	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>SACAA Private Bag X 73 Halfway House 1685</p>
<p>Tel: (011) 545-1000 E-Mail: mail@caa.co.za</p>	<p>GENERAL NOTICE RELATING TO 145.01.2(1)(b) Revision 1</p>	<p>DATE: 01 August 2024</p>

GENERAL NOTICE RELATING TO 145.01.2(1)(b)

1. Applicability

- 1.1. This general notice is applicable to airlines, approved maintenance organizations, aviation training schools, aviation charter services and any other persons involved in continuing airworthiness activities of aircraft registered in the Republic of South Africa.
- 1.2. This notice supersedes or replaces the notice that was issued on 26 June 2024.

2. Reference

- 2.1. DCA 145 Directive AIR- 2022/ 002 GEN dated 03 June 2022, CAL Meeting Minutes dated 27 July 2022, Regulation 145.01.2(1)(b) and the Repealed AIC 18.16.

3. Purpose and Background of this General Notice

- 3.1. The Commissioner for Civil Aviation has previously granted an exemption from the requirements of SACAR 145.01.2 through AIC 18.16 on 26 September 2008 as it was deemed, at the time, impractical for SACAA to meet the requirements of SACAR 145.01.2 which calls for conducting of compliance audits on all foreign based organisations that do business with South African Operators where Class II & III products were concerned.
- 3.2. SACAA, through its planned oversight activities on the SACAA approved AMOs took note that some Operators were sending components to international repair organisations which are not SACAA approved, which was in contravention of the provision of SACAR Part 145.01.2 (1)(b).
- 3.3. The Director of Civil Aviation (DCA) then issued an AMO 145 Directive (AIR-2022/002-GEN) wherein AIC 18.16 was being withdrawn or repealed and reverting to the provisions of the referenced SA-CAR but also providing the SACAA and affected industry stakeholders a two (2) year's period to ensure that a sustainable solution is put in place.

- 3.4. The CAA AMOSA Liaison (CAL) meeting of 27 July 2022 also discussed this matter extensively wherein it was resolved to task the industry stakeholder collective to ensure that those AMOs that are used externally must be approved and requested the industry to share information on the countries that they generally send components to in order for the SACAA to focus their energies on those countries as a priority. Further to this, industry stakeholders were requested to undertake an empirical study on how safety critical components that need to be considered for extending the Directive provisions and the related mitigations.

4. Discussion


- 4.1. One of the Industry's concerns regarding the foreign based audit capacity of the SACAA has been mitigated by augmented human capital capacitation within the Authority to manage the demands of the oversight programme.
- 4.2. SACAA has embarked on a process of discussions with foreign National Aviation Authorities notably EASA and UKCAA resulting in agreed Memoranda of Understanding (MOUs) which recognises maintenance release documentation issued by AMO's approved by these Authorities thereby mitigating the requirements of SACAR 145.01.2 by recognising and accepting Class II & III components' release to service with no further action.
- 4.3. Efforts are underway to engage America's FAA, Transport Canada, Brazil etc to establish similar agreements which will relieve the requirement of SACAA AMO approval for these foreign AMOs. The process of MOUs as referred to above will also come in as an instrument to assist with the said continuous oversight.

5. Conclusion

- 5.1. With the expiration of the AMO 145 Directive (AIR-2022/002-GEN) and the repeal of AIC 18.16, the current relevant instrument reverts to the provisions of CAR 145.01.2 as amended.
- 5.2. Industry is encouraged to pursue the study as discussed in the CAL meeting of 27 July 2022 whilst the SACAA forges ahead with the pursuit of MOU agreements with the relevant National Airworthiness Authorities.
- 5.3. In the interest of developing and protecting local industry, where local capability does not exist, sending components to international repair organisations which are not SACAA approved may be duly considered through individual exemption application under Part 11 of the Regulations.

- 5.4. Local operators and maintenance organisations must ensure that foreign AMOs that they select to utilise have the necessary approvals to issue release documentation under EASA or UK CAA, even if the AMO has dual approval and regardless of the geographical location of the particular foreign AMO.
- 5.5. Affected operators and maintenance organisations that utilise or may require to utilise foreign AMO's where local capability or capacity may not be available are requested to provide a detailed list of identified foreign AMO's and their respective countries to enable the SACAA to narrow its engagement to those focus areas/countries.
- 5.6. Parts pooling or parts exchange processes where components are accompanied by the FAA authorized release certificate (FAA 8130) from AMOs with a dual release between the FAA and EASA are considered acceptable to the SACAA on the basis that they are at least maintained and released by an organization that is approved by one of the aviation agencies that has entered into an MOU with the SACAA.

We remain at your disposal for further engagements and look forward to our continued mutual working relationship. For any queries or requests for further guidance as a result of this communication must be directed to Mr. Lobang Thabantso, Senior Manager Airworthiness (Acting) at thabantsol@caa.co.za or on mobile at +27(0) 83 461 6508.

Issued by the South African Civil Aviation Authority (SACAA)		
	LOBANG THABANTSO	01 AUGUST 2024
SIGNATURE OF SENIOR MANAGER AIRWORTHINESS	NAME IN BLOCK LETTERS	DATE