

Implementation of Airworthiness Technical Standards in the Seychelles

1 Introduction

Under the provisions of Civil Aviation Act, 2005 the Minister of Transport and Tourism has promulgated the Civil Aviation (Civil Aviation Directives) Regulation 2005. This Regulation provides a legal basis for the adoption of national or international aviation standards to be applied in the Seychelles. These standards also provide the basis for the Seychelles compliance with ICAO standards and recommended practices detailed in the Annexes to the ICAO Convention.

This Airworthiness Notice provides information on the international standards relating to the certification and continuing airworthiness of civil aircraft that have been adopted by the Seychelles Civil Aviation Authority (SCAA).

2 General

2.1 Policy

It is the policy of the SCAA to ensure that the standards applicable to the certification and continuing airworthiness of aircraft registered in the Seychelles comply with ICAO standards and reflect international best practice. Where international standards have been adopted this is by direct reference to the standard.

When adopting an international standard, the SCAA may identify certain provisions in such a standard that will not apply in the Seychelles. In such cases the SCAA will identify the non applicable provisions as “an exception” to be notified to owners, operators and industry. The SCAA will publish the alternate provisions that will apply in the Seychelles where necessary.

The provisions that do not apply in the Seychelles are usually associated with administrative arrangements in the State that promulgated the standard and do not conflict with the technical requirements for compliance with ICAO standards.

2.2 Responsibilities of the SCAA

2.2.1 Standards adopted from the European Aviation Safety Agency Regulations

The SCAA has adopted technical standards that derive from Regulations applicable in the European Community (EC) Member States. These technical standards are published as annexes to a specific Regulation and the standards assign regulatory responsibilities to

the EC Member States (competent authorities) and the European Aviation Safety Agency (EASA).

When directly applying these technical standards in the Seychelles in respect of applications for approvals from Seychelles organisations and certifications relating to Seychelles registered aircraft, the SCAA is the de-facto “competent authority” and “Agency” where these responsibilities are so specified in the standards.

Note: References to EU/EC regulation used within the adopted technical standards (i.e. Regulation (EC) No 1008/2008 and etc) shall be interpreting under relevant provisions provided in the Seychelles Civil Aviation (Safety) Regulations, 2017

2.2.2 Standards adopted from other foreign Regulations

None applicable at this time.

3 Civil Aviation Directives and adopted technical standards

The following tables list the current airworthiness Civil Aviation Directives together with the adopted technical standards, exceptions to the standards and, where applicable, the alternative provisions that apply in the Seychelles.

Civil Aviation Directive		SCAA CAD-AIRW/7-1
Standard	Part 21 – Certification of aircraft and related products, parts and appliances, and of design and production organisations	
Exceptions	Description	Alternative provisions
Subpart B	Type certificates	In addition to the requirements in Subpart B the SCAA current policy for the acceptance of aircraft certification standards is specified in Airworthiness Notice No 6
21A.95 (a)	Classification and approval of minor changes to type design by the Agency	The SCAA will classify and approve minor changes. Refer to Airworthiness Notice #20.
21A.174 (b) 3 (i) 21A.181 (a)	Airworthiness review in accordance with Part M Certificate of Airworthiness of unlimited duration Inspections in accordance with Part M	The SCAA do not apply the airworthiness review process which is a provision associated with the validation of a non-expiring Certificate of Airworthiness. The alternate provisions in the Seychelles are specified in Airworthiness Notice No 12, issue of a Certificate of Airworthiness and Airworthiness Notice No 16, renewal of a Certificate of Airworthiness.
21.A.179 and 21.A.209	Transferability and re-issuance within Member States	These requirements do not apply.
21A.435	Classification and approval of repairs by the Agency.	The SCAA will classify and approve minor changes. Refer to Airworthiness Notice #20.
Subpart P	Permit to Fly	This requirement does not apply. The requirements for the issue of a Permit to Fly to Seychelles registered aircraft are specified in Airworthiness Notice No 13

Table 1

Civil Aviation Directive		SCAA CAD-AIRW/10
Standard	Part M – Continuing airworthiness of aircraft and components	
Exceptions	Description	Alternative provisions
M.A.606 (g) M.A.607	Certifying staff qualified in accordance with the requirements of Part 66	For Certifying Staff, the SCAA will issue a Seychelles Aircraft Maintenance Licence to Part 66 Licence holder. The SCAA will validate licences issued by foreign States regulatory authorities other than EC Member States. The requirements for the issue of a Seychelles Aircraft Maintenance Licence are specified in the Airworthiness Notice No 2.
M.A.707 M.A.710Subpart I M.A.901 M.A.902 M.A.903 M.A.904	Airworthiness review staff Airworthiness review Airworthiness review certificate	The SCAA does not apply the airworthiness review process which is a provision associated with the validation of a non-expiring Certificate of Airworthiness. The alternate provisions in the Seychelles are specified in Airworthiness Notice No 12, issue of a Certificate of Airworthiness and Airworthiness Notice No 16, renewal of a Certificate of Airworthiness.
M.B.104 (d) 2 and 3	Retention period for airworthiness review certificates	Not applicable. No alternative provisions required.
M.B.302	Exemptions	Not applicable. Exemptions to Seychelles Regulations are issued pursuant to regulation 98 of the Civil Aviation (Safety) Regulations, 2017. Detailed requirements are specified in the Airworthiness Notice #33.
M.B.601	Location in other Member States	Not applicable.

Table 2

Civil Aviation Directive		SCAA CAD-AIRW/11
Standard	Part 145 – Maintenance Organisation Approval	
Exceptions	Description	Alternative provisions
145.A.30 (g) 145.A.30 (h) 145.A.30 (j)	Certifying staff qualified in accordance with the requirements of Part 66	For Certifying Staff, the SCAA will issue a Seychelles Aircraft Maintenance Licence to Part 66 Licence holder. The SCAA will validate licences issued by foreign States regulatory authorities other than EC Member States. The requirements for the issue of a Seychelles Aircraft Maintenance Licence are specified in the Airworthiness Notice No 2.
145.B.60	Exemptions	Not applicable. Exemptions to Seychelles Regulations are issued pursuant to regulation 98 of the Civil Aviation (Safety) Regulations, 2017. Detailed requirements are specified in the Airworthiness Notice #33.

Table 3

Civil Aviation Directive		SCAA CAD-AIRW/10(Vc)
Standard	Part CAMO – Continuing Airworthiness Management Organisation	
Exceptions	Description	Alternative provisions
CAMO.A.105	Clarification regarding the Competent authority	This requirement does not apply. Refer to item 2.2.1 of this Notice.
CAMO.A.125(f)	Permit to fly	This requirement does not apply. The requirements for the issue of a Permit to Fly to Seychelles registered aircraft are specified in Airworthiness Notice No 13
CAMO.A.310 CAMO.A.320	Airworthiness review staff qualifications	The SCAA does not apply the airworthiness review process and use the Certificate of Maintenance Review as per Airworthiness Notice No 8. As mentioned notice does not specified the qualification requirement for the staff authorized for the issue of CMR, the provisions of CAMO.A.310 are applicable for the mentioned staff.
Section B	Authority requirements	This section is not applicable to the SCAA. The safety oversight functions related are managing by the SCAA's internal technical procedures.

Table 4

4 Notice revision

This Notice becomes effective from the date of issue and supersedes Airworthiness Notice No. 15 issue 3, which should be destroyed.