
GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 464

25 May 2007

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 (CARCOM) hereby publishes for 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. Jabulane Mashinini or Mr. Herman Wildenboer, Private Bag 73 Halfway House, 1685, fax: (011) 545-1201, or e-mail at mashininij@caa.co.za or wildenboerh@caa.co.za, before or on 25 June 2007.

SCHEDULES 1-6

Proposer

Civil Aviation Authority
Ikhaya Lokundiza
Building 16
Treur Close
WaterFall Park
Bekker Street
Midrand

Explanation of interest of the Proposer

The Proposer administers the Aviation Act of 1962 (Act No. 74/1962) and the regulations and technical standards issued in terms thereof.

1.0 PROPOSAL TO AMEND REGULATION 21.01.1 OF PART 21 OF THE CNIL AVIATION REGULATIONS (APPLICABILITY)

1.1 It is proposed to amend regulation **21.01.1** of the Regulations by the substitution for the said regulation of the following regulation:

"21.01.1 (1) this part shall apply to –

- (a) The type certification of products to be manufactured in the Republic;
- (b) the approval of changes to type certificates;
- (c) the type acceptance certification of products to be imported into the Republic;
- (d) the issuing of supplemental type certificates;
- (e) the issuing of production certificates;
- (f) the airworthiness certification of aircraft;
- (g) the approval of parts and appliances to be manufactured in the Republic;
- (h) the approval of parts and appliances to be imported into the Republic;
- (i) the issuing of export airworthiness approvals; and
- (j) the issuing of ZA-TSO authorisations.

(2) This part shall not apply in respect of any –

- (a) hang glider;
- (b) paraglider;
- (c) unmanned free balloon;
- (d) captive balloon;
- (e) kite;
- (f) model aircraft;
- (g) parachute;
- (h) powered paraglider;
- (i) rigid airship; or
- (j) unmanned aerial vehicle."

1.2 MOTIVATION

No airworthiness design standards exist for rigid airships and unmanned aerial vehicles. The proposed amendment intends to align with the proposed amendment of SA-CATS-AR 21.02.3 and SA-CAR 21.01.2.

1.3 CURRENT REGULATION

"21.01.1 (1) This part shall apply to –

- (a) The type certification of products to be manufactured in the Republic;
- (b) the approval of changes to type certificates;
- (c) the type acceptance certification of products to be imported into the Republic;
- (d) the issuing of supplemental type certificates;
- (e) the issuing of production certificates;
- (f) the airworthiness certification of aircraft;
- (g) the approval *of* parts and appliances to be manufactured in the Republic;
- (h) the approval of parts and appliances to be imported into the Republic;
- (i) the issuing of export airworthiness approvals; and
- (j) the issuing *of* ZA-TSO authorisations.

(2) This part shall not apply in respect of any –

- (a) hang glider;
- (b) paraglider;
- (c) unmanned free balloon;
- (d) captive balloon;
- (e) kite;
- (f) model aircraft;
- (g) parachute; or
- (h) powered paraglider."

2.0 PROPOSAL TO AMEND REGULATION 21.01.2 OF PART 21 OF THE CNIL AVIATION REGULATIONS (TYPES OF AIRCRAFT)

2.1 It is proposed to amend regulation 21.01.2 *of* the Regulations by the substitution for the said regulation of the following regulation:

"21.01.2 (1) For the purposes of the regulations in this part, the types of aircraft are –

- (a) Gliders, power-assisted gliders and touring gliders;
- (b) very light aeroplanes;
- (c) aeroplanes of normal, utility, acrobatic and commuter categories;
- (d) aeroplanes *of* the transport category;
- (e) rotorcraft of the normal category;
- (f) rotorcraft of the transport category;
- (g) manned free balloons; and
- (h) non-rigid airships.

- (2) The airworthiness design standards for each type of aircraft referred to in sub-regulation (1), are those referred to in regulation 21.02.3.”

2.2 MOTIVATION

No airworthiness design standards exist for rigid airships and unmanned aerial vehicles. By removing these redundant references, the proposed amendment intends to align with the proposed amendment of SA-CATS-AR 21.02.3.

2.3 CURRENT REGULATION

“21.01.2 (1) For the purposes of the regulations in this part, the types of aircraft are –

- (k) Gliders, power-assisted gliders and touring gliders;
- (l) very light aeroplanes;
- (m) aeroplanes of normal, utility, acrobatic and commuter categories;
- (n) aeroplanes of the transport category;
- (o) rotorcraft of the normal category;
- (p) rotorcraft of the transport category;
- (q) manned free balloons;
- (r) non-rigid airships;
- (s) rigid airships; and
- (t) unmanned aerial vehicles.

- (2) The airworthiness design standards for each type of aircraft referred to in sub-regulation (1), are those referred to in regulation 21.02.3.”

3.0 PROPOSAL TO AMEND REGULATION 65.01.3 OF PART 65 OF THE CIVIL AVIATION REGULATIONS (CONVERSION OF LICENCE OR RATING ISSUED BY APPROPRIATE AUTHORITY)

3.1 It is proposed to amend regulation 65.01.3 of the Regulations by the substitution for the said sub-regulations (3) and (5) of the following sub-regulations:

- “(3) A license or rating issued by an appropriate authority may be recognised by the Commissioner subject to the same restrictions which apply to such licence or rating.”

- “(5) The holder of a licence or rating issued by an appropriate authority and converted by the Commissioner, shall at all times comply with the regulations in this Part.”

3.2 MOTIVATION

The proposed amendment intends to delete redundant references to additional requirements and conditions ~~as~~ prescribed in Document SA-CATS-ATSPL.

3.3 CURRENT REGULATION

- “(1) The holder of a licence or rating issued ~~by~~ an appropriate authority, who desires to obtain a licence or rating issued under this part, shall apply to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL, for a conversion of such licence or rating.
- (2) The application for a conversion referred to in sub-regulation (1) shall be accompanied by -
- (a) the appropriate fee as prescribed in Part 187;
 - (b) a certified true copy of the licence to which the conversion pertains;
 - (c) a medical certificate; and
 - (d) in the case of an application for the conversion of a licence or rating for the purposes of being employed as an air traffic service personnel member in the Republic, a temporary work permit or permanent residency permit and a letter of appointment from a South African employer who requires the services of the applicant.
- (3) A licence or rating issued by an appropriate authority may be recognised by the Commissioner subject ~~to~~ the same restrictions which apply to such licence or rating and in accordance with and subject to the requirements and conditions as prescribed in Document SA-CATS-ATSPL.
- (4) A licence or rating **issued** by an appropriate authority may be converted by the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL.

- (5) The holder of a licence or rating issued by an appropriate authority and converted by the Commissioner, shall at all times comply with the regulations in this part and the requirements and conditions as prescribed in Document SA-CATS-ATSPL.”.

4.0 PROPOSAL TO AMEND REGULATION 145.02.17 OF PART 145 OF THE CIVIL AVIATION REGULATIONS (AIRWORTHINESS DATA)

- 4.1** It is proposed to amend regulation **145.02.17** of the Regulations by the substitution for the said regulation of the following regulation:

- 145.02.17(1)** The holder of an aircraft maintenance organization approval with a Category A rating shall –
- (a) keep all airworthiness data necessary to support the maintenance work performed by the aircraft maintenance organisation; and
 - (b) make the airworthiness data available to all personnel who need access to such data to discharge their allocated responsibilities.
- (2) The airworthiness data referred to in sub-regulation (1) shall include all relevant data issued by –
- (a) the Commissioner; and
 - (b) the holder of a type certificate issued –
 - (i) in terms of Part **21**; or
 - (ii) by an appropriate authority.
- (3) The Commissioner may classify data issued by an appropriate authority or the holder of a type certificate as mandatory, in which case the holder of an approval with a Category A rating shall keep such data.
- (4) The holder of an approval with a Category A rating shall establish a procedure to control and amend the data referred to in sub-regulations (1), (2) and (3).
- (5) If the holder of an approval with a Category A rating intends to produce its own airworthiness data, additional to the data referred to in sub regulation (1), such holder shall establish a procedure for producing and controlling such additional data.”

4.2 MOTIVATION

The proposed deletion intends *to* remove a redundant reference to Document SA-CATS-AMO. There has been no need over the past decade for the Commissioner to classify data issued by an appropriate authority or the holder of a type certificate as mandatory. The reference may be reintroduced as and when the need arises.

4.3 CURRENT REGULATION

- “145.02.17 (1) The holder of an aircraft maintenance organization approval with a Category A rating shall –
- (a) keep all airworthiness data necessary to support the maintenance work performed by the aircraft maintenance organisation; and
 - (b) make the airworthiness data available to all personnel who need access to such data to discharge their allocated responsibilities.
- (2) The airworthiness data referred to in sub-regulation (1) shall include all relevant data issued by –
- (a) the Commissioner; and
 - (b) the holder of a type certificate issued –
 - (i) in terms of Part 21; or
 - (ii) by an appropriate authority.
- (3) The Commissioner may classify in Document SA-CATS-AMO, data issued by an appropriate authority or the holder of a type certificate as mandatory, in which case the holder of an approval with a Category A rating shall keep such data.
- (4) The holder of an approval with a Category A rating shall establish a procedure *to* control and amend the data referred to in sub-regulations (1), (2) and (3).
- (5) If the holder of an approval with a Category A rating intends to produce its own airworthiness data, additional to the data referred to in sub-regulation (1), such holder shall establish a procedure for producing and controlling such additional data.”

5.0 PROPOSAL TO AMEND REGULATION 145.03.17 OF PART 145 OF THE CIVIL AVIATION REGULATIONS (AIRWORTHINESS DATA)

5.1 It is proposed to amend regulation 145.03.17 of the Regulations by the substitution for the said regulation of the following regulation:

- "145.03.17 (1)** The holder of an aircraft maintenance organization approval with a Category B rating shall –
- (c) keep all airworthiness data necessary to support the maintenance work performed by the aircraft maintenance organisation; and
 - (d) make the airworthiness data available to all personnel who need access to such data to discharge their allocated responsibilities.
- (2)** The airworthiness data referred to in sub-regulation (1) shall include all relevant data issued by –
- (c) the Commissioner; and
 - (d) the holder of a type certificate issued –
 - (i) in terms of Part 21; or
 - (ii) by an appropriate authority.
- (3)** The Commissioner may classify data issued by an appropriate authority or the holder of a type certificate as mandatory, in which case the holder of an approval with a Category B rating shall keep such data.
- (4)** The holder of an approval with a Category B rating shall establish a procedure to control and amend the data referred to in sub-regulations (1), (2) and (3).
- (5)** If the holder of an approval with a Category B rating intends to produce its own airworthiness data, additional to the data referred to in sub-regulation (1), such holder shall establish a procedure for producing and controlling such additional data."

5.2 MOTIVATION

The proposed deletion intends to remove a redundant reference to Document SA-CATS-AMO. There has been no need over the past decade for the Commissioner to classify data issued by an appropriate authority or the holder of a type certificate as mandatory. The reference may be reintroduced as and when the need arises.

5.3 CURRENT REGULATION

- "145.03.17 (1) The holder of an aircraft maintenance organization approval with a Category B rating shall –
- (u) keep all airworthiness data necessary to support the maintenance work performed by the aircraft maintenance organisation; and
 - (v) make the airworthiness data available to all personnel who need access to such data to discharge their allocated responsibilities.
- (2) The airworthiness data referred to in sub-regulation (1) shall include all relevant data issued by –
- (c) the Commissioner; and
 - (d) the holder of a type certificate issued –
 - (i) in terms of Part 21; or
 - (ii) by an appropriate authority.
- (3) The Commissioner may classify in Document SA-CATS-**AMO**, data issued by an appropriate authority or the holder of a type certificate as mandatory, in which case the holder of an approval with a Category B rating shall keep such data.
- (4) The holder of an approval with a Category B rating shall establish a procedure to control and amend the data referred to in sub-regulations (1), (2) and (3).
- (5) If the holder of an approval with a Category B rating intends to produce its own airworthiness data, additional to the data referred to in sub-regulation (1), such holder shall establish a procedure for producing and controlling such additional data."

6.0 PROPOSAL TO AMEND REGULATION 172.03.12 OF PART 172 OF THE CNIL AVIATION REGULATIONS (DUTIES OF HOLDER OF APPROVAL)

- 6.1 It is proposed to amend regulation 145.03.17 of the Regulations by the substitution for the said regulation of the following regulation:

- “(a) provide the services listed in its manual of procedure and comply with the required standards, in accordance with the standards and procedures as prescribed in Document SA-CATS-ATS-SP;
- (b) hold at least one complete and current copy of its manual or procedure referred to in regulation 172.03.1, at each air traffic service unit specified in the manual of procedure;
- (c) comply with all procedures detailed in the manual of procedure;
- (d) make each applicable part of the manual of procedure available to the personnel who require those parts to carry out their duties;
- (e) continue to comply with the appropriate requirements prescribed in this Part;
- (f) keep the records of all internal inspections conducted in terms of regulation 172.03.15 for a period of five years from the date of each inspection;
- (g) furnish the Commissioner with the en route facility financial data and en route facility traffic statistics as prescribed in Document SA-CATS-ATS;
- (h) replace or upgrade any obsolete installation;
- (i) apply the procedures as prescribed in Document SA-CATS-ATS, when notified of an accident or incident in terms of regulation 12.02.1, 12.02.2 or 12.02.3, as the case may be; and
 - (j) investigate any air traffic service incident of which such holder is notified in terms of regulation 12.02.2(3) and report to the investigator-in-charge in the appropriate form as prescribed in Document SA-CATS-ATS.”

6.2 MOTIVATION

The proposed amendment intends to require the holder of an approval in SA-CAR 172.03.12(a) to provide the services listed in its manual of procedure and comply with the required standards, in accordance with the procedures and standards as prescribed in Document SA-CATS-ATS-SP, which document replaces the air traffic control instructions referred to in SA-CAR 172.03.12(h). The reference to air traffic control instructions in SA-CAR 172.03.12(h) has become redundant.

6.3 CURRENT REGULATION

“The holder of an approval shall –

- (a) provide the services listed in its manual of procedure, in accordance with the procedures as prescribed in Document SA-CATS-ATS;

- (b) hold at least one complete and current copy of its manual or procedure referred to in regulation 172.03.1, at each air traffic service unit specified in the manual of procedure;
- (c) comply with all procedures detailed in the manual of procedure;
- (d) make each applicable part of the manual of procedure available to the personnel who require those parts to carry out their duties;
- (e) continue to comply with the appropriate requirements prescribed in this Part;
- (f) keep the records of all internal inspections conducted in terms of regulation 172.03.15 for a period of five years from the date of each inspection;
- (g) furnish the Commissioner with the en route facility financial data and en route facility traffic statistics as prescribed in Document SA-CATS-ATS;
- (h) comply with the air traffic control instructions as prescribed in Document SA-CATS-ATS;
- (i) replace or upgrade any obsolete installation;
- (j) apply the procedures as prescribed in Document SA-CATS-ATS, when notified of an accident or incident in terms of regulation 12.02.1, 12.02.2 or 12.02.3, as the case may be; and
- (k) investigate any air traffic service incident of which such holder is notified in terms of regulation 12.02.2(3) and report to the investigator-in-charge in the appropriate form as prescribed in Document SA-CATS-ATS."

SCHEDULE 7 (PARTS 1 AND 62)

Proposer

The Aeroclub of South Africa
Aeroclub House
Hangar No 4
Rand Airport
Germiston

Explanation of interest of the Proposer

The Proposer is responsible for the controlling and co-ordination of sporting aviation in the Republic of South Africa

7.0 PROPOSAL TO AMEND REGULATION 1.00.1 OF PART 1 OF THE CIVIL AVIATION REGULATIONS(DEFINITIONS)

- 7.1** It is proposed to amend regulation 1.00.1 of the Regulations by the insertion of the following definitions:

(a) "Tug" means the action of pulling a manned aircraft behind another aircraft

(b) "Tow" means the action of pulling an unmanned object behind an aircraft

(c) "Hang glider aero tow rating" means a rating issued to the pilot of hang glider for purposes of being tugged.

(d) "Light Sport Aeroplane" means an aeroplane of which the maximum take off mass and other classification parameters are defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 P 2

(e) "Weight shift controlled Microlight Aeroplane" means an aeroplane that is primarily controlled by physically exerting force on the wing and other classification parameters are defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 E 2

(9) "Conventional Microlight Aeroplane" means an aeroplane of which the maximum take off mass and other classification parameters are defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 E 2

(g) "Skills test" means a test carried out for the purpose of issuing or re-issuing or renewing a pilot license

7.2 MOTIVATION

To provide for terms used in Part 62 of the Regulations

7.3 CURRENT REGULATION

Does not contain such definitions.

8.0 PROPOSAL TO AMEND REGULATION 62.01.5 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (AIRWORTHINESS DATA)

8.1 It is proposed to amend regulation 145.03.17 of the Regulations by
(a) the substitution for paragraph (e) of the following paragraph:

"62.01.5 (e) paragliders, including powered paragliders and powered paratrikes".

and

- (b) the insertion of the following paragraph after paragraph (e)
- (e) light sport aeroplanes”

8.2 MOTIVATION:

To correct terms and to provide for subpart 16 light sport aeroplanes

8.3 CURRENT REGULATIONS

“62.01.5 (e) paragliders, including powered paragliders and powered parachutes”.

9.0 PROPOSAL TO AMEND REGULATION 62.01.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (CLASS RATINGS)

9.1 It is proposed to amend regulation 62.01.6 of the Regulations by

- (a) the renumbering of paragraph (b),
- (b) the insertion of the word “and” at the end of the said paragraph, and
- (c) the addition of paragraph (b)(ii); and
- (d) the insertion of the following words after paragliders in paragraph (d):

- “ (i) weight-shift controlled microlight aeroplanes: a single weight – shift controlled, microlight aeroplanes, land; and.
- (ii) weight-shift controlled microlight aeroplane, amphibian and sea.”

9.2 MOTIVATION

To provide for weight-shift controlled microlight aeroplane, amphibian and sea applications, and to provide for the powered versions of paragliders and paratrikes.

9.3 CURRENT REGULATION

“weight-shift controlled microlight aeroplanes: a single weight –shift controlled, microlight aeroplanes, and land.”.

10.0 PROPOSAL TO AMEND REGULATION 62.01.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (CLASS RATINGS)

10.1 It is proposed to amend regulation 62.01.6 of the Regulations by

the insertion of the following words after paragliders in paragraph (d):

((d)in the case of paragliders, powered paragliders and powered paratrikes" –

10.2 MOTIVATION

To provide for the powered versions of paragliders and paratrikes.

10.3 CURRENT REGULATION

((d)in the case of paragliders," –

11.0 PROPOSAL TO AMEND REGULATION 62.01.7 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (TYPE RATINGS)

11.1 It is proposed to amend regulation 62.01.6 of the Regulations by
(a) the inserting of the following paragraphs after paragraph (3):

- “(4) The type ratings for weight-shift microlight aeroplanes comprising of type ratings by name for weight-shift microlights.
- (5) The type ratings for light sport aeroplanes comprising of type ratings by name for light sport aeroplanes.”.

11.2 MOTIVATION

No current provision exists for weight-shift microlight aeroplanes and Subpart 16 light sport aeroplanes.

11.3 CURRENT REGULATIONS

No such provisions exist.

12.0 PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (RATINGS FOR SPECIAL PURPOSES)

12.1 It is proposed to amend regulation 62.01.8 of the Regulations by the substitution for paragraphs (c) and (d) of sub-regulation (1) of the following paragraphs:

- “(c) an aero-tow rating for conventional, microlight aeroplanes;
- (d) an aero-tow rating for hang-glider pilots;”

12.2 MOTIVATION

No current provision exists for weight-shift controlled microlight aeroplanes, to provide for Subpart 16 light sport aeroplanes and to correct the terminology in paragraph (d).

12.3 CURRENT REGULATIONS

- “(c) a tug and tow rating for conventional, weight-shift controlled microlight and light sport aeroplanes;
- (d) an aero-tow rating for hang-gliders;”

13.0 PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE CIVIL VIATION REGULATIONS(RATINGS FOR SPECIAL PURPOSES)

13.1 It is proposed to amend regulation 62.01.8 of the Regulations by

- (a) the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

“(b) In the category gyroplanes and gyrogliders –

- (i) a recreational assistant flight instructor rating (gyroplane);
- (ii) a recreational flight instructor rating (gyroplane); and
- (iii) a recreational chief flight instructor rating (gyroplane)

and

- (b) the substitution for paragraph(c) of sub-regulation (2) of the following paragraph:

“(c) In the categories hang-gliders and paragliders-

- (i) a Grade C recreational flight instructor rating (Hang glider / Paraglider /Power Paraglider foot launched / Powered Paratrike)
- (ii) a Grade B recreational flight instructor rating (Hang glider / Paraglider /Power Paraglider foot launched / Powered Paratrike)
- (iii) a Grade A recreational flight instructor rating (Hang glider / Paraglider /Power Paraglider foot launched / Powered Paratrike).“.

13.2 MOTIVATION

To align the paraglider et al requirements with that of the Microlight equivalent.

13.3 CURRENT REGULATION

(c) In the categories hang-gliders and paragliders--

- (i) a recreational assistant flight instructor rating (hang-gliding/paragliding); and
- (ii) a recreational flight instructor rating (hang-gliding/paragliding).”

14.0. PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE CIVIL AVIATION REGULATIONS(RATINGS FOR SPECIALPURPOSES)

14.1 It is proposed to amend regulation 62.01.8 of the Regulations by the insertion of the following paragraphs after *paragraph(c) of* sub-regulation (2):

“(d) In the category light sport aeroplanes-

- (i) a Grade C recreational flight instructor rating (light sport aeroplane);
- (ii) a Grade B recreational flight instructor rating (light sport aeroplane); and
- (iii) a Grade A recreational flight instructor rating (light sport aeroplane).’

14.2 MOTIVATION

To provide for Subpart 16 light sport aeroplanes.

14.3 CURRENT REGULATION

Not in existence

15.0. PROPOSAL TO AMEND REGULATION 62.01.9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS(COMPETENCY)

15.1 It is proposed to amend regulation 62.01.9 of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

“62.01.9 (4) The proficiency check shall consist of a skills test without the need for a cross country flight test as defined in

Document SA-CATS-FCL 62, to be conducted in an aircraft of the category for which he or she is licensed: Provided that in the case of hang-gliders and paragliders the skill test shall not be a requirement, unless the pilot has not met the annually required number of flights or hours.”

15.2 MOTIVATION

To clarify the proficiency check requirements.

15.3 CURRENT REGULATION

”(4) The proficiency check shall consist of a flight check, to be conducted in an aircraft of the category for which he or she is licensed: Provided that in the case of hang-gliders and paragliders the flight check shall not be a requirement, unless the pilot has not met the annually required number of flights or hours.”

16.0 PROPOSAL TO AMEND REGULATION 62.01.9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (COMPETENCY)

16.1 It is proposed to amend regulation 62.01.9 of the Regulations by (a) the substitution for sub-regulation (7) of the following sub-regulation:

“(7) (a) The holder of a recreational pilot licence shall pay on the anniversary date of his or her licence the applicable currency fee as prescribed in Part 187. The fee shall be paid to the Commissioner, or to the organisation designated for the purpose in terms of Part 149, as the case may, and shall be accompanied by a summary of his or her logbook for the previous 12 months. The summary shall be in the format prescribed in Document SA-CATS-FCL 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarised.”

16.2 MOTIVATION

To clarify when to pay the currency fee. by the deletion of the word “annually”

16.3 CURRENT REGULATION

“(7) (a) The holder of a recreational pilot licence shall pay annually on the anniversary date of his or her licence the applicable currency fee as prescribed in Part 187. The fee shall be paid to

the Commissioner, or to the organisation designated for the purpose in terms of Part 149, as the case may, and shall be accompanied by a summary of his or her logbook for the previous 12 months. The summary shall be in the format prescribed in Document SA-CATS-FCL 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarized.”

17.0 PROPOSAL TO AMEND REGULATION 62.01.10 OF PART 62 OF THE CNIL AVIATION REGULATIONS (MEDICAL FITNESS)

- 17.1** It is proposed to amend regulation 62.01.10 of the Regulations by (a) the substitution for sub-regulation (1) of the following sub-regulation:
- “62.01.10 (1) An applicant for, or holder of, a recreational pilot licence shall hold an appropriate valid medical certificate issued in terms of Part 67 of these Regulations, a copy of which shall be submitted to the Commissioner or the organization designated for the purpose in terms of Part 149, as the case may be.”

17.2 MOTIVATION

A certified copy of the medical certificate is not required

17.3 CURRENT REGULATION

- “62.01.10 (1) An applicant for, or holder of, a recreational pilot licence shall hold an appropriate valid medical certificate issued in terms of Part 67 of these Regulations, a certified copy of which shall be submitted to the Commissioner or the organization designated for the purpose in terms of Part 149, as the case may be.”

18.0 PROPOSAL 18

PROPOSAL TO AMEND REGULATION 62.01.10 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (MEDICAL FITNESS) WITHDRAWN

19.0 PROPOSAL TO AMEND REGULATION 62.01.13 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (CREDITING OF FLIGHT TIME AND THEORETICAL KNOWLEDGE)

- 19.1** It is proposed to amend regulation 62.01.13 of the Regulations by

the substitution for sub-regulations (5) and (7) of the following sub-regulations:

- “(5) A learner pilot shall be entitled to be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a recreational pilot licence in the category in which he or she is undergoing instruction.
- (7) Where the holder of a recreational pilot licence applies for an additional category, class or type rating, he or she may be credited with any theoretical knowledge previously acquired in obtaining the licence or any rating, provided such theoretical knowledge meets or exceeds the standard of theoretical knowledge of the category, being applied for and at the discretion of the Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be.”

19.2 MOTIVATION

To clarify

19.3 CURRENT REGULATION

- “(5) A learner pilot shall be entitled to be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a recreational pilot licence.
- (7) Where the holder of a recreational pilot licence applies for an additional category, class or type rating, he or she may be credited with any theoretical knowledge previously acquired in obtaining the licence or any rating, at the discretion of the Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be.”

20.0 PROPOSAL TO AMEND REGULATION 62.01.13 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (CREDITING OF FLIGHT TIME AND THEORETICAL KNOWLEDGE)

20.1 It is proposed to amend regulation 62.01.13 of the Regulations by the addition of the following sub-regulations after sub-regulation (8)

- “(9) Notwithstanding the provisions of this subsection, the holder of a recreational pilot licence endorsed for the category weight-shift microlight aeroplane or gyroplane, shall:

- (a) be entitled to be credited with not more than 20 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.
 - (b) be limited to acquired knowledge in the subjects meteorology and navigation towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane
- (10) Notwithstanding the provisions of this subsection, the holder of a recreational pilot licence endorsed for the category conventional microlight aeroplane, shall:
 - (a) be entitled to be credited with not more than 30 hours flight time acquired in a conventional microlight aeroplane towards the total flight time experience prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.
 - (b) be limited to acquired knowledge in the subjects meteorology, engines & air frames and navigation towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane
- (11) Notwithstanding the provisions of this subsection, the holder of a recreational flight instructor rating endorsed for the category weight-shift microlight aeroplane or gyroplane, shall:
 - (a) be entitled to be credited with not more than 100 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane
 - (b) be limited to acquired knowledge in the subjects meteorology and navigation towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane
- (12) Notwithstanding the provisions of this subsection, the holder of a recreational flight instructor rating endorsed for the category conventional microlight aeroplane, shall:
 - (a) be entitled to be credited with not more than 150 hours flight time acquired in a conventional microlight aeroplane towards the total flight time experience prescribed for the issuing of a

recreational flight instructor rating endorsed for the category light sport aeroplane

- (b) be limited to acquired knowledge in the subjects meteorology, engines & air frames and navigation towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aero plane".

20.2 MOTIVATION

To provide for Subpart 16 light sport aeroplanes.

20.3 CURRENT REGULATION

Not in existence.

21.0 PROPOSAL TO AMEND REGULATION 62.01.16 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (APPLICATION FOR AND ISSUING OF PILOT LICENCES AND RATINGS BY APPROVING AUTHORITY OF CONTRACTING STATE)

- 21.1** It is proposed to amend regulation 62.01.16 of the Regulations by the substitution for sub-regulation (7) of the following sub-regulation:

" (7) Where a proficiency check or skills test is required, such test shall be undertaken in an aircraft of the class or type, appropriate to the recreational pilot licence category for which a Certificate of Validation is sought."

21.2 MOTIVATION

The correction of terms

21.3 CURRENT REGULATION

" (7) Where a practical flight test is required, such test shall be undertaken in an aircraft of the class or type, appropriate to the recreational pilot licence category for which a Certificate of Validation is sought."

22.0 PROPOSAL TO AMEND REGULATION 62.01.20 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PAYMENT OF CURRENCY FEE)

- 22.1** It is proposed to amend regulation 62.01.20 of the Regulations by

the substitution for the said regulation of the following regulation:

"The holder of a recreational pilot licence shall pay the currency fee as prescribed in Part 187, applicable to the type of licence, on the anniversary date of the licence to either the Civil Aviation Authority or to the organization approved for the purpose in terms of Part 149, as the case may be. Where applicable, the payment shall be accompanied by the summary **as** prescribed by regulation 62.01.9(7)."

22.2 MOTIVATION

Corrected to remove ambiguity

22.3 CURRENT REGULATION

"The holder of a recreational pilot licence shall pay the annual currency fee as prescribed in Part 187, applicable to the type of licence, on the anniversary date of the licence to either the Civil Aviation Authority or to the organization approved for the purpose in terms of Part 149, as the case may be. Where applicable, the payment shall be accompanied by the summary as prescribed by regulation 62.01.9(7)."

23.0 PROPOSAL TO AMEND REGULATION 62.02.4 OF PART 62 OF THE CNIL AVIATION REGULATIONS (CERTIFICATE OF COMPETENCY)

23.1 It is proposed to amend regulation 62.02.4 of the Regulations by the substitution for sub- regulation (1) of the following regulation:

"62.02.4 (1) If the recreational pilot learner, in terms of these regulations, is required to operate radio apparatus while flying solo, a recreational pilot learner's certificate may be issued to the applicant who is not in the possession of a certificate of proficiency (aeronautical), provided that he or she is the holder of a certificate of competency issued in three phases prior to solo Right in as prescribed in 62.02.4 (1) (b) (i), (ii) and (iii) by the holder of a Right instructor rating, wherein it is certified that –

- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she *is* being trained; and
- (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights-

- (i) within the circuit area of the aerodrome or approved site where the training flights originate and terminate;
- (ii) within the associated general flying area of such aerodrome of approved site;
- (iii) on cross-country flights and outside controlled airspace, “;

23.2 MOTNATION

The certificate to be issued in three phases to ensure adherence to these regulations and to reflect current practice combined (iii) and (iv) for clarity and simplicity

23.3 CURRENT REGULATION

"(1) If the recreational pilot learner, in terms of these regulations, is required to operate radio apparatus while flying solo, a recreational pilot learner's certificate may be issued to the applicant who **is** not in the possession of a certificate of proficiency (aeronautical), provided that he or she is the holder of a certificate of competency issued by the holder of a flight instructor rating, wherein it is certified that –

- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
- (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights –
 - (i) within the circuit area of the aerodrome or approved site where the training flights originate and terminate;
 - (ii) within the associated general flying area of such aerodrome of approved site;
 - (iii) on cross-country flights; and
 - (iv) outside controlled airspace, except for the control zone *or* aerodrome traffic zone of the aerodrome referred to in subparagraph (i).

24.0 PROPOSAL TO AMEND REGULATION 62.02.4 OF PART 62 OF THE CNIL AVIATION REGULATIONS (PAYMENT OF CURRENCY FEE)

24.1 It is proposed to amend regulation 62.02.4 of the Regulations by the substitution for sub- regulation (3) of the following regulation:

“(3) The certificate of competency referred to in sub-regulation (1) shall be valid for as long as the recreational learners certificate is valid.”.

24.2 MOTIVATION

To align certificate of competency and learner's certificate dates

24.3 CURRENT REGULATION

“(3) The certificate of competency referred to in sub-regulation (1) shall be valid for a period of three months calculated from the last day of the calendar month in which such certificate is issued.

25.0 PROPOSAL TO AMEND REGULATION 62.02.8 OF PART 62 OF THE CNIL AVIATION REGULATIONS (PRIVILEGES AND LIMITATIONS OF RECREATIONAL PILOT LEARNER'S LICENCE)

25.1 It is proposed to amend regulation 62.02.8 of the Regulations by the addition of the following sub-regulations after sub-regulation (2):

- “(3) A learner recreational pilot shall not fly solo in the circuit unless he or she has successfully completed the practical training and theoretical knowledge exams as prescribed in Document SA-CATS-FCL 62, and his or her logbook has been endorsed to fly solo in the circuit.
- (4) A learner recreational pilot shall not fly solo outside of the circuit or in the General Flying area unless he or she has successfully completed the practical training and theoretical knowledge exams as prescribed in Section (3) above and in Document SA-CATS-FCL 62, and his or her logbook has been endorsed to do so.
- (5) A learner recreational pilot shall not fly solo on a cross-country flight unless he has successfully completed the practical training and theoretical knowledge exams as prescribed in Section (3) and (4) above and in Document SA-CATS-FCL 62, and his or her logbook has been endorsed for solo cross-country flight.”

25.2 MOTIVATION

To ensure instructors correctly endorse the various phases of solo flight in the learner's logbook.

25.3 CURRENT REGULATIONS

Not in existence

26.0 PROPOSAL TO AMEND REGULATION 62.03.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (REQUIREMENTS FOR A RECREATIONAL PILOT LICENCE)

26.1 It is proposed to amend regulation 62.03.1 of the Regulations by the deletion of paragraph (e) of sub-regulation (1).

“(e) be a bona fide member of an aviation recreational organization approved for the purpose in terms of Part 149.”

26.2 MOTIVATION

Not necessary

26.3 CURRENT REGULATION

“(e) be a bona fide member of an aviation recreational organization approved for the purpose in terms of Part 149.

27.0 PROPOSAL TO AMEND REGULATION 62.03.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (REQUIREMENTS FOR A RECREATIONAL PILOT LICENCE)

27.1 It is proposed to amend regulation 62.03.1 of the Regulations by the substitution for sub-regulation (2) of the following sub-regulation:

“(2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category paraglider, hang glider, powered paraglider and powered paratrike, shall be not less than 16 years of age.”

27.2 MOTIVATION

To allow for the same minimum age in the same category and to allow for powered versions of same

27.3 CURRENT REGULATION

“(2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category paraglider shall be not less than 16 years of age.”

28.0 PROPOSAL TO AMEND REGULATION 62.03.2 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (TRAINING)

28.1 It is proposed to amend regulation 62.03.2 of the Regulations by (a) the substitution for sub-paragraph (ii) of paragraph (b) of sub-regulation (2) of the following sub-regulation:

“(ii) a valid pilot licence reference number.”;

Motivation:

and (b) the addition of the following paragraph after sub-paragraph (vi)

“(vii) A copy of his or her logbook showing all training, and accurately summarized as per Document SA-CATS-FCL62.”

28.2 MOTIVATION

Certified copy not required. Additional requirement also needed

28.3 CURRENT REGULATION

(ii) a certified true copy of the applicant's recreational pilot learner's certificate or of a valid pilot licence issued in terms of Part 61;”;

29.0 PROPOSAL TO AMEND REGULATION 62.03.4 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PERIOD OF VALIDITY)

29.1 It is proposed to amend regulation 62.03.4 of the Regulations by the deletion of paragraph (d):

“(d) be a bona fide member of an aviation recreational organization approved for the purpose in terms of Part 149.”.

29.2 MOTIVATION

Not necessary

29.3 CURRENT REGULATION

(ii) a certified true copy of the applicant's recreational pilot learner's certificate or of a valid pilot license issued in terms of Part 61;

30.0 PROPOSAL TO AMEND REGULATION 62.04.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

30.1 It is proposed to amend regulation 62.04.1 of the Regulations by the substitution for sub-regulation (1)(a) of the following sub-regulation:

“ For an applicant for, or the holder of, a recreational pilot licence to be issued with an initial type rating by name for conventional microlight aeroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);

30.2 MOTIVATION

Applicable to initial ratings only and makes provision for a correction of terms.

30.3 CURRENT REGULATION

“For an applicant for, or the holder of, a recreational pilot licence to be issued with a type rating by name for conventional microlight aeroplanes, he or she shall–

- (a) hold a valid restricted or general radiotelephony operator's certificate;”;

31.0 PROPOSAL TO AMEND REGULATION 62.04.2 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (EXPERIENCE)

31.1 It is proposed to amend regulation 62.04.2 of the Regulations by the substitution for sub-regulation (1)(a) of the following sub-regulation:

“ (1) An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have completed not less than 25 hours flight time as a pilot of a conventional microlight aeroplane, of which at least 15 hours shall be solo flight time, and which shall include-:”

31.2 MOTIVATION

Increased the hours from 20 and 10 respectively for an initial rating practical and safety reasons.

31.3 CURRENT REGULATION

- “(1) An applicant for the issuing of an initial type rating by name for conventional micro light aeroplanes shall have completed not less than 20 hours flight time as a pilot of a conventional microlight aeroplane, of which at least 10 hours shall be solo flight time, and which shall include:-”

32.0 PROPOSAL TO AMEND REGULATION 62.04.3 OF PART 62 OF THE CNIL AVIATION REGULATIONS (TRAINING)

- 32.1** It is proposed to amend regulation 62.04.3 of the Regulations by the deletion of sub-regulation (3):

- (2) An applicant for the issuing of a class rating for conventional microlight aeroplanes shall have completed not less than 100 hours flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings by name for conventional microlight aeroplanes”.”.

32.2 MOTIVATION

To accommodate class ratings

32.3 CURRENT REGULATION

- ”(3) An applicant for the issuing of a class rating for conventional microlight aeroplanes shall have completed not less than 100 hours flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings by name for conventional microlight aeroplanes.”.

33.0 PROPOSAL TO AMEND REGULATION 62.04.3 OF PART 62 OF THE CNIL AVIATION REGULATIONS (TRAINING)

- 31.1** It is proposed to amend regulation 62.04.3 of the Regulations by the substitution for sub-regulation (1)(a) of the following sub-regulation:

“An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62. “.

33.2 MOTIVATION

Additional type ratings by name dealt with in regulation 62.04.7

33.3 CURRENT REGULATION

“An applicant for the issuing of a I type rating by name for conventional microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL62. “.

34.0 PROPOSAL TO AMEND REGULATION 62.04.4 OF PART 62 OF THE CNIL AVIATION REGULATIONS (THEORETICAL KNOWLEDGE EXAMINATION)

34.1 It is proposed to amend regulation 62.04.4 of the Regulations by the addition of the following sub-regulations after the existing regulation (which is to be renumbered as sub-regulation (1).

- “(2) An applicant for the issuing of a type rating by name for conventional microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL62.
- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class or type rating for weight-shift controlled microlight aeroplanes, light sport aeroplanes or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (4) Notwithstanding the provisions of sub-regulation (2), conventional “principles of flight” have to be written by both weight-shift controlled microlight pilots and gyroplane pilots.”.

34.2 MOTIVATION

Additional training requirements detailed

34.3 CURRENT REGULATION

“(1) An applicant for the issuing of a type rating by name for conventional microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL62.”.

35.0 PROPOSAL TO AMEND REGULATION 62.04.5 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (SKILL TEST)

35.1 It is proposed to amend regulation **62.04.5** of the Regulations by the substitution for the sub-regulation (1) of the following sub-regulation:

"(1) An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A conventional microlight aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a conventional microlight aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence."

35.2 MOTIVATION

Deals with initial type rating by name only

35.3 CURRENT REGULATION

"(1) An applicant for the issuing of a type rating by name for conventional microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A conventional microlight aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a conventional microlight aeroplane, the procedures and manoeuvres as prescribed in Document **SA-CATS-FCL 62**, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence."

36.0 PROPOSAL TO AMEND REGULATION 62.04.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (APPLICATION)

36.1 It is proposed to amend regulation **62.04.6** of the Regulations by the addition of the following sub-regulation after the existing regulation (which is to be renumbered as sub-regulation (1)):

"(2) An applicant for the issue of an additional type rating by name for conventional microlight aeroplanes shall

- (a) Undergo a skills test with a Grade C, B or A instructor with the appropriate type or class rating wherein a high standard of vital action drill shall be required.

- (b) With the examiner at the dual controls, or under direct supervision in the case of a single seater aircraft perform at least 3 take-offs and 3 landings and any other exercise considered necessary
- (c) Pass the technical exams as prescribed in Document SA-CATS-FCL 62.”.

36.2 MOTNATION

This sub-regulation added to accommodate additional type ratings by name

36.3 CURRENT REGULATION

Not in existence

37.0 PROPOSAL TO AMEND REGULATION 62.04.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (APPLICATION)

- 37.1** It is proposed to amend regulation 62.04.6 of the Regulations by the substitution for sub-paragraph (i) of paragraph (b) of the following sub-paragraph:

“(i) A valid licence reference number or a valid application for the issue of such licence;”

37.2 MOTIVATION

Certified copy not required

37.3 CURRENT REGULATION

- “(i) a certified true copy of the applicant’s recreational pilot licence or a valid application for the issue of such licence;”

38.0 PROPOSAL TO AMEND REGULATION 62.04.7 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (ISSUING OF CLASS RATING OR TYPE RATING)

- 38.1** It is proposed to amend regulation 62.04.7 of the Regulations by the addition of the following sub-regulation after sub-regulation”:

“(3) An applicant for the issuing of a class rating for conventional microlight aeroplanes shall have completed not less than 500 hours

flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings by name for conventional microlight aeroplanes.”

38.2 MOTIVATION

This subsection added to accommodate class ratings

38.3 CURRENT REGULATION

Does not exist

39.0 PROPOSAL TO AMEND REGULATION 62.04.9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PRIVILEGES AND LIMITATIONS OF THE CLASS RATING OR TYPE RATING FOR CONVENTIONAL MICROLIGHT AEROPLANES)

39.1 It is proposed to amend regulation 62.04.9 of the Regulations by
(a) the substitution for paragraph (b) of sub-regulation (1) of the following paragraph:

(b) within controlled airspace unless -
and

(b) the substitution for sub-paragraph (iv) of paragraph (b) of sub-regulation (2) of the following sub-paragraph:”

“(iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with

39.2 MOTIVATION

Correction of terms and correction to remove ambiguity

39.3 CURRENT REGULATION

“(b) within controlled airspace if -

(iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with while such microlight aeroplane is within such aerodrome traffic zone;”;

40.0 PROPOSAL TO AMEND REGULATION 62.04.10 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (MAINTENANCE OF COMPETENCY)

40.1 It is proposed to amend regulation 62.04.10 of the Regulations by the substitution for sub-paragraph (ii) of paragraph (a) of the following sub-paragraph:

“(ii) has passed a skills test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and:”

40.2 MOTIVATION

Correction of terms

40.3 CURRENT REGULATION

“(ii) has passed a practical flight test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and;”

41.0 PROPOSAL TO AMEND THE HEADING OF SUBPART 5 OF PART 62 OF THE CIVIL AVIATION REGULATIONS

41.1 It is proposed to amend the heading to Subpart 5 of Part 62. of the Regulations by the substitution for the said heading of the following heading:

“REQUIREMENTS FOR THE ISSUE OF A CLASS RATING OR TYPE RATING BY NAME FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES

41.2 MOTIVATION

To allow for type ratings by name

41.3 CURRENT HEADING

“REQUIREMENTS FOR THE ISSUE OF A CLASS RATING FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES”

42.0 PROPOSAL TO AMEND REGULATIONS 62.05.1-5 OF PART 62 OF THE CIVIL AVIATION REGULATIONS

42.1 It is proposed to amend regulations 62.05.1-5 of the Regulations by the substitution for the said regulations of the following regulations:

“General

62.05.1 For the applicant for, or the holder of, a recreational pilot licence to be issued with a type rating by name for weight-shift controlled microlight aeroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical)
- (b) have acquired the experience referred to in regulation 62.05.2;
- (c) have successfully completed the training referred to in regulation 62.05.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.05.4; and
- (e) have successfully passed the skill test referred to in regulation 62.05.5.

Experience

62.05.2 (1) An applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes shall have completed not less than 25 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, of which at least 15 hours shall be solo flight time, and which shall include –

- (a) one dual cross-country flight and one solo cross-country flight, each of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

The cross-country flights shall have at least three legs.

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class rating or type rating by name for conventional microlight aeroplanes, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.05.5. The dual instruction hour requirement may also be reduced in the case of an applicant with extensive experience of hang-gliding.

Training

62.05.3 an applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.

Theoretical knowledge examination

- 62.05.4
- (1) An applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.
 - (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class or type rating for conventional controlled microlight aeroplanes or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.
 - (3) Notwithstanding the provisions of sub-regulation (2), weight shift "principles of flight" must be written by conventionally controlled aircraft pilots as per Part 61, conventionally controlled microlight pilots and gyroplane pilots.

Skill test

- 62.05.5
- (1) An applicant for the issuing of a type rating by name for weight-shift controlled microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A weight-shift controlled microlight aeroplane flight instructor rating, the ability to perform, as pilot-in-command of a weight-shift controlled microlight aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.
 - (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.05.4 and within the 60 days immediately preceding the date of application.

42.2 MOTIVATION

To allow for type ratings by name

42.3 CURRENT REGULATIONS

“General

62.05.1 For the applicant for, or the holder of, a recreational pilot licence to be issued with a class rating for weight-shift controlled microlight aeroplanes, he or she shall –

- (a) hold a valid restricted or general radiotelephony operator’s certificate;
- (b) have acquired the experience referred to in regulation 62.05.2;
- (c) have successfully completed the training referred to in regulation 62.05.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.05.4; and
- (e) have successfully passed the skill test referred to in regulation 62.05.5.

Experience

62.05.2 (1) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have completed not less than 20 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, of which at least 10 hours shall be solo flight time, and which shall include –

- (a) one dual cross-country flight and one solo cross-country flight, each of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

The cross-country flights shall have at least three legs.

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class rating or type rating by name for conventional microlight aeroplanes, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.05.5. The hour requirement may also be reduced in the case of an applicant with extensive experience of hang-gliding.

Training

62.05.3 An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL62.

Theoretical knowledge examination

62.05.4 An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL62.

Skill test

- 62.05.5 (1) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A weight-shift controlled microlight aeroplane flight instructor rating the ability to perform, as pilot-in-command of a weight-shift controlled microlight aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.
- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.05.4 and within the 60 days immediately preceding the date of application.
- (i) a certified true copy of the applicant's recreational pilot licence or a valid application for the issue of such licence;
 - (ii) certified proof that the requirements prescribed in regulation 62.05.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter shall not exceed those prescribed in Part 187."

43.0 PROPOSAL TO AMEND REGULATION 62.05.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (APPLICATION)

- 43.1** It is proposed to amend regulation 62.05.6. of the Regulations by the addition of the following sub-regulation after the existing sub-regulation which is to be numbered as sub-regulation (1):

"(2) An applicant for the issue of an additional type rating by name for weight-shift controlled microlight aeroplanes shall –

- (1) Undergo a skills test with a Grade C, B or A instructor with the appropriate type or class rating wherein a high standard of vital action drill shall be required.
- (2) With the instructor at the dual controls, or under direct supervision in the case of a single seater aircraft perform at least 3 take-offs and 3 landings and any other exercise considered necessary
- (3) Pass the technical exams as prescribed in Document SA-CATS-FCL 62."

43.2 MOTIVATION

For safety and practical reasons it is necessary to include type ratings by name for weight-shift controlled microlight aeroplanes

43.3 CURRENT REGULATION

Does not exist.

44.0 PROPOSAL TO AMEND REGULATION 62.05.7 OF PART 62 OF THE CNIL AVIATION REGULATIONS (ISSUING)

44.1 It is proposed to amend sub-regulations 62.05.7 of the Regulations by the addition of the following sub-regulations after sub-regulation (2):

- (3) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have completed not less than 500 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, and hold at least five type ratings by name for weight shift controlled microlight aeroplanes.
- (4) The Civil Aviation Authority, or the organization designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name or a class rating for weight-shift controlled microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.05.6.
- (5) A type rating by name and a class rating for weight-shift controlled microlight aeroplanes shall be issued in the format prescribed in Document SA-CATS-FCL 62.
- (6) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have completed not less than 500 hours flight time as a pilot of a weight-shift controlled microlight aeroplane,

and hold at least five type ratings by name for weight shift controlled microlight aeroplanes”.”.

44.2 MOTIVATION

Increased standards from 200 hours for safety reasons and the addition of a type rating by name.

44.3 CURRENT REGULATION

Does not exist.

45.0 PROPOSAL TO AMEND REGULATION 62.05.8 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PERIOD OF VALIDITY)

45.1 It is proposed to amend regulation 62.05.8 of the Regulations by the substitution for regulation 62.05.6(b)(i) of the following regulation:

“ An application for the issuing of a type rating by name or a class rating for weight-shift controlled microlight aeroplanes shall -

(b) (i) Valid licence reference number or a valid application for the issue of such licence;”;

45.2 MOTIVATION

Addition of type rating by name and a certified copy not required

45.3 CURRENT REGULATION

“An application for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall -

(b) (i) a certified true copy of the applicants recreational pilot licence or a valid application for the issue of such licence;”;

46.0 PROPOSAL TO AMEND REGULATION 62.05.10 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (MAINTENANCE OF COMPETENCY)

46.1 It is proposed to amend sub-regulation 62.05.10 of the Regulations by the substitution for sub-paragraph (a)(ii) of regulation 62.05.10 of the following sub-paragraph:

"(ii) has passed a skills test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and;"

46.2 MOTIVATION

Correction of terms

46.3 CURRENT REGULATION

"(ii) has passed a practical flight test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and;"

47.0 PROPOSAL TO AMEND REGULATION 62.08.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

47.1 It is proposed to amend sub-regulation 62.08.1 of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

"(4) The applicant for the paraglider tandem rating shall have held a paraglider rating for at least 24 months, be the holder of a sport class rating, shall hold an appropriate medical fitness certificate, as prescribed in Document SA-CATS-FCL 62, and have acquired the experience prescribed in regulations 62.08. 2.

47.2 MOTIVATION

To provide for medical requirement to align with rest of the regulations.

47.3 CURRENT REGULATION

"(4) The applicant for the paraglider tandem rating shall have held a paraglider rating for at least 24 months, and the sport class rating, for at least 24 months and have acquired the experience prescribed in regulation 62.08. 2."

48.0 PROPOSAL TO AMEND REGULATION 62.08.9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PRIVILEGES AND LIMITATIONS)

48.1 It is proposed to amend sub-regulation 62.08.9 of the Regulations by the addition of paragraph(c) of sub-regulation (4):

"(c) to act as an assistant to recreational flight instructor (paraglider)".

48.2 MOTIVATION

Person not suitably qualified to instruct yet, still undergoing mentorship

48.3 CURRENT REGULATION

"(c) to act as an assistant to recreational flight instructor (paraglider)."

49.0 PROPOSAL TO AMEND REGULATION 62.09.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

49.1 It is proposed to amend sub-regulation 62.09.1 of the Regulations by the substitution for paragraph (b) of sub-regulation (1) of the following **sub-regulation**:

(b) hold at least a valid Class 4 medical certificate issued in terms of Part 67;"

49.2 MOTIVATION

This level of medical is appropriate for the kind of operation

49.3 CURRENT REGULATION

(c) hold at least a valid Class 2 medical certificate issued in terms of Part 67;"

50.0 PROPOSAL TO AMEND REGULATION 62.09.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

50.1 It is proposed to amend sub-regulation 62.09.1 of the Regulations by the addition of the following sub-regulation after sub-regulation (3):

"(4) Notwithstanding the provisions of sub-regulation (1), where a recreational flight instructor rating is (to be) endorsed only for the category hang-glider or paraglider, the applicant shall complete and submit in stead a medical fitness certificate, as prescribed in Document SA-CATS-FCL 62."

50.2 MOTIVATION

Paraglider and Hang glider instructors do not participate in the flight.

50.3 CURRENT REGULATION

Does not exist

51.0 PROPOSAL TO AMEND REGULATION 62.09.2 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (EXPERIENCE)

51.1 It is proposed to amend sub-regulation 62.09.2 of the Regulations by the substitution for paragraph (a)(i) thereof of the following paragraph:

- (a) in the case of the holder of a type or class rating for conventional or weight-shift controlled microlight aeroplanes or a type rating for light sport aeroplanes -
 - (i) for a Grade C recreational flight instructor rating (microlight aeroplane): min 5 hours of practical flight instruction pattern and 2 hours of lecture pattern and not less than 200 hours of flight time of which at least 100 hours shall be on a microlight or light sport aeroplane in the applicable category;
 - (ii) for a Grade B recreational flight instructor rating: at least six months experience as a Grade C microlight or light sport aeroplane flight instructor and not less than 200 hours of flight instruction time, of which at least 100 hours of flight instruction time shall be on a microlight or light sport aeroplane in the applicable category;
 - (iii) for a Grade A recreational flight instructor rating: at least three years experience as a Grade B microlight or light sport aeroplane flight instructor and not less than 500 hours of flight instruction time, of which at least 300 hours of flight instruction times shall be on a microlight or light sport aeroplane in the applicable category

51.2 MOTIVATION

To accommodate type ratings by name weight-shift microlights and Part 16 light sport aeroplanes and to further detail experience needed and to allow for Part 16 light sport aeroplanes

51.3 CURRENT REGULATION

- "(a) in the case of the holder of a class rating for conventional microlight aeroplanes or a category rating for weight-shift controlled microlight aeroplanes --
 - (i) for a Grade C recreational flight instructor rating (microlight aeroplane): 10 hours of practical instruction pattern and not less

- than 200 hours of flight time of which at least 100 hours shall be on a microlight aeroplane in the applicable category;
- (ii) for a Grade **B** recreational flight instructor rating (microlight aeroplane): at least six months experience as a Grade **C** microlight aeroplane flight instructor and not less than 200 hours of flight instruction;
- (iii) for a Grade **A** recreational flight instructor rating (microlight aeroplane): at least three years experience as a Grade **B** recreational flight instructor (microlight aeroplane) and not less than 500 hours of flight instruction, of which not less than 300 hours shall have been on microlight aeroplanes;”

52.0 PROPOSAL TO AMEND REGULATION 62.09.2 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (EXPERIENCE)

52.1 It is proposed to amend sub-regulation 62.09.2 of the Regulations by the substitution for paragraph (c) thereof of the following paragraph:

- (i) for a recreational flight instructor GRADE A, B, or C (paragliding) –
 - (aa) have paraglider flight experience for at least two years;
 - (bb) have been the holder of the Sport Class rating for at least twelve months;
 - (cc) have logged at least 300 flights and 100 hours flight time; and
 - (dd) comply with requirements detailed in document SA-CATS-FCL **62**

52.2 MOTIVATION

No longer assistant instructors for paragliders

52.3 CURRENT REGULATION

- (c) in the case of the holder of a category rating for paragliders --
 - (i) for a recreational assistant flight instructor (paragliding) have at least one year paragliding experience.
 - (ii) for a recreational flight instructor (paragliding) –
 - (aa) have paraglider flight experience for at least two years;
 - (bb) have been the holder of the Sport Class rating for at least twelve months;
 - (cc) have logged at least 300 flights and 100 hours flight time; and

- (bb) either have gained practical experience by observing and assisting at least three approved paraglider training schools on training slopes for at least 20 days; or
- (cc) have attended an approved paraglider flight instructor course and observing and assisting an appropriately rated paraglider flight on training slopes for at least 10 days;”

53.0 PROPOSAL TO AMEND REGULATION 62.09.5 OF PART 62 OF THE CNIL AVIATION REGULATIONS (SKILL TEST)

53.1 It is proposed to amend sub-regulation 62.09.5 of the Regulations by the substitution for sub-paragraph (i) of paragraph (a) of sub-regulation (2), the deletion of paragraphs (d) and (f) of sub-regulation (2), the substitution for paragraph (g) of sub-regulation (2), and the addition of paragraph (h):

“(i) For Grade C, Grade B or Grade A, the holder of a Grade A recreational flight instructor rating (microlight aeroplane);”

“(g) in the case of a recreational flight instructor (paraglider, motorised paraglider, motorised paratrike):

- (i) for a Grade C rating, two holders of a Grade B recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike as applicable);
- (ii) for a Grade B rating, the holder of a Grade A recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike as applicable);
- (iii) for a Grade A rating, a designated examiner with a paraglider, motorised paraglider, motorised paratrike, as the case may be, rating;”

“(h) in the case of a recreational flight instructor (light sport aeroplane): the holder of a an instructor rating with Designated Examiner status as prescribed in subpart 62.15.”

53.2 MOTIVATION

No need for Designated Examiners for microlight aeroplanes; no need for assistant instructors to align the regulation with other regulations applicable and the MOP of **SAHPA** to allow for Part 16 light sport aeroplanes

32.3 CURRENT REGULATION

"(2) For the purpose of sub-regulation (1), an appropriately rated flight instructor shall mean:

- (a) in the case of a recreational flight instructor (microlight aeroplane):
 - (i) for a Grade C rating, the holder of a Grade A recreational flight instructor rating (microlight aeroplane);
 - (ii) for a Grade B rating, the holder of a Grade A recreational flight instructor rating (microlight aeroplane);
 - (iii) for a Grade A rating, a designated examiner with a microlight aeroplane rating;
- (b) in the case of a recreational flight instructor (gyroplane):
 - (i) a recreational chief flight instructor (gyroplane);
- (c) in the case of a recreational chief flight instructor (gyroplane):
 - (i) a person approved for the purpose by the Commissioner or – if applicable – the organisation designated for the purpose in terms of Part 149 of the CAR of **1997**, as the case may be
- (d) in the case of a recreational assistant flight instructor (hang-glider): the chief flying instructor of an approved hang-gliding training organisation;
- (e) in the case of a recreational flight instructor (hang-glider):
 - (i) the holders of a recreational flight instructor rating (hang-glider); or
 - (ii) the National Safety & Training Officer of SAHPA;
- (9) in the case of a recreational assistant flight instructor (paraglider): the chief flying instructor of an approved paragliding training organisation;
- (g) in the case of a recreational flight instructor (paraglider):
 - (i) two holders of a recreational flight instructor rating (paraglider);".

54.0 PROPOSAL TO AMEND REGULATION 62.09.6 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (APPLICATION)

54.1 It is proposed to amend sub-regulation 62.09.6 of the Regulations by the substitution for paragraph (a) of the said regulation of the following paragraph:

“(a) a valid licence reference number, held by the applicant;”

54.2 MOTIVATION

A certified copy not required

54.3 CURRENT REGULATION

“(a) a certified true copy of the applicable pilot licence, held by the applicant;”

55.0 PROPOSAL TO AMEND REGULATION 62.09.8 OF PART 62 OF THE CNIL AVIATION REGULATIONS (PRIVILEGES AND LIMITATIONS)

55.1 It is proposed to amend sub-regulation 62.09.8 of the Regulations by the substitution for paragraphs (a), (b) and (c) of the said regulation of the following paragraphs:

- (a) in the case of a Grade C recreational flight instructor (microlight aeroplane or light sport aeroplane), under direct supervision by a Grade B or Grade A instructor
 - (i) to conduct ab initio training on only those aircraft for which he or she holds an instructor conversion on type as per Document SA-CATS-FCL 62
 - (ii) to conduct additional type conversion training for the holder of a recreational pilots licence or instructors rating
 - (iii) give lectures
- (b) in the case of a Grade B recreational flight instructor (microlight aeroplane or light sport aeroplane) –
 - (i) to exercise the privileges of a Grade C recreational flight instructor (microlight aeroplane or light sport aeroplane);
 - (ii) to authorise the holder of a microlight aeroplane learner's certificate for his or her first solo flight;

- (i) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating;
 - (ii) Mark exams
 - (iii) Sign application forms and certificates of competency
 - (iv) Supervise Grade C instructors
 - (v) In the case of microlight aeroplanes: may apply for a class rating (microlight aeroplane) for instruction on obtaining a B-grade rating if he or she is the holder of instructor type ratings on at least 5 microlight types and has a minimum of 300 hours of instruction on microlights aeroplanes
- (c) in the case of a Grade A recreational flight instructor (microlight aeroplane) –
 - (i) to exercise the privileges of a Grade B recreational flight instructor (microlight aeroplane);
 - (ii) to conduct the training (including pattern training) and undertake the duties in conducting the skills test required for a Grade A, Grade B or Grade C recreational flight instructor (microlight aeroplane);
 - (iii) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.06

55.2 MOTIVATION

More clearly detailed privileges and limitations for recreational flight instructors (microlight aeroplanes) and to allow for Part 16 light sport aeroplanes

55.3 CURRENT REGULATION

- “(a) in the case of a Grade C recreational flight instructor (microlight aeroplane), to conduct ab initio training with the holder of a learner’s certificate:
- (b) in the case of a Grade B recreational flight instructor (microlight aeroplane) –
 - (i) to exercise the privileges of a Grade C recreational flight instructor (microlight aeroplane);
 - (ii) to authorise the holder of a microlight aeroplane learner’s certificate for his or her first solo flight;
 - (iii) to conduct flight tests for the issuing of a class rating for which he or she holds the appropriate category and class rating;

- (c) in the case of a Grade A recreational flight instructor (microlight aeroplane) –
 - (i) to exercise the privileges of a Grade B recreational flight instructor (microlight aeroplane);
 - (ii) to conduct the training required for a Grade A, Grade B or Grade C recreational flight instructor (microlight aeroplane);
 - (iii) to undertake the duties of a designated examiner in conducting flight tests for the purpose of issuing a Grade A, Grade B or Grade C recreational flight instructor rating (microlight aeroplane);
 - (iv) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.06;".

56.0 PROPOSAL TO AMEND REGULATION 62.09.8 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PRIVILEGES AND LIMITATIONS)

56.1 It is proposed to amend sub-regulation 62.09.8 of the Regulations by the deletion of paragraphs (g), and (i) of the said regulation; and the addition of the following paragraph after paragraph (j):

- "(k) in the case of a Grade A recreational flight instructor (light sport aeroplane) –
 - (i) to exercise the privileges of a Grade B recreational flight instructor (light sport aeroplane);
 - (ii) to conduct the training (including patten training) required for a Grade C, Grade B or Grade A recreational flight instructor (light sport aeroplane);
 - (iii) to conduct the training required for other special ratings.

56.2 MOTIVATION

No assistant flight instructor – hang glider and to allow for Part 16 light sport aeroplanes

56.3 CURRENT REGULATIONS

- "(g) (i) assist with ab initio training conducted by an approved hang-gliding training organisation, such as ground-handling exercises, ground-skimming flight, etc.;
- (ii) assist in presenting theoretical lectures; and
- (iii) supervise flights by the holders of a Novice Class rating;

- (i) in the case of a recreational assistant flight instructor (paraglider):
 - (i) assist with ab initio training conducted by an approved paragliding training organisation, such as ground-handling exercises, ground-skimming flight, etc.;
 - (ii) assist in presenting theoretical lectures; and
 - (iii) supervise flights by the holders of a Sport Class rating;

57.0 PROPOSAL TO AMEND REGULATION 62.09.9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PERIOD OF VALIDITY)

57.1 It is proposed to amend sub-regulation 62.09.10 of the Regulations by the substitution for the said regulation of the following regulation:

“A recreational flight instructor rating shall be valid for a period of three years, calculated from the end of the month following the date of issue, reissue or upgrade, or from the date of expiry of the rating if such rating is revalidated in accordance with the provisions of regulation 62.09.10 .

57.2 MOTIVATION

To allow for upgrades as well

57.3 CURRENT REGULATION

“ A recreational flight instructor rating shall be valid for a period of three years, calculated from the end of the month following the date of issue, or reissue, or from the date of expiry of the rating if such rating is revalidated in accordance with the provisions of regulation 62.09.10”.

58.0 PROPOSAL TO AMEND REGULATION 62.09.10 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (RENEWAL)

58.1 It is proposed to amend sub-regulation 62.09.10 of the Regulations by the substitution for sub- paragraph (i) of paragraph (a) of the following sub-paragraph:

- (i) have attended a flight instructor refresher course as prescribed in Document SA-CATS-FCL 62 within the two years immediately preceding the date of expiring of such rating; and

58.2 MOTIVATION

Instructor's seminars are not practical – refresher courses offered in 62.09.11

58.3 CURRENT REGULATION

“(i) have attended a flight instructor's seminar as prescribed in Document SA-CATS-FCL 62 within the two years immediately preceding the date of expiring of such rating; and;”

59.0 PROPOSAL TO AMEND REGULATION 62.09.11 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (REISSUE)

59.1 It is proposed to amend sub-regulation 62.09.11 of the Regulations by the substitution for paragraph (a) of sub-regulation (2) of the following paragraph:

“(2) (a) within the twelve months immediately preceding the application attended a flight instructor refresher course as prescribed in Document SA-CATS-FCL 62; and;”

59.2 MOTIVATION

Refresher course is required for reissue

59.3 CURRENT REGULATION

“(2) (a) within the twelve months immediately preceding the application attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 62; and;”

60.0 PROPOSAL TO AMEND REGULATION 62.10.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

60.1 It is proposed to amend sub-regulation 62.10.1 of the Regulations by the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

“(2) (b) in the case of Class II and Class III test pilot rating, if the applicant is the holder of a recreational pilot licence, the requirement for a medical certificate shall be as prescribed in regulation 62.01.10. and the appropriate subsection of this part for each category.”

60.2 MOTIVATION

More clearly defines the medical requirements

60.3 CURRENT REGULATION

“(2) (b) in the case of a Class III test pilot rating, if the applicant is the holder of a recreational pilot licence, the requirements for a medical certificate shall be as prescribed in regulation 62.01.10.”

61.0 PROPOSAL TO AMEND THE HEADING OF SUBPART 11 OF PART 62 OF THE CIVIL AVIATION REGULATIONS

61.1 It is proposed to amend the heading of Subpart 11 of Part 62 of the Regulations by the substitution for the said heading of the following heading:

“SUBPART 11: REQUIREMENTS FOR THE ISSUE OF MICROLIGHT AND LIGHT SPORT AEROPLANE TUG AND TOW RATINGS

61.2 MOTIVATION

Correction of terms and to allow for Part 16 light sport aeroplanes

61.3 CURRENT HEADING

“REQUIREMENTS FOR THE ISSUE OF A MICROLIGHT AEROPLANE AEROTOW RATING”

62.0 PROPOSAL TO AMEND REGULATION 62.11.1 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (GENERAL)

62.1 It is proposed to amend regulation 62.11.1 of Part 62 of the Regulations by the substitution for regulation 62.11.1(a) of the following regulation:

“An applicant for the issuing of a microlight or light sport aeroplane tug or tow rating shall –

(b) be the holder of a valid aeroplane pilot licence issued under Part 61 of these regulations, or a recreational pilot licence issued in terms of this Part, endorsed for the category conventional or weight shift controlled microlight aeroplanes *or* light sport aeroplanes and with the appropriate class rating or type rating for the tug aeroplane to be used;”

62.2 MOTIVATION

Correction of terms and to allow for Part 16 light sport aeroplanes

E3.3 CURRENT REGULATION

“An applicant for the issuing of a microlight aeroplane aero-tow rating shall—

- (a) Be the holder of a valid aeroplane pilot licence, or a recreational pilot licence issued in terms of this Part, endorsed for the category conventional microlight aeroplanes and with the appropriate class rating or type rating for the aero-tow aeroplane to be used;”

63.0 PROPOSAL TO AMEND REGULATIONS 62.11.2-5 OF PART 62 OF THE CIVIL AVIATION REGULATIONS

- 63.1** It is proposed to amend regulations 62.11.2-5 of Part 62 of the Regulations by the substitution for the said regulations of the following regulations:

“Experience

- 62.11.2 (1)** An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall have acquired on conventional or weight-shift controlled microlight aeroplanes or light sport aeroplanes in the category for which the tug or tow rating is sought, at least 100 hours as pilot-in-command.
- (2)** Notwithstanding the provisions of sub-regulation (1), the hour requirement may be reduced to 50 hours as pilot-in-command of a microlight aeroplane or light sport aeroplane if the applicant is the holder of –
- (a) a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence with the applicable microlight aeroplane class rating or type rating or light sport aeroplane type rating.

Training

- 62.11.3** An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall complete successfully under supervision of an appropriately rated flight instructor or a person designated for the

purpose in writing by the Civil Aviation Authority or an organisation designated for the purpose in terms of Part 149, as the case may be, a minimum of 10 aero-tows,

Theoretical knowledge examination

62.11.4 An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.

Skill test

62.11.5 An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall within the 30 days immediately preceding the date of application have demonstrated to an appropriately rated flight instructor or a person designated for the purpose in writing by the Civil Aviation Authority or an organisation designated for the purpose in terms of Part 149, as the case may be, the ability to satisfactorily execute the skills as prescribed in Document SA-CATS-FCL 62."

63.2 MOTNATION

Correction of terms and inclusion of weight shift controlled microlight aeroplanes and Part 16 light sport aeroplanes.

63.3 CURRENT REGULATION

"Experience

62.11.2 (1) An applicant for a microlight aeroplane aero-tow rating shall have acquired on conventional microlight aeroplanes at least 100 hours as pilot-in-command.

(2) Notwithstanding the provisions of sub-regulation (1), the hour requirement may be reduced to 50 hours as pilot-in-command of a microlight aeroplane if the applicant is the holder of –

- (a)** a valid recreational pilot licence, endorsed for a Class C hang-glider rating; or
- (b)** a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence with the applicable microlight aeroplane class rating or type rating.

Training

62.11.3 An applicant for a microlight aeroplane aero-tow rating shall complete successfully under supervision of an appropriately rated

flight instructor or a person designated for the purpose in writing by the Commissioner or an organisation designated for the purpose in terms of Part 149, as the case may be a minimum of 10 aero-tows, of which 5 aero-tows shall be in moderate thermic conditions.

Theoretical knowledge examination

62.1 1.4 An applicant for a microlight aeroplane aero-tow rating shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.

Skill test

62.1 1.5 An applicant for a microlight aeroplane aero-tow rating shall within the 30 days immediately preceding the date of application have demonstrated to an appropriately rated flight instructor the ability to satisfactorily execute the skills as prescribed in Document SA-CATS-FCL 62."

64.0 PROPOSAL TO AMEND REGULATIONS 62.11.6 OF PART 62 OF THE CNIL AVIATION REGULATIONS (APPLICATION)

64.1 It is proposed to amend regulations 62.1 1.6 of Part 62 of the Regulations by the substitution for the following regulation of the following regulation of the existing regulation(which is to be renumbered as regulation (7):

"Hang Gliding Tug endorsement

- 62.1 1.6 (1) No pilot with a tug rating for conventional or weight-shift controlled microlights may tow a hang glider without a valid Hang Gliding Tug endorsement issued by the commissioner or the organization designated for the purpose in terms of Part 149, as the case may be, who may require additional theoretical and practical training.
- (2) For a hang gliding tug endorsement, the pilot will be required to demonstrate at least 10 Hang Gliding tugs, or which 5 will be in moderately thermic conditions.
- (3) A pilot with a tug rating Hang Gliding endorsement may tow a hang-glider, provided the pilot of the hang-glider is the holder of a valid recreational pilot licence in the category hang-gliders with a valid aero-tow rating.
- (4) A Hang Gliding Tug endorsement may be obtained independently of the Tug rating, but the holder of a Hang Gliding Tug endorsement may not tow anything other than a Hang Glider."

64.2 MOTIVATION

To allow for a specified hang gliding tug endorsement for practical and safety reasons

64.3 CURRENT REGULATION

“Application

62.11.7 An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall submit together with his or her application a certificate, signed by an appropriately rated flight instructor, confirming that the applicant has passed the theoretical knowledge examination and skill test, referred to in regulations 62.11.4 and 62.11.5 respectively, and is considered to be fit to act as pilot-in-command of a microlight aeroplane while towing.

Does not exist

“Application

65.0 PROPOSAL TO AMEND REGULATIONS 62.11.7-9 OF PART 62 OF THE CIVIL AVIATION REGULATIONS

- 65.1 It is proposed to amend regulations 62.11.7-9 of Part 62 of the Regulations by the substitution for the said regulations of the following regulations:

“Application

62.1 1.7 An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall submit together with his or her application a certificate, signed by an appropriately rated flight instructor, confirming that the applicant has passed the theoretical knowledge examination and skill test, referred to in regulations 62.11.4 and 62.11.5 respectively, and is considered to be fit to act as pilot-in-command of a microlight aeroplane while towing.

Issuing

62.1 1.8 The Civil Aviation Authority or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant's pilot licence with the tug or tow rating if the applicant complies with the requirements prescribed in 62.1 1.1.

Privileges and limitations

62.1 1.9 The holder of a pilot licence in the category microlight aeroplanes or light sport aeroplanes endorsed with the tug or tow rating shall be entitled to act as pilot-in-command of a conventional or weight-shift

microlight aeroplane or light sport aeroplane of the appropriate type by name or in the appropriate class while towing.”

65.2 MOTIVATION

Correction of terms and inclusion of weight-shift controlled microlight aeroplanes and Part 16 light sport aeroplanes

65.3 CURRENT REGULATIONS

“Application

62.11.6 An applicant for a microlight aeroplane aero-tow rating shall submit together with his or her application a certificate, signed by an appropriately rated flight instructor, confirming that the applicant has passed the theoretical knowledge examination and skill test, referred to in regulations 62.11.4 and 62.11.5 respectively, and is considered to be fit to act as pilot-in-command of a microlight aeroplane while towing a hang-glider.

Issuing

62.11.7 The Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant’s pilot licence with the aero-tow rating if the applicant complies with the requirements prescribed in 62.11.1 – 62.11.5.

Privileges and limitations

62.11.8 The holder of a pilot licence in the category microlight aeroplanes endorsed with the aero-tow rating shall be entitled to act as pilot-in-command of a conventional microlight aeroplane of the appropriate type by name or in the appropriate class while towing a hang-glider, provided the pilot of the hang-glider is the holder of a valid recreational pilot licence in the category hang-gliders with a valid aero-tow rating.”

66.0 PROPOSAL TO AMEND REGULATION 62.14.1 OF PART 62 OF THE CNIL AVIATION REGULATIONS (BACKGROUND)

66.1 It is proposed to amend regulation 62.14.1 of Part 62 of the Regulations by the substitution for the said regulation of the following regulation:

“62:14.1 (4) The requirements for a Part 96 authorisation as applicable to the aircraft types which may be operated by a pilot licensed in terms of Part 62 are set out in this Subpart. This Subpart shall not apply to operations of paragliders, hang gliders, as well as the powered versions thereof.”

66.2 MOTIVATION

To provide clarity

66.3 CURRENT REGULATION

“(1) Part 96 of the Regulations regulates the commercial operation of non-type certificated aircraft. Non-type certificated aircraft issued with an Authority to Fly in terms of Part 24 do not meet ICAO standards and, therefore, may only be operated within the borders of the Republic, unless specifically authorised by the responsible authority for the foreign airspace.”

67.0 PROPOSAL TO AMEND REGULATION 62.14.3 OF PART 62 OF THE CNIL AVIATION REGULATIONS (EXPERIENCE)

67.1 It is proposed to amend regulation 62.14.3 of Part 62 of the Regulations by the substitution for the said regulation of the following regulation:

“An applicant for the issuing of a Part 96 authorisation shall -

- (a) in the case of the category microlight aeroplanes and light sport aeroplanes –
 - (i) have 200 hours flight time as pilot of a microlight or light sport aeroplane, as the case may be, of which not less than 150 hours shall be as pilot-in-command; or
 - (iv) have 100 hours as pilot-in-command of an aeroplane with a maximum certificated mass of 5 700 kg or less and at least 100 hours as pilot-in-command of an aeroplane in the same category for which Part 96 authorisation is sought.”

67.2 MOTIVATION

To allow for Part 16 light sport aeroplanes. The deletion of sub-paragraph (iii) needed as the holder has insufficient experience for a Part 96 authorization

67.3 CURRENT REGULATION

An applicant for the issuing of a Part 96 authorisation shall -

- (a) in the case of the category microlight aeroplanes –

- (i) have 200 hours flight time as pilot of a microlight aeroplane of which not less than 150 hours shall be as pilot-in-command; or
- (ii) have 100 hours as pilot-in-command of an aeroplane with a maximum certificated mass of 5 700 kg or less and 100 hours as pilot-in-command of microlight aircraft; or
- (iii) if the holder of a valid private pilot licence (aeroplane), have acted as pilot-in-command of microlight aeroplanes for a minimum of 50 hours, or at the discretion of the testing officer."

68.0 PROPOSAL TO AMEND REGULATION 62.14.10 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (PRIVILEGES OF PART 96 AUTHORISATION)

68.1 It is proposed to amend regulation 62.14.10 of Part 62 of the Regulations by the substitution for paragraph (b) of sub-regulation (1) of the following paragraph:

- "(b) act as pilot-in-command for remuneration in Part 96 operations in any production-built aircraft, including a microlight or light sport aeroplane or any gyroplane with a maximum all-up mass of 2 000 kg, for which he or she holds a valid category rating, class rating, or type rating."

68.2 MOTIVATION

To allow for Part 16 light sport aeroplanes

68.3 CURRENT REGULATION

- "(b) act as pilot-in-command for remuneration in Part 96 operations in any production-built aircraft, including a microlight aeroplane, or any gyroplane with a maximum all-up mass of 2 000 kg, for which he or she holds a valid category rating, class rating, or type rating."

69.0 PROPOSAL TO INSERT SUBPART 15 INTO THE CIVIL AVIATION REGULATIONS (REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS)

67.1 It is proposed to insert the following Subpart after Subpart 14 into the Regulations:

“SUBPART 15 REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)”

Role of Designated Examiners

62.15.1 Designated Examiners are persons with considerable experience as pilots and as instructors. They train, conduct skill tests, proficiency checks and examinations on behalf of the Civil Aviation Authority for the initial issue, validation or reissue of Recreational Pilot Instructor and other specialized ratings as required by this Part of the Regulations.

Categories of designated flight examiners

62.15.2 (1) Designation of examiners may be in one or more of the following categories:

61.06.1 Conventional Microlight Aeroplane Examiner

61.06.2 Weight-shift controlled Microlight Aeroplane Examiner

61.06.3 Gyroplane Examiner

61.06.4 Light Sport Aeroplane Examiner

(2) Examiners may be designated in more than one of the aircraft categories, referred to in sub-regulation (1), provided that they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which authorization is sought.

(3) To provide for exceptional circumstances, the Civil Aviation Authority or the organization approved for the purpose in terms of Part 149 as the case may be, may on written application, appoint a person to act as a Designated Examiner, for a period of not exceeding 12 months, for the purposes of renewals, class and initial type ratings, where no suitably qualified South African Designated Examiner is available. The Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, 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 (1) issued by the appropriate authority of a contracting state acceptable to the Commissioner; or

61.06.5 Hold at least a valid Recreational Pilot Instructor rating Grade A or equivalent and

61.06.6 Have accumulated not less than 1 500 flying hours, of which at least -

- (i) 1000 hours shall be flight time on category and
- (ii) 50 hours on type

Requirements

62.15.3 (1) An applicant for Designated Examiner shall meet the following requirements –

(b) be at least 21 years of age;

61.06.7 be currently active in the field of aviation for which the designation is sought;

61.06.8 Hold at least a valid Recreational Instructors rating Grade A in the category for which Designated Examiner status is sought for a minimum of 5 years or

(d) Hold a Part 61 Commercial Pilots Licence with at least an Instructor Grade II rating

61.06.9 Have accumulated in aeroplanes not less than 1 500 flying hours, of which at least 500 hours shall be in the category for which designation is sought

Application

62.15.4 (1) An applicant for designation as a Designated Examiner shall be made to the Civil Aviation Authority or to the organization approved for the purpose in terms of Part 149, as the case **may** be, on the form prescribed in Document SA-CATS-FCL 62 and be accompanied by –

(c) original or certified copy of the two most recent pages of the applicant's Rying logbook indicating flying experience;

61.06.10 proof of holding the required valid license and rating;

61.06.11 A complete summary of all flying experience and ratings;

61.06.12 a letter to motivate the reasons the applicant believes should be considered for designation; and

61.06.13 the applicable fee as prescribed in Part 187

Issuing of designation

62.15.5 (1) The Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, may but is not compelled to issue a designation as Designated Examiner if the applicant –

(d) meets the requirements prescribed in these regulations;

61.06.14 has a good record as a pilot and as flight instructor as far as safety and adherence to the regulations are concerned; and

61.06.15 signs an undertaking to abide by the Code of Conduct for DE's as prescribed in Document SA-CATS-FCL 62.

(2) The designation as examiner shall be issued by the Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, on the form prescribed in Document SA-CATS-FCL 62, 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 Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, shall supply the applicant in writing within 30 days the reasons for the refusal.

Period of validity

62.15.6 Designation as examiner is issued for a maximum period of 36 months from the date of appointment.

Re-designation and reissue

62.15.7 (1) Applications for re-designation/reissue shall be made every 36 months on the form prescribed in Document SA-CATS-FCL 62, to reach the Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, by not less than 30 days prior to the beginning of the month in which the appointment expires, together with the 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 Examiner after the expiry date.

- (3) Designation of applicants is at the discretion of the Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be.

Designation, Oversight, Suspension and Withdrawal

- 62.15.8 (1) A designation to act as Designated Examiner is a privilege and not a right. The examiner conducts tests or checks on behalf of the Civil Aviation Authority.
- (2) The Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, will exercise oversight in respect of Designated Examiners for the purposes of maintenance of flight and safety standards. Accordingly, where there is reasonable grounds to suspect misconduct, which could lead to the compromising of flight safety, the person's designation as Designated Examiner may be suspended or revoked at any time and by any appropriate means. Any verbal suspension or withdrawal issued by the Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, shall be followed up in writing within 30 days and dealt with *mutatis mutandis*.
- (4) The Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, 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 Civil Aviation Authority.

Privileges and limitations

- 62.15.9 The Civil Aviation Authority or the organization approved for the purpose in terms of Part 149, as the case may be, will determine the privileges and limitations of a Designated Examiner dependent upon the applicant's qualifications, recent and total flight experience and will be indicated on the certificate issued.

69.2 MOTIVATION

Designated Examiner details have not been included before

69.3 CURRENT SUBPART

Does not exist

70.0 PROPOSAL TO INSERT SUBPART 16 INTO THE CIVIL AVIATION REGULATIONS (REQUIREMENTS FOR THE ISSUE OF A TYPE RATING BY NAME)

70.1 It is proposed to insert the following Subpart after Subpart 15 into the Regulations:

"SUBPART 16 REQUIREMENTS FOR THE ISSUE OF A TYPE RATING BY NAME FOR LIGHT SPORT AEROPLANES

"General

62.16.1 For an applicant for, or the holder of, a recreational pilot licence to be issued with a type rating by name for light sport aeroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (b) have acquired the experience referred to in regulation **62.16.2**;
- (c) have successfully completed the training referred to in regulation **62.16.3**;
- (d) have passed the theoretical knowledge examination referred to in regulation **62.16.4**; and
- (e) have successfully passed the skill test referred to in regulation **62.16.5**.

Experience

62.16.2(1) An applicant for the issuing of a type rating by name for light sport aeroplanes shall have completed not less than 35 hours flight time as a pilot of a light sport aeroplane, of which at least 15 hours shall be solo flight time, and which shall include –

- (a) one dual cross-country flight and one solo cross-country flight each of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one dual cross-country flight of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure.
- (c) 3 hours of dual and 2 hours of solo circuits and landings at a controlled airport

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a pilot licence,

issued in terms of Part 61, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.16.5.

- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilot licence with a category rating for gyroplanes or microlight aeroplanes, the cross-country requirements referred to in 62.16.2(1)(a) may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.16.5.

Training

62.16.3 An applicant for the issuing of a type rating by name for light sport aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.

Theoretical knowledge examination

62.16.4

- (1) An applicant for the issuing of a type rating by name for light sport aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a pilot licence, issued in terms of Part 61 the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilots licence endorsed for the category microlight aeroplanes or gyrocopters the applicant may be given credit for any theory at the discretion of the testing instructor excepting "principles of flight" and "air law" exams must be written.

Skill test

62.16.5

- (1) An applicant for the issuing of an initial type rating by name for light sport aeroplanes shall have demonstrated to the holder of a Grade E or Grade A light sport aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a light sport aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.16.4 and within the 60 days immediately preceding the date of application.

Crediting of flight time

62.16.6 The holder of a glider pilot licence, or of a recreational pilot licence endorsed for the category microlight aeroplane or gyroplane, shall be entitled to be credited with not more than 25 hours flight time acquired in a glider, microlight aeroplane or gyroplane, as the case may be, towards the total Right time experience prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.

Additional type ratings by name for light sport aeroplanes

62.16.7

An applicant for the issue of an additional type rating by name for light sport aeroplanes shall

- (1) Undergo a skills test with a Grade C, B or A instructor with the appropriate type rating as prescribed in Document SA-CATS-FCL 62
- (2) With the examiner at the dual controls perform at least 5 take-offs and 5 landings and any other exercise considered necessary
- (3) Pass the technical exams as prescribed in Document SA-CATS-FCL 62.

Application

62.16.8 An application for the issuing of type rating by name for light sport aeroplanes shall -

- (a) be made to the Commissioner or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document SA-CATS-FCL 62; and
- (b) be accompanied by -
 - (i) a valid application for the issue of such licence;
 - (ii) certified proof that the requirements prescribed in regulation 62.16.1 (or 62.16.7 if applicable) have been complied with
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.

Issuing**62.16.9**

- (1) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name for light sport aeroplanes if the applicant complies with the requirements referred to in regulation 62.16.8.
- (2) A type rating by name for light sport aeroplanes shall be issued in the format prescribed in Document SA-CATS-FCL 62.

Period of validity

62.16.10 A type rating by name for light sport aeroplanes shall be valid for as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.16.11.

Privileges and limitations**62.16.11**

- (1) The holder of a type rating by name for light sport aeroplanes shall be entitled to act as pilot-in-command of the light sport aeroplane for which he or she is rated by name, provided it is not operated for the provision of an air service, –
 - (a) within Class F and Class G airspace;
 - (b) within controlled airspace unless –
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with
- (2) Notwithstanding the provisions of sub-regulation (1) –
 - (a) the holder of a type rating by name for light sport aeroplanes may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.16.10 The holder of a type rating by name for light sport aeroplanes shall not act as pilot-in-command of a light sport aeroplane:

unless he or she –

- (a) has acted as pilot-in-command of a light sport aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of light sport aeroplane; or
- (b) has passed a skills test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and
- (c) if transporting a passenger, has within the 90 days immediately preceding the flight on which such passenger is to be transported, as pilot in command has executed not less than three take-offs and three landings in a light sport aeroplane.”.

70.2 MOTIVATION

To allow for light sport aeroplanes

70.3 CURRENT SUBPART

Does not exist

71.0 PROPOSAL TO AMEND REGULATION 61.01.1 OF PART 61 OF THE CIVIL AVIATION REGULATIONS (APPLICABILITY)

- 71.1** It is proposed to amend regulation 61.01.1 of Part 61 of the Regulations by the addition of the following sub-regulation after sub-regulation (9):

“(10) The holder of a recreational pilot licence endorsed for the category light sport aeroplane, shall be entitled to be credited with not more than 35 hours flight time acquired in a light sport aeroplane towards the total Right time experience prescribed for the issuing of a private or higher grade pilot licence (aeroplane).”.

71.2 MOTIVATION

To allow for the new category of Part 62 - light sport aeroplanes

71.3 CURRENT REGULATION

Does not exist

72.0 PROPOSAL TO AMEND REGULATION 24.01.1 OF PART 24 OF THE CIVIL AVIATION REGULATIONS (APPLICABILITY)

70.1 It is proposed to amend regulation 24.01.1 of Part 24 of the Regulations by the addition of the following paragraph after paragraph (a) of sub-regulation (2):

“ (2) (a) Aeroplanes including microlight and light sport aeroplanes:”.

72.2 MOTIVATION

To allow for light sport aeroplanes

72.3 CURRENT REGULATION

Does not exist.
