

	<b>REPUBLIC OF SOUTH AFRICA</b>  <b>CIVIL AVIATION AUTHORITY</b>	CAA Private Bag x08 Waterkloof 0145
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**GENERAL**

**LEGISLATION MATTERS**

**PUBLICATION IN TERMS OF REGULATION 11.04.4(2) OF THE FULL PARTICULARS OF AN EXEMPTION GRANTED BY THE COMMISSIONER FOR CIVIL AVIATION FROM THE REQUIREMENTS OF REGULATION 91.07.27 OF THE CIVIL AVIATION REGULATIONS 1997.**

1. **Applicant**  
Civil Aviation Authority  
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0145
2. **Details of exemption**  
The Commissioner for Civil Aviation has granted an exemption to all persons engaged in helicopter operations from the provisions of regulation 91.07.27 in so far as the afore-mentioned regulation stipulates that "No person engaged in helicopter operations shall permit helicopter rotors to be turned under power without a qualified pilot at the controls of such helicopter."
3. This exemption will nullify the requirements of the aforementioned regulation and temporarily replace the requirements of this regulation with other more practical requirements for the ground running of helicopters. .
4. **Background Information**  
From the entry into operation of the CAR in 1997, Regulation 91.07.27 allowed certain persons, who were not pilots to undertake the ground running of helicopters. However during June 2000, a proposal to amend regulation 91.07.27, was published for comment in the Government Gazette. The proposal motivated a deletion from regulation 91.07.27 of the dispensation allowing non-pilots, who had received the relevant instruction from a Category B flight instructor, to perform ground runs. Various comments on the proposal were received by the CARCOM Secretariat, and the proposal and comments were discussed at the CARCOM Meeting of August 2000. CARCOM decided at it's October 2000 meeting to amend the existing regulation 91.07.27 in line with the published proposal (by deleting sub-regulation (b) of the existing regulation).
5. The promulgation of the amendment to regulation 91.07.27 has created practical difficulties for many maintenance facilities.
6. The CAA has in principle no objection to allowing the ground running of helicopters by maintenance personnel subject to certain competency, weather and operational requirements, being met.
7. **Safety implications**  
The CAA is of the opinion that an acceptable level of safety will be maintained should the conditions specified in this exemption be complied with.
8. **Period of Exemption**  
The Commissioner for Civil Aviation has granted this exemption from the requirements of regulation 91.07.27, until such time as an appropriate amendment to the aforementioned regulation has been promulgated in the Government Gazette.
9. The exemption is granted subject to the following conditions:
  - (1) No person other than a qualified pilot rated on type shall turn helicopter rotors under power, for the purposes of blade tracking.
  - (2) Subject to the condition in sub-provision (1) above, no person engaged in helicopter operations shall permit helicopter rotors to be turned under power unless:
    - (a) A qualified pilot rated on type is at the controls; or
    - (b) A licenced aircraft maintenance engineer, who has undergone instruction with a qualified Category B, Grade ii, or higher flight instructor on the ground-running of the relevant helicopter type, and thereafter been certified as competent to undertake such a task by the instructor in his or her aircraft maintenance engineer's Record of Experience (TV2/308); on condition that –

- (i) *the collective has been locked in the down position; and*
- (ii) *ground runs are carried out when the aircraft is stationary and wind conditions do not require major cyclic inputs.*

**COMMISSIONER FOR CIVIL AVIATION**