

**AIRWORTHINESS NOTICE**

**No 12**

**Issue 1**

**14<sup>th</sup> September 2009**

**Issue of a Certificate of Airworthiness**

**1 Introduction**

- 1.1 This Airworthiness Notice provides information to aircraft maintenance organisations, operators and licensed aircraft maintenance engineers on the procedures associated with the application for the issue of Certificate of Airworthiness to an aircraft registered in the Seychelles.
- 1.2 In April 2007 the Seychelles Civil Aviation Authority (SCAA) issued Civil Aviation Directive SCAA CAD-AIRW/8(1)-1. This Directive incorporates the European Commission Regulation (EC) No 1702/2003, as amended, as the standard applicable in the Seychelles for the certification of aircraft and related products, parts and appliances. The detailed Regulation is specified in Annex Part 21 to this regulation and the respective subparts. Annex Part 21 Subpart H is the Regulation applicable to the issue of Certificates of Airworthiness.
- 1.3 Following evaluation, the SCAA has determined that not all of the provisions of Annex Part 21 Subpart H are directly applicable to aircraft registered in the Seychelles. In particular, Certificates of Airworthiness are issued with a period of validity, normally one year and the SCAA do not issue Airworthiness Review Certificates. As an Exception to Annex Part 21 Subpart H, the procedures contained in this Airworthiness Notice apply as the Seychelles alternative technical standard for all applications associated with the issue of Certificates of Airworthiness.

**2 General**

**2.1 Certification standards**

A Seychelles Certificate of Airworthiness will be issued to an aircraft that conforms to a certification standard acceptable to the SCAA and is shown to be airworthy at the time the certificate is to be issued. The aircraft certification standards acceptable to the SCAA are detailed in Airworthiness Notice No 6.

**2.2 Operation of aircraft**

The issue of a Certificate of Airworthiness does not on its own authorise operation of an aircraft. An operator is required to ensure that the aircraft has the equipment installed which is required by the Air Navigation (Overseas Territories) Order for the type of operation. An operator of an aircraft which is to be operated for commercial air transport is required to hold an Air Operator's Certificate and for the aircraft to be included in that certificate before such operations take place.

**2.3 Certificate of Airworthiness validity**

A Certificate of Airworthiness shall remain valid until its date of expiry subject to continued compliance with the applicable certification standards and continuing airworthiness requirements unless otherwise surrendered, suspended or revoked.

### **3 Application and issue of a Certificate of Airworthiness**

- 3.1 An application for the issue of a Certificate of Airworthiness shall be made to the SCAA Airworthiness Section at the address below on SCAA Form 8a together with the requisite fee. A copy of this form can be downloaded from the SCAA web site [www.scaa.sc](http://www.scaa.sc)

Airworthiness Section,  
Seychelles Civil Aviation Authority,  
P.O Box 181,  
Mahe,  
Seychelles.

- 3.2 In addition to the SCAA Form 8a an applicant should enclose an Export Certificate of Airworthiness or other transfer document acceptable to the SCAA, see paragraph 4.2 below.
- 3.3 An application should be made at least two months in advance of the date for issue of the Certificate of Airworthiness for an aircraft type previously issued with SCAA Certificate of Airworthiness or six months in advance for an aircraft type not previously certificated in the Seychelles.
- 3.4 Prior to the issue of a Certificate of Airworthiness the SCAA will investigate the aircraft and its associated documents and records to be satisfied that the aircraft qualifies for the issue of such a certificate. An applicant will need to provide copies of or make available to the SCAA all of the applicable supporting information as detailed in paragraphs 4 and 5 of this Airworthiness Notice.

### **4 Supporting information – all aircraft**

#### **4.1 Type Certification**

- 4.1.1 Copies of the Type Certificate Data Sheets for the aircraft, engine and propellers, as applicable, are to be provided. The aircraft is to conform to a certification standard acceptable to the SCAA as detailed in Airworthiness Notice No 6.
- 4.1.2 For aircraft that have been modified since manufacture copies of all applicable Supplemental Type Certificates are to be provided together with evidence of approval to a standard acceptable to the SCAA as detailed in Airworthiness Notice No 6.

#### **4.2 Export Certificate of Airworthiness or equivalent**

- 4.2.1 An Export Certificate of Airworthiness issued by the Regulatory Authority of the last State of Registry and dated within 60 days of the application for a Seychelles Certificate of Airworthiness.

Note: An Export Certificate of Airworthiness may need to be issued by the exporting State of Registry prior to the aircraft being de-registered.

- 4.2.2 Some Regulatory Authorities do not issue an Export Certificate of Airworthiness and in such cases applicants should contact the SCAA for advice on what may be accepted as an alternative. For a new aircraft manufactured in an EASA Member State in accordance with Part 21, an EASA Form 52 Statement of Conformity is acceptable in lieu of an Export Certificate of Airworthiness.

#### **4.3 Noise Certification**

An application for the issue of a noise certificate for the aircraft is to be made to the SCAA Airworthiness Section on SCAA Form 8c. A copy of this form can be downloaded from the SCAA web site [www.scaa.sc](http://www.scaa.sc). The application should include copies of the relevant noise certification documents issued by the aircraft Type Certificate Holder, and where applicable, the Supplemental Type Certificate Holder in respect of any modifications embodied since manufacture that affect the noise certification standard.

#### **4.4 Aircraft Flight Manual or equivalent**

The Aircraft Flight Manual or equivalent document for the aircraft as specified by the Type Certificate holder is to be made available. The revision status of the manual, including any temporary revisions, must reflect the current revision status published by the Type Certificate holder and where applicable Supplemental Type Certificate holder(s). An applicant is to provide evidence of the current revision status to the SCAA. All supplements applicable to the configuration of the aircraft must be included in the flight manual.

#### **4.5 Weight and balance**

The following items are to be made available:

- a) The last record of aircraft weighing and the calculations involved.
- b) A weight and centre of gravity schedule which enables the total loaded weight to be calculated.
- c) For aircraft above 5700 kg MTOW, a weight and balance manual providing the information necessary to enable the aircraft to be correctly loaded.

Aircraft above 5700 kg MTOW and aircraft used for commercial air transport are to be weighed at periods not exceeding 4 years. All other aircraft are to be weighed at periods not exceeding 5 years.

#### **4.6 Avionics**

- 4.6.1 An electrical load analysis that reflects the status of the aircraft in its current configuration must be available.

Note: A detailed electrical load analysis will not be required for piston single engine aircraft of 2730 kg MTOW and below unless the aircraft is approved to fly at night or in IMC.

- 4.6.2 A copy of the last compass swing must be available and compass correction cards must be installed in the aircraft for all compasses where corrections apply.
- 4.6.3 A complete list of all of the equipment by make and model number that comprises the radio station is to be provided.
- 4.6.4 On receipt of an application for the issue of a Certificate of Airworthiness the SCAA will inform the applicant of the Mode S 24 bit aircraft address code assigned to the aircraft and this address code must be installed on all Mode S transponders fitted to the aircraft. A test must be carried out to verify that the aircraft is transmitting the correct code on all installed transponders. Evidence that the code has been installed correctly is to be provided and this can be shown by either photographic evidence or by a print out of the results from the test set.
- 4.6.5 For aircraft equipped with Emergency Locator Transmitters these must be registered and coded in accordance with the applicable Seychelles requirements.

#### **4.7 Flight testing and check flights**

- 4.7.1 Flight testing of aircraft is a required means of establishing compliance with certification requirements for new aircraft and changes to aircraft. Check flights, referred to in Annex 1, Part M to Regulation (EC) No 2042/2003 can be carried out periodically on in-service aircraft as one of the processes to ensure that an aircraft continues to comply with the applicable airworthiness requirements.
- 4.7.2 For new aircraft the SCAA will require a copy of the manufacturer's production flight test schedule to show that the aircraft complies with its type certification standard.
- 4.7.3 For used aircraft it is necessary to determine that an aircraft conforms to its type certification standard and is airworthy. In order to establish this, the SCAA will require a check flight to be carried out in accordance with a check flight schedule to be agreed with the SCAA.

## **4.8 Log books**

- 4.8.1 Log books for the aircraft, engine, APU and propeller, as applicable, must be up to date and available. The entries in the log books should be in accordance with the requirements of the Air Navigation (Overseas Territories) Order.
- 4.8.2 Owners/operators who wish to retain records by means other than log books will require written approval from the SCAA

## **5 Supporting information – used aircraft**

In addition to the information provided in paragraph 4 of this Airworthiness Notice; for used aircraft an applicant will need to provide a report to the SCAA supported by historical records to establish that the production, modification and maintenance standard of the aircraft is to a standard acceptable to the SCAA.

The report is to be prepared and certified by an organisation/person acceptable to the SCAA and will need to establish compliance for the following subjects:

### **5.1 Airworthiness Directives**

A complete listing of airworthiness directives (AD) applicable to the aircraft, engines, propellers and appliances, as applicable, is to be provided. Applicable airworthiness directives are those issued by the State of Design and any additional airworthiness directives issued by the SCAA. The AD listing should present the following information.

- AD number and revision
- AD subject
- Status of AD – Whether due or terminated giving the date of compliance or not applicable giving the reason.
- If the AD is repetitive, quote the repeat period, date, cycles, hrs when last complied with and the date, hrs and cycles when next due.
- If an AD mandates multiple actions, all steps and the current status shall be recorded.
- Where an AD has been complied with by using an alternative means of compliance (AMOC) full details must be provided including the authority for granting the AMOC.

### **5.2 Airworthiness limitation items and Certification Maintenance Requirements**

- 5.2.1 The State of Design and the Type Certificate Holder's recommended life limits for the replacement or overhaul of any parts or components that are specified in the applicable Type Certificate Data Sheet and Instructions for Continued Airworthiness must be complied with at the periods and limits prescribed.
- 5.2.2 Where the type certification process has identified Certification Maintenance Requirements these must be complied with at the prescribed intervals.
- 5.2.3 The report and associated aircraft records shall provide evidence that all airworthiness limitation items and Certification Maintenance Requirements are complied with and the prescribed limits have not been exceeded.
- 5.2.4 The aircraft records must show that all of the items are properly controlled and that the time when replacement, overhaul or other maintenance action is next due is specified by date, hours or cycles as applicable.

### **5.3 Modification status and records**

- 5.3.1 A record of all modifications embodied since aircraft manufacture is to be provided. This includes service bulletins, major changes incorporated by Supplemental Type Certificate and any other local or minor modifications. Except for service bulletins issued by the original equipment manufacturer, evidence of approval from the State of Design to a standard acceptable to the SCAA is to be provided.
- 5.3.2 All modifications embodied on the aircraft are to be recorded in the applicable log books.

### **5.4 Repairs**

- 5.4.1 A record of all repairs embodied since aircraft manufacture is to be provided. Except for repairs carried out in accordance with the structural repair manual full details of the repair scheme together with evidence of approval to a standard acceptable to the SCAA from the State of Design is to be provided.
- 5.4.2 If a repair introduces additional maintenance requirements these will need to be included in the aircraft maintenance programme.
- 5.4.3 All repairs embodied on the aircraft are to be recorded in the applicable log books.

### **5.5 Maintenance requirements**

- 5.5.1 The report, supplemented by the aircraft records should detail all maintenance that has been carried out and certified on the aircraft. Where applicable this should include scheduled inspections, Corrosion Prevention and Control Programme tasks, Supplementary Structural Inspection Document tasks and Critical Design Configuration Control Limitations.
- 5.5.2 A review of the previous maintenance should be carried out and compared to the aircraft maintenance schedule/programme which will apply when operating the aircraft on the Seychelles register. This may require an alignment or bridging check to be completed prior to the issue of the Certificate of Airworthiness, the content of which must be agreed with SCAA.
- 5.5.3 All known defects must have been rectified or, when applicable, carried forward in accordance with procedures agreed by the SCAA.

### **5.6 Cabin configuration**

A copy of drawings showing the current cabin configuration to an approved certification standard is to be provided. The drawing should show, where applicable:

- The location of installed equipment and required placards
- Seating layout and aisle widths
- Access to emergency exits
- Galleys
- Toilets

## **6 Aircraft inspection**

- 6.1 When all of the work necessary to qualify for the issue of a Certificate of Airworthiness is completed an applicant will need to make the aircraft available to the SCAA for inspection. The applicant should contact the SCAA to arrange a date for inspection of the aircraft and to establish the aircraft configuration required for the inspection.
- 6.2 The applicant is required to provide the necessary personnel and equipment to assist in the inspections required by the SCAA Inspector.

6.3 The applicant should ensure that the nationality and registration markings, including the installation of the fireproof plate, are applied correctly and conform to the requirements, Airworthiness Notice No 14 refers.

## **7 Operation of the aircraft**

7.1 Although not directly related to the issue of a Certificate of Airworthiness compliance with operational rules must be established prior to operation of the aircraft. The operational rules for Seychelles registered aircraft are prescribed in the Air Navigation (Overseas Territories) Order. In addition, for aircraft operated for commercial air transport, the operational rules are prescribed in JAR-OPS 1 or JAR-OPS 3 as applicable which is incorporated by the Seychelles Civil Aviation Authority (SCAA) Civil Aviation Directive SCAA CAD-OPS/6(2).

7.2 Appendix 1 to this Airworthiness Notice provides general information on airworthiness specific items that need to be addressed prior to operations.

## Airworthiness Notice No 12

### Appendix No 1

#### Operation of Aircraft

The following items are not directly related to the issue of a Certificate of Airworthiness. They are items that must be addressed prior to flight according to the purpose for which the aircraft is used: Private, Aerial Work or Commercial Air Transport (Public Transport).

#### **1 Technical log**

- 1.1 A technical log is required for commercial air transport operations. The format and content of a technical log shall be in accordance with EASA Part M M.A.306
- 1.2 The technical log and any subsequent amendment is to be submitted to the SCAA for approval.

#### **2 Aircraft Maintenance Programme**

- 2.1 An owner/operator of an aircraft is responsible for ensuring the continued airworthiness of the aircraft which includes maintaining the aircraft to an aircraft maintenance programme. The aircraft maintenance programme will need be prepared in accordance with EASA Part M M.A.302 and submitted to the SCAA for approval. Reference should be made to SCAA Airworthiness Notice No 5 which details the format and content requirements of an aircraft maintenance programme.
- 2.2 Where an owner/operator already has an approved aircraft maintenance programme applicable to the type an amendment should be raised to include the aircraft into the existing programme.

#### **3 Equipment required for operations**

- 3.1 An aircraft must have the required equipment installed according to the purpose for which the aircraft is to be used.
- 3.2 The equipment required for aircraft used for private or aerial work operations is specified in the Air Navigation (Overseas Territories) Order. An operator will need to provide evidence to the SCAA that the aircraft is appropriately equipped.
- 3.3 The equipment required for aircraft used for commercial air transport is specified in JAR-OPS 1 or JAR-OPS 3 Subparts K & L. Operators are required to prepare a compliance statement to provide evidence to the SCAA that the aircraft are appropriately equipped. A pro-forma for compliance with Subparts K & L, Flight Operations Directive 4/2008, can be downloaded from the SCAA web site [www.scaa.sc](http://www.scaa.sc)

#### **4 Additional airworthiness requirements**

Aircraft used for commercial air transport are required to comply with the requirements specified in JAR 26. Operators should prepare a compliance statement to provide evidence to the SCAA that the additional airworthiness requirements for operations are incorporated as required

#### **5 Aircraft certification for operational approvals**

Operators of aircraft who require approval/acceptance by the SCAA to conduct specified operations will need to provide evidence that the equipment and systems on the aircraft meet the applicable requirements. The certification statements relating to the operational capability of an aircraft can be found in Type Certificate Data Sheets, Supplemental Type Certificates, Airplane Flight Manual and other documents published by the Type Certificate Holder

Operations requiring an approval/acceptance by the SCAA include:

- Reduced Vertical Separation Minima (RVSM)
- Extended Twin-Engine Operations (ETOPS)

- All Weather Operations (AWO) Category II & III
- Minimum Navigation Performance Specifications (MNPS)
- Required Navigation Performance Specification (RNP)
- Basic Area Navigation (BRNAV) and Precision Area Navigation (PRNAV)

Note: Operational capability of an aircraft when confirmed by an applicable airworthiness certification statement does not constitute an approval for operations. Applications for operational approvals are to be made to the SCAA Flight Operations Inspectorate.

## **6 Flight data and cockpit voice recorders**

### **6.1 Flight data recorder**

- 6.1.1 For aircraft which have a Flight Data Recorder installed as required equipment an operator will need to demonstrate that they have access to the necessary information to enable a read out to be carried out. This information should as minimum include a data frame layout document and the data necessary to convert the recorded FDR information into engineering units.
- 6.1.2 The aircraft maintenance programme should include a requirement for a periodic readout of a representative flight to be carried out and the results evaluated to ensure that the flight data recorder system is operating correctly. A read out should be carried out prior to the issue of a Certificate of Airworthiness and the results made available to the SCAA

### **6.2 Cockpit voice recorder**

For aircraft which have a Cockpit Voice Recorder installed as required equipment, the aircraft maintenance programme should include the requirement for a periodic evaluation of a recording from the cockpit voice recorder system to ensure that it is operating correctly. For used aircraft an evaluation should be carried out prior to the issue of a Certificate of Airworthiness and the results made available to the SCAA.

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