

Note*- All aerodromes have telephone contact with Mahe.*

2.22.4 Procedures for VFR within Seychelles CTR/TMAs/CTA

Provided traffic conditions so permit, VFR flights shall operate under the conditions described below;

a) submit a flight plan indicating the purpose of the flight, either filed or on VHF 118.3Mhz or by telephone to the Tower.
b) take-off, joining and landing clearances shall be obtained from Seychelles Control Tower,
c) position reports shall be submitted to the appropriate ATC unit as requested,
d) the flight shall be conducted with visual reference to the surface and it shall remain clear of clouds and in sight of the surface.
e) two-way radio communication shall be maintained on the appropriate frequency prescribed by ATC.

2.22.5 Procedures for SVFR flights within Seychelles CTR

a) a flight plan shall be submitted for the flight concerned either filed or on VHF 118.3Mhz or by telephone to the Tower.
b) ATC clearance shall be obtained from Seychelles Control Tower for take-off, routing, joining and landing,
c) deviation from ATC clearance may only be made when prior permission has been obtained from the appropriate ATC unit,
d) the flight shall be conducted with visual reference to the surface and it shall remain clear of clouds
e) two-way radio communication shall be established on the frequency prescribed before the flight takes place within the Control Zone.

2.22.6 Procedures for non scheduled VFR flights

All non-scheduled VFR flights wanting to operate at Seychelles International Airport must inform Seychelles Control Tower at least fifteen (15) minutes prior to their expected time of departure. This is to facilitate the completion of various ATC procedures and requirements in time which is considered essential for planning towards a safe and orderly flow and operation of air traffic. Failure to do so may result in delays to the aircraft concerned.

2.22.7 VFR routes within Seychelles CTR

Nil specifically established.

FSIA AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the Seychelles International Airport

Limited numbers of pigeons, cattle egrets and mynah birds can be present in the active strip during daylight hours. Bird control measures and scaring activity takes place on a regular basis at Seychelles International Airport
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FSIA AD 2.24 CHARTS RELATED TO SEYCHELLES INTERNATIONAL AIRPORT

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Aerodrome Chart - ICAO	AD 2 FSIA -13
Aircraft Parking /Docking Chart - ICAO	AD 2 FSIA -15
Aerodrome Obstruction Chart- ICAO Type A	AD 2 FSIA -17
Conventional Instrument Approach Procedures	AD 2 FSIA -19
Instrument Approach Chart – ICAO ILS Y RWY 31 (ACFT CAT A-B)	AD 2 FSIA -21
Instrument Approach Chart – ICAO ILS Z RWY 31 (ACFT CAT C-D)	AD 2 FSIA -23
RNAV (GNSS) Instrument Approach Procedures	AD 2 FSIA - 25
Seychelles International (FSIA) Runway 13/31 RNAV (GNSS) Instrument Approach Procedures	AD 2 FSIA -27
Instrument Approach Chart – ICAO RNAV(GNSS) Y RWY 13 (ACFT CAT A-B)	AD 2 FSIA -29
Instrument Approach Chart – ICAO RNAV (GNSS) X RWY 13 (ACFT CAT C-D)	AD 2 FSIA -31
Instrument Approach Chart – ICAO RNAV (GNSS) Y RWY 31 (ACFT CAT C-D)	AD 2 FSIA -33
Instrument Approach Chart – ICAO RNAV (GNSS) X RWY 31 (ACFT CAT A-B)	AD 2 FSIA -35
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RNAV (RNP) INSTRUMENT APPROACH PROCEDURES	AD 2 FSIA - 37
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Instrument Approach Chart – ICAO RNP 1 SID RWY 13	AD 2 FSIA -51
Instrument Approach Chart – ICAO RNP 1 SID RWY 31	AD 2 FSIA -53
Instrument Approach Chart – ICAO RNP 1 STAR RWY 13	AD 2 FSIA -55
Instrument Approach Chart – ICAO RNP 1 STAR RWY 31	AD 2 FSIA -57

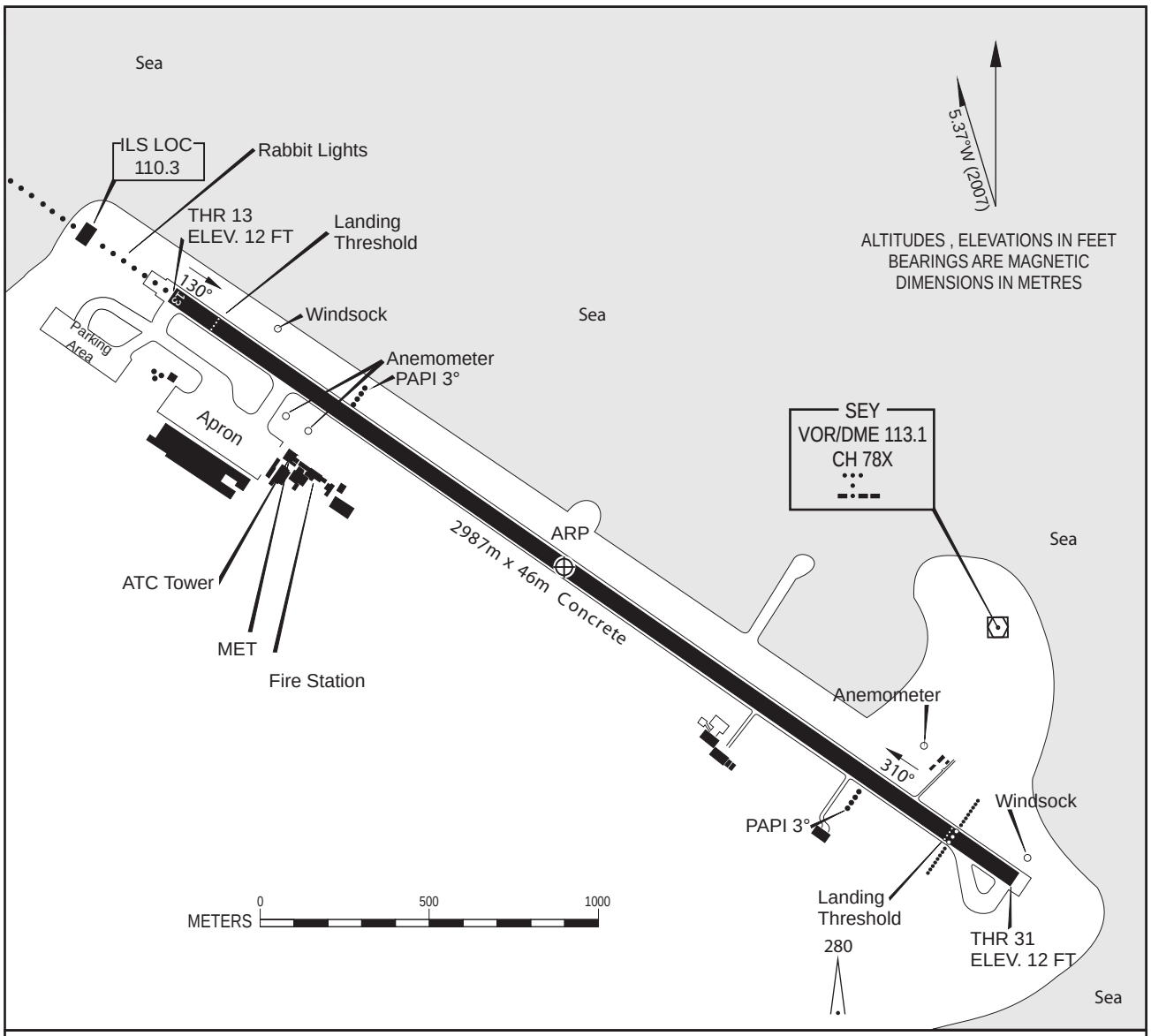
AERODROME CHART - ICAO

04°40'27.64"S
055°31'18.68"E

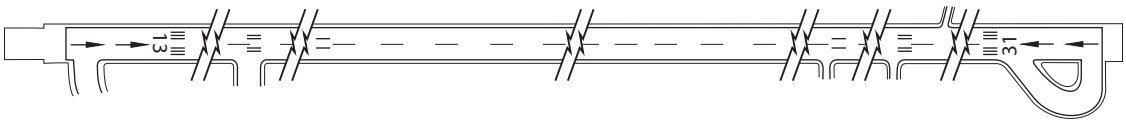
ELEV - 12 FT

APP	119.70
TWR	118.30

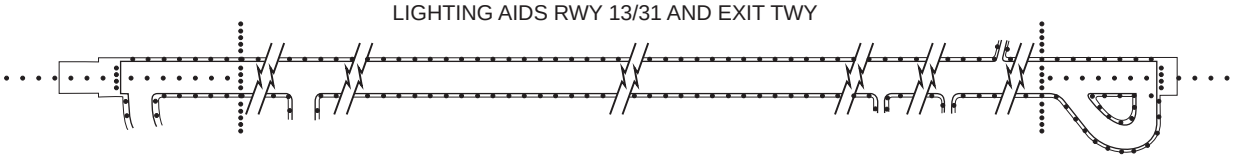
SEYCHELLES INTL
SEYCHELLES AERODROME



MARKING AIDS RWY 13/31 AND EXIT TWY



LIGHTING AIDS RWY 13/31 AND EXIT TWY



RWY	DIRECTION	THR	BEARING STRENGTH	DECLARED DISTANCES		
				RWY 13		RWY 31
13	125° GEO 130° MAG	04°40'05.49" S 055°30'47.04" E	PCN 72/R/B/W/U	4480	TAKE-OFF DISTANCE AVAILABLE	3597
31	305° GEO 310° MAG	04°40'49.78" S 055°31'50.31" E	PCN 72/R/B/W/U	2987	REJECTED TAKE-OFF DISTANCE AVAILABLE	2987
				2682	LANDING DISTANCE AVAILABLE	2682
HELIPORT						

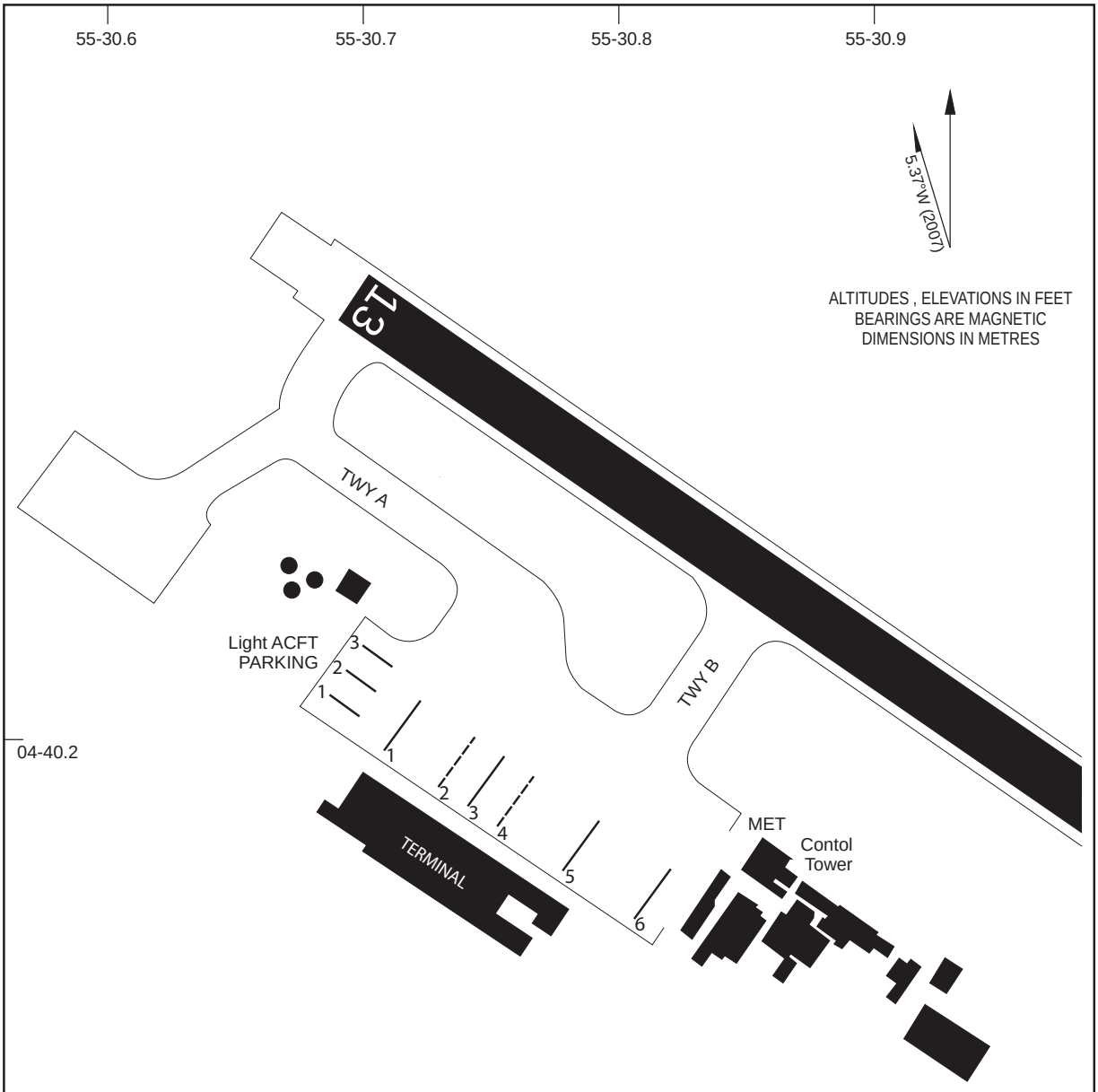
CHANGE: Editorial

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV 10 FT

APP	119.70
TWR	118.30

SEYCHELLES INTL
SEYCHELLES AERODROME



TAXIWAYS 75 FT WIDE

TAXIWAYS AND APRON BEARING STRENGTH - Nil

All parking positions in front of International Terminal are nose-in

INS COORDINATES FOR AIRCRAFT STANDS

1.	04°40'12" S 055°30'42" E
2.	04°40'12" S 055°30'42" E
3.	04°40'12" S 055°30'42" E
4.	04°40'12" S 055°30'48" E
5.	04°40'12" S 055°30'48" E
6.	04°40'18" S 055°30'48" E

LIGHT AIRCRAFT

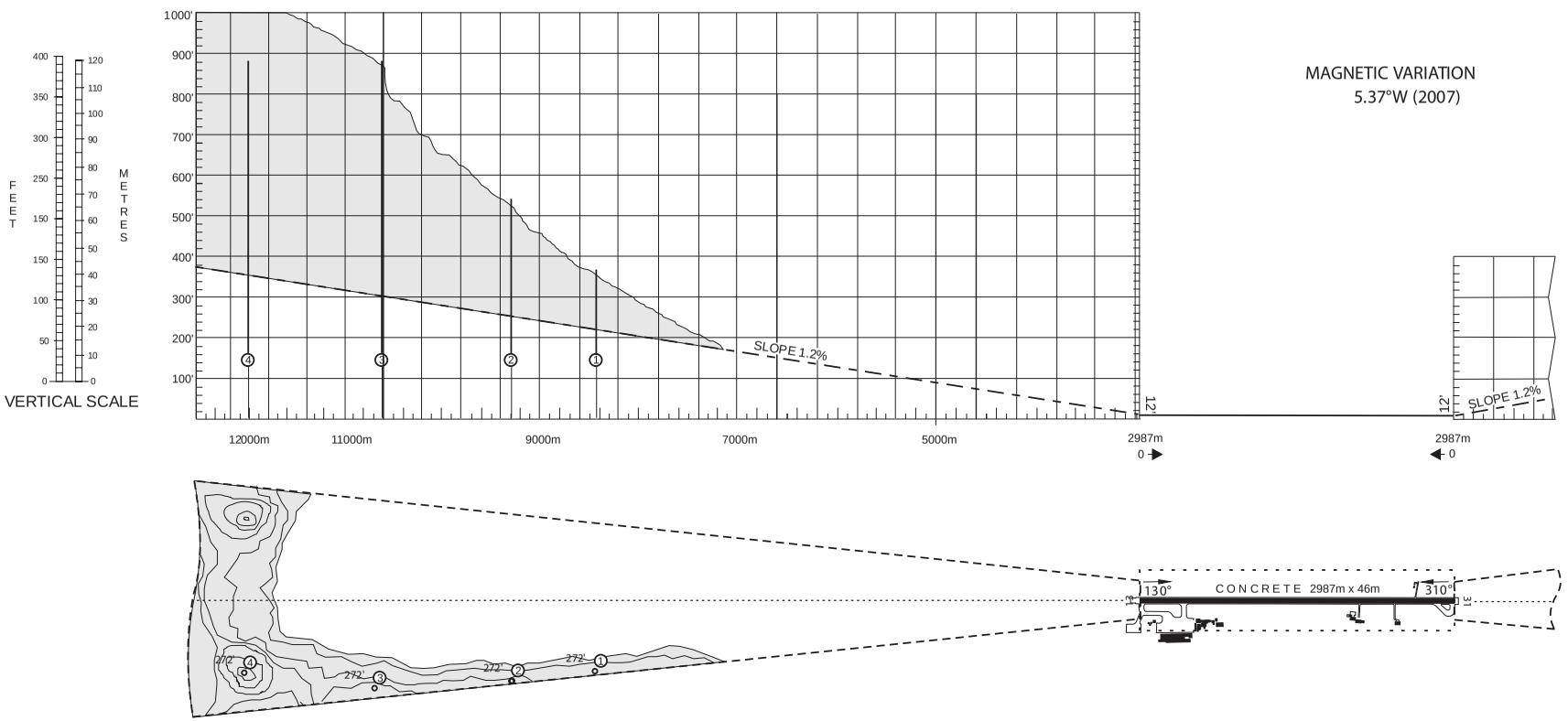
1.	04°40'12" S 055°30'42" E
2.	04°40'12" S 055°30'42" E
3.	04°40'12" S 055°30'42" E

CHANGE: Redesign

ELEVATIONS IN FEET - DIMENSIONS IN METRES

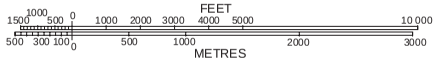
AERODROME OBSTRUCTION CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEYCHELLES INTL
SEYCHELLES
AERODROME



LEGEND	
GROUND LEVEL	○
IDENTIFICATION NUMBER	②
TREE OR SHRUB	✱
POLE, TOWER, ANTENNA ETC	⊙
BUILDING OR LARGE STRUCTURE	▬
ROUD OR TRACK	═══
TRANSMISSION LINE, OVERHEAD CABLE	-T-T-T-T-T-T-T-T-
TERRAIN PENETRATING OBSTSTRUCTION PLANE	

HORIZONTAL SCALE



RWY 13 - 31

DECLARED DISTANCES		
RWY 13		RWY 31
2987m	TAKE - OFF RUN AVAILABLE	2987m
2987m	TAKE - OFF DISTANCE AVAILABLE	2987m
2987m	ACCELERATE STOP DISTANCE AVAILABLE	2987m
2987m	LANDING DISTANCE AVAILABLE	2987m

ORDER OF ACCURACY
HORIZONTAL 1m
VERTICAL 1m

AMENDMENT RECORD
1. New

CONVENTIONAL INSTRUMENT APPROACH PROCEDURES

1. Introduction

1.1 The following Conventional Instrument Approach Procedures are designed in accordance with criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Volume 2.

2. Instrument Approach Procedures

2.1 RNAV fixes have been provided at each Initial Approach Fix (IAF) to facilitate direct RNP-1 operations to the conventional procedures.

2.2 The procedures also contain DME Arc transitions to the Initial Approach Fixes.

3. Contact

3.1 Any comments or queries in regards to the following procedures shall be directed to:

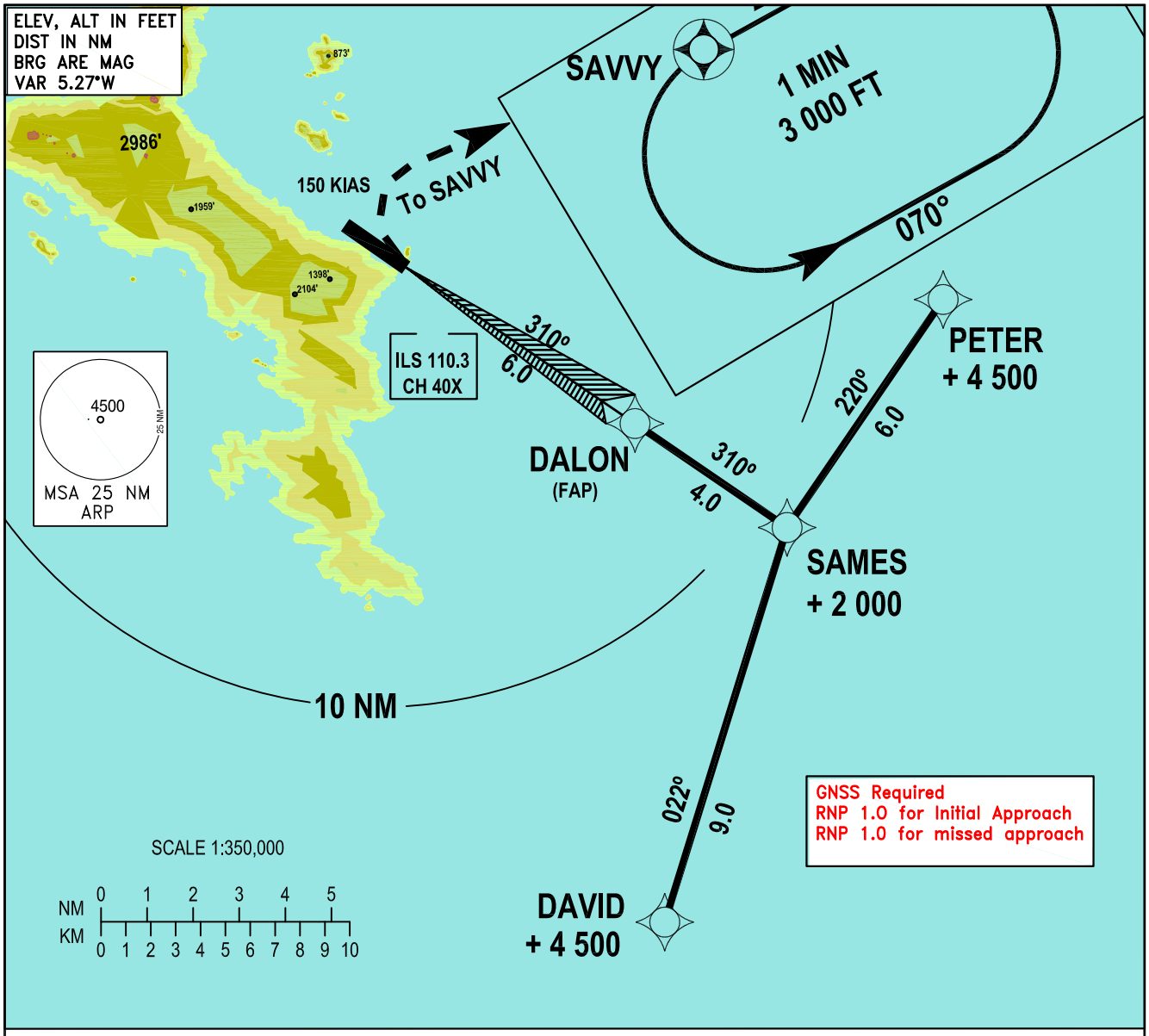
PANS OPS Manager
Safety Regulation Division
Seychelles Civil Aviation Authority
P.O Box 181
Mahe
Seychelles
Tel: (248) 4384181
Fax: (248) 4384179
Email: pansops@scaa.sc

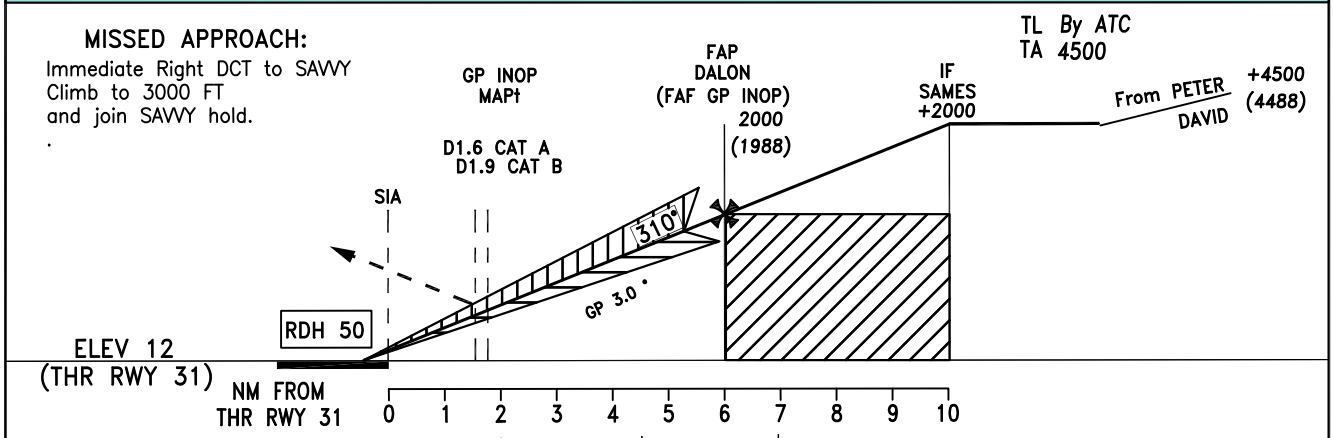
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 12

APP 119.70
TWR 118.30

SEYCHELLES / Intl.
ILS Y RWY 31
CAT A-B

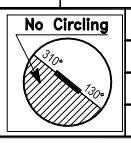




OCA(H)		A	B	C	D
Straight-in	ILS CAT I	510(498)	605(593)	N/A	N/A
	GP INOP	510(498)	605(593)	N/A	N/A
	CIRCLING	510(498)	780(768)	N/A	N/A

1. Turbulence may be experienced with winds from Westerly quadrants
2. If visual at MAPt, intercept PAPI glide slope and continue to land

Circling not authorised to the South-West of the AD



Distance from THR 31	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (3.0°)	FT/MIN	425	530	640	740	850	955			

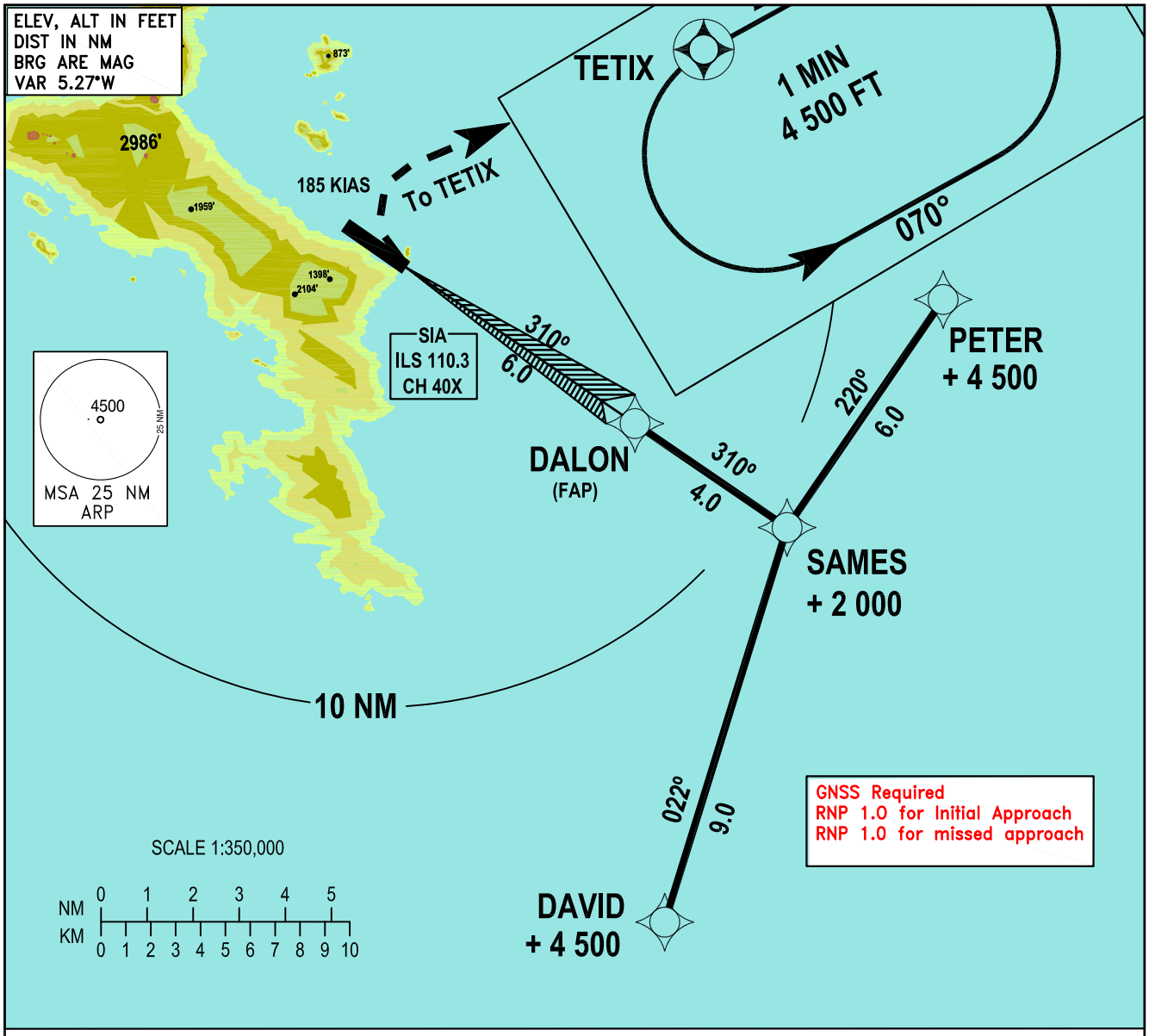
AMENDMENTS: IAF Altitudes

INSTRUMENT APPROACH CHART-ICAO

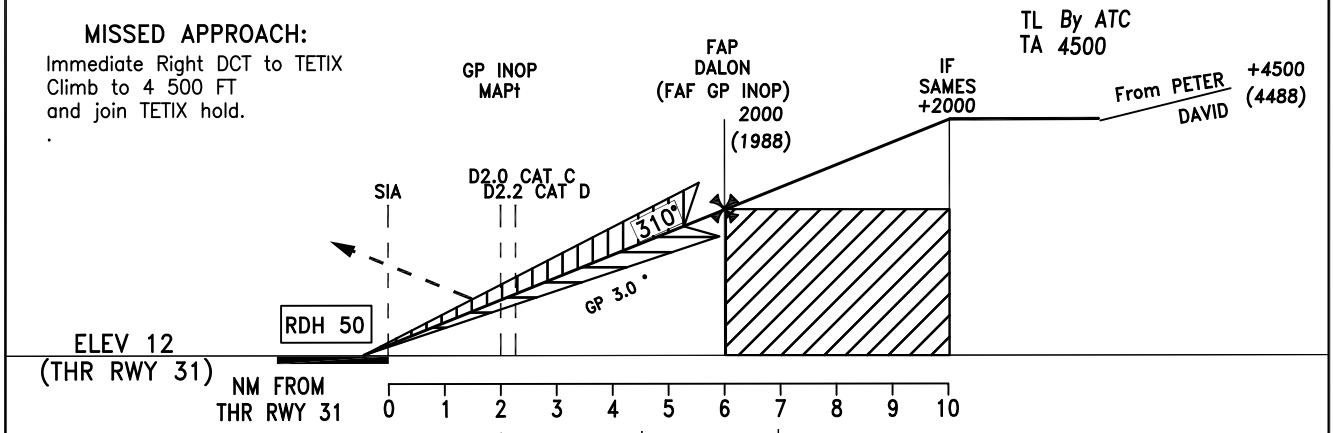
AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 12

APP 119.70
TWR 118.30

SEYCHELLES / Intl.
ILS Z RWY 31
CAT C-D



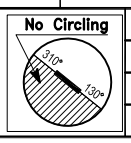
MISSED APPROACH:
Immediate Right DCT to TETIX
Climb to 4 500 FT
and join TETIX hold.



OCA(H)		A	B	C	D
Straight-in	ILS CAT I	N/A	N/A	640(628)	700(688)
	GP INOP	N/A	N/A	640(628)	700(688)
	CIRCLING	N/A	N/A	1270(1258)	1270(1258)

1. Turbulence may be experienced with winds from Westerly quadrants
2. If visual at MAPt, intercept PAPI glide slope and continue to land

Circling not authorised to the South-West of the AD



Distance from THR 31	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (3.0°)	FT/MIN	425	530	640	740	850	955			

AMENDMENTS: IAF Altitudes

RNAV (GNSS) INSTRUMENT APPROACH PROCEDURES

1. Introduction

1.1 The following RNAV (GNSS) Instrument Approach Procedures are designed in accordance with criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Volume 2.

2. Instrument Approach Procedures

2.1 For RNAV (GNSS) Instrument Approaches Procedures, the aircraft shall be GNSS equipped with FAA TSO 129(A), 145() or 146() receivers.

2.2 The navigation system shall meet ICAO RNP APP accuracy (see ICAO PBN Manual, Doc 9613).

2.3 Operators shall ensure that they hold the necessary operational approvals as part of the Operations Specification of the AOC in order to conduct RNAV (GNSS) Instrument Approach Procedures (see ICAO PBN Manual, Doc 9613).

2.4 General Aviation users shall ensure that they meet the training and operational requirements stipulated in ICAO PBN Manual, Doc 9613.

3. Instrument Approach Procedure Coding Tables

3.1 *Seychelles International (FSIA) Runway 13 RNAV (GNSS) Instrument Approach Procedures*

Path Terminators GNSS Y 13 (CAT A and B)

SEQ	ID	P/T	Fly-over	Course (° T) VAR 5.27 W	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
010	LIZZY	IF	N			+4500		
020	NATLY	TF	N	054.92		+3500	6	
010	FOCKY	IF	N			+4500		
020	NATLY	TF	N	144.92		+3500	5.25	
010	MALON	IF	N			+4500		
020	NATLY	TF	N	234.9		+3500	6	
010	NATLY	IF	N			+3500		
020	TERRY	TF	N	144.91		2500	5	150
030	OLIVA	TF	Y	144.91	L		6	
040	SAVVY	DF	N			@3000		
010	SAVVY	HM		246.08	L	@3000	1 MIN	230

Path Terminators GNSS X 13 (CAT C and D)

SEQ	ID	P/T	Fly-over	Course (° T) VAR 5.27 W	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
010	LIZZY	IF	N			+4500		
020	NATLY	TF	N	054.92		+3500	6	
010	FOCKY	IF	N			+4500		
020	NATLY	TF	N	144.92		+3500	5.25	
010	MALON	IF	N			+4500		
020	NATLY	TF	N	234.9		+3500	6	
010	NATLY	IF	N			+3500		
020	TERRY	TF	N	144.91		2500	5	150
030	OLIVA	TF	Y	144.91	L		6	
040	TETIX	DF	N			@4500		
010	TETIX	HM		246.08	L	@4500	1 MIN	230

3.2 Seychelles International (FSIA) Runway 31 RNAV (GNSS) Instrument Approach Procedures

Path Terminators GNSS Y 31 (CAT C and D)

SEQ	ID	P/T	Fly-over	Course (° T) VAR 5.27 W	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
010	DAVID	IF	N			+4500		
020	LUWIE	TF	N	046.99		+2500	5.56	
010	GILLY	IF	N			+4500		
020	LUWIE	TF	N	317		+2500	6	
010	JERAD	IF	N			+4500		
020	LUWIE	TF	N	226.99		+2500	5.56	
010	LUWIE	IF	N			+2500		
020	JUDDY	TF	N	317.01		@2500	6.37	
030	ODRIN	TF	Y	319.39	R		5	
040	TETIX	DF	N			@4500		
010	TETIX	HM		246.08	L	@4500	1 MIN	230

Path Terminators GNSS X 31 (CAT A and B)

SEQ	ID	P/T	Fly-over	Course (° T) VAR 5.27 W	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
010	DAVID	IF	N			+4500		
020	LUWIE	TF	N	046.99		+2500	5.56	
010	GILLY	IF	N			+4500		
020	LUWIE	TF	N	317		+2500	6	
010	JERAD	IF	N			+4500		
020	LUWIE	TF	N	226.99		+2500	5.56	
010	LUWIE	IF	N			+2500		
020	JUDDY	TF	N	317.01		@2500	6.37	
030	ODRIN	TF	Y	319.39	R		5	
040	SAVVY	DF	N			@3000		
010	SAVVY	HM		246.08	L	@3000	1 MIN	230

Path Terminators GNSS w (CAT A and B)

SEQ	ID	Latitude	Longitude	P/T	F/O	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
010	SAVVY	04°31'30.3100"S	055°42'24.0500"E	IF	N			+1500		
020	FS775	04°34'24.8452"S	055°38'48.1541"E	TF	N	230.97		+1500	6.46	
030	FS776	04°36'55.5389"S	055°35'40.5116"E	TF	N	231.33		@1500	4	
040	FS777	04°38'48.8542"S	055°33'20.0077"E	TF	Y	231.21	L	@510	3	
010	SAVVY	04°31'30.3100"S	055°42'24.0500"E	HM		246.08	L	+1500	1 MIN	

4. Contact

4.1 Any comments or queries in regards to the following procedures shall be directed to:

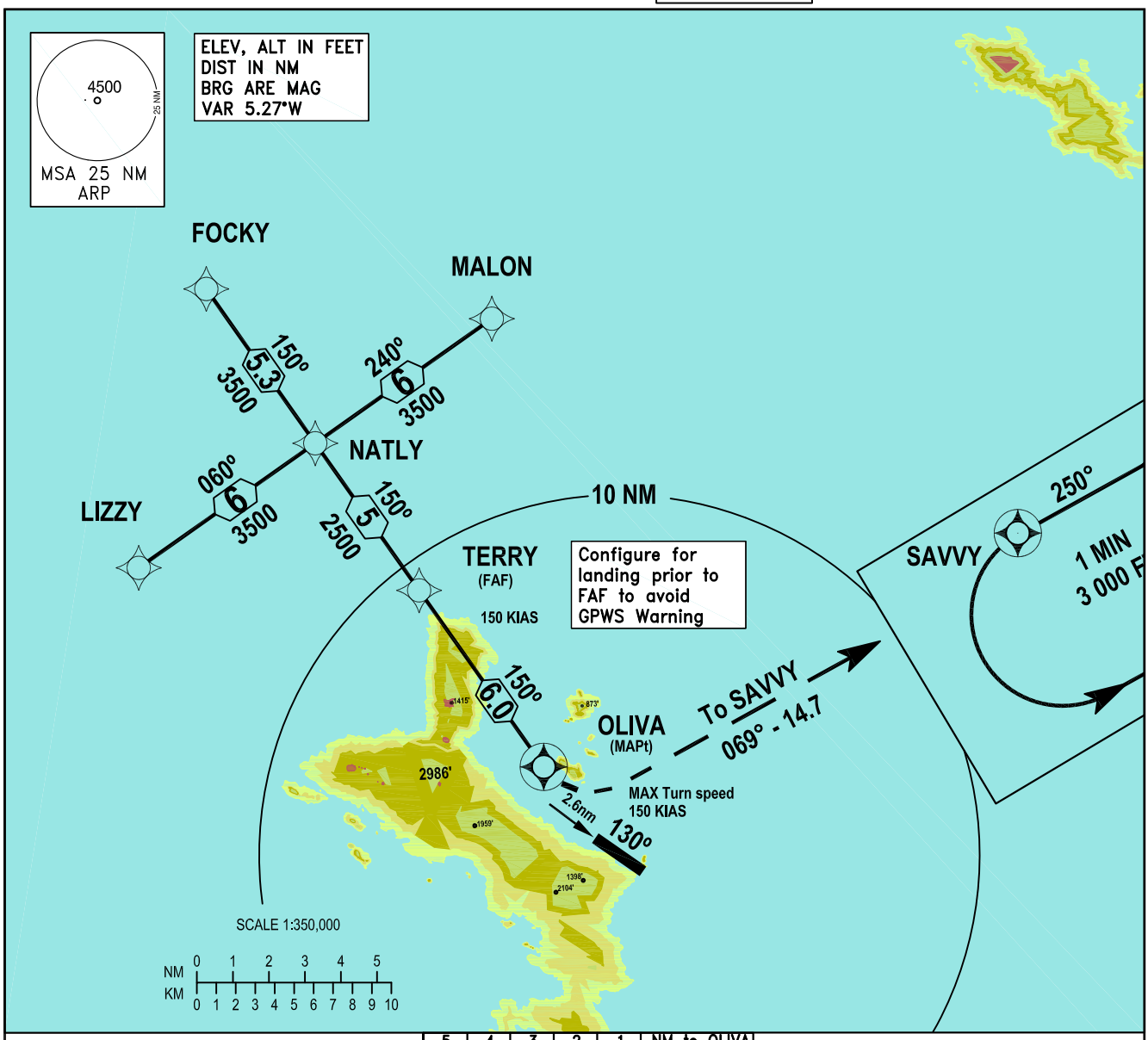
PAN OPS Manager
Safety Regulation Division
Seychelles Civil Aviation Authority
P.O Box 181
Mahe
Seychelles
Tel: (248) 4384181
Fax: (248) 4384033
Email: pansops@scaa.sc

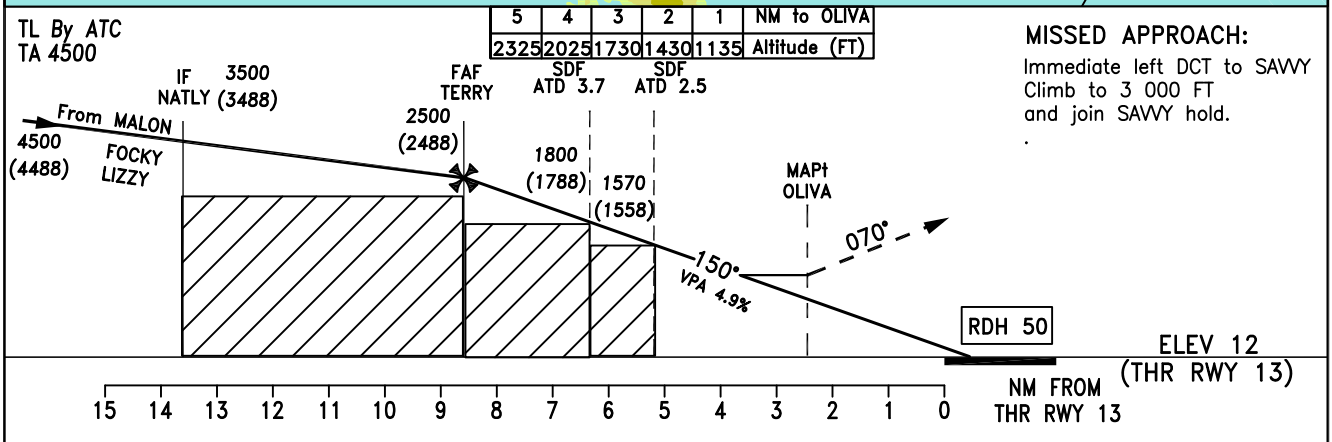
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 13 ELEV 12

APP 119.70
TWR 118.30

SEYCHELLES / Intl.
RNAV(GNSS) Y RWY 13
CAT A-B



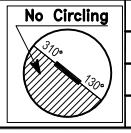


MISSED APPROACH:
Immediate left DCT to SAVVY
Climb to 3 000 FT
and join SAVVY hold.

	OCA(H)	A B	C D
Straight-in	LNAV	610(598)	N/A
Circling ①			

1. High terrain right side of final
2. Turbulence may be experienced with winds from Westerly quadrants
3. Downdrafts can be severe on short final Rwy 13
4. If visual at MAPt, intercept PAPI glide slope and continue to land

①Circling not authorised SW of the runway centreline



Distance from THR 13	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	360	660	960	1250	1550	1850	2150	2450	2740
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (4.9%)	FT/MIN	397	497	596	695	795	895			

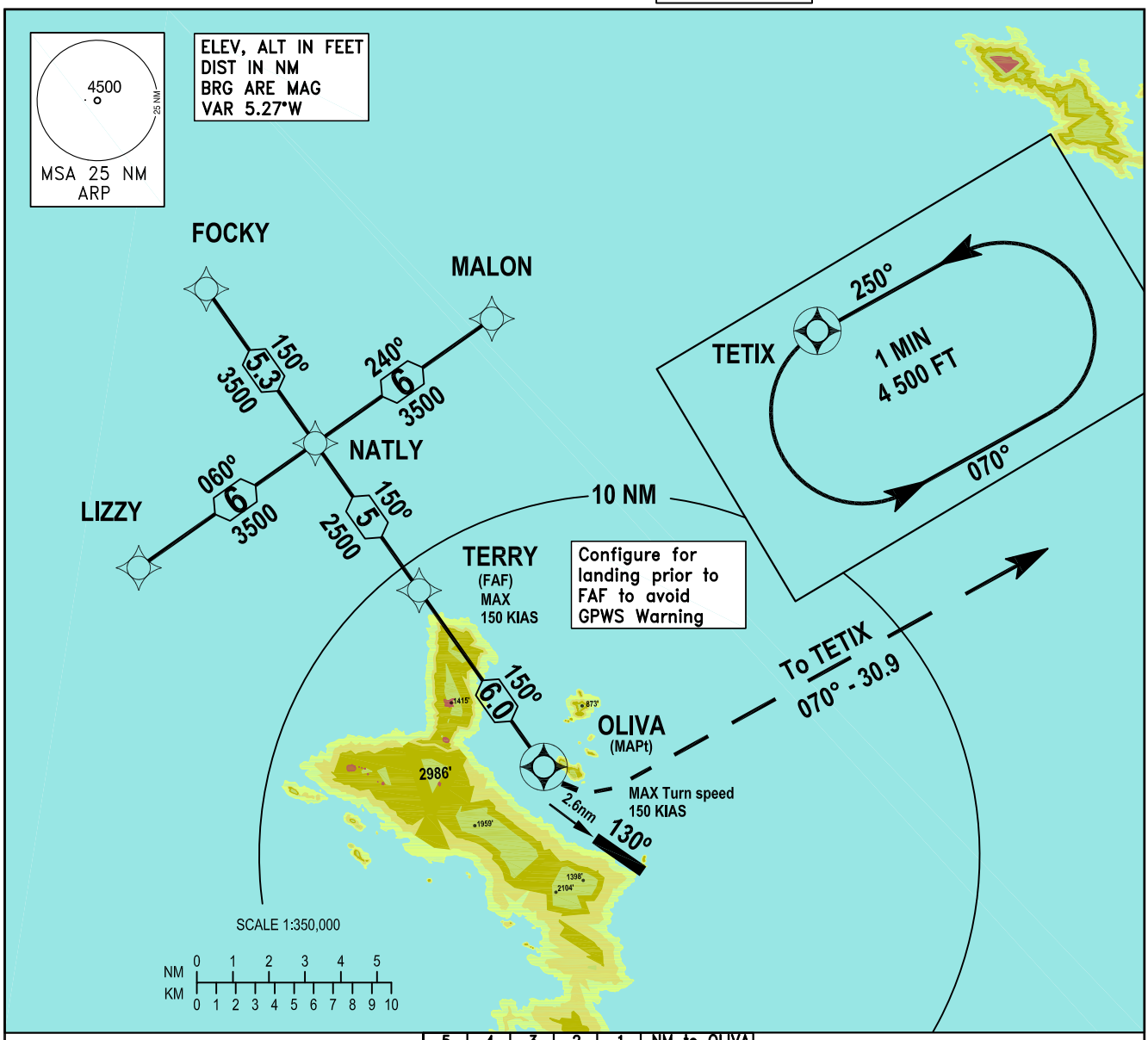
AMENDMENTS: IAF Altitudes

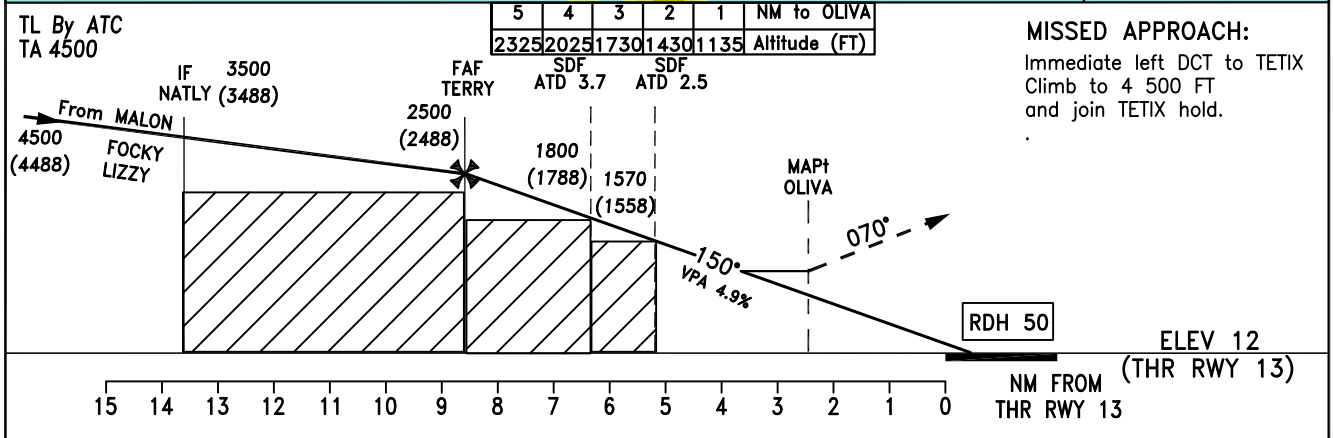
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 13 ELEV 12

APP 119.70
TWR 118.30

SEYCHELLES / Intl.
RNAV(GNSS) X RWY 13
CAT C-D



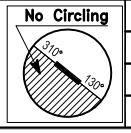


MISSED APPROACH:
Immediate left DCT to TETIX
Climb to 4 500 FT
and join TETIX hold.

OCA(H)		A	B	C	D
Straight-in	LNAV	N/A		N/A	
Circling ①	2.5% MACG	N/A		1870(1858)	
	5.0% MACG	N/A		1560(1548)	
	7.5% MACG	N/A		1240(1228)	

1. High terrain right side of final
2. Turbulence may be experienced with winds from Westerly quadrants
3. Downdrafts can be severe on short final Rwy 13
4. If visual at MAPt, intercept PAPI glide slope and continue to land

①Circling not authorised SW of the runway centreline



Distance from THR 13	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	360	660	960	1250	1550	1850	2150	2450	2740
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (4.9%)	FT/MIN	397	497	596	695	795	895			

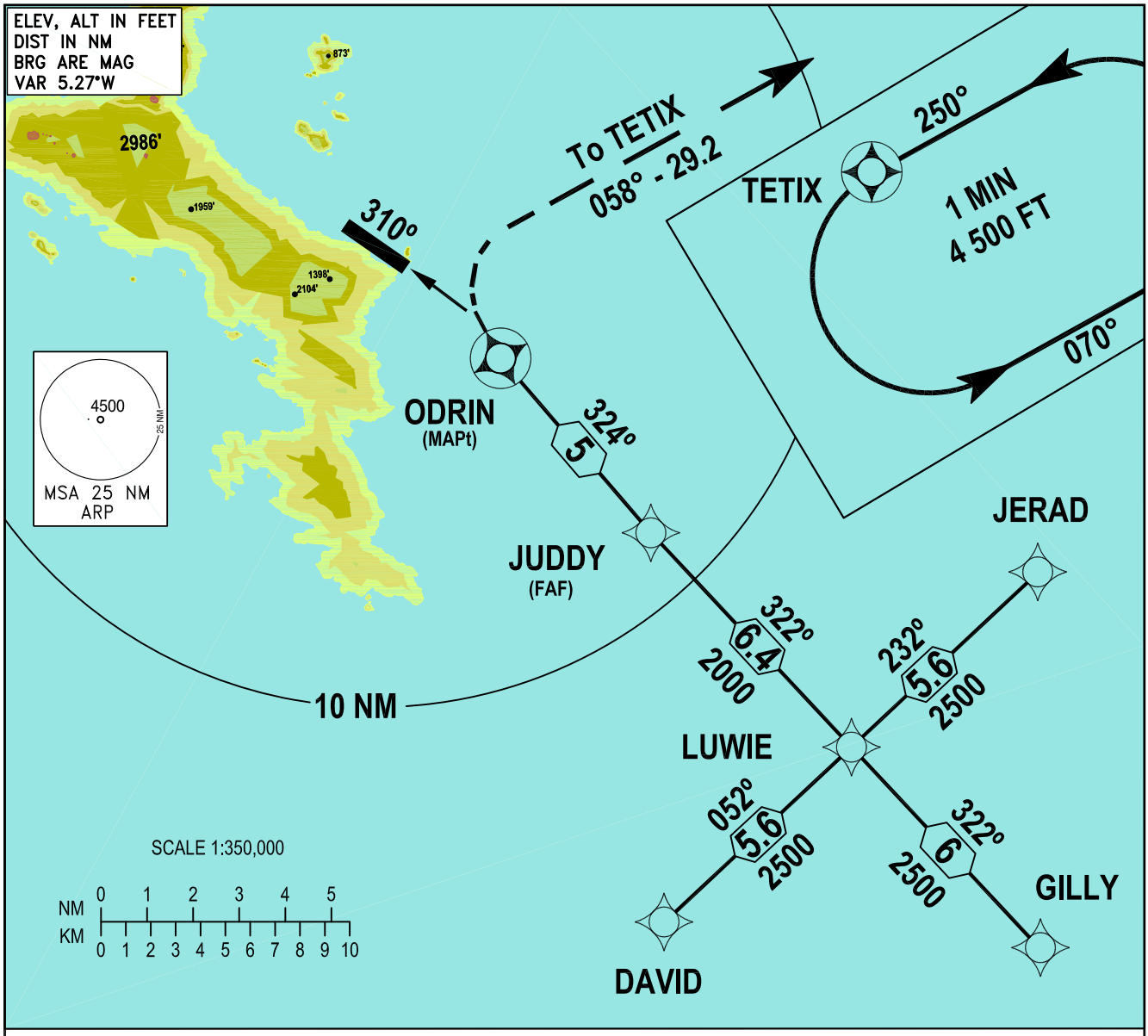
AMENDMENTS: IAF Altitudes

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 12

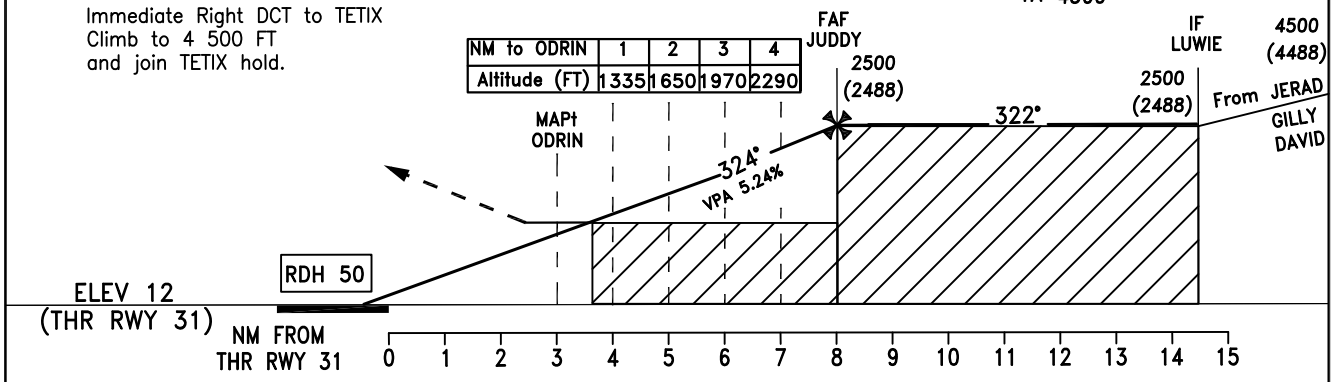
APP	119.70
TWR	118.30

SEYCHELLES / Intl.
RNAV(GNSS) Y RWY 31
CAT C-D



MISSED APPROACH:
Immediate Right DCT to TETIX
Climb to 4 500 FT
and join TETIX hold.

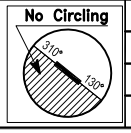
TL By ATC
TA 4500



OCA(H)		A	B	C	D
Straight-in	LNAV 2.5% CG	N/A		1330(1318)	
	LNAV 5.0% CG	N/A		960(948)	

1. Turbulence may be experienced with winds from Westerly quadrants
2. If visual at MAPt, intercept PAPI glide slope and continue to land

Circling not authorised SW of the runway centreline



Distance from THR 31	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

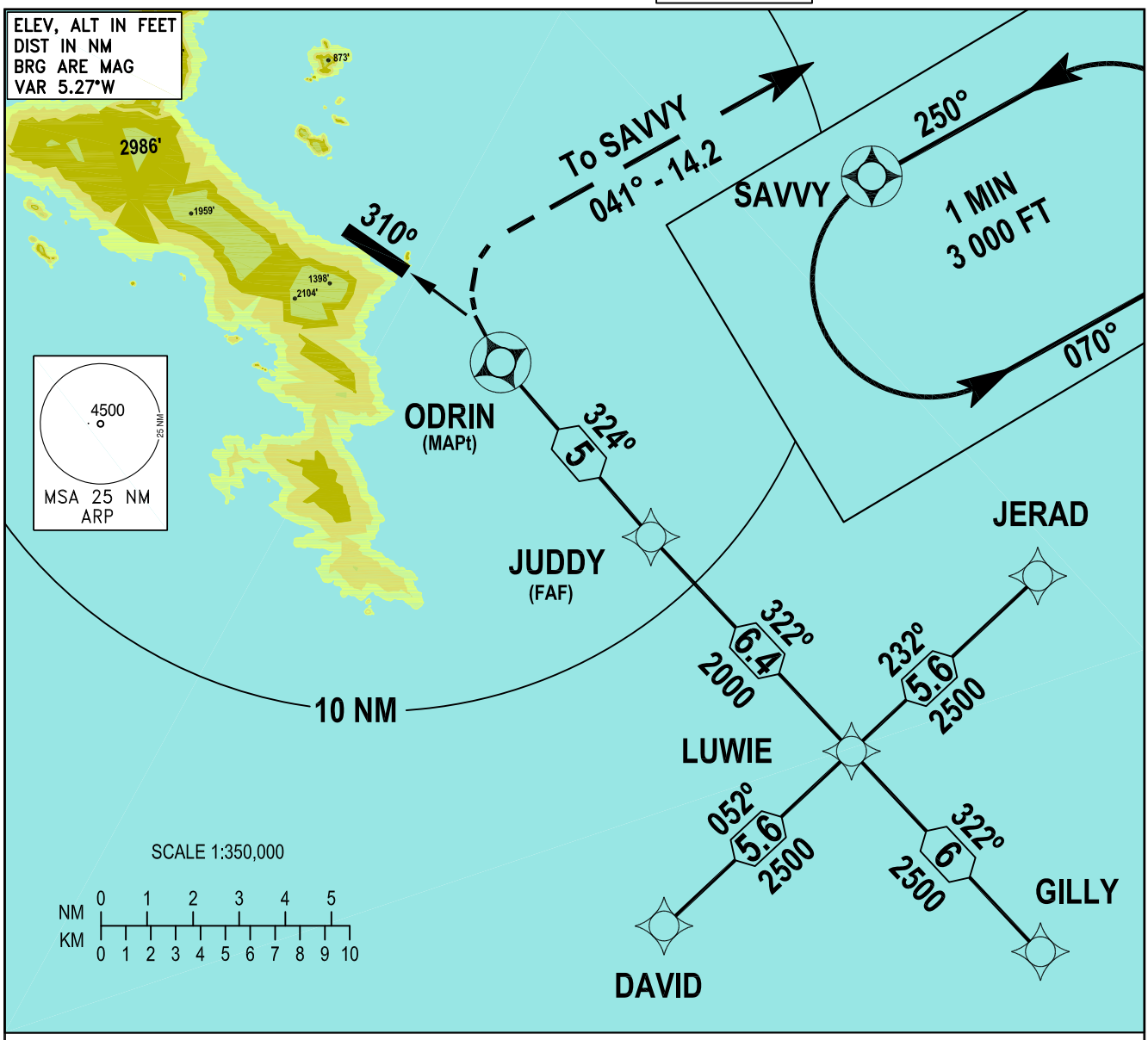
AMENDMENTS: IAF Altitudes

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 12

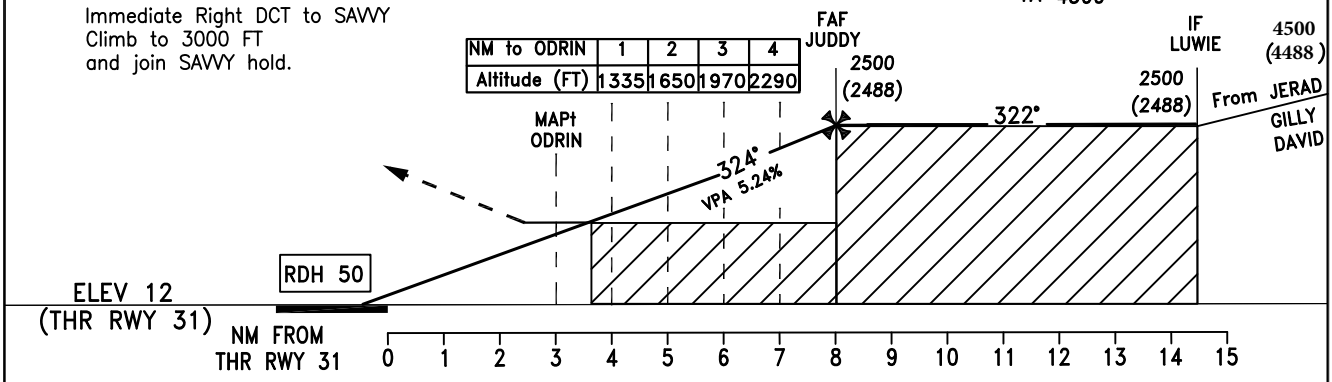
APP	119.70
TWR	118.30

SEYCHELLES / Intl.
RNAV(GNSS) X RWY 31
CAT A-B



MISSED APPROACH:
Immediate Right DCT to SAVVY
Climb to 3000 FT
and join SAVVY hold.

TL By ATC
TA 4500



OCA(H)		A B	C D
Straight-in	LNAV 2.5% CG	1330(1318)	N/A
	LNAV 5.0% CG	960(948)	N/A

1. Turbulence may be experienced with winds from Westerly quadrants
2. If visual at MAPt, intercept PAPI glide slope and continue to land

AMENDMENTS: IAF Altitudes

Circling not authorised SW of the runway centreline

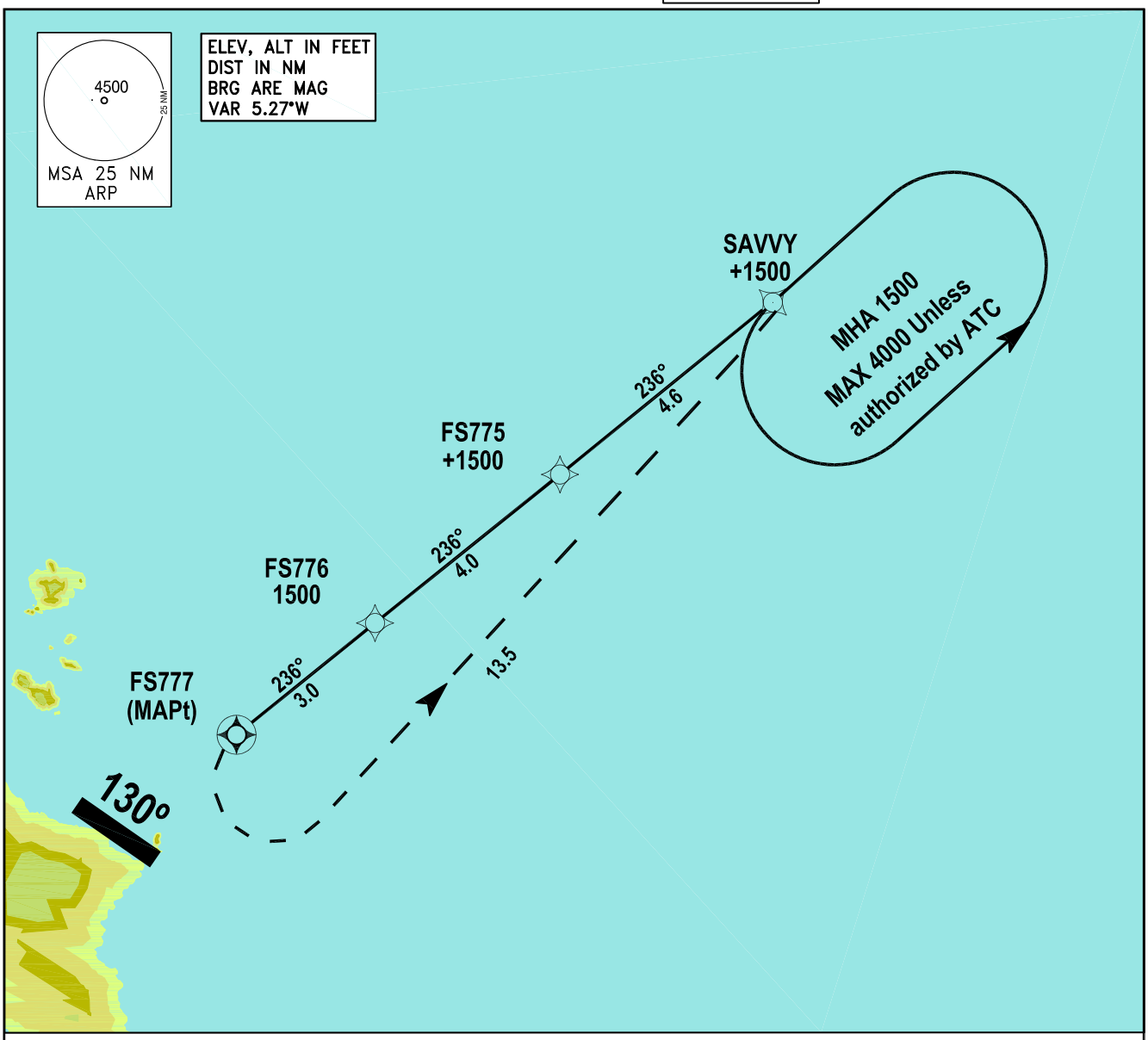
Distance from THR 31	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO AERODROME ELEV 12

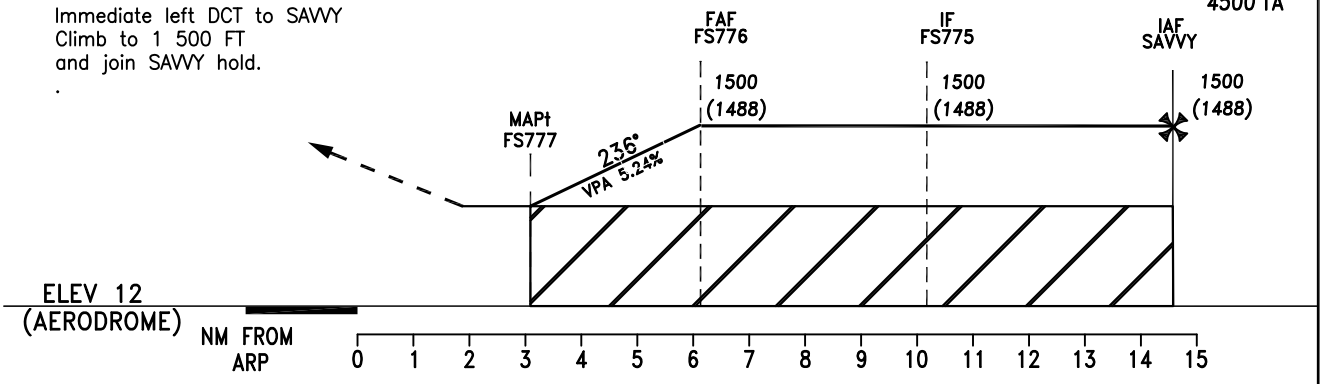
APP 119.70
TWR 118.30

SEYCHELLES / Intl.
RNAV(GNSS) w
CAT A-B



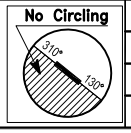
MISSED APPROACH:
Immediate left DCT to SAVVY
Climb to 1 500 FT
and join SAVVY hold.
.

By ATC TL
4500 TA



	OCA(H)	A	B
Straight-in	N/A	N/A	N/A
Circling ①		510(488)	780(768)

① Circling not authorised SW of the runway centreline



Distance from FS777	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	830	1150	1470	1780	2100	2420	2740	3060	3380
Ground Speed	KTS	80	100	120						
Rate of Descent (5.24%)	FT/MIN	425	530	640						

AMENDMENTS: New

RNAV (RNP) INSTRUMENT APPROACH PROCEDURES

1. Introduction

1.1 The following RNAV (RNP) Instrument Approach Procedures are designed in accordance with criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Volume 2 and ICAO RNP AR Manual (Doc 9905).

2. Instrument Approach Procedures

2.1 For RNAV (RNP) Instrument Approaches Procedures, operators shall ensure that they hold the necessary operational approvals as part of the Operations Specification of the AOC in order to conduct RNAV (RNP) Instrument Approach Procedures (see ICAO PBN Manual, (Doc 9613).

2.4 RNP AR operations require special authorization of the State of Operator/Registry.

2.5 The current acceptable standard for the approval of RNP AR operations is the FAA AC 119.

2.6 Foreign aircraft and operators shall also seek the permission of the Seychelles Civil Aviation Authority prior to undertaking such operation at the contact indicated below. The request shall include a copy of the Operations Specifications where such approval has been conveyed by the State of Operator/Registry and any associated limitation or restrictions.

3. Instrument Approach Procedure Coding Tables

3.1 Seychelles International (FSIA) Runway 13 RNAV (RNP) Instrument Approach Procedures (RNP 0.3)

NO	Way-point ID	P/T	Fly-Over	Course (°T) Var 5.27W	Turn Direction	Altitude (ft)	Dist (nm / Time (min)	Speed Limit	Arc Centre	RF RADIUS (NM)
010	LIZZY	IF	N			+4500				
020	FS402	RF	N		R		8.29		04°32'45.7105"S/ 055°23'09.0958"E	5.19
030	FS403	RF	N		R		5.14		04°32'13.3331"S/ 055°23'17.3465"E	4.64
010	MALON	IF	N			+4500				
020	FS403	TF	N	180			5.54			
010	FS403	IF	N							
020	FREDY	TF	N	179.57		+2200	3.43			
030	FS400	TF	N	179.86		+1400	2.58			
040	FS401	RF	N		L	+860	1.72		04°37'05.3695"S/ 055°29'35.9384"E	1.77
050	Rw13	TF	Y	125.08	L	@60	2.49			
060	HERMY	TF	N	110.97	L		2.03	185		
070	TETIX	TF	N	058.54		@4500	29.09			
010	TETIX	HM		245.08	L	@4500	1 MIN	230		

3.2 Seychelles International (FSIA) Runway 31 RNAV (RNP) Instrument Approach Procedures

Path Terminators RNP AR 31 (RNP 0.3)

NO	Way-point ID	P/T	Fly-Over	Course (°T) Var 5.27W	Turn Direction	Altitude (ft)	Dist (nm / Time (min)	Speed Limit
010	DAVID	IF	N			+4500	8.97	
020	SAMES	TF	N	017.34		+2000		
010	PETER	IF	N			+4500	6.0	
020	SAMES	TF	N	214.48		+2000		
010	SAMES	TF	N			+2000		
020	DALON	TF	N	304.48		+2000	4	
030	RW31	TF	Y	304.4	R	@60	6.01	
040	PATTY	TF	N	320.03	R	+1200	4.61	185
050	TETIX	TF	N	067.32		@4500	30.72	
010	TETIX	HM		246.08	L	4500	1 MIN	230

4. Contact

4.1 Any comments or queries in regards to the following procedures shall be directed to:

PAN OPS Manager
Safety Regulation Division
Seychelles Civil Aviation Authority
P.O Box 181
Mahe
Seychelles
Tel: (248) 4384181
Fax: (248) 4384033
Email: pansops@scaa.sc

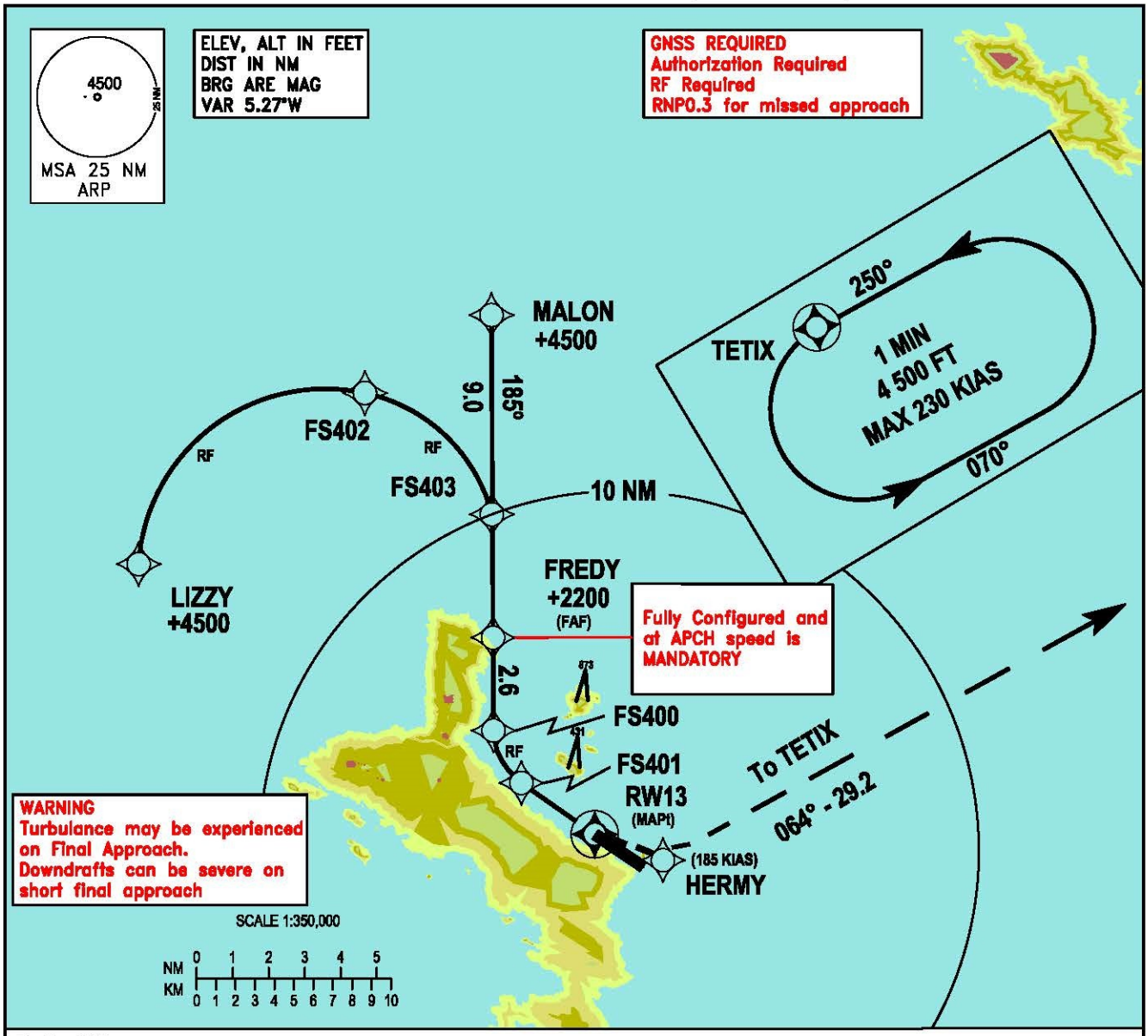
INSTRUMENT APPROACH CHART-ICAO

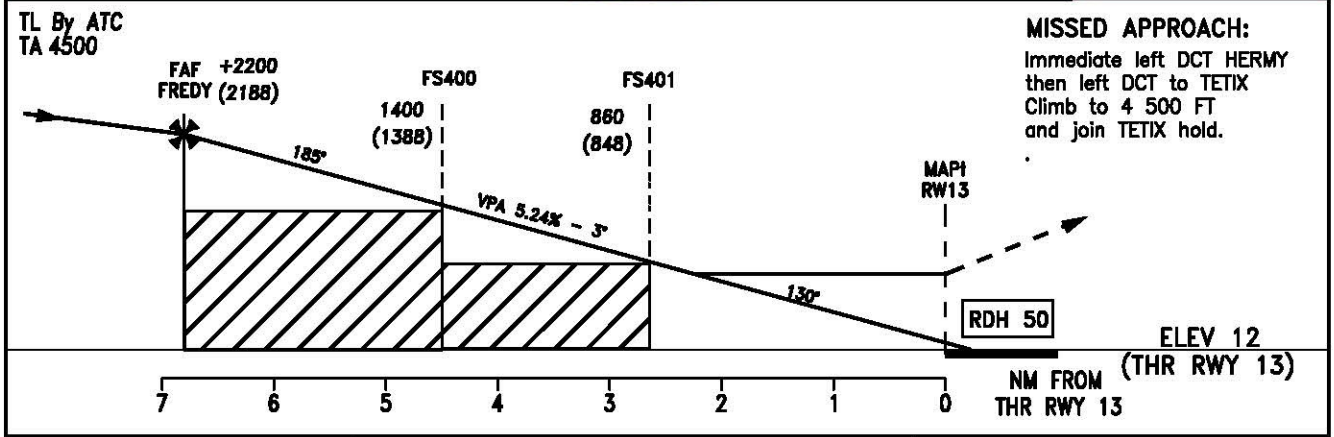
AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 13 ELEV 12

BARO VNAV
MAX 46°C
MIN 5°C

APP 119.70
TWR 118.30

SEYCHELLES / Intl.
RNAV(RNP) Z RWY 13
CAT A-D



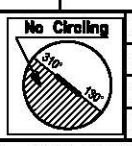


MISSED APPROACH:
Immediate left DCT HERMY
then left DCT to TETIX
Climb to 4 500 FT
and join TETIX hold.

DA(H)		CAT A-D
Straight-in		
	RNP0.3 (2.5° MACG)	810(798)
	RNP0.3 (5.0° MACG)	690(678)
	RNP0.15	410(398)

1. High terrain right side of final
2. Turbulence may be experienced with winds from Westerly quadrants
3. Downdrafts can be severe on short final Rwy 13
4. If visual at MAPt, intercept PAPI glide slope and continue to land

Circling not authorised



Distance from THR 13	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1020	1340	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.24%)	FT/MIN	425	530	640	740	850	960			

AMENDMENTS: New Initial Approach

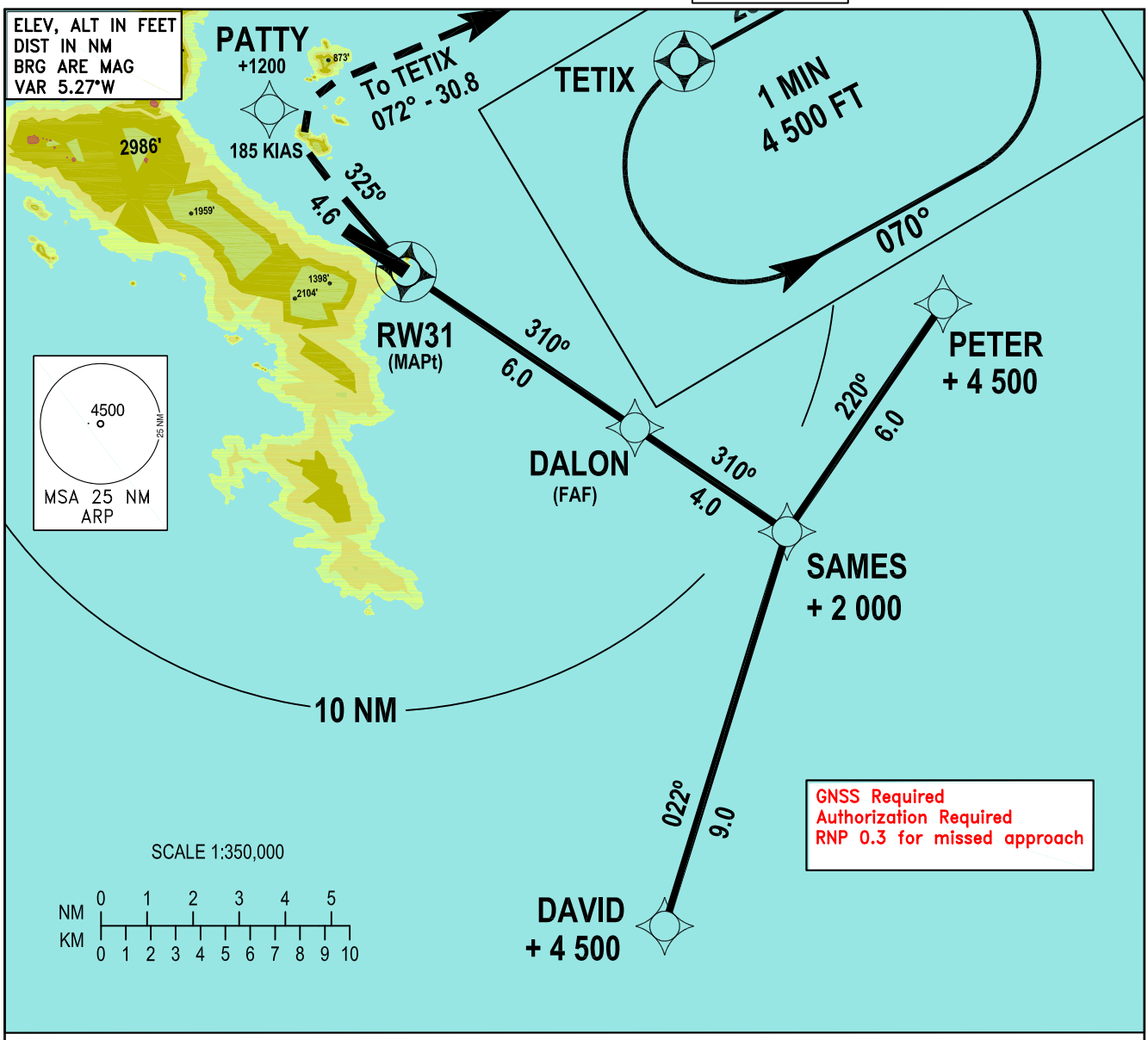
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 12 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 12

BARO VNAV
MIN 5°C
MAX 46°C

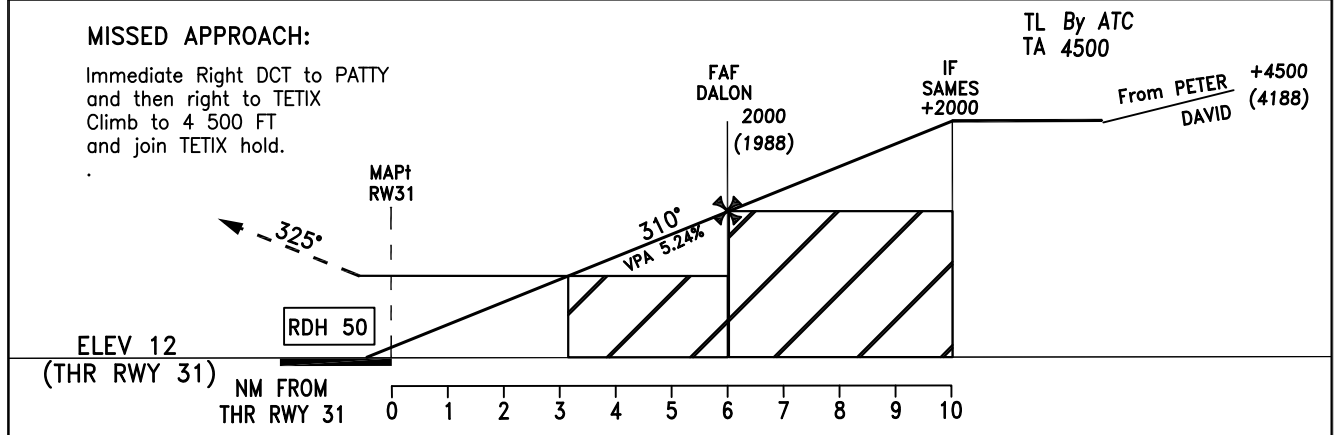
APP 119.70
TWR 118.30

SEYCHELLES / Intl.
RNAV(RNP) Z RWY 31
CAT A-D



MISSED APPROACH:

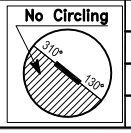
Immediate Right DCT to PATTY
and then right to TETIX
Climb to 4 500 FT
and join TETIX hold.



DA(H)		A	B	C	D
Straight-in	RNP 0.3 (2.5% MACG)	750(738)			
	RNP 0.3 (5.0% MACG)	460(448)			

1. Turbulence may be experienced with winds from Westerly quadrants
2. If visual at DA/H, intercept PAPI glide slope and continue to land

Circling not authorised



Distance from THR 31	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

AMENDMENTS: Altitudes at PETER and DAVID

RNP-1 SIDs and STARs

1. Introduction

1.1 The following RNP-1SIDs and STARs are designed in accordance with criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Volume 2.

1.2 For RNP-1 STARs and SIDs operations, the aircraft shall be equipped and the navigation systems shall meet the ICAO RNP-1 standard of accuracy, or equivalent, such as JAA TGL 10 or FAA AC 90-96A Appendix 2- Precision Area Navigation (P-RNAV).

1.3 Operators shall ensure that they hold the necessary operational approvals as part of the Operations Specification of the AOC in order to conduct RNP-1SIDs and STARs.

1.4 SID and STAR FMS coding tables are provided at 3 below. Significant point coordinates are published in ENR section 4.3.

2. FSIA Standard Instrument Departure (SID)

2.1 FSIA Standard Instrument Departure (SID) Procedures

2.1.1 Departing aircraft shall contact Seychelles APP as soon as possible after passing 1000 FT, unless otherwise instructed by Seychelles TWR.

Note: see FSIA AD 2.22.3 for action in the event of radio failure.

2.1.2 Departing IFR traffic leaving Seychelles CTA while on a SID is required to:

a. Climb at a minimum gradient of 5% to 1,500 FT (300 FT per NM) for RWY 13;
b. Climb at a minimum gradient of 8% to 1,000 FT (486 FT per NM) for RWY 31;
c. Observe speed restrictions as per FMS coding tables;
d. Level restrictions that apply at waypoints is displayed on the chart;
e. Advise ATC at start-up if unable to comply

2.2 FSIA Standard Instrument Departure (SID) Level Restrictions

2.2.1 Initial climb is restricted to FL 060. Further climb clearance as instructed by Seychelles APP.

2.2.2 When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in a SID, the aircraft shall climb directly to the cleared level, unless the SID vertical restrictions are reiterated as part of the clearance.

2.2.3 For all stages of flight, clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

2.2.4 Aircraft when first approaching a cleared level should ensure that the vertical closure speed is not excessive and must avoid overshooting the cleared level, manually overriding if necessary.

2.2.5 ATC may cancel a SID and provide direct routing.

2.3 FSIA RNP-1 SID Procedure Coding Tables

NEVIN1B (RNP 1 SID RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.41		500		
2	FS650	04°43'41.9619"S	055°35'56.3727"E	DF	Y		L	+1500		
3	MALON	04°25'29.5100"S	055°27'47.4700"E	DF	N	335.81	L	+ FL060	19.86	
4	NEVIN	04°14'31.2149"S	055°16'36.0683"E	TF	N	314.32			15.63	

UTALI 1B (RNP 1 SID RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.41		500		
2	FS650	04°43'41.9619"S	055°35'56.3727"E	DF	Y		L	+1500		
3	UTALI	04°14'24.4591"S	055°46'25.7362"E	DF	N	019.78			30.98	

TILOM 1B (RNP 1 SID RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.41		500		
2	FS650	04°43'41.9619"S	055°35'56.3727"E	DF	Y		L	+1500		
3	TILOM	04°40'54.0060"S	056°01'21.5262"E	TF	N	083.75			25.53	

NESID 1B (RNP 1 SID RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.41		500		
2	FS650	04°43'41.9619"S	055°35'56.3727"E	DF	Y		R	+1500		
3	NESID	05°09'58.3361"S	055°37'27.4465"E	DF	N	176.68			26.19	

OKLIM 1B (RNP 1 SID RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		124.41		500		
2	FS650	04°43'41.9619"S	055°35'56.3727"E	DF	Y		R	+1500		
3	FS700	04°53'12.1067"S	055°17'36.6138"E	DF	N			+FL140		
4	OKLIM	04°56'34.6070"S	055°05'54.9662"E	TF	N	246.83			32.6	

IMPOX 1A (RNP 1 SID RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.9		500		
2	FS600	04°38'39.6745"S	055°29'20.1405"E	DF	N		R	+1000		180
3	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	350.88	L	-FL060	6.87	
4	LIZZY	04°32'25.4300"S	055°17'57.5900"E	TF	N	266.79	L		10.29	
5	FS701	04°56'04.9812"S	055°16'48.1017"E	TF	N			+FL150		
6	IMPOX	05°06'46.2109"S	055°16'38.2942"E	TF	N	182.21			34.21	

UNBED 1A (RNP 1 SID RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.9		500		
2	FS600	04°38'39.6745"S	055°29'20.1405"E	DF	N		R	+1000		180
3	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	350.88	L	-FL060	6.87	
4	UNBED	04°23'16.9522"S	055°06'37.6673"E	TF	N	291.52			23.21	

ROUTY 1A (RNP 1 SID RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.9		500		
2	FS600	04°38'39.6745"S	055°29'20.1405"E	DF	N		R	+1000		180
3	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	350.88	R	-FL060	6.87	
4	ROUTY	04°10'31.1254"S	055°27'48.2997"E	TF	N	358.81			21.23	

UTALI 1A (RNP 1 SID RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.9		500		
2	FS600	04°38'39.6745"S	055°29'20.1405"E	DF	N		R	+1000		180
3	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	350.88	R	-FL060	6.87	
4	UTALI	04°14'24.4591"S	055°46'25.7362"E	TF	N	046.32			25.12	

3. FSIA Standard Instrument Arrival (STAR)

3.1 FSIA Standard Instrument Arrival Procedures

3.1.11 On initial call an arriving aircraft shall pass the following information to Seychelles APP:

a. Aircraft Callsign;
b. Passing level;
c. Aircraft Type, and for aircraft in the heavy wake turbulence category the word "Heavy";
d. STAR designation;
e. ATIS information and QNH.

3.2 FSIA Standard Instrument Arrival (STAR) Level Restrictions

3.2.1 For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

3.2.2 Aircraft when first approaching a cleared level should ensure that the vertical closure speed is not excessive and must avoid undershooting the cleared level, manually overriding if necessary.

3.2.3 Additional speed and level restrictions are applicable and will be instructed by ATC.

3.2.4 ATC may cancel a STAR and provide direct routing.

3.3 FSIA Standard Instrument Arrival (STAR) Speed Control

3.3.1 Pilots shall adhere to the speed (IAS) approved or assigned by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in speed, e.g. due to turbulence, ATC shall be notified as soon as possible that such a change has been made. Pilots unable to maintain the last assigned speed during any particular phase of flight, e.g. for aircraft performance reasons, shall inform ATC as soon as possible in order that another speed/alternative clearance can be issued.

3.3.2 The pilot must advise ATC if a speed adjustment is considered excessive or contrary to aircraft operating specifications.

UTALI 1A (RNP 1 SID RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1				CA		304.9		500		
2	FS600	04°38'39.6745"S	055°29'20.1405"E	DF	N		R	+1000		180
3	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	350.88	R	-FL060	6.87	
4	UTALI	04°14'24.4591"S	055°46'25.7362"E	TF	N	046.32			25.12	

3. FSIA Standard Instrument Arrival (STAR)

3.1 FSIA Standard Instrument Arrival Procedures

3.1.11 On initial call an arriving aircraft shall pass the following information to Seychelles APP:

a. Aircraft Callsign;
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e. ATIS information and QNH.

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3.3.2 The pilot must advise ATC if a speed adjustment is considered excessive or contrary to aircraft operating specifications.

3.4 FSIA RNP-1 STAR Procedure Coding Tables

IMPOX 1R (RNP 1 STAR RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm)/ Time (min)	Speed Limit (kts)
1	IMPOX	05°06'46.2107"S	055°16'38.2180"E	IF	N					
2	FS700	04°53'12.1067"S	055°17'36.6138"E	TF	N	004.12		-F120	13.54	
3	LIZZY	04°32'25.4300'S	055°17'57.5900"E	TF	N	000.97			20.68	210

UNBED 1D (RNP 1 STAR RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	UNBED	04°23'16.9522"S	055°06'37.6673"E	IF	N					
2	FOCKY	04°24'38.6800"S	055°19'51.4100"E	TF	N	095.87			13.28	
3	MALON	04°25'29.5100"S	055°27'47.4700"E	TF	N	096.08		+4500	7.97	

ROUTY 1D (RNP 1 STAR RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	ROUTY	04°10'31.1254"S	055°27'48.2997"E	IF	N					
2	MALON	04°25'29.5100"S	055°27'47.4700"E	TF	N	180.05		+4500	14.9	

UTALI 1D (RNP 1 STAR RWY 13)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	UTALI	04°14'24.4591"S	055°46'25.7362"E	IF	N					
2	MALON	04°25'29.5100"S	055°27'47.4700"E	TF	N	239.34		+4500	21.64	

OKLIM 1C (RNP 1 STAR RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	OKLIM	04°56'34.6070"S	055°05'54.9662"E	IF	N					
2	FS701	04°56'04.9812"S	055°16'48.1017"E	TF	N			-FL130		
3	DAVID	04°55'13.1100"S	055°37'33.1800"E	TF	N	087.57	L		31.61	
4	SAMES	04°46'36.8600"S	055°40'13.8800"E	TF	N	017.34	L	+2000	8.97	
5	DALON	04°44'20.3200"S	055°36'55.7200"E	TF	N	304.48		@2000	4	

NEVIN 1C (RNP 1 STAR RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	NEVIN	04°14'31.2149"S	055°16'36.0683"E	IF	N					
2	FS601	04°31'50.7255"S	055°28'14.7402"E	TF	N	146	L	+FL090	20.8	
3	PETER	04°41'38.6700"S	055°43'38.0200"E	TF	N	122.41	R		18.2	
4	SAMES	04°46'36.8600"S	055°40'13.8800"E	TF	N	214.48	R	+2000	6	
5	DALON	04°44'20.3200"S	055°36'55.7200"E	TF	N	304.48		@2000	4	

UTALI 1C (RNP 1 STAR RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	UTALI	04°14'24.4591"S	055°46'25.7362"E	IF	N					
2	PETER	04°41'38.6700"S	055°43'38.0200"E	TF	N	185.88	R		27.25	
3	SAMES	04°46'36.8600"S	055°40'13.8800"E	TF	N	214.48	R	+2000	6	
4	DALON	04°44'20.3200"S	055°36'55.7200"E	TF	N	304.48		@2000	4	

TILOM 1C (RNP 1 STAR RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	TILOM	04°40'54.0060"S	056°01'21.5262"E	IF	N					
2	SAMES	04°46'36.8600"S	055°40'13.8800"E	TF	N	254.9	R	+2000	21.85	
3	DALON	04°44'20.3200"S	055°36'55.7200"E	TF	N	304.48		@2000	4	

NESID 1C (RNP 1 STAR RWY 31)

#	ID	Latitude	Longitude	P/T	Fly-over	Course (° T)	Turn Direction	Altitude (ft)	Dist. (nm) / Time (min)	Speed Limit (kts)
1	NESID	05°09'58.3361"S	055°37'27.4465"E	IF	N					
2	DAVID	04°55'13.1100"S	055°37'33.1800"E	TF	N	000.37	R		14.68	
3	SAMES	04°46'36.8600"S	055°40'13.8800"E	TF	N	017.34	L	+2000	8.97	
4	DALON	04°44'20.3200"S	055°36'55.7200"E	TF	N	304.48		@2000	4	

4. Contact

4.1 Any comments or queries in regards to the following procedures shall be directed to:

PANS OPS Manager
Safety Regulation Division
Seychelles Civil Aviation Authority
P.O Box 181
Mahe
Seychelles
Tel: (248) 4384181
Fax: (248) 4384033
Email: pansops@scaa.sc

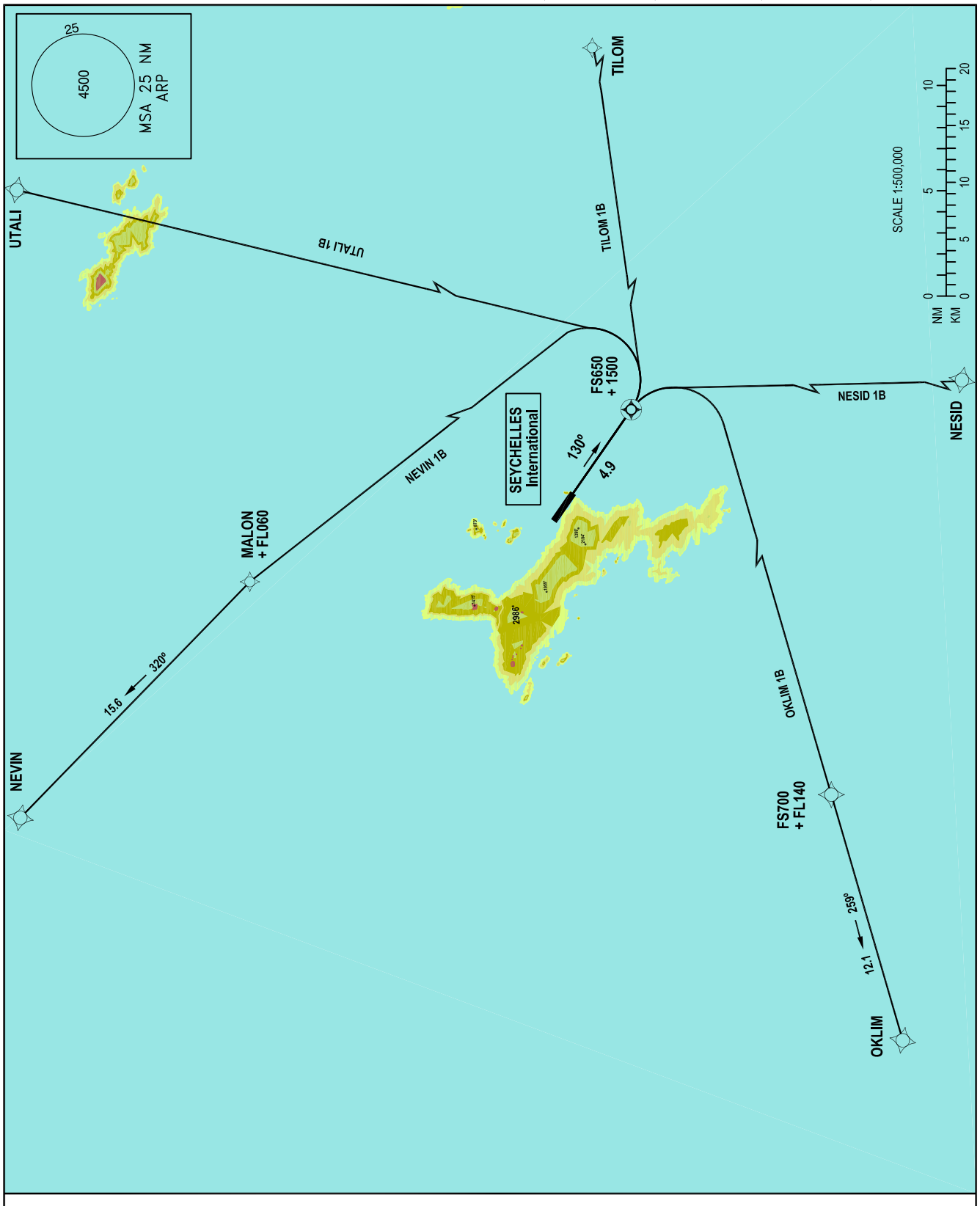
STANDARD INSTRUMENT DEPARTURE (SID) CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl

RNP 1 SID RWY 13

OKLIM 1B, NEVIN 1B, UTALI 1B, TILOM 1B, NESID 1B



CHANGES: Crossing altitude FS700

ATIS	
APP TWR GND	119.70 118.30

FOR ROUTE DESCRIPTION SEE AD 2 FSIA-59

TRANSITION ALTITUDE 4,500 FT

VAR 5.27°W (2011)

BEARINGS ARE MAGNETIC
ALTITUDES IN FEET

RESTRICTIONS
MAXIMUM 250 KIAS BELOW 10 000 FT

RESTRICTIONS
On DEP climb to FL060 only. Further climb when instructed by Seychelles APP
MNM required climb gradient 5.0% to FS650 (300 FT per NM)

COMMS FAILURE
Refer AIP FSIA AD 2.22.3

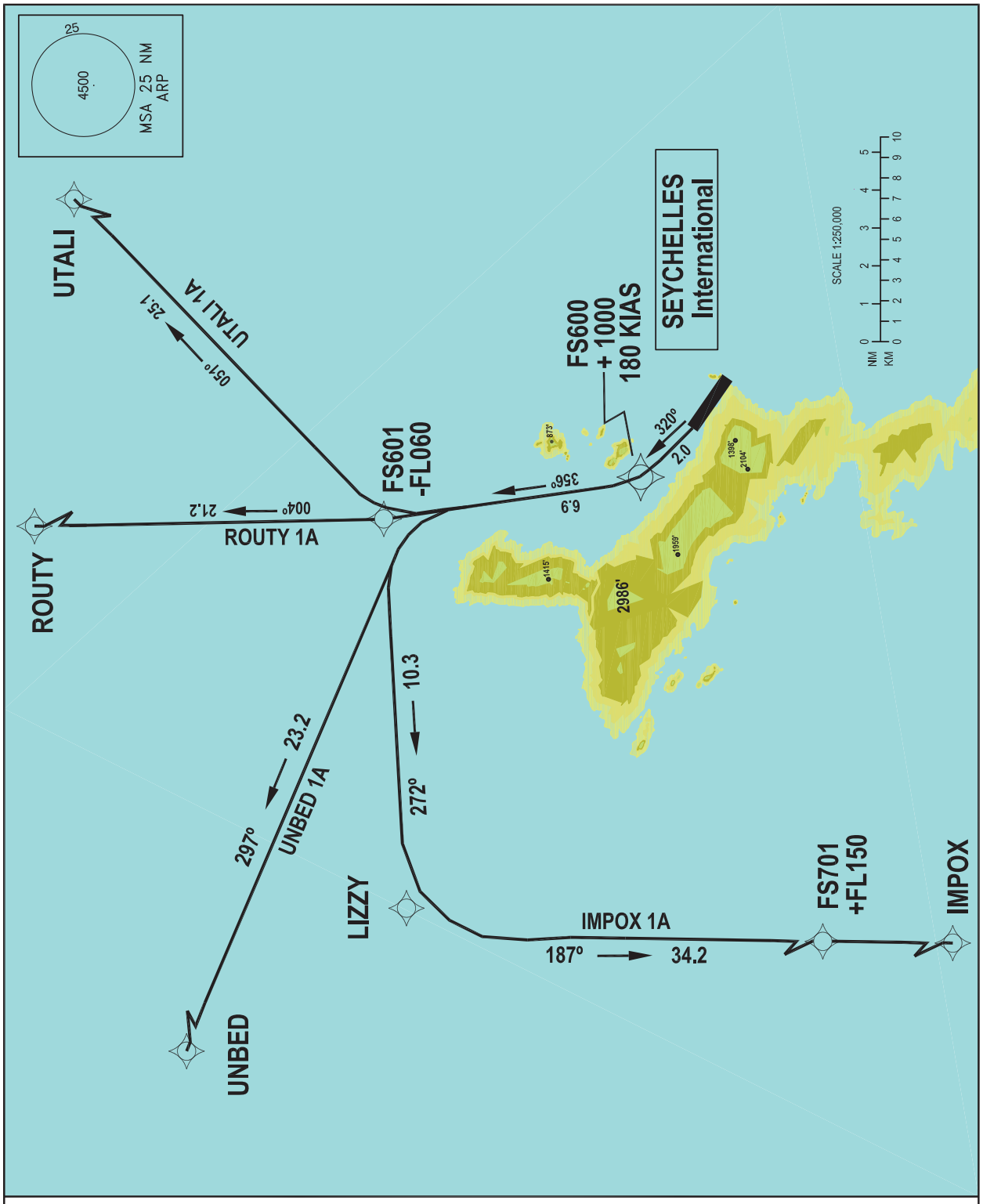
STANDARD INSTRUMENT DEPARTURE (SID) CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl

RNP 1 SID RWY 31

IMPOX 1A, UNBED 1A, ROUTY 1A, UTALI 1A



ATIS	
APP	119.70
TWR	118.30
GND	

FOR ROUTE DESCRIPTION SEE AD 2 FSIA-59

TRANSITION ALTITUDE 4,500 FT

VAR 5.27°W (2011)

BEARINGS ARE MAGNETIC
ALTITUDES IN FEET

RESTRICTIONS
MAXIMUM 180 KIAS To FS600 MAXIMUM 250 KIAS BELOW 10 000 FT

RESTRICTIONS
On DEP climb to FL060 only. Further climb when instructed by Seychelles APP
MNM required climb gradient 8.0% to 1,000FT (486 FT per NM)

COMMS FAILURE
Refer AIP FSIA AD 2.22.3

CHANGES: New

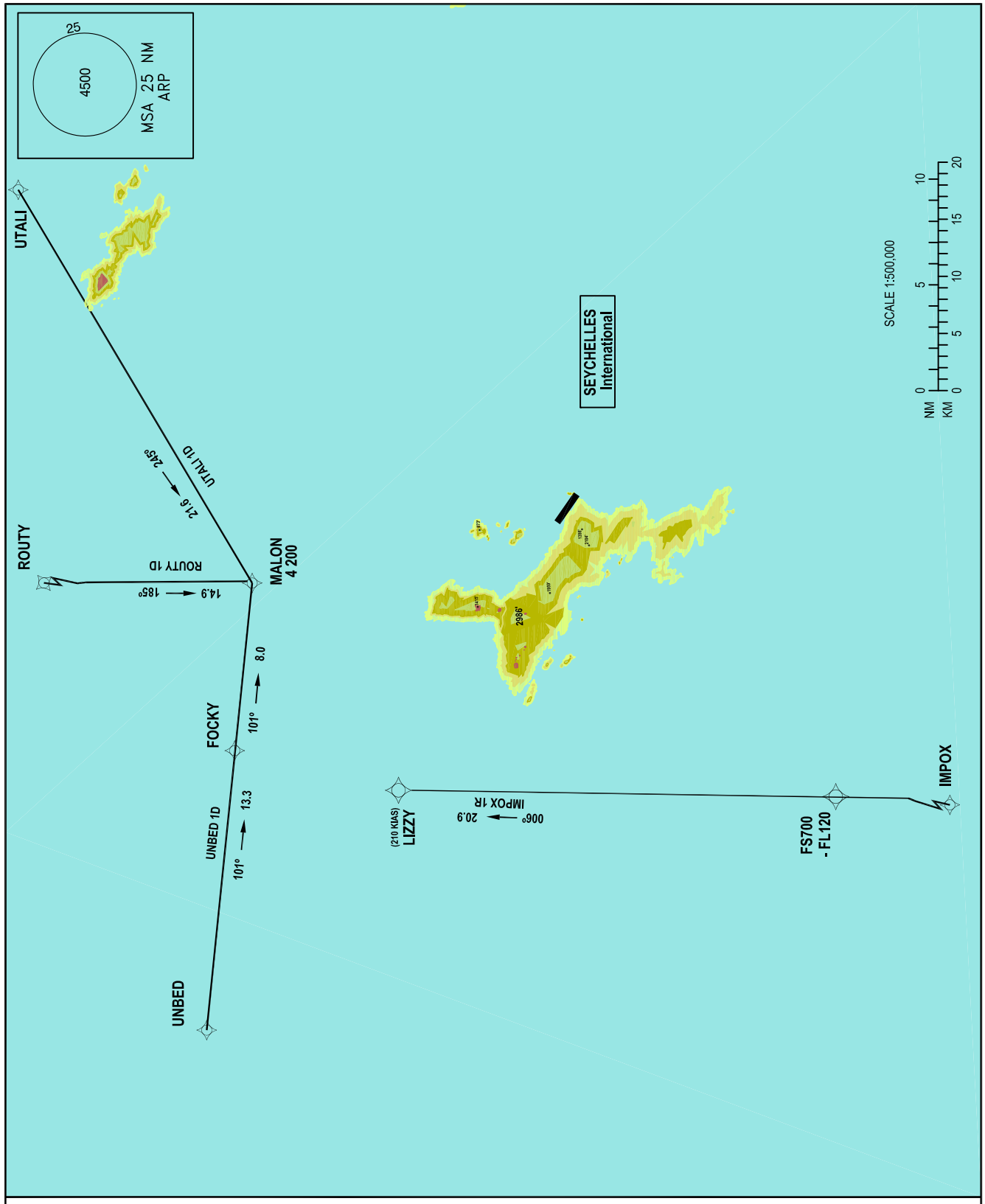
STANDARD INSTRUMENT ARRIVAL (STAR) CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl

RNP 1 STAR RWY 13

IMPOX 1R, UNBED 1D, ROUTY 1D, UTALI 1D



CHANGES: New IMPOX 1R

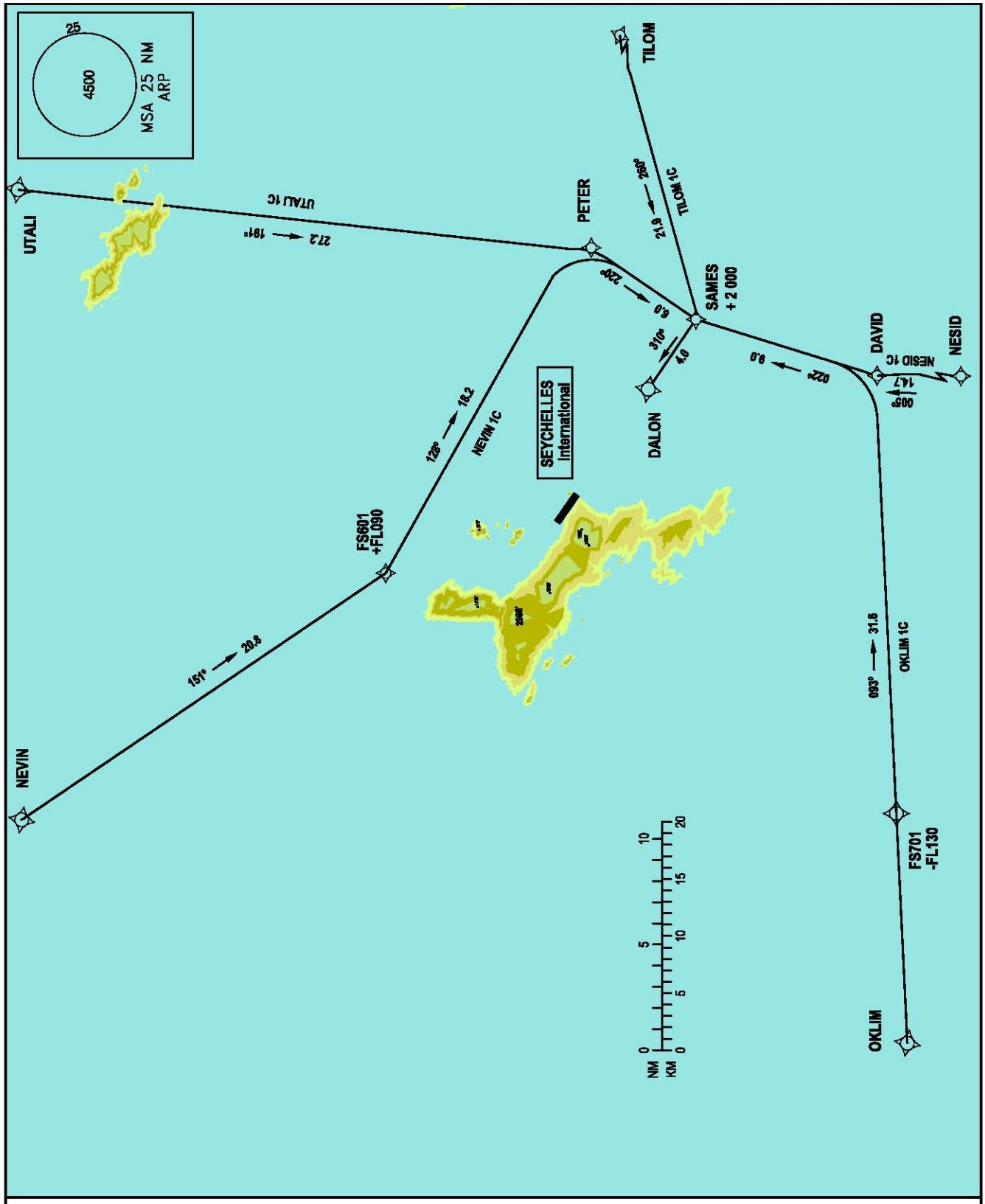
STANDARD INSTRUMENT ARRIVAL (STAR) CHART-ICAO

AD ELEV 12 FT

SEYCHELLES/Seychelles Intl

RNP 1 STAR RWY 31

OKLIM 1C, NEVIN 1C, UTALI 1C, TILOM 1C, NESID 1C



ATIS

APP 119.70
TWR 118.30

GND

TRANSITION ALTITUDE
4,500 FT

VAR 5.27°W (2011)

BEARINGS ARE MAGNETIC
ALTITUDES IN FEET

RESTRICTIONS

MAXIMUM 250 KIAS
BELOW 10 000 FT

COMMS FAILURE

Refer AIP FSIA AD 2.22.3

CHANGES: New

AD 2 AERODROMES

FSPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FSPP – PRASLIN

FSPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	0419 09.27**S** 055 41 29.78**E**
2	*Direction and distance from (city)*	045º, 25Nm
3	*Elevation/Reference temperature*	3.05M (10FT) 31.3°
4	*MAG VAR/Annual change*	5º W
5	*AD Administration, address, telephone, Tele-fax, AFS*	Seychelles Civil Aviation Authority P.O. Box 181 Victoria Mahe Seychelles Tel: (248) 4384000/4233010/4284630 Fax: (248) 4384009
6	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
7	*Remarks*	Small aircraft operations only

FSPP AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	MON-FRI 0400 - 1200 UTC
2	*Taxation(Import Control)and immigration*	Nil
3	*Health and sanitation*	Nil
4	*AIS Briefing Office*	Nil
5	*ATS Reporting Office (ARO)*	Nil
6	*MET Briefing Office*	Nil
7	*ATS*	H24
8	*Fuelling*	Nil
9	*Handling*	Nil
10	*Security*	Nil
11	*De-icing*	Nil
12	*Remarks*	Nil

FSPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo – handling facilities	Nil
2	Fuel / oil types	Nil
3	Fuelling facilities	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

FSPP AD 2.5 PASSENGER FACILITIES

1	Hotels	None available at Praslin aerodrome
2	Restaurants	Available at airport and in neighbouring hotels and guesthouses
3	Transportation	Taxis, car hires and buses
4	Medical facilities	Clinic at Grand Anse, located 2.5 km from the aerodrome
5	Bank and Post Office	Available at Grand Anse, 2.5 km from the aerodrome
6	Tourist Office	Tourist information desk only
7	Remarks	Nil

FSPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
2	Rescue equipment	2 x Rescue & Fire Fighting vehicles totalling 6000 litres of water 850 litres of foam 100 kg of DCP and 45kg of CO2. 1 x Fire vehicles being use as a water tender with2500 litres which is used for emergency only does not have monitor and DCP Unit is not available. It is used for back up water supply and additional lines for branch-man. Forcing and breaking equipment available Amphibious Rescue boat with life raft (1 x 16 persons) I x ambulance provided 2 Complete sets of Diving Equipment available
3	Capacity for removal of disabled aircraft	Local arrangement
4	Remarks	Service provided 24 hours

FSPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearing priorities	Nil
3	Remarks	Nil

FSPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: Not determined
2	Taxiway width, surface and strength	Width: 8m Surface: Concrete Strength: Not determined
3	ACL location and elevation	Location: Nil Elévation: 3.05m / 10ft
4	VOR/INS checkpoints	Nil
5	Remarks	Aircraft heavier than a Shorts 360 are subject to approval from SCAA, depending on the frequency of flights.

FSPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY: Designation, THR, centre line, runway edge and end. Marked and lighted. TWY: Centre line holding positions at all TWY/RWY intersection. Marked and lighted.
3	Stop bars	Marked and lighted. Wing bars lighted.
4	Remarks	Blue Apron edge lights

FSPP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas		In circling area and at AD		Remarks
1		2		
RWY/AREA affected	Obstacle type Elevation Markings/Lgt	Coordinates	Obstacle type Elevation Markings/ Lgt	Nil
a	b	c	a	
15 APCH 33 TKOF	Mountain Peak 40m /131ft LGTD	04 18 14**S** 055 40 58**E**		Nil
15 APCH 33 TKOF	Mountain Peak 110m /361 ft LGTD	04 17 43**S** 055 40 52**E**		Nil
15 APCH 33 TKOF	Mountain Peak 180m /591 ft LGTD	04 17 53**S** 055 41 19**E**		Nil
33 APCH	Mountain Peak 260m /853ft LGTD	04 20 16**S** 055 43 37**E**		Nil

FSPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

- Nil -

FSPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	TRUE &MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	149 ° GEO 154 ° MAG	1405 X 30	Concrete	04 18 55.40**S** 055 41 21.49**E**	THR 3.05m /10 ft
33	329 ° GEO 334 ° MAG	1405 X 30	Concrete	04 19 26.65**S** 055 41 40.17**E**	THR 3.05m /10ft
Slope of RWY – SWY	SWY dimensions	CWY dimension	Strip dimensions	OFZ	Remarks
Nil	Nil	Nil	1490m x 150m	90m	Nil
Nil	222m	Nil	1490m x 150m	90m	Turning area available at the end of RWY 33

FSPP AD 2.13 DECLARED DISTANCES

RWY Designators	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15 33	1316 1094	1316 1094 (5.24%)	1316 1316	1110 1238 (5.2°)	Nil Nil
Supplementary take-off distance for runway 33: 574m (3.3%) 765m (5.0%)					

FSPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig	APCH LGT type LEN INSTS	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Ctr line LGT Length, spacing, colour , INST	RWY edge LGT LEN, spacing colour INST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Rem arks
1	2	3	4	5	6	7	8	9	10
15	SALS 60m LIL	Green	PAPI 4.5°	Nil	Nil	1217 50m LIH	White	Nil	*
33	SALS 60m LIL	Green	PAPI 3.5°	Nil	Nil	1217 50m LIH	White	Nil	**
* RWY 15 - Glide Slope Angle 4.5 ° ** RWY 33 - Glide Slope Angle 3.5°									

FSPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer :75m south-east of the Tower. Not lighted
3	TWY edge and centre line lighting	Edge: Blue LIH Centre line: Nil
4	Secondary power supply /switch-over time	Emergency lights: gooseneck flares available within 15 mins. Full standby power available with immediate changeover time.

FSPP AD 2.16 HELICOPTER LANDING AREA

Nil specifically designated

FSPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PRASLIN CTR From a point 04°19'28.8842"S, 055°41'41.5055"E a straight line to a point 04°22'26.1944"S, 055°45'44.4447"E; then clockwise along the arc of a circle 5 nm radius centered on 04°19'28.8842"S, 055°41'41.5055"E to a point 04°22'08.6102"S, 055°37'26.7590"E; then a straight line to a point 04°21'28.2459"S, 055°37'02.6011"E; then clockwise along the arc of a circle 5 nm radius centered on 04°18'49.6553"S, 055°41'18.0461"E to a point 04°14'01.3792"S, 055°39'50.0638"E; then a straight line to a point 04°18'49.6553"S, 055°41'18.0461"E; then a straight line to the starting point 04°19'28.8842"S, 055°41'41.5055"E.
2	Vertical limits	GND/MSL to 2 000ft MSL

FSPP AD 2.5 PASSENGER FACILITIES

1	Hotels	None available at Praslin aerodrome
2	Restaurants	Available at airport and in neighbouring hotels and guesthouses
3	Transportation	Taxis, car hires and buses
4	Medical facilities	Clinic at Grand Anse, located 2.5 km from the aerodrome
5	Bank and Post Office	Available at Grand Anse, 2.5 km from the aerodrome
6	Tourist Office	Tourist information desk only
7	Remarks	Nil

FSPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
2	Rescue equipment	3 x Rescue & Fire Fighting vehicles totaling 7,500litres of water 1050 litres of foam 150 kg of DCP and 45kg of CO2 Forcing and breaking equipment available Rescue boat with life raft (1 x65 men) I x ambulance provided 2 Complete sets of Diving Equipment available
3	Capacity for removal of disabled aircraft	Local arrangement
4	Remarks	Service provided 24 hours

FSPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearing priorities	Nil
3	Remarks	Nil

FSPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: Not determined
2	Taxiway width, surface and strength	Width: 8m Surface: Concrete Strength: Not determined
3	ACL location and elevation	Location: Nil Elévation: 3.05m / 10ft
4	VOR/INS checkpoints	Nil
5	Remarks	Aircraft heavier than a Shorts 360 are subject to approval from SCAA, depending on the frequency of flights.

FSPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY: Designation, THR, centre line, runway edge and end. Marked and lighted. TWY: Centre line holding positions at all TWY/RWY intersection. Marked and lighted.
3	Stop bars	Marked and lighted. Wing bars lighted.
4	Remarks	Blue Apron edge lights

FSPP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas		In circling area and at AD		Remarks
1		2		
RWY/AREA affected	Obstacle type Elevation Markings/Lgt	Coordinates	Obstacle type Elevation Markings/ Lgt	Nil
a	b	c	a	
15 APCH 33 TKOF	Mountain Peak 40m /131ft LGTD	04 18 14**S** 055 40 58**E**		Nil
15 APCH 33 TKOF	Mountain Peak 110m /361 ft LGTD	04 17 43**S** 055 40 52**E**		Nil
15 APCH 33 TKOF	Mountain Peak 180m /591 ft LGTD	04 17 53**S** 055 41 19**E**		Nil
33 APCH	Mountain Peak 260m /853ft LGTD	04 20 16**S** 055 43 37**E**		Nil

FSPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

- Nil -

FSPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	TRUE &MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	149 ° GEO 154 ° MAG	1405 X 30	Concrete	04 18 55.40**S** 055 41 21.49**E**	THR 3.05m /10 ft
33	329 ° GEO 334 ° MAG	1405 X 30	Concrete	04 19 26.65**S** 055 41 40.17**E**	THR 3.05m /10ft
Slope of RWY – SWY	SWY dimensions	CWY dimension	Strip dimensions	OFZ	Remarks
Nil	Nil	Nil	1490m x 150m	90m	Nil
Nil	222m	Nil	1490m x 150m	90m	Turning area available at the end of RWY 33

FSPP AD 2.13 DECLARED DISTANCES

RWY Designators	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15 33	1316 1094	1316 1094 (5.24%)	1316 1316	1110 1238 (5.2°)	Nil Nil
Supplementary take-off distance for runway 33: 574m (3.3%) 765m (5.0%)					

FSPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Desig	APCH LGT type LEN INSTS	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Ctr line LGT Length, spacing, colour , INST	RWY edge LGT LEN, spacing colour INST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Rem arks
1	2	3	4	5	6	7	8	9	10
15	SALS 60m LIL	Green	PAPI 4.5°	Nil	Nil	1217 50m LIH	White	Nil	*
33	SALS 60m LIL	Green	PAPI 3.5°	Nil	Nil	1217 50m LIH	White	Nil	**
* RWY 15 - Glide Slope Angle 4.5 ° ** RWY 33 - Glide Slope Angle 3.5°									

FSPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer :75m south-east of the Tower. Not lighted
3	TWY edge and centre line lighting	Edge: Blue LIH Centre line: Nil
4	Secondary power supply /switch-over time	Emergency lights: gooseneck flares available within 15 mins. Full standby power available with immediate changeover time.

FSPP AD 2.16 HELICOPTER LANDING AREA

Nil specifically designated

FSPP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PRASLIN CTR From a point 04°19'28.8842"S, 055°41'41.5055"E a straight line to a point 04°22'26.1944"S, 055°45'44.4447"E; then clockwise along the arc of a circle 5 nm radius centered on 04°19'28.8842"S, 055°41'41.5055"E to a point 04°22'08.6102"S, 055°37'26.7590"E; then a straight line to a point 04°21'28.2459"S, 055°37'02.6011"E; then clockwise along the arc of a circle 5 nm radius centered on 04°18'49.6553"S, 055°41'18.0461"E to a point 04°14'01.3792"S, 055°39'50.0638"E; then a straight line to a point 04°18'49.6553"S, 055°41'18.0461"E; then a straight line to the starting point 04°19'28.8842"S, 055°41'41.5055"E.
2	Vertical limits	GND/MSL to 2 000ft MSL

2	Vertical limits	GND/MSL to 2 000ft MSL
3	Airspace classification	D
4	ATS unit call sign Language (s)	Praslin Tower (English)
5	Transition altitude	4500ft QNH
6	Minimum safe altitude	NIL

FSPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Praslin Tower	122.30 MHZ	HJ & HO btn 1500-0300 UTC	Nil
SMC	Praslin Tower	121.80MHZ	HJ & HO btn 1500-0300 UTC	Nil

FSPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (for VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	PRA	115.70MHZ	H24	04 18 26.52 **S** 055 42 25.49 **E**	337 AMSL	Nil
DME	PRA	CH104X	H24	04 18 26.39**S** 055 42 25.40**E**	337 AMSL	Nil
Remarks: Maintenance period are as follows: PRA DVOR/DME 3rd Tuesday of every month btn 0400-0800 UTC						

FSPP AD 2.20 LOCAL TRAFFIC REGULATIONS

- Nil -

FSPP AD 2.21 NOISE ABATEMENT PROCEDURES

- Nil -

FSPP AD 2.22 FLIGHT PROCEDURES

2.22.1 Radio Communication failure – Praslin aerodrome

a) Where contact has not been established with Seychelles Approach after departure from Praslin, continue to destination aerodrome, maintaining VMC and follow procedures as laid down on page AD 2.1-10, para. 2.22.3, *Radio Communications Procedures.*

b) Where contact has not been established with Praslin Tower (arriving aircraft), continue to Praslin aerodrome maintaining VMC. Proceed overhead the PRA DVOR, not below 2 500ft QNH, maintaining a vigilant look out for other inbound traffic. From overhead join the traffic pattern by making a downwind leg and land if possible within 15 minutes of the last acknowledged estimated time of arrival.

c) Where contact has previously been established with Praslin Tower (arriving aircraft) and where an aircraft had initially been cleared to a visual holding point prior to landing, it shall leave such visual holding point at the last acknowledged expected onward clearance time and comply with 1(a) and 1(b) above and land within 30 minutes.

If no onward clearance time had been given, hold at the visual holding point for at least 10 minutes before commencing the approach.

d) In the event where an inbound traffic to Praslin cannot land due to poor visibility, it shall:

- proceed to nearest suitable aerodrome and land, and
- contact Seychelles Approach Control as soon as possible.

FSPP AD 2.23 ADDITIONAL INFORMATION

- Nil -

FSPP AD 2.24 CHARTS RELATED TO PRASLIN AERODROME

- Aerodrome Chart-ICAO
- Instrument Approach Chart- ICAO VOR a (CAT A-B)
- Instrument Approach Chart- ICAO VOR b (CAT C)
- Instrument Approach Chart-ICAO VOR c (CAT A-B)
- Instrument Approach Chart-ICAO RNAV GNSS (CAT A-C)

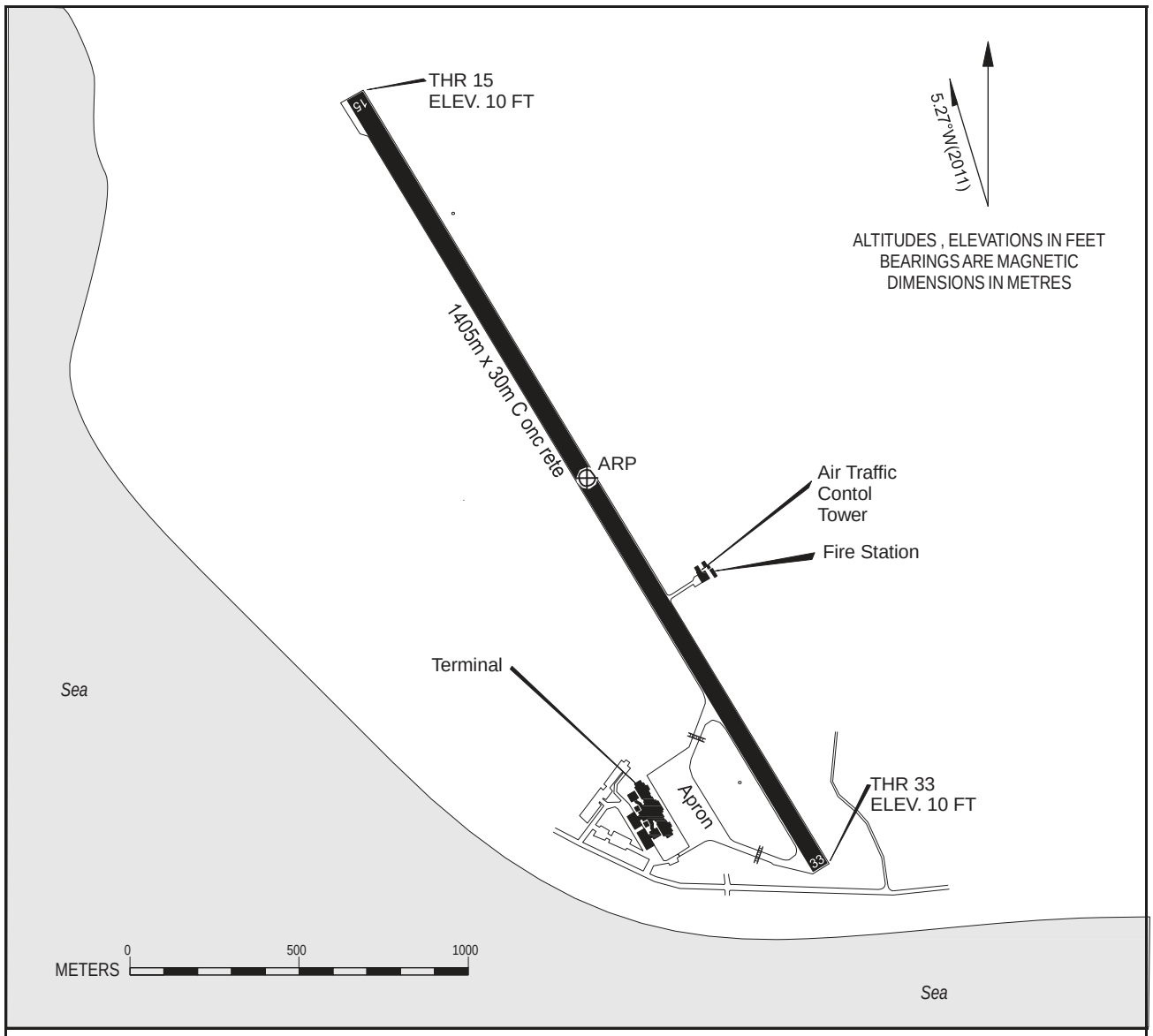
AERODROME CHART - ICAO

04°19'09.27"S 055°41'29.78"E

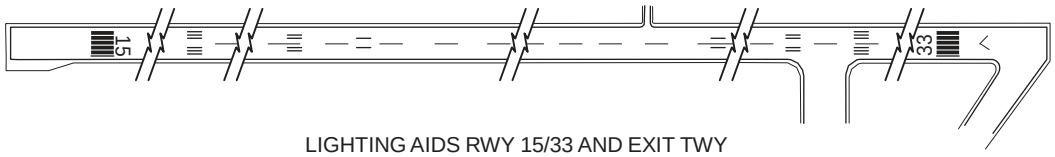
ELEV - 10 FT

APP	119.70
TWR	122.30

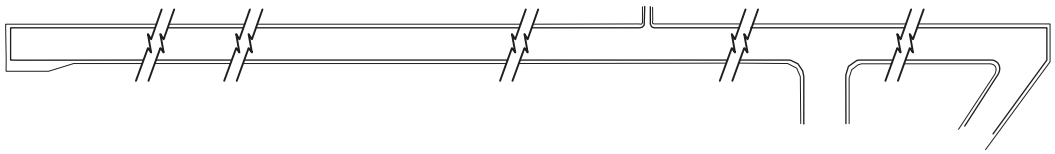
PRASLIN SEYCHELLES AERODROME



MARKING AIDS RWY 15/33 AND EXIT TWY



LIGHTING AIDS RWY 15/33 AND EXIT TWY



RWY	DIRECTION	THR	BEARING STRENGTH	DECLARED DISTANCES
15	149° GEO 154° MAG	04°18'55.40" S 055°41'21.49" E	Concrete	TAKE-OFF DISTANCE AVAILABLE REJECTED TAKE-OFF DISTANCE AVAILABLE LANDING DISTANCE AVAILABLE
33	329° GEO 334° MAG	04°19'26.65" S 055°41'40.17" E	Concrete	
HELIPORT				

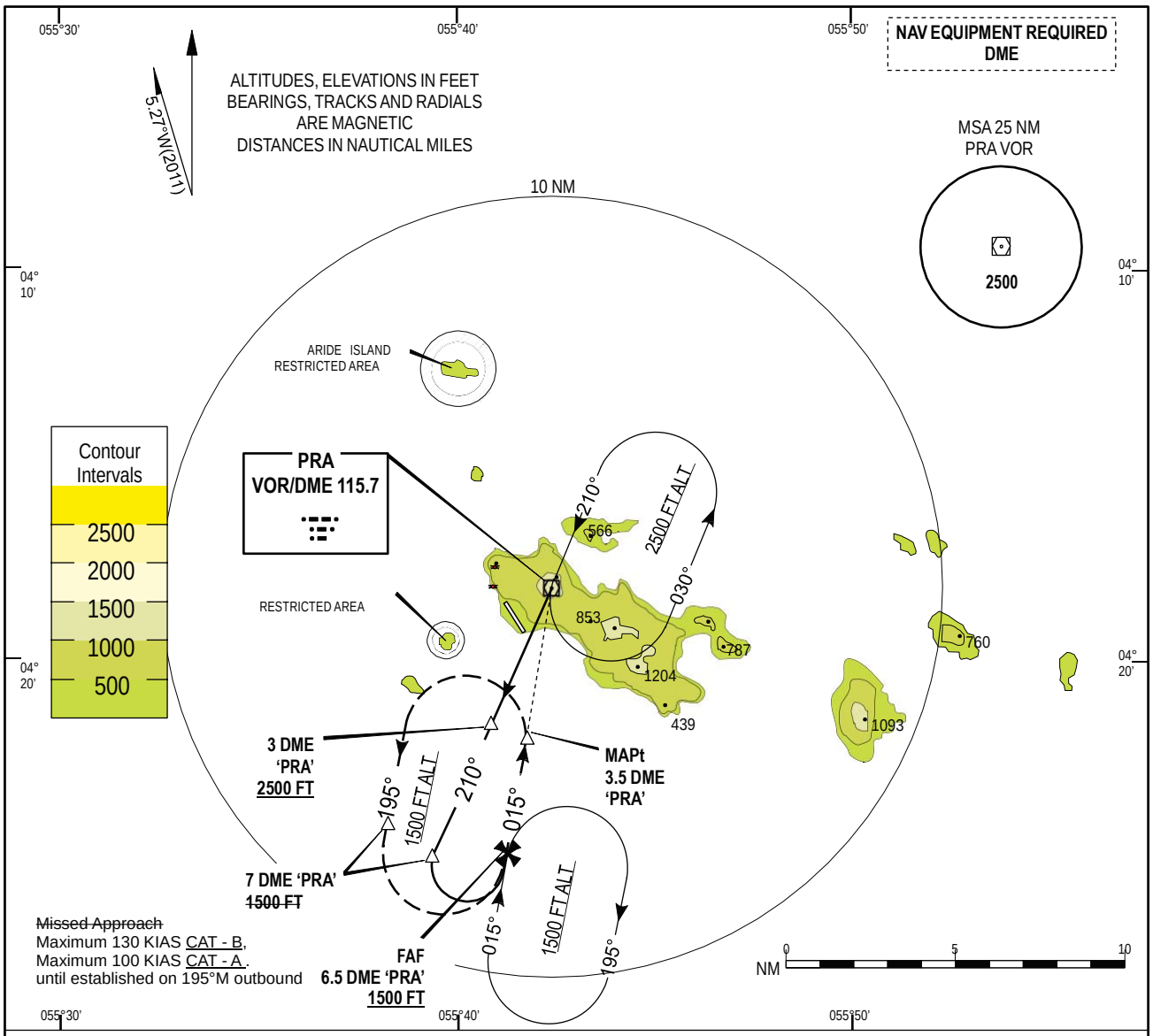
CHANGE: Redesign

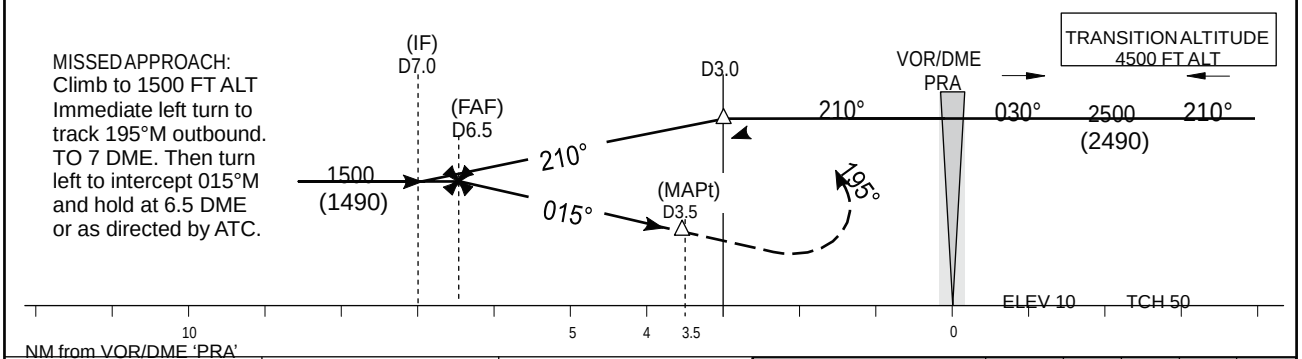
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 10 FT
HEIGHTS RELATED TO RWY THR ELEV 10 FT

APP	119.70
TWR	122.30

PRASLIN (FSPP) VOR a (CAT A - B)





OCA/H	A	B
Circling only	580 (570)	

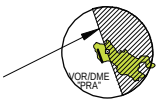
CAT B	KTS	80	100	120	160
FAF - MAPt 3 NM	MIN	2:15	1:48	1:30	1:07
Rate of descent	FT/MIN	420	530	640	850

RECOMMENDED PROFILE

Descent Gradient

Position	ALT/HGT	Position	ALT/HGT
FAF	1500 (1490)	4	
6		3	
5		2	

Circling Prohibited NE of RWY



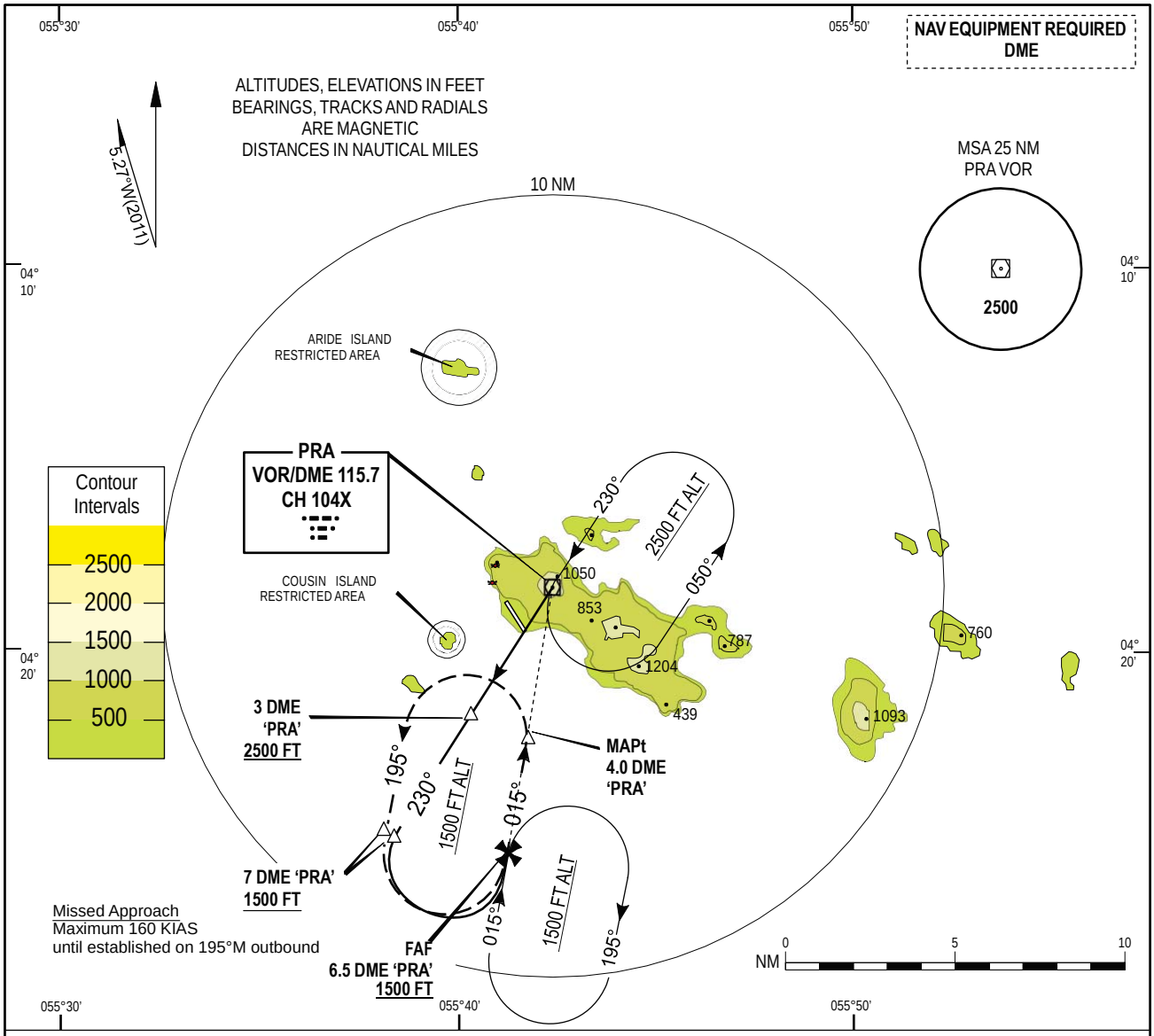
CHANGE: Redesign

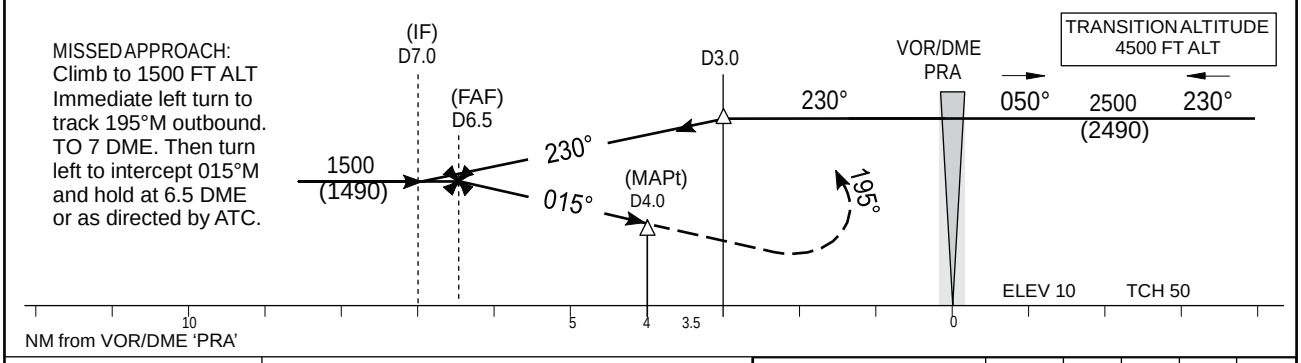
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 10 FT
HEIGHTS RELATED TO RWY THR ELEV 10 FT

APP	119.70
TWR	122.30

PRASLIN (FSPP) VOR b (CAT C)





OCA/H		C
Circling only		870 (860)

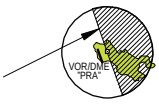
CAT C	KTS	80	100	120	160
FAF - MAPt 2.5 NM	MIN	1:52	1:30	1:15	0:56
Rate of descent	FT/MIN	420	530	640	850

RECOMMENDED PROFILE

Descent Gradient

Position	ALT/HGT	Position	ALT/HGT
FAF	1500 (1490)	4	
6		3	
5		2	

Circling Prohibited NE of RWY



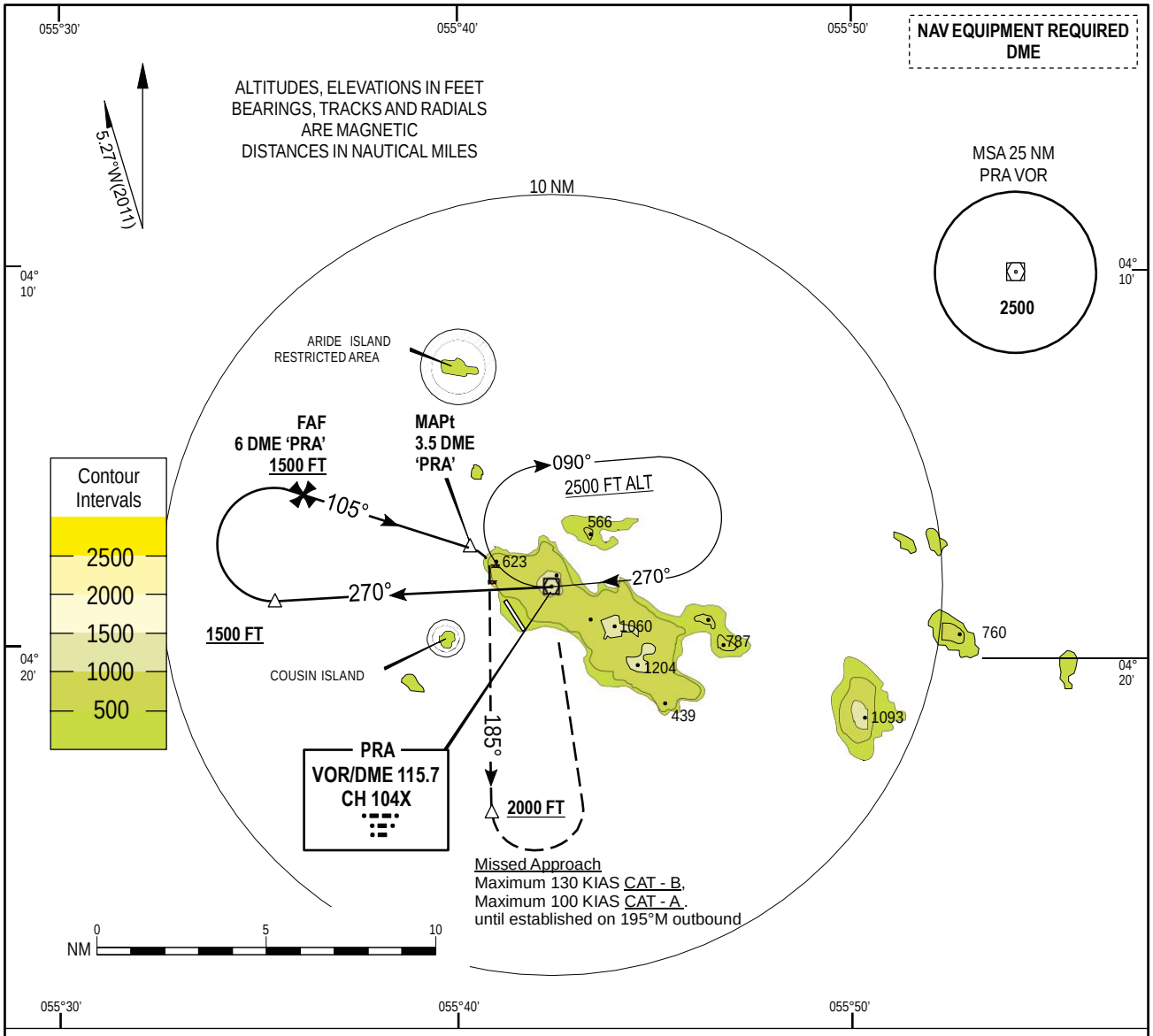
CHANGE: Redesign

INSTRUMENT APPROACH CHART - ICAO

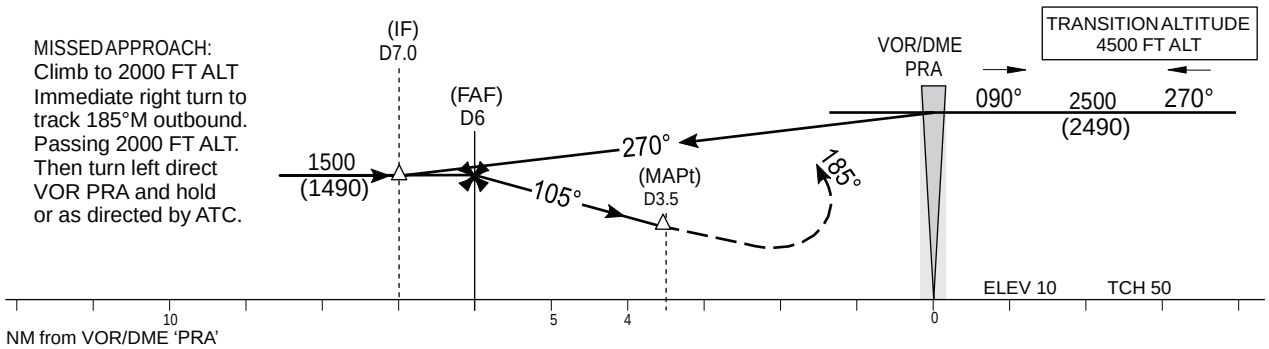
AERODROME ELEV 10 FT
HEIGHTS RELATED TO RWY THR ELEV 10 FT

APP	119.70
TWR	122.30

PRASLIN (FSPP) VOR c (CAT A - B)

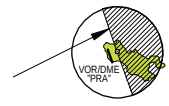


MISSED APPROACH:
Climb to 2000 FT ALT
Immediate right turn to track 185°M outbound.
Passing 2000 FT ALT.
Then turn left direct VOR PRA and hold or as directed by ATC.



OCA/H		A	B
Circling only		910 (900)	

Circling Prohibited NE of RWY



CAT B	KTS	80	100	120	160
FAF - MAPt 2.5 NM	MIN	1:52	1:30	1:15	0:56
Rate of descent	FT/MIN	420	530	640	850

RECOMMENDED PROFILE

Descent Gradient

Position	ALT/HGT	Position	ALT/HGT
FAF	1500 (1490)	4	
6		3	
5		2	

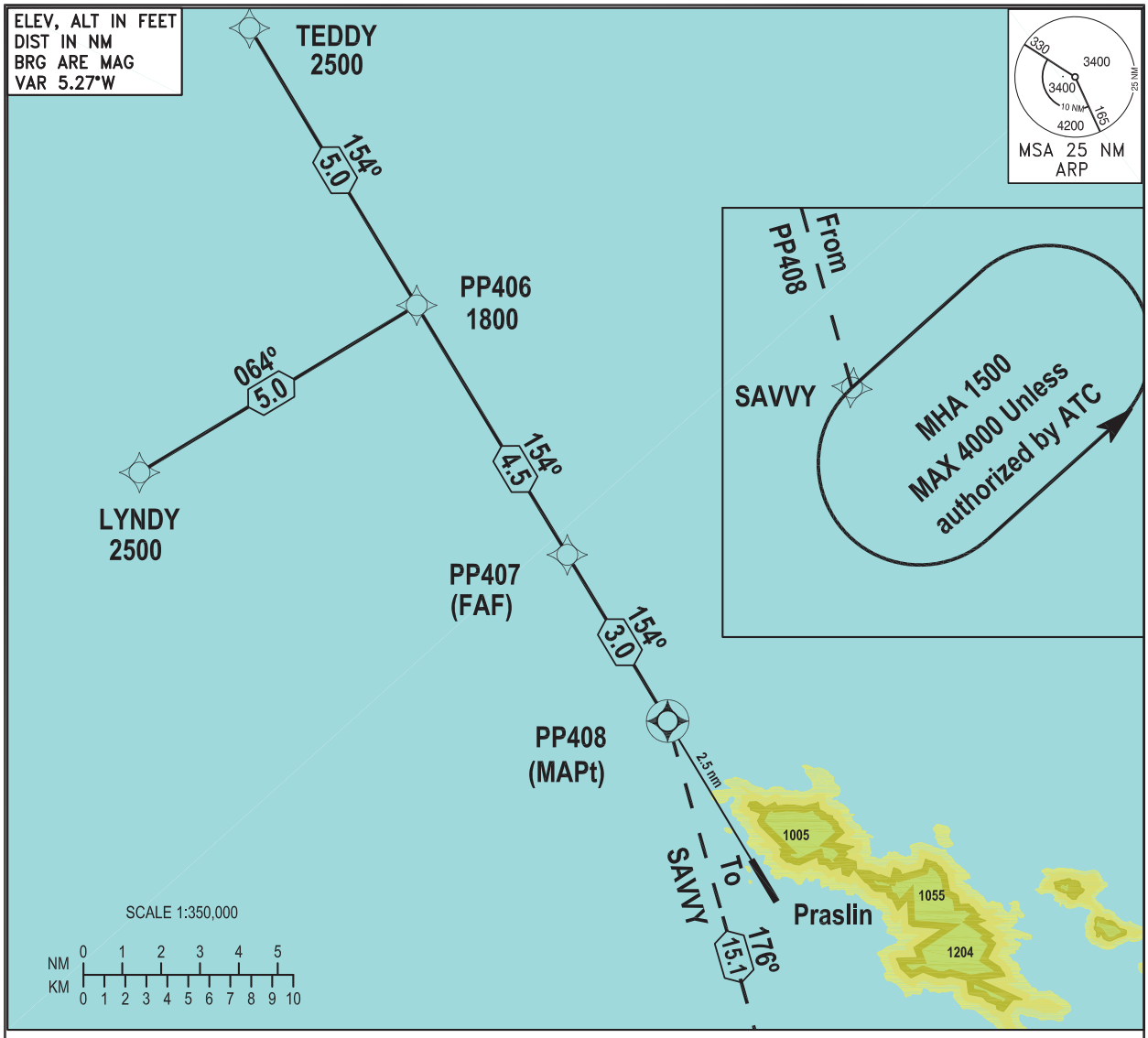
CHANGE: Redesign

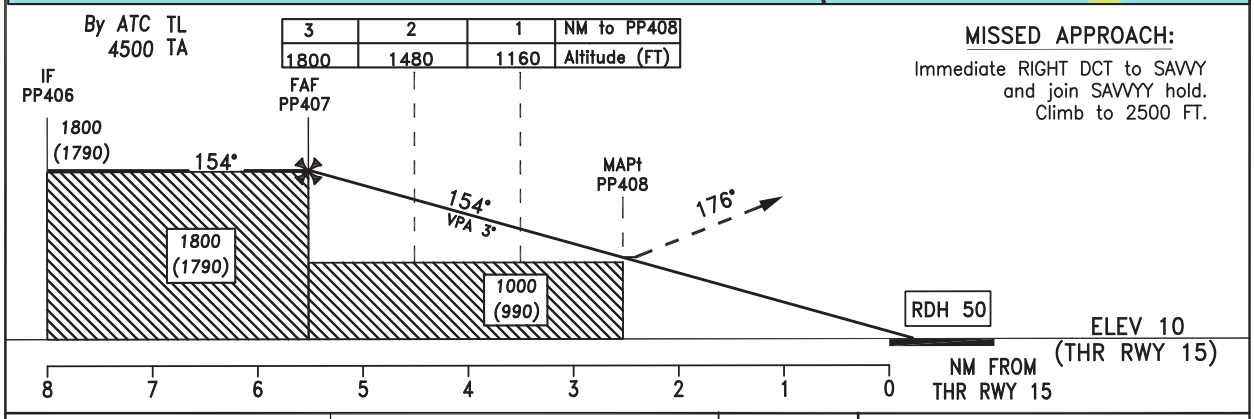
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 10 FT
HEIGHTS RELATED TO
THR RWY 15 ELEV 10

APP 119.70
TWR 118.30

Praslin
RNAV(GNSS) RWY 15
CAT A-C





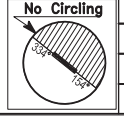
MISSED APPROACH:
Immediate RIGHT DCT to SAVVY and join SAVVYY hold. Climb to 2500 FT.

OCA(H)	A	B	C	D
Straight-in LNAV	1000(990)			N/A

1. Turbulence may be experienced
2. If visual at MAPt, intercept PAPI glide slope and continue to land

AMENDMENTS: Final Approach Profile

Circling not authorised NE of the runway centreline



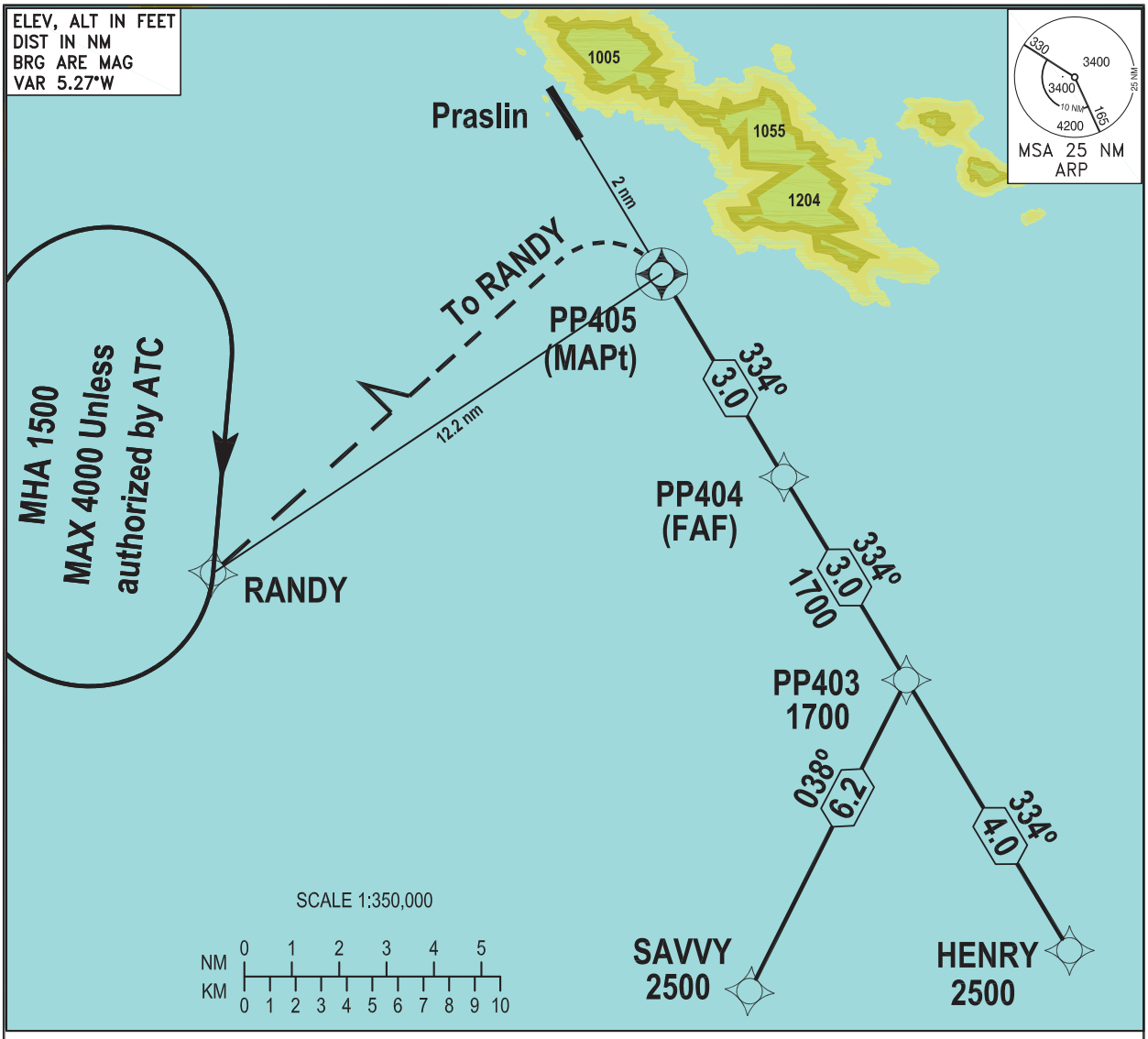
Distance from THR 15	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

INSTRUMENT APPROACH CHART–ICAO

AERODROME ELEV 10 FT
HEIGHTS RELATED TO
THR RWY 33 ELEV 10

APP 119.70
TWR 118.30

Praslin
RNAV(GNSS) RWY 33
CAT A–C

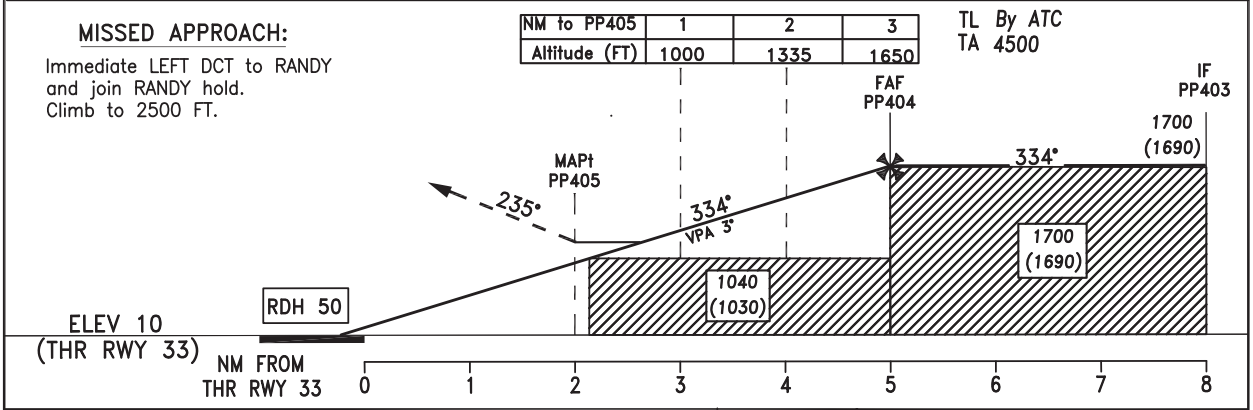


MISSED APPROACH:

Immediate LEFT DCT to RANDY and join RANDY hold. Climb to 2500 FT.

NM to PP405	1	2	3
Altitude (FT)	1000	1335	1650

TL By ATC
TA 4500

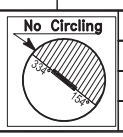


OCA(H)	A	B	C	D
Straight–in	LNAV	1040(1030)		N/A

1. Turbulence may be experienced
2. If visual at MAPt, intercept PAPI glide slope and continue to land

AMENDMENTS: Final Approach Profile

Circling not authorised NE of the runway centreline

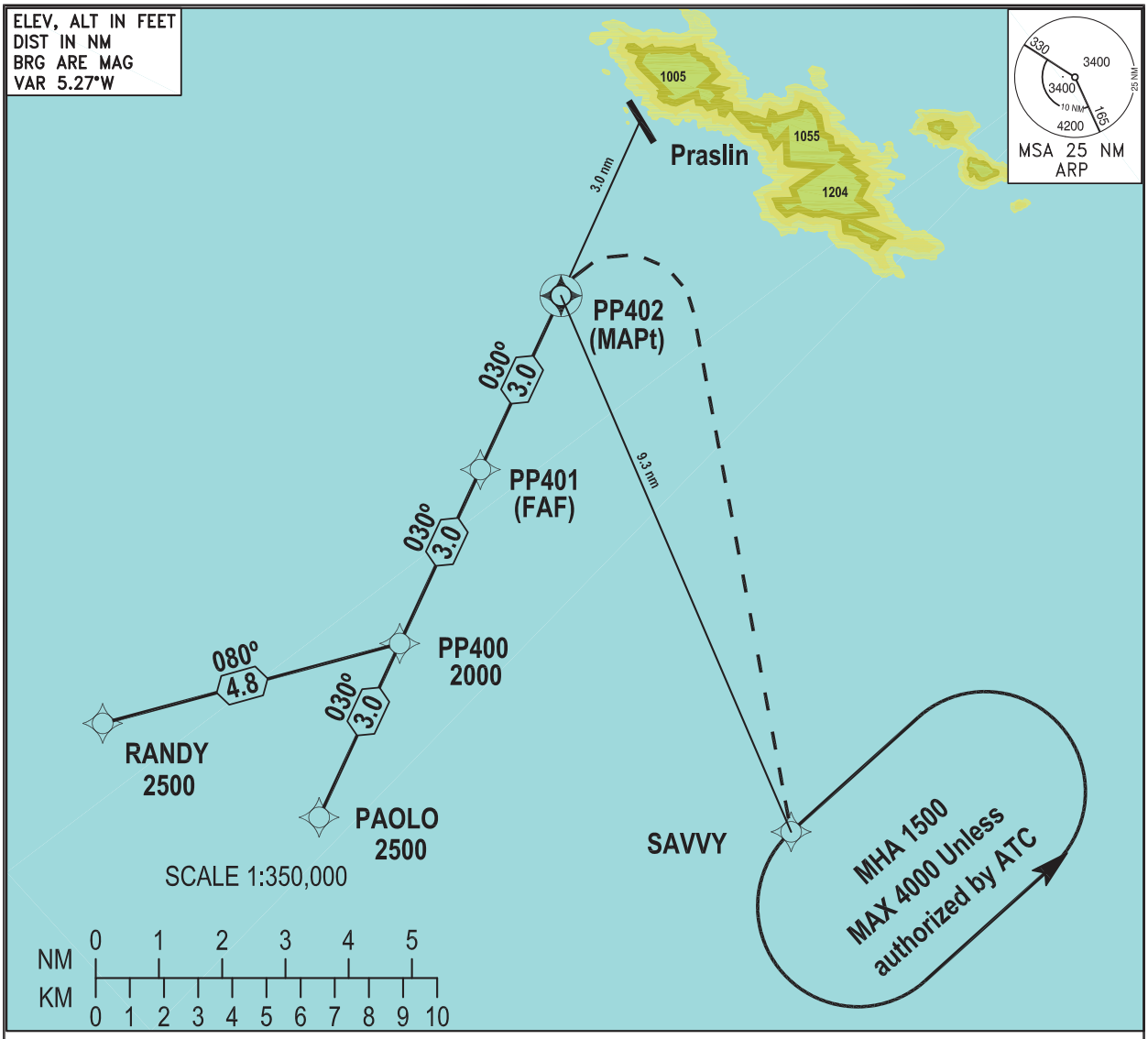


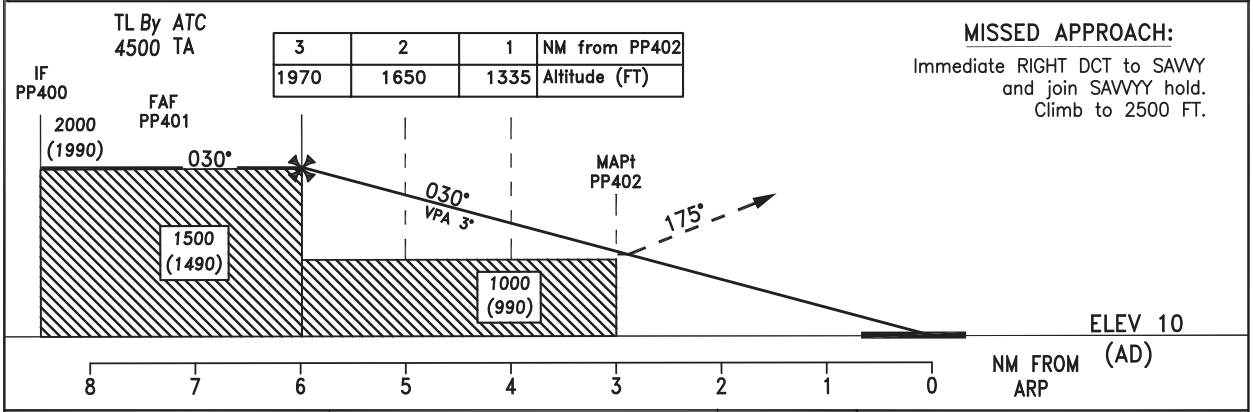
Distance from THR 33	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

INSTRUMENT AERODROME ELEV 10 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV 10

APP	119.70
TWR	118.30

Praslin
RNAV(GNSS)-a
CAT A-C



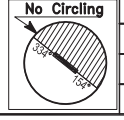


MISSED APPROACH:
Immediate RIGHT DCT to SAVVY and join SAVVYY hold. Climb to 2500 FT.

OCA(H)	A	B	C	D
Circling				
LNAV	1000(990)			N/A

1. Turbulence may be experienced
2. If visual at MAPt, circle to land on the active runway

Circling not authorised NE of the runway centreline



Distance from ARP	NM	1	2	3	4	5	6	7	8	9
Altitude	FT	380	700	1000	1335	1650	1970	2290	2610	2930
Ground Speed	KTS	80	100	120	140	160	180			
Rate of Descent (5.2%)	FT/MIN	425	530	640	740	850	955			

AMENDMENTS: Final Approach Profile