

	RECREATION AVIATION ADMINISTRATION SOUTH AFRICA	RAASA Postnet Suite #118 Private Bag X1037 Germiston 1400
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GENERAL

ATF renewals following and incident or accident - Process as per Part 44 CARS and CATS.

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All Technical approved Persons.

This RAC seeks to clarify and set out the procedure which applies in the event of an application for an ATF renewal where the aircraft registration has been flagged as having been involved in an accident or incident.

1. Ensure that all relevant authorities have been notified of the accident and that RAASA has been informed as per Part 44 of the person to be approved as the repairer.
2. Ensure that the all the requirements of Part 44 CARS and CATS (below) have been adhered to by an appropriately rated AMO, AME or Technical approved person.
3. In the case of an AMO/AME RAASA will request verification from the SACAA of the AMO and AME's rating on the particular aircraft or engine type.
4. Ensure that all required details of the AC damage, parts replaced and work performed are submitted and captured in the aircraft maintenance logbook.
5. The approved and rated AME, AMO or AP shall perform an inspection on the repairs and signed these out in the aircraft logbook.
6. RAASA will approve or appoint an appropriately rated AMO/AME or AP to perform a dual inspection on the aircraft prior to processing the application for an ATF renewal.
7. RAASA shall process and issue the ATF once the requirements have been satisfied and documentation accurately completed.

Where the proper requirements have not been adhered to, or the repairer is not properly rated, or such repairs or logbook entries have not been properly documented the application cannot be processed.

CAR 44

Persons to carry out maintenance

44.01.4 (1) No person may carry out maintenance on an amateur built aircraft or a production-built non-type certificated aircraft, or any component thereof, unless such person –

- (a) is appropriately rated or approved on type by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, to carry out maintenance; or
- (b) carries out the maintenance under the prescribed supervision of a person authorised by the Director or by the organisation referred to in paragraph (a). A dual check of the maintenance carried out must be performed by a person referred to in sub-paragraph (a); or
- (c) is the owner of the aircraft provided that an appropriately rated approved AMO, AME or Approved Person, rated in accordance with Subpart 4 of Part 66, performs a dual check on the maintenance which was carried out; or
- (d) Is an appropriately rated approved AMO, AME or approved person, rated in accordance with Subpart 4 of Part 66?

Rectification of unsatisfactory items

44.01.5 (1) When during maintenance or at any other time any part, product, component,

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equipment or item is found to be unserviceable or is unlikely to remain serviceable under normal operating conditions during the period preceding the next inspection, such rectification action as considered necessary shall be taken to ensure the continued serviceability of the part, component or item prior to releasing the aircraft to service.

(2) Any maintenance carried out to restore the serviceability of any part, component, equipment or item shall be clearly recorded in the relevant logbook.

(3) For the case when an unsatisfactory item cannot be rectified an entry shall be made into the relevant logbook by an appropriately rated approved AMO, AME or approved person, rated in accordance with Subpart 4 of Part 66, stating any limits to the serviceability of the aircraft.

Mandatory maintenance and inspections

44.01.8 *All special inspections and modifications prescribed by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, to detect and correct an unsafe condition of a non-type certificated aircraft shall be considered mandatory.*

Entries of special significance

44.01.15 *When repairs to an aircraft, aircraft engine or component or fixed or removable equipment were required in consequence either of damage caused by an irregular occurrence other than an accident, the entry or entries made in the relevant logbook(s) in respect of such repairs shall state that they were so required and shall identify the irregular occurrence in question.*

Temporary and permanent repairs after accidents

44.01.17(1) *Any repair to an aircraft or aircraft component, which has been damaged after an accident, shall be carried out in accordance with the requirements as prescribed in Document SA-CATS 44.*

(2) Following the permanent repair of an aircraft that has been involved in an accident, as defined in paragraph (b) of the definition of 'accident' in Part 1, the aircraft shall meet requirements for the initial authority to fly.

CATS 44

44.01.17 Temporary and permanent repairs after accidents or incidents

The following procedures must be followed whenever temporary or permanent repairs become necessary after an accident:

(1) Once it has been established that the aircraft must be repaired after an accident, the owner or operator of the aircraft must repair the aircraft in accordance with either the approved manufacturer's specifications, standard practises or, if neither are available, consult an appropriately rated approved AMO, AME or Approved Person, rated in accordance with Regulation 66.4.

(2) When all the repairs have been completed the owner or operator shall advise The Director for Civil Aviation or, if applicable, the organisation designated for the purpose in terms of The Act as the case may be, accordingly and arrange for an inspection for the reissuing of the Authority to Fly by an airworthiness inspector or an Approved Person.

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(3) The owner or operator of an aircraft may arrange for an appropriately rated approved AMO, AME or Approved Person, rated in accordance with Regulation 66.4 to act on his or her behalf and recover and return the aircraft to service. In this case he or she shall ensure that The Director for Civil Aviation or, if applicable, the organisation designated for the purpose in terms of The Act as the case may be, is advised of his or her arrangement with the AMO, AME or approved repair facility. The AMO, AME or approved repair facility shall comply with the contents of paragraph (1) and (2) in addition to the requirements prescribed in paragraph (4).

(4) The appropriately rated approved AMO, AME or Approved Person, rated in accordance with Regulation 66.4, concerned, must-

(a) submit to The Director for Civil Aviation or, if applicable, the organisation designated for the purpose in terms of The Act as the case may be-

- i. the name(s) of valid type-rated, approved, AMO, AME or Approved Person, rated in accordance with Regulation 66.4, who will be responsible for the carrying out of the repairs;*
- ii. a detailed description of the manner in which the repairs are to be effected; and*
- iii. a detailed specification of all the repairs to be made in order to fly the aircraft safely to a base where it can be permanently repaired;*

(b) certify the temporary or permanent repairs in the appropriate logbook(s) or flight folio, and forward copies of such certification or certificates relating to maintenance of an aircraft to The Director for Civil Aviation or, if applicable, the organisation designated for the purpose in terms of The Act as the case may be;

(c) after certifying the aircraft as safe for flight, obtain from The Director for Civil Aviation or, if applicable, the organisation designated for the purpose in terms of The Act as the case may be, an authority to fly the aircraft (which authority is valid for flight within the borders of the Republic); and

(5) Those responsible for temporary repairs shall ensure that such repairs are carried out in accordance with standard aviation practices or in a reasonable manner.

RAASA is designated and dedicated to serve the recreational flyer!

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