

**SUBPART 4: SUB-CHARTERS****Sub-charters**

**48.04.1** (1) In exceptional circumstances, as contemplated in Document SA-CATS 48, an operator may sub-charter an aircraft with or without flight crew: Provided that –

- (a) the sub-charter period does not exceed five consecutive days; and
- (b) the sub-charterer informs the Director, within 24 hours, of such sub-charter .

(2) In the case of Part 121 operations, the provisions of sub-regulation (1) apply only to wet lease operations.

**SUBPART 5: INSURANCE****Insurance**

**48.05.1** Any reference to insurance in this Part means a reference to the prescribed compulsory insurance in terms of the Air Services Licensing Act, 1990, the International Air Services Act, 1993 and the Civil Aviation Act, 2009.

**SUBPART 6: TRANSFERS OF RESPONSIBILITIES BETWEEN STATES****Article 83bis agreement**

**48.06.1** (1) The Minister, being duly authorised, may in the case of dry or wet leased aircraft in accordance with the requirements contained in this Subpart enter into an Article 83bis Agreement for the transfer of certain or all the functions and duties of the State of Registry of an aircraft to the State of Operator, where such functions and duties can more adequately be discharged by the State of the Operator and thereafter register such agreement with the Council of ICAO.

(2) The functions and duties, referred to in sub-regulation (1)(a) are the functions and duties allocated by the Convention to the State of Registry in respect of –

- (a) Article 12 of the Convention: "Rules of the Air", including the prosecution of all persons violating the rules and regulations relating to the flight and manoeuvre of aircraft in force in a particular Contracting State;
- (b) Article 30 of the Convention: "Aircraft radio equipment", including the installation and operation of radio transmitting apparatus in aircraft operated in the air space of a Contracting State;
- (c) Article 31 of the Convention: "Certificates of Airworthiness", the issuing or rendering valid thereof by the State of Registry; and
- (d) Article 32 of the Convention: "Licences of Personnel", the issuing or rendering valid thereof by the State of Registry.

(3) The transfer of any function or duty, contemplated in sub-regulation (1)(a) shall not have effect in respect of any other Contracting State before either –

- (a) the Article 83bis Agreement between the States in which it is embodied has been registered with the ICAO Council and made public pursuant to Article 83; or
- (b) the existence and scope of the Article 83bis Agreement have been directly communicated to the appropriate authorities of the other Contracting State or States concerned by a State party to the agreement.

(4) Similarly as provided for in sub-regulation (1), the Minister may accept certain or all of the functions and duties of the appropriate authority of a State of Registry in respect of an aircraft on that State's aircraft register and, to the extent provided for in terms of the relevant Article 83bis Agreement, deem such aircraft to be a South African aircraft for the purpose of these regulations.

### **Personnel licensing**

**48.06.2** (1) A South African air services operator who dry leases-in a foreign aircraft must satisfy the Director that –

- (a) the flight and cabin crew to be designated for duty on the aircraft already possess valid licences or approvals issued by the State of Registry, or that arrangements have been made for such personnel to obtain the necessary licences or approvals; and
- (b) all the regulations of the State of Registry in respect of personnel licensing and the allocation, training and checking of flight and cabin crew are adhered to.

(2) If there is reasonable belief that the lessee operator is not complying with the appropriate regulations of the State of Registry, contemplated in sub-regulation (1)(b), the appropriate authority of that State must be advised and a request made that the matter be investigated.

(3) In terms of an Article 83bis Agreement as contemplated in regulation 48.06.01, the Republic of South Africa may take responsibility for oversight of the matters contemplated in sub-regulation (1)(b).

(4) The Director may, on conditions prescribed by him or her, issue validations to the lessee operator's flight and cabin crew members, designated for duty in respect of a South African aircraft, dry leased-out to a foreign operator.

(5) The validation, contemplated in sub-regulation (4), may be issued in the format prescribed in Document SA-CAT 48.

### **Airworthiness**

**48.06.3** (1) A South African air services operator who dry leases-in a foreign aircraft must satisfy the Director that –

- (a) the AMO, responsible for the continued airworthiness of the aircraft, already possesses valid licences or approvals issued by the State of Registry, or that arrangements have been made for such organisation to obtain the necessary licences or approvals; and

- (b) the organisation, contemplated in paragraph (a), must carry out its maintenance functions in accordance with all the applicable regulations of the State of Registry.
- (2) In the case of a reasonable belief that the lessee operator is not complying with the applicable regulations of the State of Registry, the appropriate authority of that State must be advised and a request made that the matter be investigated.
- (3) In terms of an agreement as contemplated in regulation 48.06.01, the Minister may take responsibility for oversight of the matters contemplated in sub-regulation (1)(b).
- (4) In respect of an aircraft, dry leased-out to a foreign operator, the Director may, on conditions prescribed by him or her, approve a foreign-based AMO to carry out all or part of the maintenance on the aircraft in accordance with the aircraft's approved maintenance schedule and remove the aircraft from the South African Civil Aircraft Register for the duration of the dry lease-out, facilitating its registration in the State of the Operator.

### **Recognition**

**48.06.4** (1) The Director shall recognise an Article 83*bis* Agreement between two Contracting States that have ratified Article 83*bis* whereby the State of the Operator is substituted for the State of Registry, within the limits established by the transfer arrangements, provided that –

- (a) the Article 83*bis* Agreement has been duly registered with ICAO; or
  - (b) the affected third-party States have been informed directly by at least one of the States party to the Article 83*bis* Agreement.
- (2) The Director is not be obliged to recognise the transfer of functions and duties between States that are not parties to Article 83*bis* or States that are parties to it, but which have not registered the Article 83*bis* Agreement with ICAO or where South Africa has not been informed directly by at least one of the States party to the Article 83*bis* Agreement, of the transfer.
- (3) The Director shall recognize the validity of licences and certificate where Contracting States, that have ratified Article 83 *bis*, have transferred the authority to render valid or to renew crew licences, radio licences and certificates of airworthiness pursuant to Article 83 *bis* from the State of Registry to the State of the Operator, if he or she has been officially informed of such transfer, provided that these licences and certificates have been issued, rendered valid or renewed by the appropriate authority of the State of the Operator fully meeting the requirements of Annexes 1 and 8 to the Convention.

### **Transfer of responsibilities**

**48.06.5** (1) The Article 83*bis* Agreement must specifically mention the functions and duties to be transferred and those functions not mentioned will be deemed to remain with the State of Registry. A listing of responsibilities regarding airworthiness that may or may not be transferred between States is contained in Document SA-CATS 48.

(2) Where an Article 83*bis* Agreement has been concluded, the State of Registry shall be relieved of responsibility and, where applicable, of liability in respect of the functions and duties duly transferred to the Authority, and the latter must apply these regulations.

(3) The Department of Transport must ensure that prescribed information concerning the existence of an Article 83*bis* Agreement relating to aircraft operating to or from the Republic's territory is promptly relayed to any South African authority involved in inspection.

(4) For the purpose of identifying individual States' responsibility for safety oversight on the occasion of any verification process, such as ramp inspections, a certified true copy of the Article 83*bis* Agreement and of the operating certificate under which the aircraft is operated and in which it is listed must be carried on board the aircraft at all times while the Article 83*bis* Agreement is in force.

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**SUBPART 1: GENERAL****Applicability**

**61.01.1** This Part applies to the issuing, revalidating and re-issuing of South African pilot licences and ratings, designation of examiners, validation and conversion of foreign pilot licences and ratings, approval of FSTDs, and matters related thereto.

**Pilot licences**

**61.01.2** (1) No person may act as a pilot of a South African registered aircraft, except in the case of dual instruction with an appropriately rated flight instructor, unless such person holds a valid pilot licence with applicable ratings issued, re-issued, validated or revalidated by the Director or by an appropriate authority in terms of this Part or Part 62: Provided that a SPL may have been issued without a class rating or type rating.

(2) The following pilot licences may be issued in terms of this Part –

- (a) SPL;
- (b) PPL (Aeroplane);
- (c) PPL (Helicopter);
- (d) CPL (Aeroplane);
- (e) CPL (Helicopter);
- (f) ATPL (Aeroplane); and
- (g) ATPL (Helicopter).

**Ratings for pilots**

**61.01.3** (1) The ratings for pilots are as follows –

- (a) category ratings –
  - (i) aeroplane;
  - (ii) helicopter;
- (b) class ratings –
  - (i) all single-engine piston aeroplanes (land);
  - (ii) all single-engine piston aeroplanes (sea);
  - (iii) all touring gliders;
  - (iv) each manufacturer of single-engine turbo-prop aeroplanes (land);

- (v) each manufacturer of single-engine turbo-prop aeroplanes (sea);
  - (vi) all multi-engine piston aeroplanes (land);
  - (vii) all multi-engine piston aeroplanes (sea);
- (c) type ratings –
- (i) aeroplane with a MCM exceeding 5 700 kilogram;
  - (ii) multi-engine turboprop aeroplane;
  - (iii) aeroplane certificated for operation with a flight crew of at least two pilots;
  - (iv) aeroplane with unconventional handling characteristics that requires additional flying or FSTD training;
  - (v) warbird;
- (d) ratings for special purposes –
- (i) night rating;
  - (ii) instrument rating;
  - (iii) flight instructor rating;
  - (iv) post-maintenance test flight rating;
  - (v) test pilot rating;
  - (vi) tug pilot rating;
  - (vii) helicopter sling load rating;
  - (viii) helicopter winching rating;
  - (ix) helicopter game or livestock cull rating;
  - (x) agricultural pilot rating;
  - (xi) aerobatics rating; and
  - (xii) tow rating.

(2) The class ratings for aeroplanes must be in accordance with the list as described in Document SA-CATS 61.9.

(3) The type ratings for helicopters issued in terms of this Part comprise a type rating by name for each type of helicopter.

(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 61.09.7(2).

(5) The holder of a licence issued in terms of Part 61 shall not be required to be issued with a national pilot licence in terms of Part 62 for the purpose of flying conventionally controlled microlight aeroplanes and light sport aeroplanes: Provided that he or she –

- (a) undergoes differences or familiarisation training; and
- (b) complies with the relevant requirements in Part 62 the type by name or class rating, as the case may be, of the aeroplanes endorsed into his or her logbook by a suitably rated instructor.

**Flight instructor and test flight ratings**

**61.01.4** (1) The flight instructor ratings comprise of –

- (a) Grade I aeroplane flight instructor rating;
- (b) Grade II aeroplane flight instructor rating;
- (c) Grade III aeroplane flight instructor rating;
- (d) Grade I helicopter flight instructor rating;
- (e) Grade II helicopter flight instructor rating;
- (f) Grade III helicopter flight instructor rating.

(2) Test flight ratings comprise of –

- (a) Class I test pilot rating;
- (b) Class II test pilot rating; and
- (c) post-maintenance test flight rating.

**Maintenance of competency and skills tests**

**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, as the case may be, the licence holder shall not exercise the privileges granted by the licence.

(2)(a) The holder of a pilot licence shall not exercise the privileges of that licence unless he or she has successfully passed an initial licence skills test or a revalidation check in the same category of aircraft.

(b) The revalidation check for an instrument rating shall revalidate the maintenance of competency of a pilot licence of the holder of an instrument rating in the same category of aircraft for a period of 12 months.

(c) Notwithstanding paragraphs (a) and (b) above, a licence holder who complies with sub-regulation 61.11.7(3), may exercise the privileges of the licences in both the aeroplane and helicopter categories.

(3) A skills test for a night rating or initial instrument flight rating conducted after the first revalidation check of the holder of a PPL will revalidate the maintenance of competency in the same category of aircraft.

(4) The revalidation check shall be conducted by a DFE except that in the case of the holder of a PPL (Aeroplane or Helicopter) the revalidation check may be conducted by an appropriately rated Grade I or Grade II flight instructor.

(5)(a) The contents of the revalidation check referred to in sub-regulation (2) are defined in Document SA-CATS 61.

(b) The test shall be conducted in an aircraft or in an approved FSTD of the aircraft category for which the revalidation is sought.

(6) The person who conducted the skills test shall enter the outcome in the pilot's logbook and sign it accordingly. The following rules shall apply –

- (a) The original application and skills test forms shall be submitted to the Director within 30 days of the skills test or revalidation check for the purposes of verification and record keeping, failing which a written motivation by the applicant will be required before consideration of the application.
- (b) In the case of an unsuccessful skills test or revalidation check, the pilot must undergo remedial training with a flight instructor, other than the person who conducted such skills test or revalidation check, before submitting him or herself for a recheck: Provided that no recheck may be conducted within 72 hours of an unsuccessful skills test.
- (c) No recheck may be conducted without a letter of recommendation by the flight instructor referred to in paragraph (b).
- (c) In the event of circumstances interrupting a skill or revalidation test, then a Notice of Discontinuance shall be issued. This notice will allow an applicant to complete those aspects of the test not yet assessed within a period of 30 days. The notice shall accompany the relevant skills test report and application. Failure to continue the test within this period shall result in the entire test being repeated.
- (d) If the skills test or revalidation check is conducted within 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the date of expiry.
- (e) If the skills test or revalidation or proficiency check is conducted more than 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the last day of the month in which the test or check was conducted.
- (f) No flight test shall be conducted before successful completion of any applicable theoretical or oral examination.
- (g) The navigation element of the skills test for the issuing of a PPL or a CPL may be conducted as a separate flight within a maximum period of 14 days.
- (h) In order to provide for exceptional circumstances, an extension of up to a maximum of 30 days from the date of expiry of the maintenance of competency of any licence or the validity of any rating may be granted upon submission of a written application to the Director.

(7) The pilot concerned must countersign and receive a copy of the test report referred to in sub-regulation (7).

(8) If a pilot fails to demonstrate the required standard during the proficiency check the following rules shall apply –

- (a) The person who conducted the revalidation check must inform him or her that he or she may not exercise the privileges of that particular licence.
- (b) In the case of an unsuccessful skills test or revalidation check, the pilot must undergo remedial training with a flight instructor, other than the person who conducted such skills test or revalidation check, before submitting him or herself for a recheck; provided that no recheck may be conducted within 72 hours of an unsuccessful skills test.
- (c) No recheck may be conducted without a letter of recommendation by the flight instructor referred to in paragraph (b).

(9) The holder of a pilot licence must submit to the Director, at least annually, a certified copy of the summary of his or her logbook in the format prescribed in Document SA-CATS 61 together with the prescribed licence currency fees.

(10) If the Director has reasonable suspicion that a person, licensed in terms of this Part, has failed to maintain the minimum standard required to exercise the privileges of any licence or rating which he or she holds, the Director may give the licensee reasonable notice in writing to undergo, by a date specified by the Director, the skills test or all or some of the theoretical knowledge examinations prescribed in this Part in respect of such licence or rating.

(11) Should the tests or examinations, referred in sub-regulation (10), show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Director must suspend the holder from exercising all or any of the privileges of that licence or rating until such time as the holder can show that he or she is again able to meet the skill or theoretical knowledge requirements for that licence or rating.

(12) If the person referred to in sub-regulation (11) fails without reasonable cause to undergo the test or examination as ordered by the Director, his or her standard shall be deemed to be below that required for the licence or rating concerned and the provisions of sub-regulation (11) shall with the necessary changes apply.

#### **Medical requirements and fitness**

**61.01.6** (1) An applicant for a pilot licence in terms of this Part must hold an appropriate valid medical certificate issued in terms of Part 67 of these Regulations.

(2) The holder of a pilot licence issued in terms of this Part may not exercise the privileges of that licence –

- (a) unless that person holds an appropriate valid medical certificate issued in terms of Part 67 and complies with all medical endorsements on that medical certificate;

- (b) while he or she is aware of having a medical deficiency that would make him or her unable to meet the medical standards for his or her medical certificate, until he or she has been assessed and declared medically fit again by an aviation medical examiner designated in terms of Part 67; or
- (c) when he or she is unable to act as a flight crew member of an aircraft because of the circumstances prescribed in regulations 91.02.3 (1) and (2).

(3) If reasonable suspicion exists that a licence holder has contravened the provisions of paragraph (a) of regulation 91.02.3(1) and paragraphs (a), (b) and (c) of regulation 91.02.3(2), the authorised officer, inspector or authorised person may order the licence holder to undergo appropriate medical tests.

(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.

(5) The holder of a pilot licence issued in terms of this Part must carry the medical certificate, referred to in paragraph (a) of sub-regulation (2), at all times when exercising the privileges of such licence, and must produce such certificate on demand by the Director, an authorised officer, inspector or authorised person.

(6) In the event that the aviation medical examiner is unable to submit an electronic data to the Director, the licence holder must submit a copy of the medical certificate to the Authority within 90 days.

#### Language

**61.01.7** With the exception of a student pilots licence, no person may be issued with a pilot licence under this Part unless he or she has demonstrated or provided proof of the ability to speak the English language as set out in Document SA-CATS 61.

#### Logging of flight time

**61.01.8** (1) The holder of a pilot licence must maintain in a pilot logbook a record of all his or her flight time, instrument time, FSTD time and instruction time. Where electronic logbooks are used, the electronic data must be printed on paper at least every 90 days and the printed pages filed sequentially in a binder.

(2) The form of and information to be contained in the logbook, referred to in sub-regulation (1), and the manner in which such logbook must be maintained are as prescribed in Appendix A to Document SA-CATS 61.

(3) Entries in pilot logbooks must be made within the following periods after the completion of the flight to be recorded –

- (a) seven days in the case of flights not for hire and reward (Part 91 operations), flight training, and domestic commercial air transport operations;
- (b) 14 days in the case of international commercial air transport operations;

- (c) 48 hours after return to base in the case where a pilot is engaged in flight operations away from the base where the pilot logbook is normally kept.

(4) All pilots must retain their pilot logbooks for at least 60 months calculated from the date they no longer hold a valid pilot licence.

(5) If the holder of a pilot licence carries out a number of flights upon the same day and the interval between successive flights does not exceed one hundred and eighty minutes, such series of flights may be recorded as a single entry, provided that in the case of a cross-country flight the route and intermediate stops must be recorded.

(6) The holder of a pilot licence must make the logbook available for inspection upon a reasonable request by the Director, an authorised officer, inspector or authorised person.

#### **Pilot-in-command time**

(7) The holder of a valid pilot licence must log as PIC time only that flight time during which he or she is –

- (a) the designated PIC of the aircraft; this shall be the case also if the designated PIC provides command supervision to another pilot in terms of paragraph (b) below;
- (b) PICUS, provided there is no intervention by the supervising PIC and "PICUS" is indicated in the remarks column with the entry certified by the supervising PIC. PICUS may, irrespective of the licence held, be flown from either the left hand or the right hand seat, provided that the pilot is appropriately rated and the aircraft is either certificated for multi-pilot operations or required to be operated by two pilots in terms of Parts 91, 94, 96, 121, 127, 135 or 138.
- (c) carrying out a student solo flight and is the sole occupant of the aircraft (except in the case of an airship requiring an additional crew member) and "SOLO" is indicated in the remarks column;
- (d) giving flight instruction while occupying a pilot seat with access to the controls, provided that the time must also be logged as instructor time;
- (e) student pilot-in-command (SPIC) when acting as PIC under the supervision of an appropriately rated flight instructor during flight training on an approved course of CPL or CPL/IR training and for a successful CPL or IR initial flight test. To act as SPIC the student must be rated on the aircraft. SPIC time shall be credited as PIC time unless the Flight Instructor had reason to influence or control any part of the flight. A ground debriefing by the Flight Instructor does not affect the crediting as PIC. SPIC time will be logged in the PIC column with 'SPIC' indicated in the remarks' column and certified by the supervising Flight Instructor.

#### **Co-pilot time**

(8) Any appropriately rated pilot occupying a pilot seat as co-pilot of an aircraft requiring more than one pilot under the type certification of the aircraft, or as prescribed by the regulations under which the flight is conducted, must log the flight time as co-pilot.



**Safety pilot time**

(9) Any pilot acting as safety pilot in terms of regulation 91.07.32, occupying a pilot seat, with an appropriate valid category, class or type rating, may log the flight as co-pilot. The flight time so acquired may not be credited towards the experience requirements for a higher grade pilot licence or a rating. The remarks column must be marked "SAFETY PILOT".

**Dual flight instruction time**

(10) Flight time during which the holder of a pilot licence is receiving dual instruction must be logged as dual flight time, and must include a record of the air exercises undertaken.

**Instrument flight time**

(11) The pilot controlling an aircraft under actual or simulated IMC solely by reference to instruments and without external reference points must log that time as instrument flight time.

(12) An instructor conducting instrument flight training or an examiner conducting a skill or proficiency instrument test must log as instrument flight time all flight time in actual (not simulated) IMC.

**Flight time as designated flight examiner**

(13) When acting as flight examiner and occupying a pilot seat, whether as the designated PIC or not, and provided the examiner holds the appropriate valid class or type rating, the flight time may be logged as PIC time and furthermore, as flight instructor time, in the capacity of examiner, if the examiner holds the appropriate valid flight instructor rating.

(14) When a flight examiner administers a skills test or proficiency check from a seat, other than a pilot seat, he or she may log the flight time as co-pilot time, provided he or she holds the appropriate valid rating for the particular aircraft, but may not log the time as flight instructor time.

(15) Flight time accumulated as a DFE must be marked in the remarks column of the pilot's logbook as DFE time.

(16) Flight time accumulated as Official Flight Examiner (OFE) or Authorised Officer/Person (AO) must be marked in the remarks column of the pilot's logbook as OFE or AO.

**Flight simulation time**

(17) All time accumulated during training on a FSTD approved for instrument flight training must be logged as instrument time, but must be clearly recorded as flight simulation time and must be certified by the instructor in the pilot's logbook.

(18) Instructors and examiners must keep a record of all instruction and examiner time carried out on an approved FSTD and log the time as FSTD time, provided that they are rated on the

simulated aircraft type, and are holders of an FSTD instructor authorisation issued in terms of this Part.

### **Crediting of flight time and theoretical knowledge**

**61.01.9** (1) The Director may only accept, for crediting purposes, flight time entered in a pilot logbook that has been lost or destroyed, if substantiated by means acceptable to the Director.

(2) A person acting as pilot of an aircraft while not complying with any requirement of this Part applicable to that person may not credit that flight time for any purpose.

(3) A student pilot may be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a pilot licence.

(4) A student, attending the integrated course referred to in regulation 61.01.15 (2), may be credited with PIC instrument time when flying under supervision, provided that the entries have been certified by the instructor in the remarks column of the pilot's logbook. Of these hours a maximum of 50 hours may be credited towards the PIC time required for the issue of a Commercial or ATPL (Aeroplane or Helicopter, as applicable).

(5) The holder of a valid PPL may be credited in full with all solo, dual flight instruction and PIC flight time towards the total flight time experience required for the issue of a rating or the CPL in the same aircraft category.

(6) The holder of a CPL may be credited with the total flight time during which he or she acted as the designated PIC towards the total PIC flight time experience required for a rating or the ATPL in the same aircraft category.

(7) The holder of a Private Pilot or higher Licence, with an appropriate rating, may be credited –

- (a) in full with the flight time towards the total flight time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot;
- (b) with not more than 50 percent of the co-pilot flight time towards the total time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified for operation by a single pilot but required by Parts 121, 127 or 135 to be operated with a co-pilot.

(8) The holder of a CPL, who has completed a multi crew co-operation course (MCC), when acting as co-pilot performing under the supervision of the PIC the functions and duties of a PIC, may be credited to a maximum of 500 hours with such flight time towards the PIC flight time experience required for the ATPL in the same aircraft category, provided that the supervision is in accordance with a programme approved by the Director and such PIC time under supervision has been countersigned by the PIC.

(9) (a) The holder of a recreational pilot licence who wishes to obtain a PPL must comply with the requirements as stipulated in regulations 61.03.1(1) to (3) and technical standard 61.02.5 of Document SA-CATS 61.

(b) The holder of a helicopter pilot licence, or an equivalent pilot licence in the weight-shift controlled microlight aeroplane, gyroplane or glider category who wishes to obtain a PPL (Aeroplane) may be credited with up to a maximum of 10 hours. The additional 35 hours required must be addressed in a PPL training course which includes –

- (i) a minimum of 20 hours dual instruction in an aeroplane, which must include 5 hours instrument instruction time; and
- (ii) a minimum of 15 hours solo flying time, which must include 5 hours cross country flying time and one triangular cross-country flight of at least 150 NM, on which at least one point must not be less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight shall be an aerodrome at which an air traffic services unit is in operation and for which a flight plan shall have been submitted.

(c) The holder of a recreational pilot licence endorsed with the conventionally controlled microlight aeroplane category who wishes to obtain a PPL (Aeroplane) may be credited with up to a maximum of 25 hours. The additional 20 hours required must be addressed in a PPL training course which includes –

- (i) a minimum of 10 hours dual instruction in an aeroplane which must include 5 hours instrument instruction time; and
- (ii) a minimum of 10 hours solo flying time, which must include 5 hours cross country flying time and 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, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight shall be an aerodrome at which an air traffic services unit is in operation and for which a flight plan shall have been submitted.

(d) The holder of a recreational pilot licence endorsed with the light sport aeroplane category who wishes to obtain a PPL (Aeroplane) may be credited with a maximum of 30 hours. The additional 15 hours required must be addressed in a PPL training course which includes –

- (i) a minimum of 10 hours dual instruction in an aeroplane, which must include 5 hours instrument instruction time; and
- (ii) a minimum of 5 hours solo flying 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, including full-stop landings at two different aerodromes away from base: Provided that, at least one of the aerodromes from which the aircraft takes off for this flight shall be an aerodrome at which an air traffic services unit is in operation and for which a flight plan shall have been submitted.

(10) An applicant for the issue or revalidation of a CPL (Aeroplane) or ATPL (Aeroplane) or flight instructor rating must have acquired the appropriate flight time required by these Regulations in aeroplanes, except when he or she is the holder of a valid helicopter pilot

licence, where, in any such case, he or she must have acquired fifty percent of the required flight time in aeroplanes and the remaining fifty percent may have been acquired in helicopters in the ratio of 2 helicopter hours equals 1 aeroplane hour.

(11) An applicant for the issue or revalidation of a CPL (Helicopter) or an ATPL (Helicopter) or flight instructor rating must have acquired the appropriate flight time required by these Regulations on helicopters, except when he or she is the holder of a valid aeroplane pilot licence where, in any such case, he or she must have acquired fifty percent of the required flight time in helicopters and the remaining fifty percent may have been acquired in aeroplanes in the ratio of 2 aeroplane hours equals 1 helicopter hour.

(12) A pilot manipulating the flight controls of an aircraft under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points may be credited with the instrument flight time thus acquired toward the total instrument flight time experience required for a higher grade pilot licence, an instrument rating and for keeping an instrument rating current.

(13) Dual instruction time must be counted in full towards the total flight time experience required for a higher-grade pilot licence.

(14) Time acquired as a pilot on a FSTD approved for the purpose, while under the supervision of an appropriately qualified instructor, may be credited towards –

- (a) required flight time experience for the issue of a pilot licence or rating, but only to the extent specified in each case in these Regulations;
- (b) the instrument flight time experience required in terms of this Part and of Parts 91, 121, 127 or 135 for keeping the instrument rating current; and
- (c) the revalidation of the instrument rating.

(15) A pilot-in command, when supervising a pilot manipulating the flight controls of an aircraft under actual (but not simulated) instrument flight conditions, may be credited with the instrument flight time thus acquired towards the total instrument flight experience required as recent experience to maintain the currency of his or her instrument rating.

(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 –

- (a) PIC time by an examiner who holds the appropriate valid class rating and, where applicable, type rating for the particular aircraft (whether the examiner was the designated PIC or not);
- (b) flight instructor time, in the capacity of flight examiner, by an examiner who holds the appropriate valid flight instructor rating; or

- (c) instrument flight time for the time the flight was conducted under IMC, by an examiner who holds a valid instrument rating.

(17) The provisions of sub-regulation (16) apply only when the flight examiner was occupying a pilot seat.

(18) For the purposes of calculating flight and duty times, as regulated by Parts 91, 121, 127 and 135 of these Regulations, any flight time accrued as flight examiner is deemed to be 'other flying', whether the examiner occupied a prescribed pilot seat or not.

(19) A flight instructor may be credited with all instruction time acquired when giving flight instruction for the initial issue or revalidation of any licence or rating or when conducting differences or familiarisation training.

(20) Instruction time acquired in line flying under supervision may only be recognised and logged as such if the Part 121, Part 127 or Part 135 operator has an approved scheme for line flying under supervision. A flight instructor may be credited with not more than three hours instruction time per sector so acquired towards a higher-grade flight instructor rating except in the cases of a flight exceeding 9 hours, whereby a maximum of one third of that flight time shall be recognised.

(21) A flight instructor may be credited with –

- (a) 25% of the instruction time acquired as a FSTD instructor towards the revalidation of a flight instructor rating and towards a higher grade instructor rating. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 500 hours in the case of an upgrade to a Grade I flight instructor.
- (b) 100% of the instruction time acquired in an approved simulator that is a full size replica of a specific type or make, model and series of aeroplane or helicopter flight deck and provided that the instructor is rated on the simulated aircraft type. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 1 000 hours in the case of an upgrade to a Grade I flight instructor.

(22) The holder of a FSTD authorisation, issued in terms of this Part, may be credited for all the instruction time given on an approved flight simulation-training device towards the maintenance of competency prescribed for such authorisation.

(23) A South African Air Force pilot or navigator may request the Director, in writing, for an exemption in terms of Part 11, to be fully or partially credited for theoretical knowledge requirements as detailed in Document SA-CATS 61 for individual licences or ratings issued in terms of Part 61. In the case of South African Air Force pilots, flight time shall be credited in full towards the issue of a South African civilian pilot licence and ratings specified in this Part as detailed in Document SA-CATS 61.

(24) In the case of foreign military-trained pilots who can produce certified proof of flying hours logged, such flying time shall be credited in full towards the issue of a South African civilian pilot licence and ratings.

(25) The holder of an instrument rating on aeroplanes is exempted from the theoretical knowledge training and examination requirements for an instrument rating on helicopters, and *vice versa*.

(26) A student pilot having undergone all or part of the integrated course, referred to in regulation 61.01.15, who passed the theoretical knowledge examination for the CPL, shall be deemed to have passed the theoretical knowledge examinations prescribed for the issue of the PPL and a Part 96 authorisation issued in terms of Part 62 in the same category.

(27) A student pilot having undergone all or part of the integrated course, referred to in regulation 61.01.16, who passed the theoretical knowledge examination for the ATPL, shall be deemed to have passed the theoretical knowledge examinations prescribed for the issue of the PPL and CPL, and for a Part 96 authorisation issued in terms of Part 62, in the same category.

(28) (a) A commercial pilot, whilst acting as in-flight relief pilot (third pilot) and occupying a seat on the flight deck of an aircraft with a MCM of 116 600 kg or more and who is the holder of the appropriate type rating for that aircraft, may utilise 50 percent of the recorded flight time by day or night towards the total time for the requirement of 1500 hours for the issue of an ATPL.

(b) A maximum of 500 hours including a maximum of 40 hours by night may be credited towards the 1500 hours for the issue of an ATPL.

(c) The flight time referred to in this regulation may be entered in the co-pilot column of the logbook provided the words "Third Pilot" shall be entered in the "Remarks" column of the pilot's logbook.

### **Theoretical knowledge examinations**

**61.01.10** (1) The Director must publish in an AIC the general procedures, as contained in Document SA-CATS 61, to be followed by a person applying to be entered for a theoretical knowledge examination, as well as the conditions under which theoretical knowledge examinations shall be conducted by the Civil Aviation Authority.

(2) An applicant wishing to enter for the theoretical knowledge examinations conducted by the Authority shall show proof of –

- (a) holding, or having held within the previous 60 months, one of the following:
  - (i) a valid South African SPL or a valid National Pilot licence for entry to a PPL examination;
  - (ii) a valid South African SPL or a PPL for entry to a CPL or ATPL examination, where the holder is a student on an integrated course for the licence;
  - (iii) a valid South African PPL for entry to a CPL examination;

- (iv) a valid South African CPL for entry to an ATPL examination;
  - (v) an equivalent pilot licence to those specified in subparagraphs (i) to (iv) above issued by a Contracting State.
- (b) having attended the prescribed theoretical knowledge course with an approved Part 141 ATO at any one time during the previous 60 months.

(3) A temporary medical restriction of a licence may not bar a candidate from entering a theoretical knowledge examination.

(4) The pass mark for any theoretical knowledge examination referred to in this Part is 75%.

(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 Authority, may apply to the Director for re-mark in accordance with Document SA-CATS 61.

#### **Curtailement of privileges of licence holders aged 60 years or more**

**61.01.11** (1) A holder of a pilot licence who has attained the age of 60 years may not act as pilot of an aircraft engaged in international commercial air transport operations, except as a member of a multi-pilot crew and provided that such holder is the only member of the multi-pilot crew who has attained the age of 60 years or where the relevant authority of a foreign state has given permission for a pilot to be a member of the aircraft's flight crew notwithstanding his or her age.

(2) A holder of a pilot licence who has attained the age of 65 years may not act as PIC of an aircraft engaged in international commercial air transport operations.

#### **Flight simulation training device**

**61.01.12** (1) Each flight simulation training device (FSTD) used for training, and for which a candidate for the issue, revalidation, re-issue or maintenance of competency requirement to receive credit, must be approved by the Director for each particular purpose in terms of regulation 61.01.17, taking into consideration –

- (a) the training, testing or checking for which it is to be used;
- (b) the particular manoeuvre, procedure, or crew member function to be performed; and
- (c) the representation of the specific category and class of aircraft, type of aircraft, or particular variation of the type of aircraft.

(2) The Director may approve any other device for a purpose not provided for in sub-regulation (1).

(3) The Director may approve any of the devices, referred to in sub-regulations (1) and (2) on the basis of a similar approval by the regulatory body of a Contracting State.

**Recognition, validation and conversion of foreign pilot licences and ratings**

**61.01.13** (1) The Director may recognise, through temporary validation or permanent conversion, on the conditions prescribed in this Part, pilot licences and ratings issued by an appropriate authority of a Contracting State if the standard of such foreign licence or rating is deemed to be equivalent to, or higher than, the South African licence or rating.

(2) (a) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with ICAO Annex 1 to the Convention, may apply for a validation or conversion of such licence and associated ratings, for use on aircraft registered in South Africa.

(b) A foreign licence or rating shall only be validated or converted provided the minimum experience requirements for the issue of the applicable South African licence or rating have been met.

(3) Where the country of issue is not a Contracting State or does not comply with Annexes 1 and 6 to the Convention, then the foreign licence holder must undergo bridging training to the extent determined by the Director in individual cases and thereafter further assessment of competence to ensure compatibility with the relevant South African licensing standards.

(4) Before the Director validates or converts a foreign licence or rating for a commercial air transport operation or a PPL with Instrument Rating (PPL/IR), he or she must confirm the validity of the foreign licence or rating with the appropriate authority of the issuing Contracting State.

(5) Notwithstanding the provisions of sub-regulations (1) and (2), any applicant for the validation of a foreign licence or rating must undergo the appropriate skills test and –

- (a) in the case of validation for use as a private pilot under VFR conditions (PPL/VFR), must –
  - (i) have attended a tutorial, conducted by at least a Grade III flight instructor at an approved Part 141 ATO on the differences in airspaces and terminology within South Africa;
  - (ii) have received a briefing on performance planning, taking into account the effect of density altitude; and
  - (iii) write an Authority approved examination in South African Air Law conducted by an approved Part 141 ATO; or
- (b) in the case of validation for use as a private pilot under IFR conditions (PPL/IFR) must –
  - (i) have attended a tutorial, conducted by at least a Grade II flight instructor at an approved Part 141 ATO on the differences in airspaces and terminology within South Africa;
  - (ii) have received a briefing on performance planning taking into account the effect of density altitude; and



- (iii) pass an examination on South African Air Law and Procedures at an approved Authority Examination Centre; or
- (c) in the case of validation for use as a commercial pilot under VFR conditions (CPL/VFR), must have passed an examination in South African Air Law at CPL level at an approved Authority Examination Centre; or
- (d) in the case of validation for use as a commercial pilot under IFR conditions (CPL/IFR) or as an airline transport pilot, must have passed an examination in South African Air Law and Procedures at an approved Authority Examination Centre; and

(6)(a) Notwithstanding the provisions of regulation 61.01.14(20), a certificate of validation of a foreign licence for commercial purposes may only be issued for a particular purpose.

(b) The expiry date of such certificate of validation shall coincide with the date of expiry of the medical certificate of the applicant but shall not exceed a period of twelve months.

(c) If the medical certificate expires within the initial 12 month period, then the certificate of validation may be revalidated for a further period not exceeding 12 months from original date of issue of the certificate of validation.

(d) Under exceptional circumstances, the Director may extend the period of validation by one further period of 12 months.

(e) The certificate of validation for a PPL is valid for a period of 60 months from date of successful completion of the applicable skills test.

(f) The privileges of the validation may only be exercised if the holder has a current and valid foreign licence and complies with the recency and maintenance of competency requirements of Subpart 3 of this Part as applicable.

(7) In the case of validated foreign pilots flying South African registered aircraft in a foreign country, a certificate of validation for commercial purposes may be re-issued annually, provided that the operation is flown exclusively outside the borders of South Africa and that any flying carried out in South Africa is for the purpose of a ferry flight for pre- or post-maintenance purposes or for the purpose of a revalidation check.

(8) The purposes for which a certificate of validation may be issued include any or a combination of the following –

- (a) to exercise the privileges of a private pilot in a South African registered aircraft;
- (b) to ferry a South African registered aircraft from one foreign country to another, or from a foreign country to South Africa;
- (c) to conduct demonstration flights in South African registered aircraft;

- (d) to conduct familiarisation, difference training or route training of South African flight crew;
- (e) to provide its holder with time to complete prescribed bridging training for the conversion of the foreign licence or rating while acting as a flight crew member on a South African registered aircraft during commercial operations; and
- (f) in case of a dry- or wet-lease agreement in terms of Part 48.

(9) The privileges of a validated foreign licence may not be exercised for commercial air transport operations, except when issued for the purpose referred to in sub-regulation (7) and paragraphs (e) and (f) of sub-regulation (8), and except by written permission of the Director for the purposes of route training.

(10) A South African licence, issued wholly or in part on the strength of a foreign licence, must indicate the Contracting State that issued the licence upon which the conversion was based.

(11) For the issuing of a South African pilot licence or rating, the Director may not recognise foreign examination credits in isolation; i.e., for a conversion the applicant must be the holder of the appropriate valid licence or rating. If such is not the case, the applicant must pass all the relevant South African examinations.

(12) A foreign licence, if qualifying for the issue of a certificate of validation in terms of these Regulations, or for which a certificate of validation has been issued, may be accepted as the entry requirement for the issue of a higher South African pilot licence.

#### **Validation of a foreign pilot licence and ratings**

(13) The application for a certificate of validation of a pilot licence or rating issued by the appropriate authority of a Contracting State should be made to the Director on the appropriate prescribed form.

(14) The Director may validate a pilot licence and ratings issued by an appropriate authority of a Contracting State –

- (a) subject to the same restrictions which apply to such foreign pilot licence and ratings;
- (b) subject to such conditions and limitations as the Director may deem necessary in the interest of aviation safety;
- (c) in accordance with, and subject to, the requirements and conditions as prescribed in these Regulations;
- (d) on condition that the privileges may not exceed that of the South African pilot licence or rating.

(15) The application for a certificate of validation must be accompanied by –

- (a) the appropriate fee as prescribed in Part 187;

- (b) a certified true copy of the pilot licence and ratings for which the validation is requested;
- (c) a certified true copy of a valid foreign or local medical certificate;
- (d) a summary of the applicant's logbook, certified by the applicant to be a true reflection of the hours flown;
- (e) proof of English language proficiency compliance in terms of regulation 61.01.7; and
- (f) any other document prescribed in Document SA-CATS 61.

(16) The minimum knowledge, experience and skill requirements for the issuing of a certificate of validation for the various pilot licences and ratings are those prescribed in Document SA-CATS 61 for the equivalent South African licences or ratings.

(17) Where a practical flight test is required, such test must be undertaken in an aircraft of the category, class or type, appropriate to the pilot licence for which a certificate of validation is sought, or in a FSTD approved for the purpose.

(18) The holder of a certificate of validation must comply with all the applicable provisions of these Regulations.

(19) Before the privileges of an additional rating may be exercised in terms of the certificate of validation, such additional privileges must have been endorsed on the foreign pilot licence by the appropriate foreign authority.

(20) The period of validity of a certificate of validation issued for the purposes of a lease agreement in terms of Part 48, shall be the duration of the lease agreement.

(21) A certificate of validation shall become invalid as soon as the corresponding foreign licence or rating/s has or have been suspended or revoked by the issuing authority.

(22) Except when issued for the purpose referred to in sub-regulation (7), a certificate of validation for commercial purposes may only be reissued once, at the discretion of the Director and only in exceptional cases, on condition that the applicant provides sufficient proof that he or she has complied with all requirements of the country of issue of the foreign licence or rating in respect of maintenance of competency.

(23) In order to meet short-term operational requirements, the Director may, in exceptional cases, exempt the applicant from all or some of the requirements of this Part, subject to conditions set by him or her in each particular case.

#### **Conversion of a foreign pilot licence and ratings**

(24) The holder of a valid South African validation issued in terms of the Air Navigation Regulations, 1976, or the holder of a pilot licence and rating issued by an appropriate authority of a Contracting State may apply for the conversion of his or her licence, without having to pass the theoretical knowledge or practical skills tests required by Part 61 provided that –

- (a) the validation had been held for an uninterrupted period of 3 years or more immediately preceding 1 January 2008; and
- (b) the holder has acquired not less than 750 hours flight time in the three years referred to in paragraph (a) above.

(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 in the prescribed form and the applicant must meet all the requirements laid down in sub-regulation (26).

(26) Notwithstanding sub-regulations (24) and (25), an applicant applying for the conversion of his or her foreign pilot licence must attach to his or her application the following documentation-

- (a) a letter of motivation for conversion of the licence;
- (b) an up-to-date Curriculum Vitae;
- (c) his or her logbook containing -
  - (i) the last 12 months' summary;
  - (ii) endorsements of all class or type ratings; and
  - (iii) endorsements of the last revalidation of his or her licence, class or type and instrument flight ratings;
- (d) his or her licence; and
- (e) a valid South African medical certificate, as applicable.

(27) All new applicants for the conversion of a licence shall be required to pass the theoretical examination at the appropriate level as prescribed below -

- (a) PPL (PPL/VFR) -
  - (i) Air Law
  - (ii) Meteorology
  - (iii) Flight Performance and Planning.
- (b) PPL with Instrument Rating -
  - (i) Air Law and Procedures
  - (ii) Meteorology
  - (iii) Flight Performance and Planning.
- (c) CPL (CPL/VFR) -
  - (i) Air Law
  - (ii) Meteorology
  - (iii) Flight Performance and Planning.
- (d) CPL with Instrument Rating (CPL/IR) -
  - (i) Air Law and Procedures

- (ii) Meteorology
  - (iii) Flight Performance and Planning.
- (e) ATPL –
- (i) Air Law and Procedures
  - (ii) Meteorology
  - (iii) Flight Performance and Planning.

#### **Training for the conversion of a licence, rating or validation**

(28) The applicant shall be required to attend training at an approved Part 141 ATO and receive tuition at the discretion of the Chief Flying Instructor (CFI) with respect to differences in South African airspaces, flight performance and planning and typical Southern Africa weather patterns. The CFI shall issue a letter of recommendation to the applicant to gain entry to the Authority on-line examinations.

#### **Skills tests for the conversion of a licence, rating or validation**

(29) The applicant for the conversion of a licence shall be required to undergo a skills test which in the case of a PPL (VFR) may be conducted by the holder of a Grade I or II flight instructor rating who has been designated for the purpose by the CFI of the Part 141 approved ATO or a DFE, and in all other cases must be conducted by a DFE as shown below –

- (a) PPL (PPL/VFR)–skills test as for an initial issue;
- (b) PPL with Instrument Rating (PPL/IR)–skills test for revalidation of an instrument rating;
- (c) CPL (CPL/VFR)–skills test as for an initial issue;
- (d) CPL with Instrument Rating (CPL/IR)–skills test for revalidation of an instrument rating.
- (e) ATPL–skills test for revalidation of an instrument rating.

#### **Conversion of foreign instructor rating**

(30) A foreign instructor rating may be converted to a Grade III Flight Instructor Rating upon compliance with regulation 61.12.1(1)(a), (c) and (f) or 61.15.1(1)(a), (c) and (f), as appropriate.

#### **Register of licences**

**61.01.14** (1) The Director must maintain, and keep in a safe place, a register of all pilot licences and ratings issued or validated in terms of this Part.

(2) The register must contain the following particulars, which must be recorded immediately upon issuing the licence or rating or validation –

- (a) the full name of the holder of the licence;
- (b) date of birth;
- (c) the postal and residential address of the holder of the licence;
- (d) the date on which the licence was issued or validated;
- (e) particulars of the ratings held by the holder of the licence; and
- (f) the nationality of the holder of the licence.

(3) A licence holder must notify the Director within 14 days of any change of the particulars referred to in sub-regulation (2).

(4) Any person may obtain a copy of the register upon payment of the fee as prescribed in Part 187: Provided that postal and residential addresses may not be divulged to third parties, except if otherwise directed by the court of law.

#### **Training for acquiring licence, rating or validation**

**61.01.15** (1) Training for the purpose of acquiring a licence, rating or validation as required by this Part, may only be provided by the holder of an ATO approval issued in terms of Part 141 and under the provisions set out in Document SA-CATS 61.

(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 3.0 to Document SA-CATS 61–CPL/IR(A)/ATPL(A) Integrated Course.

#### **Payment of currency fee**

**61.01.16** (1)(a) The holder of a pilot licence must pay the annual currency fee as prescribed in Part 187 on or before the anniversary date of the licence.

(b) The privileges of the licence may not be exercised in the succeeding year unless all outstanding fees are paid in full.

(2) The payment must, where applicable, be accompanied by the annual summary as prescribed by regulation 61.01.5(9).

#### **Approval of flight simulation training devices**

**61.01.17** (1) The approvals for FSTD must be issued based on the criteria set out in Document SA-CATS 61.

(2) The Director must issue a registration designator for each approved FSTD.

## Endorsements and record keeping

**61.01.18** (1) An applicant for a licence, rating, revalidation, class or type rating or any familiarisation or differences training must have the applicable endorsements in his or her pilot logbook as described in Document SA-CATS 61.

(2) The endorsement must include, but is not limited to, the following details –

- (a) Date of the skills test;
- (b) Aircraft registration and type;
- (c) Name and licence number of examiner;
- (d) Name of the ATO.

(3) The flight examiner conducting a skills test or revalidation check shall stamp, sign, initial and date the applicable form for each candidate, as required, before forwarding to the Director for processing and record keeping: the stamp shall include the following details –

- (a) Initials and surname of flight instructor or examiner;
- (b) Pilot licence number of flight instructor or examiner;
- (c) Designation applicable to the flight instructor or examiner, such as Grade I or II flight instructor or DFE I (A), (H), DFE II (A), (H) or DFE III (A), (H) as the case may be.

(4) Incorrect information contained on the stamp referred to in sub-regulation (3) shall invalidate the form.

## SUBPART 2: STUDENT PILOT LICENCE

### Requirements for a SPL

**61.02.1** An applicant for a SPL shall –

- (a) be 15 years or older, except where provided otherwise in Part 62;
- (b) hold a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (c) be registered with an approved aviation training organization for training towards a PPL.

### Application for a SPL

**61.02.2** The application for a SPL must be made to the Director on the appropriate prescribed form, 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) the appropriate aircraft by name on which training will be conducted, provided that in the case of helicopters, that the student pilot will be restricted to two types of aircraft;
- (e) two recent passport-size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

#### **Issuing of a SPL**

**61.02.3** (1) The Director shall issue a SPL in the appropriate prescribed form, as by the Director, if the applicant complies with the requirements referred to in regulation 61.02.2.

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

#### **Validity of a SPL**

**61.02.4** (1) A SPL is valid for a period of 2 years from the date of issue, provided the annual currency fees are paid.

(2) The holder of a valid SPL may not exercise the privileges of that licence unless he or she –

- (a) is in the possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67; and
- (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6), in the event that the aviation medical examiner is unable to submit electronic data to the Director.

#### **Privileges and limitations of SPL**

**61.02.5** (1) The holder of a valid SPL may only fly solo as prescribed in Document SA-CATS 61 for the purpose of training for the applicable pilot licence –

- (a) in the type of aircraft in which he or she is undergoing training as endorsed in his or her logbook;
- (b) after a prior written authorisation thereto for a flight, or a sequence of flights, as prescribed in the relevant curriculum and all such flights are under the supervision of the holder of an appropriate and valid flight instructor rating, or a person appointed by the Chief Flying Instructor, provided that such person is the holder of at least a PPL;
- (c) without carrying any passengers;
- (d) on a flight other than an international flight; and
- (e) in VMC by day.

(2) Notwithstanding the provision of sub-regulation (1)(e), a student undergoing the integrated training may exercise the privileges of his or her SPL also –

- (a) in VMC by night, if he or she is the holder of a valid night rating; and
- (b) under IFR, if he or she is the holder of a valid instrument rating.



(3) Except in an emergency, a student pilot may not land or take-off in an aeroplane from an area other than an aerodrome.

(4) If a student pilot has executed an emergency landing with an aeroplane in an area other than an aerodrome, only the holder of a CPL or ATPL, or another pilot approved for the purpose in writing by the Director, may fly that aeroplane out of that area.

#### **Ratings for special purposes for a SPL**

**61.02.6** (1) A student pilot, undergoing the integrated training may undergo training for, and apply for, a night rating.

(2) An application for the night rating must be made in accordance with the provisions of Subpart 14.

### **SUBPART 3: PRIVATE PILOT LICENCE (AEROPLANE)**

#### **Requirements for a PPL (Aeroplane)**

**61.03.1** (1) An applicant for a PPL (Aeroplane) must –

- (a) be 17 years or older;
- (b) hold a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (d) show evidence of holding a valid SPL, or having held within the previous 60 months, any of the following –
  - (i) a pilot licence (aeroplane) issued by a Contracting State;
  - (ii) a national pilot licence issued in terms of Part 62;
- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61; and

(2) An applicant for a PPL (Aeroplane) must have completed not less than 45 hours flight time as pilot of an aeroplane with a MCM in excess of 450 kg of which –

- (a) at least 25 hours are dual instruction in aeroplanes; and
- (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.

(3) South African Air Force Pilots may apply for exemption from some or all of these requirements as indicated in regulation 61.01.9(23).

(4) Notwithstanding the provisions of sub-regulation (2) above, the flight time required for the holder of a pilot licence issued in terms of Part 62, may be substituted by the flying hours obtained, to the maximum specified in regulation 61.01.9(9).

#### **Application for and issue of a PPL (Aeroplane)**

**61.03.2** (1) An application for a PPL (Aeroplane) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulations (1) must be accompanied by –

- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with regulation 61.03.1 (1)(d);
- (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.03.1(1);
- (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a PPL (Aeroplane), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.03.1.

(4) A PPL (Aeroplane) must be issued in the appropriate prescribed form, as .

(5) The holder of a PPL (Aeroplane) must, upon receipt of the PPL (Aeroplane), immediately affix his or her signature thereon in ink in the space provided for such purpose.

#### **Theoretical knowledge examination for a PPL (Aeroplane)**

**61.03.3** The applicant must have passed all the theoretical knowledge examinations for a Private -Pilot licence (Aeroplane) referred to in paragraph (f) of sub-regulation 61.03.1(1) within a period of 18 months of obtaining the first credit and must have passed the final theoretical knowledge examination within the 36 months preceding the skills test for a PPL (Aeroplane).

#### **Skills test for a PPL (Aeroplane)**

**61.03.4** (1) The applicant must undergo the skills test for a PPL (Aeroplane) referred to in paragraph (g) of sub-regulation 61.03.1(1) within 30 days of the last period of dual instruction.

(2) The applicant must pass a skills test demonstrating to a Chief Flying Instructor (Aeroplane) (CFI/A) of an approved Part 141 ATO or a Grade II or I flight instructor (Aeroplane) appointed in terms of Document SA-CATS 61 by the CFI of the approved Part 141 ATO, the ability to execute as PIC of an aeroplane the procedures and manoeuvres prescribed in Document SA-

CATS 61 with a degree of competence appropriate to the privileges granted to the holder of a PPL (Aeroplane).

(3) The holder of a PPL (Aeroplane) who has not flown a minimum of 3 hours as PIC of aeroplanes in the six months preceding a revalidation check shall undergo sufficient ground and flight training at an approved ATO, to reach the standard required for the revalidation check of a PPL (Aeroplane), and meet the recency requirements to act as PIC.

(4) The initial skills test and revalidation check shall be conducted in an aircraft with a MCM in excess of 450 kg.

#### **Privileges and limitations of a PPL (Aeroplane)**

**61.03.5** (1) The holder of a PPL (Aeroplane) 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) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director; and
- (c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid PPL (Aeroplane) may, in VMC, act as PIC or co-pilot in any aeroplane for which he or she holds the appropriate valid class rating or type rating.

(3) To provide for special VFR, the holder of a PPL (Aeroplane) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

(4) If the holder of a PPL (Aeroplane) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.03.8.

(5) The holder of a PPL (Aeroplane) may –

- (a) act as co-pilot of any aeroplane on which a co-pilot is not a requirement;
- (b) may not act as PIC of an aeroplane that is carrying passengers or freight for reward or hire.
- (c) may not be remunerated for acting in any pilot capacity in an aeroplane.
- (d) act as a pilot-in command of an aeroplane in the course of his or her own or employer's business, provided that –
  - (i) the flight is only incidental to that business or employment; and
  - (ii) the aeroplane does not carry passengers or freight for reward or hire.

**Period of validity of a PPL (Aeroplane)**

**61.03.6** A PPL (Aeroplane) is valid for a period of 10 years provided that –

- (a) currency fees are paid in terms of regulation 61.01.17;
- (b) competency is maintained in terms of regulation 61.03.7;
- (c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in regulation 61.03.2(2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

**Maintenance of Competency for a PPL (Aeroplane)**

**61.03.7** (1) The holder of a PPL (Aeroplane) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

(2) The holder of a PPL (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a PPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Aeroplane), and meet the recency requirements to act as PIC; and;
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Aeroplane), and meet the recency requirements to act as PIC; and

- (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 60 months, the licence holder shall be required to comply with the initial issue requirements of Subpart 61.03.

(3) In the event of the Maintenance of Competency requirements of a PPL (Aeroplane) not being complied with, the holder of a PPL (Aeroplane) may automatically continue to exercise the privileges of a SPL (Aeroplane), without being subject to the requirements of flight authorisation by a flight instructor acting at an approved Part 141 ATO.

#### **Ratings for special purposes for a PPL (Aeroplane)**

**61.03.8** (1) The ratings for special purposes associated with a PPL (Aeroplane) are –

- (a) night rating;
- (b) instrument rating;
- (c) post-maintenance test flight rating;
- (d) tug pilot rating;
- (e) touring glider rating;
- (f) agricultural pilot rating;
- (g) aerobatics rating; and
- (h) tow pilot rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 10, 11, 19, 20, 25, or 27, as the case may be.

#### **Recency requirements for a PPL (Aeroplane)**

**61.03.9** (1) The holder of a PPL (Aeroplane) shall comply with the recency requirements of regulation 91.02.4.

### **SUBPART 4: PRIVATE PILOT LICENCE (HELICOPTER)**

#### **Requirements for a PPL (Helicopter)**

**61.04.1** (1) An applicant for a PPL (Helicopter) must –

- (a) be 17 years or older;
- (b) hold a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (d) show evidence of holding a valid SPL, or having held within the previous 60 months, any of the following –
  - (i) a pilot licence (Helicopter) issued by a Contracting State;
  - (ii) a Recreational Pilot Licence issued in terms of Part 62;

- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61.
- (g) have passed the skills test referred to in regulation 61.04.4.

(2) An applicant for a PPL (Helicopter) must have completed not less than 50 hours flight time as pilot of an helicopter of which –

- (a) at least 25 hours are dual instruction in helicopters; and
- (b) at least 15 hours are accumulated in solo flight, of which five hours are cross-country flight time;

(3) The solo cross-country flight time referred to in sub-regulation (2)(b) above must include one triangular cross-country flight of at least 100 NM, in the course of which full-stop landings at two different aerodromes away from base must have been made.

(4) A maximum of 5 hours dual instruction time may be accumulated in a helicopter FSTD approved for the purpose by the Director.

(5) South African Air Force pilots may apply for exemption for some or all of these requirements as indicated in sub-regulation 61.01.9(23).

#### **Application for and issue of PPL (Helicopter)**

**61.04.2** (1) An application for a PPL (Helicopter) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulation (1) must be accompanied by –

- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with regulation 61.04.1(1)(d);
- (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.04.1(1);
- (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61 ;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a PPL (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.04.1.

(4) A PPL (Helicopter) must be issued in the appropriate prescribed form.

(5) The holder of a PPL (Helicopter) must, upon receipt of the PPL (Helicopter), immediately affix his or her signature thereon in ink in the space provided for such purpose.

**Theoretical knowledge examination for PPL (Helicopter)**

**61.04.3** The applicant must have passed all the theoretical knowledge examinations for a PPL (Helicopter) referred to in paragraph (f) of regulation 61.04.1(1), within a period of 18 months of obtaining the first credit and must have passed the final theoretical knowledge examination within the 36 months preceding the skills test for a PPL (Helicopter).

**Skills test for PPL (Helicopter)**

**61.04.4** (1) An applicant for the issuing of a PPL (Helicopter) must undergo the skills test for a PPL (Helicopter), referred to in paragraph (g) of regulation 61.04.1(1), within 30 days of the last period of dual instruction.

(2) The applicant must pass a skills test demonstrating to a Chief Flying Instructor (Helicopter) (CFI/H) of an approved Part 141 ATO, or a Grade II or Grade I Flight Instructor (Helicopter) appointed in terms of Document SA-CATS 61 by the CFI/H of the approved Part 141 ATO, the ability to execute as PIC of a helicopter the procedures and manoeuvres prescribed in Document SA-CATS 61 with a degree of competence appropriate to the privileges granted to the holder of a PPL (Helicopter).

(3) The holder of a PPL (Helicopter) who has not flown a minimum of 3 hours as PIC of helicopters in the six months preceding a revalidation check shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Helicopter), and meet the recency requirements to act as PIC.

**Privileges and limitations of a PPL (Helicopter)**

**61.04.5** (1) The holder of a PPL (Helicopter) 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) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director ; and
- (c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid PPL (Helicopter) may, by day in VMC, act as PIC or co-pilot of any helicopter for which he or she holds the appropriate valid type rating.

(3) To provide for special VFR, the holder of a PPL (Helicopter) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

(4) If the holder of a PPL (Helicopter) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.04.8.

(5) The holder of a PPL (Helicopter) may –

- (a) act as co-pilot of any helicopter on which a co-pilot is not a requirement;
- (b) not act as PIC of an helicopter that is carrying passengers or freight for reward or hire.
- (c) not be remunerated for acting in any pilot capacity in an helicopter.
- (d) act as a pilot-in command of a helicopter in the course of his or her own or employer's business, provided that –
  - (i) the helicopter is not used as an essential or integral part in the furtherance of that business;
  - (ii) the cost of the helicopter and or pilot is not recovered directly from the proceeds generated by the use of the helicopter;
  - (iii) the helicopter does not perform a service for reward in any form; and
  - (iv) the helicopter does not carry passengers or freight for reward or hire.

#### **Period of validity of a PPL (Helicopter)**

**61.04.6** A PPL (Helicopter) is valid for a period of 10 years provided that –

- (a) currency fees are paid in terms of regulation 61.01.17;
- (b) competency is maintained in terms of regulation 61.04.7;
- (c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in regulation 61.04.2(2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

#### **Maintenance of competency for a PPL (Helicopter)**

**61.04.7** (1) A PPL (Helicopter) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).



(2) The holder of a PPL (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a PPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.04.

#### **Ratings for special purposes for a PPL (Helicopter)**

**61.04.8** (1) The ratings for special purposes associated with a PPL (Helicopter) are –

- (a) night rating;
- (b) instrument rating;
- (c) post-maintenance test flight rating;
- (d) agricultural pilot rating; and
- (e) helicopter game or livestock cull rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 10, 11, 29, 24 and 25, as the case may be.

#### **Recency requirements for a PPL (Helicopter)**

**61.04.9** The holder of a PPL (Helicopter) shall comply with the recency requirements of regulation 91.02.4.

**SUBPART 5: COMMERCIAL PILOT LICENCE (AEROPLANE)****Requirements for CPL (Aeroplane)**

**61.05.1** (1) An applicant for a CPL (Aeroplane) must –

- (a) be 18 years or older;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid general certificate of proficiency in radiotelephony (aeronautical);
- (d) produce evidence of holding or having held, within the previous 60 months, one of the following:
  - (i) a South African PPL (Aeroplane);
  - (ii) a pilot licence (aeroplane) issued by a Contracting State;
  - (iii) a SPL where the applicant has completed an integrated training course approved by the Authority;
- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61.
- (g) have passed the skills test referred to in regulation 61.05.4; and
- (h) hold a valid night rating (aeroplane).

(2) An applicant for a CPL (Aeroplane) must have completed not less than –

- (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a FSTD, approved for the purpose; or
- (b) 150 hours of flight time if he or she has successfully completed the integrated training referred to in regulation 61.01.15.

(3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2), must include –

- (a) 100 hours as PIC, or 70 hours as PIC in the case of an applicant who has undergone the integrated training; and
- (b) 20 hours of cross-country flight time as PIC, including one flight of not less than 300 NM, in the course of which full-stop landings at not less than two different aerodromes away from base must have been made; and
- (c) 5 hours of night flying as PIC, including not less than 10 take-offs and 10 landings by night, and a cross-country flight of at least three legs, each of a minimum length of 50 NM; and
- (d) 20 hours of instrument instruction time, of which not more than 10 hours may have been acquired in a FSTD; and

- (e) least 5 hours instruction in an aeroplane with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine.

(4) A South African Air Force pilot or navigator may apply for exemption for some or all of these requirements as indicated in sub-regulation 61.01.9(23).

#### **Application for and issue of CPL (Aeroplane)**

**61.05.2** (1) An application for a CPL (Aeroplane) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulation (1) must be accompanied by –

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with regulation 61.05.1 (1)(d);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.05.1(1)(f) and 61.01.10;
- (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61 ;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a CPL (Aeroplane), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.05.1.

(4) A CPL (Aeroplane) must be issued in the appropriate format, as prescribed by the Director.

(5) The holder of a CPL (Aeroplane) must, upon receipt of the CPL (Aeroplane), immediately affix his or her signature thereon in ink in the space provided for such purpose.

#### **Theoretical knowledge examination for CPL (Aeroplane)**

**61.05.3** The applicant must undergo the skills test referred to in regulation 61.05.1 within 36 months from the date of gaining a pass from all the required examination papers referred to in regulation 61.05.1.

#### **Skills test for CPL (Aeroplane)**

**61.05.4** (1) An applicant must undergo the skills test for a CPL (Aeroplane), referred to in paragraph (g) of regulation 61.05.1(1), within 30 days of the last period of dual instruction.

(2) An applicant must have demonstrated to a DFE I or II the ability to perform as PIC of an aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competence appropriate to the privileges granted to the holder of a CPL (Aeroplane).

(3) The initial skills test must be undertaken in a complex aeroplane with retractable undercarriage and variable pitch propeller or turbojet engine.

(4) The holder of a CPL (Aeroplane) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC.

#### **Privileges and limitations of CPL (Aeroplane)**

**61.05.5** (1) The holder of a CPL (Aeroplane) may not exercise the privileges of that licence unless he or she –

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director; and
- (c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid CPL (Aeroplane) may, in VMC, act as PIC or co-pilot in any aeroplane for which he or she holds the appropriate valid class rating or type rating.

(3) To provide for special VFR, the holder of a CPL (Aeroplane) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

(4) If the holder of a CPL (Aeroplane) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.8.

(5) The holder of a CPL (Aeroplane) may exercise the following privileges in any aeroplane for which he or she holds the appropriate class or type rating, endorsed in the crew member's logbook or licence –

- (a) exercise all the privileges of a PPL (Aeroplane);
- (b) in operations other than the carrying of passengers or freight for reward, act as PIC in any aeroplane;
- (c) act as PIC in commercial air transport operations in any aeroplane certified for single-pilot operation;
- (d) act as co-pilot in commercial air transport operations in any aeroplane required by certification to be operated with a minimum of 2 pilots;
- (e) act as safety pilot; and
- (f) exercise all the privileges referred to in paragraphs (a) to (e) by night.

**Period of validity of a CPL (Aeroplane)**

**61.05.6** A CPL (Aeroplane) issued is valid for a period of 10 years provided that –

- (a) currency fees are paid in terms of regulation 61.01.16;
- (b) competency is maintained in terms of regulation 61.05.7;
- (c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in regulation 61.05.2 (2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time, as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

**Maintenance of competency for a CPL (Aeroplane)**

**61.05.7** (1) A CPL (Aeroplane) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

(2) The holder of a CPL (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a CPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC; and

- (iii) pass an initial licence skills test in the same category of aircraft. .
- (c) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.05.

(4) In the event of the Maintenance of Competency requirements of a CPL (Aeroplane) not being complied with, the holder of a CPL (Aeroplane) may automatically continue to exercise the privileges of a PPL (Aeroplane), subject to the requirements of the respective licence having been met.

#### **Ratings for special purposes for a CPL (Aeroplane)**

**61.05.8** (1) The ratings for special purposes associated with a CPL (Aeroplane) are –

- (a) instrument rating;
- (b) flight instructor rating (aeroplane);
- (c) test pilot rating;
- (d) tug pilot rating;
- (e) agricultural pilot rating;
- (f) aerobatics rating; and
- (g) tow rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 11, 12, 13, 19, 20, 21, 25 and 27, as the case may be.

#### **Recency requirements for a CPL (Aeroplane)**

**61.05.9** (1) The holder of a CPL (Aeroplane) shall comply with the recency requirements of regulation 91.02.4.

### **SUBPART 6: COMMERCIAL PILOT LICENCE (HELICOPTER)**

#### **Requirements for CPL (Helicopter)**

**61.06.1** (1) An applicant for a CPL (Helicopter) must –

- (a) be 18 years or older;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid general certificate of proficiency in radiotelephony (aeronautical);
- (d) produce evidence of holding or having held, within the previous 60 months, one of the following:
  - (i) a South African PPL (Aeroplane);
  - (ii) a pilot licence (aeroplane) issued by a Contracting State;

- (iii) a SPL where the applicant has completed an integrated training course approved by the Authority;
- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61; and

(2) An applicant for a CPL (Helicopter) must have completed not less than –

- (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a helicopter FSTD approved by the Director for the purpose; or
- (b) 150 hours of flight time, which may include 30 hours of flight instruction time in a helicopter FSTD, approved for the purpose, if he or she has successfully completed the relevant integrated training referred to in regulation 61.01.16.

(3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2), must include –

- (a) 100 hours as PIC, or 70 hours as PIC in the case of an applicant who has undergone the relevant integrated training; and
- (b) 20 hours of cross-country flight time as PIC, including one flight of not less than 150 NM, in the course of which full-stop landings at not less than two different points away from base shall have been made.

(4) A South African Air Force pilot or navigator may apply for exemption for some or all of these requirements as indicated in regulation 61.01.9(23).

#### **Application for and issue of CPL (Helicopter)**

**61.06.2** (1) An application for a CPL (Helicopter) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulation (1) must be accompanied by –

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with paragraph (d) of sub-regulation 61.06.1(1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.06.1(1) and regulation 61.01.10;
- (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61 ;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a CPL (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.06.1.

(4) A CPL (Helicopter) must be issued in the appropriate prescribed form.

(5) The holder of a CPL (Helicopter) must, upon receipt of the CPL (Helicopter), immediately affix his or her signature thereon in ink in the space provided for such purpose.

#### **Theoretical knowledge examination for CPL (Helicopter)**

**61.06.3** The applicant must undergo the skills test referred to in regulation 61.06.1 within 36 months from the date of gaining a pass from all the required examination papers referred to in regulation 61.06.1.

#### **Skills test for CPL (Helicopter)**

**61.06.4** (1) An applicant for a CPL (Helicopter) must undergo the skills test for a CPL (Helicopter) referred to in paragraph (g) of sub-regulation 61.06.1(1) within 30 days of the last period of dual instruction.

(2) The applicant must have demonstrated to a DFE I or II the ability to perform as PIC of a helicopter, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competence appropriate to the privileges granted to the holder of a CPL (Helicopter).

(3) The initial skills test must be undertaken in a helicopter of not less than 500 kg MCM.

(4) The holder of a CPL (Helicopter) who has not flown a minimum of 3 hours as either PIC or (PICUS), or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Helicopter), and meet the recency requirements to act as PIC.

#### **Privileges and limitations of CPL (Helicopter)**

**61.06.5** (1) The holder of a CPL (Helicopter) may not exercise the privileges of that licence unless he or she –

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director;
- (c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid CPL (Helicopter) may, by day under VMC, act as PIC or co-pilot of any helicopter for which he or she holds the appropriate valid type rating.



(3) To provide for special VFR, the holder of a CPL (Helicopter) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

(4) If the holder of a CPL (Helicopter) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.06.7.

(5) The holder of a CPL (Helicopter) may exercise the following privileges in any helicopter for which he or she holds the appropriate type rating, endorsed in the crew member's logbook and licence –

- (a) all the privileges of a PPL (Helicopter);
- (b) in operations other than the carrying of passengers or freight for reward, act as PIC in any helicopter;
- (c) act as PIC in commercial air transport operations in any helicopter certified for single-pilot operation; and
- (d) act as co-pilot in commercial air transport operations in any helicopter required to be operated with a co-pilot;
- (e) act as safety pilot.

#### **Maintenance of Competency for CPL (Helicopter)**

**61.06.6** (1) The holder of a CPL (Helicopter) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

(2) The holder of a CPL (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a CPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Helicopter), and meet the recency requirements to act as PIC; and

- (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a CPL where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.06.

(3) In the event of the Maintenance of Competency requirements of a CPL (Helicopter) not being complied with, the holder of a CPL (Helicopter) may automatically continue to exercise the privileges of a PPL (Helicopter), subject to the requirements of the respective licence having been met.

#### **Ratings for special purposes for CPL (Helicopter)**

**61.06.7** (1) The ratings for special purposes associated with a CPL (Helicopter) are –

- (a) night rating;
- (b) instrument rating;
- (c) flight instructor rating (helicopter);
- (d) test pilot rating;
- (e) agricultural pilot rating;
- (f) helicopter sling load rating;
- (g) helicopter winching rating; and
- (h) helicopter game or livestock cull rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 10, 11, 15, 16, 18, 19, 22, 23, 24 and 25, as the case may be.

#### **Recency requirements for CPL (Helicopter)**

**61.06.8** (1) The holder of a CPL (Helicopter) shall comply with the recency requirements of regulation 91.02.4.

**SUBPART 7: AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)****Requirements for ATPL (Aeroplane)**

**61.07.1 (1) An applicant for an ATPL (Aeroplane) must –**

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) produce evidence of holding or having held, within the previous 60 months, an Instrument Rating and one of the following –
  - (i) a South African Private or CPL (Aeroplane); or
  - (ii) a pilot licence (aeroplane) issued by a Contracting State; or
  - (iii) a SPL where the applicant has completed an integrated training course approved by the Authority; and
- (d) have, within the previous 60 months, completed a multi-crew cooperation course;
- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61.
- (g) have passed the skills test referred to in regulation 61.07.4.

**(2) An applicant for an ATPL (Aeroplane) must have completed, in aeroplanes, not less than 1500 hours of flight time of which –**

- (a) 500 hours must be PICUS; or
- (b) 250 hours must be as PIC, of which up to 150 hours may be PICUS; and
- (c) 200 hours must be cross-country flight time, of which 100 hours may be as co-pilot or PICUS;
- (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in a FSTD approved for the purpose; and
- (e) 100 hours shall be night flight time as PIC or as co-pilot.

**(4) The 1 500 hours flying experience referred to in sub-regulation (2) may comprise flight time in any of the following capacities:**

- (a) As PIC, counted in full;
- (b) As pilot under instruction (dual), counted in full;
- (c) As co-pilot performing under the supervision of the PIC the functions and duties of the PIC, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
- (d) As an appropriately rated co-pilot, counted in full;

- (e) As student pilot-in-command and as student PICUS up to a maximum of 50 hours towards the PIC time required for the issue of an ATPL (Aeroplane), counted in full, provided that the Part 141 ATO has been authorised by the Director to allow the logging of student PICUS flight time;
- (f) A maximum of 100 hours may have been completed in an FSTD of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1;
- (g) Up to 50 percent of the 1 500 hours and each of the requirements specified in sub-regulations (2) (a), (b), (c) (d) and (e) above may be completed in helicopters;
- (h) A maximum of 30 hours flight time in touring motor gliders, gliders, micro light aircraft (excluding a weight-shift micro light aeroplane, or an aeroplane with a maximum take-off mass of less than 450 kg), may be counted towards the 1 500 hours experience requirement.

(5) A South African Air Force pilot flight instructor or navigator instructor may apply for exemption for some or all of these requirements as indicated in regulation 61.01.9(23).

#### **Application for and issue of ATPL (Aeroplane)**

**61.07.2** (1) An application for an ATPL (Aeroplane) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulations (1) must be accompanied by –

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with paragraphs (d) and (e) of regulation 61.07.1 (1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.07.1(1) and regulation 61.01.10;
- (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue an ATPL (Aeroplane), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.07.1.

(4) An ATPL (Aeroplane) must be issued in the appropriate prescribed form, as by the Director.

(5) The holder of an ATPL (Aeroplane) must, upon receipt of the ATPL (Aeroplane), immediately affix his or her signature thereon in ink in the space provided for such purpose.

**Theoretical knowledge examination for ATPL (Aeroplane)**

**61.07.3** (1) Candidates who obtain credit or a pass for the ATPL (Aeroplane) (ATPL/A) subjects have 36 months to obtain an Instrument Rating (IR). The ATPL/A subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.

(2) Candidates who obtained a pass at ATPL/A level under the provisions of the Air Navigation Regulations of 1976 and who have maintained an Instrument Rating are afforded the same privilege as detailed in sub-paragraph (1) above.

(3)(a) If an instrument rating is not issued within the 36 months period from the date of passing the last CPL/IR or ATPL examination as the case may be, then the Air Law and Procedures examination credit will lapse.

(b) In the event of the lapse of the credit referred to above, a student shall be required to rewrite and pass the Air Law and Procedures theoretical knowledge examination which will then be valid for an additional 36 months

(4) Where a candidate has previously passed all ATPL/A theoretical knowledge examinations but was not issued with a CPL/IR within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the Head of Training of the approved Part 141 ATO.

**Skills test for ATPL (Aeroplane)**

**61.07.4** (1) An applicant for the initial issue or revalidation of an ATPL (Aeroplane) must have demonstrated to a DFE I (Aeroplane) (DFE I (A)), the ability to perform as PIC of a multi-engine aeroplane, in an actual or simulated multi-crew and IFR scenario, 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 an ATPL (Aeroplane).

(2) The skills test may be performed in a FSTD approved for the purpose and/or in a multi-engine aeroplane with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

(3) During the skills test the examiner may play the role of a co-pilot, or in the case of a FSTD, be an observer where two pilots occupy the pilot seats.

(4) The applicant may operate from either pilot seat in aeroplanes with suitable instrumentation but should perform the duties of the pilot flying. The test aspect (Taxiing procedures) may be omitted if the applicant operates from the right seat in an aeroplane which can only be taxied from the left seat.

(5) The skills test may serve as a skills test for the issue of the licence and an initial type rating for the aeroplane used in the test.

(6) The holder of an ATPL (Aeroplane) who has not flown a minimum of 3 hours as either PIC or PICUS, or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Aeroplane), and meet the recency requirements to act as PIC.

#### **Privileges and limitations of ATPL (Aeroplane)**

**61.07.5** (1) The holder of an ATPL (Aeroplane) may not exercise the privileges of that licence unless he or she –

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director;
- (c) complies with the maintenance of competency requirements.

(2) The holder of an ATPL (Aeroplane) may, in any aeroplane for which he or she holds the appropriate type or class rating and subject to regulation 61.07.7, –

- (a) exercise all the privileges of a PPL and CPL (Aeroplane); and
- (b) act as PIC in commercial air transport operations.

(3) The holder of an ATPL (Aeroplane) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an ATPL (Aeroplane) revalidation check.

(4) Any limitation of privileges must be endorsed on the licence.

#### **Period of validity of ATPL (Aeroplane)**

**61.07.6** An ATPL (Aeroplane) issued is valid for a period of 10 years provided that –

- (a) currency fees are paid in terms of regulation 61.01.17;
- (b) competency is maintained in terms of regulation 61.07.7;
- (c) annually, with the fee referred to in paragraph (a), the completed application form, as prescribed in regulation 61.07.2(2), is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time, as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

#### **Maintenance of competency for ATPL (Aeroplane)**

**61.07.7** (1) The holder of an ATPL (Aeroplane) shall undergo a revalidation check within a period of 12 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

(2) The holder of an ATPL (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an ATPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (Aeroplane), and meet the recency requirements to act as PIC; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law and Procedures examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (Aeroplane), and meet the recency requirements to act as PIC; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.07.

(3) (a) In the event of the maintenance of competency requirements of an ATPL (Aeroplane) not being complied with, the holder of an ATPL (Aeroplane) may automatically continue to exercise the privileges of a VFR CPL.

(b) This privilege may be exercised for a maximum period of 12 months from the date of expiry of the maintenance of competency of the ATPL (Aeroplane), provided that the holder has a valid Class I or Class II medical certificate issued in terms of Part 67.

#### **Ratings for special purposes for ATPL (Aeroplane)**

**61.07.8** (1) The ratings for special purposes associated with an ATPL (Aeroplane) are –

- (a) flight instructor rating (aeroplane);
- (b) test pilot rating;

- (c) tug pilot rating;
- (d) agricultural pilot rating;
- (e) aerobatics rating; and
- (f) tow rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 11, 12, 13, 19, 20, 21, 25 and 27, as the case may be.

#### **Recency requirements for ATPL (Aeroplane)**

**61.07.9** (1) The holder of an ATPL (Aeroplane) shall comply with the recency requirements of regulation 91.02.4.

### **SUBPART 8: AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)**

#### **Requirements for ATPL (Helicopter)**

**61.08.1** (1) An applicant for an ATPL (Helicopter) must –

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) produce evidence of holding or having held, within the previous 60 months, a Night Rating and one the following –
  - (i) a South African PPL or CPL (Helicopter); or
  - (ii) a pilot licence (Helicopter) issued by a Contracting State; or
  - (iii) a SPL where the applicant has completed an integrated training course approved by the Director;
- (d) have, within the previous 60 months, completed a multi-crew cooperation course;
- (e) have successfully completed the training as prescribed in Document 61 at an approved Part 141 ATO;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS 61; and
- (g) have passed the skills test referred to in regulation 61.08.4.

(2) An applicant for an ATPL (Helicopter) must have completed not less than 1 500 hours of flight time in helicopters, which must include –

- (a) 250 hours as PIC, of which up to 70 hours may be PICUS; and;
- (b) 200 hours cross-country flight time, of which 100 hours may be as co-pilot or PICUS;
- (c) 30 hours instrument flight instruction time, of which not more than 10 hours may be acquired in a helicopter FSTD approved for the purpose by the Director, during the six months immediately preceding the date of application if he or she is not the holder of an instrument rating; and
- (d) 50 hours night flight time as PIC or as co-pilot.



(3) The 1 500 hours flying experience prescribed in sub-regulation (2) may comprise flight time in any of the following capacities:

- (a) As PIC, counted in full;
- (b) As pilot under instruction (dual), counted in full;
- (c) As co-pilot performing under the supervision of the PIC the functions and duties of the PIC, counted in full;
- (d) As co-pilot, counted in full;
- (e) As student pilot-in-command, counted in full up to a maximum of 30 hours towards the PIC time required for the issue of an ATPL (Helicopter); and
- (f) A maximum of 100 hours may have been completed in a approved FSTD of which a maximum of 25 hours may have been completed in a flight navigation procedures trainer (FNPT);

(4) Up to 50 percent of the 1 500 hours may be completed in aeroplanes.

(5) A South African Air Force pilot flight instructor or navigator instructor may apply for exemption for some or all of these requirements as indicated in regulation 61.01.9(23).

#### **Application for and issue of ATPL (Helicopter)**

**61.08.2** (1) An application for an ATPL (Helicopter) must be made to the Director on the appropriate prescribed form within 30 days of the practical skills test.

(2) The application referred to in sub-regulation (1) must be accompanied by –

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with paragraphs (d) and (e) of sub-regulation 61.08.1(1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.08.1(1) and regulation 61.01.10;
- (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS 61;
- (e) the skills test report as prescribed in Document SA-CATS 61;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Director must issue an ATPL (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.08.1.

(4) An ATPL (Helicopter) must be issued in the appropriate prescribed form.

(5) The holder of an ATPL (Helicopter) must, upon receipt of the ATPL (Helicopter), immediately affix his or her signature thereon in ink in the space provided for such purpose.

**Theoretical knowledge examination for ATPL (Helicopter)**

**61.08.3** (1) Candidates who obtain credit or a pass for the ATPL subjects and who wish to be issued with an Instrument Rating on helicopters) have 36 months to obtain the Instrument Rating. The relevant ATPL subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.

(2) Candidates who obtained a pass at ATPL level under the provisions of the Air Navigation Regulations of 1976 and who have maintained an Instrument Rating are afforded the same privilege as detailed in sub-regulation (1) above.

(3) If a Instrument Rating is not issued within the 36 month period from the date of passing the last CPL/IR or ATPL examination, as the case may be, then the candidates will be required to re-take the Air Law and Procedures theoretical knowledge examination

(4) Where a candidate has previously passed all ATPL theoretical knowledge examinations but was not issued with a CPL within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the Head of Training of the approved Part 141 ATO.

**Skills test for ATPL (Helicopter)**

**61.08.4** (1) An applicant for the initial issue or revalidation of an ATPL (Helicopter) must have demonstrated to a DFE (Helicopter), the ability to perform as PIC of a helicopter, in an actual or simulated multi-crew scenario, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of an ATPL (Helicopter).

(2) The skills test may be performed in a FSTD approved for the purpose and/or in a helicopter suitable for multi-crew simulation and configurable with fully functional dual controls, and all instrumentation required for the test in a serviceable condition.

(3) During the skills test the examiner may play the role of a co-pilot, or in the case of a FSTD, be an observer where two pilots occupy the pilot seats.

(4) The holder of an ATPL (Helicopter) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Helicopter), and meet the recency requirements to act as PIC.

**Privileges and limitations of ATPL (Helicopter)**

**61.08.5** (1) The holder of an ATPL (Helicopter) may not exercise the privileges of that licence unless he or she –

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Director, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Director;
- (c) complies with the Maintenance of Competency requirements.

(2) The holder of an ATPL (Helicopter) may, in any helicopter for which he or she holds the appropriate type rating and subject to regulation 61.08.7 –

- (a) exercise all the privileges of a PPL or CPL (Helicopter); and
- (b) act as PIC in commercial air transport operations.

(3) The holder of an ATPL (Helicopter) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an ATPL (Helicopter) revalidation check.

(4) Any limitation of privileges must be endorsed on the licence.

#### **Period of validity of ATPL (Helicopter)**

**61.08.6** An ATPL (Helicopter) issued is valid for a period of 10 years provided that –

- (a) currency fees are paid in terms of regulation 61.01.17;
- (b) competency is maintained in terms of regulation 61.08.7;
- (c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in regulation 61.08.2(2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time, as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

#### **Maintenance of competency for ATPL (Helicopter)**

**61.08.7** (1) The holder of an ATPL (Helicopter) shall undergo a revalidation check within a period of 12 months calculated from –

- (a) the date of re-issue; or
- (b) the beginning of the month following the date of –
  - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

(2) The holder of an ATPL (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24

months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an ATPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law and Procedures or Air Law examination, as applicable;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.08.

(3) (a) In the event of the maintenance of competency requirements of an ATPL (Helicopter) not being complied with, the holder of an ATPL (Helicopter) may automatically continue to exercise the privileges of a VFR CPL.

(b) This privilege may be exercised for a maximum period of 12 months from the date of expiry of the maintenance of competency of the ATPL (Helicopter), provided that the holder has a valid Class I or Class II medical certificate issued in terms of Part 67.

#### **Ratings for special purposes for ATPL (Helicopter)**

**61.08.8** (1) The ratings for special purposes associated with an ATPL (Helicopter) are –

- (a) instrument rating;
- (b) flight instructor rating (helicopter);
- (c) test pilot rating;
- (d) agricultural pilot rating;
- (e) helicopter sling load rating;
- (f) helicopter winching rating; and
- (g) helicopter game or livestock cull rating.

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations contained in Subparts 11, 15, 16, 17, 19, 22, 23, 24 and 25, as the case may be.

### **Recency requirements for ATPL (Helicopter)**

**61.08.9** (1) The holder of an ATPL (Helicopter) shall comply with the recency requirements of regulation 91.02.4.

### **SUBPART 9: CLASS AND TYPE RATINGS**

#### **Requirements for issue of class and type ratings**

**61.09.1** (1) This Subpart applies to the issuing, revalidating and re-issuing of South African pilot class and type ratings and warbird type rating; the privileges and limitations of such class and type ratings and warbird type endorsements; and matters related thereto.

(2) An aircraft class rating is required in order to pilot all types of aircraft within a particular aircraft class.

(3) A class rating is required for all single-pilot aircraft, except for those falling outside the classes defined in regulation 61.09.8(1), or as designated in terms of regulation 61.01.3 as requiring a type rating.

(4) An aircraft type rating is required in order to pilot a type of aircraft that is not included within any of the aircraft classes set out in regulation 61.09.8(1).

(5) A type rating is required for all multi-pilot aircraft, other aircraft and warbirds as indicated in this Subpart.

(6) Exemptions to this Part may be provided for in Part 94 in respect of the operation of certain non-type certificated aircraft.

(7) All licence endorsements in respect of aircraft class and type ratings are set out in SA-CATS 61.

(8)(a) Even if an applicant has an entry for a class rating in his or her licence, a change to another system, make and model or variant of the aeroplane within one class rating requires differences or familiarisation training, as indicated in Tables 1-3 of Technical Standard 61.09.7 and such training shall be endorsed in the pilot's logbook.

(b) The differences/familiarisation training form indicated in Document SA-CATS 61 shall be submitted to the Director within 30 days of completion of the training

#### **Multi-pilot aeroplanes**

(9) An applicant for a type rating in respect of a multi-pilot aeroplane must have --

- (a) at least 100 hours experience as PIC of aeroplanes;
- (b) successfully completed appropriate training referred to in this Subpart;

- (c) passed appropriate written examinations as prescribed in Document SA-CATS 61; and
- (d) passed appropriate skills test referred to in this Subpart with an appropriately rated DFE Cat I (Aeroplanes) .

#### **Single-pilot multi-engine aeroplanes**

(10) An applicant for a class or type rating, as the case may be, in respect of a single-pilot multi-engine aeroplane must have –

- (a) at least 70 hours as PIC of aeroplanes;
- (b) successfully completed appropriate training referred to this Subpart;
- (c) passed appropriate written examinations as prescribed in Document SA-CATS 61; and
- (d) passed appropriate skills test referred to in this Subpart.

#### **Multi-pilot helicopters**

(11) An applicant for a type rating in respect of a multi-pilot helicopter must have –

- (a) at least 100 hours as PIC of helicopters;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed the appropriate written examinations as prescribed in Document SA-CATS 61; and
- (d) passed appropriate skills test referred to in this Subpart.

#### **Single-pilot helicopters**

(12) An applicant for a type rating in respect of a single-pilot helicopter must have –

- (a) at least 25 hours flight time on helicopters of which a minimum of 3 hours shall be as PIC of helicopters;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed the appropriate written examinations as prescribed in Document SA-CATS 61; and
- (d) passed appropriate skills test referred to in this Subpart.

#### **Warbird type aircraft**

(13) An applicant for a type rating in respect of a warbird type aircraft must –

- (a) hold the category and class rating for the relevant aircraft;
- (b) have successfully completed appropriate training referred to in this Subpart;
- (c) have passed the appropriate written examinations as prescribed in Document SA-CATS 61; and
- (d) have passed appropriate skills test referred to in this Subpart.

## Training

**61.09.2** (1) An applicant for a class or type rating must have successfully completed the appropriate training as prescribed in Document SA-CATS 61.

(2) In the case of training for a single-pilot multi-engine class rating, or the applicant's first single-pilot multi-engine type rating, the training must consist of at least –

- (a) 7 hours of theoretical knowledge instruction in multi-engine aeroplane operation; and
- (b) 6 hours dual flight training in multi-engine aeroplane operation, including not less than 2 hours 30 minutes dual flight training under normal conditions and at least 3 hours 30 minutes dual flight training in engine failure procedures and asymmetric flight. At most 3 hours of the dual flight training may be acquired in an approved FSTD.

(3) An applicant for a type or class rating on a high performance single pilot aeroplane who is not the holder of an ATPL, or who has not obtained credit for the ATPL theoretical knowledge examinations, must undergo additional training as set out in Document SA-CATS 61.

(4) An applicant for a warbird type rating –

- (a) who is the holder of an ATPL with applicable military type experience may be endorsed with the applicable warbird type rating.
- (b) who is the holder of an ATPL without applicable military type experience must undergo training as described in Document SA-CATS 61 for endorsement of the warbird type rating contemplated.
- (c) who is the holder of all ATPL theoretical knowledge credits and has applicable military type experience may be endorsed with the applicable warbird type rating.
- (d) who is the holder of all ATPL theoretical knowledge credits but who does not have applicable military type experience, must undergo training as described in Document SA-CATS 61 for endorsement of the warbird type rating contemplated.

(5) Pilots operating in terms of Parts 91, 94, 96, 121, 127, 135 and 138, who are operating aircraft which require two or more pilots for the operation, must undergo a multi-crew cooperation training course detailed in Document SA-CATS 61.

## Skills test

**61.09.3** (1) An applicant for a type rating or multi-engine class rating must have demonstrated to a DFE the competence to perform as PIC of the aircraft concerned, the procedures and manoeuvres as described in Document SA-CATS 61.

(2) An applicant for a single-engine class or touring motor glider class rating must have demonstrated to a DFE, or an appropriately rated flight instructor, the competence to perform as PIC of the aircraft concerned the procedures and manoeuvres as described in Document SA-CATS 61

(3) An applicant for a warbird type endorsement must have demonstrated to a DFE, or an appropriately rated flight instructor or other pilot authorised in writing by the Director for the purpose, the competence to perform as PIC of the aircraft concerned, the procedures and manoeuvres as described in Document SA-CATS 61.

(4) The skills test must be completed within 90 days of completion of the written examinations referred to in regulation 61.09.1.

#### **Circumstances in which type or class ratings are required**

**61.09.4** (1) The holder of a pilot licence may not act in any capacity as a pilot of an aircraft, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating.

(2) The holder of a pilot licence may not act in any capacity as a pilot of a warbird, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating applicable to a warbird.

(3) Any conditions or limitations as determined by the Director must be endorsed on the rating.

#### **Special authorisation for type or class ratings**

**61.09.5** (1) Instead of issuing the class or type rating, the Director may give special authorisation, in writing, for non-revenue special purpose flights, such as aircraft flight testing.

(2) The special authorisation, referred to in sub-regulation (1), must be limited to the completion of the specific task.

#### **Application for the issuing of a class, type or warbird rating**

**61.09.6** (1) An application for a class, type or warbird rating must be in the appropriate prescribed form within 30 days of the skills test..

(2) The application must be accompanied by –

- (a) documentary evidence of satisfying the requirements of the relevant provisions of this Subpart; and
- (b) the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with all the relevant requirements, the Director must issue a class, type or warbird rating in the appropriate prescribed form .

(4)(a) The DFE or flight instructor must, on satisfactory completion of all the requirements for the issue of a class or type rating, endorse the logbook of the applicant entitling the applicant to exercise the privileges of the rating, as PIC or pilot instructor as the case may be.



- (b) The DFE or flight instructor may place a restriction on the applicant to act as co-pilot or as third pilot as the case may be.
- (c) The Director reserves the right to withdraw the privilege of the rating should any irregularity with respect to the endorsement be found.

#### **Type and class ratings – privileges and variants**

**61.09.7** (1) Subject to the provisions of regulation 61.9.1, the privileges of the holder of a type or class rating are to act as a pilot on the type or class of aircraft specified in the rating.

(2) If the variant has not been flown within a period of 24 months following the differences training or the date of last having flown the variant, further differences training or a proficiency check in that variant will be required.

(3) Differences training as detailed in Document SA-CATS 61 require additional knowledge and training on an approved training device or aircraft to convert an applicant onto the type or class of aircraft under consideration.

(4) The differences training must be endorsed in the pilot's logbook and duly signed by the appropriately rated instructor who conducted the training.

(5) Familiarisation training requires acquisition of additional knowledge specific to the individual aircraft under consideration and should not require actual or FSTD flight time.

#### **Type and class ratings**

**61.09.8** (1) The class ratings for single-pilot aeroplanes not requiring a type rating are as follows –

- (a) all single-engine piston aeroplanes (land);
- (b) all single-engine piston aeroplanes (sea);
- (c) all touring motor gliders;
- (d) single-engine turbo-prop aeroplanes (land);
- (e) single-engine turbo-prop aeroplanes (sea);
- (f) all multi-engine piston aeroplanes (land); and
- (g) all multi-engine piston aeroplanes (sea).

(2) The class ratings for aeroplanes must be issued according to the list of classes of aeroplanes shown in Document SA-CATS 61.

(3) Differences or familiarisation training is required to change to another type or variant of the aeroplane within one class rating.

(4) Type rating for aeroplanes must be established for –

- (a) each type of multi-pilot aeroplane;

- (b) each type of single-pilot multi-engine aeroplane fitted with turbo-prop or turbojet engines;
- (c) each type of single-pilot single-engine aeroplane fitted with a turbojet engine;
- (d) each type of aeroplane with unconventional handling characteristics that requires additional flying or simulator training.

(5) Type ratings for aeroplanes must be issued according to the list of types of aeroplanes shown in Document SA-CATS 61.

(6) Differences or familiarisation training is required in order to change to another variant of the aeroplane within one type rating as described in Document SA-CATS 61.

(7) Aeroplanes designated as high performance must be listed as such within the relevant class or type rating list using the annotation 'HPA' as described in Document SA-CATS 61.

(8) Warbird type aircraft are –

- (a) ex-military gas-turbine engine aircraft;
- (b) ex-military piston-engine aircraft having a maximum power of 500 BHP or more; or
- (c) any other ex-military type of aircraft specified by the Director for the purpose of this regulation.

(9) The Director must establish requirements for the issue of the following class ratings –

- (a) sea-planes;
- (b) multi-engine centreline-thrust aeroplanes; and
- (c) single-seat aeroplanes.

#### **Transfer of foreign class and type ratings**

**61.09.9** (1) The Director may transfer to a South African licence a valid class or type rating contained in a licence issued by a Contracting State, provided that the requirements for the ratings that were issued or rendered valid are equal to or above the minimum standards of this Part.

(2) The holder shall make a written application with sufficient reasons for the transfer of such rating and on approval by the Director, shall have the rating endorsed into the pilot logbook and licence.

#### **Type rating training and testing conducted by an approved Type Rating Training Organisation (TRTO) of a Contracting State**

**61.09.10** (1) A TRTO of a Contracting State may, prior to the training, be approved by the Director for the purpose of conducting Type Rating Training and Testing for holders of a South African Pilot Licence, provided that the training and testing requirements are equal to or above the minimum standards of this Part and as prescribed in Document SA-CATS 61.

(2) The Director may, on completion of the training and testing conducted by an approved TRTO, add the type rating to a South African licence, provided that the licence holder submits a copy of the type rating endorsement in the pilot's logbook, a copy of the type rating training file and the skills test report completed and signed by the Type Rating Examiner of the Contracting State.

## **SUBPART 10: NIGHT RATING**

### **Requirements for night rating**

**61.10.1** (1) An applicant for a night rating must –

- (a) hold a valid pilot licence;
- (b) submit proof of having completed the training referred to in sub-regulation (2) below;
- (c) submit proof of having passed the theoretical examination referred to in sub-regulation (3) below; and
- (d) have passed the prescribed skills test, referred to in regulation 61.10.4.

(2) An applicant for a night rating must have completed under the auspices of an approved Part 141 ATO –

- (a) not less than 5 hours of theoretical knowledge instruction on the material as prescribed in Document SA-CATS 61;
- (b) not less than 10 hours of instrument instruction, of which not more than 5 hours may be accumulated in an approved FSTD;
- (c) in the case of a night rating on aeroplanes, not less than 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; or
- (d) in the case of a night rating on helicopters, not less than 5 circuits with 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; and
- (e) a dual cross-country flight by night consisting of at least –
  - (i) in the case of a night rating for aeroplanes a total distance of not less than 150 NM in the course of which full-stop landings at two different aerodromes away from base are made; or
  - (ii) in the case of a night rating for helicopters, a total distance of not less than 75 NM in the course of which landings at two different aerodromes away from base are made.

(3) A maximum of 5 hours instrument time can be credited towards the 10-hour requirement for a helicopter pilot if the applicant is the holder of an instrument or night rating on aeroplanes and *vice versa*.

### **Application for night rating**

**61.10.2** (1) An application for a night rating must be made to the Director in the appropriate prescribed form .

(2) The application must be accompanied by –

- (a) the skills test report as prescribed in Document SA-CATS 61;
- (b) proof that the applicant meets the requirements of regulation 61.10.1; and
- (c) the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the appropriate requirements, the Director must issue a night rating in the appropriate prescribed form .

(4) A night rating is valid as long as the relevant pilot licence of the holder of the rating is valid and the appropriate requirements for the rating are maintained.

### **Theoretical knowledge examination for night rating**

**61.10.3** The applicant for a night rating shall have completed a written examination at a Part 141 approved ATO on the theoretical knowledge requirements referred to in paragraph (a) of regulation 61.10.1(2).

### **Skills test for night rating**

**61.10.4** (1) An applicant for a night rating must have demonstrated to an appropriately rated Grade I or Grade II flight instructor, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of a night rating.

(2) The skills test must be conducted in an aircraft of the applicable category, and shall include a minimum of 3 take-offs, 3 circuits and 3 landings by night; the instrument component of the skills test may be conducted by day.

(3) The applicant must have undergone the skills test within the 30 days immediately preceding the date of application.

### **Privileges and limitations of night rating**

**61.10.5** (1) The holder of a valid night rating may exercise the privileges of his or her pilot's licence by night.

(2) Notwithstanding the provisions of sub-regulation (1), the holder of a night rating must, in the case of single-pilot helicopter operations carried out in terms of Part 127, meet additional experience requirements as prescribed by that Part.

**SUBPART 11: INSTRUMENT RATING****Requirements for instrument rating**

**61.11.1** (1) An applicant for an instrument rating must –

- (a) hold a valid pilot licence issued in terms of Part 61;
- (b) hold a valid night rating, unless such rating is an integral part of the pilot licence;
- (c) hold a valid Class 2 medical certificate issued in terms of Part 67;
- (d) have successfully completed the appropriate training as prescribed in Document SA-CATS 61 at an approved Part 141 ATO;
- (e) have passed the theoretical knowledge examination referred to in regulation 61.11.3;
- (f) have passed the skills test referred to in regulation 61.11.4, in an aircraft or FSTD approved for the purpose ; and
- (g) hold a valid general certificate of proficiency in radiotelephony (aeronautical).

(2) An applicant for an instrument rating must have completed at least 50 hours cross-country flight time as PIC of an aeroplane, helicopter, powered-lift aircraft or airship, of which at least 10 hours must have been in the category of aircraft for which the instrument rating is sought.

(3) The applicant must have completed 40 hours instrument flight training under instruction of which, at most, 20 hours may be in an FSTD approved for the purpose.

(4) In the case of an instrument rating for a multi-engine aeroplane, at least 5 hours of the instrument flight training referred to in sub-regulation (3) shall be conducted in a multi-engine aeroplane and shall be additional to the training towards the initial multi-engine class rating, provided that 3 of the 5 hours may be conducted in an FSTD approved for the purpose.

(5) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant must have undergone at least an additional 5 hours of instrument flight instruction in the new category of aircraft prior to the skills test, provided that 3 of the 5 hours may be conducted in an FSTD approved for the purpose

**Application for instrument rating**

**61.11.2** (1) An application for an instrument rating must be made to the Director in the appropriate prescribed form , and must be accompanied by the appropriate fee as prescribed in Part 187.

(2) If the applicant complies with all the prescribed requirements, the Director must issue an instrument rating in the prescribed form .

**Theoretical knowledge examination for instrument rating**

**61.11.3** (1) An applicant for an instrument rating must have passed the appropriate written examinations as prescribed in Document SA-CATS 61, provided that the holder of a valid instrument rating applying for an instrument rating in a different category is not required to write the examinations again.

(2) The Director may, in terms of Part 11, exempt an applicant who is a South African Air Force pilot from writing examination on other subjects except Air Law and Procedures, provided that the applicant holds a valid South African Air Force instrument rating, which has not lapsed for more than 12 months preceding the date of application.

#### **Skills test for instrument rating**

**61.11.4** (1) An applicant for an instrument rating must demonstrate to a DFE, in a suitable aircraft in the category for which the particular instrument rating is sought, the ability to perform the procedures and manoeuvres pre-scribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of the instrument rating.

(2) For the applicant seeking an instrument rating in a multi-engine aircraft, the skills test must be conducted in the appropriate class of aircraft.

(3) Where an applicant has successfully completed the skills test in a multi-engine aircraft, he or she shall be deemed to meet the skills test requirements for a single-engine aircraft of the same category.

(4) The applicant must undergo the skills test within 36 months of passing the theoretical knowledge examination and within 30 days of the last period of dual instruction.

(5) Notwithstanding sub-regulations (1) and (2), any elements of the skills test which cannot be safely conducted in the aircraft, or due to unavailability of facilities, may be conducted in a FSTD approved for the purpose.

#### **Privileges and Limitations of Instrument Rating**

**61.11.5** (1) The holder of a valid instrument rating may –

- (a) act, within the limitations of his or her pilot licence and particular instrument rating, as pilot of an aircraft in compliance with IFR and under IMC, by day or by night, and
- (b) carry out approaches and landings under IMC with the aid of approved approach aids and procedures.

(2) Whenever the examiner or another pilot functions as a flight crew member during an initial instrument rating skills test, the privileges of the instrument rating shall be restricted to multi-pilot operations only.

(3) The limitation in sub-regulation (2) may be removed by being tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

**Period of validity of Instrument rating**

**61.11.6** An instrument rating is valid for a period of 12 months provided that maintenance of competency requirements for the associated licence in terms of these Regulations are complied with.

**Revalidation of instrument rating**

**61.11.7** (1) The period of validity of an instrument rating shall be calculated from –

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

(2) To revalidate an instrument rating –

- (a) if the validation period has not yet lapsed, or has lapsed for a period of 36 months or less, the applicant must pass a revalidation check with a DFE, as prescribed in Document SA-CATS 61, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category;
- (b) if the validity of the instrument rating has lapsed for more than 36 months the applicant must –
  - (i) re-write the Air Law and Procedures theoretical knowledge examinations as listed in Document SA-CATS 61;
  - (ii) acquire, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category, sufficient ground and flight training at an approved ATO, including at least 5 instrument approach procedures and a missed approach, to reach the standard required to pass revalidation check for an instrument rating in the aircraft category; and
  - (iii) within 90 days of having acquired the instrument time, pass a skills test required for an initial instrument rating with a DFE, as prescribed in Document SA-CATS 61, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category.

(3) Where a pilot holds an instrument rating in the helicopter and aeroplane categories, the revalidation check must be carried out in each category at least once in every 24 months.

(4) Where a pilot holds an instrument rating for both single-engine and multi-engine aeroplanes, every alternate revalidation of this rating may be carried out in a single-engine aeroplane or in a FSTD approved for the purpose.

(5) When the holder of an instrument rating passes the proficiency check(s) referred to in sub-regulation (1), the DFE must –

- (a) complete, and submit to the Director, the appropriate prescribed form; and
- (b) endorse the holder's pilot logbook as prescribed in Document SA-CATS 61.

(6) Where the holder has failed the revalidation test, the DFE must notify the Director immediately in writing and also inform the holder that the rating has become invalid and that he or she may not exercise the privileges of an instrument rating.

## **SUBPART 12: GRADE III AEROPLANE FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade III Aeroplane Flight Instructor Rating**

**61.12.1** (1) An applicant for a Grade III Aeroplane Flight Instructor rating must –

- (a) hold a valid CPL (Aeroplane) or ATPL (Aeroplane);
- (b) have successfully completed at least 20 hours of flight instructor patten training as prescribed in Document SA-CATS 61, conducted by a Grade I or a Grade II Aeroplane Flight Instructor, of which at least 15 hours must be in an aeroplane and 5 hours may be in a FSTD approved for the purpose;
- (c) have passed the theoretical knowledge examination referred to in regulation 61.12.3;
- (d) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61 with a Part 141 approved ATO;
- (e) have successfully undergone the instructor ground evaluation test referred to Document SA-CATS 61; and
- (f) undergo the skills test referred to in regulation 61.12.4 conducted by a DFE within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

(2) A South African Air Force pilot instructor and navigator instructors may apply for exemption from some or all of the requirements prescribed in sub-regulation (1) as indicated in sub-regulation 61.01.9(23).

(3) The holder of a flight instructor rating in another category of aircraft may be exempted from attending the theoretical training referred to in paragraph (c) of sub-regulation (1).

(4) The number of hours referred to in paragraph (b) of sub-regulation (1) may be reduced to 10 hours of flight training in aeroplanes if the applicant is the holder of a flight instructor rating in another category of aircraft.



**Application for Grade III Aeroplane Flight Instructor Rating**

61.12.2 (1) An application for a Grade III Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements referred to in regulation 61.12.1, the Director must issue a Grade III Aeroplane Flight Instructor Rating in the appropriate prescribed format.

**Theoretical knowledge examination for Grade III Aeroplane Flight Instructor Rating**

61.12.3 (1) An applicant for a Grade III Aeroplane Flight Instructor Rating must have passed the appropriate written examination, conducted by the Authority, as prescribed in Document SA-CATS 61.

(2) An applicant, who is the holder of a flight instructor rating in another category of aircraft, shall be exempted from that portion of the theoretical knowledge examinations dealing with matters of a common nature already passed.

**Skills test for Grade III Aeroplane Flight Instructor Rating**

61.12.4 (1) An applicant for a Grade III Aeroplane Flight Instructor Rating must have demonstrated to an appropriately rated DFE the ability to perform as a Grade III Aeroplane Flight Instructor the procedures and manoeuvres prescribed in Document SA-CATS 61 with a degree of competency appropriate to the privileges granted to the holder of a Grade III Aeroplane Flight Instructor Rating.

(2) The applicant must undergo the skills test within 36 months of passing the appropriate theoretical knowledge examination and within the 30 days immediately preceding the date of application.

(3) The skills test must be conducted in an aeroplane with a MCM in excess of 450 kg, fitted with fully functional dual controls, or in an approved level D FSTD.

(4) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training conducted by an approved Part 141 ATO; and
- (b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Grade III Aeroplane Flight Instructor.

(5) The applicant shall submit the forms to the Director, within 30 days of having completed the skills test.

**Privileges and Limitations of the holder of valid Grade III Flight Instructor Rating (Aeroplane)**

**61.12.5 (1)** A Grade III Flight Instructor (Aeroplane) may give ground or flight instruction only under the supervision of the holder of a valid Grade I or Grade II Flight Instructor Rating (Aeroplane).

(2) A Grade III Flight Instructor (Aeroplane) may, subject to sub-regulations (1) and (3), give instruction as limited by the endorsements in his or her logbook or licence, towards –

- (a) the issue of a SPL;
- (b) the issue or revalidation of a PPL;
- (c) familiarisation and differences training;
- (d) the issue of a night rating;
- (e) the issue of an instrument rating;
- (f) the issue of a multi-engine piston class rating;
- (g) the issue of a single-engine turbo-propeller class rating;
- (h) the issue of an aerobatics rating; and
- (i) the issue of a type rating.

(3) The requirements for the endorsements referred to in sub-regulation (2) are as follows:

- (a) In all cases the instructor must have –
  - (i) the flight instructor endorsement (PI) for the specific aeroplane class, including make and model within a class, and aeroplane type (where a type rating is required) in his or her logbook and licence (as required); or
  - (ii) written authorisation in the case of instruction on a FSTD;
- (b) In the case of instruction in an aeroplane, the instructor must have demonstrated proficiency in flying the aeroplane from each pilot seat.
- (c) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.
- (d) For the night rating instructor endorsement, the instructor must –
  - (i) be the holder of a night rating and show evidence of having completed the training at an approved Part 141 ATO as described in Appendix 13.1, exercises 19 and 20, of SA CATS 61;
  - (ii) have demonstrated to a DFE I or II (A) in the case of an initial Grade III skills test, or the CFI of an approved ATO in the case of an existing Grade III instructor, the ability to –
    - (aa) give a suitable night flying briefing;
    - (bb) give instruction in an aeroplane or approved FSTD on instrument flying to the level required for a night rating; and

- (cc) give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;
  - (iii) have his or her logbook endorsed by the DFE or CFI with the words "Authorised to give instruction for night ratings".
- (e) For the instrument flight instructor endorsement, the instructor must –
  - (i) have given not less than 100 hours of instruction in an aeroplane or FSTD;
  - (ii) be the holder of a valid instrument rating appropriate to the aeroplane in which the instrument training is provided;
  - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.4 of SA CATS 61, or an equivalent course acceptable to the Director;
  - (iv) have demonstrated to a DFE I or II (A) the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating; and
  - (v) have his or her logbook endorsed by the DFE with the words "Authorised to give instruction for instrument ratings".
- (f) For the multi-engine class rating instructor endorsement, the instructor must –
  - (i) have given at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) have accumulated at least 20 hours of flight time as PIC of a multi-engine aeroplane;
  - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.2 of SA CATS 61, or an equivalent course acceptable to the Director;
  - (iv) have accumulated at least 5 hours as pilot-in command in the specific make and model of the multi-engine aeroplane used for training;
  - (v) undergo a skills test for the endorsement with a DFE I or II (A); and
  - (vi) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for multi-engine class ratings".
- (g) For the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must –
  - (i) have accumulated at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) have accumulated at least 50 hours of flight time as PIC of a single-engine turbo-propeller aeroplane;
  - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.3 of SA CATS 61, or an equivalent course acceptable to the Director;
  - (iv) have passed the Turbo-propeller/Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
  - (v) undergo a skills test for the endorsement with a DFE I or II (A); and
  - (vi) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for single-engine turbo-propeller class ratings".

- (h) For the type rating instructor endorsement, the operator offering the type rating training must apply in writing to the Director motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must –
- (i) have accumulated at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) be rated as PIC on the type if required to instruct on an aeroplane;
  - (iii) show evidence of having completed a course of instruction, acceptable to the Director, at an approved ATO on the specific type;
  - (iv) have passed the Turbo-propeller / Turbojet endorsement examination;
  - (v) have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
  - (vi) undergo a skills test for the endorsement with a DFE I or II (A) in the case of instructing on an aeroplane, or have a written authorization in the case of instructing on a FSTD; and
  - (vii) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for the (type by name) type rating."

#### **Period of validity and re-issue of Grade III Aeroplane Flight Instructor Rating**

**61.12.6** (1) A Grade III Aeroplane Flight Instructor Rating shall be valid for a period of 12 months calculated from –

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

(2) If a period of 12 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) either –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the SACAA.

(3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority;

- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade III Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating.

### **Revalidation of Grade III Aeroplane Flight Instructor Rating**

61.12.7 (1) To revalidate a Grade III Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements –

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority.

(2) The DFE must endorse the successful revalidation check as an Aeroplane Flight Instructor Grade III in the candidate's pilot logbook, complete the appropriate revalidation skills test form as prescribed in Document SA-CATS 61, and submit the form to the Director within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*; and
- (b) report such result to the Director in writing.

## **SUBPART 13: GRADE II AEROPLANE FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade II Aeroplane Flight Instructor Rating**

61.13.1 An applicant for a Grade II Aeroplane Flight Instructor Rating must –

- (a) hold a valid CPL (Aeroplane) or an ATPL (Aeroplane);
- (b) hold a valid instrument rating;

- (c) must have the night rating instructor and instrument flight instructor endorsements in his or her logbook;
- (d) hold, or have held during the immediately preceding 90 days, a valid Grade III Aeroplane Flight Instructor Rating;
- (e) provide proof of having given instruction in every exercise of the PPL syllabus as listed in Appendix 1.1 of Document SA CATS 61;
- (f) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61, at a Part 141 approved ATO;
- (g) have successfully undergone the instructor ground evaluation test referred to in Document SA-CATS 61; and
- (h) pass the skills test referred to in regulation 61.13.4 conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

#### **Application for Grade II Aeroplane Flight Instructor Rating**

**61.13.2** (1) An application for a Grade II Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director, within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements referred to in regulation 61.17.1, the Director must issue a Grade II Aeroplane Flight Instructor Rating in the appropriate prescribed format.

#### **Theoretical knowledge examination for Grade II Aeroplane Flight Instructor Rating**

**61.13.3** No additional theoretical examinations are required for the issue of a Grade II Aeroplane Flight Instructor Rating.

#### **Skills test for Grade II Aeroplane Flight Instructor Rating**

**61.13.4** (1) The applicant must have demonstrated to an appropriately rated designated examiner the ability to perform as a Grade II Aeroplane Flight Instructor the procedures and manoeuvres prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade II Aeroplane Flight Instructor Rating.

(2) The initial skills test must be undertaken –

- (a) in a complex single- or multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
- (b) in a aircraft with a turbojet engine; or
- (c) in an approved aeroplane level D FSTD.

(3) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training at an approved Part 141 ATO; and
- (b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision considers the performance of the applicant as an aeroplane flight instructor adequate for his or her upgrade to a Grade II Aeroplane Flight Instructor.

(4) The applicant shall submit the forms to the Director, within 30 days of having completed the skills test.

#### **Privileges and limitations of Grade II Aeroplane Flight Instructor Rating**

**61.13.5** (1) The holder of a valid Grade II Aeroplane Flight Instructor Rating may, with due regard to the provisions of sub-regulation (2), exercise all the privileges of a Grade III Aeroplane Flight Instructor, and may in addition in respect of aeroplanes of which he or she is the holder of the appropriate class or type ratings as flight instructor –

- (a) authorise the holder of a SPL for his or her initial solo flight;
- (b) conduct the training for all aeroplane class and type ratings;
- (c) conduct training in a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;
- (d) conduct the training for a CPL (Aeroplane);
- (e) conduct the training for an ATPL (Aeroplane), provided that he or she is the holder of an ATPL (Aeroplane);
- (f) conduct the training for an instrument rating, provided he or she is the holder of an instrument flight training endorsement;
- (g) if he or she is the holder of appropriate instructor rating endorsement, as prescribed in Document SA-CATS 61, conduct the training for the issue of –
  - (i) tug pilot rating;
  - (ii) agricultural pilot rating;
  - (iii) aerobatics rating;
  - (iv) tow rating;
  - (v) aeroplane test pilot ratings;
- (h) conduct training for a multi-engine class or type rating, provided that he or she is the holder of the multi-engine flight instructor endorsement;
- (i) conduct training in multi-pilot aeroplanes, provided that he or she is the holder of appropriate valid type rating as flight instructor;
- (j) conduct the training for the issue of a Grade II or Grade III Aeroplane Flight Instructor Rating provided that he or she is the holder of an instructor training endorsement;
- (k) conduct the skills tests for –
  - (i) the issue of a PPL (Aeroplane), provided that he or she meets the requirements detailed in Document SA-CATS 61 and has been appointed as Chief Flying Instructor (CFI) of an approved Part 141 training

- organisation, or has been appointed by the CFI of an approved Part 141 ATO;
- (ii) the revalidation of a PPL (Aeroplane) without instrument rating;
  - (iii) the issue of a night rating;
  - (iv) the issue of a single-engine piston class rating;
  - (v) the endorsement of differences training for single- or multi-engine piston class aeroplane below 5 700 kg MCM, provided that the instructor is the holder of the appropriate instructor endorsement;
  - (vi) the issue of class or type rating for a single-engine turboprop aeroplane or a type rating for multi-engine turboprop or turbojet aeroplane provided that the applicant is already the holder of an appropriate MEP class or an SE/ME turbine or turbojet type rating and that the flight instructor holds the applicable turboprop or turbojet flight instructor endorsement;
  - (vii) the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of fulltime employees of the operator, provided that he or she has the appropriate flight instructor endorsements, is a full time employee of the company, and has been appointed as a Grade III (Aeroplane) ;
- (f) endorse pilot logbooks in respect of familiarisation and differences training.

(2) The holder of a valid Grade II Aeroplane Flight Instructor Rating who has demonstrated, to an appropriately rated DFE, or to a person authorised for the purpose in writing by the Director, the ability to carry out training, may endorse the pilot logbook of the applicant with the following ratings –

- (a) agricultural rating;
- (b) aerobatics rating;
- (c) tug pilot rating;
- (d) tow rating; and
- (e) test pilot ratings.

#### **Period of validity and re-issue of Grade II Aeroplane Flight Instructor Rating**

**61.13.6** (1) A Grade II Aeroplane Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from –

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

(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –



- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the Authority.

(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Director for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check for a Grade II flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

#### **Revalidation of Grade II Aeroplane Flight Instructor Rating**

**61.13.7** (1) To revalidate a Grade II Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements –

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO.

(2) The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*; and

- (b) report such result to the Director in writing.

## **SUBPART 14: GRADE I AEROPLANE FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade I Aeroplane Flight Instructor Rating**

**61.14.1** An applicant for a Grade I Aeroplane Flight Instructor Rating must –

- (a) hold a valid CPL (Aeroplane) or an ATPL (Aeroplane);
- (b) hold a valid multi-engine instrument rating;
- (c) hold the appropriate instrument flight training endorsement if applicable;
- (d) hold, or have held during the immediately preceding 90 days, a valid Grade II Aeroplane Flight Instructor Rating;
- (e) have held a Grade II Aeroplane Flight Instructor Rating and must have –
  - (i) given not less than 1500 hours of flight instruction as an aeroplane flight instructor; and
  - (ii) acquired in an aeroplane or an approved FSTD at least 10 hours of instrument flight time during the six months immediately preceding the application.
- (f) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61, with a Part 141 approved ATO;
- (g) have successfully undergone the instructor ground evaluation test referred to Document SA-CATS 61; and
- (h) undergo the skills test referred to in regulation 61.14.4 conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

### **Application for Grade I Aeroplane Flight Instructor Rating**

**61.14.2** (1) An application for a Grade I Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director, within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements referred to in regulation 61.14.1, the Director must issue a Grade I Aeroplane Flight Instructor Rating in the appropriate prescribed format.

### **Theoretical knowledge examination for Grade I Aeroplane Flight Instructor Rating**

**61.14.3** No additional theoretical examinations are required for the issue of a Grade I Aeroplane Flight Instructor Rating.

### **Skills test for Grade I Aeroplane Flight Instructor Rating**

**61.14.4** (1) An applicant for a Grade I Aeroplane Flight Instructor Rating must have demonstrated to an appropriately rated DFE, selected from the panel appointed by the Director for conducting this particular test, the ability to perform the procedures and manoeuvres prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade I Aeroplane Flight Instructor Rating.

(2) The initial skills test and revalidation check test must be undertaken:

- (a) in a multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
- (b) in an aeroplane with turbojet engines; or
- (c) in an approved aeroplane level D FSTD.

(3) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training at an approved Part 141 ATO; and
- (b) the Grade I Aeroplane Flight Instructor who supervised the applicant considers him or her to be competent to attempt the initial skills test for the rating.

(4) The applicant shall submit the forms to the Director, within 30 days of having completed the skills test.

(5) A fee as prescribed in Part 187 is payable for the monitoring of the prescribed practical training process with specific reference to the research study as contemplated in Appendix 18.0 to Document SA-CATS 61.

### **Privileges and limitations of Grade I Aeroplane Flight Instructor Rating**

**61.14.5** (1) The holder of a valid Grade I Aeroplane Flight Instructor Rating, in addition to the privileges of a Grade II Aeroplane Flight Instructor, may conduct training on any aeroplane class or type on which he or she holds the appropriate instructor endorsement.

(2) Conduct skills tests for the issue of type ratings in respect of multi-pilot aeroplanes, provided he or she holds the appropriate class or type rating with an instructor endorsement.

### **Period of validity and reissue of Grade I Aeroplane Flight Instructor Rating**

**61.14.6** (1) A Grade I Aeroplane Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from –

- (a) the date of issue or reissue; or

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

(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the Authority.

(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Director for the re-issue of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority ;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade I Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check for a Grade I flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

### **Revalidation of Grade I Aeroplane Flight Instructor Rating**

**61.14.7** (1) To revalidate a Grade I Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements –

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO.

(2) The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*;
- (b) report such result to the Director in writing.

## **SUBPART 15: GRADE III HELICOPTER FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade III Helicopter Flight Instructor Rating**

**61.15.1** (1) An applicant for a Grade III Helicopter Flight Instructor Rating must –

- (a) hold a valid CPL (Helicopter) or ATPL (Helicopter);
- (b) have successfully completed at least 20 hours of flight instructor patten training as prescribed in Document SA-CATS 61, conducted by a Grade I or a Grade II Helicopter Flight Instructor, of which at least 15 hours must be in a helicopter and 5 hours may be in an approved FSTD;
- (c) have passed the theoretical knowledge examination referred to in regulation 61.19.3;
- (d) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61, with a Part 141 approved ATO;
- (e) have successfully undergone the instructor ground evaluation test referred to Document SA-CATS 61; and
- (f) pass the skills test referred to in regulation 61.15.4 conducted by a DFE within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

(2) A South African Air Force pilot instructor and navigator instructor may apply for exemption for some or all of the requirements, referred to in sub-regulation (1), as indicated in regulation 61.01.9(23).

(3) The holder of a flight instructor rating in another category of aircraft may be exempted from attending the theoretical training referred to in paragraph (e) of sub-regulation (1).

(4) The number of hours referred to in paragraph (b) of sub-regulation (1) may be reduced to 10 hours of flight training in helicopters if the applicant is the holder of a flight instructor rating in another category of aircraft..

### **Application for Grade III Helicopter Flight Instructor Rating**

**61.15.2** (1) An application for a Grade III Helicopter Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements referred to in regulation 61.15.1, the Director must issue a Grade III Helicopter Flight Instructor Rating in the appropriate prescribed format.

### **Theoretical knowledge examination for Grade III Helicopter Flight Instructor Rating**

**61.15.3** (1) An applicant for a Grade III Helicopter Flight Instructor Rating must have passed the appropriate written examination, conducted by the Authority, as prescribed in Document SA-CATS 61.

(2) An applicant, who is the holder of a flight instructor rating in another category of aircraft, may be exempted from that portion of the theoretical knowledge examinations dealing with matters of a common nature already passed.

### **Skills test for Grade III Helicopter Flight Instructor Rating**

**61.15.4** (1) An applicant for a Grade III Helicopter Flight Instructor Rating must have demonstrated to an appropriately rated DFE the ability to perform as a Grade III Helicopter Flight Instructor the procedures and manoeuvres prescribed in Document SA-CATS 61 with a degree of competency appropriate to the privileges granted to the holder of a Grade III Helicopter Flight Instructor Rating.

(2) The applicant must undergo the skills test within 36 months of passing the appropriate theoretical knowledge examination and within the 30 days immediately preceding the date of application.

(3) The skills test must be conducted in an helicopter, fitted with fully functional dual controls, or in an approved level D FSTD.

(4) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training conducted by an approved Part 141 ATO; and
- (b) the Grade I or Grade II Helicopter Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Grade III Helicopter Flight Instructor.

(5) The applicant shall submit the forms to the Director within 30 days of having completed the skills test.

### **Privileges and limitations of Grade III Helicopter Flight Instructor Rating**

**61.15.5** (1) The holder of a valid Grade III Helicopter Flight Instructor Rating may, under the supervision of a Grade I or Grade II Helicopter Flight Instructor with the appropriate type ratings, give flight instruction in helicopters in respect of which he or she is the holder of appropriate type rating as an instructor.

(2) A Grade III Flight Instructor may give flight instruction limited towards –

- (a) the issue of a PPL (Helicopter) and single-engine type ratings in respect of helicopters with a MCM of 3 175 kg or less;
- (b) differences and familiarisation training;
- (c) recurrent training; and
- (d) route training.

(3) The holder of a valid Grade III Helicopter Flight Instructor Rating must have demonstrated, to a DFE with the appropriate type rating and specific field endorsement, or to a person authorised for the purpose in writing by the Director, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the rating and endorsement, in order for him or her to exercise the privileges, referred to in sub-regulation (2), in any of the following fields –

- (a) instrument flight training; provided that the holder shall also hold a valid instrument rating on either aeroplanes or helicopters;
- (b) turbine-engine helicopter flight training;
- (c) multi-engine helicopter flight training;

(4) For the purposes of sub-regulations (2) and (3), the Chief Flying Instructor (CFI), or a Grade I or Grade II Helicopter Flight Instructor who has been approved for the purpose by the CFI, shall provide supervision and guidance with regard to the following –

- (a) periodic surveillance;
- (b) assessment of the standard of instruction provided;
- (c) standardisation of the methods of instruction used; and
- (d) guidance on the conduct of all ATO operations.

(5) Notwithstanding the provisions of sub-regulation (2), the holder of a Grade III Helicopter Flight Instructor Rating, who has been the holder of a Grade I or Grade II Helicopter Flight Instructor Rating in the past, may apply to the Director to retain all or some of the privileges of a Grade II Helicopter Flight Instructor.

(6) Notwithstanding the provisions of sub-regulation (5), the holder of a Grade III Helicopter Flight Instructor Rating, who has a minimum of 500 hours helicopter flight instructor experience,

may apply to the Director to exercise some of the privileges of a Grade II Helicopter Flight Instructor.

#### **Period of validity and re-issue of Grade III Helicopter Flight Instructor Rating**

**61.15.6** (1) A Grade III Helicopter Flight Instructor rating shall be valid for a period of 12 months calculated from –

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

(2) If a period of 12 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) either –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the Authority.

(3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade III Flight Instructor Rating (Helicopter); and
- (c) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating.

(4) An application for the reissuing of the expired rating must be made in the manner prescribed in regulation 61.19.2.

#### **Revalidation of Grade III Helicopter Flight Instructor Rating**

**61.15.7** (1) To revalidate a Grade III Helicopter Flight Instructor Rating, the holder of the rating must comply with the following requirements –



- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO.

(2) The DFE must endorse the successful revalidation check as a Grade III Helicopter Flight Instructor in the candidate's pilot logbook, complete the appropriate revalidation skills test form as prescribed in Document SA-CATS 61 and submit the form to the Director, within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*; and
- (b) report such result to the Director in writing.

## **SUBPART 16: GRADE II HELICOPTER FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade II Helicopter Flight Instructor Rating**

**61.16.1** An applicant for a Grade II Helicopter Flight Instructor Rating must –

- (a) hold a valid CPL (Helicopter) or an ATPL (Helicopter);
- (b) hold a valid night rating;
- (c) hold the appropriate instrument flight training endorsement if applicable;
- (d) hold, or have held during the immediately preceding 90 days, a valid Grade III Helicopter Flight Instructor Rating;
- (e) have held a Grade III Helicopter Flight Instructor Rating for at least 8 months and must have given not less than 200 hours of flight instruction as a Grade III Helicopter Flight Instructor;
- (f) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61, at a Part 141 approved ATO;
- (g) have successfully undergone the instructor ground evaluation test referred to Document SA-CATS 61; and
- (h) pass the skills test referred to in regulation 61.16.4 conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

### **Application for Grade II Helicopter Flight Instructor Rating**

**61.16.2** (1) An application for a Grade II Helicopter Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements, referred to in regulation 61.16.1, the Director must issue a Grade II Helicopter Flight Instructor Rating in the appropriate prescribed format.

### **Theoretical knowledge examination for Grade II Helicopter Flight Instructor Rating**

**61.16.3** No additional theoretical examinations are required for the issue of a Grade II Helicopter Flight Instructor Rating.

### **Skills test for Grade II Helicopter Flight Instructor Rating**

**61.16.4** (1) The applicant must have demonstrated to an appropriately rated designated examiner the ability to perform as a Grade II Helicopter Flight Instructor the procedures and manoeuvres prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade II Helicopter Flight Instructor Rating.

(2) The initial skills test must be conducted in an helicopter, fitted with fully functional dual controls, or in an approved helicopter level D FSTD.

(3) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training at an approved Part 141 ATO; and
- (b) the Grade I or Grade II Helicopter Flight Instructor who has provided the supervision considers the performance of the applicant as an Helicopter Flight Instructor adequate for his or her upgrade to a Grade II Flight Instructor.

(4) The applicant shall submit the forms to the Director within 30 days of having completed the skills test.

### **Privileges and limitations of Grade II Helicopter Flight Instructor Rating**

**61.16.5** (1) The holder of a valid Grade II Helicopter Flight Instructor Rating may, with due regard to the provisions of sub-regulation (2), exercise all the privileges of a Grade III Helicopter Flight Instructor, and may in addition in respect of helicopters of which he or she is the holder of the appropriate type ratings as flight instructor –

- (a) conduct training for a turbine-engine helicopter, provided he or she is the holder of the turbine instructor rating endorsement;

- (b) conduct the training for a CPL (Helicopter);
- (c) conduct the training for an ATPL (Helicopter), provided that he or she is the holder of an ATPL (Helicopter) ;
- (d) conduct the training for an instrument rating, provided that he or she is the holder of a valid instrument rating (helicopter) and an instrument flight training endorsement;
- (e) if he or she is the holder of the appropriate flight instructor rating endorsement, as prescribed in Document SA-CATS 61, conduct the training for the issue of –
  - (i) the helicopter sling load rating;
  - (ii) the helicopter game or livestock cull rating;
  - (iii) the agricultural pilot rating;
  - (iv) the helicopter winching rating; and
  - (v) the helicopter test pilot ratings;
- (f) conduct training in multi-pilot helicopters, provided that he or she is the holder of the appropriate valid type rating as flight instructor;
- (g) conduct the training for the issue of a Grade II or Grade III Helicopter Flight Instructor Rating provided that he or she is the holder of the appropriate flight instructor training endorsement.
- (h) conduct –
  - (i) the initial skills tests for the issue of a Private Pilots Licence (Helicopter), provided that he or she meets the requirements detailed in Document SA-CATS 61 and has been appointed as Chief Flying Instructor (CFI) of an approved Part 141 training organisation, or has been appointed by the CFI of an approved Part 141 training organisation and is subjected to the oversight requirements detailed in Document SA-CATS 61;
  - (ii) the skills tests for the revalidation of a PPL (Helicopter) without instrument rating, and enter the appropriate endorsements;
  - (iii) the skills test for the issue of a night rating;
  - (iv) the training for an instrument rating provided that he or she is the holder of a valid instrument rating (helicopter); and
  - (v) the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of full-time employees of the company, provided that he or she has the appropriate flight instructor endorsements, and has been appointed as a DFE Grade III (Helicopter).

(2) The holder of a valid Grade II Helicopter Flight Instructor Rating who has demonstrated, to an appropriately rated DFE, or to a person authorised for the purpose in writing by the Director, the ability to carry out training, may endorse the pilot logbook of the applicant with the following ratings –

- (a) turbine-engine helicopter rating;
- (b) multi-engine helicopter rating;
- (c) agricultural rating;
- (d) instrument rating;
- (e) helicopter sling load rating;
- (f) helicopter winching rating; and

- (g) helicopter test pilot ratings.

#### **Period of validity and re-issue of Grade II Helicopter Flight Instructor Rating**

**61.16.6** (1) A Grade II Helicopter Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from –

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

(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the Authority.

(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Director for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (helicopter); and
- (c) has passed a revalidation check for a Grade II flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

#### **Revalidation of Grade II Helicopter Flight Instructor Rating**

**61.16.7** (1) To revalidate a Grade II Helicopter Flight Instructor Rating, the holder of the rating must comply with the following requirements –

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –

- (i) have given not less than 20 hours of flight instruction in helicopters; or
- (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO.

(2) The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*; and
- (b) report such result to the Director in writing.

## **SUBPART 17: GRADE I HELICOPTER FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade I Helicopter Flight Instructor Rating**

**61.17.1** An applicant for a Grade I Helicopter Flight Instructor Rating must –

- (a) hold a valid CPL (Helicopter) or an ATPL (Helicopter);
- (b) hold a valid multi-engine instrument rating;
- (c) hold the appropriate instrument flight training endorsement;
- (d) hold, or have held during the immediately preceding 90 days, a valid Grade II Helicopter Flight Instructor Rating;
- (e) have held a Grade II Helicopter Flight Instructor Rating for at least 8 months and must have –
  - (i) given not less than 1 500 hours of flight instruction as a helicopter flight instructor; and
  - (ii) acquired in an aircraft or an approved FSTD at least 10 hours of instrument flight time during the six months immediately preceding the application;
- (f) have successfully completed the appropriate training course as prescribed in Document SA-CATS 61, with a Part 141 approved ATO;
- (g) have successfully undergone the instructor ground evaluation test referred to Document SA-CATS 61; and
- (h) undergo the skills test referred to in regulation 61.17.4 conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

### **Application for Grade I Helicopter Flight Instructor Rating**

**61.17.2** (1) An application for a Grade I Helicopter Flight Instructor Rating must be made on the appropriate form and in the manner prescribed in Document SA-CATS 61 and submitted to the Director within 30 days of having completed the skills test.

(2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the requirements referred to in regulation 61.17.1, the Director must issue a Grade I Helicopter Flight Instructor Rating in the appropriate prescribed format.

#### **Theoretical knowledge examination for Grade I Helicopter Flight Instructor Rating**

**61.17.3** No additional theoretical examinations are required for the issue of a Grade I Helicopter Flight Instructor Rating.

#### **Skills test for Grade I Helicopter Flight Instructor Rating**

**61.17.4** (1) An applicant for a Grade I Helicopter Flight Instructor Rating must have demonstrated to an appropriately rated DFE, selected from the panel appointed by the Director for conducting this particular test, the ability to perform the procedures and manoeuvres prescribed in Document SA-CATS 61 with a degree of competency appropriate to the privileges granted to the holder of a Grade I Helicopter Flight Instructor Rating.

(2) The skills test referred to in sub-regulation (1) must be conducted in a multi-engine helicopter with fully functional dual controls, or in an approved level D FSTD.

(3) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that –

- (a) he or she has satisfactorily completed the required training conducted by an approved Part 141 ATO; and
- (b) the Grade I Helicopter Flight Instructor who has provided the training considers the performance of the applicant as a helicopter flight instructor adequate for his or her upgrade to a Grade I Helicopter Flight Instructor.

(4) A fee as prescribed in Part 187 is payable for the monitoring of the prescribed practical training process with specific reference to the research study as contemplated in Appendix 18.0 to Document SA-CATS 61.

#### **Privileges and limitations of Grade I Helicopter Flight Instructor Rating**

**61.17.5** The holder of a valid Grade I Helicopter Flight Instructor Rating may, in addition to the privileges of a Grade II or Grade III Helicopter Flight Instructor, conduct –

- (a) training on any helicopter type provided he or she holds the appropriate type rating with an instructor endorsement; and
- (b) conduct skills tests for the issue of type ratings in respect of multi-pilot helicopters, provided he or she holds the appropriate type rating with an instructor endorsement.

### **Period of validity and reissue of Grade I Helicopter Flight Instructor Rating**

**61.17.6** (1) A Grade I Helicopter Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from –

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

(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 aviation training organization or the Authority.

(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Director for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO or the Authority;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (helicopter); and
- (c) has passed a revalidation check for a Grade II flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

### **Revalidation of Grade I Helicopter Flight Instructor Rating**

**61.17.7** (1) To revalidate a Grade I Helicopter Flight Instructor rating, the holder of the rating must comply with the following requirements –

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in helicopters; or

- (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS 61, conducted by an approved Part 141 ATO.

(2) The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must –

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating *in toto*; and
- (b) report such result to the Director in writing.

#### **SUBPART 18: FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION**

##### **Requirements for Flight Simulation Training Device Instructor authorisation**

**61.18.1** (1) A Grade I and Grade II Flight Instructor who is currently authorised to provide instruction on an FSTD at an approved ATO, in terms of and listed in the ATO's manual of procedures, may continue to do so under the supervision of the Chief Instructor of the ATO.

(2) An ATO wishing to appoint a new Grade I or Grade II Flight Instructor to provide instruction on a FSTD, must provide details of a training course which includes the operation of the FSTD and the number of training sessions (dependent on the sophistication of the FSTD) to be given by the new applicant under the supervision of an existing FSTD instructor; thereafter apply to add the Flight Instructor to the ATO's MOP and comply with the requirements of sub-regulation (1) for existing instructors.

(3) In the case of a Grade III Flight Instructor, the Chief Instructor of the ATO must apply to the Director for approval for the Grade III instructor to carry out instruction on a FSTD at that particular ATO and under the supervision of the Chief Instructor, stating how the supervision will be carried out, and thereafter comply with the requirements of sub-regulation (2).

(4) In addition to the requirement specified in sub-regulation (3), a Grade III instructor at general aviation flight schools must be given guidance on providing the instruction required for the 5 hours of FSTD training permitted towards the PPL.

(5) In the case of personnel utilised for training on a FSTD who no longer hold a valid licence and Flight Instructor rating, the same procedures and requirements apply as for a Grade III Flight Instructor as in sub-regulation (3).



**Theoretical knowledge examination for FSTD Instructor Authorisation**

**61.18.2** (1) An applicant for an FSTD Instructor Authorisation must have passed the appropriate written examination as prescribed in Document SA-CATS 61.

(2) The holder of a valid instructor rating may be exempted from those parts of the examination already passed for the issue of his or her instructor rating.

(3) In the case of an instructor rating that has lapsed for a period of more than five years, the applicant will be required to undergo the examinations referred to in sub-regulation (1).

**Skills test for FSTD Instructor Authorisation**

**61.18.3** (1) An applicant for an FSTD Instructor Authorisation must have passed the skills test that demonstrate the ability to perform as an FSTD Instructor the procedures and manoeuvres, as prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges to be granted to the holder of the FSTD Instructor Authorisation.

(2) The skills test must be conducted –

- (a) by a DFE, who must be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or
- (b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements as a flight instructor, or by a person authorised in writing for the purpose by the Director.

(3) The applicant must undergo the skills test within the six months of passing the theoretical knowledge examination and within the 30 days immediately preceding the date of application.

(4) The skills test must be conducted in an appropriate FSTD.

(5) If the applicant complies with the prescribed requirements, the examiner must –

- (a) sign the appropriate page of the authorisation of such holder;
- (b) endorse the logbook of such holder; and
- (c) complete the appropriate prescribed form and submit the form to the Director.

**Application for FSTD Instructor Authorisation**

**61.18.4** (1) An application for an FSTD Instructor Authorisation must be made to the Director in the appropriate prescribed form .

(2) The application must be accompanied by –

- (a) proof that the applicant has been the holder of a CPL or ATPL in the appropriate category if not currently holding such pilot licence;

- (b) proof of holding or having held an instrument rating if the applicant is to conduct training towards an instrument rating;
- (c) a certified summary of the applicant's logbook or logbooks reflecting his or her pilot flying hours and the FSTD hours; and
- (d) the appropriate fee as prescribed in Part 187.

(3) The Director must issue an FSTD Instructor Authorisation in the appropriate form as prescribed by the Director, if the applicant complies with the prescribed requirements.

#### **Period of validity for an FSTD Instructor Authorisation**

61.18.5 An FSTD Instructor Authorisation shall be valid for a period of three years calculated –

- (a) from the date of issue or re-issue of the Authorisation; or
- (b) from the date of expiry of the Authorisation if such Authorisation is revalidated.

#### **Privileges and limitations of an FSTD Instructor Authorisation**

61.18.6 (1) No person at a Part 141 approved ATO may conduct training in a FSTD towards obtaining a licence or a rating, or for the purposes of prescribed recurrent or refresher training, unless he or she is the holder of a valid –

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

(2) An FSTD Instructor Authorisation may be issued for any of the following courses in aeroplanes or helicopters –

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

(3) The holder of an FSTD Instructor Authorisation has a responsibility of properly maintaining a logbook detailing all training undergone and conducted, and also showing all flights as an observer.

(4) The holder of an FSTD Instructor Authorisation, whilst conducting training in an FSTD, must produce the Authorisation when requested by an authorised officer, inspector, or authorised person.

**Revalidation of an FSTD Instructor Authorisation**

**61.18.7** (1) To revalidate an FSTD Instructor Authorisation, the holder of the Authorisation must –

- (a) within the 12 months immediately preceding the date of expiry of such Authorisation –
  - (i) have conducted a type rating, refresher, recurrent, instrument rating or multi-crew co-operation (MCC) training course;
  - (ii) have completed an exercise of at least one hour duration in the role of Pilot Flying (PF) in the FSTD comprising at least two approaches and, where applicable, two take-offs and landings; and
  - (iii) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft; and
- (b) within the 90 days immediately preceding the date of expiry of such Authorisation, have successfully undergone the skills test referred to in regulation 61.18.3.

(2) If the result of the skills test contemplated in sub-regulation (1)(b) reveals that the holder of the Authorisation has failed to maintain the minimum standard required for exercising the relevant privileges, the examiner must –

- (a) report such result to the Director; and
- (b) not sign the appropriate page of the Authority.

(3) The holder of the FSTD Instructor Authority must be suspended with immediate effect if the holder fails the revalidation skills test, until such time that the holder passes the revalidation test.

**Re-issue of an FSTD Instructor Authorisation**

**61.18.8** (1) The holder of an FSTD Instructor Authorisation that has expired may apply to the Director for the reissuing of the expired Authorisation.

(2) The Director must re-issue the expired Authorisation if the applicant complies with the requirements for an FSTD Instructor Authorisation.

**SUBPART 19: POST MAINTENANCE TEST FLIGHT RATING****Requirements for issue of rating**

**61.19.1** (1) An applicant for a Class II test pilot rating shall –

- (a) be the holder of a valid PPL or higher grade licence;

- (b) have completed not less than 500 hours' flight time of which not less than 300 hours were as PIC;
- (c) be the holder of the appropriate aircraft category rating;
- (d) be the holder of the appropriate aircraft class rating; and
- (e) satisfy the Director that he has adequate knowledge of test flying techniques.

(2) An applicant for a Class I test pilot rating shall –

- (a) be the holder of a valid PPL or higher grade licence;
- (b) have completed not less than 1000 hours' flight time of which not less than 700 hours were as PIC;
- (c) be the holder of the appropriate aircraft category rating;
- (d) be the holder of the appropriate aircraft class rating; and
- (e) satisfy the Director that he has successfully completed a recognised test pilot course.

## **SUBPART 20: TUG PILOT RATING**

### **Requirements for tug pilot rating**

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

- (a) hold at least a valid PPL (Aeroplane) with a minimum of 60 hours as PIC of aeroplanes;
- (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 completion of at least 10 tug operations (that includes towing different weight class gliders, exposure to glider pilot aerotow training manoeuvres, aerotow upset training and aerotow emergencies) 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 Director; 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 Director, the proficiency to act as PIC of a tug aeroplane whilst having a glider in tow.

(2) The Grade I or Grade II flight instructor who oversees the skills test must endorse the pilot's logbook and submit notification of the endorsement to the Authority on the appropriate prescribed form.