

Definitions arising out of Project 24

Definitions arising from the focus groups were handed out for discussion at this meeting to attempt to finalise the correct wording for definitions.

Abbreviations to be added to Part 1:

NTCA – non-type certified aircraft

TCA – type certified aircraft

TAP – technical approved person

“recreational adventure flight” means a recreational flight for the purpose of a single fare paying passenger experiencing an adventure flight in an aircraft with no more than two seats.

“ground crew member” for the purpose of Part 115 means a person who is necessary for the safety of an adventure aviation operation that has been assigned by the holder of a recreation aviation flight operator certificate for ground-based duty and has been trained in accordance with the operator’s approved training programme.

The above two definitions to be incorporated in Part 115 as they are not used in any other regulation.

“type certified aircraft (TCA)” means an aircraft which qualifies for a certificate of airworthiness in terms of Part 21 of these Regulations.

“non-type certified aircraft (NTCA)” means any aircraft that does not or no longer qualifies for the issue of a certificate of airworthiness in terms of Part 21.

“NTCA type acceptance” is where a foreign country’s design and manufactured NTCA is accepted by the Director or the body designated in terms of Part 149.

“NTCA type approval” is where a process is followed and will result in the approval of a build standard.

“NTCA build standard” means the document package that defines the materials, processes and tolerances to be used in the construction of an aircraft.

“technical approved person (TAP)” means a natural person who has been authorised to carry out maintenance on a non-type certified aircraft.

(Note: **“approved person”** definition must be removed Delete Part 66.4)

“ex-military aircraft” means aircraft that has previously been operated by an armed service and are not configured for military use or have been certified as having been demilitarised.

“combat aircraft” means aircraft that are designed to conduct military operations with its own armament and treated as a category 1 munitions in terms of the Wassenaar Arrangement.

“warbird” means any aircraft that was previously on a military register which was used primarily in combat whilst in military use.

“veteran aircraft” means a previously type-certified aircraft of which the type certificate is no longer supported by the holder of the type certificate, or for which a valid type certificate is no longer held by any person;

The two definitions for amateur built and production built are still to be changed. These are the options:

amateur built NTCA means:

1. *an aircraft built in terms of the provisions of Part 24, but which does not qualify as a production built aircraft (James Pitman)*
2. **An aircraft built in terms of the provisions of Part 24, including any of its components and includes production-built aircraft from which the build standard was deviated from. (CURRENT REGULATION. Maybe we can use the term kit-built instead of production built, which will make more sense. Kit built as defined by FAA is an aircraft that was assembled by a person from a kit manufactured by the holder of a production certificate for that kit, without the supervision and quality control of the production certificate holder.)**
3. an aircraft in which the major portion has been fabricated and assembled by persons for their own recreation or education (FAA)

4. an aircraft constructed by an aviation enthusiast for purposes of recreation, experimentation and includes, plans built, Kit built, and any aircraft constructed in terms of the provisions of Part 24, and for the purpose of these Regulations, include any of its components;
5. an aircraft of which the major portion has been constructed or assembled by a person(s) who undertook the construction or assembly project for their own education or recreation.

production built NTCA means:

1. *production built aircraft means an amateur-built aircraft of which the prototype has been constructed and approved in terms of Part 24, and which is made available by the constructor to others either as a fully assembled non-type certified aircraft, in kit form, or of which the build standard has been approved to be made available for its construction by others and for purposes of these Regulations includes its components*(James Pitman)
2. an amateur-built aircraft, of which the prototype has been constructed and approved in terms of Part 24, and which is made available by the constructor to others either as a fully-assembled non-type certificated aircraft; (CURRENT REGULATION)
3. a non-type certificated aircraft, constructed or assembled to an approved build standard at an approved facility.
4. a non-type certificated aircraft, constructed in terms of an approved build standard at an approved facility in terms of Part 24;.
5. an amateur-built aircraft of which the prototype has been constructed and approved in terms of Part 24, and which is made available by the constructor to others either as a fully assembled non-type certified aircraft, in kit form, or of which the build standard has been approved to be made available for its construction by others and for purposes of these Regulations includes its components.
6. a non-type certified aircraft built in terms of the provisions of Part 24, including any of its components and includes production-built aircraft from which the build standard was deviated from;
7. a non-type certified aircraft manufactured or assembled by the holder of a production certificate for a kit and constructed or assembled to an approved build standard at an approved facility.

Furthermore to the creation of our definitions we need to look at the following regulation:

Aircraft type approval

24.02.10 (1) An application for an aircraft type approval for an amateur-built aircraft to qualify as a production-built aircraft, shall be made in the prescribed form<EL>, and accompanied by –

- (a) the appropriate fee as prescribed in Part 187
- (b) proof of compliance with the provisions of regulation 24.01.2 and in particular the technical standard 24.01.2. (2.2);
- (c) a copy of the authority to fly issued for the prototype aircraft; and
- (d) proof that the applicant meets the requirements of regulation 24.03.1

2) The Director or body designated for the purpose in terms of Part 149, as the case may be, shall issue a production-built aircraft type certificate in the prescribed form, if they are satisfied that –

- (a) the applicant has been or may be approved as a manufacturing organisation in terms of regulation <JL:Jump,"CAR 24.04.1">24.03.1<EL>; and
- (b) the aircraft will be manufactured according to the approved build standard.