



# Government Gazette Staatskoerant

REPUBLIC OF SOUTH AFRICA  
REPUBLIEK VAN SUID-AFRIKA

*Regulation Gazette*

**No. 7551**

*Regulasiekoerant*

**Vol. 451**

**Pretoria, 10 January 2003**  
Januarie

**No. 24236**



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# GOVERNMENT NOTICES

## GOEWERMENTSKENNISGEWINGS

### SOUTH AFRICAN REVENUE SERVICE

### SUID-AFRIKAANSE INKOMSTEDIENS

No. R. 71

10 January 2003

#### CUSTOMS AND EXCISE ACT, 1964.-

#### AMENDMENT OF SCHEDULE NO. 4 (No. 4/268)

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 to the said Act is hereby amended, **with effect from 10 February 2002**, to the extent set out in the Schedule hereto.

M MPAHLWA  
DEPUTY MINISTER OF FINANCE

#### SCHEDULE

I Rebate Item	II				III Extent of Rebate	Anno= tations
	Tariff Heading	Rebate Code	C. D.	Description		
405.05				By the deletion of rebate code 02.00 to tariff heading 00.00.		

No. R. 71

10 Januarie 2003

#### DOEANE- EN AKSYNSWET, 1964.-

#### WYSIGING VAN BYLAE NO. 4 (NO. 4/268)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hiermee gewysig, **met ingang vanaf 10 Februarie 2003**, in die mate in die Bylae hierby aangetoon.

M MPAHLWA  
ADJUNKMINISTER VAN FINANSIES

#### BYLAE

I Korting Item	II				III Mate van Korting	Anno= tasies
	Tariefpos	Kor= ting= kode	T S.	Beskrywing		
405.05				Deur kortingkode 02.00 by tariefpos 00.00 te skrap.		

No. R. 72

10 January 2003

**CUSTOMS AND EXCISE ACT, 1964.-  
AMENDMENT OF SCHEDULE NO. 6 (NO. 6/99)**

Under section 75(15) of the Customs and Excise Act, 1964, Schedule No. 6 to the said Act is hereby amended, **with effect from 10 February 2003**, to the extent set out in the Schedule hereto.

**M MPAHLWA  
DEPUTY MINISTER OF FINANCE**

**SCHEDULE**

<b>I Rebate Item</b>	<b>II Tariff Item</b>	<b>III Code</b>	<b>C D</b>	<b>IV Description</b>	<b>V Extent of Rebate</b>	<b>VI Extent of Refund</b>	<b>Anno= tations</b>
610.05				By the deletion of rebate item 610.05.			

No. R. 72

10 Januarie 2003

**DOEANE- EN AKSYNSWET, 1964.-  
WYSIGING VAN BYLAE NO. 6 (NO. 6/99)**

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 6 by genoemde Wet hiermee gewysig, **met ingang vanaf 10 Februarie 2003**, in die mate in die Bylae hierby aangetoon.

**M MPAHLWA  
ADJUNKMINISTER VAN FINANSIES**

**BYLAE**

<b>I Korting= item</b>	<b>II Tarief= item</b>	<b>III Kode</b>	<b>T S</b>	<b>IV Beskrywing</b>	<b>V Mate van Korting</b>	<b>VI Mate van terugbeta= ling</b>	<b>Anno= tasies</b>
610.05				Deur kortingitem 610.05 te skrap.			

## DEPARTMENT OF TRANSPORT

No. R. 74

10 January 2003

## AVIATION ACT 1962

## PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM), hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules below. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Kim Gorringer or Mr. Herman Wildenboer, the South African Civil Aviation Authority, Private Bag X08, Waterkloof, 0145, fax: (012) 346-5979, or e-mail at [gorringerk@caa.co.za](mailto:gorringerk@caa.co.za) or [wildenboerh@caa.co.za](mailto:wildenboerh@caa.co.za), before or on 10 February 2003.

## Proposal to amend Parts 1 and Part 61 of the Civil Aviation Regulations of 1997

## Proposer

Civil Aviation Authority  
Private Bag X08  
0145 Waterkloof

## Explanation of interest of the Proposer

The Proposer administers the Aviation Act of 1962 (Act No. 74 of 1962) and the regulations and technical standards issued in terms thereof.

## SCHEDULE 1

## 1.1 Proposed amendment of regulation 1.00.1 of the Regulations (insertions)

It is proposed to insert the following new definitions:

- (a) After the definition of "aircraft component":

**"aircraft maintenance schedule"** means a document, compiled by an owner or operator in accordance with the provisions of these Regulations, and approved by the Commissioner in terms of regulation 43.02.01 of Part 43, that prescribes in detail the inspections that need to be carried out in respect of an aircraft, its components, installed systems and equipment, and the intervals between such inspections;

- (b) After the definition of "approved":  
**"approved person"** means a natural person who has been authorised in terms of Part 66 by the Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, to carry out maintenance on a non-type certificated aircraft in compliance with the applicable aircraft maintenance schedule, and includes the owner of an amateur-built or production-built aircraft that has been built by such owner in accordance with the provisions of Part 24;
- (c) After the definition of "designated aviation medical examiner":  
**"designated flight examiner"** means a person, designated by the Commissioner in terms of Part 61 to conduct certain skill and proficiency tests or examinations prescribed by the Regulations;

## 1.2 Motivation

The proposed new definitions are required to define words, concepts and phrases that have been introduced by amendments to existing regulations and the introduction of new Parts of the Regulations.

## 1.3 Current Regulation

The proposal is for the introduction of new definitions

## SCHEDULE 2

### 2.1 Proposed amendment of regulation 1.00.1 of the Regulations (deletions)

It is proposed to delete the following definitions:

- (a) **"examiner"** means an authorised officer or authorised person designated by the Commissioner in terms of Regulation 61.01.17;
- (b) **"powered glider"** means an aircraft equipped with one or more engines which has, with the engine or engines not operating, the performance characteristics of a glider;

### 2.2 Motivation

The definitions have been substituted by the new definitions 'designated flight examiner, "power-assisted glider" and "touring glider" respectively.

### 2.3 Current regulations

See paragraph 2.1 above



## 2.4 Technical Standards

No Technical Standards are associated with the to be deleted definitions.

## SCHEDULE 3

### 3.1 Proposed amendment of Subpart 32 and the deletion of Subpart 45 of Part 61 of the Regulations

It is proposed to substitute Subpart 32 "Grade II Glider Flight Instructor Rating" with the following new Subpart 32 "Helicopter Sling Load Rating", and to delete Subpart 45 "External Load Rating (Helicopter)"

#### "Requirements for helicopter sling load rating"

**61.32.1** (1) 'Helicopter sling load' means the externally carriage, lowering or picking up of a load, cargo, or passengers by means of a bucket, net, harness, sling or stretcher, suspended beneath the helicopter, and for the purpose of this subpart includes rappelling and towing; towing meaning the towing, lowering and laying down of external cargo that remains in contact with the surface during the helicopter operation.

(2) An applicant for the issuing of a helicopter sling load rating shall -

- (a) hold a valid private, commercial or airline transport pilot licence (helicopter);
- (b) hold the appropriate type rating;
- (c) have acquired the experience referred to in regulation 61.32.2; and
- (d) have successfully completed the appropriate training referred to in regulation 61.32.3.

#### Experience

**61.32.2** An applicant for the issuing of an helicopter sling load rating shall have completed not less than -

- (a) 100 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a commercial or airline transport pilot licence (helicopter), or
- (b) 250 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a private pilot licence (helicopter),

of which not less than five hours flight time of sling load operations shall have been undertaken under the supervision of a Category B Grade I or Grade II flight instructor.

**Training**

**61.32.3** An applicant for the issuing of an helicopter sling load rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Application for helicopter sling load rating**

**61.32.4** An application for the issuing of an helicopter sling load rating shall -

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) be accompanied by -
  - (i) a copy of the relevant page of the logbook of the applicant;
  - (ii) certified proof that the applicant has successfully completed the training prescribed in regulation 61.32.3; and
  - (iii) the appropriate fee as prescribed in Part 187.

**Issuing of helicopter sling load rating**

**61.32.5 (1)** The Commissioner shall issue an helicopter sling load rating if the applicant complies with the requirements referred to in regulation 61.32.1.

- (2) An helicopter sling load rating shall be issued in the appropriate format as prescribed in Document SA-CATS-FCL

**Privileges of helicopter sling load rating**

**61.32.6 (1)** The holder of an helicopter sling load rating shall be entitled to act in VMC under VFR as pilot-in-command of a helicopter in respect of which he or she holds the appropriate type rating engaged in sling load operations: Provided that the holder of a private pilot licence (helicopter) may not do so for hire or reward or while engaged in a commercial air transport operation (as defined in Part 1 of the Regulations); and provided furthermore that the pilot-in-command of a helicopter engaged in a human sling load operation, a rappelling operation, or a towing operation shall be the holder of a valid commercial or airline transport pilot licence (helicopter);

- (2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the sling load rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.



**Period of validity**

**61.32.7** An helicopter sling load rating shall be valid for the period for which the pilot licence held by the holder of the rating is valid, but the privileges of the rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 61.32.8.

**Maintenance of competency**

**61.32.8** No person shall act as pilot-in-command of a helicopter, engaged in an sling load operation, unless within the 12 months immediately preceding the intended flight he or she has performed a sling load operation in a helicopter of the same type either independently or under the supervision of a Category B Grade I or Grade II flight instructor."

**3.2 Motivation:**

Part 61 has never been put in operation. The Part is under review, to bring it in line with ICAO requirements and to align South African regulations with best international practices. The proposed new Subpart has been circularised to interested parties and is generally in line with the New Zealand regulations.

The current Subpart 32 will be renumbered as Subpart 24 when the restructuring of Part 61 is complete.

The current Subpart 45 is substituted by the proposed new Subpart 32.

**3.3 Current regulation:**

Currently the rating is issued in terms of the Air Navigation Regulations of 1976:

**"Undersling/Winching rating (helicopter) requirements**

**ANR 2.9A** No person shall act as pilot-in-command of a helicopter engaged in undersling/winching operations unless he is the holder of a valid undersling/winching rating (helicopter).

**External load ratings (helicopter)**

**ANR 3.16A** An applicant for an external load rating (helicopter) shall submit to the Commissioner a certificate signed by a Grade I or Grade II flight instructor who shall be the holder of the appropriate type rating, or by a pilot who has been designated in writing for such purpose by the Commissioner, in which certificate it is certified that the applicant—

- (a) has completed not less than 100 hours as pilot-in-command of a helicopter;
- (b) has undergone training in external load operations during which he or she has—

- (i) carried out satisfactorily and with great precision, while under dual instruction, six circuits at 500 feet above ground level, of which two were with a small heavy external load, two with a large light external load and two with a large heavy external load;
  - (ii) carried out satisfactorily and with great precision, while flying solo but under the direct supervision of the person signing the certificate, who shall be in two-way radio communication with the applicant during the flight, six circuits as prescribed in subparagraph (i);
  - (iii) where practical, followed both methods during which the pilot is guided with a two-way radio by the marshaller on the ground; and
  - (iv) shown proficiency in the procedures applicable to external load operations, including the use of hand signals for the hooking up and releasing of loads, and emergency procedures;  
and
- (c) is suitably qualified to carry out such operations.”

#### **SCHEDULE 4**

##### **4.1 Proposed amendment of Subpart 33 and the deletion of Subpart 46**

It is proposed to substitute Subpart 33 ‘Free Balloon Flight Instructor Rating’ with the following new Subpart 33 ‘Helicopter Winching Rating’, and to delete Subpart 46 ‘Winching Rating (Helicopter):

##### **“Requirements for helicopter winching rating**

**61.33.1 (1)** Helicopter winching means the external lowering or picking-up of a load, cargo or person by means of a hoist fitted to the side of a helicopter.

(2) An applicant for the issuing of a helicopter winching rating shall -

- (a) hold a valid private, commercial or airline transport pilot licence (helicopter);
- (b) hold the appropriate type rating;
- (c) have acquired the experience referred to in regulation 61.33.2; and

- (d) have successfully completed the training referred to in regulation 61.33.3.

**Experience**

**61.33.2** An applicant for the issuing of a helicopter winching rating shall have completed not less than –

- (a) 100 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a commercial or airline transport pilot licence (helicopter), or
- (b) 250 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a private pilot licence (helicopter),

of which not less than five hours flight time of winching operations shall have been undertaken under the supervision of a Category B Grade I or Grade II flight instructor.

**Training**

**61.33.3** An applicant for the issuing of a helicopter winching rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Application for helicopter winching rating**

**61.33.4** An application for the issuing of a helicopter winching rating shall –

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) be accompanied by –
  - (i) a certified true copy of the pilot licence held by the applicant;
  - (ii) a copy of the relevant page of the logbook of the applicant;
  - (iii) certified proof of successfully having completed the training prescribed in regulation 61.33.3; and
  - (iv) the appropriate fee as prescribed in Part 187.

**Issuing of helicopter winching rating**

**61.33.5 (1)** The Commissioner shall issue a helicopter winching rating if the applicant complies with the requirements referred to in regulation 61.33.1.

- (2) A helicopter winching rating shall be issued on the form prescribed in Document SA-CATS-FCL.

**Privileges of helicopter winching rating**

**61.33.6 (1)** The holder of a helicopter winching rating shall be entitled to act as pilot-in-command of a helicopter, in respect of which he or she holds the appropriate type rating, which is engaged in winching operations: Provided that the holder of a private pilot licence (helicopter) may not do so for hire or reward or while engaged in a commercial air transport operation (as defined in Part 1 of the Regulations); and furthermore provided that the pilot-in-command of a helicopter engaged in the winching of a human shall be the holder of a valid commercial or airline transport pilot licence (helicopter).

(2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the winching rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

**Period of validity**

**61.33.7** A helicopter winching rating shall be valid for the period for which the pilot licence held by the holder of the rating is valid."

**4.2 Motivation**

Part 61 has never been put in operation. The Part is under review, to bring it in line with ICAO requirements and to align South African regulations with best international practices. The proposed new Subpart has been circularised to interested parties and is generally in line with the New Zealand regulations.

The current Subpart 33 will be renumbered as Subpart 25 when the restructuring of Part 61 is complete.

The current Subpart 46 is substituted by the proposed new Subpart 33.

**4.3 Current regulation:**

Currently the rating is issued in terms of the Air Navigation Regulations of 1976:

**"Undersling/Winching rating (helicopter) requirements**

**ANR 2.9A** No person shall act as pilot-in-command of a helicopter engaged in undersling/winching operations unless he is the holder of a valid undersling/winching rating (helicopter).

**External load ratings (helicopter)**

**ANR 3.16A** An applicant for an external load rating (helicopter) shall submit to the Commissioner a certificate signed by a Grade I or Grade II flight instructor who shall be the holder of the appropriate type rating, or by a pilot who has been designated in writing for such purpose by the Commissioner, in which certificate it is certified that the applicant—

- (a) has completed not less than 100 hours as pilot-in-command of a helicopter;
- (b) has undergone training in external load operations during which he or she has—
  - (i) carried out satisfactorily and with great precision, while under dual instruction, six circuits at 500 feet above ground level, of which two were with a small heavy external load, two with a large light external load and two with a large heavy external load;
  - (ii) carried out satisfactorily and with great precision, while flying solo but under the direct supervision of the person signing the certificate, who shall be in two-way radio communication with the applicant during the flight, six circuits as prescribed in subparagraph (i);
  - (iii) where practical, followed both methods during which the pilot is guided with a two-way radio by the marshaller on the ground;
  - (iv) shown proficiency in the procedures applicable to external load operations, including the use of hand signals for the hooking up and releasing of loads, and emergency procedures; and
- (c) is suitably qualified to carry out such operations.”

## **SCHEDULE 5**

### **5.1 Proposal to amend Subpart 34 and delete Subpart 47**

It is proposed to substitute Subpart 34 ‘Airship Flight Instructor Rating’ with the following new Subpart 34 ‘Game Management and Livestock Cull Rating (Helicopter)’, and to delete Subpart 47 ‘Game management and livestock Cull Rating (Helicopter)’:

#### **“Requirements for game management and livestock cull rating (helicopter)**

**61.34.1** An applicant for the issuing of a game management and livestock cull rating (helicopter) shall -

- (a) hold a valid private, commercial or airline transport pilot licence (helicopter);
- (b) hold the appropriate type rating; and
- (c) have acquired the experience referred to in regulation 61.34.2.

**Experience**

**61.34.2** An applicant for the issuing of a game management and livestock cull rating (helicopter) shall have completed not less than –

- (a) 100 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a commercial or airline transport pilot licence (helicopter), or
- (b) 250 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a private pilot licence (helicopter),

of which not less than five hours of flight time of game management and livestock cull operations shall have been undertaken under the supervision of a Category B Grade I or Grade II flight instructor.

**Application for game management and livestock cull rating (helicopter)**

**61.34.3** An application for the issuing of a game management and livestock cull rating shall be –

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) accompanied by –
  - (i) a copy of the relevant page of the logbook of the applicant;
  - (ii) the appropriate fee as prescribed in Part 187.

**Issuing of game management and livestock cull rating (helicopter)**

**61.34.4 (1)** The Commissioner shall issue a game management and livestock cull rating (helicopter) if the applicant complies with the requirements referred to in regulation 61.34.1.

- (2) A game management and livestock cull rating (helicopter) shall be issued in the appropriate format.



**Privileges of game management and livestock cull rating (helicopter)**

**61.34.5** The holder of a game management and livestock cull rating (helicopter) shall be entitled to act as pilot-in-command of a helicopter, in respect of which he or she holds the appropriate type rating, which is engaged in game management and livestock cull operations: Provided that the holder of a private pilot licence (helicopter) may not do so for hire or reward or while engaged in a commercial air transport operation (as defined in Part 1 of the Regulations).

**Period of validity**

**61.34.6** A game management and livestock cull rating (helicopter) shall be valid for the period for which the pilot licence held by the holder of the rating is valid."

**5.2 Motivation**

Part 61 has never been put in operation. The Part is under review, to bring it in line with ICAO requirements and to align South African regulations with best international practices. The proposed new Subpart has been circularised to interested parties.

The current Subpart 34 will be renumbered as Subpart 26 when the restructuring of Part 61 is complete.

The current Subpart 47 is substituted by the proposed new Subpart 34.

**5.3 Current regulation:**

Currently the rating is issued in terms of the Air Navigation Regulations of 1976:

**"Game/livestock cull rating (helicopter) requirements**

**ANR 2.9B** No person shall act as pilot-in-command of a helicopter engaged in game or livestock cull operations unless he is the holder of a valid game/livestock cull rating (helicopter).

**Game/livestock cull ratings (helicopter)**

**ANR 3.16B** An applicant for a game/livestock cull rating (helicopter) shall submit to the Commissioner –

- (a) his licence; and
- (b) a certificate signed by a Grade I or Grade II flight instructor who shall be the holder of the appropriate type rating, or a pilot who has been designated in writing for the purpose by the Commissioner, in which certificate it is certified that he has completed not less than 100 hours as pilot-in-command of a helicopter, that not less than five hours of game or livestock cull operations were under the

supervision of the person signing the above-mentioned certificate and that he is suitably qualified to carry out such operations.”

#### **5.4 Technical Standards**

Proposals for the various Technical Standards required in terms of the above proposed new Subparts of Part 61 as referred to in Schedules 3,4 and 5 above, are published on the CAA website [www.caa.co.za](http://www.caa.co.za)

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Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001

Publications: Tel: (012) 334-4508, 334-4509, 334-4510

Advertisements: Tel: (012) 334-4673, 334-4674, 334-4504

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Gedruk deur en verkrygbaar by die Staatsdrukker, Bosmanstraat, Privaatsak X85, Pretoria, 0001

Publikasies: Tel: (012) 334-4508, 334-4509, 334-4510

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