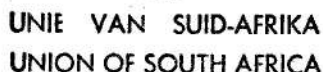




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EXTRAORDINARY

Staatskoerant
Government Gazette

(Registered at the Post Office as a Newspaper)

[No. 6622.]

GOVERNMENT NOTICE.

DEPARTMENT OF TRANSPORT.

[3 February 1961.

The Minister of Transport has in terms of section *three* of the Aviation Act, 1923 (Act No. 16 of 1923), as amended, made the regulations contained in the Schedule hereto.

SCHEDULE.

AIR NAVIGATION REGULATIONS, 1950.

AMENDMENT LIST No. 16.

The Air Navigation Regulations, 1950, as promulgated by Government Notice No. 2762 of 30 December, 1949, and as amended from time to time, are hereby further amended as follows:—

1. Regulation 9.3 is amended by the substitution for paragraph (3) of the following paragraph:—

"(3) A certificate of safety shall not be issued otherwise than by the holder of an appropriately rated aircraft maintenance engineer or aircraft maintenance organization licence."

2. Regulation 9.4 is deleted and the following regulation substituted therefore:—

"DAMAGE TO AIRCRAFT.

9.4. (1) When an aircraft has sustained damage which may adversely affect its safe operation such aircraft shall not again be flown until it has been repaired in accordance with an approved repair scheme and certified as serviceable in terms of regulation 9.6. (1).

(2) In the event of it being necessary that a repair in accordance with an approved repair scheme be undertaken at a place other than the place where such aircraft is, a temporary repair may be carried out for the purpose of enabling the aircraft to proceed without passengers to the nearest place where a repair in accordance with an approved repair scheme can be undertaken to enable the aircraft again to comply with the airworthiness standards of the State of registry.

(3) As die houer van 'n toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensie beskikbaar is, moet die tydelike herstelwerk deur hom gesertifiseer word.

(4) Ingeval geen houer van 'n toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensie beskikbaar is nie, kan die vlieër, met inagneming van die vereistes en die omstandighede van die geval, en as hy daarvan oortuig is dat die tydelike herstelwerk vir die doel doeltreffend is, met die lugvaartuig sonder passasiers na die naaste plek waar goedgekeurde herstelwerk onderneem kan word, vlieg.

(5) As daar verlang word dat die tydelike herstelwerk aanbly, word dit beskou as 'n verandering wat ingevolge regulasie 9.7 goedgekeur moet word.

(6) Die bepalings van dié regulasie doen geensins afbreuk aan die bevoegdheid van die Staat waarin die lugvaartuig ingeskryf is, om finaal vas te stel of die beskadiging aan die lugvaartuig van so 'n aard is dat die lugvaartuig nie aan die aangenome standaard van lugwaardigheid van die Staat kan voldoen nie."

3. Regulasie 9.5 word gewysig deur die woorde:—

„vliegtuigonderhoudsingenieurs met die toepaslike lisensies”

te vervang deur die woorde—

„die houters van toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensies”.

4. Regulasie 9.6. (1) word gewysig deur subparagraaf (b) deur die volgende subparagraaf te vervang:—

„(b) Alle werk verbonde aan dié nasien, herstel, verandering, vervanging of verstelling moet onder regstreekse toesig van die houer van 'n toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensie uitgevoer en deur hom gesertifiseer word, uitgesonderd dat die verstelling van magnetiese kompasse onder regstreekse toesig van die houer van 'n geldige boordnavigatorslisensie, handels-, senior handels- of luglyntransportvlieërslisensie uitgevoer en deur hom gesertifiseer kan word.”.

5. Paragraaf (3) van regulasie 9.6 word deur onderstaande paragraaf vervang:—

„(3) (a) Elke sertifikaat wat ooreenkomstig paragrafe (1) en (2) uitgereik word, moet—

(i) deur die houer van 'n toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensie wat volgens die voorwaardes en bepalings van sy lisensie bevoeg is om die nasien, herstelwerk, verandering, vervanging of verstelling te sertifiseer waarop die sertifikaat betrekking het, onderteken word; behalwe dat, in die geval van die verstelling van magnetiese kompasse, die sertifikaat deur die houer van 'n geldige boordnavigatorslisensie, handels-, senior handels- of luglyntransportvlieërslisensie onderteken kan word.

(ii) wanneer dit op die lugvaartuig sonder die motor of motore of ander onderdele wat spesifiek bepaal word, betrekking het, tesame met die besonderhede van die nasienwerk, herstelwerk, verandering, vervanging of verstelling ten opsigte waarvan die sertifikaat uitgereik is, in die raamlogboek aangeteken word;

(iii) wanneer dit op die motor of motore of ander onderdele betrekking het, tesame met die besonderhede van die nasienwerk, herstelwerk, verandering, vervanging of verstelling ten opsigte waarvan die sertifikaat uitgereik is, in die toepaslike motor- of onderdeellogboek aangeteken word.

(3) Any such temporary repair must, if the holder of an appropriately rated aircraft maintenance engineer or aircraft maintenance organization licence is available, be certified by him.

(4) In the event of no holder of an appropriately rated aircraft maintenance engineer or maintenance organization licence being available, the pilot may, if he is satisfied having regard to the exigencies and circumstances of the case that such temporary repair is adequate for the purpose, fly the aircraft without passengers to the nearest place where an approved repair can be undertaken.

(5) If it is desired that the said temporary repair should remain in service, it shall be treated as a modification requiring approval in terms of regulation 9.7.

(6) The provisions of this regulation shall in no way detract from the authority of the State in which that aircraft is registered to determine finally whether any damage sustained by such aircraft is of such a nature as to preclude compliance with the accepted standards of airworthiness of such State.”.

3. Regulation 9.5 is amended by the substitution for the words—

“appropriately licensed aircraft maintenance engineers.”

of the words—

“the holders of appropriately rated aircraft maintenance engineer or aircraft maintenance organization licences.”.

4. Regulation 9.6. (1) is amended by the substitution for sub-paragraph (b) of the following sub-paragraph:—

“(b) All work connected with such overhaul, repair, modification, replacement or adjustment shall be performed under direct supervision of and shall be certified by the holder of an appropriately rated aircraft maintenance engineer or aircraft maintenance organization licence except that adjustments to magnetic compasses may be performed under the direct supervision of and may be certified by the holder of a valid flight navigator licence or commercial or senior commercial or airline transport pilot licence.”.

5. Regulation 9.6 is amended by the substitution for paragraph (3) of the following paragraph:—

“(3) (a) Every certificate given in terms of paragraphs (1) and (2) shall—

(i) be signed by the holder of an appropriately rated aircraft maintenance engineer or aircraft maintenance organization licence qualified under the terms and conditions of his licence to certify the overhaul, repair, modification, replacement or adjustment to which the certificate relates; except that in the case of adjustments to magnetic compasses such certificate may be signed by the holder of a valid flight navigator licence or commercial or senior commercial or airline transport pilot licence;

(ii) when it relates to the aircraft exclusive of the engine or engines or other components specifically provided for, be entered in the aircraft logbook together with particulars of the overhaul, repair, modification, replacement or adjustment to which the certificate refers;

(iii) when it relates to the engine or engines or other components, be entered in the appropriate engine logbook or component logbook together with particulars of the overhaul, repair, modification, replacement or adjustment to which the certificate refers.

(b) Ingeval die toepaslike logboek in subparagraaf (a) (ii) gemeld, nie by die plek is waar die nasienwerk, herstelwerk, verandering, vervanging of verstelling uitgevoer word nie, kan die sertifikaat wat ooreenkomstig paragraaf (1) uitgereik word, tesame met die besonderhede van die nasienwerk, herstelwerk, verandering, vervanging of verstelling waarop dit betrekking het, afsonderlik verstrek word; in dié geval moet die sertifikaat tesame met sodanige besonderhede, sodra doenlik, in die toepaslike logboek geplak word.”

6. Regulasie 9.8 word gewysig deur paragraaf (2) deur die volgende paragraaf te vervang:—

„(2) Ingevolge paragraaf (1) moet alle werk in verband met onderhoud deur of onder die regstreekse toesig van die houer van ’n toepaslik gegradeerde vliegtuigonderhoudsingenieurs- of vliegtuigonderhoudsorganisasielisensie uitgevoer word, wat ingevolge die vereistes van regulasies 9.6. (2) en 9.6. (3) ’n sertifikaat moet uitreik.”

7. Die volgende nuwe Hoofstuk word na Hoofstuk 30 ingevoeg:—

„HOOFSTUK 31.

LISENSIËRING VAN VLIETUIGONDERHOUDS-ORGANISASIES.

31.1. As ’n applikant in die vorm in Byvoegsel B.3 aansoek doen en die vereistes van Byvoegsel B.3 nakom, reik die Kommissaris van Burgerlugvaart ’n lisensie aan ’n organisasie uit wat hom magtig om as vliegtuigonderhoudsorganisasie op te tree en hom in staat te stel om in verband met die vervaardiging, bou, nasien, herstel, verandering, verstelling of onderhoud van ’n lugvaartuig, met inbegrip van sy motore, toebehore, instrumente, onderdele en uitrusting en sake wat daarmee in verband staan, die sertifikate wat kragtens die bepalinge van hierdie regulasies voorgeskryf of vereis word, uit te reik.

31.2. Die kategorieë en grade kategorieë ten opsigte waarvan ’n vliegtuigonderhoudsorganisasielisensie ooreenkomstig regulasie 31.1 uitgereik, toegestaan kan word en die voorregte verbonde aan dié kategorieë en grade, is soos in Byvoegsel B.3 voorgeskryf, behoudens die vereistes van paragrafe (a), (b) en (c) van regulasie 11.2.

31.3. Die voorwaardes in regulasies 11.3, 11.4 en 11.8 vervat, is *mutatis mutandis* ten opsigte van ’n vliegtuigonderhoudsorganisasielisensie van krag.”

8. Die volgende regulasie word na regulasie 20.2 ingevoeg:—

„OOPBREEKPLEKMERKE AAN LUGVAARTUIE.

20.3. Indien gedeeltes van die romp geskik vir oopbreek deur reddingsgeselskappe aan ’n vliegtuig gemerk is, moet sulke gedeeltes soos in Byvoegsel N aangedui, gemerk word.”

9. Onderstaande Byvoegsel word na Aanhangel B.2.2 van Byvoegsel B.2 ingevoeg:—

„BYVOEGSEL B.3.

VEREISTES VIR VLIETUIGONDERHOUDSORGANISASIE-LISENSIES EN VOORREGTE EN GRADE.

B.3.1. Aansoek.

(1) Die applikant om ’n vliegtuigonderhoudsorganisasielisensie of ’n wysiging daarvan moet ’n aansoekvorm wat van die Sekretaris van Vervoer (ABL) of van die naaste vliegtuiginspekteur van die Departement van Vervoer verkrygbaar is, invul en dit aan die Sekretaris van Vervoer (ABL) of aan voornoemde vliegtuiginspekteur tesame met die gelde in Byvoegsel K voorgeskryf, terugstuur.

(2) Die aansoek in paragraaf (1) genoem, moet van ’n prosedurehandleiding vergesel gaan wat in detail uiteensit hoe die applikant voornemens is om regulasies B.3.3 tot en met B.3.6 na te kom.

(b) In the event of the appropriate logbook referred to in sub-paragraph (a) (ii) not being at the place where the overhaul, repair, modification, replacement or adjustment is carried out, the certificate given in terms of paragraph (1) together with particulars of the overhaul, repair, modification, replacement or adjustment to which it relates, may be given separately, in which case it together with such particulars shall be pasted in the appropriate logbook as soon as is reasonably practicable.”

6. Regulation 9.8 is amended by the substitution for paragraph (2) of the following paragraph:—

“(2) In pursuance of paragraph (1) all maintenance work shall be performed by or under the direct supervision of the holder of an appropriately rated aircraft maintenance engineer or aircraft maintenance organization licence who shall issue a certificate in accordance with the requirements of regulations 9.6. (2) and 9.6. (3).”

7. The following new Chapter is inserted after Chapter 30:—

“CHAPTER 31.

LICENSING OF AIRCRAFT MAINTENANCE ORGANIZATIONS.

31.1. The Commissioner for Civil Aviation shall, on application being made in the manner prescribed in Appendix B.3 and subject to compliance by the applicant with the requirements of Appendix B.3, issue a licence to an organization to act in the capacity of an aircraft maintenance organization for the purpose of enabling such organization to issue in connection with the manufacture, construction, overhaul, repair, modification, adjustment or maintenance of an aircraft, including its engines, accessories, instruments, parts and items of equipment and matters connected therewith, such certificates as may be prescribed or required under the provisions of these regulations.

31.2. The categories and ratings of categories in respect of which an aircraft maintenance organization licence issued under regulation 31.1, may be granted and the privileges attaching to such categories and ratings shall be as prescribed in Appendix B.3 subject to the provisions of paragraphs (a), (b) and (c) of regulation 11.2.

31.3. The provisions of regulations 11.3, 11.4 and 11.8 shall *mutatis mutandis* apply in respect of an aircraft maintenance organization licence.”

8. The following regulation is inserted after regulation 20.2:—

“BREAK-IN AREA MARKINGS ON AIRCRAFT.

20.3. If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aircraft, such areas shall be marked as shown in Appendix N.”

9. The following Appendix is inserted after Annexure B.2.2 to Appendix B.2:—

“APPENDIX B.3.

REQUIREMENTS FOR AND PRIVILEGES AND RATINGS OF AIRCRAFT MAINTENANCE ORGANIZATION LICENCES.

B.3.1. Application.

(1) An applicant for an aircraft maintenance organization licence or any amendment thereto shall complete an application form obtainable from the Secretary for Transport (DCA) or from the nearest Inspector of Aircraft of the Department of Transport and return it with the fee prescribed in Appendix K to the Secretary for Transport (DCA) or to such Inspector of Aircraft.

(2) The application referred to in paragraph (1) shall be accompanied by a manual of procedure setting out in detail how the applicant proposes to comply with regulations B.3.3 to B.3.6 inclusive.

B.3.2. Registrasie ingevolge die Maatskappywet, 1926.

Die applikant om 'n vliegtuigonderhoudsorganisasielisensie, behalwe 'n Staatsorganisasie, moet die Kommissaris van Burgerlugvaart daarvan oortuig dat sy organisasie ooreenkomstig die bepalings van die Maatskappywet, 1926 (Wet No. 46 van 1926), soos gewysig, geregistreer is.

B.3.3. Personeel.

(1) Die applikant om 'n vliegtuigonderhoudsorganisasielisensie of 'n wysiging daarvan moet die Kommissaris van Burgerlugvaart daarvan oortuig dat die getalsterkte, kwalifikasies, ondervinding en opleiding van sy personeel voldoende is om die werk waarvoor die lisensie of graad verlang word, uit te voer, toesig daaroor te hou en inspeksie daarvan te doen, en om registers soos verlang deur die Kommissaris van Burgerlugvaart, by te hou.

(2) Die applikant moet in sy aansoek toon dat hy 'n persoon of persone, deur die Kommissaris van Burgerlugvaart as geskik geag, sal benoem vir aanstelling as Hoofinspekteur, of Hoofinspekteur en plaasvervanger of plaasvervangers, na gelang van die geval.

(3) Die Hoofinspekteur of plaasvervanger of plaasvervangers moet aan die organisasie verantwoordelik wees vir nakoming van die vereistes van dié regulasies.

B.3.4. Opslagruimte.

Die applikant om 'n vliegtuigonderhoudsorganisasielisensie of -graad of 'n wysiging daarvan moet die Kommissaris van Burgerlugvaart daarvan oortuig dat sy opslagruimte voldoende en geskik is vir die nodige uitrusting en materiaal en vir die inspeksie van die werk waarvoor die lisensie of graad verlang word, en dat dit voldoende en geskik is vir berging, afsondering en beskerming van die nodige materiaal, onderdele en ander voorrade.

B.3.5. Uitrusting, materiaal en fasiliteite.

Die applikant om 'n vliegtuigonderhoudsorganisasielisensie of -graad of enige wysiging daarvan moet die Kommissaris van Burgerlugvaart daarvan oortuig dat hy oor sulke tegniese leesstof, uitrusting, materiaal en fasiliteite beskik as wat nodig is vir die bevoegde en doeltreffende uitvoering van al die werksaamhede waarop die verlangde lisensie of graad betrekking het en soos by dié regulasies vereis.

B.3.6. Vervaardiging-, bou-, onderhouds-, inspeksie- en registerprosedures.

Die applikant om 'n vliegtuigonderhoudsorganisasielisensie of -graad of 'n wysiging daarvan moet die Kommissaris van Burgerlugvaart daarvan oortuig dat die vervaardigings-, bou-, onderhouds-, inspeksie- en registerprosedures wat hy voornemens is om te volg, voldoende is om te verseker dat behoorlike beheer in alle stadiums van die werk waarvoor die lisensie of graad of wysiging daarvan verlang word, uitgeoefen kan word.

B.3.7. Geldigheidsduur.

(1) Behoudens die vereistes van regulasie 1.10 *bis* en 1.10 *ter* en paragraaf (2) hiervan, bly 'n vliegtuigonderhoudsorganisasielisensie geldig vir 'n termyn, hoogstens sewe jaar, deur die Kommissaris van Burgerlugvaart voorgeskryf.

(2) Ingeval die voorregte verleen deur die lisensie of graad nie vir 'n aaneenlopende tydperk van twee jaar deur die houer uitgeoefen word nie, vervall die lisensie of graad, na gelang van die geval.

B.3.2. Registration under the Companies Act, 1926.

An applicant other than a State organization for an aircraft maintenance organization licence shall satisfy the Commissioner for Civil Aviation that his organization is registered in accordance with the provisions of the Companies Act, 1926 (Act No. 46 of 1926), as amended.

B.3.3. Staff.

(1) An applicant for an aircraft maintenance organization licence or any amendment thereto shall satisfy the Commissioner for Civil Aviation that the numerical strength, qualifications, experience and training of his staff are adequate to perform, supervise and inspect the work for which the licence or rating is sought and to keep records as required by the Commissioner for Civil Aviation.

(2) The applicant shall show in his application that he will nominate a person or persons, considered by the Commissioner for Civil Aviation as suitable, for appointment as a Chief Inspector, or a Chief Inspector and an alternate or alternates, as the case may be.

(3) The Chief Inspector or alternate or alternates shall be responsible to the organization for compliance with the requirements of these regulations.

B.3.4. Accommodation.

An applicant for an aircraft maintenance organization licence or rating or any amendment thereto shall satisfy the Commissioner for Civil Aviation that his accommodation is adequate and suitable for the requisite equipment and materials and for the inspection of the work for which the licence or rating is sought and that it is adequate and suitable for the storage, segregation and protection of the requisite materials, parts and other supplies.

B.3.5. Equipment, Materials and Facilities.

An applicant for an aircraft maintenance organization licence or rating or any amendment thereto shall satisfy the Commissioner for Civil Aviation that he has such technical literature, equipment, materials and facilities as are necessary for performing competently and efficiently all the functions appropriate to the licence or rating sought and as required by these regulations.

B.3.6. Manufacturing, Construction, Maintenance, Inspection and Recording Procedures.

An applicant for an aircraft maintenance organization licence or rating or any amendment thereto shall satisfy the Commissioner for Civil Aviation that the manufacturing, construction, maintenance, inspection and recording procedures he proposes to adopt are adequate to ensure proper control at all stages of the work for the performance of which the licence or rating or amendment thereto is sought.

B.3.7. Validity.

(1) Subject to the provisions of regulations 1.10 *bis* and 1.10 *ter* and to paragraph (2) hereof, an aircraft maintenance organization licence or rating shall remain valid for such period not exceeding seven years as the Commissioner for Civil Aviation shall determine.

(2) In the event of the privileges granted by the licence or a rating not being exercised by the holder for a continuous period of two years the licence or rating as the case may be shall thereupon lapse.

B.3.8. Vliegtuigonderhoudsorganisasielisensies en -grade.

Behoudens die vereistes van die regulasies, reik die Kommissaris van Burgerlugvaart, soos verlang, die volgende grade vir 'n vliegtuigonderhoudsorganisasielisensie uit:—

(a) Kategorie A-grade en Kategorie B-grade vir alle tipes—

(i) vliegtuie, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word; en

(ii) glyvliegtuie, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word.

(b) Kategorie B-grade alleen, vir rotorlugvaartuie (met uitsondering van die motor of motore) ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word.

(c) Kategorie C-grade en Kategorie D-grade vir alle tipes motore, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word: Met dien verstande dat 'n graad in Kategorie C nie vir 'n motor in 'n rotorlugvaartuig geïnstalleer, toegestaan word nie.

(d) Kategorie E-grade vir alle tipes—

(i) rotorlugvaartuie, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word; en

(ii) vliegtuie met 'n maksimum toelaatbare gewig van hoogstens 6.000 lb. (2,664 kilogram), ditsy vir een alleen of in klasse soos deur die Kommissaris van Burgerlugvaart bepaal word.

(e) Kategorie W-grade vir alle tipes—

(i) elektriese installasies, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word (met uitsondering van radioapparaat) in alle tipes lugvaartuie;

(ii) instrumentinstallasies, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word, in alle tipes lugvaartuie; en

(iii) radioapparaatinstallasies, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word, in alle tipes lugvaartuie.

(f) Kategorie X-grade vir lugvaartuiguitrusting, -instrumente, -toebehore, -hulpmiddels of -onderdele, ditsy vir een alleen of in klasse wat deur die Kommissaris van Burgerlugvaart bepaal word.

B.3.9. Voorregte.

(1) Die voorregte verbonde aan die grade toegestaan ingevolge regulasie B.3.8 vir 'n vliegtuigonderhoudsorganisasielisensie is soos hieronder in detail uiteengesit: Met dien verstande dat die houer van 'n vliegtuigonderhoudsorganisasielisensie moet verseker dat die voorregte nie uitgeoefen word nie tensy die organisasie oor die nodige fasiliteite en opgeleide personeel beskik om die werk ooreenkomstig die geldende vereistes insake die onderhoud en lugwaardigheid van die besondere tipe lugvaartuig, vlieggraam, motor of ander uitrusting, uit te voer.

(2) Ondanks andersluidende bepalings in die regulasies word die houer van 'n vliegtuigonderhoudsorganisasielisensie in dringende omstandighede, wanneer geen toepaslik gelisensieerde vliegtuigonderhoudsingénieur of vliegtuigonderhoudsorganisasie beskikbaar is nie, toegelaat om die voorregte van die kategorie of kategorieë waarvoor sy lisensie gegradeer is, uit te oefen om 'n defek in 'n lugvaartuig waarvoor sy lisensie nie gegradeer is nie, reg te stel.

B.3.8. Aircraft Maintenance Organization Licences and Ratings.

Subject to all the relevant requirements of these regulations being met in each case the Commissioner for Civil Aviation shall issue as required, the following ratings for an aircraft maintenance organization licence:—

(a) Category A Ratings and Category B Ratings for all types of—

(i) aeroplanes, either singly or in such classes as the Commissioner for Civil Aviation shall decide, and

(ii) gliders, either singly or in such classes as the Commissioner for Civil Aviation shall decide.

(b) Category B Ratings only, for rotorcraft (excluding the engine or engines), either singly or in such classes as the Commissioner for Civil Aviation shall decide.

(c) Category C Ratings and Category D Ratings for all types of engines, either singly or in such classes as the Commissioner for Civil Aviation shall decide: Provided that a rating under Category C shall not be granted for an engine installed in a rotorcraft.

(d) Category E Ratings for all types of—

(i) rotorcraft, either singly or in such classes as the Commissioner for Civil Aviation shall decide, and

(ii) aeroplanes of maximum permissible weight not exceeding 6,000 lb. (2,664 kilograms), either singly or in such classes as the Commissioner for Civil Aviation shall decide.

(e) Category W Ratings for all types of—

(i) electrical installations, either singly or in such classes as the Commissioner for Civil Aviation shall decide (excluding radio apparatus) in all types of aircraft;

(ii) instrument installations, either singly or in such classes as the Commissioner for Civil Aviation shall decide, in all types of aircraft, and

(iii) radio apparatus installations, either singly or in such classes as the Commissioner for Civil Aviation shall decide, in all types of aircraft.

(f) Category X Ratings for aircraft equipment, instruments, components, accessories, auxiliaries or parts either singly or in such classes as the Commissioner for Civil Aviation shall decide.

B.3.9. Privileges.

(1) The privileges attaching to the ratings granted in terms of regulation B.3.8 for an aircraft maintenance organization licence are as detailed hereunder: Provided that the holder of an aircraft maintenance organization licence shall ensure that the privileges of the licence are not exercised unless the organization has the necessary facilities and qualified staff to perform the work in accordance with all current requirements regarding the maintenance and airworthiness of the particular type of aircraft, airframe, engine or other equipment.

(2) Notwithstanding anything to the contrary contained in these regulations the holder of an aircraft maintenance organization licence is permitted, in urgent circumstances and when no appropriately licensed aircraft maintenance engineer or aircraft maintenance organization is available, to exercise the privileges of the category or categories for which his licence is rated, to rectify a defect in an aircraft for which his licence is not rated.

(3) Wanneer die houer van 'n vliegtuigonderhouds-organisasielisensie so 'n defek in 'n lugvaartuig waarvoor sy lisensie nie gegradeer is nie, regstel, onder omstandighede soos in paragraaf (2) genoem, moet hy die Kommissaris van Burgerlugvaart binne agt-en-veertig uur in kennis stel van die omstandighede wat sy optrede vereis het en van die defek wat reggestel is.

(4) Kategorie A (Type II-lisensie). Uitgesonderd soos in paragraaf (2) bepaal, is die voorregte van 'n graad in Kategorie A beperk tot die lugvaartuie waarvoor die lisensie in Kategorie A gegradeer is, en bestaan uit—

- (a) uitreiking van 'n onderhoudsvrystelling (vliegveiligheidsertifikaat) ten opsigte van 'n lugvaartuig (met uitsondering van die motor of motore) en ten opsigte van lugvaartuie wat deur die Kommissaris van Burgerlugvaart bepaal word (met uitsondering van enige vermelde elektriese uitrusting en/of radioapparaat en/of instrumente);
- (b) sertifisering, op die wyse in die regulasies bepaal, van—
 - (i) werk wat die onderhoudstabel betreffende die lugvaartuig die houer van 'n Kategorie A-lisensie magtig om te sertifiseer;
 - (ii) montering van 'n lugvaartuig en alle verstellers, klein herstelwerk of klein veranderinge aan 'n lugvaartuig; en
 - (iii) installering of vervanging van voltooië submontasies, uitrusting, instrumente en klein onderdele van 'n lugvaartuig (met uitsondering van die motor of motore) en ten opsigte van lugvaartuie wat deur die Kommissaris van Burgerlugvaart bepaal word (met uitsondering van enige vermelde elektriese uitrusting en/of radioapparaat en/of instrument); en
- (c) sertifisering van die vliegdiensigheid van 'n lugvaartuig (met uitsondering van die motor of motore) vir 'n proefvlug of vir vlug wanneer so 'n sertifisering as 'n voorwaarde deur die Kommissaris van Burgerlugvaart gestel word.

(5) Vir die toepassing van subparagraaf (b) (iii) van paragraaf (4) bestaan 'n voltooië submontasie uit 'n eenheid gebou van afsonderlike onderdele om 'n voltooië eenheid te vorm soos 'n vlerk, rolroer, onderstel-skokstyl, wiel, volledige onderstel, stertvlak, kielvlak, rigtingsroer, hoogteroer en dergelike eenhede van 'n lugvaartuig.

(6) Kategorie B (Type I-lisensie). Die voorregte van 'n graad in Kategorie B is beperk tot die lugvaartuie waarvoor die lisensie in Kategorie B gegradeer is, en bestaan uit—

- (a) sertifisering, op die wyse in die regulasies bepaal, van—
 - (i) nasien, herstelwerk aan of verandering van 'n lugvaartuig (met uitsondering van die motor of motore) uitgesonderd die nasien, herstelwerk of veranderinge aan uitrusting en apparaat wat deur die houer van 'n lisensie met 'n toepaslike graad in Kategorie X gesertifiseer moet word: Met dien verstande dat ten opsigte van lugvaartuie wat deur die Kommissaris van Burgerlugvaart bepaal word, die installering en toets van instrumente, elektriese uitrusting en radioapparaat vooraf deur die houer van 'n lisensie met die toepaslike graad in Kategorie W gesertifiseer is; en
 - (ii) vervaardiging van onderdele vir lugvaartuie waarvoor die lisensie in Kategorie B gegradeer is;

(3) On each occasion that the holder of an aircraft maintenance organization licence rectifies under the conditions described in paragraph (2), a defect in an aircraft for which his licence is not rated, he shall notify the Commissioner for Civil Aviation within forty-eight hours of the circumstances requiring him to do so and of the defect rectified.

(4) Category A (Type II Licence). Except as provided for in paragraph (2) the privileges of a rating under Category A shall be limited to the aircraft for which the licence is rated under Category A and shall be—

- (a) to issue a maintenance release (certificate of safety-for-flight) in respect of an aircraft (excluding its engine or engines) and in respect of such aircraft as the Commissioner for Civil Aviation may decide (excluding any specified electrical equipment and/or radio apparatus and/or instruments);
- (b) to certify in the manner prescribed in these regulations—
 - (i) work which the maintenance schedule relating to an aircraft permits the holder of a category A licence to certify;
 - (ii) the assembly of an aircraft and any adjustment, minor repair, or minor modification of an aircraft; and
 - (iii) the installation or replacement of completed sub-assemblies, equipment, instruments and minor parts of an aircraft (excluding its engine or engines), and in respect of such aircraft as the Commissioner for Civil Aviation shall decide (excluding any specified electrical equipment and/or radio apparatus and/or instruments); and
- (c) to certify the fitness-for-flight of an aircraft (excluding its engine or engines), for a trial flight or for flight when such certification is a condition imposed by the Commissioner for Civil Aviation.

(5) For the purpose of sub-paragraph (b) (iii) of paragraph (4) a completed sub-assembly shall comprise a unit built up of individual parts to form a complete unit such as a wing, aileron, landing gear shockstrut, wheel, complete landing gear, tailplane, fin, rudder, elevator and similar units of an aircraft.

(6) Category B (Type I Licence). The privileges of a rating under Category B shall be limited to aircraft for which the licence is rated under Category B and shall be—

- (a) to certify in the manner prescribed in these regulations—
 - (i) any overhaul, repair or modification of an aircraft (excluding its engine or engines) except the overhaul, repair or modification of such items, equipment and apparatus which is to be certified by the holder of a licence with an appropriate rating under Category X: Provided that in respect of such aircraft as the Commissioner for Civil Aviation shall decide, the installation and testing of instruments, electrical equipment and radio apparatus shall have been certified previously by the holder of a licence with the appropriate ratings under Category W; and
 - (ii) the manufacture of components and parts for aircraft for which the licence is rated under Category B;

- (b) ten opsigte van die lugvaartuie waarvoor die lisensie in Kategorie A gegradeer is, sertifisering, op die wyse in die regulasies voorgeskryf, van die geskiktheid-om-diens-te-hervat van 'n lugvaartuig (met uitsondering van die motor of motore); en
- (c) ten opsigte van lugvaartuie waarvoor die lisensie in Kategorie E gegradeer is, sertifisering, op die wyse in dié regulasies bepaal, van die geskiktheid-om-diens-te-hervat van 'n lugvaartuig.
- (7) Kategorie C (Type II-lisensie). Uitgesonderd soos in regulasies B.3.9. (2) en B.3.9. (3) bepaal, is die voorregte van 'n graad in Kategorie C beperk tot motore waarvoor die lisensie in Kategorie C gegradeer is, en bestaan uit—
- (a) uitreiking van 'n onderhoudsvrystelling (vliegveiligheidsertifikaat) vir 'n motor in 'n vliegtuig geïnstalleer;
- (b) sertifisering, op die wyse in die regulasies bepaal, van—
- die geskiktheid-om-diens-te-hervat van 'n motor in 'n vliegtuig;
 - werk wat die onderhoudstabel betreffende die vliegtuig die houer van 'n Kategorie C-lisensie magtig om te sertifiseer;
 - die installering van 'n motor in 'n vliegtuig;
 - alle verstellings, klein herstelwerk en klein veranderings aan 'n motor en die vervanging van uitwendige onderdele en suier- en silindermontasies;
 - die nasien en toets van vonkproppe; en
 - die installering en onderhoud (met uitsondering van nasien, groot veranderings en groot herstelwerk) aan skroewe en die weer inmeekaarsit van bestuurbare skroewe wat vir vervoerdoeleindes afgetakel is; en
- (c) sertifisering, voor 'n proefvlug of wanneer dié sertifisering as 'n voorwaarde vir vlug deur die Kommissaris van Burgerlugvaart gestel is, van die vliegdiensigtheid van 'n motor in 'n vliegtuig geïnstalleer.
- (8) Kategorie D (Type I-lisensie). Die voorregte van 'n graad in Kategorie D is beperk tot motore waarvoor die lisensie in Kategorie D gegradeer is, en bestaan uit die sertifisering, op die wyse in hierdie regulasies bepaal, van—
- (a) nasien, herstelwerk of veranderings aan 'n motor en/of sy toebehore: Met dien verstande dat ten opsigte van motore wat deur die Kommissaris van Burgerlugvaart bepaal word, die nasien, herstelwerk of veranderings aan die ontstekingsuitrusting (met uitsondering van die vonkproppe) en van die skroef, aansitter en ontwikkelaar reeds deur die houer van 'n lisensie met 'n toepaslike graad in Kategorie X gesertifiseer is; en
- (b) vervaardiging van onderdele vir motore waarvoor die lisensie in Kategorie D gegradeer is.
- (9) Kategorie E (Type II-lisensie). Uitgesonderd soos in regulasies B.3.9. (2) en B.3.9. (3) bepaal, is die voorregte van 'n graad in Kategorie E beperk tot lugvaartuie (met inbegrip van hulle motore) waarvoor die lisensie onder Kategorie E gegradeer is, en bestaan uit—
- (a) uitreiking van 'n onderhoudsvrystelling (vliegveiligheidsertifikaat) ten opsigte van 'n lugvaartuig;
- (b) sertifisering, op die wyse in die regulasies bepaal, van—
- werk wat die onderhoudstabel betreffende die lugvaartuig die houer van 'n Kategorie E-lisensie magtig om te sertifiseer;

- (b) in respect of aircraft for which the licence is rated under Category A, to certify, in the manner prescribed in these regulations, the fitness-to-return-to-service of an aircraft (excluding its engine or engines); and
- (c) in respect of aircraft for which the licence is rated under Category E, to certify, in the manner prescribed in these regulations, the fitness-to-return-to-service of an aircraft.
- (7) Category C (Type II Licence). Except as provided for in regulations B.3.9. (2) and B.3.9. (3) the privileges of a rating under Category C shall be limited to engines for which the licence is rated under Category C and shall be—
- (a) to issue a maintenance release (certificate of safety-for-flight) for an engine installed in an aeroplane;
- (b) to certify, in the manner prescribed in these regulations—
- the fitness-to-return-to-service of an engine in an aeroplane;
 - work which the maintenance schedule relating to the aeroplane permits the holder of a Category C licence to certify;
 - the installation of an engine in an aeroplane;
 - any adjustment, minor repair and minor modification to an engine and the replacement of external components and/or parts and of piston and cylinder assemblies;
 - the overhaul and testing of sparking plugs; and
 - the installation and maintenance (excluding overhaul, major modification and major repair) of propellers and the re-assembly of variable pitch propellers which have been dismantled for transportation purposes; and
- (c) to certify, before a trial flight or when this certification is a condition for flight imposed by the Commissioner for Civil Aviation, the fitness-for-flight of an engine installed in an aeroplane.
- (8) Category D (Type I Licence). The privileges of a rating under Category D shall be limited to engines for which the licence is rated under Category D and shall be to certify, in the manner prescribed in these regulations—
- (a) the overhaul, repair or modification of an engine and/or its accessories: Provided that for such engines as the Commissioner for Civil Aviation shall decide, the overhaul, repair or modification of the ignition equipment (excluding the sparking plugs) and of the propeller, starter and generator shall have been certified previously by the holder of a licence with an appropriate rating under Category X; and
- (b) the manufacture of components and parts for engines for which the licence is rated under Category D.
- (9) Category E (Type II Licence). Except as provided for in regulations B.3.9. (2) and B.3.9. (3) the privileges of a rating under Category E shall be limited to aircraft (including their engines) for which the licence is rated under Category E and shall be—
- (a) to issue a maintenance release (certificate of safety-for-flight) for an aircraft;
- (b) to certify, in the manner prescribed in these regulations—
- work which the maintenance schedule relating to an aircraft permits the holder of a Category E licence to certify;

- (ii) inmeekaarsit van 'n lugvaartuig en alle verstellings, klein herstelwerk of klein veranderings aan 'n lugvaartuig;
- (iii) installering of vervanging van voltooide submontasies, uitrusting, instrumente en klein onderdeel van 'n lugvaartuig;
- (iv) nasien, herstelwerk of veranderings aan 'n suiermotor met inbegrip van sy toebehore en skroef of skroewe, maar met uitsondering van groot veranderings en groot herstelwerk aan sy skroef of skroewe en met uitsondering van enige spesiale proses soos plateer van die motor en sy toebehore van 'n lugvaartuig met 'n maksimum toelaatbare vliegtuig gewig van hoogstens 6,000 lb. (2,664 kilogram); en
- (v) vervaardiging van onderdeel van 'n lugvaartuig, met inbegrip van sy motor of motore, waarvoor die lisensie in Kategorie E gegradeer is; en

(c) sertifisering, voor 'n proefvlug of wanneer die sertifisering as 'n voorwaarde deur die Kommissaris van Burgerlugvaart gestel is, van die vliegdiensigheid van 'n lugvaartuig.

(10) Vir die toepassing van subparagraaf (b) (iii) van paragraaf (9) bestaan 'n voltooide submontasie uit 'n eenheid gebou van afsonderlike onderdele om 'n voltooide eenheid te vorm soos 'n vlerk, rolroer, onderstel-skokstyl, wiel, volledige onderstel, stertvlak, kielvlak, rigtingsroer, hoogteroer en dergelike eenhede van 'n lugvaartuig.

(11) Kategorie W (Type II-Lisensie). Uitgesonderd soos bepaal in regulasies B.3.9. (2) en B.3.9. (3) word die voorregte van 'n graad in Kategorie W beperk tot uitrusting waarvoor die lisensie onder Kategorie W gegradeer is, en bestaan uit—

- (a) uitreiking van 'n onderhoudsvrystelling (vliegveiligheidsertifikaat) ten opsigte van sulke uitrusting;
- (b) sertifisering, op die wyse in die regulasies bepaal, van—
 - (i) werk wat die onderhoudstabel betreffende die vliegtuig die houer van 'n Kategorie W lisensie magtig om te sertifiseer;
 - (ii) die geskiktheid-om-diens-te-hervat van uitrusting waarvoor die lisensie gegradeer is;
 - (iii) alle verstellings, klein herstelwerk of klein veranderings aan sulke uitrusting; en
 - (iv) die installering van sulke uitrusting in lugvaartuie en die vervanging van onderdele van sulke uitrusting: Met dien verstande dat geen uitrusting afgetakel mag word om inwendige vervangings te bewerkstellig nie.

(12) Kategorie X (Type I-lisensie). Die voorregte van 'n graad in Kategorie X is beperk tot uitrusting, instrumente, onderdele, toebehore of apparaat waarvoor die lisensie onder Kategorie X gegradeer is, en bestaan uit die sertifisering, op die wyse in die regulasies voorgeskryf, van—

- (a) nasien, herstelwerk aan en toets en verandering daarvan; en
- (b) vervaardiging van onderdele vir die uitrusting, instrumente, toebehore of apparaat wat deur die houer van die lisensie waarvoor dit gegradeer is, nagesien, herstel, getoets of verander word.

B.3.10. Algemeen.

(1) 'n Gelisensieerde vliegtuigonderhoudsorganisasie moet voldoende registers byhou van alle werk uitgevoer.

(2) Die registers in paragraaf (1) gemeld moet—

- (a) die naam van die persoon of persone deur wie die werk uitgevoer is, aantoon;
- (b) die naam van die persoon of persone deur wie die werk geïnspekteer is, aantoon;

(ii) the assembly of an aircraft and any adjustment, minor repair or minor modification of an aircraft;

(iii) the installation or replacement of completed sub-assemblies, equipment, instruments and minor parts of an aircraft;

(iv) the overhaul, repair or modification of a piston engine including its accessories and propeller or propellers, but excluding major modifications and major repairs to its propeller or propellers and excluding any special processes such as plating of the engine and its accessories of an aircraft whose maximum permissible all-up weight does not exceed 6,000 lb. (2,664 kilograms); and

(v) the manufacture of components and parts of an aircraft, including its engine or engines, for which the licence is rated under Category E; and

(c) to certify, before a trial flight or when this certification is a condition for flight imposed by the Commissioner for Civil Aviation, the fitness-for-flight of an aircraft.

(10) For the purpose of sub-paragraph (b) (iii) of paragraph (9) a completed sub-assembly shall comprise a unit built up of individual parts to form a complete unit such as a wing, aileron, landing gear shockstrut, wheel, complete landing gear, tailplane, fin, rudder, elevator and similar units of an aircraft.

(11) Category W (Type II Licence). Except as provided for in regulations B.3.9. (2) and B.3.9. (3) the privileges of a rating under Category W shall be limited to equipment for which the licence is rated under Category W and shall be—

- (a) to issue a maintenance release (certificate of safety-for-flight) for such equipment;
- (b) to certify, in the manner prescribed in these regulations—
 - (i) work which the maintenance schedule relating to the aircraft permits the holder of a Category W licence to certify;
 - (ii) the fitness-to-return-to-service of equipment for which the licence is rated;
 - (iii) any adjustment, minor repair or minor modification of such equipment; and
 - (iv) the installation of such equipment in aircraft and the replacement of components and parts of such equipment: Provided that no equipment may be dismantled for the purpose of making internal replacements.

(12) Category X (Type I Licence). The privileges of a rating under Category X shall be limited to equipment, instruments, components, accessories or apparatus for which the licence is rated under Category X and shall be to certify, in the manner prescribed in these regulations—

- (a) their overhaul, repair, testing and modification; and
- (b) the manufacture of components and parts for the equipment, instruments, accessories or apparatus which are overhauled, repaired, tested or modified by the holder of that licence and for which it is rated.

B.3.10. General.

(1) A licensed aircraft maintenance organization shall keep adequate records of all work done.

(2) The records referred to in paragraph (1) shall—

- (a) indicate the name of the person or persons by whom work was performed;
- (b) indicate the name of the person or persons by whom work was inspected;

- (c) die naam van die persoon onmiddellik in beheer van die werk aantoon indien hy nie die persoon is wat die werk uitgevoer of geïnspekteer het nie; en
- (d) minstens twee jaar bewaar word.
- (3) Elke gelisensieerde vliegtuigonderhoudsorganisasie moet lopende registers byhou van die personeel in sy diens wat direk in beheer van onderhouds- en inspeksiewerk is, en moet die Kommissaris van Burgerlugvaart, soos deur hom verlang word, van veranderings ten opsigte van personeel op die voorgeskrewe wyse in kennis stel.
- (4) Die registers genoem in paragraaf (3) moet die inligting ten opsigte van die kwalifikasies van elke persoon bevat wat nodig is vir nakoming van die vereistes van hierdie regulasies.
- (5) Geen gelisensieerde vliegtuigonderhoudsorganisasie mag toelaat dat 'n persoon regstreeks in beheer van enige onderhouds- of inspeksieverrigting is nie tensy—
- (a) registers soos vereis by paragrawe (1), (2), (3) en (4) bygehou word;
- (b) dié persoon 'n goedgekeurde tydperk van vakleerlingskap in een van die ambagte aangewys vir die Lugvaartbedryf ingevolge die Wet op Vakleerlinge, 1944 (Wet No. 37 van 1944), soos gewysig, uitgedien het, of toepaslike ondervinding gelykstaande met dié wat normaalweg gedurende so 'n vakleerlingskap verworf word, opgedoen het; en
- (c) dié persoon minstens agtien maande (waarvan 'n tydperk van vakleerlingskap of opleiding gelykstaande daarmee inbegrepe is) praktiese ondervinding opgedoen het van die werkwyse, toepassing en inspeksiemetodes en van die materiaal, gereedskap, masjiengereedskap en uitrusting gewoonweg gebruik vir die onderhouds- of inspeksiewerk waarvan hy regstreeks in beheer is.
- (6) Wanneer 'n vliegtuigonderhoudsorganisasie-lisensie beperk is tot 'n graad in Kategorie X en tot spesifieke uitrusting, toebehoore, hulpmiddels of onderdele, vir die nasien waarvan die Kommissaris van Burgerlugvaart dit onnodig ag om die vereiste van subparagraaf (b) van paragraaf (5) toe te pas, kan hy afsien van vereiste.
- (7) 'n Gelisensieerde vliegtuigonderhoudsorganisasie moet—
- (a) verseker dat 'n persoon deur hom in diens geneem en gemagtig om namens hom 'n onderhoudsvrystelling (veiligheidsertifikaat) of 'n sertifikaat insake die geskiktheid-om-diens-te-hervat van 'n lugvaartuig uit te reik—
- (i) minstens een-en-twintig jaar oud is;
- (ii) die toepaslike ondervinding en kennis besit soos vereis by regulasies B.2.4. (3) en B.2.4. (4) van Byvoegsel B.2; en
- (b) die naam van elke persoon so gemagtig aan die Kommissaris van Burgerlugvaart voorlê.
- (8) 'n Vliegtuigonderhoudsorganisasie moet sy lisensie of 'n afskrif daarvan in 'n opvallende plek op sy perseel vertoon en indien 'n afskrif daarvan vertoon word, moet die oorspronklike lisensie op aanvraag ter insae voorgelê word.
- (9) 'n Advertensie deur 'n organisasie wat aantoon dat dit 'n gelisensieerde vliegtuigonderhoudsorganisasie is, moet 'n verwysing na die kategorie en uitrusting waarvoor sy lisensie gegradeer is, bevat.
- (10) 'n Persoon deur die Kommissaris van Burgerlugvaart behoorlik daartoe gemagtig, moet te enige tyd toegelaat word om inspeksie van die werkswinkels, materiaal, uitrusting, fasiliteite en registers van 'n gelisensieerde vliegtuigonderhoudsorganisasie te doen.

- (c) indicate the name of the person directly in charge of work if he was other than the person who performed or inspected such work; and
- (d) be retained for at least two years.
- (3) Every licensed aircraft maintenance organization shall keep current records of personnel employed by it who are directly in charge of maintenance and inspection operations and shall inform the Commissioner for Civil Aviation in the prescribed form of changes of such personnel as he may require.
- (4) The records referred to in paragraph (3) shall contain such information concerning the qualifications of each person as is necessary to comply with the requirements of these regulations.
- (5) No licensed aircraft maintenance organization shall permit a person to be directly in charge of any maintenance or inspection operation unless—
- (a) records as required by paragraphs (1), (2), (3) and (4) are kept;
- (b) that person has satisfactorily completed a recognised period of apprenticeship in one of the trades designated for the Aviation Industry in terms of the Apprenticeship Act, 1944 (Act No. 37 of 1944), as amended, or has had appropriate experience equivalent to that normally gained during such apprenticeship; and
- (c) that person has had a period of at least eighteen months (which period may include an apprenticeship period or its equivalent) of practical experience in the procedures, practices and inspection methods and of the materials, tools, machine tools and equipment generally used in such maintenance or inspection operation of which he is directly in charge.
- (6) When an aircraft maintenance organization licence is limited to a rating under Category X and to such specific equipment, components, accessories, auxiliaries or parts, for the overhaul of which the Commissioner for Civil Aviation considers it unnecessary to apply the requirement of sub-paragraph (b) of paragraph (5) he may waive such requirement.
- (7) A licensed aircraft maintenance organization shall—
- (a) ensure that a person in its employ authorised by it to issue on its behalf a maintenance release (certificate of safety) or a certificate of fitness-to-return-to-service of an aircraft, is—
- (i) not less than twenty-one years of age; and
- (ii) has the appropriate experience and knowledge required by regulations B.2.4. (3) and B.2.4. (4) of Appendix B.2; and
- (b) submit the name of each such person so authorised to the Commissioner for Civil Aviation.
- (8) An aircraft maintenance organization shall display its licence or a copy thereof in a conspicuous place on its premises and if a copy is displayed it shall produce the original of the licence for inspection upon application.
- (9) Any advertisement by an organization indicating that it is a licensed aircraft maintenance organization shall contain a reference to the category and equipment for which its licence is rated.
- (10) A person duly authorised by the Commissioner for Civil Aviation shall be permitted at any time to inspect the workshops, materials, equipment, facilities and records of a licensed aircraft maintenance organization.

(11) 'n Gelisensieerde vliegtuigonderhoudsorganisasie mag nie, sonder om die Kommissaris van Burgerlugvaart daarvan in kennis te stel, veranderings aanbring ten opsigte van die wyse, soos uiteengesit in die prosedurehandleiding gemeld in paragraaf (2) van regulasie B.3.1, waarop regulasies B.3.3 tot en met B.3.6 uitgevoer moet word nie.

(12) Veranderings aangemeld soos vereis by paragraaf (11) is onderhewig aan hersiening deur die Kommissaris van Burgerlugvaart wat na goedgekeurde van genoemde organisasie kan vereis om die prosedure soos uiteengesit in genoemde handleiding te hervat of 'n ander prosedure, deur die Kommissaris van Burgerlugvaart goedgekeur, aan te neem.

(13) Die Kommissaris van Burgerlugvaart kan te eniger tyd op versoek van 'n gelisensieerde vliegtuigonderhoudsorganisasie die lisensie aan die organisasie uitgereik, intrek, of onderhewig aan nakoming van die toepaslike vereistes van hierdie regulasies, 'n lisensie wysig.

B.3.11. *Hernuwing.*

(1) Die applikant om hernuwing van 'n vliegtuigonderhoudsorganisasielensie moet—

(a) 'n aansoekvorm wat van die Sekretaris van Vervoer (ABL) of van die naaste vliegtuiginspekteur van die Departement van Vervoer verkrygbaar is, invul en dit tesame met die geldbedrag voorgeskryf in Byvoegsel K, aan die Sekretaris van Vervoer (ABL) of aan voornoemde vliegtuiginspekteur terugstuur; en

(b) die Kommissaris van Burgerlugvaart tevrede stel dat hy die ander vereistes van hierdie Byvoegsel nakom.

(2) Die aansoek om hernuwing van 'n vliegtuigonderhoudsorganisasielensie moet minstens twaalf maande voor die vervaldatum van die lisensie ingevolge die voorskrifte van subparagraaf (a) van paragraaf (1) gedoen word."

10. Regulasie G. 2 van Byvoegsel G word gewysig deur na paragraaf (5) *ter* die volgende nuwe paragraaf in te voeg:—

„(5) *quat. Fabrik van die Suid-Afrikaanse Steenkool-, Olie- en Gaskorporasie, Beperk (SASOL), Sasolburg.*

Sirkel straal 1 seemyl.

Middelpunt S.B. 26° 49' 35". O.L. 27° 50' 52".

11. Byvoegsel K word gewysig deur na die uitdrukking—

„Hernuwing van lisensie van vliegtuigonderhoudsingenieur 0 5 0”

die volgende uitdrukking in te voeg—

„Eerste uitreiking van vliegtuigonderhoudsorganisasielensie: per kategorie 2 2 0

Toestaan van graad bykomende aan graad of grade toegestaan by die eerste uitreiking van vliegtuigonderhoudsorganisasielensie: per graad 1 1 0

Hernuwing van lisensie van vliegtuigonderhoudsorganisasie: per kategorie 1 1 0”.

(11) A licensed aircraft maintenance organization shall not, without notifying the Commissioner for Civil Aviation, institute any change in the manner as set out in the manual of procedure referred to in paragraph (2) of regulation B.3.1, in which regulations B.3.3 to B.3.6 inclusive are to be complied with.

(12) Changes notified as required by paragraph (11) shall be subject to review by the Commissioner for Civil Aviation who in his discretion may require the said organization to revert to the procedure as set out in the said manual or to adopt some other procedure of which the Commissioner for Civil Aviation approves.

(13) The Commissioner for Civil Aviation may at any time at the request of a licensed aircraft maintenance organization cancel or, subject to compliance with the relevant requirements of these regulations, amend any licence issued to it.

B.3.11. *Renewal.*

(1) An applicant for the renewal of an aircraft maintenance organization licence shall—

(a) complete an application form obtainable from the Secretary for Transport (DCA) or from the nearest Inspector of Aircraft of the Department of Transport and shall return it with the fee prescribed in Appendix K, to the Secretary for Transport (DCA) or to such Inspector of Aircraft; and

(b) satisfy the Commissioner for Civil Aviation that he complies with the other requirements of this Appendix.

(2) The application for the renewal of an aircraft maintenance organization licence shall be made in the manner prescribed in sub-paragraph (a) of paragraph (1) at least twelve months prior to the date of expiry of the licence.”.

10. Regulation G.2 of Appendix G is amended by the insertion after paragraph (5) *ter* of the following new paragraph:—

“(5) *quat. South African Coal, Oil and Gas Corporation, Limited (SASOL) Factory, Sasolburg.*

Circle 1 nautical mile radius.

Centre Lat. 26° 49' 35" S. Long. 27° 50' 52" E.”.

11. Appendix K is hereby amended by the insertion after the expression—

“Renewal of aircraft maintenance engineer licence 0 5 0.”

of the expression—

“Initial issue of aircraft maintenance organization licence: per category ... 2 2 0

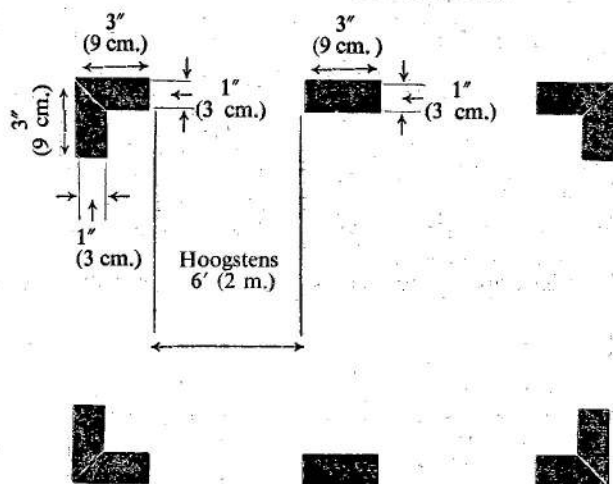
Grant of rating additional to rating or ratings granted upon initial issue of aircraft maintenance organization licence: per rating 1 1 0

Renewal of aircraft maintenance organization licence: per category 1 1 0”.

12. Die volgende byvoegsel word na Byvoegsel M hierby ingevoeg:—

„BYVOEGSEL N.

OOPBREEKPLEKMERKE AAN LUGVAARTUIE.



OPMERKING.

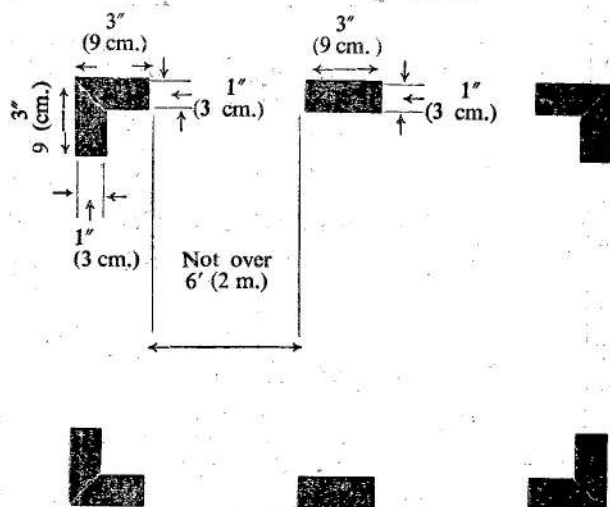
(1) Die kleur van die merke moet rooi of geel wees en, indien nodig, moet hulle met wit omlyn word ten einde teenstelling met die agtergrond te vorm.

(2) Indien die afstand tussen die hoekmerke 6 voet (2 meter) oorskry, moet tussenlyne 3 duim $\times$ 1 duim (9 cm. $\times$ 3 cm.) op so 'n wyse ingevoeg word dat daar hoogstens 6 voet (2 meter) tussen die aanliggende merke is.”.

12. The following Appendix is hereby inserted after Appendix M:—

“APPENDIX N.

BREAK-IN MARKINGS ON AIRCRAFT.



NOTE.

(1) The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.

(2) If the corner markings are more than 6 feet (2 metres) apart, intermediate lines 3 inches $\times$ 1 inch (9 cm. $\times$ 3 cm.) shall be inserted so that there is no more than 6 feet (2 metres) between adjacent marks.”.



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