

AIRWORTHINESS NOTICE



Seychelles Civil Aviation Authority

No. 6

Issue 2

2nd April 2007

Aircraft Certification Standards Applicable in Seychelles

1. INTRODUCTION

This Airworthiness Notice expands on the technical requirements and administrative procedures for the airworthiness and environmental certification of products, parts and appliances specifying the:

- (a) acceptance of type-certificates, supplemental type-certificates and the issue or acceptance of changes to those certificates;
- (b) issue or acceptance of repair design approvals;
- (c) showing of compliance with environmental protection requirements;
- (d) acceptance of noise certificates;
- (e) identification of products, parts and appliances;
- (f) certification of design organisations;
- (g) issue of airworthiness directives.

2. REQUIREMENTS

2.1 Design activities

2.1.1 An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto shall demonstrate its capability in accordance with EASA Part 21.

2.1.2 By way of derogation from paragraph 2.1.1, an organisation whose principal place of business is not an EU member State may demonstrate its capability by holding a certificate issued by that State for the product, part and appliance for which it applies, provided:

- (a) that State is the State of design; and
- (b) 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 approvals of organisations or through direct involvement of the competent authority of that State.

2.2 Products, parts and appliances certification

2.2.1 The SCAA does not issue type certificates to products, parts and appliances. Its type certification activities are limited to a review and acceptance of type certificates issued by other ICAO member states, hereafter referred to as State of Design, under certain conditions described below.

2.2.2 As of 01/12/05, Products, parts and appliances shall be issued type certificates as specified in EASA Part 21.

2.2.3 With regards to a product that has a type certificate issued before 01/12/05 by a State of Design, the following provisions shall apply:

(A) Such a product shall be deemed to have an acceptable type-certificate when:

(i) The type-certification basis is:

1) the JAA type-certification basis, for products that have been certificated under JAA procedures, as defined in their JAA data sheet; **or**

2) for other products, the type-certification basis as defined in the type-certificate data sheet of the State of design, if the SCAA determines, taking into account, in particular, airworthiness codes used and in-service experience, that such type-certification basis does provide for a level of safety equivalent to that required by this Notice. Those States of design are:

(a) The United Kingdom Civil Aviation Authority (UK CAA).

(b) The Federal Aviation Authority of the United States of America (US FAA)

(c) The Department of Transport of Canada (TC)

(ii) The environmental protection requirements are those laid down in Annex 16 of the Chicago Convention, as applicable to the product;

(iii) The applicable Airworthiness Directives are those of the State of Design.

(B) The Design of an individual aircraft, which is on the register of the Seychelles before 01/12/05, shall be deemed to have been approved in accordance with this Notice when:

(i) its basic type design is part of a type-certificate referred to in above paragraph 2.2.3 (A);

(ii) all changes to this basic type design, which are not under the responsibility of the type-certificate holder, have been approved; and

(iii) the airworthiness directives issued by the State of Design are complied with, including any variations to the airworthiness directives of the State of design agreed by the SCAA.

2.3 Airworthiness Codes

- 2.3.1 The certification specifications, including airworthiness codes and acceptable means of compliance, for normal, utility, aerobatic and commuter category aeroplanes are those laid down in the EASA CS 23 as amended.
- 2.3.2 The certification specifications, including airworthiness codes and acceptable means of compliance, for large aeroplanes are those laid down in the EASA CS 25 as amended.
- 2.3.3 The certification specifications, including airworthiness codes and acceptable means of compliance, for small rotorcraft are those laid down in the EASA CS 27 as amended.
- 2.3.4 The certification specifications, including airworthiness codes and acceptable means of compliance, for large rotorcraft are those laid down in the EASA CS 29 as amended.
- 2.3.5 The certification specifications providing for acceptable means of compliance for aircraft engine emissions and fuel venting are those laid down in the EASA CS 34 as amended.
- 2.3.6 The certification specifications providing for acceptable means of compliance for aircraft noise are those laid down in the EASA CS 36 as amended.
- 2.3.7 The certification specifications providing for acceptable means of compliance for engines are those laid down in the EASA CS E as amended.
- 2.3.8 The certification specifications providing for acceptable means of compliance for aircraft propellers are those laid down in the EASA CS P as amended.

2.4 Acceptance of other Type Certificates and Airworthiness Codes

- 2.4.1 The Authority may in exceptional circumstances consider the acceptance of a new type certificate other than that specified in 2.2.2 or an airworthiness code other than that specified in 2.3 as of 1/12/05, when satisfied that an equivalent level of safety can be achieved.
- 2.4.2 This shall only be considered for aircraft that do not at the time of application have an EASA type certificate issued in accordance with 2.2.2.
- 2.4.3 In such instances, the Authority shall require a detailed definition of the relevant parts of the proposed airworthiness code against relevant applicable EASA airworthiness codes. The definition shall be produced in a format acceptable to the Authority.
- 2.4.4 The Authority may subject to the result of the analysis required by 2.4.3, require the operator to meet additional airworthiness requirements to meet an equivalent level of safety.
- 2.4.5 Operators shall afford the Authority reasonable time for such consideration to be made.

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