
GENERAL NOTICE

NOTICE 619 OF 2006

DEPARTMENT OF TRANSPORT

AVIATION ACT, 1962(ACT NO 74 OF 1962) PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

Under regulation 11.03.2 (1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee, hereby publishes comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr Jabulani Mashinini or Mr. Herman Wildenboer, Private Bag X73, Half way House, 1685. Fax number: (011) 545-1452, and e-mail-addresses: mashinini@caa.co.za or wildenboerh@caa.co.za, before or on 12 June 2006.

SCHEDULE 1

PROPOSER

SAA
Private Bag X13
Johannesburg International Airport
1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is responsible for operating and managing the national carrier.

1.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 1.00.1 OF PART 1 OF THE REGULATIONS

1.1 Proposed amendment of regulation 1.00.1 by the insertion of the following definition:

" 'ACTIVE FLIGHT DECK DUTY' means the time spent on duty on the flight deck during a sector excluding any break whilst being relieved by an additional crew member of not less than one hour."

A

1.2 MOTIVATION

It is suggested that the above definition be included in Part 1, in order to ensure that the new column in the tables referred to above make sense.

1.3 CURRENT REGULATION

Does not contain such a definition

SCHEDULE 2

PROPOSER

ATNS

Private Bag X15

Kempton Park

1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer administers the Air Traffic and Navigation Services Company Act, 1993 (Act No 45 of 1993) as well as regulations issued in terms thereof.

2.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 65.13.5 OF PART 65 OF THE REGULATIONS

- 2.1 Proposed amendment of regulation 65.13.5 by the substitution for the said regulation insertion of the following regulation:

“Requirements for validation of Grade One air traffic service instructor (operational) rating

“65.13.5 An applicant for the validation of a Grade One air traffic service instructor (operational) rating shall have at least two years practical experience as either an air traffic controller or as an air traffic service assistant as appropriate to the rating being validated”.

2.2 MOTIVATION

The requirements for a Grade One traffic service instructor as per regulation 65.13.1 states that the applicant shall be at least 21 years of age, hold a **valid** air traffic service license, hold at least one valid air traffic service rating and that the applicant has successfully completed the required training.

The present regulation stipulates that a Grade One Instructor has to be an air traffic controller with at least two years experience which contradicts CAR 65.13.1. The role of the air traffic service assistant has evolved where specialisation has **occurred** and has become career orientated. Air traffic service assistants have been issued with ATS licenses and therefore are considered as responsible persons who also comply with the same licensing and proficiency standards as air traffic controllers, pertaining to the specific specialised career of the air traffic service assistant. With the advancement of technology within the air traffic management/ air traffic control domain, especially at ATSUs such as Johannesburg and Cape Town, the specialisation of ATSAs has required that certain ATSAs holding the ATS license become Grade One instructors and to perform the privileges as described in CAR 65.01.9 and 65.13.8 in order that an air traffic controller need not be the sole responsible person to provide on the job training and to act as a validation examiner to sign-out these staff members

2.3 CURRENT REGULATION:

"Requirements for validation of Grade One air traffic service instructor (operational) rating

65.13.5 An applicant for the validation of a Grade One air traffic service instructor (operational) rating shall have at least two years **practical** experience as an air traffic controller."

SCHEDULE 3

PROPOSER

SAA

Private Bag X13

Johannesburg International Airport

1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is responsible for operating and managing the national carrier.

3.0 PROPOSAL TO AMEND REGULATION 91.02.3 OF PART 91 OF THE REGULATIONS

3.1 Proposed amendment of regulation 91.02.3 by the substitution for sub-regulations (3) and (4) of the following sub-regulations:

"(3) Subject to the provisions of subregulation (4), no person shall act as a flight crew member of an aircraft if, prior to each flight, the flight time exceeds, or is likely to exceed, the permissible aggregate of –

(a) in the **case** of an operation other than an operation referred to in paragraph (e), Irrespective of whether such operation is carried out under a licence issued in terms of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), or the International air Services Act, 1993 (Act No. 60 of 1993) –

- (i) 400 hours, during the preceding 90 days;
- (ii) 700 hours, during the preceding six months; or
- (iii) 1000 hours, during the preceding 12 months;

(b) in the **case** of flight instructors conducting ab initio training, six hours within one calendar day;

(c) as part of a multi-pilot crew for a flight to be undertaken wholly or partly under instrument flight rules –

- (i) 120 hours, during the preceding 30 days;
- (ii) 300 hours, during the preceding 90 days; or
- (iii) 1000 hours, during the preceding 12 months;

(d) as the sole pilot of an aircraft for a flight to be undertaken wholly or partly under instrument flight rules –

- (i) 100 hours, during the preceding 30 days; or
- (ii) 1000 hours, during the preceding 12 months; or

(e) in the **case** of an operation carried out in terms of Part 121, Part 127, Part 135, Part 138 and Part 141 the limitations of the Flight Time and

Duty Scheme that has been approved for the operation by the Commissioner -

- (4) ~~If~~ flight deck crew member ~~expects~~ his or her cumulative flight hours projected for a particular operation, to ~~exceed~~ the appropriate limit - referred to in subregulation (3),

the flight deck crew member shall inform the operator accordingly.

3.2 MOTIVATION

The original sub-regulation appears to be subject to interpretation and has caused much debate.

The Commissioner currently requires all commercial operators ~~except~~ for flight schools to have an approved flight time and duty scheme. A number of ~~the~~ flight time and duty schemes have limitations that ~~may~~ conflict with the deleted part of sub regulation 91.02.3 (3) (e). Many operators are not able to comply with the requirements as set out in this subregulation and yet have approved flight time and duty schemes. For example a flight from Johannesburg to Mauritius and back in a day has been operated for the last 20 years with a block time of around 08:30. This is allowable in terms of the operator's flight time and duty scheme and yet potentially conflicts with subregulation 91.02.3 (3)(e).

This proposal will eliminate the possible confusion that has ~~been~~ created by this regulation.

Sub-regulation 91.02.3 (3) has been amended to take the changes into account.

In terms of ensuring an acceptable level of safety, ~~the~~ Commissioner when approving the flight time and duty scheme ~~has~~ to take ~~the~~ many factors published in the CATs into account. For this reason, the ~~tables~~ detailing the maximum duty hours has ~~been~~ amended to contain limits in respect of the maximum continuous active flight deck ~~duty~~.

Part141 was added to this section as flight ~~schools~~ are usually commercial operators and in the interests ~~of~~ safety fatigue needs to be managed.

3.3 CURRENT REGULATIONS

" (3) Subject to the provisions of subregulation (4), no person shall act as a flight crew member of an aircraft if, prior to each flight, the flight time exceeds, or is likely to exceed, the permissible aggregate of -

(a) in the *case* of an operation other than an operation referred to in paragraph (e), irrespective of whether such operation is carried out under a licence issued in terms of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), or the International Air Services Act, 1993 (Act No. 60 of 1993) -

- (i) 400 hours, during the preceding 90 days;
- (ii) 700 hours, during the preceding six months; or
- (iii) 1000 hours, during the preceding 12 months;

(b) in the *case* of flight instructors conducting ab initio training, six hours within one calendar day;

(c) as part of a multi-pilot crew for a flight to be undertaken wholly or partly under instrument flight rules -

- (i) 120 hours, during the preceding 30 days;
- (ii) 300 hours, during the preceding 90 days; or
- (iii) 1000 hours, during the preceding 12 months;

(d) as ~~the~~ sole pilot of an aircraft for a flight to be undertaken wholly or partly under instrument flight rules -

- (i) 100 hours, during the preceding 30 days; or
- (ii) 1000 hours, during the preceding 12 months; or

(e) in the *case* of an operation carried out in terms of Part 121, Part 127, Part 135 or Part 138

- (i) eight hours, during the preceding 24 hours;
- (ii) 32 hours, during the preceding seven days;
- (iii) 100 hours, during the preceding 30 days; or
- (ii) 1000 hours, during the preceding 365 days.

(4) If a flight deck crew member expects his or her cumulative flight hours projected for a particular operation, to exceed the appropriate limit -

(a) referred to in subregulation (3); or

- (b) specified in the flight time and duty scheme of an operator carrying out operations in terms of Part **121**, Part **127**, Part **135** or Part **138**,

the flight deck crew member shall inform the operator accordingly."

SCHEDULE 4

PROPOSER

Civil Aviation Authority
Private Bag X73,
Halfway House
1685

(The proposals contained in Schedules 1 and 2 emanate from the said Authority)

Explanation of Interest of the Proposer

The proposer administers the Aviation Act, **1962**, (Act No **74** of **1962**) and Regulations and Technical Standards issued in terms thereof

4.0 PROPOSAL TO AMEND REGULATION 91.07.26 OF PART 91 OF THE REGULATIONS

4.1 Proposed amendment of regulation **91.07.26** by the substitution for said regulation of the following regulation:

"In-flight testing on passenger and cargo carrying flights

- 91.07.26** The owner or operator of an aircraft, when passengers ~~or~~ cargo are on board such aircraft, shall ensure that no person, -
- (a). simulates emergency situations in the aircraft affecting the flight characteristics of such aircraft.
 - (b). conducts flight testing for the initial ~~skill~~ test or renewal of an instrument rating.
 - (c). conducts any flight ~~or skills~~ test other than a route proficiency test.
 - (d). conducts any **skill** test for a class or type rating when passengers or cargo are on board such aircraft."

4.2 MOTIVATION

Oversight conducted by the CAA has indicated that the **provisions of 91.07.26** and **AIC 30.5** are contravened because of interpretation problems. The Commissioner has further ruled that no testing **other**

than base and route checks are to be carried out on passenger or cargo flights.

4.3 CURRENT REGULATION

"In-flight simulation of emergency situations

91.07.26 The owner ~~or~~ operator of an aircraft shall ensure that no person, and no person shall, simulate emergency situations in the aircraft affecting the flight characteristics of ~~such~~ aircraft when passengers are on board such aircraft".

SCHEDULE 5

PROPOSER

SAA

Private Bag X13

Johannesburg International Airport

1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is ~~responsible~~ for operating and managing the national carrier.

5.0 PROPOSAL TO AMEND REGULATION 121.02.3(4) OF PART 121 OF THE REGULATIONS

5.1 Proposed amendment of regulation 121.02.391.07.26 by the substitution for sub-regulation (4) of the following sub-regulation:

" (4) The operator shall carry out an emergency evacuation demonstration referred to in sub regulation (3) when a new type or variant of aeroplane or new configuration of an existing aeroplane is introduced for use *and has not been certified under FAR 25 or JAR 25 or an equivalent certification process acceptable to the Commissioner.*"

5.2 MOTIVATION

Demonstrating an evacuation in an airline type aircraft is a complex procedure requiring a large amount of infrastructure and specially qualified personnel in the form of observers, medical and qualified first aid assistants.

1. The emergency evacuation scenario used in full-scale demonstrations does not represent most accident conditions where impact forces and fire effects

- frequently impair passenger's abilities to escape the aircraft. During the demonstration, the aircraft will be level and must be on a hard paved surface.
2. The research conducted in 1993 under NTIS order # PB94-107620 for the FAA shows that of the 7 full-scale demonstrations conducted by manufacturers between 1972 and 1980, 166 (6%) of the 2 571 participants received injuries ranging from bruises to serious permanent injury. Of the 3 761 participants in 12 demonstrations conducted between 1981 and 1991, 212 (5, 6%) received injuries.
 3. The cost of setting up and managing an evacuation demonstration on a wide body aircraft such as an Airbus A340 was in excess of \$ 2 million in 1993 and has no doubt increased over the last few years. These costs are directly related to the equipment such as slides which may only be used once and to the damage that the aircraft is likely to sustain when passengers jump on seats etc. to exit the aircraft in a hurry. Additional costs include taking the aircraft out of revenue service, paying the "passengers", paying for the medical bills and insurance.
 4. It is impossible to have a representative load of passengers on board the aircraft for the demonstration. No operator can afford to have elderly people in the group and in the USA legislation prevents the use of children under the age of 18 from participating in this type of exercise.

5.3 CURRENT REGULATION

"(4) The operator shall carry out an emergency evacuation demonstration referred to in sub-regulation (3) when a new type or variant of aeroplane or new configuration of an existing aeroplane is introduced for use."

SCHEDULE 6

PROPOSER

SAA

Private Bag X13

Johannesburg International Airport

1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer is responsible for operating and managing the national carrier

6.0 PROPOSAL TO AMEND REGULATION 121.02.10 OF PART 121 OF THE REGULATIONS

6.1 Proposed amendment of regulation **121.02.10** by the substitution for sub-regulation (2) of the following sub-regulation:

"(2) Except with the approval of the Commissioner, the flight time and duty scheme of the operator shall not be in conflict with the provisions of regulation **91.02.3(1)(e)**".

6.2 MOTIVATION

The reason being that **91.02.3(1)(f)** has never existed. From a contextual point of view the reference could only be to **91.02.3(1) (e)**.

6.3 CURRENT REGULATION

"(2) Except with the approval of the Commissioner, the flight time and duty scheme of ~~the~~ operator shall not be in conflict with the provisions of regulation **91.02.3(1)(f)**".

SCHEDULE 7

PROPOSER

AIRPORTS COMPANY SOUTH AFRICA
PO Box75480
Gardenview
2047

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer operates a number of airports in the Republic of South Africa and is responsible for the Administration of the Airports Company Act, 1993(Act No 44 of 1993) as well as regulations issued in terms thereof.

7.0 PROPOSAL TO AMEND REGULATION 139.01.32 OF PART 139 OF THE REGULATIONS

7.1 Proposed amendment of regulation **139.01.32** by the substitution for the said regulation of the following regulation:

"ACTS PROHIBITED ON AIRPORT

139.01.32 No person shall on the airport -

- (a) obstruct or interfere with the proper use of the airport;
 - (b) obstruct any person in the full-time employment of the State acting in the execution of his duty in relation to the airport;
 - (c) remove any notice board erected by the manager or his representative, or any writing or document displayed on such notice board or deface any such writing or document or any marking on such notice board or document;
 - (d) throw, leave or drop anything capable of causing injury to any person or animal or damage to any property;
 - (e) dump any waste matter whatsoever elsewhere than at a place approved for that purpose by the manager;
 - (9) commit any nuisance or disorderly or indecent act or be in a state of intoxication or behave in a violent or offensive manner to the offence or annoyance of other persons on the airport or make use of offensive language;
 - (g) write, draw or affix any profane, obscene, indecent or abusive word, matter, presentation or character on the airport or on property on the airport;
 - (h) dump or spill any substance capable of causing water pollution, whether such substance is a solid, liquid, vapour or gas or a combination thereof, elsewhere than at a place approved for that purpose by the manager.
 - (i) solicit for funds.
- (2) Except with the written permission of the manager no person shall on the airport or on any public road or parking area adjacent to the airport: -
- (a) damage, interfere or tamper with any part of the airport or any equipment associated with the operation an airport;
 - (b) climb any wall, fence, barrier, railing, gate or post;
 - (c) wash or otherwise clean or polish a vehicle elsewhere than at a place approved for that purpose by the manager;
 - (d) cut, dig, damage or remove any soil, grass, tree, shrub or flower;
 - (e) go on to or damage any flower-bed or anything growing therein;

- (f) remove, pick or otherwise damage any ~~tree~~, shrub, plant or flower;
 - (g) go on to a lawn or on to ground which has been seeded or planted for the purpose of growing grass to form a lawn; or
 - (h) advertise;
 - (i) display any poster, banner or anything similar, except name plates for purposes of meeting and collection.
 - (j) handle any baggage ~~or~~ confront passengers to carry their **baggage**.
 - (k) **tout** for any services including public transport, taxi, car valet, accommodation, parking and car wash services.
- (3) Except with the written approval of the airports manager no person shall-
- (a) bring a vehicle into or drive a vehicle in or into the terminal building; or
 - (b) obstruct an entrance to or a passage in the terminal building in such a manner as to inconvenience other users of the entrance or passage concerned.
- (4)
- (a) The right of admission to terminal buildings on the airport is strictly reserved and anybody who is ordered by the airport manager, or a security officer acting ~~on~~ behalf of ~~the~~ airport manager, or a policeman, to leave the terminal buildings, and fails to ~~do~~ so forthwith shall be guilty of an offence.
 - (b) The airport manager, or a security officer acting on behalf of the airport manager, or a policeman, can request any person on the airport or part of the airport or ~~on~~ premises on the airport to explain reasons for being there and if an acceptable reason cannot be furnished order that person to leave the airport.
 - (c) The airport manager, or a security officer acting on behalf of the airport manager, or a policeman, can subject a search any article, parcel ~~or~~ baggage in possession of ~~or~~ under the control of an undesirable person, vagrant, loiterer or other suspected person.
- (5) No person shall on an airport carry on any trade or business, unless he is the holder of a valid licence ~~or~~ concession issued by the manager of that airport

and which entitles the holder thereof to carry on the trade or business mentioned therein on that airport."

7.2 MOTIVATION

Acts of illegal touting by taxi operators, illegal porters and soliciting by various parties contribute to increasing criminal activity. Further more the harassment of passengers and airport users by such illegal operators impacts negatively on the image of our country. Departing and arriving visitors are often apprehensive and become victims to robbery by loiterers, job seekers and illegal taxi operators.

Currently no offences exist to arrest and prosecute such individuals who openly conduct their illegal activities without any fear of prosecution.

Our experience in attempting to deal with this problem was unsuccessful due to a lacuna in the law to arrest and prosecute such persons. Previous attempts to do so was met with withdrawals of criminal cases by the Public Prosecutor and reprimand from Magistrates in that such parties are considered members of public who are at a public place.

7.3 CURRENT REGULATION

"139.01.32 No person shall on the airport -

- (a) obstruct or interfere with the proper use of the airport;
- (b) obstruct any person in the full-time employment of the State acting in the execution of his duty in relation to the airport;
- (c) remove any notice board erected by the manager or his representative, or any writing or document displayed on such notice board or deface any such writing or document or any marking on such notice board or document;
- (d) throw, leave or drop anything capable of causing injury to any person or animal or damage to any property;
- (e) dump any waste matter whatsoever elsewhere than at a place approved for that purpose by the manager;
- (f) commit any nuisance or disorderly or indecent act or be in a state of intoxication or behave in a violent or offensive manner to the offence or annoyance of other persons on the airport or make use of offensive language;
- (g) write, draw or affix any profane, obscene, indecent or abusive word, matter, presentation or character on the airport or on property on the airport;

- (h) dump ~~or~~ spill any substance capable of causing water pollution, whether such substance is a solid, liquid, vapour ~~or~~ gas ~~or~~ a combination thereof, elsewhere than at a place approved for that purpose by the manager.
- (2) Except with the written permission of the aerodrome ~~or~~ heliport operator, no person shall on a licensed aerodrome ~~or~~ heliport;
- (a) damage, interfere ~~or~~ tamper with any part of the airport or any equipment associated with the operation an airport;
 - (b) climb any wall, fence, barrier, railing, gate ~~or~~ post;
 - (c) wash or otherwise clean ~~or~~ polish a vehicle elsewhere than at a place approved for that purpose by the manager;
 - (d) cut, dig, damage ~~or~~ remove any soil, grass, tree, shrub ~~or~~ flower;
 - (e) go on to ~~or~~ damage any flower-bed ~~or~~ anything growing therein;
 - (f) remove, pick ~~or~~ otherwise damage any tree, shrub, plant ~~or~~ flower;
 - (g) go on to a lawn ~~or~~ on to ground which has been seeded or planted for the purpose of growing grass to form a lawn; ~~or~~
 - (h) advertise;
 - (i) display any poster, banner ~~or~~ anything similar, except name plates for purposes of meeting and collection.
 - (j) handle any baggage ~~or~~ confront passengers to carry their baggage."

SCHEDULE 8

PROPOSER
ATNS'
Private Bag X15
Kempton Park
1620

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer administers the Air Traffic and Navigation Services Company Act, 1993, (Act No 45 of 1993) as well as regulations issued in terms thereof

8.0 PROPOSAL TO AMEND REGULATION 172.03.12 OF PART 172 OF THE REGULATIONS

8.1 Proposed amendment of regulation 172.03.12 by the insertion of paragraph (h)":

"(h) Comply with the standards and procedures as prescribed in Document SA-CATS-ATS"

8.2 MOTIVATION

ATNS is requesting the appropriate name change of the Air Traffic Control Instruction Manual to Standards and Procedures as approved by CARCOM meeting dated 30TH November 2005

8.3 CURRENT REGULATION

Does not make provision for such a requirement

**SCHEDULE 9
PROPOSER**

Civil Aviation Authority
Private Bag X73,
Halfway House
1685

Explanation of Interest of the Proposer

The proposer administers the Aviation Act, 1962, (Act No 74 of 1962) and Regulations and Technical Standards issued in terms thereof

9.0 PROPOSAL TO INSERT REGULATION 172.03.21 INTO PART 172 OF THE REGULATIONS

9.1 Proposed insertion of regulation 172.03.21 into Part 172 of the Regulations:

"172.03.21(1) The applicant shall establish a safety management system for the control and supervision of the services covered by the application.

(2) The minimum standards for a safety system shall be as prescribed in Document SA-CATS-Am".

9.2 MOTIVATION

The proposed amendment fulfils ~~the~~ requirements of Chapter 2.26 of ICAO Annex 11(States shall implement ..ATS safety management programmes...).

9.3 CURRENT REGULATION

The existing regulation does not provide for the implementation **of** a safety management system.

SCHEDULE 10

PROPOSER
AIRPORTS COMPANY SOUTH AFRICA
PO Box75480
Gardenview
2047

EXPLANATION OF INTEREST OF THE PROPOSER

The proposer operates a number of airports in the Republic of South Africa and is responsible for the Administration of the Airports Company Act, 1993(Act No 44 of 1993) as well as regulations **issued** in terms thereof.

10.0 PROPOSAL TO AMEND REGULATION 185.00.1 OF PART 185 OF THE REGULATIONS

10.1 Proposed amendment **of** regulation 185.00.1 by the insertion of paragraph (j)":
“(j) contravenes any provision of regulation 139.01.32”

10.2 MOTIVATION

A need exists for making specific provision for contraventions of this regulation. **See** also the motivation provided in respect of Schedule.

10.3 CURRENT REGULATION

Does not specifically refer to regulation 139.01.32

SCHEDULE 11

11.0 PROPOSAL FOR THE INSERTION OF FURTHER SUBPARTS OF PART 61 INTO THE REGULATIONS (THE EXISTING PART 61 EXCEPT FOR SUBPART 48 HAS NOT BEEN PUT INTO OPERATION).

PROPOSER

**Part 61 Workgroup
Old Mutual Business Park
Gewel Street
ISANDO Ext 3
1620**

Explanation of Interest of the Proposer

The workgroup under, the auspices of the AASA, has been mandated to finalise Part 61.

11.1 PROPOSED INSERTION OF FURTHER SUBPARTS INTO THE REGULATIONS

SUBPART 13**CLASS AND TYPE RATINGS****Applicability**

61.13.1 (1) This Sub-part applies to the issuing, revalidating and reissuing of South African pilot class and type ratings and warbird type endorsements; the privileges and limitations of such class and type ratings and warbird type endorsements, and matters related thereto;

- (a) An aircraft class rating is required in order to pilot all types of aircraft within a particular aircraft class. A class rating is required for all single-pilot aircraft, except for those falling outside the classes defined in Regulation **61.13.13 (1)** or as designated by the Commissioner in terms of Regulation 61.01.7 as requiring a type rating.
- (b) An aircraft type rating is required in order to pilot a type of aircraft that is not included within any of the aircraft classes set out in Regulation **61.13.13 (1)**. A type rating is required for all multi-pilot aircraft, other aircraft and warbirds as Indicated in this subpart.
- (c) Exemptions to this Part may be provided for in Part 94 in respect of the operation of certain non type-certificated aircraft.
- (d) All licence endorsements in respect of aircraft class and type ratings are set out in SA CATS-FCL **61.13.13**.

Requirements for the issue of Class and Type ratings**61.13.2****MULTI-PILOT AEROPLANES**

- (1) A type rating is required for all multi-pilot aircraft and other aircraft as indicated in this subpart.
- (2) An applicant for the issuing of a type rating in respect of a multi-pilot aeroplane shall -
 - (a) have acquired the experience referred to in regulation **61.13.3**
 - (b) have successfully completed the training referred to in regulation **61.13.4**
 - (c) have passed the theoretical knowledge examination referred to in regulation **61.13.5**
 - (d) have passed the skill test referred to in regulation **61.93.6** with an appropriately rated DFE I (A).

SINGLE-PILOT AEROPLANES

- (3) Class ratings shall be issued for each of the classes set out in Regulation **61.13.13 (1)**. Type ratings shall be issued in respect of aeroplanes designated by the Commissioner in terms of Regulation **61.01.7**.
- (4) An applicant for the issuing of a class or type rating as the case may be in respect of a single-pilot aeroplane shall -
 - (a) have acquired the experience referred to in regulation **61.13.3**
 - (b) have successfully completed the training referred to in regulation **61.13.4**
 - (c) Have passed the theoretical knowledge examination referred to in regulation **61.13.5**.
 - (d) have passed the skill test referred to in regulation **61.13.6**

MULTI-PILOT HELICOPTERS

- (5) A type rating is required for all multi-pilot helicopters.
- (6) An applicant for the issuing of a type rating in respect of a multi-pilot helicopter shall -
 - (a) have acquired the experience referred to in regulation **61.13.3**
 - (b) have successfully completed the training referred to in regulation **61.13.4**
 - (c) have passed the theoretical knowledge examination referred to in regulation **61.13.5**;
 - (d) have passed the skill test referred to in regulation **61.13.6**

SINGLE-PILOT HELICOPTERS

- (7) A type rating is required for all single-pilot helicopters.
- (8) An applicant for the issuing of a type rating in respect of a single-pilot helicopter shall -
 - (a) have acquired the experience referred to in regulation **61.13.3**;
 - (b) have successfully completed the training referred to in regulation **61.13.4**
 - (c) have passed the theoretical knowledge examination referred to in regulation **61.13.5**;
 - (d) have passed the skill test referred to in regulation **61.13.6**

WARBIRD TYPE AIRCRAFT

- (9) An applicant for the issuing of a type rating in respect of a warbird type aircraft shall -
- (a) have acquired the experience referred to in regulation 61.13.3;
 - (b) have successfully completed the training referred to in regulation 61.13.4 (4)
 - (c) have passed the theoretical knowledge examination referred to in regulation 61.13.5;
 - (d) have passed the skill test referred to in regulation 61.13.6
- (3).**

Experience**61.13.3****A MULTI-PILOT AEROPLANES**

An applicant for the issuing of a type rating in respect of a multi-pilot aeroplane shall have at least 100 hours experience as pilot-in-command of aeroplanes.

SINGLE-PILOT AEROPLANES

An applicant for the issuing of a class rating in respect of a single-pilot, multi-engine aeroplanes shall have at least 70 hours as pilot-in-command of aeroplanes. This requirement shall also apply to an applicant for the issue of his or her first type rating for a single-pilot, multi-engine aeroplane.

MULTIPILOT HELICOPTERS

An applicant for the issuing of a type rating in respect of a multi-pilot helicopter shall have at least 100 hours as pilot-in-command of helicopters.

SINGLE-PILOT HELICOPTERS

An applicant for the issuing of a type rating in respect of a multi-engine helicopter shall have at least 70 hours as pilot-in-command of helicopters.

WARBIRDS

An applicant for the issuing of a warbird type endorsement must hold the category and class rating for the relevant aircraft.

Training

- 61.13.4** (1) An applicant for the issuing of a class or type rating shall have successfully completed the appropriate training as prescribed in Document SA **CATS-FCL 61.13.4**
- (2) In the case of training for a single-pilot multi-engine class rating or the applicant's first single-pilot multi-engine type rating, the training shall consist of at least:
- (a) 7 hours of theoretical knowledge instruction in multi-engine aeroplane operation; and

- (b) 6 hours dual flight training in multi-engine aeroplane operation, including not less than **2hrs 30 min** dual flight training under normal conditions and at least **3 hours 30 min** dual flight training in engine failure procedures and asymmetric flight. At most **3 hours** of the dual night training may be acquired in an approved FSTD.
- (3) An applicant for a type or class rating on a high performance single pilot aeroplane who is not the holder of an Airline Transport Pilot Licence, or who has not obtained credit for the ATP theoretical knowledge examinations, shall undergo additional training as set out in document SA-CATS FCL **61.13.4**.
- (4) An applicant for a warbird type rating -
 - (a) who is the holder of an ATPL with applicable military type experience may be endorsed with the applicable warbird type rating; or
 - (b) who is the holder of an ATPL without applicable military type experience shall undergo training as described in Document SA-CATS FCL **61.13.4** for endorsement of the warbird type rating contemplated; or
 - (c) who is the holder of all ATPL theoretical knowledge credits and has applicable military type experience may be **endorsed** with the applicable warbird **type rating**; or
 - (d) who ~~is~~ is the holder of all ATPL theoretical knowledge credits but who does not have applicable military type experience shall undergo training as described in Document SA-CATS FCL **61.13.4** for endorsement of the warbird type rating contemplated.

Theoretical Knowledge Examinations

61.13.5

An applicant for the issuing of a class or type rating shall have successfully passed the appropriate written examinations as prescribed in Document SA CATS-FCL **61.13.5**

Skill Test

- 61.13.6 (1)** An applicant for the issuing of a type rating or multi-engine class rating shall have demonstrated to a Designated Flight Examiner the competence to perform as pilot-in-command of the aircraft concerned the procedures and manoeuvres as described in Document SA CATS-FCL **61.13.6**.

- (2) An applicant for the issuing of a single-engine class or touring motor glider class rating shall have demonstrated to a Designated Flight Examiner or an appropriately rated flight instructor the competence to perform as pilot-in-command of the aircraft concerned the procedures and manoeuvres as described in Document SA CATS-FCL 61.13.6.
- (3) An applicant for the issuing of a warbird type endorsement shall have demonstrated to a Designated Flight Examiner, or an appropriately rated flight instructor or other pilot authorised in writing by the Commissioner, the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres as described in Document SA CATS-FCL 61.13.6.
- (4) The skill test shall have been completed within 6 months of completion of the theoretical knowledge requirement .

Circumstances in which type or class ratings are required

- 61.13.7** (1) The holder of a pilot licence shall not act in any capacity as a pilot of an aircraft except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate class or type rating. When a class or type rating is issued limiting the privileges to acting as co-pilot only, or to any other conditions determined by the Commissioner, such limitations shall be endorsed on the rating.
- (2) The holder of a pilot licence shall not act in any capacity as a pilot of a warbird except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate class or type rating applicable to a warbird.

Special authorisation for type or class ratings

- 61.13.8** For the non-revenue special purpose flights e.g. aircraft flight testing, special authorisation may be provided in writing to the licence holder by the Commissioner in place of issuing the class or type rating in accordance with Regulation 61.13. This authorisation shall be limited in validity to completing a specific task.

Application for the issuing of a Class, Type or Warbird Rating

- 61.13.9** An application for a class, type or warbird rating shall be –
- (a) made to the Commissioner in the appropriate form CAA 61.13.9; and
 - (b) accompanied by –
 - (i) documentary evidence of satisfying the requirements of regulation 61.13.2; and
 - (ii) the appropriate fee as prescribed in Part 187.

Issuing of a Class, Type or Warbird Rating

- 61.13.10** (1) The Commissioner shall issue a class, type or warbird rating if the applicant complies with the requirements prescribed in Regulation 61.13.2.

- (2) A class, type or warbird rating shall be issued in the appropriate form as prescribed in Document SA CATS-FCL 61.
- (3) The DFE or flight instructor shall, on satisfactory completion of all the requirements for the issue of a class or type rating, issue a temporary certificated competency entitling the applicant to exercise, during the period for which the certificate is valid the privileges of the rating, as pilot-in-command or co-pilot, as the case may be, before such rating is issued by the Commissioner. The DFE or flight instructor who issued the temporary certificate shall forward the original thereof to the Commissioner and furnish the pilot with a copy thereof.

Type and class ratings – Privileges and variants

- 61.13.11 (1) **Privileges.** Subject to 61.13.1(a) and (b) above, the privileges of the holder of a type or class rating are to act as a pilot on the type or class of aircraft specified in the rating.
- (2) **Variants.** If the variant has not been flown within a period of 2 years following the differences training or the date of last having flown the variant, further differences training or a proficiency check in that variant will be required. This is not applicable to types or variants within the single engine piston class and the multi-engine piston class with an MCM of 5700 kg or less.
- (a) Differences training as detailed in Document SA CATS-FCL 61.13.13, requires additional knowledge and training on an approved training device or aircraft. The differences training shall be endorsed in the pilot's logbook or training file as applicable duly signed by the appropriately rated instructor who conducted the training.
- (b) Familiarisation training as detailed in Document SA CATS-FCL 61.13.13, requires the acquisition of additional knowledge specific to the individual aircraft under consideration.

Type and class ratings – Validity, revalidation and renewal

- 61.13.12 (1) Type ratings and multi-engine class ratings for aeroplanes shall be valid for a period of 24 calendar months. Test forms shall be submitted within a period of 30 days from date of test. Notwithstanding the date of test, the date of submission of the application form or the date of issue, the expiry date will be determined from the first day of the month following the date of test. Provided that if the ratings are revalidated within the 90 day period prior to the expiry date the rating will be valid for two years from the date of expiry.

- (2) For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant shall complete -
- (a) a proficiency check in accordance with Appendix 9.1 or 9.2 to Document SA-CATS-FCL 61, as applicable, in ~~the~~ relevant type or class of aeroplane within three months immediately preceding the expiry date of the rating; and
 - (b) one of the following -
 - (i) at least ten route sectors as pilot of the relevant type or class of aeroplane, during the period of validity of the rating, or
 - (ii) one route sector as pilot of the relevant type or class of aeroplane, or of an **FSTD** of the relevant type or class, flown with a designated examiner.
 - (c) the revalidation of an instrument rating (aeroplane), if held, should be combined with the type/class rating revalidation proficiency check.
- (3) Single-pilot, single engine class ratings are valid for ~~two~~ years from the date of issue, or the date of expiry if revalidated within the validity period.
- (a) **For** revalidation of single-pilot, single-engine piston aeroplane (land) class ratings and/or touring motor glider **class** ratings the applicant shall -
 - (i) within the three months preceding the expiry date of the rating, and no earlier than **30** days prior to submission **of** the test report, pass a proficiency check in accordance with Appendix 9.2 to SA CATS-FCL 61, with a flight instructor rated in the relevant class; or
 - (ii) within the 24 months preceding the expiry of the rating complete 12 hours flight time in a single engine piston aeroplane or touring motor glider including at least -
 - (aa) 6 hours of pilot-in-command time;
 - (bb) 12 take-offs and 12 landings; and
 - (cc) a training flight of at least one hour's duration with **an** appropriately rated flight instructor. **This** flight may **be** replaced by any other proficiency check or a skill test for a licence or rating in an aeroplane;
 - (iii) When the applicant holds both a single-engine piston aeroplane (land) class rating and a touring motor glider class rating, **he/she** may complete the requirements in **(i)** above in either class or in **(ii)** above in either class or a mixture of the classes, and achieve a revalidation of both ratings.

- (b) For revalidation of single-engine turbo-prop (land) class ratings the applicant shall within the three months **preceding** the expiry date of the rating, and no earlier than **30** days prior to submission of the test report, pass a proficiency check in accordance with Appendix 9.2 to SA CATS-FCL **61**, with a flight instructor rated in the relevant class:
- (4) For the reissue of expired type and class ratings, an applicant shall undergo in an aircraft or approved FSTD -
 - (a) at least 2 hours of refresher training for the **type** or class rating for **which** the reissue is required; and
 - (b) the skill test required for the issue of the rating as required in Regulation **61.13.6**.

Class and Type ratings – Divisions and Lists

61.13.13 (1) Class Rating Divisions

The class ratings for single-pilot aeroplanes not requiring a **type** rating shall be as follows –

- (a) all ~~single-engine~~ piston aeroplanes (land);
 - (b) all ~~single-engine~~ piston aeroplanes (sea);
 - (c) all touring motor gliders;
 - (d) each manufacturer of ~~single-engine~~ turbo-prop aeroplanes (land);
 - (e) each manufacturer of single-engine turbo-prop aeroplanes (~~sea~~);
 - (f) all multi-engine piston aeroplanes (land); and
 - (g) all multi-engine piston aeroplanes (~~sea~~).
- (2) List of Classes**

The class ratings for aeroplanes shall be issued according to the list of classes of aeroplanes (see SA CATS-FCL **61.13**, Tables **1, 2** and **3**). In order to change to another type or variant of the aeroplane within one class rating, differences or familiarisation training is required (see SA CATS-FCL **61.13** Table **4** to **8**).

(3) Type Rating Divisions

Type ratings for aeroplanes shall be established for -

- (a) each type of multi-pilot aeroplane;
- (b) each type of single-pilot multi-engine aeroplane fitted with turbo-prop or turbojet engines;

- (c) each type of single-pilot single-engine aeroplane fitted with a turbojet engine;
 - (d) each type of aeroplane with a maximum certificated mass exceeding 5 700 kilograms;
 - (e) each type of aeroplane with unconventional handling characteristics that requires additional flying or simulator training.
- (4) Listing. Type ratings for aeroplanes shall be issued according to the list of types of aeroplanes (see SA CATS-FCL 61.13 Tables 4-8). In order to change to another variant of the aeroplane within one type rating, differences or familiarisation training is required (see SA CATS-FCL 61.13 Table 4-8).
- (5) High performance single pilot aeroplanes
Aeroplanes designated as high performance shall be listed as such within the relevant class or type rating list using the annotation HPA (see SA CATS-FCL 61.13, Tables 2, 4, 5 and 7).
- (6) Warbird type aircraft -
- (a) Ex military gas-turbine engine aircraft;
 - (b) Ex military piston engine aircraft having a maximum power of 500 BHP or more; or
 - (c) any other ex-military type of aircraft specified by the Commissioner for the purpose of this Regulation.
- (7) The requirements for the issue, the revalidation, renewal for the following class ratings shall be established by the Commissioner -
- (a) sea-planes
 - (b) multi-engine centreline thrust aeroplanes.
 - (c) Single-seat aeroplanes.

Transfer of foreign class and type ratings

61.13.14 A valid class or type rating contained in a licence issued by a contracting State may upon written application to the Commissioner, motivating the reasons, be transferred to a valid South African licence -

- (a) subject to the appropriate proficiency check as prescribed in SA CATS-FCL 61.13;
- (b) subject to the applicant having, in the case of a class rating, not less than **20** hours flying experience as a pilot in that class and, in the case of a type rating, not less than **100** hours flying experience as a pilot in that type; and

- (c) subject to meeting any other requirements as provided for in SA CARS-FCL 61.13 requirements as applicable, are met

SUBPART 14**NIGHT RATING****Requirements for night rating**

61.14.1 An applicant for the issuing of a night rating shall –

- (a) hold a valid pilot licence;
- (b) have acquired the experience referred to in Regulation **61.14.2**;
- (c) have undergone 5 hours of theoretical knowledge instruction at a **Part 141** approved ATO; and
- (d) have undergone the skill test referred to in Regulation 61.14.4.

Experience

61.14.2 An applicant for the issuing of a night rating shall have completed under the auspices of a training organization, approved for the purpose in terms of **Part 141**, –

- (a) not **less** than 10 hours of instrument instruction, **of** which not more than 5 hours may be accumulated in an FSTD approved for the purpose;
- (b) a maximum of 5 hours instrument time can be credited towards the 10 hour requirement for a helicopter pilot if the applicant is the holder of an instrument or night rating on aeroplanes and vice versa;
- (c) (i) in the case of a night rating on aeroplanes, not less than 5 takeoffs and five landings by night as pilot manipulating the controls of the aircraft; or
(ii) in the case of a night rating on helicopters, not **less** than 15 solo circuits, including take-offs and landings, by night; and
- (d) a dual cross-country flight by night consisting of at least–
 - (i) in the case of a night rating for aeroplanes, three legs of not less than 50 NM each including landings at two different airfields; **or**
 - (ii) in the case of a night rating for helicopters, three legs of not less than 25 NM each.

Training

61.14.3 An applicant for the issuing of a night rating shall have successfully completed the appropriate training as prescribed in Document SA CATS-FCL **61.14**.

Skill Test Standard

- 61.14.4** (1) An applicant for the issuing of a night rating shall have demonstrated to an appropriately rated Grade I or Grade II flight instructor, the procedures and manoeuvres as prescribed in Document SA CATS-FCL **61.14.4**, with a degree of competency appropriate to the privileges granted to the holder of a night rating. The skill test shall be conducted in an aircraft of the applicable category.
- (2) The applicant shall have undergone the skill test referred to in Sub-regulation (1), within the 90 days immediately preceding the date of application.

Application for night rating

- 61.14.5** An application for a night rating shall be –
- (a) made to the Commissioner in the appropriate form as prescribed in Document SA CATS-FCL **61.14**; and
 - (b) accompanied by –
 - (iii) the skill test report as prescribed in Document SA CATS-FCL **61**; and
 - (iv) the appropriate fee as prescribed in Part 187.

Issuing of night rating

- 61.14.6** (1) The Commissioner shall issue a night rating if the applicant complies with the requirements prescribed in Regulation **61.14.1**.
- (2) A night rating shall be issued in the appropriate form as prescribed in Document SA CATS-FCL **61**.

Period of validity

- 61.14.7** A night rating shall be valid as long as the pilot licence of the holder of the rating is valid, but the privileges of the rating shall not be exercised by the holder thereof unless he or she complies with the provisions of Regulation **61.14.8**.

Privileges of night rating

61.14.8 The holder of a valid night rating shall be entitled to exercise the privileges of his or her pilot's licence by night: Provided that in the case of single pilot helicopter operations carried out in terms of Part 127 the holder of the night rating shall meet the additional experience requirements prescribed by that Part.

Maintenance of competency

61.14.9 No person shall act as pilot-in-command of an aeroplane, a helicopter or an airship transporting passengers by night unless he or she has complied the requirements as specified for the respective licence in Part 61.

SUBPART 15**INSTRUMENT RATING****Requirements for an instrument rating**

- 61.15.1** An applicant for the issuing of an instrument rating shall –
- (a) hold a valid pilot licence issued in terms of Part **61**;
 - (b) hold a valid night rating, unless such rating is an integral part of the pilot licence;
 - (c) hold a valid Class **1** medical certificate issued in terms of Part **67**;
 - (d) have acquired the experience referred to in Regulation **61.15.2**;
 - (e) have successfully completed the training referred to in Regulation **61.15.3** at an approved Part **141** ATO;
 - (**9**) have passed the theoretical knowledge examination referred to in Regulation **61.15.4**; and
 - (g) have undergone the skill test referred to in Regulation **61.15.5**, in an aircraft appropriate to the rating.

Experience

- 61.152** (1) An aircraft, used for the purpose of acquiring instrument flight time with an instructor or in a skill test, must be equipped for IFR flight and be fitted with fully functioning dual controls unless otherwise agreed to in writing by the Commissioner.
- (2) An applicant for an instrument rating shall have completed at least 50 hours cross-country flight time as pilot-in-command of an aeroplane, helicopter, powered-lift aircraft or airship, of which at least 10 hours shall have been in the category of aircraft for which the instrument rating is sought.
- (3) In the case of Single-Engine aeroplanes -
- (a) 50 hours instrument time under instruction, which may include from 20 hours to a maximum of 35 hours in an FSTD depending on the conditions imposed by the Commissioner in respect of the qualification level of the FSTD.
- (4) In the case of Multi-Engine aeroplanes -
- (a) 55 hours instrument time under instruction, which may include (b) and must include (c);
 - (b) 20 hours to a maximum of 40 hours in an FSTD depending on the conditions imposed by the Commissioner in respect of the qualification level of the FSTD;

- (c) 15 hours in an IFR equipped multi-engine aeroplanes.
- (5) In the case of Single-Engine helicopters -
 - (a) 50 hours instrument time under instruction, which may include (b);
 - (b) 20 hours to a maximum of 35 hours may be instrument ground time in an **FSTD**, as approved by the Commissioner in respect of ~~the~~ qualification level ~~of~~ the **FSTD**. These 20 hours instruction time in an **FSTD** may be substituted by 20 hours instruction time for an instrument rating (H) in an aeroplane, approved for this course;
 - (c) The instrument flight instruction shall include at least 10 hours in an IFR certificated helicopter.
- (6) In the case of Multi-Engine helicopters -
 - (a) 55 hours instrument time under instruction, which may include (b) and must include (c);
 - (b) 20 hours to a maximum of 40 hours may be instrument ground time in an **FSTD**, as approved by the Commissioner in respect of the qualification level of the **FSTD**. These 20 **hours** instruction time in an **FSTD** may be substituted by 20 hours instruction time for an instrument rating (**H**) in an aeroplane, approved for this rating;
 - (c) The instrument flight instruction shall include at least 10 hours in an IFR certificated multi-engine helicopter.
- (7) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant shall be required to have undergone in addition to ~~the~~ requirements of 61.15.2 (3), (4), (5) and (6) at least another 5 hours of instrument flight instruction in the new category of aircraft prior to the skill test, provided that 3 of the 5 hours may be conducted in an **FSTD**.

Training

- 61.15.3** An applicant for the issuing of an instrument rating shall have successfully completed the appropriate training as prescribed in Document SA CATS-FCL 61.15.3.

Theoretical knowledge examination

- 61.15.4** (1) An applicant for the issuing of an instrument rating shall have passed the appropriate written examination as **prescribed** in Document **SA CATS-FCL 61.15.4**, **provided that the holder** of a valid instrument rating applying for the issue of an instrument rating in a different category shall not be required to write the written examination again.
- (2) In the case of an SA Air Force pilot the Commissioner may exempt the applicant from all examination subjects except **Air Law and Procedures**, provided that the applicant holds a valid SA Air Force instrument rating or this rating **has** not lapsed for more than **12** months preceding the date of application.

Skill test

- 61.15.5** (1) An applicant for an instrument rating shall demonstrate to a Designated Flight Examiner, in a suitable aircraft in the category for which the particular instrument rating is sought, the ability to perform the procedures and manoeuvres **prescribed** in Document SA **CATS-FCL 61.15.5**, with a degree of competency appropriate to the privileges granted to the holder of the instrument rating.
- (2) **In** the case of the applicant seeking an instrument rating in a multi-engine aircraft, the skill test shall be conducted in the appropriate class of aircraft. Where an applicant has successfully completed the skills test in a multi-engine aircraft he or she shall be deemed to have met the skills test requirements for a single-engine aircraft of the same category.
- (3) The applicant shall undergo the skill test referred to in **Sub-regulation (1)**, within **36** months of passing the theoretical knowledge examination referred to in Regulation **61.15.4**, within **30** days of the last period of dual instruction and within the 90 days immediately preceding the date of application. In the case of the holder of a valid instrument rating applying for an instrument rating in different category, the theoretical knowledge requirement does not apply.

Application for instrument rating

- 61.15.6** An application for the issuing of an instrument rating shall be made to the Commissioner on the appropriate form as prescribed in Document SA **CATS-FCL 61.15.6**, and shall be accompanied by the appropriate fee as prescribed in Part **187**.

Issuing of instrument rating

- 61.15.7** **(1)** The Commissioner shall issue an instrument rating if the applicant complies with all the requirements referred to in Regulation **61.15.1**.

- (2) An instrument rating shall be issued in the form prescribed in Document SA **CATS-FCL** 61.15.7.

Privileges of instrument rating

- 61.15.8** (1) The holder of a valid instrument rating shall be entitled --
- (a) to act, within the limitations of his or her pilot licence and particular instrument rating, as pilot of an aircraft in compliance with IFR and under **IMC**, by day or by night; **and**
 - (b) to carry out approaches and landings under IMC with the aid of approved approach aids and procedures.
- (2) Whenever the examiner, or another pilot, functions as a flight crew member during an initial instrument rating skill test, the privileges of the instrument rating shall be restricted to multi-pilot operations only. For removal of this restriction, the applicant shall have been tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

Period of validity

- 61.15.9** An instrument rating shall be valid for a period of 12 months calculated from --
- (a) the date of issue or reissue; or
 - (b) the beginning of the month following the date of --
 - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Revalidation

- 61.15.10** (1) To revalidate an instrument rating, the applicant shall -
- (a) if the validation period has **not** lapsed, or has lapsed for a period not exceeding 24 months, pass a proficiency check with a Designated Flight Examiner, as prescribed in Document SA **CATS-FCL** 61, in an aircraft appropriate to the particular instrument rating being revalidated;
 - (b) if a validation period has lapsed for more than 24 months **but less** than 7 years --
 - (i) acquire, in an aircraft or **FSTD**, at least **5** hours instrument time, including at least 5 instrument approach procedures and at least 2 missed approaches; and

- (H) within 90 days ~~of~~ having acquired the instrument ~~time~~, pass a proficiency check with a designated flight examiner, as prescribed in Document SA CATS-FCL 61.15, in an aircraft or FSTD ~~of~~ the category appropriate to the particular instrument rating being revalidated.
- (c) if an instrument rating has lapsed for 7 or more years, the applicant shall be required to -
- (i) rewrite the instrument rating theoretical knowledge examinations as listed in SA CATS FCL 61.
 - (ii) acquire, in an aircraft or FSTD, at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and
 - (iii) within 90 days of having acquired the instrument time, pass a proficiency check with a designated flight examiner, as prescribed in Document SA CATS-FCL 61.15, in an aircraft or FSTD ~~of~~ the category appropriate to the particular instrument rating being revalidated.
- (2) Where a pilot holds an instrument rating in more than **one** category of aircraft, revalidation shall be required in respect ~~of~~ each category, as prescribed in Sub-regulation (1).
- (3) Where a pilot holds an instrument rating in a particular category of aircraft for both single-engine and multi-engine aircraft, **the** revalidation of these ratings may be carried ~~out~~ alternately in a single-engine aircraft and a multi-engine aircraft ~~of the~~ particular category. Such test would revalidate both of these instrument ratings.
- (4) Where a pilot holds an instrument rating in a particular category of aircraft for both single-pilot and multi-pilot aircraft, **the** revalidation ~~of~~ these ratings may be carried ~~out~~ alternately in a single-pilot aircraft and a multi-pilot aircraft of the particular category. Such test would revalidate both of these instrument ratings, however, in the case of a pilot not revalidating the single pilot instrument rating every alternate year in a single pilot aircraft the single pilot rating would become invalid.
- (5) When the holder ~~of~~ an instrument rating passes the proficiency check(s) referred to in Sub-regulation (1), the designated **flight** examiner shall -
- (a) complete the appropriate form as prescribed in Document SA-CAT-FCL 61.15;
 - (b) **submit** the above form to the Commissioner; and
 - (c) endorse the holder's pilot logbook as prescribed in Document SA CATS-FCL 61.15.10.

- (6) In the case of the holder not passing the revalidation test the Designated Flight Examiner shall -
- (a) notify the Commissioner immediately in writing;
 - (b) inform the holder that the rating has become invalid and that he may not exercise the privileges of an instrument rating.

Maintenance of Competency

61.15.11 Provisions of Regulations 61.03.11 (3), 61.04.1 1 (3), 61.05.11 (3), 61.06.1 1, (3), 61.07.1 1 (3) and 61.08.1 1 (3) are applicable *mutatis mutandi*

SUBPART 16**GRADE III AEROPLANE FLIGHT INSTRUCTOR RATING****Requirements for Grade III aeroplane flight instructor rating**

- 61.16.1** An applicant for the issuing of a Grade III aeroplane flight instructor rating shall –
- (a) hold a valid commercial pilot licence (aeroplane) or airline transport pilot licence (aeroplane);
 - (b) have successfully completed the training referred to in Regulation 61.16.2;
 - (c) have passed the theoretical knowledge examination referred to in Regulation 61.16.3; and
 - (d) have undergone the skill test referred to in Regulation 61.16.4.

Training

- 61.16.2** An applicant for the issuing of a Grade III aeroplane flight instructor rating shall have successfully completed a training course, as prescribed in Document SA-CATS- FCL 61, with an approved aviation training organisation, during which not less than 25 hours of flight training in an aeroplane or **FSTD** approved for the purpose shall have been received from a Grade I or a Grade II aeroplane flight instructor with the appropriate endorsement: Provided that the prescribed number of hours may be reduced if the applicant is the holder of a flight instructor rating in another category of aircraft.

Theoretical knowledge examination

- 61.16.3** (1) An applicant for the issuing of a Grade III aeroplane flight instructor rating shall have passed the appropriate written examination, conducted by the Civil Aviation Authority, as prescribed in Document SA CATS-FCL 61.16.3.
- (2) An applicant, who is the holder of a flight instructor rating in another category of aircraft, shall be exempted from that portion of the theoretical knowledge examination dealing with fundamentals of instruction and other matters of a common nature already passed.
- (3) The Commissioner may exempt an applicant who is the holder of a valid SA Air Force flight or navigator instructor qualification from some components of the written examination with the exception of Air Law.

Skill test

- 61.16.4** (1) An applicant for the issuing of a Grade III aeroplane flight instructor rating shall have demonstrated to an appropriately rated Designated Flight Examiner the ability to perform as a Grade III aeroplane flight instructor the procedures and manoeuvres prescribed in Document SA CATS-FCL **61.16.4** with a degree of competency appropriate to the privileges granted to the holder of a Grade III aeroplane flight instructor rating.
- (2) The applicant shall undergo the skill test referred to in Sub-regulation (1) within **36** months of passing the theoretical knowledge examination referred to in Regulation **61.16.3** and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be conducted in an aeroplane, fitted with fully functional dual controls, or in an FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for an initial skill test, he or she shall provide the examiner with a written **confirmation** by the chief flying instructor of the aviation training organisation that conducted the training that he or she has completed the required training and **is** considered **to** be ready for the test.

Application for a Grade III aeroplane flight instructor rating

- 61.16.5** An application for the issuing of a Grade III aeroplane flight instructor rating shall –
- (a) be made to the Commissioner on the appropriate form and in **the** manner prescribed in Document SA CATS-FCL **61.16.5**; and
- (b) **be** accompanied by the appropriate fee as prescribed in Part **187**.

Issuing of a Grade III aeroplane flight instructor rating

- 61.16.6** (1) The Commissioner shall issue a Grade III aeroplane flight Instructor rating **if** the applicant complies with the requirements referred to in Regulation **61.16.1**.
- (2) A Grade III aeroplane flight instructor rating shall be issued in the appropriate format as prescribed in Documents SA CATS-FCL **61.16.6**.

Period of validity

61.16.7 A Grade III aeroplane flight instructor rating shall be valid for a period of one year calculated from –

- (a) the date of issue or reissue; or
- (b) the beginning of the month following the date of –
 - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (9).

Privileges and limitations of a Grade III aeroplane flight instructor rating

61.16.8 (1) A person may only hold a type rating as instructor in respect of aeroplanes for which he or she holds the corresponding type rating as pilot, issued in terms of Sub-regulation 61.13

(2) The holder of a valid Grade III aeroplane flight instructor rating shall, under the supervision of a Grade I or Grade II aeroplane flight instructor with the appropriate class ratings or type ratings and endorsements, and with due regard for the provisions of sub-regulations (3) and (4), be entitled to give flight instruction, in aeroplanes in respect of which he or she is the holder of –

- (a) the appropriate class rating or type rating as an instructor; or
- (b) if applicable, the appropriate flight instructor endorsements referred to in Sub-regulation (3).

(3) The flight instruction, which a Grade III instructor is entitled to give in terms of Sub-regulation (2), is limited to flight instruction towards –

- (a) the issue of a private pilot licence and any additional single-engine class rating;
- (b) night flying, other than instrument flight training;
- (c) differences and familiarisation training;
- (d) recurrent training; and
- (e) route training.

- (4) In order for the holder of a valid Grade III aeroplane flight instructor rating to exercise the privileges, referred to in Subregulation (3), in any of the specific fields listed below, he or she shall have demonstrated to a Designated Flight Examiner with the appropriate class rating or type rating and endorsement, or to a person authorised for the purpose in writing by the Commissioner, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the rating and endorsement. The Designated Flight Examiner shall endorse the flight instructor's logbook as prescribed in Document SA CATS-FCL 61.16.5(3.1) and complete the appropriate form as prescribed in Document SA CATS-FCL 61.16.5(1.1) and submit to the Commissioner. The specific fields are:
- (a) instrument flight training;
 - (b) turbine engine aeroplane flight training;
 - (c) multi-engine aeroplane flight training;
 - (d) aerobatic flight training; and
 - (e) FSTD training;

Provided that in the case of holder of a Grade III aeroplane flight instructor rating as contemplated in Regulation 61.16.1 (e) the holder may only apply for endorsements in respect of –

- (i) aerobatic flight training; and
 - (ii) instrument flight training, provided that the applicant holds a valid instrument rating.
- (5) For a flight instructor rating to be endorsed for the specific fields, referred to in Sub-regulation (4), the flight instructor shall be the holder of a valid instrument, turbine, multi-engine or aerobatic rating, as applicable, have completed –
- (a) the appropriate training; and
 - (b) the appropriate instructor skill test;
 - (c) and meet the other applicable conditions prescribed in Document SA CATS-FCL 61.16.

- (d) For the purposes of Sub-regulation (2), *supervision* means guidance and supervision provided by the chief flying instructor, or a Grade I or Grade II aeroplane flight instructor who has been approved for the purpose by the chief flying instructor, and includes the following:
- (a) periodic surveillance;
 - (b) assessment of the standard of instruction provided;
 - (c) standardisation of the methods of instruction used;
 - (d) guidance on the conduct of all aviation training organisation operations; and
 - (e) maintaining a training/oversight record as prescribed in SA CATS-FCL 61 for inclusion in the approved manual of procedure of the aviation training organisation
- (6) Notwithstanding the provisions of Sub-regulation (2), the holder of a Grade III aeroplane flight instructor rating, who has been the holder of a Grade I or Grade II aeroplane flight instructor rating in the past, may apply to the Commissioner to retain all or some of the privileges of a Grade II aeroplane flight instructor.

Revalidation

- 61.16.9 (1)** To revalidate a Grade III aeroplane flight instructor rating, the holder of the rating shall comply with the following requirements:
- (a) within the 90 days immediately preceding the date of expiry of such rating pass –
 - (i) the skill test referred to in Regulation 61.16.4 with a Designated Flight Examiner; or
 - (ii) a skill test for an endorsement of his or her flight instructor rating as contemplated in Sub-regulation 61.16.8(4); and
 - (b) within the 12 months immediately preceding the date of expiry of such rating either –
 - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
 - (ii) have attended a flight instructor refresher seminar as prescribed in Document SA CATS-FCL 61.16.9, conducted by an approved aviation training organisation in terms of Part 141.

- (2) The designated flight examiner, referred to in Sub-regulation (1)(a), and – if applicable – the aviation training organisation referred to in Sub-regulation (1)(b)(ii), shall upon compliance by the holder of the rating with the requirements referred to in Sub-regulation (1) –
- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document SA CATS-FCL 61.16.4, and – if applicable – the attendance certificate issued by the aviation training organisation referred to in Sub-regulation (1)(b)(ii); and
 - (b) endorse the logbook of such holder as prescribed in SA CATS-FCL 61.16.5 (3.1).
- (3) The holder of the revalidated Grade III aeroplane flight instructor rating shall submit to the Commissioner, within ninety days of the date of revalidation, the originals of the documents referred to in Sub-regulation (2)(a), and a certified copies of the documents referred to in (2)(b) and (c) together with the applicable fee as prescribed in Part 187.
- (4) If the result of the skill test contemplated in Subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in Regulation 61.16.8, the Designated Flight Examiner shall –
- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she shall, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or reissue of the rating *in toto*;
 - (b) report such result to the Commissioner in writing; and
 - (c) endorse the logbook of such holder as prescribed in . Document SA CATS-FCL 61.16.5 (3.1)

Reissue

- 61.16.10** (1) The holder of a Grade III aeroplane flight instructor rating-that has expired due to the lapse of the period referred to in Regulation 61.16.7, may, before a further period of 60 months calculated from the date of expiry of the rating has lapsed, apply for the reissuing of a Grade III aeroplane flight instructor rating.

- (2) The Commissioner **shall** reissue ~~the~~ expired rating if the **applicant** has -
- (a) attended a flight instructor refresher seminar **as** prescribed ~~in~~ Document SA CATS-FCL **61.16.9**, conducted by an approved aviation training organisation; and
 - (b) undergone the skill test referred to in Regulation **61.16.4**.
- (3) An application for the reissuing of the expired rating shall **be** made on the prescribed form and be accompanied by the appropriate fee as prescribed in Part 187.
- (4) If a period of more than **60** months has lapsed after the date ~~of~~ expiry of the rating, the holder of the expired rating may apply to the Commissioner ~~for~~ the reissuing of the rating, **and** the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade **III** aeroplane flight instructor rating referred to in Regulation **61.16.1** as for initial issue. **Provided** that if the applicant can prove that he or she has held a valid instructors rating during the lapsed period in another **contracting** state ~~or on~~ helicopters, he or she may apply to the **Commissioner** for exemption from Regulation **61.16.1** (c).
- (5) The provisions of Regulation **61.16.5** shall apply *mutatis mutandis* to an application referred to in this regulation.

SUBPART 17**GRADE II AEROPLANE FLIGHT INSTRUCTOR RATING****Requirements for Grade II aeroplane flight instructor rating**

- 61.17.1** An applicant for the issuing of a Grade II aeroplane flight instructor rating shall -
- (a) hold a valid commercial pilot licence (aeroplane) or an airline transport pilot licence (aeroplane);
 - (b) hold a valid instrument rating;
 - (c) hold the Instrument flight training endorsement referred to in Sub-regulation **61.16.8(2)(a)**;
 - (d) hold, or have held during the immediately preceding 90 days, a valid Grade III aeroplane flight instructor rating;
 - (e) have acquired the experience referred to in Regulation **61.17.2**;
 - (f) have successfully completed the training referred to in Regulation **61.17.3**;
 - (g) have passed the theoretical knowledge examination referred to in Regulation **61.17.4**;
 - (h) have undergone the skill test referred to in Regulation **61.17.5**; and
 - (i) have successfully completed training leading to accreditation by the South African Qualifications Authority as a generic or pilot competency assessor.

Experience

- 61.17.2** An applicant for the issuing of a Grade II aeroplane flight instructor rating shall -
- (a) have held a Grade III aeroplane flight instructor rating for at least **12** months;
 - (b) have given not less than 200 hours of flight instruction as a Grade III aeroplane flight instructor; and
 - (c) have acquired at least **10** hours of instrument flight time during the six months immediately preceding the application.

Training

- 61.17.3** An applicant for the issuing of a Grade II aeroplane flight instructor rating shall have successfully completed the appropriate training

course, as prescribed in Document SA CATS-FCL 61.17.3, with an approved aviation training organisation.

Theoretical Knowledge Examination

61.17.4 No written examination is required. Refer to SA CATS-FCL 61.17.4 for the oral examination requirements.

Skill test

- 61.17.5** (1) An applicant for the issuing of a Grade II aeroplane flight instructor rating shall have demonstrated to an appropriately rated designated examiner the ability to perform as a Grade II aeroplane flight instructor the procedures and manoeuvres prescribed in Document SA CATS-FCL 61.17, with a degree of competency appropriate to the privileges granted to the holder of a Grade II aeroplane flight instructor rating.
- (2) The applicant shall undergo the skill test referred to in Sub-regulation (1) within 24 months of passing the theoretical knowledge examination referred to in Regulation 61.17.4 and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be conducted in an aeroplane, fitted with fully functional dual controls, or in a FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for an initial skill test, he or she shall provide the examiner with written proof that -
- (a) he or she has satisfactorily completed the required training: and
 - (b) the Grade I or Grade II flight instructor who has provided the supervision referred to in Regulation 61.16.8(1) considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade II flight instructor.

Application for Grade II aeroplane flight instructor rating

- 61.17.6** An application for the issuing of a Grade II aeroplane flight instructor rating shall -
- (a) be made to the Commissioner on the appropriate form and in the manner prescribed in Document SA CATS-FCL 61-17.6; and
 - (b) be accompanied by the appropriate fee as prescribed in Part 187.

Issuing of Grade II aeroplane flight instructor rating

- 61.17.7 (1) The Commissioner shall issue a Grade II aeroplane flight instructor rating if the applicant complies with the requirements referred to in Regulation 61.17.1.
- (2) A Grade II aeroplane flight instructor rating shall be issued in the Format as prescribed in Document SA CATS-FCL 61.17.7.

Period of validity

- 61.17.8 A Grade II aeroplane flight instructor rating shall be valid for a period of one year from the date of initial issue and thereafter for a period of three years calculated from –
- (a) the date of reissue; or
 - (b) the beginning of the month following the date of –
 - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and limitations of Grade II aeroplane flight instructor rating

- 61.17.9 (1) The holder of a valid Grade II aeroplane flight instructor rating shall, with due regard for the provisions of Sub-regulation (2), be entitled to exercise all the privileges of a Grade III aeroplane flight instructor, as prescribed in Subpart 61.16 and may in addition in respect of aeroplanes of which he or she is the holder of the appropriate class or type ratings as flight instructor –
- (a) send the holder of a student pilot licence on his or her initial solo flight;
 - (b) conduct the training for all aeroplane class and type ratings;
 - (c) conduct training for a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;
 - (d) conduct the training for a commercial pilot licence;
 - (e) conduct the training for an airline transport pilot licence provided that he or she is the holder of an airline transport pilot licence;
 - (f) conduct the training for an instrument rating;
 - (g) conduct the training for the issue of –
 - (i) tug pilot rating;
 - (ii) agricultural pilot rating;
 - (iii) aerobatics rating;
 - (iv) tow rating
 - (v) aeroplane test flight ratings.

- provided he or she is the holder of the appropriate instructor rating endorsement, as prescribed in Document SA CATS-FCL 61;
- (h) conduct multi-engine training for a multi-engine class or type rating provided that he or she is the holder of the multi-engine flight instructor endorsement;
 - (i) conduct training in multi-pilot aeroplanes provided that he or she is the holder of the appropriate valid type rating as flight instructor;
 - (j) conduct the training for the issue of a Grade II or Grade III aeroplane flight instructor rating;
 - (k) conduct skill tests for the issue of –
 - (i) class ratings; and
 - (ii) type ratings in respect of single-pilot aeroplanes.
 - (l) conduct the proficiency checks for the revalidation of a private pilot licence (aeroplane) without instrument rating, and enter the appropriate endorsements; and
 - (m) endorse pilot's logbooks in respect of –
 - (i) familiarisation and differences training; and
 - (ii) the entries required by the private pilot training syllabus.
- (2) In order for the holder of a valid Grade II aeroplane flight Instructor rating to exercise the privileges, referred to in this Sub-regulation, in any of the specific fields listed below, he or she shall have demonstrated to a Designated Flight Examiner with the appropriate class rating or type rating and endorsement, or to a person authorised for the purpose in writing by the Commissioner, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the rating and endorsement. The Designated Flight Examiner shall endorse the flight instructor's logbook as prescribed in Document SA CATS-FCL 61.17.6 (3.1) and complete the appropriate form as prescribed in Document SA CATS FCL 61.17.6 (1.1) and submit to the Commissioner. The specific fields are –
- (a) turbine engine aeroplane flight training;
 - (b) multi-engine aeroplane flight training;
 - (c) agricultural flight training;
 - (d) aerobatics flight training;
 - (e) tug pilot rating; and
 - (f) tow rating;

- (g) test flight ratings
- (3) For a flight instructor rating to be endorsed for the specific fields, referred to in Sub-regulations (1) or (2), the flight instructor shall have completed -
 - (a) the appropriate training; and
 - (b) the appropriate instructor skill test;

as prescribed in Document SA CATS-FCL 61.17.

Revalidation

- 61.17.10** (1) To revalidate a Grade II aeroplane flight instructor rating, the holder of the rating shall comply with the following requirements -
- (a) within the 90 days immediately preceding the date of revalidation, but not later than the date of expiry of such rating, have undergone with a Designated Flight Examiner the skill test referred to in Document SA CATS-FCL 61.17; and
 - (b) within the 12 months immediately preceding the date of revalidation either -
 - (i) have given not less than 10 hours flight instruction in aeroplanes; or
 - (ii) have attended a Right instructor refresher seminar as prescribed in Document SA CATS-FCL 61.17.10, conducted by an approved aviation training organisation.
- (2) The Designated Flight Examiner shall -
- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document SA CATS-FCL 61.17.5; and
 - (b) endorse the logbook of such holder as prescribed in Document CATS-FCL 61.17.6(3.1).
- (3) The holder of the revalidated Grade II aeroplane flight instructor rating shall submit to the Commissioner, within 90 days of the date of revalidation, certified copies or the originals of the documents referred to in Sub-regulation (2), together with the attendance certificate for the refresher seminar, if applicable, and the fee as prescribed in Part 187.
- (4) If the Designated Flight Examiner finds during the skill/revalidation test that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in this Regulation, he/she shall -

- (a) report ~~such~~ result to ~~the~~ Commissioner; and
- (b) endorse the logbook of such holder as prescribed in Document SA CATS-FCL **61.18.6** (3.1);
- (c) advise the holder of the flight instructor rating that he ~~or~~ she may not exercise the privileges of the rating until ~~such time~~ as the requirements for the revalidation or reissue of the rating are met *in toto*.

Reissue

- 61.17.11 (1) The holder of a Grade II aeroplane flight instructor rating that has expired due to the lapse of the period referred to in Regulation 61.17.8 may, before a further period of 60 months, calculated from the date of expiry of the rating, apply for the reissuing of a Grade II aeroplane flight instructor rating.
- (2) The Commissioner shall reissue a Grade II aeroplane flight instructor rating if the applicant has -
- (a) complied with the requirements for the reissue of an expired Grade III aeroplane flight instructor rating prescribed in Regulation **61.16.11(1)**;
 - (b) given not less than 50 hours flight **instruction** as the **holder of a** Grade III aeroplane flight instructor rating reissued in terms of Regulation **61.16.11**; and
 - (c) undergone the skill test referred to in Regulation **61.17.5**.
- (3) An application for the reissuing of a Grade II aeroplane flight instructor rating shall be accompanied by -
- (a) the **skill** test report as prescribed in Document SA CATS-FCL 61.17.5 on which the Designated Flight Examiner shall **confirm** that the applicant has met the requirement prescribed in **Sub regulation(2)(b)**; and
 - (b) the appropriate fee as prescribed in Part **187**.
- (4) If a period of 60 months has lapsed after the date of expiry ~~of~~ the rating, the holder of the expired rating may apply to the Commissioner for the reissuing ~~of~~ the rating and the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade II aeroplane flight instructor rating referred to in Regulation **61.17.3** and Sub-regulations **61.17.11(2)(b)** and **(c)**.
- (5) The provisions of Regulation **61.17.6** shall apply *mutatis mutandis* to an application referred to in this Regulation.

SUBPART 18

GRADE I AEROPLANE FLIGHT INSTRUCTOR RATING

Requirements for Grade I aeroplane flight instructor rating

- 61.18.1** An applicant for the issuing of a Grade I aeroplane flight instructor rating shall –
- (a) hold a valid airline transport pilot licence (aeroplane);
 - (b) hold, or have held within the immediately preceding 90 days a valid Grade II aeroplane flight instructor rating;
 - (c) hold the multi-engine flight instructor endorsement, referred to in Sub-regulation 61.16.8(2)(a);
 - (d) have acquired the experience referred to in Regulation 61.18.2;
 - (e) have successfully completed the training referred to in Regulation 61.18.3;
 - (f) have undergone the skill test referred to in Regulation 61.18.5; and
 - (g) have successfully completed training leading to accreditation by the South African Qualifications Authority as a generic or pilot competency moderator.

Experience

- 61.18.2** An applicant for the issuing of a Grade I aeroplane flight instructor rating shall –
- (a) have held a Grade II aeroplane flight instructor rating for at least 36 months; and
 - (b) have given not less than 1500 hours of flight instruction as an aeroplane flight instructor.

Training

- 61.18.3 An applicant for the issuing of a Grade I aeroplane flight instructor rating shall have successfully completed the appropriate training course, as prescribed in Document SA CATS-FCL 61.18.3, with a Part 141 approved aviation training organisation.

Theoretical knowledge Examination

- 61.18.4** (1) An applicant for the issuing of a Grade 1 aeroplane flight instructor rating shall have passed the appropriate oral examination conducted by a panel of at least three designated examiners, convened by the Commissioner, as prescribed in Document SA CATS-FCL **61.18.4**.
- (2) An applicant, who is the holder of a Grade I flight instructor rating in another category of aircraft, may – at the discretion of the panel members – be exempted from that portion of the theoretical knowledge examination dealing with fundamentals of instruction and other matters of a common nature already passed.

Skill test

- 61.18.5** (1) An applicant for the issuing of a Grade I aeroplane flight instructor rating shall have demonstrated to an appropriately rated designated examiner, appointed from the panel by the Commissioner for conducting this particular test, the ability to perform the procedures and manoeuvres prescribed in Document SA CATS-FCL **61.18.5**, with a degree of competency appropriate to the privileges granted to the holder of a Grade I aeroplane flight instructor rating.
- (2) The applicant shall undergo the skill test referred to in Sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The skill test referred to in Sub-regulation (1) shall be conducted in a multiengine aeroplane with fully functional dual controls, or in a FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for the skill test, he or she shall provide the examiner with written proof that he or she has completed the required training and is considered to be ready for the test

Application for Grade I aeroplane flight instructor rating

- 61.18.6** An application for the issuing of a Grade 1 aeroplane flight instructor rating shall –
- (a) be made to the Commissioner on the appropriate form and in the manner prescribed in Document SA CATS-FCL **61.18.6**;
and

- (b) be accompanied by the appropriate fee as prescribed in Part 187.

Issuing of Grade I aeroplane flight instructor rating

- 61.18.7** (1) The Commissioner shall issue a Grade I aeroplane flight instructor rating if the applicant complies with the requirements referred to in Regulation 61.18.1.
- (2) A Grade I aeroplane flight instructor rating shall be issued on the appropriate form as prescribed in Document SA CATS-FCL 61.18.7.

Period of validity

- 61.18.8** A Grade I aeroplane flight instructor rating shall be valid for a period of one year from the date of initial issue and thereafter for a period of three years calculated from –
- (a) the date of reissue; or
- (b) the beginning of the month following the date of –
- (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
- (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and limitations of Grade I aeroplane flight instructor rating

- 61.18.9** (1) The holder of a valid Grade I aeroplane flight instructor rating shall, with due regard for the provisions of sub-regulation (2), be entitled to exercise all the privileges of a Grade II or Grade III aeroplane flight instructor, as prescribed in Subparts 61.16 and 61.17 of Part 61 the Regulations; and
- (a) exercise the privileges of a Grade II aeroplane flight instructor in any piston-engine aeroplane with a maximum certificated mass of 5 700 kg or less, and not requiring a type rating; and
- (b) conduct skill tests for the issue of type ratings in respect of multi-pilot aeroplanes; provided that the instructor is the holder of the appropriate type rating as instructor.
- (2) In order for the holder of a valid Grade I aeroplane flight instructor rating to exercise the privilege, referred to in subregulation (1), in any of the specific fields listed below, he or she shall have demonstrated to a Designated Flight Examiner with the appropriate class or type rating and instructor endorsement, or to a person authorised for the purpose in writing by the Commissioner, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the instructor

rating and endorsement. **The** Designated Flight Examiner shall endorse the flight instructor's logbook as prescribed in **Document SA CATS-FCL 61.18.6 (3.1)** and complete the appropriate form as prescribed in Document SA CATS-FCL 61.18.6 (1) and **submit** to the Commissioner. The specific fields are:

- (a) turbineengine aeroplane flight training;
- (b) agricultural pilot flight training;
- (c) aerobatics flight training;
- (d) tug pilot rating;
- (e) tow rating; and
- (9)** test flight ratings.

(3) For a flight instructor rating to be endorsed for the specific fields, referred to in sub-regulation (2), the flight instructor shall have completed -

- (a) the appropriate training; and
- (b) the appropriate instructor skill test:

and meet the other applicable conditions prescribed in **Document SA CATS-FCL 61.18.**

Revalidation

61.18.10 **(1)** To revalidate a Grade I aeroplane flight instructor rating, the holder of the rating shall comply with the following requirements-

- (a) within the 90 days immediately preceding the date ~~of~~ revalidation, but not later than the date of expiry of such rating, have undergone with a Designated Flight Examiner ~~the skill~~ test referred to in Document SA CATS-FCL 61.18.5; ~~and~~
- (b) within the 12 months immediately preceding the date ~~of~~ revalidation either -
 - (i) have given not ~~less~~ than 10 ~~hours~~ flight instruction in aeroplanes; or
 - (ii) have attended a flight instructor refresher seminar as prescribed in Document SA CATS-FCL 61.18.5, conducted by an approved aviation training organisation.

(2) The Designated Flight Examiner shall -

- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document SA CATS-FCL ~~61.18.5~~; and

- (b) endorse the logbook of such holder as prescribed in Document **SA CATS-FCL 61.18.6 (3.1)**.
- (3) The holder of the revalidated Grade II aeroplane flight instructor rating shall submit to the Commissioner, within 90 days of the date of revalidation, certified copies or the originals of the documents referred to in sub-regulation (2), together with the attendance certificate for the refresher seminar, if applicable, and the fee as prescribed in Part 187.
- (4) If the Designated Flight Examiner finds during the skill/revalidation test that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in this Regulation, he/she shall -
- (a) report such result to the Commissioner; and
- (b) endorse the logbook of such holder as prescribed in Document **SA CATS-FCL 61.18.6 (3.1)**;
- (c) advise the holder of the flight instructor rating that he or she may not exercise the privileges of the rating until such time as the requirements for the revalidation or reissue of the rating are met *in toto*.

Reissue

- 61.18.11** (1) The holder of a Grade I aeroplane flight instructor rating that has expired due to the lapse of the period referred to in Regulation **61.18.8** may, before a further period of 60 months, calculated from the date of expiry of the rating, apply for the reissuing of Grade I aeroplane flight instructor rating.
- (2) The Commissioner shall reissue a Grade I aeroplane flight instructor rating if the applicant has -
- (a) complied with the requirements for the reissue of an expired Grade III aeroplane flight instructor rating as prescribed in Regulation **61.16.10** (2);
- (b) given not less than 50 hours flight instruction as the holder of a Grade III aeroplane flight instructor rating reissued in terms of Regulation **61.16.10**; and
- (c) undergone the skill test referred to in Regulation **61.18.5**.
- (3) An application for the reissuing of a Grade I aeroplane flight instructor rating shall be accompanied by -
- (a) the skill test report as prescribed in Document **SA CATS-FCL 61.18** on which the designated examiner shall confirm that the

applicant has met the requirement prescribed in Sub-regulation **(2)(b); and**

(b) the appropriate fee as prescribed in Part 187.

- (4) If a period of more than **60** months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating and the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade I aeroplane flight instructor rating referred to in Regulation **61.18.3** and sub-regulations 61.18.11(2)(b) and (c).
- (5) The provisions of Regulation **61.18.6** shall apply *mutatis mutandis* to an application referred to in this regulation.

SUBPART 19**GRADE III HELICOPTER FLIGHT INSTRUCTOR RATING****Requirements for Grade III helicopter flight instructor rating**

- 61.19.1** An applicant for the issuing of a Grade III helicopter flight instructor rating shall –
- (a) hold a valid commercial pilot licence (helicopter) or airline transport pilot licence (helicopter);;
 - (b) have successfully completed the training referred to in Regulation 61.19.2;
 - (c) have passed the theoretical knowledge examination referred to in Regulation 61.19.3; and
 - (d) have undergone the skill test referred to in Regulation 61.19.4.

Training

- 61.19.2** An applicant for the issuing of a Grade III helicopter flight instructor rating shall have successfully completed a training course, as prescribed in Document SA-CATS- FCL 61, with an approved aviation training organisation, during which not less than 20 hours of flight training in an helicopter or FSTD approved for the purpose shall have been received from a Grade I or a Grade II helicopter flight instructor with the appropriate endorsement: Provided that the prescribed number of hours may be reduced if the applicant is the holder of a flight instructor rating in another category of aircraft.

Theoretical knowledge examination

- 61.19.3** (1) An applicant for the issuing of a Grade III helicopter flight instructor rating shall have passed the appropriate written examinations, conducted by the Civil Aviation Authority, as prescribed in Document SA CATS-FCL 61.19.3.
- (2) An applicant, who is the holder of a flight instructor rating in another category of aircraft, shall be exempted from that portion of the theoretical knowledge examination dealing with fundamentals of instruction and other matters of a common nature already passed.

Skill test

- 61.19.4** (1) An applicant for the issuing of a Grade III helicopter flight Instructor rating shall have demonstrated to an appropriately rated designated flight examiner the ability to perform as a Grade III helicopter flight instructor the procedures and manoeuvres prescribed in Document SA CATS-FCL **61.19.4** with a degree of competency appropriate to the privileges granted to the holder of a Grade III helicopter flight instructor rating.
- (2) The applicant shall undergo the skill test referred to in Sub-Regulation (1) within 24 months of passing the theoretical knowledge examination referred to in Regulation **61.19.3** and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be conducted in a helicopter, fitted with fully functional dual controls, or in an FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for an initial skill test, he or she shall provide the examiner with a written confirmation by the chief flying instructor of the aviation training organisation that conducted the training that he or she has completed the required training and is considered to be ready for the test.

Application for a Grade III helicopter flight instructor rating

- 61.19.5** An application for the issuing of a Grade III helicopter flight instructor rating shall –
- (a) be made to the Commissioner on the appropriate form and in the manner prescribed in Document SA CATS-FCL **61.19.5**; and
- (b) be accompanied by the appropriate fee as prescribed in Part **187**.

Issuing of a Grade III helicopter flight instructor rating

- 61.19.6** (1) The Commissioner shall issue a Grade III helicopter flight instructor rating if the applicant complies with the requirements referred to in Regulation **61.19.1**.
- (2) A Grade III helicopter flight instructor rating shall be issued in the appropriate format as prescribed in Documents SA CATS-FCL **61.16.6**.

Period of validity

- 61.19.7 A Grade III helicopter flight instructor rating shall be valid for a period of 12 months calculated from –
- (a) the date of issue or reissue; or
 - (b) the beginning of the month following the date of –
 - (i) expiry of the rating, if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and limitations of a Grade III helicopter flight instructor rating

- 61.19.8 (1) A person may only hold a type rating as instructor in respect of aircraft for which he or she holds the corresponding type rating as pilot, issued in terms of Sub-regulation 61.13.
- (2) The holder of a valid Grade III helicopter flight instructor rating shall, under the supervision of a Grade I or Grade II helicopter flight instructor with the appropriate type ratings, and with due regard for the provisions of Sub-regulations (3) and (4), be entitled to give flight instruction, in helicopters in respect of which he or she is the holder of –
- (a) the appropriate type rating as an instructor; or
 - (b) if applicable, the appropriate flight instructor endorsements referred to in Sub-regulation (3).
- (3) The flight instruction, which a Grade III instructor is entitled to give in terms of Sub-regulation (2), is limited to flight instruction towards –
- (a) the issue of a private pilot licence and single-engine type ratings in respect of helicopters with a maximum certificated mass of 3175 kg. or less;
 - (b) differences and familiarisation training;
 - (c) recurrent training; and
 - (d) route training.

- (4) In order for the holder of a valid **Grade III** helicopter flight instructor rating to exercise the privileges, referred to in Subregulation (3), in any of the fields listed below, he or she shall have demonstrated to a Designated Flight Examiner with the appropriate **type** rating and specific field endorsement, or to a person authorised for the purpose in writing by the Commissioner, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the rating and endorsement. The examiner shall endorse the flight instructor's logbook as prescribed in Document SA CATSFCL 61.19.5 (3.1) and complete the appropriate form as prescribed in Document SA CATS FCL 61.19.5 (1.1) and submit to the Commissioner. The relevant fields are:
- (a) instrument flight training; provided that the holder has a valid instrument rating on either aeroplanes or helicopters;
 - (b) turbine engine helicopter flight training; (c) multi-engine helicopter flight training;
 - (c) FSTD training.
- (5) For a flight instructor rating to be endorsed for the specific fields, referred to in Sub-regulation (4), the flight instructor shall be the holder of a valid instrument, turbine or multi-engine, as applicable and have completed -
- (a) the appropriate training; and
 - (b) the appropriate instructor skill test; and
 - (c) meet the other applicable conditions prescribed in Document SA CATS-FCL 61.
- (6) For the purposes of Sub-regulation (2), supervision means guidance and supervision provided by the chief **flying instructor**, or a Grade I or Grade II helicopter flight instructor who has been approved for the purpose by the chief flying instructor, and includes the following:
- (7) Periodic surveillance -
- (a) assessment of the standard of instruction provided;
 - (b) standardisation of the methods of instruction used;
 - (c) guidance on the conduct of **all** aviation training organisation
 - (d) operations; and
 - (e) shall maintain a **training/oversight** record;

as prescribed in Document SA CATS-FCL 61 for inclusion in the approved manual of procedure of the aviation training organisation.

Revalidation

- 61.19.9 (1)** To revalidate a Grade III helicopter flight instructor rating, the holder of the rating shall comply with the following requirements:
- (a) within the **90** days immediately preceding the date of expiry of such rating pass –
 - (i) the skill test referred to in Regulation 61.19.4 with a Designated Flight Examiner; or
 - (ii) a skill test for an endorsement of his or her flight instructor rating as contemplated in Sub-regulation 61.19.8(4); and
 - (b) within the 12 months immediately preceding the date of expiry of such rating either –
 - (I) have given not less than 20 hours of flight instruction in helicopters; or
 - (II) have attended a flight instructor refresher seminar as prescribed in Document SA CATS-FCL 61.19.9, conducted by an approved aviation training organisation in terms of Part 141.
- (2) The Designated Flight Examiner, referred to in Sub-regulation (1)(a), and – if applicable – the aviation training organisation referred to in Sub-regulation (1)(b)(ii), shall upon compliance by the holder of the rating with the requirements referred to in Sub-regulation (1) –
- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document SA CATS-FCL 61, and – if applicable – the attendance certificate issued by the aviation training organisation referred to in Sub-regulation (1)(b)(ii);
 - (b) endorse the logbook of such holder as prescribed in Document SA CATS-FCL 61.19.5 (3.1).
- (3) The holder of the revalidated Grade III helicopter flight instructor rating shall submit to the Commissioner, within ninety days of the date of revalidation, the originals of the documents referred to in Sub-regulation (2)(a), and a certified copies of the documents referred to in (2)(b) and (c) together with the applicable fee as prescribed in Part 187.
- (4) If the result of the skill test contemplated in Sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in Regulation 61.19.8, the Designated Flight Examiner shall –

- (a) report such result to the Commissioner; and
- (b) endorse the logbook of such holder as prescribed in Document SA CATS-FCL 61.19.5 (3.1).
- (c) In such a case, the holder of the helicopter flight instructor rating shall cease to exercise the privileges of his or her rating with immediate effect until such time he or she meets the requirements for the revalidation or reissue of the rating in toto.

Relssue

- 61.19.10** (1) The holder of a Grade III helicopter flight instructor rating that has expired due to the lapse of the period referred to in Regulation 61.19.7, may, before a further period of 60 months calculated from the date of expiry of the rating has lapsed, apply for the reissuing of a Grade III helicopter flight instructor rating.
- (2) The Commissioner shall reissue the expired rating if the applicant has -
- (a) attended a flight instructor refresher seminar as prescribed in Document SA CATS-FCL 61, conducted by an approved aviation training organisation; and
 - (b) undergone the skill test referred to in Regulation 61.19.4.
- (3) An application for the reissuing of the expired rating shall be made on the prescribed form and be accompanied by the appropriate fee as prescribed in Part 187.
- (4) If a period of more than 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, and the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade III helicopter flight instructor rating referred to in Regulation 61.19.1 as for initial issue. Provided that if the applicant can prove that he or she has held a valid instructors rating during the lapsed period in another contracting state or in aeroplanes, he or she may apply to the Commissioner for exemption from Regulation 61.19.1 (c)
- (5) The provisions of Regulation 61.19.5 shall apply mutatis mutandis to an application referred to in this Regulation.

SUBPART 20**GRADE II HELICOPTER FLIGHT INSTRUCTOR RATING****Requirements for Grade II helicopter flight instructor rating**

- 61.20.1** An applicant for the issuing of a Grade II helicopter flight instructor rating shall -
- (a) hold a valid commercial pilot licence (helicopter) or an airline transport pilot licence (helicopter);
 - (b) hold, or have held during the immediately preceding 90 days, a valid Grade III helicopter flight instructor rating;
 - (c) have acquired the experience referred to in Regulation 61.20.2;
 - (d) have successfully completed the training referred to in Regulation 61.20.3;
 - (e) have passed the theoretical knowledge examination referred to in Regulation 61.20.4;
 - (f) have undergone the skill test referred to in Regulation 61.20.5; and
 - (g) have successfully completed training leading to accreditation by the South African Qualifications Authority as a generic or pilot competency assessor.

Experience

- 61.20.2 An applicant for the issuing of a Grade II helicopter flight instructor rating shall -
- (a) have held a Grade III helicopter flight instructor rating for at least 12 months;
 - (b) have given not less than 200 hours of flight instruction as a Grade III helicopter flight instructor; and
 - (c) hold a night rating on helicopters;

Training

61.20.3 An applicant for the issuing of a Grade II helicopter flight instructor rating shall have successfully completed the appropriate training course, as prescribed in Document SA **CATS-FCL 61**, with an approved aviation training organisation.

Theoretical Knowledge Examination

61.20.4

No written examination is required.

Skill test

- 61.20.5 (1) An applicant for the issuing of a Grade II helicopter flight instructor rating shall have demonstrated to an appropriately rated designated examiner the ability to perform as a Grade II helicopter flight instructor the procedures and manoeuvres prescribed in Document SA **CATS-FCL 61** with a degree of competency appropriate to the privileges granted to the holder of a Grade II helicopter flight instructor rating.
- (2) The skill test shall be conducted in a helicopter, fitted with fully functional dual controls, or in a FSTD approved for the purpose.
- (3) Before an applicant submits himself or herself for an initial skill test, he or she shall provide the examiner with written proof that -
- (a) he or she has satisfactorily completed the required training as described in SA **CATS-FCL 61.20**; and
 - (b) the Grade I or Grade II flight instructor who has provided the supervision referred to in Regulation **61.16.8(1)** considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade II flight instructor.

Application for Grade II helicopter flight instructor rating

- 61.20.6 An application for the issuing of a Grade II helicopter flight instructor rating shall -
- (a) be made to the Commissioner on the appropriate form and in the manner prescribed in Document **SA CATS-FCL 61.20**; and
 - (b) be accompanied by the appropriate fee as prescribed in Part **187**.

Issuing of Grade II helicopter flight instructor rating

- 61.20.7 (1) The Commissioner shall issue a Grade II helicopter flight instructor rating if the applicant complies with the requirements referred to in Regulation 61.20.1.
- (2) A Grade II helicopter flight instructor rating shall be issued on the appropriate form as prescribed in Document SA CATS-FCL 61.20.7.

Period of validity

- 61.20.8** A Grade II helicopter flight instructor rating shall be valid for a period of one year from the date of initial issue and thereafter for a period of three years calculated from –
- (a) the date of reissue; or
 - (b) the beginning of the month following the date of –
 - (i) expiry of the rating, if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and Limitations of Grade II helicopter flight instructor rating

- 61.20.9 (1) The holder of a valid Grade II helicopter flight instructor rating shall, with due regard for the provisions of Sub-regulation (2), be entitled to exercise all the privileges of a Grade III helicopter flight instructor, as prescribed in Subpart 61.16 and may in addition in respect of helicopters of which he or she is the holder of the appropriate type ratings as flight instructor –
- (a) send the holder of a student pilot licence on his or her initial solo flight;
 - (b) conduct the training for all helicopter type ratings;
 - (c) conduct training for a turbine-engine helicopter, provided he or she is the holder of the turbine instructor rating endorsement;
 - (d) conduct the training for a commercial pilot licence;
 - (e) conduct the training for an airline transport pilot licence provided that he or she is the holder of an airline transport pilot licence;
 - (f) conduct the training for an instrument rating. Provided that the instructor is the holder of an instrument rating;
 - (g) conduct the training for the issue of –
 - (i) helicopter sling load rating;

- (ii) ~~helicopter game or~~ livestock cull rating;
- (iii) agricultural pilot rating;
- (iv) helicopter winching rating;
- (v) helicopter test flight ratings.

provided he or she is the holder of the appropriate flight instructor rating endorsement] as prescribed in Document SA CATS-FCL 61. 27, 32; 33; 34, and 35.

- (h) conduct multi-engine training for a multi-engine type rating provided that he or she is the holder of the multi-engine flight instructor endorsement;
 - (i) conduct training in multi-pilot helicopters provided that he or she is the holder of the appropriate valid type rating as flight instructor;
 - (j) conduct the training for the issue of a Grade II ~~or~~ Grade III helicopter flight instructor rating;
 - (k) conduct skill tests for the issue of type ratings; in respect of single-pilot helicopters;
 - (l) conduct the proficiency checks for the revalidation of a private pilot licence (helicopter) without Instrument rating, and ~~enter~~ the appropriate endorsements; and
 - (m) endorse pilot's logbooks in respect of -
 - (vi) familiarisation and differences training; and
 - (vii) the entries required by the private pilot training syllabus.
- (2) In order for the holder of a valid Grade II helicopter flight instructor rating to exercise the privileges, referred to in this Sub-regulation, in any of the specific fields listed below, he ~~or~~ she shall have demonstrated to a Designated Flight Examiner with the appropriate class rating or type rating and endorsement, ~~or~~ to a person authorised for the purpose in writing by the Commissioner, the **ability** to provide flight instruction **in** that field with a degree of competency appropriate to the privileges granted by the rating and endorsement. The Designated Flight Examiner shall endorse the flight instructor's logbook as prescribed in Document SA **CATS-FCL 61.20.5 (3.1)** and complete the appropriate form as per the **SA CATS FCL 61.20.5 (1.1)** and submit to the Commissioner. The specific fields are -

- (a) turbine engine helicopter flight training;
 - (b) multi-engine helicopter flight training;
 - (c) agricultural flight training;
 - (d) instrument flight training;
 - (e) helicopter sling load rating;
 - (9) helicopter winching rating; and
 - (g) helicopter test flight ratings.
- (3) For a flight instructor rating to be endorsed for the specific fields, referred to in Sub-regulations (1) or (2), the flight instructor shall have completed -
- (a) the appropriate training; and
 - (b) ~~the appropriate~~ instructor skill test as prescribed in Document **SA CATS-FCL 61**.

Revalidation

- 61.20.10 (1) To revalidate a Grade II helicopter flight instructor rating, the holder of the rating shall comply with the following requirements -
- (a) within the 90 days immediately preceding the date of revalidation, but not later than the date of expiry of such rating, have undergone with a Designated Flight Examiner the skill test referred to in Document **SA CATS-FCL 61.20.5**; and
 - (b) within the 12 months immediately preceding the date of revalidation either -
 - (i) have given not less than 20 hours flight instruction in helicopters; or
 - (ii) have attended a flight instructor refresher seminar as prescribed in Document **SA CATS-FCL 61.20.10**, conducted by an approved aviation training organisation.
- (2) The Designated Flight Examiner, referred to in Sub-regulation (1)(a), and - if applicable - the aviation training organisation, referred to in Sub-regulation (1)(b)(ii), shall upon compliance by ~~the~~ holder of the rating with the requirements referred to in Sub-regulation (1) -
- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document **SA CATS-FCL 61**, and - if applicable - the attendance certificate issued by the aviation training organisation referred to in Sub-regulation (1)(b)(ii);

- (b) endorse the logbook of such holder that the training has been successfully completed, where applicable.
- (3) The holder of the revalidated Grade II helicopter flight instructor rating shall submit to the Commissioner, within 90 days of the date of revalidation, certified copies or the originals of the documents referred to in Sub-regulation (2), together with the applicable fee as prescribed in Part 187.
- (4) If the result of the skill test contemplated in Sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in Regulation 61.20.9 the Designated Flight Examiner shall -
 - (a) report such result to the Commissioner; and
 - (b) endorse the logbook of such holder as prescribed in Document CATS-FCL 61.20.6(3.1).
- (5) In such a case, the holder of the helicopter flight instructor rating shall cease to exercise the privileges of his or her rating with immediate effect until such time he or she meets the requirements for the revalidation or reissue of the rating *in toto*.

Reissue

- 61.20.11 (1) The holder of a Grade II helicopter flight instructor rating that has expired due to the lapse of the period referred to in Regulation 61.20.8 may, before a further period of 60 months, calculated from the date of expiry of the rating, apply for the reissuing of a Grade II helicopter flight instructor rating.
- (2) The Commissioner shall reissue a Grade II helicopter flight instructor rating if the applicant has -
- (a) complied with the requirements for the reissue of an expired Grade III helicopter flight instructor rating prescribed in Regulation 61.16.11(1);
 - (b) given not less than 20 hours flight instruction as the holder of a Grade III helicopter flight instructor rating reissued in terms of Regulation 61.16.11; and
 - (c) undergone the skill test referred to in Regulation 61.20.5.

- (3) An application for the reissuing of a Grade II helicopter flight Instructor rating shall be accompanied by -
- (a) the skill test report as prescribed in Document SA CATS-FCL 61 on which the Designated Flight Examiner shall confirm that the applicant has met the requirement prescribed in Sub-regulation (2)(b); and
 - (b) the appropriate fee as prescribed in Part 187.
- (4) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating and the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade II helicopter flight instructor rating referred to in Regulation 61.20.3 and Subregulations 61.20.11(2)(b) and (c).
- (5) The provisions of Regulation 61.20.6 shall apply *mutatis mutandis* to an application referred to in this regulation.

SUBPART 21**GRADE I HELICOPTER FLIGHT INSTRUCTOR RATING****Requirements for Grade I Helicopter flight instructor rating**

61.21.1 An applicant for the issuing of a Grade I Helicopter flight instructor rating shall –

- (a) hold a valid airline transport pilot licence (helicopter);
- (b) hold, or have held within the immediately preceding 90 days a valid Grade II helicopter flight instructor rating;
- (c) hold the instrument flight training endorsement referred to in Regulation 61.20.9(2);
- (d) hold the multi-engine flight instructor endorsement, referred to in Sub-regulation 61.20.9(2);
- (e) have acquired the experience referred to in Regulation 61.21.2;
- (f) have successfully completed the training referred to in Regulation 61.21.3; and
- (g) have undergone the skill test referred to in Regulation 61.21.5;
- (h) have successfully completed training leading to accreditation by the South African Qualifications Authority as a generic pilot competency moderator.

Experience

61.21.2 An applicant for the issuing of a Grade I Helicopter flight instructor rating shall –

- (a) have held a Grade II Helicopter flight instructor rating for at least 36 months; and
- (b) have given not less than 1500 hours of flight instruction as an helicopter flight instructor.

Training

61.21.3 An applicant for the issuing of a Grade I Helicopter flight instructor rating shall have successfully completed the appropriate training course, as prescribed in Document SA **CATS-FCL 61.21.3**, with an approved aviation training organisation.

Theoretical Knowledge Examination

- 61.21.4** (1) An applicant for the issuing of a Grade I Helicopter flight instructor rating shall have passed the appropriate oral examination conducted by a panel of at least three designated examiners, convened by the Commissioner, as prescribed in Document SA **CATS-FCL 61.21.4**.
- (2) An applicant, who is the holder of a Grade I flight instructor rating in another category of aircraft, may – at the discretion of the panel members – be exempted from that portion of the theoretical knowledge examination dealing with fundamentals of instruction and other matters of a common nature already passed.

Skill test

- 61.21.5** (1) An applicant for the issuing of a Grade I Helicopter flight instructor rating shall have demonstrated to an appropriately rated designated examiner, appointed from the panel by the Commissioner for conducting this particular test, the ability to perform the procedures and manoeuvres prescribed in Document **SA CATS-FCL 61.21.5**, with a degree of competency appropriate to the privileges granted to the holder of a Grade I helicopter flight instructor rating.
- (2) The applicant shall undergo the skill test referred to in Sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The skill test referred to in Sub-regulation (1) shall be conducted in a helicopter with fully functional dual controls, or in a FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for the skill test, he or she shall provide the examiner with written proof that he or she has completed the required training as prescribed in Document SA **CATS-FCL 61.21.3** and is considered to be ready for the test.

Application for Grade I helicopter flight instructor rating

- 61.21.6** An application for the issuing of a Grade I helicopter flight instructor rating shall –
- (a) be made to the Commissioner on the appropriate form and in the manner prescribed in Document SA CATS-FCL 61.21.6; and
 - (b) be accompanied by the appropriate fee as prescribed in Part 217.

Issuing of Grade I helicopter flight instructor rating

- 61.21.7 (1) The Commissioner shall issue a Grade I Helicopter flight instructor rating if the applicant complies with the requirements referred to in Regulation 6121.1.
- (2) A Grade I Helicopter flight instructor rating shall be issued on the appropriate form as prescribed in Document SA CATS-FCL 61.21.

Period of validity

- 61.21.8** A Grade I Helicopter flight instructor rating shall be valid for a period of one year from the date of initial issue and thereafter for a period of three years calculated from –
- (a) the date of reissue; or
 - (b) the beginning of the month following the date of –
 - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and limitations of Grade I helicopter flight instructor rating

- 61.21.9** (1) The holder of a valid Grade I Helicopter flight instructor rating shall, with due regard for the provisions of Subregulation (2), be entitled to exercise all the privileges of a Grade II or Grade III Helicopter flight instructor, as prescribed in Subparts 61.19 and 61.20 of the Part 61 the Regulations; and
- (a) exercise the privileges of a Grade II Helicopter flight instructor in any helicopter with a maximum certificated mass of 3175 kg or less;
 - (b) conduct skill tests for the issue of type ratings in respect of multi-pilot helicopters, provided that the instructor is the holder of the appropriate type rating as instructor.

- (2) In order for the holder of a valid Grade I Helicopter flight instructor rating to exercise the privilege, referred to in Sub-regulation (1), in any of the specific fields listed below, he or she shall have demonstrated to a Designated Flight Examiner with the appropriate class or type rating and instructor endorsement, or to a person authorised for the purpose in writing by the Commissioner, *the* ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the instructor rating and endorsement. The Designated Flight Examiner shall endorse the flight instructor's logbook as prescribed in Document SA CATS-FCL 61.21.6 (3.1) and complete the appropriate form as per the SA CATS FCL 61.21.6 (1.1) and submit to the Commissioner. The specific fields are -
- (a) turbine engine helicopter flight training;
 - (b) agricultural pilot flight training;
 - (c) helicopter sling load rating;
 - (d) helicopter winching rating;
 - (e) helicopter test flight ratings.
- (3) For a flight instructor rating to be endorsed for the specific fields, referred to in Sub-regulation (2), the flight instructor shall have completed -
- (a) the appropriate training;
 - (b) the appropriate instructor skill test; and
 - (c) meet the other applicable conditions prescribed in Document SA CATS-FCL 61.21.

Revalidation

- 61.21.10** (1) To revalidate a Grade I Helicopter flight instructor rating, the holder of the rating shall comply with the following requirements -
- (a) within ~~the~~ 90 days immediately preceding the date of revalidation, but not later than the date of expiry of such rating, have undergone with a Designated Flight Examiner the skill test referred to in Document SA CATS-FCL 61; and

- (b) within the 12 months immediately preceding the date of revalidation either –
- (i) have given not less than 10 hours flight instruction in helicopters; or
 - (ii) have attended a flight instructor refresher seminar as prescribed in Document SA CATS-FCL 61, conducted by an approved aviation training organisation.
- (2) The Designated Flight Examiner, referred to in Sub-regulation (1)(a), and – if applicable – the aviation training organisation, referred to in Sub-regulation (1)(b)(ii), shall upon compliance by the holder of the rating with the requirements referred to in Sub-regulation (1) –
- (a) provide the flight instructor rating holder with the skill test report as prescribed in Document SA CATS-FCL 61, and – if applicable – the attendance certificate issued by the aviation training organisation referred to in Subregulation (1)(b)(ii);
 - (b) endorse the logbook of such holder as prescribed in Document SA CATS- FCL 61.21.6 (3.1).
- (3) The holder of the revalidated Grade I helicopter flight instructor rating shall submit to the Commissioner, within 90 days of the date of revalidation, certified copies or the originals of the documents referred to in Sub-regulation (2), together with the applicable fee as prescribed in Part 187.
- (4) If the result of the skill test contemplated in Subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in Regulation 61.21.9 the Designated Flight Examiner shall –
- (a) report such result to the Commissioner; and
 - (b) endorse the logbook of such holder as prescribed in Document SA CATS- FCL 61.21.6 (3.1).
- (5) In such a case, the holder of the helicopter flight instructor rating shall cease to exercise the privileges of his or her rating with immediate effect until such time he or she meets the requirements for the revalidation or reissue of the rating *in toto*.

Reissue

- 61.21.11 (1)** The holder of a Grade I Helicopterflight instructor rating that has expired due to the lapse of the period referred to in Regulation 61.21.8 may, before a further period of 60 months, calculated from the date of expiry of the rating, apply for the reissuing of Grade I helicopter flight instructor rating.
- (2) The Commissioner shall reissue a Grade I Helicopterflight instructor rating if the applicant has –
- (a) complied with the requirements for the reissue of an expired Grade III Helicopterflight instructor rating as prescribed in Regulation 61.19.10 (2);
 - (b) given not less than 50 hours flight instruction as the holder of a Grade III helicopterflight instructor rating reissued in terms of Regulation 61.19.10; and
 - (c) undergone the skill test referred to in Regulation 61.21.5.
- (3) An application for the reissuing of a Grade I Helicopterflight instructor rating shall be accompanied by –
- (a) the skill test report as prescribed in Document SA CATS-FCL 61 on which the designated examiner shall confirm that the applicant has met the requirement prescribed in Sub-regulation (2)(b); and
 - (b) the appropriate fee as prescribed in Part 187.
- (4) If a period of more than 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating and the Commissioner shall reissue the rating if the applicant complies with the requirements for a Grade I helicopter flight instructor rating referred to in Regulation 61.21.3 and Sub-regulations 61.21.11(2)(b) and (c).
- (5) The provisions of Regulation 61.21.6 shall apply mutatis mutandis to an application referred to in this Regulation.

SUBPART 22**FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION****General**

61.22.1 No person at a Part 141 approved training organisation, shall conduct training in a Flight Simulation Training Device (FSTD) towards obtaining a licence or a rating, or for the purposes of prescribed recurrent or refresher training, unless he or she is the holder of a valid

—

- (a) FSTD instructor authorisation appropriate to the aircraft category and level of qualification of FSTD in which the training is conducted; ~~or~~
- (b) Flight Instructor rating and endorsements appropriate to the training to be given in the FSTD, and who has been trained to the satisfaction of the Part 141 training organisation to provide instruction in the FSTD to be utilized; and has been trained in the techniques required to give instruction in an FSTD.

Classes of authorisation

61.22.2 An FSTD instructor authorisation may be issued for any of the following courses in aeroplanes or helicopters-

- (a) training towards type ratings and class ratings for which there is an approved FSTD
- (b) instrument flight training;
- (c) recurrent training;
- (d) refresher training;
- (e) multi-crew cooperation training (MCC); and
- (9) other training.

Requirements for FSTD instructor authorisation

61.22.3 (1) An applicant for the issuing of an FSTD instructor authorisation in aeroplanes or helicopters shall —

- (a) hold or have held a valid South African commercial pilot licence with instrument rating except in the case of helicopters, or South African airline transport pilot licence or equivalent licence issued by a Contracting State: and
- (b) hold ~~or~~ have held a valid South African flight instructor rating or an equivalent instructor rating issued by a Contracting State in the past 60 months; or meet the following requirements -
 - (i) have successfully completed the training referred to in Regulation 61.22.5; and
 - (ii) have passed the theoretical knowledge examination referred to in Regulation 61.22.6.

- (c) have undergone the skill test referred to in Regulation 61.22.7; and
- (d) in the case of an FSTD instructor seeking to qualify as a type rating instructor, the following additional elements shall be completed -
 - (i) the operator's complete type rating course as a learner, including technical knowledge and FSTD training;
 - (ii) the operator's type rating skill test conducted in the FSTD;
 - (iii) presentation of a complete type rating course as a trainee instructor, conducted under the supervision of an appropriately authorised FSTD instructor or appropriately rated flight instructor; and
 - (iv) a skill test as an FSTD type rating instructor conducted by a suitably type rated and experienced DFE II or DFE I.
- (e) in the case of the holder of an FSTD authorisation seeking to conduct IF training towards and instrument rating then the instructor shall hold or have held, in the previous 60 months, a valid instrument rating;
- (f) in the case of the holder of an FSTD authorisation seeking to qualify as a multi-crew co-operation (MCC) instructor, the applicant shall be required to complete the training as outlined in Document SA CATSFCL 61.22.3;
- (g) in the case of the holder of an FSTD instructor authorisation seeking to qualify for any other FSTD instructor authorisation shall undergo -
 - (i) training appropriate to the training to be conducted; and
 - (ii) a skill test appropriate to the course as an FSTD instructor for which authorisation is sought, by a suitably rated and experienced DFE II or DFE I.

Experience requirements for a Multi-pilot FSTD authorisation

- 61.22.4 (1)** An applicant for the issuing of an FSTD instructor authorisation in a Multi-pilot FSTD shall -
- (a) in the case of a person no longer holding a valid pilot licence, have completed at least **1 500** hours of flight time as pilot of a multi-pilot aeroplanes or helicopters; **or**
 - (b) in all other cases, have completed at least 500 hours of flight time as pilot of multi-pilot aeroplanes or helicopters; and
 - (i) in both cases, within the **12** months immediately preceding the date of application, have completed at least four route sectors on the same type, as pilot or co-pilot or as supernumerary crew of aeroplanes or helicopters; or
 - (ii) if the authorisation is sought for training in an FSTD other than a multi-pilot FSTD, 500 hours of flight time as pilot of aeroplanes or helicopters.

- (2) For the purpose of this Subpart, the expression 'multi-pilot aeroplane' or 'multi-pilot helicopter' shall be understood to be an aeroplane or a helicopter required in terms of its approved flight manual to be operated by more than one pilot, or an aeroplane or helicopter required to be operated in terms of these Regulations with more than one pilot, and for which the operator's operations manual provide for a division of the tasks between the pilot flying and the pilot not flying.

Training

- 61.22.5** (1) An applicant for the issuing of an FSTD instructor authorization shall have successfully completed as a learner, the FSTD content of the training course for which the authorisation is sought.
- (2) If the authorisation is sought for training in a multi-pilot FSTD, the applicant shall have successfully completed an approved crew resource management (CRM) course.
- (3) In the case of a course leading to the authorisation for conducting training for any of the courses referred to in Sub-regulation 61.22.2(a), the applicant shall have presented the applicable course in toto under the direct supervision of a Grade I or Grade II instructor who is the holder of the appropriate type rating as flight instructor, or of a person authorised in writing for the purpose by the Commissioner.
- (4) All training shall be recorded in the appropriate logbook of the applicant as defined in 61.22.14.

Theoretical knowledge examination

- 61.22.6** (1) An applicant for the issuing of an FSTD instructor authorization shall have passed the appropriate written examination as prescribed in Documents SA-CATS-FCL 61.16.3 or 61.19.3 for aeroplanes and helicopters respectively -
- (a) The holder of a valid instructor rating may be exempted from those parts of the examination already passed for the issue of his or her instructor rating;
- (b) In the case of an instructor rating that has lapsed for a period of more five years, the applicant will be required to undergo the examinations referred to in Sub-regulation (1) -

Skill test

- 61.22.7** (1) An applicant for the issuing of an FSTD instructor authorization shall demonstrate the ability to perform as an FSTD instructor the procedures and manoeuvres, as prescribed in Document SA-CATS-FCL 61.22.7, with a degree of competency appropriate to the privileges to be granted to the holder of the FSTD instructor authorisation.
- (2) The skill test, referred to in Sub-regulation (1) shall be conducted -

- (a) by a designated flight examiner, who shall be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or
 - (b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements as a flight instructor, or by a person authorised in writing for the purpose by the Commissioner.
- (3) The applicant shall undergo the skill test referred to in sub-regulation (1), within the six months of passing the theoretical knowledge examination referred to in Regulation 61.22.6, and within the 90 days immediately preceding the date of application.
- (4) The skill test referred to in Sub-regulation (1)(a) shall be conducted in an appropriate FSTD.
- (5) The examiner shall, upon compliance with the requirements referred to in Sub-regulation (1) by the applicant –
- (a) sign the appropriate page of the authorisation of such holder; and
 - (b) endorse the logbook of such holder;
 - (c) complete the appropriate form as per Document SA CATS FCL 61.22.9 and submit to the Commissioner.

Application for FSTD instructor authorisation

61.22.8 An application for the issuing of an FSTD instructor authorisation shall –

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL 61.22.8; and
- (b) be accompanied by –
 - (i) proof that the applicant has been the holder of a commercial pilot licence or airline transport pilot licence in the appropriate category if not currently holding such pilot licence;
 - (ii) proof of holding or having held an instrument rating if the applicant is to conduct training towards an instrument rating;
 - (iii) a certified summary of the applicant's logbook or logbooks reflecting his or her pilot flying hours and the flight FSTD training required by Sub-regulation 61.22.5; and
 - (iv) the appropriate fee as prescribed in Part 187.

Issuing of FSTD instructor authorisation

- 61.22.9** (1) The Commissioner shall issue an FSTD instructor authorisation if the applicant complies with the requirements referred to in Regulations 61.22.3 and 61.22.8.
- (2) ~~AN~~ FSTD instructor authorisation shall be issued in the appropriate form as prescribed in Document SA-CATS-FCL 61.22.9.

Period of validity

61.22.10 An FSTD instructor authorisation shall ~~be~~ valid for a period of ~~three~~ years calculated –

- (a) from the date of issue or reissue of the authorisation; or
- (b) from the date of expiry of the authorisation if ~~such~~ authorisation is revalidated in accordance with the provisions of Regulation 61.22.11.

Revalidation

61.22.11 (1) To revalidate an FSTD instructor authorisation, the holder of the authorisation shall –

- (a) within the 12 months immediately preceding the date of expiry of such authorisation –
 - (i) have conducted a type rating, refresher, recurrent, instrument rating or MCC training course;
 - (ii) have completed an exercise of at least one hour duration in the role of pilot flying in the FSTD comprising at least ~~two~~ approaches and, where applicable, ~~two take-offs~~ and landings; and
 - (iii) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft; and
 - (b) within the 90 days immediately preceding the date of expiry of such authorisation, have undergone the skill test referred to in Regulation 61.22.7.
- (2) If the result of the skill test contemplated in Sub-regulation ~~(1)(b)~~ reveals that the holder of the authorisation has failed to maintain the minimum standard required to exercise the privileges referred to in Regulation 61.22.11, the examiner shall –
- (a) report such result to the Commissioner; and
 - (b) not sign the appropriate page of the authority of the holder of the authority.
- (3) The FSTD instructor authority shall be suspended with immediate effect when its holder fails the revalidation skill test, referred to in Sub-regulation ~~(1)(b)~~, until such time that its holder passes ~~the~~ revalidation test.
- (4) The provisions of Sub-regulations 61.22.8 and 61.22.9 shall apply mutatis mutandis in respect of an application for the revalidation of an FSTD instructor authorisation.

Reissue

- 61.22.12** (1) The holder of an FSTD instructor authorisation which has expired due to the lapse of the period referred to in Regulation **61.22.10**, shall apply for the reissuing of the expired authorisation.
- (2) The Commissioner shall re-issue the expired rating if the applicant complies with the requirements for an FSTD instructor rating referred to in Regulation **61.22.3**.
- (3) The provisions of Regulations **61.22.8** and **61.22.9** shall apply mutatis mutandis to an application referred to in this Regulation.

Privileges and limitations of FSTD instructor authorisation

- 61.22.13** (1) The holder of a valid FSTD instructor authorisation shall be entitled to give FSTD training in the class of instruction and in FSTD's for which he or she has been **authorised**.
- (2) The holder of a valid multi-pilot FSTD instructor authorisation shall be entitled to instruct the holder of a pilot licence in an FSTD towards a type rating in the multi-pilot aircraft for which he or she holds authorisation.

Responsibilities of authorisation holder

- 61.22.14** The holder of an FSTD instructor authorisation shall –
- (a) maintain a logbook detailing –
 - (i) all training undergone and conducted; and
 - (ii) showing all flights as an observer; and
 - (b) produce the authorisation whilst conducting training in an FSTD when so required by an authorised officer, inspector, or authorised person.

SUBPART 27**CLASS III TEST PILOT RATING****Requirements for Class III Test Pilot Rating**

61.27.1 An applicant for the issuing of a Class III Test Pilot rating shall –

- (a) hold a valid private pilot with an aircraft maintenance engineer's licence, or higher grade of licence with a minimum of 500 hours flight experience of which 300 hours shall be as a pilot-in-command of aeroplanes or helicopters as the case may be;
- (b) have successfully completed the training referred to in regulation **61.27.2**;
- (c) have passed the theoretical knowledge examination referred to in regulation **61.27.3**; and
- (d) have undergone the skill test referred to in regulation **61.27.4**.

Training

61.27.2 An applicant for the issuing of a Class III Test Pilot rating shall have successfully completed a training course, as prescribed in Document SA-CATS- FCL **61.27**, with an approved aviation training organisation.

Theoretical knowledge examination

- 61.27.3** (1) An applicant for the issuing of a Test Pilot rating shall have passed the appropriate written examination, conducted by the Civil Aviation Authority, as prescribed in Document SA-CATS-FCL **61.27**.
- (2) An applicant, who is the holder of a Test Pilot rating in another category of aircraft, shall be exempted from that portion of the theoretical knowledge examination dealing with matters of a common nature already passed.

Skill test

61.27.4 (1) An applicant for the issuing of a Class III Test Pilot rating shall have demonstrated to an appropriately rated designated examiner the ability to perform as a Class III Test Pilot rating the procedures and manoeuvres prescribed in Document SA-CATS-FCL **61.27** with a degree of competency appropriate to the privileges granted to the holder of a Class III Test Pilot rating .

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 24 months of passing the theoretical knowledge examination referred to in regulation 61.27.3 and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be conducted in an aeroplane, fitted with fully functional dual controls, or in an FSTD approved for the purpose.
- (4) Before an applicant submits himself or herself for an initial skill test, he or she shall provide the examiner with a written confirmation by the chief flying instructor of the aviation training organisation that conducted the training that he or she has completed the required training and is considered to be ready for the test.

Application for a Class III Test Pilot rating

61.27.5 An application for the issuing of a Class III Test Pilot rating shall -

- fa) be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61; and
- (b) be accompanied by the appropriate fee as prescribed in Part 187.

Issuing of a Class III Test Pilot rating

- 61.27.6** (1) The Commissioner shall issue a Class III Test Pilot rating if the applicant complies with the requirements referred to in regulation 61.27.1.
- (2) Class III Test Pilot ratings shall be issued in the appropriate format as prescribed in Documents SA-CATS-FCL 61.27.

Period of validity

61.27.7 A Class III Test Pilot rating shall be valid for a period of three years calculated from -

- (a) the date of issue or reissue; or
- (b) the beginning of the month following the date of -
 - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such rating if revalidated prior to the period referred to in subparagraph (i).

Privileges and limitations of a Class III Test Pilot rating

- 61.27.8** (1) The holder of a Class III Test Pilot rating who is the holder of the appropriate class and type ratings as pilot-in-command may conduct test flights for the purpose of -
- (a) post maintenance flight tests as required to check system functionality;
 - (b) complying with the issue of an import certificate of airworthiness for aircraft which are type certificated by the FAA, JAA or an equivalent certifying authority acceptable to the commissioner;
 - (c) renewing a certificate of airworthiness in aircraft.
- (2) the holder of a Class III test pilot rating who is also the holder of a private pilot licence with a valid aircraft maintenance engineer's licence shall be limited to conducting test flights in aeroplanes of MCM 5700 kg or less and helicopters of MCM 3175 kg, provided that the applicant is the holder of the appropriate class and type ratings as pilot-in-command as endorsed in logbook or licence.

Revalidation

- 61.27.9** To revalidate a Class III Test Pilot rating, the holder of the rating shall comply with the following requirements:
- (a) within the 90 days immediately preceding the date of expiry of such rating pass the skill test referred to in regulation 61.27.4 with a Designated Flight Examiner who is the holder of at least a class III test pilot rating; or
 - (b) within the 12 months immediately preceding the date of expiry of such rating either -
 - (i) have conducted not less than two post maintenance flight tests; or
 - (ii) have undergone a skills test with an appropriately rated designated examiner who is the holder of a valid test pilot rating;
 - (iii) Submit the relevant form as prescribed in the SA CATS-FCL 61.27 to the Commissioner.

Reissue

- 61.27.10** The holder of a Class III Test Pilot rating that has expired shall be required to comply with the requirements for initial issue as set out in this subpart.

Transitional Arrangements

- 61.27.11 (1) The Class II Test Pilot rating issued in terms of ANR 3.16D shall become invalid 12 months from the date of promulgation of this Subpart.
- (2) All pilots who are currently the holders of Class II Test Pilot ratings, issued in terms of ANR 3.160, shall within 12 months of promulgation of this Subpart, submit an application to be considered for the issued of Class III Test Pilot rating issued in terms of this Part.
- (3) The Commissioner may exempt applicants who meet or exceed the experience requirements referred to in 61.27.1(a) from one or more of the requirements referred to in 61.27.1 (b), (c) or (d).

SUBPART 30**TUG PILOT RATING****Requirements for tug pilot rating**

- 61.30.1** An applicant for the issuing of a tug pilot rating shall –
- (a) hold at least a valid private pilot licence, aeroplane;
 - (b) hold the appropriate class rating or type rating for the aeroplane;
 - (c) have acquired the experience referred to in regulation 61.30.2; and
 - (d) have undergone the skill test referred to in regulation 61.30.3.

Experience

- 61.30.2** An applicant seeking the endorsement of a tug pilot rating shall have completed 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner.

Skill test

- 61.30.3** (1) An applicant seeking the endorsement of a tug pilot rating shall have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of a tug aeroplane while having an aircraft in tow.
- (2) the applicant shall undergo the skill test referred to in Sub-regulation (1) within the 90 days immediately preceding the date of application.

Endorsement of tug pilot rating

- 61.30.4** The Grade I or Grade II flight instructor who oversees the skill test shall endorse the pilots' logbook.

Privileges of tug pilot rating

- 61.30.5** The holder of a tug pilot rating shall be entitled to act as pilot-in-command of an aeroplane during tug operations.

SUBPART 31

TOW RATING

Requirements for Tow rating

- 61.31.1** An applicant for the issuing of a tow rating shall –
- (a) hold at least a valid private pilot licence, aeroplane;
 - (b) hold the appropriate class rating or type rating for the aeroplane;
 - (c) have acquired the experience referred to in Regulation **61.31.2**; and
 - (d) have undergone the skill test referred to in Regulation **61.31.3**.

Experience

- 61.31.2** An applicant seeking the endorsement of a tow rating shall have completed **10** tow operations under the supervision of an appropriately fated Grade I or Grade II flight Instructor, or by the holder of a tow rating designated for such purpose in writing by the Commissioner.

Skill test

- 61.31.3 (1)** An applicant seeking the endorsement of a tow rating shall have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tow rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of an aeroplane while having an banner in tow.
- (2) The applicant shall undergo the skill test referred to in Sub-regulation (1), within the **90** days immediately preceding the date of application.

Endorsement of Tow rating

- 61.31.4** The Grade I or Grade II flight instructor who oversees the skill test shall endorse the pilot's logbook.

Privileges of Tow rating

- 61.31.5** The holder of a tow rating shall be entitled to act as pilot-in-command of an aeroplane during tow operations.

SUBPART 32**HELICOPTER SLING LOAD RATING****Requirements for helicopter sling load rating**

- 61.32.1** (1) 'Helicopter sling load' means the external carriage, lowering or picking up of a load, cargo, or passengers by means of a bucket, net, harness, sling or stretcher, suspended beneath the helicopter, and for the purpose of this subpart includes rappelling and towing - towing meaning the towing, lowering and laying down of external cargo that remains in contact with the surface during the helicopter operation.
- (2) An applicant for the issuing of a helicopter sling load rating shall -
- (a) hold a valid commercial or airline transport pilot licence (helicopter);
 - (b) hold the appropriate helicopter class rating or type rating by name;
 - (c) have acquired the experience referred to in regulation **61.32.2**; and
 - (d) have successfully completed the appropriate training referred to in regulation **61.32.3**.

Experience

- 61.32.2** An applicant for the issuing of an helicopter sling load rating shall have completed not less than -
- (a) 250 hours of flight time as pilot-in-command of a helicopter of which not less than five hours flight time of sling load operations shall have been undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid helicopter sling load rating.

Training

- 61.32.3** An applicant for the issuing of an helicopter sling load rating shall have successfully completed the appropriate training as prescribed in Document SA CATS-FCL **61.32.3**.

Skill Test

- 61.32.4** (1) An applicant for the issuing of an helicopter sling load rating shall have demonstrated to an appropriately rated Grade I flight instructor, or to a person designated by the Commissioner in writing for the purpose, the ability to perform as pilot-in-command of an helicopter the procedures and manoeuvres as prescribed in Document SA CATS-FCL **61.32.**, with a degree of competency

appropriate to the privileges granted to the holder of an helicopter sling load rating.

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within the 30 days immediately preceding the date of application.

Application for helicopter sling load rating

61.32.5 An application for the issuing of an helicopter sling load rating shall -

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA CATSFCL 61.32.5; and
- (b) be accompanied by -
 - (i) a copy of the relevant page of the logbook of the applicant;
 - (ii) certified proof that the applicant has successfully completed the training prescribed in regulation 61.32.3; and
 - (iii) the appropriate fee as prescribed in Part 187.

Issuing of helicopter sling load rating

61.32.6 (1) The commissioner shall issue an helicopter sling load rating if the applicant complies with the requirements referred to in regulation **61.32.1, 61.32.4** and 61.32.5.

- (2) An helicopter sling load rating shall be issued in the appropriate format as prescribed in Document SA CATS-FCL 61.32.6.

Privileges of helicopter sling load rating

61.32.7 (1) The holder of an helicopter sling load rating shall be entitled to act in VMC under VFR as pilot-in-command of a helicopter, in respect of which he or she holds the appropriate class rating or type rating by name, engaged in sling load operations:

- (2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the sling load rating is **also** the holder of the night rating, and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.
- (3) Notwithstanding the provisions of subregulation (1), the privileges may be exercised in **IMC** by an appropriately rated helicopter pilot who is **also** the holder of a valid helicopter instrument rating.

Period of validity

61.32.8 An helicopter sling load rating shall be valid as long as the pilot licence held by the holder of the rating is valid, but the privileges of the rating shall not be exercised by the holder thereof unless he or she complies with the provisions of Regulation 61.32.9.

SUBPART 33**HELICOPTER WINCHING RATING****Requirements for helicopter winching rating**

- 61.33.1** (1) Helicopter winching means the external lowering or picking-up of a load, cargo or person by means of a hoist fitted to the side of a helicopter.
- (2) An applicant for the issuing of a helicopter winching rating shall -
- (a) hold a valid commercial or airline transport pilot licence (helicopter);
 - (b) hold the appropriate helicopter type rating;
 - (c) have acquired the experience referred to in Regulation **61.33.2**; and
 - (d) have successfully completed the training referred to in Regulation **61.33.3**.
 - (e) have successfully passed the prescribed skill test referred to in Document **SA-CATS-FCL 61.33.4**.

Experience

- 61.33.2** An applicant for the issuing of a helicopter winching rating shall have completed not less than 250 hours of flight time as pilot-in-command of a helicopter of which not less than five hours flight time of winching operations shall have been undertaken under the supervision of an appropriately rated Grade II or Grade I flight instructor, who is the holder of a valid helicopter winching rating,

Training

- 61.33.3** An applicant for the issuing of a helicopter winching rating shall have successfully completed the appropriate training as prescribed in Document **SA-CATS-FCL 61.33.3**.

Skill Test

- 61.33.4** (1) An applicant for the issuing of an helicopter winching rating shall have demonstrated to an appropriately rated Grade I flight instructor, or to a person designated by the Commissioner in writing for the purpose, the ability to perform as pilot-in-command of an helicopter the procedures and manoeuvres as prescribed in Document **SA-CATS-FCL 61.33.**, with a degree of competency appropriate to the privileges granted to the holder of an helicopter winching rating.

- (2) The applicant shall undergo the skill test referred to in **sub-regulation (1)** within the **30** days immediately preceding the date of application.

Application for helicopter winching rating

- 61.33.5** An application for the issuing of a helicopter winching rating shall -
- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL **61.33.5**; and
 - (b) be accompanied by -
 - (i) a copy of the relevant page of the logbook of the applicant;
 - (ii) certified proof that the applicant has successfully having completed the training prescribed in Regulation **61.33.3**; and
 - (iii) the appropriate fee as prescribed in Part 187.

Issuing of helicopter winching rating

- 61.33.6** (1) The Commissioner shall issue a helicopter winching rating if the applicant complies with the requirements referred to in Regulation **61.33.1, 61.33.4** and **61.33.5**.
- (2) A helicopter winching rating shall be issued on the form prescribed in Document SA-CATS-FCL **61.33.6**.

Privileges of helicopter winching rating

- 61.33.7** (1) The holder of a helicopter winching rating shall be entitled to act as pilot-in-command of a helicopter, engaged in winching operations under VMC, in respect of which he or she holds the appropriate class rating or type rating by name:
- (2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the winching rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.
- (3) The privileges of the helicopter winch rating shall not be exercised in IMC.

Period of validity

- 61.33.8** A helicopter winching rating shall be valid for as long as the pilot licence held by the holder of the rating is valid, but the privileges of the rating shall not be exercised by the holder thereof unless he or she complies with the provisions of Regulation **61.33.9**.

Maintenance of competency

61.33.9 No person shall act as pilot-in-command of a helicopter, engaged in a winching operation, unless within the 6 months immediately preceding the intended flight he or she has performed a winch operation in a helicopter of the same class or type by name either independently or under the supervision of an appropriately rated Grade I or Grade II flight instructor. The pilot's logbook must show clearly each flight engaged in winching operations and if under the supervision of an appropriately rated Grade 1 or Grade 2 flight instructor, that instructor signs the appropriate logbook entry, which must include the instructor's licence number.

SUBPART 34**HELICOPTER GAME OR LIVESTOCK CULL RATING****Requirements for helicopter game or livestock cull rating**

61.34.1 An applicant for the issuing of a helicopter game or livestock cull rating shall –

- (a) hold a valid commercial or airline transport pilot licence (helicopter);
- (b) hold the appropriate class rating or type rating by name; and
- (c) have acquired the experience referred to in regulation **61.34.2**.

Training

61.34.2 An applicant for the issuing of an instrument rating shall have successfully completed the appropriate training as prescribed in Document SA CATS-FCL **61.34.3**.

Experience

61.34.3 An applicant for the issuing of a helicopter game or livestock cull rating shall have completed not less than 100 hours of flight time as pilot-in-command of a helicopter if he or she is the holder of a **commercial or** airline transport pilot licence (helicopter) of which not less than five hours of flight time of game or livestock cull operations shall have been undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid helicopter game or livestock cull rating, or of a pilot designated in writing for the purpose by the Commissioner.

Skill Test

61.34.4 An applicant for an instrument rating shall demonstrate to a Designated Flight Examiner, in a suitable aircraft in the category for which the particular instrument rating is sought, the ability to perform the procedures and manoeuvres prescribed in Document SA CATS-FCL **61.34.4**, with a degree of competency appropriate to the privileges granted to the holder of the instrument rating.

Application for helicopter game or livestock cull rating

61.34.5 An application for the issuing of a helicopter game or livestock **cull** rating shall –

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA CATS-FCL **61.34.5**; and

- (b) be accompanied by -
 - (i) a copy of the relevant page of the logbook of the applicant;
 - (ii) the appropriate fee as prescribed in Part 187.

Issuing of helicopter game or livestock cull rating

- 61.34.6 (1)** The Commissioner shall issue a helicopter game or livestock cull rating if the applicant complies with the requirements referred to in Regulation **61.34.1**.
- (2) A helicopter game or livestock cull rating shall be issued on the appropriate form as prescribed in Document SA CATS-FCL **61.34.6**.

Privileges of the helicopter game or livestock cull rating

- 61.34.7 The holder of a helicopter game or livestock cull rating shall be entitled to act as pilot-in-command of a helicopter engaged in game or livestock cull operations, in respect of which he or she holds the appropriate class rating or type rating by name: Provided that the holder of a private pilot licence (helicopter) may not do so for hire or reward or while engaged in a commercial air transport operation (as defined in Part 1 of the Regulations).

Period of validity

- 61.34.8 A helicopter game or livestock cull rating shall be valid for as long as the pilot licence held by the holder of the rating is valid.

Maintenance of competency

- 61.34.9** No person shall act as pilot-in-command of a helicopter, engaged in game or livestock culling operation, unless within the 12 months immediately preceding the intended flight he or she has performed a game or livestock culling operation in a helicopter of the same class or type by name either independently or under the supervision of an appropriately rated Grade I or Grade II flight instructor.

SUBPART 35**AGRICULTURAL PILOT RATING****Requirements for agricultural pilot rating**

- 61.35.1** An applicant for the issuing of an agricultural pilot rating shall -
- (a) hold a valid commercial or airline transport pilot licence;
 - (b) hold the appropriate class or type rating;
 - (c) hold a current pest control operator's certificate Issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947);
 - (d) have acquired the experience referred to in regulation **61.35.2**; and
 - (e) have undergone the skill test referred to in regulation **61.35.3**.

Experience

- 61.35.2** (1) An applicant for the issuing of an agricultural pilot rating shall have completed not less than **300** hours of flight time, which shall include not less than 30 hours in the case of aeroplanes and **10** hours in the case of helicopters, of flight experience in aerial application under supervision.
- (2) At least 2 hours of the flight experience referred to in sub-regulation (1) shall be dual instruction conducted by the holder of an appropriately rated Grade I or a Grade II flight instructor rating who shall be the holder of the appropriate category, class or type rating and the agricultural pilot rating. The balance of the prescribed flight experience may be conducted under the supervision of the holder of a valid commercial or airline transport pilot licence (aeroplane or helicopter, as the case may be) with an agricultural pilot rating, designated by the Commissioner in writing for the purpose.

Skill test

- 61.35.3** (1) An applicant for the issuing of an agricultural pilot rating shall have demonstrated to an appropriately rated Grade I flight instructor with an agricultural pilot rating, or to a person designated by the Commissioner in writing for the purpose, the ability to perform as pilot-in-command of an aeroplane, helicopter or microlight aeroplane, as the case may be, the procedures and manoeuvres as prescribed in Document SA CATS-FCL **61.35.**, with a degree of competency appropriate to the privileges granted to the holder of an agricultural pilot rating.

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within the 30 days immediately preceding the date of application.
- (3) The skill test referred to in sub-regulation (1) shall be carried out in an aeroplane, helicopter or microlight aeroplane, as the case may be, that is equipped with dispensing apparatus and has been certified for agricultural aerial applications in terms of Part 21 or Part 24, as the case may be.

Application for agricultural pilot rating

61.35.4 An application for an agricultural pilot rating shall -

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA CATSCCL 61.35; and
- (b) be accompanied by -
 - (i) a certified true copy of the valid pest control operator's certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947;
 - (ii) a copy of the relevant page of the logbook of the applicant;
 - (iii) the skill test report as prescribed in Document SA CATS-FCL 61.35; and
 - (iv) the appropriate fee as prescribed in Part 187.

Issuing of agricultural pilot rating

61.35.5 (1) The Commissioner shall issue an agricultural pilot rating if the applicant complies with the requirements referred to in Regulation 61.35.1.

- (2) An agricultural pilot rating shall be issued in the format prescribed in Document SA CATS-FCL-61.35.

Privileges of agricultural pilot rating

61.35.6 The holder of an agricultural pilot rating shall be entitled to act as pilot-in-command of an agricultural aircraft, engaged in agricultural aerial applications, in respect of which he or she is the holder of the appropriate class rating or type rating by name.

Period of validity

61.35.7 An agricultural pilot rating shall be valid as long as the pilot licence and the pest control operator's certificate, referred to in Regulation 61.35.1(c), held by the holder of the rating, remain valid.

Maintenance of competency

- 61.35.8 (1)** The holder of a agricultural pilot rating shall not act as pilot-in-command of an agricultural aircraft, unless such pilot has —
- (a) within the 12 months immediately preceding the flight, conducted at least 5 hours of agricultural flight time; or
 - (b) Undergo a skill test as per Regulation **61.35.3**, which shall be endorsed in the pilot's **logbook**;

SUBPART 36**DESIGNATED FLIGHT EXAMINERS****Role of Designated Flight Examiners**

61.36.1 Designated Flight Examiners (DFE) are persons with considerable experience as pilots and as instructors. They conduct skill tests and proficiency checks on behalf of the Civil Aviation Authority for the initial issue, revalidation or reissue of pilot licences and ratings as required by this Part of the Regulations.

Categories of designated flight examiners

- 61.36.2** (1) Designation of flight examiners may be in one or more of the following categories -
- (a) Designated Flight Examiner I (DFE I);
 - (b) Designated Flight Examiner II (DFE II);
 - (c) Designated Flight Examiner III (DFE III);
 - (d) Approved Person to act as Designated Flight Examiner.
- Note:** Any reference in this subpart to 'examiner' shall mean a reference to each and every category of the above examiners.
- (2) Designation in any of the categories referred to in Sub-regulation (1) may be in any of the aircraft categories and will be indicated in parenthesis after the designation by the letters A, H, G, B, P or S for Aeroplane, Helicopter, Glider, Free Balloon, Powered-lift or Airship respectively.
- (3) Examiners may be designated in more than one of the aircraft categories, referred to in Sub-regulation (2), provided that they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which authorisation is sought.
- (4) To provide for exceptional circumstances, the Commissioner may, on written application, appoint a person to act as a Designated Flight Examiner, for a period of not exceeding 3 months, for the purposes of instrument rating renewals, class and type rating renewals and initial type ratings, where no suitably qualified South African Designated Flight Examiner is available. The Commissioner shall issue such designation in writing subject to the payment of the relevant fee referred to in Part 187. In order to be considered for this purpose, the applicant shall meet at least the following minimum experience and qualification levels -
- (a) Hold the equivalent examiner designation, or qualifications as those prescribed in paragraph (b) of Sub-regulation 61.36.3(1), issued by the appropriate authority of a contracting state acceptable to the Commissioner; or
 - (b) Hold at least a valid airline transport pilot licence; and

- (c) Have accumulated not less than 2 000 flying hours, of which **at least** -
 - (i) 100 hours shall be instrument flight time;
 - (ii) 50 hours shall be night flight time; and
 - (iii) 100 hours shall be as pilot in command on type; and
- (d) In the case of a type rating, the applicant shall have accumulated not less than 100 hours as instructor on type;
- (e) In the case where the applicant does not hold the equivalent of a South African Grade II flight instructor rating, such person shall be required to act under the supervision of a suitably qualified instructor, a appointed DFE or a CAA official examiner.

General requirements

61.36.3 An applicant for the designation as Designated Flight Examiner shall –

- (a) be at least 21 years of age;
- (b) hold a valid licence and ratings, issued in terms of this Part, at least equal to the licence and ratings for which he or she seeks authorisation to conduct skill tests or proficiency checks and, unless specified otherwise, the appropriate valid flight instructor rating and endorsements;
- (c) be qualified to act as pilot-in-command of the aircraft during a skill test or proficiency check contemplated in Sub-regulation 61.36.1 3(1);
- (d) meet the applicable experience requirements as prescribed in Regulation 61.36.4;
- (e) have attended a flight examiner assessment course, as prescribed in Document SA CATS-FCL 61;
- (f) have conducted at least one skill test in the role of a candidate examiner for which designation is sought, including briefing, conduct of the skill test, assessment of the person to whom a skill test is given, de-briefing and recording / documentation. This 'Examiner Designation Acceptance Test' shall be supervised by an Official Flight Examiner of the CAA or by a Designated Flight Examiner appointed for the purpose by the Commissioner;
- (g) be currently active in the field of aviation for which the designation is sought;
- (h) prior to initial appointment, appear before and be approved by a panel constituted for the purpose by the Commissioner;

Specific Requirements

61.36.4 In addition to the general requirements prescribed in Regulation 61.36.3, the following specific requirements shall apply, as applicable -

- (1) An applicant for designation as a Designated Flight Examiner III (Aeroplanes) (DFE III(A)) shall meet the following requirements:
 - (a) Hold at least a valid commercial pilot licence (aeroplane) with **current** instrument rating and Grade I or Grade II flight instructor rating;
 - (b) Have **accumulated** in aeroplanes not less than 1 000 flying hours, of which at least -
 - (i) 50 hours shall be night flight time;
 - (ii) 50 hours shall be instrument flight time; and
 - (iii) 500 hours shall be flight instruction time.
- (2) An applicant for designation as a Designated Flight Examiner II (Aeroplanes) (DFE II (A)) shall meet the following requirements-
 - (a) Hold at least a valid airline transport pilot licence (aeroplane) and a valid Grade I flight instructor rating;
 - (b) Have accumulated in aeroplanes not less than 2 000 flying hours, of which at least -
 - (i) 250 hours shall be in multi-engine aeroplanes;
 - (ii) 100 hours shall be instrument flight time; and
 - (iii) 100 hours shall be flight instruction time on multi-engine aeroplanes.
 - (c) A Designated Flight Examiner II (Aeroplanes) who requires authorisation to act as examiner for the issue, validation, conversion or reissue of any of the following ratings -
 - (i) multi-engine class or first multi-engine type rating;
 - (ii) instrument rating;
 - (iii) flight instructor rating;
 - (iv) single-engine turbine class rating.

shall meet the applicable experience requirements for the particular authorisation as prescribed for a Designated Flight Examiner I in paragraph (3)(b)(ii) to (vii) below.

- (3) An applicant for designation as a Designated Flight Examiner I (Aeroplanes) (DFE I(A)) shall meet the following requirements -
 - (a) Hold at least a valid airline transport pilot licence (aeroplane) and a valid Grade I flight instructor rating;
 - (b) Have accumulated in aeroplanes not less than 3 000 flying hours, of which at least -
 - (i) 500 hours shall be in a multi-crew environment;
 - (ii) 100 hours shall be instrument flight time;
 - (iii) 500 hours shall be in multiengine aeroplanes;
 - (iv) 200 hours shall be flight instruction time on multi-engine aeroplanes;

- (v) 50 hours shall be flight instruction on turbine-engine aeroplanes;
 - (vi) 250 hours shall be instrument flight instruction time; and
 - (vii) 50 hours shall be flight instruction time towards a flight instructor rating;
 - (viii) 250 hours shall be instruction time in an FSTD.
- (4) An applicant for designation to act as examiner in a skill test or a proficiency check in respect of an aeroplane ~~sea/amphibian~~ rating, an aeroplane agricultural pilot rating, a conventional microlight aeroplane rating, or a touring glider rating, shall be the holder of the applicable valid rating.
- (5) An applicant for designation as a Designated Flight Examiner III (Helicopters) (DFE III(H)) shall meet the following requirements-
- (a) Hold at least a valid commercial pilot licence (~~helicopter~~) with current night and flight instructor ratings;
 - (b) Have accumulated in helicopters not less than 1 000 hours flying hours, of which at least-
 - (i) 50 hours accumulated at night; and
 - (ii) 250 hours shall be flight instruction time.
- (6) An applicant for designation as Designated Flight Examiner II (Helicopters) (DFE II(H)) shall meet the following requirements -
- (a) Hold at least a valid commercial pilot licence (helicopters) with current night and flight instructor ratings; ,
 - (b) Have accumulated in helicopters not less than 2 000 flying hours, of which at least -
 - (i) 100 hours accumulated in multi-engine helicopters; and
 - (ii) 500 hours shall be flight instruction time.
 - (c) A Designated Flight Examiner II (Helicopters), who requires authorisation to act as examiner for the issue, validation, conversion or reissue of any of the following ratings -
 - (i) night rating;
 - (ii) type rating for single-engine turbine helicopters;
 - (iii) type rating for a helicopter with an MCM in excess of **3,175kg**;
 - (iv) multiengine rating;
 - (v) multi-crew rating;
 - (vi) instrument rating; and
 - (vii) flight instructor rating;

shall meet the applicable experience requirements as prescribed for a Designated Flight Examiner I (Helicopters) in paragraph (7)(b) below.

- (7) An applicant for designation as a Designated Flight Examiner I (Helicopters) (DFE I(H)) shall meet the following requirements:
- (a) Hold at least a valid airline transport pilot licence (Helicopter) **and** valid instrument and flight instructor ratings;
 - (b) Have accumulated in helicopters not less than 3 000 hours flying hours, of which at least -
 - (i) 500 hours accumulated in multi-engine helicopters;
 - (ii) 300 hours accumulated in a multi-crew environment;
 - (iii) 100 hours shall be instrument flight time; and
 - (iv) 1 000 hours shall be Right instruction time, of which at least -
 - (aa) 100 hours shall be flight instruction time on multi-engine helicopters;
 - (bb) 50 hours shall be instrument flight instruction time; and
 - (cc) 50 hours shall be flight instruction time towards a flight instructor rating.
- (8) An applicant for authorisation to act as examiner in a skill test or a proficiency check in respect of a helicopter sea rating, a helicopter agricultural pilot rating, a helicopter sling load rating, a helicopter winching rating, or a helicopter game or livestock cull rating, shall be the holder of the applicable valid rating.
- (9) An applicant for designation as a Designated Flight Examiner I and II, aeroplane and helicopters, shall, prior to conducting a skill test in a FSTD, have conducted a similar test under the supervision of 8 DFE who has experience at examining skill tests in a FSTD.

Application

- 61.365 (1) An applicant for designation as flight examiner shall be made to the Commissioner on the form prescribed in Document SA CATS-FCL 61.36.5 and be accompanied by -
- (a) original or certified copy of the two most recent pages of the **applicant's** flying logbook indicating flying experience ;
 - (b) proof of holding the required valid licence;
 - (c) original **or** certified **proof** of the applicant having attended the flight examiner assessment course as prescribed in Sub-regulation 61.36.3(1)(e);
 - (d) **original** or certified proof of the applicant having passed the examiner designation acceptance test as prescribed in Sub-regulation 61.36.3(1)(f);
 - (e) a letter to motivate the reasons the applicant believes they should be considered for designation; and
 - (f) the applicable fee as prescribed in Part 187.

- (2) Any incorrect, false or misleading information given or made in the application, including any supporting documentation, shall disqualify the applicant.
- (3) If any incorrect, false or misleading information, subsequent to an application being approved, comes to light, the DFE will be subject to the suspension and withdrawal criteria as prescribed in Regulation 61.01.15., and may be subject to -
 - (a) Criminal proceedings being instituted in terms of Part 185;
 - (b) Any tests that may have been conducted by the applicant being rendered null and void ;

Issuing of designation

- 61.36.6** (1) The Commissioner may, but is not compelled to, issue a **designation as flight examiner if the applicant -**
- (a) meets the requirements prescribed in Regulations 61.36.3 and 61.36.4;
 - (b) has a good record as a pilot and as flight instructor as far as safety and adherence to the Regulations are concerned; and
 - (c) signs an undertaking to abide by the Code of Conduct for DFE's as compiled by the Commissioner.
- (2) The designation as examiner shall be issued on the form prescribed in Document SA CATS-FCL 61.36.6, indicating the period for which the designation is valid, its category, and any endorsements, restrictions or limitations that may apply.
- (3) Where designation is refused, notwithstanding that the applicant meets the requirements referred to in Sub-regulation (1)(a), the Commissioner shall supply the applicant in writing with the reasons for the refusal.

Period of validity

- 61.36.7** An initial designation as examiner is issued for a maximum period of one year from date of appointment.

Re-designation

- 61.36.8** (1) Applications for re-designation shall be made annually on the form prescribed in Document SA CATS-FCL 61.36.8, to reach the Commissioner by not less than 90 days prior to the beginning of the month in which the appointment expires, together with the non-refundable fee as prescribed in Part 187.
- (2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a Designated Flight Examiner after the expiry date.
- (4) Designation of applicants is at the discretion of the Commissioner. The commissioner shall publish quarterly, in an aeronautical information circular, the names and details of designated flight examiners appointed to service the General Aviation sector.

Reissue

61.36.9 Where the validity of designation as examiner has expired, it may be reissued after the applicant submits an application, meeting all the requirements prescribed in Regulation 61.36.5 as for a first issue.

Designation, Oversight, Suspension and Withdrawal

- 61.36.10 (1)** A designation to act as flight examiner is a privilege and not a right. The examiner conducts tests or checks on behalf of the Civil Aviation Authority.
- (2)** The Commissioner will exercise oversight in respect of designated flight examiners for the purposes of maintenance of flight and safety standards. Accordingly, where the Commissioner has reasonable grounds to suspect misconduct, which could lead to the compromising of flight safety, the person's designation as flight examiner may be suspended or revoked at any time and by any appropriate means. Any verbal suspension or withdrawal issued by ~~the~~ Commissioner shall be followed up in writing and dealt with **mutatis mutandis** as set out in Regulation 61.01.15.
- (3)** The Commissioner shall provide in writing reasons for the suspension, withdrawal, or curtailment. Such reasons do not necessarily have to be of a negative nature or reflect badly on the individual, but could be, for example, a desire to have all tests or checks conducted by Official Examiners in the employ of the Authority.

Privileges and limitations

- 61.36.11 (1)** The Commissioner will determine the privileges and limitations of a Designated Flight Examiner dependent upon the applicant's qualifications, recent and total flight experience and will be indicated on the certificate issued by the Commissioner. The privileges and limitations will be set out in terms of the following guidelines -
- (a) In the case of a DFE III (A), to conduct ~~the~~ skill tests / proficiency checks for the issue, revalidation or reissue of private pilot licences (aeroplane) and single engine class ratings up to a MCM of 5700 kg;
- (b) In the case of a DFE III (H), to conduct the skill tests / proficiency checks for the issue, revalidation or reissue of private pilot licences (helicopter) and any ratings for any single-engine, single pilot helicopter with an MCM of 3 175 kg or less;
- (c) In the case of a DFE II (A): to exercise the privileges of a DFE III (A), and to conduct the skill tests / proficiency checks -
- (i) for the issue, revalidation or reissue of commercial pilot **licences** (aeroplane);

- (ii) for the issue, revalidation or reissue of instrument ratings, flight instructor ratings, class ratings and type ratings, provided he or she has the appropriate flight instructor endorsements, and – if applicable – meet the appropriate requirements prescribed in Regulation 61.36.4; and
 - (iii) for the revalidation of FSTD instructor authorisations (aeroplane), provided he or she holds a valid FSTD instructor authorisation (aeroplane).
- (d) In the case of a DFE II (H): to exercise the privileges of a DFE III (H), and to conduct the skill tests / proficiency checks –
- (i) for the issue, revalidation or reissue of commercial pilot licences (helicopter);
 - (ii) for the issue, revalidation or reissue of night ratings, instrument ratings, flight instructor ratings, and of type ratings for single-pilot, single-engine helicopters with an MCM in excess of 3175 kg, on multi-engine helicopters, and on helicopters requiring a flight crew of more than one pilot, provided he or she has the appropriate flight instructor endorsement, and – if applicable – meet the appropriate requirements prescribed in Regulation 61.36.4; and
 - (iii) for the revalidation of FSTD instructor authorisations (helicopter), provided he or she holds a valid FSTD instructor authorisation (helicopter).
- (e) In the case of a DFE I (A): to exercise the privileges of a DFE II (A), and to conduct the skill tests / proficiency checks for the issue, revalidation or reissue of airline transport pilot licences (aeroplane), and a type rating for any aeroplane on which he or she is instructor rated;
- (f) In the case of a DFE I (H): to exercise the privileges of a DFE II (H), and to conduct the skill tests / proficiency checks for the issue, revalidation or reissue of airline transport pilot licences (helicopter);
- (g) In the case of a person designated in terms of Regulation 61.36.2(4): to exercise the privileges granted to him or her by the Commissioner.
- (h) Whenever a skill test or proficiency check invokes a rating for special purposes the examiner shall be the holder of such special purpose rating.
- (2) The privileges listed in Sub-regulation (1)(a) to (9) may also be exercised in respect of proficiency checks for the validation or conversion of foreign pilot licences or ratings.
- (3) Where a designated flight examiner exercises the privileges of his designation as an observer in flight or in a FSTD, and not as a required flight crew member, the holder is not required to hold a valid medical certificate.

- (4) A designated flight examiner shall limit the number of skill tests and proficiency checks to maximum of four tests or checks per working day, subject to the limitations of Part 91 or the operator's flight and duty time limitations as filed with the Commissioner.
- (5) The designated flight examiner shall not conduct a flight test unless-
 - (a) in the case of a large aeroplane, he or she has flown as a pilot a minimum of 20 hours in the type of aeroplane in the past 12 months, and has conducted at least 2 skill tests, or proficiency checks or 10 hours of instruction in the applicable aeroplane or FSTD;
 - (b) in the case of a helicopter with an MCM in excess of 3175 kg, he or she has flown as a pilot a minimum of 50 hours in the type of helicopter in the past 12 months, and has conducted at least 2 skill tests, or proficiency checks or 50 hours of instruction in the applicable helicopter or FSTD.
- (6) The designated flight examiner shall not conduct a flight test -
 - (a) in the case of aeroplanes with an MCM of 5700kg or less, unless he or she has conducted a minimum of 20 hours of flight instruction in an aeroplane of the same class or type, in the past 12 months;
 - (b) In the case of helicopters of 3175 kg or less, unless he or she has conducted a minimum of 50 hours of flight instruction in aircraft of the same class or type, in the past 12 months.

Crew member status

- 61.36.12 (1)** When an examiner in an aircraft acts as a required flight crew member or as pilot-in-command when conducting a skill test or proficiency check, he or she shall do so only by prior written agreement, proof of which shall be retained at the point of departure.
- (2) In all other cases the status of the examiner shall be that of observer.

Conducting of skill test and proficiency check

61.36.13

Guidelines in respect of conducting skill tests and proficiency checks are contained in Document SA CATS-FCL 61.36.13.

Logging of flight time

- 61.36.14 (1)** When acting as flight examiner and occupying a pilot seat, whether as the designated pilot-in-command or not, and provided the examiner holds the appropriate valid class or type rating, the flight time may be logged as pilot-in-command time. Furthermore, the flight time may be logged as flight instructor time, in the capacity of examiner, if the examiner holds the appropriate valid flight instructor rating.

- (2) When a flight examiner administers a skill test or proficiency *check* from a seat, other than a pilot seat, he or she may log the night time as co-pilot time, provided he or she holds the appropriate valid rating for the particular aircraft, but may not log the time as flight instructor time.
- (3) Flight time accumulated as a designated flight examiner shall be marked in the remarks COLUMN as designated flight examiner (DFE) time. Flight time accumulated as an Approved Person to act as Flight Examiner shall be marked in the remarks COLUMN as Approved Person to act as Flight Examiner (APFE) time as per example in Document SA CATS-FCL 61.13.14.

Register of designated flight examiners

- 61.36.15** (1) The Commissioner shall keep a register of designated flight examiners and of approved persons to act as flight examiner, which register shall contain the following details -
- (a) name;
 - (b) category and privileges of the designation, or approval;
 - (c) licences and ratings held; and
 - (d) expiry date.

Transitional Arrangements

- 61.36.16** (1) The Designated flight Examiner authorisation in existence at the time of promulgation of this Subpart shall expire six months from the date of promulgation.
- (2) In terms of Part 183.00.3 all current Designated Flight Examiners may continue to exercise the privileges of their designation for a period of six months following the promulgation of this Subpart.
 - (3) Current Designated Flight Examiners who wish to be considered for appointment as Designated Flight Examiners, in terms of this Part, are required to submit an application as detailed in this Subpart, at least 90 days before the date of expiry.
 - (4) The Commissioner may exempt the applicant as contemplated in Sub-regulation (3) from one or more of the requirements set out in Regulation 61.36.3 (e), (f) and (h).

11.2 MOTIVATION

Part 61 has never been put into operation. The Part is under review to bring it in line with ICAO requirements and to align South African Regulations with best international practices.

11.3 CURRENT REGULATIONS

Chapters 1 to 3 of the Air Navigation Regulations, 1976, are currently in force and are available on the CAA website.

PROPOSED AMENDMENTS OF SA CATS DOCUMENTS, which have been approved for publication for comment, are published on the CAA website, www.caa.co.za. Such comments are to reach the CARCOM Secretariat by no later than 12 June 2006.
