

Draft Minutes of the NTCA Workgroup

Held on 25 January 2016 at 14h00

Present:

N de Lange	RAASA	NdL
Pierre Laubscher	RAASA	PL
Rowena Kraidy	MISASA	RK
Ivan Hancock	SSSA	IH
Richard Becker	AeCSA	RB
Piet Fourie	SACAA	PF
Eric Torr	SAGPA	ET
Mark Howse	SSSA	MH
JP Truter	CAASA	JT

Apologies:

James Pitman	The Airplane Factory	JP
Gary Whitecross	SSSA	GW
Chris Martinus	AOPA-SA	CM
Kevin Storie	AeCSA	KS

Attached is a list of people invited to attend this meeting.

Opening and welcome:

The chairman opened the meeting and thanked the members for attending and advised those present that meeting would be recorded for the purpose of minute taking. Members present were asked to sign the attendance register.

Previous minutes:

The previous minutes were presented for correctness. The minutes were accepted by those present.

Feedback:

1. Project 24 report back

The focus groups won't be keeping minutes of every discussion and decision made but any progress would be kept in the form of a matrix. The matrix is available on the RAASA website under the heading Project 24. The matrix will be updated after the focus group meetings.

NdL explained that the purpose of the NTCA Workgroup meeting is to monitor progress of the focus group meetings where the actual work gets done and to help out with deciding possible outcomes for deadlock situations within the focus groups. All are welcome to participate in the focus group meetings. When an association/organisation is represented, there should be a proxy from that association/organisation for that representative.

a. Focus group 1: Design, Manufacturing & Airworthiness

PL made reference to the Progress of Project 24 chart, attached hereto, indicating the progress made to date. PL confirmed that the main Part in each focus group will be dealt with last as the other parts will be referenced in that Part. In this group this is Part 24. RK gave a summary of issues that arose out of the meeting being:

Part 58: Manufacturing facilities

Discussions held on the following points:

Definitions for amateur built and home built are required.

Build numbers were discussed with respect to number of aircraft built by one person.

Part has been created to allow small operations where few aircraft are built by a single person.

The intent behind the build needs to be included in the regulation together with a guideline.

Put clear minimum standards of aircraft with respect to use of aircraft in Part 96 operations.

Part 57: Design facilities

Still the original draft is available. Comments are required from industry. JP is against having this part in the regulations. Why must they have a facility to be able to design something new? Further discussion required on this part. Michael Boer from Wits is to find out if there are currently any Part 147 organisations. Process needs to be simple.

Part 24: Airworthiness

No discussion on this part as it will be left for last for this FG.

Debate was held whether NTCA required Part 57 for design facilities. This was sent back to the focus group for further discussion

Next meeting: Monday 2 February 2016 at 10h00.

Resolution: RK to check the terms of reference for the NTCA Workgroup regarding representation.

b. Focus group 2: Maintenance, Facilities and Personnel

PL made reference to the progress chart indicating the progress made to date. Once again Part 44 will be finalised last. RK highlighted issues arising out of the focus group regarding Part 56 (Technical Approved Persons). RK gave a summary of issues that arose out of the meeting being:

Part 56: Technical Approved Persons

56.01.4

This has been dealt with in previous meetings but there was dissatisfaction about the complexity of the TAP category system. PF reminded the meeting that the TAP categories be simplified to three categories: APC1, APC2 and APC3. RK suggested that APC3 only be an inspection rating for the purpose of doing annual inspections and APC4 be a natural person who has completed a build or assembly of an NTCA. APC8 deleted after discussion.

56.01.5

Discussion around the use of the weight limit of 600kg or 750kg took place. Decision was made to go with 600kg and to simplify the first five paragraphs using A, B and C for ease of reading. Decided Group A aircraft be type specific and Groups B and C be in groups.

56.01.6(5)(e)

Discussion was held and paragraph agreed upon but needs cleaning up.

PL advised the meeting that he had made further amendments to the 56.01.4 which should sort out problems. The proposal will be taken to the next meeting.

Next meeting: 2 February 2016 at 13h00

c. Focus group 3: Operations

PL asked the members present whether future meetings for this focus group be chaired by RK. All were in agreement. RK gave the following feedback:

Part 94: Operation of NTCA

It was decided to go through Part 94 and remove anything that relates to flight training or commercial operations and put it into Part 96.

94.01.2(2)

Decision was made to review this paragraph to simplify the process to obtain prior approval/permission to allow foreign NTCA into South Africa. The meeting was unsure of the wording used in this paragraph.

94.01.3(3)

This paragraph needs to be reviewed with the suggestion to remove (b) after deliberation of subpart 2. This paragraph needs to be redrafted due to ambiguity.

94.02

Discussion was held as to whether this is the correct place in the regulations for this subpart.

94.03(1)

Decision was taken that NTCA used for private use do not require an operations manual but will require a Pilot Operations Handbook/Flight Manual.

94.03(2)

Logbook requirements for subpart (1) should refer to Part 44 in a similar manner as subpart (3).

Items referring to commercial operations of NTCA should be removed from Part 94 and put into Part 96.

Further discussion of Part 94 was discontinued. Suggestion was to look at Part 91 and see what does not apply to the operation of NTCA and put the exemptions in Part 94.

NdL brought up the issue of amendments to regulations relating to Project 24 being brought to CARCOM by the Aero Club. These matters are in future should be referred to this workgroup for inclusion in final submission of the regulatory amendments.

PL briefed the meeting about the difference of opinion which arose regarding the bringing in of foreign NTCA as to whether prior approval/permission is necessary. Discussion was held regarding the details of paragraph 94.01.2(2). The problem arose especially for the purpose of cross border maintenance.

Resolution: Prior approval/permission from the applicable body and a flight plan is required for numerous reasons.

Discussion was held on 94.01.3(3) regarding the wording of this paragraph with respect to the use of aircraft in South Africa and the time limit.

Resolution: The wording in this paragraph must be included in the regulation otherwise the intended purpose cannot be requested in the application process. The following decisions were made:

- (i) **The word "specified" be inserted before the words "time limit";**
- (ii) **The word "and" be inserted at the end of paragraph (a);**
- (iii) **The word "or" be inserted after paragraphs (b) and (c);**
- (iv) **Paragraph (d) be moved up to (b) and paragraph renumbered;**
- (v) **Add an additional paragraph for the purpose of maintenance;**
- (vi) **Removal of the words "record breaking and demonstration flights";**
- (vii) **Focus group to deliberate uses of aircraft to be inserted in this paragraph.**

Discussion was held on Subpart 94.02 about the inclusion of this part in this regulation and not in a part which relates to the training and licencing of ex-military and warbird aircraft.

Resolution: It must remain in Part 94

No progress was made on Part 115 during the focus group meeting. PL gave the members further information about Part 115.

d. Focus group 4: Pilot Training & Licensing

RK gave feedback. Part 52 draft 2 has been completed. The following issues came out of the focus group:

62.01.6(c) and (d)

SAHPA to confirm in writing which ratings they are going to use.

62.01.8(1)(g)

Details of this new section need to be added to Subpart 7 and 8.

62.01.9(1)

Check comparison between recency and currency.

62.01.9(2)(b)

Notwithstanding the above, in the case CCM and LSA the higher rating shall apply to the other.

Debate and provide evidence for TMG to ensure safety. Based on currency.

62.01.9(c)

JP had a comment for this paragraph. The detail must be added to Subpart 7 and 8.

62.01.9(d)

Review this paragraph

PL advised members that there is amendment of Part 62 and Part 68 as there are existing regulations in place.

2. Rotax 10 year issue.

PL gave the background to this matter referring to Part 44 where the wording "on condition" was included into the regulation for private use of engines. The term "on condition" was never explained in the SA-CATS. Discussion around the method of determining "on condition" was debated. PL drafted an AIC after discussion with industry and Aero Club which will clarify the determination of "on condition". RK enquired why recommendations by the manufacturers are deemed as mandatory by SACAA.

Resolution: For commercial use of engines, recommendations by the manufacturer are mandatory. For private use, the "on condition" monitoring recommendations must be pursued by presenting it to the industry for comment.

Sundry items.

a. Time frames

Proposal made that the regulations be completed by June 2016 and the CATS be completed by November 2016.

b. Minutes of meetings

The Project 24 progress chart to be sent with minutes of the NTCA Workgroup meetings. Minutes will be out by the Friday after the NTCA Workgroup meeting. Minutes of all meetings will be uploaded onto the RAASA website for industry.

c. Future dates for meetings

NTCA Workgroup meetings have been set and invitations sent out to all members.

d. Supply of comments by industry

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

AROs are to make their members known that if they have comments/suggestions to please send them in for consideration. Comments are coming in but very slowly. RK advised the meeting that the matrix will have all comments coming from industry. PF requested that the matrix be emailed to all members of the NTCA Workgroup.

GENERAL :

PF advised the members that he will be on leave from the 10th February 2016 until the 14th March 2016.

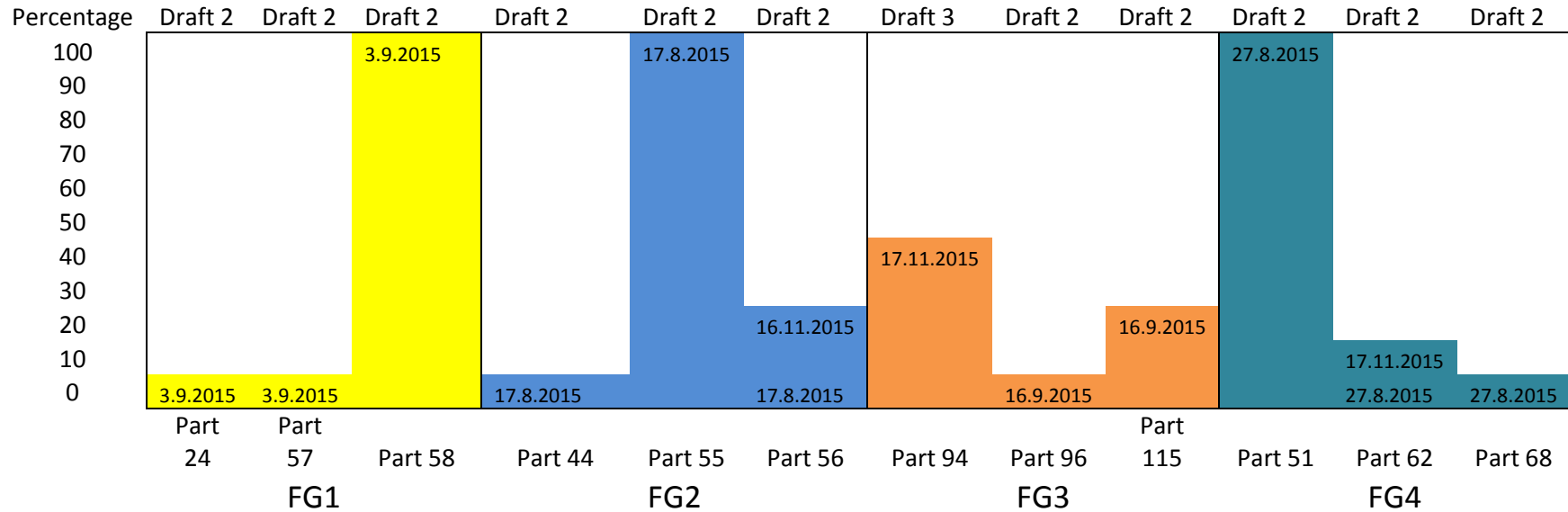
Next meeting: 14 March 2016 at 14h00

Meeting closed at 16h10

List of invited members to NTCA WORKGROUP MEETINGS:

Andre Pretorius
Chris Martinus
Claude St Arnaud
Eric Torr
Gary Whitecross
Gcinokuhle Mkhonza
Georg Portwig
Herman Wildenboer
Hluphi Tsotetsi
Ivan Hancock
JP Truter
James Pitman
Johan Lok
Jon Pio
Kenton Sim
Lobang Thabantso
M du Plessis
Merriam Machika
Michael Boer
Monica Sonjani
Neil de Lange
Nomsa Mthembu
Patrick Kunene
Paul Lastrucci
Pierre Kitching
Pierre Laubscher
Piet Fourie
R Patterson
Reinie Guldenpfennig
Rennie van Zyl
Richard Becker
Rowena Kraidy
Sean Murphy
Simon Segwabe
Stefan Erdmann
Subash Devkaran
Vees Lochan
Willie Marais

PROGRESS OF PROJECT 24



- Part 24 NTCA Airworthiness Standards
- Part 57 NTCA Design Facilities
- Part 58 NTCA Manufacturing Facilities

- Part 44 NTCA Maintenance Rules
- Part 55 NTCA Maintenance Facilities
- Part 56 Technical Approved Persons

- Part 94 NTCA Operations
- Part 96 NTCA Commercial Operations
- Part 115 Recreational Adventure Flying using NTCA

- Part 51 Recreational Aviation Training Facilities
- Part 62 National Pilot licencing
- Part 68 Glider Pilot licencing