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

This Safety Directive contains information that is intended for mandatory compliance.

Recipients are asked to ensure that this Safety 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 Air Navigation (Overseas Territories) Order Article 19 (1) requires a person acting as a member of flight crew of an aircraft registered in Seychelles to hold an appropriate licence or a licence rendered valid.

1.2. Article 21 provides for a certificate of validation rendering valid any licence issued by another State subject to conditions the Authority may impose.

1.3. The Safety 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 issued according to that standard shall by recognised by the Authority. For the purposes of 10.6 to 10.9 the knowledge requirements shall not apply.
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 will 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, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;

(b) demonstrate that he/she has acquired knowledge of the Air Law in accordance with published Learning Objectives.

(c) demonstrate that he/she has acquired knowledge of the relevant parts of EU-OPS 1 or JAR OPS 3 as appropriate and Part-FCL;

(d) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055;

(e) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;

(f) in the case of aeroplanes, comply with the experience requirements set out in the table at Appendix 1.

(g) 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 manufacturer flights, the Authority may accept a licence issued in accordance with Annex 1 to the Chicago Convention by an ICAO Member State for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:
(a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

(b) is employed, directly or indirectly, by an aeroplane manufacturer. In this case, the privileges of the 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, initial line flying, flight demonstrations or test flights.

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
Fax: 4384269

10. Queries

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

11. Cancellation

Nil

Head Flight Operations and Flight Crew Licensing Inspectorate
# APPENDIX 1- AEROPLANE EXPERIENCE REQUIREMENTS

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Licence held</th>
<th>Total flying hours experience</th>
<th>Privileges</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>ATPL(A)</td>
<td>&gt;1500 hours as PIC on multi-pilot aeroplanes</td>
<td>Commercial air transport in multi-pilot aeroplanes as PIC</td>
</tr>
<tr>
<td>(b)</td>
<td>ATPL(A) or CPL(A)/IR*</td>
<td>&gt;1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements</td>
<td>Commercial air transport in multi-pilot aeroplanes as co-pilot</td>
</tr>
<tr>
<td>(c)</td>
<td>CPL(A)/IR</td>
<td>&gt;1000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot aeroplanes as PIC</td>
</tr>
<tr>
<td>(d)</td>
<td>CPL(A)/IR</td>
<td>&gt;1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements</td>
<td>Commercial air transport in single-pilot aeroplanes as co-pilot according to Part-OPS</td>
</tr>
<tr>
<td>(e)</td>
<td>ATPL(A), CPLA(A)/IR, CPL(A)</td>
<td>&gt;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</td>
<td>Exercise of privileges in aeroplanes in operations other than commercial air transport</td>
</tr>
<tr>
<td>(f)</td>
<td>CPL(A)</td>
<td>&gt;1500 hours as PIC in commercial air transport including 500 hours on seaplane operations</td>
<td>Commercial air transport in single-pilot aeroplanes as PIC</td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Licence held</th>
<th>Total flying hours experience</th>
<th>Privileges</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>ATPL(H) valid IR</td>
<td>&gt;1000 hours as PIC on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations</td>
</tr>
<tr>
<td>(b)</td>
<td>ATPL(H) no IR privileges</td>
<td>&gt;1000 hours as PIC on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as PIC in VFR operations</td>
</tr>
<tr>
<td>(c)</td>
<td>ATPL(H) valid IR</td>
<td>&gt;1000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations</td>
</tr>
<tr>
<td>(d)</td>
<td>ATPL(H) no IR privileges</td>
<td>&gt;1000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations</td>
</tr>
<tr>
<td>(e)</td>
<td>CPL(H)/IR*</td>
<td>&gt;1000 hours as pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot</td>
</tr>
<tr>
<td>(f)</td>
<td>CPL(H)/IR</td>
<td>&gt;1000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot helicopters as PIC</td>
</tr>
<tr>
<td>(g)</td>
<td>ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)</td>
<td>&gt;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</td>
<td>Exercise of privileges in helicopters in operations other than commercial air transport</td>
</tr>
</tbody>
</table>

* 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”.