

PROPOSAL FOR THE AMENDMENT OF PART 1 OF THE CIVIL AVIATION REGULATIONS, 2011

PROPOSER

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PROPOSER'S INTEREST

The proposer has been established in terms of the Civil Aviation Act, 2009 (Act No. 13 of 2009), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

GENERAL EXPLANATORY NOTE

Words in **[bold and solid square bracket]** indicate deletions from the existing regulations.
Words underlined with a solid line indicate insertions in the existing regulations.

1. PROPOSAL FOR AMENDMENT OF REGULATION 1.01.1

1.1 Regulation 1.01.1 is hereby amended by:

(a) the substitution of the definition of “current flight plan” of the following definition:

“**current flight plan**” means the air traffic service flight plan [, **including changes, if any, brought about**] that reflects changes to the filed flight plan, if any, by subsequent clearances;”

- (b) the substitution of the definition of “filed flight plan” of the following definition

“ filed flight plan (FPL or eFPL)” means the latest flight plan as submitted by a pilot, an operator or a designated representative, for use by an ATSU;”;

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

- (c) the substitution of the definition of “flight plan” in the following definition:

“ **flight plan**” means specified information relative to an intended flight or portion of a flight of an aircraft;”;

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.”.

- (d) the insertion after the definition of “preliminary report” of the following definition:

“**Preliminary flight plan .**” means the information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.”

- (e) the deletion of the definition of “repetitive flight plan”:

[repetitive flight plan” means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units]

2. AMENDMENT OF PART 1.01.2 OF THE REGULATIONS

2.1 Regulation 1.01.2 is hereby amended by the insertion after the abbreviation of “PNF” of the following abbreviation

““PNR” means a point of no return”.

MOTIVATION

This amendment is recommended to propose definitions in the SACARs relating to ICAO Annex II AND Annex 6, Part I, Part II and Part III.

The definitions are contained in State Letters received by the SACAA. They are:

SL 2020.29.E amend 48- Adoption of Amendment 48 to Annex 2, dated 18 April 2024

SL 2020.34.E amend 49- Adoption of Amendment 49 to Annex 6, Part I, dated 18 April 2024

SL 2020.35.E amend 41- Adoption of Amendment 41 to Annex 6, Part II, dated 18 April 2024

SL 2020.36.E amend 25- Adoption of Amendment 25 to Annex 6, Part III, dated 18 April 2024

The intent of this proposal is to align our regulations with these ICAO requirements.