Ref: SSSA/001
Enquiries: SB Segwabe

The Chairman
Soaring Society of South Africa
1 Leicester Road
Kensington
2094
Johannesburg

01st July 2014

Fax: 011 622 5363

Attention: Mr DC Smit

RE: RE-CATEGORISATION OF GLIDERS FROM TCA TO NTCA

Your letter registration of sailplanes and motor sailplanes as TCA and NTCA dated 28 January 2014 refers.

South African Civil Aviation Authority (SACAA) has reviewed your letter and the following is presented to you as a response to your letter addressing your requests:

1. The SACAA in principle agrees to re-classify all gliders on the register as Non Type certified aircraft as per individual request. This process of reclassifying the aircraft shall be accommodated through the exemption process in terms of Part 11. The Soaring Society of SA on behalf of its constituents shall apply for a blanket exemption, irrespective which type or model of Glider, and request relief from the requirements of Part 43 and Part 21 where applicable, The soaring society of SA shall further present to the Director an alternate means of compliance in accordance with Part 44 read together with Part 24 of the Civil Aviation Regulations 2011.

2. All those owners who intend to retain their aircraft as Type Certified in terms of Part 43 and Part 21 shall be afforded the opportunity to do so. These aircraft, including all aircraft used for commercial operations shall continue to be maintained in accordance with Part 21 and Part 43 of the regulations, and a Certificate of Airworthiness shall be issued by the SACAA annually.

Board Members: Ms P Ribe (Chairperson of the Board); Mr P Ncube; Amy R P Dreti; Mr Z Nomvete; Ms P Malala; Mr V Ndzelele; Ms Dine Dondu. Acting DCA: Ms P Khoza and Company Secretary: Nivashee Navandith
3. All aircraft re-classified shall remain NTCA and flown for recreational purposes only and, these aircraft may only fly within the borders of South Africa. Manufacturer’s data plates shall be removed and returned to the SACAA. Fitment of a new data plate, reflecting the South African registration marks and original serial number of the aircraft, shall be presented as evidence to the SACAA.

4. The first Authority to Fly following the reclassification shall be evaluated and issued by the SACAA. The aircraft file containing the registration process as well as the maintenance history shall be updated. This process as well as the exemption process which the Director may approve in terms of an Aeronautical Information Circular shall be recorded of each file for record keeping purposes. Upon successful conclusion the SACAA shall inform each State of Design and all relevant Manufacturers that the aircraft shall no longer comply with the Type Certificate requirements, the aircraft will then be removed from the TCDS.

5. SACAA does not have an objection to SSSA to apply and obtain an AMO approval and is awaiting the application.

6. Point 3 of your letter is noted and welcomed.

7. We also wish to point that none of these aircraft will qualify for the issuance of an Export certificate of airworthiness issued under Part 21 as this is not applicable to non-type certified aircraft.

8. The request to place these aircraft in non-type certified category was initiated by SSSA since these aircraft are purely used for recreational purposes.

Therefore the current CAR and the Technical Standards already provide for reduced measurements of the registration marks should the available area not be adequate to accommodate the measurement specified, therefore there is no need to grant a second approval since this is already provided for in the current legislation.

We hope you find the above in order.

Yours faithfully

M Lebogo
General Manager: Aircraft Safety