SCAA
Seychelles Civil Aviation Authority

AIRWORTHINESS NOTICE

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Type Rated Licensed Aircraft Maintenance Engineers

Certification Responsibilities

1 Introduction

1.1 This Notice describes the certification responsibilities of Seychelles Licensed Aircraft Maintenance Engineer when issuing certifications either as a Type Rated Licence holder or as an authorisation holder.

1.2 A Seychelles licence does not confer any certification privileges with respect to aircraft which are not registered in the Republic of Seychelles unless the licence holder is entitled to certify for such activities by way of having the licence validated by the relevant Airworthiness Authority and/or is authorised by a maintenance organisation approved by that Authority.

1.3 A Seychelles licence without Type Rating does not confer any certification privileges on the holder in their own right. Such licences must be used in conjunction with a certification authorisation.

1.4 In the context of this Notice, reference to an authorisation means an authorisation issued by a SCAA approved Aircraft Maintenance Organisation to allow the holder to issue certifications within the limitations shown on the authorisation.

1.5 For aircraft not used in commercial air transport, the certification of maintenance on aircraft using the licence as an authority is limited to items which are not classified as complex maintenance tasks as listed in Appendix 1 to this Notice.

2 Definitions

2.1 The following definitions apply:

Maintenance means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft/aircraft component with the exception of pre-flight inspection.

Overhaul means the restoration of an aircraft or component by inspection and replacement in conformity with an approved standard to extend the operational life. It is a major work operation, which involves dismantling and complete testing to an approved specification.

Repair means the restoration of an aircraft or component to a serviceable condition in conformity with an approved standard.

Inspection means the examination of an aircraft or component to establish conformity with an approved specification. Inspection includes:

- Mandatory Inspection: an inspection made Mandatory by the SCAA, where the inspection itself is the work.
- Scheduled Maintenance Inspection: an inspection or maintenance including tests required by the Approved Maintenance Programme.

Replacement is any work operation which involves the removal and replacement of the same part or the substitution of an approved alternative part.

Modification means a change to a particular aircraft, including engines, propellers, accessories, equipment, radio-equipment and their installations in conformity with an approved standard.

2.2 For the purpose of this Notice, the following terms are defined as follows:

Condition means the physical state of an item.

Assembly means that items are fitted, assembled, attached, installed, connected, secured or adjusted in the approved manner.

Functioning means the operation in the approved manner achieving such performance, range of movement and freedom of movement as may be specified.

3 Responsibilities

3.1 The certifying engineer shall be responsible for the condition, assembly and functioning of the aircraft or its components for maintenance that has been certified under the privileges of his Type Rated Licence or authorisation.

3.2 The certifying engineer shall be responsible for ensuring that work is performed and recorded in a managed and controlled manner. This is particularly important where such work carries on beyond a working period or shift, or is handed over from one person to another. Records should be completed no later than the end of the work period or shift of the individual undertaking the work. Such records should include open entries to reflect the remaining actions necessary to restore the aircraft to a serviceable condition prior to release.

3.3 Whenever work is carried out on an aircraft, it is the duty of all persons to whom this Notice applies to consider the effect such work may have, directly or indirectly, on items which are the responsibility of other such persons.

In all cases where an overlap of responsibility between licence categories occurs, the person primarily responsible for the item must involve all other trade disciplines affected. Every person to whom this Notice applies must therefore be conversant with all relevant paragraphs of this Notice.

Certificates of Release to Service must be issued by all persons concerned, each assuming responsibility of and certifying those aspects of the work for which the licence/authorisation holder is entitled to assume responsibility.

3.4 A Certificate of Release to Service shall only be issued on completion of maintenance when the signatory is (signatories are) satisfied that the work has been properly carried out and accurately recorded, having due regard to the use of:

- Up-to-date instructions and maintenance data, including manuals, drawings, specifications, airworthiness directives, mandatory inspections and company procedures
- Recommended tooling and test equipment which is currently calibrated where applicable
- A working environment appropriate to the work being carried out

3.5 When the work involves the assembly or any disturbance of a vital point or control system, of an aircraft, engine or component, any duplicate inspection required must be certified before the relevant Certificate of Release to Service is issued.

3.6 Use of either a Type Rated licence or an authorisation to issue a certification requires that, in addition to the licence or authorisation being valid at the time of certification, the holder has been engaged for periods totalling at least 6 months during the 24 months preceding the date of the certification on work affording experience comparable with that required for the grant of the Licence/Authorisation.

3.7 A licensed engineer may issue the following certificates in relation to aircraft for which the licence is Type Rated. An authorised engineer may only issue these certificates as permitted within the limits of the authorisation.

- Certificate of Release to Service for aircraft not required to be maintained by an approved Aircraft Maintenance Organisation.
- Certificate of Maintenance Review subject to compliance with the requirements of Airworthiness Notice 8.
- Flight Release certificate under the terms of a SCAA Permit to Fly and in accordance with Airworthiness Notice 13.

4 Aircraft maintenance licence categories

4.1 The Category A licence is a mechanical based licence and permits the holder to issue certificates of release to service within the limits of tasks specifically endorsed on the authorisation issued by a SCAA approved aircraft maintenance organisation, following minor scheduled line maintenance and simple defect rectification. The certification privileges shall be restricted to work that the licence holder has personally performed in an approved aircraft maintenance organisation.

4.2 The Category B1 licence is a mechanical based licence and permits the holder to issue certificates of release to service following line maintenance, including aircraft structure, power plants and mechanical and electrical systems. Replacement of avionic line replaceable units requiring simple tests without the use of test equipment to prove their serviceability is also included within the privileges of this licence. 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.

4.3 The Category B2 licence is avionic based and permits the holder to issue certificates of release to service, following 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/SMI signatory. The category B2 will need to be qualified as category A in order to carry out simple mechanical tasks and be able to make certifications for such work.

4.4 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. 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 exercising line maintenance certification privileges, nor conducting base maintenance, in the role of an inspector or supervisor clearing individual tasks, unless the licence is also endorsed with the appropriate Category B1 and/or B2 licence. The privileges of a Category C licence apply to the aircraft in its entirety in an approved aircraft maintenance organisation.

8 Notice revision

This Notice becomes effective from the date of issue and supersedes Airworthiness Notice No. 3 issue 1, dated 1st December 1995, which should be destroyed.

Appendix 1

Complex Maintenance Tasks

Refer to paragraph 1.5 of the Notice.

1. The modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:

   (a) a box beam;
   (b) a wing stringer or chord member;
   (c) a spar;
   (d) a spar flange;
   (e) a member of a truss-type beam;
   (f) the web of a beam;
   (g) a keel or chine member of a flying boat hull or a float;
   (h) a corrugated sheet compression member in a wing or tail surface;
   (i) a wing main rib;
   (j) a wing or tail surface brace strut;
   (k) an engine mount;
   (l) a fuselage longeron or frame;
   (m) a member of a side truss, horizontal truss or bulkhead;
   (n) a seat support brace or bracket;
   (o) a seat rail replacement;
   (p) a landing gear strut or brace strut;
   (q) an axle;
   (r) a wheel; and
   (s) a ski or ski pedestal, excluding the replacement of a low-friction coating.

2. The modification or repair of any of the following parts:

   (a) aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
   (b) aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
   (c) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding
      1. the swaging of a repair splice or cable fitting, and
      2. the replacement of a push-pull tube end fitting that is attached by riveting; and
   (d) any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.

3. The performance of the following maintenance on a piston engine:

   (a) dismantling and subsequent reassembling of a piston engine other than
      1. to obtain access to the piston/cylinder assemblies; or
      2. to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and re-fitment of internal gears;
   (b) dismantling and subsequent reassembling of reduction gears;

(c) welding and brazing of joints, other than minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;

(d) the disturbing of the individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.

4. The balancing of a propeller, except:

(a) for the certification of static balancing where required by the maintenance manual;

(b) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data.

5. Any other task that requires:

(a) specialised tooling, equipment or facilities; or

(b) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.