



Understanding CATS & CARS

Updates: Changes, Errata and What's New

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Changes

Sixth Edition

Currently there are no changes.

Older Editions

Due to the CATS & CARs constantly changing, older versions of this book will be out-of-date. Therefore, it is recommended that you study from the latest edition to ensure that you are up to speed with the current changes to the law.

However, if you own an older edition, refer to the What's New section to get a broad overview of subsequent changes to the CATS & CARs. Care should be taken when using these as a sole reference, as only the most significant changes are highlighted.

Errata

Sixth Edition

Currently there are no errata.

Fifth Edition

There are no errata.

Fourth Edition

Correction to Page 22

There is a wording change in the diagram. The words “Outer Marker” should be replaced by “Final Approach Fix”.

Correction to Page 64

In the “Aircraft Operating Under VFR” section, the last sentence contains an error, it should read:

If on a filed and activated flight plan both VFR and IFR traffic may continue in controlled/ advisory airspace, if the ~~IMC~~ Communication Failure Procedures are complied with.

Corrections to Page 65

The procedures for “If under **radar control**” has an error. The correction is shown below:

- Climb to and maintain last-assigned flight level, terrain permitting, for **7 minutes** timing starts as soon as:
 - » Last-assigned flight level or minimum altitude is reached (MSA, MEA or MORA as applicable);
 - » When transponder code is set to 7600; or
 - » When the aircraft fails to report over a compulsory reporting point;

whichever happens first last.

Correction to Page 66

The text under “Communication Failure Procedures (ICAO Differences)” section must be replaced with:

When operating under IFR, in VMC, and the pilot considers it **inadvisable** to divert to the nearest suitable aerodrome, the pilot may follow the IFR Communication Failure Procedures.

Correction to Page 104

In Table 25 the medical certificate required is a Class 2 medical.

“August 2012 Regulation Changes” Edition

Correction to Page 83

Subsequent to printing this error was found. 150 books were sold before the correction could be affected. If your book does not contain the correction, take note of the change below.

The second bullet under, “Notes Regarding SID Charts”, should be replaced with:

Minimum Sector Altitude (MSA) provides a clearance of 1500ft (in South Africa only) from obstacles within 25nm of the reference point indicated below the MSA circle (JSV in this case).

Older Editions

Due to extensive changes to the CATS and CARs made in August 2012, the 2011 and 2012 editions are obsolete. Please take care not to study from these as they are no longer valid.

What's New

Sixth Edition

Due to changes in the 9th Amendment to Part 61, the most significant update in this edition is to **Licensing**. These changes mainly affect the Instrument Rating section.

It is important to note that the changes applicable to the Instrument Rating written examination will only be implemented middle 2016. This was indicated by the Testing Standards Officers during the DFE conference, February 2016.

Other minor updates include various alterations to the content and the addition of explanatory notes and practical recommendations.

Fifth Edition

The CAA published amendments to the CARs during 2013 and 2014. The applicable changes to Parts 61, 91, 93, 121 and 135 up to March 2014 have been included in this edition.

The highlights are summarised below:

AWOPS

- Requirements regarding the selection of alternate aerodromes have been amended.
- Planning minima for enroute and destination alternates changed.

Fuel Requirements

- A requirement has been added that Final reserve fuel values needs to be worked to figures that can easily be recalled.

Operational Considerations

- The book now includes sections detailing the requirements for ACAS and GNSS.

Licensing

- The requirement to use a complex aeroplane for the Initial CPL Skills test has been removed and is now a requirement for revalidations.
- Requirements for revalidation have been specified for pilots flying PICUS.

Fourth Edition

The First, Second, Third and Fourth Amendments of the Civil Aviation Regulations, 2011, have been promulgated by publication in the Government Gazette effective 30 July 2013. All applicable changes have been incorporated into this edition. A number of additional sections have been included and some corrections made. The highlights are summarised below:

AWOPS

- Requirements to operate with NO alternate for Parts 91, 135 & 121 operations have been included.

Fuel requirements

- Declaring MINIMUM FUEL or MAYDAY MAYDAY MAYDAY FUEL to ATC.
- Part 91 now also includes the same minimum fuel requirements as Part 121 and 135.

Operational Considerations

- Correction to the definition of MSA.
- Regulations regarding Terrain awareness and warning systems have been included.

Licensing

- The requirement to comply with the initial requirements for the issue of a license once it had expired for more than 60 months have been deleted and the requirements for revalidation if the license expired by more than 36 months apply.
- The requirement to prove English language proficiency with each application for Issue or revalidation has been added to all licenses.
- A requirement for training before the revalidation of an ATPL in case of the pilot not having flown a certain amount in the previous 6 months has been added.

“August 2012 Regulation Changes” Edition

There have been major changes in the August 2012 publication of the CATS and CARs. All applicable changes have been incorporated in the existing sections but here follows a list as an overview:

AWOPS

- Assumed engine failure height concept has been deleted and the requirements for single-engine and light twin-engine aeroplanes in IMC have been stipulated.
- Take off alternate distance requirements for ETOPS certified aeroplanes have been added.
- The requirements for operation with no destination alternate have been expanded.
- The Approach ban has been amended slightly.

Fuel requirements

- The description of Contingency fuel has changed.
- Extra fuel is now called Discretionary fuel.
- Fuel requirements for non-commercial flights have been described separately.

Performance

- The description of Parts 121 and 135 was changed and therefore the aircraft included in each Part.
- The requirements for Commercial and Non-commercial operations have been described separately.

Operational Considerations

- The Lost communication procedures have been aligned with ICAO procedures.
- Flight time limits have seen slight amendments.

Licensing

- PPL Skills test, Recency and Revalidation have been amended.
- CPL Examinations, Recency and Revalidation have been amended.
- ATP Initial license requirements, Recency and Revalidation have been amended.
- IR Recency and Revalidation have been amended.
- Type and Class ratings – MCC training requirements have changed.
- Logging of flight time – Logging of PIC time has been amended.

Older Editions

Due to extensive changes to the CATS and CARs made in August 2012, the 2011 and 2012 editions are obsolete. Please take care not to study from these as they are no longer valid.