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DEPARTMENT OF TRANSPORT
Government Gazette 13507 of 30 August 1991

No. R 2180

30 August 1991

DOMESTIC AIR SERVICES REGULATIONS, 1991

The Minister of Transport has, under section 29 of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), and after consultation with the Air Services Licensing Council, made the regulations in the Schedule.

☐ SCHEDULE

Definitions

1. In these regulations any word or expression to which a meaning has been assigned in the Act shall have the meaning so assigned to it and, unless the context otherwise indicates—

   “aeroplane” means a power-driven heavier-than-air aircraft deriving its lift in flight mainly from aerodynamic reactions on surface which remain fixed under given conditions of flight.
   [Insertion of the definition of “aeroplane” by GNR 146 of January 1998]

   “aircraft” means an aircraft as defined in section 1 of the Aviation Act, 1962 (Act No. 74 of 1962);

   “audited accounts” means accounts audited by an accountant and auditor referred to in section 23 of the Public Accountants’ and Auditors’ Act, 1951 (Act No. 51 of 1951), or an accounting officer referred to in section 60 of the Close Corporations Act, 1984 (Act No. 69 of 1984), as the case may be;

   “cargo” indicates animals;

   “certificate of airworthiness” means a standard category certificate of airworthiness, a restricted category certificate of airworthiness or a special category certificate of airworthiness issued in terms of regulation 21.08.6 of the Civil Aviation Regulations, 1997;
   [Substitution of the definition of “certificate of airworthiness” by GNR 146 of January 1998]

   “crew member”  
   [Deletion of the definition of “crew member” by GNR 146 of January 1998]
"flight crew member" means a person licensed in terms of Part 61, 63 or 64 of the Civil Aviation Regulations, 1997, and assigned by an operator to duty on an aircraft during flight;

[Insertion of the definition of "flight crew member" by GNR 146 of January 1998]

"general air service" means an air service other than a public air transport service;

"helicopter" means a heavier-than-air aircraft supported in flight mainly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

[Substitution of the definition of "helicopter" by GNR 146 of January 1998]

"maximum certificated mass" means the maximum permissible mass shown in the aircraft flight manual or other document associated with the certificate of airworthiness at which an aircraft may commence its take-off under standard atmospheric conditions at sea level;

[Substitution of the definition of "maximum certificated mass" by GNR 146 of January 1998]

"microlight aeroplane" means an aeroplane the empty mass of which does not exceed 450 kilograms;

[Substitution of the definition of "microlight aeroplane" by GNR 146 of January 1998]

"non-scheduled public air transport service" means a public air transport service other than a scheduled public air transport service and in connection with which a specific flight or a specific series of flights is undertaken;

"operations manual" . . . . .

[Deletion of the definition of "operations manual" by GNR 146 of January 1998]

"passenger" means any person other than a flight crew member, including the baggage of such person;

[Substitution of the definition of "passenger" by GNR 146 of January 1998]

"public air transport service" means an air service that has as its main purpose the transport of passengers, cargo or mail;

"scheduled public air transport service" means a public air transport service in connection with which flights are undertaken

(a) (i) between the same two or more points; or

(ii) with such a slight variation from the same two or more points that each flight can reasonably be regarded as being between the same two or more points;

(b) (i) according to a published timetable; or

(ii) with such a degree of regulatory and frequency that they constitute a recognisable systematic series; and

(c) in such a manner that each flight is open to use by members of the public;

"seat" includes any area occupied by a passenger, excluding the area occupied by the baggage of such passenger, inside an aircraft;

Classes of air services

2. (1) The council shall issue a licence in respect of any of the following classes of air services:
(a) Class I - scheduled public air transport service;
(b) class II - non-scheduled public air transport service;
(c) class III - general air service.

(2) An air carrier’s licence which shall in terms of section 33(1) of the Act be deemed to be an air service licence issued in terms of the Act shall–
(a) in the case of a class I air carrier’s licence as contemplated in regulation 3 of the Civil Air Services Regulations, 1964, published under Government Notice No. R 449 of 20 March 1994, be deemed to be a class I air service licence;
(b) in the case of a class II air carrier’s licence as contemplated in regulation 3 of the Civil Air Services Regulations, 1964, published under Government Notice No. R 449 of 20 March 1964, be deemed to be a class II air service licence; and
(c) in the case of a class III and a class IV air carrier’s licence as contemplated in regulation 3 of the Civil Air Services Regulations, 1964, published under Government Notice No. R 449 of 20 March 1964, be deemed to be a class III air service licence.

Types of air services

3. The types of air services are–
(a) in respect of a class I licence–
   (i) type S1 – transport of passengers between two or more specified points; and
   (ii) type S2 – transport of cargo or mail between two or more specified points;
(b) in respect of a class II licence–
   (i) type N1 – transport of passengers; and
   (ii) type N2 – transport of cargo or mail; and
(c) in respect of a class III licence–
   (i) type G1 – acrobatic operations;
   (ii) type G2 – advertising operations;
   (iii) type G3 – aerial patrol, observation and survey;
   (iv) type G4 – aerial recording by photographic or electronic means using the licensee’s equipment to produce a pictorial end product;
   (v) type G5 – agricultural spraying, seeding and dusting.”

See also Government Notice No. R 1951 of 22 December 1995 on page 10101.
(vi) type G6 – cloud spraying, seeding and dusting;
(vii) type G7 – emergency medical service including the provision of casualty equipment and medical personnel;
(viii) type G8 – fire spotting, control and fighting;
(ix) [Deleted]
[Deletion in paragraph (c) of sub-par (ix) by GNR 146 of 1 January 1998.]
(x) type G10 – game and livestock selection, culling, counting and herding;
(xi) type G11 – parachute dropping operations;
(xii) type G12 – semi-acrobatic operations;
(xiii) type G13 – spraying, seeding and dusting operations other than for agricultural purposes and clouds;
(xiv) type G14 – tug operations;
(xv) type G15 – undersling and winching operations; and
(xvi) type G16 – other general air service operations as specified in the licence.

Categories of aircraft

4. The categories of aircraft are:

(a) category A1 – any aircraft, excluding a helicopter, with a maximum certificated mass exceeding 20 000 kilograms;
(b) category A2 – any aircraft, excluding a helicopter, with a maximum certificated mass exceeding 5 700 kilograms but not exceeding 20 000 kilograms;
(c) category A3 – any aircraft, excluding a helicopter, with a maximum certificated mass exceeding 2 700 kilograms but not exceeding 5 700 kilograms;
(d) category A4 – any aircraft, excluding a helicopter, with a maximum certificated mass of 2 700 kilograms or less;
(e) category H1 – any multi-engine helicopter; and
(f) category H2 – any single-engine helicopter.

Insurance

5. (1) A licensee shall at all times be insured for the following minimum amount, irrespective of the class of licence held by him:

(a) In respect of passenger liability, R1 000 000 per seat, irrespective of the category of aircraft, excluding a micro-light aeroplane, for the total number of seats authorised by the certificate of airworthiness applicable to the aircraft concerned, except where the licence held by him does not authorise the transport of any passenger for reward;
(b) In respect of cargo liability, R50 per kilogram of cargo calculated according to the total possible mass of cargo which can be carried by the
6. Manner and form of application for a licence.—(1) An application—
(a) for a licence or an amendment thereof contemplated in section 14 (1) and (2) of the Act shall be made in sevenfold on a form prescribed in Annexure A;
(b) for an exemption referred to in section 14 (3) of the Act shall be made in sevenfold on a form prescribed in Annexure A;
(c) for an exemption referred to in section 16 (5) of the Act shall be made in sevenfold on a form prescribed in Annexure B, which form shall accompany the application for a licence.

(2) An application for an exemption referred to in section 16 (5) of the Act, if any, shall accompany the relevant application for a licence.

(3) Where an applicant wishes to operate more than one class of air service, a separate application shall be made in respect of each class of air service.

(4) An application for a licence or an amendment thereof referred to in section 14 (1) and (2) of the Act, respectively, shall be accompanied by—
(a) documents in support to the satisfaction of the council of the manner in which the applicant will comply with the provisions of section 16 (4) (d) of the Act.
(b) (i) a plan setting out in detail the manner in which the applicant will ensure that a safe and reliable air service is operated;

(ii) proof that the applicant is financially capable of operating an air service;

(c) a certified true copy of—

(i) the existing licence held by the applicant, where applicable,

(ii) in the case of a company—

(aa) its memorandum of association and certificate to commence business; and

(bb) the authorising resolution concerned;

(iii) in the case of a close corporation—

(aa) its founding statement; and

(bb) the authorising resolution concerned;

(iv) in the case of a voluntary association—

(aa) its constitution; and

(bb) the authorising resolution concerned; and

(v) in the case of any other applicant, the document referred to in subparagraph (i), and the partnership agreement or other founding documents and the authorising resolution concerned, and

(d) in the case where the applicant will use an aircraft which is not registered in his name in the operation of his air service, a certified true copy of the agreement concerned under which the applicant is entitled to use the aircraft.

(5) For the purposes of subregulation (4) (b) (ii) an applicant shall submit to the council—

(a) a set of audited accounts of the most recently completed financial year. Provided that a set of management accounts, the contents of which have been certified by the applicant’s auditor or chief executive officer as being a true reflection of the affairs of the applicant, shall be submitted if, a set of audited accounts covering the most recently completed financial year, is not available;

(b) in the event of the applicant being a company or close corporation established for the purpose of operating the air service to be provided, a certified pro forma balance sheet reflecting the opening balances as at the projected date of commencement of the air service to be provided together with explanatory notes which shall refer to the operating capital and the cash resources available to the applicant at the outset;

(c) in the event of the applicant being an individual or a partnership, a certified statement of personal assets and liabilities in respect of that individual or each partner, together with acceptable documented proof of adequate cash resources which will be available at the outset to fund the air service to be provided; and
(d) in the case of an application to operate a Class I air service, full particulars with regard to the following aspects:

(i) Projections of the income statement, cash flow and balance sheet in respect of the air service to be provided and the assumptions on which the projections are based, for a period of 12 months following the date of application;

(ii) in respect of the income statement referred to in subparagraph (i)—

(aa) the proposed tariffs;
(bb) forecast revenue;
(cc) forecast yields, passenger numbers and cargo volumes, if applicable; and
(dd) flying hours;

(iii) in respect of the cash flow referred to in subparagraph (1)—

(aa) revenue;
(bb) trading costs by main category and receipts by operation;
(cc) fixed assets expenditure;
(dd) debtor, creditor and stock assumptions;
(ee) finance raised and repaid;
(ff) financing costs and taxation; and
(gg) opening and closing balances;

(iv) in respect of the balance sheet referred to in subparagraph (i)—

(aa) in relation to sources of finance—

(A) equity;
(B) short, medium and long-term loan facilities;
(C) securities for finance; and
(D) encumbered assets;

(bb) in relation to shares—

(A) shareholders and proposed shareholders;
(B) nationality of shareholders and proposed shareholders;
(C) types of shares; and
(D) number and value of issued shares;

(cc) in relation to assets, including aircraft, engines and spares—

(A) capital costs;
(B) financing arrangements, including deposit, amount of finance and repayments; and
(C) leasing arrangements; and

(v) a sensitivity analysis of the assumptions referred to in subparagraph (1) with regard to possible adjustments and the consequences which such adjustments may have on the projections referred to in that subparagraph.
(6) In the event of an applicant being part of a group of companies, the information referred to in subregulation (5)(a) shall be submitted in respect of both the applicant and the group of companies.

(6A) A plan contemplated in subregulation (4) (b) (i) shall contain full particulars and information on the following aspects in respect of the air service to be provided:

(a) The description and objectives of the air service to be provided;
(b) the full name and surname, qualifications and experience of each of the following officials:
   (i) the chief executive officer;
   (ii) the responsible person: Flight Operation;
   (iii) the responsible person: Aircraft; and
   (iv) the Air Safety Officer;
(c) a statement of the responsibility and accountability for the duties of each official mentioned in paragraph (b) and a written acceptance thereof by such official;
(d) a line management diagram indicating to whom each official mentioned in paragraph (b) reports and the subordinate managerial positions;
(e) an outline of the engineering, maintenance and flight operation management practices; and
(f) the management practices indicating the manner in which procedures will be updated.

(7) Upon the grant of an amendment to a licence, the licensee shall submit the original licence to the council for purposes of cancellation whereupon a new licence shall be issued to him.

(8) [Deleted]

[Sub-reg (8) deleted by GNR 1744 of December 1997.]

(9) [Deleted]

[Sub-reg (9) deleted by GNR 1744 of December 1997.]

Requirements for the operation of an air service in a safe and reliable manner

6A. An applicant who applies for a licence to operate a class I air service, or an amendment thereof, shall, in addition to the information to be furnished for the purposes of section 16 (4) (a) of the Act—

(a) submit, to the satisfaction of the council, a guarantee for the total sum of cash receipts as envisaged in the plan referred to in regulation 6 (4) (b) (i) for services in respect of the transport of passengers or cargo, where such services have already been sold but not yet rendered by the applicant and which the council deems to be a fair representation of that component of the applicant’s projected cash flow; and

(b) at all times make his financial accounting system available to the council, or a person designated by the council, for inspection. Provided that the details concerning such financial accounting system shall not be made public without the consent of the applicant.
7. [Deleted]  
[Reg 7 withdrawn by GNR 146 of January 1998]

Contents of notices of application

8. (1) A notice in the Gazette of an application for a licence referred to in section 15(1)(b) of the Act shall contain the following particulars:
   (a) The full name and, if any, the trade name of the applicant;
   (b) the full business or residential address of the applicant;
   (c) the class of licence applied for;
   (d) the type of air service to which the application applied; and
   (e) the category of aircraft to which the application applies.

(2) A notice in the Gazette of an application for an amendment to a licence referred to in section 15(1)(b) of the Act shall contain the following particulars:
   (a) The full name and, if any, the trade name of the applicant;
   (b) the full business or residential address of the applicant;
   (c) the class of licence in respect of which the amendment is sought;
   (d) the type of air service and the amendment thereto which is being applied for;
   (e) the category of aircraft and the amendment thereto which is being applied for; and
   (f) in the case of any amendment referred to in section 14(2)(b) to (e) of the Act, the particulars or other amendments contemplated in that section.
   [Sub-reg (2) amended by GNR 1744 of December 1997.]

Contents of notice of issuing or amendment of licence

9. (1) A notice under section 16(8) of the Act of the issuing of a licence shall contain the following particulars:
   (a) The class and number of the licence which was issued;
   (b) the full name and surname and the trade name, if any, of the licensee;
   (c) the type of air service in respect of which the licence was issued; and
   (d) the category of aircraft in respect of which the licence was issued.

(2) A notice under section 16(8) of the Act of an amendment to a licence shall contain the following particulars:
   (a) The class and number of the licence in respect of which the amendment was made;
   (b) the full name and surname and the trade name, if any, of the licensee;
   (c) the type of air service in respect of which the amendment was made;
   (d) the category of aircraft in respect of which the amendment was made; and
   (e) in the case of any amendment referred to in section 14(2)(b) to (e) of the Act, the particulars or other amendments contemplated in that section.
   [Reg 9 inserted by GNR 1744 of December 1997.]

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Contents of notice of granting of exemption

9A. A notice under section 12(4) of the Act of the granting of an exemption shall contain the following particulars:

(a) The full name and surname and the trade name, if any, of the person to whom the exemption was granted;
(b) the type of air service in respect of which the exemption was granted;
(c) the category of aircraft in respect of which the exemption was granted;
(d) the period for which the exemption was granted; and
(e) the conditions under which the exemption was granted.

[Reg 9A inserted by GNR 1744 of December 1997]

10. [Deleted]

[Reg 10 withdrawn by GNR 146 of January 1998]

Form of temporary licence

11. A temporary licence contemplated in section 17(1) of the Act shall—

(a) in the case of a class I licence, be issued on a form as prescribed in Annexure D;
(b) in the case of a class II licence, be issued on a form as prescribed in Annexure E; and
(c) in the case of a class III licence, be issued on a form as prescribed in Annexure F.

Form of licence

12. A licence contemplated in section 17(1) of the Act shall—

(a) in the case of a class I licence, be issued on a form as prescribed in Annexure G;
(b) in the case of a class II licence, be issued on a form as prescribed in Annexure H; and
(c) in the case of a class III licence, be issued on a form as prescribed in Annexure I.

13. [Deleted]

[Reg 13 withdrawn by GNR 146 of January 1998]

Form of surrender of licence

14. (1) The form referred to in section 21 of the Act shall be as prescribed in Annexure K.

(2) The form contemplated in subregulation (1) shall, in the case of a company, close corporation or organisation, be accompanied by a certified true copy of the relevant authorising resolution.
Form of summons

15. A summons issued under section 11(1) of the Act shall be in a form as prescribed in Annexure L.

Manner and form of notification

16. (1) [Deleted]

[Sub-reg (1) deleted by GNR 1744 of December 1997]

(2) [Deleted]

[Sub-reg (2) deleted by GNR 146 of January 1998]

(3) A notification of any change to the operation of the air service, or any part thereof, contemplated in section 24(1)(d) of the Act shall—

(a) be made on a form prescribed in Annexure M; and

(b) be accompanied by a certified true copy of the licence concerned

[Sub-reg (3) substituted by GNR 1744 of December 1997]

Contents of representations

17. (1) Representation against or in favour of an application for a licence or an amendment thereto in accordance with section 15(3) of the Act shall include:

(a) The full name of the person making the representations;

(b) the full business or residential address, and the postal address and telephone and telefax numbers of such person; and

(c) grounds for the application's inability or ability to comply with the requirements referred to in section 16(4) of the Act.

(2) Representations contemplated in subregulation (1) shall be made to the council by means of an affidavit.

Submission of statistical information

18. (1) The submission of statistical information in accordance with section 24(1)(b) of the Act shall—

(a) in the case of a licensee who—

(i) holds a class I licence; or

(ii) holds a class I licence and a class II licence; and

(iii) operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes,

be furnished on forms prescribed in Annexures N, O, P, Q and R, as the case may be;

(b) in the case of a licensee who—

(i) holds a class II licence; or

(ii) holds a class II licence and a class III licence; and
(iii) operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes,

be furnished on forms prescribed in Annexures S, T and U, as the case may be; and

(c) in the case of a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass is 200 tonnes or less, irrespective of the class of licence held by the licensee, be furnished on a form prescribed in Annexure V.

[Sub-reg (1) substituted by GNR 1744 of December 1997]

(2) The licensee shall furnish the council with the statistical information referred to in subregulation (1)—

(a) in the case of the statistical information to be furnished on the form prescribed in Annexure N in respect of each 90 day period, within 30 days from the last day of the period;

(b) in the case of the statistical information to be furnished on the form prescribed in Annexure O in respect of each calendar year, within 60 days from the last day of the calendar year;

(c) in the case of the statistical information to be furnished on the form prescribed in Annexure P in respect of each 90 day period, within 30 days from the last day of the period;

(d) in the case of the statistical information to be furnished on the form prescribed in Annexure Q in respect of each calendar year, within 30 days from the last day of the calendar year;

(e) in the case of the statistical information to be furnished on the form prescribed in Annexure R in respect of each financial year, within 90 days from the last day of the financial year;

(f) in the case of the statistical information to be furnished on the form prescribed in Annexure S in respect of each calendar year, within 30 days from the last day of the calendar year;

(g) in the case of the statistical information to be furnished on the form prescribed in Annexure T in respect of each calendar year, within 60 days from the last day of the calendar year;

(h) in the case of the statistical information to be furnished on the form prescribed in Annexure U in respect of each financial year, within 90 days from the last day of the financial year; and

(i) in the case of the statistical information to be furnished on the form prescribed in Annexure V in respect of each calendar year, within 60 days from the last day of the calendar year.

[Sub-reg (2) substituted by GNR 1744 of December 1997.]

(3) The council shall not, without the written permission of a licensee, disclose the statistical information referred to in subregulation (1) in such a manner as to identify the activities of the licensee.
Register of licences

19. (1) The register of licences referred to in section 18 (1) of the Act shall contain the following particulars:

(a) The full name and, if any, the trade name of the licensee;
(b) the full business or residential address of the licensee;
(c) the postal address of the licensee;
(d) the number of the licence issued to the licensee;
(e) the date on which the licence was issued;
(f) the class of licence issued to the licensee;
(g) particulars of the type of air service for which the licence was granted; and
(h) particulars of the category of aircraft for which the licence was granted.

(2) The particulars referred to in subregulation (1) shall be recorded in the register of licences within 30 days from the date of receipt thereof by the council.

(3) The register of licences shall be kept in a safe place at the office of the council.

20. [Deleted]

[Fees withdrawn by GNR 146 of January 1998]

Fees

21. (1) The following fees shall be payable when application is made for—

(a) a class I air service licence—

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) for a category A1 aircraft</td>
<td>R 5 000,00</td>
</tr>
<tr>
<td>(ii) for a category A2 aircraft</td>
<td>R 4 000,00</td>
</tr>
<tr>
<td>(iii) for a category A3 aircraft</td>
<td>R 3 000,00</td>
</tr>
<tr>
<td>(iv) for a category A4 aircraft</td>
<td>R 2 000,00</td>
</tr>
<tr>
<td>(v) for a category H1 aircraft</td>
<td>R 3 000,00</td>
</tr>
<tr>
<td>(vi) for a category H2 aircraft</td>
<td>R 2 000,00</td>
</tr>
</tbody>
</table>

(b) a class II or III air service licence—

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) for a category A1 aircraft</td>
<td>R 3 000,00</td>
</tr>
<tr>
<td>(ii) for a category A2 aircraft</td>
<td>R 2 000,00</td>
</tr>
<tr>
<td>(iii) for a category A3 aircraft</td>
<td>R 1 000,00</td>
</tr>
<tr>
<td>(iv) for a category A4 aircraft</td>
<td>R 500,00</td>
</tr>
<tr>
<td>(v) for a category H1 aircraft</td>
<td>R 1 000,00</td>
</tr>
<tr>
<td>(vi) for a category H2 aircraft</td>
<td>R 500,00</td>
</tr>
</tbody>
</table>
(c) an amendment of any licence in terms of section 14 (2) (a) of the Act—
   (i) for a category A1 aircraft ........................................ 1 000,00
   (ii) for a category A2 aircraft ........................................ 750,00
   (iii) for a category A3 aircraft ....................................... 500,00
   (iv) for a category A4 aircraft ....................................... 250,00
   (v) for a category H1 aircraft ........................................ 500,00
   (vi) for a category H2 aircraft ....................................... 250,00

(d) an amendment of any licence in terms of section 14 (2) (b),
(c), (d) or (e) of the Act, irrespective of the class of licence
for or the category of aircraft in respect of which application
is made ............................................................................. 500,00

(e) a temporary licence, irrespective of the class of licence for
or the category of aircraft in respect of which application is
made ................................................................................. 100,00

(f) the furnishing of information from the register of licences
   [section 18 (3)] ............................................................ 100,00

(g) a copy of an application for a licence [section 16 (2)] .......... 100,00

(h) the furnishing of reasons for the approval or refusal of an
   application for a licence [section 16 (7)] ......................... 200,00

(i) a copy of the record of the proceedings of a meeting of the
   council [section 8 (11)] .................................................. 200,00

(j) a new licence by a licensee by virtue of an application for an
   exemption in terms of section 16 (6) of the Act ................ 10,00

[Reg 21(1) amended by GNR 146 of January 1998]

(2) In the event of an application referred to in subregulation (1) being
made for more than one category of aircraft in respect of any of the said classes
of air service, the highest of the fees leviable in respect of the class of air service
and category of aircraft in respect of which the application is made, shall be
payable.

Passenger air transport tickets

22. (1) The holder of a class I and class II licence shall issue or cause to be
   issued a passenger air transport ticket to each passenger to be transported.
   [Reg 22(1) amended by GNR 146 of January 1998]

(2) A passenger air transport ticket issued in terms of subregulation (1)
   shall contain the following particulars:

(a) The name or the trade name of the licensee who issues the passenger
   air transport ticket;
(b) the name of the passenger to be transported;
(c) the date of issue and the period of validity of the passenger air transport ticket;
(d) particulars of the places of departure and destination;
(e) the place of issue of the passenger air transport ticket;
(f) the serial number of the passenger air transport ticket;
(g) the name, the trade name or the designated IATA code of the licensee who transports the passenger.

(3) A passenger air transport ticket issued in terms of subregulation (1) shall contain an endorsement to the effect that the licensee referred to in subregulation (2)(g) is duly licensed in terms of the Act and that he complies with the requirements prescribed.

(4) A licensee shall keep a copy of each passenger air transport ticket issued by him in terms of subregulation (1) in a safe place for a period of at least 12 months as from the date on which the flight to which it relates has taken place.

(5) On the written request of the council or the Commissioner for Civil Aviation, a licensee shall, subject to the provisions of subregulation (4), forthwith furnish the council or the Commissioner for Civil Aviation with copies of any passenger air transport tickets, or any information thereon, issued by the licensee for such period as may be determined by the council or the Commissioner for Civil Aviation, as the case may be.

Air waybills

23. (1) The holder of a Class I and a Class II licence shall issue or cause to be issued an air waybill in respect of each consignment of cargo to be transported.

(2) An air waybill issued in terms of subregulation (1) shall contain the following particulars:

(a) the name or the trade name of the licensee who issues the air waybill;
(b) particulars of the contents of such consignment of cargo;
(c) particulars of the mass and volume of such consignment of cargo;
(d) particulars of the places of departure and destination;
(e) the serial number of the air waybill;
(f) the name, the trade name or the designated IATA code of the licensee who transports the cargo; and
(g) in the case of a holder of a Class I licence, the cargo tariff.

(3) A licensee shall keep a copy of each air waybill issued by him in terms of subregulation (1) in a safe place for a period of at least 12 months as from the date on which the flight to which it relates, has taken place.
(4) On the written request of the council or the Commissioner for Civil Aviation, a licensee shall, subject to the provisions of subregulation (3), forthwith furnish the council or the Commissioner for Civil Aviation with copies of any air waybills issued by the licensee for such period as may be determined by the council or the Commissioner for Civil Aviation, as the case may be.

Passenger lists

24. (1) The holder of a class I and a class II licence shall before each flight compile or cause to be compiled a passenger list in respect of the flight and shall keep such list in a safe place for a period of at least 12 months as from the date on which the flight to which it relates has taken place.

(2) A passenger list compiled in terms of subregulation (1) shall at least contain the name of each passenger.

(3) On the written request of the council or the Commissioner for Civil Aviation, a licensee shall, subject to the provisions of subregulation (1), forthwith furnish the council or the Commissioner for Civil Aviation with copies of any passenger lists compiled by the licensee for such period as may be determined by the council or the Commissioner for Civil Aviation, as the case may be.

Manner of appeal

24A. An appeal contemplated in section 25(1) of the Act shall be noted and prosecuted as if it were an appeal against a judgment of a magistrate's court in civil proceedings.

[Reg 24A inserted by GNR 1744 of December 1997]

Advertisement

25. Any advertisement advertising the class of air service operated by any licensee shall reflect the number of the licence issued to such licensee.

[Reg 25 substituted by GNR 146 of January 1998]

Short title and commencement

26. These regulations shall be called the Domestic Air Services Regulations, 1991 and shall come into operation on the date of publication of these regulations.

[Commencement date: 30 August 1991]