SEYCHELLES (SEZ/FSIA)

Elevation 12ft

CATEGORY B

AV brief – required.

BAV AV brief not yet available.

GENERAL

- NB special disinfection requirements out of Heathrow.
- Airfield is located at the NE end of Mahe, the largest island in the Seychelles group.
- No Radar.

Threats

CFIT

- Terrain on Mahe reaches 2,969ft asl at only 5 nm WNW.
- At 21 nm to the NW is an island with a peak to 2,467ft asl and at 25 nm to the NE is another island reaching 1,261ft asl.
- Closer in and dominating the airfield the terrain rises rapidly to 1,834ft asl at less than 1 nm to the SW of the runway centre line.
- Approach to Rwy 31 is over the sea but immediately to the right of the threshold is a hill of 203ft asl marked by four red hazard lights.
- To the left of the threshold is the rapidly rising terrain to the SW.
- Aircraft landing on Rwy 13 or taking off from Rwy 31 manoeuvre through a 2 nm wide gap formed by St Annes Island (827ft asl) and the NE point of Mahe (1,503ft asl).
- At 1.5 nm to the NNW of the Rwy 13 threshold is Cerf Island (354ft asl).
- Approach Guidance Light System chart shows well the terrain and difficulties.
- Possibility of GPWS activation if flying at the safety altitude over the terrain to the W.
- St Anne Island, 873ft, is within the circling area.

Special Considerations

- The Lido AOI warns to expect turbulence and WINDSHEAR on both approaches. For further information see the 'OM C RIM – WEATHER' paragraph below.
- Ensure appropriate MACG for chosen minima is entered in B787 OPT for landing calculation, RWY 13.
- 5 nm from the airfield and just NE of the extended CL RWY 13, is a restricted area, which should not be overflown.

CAUTION: ILS GP antenna does not provide guidance to the landing threshold. Transition to PAPI when visual (AOI 1-20). The transition is rapid and occurs on short final. The Flight directors should be switched off at this point on the approach, and briefed to be reinstated after the gear is selected up, in the event of a go-around.

WARNING: Possibility of false capture of SIA LOC RWY 31. Pilots should avoid arming the LOC prior to the IAF.

Loss of Control

- Sea birds are a problem.
- Rapid changes of wind speed, direction and turbulence often occur on approaches to both Rwys, but particularly on approach to Rwy 13.
- Expect turbulence with W winds.
- When positioning through the 2 nm gap to Rwy 13, use extreme caution, and in particular note that a strong SE wind will drift the aircraft towards the high ground of the mainland.

- Final approach to Rwy 13 is made quite close to the islands cliff face. Turbulence and down draughts must be anticipated and will vary from light to severe; the most adverse conditions being strong and gusting SW winds.
- Closer in on finals, be prepared for sudden and severe WINDSHEAR, especially when surface wind is in the sector 140° to 240° at over 15 kts (over 20 kt WINDSHEAR has been encountered with a surface speed of 15-20 kts). Strong up and down draughts often occur during these conditions on the latter stages of the approach and along the Rwy. A report of an approach to Rwy 13, in a surface wind of 160° to 190° at 10-25 kts, described severe WINDSHEAR at 100ft and severe port wing drop at 50ft agl – touchdown needed full opposite aileron.
- Approach to Rwy 31 is over water and with NW winds there can be a funnelling effect due to the two hills and other high ground adjacent to the threshold, creating down draughts and to a lesser extent, turbulence. Evidence of possible turbulence will be indicated by rough and disturbed patches of sea close to the shoreline.
- **Extreme caution should be observed during the South East Monsoon in accepting a tailwind component and landing on Rwy 31. Lulls can occur in the wind strength particularly at night. These lulls can very suddenly increase to a fresh breeze, resulting in a tail wind component exceeding limitations.**

ROUTE

A32N A350 A380 B747 B777

Not Applicable

B787

- Driftdown/Depressurisation procedures apply on routes to Seychelles. Refer to FCOM Performance Manual

ALL

ARRIVAL

Diversion Airports			
MAURITIUS	MRU/FIMP	957 nm/173°T	CAT B
NAIROBI	NBO/HKJK	1135 nm/279°T	CAT B
DAR ES SALAAM	DAR/HTDA	986 nm/261°T	CAT A
Mombasa	MBA/HKMO	955 nm/272°T	CAT A

Approach – RNAV (RNP) Z 13 (AR)

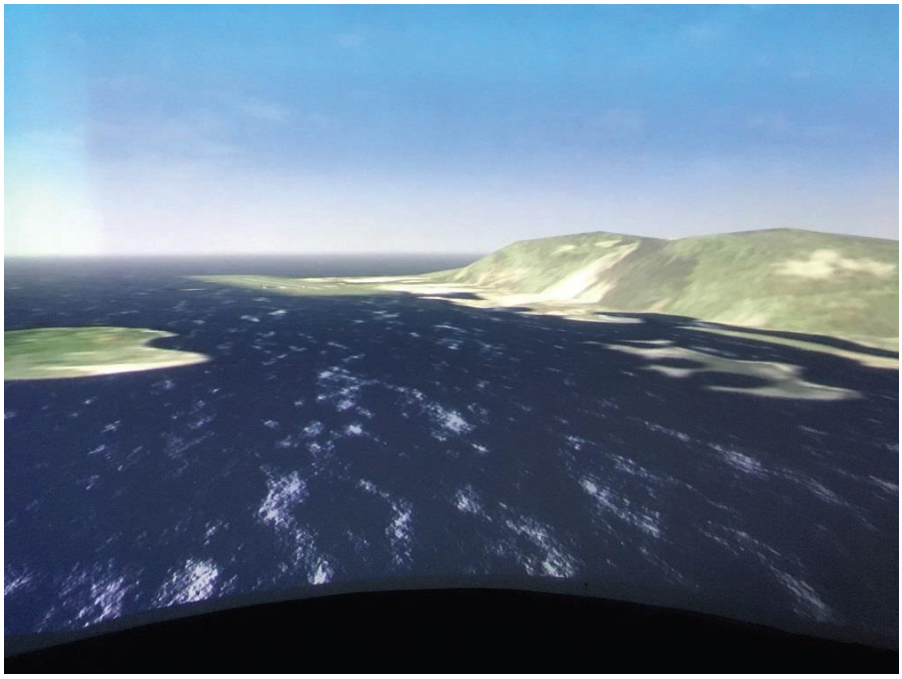
- Boeing – Refer to FCOM SP.4 Automatic Flight
- RNV (AR) RWY 13 – The aircraft must be fully configured & Stabilised at final approach speed for landing, by FREDY.
- In the event of requiring to fly the Windshear Escape Manoeuvre whilst on the RF Leg after FS400, ensure turn is continued, LNAV is engaged and lateral guidance is followed to keep clear of terrain.

Approach – RNAV (GNSS) X 13

- This approach is available as an alternative in event that RNP-AR not available. However, unless overriding reasons exist, the RNP-AR 13 is the preferred approach.
- This approach requires a visual side-step manoeuvre to line up with runway 13 (this is implied by comment “Straight-in Not authorized” in minima box). The following advice is given:
    - The approach should ideally be flown using autopilot. Crews are free to choose whether to conduct the visual manoeuvring portion with or without the autopilot, provided this is pre-briefed.
    - Once inside 3 miles of OLIVA and in visual conditions, it is permissible to manoeuvre to establish on the extended centre line.
    - When visual (at any point after OLIVA-3 nm within 3 nm of OLIVA) fly a track of 180 degrees to intercept the runway centreline and reduce rate of descent by circa 200 FPM (as required to around 500 FPM) to maintain vertical profile. Consider HDG SEL and V/S.
    - Look to acquire the offset PAPIs which provide the most accurate vertical guidance and then increase RoD to desired approach path.
    - The approach should ideally be flown using autopilot. Crews are free to choose whether to conduct the visual manoeuvring portion with or without the autopilot, provided this is pre-briefed.

The following photograph shows terrain and runway orientation relative to a 3-nm range ring around OLIVA:

The following photograph shows the visual aspect when approaching position OLIVA on RNAV X 13:



GROUND

- Runway may be blocked during the hours of darkness between aircraft movements.
- Both runway thresholds are considerably displaced.

BAV Crew Report
• *Departing Rwy 31, cleared to enter and backtrack to exit at C hold short at D, but there is no mention of these taxiways on the chart. On reaching the end there is in fact the little loop off to the right and there are very poor non standard signs showing D, but not one for C.*

Parking

CAUTION: Stands 1, 3, 5, 6 equipped with AGNIS and an additional orange light. When lit, the aircraft is just 5m from final parking position.

DEPARTURE

- CARD and Performance Manual (OPT, B787) give details of performance restrictions on take-off RWY 31.
- Consider delaying pushback request until the Final Loadsheet has been received to avoid blocking the apron. In any case, do not enter Rwy 13/31 for backtrack until the Final Loadsheet has been received.

WEATHER

- Weather tends to be variable throughout the year. The South East Monsoon prevails from May to September, with winds from SE to SW at 15–20 kts.

- Island is frequently obscured by cloud forming on the high ground, but in the vicinity of the aerodrome expect 4/8 SCu at 1,300ft to 1,500ft with visibility better than 20 km, sometimes reducing to 10 km in haze.
- September to May is the North West Monsoon, and is the wet season with heaviest rainfall during December to February.
- Weather consists of low and medium stratified cloud with embedded Cu or Cb. Cloudbase of 1,000ft, often with steady rain.
- Apart from precipitation, visibility is usually good.
- Many periods of fair weather with scattered SCu at 1,200ft.
- Winds are NW and fairly light.

OPERATIONAL INFORMATION

Handling Agent	AIR SEYCHELLES (HM)
Handling Agent VHF	121.7
Potable Water	Not Assessed