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GOVERNMENT NOTICES

**ADMINISTRATION: HOUSE OF
 ASSEMBLY**

**DEPARTMENT OF EDUCATION AND
 CULTURE**

No. R. 1178

30 May 1985

**UNIVERSITY OF PORT ELIZABETH.—AMENDMENT
 OF STATUTE**

The Council of the University of Port Elizabeth has, with the approval of the Minister of Education and Culture, under section 17 (1) of the Universities Act, 1955 (Act 61 of 1955), framed the statutes set out in the Schedule hereto.

SCHEDULE

1. In this Schedule, unless the context otherwise indicates, the expression "the Statute" means the statute published under Government Notice R. 766 of 28 May 1965, as amended by Government Notices R. 27 of 7 January 1966, R. 1904 of 2 December 1966, R. 1629 of 20 September 1968, R. 554 of 10 April 1970, R. 890 of 28 May 1971, R. 1645 of 15 September 1972, R. 273 of 23 February 1973, R. 235 of 13 February 1976, R. 552 of 7 April 1977, R. 829 of 20 April 1979, R. 857 of 24 April 1981, R. 1159 of 18 June 1982, R. 1662 of 6 August 1982 and R. 1274 of 17 June 1983.

2. Paragraphs 36, 36A, 36B, 36C and 36D of the Statute are hereby deleted.

**DEPARTMENT OF AGRICULTURAL ECO-
 NOMICS AND MARKETING**

No. R. 1196

30 May 1985

PLANT IMPROVEMENT ACT, 1976 (ACT 53 OF 1976)

**SOUTH AFRICAN SEED CERTIFICATION
 SCHEME.—AMENDMENT**

I, Gert Jeremias Kotze, Deputy Minister of Agricultural Economics, acting on behalf of the Minister of Agricultural Economics under section 23 (1), read with section 24 (n), of the Plant Improvement Act, 1976 (Act 53 of 1976) hereby

469—A

GOEWERMENTSKENNISGEWINGS

ADMINISTRASIE: VOLKSRAAD

**DEPARTEMENT VAN ONDERWYS EN
 KULTUUR**

No. R. 1178

30 Mei 1985

**UNIVERSITEIT VAN PORT ELIZABETH.—
 WYSIGING VAN STATUUT**

Die Raad van die Universiteit van Port Elizabeth het kragtens artikel 17 (1) van die Wet op Universiteite, 1955 (Wet 61 van 1955), met die goedkeuring van die Minister van Onderwys en Kultuur, die statute in die Bylae hiervan opgestel.

BYLAE

1. In hierdie Bylae, tensy uit die samehang anders blyk, beteken die uitdrukking "die Statuut" die statuut afgekondig by Goewermentskennisgewing R. 766 van 28 Mei 1965, soos gewysig by Goewermentskennisgewings R. 27 van 7 Januarie 1966, R. 1904 van 2 Desember 1966, R. 1629 van 20 September 1968, R. 554 van 10 April 1970, R. 890 van 28 Mei 1971, R. 1645 van 15 September 1972, R. 273 van 23 Februarie 1973, R. 235 van 13 Februarie 1976, R. 552 van 7 April 1977, R. 829 van 20 April 1979, R. 857 van 24 April 1981, R. 1159 van 18 Junie 1982, R. 1662 van 6 Augustus 1982 en R. 1274 van 17 Junie 1983.

2. Paragrafe 36, 36A, 36B, 36C en 36D van die Statuut word hierby geskrap.

**DEPARTEMENT VAN LANDBOU-
 EKONOMIE EN -BEMARKING**

No. R. 1196

30 Mei 1985

**PLANTVERBETERINGSWET, 1976 (WET 53 VAN
 1976)**

**SUID-AFRIKAANSE SAADSSERTIFISERING-
 SKEMA.—WYSIGING**

Ek, Gert Jeremias Kotze, Adjunk-minister van Landbou-
 ekonomie, handelende namens die Minister van Landbou-
 ekonomie kragtens artikel 23 (1), gelees met artikel 24 (n),
 van die Plantverbeteringswet, 1976 (Wet 53 van 1976),

9760—1

amend the South African Seed Certification Scheme published by Government Notice R. 2566 of 25 November 1983, as set out in the Schedule hereby.

G. J. KOTZE,
Deputy Minister of Agricultural Economics.

SCHEDULE

Substitution of Table 1

1. The Schedule to Government Notice R. 2566 of 25 November 1983 is hereby amended by the substitution for Table 1 thereof of the following table:

“TABLE 1
FEES PAYABLE

Purpose	Amount
1. Application for the registration of a unit with a view to the production of seed of a variety of— (a) groundnuts, soya beans, cotton, sunflowers, lupins, beans, peas, grain sorghum, cowpeas, grass (Agroticum, Buffalo, Cocksfoot, Smuts Finger, Weeping love, Rye grass Paspalum and Columbus), radish, lucerne and maize; (b) any other kind of plant specified in column 1 of Table 2	R15,00 per application. (i) R30,00 per application where the area of the unit concerned is less than 5 ha; (ii) R35,00 per application where the area of the unit concerned is 5 ha or more, but less than 10 ha; (iii) R40,00 per 10 ha or portion thereof, where the area of the unit concerned is 10 ha or more.
2. Examination, sampling and sealing of seed which is presented for certification.	(i) R2,25 per 50 kg in the case of basic seed of maize; (ii) R1,00 per container in case of certified seed of maize; (iii) R1,00 per container in the case of seed of groundnuts, cotton, sunflowers, beans, grain sorghum, cowpeas, grass, radish and lucerne; (iv) R0,25 per container in the case of seed of soya beans, lupins and peas; (v) free in the case of seed of any other kind of plant specified in column 1 Table 2.
3. Re-inspection of— (a) a unit in terms of paragraph 9 (5); or (b) seed which is re-presented for certification, and the rendering of services referred to in paragraph 19 (3).	R10,00 per hour or portion of an hour, including travelling time, devoted to the re-inspection or services concerned plus an amount calculated on the basis set out in paragraph 25, in respect of travelling costs.
4. Affixing of official seals to the containers of seed which is re-presented for certification.	R0,02 per seal and R0,04 per label.”

Commencement

2. This amendment shall come into operation on 1 June 1985.

“TABEL 1
GELDE BETAALBAAR

Doel	Bedrag
1. Aansoek om die registrasie van 'n eenheid met die oog op die produksie van saad van 'n variëteit van— (a) grondbone, sojabone, katoen, sonneblom, lupiene, bone, erte, graansorghum, akkerbone, grasse (Agroticum, Bloubuffel, Kropaar, Smutsvinger, Ouland, Raaigras, Paspalum en Columbus), radys, lusern en mielies— (b) enige ander soort plant in kolom 1 van Tabel 2 aangedui	R15,00 per aansoek. (i) R30,00 per aansoek waar die oppervlakte van die betrokke eenheid minder as 5 ha is; (ii) R35,00 per aansoek waar die oppervlakte van die betrokke eenheid meer as 5 ha, maar minder as 10 ha is; (iii) R40,00 per 10 ha of gedeelte daarvan, waar die oppervlakte van die betrokke eenheid 10 ha of meer is.
2. Aansoek, monsterneming en verseëling van saad wat vir sertifisering aangebied word.	(i) R2,25 per 50 kg in die geval van basissaad van mielies; (ii) R1,00 per houer in die geval van gesertifiseerde saad van mielies; (iii) R1,00 per houer in die geval van saad van grondbone, katoen, sonneblom, bone, graansorghum, akkerbone, grasse, radys en lusern; (iv) R0,25 per houer in die geval van saad van sojabone, lupiene en erte; (v) gratis in die geval van saad van enige ander soort plant in kolom 1 van Tabel 2 aangedui.

wysig hierby die Suid-Afrikaanse Saadsertifiseringskema gepubliseer by Goewermentskennisgewing R. 2566 van 25 November 1983, soos in die Bylae hierby uiteengesit.

G. J. KOTZE,
Adjunk-minister van Landbou-ekonomie.

BYLAE

Vervanging van Tabel 1

1. Die Bylae tot Goewermentskennisgewing R. 2566 van 25 November 1983 word hierby gewysig deur Tabel 1 daarvan deur die volgende tabel te vervang:

Doel	Bedrag
3. Herinspeksie van— (a) 'n eenheid ingevolge paragraaf 9 (5); of (b) saad wat heraangebied word vir sertifisering en die lewering van dienste in paragraaf 19 (3) bedoel.	R10,00 per uur of gedeelte van 'n uur, reistyd ingesluit, aan die betrokke herinspeksie of dienste gewy, plus 'n bedrag, bereken soos in paragraaf 25 uiteengesit, ten opsigte van reiskoste.
4. Aanbring van amptelike seëls en etikette op die houers van saad wat heraangebied word vir sertifisering.	R0,02 per seël en R0,04 per etiket.

Inwerkingtreding

2. Hierdie wysiging tree op 1 Junie 1985 in werking.

No. R. 1197

30 May 1985

MARKETING ACT, 1968 (ACT 59 OF 1968)

DAIRY SCHEME.—PRICES OF AND CONVEYANCE RATES FOR DAIRY PRODUCTS

I, Jacob Johannes Greyling Wentzel, Minister of Agricultural Economics, hereby make known in terms of section 79 (b) of the Marketing Act, 1968 (Act 59 of 1968), that—

(a) the Dairy Board referred to in section 6 of the Dairy Scheme published by Proclamation R. 290 of 1978, as amended, has under sections 34 and 35 of the said Scheme with my approval imposed the prohibitions set out in the Schedule;

(b) the said prohibitions have been approved by me and shall come into operation on 1 June 1985; and

(c) Government Notices R. 1341 of 29 June 1984, R. 2014 of 14 September 1984 and R. 618 of 22 March 1985 are repealed with effect from the said date of commencement.

J. J. G. WENTZEL,

Minister of Agricultural Economics.

SCHEDULE

Definitions

1. Any word or expression in this Schedule to which a meaning has been assigned in the Scheme shall have that meaning and, unless the context otherwise indicates—

“approved”, with regard to a cooling tank or milk tanker, means a cooling tank or milk tanker that conforms to the specifications laid down by the Board therefor;

“grade”, with regard to cream, means a grade referred to in the regulations made under the Dairy Industry Act, 1961 (Act 30 of 1961);

“class A Plus milk” means industrial milk that is stored and cooled in an approved cooling tank at the place where it is produced and is transported in an approved insulated milk tanker, and that does not decolourise within a period of 5 hours in the application of the methylene blue test;

“class A milk” means industrial milk that is transported in cans, and that does not decolourise within a period of 5 hours in the application of the methylene blue test;

“class B milk” means industrial milk that, irrespective of the mode of transport thereof, does not decolourise within a period of one hour in the application of the methylene blue test, but within a period of 5 hours;

“class C milk” means industrial milk that, irrespective of the mode of transport thereof, decolourises within a period of one hour in the application of the methylene blue test; and

“the Scheme” means the Dairy Scheme published by Proclamation R. 290 of 1978, as amended.

No. R. 1197

30 Mei 1985

BEMARKINGSWET, 1968 (WET 59 VAN 1968)

SUIWELSKEMA.—PRYSE VAN EN VERVOER-TARIEWE VIR SUIWELPRODUKTE

Ek, Jacob Johannes Greyling Wentzel, Minister van Landbou-ekonomie, maak hierby ingevolge artikel 79 (b) van die Bemarkingswet, 1968 (Wet 59 van 1968), bekend dat—

(a) die Suiwelraad bedoel in artikel 6 van die Suiwelskema gepubliseer by Proklamasie R. 290 van 1978, soos gewysig, kragtens artikels 34 en 35 van genoemde Skema met my goedkeuring die verbodsbepalings in die Bylae uiteengesit, opgelê het;

(b) genoemde verbodsbepalings deur my goedgekeur is en op 1 Junie 1985 in werking tree; en

(c) Goewermenskennisgewings R. 1341 van 29 Junie 1984, R. 2014 van 14 September 1984 en R. 618 van 22 Maart 1985 met ingang van genoemde datum van inwerkingtreding herroep word.

J. J. G. WENTZEL,

Minister van Landbou-ekonomie.

BYLAE

Woordomskrywing

1. In hierdie Bylae het enige woord of uitdrukking waarvan 'n betekenis in die Skema geheg is, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

“die Skema” die Suiwelskema gepubliseer by Proklamasie R. 290 van 1978, soos gewysig;

“goedgekeurde”, met betrekking tot 'n verkoelings-tenk of melktenkwa, 'n verkoelingstenk of melktenkwa wat voldoen aan die spesifikasies deur die Raad daarvoor neergelê;

“graad”, met betrekking tot room, 'n graad bedoel in die regulasies uitgevaardig kragtens die Wet op die Suiwelnywerheid, 1961 (Wet 30 van 1961);

“klas A Plus melk” nywerheidsmelk wat by die plek waar dit geproduseer is, in 'n goedgekeurde verkoelings-tenk verkoel en geberg word en in 'n goedgekeurde geïsoleerde melktenkwa vervoer is, en wat by die toepassing van die metileenblou-toets nie binne 'n tydperk van 5 uur ontkleur nie;

“klas A melk” nywerheidsmelk wat in kanne vervoer is, en wat by die toepassing van die metileenblou-toets nie binne 'n tydperk van 5 uur ontkleur nie;

“klas B melk” nywerheidsmelk wat, ongeag die wyse waarin dit vervoer is, by die toepassing van die metileenblou-toets nie binne 'n tydperk van een uur nie, maar wel binne 'n tydperk van 5 uur ontkleur; en

“klas C melk” nywerheidsmelk wat, ongeag die wyse waarin dit vervoer is, by die toepassing van die metileenblou-toets binne 'n tydperk van 1 uur ontkleur.

Prices for fresh milk

2. No distributor or exempted producer shall acquire from a producer of fresh milk any fresh milk intended for sale in a controlled area specified in column 1 of the table hereunder, and of which the butterfat content is as specified in column 2 of the said Table opposite the name of the controlled area concerned, at a price other than the price specified in column 3 of the said table opposite the name of the controlled area concerned: Provided that for each 0,01 per cent that the butterfat content of fresh milk is higher or lower than the said butterfat content, such price shall respectively be adjusted upwards or downwards with the amount specified in column 4 of the said table opposite the price concerned:

Controlled area	Fixed butterfat content (%)	Price per litre (cents)	Price adjustment per litre (cents)
1	2	3	4
Bloemfontein	3,5	44,29	0,048
Cape Peninsula ...	3,5	47,42	0,048
Transvaal	3,5	45,13	0,048
Natal	3,5	45,12	0,048
Western Transvaal	3,5	44,35	0,048

Price for cream

3. No butter manufacturer shall acquire cream of a grade specified in column 1 of the table hereunder at a price other than the applicable price specified in column 2 of the said table opposite the grade concerned:

Grade of cream	Price per kg of butterfat in cream acquired in—	
	Bulk	Cans
1	2	
First Grade	466c	384c
Second Grade	366c	284c

Prices for industrial milk

4. (1) No cheese manufacturer, condensed milk manufacturer or other person dealing in the course of trade with industrial milk shall acquire industrial milk of a class specified in column 1 of the table hereunder at a price other than the price per kg of butterfat plus the price per kg of protein respectively specified in columns 2 and 3 of the said table opposite the class concerned: Provided that the said prohibition shall not apply to a Government controlled educational institution.

(2) For the purpose of subclause (1) any quantity of milk acquired by a cheese manufacturer, condensed milk manufacturer or other person dealing in the course of trade with industrial milk shall be deemed to be industrial milk.

Class of industrial milk	Price per kg of butterfat present in milk (cent)	Price per kg of protein present in milk (cent)
1	2	3
Class A Plus milk	466	466
Class A milk	407	407
Class B milk	394	394
Class C milk	378	378

Pryse vir varsmelk

2. Geen distribueerder of vrygestelde produsent mag van 'n produsent van varsmelk enige varsmelk wat vir verkoop in 'n beheerde gebied in kolom 1 van die tabel hieronder vermeld, bestem is, en waarvan die bottervetinhoud is soos in kolom 2 van genoemde tabel teenoor die naam van die betrokke beheerde gebied vermeld, verkry nie teen 'n ander prys as die prys in kolom 3 van genoemde tabel teenoor die naam van die betrokke beheerde gebied vermeld: Met dien verstande dat vir elke 0,01 persent wat die bottervetinhoud van varsmelk hoër of laer is as die vermelde bottervetinhoud, sodanige prys onderskeidelik opwaarts of afwaarts aangepas moet word met die bedrag in kolom 4 van voormelde tabel teenoor die betrokke prys vermeld:

Beheerde gebied	Vasgestelde bottervetinhoud (%)	Prys per liter (sent)	Prysaanpassing per liter (sent)
1	2	3	4
Bloemfontein	3,5	44,29	0,048
Kaapse Skiereiland	3,5	47,42	0,048
Transvaal	3,5	45,13	0,048
Natal	3,5	45,12	0,048
Wes-Transvaal ...	3,5	44,35	0,048

Prys vir room

3. Geen bottervervaardiger mag room van 'n graad in kolom 1 van die tabel hieronder vermeld, teen 'n ander prys verkry nie as die toepaslike prys in kolom 2 van genoemde tabel teenoor die betrokke graad vermeld:

Graad room	Prys per kg bottervet in room wat verkry is in—	
	Losmaat	Kanne
1	2	
Eerste Graad	466c	384c
Tweede Graad	366c	284c

Pryse vir Nywerheidsmelk

4. (1) Geen kaasvervaardiger, kondensmelkvervaardiger of ander persoon wat met nywerheidsmelk as 'n besigheid handel, mag nywerheidsmelk van 'n klas in kolom 1 van die tabel hieronder vermeld, teen 'n ander prys verkry nie as die prys per kg bottervet plus die prys per kg proteïen wat onderskeidelik in kolomme 2 en 3 van genoemde tabel teenoor die betrokke klas vermeld word: Met die verstande dat die genoemde verbod nie van toepassing is nie op 'n Staatsbeheerde opvoedkundige inrigting.

(2) Vir die doeleindes van subklousule (1) word enige hoeveelheid melk wat deur 'n kaasvervaardiger, kondensmelkvervaardiger of ander persoon wat met nywerheidsmelk as 'n besigheid handel, verkry word, geag nywerheidsmelk te wees.

Klas nywerheidsmelk	Prys per kg bottervet wat in melk teenwoordig is (sent)	Prys per kg proteïen wat in melk teenwoordig is (sent)
1	2	3
Klas A-Plus-melk	466	466
Klas A-melk	407	407
Klas B-melk	394	394
Klas C-melk	378	378

Price for milk intended for UHT and sterilised milk

5. No milk processor shall acquire any milk intended for processing into UHT milk or sterilised milk at a lower price than 41,52c per litre containing 3,5 per cent butterfat: Provided that for each 0,01 per cent that the butterfat content of such milk is higher or lower than the said butterfat content, such price shall respectively be adjusted upwards or downwards with 0,048c per litre.

Conveyance rates for cream and industrial milk

6. (1) No butter manufacturer, cheese manufacturer, condensed milk manufacturer or other person dealing in the course of trade with cream or industrial milk shall convey any cream or industrial milk over a distance specified in column 1 of the table hereunder, to the premises in respect of which he is registered under section 33 of the Scheme, at a tariff that is lower than the tariff specified in column 2 of the said table opposite the distance concerned:

Distance	Tariff per 100 kg
1	2
Not more than 8 km.....	182c
More than 8 km but not more than 16 km.....	223c
More than 16 km but not more than 24 km.....	256c
More than 24 km but not more than 32 km.....	275c
More than 32 km but not more than 40 km.....	290c
More than 40 km but not more than 48 km.....	302c
More than 48 km.....	311c

(2) A person referred to in subclause (1) shall recover any amount due to him by a producer by virtue of that subclause, as well as any amount paid by him to the South African Transport Services in respect of the conveyance of the cream or industrial milk of a producer, from the amount due by him to the producer concerned in terms of clause 3 or 4.

Application of prohibitions

7. The prohibitions in this Schedule shall not apply in the Port and Settlement of Walvis Bay.

No. R. 1198

30 May 1985

MARKETING ACT, 1968 (ACT 59 OF 1968)

DAIRY SCHEME.—LEVIES AND SPECIAL LEVIES ON DAIRY PRODUCTS

I, Jacob Johannes Greyling Wentzel, Minister of Agricultural Economics, hereby make known in terms of section 79 (a) of the Marketing Act, 1968 (Act 59 of 1968), that—

(a) the Dairy Board referred to in section 6 of the Dairy Scheme published by Proclamation R. 290 of 1978, as amended, has under sections 21 and 22 of the said Scheme with my approval imposed the levies and special levies set out in the Schedule;

(b) the said levies and special levies have been approved by me and shall come into operation on 1 June 1985; and

(c) Government Notices R. 1340 of 29 June 1984, R. 1940 of 31 August 1984, R. 2860 of 28 December 1984, R. 66 of 11 January 1985 and R. 520 of 8 March 1985 are repealed with effect from the said date of commencement.

J. J. G. WENTZEL,

Minister of Agricultural Economics.

Prys vir melk bestem vir UHT- en gesteriliseerde melk

5. Geen melkprosesseerder mag enige melk wat vir prosesering tot UHT-melk of gesteriliseerde melk bestem is, teen 'n laer prys as 41,52c per liter wat 3,5 persent bottervet bevat, verkry nie: Met dien verstande dat vir elke 0,01 persent wat die bottervetinhoud van sodanige melk hoër of laer is as vermelde bottervetinhoud, sodanige prys onderskeidelik met 0,048c per liter opwaarts of afwaarts aangepas moet word.

Vervoertariewe vir room en nywerheidsmelk

6. (1) Geen bottervervaardiger, kaasvervaardiger, kondensmelkvervaardiger of ander persoon wat met room of nywerheidsmelk as 'n besigheid handel, mag enige room of nywerheidsmelk oor 'n afstand in kolom 1 van die tabel hieronder vermeld, na die perseel ten opsigte waarvan hy kragtens artikel 33 van die Skema geregistreer is, teen 'n tarief vervoer nie wat laer is as die tarief in kolom 2 van genoemde tabel teenoor die betrokke afstand vermeld:

Afstand	Tarief per 100 kg
1	2
Hoogstens 8 km.....	182c
Meer as 8 km maar hoogstens 16 km.....	223c
Meer as 16 km maar hoogstens 24km.....	256c
Meer as 24 km maar hoogstens 32 km.....	275c
Meer as 32 km maar hoogstens 40 km.....	290c
Meer as 40 km maar hoogstens 48 km.....	302c
Meer as 48 km.....	311c

(2) 'n Persoon in subklousule (1) bedoel, moet enige bedrag wat uit hoofde van daardie subklousule deur 'n produsent aan hom verskuldig is, asook enige bedrag wat deur hom aan die Suid-Afrikaanse Vervoerdienste betaal is ten opsigte van die vervoer van die room of nywerheidsmelk van 'n produsent, verhaal van die bedrag wat ingevolge klousule 3 of 4 deur hom aan die betrokke produsente verskuldig is.

Toepassing van verbodsbepalings

7. Die verbodsbepalings in hierdie Bylae is nie in die Hawe en Nedersetting Walvisbaai van toepassing nie.

No. R. 1198

30 Mei 1985

BEMARKINGSWET, 1968 (WET 59 VAN 1968)

SUIWELSKEMA.—HEFFINGS EN SPESIALE HEFFINGS OP SUIWELPRODUKTE

Ek, Jacob Johannes Greyling Wentzel, Minister van Landbou-ekonomie, maak hierby ingevolge artikel 79 (a) van die Bemakingswet, 1968 (Wet 59 van 1968), bekend dat—

(a) die Suiwelraad bedoel in artikel 6 van die Suiwelskema gepubliseer by Proklamasie R. 290 van 1978, soos gewysig, kragtens artikels 21 en 22 van genoemde Skema met my goedkeuring die heffings en spesiale heffings in die Bylae uiteengesit, opgelê het;

(b) genoemde heffings en spesiale heffings deur my goedgekeur is en op 1 Junie 1985 in werking tree, en

(c) Goewermentskennisgewings R. 1340 van 29 Junie 1984, R. 1940 van 31 Augustus 1984, R. 2860 van 28 Desember 1984, R. 66 van 11 Januarie 1985 en R. 520 van 8 Maart 1985 met ingang van genoemde datum van inwerkingtreding, herroep word.

J. J. G. WENTZEL,

Minister van Landbou-ekonomie.

SCHEDULE

Definitions

1. Any word or expression in this Schedule to which a meaning has been assigned in the Scheme shall have that meaning and, unless the context otherwise indicates—

“cream” does not include cream acquired by a butter manufacturer from a cheese manufacturer or a condensed milk manufacturer;

“surplus industrial milk” means the quantity of industrial milk acquired during a particular month by a cheese manufacturer, a condensed milk manufacturer or a person dealing in the course of trade with industrial milk, from a producer of milk or another person (including the Board), and that is in excess of that quantity of industrial milk known as the marketing quota that has been fixed by the Board in respect of that producer or other person for the month concerned on the basis determined by the Board; and

“the Scheme” means the Dairy Scheme published by Proclamation R. 290, 1978, as amended.

Levy and special levy on fresh milk

2. (1) A levy and a special levy are hereby imposed on fresh milk that—

(a) is sold by producers of fresh milk or exempted producers through the Board, either in a controlled area or in an area other than a controlled area;

(b) is sold by producers of fresh milk or exempted producers in a controlled area otherwise than through the Board;

(c) is sold by producers of fresh milk in an area other than a controlled area, and otherwise than through the Board, to persons for direct consumption; and

(d) subject to the provisions of subclause (2), is sold by producers of fresh milk in an area other than a controlled area, and otherwise than through the Board, to persons for the purpose of—

(i) the resale of that fresh milk as such; or

(ii) the use of that fresh milk in the manufacture of fresh milk products.

(2) The levy and special levy referred to in subclause (1) shall not apply to fresh milk that, after having been sold as contemplated in paragraph (d) of that subclause, is resold to a cheese manufacturer or a condensed milk manufacturer.

(3) The amount of such levy and special levy shall in the case of fresh milk that is thus sold in an area specified in column 1 of Table 1, respectively be as specified in columns 2 and 3 of the said Table opposite the area concerned.

(4) Notwithstanding the provisions of subclause (3), the levy and special levy on fresh milk that is sold by a producer of fresh milk or an exempted producer through the Board in an area other than a controlled area, or in a controlled area other than the controlled area in respect of which he is registered in terms of section 33 of the Scheme shall be calculated at the rates that apply to the lastmentioned controlled area.

Levy and special levy on dairy products

3. (1) A levy and a special levy is hereby imposed on dairy products of the kinds specified in column 1 of Table 2, that—

(a) in the case of industrial milk, including surplus industrial milk or cream, is acquired by a butter manufacturer, cheese manufacturer, condensed milk manufacturer or a person dealing in the course of the trade with industrial milk or cream;

BYLAE

Woordomskrywing

1. In hierdie Bylae het enige woord of uitdrukking waarvan 'n betekenis in die Skema gegee is, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

“die Skema” die Suiwelskema gepubliseer by Proklamasie R. 290 van 1978, soos gewysig;

“room” nie ook room wat deur 'n bottervervaardiger van 'n kaasvervaardiger of kondensmelkvervaardiger verkry is nie; en

“surplus nywerheidsmelk” die hoeveelheid nywerheidsmelk wat gedurende 'n bepaalde maand deur 'n kaasvervaardiger, 'n kondensmelkvervaardiger of persoon wat met nywerheidsmelk as 'n besigheid handel, van 'n produsent van melk of 'n ander persoon (met inbegrip van die Raad) verkry word, en wat meer is as die hoeveelheid nywerheidsmelk bekend as die bemarkingskwota wat die Raad ten opsigte van daardie produsent of ander persoon vir die betrokke maand vasgestel het op die grondslag wat die Raad bepaal.

Heffing en spesiale heffing op varsmelk

2. (1) 'n Heffing en 'n spesiale heffing word hierby opgelê op varsmelk wat—

(a) deur produsente van varsmelk of vrygestelde produsente deur bemiddeling van die Raad verkoop word, hetsy in 'n beheerde gebied of in 'n gebied anders as 'n beheerde gebied;

(b) deur produsente van varsmelk of vrygestelde produsente in 'n beheerde gebied anders as deur bemiddeling van die Raad verkoop word;

(c) deur produsente van varsmelk in 'n gebied anders as 'n beheerde gebied, en anders as deur bemiddeling van die Raad, aan persone vir direkte verbruik verkoop word; en

(d) behoudens die bepalinge van subklousule (2), deur produsente van varsmelk in 'n gebied anders as 'n beheerde gebied, en anders as deur bemiddeling van die Raad, aan persone verkoop word vir die doeleindes van—

(i) die herverkoop van daardie varsmelk as sodanig; of

(ii) die gebruik van daardie varsmelk by die vervaardiging van varsmelkprodukte.

(2) Die heffing en spesiale heffing in subklousule (1) bedoel, is nie van toepassing nie op varsmelk wat, nadat dit verkoop is soos in paragraaf (d) van daardie subklousule beoog, aan 'n kaasvervaardiger of 'n kondensmelkvervaardiger herverkoop word.

(3) Die bedrag van sodanige heffing en spesiale heffing is in die geval van varsmelk wat aldus in 'n gebied in kolom 1 van Tabel 1 vermeld, verkoop word, onderskeidelik soos in kolom 2 en 3 van genoemde Tabel teenoor die betrokke gebied vermeld.

(4) Ondanks die bepalinge van subklousule (3), word die heffing en spesiale heffing op varsmelk wat deur 'n produsent van varsmelk of 'n vrygestelde produsent deur bemiddeling van die Raad verkoop word in 'n gebied anders as 'n beheerde gebied, of in 'n beheerde gebied anders as die beheerde gebied ten opsigte waarvan hy ingevolge artikel 33 van die Skema geregistreer is, bereken teen die koerse wat op laasgenoemde beheerde gebied van toepassing is.

Heffings en spesiale heffings op suiwelprodukte

3. (1) 'n Heffing en 'n spesiale heffing word hierby opgelê op suiwelprodukte van die soorte in kolom 1 van Tabel 2 vermeld, wat—

(a) in die geval van nywerheidsmelk, met insluiting van surplus nywerheidsmelk of room, deur 'n bottervervaardiger, kaasvervaardiger, kondensmelkvervaardiger of persoon wat met nywerheidsmelk of room as 'n besigheid handel, verkry is;

(b) in the case of butter, Cheddar cheese, Gouda cheese or farm cheese, is manufactured or sold by a butter manufacturer, cheese manufacturer or farm cheese maker; and

(c) in the case of cheese other than Cheddar cheese and Gouda cheese, is imported into the Republic by a person.

(2) The amount of such levy and special levy shall respectively be as specified in columns 2 and 3 of the said Table opposite the dairy product concerned.

Application of levies and special levies

4. The levies and special levies in this Schedule shall not apply in the Port and Settlement of Walvis Bay.

TABLE 1
LEVY AND SPECIAL LEVY ON FRESH MILK

Area	Levy	Special levy
1	2	3
1. Transvaal area	0,591c/litre	7,243c/litre
2. Cape Peninsula area	0,421c/litre	7,403c/litre
3. Bloemfontein area	0,905c/litre	6,868c/litre
4. Wes-Transvaal area	0,443c/litre	7,228c/litre
5. Natal area	0,542c/litre	7,338c/litre
6. Any area other than a controlled area	—	2,993c/litre

TABLE 2
LEVIES AND SPECIAL LEVIES ON DAIRY PRODUCTS

Kind of dairy product	Levy	Special levy
1	2	3
1. Industrial milk including surplus industrial milk	18,1c/100kg	255,7c/100kg
2. Surplus industrial milk	—	—
3. Cream	—	21,0c/kg butterfat in that cream
4. Butter	—	47,272c/kg
5. Cheddar cheese	—	27,198c/kg
6. Gouda cheese	—	32,198c/kg
7. Farm cheese	0,8c/kg	—
8. Cheese other than Cheddar or Gouda cheese, which is imported into the Republic	0,5c/kg	—

(b) in die geval van botter, Cheddar-kaas, Gouda-kaas of plaaskaas, deur 'n bottervervaardiger, kaasvervaardiger of plaaskaasmaker vervaardig of verkoop word; en

(c) in die geval van kaas anders as Cheddar-kaas en Gouda-kaas, deur 'n persoon in die Republiek ingevoer word.

(2) Die bedrag van sodanige heffing en spesiale heffing is onderskeidelik soos in kolom 2 en 3 van genoemde Tabel teenoor die betrokke suiwelproduk vermeld.

Toepassing van heffings en spesiale heffings

4. Die heffings en spesiale heffings in hierdie Bylae is nie in die Hawe en Nedersetting Walvisbaai van toepassing nie.

TABEL 1
HEFFING EN SPESIALE HEFFING OP VARSMEELK

Gebied	Heffing	Spesiale heffing
1	2	3
1. Transvaalgebied	0,591c/liter	7,243c/liter
2. Kaapse Skiereilandgebied	0,421c/liter	7,403c/liter
3. Bloemfonteingebied	0,905c/liter	6,868c/liter
4. Wes-Transvaalgebied	0,443c/liter	7,228c/liter
5. Natalgebied	0,542c/liter	7,338c/liter
6. Enige gebied anders as 'n beheerde gebied	—	2,993c/liter

TABEL 2
HEFFINGS EN SPESIALE HEFFINGS OP SUIWELPRODUKTE

Soort suiwelproduk	Heffing	Spesiale heffing
1	2	3
1. Nywerheidsmelk met inbegrip van surplus nywerheidsmelk	18,1c/100kg	255,7c/100kg
2. Surplus nywerheidsmelk	—	—
3. Room	—	21,0c/kg bottervet in daardie room
4. Botter	—	47,272c/kg
5. Cheddarkaas	—	27,198c/kg
6. Goudakaas	—	32,198c/kg
7. Plaaskaas	0,8c/kg	—
8. Kaas anders as Cheddar- of Goudakaas, wat in die Republiek ingevoer word	0,5c/kg	—

No. R. 1199

30 May 1985

MARKETING ACT, 1968 (ACT 59 OF 1968)

MAXIMUM PRICES FOR OIL CAKE.—AMENDMENT

I, Jacob Johannes Greyling Wentzel, Minister of Agricultural Economics, acting under section 84E of the Marketing Act, 1968 (Act 59 of 1968), hereby amend the Schedule to Government Notice R. 1092 of 20 May 1983, as amended by Government Notice R. 855 of 27 April 1984—

(a) by the substitution for paragraph 2.2 of the following paragraph:

“2.2 The prices referred to in paragraph 2.1—

2.2.1 shall apply to oil cake and oil cake meal delivered to the nearest railway station of the seller;

2.2.2 shall not include the price of the container in which oil cake or oil cake meal is delivered to the purchaser; and

2.2.3 shall be increased by R12,00 per ton if the oil cake or oil cake meal is delivered in bags.”; and

(b) by the substitution for the table of the following table:

No. R. 1199

30 Mei 1985

BEMARKINGSWET, 1968 (WET 59 VAN 1968)

MAKSIMUM PRYSE VIR OLIEKOEK.—WYSIGING

Ek, Jacob Johannes Greyling Wentzel, Minister van Landbou-ekonomie, handelende kragtens artikel 84E van die Bemarkingswet, 1968 (Wet 59 van 1968), wysig hierby die Bylae by Goewermentskennisgewing R. 1092 van 20 Mei 1983, soos gewysig deur Goewermentskennisgewing R. 855 van 27 April 1984—

(a) deur paragraaf 2.2 deur die volgende paragraaf te vervang:

“2.2 Die pryse in paragraaf 2.1 bedoel—

2.2.1 is van toepassing op oliekoek en oliekoekmeel wat by die verkoper se naaste spoorwegstasie gelever word;

2.2.2 sluit nie die prys van die houer in waarin oliekoek of oliekoekmeel aan die koper gelever word nie; en

2.2.3 word met R12,00 per ton verhoog indien oliekoek of oliekoekmeel in sakke gelever word.”; en

(b) deur die tabel deur die volgende tabel te vervang:

"TABLE"
MAXIMUM SELLING PRICES FOR OIL AND OIL CAKE MEAL

Kind of oil cake and oil cake meal	Maximum selling prices per ton in bulk		
	Farm feed manufacturers	Persons other than farm feed manufacturers and Bona Fide farmers	Bona fide farmers
1	2	3	4
1. Groundnut.....	R304,00	R319,00	R334,00
2. Sunflower seed.....	R298,00	R312,50	R327,50
3. Cotton.....	R329,00	R345,00	R361,50
4. Soya bean.....	R439,00	R461,00	R482,50"

"TABEL"
MAKSIMUM VERKOOPPRYSE VIR OLIEKOEK EN OLIEKOEKMEEL

Soort oliekoek en oliekoekmeel	Maksimum verkooppryse per ton in losmaat		
	Veevoedselvervaardigers	Ander persone as veevoedselvervaardigers en Bona Fide boere	Bona fide boere
1	2	3	4
1. Grondbone.....	R304,00	R319,00	R334,00
2. Sonneblomsaad.....	R298,00	R312,50	R327,50
3. Katoen.....	R329,00	R345,00	R361,50
4. Sojaboon.....	R439,00	R461,00	R482,50"

J. J. G. WENTZEL,
Minister of Agricultural Economics.

J. J. G. WENTZEL,
Minister van Landbou-ekonomie.

DEPARTMENT OF FINANCE

No. R. 1152

30 May 1985

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/1126)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

K. D. S. DURR,

Deputy Minister of Finance and of Trade and Industry.

DEPARTEMENT VAN FINANSIES

No. R. 1152

30 Mei 1985

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 1 (No. 1/1/1126)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hiermee gewysig in die mate in die Bylae hiervan aangetoon.

K. D. S. DURR,

Adjunk-minister van Finansies en van Handel en Nywerheid.

SCHEDULE

I Tariff Heading	II Statistical Unit	III IV Rate of Duty	
		General	M.F.N.
28.04 By the deletion of subheading No. 28.04.55. By the insertion after subheading No. 28.04.60 of the following: "28.04.65 Boron; tellurium" By the deletion of subheading No. 28.04.80.	kg	free"	

Note.—The provisions for boron and tellurium are combined at a rate of duty of free.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV Skaal van Reg	
		Algemeen	M.B.N.
28.04 Deur subpos No. 28.04.55 te skrap. Deur na subpos No. 28.04.60 die volgende in te voeg: "28.04.65 Boor; telluur" Deur subpos No. 28.04.80 te skrap.	kg	vry"	

Opmerking.—Die voorsienings vir boor en telluur word gekombineer teen 'n skaal van reg van vry.

No. R. 1153

30 May 1985

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/1127)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

K. D. S. DURR,

Deputy Minister of Finance and of Trade and Industry.

No. R. 1153

30 Mei 1985

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 1 (No. 1/1/1127)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

K. D. S. DURR,

Adjunk-minister van Finansies en van Handel en Nywerheid.

SCHEDULE

I Tariff Heading	II Statistical Unit	III IV Rate of duty	
		General	M.F.N.
29.05 By the deletion of subheading No. 29.05.30.			
84.59 By the substitution for subheading No. 84.59.10 of the following: "84.59.10 Air coolers, selfcontained, with or without thermoelectric elements"	no.	15%"	

Note.—The effect of this notice is that—

- (a) the provision for cholesterol is withdrawn, and
- (b) the scope of subheading No. 84.59.10 is clearly defined.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV Skaal van reg	
		Algemeen	M.B.N.
29.05 Deur subpos No. 29.05.30 te skrap.			
84.59 Deur subpos No. 84.59.10 deur die volgende te vervang: "84.59.10 Lugverkoelers, selfstandig, met of sonder termoelektriese elemente"	getal	15%"	

Opmerking.—Die uitwerking van hierdie kennisgewing is dat—

- (a) die voorsiening vir cholesterol ingetrek word, en
- (b) die trefwydte van subpos No. 84.59.10 duidelik omskryf word.

No. R. 1154

30 May 1985

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/1128)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

K. D. S. DURR,

Deputy Minister of Finance and of Trade and Industry.

No. R. 1154

30 Mei 1985

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 1 (No. 1/1/1128)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hiermee gewysig in die mate in die Bylae hiervan aangetoon.

K. D. S. DURR,

Adjunk-minister van Finansies en van Handel en Nywerheid.

SCHEDULE

I Tariff Heading	II Statistical Unit	III IV Rate of duty	
		Général	M.F.N.
45.04 By the deletion of subheading No. 45.04.20.			

Note.—The effect of this notice is that the rate of duty on floats for fishing nets and on lifebuoys and lifebelts, of cork, is increased from free to 15%.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV Skaal van reg	
		Algemeen	M.B.N.
45.04 Deur subpos No. 45.04.20 te skrap.			

Opmerking.—Die uitwerking van hierdie kennisgewing is dat die skaal van reg op dobbers vir visnette en op reddingsboeie en -gordels, van kurk, van vry na 15% verhoog word.

30 Mei 1985

No. R. 1200

30 May 1985

No. R. 1200

CUSTOMS AND EXCISE ACT, 1964

DOEANE- EN AKSYNSWET, 1964

DETERMINATIONS OF TARIFF CLASSIFICATION AND FURNISHING THEREOF ON BILLS OF ENTRY (LIST TAR/127)

BEPALINGS VAN TARIEFINDELING EN VERSTREK-KING DAARVAN OP KLARINGSBRIEWE (LYS TAR/127)

The following amendments to determinations are published in terms of section 47 (9) of the Customs and Excise Act, 1964 (Act 91 of 1964).

Die volgende wysigings van bepalings word kragtens artikel 47 (9) van die Doeane- en Aksynswet, 1964 (Wet 91 van 1964), gepubliseer.

D. J. COLESKY,

D. J. COLESKY,

Commissioner for Customs and Excise.

Kommissaris van Doeane en Aksyns.

Note.—List TAR/126 was published in Government Notice R. 1137 of 24 May 1985.

Opmerking.—Lys TAR/126 is in Goewermentskennis-gewing R. 1137 van 24 Mei 1985 gepubliseer.

AMENDMENTS TO PUBLISHED DETERMINATIONS

Description of goods	Tariff heading/ subheading	Determi- nation no.
1. Amendments to determinations resulting from amendments to Part 1 of Schedule No. 1 to the Customs and Excise Act (Act 91 of 1964):		
The following are substituted for the existing determinations with effect from 30 May 1985:		
Eskimo model 131350 personal cooler and model 131620 room cooler—air coolers, self-contained, with or without thermo-electric elements	84.59.10	84
Bonaire evaporative air conditioner—air cooler, self-contained, with or without thermo-electric elements	84.59.10	250
Essick Sterling portable coolers models S1600, S2200 and S3400—air coolers, self-contained, with or without thermo-electric elements	84.59.10	465
Convair air coolers—air coolers, self-contained, with or without thermo-electric elements	84.59.10	496
2. Amendments necessary to amplify or clarify descriptions or to correct errors:		
(i) The following determination is withdrawn:	38.19	256
(ii) The following are substituted for the existing determinations:		
Polygal polypropylene structured "sheet"—propylene polymers and copolymers, in profile shapes	39.02.85.45	269
Compressible offset blankets, comprised of 0,5 mm rubber face bonded to three plies of textile material each 0,35 mm thick with rubber adhesive between the fabric plies—sheeting of unhardened vulcanised rubber. Mass 2272 g/m ² textile material = 37%	40.08.20	8
Reelco Retracta self-winding hose reels, domestic and other—mechanical appliances having an individual function, other	84.59.90	502
3. Amendments to determinations in terms of section 47 (9) (d) of the Customs and Excise Act (Act 91 of 1964):		
(i) The following determination is withdrawn with effect from 30 May 1985:	39.01	36
(ii) The following is substituted for the existing determination with effect from 1 July 1983:		
Maho MH300, MH400, MH500 and MH600 universal toolroom milling and boring machines—milling machines of the turret type, not numerically controlled	84.45.16.60	30
(iii) The following is substituted for the existing determination with effect from 23 April 1985:		
Taprogge sponge rubber balls—articles of unhardened vulcanised rubber identifiable as integral parts of industrial machinery	40.14.80	40
(iv) The following is substituted for the existing determination with effect from 14 May 1985:		
Stryker wedge turning frame model 124, trolley mounted—a hospital bed with mechanical fittings	94.02.20	18
(v) Determination No. 14 under tariff heading 84.65 is withdrawn and replaced by the following determination with effect from 30 May 1985:		
Oleo hydraulic buffers—other industrial machinery, other	84.59.80.90	655

WYSIGINGS VAN GEPUBLISEERDE BEPALINGS

Beskrywing van goedere

Beskrywing van goedere	Tariefpos/ -subpos	Bepaling no.
1. Wysigings van bepalings as gevolg van wysigings van Deel 1 van Bylae No. 1 by die Doeane- en Aksynswet (Wet 91 van 1964):		
Die volgende vervang die bestaande bepalings met ingang van 30 Mei 1985:		
Eskimo model 131350 persoonlike verkoeler en model 131620 kamerverkoeler—lugverkoelers, selfstandig, met of sonder termoelektriese elemente	84.59.10	84
Bonaire-verdampingslugreël—lugverkoeler, selfstandig, met of sonder termoelektriese elemente	84.59.10	250
Essick Sterling verplaasbare verkoelers modelle S1600, S2200 en S3400—lugverkoelers, selfstandig, met of sonder termoelektriese elemente	84.59.10	465
Convair-lugverkoelers—lugverkoelers, selfstandig, met of sonder termoelektriese elemente	84.59.10	496
2. Wysigings nodig om beskrywings aan te vul of duideliker te stel of om foute reg te stel:		
(i) Die volgende bepaling word ingetrek:	38.19	256
(ii) Die volgende vervang die bestaande bepalings:		
Polygal polipropileen struktuurtype "vel"—propileenpolimere en -kopolimere in profielvorms	39.02.85.45	269
Saampersbare vlakdrukkomberse, bestaande uit 0,5 mm rubberaansig versterk met drie lae tekstielstof elk 0,35 mm dik met rubberkleefstof tussen die tekstielstoflae—vel van onverharde ge vulkaniseerde rubber. Massa 2272 g/m ² tekstielstof = 37%	40.08.20	8
Reelco Retracta selfwenslangtolle, huishoudelik en ander—meganiese toestelle wat 'n afsonderlike funksie het, ander	84.59.90	502

Beskrywing van goedere		Tariefpos/ -subpos	Bepaling no.
3. Wysigings van bepaling kragtens artikel 47 (9) (d) van die Doeane- en Aksynswet (Wet 91 van 1964):			
(i) Die volgende bepaling word ingetrek met ingang van 30 Mei 1985:		39.01	36
(ii) Die volgende vervang die bestaande bepaling met ingang van 1 Julie 1983:			
Maho MH300, MH400, MH500 en MH600 universele gereedskapkamerrees- en boormasjiene—freesmasjiene van die toringtipe, nie syferkontrolle nie		84.45.16.60	30
(iii) Die volgende vervang die bestaande bepaling met ingang van 23 April 1985:			
Taprogge-sponsrubberballe—artikels van onverharde ge vulkaniseerde rubber uitkenbaar as integreernde onderdele van industriële masjinerie		40.14.80	40
(iv) Die volgende vervang die bestaande bepaling met ingang van 14 Mei 1985:			
Stryker-wigdraairaam model 124, op 'n trollie gemonteer—'n hospitaalbed met meganiese toerusting		94.02.20	18
(v) Bepaling No. 14 onder tariefpos 84.65 word ingetrek en vervang deur die volgende bepaling met ingang van 30 Mei 1985:			
Oleo hidrouliese buffers—ander industriële masjinerie, ander		84.59.80.90	655

DEPARTMENT OF HOME AFFAIRS

No. R. 1204

30 May 1985

AMENDMENT OF REGULATIONS IN TERMS OF THE PUBLICATIONS ACT, 1974

The Minister of Home Affairs has, in terms of section 44 of the Publications Act, 1974 (Act 42 of 1974), made the regulation contained in the Schedule hereto.

SCHEDULE

1. In this Schedule "the Regulations" mean the regulations published by Government Notice R. 536 of 18 March 1975, as amended by Government Notices R. 819 of 25 April 1975, R. 1751 of 24 September 1976, R. 2014 of 30 September 1977, R. 835 of 21 April 1978, R. 1974 of 29 September 1978, R. 670 of 30 March 1979, R. 1917 of 31 August 1979, R. 668 of 28 March 1980, R. 2326 of 14 November 1980, R. 1890 of 4 July 1981, R. 2329 of 30 October 1981, R. 1235 of 25 June 1982, R. 1236 of 25 June 1982 and R. 277 of 15 February 1985.

2. The following regulation is hereby substituted for regulation 2 of the Regulations:

"2. A member of the directorate shall, subject to the provisions of regulation 3, hold office for the period determined by the Minister on the date of his appointment but not exceeding five years."

DEPARTMENT OF MANPOWER

No. R. 1201

30 May 1985

LABOUR RELATIONS ACT, 1956

MOTOR INDUSTRY.—EXTENSION OF MISA PENSION FUND AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby, in terms of section 48 (4) (a) (i) of the Labour Relations Act, 1956, extend the periods fixed in Government Notices R. 1530 of 25 July 1980, R. 2634 of 24 December 1980, R. 1582 of 30 July 1982 and R. 2320 of 26 October 1984, by a further period ending 31 July 1990.

P. T. C. DU PLESSIS,
Minister of Manpower.

DEPARTEMENT VAN BINNELANDSE SAKE

No. R. 1204

30 Mei 1985

WYSIGING VAN REGULASIES UITGEVAARDIG Kragtens DIE WET OP PUBLIKASIES, 1974

Die Minister van Binnelandse Sake het kragtens artikel 44 van die Wet op Publikasies, 1974 (Wet 42 van 1974), die regulasie vervat in die Bylae hiervan uitgevaardig.

BYLAE

1. In hierdie Bylae beteken "die Regulasies" die regulasies afgekondig by Goewermmentskennisgewing R. 536 van 18 Maart 1975, soos gewysig deur Goewermmentskennisgewings R. 819 van 25 April 1975, R. 1751 van 24 September 1976, R. 2014 van 30 September 1977, R. 835 van 21 April 1978, R. 1974 van 29 September 1978, R. 670 van Maart 1979, R. 1917 van 31 Augustus 1979, R. 668 van 28 Maart 1980, R. 2326 van 14 November 1980, R. 1890 van 4 Julie 1981, R. 2329 van 30 Oktober 1981, R. 1235 van 25 Junie 1982, R. 1236 van 25 Junie 1982 en R. 277 van 15 Februarie 1985.

2. Regulasie 2 van die Regulasies word hierby deur die volgende regulasie vervang:

"2. 'n Lid van die direktoraat beklee behoudens die bepaling van regulasie 3 sy amp vir 'n tydperk wat die Minister by sy aanstelling bepaal, maar vir hoogstens vyf jaar."

DEPARTEMENT VAN MANNEKRAG

No. R. 1201

30 Mei 1985

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORNYWERHEID.—VERLENGING VAN MISA PENSIOENFONDSOOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verleng hierby, kragtens artikel 48 (4) (a) (i) van die Wet op Arbeidsverhoudinge, 1956, die tydperke vasgestel in Goewermmentskennisgewings R. 1530 van 25 Julie 1980, R. 2634 van 24 Desember 1980, R. 1582 van 30 Julie 1982 en R. 2320 van 26 Oktober 1984, met 'n verdere tydperk wat op 31 Julie 1990 eindig.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

No. R. 1202

30 May 1985

LABOUR RELATIONS ACT, 1956

MOTOR INDUSTRY.—AMENDMENT OF MAIN AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower hereby—

(a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from 3 June 1985 and for the period ending 31 August 1986, upon the employers' organisations and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisations or unions; and

(b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (b), shall be binding, with effect from 3 June 1985 and for the period ending 31 August 1986, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

P. T. C. DU PLESSIS,
Minister of Manpower.

SCHEDULE

THE NATIONAL INDUSTRIAL COUNCIL FOR THE MOTOR INDUSTRY

MAIN AGREEMENT

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

South African Motor Industry Employers' Association
and the

South African Vehicle Builders' and Repairers' Association

(hereinafter referred to as the "employers" or the "employers' organisations"), of the one part, and the

Motor Industry Employees' Union of South Africa
Motor Industry Staff Association

and the

Motor Industry Combined Workers' Union

(hereinafter referred to as the "employees" or the "trade unions"), of the other part,

being the parties to the National Industrial Council for the Motor Industry, to amend the Main Agreement, published under Government Notice R. 2317 of 26 October 1984, as follows:

1. Clause 1.—Scope of application

(1) Subject to the provisions of clause 1 of Division B, of the Main Agreement, the terms of this Agreement shall be observed in the Motor Industry (a) throughout the Republic of South Africa (excluding the port and settlement of Walvis Bay and the area occupied by Cape Explosives Works Ltd, Somerset West) (b) by the employers and the employees who are members of the employers' organisations and the trade unions, respectively.

(2) Notwithstanding the provisions of subclause (1), the provisions of this Agreement shall apply to—

(a) apprentices only in so far as they are not inconsistent with the provisions of or any conditions fixed under the Manpower Training Act, 1981; and

(b) trainees undergoing training under the Manpower Training Act, 1981, only in so far as they are not inconsistent with the provisions of or any conditions fixed under that Act.

2. DIVISION A, CLAUSE 25.—MOTOR INDUSTRY DEVELOPMENT FUND

(a) In subclause (1) (b) substitute the expression "BR, EP and NL" for the expression "BR, EP, NC, NL and OFS".

No. R. 1202

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORNYWERHEID.—WYSIGING VAN HOOFOOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby—

(a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van 3 Junie 1985 en vir die tydperk wat op 31 Augustus 1986 eindig, bindend is vir die werkgewersorganisasies en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasies of verenigings is; en

(b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1) (b), met ingang van 3 Junie 1985 en vir die tydperk wat op 31 Augustus 1986 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

BYLAE

DIE NASIONALE NYWERHEIDSRAAD VIR DIE MOTORNYWERHEID

HOOFOOREENKOMS

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

South African Motor Industry Employers' Association
en die

South African Vehicle Builders' and Repairers' Association

(hierna die "werkgewers" of die "werkgewersorganisasies" genoem), aan die een kant, en die

Motor Industry Employees' Union of South Africa
Motor Industry Staff Association

en die

Motor Industry Combined Workers' Union

(hierna die "werknemers" of die "vakverenigings" genoem), aan die ander kant,

wat die partye is by die Nasionale Nywerheidsraad vir die Motornywerheid,

om die Hoof-ooreenkoms, gepubliseer by Goewermentskennisgewing R. 2317 van 26 Oktober 1984, soos volg te wysig:

1. Klousule 1.—Toepassingsbestek

(1) Behoudens die bepalings van klousule 1 van Afdeling B van die Hoof-ooreenkoms moet hierdie Ooreenkoms oral (a) in die Republiek van Suid-Afrika (uitgesonderd die hawe en nedersetting van Walvisbaai en gebied geokkupeer deur Cape Explosives Works Ltd, Somerset-Wes) (b) nagekom word deur die werkgewers en die werknemers in die Motornywerheid wat lede van onderskeidelik die werkgewersorganisasies en die vakverenigings is.

(2) Ondanks subklousule (1) is hierdie Ooreenkoms van toepassing op—

(a) vakleerlinge slegs vir sover dit nie onbestaanbaar is met die Wet op Mannekragopleiding, 1981, of voorwaardes wat daarkragtens gestel is nie; en

(b) kwekelinge wat opleiding ingevolge die Wet op Mannekragopleiding, 1981, ondergaan, slegs vir sover dit nie onbestaanbaar is met daardie Wet of voorwaardes wat daarkragtens gestel is nie.

2. AFDELING A, KLOUSULE 25.—ONTWIKKELINGSFONDS VIR DIE MOTORNYWERHEID

(a) In subklousule (1) (b), vervang die uitdrukking "BR, OP, NK, NL en OVS" deur die uitdrukking "BR, OP en NL".

(b) In subclause (1) (c) substitute the expression "NC, OFS and TVL" for the expression "TVL" and substitute the figure "25c" for the figure "12c".

Signed at Johannesburg, on behalf of the parties, this 6th day of December 1985.

F. J. HACKNEY,
President of the Council.

W. DE KLERK,
Vice-President of the Council.

H. C. L. LOOCK,
Secretary of the Council.

No. R. 1203

30 May 1985

LABOUR RELATIONS ACT, 1956

MOTOR INDUSTRY.—EXTENSION OF AUTO WORKERS' PENSION FUND AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby, in terms of section 48 (4) (a) (i) of the Labour Relations Act, 1956, extend the periods fixed in Government Notices R. 1510 of 25 July 1980, R. 2022 of 3 October 1980, R. 2635 of 24 December 1980, R. 1017 of 15 May 1981, R. 1280 of 26 June 1981 and R. 2318 of 26 October 1984, by a further period ending 31 July 1990.

P. T. C. DU PLESSIS,
Minister of Manpower.

DEPARTMENT OF PUBLIC WORKS AND LAND AFFAIRS

No. R. 1195

30 May 1985

DEEDS REGISTRIES ACT, 1937

AMENDMENT OF REGULATIONS

The Deputy Minister of Development and of Land Affairs acting on behalf and by direction of the Minister of Communications and of Public Works has in terms of section 9 (9) of the Deeds Registries Act, 1937 (Act 47 of 1937), approved the regulations in the Schedule hereto, made by the Deeds Registries Regulation Board in terms of section 10 of Act 47 of 1937.

SCHEDULE

1. In this Schedule the expression "the Regulations" means the regulations published under Government Notice R. 474 of 29 March 1963, as amended by Government Notices R. 557 of 26 April 1963, R. 1251 of 14 August 1964, R. 493 of 2 April 1965, R. 1105 of 8 July 1966, R. 1077 of 27 June 1969, R. 1167 of 11 July 1969, R. 437 of 23 March 1973, R. 2578 of 29 December 1978, R. 127 of 26 January 1979, R. 1141 of 30 May 1980, R. 359 of 26 February 1982, R. 1892 of 26 August 1983 and R. 628 of 30 March 1984.

2. The following regulation is hereby substituted for regulation 4 of the Regulations:

"4. The expression 'administrative district' shall have the following meanings:

(a) In regard to the Province of the Cape of Good Hope (other than the Native Territories) a fiscal division, or, in the Native Territories of the said Province, a district, expressly established as such, in either case by or under the provisions of an Act of Parliament: Provided that where any particular farm unit or a township in a proclaimed Black urban residential area falls partly within the boundaries of

(b) In subklousule (1) (c), vervang die uitdrukking "TVL" deur die uitdrukking "NK, OVS en TVL" en vervang die syfer "12c" deur die syfer "25c".

Namens die partye op hede die 6de dag van Desember 1984 te Johannesburg onderteken.

F. J. HACKNEY,
President van die Raad.

W. DE KLERK,
Vise-President van die Raad.

H. C. L. LOOCK,
Sekretaris van die Raad.

No. R. 1203

30 Mei 1985

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORNWERKERS.—VERLENGING VAN PENSIOENFONDSOOREENKOMS VIR MOTORWERKERS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verleng hierby, kragtens artikel 48 (4) (a) (i) van die Wet op Arbeidsverhoudinge, 1956, die tydperke vasgestel in Goewermenskennisgewings R. 1510 van 25 Julie 1980, R. 2022 van 3 Oktober 1980, R. 2635 van 24 Desember 1980, R. 1017 van 15 Mei 1981, R. 1280 van 26 Junie 1981 en R. 2318 van 26 Oktober 1984, met 'n verdere tydperk wat op 31 Julie 1990 eindig.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

DEPARTEMENT VAN OPENBARE WERKE EN GRONDSAKE

No. R. 1195

30 Mei 1985

REGISTRASIE VAN AKTES WET, 1937

WYSIGING VAN REGULASIES

Die Adjunk-minister van Ontwikkeling en van Grond-sake, handelende namens en in opdrag van die Minister van Kommunikasie en van Openbare Werke het kragtens artikel 9 (9) van die Registrasie van Aktes Wet, 1937 (Wet 47 van 1937), sy goedkeuring geheg aan die regulasies in die Bylae wat kragtens artikel 10 van Wet 47 van 1937 deur die Registrasieregulasieraad uitgevaardig is.

BYLAE

1. In hierdie Bylae beteken die uitdrukking "die Regulasies" die Regulasies kragtens die Registrasie van Aktes Wet, 1937 afgekondig by Goewermenskennisgewing R. 474 van 29 Maart 1963, soos gewysig by Goewermenskennisgewings R. 557 van 26 April 1963, R. 1251 van 14 Augustus 1964, R. 493 van 2 April 1965, R. 1105 van 8 Julie 1966, R. 1077 van 27 Junie 1969, R. 1167 van 11 Julie 1969, R. 437 van 23 Maart 1973, R. 2578 van 29 Desember 1978, R. 127 van 26 Januarie 1979, R. 1141 van 30 Mei 1980, R. 359 van 26 Februarie 1982, R. 1892 van 26 Augustus 1983 en R. 628 van 30 Maart 1984.

2. Regulasie 4 van die Regulasies word hierby deur die volgende regulasie vervang:

"4. Die uitdrukking 'administratiewe distrik' het onderstaande betekenis:

(a) Met betrekking tot die provinsie die Kaap die Goeie Hoop (uitgesonderd die Naturellegebiede) 'n fiskale afdeling, of in die Naturellegebiede van genoemde provinsie, 'n distrik uitdruklik as sodanig ingestel, in elke geval by of kragtens die bepalings van 'n Wet van die Parlement: Met dien verstande dat waar 'n besondere plaaseenheid of 'n dorp binne 'n geproklameerde Swart stedelike woongebied

ne fiscal division or district, as the case may be, and partly within the boundaries of another fiscal division or district, such farm unit or township in a proclaimed Black urban residential area shall for the purpose of an administrative district be deemed to fall wholly within the fiscal division or district, as the case may be, in which the greater part of that farm unit or township in a proclaimed Black urban residential area is situated: Provided further that where any part of the boundary of a fiscal division or district, as the case may be, cannot be ascertained that part of the boundary of such fiscal division or district shall, for the purpose of an administrative district, be deemed to follow the boundaries of the farm units the Registrar of Deeds and the Surveyor-General concerned determine: Provided further than when the area of a township as indicated on a general plan, within a proclaimed Black urban residential area, falls within the boundaries of more than one fiscal division, the fiscal boundaries of any such fiscal division or divisions be determined by the Registrar of Deeds and the Surveyor-General concerned, for the purpose of an administrative district, in such a manner that the whole of the township falls within one fiscal division;

(b) in regard to the Province of Transvaal, a registration division as referred to in regulation 6;

(c) in regard to the Province of Natal, the Districts of Vryheid, Utrecht, Matatiele and Mount Currie and the rest of the Province of Natal as a whole;

(d) in regard to the Province of the Orange Free State, a district recognised as such on the 1st April 1956: Provided that where a township in a proclaimed Black urban residential area falls partly in one such district and partly in another such district, such township, in a proclaimed Black urban residential area, for the purpose of an administrative district, shall be deemed to fall wholly within the district in which the greater part of such township is situated: Provided further that when the area of a township, as indicated on the general plan, within a proclaimed Black urban residential area, falls within the boundaries of more than one district, the district boundaries of any such district or districts be determined by the Registrar of Deeds and the Surveyor-General concerned, for the purpose of an administrative district, in such a manner that the whole of the township falls within one district."

3. The following regulation is hereby substituted for regulation 6 of the Regulations:

"6. The 'degree squares' formed by the lines of latitude and longitude crossing the area served by the registry shall constitute registration divisions: Provided that such division shall follow the boundaries of the farm units whose greater area lies within the degree square forming such division: Provided further that where a township in a proclaimed Black urban residential area is situated partly in one such registration division and partly in another such registration division such township, in a proclaimed Black urban residential area, is deemed to be situated in that registration division in which the greatest area of the said township is situated: Provided further that when the area of a township indicated on a general plan, within a proclaimed Black urban residential area, falls within the boundaries of more than one registration division, the boundaries of any such registration division or divisions be determined by the Registrar of Deeds and the Surveyor-General concerned, for the purpose of an administrative district, in such a manner that the whole of the township falls within one registration division."

gedeeltelik binne die grense van een fiskale afdeling of distrik, na gelang van die geval, en gedeeltelik binne die grense van 'n ander fiskale afdeling of distrik van, sodanige plaaseenheid of dorp binne 'n geproklameerde Swart stedelike woongebied, vir die doeleindes van 'n administratiewe distrik, geag word te val geheel binne die fiskale afdeling of distrik, na gelang van die geval, waarin die grootste gedeelte van sodanige plaaseenheid of dorp binne 'n geproklameerde Swart stedelike woongebied geleë is: Met dien verstande verder dat waar enige gedeelte van die grens van 'n fiskale afdeling of distrik, na gelang van die geval, nie vasgestel kan word nie, daardie gedeelte van die grens van sodanige fiskale afdeling of distrik, vir die doeleindes van 'n administratiewe distrik, geag word die grense van die plaaseenhede te volg wat die betrokke Registrateur van Aktes en die Landmeter-generaal bepaal: Met dien verstande verder dat wanneer die gebied, wat voorgestel word op die algemene plan van 'n dorp in 'n geproklameerde Swart stedelike woongebied, binne die grense van meer as een fiskale afdeling val, die fiskale grense van enige sodanige fiskale afdeling of afdelings deur die betrokke Registrateur van aktes en die Landmeter-generaal, vir die doeleindes van 'n administratiewe distrik, bepaal word op so 'n wyse dat die geheel van die dorp binne een fiskale afdeling val;

(b) met betrekking tot die provinsie Transvaal, 'n registrasieafdeling soos genoem in regulasie 6;

(c) met betrekking tot die provinsie Natal, die distrikte Vryheid, Utrecht, Matatiele, Mount Currie en die res van die provinsie Natal as 'n geheel;

(d) met betrekking tot die provinsie Oranje-Vrystaat, 'n distrik op 1 April 1956 as sodanig erken: Met dien verstande dat waar 'n dorp binne 'n geproklameerde Swart stedelike woongebied gedeeltelik binne een sodanige distrik en gedeeltelik in 'n ander sodanige distrik geleë is, sodanige dorp binne 'n geproklameerde Swart stedelike woongebied vir die doeleindes van 'n administratiewe distrik, geag word in die geheel binne die distrik waarin die grootste gedeelte van sodanige dorp geleë is, te val: Met dien verstande verder dat wanneer die gebied, wat voorgestel word op die algemene plan van 'n dorp in 'n geproklameerde Swart stedelike woongebied, binne die grense van meer as een distrik val, die distriksgrense van enige sodanige distrik of distrikte deur die betrokke Registrateur van Aktes en die Landmeter-generaal, vir die doeleindes van 'n administratiewe distrik, bepaal word op so 'n wyse dat die geheel van die dorp binne een distrik val."

3. Regulasie 6 van die Regulasies word hierby deur die volgende regulasie verang:

"6. Die 'graadvierkante' gevorm deur die breedte- en lengtelyste wat die gebied kruis wat onder 'n registrasiekantoor val, vorm registrasieafdelings: Met dien verstande dat sodanige registrasie-afdeling die grense van die plaaseenhede vol, waarvan die grootste oppervlakte geleë is binne die graadvierkant wat sodanige afdeling vorm: Met dien verstande verder dat waar 'n dorp binne 'n geproklameerde Swart stedelike woongebied gedeeltelik binne een sodanige registrasie-afdeling en gedeeltelik binne 'n ander sodanige registrasie-afdeling geleë is, sodanige dorp binne 'n geproklameerde Swart stedelike woongebied geag word in die registrasieafdeling geleë te wees waarin die grootste oppervlakte van sodanige dorp geleë is: Met dien verstande verder dat wanneer die gebied, wat voorgestel word op die algemene plan van 'n dorp in 'n geproklameerde Swart stedelike woongebied, binne die grense van meer as een registrasie-afdeling val, die grense van enige sodanige registrasie-afdeling of -afdelings deur die betrokke Registrateur van Aktes en die Landmeter-generaal, vir die doeleindes van 'n administratiewe distrik, bepaal word op so 'n wyse dat die geheel van die dorp binne een registrasie-afdeling val."

4. The following regulation is hereby substituted for regulation 22 of the Regulations:

"22. Any spaces in a deed which have not been used shall be ruled through and where a deed comprises more than one page each page shall be numbered consecutively."

5. Regulation 43 of the Regulations is hereby amended by the addition of the following subregulation:

"(3) The provisions of subregulations (1) and (2), and regulation 44 shall not apply in respect of the first issue of a certificate of title of a lot in terms of the Black Communities Development Act, 1984 (Act 4 of 1984)."

6. Regulation 44A of the Regulation is hereby amended—

(a) by the substitution for subregulation (b) of the following subregulation:

"(b) that, in the case of a deed of transfer of certificate of title to land, all the applicable conditions of title contained in or endorsed upon the owner's copy of the title deed, together with any applicable proclaimed township conditions have been correctly brought forward in that deed of transfer or certificate of title to land;"

(b) by the substitution for paragraph (i) of subregulation (d) of the following paragraph:

"(i) the names, identity number or date of birth and marital status of any natural person being a party to the deed or document and in the case of any other person, its name, and registered number, if any, are correctly reflected in that deed or document;"

(c) by the substitution for subparagraph (bb) of paragraph (ii) of subregulation (d) of the following subparagraph:

"(bb) the transaction as disclosed therein is authorised by and in accordance with the constitution, regulations, or founding statement, as the case may be, of any church, association, close corporation, society, or other body of persons, or any institution other than a company, except a share block company as defined in the Share Blocks Control Act, 1980 (Act 59 of 1980), or the deed of a trust being a party to such document;" and

(d) by the addition to paragraph (ii) of subregulation (d) of the following subparagraph:

"(cc) that a trustee being a party to a deed or document is acting therein in accordance with the powers set out in the deed of trust concerned and that any security required had been furnished to the Master of the Supreme Court."

7. Regulation 45 of the Regulations is hereby amended by the substitution for subregulation (1) of the following subregulation:

"(1) All deeds, bonds, documents and powers of attorney proper for execution or registration, as the case may be, shall be lodged for examination by a notary or a conveyancer practising at the seat of the Deeds Registry or by a person employed by a notary or conveyancer, in covers with the receiving clerk (who shall note thereon the date of lodgement), on working days between the hours that the Registrar shall determine: Provided that a notary or a person employed by a notary may only lodge notarial deeds: Provided further that any document lodged on behalf of a Government department or Development Board may be lodged by any person in the employ of the department or Development Board concerned, even though that person is not a notary or conveyancer, or where such Government

4. Regulasie 22 van die Regulasies word hierby deur die volgende regulasie vervang:

"22. Daar moet 'n streep getrek word deur enige ongebruikte ruimtes in 'n akte, en waar 'n akte meer as een bladsy beslaan, moet elke bladsy agtereenvolgens genommener word."

5. Regulasie 43 van die Regulasies word hierby gewysig deur die volgende subregulasie by te voeg:

"(3) Die bepalinge van subregulasies (1) en (2), en Regulasie 44, is nie van toepassing nie op die eerste uitreiking van 'n sertifikaat van titel van 'n erf kragtens die Wet op die Ontwikkeling van Swart Gemeenskappe, 1984 (Wet 4 van 1984)."

6. Regulasie 44A van die Regulasies word hierby gewysig—

(a) deur subregulasie (b) deur die volgende subregulasie te vervang:

"(b) dat, in die geval van 'n transportakte of titelsertifikaat van grond, al die toepaslike titelvoorwaardes wat vervat is in die eienaar se afskrif van die titelakte of wat daarteen geëndosseer is, asook enige toepaslike geproklameerde dorpsvoorwaardes, korrek oorgedra is in daardie transportakte of titelsertifikaat van grond;"

(b) deur paragraaf (i) van subregulasie (d) deur die volgende paragraaf te vervang:

"(i) die name, identiteitsnommer of geboortedatum en huwelikstaats van 'n natuurlike persoon wat 'n party by 'n akte of dokument is, en in die geval van enige ander persoon, die naam en registrasienommer (indien daar so 'n nommer is) van so 'n persoon, korrek weergegee is in daardie akte of dokument;"

(c) deur subparagraaf (bb) van paragraaf (ii) van subregulasie (d) deur die volgende subparagraaf te vervang:

"(bb) die transaksie soos dit daaruit blyk, gemagtig en in ooreenstemming is met die konstitusie, regulasie, of stigtingsverklaring, na gelang van die geval, van enige kerk, vereniging, beslote korporasie, genootskap, of ander liggaam van persone, of 'n ander instelling as 'n maatskappy, behalwe 'n aandeelblokkemaatskappy soos omskryf in die Wet op die Beheer van Aandeelblokke, 1980 (Wet 59 van 1980), of die akte van 'n trust wat 'n party by sodanige dokument is;" en

(d) deur by paragraaf (ii) van subregulasie (d) die volgende subparagraaf by te voeg:

"(cc) dat 'n trustee wat 'n party tot 'n akte of dokument is, handel in ooreenstemming met die magte aan hom verleen in die betrokke trustakte, en dat enige vereiste sekerheidstellings by die Meester van die Hooggeregshof gemaak is."

7. Regulasie 45 van die Regulasies word hierby gewysig deur subregulasie (1) deur die volgende subregulasie te vervang:

"(1) Alle aktes, verbande, dokumente en prokurasies wat vir verlyding of registrasie, na gelang van die geval, geskik is, moet deur 'n notaris of transportbesorger wat by die setel van die Registrasiekantoor praktiseer of deur 'n persoon wat in diens van 'n notaris of transportbesorger is, in omslae vir nasiening ingedien word by die ontvangsklerk (wat die datum van indiening daarop aanteken) op werksdae gedurende die ure wat die Registrateur bepaal: Met dien verstande dat 'n notaris of 'n persoon wat in diens van 'n notaris is, slegs notariële aktes kan indien: Met dien verstande verder dat enige dokument wat ten behoeve van 'n staatsdepartement of 'n ontwikkelingsraad ingedien word, deur enige persoon in diens van die betrokke departement of ontwikkelingsraad ingedien kan word, al sou daardie persoon nie 'n notaris of transportbesorger wees nie, of waar

Department or Development Board does not have an office at the seat of the relevant Deeds Registry, in the manner approved by the Registrar."

8. The following regulation is hereby substituted for regulation 82 of the Regulations:

"82. The certificates of title to be issued by a Registrar under the Act, and the further deeds or documents prescribed thereunder or under these regulations shall be prepared substantially in the forms provided in the schedule of Forms to these regulations, which forms shall also *mutatis mutandis* apply to leasehold transactions."

9. The Regulations are hereby amended by the addition to item 5 of the Schedule of Fees of Office which follows regulation 86 of the following item:

"(f) For obtaining an off-line computer print in respect of a series of properties, for every 100 properties or part thereof: R10."

10. The regulations are hereby amended by, in the Schedule of Fees which follow regulation 86—

(a) the substitution for paragraph 1 of Section 1 of the following paragraph:

"1. For all work in connection with obtaining of conveyance of ownership of immovable property in any manner not specifically mentioned elsewhere in this tariff the fee shall be as set out in column B of Schedule 1 to this tariff: Provided that in the case of a conveyance in terms of the second proviso to section 16, and in terms of section 31, and sections 45 and 45bis (bonds excluded) of the Act, the fee shall be 50 per cent of the amount set out in column B of the said Schedule."

(b) the substitution for Section II of the following section:

"SECTION II

1. For endorsement of title deeds or bonds in terms of sections 24bis (2) and 25 (3) of the Act and in terms of the Administration of Estates Act, 1965 (Act 66 of 1965), including the drawing of all necessary documents, the obtaining of necessary ancillary documents, consents and certificates from the Master and Registrar of Deeds, and all necessary attendances and correspondence in connection therewith: R96.

2. If more than one property or bond is included in the same application: an additional fee of R4 for each additional property or bond."

(c) the amendment of Section X—

(i) by the substitution for subparagraph (b) of paragraph 1 of the following subparagraph:

"(b) Attending to all matters referred to in Item (a) above in respect of any second or subsequent bond or bonds when such document or documents has or have been drawn by the same conveyancer who drew the corresponding documents in connection with the first bond between the same parties over the same property, and such documents are or can be lodged simultaneously as a set: R18 per bond."

(ii) by the substitution for paragraph 2 of the following paragraph:

"2. For drawing cession of bond or application for endorsement of a bond in terms of sections 45 and 45bis of the Act, including instructions and drawing consent of the mortgagor where necessary, attendance on mortgagor and mortgagee, correspondence and all relevant attendances including registration, but excluding attendances on the office of the Master of the Supreme Court: R52."

sodanige staatsdepartement of ontwikkelingsraad nie 'n kantoor by die setel van die betrokke Registrasiekantoor het nie, op die wyse goedgekeur deur die Registrateur."

8. Regulasie 82 van die Regulasies word hierby deur die volgende regulasie vervang:

"82. Die sertifikate van titel wat deur 'n Registrateur kragtens die Wet uitgereik word, en die verdere aktes of dokumente daarkragtens of kragtens hierdie regulasies voorgeskryf, moet so na as moontlik opgestel word volgens die vorms van die Bylae van Vorms by hierdie regulasies, welke vorms ook *mutatis mutandis* van toepassing is op huurpaga transaksies."

9. Die Regulasies word hierby gewysig deur by Item 5 van die Lys van kantoorgelde wat na regulasie 86 volg, die volgende paragraaf by te voeg:

"(f) vir die verkryging van 'n na-uurse rekenaardrukstuk ten opsigte van 'n reeks eiendomme, vir elke 100 eiendomme of gedeelte daarvan: R10."

10. Die Regulasies word hierby gewysig deur in die Tarief van Gelde wat na regulasie 86 volg—

(a) paragraaf 1 van Afdeling 1 deur die volgende paragraaf te vervang:

"1. Vir alle werk wat in verband staan met die verkryging van oordrag van eiendomsreg van onroerende eiendom op enige wyse wat nie elders in hierdie tarief uitdruklik genoem word nie, is die gelde dié soos uiteengesit in kolom B van Bylae 1 van hierdie tarief: Met dien verstande dat in die geval van 'n oordrag ingevolge die tweede voorbehoudsbepaling by artikel 16, en ingevolge artikel 31, en artikels 45 en 45bis (verbande uitgesonderd) van die Wet, die gelde 50 persent is van die bedrag uiteengesit in kolom B van genoemde Bylae."

(b) Afdeling II deur die volgende afdeling te vervang:

"AFDELING II

1. Vir endossering van titelbewyse of verbande kragtens artikels 24bis (2) en 25 (3) van die Wet, en kragtens die Boedelwet, 1965 (Wet 66 van 1965), met inbegrip van die opstel van al die nodige dokumente, die verkryging van die nodige aanvullende dokumente, toestemmings en sertifikate van die Meester en die Registrateur van Aktes, en al die nodige opwagtings en korrespondensie in verband daarmee: R96.

2. Indien meer as een eiendom of verband in dieselfde aansoek ingesluit is: 'n bykomende bedrag van R4 vir elke bykomende eiendom of verband."

(c) Afdeling X te wysig—

(i) deur subparagraaf (b) van paragraaf 1 deur die volgende subparagraaf te vervang:

"(b) Vir die behartiging van alle aangeleenthede in item (a) hierbo genoem ten opsigte van 'n tweede of daaropvolgende verband of verbande, wanneer sodanige dokument of dokumente deur dieselfde transportbesorger opgestel is wat die ooreenstemmende dokumente ten opsigte van die eerste verband tussen dieselfde partye oor dieselfde eiendom opgestel het, en sodanige dokumente gelyktydig as 'n stel ingedien is of kan word: R18 per verband." en

(ii) deur paragraaf 2 deur die volgende paragraaf te vervang:

"2. Vir die opstel van 'n sessie van 'n verband, of 'n aansoek vir endossement kragtens artikels 45 en 45bis van die Wet van 'n verband, met inbegrip van opdragte, en die opstel van toestemming van die verbandgewer waar nodig, opwagtings by die verbandgewer en verbandhouer, korrespondensie en alle tersaaklike opwagtings, met inbegrip van registrasie, maar uitgesonderd opwagtings by die kantoor van die Meester van die Hoogeregshof: R52." en

(d) the addition after paragraph 11 (c) of Section XI of the following paragraph:

“(d) For drawing and signing a certificate in terms of section 42 (1) of the Administration of Estates Act, 1965 (Act 66 of 1965), including investigations and attendances on the Office of the Master of the Supreme Court: R30 per estate for any number of certificates.”

11. These regulations shall come into operation on 1 July 1985.

SOUTH AFRICAN TRANSPORT SERVICES

No. R. 1184

30 May 1985

REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

Under the powers vested in me by section 73 (1) of the South African Transport Services Act, 1981 (Act 65 of 1981), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs, do hereby issue the following amendments to the Regulations for the Harbours of the Republic of South Africa and of South West Africa, published under Government Notice R. 867 of 30 April 1982:

REGULATION 1

Subregulation (3)

By the substitution for paragraphs (e) and (g) of the following:

(e) “pleasure craft” a small South African registered craft which is used by its owner(s) solely for pleasure purposes, including fishing for pleasure, and not plying for hire, or let for hire, or otherwise used for gain or engaged in commercial fishing or for other commercial purposes of whatever description;

(g) “small craft” a South African licensed tug, fishing craft, whale catcher, launch, barge, lighter, rowing boat, skiboat, sailing boat, yacht or similar craft, or a hulk of any of the craft enumerated;

REGULATION 2 (English text only)

Subregulation (1)

By the substitution for the word “rearpart” in the second line of paragraph (g) (i) of the word “afterpart”.

REGULATION 4

By the insertion of the words “or leave” after the word “enter” in the heading and in the first line.

REGULATION 5

By the substitution for this regulation of the following:

5. Assignment of berths

(1) The port captain or any deputy appointed by him for the purpose shall, as soon as practicable, point out to the master of a ship arriving at the approaches to a harbour, a proper berth assigned to such ship and, if considered necessary, the port captain or his deputy may board such ship.

(2) Every ship shall occupy the berth assigned to her by the port captain, whether at a quay or elsewhere, and shall remove to any other berth, or proceed to sea, as he may direct. The assignment of a berth by the port captain for cargo working shall be as directed by the port manager and shall be subject to the provisions of Regulation No. 24.

(d) Afdeling XI te wysig deur die volgende subparagraaf by paragraaf 11 te voeg:

“(d) Vir die opstel en ondertekening van ’n sertifikaat kragtens artikel 42 (1) van die Boedelwet, 1965 (Wet van 1965), insluitende nasporings en opwagtings by die kantoor van die Meester van die Hooggeregshof: R30 per boedel vir enige getal sertifikate.”

11. *Inwerkingtreding.*—Hierdie regulasies tree in werking op 1 Julie 1985.

SUID-AFRIKAANSE VERVOERDIENSTE

No. R. 1184

30 Mei 1985

REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUIDWES-AFRIKA

Ingevolge die bevoegdheid wat aan my verleen is by artikel 73 (1) van die Suid-Afrikaanse Vervoerdienstewet 1981 (Wet 65 van 1981), vaardig ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerwese, die volgende wysigings uit aan die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika soos al gekondig by Goewermentskennisgewing R. 867 van 3 April 1982:

REGULASIE 1

Subregulasie (3)

Deur die vervanging van paragrafe (e) en (g) deur die volgende:

(e) “pleisiervaartuig” ’n klein Suid-Afrikaans geregiereerde vaartuig wat deur sy eienaar(s) uitsluitlik vir pleisierdoeleindes, insluitend visvang vir plesier, gebruik word en nie te huur aangebied of verhuur word of vir visvang vir gewin, of andersins vir gewin of handelsdoeleindes van watter aard ook al, gebruik word nie;

(g) “klein vaartuig” ’n Suid-Afrikaanse gelisensieerde sleepboot, vissersboot, walvisvaarder, barkas, barg, ligter, roeiboort, skiboort, seilboot, jag of soortgelyke vaartuig, of ’n romp van enigeen van die genoemde vaartuie;

REGULASIE 4

Deur die invoeging van die woorde “of vertrek” na die woord “binnevaar” in die opskrif en die invoeging van die woorde “of daaruit vertrek” na die woord “binnevaar” in reël een.

REGULASIE 5

Deur die vervanging van hierdie regulasie met die volgende:

5. Toewysing van aanlêplekke

(1) Die hawekaptein of ’n gemagtigde wat hy vir dié doel aanstel moet so gou moontlik nadat die skip by die toegang tot die hawe aangekom het, ’n geskikte aanlêplek vir die kaptein van die skip aanwys en indien dit nodig geag word, kan die hawekaptein of sy gemagtigde aan boord van sodanige skip gaan.

(2) Elke skip moet die aanlêplek inneem wat die hawekaptein daaraan toewys, hetsy by ’n kaai of elders, en moet na enige ander aanlêplek verskuif, of seewaarts vertrek, soos wat hy mag beveel. Die toewysing van ’n aanlêplek deur die hawekaptein vir vragwerking moet wees soos deur die hawebestuurder beveel en is onderworpe aan die bepalinge van regulasie no. 24.

REGULATION 9

Subregulation (1) (b)

By the substitution for the words "Intergovernmental Maritime Consultative Organisation (IMCO)" of the words "International Maritime Organisation (IMO)".

Subregulations (11) and (13)

By the substitution for the abbreviation "IMCO" of the abbreviation "IMO".

REGULATION 10

By the substitution for this regulation of the following:

0. Berth of ship

No ship shall be made fast to any channel marking buoy, light buoy or any navigational aid or mark provided for the safety of ships, and the master of any ship that fouls or displaces any such buoy or navigational aid, shall immediately report the occurrence to the port captain and shall in any event within 24 hours after the occurrence submit to the port captain, a full report in writing setting forth the circumstances attending the occurrence.

REGULATION 25

Subregulation (3) (b)

By the substitution for the words "Intergovernmental Maritime Consultative Organisation (IMCO)" appearing in paragraph (v) of the words "International Maritime Organisation (IMO)".

Subregulation 9

By the substitution for subregulation 9 of the following:

(9) Acquitted container lists in alpha-numeric bill of lading number order for FCL containers as well as acquitted manifests for LCL containers shall be presented to the Harbour Revenue Office within seven days of the departure of the ship in respect of containers shipped and within 40 days in respect of containers landed.

REGULATION 26

By the substitution for this regulation of the following:

26. Breaking bulk

The master shall arrange for bulk to be broken as soon as practicable after berthing as directed by the port manager.

REGULATION 44

By the substitution for the words "the port captain, the port manager and the local municipal fire brigade" appearing in the third and fourth lines of the words "port control by radio on channel 16 VHF or telephonically".

REGULATION 68

Subregulation (1)

By the deletion of the words "of the Department of Transport's" in the sixth and seventh lines.

REGULATION 69

By the substitution for the word "surveyor" in the first line of the word "surveyor(s)".

REGULATION 70

By the deletion of the words "Department of Transport's" in the sixth line.

REGULASIE 9

Subregulasie (1) (b)

Deur die vervanging van die woorde "Intergovernmental Maritime Consultative Organisation (IMCO)" met die woorde "International Maritime Organisation (IMO)".

Subregulasies (11) en (13)

Deur die vervanging van die afkorting "IMCO" deur "IMO".

REGULASIE 10

Deur die vervanging van hierdie regulasie met die volgende:

10. Aanlêplek van skip

Geen skip mag vasgemaak word aan enige kanaalmerk-boei, ligboei of navigasiehulpmiddel of -merk wat vir die veiligheid van skepe voorsien is nie, en die kaptein van 'n skip wat sodanige boei of navigasiehulpmiddel versper of verskuif, moet die voorval onmiddellik aan die hawekaptein rapporteer en moet in elk geval binne 24 uur na die voorval 'n volledige skriftelike verslag oor die voorval by die hawekaptein indien waarin die onderhawige omstandighede uiteengesit word.

REGULASIE 25

Subregulasie (3) (b)

Deur die vervanging van die woorde "Intergovernmental Maritime Consultative Organisation"—klassifikasie (IMCO—klassifikasie) in paragraaf (v) met die woorde "International Maritime Organisation"—klassifikasie (IMO—klassifikasie).

Subregulasie 9

Deur die vervanging van hierdie subregulasie deur die volgende:

(9) Gekwyte houerlyste in alfanumerieke seevragbriefnommerorde vir FCL-houers asook gekwyte manifeste vir LCL-houers moet binne sewe dae na die skip se vertrek vir houers wat verskeep is en binne 40 dae na vertrek van die skip vir houers wat ontskeep is, by die Hawe-inkomstekaantoor ingehandig word.

REGULASIE 26

Deur die vervanging van hierdie regulasie deur die volgende:

26. Ontskip van vrag

Die kaptein moet reël om sy skip se vrag so spoedig moontlik nadat dit vasgemeer is, te ontskeep soos deur die hawebestuurder bepaal.

REGULASIE 44

Deur die vervanging van die woorde "hawekaptein, die hawebestuurder en die plaaslike munisipale brandweer" in die derde reël met die woorde "hawebeheer oor radio kanaal 16 BHF of telefonies".

REGULASIE 68

Subregulasie (1)

Deur die skraping van die woorde "van die Departement van Vervoer se" in die sesde en sewende reël.

REGULASIE 69

Deur die vervanging van die woord "opnemer" in reël een met die woord "opnemer(s)".

REGULASIE 70

Deur die skraping van die woorde "Departement van Vervoer se" in die sesde reël.

REGULATION 71

By the deletion of the words "Department of Transport's" in the second line.

REGULATION 76

By the deletion of the words "OTHER THAN PLEASURE CRAFT" appearing in the heading and in the first line.

REGULATION 82

By the deletion of the words "OTHER THAN PLEASURE CRAFT" appearing in the heading and the substitution for the word "licensed" of the word "small" in the first line of subregulations (1) and (3).

REGULATIONS 25, 100, 103, 105 and 119

By the deletion of the words "the Department of" wherever appearing in the above-mentioned regulations.

REGULATION 112**Subregulation (2)**

By the substitution for subregulation (2) of the following:

(2) ISO containers that cannot be delivered to the consignee for whatever reason will be removed to a container depot licensed by Customs and Excise only after a period of five days but not later than 14 days calculated from the day following the day on which the vessel completed discharging containers. Such removal shall be undertaken at the expense of the container operator or the importer or the shipowner and the Transport Services shall be relieved of all liability in respect of containers so delivered.

REGULATION 123**Subregulation (1)**

By the substitution for subregulation (1) of the following:

(1) Consignees or receivers of cargo/goods shall accept delivery and unload the Transport Services' vehicles if they arrive at the consignee's or receiver's address between the hours of 07h00 and 18h00 on weekdays, except Saturdays, Sundays and public holidays.

REGULATION 145

By the substitution for this regulation of the following:

145. Undesirable persons: Vagrants

The right of admission to harbours is strictly reserved and any person ordered by a member of the police force, the Port Manager, the Port Captain, or any other duly authorised official, for whatever reason, to leave such harbour immediately shall do so, failing which, he shall be guilty of an offence under these regulations.

REGULATION 151

By the substitution for this regulation of the following:

151. Smoking

No person shall smoke or have in his possession any lighted pipe, cigar or cigarette in any shed, warehouse or store or within two metres of the open door of any shed, warehouse or store, or on a platform surrounding such shed, warehouse or store, or within any area set apart by the Transport Services for the handling, stowage or storage of goods or cargo, or within any area where smoking is prohibited by notice.

REGULASIE 71

Deur die skapping van die woorde "Departement van Vervoer se" in die tweede reël.

REGULASIE 76

Deur die skapping van die woorde "behalwe 'n plesier vaartuig", waar dit in beide die opskrif en in reël een verskyn.

REGULASIE 82

Deur die skapping van die woorde "behalwe plesier vaartuie" in die opskrif en die vervanging van die woord "gelisensieerde" met "klein" in die eerste reël van subregulasies (1) en (3).

REGULASIES 25, 100, 103, 105 en 119

Deur die skapping van die woorde "die Departement van" oral waar dit in die bogenoemde regulasies voorkom.

REGULASIE 112**Subregulasie (2)**

Deur die vervanging van hierdie subregulasie deur die volgende:

(2) ISO-houers wat om enige rede nie aan 'n geadresseerde afgelewer kan word nie sal slegs na vyf dae maar nie later as 4 dae, bereken vanaf die dag na die dag waarop die skip ontskeping van houers voltooi het, na 'n houerdepot wat deur Doeanes en Aksyns gelisensieer is, verwyder word. Sodanige verwydering word op koste van die houeroperateur of die invoerder of die skeepseienaar gedoen en die Vervoerdienste is van alle aanspreeklikheid onthef ten opsigte van houers wat op dié wyse afgelewer is.

REGULASIE 123**Subregulasie (1)**

Deur die vervanging van subregulasie (1) deur die volgende:

(1) Geadresseerdes of ontvangers van vrag/goedere moet vrag/goedere in ontvangs neem en die Vervoerdienste se voertuie aflaai as hulle by die geadresseerde of ontvanger se adres tussen 07h00 en 18h00 op weekdae, behalwe Saterdag, Sondag en publieke vakansiedae, aankom.

REGULASIE 145

Deur die vervanging van hierdie regulasie deur die volgende:

145. Ongewenste persone: Rondlopers

Die reg van toegang tot hawens word streng voorbehou en enigiemand wat deur 'n polisiebeampte, die hawebe-stuurder, die hawekaptein of ander behoorlik daartoe gemagtigde beampte gelas word om, weens welke rede ookal, sodanige hawe summier te verlaat en dit nie doen nie, is skuldig aan 'n oortreding van hierdie regulasies.

REGULASIE 151

Deur die vervanging van hierdie regulasie deur die volgende:

151. Rook

Niemand mag rook of in besit wees van 'n brandende pyp, sigaar of sigaret in enige loods, pakhuis of magasyn of binne twee meter van die oop deur van 'n loods, pakhuis of magasyn, of op 'n platform wat so 'n loods, pakhuis of magasyn omring, of binne 'n gebied wat deur die Vervoerdienste afgesonder is vir die hanteer, stou of opberging van goedere of skeepsvrag, of binne 'n gebied waar daar kennisgewingsborde is wat rook verbied nie.

REGULATION 159

Subregulation (19)

By the substitution for paragraph (1) of the following:

(1) All flexible hoses used in cargo handling and bunkering operations, except as provided for in subparagraph (30) (2) (a), shall be of the electrically conducting type and shall have all metallic armouring continuous and securely bonded to the flanges of each section. The requirements of paragraph (30) hereof shall be observed when installing these hoses. The flexible hoses shall be tested as follows:

Subregulation (29)

By the substitution for paragraph (b) of the following:

(b) To maintain insulation between ship and shore, all moorings shall be insulated with fibre tails of at least two metres in length. The fibre tails shall be at least 25 per cent greater in strength than the wire ropes to which they are attached.

(c) Gangways shall be constructed of wood or other non-conducting material, alternatively, they shall be provided with rubber wheels or other insulation to ensure that the ship to shore insulation will not be short-circuited.

(d) All services provided to the ship e.g. telephones, electrical supplies, water connections, etc., shall be insulated in order that the ship to shore insulation is maintained.

Subregulation (30)

By the substitution for this subregulation of the following:

(1) To prevent the build up of electrostatic charges all metal work, including flexible hose flanges, shall be effectively bonded either to the ship structure or to the shore facility earthing system. On ships, bonding to earth is effectively accomplished by connecting all metallic objects to the metal structure of the ship which is earthed by the sea.

(2) To guard against the dangers of stray electric currents during cargo handling and bunkering operations, insulation shall be provided in the oil or gas transfer, or bunkering pipes, so that there can be no direct electrical connection between the ship and the shore facility.

Insulation shall be provided in discharge and bunkering pipelines by means of one of the following methods:

(a) A single length of non-conductive flexible hose not less than two metres in length, without intermediate metallic flanges, shall be provided in each discharge or bunkering pipe.

The length of hose shall be painted white or shall be marked with a white stripe, which colour must be carefully maintained to avoid confusion with electrically conductive hoses. When in use care shall be taken to ensure that the flanges of this non-conductive hose are not short-circuited.

The hose shall be tested before taken into service and annually thereafter to ensure its insulating properties.

(b) One insulated joint in each continuous length of pipe-work where no flexible hoses are used. The insulated joint shall be adequately protected externally to prevent inadvertent short circuiting of, or damage to, the insulation.

The joint shall be tested at 3 monthly intervals to ensure its insulating properties. The insulation of the joint shall in all cases be not less than 1 500 ohm and shall be measured with a bridge megger.

REGULASIE 159

Subregulasie (19)

Deur die vervanging van paragraaf (1) deur die volgende:

(1) Alle buigsame slange wat vir die hanteer van skeeps-vrag en vir bunkerwerk gebruik word, behalwe soos in sub-paragraaf (30) (2) (a) bepaal, moet elektrisiteit kan gelei, en metaalantsering hê wat deurlopend en behoorlik aan die flense van elke gedeelte verbind is. Die bepalinge van paragraaf (30) hiervan moet nagekom word wanneer hierdie slange geïnstalleer word. Die buigsame slange moet soos volg getoets word:

Subregulasie (29)

Deur die vervanging van paragraaf (b) deur die volgende:

(b) Om isolasie tussen skip en land te handhaaf, moet alle meertoue met veselsterke van minstens 2 meter lank geïsoleer word. Hierdie sterke moet minstens 25 persent sterker wees as die draadtoue waaraan hulle geheg is.

(c) Loopplanke moet van hout of ander nie-geleimateriaal gemaak wees of moet rubberwiele of ander isolering hê om te verseker dat isolasie tussen skip en land nie sal kortsluit nie.

(d) Alle dienste wat aan 'n skip voorsien word bv. telefoon, elektriese toevoer, waterverbindinge, ens. moet geïsoleer wees sodat die isolasie tussen skip en land gehandhaaf word.

Subregulasie (30)

Deur die vervanging van hierdie subregulasie deur die volgende:

(1) Om te voorkom dat elektrostatische ladings opbou moet alle metaalwerk, met inbegrip van buigsame slang-flense, doeltreffend na die skeepstruktuur of na die landfasiliteitaardingstelsel deurverbind wees. Op skepe word die verbinding na aarde doeltreffend deurverbind deur alle metaalvoorwerpe aan die skip se metaalstruktuur te verbind, wat deur die see geaard is.

(2) As beveiliging teen die gevare van elektriese swerstrome gedurende vraghantering en bunkerwerk, moet die olie- of gasleiding, of bunkerpype so geïsoleer word dat daar geen regstreekse elektriese verbinding tussen die skip en die landfasiliteit kan wees nie.

Afvoer- en bunkerpypleidings moet volgens een van die volgende metodes geïsoleer wees:

(a) 'n Stuk buigsame nie-geleislang van minstens twee meter lank, sonder tussenmetaalflense, moet in elke afvoer- of bunkerpyp voorsien word.

Dié slang moet wit geverf of met 'n wit streep gemerk word, en hierdie kleur moet sorgvuldig wit gehou word sodat die pyp nie verwar kan word met pype wat elektrisiteit kan gelei nie. Wanneer hierdie geleislang gebruik word, moet dit versigtig gedoen word sodat die flense daarvan nie kortsluit nie.

Die slang moet getoets word voordat dit in gebruik geneem word en jaarliks daarna om die isoleereienskappe daarvan te verseker.

(b) Een geïsoleerde las in elke aaneenlopende stuk pyp-werk waar geen buigsame slange gebruik word nie. Die geïsoleerde las moet uitwendig behoorlik beskerm word om onopsetlike kortsluiting van of skade aan die isolering te voorkom.

Die las moet elke drie maande getoets word om die isoleereienskappe daarvan te verseker. Die isolasie van die las moet in alle gevalle minstens 1 500 ohm wees en moet met 'n brugmegger getoets word.

(3) The user shall ensure that only one length of non-conductive hose, or one insulated joint, is provided in each loading or bunkering connection and that all flanges and metal work are bonded either to the ship or to the shore facility earthing system.

(4) The user shall annually submit a report on the condition of tanker terminal facilities including bonding, earthing and insulation tests to the Regional Manager. A logsheet with details of all tests shall be kept, and made available to the Transport Services' representative whenever required.

(5) The Transport Services reserve the right to inspect the tanker terminal facilities at any time and where necessary to measure earth and insulation resistance values.

(6) No tests are to be conducted while a tanker is loading or discharging.

DEPARTMENT OF TRADE AND INDUSTRY

No. R. 1194

30 May 1985

MAINTENANCE AND PROMOTION OF COMPETITION ACT, 1979

ELECTRICAL CONTRACTORS' ASSOCIATION

I, Dawid Jacobus de Villiers, Minister of Trade and Industry, do hereby promulgate, in terms of section 14 (1) (c) of the Maintenance and Promotion of Competition Act, 1979 (Act 96 of 1979), the regulations set out in the Schedule hereto.

D. J. DE VILLIERS,

Minister of Trade and Industry.

SCHEDULE

1. In these regulations any word or expression defined in the Maintenance and Promotion of Competition Act, 1979 (Act 96 of 1979), shall bear the meaning so assigned to it, and unless the context otherwise indicates—

“non-nominated basis” means that system of contracting in the building industry whereby a person enters into a comprehensive contract for building work only with a building contractor, in terms of which contract the building contractor has the right to execute specific portions of the work to be completed in pursuance of such contract, by engaging any other person for that purpose by way of a subcontract between the building contractor concerned and such other person.

2. Any agreement, arrangement, understanding, business practice or method of trading or any act or situation whereby the Electrical Contractors' Association (South Africa), including any body corporate or unincorporate affiliated thereto, directly or indirectly compels its members not to tender on any electrical subcontract work for the building industry on a non-nominated basis, is hereby declared an unlawful restrictive practice.

3. Any person who is a party to the above unlawful restrictive practice is hereby required to cease to be a party to such practice and to cancel any agreement, arrangement or understanding and to refrain from becoming a party to such unlawful restrictive practice or from applying any business practice or method of trading or to commit any act or bring about any situation which leads or may lead to such practice.

4. This notice shall come into operation six weeks from the date of publication hereof.

(3) Die gebruiker moet seker maak dat daar net een lengte nie-geleislang of een geïsoleerde las in elke laai- of bunker-verbinding is en dat alle flense en metaalwerk na die skip of na die landfasiliteitaardingstelsel deurverbond is.

(4) Die gebruiker moet jaarliks 'n verslag aan die streekbestuurder voorlê oor die toestand van tenkskeieindpuntfasiliteite met inbegrip van deurverbinding-, aardings- en isolasietoetse. 'n Logstaat met besonderhede van alle toetse moet gehou en aan die Vervoerdienste se verteenwoordiger beskikbaar gestel word wanneer ook al verlang.

(5) Die Vervoerdienste behou die reg om die tenkskeieindpuntfasiliteite te eniger tyd te inspekteer en waar nodig, aard- en isolasieweerstandwaardes te meet.

(6) Geen toetse mag uitgevoer word onderwyl 'n tenkskip inskeep of ontskeep nie.

DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 1194

30 Mei 1985

WET OP DIE HANDHAWING EN BEVORDERING VAN MEDEDINGING, 1979

ELEKTROTEGNIËSE AANNEMERSVERENIGING

Ek, Dawid Jacobus de Villiers, Minister van Handel en Nywerheid, vaardig hierby, ingevolge artikel 14 (1) (c) van die Wet op die Handhawing en Bevordering van Mededinging, 1979 (Wet 96 van 1979), die regulasies uit in die Bylae hiervan uiteengesit.

D. J. DE VILLIERS,

Minister van Handel en Nywerheid.

BYLAE

1. In hierdie regulasies het enige woord of uitdrukking wat in die Wet op die Handhawing en Bevordering van Mededinging, 1979 (Wet 96 van 1979), omskryf is, die betekenis wat aldus daaraan geheg is en tensy uit die samehang anders blyk, beteken—

“nie-benoemde basis” die stelsel van kontraktering in die boubedryf waarvolgens 'n persoon 'n omvattende kontrak vir bouwerk slegs met 'n boukontraakteur aangaan, kragtens welke kontrak die boukontraakteur die reg het om spesifieke gedeeltes van die werk wat ooreenkomstig sodanige kontrak verrig moet word, uit te voer deur enige ander persoon vir die doel by wyse van 'n subkontrak tussen die betrokke boukontraakteur en sodanige ander persoon aan te stel.

2. Enige ooreenkoms, reëling of verstandhouding, besigheidspraktijk of handelsmetode of enige handeling of toestand waardeur die Elektrotegniese Aannemersvereniging (Suid-Afrika), insluitende enige liggaam met of sonder regspersoonlikheid daarmee geaffilieer, regstreeks of onregstreeks sy lede verplig om nie vir enige elektriese subkontrak werk vir die boubedryf op 'n nie-benoemde basis te tender nie, word hiermee as 'n onwettige beperkende praktyk verklaar.

3. Enige persoon wat 'n party is by die bogenoemde onwettige beperkende praktyk word hierby gelas om op te hou om 'n party by sodanige praktyk te wees en om enige ooreenkoms, reëling of verstandhouding te kanselleer en hom te weerhou van sodanige onwettige beperkende praktyk of van die toepassing van enige besigheidspraktijk of handelsmetode en om enige handeling te verrig of enige toestand teweeg te bring wat tot so 'n praktyk mag lei of aanleiding mag gee.

4. Hierdie kennisgewing tree in werking ses weke na die datum waarop dit gepubliseer is.

DEPARTMENT OF TRANSPORT**No. R. 1160****30 May 1985****NINTH AMENDMENT OF THE AIR NAVIGATION REGULATIONS, MADE UNDER THE AVIATION ACT, 1962**

The Minister of Transport, in terms of section 22 of the Aviation Act, 1962 (Act 76 of 1962), has made the regulations set out in the Schedule hereto.

SCHEDULE*Definition*

1. In this Schedule, unless the context otherwise indicates, "the Regulations" shall mean the Air Navigation Regulations, published by Government Notice R. 141 of 30 January 1976, as amended by Government Notices R. 1283 of 23 July 1976, R. 2380 of 18 November 1977, R. 317 of 23 February 1979, R. 259 of 19 February 1982, R. 131 of 28 January 1983, R. 509 of 11 March 1983 and R. 551 of 23 March 1984.

INSERTION OF CHAPTER 24A IN THE REGULATIONS PUBLISHED BY GOVERNMENT NOTICE R. 141 OF 1976

2. The following chapter is hereby inserted in the Regulations after Chapter 24:

"CHAPTER 24A**LIGHTING AND MARKING OF OBSTRUCTIONS****LIGHTING OR MARKING OF ELECTRICAL TRANSMISSION LINES, CONDUCTORS AND CABLES**

24A.1 The Commissioner for Civil Aviation may by notice in writing direct—

- (a) the owner of any transmission line, conductor or cable; or
- (b) any other person who in his opinion erects, maintains or controls any such transmission line, conductor or cable,

to light or mark or cause to be lighted or marked at his own cost such transmission line, conductor or cable with markers or lights, as the case may be, in such manner and within such period as may be specified in such notice if such electrical transmission line, conductor or cable in his opinion constitutes a danger to aircraft.

FAILURE TO LIGHT OR MARK ELECTRICAL TRANSMISSION LINES, CONDUCTORS AND CABLES

24A.2 If the owner or other person referred to in subregulation 24A.1, fails to comply with the notice so referred to the Commissioner for Civil Aviation may cause all acts of which the performance is directed in terms of such notice, to be performed and he may recover the costs incidental thereto from such owner or other person."

No. R. 1161**30 May 1985****EIGHTH AMENDMENT OF THE AIR NAVIGATION REGULATIONS, 1976, MADE UNDER THE AVIATION ACT, 1962**

The Minister of Transport has under section 22 of the Aviation Act, 1962 (Act 74 of 1962), made the regulations set out in the Schedule.

DEPARTEMENT VAN VERVOER**No. R. 1160****30 Mei 1985****NEGENDE WYSIGING VAN DIE LUGVAARTREGULASIES UITGEVAARDIG KRAGTENS DIE LUGVAARTWET, 1962**

Die Minister van Vervoerwese het die regulasies in die Bylae uiteengesit kragtens artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), uitgevaardig.

BYLAE*Woordskrywing*

1. In hierdie Bylae, tensy uit die samehang anders blyk, beteken "die Regulasies" die Lugvaartregulasies afgekondig by Goewermentskennisgewing R. 141 van 30 Januarie 1976, soos gewysig by Goewermentskennisgewings R. 1283 van 23 Julie 1976, R. 2380 van 18 November 1977, R. 317 van 23 Februarie 1979, R. 259 van 19 Februarie 1982, R. 131 van 28 Januarie 1983, R. 509 van 11 Maart 1983 en R. 551 van 23 Maart 1984.

INVOEGING VAN HOOFSTUK 24A IN DIE REGULASIES AFGEKONDIG BY GOEWERMENSKENNISGEWING R. 141 VAN 1976

2. Die volgende hoofstuk word hierby in die Regulasies na Hoofstuk 24 ingevoeg:

"HOOFSTUK 24A**VERLIGTING EN MERK VAN VERSPERRINGS****VERLIGTING OF MERK VAN ELEKTRIESE TRANSMISSIELYNE, GELEIERS EN KABELS**

24A.1 Die Kommissaris van Burgerlugvaart kan—

- (a) die eienaar van enige transmissielyn, geleier of kabel; of
- (b) 'n ander persoon wat na sy oordeel so 'n elektriese transmissielyn, geleier of kabel oprig, in stand hou of beheer oor uitoefen,

by skriftelike kennisgewing gelas om op eie koste sodanige transmissielyn, geleier of kabel te verlig of te merk of te laat verlig of te laat merk met behulp van merkers of ligte, na gelang van die geval, op die wyse—en binne die tydperk in bedoelde kennisgewing vermeld indien bedoelde elektriese transmissielyn, geleier of kabel na sy oordeel 'n gevaar vir lugvaart uitmaak.

VERSUIM OM ELEKTRIESE TRANSMISSIELYNE, GELEIERS OF KABELS TE VERLIG OF TE MERK

24A.2 Indien die eienaar of ander persoon in subregulasie 24A.1 bedoel, versuim om aan die aldus bedoelde kennisgewing te voldoen, kan die Kommissaris van Burgerlugvaart alle handeling laat verrig waarvan die verrigting ingevolge sodanige kennisgewing gelas word en kan hy die koste daaraan verbonde op die betrokke eienaar of ander persoon verhaal."

No. R. 1161**30 Mei 1985****AGTSTE WYSIGING VAN DIE LUGVAARTREGULASIES, 1976, UITGEVAARDIG KRAGTENS DIE LUGVAARTWET, 1962**

Die Minister van Vervoerwese het kragtens die regulasies in die Bylae uiteengesit, artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), uitgevaardig.

SCHEDULE

Definition

1. In this Schedule, unless the context otherwise indicates, "the Regulations" means the Air Navigation Regulations, 1976, published by Government Notice R. 141 of 30 January 1976, as amended by Government Notices R. 1283 of 23 July 1976, R. 2380 of 18 November 1977, R. 317 of 23 February 1979, R. 259 of 19 February 1982, R. 131 of 28 January 1983, R. 509 of 11 March 1983 and R. 551 of 23 March 1984.

Amendment of regulation 1.3 of the regulations published by Government Notice R. 141 of 1976 as amended by Government Notice R. 551 of 1984.

2. Regulation 1.3 of the Regulations is hereby amended—

(a) by the insertion after the definition of "ground visibility" of the following definition:

" 'gyroplane' means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more non-power-driven rotors on substantially vertical axes (girotuig);"; and

(b) by the insertion after the definition of "serviceable" of the following definition:

" 'type of aircraft' means the type prescribed by the Commissioner for Civil Aviation (tipe lugvaartuig);".

Amendment of regulation 1.4 of the regulations published by Government Notice R. 141 of 1976

3. Regulation 1.4 of the Regulations is hereby amended by the deletion of subregulation (3).

Amendment of regulation 2.1 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 1283 of 1976 and R. 551 of 1984

4. Regulation 2.1 of the Regulations is hereby amended by the addition after the words "Flight radiotelephony operator" of the words "Gyroplane pilot".

Substitution of regulation 2.3 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 131 of 1983

5. The following regulation is hereby substituted for regulation 2.3 of the Regulations:

"Aircraft rating requirements

2.3 (1) No person shall act as a pilot-in-command of an aircraft, unless he is the holder of the appropriate type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is, he is the holder of the appropriate type rating for such aircraft: Provided that a pilot receiving training for the purpose of applying for the appropriate rating may act as pilot-in-command of an aircraft in respect of which he does not hold such rating, provided that the flight is not for reward, no passenger is carried and the training is received from a flight instructor who is the holder of the appropriate flight instructor type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate flight instructor type rating for such aircraft, or from a pilot who has been designated in writing for such purpose by the Commissioner for Civil Aviation.

BYLAE

Woordomskrywing

1. In hierdie Bylae tensy uit die samehang anders blyk, beteken "die Regulasies" die Lugvaartregulasies, 1976, afgekondig by Goewermenskennisgewing R. 141 van 30 Januarie 1976 soos gewysig deur Goewermenskennisgewings R. 1283 van 23 Julie 1976, R. 2380 van 18 November 1977, R. 317 van 23 Januarie 1979, R. 259 van 19 Februarie 1982, R. 131 van 28 Januarie 1983, R. 509 van 11 Maart 1983 en R. 551 van 23 Maart 1984.

Wysiging van regulasie 1.3 van die regulasies afgekondig by Goewermenskennisgewing R. 141 van 1976, soos gewysig deur Goewermenskennisgewing R. 551 van 1984.

2. Regulasie 1.3 van die Regulasies word hierby gewysig—

(a) deur na die omskrywing van "gesagvoerder" die volgende omskrywing in te voeg:

" 'girotuig' 'n lugvaartuig wat swaarder is as lug en wat in vlug gesteun word deur die reaksie van die lug op een of meer nie-kragaangedrewe rotors op wesentlik vertikale asse (giroplane);"; en

(b) deur na die omskrywing en "sweefbuis" die volgende omskrywing in te voeg: " 'tipe lugvaartuig' die tipe soos voorgeskryf deur die Kommissaris van Burgerlugvaart (type of aircraft);".

Wysig van regulasie 1.4 van die regulasie afgekondig by Goewermenskennisgewing R. 141 van 1976

3. Regulasie 1.4 van die Regulasie word hierby gewysig deur subregulasie (3) te skrap.

Wysiging van regulasie 2.1 van die regulasie afgekondig by Goewermenskennisgewing R. 141 van 1976, soos gewysig deur Goewermenskennisgewing R. 1283 van 1976 en R. 551 van 1984

4. Regulasies 2.1 van die Regulasie word hierby gewysig deur na die woord "Boordradiotelefonie" die woord "Girotuigvlieënier" by te voeg.

Vervanging van regulasie 2.3 van die regulasie afgekondig by Goewermenskennisgewing R. 141 van 1976, soos gewysig deur Goewermenskennisgewing R. 131 van 1983

5. Regulasie 2.3 van die Regulasies word hierby deur die volgende regulasies vervang:

"Lugvaartuiggraadvereistes

2.3 (1) Niemand mag as gesagvoerder van 'n lugvaartuig optree nie, tensy hy die houer is van die toepaslike tipe- of groep tipegraad in die geval van suier motorvliegtuie wat 'n maksimum gesertifiseerde massa van 5 700 kg of minder het, of in die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word, hy die houer van die toepaslike tipe graad vir sodanige lugvaartuie is: Met dien verstande dat 'n vlieënier wat opleiding ontvang met die doel om aansoek te doen om die toepaslike graad mag optree as gesagvoerder van 'n lugvaartuig ten opsigte waarvan hy nie die houer van sodanige graad is nie, mits die vlug nie vir beloning is nie, geen passasiers vervoer word nie en die opleiding ontvang word van 'n vlieginstrukteur wat die houer van die toepaslike vlieginstrukteurstipe of groeptipegraad is in die geval van suiermotorvliegtuie wat 'n maksimum gesertifiseerde massa van 5 700 kg of minder het, of in die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word, hy die houer van die toepaslike vlieginstrukteurstipegraad vir sodanige lugvaartuie is, of van 'n vlieënier wat skriftelik vir sodanige doel deur die Kommissaris van Burgerlugvaart aangewys is.

(2) In the case of aircraft in respect of which a type rating by name is required—

(a) the flight instructor or designated pilot shall on satisfactory completion of the training for a rating issue a temporary certificate of competency valid for 30 days and entitling the pilot who received the training to exercise during the period of which the certificate is valid the privileges of the rating before such rating issued to him by the Commissioner for Civil Aviation; and

(b) such flight instructor or designated pilot who issues a temporary certificate of competency in terms of paragraph (a) shall forward the original thereof to the Commissioner for Civil Aviation and furnish the pilot who received the training with a copy thereof.

(3) In the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less—

(a) the flight instructor or designated pilot shall on satisfactory completion of the training for a type rating—

(i) make an endorsement to this effect in the logbook of the pilot who received the training, whereupon that pilot shall be entitled to exercise the privileges of such rating; and

(ii) in respect of that pilot, forward to the Commissioner for Civil Aviation within 30 days a certificate of competency as prescribed by the Commissioner for Civil Aviation;

(b) the endorsement referred to in paragraph (a) (i) shall be made in the column marked 'Details of flight and remarks' and shall contain the following particulars, namely—

(i) an indication of the type of aeroplane, and also the registration marks;

(ii) the words "Regulation 3.8 complied with";

(iii) the signature of the flight instructor or designated pilot;

(iv) the licence number of the flight instructor or designated pilot; and

(v) the date; and

(c) where a type rating is in terms of this subregulation endorsed a pilot's logbook and such type rating falls outside the group type rating endorsed in that pilot's licence, the flight instructor or designated pilot may issue a temporary certificate of competency valid for 30 days and entitling that pilot to exercise during the period of which the certificate is valid the privileges of the rating endorsed in the logbook before the issue of the appropriate group type rating is issued to him by the Commissioner for Civil Aviation".

Amendment of regulation 2.4 of the regulations published by Government Notice R. 141 of 1976

6. Regulation 2.4 of the Regulations is hereby amended—

(a) by the substitution for subregulation (2) of the following subregulation:

"(2) Category ratings shall comprise—

- (a) aeroplanes;
- (b) helicopters;
- (c) gyroplanes;
- (d) gliders;
- (e) micro-light aeroplanes;
- (f) free balloons; and

(2) In die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word—

(a) moet die vlieginstrukteur of aangewese vlieënier by bevredigende voltooiing van die opleiding vir 'n graad 'n tydelike bevoegdheidsertifikaat uitgereik wat vir 30 dae geldig is en wat die vlieënier wat die opleiding ontvang het daarop geregtig maak om gedurende die tydperk waarvoor die sertifikaat geldig is die voorregte van die graad uit te oefen voordat die graad deur die Kommissaris van Burgerlugvaart aan hom uitgereik word; en

(b) moet die vlieginstrukteur of aangewese vlieënier wat 'n tydelike bevoegdheidsertifikaat ingevolge paragraaf (a) uitreik die oorspronklike aan die Kommissaris van Burgerlugvaart stuur en die vlieënier wat die opleiding ontvang het 'n afskrif daarvan voorsien.

(3) In die geval van suiermotorvliegtuie met 'n maksimum gesertifiseerde massa van 5 700 kg of minder—

(a) moet die vlieginstrukteur of aangewese vlieënier by bevredigende voltooiing van die opleiding vir 'n tipegraad—

(i) 'n endossement tot dien effekte aanbring in die logboek van die vlieënier wat die opleiding ontvang het, waarop daardie vlieënier geregtig is om die voorregte van die graad uit te oefen; en

(ii) ten opsigte van daardie vlieënier 'n bevoegdheidsertifikaat, soos voorgeskryf deur die Kommissaris van Burgerlugvaart, binne 30 dae aan die Kommissaris van Burgerlugvaart voorlê;

(b) moet die endossement bedoel in paragraaf (a) (i) aangebring word in die kolom gemerk 'Besonderhede van vlug en opmerkings', en moet dit die volgende besonderhede bevat, naamlik—

(i) 'n aanduiding van die tipe vliegtuig en ook die registrasiemerke;

(ii) die woord "Regulasie 3.8 nagekom";

(iii) die handtekening van die vlieginstrukteur of aangewese vlieënier;

(iv) die instrukteur of aangewese vlieënier se lisensienommer; en

(v) die datum; en

(c) waar 'n tipegraad in 'n vlieënier se logboek ingevolge hierdie subregulasie geëndosseer is en sodanige tipegraad val buite die groeptipegraad geëndosseer in daardie vlieënier se lisensie, mag die vlieginstrukteur of aangewese vlieënier 'n tydelike bevoegdheidsertifikaat uitreik wat vir 30 dae geldig is en wat daardie vlieënier daarop geregtig maak om gedurende die tydperk waarvoor die sertifikaat geldig is die voorregte van die graad wat in die logboek geëndosseer is, uit te oefen, voordat die toepaslike groeptipegraad deur die Kommissaris van Burgerlugvaart aan hom uitgereik word."

Wysiging van regulasie 2.4 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

6. Regulasie 2.4 van die Regulasies word hierby gewysig—

(a) deur subregulasie (2) deur die volgende subregulasies te vervang:

"(2) kategoriegrade omvat—

- (a) vliegtuie;
- (b) helikopters;
- (c) girotuie;
- (d) sweeftuie;
- (e) mikro-ligte vliegtuie;
- (f) ballonne; en

(g) unconventional aircraft, that is aircraft excluding the aircraft mentioned in paragraphs (a) to (f);

(b) by the substitution in paragraph (b) of subregulation (3) for the words preceding subparagraph (i) of the following words:

“(b) for helicopters -”;

(c) by the deletion of subparagraph (iii) of paragraph (b) of subregulation (3);

(d) by the addition to subregulation (3) of the following paragraph:

“(c) gyroplanes.”;

(e) by the substitution in paragraph (b) of subregulation (4) for the expression “2.36” of the expression “2.3 (1) and (3)”;

(f) by the substitution for subregulation (9) of the following subregulation:

“(9) A flight instructor rating shall comprise a flight instructor rating Grade I (unrestricted) or Grade II (unrestricted) or Grade III (under supervision), which rating shall permit the holder to give flight instruction on an aircraft in respect of which he holds the appropriate flight instructor type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate flight instructor type rating for such aircraft.”;

(g) by the substitution for subregulation (10) of the following subregulation:

“(10) An instrument rating shall comprise a rating permitting the holder to pilot an aircraft in compliance with IFR or in IMC and by night, to carry out an approach and a landing in IMC with the aid of an NDB, VOR and/or ILS, as specified in the rating, and to act as safety pilot on an aircraft in respect of which such holder is the holder of the appropriate type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate type rating for such aircraft.”; and

(h) by the substitution for subregulation (13) of the following subregulation:

“(13) A safety pilot rating shall comprise a rating permitting the holder to act, on a aircraft in respect of which he is the holder of the appropriate type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate type rating for such aircraft, as safety pilot to a pilot engaged in simulated instrument flying practice.”.

Amendment of regulation 2.5 of the regulations published by Government Notice R. 141 of 1976

7. Regulation 2.5 of the Regulations is hereby amended—

(a) by the substitution for subregulation (2) of the following subregulation:

“(2) The holder of a flight instructor rating shall be permitted to give flight instruction on aircraft in respect of which he is the holder of the appropriate valid flight instructor type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass

(g) onkonvensionele lugvaartuie dit wil sê lugvaartuie uitgesonder die lugvaartuie in paragraaf (a) tot (f) genoem.”;

(b) deur in paragraaf (b) van subregulasie (3) die woorde wat subparagraaf (i) voorafgaan deur die volgende woorde te vervang:

(b) “vir helikopters —”;

(c) deur subparagraaf (iii) van paragraaf (b) van subregulasie (3) te skrap;

(d) deur die volgende paragraaf by subartikel (3) te voeg:

“(c) girotuie.”;

(e) deur in paragraaf (b) van subregulasies (4) die uitdrukking “2.36” deur die uitdrukking “2.3 (1) en (3)” te vervang;

(f) deur subregulasie (9) deur die volgende subregulasie te vervang:

“(9) 'n Vlieginstruktorsgraad omvat 'n vlieginstruktorsgraad Graad I (onbeperk) of Graad II (onbeperk) of Graad III (onder toesig), watter graad die houer magtig om vliegonderrig te gee op 'n lugvaartuig ten opsigte waarvan hy die houer van die toepaslike vlieginstrukturstipe- of groeptipegraad in die geval van suiermotorvliegtuie met 'n maksimum gesertifiseerde massa van 5 700 kg of minder is, of in die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word, hy die houer van die toepaslike vlieginstrukturstipegraad vir sodanige lugvaartuig is.”;

(g) deur subregulasie (10) deur die volgende subregulasie te vervang:

“(10) 'n Instrumentvlieggraad omvat 'n graad wat die houer magtig om met 'n lugvaartuig ooreenkomstig IFR of in IMC en in die nag te vlieg, om 'n nadering en 'n landing in IMC met die hulp van 'n NDB, VOR en/of ILS, soos gespesifiseer in die graad, uit te voer en om as veiligheidsvlieënier op te tree in 'n lugvaartuig ten opsigte waarvan sodanige houer die houer van die toepaslike tipe- of groeptipegraad in die geval van suiermotorvliegtuie met 'n maksimum gesertifiseerde massa van 5 700 kg of minder is, of in die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word, hy die houer van die toepaslike tipegraad vir sodanige lugvaartuig is.”; en

(h) deur subregulasie (13) deur die volgende subregulasie te vervang:

“(13) 'n Veiligheidsvlieëniersgraad omvat 'n graad wat die houer magtig om in 'n lugvaartuig ten opsigte waarvan hy die houer van die toepaslike tipe- of groeptipegraad in die geval van suiermotorvliegtuie met 'n maksimum gesertifiseerde massa van 5 700 kg of minder, of in die geval van lugvaartuie ten opsigte waarvan 'n tipegraad volgens naam vereis word, hy die houer van die toepaslike tipegraad vir sodanige lugvaartuig is, as veiligheidsvlieënier op te tree vir 'n vlieënier wat met nagebootste instrumentvlieg oefening besig is”.

Wysiging van regulasie 2.5 van die regulasies afgekondig by Goewernementskennisgewing R. 141 van 1976.

7. Regulasie 2.5 van die Regulasies word hierby gewysig—

(a) deur subregulasie (2) deur die volgende subregulasie te vervang:

“(2) Die houer van 'n vlieginstruktorsgraad kan vliegonderrig gee op lugvaartuie ten opsigte waarvan hy die houer van die toepaslike, geldige vlieginstrukturstipe- of groeptipegraad is in die geval van suiermotorvliegtuie met 'n maksimum gesertifiseerde massa van 5 700 kg of minder, of in die geval van 'n lugvaartuig ten

of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate flight instructor type rating for such aircraft.”; and

(b) by the substitution for subregulation (3) of the following subregulation:

“(3) The holder of a flight instructor rating Grade III, shall be permitted to give flight instruction under the supervision of a flight instructor grade I or grade II who is the holder of the appropriate valid flight instructor type or group and type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less, or in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate flight instructor type rating for such aircraft”

Amendment of regulation 2.7 of the regulations published by Government Notice R. 141 of 1976

8. Regulation 2.7 of the Regulations is hereby amended by the substitution for the words “night flight or instrument rating” of the words “night flight rating”.

Amendment of regulation 2.9 of the regulations published by Government Notice R. 141 of 1976

9. Regulation 2.9 of the Regulation is hereby amended by the substitution for paragraph (c) of the following paragraph:

“(c) the appropriate valid type or group type rating in the case of piston-engined aeroplanes having a maximum certificated mass of 5 700 kg or less or, in the case of aircraft in respect of which a type rating by name is required, he is the holder of the appropriate type rating for such aircraft.”.

Amendment of regulation 2.12 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 551 of 1984

10. Regulation 2.12 of the Regulations is hereby amended by the insertion in subregulation (3) after the words “twelve months for an air traffic controller” of the words “twenty-four months for a gyroplane pilot”.

Substitution of regulation 2.14 of the regulations published by Government Notice R. 141 of 1976

11. The following regulation is hereby substituted for regulation 2.14 of the Regulations:

“Signature on licence

2.14 (1) On the issue of a licence to a flight crew member or to an air traffic controller he shall forthwith affix his signature in ink in the space on the licence provided for this purpose.

(2) Any licence which has not been signed by the holder as required in subregulation (1) shall be deemed to be invalid and any person who exercising a privilege granted by such licence, shall be guilty of an offence”.

Amendment of regulation 2.19 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 551 of 1984.

12. Regulation 2.19 of the Regulations is hereby amended by the insertion in paragraph (b) after the words “twelve months for an air traffic controller” of the words “twenty-four months for a gyroplane pilot”.

opsigte waarvan ’n tipegraad volgens naam vereis word; hy die houer van die toepaslike vlieginstrukturstipegraad vir sodanige lugvaartuie is.”; en

(b) deur subregulasie (3) deur die volgende te vervang:

“(3) Die houer van ’n vlieginstruktorsgraad Graad III, kan vliegonderrig gee onder die toesig van ’n vlieg-instrukteur Graad I of Graad II, wat die houer van die toepaslike, geldige vlieginstrukturstipe- of -groeptipegraad is in die geval van suiermotorvliegtuie met ’n maksimum gesertifiseerde massa van 5 700 kg of minder, of in die geval van lugvaartuie ten opsigte waarvan ’n tipegraad volgens naam vereis word, hy die houer van die toepaslike vlieginstrukturstipegraad vir sodanige lugvaartuie is.”.

Wysiging van regulasie 2.7 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

8. Regulasie 2.7 van die Regulasies word hierby gewysig deur die woorde “nagvlieg of instrumentvlieggraad” deur die woord “nagvlieggraad” te vervang.

Wysiging van regulasie 2.9 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

9. Regulasie 2.9 van die Regulasies word hierby gewysig deur paragraaf (c) deur die volgende paragraaf te vervang:

“(c) die toepaslike, geldige tipe- of groeptipegraad in die geval van suiermotorvliegtuie met ’n maksimum gesertifiseerde massa van 5 700 kg of minder, of in die geval van lugvaartuie ten opsigte waarvan ’n tipegraad volgens naam vereis word, hy die houer van die toepaslike tipegraad vir sodanige lugvaartuie is.”.

Wysiging van regulasie 2.12 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 551 van 1984

10. Regulasie 2.12 van die Regulasies word hierby gewysig deur in subregulasie (3) na die woorde “twaalf maande vir ’n lugverkeersleier” die woorde “vier-en-twintig maande vir ’n girotuigvlieënier” in te voeg.

Vervanging van regulasie 2.14 van die regulasie afgekondig by Goewermentskennisgewing R. 141 van 1976

11. Regulasie 2.14 van die Regulasies word hierby deur die volgende regulasie vervang:

“Handtekening op lisensie

2.14 (1) Wanneer ’n lisensie aan ’n boordbemanningslid of aan ’n lugverkeersleier uitgereik word, moet hy onmiddellik sy handtekening in ink aanbring op die plek wat vir dié doel op die lisensie ingeruim is.

(2) ’n Lisensie wat nie deur die houer onderteken is volgens voorskrif in subregulasie (1) nie, word geag ongeldig te wees en iemand wat die voorregte wat deur so ’n lisensie verleen word, is skuldig aan ’n misdryf.”.

Wysiging van regulasie 2.19 van die regulasie afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 551 van 1984

12. Regulasie 2.19 van die Regulasies word hierby gewysig deur in paragraaf (b) na die woorde “twaalf maande vir ’n lugverkeersleier” die woorde “vier-en-twintig maande vir ’n girotuigvlieënier in te voeg.

Amendment of regulation 2.21 of the regulations published by Government Notice R. 141 of 1976

13. Regulation 2.21 of the Regulations is hereby amended by the addition of the following subregulation:

“(4) A pilot found to be unfit after an examination in terms of Chapter 6 may appeal against such finding to the Commissioner of Civil Aviation: Provided that the appellant shall deposit with the Department of Transport the sum prescribed in Annexure A to these regulations, which sum shall be refunded to the appellant if his appeal is successful.”

Amendment of regulation 2.24A of the regulations published by Government Notice R. 141 of 1976 as inserted by Government Notice R. 551 of 1984

14. Regulation 2.24A of the regulation is hereby amended—

(a) by the deletion of paragraph (b); and

(b) by the addition of the following proviso:

“Provided that a pilot holding a valid higher grade licence may act as pilot-in-command subject to regulation 2.3 (1) and (2).”

Insertion of regulation 2.24B in the regulations published by Government Notice R. 141 of 1976

15. The following regulation is hereby inserted in the Regulations after regulation 2.24A;

“Gyroplane pilot

2.24B The holder of a valid gyroplane pilot's licence shall be permitted, subject to regulation 2.3 to act, but not for reward—

(a) as pilot-in-command of a gyroplane carry passengers therein: Provided that no passengers may be carried in a gyroplane of which he is the pilot unless he has carried out not less than five take-offs and five landings in a gyroplane during the six months immediately preceding the flight on which the passengers are to be carried;

(b) as pilot-in-command of a gyroplane on a international flight: Provided that prior approval for such flight shall have been obtained in writing from the aviation authority of the country to be entered;

(c) as pilot-in-command of a gyroplane within a controlled airspace or an aerodrome traffic area: Provided that prior permission shall have been obtained from the responsible air traffic service unit to enter such airspace, that continuous radio watch shall be maintained, that such two-way radio communication as the said unit may require shall be established and that, in the case of an aerodrome traffic area, the appropriate radio position reporting procedures shall be complied with while such gyroplane is within such airspace;

(d) as pilot-in-command of a gyroplane in VMC by day:

Provided that a pilot holding a valid higher grade licence may act as pilot-in-command subject to subregulations 2.3 (1) and (2).”

Amendment of regulation 2.27 of the regulations published by Government Notice R. 141 of 1976

16. Regulation 2.27 of the Regulations is hereby amended by the deletion of paragraph (c).

Amendment of regulation 2.28 of the regulations published by Government Notice R. 141 of 1976

17. Regulation 2.28 of the Regulations is hereby amended by the deletion in paragraph (b) of the words “and as co-pilot”.

Wysiging van regulasie 2.21 van die regulasie afgekondig by Goewermentskennisgewing R. 141 van 1976

13. Regulasie 2.21 van die regulasies word hierby gewysig deur die volgende subregulasie by te voeg:

“(4) 'n Vlieënier wat na 'n ondersoek ingevolge Hoofstuk 6 ongeskik bevind is, kan teen die bevinding by die Kommissie van Burgerlugvaart appèl aanteken: Met dien verstande dat die appellant die bedrag voorgeskryf in Aanhangsel A by die regulasies by die Departement van Vervoer moet deponeer, watter bedrag aan die appellant terugbetaal moet word indien sy appèl slaag.”

Wysiging van regulasie 2.24 A van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos ingevoeg deur Goewermentskennisgewing R. 551 van 1984

14. Regulasie 2.24A van die Regulasie word hierby gewysig—

(a) deur paragraaf (b) te skrap; en

(b) deur die volgende voorbehoudsbepaling by te voeg:

“Met dien verstande dat 'n vlieënier in besit van 'n geldige hoërgraadlisensie behoudens regulasie 2.3 (1) en (2) as bevelvoerder kon optree.”

Invoeging van regulasie 2.24B in die regulasie afgekondig by Goewermentskennisgewing R. 141 van 1976

15. Die volgende regulasie word hierby in die Regulasies na regulasie 2.24A ingevoeg:

“Girotuigvlieënier

2.24B Die houer van die geldige girotuigvlieënierslisensie kon, behoudens regulasie 2.3, maar nie teen vergoeding nie—

(a) as gesagvoerder van 'n girotuig optree en passasiers daarin vervoer: Met dien verstande dat geen passasiers vervoer mag word in 'n girotuig waarvan hy die gesagvoerder is nie tensy hy minstens vyf opstygings en vyf landings met 'n girotuig uitgevoer het gedurende die ses maande onmiddellik voor die vlug waarop die passasiers vervoer gaan word;

(b) gesagvoerder van 'n girotuig optree op 'n internasionale vlug: Met dien verstande dat skriftelike goedkeuring vir die vlug van die lugvaartowerheid van die land wat binnegegaan word voorval verkry moet word;

(c) as gesagvoerder van 'n girotuig optree binne 'n leidingsluginnig of 'n vliegveldverkeersgebied: Met dien verstande dat toestemming om sodanige lugruim binne te gaan vooraf van die verantwoordelike lugverkeersdiens-eenheid verkry moet word, dat 'n deurlopende radiowag gehandhaaf moet word, dat sodanige tweerigtingradio-kommunikasie as wat daardie eenheid vereis, bewerkstellig moet word, en dat, in die geval van 'n vliegveldverkeersgebied, die toepaslike radioaanmeldingsprosedures nagekom moet word terwyl sodanige girotuig binne sodanige lugruim is; en

(d) as gesagvoerder van 'n girotuig optree in VMC gedurende die dag:

Met dien verstande dat 'n vlieënier in besit van 'n geldige hoërgraadlisensie behoudens regulasie 2.3 (1) en (2) as bevelvoerder kan optree.”

Wysiging van regulasie 2.27 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

16. Regulasie 2.27 van die Regulasies word hierby gewysig deur paragraaf (c) te skrap.

Amendment of regulation 2.34 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 551 of 1984

18. Regulation 2.34 of the Regulations is hereby amended—

(a) by the substitution for subregulation (1) of the following subregulation:

“(1) The holder of a valid pilot category rating, class rating or type rating shall be permitted to act as pilot-in-command of an aircraft of that category, class or type concerned.”; and

(b) by the substitution in subregulations (6) and (9) for the words “type or group type rating” of the words “type rating”, wherever it appears.

Amendment of regulation 3.1A of the regulations published by Government Notice R. 141 of 1976, as inserted by Government Notice R. 551 of 1984

19. Regulation 3.1A of the Regulations is hereby amended—

(a) by the substitution for subparagraph (i) of paragraph (d) of subregulation (1) of the following subparagraph:

“(i) 20 hours of flight time, dual and solo, of which not less than 15 hours shall be solo flight time;” and

(b) by the substitution in subparagraph (iii) of paragraph (d) of subregulation (1) for the words “dual test” of the words “test dual”.

Insertion of regulation 3.1B in the regulations published by Government Notice R. 141 of 1976

20. The following regulation is hereby inserted in the Regulations after regulation 3.1A:

“Gyroplane pilot

3.1B (1) An applicant for a gyroplane pilot's licence shall—

(a) be the holder of a valid flight radiotelephony operator licence;

(b) be not less than 17 years of age;

(c) submit to the Commissioner for Civil Aviation a certificate of competency, signed by a person authorised by an organisation approved by the Commissioner for Civil Aviation, wherein it is certified that such applicant has within the 30 days preceding the date of application passed a written examination on—

(i) the regulations made under the Act relating to—

(aa) change of address;

(bb) conditions relating to flying in the Republic;

(cc) licensing requirements applicable to gyroplane pilots;

(dd) air traffic rules;

(ee) visual flight rules;

(ff) taxi rules; and

(gg) prohibited and restricted areas;

(ii) the following as set out in the AIP, Notams, and AIC's currently in force, concerning—

(aa) meteorological information available to pilots;

(bb) altimeter setting procedures; and

(cc) prohibited, restricted and danger areas;

Wysiging van regulasie 2.28 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

17. Regulasie 2.28 van die Regulasies word hierby gewysig deur in paragraaf (b) die woorde “en medevlieënier” te skrap.

Wysiging van regulasie 2.34 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 551 van 1984

18. Regulasie 2.34 van die Regulasie word hierby gewysig—

(a) deur subregulasie (1) deur die volgende subregulasie te vervang:

(1) Die houer van 'n geldige vlieënierskategoriegraad, -klasgraad of -tipegraad kan as gesagvoerder van 'n lugvaartuig van daardie betrokke kategorie, klas of tipe optree.”; en

(b) deur in subregulasies (6) en (a) die woorde “tipe-of girotipegraad”, oral waar dit voorkom, deur die woord “tipegraad” te vervang.

Wysiging van regulasie 3.1A van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos ingevoeg deur Goewermentskennisgewing R. 551 van 1984

19. Regulasie 3.1A van die Regulasies word hierby gewysig—

(a) deur subparagraaf (i) van paragraaf (d) van subregulasies (1) deur die volgende subparagraaf te vervang:

“(i) 20 vliegure, dubbelstuur en solo, waarvan minstens 15 uur solovliegtyd moet wees;” en

(b) deur die subparagraaf (iii) van paragraaf (d) van subregulasie (1) die woord “dubbelstuurtoetsvlug” deur die woord “dubbelstuurvliegtoets” te vervang.

Invoering van regulasie 3.1B in die regulasie afgekondig by Goewermentskennisgewing R. 141 van 1976

20. Die volgende regulasie word hierby in die Regulasie na regulasie 3.1A ingevoeg:

“Girovliegvlieënier

“3.1B (1) Iemand wat om 'n girotuigvlieënierslisensie aansoek doen, moet—

(a) die houer van 'n geldige boordradiotelefonislisensie wees;

(b) minstens 17 jaar oud wees;

(c) aan die Kommissaris van Burgerlugvaart 'n bevoegdheidsertifikaat voorlê, onderteken deur 'n persoon gemagtig deur 'n organisasie wat deur die Kommissaris van Burgerlugvaart goedgekeur is, waarin gesertifiseer word dat die aansoeker binne die 30 dae onmiddellik voor die datum van die aansoek geslaag het in 'n skriftelike eksamen oor—

(i) die regulasies ingevolge die Wet uitgevaardig aangaande—

(aa) verandering van adres;

(bb) voorwaardes betreffende vlieëry in die Republiek;

(cc) lisensiëringsvereistes van toepassing op girotuigvlieëniers;

(dd) lugverkeersreëls;

(ee) sigvliegreëls;

(ff) ryreëls; en

(gg) verbode en beperkte gebiede;

(ii) die volgende soos uiteengesit in die AIP, Notams en ALC's wat tans van krag is aangaande—

(aa) weerinligting beskikbaar vir vlieëniers;

(bb) altimeterinstellingsprosedures;

(cc) verbode, beperkte en gevaargebiede;

- (ii) the elementary principles of—
 - (aa) aeronautical charts;
 - (bb) meteorological information for cross country flights; and
 - (cc) the compass; and
- (iv) the technical subjects prescribed in Chapter 5;
- (d) in the case of a gyroplane with an empty mass of 150 kg or less, have at least the following flying experience, namely—

(i) 20 hours of flight time, dual and solo, of which not less than 15 hours shall be solo flight time;

(ii) one triangular cross-country flight, whether dual or under supervision, and one solo cross-country flight, each of a duration of not less than one hour, flown at normal cruising speed;

(iii) one triangular cross-country flight, whether dual or under supervision, and one test cross-country flight, each of a duration of not less than 1½ hours, flown at normal cruising speed, and each to include a full-stop landing other than the place of departure: Provided that the hours prescribed in subparagraph (ii) and this subparagraph may be included in the hours prescribed in subparagraph (i);

(e) in the case of a gyroplane with an empty mass exceeding 150 kg, have completed not less than the hours specified in regulation 3.2 (1) (d); and

(f) within the 30 days immediately preceding the date of application have passed a practical flight test, conducted by a person as prescribed in paragraph (d), who shall not be the person from whom such applicant has received his practical training, on all sequences appropriate to a gyroplane, including—

- (i) take-off, circuit and landing;
- (ii) recoveries from unusual attitudes;
- (iii) steep turns left and right at constant height; and
- (iv) simulated forced landing, from a minimum height appropriate for the gyroplane concerned, to execute a landing not more than 150 m beyond a point selected by the examiner.

(2) An applicant for the renewal of a gyroplane pilot's licence shall be the holder of a valid flight radiotelephony operator licence and shall submit to the Commissioner for Civil Aviation a certificate of competency signed by an authorised person as prescribed in subregulation (1) (d) wherein it is certified that such applicant has completed not less than three hours flight time as pilot-in-command within the 12 months immediately preceding the date of application or in lieu thereof has completed the test prescribed in subregulation (1) (d)."

Amendment of regulation 3.2 of the regulations published by Government Notice R. 141 of 1976

21. Regulation 3.2 of the Regulations is hereby amended—

(a) by the substitution in paragraph (d) of subregulation (1) for the words preceding subparagraph (i) of the following words:

"(d) have completed in aeroplanes not less than;"

(b) by the insertion in paragraph (a) of subregulation (5) after the word "completed" of the words "of an aeroplane";

(c) by the insertion in paragraph (b) of subregulation (5) after the word "pilot-in-command" of the words "in aeroplanes";

(d) by the insertion in paragraph (a) of subregulation (6) after the word "pilot-in-command" of the words "of an aeroplane";

(iii) die elementêre beginsels van—

- (aa) lugvaartkaarte;
- (bb) weerinligting vir oorlandse vlugte;
- (cc) die kompas; en

(iv) die tegniese vakke in Hoofstuk 5 voorgeskryf;

(d) in die geval van 'n girotuig met 'n gesertifiseerde leë massa van 150 kg of minder minstens die volgende vliegervaring hê, naamlik—

(i) 20 vliegure, dubbelstuur en solo, waarvan minstens 15 uur solovliegtyd moet wees;

(ii) een driehoekige oorlandse vlug, hetsy dubbelstuur of onder toesig en een solo driehoekige oorlandse vlug, elk met 'n duur van minstens een uur, gevlieg teen normale kruissnelheid; en

(iii) een driehoekige oorlandse vlug, hetsy dubbelstuur of onder toesig en een oorlandse vlugvliegtuig, elk met 'n duur van minstens 1½ uur gevlieg teen normale kruissnelheid, en elk met inbegrip van 'n volle landing op 'n ander plek as die vertrekpunt: Met dien verstande dat die ure voorgeskryf in subparagraaf (ii) en hierdie subparagraaf deel kan uitmaak van die vliegure voorgeskryf in subparagraaf (i);

(e) in die geval van 'n girotuig met 'n leë massa wat 150 kg oorskry, minstens die ure vermeld in regulasie 3.2 (1) (d) voltooi het; en

(f) binne die 30 dae onmiddellik voor die datum van die aansoek 'n praktiese vliegtuigtoets geslaag het, afgeneem deur 'n persoon soos voorgeskryf in paragraaf (d), wat nie die persoon is nie van wie die aansoeker sy praktiese vliegopleiding ontvang het nie, in alle reekse van toepassing op 'n girotuig met inbegrip van—

- (i) opstyging, kringvlug en landing;
- (ii) herstel uit ongewone stande;
- (iii) steil draaië na links en na regs op konstante hoogte; en

(iv) skynnoodlanding vanaf 'n minimum hoogte toepaslik vir die betrokke tipe girotuig, om 'n landing uit te voer hoogstens 150 m anderkant 'n punt deur die eksaminator bepaal.

(2) 'n Aansoeker om die hernuwing van 'n girotuigvlieënierslisensie moet die houër wees van 'n geldige boordradiotelefoonlisensie en moet 'n bevoegdheidsertifikaat aan die Kommissaris van Burgerlugvaart voorlê, geteken deur 'n gemagtigde persoon soos voorgeskryf in subregulasie (1) (d) waarin gesertifiseer word dat die aansoeker binne die 12 maande onmiddellik voor die datum van die aansoek, minstens 3 vliegure as gesagvoerder voltooi het of in die plek daarvan die toets soos voorgeskryf in subregulasie (1) (d) voltooi het."

Wysiging van regulasie 3.2 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976

2.1 Regulasie 3.2 van die Regulasies word hierby gewysig—

(a) deur in paragraaf (d) van subregulasie (1) van woorde wat subparagraaf (i) voorafgaan deur die volgende woorde te vervang:

"(d) minstens onderstaande in vliegtuie voltooi het:"

(b) deur in paragraaf (a) van subregulasie (5) na die woord "aansoek" die woorde "in vliegtuie" in te voeg;

(c) deur in paragraaf (b) van subregulasie (5) na die woord "gesagvoerder" die woorde "van 'n vliegtuig" in te voeg;

(d) deur in paragraaf (a) van subregulasie (6) na die woord "gesagvoerder" die woorde "van 'n vliegtuig" in te voeg;

(e) by the insertion in subparagraph (i) of paragraph (a) of subregulation (7) after the word "Pilot-in-command" of the words "of an aeroplane"; and

(f) by the insertion in subparagraph (ii) of paragraph (b) of subregulation (7) after the word "completed" of the words "in aeroplanes".

Amendment of regulation 3.3 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notices R. 259 of 1982, R. 131 of 1983 and R. 551 of 1984

22. Regulation 3.3 of the Regulations is hereby amended—

(a) by the substitution in paragraph (d) of subregulation (1) for the words preceding subparagraph (i) of the following words:

"(d) have completed not less than 200 hours of flight time credited as prescribed in Chapter 8, or 150 hours of flight time in aeroplanes if he has satisfactorily completed a course of approval training. The total of 200 hours or 150 hours, as the case may be, shall include:";

(b) by the deletion of subparagraph (v) of paragraph (e) of subregulation (1); and

(c) by the substitution for subregulation (2) of the following subregulation:

"(2) The tests referred to in subregulation (1) (e) shall be undertaken in an aeroplane with variable-pitch propeller, adjustable flaps and retractable undercarriage."

Substitution of regulation 3.4 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notices R. 131 of 1983 and R. 551 of 1984

23. The following regulation is hereby substituted for regulation 3.4 of the Regulations:

"Senior commercial pilots

3.4 (1) An applicant for a senior commercial pilot's licence shall—

(a) be not less than 21 years of age;

(b) be the holder of a commercial pilot's licence (aeroplane);

(c) satisfy the Commissioner for Civil Aviation, in a written examination as to his knowledge of—

(i) the regulations made under the Act as prescribed for commercial pilots in regulation 3.3 (1) (c) (i), with the exception that the licensing requirements applicable to senior commercial and airline transport pilots instead of the licensing requirements applicable to commercial pilots shall apply;

(ii) flight operation;

(iii) the form of the earth and aeronautical charts;

(iv) flight navigation;

(v) radio aids to navigation;

(vi) instruments; and

(vii) meteorology;

The above-mentioned subjects, may only be attempted by a candidate who is the holder of a valid commercial pilot's licence;

(d) (i) have completed not less than 40 hours of instrument time, of which not more than 20 hours may be acquired on simulators approved by the Commissioner for Civil Aviation, or, if the applicant has satisfactorily completed a course of approved training, 30 hours of

(e) deur in subparagraaf (i) van paragraaf (a) van subregulasie (7) na die woord "gesagvoerder" die woorde "van 'n vliegtuig" in te voeg: en

(f) deur in subparagraaf (ii) van paragraaf (b) van subregulasie (7) na die woord "vliegure" die woorde "in vliegtuie" in te voeg.

Wysiging van regulasie 3.3 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 259 van 1982, R. 131 van 1983 en R. 551 van 1984

22. Regulasie 3.3 van die Regulasies word hierby gewysig—

(a) deur in paragraaf (d) van subregulasie (1) die woorde wat subparagraaf (i) voorafgaan deur die volgende woorde te vervang:

"(d) minstens 200 vliegure erken soos in Hoofstuk 8 voorgeskryf, voltooi het, of 150 vliegure in vliegtuie as hy 'n kursus van goedgekeurde opleiding op bevredigende wyse voltooi het. Die totaal van 200 uur of 150 uur, na gelang van die geval, moet onderstaande omvat:";

(b) deur subparagraaf (v) van paragraaf (e) van subregulasie (1) te skrap; en

(c) deur subregulasie (2) deur die volgende subregulasie te vervang:

"(2) Die toetse in subregulasie (1) (e) genoem, moet in 'n vliegtuig met bestuurbare skroef, verstelbare kleppe en intrekonderstel uitgevoer word."

Vervanging van regulasie 3.4 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 131 van 1983 en R. 551 van 1984

23. Regulasie 3.4 van die Regulasies word hierby deur die volgende regulasies vervang:

"Senior handelsvlieëniers

3.4 (1) Iemand wat om 'n senior handelsvlieënierslisensie aansoek doen, moet—

(a) minstens 21 jaar oud wees;

(b) die houer van 'n handelsvlieënierslisensie (vliegtuig) wees;

(c) die Kommissaris van Burgerlugvaart in 'n skriftelike eksamen oortuig van sy kennis van—

(i) die regulasies ingevolge die Wet uitgevaardig soos voorgeskryf vir handelsvlieëniers in regulasie 3.3 (1) (c) (i), behalwe dat die lisensiëeringsvereistes van toepassing op senior handels- en luglyntransportvlieëniers in plaas van die lisensiëeringsvereistes van toepassing op handelsvlieëniers van toepassing sal wees;

(ii) vliegbedryf;

(iii) die vorm van die aarde en lugvaartkaarte;

(iv) vliegnavigasie;

(v) radiohulpmiddels vir navigasie;

(vi) instrumente; en

(vii) weerkunde;

Die bogemelde vakke mag slegs afgelê word deur 'n kandidaat wat die houer van 'n geldige handelsvlieënierslisensie is.

(d) (i) Minstens 40 instrumentvliegure voltooi het, waarvan hoogstens 20 uur met gebruik van nabootsers deur die Kommissaris van Burgerlugvaart goedgekeur, gedoen kan word, of, as die aansoeker 'n kursus van

instrument time, of which not more than 10 hours may be acquired on such simulators;

(ii) have completed not less than 700 hours of total flight time credited as prescribed in Chapter 8, including not less than 200 hours as the pilot actually manipulating the flight controls of an aircraft (but not while receiving flight instruction) and this 200 hours must include at least 25 hours of night flight on which at least 10 hours shall be cross-country night flight; and

(iii) meet the requirements for the issue of an instrument rating; and

(e) undergo a practical flight test with an official examiner in a multi-engined aeroplane with variable pitch propellers, adjustable flaps and retractable undercarriage during which he shall demonstrate his ability—

(i) to pilot aircraft satisfactorily in all manoeuvres used in normal flight;

(ii) to execute emergency manoeuvres which may include simulated forced landings and recovery from stalls entered both from level and steeply banked attitudes;

(iii) to operate multi-engined aircraft at maximum permissible landing mass with one engine inoperative;

(iv) to execute all normal manoeuvres, solely by reference to instruments, including stall, spirals and a turn of not less than 720 degrees in a banked attitude of not less than 45 degrees;

(v) to operate multi-engined aircraft solely by reference to instruments at maximum permissible landing mass with one engine inoperative, if a rating on such aircraft is sought;

(vi) while operating the aircraft under actual or simulated instrument flight conditions, to carry out orientation and approach procedures by the use of radio aids, and to give any other demonstration of skill required for the instrument rating;

(vii) to execute any other manoeuvres which may be essential to establish his competency;

(viii) to carry out the tests in subparagraphs (ii), (iii) and (v) in an aircraft of the class for which a rating is sought, and where the rating is sought for an aircraft having a maximum certificated mass exceeding 5 700 kg, in the type of aircraft for which the rating is sought; and

(ix) meet the requirements for the issue of an instrument rating;

Provided that any manoeuvres required during the course of the tests detailed in subparagraphs (i) to (vii) may be modified or eliminated if such manoeuvres are inadvisable for the type of aircraft used in the tests.

(2) An applicant for the renewal of a senior commercial pilot's licence shall—

(a) submit to the Commissioner for Civil Aviation his pilot's logbook showing that he has completed not less than 12 hours as a pilot-in-command within the six months immediately preceding the date of the application, or has successfully completed the flight test prescribed in subregulation (1) (e) within the 60 days immediately preceding the date of application; and

(b) meet the requirements for the renewal of an instrument rating: Provided that where a candidate fails to meet the requirements for the renewal of an instrument rating such candidate may exercise the privileges of his licence

gekeurde opleiding op bevredigende wyse voltooi het, 30 instrumentvliegure waarvan hoogstens 10 uur met gebruik van sodanige nabootsers gedoen kan word;

(ii) minstens 700 vliegure erken soos in Hoofstuk 8 voorgeskryf voltooi het, met inbegrip van minstens 200 uur as die vlieënier wat werklik die stuurmiddels van 'n lugvaartuig hanteer (maar nie terwyl hy vliegonderrig ontvang nie) en hierdie 200 uur moet minstens 25 nagvliegure insluit waarvan minstens 10 uur oorlandse nagvlug moet wees; en

(iii) aan die vereistes vir die uitreiking van 'n instrumentvlieggraad voldoen; en

(e) onder toesig van 'n amptelike eksaminator 'n praktiese vliegtoets in 'n meermotorige vliegtuig met bestuurbare skroewe, verstelbare kleppe en intrekkonderstel ondergaan waarin hy bewys moet lewer van sy bekwaamheid om—

(i) lugvaartuie bevredigend te hanteer deur alle maneuvres wat by normale vlieg aangewens word;

(ii) noodmaneuvres uit te voer wat skynnoodlandings en herstel uit staakvlug waarin hy uit gelykvlug en uit sterk gekantelde stand geraak het, meebring;

(iii) meermotorige lugvaartuie met die maksimum toelaatbare landingsmassa en een motor buitewerking te hanteer;

(iv) alle normale maneuvres met inbegrip van staakvlug, spiraalvlug en 'n draai van minstens 720 grade in 'n gekantelde stand van 45 grade alleen met verwysing na instrumente uit te voer;

(v) meermotorige lugvaartuie met die maksimum toelaatbare landingsmassa en een motor buite werking alleen met verwysing na instrumente te hanteer, as 'n graad vir so 'n lugvaartuig verlang word;

(vi) terwyl hy die lugvaartuig onder werklike of skyn-instrumenttoestande hanteer, oriëntering en nadering met behulp van radio hulpmiddels uit te voer, en om alle ander bewyse te lewer van bedrewendheid wat vir die instrumentvlieggraad vereis word;

(vii) alle maneuvres wat nodig mag wees om sy bevoegdheid vas te stel, uit te voer;

(viii) die toetse in subparagrafe (ii), (iii) en (v) in 'n lugvaartuig van die klas waarvoor die graad verlang word, uit te voer en waar die graad vir 'n lugvaartuig met 'n maksimum gesertifiseerde massa en meer as 5 700 kg verlang word, dan in die tipe lugvaartuig waarvoor die graad verlang word; en

(ix) te voldoen aan die vereistes vir die uitreiking van 'n instrumentvlieggraad;

Met dien verstande dat maneuvres wat vereis word in die loop van die toetse gespesifiseer in subparagrafe (i) tot (vii), gewysig of uitgeskakel kan word as dit nie raadsaam is om met die tipe lugvaartuig wat in die toetse gebruik word, die maneuvres uit te voer nie.

(2) Iemand wat om die hernuwing van 'n senior handelsvlieënierslisensie aansoek moet doen, moet—

(a) aan die Kommissaris van Burgerlugvaart sy vlieënierslogboek voorlê, waaruit blyk dat hy minstens 12 uur as gesagvoerder binne die ses maande onmiddellik voor die datum van aansoek voltooi het, of die vliegtoets in subregulasie (1) (e) voorgeskryf suksesvol afgelê het binne die 60 dae onmiddellik voor die datum van aansoek; en

(b) aan die vereistes vir die hernuwing van instrumentvlieggraad voldoen: Met dien verstande dat waar 'n kandidaat nie daarin slaag om aan die vereistes vir die hernuwing van 'n instrumentvlieggraad te voldoen nie, sodanige kandidaat die voorregte van sy lisensie vir 'n

under VMC only, for a period not exceeding 60 days or until the date of expiry of his licence, whichever period if the lesser”.

Amendment of regulation 3.5 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 551 of 1984

24. Regulation 3.5 of the Regulations is hereby amended—

(a) by the substitution for paragraph (b) of subregulation (1) of the following paragraph:

“(b) unless he is the holder of a senior commercial pilot’s licence, be the holder of a valid commercial pilot’s licence and pass the examination detailed in regulation 3.4 (1) (c);”

(b) by the substitution in paragraph (d) of subregulation (1) for the expression “3.4 (1) (d)” of the expression “3.4 (1) (e)”; and

(c) by the substitution in paragraph (a) of subregulation (2) for the expression “3.4 (1) (d)” of the expression “3.4 (1) (e)”.

Amendment of regulation 3.8 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 131 of 1983

25. Regulation 3.8 of the Regulations is hereby amended by the substitution for subregulation (3) of the following subregulation:

“(3) submit an application for the rating together with his licence and a copy of the certificate prescribed in regulation 2.3 to the Commissioner for Civil Aviation for the issue of the rating in the case of aircraft in respect of which a type rating by name is required or, in the case of piston-engined aeroplanes with a maximum certificated mass of 5 700 kg structor or designated pilot who conducted the tests for the insertion of the endorsement referred to in regulation 2.3 (3) (a).”.

Substitution of regulation 3.13 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notices R. 131 of 1983 and R. 509 of 1983

26. The following regulation is hereby substituted for regulation 3.13 of the Regulations:

“Flight instructor ratings

3.13 (1) An applicant for a flight instructor rating shall—

(a) be the holder of a valid commercial pilot’s or higher licence;

(b) have completed an approved course of training;

(c) pass a written examination in—

(i) theory of flight;

(ii) principles of flying instruction;

(iii) navigation and meteorology; and

(iv) the Regulations made under the Act relating to the licensing requirements to all pilot’s licences and rating: Provided that the above-mentioned subjects may only be attempted by a candidate being the holder of at least a valid commercial pilot’s licence;

(d) submit to the Commissioner for Civil Aviation a certificate of competency signed by a flight instructor grade I or grade II, wherein it is certified that the applicant attained the standard required for the rating being applied for;

tydperk van hoogstens 60 dae of tot die vervaldatum van sy lisensie, watter tydperk ook al die kortste mag wees, slegs in sigweerstoeënde mag uitoefen.

Wysiging van regulasie 3.5 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 551 van 1984

24. Regulasie 3.5 van die Regulasies word hierby gewysig—

(a) deur paragraaf (b) van subregulasie (1) deur die volgende paragraaf te vervang:

“(b) tensy hy die houer van ’n senior handelsvlieënierslisensie is, die houer van ’n geldige handelsvlieënierslisensie wees en in die eksamens in regulasie 3.4 (1) (c) gespesifiseer, slaag;”;

(b) deur in paragraaf (d) van subregulasie (1) die uitdrukking “3.4 (1) (d)” deur die uitdrukking “3.4 (1) (e)” te vervang; en

(c) deur in paragraaf (a) van subregulasie (2) die uitdrukking “3.4 (1) (d)” deur die uitdrukking “3.4 (1) (e)” te vervang.

Wysiging van regulasie 3.8 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 131 van 1983

25. Regulasie 3.8 van die Regulasies word hierby gewysig deur subregulasie (3) deur die volgende subregulasie te vervang:

“(3) ’n aansoek om die graad tesame met sy lisensie en ’n kopie van die sertifikaat in regulasie 2.3 voorgeskryf aan die Kommissaris van Burgerlugvaart in die geval van lugvaartuie ten opsigte waarvan ’n tipegraad volgens naam vereis word of, in die geval van suiermotorvliegtuie met ’n maksimum gesertifiseerde massa van 5 700 kg of minder sy vlieglogboek aan die vlieginstrukteur of aangewese vlieënier wat die toetse uitgevoer het, voorlê vir die aanbring van die endossement geneem in regulasie 2.3 (3) (a).”.

Vervanging van regulasie 3.13 van die regulasies afgekondig by Goewermentskennisgewing R. 141 van 1976, soos gewysig deur Goewermentskennisgewing R. 131 van 1983 en R. 509 van 1983

26. Regulasie 3.13 van die Regulasies word hierby deur die volgende regulasie vervang:

“Vlieginstrukteursgrade

3.13 (1) Iemand wat om ’n vlieginstrukteursgraad aansoek doen, moet—

(a) die houer wees van ’n geldige handelsvlieëniers- of hoër lisensie;

(b) ’n goedgekeurde kursus van opleiding voltooi het;

(c) slaag in ’n skriftelike eksamen in—

(i) die vliegler;

(ii) beginsels van vliegonderrig;

(iii) navigasie en weerkunde; en

(iv) die regulasies ingevolge die Wet uitgevaardig oor die lisensieërsvereistes van toepassing op alle vlieënierslisensies en -grade: Met dien verstande dat bogenoemde vakke slegs afgelê mag word deur ’n kandidaat wat ten minste die houer van ’n geldige handelsvlieënierslisensie is;

(d) aan die Kommissaris van Burgerlugvaart ’n bevoegdheidsertifikaat voorlê, onderteken deur ’n vlieginstrukteur graad I of graad II, waarin gesertifiseer word dat die aansoeker die vereiste standaard bereik het vir die graad waarom aansoek gedoen word;

(e) pass practical flight instruction test conducted by an official examiner in—

(i) flight instruction by day (sequences 1 to 23 and 25 to 27 of the flight instruction syllabus as prescribed in Chapter 4); and

(ii) flight instruction by night; and

(f) submit an application for the rating together with his licence to the Commissioner for Civil Aviation for the issue of the rating.

(2) An applicant for a flight instructor type rating shall—

(a) in the case of piston engined aeroplanes with a maximum certificated mass of 5 700 kg or less—

(i) satisfactorily complete a flight instruction test conducted by a flight instructor grade I or grade II, who shall be the holder of the appropriate flight instructor type rating, or by a pilot designated in writing for such purpose by the Commissioner for Civil Aviation and present his flying logbook to such flying instructor or designated pilot who conducted the tests for the insertion of the endorsement mentioned in subregulation 3 (a); and

(ii) in respect of such endorsement, submit to the Commissioner for Civil Aviation within 30 days a certificate of competency;

(b) in the case of aircraft requiring a type rating by name submit to the Commissioner for Civil Aviation a certificate of competency signed by a flight instructor grade I or grade II, who shall be the holder of the appropriate flight instructor type rating, or by a pilot designated in writing for such purpose by the Commissioner for Civil Aviation, wherein it is certified that such applicant has satisfactorily completed a flight instruction test with such instructor or designated pilot and that the flight instructor or designated pilot is satisfied that such applicant is capable of giving flight instruction on the type of aircraft for which a rating is being sought.

(3) (a) The endorsement referred to in subregulation 2 (a) shall be made in the column marked "Details of flight and remarks" and shall contain the following:

(i) An indication of the type of aeroplane, and also the registration marks;

(ii) the words "Complied with as instructor";

(iii) the signature of the flying instructor or designated pilot;

(iv) the licence number of the flying instructor or designated pilot; and

(v) the date.

(b) For the purpose of paragraph (a) the words "Complied with as instructor" shall mean that the applicant concerned has satisfactorily completed a flight instruction test with such flight instructor or designated pilot concerned and that such flight instructor or designated pilot is satisfied that such applicant is capable for giving flight instruction on the type of aeroplane endorsed.

(4) An applicant for the renewal of a flight instructor rating shall submit to the Commissioner for Civil Aviation—

(a) his licence;

(b) his logbook showing that he has given not less than 20 hours flight instruction (excluding cross-country flight instruction) during the 12 months immediately preceding the date of the application;

(c) in the case of a flight instructor grade III applying for the renewal of his rating, and for a renewal in every third year thereafter, a certificate of competency signed by an official examiner, wherein it is certified that the

(e) slaag in praktiese vliegonderrigtoets wat afgeneem word deur 'n amptelike eksaminator in—

(i) vliegonderrig by dag (reeks 1 tot 23 en 25 tot 27 van die vliegonderrigleerplan soos in Hoofstuk 4 voorgeskryf); en

(ii) vliegonderrig by nag; en

(f) 'n aansoek om die graad tesame met sy lisensie aan die Kommissaris van Burgerlugvaart voorlê vir die uitreiking van die graad.

(2) Iemand wat om 'n vlieginstrukturstipegraad aansoek doen, moet—

(a) in die geval van 'n suiermotorvliegtuig met 'n maksimum gesertifiseerde massa van 5 700 kg of minder—

(i) 'n vliegonderrigtoets op bevredigende wyse aflê by 'n vlieginstrukteur graad I of graad II, wat die houer is van die toepaslike vlieginstrukturstipegraad, of by 'n vlieënier wat skriftelik vir dié doel deur die Kommissaris van Burgerlugvaart aangewys is, en sy vlieglogboek aan sodanige vlieginstrukteur of aangewese vlieënier voorlê vir die aanbring van die endossement genoem in subregulasie (3) (a); en

(ii) Met betrekking tot sodanige endossement binne 30 dae 'n bevoegdheidsertifikaat aan die Kommissaris van Burgerlugvaart voorlê;

(b) in die geval van lugvaartuie wat 'n tipegraad volgens naam vereis aan die Kommissaris van Burgerlugvaart 'n bevoegdheidsertifikaat voorlê, onderteken deur 'n vlieginstrukteur graad I of graad II, wat die houer is van die toepaslike vlieginstrukturstipegraad, of deur 'n vlieënier wat skriftelik vir dié doel deur die Kommissaris van Burgerlugvaart aangewys is, waarin gesertifiseer word dat die aansoeker 'n vliegonderrigtoets by daardie vlieginstrukteur of aangewese vlieënier op bevredigende wyse afgelê het en dat die instrukteur of aangewese vlieënier daarvan oortuig is dat die aansoeker bevoeg is om vliegonderrig te gee in die tipe lugvaartuig waarvoor daar om 'n instrukturstipegraad aansoek gedoen word.

(3) (a) Die endossement genoem in subregulasie (2) (a) word aangebring in die kolom "Besonderhede van vlug en opmerkings" en bevat die volgende:

(i) 'n Aanduiding van die tipe vliegtuig en ook die registrasiemerke;

(ii) die woorde "Nagekom as instrukteur";

(iii) die handtekening van die vlieginstrukteur of aangewese vlieënier;

(iv) die instrukteur of aangewese vlieënier se lisensienommer; en

(v) die datum.

(b) by die toepassing van paragraaf (a) beteken die woorde "Nagekom as instrukteur" dat die betrokke aansoeker 'n vliegonderrigtoets op bevredigende wyse afgelê het by die betrokke vlieginstrukteur of aangewese vlieënier, en dat die vlieginstrukteur of aangewese vlieënier oortuig is dat die aansoeker bevoeg is om die vliegonderrig te gee in die tipe vliegtuig soos geëndosseer.

(4) Iemand wat om die hernuwing van 'n vlieginstrukturstipegraad aansoek doen, moet aan die Kommissaris van Burgerlugvaart voorlê—

(a) sy lisensie;

(b) sy logboek waaruit blyk dat hy minstens 20 uur vliegonderrig (uitgesonderd onderrig in oorlandse vlugte) gedurende die 12 maande onmiddellik voor die datum van aansoek gegee het;

(c) in die geval van 'n vlieginstrukteur graad III wat aansoek doen om die eerste hernuwing van sy graad, en om 'n hernuwing in elke derde jaar daarna, 'n bevoegdheidsertifikaat onderteken deur 'n amptelike eksaminator

applicant has satisfactorily completed the practical flight instruction tests prescribed in subregulation (1) (e), within the 30 days immediately preceding the date of application; and

(d) in the case of a flight instructor grade I or grade II applying for a first renewal for his rating, and for a renewal in every third year thereafter, a certificate of competency signed by an official examiner, wherein it is certified that the applicant has satisfactorily completed the practical flight instruction tests prescribed in subregulation (1) (e), within the 30 days immediately preceding the date of application.

(5) The holder of a flight instructor rating grade III applying for regarding to grade II shall—

(a) be the holder of a valid commercial pilot's licence with an instrument rating or a valid higher licence and have given not less than 200 hours elementary flight instruction;

(b) submit to the Commissioner for Civil Aviation a report, signed by a flight instructor grade I or grade II, indicating—

(i) his proficiency in flight instruction and the standard of flying attained by his pupils; and

(ii) that he has attained the standard required for the rating being applied for;

(c) pass the practical flight instruction tests prescribed in subregulation (1) (e); and

(d) submit an application for the rating, together with his licence, to the Commissioner for Civil Aviation for the issue of the rating.

(6) The holder of a flight instructor rating applying—

(a) for the inclusion of a multi-engined aeroplane to the rating shall—

(i) undergo a practical flight test with an official examiner in a multi-engined aeroplane with variable-pitch propellers, adjustable flaps and retractable undercarriage; and

(ii) submit a certificate of competency to the Commissioner for Civil Aviation wherein the examiner certifies that the applicant has satisfactorily completed the flight test and is capable of giving flight instruction on multi-engined aeroplanes;

(b) for regrading from grade II to grade I shall—

(i) be the holder of a senior commercial pilot's or higher grade licence;

(ii) have given not less than 1 500 hours of flight instruction;

(iii) have had at least 3 years' flight instruction experience, at least 6 months of which shall have been civil flight instruction experience;

(iv) pass the practical flight instruction tests prescribed in subregulation 1 (e): Provided that where such rating is sought for aeroplanes, such test shall be done on a multi-engined aeroplane; and

(v) submit an application for the rating, together with his licence, to the Commissioner for Civil Aviation for the issue of the rating.

waarin gesertifiseer word dat die aansoeker die praktiese vliegonderrigtoetse in subregulasies (1) (e) voorgeskryf, binne die 30 dae onmiddellik voor die datum van aansoek op bevredigende wyse afgelê het; en

(d) in die geval van 'n vlieginstrukteur graad I of graad II wat aansoek doen om die eerste hernuwing van sy graad, en om 'n hernuwing in elke derde jaar daarna, 'n bevoegdheidsertifikaat onderteken deur 'n amptelike eksaminator waarin gesertifiseer word dat die aansoeker die praktiese vliegonderrigtoetse in subregulasie (1) (e) voorgeskryf, binne die 30 dae onmiddellik voor die datum van aansoek op bevredigende wyse afgelê het.

(5) Die houer van 'n vlieginstrukteursgraad III wat om hergradering tot graad II aansoek doen, moet—

(a) die houer wees van 'n geldige handelsvlieënierslisensie met 'n instrumentsvlieggraad of 'n geldige hoër lisensie en minstens 200 uur elementêre vliegonderrig gegee het;

(b) aan die kommissaris van Burgerlugvaart 'n verslag voorlê, onderteken deur 'n vlieginstrukteur graad I of graad II, waaruit blyk—

(i) sy bekwaamheid in vliegonderrig en die vliegstandaarde wat deur sy leerlinge bereik is; en

(ii) dat hy die vereiste standaard bereik het vir die graad waarom aansoek gedoen word;

(c) die praktiese vliegonderrigtoetse in subregulasie (1) (e) voorgeskryf op bevredigende wyse afgelê; en

(d) 'n aansoek om die graad tesame met sy lisensie aan die Kommissie van Burgerlugvaart voorlê vir die uitreiking van die graad.

(6) Die houer van die vlieginstrukteursgraad wat aansoek doen—

(a) om die toevoeging van 'n meermotorige vliegtuig tot die graad moet—

(i) 'n praktiese vliegtoets onder die toesig van 'n amptelike eksaminator in 'n meermotorige vliegtuig met bestuurbane skroewe, verstelbare kleppe en intrekkonderstel ondergaan; en

(ii) 'n bevoegdheidsertifikaat, waarin die eksaminator sertifiseer dat die aansoeker die vliegtoets met goeie gevolg afgelê het en bekwaam is om vliegonderrig in meermotorige vliegtuie te gee, aan die Kommissaris van Burgerlugvaart voorlê;

(b) om hergradering van graad II tot graad I moet—

(i) die houer wees van 'n senior handelsvlieëniers- of hoërgraadlisensie;

(ii) minstens 1 500 uur vliegonderrig gegee het;

(iii) minstens drie jaar ondervinding in vliegonderrig opgedoen het, waarvan minstens ses maande ondervinding in burgerlugvaartonderrig moet wees;

(iv) die praktiese vliegonderrigtoetse in subregulasie (1) (e) voorgeskryf met goeie gevolg aflê: Met dien verstande dat as genoemde gradering vir vliegtuie benodig word, hierdie toets moet afgelê word in 'n meermotorige vliegtuie; en

(v) 'n aansoek om die graad tesame met sy lisensie aan die Kommissaris van Burgerlugvaart voorlê vir die uitreiking van die graad.

Amendment of regulation 8.2 of the regulations published by Government Notice R. 141 of 1976, as amended by Government Notice R. 551 of 1984

27. Regulation 8.2 of the Regulations is hereby amended by the substitution for paragraph (c) of subregulation (2) of the following paragraph:

"(c) a micro-light aeroplane pilot, gyroplane pilot or glider pilot shall be entitled to be credited with a maximum of 25 hours of flight time completed on a micro-light aeroplane, gyroplane or glider, as the case may be, towards the total flight time prescribed for a higher grade licence, and in the case of the renewal of a higher grade pilot's licence, shall be entitled to be credited with a maximum of 50% of the flight time completed as pilot-in-command of a micro-light aeroplane, gyroplane or glider, as the case may be, towards the total flight time prescribed for the renewal of such licence."

Wysiging van regulasie 8.2 van die regulasie afgekondig b Goewermentskennisgewing R. 141 van 1976 soos gewysig deur Goewermentskennisgewing R. 551 van 1984

27. Regulasie 8.2 van die Regulasies word hierby gewysig deur paragraaf (c) van subregulasie (2) deur die volgende te vervang:

"(c) 'n Mikro-ligte vliegtuigvlieënier, girotuigvlieënier of sweeftuigvlieënier is daarop geregtig om erkenning te ontvang vir hoogstens 25 uur vliegtyd in 'n mikro-ligte vliegtuig, girotuig of 'n sweeftuig, na gelang van die geval, vir die totale vliegtyd wat vir 'n hoërgraadlisensie voorgeskryf word en is daarop geregtig om in die geval van die hernuwing van 'n hoërgraad vlieënierslisensie erkenning te ontvang vir hoogstens 50 % van die vliegtyd voltooi as gesagvoerder van 'n mikro-ligte vliegtuig, girotuig of sweeftuig na gelang van die geval, vir die totale vliegtyd wat vir die hernuwing van sodanige lisensie voorgeskryf word."

THE FLOWERING PLANTS OF AFRICA

This publication is issued as an illustrated serial, much on the same lines as Curtis's Botanical Magazine, and for imitating which no apology need be tendered.

The desire and object of the promoters of the publication will be achieved if it stimulates further interest in the study and cultivation of our indigenous plants.

The illustrations are prepared mainly by the artists at the Botanical Research Institute, but the Editor welcomes contributions of suitable artistic and scientific merit from kindred institutions.

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Hierdie publikasie word uitgegee as 'n geïllustreerde reeks, baie na die aard van Curtis se "Botanical Magazine". Die doel van die werk is om die skoonheid en variasie van vorm van die flora van Afrika aan die leser bekend te stel, om belangstelling in die studie en kweek van die inheemse plante op te wek, en om plantkunde in die algemeen te bevorder.

Die meeste van die illustrasies word deur kunstenaars van die Navorsingsinstituut vir Plantkunde gemaak, dog die redakteur verwelkom geskikte bydraes van 'n wetenskaplike en kunststandaard afkomstig van verwante inrigtings.

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