

SEYCHELLES STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	The air services liberalization process is being undertaken bilaterally, integrating some of the major elements of the YD, including multi-designation as well as liberal arrangements for capacity and traffic rights, on a case by case basis. The air services liberalization process is being undertaken bilaterally, integrating some of the major elements of the YD, including multi-designation as well as liberal arrangements for capacity and traffic rights, on a case by case basis.
	Revise ASAs to alleviate capacity restrictions	
Charges	Implement ICAO policies on user charges	Seychelles seeks to comply with ICAO Doc 9082, although there is some intervention from the Government to put in place some 'taxation' types of fees for passengers which is remitted to Government.
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
	Encourage cooperation among competition authorities	Seychelles is for a freely competitive market place for air operators.
	Participate in ICAO Air Transport Symposium (IATS), March 2016	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Implement air transport operators cooperation through code share/alliances.	
	Support development by ICAO of connectivity indicator Implement essential services schemes	Discussions are ongoing with the tourism authority and the statistical body in Seychelles for the implementation of the ESTDR. The need to put in place such a system was raised in 2005 in a draft airtransport policy document. The SCAA will seek to push forward this project in partnership with stakeholders in order to attain some success.
Consumer protection	Associate consumer representative organizations Adhere to Montreal Convention, 1999	
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	Seychelles is for consumer protection initiative. Capacity building requirement is needed in this area in order to concretize activities in this sphere. Guidance from ICAO will be useful.
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	National efforts geared to improve synergy is ongoing particularly between civil aviation, tourism, trade, investment bodies.
Data and analysis	Share data and analysis	
	Share customized traffic and cargo forecasts	
	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	Seychelles has submitted its documents. Declarations for the Cape Town Convention is pending. Capacity building in this sphere is much needed in order to complete the process and ensure full implementation in national legislation.
	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	Major capital development has been done and other works are ongoing in our efforts to continue to enhance infrastructural capacity. More infrastructural developments have been planned and designed for the future as per the Seychelles International Airport Master Plan. Various financing options are being considered to meet this requirement.
	Provide sufficient infrastructure to accommodate growth	As an island state, other islands are easily accessible by air and ferry for the traveling public. Land transport requirement by road to/from the airport will need to be adjusted to cater for future growth. Seychelles international Airport enjoys today a recently expanded and upgraded Cargo Terminal which is able to cater to the growing need of the trade, including all regulatory requirement as well as other needs for cold and dry storage. Cargo needs for the future has been taken into consideration as part of the Seychelles International Airport Master Plan.
	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services Align Air Services Agreements (ASAs) with YD	The air services liberalization process is being undertaken bilaterally, integrating some of the major elements of the YD, including multi-designation as well as liberal arrangements for capacity and traffic rights, on a case by case basis.
	Implement Yamoussoukro Decision (YD) framework	
		Seychelles is signatory to the YD.

Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	
	Establish mechanisms to ensure sustainable funding of safety oversight functions	
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
	Develop and implement Regulated Agent and Known Consignor's programmes	
	Establish mechanisms to ensure the sustainable funding of security oversight functions	
	Implement electronic visas	Seychelles is free of any stringent rules for visa. Visitors obtain visa upon arrival as long as they meet the normal conditions for entry.
	Eliminate non-physical barriers between States	Framework in place includes National Aviation Security Committee and a Facilitation Committee. The Airlines Operators Committee also discusses facilitation concerns from an airlines perspective and is attended by a number of airport stakeholders. Seychelles is free of any stringent rules for visa. Visitors obtain visa upon arrival as long as they meet the normal conditions for entry. Challenges are felt in catering for novel requirements such as Health Clearance desk for Ebola and any new requirement that may come up for the future.
Taxation	Avoid imposing discriminatory levies on air transport	
	Implement ICAO policies on taxation	Seychelles generally seeks to pursue Double Taxation Avoidance Agreements with the aim to alleviate tax burdens with respect to international operators.
	Assess economic impact of excessive taxation	
Training	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	Seychelles supports the initiative for gender balance and to develop more capacity and will seek to secure participation in the HRDF.
	Use ICAO air cargo-specific training, including dangerous goods	