

Privileges of tug pilot rating

61.20.2 The holder of a tug pilot rating may act as PIC of an aeroplane during tug operations.

SUBPART 21: TOW RATING**Requirements for a Tow Rating (Aeroplane)**

61.21.1 An applicant for a tow rating must –

- (a) hold at least a valid PPL (Aeroplane);
- (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aeroplane;
- (c) have acquired suitable experience that includes at least completion of 10 tow operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tow 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 tow rating designated for such purpose in writing by the Director, the ability to act as PIC of an aeroplane while having a banner 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 Director in the appropriate prescribed form .

Privileges of a Tow Rating (Aeroplane)

61.21.2 The holder of a tow rating may act as PIC of an aeroplane during tow operations.

SUBPART 22: HELICOPTER SLING LOAD RATING**Requirements for Helicopter Sling Load Rating**

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

(2) An applicant for the issuing of a helicopter sling load rating must –

- (a) hold at least a valid CPL (Helicopter);
- (b) hold the appropriate helicopter class rating or type rating by name;
- (c) have acquired the experience that include at least completion of not less than 250 hours of flight time as PIC of a helicopter of which not less than five hours flight time of sling load operations must have been undertaken under the supervision of

- an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid helicopter sling load rating;
- (d) have successfully completed the appropriate training as prescribed in Document SA-CATS 61; and
- (e) have successfully undergone a skills test demonstrating to an appropriately rated Grade I flight instructor, or to a person designated by the Director in writing for the purpose, his or her ability to perform as PIC of a helicopter 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 helicopter sling load rating.

(3) The applicant must undergo the skills test referred to in paragraph (e) of sub-regulation (2) within 30 days immediately preceding the date of application.

Application for Helicopter Sling Load Rating

61.22.2 (1) An application for a helicopter sling load rating must be made to the Director in the appropriate prescribed form as .

(2) The application must be accompanied by –

- (a) a copy of the relevant page of the logbook of the applicant;
- (b) certified proof that the applicant has successfully completed the training prescribed in regulation 61.22.1; and
- (c) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a helicopter sling load rating, in the appropriate prescribed format , if the applicant complies with the prescribed requirements.

Privileges of Helicopter Sling Load Rating

61.22.3 (1) The holder of a helicopter sling load rating may act in VMC under VFR as PIC of a helicopter, in respect of which he or she holds the appropriate class rating or type rating by name, engaged in sling load operations.

(2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the sling load rating is also the holder of the night rating, and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

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

Period of validity for Helicopter Sling Load Rating

61.22.4 (1) A helicopter sling load rating shall be valid as long as the pilot licence of the holder of the rating is valid.

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

SUBPART 23: HELICOPTER WINCHING RATING**Requirements for Helicopter winching rating**

61.23.1 (1) An applicant for a helicopter winching rating must –

- (a) hold a valid, CPL (Helicopter) or ATPL (Helicopter);
- (b) hold the appropriate helicopter type rating;
- (c) have acquired the experience of completion of at least 250 hours of flight time as PIC of a helicopter of which not less than five hours flight time of winching operations must have been undertaken under the supervision of an appropriately rated Grade II or Grade I flight instructor, who is the holder of a valid helicopter winching rating;
- (d) have successfully completed appropriate training as prescribed in Document SA-CATS 61; and
- (e) have successfully passed the prescribed skills test thereby demonstrating, to an appropriately rated Grade I flight instructor, or to a person designated by the Director in writing for the purpose, the ability to perform as PIC of a helicopter 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 helicopter winching rating referred to in regulation 61.23.3.

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

Application for Helicopter winching rating

61.23.2 (1) An application for a helicopter winching rating must be made to the Director in the appropriate prescribed form as .

(2) The application must be accompanied by –

- (a) a copy of the relevant page of the logbook of the applicant;
- (b) certified proof that the applicant has successfully completed the prescribed training; and
- (c) the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the prescribed requirements, the Director must issue a helicopter winching rating in the prescribed format .

Privileges of Helicopter winching rating

61.23.3 (1) The holder of a helicopter winching rating may act as PIC of a helicopter, engaged in winching operations under VMC, in respect of which he or she holds the appropriate class rating or type rating by name.

(2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the winching rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

(3) The privileges of the helicopter winch rating may not be exercised in IMC.

Period of validity of Helicopter winching rating

61.23.4 (1) A helicopter winching rating shall be valid for as long as the pilot licence held by the holder of the rating is valid.

(2) Notwithstanding the provisions of sub-regulation (1), the privileges of the rating may not be exercised by the holder thereof unless he or she complies with the provisions of regulation 61.23.5.

Maintenance of competency for Helicopter Winching Rating

61.23.5 (1) No person may act as PIC of a helicopter, engaged in a winching operation, unless within the 6 months immediately preceding the intended flight he or she has performed a winch operation in a helicopter of the same class or type by name either independently or under the supervision of an appropriately rated Grade 1 or Grade 2 flight instructor.

(2) The pilot's logbook must clearly show each flight engaged in winching operations and if under the supervision of an appropriately rated Grade 1 or Grade 2 flight instructor, that instructor must sign the appropriate logbook entry including the instructor's licence number.

SUBPART 24: HELICOPTER GAME OR LIVESTOCK CULL RATING

Requirements for Helicopter Game or Livestock Cull Rating

61.24.1 An applicant for a Helicopter Game or Livestock Cull Rating must –

- (a) hold a valid PPL (Helicopter), CPL (Helicopter) or ATPL (Helicopter);
- (b) hold the appropriate type rating by name; and
- (c) have acquired the relevant experience that should at least include completion of not less than 100 hours of flight time as PIC of a helicopter of which not less than five hours of flight time of game or livestock cull operations must have been

- undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid Helicopter Game or Livestock Cull Rating, or of a pilot designated in writing for the purpose by the Director;
- (d) have successfully completed the appropriate training as prescribed in Document SA-CATS 61; and
 - (e) have successfully undergone a skills test demonstrating to a DFE, in a suitable helicopter for which the Helicopter Game or Livestock Cull Rating is sought, 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 the Helicopter Game or Livestock Cull Rating.

Application for Helicopter Game or Livestock Cull Rating

61.24.2 (1) An application for a Helicopter Game or Livestock Cull Rating must be made to the Director in the appropriate prescribed form as .

(2) The application must be accompanied by –

- (a) a copy of the relevant page of the logbook of the applicant; and
- (b) the appropriate fee as prescribed in Part 187.

(3) The Director must issue a Helicopter Game or Livestock Cull Rating in the appropriate prescribed format if the applicant complies with the prescribed requirements.

(4) A Helicopter Game or Livestock Cull Rating shall be valid for as long as the pilot licence held by the holder of the rating is valid.

Privileges of Helicopter Game or Livestock Cull Rating

61.24.3 (1) The holder of a Helicopter Game or Livestock Cull Rating may act as PIC of a helicopter engaged in game or livestock cull operations, in respect of which he or she holds the appropriate class rating or type rating by name.

(2) The holder of a PPL (Helicopter) may not exercise the privileges in sub-regulation (1) for hire or reward or while engaged in a commercial air transport operation.

(3) No person may act as PIC of a helicopter engaged in game or livestock culling operation, unless within the 12 months immediately preceding the intended flight he or she has performed a game or livestock culling operation in a helicopter of the same type by name either independently or under the supervision of an appropriately rated Grade I or Grade II flight instructor.

SUBPART 25: AGRICULTURAL PILOT RATING

Requirements for Agricultural Pilot Rating

61.25.1 (1) An applicant for an Agricultural Pilot Rating must –

- (a) hold a valid pilot licence issued in terms of Part 61 or Part 62 in the category aeroplane or helicopter, as applicable, and in the event of acting for remuneration, hold at least a valid CPL (Aeroplane or Helicopter) or a valid Part 96 authorisation, as applicable;
- (b) hold the appropriate class or type rating;
- (c) hold a current Pest Control Operator's Certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947);
- (d) have acquired the experience that include at least completion of not less than 300 hours of flight time, which must include not less than 30 hours in the case of aeroplanes and 10 hours in the case of helicopters, of flight experience in aerial application under supervision; and
- (e) have undergone the skills test referred to in regulation 61.25.2.

(2) At least 2 hours of the flight experience referred to in sub-regulation (1) must be dual instruction conducted by the holder of an appropriately rated Grade I or a Grade II flight instructor who shall be the holder of the appropriate category, class or type rating and the Agricultural Pilot Rating. The balance of the prescribed flight experience may be conducted under the supervision of the holder of a valid CPL or ATPL (Aeroplane or Helicopter, as the case may be) with an Agricultural Pilot Rating, designated by the Director in writing for the purpose.

Skills test for Agricultural Pilot Rating

61.25.2 (1) An applicant for an Agricultural Pilot Rating must have demonstrated to an appropriately rated Grade I flight instructor with an Agricultural Pilot Rating, or to a person designated by the Director in writing for the purpose, the ability to perform as PIC of an aeroplane, helicopter or micro light aeroplane, as the case may be, 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 Agricultural Pilot Rating.

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

(3) The skills test referred to in sub-regulation (1) must be carried out in an aeroplane, helicopter or micro light aeroplane, as the case maybe, that is equipped with dispensing apparatus and has been certified for agricultural aerial applications in terms of Part 21 or Part 24, as the case may be.

Application for Agricultural Pilot Rating

61.25.3 (1) An application for an Agricultural Pilot Rating must be made to the Director in the appropriate prescribed form .

(2) The application must be accompanied by –

- (a) a certified true copy of the valid Pest Control Operator's Certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947;
- (b) a copy of the relevant page of the logbook of the applicant;
- (c) the skills test report as prescribed in Document SA-CATS 61; and
- (d) the appropriate fee as prescribed in Part 187.

(3) The Director must issue an Agricultural Pilot Rating in the prescribed format if the applicant complies with the prescribed requirements.

(4) An Agricultural Pilot Rating shall be valid for as long as the pilot licence and the pest control operator's certificate held by the holder of the rating, remain valid.

Privileges of Agricultural Pilot Rating

61.25.4 (1) The holder of an Agricultural Pilot Rating may act as PIC of an agricultural aircraft, engaged in agricultural aerial applications, in respect of which he or she is the holder of the appropriate class rating or type rating by name.

(2) The holder of an Agricultural Pilot Rating may not exercise the privilege in sub-regulation (1) unless such pilot has –

- (a) within the 12 months immediately preceding the flight, conducted at least 5 hours of agricultural flight time; or
- (b) successfully undergone a skills test as contemplated in regulation 61.25.2 and which has been endorsed in the pilot's logbook.

(3) The holder of a National or PPL (Helicopter) may not exercise the privilege in sub-regulation (1) for hire or reward or while engaged in a commercial air transport operation unless the holder of the National Pilot Licence (Helicopter) is also the holder of the appropriate Part 96 Authorisation.

SUBPART 26: DESIGNATED FLIGHT EXAMINERS

Categories of DFEs

61.26.1 (1) The Director may, in writing, designate flight examiners in one or more of the following categories –

- (a) DFE I;
- (b) DFE II;
- (c) DFE III;
- (d) Approved Person to act as OFE.
- (e) Authorised Officer ;
- (f) Designated Test Pilot Examiner .

(2) Any reference to 'examiner' in this Subpart shall mean a reference to each and every category of the above examiners.

(3) Designation in any of the categories referred to in sub-regulation (1) may be in any of the aircraft categories and will be indicated in parenthesis after the designation by the letters A, H, G, B, P or S for Aeroplane, Helicopter, Glider, Free Balloon, Powered-lift or Airship respectively.

(4) Examiners may be designated in more than one of the aircraft categories provided they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which authorisation is sought.

(5)(a) In order to provide for exceptional circumstances, the Director may, on written application, approve a national of a Contracting State to act as an Official Flight Examiner, for a period not exceeding 90 days, for the purposes of licence and instrument rating revalidations, class and type rating revalidations, initial type ratings or differences training.

(b) Notwithstanding the provisions of paragraph (a), the Director may approve an OFE for a period of up to 12 months where that person is a type rating examiner in the employ of an approved foreign Type Rating Training Organisation.

(6) In order to be considered for the purposes of sub-regulation (5), the applicant must meet at least the following minimum experience and qualification levels –

- (a) hold the equivalent examiner designation, or qualifications as those prescribed in paragraph (b) of regulation 61.26.3(1), issued by the appropriate authority of a Contracting State acceptable to the Director; or
- (b) hold at least a valid CPL in the applicable category of aircraft; and
- (c) have accumulated not less than 2 000 flying hours, of which at least –
 - (i) 100 hours must be instrument flight time;
 - (ii) 50 hours must be night flight time; and
 - (iii) 100 hours must be as PIC on type;
- (d) in the case of a type rating, the applicant must have accumulated not less than 10 hours as instructor on type;
- (e) in the case where the applicant does not hold the equivalent of a South African Grade II Flight Instructor Rating, such person must act under the supervision of a suitably qualified instructor, an appointed DFE or Authority Authorised Officer or a person designated with examining privileges by the Director.

General requirements for DFEs

61.26.2 An applicant for designation as DFE must –

- (a) hold at least a valid CPL in the applicable category of aircraft and a valid Grade I or Grade II Flight Instructor Rating;
- (b) hold a valid licence and ratings, issued in terms of this Part, at least equal to the licence and ratings for which he or she seeks authorisation to conduct skills tests

- or proficiency checks and, unless specified otherwise, the appropriate valid flight instructor rating and endorsements;
- (c) be qualified to act as PIC of the aircraft during a skills test or proficiency check;
- (d) meet the applicable experience requirements;
- (e) have attended a flight examiner assessment course, as prescribed in Document SA-CATS 61;
- (f) have conducted at least one skills test in the role of a candidate examiner for which designation is sought, including briefing, conduct of the skills test, assessment of the person to whom a skills test is given, de-briefing and recording documentation. This "Examiner Designation Acceptance Test" must be supervised by Authority Authorised Officer or Person designated with examining privileges or by a DFE appointed for the purpose by the Director;
- (g) be currently active in the field of aviation for which the designation is sought; and
- (h) prior to initial appointment, appear before and be approved by a panel constituted for the purpose by the Director.

Specific Requirements for DFEs

61.26.3 (1) An applicant for designation as a DFE III (Aeroplane) must meet the following additional requirements –

- (a) hold at least a valid CPL (Aeroplane) with current instrument rating and Grade II Flight Instructor Rating;
- (b) have accumulated, in aeroplanes, not less than 1 000 flying hours, of which at least –
 - (i) 50 hours must be night flight time;
 - (ii) 50 hours must be instrument flight time; and
 - (iii) 500 hours must be flight instruction time.

(2) An applicant for designation as a DFE II (Aeroplane) must meet the following additional requirements –

- (a) hold at least a valid CPL (Aeroplane) and a valid Grade I Flight Instructor Rating;
- (b) have accumulated in aeroplanes not less than 2 000 flying hours, of which at least –
 - (i) 250 hours must be in multi-engine aeroplanes;
 - (ii) 100 hours must be instrument flight time; and
 - (iii) 50 hours must be flight instruction time on multi-engine aeroplanes.

(3) A DFE II (Aeroplane) who requires authorisation to act as examiner for the issue, validation, conversion or re-issue of any of the following ratings –

- (a) multi-engine class or first multi-engine type rating;
- (b) instrument rating;
- (c) flight instructor rating;
- (d) single-engine turbine class rating,

must meet the applicable experience requirements for the particular authorisation as prescribed for a DFE I (Aeroplane).

(4) An applicant for designation as a DFE I (Aeroplane) must meet the following additional requirements –

- (a) hold a valid ATPL (Aeroplane) and a valid Grade I Flight Instructor Rating;
- (b) have accumulated, in aeroplanes, not less than 3 000 flying hours, of which at least –
 - (i) 500 hours must be in a multi-crew environment;
 - (ii) 100 hours must be instrument flight time;
 - (iii) 500 hours must be in multi-engine aeroplanes;
 - (iv) 200 hours must be flight instruction time on multi-engine aeroplanes;
 - (v) 50 hours must be flight instruction on turbine-engine aeroplanes;
 - (vi) 250 hours must be instrument flight instruction time;
 - (vii) 50 hours must be flight instruction time towards a flight instructor rating; and
 - (viii) 50 hours must be instruction time in a FSTD.

(5) An applicant for designation to act as an examiner in a skills test or proficiency check in respect of an aeroplane sea/amphibian rating, an aeroplane agricultural pilot rating, a conventional micro light aeroplane rating, or a touring glider rating, must be the holder of the applicable valid rating.

(6) An applicant for designation as a DFE III (Helicopter) must meet the following additional requirements –

- (a) hold at least a valid CPL (Helicopter) with a current night rating and a valid Grade II flight instructor rating;
- (b) have accumulated, in helicopters, not less than 1 000 flying hours, of which at least –
 - (i) 50 hours must be accumulated at night; and
 - (ii) 250 hours must be flight instruction time.

(7) An applicant for designation as DFE II (Helicopter) must meet the following additional requirements –

- (a) hold at least a valid CPL (Helicopter) with a current night rating and a Grade I flight instructor rating;
- (b) have accumulated, in helicopters not less than 2 000 flying hours, of which at least 500 hours must be flight instruction time.

(8) A DFE II (Helicopter), who requires authorisation to act as examiner for the issue, validation, conversion or re-issue of any of the following ratings –

- (a) night rating;
- (b) type rating for single-engine turbine helicopters;
- (c) type rating for a helicopter with a MCM in excess of 3 175 kg;
- (d) multi-engine rating;
- (e) multi-crew rating;
- (f) instrument rating; and
- (g) flight instructor rating,

must meet the applicable experience requirements as prescribed for a DFE I (Helicopter).

(9) An applicant for designation as a DFE I (Helicopter) must meet the following additional requirements –

- (a) hold a valid ATPL (Helicopter) with a valid instrument rating and a valid Grade I flight instructor rating;
- (b) have accumulated, in helicopters, not less than 3 000 flying hours, of which at least –
 - (i) 500 hours must be accumulated in multi-engine helicopters;
 - (ii) 300 hours must be accumulated in a multi-crew environment
 - (iii) 100 hours must be instrument flight time; and
 - (iv) 1 000 hours must be flight instruction time, of which at least –
 - (aa) 100 hours must be flight instruction time on multi-engine helicopters;
 - (bb) 50 hours must be instrument flight instruction time; and
 - (cc) 50 hours must be flight instruction time towards a flight instructor rating.

(10) An applicant for authorisation to act as examiner in a skills test or a proficiency check in respect of a helicopter sea rating, a helicopter agricultural pilot rating, a helicopter sling load rating, a helicopter winching rating, or a helicopter game or livestock cull rating, must be the holder of the applicable valid rating.

(11) An applicant for designation as a DFE I and II (Aeroplane or Helicopter) must, prior to conducting a skills test in a FSTD, have conducted a similar test under the supervision of a DFE who has experience at examining skills tests in an FSTD.

Application for Designation as Flight Examiner

61.26.4 (1) An application for designation as flight examiner must be made to the Director on the prescribed form and must be accompanied by –

- (a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
- (b) proof of holding the required valid licence;
- (c) proof of the applicant having successfully attended the flight examiner assessment course as prescribed in paragraph (e) of regulation 61.26.2;

- (d) proof of the applicant having passed the examiner designation acceptance test as prescribed in paragraph (f) of regulation 61.26.2;
- (e) motivation as to why the applicant believes he or she should be considered for designation; and
- (f) the applicable fee as prescribed in Part 187.

(2) An application that contains false or misleading information, including any supporting documentation, must be disqualified.

(3) If any false or misleading information comes to the attention of the Director, subsequent to the issuing of the designation, the Director may withdraw the designation.

(4) In addition to the withdrawal, referred to in sub-regulation (3), criminal proceedings may be instituted in terms of Part 185 and any tests that may have been conducted by the applicant may be declared null and void.

Issuing of designation as DFE

61.26.5 (1) The Director may issue a designation as flight examiner on the prescribed form if the applicant –

- (a) meets the requirements prescribed in regulations 61.26.2 and 61.26.3;
- (b) has a good record as a pilot and as flight instructor as far as safety and adherence to the Regulations are concerned; and
- (c) signs an undertaking to abide by the Code of Conduct for DFEs as compiled by the Director.

(2) The designation must indicate the period of validity, its category, and any endorsements, restrictions or limitations that may apply.

(3) An initial designation as examiner is valid for a maximum period of one year from date of designation.

(4) Where designation is refused, notwithstanding that the applicant meets the requirements, the Director must supply the applicant with written reasons for the refusal.

Re-designation as DFE

61.26.6 (1) An application for re-designation as flight examiner must be made on the prescribed form not less than 90 days prior to the beginning of the month in which the designation expires, together with a fee as prescribed in Part 187.

(2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a DFE after the expiry date.

(3) The Director may issue the designation if the applicant has attended at least one DFEs conference or workshop under the auspices of the Authority during the preceding 12 months and has been subject to the oversight prescribed in regulation 61.26.7.

(4) The Director must publish quarterly on the Authority website the names and details of DFEs.

Designation, oversight, suspension and withdrawal of Designation as Flight Examiner

61.26.7 (1) A designation to act as flight examiner is a privilege and not a right.

(2) The examiner conducts tests or checks on behalf of the Authority.

(3) The Director must exercise oversight at least once a year in respect of each DFE for the purposes of maintenance of flight and safety standards.

(4) When the Director has reasonable grounds to suspect misconduct, which could compromise flight safety, he or she may suspend or revoke the person's designation as flight examiner.

(5) The Director must provide written reasons for the suspension, withdrawal, or curtailment of designation as flight examiner.

Privileges and Limitations of DFEs

61.26.8 (1) The Director must determine the privileges and limitations of a DFE dependent upon the applicant's qualifications, recent and total flight experience and these must be indicated on the certificate.

(2) The privileges and limitations will be set out in terms of the following guidelines:

- (a) In the case of a DFE III (A): to conduct the revalidation check for the revalidation of an instrument rating and the skills test for an initial type rating for full-time employees of a Part 135 or Part 121 operator, provided that he or she is a full time employee of the operator and has the appropriate flight instructor endorsements.
- (b) In the case of a DFE III(H): to conduct the revalidation check for the revalidation of an instrument rating and the skills test for an initial type rating for full-time employees of a Part 127 operator, provided that he or she is a full time employee of the operator and has the appropriate flight instructor endorsements.
- (c) In the case of a DFE II(A): to exercise the privileges of a DFE III(A), and to conduct the skills tests/proficiency checks for –
 - (i) the issue, revalidation or re-issue of PPL and CPL (Aeroplane);
 - (ii) the issue, revalidation or re-issue of instrument ratings, flight instructor ratings, class ratings and type ratings, provided he or she has the appropriate flight instructor endorsements, and meets the appropriate requirements; and

- (iii) the revalidation of FSTD instructor authorisations (aeroplane), provided he or she holds a valid FSTD instructor authorisation (aeroplane);
- (d) In the case of a DFE II(H): to exercise the privileges of a DFE III(H), and to conduct the skills tests/proficiency checks for –
 - (i) the issue, revalidation or re-issue of PPL and CPL (Helicopter);
 - (ii) the issue, revalidation or reissue of an instrument rating, flight instructor rating, and type ratings for single-pilot, single-engine helicopters with a MCM in excess of 3 175 kg, multi-engine helicopters, and multi-pilot helicopters, provided he or she has the appropriate flight instructor endorsement; and
 - (iii) the revalidation of FSTD instructor authorisations (helicopter), provided he or she holds a valid FSTD instructor authorisation (helicopter);
- (e) In the case of a DFE I(A): to exercise the privileges of a DFE II(A), and to conduct the skills tests/proficiency checks for the issue, revalidation or re-issue of ATPLs (Aeroplane), and a class or type rating for any aeroplane on which he or she is instructor rated;
- (f) In the case of a DFE I(H): to exercise the privileges of a DFE II(H), and to conduct the skills tests/proficiency checks for the issue, revalidation or re-issue of ATPLs (Helicopter) and a type rating for any helicopter on which he or she is instructor rated;
- (g) In the case of a person designated in terms of regulation 61.26.1(4): to exercise the privileges granted to him or her by the Director.
- (h) Whenever a skills test or proficiency check involves a rating for special purposes, the examiner must be the holder of such special purpose rating.

(3) The privileges listed in sub-regulations (2)(a) to (f) may also be exercised in respect of proficiency checks for the validation or conversion of foreign pilot licences or ratings.

(4) In the case of a DFE whose medical certificate is revoked, he or she may continue to exercise the privileges of his or her designation in a FSTD for the remaining period of the designation, or as approved in writing by the Director.

(5) A DFE must limit the number of skills tests and proficiency checks to a maximum of four tests or checks per working day, subject to the limitations of Part 91 or the operator's flight and duty time limitations as filed with the Director.

(6) A flight test or proficiency check may be conducted by a DFE under the following conditions:

- (a) When a skills test or a revalidation check is to be conducted in a piston engine aeroplane with a MCM of 5 700 kg or less, or in a helicopter with a MCM of 3 175 kg or less, and the DFE holds the category rating but is not rated on the aircraft, the

pilot to be tested must have a valid licence and be appropriately rated to act as PIC of the aircraft.

- (b) In the case where the test is to be executed in aircraft that require a single-engine turboprop class rating or type rating to be endorsed in the pilot licence, the DFE must be instructor rated in that class or type of aircraft.
- (c) For the purposes of conducting a revalidation check for an instrument rating in a multi-pilot aircraft, where the DFE does not hold the type rating, the flight crew must be appropriately rated and the DFE must hold the appropriate category rating and may not occupy a pilot seat.
- (d) A DFE occupying a pilot seat as an examiner in an aeroplane with a MCM in excess of 5 700 kg or a helicopter with a MCM in excess of 3175 kg, as the case may be, shall hold a valid type rating for the aircraft in which the test is being carried out.

Crew member status of DFEs

61.26.9 (1) When an examiner in an aircraft acts as a required flight crew member or as PIC when conducting a skills test or proficiency check, he or she may do so only by prior written agreement, proof of which must be retained at the point of departure.

(2) In all other cases the status of the examiner shall be that of an observer.

Conducting of skills test and proficiency check by DFEs

61.26.10 Guidelines in respect of conducting skills tests and proficiency checks are contained in Document SA-CATS 61.

Register of DFEs

61.26.11 (1) The Director must keep a register of DFEs and of approved persons to act as flight examiners.

(2) The register referred to in sub-regulation (1) must contain the following details –

- (a) name;
- (b) category and privileges of the designation or approval;
- (c) licences and ratings held; and
- (d) expiry date.

SUBPART 27: AEROBATICS RATING

Requirements for aerobatics rating (Graduate)

61.27.1 (1) An applicant for an aerobatics rating (Graduate) must –

- (a) hold at least a valid PPL (Aeroplane);
- (b) be a member of an organisation, approved or designated by the Director as an aerobatics sport controlling body, as listed in Document SA-CATS 61;
- (c) have completed the aerobatics training course prescribed in Document SA-CATS 61;
- (d) hold the appropriate type rating for the aeroplane; and
- (e) have passed the skills test demonstrating to an aerobatics examiner, as appointed by an approved or designated aerobatics sport controlling body and ratified by the Director, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner.

(2) The skills test referred to in sub-regulation (1) must have been passed within 30 days immediately preceding the date of application.

Application for aerobatics rating (Graduate)

61.27.2 (1) An application for an aerobatics rating (Graduate) must be made to the issuing authority in the appropriate prescribed form .

(2) The application must be accompanied by the skills test report as prescribed in Document SA-CATS 61 and the prescribed fee, which shall be not more than the fee prescribed in Part 187, if set by an issuing authority other than the Director.

(3) If the applicant complies with the requirements referred to in regulation 61.27.1, the issuing authority must issue an aerobatics rating (Graduate) in the appropriate format as prescribed in Document SA-CATS 61.

(4) An aerobatics rating shall be valid for the period of one year from the date of issue, provided the pilot licence of the holder is valid.

(5) The procedure for the revalidation of an aerobatics rating shall be in accordance with Document SA-CATS 61.

(6) An aerobatics rating, which has not been revalidated in time, may be re-issued after its holder has applied for, and meets the conditions for its initial issue, as prescribed in this Subpart.

Classes of aerobatics ratings

61.27.3 (1) The holder of an aerobatics rating (Graduate) may apply for any of the following classes of aerobatics ratings –

- (a) sportsman;
- (b) intermediate;
- (c) advanced; and
- (d) unlimited.

(2) An aerobatics rating in any of the classes, referred to in sub-regulation (1), must be issued if the candidate has complied with the appropriate requirements as set out in Document SA-CATS 61.

(3) The provisions of regulations 61.27.1 and 61.27.2 shall apply with the necessary changes to the application for, and the issue of, the ratings referred to in sub-regulation (1).

Privileges of aerobatics rating

61.27.4 (1) The holder of an aerobatics rating may, within the privileges of his or her pilot licence, –

- (a) fly all the manoeuvres, figures and sequences pertaining to the class for which he or she holds the appropriate rating;
- (b) practise all the manoeuvres, figures and sequences pertaining to the class immediately above the one for which he or she holds a rating;
- (c) participate in any aerobatics event, sanctioned by an approved or designated aerobatics sport controlling body; and
- (d) apply for a display authorisation, as contemplated in these Regulations.

(2) The holder of an aerobatics rating may only exercise the privileges in sub-regulation (1) if he or she is a member in good standing of an approved or designated aerobatics sport controlling body.

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SUBPART 1: GENERAL

Applicability

62.01.1 (1) This Part applies to –

- (a) the issuing of pilot licences and ratings for South African national pilots, the privileges and limitations of such licences and ratings, and matters related thereto; and
- (b) the validation of similar foreign pilot licences and ratings.

(2) The privileges of a national pilot licence or a validation issued in terms of this Part may only be exercised within the Republic, unless specifically authorised by the appropriate authority of another State to exercise some or all of such privileges within its airspace.

Authority to act as pilot

62.01.2 (1) No person shall act as the pilot of an aircraft whilst in or over any part of the Republic or the territorial waters thereof unless such person –

- (a) holds a valid appropriate pilot licence and rating issued in terms of this Part or Part 61; or
- (b) holds a valid pilot licence and rating validated in terms of this Part or Part 61; or
- (c) if the aircraft is of a foreign nationality, either –
 - (i) holds a valid pilot licence and rating issued by the appropriate authority of the State of Registry, provided such State is a Contracting State; or
 - (ii) has obtained the permission of the Director, if the State of Registry is not a Contracting State.

(2) The holder of a national pilot licence shall not exercise any privileges other than the privileges granted by the appropriate licence and rating or validation held by such holder.

(3) The holder of a validation of a foreign pilot licence shall adhere to all the requirements and limitations prescribed by this Part in respect of the holder of a national pilot licence when exercising the privileges of his or her validation as a national pilot.

Part 62 licences

62.01.3 Part 62 licences are –

- (a) a national pilot learner's certificate; and
- (b) a national pilot licence.

Ratings for national pilots and national flight instructors

62.01.4 The ratings for national pilots and national flight instructors are –

- (a) a category rating;
- (b) a class rating;
- (c) a type rating by name; and
- (d) a rating for special purposes.

Category ratings

62.01.5 The category ratings comprise –

- (a) conventionally controlled microlight aeroplanes;
- (b) weight-shift controlled microlight aeroplanes;
- (c) gyroplanes and gyrogliders with a maximum all-up mass of 2 000 kg or less;

- (d) hang-gliders, including powered hang-gliders;
- (e) paragliders, including powered paragliders and powered paratrikes;
- (f) light sport aeroplanes; and
- (g) touring motor gliders.

Class ratings

62.01.6 The class ratings comprise –

- (a) in the case of conventionally controlled microlight aeroplanes –
 - (i) conventionally controlled microlight aeroplanes, land;
 - (ii) conventionally controlled microlight aeroplanes, amphibian and sea;
- (b) in the case of weight-shift controlled microlight aeroplanes –
 - (i) a single weight-shift controlled microlight aeroplane, land;
 - (ii) a single weight-shift controlled microlight aeroplane, amphibian and sea;
- (c) in the case of hang-gliders –
 - (i) Novice;
 - (ii) Class A;
 - (iii) Class B;
 - (iv) Class C;
- (d) in the case of paragliders, powered paragliders and powered paratrikes –
 - (i) Basic;
 - (ii) Sport;
- (e) in the case of gyroplanes –
 - (i) gyroplanes, land;
 - (ii) gyroplanes, amphibian and sea;
 - (iii) gyrogliders;
- (f) in the case of light sport aeroplanes –
 - (i) light sport aeroplanes, land;
 - (ii) light sport aeroplanes, amphibian and sea; and
- (g) touring motor gliders.

Type ratings

62.01.7 (1) The type ratings for conventionally controlled microlight aeroplanes comprise type ratings by name for conventionally controlled microlight aeroplanes.

(2) Type ratings for hang-gliders and paragliders comprise –

- (a) Type 1, a hang-glider having a rigid primary structure with pilot weight-shift as the method of primary control;
- (b) Type 2, a hang-glider having a rigid primary structure with moveable aerodynamic surfaces as the method of control in at least two axis;
- (c) Type 3, a hang-glider having no rigid primary structure, a paraglider;
- (d) Type 4, a hang-glider unable to demonstrate the ability to safely take-off or land in no-wind conditions but that is capable of being launched and landed safely by the use of the pilot's legs;
- (e) Type 5, a hang-glider or a paraglider capable of being foot-launched, and being flown with an engine; a powered hang-glider or powered paraglider; and
- (f) Type 6, a powered paraglider fitted with a three-wheel undercarriage and steerable nose wheel.
- (g) Type 7, a powered hang-glider fitted with a three-wheel undercarriage and steerable nose wheel, of which the wing must be a certified hang-gliding wing.

(3) Type ratings for gyroplanes and gyrogliders comprise a rating by name for each type of gyroplane or gyroglider.

(4) The type ratings for weight-shift microlight aeroplanes comprise type ratings by name for weight-shift microlights.

(5) The type ratings for light sport aeroplanes comprise type ratings by name for light sport aeroplanes.

(6) The type ratings for touring motor gliders comprise type ratings by name for touring motor gliders.

Ratings for special purposes

62.01.8 (1) The ratings for special purposes in respect of the appropriate licence comprise –

- (a) a tandem rating;
- (b) a national flight instructor rating;
- (c) a tug and tow rating;
- (d) an aero-tow rating for hang-glider pilots;
- (e) an agricultural pilot rating; and
- (f) a Part 96 authorisation.

(2) National flight instructor ratings comprise –

- (a) in the category microlight aeroplanes (conventionally controlled or weight-shift controlled)–
 - (i) a Grade C national flight instructor rating (weight-shift controlled /conventionally controlled microlight aeroplane);

- (ii) a Grade B national flight instructor rating (weight-shift controlled / conventionally controlled microlight aeroplane); and
 - (iii) a Grade A national flight instructor rating (weight-shift controlled / conventionally controlled microlight aeroplane).
- (b) in the category gyroplanes –
- (i) a Grade C national flight instructor rating (gyroplane);
 - (ii) a Grade b national flight instructor rating (gyroplane); and
 - (iii) a Grade A national flight instructor rating (gyroplane).
- (c) in the categories hang-gliders and paragliders –
- (i) a national assistant flight instructor rating (hang-gliding/paragliding);
 - (ii) a Grade C national flight instructor rating (hang-gliding/paragliding)
 - (iii) a Grade B national flight instructor rating (hang-gliding/paragliding);
 - (iv) a Grade A national flight instructor rating (hang-gliding/paragliding);
- (d) in the category light sport aeroplanes –
- (i) a Grade C national flight instructor rating (light sport aeroplane);
 - (ii) a Grade B national flight instructor rating (light sport aeroplane); and
 - (iii) a Grade A national flight instructor rating (light sport aeroplane);
- (e) In the category touring motor gliders –
- (i) a Grade C national flight instructor rating (touring motor gliders);
 - (ii) a Grade B national flight instructor rating (touring motor gliders); and
 - (iii) a Grade A national flight instructor rating (touring motor gliders).

Competency

62.01.9 (1) No holder of a national pilot licence or rating shall exercise the privileges granted by the licence or rating unless such holder maintains competency by complying with the appropriate requirements prescribed in these Regulations.

(2)(a) The holder of a national pilot licence shall undergo a general proficiency check for each category rating he or she may hold no later than 12 months from the initial issue, and thereafter within a period of 24 months of each previous proficiency check.

(b) In the case of hang-gliders and paragliders, the annual revalidation of the category rating shall be sufficient to confirm proficiency.

(c) The proficiency check, or the annual revalidation procedure, as the case may be, shall include a review of applicable regulations, NOTAMs and AICs.

(d) The provisions of sub-regulations (6) and (7) shall apply with the necessary changes in respect of the annual revalidation procedure.

(3) Where the holder of a national pilot licence in a particular category who has not maintained competency by passing the general proficiency check or an initial skills test in the

same category of aircraft within the 24 months following the issue or revalidation of such licence, he or she shall comply with the following requirements –

- (a) in the case where the maintenance of competency has lapsed for less than 24 months, he or she shall, in the same category for which he or she previously held a category endorsement be required to –
 - (i) undergo a minimum of two periods of dual training of not less than one hour;
 - (ii) practice at least 1 hour solo flight including 3 take-offs and landings; and
 - (iii) pass a general proficiency check.
- (b) in the case where the maintenance of competency has lapsed by more than 24 months, but less than 60 months, he or she shall be required to –
 - (i) rewrite the Air Law examination;
 - (ii) undergo a minimum of two periods of dual training of not less than one hour;
 - (iii) practice a minimum of 3 hours solo flight including 3 take-offs and landings; and
 - (iv) pass a general proficiency check.
- (c) in the case where the maintenance of competency has lapsed by more than 60 months he or she shall be required to –
 - (i) rewrite the Air Law examination;
 - (ii) undergo a minimum of three periods of dual training of not less than 1 hour each;
 - (iii) practice a minimum of 5 hours solo flight including 5 take-offs and landings;
 - (iv) undergo a navigation exercise dual or under supervision of 90 minutes or more including one full stop landing at a point other than departure or final destination, and
 - (v) pass a general proficiency check, including a general confirmation of knowledge on all theoretical subjects.

(4) The proficiency check referred to in sub-regulation (2), may be conducted by a national flight instructor who is the holder of the appropriate category, class or type rating.

(5) The proficiency check shall consist of a skills test without the need for a cross country flight test as defined in Document SA-CATS 62, to be conducted in an aircraft of the category for which he or she is licensed: Provided that in the case of hang-gliders and paragliders the skills test shall not be a requirement, unless the pilot has not met the annually required number of flights or hours.

(6) (a) The person conducting the proficiency check shall enter the outcome of the proficiency check in the pilot's logbook and sign it accordingly, and submit the relevant test report to the Director, or to the organisation designated for the purpose in terms of Part 149, as the case may be.

(b) The test report referred to in paragraph (a) shall be countersigned by the pilot and the pilot concerned shall be provided with a copy thereof.

(7) Where a pilot fails a proficiency check –

(a) the pilot shall undergo corrective training with a flight instructor, other than the person who conducted the failed proficiency check, before submitting himself or herself for a retest;

(b) no retest shall be conducted without a letter of recommendation by the flight instructor referred to in paragraph (a).

(8) (a) The holder of a national pilot licence shall pay annually the applicable currency fee as prescribed in Part 187 on the anniversary date of his or her licence.

(b) The fee shall be paid to the Director, or to the organisation designated for the purpose in terms of Part 149, as the case may, and shall be accompanied by a summary of his or her logbook for the previous 12 months.

(c) The summary shall be in the format prescribed in Document SA-CATS 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarised.

(d) Notwithstanding the provisions of paragraph (a), no summary shall be required to accompany the currency fee if during the preceding 12 months a six-monthly or annual summary was submitted as part of an application for the issue, renewal or reissue of a rating.

(9)(a) If the Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, suspects that a person, licensed in terms of this Part, has failed to maintain the minimum standard required to exercise the privileges of the national pilot licence or any of the ratings that he or she holds, the Director or the said organisation must give the holder a reasonable written notice of such suspicion.

(b) The Director or the said organisation may then require the person to undergo, by a specified date, the skill test or all or some of theoretical knowledge examinations prescribed in this Part in respect of such licence or rating.

(10) Should the tests or examinations, referred in sub-regulation (9), show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall 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.

(11) If the person, who has been duly notified in terms of sub-regulation (8), fails without reasonable cause to present himself or herself by the specified date to undergo the test or examination prescribed, his or her standard shall be deemed to be below that required for the licence or rating concerned and the provisions of sub-regulation (9) shall apply.

(12) The holder of a lapsed or expired pilot licence issued in terms of Part 61 or Part 62, or where such holder may not exercise the privileges of his or her licence due to non-compliance with the currency requirement, may for the purpose of renewing his or her licence or rating as

contemplated in sub-regulation (2) above, exercise the privileges of the national pilots learner certificate provided for in Part 62 provided that the holder have an appropriate current medical certificate.

Medical fitness

62.01.10 (1) An applicant for, or holder of, a national pilot licence shall hold an appropriate valid medical certificate issued in terms of Part 67, and he or she shall submit a copy thereof to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

(2) Notwithstanding the provisions of sub-regulation (1), where a national pilot licence is (to be) endorsed only for the category hang-glider or paraglider, its holder shall complete and submit instead a medical fitness certificate, as prescribed in Document SA-CATS 62.

(3) The medical fitness certificate, prescribed in sub-regulation (2), shall not be older than three months when submitted.

(4) A new medical fitness certificate, as prescribed in sub-regulation (2), shall be submitted annually together with the annual currency fee as prescribed in regulation 62.01.19.

(5) The provisions of sub-regulations (2) to (4) shall not apply in the case of the applicant or the licence holder being the holder of any valid medical certificate issued in terms of Part 67.

(6) The holder of a national pilot licence issued in terms of this Part shall—

(a) not exercise the privileges of that licence —

(i) unless that person —

(aa) holds an appropriate valid medical certificate or medical fitness certificate, as the case may be; and

(bb) complies with all medical endorsements on that medical certificate or medical fitness certificate;

(ii) 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 or medical fitness certificate, until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67 (in the case of the holder of a medical certificate, referred to in sub-regulation (1)), or by a general medical practitioner (in the case of the holder of a medical fitness certificate, referred to in sub-regulation (2)).

Language

62.01.11 The applicant for a national pilot licence, to be issued under this Part, shall have demonstrated his or her ability to use the English language as set out in Document SA-CATS 62.

Logging of flight time

62.01.12 (1)(a) The holder of a national pilot licence shall maintain a record of all his or her flight time and instruction time.

(b) Electronic logbooks may be used, provided that the electronic data is printed onto paper at least every 90 days and the printed pages are filed sequentially in a binder.

(2) The form and information to be contained in the logbook referred to in sub-regulation (1), and the manner in which such logbook shall be maintained, are as prescribed in Document SA-CATS 62.

(3) (a) Entries in pilot logbooks shall be made within seven days after the completion of the flight to be recorded.

(b) Where a pilot is engaged in flight operations away from the base where the pilot logbook is normally kept, the periods specified in paragraph (a) may be extended to 48 hours after return to base.

(4) Pilot logbooks shall be retained by their holders for at least 60 months from the date of the last flight recorded therein.

(5) Flight time during which the holder of a national pilot licence is –

(a) receiving dual instruction, shall be logged as dual flight time and shall include a record of the air exercises undertaken;

(b) the designated PIC, shall be logged as pilot-in- command time.

(6) The holder of a national learner's certificate may log as solo flight time only the flight time when the learner is the sole occupant of the aircraft.

(7) A national flight instructor shall log the time spent in an aircraft occupying a pilot seat with access to the controls, whilst acting as a flight instructor, as flight instructor time, and may log all flight time whilst acting as such as PIC time.

(8)(a) A national flight instructor, acting as an examiner while occupying a pilot seat with access to the flight controls, may log all flight time whilst acting as such as PIC, and shall make the entry EXAMINER in the remarks column.

(b) Such time shall not be logged as flight instructor time.

Crediting of flight time and theoretical knowledge

62.01.13 (1) Flight time, entered in a logbook that has been lost or destroyed, shall only be accepted for crediting purposes by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, if the flight time can be substantiated by means acceptable to the Director or the said organisation.

(2) A person acting as pilot of an aircraft for which he or she does not hold the prescribed qualifications shall not credit that flight time for any purpose, unless he or she is under approved flight instruction.

(3) An applicant for a national pilot licence or any rating thereto may be credited with any previously acquired flight time in any category of aircraft to the extent recommended by the flight instructor, signing out the skill test report prescribed for the issue of the licence or rating, to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

(4) An applicant for a national pilot licence or any rating thereto, who is or who during the five years immediately preceding the application, has been the holder of a pilot licence issued in terms of Part 61 or by the South African Air Force, may be exempted from any cross-country requirement prescribed in this Part, if any, at the discretion of the flight instructor signing out the skill test report prescribed for the issue of the licence or rating.

(5) Where the holder of a national pilot licence applies for an additional category, class or type rating, he or she may be credited with any theoretical knowledge previously acquired in obtaining the licence or any rating, provided such theoretical knowledge meets or exceeds the standard of theoretical knowledge of the category being applied for, and at the discretion of the Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

Recognition and validation of pilot licences and ratings issued by an appropriate Authority of a Contracting State

62.01.14 (1) (a) The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, may recognise through validation, a pilot licences and rating issued by or on behalf of an appropriate authority of a Contracting State where the standard of such foreign licence or rating is deemed to be equivalent to, or higher than, the South African qualification being sought, and on the basis of competence by the holder.

(b) Document SA-CATS 62 contains a list of Contracting States of which the licences and ratings issued by or on behalf of the appropriate authority are deemed to be of a standard equal to, or higher than, those issued by or on behalf of the Authority.

(2) (a) Validation of foreign licences shall apply for flights in South African aircraft, where such privileges are required for a limited period, not to exceed one year.

(b) Purposes for which a certificate of validation may be issued include:

- (i) to exercise the privileges of a national pilot licence in a South African registered aircraft;
- (ii) to conduct demonstration flights in a South African registered aircraft;
- (iii) to conduct endorsement training of South African flight crew; or
- (iv) to participate in sporting or competition events, organised by or under the auspices of sections of the recognised national aero sport body.

(c) The privileges of the validated foreign licence may not be exercised in commercial air transport operations.

(3) The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, if deemed necessary, require an applicant for a validation to undergo

additional theoretical or practical assessments to ensure compatibility with the relevant South African licensing standards.

Application for and issuing of a validation of a foreign pilot licence and ratings

62.01.15 (1) The holder of a licence or rating, similar to, or higher than, a national pilot licence issued in terms of this Part, issued by or on behalf of the appropriate authority of a Contracting State, who desires to exercise the privileges of such licence or rating as PIC of a South African registered aircraft, may apply to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, in the appropriate prescribed form, for a validation of such pilot licence or rating.

(2) No validation will be considered in terms of sub-regulation (1) if the applicant has –

- (a) been refused a South African pilot licence or validation before; or
- (b) had a South African pilot licence or validation revoked in the past,

for reasons other than failing a skill test, a proficiency test, or a theoretical knowledge test.

(3) Where, in the opinion of the Director or the organisation designated for the purpose in terms of Part 149, the requirements for the issue of a pilot licence by a particular Contracting State are lower than those set by South Africa the applicant shall be required to meet the higher requirement before granting a validation.

(4) A pilot licence and rating issued by or on behalf of an appropriate authority of a Contracting State may be validated by the Director or the organisation designated for the purpose in terms of Part 149–

- (a) subject to the same restrictions which apply to such pilot licence and rating;
- (b) subject to such conditions and limitations as the Director or the designated organisation may deem necessary in the interest of aviation safety;
- (c) in accordance with and subject to the requirements and conditions as prescribed in Document SA-CATS 62; and
- (d) in the appropriate prescribed form as ,

but shall not permit privileges in excess of the equivalent South African national pilot licence or rating.

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

- (a) the appropriate fee as prescribed in Part 187;
- (b) a certified true copy of the pilot licence and rating to which the validation refers;
- (c) a certified true copy of a valid medical certificate or valid medical fitness certificate;
- (d) a certified true copy of the radiotelephony certificate (if applicable), or, in the case where the Contracting State does not prescribe such certificate for its licence holders, certified proof that the applicant has passed a practical skill test with an approved radio licence examiner;

- (e) a summary of the applicant's logbook, certified by the applicant to be a true reflection of the hours flown; and
 - (f) any other document that may have been prescribed in Document SA-CATS 62.
- (6) The minimum knowledge, experience and skill requirements for the issue of a certificate of validation for the various pilot licences and ratings are those prescribed for the South African national pilot licence and associated ratings in Document SA-CATS 62.
- (7) Where a proficiency check or skills test is required, such test shall be undertaken in an aircraft of the class or type, appropriate to the national pilot licence category for which a certificate of validation is sought.
- (8) The holder of a validation issued by the Director or the organisation designated for the purpose in terms of Part 149 shall comply with all the applicable provisions prescribed in these regulations.
- (9) None of the privileges of an additional rating may be exercised in terms of the certificate of validation before the appropriate authority as applicable has endorsed such privileges on the applicant's foreign pilot's licence, however, due regard shall be given to the provision of regulation 62.01.14(2)(c).
- (10) The period of validity of a certificate of validation issued by the Director or the organisation designated for the purpose in terms of Part 149 shall be the lesser of –
- (a) twelve months calculated from the date of issue of such certificate of validation by the Director or the organisation designated for the purpose in terms of Part 149; or
 - (b) the period of validity of the pilot licence and rating to which the validation applies.
- (11) In exceptional cases such as demonstration flights or specific instruction on aircraft new for the Republic, the Director or the organisation designated for the purpose in terms of Part 149 may consider the validation of a foreign licence to meet short-term operational requirements by exempting the applicant from all or some of the requirements of this Part, subject to conditions set by him, her or it for the particular situation.

Documentation

62.01.16 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall ensure that a national pilot licence and rating is issued in such a manner that the validity thereof may readily be determined by any appropriate authority.

Register of licences

62.01.17 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall maintain a register of all national pilot licences and ratings issued or validated in terms of this Part.

(2) The register shall contain the following particulars:

- (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 number of the licence;

- (e) the date on which the licence was issued or validated;
- (f) particulars of the ratings held by the holder of the licence;
- (g) the nationality of the holder of the licence; and
- (h) in the case of a validation, the authority that issued the validated licence or rating.

(3) The particulars referred to in sub-regulation (2) shall be recorded in the register within seven days from the date on which the licence or rating is issued or validated.

(4) The register shall be kept in a safe place at the office of the Director or of the organisation designated for the purpose in terms of Part 149.

(5) A copy of the register shall be furnished by the Director or the organisation designated for the purpose in terms of Part 149 on payment of the appropriate fee as prescribed in Part 187 to any person who requests the copy: Provided that postal and residential addresses may not be divulged to third parties, except to law enforcement officers or on instruction of the Courts.

Aviation training providers

62.01.18 Any *ab initio* training required by this Part shall be provided only by the holder of an ATO approval issued in terms of Part 141.

Payment of currency fee

62.01.19 (a) The holder of a national pilot licence shall pay the currency fee as prescribed in Part 187, applicable to the type of licence, on the anniversary date of the licence to either the Authority or to the organisation designated for the purpose in terms of Part 149, as the case may be.

(b) Where applicable, the payment shall be accompanied by the summary as prescribed by regulation 62.01.9(8).

Radiotelephony certificates

62.01.20 (a) A holder of a national pilot licence may also be required to be the holder of a radiotelephony licence as contemplated in section 31 of the Electronic Communications Act, 2005 (Act No. 36 of 2005).

(b) The requirements for their issue are prescribed in Document SA-CATS 62.

SUBPART 2: NATIONAL PILOT LEARNER'S CERTIFICATE

Requirements for the national pilot learner's certificate

62.02.1 (1) An applicant for the issuing of a national pilot learner's certificate shall –

- (a) be not less than 16 years of age, except as provided for in sub-regulation (2);
- (b)(i) hold a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67; or
- (ii) in the case of hang-gliding or paragliding, hold a medical fitness certificate, dated not less than three months before the date of application;

- (c) have successfully completed the training referred to in regulation 62.02.2; and
- (d) have passed the theoretical knowledge examination referred to in regulation 62.02.3.

(2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a national pilot learner's certificate in the category paraglider shall be not less than 14 years of age.

Training

62.02.2 An applicant for the issuing of a national pilot learner's certificate shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.02.3 An applicant for the issuing of a national pilot learner's certificate shall have passed the appropriate written examination as prescribed in Document SA-CATS 62, within 90 days immediately preceding the date of application.

Certificate of competency

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

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

(2) The basic training and knowledge requirements to be met shall be based on the communication syllabus prescribed in document SA-CATS 62.

(3) The certificate of competency referred to in sub-regulation (1) shall be valid for as long as the national learner's certificate is valid.

Application for national pilot learner's certificate

62.02.5 (1) An application for the issuing of a national pilot learner's certificate in a category, other than hang-glider or paraglider, shall –

- (a) be made to the Director or the organisation, designated for the purpose in terms of Part 149, as the case may be, in the appropriate prescribed form ; and
- (b) be accompanied by –

- (i) original or certified proof of –

- (aa) the identity of the applicant; and
 - (bb) the age of the applicant;

- (ii) a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67;
 - (iii) if applicable, the valid restricted or higher grade radiotelephony operator's certificate or the certificate of competency referred to in regulation 62.02.4;
 - (iv) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 62.02.3;
 - (v) an application for the appropriate category and type rating;
 - (vi) two recent passport size photographs of the applicant; and
 - (vii) the appropriate fee prescribed in Part 187.

(2) An application for the issuing of a national pilot learner's certificate in the category hang-glider or paraglider shall be made to the holder of a national flight instructor rating under whose supervision the training will take place on the appropriate prescribed form, and accompanied by –

- (a) a completed medical fitness certificate in which the applicant confirms that he or she is medically fit for the intended training; and
- (b) the applicable fee as prescribed in Part 187.

Issuing of national pilot learner's certificate

62.02.6 (1) (a) The Director or the organisation, designated for the purpose in terms of Part 149, as the case may be, shall issue a national pilot learner's certificate if the applicant complies with the requirements referred to in regulation 62.02.1.

(b) Notwithstanding the provisions of paragraph (a), a learner's certificate may be issued by the flight instructor referred to in regulation 62.02.5(2), if the applicant has complied with the provisions of that sub-regulation.

(2) A national pilot learner's certificate shall be issued in the prescribed format.

(3) Upon the issuing of a national pilot learner's certificate the holder thereof shall forthwith affix his or her signature in ink in the space on the certificate provided for such purpose.

Period of validity

62.02.7 A national pilot learner's certificate is valid for the period for which the holder thereof is the holder of a valid medical certificate, appropriate to the category of licence ultimately being trained for, issued in terms of Part 67 on condition that the annual currency fee and the application form are submitted to the Director or the organisation designated for the purpose in terms of Part 149.

Privileges and limitations of national pilot learner's certificate

62.02.8 (1) The holder of a valid national pilot learner's certificate shall be entitled to fly solo only for the purpose of training for the applicable national pilot licence or rating –

- (a) in the type of aircraft in which he or she is undergoing training;
- (b) after being authorised thereto and while under supervision, as prescribed in sub-regulation (2);
- (c) without carrying any passengers;
- (d) in VMC by day;
- (e) on a flight other than an international flight.

(2)(a) A learner national pilot shall not fly solo unless authority is granted for a flight, or for a sequence of flights, as prescribed in the relevant practical training course syllabus in Document SA-CATS 62, by the holder of a flight instructor rating who is to supervise the solo flight.

(b) The authority to fly solo shall be in writing and be issued in his or her presence at the time when such flight or sequence of flights is about to commence.

(3) A learner national pilot shall not fly solo in the circuit unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in Document SA-CATS 62, and his or her logbook has been endorsed to fly solo in the circuit.

(4) A learner national pilot shall not fly solo outside of the circuit or in the general flying area unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulation (3) above and in Document SA-CATS 62, and his or her logbook has been endorsed to do so.

(5) A learner national pilot shall not fly solo on a cross-country flight unless he has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulations (3) and (4) above and in Document SA-CATS 62, and his or her logbook has been endorsed to do so.

(6) In the case of the holder of a national pilot learner's certificate in the category hang-glider or paraglider, the provisions of sub-regulation (2) shall be deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the latter's direct supervision in accordance with an approved training manual.

(7) (a) Except in an emergency, no learner national pilot shall land or take-off in an aircraft from an area other than an aerodrome or an approved site.

(b) If a learner national pilot does execute an emergency landing in an aircraft in an area other than an aerodrome or an approved site, only the holder of a national pilot licence with the appropriate category and class rating, or another pilot approved for the purpose by the Director or the designated organisation, may fly the aircraft from the area.

(8) In the case of the holder of a national pilot learner's certificate in the category hang-glider, powered hang-glider, paraglider or powered paraglider, the provisions of sub-regulation (2) shall be deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the instructor's direct supervision in direct line of site in accordance with an approved training manual as contemplated in Document SA-CATS 62.

Crediting of flight time

62.02.9 A learner pilot shall be entitled to be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a national pilot licence in the category in which he or she is undergoing instruction.

SUBPART 3: NATIONAL PILOT LICENCE

Requirements for national pilot licence

62.03.1 (1) An applicant for the issuing of a national pilot licence shall –

- (a) be not less than 17 years of age, except as provided for in sub-regulation (2);
- (b) either hold a valid Class 4 or higher class medical certificate issued in terms of Part 67, or in the case of an application in the category hang-glider or paraglider, a valid medical fitness certificate;
- (c) hold a valid national pilot learner's certificate, or a valid pilot licence issued in terms of Part 61; and
- (d) qualify for the issue of at least one of the category ratings, referred to in regulation 62.01.5.

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

Application for national pilot licence

62.03.2 An application for the issuing of a national pilot licence shall –

- (a) be made to the Director or to the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form; and
- (b) be accompanied by –
 - (i) either a valid Class 4 or higher class medical certificate issued in terms of Part 67, or in the case of an application in the category hang-glider or paraglider, a valid medical fitness certificate;
 - (ii) a valid pilot licence reference number;

- (iii) original or certified proof that the applicant meets the requirements for the issue of at least one of the category ratings, referred to in regulation 62.01.5;
- (iv) one passport-sized photograph;
- (v) the appropriate fee as prescribed in Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that any fee set by the latter may not exceed those prescribed in Part 187; and
- (vi) a copy of his or her logbook showing all training, and accurately summarised as per Document SA-CATS 62.

Issuing of national pilot licence

62.03.3 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a national pilot licence if the applicant complies with the requirements referred to in regulation 62.03.1.

(2) A national pilot licence shall be issued in the prescribed format .

Period of validity

62.03.4 A national pilot licence shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless he or she –

- (a) either holds a valid Class 4 or higher class medical certificate issued in terms of Part 67, or in the case of a licence endorsed for the category hang-glider or paraglider only, a valid medical fitness certificate;
- (b) complies with the provisions of regulation 62.03.6; and
- (c) holds an appropriate valid category, class or type rating.

Privileges of the national pilot licence

62.03.5 (1) The holder of a national pilot licence shall be entitled to act as PIC of an aircraft registered in the Republic of South Africa for which he or she holds the appropriate valid category, class or type rating and which is not engaged in the provision of an air service, but not for reward or remuneration –

- (a) under VMC;
- (b) by day; and
- (c) in accordance with the provisions of Part 94.

(2) The holder of a national pilot licence shall be entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 62.01.8.

(3) Notwithstanding the provisions of sub-regulation (1) –

- (a) the holder of a national pilot licence may exercise the privileges of his or her licence for reward or remuneration in an aeroplane operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part;
- (b) the holder of a valid national flight instructor rating may conduct flight training for remuneration under the auspices of an appropriately rated, approved ATO.

Maintenance of competency

62.03.6 The holder of a national pilot licence shall not act as PIC of a non-type certificated aircraft, unless he or she –

- (a) meets the maintenance of competency requirements prescribed in this Part for the type of aircraft for which he or she holds a valid category, class or type rating; and
- (b) has complied with the requirements of regulation 62.01.9.

Requirements for the issue of a category rating

62.03.7 (a) For the applicant for, or the holder of a pilot licence to be issued with a first or an additional category rating, he or she shall meet the requirements for the issue of a class or type rating in that particular category.

(b) When issued with a category rating, a class or type rating in that category is automatically included.

Requirements for the issue of an additional class rating

62.03.8 For the holder of a national pilot licence to be issued with an additional class rating, he or she shall meet the relevant requirements as prescribed in this Part for that particular category and class of aircraft.

Requirements for the issue of an additional type rating

62.03.9 For the holder of a national pilot licence to be issued with an additional type rating, he or she shall meet the requirements for the issue of the particular type rating.

Requirements for the issue of a special purpose rating

62.03.10 For the holder of a national pilot licence to be issued with a special purpose rating, he or she shall meet the requirements for the issue of the particular special purpose rating.

SUBPART 4: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR CONVENTIONALLY CONTROLLED MICROLIGHT AEROPLANES

General

62.04.1 For an applicant for, or the holder of, a national pilot licence to be issued with an initial type rating by name for conventionally controlled microlight aeroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (b) have acquired the experience referred to in regulation 62.04.2;
- (c) have successfully completed the training referred to in regulation 62.04.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.04.4; and
- (e) have successfully passed the skill test referred to in regulation 62.04.5.

Experience

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

- (a) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one solo cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed.

(2) The cross-country flights referred to in sub-regulation (1) (a), shall have at least three legs.

Training

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

Theoretical knowledge examination

62.04.4 An applicant for the issuing of a type rating by name for conventionally controlled microlight aeroplanes shall have passed the appropriate written examinations as prescribed in Document SA-CATS 62.

Skills test

62.04.5 (1) An applicant for the issuing of an initial type rating by name for conventionally controlled microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A conventionally controlled microlight aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as PIC of a conventionally

controlled microlight aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS 62, with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.04.4 and within the 60 days immediately preceding the date of application.

(3) The skills test referred to in sub-regulation (1) shall consist of the following:

- (a) A general skills test of not less than 60 minutes
- (b) A navigation skills test of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

Crediting of flight time and theoretical knowledge

62.04.6 The holder of a licence issued in terms of Part 61 or in terms of this Part as the case may be, endorsed with –

- (a) the category weight-shift controlled microlight aeroplane, may –
 - (i) be credited with not more than 15 hours flight time acquired in a weight-shift microlight aeroplane. The additional 10 hours shall consist of –
 - (aa) a minimum of 10 hours dual flying; and
 - (bb) a minimum of 5 solo take-offs and landings; and
 - (ii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (b) the category gyroplane or licence issued in terms of Part 61 (helicopter), may –
 - (i) be credited with not more than 10 hours flight time acquired in a gyroplane. The additional 15 hours shall consist of –
 - (aa) a minimum of 5 hours dual flying; and
 - (bb) a minimum of 10 hours solo flying; and
 - (ii) have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (c) the category light sport aeroplanes or touring motor gliders or licence issued in terms of Part 61 (fixed wing), the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.04.5.

Application

62.04.7 (1) An application for the issuing of a category, class or type rating for conventionally controlled microlight aeroplanes shall –

- (a) be made to the Director or to the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed by the Director; and
- (b) be accompanied by –
 - (i) a valid licence reference number or a valid application for the issue of such licence;
 - (ii) certified proof that the requirements prescribed in regulation 62.04.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.

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

- (a) undergo a proficiency test with a Grade C, B or A-instructor with the appropriate type or class rating wherein a high standard of vital action drill shall be required;
- (b) with the examiner at the dual controls or under direct supervision in the case of a single-seater aeroplane, perform at least 3 take-offs and 3 landings and any other exercise considered necessary; and
- (c) pass the technical examinations as prescribed in Document SA-CATS 62.

Issuing of a category, class or type rating by name

62.04.8 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a class rating or type rating by name for conventionally controlled microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.04.7.

(2) A class rating or type rating by name for conventionally controlled microlight aeroplanes shall be issued in the prescribed format.

(3) An applicant for the issuing of an open class rating for conventionally controlled microlight aeroplanes shall have completed not less than 200 hours flight time as a pilot of a

conventionally controlled microlight aeroplane, and hold at least five type ratings by name for conventionally controlled microlight aeroplanes.

Period of validity

62.04.9 A class rating or type rating by name for conventionally controlled microlight aeroplanes shall be valid for as long as the national pilot licence itself remains valid, with the proviso that the privileges of the class rating or type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.04.11.

Privileges and limitations of the class rating or type rating for conventionally controlled microlight aeroplanes

62.04.10 (1) The holder of a class rating or type rating by name for conventionally controlled microlight aeroplanes shall be entitled to act as PIC of the conventionally controlled microlight aeroplane for which he or she is rated by name, or of any conventionally controlled microlight aeroplane for which he or she holds the appropriate class rating, provided it is not operated for the provision of an air service –

- (a) within Class F and Class G airspace;
- (b) within controlled airspace unless –
 - (i) prior permission has been obtained from the responsible ATSU to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.

(2) Notwithstanding the provisions of sub-regulation (1) –

- (a) the holder of a class rating for conventionally controlled microlight aeroplanes shall familiarise himself or herself with any type of conventionally controlled microlight aeroplane that he or she has not flown previously, before undertaking a flight in such aeroplane; and
- (b) the holder of a class rating or type rating by name for conventionally controlled microlight aeroplanes may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.04.11 The holder of a class rating or type rating by name for conventionally controlled microlight aeroplanes shall not act as PIC of a conventionally controlled microlight aeroplane –

- (a) unless he or she –

- (i) has acted as PIC of a conventionally controlled microlight aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of conventionally controlled microlight aeroplane; or
 - (ii) has passed a skills test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and
 - (iii) has submitted an application for the renewal of the applicable category rating to the Director or the body designated for the purpose as the case may be.
- (b) if transporting a passenger, unless he or she has, within the 90 days immediately preceding the flight on which such passenger is to be transported, executed not less than three take-offs and three landings in a conventionally controlled microlight aeroplane;
- (c) submitted an application for the renewal of the applicable category rating to the Director or the body designated for the purpose as the case may be.

SUBPART 5: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES

General

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

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

Experience

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

- (a) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one solo cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed.

(2) The cross-country flights referred to in sub-regulation (1) shall have at least three legs.

Training

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

Theoretical knowledge examination

62.05.4 An applicant for the issuing of an initial type rating for weight-shift controlled microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Skills test

62.05.5 (1) An applicant for the issuing of type rating by name for weight-shift controlled microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A weight-shift controlled microlight aeroplane flight instructor rating the ability to perform, as PIC of a weight-shift controlled microlight aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS 62, with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.05.4 and within the 60 days immediately preceding the date of application.

(3) The skills test referred to in sub-regulation (1) shall consist of the following:

- (a) A general skills test of not less than 60 minutes;
- (b) A navigation skills test of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

Crediting of flight time and theoretical knowledge

62.05.6 (1) The holder of a licence issued in terms of Part 61 or in terms of this Part endorsed with –

- (a) the category conventionally controlled microlight aeroplane, light sport aeroplane, touring motor glider or licence issued in terms of Part 61 (fixed wing), shall –
 - (i) complete a minimum of 10 hours dual flying; and
 - (ii) complete a minimum of 5 solo take-offs and landings; and
 - (iii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes;
- (b) the category gyroplane or licence issued in terms of Part 61 (helicopter), shall complete –

- (i) the training as required in terms of regulation 62.05.2 provided that the cross country requirements may be relaxed at the discretion of the instructor conducting the test as referred to in 62.05.5; and
 - (ii) have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes;
- (c) the category hang-gliding, an applicant with extensive experience of hang-gliding, shall –
- (i) complete a minimum of 10 hours dual flying; and
 - (ii) complete a minimum of 5 solo take-offs and landings; and
 - (ii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes.

Application

62.05.7 (1) An application for the issuing of a type rating by name or a class rating for weight-shift controlled microlight aeroplanes shall –

- (a) be made to the Director or to the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form; and
- (b) be accompanied by –
 - (i) a valid licence reference number or a valid application for the issue of such licence;
 - (ii) certified proof that the requirements prescribed in regulation 62.05.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter shall not exceed those prescribed in Part 187.

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

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

- (b) with the instructor at the dual controls or under direct supervision in the case of a single-seater aeroplane, perform at least 3 take-offs and 3 landings and any other exercise considered necessary; and
- (c) pass the technical exams as prescribed in Document SA-CATS 62.

Issuing of open class rating or type rating

62.05.8 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a class rating for weight-shift controlled microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.05.7.

(2) A class rating for weight-shift controlled microlight aeroplanes shall be issued in the prescribed format .

(3) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name or a class rating for weight-shift controlled microlight aeroplanes if the applicant complies with the requirements prescribed in regulation 62.05.7.

(4) A type rating by name and a class rating for weight-shift controlled microlight aeroplanes shall be issued in the prescribed format .

(5) An applicant for the issuing of open class rating for weight shift controlled microlight aeroplanes shall have completed not less than 200 hours flight time as a PIC of a weight shift controlled microlight aeroplane, and hold at least five type ratings by name for weight shift controlled microlight aeroplanes.

Period of validity

62.05.9 A class rating for weight-shift controlled microlight aeroplanes shall be valid for as long as the national pilot licence itself remains valid, with the proviso that the privileges of the class rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.05.11.

Privileges and limitations of the class rating for weight-shift controlled microlight aeroplanes

62.05.10 (1) The holder of a class rating for weight-shift controlled microlight aeroplanes shall be entitled to act as PIC of any weight-shift controlled microlight aeroplane, provided it is not operated for the provision of an air service –

- (a) within Class F and Class G airspace;
- (b) within controlled airspace and only if –
 - (i) prior permission has been obtained from the responsible ATSU to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and

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

(2) Notwithstanding the provisions of sub-regulation (1), the holder of a class rating for weight-shift microlight aeroplane –

- (a) shall familiarise him- or herself with any weight-shift microlight aeroplane that he or she has not flown previously, before undertaking a flight in such microlight aeroplane; and
- (b) may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.05.11 The holder of a class rating for weight-shift controlled microlight aeroplanes shall not act as PIC of a weight-shift controlled microlight aeroplane –

- (a) unless he or she –
 - (i) has acted as PIC of a weight-shift controlled microlight aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of weight-shift controlled microlight aeroplane; or
 - (ii) has passed a skills test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and
 - (iii) submitted an application for the renewal of the applicable category rating to the Director or the body designated for the purpose as the case may be;
- (b) if transporting a passenger, within the 90 days immediately preceding the flight on which such passenger is to be transported, executed not less than three take-offs and three landings in a weight-shift controlled microlight aeroplane.

SUBPART 6: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING FOR GYROPLANES

General

62.06.1 (1) For the holder of a national pilot licence to be issued with a category rating for gyroplanes and a first class rating and first type rating by name for gyroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency (aeronautical);
- (b) have acquired the experience referred to in regulation 62.06.2;
- (c) have successfully completed the training referred to in regulation 62.06.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.06.4; and
- (e) have passed the skill test referred to in regulation 62.06.5.

(2) An applicant for an additional type rating by name in the category gyroplanes shall –

- (a) be the holder of a valid national pilot licence endorsed for the category gyroplane;
- (b) have successfully completed the appropriate training referred to in regulation 62.06.3
- (c) have passed the theoretical knowledge examination referred to in regulation 62.06.4; and
- (d) have passed the skills test referred to in regulation 62.06.5 in the type of gyroplane for which the additional type rating is sought.

(3) An applicant for an additional class rating in the category gyroplanes shall meet the requirements for a gyroplane type rating by name in the class for which the rating is sought.

Experience

62.06.2 (1) An applicant for the issuing of a first type rating in the category gyroplane shall have completed not less than 30 hours flight time as a pilot of a gyroplane, of which at least 15 hours shall be solo flight time, and which flight time shall include –

- (a) one dual cross-country flight of a duration of not less than 90 minutes, flown at normal cruising speed; and
- (b) one solo cross-country flight of a duration of not less than 90 minutes, flown at normal cruising speed:

Provided that the cross-country requirement shall not apply in the case of a type rating to be endorsed 'tethered flight only'.

(2) The cross-country flights, referred to in sub-regulation (1), shall consist of at least three legs.

Training

62.06.3 An applicant for the issuing of a type rating by name in the category gyroplane shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.06.4 An applicant for the issuing of a type rating by name in the category gyroplane shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Skills test

62.06.5 (1) An applicant for the issuing of a type rating by name in the category gyroplane shall have demonstrated to the holder of a gyroplane flight instructor rating, the ability to perform as PIC of the gyroplane the procedures and manoeuvres as prescribed in Document SA-CATS 62, with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.06.4 and within the 60 days immediately preceding the date of application.

(3) The skills test referred to in sub-regulation (1) shall consist of the following:

- (a) A general skills test of not less than 60 minutes;
- (b) A navigation skills test of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

Crediting of flight time

62.06.6 The holder of a licence issued in terms of Part 61 or in terms of this Part as the case may be –

- (a) may be credited with not more than 5 hours solo and 5 hours dual flight time, the additional 20 hours shall consist of –
 - (i) a minimum of 10 hours dual flying
 - (ii) a minimum of 10 hours solo flying; and
- (b) shall have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category gyroplane.

Application

62.06.7 An application for the issuing of a type rating by name in the category gyroplanes shall –

- (a) be made to the Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form; and
- (b) be accompanied by –
 - (i) a certified true copy of the applicant's national pilot licence;
 - (ii) certified proof that the requirements prescribed in regulation 62.06.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter shall not exceed the fees prescribed in Part 187.

Issuing of gyroplane type rating

62.06.8 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a gyroplane type rating by name if the applicant complies with the requirements referred to in regulation 62.06.7.

(2) A gyroplane type rating by name shall be issued in the prescribed format .

Period of validity

62.06.9 A gyroplane type rating by name shall be valid for as long as the national pilot licence itself remains valid, with the proviso that the privileges of the type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.06.11.

Privileges and limitations

62.06.10 (1) The holder of a gyroplane type rating by name shall be entitled to act as PIC of any gyroplane for which he or she holds a type rating by name, provided it is not operated for the provision of an air service –

- (a) within Class F and Class G airspace;
- (b) within controlled airspace if –
 - (i) prior permission to enter such airspace has been obtained from the responsible ATSU;
 - (ii) such two-way radio communication is established, as the said unit may require;
 - (iii) a continuous radio watch is maintained; and
 - (iv) while in an aerodrome traffic zone, the appropriate radio position reporting procedures is complied with, while such gyroplane is within such airspace.

(2) Where a gyroplane rating was issued with the restriction 'tethered flight only', its holder shall not exercise its privileges in free flight.

Maintenance of competency

62.06.11 The holder of a type rating by name in the category gyroplanes, shall not act as PIC of a gyroplane unless he or she –

- (a) has acted as PIC of a gyroplane for a minimum of 10 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the gyroplane; or
- (b) has passed a practical flight test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and
- (c) if transporting a passenger, he or she has, within the 90 days immediately preceding the flight on which such passenger is to be transported, has spent not less than one hour in the circuit exercising take-offs and landings in a gyroplane; and
- (d) has submitted an application for the renewal of the applicable category rating to the Director or the body designated for the purpose as the case may be.

SUBPART 7: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR HANG-GLIDERS**General**

62.07.1 (1) (a) A hang-glider rating may be issued in four classes:

- (i) Novice;
- (ii) Class A;
- (iii) Class B;
- (iv) Class C;

(b) The classes of the hang-glider rating, referred to in paragraph (a) may be issued with the tandem add-on rating and the rating and endorsements prescribed in Document SA-CATS 62.

(2) For the holder of a national pilot licence to be issued with a category rating and the Novice Class rating for hang-gliders he or she shall –

- (a) have acquired the applicable experience referred to in regulation 62.07.2;
- (b) have successfully completed the applicable training referred to in regulation 62.07.3;
- (c) have passed the applicable theoretical knowledge examination referred to in regulation 62.07.4; and
- (d) have passed the applicable skill test referred to in regulation 62.07.5.

(3) The requirements for the upgrading from Novice to Class A, from Class A to Class B, and from Class B to Class C, are those prescribed in this Subpart for the issue of the relevant ratings.

Experience

62.07.2 (1) An applicant for the issuing of any of the class ratings or add-on ratings, referred to in regulation 62.07.1(1) in the category hang-glider shall have the experience as prescribed in Document SA-CATS 62.

(2) In the case of an applicant with extensive experience in weight-shift controlled microlight aeroplanes, the testing officer may at his or her discretion reduce the prescribed flight-time requirements.

(3) In the case of an applicant with a foreign licence from a similar internationally recognised body for hang-gliding and paragliding, the testing officer may at his or her discretion reduce the prescribed flight time requirements.

Training

62.07.3 An applicant for the issuing of any of the class ratings or add-on ratings, referred to in regulation 62.07.1(1), in the category hang-glider, shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.07.4 An applicant for the issuing of any of the class ratings or add-on ratings referred to in regulation 62.07.1(1), in the category hang-glider, shall have passed the appropriate technical knowledge examination as prescribed in Document SA-CATS 62.

Skills test

62.07.5 (1) An applicant for the issuing of any of the class ratings or add-on ratings referred to in regulation 62.07.1(1) in the category hang-glider, shall have demonstrated to the holder of a hang-glider flight instructor rating, the ability to perform as PIC of the hang-glider, the procedures and manoeuvres as prescribed in Document SA-CATS 62 with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence who is the holder of the respective class or add-on rating.

(2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.07.3 and within the 60 days immediately preceding the date of application.

Application for hang-glider class or add-on rating

62.07.6 (1) An application for the issuing of a hang-glider class or add-on rating shall –

- (a) be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form ;
- (b) be accompanied by –
 - (i) certified summary of the applicant's pilot logbook;
 - (ii) application for, or certified copy of the applicant's national pilot licence;
 - (iii) a valid medical fitness certificate as prescribed in Document SA-CATS 62;
 - (iv) the completed training proficiency card as prescribed in Document SA-CATS 62;
 - (v) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 62.07.3;
 - (vi) original or certified proof that the applicant has passed the skills test referred to in regulation 62.07.5;
 - (vii) the appropriate fee as prescribed in Part 187; and
 - (viii) any additional information that may be requested by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

(2) An applicant for the Class B hang-glider rating shall have been the holder of a Class A rating for at least three months.

(3) An applicant for the Class C hang-glider rating shall have been the holder of a Class B rating for at least six months.

(4) An applicant for the tandem rating shall be the holder of a valid Class C hang-glider rating.

Issuing of hang-glider class or add-on rating

62.07.7 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant's national pilot licence with the appropriate hang-glider class or add-on rating, if the applicant complies with the requirements prescribed in regulation 62.07.6.

Period of validity

62.07.8 A hang-glider class or add-on rating shall be valid for an indefinite period, provided its holder is the holder of a valid national pilot licence and maintains competency as prescribed in regulation 62.07.10.

Privileges and limitations

62.07.9 (1) The holder of a hang-glider Novice class rating shall be permitted to act as PIC of a hang-glider under the supervision of an appropriately rated flight instructor or the holder of a valid hang-glider Class C rating under the conditions as prescribed in Document SA-CATS 62.

(2) The holder of a national pilot licence endorsed for the category hang-glider and a Class A, B, or C rating, shall be entitled to act as PIC of a hang-glider for which he or she holds the appropriate class rating and add-on rating within Class F and Class G airspace, provided it is not operated for the provision of an air service.

Maintenance of competency

62.07.10 (1) The holder of a hang-glider class or add-on rating shall not act as PIC of a hang-glider for which he or she holds the appropriate rating unless he or she –

- (a) in the 12 months immediately preceding the intended flight has acted as PIC of a hang-glider for a minimum of –
 - (i) 10 flights and 1 hour, in the case of a Class A rating;
 - (ii) 10 flights and 5 hours, in the case of a Class B rating; or
 - (iii) 20 flights, 15 hours and 50 km total cross-country flight distance, in the case of a Class C rating; or
- (b) has passed a practical flight test with an appropriately rated flying instructor within the 3 months immediately preceding the intended flight.

(2) Such minimum flight time, referred to in sub-regulation (1)(a), may include flights undertaken by the pilot whilst receiving training appropriate to the type of hang-glider.

Type ratings

62.07.11 (1) The listing in regulation 62.01.7(2) prescribes the various types of hang-gliders in use that may be flown by the holder of any of the class ratings, referred to in regulation 62.07.1(1).

(2) Before attempting to fly a new type, the pilot must undergo the familiarisation training prescribed in Document SA-CATS 62.

(3) The details of such familiarisation training must be endorsed in the pilot's logbook by the instructor who had conducted the training with the pilot.

SUBPART 8: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR PARAGLIDERS**General**

62.08.1 (1) A paraglider rating may be issued with a tandem rating in two classes –

- (a) Basic; and
- (b) Sport;

(2) For the holder of a national pilot licence to be issued with a category rating and the Basic Class rating for paragliders, he or she shall –

- (a) have acquired the applicable experience referred to in regulation 62.08.2;
- (b) have successfully completed the applicable training referred to in regulation 62.08.3;
- (c) have passed the applicable theoretical knowledge examination referred to in regulation 62.08.4; and
- (d) have passed the applicable skill test referred to in regulation 62.08.5.

(3) The applicant for the upgrading from the Basic Class to the Sport Class paraglider rating shall have held the Basic Class rating for at least six months and have acquired the experience prescribed in regulation 62.08.2.

(4) The applicant for the paraglider tandem rating shall –

- (a) have held a paraglider rating for at least 24 months;
- (b) be the holder of a sport class rating;
- (c) hold an appropriate medical fitness certificate, as prescribed in Document SA-CATS 62; and
- (d) have acquired the experience prescribed in regulation 62.08.2.

Experience

62.08.2 An applicant for the issuing of any of the class or add-on ratings, referred to in regulation 62.08.1(1), in the category paraglider, shall have the experience as prescribed in Document SA-CATS 62.

Training

62.08.3 An applicant for the issuing of any of the class or add-on ratings referred to in regulation 62.08.1(1) in the category paraglider, shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.08.4 An applicant for the issuing of any of the class or add-on ratings, referred to in regulation 62.08.1(1), in the category paraglider shall have passed the appropriate theoretical knowledge examination as prescribed in Document SA-CATS 62.

Skills test

62.08.5 (1) An applicant for the issuing of any of the class or add-on ratings, referred to in regulation 62.08.1(1) in the category paraglider shall have demonstrated to the holder of a paraglider flight instructor rating, the ability to perform as PIC of the paraglider, the procedures and manoeuvres as prescribed in Document SA-CATS 62, with a degree of competency appropriate to the privileges granted to the holder of a national licence who is the holder of the respective class rating.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.08.3 and within the 60 days immediately preceding the date of application

Application for paraglider class or add-on rating

62.08.6 An application for the issuing of a paraglider class or add-on rating shall –

- (a) be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed by the Director;
- (b) be accompanied by –
 - (i) certified summary of the applicant's pilot logbook;
 - (ii) certified copy of the applicant's national pilot licence;
 - (iii) a valid medical fitness certificate as prescribed in Document SA-CATS 62;
 - (iv) the completed training proficiency card as prescribed in Document SA-CATS 62;
 - (v) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 62.08.3;
 - (vi) original or certified proof that the applicant has passed the skill test referred to in regulation 62.08.4;
 - (vii) the appropriate fee as prescribed in Part 187; and

- (viii) any additional information as may be requested by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

Issuing of paraglider rating

62.08.7 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant's national pilot licence with the appropriate paraglider class or add-on rating, if the applicant complies with the requirements prescribed in regulation 62.08.6.

Period of validity

62.08.8 A paraglider class or add-on rating shall be valid for an indefinite period, provided its holder is the holder of a valid national pilot licence and maintains competency as prescribed in regulation 62.08.10.

Privileges and limitations

62.08.9 (1) The holder of a valid national pilot licence, endorsed for the category paragliders, shall be permitted within Class F and Class G airspace to act as PIC of a paraglider for which he or she holds the appropriate class rating, provided it is not operated for the provision of an air service.

(2) The holder of a paraglider basic rating shall be permitted to fly –

- (a) unassisted at basic-graded sites;
- (b) under supervision of a the holder of valid paraglider Sport Class rating when flying at a site requiring additional supervision according to the rules governing the site; and
- (c) for the first 80 flights, only basic- and intermediate-rated paragliders.

(3) The holder of a paraglider Sport Class rating shall be permitted –

- (a) to fly any paraglider, other than a tandem-class paraglider: Provided that heavy pilots may fly approved tandem gliders solo, on condition that they meet the minimum specified mass range;
- (b) to fly at all sites after local site requirements have been met; and
- (c) to conduct training as a national assistant flight instructor (paraglider) under the supervision of an appropriately rated national flight instructor (paraglider).

(4) The holder of a paraglider tandem rating shall be permitted to act as PIC of a paraglider while carrying a passenger, provided that, for the first 20 flights, any passenger shall be the holder of a valid national pilot licence endorsed for the paraglider category.

(5) Notwithstanding the provisions of sub-regulations (2), (3) and (4), the organisation designated for the purpose in terms of Part 149 may set minimum experience requirements for specific types and models of paragliders, to be published as an addendum in that organisation's approved operations manual.

(6) The grading of sites, referred to in sub-regulations (2) and (3), and the setting of the rules governing such sites, shall be the responsibility of the organisation designated for the purpose in terms of Part 149.

Maintenance of competency

62.08.10 (1) The holder of a national pilot licence, endorsed for the category paraglider shall not act as PIC of a paraglider for which he or she holds the appropriate class rating unless he or she has –

- (a) in the 12 months immediately preceding the intended flight acted as PIC of a paraglider for a minimum of –
 - (i) 20 flights and 5 hours, in the case of a Basic Class rating;
 - (ii) 40 flights and 10 hours, in the case of a Sport Class rating; or
 - (iii) 20 flights and 5 hours on tandem gliders, in the case of a tandem rating, in addition to having met the competency requirements for a Sport Class rating.
- (b) passed a practical flight test with an appropriately rated national flying instructor within the 3 months immediately preceding the intended flight.

(2) The minimum flight time referred to in sub-regulation (1)(a) may include flights undertaken by the pilot whilst receiving training appropriate to the type of paraglider.

SUBPART 9: REQUIREMENTS FOR THE ISSUE OF A NATIONAL FLIGHT INSTRUCTOR RATING

General

62.09.1 (1) The applicant for the issue of a national flight instructor rating shall –

- (a) be the holder of a valid national pilot licence issued in terms of this Part;
- (b) hold at least a valid Class 4 medical certificate issued in terms of Part 67;
- (c) have acquired the experience referred to in regulation 62.09.2;
- (d) have successfully completed the training referred to in regulation 62.09.3;
- (e) have passed the theoretical knowledge examination referred to in regulation 62.09.4;
- (f) have undergone the skills test referred to in regulation 62.09.5; and
- (g) in the case of a national flight instructor rating (hang-glider or paraglider), be the holder of a valid recognised certificate of competency in first aid.

(2) The applicant for the issue of a national assistant flight instructor (paraglider) shall in addition to the requirements of sub-regulation (1) be the holder of a valid Sport Class rating.

(3) The applicant for the issue of a national flight instructor (paraglider) shall in addition to the requirements of sub-regulation (1) have been the holder of a valid Sport Class rating for at least 12 months.

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

Experience

62.09.2 The applicant for the issuing of a national flight instructor rating shall have the following experience –

- (a) in the case of the holder of a type or class rating for conventionally controlled microlight aeroplanes, a category rating for weight-shift controlled microlight aeroplanes or a type rating for light sport aeroplanes or gyroplanes –
 - (i) for a Grade C national flight instructor rating a minimum of 200 hours of flight time is required of which at least 100 hours PIC shall be on weight-shift controlled microlight aeroplanes, conventionally controlled microlight aeroplanes, gyroplanes or light sport aeroplanes in the applicable category; and
 - (aa) in the case of weight-shift controlled microlight aeroplanes: at least 10 hours of practical instruction pattern and 30 hours of class teaching are required;
 - (bb) in the case of conventionally controlled microlight aeroplanes at least 10 hours of practical instruction pattern and 30 hours of class teaching are required; or
 - (cc) in the case of light sport aeroplanes or gyroplanes at least 15 hours of practical instruction pattern and 30 hours of class teaching are required.
 - (ii) for a Grade B national flight instructor rating: at least six months experience as a Grade C weightshift controlled microlight aeroplane, conventionally controlled microlight aeroplane, gyroplane or light sport aeroplane flight instructor and not less than 200 hours of flight instruction of which at least 100 hours shall be on a weightshift controlled microlight aeroplane, conventionally controlled microlight aeroplane, gyroplane or light sport aeroplane in the applicable category;
 - (iii) for a Grade A national flight instructor rating: at least three years experience as a Grade B weightshift controlled microlight aeroplane, conventionally controlled microlight aeroplane, gyroplane or light sport aeroplane flight instructor and not less than 500 hours of flight instruction time, of which at least 300 hours of flight instruction time shall be on a weightshift controlled microlight aeroplane, conventionally controlled microlight aeroplane, gyroplane or light sport aeroplane in the applicable category;
- (b) in the case of the holder of a category rating for hang-gliders –
 - (i) for an assistant national flight instructor rating (hang-glider):
 - (aa) hold at least a Class B hang-glider rating; and

- (bb) have held a hang-glider rating, including a learner's certificate, for at least one year;
- (ii) for a national flight instructor rating (hang-glider) Grade A or Grade B –
 - (aa) have held a Class C hang-glider rating for at least 12 months;
 - (bb) have logged at least 200 flights or 100 hours air time; and
 - (cc) have gained practical experience in flight instruction by either –
 - (A) attending an official hang-glider instructor course; or
 - (B) having attended an approved hang-glider flight instructor course and observing and assisting an appropriately rated hang-glider flight instructor whilst actively conducting training on training slopes for at least 10 days;
- (iii) for a national flight instructor rating (hang-glider) Grade C –
 - (aa) have held a Class C hang-glider rating for at least 12 months;
 - (bb) have attended an instructor Grade C course; and
 - (cc) have completed the practical requirements as prescribed in Document SA-CATS 62.
- (c) in the case of the holder of a category rating for paragliders –
 - (i) for a national assistant flight instructor (paragliding) have at least one year paragliding experience; and
 - (ii) for a national flight instructor (paragliding) Grade A or Grade B –
 - (aa) have paraglider flight experience for at least two years;
 - (bb) have been the holder of the Sport Class rating for at least twelve months;
 - (cc) have logged at least 300 flights and 100 hours flight time and have either –
 - (A) gained practical experience by observing and assisting at least three approved paraglider training schools on training slopes for at least 20 days; or
 - (B) attended an approved paraglider flight instructor course and observing and assisting an appropriately rated paraglider flight on training slopes for at least 10 days;
 - (iii) for a national flight instructor rating (paragliding) Grade C –
 - (aa) have held a Sport Class paraglider rating for at least 12 months;
 - (bb) have attended an instructor Grade C course; and

- (cc) have completed the practical requirements as prescribed in Document SA-CATS 62
- (d) in the case of touring motor gliders –
 - (i) for a Grade C national flight instructor rating:
 - (aa) hold a national pilot licence endorsed with the category touring motor gliders;
 - (bb) have no less than 200 hours flight time as PIC with experience gained in not less than 6 months; and
 - (cc) undergo 10 hours of practical instruction pattern and 30 hours of class teaching;
 - (ii) for a Grade B national flight instructor rating:
 - (aa) have no less than 300 hours flight time and 200 flights as a Grade C instructor, of which 25 flight hours and 50 flights may be accumulated and accredited as instructor in terms of Part 68, and 25 flight hours and 50 flights in any other Part 62 category or in terms of a pilot licence issued in terms of Part 61;
 - (bb) the total experience must be gained in not less than 12 months;
 - (iii) for a Grade A national flight instructor rating:
 - (aa) hold a touring motor glider class rating;
 - (bb) have no less than 500 flight hours accumulated as a Grade C or Grade B Instructor, or in terms of a pilot instructor's rating issued in terms of Part 61.

Training

62.09.3 The applicant for the issuing of a national flight instructor rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.09.4 The applicant for the issuing of a national flight instructor rating shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Skills test

62.09.5 (1) The applicant for the issuing of a national flight instructor rating shall have demonstrated to an appropriately rated flight instructor the ability to perform as a flight instructor the procedures and manoeuvres as prescribed in Document SA-CATS 62 for the category of aircraft for which the instructor rating is sought, with a degree of competency appropriate to the privileges granted to the holder of a national flight instructor rating.

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

- (a) in the case of a national flight instructor (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes):
 - (i) For Grade C, the holder of a Grade A national flight instructor rating (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes, as the case may be);
 - (ii) for a Grade B rating, the holder of a Grade A national flight instructor rating (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes, as the case may be);
 - (iii) for a Grade A rating, a designated examiner with a weight shift controlled microlight aeroplane or conventionally controlled microlight aeroplane rating;
- (b) in the case of a national flight instructor (hang-glider):
 - (i) the holder of a national flight instructor rating (hang-glider); or
 - (ii) the National Safety and Training Officer of SAHPA;
- (c) in the case of a national flight instructor (paraglider, motorised paraglider, motorised paratrike):
 - (i) for a Grade C rating, two holders of a Grade B national flight instructor rating with a paraglider, motorised paraglider, or motorised paratrike rating, as applicable;
 - (ii) for a Grade B rating, the holder of a Grade A national flight instructor rating with a paraglider, motorised paraglider, or motorised paratrike rating, as applicable;
 - (iii) for a Grade A rating, a designated examiner with a paraglider, motorised paraglider, or motorised paratrike rating, as applicable;
- (d) in the case of a national flight instructor (gyroplane, light sport aeroplane or touring motor glider) the holder of an instructor rating with designated examiner status, as prescribed in Subpart 15 of Part 62.

(3) The skills test, referred to in sub-regulation (1), shall be demonstrated in an aircraft of the category for which the national flight instructor rating is sought.

(4) The applicant shall undergo the skill test, referred to in sub-regulation (1), within 12 months of passing the theoretical knowledge examination, referred to in regulation 62.09.4, and within the 90 days immediately preceding the date of application.

Application

62.09.6 An application for the issue of a national flight instructor rating shall be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form, and be accompanied by –

- (a) a valid licence reference number, held by the applicant;
- (b) the original or certified proof that the applicant has passed the theoretical knowledge examination, referred to in regulation 62.09.4;
- (c) the skill test report as prescribed in Document SA-CATS 62; and
- (d) the appropriate fee as prescribed in Part 187 of the Regulations.

Issuing of the national flight instructor rating

62.09.7 The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue the appropriate national flight instructor rating if the applicant complies with the requirements referred to in regulation 62.09.1, on the appropriate prescribed form.

Privileges and limitations

62.09.8 The holder of a valid national flight instructor rating shall be entitled to conduct flight instruction for reward under the auspices of an appropriately rated ATO, approved in terms of Part 141, in a non-type certificated aircraft for which he or she holds a valid category rating and class rating or type rating by name, as the case may be, to the extent of the privileges of the particular national flight instructor rating held as follows –

- (a) in the case of a Grade C national flight instructor (weight shift controlled microlight aeroplane or conventionally controlled microlight aeroplane, gyroplane or light sport aeroplane), under direct supervision by a Grade B or Grade A instructor –
 - (i) to conduct *ab initio* training on only those aeroplanes for which he or she holds an instructor conversion on type as per Document SA-CATS 62;
 - (ii) give lectures;
 - (iii) give type ratings;
- (b) in the case of a Grade B national flight instructor (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes, gyroplanes or light sport aeroplane) –
 - (i) to exercise the privileges of a Grade C national flight instructor (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes or light sport aeroplane);
 - (ii) to authorise the holder of a national pilot learner's certificate for his or her first solo flight;
 - (iii) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating;
 - (iv) sign application forms and certificates of competency;
 - (v) supervise Grade C instructors;
 - (vi) in the case of weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes: may apply for a class

- rating (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes) for instruction on obtaining a B-grade rating if he or she is the holder of instructor type ratings on at least 5 microlight types and has a minimum of 200 hours of instruction on weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes; and
- (vii) to conduct additional type conversion training for the holder of a national pilots licence or instructor rating;
- (c) in the case of a Grade A national flight instructor (conventionally controlled or weightshift controlled microlight aeroplane) –
- (i) to exercise the privileges of a Grade B national flight instructor (conventionally controlled or weightshift controlled microlight aeroplane);
 - (ii) to conduct the training (including patten training) and undertake the duties in conducting the skills test required for a Grade A, Grade B, or Grade C national flight instructor (microlight aeroplane);
 - (iii) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.6.
- (d) in the case of a national assistant flight instructor (hang-glider) –
- (i) assist with *ab initio* training conducted by an approved hang-gliding training organisation, such as ground-handling exercises, ground-skimming flight.;
 - (ii) assist in presenting theoretical lectures; and
 - (iii) supervise flights by the holders of a Novice Class rating;
- (e) in the case of a national assistant flight instructor (paraglider) –
- (i) assist with *ab initio* training conducted by an approved paragliding training organisation, such as ground-handling exercises, ground-skimming flight, etc;
 - (ii) assist in presenting theoretical lectures; and
 - (iii) supervise flights by the holders of a Basic Class rating;
- (f) in the case of a Grade A national flight instructor (light sport aeroplane and gyroplane) –
- (i) to exercise the privileges of a Grade B national flight instructor (light sport aeroplane and gyroplane);
 - (ii) to conduct the training (including patten training) required for a Grade C, Grade B or Grade A national flight instructor (light sport aeroplane and gyroplane);
 - (iii) to conduct the training required for other special ratings.
- (g) in the case of a Grade C national flight instructor (touring motor glider) –

- (i) assist with *ab initio* training conducted by an approved touring motor glider training organisation, such as ground-handling exercises, daily-and pre-flight inspection training, duty officer training, etc;
 - (ii) provide official introductory flights;
 - (iii) conduct and supervise basic upper-air flight training exercises with post solo holders of national pilots learners certificate, under the supervision of a Grade B national flight instructor;
- (h) in the case of a Grade B national flight instructor (touring motor gliders) –
- (i) exercise all the privileges of a Grade C national flight instructor (touring motor glider);
 - (ii) assist in presenting theoretical lectures;
 - (iii) mark exams and sign application forms;
 - (iv) conduct and supervise basic and medium advanced upper-air flight training, including launch and landings;
 - (v) conduct theoretical and technical examinations, perform a skills test, perform type rating training and issue additional type ratings;
 - (vi) supervise and authorize follow-on solo flights for the holders of national learners certificates, within gliding distance of the airfield, or outside with specific permission from a national flight instructor;
- (i) in the case of a Grade A national flight instructor (touring motor glider) –
- (i) exercise all the privileges of a Grade B national flight instructor (touring motor glider);
 - (ii) conduct all stages of flight training;
 - (iii) authorize first solo flights of holders of national learners certificates;
 - (vi) conduct all levels of theoretical training;
 - (v) conduct theoretical and technical examinations, a skill test, and issue a class rating; and
 - (iv) may take full authority at the training organization in the absence of an appointed chief flight instructor.

Renewal

62.09.9 To renew a national flight instructor rating –

- (a) in the case of either a Grade A, Grade B or Grade C national flight instructor (weight shift controlled microlight aeroplanes or conventionally controlled microlight aeroplanes, or light sport aeroplanes) the holder of the rating shall –
 - (i) have attended an approved flight instructor refresher seminar as prescribed in Document SA-CATS 62 within the two years immediately preceding the date of expiry of such rating;

- (ii) have given not less than 50 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours shall have been within the 12 months immediately preceding the date of expiry of such rating; and
 - (iii) have undergone the skills test referred to in regulation 62.09.5 within 90 days prior to date of expiry;
- (b) in the case of a national flight instructor (gyroplane), the holder shall –
 - (i) have attended an approved flight instructor refresher seminar, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours shall have been given within the 12 months immediately preceding the date of expiry of such rating; and
 - (iii) within the 90 days immediately preceding the date of expiry of the rating have undergone the skills test referred to in regulation 62.09.5;
- (c) in the case of a national assistant flight instructor (hang-glider) within the 90 days immediately preceding the date of expiry of the rating have undergone the skills test referred to in regulation 62.09.5;
- (d) in the case of a national flight instructor (hang-glider) –
 - (i) have attended a flight instructor refresher seminar, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have logged a minimum of 20 flights, 15 hours and 50 km total cross-country flight distance during the previous 12 months; and
 - (iii) either –
 - (aa) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours shall have been given within the 12 months immediately preceding the date of expiry of such rating; or
 - (bb) within the 90 days immediately preceding the date of expiry of the rating have undergone the skills test referred to in regulation 62.09.5;
 - (iv) be in possession of a First Aid certificate valid for the period of the rating;
- (e) in the case of a national flight instructor (paraglider) –

- (i) have attended a flight instructor refresher seminar, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have logged a minimum of 40 flights and 10 hours within the 12 months immediately preceding the date of expiry of such rating;
 - (iii) either –
 - (aa) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours shall have been given within the 12 months immediately preceding the date of expiry of such rating; or
 - (bb) within the 90 days immediately preceding the date of expiry of training have undergone the skills test referred to in regulation 62.09.5; and
 - (iv) be in possession of a First Aid certificate valid for the period of the rating;
- (f) in the case of a national flight instructor (touring motor glider) –
- (i) have attended an approved flight instructor refresher seminar, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have logged within 12 months immediately preceding the date of expiry, a minimum of 5 flight hours and a total 10 flights PIC;
 - (iii) have provided 30 hours flight time instruction in the three years preceding the expiry date, of which 15 hours of flight time should be within 12 months immediately preceding the date of expiry of such rating; and
 - (iv) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.5.

Period of validity

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

Crediting of flight time and theoretical knowledge

62.09.11 (1) A national flight instructor is entitled to be credited with all instruction time acquired while giving flight instruction for the purpose of initial flight training, instructor training, conversion to type training, safety training as defined in Part 141, and training towards various ratings, towards a higher grade flight instructor rating, or towards the revalidation or reissue of any existing rating in that category class or type, provided he or she holds the appropriate category, class or type rating.

(2) Notwithstanding the provisions of this regulation, the holder of a national flight instructor rating endorsed for the category weight-shift microlight aeroplane or gyroplane, shall –

- (a) be entitled to be credited with not more than 100 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the endorsement of a national flight instructor rating for the category light sport aeroplane;
- (b) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national flight instructor rating endorsed for the category light sport aeroplane.

(3) Notwithstanding the provisions of this regulation, the holder of a national flight instructor rating endorsed for the category conventionally controlled microlight aeroplane shall –

- (a) be entitled to be credited with not more than 150 hours flight time acquired in a conventionally controlled microlight aeroplane towards the total flight time experience prescribed for the endorsement of a national flight instructor rating for the category light sport aeroplane;
- (b) have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national flight instructor rating endorsed for the category light sport aeroplane.

(4) Notwithstanding the provisions of this regulation, the holder of a flight instructor rating endorsed for the category touring motor gliders, shall –

- (a) be entitled to be credited with not more than 150 hours flight time acquired in a touring motor glider, towards the total flight time experience prescribed for the issuing of a flight instructor rating endorsed for the category light sport aeroplane.
- (b) be credited with acquired knowledge in all subjects, towards the theoretical knowledge requirements prescribed for the issuing of a national flight instructor rating endorsed for the category light sport aeroplane.

SUBPART 10: REQUIREMENTS FOR THE ISSUE OF A NATIONAL POST MAINTENANCE AND REPAIR TEST FLIGHT RATING AND A NATIONAL TEST FLYING RATING

General

62.10.1 (1) No person shall act as test pilot of an aircraft unless he is the holder of a valid pilot's licence with a test pilot's rating.

(2) Test flights may only be performed by suitably rated pilots; this means rated on the aircraft within a class or on type and rated as a test pilot.

- (3) (a) A test flight will be required as referred to below.
(b) Note that a systems acceptance flight, as defined below, is not a test flight and therefore the PIC does not require a test pilot rating.
(c) However, he must be rated as PIC for the class and type of aircraft.
(d) All test flights must be done in line with the manufacturer's requirements.

Requirements

62.10.2 (1) An applicant for a national pilot licence with a post maintenance test flight rating in the categories weight shift controlled microlights, conventionally controlled microlights, light sport aeroplanes, touring motor gliders, gliders and gyroplanes shall –

- (a) hold at least a valid national pilot licence;
- (b) be the holder of the appropriate aircraft category endorsement;
- (c) be the holder of the appropriate aircraft class rating in that category;
- (d) have at least 300 hours total flight time of which not less than 200 hours must be PIC in the category for which a test pilot rating is applied for;
- (e) have acquired the experience referred to in regulation 62.10.3;

(2) An applicant for a national pilot licence with a test pilot rating in the categories weight shift controlled microlight aeroplanes, conventional controlled microlight aeroplanes, light sport aeroplanes, touring motor gliders, gliders and gyroplanes shall –

- (a) hold at least a valid national pilot licence;
- (b) be the holder of the appropriate aircraft category endorsement;
- (c) be the holder of the appropriate aircraft class rating in that category;
- (d) have at least 700 hours total flight time of which not less than 500 hours must be PIC in the category for which a test pilot rating is applied for;
- (e) have acquired the experience referred to in regulation 62.10.3;

(3) Notwithstanding the provisions of sub-regulations (1) and (2), a holder of a Grade I or II test pilot rating issued under Part 61 shall have the same rights and privileges as a pilot issued with a test pilot rating under Part 62 for the categories light sport aeroplanes, conventionally controlled microlight aeroplanes and touring motor gliders, but shall expressly exclude the categories weight shift controlled microlight aeroplanes and gyroplanes.

Experience

62.10.3 An applicant shall –

- (a) in the case of an application for a post maintenance test flight rating, attend the basic test flying techniques course as set out in Document SA-CATS 62;
- (b) In the case of an application for a test pilot rating, attend the advanced test flying techniques course as set out in Document SA-CATS 62.

Application

62.10.4 An application for the issuing of a post maintenance test flight rating or a test pilot rating shall be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form and accompanied by –

- (a) the appropriate fee prescribed in Part 187; and
- (b) a copy of his or her logbook, duly summarised, showing the required flying experience.

Issuing

62.10.5 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant's National Pilot Licence with either a test pilot rating or a post maintenance test flight rating if the applicant complies with the requirements referred to in regulation 62.10.2.

Privileges and Limitations

62.10.6 (1) The holder of a post maintenance test flight rating shall be entitled to act as PIC of an aircraft, in a category for which the pilot has a post maintenance test flight rating to conduct a post maintenance test flight, or proving flights.

(2) The holder of a test pilot rating shall be entitled to act as PIC of an aircraft to conduct test flights, post maintenance test flights, and initial test flights.

SUBPART 11: REQUIREMENTS FOR THE ISSUE OF TUG AND TOW RATINGS**General**

62.11.1 An applicant for the issuing of a tug or tow rating shall –

- (a) be the holder of a valid aeroplane pilot licence issued under Part 61, or a national pilot licence issued in terms of this Part, with the appropriate class rating or type rating for the tug aeroplane to be used;
- (b) have acquired the experience referred to in regulation 62.11.2;
- (c) have successfully completed the training referred to in regulation 62.11.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.11.4; and
- (e) have successfully passed the skills test referred to in regulation 62.11.5.

Experience

62.11.2 (1) An applicant for a tug or tow rating shall have acquired in the category for which the tug or tow rating is sought, at least 100 hours as PIC.

(2) Notwithstanding the provisions of sub-regulation (1), the hour requirement may be reduced to 50 hours as PIC of a microlight aeroplane or light sport aeroplane if the applicant is the holder of a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence.

Training

62.11.3 An applicant for tug or tow rating shall complete successfully under supervision of an appropriately rated flight instructor or a person designated for the purpose in writing by the Director or an organisation designated for the purpose in terms of Part 149, as the case may be a minimum of 10 aero-tows.

Theoretical knowledge examination

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

Skills test

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

Hang-gliding tug endorsement

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

(2) For a hang-gliding tug endorsement, the pilot will be required to demonstrate at least 10 hang-gliding tugs, of which five will be in moderately thermic conditions.

(3) A pilot with a tug rating hang-gliding endorsement may tow a hang-glider, provided the pilot of the hang-glider is the holder of a valid national pilot licence in the category hang-gliders with a valid aero-tow rating.

(4) A hang-gliding tug endorsement may be obtained independently of the tug rating, but the holder of a hang-gliding tug endorsement may not tow anything other than a hang-glider.

Application

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

Issuing

62.11.8 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall endorse the applicant's pilot licence with the tug or tow rating if the applicant complies with the requirements prescribed regulation in 62.11.1.

Privileges and limitations

62.11.9 The holder of a pilot licence with the tug or tow rating shall be entitled to act as PIC of an aircraft of an appropriate type by name or in the appropriate class.

SUBPART 12: REQUIREMENTS FOR THE ISSUE OF AN AGRICULTURAL PILOT RATING**General**

62.12.1 (1) The requirements for the issue of an agricultural pilot rating shall, with the necessary changes, be the requirements for the issue of an agricultural pilot rating prescribed in Part 61.

(2) Any reference to the Director shall be deemed to include a reference to an organisation designated for the purpose in terms of Part 149, if applicable.

SUBPART 13: REQUIREMENTS FOR THE ISSUE OF A HANG-GLIDER AERO-TOW ENDORSEMENT**General**

62.13.1 An applicant for the issuing of a hang-glider aero-tow endorsement shall –

- (a) be the holder of a valid national pilot licence, endorsed for the category hang-gliding;
- (b) have acquired the experience referred to in regulation 62.13.2; and
- (c) have successfully passed the written theoretical knowledge examination referred to in regulation 62.13.3.

Experience

62.13.2 An applicant for the issuing of a hang-glider aero-tow endorsement shall have satisfactorily completed under the supervision of an appropriately rated flight instructor 10 aero-tows, of which at least 5 were completed in moderately thermal conditions.

Theoretical knowledge examination

62.13.3 An applicant for the issuing of a hang-glider aero-tow endorsement shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Application

62.13.4 An applicant for the issuing of a hang-glider aero-tow endorsement shall –

- (a) be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form ; and
- (b) be accompanied by—
 - (i) the original or certified copy of the applicant's valid pilot licence, endorsed for the category hang-glider;
 - (ii) a certificate of competency signed by a suitably licensed and rated flight instructor stating that the applicant has met the requirements of regulations 62.13.2 and 62.13.3; and
 - (iii) the applicable fee as prescribed in Part 187 of the Regulations.

Issuing

62.13.5 The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue on the appropriate form a hang-glider aero-tow endorsement if the applicant complies with the requirements of regulation 62.13.1.

Privileges and limitations

62.13.6 The holder of a valid hang-glider aero-tow endorsement shall be entitled to act as PIC of a hang-glider for which he or she holds the appropriate rating whilst under tow from an amateur-built or production-built aircraft, including a microlight aeroplane, certified for tug operations.

Period of validity

62.13.7 A hang-glider aero-tow endorsement shall be valid for the period for which the holder thereof is the holder of a valid national pilot licence.

Maintenance of competency

62.13.8 The holder of a hang-glider aero-tow endorsement shall not exercise the privileges thereof unless he or she –

- (a) during the six months immediately preceding the flight has carried out at least 5 aero-tows; or
- (b) is under the supervision of an appropriately rated flight instructor.

SUBPART 14: REQUIREMENTS FOR THE ISSUE OF A PART 96 AUTHORISATION**General**

62.14.1 (1)(a) Part 96 regulates the commercial operation of non-type certificated aircraft.

(b) Non-type certificated aircraft, issued with an authority to fly in terms of Part 24 do not meet ICAO standards and, therefore, may only be operated within the borders of the Republic, unless specifically authorised by the responsible authority for the foreign airspace.

(2)(a) As non-type certificated aircraft may not be operated in international commercial air transport, ICAO requirements in respect of pilot licensing do not apply.

(b) National authorities may regulate such operations for domestic operations.

(3) In accordance with paragraphs (1) and (2) above, the Director or the body designated for the purpose as the case may be, may authorise the holder of a valid appropriate private or national pilot licence to conduct commercial operations with non-type certificated aircraft in terms of Part 96 and this Part on conditions prescribed by the Director.

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

Requirements for a Part 96 authorisation

62.14.2 An applicant for the issuing of a Part 96 authorisation shall –

- (a) be not less than 21 years of age;
- (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
- (c) hold at least a valid restricted radiotelephony operator's certificate;
- (d) hold a valid national pilot licence issued in terms of Part 62;
- (e) have acquired the experience referred to in regulation 62.14.3;
- (f) have successfully completed the training referred to in regulation 62.14.4;
- (g) have passed the theoretical knowledge examination referred to in regulation 62.14.5; and
- (h) have undergone the skills test referred to in regulation 62.14.6.

Experience

62.14.3 An applicant for the issuing of a Part 96 authorisation shall –

- (a) in the case of the category weight shift controlled microlight aeroplanes, conventionally controlled microlight aeroplanes and light sport aeroplanes –
 - (i) have 300 hours flight time as pilot of a weight shift controlled microlight aeroplane, conventionally controlled microlight aeroplane, light sport aeroplane, gyroplane, touring motor glider or glider as the case may be, of which not less than 200 hours shall be as PIC; or
 - (ii) have 200 hours as PIC of an aeroplane with a MCM of 5 700 kg or less and at least 100 hours as PIC of an aeroplane in the same category for which Part 96 authorisation is sought;

- (b) in the case of the category paragliders, powered paragliders, hang-gliders and powered hang-gliders have a minimum of 300 flights and 200 hours of flight time and hold a valid Grade.

Training

62.14.4 An applicant for the issuing of a Part 96 authorisation shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.14.5 An applicant for the issuing of a Part 96 authorisation shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Skills test

62.14.6 (1) An applicant for the issuing of a Part 96 authorisation shall have demonstrated to an appropriately qualified designated examiner, the ability to perform, as PIC of an aircraft in the category for which the authorisation is sought, the procedures and maneuvers prescribed in Document SA-CATS 62 with a degree of competency appropriate to the privileges granted to the holder of a Part 96 authorisation.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within six months of passing the theoretical knowledge examination referred to in regulation 62.14.5 and within the 90 days immediately preceding the date of application.

Application for a Part 96 authorisation

62.14.7 An application for the issuing of a Part 96 authorisation shall –

- (a) be made to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed by the Director; and
- (b) be accompanied by –
 - (i) the original or certified true copy of a valid Class 2 or Class 1 medical certificate issued in terms of Part 67;
 - (ii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 62.14.5;
 - (iii) original or certified proof that the applicant has the practical experience referred to in regulation 62.14.3;
 - (iv) the skills test report as prescribed in Document SA-CATS 62; and
 - (v) the appropriate fee as prescribed in Part 187.

Issuing of Part 96 authorisation

62.14.8 (1) The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a Part 96 authorisation to the applicant if he or she complies with the requirements referred to in regulation 62.14.2.

(2) The Part 96 authorisation shall be issued in the appropriate format as prescribed by the Director.

Period of validity

62.14.9 A Part 96 authorisation shall be valid for a 24 month period, provided that the privileges of the authorisation may not be exercised by the holder thereof unless he or she –

- (a) holds a valid Class 2 or Class 1 medical certificate issued in terms of Part 67;
- (b) holds an appropriate valid category, class or type rating;
- (c) complies with the provision of regulation 62.14.11; and
- (d) is the holder of, or operates under a valid AOC and its MOP as approved by the Director.

Privileges of a Part 96 authorisation

62.14.10 (1) The holder of a Part 96 authorisation shall be entitled to –

- (a) exercise all the privileges of his or her pilot licence; and
- (b) act as PIC for remuneration in Part 96 operations in any production-built aircraft, including a conventionally controlled microlight aircraft, a weight-shift controlled microlight aircraft, or light sport aeroplane or any gyroplane with a maximum all-up mass of 2 000 kg, or touring motor glider with a maximum all-up mass of 950kg for which he or she holds a valid category rating, class rating, or type rating.

(2) The holder of the licence shall be entitled to exercise the privileges of the authorisation for any of the special purposes for which he or she holds the appropriate valid rating.

Maintenance of competency

62.14.11 The holder of a Part 96 authorisation shall not act as PIC in commercial air transport operations unless he or she complies with the currency requirements prescribed for his or her pilot licence and the category rating, class rating, or type rating of which he or she is the holder.

SUBPART 15: REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)**Categories of DFEs**

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

- (a) Conventionally controlled microlight aeroplane examiner;
- (b) Weight-shift controlled microlight aeroplane examiner;
- (c) Gyroplane examiner;
- (d) Light sport aeroplane examiner;
- (e) Touring motor glider examiner; and
- (f) Hang-glider, paraglider, powered paraglider, powered hang-glider, powered paratrike or powered parachute.

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

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

(b) The official flight examiner referred to in sub-regulation (3)(a) shall comply with the validation requirements of regulation 61.01.14.

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

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

- (a) Hold the equivalent examiner designation, or qualifications as those prescribed in regulation 62.15.2 issued by the appropriate authority of a Contracting State acceptable to the Director; or
- (b) Hold at least a valid national pilot instructor rating Grade A or equivalent in the applicable category or class; and
- (c) Have accumulated not less than 1 500 flying hours, of which at least:
 - (i) 500 shall be instructional hours; and
 - (ii) 50 hours on type in the category and class for which designation is sought.

Requirements

62.15.2 (1) An applicant for designated examiner shall –

- (a) be at least 21 years of age;
- (b) be currently active in the field of aviation for which the designation is sought; and
- (c) hold at least a valid national instructors rating Grade A in the category and class for which designated examiner status is sought for a minimum of 5 years; or
- (d) hold a CPL issued in terms of Part 61 with at least an Instructor Grade II rating; and
- (e) have accumulated in aeroplanes not less than 1 500 flying hours, of which at least 500 instructional hours shall be in the category and class for which designation is sought.

Application

62.15.3 (1) An application for designation as a designated examiner shall be made to the Director or to the organisation designated for the purpose in terms of Part 149, as the case may be, on the prescribed form and be accompanied by –

- (a) the original or certified copy of the previous 12 months pages of the applicant's flying logbook indicating flying experience;
- (b) proof of holding the required valid licence and rating;
- (c) a complete summary of all flying experience and ratings;

- (d) a letter to motivate the reasons why the applicant believes he or she should be considered for designation; and
- (e) the applicable fee as prescribed in Part 187.

Issuing of designation

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

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

(2) The designation as examiner shall be issued by the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the prescribed form, indicating the period for which the designation is valid, its category, and any endorsements, restrictions or limitations that may apply.

Period of validity

62.15.5 Designation as examiner is issued for a maximum period of 24 months from the date of appointment.

Re-designation and reissue

62.15.6 An application for re-designation or re-issue shall be made every 24 months on the prescribed form, to the Director or the organisation designated for the purpose in terms of Part 149, as the case may be, not less than 30 days prior to the beginning of the month in which the designation expires, and must be accompanied by the fee prescribed in Part 187.

Designation, oversight, suspension and withdrawal

62.15.7 (1) A designated examiner is designated at the discretion of the Director or the organisation designated for the purpose as the case may be, to conduct tests, evaluations, or checks to determine standards and to supply such reports to or on behalf of the Director or the organisation designated for the purpose as the case may be.

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

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

(4) The Director or the organisation designated for the purpose in terms of Part 149, as the case may be, shall provide, in writing, reasons for the suspension or withdrawal of a designation referred to in sub-regulation (3).

Privileges and limitations

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

(2) The designated examiner is the de facto representative of the Director or the organisation designated for the purpose as the case may be, and shall uphold at all times all laws and regulations related to aviation, and shall at all times maintain aviation safety standards and any requirements as agreed upon by the examiner and the Director or the organisation designated for the purpose as the case may be.

SUBPART 16: REQUIREMENTS FOR THE ISSUE OF A CATEGORY OR TYPE RATING BY NAME FOR LIGHT SPORT AEROPLANES.

General

62.16.1 An applicant for the issuing of a type rating by name for light sport aeroplanes shall –

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

Experience

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

- (a) one dual cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one solo cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed;
- (c) a minimum of one dual flight under instruction into and out of a controlled airport, this flight may be included in paragraph (a).

Training

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

Theoretical knowledge examination

62.16.4 (1) An applicant for the issuing of a type rating by name for light sport aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

(2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a pilot licence, issued in terms of Part 61, the applicant may be given credit for any theory at the discretion of the testing instructor or the body designated for the purpose.

Skills test

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

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

(3) The skills test referred to in sub-regulation (1) shall consist of –

- (a) a general skills test of not less than 60 minutes; and
- (b) a navigation skills test of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full-stop landing at a controlled airport other than the point of departure.

Crediting of flight time

62.16.6 The holder of a licence issued in terms of Part 61 or in terms of this part as the case may be, endorsed with –

- (a) the category weight-shift controlled microlight aeroplane or gyroplane, may –
 - (i) be entitled to be credited with not more than 15 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the endorsement of a national pilot licence endorsed for the category light sport aeroplane; and
 - (ii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category light sport aeroplane;

- (b) the category conventionally controlled microlight aeroplane, may –
 - (i) be entitled to be credited with not more than 20 hours flight time acquired in a conventionally controlled microlight aeroplane towards the total flight time experience prescribed for the endorsement of a national pilot licence for the category light sport aeroplane; and
 - (ii) have acquired knowledge in the subjects meteorology, engines and air frames and navigation principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category light sport aeroplane;
- (c) the category touring motor gliders, may –
 - (i) be entitled to be credited with not more than 30 hours flight time acquired in a touring motor gliders, towards the total flight time experience prescribed for the issuing of a national pilot licence endorsed for the category light sport aeroplane;
 - (ii) accredited acquired knowledge in all subjects towards the theoretical knowledge requirements prescribed for the issuing of a national pilot licence endorsed for the category light sport aeroplane.
- (d) a pilot licence issued in terms of Part 61, the hour requirements and the cross-country requirements, referred to in 62.16.2, may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in regulation 62.16.5.

Additional type rating by name for light sport aeroplanes

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

- (a) undergo a skills test with a Grade C-, B- or A- instructor with the appropriate type rating as prescribed in Document SA-CATS 62;
- (b) with the examiner at the dual controls perform at least 5 take-offs and 5 landings and any other exercise considered necessary; and
- (c) pass the technical exams as prescribed in Document SA-CATS 62.

Application

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

- (a) be made to the Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed by the Director; and
- (b) be accompanied by –

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

Issuing

62.16.9 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name for light sport aeroplanes if the applicant complies with the requirements referred to in regulation 62.16.8.

(2) A type rating by name for light sport aeroplanes shall be issued in the prescribed format .

Period of validity

62.16.10 A type rating by name for light sport aeroplanes shall be valid for as long as the national pilot licence itself remains valid, on the condition that the privileges of the type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.16.12.

Privileges and limitations

62.16.11 (1) The holder of a type rating by name for light sport aeroplanes shall be entitled to act as PIC of the light sport aeroplane for which he or she is rated by name, provided it is not operated for the provision of an air service –

- (a) within Class F and Class G airspace;
- (b) within controlled airspace, unless –
 - (i) prior permission has been obtained from the responsible ATSU to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.

(2) Notwithstanding the provisions of sub-regulation (1), the holder of a type rating by name for light sport aeroplanes may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.16.12 The holder of a type rating by name for light sport aeroplanes shall not act as PIC of a light sport aeroplane unless he or she –

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

SUBPART 17: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR TOURING MOTOR GLIDERS

General

62.17.1 An applicant for the issuing of a type rating by name for touring motor glider shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (b) have acquired the experience referred to in regulation 62.17.2;
- (c) have successfully completed the training referred to in regulation 62.17.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.17.4;
- (e) have successfully passed the skills test referred to in regulation 62.17.5; and
- (f) hold at least a valid class 4 medical certificate.

Experience

62.17.2 (1) An applicant for the issuing of an initial type rating by name for touring motor gliders shall have completed not less than 35 hours flight time as a pilot of a touring motor glider which shall include a minimum total of 40 flights, including 20 solo flights: Provided that the solo flights include a minimum of 15 hours of solo flight, which includes –

- (a) one flight of minimum 30 minutes flight time continuous engine off, with:
 - (i) a shutdown not exceeding 3000 ft AGL of the intended landing site; and
 - (ii) a soaring circuit and engine off landing;
- (b) two dual cross country flights with a duration of not less than 90 minutes flown at normal cruising speed, of which at least one will be a navigation test;

- (c) one solo cross-country flight, duration of not less than 90 minutes flown at normal cruising speed including a full stop landing at a point other than the point of departure and destination (with no engine shutdown or soaring requirement); and
- (d) at least one dual and one solo flight into controlled airspace, including a full stop landing and takeoff at a controlled airfield.

(2) An applicant for the issuing of an additional type rating by name, in the category touring motor glider shall have completed not less than a minimum total of two flights of which one shall be a solo flight of a minimum of one hour flying time including at least three take-offs and landings during this time.

(3) Notwithstanding the provisions of sub-regulations (1) and (2), in the case of an applicant with extensive experience as the holder of a national pilot licence with the category endorsements for either conventionally controlled microlight aeroplanes or light sport aeroplanes, or the holder of a pilot licence issued in terms of Part 61, the requirements may be relaxed, for a touring motor glider first type rating, to the minimum requirements according to sub-regulation (2) at the discretion of the flight instructor who conducts the skills test.

(4) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a national pilot licence with a category rating for gyroplanes or weight shift controlled microlight aeroplane, the cross-country requirements, referred to in sub-regulation (1) (b) and (c) may be relaxed at the discretion of the flight instructor who conducts the skills test.

Training

62.17.3 An applicant for the issuing of an open class rating or a type rating by name in the category touring motor glider shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.17.4 (1) An applicant for the issuing of an open class rating or a type rating by name for touring motor gliders shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

(2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience, who is the holder of a pilot licence issued in terms of Part 61, or is the holder of a national pilot licence endorsed with the categories conventionally controlled microlight aeroplane or light sport aeroplane, the applicant may be given credit for any theoretical examination at the discretion of the testing instructor.

(3) Notwithstanding the provisions of sub-regulation (2), in the case of an applicant who is the holder of a national pilot licence endorsed for the category weight shift controlled microlight aeroplane or gyroplane the applicant may be given credit for any theoretical examination at the discretion of the testing instructor; provided that the gliding theoretical knowledge examinations must be written.

Skills test

62.17.5 (1) An applicant for the issuing of an initial type rating by name for touring motor gliders shall have demonstrated to the holder of a Grade B or Grade A touring motor glider flight instructor rating, the ability to perform, as PIC of a touring motor glider, the procedures and manoeuvres as prescribed in Document SA-CATS 62, with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence.

(2) The applicant shall undergo the skills test, referred to in sub-regulation (1), within 12 months of passing the theoretical knowledge examination referred to in regulation 62.17.4 and within 60 days immediately preceding the date of application.

Crediting of flight time

62.17.6 The holder of a glider pilot licence, or a national pilot licence endorsed for the category weight shift controlled microlight aeroplane, conventionally controlled microlight aeroplane or gyroplane, may be entitled to be credited with –

- (a)** in the case of weight shift controlled microlight aeroplanes and gyroplanes, not more than 15 hours flight time acquired towards the total flight time experience prescribed for the issuing of a national pilot licence endorsed for the category light sport aeroplane;
- (b)** in the case of conventionally controlled microlight aeroplanes, light sport aeroplanes and gliders, not more than 25 hours flight time acquired towards the total flight time experience prescribed for the issuing of a national pilot licence endorsed for the category touring motor glider.

Additional type ratings by name for touring motor gliders

62.17.7 An applicant for the issue of an additional type rating by name for touring motor gliders shall –

- (a)** undergo a skills test with a Grade C, B or A instructor with the appropriate type rating as prescribed in Document SA-CATS 62;
- (b)** with the examiner at the dual controls, perform at least 5 take-offs and 5 landings and any other exercise considered necessary; and
- (c)** pass the technical exams as prescribed in Document SA-CATS 62.

Application

62.17.8 An application for the issuing of an open class rating or type rating by name for touring motor gliders shall –

- (a)** be made to the Director or to the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form; and

(b) be accompanied by –

- (i) a valid application for the issue of such licence;
- (ii) certified proof that the requirements prescribed in regulation 62.17.1 or 62.17.7, if applicable, have been complied with; and
- (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.

Issuing

62.17.9 (1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue an open class rating or type rating by name for touring motor gliders if the applicant complies with the requirements referred to in regulation 62.17.8.

(2) An open class rating or type rating by name for touring motor gliders shall be issued in the format prescribed in Document SA-CATS 62.

Period of validity

62.17.10 An open class rating or type rating by name for touring motor gliders shall be valid for as long as the national pilot licence itself remains valid, with the proviso that the privileges of the open class rating or type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.17.12.

Privileges and limitations

62.17.11 (1) The holder of an open class rating or a type rating by name for touring motor gliders shall be entitled to act as PIC of the touring motor glider for which he or she is rated by name, provided it is not operated for the provision of an air service, –

(a) within Class F and Class G airspace;

(b) within controlled airspace unless –

- (i) prior permission has been obtained from the responsible ATSU to enter such airspace;
- (ii) a two-way radio communication as the ATSU may require, is established;
- (iii) continuous radio watch is maintained; and
- (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.

(2) Notwithstanding the provisions of sub-regulation (1) –

- (a) the holder of a type rating by name for touring motor gliders may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of

Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14; and

- (b) the holder of an open class rating for touring motor gliders shall familiarise him- or herself with any type of touring motor glider that he or she has not flown previously, before undertaking a flight in such aircraft.

Maintenance of competency

62.17.12 The holder of a type rating by name for touring motor gliders shall not act as PIC of a touring motor glider unless he or she –

- (a) has acted as PIC of a touring motor glider for a minimum of 5 hours flight time or 10 flights in the 12 months immediately preceding the intended flight and such minimum flight time may include check flights or flights undertaken by the pilot whilst receiving training appropriate to the type of touring motor glider; or
- (b) has passed a skills test with an appropriately rated flight instructor within 90 days immediately preceding the intended flight; and
- (c) if transporting a passenger, has within the 90 days immediately preceding the flight on which such passenger is to be transported, as PIC, has executed not less than three take-offs and three landings in a touring motor glider.

PART 63: FLIGHT ENGINEER LICENSING

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SUBPART 1: GENERAL

Applicability

63.01.1 This Part applies to –

- (a) the issuing of flight engineer licences and ratings for South African flight engineers, the privileges and imitations of such licences and ratings, and matters related thereto; and
- (b) the validation of foreign flight engineer licences and ratings and the privileges and limitations of such validations.

Authority to act as flight engineer

63.01.2 (1) No person shall act as a flight engineer of a South African registered aircraft unless such person holds a valid –

- (a) flight engineer licence and rating issued, renewed or reissued in terms of this Part; or
- (b) flight engineer licence and rating issued by an appropriate authority and validated in terms of this part.

(2) The holder of a flight engineer licence shall not exercise privileges other than the privileges granted by the licence and appropriate rating held by such holder.

(3) The holder of a flight engineer licence shall pay the annual currency fee as prescribed in Part 187 applicable to the type of licence on the anniversary date of such licence.

Validation of licence issued by appropriate authority

63.01.3 (1) The holder of a licence and rating issued by an appropriate authority, who desires to act as a flight engineer on a South African registered aircraft, shall apply in the prescribed appropriate form, for a validation of such licence and rating.

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

- (a) the appropriate fee as prescribed in Part 187;
- (b) a certified true copy of the licence and rating to which the validation pertains;
- (c) a valid medical certificate; and

- (d) in the case of a validation of a licence and rating, the privileges of which are to be exercised for commercial purposes, a temporary work permit, permanent residency permit and a letter of appointment from a South African employer who requires the services of the applicant.
- (3) A licence and rating issued by an appropriate authority may be validated by the Director –
- (a) subject to the same restrictions which apply to such licence and rating;
 - (b) in accordance with and subject to the requirements and conditions as prescribed in Document SA-CATS 63; and
 - (c) in the appropriate prescribed form;
- (4) The duration of a validation issued by the Director shall be –
- (a) 12 months calculated from the date of issue of such validation by the Director; or
 - (b) the period of validity of the licence and rating issued by the appropriate authority concerned, whichever period is the lesser period.
- (5) The holder of a validation may, subject to the provisions of sub-regulation (6), apply to the Director for a renewal of such validation at least 21 days immediately preceding the date of expiry of such validation.
- (6) The Director may renew a validation of a licence and rating in the circumstances and on the conditions as prescribed in Document SA-CATS 63: Provided that a validation of a licence and rating, the privileges of which are to be exercised for commercial purposes, may only be renewed once for the same period referred to in sub-regulation (4).
- (7) The holder of a validation shall comply with the provisions prescribed in this part and the requirements and conditions as prescribed in Document SA-CATS 63.
- (8) Notwithstanding the provisions of regulation 63.01.2(2), the Director may validate any flight engineer licence and rating issued by an appropriate authority, to authorise the holder thereof to conduct training on a particular type of aircraft to which the rating pertains, if no holder of a Grade I flight instructor rating is available to conduct such training.

Competency

63.01.4 (1) No holder of a flight engineer licence and rating shall exercise the privileges granted by the licence and rating unless such holder maintains competency by complying with the appropriate requirements prescribed in this part.

(2) The holder of a flight engineer licence and rating shall submit copies of all documentation relating to continued maintenance of competency to the Director within 7 days after compliance with the appropriate requirements prescribed in this Part.

Documentation

63.01.5 The Director shall ensure that a flight engineer licence and rating is issued in such a manner that the validity thereof may readily be determined by an appropriate authority.

Logbooks

63.01.6 (1) The holder of a flight engineer licence shall maintain a logbook and shall record therein all flight time spent as a flight engineer.

(2) The form of and information to be contained in a logbook referred to in sub-regulation (1) and the manner in which such logbook shall be maintained, are as prescribed in Document SA-CATS 63.

Medical fitness

63.01.7 An applicant for or holder of a flight engineer licence shall obtain a Class 1 medical certificate issued in terms of Part 67.

Ratings for flight engineers and flight engineer instructors

63.01.8 The ratings for flight engineers and flight engineer instructors are –

- (a) a type rating; and
- (b) a rating for special purposes.

Type ratings

63.01.9 Type ratings for aircraft shall comprise a rating by name for each type of aircraft, of which the design necessitates the carriage of a flight engineer, and a rating by name for each type of engine.

Ratings for special purposes

63.01.10 The ratings for special purposed shall comprise a –

- (a) Grade I flight engineer instructor rating; and
- (b) Grade II flight engineer instructor rating.

Register of licences

63.01.11 (1) The Director shall maintain a register of all flight engineer licences and ratings issued or validated in terms of the regulations in this part.

(2) The register shall contain the following particulars –

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

(3) The particulars referred to in sub-regulation (2) shall be recorded in the register within seven days from the date on which the licence or rating is issued or validated by the Director.

(4) The register shall be kept in a safe place at the office of the Director.

(5) A copy of the register shall be furnished by the Director, on payment of the appropriate fee as prescribed in Part 187, to any person who requests the copy.

Language

63.01.12 The holder of a flight engineer licence issued under this part shall have sufficient ability in reading, speaking and understanding the English language to enable the holder to adequately carry out his or her responsibilities as a flight engineer.

Retesting after failure

63.01.13 An applicant for the issuing of a flight engineer licence or rating who fails a theoretical knowledge examination, required for such licence or rating, may apply for retesting after the appropriate period specified in Document SA-CATS 63.

Designation of examiner

63.01.14 (1) The Director may designate an examiner to –

- (a) conduct skill tests and to complete skill test reports required for the reissuing of type ratings; and
- (b) conduct skill tests and to complete skill test reports required for the issuing and reissuing of flight engineer instructor ratings.

(2) The privileges referred to in sub-regulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS 63.

(3) The Director shall sign and issue to each designated examiner a document which shall state the full name of such examiner and contain a statement that –

- (a) such examiner has been designated in terms of sub-regulation (1); and
- (b) such examiner is empowered to exercise the privileges referred to in sub-regulation (1).

(4) The application to be considered for designation as referred to in sub-regulation (1) shall be accompanied by –

- (a) detail of the licence and ratings to which the application applies; and
- (b) the appropriate fee as prescribed in Part 187.

Training

63.01.15 Training as required by this Part shall only be provided by the holder of an ATO approval issued in terms of Part 141.

SUBPART 2: FLIGHT ENGINEER LICENCE

Requirements for flight engineer licence

63.02.1 An applicant for the issuing of a flight engineer licence shall –

- (a) be not less than 18 years of age;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) have acquired the experience referred to in regulation 63.02.2;
- (d) have successfully completed the training referred to in regulation 63.02.3;
- (e) have passed the theoretical knowledge examination referred to in regulation 63.02.4;
- (f) have undergone the skills test referred to in regulation 63.02.5; and
- (g) have acquired or hold –
 - (i) not less than three years; practical aeronautical engineering experience of which not less than one year shall have been obtained on a multi-engine aircraft with a MCM exceeding 11 400 kilograms;
 - (ii) an approved B.Sc Aeronautical Engineering degree and not less than six months of practical experience in maintaining multi-engine aircraft with a MCM exceeding 11 400 kilograms;
 - (iii) a valid CPL with a valid instrument rating; or
 - (iv) a valid ATPL.

Experience

63.02.2 An applicant for the issuing of a flight engineer licence shall have completed, under the supervision of the holder of a flight engineer instructor rating, not less than 100 hours of flight time performing the duties of a flight engineer, of which 50 hours may be acquired in a simulator.

Training

63.02.3 An applicant for the issuing of a flight engineer licence shall have successfully completed the appropriate training as prescribed in Document SA-CATS 63.

Theoretical knowledge examination

63.02.4 An applicant for the issuing of a flight engineer licence shall have passed the appropriate written examination as prescribed in Document SA-CATS 63.

Skills test

63.02.5 (1) An applicant for the issuing of a flight engineer licence shall have demonstrated to the holder of a Grade I flight engineer instructor rating the ability to perform as flight engineer of an aircraft, the duties and procedures as prescribed in Document SA-CATS 63, with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within 24 months of passing the theoretical knowledge examination referred to in regulation 63.02.4 and within the 90 days immediately preceding the date of application.

Application for flight engineer licence

63.02.6 An application for the issuing of a flight engineer licence shall be –

- (a) made to the Director in the appropriate prescribed form; and
- (b) accompanied by –
 - (i) original or certified proof of –
 - (aa) the identity of the applicant; and
 - (bb) the age of the applicant;
 - (ii) a valid Class 1 medical certificate issued in terms of Part 67;
 - (iii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 63.02.4;
 - (iv) the skill test report as prescribed in Document SA-CATS 63;
 - (v) the valid CPL, ATPL, proof of the practical aeronautical engineering experience or a B.Sc Aeronautical Engineering degree, as the case may be, held or obtained by the applicant;
 - (vi) the appropriate fee as prescribed in Part 187; and
 - (vii) two recent passport size photographs of the applicant.

Issuing of flight engineer licence

63.02.7 (1) The Director shall issue a flight engineer licence if the applicant complies with the requirements referred to in regulation 63.02.1.

(2) A flight engineer licence shall be issued on the appropriate prescribed form.

(3) Upon the issuing of a flight engineer licence the holder thereof shall forthwith affix his or her signature in ink in the space on the licence provided for such purpose.

Period of validity

63.02.8 A flight engineer licence shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless –

- (a) he or she is the holder of a valid Class 1 medical certificate issued in terms of Part 67; and
- (b) he or she holds a valid type rating.

Privileges

63.02.9 The holder of a valid flight engineer licence shall be entitled to act as a flight engineer –

- (a) in any aircraft in respect of which he or she is the holder of a type rating;
- (b) in an aircraft of a type other than that in respect of which he or she is the holder of a type rating, if he or she so acts under the direct supervision of the holder of a flight engineer licence with a type rating appropriate to that aircraft, or if he or she acts in an aircraft on which a flight engineer is not required, under the direct supervision of the PIC of that aircraft.

SUBPART 3: TYPE RATING**Requirements for type rating**

63.03.1 (1) An applicant for the issuing of a type rating shall –

- (a) have successfully completed the training referred to in regulation 63.03.2;
- (b) have passed the theoretical knowledge examination referred to in regulation 63.03.3; and
- (c) have undergone the skill test referred to in regulation 63.03.4; and
- (d) have complied with the requirements for a flight engineer licence referred to in regulation 63.02.1.

(2) An applicant for the issuing of any additional type rating shall –

- (a) hold a valid flight engineer licence;
- (b) comply with the requirements prescribed in regulation 63.03.3;
- (c) submit to the Director his or her logbook or a certificate signed by the holder of a Grade 1 flight engineer instructor rating, showing that he or she has completed, during the 12 months immediately preceding the date of application, not less than 50 hours of flight time in the performance of the duties of a flight engineer on board the type of aircraft to which the application relates or one with similar characteristics; and
- (d) have undergone the skill test referred to in regulation 63.03.4, in the type of aircraft to which the application relates.

Training

63.03.2 An applicant for the issuing of a type rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS 63.

Theoretical knowledge examination

63.03.3 An applicant for the issuing of a type rating shall have passed the appropriate written examination as prescribed in Document SA-CATS 63.

Skill test

63.03.4 An applicant for the issuing of a type rating shall have demonstrated to the holder of a Grade I flight engineer instructor rating the ability to perform the procedures and manoeuvres as prescribed in Document SA-CATS 63, with a degree of competency appropriate to the privileges granted to the holder of such type rating.

Temporary certificate of competency

63.03.5 The holder of a Grade I flight engineer instructor rating may issue the applicant for the issuing of a type rating, with a temporary certificate of competency, which shall permit the applicant to exercise the privileges of such type rating, for a period of 30 days calculated from the date of issue of such temporary certificate.

Application for type rating

63.03.6 An application for the issuing of a type rating shall be –

- (a) made to the Director in the appropriate prescribed form ; and
- (b) accompanied by –
 - (i) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 63.03.3;
 - (ii) the skills test report as prescribed in Document SA-CATS 63; and
 - (iii) the appropriate fee as prescribed in Part 187.

Issuing of type rating

63.03.7 (1) The Director shall issue a type rating if the applicant complies with the requirements referred to in regulation 63.03.1.

(2) A type rating shall be issued in the appropriate prescribed form .

Period of validity

63.03.8 A type rating shall be valid for a period of 12 months calculated from the date of issue or reissue of the rating or from the date of expiry of the rating if such rating is renewed in accordance with the provisions of regulation 63.03.10.

Privileges

63.03.9 The holder of a valid type rating shall be entitled to act as a flight engineer in the type of aircraft for which the holder is rated.

Renewal

63.03.10 (1) To renew a type rating, the holder of the rating shall –

- (a) within the 12 months immediately preceding the date of expiry of such rating, have completed not less than 50 hours of flight time as flight engineer of an aircraft for which the holder is type rated; and
 - (b) within the 90 days immediately preceding the date of expiry of such rating, have undergone a proficiency check as prescribed in Document SA-CATS 63, conducted by the holder of a Grade I flight engineer instructor rating.
- (2) The holder of a Grade I flight engineer instructor rating shall upon compliance with the requirements prescribed in sub-regulation (1)(a) or (b) by the holder of the rating –
- (a) provide the Director with the appropriate certificate of competency as prescribed in Document SA-CATS 63;
 - (b) sign the appropriate page of the licence of such holder; and
 - (c) endorse the logbook of such holder.
- (3) If the result of the proficiency check contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the privileges referred to in regulation 63.03.9, the holder of the Grade I flight engineer instructor rating shall –
- (a) report such result to the Director; and
 - (b) not sign the appropriate page of the licence of the holder of the rating.

Reissue

63.03.11 (1) To reissue a type rating which has expired due to the lapse of the period referred to in regulation 63.03.8, the holder of such expired rating shall –

- (a) within the 12 months immediately preceding the date of application, have completed not less than eight hours of flight time as flight engineer under the supervision of the holder of a flight engineer rating; and
 - (b) demonstrate to a designated examiner the procedures and manoeuvres referred to in regulation 63.03.4.
- (2) The designated examiner shall, upon compliance with the requirements prescribed in sub-regulation (1)(a) and (b) by the holder of the expired rating –
- (a) provide the Director with the skill test report as prescribed in Document SA-CATS 63;
 - (b) sign the appropriate page of the licence of such holder; and
 - (c) endorse the logbook of such holder.
- (3) If the result of the skill test contemplated in sub-regulation (1) reveals that the holder of the expired rating has failed to maintain the minimum standard required to exercise the privileges referred to in regulation 63.03.9, the designated examiner shall –
- (a) report such result to the Director; and
 - (b) not sign the appropriate page of the licence of the holder of the expired rating.

SUBPART 4: GRADE I FLIGHT ENGINEER INSTRUCTOR RATING**Requirements for Grade I flight engineer instructor rating**

63.04.1 An applicant for the issuing of a Grade I flight engineer instructor rating shall –

- (a) hold a valid flight engineer licence, type rating and Grade II flight engineer instructor rating;
- (b) have acquired the experience referred to in regulation 63.04.2;
- (c) have successfully completed the training referred to in regulation 63.04.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 63.04.4; and
- (e) have undergone the skill test referred to in regulation 63.04.5.

Experience

63.04.2 An applicant for the issuing of a Grade I flight engineer instructor rating shall have at least three years experience as a Grade II flight engineer instructor, during which he or she shall have given not less than 500 hours of flight engineer instruction.

Training

63.04.3 An applicant for the issuing of a Grade I flight engineer instructor rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS 63.

Theoretical knowledge examination

63.04.4 An applicant for the issuing of a Grade I flight engineer instructor rating shall have passed the appropriate written examination as prescribed in Document SA-CATS 63.

Skills test

63.04.5 (1) An applicant for the issuing of a Grade I flight engineer instructor rating shall demonstrate to a designated examiner the ability to perform the procedures as prescribed in Document SA-CATS 63, with a degree of competency appropriate to the privileges granted to the holder of a Grade I flight engineer instructor rating.

(2) The applicant shall undergo the skill test referred to in sub-regulation (1) within six months of passing the theoretical knowledge examination referred to in regulation 63.04.4 and within the 90 days immediately preceding the date of application.

Application for Grade I flight engineer instructor rating

63.04.6 An application for a Grade I flight engineer instructor rating shall be –

- (a) made to the Director in the appropriate prescribed form ;
- (b) accompanied by –
 - (i) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 63.04.4;
 - (ii) the skill test report as prescribed in Document SA-CATS 63;