AIRWORTHINESS NOTICE

No 2

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Aircraft Maintenance Engineer Licensing

1 Introduction

The Civil Aviation Directive SCAA CAD-PEL/16-1 incorporates Annex III (Part 66) to the European Commission Regulation (EC) 1321/2014 of 26 November 2014, as amended, as the technical standard applicable in the Seychelles for the issue, of an aircraft maintenance personnel licence.

This airworthiness notice sets out to introduce the revised SCAA requirements and procedures for the issue, renewal and amendment of Aircraft Maintenance Engineer Licences and Validation Certificates in Seychelles.

2 Procedures and policy

2.1 The recognition of EASA Part 66 licences

A Seychelles licence will be issued to any applicant holding an EASA Part 66 licence subject to a successful written examination in Seychelles Air Law and satisfactory evidence of work experience in an approved aircraft maintenance organisation. The licence will include all ratings and limitations as issued within the validity the EASA Part 66 licence.

The Seychelles licence will be valid for two years subject to the EASA Part 66 licence remaining valid within that period.

The procedure for the endorsement of a Type Rating to the Seychelles licence is identical to that required for an EASA Part 66 licence, except for Part 66.A.45(c) which shall comply to section 3.5 of this notice. The licence holder will be required to demonstrate that he has attended an appropriate Type Training course acceptable to the SCAA.

The SCAA may consider removing or modifying the limitations on the licence subject to a satisfactory demonstration of additional work experience and training. These modified limitations will be identified on the Seychelles licence and will not affect those limitations on the EASA Part 66 licence; those modified limitations will be applicable only for the certification of maintenance on Seychelles registered aircraft.

2.2 The validation of other ICAO licences

A Seychelles validation certificate will be issued to applicants holding an ICAO licence other than an EASA Part 66 licence. The applicant will be required to attend a written examination in Seychelles Air Law, following satisfactory work experience in an approved aircraft maintenance organisation.

The Seychelles validation certificate will be valid for a period of six months, subject to the validated licence remaining current within that period.

2.3 The conversion of previous Seychelles licences

Provisions for the conversion will be made for applicants holding a Seychelles licence issued prior to the date of entry into force of the SCAA Directive, subject to a review of qualifications and continued experience in aircraft maintenance activity within the last 24 months preceding the application for conversion.

The conversion may apply to Seychelles licences which were issued on the basis of a validation of an ICAO licence other than an EASA Part 66 licence, subject to the licence holder working in the controlled environment of an approved maintenance organisation.

3 Requirements for issue of a licence or a validation certificate

3.1 Definitions

Validation certificate is the document issued by the Authority as a result of the validation of an aircraft maintenance engineer licence.

Validation means the rendering of a licence issued by or under the requirements of an ICAO Contracting State, valid within the jurisdiction of the Authority.

Medical Deficiency means a specific inability to meet the medical standards associated with the aircraft maintenance engineer's licence.

ICAO Contracting State means any foreign contracting State to the Chicago Convention.

3.2 Licence Categories

The categories that may be issued on the Seychelles licence are;

Category A – Line maintenance certifying mechanic

The Category A licence is a mechanical based licence for minor scheduled line maintenance and simple defect rectification.

Category B1 – Maintenance certifying technician – Mechanical

The B1 licence is a mechanical based licence for line maintenance, including aircraft structure, power plants and mechanical and electrical systems. A Category B1 licence holder also has a role in base maintenance in supporting the Category C certifier who is the final CRS/SMI signatory.

Category B2 – Maintenance certifying technician – Avionic

The B2 licence is an avionic based licence for line maintenance on avionic systems. A Category B2 licence holder also has a role in base maintenance in supporting the Category C certifier who is the final CRS signatory. The B2 licence broadly covers the following areas:

- Instrument Systems
- Automatic Pilot Systems (fixed and rotary wing), including Auto-throttle and Auto-land Systems
- Radio Communication, Navigation and Radar Systems
- Electrical Power Generation and Distribution to Avionic Systems

Category C – Base maintenance certifying engineer

The Category C licence certifier will act primarily in a maintenance management role controlling the progress of aircraft maintenance work. A Category C licence alone does not permit the holder to act as a B1 or B2 certifier.

3.3 Application for Licence, Validation Certificate and Rating

Each application for the grant of an aircraft maintenance engineer licence, additional licence category or rating, or a validation certificate shall be made on SCAA AIR FORM 19 with the payment of the appropriate application fee.

The application shall include:

The full name and address of the applicant; and

a) Such other particulars relating to the applicant that may be required by the Authority and indicated on the application form; and
b) Evidence of experience relevant to the application in the format provided in Appendix I of SCAA Air Form 19; and
c) Evidence of any training required for the issue of the licence, validation certificate or rating; and
d) Evidence of holding a current EASA Part 66 licence or a licence issued by an ICAO Contracting State.

3.4 Eligibility requirements for issue of a Licence or a Validation Certificate

To be eligible for the grant of a licence or validation certificate, an applicant shall:

a) Be at least 18 years of age, and
b) Be a fit and proper person, and
c) Hold a current licence, issued by an ICAO contracting state that is relevant to the certification activities that the applicant wishes to perform on aircraft registered in the Seychelles, and
d) Have passed, if deemed necessary, written and oral examinations, or their equivalents, including an examination in air law that are acceptable to the authority.

3.5 Eligibility requirements for endorsement of a Type Rating

To be eligible for endorsement of a type rating on a Seychelles licence, a person shall:

a) Hold a valid EASA Part-66 licence and/or a valid Seychelles licence in the appropriate category, and
b) Have completed practical experience on aircraft of a similar technology, comparable construction and systems (Ref: AMC 66.A.20(b)(2)) for which the rating is sought, and
c) Have provided evidence of:
   i. Practical experience on type in a Seychelles AMO or its equivalent acceptable by the SCAA (Personal Experience Logbook as in Appendix I of SCAA Air Form 19); or
   ii. Practical experience or structured On Job Training (OJT) from an EASA Part-147 Approved Maintenance Training Organization (AMTO) or an appropriately approved Part-145 Maintenance Organisation;
d) Have successfully completed:

   1. Theoretical and Practical training element and passed examinations relevant to the type rating sought from an appropriately approved EASA Part-147 AMTO and acceptable to the Authority, or
   2. A course of training relevant to the type rating sought, either;

      i. conducted by an aviation training organisation approved by the Authority; or
      ii. conducted by the manufacturer of the applicable aircraft or component; or
      iii. approved by the competent authority of an ICAO Contracting State acceptable to the Authority.

To be eligible for endorsement of a Seychelles Validation Certificate, a person shall:

a) Hold a valid licence issued by the Authority of an ICAO Contracting State which is acceptable to the SCAA.

For further guidance on OJT, refer to Section 6 of Appendix III to EASA Part-66.

3.6 Validity, Duration, Renewal and Amendment of licence, validation certificate and rating

A Seychelles licence is issued for a period not greater than 24 months and subject to the EASA Part 66 licence remaining current during this period.

A Seychelles validation certificate is issued for a period not greater than 6 months and subject to the validated licence remaining current. The validation of a licence may be issued subject to any conditions or limitations which the Authority may deem appropriate.

The licence and the validation certificate shall be signed by the holder to become valid.

To be eligible for the renewal of a Seychelles licence, a person shall:

a) Submit to SCAA an application for renewal of licence on SCAA Air Form 19;
b) Hold a valid EASA Part-66 and/or a valid SCAA licence.

To be eligible for the amendment to a Seychelles licence and Validation Certificate for endorsement of an additional aircraft type rating, a person shall meet the requirement in point 3.5 of this Airworthiness Notice.

A validation certificate may be renewed for a period of 6 months subject to certified work experience for the preceding period and the original licence remaining valid.

The holder of a licence, a validation certificate or rating that has been suspended or revoked shall forthwith surrender it to the Authority.

3.7 Examinations

Each applicant shall produce a valid proof of personal identification prior to the examination. He shall gain at least 75% of the possible marks in order to pass the written exam.

An applicant who fails the written examination shall be ineligible to reapply for that examination for a period of one month from the date of the last attempt.

3.8 Continued competence and fitness

The Authority may vary, suspend or revoke a Seychelles licence, validation certificate or rating if there is reason to believe that the holder no longer meets the requirements to hold that licence, validation certificate or rating, or is no longer a fit person to hold that licence, validation certificate or rating.

The Authority may direct the holder of any Seychelles licence, validation certificate or rating to take any examination or test if that action is considered necessary to establish the holder's competence and fitness. Following such examination or test, the Authority may vary, suspend or revoke the licence, validation certificate or rating.

3.9 Offences involving alcohol or drugs and Medical fitness

A conviction for any offence relating to alcohol or drugs, including a refusal to submit to any lawful test for alcohol or drugs, may be relevant in determining whether a person is or remains fit and proper to hold a licence. Such conviction may result in a refusal to grant a licence, or suspension or revocation of the licence or validation certificate.

The holder of, or an applicant for, a licence or validation certificate shall notify the Authority forthwith having been convicted of an offence of the type described above.

The holder of a licence, validation certificate or rating shall not exercise the privileges of that licence, validation certificate or rating while that person has a known medical deficiency, or increase of a known medical deficiency, that might render that person unable to exercise those privileges safely and properly or create a risk of harm to that person or to any other person.

3.10 Notification of changes of personal details

The holder of a licence, validation certificate or rating shall notify the Authority forthwith of any change to the holder's name or permanent address.

3.11 Privileges and limitations

The basic licence or validation certificate confers no specific privileges.

Except for aircraft that are required to be maintained by the holder of an aircraft maintenance organisation approval and subject to the paragraphs below, a licence or a validation certificate authorises the holder to release an aircraft to service after maintenance has been performed provided that:

a) He/she holds the appropriate type rating for that aircraft, and
b) He/she is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft, and
c) He/she has been engaged in aircraft maintenance activity relevant to those privileges for at least 6 months in the last 24 months; and
d) He/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written, and
e) He/she has completed any recurrent training required by the Authority, and
f) He/she complies with any other condition or limitation imposed by the Authority, and
g) Where the exercise of those privileges requires the use of special tool/test equipment he has evidence of having been trained to a satisfactory standard on the use of such tool/equipment.

Subject to the above conditions, the following privileges apply:

<u>For holder of a Category A – Line Maintenance Certifying Mechanic</u>

The Category A licence is a mechanical based licence and permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorization referred to in point 145.A.35 of Part-145. The certification privileges shall be restricted to work that the licence holder has personally performed in an approved aircraft maintenance organization that has issued the certification authorisation.

For holder of a Category B1– Maintenance Certifying Staff – Mechanical

The B1 licence is a mechanical based licence and permits the holder to issue certificates of release to service and act as a support staff following:

i. maintenance performed on aircraft structure, powerplant and mechanical and electrical systems,

ii. work on avionic systems requiring only simple tests (See GM 66.A.20(a)) to prove their serviceability and not requiring troubleshooting.

A Category B1 licence holder also has a role in base maintenance as support staff for the Category C Certifier who is the final CRS/SMI signatory.

For the purposes of the Seychelles Aircraft Maintenance Licence, and notwithstanding the above, the requirements of EASA Part-66.A.45(c) and Part-66.A.30(a).1.(iii) shall not apply.
Accordingly, holders of a Seychelles Category B1 licence shall be exempt from these specific EASA Part-66 requirements while exercising the privileges of a licence issued by the Seychelles competent authority as referenced under exception in SCAA CAD-PEL/16-1.

For holder of a Category B2 – Maintenance Certifying Staff – Avionic

The B2 licence is avionic based and permits the holder to:

i. to issue certificates of release to service and to act as B2 support staff for following:
- maintenance performed on avionic and electrical systems, and

- electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and

ii. to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in requirement 145.A.35 of Part-145. This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.

For holder of a Category C – Base maintenance certifying engineer

The Category C licence permits the release of an aircraft to service in its entirety by a single certificate of release to service by one overall signatory once all base maintenance work and checks have been completed in accordance with Part-145. The Category C Certifier will act primarily in a maintenance management role controlling the progress of aircraft maintenance work. A Category C licence alone does not permit the holder to act as a B1 or B2 Certifier. The privileges apply to the aircraft in its entirety in an approved aircraft maintenance organisation.

3.12 Maintenance Logbook

The work experience should be documented in an individual logbook or as database records kept by the approved aircraft maintenance organisation. The maintenance experience shall be recorded as per the elements prescribed in the format in Appendix I of the SCAA Air Form 19.

4 Requirement for use of personnel qualified under the national aviation regulation of an ICAO Contracting State

By way of derogation from requirement 145.A.30(g) and 145.A.30(h), in relation to the obligation to comply with this Airworthiness Notice and EASA Part-66, an SCAA approved foreign maintenance organization (FAMO) located outside the Seychelles not holding an EASA Part-145 approval may use certifying staff and support staff that are qualified in accordance with the following provisions:

1) For base maintenance carried out at a location outside the Seychelles for which an ICAO Contracting State is responsible under the Chicago Convention, the certifying staff and support staff may be qualified in accordance with the national aviation regulations of the State in which the base maintenance facility is located, subject to the conditions specified in Appendix IV to EASA Part-145.

2) For line maintenance carried out at a line station located outside the Seychelles for which an ICAO Contracting State is responsible under the Chicago Convention, the certifying staff may be qualified, subject to the conditions specified in Appendix IV to EASA Part-145, in accordance with the following alternative conditions:

   i. national aviation regulations of the State in which the line station is located,

   ii. national aviation regulations of the State in which the organisation's principal place of business is located.

Notwithstanding the above, the FAMO must also provide a comparison table in section 1.6 of its MOE, outlining the scope of the national licence by comparison to EASA C, B1, B2 and A categories certifying staff and support staff. The table should include details of, the different categories of certifying staff based on their scope of work, content of the list and its management. An example table can be found in Appendix 2.

5 Entry into force

This Notice becomes effective from the date of issue and supersedes the previous Airworthiness Notice No. 2, which should be destroyed.

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Appendix 1
Limitations Code

Where a limitation code is included in the Licence against a category and a Type rating, the limitation applies as follows:

1 Excluding electrical power generation & distribution systems

2 Excluding instrument systems, INS/IRS and flight directors systems

3 Excluding autopilot systems on airplanes

4 Excluding autopilot systems on helicopters

5 Excluding automatic landing and auto-throttle systems on airplanes

6 Excluding radio communication/navigation and radar systems

7 Excluding radio radar systems

8 Reserved

9 Excluding avionic Line Replaceable Units

10 Excluding airframe

11 Excluding engine

12 Excluding all pressurised airplanes

Appendix 2

Example only:

Scope of the National Licence by Comparison to EASA Certifying Staff Categories

SUMMARY OF NATIONAL LICENCE PRIVILEGES WITH LIMITATIONS								
ISSUING STATE	**TYPE OF LICENCE**	**ISSUING NAA**	**HOLDERS DETAILS**	**CONDITIONS**	**CATEGORIES**	**AIRCRAFT RATINGS**	**LIMITATIONS**	**VALIDITY**
Republic of Seychelles	AML ICAO Type II	SCAA	- Licence No - Name - Date of Birth - Address - Nationality - Signature	- As per ANO and AWN No2 and Annex 1 of ICAO Convention - Signature of Issuing Officer - Date of Issue & Stamp	A, B1, B2, C	- A/C Type - Category - Date issued	As per AWN No 2	Expiry date

PRIVILEGES WITH LIMITATIONS*			
CATEGORY "A"	**CATEGORY "B1"**	**CATEGORY "B2"**	**CATEGORY "C"**
- Issue CRS for limited task following minor schedules line maintenance and simple defect rectification as specified on Company authorisation.	- Issue CRS following line maintenance on aircraft structure, power plants and mechanical and electrical system. Replacement of avionic LRU requiring simple test without use of test equipment. - Role in Base maintenance as support staff for "C" certifier.	- Issue CRS following line maintenance on avionic system. Role in Base maintenance as support staff for "C" certifier.	- Issue CRS in its entirety following Base maintenance by one overall signatory once all base maintenance work and checks have been completed in accordance with Part 145.

COMPARISON OF NATIONAL PRIVILEGE WITH EASA C/S & S/S PRIVILEGE			
EASA CATEGORY "A"	**EASA CATEGORY "B1"**	**EASA CATEGORY "B2"**	**EASA CATEGORY "C"**
- Issue CRS following minor scheduled line maintenance and simple defect rectification within limits of tasks specifically endorsed on authorisation issued by Part 145 organisation.	- Issue CRS and act as B1 support staff following maintenance performed on aircraft structure, power plant and mechanical and electrical systems. Work on avionics requiring only simple test without troubleshooting. - Includes the corresponding "A" subcategory.	- Issue CRS and act as B2 support staff following maintenance performed on avionics and electrical systems and electrical and avionics task within power plant and mechanical system requiring only simple test to prove serviceability. - Issue CRS following minor scheduled line maintenance and simple defect rectification within limit of tasks specifically endorsed on authorisation. - Does not include any "A" subcategory.	- Issue CRS following Base maintenance on an aircraft in its entirety.
SCAA CATEGORY "A"	**SCAA CATEGORY "B1"**	**SCAA CATEGORY "B2"**	**SCAA CATEGORY "C"**
- Issue CRS for limited task following minor schedules line maintenance and simple defect rectification as specified on Company authorisation	- Issue CRS following line maintenance on aircraft structure, power plants and mechanical and electrical system. Replacement of avionic LRU requiring simple test without use of test equipment. - Role in Base maintenance as support staff for "C" certifier.	- Issue CRS following line maintenance on avionic system. Role in Base maintenance as support staff for "C" certifier.	- Issue CRS in its entirety following Base maintenance by one overall signatory once all base maintenance work and checks have been completed in accordance with Part 145.