

No. R. 534

30 July 2013

CIVIL AVIATION ACT, 2009 (ACT NO. 13 OF 2009)
THIRD AMENDMENT OF THE CIVIL AVIATION REGULATION, 2011

I, Dipuo Peters, Minister of Transport hereby in terms section 155(1)(z)(i), read with section 74(1) (a), of the Civil Aviation Act, 2009, (Act No. 13 of 2009), makes the Regulations in the schedule hereunder.

SCHEDULE

Definition

1. These Regulations, unless the context otherwise indicates, means the Civil Aviation Regulations, 2011, (hereinafter referred to as “the Regulations”) published by Government Notice No. R.425 of 1 June 2012, and No. R. 781 dated 28 September 2012, as amended by Government Notice No. R. 532 of 30 July 2013, as amended by Government Notice No. R. 534 dated 30 July 2013.

Amendment of regulation 1.01.1 of the Regulations

2. Regulation 1.00.1 is herewith amended by—

- (a) the insertion of the following definition after the definition of “amphibious helicopter”:

“**anticipated operating conditions**” means those conditions which are known experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the

operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight.

Anticipated operating conditions do not include:

- i. those extremes which can be effectively avoided by means of operating procedures; and
 - ii. those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.”;
- (b) the insertion of the following definition after the definition of “approach control service”:
- “**appropriate airworthiness requirements**’ means the comprehensive and detailed airworthiness codes established, adopted or accepted by the Director for the class of aircraft, engine or propeller under consideration;”;
- (c) the insertion of the following definition after the definition of “amphibious helicopter” :
- “**approved**’ means accepted by the Director as suitable for a particular purpose;”;
- (d) the insertion of the following definition after the definition of “crew member”:
- “**critical engine(s)**’ means any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration;”;
- (e) the insertion of the following definitions after the definition of “defined point”:

“**design landing mass**’ means the maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land;

“**design take-off mass**” means the maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run; and

“**design taxing mass means**” the maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off;

- (f) the insertion of the following definition after definition of “disable passenger”:

“**discrete source damage**’ means structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes;

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

“**engine**’ means a unit used or intended to be used for aircraft propulsion which consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable);”;

- (h) the insertion of the following definition after definition of “enforcement officer”:

“**enhanced vision system**” (**EVS**) means a system to display electronic real-time images of the external scene achieved through the use of image sensors;”;

- (i) the insertion of the following definition after definition of “facility”:

“**factor of safety**’ means a design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication;”;

- (j) the insertion of the following definition after definition of “fatigue”:

“**fatigue Risk Management System (FRMS)**” means a data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness;”;

- (k) the insertion of the following definition after definition of “first aid”:

“**fireproof**” means the capability to withstand the application of heat by a flame for a period of 15 minutes;”;

- (l) the insertion of the following definition after definition of “first aid”:

“**fire resistant**” means the capability to withstand the application of heat by a flame for a period of 5 minutes;”;

- (m) the insertion of the following definition after definition of “individual”:

“**Industry codes of practice**’ means guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization’s Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate;”;

- (n) the insertion of the following definition after definition of “load”:

“**load factor**’ means the ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions;”;

- (o) the definition of “**operations specifications**” is herewith amended by the substitution for the said definition of the following definition:

“**operations specifications**’ means the authorizations, conditions and limitations associated with the air operator certificate or maintenance organisation and subject to the conditions in the operations manual or manual of procedure;”;

- (p) the insertion of the following definition after definition of “power paraglider”:

“**powerplant**’ means the system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter;”;

- (q) the insertion of the following definition after definition of “RVSM approval certificate”:

“**safe forced landing**’ means unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;”;

- (r) the insertion of the following definition after definition of “safety recommendation”:

“**satisfactory evidence**’ means a set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement;”;

- (s) the insertion of the following definition after definition of “skills test”:

“‘**small aeroplane**’ means an aeroplane of a maximum certificated take-off mass of 5 700 kg or less;”;

- (t) the insertion of the following definition after definition of “special FVR flight”:

“‘**standard atmosphere**’ means an atmosphere defined as follows:

- a) the air is a perfect dry gas;
- b) the physical constants are:
 - Sea level means molar mass:
 $M_0 = 28.964\,420 \times 10^{-3} \text{ kg mol}^{-1}$
 - Sea level atmospheric pressure:
 $P_0 = 1013.250 \text{ hPa}$
 - Sea level temperature:
 $t_0 = 15^\circ\text{C}$
 $T_0 = 288.15 \text{ K}$
 - Sea level atmospheric density:
 $\rho_0 = 1.225\,0 \text{ kg m}^{-3}$
 - Temperature of the ice point:
 $T_i = 273.15 \text{ K}$
 - Universal gas constant:
 $R^* = 8.314\,32 \text{ JK}^{-1}\text{mol}^{-1}$

- c) the temperature gradients are:

Geopotential altitude

(km)

Temperature gradient

(Kelvin per standard

From

To

-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

- (v) the insertion of the following definition after definition of “tandem passenger”:

“‘**target level of safety**’ (TLS) means a generic term representing the level of risk which is considered acceptable in particular circumstances.”.

Amendment of regulation 61.03.7 of the Regulations

3. Regulation **61.03.7** is hereby amended by-

“(a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

“(b) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to:

- (i) rewrite the Air Law examination;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Aeroplane), and meet the recency requirements to act as PIC; and

(iii) pass an initial licence skills test in the same category of aircraft.”.

(a) the deletion of sub-regulation (2) (c).

Amendment of regulation 61.04.7 of the Regulations

4. Regulation 61.04.7 is hereby amended by-

“(a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

“(b) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to:

- (i) rewrite the Air Law examination;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Helicopter), and meet the recency requirements to act as PIC; and
- (iii) pass an initial licence skills test in the same category of aircraft; ”and

(b) the deletion of sub-regulation (2) (c).

Amendment of regulation 61.05.7 of the Regulations

Regulation 61.05.7 is hereby amended by-

(a) the substitution for paragraph (b) of sub-regulation(2) of the following paragraph:

“(b) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 36 months; the licence holder shall be required to:

- (i) rewrite the Air Law examination;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC; and
- (iii) pass an initial licence skills test in the same category of aircraft;”.

and

(a) the deletion of sub-regulation (2) (c).

Amendment of regulation 61.06.7 of the Regulations

6. Regulation 61.06.7 is hereby amended by-

“(a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

(b) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 36 month~~y~~, the licence holder shall be required to:

- (i) rewrite the Air Law examination;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Helicopter), and meet the recency requirements to act as PIC; and
- (iii) pass an initial licence skills test in the same category of aircraft;” and

(b)the deletion of certain wording in regulation 2(b)

Amendment of regulation 61.07.7 of the Regulations

7. Regulation 61.07.7 is hereby amended by-

(a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

“(b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 months~~y~~, the licence holder shall be required to:

- (i) rewrite the Air Law and Procedures examination;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Aeroplane), and meet the recency requirements to act as PIC; and
- (iii) pass an initial licence skills test in the same category of aircraft;”.

and

(b) the deletion of sub-regulation (2) (c).

Amendment of regulation 61.08.7 of the Regulations

8. Regulation 61.08.7 is hereby amended by-

(a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

(b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 month, the licence holder shall be required to:

- (i) rewrite the Air Law and Procedures or Air Law examination, as applicable;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (Helicopter), and meet the recency requirements to act as PIC; and
 - (iv) pass an initial licence skills test in the same category of aircraft;";
- and

(b) the deletion of sub-regulation (2) (c).

Amendment of Part 63 of the Regulations

9. Regulation 63.01.12 is hereby amended by-

(a) the renumbering of the existing regulation as sub-regulation (1); and

(b) the insertion of the following sub-regulation after sub-regulation (1):

“Language

“(2) the holder of a general radio telephone licence shall comply with the English language proficiency requirements as contained in Part 61.”.

Amendment of regulation 63.02.1 of the Regulations

10. Regulation 63.02.1 is hereby amended by the addition of the following paragraph after paragraph (g):

“(h) in the case of a flight engineer who is required to conduct radio telephony, he or she shall comply with the requirements for the issue of a general radio licence as contained in Part 61 and have the certificate details and English language proficiency rating endorsed in their licence.”.

Note. — Pursuant to Article 42 of the Convention on International Civil Aviation, paragraph 1.2.9.1 of Annex 1 does not apply to personnel whose licences are originally issued prior to 5 March 2004 but, in any case, does apply to personnel whose licences remain valid after 5 March 2008.

Note 2. — Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter and powered-lift pilot licences.

Amendment of regulation 66.01.1 of the Regulations

11. Regulation 66.01.11 is hereby amended by:-

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

“(1) The Director may designate an examiner for a period of one year, in respect of the valid rating or ratings held by the examiner to conduct trade testing on students,

issue trade test reports, do oversight on instructors.”;

and

(b) the insertion of sub-regulation (5) of the following regulation:

“(5)A designated testing standards officer for Aircraft Maintenance Engineers or an inspector must conduct continuous oversight over the activities of a designated examiner on an annual basis.”.

Amendment of regulation 66.01.12 of the Regulations

12. Regulation 66.01.12 is herewith amended by-

(a) the renumbering of existing regulation 66.01.12 as regulation 66.01.14:

and

(b) the substitution for the existing regulation of the following regulation:

“Re-designation as DE”

(1) An application for re-designation as designated examiner must be made on the prescribed form not less than 90 days prior to the beginning of the month in which the designation expires, together with the fee as prescribed in Part 187.

(2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a DE after the expiry date.

(3) The Director may issue the designation if the applicant has been subject to the oversight under auspices of the authority prescribed in sub-regulation 66.01.11(5).”.

Amendment of regulation 66.01.13 of the Regulations

13. Regulation 66.01.13 is herewith amended by-

(a) the renumbering of existing regulation 66.01.13 as regulation 66.01.15;

and

- (b) the substitution for the existing regulation of the following regulation:

“Register of DE’s

- (1) The Director shall maintain a register of all DE’s.
- (2) The register referred to in sub-regulation (1) shall contain the following details –
- (a) name;
 - (b) category and privileges of the designation or approval;
 - (c) licences and ratings held; and
 - (d) expiry date.”.

Insertion of regulation 66.01.14 into the Regulations

14. The following regulation is herewith inserted after regulation 66.01.13:

“Training

66.01.14 Training as required by this Part shall only be provided by the holder of an ATO approval issued in terms of Part 141.”.

Insertion of regulation 66.01.15 into the Regulations

15. The following regulation is herewith inserted after regulation 66.01.14:

“Logbooks

66.01.15 (1) Any person presenting or undertaking training under any aircraft trade or a holder of an AME licence shall maintain a logbook and shall record therein all work carried out on an aircraft and its components.

(2) The form of and information to be contained in a logbook referred to in sub-regulation (1), and the manner in which such logbook shall be maintained, are as prescribed in Document SA-CATS 66.

- (3) No alterations of a logbook shall be made once it is signed off by a designated person.”.

Amendment of regulation 67.00.4 of the Regulations

16 The following sub-regulations are herewith inserted after sub- regulation (3):

“(4) In considering an application for designation as an aviation medical examiner, the Director may conduct an investigation that he or she deems necessary: which may include pre-audited to assess competence, suitability of the facility, equipment and personnel prior to designation.

(5) The medical assessor shall conduct periodic oversight of the competence of all designated aviation medical examiners to assess suitability of their facilities, equipment and training of their personnel.

(6) The conditions and requirements for and the rules, procedures and standards connected with the competence, suitability of the facility, equipment and training of their personnel as referred to in sub-regulation (1) shall be as prescribed in Document SA- CATS 67.”.

Amendment of regulation 92.00.20 of the Regulations

17. The following sub-regulation is herewith inserted after sub-regulation (2):

“(3) Operators, shipper and other persons engaged in the transport of dangerous goods by air shall establish dangerous goods security measures, to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment in accordance with the provisions of Document SA-CATS 92.”.

Amendment of regulation 92.00.25 of the Regulations

18. Regulation 92.00.25 is herewith amended by-

- (a) the renumbering of the existing regulation as sub-regulation (1); and
- (b) the insertion of the following sub-regulations after sub-regulation (1):

“(2) In order to prevent the occurrence of instances of undeclared and misdeclared dangerous goods in cargo, each operator shall establish procedures for investigating and compiling information concerning such concurrencies in the territory and which involve the transport of dangerous goods originating in or destined for another territory and those procedures must be clearly stated in the Manual of Procedures (MOP).

(3) Reports of occurrences of instances shall be made available to the Director or the appropriate authority of the State within 48 in which this occurred.”.

Insertion of regulation 92.00.32 into the Regulations:

19. The following regulation is herewith inserted after regulation 92.00.31

“Reporting of undeclared or misdeclared dangerous goods

92.00.32 (1) An operator, shipper and other organisation engaged in the transport of dangerous goods by air, should report any occasion when undeclared or misdeclared dangerous goods are discovered, or when dangerous goods not permitted in terms of Document SA-CATS 92 are discovered in passengers’ baggage.

(2) Such a report must be made to the Director, within 48 hours.”.

Insertion of regulation 92.00.33 into the Regulations

20. The following regulation is herewith inserted after regulation 92.00.32:

“SURFACE TRANSPORT

92.00.33(1) Operators shall make provision to enable dangerous goods intended for air transport and prepared in accordance of Document SA-CATS 92, to be accepted by such operators for surface transport to or from aerodromes. “.

Insertion of regulation 92.00.34 into the Regulations

21. The following regulation is herewith inserted after regulation 92.00.33

“DANGEROUS GOODS BY MAIL

92.00.34 (1) Operator and other individuals engaged in the transport of dangerous goods by air should establish procedures with the view to controlling the introduction of dangerous goods into air transport through its postal services as set out in Document SA-CATS 92.

(2) Staff of any postal operators must be trained appropriate to their responsibilities as set out in Document SA-CATS 92.”.

Insertion of regulation 92.00.35 into the Regulations

22. The following regulation is herewith inserted after regulation 92.00.34

“Reporting of dangerous goods occurrences

92.00.35 An operator, shipper and other individuals engaged in the transport of dangerous goods by air must report any occasion to the Director, within 48 hours, when:

(a) Dangerous goods are discovered to have been carried by air has not been loaded, segregated, separated and secured in accordance with the provisions of Document SA-CATS 92; and

(b) Dangerous goods are discovered to have been carried on an aircraft without information having been provided to the pilot in command in accordance with the provisions of Document SA-CATS 92.”.

Insertion of regulation 92.00.36 into the Regulations

23. The following regulation is herewith inserted after regulation 92.00.35

“Storage and loading

92.00.36 The procedure for the loading and stowing of packages and over-packs containing dangerous goods and freight containers containing radio-active materials is as prescribed in the provisions of Document SA-CATS 92.”

Insertion of Part 113 into the Regulations

24. A new Part is herewith inserted after Part 112:

“Aviation Pandemic Preparedness Plan**List of regulations**

112.01.1 Applicability

113.01.2 Establishment of Aviation Pandemic Preparedness Plan

Applicability

113.01.1 This Part shall apply to the approval and operations of organizations conducting-

(a) Commercial Air Transport Operations;

(b) Aerodrome Operations; and

(c) Air Traffic Service Operations

Establishment of Aviation Pandemic Preparedness Plan

113.01.2 The Director shall establish a national aviation pandemic preparedness plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern as referred to in Act 13 of 2009 (155 Disaster Management Act). The procedure for the implementation of the national aviation pandemic preparedness plan shall be contained in the Technical Standards Part 113.”.

Amendment of regulation 121.05.1 of the Regulations

25. Regulation 121.05.1 is herewith amended by the insertion of the following sub-regulations after sub-regulation (3):

“(4) Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2016 shall-

- a) meet the applicable minimum performance requirements as established by Director; and
- b) not be of a type listed in the 1987 Montreal Protocol on Substances that Deplete the Ozone Layer as it appears in the Eighth Edition of the Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer, Annex A, Group II.”.

(5) Information regarding the extinguishing agents to be used is contained in Document SA-CATS 121.”.

Amendment of sub-regulation 121.05.15 of the Regulations

26. Regulation 121.05.15 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

121.05.15 (1) No air service operator or PIC of a turbine-engine aeroplane shall operate an aeroplane unless –

- (a) such aeroplane is equipped with a serviceable ACAS meeting ACAS II specifications, as prescribed in technical standard 91.04.28 of Document SA-CATS 91.”.

Amendment of regulation 135.04.1 of the Regulations

27. Regulation 135.04.1 is herewith amended by the substitution for paragraph (d) of sub-regulation (1) of the following paragraph:

135.04.1 (1) (d) a certified true copy of the latest updated AOC and operations specifications;”

Amendment of regulation 135.05.3 of the Regulations

28. Regulation 135.05.3 is herewith amended by the substitution for paragraph (c) of sub-regulation (1) of the following paragraph:

- ”(c) two sensitive pressure altimeters with subscale settings, calibrated in hectopascals, adjustable for any barometric pressure setting likely to be encountered during flight, these altimeters must have counter drum-pointer or equivalent presentation.”.

Amendment of regulation 135.05.5 of the Regulations

29. Regulation 135.05.5(2) is herewith amended by the substitution for sub-regulation (2) of the following sub-regulation.

“(2) All turbine-engine aeroplanes of a maximum certificated take-off mass in excess of 5700 kg or certified to carry more than nine passengers, for which the individual certificate of airworthiness is first issued on or after 1 January 2010 shall be equipped with TAWS which has predictive terrain avoidance function.”.

Amendment of sub-regulation 135.05.8 of the Regulations

30. Regulation 135.05.8(1) is herewith amended by the substitution for paragraph (a) of sub-regulation (1) of the following sub-regulation:

“(a) such aeroplane is equipped with a serviceable ACAS II meeting ACAS II specifications, as prescribed in technical standard 91.04.28 of Document SA-CATS 91; and;”;

Amendment of sub-regulation 135.05.16 of the Regulations

31. Regulation 135.05.16 is herewith amended by the substitution for sub-regulation (2) of the following sub-regulation.

“(2) ELT equipment carried in terms of sub-regulation (1) shall operate and be installed as prescribed in technical standard 91.04.23 of SA-CATS 91.”.

Amendment of regulation 135.09.4 of the Regulations

32. Regulation 135.09.4 is herewith amended by the insertion of the following sub-regulations after sub-regulation (3).

- “(4) The operator shall ensure that the maintenance of its aeroplanes is performed in accordance with the maintenance programme.
- (5) When the Director accepts an equivalent maintenance programme, the person signing the maintenance release, has to sign the release in accordance with Part 66.”.

Amendment of regulation 135.09.6 of the Regulations

- 33.** Regulation 135.09.6 is herewith amended by the insertion of the following sub-regulation after sub-regulation (4):

- “(4) At the discretion of the Director, in the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.”.

Amendment of regulation 135.09.7 of the Regulations

- 34.** Regulation 135.09.7 is herewith amended by the insertion of the following sub-regulations after sub-regulation (3):

- “(4) The operator of an aeroplane shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide reports to the Director through the system specified by the State of Registry.
- (5) The operator of an aeroplane shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary by the operator in accordance with a procedure acceptable to the Director”.

Amendment of sub-regulation 145.01.2(1) of the Regulations

- 35.** Regulation 145.01.6 is herewith amended by the insertion of the following paragraphs after paragraph (f):

“(g)_The Director may issue a limited rating to an AMO that maintains or repairs only a particular type of radio, instrument, or accessory, or part thereof, or performs only specialized maintenance requiring equipment and skills not ordinarily performed under other AMO ratings. Such a rating may be limited to a specific model or constituent part, or to any number of parts made by a particular manufacturer and shall be restricted to those items listed on an approved capability listing.

(h) The Director may issue limited ratings for—

- i. Airframes of a particular make and model;
- ii. Engines of a particular make and model;
- iii. Propellers of a particular make and model;
- iv. Instruments of a particular make and model;
- v. Radio equipment of a particular make and model;
- vi. Accessories of a particular make and model;
- vii. Landing gear components;
- viii. Floats, by make;
- ix. Non-destructive inspection, testing, and processing;
- x. Emergency equipment;
- xi. Rotor blades, by make and model; and
- xii. Aircraft fabric work.

(i) For a limited rating for specialized services, the operations specifications of the AMO must contain the specification used to perform the specialized service. The specification may be—

(1) A civil or military specification currently used by industry and approved by the Director, or

(2) A specification developed by the applicant and approved by the Director.”.

Amendment of regulation 145.01.6 of the Regulations

36. Regulation 145.01.6 is herewith amended by-

- (a) the renumbering of the existing regulation as sub-regulation (1); and
- (b) the insertion of the following sub-regulation as sub-regulation (2):

“(2) An AMO approval shall contain;

- a) Name and location of the organisation;
- b) Date of issue and period of validity
- c) And accompanied by appropriate ratings prescribing such operations specifications and limitations”.

Amendment of regulation 172.03.12 of the Regulations

37. Regulation 172.03.12 is herewith amended by the insertion of the following paragraph after paragraph (n) of the said regulation:

“(o) The pilot-in-command, or any other flight crew member, operator or owner of an aircraft involved in an RVSM incident, or any air traffic service personnel witnessing an RVSM incident, shall, as soon as possible, notify an air traffic service unit of such RVSM incident, and such air traffic service unit shall immediately upon receipt of the notification, notify the Director on the prescribed form. In addition, an air traffic service unit shall, upon becoming aware that an aircraft is operating in RVSM airspace without proper approval, notify the Director of the fact as soon as possible on the prescribed form”.

Short title and commencement

38. These Regulations shall be called the Third Amendment of the Civil Aviation Regulations, and shall come into operation on the date of publishing thereof.