

<p style="text-align: center;">SOUTH AFRICAN</p>  <p style="text-align: center;">CIVIL AVIATION AUTHORITY</p>	<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-2016/004</p>	<p>DATED:10 October 2016</p>

Authorized Release Certificate (ARC), Certificate of Release to Service (CRS), Certificate Relating to Maintenance (CRM/CRMA) and traceability record requirements

1. Applicability

This General Notice is applicable to all Type Certified aircraft registered in South Africa

2. Purpose of this General Notice

This General Notice serves to provide Guidance to Operators, Aircraft Maintenance Organizations (AMOs) and Approved Manufacturing Organizations (AMORGs) or Vendors regarding the use of proper documentation to Release an aircraft or component to Service following maintenance or manufacturing process respectively.

3. Regulatory Reference

The issuance of this general Notice is necessitated by the following Regulations and Technical Guidance Material which relates to traceability and acceptance of components from foreign States and locally:

- **CAR 43.02.22** 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 a responsible aviation authority, shall be considered to be unserviceable and may not be fitted to any type-certificated aircraft.
- **CAR 21.10.1** (1) Any part or appliance manufactured in a foreign State with which the South African government has entered into an agreement for the acceptance of the part or appliance for export and import, shall be deemed to comply with the requirements for approval prescribed in this part, if the appropriate authority of the State in which the part or appliance was manufactured, issues an export certificate of airworthiness certifying that such part or appliance complies with those requirements, unless the Director is satisfied, based on the technical data submitted in terms of sub regulation (2), that the part or appliance is otherwise not consistent with the airworthiness requirements prescribed in this part.

(2) An applicant for the approval of a part or appliance shall, upon request by the Director, submit to the Director any technical data concerning the part or appliance.
- For an expanded description of this subject refer to the ***Airworthiness*** webpage of the SACAA (www.caa.co.za) ***Authenticity and Serviceability of Parts*** Technical Guidance Material (TGM) dated 12 September 2016

4. Issuance of ARC to components

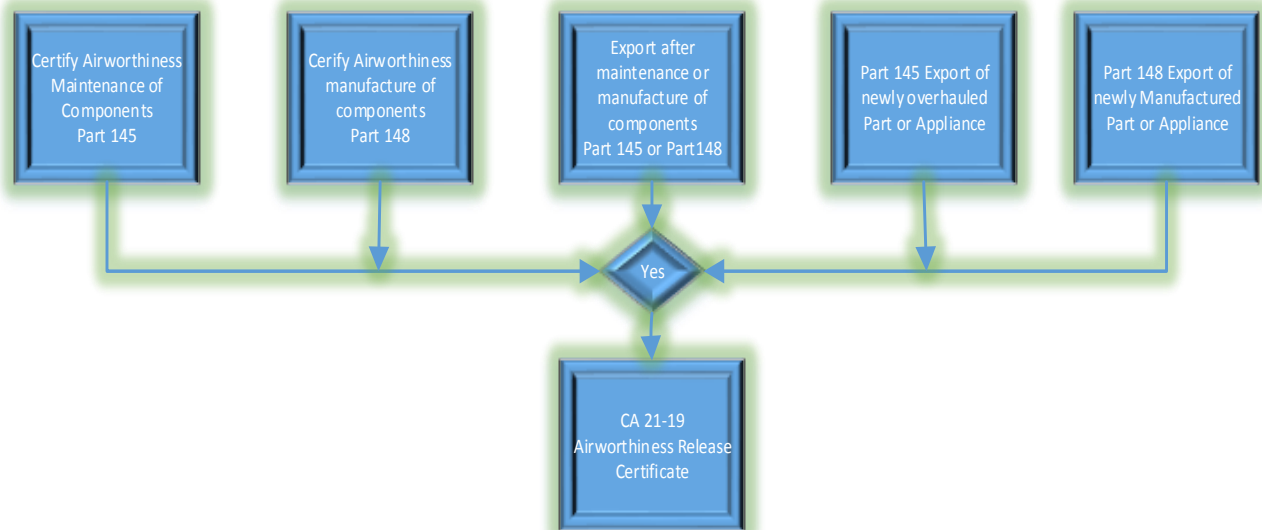
The purpose of the ARC is to release components after manufacture (AMORG) and to release maintenance work carried out on such components (AMO) under the approval of a competent authority and to allow components removed from one aircraft/component to be fitted to another aircraft/component.

For the purpose of Part 145, a document equivalent to SACAA approved ARC may be (these documents are regarded as traceability documents issued by Maintenance and Manufacturing organizations):

- JAA FORM 1 (issued before 28 November 2004)
- EASA FORM 1

- FAA 8130-3
- Transport Canada (TCCA) FORM 1
- Transport Canada (TCCA) FORM 24-00078(issued before Dec 30,2008)
- ANAC Form SEGV00 003
- A release document issued by an organization under the terms of a bilateral agreement signed by the South African Government-refer to **CAR 21.10.1**
- **Correct Form CA21-19 shall be used by an SACAA approved AMORG or AMO** (An ARC is regarded as a traceability document as it is issued by an AMORG or AMO in terms of the SACAR requirements and is regarded as a traceability documents if the product /appliance was manufactured or maintained in South Africa)

Graphical illustration of the ARC



5. Issuance of CRS to a complete aircraft

A CRS is issued after any maintenance completion, when an AMO is satisfied that all maintenance required has been properly carried out, by:

- An appropriate certifying staff on behalf of an AMO approved in accordance to CAR Part 145

A CRS is necessary before flight, at the completion of any defect rectification, whilst the aircraft operates a flight between scheduled maintenance checks

- **Correct Form CA 43-C-01 or CA 43-C-02 to be used by AMOs.**

6. Issuance of CRM/CRMA

A Certificate Relating to Maintenance (*of an aircraft*)-(CRM/CRMA) is a document/certificate issued by an AMO that adequately describe all maintenance carried out to an aircraft, it is retained by an AMO for record purpose and/or issued to an operator/aircraft owner/to a third party to prove that all requirements have been met for the issuance of a CRS.

- **Note1** : An AMO has an option of using either an aircraft logbook or use the detachable CRM/CRMA to record all maintenance carried out to an aircraft prior to issuance of a CRS, nevertheless, summarized or detailed logbook entry is mandatory for indication that certain maintenance work was carried out. The statement to be entered in the appropriate logbook or other maintenance record (CRM/CRMA) approved by the Director shall be as prescribed in regulation SA CATS 43.04.4 .**Correct Form CA43-C-03 to be used by AMOs.**


Note 2: CRM/CRMA shall not be used to release a component or an aircraft to service.

7. Queries

Any queries or requests for further guidance as a result of this communications should be sent to:
The Manager, Aircraft Inspection Section; e-mail address:airworthiness@caa.co.za

8. Issue date:

10 October 2016

Issued by the South African Civil Aviation Authority (SACAA) and validated by:		
	MDUDUZI SIKHOSANA	10 October 2016
SIGNATURE OF SENIOR MANAGER AIRWORTHINESS DEPARTMENT	NAME IN BLOCK LETTERS	DATE