

What is the way forward?

The CAA made a commitment to involve the disability sector in amending the regulations.

The CAA is willing to listen and propose amendments to the regulations as long as safety is not compromised. The process of amending the regulation is a lengthy one, however technical standards could be amended as a guidance to operators.



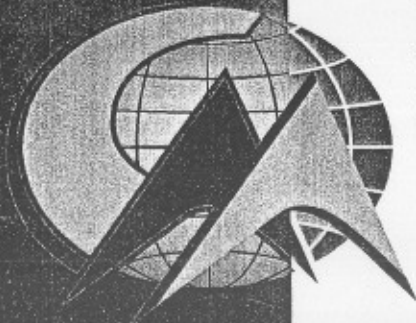
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What is the way forward?

A workshop under the auspices of the CAA has been planned for the 30th June 2006, between the disability sector and the Aviation industry .

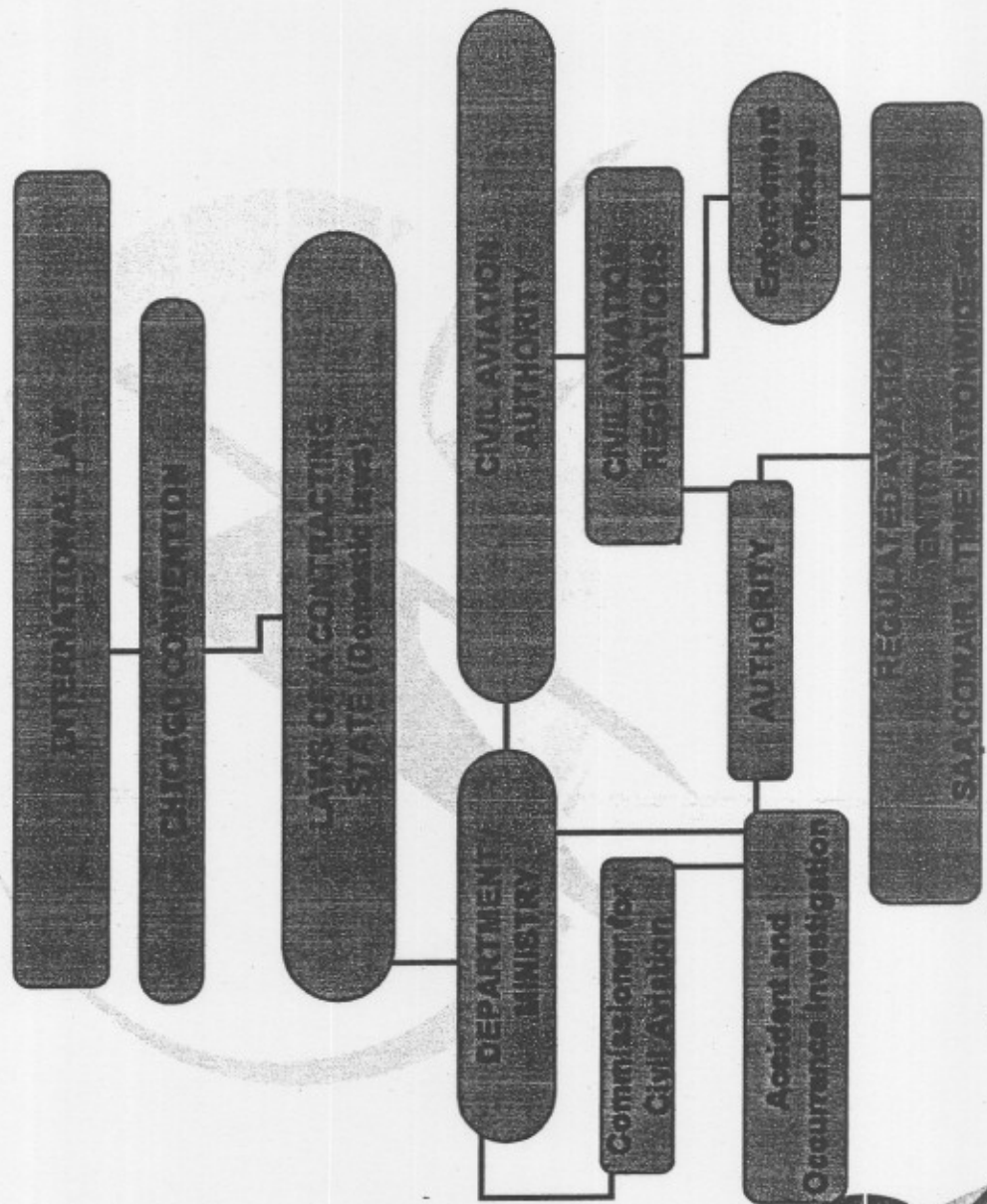
The disability sector has also undertaken to send to the CAA a report containing issues of concern and a draft proposal to the amendments of the regulations in this regard.

A draft format has been received and is currently being reviewed by the cabin safety unit. The CAA is committed to serve all members of the public equally and fairly, and any suggestion that can assist to bridge the gaps in our regulations are welcomed .



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MODEL OF THE CIVIL AVIATION REGULATORY TOOLS

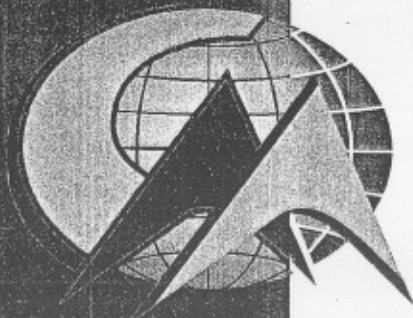


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BACKGROUND OF THE CIVIL AVIATION REGULATIONS

- The Chicago convention was adopted as international law, where contracting states will bound themselves to abide by the Articles of the convention.
- The contracting states agree in Article 37 of the convention to standards set forth in ICAO Annexes, and where appropriate, incorporate Recommended practices as the state may determine, or notify ICAO of their difference to SARP's (Standards and Recommended Practises) under Article 38
- The legislature of a contracting state must enact a Civil Aviation Act that will incorporate the Articles of the convention and the SARP's into domestic law.



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BACKGROUND OF THE CIVIL AVIATION REGULATIONS

- Civil Aviation Authority originated from the Chicago convention held on the 7th December 1944, where the International Civil Aviation Organisation (ICAO) was created as the governing body.
- The ICAO mandate was to publish and maintain standards and recommended practices in a series of Annexes to the convention.
- The convention consisted of Articles that defined the general principles for safe international operations of civil aircraft. ww2



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ORIGIN OF THE SA CIVIL AVIATION REGULATIONS

- South African Civil Aviation Regulations are based on Canadian regulations. The Canadians conducted a 5 year study and benchmarking exercise. South Africa adopted the Canadian regulations almost verbatim.



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Applicability

These regulations shall apply to -
CAR PART:121.07.15

- Persons who are on board an aeroplane with a maximum certificated mass exceeding 5 700 kilograms, engaged in local or international commercial air transport operations .
- The CAA defines it as Part 121 operations (Large Operators)



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Carriage of passengers with disability

- 121.07.15
- (1) The operator of a large commercial air transport aeroplane shall establish procedures, including identification, seating positions and handling in the event of an emergency, for the carriage of passengers with a disability.



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