



## **MISASA**

Microlight & Sport Aeroplane Association of South Africa  
Technical Feedback

### **MISASA FEEDBACK MARCH 2016**

**NTCA WORKGROUP MEETING** Monday 14 March 2016

#### **Project 24**

Project 24 is well on the way now. Regular meetings have been held by the following focus groups to discuss comments received from industry regarding the new regulations. The four focus groups are:

Focus group 1: Design & Manufacture & airworthiness

PART 24: AIRWORTHINESS STANDARDS: NON-TYPE CERTIFICATED AIRCRAFT  
PART 58: NTCA MANUFACTURING FACILITIES

Focus group 2: Technical and Maintenance

PART 44: MAINTENANCE RULES – NON-TYPE CERTIFICATED AIRCRAFT  
PART 55: APPROVED NTC AIRCRAFT MAINTENANCE FACILITIES  
PART:56 NTCA TECHNICAL APPROVED PERSON

Focus group 3: Operations Adventure & aerial

PART 94: OPERATION OF NON-TYPE CERTIFICATED AIRCRAFT  
PART 96: COMMERCIAL OPERATION OF NON-TYPE CERTIFICATED AIRCRAFT  
PART 115: RECREATIONAL ADVENTURE FLYING

Focus group 4: Training and Licencing

PART 51: RECREATIONL AVIATION TRAINING FACILITIES (RATF)  
PART 62: NATIONAL PILOT LICENSING  
PART 68: GLIDER PILOT LICENCE

Should you have an interest in any of these regulations. These regulations are for you. It will effect how you operation in future. There are regulations for training facilities instead of ATOs (Part 51), maintenance facilities instead of AMOs (Part 55), manufacturing facilities instead of AMOs (Part 55) and the new flipping regulation called recreational adventure flying (Part 115). Please have a look at these new regulations and let me have your comments should you want anything changed. The information required should you want to change any of the regulations is:

- a. Current regulation
- b. Comment: why you want to change the regulation
- c. Suggested regulation

The WG is hoping to have the CARS completed by June 2016 and the CATS completed by November 2016.

Any proposed changes to the regulations under Project 24 need to be sent to [pr24@raasa.co.za](mailto:pr24@raasa.co.za) for consideration by the relevant focus group.

Project 24 information can be found on the RAASA website and all the above regulations are there with track changes showing how discussion has taken place. There is also an action matrix which tracks how all comments/suggestions are dealt with by the focus groups.

As an ARO we are pleading for you guys to get involved with the process. The regulations are being written by us for our industry. Let's make a difference together.

**AP TECHNICAL COMMITTEE MEETING** Monday 14 March 2016

DAY/NIGHT VFR USE OF NTCA: A decision has now been made by SACAA that there will be no more ATFs issued for VFR by night for NTCA irrespective of what is said in the manual or the aircraft's equipment. This matter is being sorted out by Johan Lok (Head of the Technical Committee) and Richard Becker (Aero Club) who are going to discuss this matter with SACAA.

CONTINUED USE "ON CONDITION" : An AIC has been developed for the continued use of aircraft engines where their life with respect to time has expired. The AIC has been sent to SACAA for approval. This AIC outlines the minimum recommended procedure for ensuring that an engine can be used safely after its life in years has expired. This is only applicable for engines used in the private category. Engines used in the commercial category will have to comply with manufacturers recommendations which are in fact mandatory. We are awaiting feedback from SACAA.

AP INSURANCE: All APs that work solely for the love of it and don't charge for their services are covered by the current AP insurance. Richard Becker the new Aero Club general manager is busy following up on an insurance option for commercial APs who do it as a career and charge for their services. The previous proposal was rejected by the technical committee due to ambiguity and unclear wording with regard to the cover of the insurance policy.

AP APPLICATIONS: 15 AP applications were considered including 10 initial, 2 renewals and 2 amendments and 1 re-issue. The problem with many of the applications is that they were incomplete. Members applying for AP ratings, renewals and amendments are requested to please send in complete AP experience and must meet the necessary requirements. ALL present APs are requested to please keep a detailed logbook of experience using the AME logbook. APs wishing to apply for a rating in the future are required to keep a logbook of experience in the correct format recording all work done.

**RECREATION AVIATION – INDUSTRY LIAISON FORUM MEETING** Tuesday 15 March 2016

CLASS 4 MEDICAL: The requirements for class 4 medicals have been substantially changed making it easier.

RADIOTELEPHONY EXAMINATIONS: The radiotelephony examinations have not gone live yet. RAASA will advise the industry as soon as it does. The first 12 Radio Telephony Examiners have done their course and passed. In future to obtain a radio licence, school instructors can do the radio training, the RTE must do the practical examination and then the online examination is written. MISASA requested that the syllabus for the RT online examination be published by RAASA before the examinations go online. The issue of radio licences for alternate uses, not pilots, is being taken up by RAASA with SACAA.

ADHERANCE OF AROs TO THEIR MOPs: MISASAs new constitution will be voted on at the AGM on the 14<sup>th</sup> April 2016 at 16h00.

MCM (Maintenance Control Manual) FOR PART 62 ATOs: Pierre Laubscher has drafted a guideline which can be used by schools to draft the necessary MCM for NTCA used in Part 62 schools. The guideline will be put on the RAASA website by end of April 2016. The schools can use the example and they can personalise it for their school aircraft.

ACCIDENT INVESTIGATIONS: SACAA is trying to remove Protem investigators from Regulation 12. RAASA has objected to this as it is important that experts from the industry help with accident reporting in our sector of aviation. MISASA requested the Aero Club to act on our behalf when complaining about the length of time it takes for accident reports to be published.

PART 139: The registration and licensing of airfields regulation received a lot of criticism from industry and SACAA has withdrawn the regulation and will be reworked following comments received from industry.

#### **AERO CLUB MEETING** Tuesday 15 March 2016

FINANCIALS: A set of the audited financials will be sent out to the AROs.

CLASS 4 MEDICALS: Further consultation will be done with Dr Bogatso regarding the medical requirements for instructors and pilots who fly commercially.

SKA (Square Kilometre Array): The Department of Science and Technology is planning to put up a SKA in the Northern Cape in the Canarvon area. It covers an area of 600km by 800km to a height of 18000m above the highest point. This will be a no fly zone including the airlines. This area will have satellite dishes in that will be recording activities in space. They are planning to have a total ban of all use of the bandwidths from 100mHz to 5.5GHz. This covers anything from a cell phone to a GPS to a aircraft radio and more. They are requiring a sterile area with no electric fences and cars cannot travel by night with their lights on. This is all because of no discussion between the Ministers of the different governmental departments. Both SACAA, ATNS are aware of this and will be holding a meeting with the Minister of Science and Technology. Aero Club will continue to be active in this matter on our behalf.

#### EVENTS:

Women in Aviation weekend at Paramoun Adventure Camp : 19 – 24 April 2016

EAA convention starts on the 29<sup>th</sup> April 2016 in Mosselbay

MISASA fly-in will be held on the 30<sup>th</sup> April 2016 in Mosselbay.

MISASA AGM: 14 April 2016 at 16h00 at Harvard Club, Rand Airport

Aero club AGM: 14 April 2016 at 18h30 at Harvard Club, Rand Airport

AAD: 14 – 18 September 2016 at Waterkloof

#### **AAD MEETING 15 MARCH 2016**

If MISASA wants to do a fly past or demos at AAD we need to send our proposal in writing to Aero Club as to what we want to do at AAD e.g. mass fly past, snake team or anything else. Proper planning is required by participants of any activities. All aircraft will be taking off and landing at Swartkops and the fly past or demos will be done at Waterkloof. Stands will be facing airside and inwards like previously.