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GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 709

15 May 1998

AVIATION ACT, 1962

PROPOSED THIRD AMENDMENT OF THE CIVIL AVIATION REGULATIONS, 1997.

Under Regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Regulations Committee hereby publishes the proposed Amendments to the Civil Aviation Regulations as set out in Schedules 1 and 2. The proposed Amendments are additions to the existing Civil Aviation Regulations, 1997. Any comments or representations on these proposed regulations should be lodged in writing with the Chairperson of the Regulations Committee for attention Mr E Maritz, Private Bag X193, Pretoria, 0001, Fax No. (012) 323 7007 or E-mail at Maritz E @ NDOT.PWV.GOV.ZA, by 15 June 1998. The respective purposes of the proposed Amendments are set out in the Schedules.

SCHEDULE 1**DEFINITION:**

In these schedules "the Regulations" means the Civil Aviation Regulations, 1997, published by Government Notice No. R. 1219 of 26 September 1997, as amended by Government Notice No. R 1735 of 24 December 1997.

ADDITION OF A REGULATION AND TECHNICAL STANDARDS COVERING AVIATION RESCUE AND FIRE FIGHTING SERVICES BASED AT AN AERODROME**1. Name and address of proposer**

Head: Fire Services
Directorate: Aviation Networks
Civil Aviation Authority
Department of Transport
Private Bag X193
Pretoria
0001

2. Interest of the proposer

The proposer, in his capacity as Head: Fire Services, is responsible for regulatory oversight with regards to the compliance and maintenance of Rescue and Fire-Fighting Service standards. This includes vehicles, personnel training standards, ancillary equipment and protective clothing as contemplated in the proposed regulation and technical standards.

3. Proposed Regulation And Technical Standards**REGULATION**

Owners/Operators of licensed aerodromes, operating a business unit on the said airport or catering for scheduled flights.

Any owner/operator of a licensed aerodrome shall ensure that a rescue and fire-fighting service is established to comply, and be maintained, in accordance with the conditions as stipulated in DOC SA CATS/AH or as amended by the Commissioner.

TECHNICAL STANDARDS (DOC SA CATS/AH)

All rescue and fire-fighting services shall be in compliance with the Standards and Recommended Practices (SARPS) as contained in all International Civil Aviation Organisation (ICAO) Annexes and documents (DOC's) relevant to the maintenance,

operation and laid down specifications of such services, to be read in conjunction with the Fire Services Act, (Act 99 of 1988) as well as other already established legislation on fire fighting practices.

The CAA may conduct any inspection or audit on any part, or of the service as a whole as it may deem necessary, at any time, to determine compliance with the laid down criteria in the above mentioned publications or of this document.

If non-compliance is found, the CAA reserves the right to institute corrective measures as it may deem necessary to ensure compliance. The cost incurred for such corrective measures, will be for the account of the airport owner.

4. Current legislation:

Airport Regulations , 1982: Appendix A1

A1.1 (1) At aerodromes for international traffic.

(c) Mobile fire-fighting equipment

Ambulance or first aid equipment

(2) At aerodromes for national scheduled mainline air services.

(c) Mobile fire-fighting equipment

Ambulance or first aid equipment

(3) At aerodromes for feeder services.

(c) Other facilities

First aid equipment

Two portable fire extinguishers (if caretaker is resident on aerodrome)

(4) At local aerodromes:

(c) First- aid equipment

Two portable fire extinguishers (if caretaker is resident on aerodrome or aerodrome is used for instructional purposes).

5. Supporting Argument

In order for the Civil Aviation Authority to perform its core function to enhance aviation safety, it is necessary to establish a standard set of rules. To fulfil this need it is recommended that the proposed regulations and technical standards be enacted to ensure safety of property, protection of human life and the safe evacuation of an aircraft's occupants in the event of an aircraft accident/incident. The following ICAO recommendations on minimum standards for Rescue and Fire-Fighting Services form part of the technical standards. Annex 14, Doc 9137-AN 898, Part 7. Doc 7192-AN 857, part E2 and Airport Services Manual Part 1 Appendix 1. Airport Services Manual Part 5. Doc 9481 number 1 on (Dangerous goods). The South African Fire Services Act (Act 99 of 1988) and other relevant legislation on Rescue and Fire Fighting Services.

SCHEDULE 2**ADDITION OF A REGULATION AND TECHNICAL STANDARDS COVERING THE USE OF NAVIGATION-, APPROACH-, SURVEILLANCE- AND METEOROLOGICAL EQUIPMENT IN AVIATION.****1. Name and address of proposer**

Chief Engineer: Standards
Directorate: Aviation Networks
Civil Aviation Authority
Department of Transport
Private Bag X193
Pretoria
0001

2. Interest of the proposer

The proposer, in his capacity as Chief Engineer: Standards, is responsible for regulatory oversight, in terms of the State's subscription to the 1944 Chicago Convention, with regards to the safe functioning of the equipment and facilities contemplated in the proposed regulation and standards.

3. Proposed Regulation and Technical Standards**REGULATION**

Owners/Operators of navigation-, approach-, surveillance- and meteorological equipment.

Any owner/operator of any navigation-, approach-, surveillance- and meteorological equipment/facilities shall ensure that all such equipment/facilities are operated in compliance with the conditions as stipulated in DOC SA CATS/ATS or as amended by the Commissioner.

TECHNICAL STANDARDS (DOC SA CATS/ATS)

All navigation-, approach-, surveillance- and meteorological equipment/facilities shall be installed, maintained and operated in compliance with the standards and recommended practices, as contained in all ICAO (International Civil Aviation Organisation) Annexes and Documents (DOC's) relevant to the maintenance, operation and specifications of such equipment/facilities.

The Civil Aviation Authority of South Africa may conduct any inspections/audit of any such equipment/facility, or its support structure, at any time, to determine compliance with the laid down criteria in the above-mentioned publications or this document.

If non-compliance is found, the CAA reserves the right to institute such corrective measures, as it may deem necessary, to rectify any threat to aviation safety. Any cost, incurred with such rectifying measures, will be for the account of the owner of such equipment/facility.

4. Supporting Argument

In order to ensure a safe air navigation environment it is necessary to lay down minimum requirements with regards to the specifications and operation of the equipment/facilities, as contemplated in this document. The ICAO Annexes and Documents stipulate recommendations, which captures the essential requirements for such equipment/facilities and will provide satisfactory benchmarks. In order for the Civil Aviation Authority to form an accurate picture of maintenance procedures followed with the contemplated equipment/facilities, as well as the operational status thereof, it is necessary for its inspectors to have unrestricted access to such equipment/facilities for purposes of audit or inspection.



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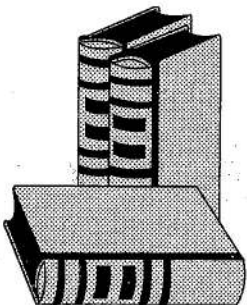
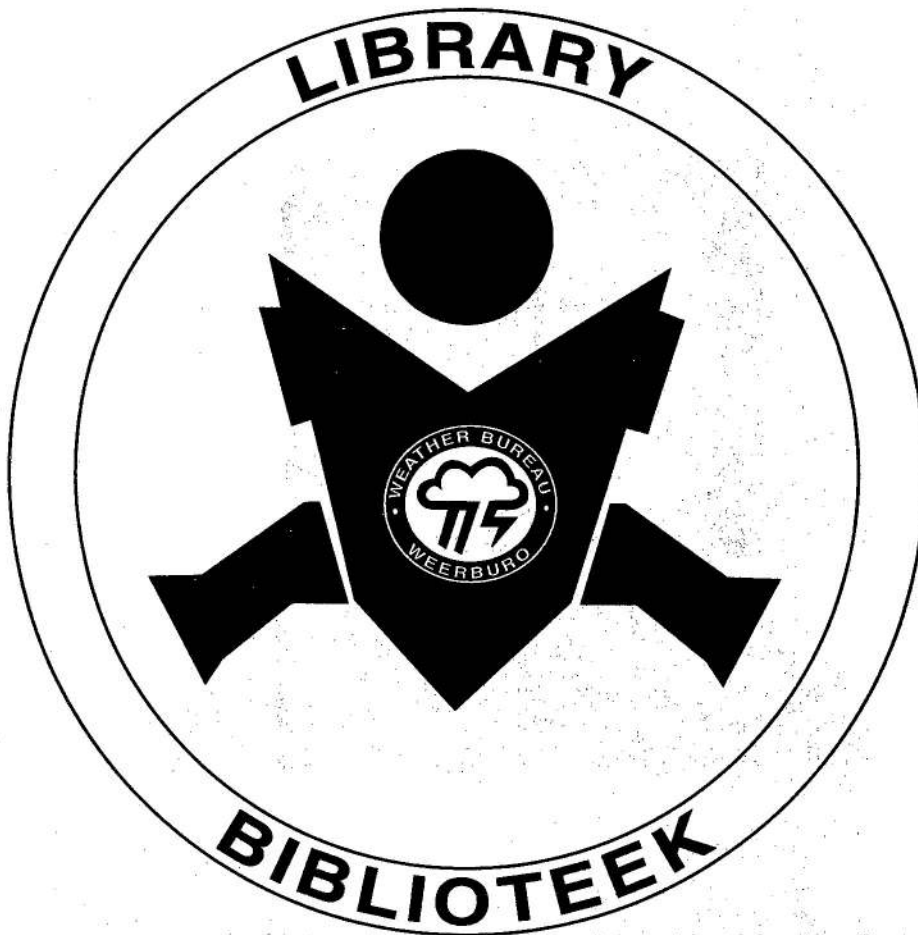
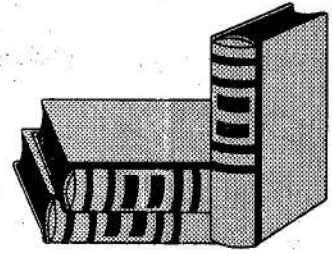
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