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GENERAL

LEGISLATION MATTERS

**FOR THE DEVELOPMENT AND IMPROVEMENTS FOR THE TECHNICAL PROCESSES
WITH RESPECT TO THE SOUTH AFRICAN CIVIL AVIATION
AUTHORITY CERTIFICATION AND ISSUANCE OF AUTHORIZATIONS**

1. The South African Civil Aviation Authority (SACAA), in an effort to enhance safety oversight, has recently developed guidance material to be utilized by the Inspectorate and the Industry, with specific attention given to all certification and authorizations issued by the Acting Commissioner for Civil Aviation Authority.
2. Due to this exercise, Publications such as Technical Guidance Material (TGM) has been developed for the purposes of improving and standardizing the way the SACAA grants approvals and conducts inspections. These include:
 - initial and renewal approvals and
 - existing approvals that require re-validation and acceptance.

The processes identified will be conducted in accordance with the procedures described in Technical Guidance Material that form part of the Manuals of Procedure for SACAA Inspectors and additional guidance in Advisory Circulars for the Aviation Industry that have been approved on Friday, 11 May 2007.

3. To assist the SACAA Inspectors in the field and the Aviation Industry, TGM, Advisory Circulars, Checklists and Templates may be downloaded from the SACAA website: www.caa.co.za

(The documents are all numbered as per the ISO register on the SACAA Intranet.)

The following list includes some of the TGM documents available, but does not represent an INDEX of the entire scope of TGM available.

CA AOC-000	Pre-Application Pack (This provided a brief introduction to the documentation available for reference and information).
<u>CA AOC-001</u>	The Certification Process (Pre-application Phase) (This concentrates on the initial contacts, and what will be required of prospective operators to accomplish Air Operator Certification.)
CA AOC-002	Operations Specifications Guidance (OpSpecs) (A list and schedule of authorizations the SACAA approves and the Operator accepts)
<u>CA AOC-003</u>	The Statement of Compliance (A method to guide the operator to ensure that all relevant regulations are adequately addressed in the operator's system of Operational Manuals, and a guide/checklist for the SACAA Certification Team to evaluate the Operator's manual system.)
CA AOC-008	Approval Of Minimum Equipment Lists (MELs) And Configuration Deviation Lists (CDLs)
<u>CA AOC-013</u>	Conducting Station Facilities Inspections
<u>CA AOC-015</u>	Demonstration and Special Demonstration Flights (How demonstrations should be conducted and what the Certification team from the SACAA will be looking for)
<u>CA AOC-016</u>	Operational Control. (Dispatch, Flight Release, Flight Following.)

CA AOC-017	<i>Issuing The Air Operator Certificate, Operations Specifications, and completing The Certification Report</i>
CA AOC-019	<i>ETOPS-Extended Range Operations with Twin Engine Aircraft.</i>
CA AOC-020	<i>RVSM – MNPS-Reduced Vertical Separation Minimum</i>
CA AOC-021	<i>De-Icing Program</i>
CA AOC-022	<i>Cat II/III Approval (Low visibility landing minimums)</i>
CA AOC-023	<i>Aircraft Mass and Balance Control Guidance.</i>
CA AOC-024	<i>Evaluate aircraft lease/agreement</i>

4. *The Acting Commissioner for Civil Aviation and the SACAA have approved and implemented the new guidance material for utilization by the Inspectorate and Aviation Industry and should be regarded with high esteem and as the Regulations themselves.*
5. *It should also be noted that the Guidance and Procedures that SACAA have adopted need not be treated as new requirements, these have been and should have been in some cases applied to issue approval and authorizations where required. Examples of this are listed below.*
6. *With respect to paragraph "5" above, all new approvals and authorizations issued by the SACAA will be subjected to these procedures, with respect to existing approvals. This is applicable to all existing Operators, Aircraft Maintenance Organizations, Aircraft Training Organization, Manufacturing Organizations and all other affected Organizations, providing verifiable and justifiable authorizations issued by the SACAA, and supporting whether they are inline with Internationally accepted Standards and the South African Civil Aviation Regulations of 1997 as amended, taking into account the South African Economic structure and status.*
7. *This data is available on the SACAA website and should be drawn from there for reference. (It was regarded by the SACAA as the best medium to distribute the developed material.)*
8. *The SACAA has simplified the process of assessment for a Proposed Certificate holder. The process is contained in document CA AOC-001 which defines the process in detail. This should be utilized for any certification, and should be retro-fitted to the specific technically different issue of approvals.*
9. *The Approval and Certification issuance is done by means of the Certificate (i.e. AOC) as per the Regulation and the associated Technical Standards guide. This has been improved by SACAA's issuance of an Operation Specifications (OpSpecs), in conjunction with the Certificate which outlines the limitations and specifications of the approval. This has already been introduced and applied by the SACAA to some Operators and Facilities.*
10. *Additionally, the Civil Aviation Regulation 121.06.3(4) indicates that the Commissioner may issues an Operating Certification "under such conditions which the Commissioner may determine." With the improvements mentioned above, AOC's will be issued with and have been issued with Operating Specification. This is a Schedule and/or List of approvals that the Operator holds, but not only limited to this. The Operations Specification is part of the Certification that the Operator holds, therefore the Operator is obligated to adhere to the limitations and provisions in the Operations Specification issued to the Operator.*

This AIC is an explanation and an indication of the Regulatory intent as a way forward.



COMMISSIONER FOR CIVIL AVIATION