



# Government Gazette

**REPUBLIC OF SOUTH AFRICA**

*Regulation Gazette*

No. 7028

Vol. 429

Pretoria

16

March

2001

**No. 22142**



**AIDS HELPLINE: 0800-123-22 Prevention is the cure**

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**GOVERNMENT NOTICES**

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**DEPARTMENT OF TRANSPORT**

No. R. 247

16 March 2001

**AVIATION ACT 1962****PROPOSED AMENDMENT TO THE CIVIL AVIATION  
REGULATIONS, 1997**

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM) hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Kim Gorringe or Mr. Herman Wildenboer, Private Bag X08, Waterkloof, 0145, fax: (012) 346-5979, or e-mail at [goringek@caa.co.za](mailto:goringek@caa.co.za) or [wildenboerh@caa.co.za](mailto:wildenboerh@caa.co.za), before or on 17 April 2001.

**Proposal to amend Part 127 of the CAR, 1997****Proposer:**

Civil Aviation Authority  
Private Bag X08  
Waterkloof  
0145

**Explanation of interest of the Proposer**

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

**SCHEDULE 1****1.1 Proposed amendment of Regulation 127.01.3 'Admission to cockpit'**

Insert new sub-regulation (5):

"(5) For the purpose of this Part, the expression 'cockpit' shall have the same meaning as the expression 'flight deck'."

**1.2 Current regulation:**

No current regulation exists.

**1.3 Motivation:**

In the CAR, the expression 'cockpit' has generally been replaced by the expression 'flight deck'. However, the expression 'cockpit' has been retained in Part 127 and, therefore, requires definition.

**SCHEDULE 2****2.1 Proposal to amend regulation 127.02.1(8)(e):**

"(e) the pilot concerned shall have a minimum of 50 hours flight time on the specific type or class of helicopter at night or under IFR of which 10 hours shall be as pilot-in-command;"

**2.2 Current regulation:**

"(e) the pilot concerned shall have a minimum of 50 hours flight time on the specific type or class of helicopter under IFR of which 10 hours shall be as pilot-in-command;"

**2.3 Motivation:**

If 'under IFR' is considered to mean 'by sole reference to flight instruments', it will be difficult for a helicopter pilot to gain the necessary experience. By allowing night flying time to count towards the required experience, this problem may be overcome.

**SCHEDULE 3****3.1 Proposal to amend sub-regulation 127.02.1(8)(f)(i):**

"(f) the minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or by night shall be –

- (i) under IFR, executed at least two approaches either under actual or simulated conditions with reference to flight instruments only;"

**3.2 Current sub-regulation:**

- "(f) the minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or by night shall be –
- (i) under IFR:
    - (aa) executed at least two actual approaches with reference to flight instruments only;
    - (bb) executed at least two approaches either under actual or simulated conditions with reference to flight instruments only;

**3.3 Motivation:**

The to be deleted current sub-regulation (aa) is already included in sub-regulation (bb).

**SCHEDULE 4****4.1 Proposal to amend sub-regulation 127.02.1(8)(f)(ii):**

- "(f) the minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or by night shall be –
- (i) ...
  - (ii) by night when passengers are to be carried: Executed not less than five circuits (including take-off and landing) by night in a helicopter of the same class as that in which such passenger-carrying flight is to be undertaken;"

**4.2 Current sub-regulation:**

- "(f) the minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or by night shall be –
- (i) ...
  - (ii) by night when passengers are to be carried: Executed not less than five circuits (including take-off and landing) by night in a helicopter of the same category as that in which such passenger-carrying flight is to be undertaken;"

**4.3 Motivation:**

The current reference to 'category' is a mistake and should be a reference to 'class' (see regulation 127.08.1 'Classification').

**SCHEDULE 5****5.1 Proposal to amend sub-regulation 127.03.6(a)(ii):**

"The operator of a commercial air transport helicopter shall ensure that –

- (a) a holder of a commercial pilot licence (helicopter) does not operate as a pilot-in-command of a helicopter, certificated in the flight manual referred to in Regulation 91.03.2 for single-pilot operations, unless –
  - (i) when conducting passenger carrying operations under VFR outside a radius of 50 nautical miles from a heliport of departure, the pilot has a minimum of 300 hours total flight time on helicopter or holds a valid instrument rating; or
  - (ii) when operating under IFR, the pilot has a minimum of 400 hours total flight time on helicopters which includes 200 hours as pilot-in-command of which 50 hours have been under IFR: Provided that the 200 hours as pilot-in-command may be substituted by hours operating as co-pilot on the basis of two hours co-pilot is equivalent to one hour as pilot-in-command if these hours were gained within an established multi-pilot flight crew system prescribed in the operations manual referred to in Regulation 127.04.2;"

**5.2 Current regulation:**

"The operator of a commercial air transport helicopter shall ensure that –

- (a) a holder of a commercial pilot licence (helicopter) does not operate as a pilot-in-command of a helicopter certificated in

the flight manual referred to in Regulation 91.03.2 for single-pilot operations unless –

- (i) when conducting passenger carrying operations under VFR outside a radius of 50 nautical miles from a heliport of departure, the pilot has a minimum of 300 hours total flight time on helicopter or holds a valid instrument rating; or
- (ii) when operating under IFR, the pilot has a minimum of 400 hours total flight time on helicopters which includes 200 hours as pilot-in-command of which 100 hours have been under IFR: Provided that the 200 hours as pilot-in-command may be substituted by hours operating as co-pilot on the basis of two hours co-pilot is equivalent to one hour as pilot-in-command: Provided further that these hours are gained within an established multi-pilot flight crew system prescribed in the operations manual referred to in Regulation 127.04.2;”

### 5.3 Motivation:

If 'under IFR' is considered to mean 'by sole reference to flight instruments', it will be difficult for a helicopter pilot to gain the necessary 100 hours experience. Reducing the requirement to 50 hours is not considered to be unreasonable or unsafe.

## SCHEDULE 6

### 6.1 Proposal to amend Division Four:

#### “Division Four: Training of other crew members

##### Training

127.03.16

- “(1) The operator of a commercial air transport helicopter shall provide an initial, recurrent and refresher training course for any –
  - (a) load master;
  - (b) winch operator; and

(c) any other crew member essential to safe operations;

if the operator has such operations personnel in his or her employ.

(2) The training course referred to in sub-regulation (1) shall be specified in the operations manual referred to in regulation 127.04.2."

## **6.2 Current heading and regulation:**

### **"Division Four: Training of other flight crew members**

#### **Training**

127.03.16

"(1) The operator of a commercial air transport helicopter shall provide an initial, recurrent and refresher training course for any –

(a) load master;

(b) winch operator;

(c) navigator; or

(d) if the operator has such operations personnel in his or her employ, other flight crew member essential to safe operations.

(2) The training course referred to in sub-regulation (1) shall be specified in the operations manual referred to in regulation 127.04.2."

## **6.3 Motivation:**

(1) In South Africa, the function of navigator is not longer recognized.

(2) Load masters, winch operators and other operational crew members do not fall under the definition of 'flight crew'.

- (3) Sub-regulation (1) has been rephrased in order to remove any ambiguity.

## **SCHEDULE 7**

### **7.1 Proposal to delete regulation 127.05.8**

### **7.2 Current regulation:**

#### **Helicopters certificated for operating on water**

**127.05.8** The operator of a commercial air transport helicopter certificated for operating on water, shall not operate the helicopter on water unless such helicopter is equipped with –

- (a) a sea anchor and other equipment necessary to facilitate the mooring, anchoring or manoeuvring such helicopter on water, appropriate to its size, weight and handling characteristics; and
- (b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

### **7.3 Motivation**

This regulation is a duplication of regulation 91.04.30, which is applicable to Part 127 operators.

## **SCHEDULE 8**

### **8.1 Proposal to amend sub-regulation 127.07.7(1) 'Helicopter Operating Minima'**

"(1) The operator of a commercial air transport helicopter to be used under IMC shall establish helicopter operating minima in accordance with the provisions of subregulations (2), (3) and (4) and in conjunction with the instrument approach and landing charts for each helicopter and aerodrome intended to be used either as destination or alternate helicopter."



**8.2 Current sub-regulation:**

- (1) The operator of a commercial air transport helicopter shall establish heliport operating minima in accordance with the provisions of subregulations (2), (3) and (4) and in conjunction with the instrument approach and landing charts for each heliport and aerodrome intended to be used either as destination or alternate heliport.

**8.3 Motivation:**

There should be no need to establish heliport operating minima for helicopters operated under VFR.

**SCHEDULE 9****9.1 Proposal to amend sub-regulation 127.07.20(4):****"Passenger services****127.07.20 (1) ...**

(2) ...

(3) ...

(4) The cabin crew members shall complete securing of the cabin before the approach for landing of the helicopter is commenced, if cabin crew members are carried.

(5) ..."

**9.2 Current regulation:****"Passenger services****127.07.20 (1) ...**

(2) ...

(3) ...

(4) Securing of the cabin shall be completed by the cabin crew members before the approach for landing of the helicopter is commenced, if cabin crew members are carried.

(5) ..."

**9.3 Motivation:**

To provide for the instances when no cabin crew members are carried and improving language.

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