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GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT DEPARTEMENT VAN VERVOER

No. R. 1742

24 December 1997

INTERNATIONAL AIR SERVICES ACT, 1993

THIRD AMENDMENT OF THE INTERNATIONAL AIR SERVICES REGULATIONS, 1994

The Minister of Transport has under section 43 of the International Air Services Act, 1993 (Act No. 60 of 1993), and after consultation with the International Air Services Council, made the regulations in the Schedule.

SCHEDULE

Definition

1. In these regulations "the Regulations" means the International Air Services Regulations, 1994, published by Government Notice No. R. 722 of 15 April 1994, as amended by Government Notices Nos. R. 2206 of 15 December 1994 and R. ... of ... 1997.

Amendment of regulation 1 of Regulations

2. Regulation 1 of the Regulations is hereby amended -

- (a) by the deletion of the definition of "crew member";
- (b) by the insertion after the definition of "cargo" of the following definitions:
"certificate of airworthiness" means a standard 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;
'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;";
- (c) by the substitution for the definition of "helicopter" of the following definition:
"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;";
- (d) by the substitution for the definition of "maximum certificated mass" of the following definition:
"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;";
- (e) by the deletion of the definition of "operations manual"; and
- (f) by the substitution for the definition of "passenger" of the following definition:
"passenger" means any person who travels in an aircraft, other than a flight crew member, and includes the baggage of such person;".

Amendment of regulation 3 of Regulations

3. Regulation 3 of the Regulations is hereby amended by the deletion in paragraph (c) of subparagraph (ix).

Withdrawal of regulations 13, 18 and 22 of Regulations

4. Regulation 13, 18 and 22 of the Regulations are hereby withdrawn.

Amendment of regulation 24 of Regulations

5. Regulation 24 of the Regulations is hereby amended by the deletion of subregulation (2).

Withdrawal of regulation 30 of Regulations

6. Regulation 30 of the Regulations is hereby withdrawn.

Amendment of regulation 31 of Regulations

7. Regulation 31 of the Regulations is hereby amended -
- (a) by the deletion in subregulation (1) of paragraphs (e) and (f), respectively; and
 - (b) by the deletion in paragraph (j) of subregulation (1) of the words "the register of operating certificates".

Substitution of regulation 34 of Regulations

8. The following regulation is hereby substituted for regulation 34 of the Regulations:
"Advertisement

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

Withdrawal of Annexures E and J to Regulations

9. Annexures E and J to the Regulations are hereby withdrawn.

Short title and commencement

10. These regulations shall be called the **Third Amendment of the International Air Services Regulations, 1994**, and shall come into operation on 1 January 1998.

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BYLAE**Woordomskrywing**

1. In hierdie regulasies beteken "die Regulasies" die Regulasies vir Internasionale Lugdienste, 1994, uitgevaardig by Goewermentskennisgewing No. R. 722 van 15 April 1994, soos gewysig deur Goewermentskennisgewings Nos. R. 2206 van 15 Desember 1994 en R. ... van ... 1997.

Wysiging van regulasie 1 van Regulasies

2. Regulasie 1 van die Regulasies word hierby gewysig -

- (a) deur die omskrywing van "bedryfshandleiding" te skrap;
- (b) deur die omskrywing van "bemanningslid" te skrap;
- (c) deur die volgende omskrywing na die omskrywing van "besoekende lugvaartuig" in te voeg:
"boordbemanningslid" 'n persoon wat gelisensieer is ingevolge Deel 61, 63 of 64 van die Burgerlugvaartregulasies, 1997, en toegewys word deur 'n operateur vir diens op 'n lugvaartuig gedurende 'n vlug;"
- (d) deur die omskrywing van "helikopter" deur die volgende omskrywing te vervang:
"helikopter" 'n swaarder-as-lug lugvaartuig, gesteun in vlug hoofsaaklik deur die reaksies van die lug op een of meer kragaangedrewe rotors op wesenlik vertikale asse;"
- (e) deur die volgende omskrywing na die omskrywing van "lugvaartuig" in te voeg:
"lugwaardigheidsertifikaat" 'n standaard kategorie lugwaardigheidsertifikaat, 'n beperkte kategorie lugwaardigheidsertifikaat of 'n spesiale kategorie lugwaardigheidsertifikaat uitgereik ingevolge regulasie 21.08.6 van die Burgerlugvaartregulasies, 1997;" en
- (f) deur die omskrywing van "maksimum gesertifiseerde massa" deur die volgende omskrywing te vervang:
"maksimum gesertifiseerde massa" die maksimum toelaatbare massa getoon in die lugvaartuigvlieghandleiding of ander dokument wat verband hou met die lugwaardigheidsertifikaat waarteen die lugvaartuig die opstygning kan begin onder standaardatmosferiese toestande by seespieël;"

Wysiging van regulasie 3 van Regulasies

3. Regulasie 3 van die Regulasies word hierby gewysig deur subparagraaf (ix) in paragraaf (c) te skrap.

Intrekking van regulasies 13, 18 en 22 van Regulasies

4. Regulasies 13, 18 en 22 van die Regulasies word hierby ingetrek.

Wysiging van regulasie 24 van Regulasies

5. Regulasie 24 van die Regulasies word hierby gewysig deur subregulasie (2) te skrap.

Intrekking van regulasie 30 van Regulasies

6. Regulasie 30 van die Regulasies word hierby ingetrek.

Wysiging van regulasie 31 van Regulasies

7. Regulasie 31 van die Regulasies word hierby gewysig -
- (a) deur onderskeidelik paragrawe (e) en (f) in subregulasie (1) te skrap; en
 - (b) deur in paragraaf (j) van subregulasie (1) die woorde "die register van bedryfsertifikate" te skrap.

Vervanging van regulasie 34 van Regulasies

8. Regulasie 34 van die Regulasies word hierby deur die volgende regulasie vervang:
- "Advertensie**

34. Enige advertensie wat die klas internasionale lugdiens wat deur 'n lisensiehouer bedryf word, adverteer, moet die nommer van die lisensie wat aan so 'n lisensiehouer uitgereik is, vermeld."

Intrekking van Aanhangsels E en J by Regulasies

9. Aanhangsels E en J by die Regulasies word hierby ingetrek.

Kort titel en inwerkingtreding

10. Hierdie regulasies heet die **Derde Wysiging van die Regulasies vir Internasionale Lugdienste, 1994**, en tree in werking op 1 Januarie 1998.

No. R. 1743

24 December 1997

INTERNATIONAL AIR SERVICES ACT, 1993

SECOND AMENDMENT OF THE INTERNATIONAL AIR SERVICES REGULATIONS, 1994

The Minister of Transport has under section 43 of the International Air Services Act, 1993 (Act No. 60 of 1993), and after consultation with the International Air Services Council, made the regulations in the Schedule.

1. In these regulations "the Regulations" means the International Air Services Regulations, 1994, published by Government Notice No. R. 5205 of 15 April 1994, as amended by Government Notice No. R. 5205 of 18 December 1994.

Amendment of regulation 26 of the Regulations

2. Regulation 26 of the Regulations is hereby amended by the substitution of the following regulations (1) and (2) of the following regulations:

(1) The definition of "statistical information" in paragraph 1 of section

22(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 with aggregate maximum

certificated mass exceeds 200 tonnes;

be limited on forms prescribed in Annexures M, N, O, P and Q,

as the case may be.

(2) in the case of a licensee who

(i) holds a class II licence, or

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

(iii) operates a total fleet of aircraft with aggregate maximum

certificated mass exceeds 200 tonnes.

SCHEDULE

Definition

1. In these regulations "the Regulations" means the International Air Services Regulations, 1994, published by Government Notice No. R.722 of 15 April 1994, as amended by Government Notice No. R.2206 of 15 December 1994.

Amendment of regulation 26 of the Regulations

2. Regulation 26 of the Regulations is hereby amended by the substitution for subregulations (1) and (2) of the following subregulations:

"(1) The submission of statistical information in accordance with section 22(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 M, N, O, P and Q, 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 R, S and T, 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 U.

(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 M 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 N 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 O 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 P 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 Q 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 R 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 S 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 T 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 U in respect of each calendar year, within 60 days from the last day of the calendar year.”.

Substitution of Annexure M to the Regulations

3. Annexures M, N, O, P, Q, R, S, T and U to these regulations are hereby substituted for Annexure M to the Regulations.

Short title

4. These regulations shall be called the **Second Amendment of the International Air Services Regulations, 1994.**

Annexure M

TV 330



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I OR CLASS I AND II LICENCE : TRAFFIC

Notes:

- (i) The statistical information in respect of each 90 day period (quarter) must be furnished to the International Air Services Council within 30 days from the last day of such period in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end thereof.

PART 1 - Declaration:

1.1 Full name of licensee:

.....

1.2 Number of licence(s) to which the enclosed statistics relate:

.....

1.3 Quarter and year to which the enclosed statistics relate:

..... 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name) in my
capacity as (position) hereby
certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Information regarding scheduled revenue flights:

Data processing code	Description	Unit	TOTAL ALL SERVICES (Passenger, mail and cargo including all-cargo)	ALL-CARGO SERVICES ONLY (included in column D data)
			Classified by flight stage	Classified by flight stage
A	B	C	D	E
1010	1 Aircraft kilometres	000		
1020	2 Aircraft departures	number		
1030	3 Aircraft hours	number		
1040	4 Passengers transported	number		--
1050	5 Cargo tonnes transported	number		
1060	6 Passenger-kilometres performed	000		--
1070	7 Seat-kilometres available	000		--
1080	8 Passenger load factor	%		--
	9 Tonne-kilometres performed			
1091	(a) passengers (including baggage)	000		--
1092	(b) cargo (including express)	000		
1093	(c) mail	000		
1094	(d) total (9(a) to (c))	000		
1100	10 Tonne-kilometres available	000		
1110	11 Weight load factor	%		

PART 3 - Information regarding non-scheduled revenue flights:

Data processing code	Description	Unit	TOTAL ALL SERVICES (Passenger, mail and cargo including all-cargo)	ALL-CARGO SERVICES ONLY (included in column D data)
			Classified by flight stage	Classified by flight stage
A	B	C	D	E
2010	12 Aircraft kilometres	000		
2020	13 Aircraft departures	number		
2030	14 Aircraft hours	number		
2040	15 Passengers transported (Total)	number		--
2041	(a) Inclusive tour passengers only			--
2050	16 Cargo tonnes transported	number		
2060	17 Passenger-kilometres performed (Total)	000		--
2061	(a) on inclusive tours only			--
2070	18 Seat-kilometres available	000		--
	19 Tonne-kilometres performed			
2091	(a) passengers (including baggage)	000		--
2092	(b) cargo and mail	000		
2094	(c) total (19(a) and 19(b))	000		
2100	20 Tonne-kilometres available	000		

PART 4 - Information regarding non-revenue flights:

Data processing code	Description	Unit	TOTAL ALL SERVICES (Passenger, mail and cargo including all-cargo)	ALL-CARGO SERVICES ONLY (included in column D data)
			Classified by flight stage	Classified by flight stage
A	B	C	D	E
2330	21 Aircraft hours	number		

PART 5 - Remarks (including mention of any unavoidable deviation from reporting instructions):

[illegible]

INSTRUCTIONS TO BE FOLLOWED WHEN COMPLETING THIS FORM

1. COLUMNS

The statistics to be reported in columns D and E are based on flight stage categories. The following guidelines apply:

- 1.1 A flight stage is the operation of an aircraft from take-off to its next landing.
- 1.2 Domestic flight stages include all flight stages flown between points within the national territory of the Republic by a South African registered aircraft.
- 1.3 International flight stages are flight stages with one or both terminals in the territory of another State.
- 1.4 A technical stop should not result in any flight stage being classified differently than would have been the case had the technical stop not been made.
- 1.5 The classification of traffic (passengers, cargo, mail), irrespective of its nature, must be identical to the classification of the flight stage flown by the aircraft.
- 1.6 The data processing code numbers are for use by the Civil Aviation Authority for data processing by computer.

- 1.7 (a) All air services operated by a licensee must be reported in column D (TOTAL ALL SERVICES), including all-cargo services.
- (b) Any surface transport of passengers and cargo arranged by the licensee in connection with a flight should not be included in the data.
- (c) Column D data are computed from all international flight stages performed during the period for which data are reported.
- (d) Data reported in column E (ALL-CARGO SERVICES ONLY) must also be included as a part of the data reported in column D.
- 1.8 (a) Column E (ALL-CARGO SERVICES ONLY) must be completed by a licensee who operates all-cargo services.
- (b) Data concerning scheduled and non-scheduled flights performed by aircraft transporting loads other than passengers, must be reported.
- 1.9 Inclusive tour data to be reported under items 15(a) and 17(a), apply only to the traffic on non-scheduled flights.
- 1.10 Airport-to-airport great circle distances must be used in all items involving distance computations (Items 1, 6, 7, 9, 10, 12, 17, 18, 19 and 20). The IATA publication "Tabulation of Great Circle Distances" may be used in determining such distances.

2. ITEM DEFINITIONS

- 2.1 The term "revenue" refers to operations and loads for which reward is received.
- 2.2 The term "revenue passengers" refers to passengers paying 25% or more of the normal applicable fare.
- 2.3 The term "non-revenue flights" refers to hours flown on test flights, training and all other flights for which no revenue is received.
- 2.4 The term "scheduled revenue flights" refers to flights scheduled and performed for reward according to a published timetable, or so regular or frequent as to constitute a recognisable systematic series, which are open to use by members of the public, and extra revenue flights occasioned by overflow traffic from scheduled flights.
- 2.5 The term "non-scheduled revenue flights" refers to charter flights and special flights other than those reported under scheduled flights performed for reward on an irregular basis including empty flights related thereto.
- 2.6 The term "inclusive tour service" refers to the passenger traffic involved in carrying out air tours sold to the public on an individual ticket at a comprehensive price including the cost of accommodation and additional services and facilities.

3. CALCULATION OF ITEMS

- 3.1 *Aircraft kilometres (items 1, 12)* - equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the stage distance.
- 3.2 *Aircraft departures (items 2, 13)* - equal the number of landings made or flight stages flown.
- 3.3 *Aircraft hours (items 3, 14, 21)* - must be reported to the nearest hour and must be based on "block-to-block" time. If a different basis is used, the basis must be indicated under "Remarks" (Part 5).
- 3.4 (a) *Passengers transported on scheduled revenue flights (item 4)* - the number of passengers is obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight, with the single exception that a passenger flying on both international and domestic stages of the same flight must be counted as a domestic passenger.

Passengers paying less than 25% of the normal applicable fare must be excluded.

- (b) *Passengers transported on non-scheduled revenue flights (item 15)* - the number of passengers transported is obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight even when this involves both international and domestic flight stages.

Under item 15(a), only inclusive tour passengers on non-scheduled flights must be reported.

- 3.5 (a) *Cargo tonnes transported on scheduled revenue flights (item 5)* - the number of tonnes transported is obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight, with the single exception that cargo flown on both the international and domestic stages of the same flight must be considered both as a domestic and an international shipment in computation.
- (b) *Cargo tonnes transported on non-scheduled revenue flights (item 16)* - the number of tonnes of cargo transported is obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight even when this involves both international and domestic flight stages.

- 3.6 *Passenger-kilometres (items 6, 17)* - the sum of the products obtained by multiplying the number of revenue passengers transported on each flight stage by the stage distance.

The resultant figure is equal to the number of kilometres travelled by all passengers.

For item 17(a), passenger-kilometres performed must be based on inclusive tour traffic of non-scheduled flights only.

- 3.7 *Seat-kilometres available (items 7, 18)* - the sum of the products obtained by multiplying the number of passenger-seats available for sale on each flight stage by the stage distance.

Seats not actually available for the transport of passengers because of the weight of fuel or other load must be excluded from the calculations.

- 3.8 *Passenger load factor (item 8)* - passenger-kilometres (item 6) expressed as a percentage of seat-kilometres available (item 7).

Factor must be reported to one decimal (the nearest tenth of a percentage point).

- 3.9 *Tonne-kilometres performed (items 9, 19)* - the sum of the products obtained by multiplying the number of tonnes of revenue load transported on each flight stage by the stage distance. Separate calculations must be made for:

Items 9(a) and 19(a) passengers - free and excess baggage must be included.

Item 9(b) cargo - express and diplomatic bags must be included.

Item 9(c) mail - all classes of mail must be included.

Item 19(b) cargo and mail - the guidelines for items 9(b) and (c) above apply.

- 3.10 *Tonne-kilometres available (items 10, 20)* - the sum of the products obtained by multiplying the number of tonnes available for the transport of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

- 3.11 *Weight load factor (item 11)* - total tonne-kilometres performed (item 9(d)) expressed as a percentage of tonne-kilometres available (item 10).

Factor must be reported to one decimal (the nearest tenth of a percentage point).

4. **POOLED SERVICES**

Each licensee participating in pooled services must report the revenue traffic data (passengers, cargo and mail) of the flight services it provides rather than its "share" of the total services provided by pooling arrangements.

5. **LEASED, CHARTERED OR INTERCHANGED AIRCRAFT**

Data concerning the operations of leased, chartered or interchanged aircraft must be reported with respect to the entity which leases or charters them and on whose network the aircraft are used, and not with respect to the owner of the aircraft.

6. BLOCKED-SPACE CHARTERS

Statistics related to blocked-space charters (where the whole capacity of an aircraft is blocked-off for charter sale on flights published as scheduled flights but carried out as charter flights on the same or similar routing and operating time) are considered to be non-scheduled and must therefore be excluded.

7. BLOCKED-SPACE ARRANGEMENTS/JOINT SERVICES

7.1 A licensee who buys part of the space of a flight of another licensee or the holder of a foreign operator's permit for re-sale to the public, must report the revenue traffic which it sells.

7.2 A licensee who sells such space must report the remaining part of the revenue traffic performed.

8. SYSTEM OF MEASUREMENT

All distance and weight items must be reported to the metric system using the following conversion factors (foot/pound system to metric system):

1 short ton (2 000 lb)	=	0.907 tonnes
1 long ton (2 240 lb)	=	1.016 tonnes
1 statute mile (5 280 feet)	=	1.609 kilometres
1 nautical mile (6 080 feet)	=	1.853 kilometres
1 ton-mile (short tons and statute miles)	=	1.460 tonne-kilometres
1 ton-mile (long tons and statute miles)	=	1.635 tonne-kilometres

9. SYMBOLS TO BE USED

- & Magnitude less than half the unit value of the last digit shown
- Magnitude nil.
- Category not applicable.
- Data not available.

10. THOUSANDS

Where figures are shown in thousands, 500 or more must be considered to be one thousand.

Annexure N

TV 331



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I OR CLASS I AND II LICENCE : FLEET AND PERSONNEL

Notes:

- (i) *The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 60 days from the last day of such calendar year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.*
- (ii) *This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.*
- (iii) *Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.*
- (iv) *The instructions to be followed when completing this form, appear at the end thereof.*

PART 1 - Declaration:

1.1 Full name of licensee:

.....

1.2 Number of licence(s) to which the enclosed statistics relate:

.....

1.3 Calendar year to which the enclosed statistics relate:

..... 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Information regarding fleet:

[illegible]

PART 3 - Information regarding personnel:

Data processing code	Category of personnel	Number of personnel		Total annual expenditures for each category
		Mid-year	Year-end	Currency: _____
	A	B	C	D
1	Pilots and co-pilots			
2	Other cockpit personnel			
3	Cabin crew			
5	Maintenance and overhaul personnel			
	<input type="checkbox"/> (a) Licensed aircraft maintenance engineers			
	<input type="checkbox"/> (b) Other maintenance and overhaul personnel			
7	Ticketing and sales personnel			
8	All other personnel			
9	Total			

PART 4 - Remarks (including mention of any unavoidable deviation from reporting instructions):

[illegible]

INSTRUCTIONS TO BE FOLLOWED WHEN COMPLETING THIS FORM**1. PART 2 - FLEET**

- 1.1 Data for the total fleet operated by the licensee, irrespective of whether the aircraft are operated in scheduled or non-schedule services, must be reported.
- 1.2 A separate line entry must be made for each different type of aircraft in the fleet. This means that data for each different make and model of aircraft in each use/version category must be reported on one line.
- 1.3 The data for aircraft of each type acquired by the licensee for a limited period of time from another entity must be reported separately, and identified under "Remarks" (Part 4).
- 1.4 (a) *Aircraft type, Manufacturer and model (column A)* - an aircraft must be reported by its complete model designation.

(b) *Aircraft type, Use/Version category (column B)* - one of the following codes must be reported for each aircraft entry in column A:

- P - Passenger version of aircraft
- F - Freighter version of aircraft, no provision for passengers
- C - Convertible version of aircraft (aircraft readily convertible to transport all-cargo loads or passenger loads)
- O - Aircraft used for other purposes.

The codes "P", "F" and "C" must be applied to aircraft used for commercial air transport. These codes refer to the version of physical characteristics of the aircraft (for example, a "freighter" would have cargo doors and no provision for seating or accommodating passengers).

For aircraft not used for commercial air transport, such as aircraft used for pilot training or transport of personnel, the code "O" must be placed in column B.

- 1.5 (a) *Size of aircraft, Number of installed passenger seats (column G)* - for each type of aircraft, the number of passenger seats with which the aircraft are equipped, must be reported.

Where aircraft of the same type have different numbers of installed seats, for example, 80-seaters, 90-seaters and 100-seaters, the range may be reported thus : 80-90-100.

- (b) *Size of aircraft, Average maximum certificated mass (column H)* - for each type of aircraft, the average of the maximum certificated mass according to the certificates of airworthiness, the flight manuals or other official documents, must be reported.

Aircraft mass must be reported in metric tonnes to the nearest tenth of a tonne. Factors to convert pound system to metric system are:

- 1 short ton (2 000 lb) = 0.907 tonnes
- 1 long ton (2 240 lb) = 1.016 tonnes.

- 1.6 Statistics on aircraft departures and hours flown must be reported in the following categories:

- Scheduled revenue flights - Flights scheduled and performed for reward according to a published timetable, or so regular or frequent as to constitute a recognisable systematic series, which are open to use by members of the public, extra revenue flights occasioned by overflow traffic from scheduled revenue flights, and preliminary revenue flights on planned new air services
- Non-scheduled revenue flights - Flights for reward other than those reported under scheduled revenue flights which are performed on an irregular basis including empty flights related thereto
- All flights (total) - This includes all flights, both revenue and non-revenue (for example, testing, training and other such flights).

- 1.7 (a) *Number of aircraft departures (columns I, J and K)* - the total number of aircraft departures on both revenue and non-revenue flights must be reported in column K. The number of departures for scheduled and non-scheduled revenue flights must be reported in columns I and J. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

- (b) *Number of hours flown (columns L, M and N)* - the total number of aircraft hours, both revenue and non-revenue, for all flights, must be reported in column N. The breakdown of hours flown in scheduled and non-scheduled revenue flights must be reported in columns L and M. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Aircraft hours must be reported to the nearest hour based on "block-to-block" time. If a different basis is used, such basis must be indicated under "Remarks".

- (c) *Aircraft days available during the year (column O)* - aircraft days available must be the sum of the number of days each aircraft is available for use during the period in question. The following days must be excluded from the days available:

- Days between the date of purchase and the date actually placed in service
- Days after its last revenue flights prior to disposal
- Days out of service due to major accidents or conversion
- Days when an aircraft is in the possession of others
- Days when an aircraft is not available because of government action.

All other days must be considered as days available, even days required for maintenance and overhaul.

2. **PART 3 - PERSONNEL**

- (1) *Personnel for which reporting is required (columns B and C)* - data concerning all personnel, whether temporary or permanent, on the payroll of the licensee at the middle and the end of the year being reported, must be reported.

- (2) *Total annual expenditures for each category of personnel (column D)* - the total annual expenditures for the salaries and allowances of all employees in each of the six categories must be reported. Gross salary (before deduction of income tax, pension and other payments), overtime pay, flying pay and subsistence allowances, such as cost-of-living and station allowances must be included. Expenses for travelling, moving, training, uniforms, etc., should not be included.

- (3) *Categories of personnel (column A):*

- (a) Pilots and co-pilots (self-explanatory)
- (b) Other cockpit personnel - flight engineers, radio operators and flight navigators must be included
- (c) Cabin crew - all cabin crew members must be reported
- (d) Maintenance and overhaul personnel - ground personnel including supervisory, planning and inspection personnel at maintenance and overhaul shops must be included. Stores and supplies personnel, timekeepers and accounting personnel at overhaul and maintenance shops must also be included. Engineers must be reported separately under item (a) and other personnel under item (b)
- (e) Ticketing and sales (also promotional) personnel - personnel engaged in ticketing, sales and promotional activities
- (f) All other personnel - personnel not included in any of the above five categories such as administrative personnel at head office.

Annexure O

TV 332



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I LICENCE : ON-FLIGHT ORIGIN AND DESTINATION TRAFFIC

CONFIDENTIAL: SECTION 22(2) OF THE
INTERNATIONAL AIR SERVICES ACT, 1993

Notes:

- (i) *The statistical information in respect of each 90 day period (quarter) must be furnished to the International Air Services Council within 30 days from the last day of such period in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.*
- (ii) *This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.*
- (iii) *Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.*
- (iv) *The instructions to be followed when completing this form, appear at the end thereof.*

PART 1 - Declaration:

1.1 Full name of licensee:

1.2 Number of licence to which the enclosed statistics relate:

1.3 Quarter and year to which the enclosed statistics relate:

19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

- 1.4.1 Name of person :
- 1.4.2 Position :
- 1.4.3 Telephone number :
- 1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

[illegible]

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings on the paper.

The data reported on this form shall be kept confidential.

Data must be reported in columns A to D as follows:

- (a) Each city-pair must be listed twice - first in one direction and then in the reverse direction
- (b) City-pairs containing traffic data but which are in fact deviations from the international air service as scheduled must be included marked with an asterisk.
- (c) Traffic data performed over identical city-pairs by two or more flights may be consolidated (so that one line entry on the form covers all the traffic performed by the licensee over identical city-pairs during the quarter concerned)
- (d) IATA location identifiers (three letter codes) may be used in this column to identify cities instead of city names.

- 1.4 *Revenue mail - tonnes (column D) - dispatches of correspondence and other objects tendered by and intended for delivery to postal administrations.*

Data for cargo and mail must be reported in metric tonnes and must be given to three decimal places.

2. ITEM DEFINITIONS

- 2.1 The term "revenue" refers to loads for which reward is received.
- 2.2 The term "on-flight origin and destination traffic" refers to the traffic on a given flight subdivided by city-pairs in accordance with point of embarkation and point of disembarkation. In relation to passengers, it refers to the point of embarkation and the point of disembarkation of the passenger covered by one flight coupon.
- 2.3 The term "city-pair" refers to two cities between which travel is authorised by a passenger ticket or part of a ticket or between which shipments are made in accordance with a shipment document or a part thereof (air waybill or mail delivery bill).
- 2.4 The term "flight" refers to the operation of an aircraft on a stage or number of stages with an unchanging flight number.
- 2.5 The term "stage" refers to the operation of an aircraft from take-off to its next landing.
- 2.6 The term "flight coupon" refers to each component part of a ticket containing separate travel authority for subdivisions of the total travel covered by the passenger ticket.
- 2.7 The term "revenue scheduled service" refers to flights scheduled and performed for reward according to a published timetable, or so regular or frequent as to constitute a recognisable systematic series, which are open for use by members of the public, and extra revenue flights occasioned by overflow traffic from scheduled flights.

3. POOLED SERVICES

Each licensee participating in pooled services must report the revenue traffic data (passengers, cargo and mail) of the flight services it provides rather than its "share" of the total services provided by pooling arrangements.

4. LEASED, CHARTERED OR INTERCHANGED AIRCRAFT

Revenue traffic data (passengers, cargo and mail) concerning the operations of leased, chartered or interchanged aircraft must be reported with respect to the entity which leases or charters them and on whose network the aircraft are used, and not with respect to the owner of the aircraft.

5. BLOCKED-OFF CHARTERS

Statistics related to blocked-off charters (where the whole capacity of an aircraft is blocked-off for charter sale on flights published as scheduled flights but carried out as charter flights on the same or similar routing and operating time) are considered to be non-scheduled and must therefore be excluded.

6. BLOCKED-SPACE ARRANGEMENTS/JOINT SERVICES

6.1 A licensee who buys part of the space of a flight of another licensee or the holder of a foreign operator's permit for re-sale to the public, must report the revenue traffic which it sells.

6.2 A licensee who sells such space must report the remaining part of the revenue traffic performed.

7. SYSTEM OF MEASUREMENT

7.1 Weight must be reported in the metric system using the following conversion factors (foot/pound system to metric system):

1 short ton (2 000 lb) = 0.907 tonnes
1 long ton (2 240 lb) = 1.016 tonnes

7.2 The number of tonnes reported in columns C and D must be given to three decimal places.

8. SYMBOLS TO BE USED

- X Deviation from timetable.
- Magnitude nil.
- Category not applicable.
- Data not available.

Annexure P

TV 333



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I LICENCE : TRAFFIC BY FLIGHT STAGE

Notes:

- (i) The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 30 days from the last day of such calendar year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end thereof.

PART 1 - Declaration:

1.1 Full name of licensee:

1.2 Number of licence to which the enclosed statistics relate:

1.3 Calendar year to which the enclosed statistics relate:

19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

[illegible]

[illegible]

Year year must be listed

- ... direction and then in
the same itinerary, the
...
... under A) must be
...
... passenger or combined
... by aircraft carrying
... revenue passengers,
...
... included.

ed between each pair
types of designations

1.3 Number of flights (Column C):

The number of flights actually performed during the calendar year between each pair of stations listed in Column A, must be reported. When more than one type of aircraft was used, the number of flights flown by each type must be reported.

1.4 Capacity available (Columns D and E):

(a) Passenger seats - the total number of passenger seats available for sale during the calendar year between each pair of stations listed in Column A must be reported. The seats not actually available for the transport of passengers because of the weight of fuel or other load, must be excluded.

(b) Total payload capacity - the total capacity (in metric tonnes) available during the calendar year for the transport of revenue load (passengers, baggage, cargo and mail) between each pair of stations listed in Column A, must be reported.

1.5 Revenue traffic (Columns F, G and H):

The total revenue traffic carried on each flight stage, whatever the origin or destination of the traffic, must be reported. The word "revenue" as applied to -

(a) passengers, relates to passengers for whose transportation a fare is paid, but excludes passengers who pay less than 25% of the normal applicable fare; and

(b) cargo, express and mail, relates to revenue transport only, but must not include excess baggage.

2. ITEM DEFINITIONS

2.1 The term "flight stage" refers to the operation of an aircraft from take-off to its next landing.

2.2 The term "scheduled revenue flights" refers to flights scheduled and performed for reward according to a published timetable, or so regular or frequent as to constitute a recognisable systematic series, which are open to use by members of the public, and extra revenue flights occasioned by overflow traffic from scheduled flights.

3. POOLED SERVICES

Each licensee participating in pooled services must report the capacity and load of the flight services it provides rather than its "share" of the total services provided by pooling arrangements.

4. LEASED, CHARTERED OR INTERCHANGED AIRCRAFT

Data concerning the operations of leased, chartered or interchanged aircraft must be reported with respect to the entity which leases or charters them and on whose network the aircraft are used, and not with respect to the owner of the aircraft.

5. BLOCKED-SPACE CHARTERS

Statistics related to blocked-space charters (where the whole capacity of an aircraft is blocked-off for charter sale on flights published as scheduled flights but carried out as charter flights on the same or similar routing and operating time) are considered to be non-scheduled and must therefore be excluded.

6. BLOCKED-SPACE ARRANGEMENTS/JOINT SERVICES

A licensee who buys part of the space of another licensee or the holder of a foreign operator's permit for re-sale to the public, must report this traffic.

The report must include both the capacity purchased (Columns D and E) and the revenue traffic (Columns F, G and H) of any such blocked-space purchased by the licensee.

The remainder of the capacity available for the licensee's own use (Columns D and E) and its own revenue traffic carried (Columns F, G and H), as well as the type(s) of aircraft (Column B) and the number of flights (Column C), must be reported.

The licensee who buys such space must identify those flight stages which involve blocked-space arrangements by a footnote under "Remarks".

A licensee who sells part of its space to another licensee or the holder of a foreign operator's permit for re-sale to the public, must identify those flight stages which involve blocked-space arrangements by a footnote under "Remarks".

7. SYSTEM OF MEASUREMENT

Weight must be reported in metric system, rounding tonnes to the nearest whole number for the data in Columns E, G and H, and using the following conversion factors (foot/pound system to metric system):

1 short ton (2 000 lb) = 0.907 tonnes

1 long ton (2 240 lb) = 1.016 tonnes.

8. SYMBOLS TO BE USED

- X Deviation from timetable.
- Magnitude nil.
- Category not applicable.
- Data not available.

Annexure Q

TV 334



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I OR CLASS I AND II LICENCE : FINANCIAL DATA

CONFIDENTIAL: SECTION 22(2) OF THE
INTERNATIONAL AIR SERVICES ACT, 1993

Notes:

- (i) The statistical information in respect of each financial year must be furnished to the International Air Services Council within 90 days from the last day of such period in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end thereof.

PART 1 - Declaration:

1.1 Full name of licensee:

1.2 Number of licence(s) to which the enclosed statistics relate:

1.3 Financial year to which the enclosed statistics relate: 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Profit and loss statement:

		DESCRIPTION	AMOUNTS	
			SUB-ACCOUNTS	MAIN ACCOUNTS AND RESULTS
REVENUES	1.	Scheduled services (total)		
	1.1	Passenger		
	1.2	Excess baggage		
	1.3	Cargo, express and diplomatic bags		
	1.4	Mail		
	2.	Non-scheduled flights (total)		
	2.1	Passenger and excess baggage		
	2.2	Cargo (including express and diplomatic bags) and mail		
	3.	Incidental revenues (total)		
	3.1	Air transport activities (gross)		
EXPENSES	3.2	Other (net)		
	4.	TOTAL OPERATING REVENUES		
	5.	Flight operations (total).....		
	5.1	Flight crew salaries and expenses		
	5.2	Aircraft fuel and oil		
	5.3	Flight equipment insurance and uninsured losses		
	5.4	Rental of flight equipment		
	5.5	Flight crew training (when not amortised)		
	5.6	Other flight expenses		
	6.	Maintenance and overhaul		
	7.	Depreciation and amortisation (total)		
	7.1	Normal depreciation of flight equipment		
	7.2	Normal depreciation of ground property and equipment		
	7.3	Extra depreciation (in excess of cost)		
	7.4	Amortisation of development and pre-operating costs		
	7.5	Flight crew training (when amortised)		
	8.	User charges and station expenses (total)		
	8.1	Landing and associated airport charges		
	8.2	Route facility charges		
	8.3	Station expenses		
	9.	Passenger services		
	10.	Ticketing, sales and promotion		
	11.	General and administrative		
	12.	Other operating expenses		
	13.	TOTAL OPERATING EXPENSES		

DESCRIPTION		AMOUNTS	
		SUB-ACCOUNTS	MAIN ACCOUNTS AND RESULTS
O.R.	14. OPERATING RESULT		<div></div>
NON-OPERATING	15. Retirement of property and equipment		<div></div>
	16. Interest		<div></div>
	17. Payments from public funds not allocated elsewhere (total).....		<div></div>
	17.1 Direct subsidies		<div></div>
	17.2 Other payments	<div></div>	
	18. Affiliated companies		<div></div>
	19. After non-operating items		<div></div>
	20. NON-OPERATING ITEMS (balance)		<div></div>
PROFIT/LOSS	21. PROFIT OR LOSS (-) BEFORE INCOME TAXES		<div></div>
	22. Income taxes		<div></div>
	23. PROFIT OR LOSS (-) AFTER INCOME TAXES		<div></div>

Remarks : (including mention of any unavoidable deviation from reporting instructions):

[illegible]

PART 3 : Balance sheet:

ASSETS	AMOUNTS	
	SUB-ACCOUNTS	MAIN ACCOUNTS AND TOTALS
1. Current assets		
2. Equipment purchase funds		
3. Other special funds		
4. Flight equipment before depreciation		
4.1 Less : Reserve for depreciation		
4.2 Flight equipment after depreciation (item 4 minus item 4.1)		
5. Ground property and equipment before depreciation		
5.1 Less : Reserve for depreciation		
5.2 Ground property and equipment after depreciation (item 5 minus item 5.1)		
6. Land		
7. Investments in affiliated companies		
8. Deferred charges (total)		
8.1 Development and pre-operating costs		
8.2 Other deferred charges		
9. Intangible assets		
10. Other assets		
11. TOTAL ASSETS (equal to item 24 below)		

LIABILITIES	AMOUNTS	
	SUB-ACCOUNTS	MAIN ACCOUNTS AND TOTALS
12. Current liabilities (other than reported in item 13)		
13. Unearned transport revenues		
14. Deferred credits		
15. Operating reserves		
16. Self-insurance reserves		
17. Other reserves (specify)		
18. Advances from affiliated companies		
19. Other liabilities		

LIABILITIES	AMOUNTS	
	SUB-ACCOUNTS	MAIN ACCOUNTS AND TOTALS
20. Long-term debt		
21. Capital stock		
22. Capital surplus		
23. Net balance of unappropriated retained earnings (identical to item 6 of statement of retained earnings)		
24. TOTAL LIABILITIES (equal to item 11 above).		

Remarks (including mention of any unavoidable deviation from reporting instructions):

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PART 4 - Statement of retained earnings:

DESCRIPTION	SUB-ACCOUNTS	MAIN ACCOUNTS AND RESULTS
1. Net balance of unappropriated retained earnings for previous financial year		
2. Adjustments to previous year's retained earnings (total)		
2.1 Transfer to reserves		
2.2 Amount paid as bonus, dividends, etc.		
2.3 Other (specify)		
2.4 Other (specify)		
3. Profit or loss (-) after income taxes for this financial year (as shown in item 23 of Profit and Loss Statement)		
4. Appropriations (total)		
4.1 (Specify)		
4.2 (Specify)		
4.3 (Specify)		

DESCRIPTION	SUB-ACCOUNTS	MAIN ACCOUNTS AND RESULTS
5. Dividends		
6. Net balance of unappropriated retained earnings for the current and previous financial years (same as item 23 of balance sheet)		

Remarks (including mention of any unavoidable deviation from reporting instructions):

INSTRUCTIONS TO BE FOLLOWED WHEN COMPLETING THIS FORM

1. PART 2 - PROFIT AND LOSS STATEMENT

This statement concerns the revenues, expenses and financial results of the licensee for the financial year. It is preferred that this statement be prepared on an accrual basis rather than on a cash realised basis in all cases where it is convenient to do so.

Operating revenues and expenses are those arising from the operation of international public air transport services, and any services incidental thereto.

1.1 *Operating revenues (Items 1 to 4):*

(a) *Scheduled services:*

Revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisable systematic series), which are open to use by members of the public, must be reported, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services, and from preparatory revenue flights on planned scheduled services, subdivided as follows:

- (i) *Passenger* includes the revenue from the transport of passengers on scheduled flights only after the deduction of applicable discounts and rebates.

It does not include the value of passenger tickets sold in advance - the value of such tickets must be carried forward until such time as the flight takes place or the value is refunded.

It does not include taxes on sales of passenger transport. Cancellation fees must be included as "Incidental revenues" under item 3.1.

Revenues from the sale of food and drinks not included in the price of the ticket must be excluded and reported as "Incidental revenues" under item 3.

Revenues from nominal service charges for persons travelling on a non-revenue basis (such as personnel) must be excluded and reported as "Incidental revenues" under item 3.1.

Passenger revenue must not be charged with payments made for ground transport, commission on sales or other expenses connected with passenger handling or interrupted flights. Such expenses must be charged to appropriate expenditure accounts.

- (ii) *Excess baggage* must include revenue arising from the transport of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- (iii) *Cargo* must include revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line prorates of through-tariffs.

Cargo revenue must also include "Express" revenue.

Where the licensee's personnel has the privilege of sending personal consignments at reduced rates, such revenue must be taken as normal cargo revenue.

- (iv) *Mail* must include payments received from the transport of all local and foreign international mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.

(b) *Non-scheduled flights:*

Must include revenue derived from all flights performed for reward, including empty flights related thereto, other than those on scheduled services.

Must include revenues from sales of the whole capacity of an aircraft (as in charter sales) when the responsibility for the performance of transport is that of the licensee.

In the case of inclusive tour revenues for non-scheduled services the total revenues must be allocated between air transport service and "other", if possible. The air transport service portion must be included under this heading and the "other" category must be included under the "incidental revenue" heading, if possible. If this cannot be done and a significant portion of the non-scheduled flight revenues include total receipts for inclusive tours, this must be noted under "Remarks".

The gross revenues related to non-scheduled flights must be reported, subdivided as follows:

- (i) *Passenger and excess baggage* must include gross revenues derived from the air transport of passengers and excess baggage on non-scheduled flights
- (ii) *Cargo and mail* must include gross revenues derived from the air transport of cargo, including express and diplomatic bags, and mail.

(c) *Incidental revenues*

Must include incidental revenues from a licensee's own air transport activities (to be reported gross), from the provision of services to third parties and from non-transport activities (both to be reported net).

Expenses directly related to a licensee's own air transport activities (item 3.1) must be reported under the relevant expense item.

- (i) *Air transport revenues* must include gross revenues from passengers paying less than 25% of the normal applicable fare, commissions received on sale of transport on other licensees or holders of foreign operator's permits, "no-show" and cancellation fees, revenues from the provision of aircraft to other licensees or parties for operations under their control, such as in chartering, interchange or operating lease agreements, revenues from capacity equalisation payments arising from pooled services, revenues from the sale of capacity to other licensees or parties on aircraft operated by the reporting licensee (such revenues must be identified separately by footnote), and any other revenues not classified in items 1 or 2 and related to air transport activities of the reporting licensee.
- (ii) *Other incidental revenues* must include net revenues (gross revenues less related direct expenses) from such sources as handling services from third parties, service and maintenance sales, surface transport, catering services, property, and sources other than air transport.

(d) *Total operating revenues:*

The sum of items 1, 2 and 3.

1.2 Operating expenses (Items 5 to 13):

(a) Flight operations:

- (i) *Flight crew salaries and expenses* must include pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs.

Pay, allowances and other related expenses of cabin crew and passenger service personnel must not be charged under this account, but included under "Passenger services" (item 9). Training must not be included in this item.

- (ii) *Aircraft fuel and oil* must include throughput charges, non-refundable duties and taxes.

- (iii) *Flight equipment insurance and uninsured losses* must include insurance against accidental damage to flight equipment while in flight and on the ground, insurance against liability occurring from operation of aircraft or, in case of non-insurance, the resulting expenses for which the licensee is liable. Premiums for passenger liability insurance and passenger accident insurance paid by the licensee must be reported in item 9. Training costs must not be included in this item.

- (iv) *Rental of flight equipment* must include expenses incurred for the rental of aircraft and crews from other licensees such as in chartering, interchange and operating of short-term lease agreements.

This item must also include payments for the purchase of capacity on aircraft operated by other licensees, identifying the total amount of such payments separately by footnote.

- (v) *Flight crew training (when not amortised)* must include the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 7.5).

- (vi) *Other flight expenses* must include expenses pertaining to in flight operation and related standby time of aircraft, which are not classifiable under items 5.1 to 5.5 inclusive.

(b) Maintenance and overhaul:

The cost of maintenance for keeping aircraft, engines, components and spares in an operative condition, and the cost of repair and overhaul, and certificate of airworthiness overhaul carried out in terms of the Civil Aviation Regulations, 1997, must be included. The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, must also be included.

Direct and related indirect maintenance of ground facilities must be included under item 8.3.

If they cannot be segregated, they must be included here, with a note to this effect.

If reserves are created for maintenance and overhaul of flight and ground equipment, these reserves must be charged to maintenance and overhaul in each financial year, in proportion to the use made of the equipment.

(c) Depreciation and amortisation:

Must include depreciation and amortisation charged to the current financial year (see also items 4.1, 5.1, 8.1, Balance Sheet).

The amounts charged under this general heading must be subdivided as follows:

- (i) *Normal depreciation of flight equipment* must include the normal annual depreciation of assets included in item 4 of the Balance Sheet.

- (ii) *Normal depreciation of ground property and equipment* must include the normal annual depreciation of assets included in item 5 of the Balance Sheet.

Normal depreciation of an asset is the proportion of the historical cost of the asset which is charged against the operating expenses in a particular financial year.

The accrued normal depreciation of an asset must never exceed the historical cost of that asset.

- (iii) *Extra depreciation (in excess of cost)* - if the licensee decides to continue to charge an asset after the accrued normal depreciation has reached the same amount as the historical cost of the asset,

the charge must be reported under this operating expense item, which is supplementary to items 7.1 and 7.2.

(iv) *Amortisation of development and pre-operating costs* must include charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to the performance of air transport.

(v) *Flight crew training (when amortised)* must include amortised charges for the year for training of flight crew, when separately identifiable, and when amortised over two or more years (see also item 5.5).

(d) *User charges and station expenses:*

(i) *Landing and associated airport charges* - all charges and fees related to air traffic operations which are levied against the licensee for services provided at the airport and must include landing charges, passenger and cargo charges, security, parking and hangar charges and related traffic operation charges, excluding fuel and oil throughput charges.

(ii) *Route facility charges* - includes fees levied against the licensee for the provision of route facilities and services. Where a single charge is levied for both airport and route facilities, the amount must be reported under item 8.1, with a footnote to this effect.

(iii) *Station expenses* - includes pay, allowances and expenses of all station personnel engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators, station accommodation costs, maintenance and insurance of airport facilities, where separately assessed, representation and traffic handling fees charged by third parties for handling the international air services of the licensee, station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeepers' pay, allowances and expenses.

(e) *Passenger services:*

Include pay, allowances and expenses of cabin crew and passenger service personnel, including pensions, uniforms, insurance, etc, premiums for passenger liability insurance and passenger accident insurance paid by the licensee, meals and accommodation, including costs of supplies and personal services furnished to passengers, expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expense items, costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.

(f) *Ticketing, sales and promotion:*

Include pay, allowances and related expenses of all personnel engaged in reservations, ticketing, sales and promotion activities, accommodation costs, commissions on ticket sales, agency fees for outside services, advertising and publicity through various media and expenses related thereto.

(g) *General and administrative:*

Include expenses incurred in performing the general and administrative functions of the licensee and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the licensee's account practices.

(h) *Other operating expenses:*

Include operating expenses which cannot be assigned to items 5 to 11. The nature of such expenses must be specified.

(i) *Total operating expenses:*

The sum of items 5 to 12.

1.3 *Operating result (Item 14):*

The difference between item 4 "Total operating revenues" and item 13 "Total operating expenses".

1.4 Non-operating revenues and expenses (Items 15 to 20):**(a) Retirement of property and equipment:**

Include the balance of gains and losses realized on sales, exchanges or retirement resulting from obsolescence, accident, etc., of flight equipment and other assets.

Gain or loss on retirement is defined as the difference between the depreciated book value of the equipment at date of retirement and the value realized.

(b) Interest:

Include the balance of receipts and payments (or accruals) on account of interest on long-term and short-term notes receivable or payable, amortisation of debt discount and expenses, amortisation of premium on debt.

The interest element of capital leases paid during the financial year must also be included.

(c) Payment from public funds not allocated elsewhere:

Must include -

- (i) direct subsidies; and
- (ii) other payments made by the Government, not accounted for elsewhere.

(d) Affiliated companies:

Must include the balance of all income from affiliated companies, and losses of affiliated companies reimbursed in cash or recorded as a reserve against the investments (item 7 of the Balance Sheet).

(e) Other non-operating items:

Must include the balance of dividend income, except from affiliated companies (item 18), profits and losses from non-operating property and equipment, from sales of securities owned, from foreign exchange transactions, from re-sale of long-term notes receivable, held in the licensee's treasury, other income and expenditure of a non-operating nature.

(f) Balance of non-operating items:

The net balance of items 15 to 19.

1.5 Profit or loss (Items 21 to 23):**(a) Profit or loss before income taxes:**

The difference between item 14 "Operating result" and item 20 "Balance of non-operating items".

(b) Income taxes:

Must include central or other governmental taxes, excess profits taxes, taxes on undistributed surplus, and other taxes imposed on net income.

(c) Profit or loss after income taxes:

The difference between item 21 "Profit or loss before income taxes" and item 22 "Income taxes".

1.6 Special conditions:**(a) Pooled services:**

Each licensee participating in pooled services must report the revenues accruing to it under the pool in the appropriate revenue items, and the expenses it incurs for its own operations under the pool in the appropriate expense items.

Revenue from capacity equalisation payments must be included under item 3.1 "Incidental revenues".

Payments made for capacity equalisation of pooled services must be included under item 5.4 "Rental of flight equipment".

(b) *Blocked-space and joint service arrangements:*

The gross revenues obtained from selling part of the capacity of an aircraft for resale by a licensee or other party must be reported under item 3.1 "Incidental revenues".

The expenses incurred in the purchase of capacity by the reporting licensee must be included in item 5.4 "Rental of flight equipment".

Such revenues and expenses must be identified separately by footnote.

(c) *Leased, chartered and interchanged aircraft:*

Revenues from aircraft chartered, interchanged or based under an operating or short-term lease to another licensee or the holder of a foreign operator's permit must be reported under item 3.1 "Incidental revenues", when the aircraft are not operated under the control of the reporting licensee.

Revenues from the charter sale of the whole capacity of an aircraft to other parties when the transport responsibility is that of the reporting licensee must be reported under item 2 "Non-scheduled flights".

Regarding aircraft acquired under a capital or finance lease, reference must be made to the guidelines for item 4(b) of the Balance sheet.

The expenditures involved in obtaining aircraft from other licensees or parties by lease, charter or interchange agreement must be reported under item 5.4 "Rental of flight equipment".

(d) *Blocked-space charters:*

A blocked-space charter arises from the blocking-off for charter sales of the whole capacity of a flight published as a scheduled flight and carried out as a charter flight on the same or similar routing and operating time.

Revenues obtained from blocked-space charters must be reported under item 2 "Non-scheduled flights".

2. PART 3 - BALANCE SHEET

The assets and liabilities as of the end of the financial year must be reported.

The term "cost" refers to the amount of money actually expended, the money value at the date of acquisition of any consideration other than money actually paid, or the liability incurred, by the licensee -

(a) in the acquisition by purchase, lease or construction; and

(b) in the original installation,

of property, buildings, equipment, materials and services.

It must include transport charges paid to other licensees, customs duties, excise, sales, use and other taxes, but must not include discounts allowed.

2.1 Assets

Item 1 - Current assets

This item must include -

(a) cash and bank balances, including working funds, deposits in transit, special deposits for the payment of debts, dividends and interest;

(b) short-term investments, due within one year from the date of the balance sheet;

(c) current accounts and traffic balances receivable, including net balances, subject to current settlement, receivable from affiliated companies;

- (d) charges to subscribers on transport contracts;
- (e) interest and dividends receivable;
- (f) notes receivable, due on demand or within one year of the date of the balance sheet, less reserves provided for doubtful accounts;
- (g) the cost of materials, stores stock and uncompleted work on stores stock, supplies on hand (such as fuels and oils), shop material, expendable tools, stationery and office supplies, passenger service supplies, restaurant and food service supplies;
- (h) the amount expended on uncompleted work for others and also prepayments of rent, insurance, taxes, etc.

This item must not include spare parts, instruments and accessories included in items 4, 5 and 6.

Item 2 : Equipment purchase funds

Item 3 : Other special funds

These items must include -

under 2 : funds set aside for the purchase of equipment;

under 3 : funds set aside for special purposes as contractual deposits, deposits in court, pension funds, self-insurance funds, etc.

In the above two items, investment in securities must be recorded at cost and permanent impairment in value of such securities must be written off and included in item 2 of the Statement of Retained Earnings.

These items must not include funds in which the licensee has no beneficial interest and which it holds purely as trustee.

Item 4 : Flight equipment

Item 5 : Ground property and equipment

Item 6 : Land

This group of items must include generally -

- (i) the cost to the reporting licensee of assets used in transport and incidental services;
- (ii) when such assets are disposed of by sale, retirement, abandonment, dismantling, etc, the cost thereof must be credited to these accounts, and the "Reserve for depreciation" must be debited for the amount accrued therein applicable to the retired asset;
- (iii) when the renewal to be made to an important structure, or to an item of equipment, will constitute the major portion of its value when renewed, the property to which such renewals will apply, must be considered as retired property. The renewal must be considered as a new unit and the cost thereof, together with the appraised value of the reused material, must be recorded in item 4 or 5.

These items must not include the cost of patents, copyrights or other intangibles which must be charged to "Intangible assets" (item 9).

Item 4 : Flight equipment

This item must include -

- (i) the cost of aircraft, engines, components and spare parts, which have been purchased outright by the reporting licensee;
- (ii) the "cost" of flight equipment acquired by the reporting licensee under a capital or finance lease (a lease for a period considered to be the whole or nearly the whole life of the aircraft). Such an aircraft must be reported in the same manner as if it has been purchased outright, the cost being generally determined as equal to the aggregate value of the capital element of the lease payments (the total payment over the

period of the lease minus the specified or implicit interest element. The interest element paid each year must be reported in item 16 of the Profit and Loss Statement.

This item must not include -

- (i) flight equipment acquired under an operating or short-term lease (a lease for a period which is substantially less than the normal life of the aircraft, the cost of such lease agreements must be reported in item 5.4 of the Profit and Loss Statement);
- (ii) flight equipment which is the property of the reporting licensee but which is leased out under a capital lease agreement.

Item 5 : Ground property and equipment

This item must include -

- (i) the cost of passenger service equipment, and hotel, restaurant and food service equipment;
- (ii) station communications equipment, meteorological equipment, hangar, shop and ramp equipment, floats, barges and equipment, motorised vehicles and equipment, and motorised marine equipment;
- (iii) furniture, fixtures and office equipment;
- (iv) medical equipment, engineering equipment, airport and airway lighting equipment, storage and distribution equipment, miscellaneous ground equipment, initial cost of and improvements to leased property, and construction work in progress;
- (v) buildings and the value of land which cannot be segregated therefrom;
- (vi) improvements to land not owned.

This item must not include improvements to land owned, such as the initial cost of clearing timber and brush, draining, filling, levelling, grading, etc, which must be included in item 6 "Land".

Items 4.1, 5.1 : Reserve for depreciation

This item must include -

- (i) accrued charges representing losses, not replaced by current repairs, occurring in physical property and suffered through current lessening of service value due to wear and tear from use and from the action of time and the elements;
- (ii) losses occurring through obsolescence, supersession, new technological development, changes in popular demand, and the requirements of public authority.

Depreciation of flight equipment acquired under a capital lease arrangement should be charged in the same manner as for purchased aircraft of the same type. In some instances the amount of depreciation charged against such aircraft will equal the annual capital repayment, but in other instances the depreciation period may not be the same as the period of the lease.

In the determination of depreciation rates applicable to buildings and improvements on property not owned by the licensee, consideration must be given to the terms of the agreement under which the property is occupied. Depreciation must not be accrued on expenditure on uncompleted units of property and equipment during the process of manufacture or construction, small units of property subject to constant renewal, and any other physical property which from the nature of its construction or its inherent characteristics is not depreciable.

When changing conditions require revision in rates of depreciation, the new rates must be applied to the revised estimated life of the equipment and they must not be made applicable retroactively to previous periods.

Reserve for depreciation is a reserve account and is shown on the debit side of the balance sheet to facilitate comparison with the historical costs of assets. This reserve item is built up from the amounts shown under "Depreciation and amortization" in the Profit and Loss Statement (Part 1, items 7.1, 7.2 and 7.3) and from "Appropriation" of profits (Part 3, item 4 of Statement of retained earnings).

Item 6 : Land

This item must include -

- (i) the cost of land (including the cost of land acquired with buildings) used in international air transport service;
- (ii) amounts expended for improvements to land owned, such as the initial cost of clearing timber and brush, draining, filling, levelling, grading, etc.

The value of land which cannot be segregated from the value of buildings may be included in item 5.

Item 7 : Investments in affiliated companies

This item must include the investment in stocks, bonds and long-term notes and advances to affiliated companies.

Affiliated and associated companies:

Affiliated companies are defined as companies controlled by the licensee.

Associated companies are defined as companies in which the licensee holds stock without exercising effective control.

Item 8 : Deferred charges

8.1 Development and pre-operating costs:

This item must include expenses pertaining to extension and development projects, the cost of extraordinary training, and other similar expenditure, the disposition of which has been deferred beyond the period of one year, less proportion amortized or otherwise disposed of.

8.2 Other deferred charges:

This item must include -

- (i) unamortized discounts and expenses on the issue of long-term debt securities by the licensee;
- (ii) other expenditure the disposition of which has been deferred beyond the period of one year;
- (iii) unadjusted accounts which cannot be cleared as at the date of the balance sheet.

Item 9 : Intangible assets

This item must include -

- (i) the excess of the consideration paid on the acquisition of a business over the net value of the assets received;
- (ii) any payments made for patents, copyrights, etc.

Item 10 : Other assets

This item must include -

- (i) all assets not otherwise reported, including cost of investments in securities and other receivables not included under "Current assets";
- (ii) investments in associated companies (see item 7);
- (iii) non-operating property and equipment less reserve for depreciation.

Item 11 : Total assets

The sum of items 1 through 10, which should be equal to item 24.

Liabilities

Item 12 : Current liabilities

This item must include -

- (i) current accounts and traffic balances payable, including balances subject to current settlement and payable to affiliated companies;
- (ii) salaries and wages accrued and unpaid;
- (iii) interest and dividends accrued and unpaid;
- (iv) taxes accrued and unpaid;
- (v) deposits by subscribers on transport contracts;
- (vi) notes payable on demand or within one year from date of balance sheet;
- (vii) other current and accrued liabilities.

Item 13 : Unearned transportation revenues

This item must include -

- (i) the value of passenger tickets sold for transportation by the licensee which tickets have not been used or refunded as of the date of the balance sheet;
- (ii) pre-paid amounts for the transport of baggage, cargo and mail which transport has not been effected as of the date of the balance sheet.

Item 14 : Deferred credits

This item must include -

- (i) unamortized premiums on all classes of long-term debt securities issued or assumed by the licensee;
- (ii) other unadjusted accounts which cannot be cleared as at the date of the balance sheet.

Item 15 : Operating reserves

This item must include operating reserves, such as for overhaul of flight equipment, etc.

Item 16 : Self insurance reserves

Self-explanatory.

Item 17 : Other reserves

This item must include reserves for pensions and any other reserves not otherwise provided for. These reserves should be separately identified, to the extent possible.

Item 18 : Advances from affiliated companies

This item must include advances secured or otherwise, from affiliated companies, and not subject to current settlement.

Item 19 : Other liabilities

This item must include liabilities not otherwise provided for.

Item 20 : Long-term debt

This item must include the face value (excluding accrued interest) of mortgages, bonds, trust certificates, debentures, receivers' certificates, notes and other long-term debt issued or assumed by the licensee in the hands of others, including the present value of unexpired contracts for the acquisition of aircraft under capital or finance lease arrangements.

Any profit or loss realized on re-sale of long-term debt securities held in the licensee's treasury must be recorded in the profit and loss account.

Item 21 : Capital stock

This item must include the consideration actually received, not in excess of the par or stated value, for all types of stock outstanding in the hands of the public.

Indicate in the Remarks Section whether the values reported are based on par value, stated value, or otherwise.

Any premium received over and above the par value, or in the case of no par value stocks, over the stated value, shall be carried in "Capital surplus".

Item 22 : Capital surplus

This item must include -

- (i) the excess of the asset value of property acquired over the cost to the licensee;
- (ii) excess of book value over cost of shares of affiliated companies;
- (iii) profits or losses on re-sale of own stock held in the licensee's treasury;
- (iv) surplus resulting from reorganization or recapitalization;
- (v) premium received in the initial sale of capital stock over the par value, or in the case of no par value stock, over the stated value;
- (vi) donations by stockholders.

Item 23 : Net balance of unappropriated retained earnings

This item is the final balance on Part 3 (item 6 of the Statement of Retained Earnings) for the current and previous years after all appropriations and dividends have been taken into account.

Item 24 : Total liabilities

The sum of items 12 through 23.

3. PART 4 - STATEMENT OF RETAINED EARNINGS

Item 1 : Net balance of unappropriated retained earnings for previous years, as shown in item 23 of last year's Balance Sheet and item 6 of last year's Statement of Retained Earnings

This item is self-explanatory. It is the opening balance of the Statement of Retained Earnings.

Item 2 : Adjustments to previous years' retained earnings

Must include the adjustments specified in items 2.1 and 2.2, and any others (such as tax adjustments for previous years, adjustments for revaluation of securities, etc.) which must be specified and reported in items 2.3 and 2.4.

Item 3 : Profit or loss (-) after income taxes for this year as shown in item 23 of Profit and Loss Statement

This item is self-explanatory.

Item 4 : Appropriations

Must include such items as appropriations from profits to provide for special contingencies, to create or maintain reserves, etc.

Item 5 : Dividends

Details may be given in "Remarks" space or on separate sheet, if necessary.

Item 6 : Net balance of unappropriated retained earnings for the current and previous years, as shown in item 23 of this year's Balance Sheet (Part 2).

This is the closing balance of this year's statement of retained earnings, and the opening balance of next year's statement.



THE INTERNATIONAL AIR SERVICES COUNCIL
SUBMISSION OF STATISTICAL INFORMATION - (SECTION 25(1)(b))
CLASS II OR CLASS III AND III LICENSE - TRAFFIC

Notes:

- (i) The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 30 days from the last day of such calendar year in order that effect can be given to the provisions of Article 23 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 230 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end hereof.

PART I - Declaration:

1.1	Full name of licensee:	
2	Number of license(s) to which the enclosed statistics relate:	
1.2	Calendar year to which the enclosed statistics relate:	
1.4	Enclosed in connection with the enclosed statistics may be addressed to:	
1.4.1	Name of person:	
1.4.2	Position:	
1.4.3	Telephone number:	
1.4.4	Fax number:	
1.5	I hereby certify that the statistical information contained on this form is to the best of my knowledge, correct in my capacity as:	
	(Name)	
	(Position)	
	Signature:	
	Date:	

Annexure R

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THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS II OR CLASS II AND III LICENCE : TRAFFIC

Notes:

- (i) The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 30 days from the last day of such calendar year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end thereof.

PART 1 - Declaration:

1.1 Full name of licensee:

.....

1.2 Number of licence(s) to which the enclosed statistics relate:

.....

1.3 Calendar year to which the enclosed statistics relate:

..... 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Information regarding annual totals of all international air services:

Data processing code	Description	Unit	CLASSIFICATION by flight stage	TOTAL OPERATIONS
A	B	C	D	E
	I REVENUE TRANSPORT FLIGHTS			
3010	1 Aircraft kilometres	000		
3020	2 Aircraft departures	number		
3030	3 Aircraft hours	number		
3040	4 Passengers transported (Total)	number		
	(a) inclusive tour passengers only	number		
3050	5 Cargo tonnes transported	number		
3060	6 Passenger-kilometres performed (Total)	000		
3061	(a) on inclusive tours only	000		
3070	7 Seat-kilometres available	000		
	8 Tonne-kilometres performed			
	8.1 All services			
3091	(a) passengers (including baggage)	000		
3092	(b) cargo and mail	000		
3094	(d) total (8.1(a) + 8.1(b))	000		
3095	8.2 All cargo/mail services (also to be included in items 8.1(b) and 8.1(c))	000		
3100	9 Tonne-kilometres available	000		
	II OTHER FLIGHTS			
3230	10 General air services aircraft hours	number	--	
3330	11 Non-revenue aircraft hours	number	--	

PART 3 - Monthly summary for international passenger operations (detail of the totals in items 6 and 6(a) of column D in part 2):

Data processing code	Month	MONTHLY TOTAL	On inclusive tours only	Data processing code	Month	MONTHLY TOTAL	On inclusive tours only
		4060	4061			4060	4061
A	B	C	D	A	B	C	D
01	January			07	July		
02	February			08	August		
03	March			09	September		
04	April			10	October		
05	May			11	November		
06	June			12	December		

[illegible]

1. COLUMNS

- a. A flight stage is the operation of an aircraft from take-off to its next landing, but not counting technical stops.
- b. Domestic flight stages include all flight stages flown between points within the national territory of the Republic by a South African registered aircraft.
- c. International flight stages are flight stages with one or both terminals in the territory of another State.
- d. A technical stop should not result in any flight stage being classified differently than would have been the case had the technical stop not been made.
- e. The classification of traffic (passengers, cargo, mail), irrespective of its nature, must be identical to the classification of the flight stage flown by the aircraft.
- f. The data processing code numbers are for use by the Civil Aviation Authority for data processing by computer.

Column E (TOTAL OPERATIONS) is based on all international flight stages performed.

h. **PART 3 - MONTHLY SUMMARY FOR INTERNATIONAL PASSENGER OPERATIONS**

The monthly detail of the annual totals given for international passenger-kilometres in Items 6 and 6(a) in column D in part 2, must be reported in this part. Data must be reported for international services only, and when possible the subtotals for "On inclusive tours only" (column D) must be given.

2. **ITEM DEFINITIONS**

- a. The term "revenue transport flights" refers to all transport flights performed by the licensee for reward.

Data for positioning flights should be included in Items 1, 2, 3, 7 and 9 of Section I. However, those positioning flights which are not planned in connection with any revenue transport operation may be reported in Item 11 (Non-revenue aircraft hours), Section II.
- b. The term "inclusive tour flights" refers to flights for the purpose of carrying out air tours sold to the public on an individual ticket at a comprehensive price including the cost of accommodation, and in some cases of additional services and facilities.
- c. The term "all-cargo/mail services" refers to flights exclusively carrying loads other than passengers, i.e. cargo, mail. All flights carrying one or more revenue passengers, must be excluded from this item.
- d. The term "general air services" covers specialized commercial aviation operations, not including air transport operations.
- e. The term "non-revenue" includes hours flown on test flights, and all other flights for which no revenue is received. Positioning flights not planned in connection with any revenue transport operation are included in this term.

3. **DISTANCES**

Airport-to-airport great circle distances must be used in all items involving distance computations (Items 1, 6, 7, 8 and 9). The IATA publication "Tabulation of Great Circle Distances" may be used in determining such distances.

4. **CALCULATION OF ITEMS**

- a. *Aircraft kilometres (item 1)* - equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the stage distance.
- b. *Aircraft departures (item 2)* - equal the number of landings made or flight stages flown.
- c. *Aircraft hours (items 3, 10 and 11)* - must be reported to the nearest hour and must be based on "block-to-block" time. If a different basis is used, the basis must be indicated under "Remarks".
- d. *Passengers carried (item 4 and item 4(a))* - the total number of passengers transported must be obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. Thus, a passenger is counted once on the outbound flight and once on the inbound flight. In item 4(a), only inclusive tour passengers must be reported, and in item 4 all passengers must be reported.
- e. *Cargo tonnes transported (item 5)* - the number of tonnes of cargo transported must be obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.
- f. *Passenger-kilometres (item 6 and item 6(a))* - the sum of the products obtained by multiplying the number of revenue passengers transported on each flight stage by the stage distance.

The resultant figure is equal to the number of kilometres travelled by all passengers.

For item 6(a), passenger-kilometres performed must be based only on the inclusive tour portion of the total passenger traffic.

- g. *Seat-kilometres available (item 7)* - the sum of the products obtained by multiplying the number of passenger-seats available for sale on each flight stage by the stage distance.

Seats not actually available for the transport of passengers because of the weight of fuel or other load must be excluded from the calculations.

- h. *Tonne-kilometres performed (item 8)* - the sum of the products obtained by multiplying the number of tonnes of revenue load transported on each flight stage by the stage distance. Separate calculations must be made for:

Item 8.1(a) passengers - free and excess baggage must be included. If a standard weight per passenger is used rather than actual weight, this should be indicated under "Remarks" (Part 4).

Item 8.1(b) cargo and mail - cargo (including express and diplomatic bags) and all classes of mail.

- i. *All-cargo/mail services only (tonne-kilometres performed) (item 8.2)* - the sum of the products obtained by multiplying the number of tonnes of revenue load of cargo and mail transported on each all-cargo/mail flight stage by the stage distance. These data represent a subtotal of the total tonne-kilometres performed reported in Items 8.1(b) and 8.1(c) above.

- j. *Tonne-kilometres available (item 9)* - the sum of the products obtained by multiplying the number of tonnes available for the transport of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

- k. *General services aircraft hours (item 10)* - aircraft hours in revenue general services (e.g. aerial photography, agricultural spraying, seeding and dusting) must be reported.

- l. *Non-revenue aircraft hours (item 11)* - all aircraft hours for which no revenue is received, must be reported. This includes test flights, positioning flights done without remuneration, etc.

5. LEASED, CHARTERED OR INTERCHANGED AIRCRAFT

Data concerning the operations of leased, chartered or interchanged aircraft must be reported with respect to the licensee which uses them and not with respect to the owner of the aircraft.

6. SYSTEM OF MEASUREMENT

All distance and weight items must be reported to the metric system using the following conversion factors (foot/pound system to metric system):

1 short ton (2 000 lb)	=	0.907 tonnes
1 long ton (2 240 lb)	=	1.016 tonnes
1 statute mile (5 280 feet)	=	1.609 kilometres
1 nautical mile (6 080 feet)	=	1.853 kilometres
1 ton-mile (short tons and statute miles)	=	1.460 tonne-kilometres
1 ton-mile (long tons and statute miles)	=	1.635 tonne-kilometres

7. SYMBOLS TO BE USED

- & Magnitude less than half the unit value of the last digit shown
- Magnitude nil
- - Category not applicable
- Data not available.

8. THOUSANDS

Where figures are shown in thousands, 500 or more must be considered to be one thousand.

Annexure S

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THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

**SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS II OR CLASS II AND III LICENCE : FLEET AND PERSONNEL**

Notes:

- (i) *The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 60 days from the last day of such calendar year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.*
- (ii) *This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.*
- (iii) *Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.*
- (iv) *The instructions to be followed when completing this form, appear at the end thereof.*

PART 1 - Declaration:

1.1 Full name of licensee:

.....

1.2 Number of licence(s) to which the enclosed statistics relate:

.....

1.3 Calendar year to which the enclosed statistics relate:

..... 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Information regarding fleet:

[illegible]

PART 3 - Information regarding personnel:

Data processing code	Category of personnel	Number of personnel	
		Mid-year	Year-end
	A	B	C
4	Flight personnel		
6	Other personnel		
9	Total personnel		

PART 4 - Remarks (including mention of any unavoidable deviation from reporting instructions):

[illegible]

INSTRUCTIONS TO BE FOLLOWED WHEN COMPLETING THIS FORM

1. PART 2 - FLEET

- 1.1 Data for the total fleet operated by the licensee, must be reported. A separate line entry must be made for each different type of aircraft in the fleet.

This means that data for each different make and model of aircraft in each use/version category must be reported on one line.

- 1.2 In the case of multi-engine aircraft, fleet data must be reported in all columns A through M.

In the case of single-engine aircraft, fleet data must be reported only in columns A through F.

- 1.3 The data for aircraft of each type acquired by the licensee for a limited period of time from another entity must be reported separately, and identified under "Remarks" (Part 4).

Aircraft owned by the licensee but utilised by other entities must be identified under "Remarks" (Part 4).

- 1.4 (a) *Aircraft type, Manufacturer and model (column A)* - aircraft must be reported by its complete model designation.

- (b) *Aircraft type, Use/Version category (column B)* - one of the following codes must be reported for each aircraft entry in column A:

- P - Passenger version of aircraft
- F - Freighter version of aircraft, no provision for passengers
- C - Convertible version of aircraft (aircraft readily convertible to transport all-cargo loads or passenger loads)
- O - Aircraft used for other purposes.

The codes "P", "F" and "C" must be applied to aircraft used for commercial air transport. These codes refer to the version of physical characteristics of the aircraft (for example, a "freighter" would have cargo doors and no provision for seating or accommodating passengers).

For aircraft not used for commercial air transport, such as aircraft used for pilot training or transport of personnel, the code "O" must be placed in column B.

- 1.5 (a) *Size of aircraft, Number of installed passenger seats (column G)* - for each type of aircraft, the number of passenger seats with which the aircraft are equipped, must be reported.

Where aircraft of the same type have different numbers of installed seats, for example, 80-seaters, 90-seaters and 100-seaters, the range may be reported thus : 80-90-100.

- (b) *Size of aircraft, Average maximum certificated mass (column H)* - for each type of aircraft, the average of the maximum certificated mass according to the certificates of airworthiness, the flight manuals or other official documents, must be reported.

Aircraft mass must be reported in metric tonnes to the nearest tenth of a tonne. Factors to convert pound system to metric system are:

- 1 short ton (2 000 lb) = 0.907 tonnes
- 1 long ton (2 240 lb) = 1.016 tonnes.

1.6 *Aircraft utilisation during the year*

Aircraft departures and hours flown must be reported in the following categories:

- Non-scheduled revenue flights - All transport flights performed by the licensee for reward. Data for positioning flights made as a part of revenue transport operations must be reported in columns I, J, K and L. However, those positioning flights which are not planned in connection with a revenue transport operation must be included only in the data for "All flights (total)", columns J and L.
- All flights (total) - This includes all flights, both revenue and non-revenue (for example, testing, training and other such flights).

- 1.7 (a) *Number of aircraft departures (columns I and J)* - the total number of aircraft departures for all aircraft on both revenue and non-revenue flights must be reported in column I. The number of departures for revenue flights in non-scheduled services must be given. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

- (b) *Number of hours flown (columns K and L)* - the total number of aircraft hours, both revenue and non-revenue, for all flights, must be reported in column L. The hours flown in non-scheduled revenue flights must also be reported in column K. If the exact data for revenue flights are not available, make estimates if possible, and place asterisks beside the estimated figures.

Aircraft hours must be reported to the nearest hour based on "block-to-block" time. If a different basis is used, such basis must be indicated under "Remarks".

- 1.8 *Aircraft days available during the year (column M)* - aircraft days available must be the sum of the number of days each aircraft is available for use during the period in question. The following days must be excluded from the days available:

- Days between the date of purchase and the date actually placed in service
- Days after its last revenue flights prior to disposal
- Days out of service due to major accidents or conversion
- Days when an aircraft is in the possession of others
- Days when an aircraft is not available because of government action.

All other days must be considered as days available, even days required for maintenance and overhaul.

2. PART 3 - PERSONNEL

2.1 Personnel for which reporting is required (columns B and C) - data for all personnel, whether temporary or permanent, on the payroll of the licensee at the middle and the end of the year being reported, must be reported.

2.2 Categories of personnel (column A): - "Flight personnel" includes -

- (i) pilots and co-pilots;
- (ii) other cockpit personnel - flight engineers, radio operators and flight navigators;
- (iii) cabin crew - all cabin crew members;
- (iv) other personnel - maintenance and overhaul personnel, traffic and sales personnel, all other personnel.

Annexure T

TV 337



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS II OR CLASS II AND III LICENCE : FINANCIAL SUMMARY

CONFIDENTIAL: SECTION 22(2) OF THE
INTERNATIONAL AIR SERVICES ACT, 1993

Notes:

- (i) The statistical information in respect of each financial year must be furnished to the International Air Services Council within 90 days from the last day of such financial year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass exceeds 200 tonnes.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.
- (iv) The instructions to be followed when completing this form, appear at the end thereof.

PART 1 - Declaration:

1.1 Full name of licensee:

.....

1.2 Number of licence(s) to which the enclosed statistics relate:

.....

1.3 Financial year to which the enclosed statistics relate:

..... 19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

1.4.1 Name of person :

1.4.2 Position :

1.4.3 Telephone number :

1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

INSTRUCTIONS TO BE FOLLOWED WHEN COMPLETING THIS FORM**1. PART 2 - PROFIT AND LOSS STATEMENT****1.1 Item 1 : Air Transport Operating Revenues (total)**

The gross revenues derived from the air transport of passengers, excess baggage, cargo and mail, must be reported.

(a) Passenger transport revenues

Gross revenues derived from the air transport of passengers. These data represent a subtotal of the air transport operating revenues reported in item 1.

(b) Other air transport revenues

Gross revenues derived from air transport of cargo and mail. This item is a subtotal of item 1.

1.2 Item 2 : Air Transport Operating Expenses

The total amount of expenditures related to the performance of air transport services, such as flight operations, (flight crew salaries, aircraft fuel and oil, flight equipment insurance and uninsured losses, expenses for the rental of flight equipment from other parties, and flight crew training), maintenance and overhaul, depreciation and amortization, station and other ground expenses (including landing and departure charges), passenger services, ticketing, sales and promotion, and general administrative expenses, must be reported.

1.3 Item 3 : Other Operating Revenues (Net balance)

The net revenues (gross revenues less related direct expenses) arising from non-transport functions such as general air services, aircraft maintenance work performed for others, flying school operations, hostelry and food services, providing aircraft to other parties for operations under their control, property and other incidental net operating revenues accruing from sources other than air transport, must be reported.

1.4 Item 4 : Operating result

This is computed as follows: Item 1 - item 2 + item 3.

1.5 Item 5 : Non-operating items (Net balance)

The balance of debits and credits arising from non-operating functions such as retirement of property and equipment, interest, subsidies, affiliated companies, income taxes, dividend income, sales of securities owned, foreign exchange transactions, re-sale of long-term notes receivable held in the licensee's treasury, etc.

1.6 Item 6 : Profit or Loss (-) after Income Taxes

This is computed as follows : Item 4 - Item 5.

2. PART 3 - BALANCE STATEMENT**Assets****2.1 Item 1 : Current assets**

This item must include -

- (a) cash and bank balances, including working funds, deposits in transit, special deposits for the payment of debts, dividends and interest, etc.;
- (b) short-term investments, due within one year from the date of the balance sheet;
- (c) current accounts and traffic balances receivable, including net balances, subject to current settlement, receivable from affiliated companies;
- (d) charges to subscribers on transport contracts;

- (e) interest and dividends receivable;
- (f) notes receivable, due on demand or within one year of the date of the balance sheet, etc., less reserves provided for doubtful accounts;
- (g) the cost of materials, stores stock and uncompleted work on stores stock, supplies on hand (such as fuels and oils), shop material, expandable tools, stationery and office supplies, passenger service supplies, and restaurant and food service supplies;
- (h) the amount expended on uncompleted work for others and also prepayments of rent, insurance, taxes, etc.

This item must not include spare parts, instruments and accessories included in items 2 and 3.

2.2 Item 2 : Flight equipment (after depreciation)

This item must include, after accrued depreciation is deducted -

- (a) the cost of aircraft, engines, components and spare parts, which have been purchased outright by the licensee;
- (b) the "cost" of flight equipment acquired by the licensee under a capital or finance lease, i.e. a lease for a period considered to be the whole or nearly the whole life of the aircraft. Such an aircraft is to be reported in the same manner as if it has been purchased outright, the cost being generally determined as equal to the aggregate value of the capital element of the lease payments whereas the interest element paid each year is to be reported in item 5 of the Profit and Loss Statement. Flight equipment acquired under an operating or short-term lease, i.e. a lease for a period which is substantially less than the normal life of the aircraft, is to be reported as rentals in Item 2 of the Profit and Loss Statement.

Flight equipment which is the property of the licensee but which is leased out under a capital lease arrangement should not be included here.

2.3 Item 3 : Other assets

This item must include all assets other than current assets and flight equipment, such as ground property and equipment, land, special funds, investments in affiliated and associated companies, deferred charges, intangible assets and non-operating property and equipment.

2.4 Item 4 : Total assets

The sum of items 1, 2 and 3. This sum should be equal to item 10.

Liabilities

2.5 Item 5 : Current liabilities

This item must include -

- (a) current accounts and traffic balances payable, including balances subject to current settlement and payable to affiliated companies;
- (b) unearned transportation revenues;
- (c) salaries and wages accrued and unpaid;
- (d) interest and dividends accrued and unpaid;
- (e) taxes accrued and unpaid;
- (f) deposits by subscribers on transport contracts;
- (g) notes payable on demand or within one year from date of balance sheet;

- (h) other current and accrued liabilities.

2.6 Item 6 : Other liabilities

This item must include all liabilities other than current liabilities, long-term debt and capital, such as deferred credits, operating reserves, self-insurance and other operating reserves, and advances from affiliated companies.

2.7 Item 7 : Long-term debt

This item must include the face value (excluding accrued interest) of mortgages, bonds, trust certificates, debentures, receivers' certificates, notes and other long-term debt issued or assumed by the licensee, in the hands of others, including the present value of unexpired contracts for the acquisition of aircraft under capital lease arrangements.

Any profit or loss realized on re-sale of long-term debt securities held in the licensee's treasury must be recorded in the profit and loss account.

2.8 Item 8 : Capital

This item must include the consideration actually received, not in excess of the par or stated value, for all types of stock outstanding in the hands of the public.

2.9 Item 9 : Retained earnings (balance, including capital surplus)

This item must include the net balance of the two items -

- (a) the net balance of unappropriated retained earnings for the current and previous years after all appropriations and dividends have been taken into account;
- (b) capital surplus, including the excess of the asset value of property acquired over the cost to the licensee, excess of book value over cost of shares of affiliated companies, profits or losses on resale of own stocks held in the licensee's treasury, surplus resulting from re-organization or re-capitalization, premium received in the initial stage of capital stock over the par value, or in the case of no par value stock, over the stated value and donations by stockholders.

2.10 Item 10 : Total liabilities

The sum of items 5, 6, 7, 8 and 9. This sum should be equal to item 4.

Annexure U

TV 338



THE INTERNATIONAL AIR SERVICES COUNCIL

INTERNATIONAL AIR SERVICES ACT, 1993
(ACT No. 60 OF 1993)

SUBMISSION OF STATISTICAL INFORMATION - (SECTION 22(1)(b))
CLASS I, II OR III LICENCE : ANNUAL SURVEY OF INTERNATIONAL AIR SERVICES

Notes:

- (i) The statistical information in respect of each calendar year must be furnished to the International Air Services Council within 60 days from the last day of such calendar year in order that effect can be given to the provisions of Article 67 of the Chicago Convention, 1944, concerning the filing of statistical information with the International Civil Aviation Organisation.
- (ii) This form must be completed by a licensee who operates a total fleet of aircraft which aggregate maximum certificated mass is 200 tonnes or less.
- (iii) Where the required information cannot be furnished in the space provided on this form, the information must be submitted as a separate memorandum and attached hereto.

PART 1 - Declaration:

1.1 Full name of licensee:

1.2 Number of licence(s) to which the enclosed statistics relate:

1.3 Calendar year to which the enclosed statistics relate:

19

1.4 Enquiries in connection with the enclosed statistics may be addressed to:

- 1.4.1 Name of person :
- 1.4.2 Position :
- 1.4.3 Telephone number :
- 1.4.4 Fax number :

1.5 I, (name)
in my capacity as (position)
hereby certify that the statistical information contained on this form is, to the best of my knowledge, correct.

Signature:

Date :

PART 2 - Information regarding general international air services:

Description	Number of departures	Number of hours flown
1. Acrobatic operations		
2. Advertising operations		
3. Aerial patrol, observation and survey		
4. Aerial photography		
5. Agricultural spraying, seeding and dusting		
6. Cloud spraying, seeding and dusting		
7. Emergency medical services		
8. Fire spotting, control and fighting		
9. Game and livestock selection, culling, counting and herding		
10. Parachute dropping operations		
11. Semi-acrobatic operations		
12. Spraying, seeding and dusting operations other than for agricultural purposes and clouds		
13. Tug operations		
14. Undersling and winching operations		
15. Other general international air service operations as specified on the licence		

PART 3 - Information regarding international air transport services (scheduled or non-scheduled):

1. Total number of aircraft used	
2. Total number of departures	
3. Total number of hours flown	
4. Total number of passengers transported	
5. Total cargo tonnes transported	
6. Type of each aircraft used	
7. Maximum certificated mass of each aircraft used	

PART 4 - Remarks:

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No. R. 1743

24 Desember 1997

WET OP INTERNASIONALE LUGDIENSTE, 1993

TWEEDE WYSIGING VAN DIE REGULASIES VIR INTERNASIONALE LUGDIENSTE, 1994

Die Minister van Vervoer het kragtens artikel 43 van die Wet op Internasionale Lugdiens, 1993 (Wet No. 60 van 1993), en na oorleg met die Raad op Internasionale Lugdiens, die regulasies in die Bylae uitgevaardig.

BYLAE**Woordomskrywing**

1. In hierdie regulasies beteken "die Regulasies" die Regulasies vir Internasionale Lugdienste, 1994, uitgevaardig by Goewermenskennisgewing No. R.722 van 15 April 1994, soos gewysig deur Goewermenskennisgewing No. R.2206 van 15 Desember 1994.

Wysiging van regulasie 26 van die Regulasies

2. Regulasie 26 van die Regulasies word hierby gewysig deur subregulasies (1) en (2) deur die volgende subregulasies te vervang:

"(1) Die voorlegging van statistiese inligting ooreenkomstig artikel 22(1)(b) van die Wet moet -

(a) in die geval van 'n lisensiehouer wat -

(i) 'n klas I-lisensie hou; of

(ii) 'n klas I-lisensie en 'n klas II-lisensie hou; en

(iii) 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike

maksimum gesertifiseerde massa 200 metrieke ton oorskry,

geskied op vorms in Aanhangsels M, N, O, P en Q voorgeskryf, na gelang van die geval;

(b) in die geval van 'n lisensiehouer wat -

(i) 'n klas II-lisensie hou; of

(ii) 'n klas II-lisensie en 'n klas III-lisensie hou; en

(iii) 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike

maksimum gesertifiseerde massa 200 metrieke ton oorskry,

geskied op vorms in Aanhangsels R, S en T voorgeskryf, na gelang van die geval;

- (c) in die geval van 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton of minder is, ongeag die klas lisensie wat deur die lisensiehouer gehou word, geskied op 'n vorm in Aanhangsel U voorgeskryf.

(2) Die lisensiehouer moet die statistiese inligting bedoel in subregulasie (1) -

- (a) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel M voorgeskryf ten opsigte van elke 90 dae-tydperk, binne 30 dae vanaf die laaste dag van die tydperk;
- (b) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel N voorgeskryf ten opsigte van elke kalenderjaar, binne 60 dae vanaf die laaste dag van die kalenderjaar;
- (c) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel O voorgeskryf ten opsigte van elke 90 dae-tydperk, binne 30 dae vanaf die laaste dag van die tydperk;
- (d) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel P voorgeskryf ten opsigte van elke kalenderjaar, binne 30 dae vanaf die laaste dag van die kalenderjaar;
- (e) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel Q voorgeskryf ten opsigte van elke boekjaar, binne 90 dae vanaf die laaste dag van die boekjaar;
- (f) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel R voorgeskryf ten opsigte van elke kalenderjaar, binne 30 dae vanaf die laaste dag van die kalenderjaar;

- (g) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel S voorgeskryf ten opsigte van elke kalenderjaar, binne 60 dae vanaf die laaste dag van die kalenderjaar;
- (h) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel T voorgeskryf ten opsigte van elke boekjaar, binne 90 dae vanaf die laaste dag van die boekjaar; en
- (i) in die geval van die statistiese inligting wat verskaf moet word op die vorm in Aanhangsel U voorgeskryf ten opsigte van elke kalenderjaar, binne 60 dae vanaf die laaste dag van die kalenderjaar, aan die raad verskaf.”

Vervanging van Aanhangsel M by die Regulasies

3. Aanhangsel M by die Regulasies word hierby deur Aanhangsels M, N, O, P, Q, R, S, T en U by hierdie regulasies vervang.

Kort titel

4. Hierdie regulasies heet die **Tweede Wysiging van die Regulasies vir Internasionale Lugdienste, 1994.**

Aanhangsel M

TV 330 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS I- OF KLAS I- EN II-LISENSIE : VERKEER

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke 90-dae-tydperk (kwartaal) moet verskaf word aan die Raad op Internasionale Lugdiens binne 30 dae van die laaste dag van so 'n tydperk sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie waarop die bygaande statistieke betrekking het:

.....

1.3 Kwartaal en jaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek,.....(naam) in my
hoedanigheid van.....(posisie) sertifiseer
hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening.....

Datum:

DEEL 2 - Inligting met betrekking tot vasgestelde inkomstevlugte:

Data-verwerkingskode	Beskrywing	Eenheid	TOTAAL ALLE DIENSTE (Passasier, pos en vrag insluitend suiwer vrag)	SLEGS SUIWER VRAGDIENSTE (ingesluit in Kolom D-data)
			Geklassifiseer volgens vlugskof	Geklassifiseer volgens vlugskof
A	B	C	D	E
1010	1 Lugvaartuigkilometers	0		
1020	2 Lugvaartuigvertrekvlugte	getal		
1030	3 Lugvaartuigure	getal		
1040	4 Passasiers vervoer	getal		--
1050	5 Metrieke ton vrag vervoer	getal		
1060	6 Passasierkilometers uitgevoer	0		--
1070	7 Sitplekkilometers beskikbaar	0		--
1080	8 Passasiersladingfaktor	%		--
	9 Metrieke ton-kilometers uitgevoer			
1091	(a) passasiers (insluitend bagasie)	0		--
1092	(b) vrag (insluitend spoedvrag)	0		
1093	(c) pos	0		
1094	(d) totaal (9(a) tot (c))	0		
1100	10 Metrieke ton-kilometers beskikbaar	0		
1110	11 Gewigsladingfaktor	%		

DEEL 3 - Inligting met betrekking tot nie-vasgestelde inkomstevlugte:

Data-verwerkingskode	Beskrywing	Eenheid	TOTAAL ALLE DIENSTE (Passasier, pos en vrag insluitend suiwer vrag)	SLEGS SUIWER VRAGDIENSTE (ingesluit in Kolom D-data)
			Geklassifiseer volgens vlugskof	Geklassifiseer volgens vlugskof
A	B	C	D	E
2010	12 Lugvaartuigkilometers	0		
2020	13 Lugvaartuigvertrekvlugte	getal		
2030	14 Lugvaartuigure	getal		
2040	15 Passasiers vervoer (Totaal)	getal		--
2050	16 Metrieke ton vrag vervoer	getal		
2060	17 Passasierkilometers uitgevoer (Totaal)	0		--
2070	18 Sitplekkilometers beskikbaar	0		--
	19 Metrieke ton-kilometers uitgevoer			
2091	(a) passasiers (insluitend bagasie)	0		--
2092	(b) vrag en pos	0		
2094	(c) totaal (19(a) en 19(b))	0		
2100	20 Metrieke ton-kilometers beskikbaar	0		

- (b) Enige landvervoer van passasiers en vrag gereël deur die lisensiehouer in verband met 'n vlug word nie in die data ingesluit nie.
 - (c) Kolom D-data word bereken van alle internasionale vlugskofte uitgevoer gedurende die tydperk waarvoor data aangegee word.
 - (d) Data aangegee in kolom E (SLEGS SUIWER VRAGDIENSTE) moet ook ingesluit word as deel van die data aangegee in kolom D.
- 1.8 (a) Kolom E (SLEGS SUIWER VRAGDIENSTE) moet voltooi word deur 'n lisensiehouer wat slegs suiwer vragdienste bedryf.
- (b) Data betreffende vasgestelde en nie-vasgestelde vlugte uitgevoer deur lugvaartuie wat ander ladings as passasiers vervoer, moet aangegee word.
- 1.9 Omvattende toergegewens wat onder items 15(a) en 17(a) aangegee moet word, is slegs van toepassing op die verkeer op nie-vasgestelde vlugte.
- 1.10 Lughawe-tot-lughawe grootsirkel afstande moet gebruik word in alle items wat afstandberekenings behels (Items 1, 6, 7, 9, 10, 12, 17, 18, 19 en 20). Die IATA publikasie "Tabulation of Great Circle Distances" kan gebruik word om sodanige afstande te bepaal.

2. ITEM-OMSKRYWINGS

- 2.1 Die uitdrukking "inkomste" verwys na ondernemings en ladings waarvoor vergoeding ontvang word.
- 2.2 Die uitdrukking "inkomste-passasiers" verwys na passasiers wat meer as 25% van die normale toepaslike reisgeld betaal.
- 2.3 Die uitdrukking "nie-inkomstevlugte" verwys na ure gevlieg op toetsvlugte, opleiding en alle ander vlugte waarvoor geen inkomste ontvang word nie.
- 2.4 Die uitdrukking "vasgestelde inkomstevlugte" verwys na vlugte vasgestel en uitgevoer teen vergoeding volgens 'n gepubliseerde vliegrooster, of so gereeld of herhaaldelik dat dit 'n herkenbare sistematiese reeks daarstel, wat oop is vir gebruik deur lede van die publiek, en bykomstige vlugte veroorsaak deur oorfloei-verkeer van vasgestelde vlugte.
- 2.5 Die uitdrukking "nie-vasgestelde inkomstevlugte" verwys na ander bevrachtingsvlugte en spesiale vlugte as daardie aangegee onder vasgestelde vlugte, uitgevoer teen vergoeding op 'n ongereelde grondslag met inbegrip van leë vlugte in verband daarmee.
- 2.6 Die uitdrukking "omvattende toerdiens" verwys na passasiersverkeer betrokke by die uitvoering van lugtoere wat aan die publiek op 'n enkele kaartjie teen 'n omvattende prys verkoop word, met inbegrip van die akkommodasiekoste en die koste van bykomende dienste en fasiliteite.

3. BEREKENING VAN ITEMS

- 3.1 *Lugvaartuigkilometers (items 1, 12)* - gelyk aan die totaal van die produkte verkry deur die getal vlugte uitgevoer by elke vlugskof met die skofafstand te vermenigvuldig.
- 3.2 *Lugvaartuigvertrekvlugte (items 2, 13)* - gelyk aan die getal landings gedoen of vlugskofte gevlieg.
- 3.3 *Lugvaartuigure (items 3, 14, 21)* - moet aangegee word tot die naaste uur en moet gegrond word op "block-to-block"-tyd. Indien 'n ander grondslag gebruik word, moet die grondslag vermeld word onder "Opmerkings" (Deel 5).
- 3.4 (a) *Passasiers vervoer op vasgestelde vlugte (item 4)* - die getal passasiers word verkry deur elke passasier op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik vir elke afsonderlike skof van daardie vlug nie, met die enkele uitsondering dat 'n passasier wat vlieg op die internasionale sowel as die binnelandse skofte van dieselfde vlug, as 'n binnelandse passasier gereken moet word.

Passasiers wat minder betaal as 25% van die normale toepaslike reisgeld, moet uitgesluit word.

- (b) *Passasiers vervoer op nie-vasgestelde inkomstevlugte (item 15)* - die getal passasiers wat vervoer is, word verkry deur elke passasier op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik op elke afsonderlike skof van daardie vlug nie selfs waar internasionale sowel as binnelandse skofvlugte betrokke is.

Onder item 15(a) moet slegs omvattende toerpassasiers op nie-vasgestelde vlugte aangegee word.

3.5 (a) *Metrieke ton vrag vervoer op vasgestelde vlugte (item 5)* - die getal metrieke ton vervoer, word verkry deur elke metrieke ton vrag op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik op elke afsonderlike skof van daardie vlug nie, met die enkele uitsondering dat vrag gevlieg op die internasionale sowel as die binnelandse skofte van dieselfde vlug by die berekening geag moet word 'n binnelandse sowel as 'n internasionale besending te wees.

(b) *Metrieke ton vrag vervoer op nie-vasgestelde inkomstevlugte (item 16)* - die getal metrieke ton vrag vervoer, word verkry deur elke metrieke ton vrag op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik op elke afsonderlike skof van daardie vlug nie selfs waar sowel internasionale as binnelandse skofvlugte betrokke is.

3.6 *Passasierkilometers (items 6, 17)* - die som van die produkte verkry deur die getal inkomste-passasiers op elke vlugskof vervoer, met die skofafstand te vermenigvuldig.

Die gevolglike syfer is gelyk aan die getal kilometers deur alle passasiers gereis.

Vir item 17(a) moet passasierskilometers uitgevoer, slegs op omvattende toerverkeer van nie-vasgestelde vlugte gebaseer word.

3.7 *Sitplekkilometers beskikbaar (items 7, 18)* - die som van die produkte verkry deur die getal passasiersitplekke beskikbaar op elke vlugskof deur die skofafstand te vermenigvuldig.

Sitplekke wat nie werklik vir die vervoer van passasiers beskikbaar is nie weens die gewig van brandstof of ander lading moet by die berekening uitgesluit word.

3.8 *Passasierladingfaktor (item 8)* - passasierkilometers (item 6) uitgedruk as 'n persentasie van sitplek-kilometers beskikbaar (item 7).

Faktor moet aangegee word tot een desimaal (die naaste tiende van 'n persentasiepunt).

3.9 *Metrieke ton-kilometers uitgevoer (items 9, 19)* - die totaal van die produkte verkry deur die getal metrieke tonne as inkomstelading vervoer op elke vlugskof met die skofafstand te vermenigvuldig. Afsonderlike berekeninge moet gedoen word vir:

Items 9(a) en 19(a)-passasiers - vrye en oorgewigbagasie moet uitgesluit word.

Item 9(b)-vrag - spoedvrag- en diplomatieke sakke moet ingesluit word.

Item 9(c)-pos - alle klasse pos moet ingesluit word.

Item 19(b)-vrag en pos - die riglyne vir items 9(b) en (c) hierbo is van toepassing.

3.10 *Metrieke ton-kilometers beskikbaar (items 10, 20)* - die som van die produkte verkry deur die getal metrieke ton beskikbaar vir die vervoer van inkomstelading (passasiers, vrag en pos) op elke vlugskof, met die skofafstand te vermenigvuldig.

3.11 *Gewigsladingfaktor (item 11)* - totale metrieke ton-kilometers uitgevoer (item 9(d)) uitgedruk as 'n persentasie van die metrieke ton-kilometers beskikbaar (item 10).

Faktor moet aangegee word tot een desimaal (die naaste tiende van 'n persentasiepunt).

4. **GEDEELDE DIENSTE**

Elke lisensiehouer wat deelneem aan gedeelde dienste moet die inkomste-verkeergegewens (passasiers, vrag en pos) van die vlugdienste wat hy verskaf, aangee eerder as sy "aandeel" in die totale dienste wat deur delingsreëlings verskaf word.

5. **VERHUURDE, BEVRAGTE OF UITGERUILDE LUGVAARTUIG**

Data betreffende die ondernemings van verhuurde, bevragte of uitgeruilde lugvaartuig moet aangegee word met betrekking tot die entiteit wat hulle huur of bevrage en op wie se netwerk hulle gebruik word, en nie met betrekking tot die eienaar van die lugvaartuig nie.

6. **BLOKSPASIE-BEVRAGTINGS**

Statistieke wat betrekking het op blokspasie-bevragtings (waar die totale kapasiteit van 'n lugvaartuig afgeblok word vir bevragtingsverkoop op vlugte wat as vasgestelde vlugte gepubliseer word maar as bevragtingsvlugte uitgevoer word op dieselfde of soortgelyke roete en bedryftyd) word as nie-vasgestel beskou en moet derhalwe uitgesluit word.

7. BLOKSPASIE-REËLINGS/GESAMENTLIKE DIENSTE

- 7.1 'n Lisensiehouer wat deel van die spasie van 'n vlug van 'n ander lisensiehouer of die houer van 'n buitelandse operateurspermit koop vir herverkoop aan die publiek, moet die inkomste-verkeer wat hy verkoop, aangee.
- 7.2 'n Lisensiehouer wat sodanige spasie verkoop, moet die oorblywende gedeelte van die inkomste-verkeer wat uitgevoer word, aangee.

8. MAATSTELSEL

Alle afstands- en gewigsitems moet aangegee word ooreenkomstig die metrieke stelsel met gebruik van die volgende omrekeningsfaktore (voet/pond-stelsel tot metrieke stelsel):

1 kort ton (2 000 pd)	= 0.907 metrieke ton
1 lang ton (2 240 pd)	= 1.016 metrieke ton
1 landmyl (5 280 voet)	= 1.609 kilometer
1 seemyl (6 080 voet)	= 1.853 kilometer
1 ton-myl (kort tonne en landmyle)	= 1.460 ton-kilometer
1 ton-myl (lang tonne en landmyle)	= 1.635 ton-kilometer

9. SIMBOLE WAT GEBRUIK MOET WORD

- & Grootte minder as die helfte van die eenheidswaarde van die laaste syfer getoon
- Grootte nul
- Kategorie nie van toepassing
- Data nie beskikbaar.

10. DUISENDE

Waar syfers in duisende getoon word, moet 500 of meer geag word eenduisend te wees.

Aanhangsel N

TV 331 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS I- OF KLAS I- EN II-LISENSIE : VLOOT EN PERSONEEL

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke kalenderjaar moet verskaf word aan die Raad op Internasionale Lugdiens binne 60 dae van die laaste dag van so 'n kalenderjaar sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie waarop die bygaande statistieke betrekking het:

.....

1.3 Kalenderjaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek, (naam)
in my hoedanigheid van (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening: Datum:

DEEL 2 - Inligting met betrekking tot vloot:

[illegible]

- 1.1 Data moet aangegee word vir die totale vloot bedryf deur die lisensiehouer, ongeag of die lugvaartuie bedryf word in vasgestelde of nie-vasgestelde dienste.
- 1.2 'n Afsonderlike lyninskrywing moet vir elke verskillende tipe lugvaartuig in die vloot gedoen word. Dit beteken dat data vir elke verskillende fabrikaat en model van lugvaartuie in elke gebruik-/weergawe-kategorie op een lyn aangegee moet word.
- 1.3 Die data vir lugvaartuie van elke tipe wat deur die lisensiehouer vir 'n beperkte tydperk van 'n ander entiteit verkry is, moet afsonderlik aangegee word, en geïdentifiseer word onder "Opmerkings" (Deel 4).
- 1.4 (a) *Lugvaartuigtipe, Vervaardiger en model (kolom A)* - 'n lugvaartuig moet aangegee word by sy volledige modelbenaming.
- (b) *Lugvaartuigtipe, Gebruik-/Weergawe-kategorie (kolom B)* - een van die volgende kodes moet aangegee word vir elke lugvaartuig-inskrywing in kolom A:
- P - Passasierweergawe van lugvaartuig
 - F - Vragvervoerder-weergawe van lugvaartuig, geen voorsiening vir passasiers
 - C - Omskepbare weergawe van lugvaartuig (lugvaartuig geredelik omskepbaar om alle soorte vragladings of passasierladings te vervoer)
 - O - Lugvaartuig gebruik vir ander doeleindes.

Die kodes "P", "F" en "C" moet toegepas word op lugvaartuie wat gebruik word vir handelslugvervoer. Hierdie kodes verwys na die weergawe van fisiese kenmerke van die lugvaartuig (byvoorbeeld, 'n "vragvervoerder" sal oor vragdeure beskik en met geen voorsiening vir passasiersitplekke of -akkommodasie nie).

Vir lugvaartuie wat nie vir handelslugvervoer gebruik word nie, soos lugvaartuie wat gebruik word vir vlieënieropleiding, of vervoer van personeel, moet die kode "O" in kolom B geplaas word.

- 1.5 (a) *Grootte van lugvaartuig, Getal ingerigte passasiersitplekke (kolom G)* - vir elke tipe lugvaartuig moet die getal passasiersitplekke waarmee die lugvaartuig toegerus is, aangegee word.

Waar lugvaartuie van dieselfde tipe 'n verskillende aantal ingerigte sitplekke het, byvoorbeeld, voorsiening vir 80 sitplekke, 90 sitplekke en 100 sitplekke, kan die speling soos volg aangegee word: 80-90-100.

- (b) *Grootte van lugvaartuig, Gemiddelde maksimum gesertifiseerde massa (kolom H)* - vir elke tipe lugvaartuig moet die gemiddelde van die maksimum gesertifiseerde massa ooreenkomstig die lugwaardigheidsertifikate, die vlieghandleidings of ander amptelike dokumente, aangegee word.

Lugvaartuigmassa moet aangegee word in metrieke ton tot die naaste tiende van 'n metrieke ton. Faktore om pondstelsels na metrieke stelsels om te reken, is:

1 klein ton (2 000 pd) = 0.907 metrieke ton
1 groot ton (2 240 pd) = 1.016 metrieke ton.

- 1.6 Statistieke oor lugvaartuigvertrekvlugte en ure gevlieg moet in die volgende kategorieë aangegee word:

- Vasgestelde inkomstevlugte - Vlugte vasgestel en uitgevoer teen vergoeding volgens 'n gepubliseerde vliegrooster, of so gereeld of herhaaldelik dat dit 'n herkenbare sistematiese reeks daarstel, wat oop is vir gebruik deur lede van die publiek, bykomstige inkomstevlugte veroorsaak deur oorfloei-verkeer van vasgestelde inkomstevlugte, en voorlopige inkomstevlugte op beplande nuwe lugdienste
- Nie-vasgestelde inkomstevlugte - Ander vlugte teen vergoeding as daardie aangegee onder vasgestelde inkomstevlugte wat op 'n ongereelde grondslag bedryf word met inbegrip van leë vlugte in verband daarmee
- Alle vlugte (totaal) - Alle vlugte word hier ingesluit, sowel vir inkomste as nie vir inkomste nie (byvoorbeeld, toetsing, opleiding en ander sodanige vlugte).

- 1.7 (a) *Getal lugvaartuigvertrekvlugte (kolomme I, J en K)* - die totale getal lugvaartuigvertrekvlugte op sowel inkomste- as nie-inkomstevlugte moet in kolom K aangegee word. Die getal vertrekvlugte vir vasgestelde en nie-vasgestelde inkomstevlugte moet aangegee word in Kolomme I en J. Indien presiese data vir inkomstevlugte nie beskikbaar is nie, moet skattings indien moontlik gedoen word, en asteriske moet by die geraamde syfers geplaas word.

- (b) *Getal ure gevlieg (kolomme L, M en N)* - die totale getal lugvaartuig-ure, sowel inkomste as nie-inkomste, vir alle vlugte, moet in kolom N aangegee word. Die ontleding van ure gevlieg in vasgestelde en nie-vasgestelde inkomstevlugte moet aangegee word in kolomme L en M. Indien presiese data vir inkomstevlugte nie beskikbaar is nie, moet skattings indien moontlik gemaak word, en asteriske by geraamde syfers geplaas word.

Lugvaartuigure moet aangegee word tot die naaste uur gegrond op "block-to-block" tyd. Indien 'n ander grondslag gebruik word, moet so 'n grondslag vermeld word onder "Opmerkings".

- (c) *Lugvaartuigdae beskikbaar gedurende die jaar (kolom O)* - beskikbare lugvaartuig-dae moet die totaal wees van die getal dae waarop elke lugvaartuig beskikbaar is vir gebruik gedurende die betrokke tydperk. Die volgende dae moet uitgesluit word van die beskikbare dae:

- Dae tussen die datum van aankoop en die datum van werklike indiensplasing
- Dae na die laaste inkomste-vlugte voor wegdoening
- Dae uit diens weens ernstige ongelukke of omskepping
- Dae wanneer 'n lugvaartuig in die besit van ander is
- Dae wanneer 'n lugvaartuig nie beskikbaar is nie weens regeringsoptrede.

Alle ander dae word geag beskikbare dae te wees, selfs dae wat vereis word vir onderhoud en opknapping.

2. DEEL 3 - PERSONEEL

- (1) *Personeel waarvoor verslagdoening vereis word (kolomme B en C)* - data betreffende alle personeel, hetsy tydelik of permanent, wat op die salarisstaat van die lisensiehouer is teen die middel en die einde van die verslagjaar, moet aangegee word.

- (2) *Totale jaarlikse uitgawes vir elke kategorie personeel (kolom D)* - die totale jaarlikse uitgawes vir die salarisse en toelaes van alle werknemers in elk van die ses kategorieë moet aangegee word. Bruto salaris (voor aftrekking van inkomstebelasting, pensioen en ander betalings), oortydbetalings, vliegbetalings en onderhoudstoelaes, soos lewenskoste- en stasietoelaes moet ingesluit word. Uitgawes vir reis, verhuising, opleiding, uniforms, ens., moet nie ingesluit word nie.

- (3) *Personeel-kategorieë (kolom A):*

- (a) Vlieëniers en mede-vlieëniers (self-verduidelikend)
- (b) Ander stuurkajuitbemanning - vluginjenners, radio-operateurs en vlugnavigators moet ingesluit word
- (c) Kajuitbemanning - alle kajuitbemanningslede moet aangegee word
- (d) Onderhouds- en opknappingspersoneel - grondpersoneel met inbegrip van toesighoudende, beplanning- en inspeksiepersoneel by onderhouds- en opknappingswerkwinkels moet ingesluit word. Voorrade- en benodigdhede-personeel, tydhouders en boekhoukundige personeel by opknappings- en onderhoudswerkwinkels moet ook ingesluit word. Ingenieurs moet afsonderlik aangegee word onder item (a) en ander personeel onder item (b)
- (e) Kaartjie-uitreiking- en verkope- (ook reklame-) personeel - personeel betrokke by kaartjie-uitreiking, verkope en reklame-aktiwiteite
- (f) Alle ander personeel - personeel nie ingesluit in enige van die bogenoemde vyf kategorieë nie soos administratiewe personeel op hoofkantoor.

Aanhangsel O

TV 332A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS I-LISENSIE : IN-VLUG OORSPRONG- EN BESTEMMINGSVERKEER

VERTROULIK: ARTIKEL 22(2) VAN DIE WET OP
INTERNASIONALE LUGDIENSTE, 1993

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke 90 dae-tydperk (kwartaal) moet verskaf word aan die Raad op Internasionale Lugdiens binne 30 dae van die laaste dag van so 'n tydperk sodat gevolg gegee kan word aan die bepalinge van Artikel 67 van die Chicago-Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

1.2 Nommer van lisensie waarop die bygaande statistieke betrekking het:

1.3 Kwartaal en jaar waarop die bygaande statistieke betrekking het:

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1.4 Navrae in verband met die bygaande statistieke moet gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek, (naam)
in my hoedanigheid van (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening: Datum:

[illegible]

[illegible]

Die data aangegee op hierdie vorm word vertroulik gehou.

Data moet in kolomme A tot D aangegee word soos volg:

- 1.1 *Stadspaar (kolom A)* - alle stadspare deur die lisensiehouer gedurende die kwartaal bedien en ten opsigte waarvan werlike inkomste-verkeer (passasiers, vrag en pos) aangeteken is, moet in alfabetiese volgorde gelys word.
 - (a) Elke stadspaar moet twee maal gelys word - eers in die een rigting en dan in die teenoorgestelde rigting.
 - (b) Stadspare wat verkeersdata bevat maar wat in werklikheid afwykings is van die binnelandse lugdiens soos vasgestel, moet ingesluit word en gemerk word deur 'n asterisk.
 - (c) Verkeersdata uitgevoer oor identiese stadspare deur twee of meer vlugte kan gekonsolideer word (sodat een lyninskrywing op die vorm alle verkeer uitgevoer deur die lisensiehouer oor identiese stadspare gedurende die betrokke kwartaal dek).
 - (d) IATA plekaanwysers (drie letter kodes) kan in hierdie kolom gebruik word om stede in plaas van stadsname te identifiseer.
- 1.2 *Inkomstepassasiers (kolom B)* - het betrekking op passasiers vir wie se vervoer 'n tarief betaal word, maar sluit passasiers uit wat minder as 25% van die normale toepaslike tarief betaal.
- 1.3 *Inkomstevrag - metrieke ton (kolom C)* sluit spoedvrag in maar nie passasiersbagasie nie.
- 1.4 *Inkomstepos - metr. tonne (kolom D)* - versendings van korrespondensie en ander voorwerpe aangebied deur en bedoel deur aflewering aan posadministrasies.

Data vir vrag en pos moet in metrieke ton en tot drie desimale aangegee word.

2. ITEM-OMSKRYWINGS

- 2.1 Die uitdrukking "inkomste" verwys na ladings waarvoor vergoeding ontvang word.
- 2.2 Die uitdrukking "in-vlug oorsprong- en bestemmingsverkeer" verwys na verkeer op 'n bepaalde vlug onderverdeel in stadspare volgens die oplaai-punt en die aflaaipunt. Met betrekking tot passasiers, verwys dit na die oplaai-punt en die aflaaipunt van die passasier gedek deur een vlugkoepon.
- 2.3 Die uitdrukking "stadspaar" verwys na twee stede waartussen reis gemagtig is deur 'n passasierskaartjie of deel van 'n kaartjie of waartussen verskeping gedoen word ooreenkomstig 'n verskeppingsdokument of deel daarvan (lugvragbrief of posafleweringsbrief).
- 2.4 Die uitdrukking "vlug" verwys na die bedryf van 'n lugvaartuig op 'n skof of 'n aantal skofte met 'n nie-veranderende vlugnommer.
- 2.5 Die uitdrukking "skof" verwys na die bedryf van 'n lugvaartuig vanaf opstyging tot by sy volgende landing.
- 2.6 Die uitdrukking "vlugkoepon" verwys na elke onderdeel van 'n kaartjie wat afsonderlike reismagtiging bevat vir onderverdelings van die totale reis gedek deur die passasierskaartjie.
- 2.7 Die uitdrukking "vasgestelde inkomste" verwys na vlugte vasgestel en uitgevoer teen vergoeding volgens 'n gepubliseerde vliegrooster, of so gereeld of herhaaldelik dat dit 'n herkenbare sistematiese reeks daarstel, wat oop is vir gebruik deur lede van die publiek, en bykomstige inkomstevlugte veroorsaak deur oorfloei-verkeer van vasgestelde inkomstevlugte.

3. GEDEELDE DIENSTE

Elke lisensiehouer wat deelneem aan gedeelde dienste moet die inkomste-verkeersgegewens (passasiers, vrag en pos) van die vlugdienste wat hy verskaf, aangee eerder as sy "aandeel" van die totale dienste wat deur delingsreëlins verskaf word.

4. VERHUURDE, BEVRAGTE OF UITGERUILDE LUGVAARTUIE

Inkomsteverkeer-data (passasiers, vrag en pos) betreffende die bedryf van verhuurde, bevragte of uitgeruilde lugvaartuie moet aangegee word met betrekking tot die entiteit wat hulle verhuur of bevrage en op wie se netwerk die lugvaartuie gebruik word, en nie met betrekking tot die eienaar van die lugvaartuie nie.

5. BLOKSPASIE-BEVRAGTINGS

Statistieke wat betrekking het op blokspasie-bevragtings (waar die totale kapasiteit van 'n lugvaartuig afgeblok word vir bevragtingsverkoop op vlugte wat as vasgestelde vlugte gepubliseer word, maar as bevragtingsvlugte uitgevoer word op dieselfde of soortgelyke roete en bedryftyd) word as nie-vasgestel beskou en moet derhalwe uitgesluit word.

6. REËLINGS VIR BLOKSPASIE/GESAMENTLIKE DIENSTE

- 6.1 'n Lisensiehouer wat 'n deel van die spasie van 'n vlug van 'n ander lisensiehouer koop vir herverkoop aan die publiek, moet die inkomsteverkeer wat hy of sy verkoop, aangee.
- 6.2 'n Lisensiehouer wat sodanige spasie verkoop, moet die oorblywende deel van die inkomsteverkeer uitgevoer, aangee.

7. MAATSTELSEL

- 7.1 Gewig moet aangegee word in die metrieke stelsel met gebruik van die volgende omrekeningsfaktore (voet/pond-stelsel tot metrieke stelsel):

1 kort ton (2 000 pd) = 0.907 metrieke ton
1 lang ton (2 240 pd) = 1.016 metrieke ton

- 7.2 Die getal metrieke ton aangegee in kolom C en D, moet tot drie desimale aangegee word.

8. **SIMBOLE WAT GEBRUIK MOET WORD**

- X Afwijking van vliegrooster.
- Grootte nul.
- Kategorie nie van toepassing.
- Data nie beskikbaar.

Handtekening: _____

Datum: _____

Die handtekening van die staatsreksant is op hierdie vorm verskaf as 'n bewys dat die staatsreksant die staatsreksant is.

1. Naam van staatsreksant: _____

2. Posisie: _____

3. Tuisland: _____

4. Adres: _____

5. Kontaknommer: _____

6. E-posadres: _____

7. Noms van staatsreksant: _____

8. Noms van staatsreksant: _____

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Aanhangsel P

TV 333 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b)) KLAS 1-LISENSIE : VERKEER VOLGENS VLUGSKOF

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke kalenderjaar moet verskaf word aan die Raad op Internasionale Lugdiensste binne 30 dae van die laaste dag van so 'n kalenderjaar sodat gevolg gegee kan word aan die bepalinge van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

.....

1.3 Kalenderjaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

- 1.4.1 Naam van persoon :
- 1.4.2 Posisie :
- 1.4.3 Telefoonnommer :
- 1.4.4 Faksnommer :

1.5 Ek, (naam)
in my hoedanigheid van (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening: Datum:

DEEL 2 - Inligting met betrekking tot verkeer volgens vlugskof:

[illegible]

1.3 Getal vlugte (Kolom C):

Die getal vlugte werklik uitgevoer gedurende die kalenderjaar tussen elke paar stasies gelys in Kolom A, moet aangegee word. Wanneer meer as een tipe lugvaartuig gebruik is, moet die getal vlugte gevlieg deur elke tipe aangegee word.

1.4 Kapasiteit beskikbaar (Kolomme D en E):

(a) Passasiersitplekke - die totale getal passasiersitplekke beskikbaar vir verkoop gedurende die kalenderjaar tussen elke paar stasies gelys in Kolom A, moet aangegee word. Die sitplekke wat nie werklik beskikbaar was vir die vervoer van passasiers nie weens die gewig van brandstof of ander lading, moet uitgesluit word.

(b) Totale loonvrag kapasiteit - die totale kapasiteit (in metrieke ton) beskikbaar gedurende die kalenderjaar vir die vervoer van inkomste-ladings (passasiers, bagasie, vrag en pos) tussen elke paar stasies gelys in Kolom A, moet aangegee word.

1.5 Inkomste-verkeer (Kolomme F, G en H):

Die totale inkomste-verkeer gedra op elke vlugskof, wat ook al die oorsprong of bestemming van die verkeer, moet aangegee word. Die woord "inkomste" toegepas op -

(a) passasiers, het betrekking op passasiers vir die vervoer van wie reisgeld betaal is, maar sluit passasiers uit wat minder as 25% van die normale toepaslike reisgeld betaal; en

(b) vrag, spoedvrag en pos, het betrekking slegs op inkomste-vervoer, maar moet nie oorgewig-bagasie insluit nie.

2. ITEM-OMSKRYWINGS

2.1 Die begrip "vlugskof" verwys na die bedryf van 'n lugvaartuig vanaf opstyging tot sy volgende landing.

2.2 Die begrip "vasgestelde inkomstevlugte" verwys na vlugte vasgestel en uitgevoer teen vergoeding volgens 'n gepubliseerde vliegrooster, of so gereeld of herhaaldelik dat dit 'n herkenbare sistematiese reeks daarstel, wat oop is vir gebruik deur lede van die publiek, en bykomstige inkomstevlugte veroorsaak deur oorvloei-verkeer van vasgestelde inkomstevlugte.

3. GEDEELTE DIENSTE

Elke lisensiehouer wat deelneem aan gedeelde dienste moet die kapasiteit en lading van die vlugdienste aangee eerder as sy "aandeel" in die totale dienste wat deur delingsreëlins verskaf word.

4. VERHUURDE, BEVRAGTE OF UITGERUILDE LUGVAARTUIE

Data betreffende die bedryf van verhuurde, bevragte of uitgeruilde lugvaartuie moet aangegee word met betrekking tot die entiteit wat hulle verhuur of bevrage en op wie se netwerk die lugvaartuie gebruik word, en nie met betrekking tot die eienaar van die lugvaartuig nie.

5. BLOKSPASIE-BEVRAGTINGS

Statistieke wat betrekking het op blokspasie-bevragtings (waar die totale kapasiteit van 'n lugvaartuig afgeblok word vir bevragtingsverkoop op vlugte wat as vasgestelde vlugte gepubliseer word maar as bevragtingsvlugte uitgevoer word op dieselfde of soortgelyke roete en bedryftyd) word as nie-vasgestel beskou en moet derhalwe uitgesluit word.

6. BLOKSPASIE-REËLINGS/GESAMENTLIKE DIENSTE

'n Lisensiehouer wat deel van die spasie van 'n ander lisensiehouer of die houer van 'n buitelandse operateurspermit koop vir herverkoop aan die publiek, moet hierdie verkeer aangee.

Die verslag moet insluit die kapasiteit aangekoop (Kolomme D en E) sowel as die inkomste-verkeer (Kolomme F, G en H) van enige sodanige blokspasie aangekoop deur die lisensiehouer.

Die restant van die kapasiteit beskikbaar vir die lisensiehouer se eie gebruik (Kolomme D en E) en sy eie inkomste-verkeer gedra (Kolomme F, G en H), asook die tipe(s) lugvaartuie (Kolom B) en die aantal vlugte (Kolom C) moet aangegee word.

Die lisensiehouer wat sodanige spasie aankoop, moet daardie vlugskofte waarby reëlins vir blokspasie betrokke is, identifiseer deur 'n voetnota onder "Opmerkings".

'n Lisensiehouer wat 'n deel van sy spasie aan 'n ander lisensiehouer verkoop vir herverkoop aan die publiek, moet daardie vlugskofte waarby reëlins vir blokspasie betrokke is, identifiseer deur 'n voetnota onder "Opmerkings".

7. MAATSTELSEL

Gewig moet aangegee word volgens die metrieke stelsel, met afronding van metrieke ton tot die naaste ronde syfer vir die data in Kolomme E, G en H, en met gebruik van die volgende omrekeningsfaktore (voet/pond-stelsel na metrieke stelsel):

1 kort ton (2 000 pd) = 0.907 metrieke ton
1 lang ton (2 240 pd) = 1.016 metrieke ton.

8. SIMBOLE WAT GEBRUIK MOET WORD

- X Afwyking van vliegrooster.
- Grootte nul.
- Kategorie nie van toepassing
- Data nie beskikbaar.

Aanhangsel Q

TV 334 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLASS I- OF KLAS I- EN II-LISENSIE: FINANSIËLE DATA

VERTROULIK: ARTIKEL 22(2) VAN DIE WET OP
INTERNASIONALE LUGDIENSTE, 1993

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke boekjaar moet verskaf word aan die Raad op Internasionale Lugdiens binne 90 dae van die laaste dag van so 'n boekjaar sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

1.3 Boekjaar waarop die bygaande statistieke betrekking het:

19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek,..... (naam)
in my hoedanigheid van..... (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening:.....

Datum:

DEEL 2 - Wins-en-verliesstaat:

BESKRYWING		BEDRAE	
		SUB-REKENINGE	HOOFDREKENING E EN RESULTATE
INKOMSTES	1. Vasgestelde dienste (totaal).....		
	1.1 Passasier		
	1.2 Oorgewig-bagasje.....		
	1.3 Vrag, speedvrag en diplomatieke sakke		
	1.4 Pos		
	2. Nie-vasgestelde vlugte (totaal).....		
	2.1 Passasier en oorgewig-bagasje.....		
	2.2 Vrag (insluitend speedvrag en diplomatieke sakke) en pos		
	3. Toevallige inkomstes (totaal).....		
	3.1 Lugvervoer-aktiwiteite (bruto)		
	3.2 Ander (netto).....		
	4. TOTALE BEDRYFSINKOMSTES		
UITGAWES	5. Vlugondernemings (totaal).....		
	5.1 Boordbemanningsalarisse en -uitgawes.....		
	5.2 Lugvaartuigbrandstof en -olie		
	5.3 Vlugtoerusting-versekering en onversekerde verliese.....		
	5.4 Huur van vlugtoerusting		
	5.5 Boordbemanningsopleiding (wanneer nie geamortiseer).....		
	5.6 Ander vluguitgawes.....		
	6. Onderhoud en opknapping.....		
	7. Depresiasie en amortisasie (totaal).....		
	7.1 Normale depresiasie van vlugtoerusting.....		
	7.2 Normale depresiasie van grondbates en -toerusting		
	7.3 Bykomstige depresiasie (wat koste oorskry)		
	7.4 Amortisasie van ontwikkelings- en voor-bedryfskoste.....		
	7.5 Boordbemanningsopleiding (wanneer geamortiseer).....		
	8. Gebruikersvorderings en stasie-uitgawes (totaal).....		
	8.1 Landings- en geassosieerde lughawevorderings.....		
	8.2 Roetefasiliteit-vorderings.....		
	8.3 Stasie-uitgawes.....		
	9. Passasiersdienste.....		
	10. Kaartjie-uitreiking, verkope en reklame.....		
	11. Algemeen en administratief.....		
	12. Ander bedryfsuitgawes.....		
	13. TOTALE BEDRYFSUITGAWES.....		
BR	14. BEDRYFSRESULTAAT		

BESKRYWING		BEDRAE	
		SUB-REKENINGE	HOOFREKENING E EN RESULTATE
NIE-BEDRYFS	15. Onttrekking van bates en toerusting.....		
	16. Rente.....		
	17. Betalings uit publieke fondse nie elders toegewys (totaal).....		
	17.1 Regstreekse subsidies.....		
	17.2 Ander betalings.....		
	18. Geaffilieerde maatskappye.....		
	19. Ander nie-bedryfsitems		
	20. NIE-BEDRYFSITEMS (saldo).....		
WINS/VERLIES	21. WINS OF VERLIES (-) VOOR INKOMSTEBELASTINGS.....		
	22. Inkomstebelastings.....		
	23. WINS OF VERLIES (-) NA INKOMSTEBELASTINGS.....		

Opmerkings : (insluitend vermelding van onvermydelike afwyking van instruksies oor verslagdoening):

[illegible]

DEEL 3 : Balansstaat:

BATES	BEDRAE	
	SUB-REKENINGE	HOOFREKENING E EN TOTALE
1. Bedryfsbates.....		
2. Toerustingsaankoop-fondse.....		
3. Ander spesiale fondse.....		
4. Vlugoerusting voor depresiasie.....		
4.1 Min : Reserwe vir depresiasie.....		
4.2 Vlugoerusting na depresiasie (item 4 min item 4.1).....		
5. Grondbates en -toerusting voor depresiasie.....		
5.1 Min : Reserwe vir depresiasie.....		
5.2 Grondbates en -toerusting na depresiasie (item 5 min item 5.1)		
6. Grond.....		
7. Beleggings in geaffilieerde maatskappye.....		
8. Uitgestelde vorderings (totaal).....		
8.1 Ontwikkelings- en voor-bedryfskoste.....		
8.2 Ander uitgestelde vorderings.....		
9. Immateriële bates.....		
10. Ander bates.....		
11. TOTALE BATES (gelyk aan item 24 hieronder).....		

LASTE	BEDRAE	
	SUB-REKENINGS	HOOFREKENING E EN TOTALE
12. Lopende verpligtinge (buiten dit aangegee in item 13).....		
13. Onverdiende vervoerinkomste.....		
14. Uitgestelde krediete.....		

LASTE	BEDRAE	
	SUB-REKENINGS	HOOFREKENING E EN TOTALE
15. Bedryfsreserwes.....		
16. Selfversekering-reserwes.....		
17. Ander reserwes (spesifiseer).....		
18. Voorskotte van geaffilieerde maatskappye.....		
19. Ander laste.....		
20. Langtermynskuld.....		
21. Aandelekapitaal.....		
22. Kapitaalsurplus		
23. Netto saldo van nie-aangewende teruggehoue verdienstes (identies aan item 6 van staat van teruggehoue verdienstes).....		
24. TOTALE LASTE (gelyk aan item 11 hierbo).		

Opmerkings (insluitend vermelding van enige onvermydelike afwyking van instruksies oor verslagdoening):

DEEL 4 - Staat van teruggehoue verdienstes:

BESKRYWING	SUB-REKENINGE	HOOFREKENING E EN RESULTATE
1. Netto saldo van nie-aangewende teruggehoue verdienstes vir vorige b o e k j a a r		

BESKRYWING		SUB-REKENINGE	HOOFDREKENING E EN RESULTATE
2.	Aanpassings aan teruggehoue verdienstes van vorige jaar (totaal).....		
2.1	Oordrag na reserwes		
2.2	Bedrag betaal as bonus, dividende, ens.....		
2.3	Ander (spesifiseer).....		
2.4	Ander (spesifiseer).....		
3.	Wins of verlies (-) na inkomstebelastings vir hierdie boekjaar (soos getoon in item 23 van Wins-en-verliesstaat)		
4.	Aanwendings (totaal).....		
4.1	(Spesifiseer).....		
4.2	(Spesifiseer).....		
4.3	(Spesifiseer).....		
5.	Dividende		
6.	Netto saldo van nie-aangewende teruggehoue verdienstes vir die lopende en vorige boekjare (dieselfde as item 23 van balansstaat)		

Opmerkings (insluitend vermelding van enige onvermydelike afwyking van instruksies oor verslagdoening):

INSTRUKSIES WAT GEVOLG MOET WORD BY VOLTOOIING VAN HIERDIE VORM**1. DEEL 2 - WINS-EN-VERLIESSTAAT**

Hierdie staat raak die inkomstes, uitgawes en finansiële resultate van die lisensiehouer vir die boekjaar. Dit word verkies dat hierdie staat voorberei word op 'n opgelope grondslag eerder as op 'n kontant-gerealiseerde grondslag in alle gevalle waar dit gerieflik is om dit so te doen.

Bedryfsinkomstes en -uitgawes is daardie wat ontstaan uit die bedryf van internasionale openbare lugvervoerdienste, en enige dienste wat daarmee verband hou.

1.1 Bedryfsinkomstes (Items 1 tot 4):**(a) Vasgestelde dienste:**

Inkomste verdien uit vasgestelde dienste en uitgevoer volgens 'n gepubliseerde tydrooster (of uit dienste so gereeld of herhaaldelik dat dit 'n herkenbare sistematiese reeks daarstel, wat oop is vir gebruik deur lede van die publiek, moet aangegee word, insluitend inkomste verdien uit addisionele vlugte veroorsaak deur oorsvloed-verkeer van sodanige vasgestelde dienste, en uit voorbereidende inkomstevlugte op beplande inkomstevlugte, onderverdeel soos volg:

- (i) *Passasier* sluit in die inkomste uit die vervoer van passasiers op vasgestelde vlugte slegs na aftrekking van toepaslike afslagte en kortings.

Dit sluit nie in die waarde van passasierskaartjies vooruit verkoop nie - die waarde van sodanige kaartjies moet oorgedra word tot tyd en wyl die vlug plaasvind of die waarde terugbetaal is.

Dit sluit nie in belastinge op verkope van passasiersvervoer nie. Kansellasiegelde moet ingesluit word as "toevallige inkomstes" onder item 3.1.

Inkomstes uit die verkoop van voedsel en drank wat nie ingesluit is by die prys van die kaartjie nie, moet uitgesluit word en aangegee word as "toevallige inkomstes" onder item 3.

Inkomstes uit nominale diensvorderings vir persone wat op 'n nie-inkomste-grondslag reis (soos personeel) moet uitgesluit word en aangegee word as "toevallige inkomstes" onder item 3. Passasiersinkomste moet nie gedebiteer word met betalings gedoen vir grondvervoer, kommissie op verkope of ander uitgawes verbonde aan die hantering van passasiers of onderbroke vlugte nie. Sodanige uitgawes moet gedebiteer word teen toepaslike uitgawerekeninge.

- (ii) *Oorgewig-bagasje* moet insluit inkomste uit die vervoer van passasiersbagasje wat die vaste gratis gewig en vaste waarde-toegif oorskry.

- (iii) *Vrag* moet insluit inkomste, na aftrekking van toepaslike afslagte en kortings, op die grondslag van gepubliseerde tariewe en ooreengekome tussen-redery eweredige verdelings of deurgangstariewe.

Vraginkomste moet ook "Spoedvrag" inkomste en inkomste uit die vervoer van diplomatieke sakke insluit.

Waar die personeel van die lisensiehouer die voorreg het om persoonlike besendings te versend teen verminderde tariewe, moet sodanige inkomste beskou word as normale vraginkomste.

- (iv) *Pos* moet insluit betalings ontvang vir die vervoer van alle plaaslike en buitelandse internasionale pos teen heersende tariewe, ongeag die feit dat sodanige tariewe vooruit vasgestel word of agterna.

(b) Nie-vasgestelde vlugte:

Moet insluit inkomste afkomstig van alle ander vlugte teen vergoeding uitgevoer, insluitend ander leë vlugte wat daarmee verband hou, as daardie op vasgestelde dienste.

Moet insluit inkomstes van verkope van die totale kapasiteit van 'n lugvaartuig (soos in bevragtingsverkope) wanneer die verantwoordelikheid vir die uitvoering van vervoer dié van die lisensiehouer is.

In die geval van omvattende toerinkomstes vir nie-vasgestelde dienste, moet die totaal van inkomstes toegeken word tussen lugvervoerdienste en "ander", indien moontlik. Die lugvervoerdienste-gedeelte moet ingesluit word onder hierdie hoof en die "ander" kategorie moet ingesluit word onder die "toevallige inkomste" hoof, indien moontlik. Indien dit nie gedoen kan word nie en 'n aansienlike gedeelte van die nie-vasgestelde vluginkomstes totale ontvangstes vir omvattende toere insluit, moet dit vermeld word onder "Opmerkings".

Die bruto inkomstes verbonde aan nie-vasgestelde vlugte moet aangegee word, onderverdeel soos volg:

- (i) *Passasier en oorgewig-bagasië* moet insluit bruto inkomstes ontvang van die lugvervoer van passasiers en oorgewig-bagasië op nie-vasgestelde vlugte
- (ii) *Vrag en pos* moet insluit bruto inkomstes ontvang van die lugvervoer van vrag, insluitend spoedvrag en diplomatieke sakke, en pos.

(c) *Toevallige inkomstes*

Moet insluit toevallige inkomstes van 'n lisensiehouer se eie lugvervoer-aktiwiteite (moet aangegee word as bruto), van die voorsiening van dienste aan derde partye en van nie-vervoeraktiwiteite (beide moet aangegee word as netto).

Uitgawes wat regstreeks verband hou met 'n lisensiehouer se eie lugvervoeraktiwiteite (item 3.1) moet aangegee word onder die betrokke uitgawe-item.

- (i) *Lugvervoer-inkomstes* moet insluit bruto inkomstes van passasiers wat minder as 25% van die normale toepaslike tarief betaal, kommissies ontvang op die verkoop van vervoer van ander lisensiehouers of houers van buitelandse operateurspermitte, geen opwagting- en kansellasiegeelde, inkomstes van die voorsiening van lugvaartuie aan ander lisensiehouers of partye vir ondernemings onder hulle beheer, soos in bevragting, uitruiling of bedryfshuurooreenkomste, inkomstes van kapasiteit-gelykstellingsbetalings wat uit gedeelde dienste voortspruit, inkomstes van die verkoop van kapasiteit aan ander lisensiehouers of partye op lugvaartuie bedryf deur die verslagdoenende lisensiehouer (welke inkomstes afsonderlik by voetnoot identifiseer moet word), en enige ander inkomstes nie geklassifiseer in items 1 of 2 nie en verbonde aan lugvervoer-aktiwiteite van die verslagdoenende lisensiehouer.
- (ii) *Ander toevallige inkomstes* moet insluit netto inkomstes (bruto inkomstes min verbandhoudende regstreekse uitgawes) van bronne soos hanteringsdienste van derde partye, diens- en onderhoudsverkope, grondvervoer, spyseniersdienste, bates, en ander bronne as lugvervoer.

(d) *Totale bedryfsuitgawes:*

Die totaal van items 1, 2 en 3.

1.2 *Bedryfsuitgawes (items 5 tot 13):*

(a) *Vlugbedryf:*

- (i) *Boordbemanningssalarisse en -uitgawes* moet insluit loon en toelaes, pensioene, versekering, reis- en ander soortgelyke uitgawes, insluitend kostes van bemanningstoerusting.

Loon, toelaes en ander verbandhoudende uitgawes van kajuitbemanning en passasiersdienspersoneel moet nie debiteer word onder hierdie rekening nie, maar ingesluit word onder "Passasiersdienste" (item 9). Opleiding moet nie onder hierdie item ingesluit word nie.

- (ii) *Lugvaartuigbrandstof en -olie* moet insluit volume-toeslagte, nie-terugbetaalbare heffings en belastinge.

- (iii) *Vlugtoerusting-versekering en onversekerde verliese* moet insluit versekering teen toevallige skade aan vlugtoerusting terwyl in vlug en op die grond, versekering teen aanspreeklikheid wat uit die bedryf van die lugvaartuig voortspruit of, in die geval van nie-versekering, die gevolglike uitgawes waarvoor die lisensiehouer aanspreeklik is. Premies vir passasiersaanspreeklikheid-versekering en passasiersongelukse-versekering betaal deur die lisensiehouer, moet aangegee word in item 9. Opleidingskoste moet nie in hierdie item ingesluit word nie.

- (iv) *Huur van vlugtoerusting* moet insluit uitgawes aangegaan vir die huur van lugvaartuie en bemanning van ander lisensiehouers, soos by bevrugting, uitruiling en die bedryf van korttermynhuurooreenkomste en betalings gemaak vir kapasiteit-gelykstelling voortspruitend uit gedeelde dienste.

Hierdie item moet ook insluit betalings vir die aankoop van kapasiteit op lugvaartuie bedryf deur ander lisensiehouers, met afsonderlike identifisering in 'n voetnoot van die totale bedrag van sodanige betalings.

- (v) *Boordbemanningsopleiding (wanneer nie geamortiseer nie)* moet insluit die koste om boordbemanning op te lei, wanneer afsonderlik identifiseerbaar, indien hierdie koste nie geamortiseer gaan word oor twee of meer jare nie (sien ook item 7.5).

- (vi) *Ander vluguitgawes* moet insluit uitgawes verbonde aan vlugbedryf en verbandhoudende gereedheidstyd van lugvaartuie, wat nie onder items 5.1 tot en met 5.5 klassifiseerbaar is nie.

(b) *Onderhoud en opknapping:*

Die koste van onderhoud om lugvaartuie, motore, komponente en onderdele in 'n bedryfsstoestand te hou, en die koste van herstel en opknapping, en uitvoering van lugwaardigheidsertifikaat-opknapping ingevolge die Burgerlugvaartregulasies, 1997, moet ingesluit word. Die koste van herstel, opknapping en onderhoud van die vlugtoerusting deur buite-kontrakteurs en vervaardigers, moet ook ingesluit word.

Regstreekse en verbandhoudende nie-regstreekse onderhoud van grondfasiliteite moet ingesluit word onder item 8.3.

Indien hulle nie geskei kan word nie, moet hulle hier ingesluit word, met 'n aantekening te dien effekte.

Indien reserwes geskep word vir onderhoud en opknapping van vlug- en grondtoerusting, moet hierdie reserwes gedebiteer word teen onderhoud en opknapping in elke boekjaar, in verhouding tot die gebruik van die toerusting gemaak.

(c) *Depresiasie en amortisasie:*

Moet insluit depresiasie en amortisasie gedebiteer aan die lopende boekjaar (sien ook items 4.1, 5.1, 8.1, Balansstaat).

Die bedrae gedebiteer onder hierdie algemene hoof moet soos volg onderverdeel word:

- (i) *Normale depresiasie van vlugtoerusting* moet insluit die normale jaarlikse depresiasie van bates ingesluit in item 4 van die Balansstaat.
- (ii) *Normale depresiasie van grondbates en -toerusting* moet insluit die normale jaarlikse depresiasie van bates ingesluit in item 5 van die Balansstaat.

Normale depresiasie van 'n bate is die eweredige deel van die historiese koste van die bate wat gedebiteer word teen die bedryfsuitgawes in 'n bepaalde boekjaar.

Die opgelope normale depresiasie van 'n bate mag nooit die historiese koste van daardie bate oorskry nie.

- (iii) *Bykomstige depresiasie (wat koste oorskry)* - indien die lisensiehouer besluit om voort te gaan om 'n bate te belas nadat die opgelope normale depresiasie dieselfde bedrag bereik het as die historiese koste van die bate, moet die debiet aangegee word onder hierdie bedryfsuitgawe-item, wat aanvullend is tot items 7.1 en 7.2.
- (iv) *Amortisasie van ontwikkelings- en voor-bedryfskoste* moet insluit debiete vir die amortisasie van gekapitaliseerde ontwikkelings- en voor-bedryfskoste en ander immateriële bates toepaslik by die onderneming van lugvervoer.
- (v) *Boordbemanningopleiding (wanneer geamortiseer)* moet insluit geamortiseerde debiete vir die jaar vir opleiding van boordbemanning, wanneer afsonderlik identifiseerbaar, en wanneer geamortiseer oor twee of meer jare (kyk ook item 5.5).

(d) *Gebruikersvorderings en stasie-uitgawes:*

- (i) *Landings- en geassosieerde lughawevorderings* - alle vorderings en gelde verbonde aan lugverkeerbedryf wat gehef word teen die lisensiehouer vir dienste gelewer by die lughawe en moet insluit landingsvorderings, passasiers- en vragvorderings, sekuriteits-, parkerings- en vliegtuigloodsvorderings en verbandhoudende verkeersbedryfvorderings, uitgesonderd brandstof- en olie-volume-toeslagte.
- (ii) *Roetefasiliteit-vorderings* - sluit in gelde gehef teen die lisensiehouer vir die voorsiening van roetefasiliteite en -dienste. Wanneer 'n enkele vordering gehef word vir beide lughawe- en roetefasiliteite, moet die bedrag aangegee word onder item 8.1, met 'n voetnoot tot daardie effek.
- (iii) *Stasie-uitgawes* - sluit in loon, toelaes en uitgawes van alle stasiepersoneel betrokke by die hantering en versiening van lugvaartuie en vrag, insluitend vlugopsigters, -versenders en grondradio-operateurs, stasie- en akkommodasiekoste, onderhoud en versekering van lughawefasiliteite, waar afsonderlik aangeslaan, verteenwoordigings- en verkeershanteringsgelde gevorder deur derde partye vir die hantering van binnelandse lugdienste van die lisensiehouer, stasievoorraad-vorderings, met inbegrip van plaaslike heffings op toerusting, vervoer, verpakking en materiale, huur van voorrade, loon van pakhuismeester, toelaes en uitgawes.

(e) *Passasiersdienste:*

Sluit in loon, toelaes en uitgawes van kajuitbemanning en passasiersdienspersoneel, insluitend pensioene, uniforms, versekering, ens., premies vir passasiersaanspreeklikheidsversekering en passasierongelukversekering betaal deur die lisensiehouer, maaltye en akkommodasie, insluitend koste van voorrade en persoonlike dienste verskaf aan passasiers, uitgawes aangegaan vir hantering van passasiers weens onderbroke vlugte, insluitend hotel-, maaltye- en huurmotorgelde en ander uitgawe-

items, koste van ander dienste voorsien vir passasiers, soos loon, toelaes en uitgawes van kamerbespreking-personeel, en alle ander dienste voorsien vir die gemak van passasiers in transit.

(f) *Kaartjie-uitreiking, verkope en reklame:*

Sluit in loon, toelaes en verbandhoudende uitgawes van alle personeel betrokke by besprekings-, kaartjie-uitreikings-, verkope- en reklame-aktiwiteite, akkommodasiekostes, kommissies op kaartjieverkope, agentskapsfooie vir buite-dienste, advertering en publisiteit deur verskillende media en uitgawes wat daarmee verband hou.

(g) *Algemeen en administratief:*

Sluit in uitgawes aangegaan by die uitvoering van algemene en administratiewe werksaamhede van die lisensiehouer en daardie uitgawes met betrekking tot aangeleenthede van 'n algemene korporatiewe aard, hetsy afsonderlik aangeslaan of verdeel ooreenkomstig die rekenkundige praktyke van die lisensiehouer.

(h) *Ander bedryfsuitgawes:*

Sluit in bedryfsuitgawes wat nie toegeken kan word aan items 5 tot 11 nie. Die aard van sodanige uitgawes moet gespesifiseer word.

(i) *Totale bedryfsuitgawes:*

Die totaal van items 5 tot 12.

1.3 *Bedryfsresultaat (item 14):*

Die verskil tussen item 4 "Totale bedryfsinkomstes" en item 13 "Totale bedryfsuitgawes".

1.4 *Nie-bedryfsinkomstes en -uitgawes (items 15 tot 20):*

(a) *Intrekking van bates en toerusting:*

Sluit in die saldo van aanwinste en verliese gerealiseer op verkope, ruil of intrekking veroorsaak deur veroudering, ongeluk, ens., van vlugtoerusting en ander bates.

Aanwinste of verlies by intrekking word omskryf as die verskil tussen die gedeprešieerde boekwaarde van die toerusting op datum van intrekking en die waarde gerealiseer.

(b) *Rente:*

Sluit in die saldo van ontvangstes en betalings (of opgelope bedrae) as gevolg van rente op langtermyn- en korttermyn notas opeisbaar of betaalbaar, amortisasie van skuldkorting en -uitgawes, amortisasie van premie op skuld.

Die rente-element van kapitaalhuurkontrakte betaal gedurende die boekjaar, moet ook ingesluit word.

(c) *Betaling uit publieke fondse nie elders toegewys nie:*

Moet insluit -

- (i) regstreekse subsidies; en
- (ii) ander betalings gedoen deur die Regering, nie elders in berekening gebring nie.

(d) *Geaffilieerde maatskappye:*

Moet insluit die saldo van alle inkomste vanaf geaffilieerde maatskappye, en verliese van geaffilieerde maatskappye terugbetaal in kontant of aangeteken as 'n reserwe teen die beleggings (item 7 van die Balansstaat).

(e) *Ander nie-bedryfsitems:*

Moet insluit die saldo van dividend-inkomste, behalwe vanaf geaffilieerde maatskappye (item 18), winste en verliese van nie-bedryfsbates en -toerusting, van verkope van sekuriteite gehou, van buitelandse valuta-transaksies, van herverkoop van opeisbare langtermyn-notas, gehou in die lisensiehouer se tesourie, ander inkomste en uitgawe van 'n nie-bedryfsaard.

(f) *Saldo van nie-bedryfsitems:*

Die netto saldo van items 15 tot 19.

1.5 *Wins of verlies (Items 21 tot 23):*

(a) *Wins of verlies voor inkomstebelastings:*

Die verskil tussen item 14 "Bedryfsresultaat" en item 20 "Saldo van nie-bedryfsitems".

(b) *Inkomstebelastings:*

Moet insluit sentrale- of ander regeringsbelastings, oorwinsbelastings, belastings op onverdeelde surplusse, en ander belastings gehef op netto inkomste.

(c) *Wins of verlies na inkomstebelastings:*

Die verskil tussen item 21 "Wins of verlies voor inkomstebelastings" en item 22 "Inkomstebelastings".

1.6 *Spesiale voorwaardes:*

(a) *Gedeelte dienste:*

Elke lisensiehouer wat deelneem aan gedeelte dienste moet die inkomste wat onder die deling aan hom toeval, in die toepaslike inkomste-items aangee, en die uitgawes wat hy aangaan vir sy eie bedryf onder die deling, in die toepaslike uitgawe-items aangee.

Inkomste uit kapasiteit-gelykstellingsbetalings moet onder item 3.1 "Toevallige inkomste" ingesluit word.

Betalings gemaak vir kapasiteit-gelykstelling van gedeelte dienste moet onder item 5.4 "Huur van vlugtoerusting" ingesluit word.

(b) *Blokspasie en gesamentlike diensreëlings:*

Die bruto inkomste verkry uit die verkoop van 'n gedeelte van die kapasiteit van 'n lugvaartuig vir herverkoop deur 'n lisensiehouer of ander party, moet onder item 3.1 "Toevallige inkomste" aangegee word.

Die uitgawes aangegaan met die aankoop van kapasiteit deur die verslagdoenende lisensiehouer moet in item 5.4 "Huur van vlugtoerusting" ingesluit word.

Sodanige inkomste en uitgawes moet afsonderlik in 'n voetnoot aangetoon word.

(c) *Verhuurde, bevrage en uitgeruilde lugvaartuie:*

Inkomste van lugvaartuie befrag, uitgeruil of gegrond op 'n bedryfshuurkontrak of korttermynhuur aan 'n ander lisensiehouer of die houer van 'n buitelandse operateurspermit moet aangegee word onder item

3.1 "Toevallige inkomstes", wanneer die lugvaartuie nie bedryf word onder die beheer van die verslagdoenende lisensiehouer nie.

Inkomste van die bevrachtingsverkoop van die totale kapasiteit van 'n lugvaartuig aan ander partye wanneer die vervoer verantwoordelikheid dié is van die verslagdoenende lisensiehouer, moet aangegee word onder item 2 "Nie-vasgestelde vlugte".

Met betrekking tot lugvaartuie verkry kragtens 'n kapitaal- of finansiële huurkontrak, moet verwys word na die riglyne vir item 4(b) van die Balansstaat.

Die uitgawes betrokke by die verkryging van lugvaartuie van ander lisensiehouers of partye deur huur-, bevrachtings- of uitruiingsooreenkoms, moet onder item 5.4 "Huur van vlugtoerusting" aangegee word.

(d) **Blokspasie-bevrachtings:**

'n Blokspasie-bevrachting ontstaan uit die afblok vir bevrachtingsverkope van die totale kapasiteit van 'n vlug gepubliseer as 'n vasgestelde vlug en uitgevoer as 'n bevrachtingsvlug op dieselfde of 'n soortgelyke roete en bedryfstyd.

Inkomstes verkry van blokspasie-bevrachtings moet aangegee word onder item 2 "Nie-vasgestelde vlugte".

2. **DEEL 3 - BALANSSTAAT**

Die bates en laste soos aan die einde van die boekjaar moet aangegee word.

Die uitdrukking "koste" verwys na die bedrag geld werklik uitgegee, die geldwaarde op die datum van verkryging van enige ander vergoeding as geld werklik betaal, of die aanspreeklikheid opgeloopt, deur die lisensiehouer -

(a) by die verkryging deur koop, huur of konstruksie; en

(b) by die oorspronklike installering,

van bates, geboue, toerusting, materiale en dienste.

Dit moet insluit vervoervorderings betaal aan ander lisensiehouers, doeaneheffings, aksyns, verkoops-, gebruiks- en ander belastings, maar moet nie toegelate afslagte insluit nie.

2.1 Bates

Item 1 - Bedryfsbates

Hierdie item moet insluit -

- (a) kontant- en bankbalanse, insluitend bedryfsfondse, deposito's in transito, spesiale deposito's vir die betaling van skulde, dividende en rente;
- (b) korttermynbeleggings, betaalbaar binne een jaar van die datum van die balansstaat;
- (c) lopende rekeninge en opeisbare verkeersbalanse, insluitend netto balanse, onderworpe aan lopende vereffening, opeisbaar van geaffilieerde maatskappye;
- (d) vorderings teen inskrywers op vervoerkontrakte;
- (e) opeisbare rente en dividende;
- (f) opeisbare notas, betaalbaar op aanvraag of binne een jaar van die datum van die balansstaat, min reserwes voorsien vir twyfelagtige rekenings;
- (g) die koste van materiale, goederevoorraad en onvoltooide werk op goederevoorraad, benodigdhede in voorraad (soos brandstowwe en olies), verbruikersvoorrade, verstelbare gereedskap, skryfbehoeftes en kantoorvoorraad, passasiersdiens-benodigdhede, restaurant- en voedseldiens-benodigdhede;
- (h) die bedrag uitgegee op onvoltooide werk vir andere en ook vooruitbetalings van huur, versekering, belasting, ens.

Hierdie item moet nie onderdele, instrumente en bybehore ingesluit in items 4, 5 en 6 insluit nie.

*Item 2 : Toerustingsaankoop-fondse**Item 3 : Andere spesiale fondse*

Hierdie items moet insluit -

onder 2 : fondse bestem vir die aankoop van toerusting;

onder 3 : fondse bestem vir spesiale doeleindes soos kontraktuele deposito's, inbetalings by die hof, pensioenfondse, selfversekeringsfondse, ens.

In die bogenoemde twee items, moet beleggings in sekuriteite aangeteken word teen kosprys en blywende verswakking in die waarde van sodanige sekuriteite moet afgeskryf word en ingesluit word in item 2 van die Staat van Teruggehoue Verdienstes.

Hierdie items moet nie fondse insluit waarin die lisensiehouer geen voordelige belang het nie en wat hy of sy slegs as trustee hou.

*Item 4 : Vlughtoerusting**Item 5 : Grondbates en -toerusting**Item 6 : Grond*

Hierdie groep items moet in die algemeen insluit -

- (i) die koste vir die verslagdoenende lisensiehouer van bates gebruik in vervoer- en toevallige dienste;

- (ii) wanneer sodanige bates oor beskik word deur verkoop, onttrekking, abandonering, aftakeling, ens., moet die koste daarvan gekrediteer word op hierdie rekeninge, en die "Reserwe vir depresiasie" moet gedebiteer word met die opgelope bedrag daarin van toepassing op die bate wat onttrek is;
- (iii) wanneer die hernuwing wat gedoen moet word aan 'n belangrike struktuur, of aan 'n item van toerusting, die grootste gedeelte van die waarde daarvan, wanneer hernu, sal behels, moet die bates waarop sodanige hernuwings van toepassing sal wees, geag word bates te wees wat onttrek is. Die hernuwing moet beskou word as 'n nuwe eenheid en die koste daarvan, tesame met die getakseerde waarde van die hergebruikte materiaal, moet aangeteken word in item 4 of 5.

Hierdie items moet nie insluit die koste van patente, kopiereg of ander immateriële goed nie, wat gedebiteer moet word teen "Immateriële goed" (item 9).

Item 4 : Vlugtoerusting

Hierdie item moet insluit -

- (i) die koste van lugvaartuie, motore, komponente en onderdele, wat ineens deur die verslagdoenende lisensiehouer aangekoop is;
- (ii) die "koste" van vlugtoerusting verkry deur die verslagdoenende lisensiehouer kragtens 'n kapitaal- of finansiële huurkontrak ('n huur vir 'n tydperk wat geag word die geheel of nagenoeg die geheel van die gebruiksduur van die lugvaartuig te wees). So 'n lugvaartuig moet aangeteken word op dieselfde wyse asof dit ineens aangekoop is, terwyl die koste algemeen bepaal word as gelyk aan die saamgevoegde waarde van die kapitaal-element van die huurbetalings (die totale betaling oor die tydperk van die huur min die gespesifiseerde of geïmpliseerde rente-element. Die rente-element wat elke jaar betaal word, moet aangeteken word in item 16 van die Wins-en-verliesstaat.

Hierdie item moet nie insluit nie -

- (i) vlugtoerusting verkry kragtens 'n bedryfshuurkontrak of korttermynhuur ('n huur vir 'n tydperk wat wesenlik minder is as die normale gebruiksduur van die lugvaartuig, die koste van sodanige huurkontrakte moet aangegee word in item 5.4 van die Wins-en-verliesstaat);
- (ii) vlugtoerusting wat die eiendom is van die verslagdoenende lisensiehouer maar wat uitverhuur word kragtens 'n kapitaalhuurkontrak.

Item 5 : Grondbates en -toerusting

Hierdie item moet insluit -

- (i) die koste van passasiersdienstoerusting, en hotel-, restaurant- en voedseldienstoerusting;
- (ii) stasie-kommunikasietoerusting, weerkundige toerusting, vliegtuiglods-, werkwinkel- en laaitoerusting, vlotte, sloepe en toerusting, gemotoriseerde voertuie en toerusting, en gemotoriseerde marine-toerusting;
- (iii) meubels, aanhegtings en kantoortoerusting;
- (iv) mediese toerusting, ingenieurstoerusting, lughawe- en vliegbaanverligtings-toerusting, stoor- en distribusietoerusting, diverse grondtoerusting, aanvanklike koste van en verbeterings aan gehuurde goed, en konstruksiewerk aan die gang;
- (v) geboue en die waarde van grond wat nie daarvan geskei kan word nie;
- (vi) verbeterings aan grond wat nie in eiendom gehou word nie.

Hierdie item moet nie insluit verbeterings aan grond wat in eiendom gehou word nie, soos die aanvanklike koste van verwydering van bosse en ruigtes, dreinerings, opvulling, gelykmaking, gradering, ens., wat ingesluit moet word in item 6 "Grond".

Items 4.1, 5.1 : Reserwe vir depresiasie

Hierdie item moet insluit -

- (i) opgelope debiete verteenwoordigend van verliese, wat nie vervang is deur lopende herstelwerk nie, en wat ten opsigte van fisiese bates plaasvind en gelyk word as gevolg van vermindering van gebruikswaarde as gevolg van slytasie weens gebruik en weens die uitwerking van tydsverloop en die elemente;
- (ii) verliese veroorsaak deur veroudering, afskaffing, nuwe tegnologiese ontwikkeling, veranderinge in openbare aanvraag, en die vereistes van openbare gesag.

Depresiasie van vlugtoerusting verkry kragtens 'n kapitaalhuurkontrakreëling moet gedebiteer word op dieselfde wyse as vir aangekoopte lugvaartuie van dieselfde tipe. In sommige gevalle sal die bedrag van depresiasie gedebiteer teen sodanige lugvaartuie gelyk wees aan jaarlikse kapitaal terugbetalings, maar in ander gevalle mag die depresiasie-tydperk nie dieselfde wees as die huurtermyn nie.

By die bepaling van die koers van depresiasie toepaslik op geboue en verbeterings aan goed wat nie die eiendom van die lisensiehouer is nie, moet oorweging gegee word aan die bepalinge van die ooreenkoms waarkragtens die goed besit word. Depresiasie moet nie opgeloop word op uitgawes op onvoltooide eenhede van goed en toerusting gedurende die vervaardigings- of konstruksieproses nie, op klein eenhede van goed onderworpe aan konstante hernuwing nie, en op ander fisiese goed wat vanweë die aard van die konstruksie of inherente eienskappe daarvan nie vatbaar is vir depresiasie nie.

Wanneer veranderende omstandighede 'n hersiening van koerse van depresiasie vereis, moet die nuwe koerse toegepas word op die hersiene geskatte gebruiksduur van die toerusting en moet hulle nie terugwerkend van toepassing gemaak word op vorige tydperke nie.

Reserwe vir depresiasie is 'n reserwerekening en word getoon op die debietkant van die balansstaat om vergelyking met die historiese koste van bates te vergemaklik. Hierdie reserwe-item word saamgestel uit die bedrae getoon onder "Depresiasie en amortisasie" in die Wins-en-verliesstaat (Deel 1, items 7.1, 7.2 en 7.3) en van die "Aanwendings" van winste (Deel 3, item 4 van Staat van teruggehoue verdienstes).

Item 6 : Grond

Hierdie item moet insluit -

- (i) die koste van grond (insluitend die koste van grond verkry met geboue) gebruik in internasionale lugvervoerdienste;
- (ii) bedrae uitgegee vir verbeterings aan grond besit, soos die aanvanklike koste van verwydering van bosse en ruigtes, dreinerings, opvulling, gelykmaking, gradering, ens.

Die waarde van grond wat nie geskei kan word van die waarde van geboue nie, kan ingesluit word in item 5.

Item 7 : Beleggings in geaffilieerde maatskappye

Hierdie item moet insluit die belegging in effekte, obligasies en langtermynnota's en voorskotte aan geaffilieerde maatskappye.

Geaffilieerde en geassosieerde maatskappye:

Geaffilieerde maatskappye word omskryf as maatskappye beheer deur die lisensiehouer.

Geassosieerde maatskappye word omskryf as maatskappye waarin die lisensiehouer aandeel hou sonder om effektiewe beheer uit te oefen.

Item 8 : Uitgestelde vorderings

8.1 Ontwikkelings- en voor-bedryfskoste

Hierdie item moet insluit uitgawes in verband met uitbreidings- en ontwikkelingsprojekte, die koste van buitengewone opleiding, en ander soortgelyke uitgawe, die beskikking waarvoor uitgestel is langer as die tydperk van een jaar, min gedeelte geamortiseer of andersins oor beskik.

8.2 Ander uitgestelde vorderings:

Hierdie item moet insluit -

- (i) nie-geamortiseerde afslagte op en uitgawes aan die uitreiking van langtermynskuld-sekuriteite deur die lisensiehouer;
- (ii) ander uitgawe waarvoor die beskikking uitgestel is langer as die tydperk van een jaar;
- (iii) nie-aangepaste rekenings wat nie soos op die datum van die balansstaat geklaar kan word nie.

Item 9 : Immateriële goedere

Hierdie item moet insluit -

- (i) die oorskot van die vergoeding betaal op die verkryging van 'n besigheid bo die netto waarde van die bates ontvang;
- (ii) enige betalings gemaak vir patente, kopieregte, ens.

Item 10 : Ander bates

Hierdie item moet insluit -

- (i) alle bates nie andersins aangegee nie, insluitend die koste van beleggings in sekuriteite en ander ontvangbare rekeninge nie ingesluit onder "Bedryfsbates" nie;
- (ii) beleggings in geassosieerde maatskappye (kyk item 7);
- (iii) nie-bedryfseiendom en -toerusting min reserwe vir depresiasie.

Item 11 : Totale bates

Die totaal van items 1 tot en met 10, wat gelyk behoort te wees aan item 24.

Laste

Item 12 : Bedryfslaste

Hierdie item moet insluit -

- (i) lopende rekenings en betaalbare verkeersbalanse, insluitend saldo's onderworpe aan lopende vereffening en betaalbaar aan geaffilieerde maatskappye;
- (ii) salarisse en lone opgeloopt en onbetaal;
- (iii) rente en dividende opgeloopt en onbetaal;

- (iv) belastings opgeloopt en onbetaal;
- (v) deposito's by inskrywers op vervoerkontrakte;
- (vi) notas betaalbaar op aanvraag of binne een jaar van datum van balansstaat;
- (vii) ander lopende en opgelope laste.

Item 13 : Onverdiende vervoerinkomstes

Hierdie item moet insluit -

- (i) die waarde van passasierskaartjies verkoop vir vervoer deur die lisensiehouer en welke kaartjies nie soos op die datum van die balansstaat gebruik of terugbetaal is nie;
- (ii) voorafbetaalde bedrae vir die vervoer van bagasie, vrag en pos welke vervoer soos op die datum van die balansstaat nie uitgevoer is nie.

Item 14 : Uitgestelde krediete

Hierdie item moet insluit -

- (i) nie-geamortiseerde premies op alle klasse langtermynskuld-sekureiteite uitgereik of aanvaar deur die lisensiehouer;
- (ii) ander nie-aangepaste rekenings wat nie soos op die datum van die balansstaat geklaar kan word nie.

Item 15 : Bedryfsreserwes

Hierdie item moet insluit bedryfsreserwes, soos vir opknapping van vlugtoerusting, ens.

Item 16 : Selfversekerings-reserwes

Selfverklarend.

Item 17 : Ander reserwes

Hierdie item moet insluit reserwes vir pensioene en enige ander reserwes waarvoor nie andersins voorsiening gemaak is nie. Hierdie reserwes moet afsonderlik identifiseer word, tot die mate moontlik.

Item 18 : Voorskotte van geaffilieerde maatskappye

Hierdie item moet insluit voorskotte gewaarborg of andersins, van geaffilieerde maatskappye, en nie onderworpe aan lopende vereffening nie.

Item 19 : Ander laste

Hierdie item moet insluit laste waarvoor nie andersins voorsiening gemaak is nie.

Item 20 : Langtermynskuld

Hierdie item moet insluit die sigwaarde (met uitsluiting van opgelope rente) van verbande, skuldbriewe, trustsertifikate, obligasies, ontvangers-sertifikate, notas en ander langtermynskuld uitgereik of aanvaar deur die lisensiehouer in die hande van andere, insluitend die huidige waarde van onverstreke kontrakte vir die verkryging van lugvaartuie kragtens kapitaalhuurkontrakte of bedryfshuurkontrakte.

Enige wins of verlies gerealiseer op die herverkoop van langtermynskuld-sekureiteite gehou in die tesourie van die lisensiehouer, moet aangeteken word in die wins-en-verliesstaat.

Item 21 : Aandelekapitaal

Hierdie item moet insluit die vergoeding werklik ontvang, van hoogstens die pari- of die verklaarde waarde, vir alle tipes effekte in die hande van die publiek.

Dui in die Opmerkings-afdeling aan of die aangegeewe waardes gegrond is op pari-waarde, verklaarde waarde, of andersins.

Enige premie ontvang meer as en bo die pari-waarde of, in die geval van geen-pariwaarde- effekte, bo die verklaarde waarde, moet ingesluit word in "Kapitaal-surplus".

Item 22 : Kapitaal-surplus

Hierdie item moet insluit -

- (i) die oormaat van die batewaarde van eiendom verkry bo die koste vir die lisensiehouer;
- (ii) oormaat van boekwaarde bo koste van aandele van geaffilieerde maatskappye;
- (iii) winste of verliese op herverkoop van eie effekte gehou in die tesourie van die lisensiehouer;
- (iv) surplus veroorsaak deur herorganisasie of herkapitalisering;
- (v) premie ontvang by die aanvanklike verkoop van aandelekapitaal bo die pari-waarde of, in die geval van geen-pariwaarde- effekte, bo die verklaarde waarde;
- (vi) skenkings deur aandeelhouers.

Item 23 : Netto saldo van onaangewende teruggehoue verdienstes

Hierdie item is die finale saldo op Deel 3 (item 6 van die Staat van Teruggehoue Verdienstes) vir die lopende en vorige jare na alle aanwendings en dividende in berekening gebring is.

Item 24 : Totale laste

Die totaal van items 12 tot en met 23.

3. DEEL 4 - STAAT VAN TERUGGEHOUE VERDIENSTES

Item 1 : Netto saldo van onaangewende teruggehoue verdienstes van vorige jare, soos getoon in item 23 van die vorige jaar se Balansstaat en item 6 van die vorige jaar se Staat van Teruggehoue Verdienstes

Hierdie item is selfverklarend. Dit is die beginsaldo van die Staat van Teruggehoue Verdienstes

Item 2 : Aanpassings aan teruggehoue verdienstes van vorige jare

Moet insluit die aanpassings gespesifiseer in items 2.1 en 2.2, en enige ander (soos belastingaanpassings vir vorige jare, aanpassings vir herwaardering van sekuriteite, ens.) wat gespesifiseer en aangegee moet word in items 2.3 en 2.4.

Item 3 : Wins of verlies (-) na inkomstebelastings vir hierdie jaar soos getoon in item 23 van Wins-en-verliesstaat

Hierdie item is selfverklarend.

Item 4 : Aanwendings

Moet insluit items soos aanwendings van winste om voorsiening te maak vir spesiale gebeurlikhede, om reserwes te skep en in stand te hou, ens.

Item 5 : Dividende

Besonderhede kan aangegee word in die "Opmerkings" ruimte of op 'n afsonderlike bladsy, indien nodig.

Item 6 : Netto saldo van onaangewende teruggehoue verdienstes vir lopende en vorige jare, soos getoon in item 23 van hierdie jaar se Balansstaat (Deel 2).

Dit is die eindsaldo van hierdie jaar se staat van teruggehoue verdienstes, en die beginsaldo van die volgende jaar se staat.

DEEL 7 - VERBOD

DEEL 8 - STAAT VAN TERUGGEHOUE VERDIENSTES

Item 1. Hierdie staat van teruggehoue verdienstes van vorige jare, soos getoon in item 23 van die vorige jaar se Balansstaat en item 6 van die vorige jaar se Staat van Teruggehoue Verdienstes.

Item 2. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 3. Hierdie staat van teruggehoue verdienstes van vorige jare.

Item 4. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 5. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 6. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 7. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 8. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 9. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 10. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 11. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 12. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Item 13. Hierdie staat van teruggehoue verdienstes, soos die beginsaldo van die Staat van Teruggehoue Verdienstes.

Aanhangsel R

TV 335 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS II- OF KLAS II- EN III-LISENSIE : VERKEER

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke kalenderjaar moet verskaf word aan die Raad op Internasionale Lugdiens te binne 30 dae van die laaste dag van so 'n kalenderjaar sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

1.3 Kalenderjaar waarop die bygaande statistieke betrekking het:

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1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

- 1.4.1 Naam van persoon :
- 1.4.2 Posisie :
- 1.4.3 Telefoonnommer :
- 1.4.4 Faksnommer :

1.5 Ek..... (naam)
in my hoedanigheid van..... (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening:.....

Datum:

DEEL 2 - Inligting met betrekking tot jaarlikse totale van alle internasionale lugdienste:

Data-verwer- kingskode	Beskrywing	Eenheid	KLASSIFIKASIE volgens vlugskof	TOTALE ONDERNEMINGS
A	B	C	D	E
	I INKOMSTEVERVOERVLUGTE			
3010	1 Lugvaartuigkilometers	0		
3020	2 Lugvaartuigvertrekvlugte	getal		
3030	3 Lugvaartuigure	getal		
3040	4 Passasiers vervoer (Totaal)	getal		
	(a) omvattende toerpassasiers alleen	getal		
3050	5 Metrieke ton vrag vervoer	getal		
3060	6 Passasierskilometers uitgevoer (Totaal)	0		
3061	(a) op omvattende toere alleen	0		
3070	7 Sitplekkilometers beskikbaar	0		
	8 Metrieke ton-kilometers uitgevoer			
	8.1 Alle dienste			
3091	(a) passasiers (insluitend bagasie)	0		
3092	(b) vrag en pos	0		
3094	(d) totaal (8.1(a) + 8.1(b))	0		
3095	8.2 Suiwer vrag/pos-dienste (moet ook ingesluit word in items 8.1(b) en 8.1(c))	0		
3100	9 Metrieke ton-kilometers beskikbaar	0		
	II ANDER VLUGTE			
3230	10 Algemene lugdienste-lugvaartuigure	getal	--	
3330	11 Nie-inkomste-lugvaartuigure	getal	--	

DEEL 3 - Maandelikse opsomming vir internasionale passasiersondernemings (besonderhede van die totaal in items 6 en 6(a) van Kolom D in deel 2):

Data-verwer- kings- kode	Maand	MAANDE- LIKSE TOTAAL	Op omvattende toere alleen	Data-verwer- kings- kode	Maand	MAANDE- LIKSE TOTAAL	Op omvattende toere alleen
		4060	4061			4060	4061
A	B	C	D	A	B	C	D
1	Januarie			7	Julie		
2	Februarie			8	Augustus		
3	Maart			9	September		
4	April			10	Oktober		
5	Mei			11	November		
6	Junie			12	Desember		

[illegible]

Kolom E (TOTALE ONDERNEMINGS) is gegrond op alle internationale vlugskofte uitgevoer.

1.8 DEEL 3 - MAANDELIKSE OPSOMMING VIR INTERNASIONALE PASSASIERSONDERNEMINGS

Die maandelikse besonderhede van die jaarlikse totale aangegee vir internasionale passasierkilometers in Items 6 en 6(a) in kolom D in deel 2, moet aangegee word in hierdie deel. Data moet aangegee word vir internasionale dienste alleen, en waar moontlik moet die subtotaal vir "Op omvattende toere alleen" (kolom D) aangegee word.

2. ITEM-OMSKRYWINGS

- 2.1 Die uitdrukking "inkomste-vervoervlugte" verwys na alle vervoervlugte uitgevoer deur die lisensiehouer teen vergoeding.

Data vir posisioneringsvlugte moet ingesluit word in items 1, 2, 3, 7 en 9 van Afdeling 1. Daardie posisioneringsvlugte wat nie beplan word in verband met enige inkomste-vervoeronderneming nie, kan egter aangegee word in Item 11 (Nie-inkomste-lugvaartuigure), Afdeling II.

- 2.2 Die uitdrukking "omvattende toervlugte" verwys na vlugte vir die doel om lugtoere verkoop aan die publiek uit te voer op 'n afsonderlike kaartjie teen 'n omvattende prys met inbegrip van akkommodasiekoste, en in sekere gevalle van addisionele dienste en fasiliteite.

- 2.3 Die uitdrukking "suiwer vrag/posdienste" verwys na vlugte wat uitsluitlik ander ladings dra as passasiers, d.w.s. vrag, pos. Alle vlugte wat een of meer inkomste-passasiers dra, moet van hierdie item uitgesluit word.

- 2.4 Die uitdrukking "algemene lugdienste" omvat gespesialiseerde handelslugvaartondernemings, en sluit nie lugvervoerondernemings in nie.

- 2.5 Die uitdrukking "nie-inkomste" sluit in ure gevlieg op toetsvlugte, en alle ander vlugte waarvoor geen inkomste ontvang word nie. Posisioneringsvlugte nie beplan in verband met enige inkomste-vervoeronderneming nie, is ingesluit in hierdie uitdrukking.

3. AFSTANDE

Lughawe-tot-lughawe grootsirkel-afstande moet gebruik word in alle items wat afstandsberekeninge behels (Items 1, 6, 7, 8 en 9). Die ILVV-publikasie "Tabulation of Great Circle Distances" kan by die bepaling van sodanige afstande gebruik word.

4. BEREKENING VAN ITEMS

- 4.1 *Lugvaartuigkilometers (item 1)* - gelyk aan die som van die produkte verkry deur die getal vlugte uitgevoer op elke vlugskof met die vlugafstand te vermenigvuldig.

- 4.2 *Lugvaartuigvertrekvlugte (item 2)* - gelyk aan die getal landings gedoen of vlugskofte gevlieg.

- 4.3 *Lugvaartuigure (items 3, 10 en 11)* - moet aangegee word tot die naaste uur en moet gegrond wees op "block-to-block"-tyd. Indien 'n ander grondslag gebruik word, moet die grondslag vermeld word onder "Opmerkings".

- 4.4 *Passasiers vervoer (item 4 en item 4(a))* - die totale getal passasiers vervoer, moet verkry word deur elke passasier op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik op elke afsonderlike skof van daardie vlug nie. Derhalwe word 'n passasier eenmaal op die uitgaande vlug en eenmaal op die inkomende vlug getel. In item 4(a), moet slegs omvattende toerpassasiers aangegee word, en in item 4 moet alle passasiers aangegee word.

- 4.5 *Metrieke ton vrag vervoer (item 5)* - die getal metrieke tonne vrag vervoer, moet verkry word deur elke metrieke ton vrag vervoer op 'n bepaalde vlug (met een vlugnommer) slegs een maal te tel en nie herhaaldelik vir elke afsonderlike skof van daardie vlug nie.

- 4.6 *Passasierskilometers (item 6 en item 6(a))* - die som van die produkte verkry deur die getal inkomste-passasiers vervoer op elke vlugskof met die vlugafstand te vermenigvuldig.

Die gevolglike syfer is gelyk aan die aantal kilometers deur alle passasiers gereis.

Vir item 6(a), moet passasierskilometers uitgevoer slegs gegrond word op die omvattende toergedeelte van die totale passasiersverkeer.

- 4.7 *Sitplekkilometers beskikbaar (item 7)* - die som van die produkte verkry deur die getal passasiersitplekke beskikbaar vir verkoop op elke vlugskof met die vlugafstand te vermenigvuldig.

Sitplekke nie werklik beskikbaar vir die vervoer van passasiers nie weens die gewig van brandstof of ander lading, moet uitgesluit word van die berekenings.

- 4.8 *Metrieke ton-kilometers uitgevoer (item 8)* - die som van die produkte verkry deur die getal metrieke tonne inkomstevrag vervoer op elke vlugskof met die vlugafstand te vermenigvuldig. Afsonderlike berekeninge moet gedoen word vir:

Item 8.1(a) passasiers - vrye en oorgewig-bagasia moet ingesluit word. Indien 'n standaardgewig per passasier gebruik word en nie die werklike gewig nie, moet dit aangedui word onder "Opmerkings" (Deel 4).

Item 8.1(b) vrag en pos - vrag (insluitend spoedvrag en diplomatieke sakke) en alle klasse pos.

- 4.9 *Suiwer vrag/posdienste alleen (metrieke ton-kilometer uitgevoer) (item 8.2)* - die som van die produkte verkry deur die getal metrieke ton inkomstelading van vrag en pos vervoer op elke suiwer vrag/pos-vlugskof deur die skofafstand te vermenigvuldig. Hierdie data verteenwoordig 'n subtotaal van die totale metrieke ton-kilometers uitgevoer, soos aangegee in Items 8.1(b) en 8.1(c) hierbo.

- 4.10 *Metrieke ton-kilometers beskikbaar (item 9)* - die som van die produkte verkry deur die getal metrieke ton beskikbaar vir die vervoer van inkomstelading (passasiers, vrag en pos) op elke vlugskof met die skofafstand te vermenigvuldig.

- 4.11 *Algemene dienste-lugvaartuigure (item 10)* - lugvaartuigure in inkomste- algemene dienste (bv. lugfotografie, landboubespuiting, -bestrooiing en -bestuiwing) moet aangegee word.

- 4.12 *Nie-inkomste lugvaartuigure (item 11)* - alle lugvaartuigure waarvoor geen inkomste ontvang word nie, moet aangegee word. Dit sluit in toetsvlugte, posisioneringsvlugte gedoen sonder vergoeding, ens.

5. VERHUURDE, BEVRAGTE EN UITGERUILDE LUGVAARTUIE

Data betreffende die ondernemings van verhuurde, bevragte of uitgeruilde lugvaartuie moet aangegee word met betrekking tot die lisensiehouer wat hulle gebruik en nie met betrekking tot die eienaar van die lugvaartuie nie.

6. MAATSTELSEL

Alle afstands- en gewigsitems moet aangegee word in die metrieke stelsel met gebruik van die volgende omrekeningsfaktore (voet/pond-stelsel tot metrieke stelsel):

1 kort ton (2 000 pd)	=	0.907 metrieke tonne
1 lang ton (2 240 lpd)	=	1.016 metrieke tonne
1 landmyl (5 280 voet)	=	1.609 kilometers
1 seemyl (6 080 voet)	=	1.853 kilometers
1 ton-myl (kort tonne en landmyle)	=	1.460 metrieke ton-kilometers
1 ton-myl (lang tonne en landmyle)	=	1.635 metrieke ton-kilometers

7. SIMBOLE WAT GEBRUIK MOET WORD

- & Grootte minder as die helfte van die eenheidswaarde van die laaste syfer getoon
- Grootte nul
- Kategorie nie van toepassing
- Data nie beskikbaar.

8. DUISENDE

Waar syfers in duisende getoon word, moet 500 of meer geag word eenduisend te wees.

Aanhangsel S

TV 336 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET NO. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS II- OF KLAS II- EN III-LISENSIE: VLOOT EN PERSONEEL

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke kalenderjaar moet verskaf word aan die Raad op Internasionale Lugdiens binne 60 dae van die laaste dag van so 'n kalenderjaar sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

.....

1.3 Kalenderjaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek..... (naam) in my
hoedanigheid van (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening:..... Datum

DEEL 2 - Inligting in verband met vloot:

[illegible]

word vir elke lugvaartuig-inskrywing in Kolom A:

- P - Passasier-weergawe van lugvaartuig
- F - Vragvervoerder-weergawe van lugvaartuig, geen voorsiening vir passasiers
- C - Omskepbare weergawe van lugvaartuig (lugvaartuig geredelik omskepbaar om suiwer vragladings of passasierladings te vervoer)
- O - Lugvaartuie gebruik vir ander doeleindes.

Die kodes "P", "F" en "C" moet toegepas word op alle lugvaartuie gebruik vir handelslugvervoer. Hierdie kodes verwys na die weergawe van fisiese kenmerke van die lugvaartuig (byvoorbeeld, 'n "vragvervoerder" sal oor vragdeure beskik en met geen voorsiening vir passasiersitplekke of -akkommodasie nie).

Vir lugvaartuie wat nie vir handelslugvervoer gebruik word nie, soos lugvaartuie gebruik vir vlieënieropleiding of vervoer van personeel, moet die kode "O" in kolom B geplaas word.

- 1.5 (a) *Grootte van lugvaartuig, Getal ingerigte passasiersitplekke (kolom G)* - vir elke tipe lugvaartuig moet die getal passasiersitplekke waarmee die lugvaartuig toegerus word, aangegee word.

Waar lugvaartuie van dieselfde tipe verskillende getalle ingerigte sitplekke het, byvoorbeeld, voorsiening vir 80 sitplekke, 90 sitplekke en 100 sitplekke, kan die speling soos volg aangegee word: 80-90-100.

- (b) *Grootte van lugvaartuig, Gemiddelde maksimum gesertifiseerde massa (kolom H)* - vir elke tipe lugvaartuig moet die gemiddeld van die maksimum gesertifiseerde massa ooreenkomstig die lugwaardigheidsertifikate, die vlieghandleidings of ander amptelike dokumente, aangegee word.

Lugvaartuigmassa moet aangegee word in metrieke ton tot die naaste tiende van 'n metrieke ton. Faktore om pondstelsels na metrieke stelsels te omskep, is:

- 1 kort ton (2 000 pd) = 0.907 metrieke ton
- 1 lang ton (2 240 pd) = 1.016 metrieke ton

1.6 *Lugvaartuigaanwending gedurende die jaar*

Lugvaartuigvertrekvlugte en ure gevlieg moet in die volgende kategorieë aangegee word:

- Nie-vasgestelde inkomste-vlugte - Alle vervoervlugte deur die lisensiehouer uitgevoer teen vergoeding. Data vir posisioneringsvlugte gedoen as deel van inkomste-vervoerbedryf moet in kolomme I, J, K en L aangegee word. In elk geval moet daardie posisioneringsvlugte wat nie beplan word in verband met 'n inkomste-vervoerbedryf nie, slegs ingesluit word in die data vir "Alle vlugte (totaal)", kolomme J en L.
- Alle vlugte (totaal) - Alle vlugte word hier ingesluit, beide vir inkomste as nie vir inkomste nie (byvoorbeeld, toetsing, opleiding en ander sodanige vlugte).

- 1.7 (a) *Getal lugvaartuigvertrekvlugte (kolomme I en J)* - die totale getal lugvaartuigvertrekvlugte vir alle lugvaartuie op sowel inkomste- as nie-inkomstevlugte moet in kolom I aangegee word. Die getal vertrekvlugte vir inkomste-vlugte in nie-vasgestelde dienste moet aangegee word. Indien presiese data vir inkomste-vlugte nie beskikbaar is nie, moet skattings indien moontlik gemaak word, en asteriske moet by die geraamde syfers geplaas word.

- (b) *Getal ure gevlieg (kolomme K en L)* - die totale getal lugvaartuigure, sowel inkomste as nie-inkomste, vir alle vlugte, moet in kolom L aangegee word. Die ure gevlieg in nie-vasgestelde inkomstevlugte moet ook aangegee word in kolom K. Indien presiese data vir inkomstevlugte nie beskikbaar is nie, moet skattings indien moontlik gemaak word, en asteriske by geraamde syfers geplaas word.

Lugvaartuigure moet aangegee word tot die naaste uur gegrond op "block-to-block" tyd. Indien 'n ander grondslag gebruik word, moet so 'n grondslag vermeld word onder "Opmerkings".

- 1.8 *Lugvaartuigdae beskikbaar gedurende die jaar (kolom M)* - beskikbare lugvaartuigdae moet die totaal wees van die getal dae waarop elke lugvaartuig beskikbaar is vir gebruik gedurende die betrokke tydperk. Die volgende dae moet uitgesluit word van die beskikbare dae:

- Dae tussen die datum van aankoop en die datum van werklike indiensplasing
- Dae na die laaste inkomste-vlugte voor wegdoening
- Dae uit diens weens ernstige ongelukke of omskepping
- Dae wanneer die lugvaartuig in die besit van ander is
- Dae wanneer 'n lugvaartuig nie beskikbaar is nie weens regeringsoptrede.

Alle ander dae word geag beskikbare dae te wees, selfs dae vereis vir onderhoud en opknapping.

2. DEEL 3 - PERSONEEL

- 2.1 Personeel van wie verslagdoening vereis word (kolomme B en C) - data vir alle personeel, hetsy tydelik of permanent, wat op die salarisstaat van die lisensiehouer is teen die middel en die einde van die verslagjaar, moet aangegee word.
- 2.2 Personeel-kategorieë (kolom A) - "Boordpersoneel" sluit in -
- vlieëniers en mede-vlieëniers;
 - ander stuurkajuitbemanning - boordingenieurs, radio-operateurs en vlugnavigators;
 - kajuitbemanning - alle kajuitbemanningslede;
 - ander personeel - onderhouds- en opknappingspersoneel, verkeer- en verkooppersoneel, alle ander personeel.

Aanhangsel T

TV 337A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS II- OF KLAS II- EN III-LISENSIE : FINANSIËLE OPSOMMING

VERTROULIK: ARTIKEL 22(2) VAN DIE WET OP
INTERNASIONALE LUGDIENSTE, 1993

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke boekjaar moet verskaf word aan die Raad op Internasionale Lugdiens binne 90 dae van die laaste dag van so 'n boekjaar sodat gevolg gegee kan word aan die bepalings van Artikel 67 van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton oorskry.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.
- (iv) Die instruksies wat gevolg moet word by die voltooiing van hierdie vorm, verskyn aan die einde daarvan.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

.....

1.3 Boekjaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek..... (naam)
in my hoedanigheid van..... (posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening: Datum:

INSTRUKSIES WAT GEVOLG MOET WORD BY VOLTOOIING VAN HIERDIE VORM**1. DEEL 2 - WINS-EN-VERLIESSTAAT****1.1 Item 1 : Lugvervoerbedryfsinkomstes (totaal)**

Die bruto inkomstes afkomstig uit die lugvervoer van passasiers, oortollige bagasie, vrag en pos, moet aangegee word.

(a) Passasiersvervoerinkomstes

Bruto inkomstes afkomstig uit lugvervoer van passasiers. Hierdie data verteenwoordig 'n subtotaal van die lugvervoerbedryfsinkomstes aangegee in item 1.

(b) Ander lugvervoerinkomstes

Bruto inkomstes afkomstig uit lugvervoer van vrag en pos. Hierdie item is 'n subtotaal van item 1.

1.2 Item 2 : Lugvervoerbedryfsuitgawes

Die totale bedrag van uitgawes verbonde aan die uitvoering van lugvervoerdienste, soos vlugondernemings (salarisse van boordbemanning, lugvaartuigbrandstof en -olie, vlugtoerustingversekering en onversekerde verliese, uitgawes vir die huur van vlugtoerusting van ander partye, en boordbemanningopleiding), onderhoud en opknapping, depresiasie en amortisasie, stasie- en ander gronduitgawes (insluitend landings- en vertrekgelde), passasiersdienste, -kaartjie-uitreiking, -verkope en -promosie, en algemene administratiewe uitgawes, moet aangegee word.

1.3 Item 3 : Ander Bedryfsinkomstes (Netto saldo)

Die netto inkomstes (bruto inkomstes min verbandhoudende direkte uitgawes) wat voortspruit uit nie-vervoer werksaamhede soos algemene lugdienste, lugvaartuigonderhoudswerk verrig vir andere, vliegskool-ondernemings, herberg- en voedseldienste, voorsiening van lugvaartuie aan ander partye vir aktiwiteite onder hulle beheer, eiendoms- en ander insidentele netto bedryfsinkomstes wat toeval uit ander bronne as lugvervoer, moet aangegee word.

1.4 Item 4 : Bedryfsresultaat

Dit word soos volg bereken: Item 1 - item 2 + item 3.

1.5 Item 5 : Eksterne items (Netto saldo)

Die balans van debiete en krediete wat afkomstig is uit eksterne werksaamhede soos onttrekking van eiendom en toerusting, rente, subsidies, geaffilieerde maatskappye, inkomstebelastings, dividendinkomste, verkope van sekuriteite wat gehou is, buitelandse valuta-transaksies, hervervaring van invorderbare langtermyn-notas gehou in die lisensiehouer se tesourie, ens.

1.6 Item 6 : Wins of Verlies (-) na Inkomstebelastings

Dit word soos volg bereken : Item 4 - Item 5.

2. DEEL 3 - BALANSSTAAT**Bates****2.1 Item 1 : Bedryfsbates**

Hierdie item moet insluit -

- (a) kontant- en bankbalanse, insluitend bedryfskapitaal, deposito's in transito, spesiale deposito's vir die betaling van skulde, dividende en rente, ens.;
- (b) korttermynbeleggings, betaalbaar binne een jaar van die datum van die balansstaat;
- (c) invorderbare lopende rekenings en handelsbalanse, insluitend netto balanse, onderworpe aan lopende vereffening, invorderbaar van geaffilieerde maatskappye;

- (d) vorderings teen inskrywers op vervoerkontrakte;
- (e) invorderbare rente en dividende;
- (f) invorderbare notas, betaalbaar op aanvraag of binne een jaar van die datum van die balansstaat, ens., min reserwes voorsien vir twyfelagtige rekeninge;
- (g) die koste van materiale, goederevoorraad en onvoltooide werk op goederevoorraad, benodigdhede in voorraad (soos brandstof en olies), verbruiksvoorrade, verstelbare gereedskap, skryfbehoeftes en kantoorvoorraad, passasiersdiensvoorrade, en restaurant- en voedseldiensvoorrade;
- (h) die bedrag uitgegee op onvoltooide werk vir andere en ook vooruitbetalings van rente, versekering, belasting, ens.

Hierdie item moet nie onderdele, instrumente en bybore ingesluit in items 2 en 3, insluit nie.

2.2 *Item 2 : Vlugtoerusting (na depresiasie)*

Hierdie item moet insluit, nadat opgelope depresiasie afgetrek is -

- (a) die koste van lugvaartuie, motore, komponente en onderdele, wat deur die lisensiehouer ineens aangekoop is;
- (b) die "koste" van vlugtoerusting verkry deur die lisensiehouer kragtens 'n kapitaal- of finansiële bruikhuurkontrak, d.w.s. 'n huur vir 'n tydperk wat beskou word as die geheel of nagenoeg die geheel van die gebruiksduur van die lugvaartuig. So 'n lugvaartuig moet aangegee word op dieselfde wyse asof dit ineens aangekoop is, terwyl die koste algemeen bepaal word as gelyk aan die gesamentlike waarde van die kapitaal-element van die huurbetalings, terwyl die rente-element wat elke jaar betaal word, aangegee moet word in item 5 van die Wins-en-Verliesstaat. Vlugtoerusting verkry kragtens 'n gebruiksbruikhuurkontrak of korttermynhuur, d.w.s., 'n huur vir 'n tydperk wat wesenlik minder is as die normale gebruiksduur van die lugvaartuig, moet aangegee word as huurgelde in item 2 van die Wins-en-Verliesstaat.

Vlugtoerusting wat die eiendom van die lisensiehouer is maar wat uitverhuur word kragtens 'n kapitaal-bruikhuurreëling, moet nie hier ingesluit word nie.

2.3 *Item 3 : Ander bates*

Hierdie item moet insluit alle ander bates as bedryfsbates en vlugtoerusting, soos grondbates en -toerusting, grond, spesiale fondse, beleggings in geaffilieerde en geassosieerde maatskappye, uitgestelde vorderings, immateriële goedere en eksterne eiendom en toerusting.

2.4 *Item 4 : Totale bates*

Die som van items 1, 2 en 3. Hierdie som behoort gelyk te wees aan item 10.

Laste

2.5 *Item 5 : Bedryfslaste*

Hierdie item moet insluit -

- (a) betaalbare lopende rekenings en vervoerbalanse, insluitend balanse onderworpe aan lopende vereffening en betaalbaar aan geaffilieerde maatskappye;
- (b) onverdiende vervoerinkomstes;
- (c) salarisse en lone opgeloopt en onbetaal;
- (d) rente en dividende opgeloopt en onbetaal;
- (e) belasting opgeloopt en onbetaal;
- (f) deposito's deur inskrywers op vervoerkontrakte;
- (g) note betaalbaar op aanvraag of binne een jaar van datum van balansstaat;
- (h) ander lopende en opgelope laste.

2.6 Item 6 : Ander laste

Hierdie item moet alle ander laste as bedryfslaste, langtermynskuld en -kapitaal, soos uitgestelde krediete, bedryfsreserwes, selfversekering en ander bedryfsreserwes, en voorskotte van geaffilieerde maatskappye, insluit.

2.7 Item 7 : Langtermynskuld

Hierdie item moet insluit die sigwaarde (uitgesonderd opgelope rente) van verbande, obligasies, trustsertifikate, skuldbriewe, kuratorobligasies, note en ander langtermynskuld uitgereik of opgeneem deur die lisensiehouer, deur andere gehou, insluitend die huidige waarde van onverstreke kontrakte vir die verkryging van lugvaartuie kragtens kapitaal-bruikhuurreëlins.

Enige gerealiseerde wins of verlies uit die herverkoop van langtermynskuld-sekuriteite gehou in die lisensiehouer se tesourie, moet aangeteken word in die wins-en-verliesrekening.

2.8 Item 8 : Kapitaal

Hierdie item moet insluit die vergoeding werklik ontvang, van hoogstens die pari- of aangegewe waarde, vir alle tipes effekte uitstaande in die hande van die publiek.

2.9 Item 9 : Teruggehoue verdienstes (balans, insluitend kapitaalsurplus)

Hierdie item moet insluit die netto saldo van die twee items -

- (a) die netto saldo van onaangewende teruggehoue verdienstes vir die lopende en vorige jare nadat alle aanwendings en dividende in berekening gebring is;
- (b) kapitaalsurplus, insluitend die surplus van die batewaarde van eiendom verkry bo die koste vir die lisensiehouer, surplus van boekwaarde bo koste van aandele van geaffilieerde maatskappye, winste of verliese by herverkoop van eie effekte gehou in die tesourie van die lisensiehouer, surplus wat ontstaan uit herorganisasie of herkapitalisering, premie ontvang in die aanvanklike fase van aandeelkapitaal bo die pariwaarde of, in die geval van effekte sonder pariwaarde, bo die aangegewe waarde en skenkings deur aandeelhouers.

2.10 Item 10 : Totale laste

Die som van items 5, 6, 7, 8 en 9. Hierdie som behoort gelyk te wees aan item 4.

Aanhangsel U

TV 338 A



RAAD OP INTERNASIONALE LUGDIENSTE

WET OP INTERNASIONALE LUGDIENSTE, 1993
(WET No. 60 VAN 1993)

VERSKAFFING VAN STATISTIESE INLIGTING - (ARTIKEL 22(1)(b))
KLAS I-, II- OF III-LISENSIE : JAARLIKSE OORSIG VAN INTERNASIONALE LUGDIENSTE

Aantekeninge:

- (i) Die statistiese inligting ten opsigte van elke kalenderjaar moet verskaf word aan die Raad op Internasionale Lugdiensie binne 60 dae van die laaste dag van so 'n kalenderjaar sodat gevolg gegee kan word aan die bepalings van die Chicago Konvensie, 1944, met betrekking tot die indiening van statistiese inligting by die Organisasie vir Internasionale Burgerlike Lugvaart.
- (ii) Hierdie vorm moet voltooi word deur 'n lisensiehouer wat 'n totale vloot lugvaartuie bedryf waarvan die gesamentlike maksimum gesertifiseerde massa 200 metrieke ton of minder is.
- (iii) Waar die vereiste inligting nie in die ruimte wat op dié vorm voorsien is, verskaf kan word nie, moet die inligting as 'n aparte memorandum ingedien word en hierby aangeheg word.

DEEL 1 - Verklaring:

1.1 Volle naam van lisensiehouer:

.....

1.2 Nommer van lisensie(s) waarop die bygaande statistieke betrekking het:

.....

1.3 Kalenderjaar waarop die bygaande statistieke betrekking het:

..... 19

1.4 Navrae in verband met die bygaande statistieke kan gerig word aan:

1.4.1 Naam van persoon :

1.4.2 Posisie :

1.4.3 Telefoonnommer :

1.4.4 Faksnommer :

1.5 Ek..... (naam)
in my hoedanigheid van.....(posisie)
sertifiseer hierby dat die statistiese inligting wat op hierdie vorm vervat is, na my beste wete juis is.

Handtekening:

Datum:

DEEL 2 - Inligting met betrekking tot algemene internasionale lugdienste:

Beskrywing	Aantal vertrekvlugte	Aantal vliegre
1. Kunsvlugondernemings		
2. Reklame-ondernemings		
3. Lugpatrollie, lugwaarneming en lugopname		
4. Lugfotografie		
5. Landboubespuiting, -bestrooiing en -bestuiwing		
6. Wolkbespuiting, -bestrooiing en -bestuiwing		
7. Mediese nooddienste		
8. Brandopsporing, -beheer en -bestryding		
9. Uitsoek, uitdun, tel en aanjaag van wild en vee		
10. Valskermneerlaat-ondernemings		
11. Semi-kunsvlugondernemings		
12. Ander bespuiting-, bestrooiing- en bestuiwingondernemings as vir landboudoeleindes en wolke		
13. Sleepondernemings		
14. Hang- en hysondernemings		
15. Ander algemene internasionale lugdiensondernemings soos gespesifiseer op die lisensie		

DEEL 3 - Inligting betreffende internasionale lugvervoerdienste (vasgestelde en nie-vasgestelde):

1. Totale getal lugvaartuie gebruik	
2. Totale getal vertrekvlugte	
3. Totale getal vliegre	
4. Totale getal passasiers vervoer	
5. Totale metrieke ton vrag vervoer	
6. Tipe van elke lugvaartuig gebruik	
7. Maksimum gesertifiseerde massa van elke lugvaartuig gebruik	

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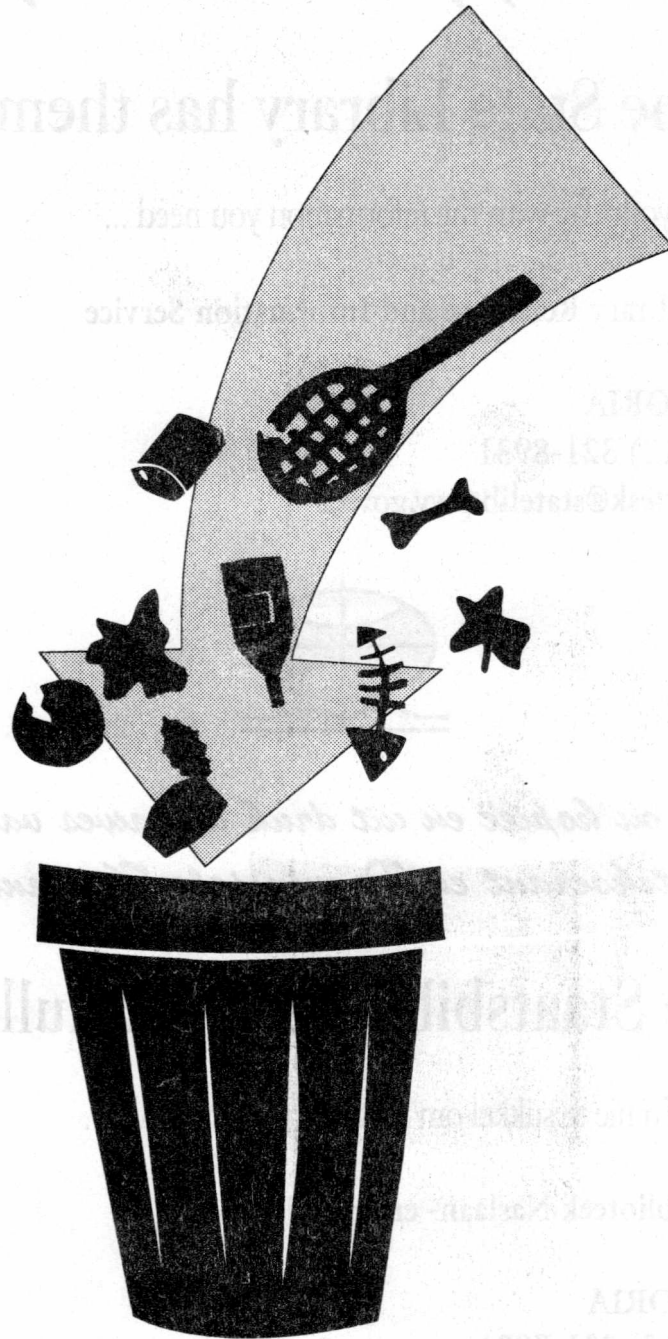
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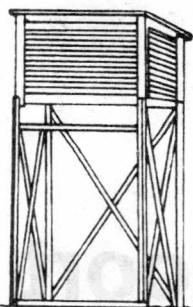
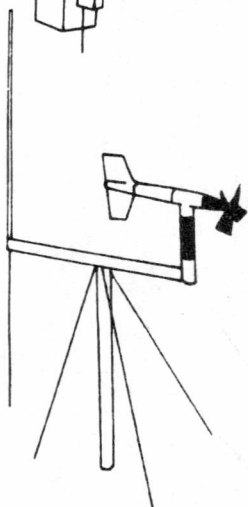
Throw trash where it belongs

Hou Suid-Afrika Skoon

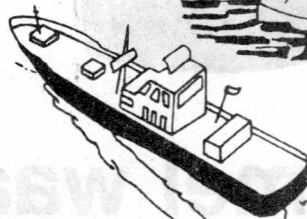
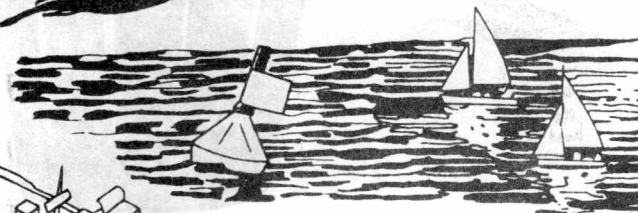
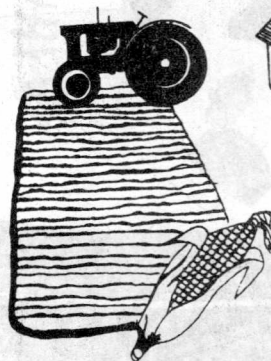
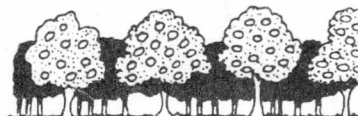
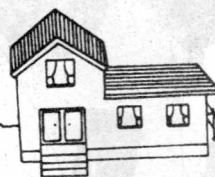
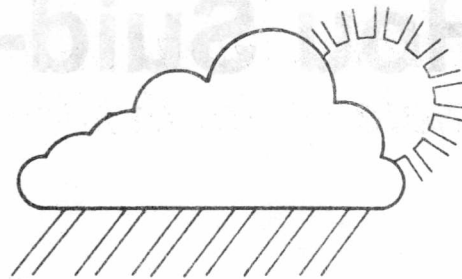


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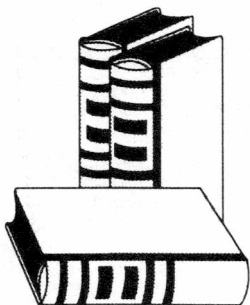
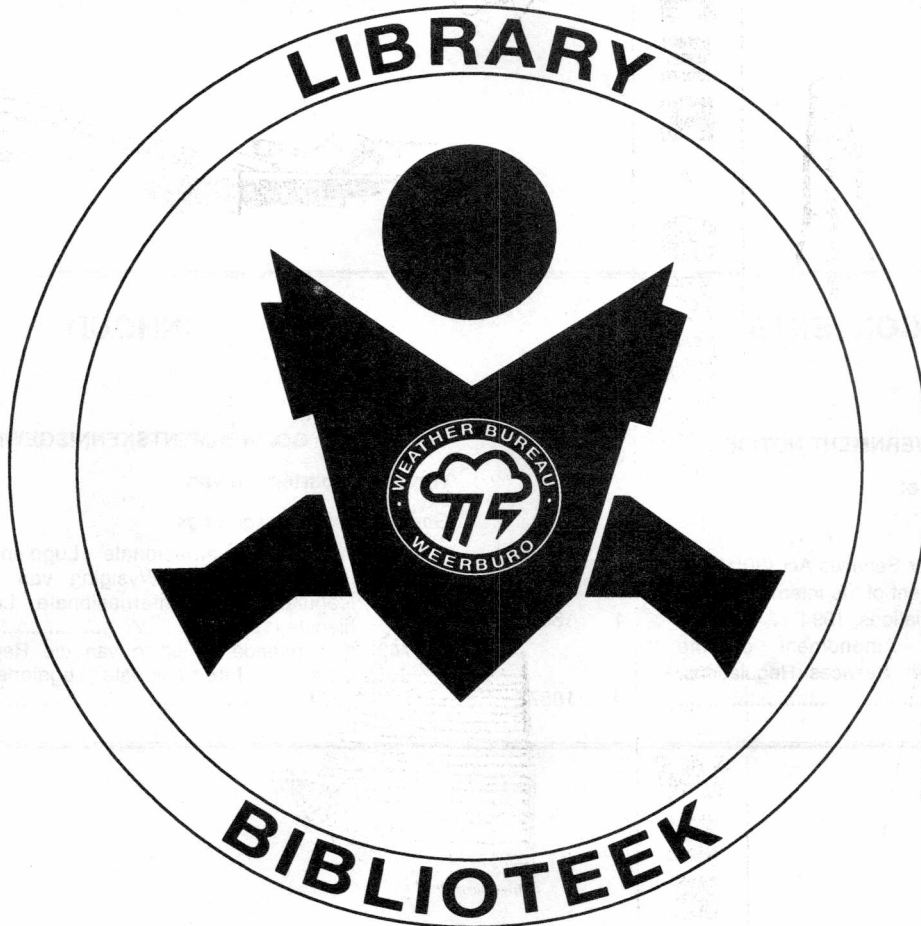
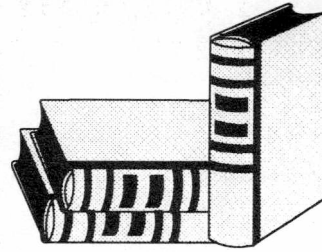
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Where is the largest amount of meteorological information in the whole of South Africa available?



Waar is die meeste weerkundige inligting in die hele Suid-Afrika beskikbaar?

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