



**Number: FCL LD- 2014/01**

**Issue: 3**

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## **Validation of Non-Seychelles licenses issued by States other than the Seychelles**

**This Licensing Directive contains information that is intended for mandatory compliance.**

Recipients are asked to ensure that this Licensing Directive is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

**Applicability:** All Flight Crew License Holders

### **1. Introduction**

1.1. The Civil Aviation (Safety) Regulations, 2017 requires a flight crew to hold a licence granted by the Authority or rendered valid through a validation process, foreign licences to fly Seychelles registered aircraft for any purposes.

*“15. (2) Subject to this regulation, a person shall not act as a member of the flight crew of a Seychelles registered aircraft unless he is the holder of an appropriate valid licence granted or rendered valid by the Authority.”*

1.2 The Civil Aviation (Safety) Regulations, 2017 makes provision for the validation of foreign licences as follows:

*“20. (1) The Authority may issue a certificate of validation rendering valid for the purposes of Part 5 any license or certificate granted under the law of any Contracting State other than Seychelles.*

*(2) Notwithstanding paragraph (1), the Authority shall render valid only licences and certificates that have been issued in accordance with Annex 1 to the Convention.”*

1.3 This Licensing Directive details the requirements for validating non-Seychelles Licences in accordance with the Seychelles personnel licensing requirements.

### **2. Recognition of EASA Part-FCL Licenses**

2.1 By virtue of the Seychelles Civil Aviation Authority adopting by direct reference EASA Part-FCL, all licences and certificates issued according to that standard shall be recognised by the Authority.

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**3. Privileges**

- 3.1 When a validation of a licence is issued by the Authority, the validated licence has the same privileges as the equivalent Seychelles Part-FCL licence.

**4. Validation General Requirements**

- 4.1 The general requirements that apply are:

- (a) the State of issue must be a Contracting State.
- (b) the licence to be validated must be compliant with ICAO Annex 1;
- (c) the period of validation shall not exceed one year;
- (d) no repeat validations are allowed;
- (e) a validation can be extended once only, in order to allow a reasonable time for the pilot to obtain a Seychelles Part licence. The extension will only be given if the pilot concerned has commenced training for a Seychelles Part FCL licence. The period of the extension will not be excessive, taking into account the requirements to be complied with to be granted a Seychelles Part FCL licence.

**5. Validation of Pilot licences for commercial air transport and other commercial activities**

- 5.1 In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:

- (a) complete, a licensing skill test in accordance with Appendix 9 to Part FCL equivalent to the issue of type or class rating being applied for;
- (b) demonstrate that he/she has acquired knowledge of the following in accordance with published Learning Objectives:
  - (i) 010 - Air Law
  - (ii) 100 - Commercial Air Transport;
- (c) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055; and
- (d) hold a valid Class 1 medical certificate, issued in accordance with Part-MED.
- (e) in the case of aeroplanes, comply with the experience requirements set out in the table at Appendix 1.
- (f) in the case of helicopters, comply with the experience requirements set out in the table at Appendix 2.

**6. Validation of Pilot licences for non-commercial activities with an instrument rating**

- 6.1 In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 to Part-FCL;
  - (b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
  - (c) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055;
  - (d) hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) have a minimum experience of at least 100 hours of instrument flight time as pilot-in-command in the relevant category of aircraft.

**7. Validation of Pilot licences for non-commercial activities without an instrument rating**

- 7.1 In the case of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
- (a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;
  - (b) pass the PPL skill test as set out in Part-FCL;
  - (c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;
  - (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

**8. Validation of pilot licences for specific tasks of limited duration**

- 8.1 Notwithstanding the provisions of the paragraphs above, in the case of specific tasks of limited duration, or manufacturer flights, the Authority may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for limited duration, not exceeding 12 months in each instance. Examples of such tasks are: instruction flights for initial entry into service; demonstration flights; ferry flights; test flights and licence revalidation or renewal training and examination, subject to the following requirements:

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- (a) the applicant holds an appropriate licence, medical certificate and associated ratings or qualifications issued in accordance with ICAO Annex 1 to the Chicago Convention;
  - (b) the applicant is employed, directly or indirectly, by an aeroplane/helicopter manufacturer, or Seychelles AOC holder. In either case, the privileges of the Validation Certificate holder shall be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, flight demonstrations, test flights and licence revalidation or renewal training and examination;
  - (c) A suitably qualified Seychelles pilot licence holder is not available for the duration of the task.

## 9. Applications

Applicants shall complete Application Form SR FCL 1118 and submit to:

Personnel Licensing Officer  
Personnel Licensing Office  
Safety Regulation Division  
Seychelles Civil Aviation Authority  
P.O Box 181  
Mahe  
Seychelles  
Email: [PLO@scaa.sc](mailto:PLO@scaa.sc)  
Fax: 4384269

## 10. Queries

- 10.1 Any queries as a result of this Licensing Directive should be addressed to Head of Flight Operations and Flight Crew Licensing Inspectorate at the following e-mail address: [hfo@scaa.sc](mailto:hfo@scaa.sc)

## 11. Cancellation

*FCL LD 2014/01 Issue 2*

Head Flight Operations and Flight Crew Licensing Inspectorate

**APPENDIX 1- AEROPLANE EXPERIENCE REQUIREMENTS**

<b>Ref.</b>	<b>Licence held</b>	<b>Total flying hours experience</b>	<b>Privileges</b>
	(1)	(2)	(3)
(a)	ATPL(A)	>1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC
(b)	ATPL(A) or CPL(A)/IR*	>1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot
(c)	CPL(A)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC
(d)	CPL(A)/IR	>1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to Part-OPS
(e)	ATPL(A), CPLA(A)/IR, CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport
(f)	CPL(A)	>1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC

\* CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

In Table: > means "more than";  
 < means "less than";  
 ≥ means "at least".

**APPENDIX 2- HELICOPTER EXPERIENCE REQUIREMENTS**

Ref.	Licence held	Total flying hours experience	Privileges
	(1)	(2)	(3)
(a)	ATPL(H) valid IR	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations
(b)	ATPL(H) no IR privileges	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations
(c)	ATPL(H) valid IR	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations
(d)	ATPL(H) no IR privileges	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations
(e)	CPL(H)/IR*	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot
(f)	CPL(H)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC
(g)	ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	>700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport

\* CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level theoretical knowledge before acceptance.

In Table: > means "more than";  
 < means "less than";  
 ≥ means "at least".