

REPUBLIC
OF
SOUTH AFRICA



REPUBLIEK
VAN
SUID-AFRIKA

Government Gazette Staatskoerant

Regulation Gazette

No. 6705

Regulasiekoerant

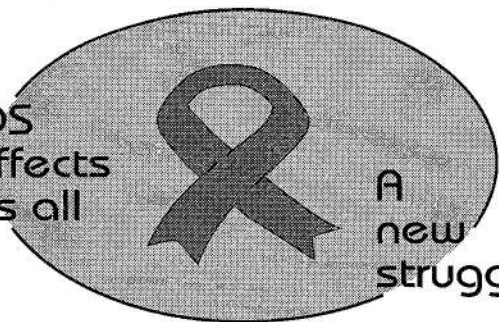
Vol. 414

PRETORIA, 30 DECEMBER
DESEMBER 1999

No. 20767

We all have the power to prevent AIDS

AIDS
affects
us all



A
new
struggle

Prevention is the cure

**AIDS
HELPUNE**

0800 012 322

DEPARTMENT OF HEALTH

GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 1541

30 December 1999

AVIATION ACT 1962 PROPOSED 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 Schedule. 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 X193, Pretoria, 0001, fax no (012) 323-7007 or e-mail at MabasoL@ndot.pwv.gov.za before or on 7 February 2000.

SCHEDULE 1

1. PROPOSAL FOR THE AMENDMENTS OF REGULATIONS 11.03.2 AND 11.03.3

PROPOSER
Cor Beek
PO Box 71582
Die Wilgers
0041

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is an aviation consultant.

1.1 AMENDMENT OF REGULATIONS 11.03.2 AND 11.03.3

PROCESSING AND CONSIDERATION OF PROPOSALS

- 11.03.2 (1) The chairperson of the committee referred to in Regulation 11.02.1, shall put any received proposal on the agenda of the next meeting of the committee: Provided the agenda has not yet been closed, in which case it shall be put on the agenda of the subsequent meeting.
- (2) The chairperson of the committee shall notify the proposer in writing of the time and place of the meeting during which the proposal will be considered, to give the proposer the opportunity to motivate his or her proposal and to participate in the deliberations thereon in person, if he or she so wishes.
- (3) The committee shall give due consideration to the proposal and take a position thereon, if necessary after obtaining additional information and advice. If applicable, the committee shall have the agreed-upon position drafted in acceptable language, based upon the original proposal and subsequent deliberations.
- (4) The chairperson of the committee shall -
- (a) Inform the proposer in writing of any decision by the committee in respect of his or her proposal, and should the decision have been a rejection, stating the reasons therefore; and
 - (b) Publish the proposed regulation or technical standard, amendment or withdrawal, as agreed upon by the committee following its deliberations referred to in subregulation (3), as proposed rule-making (PRM) by notice in the Gazette if it relates to the regulations, and by notice in an AIC if it relates to the technical standards.
- (5) After publication of the notice referred to in subregulation (4)(b), any interested person may in writing, and within a period stated in the notice, but not less than 30 days from the date of publication of the notice, submit comments regarding the proposed regulation, technical standard, amendment or withdrawal in question, to the chairperson of the committee.
- (6) The chairman of the committee shall provide all members of the committee with a copy of any comment received within the period stated in the notice as soon as such comment has been received, or add such comments as an addenda to the agenda for the next meeting of the committee.

- (7) The committee shall at its next meeting give due consideration to any comments received within the period stated in the notice, confirm or revise its previous position in the light of the comments received, and make an appropriate recommendation to the Commissioner.

1.2 MOTIVATION

As these regulations presently read, the chairperson is compelled to have all proposals published in a *Gazette* or *A/C* whether they make any sense or not or would be in conflict with either other legislation or international standards or recommendations. This could lead to abuse of the system, intended to include any interested person in the making of regulations and issuing of technical standards, as intended by subpart 3 of part 11. Even if the committee would consider the proposal before publication and may have some views thereon, it may not prevent publication or amend the proposal. It could enter into pre-publication communication with the proposer but this would only lengthen the process and not have the desired result.

CARCOM has been established to advise the Commissioner on such proposals in terms of Regulation 11.02.1(1) and the members include persons appointed by those stakeholders (in civil aviation) recognized by the Commissioner (subregulation (2)).

It is submitted that it was not the intention to provide any person with free exposure in the *Gazette*, but to ensure that every person in South Africa may have a say in proposed legislation before such legislation is introduced, including the amendment or withdrawal of such legislation.

It is the proposer's submission that the above amendment will greatly streamline the procedures for making regulations and issuing technical standards, without taking away any interested person's right to contribute to the process and without any person able to claim that new regulation or standards were introduced without his or her prior knowledge.

1.3 CURRENT PROVISION

"Processing of proposal"

- 11.03.2 (1) The chairperson of the committee referred to in Regulation 11.02.1, shall, as soon as practicable after the receipt of a proposal -
- (a) Publish the proposed regulation, amendment or withdrawal by notice in the *Gazette*; or
 - (b) Publish the proposed technical standard, amendment or withdrawal by notice in the *AIC*
- (2) After publication of the notice referred to in subregulation 1(a) or (b), any interested person may in writing, and within a period stated in the notice, but not less than 30 days from the date of publication of the notice, submit comments regarding the proposed regulation, technical standard, amendment or withdrawal in question, to the chairperson of the committee.
- (3) The chairperson of the committee shall notify the proposer in writing of the time and place of the meeting during which the proposal will be considered, to give the proposer the opportunity to participate."

"Consideration of proposal"

- 11.03.3 (1) The committee shall, at its next meeting, consider the proposal together with all comments, which are received within the period, stated in the notice, referred to in Regulation 11.03.2(1)(a) or (b).
- (2) The committee shall, after it has completed its consideration of the proposal and comments on such proposal, make an appropriate recommendation to the Commissioner".

SCHEDULE 2

2. PROPOSAL FOR THE AMENDMENT OF REGULATION 67.00.6(1)

PROPOSER
Institute for Aviation Medicine
Private Bag X3
CENTURION
0140

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is involved in all medical aspects relating to aviation.

2.1 AMENDMENT OF REGULATION 67.00.6(1)

Insertion of paragraphs (c) and (d)

"(c) Twelve (12) months in the case of a commercial pilot, aeroplane and helicopter, a commercial microlight aeroplane pilot, a gyroplane pilot for commercial purposes, a commercial glider pilot, an airship pilot for commercial purposes, a free balloon pilot for commercial purposes or a powered paraglider pilot for commercial purposes, where the applicant is 40 years of age or more but less than 60 years of age calculated on the date on which the medical certificate is issued provided that -

(i) the applicant submits a six monthly report if he has a medical disease or risk factor for which he or she receives regular treatment, by his or her treating physician (or Aviation Medical Examiner) treating his condition. The report must include:

- (a) nature of disease or risk factor;
- (b) information regarding control of risk factors and disease;
- (c) complications that have developed as a result of the disease or risk factor; and
- (d) type of treatment and side-effects of treatment.

(ii) The applicant submits an annual follow-up blood test where applicable.

(d) Six (6) months in the case of a commercial pilot, where the applicant is 60 years of age or more".

2.2 MOTIVATION

Duration of validity: Commercial Licence

After the age of 40, the probability for deterioration in health increases exponentially

Coronary Artery Disease (CAD)

In South Africa, especially, coronary heart disease poses the biggest threat to aircrew to become suddenly incapacitated.

CAD, however, is not the only potential disease to cause incapacitation. Risk factors for other diseases must also be identified and evaluated.

Evaluation of risk factors

In order to identify and evaluate cardiac risk factors, the following would be deemed necessary:

- (1) Complete history including
 - (a) family history
 - (b) personal medical history
 - (c) social or lifestyle history
- (2) Height, weight, abdominal circumference and blood pressure measurement
- (3) Determination of cholesterol, other lipids and glucose
- (4) If indicated by analysis:
 - (a) Resting ECG
 - (b) Stress ECG

Regulations – International Practice

- (1) JAA
 - (a) lipid examination with initial examination, then age 40
 - (b) Hb with initial examination, then every year
- (2) Australia
 - (a) lipid examination with initial examination after the age of 25, then five yearly
- (3) Canada
 - (a) lipid examination if the applicant is overweight, smokes and has a positive family history

2.3 CURRENT WORDING

- "(1) A Class 1 medical certificate shall be issued for a period not exceeding –
- (a) Twelve calendar months, calculated from the last day of the calendar month in which the medical certificate is issued, where the applicant is less than 40 years of age on the date on which the medical certificate is issued; and
 - (b) Six calendar months in the case of an airline transport pilot (aeroplane) or (helicopter) calculated from the last day of the calendar month in which the medical certificate is issued, where the applicant is 40 years of age or more on the date on which the medical certificate is issued.
 - (c) six calendar months in the case of a commercial pilot (aeroplane) or (helicopter), a commercial microlight aeroplane pilot, a gyroplane pilot for commercial purposes, commercial glider pilot, an airship pilot for commercial purposes or a powered paraglider pilot for commercial purposes, calculated from the last day of the calendar month in which the medical certificate is issued, where the applicant is 40 years of age or more on the date on which the medical certificate is issued:

Provided that a medical certificate may be issued for a period of 12 months to an applicant who is less than 60 years of age on the date on which the medical certificate is issued if-

- (i) the applicant has no identified medical condition or excessive risk factors or conditions leading to sudden incapacity; and
- (ii) the medical certificate is, for the latter six months of the period, endorsed with a special limitation referred to in subregulation (4)(b)".

Paragraph (b) and (c) are contained in the Ninth Amendment of the said Regulations submitted to the Minister of Transport.

SCHEDULE 3A

3A. PROPOSED AMENDMENT OF PARTS 121, 127 AND 138 OF THE REGULATIONS

PROPOSER
MEDAIR Charter (Pty) Limited
PO Box 7727
Halfway House
1685

PROPOSALS SUBMITTED BY FOUCHÉE, JOUBERT AND COETZEE ON BEHALF OF THE PROPOSER

EXPLANATION OF INTEREST OF THE PROPOSER

Medair Charter (Pty) Limited is an air service operator, licensed in terms of the Air Service Licensing Act, 1990 (Act No 115 of 1990) and the International Air Services Act, 1993 (Act No 60 of 1993)

Medair Charter (Pty) Limited mainly provides a G7 type of air service, in accordance with the said legislation, referring specifically to "emergency medical service including the provision of casualty equipment and medical personnel".

3.1 (1) AMENDMENT OF REGULATION 1.00.1 (INSERTION OF DEFINITIONS)

"'emergency medical service'" means an air service, whether commercial or non-commercial, offered for the carriage of person(s) requiring medical assistance or attention, where the aircraft in such service is utilised exclusively for the purpose of transporting such person(s)".

"'emergency medical service operation'" means any flight operation where an aircraft is utilized exclusively for the transportation of person(s) requiring medical assistance or attention".

3.2 (1) MOTIVATION

The above wording of the definitions shall not impact on the carriage of patients on commercial scheduled flights, only to apply to those entities offering a medical flight service.

3.3 (1) NO CURRENT DEFINITIONS EXIST

3.1 (2) AMENDMENT OF REGULATION 121.07.15(3)(a)

"the stretcher approved by the Commissioner, shall be secured in such aeroplane in such a manner approved by the Commissioner, so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching".

3.2 (2) MOTIVATION

The particular provision relates to the carriage of passengers with disability, more specifically the carriage of a stretcher patient. No standards are set for the stretcher to be used for these operations.

3.3 (2) CURRENT PROVISION

"(2) The operator shall ensure that –

(3) in the case of the carriage of a stretcher patient in the aeroplane –

(a) the stretcher shall be secured in such aeroplane so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching."

3.1 (3) AMENDMENT OF REGULATION 127.07.15(3)(a)

"the stretcher approved by the Commissioner, shall be secured in such a manner approved by the Commissioner, so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching".

3.2 (3) MOTIVATION

The particular provision relates to the carriage of passengers with disability, more specifically the carriage of a stretcher patient. No standards are set for the stretcher to be used for these operations.

3.3 (3) CURRENT PROVISION

"(2) The operator shall ensure that –

(3) In the case of the carriage of a stretcher patient in the helicopter –

(a) the stretcher shall be secured in such helicopter so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching."

3.1 (4) AMENDMENT OF REGULATION 135.07.14 (3)(a)

"the stretcher approved by the Commissioner, shall be secured in such aeroplane in such a manner approved by the Commissioner, so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching".

3.2 (4) MOTIVATION

This provision refers to the carriage of passengers with disability, more specifically the carriage of a stretcher patient. No standards are set for the stretcher to be used for these operations.

3.3 (4) CURRENT PROVISION

"(2) The operator shall ensure that –

(3) In the case of the carriage of a stretcher patient in the aeroplane –

(a) The stretcher shall be secured in such aeroplane so as to prevent it from moving under the maximum accelerations likely to be experienced in flight and in an emergency alighting such as ditching."

3.1 (5) AMENDMENT OF REGULATION 121.07.15(3)

Insertion of paragraph (d)

"(d) All medical gas cylinders shall be tied down in a manner approved by the Commissioner, and shall not be positioned in such a way so as to hinder the egress from, or movement about the cabin".

3.2 (5) MOTIVATION

No guidelines were provided for the carriage of pressured medical gas cylinders.

- 3.3 (5) NO CURRENT PROVISION EXISTS
- 3.1 (6) AMENDMENT OF REGULATION 127.07.15(3)
- Insertion of paragraph (d)
- "(a) All medical gas cylinders shall be tied down in a manner approved by the Commissioner, and shall not be positioned in such a way so as to hinder the egress from, or movement about the cabin."
- 3.2 (6) MOTIVATION
- No guidelines were provided for the carriage of pressurised medical gas cylinders
- 3.3 (6) NO CURRENT PROVISION EXISTS
- 3.1 (7) AMENDMENT OF REGULATION 135.07.15(3)
- Insertion of paragraph (d)
- "(d) All medical gas cylinders shall be tied down in a manner approved by the Commissioner, and shall not be positioned in such a way so as to hinder the egress from, or movement about the cabin."
- 3.2 (7) MOTIVATION
- No guidelines were provided for the carriage of pressurized medical gas cylinders.
- 3.3 (7) NO CURRENT PROVISION EXISTS
- 3.1 (8) AMENDMENT OF REGULATION 138.03.2(d)
- "(d) In the case of an aeroplane engaged in an emergency medical service operation, have completed not less than 1000 hours flight time as pilot-in-command of an aeroplane, of which not less than –
- (iv) 200 hours shall be as pilot-in-command of a multi-engine aeroplane;
 - (v) 100 hours shall be night flight time; and
 - (vi) 25 hours shall be as pilot-in-command of an aeroplane of the same type as the type, which is used in the emergency medical service operation:"
- 3.2 (8) MOTIVATION
- A mandatory two-crew operation, as opposed to a high hour requirement for EMS flights will significantly improve safety. The unusual burden of EMS flights on flight crews, regardless of the total hours of the pilot-in-command, causes that decisions are taken based on the situation of the patient rather than on safety, hence the poor safety record of EMS operations in the United States. Another qualified voice on the flight deck makes for better decision making under these circumstances. Therefore, all EMS flights should be undertaken with two rated flight deck crewmembers where an IMC, night, or IFR flight is undertaken.
- 3.3 (8) CURRENT PROVISION
- "(d) In the case of an aeroplane engaged in an emergency medical service operation, have completed not less than 2000 hours flight time as pilot-in-command of an aeroplane, of which not less than
- (i) 500 hours shall be as pilot-in-command of a multi-engine aeroplane
 - (ii) 100 hours shall be night flight time; and
 - (iii) 25 hours shall be as pilot-in-command of an aeroplane of the same type as the type which is used in the emergency medical service operation;"
- 3.1 (9) AMENDMENT OF REGULATION 138.03.1
- Insertion of subregulation (3)

"Notwithstanding the provision of subregulations (1) and (2) above, no emergency medical service aircraft may be dispatched on any flight which has a requirement for any portion of the flight to be flown

in night for more than 1 hour, or which dispatched on an IFR flight plan, unless there are two rated crew on the aircraft."

3.2 (9) MOTIVATION

This is an additional safety measure to ensure that the incapacitation of a crewmember does not jeopardise the emergency flight.

3.3 (9) NO CURRENT PROVISION EXISTS

3.1 (10) AMENDMENT OF REGULATION 138.06.4

"(4) (i) The owner of operator shall ensure that all oxygen and medical gas bottles used in an emergency medical service operation are certified by the manufacturer for use in an aircraft, and shall keep a record of certification and aerial numbers of such bottles.

(ii) All oxygen and medical gas cylinders and bottles used in an emergency medical service operation shall have an annual visual and a five yearly hydrostatic inspection by an approved AMO. Such bottles shall be marked with a sticker denoting approval for return to service and next service due date, which shall be clearly visible to flight and medical crew."

3.2 (8) MOTIVATION

Part 138 makes no provision for medical gas cylinders carried as part of litter kit or stretcher system, as well as portable cylinders used on EMS flights. This poses a hazard to aircraft and crew engaged in EMS flights.

3.3 (8) CURRENT PROVISION

"(4) The owner or operator shall serialise and keep a register of all oxygen bottles used on board the aircraft."

SCHEDULE 3B

3B. PROPOSALS FOR THE AMENDMENT OF SECTIONS

PROPOSER

Prinsloo Air Service cc trading as AMBULANCE AIR AFRICA

PO Box 9700

Bethlehem, 9700

Proposals submitted by Fouchee, Joubert and Coetzee on behalf of the proposer

EXPLANATION OF INTEREST OF THE PROPOSER

Prinsloo Air Services cc is an air service operator, licensed in terms of the Air Services Licensing Act, 1990 (Act No 115 of 1990)

It is important to note that Prinsloo Air Services cc trading as Ambulance Air Africa mainly provides type G7 air services – in accordance with the said legislation referring to "emergency medical service including the provision of casualty equipment and medical personnel".

3.1 (1) PROPOSED AMENDMENT OF REGULATION 1.00.1

Insertion of the following definitions in regulation 1.00.1

"*emergency*" means a situation or condition having a high probability of disabling or immediate life-threatening consequences or requiring first aid or other immediate intervention";

"*emergency medical services*" means services specially designed, staffed and equipped for the emergency care of patients;" and

"*emergency medical service operation*" means an air service operation engaged in the transport of a patient, providing continuous medical attention in the event that a situation or occurrence arises that requires immediate action and immediate medical attention, including the provision of medical equipment and personnel".

3.2 (1) MOTIVATION

The term "emergency medical operations" which appear in Part 138 of the Regulations is not defined. It is deemed necessary to define the particular term. However, to ensure that Part 138 can be properly applied it is necessary to define the terms "emergency" and "emergency medical services" too.

The field of applicability of these Regulations (part 138) is unclear and causes "grey areas" which provide opportunities to several companies to operate Emergency Medical Services in such a manner that safety is compromised.

3.3 (1) THERE ARE NO CURRENT DEFINITIONS OF THE TERMS MENTIONED ABOVE

3.1 (2) PROPOSED AMENDMENT OF REGULATION 138.01.2

"The operator of an aircraft engaged in a commercial emergency medical service operation, shall not operate the aircraft unless such operator is the holder of a valid -

- (a) Class III, type G7 air service licence issued in terms of the Air Services Licences Act, 1990 (Act No 115 of 1990), or the International Air Services Act, 1993 (Act No 60 of 1993)....."

3.2 (2) MOTIVATION

Type G7 air service licence permits the operator to conduct emergency medical services including the provision of casualty equipment and medical personnel.

GENERAL MOTIVATION

The value and importance of Emergency Medical Service (hereinafter referred to as EMS) operations within and from South Africa cannot be argued. However, factors like cost involved, medical staff, medical facilities, aircraft requirements and safety can seriously influence the standard of EMS operations in this country.

STANDARD OF EMS AIR SERVICES

The existing legislation leaves room for aircraft operators, not having to comply with any standard pertaining to the provision of medical care or service when transporting a patient, to load a patient onto an aircraft in any manner they seem fit, providing the minimum equipment and medical personnel on board the aircraft - to the disadvantage of the patient, not being in a position to refuse transport under such conditions.

It is important to note the arrangements that medical funds in South Africa have with specific agents/or medical transport providers pertaining to the transport of patients, which includes the provision of air transport. Some of these agents/ medical transport providers do not use the services of licensed, fully equipped air ambulances for the transport of critical patients, but rather charter operators who only provide an air transport service and who do not take any responsibility for the treatment of the patient on board the aircraft. In most cases the critical patient does not have any choice of service provider. The medical fund refers all air transport to the specific agent with whom they have a contract and that agent then decides on the air transport operator.

It must be stressed that there are minimum requirements laid down on ambulance transport by roads. All vehicle ambulances must conform to the standards before being licensed to carry patients.

In the instances when patients are carried by charter operators, patients are stretchered, strapped on top of passenger seats or placed on the floor of a small charter aircraft, not having to comply with or meet any standards or specifications. Surely, a minimum standard should be enforced on all EMS air service operators, in the interest of any member of the public and that of aviation safety.

Any aircraft operator who intends to transport patients or conduct EMS operations must comply with the requirements as set out in Regulation 138.01.2 (including the amendment as proposed above). This will enable the Air Service Licensing Council and/or the International Air Services Council and the South African Civil Aviation Authority (hereafter referred to as SACAA) to satisfy themselves that the said air service will be conducted in a safe and reliable manner and in the interest of the public of South Africa.

It is furthermore suggested that the SACAA or an appropriate organisation should accredit EMS in this context.

3.3 (2) CURRENT PROVISION

"The operator of an aircraft engaged in a commercial emergency medical service operation, shall not operate the aircraft unless such operator is the holder of a valid -

- (a) Licence issued in terms of the Air Services Licences Act, 1990 (Act NO 115 of 1990), or the International Air Services Act, 1993 (Act No 60 of 1993)....."

SCHEDULE 4

4. PROPOSAL FOR THE AMENDMENT OF REGULATION 127.05.3

PROPOSER

South African Civil Aviation Authority
Private Bag X08
Waterkloof
0145

EXPLANATION OF INTEREST OF THE PROPOSER

The Authority administers the Aviation Act, 1962 (Act No 74 of 1962) and regulations issued in terms thereof.

4.1 PROPOSED AMENDMENT OF REGULATION 127.05.3 (AMENDMENT OF SUBREGULATIONS 1(g) and 2(d))

4.1.1 AMENDMENT OF SUBREGULATION 1(g)

- "(g) A turn-and-slip indicator or in lieu thereof, an additional altitude indicator powered by a power source separate from that of the main altitude indicator".

4.1.2 AMENDMENT OF SUBREGULATION 2(d)

- "(d) A turn-and-slip indicator, or in lieu thereof, an additional altitude indicator powered by a power source separate from that of the main altitude indicator."

4.2 MOTIVATION

In certain instances i.e. in helicopters, it is preferred to utilize an altitude indicator instead of a turn-and-slip indicator. CAR as it stands prohibits a second altitude indicator being utilised in lieu of a turn-and-slip indicator. Many helicopters (IFR) in South Africa are equipped with a second altitude indicator since it is a more practical instrument. ICAO Annexure 6 Part III prescribes this proposal.

4.3 CURRENT PROVISIONS

SUBREGULATION 1(g)

- "(g) A turn-and-slip indicator or a turn co-ordinator incorporating a slip indicator".

SUBREGULATION 2(d)

- "(d) A turn-and-slip indicator or a turn co-ordinator incorporating a slip indicator".

SCHEDULE 5

5. PROPOSED AMENDMENT OF REGULATION 187.00.12

PROPOSER

Civil Aviation Authority
Private Bag X08
Waterkloof
0145

EXPLANATION OF INTEREST OF THE PROPOSER

The Authority administers the Aviation Act, 1962 (Act No 74 of 1962) and regulations issued in terms thereof.

5.1 AMENDMENT OF REGULATION 187.00.12

Amendment of regulation 187.00.12(1)(g)

"for the approval of the following amendments to an Operators Manual in respect of Part 121 -

- | | | | |
|------|--|-------|--|
| (i) | A text or content amendment | | R100,00 per page up to a maximum of R2000,00 |
| (ii) | A name or numbering change | | R10,00 per page up to a maximum of R200,00 |
| | Insertion of regulation 187.00.12(l)(h) | | |
| | "for the removal of an aircraft from a Certificate of Approval | | R100,00 per aircraft |

5.2 MOTIVATION

- (1) The current regulation creates additional expenses for the operator which is not justifiable
- (2) The current regulation causes confusion and ambiguity to the operator in determining the fees payable
- (3) Provision is already made for the cost of the operations manual in the regulations

5.3 CURRENT PROVISION

"Fees relating to Part 121

187.00.12(1) The following fees shall subject to the provisions of subregulation (2), be payable upon application

- | | | | |
|-----|--|-------|-----------------------|
| (g) | For approval of amendments to an Operations Manual in respect of Part 121" | | R100,00 per text page |
|-----|--|-------|-----------------------|

No provision relating to the removal of an aeroplane from the Certificate of Approval in this Part exists.

SCHEDULE 6

6. PROPOSED AMENDMENT OF REGULATION 187.00.13

PROPOSER
Civil Aviation Authority
Private Bag X08
Waterkloof
0145

EXPLANATION OF INTEREST OF THE PROPOSER

The Authority administers the Aviation Act, 1962 (Act No 74 of 1962) and regulations issued in terms thereof.

6.1 AMENDMENT OF REGULATION 187.00.13(1)

6.1 (1) AMENDMENT OF REGULATION 187.00.13(g)

"f) For the approval of the following amendments to an Operations Manual in respect of part 127

- | | | | |
|------|-----------------------------|-------|--|
| (i) | A text or content amendment | | R100,00 per page up to a maximum of R2000,00 |
| (ii) | A name or numbering change | | R10,00 per page up to a maximum of R200,00 |

INSERTION OF REGULATION 187.00.13(h)

- | | | | |
|-----|---|-------|------------------------|
| "h) | For the removal of a helicopter from a Certificate of Approval" | | R100,00 per helicopter |
|-----|---|-------|------------------------|

6.2 MOTIVATION

- (1) The current regulation creates additional expenses for the operator which is not justifiable
- (2) The current regulation causes confusion and ambiguity to the operator in determining the fees payable
- (3) Provision is already made for the cost of the operations manual in the regulations

6.3 CURRENT REGULATION: 187.00.13

"Fees relating to Part 127

"187.00.13(1) The following fees shall subject to the provisions of subregulation (2), be payable upon application:

- (g) For approval of amendments to an R100,00 per text page
operations manual in respect of Part 127"

No provision relating to the removal of a helicopter from the Certificate of Approval in this Part exists.

SCHEDULE 7

7. PROPOSED AMENDMENT OF REGULATION 187.00.14

PROPOSER

Civil Aviation Authority

Private Bag X08

Waterkloof

0145

EXPLANATION OF INTEREST OF THE PROPOSER

The Authority administers the Aviation Act, 1962 (Act No 74 of 1962) and regulations issued in terms thereof.

7.1 AMENDMENT OF REGULATION 187.00.14

AMENDMENT OF REGULATION 187.00.14(g)

"For the approval of the following amendments to an Operations Manual in respect of Part 135

- | | | | |
|------|-----------------------------|-------|--|
| (i) | A text or content amendment | | R100,00 per page up to a maximum of R2000,00 |
| (ii) | A name or numbering change | | R10,00 per page up to a maximum of R200,00" |

INSERTION OF REGULATION 187.00.14(h)

- | | | | |
|------|--|-------|----------------------|
| "(h) | For the removal of an aircraft from a Certificate of Approval" | | R100,00 per aircraft |
|------|--|-------|----------------------|

7.2 MOTIVATION

- (1) The current regulation creates additional expenses for the operator which is not justifiable
- (2) The current regulation causes confusion and ambiguity to the operator in determining the fees payable
- (3) Provision is already made for the cost of the operations manual in the regulations

7.3 CURRENT PROVISION

"Fees relating to Part 135

"187.00.14 The following fees shall be payable upon application

- | | | | |
|-----|--|-------|------------------|
| (g) | For amendments to an Operations Manual in respect of Part 135" | | R100,00 per page |
|-----|--|-------|------------------|

No provision relating to the removal of an aeroplane from the Certificate of Approval in this Part exists.

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Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Publications: Tel: (012) 334-4507, 334-4508, 334-4509, 334-4510
Advertisements: Tel: (012) 334-4673, 334-4674, 334-4504
Subscriptions: Tel: (012) 334-4735, 334-4736, 334-4737
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Gedruk deur en verkrygbaar by die Staatsdrukker, Bosmanstraat, Privaatsak X85, Pretoria, 0001
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