

Draft Minutes of the NTCA Workgroup

Held on 14 March 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
Gary Whitecross	SSSA	GW
Herman Wildenboer	SACAA	HW
D Swanepoel	SACAA	DS

Apologies:

Mark Howse	SSSA	MH
Chris Martinus	AOPA-SA	CM

Opening and welcome:

The chairman opened the meeting and thanked the members for attending and were asked to sign the attendance register. NdL introduced HW and DS, who he had invited to attend the meeting, as they would be assisting with the legal side of drafting the regulations relating to Project 24 because the legislation needs to be prepared correctly before submitting it to CARCOM. HW knows the CARCOM process. NdL gave a brief synopsis of Project 24 for the benefit of DS and HW.

Previous minutes:

The previous minutes were presented for correctness. The minutes were adopted by those present with the deletion of the words "as per Part 43" in the resolution relating to the Rotax 10 year issue.

Feedback:

1. Project 24 Feedback:

RK advised the meeting that all resolutions made at the last NTCA WG meeting were adopted by the focus groups and the relevant changes made to the regulations. RK to make sure that the most up to date version of the regulations are on the website.

a. Focus group 1: Design, Manufacturing & Airworthiness

PL gave feedback to the meeting regarding progress made in FG1 meeting.

Part 57: Design Facilities

The FG thought that this Part is not required for NTCA.

Discussion was held at this meeting as to the necessity of NTCA having a regulation relating to Design Facilities. It was thought that it is better to have a regulation that specifically excludes particular instances than to have to be referred to Part 147 should the need arise.

Resolution: A simplified version of Part 147 to be incorporated in Project 24 as Part 57 with the heading Design Facilities. The matter was referred back to FG1 to come up with a simple workable regulation. Applicability of Part 57 needs to be clarified in the regulation.

Part 58: Manufacturing facilities

The FG decided that RK send out requests to manufacturers for further participation in the drafting of this regulation. The drafting of this regulation is almost complete.

Resolution: A request must be sent out to manufacturers in the industry for comment on this regulation. The deadline for this round of comment is end of April.

Part 24: Airworthiness

No discussion on this part as it will be left for last for this FG. HW brought up the matter of the definitions, especially of amateur built aircraft and production built aircraft and the restriction of build numbers.

RAASA gave feedback to the AS subcommittee with regard to the following proposed definitions:

amateur-built aircraft means an aircraft built in terms of the provisions of Part 24, but which does not qualify as a production built aircraft

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

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

type certified aircraft means an aircraft or, where the context requires it, an aircraft component, which qualifies for a certificate of airworthiness in terms of Part 21 of these Regulations

A definition for type certified aircraft was created because it was thought that we had to define a TCA before being able to define what NTCA is not as there was no current definition for type certified aircraft in Part 1.

Further definitions are still required e.g. Warbird, type approval, type acceptance, type certification, type approval. The following suggestions were made by members at the meeting:

Non-type certified aircraft type approval is where a quality or verification process is followed which results in the approval of build or design standards.

Non-type certified aircraft type acceptance is where a foreign country's NTCA design and manufactured aircraft is accepted by South Africa.

The meeting discussed the veteran category and confirmed that it does not allow for aircraft that do not or no longer qualifies for the issue of a certificate of airworthiness in terms of Part 21 and therefore these aircraft need to be considered as non-type certified aircraft.

Resolution: FG1 is to draft the required definitions.

Next meeting: Tuesday 22nd March 2016 at 09h00.

b. Focus group 2: Maintenance, Facilities and Personnel

PL gave feedback from FG meeting.

Part 44: Maintenance Rules

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

Part 55: Maintenance Facilities

Comments from industry were received and discussed during the meeting. The results of the discussions is captured in the matrix and then changed in the draft regulation accordingly.

Part 56: Technical Approved Persons

The four groups of Technical Approved Persons was discussed. Need to create an exemption under TAPC1 for SSSA and SAHPA because A and C ratings are not both applicable in these cases.

Next meeting: Tuesday 22nd March 2016 at 13h00

c. Focus group 3: Operations

RK gave feedback from FG meeting. All decisions that were taken at the last NTCA WG meeting were taken back to the FG and the necessary changes to the regulations were made.

Part 115: Recreational Adventure Flying

Comments were received from industry and dealt with during the meeting as per the matrix.

Part 96: Commercial Operation of NTCA

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

Next meeting: Tuesday 23rd March 2016 at 09h00.

d. Focus group 4: Pilot Training & Licensing

RK gave feedback from the FG meeting.

Part 68: Glider Pilot licencing

Gary Whitecross was not able to be at the meeting so no discussion on this part.

Part 62: National Pilot Licencing

Hang gliders and paragliders have a different licencing system to the other licences in Part 62 and they are to decide on how they want to amend their regulations by next meeting. All other issues discussed during the meeting are reflected in the matrix.

Part 51: Recreation Aviation Training Facilities

No discussion on this part at this meeting.

Next meeting: Tuesday 23rd March 2016 at 13h00.

2. NTCA engine TBO issue.

Progress feedback was given by NdL. A technical guidance document has been drafted on how to deal with NTCA engines, used in the private category, that have reached their TBO limits with respect to years or hours. The draft document has been handed to Simon Segwabe for consideration and RAASA is awaiting feedback from the SACAA in this regard. PF suggested that the document be given to Mary Stevens who is heading the new department Standardisation at SACAA. NdL to follow this matter up with Simon Segwabe.

3. Time frames for Project 24

RK advised that the two hours set aside for the FG meetings is too short and requested that the meetings be changed to three hour long meetings. The morning session being from 9h00 – 12h00 and the afternoon session being from 13h00 – 16h00 to enable the deadlines to be met. An updated progress graph with relation to the drafting of the regulation is attached. The completed draft regulations will be handed to DS and HW to check for legal correctness.

Resolution: Email to be sent out to FG members with new times for FG meetings.

4. Future dates for meetings

The dates for the NTCA WG meetings have been set and invitations sent out to all members for the whole year.

5. Supply of comments by industry

AROs to get their members to participate.

6. GENERAL :

a. Circularisation of information

NdL requested DS and HW to look at the RAASA website for the current draft regulations which have been worked on by the focus groups. DS enquired whether they are required to look at the changes only or how it impacts throughout the regulations. The current draft regulations must not conflict with the rest of the regulations. NdL suggested that another circular about Project 24 be sent out to industry for further participation.

b. Approach to Project 24

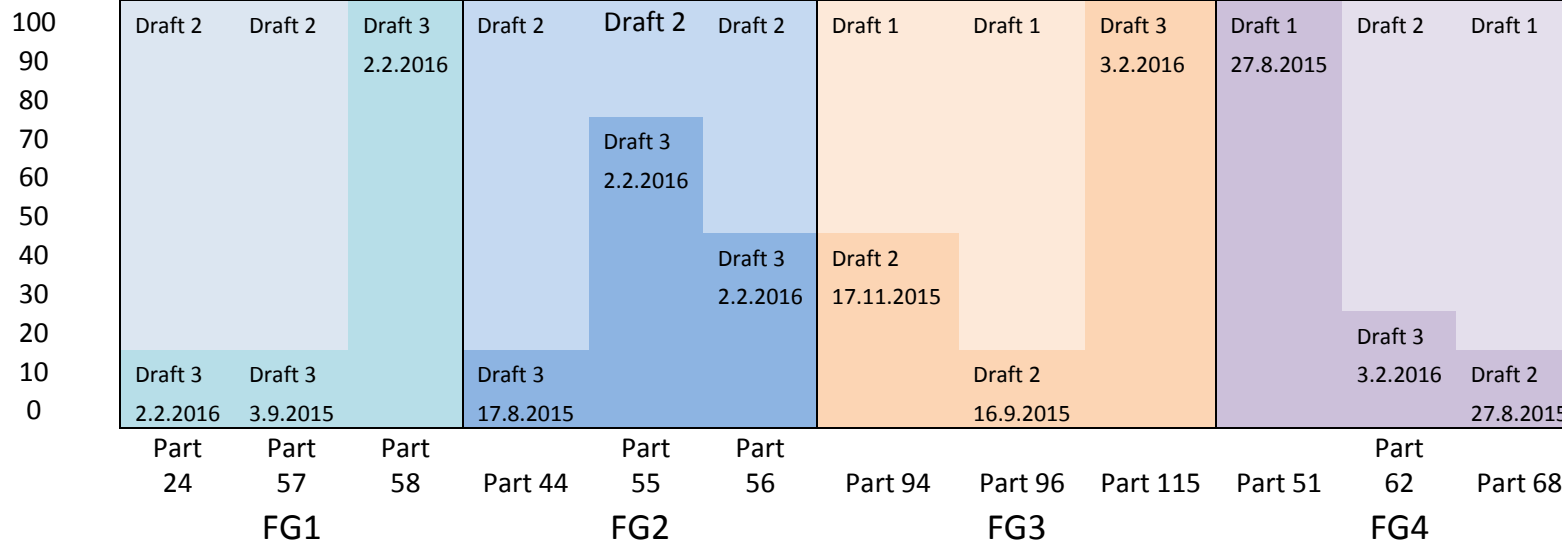
PL stated that there is a negative approach from industry towards raising standards during the rewrite process. Industry is requested to help creating adequate standards for NTCA.

Next meeting: 23 May 2016 at 14h00

Meeting closed at 16h00

PROGRESS OF PROJECT 24

Percentage



- 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