

 <p><b>SOUTH AFRICAN</b> <b>CIVIL AVIATION</b> <b>AUTHORITY</b></p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p> <p>GENERAL NOTICE # AIR-2020/004-AED</p>	<p>SACAA Private Bag X 73 Halfway House 1685</p>
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## APPLICATION PROCESS AND ADMINISTRATIVE REQUIREMENTS FOR SYSTEM SAFETY ASSESSMENT

### 1. Applicability

This General Notice is applicable to all Remotely Piloted Aircraft System (RPAS) System Safety applicants.

### 2. Regulatory Reference

Civil Aviation Regulations 2011, Part 101.02.1, Part 101.02.2 and CATS 101.02.2.

### 3. Purpose of this General Notice

This General Notice serves as a notification to all RPAS operators, manufacturers and applicants of RPAS System Safety that the CAA will no longer be accepting applications from non-manufacturers, owners or operators as from **01 February 2021**. Only RPAS Original Equipment Manufacturers (OEM) shall apply for System Safety acceptance. A System Safety Acceptance will be issued to a manufacturer for an RPAS Type and Model.

This General Notice does not intend to replace any existing regulations but provides administrative requirements and guidelines to RPAS System Safety applicants. This notice supersedes the General Notice # AIR-2020/003-AED dated 01 June 2020.

**NOTE:** The System Safety Acceptance (Design assessment) will be reviewed and issued in accordance with CATS 101.02.2(1)(b) Section 1 and 2 only. As such, Sections 3-6 will be demonstrated at operational level, if required.

### 4. Background

The regulations require that an operating manual from the manufacturer and data demonstrating compliance to the above referenced Technical Standard be submitted to the CAA. The technical data contained in the system safety submissions enables

the CAA to verify compliance with the relevant sections of the regulations. However, the authority has received submissions of user manuals not from the manufacturer and without critical data provided. Some of the submissions even contradict the manufacturer's technical data. This therefore creates a huge compromise in the aviation safety value chain. Hence it is imperative for manufacturers to declare the demonstrated capabilities of their systems to the CAA in terms of the relevant sections of CATS 101.02.2. It is also worth noting that it is crucial for the State in terms of National Security to have knowledge of RPAS manufacturer's insight into their product design.

Operators or non-manufacturers also raised concerns that since a system safety is issued to a Type and Model, it should therefore be issued to the manufacturer and the manufacturer should be responsible for the costs of System Safety while operators are responsible for the costs of operations.

## **5. Exceptions**

The above provisions are not applicable to Type Certified Remotely Piloted Aircraft (RPA).

## **6. Application Process**

**NOTE:** Only RPAS Manufacturers shall apply for RPAS System Safety acceptance.

## **7. The application process for System Safety assessment is outlined below:**

### **7.1 Submission of the Application form**

The manufacturer should submit a properly completed application form (CA 101-24) to [eng@caa.co.za](mailto:eng@caa.co.za).

For administrative purposes, no substantiating data must be submitted with the application form.

### **7.2 Acknowledgement of Application**

The CAA allocated project leader will acknowledge receipt of the application and request that all communication and further substantiating data be submitted directly to him/her.

### **7.3 Submission of data**

The minimum supporting data to be submitted includes the following:

**7.3.1** A submission demonstrating compliance to CATS 101.02.2 section 1 and 2,

**7.3.2** Operating manual, inclusive of maintenance requirements,

**7.3.3** A declaration form,

#### **7.3.4 Clearance or Permit from the local National Conventional Arms Control Committee (NCACC).**

The abovementioned data must be submitted to the allocated project leader after receiving an acknowledgement and within the stipulated time by the project leader.

#### **7.4 Evaluation of Substantiation data**

The CAA will review the substantiation data to verify compliance with the regulatory framework. This may include an aircraft inspection and a demonstration of design capabilities of the aircraft.

#### **7.5 Feedback on Substantiation data evaluation**

The CAA will provide feedback after the evaluation of the submitted data has been completed. It is expected that if there are shortcomings, the applicant will rectify the identified shortcomings and provide evidence of rectification to the project leader at least within 14 days from the date of CAA feedback.

**NOTE:** An hourly rate charge will be invoiced in accordance with Part 187 of the Civil Aviation Regulations.

#### **7.6 Approval or declining of the application**

The CAA will approve applications found compliant and reject or decline applications found not compliant or unsatisfactory and will provide reasons for not approving such applications.

**NOTE:** It is expected that manufacturers conduct their due diligence and proper documentation when designing, testing, and constructing RPAS to ensure and demonstrate that their products are safe for use in their intended environment.

### **8. RPAS Safety Register**

All accepted RPAS System Safety in terms of CATS 101.02.2 Section 1 and 2 will be recorded on the RPAS Safety register accessible on the CAA website.

### **9. Record Keeping**

The manufacturer must keep records of testing, analysis, assessments and verifications undertaken to support the data used to demonstrate compliance to SACATS 101.02.2. The manufacturer must make these records accessible to the authority upon request.

### **10. Effective Date**




This notification is effective from the date of issue as indicated above.

## 11. Queries

For any queries or feedback regarding this general notice please contact:

Mduduzi Dube, Airworthiness Inspector, Airworthiness Engineering (AED)

Tel: 011 545 1592, Mobile: 071 600 9021, Email: [dubem@caa.co.za](mailto:dubem@caa.co.za)

<b>AIRWORTHINESS ENGINEERING</b>		
<b>DEVELOPED BY</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
	<b>MDUDUZI DUBE</b>	<b>24/12/2020</b>
	<b>THANDI MOFOKENG</b>	24/12/2020
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