



Government Gazette Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Regulation Gazette

No. 10933

Regulasiekoerant

Vol. 645

**29 March
Maart 2019**

No. 42362

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ISSN 1682-5843



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GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. R. 520

29 MARCH 2019

CIVIL AVIATION ACT, 2009 (ACT No. 13 of 2009)

TWENTIETH AMENDMENT OF THE CIVIL AVIATION REGULATIONS, 2019

I, Bonginkosi Emmanuel Nzimande, Minister of Transport hereby, in terms section 155(1) of the Civil Aviation Act, 2009, (Act No. 13 of 2009), make the Regulations set out in the Schedule hereunder.



Dr. B.E Nzimande, MP
Minister of Transport

Date:

28/03/2019

SCHEDULE

CIVIL AVIATION ACT, 2009 (ACT NO.13 OF 2009)

TWENTIETH AMENDMENT OF THE CIVIL AVIATION REGULATIONS, 2019

GENERAL EXPLANATORY NOTE:

[] Words in bold type in square brackets indicate omissions from existing regulations.

_____ Words underlined with a solid line indicate insertions in existing regulations.

Definition

1. In this Schedule “the Regulations” means the Civil Aviation Regulations, 2011 published by Government Notice No. R. 425 dated 1 June 2012; as amended.

Amendment of regulation 1.01.1 of the Regulations

2. Regulation 1.01.1 is hereby amended by—
 - (a) the insertion after the definition of “aerodrome manager” of the following definitions:

““aerodrome climatological table” means table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome;”;

““aerodrome meteorological office” means an office designated to provide a meteorological service for an aerodrome serving international air navigation;”;

- (b) the insertion after the definition of “aerodrome operational area” of the following definition:

““aerodrome pair” means two aerodromes composed of a departing aerodrome and an arrival aerodrome;”;

- (c) the insertion after the definition of “aeronautical information service (AIS) operational area” of the following definition:

““aeronautical meteorological station” means a station designated to make observations and meteorological reports for use in international air navigation;”;

- (d) the insertion after the definition of “aircraft maintenance organisation” of the following definition:

““aircraft observation” means an evaluation of one or more meteorological elements made from an aircraft in flight;”;

- (e) the insertion after the definition of “airborne navigation database” of the following definition:

““AIRMET information” means information issued by a MWO concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in an FIR concerned or sub-area thereof;”;

- (f) the insertion after the definition of “airport operator certificate officer” of the following definition:

““air-report” means a report from an aircraft in flight prepared to conform with requirements for position, operational and meteorological reporting;”

- (g) the insertion after the definition of “break” of the following definition:

““briefing” means oral commentary on existing, expected and potential conditions;”;

- (h) the insertion after the definition of “Category IIIC (CAT IIIC)” operation” of the following definitions:

““catering stores” means items, other than catering supplies, associated with passenger in-flight services such as newspapers, magazines, headphones, audio and video tapes, pillow and blankets, and amenity kits;

““catering supplies” means food, beverages, other dry stores and associated equipment used on board an aircraft;”;

- (i) the insertion after the definition of “conventionally controlled microlight aeroplane” of the following definition:

““conversion process” means a technology used to convert a feedstock into aviation alternative fuel;”;

- (j) the insertion after the definition of “current flight plan” of the following definition:

““cyber security” means a technique of protecting computers, networks, data and programmes from unauthorised access or attacks that are aimed for exploitation;”;

- (k) the substitution for the definition of “duty” of the following definition:

““duty” means any task that a [flight or cabin crew members] crew member or ATS personnel [are] is required by [the] an operator or ANSP to perform, including, [for example]as the case may be, time-in-position, flight duty, administrative work, training, positioning and standby [when it is likely to induce fatigue]”;

- (l) the substitution for the definition of “duty period” of the following definition:

““duty period” means [any continuous] a period [throughout which either a] starting when an ATS personnel or a crew member commence a duty and includes time when a crew member flies in [any] an aeroplane [, whether as a crew member or as a passenger,] at the behest of his or her employer, [or otherwise carries out a required

duty in the course of his or her employment. It includes time-in-position, any flight duty period, positioning, ground or flight training, office duties, flight watch, home reserve and standby duty and ending when that person is free from all duties;”;

- (m) the substitution for the definition of “fatigue” of the following definition:

““fatigue” means a physiological state of reduced mental or physical performance capability resulting from sleep loss, [or] extended wakefulness, mental or physical activity, circadian phase or workload that may impair a [crew member’s] person’s alertness and ability to safely operate an aircraft or perform safety related operational duties;”;

- (n) the insertion after the definition of “Fatigue Risk Management System (FRMS)” of the following definition:

““feedstock” means a type of unprocessed raw material used for the production of aviation alternative fuel;”;

- (o) the insertion after the definition of “free balloon” of the following definition:

““fuel uplift” means measurement of fuel provided by a fuel supplier, as documented in the fuel delivery notes or invoices for each flight;”;

- (p) the insertion after the abbreviation of “Metadata” of the following abbreviation:

““METAR” means aerodrome routine meteorological report in meteorological code;”;

- (q) the insertion after the definition of “meteorological service” of the following definition:

““meteorological watch office” means an office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility;”;

- (r) the insertion after the definition of “movement area” of the following definition:

““national accreditation body” means an institution responsible for third party or verification body attestation related to conformity assessments and calibration facilities conveying formal demonstration of their competence to carry out tasks against specified criteria;”;

- (s) the insertion after the definition of “navigation specification” of the following definition:

““new entrant” means any aeroplane operator that commences an aviation activity falling within the scope of Subpart 10 of Part 91 and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator;”;

- (t) the insertion after the definition of public health emergency of international concern” of the following definition:

““QNH” means altimeter sub-scale setting to obtain elevation when on the ground;”;

- (u) the substitution for the definition of “SIGMET information” of the following definition:

““SIGMET information” means information issued by a MWO concerning [the] an occurrence or expected occurrence [or] of specified weather en-route and other phenomena in the atmosphere which may affect the safety of aircraft operations;”;

- (v) the insertion after the definition of “state aircraft” of the following definition:

““state pair” means two contracting States composed of a State of departure or its territory and a State of arrival or its territory;”;

- (w) the insertion after the definition of “transition level” of the following definition:

““tropical cyclone advisory centre” means meteorological centre designated to provide advisory information to MWO, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones;”;

- (x) the insertion after the definition of “verification” of the following definitions:

““verification body” means an accredited independent third party responsible for verification of emission reports including emission units cancellation report;

“verification of report” means an independent and systematic evaluation process of an emissions report and, when required, a cancellation of eligible emissions units report, which has been sufficiently documented;”

“verification report” means a document, issued by a verification body, containing a verification statement and required supporting information;”
and

- (y) the insertion after the definition of “VOLMET” of the following definition:

““volume” means the quantity of three-dimensional space occupied by a liquid, solid or gas and is measured in litres where 1L=1dm³=10⁻³m³.”

Amendment of regulation 1.01.2 of the Regulations

3. Regulation 1.01.2 is hereby amended by—

- (a) the insertion after the abbreviation of “AC” of the following abbreviation:

“ACARS means Aircraft Communications Addressing and Reporting System;”

- (b) the insertion after the abbreviation of “AMO” of the following abbreviation:

“ANSP means Air Navigation Service Provider;”;

- (c) the insertion after the abbreviation of “CDL” of the following abbreviation:

“CERT means CO₂ Estimation and Reporting Tool;”;

- (d) the insertion after the abbreviation of “COMAT” of the following abbreviations:

“CO₂ means carbon dioxide;

CO₂e means carbon dioxide equivalent in context of greenhouse gases; and

CORSIA means Carbon Offsetting and Reduction Scheme for International Aviation;”;

- (e) the insertion after the abbreviation of “CARS” of the following abbreviation:

“CAVOK means clouds and visibility okay;”;

- (f) the insertion after the abbreviation of “EMC” of the following abbreviations:

“EMP means emissions monitoring plan;”; and

EMPr means environmental management programme;”;

- (g) the insertion after the abbreviation of “FDR” of the following abbreviation:

“FIR means flight information region;”;

- (h) the insertion after the abbreviation of “FUA” of the following abbreviation:

“GHG means greenhouse gases;”;

- (i) the insertion after the abbreviation of "IAF" of the following abbreviation:
"IAF means international accreditation forum;";
- (j) the insertion after the abbreviation of "ICAO" of the following abbreviation:
"IEC means International Electrotechnical Commission;";
- (k) the insertion after the abbreviation of "IRI" of the following abbreviation:
"ISO means International Organization for Standardization;";
- (l) the insertion after the abbreviation of "MNPS" of the following abbreviations:
"MRV means monitoring, reporting and verification;";
"MWO means meteorological watch office;";
- (m) the insertion after the abbreviation of "MEL" of the following abbreviation:
"MJ means megajoule;";
- (n) the insertion after the abbreviation of "MTOM" of the following abbreviation:
"NASP means National Aviation Security Programme;";
- (o) the insertion after the abbreviation of "OpSpec" of the following abbreviation:
"OPMET means operational meteorological information;";
- (p) the insertion after the abbreviation of "SRC" of the following abbreviation:
"SPECI means aerodrome special meteorological report in meteorological code;";

- (q) the insertion after the abbreviation of “TAA” of the following abbreviation:

“TAF means terminal aerodrome forecast;”

- (r) the insertion after the abbreviation of “WAFC” of the following abbreviation:

“WMO means World Meteorological Organization;”

Amendment of regulation 1.02.1 of the Regulations

4. Regulation 1.02.1 is hereby amended by the insertion after the unit measurement of “hertz (Hz)” of the following unit of measurement:

“hour (h)” is a period between two events measured as one hour=60min=3600s;”

Amendment of Part 43 of the Regulations

5. Regulation 43.02.2 is hereby amended by the substitution in sub-regulation (1) for paragraphs (a) and (b) of the following paragraphs:

- “(a) is a holder of an AME licence with an appropriate rating issued in terms of Part 66 or carries out maintenance under the direct supervision of such holder of an AME licence; [and]
(b) is authorised by a holder of an AMO approval with an appropriate rating issued in terms of Part 145, to carry out maintenance within the scope of such approval; [or] and”.

Amendment of Part 61 of the Regulations

6. Part 61 of the Regulations is hereby amended by—

- (a) the substitution in regulation 61.01.5 for sub-regulation (11) of the following sub-regulation:

“(11) The following requirements shall be complied with for the initial issue of a licence or rating—

- (a) [the] an application in a prescribed form accompanied by an applicable skills test [forms shall] to be submitted to the Director within 30 days of the skills test [.];
 - (b) the initial expiry date of the maintenance of competency of a licence or validity of a rating is calculated from the last day of the month in which the skills test was conducted[.]; and
 - (c) where an application referred to in paragraph (a) is submitted after the prescribed 30-day period, such application shall be accompanied with written reasons acceptable to the Director.”.
- (b) the substitution in regulation 61.01.5 for sub-regulation (12) of the following in sub-regulation:

“(12) A holder of a licence shall undergo a competency check or a revalidation check before the expiry of a competency or a rating. Provided that—

 - (a) such a holder shall submit, to the Director, an application for revalidation of a competency or a rating, in a prescribed form, within 30 days of such competency check or revalidation check;
 - (b) if a competency check or revalidation check is conducted within 90 days prior to expiry date of a competency or a rating, a new expiry date shall be calculated from the last day of the month of expiry of such competency or rating;
 - (c) if a competency check or revalidation check is conducted more than 90 days prior to expiry date of a competency or a rating, a new expiry date shall be calculated from the last day of the month in which a competency check or a revalidation check was conducted; and
 - (d) the Director may grant an extension not exceeding 30 days from the date of expiry of a competency or a rating upon receipt of an application accompanied by written reasons providing for exceptional circumstances”.
- (c) the substitution in sub-regulation (9)(b) of regulation 61.01.9 for the words preceding subparagraph (i) of the following words:

- “(b) **[The] A** holder of an aeroplane or a helicopter pilot licence, or an equivalent pilot licence in the weight-shift controlled microlight aeroplane, or gyroplane [or glider] category who wishes to obtain a PPL (A) or PPL (H) may be credited with up to a maximum of 10 hours. The additional 35 hours required must be addressed in a PPL training course which includes— “;
- (d) the insertion in sub-regulation (9) of regulation 61.01.9 after paragraph (d) for the following paragraphs:
- “(e) a holder of a glider pilot licence endorsed with the glider pilot category who wishes to obtain a PPL(A) may be credited with a maximum of 20 hours. The additional 25 hours required shall be addressed in a PPL training course which shall include—
- (i) a minimum of 10 hours dual instruction in an aeroplane; and
 - (ii) a minimum of 5 hours solo flying time, which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that, at least one of the aerodromes from which an aircraft takes off for this flight shall be an aerodrome at which an ATSU is in operation and for which a flight plan shall have been filed.
- (f) A holder of a national pilot licence endorsed with a touring motor glider pilot category who wishes to obtain a PPL (A) may be credited with a maximum of 30 hours. The additional 15 hours required must be addressed in a PPL training course which includes—
- (i) a minimum of 10 hours dual instruction in an aeroplane; and
 - (ii) a minimum of 5 hours solo flying time, which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that, at least one of the aerodromes from which an aircraft takes off for this flight shall be an aerodrome at which an ATSU is in operation and for which a flight plan shall have been filed.”.

- (e) the substitution in regulation 61.01.9 for sub-regulation (23) of the following sub-regulation:

“(23) A South African Air Force pilot may be accredited for theoretical knowledge requirements and for flight time for a civilian pilot licence or rating issued in terms of Part 61 under the following circumstances:

- (a) such accreditation shall be done in accordance with relevant requirements prescribed in Document SA-CATS 61;
- (b) an applicable licence requested shall be endorsed with classes and types of aircraft entered in the South African Air Force logbook and applicable night rating;
- (c) for instrument rating to be endorsed on a licence, upon providing proof that he or she has successfully concluded an instrument skills test within the last 90 days under the South African Air Force and complies with the relevant skills test as prescribed in Document SA-CATS 61; and
- (d) for issuing of PPL, CPL, ATPL and instrument rating, he or she shall complete relevant skills test with a DFE designated by the Director”.

Amendment of Part 63 of the Regulations

8. Part 63 of the Regulations is hereby amended by—

- (a) the substitution for regulation 63.01.7 of the following regulation:

“63.01.7 An applicant for or holder of a flight engineer licence shall obtain a **[Class 1]** medical certificate issued in terms of Part 67.”;

- (b) the substitution in regulation 63.02.1 for paragraph (b) of the following paragraph:

“(b) hold a valid **[Class 1]** medical certificate issued in terms of Part 67;”.

Amendment of Part 64 of the Regulations

8. Part 64 of the Regulations is hereby amended by—

- (a) the substitution for regulation 64.01.6 of the following regulation:

“64.01.6 An applicant for or the holder of a cabin crew member licence shall obtain a **[Class 2]** medical certificate issued in terms of Part 67.”.

- (b) the substitution in regulation 64.02.1 for paragraph (b) of the following paragraph:

“(b) hold a valid **[Class 2]** medical certificate issued in terms of Part 67;”.

Amendment of Part 65 of the Regulations

9. Part 65 of the Regulations is hereby amended by—

- (a) the substitution for regulation 65.01.4 of the following regulation:

“Medical fitness

65.01.4 An applicant for or holder of an air traffic service licence shall

[–

- (a) **in the case of an air traffic controller,]** obtain a **[Class 3]** medical certificate [; or
(b) **in the case of an air traffic service assistant, obtain a Class 4 medical certificate,]** issued in terms of Part 67.”;

- (b) the substitution in regulation 65.02.1(1) for paragraph (b) of the following paragraph:

“(b) **[in the case of an air traffic controller,]** hold a valid **[Class 3]** medical certificate issued in terms of Part 67;”;

- (c) the deletion in regulation 65.02.1(1) of paragraph (c);
(d) the substitution in for regulation 65.02.4 of the following regulation:

“Application for air traffic service licence

65.02.4 (1) An application for the issuing of an ATS [air traffic service] licence shall be made to the Director in the appropriate prescribed form.

(2) An application referred to in sub-regulation (1) shall be accompanied by—

- (a) an original or certified copy of identity document of an applicant showing;
 - (b) proof of age of an applicant if not indicated in the identity document;
 - (c) appropriate medical certificate issued in terms of Part 67;
 - (d) appropriate certificate of competency as prescribed in Documents SA-CATS 65, which has been signed by a rating assessment examiner;
 - (e) appropriate fee as prescribed in Part 187; and
 - (f) two recent passport size photographs of an applicant.”;
- and

- (e) the substitution in regulation 65.02.6 for sub-regulation (1) of the following sub-regulation:

“(1) An ATS licence is valid for an indefinite period on condition that a licence holder—

- (a) has an appropriate medical certificate issued in terms of Part 67;
- (b) holds the appropriate valid rating;
- (c) continually exercises a particular rating in the normal course of duties of employment as per the ATS currency of validation table as prescribed in Document SA-CATS 65;
- and
- (d) maintains competency by complying with appropriate requirements prescribed in this Part.”.

Amendment of Part 67 of the Regulations

10. Part 67 of the Regulations is hereby amended by the substitution for regulation 67.00.2 of the following regulation:

“Classes of medical certificates

67.00.2 (1) The classes of medical certificates are as follows:

- (a) Class 1 –

- [(i) airline transport pilot: aeroplane and helicopter;**
 - (ii) commercial pilot: aeroplane and helicopter;**
 - (iii) flight test rating;**
 - (iv) commercial microlight aeroplane pilot;**
 - (v) gyroplane pilot for commercial purposes;**
 - (vi) commercial glider pilot;**
 - (vii) airship pilot for commercial purposes;**
 - (viii) flight engineer; and**
 - (ix) powered paraglider pilot for commercial purposes;]**
 - (i) ATPL;
 - (ii) CPL for aeroplane, airship and helicopter;
 - (iii) Class I test pilot rating;
 - (iv) instrument rating;
- (b) Class 2 –**
 - [(i) private pilot: aeroplane and helicopter;**
 - (ii) student pilot;**
 - (iii) cabin crew member; and**
 - (iv) free balloon pilot for commercial purposes;]**
 - (i) SPL;
 - (ii) PPL for aeroplane, airship and helicopter;
 - (iii) flight engineer licence;
 - (iii) free balloon CPL;
 - (iv) Class II test pilot rating;
 - (v) commercial glider pilot;
 - (vi) Part 96 authorisation issued under a Part 62 licence;
- (c) Class 3 –**
 - (i) ATC;**
 - (ii) air traffic service assistant;**

(iii) RPL**(d) Class 4 –**

- [(i) microlight aeroplane pilot;**
- (ii) glider pilot;**
- (iii) gyroplane pilot for non-commercial purposes;**
- (iv) airship pilot for non-commercial purposes;**
- (v) free balloon pilot for non-commercial purposes;**
- (vi) hang-glider pilot;**
- (vii) paraglider pilot;**
- (viii) powered paraglider pilot for non-commercial purposes; and**
- (ix) air traffic service assistant.]**
- (i) cabin crew member licence;
- (ii) microlight (conventional microlight weight shift) aeroplane pilot licence;
- (iii) gyroplane pilot licence;
- (iv) free balloon pilot licence (non-commercial);
- (v) light sport aeroplane pilot licence;
- (vi) touring motor glider pilot licence;
- (vii) glider pilot licence (non-commercial)
- (viii) tandem paraglider pilot licence;
- (ix) powered tandem paraglider and para trike pilot licence;
- (x) tandem hang-glider pilot licence;
- (xi) powered tandem hang glider pilot licence;
- (xii) powered parachute pilot licence;
- (xiii) tandem parachutist or skydiver licence;
- (xiv) flight instructor licence for microlight, light sport aeroplane, glider, touring motor glider, gyroplane, gyro-glider, tandem paraglider, powered paraglider, tandem hang-glider, powered hang-glider, and tandem powered parachute;

- (xv) national test pilot rating;
- (xvi) SPL for the licence categories referred to in subparagraphs (i) to (xvi);
- (e) Class 5–
 - (i) paraglider licence;
 - (ii) powered paraglider licence;
 - (iii) powered paratrike licence;
 - (iv) weight shift or surface control hang-glider licence;
 - (v) powered hang-glider licence;
 - (vi) parachute licence;
 - (vii) powered parachute;
 - (viii) solo instructor for para-gliding or hang-glider and all powered versions thereof;
 - (ix) paragliding, hang gliding and parachuting student licence.

(2) A flight crew member who holds a valid Class 1 medical certificate shall be deemed to hold a valid Class 2 and Class 4 medical [certificate] certificates.

(3) An **[air traffic service] ATS** personnel member who holds a valid Class 3 medical certificate shall be deemed to hold a valid Class 4 medical certificate.

(4) Upon expiry of a Class 1 medical certificate referred to in sub-regulation (2), a flight crew member may, if he or she does not renew a Class 1 medical certificate, may request that such expired Class 1 medical certificate be substituted by a Class 2 or Class 4 medical certificate, which shall be valid for the remainder of the period for which it would have been valid as a Class 2 or a Class 4 medical certificate as the case may be in accordance with regulation 67.00.6.

(5) Upon expiry of a Class 3 medical certificate referred to in sub-regulation (3), an ATS may, if he or she does not renew a Class 1 medical certificate, request that such expired Class 1 medical certificate be substituted by a Class 3 medical certificate, which shall be valid for the remainder of the period for which it would have been valid as a Class 3 medical certificate in accordance with regulation 67.00.6.

(6) The medical requirements, **[and]** standards or guidelines to be complied with by an applicant for, or **[the]** a holder of, a [Class 1, 2, 3 or 4] medical certificate are as prescribed in Document SA-CATS 67.

(7) A holder of a Class 4 medical certificate who flies above 12 000 ft. shall meet the respiratory and lung function test requirements of a Class 2 medical certificate as prescribed in Document SA-CATS 67.

(8) A person under 60 years of age who submits to the Director a duly completed Class 5 medical self-declaration in the appropriate prescribed form, signed by a medical practitioner registered under the Health Professions Act, 1974 (Act No. 56 of 1974, shall be deemed to be a holder of a Class 5 medical certificate.

(9) A person aged 60 years or older who submits to the Director a duly completed Class 5 medical declaration in the appropriate prescribed form, signed by a medical practitioner registered under the Health Professions Act, 1974 (Act No. 56 of 1974, shall be deemed to be a holder of a Class 5 medical certificate.”.

Amendment of Part 91 of the Regulations

11. Part 91 of the Regulations is hereby amended by—

- (a) the substitution in regulation 91.01.1 for sub-regulation (1) of the following sub-regulation:

“Applicability

91.01.1 (1) Subject to the provisions of sub-regulation (2), this Part applies to—

- (a) aircraft operated within the Republic whether registered in South Africa or in a foreign country;
- (b) aircraft registered in the Republic and operated internationally;
- (c) persons acting as crew members in the Republic; **[and]**
- (d) persons who are on board an aircraft operated under this Part; and
- (e) crew members licensed in terms of these Regulations whether operating a South African or foreign registered aircraft.

- (b) the insertion after Subpart 9 of the following Subpart:

“SUBPART 10
CORSIA

Applicability

91.10.1 (1) This Subpart applies to an aeroplane operator that—

- (a) is attributed to the Republic in accordance with regulation 91.10.2; and**
- (b) produces annual CO₂ emissions greater than 10,000 tonnes from the use of an aeroplane with a MCTOW greater than 5,700 kg conducting international flights on or after 1 January 2019.**

(2) This Subpart is not applicable to—

- (a) a humanitarian flight;**
- (b) a medical flight; and**
- (c) a firefighting flight.**

Attribution of an aeroplane operator to the Republic

91.10.2 (1) An aeroplane operator with international flights shall be identified and considered attributed to the Republic if an aeroplane operator has a valid AOC or equivalent, issued by the Director.

(2) If an aeroplane operator changes its attributes and is attributed to a new State but has not established a new entity or a subsidiary, then that new State shall become the State to which an aeroplane operator fulfills its requirements under this Subpart at the start of the next compliance period.

(3) An aeroplane operator and its wholly owned subsidiary aircraft operator may be treated as a single consolidated aeroplane operator liable for compliance with the requirements of this Subpart, subject to the approval of the Director.

(4) An EMP of an aeroplane operator with a wholly owned subsidiary aeroplane operator shall be accompanied by documentary proof of ownership of that subsidiary aeroplane operator.

Attribution of international flights to an aeroplane operator

91.10.3 (1) An aeroplane operator shall identify international flights that are attributed to it in terms of sub-regulation (2).

(2) An attribution of a specific international flight to an aeroplane operator shall be determined as follows:

- (a) when an aeroplane identification of a flight plan contains the ICAO Designator, that international flight shall be attributed to the aeroplane operator that has been assigned this designator;
- (b) when aeroplane identification of a flight plan contains a nationality or common mark, and registration mark of an aeroplane that is explicitly listed in an AOC, a flight concerned shall be attributed to the aeroplane operator that holds such AOC; and
- (c) when an aeroplane has not been identified in terms of sub-paragraph (a) and (b), an international flight shall be attributed to an aeroplane owner who shall be considered an aeroplane operator.

(3) An aeroplane owner shall, upon request by the Director, provide information to identify an actual aeroplane operator of a particular flight.

(4) An aeroplane operator may, by contract, delegate the administrative requirements of this Subpart to a third party, provided that a delegated third party is not the same entity as a verification body.

(5) Notwithstanding the provisions of sub-regulation (4), liability for compliance may not be delegated and shall remain with the aeroplane operator in all situations.

Record keeping, compliance periods and equivalent procedure

91.10.4 (1) An aeroplane operator shall keep records relevant to this Subpart for a period of ten (10) years.

(2) The Authority shall keep records relevant to an aircraft operator's CO₂ emissions per State pair in order to calculate the aeroplane

operator's offsetting requirements during the 2030-2035 compliance periods.

(3) An aeroplane operator shall comply with the compliance periods for CORSIA as prescribed in Document SA-CATS 91.

(4) Upon application by an aeroplane operator, the Director may approve the use of equivalent procedures in lieu of the procedures prescribed in this Subpart.

Monitoring requirements of aeroplane operator's annual CO₂ emissions

91.10.5 (1) The monitoring requirements of an aeroplane operator's annual CO₂ emissions as prescribed in Document SA-CATS 91 shall be applicable to an aeroplane operator from the year after it qualifies to be classified in terms of regulation 91.10.1.

(2) The monitoring requirements referred to in sub-regulation (1) shall be applicable to a new entrant from the year after it meets the requirements referred in 91.10.1.

Eligibility of monitoring methods

91.10.6 (1) CO₂ emissions monitoring methods prescribed in Document SA-CATS shall be considered as eligible, if an aeroplane operator monitors and records its fuel use from international flights, in accordance with an eligible monitoring method as provided for by sub-regulations (3) and (4).

(2) An aeroplane operator shall use the same eligible monitoring method for the compliance period in accordance with a EMP approved by the Director.

(3) An aeroplane operator shall comply with compliance period prescribed in Document SA-CATS 91.

EMP

91.10.7(1) An aeroplane operator shall—

- (a) develop an EMP as prescribed in Document SA-CATS 91;
- (b) submit an EMP in the prescribed form to the Director for approval in accordance with the information and timelines as prescribed in Document SA-CATS 91;
- (c) if a new entrant, submit an EMP to the Director for approval within three months of falling within the scope of applicability; and
- (d) submit any material or substantial change on information contained in an EMP to the Director for approval.

(2) An aeroplane operator shall inform the Director of any change to an EMP even if an aeroplane operator does not consider such change to be a material change.

(3) The Director shall inform an aeroplane operator, during an approval process of an EMP, of a level of aggregation for which a reporting of number of flights and CO₂ emissions shall be conducted.

Calculation of CO₂ emissions from aeroplane fuel use

91.10.8 (1) An aeroplane operator shall—

- (a) apply a fuel density value to calculate fuel mass where an amount of fuel uplift is determined in units of volume;
- (b) record fuel density which may be an actual or a standard value of 0.8 kg per litre that is used for operational and safety reasons such as in an operational, flight or technical log; and
- (c) detail a procedure for informing the use of actual or standard density in an EMP along with a reference to a relevant aeroplane operator documentation.

(2) An aeroplane operator using a fuel use monitoring method shall determine CO₂ emissions from international flights, using the following equation:

$$CO_2 = \sum_f M_f * FCF_f$$

Where:

CO₂ = CO₂ emissions (in tonnes);

M_f = Mass of fuel f used (in tonnes); and
 FCF_f = Fuel conversion factor of given fuel f , equal to 3.16 (in
kg CO₂/kg fuel) for Jet-A fuel and 3.10 (in kg CO₂/kg fuel) for
AvGas or Jet-B fuel.

Monitoring of CORSIA eligible fuel claims

91.10.9 (1) An aeroplane operator intending to claim for emissions reduction from the use of CORSIA eligible fuel shall—

- (a) use CORSIA eligible fuel that meets the CORSIA sustainability criteria as prescribed in Document SA-CATS 91; and
- (b) only use CORSIA eligible fuel from a fuel producer that is certified by an approved sustainability certification scheme as prescribed in Document SA-CATS 91.

(2) Fuel shall not be accounted for as CORSIA eligible fuel if an aeroplane operator fails or cannot demonstrate that such fuel meets the CORSIA sustainability criteria.

Reporting requirements for aeroplane operator annual CO₂ emissions

91.10.10 (1) An aeroplane operator—

- (a) shall submit to the Director, a copy of a verified emissions report for approval and a copy of associated verification report in accordance with the timeline as prescribed in Document SA-CATS 91;
- (b) shall ensure that an emissions report contains the information as prescribed in Document SA-CATS 91;
- (c) shall report a number of international flights and CO₂ emissions in accordance with a level of aggregation decided on by the Director during an approval process of an EMP, which shall either be at a level of State pair or aerodrome pair;
- (d) that uses a CERT is not required to report information on a type and mass of fuel used and shall use the standardized emissions report template provided in Document SA-CATS 91 for submission; and

(e) reporting on its consolidated CO₂ emissions from international flights, during the 2019-2020 period, shall append to the main emission report the disaggregated data relating to each subsidiary aeroplane operator.

(2) The Director may publicly publish CO₂ emissions data after consultation with a concerned aeroplane operator.

(3) Any person aggrieved by the decision of the Director to publicly publish CO₂ emissions data may appeal against that decision as prescribed.

Reporting of CORSIA eligible fuel

91.10.11 (1) An aeroplane operator shall not include CORSIA eligible fuel traded or sold to a third party from its total reported quantity of CORSIA eligible fuel.

(2) An aeroplane operator shall declare other GHG schemes it participates in where emissions reduction from the use of CORSIA eligible fuel may be claimed, and that it has not made claims for the same batches of CORSIA eligible fuel under these schemes.

(3) To claim emissions reduction from the use of CORSIA eligible fuel in an emissions report, an aeroplane operator shall provide supplementary information as prescribed in Document SA-CATS 91 within a given compliance period.

(4) An aeroplane operator may make CORSIA eligible fuel claim on an annual basis in order to ensure all documentation is submitted timeously.

(5) An aeroplane operator shall follow the procedures prescribed in Document SA-CATS 91 in order to purchase fuel from a supplier downstream from a fuel blender.

Verification of CO₂ emissions

91.10.12(1) An aeroplane operator's emissions report shall be verified annually as follows:

- (a) by performing an internal pre-verification of its emissions report prior to the verification by a verification body; and
- (b) by a verification body for aeroplane operator's annual emissions report.

(2) A verification body shall conduct a verification according to ISO 14064-3:2006, and the relevant requirements prescribed in Document SA-CATS 91.

(3) A verification body shall be accredited by a national accreditation body to ISO 14065:2013 in accordance with prescribed requirements and in accordance with ISO/IEC 17011.

(4) The requirements for the verification of CORSIA eligible fuel are as follows:

- (a) fuel purchases, transaction reports, fuel blending records and sustainability credentials shall constitute documentary proof for the purpose of verification and approval of emissions reductions from the use of CORSIA eligible fuel; and
- (b) an aeroplane operator, or its representative, shall verify the production records for CORSIA eligible fuel that it purchases.

Error corrections to emissions report

91.10.13(1) If an error in an aeroplane operator's reported emissions has been identified by the Authority, verification body or by an aeroplane operator after CO₂ emissions have been submitted to ICAO, the Director shall—

- (a) update reported CO₂ emissions to address an error identified; and
- (b) assess any implications with respect to an aeroplane operator's offsetting requirements in previous years and where necessary, make adjustments to compensate for an error during a compliance period in which an error has been identified.

(2) The Director shall report an error in an aeroplane operator's CO₂ emissions report and the results of a follow-up on related adjustments to ICAO.

Requirements for addressing data gaps

91.10.14(1) An aeroplane operator using a fuel use monitoring method, shall fill data gaps using the ICAO CORSIA CERT, as prescribed in Document SA-CATS 91, provided that data gaps during a compliance period do not exceed the following thresholds:

- (a) 2019-2020 period: 5% of international flights; and
- (b) 2021-2035 period: 5% of international flights subject to offsetting requirements.

(2) An aeroplane operator shall correct concerns identified with data and information management system in a timely manner to mitigate ongoing data gaps and system weaknesses.

(3) If an aeroplane operator realizes that it has data gaps and system weaknesses that exceed the threshold referred to in sub-regulation (1), an aeroplane operator shall engage with the Director to take remedial action to address the identified data gaps and system weaknesses.

(4) If an aeroplane operator exceeds the threshold referred to in sub-regulation (1), it shall state the percentage of international flights for the 2019-2020 period, or flights subject to offsetting requirements for the 2021-2035 period that had data gaps, and shall provide an explanation to the Director in their annual emissions report.

(5) An aeroplane operator shall fill all data gaps and correct systematic errors and misstatements prior to the submission of an emissions report.

Amendment of Part 92 of the Regulations

12. Part 92 of the Regulations is hereby amended by—

- (a) the substitution in regulation 92.00.8 for sub-regulations (4) and (6) of the following sub-regulations:

“(4) Any person, employee or agency, referred to in sub-regulation (1) shall complete refresher dangerous goods training every 24 months, calculated from the [date] month of the successful completion of the initial dangerous goods training or the preceding refresher dangerous goods training, as the case may be.”.

“(6) Any course moderator or instructor responsible for a dangerous goods training program shall successfully complete a category 6 initial training course and thereafter successfully complete a dangerous goods training refresher course within 24 months calculated from the [date] month of the completion of the initial course with an approved ATO.”.

Amendment of Part 111 of the Regulations

13. Part 111 of the Regulations is hereby amended by—

(a) the substitution for regulation 111.01.1 of the following regulation:

“[GENERAL] Applicability

111.01.1 This Part deals with policy relating to the **[National Aviation Security Program as well as matters related thereto]** NASP and applies to—

- (a) designated airport;
- (b) air carrier operator of a scheduled service;
- (c) ANSP;
- (d) catering stores;
- (e) catering supplies and
- (f) ground handling service provider.”;

(b) the substitution in regulation 111.01.2 for paragraph (c) of sub-regulation (1) of the following paragraph:

“(c) the functions to be exercised by **[the] an ANSP [Air Traffic and Navigation Services Company contemplated in section 2 of the Services Company Act, 1993 (Act No. 45 of 1993)]**, in respect of the establishment and implementation of security measures to prevent **[the] an** occurrence of an act of unlawful interference.”;

- (c) the substitution in regulation 111.01.2 for paragraph (a) of sub-regulation (3) of the following paragraph:

“(a) determine the nature of **[the]** training required for persons charged with **[the execution]** executing [of] the provisions of security **[programs]** programmes and the nature of essential equipment for use at designated airports, **[ATS providers]** ANSP and by air carrier;”;

- (d) the substitution of regulation 111.01.3 of the following regulation:

“(1) A person responsible for the execution of **[the]** an airport security **[program]** programme appointed by the Minister in terms of section 110 of the Act, shall **[apply the security program]** be responsible for the execution of a security programme for that airport.

(2) **[An airport authority]** A designated airport shall draw up a security programme **[program (also referred to as a “security plan” in terms of section 155 of the Act)]**, for **[the]** an airport concerned providing for—

- (a) **[the]** role of and **[the]** specific tasks entrusted to airport staff, airport security officers, policing authorities, other government agencies including health, customs, intelligence and immigration, domestic and foreign airline operators operating flights to and from **[the]** such airport, tenants, municipal authorities and other authorities involved;
- (b) the establishment and terms of reference of a local airport security committee which shall include all entities engaged in the operation of **[the]** an airport and which contribute to the establishment and implementation of security measures;
- (c) distribution of reports and summaries on various security aspects of **[the]** an airport, security information circulars, security surveys, security incidents and screening reports as well as communications to all relevant entities and the media if deemed necessary in the interests of aviation security;
- (d) description of the airport activities with specific reference to a general description of **[the]** an airport, a description of

- [the] various areas and sectors thereof, its hours of operation, and [the] activities of organisations operating at or using [the] an airport;
- (e) a description of [the] security measures applicable to airport security, security control of passengers and hand baggage, security control of hold baggage, cargo, mail and small parcels, certain categories of passengers including VIPs, diplomats, staff members, disabled passengers, inadmissible persons, deportees and escorted passengers, [the] control of firearms and weapons, [the] security of aircraft and security equipment and specifications;
 - (f) [the] designation of responsibilities in respect of [the] approval, procurement, installation, operation and maintenance of security equipment;
 - (g) details as to [the] a number, location maintenance, calibration and maintenance of security equipment, including x-ray equipment, explosives detection equipment, hand-held and walk-through metal detectors, simulation chambers, explosive detection dogs and explosive disposal equipment;
 - (h) guidelines for the establishment of an appropriate contingency plan in response to acts of unlawful interference including information pertaining to [the] responsibilities for command control and communications procedures, hostage negotiation procedures, designated aircraft parking locations, incident site access and control, communications equipment guidelines on dealing with the media and the public;
 - (i) practical and theoretical training instructions for airport authority and security personnel of an airport, aircraft operators and regulated agents, police, military, customs and immigration personnel, aircraft crew members and other airport personnel; and
 - (j) the process to be followed to effect changes to equipment, infrastructure, procedures and contracted security companies.

(3) An application for issuing or renewal of an aerodrome licence as prescribed in Part 139 shall be accompanied by airport security programme.

(4) An application for approval of extra-ordinary security measures at a designated airport, shall be submitted to the Director for approval as prescribed in Document SA-CATS 111 and be accompanied by the appropriate fee prescribed in Part 187.”;

- (e) the substitution for regulation 111.01.4 of the following regulation:

“[Air Carrier Security Program] Air Carrier Security Programme

(1) An air carrier shall designate **[a security officer who shall be charged with ensuring compliance with legislation applicable to its security of its operations]** an official responsible for execution of an air carrier security programme.

(2) **[Every]** An air carrier shall draw up a security programme **[program (also referred to as a “security plan” in terms of section 155 of the Act), for flights undertaken as a scheduled domestic or international public air transport service by that air carrier]** which shall provide for—

- (a) **[the]** a line of command of **[the air carrier’s]** an air carrier executive management for security related functions;
- (b) **[the]** a security structure of an air carrier and its charter of duties;
- (c) receipt and dissemination of and accountability for security information circulars, **[as well as]** reports and surveys;
- (d) **[the]** procedures regarding the channels and methods of communication of information subject to section 107 of the Act;
- (e) a description of **[the]**an air carrier’s activities together with **[the]** a policy and procedures relating to the security of each activity;
- (f) **[the]** security measures in effect in regard to air carrier security, security control of passengers, hand baggage, checked baggage, cargo, mail, small parcels courier services, measures relating to certain categories of passengers including VIPs, diplomats, staff members, disabled passengers, inadmissible passengers, deportees and escorted passengers, **[the]** carriage of firearms and weapons, **[the]** security of aircraft and security equipment; **[and]**

- (g) contingency and emergency plans in respect of acts of unlawful interference including **[the]** unlawful seizure of aircraft, sabotage, extortion, bomb threats and interference with staff **[as well as (including training and security staff) and]**, which must be in accordance with **[the]** airport security and **[airport]** contingency measures~~[.]~~; and
- (h) training of security staff.

(3) An application for the issuing or renewal of AOC or FOP by an air carrier shall be accompanied by an air operator security programme.

(4) An air carrier shall not accept catering stores and catering supplies from a service provider that does not have a security manual duly approved by the Director.”:

- (f) the substitution for regulation 111.01.5 of the following regulation:

“[Air Traffic and Navigation Services] ANSP Security [Program] Programme

111.01.5 (1) An **[Air Traffic and Navigation Services Company]** ANSP shall **[designate a security officer]** have a designated official for security who shall be charged with ensuring compliance with legislation applicable to security at its air navigation facilities as prescribed by Document SA-CATS 111.

(2) **[The Air Traffic Navigation Services Company]** An ANSP shall draft a security **[program]** programme providing for—

- (a) **[the]** protection of ATSUs, communication facilities and radio navigation aids and surveillance facilities by appropriate measures, which may include intrusion detection systems;
- (b) **[the]** inspection of control towers, communication facilities and radio navigation aids by relevant maintenance technicians and security staff;
- (c) **[the]** procedures for the control of access to **[Air Traffic Navigation Service Company]** its facilities;
- (d) **[the]** procedures to be followed where unlawful interference of aircraft is known or suspected or in the

event where a bomb threat warning has been received;
and

- (e) **[the]** additional procedures to be followed when a threat is received indicating that a bomb or other explosive device has been placed on board a known aircraft.”.

- (g) the substitution for regulation 111.01.6 of the following regulation:

“[General] Security Programme pertaining to other aviation participants

(1) An aviation participant designated by the Minister in terms of section 111 (1) (d) of the Act shall **[designate] appoint [a security officer]** an official responsible for aviation security who shall be charged with ensuring compliance with legislation applicable to its activities.

(2) **[Other]** An aviation participant referred to in sub-regulation (1) [participants designated by the Minister in terms of section 111 (1) (d) of the Act] shall draft a security **[program] programme** providing for—

- (a) **[the]** compliance with the requirements contained in the NASP [National Aviation Security Program as far as it is applicable]; and
- (b) compliance with the provisions of **[the] an** airport, air carrier and **[the Air Traffic Navigation Service Company]** ANSP’s security programme [as far as they are applicable].”;

- (h) the substitution of regulation 111.01.7 with the following regulation:

“Review of the National Aviation Security Programme and other aviation security programmes

111.01.7 (1) The Department of Transport shall review the **[National Aviation Security Program]** NASP on a regular basis in consultation with the Director and relevant security agencies.

(2) The **[Authority]** Director shall review the other aviation security **[programs] programmes** referred to in section 111 (1) of the Act on a regular basis and submit recommendations for approval to the Minister.

(3) An application for an ATSU approval as prescribed in Part 172 shall be accompanied by a security programme or an updated security programme in case of a renewal.

(4) A security programme referred in sub-regulation (3) shall include contingency plans to ensure that an appropriate action is taken in the event of a major incident such as a bomb threat, industrial dispute action or breach of security.

(5) An ANSP shall develop cyber security measures to protect information and safety operations of civil aviation.”;

- (i) the insertion of following regulations after regulation 111.01.7:

“Security programme and security manual

111.01.8 (1) An application for approval or amendment of a security programme or security manual shall be submitted to the Director as prescribed in Document SA-CATS 111.

(2) An application referred to in sub-regulation (1) shall be accompanied by the appropriate fee prescribed in Part 187.

Security procedures for ground handling service provider

111.01.9 (1) A ground handling service provider shall draw up security procedures setting out the manner in which it shall operate, and such procedures shall be in line with air carrier security programme and airport security programme.

(2) An air carrier and a designated airport shall ensure that security procedures referred to in sub regulation (1) are incorporated in their respective security programmes.

Catering stores and catering supplies service provider security manual

111.01.10 (1) A catering stores and catering supplies service provider shall develop a security manual containing all information prescribed in Document SA-CATS 111 and such manual shall be submitted to the Director for approval.

(2) A security manual referred in sub-regulation (1) shall include contingency plans to ensure that appropriate action is taken in the event of a major incident such as bomb threat, industrial dispute action or breach of security.

(3) A catering stores and catering supplies service provider shall have a designated official responsible for security.

Reporting of Security Incidents

111.01.11(1) An entity or person referred to in regulation 111.01.1 shall report, to the Director and other relevant authorities, all security incidents immediately and followed by a written report within 48 hours of the occurrence of an event or an incident.

(2) An entity or person referred to in regulation 111.01.1 shall develop procedures for members of the public to report security incidents.

Bomb Threat

111.01.12 (1) A person may not, at an aviation facility, provide false or misleading information which include a bomb threat that result or may result in a disruption of aviation activities and an activation of response measures.

(2) An entity or person referred to in regulation 111.01.1 shall ensure that a person who is providing false or misleading information referred in sub-regulation (1) is reported to appropriate law enforcement agencies.

Security exercise

111.01.13 (1) A designated airport shall coordinate security exercise to evaluate security systems and procedures to ensure effectiveness of response action and that all participants are familiar with and are properly trained for their respective roles.

(2) A security exercise referred to in sub-regulation (1) shall be conducted every two years and be alternated with at least one desktop exercise after two years as prescribed in Document SA-CATS 111.

(3) A designated airport shall submit a comprehensive written report to the Director within 30 days of completion of a security exercise or desktop exercise.

(4) A designated airport shall in its local aviation security committee meeting review the results of a security exercise in order to address any deficiencies identified and to adapt processes for enhancement.

Internal quality control protocol

111.01.14 (1) A foreign air carrier or an entity or person referred to in regulation 111.01.1 intending to conduct audits within a restricted area of a designated airport in the Republic as part of its aviation security quality control measures, shall make a formal written request to the Director not later than four weeks before conducting such audits.

(2) An official designated for security shall ensure that the details, nature and scope of an audit referred to in sub-regulation (1) comply with the requirements prescribed Document SA-CATS 111.

Security controls in restricted areas and on-board an aircraft

111.01.15 (1) A designated airport shall implement appropriate security controls to ensure that items sold or distributed in a security restricted area do not contain:

- (a) dangerous devices;**
- (b) prohibited articles; or**
- (c) substances that may compromise aviation security.**

(2) An air carrier shall implement appropriate security controls to ensure that items sold or distributed on-board its aircraft do not contain dangerous devices, prohibited articles or substances that may compromise aviation security.

(3) An air carrier shall ensure implementation of security controls to safeguard all items to be placed in an aircraft hold, including mail and company material from the time they are received until they are delivered to an aircraft.

(4) A designated airport and an air carrier shall ensure that items that may compromise aviation security are subjected to appropriate security controls as provided for in its approved security programme.

Aviation security awareness training

111.01.16 An entity or person referred to in regulation 111.01.1 shall ensure that:

- (a) personnel in their respective employ successfully complete an aviation security awareness training and refresher training every 24 months as prescribed by Part 109; and
- (b) records of training are kept on site and made available for inspection by an authorised officer on request.

Application for designation of an airport

111.01.17 (1) An application for designation of an airport shall be submitted to the Director as prescribed in Document SA-CATS 111 and be accompanied by the appropriate fee prescribed in Part 187.

(2) An airport applying to be designated shall provide aviation security measures to comply with the Act, CAR, and the NASP.

(3) The Director shall, if satisfied that an application referred to in sub-regulation (1) meets the prescribed requirements, submit such application to the Minister for approval.

(4) The Minister may, upon receipt of the application, designate an airport by notice in a Government Gazette.

(5) An airport may not accept scheduled aircraft operations unless such airport has been designated by the Minister.

Designation of an official for aviation security

111.01.18 (1) An application for designation of an official for aviation security shall be submitted to the Director as prescribed in Document SA-CATS 111 and be accompanied by the appropriate fee prescribed in Part 187.

(2) An official for aviation security shall—

- (a) be a South African citizen as defined in the South African Citizenship Act, 1995 (Act No.88 of 1995);
- (b) be 21 years of age or older;
- (c) have experience and knowledge of international, regional and national aviation security legislation;
- (d) be employed or contracted by an operator or service provider at a managerial level;
- (e) have not breached or contravened any security measures in aviation environment in the past 3 years;
- (f) not have been convicted of criminal offence;
- (g) not be suffering from a mental illness or been incapable of managing own affairs due to mental illness; and
- (h) not be an un-rehabilitated insolvent.

(3) The Minister may, on recommendation of the Director, designate an official who shall be responsible for aviation security of a designated airport.

(4) A designated official for security shall be subjected to security vetting by an appropriate entity responsible for state security.

(5) The Minister may, upon recommendation of the Director, issue to the designated airport, air carrier operator, ANSP or catering stores and catering supplies a certificate which shall state the following:

- (a) full name of an official that has been designated in terms of this Part;
- (b) that a designated official is empowered to perform security functions that include but not limited to—
 - (i) application of NASP and developing a security tactical and operational plan for an entity;

- (ii) incorporation of stakeholder security needs into security policy and standard operating procedures;
- (iii) compilation of security programme or manual which shall include—
 - (aa) objectives and responsibility for ensuring its implementation; and
 - (bb) security functions which include the designation of a person responsible for aviation security; and
- (iv) manage security operations, access control systems and surveillance system, documentation control, quality management system and response measures.

(6) A designated official for aviation security shall have unhindered and direct line of communication to the Chief Executive Officer.

(7) Designation of an official for aviation security shall be valid for 5 years and the designation may be renewed by the Minister.”.

Amendment of Part 121 of the Regulations

14. Part 121 of the Regulations is hereby amended by the substitution for regulation 121.07.8 of the following regulation:

“Environmental protection [Noise abatement procedures]

121.07.8 (1) An air service operator shall establish operating procedures for noise abatement as prescribed in Part 139.

(2) Take-off and climb procedures for noise abatement specified by **[the]** an operator for any one aeroplane type may vary for different aerodromes.

(3) An air service operator engaged in international operations shall comply with the requirements relating to the monitoring, reporting and verification of annual CO₂ emissions as prescribed in Part 91.”.

Amendment of Part 135 of the Regulations

15. Part 135 of the Regulations is hereby amended by the insertion after regulation 135.07.7 of the following regulation:

“Environmental protection

135.07.7A (1) An air service operator shall establish operating procedures for noise abatement as prescribed in Part 139.

(2) Take-off and climb procedures for noise abatement specified by an air service operator for any one aeroplane type may vary for different aerodromes.

(3) An air service operator engaged in international operations shall comply with the requirements relating to the monitoring, reporting and verification of annual CO₂ emissions as prescribed in Part 91.”.

Amendment of Part 139 of the Regulations

16. Part 139 of the Regulation is hereby amended by—

- (a) the substitution in regulation 139.01.10 for sub-regulation (1) of the following sub-regulation:

“(1) The Director may, through a written notice, direct a person in charge of a place where a light or a pattern of lights including laser beams as prescribed in Document SA-CATS 139 are exhibited, or a person who owns or in charge of such light or pattern of lights, to extinguish, screen effectively or prevent future use of such light or pattern of lights if—

- (a) such a light or a pattern of lights is exhibited in a manner that is likely to be mistaken for an aeronautical light or a system of aeronautical lights; or**
(b) such light or a pattern of lights is exhibited in the vicinity of a licensed aerodrome and is likely by its glare to endanger the safety of aircraft arriving at or departing from such aerodrome.”;

- (b) the insertion in regulation 139.02.23 after sub-regulation (5) of the following sub-regulations:

“(6) A holder of an aerodrome licence shall conduct aeronautical studies, inclusive of technical analysis, risk assessment and proposed risk mitigations for any contemplated exemptions from Subparts 1 and 2 of Part 139 under the circumstances prescribed in Document SA-CATS 139.

“(7) An Outcomes of studies referred to in sub-regulation (6) shall be presented to the Director.”.

- (c) the deletion in regulation 139.02.26 of sub-regulation (2);

Amendment of Part 145 of the Regulations

17. Part 145 of the Regulation is hereby amended by—

- (a) the insertion after regulation 145.02.7 of the following regulation:

“Capability list

145.02.7A (1) An applicant for the issuing of an AMO approval with a Category B, D, X or limited rating shall develop and submit, for approval by the Director, a capability list in a format prescribed in Document SA-CATS 145.

(2) An airframe, part, engine, propeller or an appliance of an aircraft may be listed on a capability list—

- (a) if it is within the scope of a rating of an AMO approval; and
(b) after an AMO has performed a self-evaluation in accordance with procedures prescribed in its manual of procedure.

(3) An AMO shall perform a self-evaluation to determine that such AMO has appropriate accommodation, facilities, equipment, material, technical data, processes, and trained personnel in place to perform the work on an airframe part, engine, part, propeller or appliance of an aircraft as required by this Part.

(4) An AMO may not include new aircraft models, components or parts without a prior written approval of the Director.

(5) An amendment to a capability list which requires addition of derivatives for aircraft models, component or parts on the scope of work of an AMO, shall be approved by an Accountable Manager or Quality Manager subsequent to completion of self-evaluation. An amended capability list copy shall be submitted to the Authority as per intervals described in an approved MOP.”.

Amendment of Part 171 of the Regulations

18. Part 171 of the Regulations is hereby amended by the substitution for regulation 171.02.5 of the following regulation:

“171.02.5 [The] An applicant for issuing of an electronic services organisation approval shall satisfy the Director that it has—

- (a) [the] equipment, tools and material for Category F as prescribed in Document SA-CATS 171 necessary to perform adequately the approved scope of work as required by the applicable equipment specification, its manual of procedure and the regulations in this part; and
- (b) established a procedure to control and, where necessary, calibrate test equipment at a frequency and to a standard to ensure serviceability, accuracy and traceability.”.

Amendment of Part 172 of the Regulations

19. Part 172 of the Regulations is hereby amended by the insertion of the following regulation after regulation_172.03.20:

“SUBPART 3: APPROVAL OF AIR TRAFFIC SERVICE UNIT

172.03.21 Duty period scheme

172.03.22 FRMS

172.03.23 Approval of a FRMS

172.03.24 FRMS manual

Duty period scheme

172.03.21(1) A holder of an ATSU approval shall publish, in the manual of procedure prescribed in regulation 172.03.1, a duty period scheme for the management of duty periods, rest periods and days free of duty, as applicable, for all ATS personnel.

(2) A duty period scheme referred to in sub-regulation (1) shall comply with the maximum hours of duty as prescribed in Document SA-CATS 65 or an FRMS established by a holder of an approval for each ATSU listed in its manual of procedure.

- (3) An ATSU shall not roster ATS personnel for an assignment if—
- (a) that assignment may not be in compliance with a duty period scheme;
 - (b) an ATSU or ATS personnel knows or has been made aware that such assignment may cause an ATS personnel to exceed the maximum duty periods while on duty; or
 - (c) an ATS personnel is likely to suffer from fatigue which may endanger the safety of air traffic under his or her control.

(4) An ATSU shall not schedule any ATS personnel for operational duty for a period exceeding 8 consecutive hours unless so authorised by a duty period scheme.

(5) Where an ATS personnel is aware of any reason that he or she may be in violation of a scheme referred to in sub-regulation (1) such a person shall, without delay inform appropriate management personnel.

(6) A duty period scheme referred to in sub-regulation (1) shall be as prescribed in Document SA-CATS 172.

FRMS

172.03.22 (1) An ATSU that establishes a duty period scheme for the management of duty periods shall establish a FRMS.

(2) An ATSU's FRMS shall contain the following:

- (a) a fatigue risk management policy;
- (b) fatigue risk management processes;
- (c) safety assurance processes; and
- (d) FRMS promotion processes, as prescribed in Document SA-CATS 172.

(3) A holder of an ATSU approval shall designate a person responsible for FRMA who is qualified and experienced, and who shall be responsible for the functions prescribed in Document SA-CATS 172.

Approval of a FRMS

172.03.23 (1) A holder of an ATSU approval shall submit to the Director its proposed FRMS for approval.

(2) The Director shall approve the commencement of a trial phase for implementation of FRMS for a trial period of up to 24 months if the Director is satisfied that a holder of an approval has complied with the provisions of regulation 172.03.22.

(3) At any time during an approved trial phase, the Director may withdraw an approval if it becomes evident that a holder of an approval does not comply with an approved FRMS or the regulations.

(4) A holder of an ATSU approval may, after a 12-month period, apply to the Director for full approval by providing evidence that an FRMS is delivering the required safety outcomes.

(5) Where the Director is satisfied that the evidence provided under sub-regulation (4) is acceptable, the Director shall issue a full approval for the implementation of the FRMS.

FRMS manual

172.03.24 A holder of an ATSU approval shall draw up an FRMS manual containing all the information required in terms of this Part, and publish the contents in its manual of procedure, as prescribed in Document SA-CATS 172.”.

Substitution of Part 174 of the Regulations

18. The following Part is hereby substituted for Part 174 of the Regulations:

“Part 174 Meteorological Information Services

SUBPART 1: GENERAL

174.01.1 Applicability

174.01.2 Designation of aviation meteorological authority

174.01.3 Determination and provision of meteorological service

174.01.4 Supply and use meteorological information

174.01.5 Agreement between meteorological service provider,
aerodrome licence holder and ATSU

SUBPART 2: REQUIREMENTS FOR PROVISION OF METEOROLOGICAL SERVICES

174.02.1 Personnel requirements

174.02.2 Facilities requirements

174.02.3 Maintenance and calibration of automated aeronautical
meteorological station

174.02.4 QMS

174.02.5 SMS

SUBPART 3: METEOROLOGICAL SERVICE PROVISION

174.03.1 General

174.03.2 Maintenance and calibration of aeronautical meteorological
station

174.03.3 Siting of aeronautical meteorological stations

SUBPART 4: PROVISION OF METEOROLOGICAL INFORMATION

174.04.1 General

174.04.2 Terminal Aerodrome Forecast

174.04.3 Landing forecast

174.04.4 Forecast for take-off

174.04.5 World area forecast products

174.04.6 Area forecast for low-level flight

174.04.8 AIRMET information

174.04.9 Aerodrome warnings

174.04.10 Windshear warnings

174.04.11 Aircraft and incidents report

174.04.12 Brief, consultancy and display

174.04.13 Aerodrome climatological tables and summaries

SUBPART 1: GENERAL

Applicability

174.01.1 (1) This Part applies to the provision of meteorological information services for air navigation for the following meteorological information users—

- (a)** international aerodrome;
- (b)** aerodrome where category I, II and III instrument approach and landing operations are authorised;
- (c)** air service operator;
- (d)** flight crew members;
- (e)** search and rescue service provider;
- (f)** ATSU; and
- (g)** any other aerodrome or other participant in civil aviation as may be determined by the Director.

Designation of aviation meteorological authority

174.01.2 (1) The South African Weather Service as designated in terms of section 3 of the South African Weather Service Act, 2001 (Act No. 8 of 2001), as the aviation meteorological authority to fulfil international obligations of the Republic shall be deemed to have been so designated in terms of these regulations.

Determination and provision of meteorological service

174.01.3(1) The Director shall determine meteorological services to be provided to meet the needs of air navigation and contribute towards an efficient and safe regulatory environment of air navigation in the Republic.

(2) Meteorological services provided shall include meteorological services over the international waters and areas which are outside the territory of the Republic.

Supply and use of meteorological information

174.01.4 A meteorological service provider shall supply meteorological information to meteorological users referred to in regulation 174.01.1 for their own respective mandates and to develop air navigation systems.

Agreement between meteorological service provider, aerodrome licence holder and ATSU

174.01.5 (1) A meteorological service provider, aerodrome licence holder and ATSU shall enter into an agreement in order to govern operations of an integrated aeronautical meteorological station at an aerodrome.

(2) An agreement referred to in regulation 174.01.5 shall provide for the following:

- (a) establishment by an ATSU of display equipment for aeronautical meteorological information;
- (b) maintenance and serviceability of display equipment for aeronautical meteorological information;
- (c) use of aeronautical meteorological information display equipment by ATSU personnel;
- (d) provision of information regarding meteorological phenomena observed by visual means by ATSU personnel at an aerodrome and in a terminal area;
- (e) Integration of information regarding meteorological phenomenon made through visual means by ATSU personnel in local meteorological reports at an aerodrome;
- (f) availability of meteorological information reported by aircraft and/ or pilot during take-off and landing phases of a flight; and
- (g) sharing of information regarding any activities at an aerodrome that may interfere with or affect the monitoring, dissemination and accurate measurements of meteorological elements amongst all relevant stakeholders.

SUBPART 2: REQUIREMENTS FOR PROVISION OF METEOROLOGICAL SERVICES

Personnel requirements

174.02.1 (1) A meteorological service provider shall employ, contract, or engage qualified, trained and competent personnel to provide meteorological service to air navigation.

(2) A meteorological service provider shall determine, implement and assess the competencies of its personnel providing meteorological service for air navigation.

(3) A meteorological service provider shall assess the competencies of its personnel at least once every three years and the competencies to be assessed shall include the ability to—

- (a) analyse and continuously monitor the weather situation;
- (b) forecast aeronautical meteorological phenomena and parameters;
- (c) warn of hazardous phenomena;
- (d) ensure the quality of meteorological information and services;
- (e) communicate meteorological information to users;
- (f) observe and record aeronautical meteorological phenomena and parameters; and
- (g) ensure the quality of system performance and of meteorological information.

(4) Technical personnel providing meteorological service for air navigation shall be suitably trained and qualified in terms of the requirements of the WMO.

(5) A meteorological service provider shall establish and implement comprehensive training programme as well as training plan to ensure that its technical personnel are adequately trained.

(6) A meteorological service provider shall maintain training records for personnel providing meteorological service for air navigation.

(7) A meteorological service provider shall maintain job profiles of technical personnel providing meteorological service for air navigation.

Facilities requirements

174.02.2 (1) A meteorological service provider shall establish necessary facilities for data processing, acquisition, compilation, computing, assessment or dissemination of meteorological information to—

- (a) air service operator;
- (b) flight crew member; and

(c) any other user involved in the development and conduct of air navigation.

(2) Facilities referred to in sub-regulation (1) shall include—

- (a) aerodrome meteorological offices;
- (b) MWO;
- (c) aerodrome meteorological station; and
- (d) telecommunication facility.

(3) A meteorological service provider shall establish a MWO for continuous monitoring of hazardous meteorological conditions over a delegated airspace.

(4) An area over which continuous watch is to be maintained by a MWO shall coincide with a designated FIR including delegated areas over international waters.

(5) A meteorological service provider shall ensure that—

- (a) facilities and systems established in terms of regulation 174.02.2 are maintained and tested on a regular basis for normal operations; and
- (b) records of facilities, systems, equipment failures and degradation are maintained and periodically reviewed.

QMS

174.02.3 (1) A meteorological service provider shall establish and implement a QMS that is certified and is compliant with ISO 9001 series of standards.

(2) A QMS referred to in sub-regulation (1) shall provide assurance to users that meteorological information supplied complies with user requirements in terms of—

- (a) geographical and spatial coverage;
- (b) format and content;
- (c) time and frequency of issuance;
- (d) period of validity;

- (e) accuracy of measurements, observations and forecasts;
and
- (f) overall quality of meteorological information and services.

(3) A QMS shall consist of the following processes and procedures:

- (a) validation and verification procedures;
- (b) handling of non-conforming products;
- (c) documents and records management;
- (d) monitoring adherence to bulletin transmission times;
- (e) automatic error detection and correction procedures; and
- (f) preparation and dissemination of meteorological products and information.

SMS

174.02.5 A meteorological service provider shall establish and implement SMS in accordance with Part 140 of these regulations.

SUBPART 3: AERODROME METEOROLOGICAL STATIONS

General

174.03.1 (1) An aerodrome licence holder shall establish at aerodrome and on off-shore structures fully or semi-automated meteorological station for—

- (a) acquisition, processing, dissemination and displaying in real time meteorological parameters to support landing and take-off operations; and
- (b) measuring, assessing and monitoring and remotely indicating surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure.

(2) An aerodrome meteorological station shall make routine observations in accordance with the requirements prescribed in Document SA-CATS 174.

(3) Where semi-automatic aeronautical meteorological station is used, it shall be capable of accepting a manual insertion of data

covering meteorological elements which cannot be observed by automatic means.

(4) An aeronautical meteorological station shall be maintained and sited in accordance with the requirements prescribed in Document SA-CATS 174 to ensure that—

- (a) a high standard of observation is maintained;
- (b) instruments and all their indicators are functioning correctly; and
- (c) exposure of instruments has not changed significantly.

Maintenance and calibration of aeronautical meteorological station

174.03.2 (1) An aerodrome licence holder shall maintain records pertaining to installation, calibration and maintenance of aeronautical meteorological station installed at an aerodrome under its responsibility.

(2) Records maintained in terms of sub-regulation (1) shall conform to international standards, and shall consist of—

- (a) documentation relating to installation of equipment;
- (b) periodical and reactive maintenance plans;
- (c) field verification and calibration records;
- (d) equipment troubleshooting records;
- (e) equipment repair records;
- (f) factory acceptance test reports such as new sensors; and
- (g) training or competency records of technical personnel maintaining the equipment.

(3) An aerodrome licence holder shall maintain documentation as provided by manufacturer or supplier of meteorological equipment installed at an aerodrome.

(4) Records referred to in sub-regulation (1) shall provide for—

- (a) calibration intervals or long-term stability of meteorological equipment;
- (b) calibration procedures for meteorological equipment to be calibrated in the field;
- (c) initial test reports proving that meteorological equipment has been successfully tested in a range of specified environmental conditions; and

- (d) equipment maintenance instructions from a supplier.

Siting of aeronautical meteorological stations

174.03.3 An aerodrome meteorological station established in accordance with regulation 174.03.1 shall be sited to provide the best practicable indication of conditions along a runway complex including touchdown zones.

SUBPART 4: METEOROLOGICAL PRODUCTS AND INFORMATION

General

174.04.1 (1) A meteorological service provider shall provide meteorological products and information to meteorological information users referred to in regulation 174.01.1 in order to enable them to perform their respective functions and mandates.

TAF

174.04.2 (1) A meteorological service provider shall issue terminal aerodrome forecast for all aerodromes in the Republic that are open to the public.

(2) TAF shall be kept under continuous review to ensure that it remains as accurate as possible.

(3) TAF shall be cancelled when it can no longer be kept under continuous review.

(4) Only one TAF shall be valid at an aerodrome at any given time.

Landing forecast

174.04.3 (1) A meteorological service provider shall issue landing forecast known as TREND to meet requirements of local users and of an aircraft.

(2) Landing forecasts shall be—

- (a) appending to landing forecast to a local routine report, local special report, METAR or SPECI;
- (b) valid for a period of not more than two (2) hours;
- (c) kept under continuous review; and
- (d) issued to an aircraft within one hour after take-off from an aerodrome.

Forecasts for take-off

174.04.4 (1) A meteorological service provider shall issue forecast for take-off to provide expected conditions over a runway complex thus assisting ground handlers and air service operators with planning of their respective operations.

(2) Forecast for take-off shall be—

- (a) issued to air service operators and flight crew members at least three (3) hours before an expected time of departure;
- (b) kept under continuous review; and
- (c) amended when necessary.

3) Meteorological elements to be included in a forecast for take-off shall include—

- (a) surface wind direction and speed and any variations thereof;
- (b) temperature and pressure QNH; and
- (c) any other elements as agreed upon with air service operators concerned.

(4) A period of validity for forecast for take-off shall be determined in consultation with users of information but shall not in any circumstances be less than three hours (3).

World area forecast products

174.04.5 (1) A meteorological service provider shall put in place procedures to receive world area forecast products from a world area forecast centre, volcanic ash advisory centre and tropical cyclone advisory centre.

(2) Procedures referred in sub-regulation (1) shall enable a meteorological service provider to—

- (a) receive and process reports of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud received from a designated volcanic ash advisory centre;
- (b) notify a volcanic ash advisory centre when a volcano has erupted or is expected to erupt, or a volcanic ash is reported within its FIR; and
- (c) notify the tropical cyclone advisory centre when a tropical cyclone is developing or is expected to develop over its area of responsibility.

(3) A meteorological service provider shall provide world area forecast products to air service operator and flight crew without any modifications.

Area forecasts for low-level flights

174.04.6 (1) A meteorological service provider shall determine an area forecast for low level flights in consultation with an aircraft operator in respect of—

- (a) frequency of issue of forecast;
- (b) form and period of validity forecast; and
- (c) criteria for amendments of forecast.

(2) Forecasts for low level flights prepared in support of AIRMET shall—

- (a) be issued to cover a layer between the ground and flight level 100 or higher where necessary;
- (b) contain information on en-route weather phenomena hazardous to low-level flights and additional information required by low-level flights; and
- (c) be issued every six (6) hours for a period of validity of six (6) hours and transmitted to MWO and aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period.

SIGMET information

174.04.7 (1) A MWO established in terms of regulation 174.02.02 (2) shall prepare and issue SIGMET information for specified hazardous en-route weather including volcanic ash and tropical cyclones within its area of responsibility.

(2) A MWO shall—

- (a) base volcanic ash cloud and tropical cyclone SIGMET on advisory information received from VAACs and TCACs;
- (b) keep a period of validity of a SIGMET message for normal weather phenomenon to a maximum of four hours;
- (c) issue SIGMET for normal weather phenomenon not more than four (4) hours before commencement of a period of validity;
- (d) cancel a SIGMET when a phenomenon is no longer occurring or expected to occur;
- (e) issue SIGMET for volcanic ash and tropical cyclone as soon as practicable but not more than 12 hours before a commencement of a period of validity;
- (f) update SIGMET for volcanic ash and tropical cyclone every 6 hours;
- (g) ensure that the period of validity of volcanic ash cloud and tropical cyclone SIGMET is recorded for up to six (6) hours; and
- (h) request that information about volcanic ash be published in a NOTAM.

(3) A MWO shall maintain close coordination with associated area control centre or flight information centre to ensure consistency of information published in a SIGMET.

AIRMET information

174.04.8 (1) A MWO shall issue AIRMET information about occurrence and expected occurrence of specified en-route weather, in time and space, affecting the safety of low-level flights operating below flight level 100.

(2) AIRMET information shall be cancelled when a hazardous phenomenon is no longer occurring or is no longer expected to occur in an area concerned.

(3) Observed and recorded AIRMET information shall be valid for a period not more than four (4) hours.

Aerodrome warnings

174.04.9 (1) A meteorological service provider shall issue aerodrome warnings which provide a concise information of meteorological conditions that may adversely affect aircraft on the ground, including parked aircraft, and aerodrome facilities and services.

(2) An aerodrome warning shall be valid for a period not longer than four (4) hours.

(3) An aerodrome warning shall be cancelled when meteorological conditions referred to in sub-regulation (1) are no longer occurring or no longer expected to occur at an aerodrome.

Wind shear warnings

174.04.10 (1) A meteorological service provider shall issue wind-shear warning when wind shear which may affect aircraft operation is observed or expected—

- (a) on approach path or take-off path;
- (b) during circling approach; and
- (c) during landing roll or take-off run.

(2) Wind-shear warning shall be—

- (a) issued at an aerodrome where local topography is known to produce significant wind shear up to heights in excess of 500 m or 1600 ft above runway level;
- (b) based on information reported by pilots and observed through other means such as wind shear detection equipment; and
- (c) cancelled in accordance with criteria determined by an ATSU and an aircraft operator when there is no longer evidence of its existence.

(3) Wind-shear remote sensing or detection equipment shall be installed at an aerodrome where wind shear is known to be common or where there is evidence that it is frequent.

(4) Where a wind shear alert system has been installed, such a system shall provide alerts of existence of wind shear involving a headwind or tailwind change of 7.5 m/s (15 kt) or more on initial take-off path, final approach path and during the landing roll or take-off run.

(5) A wind shear alert shall be updated at least every minute and cancelled as soon as headwind/tailwind change falls below 7.5 m/s (15 kt).

Aircraft accident and reports

174.04.11 (1) An aircraft registered in the Republic which is equipped with data-link shall make and report on—

- (a) routine aircraft observations during en-route and climb-out phases of a flight; and
- (b) special meteorological observations during any phase of a flight.

(2) Where air ground data link is used and ADS-C or SSR is being applied, routine aircraft observations shall be made every 15 minutes during an en-route phase and every 30 seconds during a climb-out phase for the first 10 minutes of a flight.

(3) The Director shall designate, on a route with high-density traffic, an aircraft from among air service operators operating at each flight level, to make routine observations.

(4) An air service operator shall make special aircraft observations whenever the following conditions are encountered or observed:

- (a) wind-shear;
- (b) moderate or severe turbulence;
- (c) moderate or severe icing;
- (d) severe mountain wave;
- (e) thunderstorms that are obscured, embedded, widespread or in squall lines;

- (f) heavy dust-storm or heavy sandstorm;
- (g) volcanic ash cloud; or
- (h) pre-eruption volcanic activity or a volcanic eruption.

(5) An air service operator shall report aircraft observations during flight, at the time an observation is made or as soon as is practicable.

(6) An aircraft observation shall be reported as follows:

- (a) air-ground data link for routine observation; and
- (b) voice communication for special and non-routine aircraft observation made during a flight.

(7) An ATSU shall relay special air reports received by voice communication to a local meteorological office or associated MWO.

(8) An ATSU shall relay routine and special air-reports received by data link communication without delay to its associated MWO and world area forecast centres.

(9) A meteorological office shall upon receipt of special air-reports from a local ATS unit, prepare and issue wind-shear warning and aerodrome warning in accordance with this Part.

(10) A MWO shall upon receipt of special air-report from a local ATSU, issue AIRMET or SIGMET in accordance with this Part.

(11) An air service operator shall record special aircraft observations of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud on a special air-report form and share a copy with a meteorological service provider.

(12) A meteorological service provider shall include a copy of a completed special air-report in a flight documentation provided to a flight operating on routes which may be affected by volcanic ash clouds.

Briefing, consultancy and display

174.04.12 (1) A meteorological service provider shall provide a briefing to flight crew members covering the entire flight path including aerodrome of intended landing as well as alternate aerodromes on

existing and expected meteorological conditions along a route to be flown.

(2) Briefing or consultation service as well as flight documentation regarding meteorological information shall be provided to flight crew members at an aerodrome of departure.

(3) At an aerodrome where briefing services are not available, a meteorological service provider shall make necessary arrangements with an air service operator concerned to provide briefing service to flight crew members.

(4) A flight crew member and any other flight operations personnel shall meet with a meteorological service provider at an aerodrome meteorological office for a briefing referred to in sub-regulation (1).

(5) Where a briefing or consultation is impractical, a meteorological service provider shall provide required information by telephone or through other suitable telecommunications facility.

(6) Where information provided during a briefing diverges significantly from that which is included in a flight documentation, such deviation shall be brought to the attention of flight crew members.

Aerodrome climatological tables and summaries

174.04.13 (1) An aerodrome licence holder shall collect, store and process observational meteorological data within an area of its responsibility and make such data available for computation of aerodrome climatological tables and summaries.

(2) Where a new aerodrome or new runway is commissioned, data concerning meteorological information shall be collected as early as possible, preferably before such new aerodrome or runway is operational.

(3) Climatological tables and summaries shall be based on meteorological data that is at least five (5) years or older.

(4) Computation of aerodrome climatological tables and summaries shall be made for each aerodrome designated for regular or alternate flight operations.

(5) Meteorological climatological tables and summaries shall be kept for a period of not less than three (3) years.

(6) Aeronautical climatological tables and summaries shall be made available to aeronautical users upon request for purposes of aerodrome planning, development of air navigation and the application of meteorology to air navigation.”.

Amendment of Part 187 of the Regulations

19. Part 187 of the Regulation is hereby amended by—

(a) the substitution in regulation 187.01 for Subpart 1 of the following Subpart:

“SUBPART 1: USER FEES

Fees relating to Part 11

187.01.1 The following fees are payable:

	R
a) For an exemption	[1,500.00] 1,590.00
b) For an exemption to be considered on an urgent basis	[3,460.00] 3,680.00

Fees relating to Part 21

187.01.2 The following fees are payable:

	R
a) for a copy of the register of certificates (regulation 21.01.06), per page	[1.80] 1.90

b) (i) for the type certification approval evaluation, per type, for Class I products (regulation 21.02.2), per hour	[760.00] 810.00
(ii) for the issuing of a type certificate for Class I products or an amendment thereof (regulation 21.02.2)	[1,860.00] 1,980.00
c) (i) for the type acceptance certification approval evaluation, per type, for Class I products (regulation 21.04.2), per hour	[760.00] 810.00
(ii) for the issuing of a type acceptance certificate for Class I products or amendment thereof (regulation 21.04.2)	[1,860.00] 1,980.00
d) for the issuing of a supplemental type certificate or an amendment thereof (regulation 21.05.2)	[1,340.00] 1,420.00
e) for the issuing of a production certificate or an amendment thereof (regulation 21.07.2)	[1,850.00] 1,970.00
f) (i) for the issuing or –re-issuing of a standard or restricted certificate of airworthiness (regulation 21.08.3), fee is prescribed in Table 1	
(ii) for the amendment of a standard or restricted certificate of airworthiness	[880.00] 940.00
g) (i) for the issuing of an experimental certificate (regulation 21.08.3) in respect of:	
(aa) an aircraft with a maximum certificated mass exceeding 5 700 kg	[3,650.00] 3,880.00
(bb) an aircraft with a maximum certificated mass of 5 700kg or less	[1,820.00] 1,930.00
(ii) for the amendment of an experimental certificate (regulation 21.08.3)	[880.00] 940.00
h)(i) for the issuing of a special flight permit (regulation 21.08.7)	[450.00] 480.00
(ii) for the amendment of a special flight permit	[160.00] 170.00
i) (i) for the issuing of a ZA-PMA (regulation 21.09.3)	[520.00] 550.00
(ii) for the review of submitted documentation for purposes of issuing ZA-PMA, per hour	[760.00] 810.00
j) (i) for the issuing of an export airworthiness approval in respect of Class 1 (regulation 21.11.2), the fee is prescribed in Table 1	
(ii) for the issuing of an export airworthiness approval in respect of products other than Class 1 products	[1,860.00] 1,980.00
k) (i) for the issuing of a ZA-TSO authorisation (regulation 21.12.2)	[520.00] 550.00
(ii) for review of submitted documentation for purposes of issuing A-TSO authorisation, per hour	[760.00] 810.00
l) for the issuing of a duplicate of any certificate, approval or authorisation issued under Part 21	[370.00] 390.00
m) for the approval of a major change in type design (regulation 21.03.3)	[1,350.00] 1,440.00

Fees relating to Part 24

187.01.3 The following fees are payable:

R

a) For the issuing of an authority to fly or an amendment thereof (regulation 24.02.1)	[320.00] 340.00
b) For the issuing of a proving flight authority or an amendment thereof (regulation 24.02.2)	[320.00] 340.00

4.02.2)	
c) For the issuing of a special flight permit (regulation 24.02.4)	[450.00] <u>480.00</u>
d) For the amendment of a special flight permit	[160.00] <u>170.00</u>
e) Currency fee on the anniversary of the authority to fly (regulation 24.02.8)	[320.00] <u>340.00</u>

Fees relating to Part 34

187.01.4 The following fees are payable:

R

a) For the issuing of a fuel venting certificate	[670.00] <u>710.00</u>
b) For a copy of the register of fuel venting certificates, per page	[1.80] <u>1.90</u>
c) For the issuing of an engine emissions certificate	[670.00] <u>710.00</u>
d) For a copy of the register of engine emissions certificates, per page	[1.80] <u>1.90</u>

Fees relating to Part 36

187.01.5 The following fees are payable:

R

a) For the issuing of a noise certificate (regulation 36.02.5)	[670.00] <u>710.00</u>
b) For a copy of the register of noise certificates, per page	[1.80] <u>1.90</u>

Fees relating to Part 43

187.01.6 The following fees are payable:

R

a) For the approval of a modification, repairs and installation on an aircraft (regulation 3.02.15)	[560.00] <u>600.00</u>
b) For the evaluation of documentation for purposes of an approval of modification, repairs and installation on an aircraft, per hour	[760.00] <u>810.00</u>

Fees relating to Part 44

187.01.7 The following fees are payable:

R

a) For the notification of a minor modification (regulation 44.01.10)	[120.00] <u>130.00</u>
b) For the approval of a major modification (regulation 44.01.10)	[560.00] <u>600.00</u>

Fees relating to Part 47

187.01.8 The following fees are payable:

R

) For the registration of aircraft (regulation 47.02.1)	[740.00] 790.00
b) For the amendment of a certificate of registration (regulation 47.02.4)	[540.00] 570.00
c) For the issuing of a replacement certificate of registration (regulation 47.02.5)	[540.00] 570.00
d) For the uplifting of a grounding	[740.00] 790.00
e) For the cancellation of a certificate of registration (regulation 47.02.7)	[740.00] 790.00
f) For a copy of the South African Civil Aircraft Register, per page	10.00
g) For the allocation of special registration marks (regulation 47.01.4)	[2,660.00] 2,830.00
h) For the re-allocation of aircraft registration marks (regulation 47.02.90)	[2,660.00] 2,830.00

Fees relating to Part 48**187.01.19** The following fees are payable:

R

a) For the approval of dry lease-in of aircraft (regulation 48.03.1)	[1,500.00] 1,590.00
b) For the approval of wet lease-in of aircraft (regulation 48.03.3)	[1,500.00] 1,590.00
c) For the approval of wet lease-out of aircraft (regulation 48.03.4)	[1,500.00] 1,590.00

Fees relating to Part 61**187.01.10** The following fees are payable:

R

a) For validation of the following licences:	
(i) Airline transport pilot licence	[720.00] 770.00
(ii) Commercial pilot licence	[670.00] 710.00
(iii) Private pilot licence	[450.00] 480.00
(iv) Airship pilot licence	[450.00] 480.00
b) For a copy of the register of pilot licences	[270.00] 290.00
c) For the issuing or re-issuing of following licences	
(i) Student pilot licences	[490.00] 520.00
(ii) Private pilot licences	[630.00] 670.00
(iii) Airship pilot licence	[630.00] 670.00
(iv) Commercial pilot licence	[680.00] 720.00
(v) Airline transport pilot licence	[730.00] 780.00
d) For the issuing or re-issuing of any rating that will be reflected on a licence:	
(i) instructor rating for Category A & B for aeroplane and helicopter	[520.00] 550.00
(ii) other ratings	[330.00] 350.00
(iii) any authorisation or approval pertaining to a licence	[330.00] 350.00

e) For examinations in respect of any pilot licence or rating, per subject;	
(i) on-line PPL examinations	[100.00] 110.00
(ii) all other on-line examinations	[330.00] 350.00
(iii) out-station (hand written) examinations	[460.00] 490.00
f) For the re-marking of examinations in respect of any pilot licence or rating, per subject	[460.00] 490.00
g) For the issuing of the following duplicate pilot licences:	
(i) student pilot licence	[380.00] 400.00
(ii) private pilot licence	[440.00] 470.00
(iii) airship pilot licence	[440.00] 470.00
(iv) commercial pilot licence	[670.00] 710.00
(v) airline transport pilot licence	[710.00] 750.00
h) For the annual currency of the following licences:	
(i) student pilot licence	[420.00] 450.00
(ii) private pilot licence	[450.00] 480.00
(iii) airship pilot licence	[450.00] 480.00
(iv) commercial pilot licence	[490.00] 520.00
(v) airline transport pilot licence	[560.00] 600.00
i) For the initial designation and the renewal of the following examiners:	
(i) flight examiner	[1,380.00] 1,470.00
(ii) radio telephone operator examiner	[1,070.00] 1,140.00
j) For the monitoring of the process of flight instructor Grade 1 upgrade	[1,380.00] 1,470.00

Fees relating to Part 62

187.01.11 The following fees are payable:

	R
a) For validation of foreign pilot licence and ratings (regulation 62.01.15)	[450.00] 480.00
b) For the issuing or re-issuing of the following pilot licences:	
(i) national pilot learner certificate (regulation 62.02.5)	[490.00] 520.00
(ii) national pilot licence (regulation 62.03.2)	[490.00] 520.00
c) For the issuing or re-issuing of any of the following rating that will be reflected on a licence:	
(i) instructor rating (regulation 62.09.6)	[520.00] 550.00
(ii) other ratings	[330.00] 350.00
(iii) Part 96 authorisation (regulation 62.14.7)	[670.00] 710.00
d) Instructor rating renewal (regulation 62.09.9)	[330.00] 350.00
e) For examinations in respect of any pilot licence or rating:	
(i) online (new licence)	[330.00] 350.00
(ii) online (category conversion)	[160.00] 170.00
(iii) online (air law lapsed licence)	[160.00] 170.00
f) For the annual currency of the following pilot licences:	

(i) national pilot learner certificate (regulation 62.02.7)	[380.00] 400.00
(ii) national pilot licence (regulation 62.01.9)	[380.00] 400.00
g) For the issuing of the following duplicate licences:	
(i) national pilot learner certificate	[380.00] 400.00
(ii) national pilot licence	[380.00] 400.00
h) For the initial designation and review flight examiner (regulation 62.15.3)	[1,070.00] 1,140.00

Fees relating to Part 63

187.01.12 The following fees are payable:

R

a) For validation of a flight engineer licence	[670.00] 710.00
b) For a copy of the register of flight engineer licence	[270.00] 290.00
c) For the issuing or re-issuing of a flight engineer licence	[670.00] 710.00
d) For the issuing or re-issuing of the following ratings that will be reflected on a flight engineer licence:	
(i) flight engineer instructor rating	[520.00] 550.00
(ii) other ratings	[330.00] 350.00
e) For examinations in respect of any flight engineer licence or rating, per subject:	[330.00] 350.00
(i) online	[330.00] 350.00
(ii) outstation	[460.00] 490.00
f) For re-marking of examinations in respect of any flight engineer licence or rating, per subject	[450.00] 480.00
g) For the issuing of a duplicate flight engineer licence	[670.00] 710.00
h) For the annual currency of a flight engineer licence	[410.00] 440.00
i) For the designation of a flight engineer examiner (annually)	[1,050.00] 1,120.00

Fees relating to Part 64

187.01.13 The following fees are payable:

R

a) For a copy of the register of cabin crew member licences	[280.00] 300.00
b) For the issuing or re-issuing of a cabin crew member licence	[410.00] 440.00
c) For examinations in respect of any cabin crew member licence or rating, per subject:	
(i) on-line	[330.00] 350.00
(ii) out-station	[460.00] 490.00
d) For re-marking of examinations in respect of any cabin crew member licence or rating, per subject	[450.00] 480.00

e) For the issuing of a duplicate cabin crew member licence	[410.00] 440.00
f) For the annual currency of a cabin crew member licence	[330.00] 350.00
g) For the designation of a cabin crew member examiner (annually)	[1,050.00] 1,120.00
h) For the validation of a cabin crew member licence or equivalent document	[630.00] 670.00

Fees relating to Part 65

187.01.14 The following fees are payable:

	R
a) For the conversion of a foreign air traffic service licence rating	[800.00] 850.00
b) For a copy of the register of air traffic service licences	[180.00] 190.00
c) For the issuing or re-issuing of an air traffic service licence	[670.00] 710.00
d) For an addition of a rating to an air traffic service licence	[330.00] 350.00
e) For endorsement of an air traffic service licence	[330.00] 350.00
f) For the issuing of a duplicate air traffic service licence	[670.00] 710.00
g) For the currency of an air traffic service licence	[410.00] 440.00

Fees relating to Part 66

187.01.15 The following fees are payable:

	R
a) For the validation of an aircraft maintenance engineer licence	[740.00] 790.00
b) For a copy of the register of aircraft maintenance engineer licences	[270.00] 290.00
c) For the issuing or –re-issuing of an aircraft maintenance engineer licence	[740.00] 790.00
d) For amendment of or addition to an aircraft maintenance engineer licence	[460.00] 490.00
e) For the renewal of an aircraft maintenance engineer licence	[760.00] 810.00
f) For the issuing of a duplicate aircraft maintenance engineer licence	[760.00] 810.00
g) For the writing and re-marking of examinations in respect of any aircraft maintenance engineer licence or rating, per subject	[450.00] 480.00
h) For the issuing of a letter of confirmation of an applicant maintenance engineer experience/qualifications to interested parties	[800.00] 850.00
i) For the designation of an aircraft maintenance engineer examiner (annually)	[1,000.00] 1,060.00
j) For the initial issue of an approved person certificate	[460.00] 490.00
k) For the renewal of an approved person certificate	[240.00] 260.00

Fees relating to Part 67**187.01.16** The following fees are payable:**R**

a) For appeal against being found medically unfit	[5,000.00] <u>5,320.00</u>
b) For designation of the following medical examiners	
(i) senior examiner	[1,040.00] <u>1,110.00</u>
(ii) regular examiner	[520.00] <u>550.00</u>
c) For the designation of a medical cabin crew examiner	[950.00] <u>1,010.00</u>
d) For other services to be provided, per hour	[760.00] <u>810.00</u>

Fees relating to Part 68**187.01.17** The following fees are payable:**R**

a) For the issuing or re-issuing of the following licences:	
(i) glider pilot licence (regulation 68.03.7)	[490.00] <u>520.00</u>
(ii) student glider pilot licence (regulation 68.02.5)	[490.00] <u>520.00</u>
b) For the validation of a foreign glider pilot licence (regulation 68.01.9)	[460.00] <u>490.00</u>
c) For issuing of a duplicate of the following licences:	
(i) glider pilot licence	[380.00] <u>400.00</u>
(ii) student glider pilot licence	[380.00] <u>400.00</u>
d) For the annual currency of the following licences:	
(i) glider pilot licence (regulation 68.01.4)	[380.00] <u>400.00</u>
(ii) student glider pilot licence (regulation 68.02.7)	[380.00] <u>400.00</u>
e) For the issuing or re-issuing of the following ratings that will be reflected on a licence:	
(i) instructor rating (regulation 68.04.6)	[490.00] <u>520.00</u>
(ii) other ratings	[330.00] <u>350.00</u>
(iii) any authorisation or approval pertaining to a licence	[330.00] <u>350.00</u>
f) For instructor rating renewal (regulation 68.04.6)	[330.00] <u>350.00</u>
g) For the issuing of a duplicate student pilot licence	[380.00] <u>450.00</u>
h) For the annual currency of a student pilot licence	[420.00] <u>450.00</u>
i) For examinations in respect of any of the following licence or rating:	
(i) online (new licence)	[330.00] <u>350.00</u>
(ii) online (other)	[160.00] <u>170.00</u>

Fees relating to Part 69**187.01.18** The following fees are payable:**R**

a) For the issuing or re-issuing of a free balloon pilot licence	[630.00] 670.00
b) For the validation of the free balloon pilot licence	[450.00] 480.00
c) For the issuing of a duplicate of the free balloon pilot licence	[440.00] 470.00
d) For the annual currency of the free balloon pilot licence	[450.00] 480.00

Fees relating to Part 91**187.01.19** The following fees are payable:**R**

a) For the issuing of a duplicate mass and balance report	[640.00] 680.00
b) For the issuing of a duplicate flight manual approval	[440.00] 470.00
c) For the issuing of a duplicate aircraft equipment list	[640.00] 680.00
d) For the issuing or re-issuing of reduced vertical separation minima certificate	[1,040.00] 1,110.00
e) For the issuing or re-issuing of minimum navigation performance specification certificate	[440.00] 470.00
f) For the issuing or re-issuing of FM immunity certificate	[420.00] 450.00
g) For the issuing or re-issuing of area navigation certificate	[450.00] 480.00
h) For the issuing or re-issuing of transponder binary/decimal/hexadecimal codes	[330.00] 350.00
i) For the issuing or re-issuing of a certificate of permission to import an aircraft	[450.00] 480.00

Fees relating to Part 92**187.01.20** The following fees are payable:**R**

a) For an exemption in terms of regulation 92.00.3	[1,500.00] 1,590.00
b) For an exemption to be considered on an urgent basis	[3,460.00] 3,680.00
c) For the validation of a foreign certificate issued for the handling of goods to be conveyed by air in terms of regulation 92.00.9	[390.00] 410.00
d) For the issuing of dangerous goods approval	[1,140.00] 1,210.00

Fees relating to Part 93**187.01.21** The following fees are payable:**R**

a) For the issuing of a corporate aviation operating certificate	[7,710.00] 8,200.00
b) For each aircraft (aeroplane or helicopter) placed on the operating certificate	[1,930.00] 2,050.00
c) For renewal of a corporate aviation operating certificate	[7,440.00] 7,910.00

d) For the placing of each aircraft on the renewed corporate aviation operating certificate	[1,930.00] 2,050.00
e) For the issuing of a certificate of approval for an operations manual in respect of corporate aviation operating certificate holders	[6,740.00] 7,160.00
f) For the approval of the following amendments to an operations manual in respect of a corporate aviation operating certificate holder	
(i) a text or content amendment, per page	[1.90] 2.00
(ii) a name or numbering change, per page	[3.70] 4.00
g) For the removal of an aircraft from the certificate of approval	[190.00] 200.00
h) General hourly rate	[760.00] 810.00
i) For a copy of the register of operating certificate	[180.00] 190.00

Fees relating to Part 101

187.01.22 The following fees are payable:

R

a) For RPAS letter of approval	
(i) application for issue/reissue/amendment of a letter of approval	[320.00] 340.00
(ii) assessment of system safety submission, per hour	[770.00] 810.00
b) For registration:	
(i) for the registration of a remotely piloted aircraft	[750.00] 800.00
(ii) for the issuing of a duplicate certificate of registration	[540.00] 570.00
(iii) for the amendment of a certificate of registration	[540.00] 570.00
(iv) for change of ownership	[750.00] 800.00
(v) for cancellation of registration	[750.00] 800.00
c) For aviation personnel standards:	
(i) for the issuing or re-issuing of RPL	[620.00] 660.00
(ii) instructor rating for RPL	[330.00] 350.00
(iii) examinations online	[330.00] 350.00
(iv) out station examinations (written examinations)	[460.00] 490.00
(v) issuing of duplicate RPL	[440.00] 470.00
(vi) revalidation of RPL	[450.00] 480.00
(vii) initial designation of examiner	[690.00] 730.00
(viii) radio telephone operator examiner	[1,070.00] 1,140.00
d) RPAS operating certificate:	
(i) for initial issue of ROC	[3,960.00] 4,210.00
(ii) for each addition of aircraft in the ROC	[790.00] 840.00
(iii) for renewal of ROC	[2,640.00] 2,810.00
(iv) for renewal in respect of each additional aircraft	[790.00] 840.00
(v) for the issue of a certificate of approval for an operations manual	[3,990.00] 4,240.00
(vi) for the approval of the following amendments to an operations manual:	

(aa) a text or content amendment, per page	[1.90] 2.00
(bb) a name or numbering change, per page	[3.70] 4.00
(vii) for the removal of aircraft from the ROC	[200.00] 210.00
e) RPAS maintenance technician letter of authorisation:	
(i) for the issuing/reissuing of RMT letter of authorisation	[750.00] 800.00
(ii) for the amendment of RMT letter of authorisation	[460.00] 490.00

Fees relating to Part 105

187.01.23 The following fees are payable:

R

a) For new drop-zone applications	[630.00] 670.00
b) For temporary drop-zone applications	[240.00] 260.00
c) For display jump application	[120.00] 130.00

Fees relating to Part 108

187.01.24 The following fees are payable:

R

a) For the initial issue of certificate of approval	[3,980.00] 4,230.00
b) For the renewal of certificate of approval	[1,990.00] 2,120.00
c) For the validation of certificate of approval	[1,990.00] 2,120.00
d) For the validation of training certificate	[130.00] 140.00
e) For an amendment to a security manual, per page	20.00
f) For an extract of the register of certificates of approval	[70.00] 80.00
g) the following fees are payable per site in respect of prescribed inspections:	
(i) sites up to 1 000m ²	[1,320.00] 1,400.00
(ii) sites in excess of 1 000m ² up to and including 5 000m ²	[1,850.00] 1,970.00
(iii) sites exceeding 5 000m ²	[2,380.00] 2,530.00
h) The following fees are payable in respect of the initial approval of a security manual:	
(i) for a manual consisting of 100 or less pages	[1,320.00] 1,400.00
(ii) for a manual consisting of 101 to 200 pages	[2,660.00] 2,830.00
(iii) for a manual consisting of more than 200 pages	[6,620.00] 7,040.00

Fees relating to Part 109**187.01.25** The following fees are payable:**R**

a) for a copy of the register of aviation security training organisation approvals	[230.00] 240.00
b) for the issuing of an aviation security training organisation approval	[2,720.00] 2,890.00
c) for an amendment of an aviation security training organisation approval	[1,330.00] 1,410.00
d) for the renewal of an aviation security training organisation approval	[1,340.00] 1,420.00
e) for the issuing of an aviation security training organisation temporary approval to conduct aviation security training	[640.00] 680.00
f) for an aviation security instructor certification workshop	[1,120.00] 1,190.00
g) for an aviation security instructor certification (initial)	[900.00] 960.00
h) for an aviation security instructor certification (renewal)	[580.00] 620.00
i) for the validation of foreign training/certification certificate	[1,990.00] 2,120.00

Fees relating to Part 110**187.01.26** The following fees are payable:**R**

a) For the issuing or reissuing of an aviation security screener certificate	[350.00] 370.00
b) For the issuing of a duplicate aviation security screener certificate	[230.00] 240.00
c) For the designation as an aviation security screener examiner (annually)	[880.00] 940.00
d) For a copy of the register of security screeners certificates	[230.00] 240.00
e) For screener examination in respect of aviation security screener certification, per subject:	[270.00] 290.00
f) For the remarking of examination in respect of an aviation security screener certificate, per subject	[370.00] 390.00
g) For the annual recertification of a security screener	[270.00] 290.00
h) For the validation of an aviation security screener certification or equivalent document	[520.00] 550.00
i) For the issuing of aviation security screener organisation certificate	[3,980.00] 4,230.00
j) For the renewal of aviation security screener organisation certificate	[1,990.00] 2,120.00

Fees relating to Part 121**187.01.27 (1)** The following fees are subject to the provisions of sub-regulation (2), payable:**R**

a) For the issuing of an operating certificate in terms of regulation 121.06.2 for aeroplanes in the certificated mass class of:	
(i) 5 701 kg – 20 000 kg	[17,380.00] 18,470.00

(ii) 20 001 kg – 130 000 kg	[21,730.00] 23,100.00
(iii) greater than 130 000 kg	[26,080.00] 27,720.00
b) For each aeroplane placed on the operating certificate in the certificated mass class of:	
(i) 5 701 kg – 20 000 kg	[1,700.00] 1,810.00
(ii) 20 001 kg – 130 000 kg	[1,900.00] 2,020.00
(iii) greater than 130 000 kg	[3,800.00] 4,040.00
c) For the renewal of an operating certificate referred to in paragraph (a) above in respect of aeroplanes in the certificated mass class of:	
(i) 5 701 kg – 20 000 kg	[15,900.00] 16,900.00
(ii) 20 001 kg – 130 000 kg	[21,170.00] 22,500.00
(iii) greater than 130 000 kg	[26,410.00] 28,070.00
d) For the placing of each aeroplane on the renewed operating certificate, the fees referred to in paragraph (b) apply	
e) For a copy of the register of operating certificates	[180.00] 190.00
f) For the issuing of a certificate of approval for an operations manual	[7,440.00] 7,910.00
g) For the approval of the following amendments to an operations manual:	
(i) a text or content amendment, per page	[1.80] 1.90
(ii) a name or numbering change, per page	[3.60] 3.80
h) For the removal of an aeroplane from the certificate of approval	[190.00] 200.00

(2) Where an application for an operating certificate or an application for a renewal thereof relates to more than one aeroplane, the fee payable is in respect of an aeroplane in the highest all-up certificated mass class applicable to Part 121.

Fees relating to Part 127

187.01.28 (1) The following fees are, subject to the provisions of sub-regulation (2), payable:

R

a) For the issuing of an operating certificate in terms of regulation 127.06.2 for a helicopter in the certificated mass class of:	
(i) less than 1 500 kg	[9,350.00] 9,940.00
(ii) 1 500 kg – 5 700 kg	[11,180.00] 11,880.00
(iii) greater than 5 700 kg	[14,720.00] 15,650.00

b) For each helicopter placed on the operating certificate in the certificated mass class of:	
(i) less than 1 500 kg	[1,410.00] 1,500.00
(ii) 1 500 kg – 5 700 kg	[1,780.00] 1,890.00
(iii) greater than 5 700 kg	[1,990.00] 2,120.00
c) For renewal of an operating certificate referred to in paragraph (a) in respect of a helicopter in the certificated mass class of:	
(i) less than 1 500 kg	[5,720.00] 6,080.00
(ii) 1 500 kg – 5 700 kg	[7,640.00] 8,120.00
(iii) greater than 5 700 kg	[11,430.00] 12,150.00
d) For a copy of the register of operating certificates	[180.00] 190.00
e) For the issuing of a certificate of approval for an operations manual	[7,420.00] 7,890.00
f) For the approval of the following amendments to an operations manual	
(i) a text or content amendment, per page	[1.80] 1.90
(ii) a name or numbering change, per page	[3.60] 3.80
g) For the removal of a helicopter from the certificate of approval	[190.00] 200.00

(2) Where an application for an operating certificate or an application for a renewal thereof relates to more than one helicopter, the fee payable is in respect of a helicopter in the highest all up certificated mass class applicable to Part 127.

Fees relating to Part 135

187.01.29 The following fees are payable:

R

a) For the issuing of an operating certificate in terms of regulation 135.06.2 for aeroplanes with a maximum certificated mass of 5 700 kg or less	[11,240.00] 11,950.00
b) For each aeroplane placed on the operating certificate in the class referred to in paragraph (a) above	[1,930.00] 2,050.00
c) For renewal of an operating certificate referred to in paragraph (a)	[7,690.00] 8,170.00
d) For the placing of each aeroplane on the renewed operating certificate, the fees referred to in paragraph (b) above apply	[1,930.00] 2,050.00
e) For a copy of the register of operating certificates	[180.00] 190.00
f) For the issuing of a certificate of approval for an operations manual	[8,660.00] 9,210.00
g) For the approval of the following amendments to an operations manual	
(i) a text or content amendment, per page	[1.80] 1.90
(ii) a name or numbering change, per page	[3.60] 3.80
h) For the removal of an aeroplane from the certificate of approval	[190.00] 200.00

Fees relating to Part 136

187.01.30 The following fees are payable:

R

a) For the initial issuing of an operating certificate	[4,650.00] 4,940.00
b) For each additional balloon placed on an operating certificate	[790.00] 840.00
c) For the renewal or variation of an operating certificate	[3,110.00] 3,310.00
d) For the renewal in respect of each additional balloon	[790.00] 840.00
e) For a copy of register of operating certificates	[160.00] 170.00
f) For an approval of the following amendments to an operations manual:	
(i) a text or content amendment, per page	[1.80] 1.90
(ii) a name or numbering change, per page	[3.60] 3.80
g) For the removal of a balloon from the register of operating certificates	[190.00] 200.00

Fees relating to Part 137

187.01.31 The fees payable for an operating certificate prescribed by regulation 137.01.3 to be issued for Part 121, Part 127 of Part 135, as the case may be, shall be the fees prescribed under the appropriate Part.

Fees relating to Part 138

187.01.32 The fees payable for an operating certificate prescribed by regulation 138.01.2 to be issued for Part 121, Part 127 of Part 135, as the case may be, shall be the fees prescribed by the appropriate Part.

Fees relating to Part 139

187.01.33 (1) The fees reflected in Table 2 below are payable for the services reflected therein.

(2) The following fees are payable:

R

a) For a copy of the register of aerodrome licences, heliport approvals and heliport licences, per page	[1.80] 1.90
b) For the issuing of a licence of intent	[5,690.00] 5,110.00
c) For the issuing or renewal of a heliport licence	[4,810.00] 5,110.00
d) For the approval and renewal of a helistop	[4,810.00] 5,110.00
e) For the issuing of an approval for the erection of a cellular telephone mast or any other	[870.00] 920.00

obstacle	
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Fees relating to Part 141

187.01.34 The following fees are payable:

R

a) For a copy of the register of aviation training organisation approvals	[270.00] 290.00
b) For the issuing of an aviation training organisation approval	
(i) for the application	[4,420.00] 4,700.00
(ii) hourly rate for the inspection time	[760.00] 810.00
c) For an amendment of an aviation training organisation approval	[1,570.00] 1,670.00
d) For the renewal of an aviation training organisation approval:	
(i) for the application	[1,890.00] 2,010.00
(ii) hourly rate for the inspection time	[760.00] 810.00
e) For the issuing of a temporary aviation training organisation approval	
(i) for the application	[1,890.00] 2,010.00
(ii) hourly rate for the inspection time	[760.00] 810.00
f) For a copy of the register of operating certificates	[180.00] 190.00
g) For each aircraft placed on the aviation training approval certificate referred to in paragraph (b) and (d):	
(i) aircraft with a maximum certificated mass of 5,700 kg or more	[1,930.00] 2,050.00
(ii) aircraft with a maximum certificated mass of less than 5,700 kg	[1,500.00] 1,590.00
(iii) aircraft with a maximum certificated mass of less than 2,700.00 kg	[700.00] 740.00
h) For the approval of the following amendments to an operations manual in respect of Part 141:	
(i) a text or content amendment, per page	[3.60] 3.80
(ii) a name or numbering change, per page	[1.80] 1.90
(iii) for the temporary addition of an aircraft or instructor in the operations manual for temporary training approval per amendment	[290.00] 310.00
i) For the initial approval of a training and procedures manual	[4,420.00] 4,700.00

Fees relating to Part 145

187.01.35 The following fees are payable for services rendered within the borders of South Africa:

R

a) For a copy of the register of aircraft maintenance organisation approvals (regulation 45.01.9), per page	[1.80] 1.90
b) For the issuing of an aircraft maintenance organisation approval:	
(i) for the application	[2,000.00] 2,130.00
(ii) hourly rate for the inspection time	[760.00] 810.00
c) For the amendment of an aircraft maintenance organisation approval	[870.00] 920.00
d) For the renewal of an aircraft maintenance organisation approval:	

(i) for the application	[920.00] 980.00
(ii) hourly rate for the inspection time	[760.00] 810.00
a) For the issuing of a duplicate aircraft maintenance organisation approval	[130.00] 140.00
f) The following fees are payable for services rendered outside the borders of South Africa	US\$
(i) For the issuing of an aircraft maintenance organisation approval, the hourly rate for inspection time	[150.00] 160.00
(ii) For the renewal of an aircraft maintenance organisation approval, the hourly rate for inspection time	[150.00] 160.00

Fees relating to Part 147

187.01.36 The following fees are payable:

R

a) For a copy of the register of design organisation approvals (regulation 147.01.5), per page	[1.80] 1.90
b) (i) For the issuing of a design organisation approval to design products or changes thereto (regulation 147.02.6)	[4,680.00] 4,970.00
(ii) For the amendment of a design organisation approval to design products or changes thereto (regulation 147.02.6)	[170.00] 180.00
c) For the renewal of a design organisation approval to design products or changes thereto (regulation 147.02.15)	[370.00] 390.00
d) (i) For the issuing of a design organisation approval to design parts and appliances or changes thereto	[4,680.00] 4,970.00
(ii) For the amendment of a design organisation approval to design parts and appliances or changes thereto	[170.00] 180.00
e) For the renewal of a design organisation approval to design parts and appliances or changes thereto	[370.00] 390.00
f) For the issuing of a duplicate design organisation approval	[190.00] 200.00

Fees relating to Part 148

187.01.37 The following fees are payable:

R

a) For a copy of the register of manufacturing organisation approvals (regulation 148.01.7), per page	[1.80] 1.90
b) (i) for the issuing of a manufacturing organisation approval (regulation 148.02.2)	[4,680.00] 4,970.00
(ii) For the amendment of a manufacturing organisation approval (regulation 148.02.2)	[180.00] 190.00
c) For the renewal of a manufacturing organisation approval (regulation 148.02.2)	[370.00] 390.00
d) For the issuing of a duplicate manufacturing organisation approval	[190.00] 200.00
e) For each additional rating, per application	[1,860.00] 1,980.00
f) For the inspection of an organisation for issuance of a certificate of approval per hour per inspection	[760.00] 810.00

g) For the annual currency of a certificate of approval	[450.00] 480.00
h) For the annual inspection in respect of continued approval per hour per inspection	[760.00] 810.00

Fees relating to Part 149

187.01.38 The following fees are payable:

	R
a) For a copy of the register of aviation recreation organisation approvals, per page (regulation 149.01.6)	[1.80] 1.90
b) (i) for the issuing of an aviation recreation organisation approval (regulation 149.02.6)	[4,680.00] 4,970.00
(ii) for the amendment of an aviation recreation organisation approval (regulation 149.02.6)	[170.00] 180.00
c) For the renewal of an aviation recreation organisation approval (regulation 149.02.12)	[740.00] 790.00
d) For the issuing of a duplicate aviation recreation organisation approval	[190.00] 200.00

Fees relating to Part 172

187.01.39 The following fees are payable:

	R
a) For a copy of the register of air traffic service unit approvals per page (regulation 172.01.7)	[1.80] 1.90
b) (i) For the issuing of an air traffic service unit approval (regulation 172.03.5)	[4,650.00] 4,940.00
(ii) For the amendment of an air traffic service unit approval (regulation 172.03.5)	[110.00] 120.00
c) For the renewal of an air traffic service unit approval (regulation 172.03.9)	[4,650.00] 4,940.00
d) For the issuing of a duplicate air traffic service unit approval	[150.00] 160.00
e) For the approval of:	
(i) aerodrome control service	[22,290.00] 23,690.00
(ii) approach control service	[27,540.00] 29,280.00
(iii) area control service	[27,540.00] 29,280.00
(iv) flight information service	[27,540.00] 29,280.00
(v) approach surveillance service	[45,870.00] 48,760.00
(vi) area surveillance service	[45,870.00] 48,760.00
(vii) aerodrome flight information service	[6,860.00] 7,290.00

Fees relating to Part 173

187.01.40 The following fees are payable:

	R
a) For a copy of the register of flight procedure design approvals, per page (regulation 173.01.6)	[1.80] 1.90
b) For the application or amendment of a category (A) flight procedure design approval (regulation 173.01.10):	

(i) for the application	[6,880.00] 7,310.00
(ii) hourly rate for the inspection time	[760.00] 810.00
c) For the renewal of a category (A) flight procedure design approval (regulation 173.01.13)	
(i) for the application	[4,620.00] 4,910.00
(ii) hourly rate for the inspection time	[760.00] 810.00
d) For the application or amendment of a category (B) flight procedure design approval (regulation 173.01.10):	
(i) For the application	[5,370.00] 5,710.00
(ii) hourly rate for the inspection time	[760.00] 810.00
e) For the renewal of a category (B) flight procedure design approval (regulation 173.01.13)	
(i) For the application	[3,120.00] 3,320.00
(ii) hourly rate for the inspection time	[760.00] 810.00
f) For the issuing of a replacement a flight procedure design approval (regulation 73.01.11)	[150.00] 160.00
g) For the submission of a flight procedure (regulation 173.02.4):	
... (i) preparation & checking for new or revised design per aerodrome, per submission	[4,620.00] 4,910.00
(ii) precision approach segment	[5,370.00] 5,710.00
(iii) APV/Baro VNAV/SBAS segment	[5,370.00] 5,710.00
(iv) non-precision approach (including: 3x IAF, 3x Hold, VMA, TAA/MSA)	[10,010.00] 10,640.00
(v) VMA (Circling)	[2,310.00] 2,460.00
(vi) Hold	[2,310.00] 2,460.00
(vii) TAA/MSA	[2,310.00] 2,460.00
(viii) SID	[10,010.00] 10,640.00
... (ix) STAR (including: 1xHold)	[7,760.00] 8,250.00
(x) En-route	[2,320.00] 2,470.00
(ix) For all other submissions not listed above, the hourly rate shall apply	[760.00] 810.00

Fees relating to Part 175

187.01.41 The following fees are payable:

R

a) For a copy of the register of aeronautical information service unit approvals, per page	[1.80] 1.90
b) For the issuing of an aeronautical information service unit approval	[4,070.00] 4,330.00
c) For the amendment of an aeronautical information service unit approval	[150.00] 160.00
d) For the issuing of duplicate aeronautical information service unit approval	[150.00] 160.00
e) For the renewal of aeronautical information service unit approval	[4,070.00] 4,330.00
f) For a copy of the South African Aeronautical Information Publication (excluding postage)	[630.00] 670.00
g) For subscribing to the South African Aeronautical Information Publication Annual amendment service	[450.00] 480.00

Fees relating to Part 176

187.01.42 A sum of R550.00 is payable for radio telephony call sign (regulation 176.00.2)

Fees relating to Part 176

187.01.43 (1) A sum of R2,390.00 is payable for lodging an appeal to the Director in terms of regulation 185.04.3.

(2) If the Director sets aside any decision on an appeal, the fees referred to in sub-regulation (1) must be refunded to the appellant.

(3) If the Director varies any such decision, he or she may direct that the whole or part of such fees be refunded to the appellant.

Fees for appeal to the appeal committee

187.01.44 (1) A fee for lodging an appeal to the appeal committee in terms of section 121 of the Act is R4,000.00

(2) If the appeal committee sets aside any decision on an appeal, the fees referred to in sub-regulation (1) must be refunded to the appellant.

(3) If the appeal committee varies any such decision, it may direct that the whole or part of such fees be refunded to the appellant.

Hourly rate

187.01.45 The following fees are payable;

(a) For services that are provided by the Authority in South Africa for which no specific fee has been set out in this Part	[R760.00] R 810.00
(b) For services that are provided by the Authority outside South Africa for which no specific fee has been set out in this Part	US\$ [150.00] 160.00

TABLE 1

Weight Category	Issue/reissue: Certificate of airworthiness/Export airworthiness Approval	Renewal of certificate of airworthiness
	R	R
0-1 800 kg	[4,880.00] 5,190.00	[1,000.00] 1,060.00
1 801-3 600	[6,130.00] 6,520.00	[1,500.00] 1,590.00
3 601-5 700 kg	[7,260.00] 7,720.00	[2,000.00] 2,130.00
5 701-20 000 kg	[9,760.00] 10,370.00	[3,000.00] 3,190.00
20 001-50 000 kg	[14,770.00] 15,700.00	[4,000.00] 4,250.00
50 001 kg +	[19,400.00] 20,620.00	[5,900.00] 6,270.00

TABLE 2

:AT	Fire services, Security and Dangerous Goods		Infrastructure	Lighting (Relevant to all the categories listed in the Table)	Instrumentation (Relevant to all the categories listed in the Table)
	National Aerodromes	International Aerodromes			
	R	R	R	R	R
1	[720.00] 770.00	[5,000.00] 5,310.00	[370.00] 390.00	For Instrument [RWS] runways: R [3.20] 3.40/metre; or Non-instrument [RWS] runways R [1.60] 1.70/metre	For VOR: [1,690.00] 1,800.00; ILS: [2,000.00] 2,130.00; NDB: [550.00] 580.00; PAPI (Audit) per set [1,020.00] 1,080.00; or VHF spectrum: [1,290.00] 1,370.00
2	[2,510.00] 2,670.00	[11,260.00] 11,970.00	[370.00] 390.00		
3	[5,000.00] 5,320.00	[15,020.00] 15,970.00	[750.00] 800.00		
4	[8,760.00] 9,310.00	[23,770.00] 25,270.00	[1,620.00] 1,720.00		
5	[11,260.00] 11,970.00	[31,280.00] 33,250.00	[1,870.00] 1,990.00		
6	[12,520.00] 13,310.00	[35,040.00] 37,250.00	[3,740.00] 3,980.00		
7	[40,060.00] 42,580.00	[70,080.00] 74,500.00	[11,260.00] 11,970.00		
8	[87,620.00] 93,140.00	[187,760.00] 199,590.00	[26,790.00] 28,480.00		
9	[187,760.00] 199,590.00	[350,480.00] 372,560.00	[37,550.00] 39,920.00		
10	[292,900.00] 311,350.00	[557,010.00] 592,100.00	[58,820.00] 62,530.00		

- (b) the substitution in regulation 187.02.1 for sub-regulation (1) of the following sub-regulation:

“(1) A civil aviation authority passenger safety charge amounting to **[R23.61]** R24.86 shall be payable by aircraft passengers departing on an aircraft from an aerodrome within the Republic of South Africa on a scheduled public air transport flight or part of a flight to a destination within or outside the territory of the Republic of South Africa.”.

Short title and commencement

20. This regulation is called the Twentieth Amendment of the Civil Aviation Regulations, 2019 and shall come into operation on 1 May 2019.

WARNING!!!

To all suppliers and potential suppliers of goods to the Government Printing Works

The Government Printing Works would like to warn members of the public against an organised syndicate(s) scamming unsuspecting members of the public and claiming to act on behalf of the Government Printing Works.

One of the ways in which the syndicate operates is by requesting quotations for various goods and services on a quotation form with the logo of the Government Printing Works. Once the official order is placed the syndicate requesting upfront payment before delivery will take place. Once the upfront payment is done the syndicate do not deliver the goods and service provider then expect payment from Government Printing Works.

Government Printing Works condemns such illegal activities and encourages service providers to confirm the legitimacy of purchase orders with GPW SCM, prior to processing and delivery of goods.

To confirm the legitimacy of purchase orders, please contact:

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Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065