

- (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;
  - (iii) 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;
  - (iv) mark examinations;
  - (v) sign application forms and certificates of competency;
  - (vi) supervise Grade C-instructors;
  - (vii) 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 microlight 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 patten 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;
- (b) the deletion of paragraphs (g) and (i); and
- (c) the addition after paragraph (i) of the following paragraph:
- “(j) 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.

### **Substitution of regulation 62.09.9 of the Regulations**

49. The following regulation is herewith substituted for regulation 62.09.9 of the Regulations:

**“Period of validity**

**62.09.0** 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”.

**Amendment of regulation 62.09.10 of the Regulations**

**50.** Regulation 62.09.10 of the Regulations is herewith amended by the substitution in paragraph (a) for sub-paragraph (i) 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”.

**Amendment of regulation 62.09.11 of the Regulations**

**51.** Regulation 62.09.11 of the Regulations is herewith amended by the substitution in sub-regulation (2) for paragraph (a) of the following paragraph:

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

**Amendment of regulation 62.10.1 of the Regulations**

**52.** Regulation 62.10.1 of the Regulations is herewith amended by the substitution in sub-regulation (2) for paragraph (b) of the following paragraph:

“(b) in the case of a Class II test pilot rating or a Class III post-maintenance test flight 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.”.

**Amendment of regulation 62.10.2 of the Regulations**

**53.** Regulation 62.10.2 of the Regulations is herewith amended by the substitution for sub-regulations (2) and (3) of the following sub-regulations:

"(2) Where a Class I test pilot rating has been issued to the holder of a recreational pilot licence, the privileges of the rating may be exercised only in a non-type certificated aircraft for which he or she holds a valid category rating.

(3) Where a Class II test pilot rating or a Class III post-maintenance test flight rating has been issued to the holder of a recreational pilot licence, the privileges may be exercised only in a non-type certificated aircraft for which he or she holds a valid category rating, class rating or type rating."

#### **Substitution of heading to subpart 11 of the Regulations**

54. The following heading is herewith substituted for the heading to subpart 11 of the Regulations:

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

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#### **Amendment of regulation 62.11.1 of the Regulations**

55. Regulation 62.11.1 of the Regulations is herewith amended by the substitution for the words preceding paragraph (a) and paragraph (a) of the following words and paragraph:

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

- (a) 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 microlight aeroplanes or light sport aeroplanes and with the appropriate class rating or type rating for the tug aeroplane to be used;"

#### **Substitution of regulation 62.11.2 of the Regulations**

56. The following regulation is herewith substituted for regulation 62.11.5 of the 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 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.”.

**Substitution of regulation 62.11.3 of the Regulations**

57. The following regulation is herewith substituted for regulation 62.11.3 of the Regulations:

**“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 Commissioner or an organisation designated for the purpose in terms of Part 149, as the case may be, a minimum of 10 aero-tows.”.

**Substitution of regulation 62.11.4 of the Regulations**

58. The following regulation is herewith substituted for regulation 62.11.4 of the Regulations:

**“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.”.

**Substitution of regulation 62.11.5 of the Regulations**

59. The following regulation is herewith substituted for regulation 62.11.5 of the Regulations:

**“Skills 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 Commissioner 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.”.

**Insertion of regulation 62.11.5A in the Regulations**

60. The following regulation is herewith inserted after regulation 62.11.5 of the Regulations:

**“Hang-gliding tug endorsement**

**62.11.5A (1)** No pilot with a tug rating for conventional microlights may tow a hang-glider without a valid hang-gliding tug endorsement issued by the Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be.

(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.”.

**Substitution of regulation 62.11.6 of the Regulations**

61. The following regulation is herewith substituted for regulation 62.11.6 of the Regulations:

**“Application**

**62.11.6** 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 skills 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.”.

**Substitution of regulation 62.11.7 of the Regulations**

61. The following regulation is herewith substituted for regulation 62.11.7 of the Regulations:

**“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 tug or tow rating if the applicant complies with the requirements prescribed in 62.11.1.”.

**Substitution of regulation 62.11.8 of the Regulations**

62. The following regulation is herewith substituted for regulation 62.11.8 of the Regulations:

**“Privileges and limitations**

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

**Amendment of regulation 62.14.1 of the Regulations**

63. Regulation 62.14.1 of the Regulations is herewith amended by the substitution for sub-regulation (4) of the following regulation:

“(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: Provided that this Subpart shall not apply to operations of paragliders, hang-gliders, or the powered versions thereof.”.

**Amendment of regulation 62.14.3 of the Regulations**

64. Regulation 62.14.3 of the Regulations is herewith amended by the substitution for paragraph (a) of the following paragraph:

- “(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
  - (ii) 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.”.

**Amendment of regulation 62.14.10 of the Regulations**

65. Regulation 62.14.10 of the Regulations is herewith amended by the substitution in sub-regulation (1) for paragraph (b) 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.”.

**Insertion of subpart 15 of Part 62 in the Regulations**

66. The following subpart is herewith inserted in Part 62 after Subpart 14:

**"SUBPART 15 REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)****Categories of designated flight examiners**

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

- (a) Conventional microlight aeroplane examiner;
- (b) Weight-shift controlled microlight aeroplane examiner;
- (c) Gyroplane examiner; and
- (d) 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 designation is sought.

(3) (a) To provide for exceptional circumstances, the Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, may on written application, approve a national of a Contracting State to act as an official flight examiner, for a period not exceeding 12 months, for the purpose of renewals, class and initial type ratings, where no suitably qualified South African designated examiner is available.

(b) The official flight examiner referred to in paragraph (a) shall comply with the validation requirements of regulation 61.01.14 of these Regulations.

(4) The Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, shall issue the designation referred to in sub-regulation (3) in writing, subject to the payment of the applicable fee as prescribed in Part 187.

(5) In order to be considered for the designation, an applicant shall meet at least the following minimum experience and qualification levels:

- (a) hold the equivalent examiner designation, or qualifications as those prescribed in Regulation 62.15.2 issued by the appropriate authority of a Contracting State acceptable to the Commissioner; or
- (b) hold at least a valid recreational pilot instructor rating Grade A or equivalent; and
- (c) 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**

**62.15.2** (1) An applicant for designated examiner shall –

- (a) be at least 21 years of age;
- (b) be currently active in the field of aviation for which the designation is sought; and
- (c) 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 Commercial Pilot Licence issued in terms of Part 61 with at least an Instructor Grade II rating; and
- (e) 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**

**62.15.3** (1) An application for designation as a designated examiner shall be made to the Commissioner or to the organisation 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 –

- (a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
- (b) proof of holding the required valid licence and rating;
- (c) a complete summary of all flying experience and ratings;
- (d) a letter to motivate the reasons why the applicant believes he or she should be considered for designation; and
- (e) the applicable fee as prescribed in Part 187.

### **Issuing of designation**

**62.15.4** (1) The Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, may designate a person as a designated examiner if the applicant –

- (a) meets the requirements prescribed in this Subpart;
- (b) has a good record as a pilot and as flight instructor as far as safety and adherence to these regulations are concerned; and
- (c) signs an undertaking to abide by the code of conduct for designated examiners as prescribed in Document SA-CATS-FCL 62.

(2) The designation as examiner shall be issued by the Commissioner or the organisation 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, the Commissioner or the organization approved for the purpose in terms of Part 149, as the case may be, shall supply the applicant, the reasons for the refusal in writing, within 30 days.

### **Period of validity**

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

### **Redesignation and reissue**

**62.15.6** (1) Applications for re-designation or re-issue shall be made every 36 months on the form prescribed in Document SA-CATS-FCL 62, to the Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, not less than 30 days prior to the beginning of the month in which the designation expires, and must be accompanied by the fee 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.

### **Designation, Oversight, Suspension and Withdrawal**

**62.15.7** (1) A designated examiner is designated to conduct tests or checks on behalf of the Commissioner.

(2) The Commissioner or the organization approved for the purpose in terms of Part 149, as the case may be, shall exercise oversight in respect of designated examiners for the purposes of maintenance of flight and safety standards.

(3) The Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, may suspend or withdraw at any time a designation of a designated examiner where there is reasonable grounds to suspect misconduct, which could lead to the compromising of flight safety.

(4) The Commissioner 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 or withdrawal of a designation referred to in sub-regulation (3).

### **Privileges and limitations**

**62.15.8** The Commissioner or the organization approved for the purpose in terms of Part 149, as the case may be, shall determine the privileges and limitations of a designated examiner dependent upon the applicant's qualifications, recent and total flight experience and shall indicate these privileges and limitations on the certificate issued.”

### **Insertion of Subpart 16 of Part 62 in the Regulations**

67. The following subpart is herewith inserted in Part 62 after Subpart 15:

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**“SUBPART 16:           REQUIREMENTS FOR THE ISSUE OF A TYPE RATING BY  
                                  NAME FOR LIGHT SPORT AEROPLANES**

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#### **General**

**62.16.1** An applicant for the issuing of a type rating by name for light sport aeroplanes 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 skills 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 who is the holder of a pilot licence issued in terms of Part 61, the hour requirements and the cross-country requirements referred to in paragraph (a) of sub-regulation (1) may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in Regulation 62.16.5.

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a recreational pilot licence with a category rating for gyroplanes or microlight aeroplanes, the cross-country requirements referred to in paragraph (a) of sub-regulation (1) may be relaxed at the discretion of the flight instructor who conducts the skills 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 who is 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 who is the holder of a recreational pilot 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; provided that the "Principles of Flight" and "Air Law" theoretical knowledge examinations must be written.

### **Skills 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 B 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 skills 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 flight 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 –

- (a) 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;
- (b) with the examiner at the dual controls perform at least 5 take-offs and 5 landings and any other exercise considered necessary
- (c) 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 62.16.12.

**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**

**62.16.12** 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 and 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 executed not less than three take-offs and three landings in a light sport aeroplane.”.

### **Amendment of Part 64 of the Regulations**

**68.** Part 64 of the Regulations is herewith amended by the substitution for the expression “Document SA-CATS-FCL” whenever it occurs of the expression “Document SA-CATS-FCL 64”.

### **Amendment of regulation 64.01.9 of the Regulations**

**69.** Regulation 64.01.9 of the Regulations is herewith amended by –

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

“(2) The privileges referred to in sub-regulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-FCL 64.”.

- (b) the renumbering of the current sub-regulation (4) as sub-regulation (3).
- (c) the insertion of the following sub-regulation after sub-regulation (3):

“(4) A designated testing standards officer or inspector shall conduct surveillance over the activities of an examiner on an annual basis, as prescribed in Document SA-CATS-FCL 64.”.



**Insertion of regulation 64.01.9A in the Regulations**

70. The following regulation is hereby inserted in the Regulations after regulation 64.01.9:

**“Designation of instructors**

**64.01.09A** (1) The Commissioner may, subject to the provisions of section 4 (2) and (3) of the Act, designate an instructor to conduct safety and emergency training for cabin crew.

(2) The privileges referred to in sub-regulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-FCL 64.

(3) The application to be considered for designation as referred to in sub-regulation (1) shall be made as prescribed in Document SA-CATS-FCL 64.

(4) A designated testing standards officer or inspector shall conduct surveillance over the activities of an instructor on an annual basis, as prescribed in Document SA-CATS-FCL 64.”.

**Amendment of regulation 64.01.12 of the Regulations**

71. Regulation 64.01.12 of the Regulations is herewith amended by –

(a) the substitution for sub-regulations (2) and (3) of the following sub-regulations:

“(2) The application for a validation, referred to in sub-regulation (1), shall be accompanied by –

- (a) the documents listed in Document SA-CATS-FCL 64; and
- (b) the appropriate fee, as prescribed in Part 187.

(3) A licence, rating or competency card, issued by an appropriate authority, may be validated by the Commissioner –

- (a) if the Commissioner is of the opinion that the standard of such licence, rating or competency card is equivalent to, or higher than, the standard prescribed in this Part for the issuing of a cabin crew licence;

- (b) subject to the same restrictions that apply to the licence, rating or competency card to be validated; and
  - (c) subject to such additional conditions and limitations as the Commissioner may consider necessary in the interests of aviation safety.”.
- (b) the insertion of the following sub-regulation after sub-regulation (3):
- “(3A) The Commissioner may, to ensure compatibility with the standards prescribed in this Part for the issuing of a cabin crew licence, require the applicant –
- (a) to undergo bridging training and prescribe the extent of such training on an individual basis; and
  - (b) to undergo further assessment of competency.”.

#### **Substitution of regulation 64.02.2 of the Regulations**

72. The following regulation is herewith substituted for regulation 64.02.2 of the regulations:

#### **“Training**

**64.02.2** (1) An applicant for the issuing of a cabin crew member licence shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 64.

(2) The training referred to in sub-regulation (1) shall be conducted by an instructor accredited by the Commissioner as prescribed in Document SA-CATS-FCL 64.”.

#### **Amendment of regulation 65.03.11 of the Regulations**

73. Regulation 65.03.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant rating which has expired due to the lapse of the period referred to in Regulation 65.03.4 or Regulation 65.03.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Amendment of regulation 65.04.11 of the Regulations**

74. Regulation 65.04.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (coordinator) rating which has expired due to the lapse of the period referred to in Regulation 65.04.4 or in Regulation 65.04.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Amendment of regulation 65.05.11 of the Regulations**

75. Regulation 65.05.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (clearance delivery) rating which has expired due to the lapse of the period referred to in Regulation 65.05.4 or in Regulation 65.05.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Amendment of regulation 65.06.11 of the Regulations**

76. Regulation 65.06.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (flight information service) rating which has expired due to the lapse of the period referred to in Regulation 65.06.4 or in Regulation 65.06.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Amendment of regulation 65.07.11 of the Regulations**

77. Regulation 65.07.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (aerodrome flight information service) rating which has expired due to the lapse of the period referred to in Regulation 65.07.4 or in Regulation 65.07.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Amendment of regulation 65.08.11 of the Regulations**

78. Regulation 65.08.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an aerodrome control rating which has expired due to the lapse of the period referred to in Regulation 65.08.4 or in Regulation 65.08.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

#### **Amendment of regulation 65.09.11 of the Regulations**

79. Regulation 65.09.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an approach control rating which has expired due to the lapse of the period referred to in Regulation 65.09.4 or in Regulation 65.09.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

#### **Amendment of regulation 65.10.11 of the Regulations**

80. Regulation 65.10.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an area control rating which has expired due to the lapse of the period referred to in Regulation 65.10.4 or in Regulation 65.10.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

#### **Amendment of regulation 65.11.11 of the Regulations**

81. Regulation 65.11.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an approach control (radar) rating which has expired due to the lapse of the period referred to in Regulation 65.11.4 or in Regulation 65.11.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

#### **Amendment of regulation 65.12.11 of the Regulations**

82. Regulation 65.12.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an area control (radar) rating which has expired due to the lapse of the period referred to in Regulation 65.12.4 or in Regulation 65.12.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

**Substitution of regulation 65.13.5 of the regulations**

83. The following regulation is herewith substituted for regulation 65.13.5 of the regulations:

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

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

**Insertion of regulation 66.01.14 in the Regulations**

84. The following regulation is herewith inserted in the Regulations after regulation 66.01.13:

**“Logbooks**

**66.01.14 (1)** Any person training under any aircraft trade or a holder of an AME licence shall maintain a logbook and shall record therein all work carried out on an aircraft and its components.

(2) The form of and information to be contained in a logbook referred to in sub-regulation (1), and the manner in which such logbook shall be maintained, shall be as prescribed in Document SA-CATS-AMEL.

(3) The Commissioner shall not allow any alterations of a logbook once it is signed off by a designated person.”.

**Amendment of regulation 66.02.9 of the Regulations**

85. Regulation 66.02.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category A rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or

- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

#### **Amendment of regulation 66.03.9 of the Regulations**

- 86.** Regulation 66.03.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category C-rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organisation.”

#### **Amendment of regulation 66.04.9 of the Regulations**

- 87.** Regulation 66.04.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category W- rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

#### **Amendment of regulation 66.05.9 of the Regulations**

- 88.** Regulation 66.05.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class I aircraft maintenance engineer licence with a category B-rating, the holder thereof shall, within the 24 months preceding the date of expiry of

the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

#### **Amendment of regulation 66.06.9 of the Regulations**

89. Regulation 66.06.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class I aircraft maintenance engineer licence with a category A-rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

#### **Amendment of regulation 66.07.9 of the Regulations**

90. Regulation 66.07.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a class I aircraft maintenance engineer licence with a category A-rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

#### **Amendment of regulation 91.02.3 of the regulations**

91. Regulation 91.02.3 is herewith amended by –

(a) the substitution in sub-regulation (3) for paragraph (e) of the following paragraph:

“(e) in the case of an operation carried out in terms of Part 121, Part 127, Part 135, Part 138 or Part 141, the limitations of the flight time and duty scheme that have been approved for the operation by the Commissioner.”;

(b) by the substitution for sub-regulation (4) of the following sub-regulation:

“(4) If a flight crew member expects his or her cumulative flight hours projected for a particular operation, to exceed the appropriate limit referred to in sub-regulation (3), the flight crew member shall inform the operator accordingly.

### **Substitution of regulation 91.07.26 of the Regulations**

92. The following regulation is hereby substituted for regulation 91.07.26 of the Regulations:

#### **“In-flight testing on passenger- and cargo-carrying flights**

**91.07.26** The owner or operator of an aircraft, when passengers or cargo are on board such aircraft, shall ensure that no person –

- (a) simulates emergency situations in the aircraft affecting the flight characteristics of such aircraft;
- (b) conducts flight testing for the initial skills test or renewal of an instrument rating;
- (c) conducts any flight or skills test other than a route proficiency test; or
- (d) conducts any skills test for a class or type rating.”.

### **Amendment of regulation 121.02.3 the Regulations**

93. Regulation 121.02.3 is herewith amended by –

(a) the substitution for sub-regulation (4) of the following sub-regulation:

“(4) The operator shall carry out the emergency evacuation demonstration referred to in sub-regulation (3) when a new type or variant of aeroplane or new configuration of an existing aeroplane is introduced for use and has not been



certified under a certification process acceptable to the Commissioner, as provided for in Document SA-CATS-OPS 121.”

(b) the substitution for sub-regulation (5) of the following sub-regulation:

“(5) No person may use an aircraft type and model in commercial air transport passenger-carrying operations unless the operator has first conducted, for the Authority, an actual full-capacity emergency evacuation demonstration for the configuration in 90 seconds or less.

(c) the insertion of the following sub-regulation after sub-regulation(5):

“(6) A full-capacity actual demonstration may not be required, if the operator provides a written petition for deviation with evidence that –

- (a) a satisfactory full-capacity emergency evacuation for the aircraft to be operated was demonstrated during the aircraft type certification or during the certification of another air operator; and
- (b) there is an engineering analysis, which shows that an evacuation is still possible within the 90 second standard, if the operator’s aircraft configuration differs with regard to the number of exits or exit type or number of cabin crew members or location of the cabin crew.”.

#### **Amendment of regulation 121.02.10 the Regulations**

94. Regulation 121.02.10 is herewith amended by the substitution for sub-regulation (2) of the following sub-regulation:

“(2) Except with the approval of the Commissioner, the flight time and duty scheme of the operator shall not be in conflict with the provisions of paragraph (e) of regulation 91.02.3(3).”.

#### **Amendment of regulation 121.03.10 of the Regulations**

95. Regulation 121.03.10 is herewith amended by –

(a) the substitution for the heading of the following heading:

**“Type, differences and operator indoctrination training”;**

(b) the substitution for sub-regulation (1) of the sub-regulation:

“(1) The operator of a large commercial air transport aeroplane shall ensure that each cabin crew member has completed the type or differences and

operator indoctrination training, specified in the operations manual referred to in Regulation 121.04.2, before undertaking duties assigned to them.”;

(c) the insertion of the following sub-regulation after sub-regulation (3):

“(3A) A cabin crew member shall complete an operator indoctrination training course when employed by an operator as a cabin crew member.”.

(d) the substitution for sub-regulation (5) of the following sub-regulation:

“(5) The operator shall ensure that –

- (a) type and operator indoctrination training is conducted in a structured manner, in accordance with the requirements as prescribed in Document SA-CATS-OPS 121;
- (b) differences training is conducted in a structured manner; and
- (c) type, differences and operator indoctrination training includes the use of all emergency and survival equipment and all emergency procedures applicable to the aeroplane type or variant and involves training and practice on either a representative training device or on the actual aeroplane.”.

#### **Substitution of regulation 121.03.14 of the Regulations**

96. The following regulation is herewith substituted for regulation 121.03.14 of the Regulations:

##### **“Checking**

**121.03.14 (1)**The operator of a large commercial air transport aeroplane shall ensure that during or following completion of the training prescribed in Regulations 121.03.9, 121.03.10, 121.03.12 and 121.03.13, each cabin crew member undergoes a check, covering the training received, in order to verify his or her proficiency in carrying out safety and emergency duties.

(2) The checks referred to in sub-regulation (1) shall be performed by a cabin crew designated examiner.

(3) The operator shall ensure that each cabin crew member undergoes checks of the items for initial, aeroplane type, differences and operator indoctrination, and recurrent training, as prescribed in Document SA-CATS-OPS-121.”.

**Deletion of regulation 139.01.31 of the Regulations**

97. Regulation 139.01.31 is herewith deleted.

**Substitution of regulation 139.01.32 of the Regulations**

98. The following sub-regulation is herewith substituted for sub-regulation 139.01.32 of the Regulations:

**“Acts prohibited on aerodrome, heliport or terminal building**

**139.01.32** (1) No person shall on a licensed aerodrome or a licensed or approved heliport –

- (a) obstruct or interfere with the proper use of the aerodrome or heliport;
- (b) obstruct any person in the full-time employment of the aerodrome or heliport operator acting in the execution of his or her duty in relation to the aerodrome or heliport;
- (c) remove any notice board erected by the aerodrome or heliport operator, or with the permission of the aerodrome or heliport operator, or any writing or document displayed on such notice board, or deface any such writing or document or any marking on such notice board or document;
- (d) throw, leave or drop anything capable of causing injury to any person or animal or damage to any property;
- (e) dump any waste matter whatsoever elsewhere than at a place approved for the purpose by the aerodrome or heliport operator;
- (f) commit any act which amounts to nuisance, or commit a disorderly or indecent act or be in a state of intoxication or behave in a violent or offensive manner to the offence or annoyance of other persons on the aerodrome or heliport or make use of offensive language;
- (g) write, draw or affix any profane, obscene, indecent or abusive word, matter, presentation or character on the aerodrome or heliport, or on property on the aerodrome or heliport;
- (h) dump or spill any substance capable of causing water pollution, whether such substance is a solid, liquid, vapour or gas or combination thereof, elsewhere than at a place approved for that purpose by the aerodrome or heliport operator.

(2) Except with the written approval of the aerodrome or heliport operator, no person shall –

- (a) bring a vehicle into or drive a vehicle in or into a terminal building on a licensed aerodrome or licensed or approved heliport; or
- (b) obstruct an entrance to or a passage in such terminal building in such a manner as to inconvenience other users of the entrance or passage concerned.

(3) Except with the written permission of the aerodrome or heliport operator, no person shall on a licensed aerodrome or licensed or approved heliport or on any public road or parking area adjacent to such aerodrome or heliport –

- (a) damage, interfere or tamper with any part of the aerodrome or heliport or any equipment associated with the operation of the aerodrome or heliport;
- (b) climb any wall, fence, barrier, railing, gate or post;
- (c) wash or otherwise clean or polish a vehicle elsewhere than at a place approved for that purpose by the aerodrome or heliport operator;
- (d) cut, dig, damage or remove any soil, grass, tree, shrub or flower;
- (e) go on to or damage any flower-bed or anything growing therein;
- (f) remove, pick or otherwise damage any tree, shrub, plant or flower;
- (g) go on to a lawn or on to ground which has been seeded or planted for the purpose of growing grass to form a lawn;
- (h) advertise;
- (i) display any poster, banner or anything similar, except name plates for the purposes of meeting and collection;
- (j) handle any baggage or confront passengers to carry their baggage;
- (k) tout for any services, including public transport, taxi, car valet, accommodation, parking and car-wash services; or
- (l) solicit for funds.

(4) The right of admission to terminal buildings on a licensed aerodrome or licensed or approved heliport is strictly reserved, and signs to this effect shall be erected in a conspicuous place near all entrances to terminal buildings.

(5) The aerodrome or heliport operator, the aerodrome or heliport manager or a security officer acting on his or her behalf, and members of the South African Police Service may request any person on the licensed aerodrome or licensed or approved heliport or on premises of such aerodrome or heliport to explain reasons for being there, and if an acceptable reason cannot be furnished, order that person to leave the aerodrome or heliport and its premises.

(6) A person who is ordered by the aerodrome or heliport operator of a licensed aerodrome or a licensed or approved heliport, the aerodrome or heliport manager or a security officer acting on his or her behalf, or a member of the South African Police Service to leave the aerodrome or heliport and its premises, and fails to do so forthwith, shall be guilty of an offence.

(7) The aerodrome or heliport operator of a licensed aerodrome or a licensed or approved heliport, the aerodrome or heliport manager or a security officer acting on his or her behalf, or a member of the South African Police Service may carry out a search of any article, parcel or baggage in possession of, or under the control of, an undesirable person, vagrant, loiterer or other suspected person.

(8) No person shall on a licensed aerodrome or licensed or approved heliport carry on any trade or business unless he or she is the holder of a valid permit, licence or concession, issued by or on behalf of the aerodrome or heliport operator, which entitles the holder thereof to carry on the trade or business specified on that particular aerodrome or heliport.”

#### **Amendment of regulation 172.03.12 of the Regulations**

99. Regulation 172.03.12 is herewith amended by –

(a) the substitution for paragraph (a) of the following:

“(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;”;

(b) the deletion of paragraph (h).

#### **Insertion of Part 176 into the regulations**

100. The following Part is herewith inserted into the Regulations after Part 175:

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**“ALLOCATION OF RADIO TELEPHONY (RTF) CALL SIGNS, 3-LETTER AIRCRAFT DESIGNATORS AND LOCATION INDICATORS****CONTENTS**

176.00.1	Applicability
176.00.2	Allocation of RTF call signs and 3-letter aircraft designators
176.00.3	Allocation of location indicators

**Applicability**

**176.00.1** This Part shall apply to applications for –

- (a) new allocations, changes or deletion of radio telephony call signs and 3-letter aircraft designators; and
- (b) applications for new allocations, changes or deletion of location indicators.

**Allocation of Radio Telephony (RTF) call signs and 3-letter aircraft designators**

**176.00.2** An application for the allocation of RTF call signs and 3-letter designators shall be made to the Commissioner and accompanied by –

- (a) documentary proof of having been issued with an Air Services Licence or an International Air Service Licence in terms of the Air Services Licensing Act, 1990 (Act No 115 of 1990) or the International Air Services Act, 1993 (Act No 60 of 1993), as the case may be;
- (b) the suggested RTF call signs for consideration; and
- (c) the appropriate fee as prescribed in regulation 187.00.28 (c).

**Allocation of location indicators**

**176.00.3** An application for the allocation of location indicators shall be made to the Commissioner and accompanied by –

- (a) documentary proof of having been issued with an aerodrome licence; and
- (b) the preferred location indicator for consideration.”.

**Short title and commencement**

101. This Amendment is called the Thirty Fourth Amendment of the Civil Aviation Regulations, 1997, and comes into operation on the date of publication in the Government Gazette.