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GOVERNMENT NOTICES

DEPARTMENT OF TRANSPORT

No. R. 1076

21 August 1998

AVIATION ACT, 1962

PROPOSED FIFTH AMENDMENT OF THE CIVIL AVIATION REGULATIONS.

Under Regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Regulations Committee hereby publishes, for comment, the proposed Amendments to the Civil Aviation Regulations, 1997, as set out in the Schedules. Any comments or representations on this proposed amendment should be lodged in writing with the Chairperson of the Regulations Committee, for attention: Mr Levers Mabaso, Private Bag X 193, Pretoria, 0001, Fax No. (012) 323-7007 or E-mail at: MabasoL@NDOT.PWV.GOV.ZA, before or on 21 September 1998.

SCHEDULE 1

PROPOSAL FOR THE AMENDMENT OF REGULATION 91.05.2. BY THE ADDITION OF SUB-PARAGRAPH (7)**1. PROPOSER**

P Piggott
The Commercial Aviation Association of Southern Africa
PO Box 7283
Halfway House
1685

2. INTERESTS OF PROPOSER

The proposer is the Commercial Aviation Association of Southern Africa.

3. PROPOSED AMENDMENTS TO THE CIVIL AVIATION REGULATION 91.05.2.**Addition of sub-paragraph (7)**

“(7) VOR Equipment Check for IFR Operations.

- (a) No person may operate a civil aircraft under IFR using the VOR system of radio navigation unless the VOR equipment of that aircraft—
 - (i) is maintained, checked and inspected under an approved procedure; or
 - (ii) has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error as set forth in SA-CATS 91.05.1.5.(3).”

4. MOTIVATION

Navigation routing in the Republic of South Africa is now being enhanced by the installation of VOR facilities nationwide. Many of the present NDBs, due to age attrition, are being replaced by VOR, VOR-DME stations. RNAV routing is going to be a natural navigational benefit in the future.

However, the limitations of ground VORs are within strict parameters. Airborne equipment on the other hand does not enjoy the continuous quality control concerning accuracy of signal interpretation, other than an annual check for calibration. The American FAA has recognised this potential equipment capability of drifting accuracies and addressed the issue in FAR 91.171.

The proposed procedure should be investigated and implemented by the CAA and ATNS in the immediate future. Aviation safety and navigational accuracy will benefit from such a move.

The importance of VOR receiver calibration in an aircraft will become greater as more VOR facilities come on line. If a receiver's Automatic Gain Control (AGC) or a modulation circuit deteriorates it is possible for it to display acceptable accuracy and sensitivity close to the VOR or VOT and display out-of-tolerance readings when located at greater distances where weaker signals exist. The likelihood of this deterioration varies between receivers and is generally considered a function of time. The best assurance of having an accurate specifications by an authorised repair facility is recommended.

SCHEDULE 2

PROPOSAL FOR THE AMENDMENT OF REGULATION 92.00.12(2)

1. PROPOSER

Leslie Stokoe
Southern African Aviation Safety Council
P O Box 7159
Halfway House
1685

2. INTERESTS OF PROPOSER

Proposer is the Southern African Aviation Safety Council.

3. PROPOSED AMENDMENTS TO THE CIVIL AVIATION REGULATION 92.00.12(2)
DANGEROUS GOODS

Deletion of the words "packing group, packing instruction".

"Any person who offers any package containing dangerous goods for conveyance by air, shall ensure that such package thus offered is marked with the proper shipping name, UN number, class of hazard, subsidiary risk, and any authorisation reference of the contents of the package in accordance with the requirements and standards as prescribed in Document SA-CATS-DG."

4. MOTIVATION

The instructions referred to in SA-CATS-DG do not require packaging group or packing instruction to be marked on a dangerous goods package. If this was to be required-done, a variation should be filed by Republic of South Africa. It is not necessary.

SCHEDULE 3

PROPOSAL FOR THE AMENDMENT OF REGULATION 1.00.1.

1. PROPOSER

MC Botha
Chief Inspector
Executive Manager, Technical
South African Airways
Private Bag 12
Johannesburg International Airport
1627

2. INTERESTS OF PROPOSER

The proposer is South African Airways.

3. PROPOSED AMENDMENT TO CIVIL AVIATION REGULATION 1.00.1

FLIGHT TIME / TIME IN SERVICE

Substitution of definition of "*flight time*" means....."

with:

"*flight time*" means the time between lift-off and touchdown, expressed in flying hours"

or alternatively

Adoption of definition of “time in service, with respect to maintenance time records”

“time in service, with respect to maintenance time records” means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing”.

4. MOTIVATION

Current Republic of South Africa Air Navigation Regulations and the proposed Part 1 of the Civil Aviation Regulations contain the definition for calculating and recording aircraft “flight time” for the purpose of maintaining time in service records.

The current Aviation Navigation Regulations definition remains unchanged in the proposed Civil Aviation Regulations definition which becomes effective from 01 January 1999. However, subsequent to the formulation of the new Civil Aviation Regulations which were published in Government Gazette No. 18286 d.d. 26 September 1997, SAA became aware of the fact that both the European Joint Aviation Authority (JAA) and the USA Federal Aviation Administration (FAA) have made provision for the use of airtime for the purpose of maintenance time records.

World Airlines Technical Operations Glossary (WATHOG) provides a definition for “Aircraft Utilization” where reference is made to “flying hours (airborne)” and defines Unit Flying Hours for components/parts as a “product of total flying hours (airborne)”

Furthermore, engine manufacturers, eg, Pratt and Whitney provide a Standard Practice Manual which specifies the use of airborne hours (flight time) for calculating “Service Time” for life limited parts in respect of aircraft engaged in normal airline usage.

SAA employs the use of a mechanised programme referred to as MEMIS for controlling aircraft maintenance intervals, component movements, scheduled component removals, etc. for which a common time (hours) in service definition is essential for effective control.

In light of the above, SAA’s international airline competitors enjoy a distinct advantage in terms of maintenance costs, aircraft availability and downtime which, over the life span of an aircraft, amounts to an enormous financial gain considering the additional maintenance costs imposed on local operators due the increased intensity of time in service-based requirements such as; periodic maintenance checks/inspections, modifications, special inspections and parts replacements.

In addition, the total time in service of aircraft subjected to the local flight time requirement will accumulate at a higher rate, thus resulting in a decreased lifespan of more rapid depreciation in asset value. Therefore, in an endeavour to counter this inequity, the definition of “flight time” should be amended to align with the JAR 1.1 definition or alternatively, the FAR 1.1 “time in service” definition prior to the effective date (01 January 1999).

SCHEDULE 4

PROPOSED AMENDMENTS TO THE CIVIL AVIATION REGULATIONS1. **PROPOSER**

Air Traffic and Navigation Services Company Limited

2. **INTERESTS OF PROPOSER**

The proposer is the Air Traffic and Navigation Services Company Limited.

3. **PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS****Part 1: Definitions and Abbreviations****Addition:**

“Problematic use of substances. The use of one or more psychoactive substances by aviation personnel in a way that:

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others: and/or
- (b) causes or worsens an occupational, social, mental or physical problem or disorder.

Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded”.

Reg 65.01.12 Consumption of alcohol and drugs**Add:**

- “(e) holders of licences shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
- (f) holders of licences shall not engage in any problematic use of substances”.

4. **MOTIVATION**

This addition will bring the State and the Regulations in line with ICAO.

No. R. 1077

21 August 1998

AVIATION ACT, 1962**PROPOSED SIXTH 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, for comment, the proposed introduction of new regulations and amendments to the Civil Aviation Regulations as set out in the Schedule. Any comments or representations on these proposed new and existing regulations, respectively, 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**, before or on Friday 11 September 1998.

**PROPOSAL FOR INTRODUCTION OF NEW REGULATIONS AND AMENDMENTS
TO EXISTING REGULATIONS****1. PROPOSERS**

J A G van Wyk	Civil Aviation Authority
Louise Viljoen	Civil Aviation Authority
Peter Mors	Civil Aviation Authority
Gawie Bestbier	Civil Aviation Authority
Charles Ashford	Civil Aviation Authority
Mary Stephens	Civil Aviation Authority
Esther Strydom	Civil Aviation Authority

**2. SCHEDULE: PROPOSED NEW REGULATIONS AND AMENDMENTS TO THE
EXISTING CIVIL AVIATION REGULATIONS****2.1 AIRCRAFT:**

PART 21: CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS
PART 34: ENGINE EMISSION CERTIFICATION
PART 36: NOISE CERTIFICATION
PART 43: GENERAL MAINTENANCE RULES
PART 47: REGISTRATION OF AIRCRAFT

2.2 PERSONNEL:

PART 61: PILOT LICENSING
PART 63: FLIGHT ENGINEER LICENSING

PART 64: CABIN CREW LICENSING
PART 65: AIR TRAFFIC SERVICE PERSONNEL LICENSING
PART 66: AIRCRAFT MAINTENANCE ENGINEER LICENSING
PART 67: MEDICAL CERTIFICATION

2.3 RULES OF THE AIR AND GENERAL OPERATING RULES:

PART 91: GENERAL OPERATING AND FLIGHT RULES

2.4 CERTIFICATED AIRCRAFT OPERATORS AND OTHER FLIGHT OPERATIONS:

PART 121: AIR TRANSPORT OPERATIONS - large aeroplanes
PART 127: AIR TRANSPORT OPERATIONS - helicopters
PART 135: AIR TRANSPORT OPERATIONS - small aeroplanes
PART 138: EMERGENCY MEDICAL SERVICE OPERATIONS

2.5 ORGANISATIONS:

PART 145: AIRCRAFT MAINTENANCE ORGANISATIONS

2.6 AIR TRAFFIC SERVICES:

PART 172: AIRSPACE AND AIR TRAFFIC SERVICES

2.7 AERONAUTICAL INFORMATION AND RELATED SERVICES:

PART 175: AERONAUTICAL INFORMATION SERVICES

2.8 ADMINISTRATION:

PART 187: FEES

3. INTERESTS OF PROPOSER

In line with the South African Civil Aviation Authority Bill, the Civil Aviation Authority shall be funded from, amongst others, the prescribed civil aviation charges levied on passengers and on participants in the civil aviation system. Proposed tariffs and charges will be cost based and therefore reflect the real expenditure for the provision of the services. At the moment the charges and fees as published in Part 187 is not related to the cost of the services and the proposed revision of the relevant Parts in the Regulations will reflect the new charges and tariffs. In certain instances, the charges and/or tariffs for services which are currently provided, have been omitted from the regulations and in these cases an amendment of the applicable regulations are proposed.

SCHEDULE

PROPOSED AMENDMENTS TO THE CIVIL AVIATION REGULATIONS

1. AIRCRAFT

With the formation of the South African Civil Aviation Authority, recovery of costs will be essential to the operation of the agency. The proposals in these Parts satisfy this requirement. At present, services in terms of the registration of aircraft are being rendered for which no tariffs are levied, and it is the purpose of this amendment to propose tariffs for such services. An amendment for the deletion of a fee which should not be charged, is also proposed.

1.1 PART 43

General Maintenance Rules

43.02.14 Modifications

- (1) unchanged
- (2) Before the approval of the Commissioner is considered for a modification as referred in subregulation (1), the owner of the aircraft, or any other person who applies for the modification shall -
 - (i) furnish the Commissioner with such information, data, calculations, reports on tests, drawings or wiring diagrams relating to the design, and proof of effectiveness or airworthiness of such modification, as the Commissioner may require, and
 - (ii) be accompanied by the appropriate fee in Part 187.
- (3) unchanged

1.2 PART 47

1.2.1 Amendment of regulation 47.00.8:

On implementation on 1 January 1998 of the Convention on the International Recognition of Rights in Aircraft, 1993 (Act No 59 of 1993) and its accompanying regulations, the Mortgaging of Aircraft Regulations, 1997, a system was introduced by which banks and other financiers, may register mortgages over aircraft on the South African Aircraft Mortgage Register (SAAMR) in protection of their financial interest in aircraft. Since the said implementation, it has become clear that an indication of such

mortgages on the certificate of registration, to be carried in the aircraft at all times, is necessary, in order to inform all involved parties of such financial interest registered under such a mortgage.

It is therefore now proposed that regulation 47.00.8 be amended in order to introduce an amendment to the certificate of registration, which amendment will require an endorsement of the certificate of registration, indicating the mortgage, the names of the mortgagee and mortgagor and date of registration of the mortgage registered over the particular aircraft on the SAAMR.

The following amendment is therefore proposed:

“47.00.8 ...

(3) When a bank or other financier registers a mortgage over an aircraft in terms of the Mortgaging of Aircraft Regulations, 1997, the holder of a certificate of registration for such a mortgaged aircraft, shall simultaneously apply for an amendment of such a certificate, in order to have the said certificate endorsed with the details of the mortgage, mortgagee, mortgagor and date of registration of the said mortgage.

(4) An application for amendment referred to in subregulation (3) shall be -

(a) made in the appropriate form as prescribed in Document SA-CATS-ARM; and

(b) accompanied by -

(i) A certified excerpt from the SAAMR indicating registration of the said mortgage;

(ii) the appropriate fee for the amendment by endorsement of a certificate of registration as prescribed in Part 187.”

1.2.2 Amendment of regulation 47.00.9:

As the word “reissuing” of a certificate of registration, as opposed to “issue of a duplicate” certificate of registration, sometimes causes confusion for obvious reasons, it is proposed that the aforesaid regulation be amended in order to eliminate this confusion.

The following amendment is therefore proposed:

“Application for issue of a duplicate certificate

47.00.9:

(1) If a certificate of registration is lost, stolen, damaged or destroyed, the holder thereof, or an aircraft maintenance organisation approved under Part 145 and

which is responsible for the servicing and maintenance of the aircraft, may apply to the Commissioner for the issue of a duplicate of the certificate of registration.

(2) An application referred to in subregulation (1) shall be -

- (a) made in the appropriate form as prescribed in Document SA-CATS-ARM; and
- (b) accompanied by the appropriate fee as prescribed in Part 187.

(3) A duplicate of the certificate of registration shall be issued on the appropriate form as prescribed in Document SA-CATS-ARM."

1.2.3 Amendment of regulation 47.00.10:

Regulation 47.00.10(4) and 47.00.10(5) at present indicate that, when the certificate of registration expires after 14 days of transfer of right of possession, the aircraft specified in the certificate shall not be used unless and until such time as it is registered in the name of the person to whom the right of possession is transferred. In practice, when such a certificate has expired, an aircraft is grounded by the Commissioner and not allowed to be flown or operated until such person has registered the aircraft in his/her/its name.

It is now proposed that, due to such non-compliance with the regulations culminating in a grounding, as well as the consequent additional workload in terms of administrative procedure, a tariff for the uplifting of such a grounding be introduced.

The following amendment is therefore proposed:

"47.00.10:

- (6) From the commencement of the fifteenth day after the date on which a certificate of registration expires, the Commissioner shall have the right to prohibit any further flight or operation of such aircraft, by way of written notification to the Air Traffic & Navigation Services Company, as well as the person to whom the right of possession has been transferred. Such grounding or prohibition will be valid as from the date of the said notification and will not be uplifted until the latest owner of the aircraft has complied with all such requirements, as prescribed in the Civil Aviation Regulations, as may be necessary to issue a new certificate of registration, and has also paid the appropriate fees as prescribed for registration as well as uplifting of such grounding in Part 187."

1.2.4 Amendment of regulation 47.00.11:

Regulation 47.00.11(3) deals with South African registered aircraft which may be destroyed, lost or stolen; which become permanently useless as an aircraft; or are permanently withdrawn from use. The certificates of registration of such aircraft must then be cancelled, and such aircraft must be deleted from the South African Civil Aircraft Register. In Regulation 47.00.11(4) the requirements for such cancellations are set out,

and in subregulation (4)(b)(iv) an appropriate fee for such a cancellation is erroneously indicated, as such a service cannot be charged for.

The following amendment is therefore proposed:

The deletion of subregulation 47.00.11(4)(b)(iv): "the appropriate fee as prescribed in Part 187)".

1.2.5 Amendment of regulation 47.00.14:

Regulation 47.00.14 deals with the South African Civil Aircraft Register (SACAR) to be maintained by the Commissioner, and indicates that a copy of the register shall be furnished upon payment of the fee prescribed in Part 187. While the price of the printed version of this publication is dealt with elsewhere, there does seem to be some confusion with the South African Aircraft Mortgage Register (SAAMR), issued in terms of the Convention on the International Recognition of Rights in Aircraft, 1993 (Act No 59 of 1993) and its accompanying regulations, the Mortgaging of Aircraft Regulations, 1997, and CAR regulation 47.00.14 needs to be amended.

The following amendment is therefore proposed:

"South African Civil Aircraft Register (SACAR)

- 47.00.14**
- (1) The Commissioner shall maintain a register of South African aircraft, which shall be called "**South African Civil Aircraft Register (SACAR)**".
 - (2) The register shall contain the following particulars:
 - (a) The full name and, if any, the trade name of the holder of the certificate of registration;
 - (b) the postal address of the holder of the certificate of registration;
 - (c) the date on which the aircraft was registered on the SACAR for the first time;
 - (d) the date on which the aircraft was registered in the name of the holder;
 - (e) particulars of the manufacturer's designation, serial number and maximum certificated mass of the aircraft;
 - (f) the nationality and registration marks of the aircraft; and
 - (g) the airworthiness categories of the aircraft.
 - (3) An excerpt of the SACAR shall be furnished by the Commissioner, on payment of the appropriate fee as prescribed in Part 187, to any person who may request such an excerpt."

2. PERSONNEL

A new perpetual licence will be introduced when the new Civil Aviation Regulations come into place at the end of this year. The latter will have the effect that licences will not be subject to frequent renewals which normally generates income. Understandably the administration function of keeping the system going, will not cease, therefore the Civil Aviation Safety Agency to be established, will for its existence and function, be dependant on forthcoming funding. As a source of some funding these perpetual licence holders will have to make an annual contribution as the case is in other countries with similar licences.

In order to cater for the latter, CAR must provide therefor by the additions as suggested below.

No provision is further made for levying any fees in terms of the privileges to be designated as an examiner. The controlling of this function is subject to intensive monitoring and other administrative functions and therefor must be subject to payment of certain fees. In view of the latter, the addition to 61.01.17 is recommended.

Part 67 provides that any applicant for, or holder of a medical certificate may appeal against a decision or endorsement made by the designated body or institution regarding the medical fitness of the applicant or holder. The new Civil Aviation Regulations lay down a new procedure to be followed whereby the Commissioner himself may designate a panel, which should at least consist of two medical practitioners, (one qualified in aviation medicine and one specialist in the field of medicine concerned) to assist him in adjudicating the appeal. It is envisaged that the cost incurred for the appointment of such a panel will amount to approximately R1 000,00 and it is therefore proposed that the fees relating to a medical appeal be non-refundable and that the applicant further be held responsible for all additional medical expenses, such as medical examinations. The amendment to Part 67 is proposed in this regard.

2.1 PART 61

Authority to act as pilot

61.01.2

- (3) The holder of a pilot licence shall pay the annual currency fees as prescribed in Part 187, applicable to the type of licence, on the anniversary date of such licence.

Competency

61.01.9

- (2) The holder of a pilot licence and rating shall submit copies of all documentation reflecting continued maintenance of competency to the Commissioner within 7 days after compliance with the appropriate requirements prescribed in this Part.

Designation of Examiner

61.01.17

- (4) The application to be considered for designation as referred to in sub-regulation (1) shall be accompanied by -
- (a) detail of the licence and ratings to which the application applies; and
- (b) the appropriate fee as prescribed in Part 187.

2.2 PART 63

Authority to act as Flight Engineer

61.01.2

- (3) The holder of a flight engineer licence shall pay the annual currency fees as prescribed in Part 198, applicable to the type of licence, on the anniversary date of such licence.

Competency

63.01.4

- (2) The holder of a flight engineer licence and rating shall submit copies of all documentation relating continued maintenance of competency to the Commissioner within 7 days after compliance with the appropriate requirements prescribed in this Part.

Designation of examiner

63.01.14

- (4) The application to be considered for designation as referred to in sub-regulation (1) shall be accompanied by -
- (a) detail of the licence and ratings to which the application applies; and
- (b) the appropriate fee as prescribed in Part 187.

2.3 PART 64**Authority to act as cabin crew member**

64.01.2

- (3) The holder of a cabin crew member licence shall pay the annual currency fees as prescribed in Part 187, applicable to the type of licence, on the anniversary date of such licence.

Competency

64.01.2

- (2) The holder of a cabin crew member licence shall submit copies of all documentation reflecting continued maintenance of competency to the Commissioner within 7 days after compliance with the appropriate requirements prescribed in this Part.

Designation of examiner

64.01.9

- (4) The application to be considered for designation as referred to in sub-regulation (1) shall be accompanied by -
- (a) detail of the licence and ratings to which the application applies; and
 - (b) the appropriate fee as prescribed in Part 187.

2.4 PART 65**Authority to provide air traffic service**

65.01.2

- (4) The holder of an air traffic service licence shall pay the annual currency fees as prescribed in Part 187, applicable to the type of licence, on the anniversary date of such licence.

Period of validity of air traffic service licence

65.02.6

- (2) The holder of an air traffic service licence and rating shall submit copies of all documentation reflecting continued maintenance of competency to

the Commissioner within 7 days after compliance with the appropriate requirements prescribed in this Part.

2.5 PART 66

Designation of examiner

66.01.11

- (4) The application to be considered for designation as referred to in sub-regulation (1) shall be accompanied by -
 - (a) detail of the licence and ratings to which the application applies; and
 - (b) the appropriate fee as prescribed in Part 187.

2.6 PART 67

Appeal

67.00.11

- (2) An appellant shall -
 - a) deliver his or her appeal in writing, stating the reasons why, in his or her opinion, the decision or endorsement should be varied or set aside;
 - b) pay the appropriate fee as prescribed in Part 187; and
 - c) be responsible for the payment of any additional medical expenses incurred as a result of the appeal.

3. AIR TRAFFIC SERVICES

3.1 PART 172

Each air traffic unit is inspected annually, although ICAO recommendation is twice per year. Calculations is done on the basis of time spent at R400/hour for a minimum of two personnel to prepare, inspect, review all documents and write up reports. Necessary oversight during the period of approval including ad hoc inspections and liaison are also included. Due to the cost of the abovementioned inspections and the administration involved, the following amendments are proposed.

172.01.3 "No air traffic service unit shall provide air traffic services *including-*

- (a) *aerodrome control service;*
- (b) *approach control service;*
- (c) *area control service;*
- (d) *approach radar service;*
- (e) *area radar control service;*
- (f) *flight information service,*

in those portions of airspace and the aerodromes determined by the Commissioner in terms of regulation 172.01.2, except under the authority of, and in accordance with the provisions of, an air traffic service unit approval issued under this Part.”

172.03.5 (1) (b) (ii) “the appropriate *fees* prescribed in Part 187.”

172.03.8 (1) “An approval shall be valid for a period *of one year* calculated from the date of issuing or renewal thereof.” (*delete: “determined by the Commissioner, which period shall not exceed five years,”*)

4. AERONAUTICAL INFORMATION AND RELATED SERVICES

It appears that no prices for the purchasing of the South African Aeronautical Information Publication were included in the new regulations, due to the costs attached to producing this document it is necessary that we continue to sell it. The following amendment is proposed.

4.1 PART 175

175.00.3

- (b) The purchase of the South African Aeronautical Information Publication shall be in accordance with the fees as prescribed in Part 187.
- (c) The purchase of a South African Aeronautical Information Publication annual amendment Service shall be in accordance with fees as prescribed in Part 187.

5. ADMINISTRATION

5.1 PART 187

Fees relating to part 21		
187.00.2 The following fees are payable upon application:-		
(a)	unchanged	
(b)(ii)	for the type certification approval evaluation per type for class 1 products (regulation 21.02 (b)(ii))	R 350 per hour
(b)(ii)	for the issuing of a type certificate for class 1 products, or an amendment thereof (regulation 21.02.2 (b)(ii))	R 1000
(c)(ii)	for the type acceptance certification approval evaluation per type for class 1 products (regulation 21.04 (b)(I))	R 350 per hour
(c)(ii)	for the issuing of a type acceptance certificate for class 1 products, or an amendment thereof (regulation 21.04.2 (b)(I))	R 1000
(d) -(e)	unchanged	
(f) (I)	for the issuing of a standard or restricted Certificate of Airworthiness (regulation 21.08.2(2)(b)(I), Export Certificates of Airworthiness (regulation 21.11.2(3)(b)(iii), reissuing of a standard or restricted certificate of airworthiness (following an accident) (regulation 21.08.2(2)(b)(I))	See Table 1 below

Table 1

Weight Category	New/Reissue, Export C of A	Currency fee	Renewal date
0-1800kg	R2000	R500	Jan
1801-3600kg	R2500	R750	April
3601-5700kg	R3000	R1000	July
5701-20000kg	R4000	R1500	October
20001-50000kg	R6000	R2000	December
50001kg +	R8000	R3000	December

(f)(ii)	unchanged	
(g)	unchanged	

(h)(I)	for the issuing of a special flight permit (regulation 21.08.2(4)(b)(I))	R 175
(ii)	unchanged	
(j)	for the issuing of an export airworthiness approval (regulation 21.11.2(3)(b)(iii)) for products other than class I products.	R 1000
(k)	unchanged	
(l)	for the issuing of a duplicate of any certificate, approval or authorisation issued under part 21	R 200
(m)	for the inspection of an aircraft for issue of a Foreign Operator's Permit	R 350 per hour

Fees relating to Part 34		
187.00.3 The following fees shall be payable on application -		
(a)	for the issuing of a fuel venting certificate (regulation 34.00.4(b)(I))	R 350
(b)	unchanged	
(c)	for the issuing of an engine emissions certificate (regulation 34.00.10(b)(I).	R 350
(d)	unchanged	

Fees relating to Part 36		
187.00.4 The following fees shall be payable on application -		
(a)	for the issuing of a noise certificate (regulation 36.00.4(b)(I))	R 350
(b)	unchanged	

Fees relating to Part 43		
187.00.05 The following fees shall be payable on application -		
(a)	for modification, repairs and installation of an aircraft or the first 30 minutes (regulation 43.02.14)	R 300

(b)	for modification, repairs and installation of an aircraft per hour (regulation 43.02.14)	R 350 per hour
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Fees relating to Part 47		
187.00.5		
(a)	for the registration of an aircraft [regulation 47.00.5(2)(c) and 47.00.10(3)]	400,00
(b)	for the amendment of a certificate of registration [regulation 47.00.8(2)(b)(iii) and (4)(b)(ii)]	200,00
(c)	for the issue of a duplicate certificate of registration [regulation 47.00.9(2)(b)]	200,00
(d)	for the uplifting of a grounding [regulation 47.00.10(6)]	400,00
(e)	for the cancellation of a certificate of registration [regulation 47.00.11(2)(b)(ii)]	400,00
(f)	for an excerpt from the South African Civil Aircraft Register (SACAR) [regulation 47.00.14(5)] (R5,00 per aircraft up to a maximum of)	200,00

Please note that Section (e) presently shown in Part 187.00.5, must be deleted, as proposed in amendment 1.1.4 hereof, and replaced by Section (d), as proposed in amendment 1.1.3, and by Section (e) above.

Fees relating to Part 61		
187.00.6 The following fees shall be payable upon application -		
(a)	for validation of the following air crew licences:	
	(i) airline transport pilot;	R 400-00
	(ii) commercial pilot;	R 350-00
	(iii) private pilot;	R 250-00
	(iv) microlight pilot;	R 250-00
	(v) glider pilot licence;	R 250-00
	(vi) <i>free balloon pilot;</i>	R 250-00
	(vii) <i>airship pilot;</i>	R 250-00
	(viii) <i>gyroplane pilot and;</i>	R 250-00
	(ix) <i>paraplane pilot licence</i>	R 250-00
(b)	for a copy of the register of pilot licences	R 150-00

(c)	for issuing and/or reissuing of the following air crew licences:	
	(i) student pilot;	R 200-00
	(ii) private pilot;	R 250-00
	(iii) commercial pilot;	R 350-00
	(iv) airline transport pilot;	R 400-00
	(v) microlight aeroplane pilot;	R 200-00
	(vi) commercial microlight aeroplane pilot;	R 200-00
	(vii) glider pilot;	R 200-00
	(viii) commercial glider pilot;	R 200-00
	(ix) free balloon pilot;	R 200-00
	(x) airship pilot ;	R 200-00
	(xi) gyroplane pilot;	R 200-00
	(xii) powered paraglider pilot;	R 200-00
	(xiii) hang glider pilot; and	R 200-00
	(xiv) paraglider pilot	R 200-00
(d)	<i>for issuing and/or re-issuing of any rating that will be reflected on a licence:</i>	
	(i) <i>instructor rating</i> <i>(Category A & B for Aeroplane & Helicopter);</i>	R 200-00
	(ii) <i>other ratings.</i>	R 150-00
(e)	for examinations provided by the Commissioner in respect of any pilot licence or rating, per subject-	
	(i) online	R 180-00
	(ii) out-station	R 220-00
(f)	for the remarking of examinations in respect of any pilot licence or rating, per subject.	R 200-00
(g)	for the issuing of the following duplicate pilot licences:	
	(i) student pilot;	R 200-00
	(ii) private pilot;	R 250-00
	(iii) commercial pilot;	R 350-00
	(iv) airline transport pilot;	R 400-00
	(v) microlight aeroplane pilot;	R 200-00
	(vi) commercial microlight aeroplane pilot;	R 200-00
	(vii) glider pilot;	R 200-00
	(viii) commercial glider pilot;	R 200-00
	(ix) free balloon pilot;	R 200-00
	(x) airship pilot;	R 200-00
	(xi) gyroplane pilot;	R 200-00
	(xii) powered paraglider pilot;	R 200-00
	(xiii) hang glider pilot and	R 200-00
	(xiv) paraglider pilot.	R 200-00

(h)	<p>for the annual currency of the following air crew licences:</p> <p>(i) private pilot; (ii) commercial pilot; (iii) airline transport pilot; (iv) microlight aeroplane pilot; (v) commercial microlight aeroplane pilot; (vi) glider pilot; (vii) commercial glider pilot; (viii) free balloon pilot; (ix) airship pilot; (x) gyroplane pilot; (xi) powered paraglider pilot; (xii) hang glider pilot; and (xiii) paraglider pilot</p>	<p>R 150-00 R 200-00 R 250-00 R 100-00 R 150-00 R 100-00 R 150-00 R 100-00 R 100-00 R 100-00 R 100-00 R 100-00</p>
(j)	<p>for the designation of the following examiners;</p> <p>(i) Designated flight examiner (concurrent with Instructor rating - 3 yearly) (ii) Designated radio telephony operator examiner (once off)</p>	<p>R 1 500.00 R 500.00</p>

Fees relating to Part 63		
187.00.7 The following fees shall be payable upon application -		
(a)	for validation of a flight engineer licence	R 350-00
(b)	for a copy of the register of flight engineer licences	R 150-00
(c)	for the issuing and/or re-issuing of a flight engineer licence	R 350-00
(d)	for issuing and/or re-issuing of a rating that will be reflected on flight engineer licences:	
	<p>(i) flight engineer instructor rating; (ii) other.</p>	
(e)	for examinations provided by the Commissioner in respect of any flight engineer licence or rating, per subject-	
	<p>(i) online (ii) out-station</p>	
(f)	for remarking of examinations in respect of any flight engineer licence or rating, per subject.	R 200-00
(g)	for issuing of a duplicate flight engineer licence	R 350-00
(h)	for the annual currency of a flight engineer licence	R 200-00
(j)	for the designation of a flight engineer examiner (annually)	R 500,00

Fees relating to Part 64		
187.00.8 The following fees shall be payable upon application -		
(a)	<i>for a copy of the register of cabin crew member licences</i>	R 150-00
(b)	<i>for the issuing and/or re-issuing of a cabin crew member licence</i>	R 200-00
(c)	for examinations provided by the Commissioner in respect of any cabin crew member licence or rating, per subject- (i) online (later stage) (ii) out-station	R 180-00 R 220-00
(d)	for remarking of examinations in respect of any cabin crew member licence or rating, per subject.	R 200-00
(e)	<i>for issuing of a duplicate cabin crew member licence</i>	R 200-00
(f)	for the annual currency of a cabin crew member licence	R 100,00
(h)	for the designation of a cabin crew member examiner (annually)	R 500,00

Fees relating to Part 65		
187.00.9 The following fees shall be payable upon application -		
(a)	<i>for validation of an air traffic service licence or rating</i>	R 350-00
(b)	<i>for a copy of the register of air traffic service licences</i>	R 100-00
(c)	<i>for issuing and/or re-issuing of an air traffic service licence</i>	R 350-00
(d)	<i>for an addition of a rating to an air traffic service licence</i>	R 150-00
(e)	<i>for endorsement of an air traffic service licence</i>	R 150-00
(f)	<i>for issuing of a duplicate air traffic service licence</i>	R 350-00
(h)	for the currency of an air traffic service licence	R 200-00

Fees relating to Part 66		
187. ...The following fees shall be payable on application -		
(a)	<i>for the validation of an aircraft maintenance engineer licence</i>	R 350-00
(b)	<i>for a copy of the register of aircraft maintenance engineer licences</i>	R 150-00
(c)	<i>for issuing and/or reissuing of a aircraft maintenance engineer licence.</i>	R 350-00
(d)	<i>for amendment of / addition to aircraft maintenance engineer licence.</i>	R 150-00
(e)	<i>for the renewal of a aircraft maintenance engineer licence.</i>	R 350-00

(f)	<i>for issuing of a duplicate aircraft maintenance engineer licence.</i>	R 350-00
(g)	for remarking of examinations in respect of any aircraft maintenance engineer licence or rating, per subject.	R 200-00
(h)	for issue of letter of confirmation of AME experience/qualifications to interested parties..	R 400
(j)	for the designation of a aircraft maintenance engineer examiner (annually)	R 500

Fees relating to Part 67

187.00.11	The following fees shall be payable upon application	
(a)	<i>appeal against being found medically unfit (Non refundable)</i>	R 1000-00

Fees relating to Part 91

187. .	The following fees shall be payable on application -	
(a)	for issue of a duplicate mass and balance report	R 350
(b)	for issue of a duplicate flight manual approval	R 175
(c)	for issue of a duplicate aircraft equipment list	R 350
(d)	for issue or reissue of Reduced Vertical Separation Minima (RVSM) certificate	R 525
(e)	for issue or reissue of Minimum Navigation Performance Specification (MNPS) certificate	R 175
(f)	for issue or reissue of FM Immunity Certificate	R 175
(g)	for issue or reissue of RNAV Certificate	R 175
(h)	for issue or reissue of transponder binary/decimal/hexadecimal codes	R 100
(j)	for issue or reissue of a certificate of permission to import an aircraft	R 175

Fees relating to Part 121

187.00.12	The following fees shall be payable upon application -	
(a)	For issuing of Operating Certificate issued in terms of regulation 121.06.3 for aeroplanes in the all up certificated mass class:	
a)	less than 5 700 but with a passenger seating capacity of more than nine seats	
b)	5 701 - 20 000 kg	R 6 000
c)	20 001 - 130 000 kg	R 8 000
d)	greater than 130 000 kg	R10 000 R12 000

(b)	Fee for each aeroplane in the classes referred to above: a) b) c) d)	R 800 R 900 R 1 000 R 2 000
(c)	For renewal of an Operating Certificate referred to above: a) less than 5 700 kg but with a passenger capacity of more than nine seats b) 5 701 - 20 000 kg c) 20 001 - 130 000 kg d) greater than 130 000 kg	R 4000 R 6 000 R 8 000 R10 000
(d)	The fees referred to in paragraph 2 will be payable on renewal.	
(e)	for a copy of the register of operating certificates	R 100

Fees relating to Part 127**187.00.13 The following fees shall be payable upon application -**

(a)	For issuing of Operating Certificate issued in terms of regulation 121.06.3 for commercial helicopters in the all up certificated mass class of: a) less than 1 500 kg b) 1 500 - 5 700 kg c) greater than 5 700 kg	R 5 000 R 6 000 R 8 000
(b)	for each helicopter in the classes referred to above: a) b) c)	R 700 R 900 R 1 000
(c)	For renewal of an Operating Certificate referred to above: a) b) c)	R 3 000 R 4 000 R 6 000
(d)	The fees referred to in paragraph 2 will be payable on renewal.	
(e)	for a copy of the register of operating certificates	R 100

Fees relating to Part 135**187.00.14 The following fees shall be payable upon application -**

(a)	For issuing of Operating Certificate issued in terms of regulation 121.06.3 for aeroplanes with a maximum certificated mass of 5 700 kg or less or a maximum approved seating configuration of not more than nine seats.	R 6 000
(b)	Fee for each aeroplane in the classes referred to above:	R 800
(c)	For renewal of an Operating Certificate referred to above:	R 4000

(d)	The fees referred to in paragraph 2 will be payable on renewal.	
(e)	for a copy of the register of operating certificates	R 100

Fees relating to Part 138

187.00.15 The following fees shall be payable upon application -

An operating certificate prescribed by regulation 138.01.2 shall be issued for Part 121, Part 127 or Part 135, as the case may be.

The fees shall be prescribed by the appropriate Part.

Fees relating to Part 141

187.00.16 The following fees shall be payable upon application

(a)	for a copy of the register of aviation training organisation approvals	R 150-00
(b)	for issuing of an aviation training organisation approval to conduct standard aviation training	R 1500-00
(c)	for amendment of an aviation training organisation approval to conduct standard aviation training	R 750-00
(d)	for the renewal of an aviation training organisation approval to conduct standard aviation training.	R 750-00
(e)	for issuing of an aviation training organisation temporary approval to conduct aviation training.	R 100-00

Fees relating to Part 145

187.00.17 The following fees shall be payable on application -

(a)	unchanged	
(b)(I)(a)	for the issue of an aircraft maintenance organisation approval within the borders of the RSA (regulation 145.02.6(b)(I))	See Table 2 below

Table 2

Per Licence Category	R1000
Per Employee	
0-5	R2500
6-10	R2500 + R250 > 5 (per employee more than 5, etc.)
11-20	R2500 + R250 > 5 + R150 > 10
21-50	R2500 + R250 > 5 + R150 > 10 + R50 > 20

51 +	R2500 + R250 > 5 + R150 > 10 + R50 > 20 + R10 > 50	
(b)(I) (b)	for the issue of an aircraft maintenance organisation approval outside the borders of the RSA (regulation 145.02.6(b)(I))	\$80 per hour
(b)(ii)	unchanged	
(c)(I)	for the renewal of an aircraft maintenance organisation approval within the borders of the RSA (regulation 145.02.11(1)(b)(I))	See Table 3 below

Table 3

Per Licence Category	R500
Per Employee	
0-5	R2500
6-10	R2500 + R250 > 5 (per employee more than 5, etc.)
11-20	R2500 + R250 > 5 + R150 > 10
21-50	R2500 + R250 > 5 + R150 > 10 + R50 > 20
51 +	R2500 + R250 > 5 + R150 > 10 + R50 > 20 + R10 > 50

(c)(ii)	for the issue of an aircraft maintenance organisation approval outside the borders of the RSA (regulation 145.02.6(b)(I))	\$80 per hour
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Fees relating to Part 172**187.00.21 The following fees shall be payable upon application -**

(a)- (b)	unchanged	
(c)	for the renewal of an air traffic service unit approval (<i>regulation 172.03.9 (I) (b) (II)</i>)	R 2500
(d)	unchanged	
(e)	(I) for the approval of an aerodrome control service (ii) for the approval of an approach control service (iii) for the approval of an area control service (iv) for the approval of a flight information service (v) for the approval of an approach radar service (vi) for the approval of an area radar service	R 11 900 R 14 700 R 14 700 R 14 700 R 24 500 R 24 500

Fees relating to Part 175**187.00.22 The following fees shall be payable upon application -**

(a)	for a copy of the South African Aeronautical Information Publication (Regulation 175.00.3(a))	R330 Excl Postage
(b)	for subscribing to the South African Aeronautical Information Publication annual amendment Service (Regulation 175.003.(b))	R230 Excl Postage

PROPOSED FEES PART 139

(Amend Part 139.02.1)

All aerodrome license holders shall be in possession of a valid aerodrome license, to be renewed on an annual basis.

The issue and renewal of an aerodrome license shall be subject to the aerodrome complying with the standards and recommended practices as contained in the relevant ICAO Annexes and Documents and the South African Civil Aviation Regulations.

Compliance with said standards and recommended practices, for the purposes of issuing or renewal of a license will be determined by means of audit procedures and inspections, by the South African Civil Aviation Authority, at various times, as determined by the Commissioner for Civil Aviation, during the preceding license period or before the issuing of a new license.

The South African Civil Aviation Authority shall levy fees from aerodrome license holders, upon renewal or issuing of an aerodrome license, in accordance with the tariffs as published in table 1.

(Amend Part 139.03.1)

All heliport license holders shall be in possession of a valid heliport license, to be renewed on an annual basis.

The issue and renewal of an heliport license shall be subject to the heliport complying with the standards and recommended practices as contained in the relevant ICAO Annexes and Documents and the South African Civil Aviation Regulations.

Compliance with said standards and recommended practices, for the purposes of issuing or renewal of a license will be determined by means of audit procedures and inspections, by the South African Civil Aviation Authority, at various times, as determined by the Commissioner for Civil Aviation, during the preceding license period or before the issuing of a new license.

The South African Civil Aviation Authority shall levy fees from heliport license holders, upon renewal or issuing of an heliport license, in accordance with the tariffs as published in table 1.

INTEREST OF PROPOSER

The proposer, as the Project Manager: Airports of the newly formed South African Civil Aviation Authority, is responsible for a safe operational environment, on all aerodromes, in accordance with internationally accepted standards and practices. His areas of responsibility includes civil infrastructure, navigation-, approach-, and communication aids, security and dangerous goods, fire fighting and rescue services, noise abatement and runway and taxiway lighting.

SUPPORTING ARGUMENTS

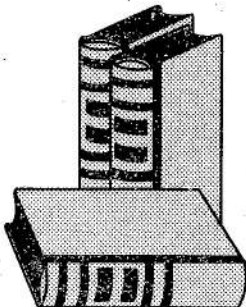
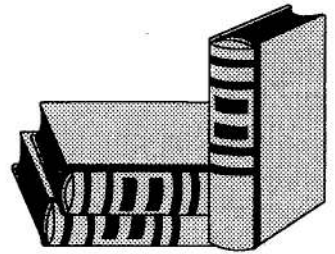
An analysis was done, in conjunction with the consultants, Deloitte and Touche, (Mr. Tony Wilson) into the exact nature of the operations involved in determining compliance with required standards and practices. Based on the fact that the Civil Aviation Safety Agency will be operating on a cost recovery basis and that the user pay principle will apply as far as practical, a cost was calculated for all activities and compiled into the figures represented by table 1. These figures indicate the cost of activities as are currently performed, at reduced staffing levels, and represents an under recovery if based on the responsibilities of the State in terms of the Chicago Convention. It is thus foreseen that a phasing in of actual tariffs will occur during the next three years as representative time data becomes available.

AUDIT FEES

Table1

Cat	Fire Services, Security and	Dangerous Goods	Infrastructure	Lighting	Instrumentation
	National Aerodromes	International Aerodromes			
1	350	1925	175	<u>Instrument</u>	VOR: R700
2	1400	3850	175	<u>Runways:</u> R0.94 per meter published	ILS: R1050
3	2100	5600	350		NDB: R175
4	3850	10500	700	<u>Non-</u> <u>instrument</u> <u>Runways:</u> R0.27 per meter published	PAPI: audit: R525/set
5	4900	13300	700		calibrate: R1050/set
6	5600	15050	1400		VHF spectrum:
7	14000	37800	4200		R700
8	15400	41300	5600		(JS,CT,DN,LA,PE)
9	31500	86100	10500		
10	50400	138600	16800		

Where is the largest amount of meteorological information in the whole of South Africa available?



Waar is die meeste weerkundige inligting in die hele Suid-Afrika beskikbaar?

Department of Environmental Affairs and Tourism
Departement van Omgewingsake en Toerisme

Wetlands are wonderlands!



Department of Environmental Affairs and Tourism

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