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**GOEWERMENSKENNISGEWING**

**DEPARTEMENT VAN VERVOER**

No. R. 1283 23 Julie 1976  
**LUGVAARTREGULASIES, 1976**

Die Minister van Vervoer het kragtens artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), die regulasies in bygaande Bylae vervat, uitgevaardig.

**WYSIGENDE BYLAE 1**

Die Lugvaartregulasies, 1976, soos afgekondig by Goewermentskennisgewing R. 141 van 30 Januarie 1976, word hierby gewysig deur—

- (1) in regulasie 1.15 (2) die woorde “voorgeskrewe gelde” deur die woorde “gelde wat in Aanhangel A voorgeskryf word,” te vervang;
- (2) in regulasie 2.1 na die woord “Boordnavigator” die volgende woorde in te voeg:  
 “Boordingenieur (beperk), of”;
- (3) regulasie 2.11 deur die volgende regulasie te vervang:

*“Vereistes vir boordingenieurs*

2.11 (1) Behoudens regulasie 2.31A, mag niemand as boordingenieur (beperk) van 'n lugvaartuig optree nie, tensy hy die houer is van 'n geldige boordingenieurslisensie (beperk), met die tipe lugvaartuig waarop die dienste van 'n boordingenieur (beperk) uitgevoer word, daarop aangeteken.

(2) Behoudens regulasie 2.32, mag niemand as boordingenieur van 'n lugvaartuig optree nie, tensy hy die houer van 'n geldige boordingenieurslisensie is met die toepaslike graad.”;

(4) (a) in regulasie 2.12 (3) na die woorde “twaalf maande vir 'n boordnavigator;” die volgende woorde in te voeg:

“twaalf maande vir 'n boordingenieur (beperk);” en

(b) in dieselfde regulasie die woorde “twaalf maande vir 'n nagvlieggraad;” te skrap;

(5) in regulasie 2.15 (4) die woord “heruitreiking” deur die woord “hernuwing” te vervang;

(6) in regulasie 2.19 (b) na die woorde “twaalf maande vir 'n boordnavigator;” die volgende woorde in te voeg:

“twaalf maande vir 'n boordingenieur (beperk);”;

(7) die volgende regulasie na regulasie 2.31 in te voeg:

50881—A

**GOVERNMENT NOTICE**

**DEPARTMENT OF TRANSPORT**

No. R. 1283 23 July 1976  
**AIR NAVIGATION REGULATIONS, 1976**

The Minister of Transport has, in terms of section 22 of the Aviation Act, 1962 (Act 74 of 1962), made the regulations contained in the Schedule hereto.

**AMENDING SCHEDULE 1**

The Air Navigation Regulations, 1976, as promulgated under Government Notice R. 141 of 30 January 1976, are hereby amended as follows:

- (1) By the substitution in regulation 1.15 (2) for the words “prescribed fee,” of the words “fee prescribed in Annexure A.”;
- (2) by the insertion in regulation 2.1, after the words “Flight navigator;” of the words—  
 “Flight engineer (restricted), or”;
- (3) by the substitution for regulation 2.11 of the following regulation:

*“Flight Engineer Requirements*

2.11 (1) Subject to regulation 2.31A, no person shall act as flight engineer (restricted) of an aircraft unless he is the holder of a valid flight engineer's (restricted) licence with the type of aircraft on which the duties of a flight engineer (restricted) are being performed entered thereon.

(2) Subject to regulation 2.32, no person shall act as flight engineer of an aircraft unless he is the holder of a valid flight engineer's licence with the appropriate rating.”;

(4) (a) by the insertion in regulation 2.12 (3) after the words “twelve months for a flight navigator;” of the words—

“twelve months for a flight engineer (restricted);”;  
 and

(b) by the deletion in the same regulation of the words “twelve months for a night flight rating;”;

(5) by the substitution in regulation 2.15 (4) for the word “reissue” where it occurs for the second time, of the word “renewal”;

(6) by the insertion in regulation 2.19 (b) after the words “twelve months for a flight navigator;” of the words—

“twelve months for a flight engineer (restricted);”;

(7) by the insertion after regulation 2.31 of the following regulation:

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*"Boordingenieurs (beperk)"*

2.31A Die houer van 'n geldige boordingenieurslisensie (beperk) mag die dienste van 'n boordingenieur (beperk), soos gespesifiseer in die Bedryfshandboek van die ekspluitant van die betrokke lugvaartuig, uitvoer, onder toesig van 'n boordingenieur wat die houer is van die toepaslike geldige lisensie en graad.”;

(8) regulasie 2.32 (2) te skrap;

(9) na regulasie 3.19 die volgende regulasie in te voeg:

*"Boordingenieurs (beperk)"*

3.19A (1) Iemand wat om 'n boordingenieurslisensie (beperk) aansoek doen, moet—

(a) minstens 21 jaar oud wees;

(b) minstens drie jaar praktiese lugvaartingenieurs-ondervinding opgedoen het waarvan nie minder nie as een jaar op meermotorige lugvaartuie met 'n maksimum gesertifiseerde massa van minstens 11 400 kg opgedoen moes gewees het;

(c) die Kommissaris van Burgerlugvaart in 'n skriftelike eksamen oortuig van sy kennis van—

(i) die tegniese vakke in Hoofstuk 5 uiteengesit;

(ii) die regulasies ingevolge die Wet uitgevaardig, wat op die pligte van 'n boordingenieur betrekking het.

(2) Om 'n tipe lugvaartuig op sy lisensie te kan laat aanteken, moet 'n applikant—

(a) tot die tevredenheid van 'n amptelike eksaminator minstens 10 uur vliegopleiding op die tipe lugvaartuig wat op sy lisensie aangeteken moet word, of minstens 30 uur vliegopleiding op 'n nabootser wat skriftelik vir die doel deur die Kommissaris van Burgerlugvaart goedgekeur is, voltooi het;

(b) tot die tevredenheid van 'n amptelike eksaminator, sy bevoegdheid in die verrigting van die pligte van 'n boordingenieur (beperk), met inbegrip van sy bevoegdheid in noodprosedures aan boord van die tipe lugvaartuig waarop die aansoek betrekking het, in vlug toon of getoon het.

(3) Iemand wat om die hernuwing van 'n boordingenieurslisensie (beperk) aansoek doen of ander kere as die geleentheid wat in subregulasie (4) gespesifiseer is, moet—

(a) aan die Kommissaris van Burgerlugvaart sy beperkte-boordingenieurslogboek, tesame met 'n sertifikaat geteken deur 'n persoon wat vir dié doel skriftelik deur die Kommissaris van Burgerlugvaart goedgekeur is, voorlê, waarin gesertifiseer word dat hy gedurende die 12 maande onmiddellik voor die aansoekdatum, minstens 50 uur vliegtyd in die uitvoering van die werksaamhede van 'n boordingenieur (beperk) voltooi het;

(b) die Kommissaris van Burgerlugvaart daarvan oortuig dat gedurende die drie maande onmiddellik voor die aansoekdatum—

(i) hy in vlug aan 'n amptelike eksaminator sy bevoegdheid getoon het in noodprosedures aan boord van die tipe lugvaartuig of tipes lugvaartuie wat op sy lisensie aangeteken is en ten opsigte van die tipe of tipes waarvoor om hernuwing van sodanige lisensie aansoek gedoen word; of

(ii) hy aan 'n amptelike eksaminator sy bevoegdheid getoon het in noodprosedures op 'n nabootser of nabootsers wat skriftelik deur die Kommissaris van Burgerlugvaart goedgekeur is as toepaslik op die tipe lugvaartuig of tipes lugvaartuie wat op sy lisensie aangeteken is.

(4) Iemand wat om die eerste hernuwing van 'n boordingenieurslisensie (beperk) aansoek doen ná twee jaar na die eerste uitreiking van die lisensie, moet benewens te voldoen aan die vereistes in subregulasie (3) gespesifiseer, die Kommissaris van Burgerlugvaart

*"Flight Engineers (restricted)"*

2.31A The holder of a valid flight engineer's (restricted) licence shall be permitted to perform the duties of a flight engineer (restricted) specified in the Operations Manual of the operator of the aircraft concerned, under the supervision of a flight engineer holding the appropriate valid licence and rating.”;

(8) by the deletion of regulation 2.32 (2);

(9) by the insertion after regulation 3.19 of the following regulation:

*"Flight Engineers (restricted)"*

3.19A (1) An applicant for a flight engineer's (restricted) licence shall—

(a) be not less than 21 years of age;

(b) have at least three years' practical aeronautical engineering experience of which not less than one year shall have been on multi-engine aircraft with a maximum certificated mass of at least 11 400 kg;

(c) satisfy the Commissioner for Civil Aviation, in a written examination, as to his knowledge of—

(i) the technical subjects detailed in Chapter 5;

(ii) the regulations made under the Act which are pertinent to the duties of a flight engineer.

(2) For a type of aircraft to be entered on his licence, an applicant shall—

(a) have completed, to the satisfaction of an official examiner, at least 10 hours of flight training on the type of aircraft to be entered on his licence or at least 30 hours of flight training on a simulator approved for the purpose in writing by the Commissioner for Civil Aviation;

(b) demonstrate, or have demonstrated, in flight to the satisfaction of an official examiner his competency in the duties of a flight engineer (restricted), including his competency in emergency procedures on board the type of aircraft to which the application relates.

(3) An applicant for the renewal of a flight engineer's (restricted) licence at the times other than the occasion specified in subregulation (4) shall—

(a) submit to the Commissioner for Civil Aviation his flight engineer's (restricted) logbook together with a certificate signed by a person approved for this purpose in writing by the Commissioner for Civil Aviation, wherein it is certified that he has completed, during the 12 months immediately preceding the date of application, not less than 50 hours' flight time in the performance of his duties of a flight engineer (restricted);

(b) satisfy the Commissioner for Civil Aviation that during the three months immediately preceding the date of application—

(i) he has demonstrated in flight to an official examiner his competency in emergency procedures on board the type or types of aircraft entered on his licence and in respect of which type or types the renewal of such licence is applied for; or

(ii) he has demonstrated to an official examiner his competency in emergency procedures on a simulator or simulators approved in writing by the Commissioner for Civil Aviation, as appropriate to the type or types of aircraft entered on his licence.

(4) An applicant for the first renewal of a flight engineer's (restricted) licence after two years after the first issue of the licence shall, in addition to meeting the requirements specified in subregulation (3), satisfy the

oortuig dat hy 'n tegniese kursus, wat skriftelik deur die Kommissaris van Burgerlugvaart goedgekeur is, bevredigend deurloop, en 'n skriftelike eksamen oor die regulasies ingevolge die Wet uitgevaardig wat op die pligte van 'n boordingenieur (beperk) betrekking het, met goeie gevolge afgelê het.”;

(10) regulasie 3.20 (1) (b) en (c) deur die volgende te vervang:

“(b) die houer wees van 'n geldige boordingenieurs-lisensie (beperk), met die tipe lugvaartuig of tipes lugvaartuie waarvoor 'n graad of grade verlang word, daarop aangeteken;

(c) minstens 100 uur vliegondervinding hê as boordingenieur (beperk);”;

(11) in regulasie 3.20 (1) (d) die woorde “die skriftelike eksamen” deur die woord “aansoek” en die uitdrukking “50” deur die uitdrukking “100” te vervang;

(12) in regulasie 3.20 (1) (e) die woorde “toon of getoon het” deur die volgende woorde te vervang:

“tot die tevredenheid van 'n persoon wat vir die doel skriftelik deur die Kommissaris van Burgerlugvaart goedgekeur is, toon of getoon het”;

(13) in regulasie 3.20 (2), in die Engelse teks, die woord “the” na die woorde “An applicant for” in te voeg;

(14) in regulasie 3.20 (2) (a) die woord “of” deur die woord “en” te vervang;

(15) in item 27 (c) van Hoofstuk 4 al die woorde na die woorde “behalwe die basis” deur die volgende sin te vervang:

“Minstens een van die vliegvelde waarvandaan die lugvaartuig vir hierdie vlug opstyg, moet 'n vliegveld wees waar 'n lugverkeersdiensseenheid in werking is en waar 'n vlugplan ingedien moet word.”;

(16) deur in die opskrif van Hoofstuk 5 na die woord “BOORDINGENIEURSLISENSIE” die volgende woorde in te voeg:

“BOORDINGENIEURSLISENSIE (BEPERK)”;

(17) in paragraaf 26 van Deel 2 van regulasie 5.1 die uitdrukking “(beperk)” na die woord “boordingenieurslisensie” in te voeg;

(18) die opskrif “Boordingenieur.” in regulasie 6.1 deur die volgende opskrif te vervang:

“Boordingenieur (beperk) en boordingenieur.”;

(19) (a) die opskrif van regulasie 9.1 deur die volgende opskrif te vervang:

“Vorm van logboeke en spesiale vereistes ten opsigte van logboeke vir boordingenieurs”;; en

(b) in dieselfde regulasie al die woorde na die woorde “behalwe dat” deur die volgende te vervang:

“'n boordingenieur (beperk) of boordingenieur se logboek in die vorm in regulasie 9.6 uiteengesit, moet wees, en dat aparte logboeke deur die houters van boordingenieurslisensies (beperk) en boordingenieurslisensies bygehou moet word en dat die logboeke wat deur eersgenoemdes bygehou word, duidelik deur die houer as synde dié van die houer van 'n boordingenieur (beperk) geïdentifiseer moet wees.”;

(20) regulasie 10.8 deur die volgende regulasie te vervang:

“Bedryfsfasiliteite

10.8 Die ekspluitant van 'n vliegtuig wat teen beloning geëksploteer word, moet—

(a) verseker dat 'n vlug nie met daardie vliegtuig onderneem sal word nie tensy hy deur die betrokke NOTAMs, AICs en AIP(s) vasgestel het dat die vliegvelde en navigasiehulpmiddels en kommunikasiefasiliteite wat vir die vlug gebruik moet word of beskikbaar moet

Commissioner for Civil Aviation of having satisfactorily completed a technical course, approved in writing by the Commissioner for Civil Aviation, and of having passed a written examination of the regulations made under the Act which are pertinent to the duties of a flight engineer (restricted).”;

(10) by the substitution for regulations 3.20 (1) (b) and (c) of the following:

“(b) be the holder of a valid flight engineer's (restricted) licence, with the type or types of aircraft for which a rating or ratings are sought entered thereon;

(c) have at least 100 hours of flight experience as a flight engineer (restricted).”;

(11) by the substitution in regulation 3.20 (1) (d) for the words “the written examination,” of the word “Application,” and for the expression “50” of the expression “100”;

(12) by the insertion in regulation 3.20 (1) (e) after the words “in flight” of the following words:

“to the satisfaction of a person approved for the purpose in writing by the Commissioner for Civil Aviation.”;

(13) by the insertion in regulation 3.20 (2) after the words “An applicant for” of the word “the”;

(14) by the substitution in regulation 3.20 (2) (a) for the word “or” of the word “and”;

(15) by the substitution in item 27 (c) of Chapter 4 for all the words after the words “other than the base” of the following sentence:

“At least one of the aerodromes from which the aircraft takes off for this flight shall be an aerodrome at which an air traffic services unit is in operation and at which a flight plan shall be submitted.”;

(16) by the insertion in the heading of Chapter 5 after the words “FLIGHT ENGINEER'S LICENCE” of the words—

“FLIGHT ENGINEER'S (RESTRICTED) LICENCE”;

(17) by the insertion in paragraph 26 of Part 2 of regulation 5.1 after the words “flight engineer's” of the expression “(restricted)”;

(18) by the substitution in regulation 6.1 for the heading “Flight engineer.” of the heading—

“Flight engineer (restricted) and flight engineer.”;

(19) (a) by the substitution for the heading to regulation 9.1 of the following heading:

“Form of logbooks and special requirements in respect of flight engineer's logbooks”;; and

(b) by the substitution in the same regulation for all the words after the words “except that” of the words—

“a flight engineer's (restricted) or flight engineer's logbook shall be in the form set out in regulation 9.6 and that separate logbooks shall be maintained by the holders of flight engineers (restricted) and flight engineers licences and that the logbooks maintained by the former shall be clearly identified by the holder as being that of the holder of a flight engineer's (restricted) licence.”;

(20) by the substitution for regulation 10.8 of the following regulation:

“Operating facilities

10.8 The operator of an aeroplane operated for reward shall—

(a) ensure that a flight will not be undertaken with that aeroplane unless he has ascertained through the relevant NOTAMs, AICs and AIP(s) that the aerodromes and navigational aids and communication facilities to be used or available for the flight are

wees, genoegsaam is vir die manier waarop die vlug uitgevoer moet word;

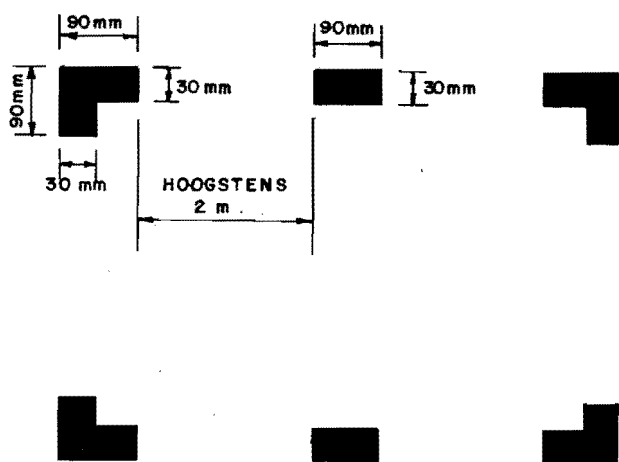
(b) van die gesagvoerder van die vliegtuig vereis om voor opstygting vanaf 'n vliegveld waar 'n lugverkeersdienseenheid in werking is, deur die lugvaartinligtingsdienste wat by daardie eenheid beskikbaar is, vas te stel dat enige ondiensbaarheid van vliegvelde en navigasiehulpmiddels en kommunikasiefasiliteite wat vir die vlug nodig is, nie die veilige uitvoering van die vlug sal benadeel nie; en

(c) van die gesagvoerder van die vliegtuig vereis om die naaste gerieflike lugverkeersdienseenheid so gou doenlik in te lig oor enige onvoldoendheid van fasiliteite wat met die verloop van werksaamhede teëgekomp is.”;

(21) in regulasie 10.24 (1) die woorde “Aan 'n vlieënier mag” deur die volgende woorde te vervang:

“Behalwe met die skriftelike toestemming van die Kommissaris van Burgerlugvaart, mag aan 'n boordbemanningslid”;

(22) in regulasie 11.4 die figuur deur die volgende figuur te vervang:



(23) in Opmerking (2) na regulasie 11.4 die uitdrukking “9 cm x 3 cm” deur die uitdrukking “90 mm x 30 mm” te vervang;

(24) in regulasie 16.6 die woorde “ink in” na die woorde “moet in” in te voeg;

(25) regulasie 18.3 (1) (a) te skrap;

(26) regulasie 18.3 (3) (a) te skrap;

(27) in regulasie 19.2 (2) die woorde “voor die vlug” te skrap;

(28) in regulasie 19.2 (6) die woorde “voor die vlug” te skrap;

(29) in regulasie 19.2 (9) die woorde “voor die vlug” te skrap waar hulle ook al voorkom;

(30) regulasie 22.9 (7) (b) (i) te skrap;

(31) regulasie 22.9 (10) (b) (ii) te skrap;

(32) in regulasie 22.10 (7) (a) die woorde “of 'n sertifikaat insake die geskiktheid-om-diens-te-hervat van 'n lugvaartuig” te skrap; en

(33) in Aanhangsel A die woord “Boordingenieur” waar dit in verband met geneeskundige ondersoeke voorkom, deur die woorde “Boordingenieur (beperk) of boordingenieur” te vervang.

adequate for the manner in which the flight is to be conducted;

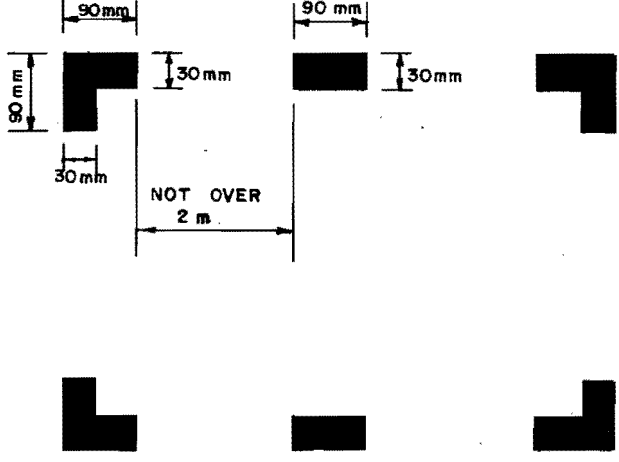
(b) require the pilot-in-command of the aeroplane to ascertain, prior to take-off from an aerodrome at which an air traffic services unit is in operation, through the aeronautical information services available from that unit that any unserviceability of aerodromes and navigational aids and communication facilities required for such flight will not prejudice the safe conduct of the flight; and

(c) require the pilot-in-command of the aeroplane to advise the nearest convenient air traffic services unit as soon as it is practical to do so of any inadequacy of facilities observed in the course of operations.”;

(21) by the substitution in regulation 10.24 (1) for the words “A pilot” of the words—

“Except with the written permission of the Commissioner for Civil Aviation a flight crew member”;

(22) by the substitution for the figure in regulation 11.4 of the following figure:



(23) by the substitution in Note (2) after regulation 11.4 for the expression “9 cm x 3 cm” of the expression “90 mm x 30 mm”;

(24) by the insertion in regulation 16.6 after the words “maintained in” of the words “ink in”;

(25) by the deletion of regulation 18.3 (1) (a);

(26) by the deletion of regulation 18.3 (3) (a);

(27) by the deletion in regulation 19.2 (2) of the words “prior to flight”;

(28) by the deletion in regulation 19.2 (6) of the words “prior to flight”;

(29) by the deletion in regulation 19.2 (9) of the words “before flight”, wherever they occur;

(30) by the deletion of regulation 22.9 (7) (b) (i);

(31) by the deletion of regulation 22.9 (10) (b) (ii);

(32) by the deletion in regulation 22.10 (7) (a) of the words “or a certificate of fitness-to-return-to-service of an aircraft,”; and

(33) by the substitution in Annexure A for the words “Flight engineer” in relation to medical examinations of the words “Flight engineer (restricted) or flight engineer”.

**INHOUD**

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