

Minutes of the NTCA Work Group  
Held 1 July 2015 at RAASA – Boardroom

Present:	N de Lange	Chair	NdL
	K Storie	Aero Club of SA	KS
	R Kraidy	MISASA	RK
	E Torr	SAGPA	ET
	JP Truter	CAASA	JPT
	P Kitching	RAASA	PK
	G Makaya	RAASA	GM
	J Ashworth	SACAA	JA
	M House	SSSA	MH
	P Laubscher	RAASA	PL
	J Pitman	Airplane Factory	JP
	I Hancock	SSSA	IH
Apologies	P Lastrucci	EAA	PLA
	G Whitecross	SSSA	GW

**1. Opening:** NdL opened the meeting at 10:14 and welcomed everyone present.

He gave an overview of the background for the meeting with reference to submissions made to CARCOM to amend regulations.

With the development of the regulations from the old LS/1 Document into what we have today, a number of items were left unaddressed and the industry rely on existing regulations as it may apply to NTCA, its development and operations. These unclear provisions cause delays in decision making as it applies to this industry. He mentioned that the SACAA was also in process of proposing amendments to Part 24 in order to better deal with the certification requirements as it may apply to NTCA. He said that RAASA held a meeting with the CAA on the 29<sup>th</sup> June 2015, and that the essence of the CAA's proposal is the creation of discrete aircraft categories, and to provide for easing of the design approval process. He said that JA of the SACAA will provide a brief overview of this particular item.

NdL went on to explain that the PROJECT 24 proposed by RAASA is wider than only part 24, but needs a holistic review of the regulations pertaining to NTCA, its design, manufacture, maintenance, pilot training and its operations.

NdL said that the success of this project will require a substantial input from the industry, and that the various AROs and experts from industry need to dedicate time and effort to assist RAASA in developing a legislative framework and content to assist the industry to develop safely and to the benefit of all involved.

**2. SACAA proposal:** NdL asked JA to give the meeting an overview of its objective with the proposed amendment to Part 24.

JA provided a broad scope of the results the SACAA would like to achieve, as well as the perceived benefits as it would apply to Design, Manufacturing and Certification of NTCA:

- a. Clear, discrete requirements for each type of aircraft (what must I do?)
- b. Clear, discrete lines and responsibilities (who does what?)
- c. Fosters growth of the local aviation industry by easing regulatory burden (and relaxing safety

requirements) for operation of “low-risk” recreational aircraft.

d. Fosters development of local aviation industry by providing a steadily increasing approach to regulatory burden (and increasing safety requirements) as aircraft complexity and privileges increase.

JA undertook to engage the various applicable sections of the SACAA to nominate persons to participate in the PROJECT 24 in the other portions of the project.

**3. Project structure:** PL presented the project concept by slide show, and listed the various regulations and standards which will be either developed or amended to allow the success of the initiative:

He said that the proposed part numbers which are new, are for guidance only, and that this will be discussed with the relevant CAA section before finalisation.

24 - 24	Airworthiness (Update)
43 - 44	Maintenance (Update)
66 - 56	Technical Approved Persons (New Part)
91 - 94	Rules of Air (Update and provide more comprehensive alternates to Part 91)
96 - 96	NTCA Commercial (Update and Separate Part 62/68 Ops)
135 - 115	Adventure Flying (Two Seater 1 x Pax Flipping New Part)
141 - 51	Recreation Training Facilities (NPL & Glider Part 62/68 New Part)
145 - 55	NTCA Maintenance Facilities ( Private & Part 62/68 New Part)
147 - 57	NTCA Design (Private & Part 62/68 New Part)
148 - 58	NTCA Manufacturing Facilities (Private & Part 62/68 New Part)

The Meeting discussed the proposal in principle and all agreed that this approach will clarify the applicability of the various regulations.

The meeting decided to group relevant regulations together, and assign these to the various “focus groups” (FG), together with Focus Group leaders as follows:

FG 1 – Regs 57, 58, 24 – Design, Manufacturing, Airworthiness – FG leaders: P Laubsher & J Ashworth

FG 2 – Regs 56, 55, 44 – Maintenance, Facilities, Personnel – FG leaders: P Kitching

FG 3 – Regs 94, 96, 115 – Operations – FG leader: K Storie

FG 4 – Regs 51, 62, 68 – Pilot Training and licensing – FG leaders: R Kraidy & G Whitecross

The meeting further discussed changing the name of Part 96 to “NTCA Aerial work”

**4. Participation:** The FG meetings will take place either by e-mail or in person. All meetings in person will be held at RAASA. Any person interested in participating in the project is welcome and must register such involvement with the respective FG leader. AROs are required to nominate persons to represent the ARO.

- 5. Action:**
- \* PL will circularise frameworks and drafts of consolidated inputs to the FG leaders by 20 July 2015.
  - \* The AROs are required to assign experts from within to the various FGs. This must be communicated with the respective FG leaders.
  - \* The first meeting of the FG (Design, Manufacturing, Airworthiness) will be held 23 July 2015 at 10:00 at RAASA
  - \* JA will request CAA reps for the various FGs
  - \* NdL will investigate a communication strategy to keep the industry in the loop on the progress of the project – this could be a tab on the RAASA website. He will also circularise the minutes by wide e-mail (subscribers to the RACs). This will include the slide show in item 3.
  - \* Next WG meeting will be held 4 August 2015 at 10:00 at RAASA.