

 <p><b>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</b></p>	<p><b>REPUBLIC OF SOUTH AFRICA</b></p> <p><b>CIVIL AVIATION AUTHORITY</b></p>	<p>CAA Private Bag x73 Halfway House 1685</p>
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**GENERAL**

**LEGISLATION MATTERS**

**WITHDRAWAL OF THE MORATORIUM ON THE ISSUANCE OF AUTHORITY TO FLY PERMITS AND THE AVIATION SAFETY CONCERNS AND PROPOSALS REGARDING THE OPERATION OF EX-MILITARY AIRCRAFT UNDER PARTS 94 AND 96 OF THE CIVIL AVIATION REGULATIONS (CAR'S) OF 1997, AS AMENDED**

1. **Applicant**

South African Civil Aviation Authority  
Private Bag X73  
Halfway House  
1685

2. **Purpose**

The rationale for this circular is to notify the aviation industry, in particular, and the public, in general, about the withdrawal of the moratorium published on the CAA website on the 17<sup>th</sup> August 2005, and to propose the way forward on the matters raised in such moratorium.

3. **Background Information**

Due to safety concerns regarding the NTCAs, on 17<sup>th</sup> August 2005 the CAA requested the Commissioner to put a moratorium on the issuance of Authority to Fly Permits pending completion of the process to address the safety concerns.

4. **Details on purpose of the AIC**

- (a) The moratorium on the issuance of Authority to Fly Permits for ex-military aircraft published on 17<sup>th</sup> August 2005 is hereby withdrawn.
- (b) On 27<sup>th</sup> October 2005, the CAA will publish on its website concerns regarding the airworthiness, operation and safety and security oversight of NTCAs, as improvements to Parts 24, 94 and 96 which have not yet been promulgated into law but are in application as conditions to an exemption issued by the Commissioner and announced to the public per AIC 18.23 of 15 November 2002.
- (c) Once the Commissioner has published the concerns and attendant proposals on the CAA website, the aviation industry and the public at large will be given an opportunity to submit comments and/or recommendations within a period to be indicated therein.

5. **Further Steps**

Upon receipt of comments and/or recommendations alluded to in 4 (c) above, the Commissioner will recommend to the Minister such steps as are required or deemed appropriate to address the said concerns and associated risks.

**COMMISSIONER FOR CIVIL AVIATION**