


<p style="text-align: center;"><b>SOUTH AFRICAN</b></p>  <p style="text-align: center;"><b>CIVIL AVIATION AUTHORITY</b></p>	<p><b>REPUBLIC OF SOUTH AFRICA</b></p> <p><b>CIVIL AVIATION AUTHORITY</b></p> <p><b>AERONAUTICAL INFORMATION CIRCULAR</b></p>	<p>CAA Private Bag x 73 Halfway House 1685</p>
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**GENERAL**

**LEGISLATION MATTERS**

**PUBLICATION IN TERMS OF THE SOUTH AFRICAN CIVIL AVIATION ACT NUMBER 13 OF 2009 AND THE CIVIL AVIATION REGULATIONS PART 11.01.2.**

**ISSUANCE OF OPERATIONAL PERMIT FOR THE SAILPLANES AND POWERED SAILPLANES IN SOUTH AFRICA**

**1. GENERAL**

*This notice contains information that is for awareness for all owner/operator who intent to register and operate sailplanes and motor sailplanes.*

**2. EFFECTIVE FROM:**

*01<sup>st</sup> April 2015*

**3. AFFECTED AIRCRAFT**

*Sailplanes, sailplanes with sustainer engines and motor sailplanes.*

**4. INTRODUCTION**

(1) *Standard Certificates of Airworthiness (C of A) are issued to individual South African aircraft which:*

- (a) *meet the requirements of an applicable comprehensive airworthiness code as required by Part II, Section 2.2 of the International Civil Aviation Organisation (ICAO) Annex 8, "Airworthiness of Aircraft"; and*
- (b) *have been issued with a type certificate.*

(2) *A C of A is required for each aircraft engaged in international operations.*

- (a) *Any aircraft which does not have a C of A cannot be operated unless it has been issued an Authority To Fly (ATF) or a special flight permit.*

(3) *South African Civil Aviation Authority (SACAA) hereby notifies the owner/operators of affected sailplanes and motor sailplanes in South Africa that following a meeting held between the representatives of South African Civil Aviation Authority, Soaring Society of South African (SSSA) and Aero Club of South Africa (AeCSA) a resolution was made that all South African registered sailplanes and motor sailplanes will no longer be issued with a standard Certificate of Airworthiness (C of A) but an ATF with effect from 01 April 2015.*

**5. BACKGROUND**

(1) *While some of these aircraft may have been issued with type acceptance and/or certificates these are not issued in accordance with ICAO Annex 8 requirements. ICAO Annex 8 does not contain certification standards for aircraft below 750kg. SACAA will therefore issue Part 24 ATF to those aircraft which are below 750kg of which these sailplanes and powered sailplanes falls under.*

(2) **APPLICABILITY OF ICAO ANNEX 8**

- (a) *The Standards of this Annex are applicable to all aeroplanes designated in paragraph 1.1.2 of Annex 8 for which an application for the issue of a Type Certificate is submitted to the appropriate national authorities on or after 13 December 2007.*
- (b) *Except for those Standards and Recommended Practices which specify a different applicability, the Standards and Recommended Practices of this Annex shall apply to all aeroplanes having a maximum certificated take-off mass greater than 750 kg but not exceeding 5 700 kg intended for the carriage of passengers or cargo or mail in international air navigation.*

(3) **ON- GOING MAINTENANCE (CONTINUED AIRWORTHINESS)**

- (a) *In order to maintain these aircraft serviceable, the aircraft may be maintained by appropriately rated Approved Person in terms of Subpart 4 of Part 66 of the South African Civil Aviation Regulations as amended. See below for reference.*

(b) **APPLICABILITY 66.04.1**

- i. *This subpart applies to the issuing of approvals, certificates and ratings to natural persons, other than licensed AMEs, licensed pilots and persons authorised by the holder of an AMO approval, to carry out maintenance on South African registered non-type certificated aircraft, their engines, components and equipment. The personnel shall use the relevant Instruction of Continued Airworthiness as issued by the manufacture e.g. Maintenance Manuals, Bulletins and Directives.*

(c) **AUTHORITY TO ACT AS APPROVED PERSON 66.04.2**

- i. *No person shall act as an approved person on any aircraft mentioned in Part 24 and referred to in regulation 66.04.3, unless such person is the holder of a valid approved person certificate with the appropriate rating issued by the Director or, if applicable, the body or institution designated for the purpose in terms of Part 149, as the case may be.*
- ii. *The holder of an approved person certificate shall not exercise privileges other than those granted by the approval and the appropriate rating held by such holder.*

- (4) *Based on these changes, all affected sailplanes and powered sailplanes registered in South Africa will no longer be issued with Certificate of Airworthiness but an ATF.*

- (5) *Initial ATF's will be issued by SACAA and all future renewals will be issued by Recreational Aviation Administration of South Africa (RAASA). Issuance of the ATF's will commence on the next renewal of the currently issued C of A.*

- (6) *These aircraft will maintain both their nationality and registration marks: i.e. they will remain ZS. However all future application for registration will be determined by the classification of such an aircraft.*

- (7) *Modifications to these aircraft will be conducted according to Part 44*

(8) **EXCEPTIONAL CIRCUMSTANCE**

*An owner/operator applicant specifically requesting his/her aircraft to be issued with Certification of Airworthiness shall ensure;*

- a) *The aircraft is maintained under the provisions of Part 43 of the South African Civil Aviation Regulations.*
- b) *The aircraft is maintained by an appropriately rated Aircraft Maintenance Organization.*

(9) **EXPORT CERTIFICATE OF AIRWORTHINESS**

*Only those aircraft which have been release to service by the Original Manufacturer inspected by SACAA and found to comply with both the type certified and instruction of continued airworthiness will be issued with Part 21 Export Certificate of Airworthiness. Any other aircraft not meeting these conditions will not qualify for and issuance of Export Certificate of Airworthiness. However SACAA may assist by writing a report to the importing States confirming that such aircraft was indeed registered in South Africa and its continued airworthiness standard was that of a Non Type Certified Aircraft.*

(10) **AIRCRAFT TRANSITIONING TO AN AUTHORITY TO FLY**

All C of A's currently issued to individual aircraft will remain valid until they expire. From the 01<sup>st</sup> April 2015, following expiry, or surrender or revocation of the current C of A, an application for an ATF will be issued. Initial Application for the issue of an ATF shall be made to the SACAA and subsequent renewal will be issued by RAASA. Failure to do so may affect the validity of the aircraft's insurance arrangements.

**QUERIES**

South Africa Civil Aviation Authority: Airworthiness Department  
Ikhaya Lokundiza  
Building 16; Treur Close  
Waterfall Park  
Bekker Street  
Midrand  
Email address: [airworthiness@caa.co.za](mailto:airworthiness@caa.co.za)



**DIRECTOR OF CIVIL AVIATION**