	<p style="text-align: center;"><b>REPUBLIC OF SOUTH AFRICA</b></p> <p style="text-align: center;"><b>CIVIL AVIATION AUTHORITY</b></p> <p style="text-align: center;"><b>GENERAL NOTICE # GAD-2020/001</b></p>	<p><b>SACAA</b> Private Bag X 73 Halfway House 1685</p>
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## COVID - 19

### GUIDANCE FOR MAINTENANCE RELATED FLIGHTS – AIRCRAFT ENGINE AND SYSTEM HEALTH

**Procedure in respect of requirement for approval as provided for in Section 7(4) – Maintenance related flight – SPECIFIC CONTINUED AIRWORTHINESS REQUIRED as contained in Government Gazette 43271 of 4 May 2020**

#### 1. Background

Due to the Covid-19 lockdown effect on Aviation operations and more specifically the effect on maintaining aircraft airworthiness, this notice has due regard to:

- Costly inhibiting of aircraft engines and systems need to be avoided, and the re-commissioning of same.
- Promotion of General Aviation safety through continued airworthiness flights and maintaining the health of aircraft, whilst at the same time promoting pilot recency.

#### 2. Further regulations published – 4 May 2020

The further regulations published on 4 May in GG 43271 provides in section 7 for Aircraft maintenance and matters connected thereto as follows:

<p><b>7. Engineers and Ground Staff, Inspections and Servicing of Aircraft at Hangars</b></p> <p>(1) Aircraft Maintenance Organizations are allowed to conduct aircraft maintenance.</p> <p>(2) Aircraft flights for purposes of positioning aircraft for maintenance are allowed.</p> <p>(3) Flying for purposes of conducting flight test and ground engine runs are allowed.</p> <p>(4) For the purposes of conducting maintenance related flights, approval from Civil Aviation Authority must be obtained.</p>
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Applicability:

- A. The procedure contained in this General Notice covers the aspect of Continued Airworthiness flights (aircraft engine and system health) recommended by aircraft and engine manufacturers as provided for under 7(3) and 7(4) above.
- B. For procedure relating to all other maintenance related flights, please refer to **GENERAL NOTICE #. AIR-2020/001-COVID-19** as published on the SACAA website.

### 3. Process and Conditions

This procedure is developed to provide an element of oversight within the bounds of the State of Disaster regarding flight protocols where all current flights are fully controlled and require special flight permission, and with the allowance to carry out Continued Airworthiness flights to minimise the impact of having every flight controlled with formal flight plans and potential burden to SASAR.

a) This process applies to:

- i. Owners of South African registered aircraft which need to undergo a continued airworthiness flight (aircraft engine and system health).
- ii. Pilots must hold valid and current licenses, also read with the requirements set out in exemption notice as released on the 26<sup>th</sup> March 2020 regarding license and medical extensions, operating aircraft conducting maintenance related continued airworthiness flights.
- iii. Pilots and Aircraft operating under Part 94 and Part 91 of the South African Civil Aviation Regulations.

b) Conditions under which these Continued Airworthiness flights are to be undertaken, and the applicability of the requirement to file flight plans:

- i. The duration of each flight shall be the minimum required by the directives, requirements or recommendations as specified for each aircraft but shall not exceed 60 Minutes.
- ii. Aircraft should remain within the airfield circuit or within a radius not exceeding 3nm from the center of the airfield. No dynamic maneuvering activity should be flown. No flight plan needs to be filed.
- iii. In cases where it is not practical to remain within the 3nm boundaries of the aerodrome, and applicant shall file a flight plan indicating the route to be flown. All flight plans shall be cancelled after the flight for which it was filed. Arrival and departures shall be limited to the same aerodrome. The route shall be the minimum distance required for the purpose of the flight.
- iv. All flights where an Air Traffic Service Unit is available shall be subject to the capacity and advise of such Aerodromes and ATSU's, and may include staggering.
- v. Each flight should be at normal circuit altitude given consideration to noise abatement impact on the public.
- vi. Only the pilot and essential crew shall be permitted in the aircraft for purposes of the flight. If an aircraft does not require essential crew the operation will be solo.
- vii. Aircraft must have valid airworthiness documents (C of A, ATF, Certificate of Release to Service (CRS)) prior to such flight taking place.

- viii. No over water flights or out landings shall be permitted, unless the published circuit so requires.
- ix. No repetitive flights within a 28-day cycle shall be allowed unless so required in the directives, requirements or recommendations as specified for each aircraft.
- x. The SACAA may under certain valid conditions as supported by qualified technical experts, grant permission for maintenance flights for aircraft where the engine manual does not specifically provide for such maintenance flights.
- xi. The number of flights approved on a daily basis may be restricted.

c) **Process to be followed:**

- i. Each owner/pilot requesting a flight to be undertaken under Part 91 or Part 94 for Continued Airworthiness purposes (aircraft engine and system health) will be required to complete a flight request form that is accessible on the websites of the Aero Club of South Africa [www.aeroclub.org.za](http://www.aeroclub.org.za), or the Commercial Aviation Association of South Africa [www.caasa.co.za](http://www.caasa.co.za). Once the form has been completed, the requestor will be prompted to submit the relevant pilot and aircraft documentation and will be advised of further procedure.
- ii. An internal SACAA approval process will follow whereafter the automated system will notify the owner / pilot of the outcome and further process to follow. Website application and login detail required for registration of the intended flight and related detail will be provided.
- iii. The CAA will be provided with a daily register of all flights undertaken against approvals issued by the automated system.

d) **Adherence to general COVID – 19 regulations**


At all times, the measures outlined by the South African Government to reduce the risk of the spread of COVID-19, such as social distancing, personal hygiene and minimising travel remain applicable, and pilots and operators undertaking flights on the basis permitted here must observe these. Aerodrome operators must also ensure that such flights are coordinated so that social distancing measures are not compromised at their location.

e) **Compliance with the Civil Aviation Regulations 2011**

Non-compliance to the Civil Aviation Regulations, 2011 have the following consequences:

- i. 185.01.1(1) Any person who commits an offence, or contravenes these Regulations, may be subjected to administrative or criminal action in terms of this Part.

- ii. 185.01.2 A person commits an offence if that person—
  - (a) hinders or obstructs an authorised officer, inspector or authorised person in the exercise of his or her powers or the performance of his or her duties;
- iii. (m) contravenes any provision of the [Civil Aviation] Act and these Regulations.

<b>Issued by the South African Civil Aviation Authority (SACAA)</b>		
	<b>NEIL DE LANGE</b>	<b>20 May 2020</b>
<b>SENIOR MANAGER GENERAL AVIATION</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>