
GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 1046

5 November 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, 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 Jabulani Mashinini or Mr. Herman Wildenboer, Private Bag X73, Halfway House, 1685. Fax number: (011) 545-1201, and e-mail-addresses: mashinini@caa.co.za or wildenboerh@caa.co.za, before or on 05 December 2007.

SCHEDULE 1

PROPOSER

Civil Aviation Authority
Private Bag X73,
Halfway House
1685

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

Explanation of Interest of the Proposer

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

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

1.1 Proposed amendment of regulation 1.00.1 of the Regulations by the insertion of the following definitions:

“aircraft avionics” means a term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.

“aircraft required to be operated with a co-pilot” means a type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.

“aircraft — type of” means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

“airmanship” means the consistent use of good judgment and well developed knowledge, skills and attitudes to accomplish flight objectives.

“aircraft certificated for single-pilot operation” means a type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

“approved maintenance organization” means an organization approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 - Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State.

“approved training” means training conducted under special curricula and supervision approved by a Contracting State that, in the case of flight crew members, is conducted within an approved training organization.

“certify as airworthy (to)” means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

“competency” means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

“competency element” means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

“competency unit” means a discrete function consisting of a number of competency elements.

“credit” means a recognition of alternate means or prior qualifications.

“error” means an action or inaction by the flight crew that leads to deviations from organisational or flight crew intentions or expectations.

“error management” means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired aircraft states.

“flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

“flight procedures trainer” See Flight simulation training device (FSTD).

“flight time – aeroplanes” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Note. — Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

“flight time – helicopters” means the total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

“flight simulation training device (FSTD)” means any one of the following three types of apparatus in which flight conditions are simulated on the ground:

A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

“flight simulator” See Flight simulation training device (FSTD).

“glider flight time” means the total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

“integrated training” means as used in the context of Flight Training. It is training conducted under special curricula and supervision approved by a Contracting State that, in the case of flight crew members, is conducted within an approved training organization and allows for reduced flight time experience for the issuance of a licence.

“instrument ground time” means the time during which a pilot is practising, on the ground, simulated instrument flight in a synthetic flight trainer approved by the Licensing Authority.

“instrument time” means the instrument flight time or instrument ground time.

“licensing authority” means the Authority designated by a Contracting State as responsible for the licensing of personnel.

Note.— In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:

- a) assessment of an applicant’s qualifications to hold a licence or rating;
- b) issue and endorsement of licences and ratings;
- c) designation and authorization of approved persons;
- d) approval of training courses;
- e) approval of the use of synthetic flight trainers and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and
- f) validation of licences issued by other Contracting States.

“likely” In the context of the medical provisions in Part 67, means with a probability of occurring that is unacceptable to the Medical Assessor.

“medical assessment” means the evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.

“medical assessor” means a physician qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to the Licensing Authority by medical examiners.

“medical examiner” means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

"official examiner" means a person designated by the commissioner who may carry out the duties and functions of a Designated Flight Examiner (DFE) as specifically authorised by the Commissioner for a period of not more than 90 days.

"performance criteria" means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

"pilot (to)" means to manipulate the flight controls of an aircraft during flight time.

"powered-lift" means a heavier-than-air- aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight

"problematic use of substances" means the use of one or more psychoactive substances by aviation personnel in a way that:

- a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- b) causes or worsens an occupational, social, mental or physical problem or disorder.

"quality system" means documented organisational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

"rated air traffic controller" means an air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

"rendering (a licence) valid" means the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.

"sign a maintenance release (to)" means to certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Annex 6.

"significant" In the context of the medical provisions in Part 67, means to a degree or of a nature that is likely to jeopardize flight safety.

"simulator" see flight simulator training device (FSTD)

"student-pilot-in-command" see pilot-in-command under supervision.

"solo flight time" means flight time during which a student pilot is the sole occupant of an aircraft.

“threat” means events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

“threat management” means the process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.

“tug pilot rating” means the required rating for a pilot, using his own aircraft during flight as a tug, to take under tow, flight, another aircraft.

“tow pilot rating” means the required rating for a pilot, using his own aircraft during flight, to take under tow a banner.

1.2 MOTIVATION

Subpart 1 DEFINITIONS require amendment to include definitions referred to in Part 61 as well as those required by ICAO Annex 1, 10th Edition.

1.3 CURRENT REGULATION

The current regulation does not contain the proposed definitions.

SCHEDULE 2

2.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 1.00.2 OF PART 1 OF THE REGULATIONS

2.1 Proposed amendment of regulation 1.00.2 of the Regulations by the insertion of the following abbreviations:

ABBREVIATIONS

“ATPL” means Airline Transport Pilots Licence.

“CPL” means Commercial Pilots Licence.

“DFE” means Designated Pilot Examiner.

“FSTD” means a Flight simulation training device.

“PICUS” means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.

“PPL” means Private Pilots Licence

“SPL” means Student Private Pilots Licence

2.2 MOTIVATION

Subpart 1 DEFINITIONS and ABBREVIATIONS require amendment to include definitions referred to in Part 61 as well as those required by ICAO Annex 1, 10th Edition.

2.3 CURRENT REGULATION

The current regulation does not contain the proposed abbreviations.

SCHEDULE 3

3.0 PROPOSALS FOR THE AMENDMENT OF SUBPART 1 OF PART 61

3.1 Proposed amendment of regulations 61.01.3, 61.01.6 61.01.7, 61.01.8, 61.01.9, 61.01.10, 61.01.14, and 61.01.18 by the substitution for Regulations 61.01.3 (4), 61.01.6 (4), 61.01.7, 61.01.8 (16), 61.01.9(16), 61.01.10(5), 61.01.14(25), and 61.01.18(1) of the following Regulations.

61.01.3(4) In order to act as a flight crew member of another variant of the aircraft within a particular class rating, differences or familiarisation training may be required as prescribed in Regulation 61.13.7(2).

61.01.6(4) Should the licence holder refuse to submit to the test referred to in Sub-regulation (3), the authorised officer, inspector or authorised person must suspend the licence with immediate effect in terms of Regulation 61.01.11.

61.01.7 No person may be issued with a pilot licence under this Part unless he or she has demonstrated ability to use the English language as set out in Document SA CATS-FCL 61.

61.01.8(16) Flight time accumulated as an Approved Person to act, as Flight Examiner must be marked in the remarks COLUMN as Approved Person to act as Flight Examiner (APFE) time as per example in Document SA CATS-FCL 61.

61.01.9(16) A flight examiner may be credited towards the experience requirements for a rating or higher pilot licence with all flight time accrued while carrying out skill testing or proficiency checking and logged in terms of Regulation 61.01.08 as - out in Document SA CATS-FCL 61 and the applicant must meet all the requirements laid down for the use of that document in the country of issue, such as having completed a flight test

or review or equivalent in the country of issue, and holding a valid medical certificate of the appropriate level issued in that country: Provided that if the foreign medical certificate recently expired, the latter requirement may be waived as long as an appropriate South African medical certificate is obtained in terms of Part 67.

61.01.10(5) An applicant for the issuing of a pilot licence or the issuing, revalidation or reissuing of a rating, who fails a theoretical knowledge examination required for such licence or rating conducted by the SACAA, may apply to the Commissioner for re-mark in accordance with Document SA CATS-FCL 61.

61.01.14(25) The application for the issuing of a South African pilot licence or any rating on the strength of a foreign pilot licence or rating must be made to the Commissioner in the form set out in Document SA CATS-FCL 61 and the applicant must meet all the requirements laid down for the use of that document in the country of issue, such as having completed a flight test or review or equivalent in the country of issue, and holding a valid medical certificate of the appropriate level issued in that country: Provided that if the foreign medical certificate recently expired, the latter requirement may be waived as long as an appropriate South African medical certificate is obtained in terms of Part 67.

61.01.18 (1) The approvals for FSTD's must be issued based on the criteria set out in Document SA CATS-FCL 61.

3.2 MOTIVATION

Subpart 61.01 GENERAL of the regulations requires the amendment of certain references.

3.3 CURRENT REGULATION

61.01.3(4) In order to act as a flight crew member of another variant of the aircraft within a particular class rating, differences or familiarisation training may be required as prescribed in Regulation 61.01.9(19).

61.01.6(4) Should the licence holder refuse to submit to the test referred to in Sub-regulation (4), the authorised officer, inspector or authorised person must suspend the licence with immediate effect in terms of Regulation 61.01.11.

61.01.7 No person may be issued with a pilot licence under this Part unless he or she has demonstrated ability to use the English language as set out in Document SA CATS-FCL 61.01.11.

61.01.8(16) Flight time accumulated as an Approved Person to act, as Flight Examiner must be marked in the remarks COLUMN as Approved Person to act as Flight Examiner (APFE) time as per example in Document SA CATS-FCL 61.01.11.

61.01.9(16) A flight examiner may be credited towards the experience requirements for a rating or higher pilot licence with all flight time accrued while carrying out skill testing or proficiency checking and logged in terms of Regulation 61.01.12 as -

61.01.10(5) An applicant for the issuing of a pilot licence or the issuing, revalidation or reissuing of a rating, who fails a theoretical knowledge examination required for such licence or rating conducted by the SACAA, may apply to the Commissioner for re-mark in accordance with Document SA CATS-FCL 61.01.14(12).

61.01.14(25) The application for the issuing of a South African pilot licence or any rating on the strength of a foreign pilot licence or rating must be made to the Commissioner in the form set out in Document SA CATS-FCL 61.19 and the applicant must meet all the requirements laid down for the use of that document in the country of issue, such as having completed a flight test or review or equivalent in the country of issue, and holding a valid medical certificate of the appropriate level issued in that country: Provided that if the foreign medical certificate recently expired, the latter requirement may be waived as long as an appropriate South African medical certificate is obtained in terms of Part 67.

61.01.18 (1) The approvals for FSTD's must be issued based on the criteria set out in Document SA CATS-FCL 61.01.23.

SCHEDULE 4

4.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.01.5 OF PART 61 MAINTENANCE OF COMPETENCY)

4.1 Proposed amendment of regulation 61.01.5 by the substitution for the said Regulation of the following Regulation:

61.01.5 (1) Unless the holder of a pilot licence or rating maintains competency and recency by complying with the appropriate requirements prescribed in this Part or Part 62, and Part 91 of these Regulations, as the case may be, the licence holder shall not exercise the respective privileges granted by the licence or rating.

(2) Unless the holder of a pilot licence is subject, in terms of these Regulations, to periodic proficiency checks for the revalidation of a rating, he or she shall not exercise the privileges of that licence unless he or she has successfully passed a revalidation check or an initial licence skill test in the same category of aircraft within the previous 24 months as prescribed in Regulation 61.13.8.

(3) The revalidation check, referred to in Sub-regulation (2), must be conducted by a Designated Flight Examiner.

4.2 MOTIVATION

Subpart 61.01 GENERAL of the regulations requires the amendment of REGULATION 61.01.5.

4.3 CURRENT REGULATION

61.01.5 (1) Unless the holder of a pilot licence or rating maintains competency and recency by complying with the appropriate requirements prescribed in this Part or Part 62, and Part 91 of these Regulations, as the case may be, the licence holder shall not exercise the respective privileges granted by the licence or rating.

(2) Unless the holder of a pilot licence is subject, in terms of these Regulations, to periodic proficiency checks for the revalidation of a rating, he or she shall not exercise the privileges of that licence unless he or she has successfully passed a revalidation check or an initial licence skill test in the same category of aircraft within the previous 24 months.

(3) The revalidation check, referred to in Sub-regulation (2), must be conducted by a Designated Flight Examiner except that in the case of the holder of a Private Pilot Licence, (aeroplane or helicopter) the revalidation check may be conducted by an appropriately rated Grade I or Grade II flight instructor.

SCHEDULE 5

5.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.01.16 OF PART 61 (MAINTENANCE OF COMPETENCY)

5.1 Proposed amendment of regulation 61.01.16 by the substitution for sub-regulation (2) of the following sub-regulation

61.01.16 (2) For training towards the issue of a pilot licence to be recognised as integrated training, such training must be conducted in accordance with an approved training course, meeting the conditions, requirements, rules, procedures and standards as prescribed in Appendix 3 to SA CATS-FCL 61 – ATPL (A)/IR Integrated Course.

5.2 MOTIVATION

61.01.16(2) of the regulations requires the amendment of this sub-regulation.

5.3 CURRENT REGULATION

(2) For training towards the issue of a pilot licence to be recognised as integrated training, such training must be conducted in accordance with an approved training course, meeting the conditions, requirements, rules, procedures and standards as prescribed in: -

- (a) Appendix 2.1 to SA CATS-FCL 61 – CPL (A)/IR Integrated Course; and
- (b) Appendix 2.2 to SA CATS-FCL 61 – ATPL (A) Integrated Course.

SCHEDULE 6

6.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.01.19 OF PART 61 MAINTENANCE OF COMPETENCY)

6.1 Proposed amendment of regulation 61.01.19 by the substitution for sub-regulation (1) of the following sub-regulation

61.01.19 (1) (1) An applicant for a class or type rating or any familiarisation or differences training for an aircraft within a class rating must have the applicable rating endorsed in the pilot logbooks.

6.2 MOTIVATION

Subpart 61.01 of the regulations requires the amendment of sub-regulation 61.01.19(1).

6.3 CURRENT REGULATION

61.01.19 (1) An applicant for a class or type rating must have the applicable rating endorsed in the pilot logbooks.

SCHEDULE 7

7.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.02.1 OF PART 61 (STUDENT PILOT LICENCE)

7.1 Proposed amendment of regulation 61.02.1 by the substitution for sub-regulation (2) of the following sub-regulation:

61.02.1 (2) The applicant must receive *ab initio* flight training at a Part 141 approved training organisation to the level of knowledge, understanding, and skill required in order to ensure that the privileges would not permit student pilots to constitute a hazard to aviation. REFER TO Document SA CATS FCL 61.

7.2 MOTIVATION

Subpart 61.02 of the regulations requires amendment of sub-regulation 61.02.1 (2)

7.3 CURRENT REGULATION

61.02.1 (2) The applicant must receive *ab initio* flight training at a Part 141 approved training organisation.

SCHEDULE 8

8.0 PROPOSAL FOR THE INSERTION OF REGULATION 61.02.2 OF PART 61 (STUDENT PILOT LICENCE)

8.1 Proposed insertion of regulation 61.02.2 into the Regulations

Application for Student Pilot Licence

61.02,2(2) The application must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61; and must be accompanied by -

- (a) an original or certified proof of the identity of the applicant;

- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) an application for the appropriate category, class and type rating;
- (e) two recent passport size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

8.2 MOTIVATION

Subpart 61.02 of the regulations requires amendment by inclusion of a sub-regulation 61.02.2.

8.3 CURRENT REGULATION

61.02.1 (1) An applicant for a student pilot licence must be 16 years or older, except where provided for in Part 62; and must hold a valid Class 2 medical certificate issued in terms of Part 67.

(2) The applicant must receive *ab initio* flight training at a Part 141 approved training organisation.

(3) The application must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61; and must be accompanied by -

- (a) an original or certified proof of the identity of the applicant;
- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) an application for the appropriate category, class and type rating;
- (e) two recent passport size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

(4) If the applicant complies with the requirements referred to in Sub-regulation 1, he or she must be issued with a student pilot licence in the appropriate format as prescribed in Document SA-CATS-FCL 61.

(5) Upon receipt of the student pilot licence, the holder must immediately affix his or her signature thereon in ink in the space provided for such purpose.

(6) The annual currency fee as prescribed in Part 187 is due and payable 30 days before the anniversary of the licence.

(7) A student pilot licence (aeroplane) is valid for a period not exceeding 2 years from the beginning of the month following the month in which it was issued provided the annual currency fees are paid.

SCHEDULE 9

9.0 PROPOSAL FOR THE INSERTION OF REGULATION 61.02.3 OF PART 61 (STUDENT PILOT LICENCE)

9.1 Proposed insertion of regulation 61.02.3 into the Regulations

Issuing of Student Pilot Licence

61.02.3(1) If the applicant complies with the requirements referred to in Sub-regulation 1, he or she must be issued with a student pilot licence in the appropriate format as prescribed in Document SA-CATS-FCL 61.

(2) Upon receipt of the student pilot licence, the holder must immediately affix his or her signature thereon in ink in the space provided for such purpose.

9.2 MOTIVATION

Subpart 61.02 of the regulations requires amendment by inclusion of a new sub-regulation 61.02.4.

9.3 CURRENT REGULATION

61.02.1 (1) An applicant for a student pilot licence must be 16 years or older, except where provided for in Part 62; and must hold a valid Class 2 medical certificate issued in terms of Part 67.

(2) The applicant must receive *ab initio* flight training at a Part 141 approved training organisation.

(3) The application must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61; and must be accompanied by -

- a. an original or certified proof of the identity of the applicant;
- b. proof of the age of the applicant;

- c. a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
 - d. an application for the appropriate category, class and type rating;
 - e. two recent passport size photographs of the applicant; and
 - f. the appropriate fee as prescribed in Part 187.
- (4) If the applicant complies with the requirements referred to in Sub-regulation 1, he or she must be issued with a student pilot licence in the appropriate format as prescribed in Document SA-CATS-FCL 61.
- (5) Upon receipt of the student pilot licence, the holder must immediately affix his or her signature thereon in ink in the space provided for such purpose.
- (6) The annual currency fee as prescribed in Part 187 is due and payable 30 days before the anniversary of the licence.
- (7) A student pilot licence (aeroplane) is valid for a period not exceeding 2 years from the beginning of the month following the month in which it was issued provided the annual currency fees are paid.

SCHEDULE 10

10.0 PROPOSAL FOR THE INSERTION OF REGULATION 61.02.4 OF PART 61 (STUDENT PILOT LICENCE)

10.1 Proposed insertion of regulation 61.02.4

Validity of Student Pilot Licence

61.02.4 (1) A Student Pilot Licence issued is valid for a period of 2 years from the date of issue.

(2) The holder of a Student Pilot Licence may not exercise the privileges of that licence unless he or she -

- (a) is in possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67;
- (b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);

10.2 MOTIVATION

Subpart 61.02 of the regulations requires the insertion of sub-regulation 61.02.4

10.3 CURRENT REGULATION

61.02.1 (1) An applicant for a student pilot licence must be 16 years or older, except where provided for in Part 62; and must hold a valid Class 2 medical certificate issued in terms of Part 67.

(2) The applicant must receive *ab initio* flight training at a Part 141 approved training organisation.

(3) The application must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61; and must be accompanied by -

- (a) an original or certified proof of the identity of the applicant;
- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) an application for the appropriate category, class and type rating;
- (e) two recent passport size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

(4) If the applicant complies with the requirements referred to in Sub-regulation 1, he or she must be issued with a student pilot licence in the appropriate format as prescribed in Document SA-CATS-FCL 61.

(5) Upon receipt of the student pilot licence, the holder must immediately affix his or her signature thereon in ink in the space provided for such purpose.

(6) The annual currency fee as prescribed in Part 187 is due and payable 30 days before the anniversary of the licence.

(7) A student pilot licence (aeroplane) is valid for a period not exceeding 2 years from the beginning of the month following the month in which it was issued provided the annual currency fees are paid.

SCHEDULE 11

11.0 PROPOSAL FOR THE AMENDMENT INSERTION OF REGULATION 61.03.4 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

11.1 Proposed amendment of regulation 61.03.4

61.03.4(1)(a) A Private Pilot Licence (aeroplane) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue. Annual currency fees are to be submitted together:
 - (i) with the completed form as prescribed in Document SA-CATS-FCL 61 and;
 - (ii) certified copies of the last entries in the pilot logbook containing a summary or the last 3 pages of the logbook indicating a record of flight time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

11.2 MOTIVATION

Subpart 61.03 of the regulations requires the amendment of sub-regulation 61.03.4(1) (a)

11.3 CURRENT REGULATION

61.03.4(1)(a) A Private Pilot Licence (Aeroplane) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue.

SCHEDULE 12

12.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 2 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

12.1 Proposed amendment of the numbering and title of sub-regulations in Subpart 2

- 61.02.1 Requirements for student pilot licence
- 61.02.2 Application for a student pilot licence
- 61.02.3 Issuing of student pilot licence
- 61.02.4 Validity of student pilot licence

- 61.02.5 Privileges of student pilot licence
- 61.02.6 Ratings for special purposes for student pilot licence

12.2 MOTIVATION

Subpart 61.02 of the regulations requires amendment by renumbering and changing of title of the sub-regulations

12.3 CURRENT REGULATION

- 61.02.1 Requirements for student pilot licence
- 61.02.2 Privileges and limitations of student pilot licence
- 61.02.3 Ratings for special purposes

SCHEDULE 13

13.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.1 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

13.1 Proposed amendment of regulation 61.03.1 by the substitution for paragraph (e) of the following paragraph

- 61.03.1(e) have acquired the experience referred to in Sub-regulation 61.03.3;

13.2 MOTIVATION

Subpart 61.03 of the regulations requires the amendment of sub-regulation 61.03.1(e).

13.3 CURRENT REGULATION

- 61.03.1(e) have acquired the experience referred to in Sub-regulation 61.03.2;

SCHEDULE 14

14.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.1 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

14.1 Proposed amendment of regulation 61.03.1 of the Regulations by the substitution for sub-regulations (2) and (3) of sub-regulations 61.03.3(1) and (2):

Experience

61.03.3 (1) An applicant for a Private Pilot Licence (aeroplane) must have completed not less than 45 hours flight time as a pilot of an aeroplane, of which –

- (a) At least 25 hours are dual instruction in aeroplanes, which must include 5 hours instrument instruction time;
- (b) at least 15 hours are accumulated in solo flight, of which at least five hours are cross-country flight time; which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and
- (c) A maximum of five hours dual instruction in an approved FSTD.

(2) Notwithstanding the provisions in Sub-regulation (1) above, the experience required for the holder of a glider or gyroplane pilot licence or of a recreational pilot licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum specified in Regulation 61.01.9 (9).

14.2 MOTIVATION

Subpart 61.03 of the regulations requires the amendment of sub-regulation 61.03.1 (2) and (3) to a new sub-regulation 61.03 3 (1) and (2).

14.3 CURRENT REGULATION

61.03.1 (2) An applicant for a Private Pilot Licence (aeroplane) must have completed not less than 45 hours flight time as a pilot of an aeroplane, of which –

- (a) At least 25 hours are dual instruction in aeroplanes, which must include 5 hours instrument instruction time;
- (b) at least 15 hours are accumulated in solo flight, of which at least five hours are cross-country flight time; which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and
- (c) A maximum of five hours dual instruction in an approved FSTD.

(3) Notwithstanding the provisions in Sub-regulation (1) above, the experience required for the holder of a glider or gyroplane pilot licence or of a recreational pilot

licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum specified in Regulation 61.01.9 (9).

SCHEDULE 15

15.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.1 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

15.1 Proposed amendment of regulation 61.03.1 of the Regulations by the substitution for sub-Regulations (1)(h) and (5) of sub-regulations 61.03.4 (1) and (2):

61.03.4 (1) have passed the skill test demonstrating, to a Designated Flight Examiner (Aeroplanes), the ability to execute as pilot-in-command of an aeroplane the procedures and manoeuvres prescribed in Document SA-CATS-FCL 61 with a degree of competence appropriate to the privileges granted to the holder of a Private Pilot Licence (aeroplane).

(2) The applicant must undergo the skill test within six months of passing the theoretical knowledge examination referred to in Sub-regulation (1) (g), and within the 90 days of the date of application.

15.2 MOTIVATION

Subpart 61.03 of the regulations requires the amendment of sub-regulation 61.03.1 (h) and (5) to a new sub-regulation 61.03 4 (1) and (2).

15.3 CURRENT REGULATION

61.03.1 (h) have passed the skill test demonstrating, to a Designated Flight Examiner (Aeroplanes), the ability to execute as pilot-in-command of an aeroplane the procedures and manoeuvres prescribed in Document SA-CATS-FCL 61 with a degree of competence appropriate to the privileges granted to the holder of a Private Pilot Licence (aeroplane).

61.03.1 (5) The applicant must undergo the skill test within six months of passing the theoretical knowledge examination referred to in Sub-regulation (1) (g), and within the 90 days of the date of application.

SCHEDULE 16

16.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 3 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

16.1 Proposed amendment of the numbering and title of sub-regulations in Subpart 2:

61.03.1 Requirements for Private Pilot Licence (aeroplane)

- 61.03.2 Application for a Private Pilot Licence (aeroplane)
- 61.03.3 Experience for Private Pilot Licence (aeroplane)
- 61.03.4 Skill test for Private Pilot Licence (aeroplane)
- 61.03.5 Issuing of Private Pilot Licence (aeroplane)
- 61.03.6 Validity of Private Pilot Licence (aeroplane)
- 61.03.7 Privileges of Private Pilot Licence (aeroplane)
- 61.03.8 Ratings for special purposes for Private Pilot Licence (aeroplane)
- 61.03.9 Maintenance of competency for Private Pilot Licence (aeroplane)
- 61.03.10 Credit for Pilot qualifications of the South African Air Force

16.2 MOTIVATION

Subpart 61.03 of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

16.3 CURRENT REGULATION

- 61.03.1 Requirements for Private Pilot Licence (aeroplane)
- 61.03.2 Application for a Private Pilot Licence (aeroplane)
- 61.03.3 Issuing of Private Pilot Licence (aeroplane)
- 61.03.4 Validity of Private Pilot Licence (aeroplane)
- 61.03.5 Privileges of Private Pilot Licence (aeroplane)
- 61.03.6 Ratings for special purposes
- 61.03.7 Maintenance of competence
- 61.03.10 Credit for Pilot qualifications of the South African Air Force

SCHEDULE 17

17.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 4 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

17.1 Proposed amendment of Subpart 4 of Part 61 of the Regulations by the renumbering of existing sub-regulations:

- 61.04.1 Requirements for Private Pilot Licence (helicopter)
- 61.04.2 Application for Private Pilot Licence (helicopter)
- 61.04.3 Experience for Private Pilot Licence (helicopter)
- 61.04.4 Skill test for Private Pilot Licence (helicopter)
- 61.04.5 Issuing of Private Pilot Licence (helicopter)
- 61.04.6 Validity of Private Pilot Licence (helicopter)
- 61.04.7 Privileges of Private Pilot Licence (helicopter)
- 61.04.8 Ratings for special purposes for Private Pilot Licence (helicopter)
- 61.04.9 Maintenance of competency for Private Pilot Licence (helicopter)
- 61.04.10 Credit for Pilot qualifications of the South African Air Force

17.2 MOTIVATION

Subpart 61.04 of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

17.3 CURRENT REGULATION

- 61.04.1 Application for Private Pilot Licence (helicopter)
- 61.04.2 Requirements for Private Pilot Licence (helicopter)
- 61.04.3 Experience
- 61.04.4 Skill test
- 61.04.5 Issuing of Private Pilot Licence (helicopter)
- 61.04.6 Period of Validity
- 61.04.7 Privileges of Private Pilot Licence (helicopter)
- 61.04.8 Ratings for special purposes

- 61.04.9 Maintenance of competence
- 61.04.10 Credit for Pilot qualification Of the South African air Force

SCHEDULE 18

18.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.4 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

18.1 Proposed amendment of Subpart 4 of Part 61 of the Regulations by the substitution for regulation 61.03.4(2)(b) of the following regulation :

61.03.4(2)(b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);

18.2 MOTIVATION

Subpart 61.03 of the regulations requires the amendment of sub-regulation 61.03.4(2)(b).

18.3 CURRENT REGULATION

61.03.4(2) (b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority;

SCHEDULE 19

19.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.4 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))

19.1 Proposed amendment of regulation 61.03.7 of the Regulations by the insertion of the following regulation after regulation 61.03.7 (3) and renumbering:

61.03.9 (4) In the event of the requirements of a private pilot licence (aeroplane) not being complied with the holder of a private pilot licence (aeroplane) may automatically continue to exercise the privileges of a student pilot licence as the case may be, without being subjected to the requirements of flight authorisation by a flight instructor acting at a Part 141 Training Organisation.

19.2 MOTIVATION

Subpart 61.03.7 of the regulations require amendment for clarity of reading by the addition of sub-regulation 61.03.7(4) and then renumbering.

19.3 CURRENT REGULATION

NONE

SCHEDULE 20**20.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.03.4 OF PART 61 (PRIVATE PILOT LICENCE (AEROPLANE))**

20.1 Proposed amendment of regulation 61.03.7 of the Regulations by the Amendment of paragraph (b) of sub-regulation 1 of the following paragraph and renumbering:

61.03.9 (1) (b) within the 90 days immediately preceding the flight by night, carried out at least three take-off and landings at night to a full stop;

20.2 MOTIVATION

Subpart 61.03.7 (1) (b) of the regulations requires the addition of additional provisions and renumbering.

20.3 CURRENT REGULATION

61.03.7 (1) (b) within the 90 days immediately preceding the flight by night, carried out at least one landing and take-off at night;

SCHEDULE 21**21.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.6 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))**

21.1 Proposed amendment of regulation 61.03.7 (1) of the Regulations by the substitution for sub-regulation (1) of the following sub-regulation:

61.04.6(1) A Private Pilot Licence (helicopter) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue. Annual currency fees are to be submitted together:
 - (i) with the completed form as prescribed in Document SA-CATS-FCL 61 and;
 - (ii) certified copies of the last entries in the pilot logbook containing a summary or the last 3 pages of the logbook indicating a record of flight time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

21.2 MOTIVATION

Subpart 61.04 of the regulations requires the amendment of sub-regulation 61.04.6(1).

21.3 CURRENT REGULATION

61.04.6 (1) A Private Pilot Licence (helicopter) is valid for a period of 10 years provided that the annual currency fees are paid prior to the anniversary of the original date of issue and the validity requirements of the licence are maintained.

SCHEDULE 22

22.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.1 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))

22.1 Proposed amendment of regulation 61.04.1 (1) of the Regulations by the substitution for paragraph (h) of the following paragraph:

61.04.1(h) have passed the skill test demonstrating, to a Designated Flight Examiner (Aeroplanes), the ability to execute as pilot-in-command of an aeroplane the procedures and manoeuvres prescribed in Document SA-CATS-FCL 61

22.2 MOTIVATION

Subpart 61.04 of the regulations requires the amendment of sub-regulation 61.04.1(h) to bring it in line with 61.03.1 (h).

22.3 CURRENT REGULATION

61.04.1(h). have demonstrated competence in the skill test referred to in Regulation 61.04.4.

SCHEDULE 23

23.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.6 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))

23.1 Proposed amendment of regulation 61.04.6 of the Regulations by the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:

61.03.6(2)(b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);

23.2 MOTIVATION

Subpart 61.04 of the regulations requires the amendment of sub-regulation 61.04.6(2)(b).

23.3 CURRENT REGULATION

61.04.6.4(2)(b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority;

SCHEDULE 24

24.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.3 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))

24.1 Proposed amendment of regulation 61.04.3 (1) of the Regulations by the substitution for paragraph (a) of sub-regulation (1) of the following paragraph:

61.04.3(1)(a). (a) at least 25 hours are dual instruction in helicopters, which may include 5 hours instrument instruction time;

24.2 MOTIVATION

Subpart 61.04 of the regulations requires the amendment of sub-regulation 61.04.3(1)(a).

24.3 CURRENT REGULATION

61.04.3(1)(a). (a) at least 25 hours are dual instruction in helicopters, which shall include 5 hours instrument instruction time;

SCHEDULE 25

25.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.8 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))

25.1 Proposed amendment of regulation 61.04.8 (1) of the Regulations by the substitution for the said regulation of the following paragraph:

61.04.8 (1) The ratings for special purposes associated with a Private Pilot Licence (helicopter) are –

- (a) night rating;
- (b) instrument rating;
- (c) test flight rating; and
- (d) safety pilot rating.
- (e) agricultural pilot rating

(2) An application for any rating must be made in accordance with the Regulations in Subparts 14, 15 and 27, 35 and 40 as the case may be.

25.2 MOTIVATION

Subpart 51.04 of the regulations requires the amendment of sub-regulation 61.04.8

25.3 CURRENT REGULATION

61.04.8 (1) The ratings for special purposes associated with a Private Pilot Licence (helicopter) are –

- (a) night rating;
- (b) instrument rating;
- (c) test flight rating; and

(d) safety pilot rating.

(2) An application for any rating must be made in accordance with the Regulations in Subparts 14, 15 and 27, as the case may be.

SCHEDULE 26

26.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.04.9 OF PART 61 (PRIVATE PILOT LICENCE (HELICOPTER))

26.1 Proposed amendment of regulation 61.04.9 (2) of the Regulations by the substitution for the said regulation of the following regulation:

61.04.9(2) The holder of a Private Pilot Licence (helicopter) may not act as pilot-in-command of a helicopter, transporting passengers by night, unless such pilot has, within the 90 days immediately preceding the flight, executed as the pilot manipulating the controls not less than three circuits including three take-offs and three landings by night in a helicopter of the same class as that in which such passenger-carrying flight is to be undertaken, or in an FSTD approved for the purpose: Provided that where this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of single-engine helicopters as well.

26.2 MOTIVATION

Subpart 61.04.9 (2) of the regulations requires amendment to bring in line with Part 91.

26.3 CURRENT REGULATION

61.04.9(2) The holder of a Private Pilot Licence (helicopter) may not act as pilot-in-command of a helicopter, transporting passengers by night, unless such pilot has undergone one hour of instrument instruction during the preceding six months, or is the holder of a valid instrument rating.

SCHEDULE 27

27.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 5 OF PART 61 (COMMERCIAL PRIVATE PILOT LICENCE (AEROPLANE))

27.1 Proposed amendment of Subpart 5 of Part 61 of the Regulations by the renumbering of the relevant sub-regulations:

- 61.05.1 Requirements for Commercial Pilot Licence (aeroplane)
- 61.05.2 Application for Commercial Pilot Licence (aeroplane)
- 61.05.3 Experience for Commercial Pilot Licence (aeroplane)
- 61.05.4 Skill Test for Commercial Pilot Licence (aeroplane)
- 61.05.5 Issuing of Commercial Pilot Licence (aeroplane)
- 61.05.6 Validity of Commercial Pilot Licence (aeroplane)
- 61.05.7 Privileges of Commercial Pilot Licence (aeroplane)
- 61.05.8 Ratings for special purposes for Commercial Pilot Licence (aeroplane)
- 61.05.9 Maintenance of competency for Commercial Pilot Licence (aeroplane)

27.2 MOTIVATION

Subpart 61.05 COMMERCIAL PILOT LICENCE (AEROPLANE) of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

27.3 CURRENT REGULATION

- 61.05.1 Requirements for Commercial Pilot Licence (aeroplane)
- 61.05.2 Experience
- 61.05.3 Skills test
- 61.05.4 Application for Commercial Pilot Licence (aeroplane)
- 61.05.5 Validity of Commercial Pilot Licence (aeroplane)
- 61.05.6 Privileges of Commercial Pilot Licence (aeroplane)
- 61.05.7 Ratings for special purposes
- 61.05.8 Maintenance of competency

SCHEDULE 28**28.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.05.4 OF PART 61 (COMMERCIAL PRIVATE PILOT LICENCE (AEROPLANE))**

28.1 Proposed amendment of regulation 61.05.4 of Part 61 of the Regulations by the substitution for sub-regulation (2) of the following sub-regulation and renumbering it as regulation 61.05.5:

Issuing of a Commercial Pilot Licence (aeroplane)

61.05.5 (1) The Commissioner may issue a Commercial Pilot Licence (aeroplane), in the appropriate format as prescribed in Document SA CATS-FCL 61, if the applicant complies with the requirements referred to in Regulation 61.05.1.

(2) Upon receipt of the Commercial Pilot Licence (aeroplane), the holder must forthwith affix his or her signature thereon in ink in the space provided for such purpose.

28.2 MOTIVATION

Subpart 61.05 of the regulations requires the amendment of sub-regulation 61.05.4 (2).

28.3 CURRENT REGULATION

61.05.4 (2) If the applicant complies with the requirements, the Commissioner must issue a Commercial Pilot Licence (aeroplane) in the appropriate format, as prescribed in Document SA CATS-FCL 61.

SCHEDULE 29**29.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.05.5 OF PART 61 (COMMERCIAL PRIVATE PILOT LICENCE (AEROPLANE))**

29.1 Proposed amendment of regulation 61.05.5 of Part 61 of the Regulations by the substitution for the said regulation of the following regulation and renumbering it as regulation 61.05.6:

Validity of Commercial Pilot Licence (aeroplane)

61.05.6(1) A Commercial Pilot Licence (aeroplane) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue. Annual currency fees are to be submitted together:
 - (i) with the completed form as prescribed in Document SA-CATS-FCL 61 and;
 - (ii) certified copies of the last entries in the pilot logbook containing a summary or the last 3 pages of the logbook indicating a record of flight time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.
 - (b) the validity requirements of the licence are maintained.
- (2) The holder of a Commercial Pilot Licence may not exercise the privileges of that licence unless he or she –
- (a) holds a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);
 - (c) complies with the provisions of Regulation 61.05.8;
 - (d) holds a valid, appropriate class rating or type rating; and
 - (e) complies with the licence revalidation requirements.

29.2 MOTIVATION

Subpart 61.05 of the regulations requires the amendment of sub-regulation 61.05.5 and renumbering to 61.05.6.

29.3 CURRENT REGULATION

61.05.5 (1) A Commercial Pilot Licence (aeroplane) issued is valid for a period of 10 years subject to the following: –

- (a) payment of the annual currency fee prescribed in Part 187 prior to the anniversary of the original date of issue; and

- (b) the validity requirements of the licence are maintained.
- (2) The holder of a Commercial Pilot Licence may not exercise the privileges of that licence unless he or she -
- (a) holds a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority;
 - (c) complies with the provisions of Regulation 61.05.8;
 - (d) holds a valid, appropriate class rating or type rating; and
 - (e) complies with the licence revalidation requirements.

SCHEDULE 30

30.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.05.7 OF PART 61 (COMMERCIAL PILOT LICENCE (AEROPLANE))

30.1 Proposed amendment of regulation 61.05.7 of Part 61 of the Regulations by the substitution for sub-regulation (2) of the following regulation and renumbering it as regulation 61.05.8(2):

61.05.8 (2) An application for any rating referred to in Sub-regulation (1) must be made in accordance with the Regulations in Subparts 15, 16, 17, 27, 28, 29, 30, 31, 35 and 38, as the case may be.

30.2 MOTIVATION

Subpart 61.05 of the regulations requires the amendment of references contained in sub-regulation 61.05.7 (2) and renumbering to 61.05.8 (2).

30.3 CURRENT REGULATION

61.05.7 (2) An application for any rating referred to in Sub-regulation (1) must be made in accordance with the Regulations in Subparts 15, 17, 18, 27, 28, 29, 30, 35 and 38, as the case may be.

SCHEDULE 31**31.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.05.9 OF PART 61 (COMMERCIAL PILOT LICENCE (AEROPLANE))**

31.1 Proposed amendment of regulation 61.05.9 of Part 61 of the Regulations by the substitution for paragraphs (a) and (c) of sub-regulation (1) of the following paragraphs:

61.05.9 (1)(a) fly as a pilot in command of an aeroplane carrying passengers by day unless he or she, within the 90 days immediately preceding the flight, has executed as the pilot manipulating the controls not less than three take-offs and three landings, either by day or by night in an aeroplane of the same class as that in which such passenger-carrying flight is to be undertaken, or in an FSTD approved for the purpose;

61.05.9 (1) (c) As the holder of a licence that does not include a valid instrument rating (aeroplane) act as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least three take-offs and three landings required in paragraph (a) has been carried out at night.

31.2 MOTIVATION

Subpart 61.05 requires change to sub-regulation 61.05.9 (1) and (c).

31.3 CURRENT REGULATIONS

61.05.9 (1)(a) fly as a pilot in command of an aeroplane carrying passengers unless he or she, within the 90 days immediately preceding the flight, has executed as the pilot manipulating the controls not less than three take-offs and three landings, either by day or by night in an aeroplane of the same class as that in which such passenger-carrying flight is to be undertaken, or in an FSTD approved for the purpose;

61.05.9 (1) (c) As the holder of a licence that does not include a valid instrument rating (aeroplane) act as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in paragraph (a) has been carried out at night.

SCHEDULE 32**32.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 6 OF PART 61 (COMMERCIAL PILOT LICENCE (HELICOPTER))**

32.1 Proposed amendment of Subpart 6 of Part 61 of the Regulations by the renumbering of the existing sub-regulations as follows:

- | | |
|----------|--|
| 61.06.1 | Requirements for Commercial Pilot Licence (helicopter) |
| 61.06.2 | Application for a Commercial Pilot Licence (helicopter) |
| 61.06.3 | Experience for Commercial Pilot Licence (helicopter) |
| 61.06.4 | Skill test for Commercial Pilot Licence (helicopter) |
| 61.06.5 | Issuing of Commercial Pilot Licence (helicopter) |
| 61.06.6 | Validity of Commercial Pilot Licence (helicopter) |
| 61.06.7 | Privileges of a Commercial Pilot Licence (helicopter) |
| 61.06.8 | Ratings for special purposes for Commercial Pilot Licence (helicopter) |
| 61.06.9 | Maintenance of competency for Commercial Pilot Licence (helicopter) |
| 61.06.10 | Credit for Pilot & Navigator qualifications of the South African Air Force |

32.2 MOTIVATION

Subpart 61.06 of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

32.3 CURRENT REGULATION

- | | |
|---------|---|
| 61.06.1 | Requirements for Commercial Pilot Licence (helicopter) |
| 61.06.2 | Experience |
| 61.06.3 | Skill test |
| 61.06.4 | Application for a Commercial Pilot Licence (helicopter) |
| 61.06.5 | Privileges of a Commercial Pilot Licence (helicopter) |
| 61.06.6 | Ratings for special purposes |

61.06.7 Maintenance of competency

SCHEDULE 33

33.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.06.1 OF PART 61 (COMMERCIAL PILOT LICENCE (HELICOPTER))

33.1 Proposed amendment of regulation 61.06.1 of Part 61 of the Regulations by the deletion of sub-regulation (3) thereof and the insertion of the following regulation after regulation 61.06.4:

Issuing of a Commercial Pilot Licence (helicopter)

61.06.5 (1) The Commissioner may issue a Commercial Pilot Licence (aeroplane), in the appropriate format as prescribed in Document SA CATS-FCL 61, if the applicant complies with the requirements referred to in Regulation 61.06.1.

(2) Upon receipt of the Commercial Pilot Licence (aeroplane), the holder must forthwith affix his or her signature thereon in ink in the space provided for such purpose.

33.2 MOTIVATION

Subpart 61.06 of the regulations requires the deletion of sub-regulation 61.06.1 (3) and the deleted text to be changed to bring it in-line with 61.05.5. A new sub-regulation is added as 61.06.5.

33.3 CURRENT REGULATION

61.06.1(3) The Commissioner may issue a Commercial Pilot Licence (helicopter), if the applicant complies with the prescribed requirements, in the appropriate format, as prescribed in Document SA-CATS-FCL 61.

SCHEDULE 34

34.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.06.8 OF PART 61 (COMMERCIAL PILOT LICENCE (HELICOPTER))

34.1 Proposed amendment of regulation 61.06.8 of Part 61 of the Regulations by the substitution for paragraph (f) of the following regulation:

61.06.8 (f) helicopter sling load rating;

34.2 MOTIVATION

Subpart 61.06 of the regulations requires the amendment of sub-regulation 61.06.8 (f) to bring it in line with regulation 61.01.3(1)(d)(vi).

34.3 CURRENT REGULATION

61.06.8 (f) external load rating.

SCHEDULE 35

35.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.07.3 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE))

35.1 Proposed amendment of regulation 61.07.3 of Part 61 of the Regulations by the substitution for paragraph (c) of sub-regulation (1) of the following paragraph:

61.07.3(2)(1) (c) 200 hours must be cross-country flight time, of which 100 hours may be as co-pilot or pilot-in-command under supervision;

35.2 MOTIVATION

Subpart 61.07 AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE) requires amendment of sub-regulation 61.07.3(1)(c) to bring it in line with similar wording in other sub-parts.

35.3 CURRENT REGULATION

61.07.3(2)(1) (c) 200 hours must be cross-country flight time, of which 100 hours shall be as co-pilot or pilot-in-command under supervision;

SCHEDULE 36**36.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.07.4 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE))****36.1 Proposed amendment of regulation 61.07.4 of Part 61 of the Regulations by the substitution for paragraph (b) of sub-regulation (2) of the following paragraph:**

61.07.4(2)(b) the original or a certified copies of the documents specified in Regulation 61.07.1 (1)(c) held by the applicant, or certified proof that the applicant has completed the relevant integrated training;

36.2 MOTIVATION

Subpart 61.07 requires amendment of sub-regulation 61.07.4(2)(b) by inclusion of the word Regulation.

36.3 CURRENT REGULATIONS

61.07.4(2)(b) the original or a certified copies of the documents specified in 61.07.1 (1)(c) held by the applicant, or certified proof that the applicant has completed the relevant integrated training;

SCHEDULE 37**37.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.07.1 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE))****37.1 Proposed amendment of regulation 61.07.1 of Part 61 of the Regulations by the deletion of sub-regulation (3) and the insertion of the following regulation after regulation 61.07.4:****Issuing of a Airline Transport Pilot Licence (aeroplane)**

61.07.5 (1) The Commissioner may issue an Airline Transport Pilot Licence (aeroplane), in the appropriate format as prescribed in Document SA CATS-FCL 61, if the applicant complies with the requirements referred to in Regulation 61.07.1.

- (2) Upon receipt of the Commercial Pilot Licence (aeroplane), the holder must forthwith affix his or her signature thereon in ink in the space provided for such purpose.

37.2 MOTIVATION

Subpart 61.07 of the regulations requires the deletion of sub-regulation 61.07.1 (3) and the deleted text to be changed to bring it in-line with 61.05.5. A new sub-regulation is added as 61.07.5.

37.3 CURRENT REGULATION

61.07.1 (3) The Commissioner may issue an Airline Transport Pilot Licence (aeroplane) in the appropriate format, as prescribed in Document SA CATS-FCL 61, if the applicant complies with the appropriate requirements.

SCHEDULE 38

38.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.07.5 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE))

38.1 Proposed amendment of regulation 61.07.5 of Part 61 of the Regulations by the renumbering of it as regulation 61.07.6.:

Validity of Airline Transport Pilot Licence (aeroplane)

61.07.6(1) An Airline Transport Pilot Licence (aeroplane) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue. Annual currency fees are to be submitted together:
 - (i) with the completed form as prescribed in Document SA-CATS-FCL 61 and;
 - (ii) certified copies of the last entries in the pilot logbook containing a summary or the last 3 pages of the logbook indicating a record of flight time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.
 - (b) the validity requirements of the licence are maintained.
- (2) The holder of an Airline Transport Pilot Licence may not exercise the privileges of that licence unless he or she -

- (a) holds a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);
- (c) complies with the provisions of Regulation 61.05.8;
- (d) holds a valid, appropriate class rating or type rating; and
- (e) complies with the licence revalidation requirements.

38.2 MOTIVATION

Subpart 61.07 of the regulations requires the amendment of sub-regulation 61.07.5 by renumbering to 61.07.6

38.3 CURRENT REGULATION

61.07.5 (1) An Airline Transport Pilot Licence (aeroplane) issued is valid for a period of 10 years subject to the following conditions: -

- (a) the validity requirements of the licence are maintained;
 - (b) The currency fees are paid prior to the anniversary of the original date of issue.
- (2) The holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she -
- (a) holds a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) In the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required;

SCHEDULE 39

39.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 7 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE))

39.1 Proposed amendment of subpart 7 by the renumbering of the existing sub-regulations as follows:

- 61.07.1 Requirements for Airline Transport Pilot Licence (aeroplane)**
- 61.07.2 Application for Airline Transport Pilot Licence (aeroplane)
- 61.07.3 Experience Requirements for Airline Transport Pilot Licence (aeroplane)
- 61.07.4 Skill test Requirements for Airline Transport Pilot Licence (aeroplane)
- 61.07.5 Issuing of Airline Transport Pilot Licence (aeroplane)
- 61.07.6 Validity of Airline Transport Pilot Licence (aeroplane)
- 61.07.7 Privileges of Airline Transport Pilot Licence (aeroplane)
- 61.07.8 Ratings for special purposes Requirements for Airline Transport Pilot Licence (aeroplane)
- 61.07.9 Maintenance of competency Requirements for Airline Transport Pilot Licence (aeroplane)
- 61.07.10 Credit for Pilot & Navigator qualifications of the South African Air Force

39.2 MOTIVATION

Subpart 61.07 AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE) of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

39.3 CURRENT REGULATION

- 61.07.1 Requirements for Airline Transport Pilot Licence (aeroplane)**
- 61.07.2 Experience
- 61.07.3 Skill test
- 61.07.4 Application for Airline Transport Pilot Licence (aeroplane)
- 61.07.5 Period of Validity
- 61.07.6 Privileges of Airline Transport Pilot Licence (aeroplane)
- 61.07.7 Ratings for special purposes
- 61.07.8 Maintenance of competency

SCHEDULE 40**40.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.08.1 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER))**

40.1 Proposed amendment of regulation 61.08.1 by the deletion of sub-regulation (3) and the insertion of the following regulation after 61.08.4:

Issuing of a Airline Transport Pilot Licence (helicopter)

61.08.5 (1) The Commissioner may issue a Airline Transport Pilot Licence (helicopter), in the appropriate format as prescribed in Document SA CATS-FCL 61, if the applicant complies with the requirements referred to in Regulation 61.07.1.

(2) Upon receipt of the Commercial Pilot Licence (helicopter), the holder must forthwith affix his or her signature thereon in ink in the space provided for such purpose.

40.2 MOTIVATION

Subpart 61.08 of the regulations requires the deletion of sub-regulation 61.08.1 (3) and the deleted text to be changed to bring it in-line with 61.05.5. A new sub-regulation is added as 61.08.5.

40.3 CURRENT REGULATION

61.08.1 (3) The Commissioner may issue an Airline Transport Pilot Licence (helicopter) in the appropriate format, as prescribed in Document SA CATS-FCL 61, if the applicant complies with the appropriate requirements.

SCHEDULE 41**41.0 PROPOSAL FOR THE AMENDMENT OF SUBPART 8 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER))**

41.1 Proposed amendment of Subpart 8 of Part 61 by the renumbering of the existing sub-regulations:

SUBPART 8: AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

- 61.08.1 Requirements for Airline Transport Pilot Licence (helicopter)
- 61.08.2 Application for Airline Transport Pilot Licence (helicopter)
- 61.08.3 Experience for Airline Transport Pilot Licence (helicopter)
- 61.08.4 Skill test for Airline Transport Pilot Licence (helicopter)
- 61.08.5 Issuing of Airline Transport Pilot Licence (aeroplane)
- 61.08.6 Validity of Airline Transport Pilot Licence (aeroplane)
- 61.08.7 Privileges of Airline Transport Pilot Licence (helicopter)
- 61.08.8 Ratings for special purposes for Airline Transport Pilot Licence (helicopter)
- 61.08.9 Maintenance of competency for Airline Transport Pilot Licence (helicopter)
- 61.087.10 Credit for Pilot & Navigator qualifications of the South African Air Force

41.2 MOTIVATION

Subpart 61.08 of the regulations requires the renumbering of existing sub-regulations to maintain uniformity throughout CAR Part 61.

41.3 CURRENT REGULATION

- 61.08.1 Requirements for Airline Transport Pilot Licence (helicopter)
- 61.08.2 Experience for Airline Transport Pilot Licence (helicopter)
- 61.08.3 Skill test
- 61.08.4 Application for Airline Transport Pilot Licence (helicopter)
- 61.08.5 Period of Validity
- 61.08.6 Privileges of Airline Transport Pilot Licence (helicopter)
- 61.08.7 Ratings for special purposes
- 61.08.8 Maintenance of competency

SCHEDULE 42**42.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.08.2 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER))****42.1 Proposed amendment of regulation 61.08.2 of the regulations by the substitution for paragraph (c) of sub-regulation (1) of the following sub-regulation:**

61.08.2 (1)(c) 30 hours shall be instrument flight instruction time, of which not more than 10 hours may be acquired in a helicopter FSTD approved for the purpose by the Commissioner, during the six months immediately preceding the date of application if he or she is not the holder of an instrument rating; and

42.2 MOTIVATION

Regulation has a lesser requirement than required by ICAO Annex 1 and require amendment.

42.3 CURRENT REGULATION

61.08.2 (1)(c) 10 hours shall be instrument flight instruction time, of which not more than 8 hours may be acquired in a helicopter FSTD approved for the purpose by the Commissioner, during the six months immediately preceding the date of application if he or she is not the holder of an instrument rating; and

SCHEDULE 43**43.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.08.4 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER))****43.1 Proposed amendment of regulation 61.08.4 of the regulations by the substitution for paragraph (b) of sub-regulation (2) of the following sub-regulation:**

61.08.4(2)(b) the original or a certified copy of the documents specified in Regulation 61.08.1 (1)(c), or certified proof that the applicant has completed the relevant integrated training;

43.2 MOTIVATION

Subpart 61.08 requires amendment of sub-regulation 61.08.4(2)(b).

43.3 CURRENT REGULATION

61.08.4(2) (b) the original or a certified copy of the documents specified in Regulation 61.08.1 (1)(d), or certified proof that the applicant has completed the relevant integrated training;

SCHEDULE 44

44.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.08.4 OF PART 61 (AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER))

44.1 Proposed amendment of regulation 61.08.4 of the regulations by the deletion of sub-regulation (4) and the insertion of the following regulation after 61.08.5:

Validity of an Airline Transport Pilot Licence

61.08.6 an Airline Transport Pilot Licence (helicopter) issued is valid for a period of 10 years provided that –

- (a) the annual currency fees prescribed in Part 187 are paid on or before the anniversary of the original date of issue. Annual currency fees are to be submitted together:
 - (i) with the completed form as prescribed in Document SA-CATS-FCL 61 and;
 - (ii) certified copies of the last entries in the pilot logbook containing a summary or the last 3 pages of the logbook indicating a record of flight time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.
 - (b) the validity requirements of the licence are maintained.
- (2) The holder of a Commercial Pilot Licence may not exercise the privileges of that licence unless he or she –
- (a) holds a valid Class 1 medical certificate, issued in terms of Part 67;

- (b) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner, the licence holder has submitted a copy of the medical certificate to the licensing authority as required in Regulation 61.01.6 (5);
- (c) complies with the provisions of Regulation 61.06.8;
- (d) holds a valid, appropriate class rating or type rating; and
- (e) complies with the licence revalidation requirements.

44.2 MOTIVATION

Subpart 61.08 of the regulations requires the amendment of sub-regulation 61.08.4(4) by replacement with a new sub-regulation 61.08.6.

44.3 CURRENT REGULATION

- 61.06.4 (4) The licence thus issued shall be valid for 10 years on condition that -
- (a) the currency fees referred to in Sub-regulation 61.06.8 (1) are paid prior to the anniversary of the original date of issue; and
 - (b) the validity requirements of the licence are maintained.

SCHEDULE 45

45.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.13.7 OF PART 61 (CLASS AND TYPE RATINGS)

45.1 Proposed amendment of regulation 61.13.7 of the regulations by the substitution for sub-regulation (6) of the following sub-regulation:

61.13.7 (6) Familiarisation training requires acquisition of additional knowledge specific to the individual aircraft under consideration.

45.2 MOTIVATION

Subpart 61.13 CLASS AND TYPE RATINGS Subpart 61.13.7 (6) requires amendment.

45.3 CURRENT REGULATION

61.13.7 (6) Familiarisation training as detailed in Document SA CATS-FCL 61 requires acquisition of additional knowledge specific to the individual aircraft under consideration.

SCHEDULE 46

46.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.14.2 OF PART 61 (NIGHT RATING)

46.1 Proposed amendment of regulation 61.14.2 of the regulations by the substitution for paragraph (c) of sub-regulation (1) of the following paragraph:

61.14.2 (1)(c) in the case of a night rating on helicopters, not less than 5 hours helicopter night training and 5 solo night circuits. Each circuit shall include a take-off and landing; and

46.2 MOTIVATION

Subpart 61.14 of the regulations have a lesser requirement than required by ICAO Annex 1 and require amendment.

46.3 CURRENT REGULATION

61.14.2 (1)(c) in the case of a night rating on helicopters, not less than 10 circuits, including take-offs and landings, by night whilst under dual instruction; and

SCHEDULE 47

47.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.16.1. OF PART 61 (GRADE III FLIGHT INSTRUCTOR RATING)

47.1 Proposed amendment of regulation 61.16.1 of the regulations by the substitution for paragraph (b) of sub-regulation (1) of the following paragraph:

61.16.1(b) have successfully completed the training as prescribed in Document SA CATS- FCL 61, conducted by a Grade I or a Grade II aeroplane flight instructor of which

25 hours of flight training must be in an aeroplane of which five hours may be in an approved FSTD, or FNPT II.

47.2 MOTIVATION

Regulation 61.16.1(b) requires to be amended as indicated.

47.3 CURRENT REGULATION

61.16.1(b) have successfully completed the training as prescribed in Document SA CATS- FCL 61, conducted by a Grade I or a Grade II aeroplane flight instructor with the appropriate endorsement, of which 25 hours of flight training must be in an aeroplane of which five hours may be in an approved FSTD, or FNPT II.

SCHEDULE 48

48.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.16.3. OF PART 61 (GRADE 111 FLIGHT INSTRUCTOR RATING)

48.1 Proposed amendment of regulation 61.16.3 of the regulations by the substitution for sub-regulation (3) of the following sub-regulation:

61.16.3(3) The Commissioner may on individual application and assessment, grant an exemption to the holder of a valid SA Air Force flight or navigator instructor qualification from some components of the written examination.

48.2 MOTIVATION

Regulation 61.16.3(3) does not contain the wording of CAR as work-shopped by industry and recommended by CARCOM on 14 December 2006. A change was made from the original text for inclusion in the 26th Amendment.

48.3 CURRENT REGULATION

61.16.3(3) The Commissioner may on individual application and assessment, grant an exemption to the holder of a valid SA Air Force flight instructor qualification from some components of the written examination.

SCHEDULE 49**49.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.20.1. OF PART 61 (GRADE 11 FLIGHT INSTRUCTOR RATING)****49.1 Proposed amendment of regulation 61.20.1 of the regulations by the substitution for paragraph (e) of the said paragraph:**

61.20.1(e) have passed the oral theoretical knowledge examination as prescribed in SA CATS-FCL 61;

49.2 MOTIVATION

Regulation 61.20.1(e) requires amendment by the inclusion of a reference.

49.3 CURRENT REGULATION

61.20.1(e) have passed the oral theoretical knowledge examination.

SCHEDULE 50**50.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.30.1 OF PART 61 (TUG PILOT RATING)****50.1 Proposed amendment of regulation 61.30.1 of the regulations by the substitution for sub-regulation (1) of the following sub-regulation:**

61.30.1 (1) An applicant for a tug pilot rating must —

- (a) hold at least a valid Private Pilot Licence (aeroplane);
- (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aeroplane;
- (c) have acquired suitable experience that includes at least completion of 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner; and
- (d) have demonstrated, to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of a tug aeroplane whilst having an aircraft in tow.

- (2) The Grade 1 or Grade II flight instructor who oversees the skill test must endorse the pilots' logbook and submit notification of the endorsement to the Authority as prescribed in Document SA CATS-FCL 61.

50.2 MOTIVATION

Part 61.30 requires change to sub regulation 61.30.1.

50.3 CURRENT REGULATION

61.30.1 (1) An applicant for a tug pilot rating must –

- (a) hold at least a valid Private Pilot Licence (aeroplane);
 - (b) hold the appropriate class rating or type rating for the aeroplane;
 - (c) have acquired suitable experience that include at least completion of 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner; and
 - (d) have undergone and passed the skill test by demonstrating, to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of a tug aeroplane whilst having an aircraft in tow.
- (2) The applicant must undergo the skill test referred to in Sub-regulation (1) (d) within 90 days immediately preceding the date of application.
- (3) The Grade 1 or Grade II flight instructor who oversees the skill test must endorse the pilots' logbook.

SCHEDULE 51

51.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.31.1. OF PART 61 (TOW RATING)

51.1 Proposed amendment of regulation 61.31.1 of the regulations by the substitution for sub-regulation (1) of the following sub-regulation:

61.31.1 An applicant for a tow rating must –

- (a) hold at least a valid Private Pilot Licence (aeroplane);

- (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aeroplane;
 - (c) have acquired suitable experience that includes at least completion of 10 tow operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tow pilot rating designated for such purpose in writing by the Commissioner; and
 - (d) have demonstrated, to an appropriately rated Grade I or Grade II flight instructor or the holder of a tow pilot rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of a tug aeroplane whilst having a banner in tow.
- (2) The Grade 1 or Grade II flight instructor who oversees the skill test must endorse the pilots' logbook and submit notification of the endorsement to the SA CAA as prescribed in Document SA CATS-FCL 61.

51.2 MOTIVATION

Subpart 61.31 requires change to sub regulation 61.31.1.

51.3 CURRENT REGULATION

61.31.1 An applicant for a tow rating must –

- (a) hold at least a valid Private Pilot Licence (aeroplane);
 - (b) hold the appropriate class rating or type rating for the aeroplane;
 - (c) have acquired the experience that should include at least completion of 10 tow operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tow rating designated for such purpose in writing by the Commissioner; and
 - (d) have successfully undergone the skill test demonstrating to an appropriately rated Grade I or Grade II flight instructor or the holder of a tow rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of an aeroplane while having a banner in tow.
- (2) The applicant must undergo the skill test referred to in Sub-regulation (1) within the 90 days immediately preceding the date of application.

SCHEDULE 52**52.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.32.1. OF
PART 61 (HELICOPTER SLING LOAD RATING)**

**52.1 Proposed amendment of regulation 61.32.1 of the regulations by the
substitution for sub-regulation (1) of the following sub-regulation:**

61.32.1 (1), For the purpose of this subpart, the definition of 'Helicopter Sling Load' shall include rappelling, towing and the lifting and laying down of external cargo while they are being fixed to or disassembled from a surface during the helicopter operation.

52.2 MOTIVATION

Subpart 61.32 requires change to sub regulation 61.32.1(1) to ensure clarity of reading.

52.3 CURRENT REGULATION

61.32.1 (1), For the purpose of this subpart, the definition of 'Helicopter Sling Load' shall also include rappelling and towing, lowering and laying down of external cargo that remains in contact with the surface during the helicopter operation.

SCHEDULE 53**53.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.32.3. OF
PART 61 (HELICOPTER SLING LOAD RATING)**

**53.1 Proposed amendment of regulation 61.32.3 of the regulations by the
substitution for sub-regulation (3) of the following sub-regulation:**

61.32.1 (1), For the purpose of this subpart, the definition of 'Helicopter Sling Load' shall include rappelling, towing and the lifting and laying down of external cargo while they are being fixed to or disassembled from a surface during the helicopter operation.

53.2 MOTIVATION

Subpart 61.32 requires change to sub regulation 61.32.1(1) to ensure clarity upon reading.

53.3 CURRENT REGULATION

61.32.1 (1), For the purpose of this subpart, the definition of 'Helicopter Sling Load' shall also include rappelling and towing, lowering and laying down of external cargo that remains in contact with the surface during the helicopter operation.

SCHEDULE 54

54.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.32.3 OF PART 61 (HELICOPTER SLING LOAD RATING)

54.1 Proposed amendment of regulation 61.32.3 of the regulations by the substitution for sub-regulation (3) of the following sub-regulation:

61.32.3 (3) Notwithstanding the provisions of sub-regulation (1), the privileges may be exercised in IMC under IFR by an appropriately rated helicopter pilot who is also the holder of a valid helicopter instrument rating provided that the uplift and laying down of the slung load is carried out with the use of external visual references by day or night and prior approval is received from the Commissioner.

54.2 MOTIVATION

Subpart 61.32 requires change to sub regulation 61.32.3(3) to ensure clarity upon reading.

54.3 CURRENT REGULATION

61.32.3 (3) Notwithstanding the provisions of sub-regulation (1), the privileges may be exercised in IMC by an appropriately rated helicopter pilot who is also the holder of a valid helicopter instrument rating.

SCHEDULE 55

55.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.32.4 OF PART 61 (HELICOPTER SLING LOAD RATING)

55.1 Proposed amendment of regulation 61.32.4 of the regulations by the substitution for sub-regulation (2) of the following sub-regulation:

61.32.4 (2) Notwithstanding the provisions of Sub-regulation (1), the privileges of the rating may not be exercised by the holder thereof unless he or she complies with the provisions of Regulation 61.32.2.

55.2 MOTIVATION

Subpart 61.32 requires change to sub regulation 61.32.4(2) to correct the reference.

55.3 CURRENT REGULATION

61.32.4 (2) Notwithstanding the provisions of Sub-regulation (1), the privileges of the rating may not be exercised by the holder thereof unless he or she complies with the provisions of Regulation 61.32.3.

SCHEDULE 56**56.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.33.1 OF PART 61 (HELICOPTER WINCHING RATING)****56.1 Proposed amendment of regulation 61.33.1 of the regulations by the substitution for sub-regulation (1) of the following sub-regulation:**

61.33.1 (1)(e) have successfully passed the prescribed skill test thereby demonstrating, to an appropriately rated Grade I flight instructor, or to a person designated by the Commissioner in writing for the purpose, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document SA CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter winching rating referred to in regulation 61.33.3.

56.2 MOTIVATION

Subpart 61.33 requires change to sub regulation 61.33.1(1) (e) to correct the reference.

56.3 CURRENT REGULATION

61.33.1 (1)(e) have successfully passed the prescribed skill test thereby demonstrating, to an appropriately rated Grade I flight instructor, or to a person designated by the Commissioner in writing for the purpose, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document SA CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter winching rating referred to in Document SA CATS-FCL 61.

SCHEDULE 57**57.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.35.1 OF PART 61 (AGRICULTURAL PILOT RATING)**

57.1 Proposed amendment of regulation 61.35.1 of the regulations by the substitution for sub-regulation (1) of the following sub-regulation:

61.35.1 (1) An applicant for an agricultural pilot rating must -

- (a) hold at least a valid Private Pilot Licence and in the event of acting for remuneration, hold at least a valid Commercial Pilot Licence;

57.2 MOTIVATION

Subpart 61.35 requires change to sub regulation 61.35.1 by renumbering and including the provision to allow a private pilot to hold an agricultural rating.

57.3 CURRENT REGULATION

61.35.1 An applicant for an agricultural pilot rating must -

- (a) hold a valid Commercial Pilot Licence or Airline Transport Pilot Licence;

SCHEDULE 58**58.0 PROPOSAL FOR THE AMENDMENT OF REGULATION 61.36.4 OF PART 61 (AGRICULTURAL PILOT RATING)**

58.1 Proposed amendment of regulation 61.36.4 of the regulations by the substitution for paragraph (a) of sub-regulation (2):

61.36.4(2)(a) hold at least a valid Airline Transport Pilot Licence (aeroplane) and a valid Grade I flight instructor rating;

58.2 MOTIVATION

Subpart 61.36.4(2)(a) requires change in content.

58.3 CURRENT REGULATION

61.36.4(2)(a) hold at least a valid Commercial Pilot Licence (aeroplane) and a valid Grade II flight instructor rating;

SCHEDULE 59**59.0 PROPOSAL TO INSERT SUBPART 40: SAFETY PILOT RATING INTO PART 61****59.1 Proposed insertion of subpart 40 into the regulations:****Requirements for safety pilot rating**

61.40.1 An applicant for a safety pilot rating must –

- (a) hold at least a valid Private Pilot Licence ;
- (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aircraft;
- (c) have completed not less than 100 hours flight time as pilot-in-command.
- (c) demonstrate to a Grade 1 or Grade II flight instructor, competency to control the aircraft from the co-pilot seat and is capable of undertaking such duties.

Endorsement of safety pilot rating

61.40.2 The Grade 1 or Grade II flight instructor who recommends competency for a safety pilot rating shall endorse the pilots' logbook and submit notification of the endorsement to the SA CAA as per Document SA CATS-FCL 61.

Privileges of a safety pilot rating

61.40.3 The holder of a safety pilot rating issued in terms of this regulation shall be entitled to act as safety pilot to the holder of a valid instrument rating engaged in simulated instrument flying practice.

59.2 MOTIVATION

Subpart 40 requires insertion.

59.3 CURRENT REGULATION

NONE
