

	REPUBLIC OF SOUTH AFRICA SOUTH AFRICAN CIVIL AVIATION AUTHORITY GENERAL NOTICE: <u>GENERAL NOTICE RELATING TO CAR</u> <u>91.09.2 READ TOGETHER WITH SA</u> <u>CATs 43.02.8 APPENDIX 3</u>	SACAA Private Bag X 73 Halfway House 1685
Thabantsol@caa.co.za		DATED: 21 AUG 2026

**GENERAL NOTICE RELATING TO CAR 91.09.2 READ TOGETHER WITH SA CATs 43.02.8
APPENDIX 3**

1. Applicability

The South African Civil Aviation Authority (SACAA) Director of Civil Aviation (DCA) issues this General Notice to industry in terms of Part 11.01.3 of the Civil Aviation Regulations.

This Notice applies to all Aircraft Maintenance Organisations (AMOs) approved to maintain and certify Textron Lycoming or Teledyne Continental piston engines, as well as to owners and operators of aircraft fitted with these engines.

2. Purpose and Background

The purpose of this General Notice is to provide clarity on the regulatory position and implementation of the Condition Monitoring Programme (CMP) contemplated in SA-CATs 43.02.8 Appendix 3 read together with Sections B and C of SA-CATs 43.02.8.

Following consideration of the promulgation process and engagements with industry, the SACAA identified a need to clarify the application and implementation of the CMP provisions.

The CMP provides an alternative maintenance approach for certain piston aircraft engines through the use of condition-based monitoring techniques. To ensure consistent implementation and appropriate regulatory oversight, the Authority provides the following guidance to industry.

2.1 Applicability of CMPs

The Authority confirms that the CMP provisions introduced in SA-CATS 43 Appendix 3 are applicable exclusively to aircraft operated privately under Part 91. Aircraft used for commercial air transport, flight training or any other commercial operation may not operate under these CMP provisions.

2.2 Adoption of the CMPs

Where an owner of a privately operated aircraft elects to implement a CMP, they shall ensure that the aircraft piston engine CMPs must be appropriately developed, formally adopted, and signed by the owner. However, it must be furnished to SACAA as and when requested by inspectors and for reference purpose.

By formally adopting and signing the CMP, the owner accepts full responsibility for the continuing airworthiness decisions associated with operating the engine under the programme.

The Aircraft Maintenance Programme (AMP) must appropriately reflect the condition-monitoring methodology to be applied in accordance with SA-CATS 43.02.8 Appendix 3 including Sections B and C as applicable.

Following the completion of the required maintenance, the AMO must complete the Annual Maintenance Review report (CA 43-02 or CA 43-03) and issue the appropriate certificate of release.

2.3 Certificate of Airworthiness Restrictions

Where applicable, the Authority will impose operating limitations on the Certificate of Airworthiness of an aircraft operating under a CMP.

Such limitations may include, but are not limited to:

- private operations only under Part 91;
- no commercial operations permitted; etc.

2.4 Initial Implementation and Inspection Requirements

The normal Certificate of Airworthiness application and inspection requirements to the issue, re-issue (CA 21-08) or renewal (CA 21-03) of a Certificate of Airworthiness remain applicable.

These include applications submitted using the applicable prescribed forms, including CA 21-08 for the issue or re-issue of a Certificate of Airworthiness and CA 21-03 for renewal as applicable.

However, special implementation arrangements will apply to aircraft:

- whose Certificate of Airworthiness expired on or after 26 November 2024 and before the CMP provisions came into effect; and
- where it can be demonstrated that the Certificate of Airworthiness was not renewed as a direct consequence of the 12-year Time Between Overhaul (TBO) service letter matter.

Due to the volume of aircraft potentially falling within this category, the Authority will, where appropriate, conduct a desktop review instead of a physical inspection as part of the Certificate of Airworthiness process, subject to the submission of all required documentation and satisfactory demonstration of compliance with the applicable requirements.

The Authority reserves the right to require physical inspection where the documentation submitted is insufficient, where compliance cannot be satisfactorily established through the desktop review, or where an inspection is otherwise considered necessary in the interests of aviation safety.

Aircraft owners and operators are reminded that all applicable continuing airworthiness requirements remain in force. The adoption of a CMP does not exempt an aircraft, engine, owner, operator or AMO from compliance with any other requirement.

This includes compliance with the relevant Original Equipment Manufacturer's (OEM) storage and preservation instructions where an engine has been inactive for an extended period.

2.5 Application Fees

All applications for the issue, re-issue or renewal of a Certificate of Airworthiness must be accompanied by the applicable fee and proof of payment.

An exception will apply to applications that were previously submitted and subsequently rejected, cancelled or left incomplete as a direct consequence of the 12-year TBO service letter matter and the Director's General Notice dated 26 November 2024.

2.6 Pilot Proficiency

For a South African licensed pilot, returning to the cockpit after an extended period on the ground often informally called being "rusty" presents significant legal and biological safety risks. The South African Civil Aviation Authority (SACAA) enforces strict regulations under SA-CAR Part 61 to manage these risks.

The regulatory frameworks, legal limits, and practical steps required to regain currency in South Africa are detailed as follows.

2.6.1. Legal Requirements

A pilot must maintain both recency (recent flight experience) and competency (formal testing) before they can act as Pilot-in-Command (PIC).

- The 90-Day Recency Rule (when carrying passengers): a pilot may not carry passengers unless they have executed at least 3 take-offs and 3 landings within the preceding 90 days in an aircraft of the same class/type (or an approved simulator).
- The 6-Month PPL Rule: If a Private Pilot Licence (PPL) holder has not flown at least 3 hours as PIC within the last 6 months, they must undergo ground and flight training at an Approved Training Organisation (ATO) before doing a revalidation check.

Annual Currency and Medicals: To keep a licence valid, pilots must submit an annual summary of their logbook and pay a currency fee. Additionally, their SACAA Medical Certificate (Class 1 for CPL/ATPL, Class 2 for PPL) must be actively maintained. A long break usually means the medical has expired and must be completely redone.

3. Effective Date

This General Notice will take effect from the date on which CAR 91.09.2, read together with SA-CATS 43.02.8 Appendix 3, become effective and will remain in force until amended, superseded or withdrawn by the Director of Civil Aviation.

4. Conclusion

This General Notice will be effective from date of approval of SA CAR 91.09.2 together with SA CATS 43.02.8 Appendix 3 and shall remain in force until amended, superseded or withdrawn by the Director of Civil Aviation.

5. Queries

The SACAA remains available to engage with industry and provide further guidance on the implementation of this General Notice.

Any queries or requests for further guidance should be directed to:

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Senior Manager Airworthiness

Email: thabantsol@caa.co.za

Mobile: 083 461 6508.

Issued by the South African Civil Aviation Authority (SACAA)		
<i>signed electronically</i>	Ms. POPPY KHOZA	21 August 2026
SIGNATURE OF DIRECTOR OF CIVIL AVIATION	NAME IN BLOCK LETTERS	DATE