

Aircraft Certification Standards Applicable in Seychelles

1 Introduction

- 1.1 The SCAA issued the Civil Aviation Directives CAD-AIRWs to promulgate the technical standards applicable in the Republic of Seychelles for the airworthiness and environmental certification of aircraft and related products, parts and appliances.
- 1.2 This Airworthiness Notice expands on the exceptions associated to those Directives.

2 Design activities

- 2.1 An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto shall demonstrate its capability and hold an approval in accordance with the technical standard incorporated by the Civil Aviation Directive CAD-AIRW/7-1, i.e. EASA Part 21.
- 2.2 By way of derogation from paragraph 2.1, an organisation whose principal place of business is not in a European Union Member State may demonstrate its capability by holding a design approval certificate issued by that State for the product, part and appliance for which it applies, provided:
 - 1) That State is the State of Design for the product, part and appliance; and
 - 2) The SCAA has determined that the system of that State includes the same independent level of checking of compliance as provided by this Notice, either through an equivalent system of approval of organisations or through direct involvement of the competent authority of that State.
- 2.3 The SCAA does not issue design organisation approval certificate.

3 Certification of products, parts and appliances

- 3.1 The SCAA does not issue Type Certificates or Supplemental Type Certificates to products, parts and appliances. Its type certification activities are limited to a review and acceptance of Type Certificates or Supplemental Type Certificates issued by other ICAO member states, hereafter referred to as State of Design, under certain conditions described below.
- 3.2 As of 1st December 2005, products entered on the Aircraft Register of Seychelles shall be issued with Type Certificates or Supplemental Type Certificates as specified in the technical standard incorporated by SCAA Civil Aviation Directive CAD-AIRW/7-1, i.e. EASA Part 21.
- 3.3 Components which are in a satisfactory condition, released on an SCAA Form1 and/or EASA Form 1 or equivalent as described in Part M technical standards.

3.4 With regards to a product that was entered on the Seychelles register before 1st December 2005 the following provisions shall apply:

1) Such a product shall be deemed to have an acceptable Type Certificate or Supplemental Type Certificate when:

A. The certification basis is:

- a) the JAA type certification basis, for products that have been certificated under JAA procedures, as defined in their JAA data sheet; or
- b) the EASA type certification basis, for products that have been certificated under EASA procedures, as defined in their EASA data sheet; or
- c) for other products, the type certification basis as defined by the following States of Design,

- The United Kingdom Civil Aviation Authority (UK CAA), or
- The Federal Aviation Authority of the United States of America (FAA), or
- The Department of Transport of Canada (TC),

unless the SCAA determines, taking into account airworthiness codes used and service experience, that such certification basis does not provide for a level of safety equivalent to that required by this Notice.

B. The environmental protection requirements are those laid down in ICAO Annex 16 of the Chicago Convention, as applicable to the product;

C. The applicable Airworthiness Directives are those of the State of Design.

2) The design of an individual aircraft, which is on the register of the Seychelles before 1st December 2005, shall be deemed to have been approved in accordance with this Notice when:

A. Its basic type design is part of a Type Certificate referred to in paragraph 3.3 1) and

B. All changes to this basic type design, which are not under the responsibility of the type-certificate holder, have been approved and accepted by the SCAA; and

C. The airworthiness directives issued by the State of Design are complied with, including any variations to the airworthiness directives of the State of Design as agreed by the SCAA.

4. Parts Manufacturing Approval.

The SCAA may accept PMA parts that has been manufactured under the regulatory oversight of the FAA for a part designed under their PMA system, provided that:

The PMA part is not a "critical component". A "critical component" is a part identified as Critical by the design approval holder during the validation process, or otherwise by

The exporting authority. Typically, such components include parts or which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness. The statement "This PMA part is not a critical component" should be written in Block 12 of the FAA Form 8130-3;

OR

The PMA part conforms to design data obtained under a licensing agreement from the holder of the FAA design approval according to 14 CFR 21.303(c)(4) of the Federal Aviation Regulations. The statement "Produced under licensing agreement from the FAA design approval holder" should be written in Block 12 of FAA Form 8130-3;

OR

The PMA holder can show that the part has received an explicit approval by means of a design change or STC from the EASA or, when this approval was granted prior to 28 September 2003, from any of the National Aviation Authorities of the Members States of the European Union. The reference to this authorisation should be written in block 12 of the FAA Form 8130-3.

5. Parts Design Approval.

The SCAA may also accept TCCA PDA replacement parts that has been manufactured under the regulatory oversight of the Transport Canada Civil Aviation (TCCA) for a part designed under their PDA system, provided that:

Note: "Replacement Part" is a part intended to be installed in the place of a part specified in the type design of an aeronautical product.

The PDA part is not a "critical component" or/and "life limited component"

A replacement part identified by a part number or by some other means of identification unique to the part, for use on an aeronautical product that is identified by type or model.

The PDA part conforms to the design a of Part Design Approval (PDA) in accordance with Subpart 521 of the Canadian Aviation Regulations (CARs).

The PDA holder can show that the part has received an explicit approval by means of a design change or STC from EASA or, when this approval was granted prior to 28 September 2003, from any of the National Aviation Authorities of the Members States of the European Union. The reference to this authorisation should be written in block 12 of the TCCA Form 1. TCCA Form One should always include the EASA approval number in block 12 and specify any overhaul, repairs, modifications, Airworthiness Directives, replacement parts and quote the issue of the approved data used.

6. Airworthiness codes

6.1 The certification specifications, including airworthiness codes and acceptable means of compliance applicable in Seychelles are those laid down in:
EASA CS 23 as amended, for normal, utility, aerobatic and commuter category aeroplanes.
EASA CS 25 and EASA CS 26 as amended, for large aeroplanes.

- 1) EASA CS 27 as amended, for small rotorcraft.
- 2) EASA CS 29 as amended, for large rotorcraft.
- 3) EASA CS 34 as amended, for aircraft engine emissions and fuel venting.
- 4) EASA CS 36 as amended, for aircraft noise.
- 5) EASA CS E as amended, for engines.
- 6) EASA CS P as amended, for propellers.
- 7) EASA CS APU as amended, for APU.

7 Acceptance of other type certificates and airworthiness codes

- 7.1 The SCAA may in exceptional circumstances consider the acceptance of a new type certificate other than that specified in paragraph 3.2 of this Notice or an airworthiness code other than that specified in paragraph 4 of this Notice as of 1st December 2005, when satisfied that an equivalent level of safety can be achieved.
- 7.2 This shall only be considered for aircraft that do not at the time of application have a Type Certificate issued in accordance with paragraph 3.2 of this Notice.
- 7.3 In such instances, the operator shall provide a detailed analysis of the relevant parts of the proposed airworthiness code against relevant applicable airworthiness codes as identified in paragraph 4 of this Notice. The analysis shall be produced in a format acceptable to the Authority.
- 7.4 Subject to the result of the analysis required in paragraph 6.3, the Authority may require the operator to meet additional airworthiness requirements to achieve an equivalent level of safety.
- 7.5 Operators shall afford the SCAA reasonable time for such consideration to be made.

8. Additional Guidance for small aircraft below 5700KG MTOW

FAA Advisory Circular No:43.13-1B

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_43.13-1B_w-chg1.pdf may be consulted for techniques, and practices acceptable to the SCAA for the inspection and repair of nonpressurized areas of civil aircraft **only if there are no manufacturer repair or maintenance instructions.**

9 Supplementary Standards

The following EASA Certification Memorandum standards supplement the Airworthiness Codes stipulated in 4 above:

- CM-SWCEH-001- Development Assurance of Airborne Electronic Hardware
- CM-SWCEH-002- Software Aspects of Certification

10 Notice revision

This Notice becomes effective from the date of issue and supersedes the previous revision which should be destroyed.