
GENERAL NOTICE

NOTICE 902 OF 2007

DEPARTMENT OF TRANSPORT AVIATION ACT, 1962 (ACT NO 74 of 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. Jabulane Mashinini or Mr. Herman Wildenboer, Private Bag 73 Halfway House, 1685, fax: (011) 545-1201, or e-mail at mashininij@caa.co.za or wildenboerh@caa.co.za, before or on 23 August 2007.

SCHEDULE 1

1. PROPOSER

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2. PROPOSER'S INTERESTS

The proposer has been established in terms of the South African Civil Aviation Authority Act, 1998 (Act No. 40 of 1998), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

(ALL THE PROPOSALS CONTAINED IN THE SCHEDULES EMANATE FROM THE SOUTH AFRICAN CIVIL AVIATION AUTHORITY)

1. PROPOSAL TO AMEND SA-CAR 1.00.1: DEFINITIONS

It is proposed to insert the following two definitions into regulation 1.00.1

1.1 PROPOSED AMENDMENT

It is proposed that SA-CAR 1.00.1 be amended by the insertion after the definition of "Safety" of the following definitions:

"'Safety Management System' means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;"

"'Safety Programme' means an integrated set of regulations and activities aimed at improving safety;"

1.2 MOTIVATION

The proposed insertions intend to define the expression “Safety Management System (SMS)” and “Safety Programme”, which is referenced in the SA-CARs and the SA-CATS-DOCS, and is in accordance with ICAO requirements.

1.3 CURRENT PROVISIONS

1.4 The current regulation does not contain the above-mentioned regulations

SCHEDULE 2

2. PROPOSAL TO AMEND REGULATION 47.00.3(2)(REQUIREMENT FOR AIRCRAFT MARKING)

2.1 It is proposed to amend regulation 47.00.3(2) by the substitution for the said regulation of the following regulation:

2.1.1 Upon the registration of an aircraft in terms of regulation 47.00.6(1), the Commissioner may,

- (a) if the aircraft was previously registered in the Republic, allocate the same registration marks as were originally borne by such aircraft, if the registration marks are still available;
- (b) allocate special registration marks provided the application for registration meets with the requirements set out in sub-regulation 47.00.5; and
- (c) accompanied by the appropriate fee as prescribed in Part 187.

2.2 MOTIVATION

The Commissioner deems a returning aircraft as new and requirements for application for registration are identical to that of an aircraft being imported into the Republic for the first time. The Commissioner may therefore either allocate new registration marks, in some instances, special registration marks should the applicant wish so, or allocate the same marks if still available. This provision enable the Commissioner to abandon the practise of reserving special letters, that has led to aircraft being operated without certificates of registration. The South African Revenue Services (evasion of tax) and the financial institutions (providing funds (mortgages) to non-existing aircraft); have had unfortunate experiences due to this practise.

2.3 CURRENT REGULATION

Upon registration of an aircraft in terms of regulation 47.00.6(1), the Commissioner may, if the aircraft was previously registered in the Republic, allocate the same registration marks as were originally borne by such aircraft.

3. PROPOSAL TO AMEND REGULATION 47.00.5 (APPLICATION FOR REGISTRATION)

3.1 It is proposed to amend regulation 47.00.5 by the substitution for the said regulation of the following regulation. An application referred to in sub-regulation (1) shall be accompanied by aircraft operation requirements as prescribed in Document SA-CATS-ARM and shall include the following:

- (a) in the case of an aircraft which is imported into the Republic or returns to the Republic and has to be classified in terms of Part 21 -
 - (i) a certificate or notification of non-registration from the appropriate authority on the State or territory in which the aircraft is imported;
 - (ii)
 - (a) the current certificate of airworthiness issued by the appropriate authority of the last State from which the aircraft is imported; or
 - (b) the current export certificate of airworthiness;
 - (iii) the copy of type acceptance certificate issued by the Commissioner; and
 - (iv) supporting documents from the South African Revenue Services issued in terms of the Customs and Excise Act of 1964 Sections 38,39 and 44 as prescribed in the Document-SA-CATS-ARM.
- (a) in the case of the an aircraft which is imported into the Republic or returns to the Republic and is to be classified in terms of Part 24
- (v) Production-built aircraft –
 - (a) a certificate or notification of cancellation from the appropriate authority of the State or territory in which the aircraft was last registered; or
 - (b) a certification or notification of non-registration from the appropriate authority of the State of territory, in which the aircraft was imported,
 - (c) a copy of the certificate of conformity issued by the manufacturer;
 - (d) an original of –
- (vi) current authority to fly; issued by the appropriate authority of the State or territory from which the aircraft was last registered; or export authority to fly;
 - (a) a copy of the non-type certified aircraft acceptance certificate issued by the Commissioner.
 - (b) supporting documents from South African Revenue Services issued in terms of Customs and Excise Ac of

1964, Sections 38, 39 and 44 as prescribed in the Documents SA-CATS-ARM.

(vii) Amateur-built aircraft -

- (a) a certificate or notification of cancellation from the appropriate authority of the State or territory in which the aircraft was last registered; or
- (b) a certificate or notification of non-registration from the appropriate authority of the State or territory in which the aircraft was imported.
- (c) the original of -

(viii) a current authority to fly issued by appropriate authority of the State or territory from which the aircraft was last registered; or

(ix) a current export authority to fly;

- (a) a notification of authorisation for registration issued by the Commissioner
- (b) supporting documents from South African Revenue Services confirming legal importation of aircraft, issued in terms of Customs and Excise Act of 1964, Sections 38, 39 and 44 as prescribed in the Document SA-CATS-ARM.
- (c) in the case of an aircraft that is locally manufactured and/or assembled and has to be registered or returns to the Republic to be classified in terms of Part 21 -

(x) a copy of the certificate of conformity issued by the manufacturer;

(xi) a copy of the Type Certificate issued by the Commissioner.

- (a) in the case of an aircraft that is locally manufactured or/and assembled and has to be registered or returns to the Republic to be classified in terms of Part 24 -

(xii) Production - built aircraft -

- (a) a copy of the certificate of conformity issued by the manufacturer;
- (b) a copy of the Non-Type Certificated Aircraft Approval issued by the Commissioner;

- (xiii) Amateur – built aircraft (derived from an approved kit) –
 - (a) a notification of authorisation for registration issued by the Commissioner.
 - (b) a copy of the certificate of conformity issued by the manufacturer;
 - (c) a copy of the Non-Type Certificate Aircraft Approval / Acceptance issued by the Commissioner.
- (xiv) Amateur – built aircraft (derived from approved plans) –
 - (a) a notification of authorisation for registration issued by the Commissioner.

3.2 MOTIVATION

The international practice is such that when an aircraft is being imported for the first time, the authority of import performs either a type certificate from the scratch or a type acceptance before an aircraft is placed on the register. It will therefore mean no aircraft can be in the register unless type accepted. In South Africa, the situation was not like that, when the regulation was being put in place, it was not taken into consideration that there were already aircraft in the register, that might not have been type-accepted already. To accommodate this oversight, it is imperative that we amend the regulation from referring to “first of type” due to the impracticality of that regulation. This applies to both aircraft in terms of Part 21 and 24.

Possible promulgation of Part 24 necessitates the registration requirements of Part 24 be put in Part 47, so that the applicants can know what supporting documentation to bring in.

3.3 CURRENT REGULATION

- (i) An application referred to in sub-regulation (1) shall be accompanied by;
 - (a) in the case of an aircraft which is imported into the Republic for the first time or returns to the Republic and has to be re-registered on the register –
- (ii) the original of;
 - (a) the last certificate of airworthiness of airworthiness issued by the appropriate authority of the last State or territory from which the aircraft is imported; or
 - (b) the export certificate of airworthiness;
- (iii) if the first of a type of aircraft is imported to the Republic and is to be on the register, the type acceptance certificate issued by the Commissioner;
- (iv) in the case of any amateur-built aircraft or production-built aircraft;
- (v) the original special flight permit issued in terms of Part 21;

- (vi) if the first of type of aircraft is to be registered on the register, the type certificate issued by the Commissioner;"

4. PROPOSAL TO ADD REGULATION 47.00.5(8)(APPLICATION FOR AMENDMENT OF CERTIFICATE)

- 4.1.1 It is proposed to amend regulation 47.00.8 by the addition of sub-regulation (8) to the said regulation: The certificates of amendment in terms of regulations (2) and (4) shall be issued by the Commissioner in an appropriate form as prescribed in Document SA-CATS-ARM."

4.2 MOTIVATION

The issuing of the relevant certificates completes all transactions; therefore this regulation was erroneously omitted or left out when the Part was being drafted.

4.3 CURRENT REGULATION

Does not exist.

5. PROPOSAL TO AMEND REGULATION 47.0010(1), (3) and (4) AND TO ADD REGULATION 47.00.10(7)(NOTIFICATION OF RIGHT OF TRANSFER OF POSSESSION OF AIRCRAFT)

- (1) If the holder of a certificate of registration transfers to another person the right of possession of the aircraft specified in the certificate, such holder shall within 30 days from the date of transfer notify the Commissioner in the appropriate form as prescribed in Document SA-CATS-ARM.
- (3) An application for registration by the person to whom the right of possession of the aircraft referred to in sub-regulation (1) is transferred, shall be made in terms of Regulation 47.00.5 within 30 days from the date of transfer.
- (4) A certificate of registration shall no longer be valid from the thirty-first day after the date on which the holder of the certificate of registration has transferred to another person the permanent and unconditional right of possession of the aircraft.
- (7) The holder of the certificate of registration shall, on the annual basis, confirm to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ARM that –
 - (a) he or she is still the owner of the aircraft;
 - (b) if the postal and physical address have not changed; and the status of the aircraftPlease note that the change in the number of days will also have to be made in respect of regulation 47.00.13(2), which reads as follows:
 - (2) The holder of a certificate of registration which has become invalid in terms of this Part, shall surrender the certificate of registration to the Commissioner within 14 days from the date on which the certificate became invalid." This proposed amendment has not been formally submitted to CARCOM.

5.1 CURRENT REGULATION

5.2.1 AD REGULATION (1)

- (i) If the holder of a certificate of registration transfers to another person the right of possession of the aircraft specified in the certificate, such holder shall within 14 days from the date of transfer notify the Commissioner in the appropriate form as prescribed in Document SA-CATS-ARM.
- (ii) An application for registration by the person to whom the right of possession of the aircraft referred to in sub regulation (1) is transferred, shall be made in terms of Regulation 47.00.5 within 14 days from the date of transfer.
- (iii) A certificate of registration shall no longer be valid from the fifteenth day after the date on which the holder of the certificate of registration has transferred to another person the permanent and unconditional right of possession of the aircraft.

5.2.2 AD REGULATION (7)

Does not exist

5.2 MOTIVATION

5.3.1 AD REGULATION (1), AND (4)

- (i) The Commissioner acknowledges that 14 days may not be a sufficient time period to allow the new owner to effect the change of ownership, before grounding the aircraft. The delay could be due to slow postal services; the new owner could be out of the Republic at the time of the sale of aircraft, or as the case may be. The amendment will therefore affect regulations 3,4,5 and 6.

5.3.2 AD REGULATION (7)

- (i) This will enable the Commissioner to monitor and maintain the data at the register and ensure that the data is up to date at all times.

6. PROPOSAL TO AMEND REGULATION 47.00.11(APPLICATION FOR REGISTRATION)

- 6.1 It is proposed to amend regulation 47.00.5 by the substitution for sub-regulation 2(b) of the following sub-regulation and the addition of sub-regulation (4):

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

- (i) the original of the last certificate of registration;
- (ii) in the case of an aircraft other than an amateur-built or production-built, the original of the last certificate of airworthiness issued in terms of Part 21.
- (iii) in case of any amateur-built or production-built aircraft, the original of the last authority to fly issued by the Commissioner in terms of Part 24;
- (iv) the holder of the certificate of registration shall apply for the export certificate of airworthiness in terms of Part 21;
- (v) if the holder in whose name the aircraft is registered;
 - (a) is an individual and has died, and an executor has been appointed, a certified true copy of the letter of executorship issued by the Master in terms of the Administration of Estates Act, 1965;
 - (b) is an individual and the estate of such holder is sequestrated and a trustee has been appointed, a certified true copy of the certificate of appointment issued by the Master in terms of the Insolvency Act, 1936; or
 - (c) is a company or a close corporation and such holder is liquidated and a liquidator has been appointed, a certified true copy of the certificate of appointment issued by the Master in terms of the Companies Act, 1973, or the Close Corporations Act, 1984, as the case may be; and
- (vii) the appropriate fee as prescribed in Part 187.
- (viii) If the holder of the certificate of registration of the South African registered aircraft;
 - (a) has not submitted the maintenance records and or paid the currency fees for the period of 3 months;
 - (b) has not submitted an application for cancellation of an aircraft within 30 days of the aircraft being involved in an an accident; and
 - (c) has submitted a non-compliant application of registration and the registration was erroneously placed in the register, the Commissioner may, if deemed fit, cancel the registration of the aircraft.

6.2 MOTIVATION

The proposed amendment and the proposed addition are both necessary in order to bring the current regulation into line with ICAO requirements

6.3 CURRENT REGULATION

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

- (i) if the holder in whose name the aircraft was registered;
 - (a) is an individual and has died, and an executor has been appointed, a certified true copy of the letter of executorships issued by the Master in terms of the Administration of Estates Act, 1965;
 - (b) is an individual and the estate of such holder is sequestrated and a trustee has been appointed, a certified true copy of the certificate of appointment issued by the Master in terms of the Insolvency Act, 1936; or
 - (c) is a company or a close corporation and such holder is liquidated and a liquidator has been appointed, a certified true copy of the certificate of appointment issued by the Master in terms of the Companies Act, 1973, or the Close Corporations Act, 1984, as the case may be; and
- (ii) the appropriate fee as prescribed in Part 187;

There is no current sub-regulation relating the proposed sub-regulation (4).

SCHEDULE 7

7. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.01.11: DESIGNATION OF EXAMINERS

7.1 It is proposed that SA-CAR 66.01.11 be replaced by the following:

- (i) The Commissioner may, subject to the provisions of section 4(2) and (3) of the Act and sub-regulation (2), designate an examiner, in respect of the valid rating or ratings held by the examiner to;
 - (a) issue to an applicant who meets the appropriate training and theoretical knowledge examination requirements prescribed in this Part for the issuing or the renewal of a Class I or a Class II aircraft maintenance engineer licence with a similar rating, a certificate;
 - (b) certify in the record of experience logbook of an applicant for the issuing or the renewal of a Class I or a Class II aircraft maintenance engineer licence with a similar rating, that the applicant has complied the appropriate experience requirements prescribed in this Part;
 - (c) issue to an applicant who meets the appropriate training and theoretical knowledge examination requirements prescribed in this Part for the issuing of a Grade One or a Grade Two aircraft maintenance instructor rating with a similar valid rating, a certificate; and
 - (d) certify in the record of experience logbook of an applicant for the issuing or the renewal of a Grade One or a Grade Two aircraft maintenance

instructor rating with a similar valid rating, that the applicant has complied with the appropriate experience requirements prescribed in this Part.

- (ii) The Commissioner may designate an examiner in accordance with and subject to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-AMEL.”

7.2 MOTIVATION

7.21 As a result of shortcomings identified at the time, Document SA-CATS-AMEL was reviewed by the SACAA and Industry in 2003/4. During the review, major shortcomings were identified and corrections were effected by inserting the technical standards pertaining, among others, to Category X and W licenses, which were not contained in the original Document SA-CATS-AMEL issued in 1999.

7.2.2 These standards are critical for the issuing of aircraft maintenance engineer licenses since both these categories apply to standards for “Instruments” and Category X includes standards for “Welding”. These categories are already required under Part 66 of the CAR.

7.2.3 In preparation for the upcoming ICAO Safety Oversight audit, a review of outstanding technical standards was undertaken, which brought to light that this particular proposed amendment has never been through the CARCOM process and has therefore not been implemented.

7.2.4 The proposed amendment intends to align SA-CAR 66.01.11 with SA-CATS-AMEL 66.01.11.

7.3 CURRENT REGULATION

7.3.1 SA-CAR 66.01.11 currently states the following:

- (i) The Commissioner may, subject to the provisions of section 4(2) and (3) of the Act, designate an examiner, in respect of the valid rating or ratings held by the examiner to;
 - (a) issue to an applicant who meets the appropriate training and theoretical knowledge examination requirements prescribed in this Part for the issuing or the renewal of a Class I or a Class II aircraft maintenance engineer licence with a similar rating, a certificate;
 - (b) certify in the record of experience logbook of an applicant for the issuing or the renewal of a Class I or a Class II aircraft maintenance

- engineer licence with a similar rating, that the applicant has complied the appropriate experience requirements prescribed in this Part;
 - (c) issue to an applicant who meets the appropriate training and theoretical knowledge examination requirements prescribed in this Part for the issuing of a Grade One or a Grade Two aircraft maintenance instructor rating with a similar valid rating, a certificate; and
 - (d) certify in the record of experience logbook of an applicant for the issuing or the renewal of a Grade One or a Grade Two aircraft maintenance instructor rating with a similar valid rating, that the applicant has complied with the appropriate experience requirements prescribed in this Part.
- (ii) The privileges referred to in sub-egulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-AMEL.”

SCHEDULE 8

8. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.02.1: REQUIREMENTS FOR LICENCE AND RATING

8.1 It is proposed that SA-CAR 66.02.1 be replaced by the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category A rating, or an amendment thereof, shall;
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.02.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.02.3;
 - (d) have acquired the experience referred to in regulation 66.02.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.02.8.”

8.2 MOTIVATION

8.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

8.3 CURRENT REGULATION

8.3.1 SA-CAR 66.02.1 currently states the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category A rating, or an amendment thereof, shall;
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.02.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.02.3; and
 - (d) have acquired the experience referred to in regulation 66.02.4.”

SCHEDULE 9

9. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.03.1: REQUIREMENTS FOR LICENCE AND RATING

9.1 It is proposed that SA-CAR 66.03.1 be replaced by the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category C rating, or an amendment thereof, shall –
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.03.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.03.3;
 - (d) have acquired the experience referred to in regulation 66.03.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.03.8.”

9.2 MOTIVATION

9.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

9.3 CURRENT REGULATION

9.31 SA-CAR 66.03.1 currently states the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category C rating, or an amendment thereof, shall –
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.03.2;

- (c) have passed the theoretical knowledge examination referred to in regulation 66.03.3; and
- (d) have acquired the experience referred to in regulation 66.03.4.”

SCHEDULE 10

10. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.04.1: REQUIREMENTS FOR LICENCE AND RATING

10.1 It is proposed that SA-CAR 66.04.1 be replaced by the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category W rating, or an amendment thereof, shall –
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.04.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.04.3;
 - (d) have acquired the experience referred to in regulation 66.04.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.04.8.”

10.2 MOTIVATION

10.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

10.3 CURRENT REGULATION

10.3.1 SA-CAR 66.04.1 currently states the following:

- (i) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category W rating, or an amendment thereof, shall;
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.04.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.04.3; and
 - (d) have acquired the experience referred to in regulation 66.04.4.”

SCHEDULE 11**11. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.05.1: REQUIREMENTS FOR LICENCE AND RATING**

11.1 It is proposed that SA-CAR 66.05.1 be replaced by the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category B rating, or an amendment thereof, shall –
 - (a) be not less than 21 years of age;
 - (b) have successfully completed the training referred to in regulation 66.05.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.05.3;
 - (d) have acquired the experience referred to in regulation 66.05.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.05.8.”

11.2 MOTIVATION

11.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

11.3 CURRENT REGULATION

11.31 SA-CAR 66.05.1 currently states the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category B rating, or an amendment thereof, shall –
 - (a) be not less than 21 years of age;
 - (b) have successfully completed the training referred to in regulation 66.05.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.05.3; and
 - (d) have acquired the experience referred to in regulation 66.05.4.”

SCHEDULE 12

12.1 PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.06.1:REQUIREMENTS FOR LICENCE AND RATING

11.1.1 It is proposed that SA-CAR 66.06.1 be replaced by the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category D rating, or an amendment thereof, shall –
 - (a) be not less than 21 years of age;
 - (b) have successfully completed the training referred to in regulation 66.06.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.06.3;
 - (d) have acquired the experience referred to in regulation 66.06.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.06.8.”

12.2 MOTIVATION

12.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

12.3 CURRENT REGULATION

12.3.1 SA-CAR 66.06.1 currently states the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category D rating, or an amendment thereof, shall –
 - (a) be not less than 21 years of age;
 - (b) have successfully completed the training referred to in regulation 66.06.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.06.3; and
 - (d) have acquired the experience referred to in regulation 66.06.4.”

SCHEDULE 13**13. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.07.1: REQUIREMENTS FOR LICENCE AND RATING**

13.1 It is proposed that SA-CAR 66.07.1 be replaced by the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category X rating, or an amendment thereof, shall –
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.07.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.07.3;
 - (d) have acquired the experience referred to in regulation 66.07.4; and
 - (e) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.07.8.”

13.2 MOTIVATION

13.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

13.3 CURRENT REGULATION

13.1.1 SA-CAR 66.07.1 currently states the following:

- (i) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category X rating, or an amendment thereof, shall –
 - (a) be not less than 19 years of age;
 - (b) have successfully completed the training referred to in regulation 66.07.2;
 - (c) have passed the theoretical knowledge examination referred to in regulation 66.07.3; and
 - (d) have acquired the experience referred to in regulation 66.07.4.”

SCHEDULE 14**14. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.08.1: REQUIREMENTS FOR GRADE ONE AIRCRAFT MAINTENANCE INSTRUCTOR RATING**

14.1 It is proposed that SA-CAR 66.08.1 be replaced by the following:

- (i) An applicant for the issuing of a Grade One aircraft maintenance instructor rating shall;
 - (a) be not less than 21 years of age;
 - (b) hold a valid aircraft maintenance engineer licence;
 - (c) hold at least one valid rating: Provided that, where the applicant is the holder of a Category B or D rating for a particular type of an aircraft or engine, he or she shall also be the holder of a Category A or C rating, as applicable, for that type of aircraft or engine;
 - (d) have successfully completed the training referred to in regulation 66.08.2;
 - (e) have passed the theoretical knowledge examination referred to in regulation 66.08.3;
 - (f) have acquired the experience referred to in regulation 66.08.4; and
 - (g) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.08.8.”

14.2 MOTIVATION

14.21 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

14.3 CURRENT REGULATION

14.3.1 SA-CAR 66.08.1 currently states the following:

- (i) An applicant for the issuing of a Grade One aircraft maintenance instructor rating shall;
 - (a) be not less than 21 years of age;
 - (b) hold a valid aircraft maintenance engineer licence;
 - (c) hold at least one valid rating: Provided that, where the applicant is the holder of a Category B or D rating for a particular type of an aircraft or engine, he or she shall also be the holder of a Category A or C rating, as applicable, for that type of aircraft or engine;
 - (d) have successfully completed the training referred to in regulation 66.08.2;
 - (e) have passed the theoretical knowledge examination referred to in regulation 66.08.3; and
 - (f) have acquired the experience referred to in regulation 66.08.4.”

SCHEDULE 15**15. PROPOSAL FOR THE AMENDMENT OF SA-CAR 66.09.1: REQUIREMENTS FOR GRADE TWO AIRCRAFT MAINTENANCE INSTRUCTOR RATING**

15.1 It is proposed that SA-CAR 66.09.1 be replaced by the following:

- (i) An applicant for the issuing of a Grade Two aircraft maintenance instructor rating shall;
 - (a) be not less than 21 years of age;
 - (b) hold a valid aircraft maintenance engineer licence;
 - (c) hold at least one valid rating: Provided that, where the applicant is the holder of a Category B or D rating for a particular type of an aircraft or engine, he or she shall also be the holder of a Category A or C rating, as applicable, for that type of aircraft or engine;
 - (d) have successfully completed the training referred to in regulation 66.09.2;
 - (e) have passed the theoretical knowledge examination referred to in regulation 66.09.3;
 - (f) have acquired the experience referred to in regulation 66.09.4; and
 - (g) have demonstrated the ability to perform those functions applicable to the privileges referred to in regulation 66.09.8.”

15.2 MOTIVATION

15.2.1 ICAO Annex 1, paragraph 4.2.1.5 requires an applicant to have demonstrated the ability to perform those functions applicable to the privileges to be granted. The proposed amendment intends to align the requirements for the licence and rating with the international standard.

15.3 CURRENT REGULATION

15.3.1 SA-CAR 66.09.1 currently states the following:

- (i) An applicant for the issuing of a Grade Two aircraft maintenance instructor rating shall;
 - (a) be not less than 21 years of age;
 - (b) hold a valid aircraft maintenance engineer licence;
 - (c) hold at least one valid rating: Provided that, where the applicant is the holder of a Category B or D rating for a particular type of an aircraft or engine, he or she shall also be the holder of a Category A or C rating, as applicable, for that type of aircraft or engine;
 - (d) have successfully completed the training referred to in regulation 66.09.2;

- (e) have passed the theoretical knowledge examination referred to in regulation 66.09.3; and
- (f) have acquired the experience referred to in regulation 66.09.4.”

PROPOSED AMENDMENTS OF SA-CATS- DOCUMENTS, which have been approved for publication for comment, are published on the CAA website www.caa.co.za. Such comments are to reach the CARCOM Secretariat by no later than 23 August 2007.