

	<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 Fax: (011) 545-1465 E-Mail: mail@caa.co.za</p>	<p>GENERAL NOTICE # AIR-2019/002</p>

Processing and Issuance of NTCA approvals

1. Applicability

This general Notice is applicable to all NTCA aircraft registered in South Africa and supersedes General Notice # AIR-2016/002 Revision 2 in totality.

2. Regulatory Reference

CAR 2011 as amended, Part 24, 44, 91, 94, 96 and 149

3. Purpose of this General Notice

This General Notice serves to provide guidance to NTCA aircraft owners or operators regarding the processing and approval of items listed in section 4 of this Notice.

4. Services List

- 1) Proving Flight Authority (Amateur built aircraft);
- 2) Proving Flight for production-built aircraft (Type approved);
- 3) Proving Flight (Ex-military and Veteran aircraft);
- 4) Inspections after Major damage to Class I components or post-accident;
- 5) Modification Approvals;
- 6) AFM approvals;
- 7) Mass and Balance;
- 8) Maintenance schedule;
- 9) IFR/VFR and IMC/VMC;
- 10) Conversion of Type Certified aircraft to NTCA;
- 11) Type Certified Engines fitted to NTCA;
- 12) Issuance and re-issuance of ATF's.

Note: This Notice is issued to provide clarity on the listed approvals only; this is due to the number of queries received by the SACAA regarding the approval process. The list is only for guidance and is not exhaustive.

For the purpose of verifying compliance to the Regulatory requirements the following services will be performed by the Airworthiness Department:-

1. Proving Flight Authority (Amateur built aircraft)

- After receiving an application for Proving Flight Authority (PFA) and the applicable fee, the submitted data will be reviewed for compliance and a proving Flight shall be issued by the SACAA;
- The subject aircraft shall be accessible for inspection by the Engineering Department (subsequent to proving flight completion) as required by CAR 24.02.3(5)(a) . An hourly rate invoice will be issued for inspection time in terms of SACAR Part 187.

➤ **Proving Flight Hours:**

- i. Aircraft fitted with approved Type Certified engine- 25 hours
- ii. Aircraft fitted with any engine-40 hours
- iii. Imported production-built aircraft -20 hours

2. Proving Flight for production built aircraft (Type approved)

- When a statement of conformity has been issued there is no need for this specific aircraft to be subjected to another test flight. The statement of conformity states that the aircraft conforms and has been tested and was found to comply with desired requirements;
- No additional inspection shall be conducted by the Authority after Type Approval issuance;
- The Authority to fly application will be processed as a desk top exercise by the Engineering Department, nevertheless, the Director may recommend aircraft inspection if deemed necessary'
- No aircraft shall be issued with a Certificate of Registration (C of R) under **production-built category**, unless it has been manufactured by an organisation approved by the DCA. Any aircraft that does not meet the below mentioned requirement shall be classified as Amateur built, with an exception of Veteran and Ex-military aircraft,
- Refer to CAR 24.01.2 (b) which reads thus:

(b) Production built aircraft, only those aircraft, of which the type design, the local or foreign manufacturing organisation and facility, the local assembling organisation and facility or agent/distributor, and the build standard has been approved by the Director may be built or imported and flown within the Republic.

3. Proving Flight (ex-military and veteran aircraft)

- Ex-military and veteran aircraft that are already flying do not necessarily require Proving Flight Authority, with the exception of the following:
- 3.1 Newly built aircraft;
 - 3.2 Aircraft that has been dormant for an extended period;
 - 3.3 Aircraft involved in an accident;
 - 3.4 Modified aircraft;
 - 3.5 Aircraft whose Technical history is unavailable;
 - 3.6 Aircraft whose operation history is unknown (e.g. Aircraft maneuvered beyond its limits);
 - 3.7 Aircraft designed to be operated in a specific environment.
- Request for exclusion from proving flight shall be made to the SACAA.
- Aircraft inspection shall be carried out to determine whether the type of aircraft is fit and safe for flight.

4. Inspections after Major damage to Class I components, Post-accident Repairs or Modifications

- After any major Modification or post-accident repairs of an NTC aircraft, the Aircraft Inspection Unit shall conduct an inspection of that aircraft to verify conformance and compliance;
- **No Modification or Major Repair applications shall be processed by the SACAA.** Any person who intends to modify or do a major repair on an aircraft shall notify the SACAA in writing and an Authorized Officer shall be assigned to do an Inspection to verify the airworthiness status of the aircraft.

- Hourly rate invoice will be issued for such Inspections in terms of SACAR Part 187 read together with CAR 24.01.7

5. AFM approvals

- Aircraft owners/builders/manufacturers are required to supply, during the initial certification stages of an NTCA aircraft, copies of AFMs which will then be stored at the SACAA library for future reference, all amendments and supplements shall be supplied thereafter in order to keep the AFM copies updated;
- **Production Build aircraft** (Type Approved) AFMs are approved during the Type Approval process only thereafter there will be **no need to request for** AFMs certificates from the SACAA - **exception-** AFM may require further approval only when there are Modifications, Supplements or changes in the load data sheet;
- **Amateur Built aircraft, ex-military and veteran** – AFMs are accepted during or after the Proving Flight process only, thereafter there will be no need to request for AFMs certificates from the SACAA.

6. Mass and Balance

- Aircraft weighing shall be carried out in terms of CAR 44.01.9.

7. Aircraft Maintenance Schedule /Programme (AMS/AMP)

- The owner of a non-type certificated aircraft for which an authority to fly is required shall submit to the Director or the organization designated for the purpose in terms of part 149, as the case may be, for acceptance a maintenance schedule or document similar to Annex A in Document SA-CATS 44, for the aircraft;
- AMS/AMP is the owner / operator's responsibility. SACAA does not approve NTCA aircraft AMS/AMP; the Authority only reviews and accepts these documents.

8. IFR/VFR and VMC/IMC approvals

- NTC aircraft are normally issued with (VFR) VMC by day ATF's only;
- Owners or operators requiring **VFR and IFR by day and night** approvals shall be required to submit an application for an amendment of an ATF (if the approval was not issued during certification stage (during the proving flight stage). The Aircraft Inspection Unit will conduct an inspection of that aircraft to verify conformance and compliance. Hourly rate invoice will be issued for Inspection time in terms of SACAR Part 187 read together with CAR 24.01.7;
- The below mentioned regulations bear reference:

CAR 24.01.2

1.6 Instruments, equipment and placards

1. Instruments

An amateur-built aircraft shall be equipped with the instruments prescribed in Part 91, Part 94 and Part 96, as applicable for the operation of the particular type of aircraft, unless exempted in terms of this Part.

(2) Equipment

An amateur-built aircraft shall be equipped as prescribed in Part 91, Part 94 and Part 96, as applicable for the operation of the particular type of aircraft, unless exempted in terms of this Part.

CAR 24.01.2 (1.6) (3)

Provided that the note “to be operated for sport or recreational purposes only” may be left off if the aircraft has been approved for commercial air transport operations in terms of Part 96 on the instrument panel(s)

(b) Any additional limitation indication such as temperature, pressure, which the Director or, if applicable, the organization designated for the purpose in terms of Part 149 of the CAR, as the case may be, deems necessary:

Provided that the note “Operate under VMC only” may be left off if the aircraft has been approved for instrument flight.

Issuing

24.02.3 (1) An application in terms of regulation 24.02.1 shall be granted and an authority to fly issued if the applicant complies with the provisions of regulation 24.02.2.

(2) An authority to fly is issued subject to such conditions and limitations which may be determined by the Director or, if applicable, the organisation designated for the purpose in terms of part 149 of these regulations, as the case may be.

(3) Whether the authority to fly will include permission to operate the aircraft at night, under IMC, or in commercial air transport operations or to conduct semi-aerobatic or aerobatic flights, depends on the results of the proving flights and the installation equipment.

(5) (a) Before a proving flight authority or an authority to fly is issued, the aircraft may be required to be inspected by an authorised officer, inspector or authorised person, and the owner shall be advised accordingly.

(b) The owner shall make the aircraft available for such inspection, where and when required.

(10) Flights conducted in terms of a proving flight authority—

- a. are limited to an area not exceeding 100 km radius from the specified base from which such flights are to be undertaken, unless stated otherwise on the proving flight authority;
- b. may only be conducted under VMC by day. (This means that you can only test the aircraft under these conditions)

Interpretation of the above Regulations

- ATF can be issued under IFR and / or VFR;
- IFR is ideally issued during the Proving Flight stage;
- If this process was not considered OR performed at that stage OR was missed OR was not requested by the aircraft builder -the aircraft can be inspected by an Inspector (post proving Flight) and equipment be verified in terms of Part 91(IFR requirements);
- If an aircraft is issued with IFR, it can be limited to VMC or can be issued without any limitations VMC and IMC depending on the instruments;
- All proving flight tests (whether under IFR or VFR) shall only be conducted under VMC by day conditions.

9. Conversion of Type Certified aircraft to NTCA

CAR 24.01.1(1) (e) states that an ATF may be issued to : *any other aircraft not qualifying, or no longer qualifying for the issue of a certificate of airworthiness in terms of Part 21 of these regulations.* Therefor the category of aircraft mentioned above refer to aircraft which are converted from Type Certified (TC) aircraft to Non-Type Certified Aircraft (NTCA).

Note: No Person shall be permitted to convert a Type Certified aircraft (which is still supported by the OEM and has a valid Type Certificate) to NTCA **except** if the conversion is based on the following conditions:

1. Aircraft is no longer supported by the OEM;
2. Aircraft blacklisted by OEM due to accident record which indicates that aircraft was damaged beyond resuscitation;
3. Type Certificate has been revoked by a National Aviation Authority;
4. Aircraft is fitted with unapproved parts and has been blacklisted by the OEM or SACAA
5. Aircraft was involved in an accident, written off by an insurance or was damaged substantially beyond economical repair, but can still be resuscitated. Depending on the extent of damage –this aircraft can still retain its status as a Type Certified aircraft – SACAA assessment will be required prior to re-classification;
6. Other conditions as identified and approved by the Director of Civil Aviation.

The following shall be complied with if an aircraft is undergoing conversion:

- All Parts (*including airframe, propeller, rotor , engines and components*) that are **permanently** removed from a Type Certified aircraft (either withdrawn from service or recovered from an aircraft involved in an accident) and used on NTCA shall be certified as serviceable and the parts shall be engraved in a prominent place (next to **or** on the data plate) visible to everyone .These parts shall not be re-instated to a TC aircraft in future;
- The imprint shall thus read: NTCA use only or NTCA;
- Aircraft manufacturer's data plate shall be returned to the SACAA;
- Aircraft Maintenance Programme shall be compiled for this aircraft;
- AFM, Maintenance Manual and all aircraft manual shall be re-created and shall not bear the OEM details;
- Aircraft shall be re-named and be issued with a new designation and serial Number;
- New Data-plate shall be affixed to the aircraft in a prominent place;
- List of serialized components shall be compiled and all components fitted to this aircraft shall be listed to avoid re-introduction to Type Certified aircraft;
- Aircraft shall be classified as Amateur Built and shall be used for sport and recreation only;
- Aircraft shall be required to undergo Proving Flight Tests;
- Aircraft shall be subjected to SACAA inspection prior to issuance of an initial ATF.

10. Type Certified Engines fitted to NTCA

- Should the aircraft owner opt to fit a Type Certified engine to an NTCA aircraft-the engine shall be maintained in terms of PART 44 (On condition monitoring) - should the aircraft owner decide to re-instate the engine to a Type Certified aircraft (*after it has passed its TBO*) –the Engine shall be required to undergo engine overhaul and thereafter be maintained as per manufacturers recommendations;
- Type Certified engine fitted to NTCA may not be engraved or marked as NTCA.

11. Issuance of ATF

The South African Civil Aviation Authority (SACAA) issues A5 paper ATF's as per the following Categories (Green certificates):

- Amateur – Built;

- Ex-military;
- Production built;
- Veteran;
- RLA.

Please note that when the ATF is issued as per categories above, the aircraft is permitted to be used privately only, should the aircraft owner or operator decide to utilize the aircraft in a training school or commercially, the following shall be applicable:

- **Aircraft shall be added to an AOC – Approval is issued by Flight Ops Department (for Commercial purpose);**
- **Aircraft shall be added to an ATO–Approval is issued by Personnel Licensing department (for Training purpose).**

Note 1: A Flow Chart has been provided in Appendix A for guidance.

12. Renewal and Re-issue of ATF

Please refer to **GENERAL NOTICE # AIR-2019/003 – Revision 0** for further clarity pertaining to the renewal / re-issue of ATF's.

Please note the following:

- *The SACAA re-instates ATF's if they are suspended – refer to **CAR 24.02.6 (6)**;*
- *If an ATF is expired it must be surrendered and the aircraft may be subjected to an Inspection refer to **CAR 24.02.6 (3)** read together with **CAR 24.02.3 (5)**.*

Period of validity

24.02.6 (1) *An authority to fly and a proving flight authority shall be valid until—*

- (a) the expiry date;*
- (b) it is surrendered by the holder thereof, or is suspended by an authorised officer, inspector or authorised person;*
- (c) cancelled by the Director, or the organisation designated for the purpose in terms of part 149, as the case may be;*
- (d) a major modification is affected to the aircraft; or*
- (e) the aircraft is involved in an incident or accident that results in major damage to its primary structure.*

(3) *The holder of an authority to fly or proving flight authority which **expired** shall forthwith surrender the **authority to fly** or proving flight authority **to the Director** or, if applicable, the organisation designated for the purpose in terms of these regulations, as the case may be.*

CAR 24.02.3

(5) (a) *Before a proving flight authority or an authority to fly is issued, the aircraft may be required to be inspected by an authorised officer, inspector or authorised person, and the owner shall be advised accordingly.*

(b) The owner shall make the aircraft available for such inspection, where and when required.

CAR 24.01.07

Safety inspections and audits

24.01.7 (1) An applicant for **the issuing of any certificate**, approval or authorisation in terms of this part, shall permit an authorised officer, inspector or authorised person to carry out such safety inspections and flight and ground tests which may be necessary to verify the validity of any application made in terms of this part.

AFT re-instatement

24.02.8 (1) (a) A currency fee, as prescribed in part 187, shall be payable by the holder of an authority to fly, on the anniversary date of such authority to fly.

(b) Should the authority to fly not be valid at the time for any of the reasons stated in regulation **24.02.6**, the currency fee will be waived until such time that the authority to fly is reinstated and the relevant fee for reinstatement becomes payable.

(2) The reinstatement date shall become the new anniversary date.


CAR 24.02.6

(6) An authority to fly or a proving flight authority, **which has been suspended**, shall be **re-instated when the cause for the suspension has been corrected to the satisfaction of the Director** or, if applicable, the organisation designated for the purpose in terms of part 149 of these regulations, as the case may be.

13. Queries

Any queries or requests for further guidance as a result of this communications should be sent to:

- **Manager: Aircraft Inspection and Registration: E-mail: Gouwsj@caa.co.za (Tel: 011 545 1128)**
- **Senior Manager Airworthiness: E-mail: sikhoanamdu@caa.co.za**
- **Senior Manager: Flight Operations Department; E-mail: matabae@caa.co.za (Tel: 011 545 1541)**
- **The Senior Manager: Personnel Licensing; E-mail: niemandj@caa.co.za (Tel: 011 545 1323)**

Issued by the South African Civil Aviation Authority (SACAA) and validated by:		
	JURIE GOUWS	01 October 2019
SIGNATURE OF MANAGER: Aircraft Inspection & Registration	NAME IN BLOCK LETTERS	DATE

See APPENDIX A on the next page

APPENDIX A

NTCA Operation Regulatory requirements

