	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	SACAA Private Bag X 73 Halfway House 1685
Tel: (011) 545-1000 Fax: (011) 545-1465 E-Mail: mail@caa.co.za	GENERAL NOTICE # AIR-2016/002 Revision 2	DATED 08 December 2016

Processing and issuance of NTCA approvals

1. Applicability

This general Notice is applicable to all NTCA aircraft registered in South Africa

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 of ATFs

Note: This Notice is issued to provide clarity on the listed items only; this is due to the number of queries received by the SACAA regarding the item's 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 the 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 specified aircraft should be accessible for inspections by engineering (subsequent to proving flight completion) as required by CAR 24.02.3(5) (a). Hourly rate invoice will be issued for Inspections 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 Aircraft Inspection Unit, nevertheless, the Director may recommend aircraft inspection if deemed necessary.

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 or post-accident.

- After any major modification or post-accident of the aircraft, the Aircraft Inspection Unit will conduct an inspection of that aircraft to verify conformance and compliance. Hourly rate invoice will be issued for Inspections in terms of SACAR Part 187 read together with CAR 24.01.7

5. Modifications

- Engineering Section is currently compiling a Technical Guidance material that relates to NTCA modification processing. All NTCA related modification queries should be directed to Lobang Thabantso - e-mail : ThabantsoL@caa.co.za>

6. 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 Built 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 STCs , Modifications Supplements or changes in load data sheet.
- **Amateur Built aircraft, ex-military and veteran** – AFMs are approved during or after the Proving Flight process only, thereafter there will be no need to request for AFMs certificates from the SACAA

7. Mass and Balance

- Aircraft weighing shall be carried out in terms of CAR 44.01.9 and shall be submitted to the SACAA for issuance of the certificate (CA43-17) prior to issuance of initial ATF or subsequently thereafter

8. 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.

9. IFR/VFR and VMC/IMC approvals

- NTCA aircraft are normally issued with VMC by day ATF’s only.
- Owners or operators requiring **VMC by day and night** or **IFR by day and Night** and **VMC/IMC** approvals shall be required to submit an application for an amendment of an aircraft (if the approval was not issued during certification stage).The Aircraft Inspection Unit will conduct an inspection of that aircraft to verify conformance and compliance. Hourly rate invoice will be issued for Inspections in terms of SACAR Part 187 read together with CAR 24.01.7.
- General notice # 2016/001 shall be consulted for approvals of **VMC by day and night**. Aircraft Inspection may be required for this approval

10. 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.* The category of aircraft mentioned above refer to aircraft which are converted from Type Certified (TC) aircraft to Non-Type Certified Aircraft (NTCA)

Note well: 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 carried out if an aircraft is undergoing conversion:

- All Parts (*including airframes, propellers, rotors, engines and aircraft 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 read thus: 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 AFT

11. 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.

12. Issuance of ATF

The South African Civil Aviation Authority (SACAA) has been issuing NTCA Authority to Fly (ATF) certificates using A4 size page, the Certificate were issued as Commercial, Training or Private (ATFs). This led to some operators to un-intentionally use the Certificates commercially without undergoing or receiving Air Service License and AOC approvals.

The Airworthiness Department is no longer issuing Commercial, Training or Private Authority to Fly(ATF). The Department is now issuing A5 paper ATFs for sports and recreational use to NTCA as per the following Categories:

- Amateur – Built
- Ex-military
- Production built
- Veteran

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.

Note 2: A comprehensive Technical guidance material will be issued by the Airworthiness Department that relates to NTCA related issues.

13. Queries

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

The Senior Manager, Airworthiness Department; e-mail address: airworthiness@caa.co.za (tel: 011 545 1010)
The Senior Manager, Flight Operations Department; e-mail address: matabae@caa.co.za (tel: 011 545 1541)
The Senior Manager, Personnel Licensing Department; e-mail address: niemandj@caa.co.za (tel: 011 545 1323)

Issued by the South African Civil Aviation Authority (SACAA) and validated by::		
	MDUDUZI SIKHOSANA	08 December 2016
SIGNATURE OF SENIOR MANAGER	NAME IN BLOCK LETTERS	DATE

**** See APPENDIX A on the next page ****

APPENDIX A

