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AERODROMES

GENERAL

EXEMPTION OF CERTAIN NON-SCHEDULED AIR TRANSPORT OPERATIONS FOR MAKING USE OF SELECTED AERODROMES WITH REDUCED LEVELS OF AERODROME RESCUE AND FIRE FIGHTING SERVICES (ARFFS)

- ☞ Indicates changes.
- ☞ This AIC 50-4 replace AIC 50-4 dated 02-10-15 in toto.
- ☞1. The Commissioner for Civil Aviation has granted exemption for certain non-scheduled air transport operations to aerodromes that do not necessarily conform with the legislative requirements of Regulation 139.02.7 of the South African Civil Aviation Regulations, 1997, pertaining to the availability of Aerodrome Rescue and Fire Fighting Services (ARFFS).
- ☞2. This exemption from Regulation 139.02.7 only, is based on the following:
 - A Applicability:**
 - (a) Size of aircraft: The following criteria shall prevail:-
 - (i) Small commercial operations (non-scheduled), which is limited to aircraft with a certificated seating capacity of 19 seats or less.
 - (ii) Large commercial operations (non-scheduled), this consist of aircraft with a certificated seating capacity of more than 19 seats, but less than 60 seats, excluding aircraft that operates on AVGAS or MOGAS, except for the McDonald Douglas DC3, provided that the pilot in command (PIC) of such a DC3 aircraft has no less than 500 PIC hours on type of which no less than 10 hours shall have been flown during the past 6 months.
 - (b) Aerodromes that may be considered:
 - (i) Aerodromes with a sufficiently low movement rate to justify the risk associated with this exemption. In all cases conclusive evidence must be submitted to support the notion that the provision of ARFFS will be either prohibitive in terms of cost or unobtainable for clearly stated reasons.
 - (ii) Examples of aerodromes that may be considered in this regard (currently licensed, but not necessarily in future) are: Alexander Bay, Kleinsee, Louis Trichardt, Malelane, Mkuze, Springbok, etc.
 - (iii) Unlicensed aerodromes for which a specific (and different) exemption from the requirement of Regulation 139.01.1 (2), in terms of Regulation 11.04.1, has been obtained by the operator concerned.

B Operating requirements:

(a) *Small commercial operations (non-scheduled):-*

- (i) *Aircraft that meet these criteria, may land at licensed category 1, 2 and 3 aerodromes that do not necessarily conform with the legislative requirements for Aerodrome Rescue and Fire Fighting Services, provided that, the aircraft operator obtains written approval from the Commissioner for Civil Aviation prior to the first flight to such an aerodrome by submitting the following documentation to the Flight Operations section:-*
- (aa) *Written approval from the aerodrome operator including evidence as required under 2Ab (i)*
- (bb) *An insurance certificate from his/her insurance company condoning such operations, accompanied by a copy of the standard terms and conditions applicable to the cover of the air operator;*
- (cc) *Proof that the air operator's manual of procedure (MoP) has been adapted to include operational safety procedures for these types of operations;*
- (dd) *Projection of number of flights, per aircraft type, envisaged operating into such an aerodrome per month.*
- (ii) *The air operator is to ensure that the aerodrome to be used, can accommodate the aircraft type and that the runway can support the load classification number of the particular aircraft, (LCN).*
- (iii) *The air operator shall adhere to the minimum onboard safety requirements for the specific type of aircraft, and furthermore ensure that the required fire fighting extinguishers and medical equipment, on board, is current and serviceable.*
- (iv) *Notwithstanding the above requirements, the Commissioner for Civil Aviation reserves the right to re-evaluate such an approval within the 12 month validity period.*

(b) *Large commercial operations:-*

- (i) *Aircraft that meet these criteria includes aircraft with a certificated seating capacity of more than 19 seats, but less than 60 seats, excluding aircraft that operates on AVGAS or MOGAS, except for the McDonald Douglas DC3, provided that the pilot in command (PIC) of such a DC3 aircraft has no less than 500 PIC hours on type of which no less than 10 hours shall have been flown during the past 6 months.*
- (ii) *The same conditions as for small commercial operations prevail, with the exception of the following condition which shall also be met:-*
- (aa) *For each individual flight, to an aerodrome that does not conform to the legislative requirements, specific authorisation must be obtained from the Civil Aviation Authority, Flight Operation's Section.*

C Indemnification:

Since this exemption permits operations outside the scope of the regulations, the operators of the aircraft and aerodromes accepts full responsibility to adhere to their duty of care under prevailing circumstances and will not hold the CAA liable for any loss or damages arising from such operations.

3. This exemption replaces the exemption published in AIC 50-4 dated 02-10-15.

