SOUTH AFRICAN CIVIL AVIATION AUTHORITY

Section/ Division **Flight Operations** Form Number: CA 43-19
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OPERATOR'S MAINTENANCE CONTROL STATEMENT OF COMPLIANCE

AIR SERVICE OPERATOR	

(Operator) *(Pty) Ltd/CC and T/A.)*

CAR PART NUMBER		**AIR SERVICE LICENCE NUMBER(S)**	
CLASS OF AIR SERVICE LICENCE	**Type/s of Air Service/s**	**Category/ies of Aircraft**	
International (CLASSI/II)			
Domestic (CLASS I/II/III)			

Physical Location of Primary Base of Operations:		
(Operator)		
Physical Location of Secondary Base/s Of Operations:		
(Operator)		
Postal address:		
	Postal Code:	
Contact person:		
Contact telephone number:		
E-mail address:		
(Operator)		
SACAA Project Manager **Principal Maintenance Inspector** *(Airworthiness Inspector)*		
Contact telephone number:		
(SACAA)		

STATEMENT OF COMPLIANCE

INTRODUCTION (PREAMBLE)

Preparation of the Statement of Compliance (SOC) benefits the applicant by systematically ensuring that all applicable specific regulatory requirements are appropriately addressed during the certification process. The Statement of Compliance also serves as a master index to the applicant's Manual System. The Statement of Compliance is an important source document and serves as the applicant's "roadmap of compliance" during the initial certification process as well as after the certificate is granted. It is a "living document" that may be modified during the certification process and thereafter during continued surveillance. Once the certification process is completed, the applicant should continue to keep the Statement of Compliance current as changes are incorporated into their Manual System. A properly constructed Statement of Compliance will expedite the SACAA's review and approval of the applicant's operation and manual system.

HOW TO ASSEMBLE A STATEMENT OF COMPLIANCE

The Statement of Compliance shall be in the form of a complete listing of all applicable Parts of South African Civil Aviation Regulations (CAR) pertinent to the operation the applicant is proposing. In addition, the Applicant should address all applicable regulations referenced within the pertinent Air Transport Operations Part (i.e. Subpart 9 of the Operations Parts), Parts 43 (General Maintenance Requirements) and all other Parts which are applicable to the maintenance of the aircraft.

This list should reference each applicable subpart, e.g. "SUBPART 9: Part 121, each applicable regulation, such as Part 121.09.3 If maintenance on a large commercial air transport aeroplane is carried out by the holder of an AMO approval with the appropriate rating issued in terms of Part 145, the operator of the aeroplane shall ensure that all contracted maintenance is carried out in accordance with the regulations in Part 43.
Next to each Regulation the applicant must provide all references developed in any pertinent manual (or other document) within its manual system that contains the method, or methods of compliance. The location of each reference should be as specific as possible and should contain the name of the manual, chapter, section and paragraph number(s). Using manual page numbers in the Statement of Compliance may produce inaccurate reference locations due to repaginations problems.

There are many multiple reference locations for one Regulation found within one manual, or there may be multiple reference locations found in several different volumes and/or manuals. All reference locations for the method of compliance must be listed under the method of compliance for manual references by the operator as in our example. It is not acceptable to enter reference statements such as "XYZ Air Operator Certificate holder will comply with this requirement," "XYZ Organization understands this Regulation and will comply" or "Noted". Regulations that do not apply to the applicant's proposed operation may be referenced with "Not applicable or SACAA responsibility".

INITIAL STATEMENT OF COMPLIANCE

The initial Statement of Compliance shall be in the form of a complete listing of all pertinent sections and subparts relevant CAR. Where compliance information has been developed, a manual reference or description of method of compliance must be entered next to the applicable regulatory section. If the method of compliance has not been fully developed, the applicant should indicate that the compliance information would be provided in the final Statement of Compliance.
The initial Statement of Compliance may be abbreviated where appropriate. However, the initial Statement of Compliance, which does not clearly document an applicant's knowledge of regulatory requirements, is unacceptable. Statements such as "will comply" are not sufficient. The initial Statement of Compliance (and later, the final Statement of Compliance) provides the only written evidence the applicant/operator's understanding of the CAR requirements.

FINAL STATEMENT OF COMPLIANCE

Demonstrations must not be conducted until the certification team is satisfied that all regulatory requirements have been adequately addressed through the team's review of the final Statement of Compliance.

EXAMPLE

It is recommended that the STATEMENT OF COMPLIANCE be prepared similar to the example that follows:

EXAMPLE: STATEMENT OF COMPLIANCE TABLE FORMAT

Note: *The information in the three columns below must be completed by the Maintenance Organization / Applicant*

REGULATION		METHOD OF COMPLIANCE MANUAL REFERENCE	Not Applicable	Acceptable	Unacceptable	Note number
121.06.2 Application for the issuance or amendment of AOC and operations specifications						
	2) The applicant shall demonstrate in the application that the applicant— (a) has adequate equipment, facilities and personnel to operate the proposed commercial air transport operation; and (b) is able to conduct the commercial air transport service in a safe and proper manner and in full compliance with all applicable rules and regulations.					

Note: The Acronyms utilized in the above table under the column entitled Method of Compliance/Manual Reference are as follows: SOC – Statement of Compliance, MCM – Maintenance Control Manual, OM – Operations Manual, QM- Quality System Manual, etc. The Maintenance Organization should provide a list of all the acronyms they use in this document and what they refer to either at the beginning or the end of the Statement of Compliance.

Note: Whenever an Inspector places a checkmark and his initials in the box labeled “Unacceptable” for a method of compliance to the regulation a reason for the Unacceptable must be given to the operator. This is done by writing a note number in pen and ink in the “Note number” column next to the column that is checked “Unacceptable”. (A reason for the Unacceptable must be given to the applicant on the last page under “ADDITIONAL REMARKS BY THE INSPECTOR”)

REGULATION	METHOD OF COMPLIANCE MANUAL REFERENCE		Not Applicable N/A	Acceptable A	Unacceptable U	Note number
PART 93/121/127/135 SUBPART 9: MAINTENANCE						
GENERAL						
93.09.1(1) **121.09.1** **127.09.1** **135.09.1(1)**	An air service operator shall not operate any aeroplane/ helicopter under this Part unless such aeroplane/ helicopter is maintained in accordance with the regulations in Part 43.					
Part 43 (General Maintenance Rules); The air service operator to list Manual/s containing procedures of how they ensure that the aircraft is maintained in accordance with regulations in Part 43.						
Subpart 1: General						
Applicability **43.01.1**	(1) This part applies to maintenance and release to service after maintenance, of (a) all type certified aircraft registered in the Republic; and (b) aircraft components to be fitted to such aircraft.					
Falsification, reproduction or alteration of maintenance documents **43.01.2**	No person shall make or cause to be made— (a) any fraudulent or false entry in any record, which is required to be made, kept, or used to show compliance with any requirement prescribed in this Part; or (b) any reproduction or alteration for fraudulent purposes, of any record or report made in terms of the provisions of this Part.					

Logbooks **43.01.3**	(1) The following logbooks shall be kept in respect of a South African registered aircraft and other specified equipment for the purpose of recording therein the maintenance history of the equipment to which each relates— (a) an approved aircraft logbook for each aircraft; (b) an approved engine logbook for each aircraft engine; and (c) an approved propeller logbook for each propeller. (2)(a) Logbooks should preferably be kept at the aircraft's base of operation. (b) Details in respect of maintenance carried out while away from base shall be transferred to the appropriate logbook(s) within 48 hours after the return of the aircraft to its base of operation or entered within 48 hours of completion of any maintenance performed on the aircraft or other equipment at its base of operation. (3) All logbooks to be kept and maintained in terms of the preceding sub- regulations shall be made available to an authorised officer, an inspector or an authorised person at all times for inspection. (4) For an aircraft with a maximum approved passenger seat configuration in excess of nine seats, an aeroplane with a maximum certificated mass in excess of 5 700 kg, or a helicopter with a maximum certificated mass in excess of 3 175 kg, the logbook may refer to a separate system approved in its approved maintenance schedule for component and major repair tracking. Any entry in such system shall meet the requirements as prescribed for logbooks. (5)(a) The format of the logbooks shall be as prescribed in Document SA-CATS 43. (b) The original equipment manufacturer log book may be utilized provided that the requirements as prescribed in Document SA-CATS 43 are complied with.					
Preservation and safe keeping of logbooks **43.01.4**	1) Logbooks required to be kept in accordance with regulation 43.01.3 (1) shall be preserved for a period of not less than six months from the date of destruction of the airframe, engine or propeller for which they were kept: Provided that the Director may prescribe a longer period in respect of the logbooks of an aircraft,					

	its engine(s) or propeller(s) involved on an accident or incident. (2)(a) Logbooks shall preferably not be carried in the aircraft to which they relate. (b) In the case where the provisions of sub-regulation (3) are applicable, or when logbooks are needed for maintenance purposes and no other means of submitting such logbooks are reasonably available, the logbooks are to be carried in the relevant aircraft. (3) When an aircraft is exported and the logbooks are transported with the aircraft, a copy of the last major overhaul and repairs performed as well as copies of the defects rectification for the last six (6) months prior to export shall be retained by the exporter or the responsible AMO, as the case may be. (4) An owner or operator of an aircraft is responsible for the preservation and safe keeping of logbooks.					
Entries in logbooks **43.01.5**	1) Entries in logbooks required to be kept in accordance with regulation 43.01.3 (1) shall be made and signed by the holder of an appropriate licence, or a person holding a valid authorisation issued in terms of Part 145, or by a person approved for the purpose by the Director. Matters that could not have come to the notice of such (2) Any record kept for the purpose of compiling a logbook entry, or where reference is made to a record system other than the logbook, shall be produced when called for in the event of any inspection or investigation by an authorised officer, inspector or authorised person. (3) Entries in logbooks shall contain all the information and particulars required in the logbook.					
Entries of special significance **43.01.6**	When repairs to an aircraft, aircraft engine or component or fixed or removable equipment were required in consequence either of damage caused by a forced or hard landing or of defects that occasioned a forced landing, the entry or entries made in the relevant logbook or books in respect of such repairs shall state that they were so required and shall identify the forced or hard landing in question.					
Loss of logbooks **43.01.8**	(1) When an operator or registered owner of an aircraft reports the loss of a logbook currently in use, a request to open a substitute logbook shall be made in writing to the Director					

	accompanied by an affidavit and appropriate data for the purpose of reconstructing the logbook. (2) When the Director approves the opening of a substitute logbook, the relevant authorisation shall be made a permanent part of that logbook. (3) The procedure to be followed for the opening of a substitute logbook is prescribed in Document SA-CATS 43. (4) When a logbook has been lost, the relevant certificate of airworthiness shall be considered invalid until such time that all the requirements					
Subpart 2: Maintenance						
Aircraft maintenance programme 43.02.1	**(**1) Each aircraft on the South African Civil Aircraft Register shall be maintained according to an approved aircraft maintenance programme as prescribed in regulation 43.02.8. (2) An owner of an aircraft shall draw up, or have drawn up a maintenance programme for his or her aircraft in accordance with the provisions of Document SA-CATS 43. (3) An owner of an aircraft or a responsible AMO shall submit the proposed maintenance programme to the Director for approval. (4) The Director may approve a proposed aircraft maintenance programme either as submitted or as amended by him or her in the interest of aviation safety, provided that the proposed maintenance programme meets the requirements of Document SA-CATS 43. (5) An owner of an aircraft may request the Director for a permanent or temporary amendment to the approved aircraft maintenance programme. (6) The owner of an aircraft shall ensure that the design and application of the aircraft maintenance programme takes into account human factors principles as prescribed in Document SA-CATS 43.					
Persons to carry out maintenance 43.02.2	(1) Subject to the provisions of sub-regulation (2), no person shall carry out maintenance on an aircraft or aircraft component unless such person— (a) is a holder of an AME licence with an appropriate rating issued in terms of Part 66 or carries out maintenance under the direct supervision of such holder of an AME licence; (b) is authorised by a holder of an AMO approval with an appropriate rating issued in terms of Part 145, to carry out					

	maintenance within the scope of such approval; and (c) for maintenance carried out outside the Republic, holds a licence or equivalent authorisation issued by an appropriate authority acceptable to the Director, for the type of aircraft or aircraft component. (2) A holder of a pilot licence with an appropriate type rating issued in terms of Part 61 or Part 62 may carry out the maintenance as prescribed in Document SA-CATS 43 if— (a) such holder is the owner or operator of the aircraft; and (b) the aircraft concerned is used for non-commercial operations. (3) Routine maintenance, scheduled inspections, structural integrity inspections, overhaul, modification, major repairs and structural repairs on all aeroplanes and helicopters shall be undertaken and certified by an appropriately rated approved AMO only.					
Carrying out of maintenance 43.02.3	Any person who carries out maintenance on an aircraft or aircraft component shall— (a) have available adequate accommodation and facilities for the necessary disassembly, proper inspection and re-assembly of the aircraft or aircraft component; (b) use methods, techniques and practices which are— (i) prescribed in the current manufacturer's maintenance manual or in any instructions for safe operation and continued airworthiness; (ii) in accordance with the approved maintenance programme for the aircraft; (iii) in accordance with Document SA-CATS 43; or (iv) approved by the Director; (c) use the tools, equipment and test apparatus necessary to ensure that the maintenance is carried out in accordance with the appropriate manufacturer's requirements or standard practices approved by the Director; (d) on completion of the maintenance, ensure that the condition of the aircraft or aircraft component is satisfactory for release to service and is at least equal to its original or properly modified condition with regard to— (i) aerodynamic function; (ii) structural strength; (iii) resistance to vibration and deterioration; and					

	(iv)other qualities affecting airworthiness; (e) use any special or test equipment recommended by the manufacturer, or equivalent equipment approved by the Director; and (f) if maintenance is carried out on an aircraft operated under an aircraft operating certificate, carry out such maintenance in accordance with the operator's approved maintenance control manual. The format and requirements for an maintenance control manual are prescribed in Document SA-CATS 43.					
Rectification of unsatisfactory items 43.02.4	(1) When during any maintenance or at any other time any part, product, component, equipment or item is found to be unserviceable or is unlikely to remain serviceable under normal operating conditions during the period preceding the next inspection, such rectification action as considered necessary shall be taken to ensure the continued serviceability of the part, component or item prior to releasing the aircraft to service. (2) (a) Deferred defects shall be transferred from the flight folio onto a work sheet. (b) Any maintenance carried out to restore the serviceability of any part, component, equipment or item shall be clearly recorded in the relevant logbook or other approved recording system, and be certified by an appropriately rated licence or approval holder prior to releasing the aircraft to service. (3) A person certifying the entry referred to in sub-regulation (2) shall furthermore certify in the relevant flight folio that the deferred defect has been rectified, and he or she shall sign and date the entry accordingly.					
Overhaul, repair and substitution of major components 43.02.5	(1) An aircraft, its components and installed equipment shall be overhauled or substituted at such times as stipulated in its approved maintenance programme. (2) A procedure for reinstating the validity of a certificate of airworthiness deemed suspended when an aircraft is involved in an accident or incident that renders one or more Class I products defective is prescribed in Document SA-CATS 43. (3) Requirements for the overhaul of components and equipment installed on an aircraft and of engines and propellers are prescribed in Document SA-CATS 43. (4) (a) Where the Director has approved a time between overhaul					

	(TBO) that differs from that recommended or specified by the manufacturer, such TBO shall be specified in the aircraft's approved maintenance programme. (b) Where a manufacturer has not recommended or specified the overhaul of an item at certain times and the Director considers its overhaul at certain intervals necessary in the interest of safety, the Director may prescribe a TBO for such item in the aircraft's approved maintenance programme. (5) Requirements for the substitution of products, components and parts with new or overhauled items are prescribed in Documents SA-CATS 43.					
Maintenance for IFR operations **43.02.6**	Any person who carries out an inspection or maintenance on equipment required for communication, navigation and surveillance in an aircraft to be used under IFR shall carry out the inspection as prescribed in Document SA-CATS 43.					
Mass and balance **43.02.7**	(1) Except with the written permission of the Director, no person may operate any South African registered aircraft unless its current empty mass has been established by means of a mass meter and its centre of gravity computed within the preceding five years. (2) Whenever alterations are made which could influence an aircraft's empty mass or its centre of gravity, the mass and balance data shall be amended. (3) An aircraft's empty mass shall be established by means of computation or by means of a mass meter by an appropriately approved AMO or a person acceptable to the Director. The aircraft's new centre of gravity shall be computed thereafter. (4) If an electronic mass meter is used, the mass meter shall, within the period of 12 months immediately preceding the date of determination of the aircraft's empty mass, have been tested by the South African Bureau of Standards or a similar body acceptable to the Director. (5) The mass and centre of gravity data, as supplied by the manufacturer in respect of new aircraft, shall be acceptable for the purpose of this regulation for the first five-year period, provided that the empty mass was established by means of a mass meter. (6) For the purpose of this regulation, the empty mass of an aircraft (as ascertained when the mass was last determined or computed) shall be the mass of the aircraft and its powerplant(s),					

	including any engine coolant, unusable fuel, total oil, total hydraulic fluid, any fixed ballast, and all items of fixed equipment. (7) Notwithstanding the provisions of the preceding sub-regulations, the Director may at any time, when he or she deems it necessary in the interest of aviation safety, require the mass of any aircraft to be established by means of a mass meter or its centre of gravity to be computed. (8) A procedure to establish mass and the form on which the results of balance computations must be recorded is prescribed in Document SA-CATS 43.					
Mandatory inspections 43.02.8	(1) Mandatory tests and inspections shall be carried out in accordance with the approved maintenance programme for a particular aircraft at the prescribed times or intervals. (2) Mandatory inspections include— (a) for aeroplanes with a maximum certificated mass of 5 700 kg or less and with a maximum approved passenger seating configuration of not more than 9 seats, and for helicopters with a maximum certificated mass of 3 175 kg or less, and with a maximum approved passenger seating configuration of not more than 9 seats, either— (i) a mandatory periodic inspection; or (ii) inspections in accordance with an approved inspection programme; (b) for any aircraft, other than those referred to in paragraph (a), the approved maintenance programme for the particular category and type of aircraft at the intervals prescribed by the programme. (3) The maintenance programme referred to in sub-regulation (1) are defined in Document SA-CATS 43.					
Air speed indicator and altimeter system tests and inspections 43.02.9	Any person who carries out air speed indicator and altimeter system tests and inspections shall perform the tests and inspections as prescribed in Document SA-CATS 43.					
ATC transponder tests and inspections 43.02.10	ATC transponder tests and inspections 43.02.10					
Emergency locator beacon tests and inspections	Any person who carries out emergency locator beacon tests and inspections shall perform the tests and inspections as prescribed					

43.02.11	in Document SA-CATS 43.					
Inspection requirements **43.02.12**	Any person who carries out an inspection shall— (a) carry out the inspection so as to determine that the aircraft or aircraft component under inspection, complies with all appropriate airworthiness requirements prescribed in Part 21; and (b) if carrying out a mandatory periodic inspection, progressive inspection or scheduled inspection, use a checklist, which includes the scope and detail of the tests and inspections, referred to in regulation 43.02.8.					
Non-destructive testing **43.02.13**	Any person who performs a non-destructive test on an aircraft, aircraft component or aircraft part shall— (a) be a holder of a certificate appropriate to the technique being used and to the level of qualification required, as specified in Document SA-CATS 43, or an equivalent certificate approved by the Director; (b) perform the non-destructive test using appropriate methods, techniques and standard practices, as specified in Document SA-CATS 43; and (c) use test equipment necessary to ensure that the non-destructive test is performed in accordance with the appropriate manufacturer's requirements.					
Airworthiness limitations **43.02.14**	Any person who carries out maintenance specified in the airworthiness limitations section of a manufacturer's maintenance manual, or any instructions for safe operation and continued airworthiness, shall carry out the maintenance in accordance with that section.					
Modifications **43.02.15**	(1) No person shall modify an aircraft unless— (a) there is a Part 21 approval for the design of the modification; (b) the modification conforms with the relevant technical data; and (c) the modification is compatible with the configuration of the aircraft at the time the modification is made. (2) No person shall repair an aircraft that involves a change to the approved design, unless— (a) there is a Part 21 approval for the design of the change involved in the repair; (b) the repair conforms with the relevant technical data; and (c) the repair is compatible with the configuration of the aircraft at the time the repair is made. (3) Notwithstanding the provisions of sub-regulations (1) (a) and					

	(2) (a), such modifications or repair for the type of aircraft or equipment concerned, may be conducted if the modification or repair is carried out in accordance with the relevant acceptable technical data as listed in Document SA-CATS 43. (4) All major modifications and major repairs shall be recorded and reported to the Director as per the requirements of regulation 43.03.3.					
Test flights **43.02.16**	(1) After any major repair or major modification to an aircraft, test flights shall, if required by the Director, be carried out in the aircraft under such conditions and in the manner as prescribed in Document SA-CATS 43. (2) Only essential crew shall be carried aboard any aircraft undergoing a test flight. (3) Except for hot air balloons, all aircraft undergoing a test flight shall depart and land at the same aerodrome.					
Reinstatement of certificate of airworthiness after accident or incident **43.02.17**	(1) When an aircraft has sustained damage to a Class 1 product such that the aircraft is no longer considered airworthy as defined by the appropriate airworthiness requirements, the certificate of airworthiness of such aircraft shall be invalid until the aircraft is restored to an airworthy condition as prescribed in Document SA-CATS 43. (2) An owner or operator of the aircraft referred to in sub-regulation (1) shall notify the Director in writing, within 48 hours of such damage, of the details necessary to determine the airworthiness status of the aircraft. (3) The Director shall, after receiving the notification referred to in sub-regulation (2), assess the airworthiness of the aircraft and may— (a) consider the damage sustained and if the aircraft is considered airworthy, permit the aircraft to resume flight; (b) prohibit the aircraft from resuming flight until it is restored to an airworthy condition as referred to in sub-regulation (1); or (c) subject to any conditions he or she may impose, permit the aircraft to fly, on a non-commercial operation, to an aerodrome where it will be restored to an airworthy condition. (4) In the event that the damage referred to in sub-regulation (1) occurs outside of the territory of the Republic the Director shall, when prescribing any conditions as prescribed in sub-regulation (3) (c), consider any limitations imposed by the State in whose					

	territory the damage occurred. (5) Any repair to aircraft or aircraft component, which has been damaged after an accident or an incident, shall be carried out in accordance with the requirements as prescribed in Document SA-CATS 43. (6) Following the repair of an aircraft that has been involved in an accident as defined in paragraph (b) of the definition of 'accident' in Part 1 or has sustained damage to a Class 1 product, the aircraft shall be inspected by an authorised officer, inspector or a person specifically authorised for the purpose in writing by the Director before it is released to service. (7) An owner or operator of an aircraft referred to in this regulation shall pay the applicable fee for inspection conducted in terms of sub-regulation (6) as prescribed in Part 187.					
Aircraft compass requirements 43.02.18	Any compass fitted to an aircraft shall be swung and maintained in accordance with the requirements as prescribed in Document SA-CATS 43.					
Extended diversion time operations 43.02.19	Additional maintenance requirements for twin-engine turbine aeroplanes certified for extended-range operations are prescribed in Document SA-CATS 43.					
RVSM Operations 43.02.20	Additional maintenance requirements for aircraft holding an RVSM approval certificate shall be as prescribed in Document SA-CATS 43.					
Aircraft withdrawn from service for storage 43.02.21	Aircraft withdrawn from service for storage shall meet the preservation instructions of the aircraft's manufacturer as prescribed in the relevant maintenance manuals, service bulletins, service letters or service instructions for the inoperative period. Before such an aircraft is returned to service, any prescribed maintenance shall be carried out prior to release to service					
Suspected unapproved parts 43.02.22	(1) (a) Any Class I, Class II or Class III part, component or product, whether new or previously used, for which no historical records are available or traceable, or for which the available records do not confirm that they have been approved by an appropriate authority, shall be considered to be unserviceable. (b) Components referred to in paragraph (a) may not be fitted to any type certificated aircraft unless they have been inspected, tested and certified serviceable or overhauled as the case may be.					

	(2) All suspected unapproved parts shall be handled as prescribed in Document SA-CATS 43.					
Aircraft welding **43.02.23**	A person who performs welding on an aircraft, aircraft component or aircraft part shall— (a) be the holder of a certificate appropriate to the applicable welding and possess the level of qualification as prescribed in Document SA- CATS 43; (b) perform the welding using appropriate methods, techniques and standard practices, as prescribed in Document SA-CATS 43; and (c) use equipment necessary to ensure that welding is performed in accordance with the requirements of the appropriate aircraft or aircraft component manufacturer.					
Subpart 3: Recording of Maintenance						
Maintenance records **43.03.1**	(1) Any person who carries out maintenance on an aircraft or aircraft component shall record, on completion of the maintenance— (a) details of the maintenance including, where applicable, the type of inspection and any approved data used; (b) for a mandatory periodic, progressive or scheduled inspection, whether a detailed inspection or routine inspection of the particular components or areas of the aircraft was carried out; (c) the serial numbers, if any, of components removed or fitted; (d) details of measurements or test results obtained, including the results of any ground or air tests; (e) for an air speed indicator or altimeter system pilot static test and inspection, the date on which, and maximum altitude to which the altimeter has been tested; (f) the date of completion of such maintenance; (g) the references to the documents used to carry out the maintenance and their revision status; (h) the name of the person completing such maintenance, if other than the person certifying the release to service; (i) the location and, if applicable, the name of the facility where such maintenance was carried out; and (j) where such maintenance has been carried out as a consequence					

	of the failure of any equipment, or damage caused by forced landing or accident, the reasons for carrying out the maintenance. (2) A person who carries out the maintenance shall— (a) record the details referred to in sub-regulation (1) in the appropriate logbook or in a maintenance record approved by the Director; and (b) where worksheets or other associated maintenance records are used to document the details of the maintenance, make a reference to those records in the logbook, flight folio or in the maintenance record approved by the Director. (3) The manner for completion of logbooks, flight folios and maintenance records, referred to in sub-regulation (2), and the period for which such documents shall be retained are prescribed in Document SA-CATS 43.					
Recording of overhaul **43.03.2**	No person shall state in any maintenance document entry required by the Regulations, including a job card, logbook or a certificate of release to service, that an aircraft, airframe, engine or engine module, propeller, rotor, appliance or other aircraft component has been overhauled unless it has been— (a) disassembled, cleaned, inspected, repaired as necessary, and reassembled, using methods, techniques and practices acceptable to the Director; and (b) tested to the original tolerances and limits or to approved oversize or undersize dimensions in accordance with— (i) current approved standards and technical data that have been developed and documented by the holder of a type certificate or supplemental type certificate issued in terms of Part 21 in a manual, airworthiness directive, service letter, service bulletin or other similar document; or (ii)other standards or technical data approved by the Director.					
Recording and reporting of major repairs and major modifications **43.03.3**	(1) Any person who carries out a major repair or a major modification shall, in addition to the entry referred to in regulation 43.03.01, record the repair or modification and process the certificate relating to the maintenance of the aircraft in the manner as prescribed in Document SA-CATS 43. (2) A person or organisation carrying out major repair or major modification to an aircraft or aircraft component shall complete and submit a prescribed form accompanied by copies of the recorded entries referred to in sub-regulation (1) and any other					

	relevant data as prescribed in Document SA-CATS 43 to the Director within 48 hours after certifying the maintenance.					
Recording of inspection and certification 43.03.4	(1) Any mandatory inspection or maintenance prescribed in regulation 43.02.8 to an aircraft issued with a standard or restricted category certificate of airworthiness must be recorded in the appropriate logbook(s) and be certified by the holder of an AMO approval with the appropriate ratings. (2) Any aircraft on which the last mandatory inspection was certified by a holder of an AME licence and for which the issue of a standard or restricted category certificate of airworthiness in terms of Part 21 is requested, shall be inspected and certified by a holder of an appropriately-rated approved AMO. (3) Any overhaul classed as mandatory for aircraft issued with a standard or restricted category certificate of airworthiness shall be carried out at the times specified and be certified in the prescribed manner by an appropriately rated approved AMO only. (4) Any additional work, performed during an inspection, shall be recorded on a checklist or workpack and be certified in the relevant logbook(s) by a responsible AME or by an authorised person in the AMO concerned.					
Annual review of maintenance 43.03.5	Any person who carries out and certifies an annual review of maintenance for an aircraft shall enter— (a) a statement as prescribed in Document SA-CATS 43, in the aircraft logbook or other technical record approved by the Director; (b) his or her signature, licence or authorised number, and the date on the entry; and (c) in the appropriate section of the aircraft technical log, the date of the review.					
Subpart 4: Release to Service						
Persons to certify release to service 43.04.1	(1) No person shall certify an aircraft or aircraft component for release to service after maintenance unless such person— (a) is the holder of an AME licence with an appropriate rating issued in terms of Part 66 and is authorised by the holder of an AMO approval with an appropriate rating issued in terms of Part 145; or (b) is authorised by the holder of an AMO approval with an appropriate rating issued in terms of Part 145, to certify maintenance within the scope of such approval: Provided that—					

	(i) such person meets the licencing requirements prescribed in Part 66 relating to age, knowledge, experience, training and skill; and (ii) the AMO has established the competence of maintenance personnel in accordance with a procedure and to a level acceptable to the Director; or (c) is authorised by the Director to certify an aircraft or aircraft component for release to service; or (d) for maintenance carried out outside the Republic, holds a licence or equivalent authorisation issued by an appropriate authority acceptable to the Director, for the type of aircraft or aircraft component. (2) A holder of a pilot licence with an appropriate type rating issued in terms of Part 61 or Part 62 may certify maintenance which has been carried out in accordance with the conditions referred to in regulation 43.02.2 (2).					
Requirements for certifying release to service 43.04.2	No person shall certify an aircraft or aircraft component for release to service after maintenance unless such maintenance has been carried out in accordance with the provisions of this Part and, in respect of such maintenance, the aircraft or aircraft component is fit for release to service.					
Validity of a certificate of release to service 43.04.3	(1) A certificate of release to service for an aircraft shall be valid for— (a) a period not exceeding 12 months or 100 hours of flight time, whichever comes first; or (b) such other time as approved in the inspection programme referred to in sub-regulation 43.02.8 (2) (a) (ii). (2) When a certificate of release to service becomes invalid due to an aircraft sustaining a defect not affecting the primary structure, the validity of the certificate is restored when the defect has been rectified and the necessary certification has been made. (3) When a certificate of release to service becomes invalid due to an aircraft sustaining a serious defect in an accident or incident that affects the serviceability of a Class I product, the certificate of airworthiness shall be invalidated.					
Certifying after inspection 43.04.4	Any person who certifies an aircraft or aircraft component for release to service after carrying out an inspection shall enter in the appropriate logbook or other maintenance record approved by					

	the Director— (a) the statement as prescribed in Document SA-CATS 43; and (b) his or her signature, licence or authorisation number and the date of the entry.					
Certifying after maintenance **43.04.5**	(1) Any person who certifies an aircraft or aircraft component after maintenance shall enter in the appropriate logbook or other maintenance record approved by the Director— (a) a statement as prescribed in Document SA-CATS 43; and (b) his or her signature, licence or authorisation number and the date of the entry. (2) A person certifying release to service of an aircraft shall certify the release to service on the appropriate form as prescribed in Document SA-CATS 43.					
Discrepancies **43.04.6**	Any person who carries out an inspection and who does not release the aircraft or aircraft component to service shall— (a) provide the owner or operator with a signed and dated list of the discrepancies, including any equipment which is marked "inoperative" in terms of paragraph (b) if such person is satisfied that the aircraft— (i) is not airworthy; or (ii) does not comply with the applicable type certificate data, airworthiness directives or other approved data upon which the airworthiness of such aircraft depends; (b) for those items, which appear to be inoperative, place a label on each inoperative instrument and the cockpit controls of each item of inoperative equipment, marking each item "inoperative" e.g. INOP; (c) enter the date of entry, his or her signature, licence or authorisation number and the appropriate statement, as prescribed in Document SA-CATS 43, in the appropriate logbook or flight folio.					
Flight manual data **43.04.7**	If the approved data for a repair or modification to an aircraft or aircraft component include changes to the operating limitations or flight data in the aircraft flight manual, the person certifying release to service shall not certify the release to service until the changes have been incorporated into the flight manual.					
Duplicate inspections of flight and engine controls **43.04.8**	(1) No person shall certify a control system component after the initial assembly, subsequent disturbance or adjustment of any part of such control system, unless— (a) a duplicate safety inspection of the control system has been					

	carried out; and (b) the duplicate safety inspection is recorded and certified in the appropriate logbook or other maintenance record approved by the Director. (2) A duplicate safety inspection authorised in terms of sub-regulation (1), shall consist of— (a) an inspection by a person referred to in regulation 43.04.1 to certify the release to service of the control system after maintenance; and (b) a second inspection carried out by another person who is a person referred to in sub-regulation (1) for an aircraft with a MCM in excess of 5700 kg, as prescribed in Document SA-CATS 43; or (c) a second inspection carried out by another person who is a					
Ground running checks – reciprocating engines **43.04.9**	No person shall certify a reciprocating engine-powered aircraft for release to service after a mandatory periodic inspection unless such person ensures that— (a) a ground run of the aircraft engine has been carried out to determine satisfactory performance, in accordance with the manufacturer's recommendations, for— (i) power output (static and idle RPM); (ii) ignition system; (iii) fuel and oil pressure; and (iv) cylinder or coolant temperature, and oil temperature; and (b) ambient conditions of temperature and atmospheric pressure and details of the results are recorded in the appropriate engine or aircraft logbook and/ or maintenance record.					
Ground running checks turbine engine **43.04.10**	No person shall certify a turbine engine-powered aircraft for release to service after a mandatory periodic inspection unless such person ensures that— (a) a ground run of the aircraft engine has been carried out to determine satisfactory performance, in accordance with the manufacturer's recommendations; (b) ambient conditions of temperature and atmospheric pressure and details of the results are recorded; (c) engine parameters are recorded in accordance with the manufacturer's recommendations in the appropriate engine or aircraft logbook and/ or maintenance record.					
Flight folio completion **43.04.11**	(a) No person shall certify maintenance on an aircraft or aircraft component in an aircraft flight folio unless each applicable section of the flight folio has been completed.					

	(b) This includes the section where any rectification of deferred defects must be recorded.					

PART 93/121/127/135 SUBPART 9: GENERAL

93.09.1 **135.09.1**	(2) An air service operator shall ensure that the aeroplane is maintained in accordance with an approved aeroplane maintenance programme. (3) A maintenance programme referred to in sub-regulation (2) shall be provided to maintenance personnel and such other personnel as may be required. (only applicable to Part 93) (3) An operator may contract its maintenance out as provided in regulation 135.09.3. (only applicable to Part 135) (4) The maintenance programme referred to in subregulation (2) shall contain the information required by regulation 135.09.2 (1) and be provided to the maintenance personnel concerned and such other personnel as may be required.					
Aeroplane maintenance programme/Helicopter maintenance programme						
121.09.2 **127.09.2**	(1) Each air service operator shall ensure that the aeroplane/ helicopter is maintained in accordance with an aeroplane/helicopter maintenance programme (2)(a) The operator shall provide a maintenance programme, approved by the Director, containing the information required by subregulation (3) for the use and guidance of the maintenance and operational personnel concerned. (b) The design and application of the operator's maintenance programme shall observe human factors principles stablished by the operator. (3) The maintenance programme referred to in subregulation (1) shall be developed for each aeroplane/helicopter type and shall contain the following information— (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilisation of the aeroplane/ helicopter; (b) when applicable, a continuing structural integrity programme; (c) procedures for changing or deviating from paragraphs (a) and (b) above; and (d) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants. (4) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such. (4A) The maintenance programme shall be based on information made available by the State of Design or by the organisation responsible for the type design, and any applicable operational, maintenance and regulatory requirements issued by the Director. (4B) Any amendment to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme has been issued.					

	(5) The aeroplane/helicopter maintenance programme referred to in subregulation (1) and any subsequent amendment thereof shall be approved by the Director. (6) Upon approval of the Director, copies of all amendments to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme has been issued.					
93.09.2 **135.09.2**	(1) The maintenance programme referred to in regulation 135.09.1 (2) / 93.09.1 (2) shall be developed for each aeroplane and shall contain the following information— (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilisation of the aeroplane; (b) when applicable, a continuing structural integrity programme; (c) procedures for changing or deviating from paragraphs (a) and (b) above; and (d) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants. (2) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such. (2A) The maintenance programme shall be based on information made available by the State of Design or by the organisation responsible for the type design, and any applicable operational, maintenance and regulatory requirements issued by the Director. (only applicable to Part 135) (2B) Any amendment to the approved programme shall be formulated by the air service operator, to reflect changes in the type certificate holder's recommendations, modifications, reliability programme, service experience, or as required by the Director. (only applicable to Part 135) (3) The design and application of the maintenance programme shall observe human factors principles. (4) Upon approval of the Director, copies of all amendments to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme has been issued.					
Maintenance contracted to approved AMO						
93.09.3	A CAO may only contract out its maintenance to a holder of an AMO approval with appropriate rating issued in terms of Part 145 of these regulations.					
121.09.3 **127.09.3**	if maintenance on a large commercial air transport aeroplane/any helicopter is carried out by the holder of an AMO approval with the appropriate rating issued in terms of Part 145, the operator of the aeroplane/helicopter shall ensure that all contracted maintenance is carried out in accordance with the regulations in Part 43.					
135.09.3	(1) an air service operator contracting its maintenance out as provided in regulation 135.09.1 (3) shall ensure such contract is with the holder of an AMO approval with the appropriate rating issued in terms of Part 145. (2) the operator shall implement a system of quality assurance to ensure that all maintenance is carried out by the contracted organisation as provided in the contract.					
Operator's maintenance responsibilities						

121.09.4 **127.09.4** **135.09.4**	(1) An air service operator shall establish procedures acceptable to the Director that ensure— (a) each aeroplane/helicopter they operate is maintained in an airworthy condition; (b) the operational and emergency equipment necessary for an intended flight is serviceable; and (c) the Certificate of Airworthiness of each aeroplane/helicopter they operate, and any appropriate special conditions, remains valid. (2) The operator shall not operate an aeroplane/helicopter unless it is maintained and released to service by an organisation approved in accordance with Part 145 in the manner referred to in regulation 121.09.3/127.09.3/135.09.3. (3) The operator shall employ sufficient personnel to ensure that all maintenance is carried out in accordance with the maintenance control manual referred to in regulation 93.09.5/127.09.5/135.09.5. (only applicable to Part 127 & 135) (4) The operator shall employ sufficient personnel to ensure that all maintenance is carried out in accordance with the maintenance control manual referred to in regulation 121.09 5/127.09.5/135.09.5. (4) A CAO shall ensure that maintenance of its aircraft is performed in accordance with approved maintenance program. (only applicable to Part 93) (5) The operator shall ensure that the maintenance of its aeroplanes/helicopter is performed in accordance with the maintenance programme referred to in regulation 121.09.2. (only applicable to Part 121) (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. (only applicable to Part 135)					
	Operator's maintenance control manual					
93.09.5 **121.09.5** **127.09.5** **135.09.5**	(1) An air service operator shall provide a maintenance control manual (MCM) that meets the requirements prescribed in technical standard 43.02.3 of Document SA-CATS 43 for the use and guidance of maintenance and operational personnel concerned. (2) The MCM referred to in subregulation (1) shall incorporate relevant principles of human factors. (3) The operator shall provide two copies of its proposed MCM to the Director and one copy of the approved MCM shall remain in the custody of the Director. (4) (a) The operator shall amend its MCM as necessary in accordance with the amendment procedures contained in the MCM, in order to keep the information contained therein up-to-date and accurately reflect company policy with respect to the maintenance of its aeroplanes. (b) The operator shall forward two copies of all amendments to the MCM to the Director for approval. (Part 93.09.5(5)) (5) Upon receipt of any approved amendments, each holder of an MCM shall be furnished a copy of such amendment with clear instructions to insert the amended pages in a timely manner into the MCM. (Part 93.09.5(6)) (6) The Director may require an operator to produce an amendment where he or she is of the opinion that the MCM requires updating.					

	(7) The Director may require a CAO to amend a maintenance control manual where he or she is of the opinion that such maintenance control manual requires updating. (only applicable to Part 93)					
93.09.6 **121.09.6** **127.09.6** **135.09.6**	1) An air service operator shall ensure that the following records are kept for the periods prescribed in subregulation (2)— (1) The following records shall be kept for each aeroplane for the periods prescribed in subregulation (3)— (only applicable to Part 93 & 135) (a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life limited components; (b) the current status of compliance with all mandatory continuing airworthiness information; (c) appropriate details of modifications and repairs; (d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; (e) the current status of the aeroplane's compliance with the maintenance programme; and (f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met. (2) The records in subregulation (1) (a) to (e) shall be kept for a minimum period of 6 months after the unit to which they refer has been permanently withdrawn from service and the records in subregulation (1) (f) for a minimum period of 5 years after the signing of the maintenance release. (2) An operator shall describe in its maintenance control manual who is responsible for the retention of the records required by subregulation (1) and where they will be kept. (only applicable to Part 93 &135) (3) In the event an aeroplane is leased or otherwise transferred temporarily to another operator, the records shall be made available to the new operator. (only applicable to Part 121) (3) 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. (only applicable to Part 127) (3) The records in paragraphs (1) (a) to (e) shall be kept for a minimum period of 6 months after the unit to which they refer has been permanently withdrawn from service and the records in subregulation (1) (f) for a minimum period of 5 years after the signing of the maintenance release. (only applicable to Part 93 & 135) (4) In the event of any permanent change of operator, the records shall be transferred to the new operator. (only applicable to Part 121) (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. (only applicable to Part 135)					

	(4) Records referred to in sub-regulation (1) shall be made available to the new operator in the event of a temporary change of operator or transferred to a new operator in the event of a permanent change of operator. (only applicable to Part 93)					
Continuing airworthiness information						
93.09.7 **121.09.7** **127.09.7** **135.09.7** **135.09.7**	(1) An air service operator shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide such information as required by the Director and shall report said information to him or her using a reporting system developed for that purpose. (not applicable to Part 135) (2) The Director shall transmit all mandatory continuing airworthiness information reported to him or her in accordance with subregulation (1) to the State of Design of any aeroplane that has been issued a South African Certificate of Airworthiness and operated in terms of this Part. (3) The operator shall obtain and assess continuing airworthiness information and recommendations issued by an aeroplane manufacturer, the organisation responsible for the aeroplane type design or by the State of Design, or any additional requirements issued by the Director for each type of aeroplane operated under this Part and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Director.					
135.09.7	(1) An air service operator operating aeroplanes in excess of 5 700 kg MCM shall, describe in its maintenance control manual— (a) who is responsible to monitor and assess maintenance and operational experience with respect to continuing airworthiness and obtain such other information that the Director prescribes; and (b) who shall report such information to the Director using a reporting system developed for that purpose. (4) The operator of an aeroplane shall monitor and assess maintenance and operational experience with respect to continuing airworthiness, and provide records 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 organisation responsible for the type design, and shall implement resulting actions, considered necessary by the operator, in accordance with a procedure acceptable to the Director.					
Modifications and repairs						
93.09.8 **121.09.8** **127.09.8**	(1) All modifications and repairs shall comply with airworthiness requirements acceptable to the Director. (1) All modifications and repairs shall comply with the provisions of Part 43. (only applicable to Part 127)					

135.09.8	(2) Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.					
	Maintenance release					
127.09.9	(1) A maintenance release shall be completed and signed to certify that the maintenance work has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance organisation's procedures manual. (2) A maintenance release shall contain a certification including— (a) basic details of the maintenance carried out including detailed reference of the approved data used; (b) date such maintenance was completed; (c) when applicable, the identity of the approved maintenance organisation; and (d) the identity of the person or persons signing the release. *Note: For more information on maintenance release matters, see Subpart 4 of Part 43 of these regulations.*					
	Records					
127.09.10	(1) An operator shall ensure that the following records are kept— (a) in respect of the entire helicopter: the total time in service; (b) in respect of the major components of the helicopter— (i) the total time in service; (ii) the date of the last overhaul; (iii) the date of the last inspection; (c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service— (i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life; (ii) the date of the last inspection; (2) These records shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer.					

For official use: ***SACAA ADDITIONAL REMARKS BY INSPECTOR:***	
Note number	**Remarks**

5. DECLARATION – ACCOUNTABLE MANAGER			
I, the undersigned			
6. DECLARATION – SIGNATORY			
*I/We hereby declare that *I/We will adhere to the above mentioned references in the Maintenance Control Manual, that is up to date and in line with the current South African Civil Aviation Regulations and that *I/We may not operate the air service concerned contrary to the relevant approved manuals and any provisions of the Air Service Licensing Act, 1990 (Act No. 115 of 1990), the Civil Aviation Act, 2009 (Act No. 13 of 2009) -,			
SIGNATURE OF OPERATOR'S ACCOUNTABLE MANAGER	**NAME IN BLOCK LETTERS**	**DATE**	
STATEMENT OF COMPLIANCE APPROVED		**STATEMENT OF COMPLIANCE NOT APPROVED**	
SIGNATURE OF INSPECTOR	**NAME IN BLOCK LETTERS**	**DATE**	