

EXECUTIVE SUMMARY

SEYCHELLES

1. In the area of primary aviation legislation and civil aviation regulations, the Government of Seychelles has not made any progress in the amendment of the *Civil Aviation Act (Overseas Territories) of 1949* or *Civil Aviation Act*, as it is generally known. Revisions to the *Civil Aviation Act* are necessary to give effect to the mandate of the Minister responsible for civil aviation to amend the *Air Navigation (Overseas Territories) Order (ANO)* of 1976 in order to comply with the pertinent ICAO SARPs of Annexes 1, 6 and 8. Furthermore, the revision of the *Civil Aviation Act* also needs to address the amendment of the financial penalties to make them an effective deterrent in case of violations of the operating regulations. The DCA has implemented the ICAO recommendation relating to the issuance of appropriate credentials to its technical staff. Although the Government of Seychelles has ratified Article 83 *bis* of the Chicago Convention, and the DCA has made Article 83 *bis* arrangements with other States, the necessary regulations to give effect to the implementation of the provision have not been promulgated. The lack of an appropriately implemented surveillance and follow-up programme has been identified as a safety concern during the audit follow-up mission.

2. The civil aviation organization system in Seychelles has not progressed, as none of the ICAO recommendations has been implemented since the audit of 2000. The DCA is still unable to fulfill its safety oversight responsibilities, primarily due to a lack of adequate government budgetary support as well as conditions for remuneration of technical staff and its inability to attract and recruit adequate qualified technical staff to perform its safety oversight obligations relating to personnel licensing, aircraft operations and airworthiness of aircraft. Furthermore, no progress has been made with regard to providing its inspectors with adequate training and guidance or procedures in order to carry out their safety oversight activities. The DCA has not developed a formal initial, recurrent and specialized training programme for its inspectors. In July 2002, the DCA submitted a proposal for the reorganization of the DCA's Aviation Safety Unit, which was rejected by the Government. A new proposal ("Aviation Safety Unit Scheme of Service") is expected to be submitted by the DCA by 31 July 2004.

3. Some progress has been made in the area of personnel licensing and training, as the DCA has implemented some of the ICAO recommendations. The DCA has established and approved procedures for the designation of aviation medical examiners (AMEs), validation and conversion of licences based on a foreign licence, and the specifications of the licences issued by the DCA are now in conformance with ICAO Annex 1, Chapter 5 provisions. However, the DCA has not yet established a system for the supervision of AMEs and evaluation of medical examination reports submitted by them. Furthermore, it has not established procedures for the evaluation and possible issuance of a medical assessment when medical Standards prescribed in Annex 1, Chapter 6 are not fully met by an applicant. Moreover, the DCA does not systematically verify with the issuing authority the validity of the foreign licences and ratings before issuing its own licences or validation and has not published requirements for validation and conversion procedures in the Aeronautical Information Publication (AIP).

4. The DCA has not made any progress in the area of certification and supervision of aircraft operations since the ICAO audit of 2000. The DCA's ability to improve the areas of certification and supervision of aircraft operations are dependant upon the approval of the new *Civil Aviation Act* and the development of new regulations. No progress has been made by the DCA in recruiting additional qualified flight operations inspectors, and a staff training programme including initial, recurrent and specialized inspector training has not been established. In addition, the DCA has not implemented comprehensive programmes for the certification of civil aviation activities to include certification and supervision of air operators, supervision of designated examiners, enforcement, cabin safety, accident prevention and flight safety, and safe transport of dangerous goods by air.

5. In the area of airworthiness of aircraft, the DCA has made some progress with respect to fault defect reporting and the development of its airworthiness procedures. However, these procedures need to be formalized and additional procedures are still required. Furthermore, the ANO remains outdated and have yet to be revised to comply with the SARPs of ICAO Annex 6, Part I, Chapters 8 and 11 and Annex 8. There is also a need for the DCA to adopt a code of airworthiness and establish approval requirements for the maintenance control and procedures manuals, minimum equipment lists (MELs) and a procedure for the validation of noise certificates issued by other States.