



## **MISASA**

Microlight & Sport Aeroplane Association of South Africa  
Technical Feedback

### **MISASA FEEDBACK JANUARY 2016**

#### **NTCA WORKGROUP MEETING** Monday 25 January 2016

Feedback was given to the meeting on Project 24 focus group progress relating to the drafting or amendment of new and current regulations.

For those of you that don't know what Project 24 involves, it is the writing of a complete set of regulations which relate to NTCA. This project is being run by four different focus groups which includes the following new and old regulations:

Focus group 1: Design & Manufacture & airworthiness

PART 24: AIRWORTHINESS STANDARDS: NON-TYPE CERTIFICATED AIRCRAFT

PART 58: NTCA MANUFACTURING FACILITIES

Focus group 2: Technical and Maintenance

PART 44: MAINTENANCE RULES – NON-TYPE CERTIFICATED AIRCRAFT

PART 55: APPROVED NTC AIRCRAFT MAINTENANCE FACILITIES

PART:56 NTCA TECHNICAL APPROVED PERSON

Focus group 3: Operations Adventure & aerial

PART 94: OPERATION OF NON-TYPE CERTIFICATED AIRCRAFT

PART 96: COMMERCIAL OPERATION OF NON-TYPE CERTIFICATED AIRCRAFT

PART 115: RECREATIONAL ADVENTURE FLYING

Focus group 4: Training and Licencing

PART 51: RECREATIOANL AVIATION TRAINING FACILITIES (RATF)

PART 62: NATIONAL PILOT LICENSING

PART 68: GLIDER PILOT LICENCE

Time frames for the project was discussed. It was requested at this meeting that industry get involved with this process for this project to succeed. Any proposed changes to the regulations under Project 24 need to be sent to [pr24@raasa.co.za](mailto:pr24@raasa.co.za) for consideration by the relevant focus group. Project 24 information can be found on the RAASA website and all the above regulations are there with track changes showing how discussion has taken place. There is also an action matrix which tracks how all comments/suggestions are dealt with by the focus groups.

Piet Fourie at airworthiness at CAA will be on leave from 10 February 2016 to 14 March 2016. Anything required from his department needs to be done before he goes on leave.

The AROs were pleaded to get their members to help with the Project 24 regulatory process and get involved with the relevant regulations that effect their sector of the industry. It will be too late once the regulations and technical standards are drafted and submitted to change them. The time to effect change to the regulations is NOW. If you want to make a difference in the industry get involved.

**AP TECHNICAL COMMITTEE MEETING** Monday 25 January 2016

This is a committee made up of the technical representative from each ARO, a RAASA representative, the Aero Club manager and a SACAA representative.

PITOT STATIC TESTING and ALTIMETER TESTING: This can be done on aircraft using either a 1000mbar Digital Manometer (AZ82152). If you only want to do a pitot static test then you can use the 69mbar Digital Manometer (AZ82012). This is obtainable from AWR Smith in Johannesburg. Tel number 011 782 6840. People using this in an AMO will require calibration certificates for this instrument. Calibration can be done through Micro Optics in Pretoria.

PROJECT 24: Pierre Laubscher to draft a different proposal for the Technical Approved Persons categories and needs to the next focus group for further discussion. The previous version was too involved and was rejected by the technical committee.

AP EXAM SYSTEM FEEDBACK: Pierre Laubscher to make sure that that the AP exam system confirmation is being sent to the instructor/AP who logged the applicant in.

MAINTENANCE CONTROL MANUALS: Pierre Laubscher has produced a sample for the industry to use should they be required to produce a Maintenance Control Manual. This is primarily for the use of NTCA in training schools. Need to take the backbone of the document and make it applicable to the specific aircraft.

DAY/NIGHT VFR USE OF NTCA: If the manual of the aircraft allows the aircraft to operate VFR by night, then application can be made initially to CAA for the Authority to Fly using form CA24.01. Applications to be made to Lobang Thabantso.

CONTINUED USE "ON CONDITION" : An AIC has been developed for the continued use of aircraft engines where their life with respect to time has expired. The AIC has been sent to SACAA for approval. This AIC outlines the minimum recommended procedure for ensuring that an engine can be used safely after its life in years has expired. This is only applicable for engines used in the private category. Engines used in the commercial category will have to comply with manufacturers recommendations which are in fact mandatory.

AP INSURANCE: All APs that work solely for the love of it and don't charge for their services are covered by the current AP insurance. Richard Becker the new Aero Club general manager is busy following up on an insurance option for commercial APs who do it as a career and charge for their services. The previous proposal was rejected by the technical committee due to ambiguity and unclear wording with regard to the cover of the insurance policy.

NEW AP APPLICATIONS: 13 AP applications were considered including 9 initial, 1 renewal and 3 amendments. The problem with many of the applications is that they were incomplete. Members applying for AP ratings, renewals and amendments are requested to please send in complete AP experience and must meet the necessary requirements. ALL present APs are requested to please keep a detailed logbook of experience using the AME logbook. APs wishing to apply for a rating in the future are required to keep a logbook of experience in the correct format recording all work done.

**RECREATION AVIATION – INDUSTRY LIAISON FORUM MEETING** Tuesday 26 January 2016

**CLASS 4 MEDICAL:** Kevin Storie previously met with AVMED representatives to discuss changing the protocols used for Class 4 medicals. The proposed Class 4 medical will be a watered down version of a class 2 medical. Should the proposal be accepted, the protocols will be amended but the validity period will remain the same. They are looking at a process to enable GPs to perform Class 4 medicals which will then enable the applicant to submit the documentation to RAASA instead of going to a Designated Aviation Medical Examiner. RAASA has now been invited by AVMED to discuss this in February.

**RADIOTELEPHONY EXAMINATIONS:** SACAA has allowed RAASA to develop an online radiotelephony examination. This should be going live by the end of February. These examinations are towards a restricted radio licence for the use by Part 62 and Part 68 licence holders only. Development of the course and training of Radio Telephony Examiners will be on 17 and 18 February 2016. The cost of the examinations will be R130 for two attempts. Radiotelephony must be on the school's OPSPEC before they can be approved to do the relevant training. An RAASA will issue a RAC (Recreation Aviation Circular) with the syllabus for the theory and the process to follow.

**ADHERANCE OF AROs TO THEIR MOPs:** AROs are to make sure that they adhere to their MOPs and keep their MOP up to date. MISASA needs to adopt the new constitution, make amendments to the MOP to include events, disciplinary code and competitions so that it can be accepted at the next AGM and then we can amend our MOP.

**ACCIDENTS:** Accidents must be reported to SACAA. Many accidents are occurring which are not being reported. SACAA will enforce the law should they find out that an accident has not been reported. The insurance held by Aero Club covers sporting activities run by AROs. The AROs requested what the insurance covers regarding sport aviation especially in regard to what and who is covered. Is it the member, ARO and how are they covered? Aero Club to come back with specific information.

**STATUS OF ARO'S:** AROs need to make sure that they have valid ARO certificates.

**MCM (Maintenance Control Manual) FOR PART 62 ATOs:** Pierre Laubscher has drafted a guideline which can be used by schools to draft the necessary MCM for NTCA used in Part 62 schools. The guideline will be put on the RAASA website. The schools can use the example and they can personalise for their school aircraft.

**UPCOMING SEMINARS:**

January 29<sup>th</sup>: Review of examination database  
Febrary 4<sup>th</sup> and 5<sup>th</sup>: Authorised person and designated examiner course.  
Febrary 17<sup>th</sup> and 18<sup>th</sup>: Radio Telephony Examiner's course. Cost is R950.00.  
February 19<sup>th</sup>: Instructor seminar

Courses with no set dates:

Test flight pilot's course which will be a 3 day theoretical and practical course.

Agri ratings for Part 96.

The reason for urgent designated examiner course is that SACAA had a finding against SACAA during their audit for not using designated examiners.

AIC 18.45: This AIC relates to Aerobatic flying. ENR has been submitted and will be published in the May printing of the AIPs. The information which is incorporated in the AIC will now be found in the new 5.5 in the AIPs.

PILOT LICENCE APPLICATION BY EMAIL: The proposal to have pilot licence applications processed by email is being taken to SACAA for their consideration.

EBS SYSTEM: SACAA is implementing new software throughout which will be used by all departments in the future. The first phase is to be completed by 2018.

CARCOM MEETING: An amendment to Part 61 and Part 62 which will change the definition of commercial and non-commercial flights was tabled at CARCOM by Aero Club. The essence of this submission is that e.g. sharing the cost of petrol and cost of hire of an aircraft will not be deemed as commercial flight and will not be regarded as remuneration. At the moment, a pilot cannot accept any form of remuneration. CARCOM proposed that the Part 62 portion of the submission be referred to the Project 24 Workgroup.

#### **AERO CLUB MEETING** Tuesday 26 January 2016

LETTER TO MUNICIPALITIES: Charlie Marais to give feedback on this item at the next meeting with clear information on risk exposure at Air Events.

TRANSFORMATION AND DEVELOPMENT: R350 000 available for T&D. Sections to hand in proposals for pilot training at this time. Guidelines for the proposal can be obtained from Daniel. MISASA enquired whether a proposal to train an AP could be submitted. A year by year, goal by goal proposal with regards to training of an AP can be submitted for the following year which Daniel would take further to attempt to secure funding for such a project.

WORLD AIR GAMES 2020: Claude Gaylard said that it would be nice to host the 2020 WAG. However, the cost would be 6 million Euros to host the event.

WORLD AEROBATIC CHAMPIONSHIPS 2017: This will be hosted in Hoedspruit in 2017.

NICK PRINSLOO SCAM: Information regarding the Nick Prinsloo scam was brought to the attention of the Aero Club board who in turn need to inform their members regarding the scam. The company name Eagle Aviation was used in the past.

BLUE BOX: This is the new database replacing Fundi. There was a positive feedback from the members of the board. MISASA requested that all information required from the members be put onto a single page. AROs were asked to forward any requests for change in the system.

RAASA MATTERS: RAASA requested that RAASA issues be brought to the RA-ILF meeting and not brought up at the Aero Club board meeting.

FAI CONFERENCE: Claude Gaylard proposed to host the FAI conference in Cape Town on 17 – 21 October 2017. The board gave him the go ahead to put a bid in for the conference. The Aero Club stands to make a good profit out of the event.

VIRGINIA AIRFIELD FEEDBACK: Frank Eckard informed the members of the board that the Virginia airfield will remain an airfield. The rate payers of Virginia achieved this.

CENTENARY PROJECT 2020: All AROs are requested to let Paul Lastrucci know who their nominated historian is. The AROs are requested to get the historical information from their members. My suggestion in this regard is to start a History of MISASA Facebook page where members can help with this huge task.

EVENTS: EAA convention starts on the 29<sup>th</sup> April 2016 for the long weekend and MISASA fly-in will be held on the 30<sup>th</sup> April 2016 in Mosselbay.

**EXAMINATION SYSTEM REVIEW: 29 January 2016**

THEORETICAL SYLLABUS: 21 instructors from WCM, CCM, LSA, TMG, Gliders and Gyros sections participated. The theoretical syllabus for WCM, CCM and LSA was discussed in groups of 5 instructors who were predominantly training in that section. The applicability of the theory being tested was also discussed. Suggestions were made by each group.

STANDARDISATION OF STUDY MATERIAL: Suggestions were made that all the questions should come out of the following books:

Aircraft general, principles of flight and navigation: FAA manuals for trikes and three axis

Meteorology: SADF meteorology manual

Human Performance: FAA gliding manual (this book has a good part for this examination)

Radio: Dieter Lempp Radio book

Airlaw: RAASA small book

Other reading material can include:

Jim Davis PPL manual

Avex manuals

Brian Cosgrove

Chris Badenhorst to investigate the SADF met manual for applicability and to check that the answers to the questions in the database can be found in those manuals. Once this has been confirmed, the industry will be notified about the study material.

The recommended books for all the subjects can be downloaded from the FAA website. The met manual is in electronic format so the only books the student will need to get is the small airlaw book from RAASA and the Dieter Lempp book.

**SYLLABUS AND STUDY MATERIALS FOR INSTRUCTORS:**

The same groups discussed this and went through the current information on the instructor's theoretical syllabus. Suggestions were made here as well and the study material for the instructors examinations would be taken from the FAA Instructor's Handbook.

The two exams for instructors are:

1. Principles of flight instruction, Aircraft General and Principles of Flight
2. Meteorology, Navigation and Law.

It was decided by those present that the time between examinations would remain at 24 hours.

Instructors are to get their students to use the comment function on the examination system should they feel there is a problem with a particular question. This comment will then be considered by RAASA for relevance.

